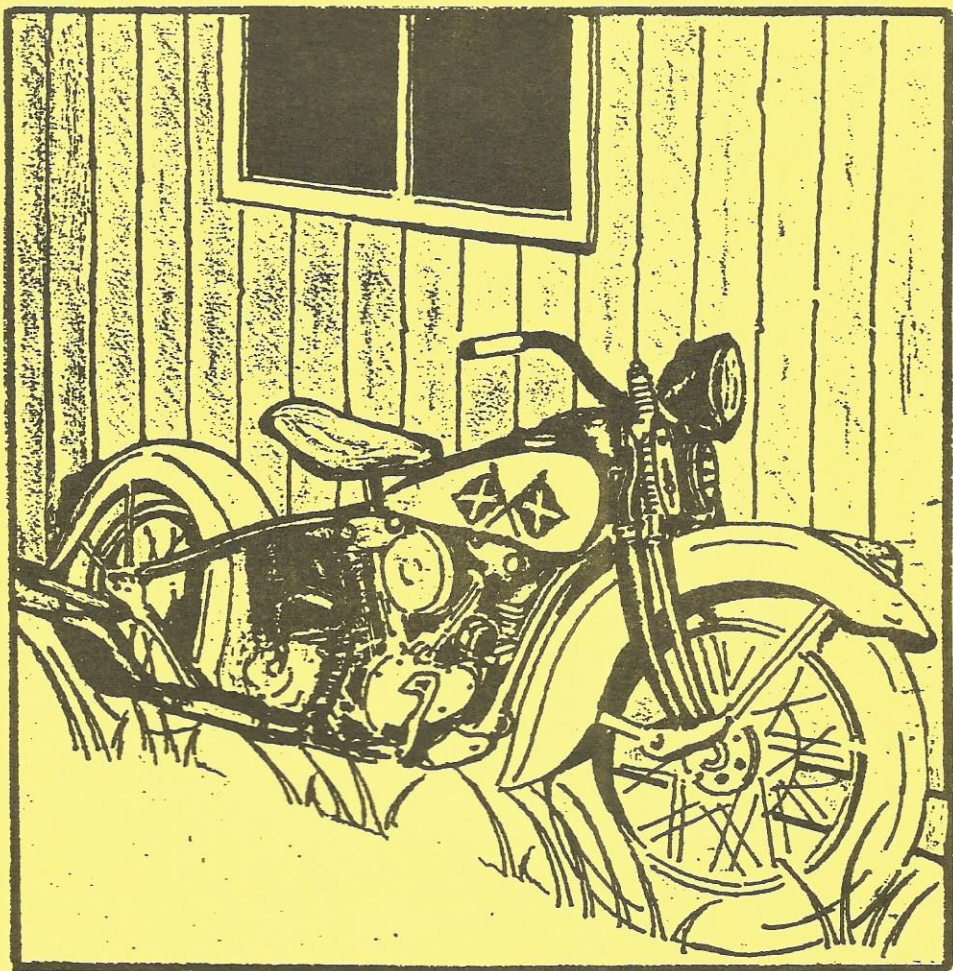


# THE RUSTY REBEL

FALL  
~~WINTER~~

92



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

## THE COLONEL SPEAKS

Hello everyone,

We have skipped an issue of the Rusty Rebel at my request. Many things are involved such as a lack of articles to enter and any other such information that an editor loves to have. Those of you who travel to national meets realize my involvement in the new judging program and keeping records of all the meets and their entrants. This does not mean a loss of interest in chapter affairs but rather trying to find time along with the obligation of writing a feature article each quarter for the national magazine.

Even though June 1993 may sound a long way off to some it is just around the corner when you're organizing the details. We have secured the Holiday Inn in Vicksburg, MS to be the headquarters and the providers of our traditional welcoming southern style BBQ with all the fixin's and of course the banquet which includes three entrees plus a variety of desserts. Those of you who attended the Kentucky Campaign Road Run know the attention given to details and Vicksburg will be our best yet. Yes, three days of riding instead of the traditional two as in the past because once you're there why not enjoy the best of the social gathering and motorcycle viewing that the AMCA has to offer. Our theme has always been around a Civil War battlefield and this time the antebellum homes are nearby with Scarlet O'Hara waiting for Rhett Butler's return. Finishing touches have to be made to the routings plus staying abreast of road conditions or closings. Even the selection of awards will be an undertaking. Vicksburg is looking forward to having us so lets not disappoint them.

