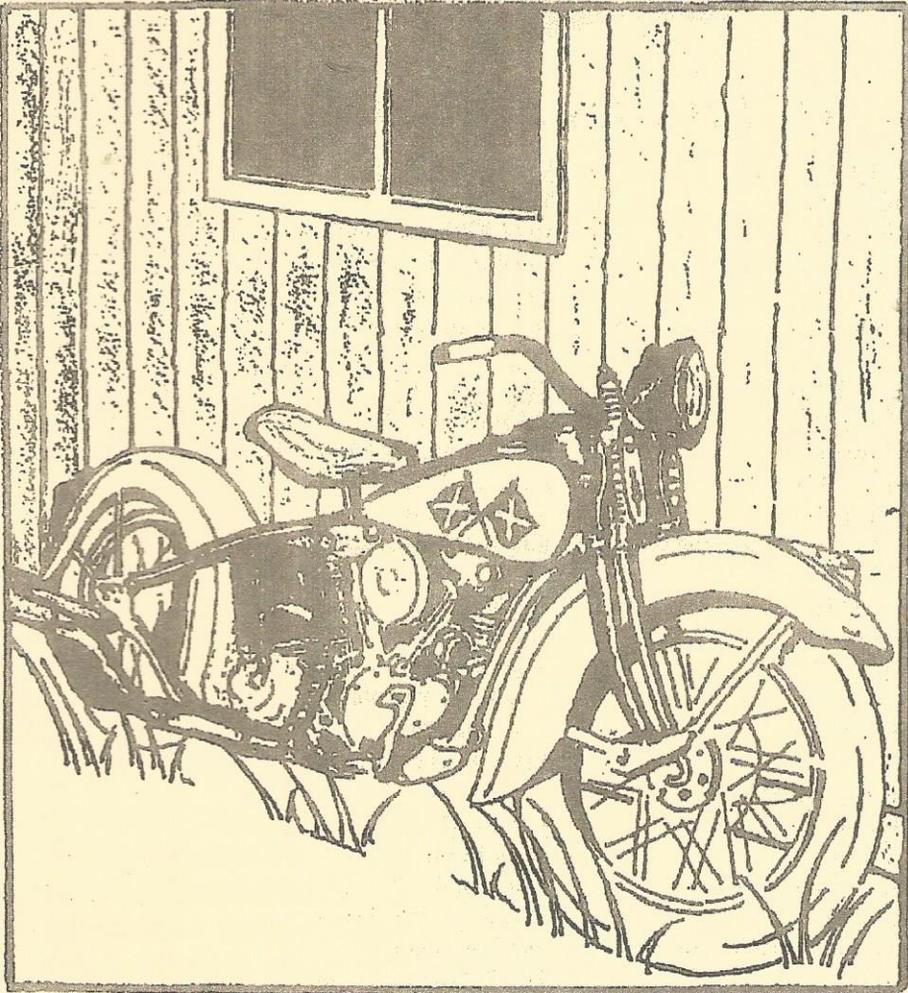


THE RUSTY REBEL

Winter
2008



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



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The Colonel Speaks

Well here we are at the end of another year and the first term on my Colonelship. I must say I am very pleased with the past year. You all have a lot to be proud of and I want to thank each and every one for the support, hard work and participation in all that we accomplished this year. We have more members coming to the meetings, we have more women involved in the club, we had more members participate in more club rides and we are having a lot of FUN. That, my fellow members, is what the club is all about.

GIVE YOURSELVES A ROUND OF APPLAUSE!
CLAP! CLAP! CLAP!

Where do we go from here? Well, a lot of members are asking for more rides, so that will be a priority. Also, I think we need a membership drive. We are lacking in the amount of younger enthusiasts to carry on as we older ones pass down the legacy of the motorcycle. We need to rekindle the spark in some previous members who may have lost interest or left the club for other reasons. This is a task where we all can make a difference.

Moving on.

The Barber 3rd Annual Vintage Festival was another great success, and all of the members, guest and friends, who attended had a wonderful time. I want to again thank everyone for their help and support of the 3rd Annual Antique Motorcycle Show hosted by the Confederate Chapter. There were many hands on that rope also and it went as smooth as silk. A list of all the winners will be posted on the web site as well as lots of pictures of the event.

