

SUNFLOWER CHAPTER

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Antique Motorcycle Club of America ®

February 2020



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 an advertisement in four issues of the Sunflower Chapter Newsletter in return for a \$25.00 annual donation.

PRESIDENT'S MESSAGE

We have already had a taste of winter and it is only the 1st of November, but don't winterize those bikes yet. Fall returned today with 60-degree temps, maybe one more ride before I give up. 2019 has been a fun year for me with National rides, Chapter rides, and personal trips, that covered 10 different States. That's nothing compared to some of our Chapter riders who covered many more states, many countries, and several continents. This Chapter likes to ride.

Looking forward to 2020 there will be more great opportunities for riding, 5 National Road Runs, Chapter rides, and events. The Twisted Oz Bike Show and Swap Meet returns after a year off. It will be Saturday April 11, this is the week after the Cherokee Chapter Fandango. This gives us an excellent opportunity to promote our event at Fandango. The Vintage Bike Nights are receiving more attention each year and we will continue those. The Garage Tour has been a popular event over the years. I am needing suggestions for new collections or man-caves to visit. Our Oklahoma members have suggested we consider an Oklahoma Garage Tour.

At the October Chapter meeting we elected members to the Board of Directors for 2020. Tim Bell was nominated and re-elected to serve two more years, and Gram Pankratz was elected to replace Steve Spencer. We had discussion concerning another national road run. It has recently been suggested to me that we should consider holding another Sunflower National Road Run. I am open to the idea but before committing to it I want to hear from everyone, especially those who attended and supported the 2016 event. No date or location has been picked at this point, the fall of 2021 may be available on the National schedule.

The membership renewal form is in this issue. Please take time to fill out the form and send in your dues. I hope to see you all at our Christmas party, details in this issue.

Happy Holidays,

Jim Wellemeyer

Sunflower Chapter Holidays

The Sunflower Chapter closed out 2019, and the decade, with the Annual Christmas Party and New Years Day gathering. There was great attendance at both events, it was good to see some of the more distant members again. The Twisted Oz is a perfect place for a bunch of motorcycle gear-heads to have a party, and we thank Kelly, Theresa, and Paul for there support. There is always something interesting going on at Roger Nelson's shop. Thanks Roger for hosting us on New Years Day.



Sunflower Chapter Holidays



Sunflower Chapter Holidays



Tim, John, Gram, & Steve with Jerry Ottaway's 1913 Sears.

Sunflower Chapter Holidays



Buud Redmond and Garyl Turley



**Buud & Louie the Clown
Louie is on the right**

Vintage Bike Night

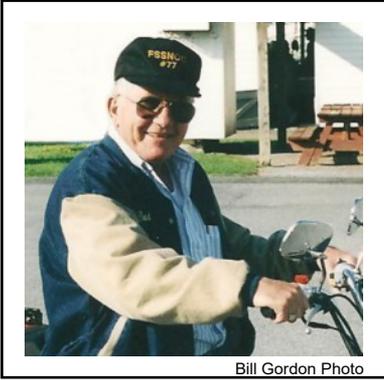
Vintage Bike Night



It was short sleeve weather in August.



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 2003 Spring issue of "The Antique Motorcycle"

the
the
Old
Sage

Our group was driving west across eastern Colorado late one evening. We were in a bleak, dark area with no towns or houses in sight. The group consisted of four pickup trucks, eight men and eight antique motorcycles. We were in route to a riding meet in the Black Forest. All the trucks were very low on gasoline. Suddenly we saw a few lights ahead. When we arrived at the lights, we found a small filling station operation with two gas pumps and a dirt driveway between the pumps and the main building. Our leader, Herb, strutted into the building and asked, "Does this big operation have a name?" The lady in charge was in no mood for any

Punkin Junction

funny business, but she did reply, "This is Punkin Junction!" To this answer Herb responded, "Would this be the downtown core area, or maybe this is the high rent district!" The lady looked Herb right in the eye and said, "Whatever you think, Mister, and we are closed ... as of now!" She was flipping the off switches as we passed through the door.

*Our leader, Herb, strutted into the building
and asked, "Does this big operation
have a name?"*

After sweating out several more miles, we arrived at another place, quite similar to Punkin Junction. This time we made Herb stay in the truck.



