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From The President

Jim Justice

December 2021

Dear SFT Antique Motorcycle Club Members,

Well, well another year has come and is going fast. At least this year was less painful than 2020. I don't know about you, but I was very busy with bike and car shows as well as some rides throughout the year. Fun at every event.

Coming up in February 2022 is the Lawrence bike show and swap meet. We were unable to have the show this year, so everyone's looking forward to next year's. Hopefully, conditions will be perfect to have a large crowd. One change that may affect attendance is that the NFL has changed Super Bowl Sunday to the SECOND Sunday in February from the first Sunday. The Lawrence show has in the past always been touted as being held on Super Bowl Sunday, so please help get the word out that the day is still the same Sunday, but not Super Bowl Sunday.

The theme of this year's show is "What we rode in the 60's and 70's" and will still be held at the Douglas County Fairgrounds in Lawrence, Kansas. We will be able to start setting up for the show at 8:00 am on the Saturday before the show and we need all the help that we can get. You can bring any bikes you want to enter in the show Saturday afternoon or Sunday morning before 9:00 am.

We have received the printed posters and flyers promoting the show and ask that anyone who can will pass them out to dealerships, repair shops and wherever else seem appropriate. You can get the posters and flyers from me (contact me at 816-868-2476 or jhjustice2@icloud.com) or you can get them at the Christmas party which will be at the Mongolian BBQ Restaurant at 95th & Quivira at 1:00 on December 12th. **PLEASE RETURN ANY POSTERS THAT YOU DO NOT DISTRIBUTE SO THAT THEY CAN BE SOLD AT THE LAWRENCE SHOW!** For additional information about the show, please go to sftrail.org and watch for our AD in the Jan-Feb AMCA Magazine.

Please remember that Club dues should be paid soon for 2022. You can pay at the December Christmas luncheon, at the January club meeting or at the Lawrence Show. Also, you can send a check made out the SFT Club for \$20.00 to Sharon Justice (15075 W. 167th; Olathe, KS 66062). Please make certain that your name is legible, let her know if any of your information has changed (address/phone #, email) and please indicate your AMCA membership numbers.

Stay safe and healthy and keep the old wheels turning.

Jim Justice
President

Meeting Minutes by Sharon Justice

September 12, 2021

The September meeting was held during the annual Club's picnic.

First of all, Jim Justice wanted to thank all of the attendees at the picnic. The weather was fine and the turn out very nice. Via feedback, it seems that the food was good and everyone seemed to have a good time.

Treasurer's Report: Ibbby indicated that the current balance is \$10,382.88.

Elizabeth Castillo was in attendance and said that the date for the "Celebration of Life" for Raul Cabrera will definitely be on October 2nd at 10:45 am at her place.

As a reminder, the Sunflower Chapter's ride will be on October 8-9. Flyers were available and more information can be found on their website.

Jim Justice was contacted by Jim Dole about a race and swap meet being held at Lakeside Park. He wanted SFT to have a bike show/swap meet there, but Jim J. told him that many of the Club's members will probably be at the Sunflower Chapter's ride.

Keith Keizer (AMCA), is asking all Chapter Clubs to host a movie night for a showing of the movie, "Any Given Sunday". There was no further discussion regarding this as Jim J. had little information.

Mark Bayer contacted Jim J. about a ride to Anamosa, Iowa to be held on Oct. 15-16. More information can be found on the VJMC website.

Don Lipsky brought several mockups for possible flyers/T-Shirts for the 2022 Lawrence Show. It was held to a vote and the one showing a drive-in sign with the Club's name got the most votes.

October 10, 2021

Max Terhune, a resident of Spring Hill, came to our meeting for the first time and decided to join SFT. He is a very welcomed new member.

Treasurer's Report: \$10,300.00.

John Webb reported that he attended the "Celebration of Life" for Raul Cabrera and that there was a nice turnout, Raul had a lot of good friends and many memories were shared.

Sunflower Chapter's Fall Ride (October 8th & 9th): Several of the SFT Club members participated and by all accounts the route was really great and fortunately the weather was very good.

According to Jack Larson, this Chapter always puts on a nice ride.

