The Confederate Chapter Newsletter

The New Rusty Rebel

2015 - Spring Issue

In this Issue:

The Colonel Speaks

Letter from the Editor

Cushman Club of America

Ride to Work Day

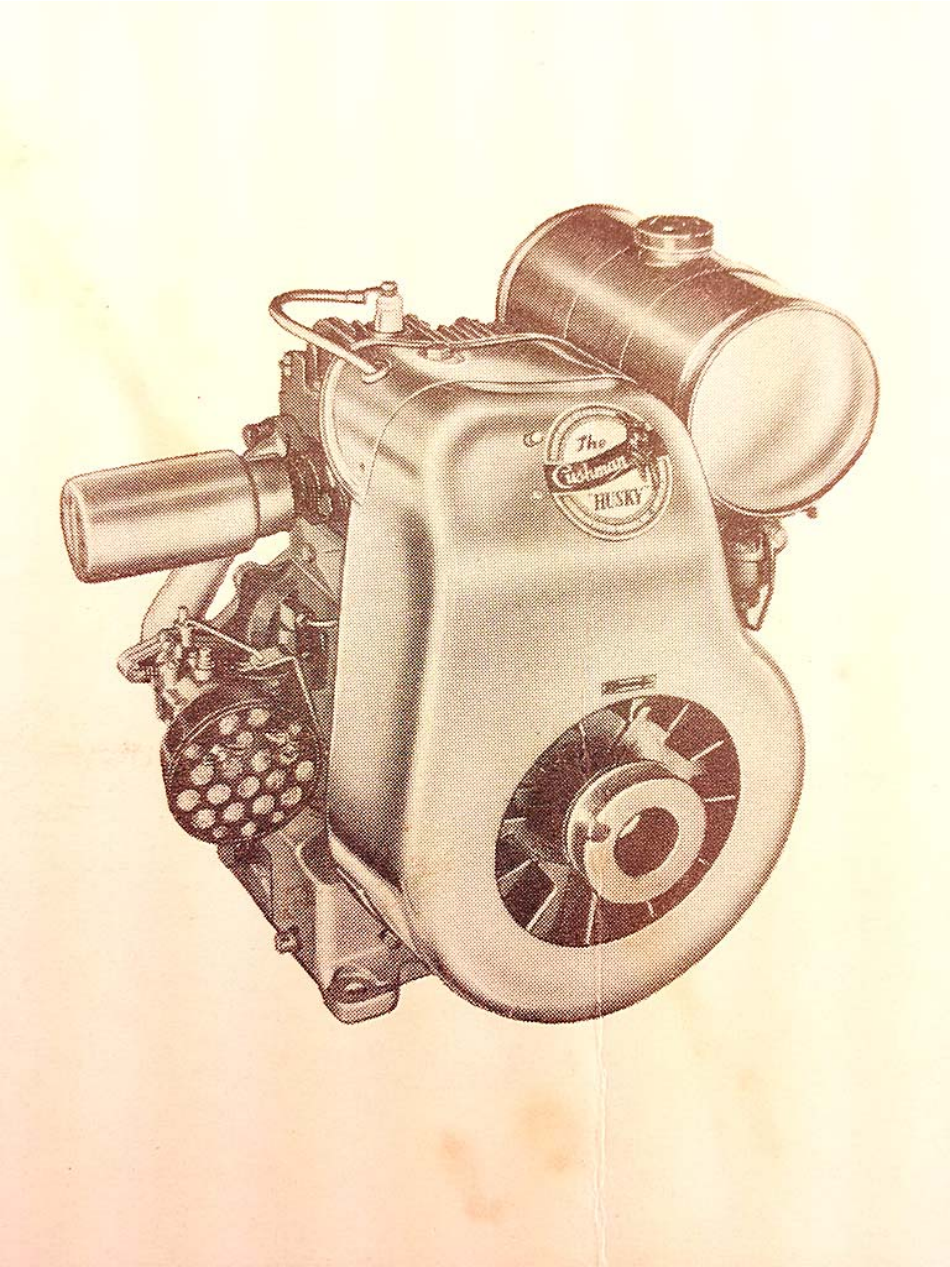
Blast from the Past

6th Annual Scooter Ride

10th Barber Vintage Weekend

Fall Rodders Reunion

Winter Blah Nights



The Colonel Speaks

Colonel Bob

We have had three great events since the last newsletter. Thanks to Mark Cantrell for putting together a chill full November 1st ride through North Mississippi, and the GREAT breakfast and fellowship before the ride at Longview Heights Baptist Church in Olive Branch, Thanks to all of Mark's Church family for preparing the food. It was a very early morning for them but it is very much appreciated. Mark had a great route mapped out and his planning was impeccable. Nice job Mark. Please feel free to plan another run anytime you like.

Next ,was the always enjoyable Christmas party at DDR courtesy of Big Daddy. Not quit as many attended this year but a good time was had by all who attended. I think the weather had a little to do with that. Thanks to ALL who helped to put it together, and Thanks to all whom brought your favorite dishes for us to enjoy. I understand there may be a new venue for next year's party. Should be a nice surprise.

A very special thank you to Amy Smith for bringing to our attention the Mid-South Autistic Society and the wonderful work they are doing with special needs children. The club voted to make this our sponsored charity for this year and all worked out well for the children.