The Hoffmann

By Bart Grelinger

In the spring of 1953, Jerry Ottaway and his cousin Bob Ottaway were 16 year old boys working at Joyland here in Wichita Kansas. They were no stranger to work and long hours working in the family business at the busiest amusement park in the area. In their spare time they would follow their passion for motorcycles in the popular Cycle Magazine. They would read this monthly periodical from cover to cover, including all the advertisements.

At the time there was a new motorcycle company on the scene by the name of Hoffmann. They were



new to the American market and used aggressive advertising with very

reasonably priced entry machines.

This began to hatch an idea and prospective business adventure for these young entrepreneurs.

Hoffmann was a bicycle manufacturer and after World War II they moved the factory to in Lintorf, Germany near Dusseldorf. At the time they were making bicycles, tools and household goods. They started building motorcycles in 1948. Hoffmann built the frame and chassis and the motors were supplied by ILO. 1949 they were licensed to build Italian Vespa scooters. Because of their instant success with Vespa, building over 60,000 Vespas in 5 years. This was a needed cash flow allowing them to extend the Hoffmann line. The early models used 2-stroke engines, provided by ILO-Motorenwerke (ILO is Esperanto for good tool). It was stylized as JLO on the company Logo, thus usually printed this way.

NOW FOR THE FIRST TIME YOU CAN GET A
HOFFMAN MOTORCYCLE
with Super Speed, Dynamic Power
Performance and Economical Operation
FROM **\$199.95**
Inc. Fed. Tax
Full Year Guarantee

Smooth, Safe Braking Feather-light Steering
See the **HOFFMAN** at Your Dealer
or Contact the American Distributors
AMERICAN HOFFMAN CORPORATION
621 West 54th Street, Dept. K, New York 19, N. Y.



The Hoffmann

The Hoffmann motorcycle range included 8 single cylinder 2-stroke models, 125-250cc. In 1951 Hoffmann completed the design and development of their own engine. These were a flat twin, 4-stroke with shaft drive, resembling a smaller sleeker BMW. These were named the Gouverneur and were available initially as a 250cc, then in 1953 the more powerful S-300.

By this time the company had grown to more than 950 employees. Early versions of the Gouverneur had overheating problems because of the sleek smooth engine cowling. Even the Dusseldorf police force had to abandon them after a short time due to overheating problems.





MODEL „Hoffmann 175-2“
in black bright enamel with chromium plated petrol tank and parts.

TECHNICAL DATA
Engine: J.L.O. 175; Stroke: 66 mm - 2.59 ins.; Bore: 58 mm - 2.28 ins.; Volume: 173 cc.; Compression: 6.4; Carburettor: BING 172/38; Maximum Rating: 9.62 HP @ 3450 RPM; Ignition Timing: 3.5-4 mm before top position (0.158-0.157 ins.).
Gear Box: Foot operated, 4 speeds; Gear ratios: 1st Gear: 7.25; 2nd Gear: 2.85; 3rd Gear: 2.31; 4th Gear: 2.11; 1st Kilo Gear Box/Rear wheel: 2.3:1.
Petrol Consumption: 128 Miles per Gallon - 2.2 litres for 100 km.
Maximum Speed: 30 kmh - 36 mph.
Chassis: Single tube frame, telescopic front fork; spring rear wheel, Tyre: 275 - 19, Min. 1.62 - 1.5.
Electric Outfit: NERNIS - Light and Ignition Dynamo (ALZ 6-45/63 S, 7 Amp. hour Battery, Head lamp with built in speedometer, Kick lamp with number plate lighting, Stop lamp, Signal lights, rear battery charging and neutral gear.
Spark plug: BOSCH W 228 111 - REFU K 225 a 1/14 u.
Petrol tank: 12 litres - approx. 2.68 gallons, with built-in fuel box.
Brakes: Internal expanding brakes, front hand operated from handlebar, rear foot operated, diameter of brake drum: 126 mm - 4.9 ins.
Light Metal Hubs.
Handlebar: Sports type, twin grip throttle control, dipping switch and horn control.
Weight excl. load: 100 kilos - 220 lbs.
Total permissible weight incl. load: 250 kilos - 550 lbs.
Accessories: Speedometer, electric horn, number plate, built-in tool-box in petrol tank, with tools, steering gear lock, neutral gear signal.