Doug Rollert has a tire/wheel that may fit the Club's trailer as a spare. Dave Park will let Jim Justice know what size are currently on the trailer to see if what Doug has will fit.

The annual Christmas luncheon will be on December 12th at the Mongolian BBQ Restaurant at 95th and Quivira at 1:00.

Most of the discussion was about the upcoming Lawrence Show. Below is a list of specific jobs that have been assigned so far. More help is always needed and there will be further discussion at the next meeting on November 14th.

Activity- Person(s) Assigned

*Order T-Shirts- Jack Larson

Jim will send a flyer to Jack and will give him the number to order

*Order trophies- Jack Larson

Jim will give Jack number of trophies needed and categories

*Flyers and Posters- Don Lipsky

Jim will get him the count for each

*Counting ballots- Frank Sereno, John Webb will help, need other volunteers

*Registration of vendors bikes to be shown at show- John Webb, Frank Sereno, Dave Parks, maybe one other?

*AMCA quarter page ad- John Webb, Don Lipsky

*Judging bikes- Jack Larson

*Door Prizes- Jim will contact Rawhide

*Floor layout- Dave Schneider?

*Theme bike display set-up- All hands present

November 14, 2021

Treasurer's Report: Treasurer, Ibbey Rollert, circulated a breakdown of the Club's current financial standing, explaining that because it's been nearly 2 years since the last Lawrence bike show/swap meet, the club has a smaller balance than normal prior before hosting the meet. Currently, the balance is \$10,391.07 after deposits, interest income and expenses through this date.

Discussion of upcoming Lawrence 2022 Show:

Pres, Jim Justice, advised the attendees that Super Bowl Sunday has been moved to the **second Sunday in February** beginning this year. This caused some concerns as the Lawrence show has been "advertised" as happening the first Sunday of February since the day one. Fortunately, the words, "Super Bowl Sunday" have **not** been included on the flyers or posters and those passing them out said they would emphasize that the show continues to be held on the first Sunday in February (February 6th in 2022).

Trophies: Jim J. asked if we should continue to have the plates made for the bikes which have been registered at the show due to the Club's financials and a vote of "NO" was received.

T-Shirts: The bids that Jim J. has received from 3 separate businesses have been received and the amounts for all 3 were very close. He has a few more inquiries to make to each vendor before a final decision is made, but it

appears that the shirts will cost little more than they did the last time T-Shirt John screened printed them. The meeting attendees were asked what **price should be charged in 2022 and it was decided by vote that the short-sleeved shirts would cost \$20.00 and the long-sleeved would cost \$25.00** (at the last show the prices were \$15.00 for short-sleeved and \$20.00 for long-sleeved).

It was decided to have medium gray, medium or light yellow and red for the t-shirt colors.

Posters/flyers: Attendees were asked to take as many flyers/posters as they could deliver to bike dealerships, etc., and to bring any posters NOT delivered to the February show so that they could be sold there.

Admission cost to attend show: The cost to enter will remain \$5.00 and it was decided that anyone who could show an active AMCA membership card could attend free. Although at the past shows those in the armed forces, police officers and firefighters were also let in free, it was decided to no longer allow free entry to those individuals, due to the low admission fee. Iby indicated that it was not a good idea to continue stamping the attendees' hands after they paid, due to Covid concerns, and that she could purchase 2,000 wristbands for only \$38.99. It was decided that she should purchase the bands.

Saturday Set-Up: We can now get into the building at 8:00 am instead of the previous noon time. Jim J. indicated that he planned on getting there at 8:00 and Iby said that she would have to give Jim the number to call for the early arrival.

Quarterly Club Newsletter:

Because it costs the Club around \$800.00 a year to have the newsletter printed and mailed, a discussion was held on the merits of continuing the process. The following are some important points:

- Currently the list of those getting the mailing includes several people who are no longer on the active roster.
- Of the 17 active members, only 6 do not have an email address or have not given the information to SFT. (If \$800.00 is divided by 17 people, the cost per newsletter is \$47.00 a year).
- Some meeting attendees indicated that they would be happy to pay an additional amount to receive the newsletter via mail.
- It was suggested that the newsletter could be printed by a club member and mailed that way which would cut the cost immensely.
- Another idea was that the hard copy only be passed out during club meeting.

