

SUNFLOWER CHAPTER

Antique Motorcycle Club of America ®

May 2023



SUNFLOWER CHAPTER

of the

Antique Motorcycle Club of America

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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

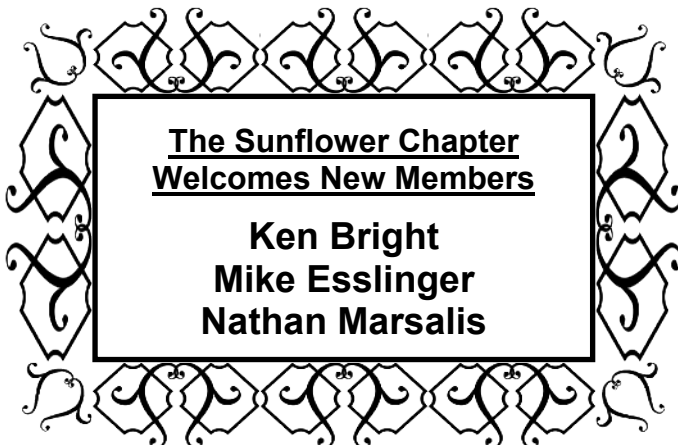
The year is off to a great start. Our members have already traveled to events all over the country, Pennsylvania, Florida, Texas, Nebraska, probably more. Locally the Twisted Oz Swap Meet and Bike Show was a tremendous success. The Sunflower National Road Run has had great response from riders all over the country and is sold out.

The rest of the year will have more opportunities for enjoying our hobby and fellowship. Our Associate Chapter in Hays will host a bike show, benefiting the DAV May 20th, with very nice awards and cash prizes. Please support. The spring ride is planned for June 10th. See details in this issue. A few members attended the Cycle Gear "bike night", and at our last meeting we discussed having a Sunflower Delano bike night, details forthcoming. There was also interest in having a picnic/BBQ at 4-mile Creek RV Park sometime this summer. There is a regular breakfast ride the second Sunday, to Potwin from Twisted Oz.

Plans and arrangements for the Road Run are progressing, and the event will be here before you know it.

Watch your email for announcements about activities still being planned. Looking forward to the rest of the year.

Jim Wellemeyer



Twisted Oz Meet 2023

It had to happen sooner or later. Finally after seven years, no rain, wind, snow/ice, heat, or cold. The 7th annual Twisted Oz Swap Meet and Bike Show enjoyed perfect weather and a huge turn out from vendors and public. The weekend started with some early vendor arrivals on Friday morning. A vintage ride on Friday was well attended with 17 bikes on a route that took riders south to Grouse Creek Road, Henry's Candy in Dexter, then onto Winfield for a Mexican lunch at El Maquey. After a brisk start in the morning the afternoon was beautiful with temps in the 60's and no wind, it was a wonderful start for the event.



Twisted Oz Meet 20233



The Friday ride has become part of the event tradition

Saturday morning followed the script written for Friday, an early start with vendors arriving shortly after dawn with great weather. Vendor setup was a little hectic, but we managed to find space for a record number of swappers. The bike show drew a good number of bikes, with some beautiful vintage choppers in this year's theme classification.



The first year for the chopper class

Twisted Oz Meet 2023



Grill masters Gary Lewis, Gram Pankratz, Kelly Wardell

It was a hungry crowd, requiring several trips to Walmart to restock the kitchen and grill. Thanks to our Chapter Ladies for a record amount of food was served up. Thanks to all the volunteers who helped with setup, traffic control, registration, the grill, the judging crew, the ride route, and road captains. It was a great meet, that set a high bar to clear next year.

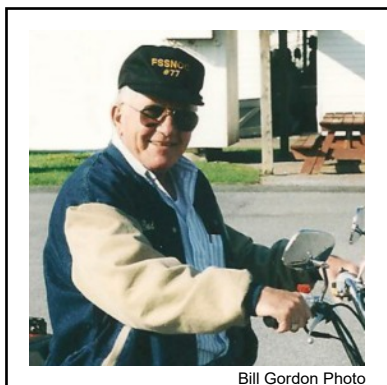
Thanks to Kelly Modlin for providing the Twisted Oz facilities.