However, I would like to take this opportunity to recognize those members of our club who took home an award.



The Colonel continued.

With a 1st place in Class 1, 1913 Pope, and Best of Show. 2nd place in Class 11, 1929 Harley-Davidson JD, Johnny Whitsett the guy we all know and love. Here he is below with wife Kathey.



Buddy Muirhead took 1st place in Class II, and most Unique (again) with his 1924 Ner-A-Car.

Ed Dacus took 1st place in Class IV with his 1941 Indian w/ Sidecar.

Lee Rudd took 3rd place in Class IV with his 1942 WLA Military Bike.

Billy Tidwell took 3rd place in Class V with his 1955 Vincent.

George Anaston took 1st place in Class VI with his 1962 Harley-Davidson Sprint.

Ray Corlew, a new member of our Chapter from Cottontown, TN, took 1st place in class VII with his 1972 Triumph Bonneville, as well as 2nd place in Class V with a 1954 Triumph T-15, 3rd place in Class VI with his 1965 Triumph SNO-GO, and 1st place in Class VIII with a 1956 Triumph Cub.

The Colonel continued.

Joe Anderson took 2nd place in Class VII with a 1972 Ducati 450 Besmo.

Dennis Daniel took 2nd place in Class VII with his Grandson's 1964 Harley Davidson Pacer which belongs to his Grandson Joseph Little.

Kathey Kenney took 3rd place in Class VIII with her 1957 Harley-Davidson 165 ST.

Race of the Century, what an event!



This was the best one so far, and they are still talking about it on the internet. We had 11 entries, but unfortunately, only 7 finishers. The line up went like this:

- | | |
|----------------|--|
| Jim Dennie | 1906 Crouch |
| Barber Museum | 1907 Peugeot
1907 FN (did not start) |
| Frank Westfall | 1907 Curtis Single
1907 FN 4 Cylinder |

The Colonel continued

- .Calvin Burnett 1905 Indian Single (did not start)
 1907 FN 4 Cylinder (did not start)

- Dale Waxler 1903 Indian Single

- Vince Martinito 1907 Indian Twin (did not start)

- Bruce Linsday 1905 Harley Single
WINNER 1907 Curtis Single (ridden by Joe Gardella)

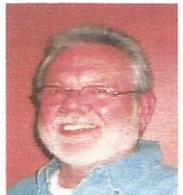
The following is the winners description of the race, I quote Joe Gardella. "The bike was a single '07 Curtis belt drive. Other than Dale Waxler, I believe I was the last one out the gate by a good 5 to 10 seconds. We were riding for a running start when Brian Slark dropped the green flag while I was going the wrong way hoping to hold up the start Dale Waxler could get up and running. I pedaled my ass off to gain bottom end speed, by the time I got to the starting line I could no longer keep up dealing with the bikes pace so I just tucked and let the motor pull me to speed. I caught and passed all the bikes between turn one and two by hauling ass and not letting off for the corners. I beat the second place rider at the end of the race by 30 seconds
*****CHAMPION***** what a blast. No pedal power was necessary after I crossed the start line."



What a GREAT race and a WONDERFUL weekend. The weather was BEAUTIFUL, the fans were GREAT, and the Show was a BIG HIT. Thanks again to ALL for the help and support.

Until next time, ride Safe.

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CHIEF BLACKHAWK CHAPTER
DAVENPORT IOWA, 2007

