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## From The President

Jim Justice

Dear Santa Fe Antique M/C Club Members

Riding season is upon us at last! There are a lot of upcoming events to attend as follows:

- Heartland Park AHRMA Classic Motofest on May 26,27 & 28<sup>th</sup>. Club member Seroj Terian will be participating in the road race.
- Know Norm ride is June 3<sup>rd</sup> at Worth Harley Davidson. Last year, Club member, Jon Green was the winner of the bike show with his Flying Squirrel motorcycle. The prize was \$300.00.
- Thunder on the Street is on June 3<sup>rd</sup> in Pleasanton, KS .
- Sunflower AMCA Chapter Spring Ride starting in Neosho, MO on June 9, 10 & 11. The host motel is Best Western Big Spring Lodge (Ph: 417-455-2300). The motel cost is \$93.00 + tax and room must be reserved by May 26<sup>th</sup>.
- KCVJMC will be hosting a bike show at Blip Coffee on June 11<sup>th</sup>, starting at 9:00 am. I sincerely hope some of our SFT Club members will participate as we should be represented at this event.
- AMCA Fall National Road Run will be in September and although it is sold out, I hope that some of our members will be attending as Sharon and I will.
- SFT Club picnic will be Saturday, September 9<sup>th</sup>. Please note that the picnic has been changed to Saturday from Sunday due to a conflict with the AMCA National Road Run.

Jim Koenig's second surgery went very well and hopefully his recovery will be speedy.

It was also good to hear that Mike Judy's surgery went well and, again, we're hoping he continues to improve!

Visiting Jerry Havenhill's collection of cars and motorcycles happened on a day where the weather was excellent. Thanks to the following people who attended: Doug Rollert, Jack Larson, Frank Sereno, Steve Letcher, Tom Schraeder, Mark Bayer, Tom Binger, Joe Madrid, Jim Lepisto, Brian McCroskey, Don Lipsky and myself. Everyone there seemed to have a great time! Thanks to Jerry for allowing us to visit his collection!

Leaving Jerry's house, my Knuckle stopped running at Douglas St and I 470 in Lee's Summit. Luckily, Jack Larson and Frank Sereno were riding with me. My ground wire to the battery broke. Frank had the right Allen Wrench and Jack found a piece of steel wire to replace the broken ground wire and the problem was fixed in no time. Thank you Jack and Frank for your help!!

Stay safe and keep the old wheels turning.

Jim Justice



# Meeting Minutes

## Santa Fe Tail Antique M/C Club Meeting

March 12, 2023

Treasurer, Ibbey Rollert, gave an update on the Club's financial situation and it looks very good. The February Lawrence show was a great success.

Jim J. asked if there were any new members attending and Mark Rokusek, Lon McCroskey and Tony Rawls-Riley all gave a little information about themselves and their motorcycles. Jim also mentioned that several of the attendees were not SFT members, but had come for the demonstration by Jim Lepisto. There was a grand total of 35 people at this meeting!

Douglas County Fairgrounds will be increasing their fee to \$950.00 for next year which is about a \$300.00 increase from the previous year.

Joe Madrid asked if SFT should increase the admission for the Lawrence Show. Jim J. said that he would include it with the discussion we have for the 2024 show in the future. We did increase the vendors' fee to \$35.00 from \$25.00 the previous year.

It was discussed if we should purchase a new spare tire, jack and tire tool for the trailer and perhaps to also reconfigure the inside of the trailer to make it more functional. Both considerations were passed in a vote of the meeting's attendees. It will have to be decided at a later date how the trailer will be modified.

It was felt that we need to get the trailer licensed because of the extra weight in which it may be subjected.

Because we have many shirts from the previous shows, it was decided to bring the extra shirts to the next meeting for Club members to take. Any shirts still remaining will either be taken to next year's show and priced very cheaply or given to charity.

Upcoming events:

- Twisted Oz Museum Show & Swap Meet: April 8<sup>th</sup> in Augusta, KS
- AHRMA Race at Heartland Park: Topeka, KS on May 26,27, and 28.
- Know Norm Charity Ride: June 3<sup>rd</sup> at Worth Harley Davidson.
- Thunder on the Street: June 3<sup>rd</sup> in Pleasanton, KS.
- KCVJMC Show: June 11<sup>th</sup> at Blip Coffee 13<sup>th</sup> & Woodswether Rd.
- Sunflower AMCA Chapter Spring Ride: June 10<sup>th</sup> in Bartlesville, OK.