Most of you may not know this, Amy's Father Bill started the Cushman Club of America many years ago and Amy has member # 1 1/2. She has a family history of the love for this sport so be sure to check out the article David has included in this issue about her father and the club.

David has penned a very good article in this issue of The Antique Motorcycle magazine. Please take the time to read it, it will be time well spent. Good job David.

I want to congratulate the offices of the club for the 2015 year, who by the way is the same officers who have served for the last 8 years. We must be doing something right or like what we do. Thank you for your confidence and most of all your support for the club and events.

If anyone has any thoughts, ideas, suggestions, or recommendations, my door is always OPEN.

Till next time, Ride safe

Bob Kenney

Letter from the Editor—David Lloyd

The last time you were reading a Confederate Chapter Newsletter, it was 39 days before the start of the 2014 Cannonball. Well, many things have happen since then and we plan to share some of those with you in this 2015 Spring / Summer edition. All of the hype of the 2014 Cannonball Endurance run from Daytona Fl to Tacoma, Wa has died down and life continues on. Those memories will carry on in my personal life forever as one of the greatest challenges ever tackled in motorcycle history. Little did I know, the blogsite named, "A Trip of a Lifetime" would turn out to be just that!! I will never be able to thank those precious people who helped me make that incredible journey.

There are another group of guys in town, not affiliated with any National club, who call themselves the "Old Guys club. They simply love the sport of motorcycles and are part of many cool events in our area. We as the Confederate Chapter can learn a lot from these guys. (Many of them are members of the Confederate Chapter) They schedule monthly dinner club meetings, have a monthly ride, host a New Years Day ride called the Polar Bear run, meet for a Christmas party and have a very interesting series of events during the Winter months called, The Winter Blah nights. During the colder months in February and March, they meet on Wednesday nights at different garages and shops. It is sort of pot-luck style menu and they have different guest speakers about particular tech related motorcycle issues. Tom Race approached me at the Barber Vintage Festival and asked if I would speak about my Cannonball experience at one of the Wednesday night Winter Blah nights. I think we may have had about 35 people attend this night in a standing room only event. (There are some photos of this night, along with a few others Winter Blah guest speakers and their events shown in this newsletter.)

Ed Dacus and I have spoken of having another night like that in his new shop / museum sometime this year to allow the Confederate members to hear about that epic Journey. We will advise something if this really transpires.

The focus of the 2015 edition will center around the Cushman Scooter. We have a member in our club, named Amy Somerville Smith, whose father actually formed the National Cushman Club of America. His name is Bill Somerville. His love for the Cushman Scooter led him to start this National club sometime in 1980. The feature story allows you to read about how that all began. Bills membership number is #1 and his daughter Amy actually holds membership 1 ½. This is an amazing story, the equivalent to forming the National AMCA. Thank you Bill & Karen Somerville, along with their daughter Amy for many years of hard work, which today is the National Cushman Club of America (CCOA) with an active membership of 4,000 members.

We will also see pictures of the 2014 Barber Vintage Festival, and pictures of our recent 2015 6th Annual Scooter ride. I hope you enjoy this edition of the happenings centered around the Confederate Chapter Antique Motorcycle Club. Please feel free to submit any pictures, stories or events you would be interested in covering in future newsletter editions. As always, Keep the rubber side down I hope to see you somewhere out there on the road in 2015 and beyond. ..... David

Special Thanks to Marshall and Chris Robillo for the photo collogues used in this Newsletter

Presenting... the excitingly new

CUSHMAN®

SCOOTERS for 1959!

The Distinctive
Super Eagle

The Smart
Pacemaker

For fun and excitement—as well as low-cost utility—go Cushman. Distinctive new styling for 1959 plus sturdy new construction and safety features and new mechanical advances all mark the Cushman Super Eagle and Pacemaker as well as their companion machines, the Eagle and Road King. Famous Cushman Husky 4-cycle engine delivers up to 50 miles per hour, up to 100 miles per gallon.

Ask your dealer for a FREE demonstration ride or write for colorful booklet today

Sold and serviced nationally . . . Replacement parts immediately available . . . Dealer inquiries invited

CUSHMAN MOTORS
A subsidiary of Outboard Marine Corporation
LINCOLN, NEBRASKA

QUALITY PRODUCTS

CUSHMAN MOTORS
901 NO. 21st, LINCOLN, NEBRASKA

Please send FREE Scooter booklet.

NAME _____

ADDRESS _____

CITY _____ STATE _____

How the Cushman Club of America Got Started

By Bill Somerville

It all started when, like so many other club members, I wanted to find another Cushman Scooter like I had growing up in Memphis, Tennessee (mine was an Eagle). My wife, Karen, says that this was the start of my second or third, childhood. She may be right, but you only pass through this world once and if you can have some fun while regaining just a little of the great memories you once had, why not go for it! Well anyway, I wanted to relocated another Eagle and reminisce of better days.