Immediate actions:

- Sharon will give the printer a revised list excluding those who are no longer club members.
- Sharon will also find out if we can get a reduction in cost if fewer newsletters are printed.
- John Webb will check with FedEx, etc. for printing prices.
- We will stay status quo on the newsletter mailing through the 4th quarter of 2021 and find a solution for 2022 the first of next year.

Minutes reported by Sharon Justice, Secretary.

SFT Annual Picnic



The annual picnic was held at Heritage Park in Olathe again this year. Afterward we were all invited to Jim and Sharon Justice's house just 5 minutes away. Turnout for the picnic was down a bit from years past but most of the club members who showed up rode their old bikes in. The weather was excellent and there was a meeting after the delicious food was eaten. You can find the meeting minutes on page 3.

In Memory of Raul Cabrera

On October 2 Elizabeth Castillo held a Life Celebration gathering at her and Raul's home outside of Holden MO to commemorate the life of Raul, who lost his battle with cancer last year. I had the pleasure of meeting many of their good friends and family members that travelled quite a distance to be there. We shared some good food and our many memories of Raul. I learned a lot of things about Raul I didn't know before, having not known him as long as the others. It could have been a sad occasion but it wasn't, it was a true celebration. After the feast a few of us played on Elizabeth's dirt bike in keeping with the couple's open invitation to come out and ride their trails. I know Raul would have approved.



Clockwise from top left; Raul and Elizabeth's friend Red Dixon takes a ride. SFT member Joe Madrid. Elizabeth and some of Raul's friends and family. Joe and Stephanie

Bill Brown's Sidecar Picnic

I didn't attend this event so I can't say much about it except that I'll try to make it next year. Bill and his wife Joyce hold two events every year and the Fall event features bikes with sidecars. SFT members Mike Judy and Mark Bayer were there and Mark sent me this photo of Mike (standing) and owner Neil Havran sitting on his '67 CB 450 Black Bomber complete with Inder sidecar. Mike and Neil are old friends, they joined the Sunflower Chapter right around the same time. Neil replaced the original motor with a '75 Honda CB 500 unit. Mike attends the show every year and says the food is great.



Giving Thanks

There was another great ride put on by the Sunflower Chapter this year, and while I'm only obliged to report on Santa Fe Trail events, I want to share this story of unselfishness with you.

On Friday October 8 the Sunflower Chapter met up in Neosho MO for a short ride before dinner. That all went well enough, but as we got back to Neosho some of us stopped to top off our tanks at a gas station down the street from the motel. After topping off, my bike refused to start again. Jack Larson and I had ridden to Neosho together and he and I tried to figure out what was going on with the bike.



We tried push starting it with no luck so he told me to get on the bike and he would "peg" me down the road toward the motel in the hope that we could get more speed to jump start the bike. This took some skill on Jack's part, especially since he was riding his hand shift Knucklehead so while one foot operated the clutch, his other foot was pushing me and my bike (via the shock absorber) down the road.

This wasn't the first time he's had to do this, but it was my first time and anyway we got the bike back to the motel but it still wouldn't start. We spent the next 2 or 3 hours trying to find the problem and I'm not very good with electrical circuits, even simple ones, but Jack was able to narrow it down to a fried electronic ignition module.



Meanwhile one of the Sunflower members was hosting an evening of food and entertainment a few miles away, so everyone else left for that except the two of us. We were hoping to get the bike going again for the ride through the Ozarks the next day. By the time we identified the fried ignition module it was too late to get a new one anywhere and too late for Jack to make it to the party going on down the road. At this point I'm feeling a big debt of gratitude to Jack for all his help and some guilt because he missed out on the party, and then he takes off on his bike and comes back with an excellent Mexican dinner for both of us and a 6 pack of beer! So we had our own little party



right there in the parking lot. A little later that night SFT chapter members, Jim Justice and Doug Rollert rolled in to the motel. Doug's trailer needed a new tire because he'd had a flat on the way to Neosho. Since my bike was out of commission I used Jim's truck on Saturday morning to get a spare tire for Doug and chase down a new ignition module for the Shovelhead which I installed while the others went on the ride. Jack had found a broken wire on my ignition relay so I repaired that too.

