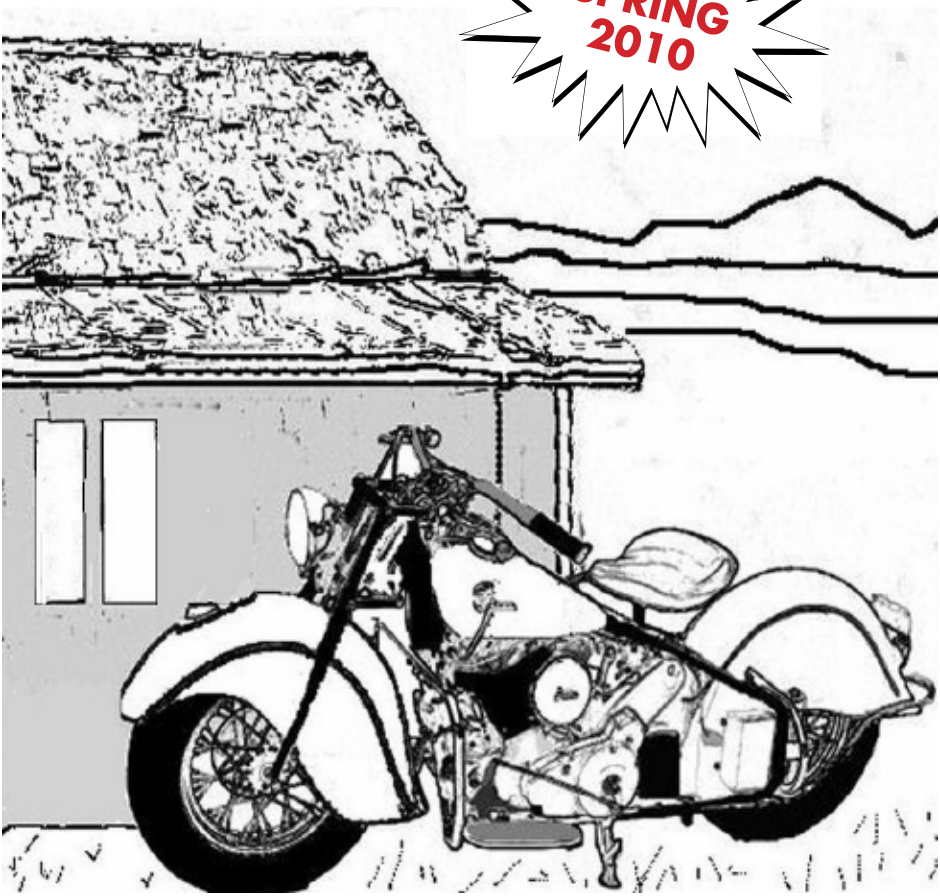
The Rusty Rebel

SPRING 2010



A Publication of the Confederate Chapter of
The Antique Motorcycle Club of America

CLUB OFFICERS FOR 2010

PRESIDENT
Bob Kenney
3070 Ivy Rd
Eads, TN 38028
901-46-3779
bob.kenney@raymondjames.com

VICE PRESIDENT
Les Cooper
1447 Linden
Memphis, TN 38104
901-832-5144
lescoop@mindspring.com

TREASURER
Pam Cooper
1447 Linden
Memphis, TN 38104
901-726-1656
Prattscooper@mindspring.com

SECRETARY
Ed / Sherry Dacus
4710 Chamber Chapel Rd.
Lakeland, TN 38002
901-867-2676
Edacus@OHHENDRICKS.com

DIRECTOR
John Ragan
2820 Ivy Rd
Eads, TN 38028
901-465-1973

EDITOR / WEB MASTER
David Lloyd
6195 Tranquil Dr.
Olive Branch, MS 38654
901-277-7710
davidlloyd44@comcast.net

DEPUTY JUDGE
Lee Rudd
2169 Vinton
Memphis, TN 38104
901-276-3070
47IndianLee@gmail.com

www.confederatechapter.com

The Colonel Speaks

Colonel Bob

Well here it is April 1, 2010 and the riding season is well underway.
Thanks to Brian Nance who forced the issue in early March seven members met a the Wal-Mart in Collierville for a great day of riding through Fisherville, Williston, Moscow, La Grange, Bolivar to a great little diner on Hwy 64 just east of town for some tasty treats and a smooth ride back in on Hwy 64.
Next is the Scooter Ride being put together by Big Daddy Ed Dacus on April 10. This will be our Inaugural Scooter Ride and hope to have at least one each year. There are so many members with Scooters that it makes sense to do this, maybe more than once a year. Big Daddy has worked ever hard at putting this together and I for one am Pumped. We are expecting a great turn out and lots of food. Big Daddy says there will be eats at every stop. I have the Lunch stop at my place so come hungry. I hope you are reading this before it happens. (Sorry Bob—It has already Happened!)
I would like to take this opportunity to express my sincere sympathy to Ed Dacus and his Family in the loss of his Father James T Dacus Sr. James was a good friend to me and a World Class Guy. We will all miss him very much.
We are planning lots of rides this year and some new and exciting things for the meetings so get those bikes in top shape for the riding and come to the meetings for the fun and food. Anyone with ANY ideas please contact me and I will help any way I can
Till next time, Ride safe

