

# SUNFLOWER CHAPTER

Antique Motorcycle Club of America ®

November 2021



# **SUNFLOWER CHAPTER**

of the

## **Antique Motorcycle Club of America**

### **President**

Jim Wellemeyer  
1718 N. Illinois  
Wichita, KS 67213  
(316) 942-0160

### **Vice President**

Gram Pankratz  
10202 Sw. Pampas Rd  
Augusta, KS 67010  
(316) 734-0821

### **Secretary/Treasurer**

Kelly Wardell  
157 SW 200th Street  
Douglass, KS 67039  
(316) 747-3244

### **Director**

John Wiley  
406 Circle Lake Cir.  
Wichita, KS 67209  
(316) 932-5577

### **Director**

Tim Bell  
129 S. Prescott Ct.  
Wichita, KS 67209  
(316)210-6094

### **Tulsa Region Ambassador**

Joe Preston  
1909 W. 92<sup>nd</sup> Perkins OK 74059  
405-714-8593

### **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

As 2021 winds down and comes to a close, we can look back and reflect on the accomplishments of the Sunflower Chapter members. There were two well attended weekend ride events, numerous breakfast and supper rides, the Twisted Oz swap meet, and a great show at Automobilia. On the national scene there were members in attendance at various national meets and rides, including four members who rode and finished the Cannonball endurance run. The Cannonball presented me an opportunity I could not pass up; you can read about it in this issue.

We had a great meeting in September with 18 members present. Plans for the Fall Ride, the Christmas Party and New Year's Day gathering were discussed, details are in this issue. The October meeting included elections of Board of Directors. Gram Pankratz and Tim Bell are completing their 2-year terms. Gram was not in attendance but had told me he was willing to serve again. Nominations were opened and Gram was nominated, seconded and the motion carried. A nomination of Bart Grelinger, for Tim Bells position, was seconded, and motion carried. Gram and Bart will serve as directors for 2022 - 2023 term. The Board of Directors will meet by years end and vote in 2022 officers.

With this mailing of this November issue please find your 2022 Sunflower Renewal form. Fill it out, yes fill in all the blanks, and return it with your dues to treasurer, Kelly Wardell. I planned to publish a chapter roster this past year but now it will be a 2022 roster with updated information from your renewal forms.

Yearend activities include the Christmas party, New Years eve ride and New Years day "finning party". Check the calendar of events and announcements for details.

Have a safe holiday season and  
I will see you in 2022!

**Jim Wellemeyer**



# Potwin Breakfast Ride

Submitted by Neil Havran

It was a great day for a ride on a beautiful Sunday morning in South Central Kansas. The scheduled meet up time was 8:00 A.M. at Twisted Oz Motorcycle Museum. Of course, for the Sunflower Chapter that would rally mean anywhere around 8:15 or 8:30 or so. As near as I could tell all of us are around 60 or more years of age so we had more than a few restroom visits prior to our departure. Speaking of which there was a slight problem. Our normal leader, club president Jim Wellemeyer was living out his retirement dreams in Colorado, Bart Grelinger and Bill Page were Cannonballing and Kelly Wardell was MIA. So that left the rest of us out in the parking lot trying figure out who would lead the group. Kelly Modlin exhorted a couple of us to head the pack but all politely refused. So there we were, cast adrift in a sea of uncertainty with daylight was burning away. Finally, Club Emeritus Jerry Ottoway got us out of our funk with a declarative "I'll lead". And with that Jerry fired up his Can Am Rotax and along with his companion, Randi Williams, proceeded to head up our (now) merry band.



Potwin Breakfast Bikes



## Potwin Breakfast Ride



As I mentioned earlier, the weather was spectacular and the ride to Potwin was superb. Despite our earlier shenanigans, we still arrived early enough such that we all had parking right across from the food area. They were having something they called a “9/11 Special” which I assumed was meant to commemorate the terrorist attacks of twenty years ago. In reality I think it meant 9.11 LBS. of breakfast food. For 11 bucks you could really test the integrity of



## Potwin Breakfast Ride

the composite paper plate this feast was served on. Good Job Potwin Fire Department! After breakfast we spent some time in random conversations while looking at the assortment of displayed bikes. After that we all departed in small groups to enjoy the rest of the day.





