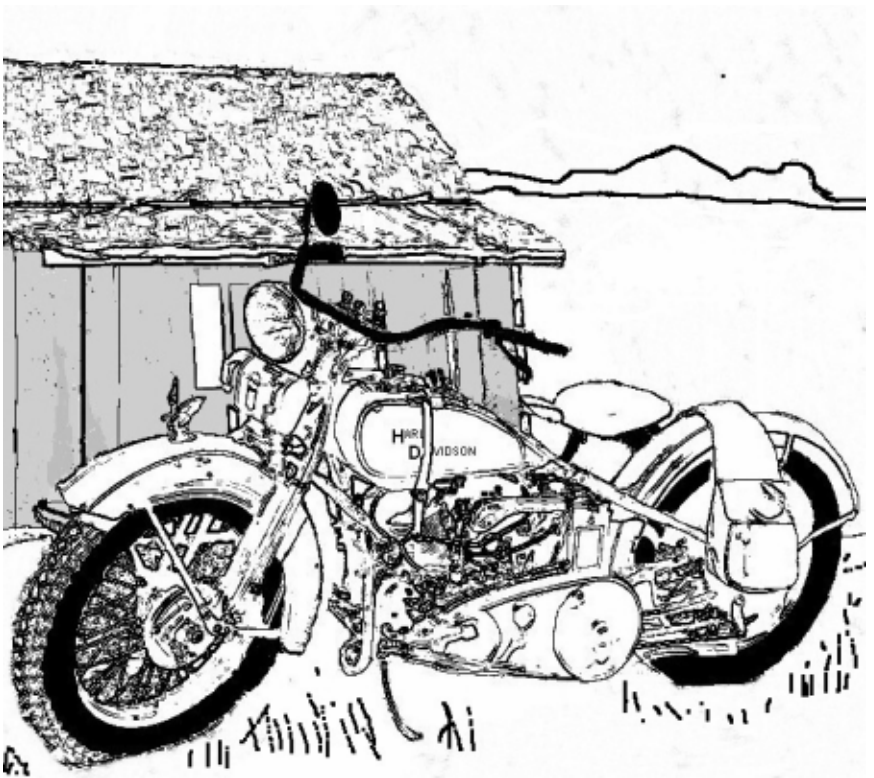


The Rusty Rebel



A Publication of the Confederate Chapter of
The Antique Motorcycle Club of America

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The Colonel Speaks



We 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 on 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 cause it to be moved back to the 12 of July. This was another trip through different back roads of Fayette County to an up-scale dining car on the Collierville square call 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 is 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 took it to the next higher level and I cannot be more appreciative of the hard work and planning by everyone involved with 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 smooooooth and look easy, but I know how much work it is and they all deserve many KUDO's.

We hope to have as much fun in the coming year with more mystery rides, more fun food fests and a 1st Annual Confederate Chapter Charity Poker Run. Bob Ward and I have been working to put this together. However, Bob Ward has been doing all the work. This is going to be a big job and we will need lots of help. I'm counting on you for your support. Also if anyone has any ideas for a ride or an event or anything they would like to see the club get involved in please bring it to my attention. Let's make this another great year.

Thanks to all for a great and safe fun year.
Til next time, Ride Safe

Bob Kenney

Letter from the New Editor—David Lloyd

As I ponder the thought of being the Newsletter Editor for the Confederate Chapter in 2009, all I can say is WOW! What Big shoes I have to fill! Even though her real shoes may be small in size, you all know what a great job Tina did for many years. Her contribution and dedication was awesome. Our Newsletter has always been the benchmark of all Antique Motorcycle Newsletters. Over the past years, it was always a treat to receive our copy in the mail and sit back and enjoy. Ed Dacus once told me when he received his AMCA magazine, the Confederate Newsletter and the current copy of Walnecks, all in the same week, he was in Hog Heaven! Sherry said he would disappear sometimes for hours. We wouldn't ask where he was! I only hope that my efforts can add to the work Tina has done. I plan to take the current architectural design of the past newsletter and add different stories and photos. I plan to highlight a local area person each quarter so that we can see some of the talent and knowledge right here in our area. Also, Calvin has agreed to help with a technical story when time allows. We all know how Calvin can put an Awesome spin on any story. So look for some new things to add to an already Great newsletter that Tina has defined with her many years of hard work.