Twisted Oz Meet 2023



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 2006 Summer issue of "The Antique Motorcycle"

A lot of motorcycle riders, including myself, like to fly airplanes. A lot of these think it would be great entertainment to build an airplane themselves, from scratch. Once again this group includes me, so after scanning many designs, I settled on a Midget Mustang. This was a scaleddown version of a P51 Mustang, from World War II days. It was an all-metal design, with retractable landing gear. Since I was a metal worker by trade, it seemed to be just what I was looking for. First I worked my way through all the control surfaces, then the wing, which contained the landing gear. All of this was constructed by myself, including bucking the rivets, which were all flush with the surface of the aircraft. Next to be constructed was the fuselage.

The Flying Machine

I could see no way that I could buck the rivets on this part. I could reach the easy ones, but not those in the middle of the fuselage. I might explain that the fuselage was basically a cone. The large end was about two by three feet in size, and of oval shape. It tapered to a point and was about seven feet long. This section ran from the back of the seat to the tail wheel. I made all the formers, then the skin, all drilled, deburred, and stuck together with a jillion or so Cleco Clamps. A Cleco is a handy little tool that holds two or more layers of sheet metal together for riveting. These Clecos have a pointed end that sticks through the assembly. Well this is when I called my wife to help me. I laid the fuselage down, but she would not crawl over all the pointed Clecos. A nice blanket covered all the points, so that was taken care of. Once she was in the tail cone, I stood it up on end. Then she complained, "It's too hot in here," so I raised it a bit and put a fan below so it blew air into the cone. She was as happy as a wife can get, while bucking those countless rivets. We soon worked out a system where we would be working on the same rivet. I thought the entire process went by real fast. Maybe I forgot to ask my wife what she thought!



The Whisperer

Submitted by Bart Grelinger

In early February 2022, Bill Page of the local Sunflower Chapter of the AMCA bumped into Tom Banks with Comp D Racing at one of Doug Wothke's antique bike/parts auctions in Missouri. Tom expressed he was desperately wanting to race in the rapidly approaching Sons of Speed event occurring in 28 short days. Tom had heard the chatter about Motorcycle Cannonball competitors not being in the same class as actual antique racers laying it all out on the track. Tom held a distinctly different opinion. Tom was however becoming desperate. He had been unable to locate, procure, let alone have time to prepare a competitive racer in time. He recalled Bill Page had a restoration-fresh factory racer in his collection that might help make his dream come true. Bill, however, was not ready to part with his prized board track racer. Sensing the passion of Tom's dream and no doubt drawing on some of his own, Bill offered to build Tom his own board track racer from parts he had around his shop. Both, for their own reasons, likely had some doubt this would actually occur, but Tom was still anxious to work with Bill Page and eagerly funded the project. It is not every day that Bill "The Harley Whisperer" offers to build your race team's flagship racer!



A racer in infancy.

The Whisperer

Tom had been the beneficiary of Bill's mechanical wizardry in the past with rousing successes. Those who know Bill understand he cannot be easily persuaded to engage in projects that do not reach out and touch him in some way. Largely retired, he applies his skills where he feels they are most needed. With Bill, bike restoration and builds arise out of a passion and understanding of older Harley Davidsons and his ability to put them reliably back out on the road. Every part has its own value and synergy; "some parts just want to be together." He feels there are no bad motors, only ones that have not yet been fully understood and eased into harmony. Bill demonstrates that being thoughtful and methodical will produce reliability, power, and speed. "All you have to do is slow down - and listen." Along his journey the Harley Whisperer quietly emerged! Tom a longtime fan of Harley Davidson singles wanted to race in the single modified class. Bill did not have cases for a Harley Davidson single, but from the parts he had around his shop, he found twin cases and blocked off



the rear barrel running only a single rod with spacers on the crank pin. Bill's single appeared notably different from the other singles in the race as it obviously slanted forward 22-1/2°, half of the typical Harley Davidson 45°. They said it could not be done, would not run well, and would not produce the necessary power. Could it be that Bill was channeling the famous builders and racers of the past, who knew better and guided his hand? The remarkable build of the year was completed in less than 28 days and delivered to Daytona on time for the Sons of Speed.