Watch for the announcement and registration in the winter issue.

With warm regards,

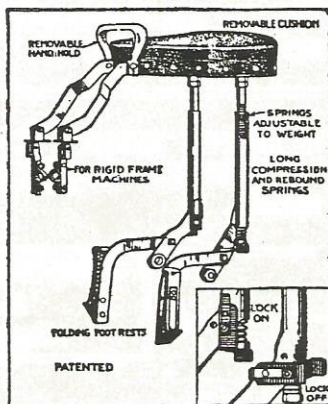
Peter Heintz

### COMFORT + SERVICE

When you consider what a really comfortable tandem is called upon to do, then you begin to study its essential features.

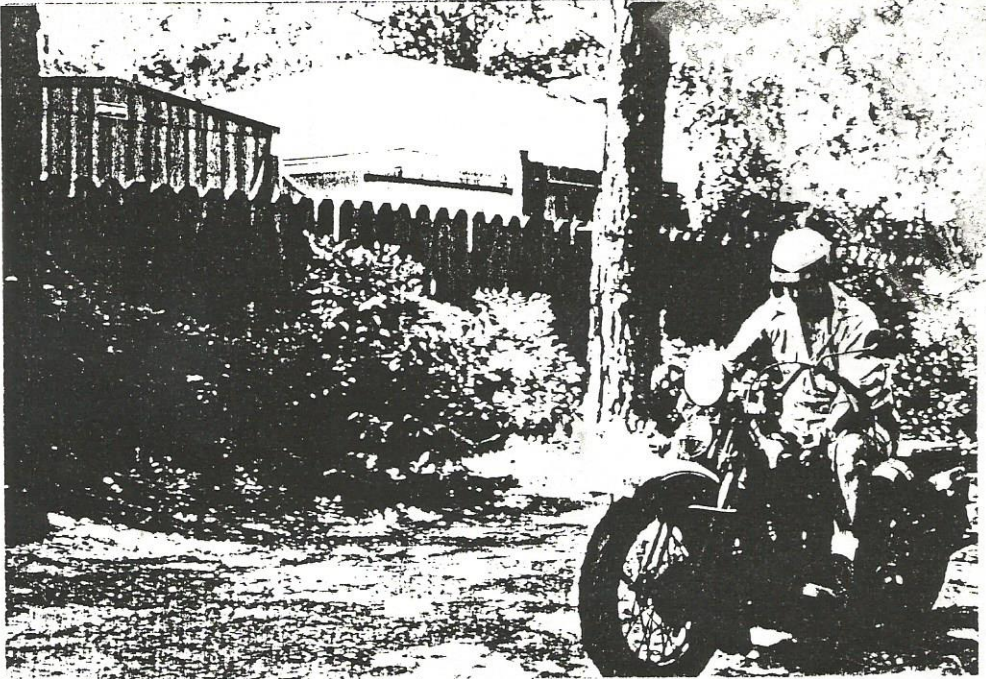
The careful buyer, invariably selects a Stoll Tandem because of its substantial construction and its comfort features. The long, enclosed springs work in oil, and will not break. The entire frame work is sturdy, and is pivoted at all joints where there is a strain; this, together with the springs, guarantees a smooth, flexible action on the road. There are many other important features in the Stoll Line. Look them over. Get our descriptive folder free.

The Stoll Manufacturing Co.  
33rd & Walnut Sts., Denver, Colo.



Stoll Combination Tandem  
No. 2

SUMMER/FALL



MEMBER JOHN MUNOZ ON A HARLEY?

THIS PICTURE WAS TAKEN DURING THE CHAPTER PICNIC HELD THIS PAST SUMMER AT THE HOME OF FLEMING AND MARY HORNE. GREAT TIME! THANKS FLEMING AND MARY.

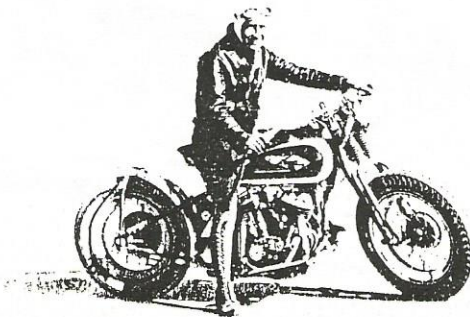
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DURING THE CHAPTER MEETING HELD ON SEPT. 10, 1992, THE MEMBERSHIP VOTED TO RETAIN ALL 1992 OFFICERS IN THEIR PRESENT POSITIONS FOR 1993.

