

SUNFLOWER CHAPTER

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Antique Motorcycle Club of America ®

May 2020



SUNFLOWER CHAPTER
of the
Antique Motorcycle Club of America

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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

Social distancing, face masks, stay at home orders, cancelled events, business closures, illness and deaths, you cannot listen to a newscast, read a newspaper, or walk into the grocery store without hearing or seeing the “C” word. But the enjoyment of our hobby is not completely shut down. Events have been cancelled and those still on the schedule are being cautious about the certainty of their completion. Working in our own shops has not been severely affected. Various suppliers via USPS, FedEx, and UPS, have all faithfully delivered to my house in support of my efforts.

There have been some very nice days this spring and despite travel restrictions, Chapter members have been able to social distance on two wheels. You can read about the early spring rides on the following pages. Planning for the Chapter events has been on hold with the Twisted Oz meet and the Garage Tour having been cancelled. The first stage of statewide reopening recommendations is just now in effect. I am planning on conducting our regular May meeting on Wednesday the 27th. I am not able to confirm that we will be able to meet at Spears Restaurant. So as an alternative, plan on meeting at my garage/shop and backyard. This is all subject to change as local conditions may change. But as of now we can meet as a group without violating any restrictions and if you don't feel comfortable in a group setting, that's ok too.

Chapter Meeting at the Wellemeyer's
Wed. May 27th, 1718 N. Illinois, **5:30 PM**
Burgers and such after the meeting, we will
provide burgers and refreshments.
Please RSVP and tell what you can bring.

We will have discussion about rescheduling prior events and planning for Spring, Summer, and Fall rides. Ride your bikes and impress the neighbors.

Jim Wellemeyer

Early Spring Rides

Roller coaster weather has been the norm this spring. Beautiful spring temperatures during the week and snow on the weekend or vice versa. Cabin fever has been more prevalent for most of us than the corona virus. With many of our favorite restaurants and all our usual watering holes closed, the number of destinations for a ride is limited.

The second Sunday in March was prior to the corona virus restrictions. The day was not terribly cold, and a small group of Sunflower members met at Twisted Oz Museum for a ride to the monthly biker breakfast at Potwin Kansas.



Early Spring Rides



**Kelly on the Cleveland
-opposite page-
Jerry on the BMW followed by
Colin Else on the Ariel**

Although it made it to 70 that afternoon the morning started in the mid 40's. With a nice tail wind out of the south and the sun shining on us, the 25 mile ride was not too bad. We arrived early, as it turns out a month early, for the first scheduled breakfast in April and that one was ended up canceled. A few other folks were there, they too were disappointed that breakfast was not being served.

Our group of 8 included Jerry Ottaway on a 1932 R2 BMW single cylinder, Kelly Modlin riding a 1928 Cleveland four-cylinder, Collin Else on a 1955 Ariel 350 NH which he has owned since he was 16. There was a gab session, with the other bikers, about the weather, bikes, and no breakfast, before we headed out to find something to eat. The ride back to Augusta was not as pleasurable, although the temperature was warming up, the 40 mph plus wind made it feel colder. Jerry on that little BMW was having trouble keeping up his speed. The wind would force him to down shift to make over the gentle hills. We made it back and pulled into McDonalds for breakfast and a warmup.

Early Spring Rides

Later that afternoon I headed back home in Wichita. It had warmed up to 70 but there was a 90° crosswind gusting 35 to 50 mph and I was using up all my lane to stay upright. Wind in Kansas? Yeah, we have some days without it.



Early Spring Rides



March 29th two weeks later, after a couple more rides on the weather roller coaster, Sunday had the looks of a good day for a ride. Due to the corona virus, there were local nonessential business closings and social distancing orders. They had been in affect for a few days, but it seemed to me we could have a group ride and abide by the rules.

There were five us who showed up at the Museum and determined that we would need that essential hydrocarbon, gasoline, if we were to ride to Cottonwood Falls. We agreed to maintain the 6-foot social distancing.



Early Spring Rides

Dick Chance, Gram Pankratz, Steve Spencer, Neil Havran, and myself, set out on a familiar ride over to Eldorado and around the lake, then onto the famous biker gathering point of Cassoday. Only 2 bikers there, as this was not the 1st Sunday of the month. We continued north on KS177 along the Flint Hills Scenic Byway. The morning was calm by Kansas standard and you could see that ranchers were taking advantage, because on the horizon, the sky was hazy with gray smoke. We had passed several areas where the prairie had been burned off to promote healthy grassland.

