

Flint Hills Road Ride 2007

By Jeff Herrscher

What better way to end the summer than to ride old motorcycles in the country? That's exactly what the Sunflower Chapter did Saturday September 22. Based out of Council Grove, KS, 26 motorcycles gathered for a ride in the Flint Hills that was approximately 160 miles long. There were Indians, Harleys, a Henderson, a Velocette, a Triumph, BSAs, Hondas, Yamahas and a couple of Nimbi (Nimbuses?). We started in the morning by leaving north out of Council Grove on highway 177. We turned east and went to Alta Vista by highway 4 in order to take Mill Creek Road to Alma. Mill Creek Road is designated a scenic drive that has a lot of twists and turns. At Alma, just a few of us gassed-up and then proceeded north through Wamego and then on to Westmoreland for our planned lunch stop.

At Westmoreland our plans changed, however, as the diner that was planned for lunch was closed. It seemed to be a funny image of all these motorcycles parked in a semi-circle around the front of the diner. I could imagine that it looked like we were waiting for the diner to either open-up or surrender. After a bit, it was decided to continue on to the town of St. Mary's for lunch. Some more folks gassed-up and went on to St. Mary's. We've eaten in St. Mary's before at a restaurant called Froggies and it has always been good.

After lunch, we went south toward the town of Eskridge. Since I gassed-up in Alma I didn't gas-up in Westmoreland and had to switch to my reserve tank before reaching Eskridge. I stopped in Eskridge for an unplanned gas-stop and was glad I did. Our last planned gas stop at a place on a hill had previously taken out their gas pumps and there was no gas to be had there. People took a welcome break and had a drink. There were discussions about who had enough gas to make it back to Council Grove. As it turned out though, just three motorcycles didn't have enough gas to make it back. Only two of them had to get gas from the trouble-van as the third ran out within 70 ft. of the gas station and the rider pushed it the rest of the way.

All-in-all, the day turned out to be a great day of riding and no bikes had to be loaded-up on the trailer the trouble van was pulling. The worst mechanical difficulty of the day was probably my malfunctioning kick-start return spring that was more of an inconvenience than anything else.

That evening we had a banquet and door prizes were handed out. The Flint Hills Rally is always a good one and I would encourage everyone to plan on one in 2008.