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MEETING PLACE FOR CONFEDERATE CHAPTER

WE ARE PRESENTLY LOOKING FOR A NEW MEETING PLACE. ANY SUGGESTIONS WILL BE MORE THAN WELCOMED. MEMBERS WILL BE NOTIFIED PRIOR TO NEXT MEETING.



THE FOLLOWING ARTICLE APPEARED IN A PAST ISSUE OF CARS & PARTS MAGAZINE WHICH MENTIONS MEMBER GEORGE ISBELL:

The motorcycle boom of the 1970s unleashed millions of two wheelers onto the highways of America and elevated the sport to a new level of respectability, while fostering a tremendous expansion of the industry. Unfortunately, the boom in two-wheel travel came some 20 to 25 years too late for America's oldest motorcycle manufacturer - Indian.

Long before the energy crisis of the '70s placed a new value on basic, economical transportation, Indian was producing machines that were inexpensive to buy, maintain and operate, at least relative to the times, although admittedly a bit primitive in terms of riding comfort and stability, particularly on the crude roads of the early 20th century.

Indian got its start as a maker of motorized two wheelers in 1901 when George Hendee, a bicycle manufacturer in Springfield, Mass., observed Oscar Hedstrom riding his "motorcycle" in a New York bicycle event as a pace machine. The two men signed a contract and the Hendee Manufacturing Co. was in the motorcycle business.

From meager beginnings in 1901, the company, renamed the Indian Motorcycle Co., soon became the first mass producer

of motorized bicycles or motorcycles in the U.S. Within a few years, the company was struggling to accelerate production in pace with spiraling demand for its low-priced, economical and dependable machine.

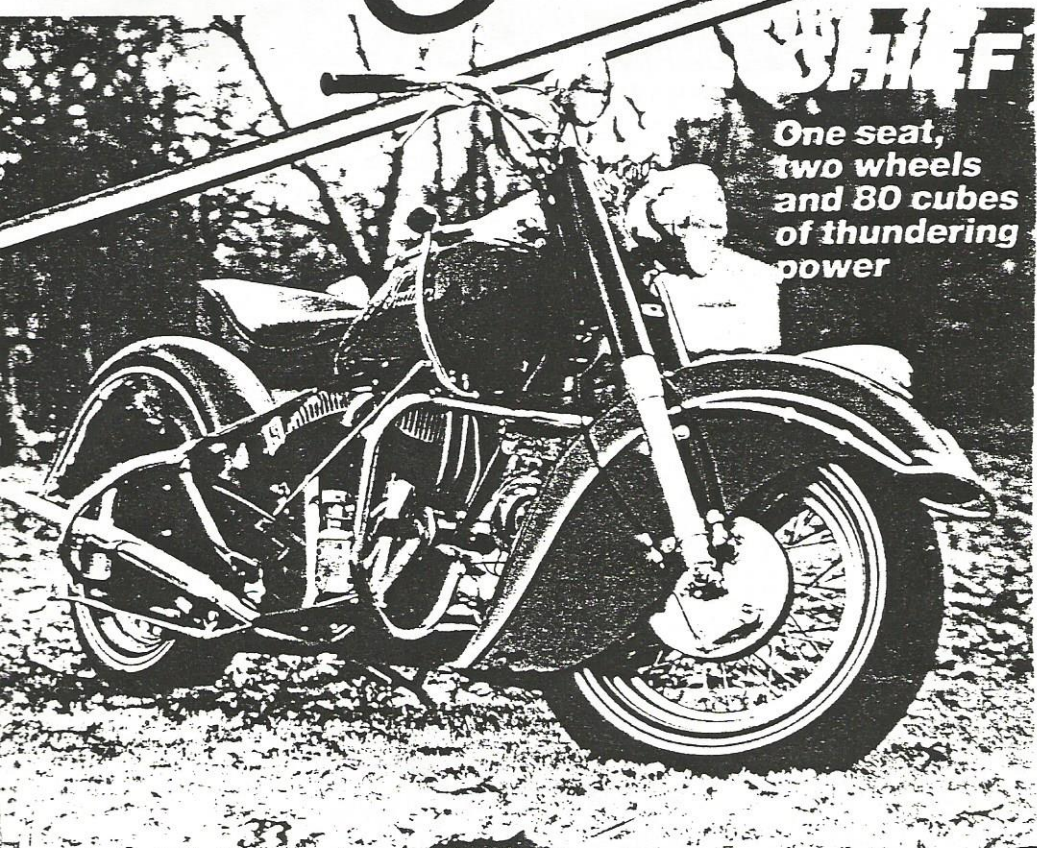
Indian enjoyed immense prosperity during the teens and twenties in terms of both business and product quality and development. Hedstrom retired from the company in 1916 after witnessing the advent of a twin-cylinder engine in 1905, front suspension in lieu of the rigid bicycle-type fork assembly in 1905, magneto ignition in 1908, two-speed gearbox in 1911 and, most im-