Bob Kenney

Letter from the Editor—David Lloyd

Well, here we are in Spring, 2010 – The weather is getting right for riding and I hope you are getting those 2 wheel machines tuned up and polished. Bob Kenney has promised us there will be plenty of opportunities to ride this year. I even want to organize another Mississippi Mystery ride this year. I like to lead you to believe we are going on a 50 – 60 mile ride – and Boom!!! It turns out to be 100-120 miles!! That is a REAL Mystery Ride. If you are scared, just say your scared – I have always been told if you don't want to run with the Big Dogs, then get back up on the porch and watch. That doesn't really sound like me, does it? I want everyone to participate in all of our rides when ever possible. I really hope we all get many chances to ride together as an Antique Club. We really need to organize a group yearly calendar so we can put our known events on it at the 1st of the year and allow everyone to see what we have planned.

Think for a moment of what we already know:

Spring Annual Scooter Ride – April 2010
Spring Mystery Ride – David – Sometime in May
Southern National – Denton NC – May 14-16
Cannonball Run coming through Miss – Hot Springs – September 16-17
Davenport Meet – September 2-5
Arlington Lawn Antique Motorcycle Show – September
Bolivar Weekend -?
Barber Vintage Weekend – Early Oct
11 monthly - Chapter Meetings
Chapter Christmas party

These are just a few that I can think of right quickly. We know there will be more that I have forgotten and spontaneous rides that will be organized as beautiful days open.
I personally have several other trips planned this year. 1 week in Orange Beach Al. with late models in June, 1 week in Maggie Valley at Dale's with Antiques in August, and a weekend trip with my Late Motorcycle Church friends to the Ozarks in June.

This issue features a really special guest profile. I had the awesome opportunity to sit down with a local motorcycle legend right here in our area. I think you will enjoy reading about this man and his devotion to the motorcycle world. His career spans over 60 years of Racing, Engine Building, Tuning & Managing Teams.

Well—for a quick summary of our first annual scooter ride. Hope you didn't miss it! If you did, all I can say is TOO BAD for YOU! We had an Awesome time. Started at Ed Dacus's Home and Garage where we were fed a breakfast that would make the Ritz Carlton run and hide. From there we rode to Wally Wages home and checked out all his cool toys and had plenty of snacks and drinks. After that we rode over to Nick's garage and saw some really cool stuff. On to Bob Kenney's Ponderosa where many people were getting burgers, hotdogs, salad, chips and drinks ready for our tired bodies as we rolled in. After a Fat Lunch, we loaded up for our final leg to John Callies's home and Shop. Words still can not describe what we saw there. All I can say is some Heavy Duty Thinking goes on in that place! John topped off the afternoon with gourmet cakes and drinks. Hope everyone enjoyed that Great day for scooter riding. Rest assured that will not be the last you hear of the Confederate Chapter Annual Scooter Ride. Special Thanks to all the ladies and men who served, cooked, cleaned, open their homes and garages, loaded and unloaded, took pictures and planned all the details. It is people like that which make our club what it is today—BIG Thanks!!

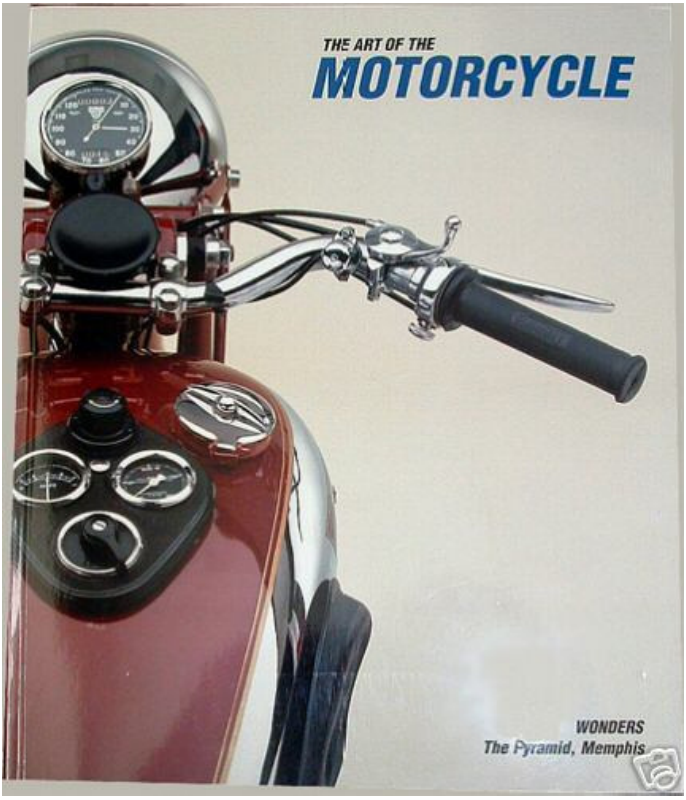
David Lloyd

1st Annual Scooter Ride

Our 1st Annual Scooter Ride was a Huge Success—We had 47 Riders, Visited 5 Garages, ate like Kings & Queens. All the pictures can be seen at
http://leeagriffin.com/CC_4-10-10/index.html
Special thanks to all who helped pull off this wonderful event—and special thanks to Lee Griffin for all the photos—More pictures in the back

