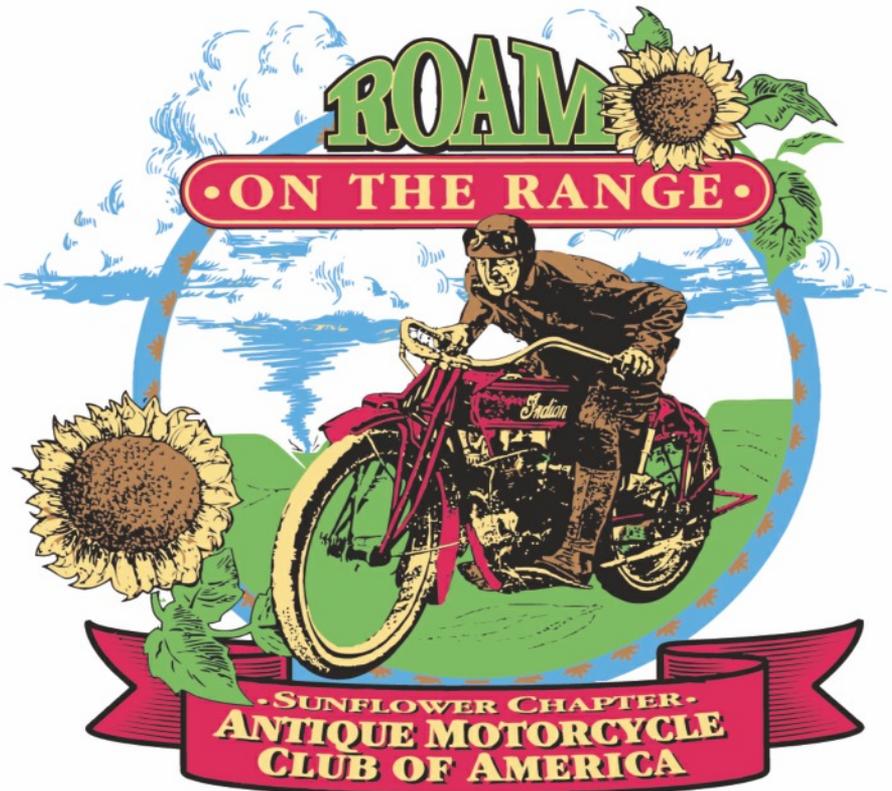


SUNFLOWER CHAPTER

Antique Motorcycle Club of America

November, 2017



SUNFLOWER CHAPTER
of the
Antique Motorcycle Club of America

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Editor

Jim Wellemeyer

SUNFLOWER CHAPTER MEETINGS

Monthly meetings of the Sunflower Chapter are held at 6:30 PM on the last Wednesday of each month. The meeting site is Spears Restaurant at 4323 West Maple Street, Wichita, Kansas.

SUNFLOWER CHAPTER NEWSLETTER

The Sunflower Chapter Newsletter is published quarterly and distributed to Sunflower Chapter members, AMCA Chapters, AMCA Officers, Sunflower Sponsors, and Sunflower commercial advertisers.

SUNFLOWER CHAPTER MEMBERSHIP

Membership in the Antique Motorcycle Club of America is required to be eligible for membership in the Sunflower Chapter of the AMCA. Dues are \$20.00 per calendar year, and membership is open to any member of the AMCA. Members of the Sunflower Chapter will receive four issues of the club newsletter, and a membership card,

SUNFLOWER SPONSORS

Sponsors will receive four issues of the Sunflower Chapter Newsletter in return for a \$20.00 annual donation.

PRESIDENT'S MESSAGE

I was looking through the Sunflower archives recently. These archives consist of some old documents and many old newsletters, some Sunflower and some from other Chapters. I found some interesting articles and want to send them back around for you old timers to reminisce and entertain the newer members with the history. I will try to make this a regular feature. This issue you can find the *Sunflower Flashback* on pages 11 & 12.