My search started, like a lot of other peoples, by looking in the motorcycle want ads every Sunday, checking out all the cycle shops that I knew about and asking everyone I knew if they had any idea where the Cushman Scooters all went. Sound familiar? Since I am also interested in cars my natural reaction was to look in magazines like Hemmings, Cars & Parts, Cycle, etc. to find a scooter or a club to join so they could help me. Surely with all the types of clubs such as Chevy, Ford, Train, Stamp clubs, etc. someone out there had a scooter club. I kept looking for over a year trying in vain to buy a Cushman or find someone who remembered what they were. All my efforts were in vain and I just gave up on several occassions. For some reason there was always that Eagle in the back of my mind and it kept telling me to try again, there was somewhere I had missed, so I would start all over again.

Somehow, I don't remember if I saw an ad or a friend told me about a man he had learned of in Little Rock, Arkansas who had a Eagle for sale. All I had was a name and phone number but that was enough. As luck would have it he was not home when I called. The phone rang and rang for days with no answer. I became very concerned that I had the wrong phone number or the man had moved, maybe someone else had bought my scooter by now! After all the months of searching for just one lead, could faith be so cruel as to deny me of this one and perhaps only chance to buy a Cushman Eagle. There was no way that I could drop this lead, so one day after work I jumped in my car and headed to Little Rock to track this man down. After finding a phone book and getting an address I found his home, but no one was there. I looked around back and in his garage there it sat, a white Super Eagle. Now my Eagle had been a 1956 and this machine looked a little strange, I had not remembered any Cushmans that looked like this, but it did have the Husky Engine that I remembered so well, a two-speed transmission and said Cushman right up on the front of the scooter. Should I just go on in the garage and look at it, what would the man think if he came home? After waiting this long to find a scooter I didn't care and climbed right on the Eagle. It didn't sit or feel exactly like I had remembered, but it has been so many years ago it was hard to tell. All the thoughts of yesteryear raced through my mind and somehow I could almost see all my friends sitting around at the drugstore or at the rootbeer drive-in on the scooters, Hummers and Simplexes. We were all telling jokes, wishing we had a motorcycle and not realizing that we were having the best times of our lives at that very moment.

I had to have that scooter!

By now it was getting fairly dark outside and I began to wonder what the neighbors would think if they saw a stranger in this man's garage. I went back to the car and waited and waited, minutes passed into hours, should I go or stay a little longer? I'd stay! Since I didn't want to spend the night I decided to finally leave a note in the front door and ask him to call me. I placed the note in the front door and left. On the way out of town I stopped to get a coke and hamburger. As I got back into the car the radio was playing "You ain't nothing but a houndog". Back to the man's house for just one more look and the hope he would finally be home. As I pulled up a light was on inside the house, great! I hurried up to the door and rang the bell. My note was still there. A lady came to the door and I asked if I could see her husband, sorry he was not home yet. I explained my visit and that I was somewhat interested in the Cushman. You know how you desperately try not to look very interested! She ask me to call back later tomorrow since she didn't know what time he would be in. Would she let me ride the scooter I ask? No, I don't know anything about that thing she replied, wait until my husband gets home. I thanked her and left, but my mind, feelings and memories were back in that garage with the white Eagle.

It was a long drive back home thinking about the scooter I had left behind.

As soon as I got off work the next day I drove right home and got on the phone to check on the scooter. My first call was unsuccessful so I called back after supper and finally heard a man's voice answer the phone. Yes, he did have a Eagle he was going to sell. So far, so good! What was he asking for the scooter? Well, he had not decided yet and really wasn't in a big hurry. During my conversation I found out that he had purchased the scooter from a man in Pine Bluff, Arkansas. (I later learned that the scooter had belonged to Bob Abbott who is a current member of the Cushman Club.) I made arrangement to look at the scooter again the next Saturday afternoon. The next two days were extremely long as I waited for Saturday to finally get there.

Since I wanted Karen to share my joy, I insisted that she go with me to view this "find". She had never seen a Cushman Scooter, that she could remember, and really didn't know what to expect. When we arrived to see the scooter the man was not home yet; his wife said he was running late and to come back in a couple of hours. Karen was delighted, this meant we would need to look for somewhere to spend a couple of hours and eat supper. I was disappointed, but what was two

more hours? After supper and some shopping we were back at the house and had to wait around for almost another hour before the man came home. The scooter cranked up after about the tenth try, bad gas, needs a tune-up, etc. It ran OK once cranked, but rode differently than I remembered and was not nearly as fast as I recalled. But, it was a real genuine Cushman Eagle and after all, who knew if I would ever find another one anywhere in the world. I paid his price, which was high, and was now the proud owner of what may be the only Eagle left in the world.

Now that I finally had my Eagle home, it was time to take a look at what I had bought other than what my emotions told me to buy. Since this was a different kind of Eagle than I had, I later found out it was called a Super Eagle, I needed to find out the differences in it and my old 1956 Eagle. Luckily, the man I bought the scooter from had a copy of some of the manuals for this scooter, and that helped a lot. They were poor copies but readable. First, I had to determine if all the parts were correct and if the scooter was complete. The first real help came from Bill Benedick in Blue Ball, PA who, I think, had an ad in Hemmings and after a telephone call I purchased my first Cushman parts in twenty-five years. Bill I believe, is the first person who really sold Cushman Parts on a commercial restoration basis. I also took this opportunity to ask him about any scooter club that I could join. Bill said that he didn't know of any clubs that dealt with Cushman Scooters.