By Tina Elliott

What a wonderful Labor Day weekend it was. Surrounded by friends and family. I left Memphis a week early alone in the motor home and headed up to Quincy, IL to spend time with my family, which is just a few miles down the fast rising, flooding, Mississippi River from Davenport. (The upper mid west received ALOT of rain, there for, the creeks and rivers swelled fast. A few days before the Davenport meet, my brother in law, Duke, left the Moto Guzzi meet only hours before a flash flood took over the creek at 2 am wiping out many bikes and trailers. I believe David Lloyd emailed pictures of that to everyone in our chapter.) Ron and Dixie arrived to Quincy Sunday and we arrived at the Fulton County Fairgrounds on the following beautiful Wednesday afternoon. Shortly after our arrival, here comes Dennis Danial in his RV, with David Lloyd in tow. Bill wasn't there early to reserve his camping place....., so we got him a camping place and parked our truck in it for him. Dennis's neighbor had the BIGGEST and fanciest motor home I have ever seen. Including a matching double decker trailer. In it, he carried a little electric hot rod and a HUGE Hummer. A little while later we see Bill Fowler, who carried up Ed Dacus (not literally of course) actually, we see their legs and feet. They were under Bill's RV trying to fix the entry step. Of course, they finally got it rigged. As vendors, we were in line to get in, so we ended up having a party in the parking lot that evening.

Early Thursday morning, we made a mad dash into the swap meet. And a mad dash it was, people everywhere trying to inch in front of the next guy. I reckon the first person we saw after we found our vending spot and parked the RV was Jerry Powell, he was on the prowl for a deal. It's always a delight seeing him. After setting the booth up and unpacking our treasures to sell, our friends from Alabama come by, Billy and Jeanie Tidwell. It's been a while since they've been up and they were happy to be there! Others from our chapter that made the journey up were: Matt Morgan and his dad, Gary, Roddy, Patrick, Peter and Dossie, Calvin, Mack and Jamie Payne and Joe Anderson. Sorry if I missed anyone. Later that afternoon, my sister Beth and her husband, Burke and his brother, Duke and a friend rode up from Quincy. Dennis thought it was neat that two sisters that live over 400 miles apart are meeting up at an antique motorcycle meet. They have a 1947 Indian Chief and a 1915 H-D single cylinder.

Davenport continued....

Thursday night we had two options: #1 The Blackhawk Chapter was kind enough to hold a viewing of "The World's Fastest Indian" and provided free popcorn, tempting choice. **OR #2** Walk across the isle from our vending area to Bill Fowler's and feast on crab legs, shrimp, potatoes and corn. Let's see, I've already seen the movie, so I opted for choice #2. **Thank you so much Bill, for a spectacular meal. Here it is December, and thinking about it, now my mouth is watering.**

Friday was another perfect day. The sun was out, but it wasn't too hot. My sister and I took the truck out to the grocery store and upon returning to the fairgrounds, I almost wasn't allowed back in. There had been a few people hit by either a motorcycle or car or both. But.... they did let me back in, and then I stayed. I'm sure next year they'll be restricting traffic a bunch. Plan accordingly, I know I will. I hope it doesn't turn into a Hershey and not even bicycles are allowed. Hershey, PA hosts the largest AACA car meet, and allow NO wheels. It's hard for handicap people to get around. They are STRICK up there.

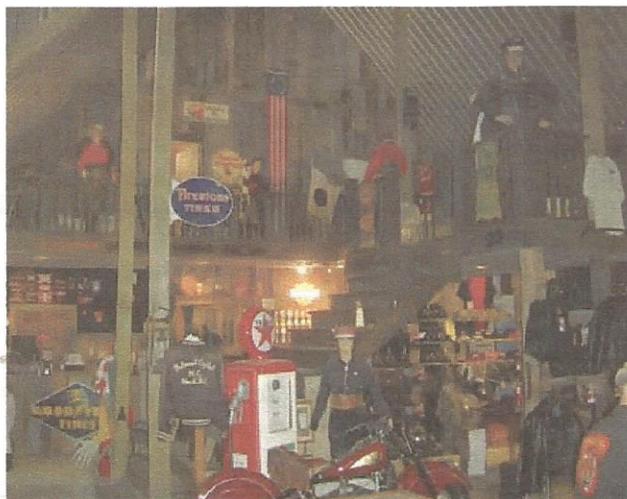
That afternoon a teenage boy came by our booth and hung around for a while. And after looking at everything he pulls out a bartender tool, with a knife, bottle opener and cork screw. He asks me if I have anything I'd like to swap with him. I really wasn't interested. Then he pulled out a Swiss Army knife and asked if he could swap that. I felt a little sorry for him, so we bartered for a while and I finally swapped him some folding sunglasses for his bar tool. He was so happy that he had swapped something. I wondered how many booths he had tried that with. His tool turned out to be quite handy. I used it several times that weekend. It's staying in the swap meet box, and I'll think of him every time I use it.

