

A note from the Editor.

As I talked about in the last issue of the Rusty Rebel, my sister, Beth, and I were planning another Scuba diving adventure. We decided to go to Cozumel, Mexico in February 2009, with a group from Dive Zero.com. We may be on the internet scuba diving, check it out. We're looking so forward to that. Unfortunately though, we will be returning on Feb. 22nd, a day after Ron and I normally head south to Florida for bike week. I'll probably fly into Atlanta and have him pick me up at the airport on his way to Eustis. By the way, there is a swap meet Feb 22nd at the Atlanta Expo Center North near the airport. Go to the Georgia ABATE website for more info. We've found a few antique pieces there, nobody else there is looking for the old stuff. Going to be busy having fun! I'll tell you about all about it and Eustis, which is Feb. 27th, in the Spring issue. Which brings up another issue to talk about.

I also talked in my last issue that if anyone wanted to take over the Rusty Rebel, I wouldn't object. Well David Lloyd has stepped up to the plate and volunteered his services. I have always thought a male would do a better job as being the editor of the Rusty Rebel, because they are the ones who are really into motorcycles and know what their fellow members want to read about. I want to say Thanks to Ron, Bob, Coop, Doris and David for contributing articles. And if I've forgotten anyone I'm very sorry. Thanks a Bunch again David for taking over, I know you are going to do a

FANTASTIC job! OK everyone, don't forget to vote for David in November elections! I wonder what else the November elections will bring us. Both locally and nationally. I hope America is smart enough and goes out and votes for the lesser of the two evils.

I have enjoyed putting out the Rusty Rebel and I have defiantly learned a great deal about computers while doing so. Thank you. Tina

2009 AMCA Nation Meet Schedule

February 27 - 28 Omaha ChapterFremont, NE
February 27 - 28, March 1 ... Sunshine Chapter Eustis, FL
April 24 - 26 Perkiomen ChapterOley, PA
June 12 - 14 Rhinebeck National.....Rhinebeck, NY
June 12 - 14 Viking Chapter St. Paul, MN
June 16 - 19 Yankee Chapter **Road Run** Belfast, ME
June 19 - 20 Fort Sutter ChapterDixon, CA
July 3 - 5 European ChapterDinkelsbuhl, Germany
July 23 - 25 Oregon Trail Chapter **Road Run** ...Grand Ronde, OR
July 17 - 19 Wauseon NationalWauseon, OH
September 3 - 6 Chief Blackhawk ChapterDavenport, IA
October 2 - 3..... Chesapeake Chapter Jefferson, PA
October 5 - 7..... SoCal Chapter **Road Run**Death Valley, CA

The Colonel Speaks

We have had a very active 2008. Once the weather broke the riding began. First we had a fantastic Mystery ride guided by Peter Heintz through the back roads of Fayette County to a nice little lunch stop in Somerville called The Hut. 7 riders enjoyed the day and we were back by 2pm.

Next, We were off with a GREAT Ride, Feed, and Meeting hosted by Edna and Paul Kosma and Kathy and Johnny Withsett. Thank You very much for the fine Southern (MS.) Hospitality. Everyone had a great time and the food was terrific.

Next was another exciting mystery ride that was to take place on June 27th but the threat of horrible weather caused it to be moved back to the 12th of July. This was another trip through different back roads of Fayette Count to an up-scale dining car on the Collierville square called The Tennessean. This actually was a part of a daily train trip from Memphis to Washington DC. I have to say, this was one of Peter's better ideas. Thank you for both rides Peter. 11 riders enjoyed this trip.

Now we have the Barber Vintage Festival Antique Bike Show And Race of the Century. WOW! That's a mouth full. This has turned into a world class event and we are very proud to be a part of it. Every year it gets better and we are growing right along with it. This year we taken it to a higher level. I cannot be more appreciative of the hard work and planning that has gone into this year's event. I'm talking about the planning committee of Johnny Whitsett, David Lloyd, & Ed Dacus, the ladies on the decorating committee, Kathey Whitsett, Pam Cooper and Kathy Kenney. You guys are GREAT! A team like this can make everything go so smoooooth and look easy, but I know how much work it is and they all deserve many KUDO's.

There is an article later in the news letter about the goings on at the event written by that "Master of Words" the COOP. Enjoy.