Turning to more recent history, 2017 was filled with lots of Sunflower gatherings and events. We started with our traditional New Year's Day gathering, in February we visited Dale Keesecker, April found us at Twisted Oz for our Swap Meet and Bike Show, and a wet Garage Tour visit to Cox Machine, in June we visited Jerry Towes in Goessel and a large group of us traveled to Colorado for the Rocky Mountain Chapter Road Run, in August we sponsored our first Vintage Bike Night in Delano, and in September a Fall Chapter Ride in Oklahoma. Sprinkle in some Saturday local rides, some Sunday breakfast rides, and a weeknight supper ride and there were plenty of opportunities for fellowship. The Chapter wraps up the year with the Christmas Party, details can be found in this issue.

At the October club meeting new members were elected to the Board of Directors. Terry Sawyer and Kevin Moore completed their 2 year terms. Tim Bell and Steve Spencer were elected to the Board. The board of directors for 2018 consists of Larry Burke, Kelly Wardell, Tim Bell, Steve Spencer, and Jim Wellemeyer. Board members will meet by the end of the year to elect officers for 2018.

A membership renewal form is found in this issue. As you read through this issue please pull it out, and complete it, and send it back **SOON**. Your quick attention helps us in several ways. Your new membership card comes to you with the next newsletter mailing. Please note any new address, phone, or email, so the records can be updated, I plan to publish a new membership roster in next issue.

I thank all of you who attended our meetings, rides and events, its always more fun with lots of friends. Special thanks to those who volunteered time to help at events. Check the calendar, 2018 dates are added already.

If I don't see you at the Christmas Party have safe and happy Holidays.

Jim Wellemeyer

Bob Christian - Biography

By Bart Grelinger

Anyone who knows Bob Christian will tell you he is a meticulous craftsman with acute attention to detail. This early attention to design and detail, may be what drew Bob to motorcycles in the first place. For as long as he can remember he has been fascinated with the design of these "2 wheeled machines." Initially just catching sight of a motorcycle excited him, however he quickly learned it was more the form allowing the function that he appreciated the most. He feels in its most basic form a real motorcycle has 3 basic components 1) spoked wheels, 2) a steel gas tank, and 3) a visible engine. Hanging a motor inside of a frame and propelling oneself down the road, while intriguing, was not enough for a budding connoisseur. The ability to seamlessly tie these three items together, begins to separate the motorcycle builder from the motorcycle artist.

In 1953, Bob was working at a grocery store making \$0.45 an hour, limiting but not stifling his first foray into motorcycling.



The young Bob on his 1951 BSA

Bob Christian - Biography

He found a late 1940's Indian Arrow, a 350 single on sale for \$80. With excitement in his eyes, he purchased the Arrow and taught himself to ride. Unfortunately, this first bike was a big disappointment, as it never ran well. One afternoon, his father took it for ride and must have been just as disappointed, because later that same day he removed the entire engine from the frame with plans of finally sorting out the problem. It took them both to get it back together, however it still never ran as well as it looked like it should. Later that year he sold the Arrow and bought a new 1953 Mustang. This machine was much more reliable, quicker and much more enjoyable to ride. He recalls riding it from Wichita out to Dodge City, Kansas with 3 of his friends to attend the annual Dodge City motorcycle races. He had to push the little Mustang "pretty hard" to keep up with his friend's BSA. Another friend on an Indian Warrior, misted them both with oil, and in Bob's experience "par for the course." When they arrived in Dodge City, it was completely full of motorcycles and cars, so that evening they ended up riding to nearby Cimarron, Kansas. There they spread their bed rolls out in a city park for the night. The following morning, Bob was awakened by a sharp poke in his ribs by a night stick. It was the local law enforcement sternly giving them "15 minutes to pack up and get out of town. "I guess we must have looked like a rag-tag motorcycle gang or something."

After the first time he saw one, Bob fell in love with British bikes. He later traded in the Mustang on a 1951 BSA Star Twin which he rode to high school. He was unable to afford a car at the time, but this was fine with him. At the time, he longed for a BSA Gold Star, but they were selling for about \$900 and were way out of the question.

