

# SUNFLOWER CHAPTER

Antique Motorcycle Club of America ®

August 2023



# **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 6:00 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

It's the end of July and summer has arrived with multiple consecutive days of 100+ temps. From California to Florida the heat is on, making it hard to enjoy riding. The Chapter had some good rides this year. In June, members met in Neosho Missouri for the Spring Ride. The weather cooperated somewhat. There was a great Friday supper ride along a beautiful tree covered river road that ended at Spring Street Bar and Grill. Saturday morning brought showers which cleared by lunchtime. The afternoon ride took us south into Arkansas and then into Oklahoma, before returning to Missouri. Sunday morning a few of us decide the Friday route was so good, we rode it again. Thanks to Jerod Swartz for suggesting this route and hosting us at his place on Saturday.

In this issue you can read about some vintage Chapter rides. I recently acquired the 2003 August issue of our newsletter, which predates my tenure. The articles about the rides of 2003 have the characters from 20 years ago, some have passed but many are still active members. I copied Bill Gordons original articles, and they appear here in this issue just as they were originally published.

Our National Road Run is just a little more than a month away. The plans and preparations are slowly getting finalized. Our committee members have had some great ideas for making this a memorable event. We have had a lot of interest in our Road Run because the Cannonball Coast to Coast Endurance Run arrives in Augusta the next day. If you did not get registered for the Road Run, make plans to meet the Cannonball riders who will arrive Thursday afternoon September 14<sup>th</sup> and will be in Wichita Friday the 15<sup>th</sup> for their day of rest.

I look forward to seeing many of you in September.

**Jim Wellemeyer**

## Sunflower Rides of 2003

Recently I acquired the August 2003 issue of the Sunflower newsletter. Kevin Hagar contacted me and wanted to know if anyone would want that issue of the newsletter, thank you Kevin. I didn't know what I would do with it but I enjoy reading Chapter history. I read through it and found the chapter members got together several times for rides and put a fair number of miles on their machines.

I was finding my available time for the newsletter in short supply and thought I would share these vintage Chapter rides, now 20 years later. It was much faster to scan and paste these articles than to write my own. Thank you to the late great Bill Gordon, the original editor. You will note I am still using his original newsletter format. Reproductions of the original printed copy is not the greatest but I hope you enjoy.

### CANYON CITY NATIONAL MEET 2003



Sunflower and Rocky Mountain Chapter members ready for a great ride in beautiful Colorado

## FLINT HILLS RODE RUN 2003

For those of you who are superstitious, the 2003 Flint Hills Road Run should have been a jinxed event. Not so, however, because the Thirteenth Annual Flint Hills Road Run came off without a hitch. Well almost without a hitch. A couple of machines broke down early into the ride and they finished the run on the trouble truck. I kept hoping my machine would breakdown, but no such luck!

Why, you ask? I'll answer your question with a question. Have you ever tried to start a 1951 AJS high-compression 500cc single? If you have, then you know it aint easy! I tried just about ever technique imaginable, but it was really hard to start. And once I finally got it running, I didn't want to shut it off, dreading the next time I had to start kicking again.

In fact, I was the last one to leave Council Grove on that Saturday morning of May 31st. Correction... Steve Gordon and I were the last ones to leave. We both had trouble getting started, and his Indian Chief finally fired up at about the same time as the AJS. The anxious crowd of onlookers in front of the Cottage House Hotel broke into a cheer as the machines finally came to life. There were twenty five machines ahead of us, so we took off to catch the pack.

And it didn't take very long to catch part of the pack! They were at Strong City, just eighteen miles south of Council Grove. Jerry Ottaway's beautiful red and black 1939 Indian Four had quit. Jerry had plenty of help, including the trouble truck, and not wanting to shut down the AJS, I continued on south toward Cassoday. I made it just two miles, and then had to make an emergency pit stop at Cottonwood Falls. What a bummer!

After much kicking and cussing I'm back on the road again and I'm still chasing the main pack. They were headed south on highway 177 (through Cassoday) to highway 54, where they would turn west to El Dorado, then north on highway 77 to the Marion County Lake.