Once I had my scooter cleaned up and got it where it ran fairly well, I was ready to show all my friends the scooter and let them share in my enthusiasm. Everyone seemed interested but you could see their attention span was not very long when it related to my prized Eagle. I did ride it around town, Russellville, AR, but the only ones who rode that slow were the kids, and most of them had small cycles faster than my Cushman, plus just how interested can kids be in a middle aged guy on a scooter? I absolutely had no one in town who even gave my Cushman a second look, let alone share in the fun of riding together.

In desperation I called the Cushman Motor Company in Lincoln, NE to find out if they knew of an Scooter Clubs or anyone else who had a scooter around me. The sales department was of no help and really wanted to get me off the phone. Another dead end!

I discussed with Karen an idea I had been thinking about for several weeks, what if I started a Cushman Motor Scooter Club? She really didn't think it was such a good idea, who would join and how would I take time to take care of all the necessary details to start and run a club? I think she really knew who would get stuck with a lot of the paperwork, bookkeeping and details. What if Cushman Motor Company would object to using their name on a Club, would they cause legal problems? Well, there was only one way to find out. I got on the phone again, spoke to several departments and somehow wound up with the Sales Service Department who was managed by Mr. Ed Vagts. Ed had been with Cushman for a number of years and at least was somewhat knowledgable about the old scooters. I discussed the idea of a Club with him and asked his advice. He felt that Cushman would not object as long as I was not in competition with them and kept it low key. I really felt good after the phone conversation, after all, I had talked with the factory, had not been told not to do it, and felt fairly safe in using the Cushman name in association with a Club. Just to make certain, I wrote Ivan a letter explaining my intentions and thanked him for his time on the phone. I wanted this letter on file just in case something came up at a later date.

By now, all my parts had come in for the Eagle and the 1960 Super Eagle began to look fairly well. Still there was no one to ride with or talk with about all the fine virtues of the Cushman Scooter. "The time had come." I would start a Scooter Club. The name was easy for me. I first was going to call the club "The Cushman Scooter Club of America", but that seemed a little long. So I decided on "Cushman Club of America", short, simple, and to the point.

In November of 1981 I wrote a small ad and placed it in Hemmings Motor News: "Cushman Club of America. A National Scooter Club dedicated to the restoration and preservation of Cushman Motor Scooters. Quarterly Newsletters, Become a Charter Member. Dues $12.00 per year. Bill Somerville. ---address---. My thoughts were that if I could get just 50 people together we could have a club that would endure. By December the ad had run and I can remember coming home one day to have Karen tell me I had received a letter addressed to the Cushman Club of America, it looked like a check! Where did it come from? Were they close enough to visit? I wondered if they also had a Cushman? The outside of the envelope had their return address: Mr. and Mrs. James Sheilds of Lovington, NM. New Mexico??? Did they seven sell Cushmans in New Mexico? I opened the envelope and there it was! A check for $12.00 for one years dues to the Cushman Club of America. I was more than thrilled! We were officially a Club.

Karen and I had taken the number one membership number and our daughter Amy, was designated as 1½, she was eight years old at the time. Now the Shields were officially club members number 2. The next days mail brought three more letters. I opened one from Kansas first and some guy named Tom Smith had sent me a check for one years dues. Tom and his wife Debbie were the clubs third members. Club member number four was Wilson Austin of Ashbury, VA. The last letter to be opened that second day was from Texas, some little town outside of Dallas named Cleburne. Not only was there a check for the dues but a short note and picture of a 1960 Eagle, all decked out. Randolph and Charlene Garner became our club's fifth members. The picture that Randolph sent me is the first Cushman that was ever published in our January 1982 Newsletter. I was fortunate enough to purchase "Red" in 1990 and it is in my personal collection.

The first five charter members are still active in the Club. Charter membership in the Club ended on January 1, 1982 with 63 people listed as Charter Members. I have included a list of these fine people,

Many are still active in the Club today.

Along with the new members came an ample number of questions about the Cushman Scooters, where can you get parts, service manuals, how can I find a scooter, what's correct and what's wrong on each year model, etc.? It became very obvious that I must learn a lot very quickly and help provide some of these answers for our new members.

I had been in some clubs that always seemed to struggle when they were first formed and did not want to see the Cushman Club get off to a poor start and struggle for years without really providing some services. One of the requests that I got most often was for some technical information, service or parts books and engine information. The only way to supply this in a presentable manner was to find some mint factory originals and have them reproduced. After looking at printing costs and the wide range of books that needed to be put together I decided to take out a personal loan to reproduce the books and have some money to spend on advertising. I also wanted to have a banner produced so we could display our name at meets and gatherings. The banner is still being used ten years later. I saw it at the last National Meet in Knoxville, TN in 1990. The loan was a personal note for about $5000. With this money I felt that I could operate the Club as if it had been around for several years rather than wait for a long time to have dues money available. I knew it would take a long time to regain the money but it was worth the risk to start a new club and have it succeed.

There are a lot of details to take care of in starting a new club. First of all, records had to be kept. Books had to be set up, some type of club emblem needed to be designed, a newsletter needed to be put together. How would the new members ever be able to get together? Where else should I advertise? What about the IRS? All these and a lot more details kept Karen and I pretty busy in our off time and every weekend. Karen kept reminding me of the work I had volunteered her for during the next four years as the club got on it's feet and became a true National organization.