Tom Binger will give a discussion about paint applications at the April meeting.

Minutes recorded by Sharon Justice, Club Secretary

**Santa Fe Trail Antique M/C Club**  
**Minutes of April 16, 2023 Meeting**

Some information that may require you changing your calendar:

- The next meeting in May has been changed to the third Sunday which is May 21<sup>st</sup> due to Mother's Day being celebrated on the regular meeting's date.
- The Club picnic will now be held on Saturday, September 9<sup>th</sup> rather than the following day.
- Jerry Havenhill ride: You must contact Jim Justice no later than May 1<sup>st</sup> in order to be included.

It was brought to our attention that Mike Judy is in Olathe Hospital. It was not yet known how long he will be there. A card was passed around for the attending members to sign. We all wish him a fast and easy recovery!

It was also brought to our attention that Bill Venable had passed away last February. Doug Rollert gave the Treasurer's report and some information regarding tax preparation.

It was voted as to whether or not long time SFT Club member, Ralph Wayne Blackmore should be an honorary Club member and no longer be required to pay the annual dues and it was decided to do that.

Upcoming events:

\*Heartland Park AHRMA motorcycle races May 26<sup>th</sup> thru May 28<sup>th</sup>

\*Know Norm ride on June 3<sup>rd</sup> meeting and returning to Worth H-D

\*Thunder on the Street in Pleasanton, KS also on June 3<sup>rd</sup>

\*Sunflower AMCA Spring Ride on June 9<sup>th</sup>, 10<sup>th</sup> and 11<sup>th</sup>

KCVJMC will be hosting a judged show at Blip Coffee on June 11<sup>th</sup>, starting at 9:00 am

Bernard Arnold asked if the Club members would consider giving a donation to a charity or other possible worthy causes because the Club has been doing so well lately. He had several ideas and Jim will bring it up at the next meeting.

Directly after the meeting. Tom Binger gave a new demonstration on paint applications. As usual, he did a great job. His knowledge and ability to transfer that information so interestingly is greatly appreciated.

Minutes recorded by Sharon Justice, SFT Secretary.

**Santa Fe Trail Antique M/C Club  
Minutes of May 21, 2023 Meeting**

The Treasure, Ibbby Rollert reported on the Club's financial standing.

Frank Sereno brought a "thank you" card for those who visited Jerry Havenhill's house to see his vast collection of cycles and cars to sign.

It was reported that Jim Koenig had to have another surgery and it is hoped that he will recover soon.

Mike Judy, who had been in the hospital awhile back was able to attend this meeting. Welcome back Mike!!

Tom Binger has agreed to do some more seminars. The first one is about hammer forming parts out of metal and will be at the July meeting.

Upcoming events:

Heartland Park AHRMA motorcycle races on May 26<sup>th</sup> thru May 28<sup>th</sup>.

Know Norm ride at Worth HD on June 3<sup>rd</sup>.

Thunder on the Street in Pleasanton, KS. also on June 3<sup>rd</sup>.

Sunflower AMCA Spring Ride on June 9<sup>th</sup>, 10<sup>th</sup> and 11<sup>th</sup>.

KCVJMC will be hosting a show at Blip Coffee on June 11<sup>th</sup> and Mark Bayer promises that the show will be over by noon for those who want to attend the SFT meeting at 2:00.

Recorded by Sharon Justice, Club Secretary



# Twisted Oz Bike Show and Swap Meet

Text and Photos by Steve Letcher

I've been a AMCA member for several years and haven't gone on a club ride, I decided to change that this year.

Getting an early start from Kansas City, I arrived at Twisted Oz Museum. As I was unloading my '47 Indian I noticed quite a few modern motorcycles gathered, without a second thought I went ahead and started my bike and parked with the other vintage bikes.

I went to check in and ran into Jerry Ottaway, Kelly Modlin and "Kiwi" Mike Thomas gathered around the six cylinder Indian, after some small talk I realized this historic motorcycle was going on the ride.

All checked in ready to go and someone says "gather around", I go over and they were giving a safety briefing but not like any I'd been to before. They were handing out written instructions and talking about helmets and other safety equipment. They finish up and start their bikes, but just the modern ones. I walk over to the vintage group and no one is getting ready. So I ask what's going on and find out that was a different group ride, I can be slow to catch on sometimes.

