

SUNFLOWER CHAPTER

SUNFLOWER CHAPTER

Antique Motorcycle Club of America ®

February 2021



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

January 2021, the calendar says it is a new year but it still feels much the same as 2020, which I didn't like too much. I am looking forward, not at the past. The Chapter is making plans for 2021 and we will adjust if necessary, to follow local public health orders.

December 13 the Board of Directors met at Twisted Oz, ten other members were in attendance also. I emailed the minutes of that meeting to everyone so I will just cover the highlights here. The Board of Directors for 2021 are Jim Wellemeyer, Kelly Wardell, John Wiley, Tim Bell, and Gram Pankratz. The Directors elected Kelly as Secretary/Treasurer, Gram as Vice-President, and Jim as President. Monthly meetings will continue at Spears restaurant on the last Wednesday of the month.

Activities for 2021 were discussed.

- The Sunflower Chapter will have a booth at Fandango, the Cherokee Chapter's meet on April 9,10,11. This is a fun time with a swap meet, bike show and vintage flat track races. Let me know if you can help with manning the booth. This is a great opportunity for us to promote the Twisted Oz meet which is the following weekend April 17.
- The Twisted Oz meet will be much like last year with the swap meet and bike show on Saturday April 17 and a vintage ride on Friday. Volunteers needed.
- The annual Garage Tour was discussed, no date was set, and I am still needing suggestions to for someplace to visit. Let me know if you would like to open your shop or garage for a visit.
- Plans are being made for Chapter spring and fall rides. The spring ride will be from Grove Oklahoma May 15th, check this issue for details. The fall ride will likely be in the Southeast Kansas area in September.

Our membership increased during 2020 and there were suggestions on how we can continue adding members. Here are things we can do to promote our club.

PRESIDENT'S MESSAGE

- Maintaining our presence at Twisted Oz has led to many contacts and some new members. If you can volunteer at the museum or hang out on the weekends, there are always prospects we can make contact with.
- There is an informal group that meets at the Alley on the 3rd Saturday morning for “Cars and Coffee”. People with all types of cars and motorcycles hang out. This would be a good place to show off our vintage iron. Then follow with a ride.
- A second Saturday breakfast ride to Potwin leaves from Twisted Oz almost every month.
- Our Thursday Vintage bike nights in Delano were popular and we are looking at continuing that, downtown at Naftzger Park.
- We'll try to throw in a couple of Saturday or Sunday rides and a supper ride or two.

Another Sunflower National Road Run has been discussed for a couple of years now. Preliminary ideas have focused on the 4 state area in southeast Kansas, and hosting at the Downstream Casino. Initially I thought we would be hosting this event in the fall of 2022. I contacted Executive Director Keith Kizer, and was told that due to cancellation and rescheduling, last years events had bumped the 2021 schedule to next year. 2022 already has 6 Road Runs proposed. There will be a Sunflower proposal submitted to host in the fall of 2023.

Final note, if you have sent in your 2021 Sunflower dues, you will find your membership card enclosed. Those who have not, please take time to send it in to Kelly Wardell, his address is on the page 1 and the renewal form was with November issue.

Jim Wellemeyer



Rides from the Past

This issue of the newsletter is a little different. Usually there are highlights and pictures of recent activities, but recently **no news is the news**. With help from some of our members here are some stories from the past.

Forty or so years ago, I rode my shop built Superglide with three others from Oklahoma City to Montreal. Included in the group was my little brother and his Triumph 650 and two other Harley "choppers".

Our plan included connecting with friends along the way and meeting my dad in Pittsburgh. My buddy Wayne was on a '65 Panhead that was not quite ready for the trip. I worried from the start that the '65 would be a problem.

After a couple of days Wayne's '65 slowed to a stop on a lonely West Virginia highway. The threads on the motor sprocket nut and the crankshaft had failed allowing the sprocket to spin freely. The crank would have to be removed to be repaired with a new sprocket shaft. We fiddled a while with the nut and were able to make it to the next truck stop. For some odd reason the owner of the truck stop allowed me to borrow his welder, which I used to solidly weld the nut to the shaft. Of course this ruined the drive side of the crankshaft, but we all decided it was no good anyway.