When the group returned from their ride my bike was running again, ready for the trip home. Unfortunately we barely got out of Neosho before I burned up the new ignition module and was dead on the side of the road. Jim had told me that if I had any more trouble he had room on his trailer for my bike, so I told Jack to go on home as it was getting late and I'd catch a ride with Jim. I had to wait a while because the spare tire I had found for Doug's trailer was defective and had gone flat. Jim and Doug had to return it and chase down another



spare before they could rescue me on the side of the road. As I was waiting for Jim and Doug to show up I had a pleasant time hanging out in someone's driveway. The weather was warm, the scenery was beautiful, I returned a couple phone calls I'd been



putting off and I even enjoyed a cold beer that a couple guys from the Sunflower Chapter gave me. They saw me broke down on their way by so they turned around to see if they could help.

When Jim and Doug arrived we loaded the bike and headed home. Jack called when he got home after dark to see if I'd been rescued. Jim was willing to take me all the



way home that night but it was late and we were both tired. I thanked him but didn't want to trouble him further and called my girlfriend Patti, she was coming to Jim's to pick me up. He and Sharon told me they had plenty of room and I could stay there for the night and he would take me and the bike home the next day, but again I declined, I had already put him out enough and wanted to



clean up my own mess as much as possible. Jim and Sharon stored the bike for me and I would go back and get it a couple days later.

So on this Thanksgiving Holiday, I'm grateful to Jack, Jim, Sharon, Doug, and Patti for your generosity and thoughtfulness. It's a great example of how everyone has



each other's back, especially when far from home. I would do the same for you and anyone else that needs a hand. And let's not forget the Sunflower guys who loaned me tools and gave me that cold beer when I needed it most. With all the great help that was given, I'd say it was the best breakdown I've ever had, but wouldn't want to do again.

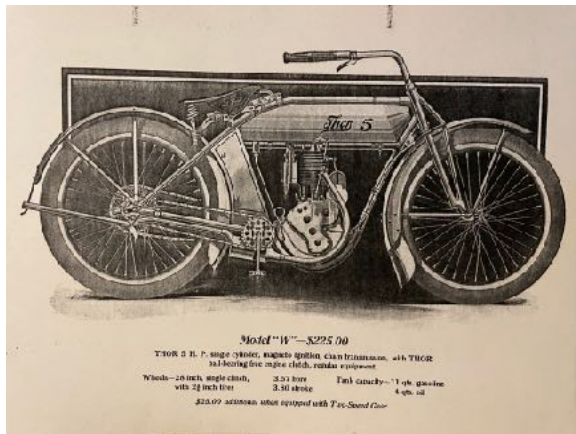


- Ed.

A Short History of Thor Motorcycles

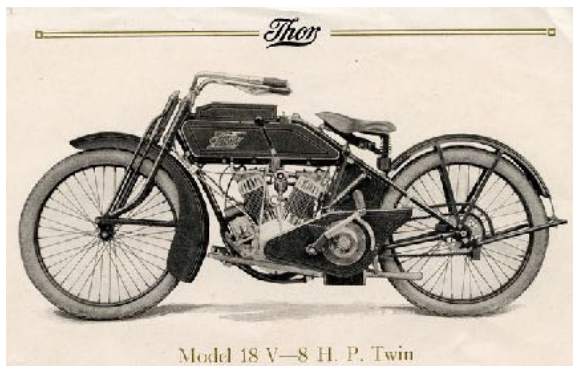
by Don Lipsky

I was chatting with John Webb, who writes our club newsletter, and I suggested an idea for the newsletter after he told me he was short of topics. I mentioned that I'd collected a fair amount of old motorcycle ads from magazines and newspapers. I find the hand drawings and some what corny captions most interesting. My collection is mainly from Harley-Davidson but I also have many on lesser known American made motorcycles (and yes a few Indian ads). I thought it might be interesting to our club members to highlight one of these lesser known motorcycles each month along with an ad or two and a short history of the manufacturer.