Bob later owned and operated Stylecraft, a local upholstery shop specializing in auto and airplane interiors. He owned this very successful business for over 40 years, ultimately selling it to 2 of his employees/nephews who still operate it today. In this business, he came to know many insurance adjusters who always seemed to have access to interesting motorcycles. Many of them had been totaled out. "Nobody wanted to mess with a motorcycle that had

Bob Christian - Biography

been in a wreck and the adjusters frequently totaled out machines with minimal real damage, so they would not have to mess with them." The bikes that captured his interest or imagination, he would purchase from the insurance adjuster. He then meticulously restored them and rode them until the next restoration project was complete. "I rescued more motorcycles than I could count over those years." Since selling his upholstery business (15) years ago he has continued to rebuild and reupholster motorcycle seats for countless motorcycle enthusiasts all over the country. His motorcycle restorations remain second to none.

Bob will turn his head and look at any motorcycle briefly, "but I can tell with a glance, if I want to get any closer or ride the bike or not. For as long as he can remember, British motorcycles have been the most esthetically pleasing/visually stimulating of all the motorcycles ever produced. Art overpowering function. British styling produced a sense of elegance "while oozing testosterone." They truly are designed to be driven not simply ridden upon.

Bob was also drawn to motorcycle racing, following the local flat track racers in Kansas, Oklahoma and Texas. One of his favorite trips was to the mile long flat track at Delmar in California to watch some of the best racing in the country. At the age of 35 he started racing motocross running several Maico 400 cc two stroke machines in local and regional races. During this time, he won or placed in many regional Motocross races. Unfortunately, in the mid 1940's he broke his left ankle. After convalescing he took up competition trials riding in Kansas and Missouri. He rode with Ark Valley Trials Club and fondly recalls many afternoons riding trials courses on local family farms to the enjoyment of the owners. "You could take a simple creek and create a wonderful course that would keep you entertained all afternoon, and all the while never tearing anything up." Bob enjoyed riding trials into his early 50s. During this time he also helped set up these trials events. To save the club money he placed new plaques on his old motocross trophies and repurposed them back to new excited winners.

Bob Christian - Biography



In the pits, Bob makes adjustments to his AJS



**“If this dang thing don’t start this time
I am gonns load it up”**

Bob Christian - Biography

For a while he owned a Velloctette 500 single. It was a pure joy to ride as it was well-balanced, quick and handled very well. This is one he truly wishes he had back. "It's hard to understand now how or why I let it go. He still believes the 1957 BSA Gold Star may be the most visually stunning motorcycle ever made. There is never a conversation about British motorcycles within our club where Bob's name is not mentioned or his expertise consulted.

Bob was the AMCA Sunflower club president for 8 years. He treasures the relationships and memories created during those years. His most fond memories involve going out days and weeks in advance and mapping out monthly rides for the club to enjoy the following month or 2. To this day Bob remains the go-to member regarding local and regional rides and road conditions. If Bob says it is a beautiful ride you can bet the road is well-maintained, uncharacteristically curvy, peppered with visual stimulating sites, with a minimal automobile interaction. Just the perfect afternoon with your friends on their antique machines.



The Dodge Brothers consulting Road Captain Bob about the route.

Bob Christian - Biography

Bob is a quiet, kind, soft spoken gentleman with an honest well thought out, always valued opinion. He has an eye for the finer things in life. Bob sees motorcycles with a different eye than most of us. He sees the artistry in design and function that is on display with a motorcycle. Early on he came to believe the true beauty of a motorcycle not only lies in the creation of power and mechanically harnessing it, but the importance of using esthetics and ergonomics to allow a rider to slip into the saddle and become an integral part of the machine. He is not simply interested in being a spectator riding upon it like a carnival ride. The right motorcycle allows him to be part of the experience. His view of a motorcycle is truly an ephemeral one.

Recently the sexy new BMW R NineT Scrambler caught Bob's eye, then seriously turned his head. I am unable to share his exact description here. I will not be surprised to see him sharing the road with one of his own sometime soon. As you finish this short look at Bob Christian, you will notice very few exploits with his motorcycles, like a true gentleman he keeps these memories to himself.



