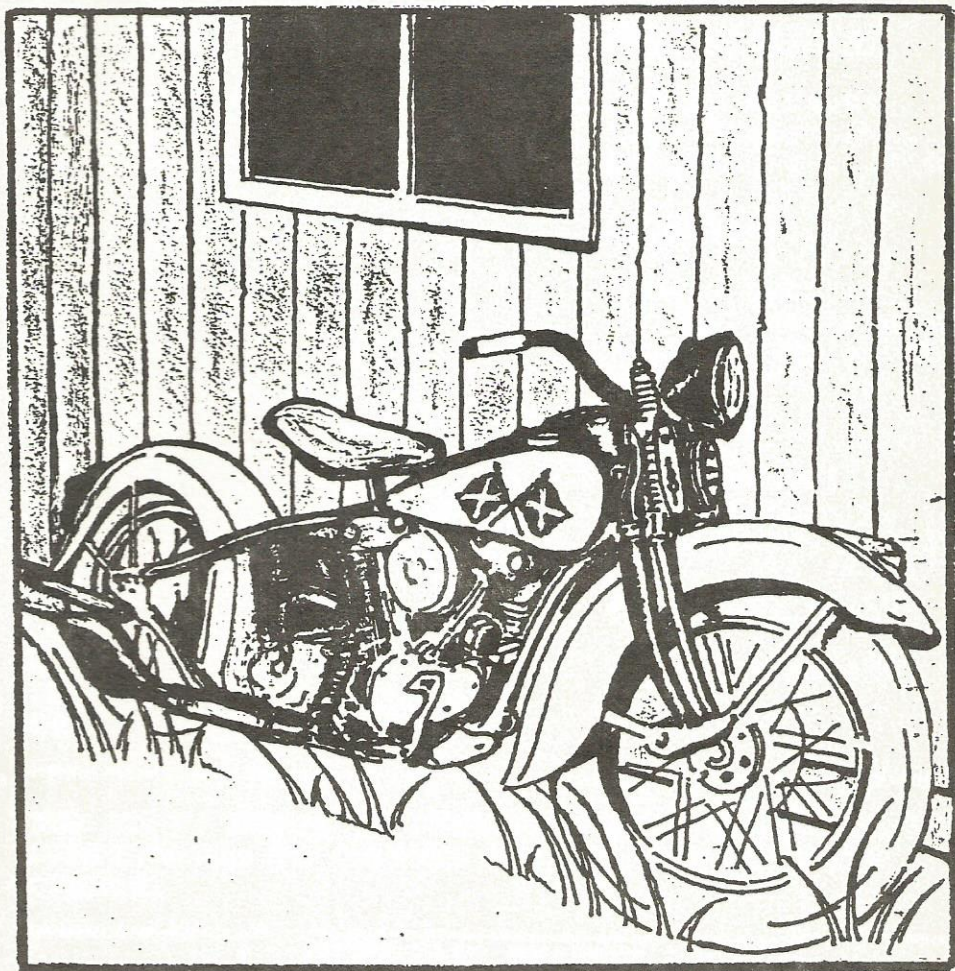


THE *SARING* RUSTY REBEL '93



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

AMCA
CONFEDERATE CHAPTER
1992

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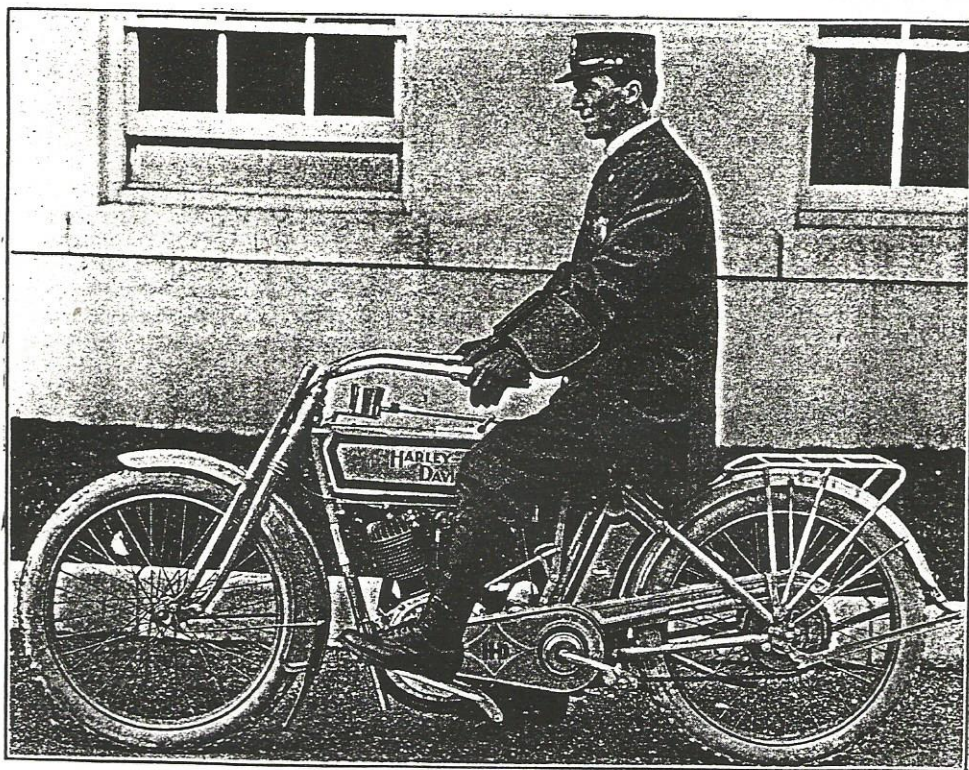
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CONFEDERATE CHAPTER AMCA P.O. Box 41844 Memphis, Tenn. 38104
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SPRING 1993