## FLINT HILLS ROAD RUN 2003

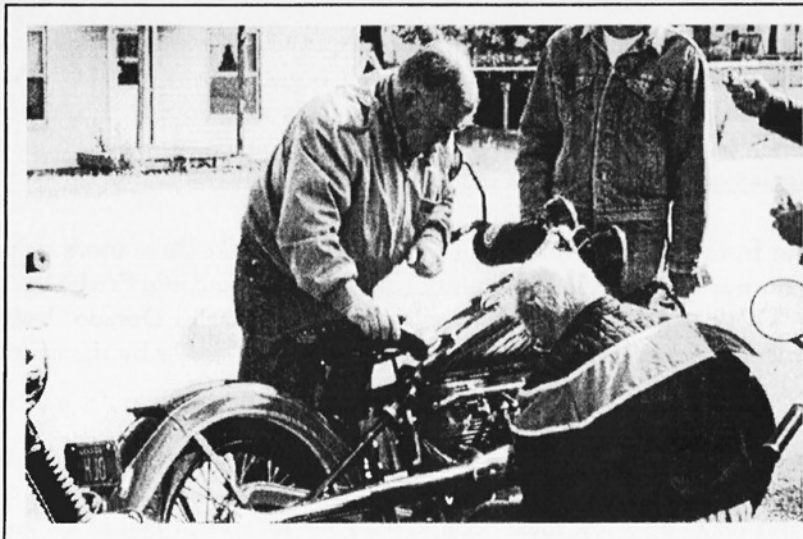


Jeff Roth makes last minute adjustments to his Super-X

The Preston boys,  
Keese and Joe on  
Kent Alltons 1948  
Panhead



## FLINT HILLS ROAD RUN 2003



Fred Alford assists Jerry Ottaway with a machine problem near Strong City



Fred Alford again with a helping hand. This explains why he received the "Good Samaritan" award at the banquet



## FLINT HILLS ROAD RUN 2003

Our actual destination at the Marion County Lake was the Kingfisher Inn, where we were scheduled for lunch, beginning at about 1:00 PM. Two thirds of the ride would be behind us as we enjoyed an excellent lunch at this nice lakeside restaurant, and Council Grove would be just 45 miles on down the road.

But from Cottonwood Falls, I would have to make three more stops before arriving at Marion County Lake. Two stops to join Fred Alford in assisting Austin Ottaway, and once for gas near El Dorado. I was really wishing for a machine with a push-button starter by the time I arrived at the lake.

Most of the riders were just finishing lunch when I finally arrived at the Kingfisher Inn. Not wanting to miss a meal (Bud Cox says you can't make up a lost meal because it's gone forever), I had lunch and was one of the last riders to leave the parking lot. At this point in time I was almost desperate enough to ask Jim Maxwell to give me a tow start, but he was already on his way to Council Grove. Probably for the best, now that I think about it!

No, the AJS didn't start easily, so Jerry Ottaway finally took pity on me. He must know the drill, because he fired it up without even using the compression release. Suddenly, this became the bright spot of the day. *I realized this was the last time it had to be started.* Just twenty miles north to Herington, then east for a twenty five mile ride into Council Grove, and the AJS could be loaded onto the trailer. And while it was marking its spot on the trailer, I could go to the drugstore to buy some liniment for my right leg.

Everyone arrived safely back in Council Grove, ending a great ride through one of the most scenic areas in Kansas. The Flint Hills are especially beautiful at this time of the year, and it's always a great experience to participate in this road run. There might be better rides in other parts of the country, but none better in Kansas



## FLINT HILLS ROAD RUN 2003

As usual, we had a good turnout for the Flint Hills Road Run. I never saw the registry form, because it was given to the Hays House to provide a head count for the banquet. And I was never close enough to the pack to do a count, but someone reported there were twenty seven machines on the run. The majority of the machines were antique models, and the majority of them were ridden by antique riders!