The article on pages 8 & 9 tilted "Some states green-light new re-light laws for motorcycles" was handed to me by member George Mueller who while on a lay-over in North Carolina came upon this interesting piece of information that I'll bet not many if any of our members knew about. Please be very cautious if you choose this option.

Thanks all for a good and safe fun year.

Til next time, Ride Safe



Davenport Iowa

National Swap Meet 2008

Wow! Davenport celebrated its 38th annual AMCA Fall National Event this past September 2008. This year, all the speculations revolved around fuel and the economy. Who will attend the event? Who will decline because of fuel? With Ebay out there, some folks think you can sit at home and cruise the website and buy your antique motorcycle parts in the connivance of home.

But guess what? There is something mystical about rummaging through piles of parts, holding the parts in your hand, negotiating face-to-face, and revisiting old friends. Davenport is still one of the largest antique swap meets in the country and organizers of this event shined brightly as they proved their expertise to host such a large event.

Check-in to the Davenport vendor area began at 6AM on Thursday morning (in the rain). Everyone was lined up in the staging area and pointed in through the gates. By 11 AM, the rain was gone and the rest of the weekend was GREAT! Sunny and Cool. Many of our Confederate Club members were there. Ron & Tina Elliott, Bill Fowler & David Lloyd, Calvin Burnett, Gary & Matt Morgan, Clark Bennett, Peter & Dossie Heintz, Joe Anderson, Patrick Gentner & Rodney Newland were vending in their usual area.

Bill Fowler has an amazing talent and ability to prepare awesome meals. If you get the invitation to dine at “Fowler’s Davenport Diner”, be ready for a Treat! He doesn’t just whip up some Hamburgers and Hotdogs to fill the belly. He goes all out! Friday night, everyone had Country Pork Ribs and Saturday was the Grand Poo-Bah event. We had Crawfish Etouffe’ and all the liquids you could possibly consume. It was the one of the finest meal I ever had. Everyone was mesmerized by this meal, however, Bill stated it could have even been better – had he not burnt the chicken necks while preparing all the ingredients.

Arlington National Cemetery-Tomb of the Unknown Soldier

How many steps does the guard take during his walk across the tomb of the Unknowns and why? *21 steps. It alludes to the twenty-one salute, which is the highest honor given any military or foreign dignitary.*

How long does he hesitate after his about face to begin his return walk and why? *21 seconds for the same reason as above.*

Why are his gloves wet? *His gloves are moistened to prevent his losing his grip on the rifle.*

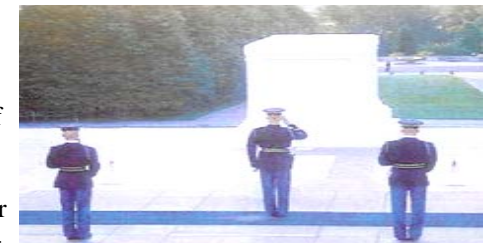
Does he carry his rifle on the same shoulder all the time and if not, why not? *He carries the rifle on the shoulder away from the tomb. After his march across the path, he executes an about face and moves the rifle to the outside shoulder.*

How often are the guard’s changed? *Guards are changed every thirty minuets, twenty four hours a day, 365 days a year.*

What are the physical traits of the guard limited to? *For a person to apply for guard duty at the tomb, he must be between 5’10” and 6’2” tall and his waist size cannot exceed 30”. Other requirements of the Guard: they must commit 2 years of life to guard the tomb, lie in a barracks under the tomb, and cannot drink any alcohol on or off duty for the rest of their lives. They cannot swear in public for the rest of their lives and cannot disgrace the uniform {fighting} or the tomb in anyway. After 2 years, the guard must obey these rules for the rest of their lies or give up the wreath pin.*

The shoes are specially made with very thick soles to keep the heat and cold from their feet. There are metal heel plates that extend to the top of the shoe in order to make the loud click as they come to a halt. There are no wrinkles, folds or lint on the uniform. Guards dress for duty in front of a full-length mirror. The first six months of duty a guard cannot talk to anyone, nor watch TV. All off duty time is spent studying the 175 notable people laid to rest in Arlington National cemetery. A guard must memorize who they are and where they are interred. Among the notables are: President Taft, Joe E. Lewis {the boxer} and Medal of Honor winner Audie Murphy, {the most decorated soldier of WWII} of Hollywood fame. Every guard spends five hours a day getting his uniforms ready for guard duty.