I also need to remind club members that 2009 dues are currently needed from all members who haven't paid. Please send them to Pam Cooper or have them at our next meeting.

Advertising yearly dues for 2009 are also needed. Contact me about these for 2009 advertisements — Thanks—David



— Peace of Mind —

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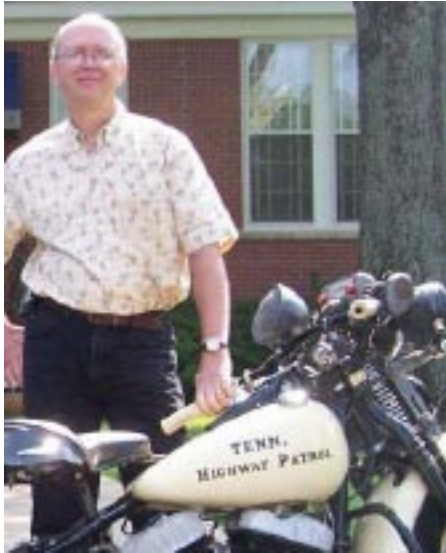
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The Big Bang Theory



Calvin Burnett

Bumpus Harley Davidson hosts a “Balcony Tour” twice a year. This is when they open the mezzanine at the Collierville store to show off their collection of antique motorcycles. As you can guess, it’s gotten to be a nice gathering point for the Confederate Chapter. Matt Morgan, Tim Bumpus and myself are typically the tour guides.

Most of the chapter was already there when Peter Heintz showed up a bit late ... and so the saga begins. Peter says he was riding down the road when his Knucklehead made a very loud bang and started running on one cylinder. He nursed it back home without any further incident.

Rather than take a chance, he jumps

in the Suburban and heads to Bumpus. I get a full download when he finally makes it.

Then we start into the question and answer period:

Calvin: “Are you sure it was a bang and not possibly like a valve hitting a piston or something like that?”

Peter: “I’m sure. Felt just like someone hit the frame with a big hammer”

Calvin: “It just doesn’t make sense. The only thing that I can imagine from the sound is maybe a stuck valve. But that doesn’t make any sense since we just did a major head rebuild with all the good stuff. I’ve never had that setup stick.”

Peter: “I think I’ll go back to the house and pull the pushrod tubes and check to see if there is one with lots of clearance.”

Calvin: “I don’t know what else to try at this point. Definitely a good start.”

An hour passes and Peter shows up holding a pushrod in his hand.

Peter: “Well, I found the problem. The end came out of the pushrod.”

For those of you familiar with aluminum pushrods, they press in a steel section at each end of a tubular rod. It presses in about ½ inch.

Calvin: “Peter, I think you’ve found a symptom, not the problem. I don’t think there is any way you can get enough clearance for the end of the pushrod to slide out ½ inch. I think there is a much deeper problem. I think we need to pull the head off to make sure we don’t have a valve problem.”

This was not a real popular idea. You’ve got to drain the gas, pull the dash, undo the fuel lines, take the tanks off, remove the exhaust system and then you get to take the head off. Lots of fun.

Peter: “Well Cal, if you think that’s what needs to happen, I’ll go home and start to work on it.”

What I wasn’t thinking about is that Peter is in the middle of constructing an airplane in his shop so there is no access to his bike lift. He’s got to grope around in the floor to do the disassembly. I spent most of my life sitting on the floor doing mechanic work. When I finally got a lift, it didn’t take very long to get used to it. Actually started to enjoy some of the jobs I used to dread.

Later in the afternoon, I get a call from Peter.

Peter: “Cal ...”

Calvin: “Yes Peter, what did you find?”

Peter: “Well, you’re wrong, it’s not a valve.”

Calvin: “Really ... what’s the problem?”

Peter: “It’s a bad cylinder.”

Calvin: “What’s wrong with it?”

Peter: “Well, when I went to undo the head, the cylinder rotated.”