The Club's first emblem was put together after a lot of thought and work. I wanted to incorporate several ideas in the design. Since the Cushmans were American made I wanted to have something with Red, White and Blue in the design. I was fond of Eagles, and since the Eagle was really the reason the club got started it needed to be in there somewhere. The original Cushman Scooters had the Husky engines in them so I worked in the Husky Engine Dog. With these thoughts in mind I came up with a design I really thought was neat, it was different and Karen liked it. I must admit it was a complex design and not cheap to reproduce, but I was happy. The Club no longer used this design, I am not sure what they use, if anything! I think it is a shame we don't have a standard emblem for the Club and would like to see the old emblem back in use. I still see some of the older members who wear these emblems on their caps at National Meets and on occasion a collector asks me if I still have some in stock for sale.

The first planned National Meet did not get off the ground. The new Club was only eight months old when I tried to put it together. The first meet was scheduled for August 21, 1982 in Branson, MO. I have included the SPECIAL EDITION notice so you could take a look at the "Almost 1st National Meet". We had to cancel the meet due to a lack of enough members who could come. By the second year of the Club we had grown enough to have our real 1st National Meet near St. Louis, MO which was a great success and the rest is History.

SPECIAL EDITION

CUSHMAN CLUB OF AMERICA MEET: AUGUST 21, 1982

Mark your calendars, clean up your scooters and make some advance reservations to attend our first official get together.

If you and your family like lots of fun, music, fresh mountain air, and Cushmans-Cushmans-Cushmans, then plan to attend our first official meeting. Plus there is a good chance you and your Cushman can win a trophy.

Place: Branson, Missouri
Date: Saturday - August 21st, 1982
Time: Registration starts at 1:31 p.m.
Location: To be announced at a later date

Branson, Missouri for you members who are not familiar with the location is an excellent, beautiful location which features so many attractions that you will not be able to see them all in a week, much less a week end. Branson offers something for every member of the family:

Silver Dollar City Theme Park – Members will get discount tickets.

Shepard Of The Hills Farm & Play – Members get discount tickets.

White Water Theme Park – All types of water fun for the family.

Music Shows – Country Music Shows by the dozen (Hee-Haw, etc)

Art and Craft Shows – Fun shopping

Excellent fishing, boating, sightseeing

All this plus the fun you will have with the Cushman club. Our schedule of events is as follows:

ACTIVITY SCHEDULE

Registration ..... 1.31 p.m. Sat.
Cushman Review..... 2:30 p.m.
(Scooters Lined up by Model)
Trophy Judging for the following Catagories ..... 3:00 p.m.
1. Best Eagle* – Judged
2. Best Step-Through* – Judged
3. Best of the Show (Members choice vote)
4. Prize given to the member who traveled the furtherest.

Winners Announced..... 4:00 p.m.
A private showing of more than 150 antique automobiles by one of our club members who lives in Branson.. 5:00 p.m.
Meet for Shepard Of The Hills Play ..... 7:30 p.m.

CUSHMAN JUDGING*

All scooters that are to be judged and eligible for a trophy must be registered prior to the judging. Each scooter will be judged on the following points:

1. Originality ..... Points 1-10
2. Condition and Appearance Points 1-10
3. Accessories ..... Points 1-5
4. Showmanship ..... Points 1-5
Max Points – 30

All judging will be done on an official worksheet and the judges decisions will be final.

ADVANCED REGISTRATION

Advanced registration: It is very important that we know how many members to expect so we can make our plans accordingly. Since this is our first meeting we would like to have a large turn out of members and scooters. Your feedback, or lack of it will determine if this first get together should be scheduled or cancelled. We have over 200 members at the present time and expect to have at least 50 members who can make the meeting.

Please fill out the registration form and send it back to me even if you can not make the meeting so we can have some accurate information. Thanks, Bill.

Cost of the meeting will be $15.00 per person who attends the activities. The fee will include the following: a one day ticket to Silver Dollar City, a free meal in Silver Dollar City, discount ticket to Shephard of the Hills Play. Registration for the scooter judging and trophies. If you only want to register your scooter for a trophy the fee will be $3.00 for each scooter.

Check enclosed for $_____ for _____ people. ($15.00 per person) In the event the meeting is cancelled all checks will be destroyed.
Must be sent to club by July 15, 1982

ADVANCED REGISTRATION

Name:_____

Address:_____

Please check one: Yes, I will attend-( )
May get to come, Not certain( )
Sorry can't make it ( )
My family of ( ) people will be coming.
I will bring ( ) Cushmans with me to the meeting.

CUSHMAN SCRIPT BELT BUCKLES:

Cushman script belt buckles: Dick Polite has had some Cushman belt buckles made of solid brass which he is offering members for $9.00 each. These buckles are oval shaped and have the Cushman script, just like on our newsletter heading. Delivery time is two weeks. Contact: Dick Polite, 5024 E. 2nd St Tulsa, Okla. 74112.

SPECIAL ADVANCE NOTICE:

I have been transferred to Oklahoma and will be moving sometime this summer. This move forces me to sell my Cushman Collection (I will keep 2 or 3). At present I have a multitude of Cushmans in all conditions plus a lot of misc. parts. I will sell the whole lot but no scooters or parts seperately. There will be an ad in the next Hemmings but wanted to let you know first! Price will be around $10,000. If serious call (501) 968-4792. Thanks Bill.

