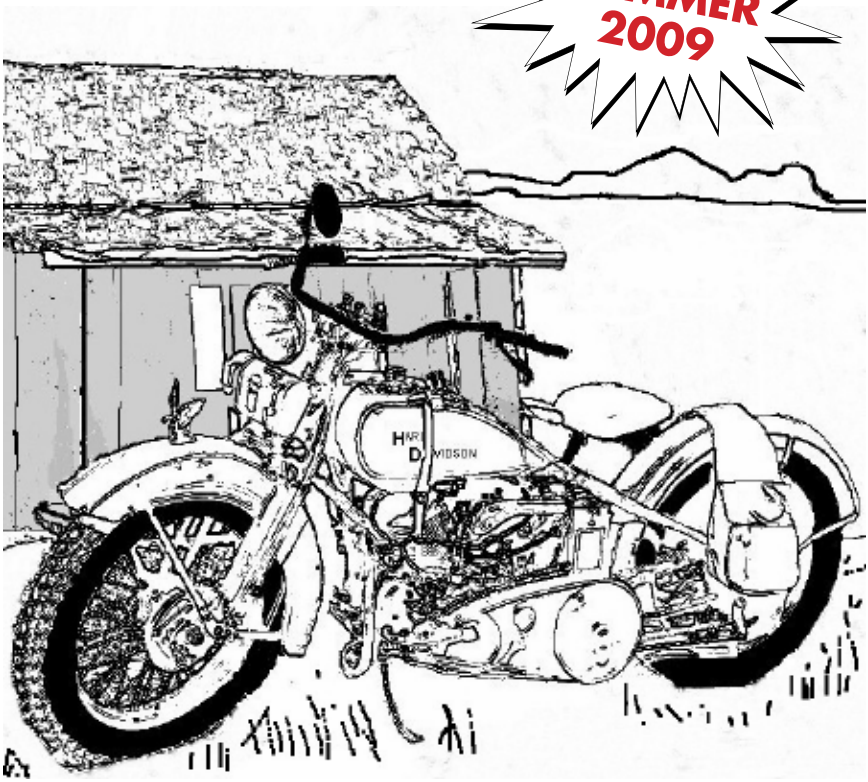
The Rusty Rebel

SUMMER 2009



Special Tribute to Peter Russell Heintz

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

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The Colonel Speaks

I'm going to take this opportunity to pay tribute to a gentleman I am honored to call my friend.
There is a lot to be said about Peter Heintz, and most of this newsletter is dedicated to him and the memories we all have of Peter. We have had the privilege of knowing a truly gifted man who shared that gift unselfishly, with all who wanted to learn. For me it was the time Peter offered to educate me on the history of the Confederate Chapter. I had just become the "Colonel" and very unsure of what to do and how to do it. Peter, I'm sure could sense my anxiety so he called and ask if he could come by my office for a short visit. When he arrived I ask him to lunch so we went to the Tower room and spent the next three hours talking about the history and membership of the club. I could tell Peter loved the club and everyone in it. He told me stories about those first days and the struggle to organize. The first road run and club rides and how it all came together. What impressed me the most about Peters story was he never once said "I did this" or "I did that". He always used "WE". Peter helped me a great deal and I am sure this understanding will help me be a better Colonial to the club.
Thank you Peter for all you contributed to this world. You made a difference and we will miss you very much.
Till next time, Ride Safe

Bob Kenney

Letter from the New Editor—David Lloyd

Well – Here we are in Mid-Summer 2009 and the Confederate Chapter Newsletter is behind schedule. It is so easy to postpone specific newsletter duties and suddenly realize the deadline is HERE! 2009 has been a fairly fast-pace year already – Many of you know, I was buried knee deep in a Lake House restoration project for the past couple of years. We finished the home in April 2009; right in the middle of the worse real estate market we've seen in years. I finally got a contract on the house and sold it June 12, 2009. After it was all done, I walked away from the closing table breaking even!! 2 years of Hard work and only break even? Somehow, I felt truly blessed just to sell the house. Well – that chapter is behind me and I am off to new things.

On a sad note, the Confederate Chapter lost one of its longtime members. On June 20, 2009, Peter Russell Heintz past away around 3 PM. Peter left his wife, Ms Dossie, 3 children, and 6 Grandchildren. This special edition Newsletter will give tribute to Peter, his Family and all the special talents he shared with everyone. Hopefully, this newsletter can highlight our knowledge about Peter and what he shared with those around him.