Back to the ride, after a chilly start in turned out to be a beautiful day. I was honored to ride the first couple legs right behind Kiwi Mike on the six cylinder Indian, later I followed a '47 Knucklehead that was purchased from a fellow SFT member. We stopped for fuel then a candy store in Dexter, it's a good thing I don't have saddle bags on the bike, I would have bought way too much candy. We stopped in Winfield for lunch and camaraderie at a good Mexican restaurant.





After a great meal we were headed back, all the bikes ran well, except mine we came up to a stop sign and it started idling fast I pulled over and the chase vehicle stopped almost immediately, after quite a few kicks I looked in the gas tank, they start easier with fuel, switched tanks started right up. Rookie mistake. But this wasn't the end of my adventure, since I was separated from the group I missed the last turn. After going further than I care to admit I realized my mistake and looked at the map and found my way back. These are the things that make a trip memorable for me. In closing if you belong to the AMCA try to go on some of these rides, they are a lot of fun.





# Jerry Havenhill Ride

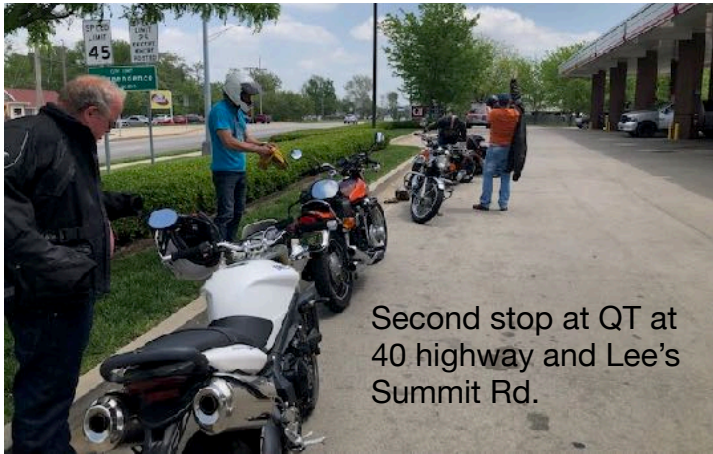
Captions and pics by Jim Justice



Frank Sereno, Tom Schroeder, Steve Letcher and myself ready to leave my house



First stop at QT at I-49 and 150 highway to pick up Jack Larson and Joe Madrid.



Second stop at QT at 40 highway and Lee's Summit Rd.



Arrived at Jerry Havenhill's house just before we go into his driveway.



Driveway pics courtesy of Brian McCroskey and Jim Justice. Pictures of Jerry's collection were not allowed.





SFT members who participated were Doug Rollert, Jack Larson, Jim Justice, Frank Sereno, Steve Letcher, Tom Schroeder, Mark Bayer, Tom Binger, Joe Madrid, Jim Lepisto, Brian McCroskey, and Don Lipsky.



Wire to fix broken ground wire on Knuckle.





# Me and Dan Do Moab

By John Webb



From flat tires to running out of gas, we had some challenges. Below left and center is the trail through Black Dragon Canyon.



Left and Above right; Buckhorn Wash. The figures on the wall were painted by ancient people centuries ago.







The Needles Overlook.

I knew from talking to Jerry Semlar and Dan Holeman that they took regular trips to Utah to ride Jeep and ATV trails in the great wide open, so I started bugging them about letting me know the next time they planned to go. When Jerry said they were going in May, I started gearing up. Unfortunately Jerry had to back out of the trip in early April. Dan and I didn't want to reschedule so we loaded Dan's pickup and pulled my trailer out to Green River.

My dirt bike skills were very rusty, but the year before I had purchased a 2002 KTM 400 MXC and was able to log a few hours riding trails at the Topeka riverfront ATV park. That wasn't enough to boost my confidence that I could keep up with these two former Enduro riders, but I had high hopes. Even though the KTM was 20 years old, the suspension and power were far superior to any off-road bikes I had ridden back in the 80's, and I was able to ride terrain that I would've avoided before.

Our first day on the trail started off with some problems for both of us. My new boots didn't want to fit under the shift lever which made upshifting very difficult. I repositioned the lever but then it hit the drive chain. I put it back where it was and just had to get used to it, which I eventually did. We finally got rolling out of town on a gravel road when Dan's rear tire went flat. Less than 10 miles from the motel he had picked up a nail puncture. He had all the tools to fix the tire including a spare tube, but we discovered the new tube was defective when the valve stem came out of the tube. Luckily the motel was close, so I went back and got two more spare tubes and we were able to get the tire repaired.