Lunch break in the Flint Hills

Fall Chapter Ride Grove OK



Kelly, Ellen, Theresa, Kelly and Neil

Fall Chapter Ride Grove OK



Steam Punk Bart

and

Blues Brother Neil

Sunflower Flashback

SUNFLOWER NEWS

January 1984

Page 3

1930 OKLAHOMA STATE CHAMPION

Herb Ottaway has almost finished the restoration of his famous 1929 Indian Racer. The machine was originally a 101 Scout, but thru the years, has had many major modifications. All changes were designed to create speed and power. None of these changes had rider comfort in mind. This is the same machine, with Mr. Ottaway aboard, that created havoc at the 1930 Oklahoma State Fair. The dazzling performance, which terrified all other contestants, resulted in Mr. Ottaway receiving the State Championship Award. He and the machine were also outlawed from racing on any area tracks thereafter. Both he and the machine took an early retirement at this time. Although over half a century has passed, the many years have not slowed them down. Plans are now being made to test and fine tune the machine. Interstate 35 will be closed to all traffic, from Wichita to Eldorado, for this purpose. The traffic will be routed thru Furley, Potwin, and Whitewater. The State Highway Patrol will do the timing, and the National Guard units will be responsible for crowd control. It is rumored that the Indianapolis Motor Speedway is seeking his services to replace the Pace Car at the Indy 500. Mr. Ottaway will neither confirm or deny this rumor.

B.A.LONEY



Ottaway Indian Racer

On page 3 we reported on the infamous exploits of our renowned and esteemed member, Mr Ottaway. The nearly year long efforts to restore the famous Oklahoma racer have nearly finished. On a recent Monday, a group of cheering spectators were once again treated to the tremendous thunder of the open exhaust of this famous racer. Mr Ottaway was at the controls, the crew was at the ready for any unexpected events, a Japanese machine was readied to assist in the starting process, Castrol was added to the crankcase, a quantity of legal alcohol had been prepared for this test run, and the smoke alarm was turned off. Mr Ottaway had his best leather on for this event and everything was ready.

The foreign machine was moved into position and Mr Ottaway readied the controls. As the foreign machine was revved, with the back tire in contact with the back tire of the Red Indian racer a quickening of the pulse could be sensed in the anxious crowd. As the Red Indian was nursed into life, it hadn't been run in some 50 years, there was a feeling of awe in the garage as the thundering exhaust came to life. A few minor adjustments of the carburetor, a twist of the spark and an extra shot of oil and the Red Indian racer settled down into one of the throatiest idles the crowd had heard in a long time. The specially prepared Fuel mixture was really good, the racer finished off a pint in no time at all. Another pint was added to the tank and the Japanese machine was once again positioned for assistance in starting, Mr Cox was at the controls of the foreign machine and stated that when the Red Indian racer fired the foreign machine really revved up.

Mr Ottaway states that this machine was one of the fastest around in 1930, which is why he was able to win the Oklahoma State Fair Championship on it. He states that the half mile track was covered in about 32 seconds in 1930, which is still a respectable time today.

The Red Indian racer was run for about 10 minutes that Monday as Mr Ottaway declared it ready for the meet in Council Bluffs the second weekend in February. The excitement and the enthusiasm of the rider and the crowd was quite evident as there wasn't a dry eye in the crowd. History was being relived for a few minutes.

Garyl Turley

Membership Renewal for 2018

in the

Sunflower Chapter

of the

Antique Motorcycle Club of America

Please provide all information requested, except Chapter Number
Chapter numbers are assigned by the Club Secretary

Your Sunflower Chapter membership card will be mailed with the first issue of the Sunflower Chapter Newsletter following acceptance of your application, or you can pick up your card at the first Monthly Meeting you attend.