## Potwin Breakfast Ride

As a side note, this was the inaugural club event for my 1977 Honda GL1000 Goldwing. It had been stored “wet” over six years ago and after considerable toil and frustration I finally got it sorted out. The bike performed great and I can now understand why these Goldwings, both new and vintage, have earned such a dedicated following.



**Nice work Neil!**

Thanks for the member contributions this month.  
Neil Havran, article and photos  
Staci Swartz, photos  
Bart Grelinger, article and photos

## Neosho MO. Fall Ride

This year's Sunflower Fall Ride was a huge success. Planning started months ago with the idea that we could use this ride to preview the region between Baxter Springs KS and Rogers AR to form plans for a National Road Run in 2023. Sunflower member, Jerod Swartz, lives at Granby MO and was a huge help in getting this year's route figured out. More help came from Larry Burke and Tim Bell who went down to check out the roads a couple of weeks prior.

The weekend started on Thursday for Larry and myself with hauling our bikes to the host hotel, Best Western in Neosho Mo. On the way we checked out the West 60 Cycle Shop which I had noticed on Google Maps, we decided that would be a good stop on the Friday afternoon ride. Four other members arrived Thursday afternoon also. A ride for dinner to the Undercliff Bar and Grill took us to a challenging intersection. It was an uphill full stop with a left turn across four lanes of busy highway, not the best planning on my part. We all made it to the restaurant and were glad to get inside because the fall day was cooling as the sun retreated. The restaurant is located under a huge rock outcropping, one wall of the dining area is solid rock. After a good dinner we made it back to the hotel at dark-thirty.



**Members arriving for the Friday afternoon ride.**



## Neosho MO. Fall Ride

On Friday there was a planned ride for the afternoon. John and Karen Wiley, Dave Wiley, and Gary Lewis, made a morning ride to Roaring River State Park. Larry and I stayed behind, to work a carburetor problem on his Indian 4. We met Jerod at his business and got Larry's bike running good. By the time we got back to the hotel, more Sunflower members had showed up. When we left for our ride there were 19 bikes. The short afternoon ride was out through the countryside and to nearby Seneca MO where the Indigo Casino is located. This casino is being considered as the host facility for the 2023 event. We toured the grounds and went inside for a look around and cold drink. We left the Casino and rode back into Seneca then down Old 60 highway, a narrow curvy tree lined, blacktop road. I planned to stop at West 60 Cycle but I couldn't find the back entrance I was told about and I didn't want to try and get our group out on the busy main highway. We skipped that stop but some of the late comers at the hotel found their way to the place bought some treasures.



## Neosho MO. Fall Ride



West 60 is a regional stop for bikers and has a very nice store and service department, lots of parts, apparel, and accessories. The real attraction is their boneyard about 4000 salvage bikes. All are neatly arranged and sorted by manufacture.



**Lots of Hondas, GoldWings, no Indians**



## Neosho MO. Fall Ride



That evening Jerod Swartz and his wife Staci hosted the group for supper at their country home. They have an event building where Staci hosts wedding receptions and other parties. This night it was all cleared out decorated for to display Jerod's collection of Indians and other member bikes. It was a beautiful fall evening, and it was obvious that Jerod and Staci had put a lot of effort in preparing for us. There was plenty of food, then entertainment by a local 3-member group and dancing. Our own member Randi Williams joined them and sang a couple of songs. The evening was a great prelude to the Saturday ride.





## Neosho MO. Fall Ride



Jerry decided to sit this one out



## Neosho MO. Fall Ride



By Saturday morning the group had grown to a total of 29 bikes. Jerod had arranged for a local gearhead to lead us through town in his vintage Chevy panel wagon. So shortly after 9am, I followed and led the group out to where we crossed the highway with the assistance of the Sheriff who was holding up traffic for us. It was a great morning for a ride through the Missouri farmland southeast of Neosho. At Cassville we went south to Washburn for a gas stop, while we were there another group of modern bikes pulled in, they were surprised to see our vintage iron.