In 2003 as Hurricane Isabelle was approaching Washington, DC, our US Senate/House took 2 days off with anticipation of the storm. On the ABC evening news, it was reported that because of the dangers from the hurricane, the military members assigned the duty of guarding the Tomb of the Unknown Soldier were given permission to suspend the assignment. They commented respectfully declined the offer, “No way, Sir!” soaked to the skin, marching in the pelting rain of a tropical storm, they said that guarding the Tomb was not just an assignment, it was the highest honor that can be afforded to a serviceperson. The tomb has been patrolled continuously, 24/7, since 1930.



Swap Meet Word Search

Q P C U M W D C J V N N U T S V P A Z J
 Q N A Z X W C N W H C C Q Q F I P R U H
 E B U N R U X H Z P G I B E M N E I E H
 A C E K R O N O S R E D N E H C M E D A
 W E A L X D Y B B O Y N H H N E C L S D
 H A R L E Y D A V I D S O N N N O N P F
 A N I T Q N H Q L O O Z C A A T N Z L M
 A O W V F R U C L E U K I C M T F H D I
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 Z D J Z A L A A S I R O I T U T E H F F
 U G M J P D P D Y E T C R E C U R A X W
 L T V K R P V O X H W N C T L Z A B R Q
 S B R E H C Q C O V R W D M O D T O Z B
 G A V I S P E R I M X E K Z J N E M I I
 J A T Z U L S I T R U C K N I M B U S C
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 G R T H K F V O D K Y S X P R N C O T I

ACE
 ARIEL
 CONFEDERATE
 CROCKER
 CROUCH
 CURTIS
 CUSHMAN
 DUCATI
 EXCELSIOR
 HARLEYDAVIDSON
 HENDERSON
 INDIAN
 LAVERDA
 NIMBUS
 NORTON
 PEUGEOT
 ROYALENFIELD
 THOR
 TINA
 TRIUMPH
 VINCENT
 ZUNDAPP

A quote from Henry Ford.

“The person who says he is over-worked, is usually working the wrong way.”

Thursday night’s traditional outdoor Free Motorcycle movie this year was a 1970’s motorcycle flick named “Little Fauss and Big Halsy”. A story of two dirt bike riders. **Fauss**, played by Michael J. Pollard and **Halsy**, played by Robert Redford.

Friday night was action packed Flat track racing sponsored by Unlimited Promotions.

Saturday night’s guest speaker after dinner was *Motorcycle Historian* “Jerry Hatfield”, author of “Flat Out!” The Rollie Free Story and many other books.



Sunday morning began with that familiar “breaking camp” feeling. Packing up for the long drive home. Davenport is one of those events you must experience first hand. In summary, always know, Ebay will never replace Davenport. See you next Year!

Thanks for the article David Lloyd!!!!

I saw a T-shirt up in Davenport that read:

***“Land of the free
 Because of the Brave”***

And it is Sooooo true!

I am PROUD to be an American!

Tina

Barber Vintage Festival 2008

Well another year has come and gone at the Barber Motor Sports Park, and what a year this has been. Our Colonel (Bob Kenney) along Troy Kenney, David & Sonja Lloyd & Johnny & Kathey Whitsett showing up at the Barber Museum on Wednesday to make sure all the grounds For the show were set up just to perfection. And what a lay out we had. Thanks to Johnny for all the diligent work in getting all those motor coaches, trailers & vehicles located in such a manner that made everyone comfortable.

Most of the rest of the Chapter showed up during the morning hours the next day. Everyone getting set up with their Trailers & vehicles knowing that the next day was calling for RAIN!!!!!!!!!! And rain it did. Middle after noon we all started stirring about getting all the food & preparations ready for the big day. Cam Pooper, Sherry Dacus & I left out for Sam's Wholesale (where else!!!!!!!!!!) After going down the right road but the wrong way through one of the (best) parts of Birmingham!!!!!! We made it to Sam's for the big purchase, (Still cold damp & dreary). But Sam's is Sam's!!!!!!!!

The Big Day we all woke up to the sun shining bright & the temps rising fast. The festival has grown to a major status that even exceeded all of our expectations! With all the growth all of us with the chapter had our hands and arms full the entire day. Bob, Kathy Kenney, Cam Pooper, Sherry Dacus & Jeannie Tidwell (bless her heart) working the registration tables for the show & the Chapter along with everything else that goes along with the registration tables. Troy Kenney & Dennis Daniel cooked their famous hamburgers & hot dogs for all the participants to enjoy. And we can't forget about Billy Tidwell working the show from beginning to end. This chapter wouldn't be the same without the Tidwell's & others such as Troy Kenney. Some of the rest of the chapter, Ed Dacus, Lee Rudd, David Lloyd, Jerry Carpenter, Johnny Whitsett & myself worked the tech inspection & safety crews for the Race of the Century. Have you ever thought about doing a tech inspection on a 100 year old motorcycle????? That was something else!