portant, a change in color from dark blue to the traditional bright red with gold Indian script in 1910. Another innovation during the mid-teens was the Electric Special, a two-cylinder 1,000-cc machine featuring an electric starter that served a dual purpose; it also worked as a generator to keep up the juice in a pair of six-volt batteries.

In 1916, Hendee and Hedstrom switched roles, as Hendee retired and Hedstrom came out of retirement and returned to active management of the company. Neither move seemed to hurt the firm, which continued to grow and prosper through World

By Robert Jay Stevens

# Indian



War I making military bikes and on through the twenties producing a variety of dependable and spirited machines, including the 596-cc Scout of 1920, the 1,000-cc Indian Chief and the 101 Scout 750-cc model of 1927. It was at this juncture, courtesy of an acquisition of another bike maker, Ace, that the most memorable Indian of all - the 1200-cc four-cylinder model - arrived. It remained in production until America's entry into the Second World War.

Indian, sharing the fate common to most car and cycle manufacturers during the Great Depression, reorganized on shaky ground in 1933 and continued operating short of the profit mark until World War II defense contracts brightened the picture. A shaft-driven military model was made, but it fell victim to the high-flying Jeep.

Indian's post-war performance as a major producer of motorcycles was, at best, feeble and production dwindled steadily, ending altogether in 1953. But before the Indian name vanished from the American scene (it was later revived after a fashion on a British-made bike in the mid to late fifties and again in the late '60s with a machine assembled in the U.S.), the company resumed production of its V-twin Chief and

introduced one and two cylinder versions of its new Scout. The Scout, subsequently renamed the Warrior, was made until 1952 and a token number of Chiefs were assembled in the final years of 1952 and '53. Indian had merged with Titeflex in 1951 and the cycle maker's new parent perceived little chance for profit in the two-wheeled transportation industry.

The era of the real Indian had ended as quietly as it had begun. The motorcycle known around the world for rugged reliability, eyeball-poppin' performance and product innovation during more than a half century of operation was gone.

Gone, but far from forgotten, thanks to the sentimental interests of hobbyists like George Isbell, a retired machinist in Memphis, Tenn. Isbell, whose interest in antique cars and bikes dates back some 20 years, owns several Indians, including the 1950 Indian 80 Chief detailed in the accompanying photos.

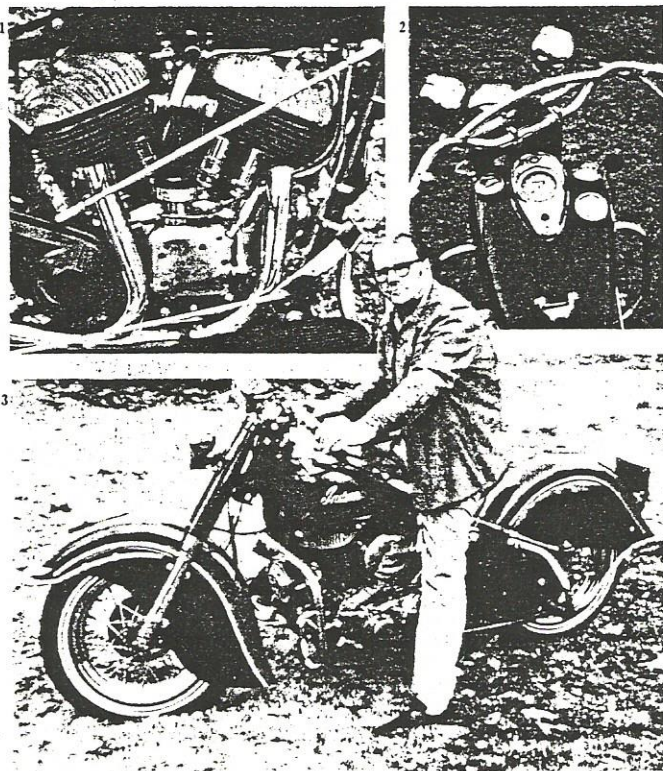
Isbell picked up his '50 Chief literally in a basket in 1973. It required a full 100-percent restoration, which it received. The machine is fitted with the 80-cid V-twin engine with three-speed gearshift-operated manual transmission and chain drive. The red beauty is equipped with twin spotlights