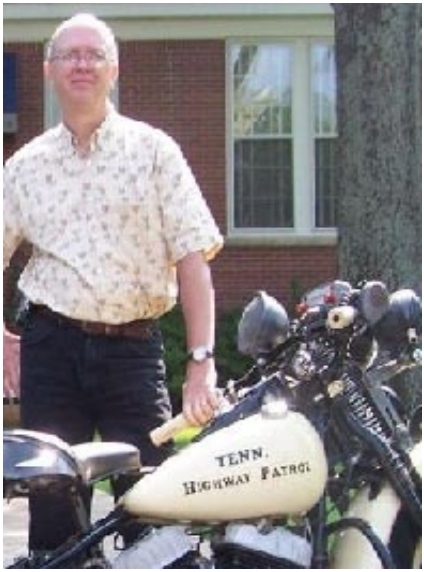
Art of the Motorcycle

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.



Mocking Up Your Restoration

Why spend all the extra time doing a mock up of your restoration? Since most of the bikes we're restoring these days are in pretty bad shape and very incomplete, you're kidding yourself if you think all those parts are going to fit once you make them pretty. If you have reproduction sheet metal, don't even think about having it painted until you mock it up.



Calvin Burnett

If you want to take all the risk out of the project, you'll do a running mock up. A good friend of mine in Ohio did a beautiful restoration of a 20's Harley. When he started the bike, it blew the in intake cage out of the cylinder and thru the gas tank. Luckily, he didn't burn the bike and the garage down in the process.

It all starts with the frame. If it's not right, the restoration will be a pain in the rear and you'll never be happy with how the bike rides. Spend the money to have it checked. Same for the forks. I've had NOS forks that still didn't meet spec's. Don't assume anything is ok. On my most recent project, I had to completely redo a brand new fork from V-Twin before it would ever work.

Set the motor in the frame. Make sure it makes good contact with all the mounts. If it's not making perfect contact with all the mounting points use a shim. It can be disastrous if you tweak the motor when you tighten it in the frame. The bearings in most motors have 0.001" clearance. Guess what happens when you twist the cases in a bad fitting frame? The same goes for the top motor mount if you have one. Use shims to make sure when you tighten the mount you don't put any stress on the motor.

If your engine and transmission are a single unit, make sure your pri-

The sheet metal is always a challenge. You can't spend too much time in this area. If you're using original sheetmetal, don't be afraid to tackle those dents. Eastwood Restoration supply has some great videos and all the tools you'll need. You can also find all kinds of tips on youtube. One of the challenges with original sheetmetal is all the extra holes. The rear fender you see on the attached picture had 30 extra holes. The problem is understanding which ones you need and which ones get filled. The only way to do that is the mock up. Nothing worse than have to drill a hole in your brand new paint job unless it's figuring out too late that you have extra holes. If you are using reproduction fenders, just assume you bought a starter kit and you still have a long way to go. Yes, no rust or dents, but the mounting braces never fit correctly, the rivets are not right and they never have the holes you need in the right place.

Gas tanks are a very big item. If they are soldered together, don't try to patch the holes at the seams with a dab of new solder. They need to come apart for a total redo of the seams. If you don't do that you'll be cussing when the gas starts seeping and ruins your new paint. If your tanks are welded together, you're a step ahead, but you must do a thorough job of leak detection. Pressurize your tanks with no more than 1 PSI of

There are a million opinions on how to deal with this. Get on the web and do your homework. The work is in getting rid of the existing rust before you try any kind of sealer. You definitely want this done before the paint since most anything that gets rid of rust also gets rid of paint. Make sure that when you bolt up the tanks that they are not in a bind anywhere. Any stress on the tanks will lead to cracks and much frustration.