At Cottonwood Falls we stopped at Casey's General Store for gas and drinks. There had been only a couple of other bikes on the road that morning, but a couple of local bikes passed through while we were stopped. Dick split off from us and we set out to return on the same route. As we road back on KS177 I noticed that Steve was falling back and figured he was just making his own pace. At the top of one hill I could see back down the highway about a mile and didn't see Steve. I pulled over with Neil and waited a couple of minutes before we turned around. We went about a mile and Steve rode up, pointing to his left foot. He explained the shift lever was loose on the shift shaft and he was



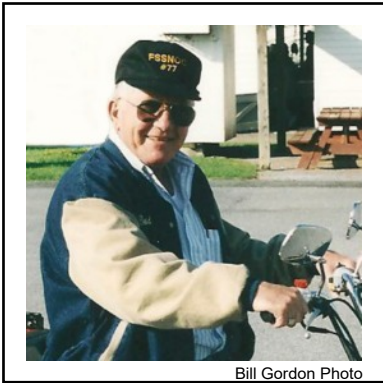
Early Spring Rides



having trouble shifting. We were stopped on the shoulder assessing the problem when Neil walked down into the ditch and came back up with a Michelob Ultra can. I thought this was an odd time to be concerned about roadside litter, but Neil had a plan to fix Steve's problem. A few minutes later Neil had fashioned a shim out a piece of the aluminum can and the shifter was secured. We continued to Wichita riding into a stiff south wind and passed several other groups of riders enjoying the day. Everyone made it home safe and sound.



The Old Sage 1924-2016



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 Summer issue of "The Antique Motorcycle"

Othe
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Sage

These tales by Bud are usually transcribed word for word from the original articles and presented here. This episode of the The Old Sage was very short, so it was copied from the original article as it appeared in the 2003 Summer issue of the Antique Motorcycle.

The Rock



THE ROCK

By Bud Cox

Sometimes the tables are turned, even for the cleverest tricksters. This prank happened at Colorado Springs during an early D.J. Run. My friend's wife ordered a ring from Charles, who operated a fine jewelry store there. She asked for a huge CZ stone mounted in a flashy setting that would look like a million bucks! And she wanted all of this for a reasonable price. Charles came up with a beautiful

sparkler, and the price was only 80 bucks! While our group was waiting for some hot food at the Flying W Ranch, she unveiled this ring. What a ring it was! Catching all those rays of the setting sun, the ring shone like a locomotive headlight. That stone was big enough to pound nails with. My friend had trouble accepting the altered bill, which now read "eighty THOUSAND dollars". He almost fell through the floor before going into a low orbit. By this time she was passing the ring around to everyone nearby, thus causing him more distress. "Don't let that thing out of your sight," he shouted as he was rapidly approaching a panic attack. It took a few minutes to get him settled down to explain the joke to him. Then, all was okay once more. But I would bet that the entire incident shortened his life span by at least 60 days. Better make that 90.



**The Sunflower Chapter
Welcomes new members
Martin Ray & Barney Ray**

Round 3 at Fremont

The Omaha Chapter hosts the first national meet of the year, the Lincoln Highway National, and every year is held in Fremont Nebraska. In the dead of winter, it's a great event to swap parts and stories with friends and others who share the common hobby. It is also notorious for the winter weather that always seems to accompany the meet. This year however the weather was very nice. The vendors always bring a cache of parts to show at the first meet of the year and there are bikes that are fresh from restoration to be judged.

One of the fresh restorations was presented by Sunflower member Larry Burke. This would be the 3rd time Larry had shown his 1928 Indian 401 at Fremont for judging. The last time was in 2018 and since then the bike and Larry have undergone extensive rehabilitation. Last year Larry injured his shoulder and ended up having surgery to repair it and then extensive rehab to get it back in condition. Prior to the injury Larry had completely disassembled the bike. One of the issues from the last judging required work on the frame which then had to be repainted. An Indian side car would be added before the next judging. Larry also has a 1939 Indian Four which he decided to convert back to the original leaf spring front suspension during the same time frame. So, he had two beautiful Indians 4's scattered all over the place when health issues and a shoulder separation side lined him.



Round 3 at Fremont

Larry and I are almost neighbors, it's about a 2-minute drive between houses and I am always willing to help on his wonderfully restored machines. He would get things lined up and I would go over and do the heavy lifting. Finally the 39 Four was back together and his attention turned to getting the 28 ready for Fremont. Last July Larry was ready for to help to put the engine back in the frame. Terry Sawyer and I supplied the lifting and got the 4-cylinder back in the frame, it was looking like a motorcycle again. After that Larry had many small tasks he could work at his own pace.

January, this year, the bike was running and it was time to change gears and work on attaching his restored 1928 Princess side car. Larry's small shop was not going to be big enough, good friend Dick Chance has a great private shop at his business, Chance Rides Manufacturing. We were able to complete the sidecar installation and final preparations for the show in Dicks shop.



Round 3 at Fremont

One week before the meet everything was looking good, nothing left but some paint touch up and polishing. Larry made arrangements for a U-Haul trailer since he did not have an enclosed trailer of his own. Two days before the meet he picked up the trailer and we went to load the bike. Then there was major problem.