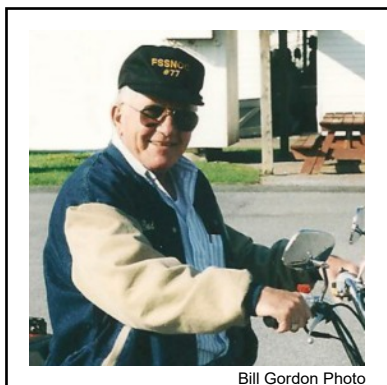
But not all of the riders were "seniors", because we also had two young riders this year. Jerry Ottaway's two grandsons, Austin and Devin participated in this event, with Austin riding a 1930 Indian Scout and Devin riding a 1955 BMW Single. In fact, this is the second time Devin has ridden the Flint Hills Road Run, having attended the run in October of 2002.

We also had a couple of young passengers on the ride, namely Keese and Joe Preston. Keese rode with his father, Stu Preston, and Joe rode with Kent Allton.

The day of fun was completed with a social hour and banquet, which began at 6:00 PM in the dungeon of the Hays House Restaurant. Attendance was excellent, and the room was filled to near capacity with at least 36 people who greatly enjoyed the entire evening. The meal was great, as usual, with a choice of Fried Chicken or Filet Mignon, and the evening was capped with awards and prizes that were presented to several riders.

The weather was near perfect, the ride was great, and everyone had a wonderful time on the Thirteenth Annual Flint Hills Road Run. We're already looking forward to the Fourteenth Annual Flint Hills Road Run, so plan on joining us for another great ride in the Flint Hills of Kansas on June 12, 2004. Remember, we don't care what you ride. Antique or modern, it's your choice, but join us for the ride!!

## 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 2006 Fall issue of "The Antique Motorcycle"*

The  
Old  
Sage

There were eight of the most avid motorcycle collectors riding in the big van. We left Wichita in the early hours of a frigid morning. Our destination was David City, Nebraska, where there was a large auction of antique cars that would be sold that day. There happened to be several desirable antique motorcycles also listed on the large sale bill. One of these was the most "pristine" example of an early Harley-Davidson motorcycle. It was the nicest 1907 that anyone had ever seen. A perfect example of "how they were back then!" Of course, everyone had dreams of taking it home.

## Burn Baby Burn

The weather was bitterly cold, with a strong wind from the North, blowing with no regard to the comfort of the many buyers. It was reported to be six degrees above zero. We were drinking a lot of coffee, in order to get the Styrofoam cups that it came in. We would take the cups apart, flatten them out and use them as insulation between our feet and the ground. At least, it felt like we were doing something to warm our feet! In the “car barn” was a space heater. It consisted of a large cylinder, several feet long. Inside of this cylinder was a roaring fire and a strong fan to blow the heated air out of one end. If you stood in front of this blast of air, you got hot in a hurry. I had my eyes on a rather large woman. She was wearing a large, fur coat. Just as I was ready to attempt to buy the coat, the backside of her coat started going up in flames! She must have backed up too close to the blast of hot air coming out of the space heater. She was completely happy, just standing there like she didn’t have a care in the world. I stepped up and started swatting her on the backside, hoping to put the fire out. She became quite belligerent immediately, and really started mouthing off to me! Well I backed off, and said something stupid, like “burn baby.” Well, she really got incensed at that! This incident, plus the fact that the motorcycle we all wanted sold for almost 150 Grand, seemed to put a damper on my exuberance. So much so, that I have never been back to David City, Nebraska, wherever it is. That’s it for now, fellows, ride safe.



## Sunflower Rides of 2003

### OREGON TRAIL ROAD RUN 2003

After a one year absence, due to the Sunflower Chapter National Road Run in 2002, the Sunflower Chapter Oregon Trail Road Run resumed, once again, and it was welcomed back by a nice turnout of riders who were rewarded with a great run on a beautiful day.

I'm sure there are some of you who wonder about the title of this road run, since Kansas is half a continent away from Oregon, so let me explain how we can have an Oregon Trail Road Run in Kansas.

The Oregon Trail was a wagon train route used during the western migration of people bound for Oregon. It began at Independence, Missouri, passed through Fort Kearney, Fort Laramie, Fort Casper, Pocatello, Fort Boise, and terminated at Portland, Oregon. It was used by many hundreds of wagons between 1840 and 1860, which produced a pair of deep ruts in the earth for nearly two thousand miles.