## Neosho MO. Fall Ride”

The next 17 miles west on highway 90 were some of the best curvy hilly roads of the day. Turning south on highway E we rode into Arkansas, arriving in Rodgers about noon. The noon stop was at Heritage Indian of Northwest Arkansas. Justin Vandevort and staff hosted lunch for us. It was a nice break and there were lots of new Indians to admire. Leaving the dealership, we road thru a residential area and came to steep uphill stop and left hand turn. A couple of bikes stalled on the hill; one was Larry Burke who also tipped over. The bike suffered scraped crash bars and a bent brake handle. With no front brake Larry decide to ride in on the trouble truck, he was the only business for driver Vickie Hummel, thanks to her for the help.

We rode back into Missouri with a plan to stop at Pineville for gas. The group got split up with some of us stopping and the rest riding on. I am sure these great roads were familiar to some Sunflower riders who may have ridden them on previous club rides. From Noel Missouri we made our way north and back to the hotel. The ride had been very enjoyable with great weather and 176 miles of Ozark roads.



**Lunch at Heritage Indian**



**Relaxing at the Swartz RV park**



## Neosho MO. Fall Ride

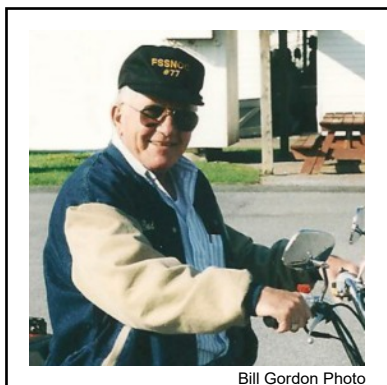


At lunch we decided to order pizza for dinner and Jerod and Staci invited us back to their place for the evening. They have a mini-RV park for guests, utilities for 6 RV's, a deck that overhangs the spring fed pond, and a small cabin. Everyone gathered around the bonfire and recounted an amazing weekend. The weekend wrapped up with a small group meeting for breakfast at the Undercliff restaurant.

**A huge thanks goes out to Jerod and Staci for their incredible hospitality and for all the effort they put in to make this our best weekend event ever.**



## The Old Sage 1924-2016



Bill Gordon Photo

*The  
Old  
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 Winter issue of “The Antique Motorcycle”*

For many years I had wanted to attend an auction where nothing but antique motorcycles were to be sold. Finally that opportunity was at hand, and I was on the road to such an event. My traveling companion was none other than Mr. Herb Ottaway, who was noted for his expertise in antique motorcycles. He was also well known as a thrifty man who never turned down the chance to pick up an honest dollar or two. We had planned the trip well in advance and were prepared for any event that might arise. The fear of buying more merchandise than we could haul in the truck prompted us to bring along crash helmets and riding clothes. The master plan was to buy a good running sidecar outfit, fill it with parts, and one of us would ride it back to Kansas. We were going to score – big time!

# The Big Mad

Our two biggest “wants” were the original Knucklehead with an excellent sidecar and an overhead valve Indian Prince Racer.

We arrived at the sale site after a trip of almost 800 miles. Eager to view our anticipated buys, we entered the sale building almost holding our breath. I was so excited at the prospect of buying something that I was almost trembling.

What a disaster it was! Instead of many fine motorcycles, as advertised, there was nothing except several clumps and piles of assorted parts. There would be a frame, wheel and broken crankcase labeled as a complete motorcycle! Sometimes only part of an engine with a fender and a gas tank would be labeled as a motorcycle. The wonderful overhead valve Prince Racer was nothing more than a few disassembled engine parts and part of a racing saddle! It was sickening.

=====

*By this time Herb was quite upset,  
which means livid*

=====

We contacted the owner who simply said, “The auctioneer printed the sale bill. See him.” This we did. The auctioneer told us, “I just printed what the owner told me to print.” By this time Herb was quite upset, which means livid. He was hot, indeed! After telling everyone around how he felt about the whole deal, he was approached by the auctioneer who said, “Herb, the best I can do is give you your gasoline money back.” To this, Herb replied, “I don’t want gas money or anything else from you or anyone connected with this two-bit operation!”