We greatly appreciate your prompt renewal

Name _____ AMCA # _____

Street _____ CHAPTER # _____

City _____ State _____ Zip _____

Spouse Name _____

Home Phone # _____

Cell Phone # _____

Fax # _____

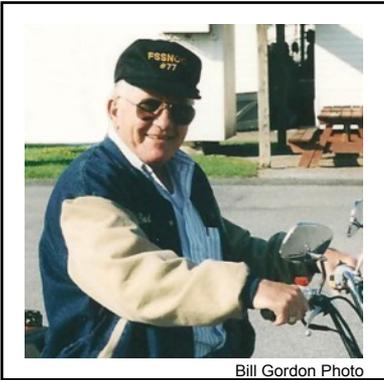
E-mail _____

Sunflower Chapter membership dues are \$20.00 per year, based on the calendar year of January 1 through December 31. Please make your check or money order payable to **Sunflower Chapter AMCA** and send to:

**Kelly Wardell
157 SW 200th Street
Douglass, KS 67039**

For Sunflower Secretary's use only	
Application Recvd. On _____	
Check Number _____	
Check Amount _____	

The Old Sage 1924-2016



Bill Gordon Photo

This saga by the Old Sage is reprinted with the kind permission of the Antique Motorcycle Club of America. We thank them for allowing us to reprint these stories, because many of our Chapter members have never had a chance to read these entertaining articles

Bud Cox was one of the founding members of the Sunflower Chapter and an Honorary Member of the AMCA. He penned the "Old Sage" articles for more than thirteen years, with the first episode appearing in the 1994 Winter issue of the AMCA magazine. This "Old Sage" episode originally appeared in the 2000 Winter issue of "The Antique Motorcycle"

The Old Sage

Everyone should take a motorcycle camping trip at some place in their lifetime. For some, once is enough! I fall in that category. A riders club I belonged to was planning a camping trip and I planned to go. The site was about 300 miles from my house. I left early on a dark morning in a cold, drizzly rain. That was an early warning which I ignored. I soon noticed a sign which told me that gas was 40 miles away. Counting from when I went on reserve, I knew it would be close. I made it okay, but while standing close to the machine putting the gas in, I realized the hot exhaust had melted off the lower leg of my new rain suit. As I turned around to answer some question, I burnt the other leg off.

I arrived at the campsite before any other riders and had my choice of sites. How was I to know that the one I chose would be the first side to be flooded? The first thing I did was put up the

Once is Enough

tent. It was so small that I had to crawl in. The sides pulled the floor up and made a perfect basin for water to pool in. The door was actually part of the roof and whenever the door was opened, the water came in. There was barely enough room to sit upright and any effort of dressing or undressing had to be done outside, or laying down in the water inside. Of course, I was trying to sleep in my clothes when the real water came in. That got all my clothes wet because I was using my spare clothes as a pillow. I gave up my sleeping effort and decided to eat. I had enough groceries for a week or more. Popcorn looked easy to fix and quick, so that was a start. The butane stove worked well. After the popcorn I ate a can of heated beans, a couple of hot dogs and then I started on the cup cakes. The rain continued, everything was getting wetter. More campers arrived. Some clever riders from Arkansas had staked their tent in place using some bungee cords. About then the ground was wet enough that it caused the bungee cords to snap their pegs right out of the ground. That caused them to join the "wet backs."

At daylight I started packing. I finally got all of my gear fastened on the motorcycle in a crude manner, waved goodbye and headed for home. I was solid wet everywhere. My visor was fogged and I had trouble seeing the road. I had all my clothing on, plus rain suit with floppy legs and I still shivered from the wet cold. I did not want to stop for coffee, because that would dictate another stop soon. After about 150 miles of this, I was beat. I stopped in a nice McDonald's and called home for a trailer. In about two hours my wife and son drove in and I went home in style.

When motorcycle camping is mentioned now, I just smile and think about how wet it is possible to get.



The Journey of the Cannonball

By Bill Page

With less than a year until the start of the 2018 Motorcycle Cannonball, riders are in the process of preparing their old bikes. Some already have them running while others are still in the building stage, but most that I have spoken with hope to have their engines built and some miles on them come spring.