As with any successful club there are certain members who always seem to be the driving forces behind its programs. The Cushman Club of America could not be the Club it is today without the time and effort of these individuals.

There is no way to mention everyone who had helped the Club in one way or another but I feel that the people mentioned below have gone beyond what could have ever been expected for a member:

Thank you!

Randolph Garner
Karen Somerville
Amy Somerville
Jim Lyne
Tom Smith
Peggy McClure
Becky O'Hara
Tom O'Hara
George Postell, Jr.
Ronnie Sawyer
Bob Cantrell
Jill Wadlow
Jim Wadlow
David Pearson
Al Ackerman
Herb Jespersen
Bob Menard
Wayne Hudson
Jessie Dowler

Amy S

ALWAYS PULLS IT'S FULL LOAD
The
Cushman
"HUSKY"
REG. U. S. PAT. OFF.
CUSHMAN MOTOR WORKS, INC. LINCOLN, NEBR.
BUILT BY THE MAKERS OF THE
FAMOUS CUSHMAN MOTOR SCOOTER
SERVICED INTERNATIONALLY BY
CUSHMAN MOTOR SCOOTER DEALERS

Herb
Jesperson
VP-Cushman
Ryan
Bill Somerville
Founder, Cushman
Club of America
Bob Ammon
Inventor of
Cushman Scooter

MESSAGE FROM THE PRESIDENT

CUSHMAN CLUB OF AMERICA MEMBERS,

Approximately five years ago, Bill Somerville founded the Cushman Club of America, which was dedicated to the restoration and preservation of Cushman scooters. This organization has had as many as 1,300 members.

As of June 23, 1986, it was reorganized. The new Club will be operated by the membership through elected officers; namely, President, Vice-President, Secretary-Treasurer, Editor, Technical Adviser. An Executive Board will supervise the Club.

The Club will be incorporated as a non-profit organization and will have a charter.

Financial reports will be open to all members.

Until an election can be held, interim officers and an Executive Board have been appointed. The Executive Board is now in the process of drafting a charter and filing for incorporation.

The interim officers are:

President	Jim Lyne 2110 Sewell Lincoln, Nebraska 68502
Vice-President	Randolph Garner P.O. Box 234 Cleburne, Texas 76031
Secretary-Treasurer	Tom O'Hara P.O. Box 661 Union Springs, Alabama 36089
Editor	Robert Cantrell 5817 E. Village Lane - Rt. 18 Springfield, Missouri 65804

Membership dues will remain at $15.00 a year. You will retain the same membership number and the same due date. Enclosed is an application to use when you send in your dues or give to a friend.

During the last two months some of the records have not been kept current. So if you receive a notice that your dues are due and you have already paid them, please return the card to Tom O'Hara, stating your dues have been paid. Also, send your dues to Tom O'Hara.

As you can see, our Club Newsletter has become a Club Magazine with all new format. We **must** have your input so please send articles, news items, stories, service tips and classified ads to Robert Cantrell, Editor.

This is YOUR Club. Any ideas for improvement will be welcomed.

JIM LYNE, PRESIDENT

Jim Lyne

24TH ANNUAL INTERNATIONAL
MOTORCYCLE & SCOOTER

RIDE TO WORK DAY

MONDAY
JUNE 15th
2015

RIDETOWORK.ORG

WORK TO RIDE
RIDE TO WORK

Blast from the Past

Memphis—1910

Memphis—Today

6th Annual Scooter Ride

10th Annual Barber Vintage Festival

OCTOBER 10-12, 2014

PRESENTED BY

TRIUMPH Dealers of North America

TRIUMPH

Indian

LABAMA
RunninRabbits.com

ZOOM MOTORSPORTS
BARBER
MOTORSPORTS PARK

2015 AMCA Nationals

February 27-28

Omaha Chapter National Meet—Fremont, NE

March 6-7

Sunshine Chapter National Meet—

New Smyrna Beach, FL

April 24-25

Perkiomen Chapter National Meet—Oley, PA

May 8-10

European Chapter Meet—Raalte, The Netherlands

May 15-16

Southern National Meet—Denton, NC

June 12-13

Rhinebeck Coalition National Meet—Rhinebeck, NY

June 12-14

Viking Chapter National Meet—St. Paul, MN

June 19-20

Fort Sutter Chapter National Meet- Dixon, CA

July 17-19

Wauseon National Meet—Wauseon, OH

July 31—August 1

Yankee Chapter National Meet—Hebron, CT

October 2-3

Chesapeake Chapter National Meet—Jefferson, PA

2015 National Road Runs

June 14—17

Yankee National Road Run, Keene, NH

August 27—29

Badger Heritage National Road Run, Wisconsin

September 7—10

Black Hills National Road Run, South Dakota

September 21—23

Yerba Buena National Road Run, California

Confederate Chapter Events

6th Annual Scooter Ride — May 16, 2015

Cooper Fest —?