The following day we spent in a dealer's parking lot rewiring the '65. After all was said and done, welding the nut and new wiring got Wayne all the way to Montreal and home. A '65 Panhead in the late '70s was nothing special, and Wayne sold the bike to "**some lawyer**" who saw it in the classifieds. Wayne was glad to see it go.

Fast forward to 2019, and I was showing a fellow club member around my shop in Skiatook, Oklahoma. The conversation turned to bikes we owned in the past, and my friend mentioned a bike he had bought years ago that *some dummy* had welded the motor sprocket nut to the crankshaft. Would that be a '65 panhead, I asked? "**some lawyer**" was Stu Preston, and we all know who the *dummy* was!

Submitted by Kevin Hagar

Rides from the Past

My First Road Trip

I had taken many trips to ride motorcycles, but they included hauling my, not street legal, Yamaha 125 Enduro to some location for an off road adventure. A couple of friends of mine and I traveled around central Kansas and into Oklahoma for various events or just to a huge pile of sand and rock where we would throw caution, and sometimes ourselves, to the wind.

By 1973 I was riding my first real street bike, my 1971 Honda CB500 4-cylinder. Compared to the Yamaha it was a real screamer with 50 HP @ 9000 RPM, and a five-speed gear box. My friends had all acquired street bikes too, including a Yamaha 650 twin, a Suzuki 380 triple, and a Suzuki 250 twin (chopper), it was quite the bike. We all started talking about taking a trip to Silver Dollar City.

I had some preparations to make so that my stock Honda would be comfortable for my, then girlfriend Robbie and I, on such a long trip. I needed a sissy bar to keep my passenger and our gear from falling off. I headed to the Yard Store and rounded up some “aluminum” tubing and black leatherlike vinyl. I have no idea what alloy tubing it was, but it was tough to bend and wanted to kink, it may have been stainless steel or titanium for all I knew. Things haven’t changed much at the Yard in 50 years, you still have no idea what spec much of the material is. I finally got the tubing formed and a pad fabricated. It turned out pretty good and remained on the bike for many years. I could bungee our gear and one sleeping bag to it, resting on the fender. One other addition was hiway pegs which turned out to be a chrome plated hex bar clamped to the down tubes.

So after work on a Friday in July the four of us couples and one couple in a car headed to Branson on my first real road trip. We left Wichita and rode K15 down to US160. We didn’t get a very early start, and it was dark as we pulled into Sonic at Coffeyville for a burger. It was decided that we would spend the night at Chetopa. It was about 10 pm when we got there and pulled into the city park next to the Neosho River. We were all just about asleep when a car pulled into the park and lit up his

Rides from the Past

bubble gum machine. A few minutes later a second car pulled in and it was the Sheriff. The local police wanted to know what we were doing there and told us there was no overnight camping in the park. We explained where we were going and that we were dead tired and just needed some rest. They checked out all us long haired hippies for an hour before he let us off with a warning “better not find you here when I come around in the morning”.

An early start on Saturday got us to Silver Dollar City before 10 am. We spent the morning and part of the afternoon on the rides and doing what tourists do. The next stop was the State Park at Table Rock Lake. We had time for a swim before a rain shower changed our minds about camping. There were some small cabins nearby, so we pooled our money and managed enough for a single bedroom. After a beer and grub run, we burned some burgers. We played cards as usual, no poker since we had no chips, we drew high card to see which couples got the two single beds, then again to see who got to shower first. In the morning it was still raining, after a hasty breakfast we packed up. Of course all the girls loaded in the one car leaving us guys to ride in the rain. It showered on and off all the way back to Wichita. We arrived home without incident, thinking about the next trip, which had already been discussed, Six Flags Over Texas.



71 CB500 still unmolested after 50 years

Jay Leno Visits Wichita

Originally printed in the June 1990 newsletter.

Written by James (Jim) Every

JAY LENO

Like many people, I first saw Jay Leno on the Johnny Carson Show and enjoyed his unique sense of humor. Later, I read an article about him in a cycle magazine that said he was a British motorcycle enthusiast and collector of Triumphs, Vincents and Brough Superiors. So, when Jeff Roth and Jay Leno agreed to a small gathering, I was glad to meet a fellow member of the Vincent Owners Club.

Jeff phoned me and we decided that Jay might enjoy seeing a cycle like he collects. So I brought my Vincent Chinese Red Rapide over to Bud Cox's house for Jay to see.