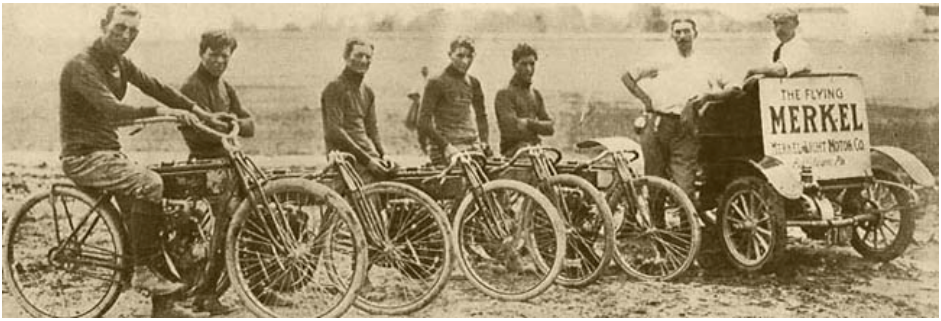
I typically don't do a mock up on the wheels. They are such a pain in the rear to do, I normally finish the parts and just put them together one time. The biggest challenge on the wheels is getting the right off-set from the rim to the hub. If this is not correct, nothing on the bike lines up correctly and it definitely won't go down the highway straight. Don't assume the rim goes in the middle of the hub. Some do, but many don't. I really like powder coating on my rims. Almost impossible to mount a tire without scratching regular paint.

Once you've got it all mocked up, it's time to tear it down. If you've really done a thorough job on the mock up, it's easy from here on. Get a cad bucket, a Parkerizing bucket, a chrome bucket and a big box for the painted parts. Usually there are the black parts and parts with color. If you're not sure, get your restoration manual out. If I'm not sure on a bolt finish, it goes in the cad bucket. You can always blast the cad off and parkerize later. Zip lock bags are cheap. I go to Costco and buy the heavy duty freezer bags in large quantities. Don't assume you'll remember anything. It will be months before it all comes back together. Digital cameras are your friend. Take lots of pictures as it's coming apart so you'll know how it goes back together.

DON'T GET IN A RUSH WHEN THE PAINT COMES BACK!! Let it dry for a couple of weeks or you'll regret it. If you really did your homework with the mockup, the final build is a wonderful event. Peter Heintz always called it the white glove assembly. You have all the bolts you

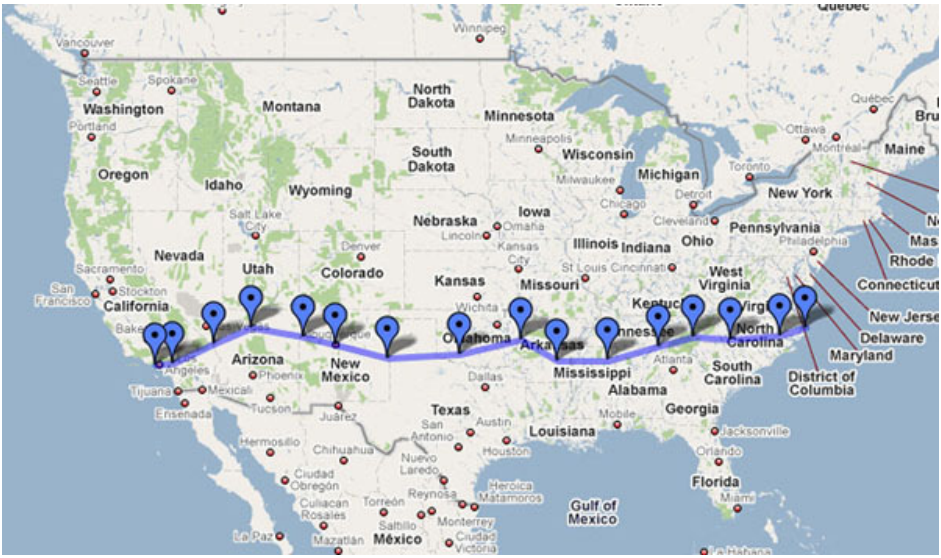
Cannonball Endurance Run

Coast to Coast—September 10—26, 2010



Conjuring up the spirit of famed motorcycle daredevils and cross-country endurance riders of the previous century like Erwin "Cannonball" Baker and George Wyman, the Motorcycle Cannonball Run is gathering momentum to launch a pack of riders on vintage motorcycles for an historic ride across America in September 2010. The brainchild of Lonnie Isam, Jr., promoter and owner of Jurassic Racing in Sturgis, South Dakota, and the Motorcycle Cannonball Run of 2010, said the event requires that participants ride classic pre-1916 motorcycles such Pope, Sears, Flying Merkel, Excelsior, Henderson, Indian, Triumph, and the Harley-Davidson's Silent Grey Fellows. The 3,320-mile transcontinental ride is currently scheduled to start September 10 on the east coast in Kitty Hawk, North Carolina. To the greatest extent possible, the ride will utilize non-Interstate roadways and will conclude on the west coast two weeks later in Santa Monica, CA. greatest extent possible, the ride will utilize non-Interstate roadways and will conclude on the west coast two weeks later in Santa Monica, CA. "We expect this to be a grueling coast-to-coast pursuit as riders navigate the back roads and byways of our great nation on bikes that are over 90 years old" said Isam, "and it's likely that some may not complete the ride.