MEETING PLACE FOR THE CONFEDERATE CHAPTER

MEETING PLACE: PIG-N-WHISTLE RESTAURANT
2740 BARTLETT RD

TIME: 7:30 PM

THE COLONEL SPEAKS

Hello everyone,

Every year Dossie and I look forward to our first national meet of the season. It has always been a pleasure after a long dull winter and this year was no exception. The motor home was loaded and the day we left was cool but beautiful traveling weather. This trip was to be a little more relaxed and less hectic than last year so we departed a half day earlier and really enjoyed the scenery. It was on our second day enroute that we should have seen the hand writing on the wall. South of Dothan, Alabama several semis raced by at high speed and pulled in just in front of us with their dual tires kicking up gravel and stones from the shoulder. I hate to see a windshield chipped was the comment and my wife retorted, oh yeah, chipped nothing, they cracked it. About a hour later as we approached Marianna, Florida a cement truck going the opposite direction had a stone fall off the back which bounced up and cracked the windshield in another place. Look, we can always get the glass replaced and we're insured. You bet, with a thousand deductable which included comprehensive coverage. Oh well, what's five hundred and forty for a new one.

Day three we arrive in Jacksonville on schedule with some wonderful Florida sunshine (that afternoon). Its now Friday morning and since the rain stopped everything would be fine despite the the forty degree cold windy cloudy day. Saturday was a repeat but Sunday dawned with some frost and sunshine. It should be noted here that the judging went quite smoothly and we were getting ready to leave at noon. After all, I had located some hard to find parts and speedometers plus the commraderie offset any temperature complaints.

Now for a week and a half on the beach near Fort Pierce, Florida. Some real R and R before heading back home. We were overjoyed with the three days of sun. After all, some of the folks staying nearby hadn't seen any in two months. We departed Fort Pierce and headed over to Lakeland to have the dealer install a new windshield.

As we were getting ready to leave the repair facility a blemish was discovered in the new shield, but not to worry since they had another and would put it in which they did with one minor problem. This one was too short and had to be removed. Well, a blemish is legal and a cracked glass isn't and after all, they did order in another shield.

On to Port Richey on the Gulf side which would end our Florida vacation with a weekend of visiting with old friends. That Friday evening after arriving in the RV park we secured everything for the storm of the century to come upon us. Gale warnings were up on the coast with tornados forecasted and damaging winds. All night we stayed up and rode out the storm. Finally the storm subsided and other than some high winds it appeared that the worst had passed. We fell asleep and awoke at first light with what seemed like a dream of being on board a ship and hearing the waves lap up underneath the transom and along side the hull. It wasn't a dream as my wife leaped out of bed and screamed, "we're flooded". Within twenty minutes early that morning the streets went from being dry to over three and a half feet of water. The Buick which was parked outside had water up to the windows and was subsequently total by the insurance company. All cargo bays on the motor home had a foot of salt water and if you're wondering what happens to articles like speedometers, parts manuals and other rare finds from the swap meet, just ask me.

The county evacuated us later that day as they expected an even higher tidal flood to occur. Thank heavens it didn't. One of the highlights each year on our travel to Florida is that its one of the few times you'll ever find me in a store to buy new clothes, shoes, coats and shirts. Guess where I put them after we left the store?

Now to something more serious. In less than ten weeks we'll be greeting this years road run registrants. As of the end of March we have twenty one registered. Normally by the end of March we would have had twice this number. An educated guess would be that we're running head on into those committed to the Durango road run this July and they can only attend one or the other. We have verbal commitments from about another twenty riders but as of this writing they have not yet sent in their applications. A review of the routes has yet to be accomplished by the Chapter and a final approval of the awards.