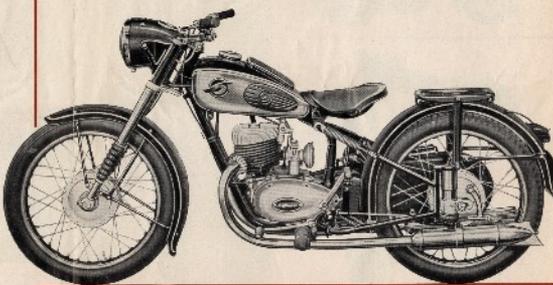
In this same class we can supply our model
HOFFMANN 175 with J.L.O.-Engine 175 cc, 3 speed gear box - foot-operated, black bright enamel with black Petrol tank.

Hoffmann 175-2

A motor cycle which by its output, speed and road holding properties holds a special position in its class.

Whether for work, for sporting or on leave - you can depend on your

Hoffmann 175-2



The Hoffmann

About this time, Hoffmann lost the license to produce the Vespa scooter, cutting sharply into profits. Design costs for the flat twin and their late entry into the German motorcycle market after WWII, set up their demise, as the public was moving to cheaper cars helping to seal the fate of the company. They were bankrupt in 1954.

Jerry and Bob printed up stationary for Ottaway Motorcycles Sales and Service complete with the Joyland mailing address. With this front complete, they contacted the east coast distributors for Hoffmann Motorcycles and asked what it would require to become the mid-west distributor for Hoffmann. In relatively short order they received a return letter stating they would need to purchase at least two motorcycles to start and have showroom space to display them. "They had no idea we were just kids!" They quickly cleaned and swept out a 20' x 20' space in the back corner of the Joyland maintenance shed, declaring it a show room! Meeting the initial criteria, they pooled their cash (with a small loan from their fathers), raising \$400 and ordered their first two machines. They could



Jerry poses on the Hoffmann at Joyland

The Hoffmann

hardly believe it when two Hoffmann 175cc single cylinder 2-strokes arrived with literature and sales brochures. They were open for business!

Jerry reports these were very reasonably priced, sharp looking machines. He knew they would have no trouble selling a few of them. Initially there was only one model available here in the US, however it came in red, blue or black. They quickly sold the first two machines and re-invested all the profits back in the business buying more machines. They never needed any advertising, selling only by word of mouth. "Once they took it for a test ride, they would usually leave with one." That first summer they sold 28 Hoffmann motorcycles for \$325 each, collecting \$125 profit with each sale.

Jerry does not recall any Hoffmann ever requiring service, "I think I would remember, since we had no service department." When they got the bikes in, they would set them up and test ride them. He recalls getting one bike in that would not shift correctly. Jerry called their distributor and they simply sent him a whole new motor/transmission without question or cost. The

motor was easily installed and the bike quickly sold. He still has the original motor at home and feels he can likely repair it easily. Receiving this engine and replacing it in their machine started another seed growing.



ILO was the motor

builder for the Hoffmann motorcycles. At the time ILO was also building a 250 cc 2-stroke vertical twin racing engine. This however was not offered in the Hoffmann. They had done it before and felt they could surely do it again. They ordered two of these racing motors and installed them in two of their own Hoffmann 175 motorcycles. A few other modifications and they

The Hoffmann

had built their own Hoffmann racers! Jerry raced his at Jeep's Motorcycle Club, Cottonwood Falls flat track and other surrounding TT courses.

Looking for more excitement and stiffer competition, they entered the Catalina Grand Prix, a race on Catalina Island off the coast of California. This was a road course, running around the



Chain driven gear box

island, roughly 10 miles per lap. This course ran from the beach, through town, across a golf course, then up into the mountains to roughly 2,500 ft, before returning back to the beach. There were over 800 racers, many who were factory-sponsored riders from several prominent motorcycle manufacturers. They released about 20 bikes every 2 minutes to spread out the field. Jerry was

roughly 10 laps or 100 miles into the race, running in second place behind the Velocette factory rider when his front forks suddenly folded back on him. Jerry was leaning into a curve at the time, high in the mountains, when the frame/fork failure occurred. Jerry recalls that he just seemed to roll off the bike before it went over a cliff, lodging itself in the top of a large pine tree. In retrospect he feels he should probably have beefed up the forks as well! Jerry had never been injured during his brief but successful racing career, however he felt it was a sign that this should be his “last hurrah”, thus hanging up his racing boots.