Practice started around noon for the vintage flat track racing that was to take place later on. Because Dennis is such a nice guy and was backed up to the race track, he invited everyone to his motor home for the races and dinner. He cooked everyone the best hamburgers I've ever had with all the trimmings. We climbed on the roof of his motor home to watch the races. I wanted to climb on his neighbors million dollar rig's roof, but it didn't have a ladder on the back. Someone suggested there was probably an elevator in it.

Saturday night's guest speaker at the banquet was Jean Davidson. We didn't go. We walked across the road to Bill's and had some dog gone good barbeque! It's all about the food for me. Thanks so much for feeding us Bill! Looking forward to next year!

CycleMo's Inaugural Swap Meet and Motorcycle Show

Mike Silvia had his first ever swap meet on the grounds of his motorcycle shop/museum, in Red Boiling Springs, TN in September. It's an hour northeast of Nashville. Ron and I left Memphis Friday morning, and got a nice vending space that afternoon. We parked next to a little



creek with huge slate rocks. Very nice location. The lovely Charlotte and Jerry Powell showed up. He brought up a couple of BMW's. Charlotte enjoyed sitting in a chair in the creek reading a book.

Saturday was day of the swap. There were a few other antique people there and some newer H-D stuff. Mike was proud that no leather vendors were going to be there. Dale Waxler, with Wheels Through Time in Maggie Valley, NC, showed up with trailer full of bikes. He and some buddies were on the way to the Death Valley ride. I asked him how many vendors he thought had showed up, and he guessed about 50. But there is room for three times as many.

They had field games that afternoon, and a guy with extremely exaggerated ape hangers won the slow race. I wouldn't have bet on him though.

Later on "Super Nova Cain" a band he hired, played some pretty good rock music for us.

We'll be back next year and encourage everyone, especially my fellow Confederate Chapter members, to support a half-way local meet. Mike is in the process of adding a large addition to his museum/shop. Cyclemo's is your source for vintage riding apparel.

Nice job Mike. I'm looking forward to next year!

Check out his web site. www.cyclemos.com

By Tina Elliott

Bolivar Forest Festival 2007

Well the Anderson's pulled off another great festival again this year! The town of Bolivar opened its arms for the Confederate Chapter once again for the members to show off their pride & joys. The Chapter had a good turn out with ten or so members with their motor sickles. (Some wives included!!!!!!!!!!!!)

The Anderson's called up the best weather anyone could have ever asked for. The brunch was very good as usual. And yes Mr. Ed is still trying to get the cook to run off with him. Sherry didn't have a problem with that & wished them the best!!!!!!!!!! But as always the cook is still cooking where she is the happiest. In the great little town of Bolivar, Tennessee.

The show drew a great crowd of enthusiast, those who were just reminiscing of owning a bike like one of those in the show, and those who were thinking of starting their own projects. And with all the expertise there with their machines, who could have found a better place to rekindle that flame.

The show results were highlights of a few members. George Anaston won first place with his immaculate 1963 Sprint 250, David Lloyd won with his Indian board racer...

(FAKE) That was a hoot with everyone who knew!!!!!!!!!!!!!! Mr. Dacus naturally won with his Indian four with side hack (Awesome machine), and myself with the biggest head of all with BD's 41 winning as well. I held His plack to the heavens for him to see clearly that I have tried to learn form him that one should never give up. Even those bikes that should be restored to ride can even win in shows. I was very proud that day, not only for myself but for BD's hard work still pays off every day. Even though physically, he's not here. He still remains not only for today but for ever!!!!!!!!!!!!!!!!!!!!!!