Calvin: “Huh?”

Peter: “The rear cylinder broke in two. The flange broke completely off the cylinder. That’s what the big bang was. When the cylinder broke, the rear cylinder flew up and hit the bottom of the frame. Luckily, the frame kept it from coming completely off.”

And so the “Fun” began:

What you see coming out of the bottom of the cylinder is a sleeve. If you look at the pieces of the flange, you can see how thin the cylinder was after they bored it to fit the sleeve. I told this to Bruce Lindsay and he said it was very bad practice to sleeve the 74 cylinders. (I don't think he'd get an argument from Peter). He said it's fine for the 61" because they are so much thicker in this area.

Matt Morgan and I volunteered to pull his motor out of the frame for him. Amazingly enough, it didn't hurt anything besides the rear cylinder. Didn't



even put a scratch on the piston. Because of the sleeve extending down into the crankcase so far and the frame being so close to the rear head on a Knucklehead, the cylinder couldn't raise up far enough to do any damage. Considering the price for original Knucklehead cases these days, it's a good thing.

After Peter chased original cylinders all over the country, he finally wound up with really nice set. We went ahead and pulled the motor all the way down just to make sure none of the shrapnel made it's way into the bottom end. All was well. A set of gaskets, a pair of cylinders and some new pistons had the ole 74 back in business.

The next time someone of Peter's mechanical experience tells me his bike made a big bang, I just ask: "How big was it" and start looking for broken parts. Get Peter to tell you about blowing cylinders off the DC3's he used to fly ... he does understand loud bangs. Calvin

Missing in Action

Where is our Previous Editor?

Can you find Waldo (Tina)?



Out Driving Her New Car

Thanks Tina for All you Do!

Keep away from people who belittle your ambition. Small people always do that, but the really great one's make you feel that you too can become great! - Mark Twain

Local Profile—Leo Goff

Our Confederate Chapter Motorcycle club wanted to re-visit some of our very own local talent within the Memphis area and even people involved with the local chapter of the Antique Motorcycle Club of America. This brings me to our First local profile. Let me introduce you to Leo Goff. Many of you already know Leo, but maybe this article can allow you to see the full spectrum of Leo Goff. When you search the Internet for Leo Goff, you will discover several things; firstly, you will see a common-thread linking Leo to all types of Motorcycle and Car racing websites. His name is linked to many newsgroups and forums.

You will also find that Leo currently works with Memphis Motor Werks in Cordova, TN and has a complete machine shop that allows him to restore,



Leo Goff at Memphis Motor Werks

repair, fabricate, and engineer nearly any part or component on any motorcycle or car. Leo's own words are, "He is often challenged with the impossible" His shop can rebuild engines & cylinder heads, replace and machine guides & seats, repair cracked fins, and perform most procedures necessary for the proper restoration of components, engines, gearboxes, or complete bikes. Leo also keeps up

with the latest in cylinder head technology and high performance modifications. The machine shop consists of the latest technical equipment that allows Leo to perform work for clients all over the world. Anything from minor repairs, to total restorations. It is not unusual that complete bikes, engines, components are sent from literally all over the world to his repair shop. Parts have arrived from places like Germany, New Zealand, and England. Leo recently completed a racing cylinder head for a client who raced it at Daytona this year, and placed 1st in the vintage motorcycle series. It would be safe to say that Leo Goff probably knows about or has his hands in just about all custom racing motorcycle projects.

Five different Motorcycle Publications have written in-depth stories about Leo Goff and his work to carry on the legacy of Vintage Motorcycles. Once, the editor of Classic Bike came to Leo's home and spent a week in his machine shop compiling a story on his Norton Drag Bike, and his other business activities. Dave Despain from ESPN did a segment about Leo several years ago.