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

www.confederatechapter.com

Peter Russell Heintz

(October 24, 1929—June 20, 2009)

Peter & Dossie Heintz & his Knucklehead

1947 Indian Chief

Place where Peter was comfortable

The Confederate Chapter had existed for many years before Peter got involved. They were a good solid chapter having held several local events. Peter was the driver to host a National Road Run. He and Dossie had attended other National Runs and knew he could do better. Peter manned the troops and went to work. There are lots of logistics to hosting a Road Run. Peter and Dossie laid out the routes and arranged for catering with the motels. They worked with the Chapter to staff all the other logistical details. The first Confederate Road Run was a huge success and set the standard for a National Road Run.

Calvin Burnett

The KY Road Run really took it up a notch. We learned the logistics are too complicated to stay in different motels each night. So we changed to the format to a host motel with rides running to and from there each day. This was a two-day ride. The only complaint was it should have been 3 days. Well, you can guess the format for the Vicksburg Road Run. They just kept getting better and setting a new standard with every run.

The Hot Springs Road Run was the first run where Peter started handing off the baton with the rest of the chapter starting to take over more and more of the responsibility at this Road Run. This was Peter's last Road Run to host. He trained us well.!

Peter on a Club Ride

Dossie & Peter

For those of you who have all the past AMCA club magazines, here are some great articles of past Road Runs

1988 #1 Add for first RR that started in Memphis Page 12
1988 # 3 Article covering 1988 RR written by Peter
1990 #4 Add for the 1991 Kentucky RR Pg. 5
1990 #4 Article by Peter about the new judging system Pg. 30
1991 #3 Article by Peter on the KY RR Pg. 30
1993 #1 Add for the 1993 Vicksburg RR Pg. 26
1993 #3 Article by Peter on the Vicksburg RR Pg. 34
1995 #2 Article by Peter on Judging –
(Has great picture of Peter on a 39 Indian Scout Pg. 28)
1996 #4 Add for 1997 Hot Springs RR Pg. 21
1998 #1 Article on 97 RR by Doris Cagle
2000 #4 Add for 1st Ozark RR in 2001

Even Dossie had her own Hummer

Peter loading his 1931 DL Harley

One of Peter 's Mystery Ride's

AMCA Honorary Member Award

Remembering Peter

Some of my most vivid memories of Peter Heintz have to do with his tenure as Chief Judge. As I recall Peter had been on the national board for several years before replacing Doc Patt as Chief Judge. Peter's marching orders from the board were to update the old system, which in my opinion, was a hodgepodge more akin to Peoples Choice awards than a true judging program. As with most tasks Peter was assigned a simple update wouldn't do. So, he set out to demolish the old and in the process built a totally new system. The number of hours he put in on this "total rebuild" are unknown but it must have been significant. What I do recall is the day Peter unveiled his judging system to the national board. While staying at the same hotel as Peter and Dossie I bummed a ride with them to the meeting. Once in the car Peter mentioned we would be making one stop along the way. We soon swung into a copy shop where Peter picked up his "visually aids" for the presentation. These consisted of a multi-page flip chart, approximately 30 by 36 inch mounted on an easel. To put it mildly the board was blown away with Peter's thoroughness. All his ducks were in nice, neat, rows with no loose ends needing attention. I'm sure this was the first and perhaps the only time a national board meeting included flip charts. Peter's judging system, although not perfect out of the box, has served the Club well over the years requiring only slight revisions. Peter was the Club's point man on the judging scene for over 10 years and in that position he was occasionally the target of some hostile fire. He took it all and stood his ground knowing that the basic system was sound. A lesser man would have folded under the pressure. I am proud to count Peter Heintz as a friend. I will miss him.

Rick Schunk

Peter had such a diverse arsenal of talents. In these photos you can see he is in his shop hand making one of his many Guitar cases.