Hopefully this news letter will go print and be mailed prior to the April meeting.

See you next issue.

Respectfully,

Peter Heintz

I would like to thank the club for the donation made to the American Cancer Society in memory of my father, Eugene Satterfield. Your thoughtfulness is greatly appreciated. Thanks for caring.

Jeanie Tidwell



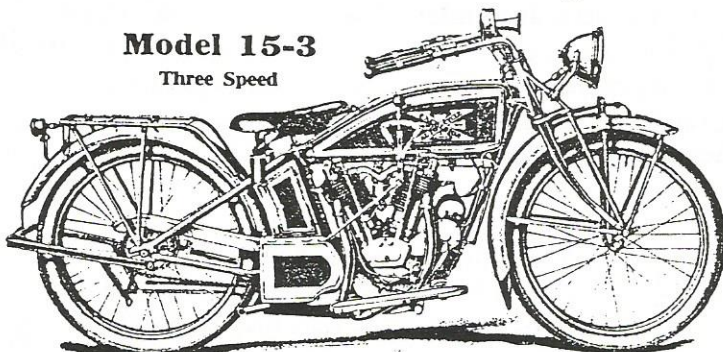
The Latest and Greatest

Excelsior Auto-Cycle



Model 15-3

Three Speed



Three Models Identical in Design Except in Transmission

PACIFIC COAST PRICES

Model 15-3; Three Speed, progressive type	- - - - -	\$290.00
Model 15-2; Two Speed, sliding clutch type	- - - - -	280.00
Model 15-1; Chain Drive, through counter shaft clutch	- - - - -	240.00

Extra equipment, including Splindorf Magneto-Generator, Electric Head and Rear Lights, Electric Horn and Speedometer, \$40 additional

SOME NEW REFINEMENTS

Three Speed sliding gear, progressive type, with large gears and heavy duty annular ball bearings. Absolutely oil tight and automatically lubricated.

Two Speed sliding clutch type with heavy duty ball bearings, large gears and automatic lubrication. Operated by either hand or foot.

Main clutch on both above models extra large and positively lubricated through main shaft.

Motor Starter, folding foot type, segmental gear and pinion, simple, positive and powerful.

New Rear Hub, extra wide between flanges with two powerful band brakes on 6-inch drum, roller bearings.

Driving Chains both $\frac{3}{4}$ -inch wide, $\frac{3}{4}$ -inch pitch. Frame, double triangle type with lowest possible

saddle position, long drop forged head and unit seat post cluster, frame highest quality seamless steel tubing and drop forgings throughout.

Large Foot Boards, double hinged with two brake pedals, one a combined clutch and brake control.

New Style Tank with rounded corners, heavy baffle plates, emergency oil pump and priming gun. Double Delivery Lubricating System with gear driven oil pump.

Larger Valves and exhaust pipes with new style pressed steel muffler with tail pipe.

There are many other valuable refinements, all described in our new advance circular. Write for it today.

OTHER MODELS AND PACIFIC COAST PRICES

MODELS 7-C, 7 T. S. will be continued without change but at new prices.		MODEL 7-S. C., Short Coupled Speed Type...	\$265
MODEL 7-C, Twin, Chain Drive.....	\$240	MODEL 4-C., Single, Chain Drive.....	200
MODEL 7-T. S., Twin, Two Speed.....	250	MODEL 4-T. S., Single, Two Speed.....	220

EDWIN F. MERRY

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938 So. Main Street, Los Angeles

Excelsior Motor Mfg. & Supply Company

Office and Factory: 3700 Cortland St., Chicago

The Grape Vine

We would like to welcome John and Kaye Ragan into the Confederate Chapter. John rides a Harley panhead which he has just recently restored. We're anxious for John and Kaye to join us on some of our rides, hopefully they can make the scouting run to Vicksburg and again for the National in June. The ladies were especially glad to have Kaye join us at the meetings.

We had a good turn out at our last meeting at the Pig-N-Whistle Restaurant. Calvin, Clark, Mary and Fleming had just returned from Florida, and told us what a good time they had at the Sunshine Chapter National Meet in Jacksonville. You could easily distinguish the Sunshine State travelers from us palefaces who stayed home.

Many of you probably saw the ad in the Commercial Appeal recently for several old motorcycles for sale, namely a Whizzer, Cushman, two old Harleys, Simplex, and I forget what else. Clark managed to purchase the whole lot with plans to carry some of the bikes to Florida and try to sell them. To make a long story short, we understand that he sold his truck full of rusty items before he ever made it out of Tennessee. I can't imagine why he continued on to Florida, but then he did have to pick up his new custom built Wells Cargo trailer and it's black of course to match his truck. Clark, we are all anxious to see the new trailer and wish you the best of luck with it. Looks like Clark is planning on enjoying this motorcycle hobby for a long time.