Comedian Jay Leno and chapter member Jim Every discuss motorcycles at Bud Cox's.

Jay Leno Visits Wichita

Jay first visited Jerry Ottaway's garage to see his collection. Afterward, he left for Bud's. When Jay arrived where we were "patiently" waiting, and he said, "hi, everybody." Introductions were made to all and he spotted the Vincent. He recognized the year and the model saying only, "'51?" He said that he hadn't expected to see a real Red Vincent. He looked it over for several minutes and talked about his Vincents. I was all ears. Bud then showed Jay his collection of cycles.



A tour of the Cox collection was in order.

When they finished, Leno commented about the Vincent's good and bad points. Like how it was a great bike to ride fast and it's beauty, but he didn't like the brakes in today's traffic. He extended an invitation to me; he said that if I was in California, he would show me his collection and that he would have me on the Carson Show and we would

Jay Leno Visits Wichita

talk about old bikes. I laughed and said that I was sure the country would be thrilled. To myself I thought - No Way!

We sat down at a table and he laughed at the snacks of DORITOS, dip, cheese, and he chose a root beer to drink. He said we should keep on buying Doritos because that helped him buy more cycles.

Jay remarked that he loves to tour the Midwest and is often amazed at what's tucked into the garages.

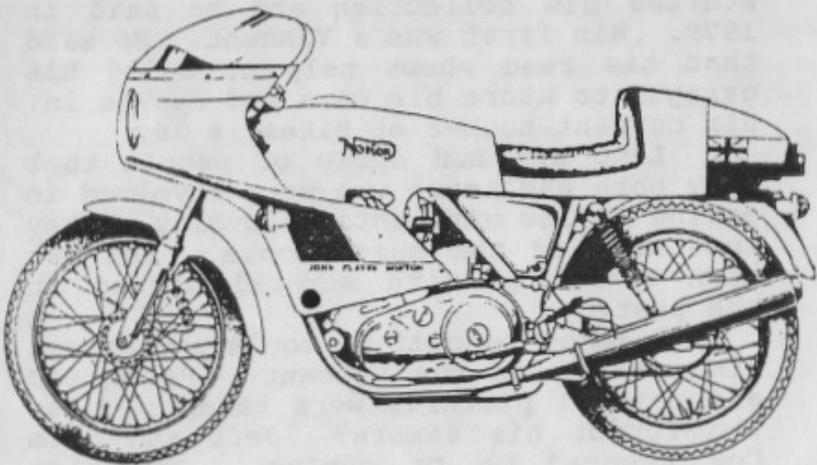
We recalled the circumstances about buying our first Vincents, about mutual Vincent owners that we knew, how we find the parts needed and the problems that we have getting them.



Jim and Jay mugging it up with the Chinese Red Rapide.

Jay Leno Visits Wichita

He recounted a story about the time he was on a tour in England and went into a shop to buy a part for one of his Brough Superiors. After the purchase was made, Leno asked the parts man to send it to him by Air Mail instead of Surface Mail. He needed the part so that he could ride his Brough that summer. The parts man figured the cost of the Air Mail and told him that it was too expensive. Leno insisted that the cost of the postage was fine and added five extra pounds currency in case it came to more. When he arrived home, he expected the part to be there. NO PART. He thought that he had been ripped off. Weeks went by until summer was over. Eight months later the part came, Surface Mail. Inside was a note plus forty-five pounds. The note explained, "I thought Air Mail postage was too high so I sent it Surface Mail." Leno told



"850" JOHN PLAYER NORTON

Jay Leno Visits Wichita

us that here summer was over, he hadn't ridden the Brough, and he was stuck with forty-five pounds that he couldn't spend. He said that the English people are never in a hurry and the food they serve was terrible. He gave an example of their kidney pie. It smelled so bad it was hard getting a bite past his nose. But he still likes to travel in England.

The subject of Triumphs came up and we reminisced about early racers in the U.S. and Britain. We discussed mutual acquaintances, such as Bob Chantland, Boris Murray, Big Cid and Rollie Free.

He listed his collection of classic cars that are mainly from England. He also has a '36 V-12 Packard, a '58 Buick, a '67 AC Cobra and a Shelby Mustang. I asked him when he had started his collection and he said in 1979. His first was a Vincent. He said that his road shows help to build his garages to store his cars and cycles in. His current number of bikes is 26.

