

In This Issue

From the Prez
 Meeting Minutes
 SFT Annual Picnic
 Ride to Maggie Valley
 Neracar Corp
 Tech Talk
 Upcoming Events

From The President

Jim Justice

Dear Santa Fe Antique M/C Club Members,

I imagine that you are beginning your winter projects as I am. Hopefully, the cold weather will pass quickly and we can get back on our bikes again.

Some of our members have had some challenges this year. Jim Koenig has finally been able to get back home after a lengthy illness.

Gina White has attended our monthly Club meetings in October and November. She still has the most amazing attitude and it's a pleasure to see her doing so well.

Frank Sereno had heart surgery and true to his nature he's always positive and back to helping the Club in so many ways!

John Beets was in an accident in Sturgis and is dealing with a bad knee injury. We hope he gets better soon.

Thanks to member, Tom Binger, two of our monthly meetings have been extra special. He gave a demonstration on gas tank repairs in August and a presentation about the types, usages and cleaning methods of spray paint guns in November and there were 28 members in attendance. Frank Sereno video taped the spray gun presentation and it can be seen on our Facebook page, YouTube and our Website.

Our annual Christmas luncheon is on December 11th at 1:00 at the Mongolian BBQ Restaurant at 95th and Quivira.

Plans are still being made for our 13th Annual show and swap meet at the Douglas County Fairgrounds in Lawrence on February 5th. We can always use help with setting up the building the day before and the day of the event.

I will be planning a ride this Spring to Jerry Havenhill's house in Independence to see his collections of bikes and cars. He graciously invited our Club members. More information will be included in future communications from me.

Stay safe and keep the old wheels turning.

Jim Justice
President

Meeting Minutes

Santa Fe Trail Antique M/C Club Meeting
October 9, 2022

Treasurer, Ibby Rollert, report: Currently there is \$10,008.81.

Jack Larson gave a report on the ride he developed to Maggie Valley starting September 16th. He mentioned several rides that he and the other riders rode and indicated that the weather and riding was great.

Since Jack is retiring from his position as Road Captain for SFT, Jim J told the attendees that a new captain is needed and to think about taking over for Jack.

Tom Binger, a new member of the Club starting this year, has agreed to giving some information talks at future meetings regarding vehicle paints (uses, helpful hints, etc). Hopefully, he will begin his talks at the next meeting in November. Since we have our annual Christmas luncheon in December, the talks will have to resume next year.

Frank Sereno was in attendance and it was great to see him so soon after his open-heart surgery. He was able to give some of the details of his ordeal and was grateful for all of the love and support he received.

Frank, and Cynthia Park also gave a quick update on Jim Koenig's health. He has been moved to a new facility and appears to be progressing.

As an extra bonus to our meeting, Gina White and her husband were able to attend. After all she (and her husband, Bill) have been through since her m/c accident , she still has the most remarkably positive attitude and desire to move ahead at warp speed.

Jim J. told the group about Seroj Terian's victory at Barber. He came in first in his class of over 40 motorcycles and had the only Harley Davidson. Congrats Seroj!

The ad for the Lawrence Show will be shown in the Jan/Feb AMCA Magazine.

Jim J. asked for suggestions for making the bikes areas at the 2023 Lawrence Show as removing the masking tape last year was very difficult. Several suggestions were made and using string taped minimally on the floor and removed early on seemed to have the most traction at this time. More suggestions are always welcomed.

Another concern we have is door prizes for the 2023 Lawrence Show. Last year, except for the helmets that a friend of Frank Sereno's donated, there were practically no "good" prizes. Most of the dealerships donations were pens, drink coolies and such.

We also need to find a new business to produce the trophies as the one we have used in the past have closed their door. Ibby gave us the name of one and we're hoping to find a suitable replacement soon. Please let Jim J know if you have any suggestions.

Jim J is also looking for a new business to print t-shirts for the Lawrence Show. Any suggestions are very welcomed.

Finally, a reminder that the Christmas luncheon will be held on December 11th at 1:00 (note: Mongolian BBQ on 95th St.).

Minutes recorded by Sharon Justice, SFT Club Secretary

Santa Fe Trail Antique M/C Club Meeting
November 13, 2022

Treasurer's Report: Currently, there is \$10,217.02 in the account.

Mike Judy gave an update about Jim Koenig and he has been able to go back home!

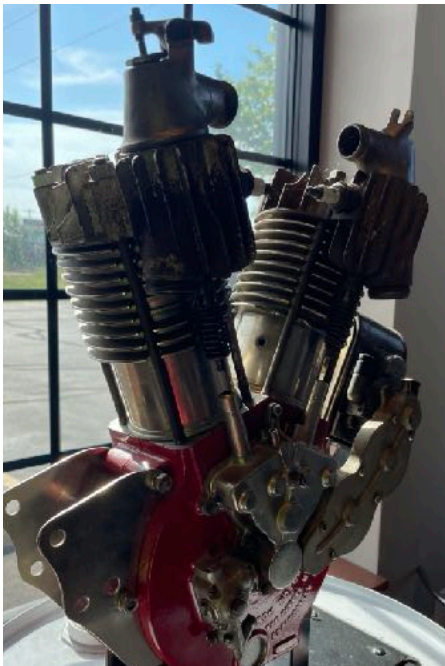
AMCA members have been offered a discount on their Element Fire Extinguisher of 10%. That would be a savings of approximately \$8.00 for the 50 second discharge and \$12.00 for the 100 second discharge.

It was discussed if member, John Green could enter his Morgan 3-wheeler vehicle in the Lawrence Show in February. Nobody was apposed since it is an antique.