Calvin was going strong on his Harley project until very recently. We understand he has temporarily put it aside and has taken on the job of restoring a couple of Harleys for the local Harley shop. Somehow I think he will not put it aside for too long, Davenport is beckoning.

There is not a lot of time left for tidying things up before our National Road Run in Vicksburg. Its beginning to look like Billy won't have his bike finished by then. The top end is at Bob Davis's machine shop getting new guides, no-lead valves, rocker bearings, pistons, cylinder liners, etc.. All the rest of the parts are presently in my kitchen. I can't wait to get this bike completed and get my kitchen back to normal. I sure hope the Triumph 3T will carry us both on the road run.

Well that's all of the grape vine news for this time. If you are working on a new project, continuing an old one, or know of someone who just needs to get an old Crocker out of their barn, please let me know.

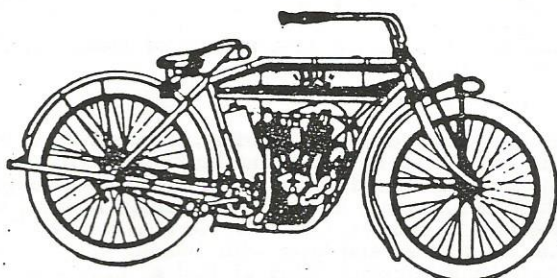
Jeanie Tidwell

The 100-Mile Record

Made at Los Angeles, May 8th, by

THE INDIAN

Was an Unequalled Demonstration



of Quality, Power, Endurance and Reliability, for it was made by a 3-year-old machine that has done hard service, winter and summer.

*All Indians are
Built This Way*

THE HENDIE MFG. CO, Springfield, Mass.

CHICAGO BRANCH
1251 Michigan Ave.

MEMBER
M.M.A.

LONDON DEPOT
184 Gt. Portland St.

Indian once had a self starter—a Hendee Special—about 1912—prior to that they had a hand cranked model, a 2-speed DeLuxe job.

* * * * *

Harley-Davidson once used a 2-speed and a clutch in the rear hub. In 1913 their first chain driven single was called "5-35"—"5" for H. P. and "35" for cubic inch displacement.

* * * * *

Spring frames were once popular on American motorcycles—Merkel, Pope and Indian used them. Merkel had two enclosed coil springs in the upper frame tube. Pope had open coil springs at the end of the frame. Indian used a leaf spring on each side of the frame.

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Most early motorcycles had a drip oiler. Turn the valve and the oil dripped through a glass. One early make, the Thomas Auto-Bi, advertised that you could "oil the machine without dismounting." SOME feature!

* * * * *

Dual valve engines were once used by both Indian and Harley-Davidson in their racing machines. Both makes had a four valve single and an eight valve twin overhead. Indian used valves of different sizes and they were in a flat head. Harley-Davidson used a roof overhead similar to their present 61 o.h.v. design, excepting that four valves per cylinder were used. The singles were used mostly on half mile tracks, the twins on mile and larger tracks and speedways.

* * * * *

Excelsior once built an overhead twin racing machine, and also tried out an overhead camshaft job.

* * * * *

In early days "Cannonball" Baker made a fortune riding motorcycles across the U. S. for records. He rode at various times Indian, Ace, Nearcar. Later he drove Cadillac, Templar, Franklin, Jewett, Crosley and other cars across country for records.

* * * * *

Few know that the front wheel brake on a motorcycle was first used on the Wilkinson Motorcycle built in 1911 in London, England. It was operated by a handlebar lever, and in appearance was similar to conventional design.

* * * * *

Thor Engines were used by many of the first makers of motorcycles in America, including Indian and Reading-Standard.

* * * * *

Reading-Standard, built in early days at Reading, Pennsylvania, had an advertising slogan "Built and tested in the mountains." Competitors used to change it to "Built in the mountains and tested down hill!" It was a good machine in its day. Erle "Red" Armstrong, now with the Indian factory, was once the Reading-Standard dealer in Denver, Colorado. He also handled Thor. Then he went with Excelsior as a racer and later with Indian, where he has been for so many years that the youngsters think of Red as having always been with Indian. Taint so, my lads, taint so!

* * * * *

Ab Jenkins, former Salt Lake City Mayor and holder of the world's long distance speed records in the Mormon "Meteor" on the salt beds of Bonneville, Utah, was once a motorcycle racer. Ab owned and raced Excelsiors in Utah and