Leno and Bud spoke of people that they both had known who were involved in making movies with antique cycles. They knew many of the same people. Bud has been connected with several movies in the past.

I asked Leno if we could photograph him sitting on the Vincent. He agreed and several pictures were taken. Guess who forgot his camera? Jeff and Stan Cox assured me of copies. Jay also signed a few autographs, one in my favorite Vincent book.

As Jay Leno was leaving, he told us that he really had a great time and

Jay Leno Visits Wichita



Jay Leno strikes a pose with Jeff and Cyndi Roth.

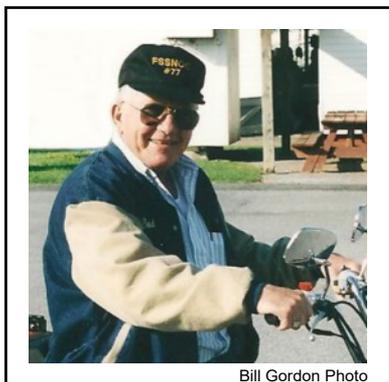
thanked Jerry and Bud for showing him their cycles and me for bringing my bike.

I know that I've left out many things that I'll remember later, but do want to say that Jay Leno is a nice, feet-on-the-ground guy.

I want to thank Jeff Roth for organizing a terrific evening and a great memory.

James Every

The Old Sage 1924-2016



Bill Gordon Photo

Othe
Sld
Sage

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 2004 Spring issue of "The Antique Motorcycle"

Bud Redmond wanted to get into the antique motorcycle hobby, so he asked Herb what he should buy. Thinking it would be a good joke, Herb suggested that Bud purchase an Ace. Soon after, to Herb's great surprise, Bud announced that he had an Ace. He had seen an auction advertised, flew out east and outbid everyone else and bought the Ace. It was common knowledge that Bud had paid a record high price for the Ace. After all, he outbid all the others in order to get it!

Later that summer Bud Redmond and I attended the banquet at the Medina, Ohio, National meet. Much to our surprise and pleasure we discovered that Mr. Lou Lichva was sitting between us. Mr. Lichva was known as the number one authority on Ace motorcycles and owned more than one. The conversation soon came to the subject of the auction where the

The Blue Ace

Ace was sold. Mr. Lichva had more than a little bit to say about the fellow who paid the record amount for the Ace. Some of it was quite colorful. About then I asked Mr. Lichva if he knew the fellow who was sitting on the other side of him. He didn't know Bud, until I introduced him as the man who paid the record price for the Ace. Mr. Lichva almost choked when he realized that it was Redmond whom he had been talking about. He soon regained his composure and politely asked if the reported figure was accurate. To this Bud slowly responded, "No, not really, it was a few hundred more than that." For a second time that evening Mr. Lichva found himself speechless.



(Bud and his Ace, 2011 Wilson KS)

The Blue Ace was in very good condition and Bud has kept it repaired and maintained in fine shape. You can see it on national road runs all over the country. Whenever the Ace passes me on the road, with a purring sound like no other motorcycle, I am reminded of Lou Lichva and the wonderful, colorful, letters that I used to receive from him.



The Benelli and the Airbase

(How we were almost taken prisoners by the U.S. Air Force)

Some motorcycle trips are long, enjoyable, and memorable. Minibike rides tend to be shorter, but potentially unforgettable. This is my story of a short minibike trip that my brother Steve and I took, one that we will never forget.

When the Honda Mini Trail hit our shores in the late sixties it was a new game. No longer were we constrained to Briggs & Stratton's and centrifugal clutches. Now we were talking cc's and three speeds. While the neighborhood kids were begging their dads for a Mini Trail we Roth boys discovered the European competitor Benelli. They imported from Italy, sold through J.C. Penny's and Montgomery Wards, and their "minicycle" sported a 65cc. engine. We were hooked. We had to have the extra power!



Jeff's Son Parker, First Solo

Our father, Robert J. "Bob" Roth, was serving as the state's chief federal prosecutor as the U.S. Attorney for Kansas (1969-1975). It was a tumultuous time: Vietnam, Hippies, Hells Angels. He was in no mood for either his grade school or high school son to get caught riding on Wichita's streets with one of those. But we had a creek behind our house on Armour street and we promised never to stray from the tributary, or otherwise get into any trouble. He relented based on our promises.