Coast to Coast—September 10—26, 2010



The Route

There should be plenty of drama along the way." Motorcycle Cannonball Course Master John Classen reports that a painstakingly mapped out route was chosen in order to avoid having the riders enter a single interstate whenever possible. "We'll have 12 hours of daylight each day," Classen said, "and the goal is to have every rider check in daily at the ending point one hour before sunset to avoid wildlife and other after-dark safety issues." To date, the Motorcycle Cannonball Run 2010 has drawn entries from around the world and all walks of life, including motorcycle museum owners, authors, bike collectors and restorers. Entrants thus far come from the United Kingdom, Canada, Germany and the United States. Complete information about the Motorcycle Cannonball Run, including entry requirements, is available at www.motorcyclecannonball.com.

Several club members are planning to meet up with the group and ride to Hot Springs in September 2010 as they journey through our area.

Local Profile—Cyriel “Babe” Demay

Babe & Tennessee Scooter

This quarter’s feature story is about a man who started racing motorcycles in 1953 and continued racing up until 1967. After that time, he became involved in many different Factory Motorcycle racing Teams, as a tuner and Team Manager. Today, he is currently living about 7 miles outside of Collierville Tn and running his own Racing Team – That man is Cyriel “Babe” Demay

Memphis Shades in Rossville, TN has been an ardent supporter of flat-track racing and in 2002 teamed up with Hall of Famer Babe DeMay to form Memphis Shades Racing, fielding such notables as Johnny Murphree, Kevin Varnes, J.R. Schnabel, Sammy Halbert and Bugs Pearson. This winning combination has led to 10 National Championship races and counting.

Babe DeMay was an AMA Grand National competitor that won the national at Lincoln, Illinois, in 1966, and was a Harley-Davidson-supported rider for most of the 1960s. In addition to his racing career, DeMay went on to become a leading tuner and team owner on the AMA Grand National circuit.

Babe DeMay was born on March 11, 1938 and raised on a farm near Moline, Illinois. "I played a lot of sandlot baseball and always got on base, so the other kids started calling me 'Babe' after Babe Ruth," said DeMay. "Besides, they couldn’t pronounce Cyriel anyway."

Babe's first exposure to motorcycling was through his older brother, who owned a 1948 Indian Chief. At 13, DeMay got his own bike – a Whizzer – for a paper route, but it didn't last long. "It was a terrible machine, and always broken," he remembered. "I graduated right away to a Cushman scooter, then figured out I couldn't jump the curbs with it, so I got rid of it and got a Mustang. "During his high school years, DeMay went to work for International Harvester, which indirectly led him to his professional racing career. "I earned about $40 a week, and one weekend I rode my Brother's Indian up to the races at Mendota and watched Bill Tuman win $400. I said to myself, 'I can do that!' "

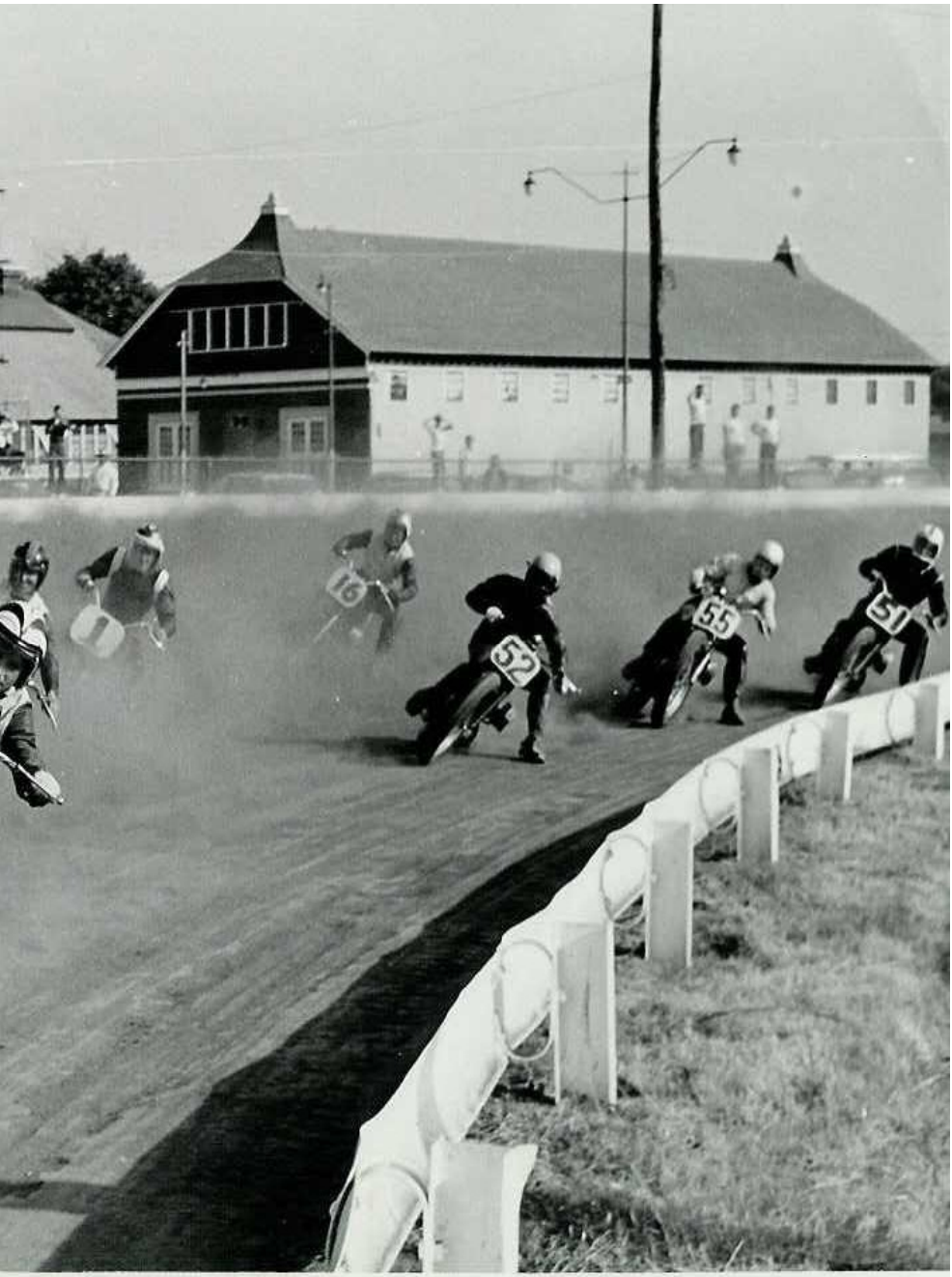
DeMay got his AMA novice license in August, 1952, and went racing with an Indian Warrior. "All I did with that Warrior for the rest of the summer was crash a lot, and I didn't earn any points, so my real novice year began in 1953," he said. That season, Bill Tuman took DeMay under his wing, built his engines and set up his machines, and became his mentor. As a result, DeMay finished the year as one of the top novices in the nation, earning over 700 points. His amateur year was equally successful, finishing not far behind top amateur Brad Andres. By 1955, it was clear that the Indians had become obsolete, so DeMay switched to a BSA, picking up factory support in 1956.