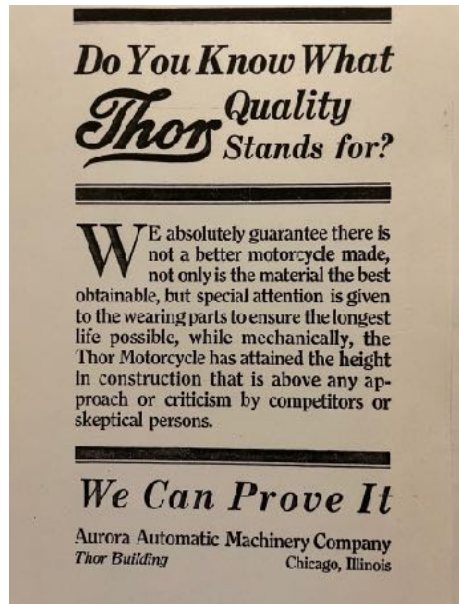


Where to begin since there's been over 100 American manufacturers of motorcycles, with the peak of these being in 1913 and 1914. I've chosen to begin with the Aurora Automatic Manufacturing Company and it's Thor Motorcycle. Why? The home of the Aurora Automatic Manufacturing Co. was in Aurora, Illinois. I was born in Illinois, grew up there and began my railroad career in Galesburg, Illinois. For over twenty years I ran trains from Galesburg to Chicago, passing through Aurora about 4 times per week during that time. I was always fascinated by the Thor Motorcycle. Maybe it was from reading comic books as a teenager (a different Thor), maybe it was the name and maybe because they were made in Aurora. Who knows? Anyway our monthly narrative will begin there.

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Thor motorcycles were produced by the Aurora Automatic Manufacturing Co. in Aurora, Illinois. Aurora Manufacturing began its motorcycle production by building engines for Indian Motorcycles. Producing primarily engines from 1901 to about 1907 during which time it was allowed to sell these engines to other budding motorcycle manufactures such as Emblem, Light, Reading Standard and others.

In 1908, after the contract with Indian had expired, Aurora Manufacturing began producing their own motorcycles under the name Thor. They continued to make motorcycles until sometime in 1918. By this time the company had realized that there was more money in pneumatic and electric tools than motorcycles. Remaining inventory was sold to a salvage company in Detroit.



The Aurora Automatic

Manufacturing Co. continued to be in business to modern times, at sometime becoming the "Thor Power Tool Co." which was absorbed by the Stewart-Warner Corp." in the late 1980's.

1912 Thor Motorcycles

will consist of six different models

Model "CR"—4 H.P. single cylinder with battery ignition, chain drive and ball-bearing free engine clutch.

Model "CM"—4 H.P. single cylinder with magneto ignition chain drive and ball-bearing free engine clutch.

Model "CT"—4 H.P. single cylinder battery ignition, belt drive and patented free engine device.

Model "CN"—4 H.P. single cylinder magneto ignition, belt drive and patented free engine device.

Model "W"—5 H. P. single cylinder magneto ignition chain drive with ball-bearing free engine clutch.

Model "U"—7 H. P. double cylinder, magneto ignition chain drive, with ball-bearing free engine clutch.

The 5 H. P. and 7 H. P. Models with Thor patented two-speed gear.

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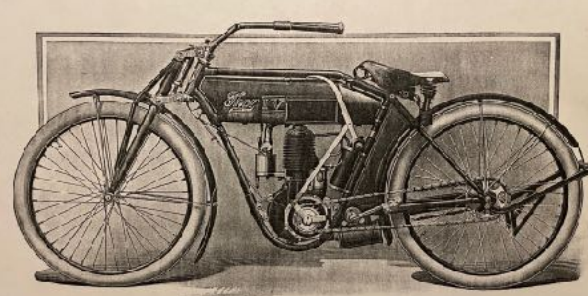
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Model 11A, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
Model 11A, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

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THOR is H. P. single cylinder, undergear transmission, with TBOR ball-bearing free engine chain, lighter equipment.

Wheels—28 inch, single track, spoked 3.25 inch Tank capacity—2 gal. gasoline
with 2 1/2 inch tires 3.00 inch 2 gal. oil




Left- Thor Boardtracker - This 1913 Thor Model SR Boardtrack racer on display at Dale's WTT is the only known twin cylinder example of a Thor racing machine. It features original paint and is run regularly for visitors. The engine is 61 cubic inches and is capable of speeds in excess of 80 mph.