As a young fellow around 16 years old, Leo worked part time during high school and full time after school, at Memphis Motorcycle Company in the repair shop. While there, he was around Indian motorcycles, James motorcycles, Whizzers, Henderson and Schwinn bicycles. In High School, Leo rode a 1963 Matchless G15/45, which he still owns today. He also had a 1947 Indian Chief, which was a Bobber when he got it, and on its last legs (Leo stated that bike hardly ever ran correctly – sorry Ed)



Leo at NHRA Nationals in 1969

Leo started drag racing motorcycles at Lakeland Drag strip, around 1966. He started traveling to the National Events around 1968, finally setting some records in 1969, and winning a few around that same time. Leo opened his shop in the summer of 1969, and around 1979, Leo Goff Racing began, and with

the great effort and help of Eddie Wilbanks and Ron Wigginton, they built a new Norton Drag bike, and began traveling the racing circuit, with "Hoot" Johnson riding the Bike for Leo.

The team consisted of Leo, Schulte Sullivan, Art Grisanti, and Bobby "Hoot" Johnson. Hoot rode only a few races, and Allen Mueller started riding. Schulte moved to pursue other interests, and during the winter of 1983/84, Eddie Wilbanks built a new chassis, and a new gearbox was built from a Kawasaki Z1, with a lot of work from Ron and Eddie, and new engine was built, and this new incarnation of the Norton Drag bike went on to win the I.D.B.A. World Championship with Allen Mueller riding.



Leo Goff and Alan Mueller— Championship 1984

During that time, Leo won the I.D.B.A. “Mechanic of the Year” award, and the “Most Technically Innovative” Award presented by the I.D.B.A. After that championship year, the famous Norton Dragster was navigated by names like “Real Deal – Lin Neal”, Allen Mueller and T.C. Christenson. This uniquely engineered bike had a Kawasaki Z1 transmission machined to accept the Norton engine. It broke records and placed nearly everywhere it raced. It still holds several National World Class e.t. & MPH records today.



Real Deal—Lin Neal with Leo in 1988

Around that same time, Leo began to oversee Jimmy Dobbs collection of cars and motorcycles. Leo handled most all of the machining, restorations and upkeep to a large number of automobiles and motorcycles. In 1995, Leo began a new phase with Jimmy Dobbs Motorsports. He worked full time for the Dobbs Motorsports as chief honcho.

In January of 1999, Leo left the Dobbs Motorsports scene to embark on a new project. Memphis Motor Werks wanted to open a machine shop to deal with their increasing demand for high quality engine component repair and machining to support their service operation. They approached Leo, expressed an interest him coming on board, and setting up the machine shop operation. He joined up with Memphis Motor Werks in Cordova Tn. and set up a full machine shop under the same roof with Motor Werks.

There you will find him daily, along with another highly capable machinist, and motorcycle enthusiast, Barry Adams, involved with total bike restorations, component repair, and performing just about any machine work imaginable on American and foreign projects. Visit www.memphismotorwerks.com to find out more about how they can help you with any part of your project.

Today, Leo keeps about 30 motorcycles in running condition. When I asked him which was his “favorite” bike to ride, he couldn’t answer that question. He stated, “It all depended on his mood that day” Then Barry Adams, who heard us talking, stated, “Which ever bike’s battery was up”

Soon, Leo will venture into a new area of racing that he has never done. He currently wants to make slight modifications to the Norton Drag bike in order to take to the Bonneville Salt Flats, in Utah, to attempt a land speed record for his class. Later, more details will emerge about this newest record attempt. Good Luck Leo – It is obvious when you focus on the goals, things happen!

And, if you think that Leo’s life is all about Racing & Motorcycles, there is another Leo you didn’t know about. Leo also in deeply involved in the Music scene. I don’t mean he plays a little Bass on the side. This guy has a music talent that is as equal to his machinery talents. He can be found many week-end nights around Beale Street, playing his Barker B1 Vertical Bass. He is among the most versatile and respected bass players performing today. He has toured, played and recorded with an impressive array of international artists such as Blues Greats Albert King, & "T Bone" Walker, Keith Sykes, Jeff Beck, and many, many more. He even open for “The Who” back in his Rock & Roll days.



Leo with his Barker B1 Vertical Bass

After several years of working on the road in club, concert, festival, and studio venues, Leo made the decision around 1972 to limit his road work in favor of working in local venues, only going out with the occasional touring opportunity. Visit www.leogoff.net to find out more about Leo’s music career.