He then could even play the beautiful Guitars that he hand made

Local Profile—Peter Heintz

Dossie provided me some really good trivia about Peter

Peter Russell Heintz was born on October 24, 1929
He was drafted at the age of 26
He flew Commercial Airlines for 33 Years
American Airlines and Northwest Airlines
Peter Heintz was a long time member of the AMCA and the Confederate Chapter
AMCA Director from January 1, 1990 through December 31, 2008
Assistant Chief Judge effective August 30, 1990
Chief Judge effective January 1,1992
AMCA Honorary Member on February 29, 2008
Peter Heintz was instrumental in refining the judging process as it is most commonly used today
Peter handmade quality guitars and also played them
He was a Pianist
Peter's death was exactly 1 year after Bob McClean's death to the exact day.

Handsome young fellow

Peter was drafted at the age of 26

Standing on the family car
in front of his home—Peter on the right

Before Peter and Dossie married in 1971,
They both lived on Military Bases
They both lived in Texas
They both lived in NY
They both lived in Orland Park, IL.

Then a friend introduced them

Peter & a childhood friend
in his Neighborhood

Peter & Dossie were Married in 1971

Peter also flew RC Planes

JDT Mini Max Airplane (Model # EROS-165OR)

Peter was deeply involved in his latest project. He was building a JDT MiniMax Airplane (Model # EROS-165OR) in his workshop. Not many people got to see this latest venture of detail craftsmanship that Peter had. Some of our club members have never seen any pictures of this plane. Dossie allowed me to take some pictures as it sits today in the workshop. I also have some of the photos from Peter's Documented photo book, where he kept detail pictures of the project and dates recorded of progress.

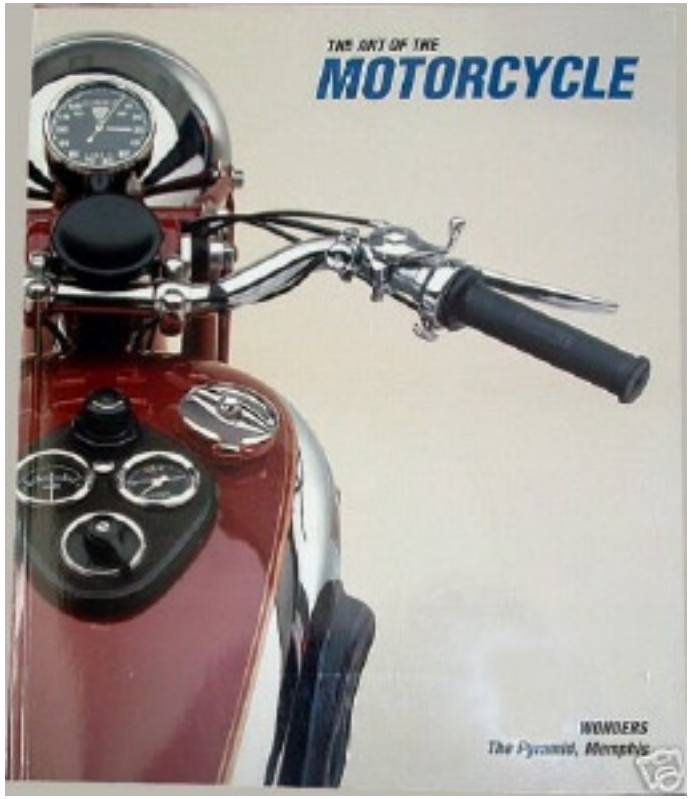
Peter spent countless hours in his shop working on his project plane

The Shop was consumed with this project

Here is a picture of a completed Eros 1650R—this can give you an idea of where Peter was heading with his latest project—And we all know it was going to be a perfect project !

Art of the Motorcycle

The Confederate Chapter is selling these Art of the Motorcycle books to raise money for the club — "New old stock" – 220 pg. Soft back Catalog Sofa Book. This book was sold at the Art of the Motorcycle exhibit in Memphis Tn. Excellent quality color photos – Get your for only $5 each—Case of 10 books for only $50—These make great gifts! Contact David Lloyd or Ed Dacus for yours today.