We followed the Jeep road south into a vast landscape of mesas and valleys ringed by the Book Cliffs in the north, the LaSal Mountains in the east, Arches Nat'l Park and Canyon Lands Nat'l Park to the south. The road was wide and we made good time, but the ruts were sandy in places. I hung back to avoid the dust Dan was kicking up.

Later that day on our way back north toward Green River, and after a rough section of trail filled with ruts, sand and washboards, we came to a stop at a crossroad when I noticed my key was missing from the ignition switch. It must have bounced out of the switch on the washboards and I would have to disconnect the battery every night to keep it from draining. I looked again and found the key snared in the tangle of cables and wires near the steering neck. Whew! From then on I secured the key with a cable tie. It had come out of the switch one other time. We had stopped for gas in Denver on the way to Utah when I spotted the key laying on the open deck of the trailer! The wind must have caught it I figured, but I didn't think it could come out of the switch in the "on" position so I didn't secure it until the second time.

We saw some amazing scenery that first day. We rode past Goblin Valley State Park but didn't go in. The area surrounding it was stunningly beautiful enough. I will go back there to camp and see it someday soon. We rode through Black Dragon Canyon which was the highlight of the trip for me. The trail through the Black Dragon is wide enough for an ATV to navigate, but it's rocky and fairly technical. I loved it, but looking at the scenery can be risky on a dirt bike.

Navigating out in the backcountry can be tricky too. Dan had some topographical trail maps from previous trips to Utah and I had the standard Google and Apple Maps on my phone.

In spite of this we still took a few wrong turns and had to backtrack to find our way. Some of the roads had not been kept up very well or had not seen much traffic. My GPS wasn't working unless we were near a highway and Dan's last adventure in Utah was eight years ago, so naturally his recollections had changed some. The late start had us heading back to the motel at sunset when I ran out of gas. I poured the extra fuel I had brought in the tank and hoped it would be enough. Dan ran out of gas not far from where he had his flat tire that morning. He switched to reserve and we were able to make it back to Green River.

The next day we rode through Black Dragon Canyon in reverse which was just as fun, and then north past Mexican Mountain, Window Blind Peak, and into Buckhorn Wash, a beautiful Valley where ancient people have painted pictographs on the stone walls. While there we met a man who told us about a place called 5 Miles of Hell, a single track trail that should be on every dirt biker's bucket list. I looked at some video about this place and I'm not sure it needs to be on my list.

Leaving Buckhorn Wash we skirted the Cedar Mountain Recreation area, rode past Chimney Rock and stopped to check out the Spirit Railroad Complex, an old railroad that used to serve the mining camps in the area. We were searching for the old rail bed that would take us back to Green River but we never found it.

Two long days in the saddle were by now taking a toll on my backside and we took the next day off to load up the bikes and head down to Moab. We found a place to stay for the next two nights and took off the next morning heading south out of Moab. The trail took us east toward the LaSal Mountains and then south toward Monticello. We left the road to find a trail Dan had taken before but there were many intersections on this trail and it wasn't clear which was the main trail. We wound up on a rocky, very technical trail that was not getting us where we wanted to go. After discussing how we were going to get back out to the road and moving a few large rocks that would make the climb out a little safer, we turned around and climbed out without incident. Back on the road we watched a rain cloud coming at us from far off and as we neared it we turned north to miss it and found ourselves at the Needles Overlook which looks out on Canyon Lands Park and the Colorado River. If you're in the area, do not miss this place. It is stunning. It's similar to looking out over the Grand Canyon.

As usual when I go to an area like this with a couple places in mind I want to see, I find a whole boatload of things to see and do. Utah is such a beautiful place. With five National Parks, there is something for everyone who likes to be outdoors. There are hiking and mountain biking trails, ATV and 4 wheel drive trails, rock crawling areas, white water floats, and camp sites everywhere. What you don't have, you can rent, everything from kayaks and mountain bikes to ATV's and Jeeps. I'll be heading back there soon. - Ed.