In their second year of business, sales were slower, selling only 9-10 machines. They however were busy with racing and other activities. Late the second season they were able to get in one Hoffmann S-300 Gouverneur, a horizontal twin/boxer motor and it quickly sold for about \$500. At the end of the second year they each kept a Hoffman 175 for themselves and “shut down the company.” Jerry rode his for 2-3 years before selling it, a decision he still regrets.

The Hoffmann

Over the years he has always kept his eyes open for any Hoffmann motorcycles, but they have been few and far between. Recently he started rebuilding his old Hoffmann modified racer that had been in storage, awaiting restoration. While he was looking for a fender for the racer, he came across the owner of Blue Moon Cycles, who as it turns out, owns several Hoffmann motorcycles. Jerry was able to get his fender in addition to picking a Hoffmann 175 just like the ones he sold in 1953. He was also able to procure a 1954 Hoffmann Gouverneur to add to his still growing antique motorcycle collection. Restoring the Hoffmann racer and picking up the two original Hoffmann's available here in the US, fills another small void left in one of the "original dealers" hearts!



Jerry on recently acquired Hoffman Gouverneur

Upcoming Events

4th Annual Twisted Oz Vintage Motorcycle Show & Swap Meet

Saturday April 11, 10 AM – 5 PM
Registration & Setup 8AM–10AM

Free admission and bike registration
Parts & bikes must be 25 yrs or older
No vendor fees
Food available on site
Serving breakfast 8 AM

Vintage Consignment Auction

Everything from basket case to restored
Very reasonable seller fee
Auction starts at 2 PM
Contact: Kelly Modlin 316-977-9257

Bring your Vintage
Bikes and Parts to:
601 W. 7th Augusta, KS 67010

Contacts

Swap Meet: Jim Wellenmeyer 316-461-1778
Bike Show: Bill Page 316-619-4736
Twisted Oz: Kelly Modlin 316-977-9257
Jerry Ottaway 316-644-4258
Paul Belt 316-239-9258



Forms & info at www.sunfloweramca.org

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The Sunflower Chapter
Welcomes new members
Craig and Cindy Tunheim

Upcoming Events

11th Annual 2020

SANTA FE TRAIL CHAPTER OF THE AMCA

PRESENTS



MOTORCYCLE SHOW & SWAP MEET

THEME: Single Cylinder Bikes

Vintage & Classic

All Makes & Models 35 Years & Older

DOOR PRIZES!

8-5 Entry
1950
UNDER
17 FREE

2nd of
February
2020
10 am - 3 pm

TROPHY'S!

ANTIQUE
MOTORCYCLE
CLUB OF
AMERICA

DOUGLAS COUNTY FAIRGROUNDS

2120 Harper St.
LAWRENCE, KS

Motorcycle entry fee: \$10 each for first two bikes, all other entries are free. Set-up time is 8 am to 8:50 am. Vendor admission \$25. Vendor need to arrange a table at the show for questions & table. All motorcycles must be at least 35 years old and appear maintainable. Contact: (785) 845-8134. AMCA2020@centralnet.com or www.amca.org 577664.ORG



Dan's Cycle 11th Annual Winter Open House/Vintage Motorcycle Show and Swap Meet

Saturday February 29th, 2020
9:00 A.M. To 3:00 P.M.

**Refreshments
Door Prizes
Give-aways
FREE Swap meet!**

**Come in out of the cold and enjoy the good times to be had at this annual event!
See you there!**

4th Annual
2020 Lincoln Highway National
Antique Motorcycle Show and Swap Meet
February 28th & 29th | Fremont, NE
Presented by *Omaha Chapter Antique Motorcycle Club of America*

Open to the Public • Admission \$6

Friday, Feb. 28th 8 a.m. - 5 p.m.
Saturday, Feb. 29th 8 a.m. - 1 p.m.