"I rode a BSA until 1959 when Ted Hodgden fired me, complaining that I hadn't beat Resweber enough," he recalled. "Heck, nobody could beat Resweber enough!" In 1960, Harley-Davidson racing chief Dick O'Brien gave DeMay a factory KR, and Babe rode for Harley-Davidson until 1969, earning his only national victory at Lincoln, Illinois in 1966. "I was always in the hunt; almost always in the main event at the dirt track nationals. But me and that Harley just couldn't get along on road courses." Seeking as many dirt track opportunities as possible, DeMay also regularly raced the Wisconsin Badger Circuit, where the fans knew him as the Flyin' Belgian. He explains, "That's when the AMA would pull your license for racing an unsanctioned event, so the announcers at Badger races never used our real names. Everyone knew who we were, but officially I was the Flyin' Belgian when the results appeared in the press." Retiring from professional racing in 1969, DeMay returned to International Harvester and started helping the Harley-Davidson race shop build engines. "I was a tool and die maker by trade, and by then I had learned a lot about building a fast engine," he said. "Also, I was a union steward, so I could get time off to go to the races."

Blast from

Here is a Picture of Babe Demay racing with Harley Davidson in 1965 at the Fairgrou

n the Past



unds race track in Reading PA. Notice #51 in the back of the pack. Babe won that race.

DeMay's work at Harley-Davidson in the early 1970s put a series of young champions on fast machines, including Garth Brow, Dave Sehl, Mark Brelsford, Corky Keener, and Rex Beauchamp. After a stint with Yamaha, helping maintain Kenny Roberts' bikes in 1978 and 1979, DeMay returned to Illinois, working for both International Harvester and John Deere, and sometimes promoting races.

Babe with Mark Brelsford

Babe and "King" Kenny Roberts

Today, he is back in dirt track racing on a full-time basis. In the late 1990s, he spent four years with the Coziahr Harley-Davidson team, on which Johnny Murphree earned 7th in the Grand National standings. In 2002, DeMay formed his own team, which carried Kevin Varnes to both 505 and 750cc AMA Hot Shoe national championships, and to 4th place in the AMA Grand National standings.

In 2003, he has signed J.R. Schnabel, National Number 33 on the AMA Grand National Flat Track Series JR is the only rider, which has ridden factory-backed equipment from Harley-Davidson, Yamaha and Suzuki. Earning Rookie of the Year title in 1996, he is also a rider, which can be a threat on any track at any time with 1-Half Mile, 4-Short Track and 4-TT Grand National Wins to his credit. Still looking for his first Mile win, JR has had several podium finishes and feels 2010 can be his season. Schnabel will once again be racing with the Memphis Shades Team with legend tuner Babe Demay providing his experience to one of the best all-around and likeable riders on the series. Babe still runs a 30-race season with his team and the Memphis Shade Bikes. This 2010 season started last month at Daytona where JR finished in the top 10.