## Flanders Motorcycles by Don Lipsky

Another one from the Golden Age dies

I feel that the Golden Age of motorcycle manufactures were in the years around 1913 to 1914. During that era there were at least 100 different manufactures of motorcycles, most were around for only a few short years. Let's talk about one of those manufactures: The Pontiac Motorcycle Company. Better yet let's start with the founder of this company, Walter E. Flanders.

W.E. Flanders owned an engineering company and was so highly regarded that he was contracted to do work for Henry Ford and eventually became a manager at Ford's Detroit plant. Flanders had greater expectations and went on, with partners, to form his own automobile company 'E.M.F.' in Pontiac, Michigan.

It's that new era of motorcycles so he next formed his own motorcycle company, yep, The Pontiac Motorcycle Company. That company only lasted a short time when it was combined with E.M.F. into the Flanders Motorcycle Company.

Their first motorcycle was in 1911 with a 485cc, 4 hp single cylinder, magneto ignition with a belt drive. It was probably just an average motorcycle for the time but it's most outstanding feature was it came with a one year guarantee. Their marketing was aimed at Police Departments, postal carriers and the average rider.

I love the old motorcycle ads and Flanders advertised their motorcycle: "Every man making \$3 a day ought to be able to afford and have a motorcycle, the only cheaper transport is a sailboat". I wonder how much sailboats cost in 1911?

The Flanders' company must have struggled because in 1913 they were reorganized and became the Motor Products Company. Since dealer networks didn't really exist to any great amount, Flanders were now mainly sold by mail order.

For 1914 a 1,000 cc flathead V-twin was introduced with an enclosed chain. Advertised as 'The Packard of Motorcycle Values'. It's thought that this new model had two problems that turned riders off. It was still a single speed bike, while Harley, Indian and Excelsior offered two speeds (three speeds in 1915) and the enclosed chain was big and unattractive. It's worth noting that Indian and Harley didn't come out with a flathead engine until years later. Unfortunately for Flanders this was their last year.

Source: The Standard Catalog of American Motorcycles by Jerry Hatfield  
American Motorcycles by Todd Rafferty  
The American Motorcycles Vol. 1 by Stephen Wright

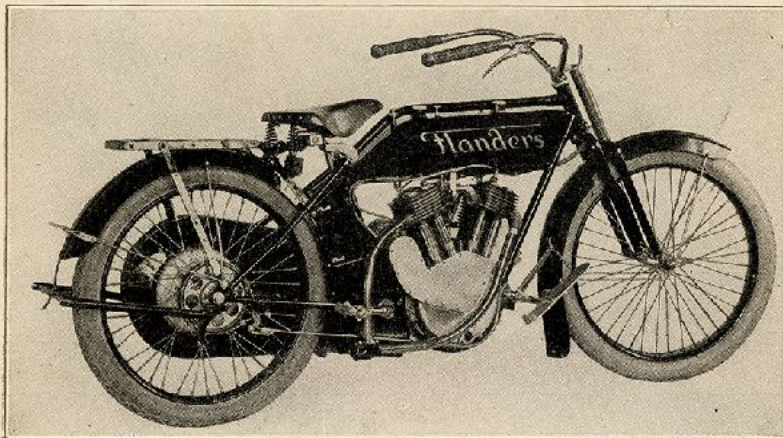


Fig. 8. Flanders Twin Motorcycle  
Courtesy of Motor Products Company, Detroit, Michigan

**Flanders.** The Flanders motorcycle, shown in Fig. 8, is distinguished by its direct drive from the motor to the rear wheel. This is accomplished by the use of a large sprocket at the rear. The driving chain is ordinarily incased in a dustproof covering, and is extra silent. This construction eliminates countershaft troubles and delivers a maximum of power to the rear wheels.

680 THE BICYCLING WORLD AND MOTORCYCLE REVIEW

On the opposite page are shown the two enormous plants where the Flanders "4" Motorcycle is manufactured.

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Catalogue Tells All

FLANDERS MANUFACTURING CO., Pontiac, Michigan



# SFT's "How To" Series



Starting last year SFT's top officers, Jim Justice and Doug Rollert arranged for some of the members with special knowledge to talk about how they do what they do and answer everyone's questions on their particular subject. Tom Binger did presentations on restoring gas tanks and painting metal parts. Jim Lepisto talked about building and truing wire wheels. Tom will give another talk on hammer-forming metal parts in an upcoming meeting. These presentations are very informative and can make it easier to try some of these things yourself.