and front and rear safety bars. The bike sold new for about \$700.

Isbell's other machines include a 1947 Indian 74 (74-cid) restored in 1969, a 1932 Indian Four acquired in 1966 (another basket case), and a 1929 Excelsior Super X 45-cid bike that was much worse than a basket case and took 10 years of parts hunting to complete. Isbell, a member of the Antique Motorcycle Club, also stores a 1941 Indian military model with driveshaft owned by his brother Lawrence.

George Isbell, who also owns a couple of Packards, is particularly fond of his Indians. For a time in his earlier days, an Indian motorcycle was his family's sole means of transportation. In 1939, Isbell rode a new '39 Indian on a 3,500-mile roundtrip from Memphis to Canada and on to New York for the 1939 World's Fair. He's about as proud of his bikes as he is his Packards.

In a way, Indian was a bit like Packard in producing a high quality, innovative transportation product for half a century and earning plaudits as a leader in its field only to succumb to a merger in the fifties and subsequent halt in production. Both of the fabled marques have their honored places in the history of transportation, and in the hearts of hobbyists.



1. The 80-cid two-cylinder four-stroke engine is a dependable hard-running engine and one of Indian's most respected powerplants.

2. Stylish back-swept handle bars with down-turned ends and rubber grips provide a comfortable position for the average reach forward from the rider's perch in the deep-dish single saddle. Speedometer and odometer are contained in a chrome pod at the front of the tank. The three chromed caps lead to the oil reservoir (top right cap) and fuel tank. The shift lever is manipulated by the right hand, although many riders would shift with the left hand to keep the right on the throttle. The clutch is pedal operated by the left foot while the front and rear brakes are activated by squeezing the lever at the right hand grip and depressing a pedal with the right foot, respectively.

3. Astride his trusty Indian 80, veteran rider George Isbell recalls decades of memorable riding experiences, including one 3,500-mile trip back in 1939.

Ed. Note: Special thanks to Verlon M. Walden, Sidney, Ohio, for his contribution to the development of this feature.

#### Club corner

Vintage two wheelers are welcome at the Antique Motorcycle Club of America, Inc., a 1,750-member organization founded in 1954 and headquartered at Lake Ave., Harrisonville, N.J. 08039. Antique bikes are also covered by some general interest clubs, such as the Antique Automobile Club of America, 501 West Governor Rd., Hershey, Pa. 17033.

## AN INVITATION TO THE SMITHSONIAN

Calvin Burnett

As the owner of several motorcycles with absolutely no personal history, I have always been envious of the 1956 "K" Model Harley-Davidson owned by Fleming Horne. As most of you are aware - Fleming purchased the motorcycle direct from Elvis Presley. This is the same motorcycle that was featured on the cover of the May 1956 "Enthusiast" magazine.

Well, the jealousy hit an all time high recently when I read a letter Fleming received from the National Museum of American History. Apparently the Smithsonian is preparing for a 1994-1995 exhibition entitled "Meeting in Memphis: The Social Origins of Popular Music in an American City, 1930-1968". They have asked Fleming if he would be interested in loaning the "K" Model to the museum as part of the Elvis portion of the exhibition.

I don't think Fleming had too much problem responding to the request with a yes. This is also very timely since he is in the process of returning the bike back to it's original color scheme.

I've always wanted to tour the Smithsonian. Guess I know now when it will be....