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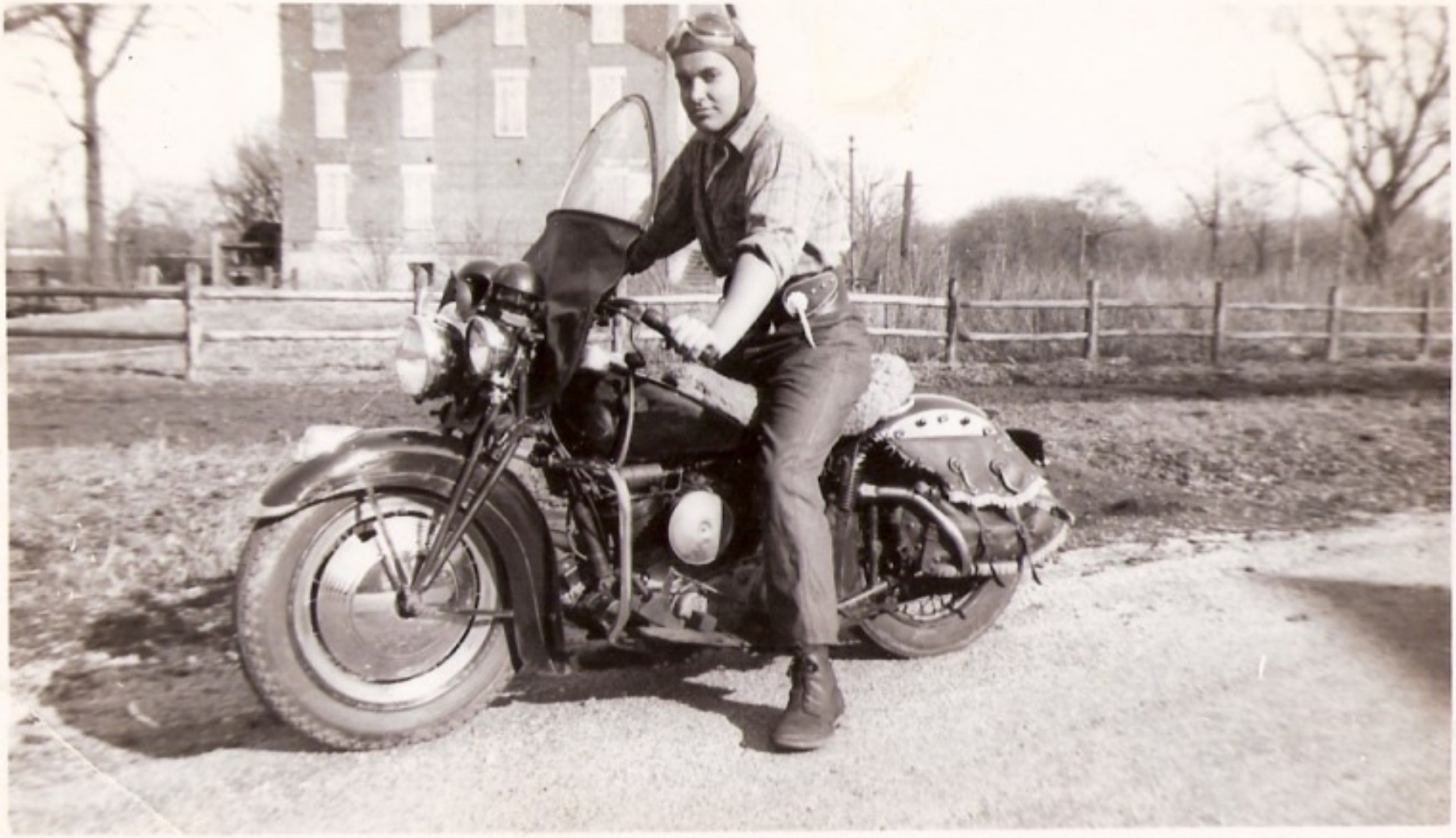
Don't forget to ask for your AMCA Confederate Chapter discount!

Blast from the Past



Peter Heintz — Riding around his High School

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Members Newest Toys

Big Daddy Dacus has found a new love in Cushman Eagle's

David has been chasing Scooters and Superhawks

Bob Kenney's New Fatboy

George Anaston's New Chang Jiang

Dick Winger shared some great memories about Peter and a few trips they went on.