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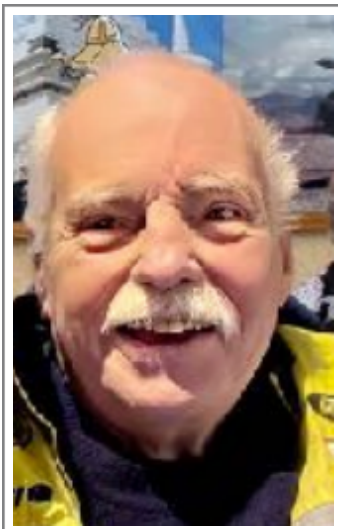
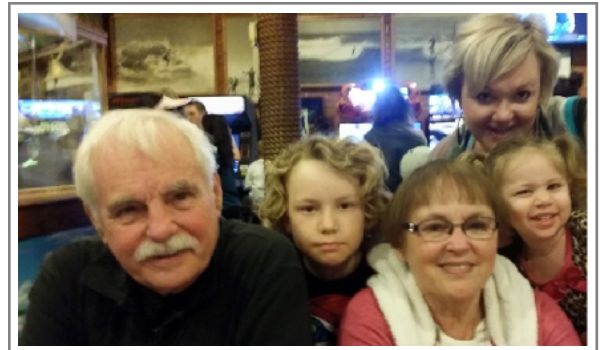
Write us today for our new proposition.

Please Mention Popular Mechanics



## Jim Koenig

Sadly, longtime SFT Member Jim Koenig passed away a few days ago. Jim had been dealing with health problems for the last year or so. He had been in and out of hospital and had undergone surgery recently. I believe he was at our monthly meeting as recently as March and seemed to be doing pretty well. Jim's membership in SFT goes back to 2011, but his involvement in the motorcycling community goes back much further. I didn't know Jim very well so I asked and was told he was a high school Industrial Arts teacher when he and Jim Letellier opened a motorcycle dealership in Letellier's basement. Letko Cycles began operations around 1970. (Let)ellier (Ko)enig. They sold a few Penton motorcycles before moving to a small building on Parallel Parkway, then moved again, into a bigger shop at about 86th and Parallel. To my knowledge they were the only place in town to buy a KTM at the time. Dan Holeman said Letko Cycles was a like a Mom and Pop store and a fun place to hang out. Dan was racing Enduro back then and he hitched many rides to the race track in the Letko van. "We would put a couple bikes in the van and pull 4 or 5 more in the trailer and go racing all weekend", said Dan. Jim will be missed by all of us. We offer condolences to his family. There is more about Jim from his family on our Santa Fe Trail Facebook page.



**Upcoming Events**

- \* Know Norm ride- June 3, Worth Harley Davidson
- \* KCVJMC Bike Show- June 11, 9 am, Blip Coffee, 13th & Woodsweather Rd, KCMO
- \* SFT Meeting- June 11, 2 pm, K&M BBQ, Spring Hill, KS
- \* Sunflower Chapter Spring Ride- June 9, 10, 11, Neosho Mo
- \* SFT Meeting- July 9, 2 pm, K&M BBQ, Spring Hill, KS
- \* SFT Meeting- Aug 13, 2 pm, K&M BBQ, Spring Hill, KS

**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.**

Visit us on our website; [sftrail.org](http://sftrail.org) or our facebook page; Santa Fe Trail Antique Motorcycle Club

*Special thanks to Don Lipsky for his series on bygone American Motorcycle brands; to Steve Letcher for his Twisted Oz article; and to Jim Justice and Brian McCroskey for their contributions to the Havenhill article. And finally to Dan Holeman for showing me the ropes in Utah.*

*SFT Chapter dues renew at the first of the year. You can send your dues to SFT, 15075 W 167th Ter. Olathe KS 66062. Please include your current address, phone # and email address.*

|                             |                          |              |
|-----------------------------|--------------------------|--------------|
| President -                 | Jim Justice              | 816 868 2476 |
| Vice President -            | Doug Rollert             | 913 307 6603 |
| Secretary -                 | Sharon Justice           | 816 868 2476 |
| Treasurer -                 | Elizabeth "Ibby" Rollert | 913 424 5405 |
| Website/Social Media Guru - | Frank Sereno             | 913 530 4120 |
| Road Captain -              |                          |              |
| Newsletter Editor -         | John Webb                | 913 206 8134 |

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