On the way home, Herb said, “I really got mad at those fellows,” a pause, then, “Did I really turn down that offer of gasoline money?” When I confirmed that it really happened, he said, “I didn’t know that I could get that mad!”





## 2021 Barn Guys Cannonball

In May 2021 I was asked by Bill Page to join him on a journey of a lifetime. He and his son Billy were going to test their mechanical, riding, and navigation skills, on a loosely defined route from Sault St. Marie, MI to South Padre Island, Tx via Myrtle Beach SC. 3,715 grueling miles through 13 states on America's two lane back roads. To drastically separate the men from the boys they were going to attempt it on a 100-year-old motorcycles. Thus, creating the toughest motorcycle endurance race in the world. We have all marveled at these types of exploits. We love to listen to and repeat the stories that are told about these men and their machines. I however have never really considered this ever being more than a daydream. My wife has heard me talk about it over the past 10 years. I bragged about our own motorcycle club having had several riders participate in this event over the years. We all see these riders as a little more committed, or maybe a little crazier. They take the old "Ride'em, Don't Hide'em" to a totally different level. One that most of us would never even consider. Initially I turned Bill down on his offer, using rational but ultimately lame excuses. My wife helped explain to me that there are those who play the game and those who choose to be spectators, "make your choice." I quickly



**Sault St. Marie MI**

## 2021 Barn Guys Cannonball

agreed, as I may never get a chance to get any closer to this race. I was going to drive the chase vehicle the first half and then pass the reins to Jim Wellemeyer to take them the rest of the way.

Monday Sept. 6 in the pre-dawn hours, the Chevrolet 2500 looked poised, and a little menacing backed up to the shop in Andover KS. The trucks powerful stance and computerized technology seemed out of place when you considered what Bill and Billy Page would be riding for the next 2 and a half weeks. Behind the truck sat a purposely non-descript 14 ft. trailer which carried two meticulously constructed and now carefully tied down Harley Davidsons. Billy's 1916 J Model and a Bills original paint 1921 Harley Davidson J Model. The front and sides of the trailer were neatly organized with all the tools and parts that may be needed to complete this journey. This included a third 1916 Harley Davidson J Model that was completely disassembled and stored up front - our early 1900's HD parts store.

We made it to Green Bay WI the first day. The trip passed very quickly as I must have asked hundreds of questions. In Sault St Marie, about as far north as you can go in the continental United States, we met 88 other riders and crew riding at least 9 different makes of motorcycles, all 90 to 100 + years old. Our team consisted of Bill Page #10 riding an original paint 1921 Harley Davidson J Model, his son Billy Page #11 riding a 1916 Harley Davidson J model and a third rider Dave Minerva #120 from New Jersey. Dave also rode an original paint 1916 Harley Davison twin. This will be Dave and Bills third Cannonball and his son Billy Page's second.

Bill had met with Jim and I a few months earlier to let us know what to expect and what he needed from us. He just had 3 simple rules for his drivers. #1 Have the truck and trailer at the next stop and set before he and Billy arrived. #2 Get the trailer as close to the hotel as possible. #3 If you have any trouble, figure it out then follow rule #1. Any other questions, refer to Rule #1. There was also a long list of rules provided by the Cannonball Board to be strictly followed, if they did not violate Bill's #1 and #2 rules. The support trailers and crew were not allowed to come into possible contact with the riders during the race. We were even given our own route to follow to the next stop to insure this would not occur. If we were seen on the same route the team, they would be docked points for the day.

## 2021 Barn Guys Cannonball

After arriving in Sault St. Marie, we met up with several more Kansas riders, George Unruh #73, Terry Richardson #101 who was riding a 1928 Harley Davidson JDS, Marty Patterson #55 on a 1926 Harley Davidson JD and Gary Shorman #27 on a 1926 Harley Davidson JD. The Sunflower chapter of the AMCA always made a strong showing and this year was to be no different.