Once while they were on a Road Run in Texas, riding in higher altitudes, Dick was following Peter, who was riding his 1947 Indian Chief. Peter was traveling a bit too fast for the altitude and curvy roads, and slipped in a curve and the rear wheel broke loose and Peter almost lost control of the bike. Dick just knew Peter was about to wipe out right in front of him. Peter managed to get the bike back under control and continued on to the next stop. When they arrived at the next stop, Dick questioned Peter about the incident. Peter acted as if it was really no big deal. He had full control of the ole Indian back there. Later at dinner that night, Dick was telling Dossie about the incident earlier that day. Dossie must have really gotten on to Peter, because later the next day, Peter told Dick these words, "You really have a Big Mouth"

Another time, the National Board decided to put on a Road Run in Southern Ca. near Borrego Springs. They sent Peter Heintz and Dick Winger out there to assist and learn. Peter and Dick took their bikes out to California. Of course Peter had his 47 knuckle and Dick was riding his 39 knuckle. They both were dressed with lightweight clothes and knew they were going to enjoy this Southern California weather. The first day of the Road Run took them up some gorgeous mountain roads. They began to climb up into some higher altitudes and it started to get chilly. At one of the rest stops it was very chilly. Peter had a lightweight jacket on and when they stopped, Peter was determined to continue on even though they were not properly dressed. Then a few miles later, it began to snow. All of the riders stopped to eat lunch at a Mexican Restaurant high up in the mountains of South California. While they were eating lunch, a couple of State Trooper Motorcycle officers came in to eat lunch. Peter began to talk with the officers and asked them about continuing on up the mountain after lunch. The 2 officers laughed and said the only way you guys are going to be able to go any further, it will require motorcycle chains. Everyone descended back down the mountain after lunch that day and Peter was surprised that day concerning the Southern California Weather!!!

Dick Winger and Peter Heintz spent many hours together riding on road runs and just hanging out together. Dick worked part time for 19 years at the Henry Ford museum. He remembered there was an old DC3 behind the museum for years. It was in very rough shape and just sat out there in the elements. Birds had nest everywhere in it and the aluminum was discoloring very bad. Once when Dick and Peter were having lunch, Peter asked Dick if the old DC3 was still behind the museum. Dick answered quickly, yes it is! – How do you know about that old plane? Peter said he used to fly that very DC3 plane. He shared with Dick several stories about trips he flew in that plane. If you go to the Henry Ford Museum today, there is a large hanger built and that very DC3 has been totally restored and is hanging in there for everyone to see. If you get a chance, go see it !

Words from others to Peter and his Family

Peter started coming into our dealership about 1978 after he bought a barn fresh 49FL. I believe he was recently retired at the time. I sold him a 30DL in 1982 that I couldn't afford to restore. My daughter and I ran into him this past February at the Omaha Chapter Meet, where we renewed an old friendship. It was the first time I had seen him since '82. He was a good man, and will be missed by many.
VPH-D

My condolences to Peter's family and friends.
He has been a main stay in our club for many years and will be remembered for his valuable participation and leadership role.
I'm sorry for his passing, but happy for his Life and that he choose to share some of it with us. William McClean AMCA # 60

Peter will be missed by the many who knew him. Chris Haynes

His smiling face will be missed by all, May he REST IN PEACE!
Lord only knows when he will take us. May He rest in peace. Paps

The members of Neshaminy Valley send their condolences to Peter's family and friends.
Sincerely,
Steve Burke
Chapter Director—Neshaming Valley

On behalf of my family and each of the members of the Chesapeake Chapter, please extend to his family our sincerest condolences. Peter undertook the arduous task, along with Doc Patt, of bringing consistency to the AMCA motorcycle judging process.
Scott English
President, Chesapeake Chapter

Please express the condolences of the Seaboard Chapter to Peter's family. Without Peter taking the bull by the horns, there would be no judging system as we know it today.
Peter will be missed by all.
Respectfully, Lyle Manheimer President Seaboard Chapter

Our deepest condolences go out to Peter's family, he was always a welcome addition at our West Coast events. On a personal note, I learned quite a bit about quality and detail from Peter and can say that I would not be as knowledgeable a judge if it were not for Peters encouragement. He provided me with not only parts and assemblies over the years, but much welcomed advice as well. He will truly be missed by all our membership.
Larry Ramos - Vice President So. Cal. Chapter A.M.C.A.
For the SoCal Board and Chapter members.