Round 3 at Fremont

The bike and sidecar would not fit in the trailer. It was wide enough inside, but the door frame was too narrow to wiggle the bike through. Larry was completely dejected, his plans to get the bike to Fremont seemed ruined. He returned to the rental shop, but they didn't have anything that would work, and he was even considering taking the sidecar off so it would fit. There were several options for hauling it on an open trailer and the weather forecast was good. It was getting late and when Larry dropped me off at home, he said he didn't know what he was going to do. Later that evening he called and told me he talked with Kelly Modlin and he offered his trailer which was big enough.

Early the next morning Larry and I picked up the trailer, got the bike loaded and we were on the way to Fremont. Sunflower members Jeff Roth and Terry Sawyer were about an hour ahead of us. The drive was going good except for Larry's gas mileage, Kelly's big trailer drove down the fuel range to 180 miles per tank. We arrived in the afternoon with plenty of time to get unloaded and for Larry to get the Indian checked in. Thursday of the meet is for vendors to set up and registration of bikes for the show, but everyone makes a tour of the tables to see old friends and deal on the merchandise. After making the rounds



Round 3 at Fremont

we headed to the hotel. We checked in, then went for supper and had a great steak dinner, at J's Steakhouse.

Friday at the meet, we spent the day checking out treasures on the vendor tables, visiting with AMCA members and admiring bikes. Jeff Roth had brought his recently completed Indian Six, it was looking great and was attracting a lot of spectators. The afternoon wore on, Larry had wiped down the 28 four-cylinder so many times the paint was starting to get thin. Five o'clock arrived and it was time for the traditional banquet which the Omaha Chapter hosts in the same building.

Saturday morning the judges start looking over the bikes. They are not judged against each other but scored against the standard that they were originally built. Larry was hovering around the judges answering questions, but looked as nervous as a hooker in church. With judging completed the judges convene in a separate room to tally the scores, everyone starts with 100 points and deductions are made for non-conformities. After entering in subsequent events, a bike progresses from Junior to Senior and finally to the Winners Circle.



Round 3 at Fremont

I imagine it seemed like an eternity to Larry, but finally his judging was announced, 99 ¼ points, and this being the third time judged, the bike was promoted to the Winners Circle.



Jeffs Indian Six was not entered in a class for judging but was awarded the People's Choice award and the Most Unique award.

It was a beautiful day outside and we were loaded up and on the way home in no time at all. Consistent with Kansas typical weather we were soon headed into afternoon sun and a howling south wind. It didn't seem to be bothering Larry too much, he was still basking in the glory of his accomplishment.

Never a dull moment driving to Fremont

By Terry Sawyer

For me a trip to Fremont is never without an unexpected blizzard on the way up or 6" of new snow as we are getting ready to make the drive home. This year was a little different for me. As I was rolling along north on 81 highway I glanced down and noticed my low tire indicator was on, I looked in my mirror and didn't notice the back of my pickup riding low. About that time a different tire warning popped up on the screen, as that was happening I spotted a convenience store/gas station on the corner turning to Bruning NE, population 270. I pulled right up to the air hose, jumped out with tire gage in hand to find my right rear tire nearly flat. I was able to air the tire, I thought. I went in and asked the attendant where I could get a tire fixed as I didn't think I could probably trust my 10 year old spare would hold up or even have any air in it. She told me there was a place in town that could fix a tire. I took off for town about a mile east. She said to look for a gas pump out in front of a building. I saw the gas pump on my first pass through town but it didn't look like it was an operating pump let alone business, as there was just a pump sitting on the sidewalk in front of the building. As I came back by and slowed down I saw a fella peeking out the front window. I rolled down my passenger window as he stuck his head out the door, he asked if I needed air or a tire fixed? I got out of my pickup to take a look and I needed more than just air! He rolled up the door and as I pulled in I could hear the tire flopping around on the rim. Turns out the building had been a garage since 1908 and has been in the same family since the forties. The two brothers that ran the place couldn't have been more helpful, they had my tire off and fixed in 10 minutes. I was afraid that the tire wasn't fixable and at any modern tire shop they'd been selling me a new tire but these fellas had obviously repaired many a tire. I asked them what I owed them, they said \$15.00, I gave them a twenty and was happily back on the road.

Classified Ads

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\$250

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One new box of aluminum oxide media.

Contact Larry Burke, 316-706-6421



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Contact Terry Sawyer 316-207-7469

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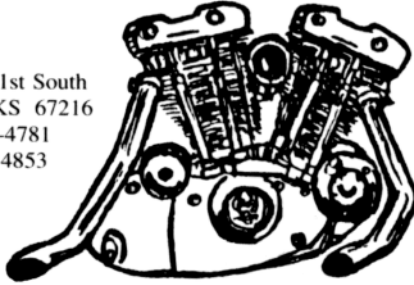
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SUNFLOWER CALENDAR OF EVENTS

May 27th ~ Sunflower monthly meeting at the Wellemeyer's see the announcement in the Presidents Message. Note: 5:30 pm

June 24th ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:30 PM)

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

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

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

October 17th Chapter Ride from Council Grove.

Dec 5th Chapter Christmas Party

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