Memphis Shades Racer #33 J R Schnabel on the outside line

Babe DeMay was inducted into the Motorcycle Hall of Fame in 2001.

I had the opportunity to have lunch with Babe one afternoon at a small diner in Rossville Tn. as I gathered information about Babe Demay. I asked him as he looked back over a tremendous career, what was one of his greatest memories. Without any hesitation, Babe said one of the greatest achievements happen during the 3 or 4 years that he raced in the Match Races. 12 American riders would go over to Florence Italy and England to race other Top Riders. This was similar to what we today know as the Olympics. Team Yamaha, Team Kawasaki was always there. Babe said America always won the Match Races.

Tennessee Scooter (Babe's fawn & white Boxer) goes to all the races and hangs with Babe around the shop all day. While doing Internet research on Babe Demay, I found that he is mentioned in the American Motorcyclist Magazine 73 times over the past 50 years. In his racing days, he sported numbers #12p, #61 and #51

16

33
SHADES

33
33
SHADES
YAMAHA

87

61
61

SHADES
YAMAHA

1/2 Mile National
June 1, 1952, Columbus, Ohio

1952 Charity Newsies, Columbus Ohio Indian Racer's Index

#1 Elmer Ensweiler #__
Newport, KY, _____

#2 _____

#3 Dick Klamfoth #2
Groveport OH, Expert

#4 John (Johnny) Milller #40L
Ft. Thomas, KY, Amateur

#5 _____

#6 Phil Peterson #14 G
Racine WI, Amateur

#7 Milt Lassiter #97 G
Milwaukee WI, Amateur

#8 Len Patient #12
Belleville IL, Expert

#9 Dick Gross #4 G
Fond Du Lac WI, Expert

#10 Babe DeMay #
_____ Amateur

#11 _____

#12 Bill Tuman #51
Rockford IL, Expert

#13 Ernie Beckman #55
Battle Creek MI, Expert

#14 Don Yoder

#15 _____

#16 Earl Givens #91
Akron, OH, Expert

#17 Don Fry #39
Dayton OH, Expert

#18 Chub (Charles) Carey #97
Rockford IL, Expert

#19 Don Rees #44 F
Dayton OH, Amateur

#20 Eddie Backus #50 V
Battle Creek MI, Amateur

#21 Jerry Callen #2 V
Kalamazoo, MI, Expert

#22 Gene Stratton #81 E
Kalamazoo, MI, Amateur

#23 _____

#24 _____

#25 Jerry Cooper #25 E
Grand Rapids MI, Expert

#26 Jerry Kibler #31 E
Kalamazoo, MI, Amateur

#27 _____

#28 Peg (Andrew) Liscano #4 F
Columbus OH, Expert

#29 Pecky (Don) Fogelson #40 H
Marion IN, Expert

#2 Maybe, Tex Colby, Jackson, Ohio???

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General Info Call: 417-838-4777 Bob Aton
Vendors Info Call: 704-564-7008 Danny Coffey

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VICTORY JUNCTION

Order your 2010 AMCA Calendar

5th Annual
Ride for AGAPE

Saturday May 1st, 2010

Bartlett Woods Church of Christ
7900 Old Brownsville Rd, Arlington, TN 38002

Charity Ride Benefiting AGAPE Children & Family Services

- Registration starts at 9:00am, with first bikes out at 9:30am at Bartlett Woods Church of Christ (RAIN DATE 5/15/10)
- $20 a Single Rider (Single Door Prize Ticket)
- $35 a Double / Couple Riders (Two Door Prize Tickets)
- For each additional $10 Donation or Sponsorship you will receive one additional Door Prize Ticket for the final drawing at the end of the ride. T-Shirts, and Food will also be available.
- Contact Mike Pratt (901-870-7223) or Todd Ferrell (901-382-7609) for more information, or E-mail agaperide@yahoo.com

Door Prizes Totaling Over $1000 From:

- Local Bike & Cycle Dealers
- Local Restaurants
- Local Car Wash

Tool Time
Can You relate to any of these?

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly -painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh, shit!"

SKILL SAW: portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

VISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race...

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer now a days it is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use..

Other News

Lost / Found

I lost or misplaced My original Indian Black sweatshirt given to me by George Hendee. If you know its whereabouts, please contact me at 2154 Main St. Springfield, Mass. Oscar Hedstrom

I was given a really neat book the other day and thought I would share it with the club. Go to www.lindsaybks.com and order a free copy of their publication. It is filled with neat machinist books you can order . You can get 4 issues per year free and has tons of cool articles. Enjoy!