Cannonball director Jason Simms states that the race has a different feel to it this year because quite a few riders plan to ride the same bike again as oppose to building a new one. As with previous Cannonball races he has not seen the demand for complete bikes, parts or the inflation of prices that generally coincide with the race. The route has been finalized and the rider's names, field and machine will be posted on the website soon (www.motorcyclecannonball.com). This time around the rider age limits will be in two divisions with classes for each division. The majority of the riders will still be on 100 year old machines with the class guidelines being: 1918 and older and 1919 – 1928. There a 3 classes for each group of riders: Class 1 – single cylinder motorcycles, Class 2 – two cylinder motorcycles and Class 3 – multi-cylinder motorcycles.

Although Jason has been very tight lipped at this point, he did share with us a few tidbits such as:

1. Hemmings Motor News Museum, Bennington, Vermont
2. Ride through Glacier National Park, Montana
3. Ride through Black Hills of South Dakota with a stop at Mt. Rushmore
4. Day of rest has been changed from Deadwood, South Dakota to Sturgis, South Dakota

Being in September, the ride through the northern part of the country will most definitely be a challenge as weather will be a big factor but hopefully we won't have to endure much, if any, snow. I would guess leathers and long johns will be packed for this one. Due to distances between host cities we will have a few long days of 300 miles. Keep in mind, 300 miles on a modern motorcycle is no big deal but we are traveling on 100 year old machines that run

The Journey of the Cannonball

40-45 mph and require gas stops every 60-75 miles. Trust me; it's a long hard day.

I should have all the overnight stops and dates by the next newsletter. In the meantime, let's meet a couple of our chapters 2018 Cannonball participants:

George Unruh: George is one of our newest Sunflower chapter members but he is certainly not new to motorcycles of all ages. From St. John, Kansas he was born and raised in Pawnee Rock and moved to St. Johns in 1999. His first bike was a 1971 BSA Lightning. When asked what his favorite bike was he said it would be hard to choose, but probably his 1968 flh". George is no stranger to long distance riding; in 2010 he made the journey from St. Johns all the way up to Alaska and back, totaling 9,436 miles. Now that is a motorcycle trip!

George will be riding a 1924 Harley Davidson JDCA. He purchased it in 2014 in hopes to one day be able to ride in the Cannonball. His hope is it will finally find its destination in



George Unruh

The Journey of the Cannonball

September 2018! I know that George has been putting some miles on the bike already and is getting acquainted with his new partner. He is planning on making this journey a family affair as his support crew will consist of his wife Kim, his sister Susie and his brother-in-law Don Ellis—awesome. He will be carrying #73 on the bike. Lets all welcome George to the club and wish him all the luck he needs for the Cannonball!

Terry Richardson: Terry is no stranger to the Cannonball as this will be his third one. As a seasoned veteran of the event he knows the highs and the lows that it can dish out. In 2014 Terry rode his 1932 Harley Davidson VL. This beautiful, perfectly restored Harley VL ran 4,150 miles and a perfect score without missing a single mile. What an accomplishment! He said the bike ran perfect and still does, that was the “high” of the event for him.



Terry Richardson

The Journey of the Cannonball

For the 2016 Cannonball, Terry prepared his 1916 Harley in the same manner as he had the VL. We have all seen Terry's work and he really does build some awesome antique motorcycles, the 1916 Harley twin was no exception. A complete re-build; paint, engine, the whole she-bang. Like the veteran he is he put early miles on the bike and thought – Piece of cake, right! Well, the “low” came quickly for Terry in 2016 after leaving the Boardwalk in Atlantic City. Within 100 miles on Day 1 Terry's engine locked up, he was done for the day. The engine troubles didn't get much better for Terry. As he pushed his broken down bike to the side of the road somewhere in Western Kansas he came upon an old building with a sign that read ‘Richardson's Hardware – Out of Business.’