One person close to Leo told me, it is amazing to travel with him because, no matter where you go, big name people know and respect the name and person, Leo Goff. Another thing I heard over and over about Leo involved the specific people groups who knew him. Many in the Motorcycle World didn’t know Leo loved and played music. Then, many music people didn’t know about his racing and machinery talents. Only people close to Leo really knew the diverse range of talent he offers. I even found out he dabbles in Ham Radios. Memphis should be proud to have Leo Goff in our midst, sharing his talents to the Motorcycle and Car Enthusiast and those who love the music of Blues & R&B. A person can gain tons of information when you spend a little time around a Legend like Leo Goff.

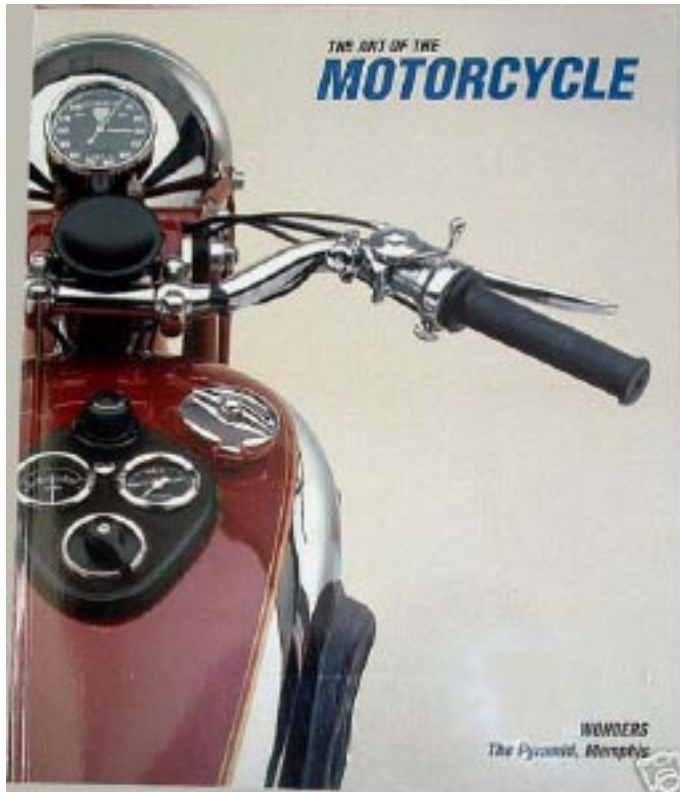
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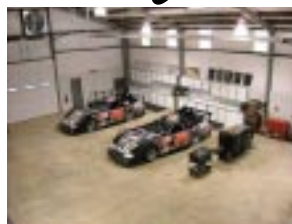
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Motorcycle Wisdom

Four wheels move the body. Two wheels move the soul.

Life may begin at 30, but it doesn't get really interesting until about 60 mph.

You start the game of life with a full pot of luck and an empty pot of experience. The object is to fill the pot of experience before you empty the pot of luck.

If you wait, all that happens is that you get older.

Midnight bugs taste just as bad as noon time bugs.

Saddlebags can never hold everything you want, but they CAN hold everything you need.

It takes more love to share the saddle than it does to share the bed.

The only good view of a thunderstorm is in your rear view mirror.

Don't ride so late into the night that you sleep through the sunrise.

Sometimes it takes a whole tank of fuel before you can think straight.

Riding faster than everyone else only guarantees you'll ride alone.

Never hesitate to ride past the last street light at the edge of town.

Never do less than forty miles before breakfast.

One bike on the road is worth two in the garage.

Respect the person who has seen the dark side of motorcycling and lived.

Young riders pick a destination and go. Old riders pick a direction and go.

A good mechanic will let you watch without charging you for it.

Sometimes the fastest way to get there is to stop for the night.

Whatever it is, it's better to do it in the wind.

Two-lane blacktop isn't a highway, it's an attitude.

When you look down the road it seems to never end, but you better believe, it does.

Winter is nature's way of telling you to clean and polish.