Club Member Jamie Payne Gator Hunting

My brother, John Lloyd helps me with the front cover line art. He converts color & black & white photos into pencil art. If you have a photo you are interested in having him convert, you can contact him at jlloyd@lloydsofmemphis.com or 850-774-5119

For Sale / Wanted

Send your For Sale / Wanted Ads to David
davidlloyd44@comcast.net

1964 Harley Davidson Servi-Car
* 1st year H-D electric start
* Rebuilt Engine, Transmission, & Rear end
* Mostly complete— less box
$8,000.00 - Ron - 901-725-5991

See Tina Elliott for any of your
Custom Stain Glass work needed
Creative - Gorgeous work
Tina 901-725-0066

Want to Trade – Complete 1932 Harley Davidson VL Motor (VIN # 32VL1672) for a 30 – 36 VL Frame & Front End. Motor is complete, minus carb. Contact David Lloyd 901-277-7710 – davidlloyd44@comcast.net. Contact me to trade or see pictures.

AccuMate Battery Charger $54.95

* Perfect for maintenance of stored, unused or "stand-by" batteries, even for months on end.
* Ideal for maintaining batteries in "classic", "veteran" and other vehicles not driven regularly.
* Easy to use. Just select the charging output, 6V or 12V, according to the battery to be charged, then connect to the battery and to the mains. The rest is 100% automatic!
* The automatic controlled charging parameters ensure no "boiled-dry" or other damage.

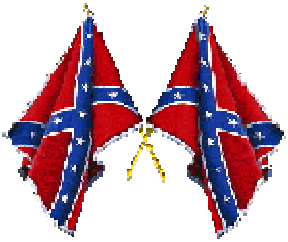
Available at Super Cycle
Don't forget to ask for your AMCA Confederate Chapter discount!

Tribute to our Deceased Members

George Isbell
Bill Northern
John Munoz
Fleming & Mary Horne
Beuran "BD" Hicks
Peter Russell Heintz
Grady Mitchell

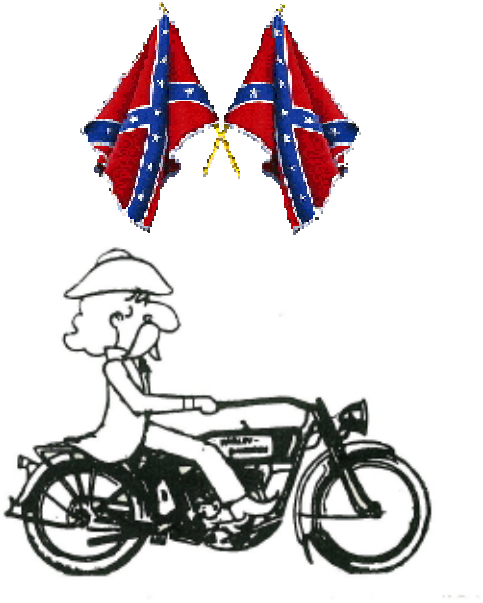
2010 Confederate Chapter Schedule

April 10, 2010 ... ……..1st Scooter Ride ..... Lakeland, TN
TBA ..... 1st Annual Club Poker Run.....TBA
April 8, 2010 ..... Club Meeting .....TBA
May 1, 2010 ..... Ride for AGAPE ..... See Flyer inside
May 13, 2010 .....Club Meeting .....TBA
June 9, 2010 .....Club Meeting .....TBA
TBA .....Mystery Ride ..... TBA
July 08, 2010 ..... Club Meeting .....TBA
August 12, 2010 .....Club Meeting .....TBA
Sept 09, 2010 .....Club Meeting ....TBA
October 8– 10..... Vintage Weekend .....Barber Motorsports Park
November 11, 2010 ..... Club Meeting .....TBA
Dec, 2010 ..... Club Christmas Party .....TBA



2010 AMCA Nation Meet Schedule

February 26 - 27 ..... Omaha Chapter .....Fremont, NE
February 26 - 28, ……... Sunshine Chapter ..... Eustis, FL
April 11-14 …..……..Cherokee Chapter **Road Run**..Kervill Coumty, TX
April 23 - 25 ..... Perkiomen Chapter .....Oley, PA
May 14– 16 …… Southern National …….……Denton, NC
May 28-30 ..... European Chapter .....Den Haag, Netherlands
June 11 - 13 ..... Rhinebeck National.....Rhinebeck, NY
June 11 - 13 ..... Viking Chapter ..... St. Paul, MN
June 15 - 17 ..... Big Sandbar **Road Run** ..... Long Island
June 18 - 19 ..... Fort Sutter Chapter .....Dixon, CA
July 16 - 18 ..... Wauseon National .....Wauseon, OH
September 2 - 5 ..... Chief Blackhawk Chapter .....Davenport, IA
September 12 - 15 ..... Fort Sutter **Road Run** …..Lake Tahoe, CA
September 12 - 15 ..... Allegheny Mountain **Road Run** ..Grand Canyon of PA
October 1 - 2..... Chesapeake Chapter ..... Jefferson, PA

CONFEDERATE CHAPTER–AMCA

David Lloyd
6195 Tranquil Dr.
Olive Branch, MS. 38654