Between Independence and Fort Kearney, Nebraska, the trail crossed the northeast corner of Kansas. It entered Kansas just south of Kansas City, and passed through Overland Park on what is now West 155th Terrace. Does that sound familiar? It should sound familiar to anyone who has attended this run, because the run always starts at Doug Rollert's home at 11600 West 155th Terrace.

Yes, Doug Rollert lives smack dab on the original location of the Oregon Trail, and there's a sign in his front yard commemorating that fact. Doug "rides" the Oregon Trail each time he leaves home and returns, and he reports that the ruts are paved over now, and he has rarely ever seen any hostile Indians. Except once a year, when his drive is filled with the noisy fire-breathing Springfield Indians.

So now you know why this road run is named the Oregon Trail Road Run. Yes, Kansas is many many miles distant from Oregon, but each year our run begins, and ends, on the historic Oregon Trail!

## OREGON TRAIL ROAD RUN 2003

Most of the out-of-towners arrived in Kansas City on Friday evening, June 13th. Weather predictions were good for the run, and sure enough, Saturday morning arrived with near perfect weather. Just a little warm, but NO RAIN!

Departure time was 9:00 AM and we almost made it, being just about 10 minutes late. No big problem though because the run was not going to be a back breaker. Everyone signed the register, maps were distributed, the route was discussed, and we were off and running, headed for Harrisonville, Missouri. Harrisonville is southeast of Kansas City, and thanks to Jerry Semler, who laid out the 115 mile route, we encountered some excellent two lane roads that produced some great motorcycle riding, with very little car traffic.

Head count at the first gas stop revealed 30 motorcycles participating in the Sixth Annual Oregon Trail Road Run. Three riders must not have signed in prior to the ride, because a count of the registry showed 27 riders for the day. Of the 27 machines registered, 17 were antique machines, and 10 were modern machines, which is very close to a 65 to 35 percent ratio in favor of antiques.

No serious problems were encountered on the outbound leg, and the group stayed in fairly close contact remarkably well for such a large group. Once in Harrisonville, we would rest a bit, visit a museum dedicated to service station memorabilia, enjoy a lunch at Applebees, and then head back to Doug's for the cookout.

The museum was housed in a metal building approximately 30 x 50 and it contained just about every imaginable artifact that could be found relating to the old style service stations of yesteryear. It was a beautiful and comprehensive collection that represented about 30 years of serious collecting. It also brought back a lot of memories of times past, and an era which will not be seen again, because the convenience stores with self service pay-at-the-pump dispensers have replaced those wonderful old "filling stations" of the past.

## OREGON TRAIL ROAD RUN 2003

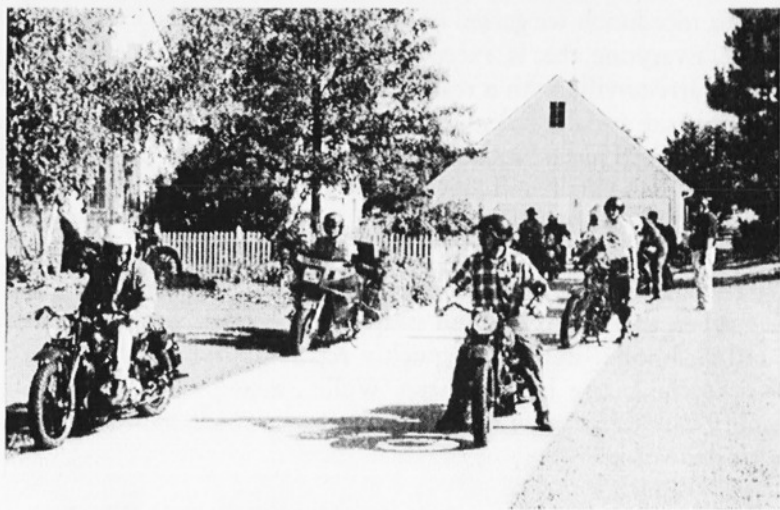


Scott Hall trails the pack on one of the few straight roads of the day. (I haven't yet mastered the art of taking photographs from a motorcycle while negotiating curves)

Jerry is either admiring Scott Hall's 1927 JD, or trying to trade for the two racoon tails that were attached to the handlebars.