The Benelli and the Airbase

The prime destination for adventuring beyond Victoria would be the abandoned B-29 “Walker” Airbase eight miles out of town. It was here that young “Bobby Rrrrote” had worked at as a kid dishwasher...for one day... before walking the 8 miles back home. Double entendre in that airbase name. As a father, Dad had driven us by it many times telling of his short-lived WWII employment. We just *had* to go back to it and get in and explore the grounds and

its huge remaining hanger (the other two having been lost to fire in 1958). The two-up minibike ride to *abandoned* Walker Airbase was a slice of summer heaven on earth. The breeze was refreshing from atop the water tower with its fading red and white “Ralston Purina” ghost-paint

checkerboard top hat. The view to the east where the cavernous B-29 hanger and its runways awaited us was all too enticing.



From past photos you can see the bomb craters from 1970

The Benelli and the Airbase

We didn't make it fifty feet in that direction before a sky-blue pickup truck came careening towards us – it was the U.S. Air Force! Hadn't Dad told us this place was abandoned by the government years ago, now in private ownership by some fellow in Hays? We were surrounded. The three pistol-armed servicemen interrogated us: what in the world were we doing in here? Didn't we know it was dangerous? No, nobody told us the government had leased it back and was experimenting by setting off Vietnam explosives drilled below the concrete runways. Talk about Fourth of July!

We were admonished to never return, and to speak to no one about what we had learned. Believe me, there was no way we were going to tell the old man, whose sworn duty would have been to bring federal charges of trespassing, against his own two sons. Oh, to be back by the creek behind Armour. We were summarily released, just short of our adventurous goal.

It just goes to show, even a short bike ride can be the ride of a lifetime.

Submitted by Jeff Roth

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Sunflower Spring Ride May 14,15,16 Grand Lake at Grove OK



Reservations @ Best Western Timber Ridge
918-786-6900 Sunflower rate \$90

Camping - Cedar Oaks RV Park 918-786-4303

The Kawasaki

All the really good “My First Motorcycle” stories are best accompanied by an old faded polaroid of the smiling owner astride his or her steed of the moment. Sadly, I don’t have anything like that. Back in the day we couldn’t afford Polaroid cameras and really couldn’t afford motorcycles but my older brother saved up enough plate scraping and dish line duty money from the nearby German restaurant to the point where he was “flush enough”. Steve was 2 ½ years older than me but I was able to accompany him and my dad down to Pazour Kawasaki in nearby Cedar Rapids, Iowa. The year was 1974, I was 13 and he was 16. He



had scoped out a blue KE100 Kawasaki (10 HP, 65 mph top speed) After a brief conversation with the owner a deal was struck. I recall my Dad asked the owner if he would throw in a “crash” helmet as part

of the deal but the owner refused. I suppose the owner figured if my Dad didn’t think enough about my brother’s noggin to pony up the extra for a helmet then why should he reduce his margin by giving one away for free. In the mid-70’s I guess we still referred to them as “crash helmets” and the somewhat related “crash bars”. At some point we switched to the more PC “head protection” and “case guards” but I don’t know when. Anyway, I am off the subject....So we load the Kaw into the back of the ’67 Ford pickup (240 cu. in. 6 banger with a three on the tree - top speed pretty much the same as the little Kawasaki?!) We never heard of a thing called a ratchet strap back then but my Dad was a farmer so he showed us how use a couple of ropes, a slip knot and a couple of healthy pushes on the handlebars to compress the forks and we were golden.

My brother had a near endless amount of fun on that bike riding with his friends – while I watched...biding my time..... As I recall, most of his friends had bikes with similar displacements

The Kawasaki

but the brands were diversified – Hondas, Suzukis and Yamahas. It doesn't take too long to grow weary of riding a 100 cc bike and soon my brother moved onto his first (and it turns out last) street bike. He bought a 1976 Honda CB360T. But the important part was he did not sell or trade in the Kawasaki.