The Race of the Century had 10 bikes participating with two classes. Single cylinder & duel or multiple cylinder machines racing all together. Who would have ever dreamed that they could ever be a part of something so remarkable as to see 10 or more 100 year old machines running around a race course?

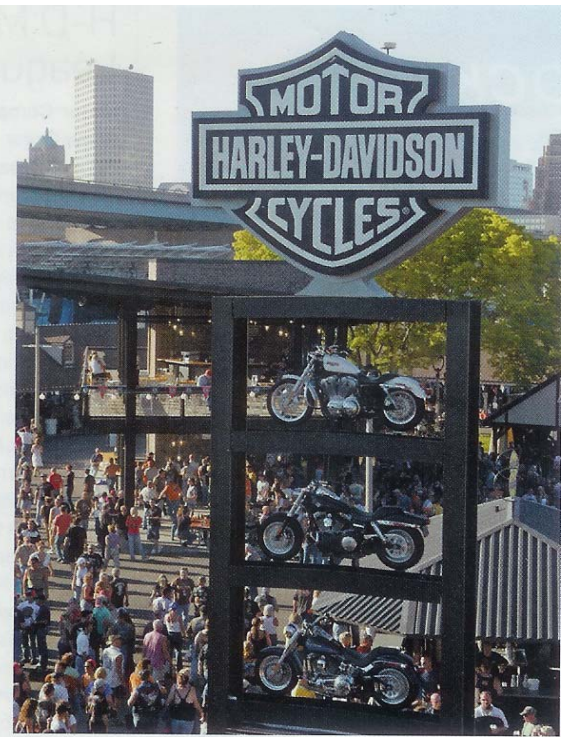


My @#! Chain Broke Again!!

Dot Carpenter and Calvin Burnett

H-D MDA Contributions Hit 6.7 Million

Harley-Davidson 105th Anniversary fundraising for the Muscular Dystrophy Association reached \$6.7 million, surpassing the original \$6 million goal. The 2008 total brings cumulative 28-year fundraising for MDA to more than \$71 million. The announcement was made during Harley-Davidson's Anniversary celebration in Milwaukee, Wis. Harley-Davidson CEO Jim Ziemer was joined by Motor Company president and COO Jim McCaslin and senior VP and chief styling officer Willie G. Davidson to make the final check announcement.



Harley-Davidson MDA Goodwill Ambassador Luke Christie accepted the \$6.7 million check on behalf of the children and families served by MDA. "The Harley-Davidson family rides for us," said Christie. "These are the friendliest and nicest people on the planet, and they care deeply about Jerry's Kids."

Top MDA fundraisers were given the honor of leading the company's 105th anniversary parade through the streets of Milwaukee. ↵

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Don't forget to ask for your AMCA Confederate Chapter discount!

It's 1910 again with Timeless Motor Co.

From V-Twin News 2007

You may have noticed some of these remarkable motorcycles at the V-Twin Expo in Cincinnati. Designed as museum-quality replicas, these bikes boast the same state-of-the-art, early 20th Century features you could find on a 1910 Harley-Davidson. Some of these features include: white button tread tires, leather belt drive, brass polished accents and of course a fully functional, single cylinder sand cast engine that's exactly reproduced from authentic 1910 original parts. The origins of these reproductions started ten years ago with Mike Hanlon, a master mold maker, machinist and all around motorcycle enthusiast. Hanlon became fascinated with the quality and tolerances of the casting that was taken for granted as standard practice a hundred years ago. As a result, he developed a fascination for the early single cylinder Harley, leading to what Timeless call "possibly the most authentic vintage motorcycles ever reproduced." Note that due to their use of antiquated technology, these motorcycles do not comply with today's DOT standards and were designed and built by the manufacturer as collector's items only.

These masterpieces are now available to the public in two versions: a street bike comes with a full spring leather saddle, leather lined drive pulleys and belt drive, and a cast muffler with a period exhaust cutout door, so as to not frighten horses!