## FIRST TRIP TO DAVENPORT

At the Lakes and Between the Lakes Road Run, I decided that I wanted a bike to ride on future road runs. Stan Pernic had his beautiful 1935 Indian Sport Scout and let me sit on it for size, a perfect fit. The guys here said that I should go to Davenport to find such a bike, so Billy and I made plans for the trip. We were at the fair grounds early Thursday and I immediately began searching for an Indian Scout like Stans. We searched the grounds several times and had not found anything of interest.

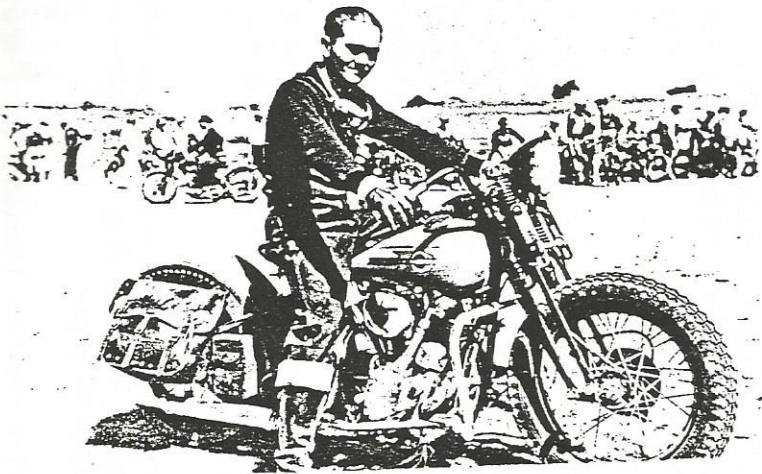
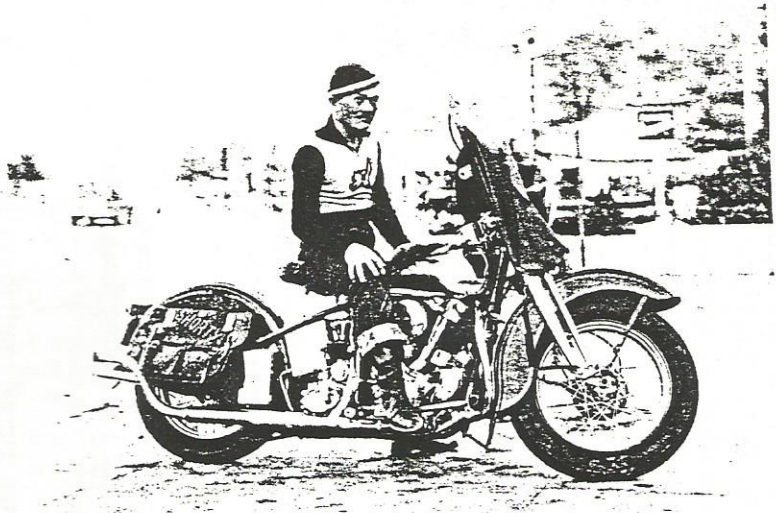
Just about the time I was losing hope, I saw the cutest bike, not an Indian but just my size. Like a magnet, I was drawn to it. Bob Cole, the owner explained to me that it was a 1946 model 3T Triumph twin and that 1946 was the first year that Triumphs were sold in the USA. It is in exceptionally good original condition, all the parts were there. Bob patiently went over every detail. The seat height was plenty low. Bob asked if I would like to start it. Where's the starter button? Anyway after tickling the carb like Billy does on the Nortons, I was able to start it after a few kicks. I was now beginning to get attached to it.

Late Saturday afternoon, Bob agreed to sell me the 3T and I assured him it would have a good home. He was probably tired of seeing me by this time since I had been around to look at it a dozen times.

Calvin Burnett generously offered to transport it back to Memphis for \$1000. But after some Confederate Chapter negotiating, a much better agreement was reached. I sure hope those home grown tomatoes were good.

I have the 3T at home now. I named it "Iowa" and plan to keep it in unrestored condition at least for a while. I plan to keep Iowa around for many years and am now ready for Vicksburg in 1993. There will probably be many more trips to Davenport since Billy and I are now hooked. But there will never be one to compare with my first trip and coming home with the little red 3T. Thanks Bob for selling it to me.

JEANNIE TIDWELL



PHOTOS COURTESY JOHN MUNOZ