**Bill appreciated the help from Bart.
It was a challenging schedule.**

The Whisperer

Two days of track time were certainly welcomed to dial in this unique machine. The first day was cut drastically short with a frame failure within the first few laps. With the help of friends within the antique motorcycle community, this was remedied later that evening, and they were back on track the next morning before the race. Tom used 4 very important practice laps, changing sprockets and adjusting the carburetor with each of the first 3 laps, steadily dialing her in. When Tom returned from the fourth lap, he felt the sorceress had awoken. Had the Lords of Competition simply veiled this late entry the day before so she could wreak her havoc on the unsuspecting challengers during battle itself? Surely the attentive spotters with the competition had begun to wonder and stir a little.

A brief word on Tom Banks, for those who have not yet had the pleasure to meet him. He is a force to be reckoned with in his own right. If we are a collection of all our prior experiences, then Tom is genuinely unlike anyone else you have ever met.



Dialing in Fast Besty

The greater the challenge and difficulty of a task, the greater the chance Tom already has it on his resumé. This new sorceress had likely met her match with Tom Banks in the saddle. Tom took charge, yet honored her with the name Fast Betsy. Comp D Racing was born.

There were 2 preliminary heats of 4 laps each, with Tom winning each heat by over a half a lap. Tom, in the saddle of the little roadster, was receiving hand signals from Bill Page in the pits. Bill was to use hand signals to inform Tom how aggressively

The Whisperer

to ride and push his machine depending on position and speed of other riders in the pack. During the qualifying heats, Bill had him back off, as aggressive riding and more speed was not indicated. They had easily moved into the grand finale.

As the racers were called back out on to the track for their running start, there was an accident along the apron and Tom Banks was turned back to the pit by the race marshal. It turns out he was the only racer told to return to the pit. The rest riders were already on the track, and before Comp D Racing recognized what was going on, the racers were coming out of turn 3, heading for turn 4 and the start of the Grand Finale. By the time Tom was able to restart his motorcycle and get out on the track, he was a full lap behind the other competitors. When the race marshal recognized his mistake and shutdown the race, Tom had diminished this lap lead and almost caught up with the back of the pack. The race, however, was shut down and officially restarted with the full complement of racers present. The grand finale was an 8 lap race, with Tom more determined than ever. With each lap, Tom continued to distance himself. Each time he passed Bill, he continued to receive the pit signal for “keep her wide open and let her run!” Tom did not need the encouragement. Tom knew he was geared tall and slow out of the hole, so he just left her wide open and let her run. Out of turn 1 he would break throttle for a second or 2 to let her breath (splash the oil around) then was back hard on the throttle. There is nothing but clean air out front and Fast Betsy just flew. By the end of the 8 lap race, Tom was rapidly gaining on the pack again. It seems Comp D Racing did not approve of their treatment and potential exclusion from the finale. Tom felt anyone could have won on Bill’s racer that day, but today it was the unrelenting Tom Banks and the legend of ‘Fast Betsy’ was launched!

In July 2022, Tom Banks and Comp D Racing was in Tennessee for the second run of the year. This time, they were on a half mile banked dirt track. Tom made it through the preliminary

The Whisperer

heats without any real competition. In the finale, competition from Billy Lane, who was running a JAP-powered racer fueled with alcohol was definitely more challenging. Off the line Billy Lane rapidly pulled away and in no time was 1/3 of a lap ahead. Tom knew if he could get Fast Betsy's RPM's up and hold them there, he would be able to reel him back in. Once Tom had her rolling strong he never backed off other than letting her take a small breath every lap. It takes 'cojones' to hold a throttle wide open on a closed course but often glory and the winners circle are just on the other side. The pit crew never had any concerns about Billy's shot off the line, thinking, "That will just piss Tom off." **Fast Betsy remains unbeaten!**



Tom Banks on the way to Victory Lane.