On behalf of the Everglades Chapter members I would like to express our condolences to the family and friends of Peter Heintz. I had the opportunity to speak with Peter over breakfast at our hotel in Davenport last year and gained some insight into his passion for the AMCA and the judging program he helped to create. He will be sorely missed by all that knew him.
Jack Stauffer
AMCA Everglades Chapter President

On behalf of myself and all the members of the Catawba Valley Chapter, please extend to his family our sincerest condolences. All of us in the AMCA owe him the deepest gratitude for taking the judging to the level he did, having the bikes judged to a standard.
He also did some fine speedometer work – never had to return one for warranty work.
Regards,

DC3 currently on display in the Henry Ford Museum. This is the plane that sat out back behind the museum for years before they totally restored it. Peter had stated, He had flown this very plane before.

5th Annual Barber Vintage Festival Weekend

(October 9-11, 2009)

MOTORSPORTS BARBER VINTAGE MUSEUM

Anyone interested in entering a Antique Bike should contact Bob Kenney
Bob.Kenney@RaymondJames.com or (901) 487-7168 or
Les Cooper—lescoop@mindspring.com or (901)237-0344
Bikes must be 35 years old or older

Anyone interested in Riding in the 5th Annual Race of the Century, Please contact David Lloyd 901-277-7710 mobile or davidlloyd44@comcast.net - Your bike must be a 1909 or older—Single Class & Multi-Cylinder Class

BATOR INTERNATIONAL BATOR AUCTIONS

Club Rides

AMCA Minutes Review

Your AMCA Board held a teleconference meeting 07 June to keep moving forward on our numerous Club activities. The following were the new items you should find of interest.

1. Merchandise Manager. From the responses to our ad in the AMCA magazine, the Board voted to approve Susan Brutus as the new Merchandise Manager. Susan has relevant experience in a Harley shop and we expect her to do a good job for our Club. We hope to have some of the new AMCA T-shirts at the Dixon and Rhinebeck meets.

2. Chapter Ads in the Magazine. The Board approved a motion that Chapters may take one half page advertisement a year at half price in the magazine to publicize a non-national meet or road run. You will recall Chapters can already have one free full page ad once a year for a National Meet or Road Run.

3. AMCA Museum. The new exhibition with the theme of racing bikes started at Hershey, June 1, and looks as good or better than before thanks to loans of significant machines from AMCA members. We shall run a questions and answers page in the next AMCA magazine to explain how the Club and Foundation parts of the AMCA fit together.

4. Website. We are working with a software company to freshen up the AMCA Website over the coming months. Kevin Valentine is taking the lead in defining our requirements. Check out www.antiquemotorcycle.org to see how it's looking now, and sign up for our Forum which is a great source of technical information and comment.

Best regards, Rocky Halter, President

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Diamond Chapter of Arkansas

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***Anyone wishing to display antique motorcycles must contact us before August 10 in order to give us time to have signs made.**
$10.00 per bike will be charged to help cover costs (includes plaque).

Diamond Chapter in Hot Springs has a NEW Website

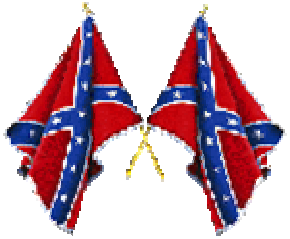
WWW.DIAMONDCHAPTERAMCA.ORG

Tribute to our Deceased Members

George Isbell
Bill Northern
John Munoz
Fleming & Mary Horne
Beuran "BD" Hicks
Peter Russell Heintz

2009 Confederate Chapter Schedule

April 4, 2009 ... ……..Shiloh 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 ..... lub 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 Run** .....Death Valley, CA

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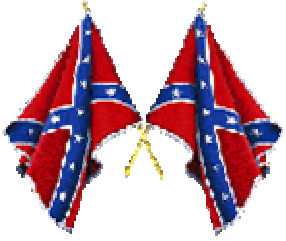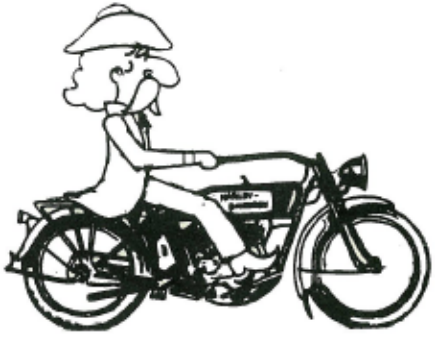
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