Mystery Ride —? TBA

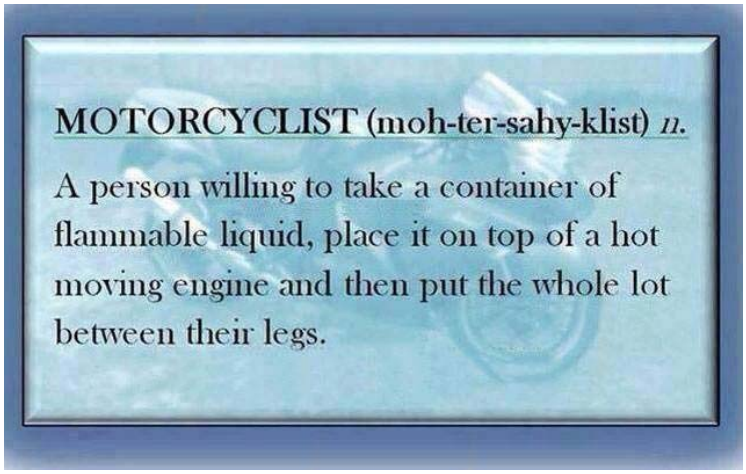
24th Ride to Work Day —June 15, 2015

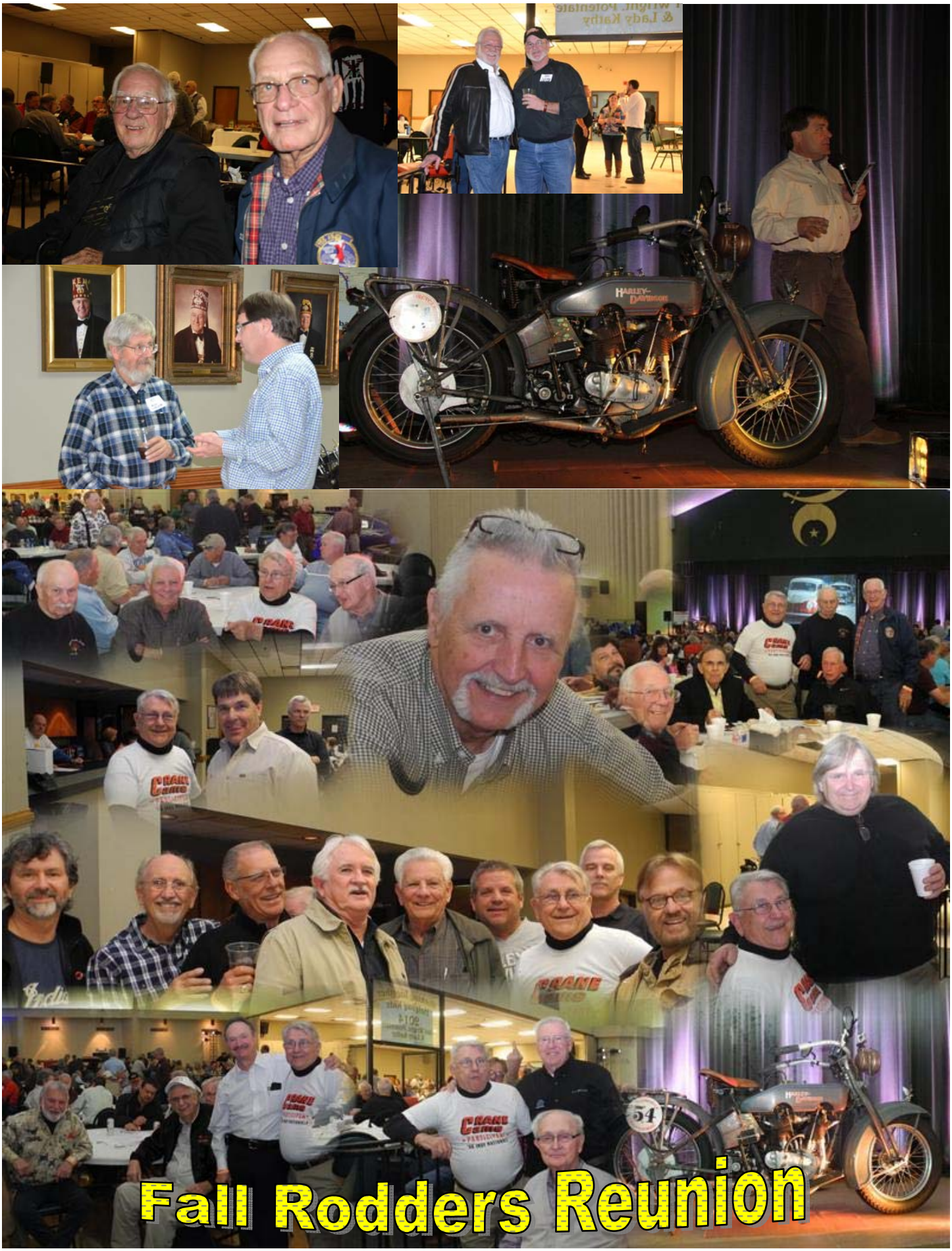
44th Davenport Swap Meet —Sept 3 - 5, 2015