The Whisperer



Banks Brothers and Barn Guys race team.

Unfortunately, Tom tore his left rotator cuff last Fall and has not been able to race since that time. He has been relentless with formal rehabilitation and adds his own personalized rehab techniques at home in the evening at the shop. He plans to return to the Sons of Speed on March 4, 2023 to defend his title on Fast Betsy. Make no mistake, he will be in the saddle and cleared to race if humanly possible.

Jodi Perewitz previously had been racing for the Glenn Curtiss race team; however, this team was dissolved last October after Daytona was shut down due to a passing hurricane. Jodi is a household name on the racing circuit and holder of several motorcycle land speed records of her own on the Bonneville Salt Flats. She found herself looking for somewhere else to ride. Tom Banks with Comp D Racing offered her a position with them, possibly in the modified 45 ci classes. Jodi, however, was only interested if Bill Page “The Harley Whisperer” would build her racer. Tom and Bill talked in late November, and the concept of the 1923 Harley-Davidson board tract twin was born. Bill was already planning to build a racer for himself with thoughts of returning to Sons of Speed this Spring. His wife, Cathy, was admittedly uncertain about his actually racing it out on the speedway. She felt, “there is a time in life for everything, but your days as a racer should have passed.” Since he had already been collecting parts for his build, the bike quickly began to materialize.

The Whisperer

I would find Bill appearing to sit and stare at a part quietly for quite some time. He might roll it around in his hands, taking in all the stories it had to share and assessing its willingness to participate again. I envisioned the scene from the Disney's Sorcerer's Apprentice where Mickey Mouse had all the parts flying around the room in his head, rolling, turning and setting all the parts into place. Seasoned parts crawling out of dusty boxes and off shelves to the orchestra of Bill's direction. Once the images began to gel, Bill would then stand up, and we would continue the reconstruction process. In less than 2 months, the new racer underwent final assembly and was brought to life. To my quiet amazement Bill had no doubt that it would quickly start and not only run but run strong. Evidently, she had already told him so. Within minutes he was out of the driveway and down the street. She, the new bigger sister, while from similar upbringing as Fast Betty, appears much more haughty and brash! Jodi, not to be underestimated, will have her work cut out taming this vixen and finding that sweet spot where they can function as one and own the winners circle.



Big Sister

The Whisperer

Jodi Perewitz will also be racing Herb Ottaway's modified 1929 Indian Scout in the 45 modified class. In 1929 Herb Ottaway custom built a very light low slung racing frame to house a new Indian Scout 45ci motor that had been bored and stroked to 55 ci. It reportedly screamed down the track on methanol and castor oil. The last time this motorcycle raced, it won the 1930 Oklahoma State Championship with owner and builder Herb Ottaway in the saddle. This is one of the most beautiful and striking motorcycles in the Twisted Oz Motorcycle Museum collection. There was some question whether this champion would ever race again, as recently appropriate race tires could not be found. Ultimately, the rims were changed and tires mounted, matching this bike's awesome potential. The timing and tuning of this Champion Indian racer will be completed by none other than the current owner, Jerry Ottaway. He is the son of the original owner and racer of this magnificent machine. It, too, will enter the competition at the Sons of Speed, back 90+ years later to compete for another title.



Stay tuned:

**Billy Lane's Sons of Speed, March 4, 2023, New Smyrna
Speedway New Smyrna Beach, Florida.**

Burkes ACE

The Omaha Chapter National Meet, held late each February, usually draws one or more recently finished restorations. It also frequently draws some of Nebraska's big snow storms. This year the snow was absent but the cold temperatures were plentiful.