After we got checked in at the Cannonball, we received our instruction manuals and crew tags. Unfortunately, when we arrived in Michigan, they learned that they were using 2020 rules so Bills bike was not considered 100 years old and they would be in two different classes starting at two different times! This was a bit of a emotional blow, but we adjusted quickly and pressed on. Bill would usually start earlier so he would ride slower for the first couple of hours allowing Billy and Dave to catch up, then they could ride the rest of the day together.

Off to inspection. Bill said, "We will be back in 5 minutes." The inspectors had a different idea and went over the bikes with a fine-toothed comb. Inspecting serial numbers, lights, brakes, linkages, even down to fender, gas tank and luggage rack bolts. More than a few bikes were sent back to the pits for modifications, but we soared easily through feeling good about our preparation.

Day one was really a short ride to a media event out on the American border with Canada. They all lined up for the Classic panoramic camera shot with Canada in the background. While there we met Kelly and Teresa Modlin, Jerry Ottaway and Randi Williams. It's always great to see familiar smiling faces away from home. They came all the way from Wichita to the upper peninsula to see us off! Bill, Billy and Dave machines ran flawlessly. They had done their early break-in runs, riding several hundred miles working out all the bugs and hunting potential weaknesses prior to showing up here. These however are very old machines and metal fatigue is always a looming concern. That afternoon I met Dee Dee Rinker the wife, mother and driver for team Rinker. She asked, "Are you ready for the trailer races?" So that's why Bill brought his new big truck and put on new sport tires.



## 2021 Barn Guys Cannonball

The excitement was palpable across the parking lot that first morning as the actual race prepared to start. It was sunny this morning, but rain was certainly going to be a major threat the first 10 days or more. 30 minutes before the race started for each group, the map route directions were given to the riders. This map was 15- to 30-foot-long piece of paper that had to be carefully loaded on to the rolled map case on the handlebars. This allowed it to be manually advanced as they moved along the course each day. As the bikes moved off to get in line, I readied the truck and trailer for travel. The bikes were launched in 6 groups divided by age, number of cylinders and running gear.

Once my riders were released, I hurried back to the truck to find over half the trucks were already gone and I was behind. I however was the second to arrive in Traverse City and still got the best spot in the lot. This was not going to be so hard. Buy gas the night before. Do not stop for drinks or bathroom breaks on the drive. Drive the speed limit plus a safe number! Drive directly to the hotel and park the trailer before checking in. There would then time to use the restroom, run down needed parts and supplies, buy gas for the next race, and still get back to help others park and set up. While I was busy, my day was cush compared to the real endurance required by the competitors in this race.



## 2021 Barn Guys Cannonball



**Battlecreek Harley Davidson**



**Part of the daily routine,  
post race shakedown**



**Bill on the pondering stool**

## 2021 Barn Guys Cannonball

Day one, teams began to tangle with trouble on the road. Tom Banks needed a HD J Model exhaust manifold and we only had one back up. It was a difficult decision but Bill agreed to let them have his only spare so they could get back into the race. The following day finished at Battle Creek Harley Davidson. When we got ready to leave Bill sheared off a front sprocket keyway and was dead in the water. Battle Creek HD owner immediately offered the shop and his 4 mechanics. In 45 minutes, the part was fabricated from bar stock and Bill was off the lift and back to the trailer for regular evening maintenance. If this would have happened 1 mile sooner or one mile into the next day, he would earned a free ride on the sweep truck and lost valuable points. Pass along good karma and it will come back to you!