Motorcycle boots are NOT comfortable for walking. That's why they are called "motorcycle boots."

People are like motorcycles; each is customized a bit differently.

Sometimes the best communication happens when you are on separate bikes.

Good coffee should be indistinguishable from 50 weight motor oil.

The best alarm clock is sunshine on chrome.

A true friend is someone who'll get out of bed at 2 a. m. to drive his pickup to the middle of nowhere to get you when you're broken down.

Catching a yellow jacket in your shirt at 70 mph can double your vocabulary.

If you want to get somewhere before sundown, you can't stop at every tavern.

There's something ugly about a bike on a trailer.

Be careful. Don't argue with an 18-wheeler, a bus, or even a car.

Never be ashamed to unlearn an old habit.

A long ride can clear your mind, restore your faith, and use up a lot of fuel.

If you can't get it going with bungee cords, wire and electrician's tape, it's serious.

If you ride like there's no tomorrow, there won't be.

Bikes parked out front mean good chicken-fried steak inside.

There are old riders. And there bold riders. There are NO old, bold riders.

Always replace the cheapest parts first.

You can forget what you do for a living when your knees are in the breeze.

Patience is the ability to keep your motor idling.

Only a biker knows why a dog sticks his head out the car window.

There are two types of people in this world; people who ride motorcycles and people who wish they could ride motorcycles.

Never try to race an old Geezer, he may have one more gear than you.

(My Favorite) Gray-haired bikers don't get that way from pure luck.



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- Registration starts at 9:00am, with first bikes out at 9:30am at Bartlett Woods Church of Christ **(RAIN DATE 5/23/09)**
- \$20 a Single Rider (Single Door Prize Ticket)
- \$35 a Double / Couple Riders (Two Door Prize Tickets)
- For each additional \$10 Donation or Sponsorship you will receive one additional Door Prize Ticket for the final drawing at the end of the ride. T-Shirts, and Food will also be available.
- Contact Mike Pratt (901-870-7223) or Todd Ferrell (901-382-7609) for more information, or E-mail agaperide@yahoo.com

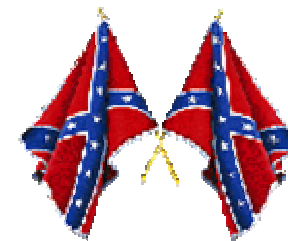
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2009 Confederate Chapter Schedule

April 4, 2009Shiloh Ride Kroger, Oakland, TN
April 5, 2009	..... HOG Poker Run	.....Side Car Cafe
TBA	..... 1st Annual Club Poker Run	.....TBA
April 9, 2009	..... Club Meeting	.....TBA
May 4, 2009	..... Ride for AGAPE	..... See Flyer inside
May 14, 2009	.....Club Meeting	.....TBA
June 11, 2009	.....Club Meeting	.....TBA
TBA	.....Mystery Ride	..... TBA
July 9, 2009	..... Club Meeting	.....TBA
August 13, 2009	.....Club Meeting	.....TBA
Sept 10, 2009	.....Club Meeting	.....TBA
October 9- 11	..... Vintage Weekend	.....Barber Motorsports Park
November 12, 2009	..... Club Meeting	.....TBA
Dec, 2009	..... Club Christmas Party	.....TBA



2009 AMCA Nation Meet Schedule

February 27 - 28	..... Omaha Chapter	.....Fremont, NE
February 27 - 28, March 1	... Sunshine Chapter	..... Eustis, FL
April 24 - 26	..... Perkiomen Chapter	.....Oley, 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 Chapter	.....Dixon, CA
July 3 - 5	..... European Chapter	.....Dinkelsbuhl, Germany
July 23 - 25	..... Oregon Trail Road Run	.....Grand Ronde, OR
July 17 - 19	..... Wauseon National	.....Wauseon, OH
September 3 - 6	..... Chief Blackhawk Chapter	.....Davenport, IA
October 2 - 3	..... Chesapeake Chapter	..... Jefferson, PA
October 5 - 7 SoCal Chapter Road RunDeath Valley, CA

CONFEDERATE CHAPTER—AMCA

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6195 Tranquil Dr.
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