That sign was a message to Terry; Richardson's were out of business. Terry's quote for both Cannonball races, “absolute perfection to absolute failure.” He is rebuilding both engines for his 1916 Harley and says he plans on riding that bike again, “just because it owes me!” Lets wish all the luck to Terry as well!

The Cannonball is not only a journey but a competition within yourself. You spend 75% of the miles on the road with no one around, 42-45 mph, talking to your bike, listening to every noise it makes, congratulating it when it does well and cussing at it when it's bad. You and your bike become a pair, and the competition is not with the other participants but between you and your machine to finish each and every day.

Until next time ---- Happy Riding!

Cruising Cowley County





SUNFLOWER CHRISTMAS PARTY

Friday December 1st
6:00 p.m. to 9:00 p.m.

Twisted Oz Museum
Augusta, KS

Social Hour starts at 6 p.m.

Buffet Dinner at 7 p.m.

Bacon wrapped pork loin, Rosemary Chicken,
and Crab cakes

Dinner and setups provided
by the Chapter
B.Y.O.B.

R.S.V.P. Required by November 24th

Jim Wellemeyer
jwellemeyer@cox.net
(316) 461-1778



MEMBER CLASSIFIED ADS



The Sunflower Chapter
Welcomes New Members

Eric Erickson
George Unruh

New Years Day

January 1, 2018 ~ New Years Day finning party. Do you have an old cast cylinder with broken fins. Bring it and see a demonstration of how those fins can be replaced.

**Same place as last year, Roger Nelson's shop.
7016 W Pueblo Drive, Wichita KS.**

**Bring your favorite snack or appetizer.
10 AM to 2 PM**

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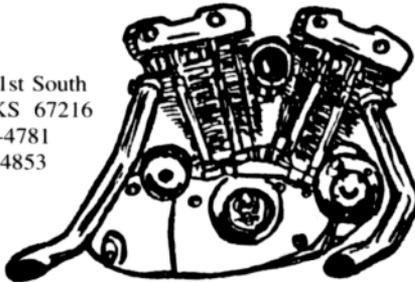


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SUNFLOWER CALENDAR OF EVENTS

October 25th ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:30 PM)

November 29th ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:30 PM)

December 1st Sunflower Chapter Christmas Party See Details on page 22. **RSVP to Jim Wellemeyer is required.**

January 1st ~ **New Years's Day Finning Party.** Details on page 23

January 31st ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:30 PM)

February 28th ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:30 PM)

March 28th ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:30 PM)

April 7th ~ Sunflower / Twisted Oz Swap meet and Bike Show.

Sunflower Website ~www.sunfloweramca.org



The Sunflower Chapter Newsletter will be published in February, May, August, and November. The deadline date for each issue will be the last day of the month preceding the month of publication. Please send articles, tips, humor, event dates, notices, personal ads, etc. to the editor as early as possible. Material submitted after the deadline will be published if page space is available.

AMCA 2018 SCHEDULE OF EVENTS

NATIONAL ROAD RUNS

March 5-7	Sunshine Chapter Road Run, DeLand, FL
June 10-13	Hudson Valley Chapter Road Run, Round Top, NY
July 26-28	Oregon Trail Chapter Road Run, Cottage Grove, OR
Sept 4-6	Driftless Chapter Road Run, Onalaska, WI
Sept 12-14	Black Hills Chapter Road Run Deadwood, SD



NATIONAL MEETS

Feb 23-24	Omaha Chapter	Fremont, NE
Mar 9-10	Sunshine Chapter	New Smyrna Beach, FL
Apr 27-28	Perkiomen Chapter	Oley, PA
May 18-20	Southern National	Denton, NC
May 25-26	European Chapter	Raalte, Netherlands
June 15-16	Viking Chapter	St. Paul, MN
June 15-16	Fort Sutter Chapter	Dixon, CA
July 20-22	Wauseon Meet	Wauseon, OH
Aug 3-4	Yankee Chapter	Hebron, CT
Aug 24-26	Australia Chapter	Bulli Show Grounds
Sept 28-29	Chesapeake Chapter	Jefferson, PA