## OREGON TRAIL ROAD RUN 2003



Terry Sawyer and Jeff Herrscher on a pair of 741's are ready to start the outbound ride to Harrisonville



The little Nimbus didn't stand a chance of making it back to KC with this load, so Steve rode in the trouble truck



## OREGON TRAIL ROAD RUN 2003

After a nice lunch we gassed up our machines and headed them back to KC. Everyone, that is, except Steve Gordon who had earlier limped in to Harrisonville with a rear brake problem. Any kind of pressure on the brake pedal quickly produced a locked up rear wheel, which was considered just a bit too "hairy" to cope with. So onto the trailer went the 1946 Chief, and Steve rode back in air conditioned comfort in the trouble truck. Tough job there Steve, but someone has to do it!

We encountered only one more machine problem on the trip back to KC, when the battery ground strap broke on the Nimbus ridden by Buud Redmond. But it was quickly repaired, and everyone made it back to the garage in fine shape. Well.... a couple of the riders got temporarily disoriented (lost) but eventually made it back after consulting the map.

The women returned from their shopping trip in Parkville, Missouri just before we arrived, and they were preparing the food for our picnic. Doug went to work at the grill and in short order we were stuffing ourselves with some great food. Juicy plump bratwurst sausages, hot dogs, baked beans, potato chips (3 kinds), fresh watermelon, and drinks of your choice. Then there was dessert! Doug's wife, Ibby, does a fantastic job on the desserts, and that's when I get into trouble. Just can't resist the sweets!

Riders attending the run came from Kansas, Missouri, Nebraska, and Oklahoma. The oldest antique machine was a 1923 Henderson Four ridden by Kris Thompson. The newest antique was a 1968 Triumph Bonneville ridden by Jerry Semler. The oldest Harley was a 1927 JD ridden by Scott Hall, and the oldest Indian was a 1939 Four ridden by Jerry Ottaway. Several BMW's showed up for the ride, and a couple of them were outstanding examples of this marque.

All in all, it was a great day. We got to ride old motorcycles with our good friends, and then enjoy a nice picnic to finish off the day. The only way it could have been any better, would be if more of our friends had showed up for the event. Maybe next year!

## The Distinguished Gentleman

Submitted by Gary Lewis

In the middle of May I received a text about a ride for Distinguished Gentlemen on May 21st. and was curious.

The ride is held once a year as a fundraiser for Men's Mental Health and Prostate Cancer. It is a World Wide event. Hatfield Motorsports and Triumph Motorcycles were the sponsors for our area. I gave them a call and found out that coffee would be at 10:00 and the ride at 11:00. I signed up on-line. The specifics about the ride were to get out my Dapper Attire! I had to Google that! I learned that Dapper meant suits, vests, ties or bow ties. I called Hatfield back for additional info, they said "nice clothes". This could be fun!

Sunday morning Dan Fox and I joined about 45 bikes at Hatfield. 85% of the riders were dressed "Dapper" and there were all makes and ages of bikes: new, old and retro-styles. My '74 Honda 550-4 was the oldest bike! A short ride from Hatfield Motorsports through Wichita ended at Central Standard Brewing. A Great Day. Next year the event is on May 19th.



We need more antique bikes represented in 2024.

Totals for the 2023 World Wide Ride: 104,000 riders, 893 cities, 107 countries, \$6,700,000.00 raised. The 62 registered riders in Wichita raised over \$2,000.00.

## Moline Crazy Days

When the small town of Moline celebrates their Crazy Days, Max Lambky at Vintage Cycles, puts on a nice vintage motorcycle and car show. The town celebration includes a parade, swap meet, vendor booths and food, it's a good time.





## Moline Crazy Days



On a fairly pleasant Saturday morning in June a small group of Sunflower riders took a leisurely ride to Moline. We toured Max's Vintage Cycle shop, and checked out the bikes and vintage cars. A good number of vendor we selling various merchandise, and a few motorcycle parts. Shade was sparse and the sun was heating things up so we decided to head for lunch. We started back the same way came down, on US 160, until we got to Cambridge. Then north on great country blacktop towards Latham. The Lathan Saloon is always a good stop for lunch, breakfast, or dinner.