A little more than 2 years prior Larry Burke started a restoration project. When I think restoration, usually I picture something that resembles a motorcycle, or parts of, and the finished project will present as a new bike. When Larry started, he had an Indian 4 motor and a hand full of parts that he had collected over the years. He has an appreciation for Indian 4's, he has restored several. For many years Larry had studied the history of the Ace and collected old photos, drawings, and documentation that would provide him with details for his project. Original parts are scarce unless already assembled into someone else's bike, so fabrication of many parts was the only option. Finally in May of last year Larry had accumulated enough pieces to start assembly. To me it looked like a tall order to have this bike ready for the Omaha meet in February.



Burkes ACE



The assembly was slow, these parts had never met each other before, every part had to be fit and hole locations drilled. Larry worked more hours than I can imagine, and I only helped when he needed an extra hand. It was the first week of January and the meet was approaching fast, a major milestone was completed with the engine set into the frame. But there were still major steps to be accomplished. Just one month before the show, during valve adjustments we determined the push rods were too long. New rods and lifters had to be sourced.



Burkes ACE



Then 10 days before the meet, it was determined that the reason we could not get the engine to start was because the internal timing of the mag was wrong. A freshly overhauled mag was found and received on Saturday then on Monday the 4 cylinder came to life. There was still lots to finish up but late Wednesday afternoon the 1927 Indian ACE rolled out of the shop and into the sunshine for the first time.



First Start



Schooling the judges

Burkes ACE



Finally on Thursday we rolled into Christensen Field for the Omaha Chapter National. As we rolled the bike into the building, I don't know which was shining brighter, all that nickel plating on the Ace or Larry's smile. There was a good turnout for the swap meet and some nice bikes, although there were few no shows from north of Nebraska. The common blizzard that often paralyzes Omaha was well to the north and stranding travelers.

Most everyone at the meet took notice of the Ace, and the judges gave the bike a very thorough inspecting. I believe Larry had to school the judges on some of the bikes specs. In the end the first judging resulted in a score of 99 ¼.

This was a great accomplishment and my congratulations to Larry for a beautiful motorcycle.



Upcoming Events

Sunflower Spring Ride

June 9, 10, 11

Riding from Neosho Missouri
 Arrive Friday the 9th Depart Hotel at 4:30
 for supper ride.
 Saturday 9 AM, Ride departs hotel

Sunday Ride to breakfast (or load and drive)

Rooms at: **Best Western Big Spring Lodge**
 1810 Southern View Drive
 Neosho, Missouri 64850
 (417) 455-2300
 "Sunflower AMCA" \$93 + tax
 Must reserve by May 26th

Please **RSVP** so we can plan meals.
 RSVP to Jim Wellemeyer
jwellemeyer@cox.net
 316-461-1778

Camping: Jerod Swartz has several
 spaces with hookups at his place
 contact him at 417-850-7572

RV park: Stage Stop Campground (417)-455-1221, Blue Sky RV Park (417)-364-4080



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SWAPPER STALLS: \$10
 VENDOR STALLS: \$30

BURNOUT COMPETITION

50-50 DRAWINGS
HOURLY RAFFLES

DOWNTOWN PILOTINE, KS
SAT. JUN 24TH

Saturday June 24




Upcoming Events

**Western Kansas
Veteran's Vintage
Bike Show**

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Biergarten Games
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Music Vendors

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200 So. Main
Hays, Kansas

May 20, 2023

Hosted by the Fort Hays DAV Chapter-18
oldbikes@yahoo.com
785-269-7879

Registration: 7:00 am \$10 Admission
Show Start: 10:00 am \$10 Vendor
Show End: 3:00 pm \$20 Entry

Biergarten by Free Tomorrow M/C

Sponsored by the Sunflower Chapter of AMCA

**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
Details at www.sunfloweramca.org

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SUNFLOWER CALENDAR OF EVENTS

Saturday May 20th ~ Hays Veterans Vintage Bike Show. See details page 21.

May 31st ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:00 PM)

Spring Ride June 9, 10, 11. Riding from Best Western Big Spring Neosho MO. See details page 21.

June 28th ~ Sunflower Chapter monthly meeting at Spears Restaurant, 4323 West Maple (6:00 PM)

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

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

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

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 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