Each evening would end at a hosted stop (usually a Harley Davidson dealership or local motorcycle shop) for dinner and drinks. The bikes were all parked on display for a large local crowd to view for about 60-90 minutes. About 6pm the bikes were released and in 5 minutes they all headed to the pits to start the wind down and subsequent gearing up for the next day. By day three we were beginning to settle into a rhythm. The bikes would pull in and our bike inspections would start. Bill would sit on his ‘pondering stool’ and have a cool drink while he rested quietly and pondered how the bikes ran during the day and what service or preventive maintenance needed to be done. About 10 minutes later he would emerge with a plan. Each bike was completely wiped down with a rag not so much to clean them but to force someone to look at everything, touch each bolt and wiggle every connection. Anything that had loosened, moved or changed, was addressed. Chains were checked and tightened, valves clearances checked and adjusted, oil bottles replenished, saddle bags repacked, and tires inflated. Oil was changed at every gas stop and every night, despite when it was changed last. Bill was not willing to chance the tank oil pump to “give just enough oil” when he could ensure proper oiling it at every gas stop by measuring it himself. The very last item was to top off the gas tanks. “An inch from the top, no more.” This routine took about an hour and a half. The boys were very tired from the days



## 2021 Barn Guys Cannonball

ride, but no attempt was made to speed the process up,” just do it right.” This was the last phase of the days ride and just as important. Then it was Michelob time, “but only two”, unless the company was good!



**A Cannonball ritual for the rookies. Take a tug on the bottle of Malort, a bitter nasty tasting liquor from Chicago.**

Once we were done and back away from the bikes, other teams would start to venture over and ask Bill and Billy questions about how they were handling one situation or another, borrow compression testers, or specialized tools, but often request their careful trained eye to help identify a problem they were having with their machine. On one occasion another team was relentlessly trying to start a Harley twin that gave no indication of wanting to fire. Bill with his head down busy with his own bike, commented that it was never going to start because it was badly out of time, “I can hear it.”. Some time later they came over and asked for Bill’s advice. It was not long before Bill was over there pulling out the timing gears and replacing them correctly, all within about 10 minutes. Walking away he simply said,

## 2021 Barn Guys Cannonball

“Put it together and it will run.” 30 minutes later and a couple of kicks it was purring like a kitten! Bill’s the Harley whisperer! There were several nights where a half dozen other chairs sat around our tent, so that it looked like some sort of church meeting. Bill Page and his boy Billy were just good people that others liked being around. Jim and I were part of the right crew.

**To be continued**

**Thanks to Bart Grelinger for this first installment of the  
Barn Guys 2021 Cannonball.**



**Bill holding class on cam timing.**

## Upcoming Events

# SUNFLOWER CHRISTMAS PARTY

Saturday December 11th  
6:00 p.m. to 9:00 p.m.

Candle Club  
6135 E. 13<sup>th</sup> Wichita, 67208

Social Hour starts at 6 p.m.  
Dinner at 7 p.m.

**Dinner Menu:** Caesar Salad chopped fine

- Chicken breast stuffed with spinach, mozzarella, and sun-dried tomatoes. Served with boursin cheese sauce and asparagus.
- Prime sirloin steak. Served with baked potato with butter, sour cream, asparagus.
  - Cheesecake for dessert

\$33.00 tax and tip included

You must choose one and  
R.S.V.P. by December 1st

Jim Wellemeier  
[jwellemeier@cox.net](mailto:jwellemeier@cox.net)  
(316) 461-1778





## For Sale

### 1987 GoldWing

Very nice all original GL1200 Interstate. 41K, 2 owner miles.  
Less than 2,000 on new tires, timing belts and oil change.  
\$2750.00 Contact Jim Wellemeyer, 316-461-1778.



**Indian**  
MOTORCYCLE

**Heritage**  
INDIAN MOTORCYCLE  
OF NORTHWEST ARKANSAS

**479-633-8443**

1711 W. HUDSON ROAD  
ROGERS, AR 72756



## COMMERCIAL ADS

9 - 6 pm Tues-Fri • 9-4 Sat.