At the end of the show Mr. Joe Anderson had planned out a short ride for the members & friends. Now short ride meanings are different in everyone's minds as we all found out that day. Joe started out originally that the ride would be around 50 miles or so. Then that day he said it was about 70 miles. Well for those of us who have been fortunate enough to have ever ridden behind this speed demon knew what was in store, and for those who haven't boy didn't they have a real surprise coming. First David Lloyd on his 31 VL Harley. (first ride since full restoration). Then George on his 250 immaculate sprint. And as all ways me on BD's 41, 45 WL. First have you ever had your kick stand come down on you @ 70 plus MPH!!!!!!!!!!!!!! Well to put it mildly, sounds as though you're engine is coming apart rather quickly & violently!!!!!!!!!!!!!!

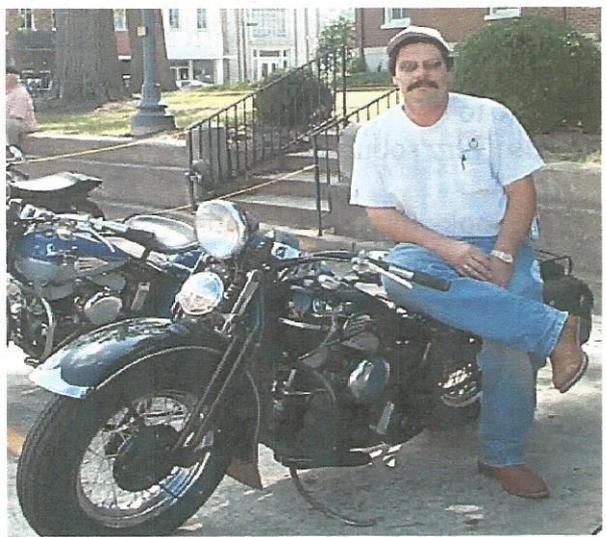
After my heart started beating again, those of us left behind the speed demand & a few brave hearts following closely behind leaving the rest of us. I chose to try and play catch up. Even though I think of myself as a good ole country boy. I found out that I have been removed from the country too long. All the stop signs that I thought was for me that weren't and the one that WAS!!!!!!!!!!!!!!!!!!!!!! After blowing through my stop sign @ 70 plus mph, back end of BD fish tailing & rear tire blowing smoke rings. Seeing what I thought was a 90 year old lady waiting in her car to make a left turn in front of me & the truck that I never saw coming to the intersection, who did not have a stop sign!!!!!!!!!!!!!!!!!!!! I pulled into a church parking lot to turn around & get back on course. Then to My surprise I see Joe (the speed demon) standing in the road grabbing his knees & Mr. Dacus crying with laughter sitting on one of his fine Indians on the side of the road. As I rode by & yes still with clean drawers as well not to mention BD's seat!!!!!!!!!!!!!! I stood & shook Joe's hand & gave a bow while riding by..... That day ended as well as it started. Everyone made it back to Joe & Mimi's home stead all in one piece & all bikes still running with no oil leaks (David's VL) & BD still running strong.. It was truly a great day for BD!!!!!!

We all left for home laughing & smiling at the events that happened that day. Even today if you were to bring that ride up to Mr. Dacus his first response would be (it wasn't Coop's day to die!!!!!!!!!!!!!!).

Many Thanks to our fellow members Joe & Mimi Anderson for best & utmost hospitality any chapter could ever receive from it's members!!!!!!!!!!!!!!!!!!!! Look forward to next year.

P.S. Joe how about riding a mini bike next year so we can enjoy your beautiful country side!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Leslie Cooper
(Coop)
Previous Colonel



Hello Confederate Chapter Members,

By now, I am sure everyone is aware that David Lloyd will continue the position as the Advertising Manager for the AMCA Magazine in January 2008. Peter Heinz has elected to retire the position and David has some Big shoes to fill, but plans to aggressively pursue the position with passion, integrity and effective communication.

As in any quest to success, motivation, communication, hard work and personal involvement are the key ingredients to make any endeavor enjoyable and fun for everyone involved. He plans to use those ingredients in this position. He is very excited about the chance to work with the AMCA and feels he has the opportunity to carry on the work as Peter passes him the baton.