August 27, 1917

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Sale takes place at Vivian Park, 8,000 ft. elevation

The Following article was written in 2017 by Ben Branch writing for silodrome.com

Although many people have never heard of Thor, the company played a huge role in the early days of the American motorcycle industry – employing Oscar Hedstrom, Al Crocker, and Bill Ottoway early in their careers, these men would later become famous for their work at [Indian Motorcycles](#), [Crocker Motorcycles](#), and [Harley-Davidson](#) respectively. The origins of



Thor really began in 1901 when Indian Motorcycle co-founder Oscar Hedstrom began producing engines of his own design using the facilities and expertise at Aurora. These engines were fitted to Indian motorcycles from 1901 to 1907, after which Indian began producing their own engines in-house, and Aurora began selling their own motorcycles – branded “Thor” and using iterations of the Hedstrom designs.

Thor built both single and V-twin motorcycles, and the single was most famous for its appearance

in the 1914 Charlie Chaplin film “[Mabel at the Wheel](#)“, which featured a bike largely identical to the one you see here.

Thor’s successes on the race tracks of the 1910s was largely down to one man – William “Bill” Ottoway. Bill had a remarkable aptitude for tuning engines, a skill set largely learned through trial and error as the entire concept of race tuning internal combustion engines was still in its infancy.



Motorcycle racing in the 1910s was almost all done on public roads, dirt tracks, or board tracks, the latter of which involved huge temporary stadiums made of wooden planks. These “motordromes” were exceedingly dangerous, the bikes rarely had brakes and it wasn’t uncommon for both riders and spectators to be killed at large races due to out of control bikes and automobiles.

Thor motorcycles were never produced in the large numbers seen by the likes of Indian and Harley-

Davidson, and as the company ceased motorcycle production in 1920 it's relatively rare to see original Thors come up for sale. The single cylinder Thor you see here is a 1910 model, it was comprehensively restored back in the 1970s using all original parts. By 1910 Bill Ottaway had been employed at Thor for a year or so, and had already introduced a series of upgrades to the original Hedstrom engine designs. The cylinders were kept as is but he improved both the crankcase and timing chest, and added a reduction gear to the crankshaft.



The F-head motors now

had mechanical inlet valves, with two camshafts and a gear drive-timing chest. Marque enthusiasts are quick to point out that these early Thors had unusual bent-inlet pushrods, the curve allowed them to clear the exhaust fins.

This original Thor single spent 30 years as part of the Sturgis Motorcycle Museum (1985 to 2015).



According to Jennifer Young, writing for orangebeanindiana.com, "As far as it's known, there are only four surviving Thor Model 13U motorcycles in existence. One of them is showcased at the [National Motorcycle Museum](#) in Iowa, a must-visit venue for vintage bike enthusiasts". -Ed

Many thanks to Don Lipsky for his contribution to this article and to Don Lipsky and Doug Rollert for most of the images of Thor Motorcycles. Doug has owned a Thor motor and some other Thor parts in the past. -Ed

Upcoming Events;

- *Dec 12, Annual Christmas Luncheon. BD's Mongolian Grill, 95th & Quivera in Overland Park, 1pm.
- *Jan 9, Regular club meeting, K&M BBQ, 603 N Webster St, Spring Hill KS
- *Feb 6, SFT Annual Antique Bike Show, Douglas Co Fairgrounds, Lawrence KS, 9am

Visit us on our website; sftrail.org or our facebook page; Santa Fe Trail Antique Motorcycle Club

On The Trail is a quarterly newsletter of past present and future SFT Chapter events. It's published during the months of February, May, August and November. Chapter meetings are held at 2pm at K&M BBQ, 603 N Webster St. Spring Hill KS. 913 592 5145, on the second Sunday of every month unless otherwise stated.

Santa Fe Trail Chapter Officers

- President- Jim Justice 816 868 2476
- Vice President- Doug Rollert 913 685 1851
- Secretary- Sharon Justice 816 868 2476
- Treasurer- Ibbey Rollert 913 685 1851
- Road Captain- Jack Larson. 816 331 2289
- Website- Frank Sereno 913 530 4120
- Newsletter Editor- John Webb 913 206 8134

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