**YAMAHA**

**Kawasaki**  
Let the good times roll.

***Dan's Cycle***

Big Dog & Hustler Raptor Mowers  
Sales - Service - Accessories

Kansas largest supply of parts & accessories for all makes

7901 N HOOVER RD.  
HESSTON, KS 67062

620-327-5001  
[www.danscycle.com](http://www.danscycle.com)  
[info@danscycle.com](mailto:info@danscycle.com)



**MOTORCYCLE**  
PARTS • APPAREL  
ACCESSORIES

3236 N. Rock Road Suite 140 Wichita, KS 67226, 316-854-1097



**ENJOY RESPONSIBLY.  
DRINK WISER.**



## COMMERCIAL ADS



PURCHASE ANY TIRE AND RECEIVE A

# FREE TIRE INSTALL

\*Tires must be purchased at Twister City Harley-Davidson

**DOES YOUR HARLEY  
NEED NEW TIRES?**

**Twister City  
HARLEY-DAVIDSON**

**Harley-Davidson  
AUTHORIZED  
SERVICE**

A red Harley-Davidson motorcycle is shown with two new tires leaning against its rear. The Harley-Davidson logo is in the top right corner.

### THE POWDER ROOM

Custom Powder Coating  
and Abrasive Blasting

Steve McHugh  
Owner  
(316) 500-5952



**Custom Fabrication**  
**Aluminum, Copper, Stainless Steel**  
**Corey Conyers 316.992.1332**  
**[mercory@cox.net](mailto:mercory@cox.net)**



## COMMERCIAL ADS

### TRUETT & OSBORN CYCLE SERVICE

3345 E. 31st South  
Wichita, KS 67216  
(316) 682-4781  
FAX 682-4853



We Specialize  
In Speed Work  
& Parts

Paul Osborn  
Owner

*Mishelle Whitney*

mishelle@loracompany.com

624 E. Harry Street  
Wichita, KS 67211

316-263-2565 \* 1-800-554-0144

Fax 316-263-5181

www.loracompany.com

# Lorac Company, Inc.

*Basement Window Well Cover \* Powder Coating  
\* Custom Metal Fab \* Media Blasting*

### B & B CYCLE RESTORATION

*"No motorcycle should be without a home"*

Braided stainless steel brake lines, throttle, clutch & brake cables



Bill & Jo Ann Blue  
732 South Spruce  
Wichita, KS 67211



*Cylinders bored/Sleeved & Cranks Rebuilt*

(316) 265-1144 or 640-3629

b\_jblue@sbcglobal.net

## SUNFLOWER CALENDAR OF EVENTS

**October 27<sup>th</sup>** ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:30 PM) Board of Director elections

**November 24<sup>th</sup>** ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:30 PM)

**Saturday December 11<sup>th</sup> Chapter Christmas Party, 6 PM**  
**Candle Club see details page 21.**

**No December monthly meeting**

**New Years Eve ~ First ride of the year. Ride from Bill Page's house at midnight.**

**New Years Day ~ "finning party" This year it will be at Twisted Oz. 10 AM to 2 PM Bring your favorite appetizers and snacks.**

**January 26<sup>th</sup>** ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:30 PM)

**February 26<sup>th</sup>** ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:30 PM)

**Sunflower Website ~**[www.sunfloweramca.org](http://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 2022 SCHEDULE OF EVENTS

## NATIONAL ROAD RUNS

September 6-8	La Crosse, WI. Driftless Chapter
September 14-16	Dickson, TN. Music City Chapter
September 19-21	Republic, WA. Evergreen Chapter
September 26-28	Lake Tahoe, CA. Fort Sutter Chapter



## NATIONAL MEETS

February 25-26	Fremont, NE. Omaha Chapter
March 3-5	New Smyrna Beach, FL. Sunshine Chapter
April 22-23	Oley, PA. Perkiomen Chapter Meet
May 27-28	Raalte, Netherlands. European Chapter
June 3-5	Trumansburg, NY. Empire Chapter Ntnl Meet
June 10-11	St. Paul, MN. Viking Chapter
June 17-18	Dixon, CA. Fort Sutter Chapter
June 24-25	Harmony, NJ. Colonial Chapter
July 15-17	Wauseon, OH. Wauseon National Meet
August 5-6	New England TBD Yankee Chapter
August 27-28	Bulli, Au, Australia Chapter Bulli Show Grnd
Sept 30-Oct 1	Upperco, MD. Chesapeake Chapter