While at the Barber Motorsports Park for the 3rd annual Vintage Motorcycle Weekend, David had coffee one morning with Dale Walksler. They discussed several ideas concerning growth of the AMCA Membership. Dale had several great ideas for a "Grass Roots" membership drive to increase the base number of members. That membership is currently around 10,600 members. One of Dale's suggestions centered around the AMCA sending extra magazines to the 4 major motorcycle museums and have AMCA sign-up forms with every magazine. A few days after that, 3 of the 4 museums were signed up and agreeable to this idea. The 4th museum most likely will agree also very soon.

He looks forward to continued work with the Confederate Chapter and AMCA to bring exciting motorcycling experiences to all interested parties.

AMCA 2008 Schedule

February 22-23
Omaha Chapter
Freemont, NE

E-mail rusty_carol@msn.com

February 29—March 2
Sunshine Chapter
Eustis, FL

E-mail mamartin94@aol.com

March 6-8
SoCal Chapter Road Run
Borrego Springs, CA

E-mail tgraber@pacbell.net

April 25-27
Perkiomen Chapter
Oley, PA

E-mail stangdj@airproducts.com

June 8-11
Hudson Valley Chapter Road Run
Round Top, NY

E-mail doric@taconic.net

June 13-15
Rhinebeck National
Rhinebeck, NY

E-mail amcajudge@optonline.net

June 13-14
Viking Chapter
St. Paul, MN

E-maildivco@earthlink.net

June 15-18
Rocky Mountain Road Run
Angel Fire, NM

E-mail gknell@robinsonbrick.com

June 20-21
Fort Sutter Chapter
Dixon, CA

July 5-6
European Chapter
Dinkelsbuhl, Germany
E-mail steve@vylheaven.com

July 18-20
Wauseon National
Wauseon, Oh
E-mail amc@comteck.com

August 28-31
Chief Blackhawk Chapter
Davenport, IA
E-mail Blackhawkday@al.com

September 2-4
Black Hills Road Run
Hill City, SD
E-mail bbutcher@gwtc.net

September 8-10
Evergreen Chapter Road Run
Herald, CA
E-mail otoa@w-link.net

October 3-4
Chesapeake Chapter
Jefferson, PA
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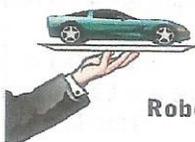
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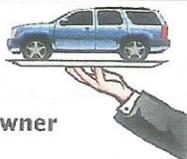
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AFTER THE FALL

Motorcycling can be dangerous. Over time and with proper training, we tend to get better at the safe and skillful operation of our beloved machines. Trouble is, crashes happen for a variety of reasons. If your buddy goes down on a group ride, do you know what to do and *not* to do?

It all starts with preparation. What you do as the first responder can make or break your buddy's future.

DO: Call 911 fast! If you or someone in your group has medical training to properly evaluate your fallen brother or sister, that's great, but call anyway. Don't assume your buddy is OK just because he says he is. Believe me, EMTs and paramedics have no problem evaluating a patient and releasing him if he is uninjured.

DO: Remember your ABCs: A=Airway, B=Breathing, C=Circulation. If your buddy is talking, he or she is obviously breathing. If your buddy is not talking, then you need to check his ABCs. This is simple: Look and listen for breathing. If he's not breathing you have no choice but to remove his helmet and breathe for him. No pulse? That's worse. This is why

you and everyone you ride with should know CPR and basic first aid.

DON'T: Remove your buddy's helmet unless you absolutely have to. Excessive head and neck movement could make things a lot worse. Firefighters and paramedics receive special training on how to properly remove any helmet, so if you can, leave helmet extrication to the professionals.

DON'T: Move the victim unless absolutely necessary, especially if you see major helmet

"If your buddy goes down, do you know what to do and not to do?"

damage—this suggests possible spinal injury. Hold the victim's head still and encourage him to remain motionless, then wait for the cavalry. Improper movement of a spinal-injury victim can lead to permanent damage, including paralysis or even death.

DO: Carry a first-aid kit. A couple of bandages, dressings, ACE wraps, Band-Aid-type

products and some protective gloves (for your use) are better than nothing.

DO: Control bleeding. Severe uncontrolled bleeding leads to shock and, eventually, death. Do this by applying direct pressure to the wound. Forget what you see in the movies about using a tourniquet—it can cause major damage.