The board track model is all business: stripped down of both its fenders and equipped with a solid mount saddle, racing handlebars and straight exhaust pipes.

Each bike is available in black or gray. The street version retails for \$10,995 and the board track racer is \$9,995.

www.timelessmotorcyclecompany.com



The Antique Motorcycle show has turned out to be the best. Every year someone shows up with a bike that simply blows everyone away. This year being no exception, with Dick Winger bringing his 1894 Roper Steamer, and he literally fired it up and rode it. Simply amazing!!!!!!! We had over 70 motorcycles in the show with everything from steam engine motorcycles to Buddy Muirhead's Ner-A-Car to pre modern Triumphs, BMWs, Nortons & just about anything you could ever dream of, and yes we all can't forget about all those wonderful old Harleys & Indians.

We all left Sunday with the biggest smiles on our faces for pulling off another very successful weekend at the Barber Museum for the Confederate chapter.

To all of those who worked so very hard with all the long hours, worries & stress. I say thank you & the chapter thanks you. For if it weren't for you good folks this event or the chapter wouldn't be what it is today!!!!!!!

Also, thanks to Bill Fowler for joining us again for something he got off the ground four years ago, The Inaugural Festival. (The butts were great by the way Saturday night.) And Johnny's jambalaya was great as well Friday night.

I look forward to seeing everyone & even more next year for an even bigger a better time, laughs & memories next year. Remember if we all pull together and do what needs to be done we'll all have a great time doing it and look forward to the next time doing the same.

Sincerely
Leslie Cooper (Coop)
Ex Colonel Confederate Chapter AMCA



Ron and Tina Elliott, Leslie Cooper and Dennis Daniel.

A note about the Barber swap meet.

Set up in the swap meet area, were Sam and Nancy Simmons, they set up right behind Ron and Tina Elliott. There was also Mac and Jamie Payne. There were a few Harley vendors, but I think the only Indian vendors were Roddy and Patrick. Maybe if there were more H-D and Indian vendors there would be more buyers. If they double the price of the booths again next year like they did this year, we're thinking of just parking at the show with our fellow club members and not working this meet.

Barber Vintage Festival Antique Bike Show Winners

CLASS I

PER 1920

1 st Place Dick Winger	1894 Roper Steame
2 nd Place Bruce Linsday	1908 Sears
3 rd Place Lonny Isam	1908 Indian

CLASS II

1920-1929

1 st Place Buddy Muirhead	1924 Ner-A-Car
2 nd Place Eric Kahn	1927 DJS H-6 350TT
3 rd Place Vincenzo McLemore	1921 Royal Enfield

CLASS III 1930-1939

1 st Place Idam Gray	1938 Indian Jr. Scout
2 nd Place Craig Vechorik	1939 BMW R23
3 rd Place Bill Vice	1939 Harley Davidson

CLASS IV

1 st Place Bill Fowler	1947 Famoue James	
2 nd Place Vincenzo Murphy	1949 Vincent Comet	
3 rd Place Clark Bennett	1940 Indian Chief	Military

CLASS V

1 st Place Billy Tidwell	1955 Vincent Black Shadow
2 nd Place James Shrader	1959 Triumph T-110
3 rd Place Bobby Smith	1958 Harley Davidson FLH

CLASS VI

1 st Place Kevin Gaulty	1966 BMW R/60/2
2 nd Place Ray Corlew	1960 Triumph T-220
3 rd Place James Shrader	1962 Triumph TR-6 SS

CLASS VII

Morris McCormick	1971 Penton
2 nd Place Ray Corlew	1972 Triumph T120R
3 rd Place Bill Fowler	1970 BSA

CLASS VIII

1 st Place Ray Corlew	1961 Triumph T-20-S
2 nd Place Bob Kenney	1952 Whizzer
3 rd Place George Mueller	1961 Harley Davidson Super 10

Race of the Century

Single Cylinder Class	Bruce Linsday	1908 Thor Single (pictured below)
Twin Cylinder Class	Dennis McCarthy	1905 Peugeot Twin

Most Unique in the Show

Buddy Muirhead 1024 Ner-A-Car

Best of Show

Kevin Gaulty 1966 BMW R/60/2



"Motorcyclist Splatt Ratt of Palm Springs, Calif., a member of the board of directors of a motorcyclists advocacy group called American Bikers Aimed Toward Education, said that's not good enough. Replacing all the ineffective traffic-detection devices could take years, he said. The gist of the whole problem is I live in the stop-light capital of the world," he said.