2nd Mississippi Fall Ride—TBA

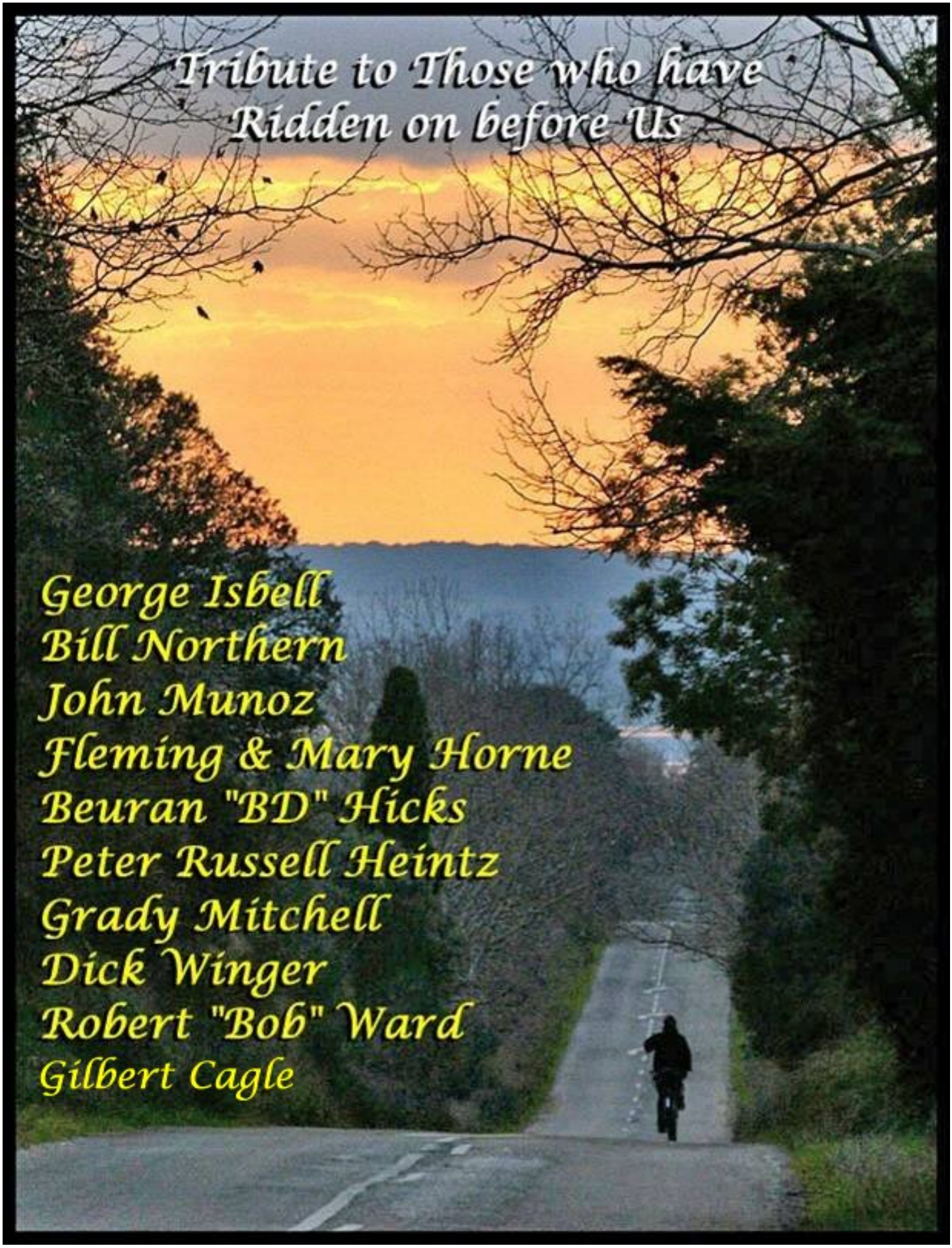
Barber Vintage Festival —October 9—11, 2015

Fall Rodders Dinner—Nov 19, 2015




Fall Rodders Reunion

Winter Blah Nights


Tribute to Those who have
Ridden on before Us
George Isbell
Bill Northern
John Munoz
Fleming & Mary Horne
Beuran "BD" Hicks
Peter Russell Heintz
Grady Mitchell
Dick Winger
Robert "Bob" Ward
Gilbert Cagle

CLUB OFFICERS FOR 2015

PRESIDENT

Bob Kenney

3070 Ivy Rd

Eads, TN 38028

901-466-3778

bob.kenney@raymondjames.com

VICE PRESIDENT

Les Cooper

1447 Linden

Memphis, TN 38104

901-237-0344

lescoop@mindspring.com

TREASURER

Roxanne Spencer "Rox"

9240 Pleasant Ridge Rd

Arlington, TN. 38002

901– 652-1369

roxspencer@gmail.com

SECRETARY

Ed / Sherry Dacus

4710 Chamber Chapel Rd.

Lakeland, TN 38002

901-867-2676

Edacus@OHHENDRICKS.com

DIRECTORS

Wally Wages & Shane Dorton

sdorton@rittermail.com (Shane)

(901) 409-0360—Shane

(901) 826-3212—Wally

EDITOR / WEB MASTER

David Lloyd

6195 Tranquil Dr.

Olive Branch, MS 38654

901-277-7710

davidlloyd44@comcast.net

DEPUTY JUDGE

Marvin Shackleford

152 Barton Cove

Marion, Ar. 72364

901-550-8755

shack8182@att.net

AMCA

CONFEDERATE CHAPTER

www.confederatechapter.com