At last I could make my move! So I finally got to take my first motorcycle ride. I am sure it was exhilarating but I can't for the life of me recall how it went – no helmet, no eyewear so the tears would be streaming off the side of my head. I do remember riding the bike illegally on the graveled back roads of Benton and Iowa counties to the same damn German restaurant to scrape plates and was dishes. I also crashed it into some kind of concrete thing once by the side of the railroad tracks. No one and no-thing hurt. Eventually we pretty much tore up the little Kawasaki and my brother moved onto cars and such. I was able to ride his 360 for a bit before he sold it. I recall that he sold it to a kid in town and the kid blew it up the next week. I think there was some kind of recall on the timing chain that we did not take advantage of but that would be a whole nuther story, as they say. Stay safe, ride safe.

Submitted by Neil Havran

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42nd Annual 2021 Lincoln Highway National Antique Motorcycle Show and Swap Meet

Presented by Omaha Chapter Antique Motorcycle Club of America

Open to the Public ★ Admission \$6

Friday, Feb. 26th 8 a.m. - 5 p.m.
Saturday, Feb. 27th 8 a.m. - 1 p.m.



Christensen Field ★ 1710 W 16th Street ★ Fremont, NE

Upcoming Events



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Parts & bikes must be 25 yrs or older
Vendor Spaces \$10
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Contacts

Swap Meet: Jim Wellemeyer 316-461-1778
Bike Show: Jim Wellemeyer 316-461-1778
Twisted Oz: Kelly Modlin 316-258-1598
Jerry Ottaway 316-644-4158
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Upcoming Events

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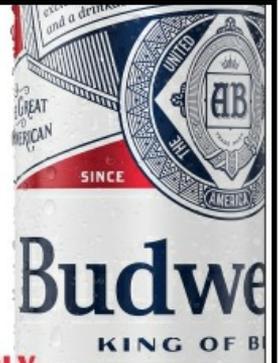


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Advertisement for Twister City Harley-Davidson. It features a red Harley-Davidson motorcycle parked on a light-colored floor. To the left of the motorcycle are two motorcycle tires. The text 'PURCHASE ANY TIRE AND RECEIVE A FREE TIRE INSTALL' is overlaid on the tires. A Harley-Davidson Authorized Service logo is in the top right. The Twister City Harley-Davidson logo is also present.

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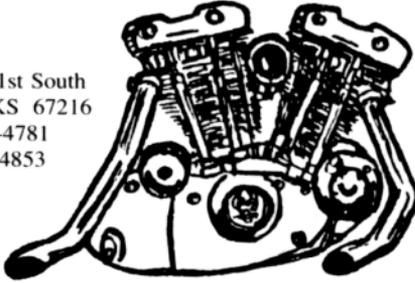


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SUNFLOWER CALENDAR OF EVENTS

Jan 27th ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:30 PM)

Feb 7th ~ ~~Santa Fe Chapter Bike Show and Swap Meet~~

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

Feb 26-27th ~ Omaha Chapter National Meet, Fremont NE

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

Apr 9-10th ~ Cherokee Chapter Fandango, Fredericksburg TX

Apr 17th ~ Twisted Oz Bike Show and Swap Meet

May 14,15,16 ~ **Spring Chapter Ride, Grove OK**

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

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

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 2021 SCHEDULE OF EVENTS

NATIONAL ROAD RUNS

June 1-3	Phoenix Chapter Road Run, Kanab UT
June 21-23	Rocky Mountain Chptr Road Run, Crested Butte, CO
July 21-23	Yellowstone Chapter Road Run, Billings, MT
Sept 7-9	Roosevelt Chapter Road Run, Detroit Lakes, MN
Sept 20-22	Blue Ridge Chapter Road Run, North Carolina



NATIONAL MEETS

Feb 26-27	Omaha Chapter	Fremont, NE
Mar 4-6	Sunshine Chapter	New Smyrna Beach, FL
Apr 23-24	Perkiomen Chapter	Oley, PA
May 7-8	European Chapter	Raalte, Netherlands
May 14-16	Southern National	Denton, NC
June 4-6	Empire Chapter	Trumansburg, NY
June 11-12	Viking Chapter	St. Paul, MN
June 18-19	Fort Sutter Chapter	Dixon, CA
June 25-26	Colonial Chapter	Harmony, NJ
July 16-18	Wauseon Meet	Wauseon, OH
Aug 6-7	Yankee Chapter	Terryville, CT
Aug 28-29	Australia Chapter	Bulli Australia
Oct 1-2	Chesapeake Chapter	Upperco, MD