Reb Richardson, a motorcyclist from Sumter, S.C., said he pushed his state's Legislature for three years to get the bill passed that Republican Gov. Mark Sanford signed last month. Richardson's efforts grew out of frustration over a traffic light at the intersection near his home.

"That light would never change," he said. "There's just not enough metal in motorcycles to detect them."

Some motorcyclists try to deal with the problem by motioning for a car behind them to pull forward to trip the signal, Richardson said. This puts the biker in danger, forcing the motorcyclist to move too far into the intersection, he said.

Scott Kauffman of Portland, Ore., says he has a solution. He has developed a magnetic device he calls the Green Light Trigger that straps onto the motorcycle and causes the traffic light to think a car is there, he said.

He's not worried about the changes in state law putting his company, Green Light, out of business. It's still better than running red lights, he said.

"You may not need it legally, but they need it from a safety standpoint," he said.

Barnett reports for The Greenville News in South Carolina
n sense.

Thanks for turning in this article Bob Kenney

Some states green-light new red-light laws for motorcycles

Sometimes, red means go.

Motorcyclists in a growing number of states are being allowed to go through red lights when sensors aren't able to detect they are there.

In May, South Carolina became the seventh state to give motorcyclists license to proceed with caution after stopping when the device that causes the light to change from red to green doesn't activate, according to Imre Szauter, government affairs manager for the American Motorcyclist Association.

North Carolina passed a similar law in 2007. Wisconsin (2006), Idaho (2006) Arkansas (2005), Tennessee (2003) and Minnesota (2002), all have passed laws the past six years, Szauter said. Bills have been introduced for the same purpose in Georgia, Missouri and Oklahoma, according to the National Conference of State Legislatures and the legislative websites for those states.

The Federal Highway Administration says such laws raise safety concerns, but biker groups that have lobbied for the change say they are commo "We want to emphasize that the riders do this with safety and caution in mind," Szauter said. "If they truly are trapped at a light, this gives them an opportunity to safely proceed through that signal, because otherwise they don't really have much of a choice."

Doug Hecox, a spokesman for the Federal Highway Administration, said the states should try to find a technical solution to the problem.

"We don't necessarily think that empowering motorists to make up their own rules of the road is the safest or best approach," he said. The traffic lights in question are controlled by devices buried under the road that operate similar to metal detectors, according to Hecox. Their sensitivity can be set to detect motorcycles, but the proper balance is difficult to adjust, he said.

California has chosen a technological solution. A law adopted last year requires that when new traffic-activated signals are installed, they be capable of detecting motorcycles and bicycles.

Continued on next page.

Her Diary:

Tonight, I thought my husband was acting weird. We had made plans to meet at a bar to have a drink. I was shopping with my friends all day long, so I thought he was upset at the fact that I was a bit late, but he made no comment on it.

Conversation wasn't flowing, so I suggest that we go somewhere quiet so we could talk. He agreed, but he didn't say much. I asked him what was wrong; he said, 'Nothing.'

I asked him if it was my fault that he was upset. He said he wasn't upset, that it had nothing to do with me, and not to worry about it.

On the way home, I told him that I loved him, He smiled slightly, and kept driving. I can't explain his behavior. I don't know why he didn't say, 'I love you too.'

When we got home, I felt as if I had lost him completely, as if he wanted nothing to do with me anymore. He just sat there quietly, and watched TV. He continued to seem distant and absent. Finally, with silence all around us, I decided to go to bed. About 15 minutes later, he came to bed. To my surprise, he responds to my caress, and we made love. But I still felt that he was distracted, and his thoughts were somewhere else. He fell asleep.....I cried. I don't know what to do.

I'm almost sure that his thoughts are with someone else. MY LIFE IS A DISASTER!!!!

His Diary:

Harley wouldn't start today, but at least I got laid.



Thankfully we had Dacus there at Barber taking care of business for the club.

Rhett Rotten's – Wall of Death

By David Lloyd

Barber Motorsports Vintage Motorcycle Weekend hosted a new attraction this year in 2008. Rhett Rotten's "Wall of Death". An extreme act of motorcycle racing and skill. The 30-foot by 13-foot wooden Barrel was set up on a hillside overlooking the Barber Motorsports Track. I sat down with Rhett and listen to his story.