## Moline Crazy Days



We had a great lunch and visited with Shayna and Chad, they will be providing lunch for Tuesday's ride at our Sunflower Road Run. After a short photo break in a shady spot on Main Street, we mounted up and headed for home, all but one of us. John Wiley was next to last in the departing group and noted that Gram was not bringing up the rear. John went back into Latham and found Grams Goldwing was dead with no power to anything. After some trouble shooting they determined the problem was a bad ignition switch. Gram suggested that he call Mitzi at home and come out to pick him up. John suggested that was a lot of extra driving when Gram could just ride passenger with him back to Gram's house. Well, you can always count on some strange looks when guys are riding "two up", and they even had to stop in Douglass for gas.

## Moline Crazy Days

Turned out their trouble shooting was correct and a few days later Gram had the ignition switch replaced. I suppose the worst part of the breakdown was when Gram's son called and asked, "did I see you riding *bitch* when you came past my house?"





## Sunflower History

There was a living estate sale for Buud Redmond a few weeks ago. I had it on my calendar but somehow didn't make it there on time. There was a big crowd there snapping everything as fast as the auctioneer could rattle on. I was not interested in the tools or equipment, as I saw this piece walking out the door as I arrived. I questioned the man as came out of Buuds shop but he wasn't interested in talking. He was back a little later and bought more. This time I followed him out to his truck. I explained what the plaque was and that it would mean a lot to me if he would sell. I negotiated a much inflated price and brought it back home.



**From 2016 Roam on the Range, Sunflower National Road Run Oldest Rider, Buud Redmond**

**The Sunflower Chapter**  
**Welcomes New Member**

**Henry Schmidt**



## Upcoming Events

# Sunflower AMCA National Road Run

September 11- 13, 2023  
El Dorado KS

Ride the Kansas Flint Hills

Rendezvous with the Cannonball  
in Augusta KS September 14

Register at [www.antiquemotorcycle.com](http://www.antiquemotorcycle.com)  
Details at [www.sunfloweramca.org](http://www.sunfloweramca.org)

The Road Run is sold out, but you can still come and see the  
Cannonball Run as it comes through Kansas



The Cannonball riders arrive in Augusta Thursday afternoon  
September 14<sup>th</sup> and their day off in Wichita is Friday.

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## SUNFLOWER CALENDAR OF EVENTS

**July 26<sup>th</sup>** ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:00 PM)

**August 30<sup>th</sup>** ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:00 PM)

**September 10, 11, 12, 13 ~ Sunflower Chapter Road Run.**

**September 27<sup>th</sup>** ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:00 PM)

**October 25<sup>th</sup>** ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:00 PM)

**November 29<sup>th</sup>** ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:00 PM)

**December 9<sup>th</sup> Sunflower Christmas Party**

**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 2023 SCHEDULE OF EVENTS

## NATIONAL ROAD RUNS

June 12-14	Wellsboro PA. Allegheny Chapter
July 31 -Aug 2	South Deerfield, MA Yankee Chapter
September 5-7	Deadwood, SD Black Hills Chapter
September 10-13	El Dorado, KS. Sunflower Chapter



## NATIONAL MEETS

February 24-25	Fremont, NE. Omaha Chapter
March 2-4	New Smyrna Beach, FL. Sunshine Chapter
April 28-29	Oley, PA. Perkiomen Chapter Meet
May 19-20	Raalte, Netherlands. European Chapter
June 2-4	Trumansburg NY, Empire Chapter
June 9-10	St. Paul, MN. Viking Chapter
June 16-17	Dixon, CA. Fort Sutter Chapter
June 23-24	Harmony, NJ. Colonial Chapter
July 14-16	Wauseon, OH. Wauseon National Meet
July 28-30	Greenfield MA. Yankee Chapter
August 12-13	Bulli, Au, Australia Chapter Bulli Show Grnd
Sept 29-30	Upperco, MD. Chesapeake Chapter
October 13-15	Denton, NC. Southern National Meet