OmahaChapterAMCA.org

Vendors Only Setup
Thursday, Feb. 27th - 9 a.m. - 8 p.m.

Host Motel: Roadway Inn
120 West Carby Street • Fremont
402-728-8400

Meeting Information, Vendor Info,
Registration and Questions
Jari Rue 402-510-3173 or
jrue@omachapteramca.org

AMCA National Judging
Nancy Davis
418-577-4664
or
amcagpave@jgsmail.com




Christensen Field • 1710 W 15th Street • Fremont, NE



TEXAS Fandango
VINTAGE PHOTODUPLICATION
APRIL 2 - 6, 2020
CHEROKEE CHAPTER OF THE AMCA
FREDERICKSBURG, TEXAS

The "Best Little Vintage Bike Event in Texas". Texas Fandango is a Vintage Swap Meet, Vintage Bike Show and Vintage Races all rolled into one fun-packed weekend, April 3-5. Fandango will be held in the beautiful Texas Hill Country at the Gillespie County Fairgrounds in historic Fredericksburg. Race day is Saturday, April 4. We will have something for everyone who is a vintage motorcycle enthusiast or just likes to have fun!

Hours:
4/3 Friday - 8 a.m. to 5 p.m. - Swap meet, Vintage Bike Show,
4/4 Saturday - 8 a.m. to 5 p.m. - Swap Meet, Vintage Bike Show, & Vintage Chapter Show,
4/4 Saturday - 10 a.m. to 8 p.m. - Races (Flat Track, Dirt Drags, Mini Bikes);
4/5 Sunday - 8 a.m. to 2 p.m. - Vintage Tool Run.

The \$10 general admission includes access to all events on Friday and Saturday (Kids 12 and under are free). Additional details can be found at www.thetexasfandango.com

Greg McFarland
President, Cherokee Chapter AMCA
214-512-9245
gmac@thetexasfandango.com

COMMERCIAL ADS

9 - 6 pm Tues-Fri • 9-4 Sat.



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SUNFLOWER CALENDAR OF EVENTS

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

No regular Chapter meeting in November or December.

- **Saturday Dec 7th ~ Sunflower Chapter Annual Christmas Party**
See details page 21.
- **January 1st ~ New Years's Day Finning Party.** Roger Nelson's shop. 7016 W Pueblo Drive, Wichita KS. Bring your favorite snack or appetizer. 10 AM to 2 PM
- **Sunday Jan 26th Sunflower Motorcycle Film Fest.** Bart and Melissa Grelinger have invited us again for a movie and fellowship. 1 pm at 14878 Sundance, Wichita 67230.

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

Feb 26th ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:30 PM)

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

- **Saturday April 11th Twisted Oz Motorcycle Show and Swap Meet.**

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 2020 SCHEDULE OF EVENTS

NATIONAL ROAD RUNS

June 2-4	Phoenix Chapter Road Run, Zion National Park
July 21-24	Yellowstone Chapter Road Run, Billings, MT
August 12-14	Badger Heritage Chapter Road Run, East Troy, WI
Sept 8-10	Roosevelt Chapter Road Run, Detroit Lakes, MN
Oct 26-28	Los Angeles Chapter Road Run, Fallbrook, CA



NATIONAL MEETS

Feb 28-29	Omaha Chapter	Fremont, NE
Mar 6-7	Sunshine Chapter	New Smyrna Beach, FL
Apr 24-25	Perkiomen Chapter	Oley, PA
May 15-17	Southern National	Denton, NC
May 22-23	European Chapter	Raalte, Netherlands
May 29-31	Empire Chapter	Trumansburg, NY
June 12-13	Viking Chapter	St. Paul, MN
June 19-20	Fort Sutter Chapter	Dixon, CA
June 26-27	Colonial Chapter	Harmony, NJ
July 17-19	Wauseon Meet	Wauseon, OH
Jul 31- Aug 1	Yankee Chapter	Terryville, CT
Aug 29-30	Australia Chapter	Bulli Australia
Oct 2-3	Chesapeake Chapter	Jefferson, PA