DO: Take a CPR course. If you can, take a first-aid or advanced first-aid course, too. Want to be an EMT? Your local Fire Rescue or

Emergency Medical Service can not only help you find these courses, but perhaps also teach your riding group some valuable emergency-care tips.

DON'T: Forget to take care of each other. Know your buddies' health issues. Having a plan in case someone gets hurt is the best and smartest start to any group-riding activity.

A letter to the Editor. By Ron Elliott.

Johnny Whitsett called early one Saturday and asked if I was aware of the Horne estate sale going on. I answered no. Marsha, Mary's daughter, had not notified ANYONE in the club of the sale. Tina and I rushed out there to the Horne's to find people dumping all the drawers and boxes of stuff that Fleming and Mary had lovingly collected over the years. Rooting through them like wild hogs. One person was only looking for aluminum to sell for scrap.

Tina managed to find a couple of Mary's outfits that she made, probably in the '50s. We managed to make a pile of their collectables and paid about 1/100 of what I would have paid Mary and Fleming. The man in charge of the sale also gave us a deal, because in our pile were personal things such as newsletters and trophies with their names on them. They knew we were getting tokens to keep their memory alive. We have a display in the museum here of most of the items we salvaged. To the right is one of Mary's outfits we have on display. I'm sure heads were turned when Fleming rode by with Mary on the back.

It's sad that Marsha neglected Mary and Fleming's friends. Not only with the estate sale, but also for Mary's funeral. I know many people including me, that would have liked to have paid our final respects.



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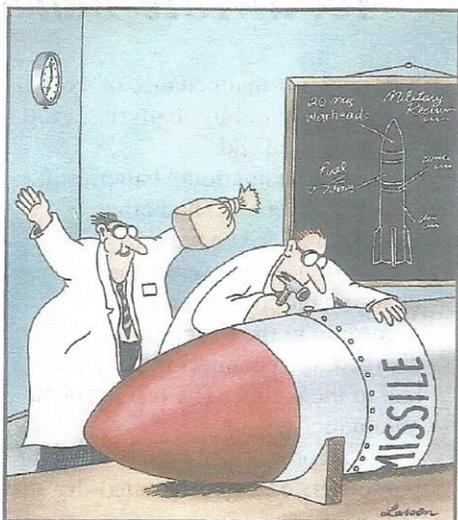
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Deceased Members

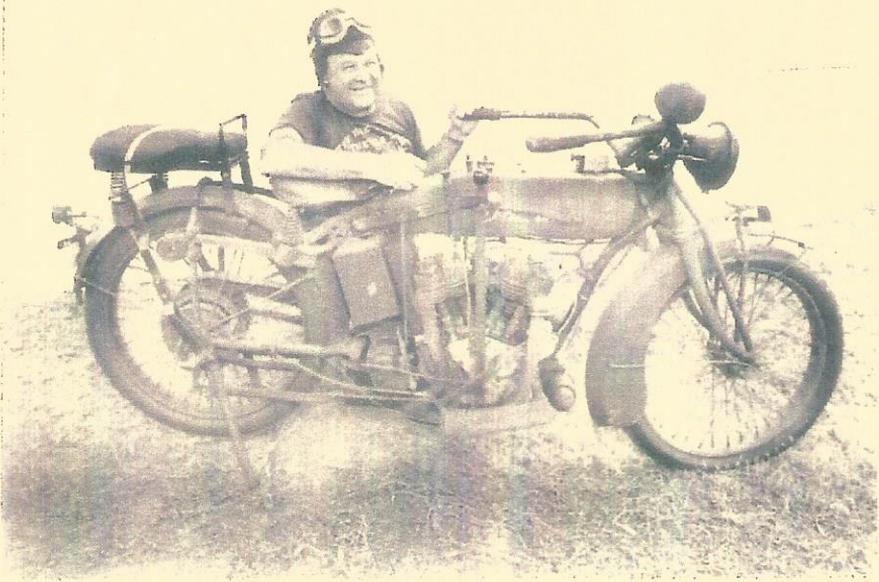
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**Have you hugged your
motorcycle lately?**