The Wall of Death has been around since the early 1900's. Rhett's Wall of Death was built in 1941, and in it, he reaches speeds of over 50 mph on his vintage Harley's and Indians, most of the time with no hands on the handlebars! They have taken their show to new levels, catching the eyes of all generations.

Rhett "Rotten" Giordano has been riding motorcycles competitively for more than 15 years. Rhett Rotten is an awesome entertainer and a fantastic rider. He has a special message to kids, Re-enforcing school, NO Drugs, and getting back up on your feet after you are knocked down. Rhett Rotten strives to be the BEST!



Rhett found his wall of death in the newspaper ad in 1993. He took it home and learned to ride it on his own. He's been riding motorcycles all his life, but has been riding the wall for fifteen years. It's been eight years since he started riding the wall as his full time job.

Continued on next page

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Contact Tina Elliott

E-mail: TinaDolores@aol.com

It all started in the early 1900's with the wooden board flat tracks created for racing. The wall became steeper to create more excitement, which in turn created more accidents and even the death of a rider, and spectators. From that evolved The Wall of Death, which essentially is a huge wooden barrel that is constructed of two by fours and hardware with a platform at the top, so viewers can see the rider speed around the inside, which held in place by raw skill and centrifugal force. These became popular at carnivals and fairs. "The set up and tear down is brutal," he says. "It takes us about fifteen hours to set up and eight to tear down. We are fortunate enough to have two good guys that work for us full time. We hire four or five guys when we get to an event to help set it up. Now-a-days, we just show up and ride," says Rhett,

He starts the show riding a 1957 Harley Hummer, fitted with a 250 Harley Davidson 2-stroke dirt bike motor and front end. He calls it "Wall Surfing". Sometimes he will even rub the top cables with the rear wheel, causing sparks to fly.

Then he switches to his favorite ride, a 1927 Indian Scout, performing breathtaking stunts on the side of the old board track.

"My show lasts 30 minutes," he added. "but the feeling lasts a lifetime. This is not just my job. This is my life-style."

If you ever get the chance to see Rhett's "Wall of Death", be sure and stop by. He gives his audience an excellent show!

Bob Kenney was gracious enough to provide some free financial advice to us.

If you had purchased \$1,000 of shares in Delta Airlines one year ago, you will have \$49.00 today.

If you had purchased \$1,000 of shares in AIG one year ago, you will have \$33.00 today.

If you had purchased \$1,000 of shares in Lehman Brothers one year ago, you will have \$0.00 today.

But, if you had purchased \$1,000 worth of beer one year ago, drank all the beer, then turned in the aluminum cans for recycling refund, you will have received a \$214.00.

Based on the above, the best current investment plan is to drink heavily & recycle. It is called the 401-Keg.

A recent study found that the average American walks about 900 miles a year.

Another study found that Americans drink, on average, 22 gallons of alcohol a year.

That means that, on average, Americans get about 41 miles to the gallon.

Makes you proud to be an American.



Today on my way to lunch I passed a homeless guy with a sign that read '**Vote Obama, I need the money.**' I laughed.

Once in the restaurant my server had on a '**Obama 08**' tie, and again I laughed as he had given away his political preference -- just imagine the coincidence.

When the bill came I decided not to tip the server and explained to him that I was exploring the Obama redistribution of wealth concept. He stood there in disbelief while I told him that I was going to redistribute his tip to someone who I deemed more in need -- the homeless guy outside. The server angrily stormed from my sight. I went outside, gave the homeless guy \$5 and told him to thank the server inside as I've decided he could use the money more. The homeless guy was grateful.

At the end of my rather unscientific redistribution experiment I realized the homeless guy was grateful for the money he did not earn, but the waiter was pretty angry that I gave away the money he did earn even though the actual recipient 'deserved' money more.

I guess redistribution of wealth is an easier thing to swallow in concept than in practical application.

Peter called me and said a friend ran across a 1962 Pan

FOR SALE up in Joplin, MO. Could you put the message out to the club members if anyone is interested to call Peter at 336-2418 (Cell)

Thank you **Bob Kenney**

FOR SALE

1964 Servi Car

* 1st year H-D electric start

*Rebuilt Engine, Tranny, & Rear end

*Mostly complete—less box

\$8,000.00

Ron

901-725-5991



Tennessee tag History

1936-Early 1965 State Shape

Late 1965 only 4 1/8" X 9"

1966-1975 4 3/8" X 7 5/8"

1976-Present 4"X7"