Jim J. showed a sample of the T-shirts for the Lawrence show with the artwork. After the meeting, SFT member, Tom Binger gave an excellent presentation about paint guns including the types, usages and cleaning methods. Several people commented about how well Tom did and how interesting it was. Thanks to Frank Sereno who videoed the entire presentation, it will be available on Facebook. Frank also indicated that he will try to get it on YouTube. Thanks to both of them for doing this for the Club!

Thanks to all that attended this meeting. We had a record number of 28 people.

DON'T FORGET THE CLUB CHRISTMAS LUNCHEON ON SUNDAY, DECEMBER 11TH AT 1:00 AT THE MONGOLIAN BBQ RESTAURANT, 95TH & QUIVIRA!!



I visited the Indian Dealership in Rogers AR a couple months ago and found this pre-war Chief on display. In my opinion, this bike and the Crocker (elsewhere in this issue) are among the most beautiful bikes ever built. - Ed.



This year's picnic was held at Heritage Park in Olathe. Afterwards we rode over to Jim and Sharon's to socialize. The Justices, and Doug and Ibby Rollert took care of the food logistics and as always they did a fantastic job.



The Ride to Maggie Valley by John Webb

The plan was to leave on Friday morning Sept. 16th, which we did, but Jack Larson who had planned the ride, had to delay for a couple days to attend his brother-in-law's funeral. [Our sincere condolences to the Larsons]. So with Dave Schneider acting as interim Ride Captain, his brother Gerry, Dave Park, Jim Shriver, a.k.a. Slimmy (of Slim's Cycle Seats fame), and I in tow, we left Peculiar MO headed south to Springfield. From there we rode east across the bottom of Missouri, into Illinois and then Kentucky, where Dave had reserved cabins at a KOA Campground near Paducah.



Day 2, found us rolling across the beautiful Kentucky landscape at an easy pace, to another KOA on a hill overlooking Cumberland Lake in South Central Kentucky. Day 3, we had another easy ride south to Andersonville TN., where Slimmy had scored a lake house Air B&B for a fraction of the normal price. The original plan was to camp in our tents for most of the trip, but when we saw the house at Norris Lake near Knoxville TN at a great price, we unpacked our bags and moved in.

That night we expected that Jack would catch up with us, as he had left KC early that morning in the rain. He was taking Interstate highways on a more direct route but it would still be about 750 miles and a 14 hour ride. We finally got a call from him around 10pm (phone service is very hit and miss in those parts). He was in nearby Andersonville, so we went to meet him and bring him back to the house. I have to nominate Jack for the Iron Butt Award after that ride.

The lake house turned out to be a great base of operations for the next week. We would ride out in a different direction each day and no matter where we went the scenery was beautiful and the roads were great for motorcycling.



Day 4, we went for the the Grand Prize. We would visit the Wheels Through Time antique motorcycle museum and on the way we would ride "The Tail of the Dragon", a mountain pass of 11 miles consisting of 318 turns. The Dragon is a well known destination for motorcyclists all over the US, and it did not disappoint. There were so many bikes there it was crowded, but that's also what makes it fun. My Softail handles great but if you lean over too far the floorboards drag on the pavement. Jack's new Softail, on the other hand, is set up for sport touring, has much better ground clearance, and could give the Beemers and cafe bikes a run for their money. At the end of the Dragon is Deal's Gap, a place where riders gather to exchange stories, have a beer and a bite to eat or get a souvenir t-shirt.

If you ride the Dragon, be advised the Hiway Patrol is on the scene and there are of course many places where going off the pavement could ruin your vacation. There are also some corners where photographers are set up to get a shot of you maneuvering the turn. They publish the pics on their websites hoping you'll buy a copy. For me, the Wheels Through Time Museum and the Tail of the Dragon, were the highlights of the trip. WTT founder, Dale Walksler's son Matt was there, greeting visitors and answering questions. Employees are walking around like tour



Above; Catching our breath after the Dragon at Deal's Gap, Dave and Gery-survivors of the Dragon.

Right; The Tree of Shame is adorned with parts of wrecked cars and bikes found strewn alongside the road on the Dragon.

Left; That's me on the Dragon, throwing sparks and grinding down the floorboards. Pretty sure I pulled a wheelie and passed everyone coming out of this turn. ;)

Below; Wheels Through Time.

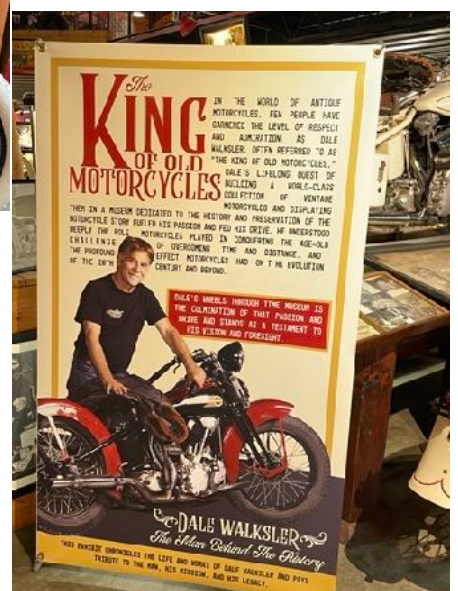


guides, and can give you background stories on many of the bikes. All bikes are in running condition and they start them regularly for visitors to hear. This place is not to be missed.





Left; The one and only Traub, the rarest bike in the world? **Right;** A Knucklehead with a look-alike Flatty and a pair of Art Deco Flatheads. **Below;** The “if money were no object” bike of my dreams, the Crocker.





Day 5; Cumberland Gap Nat'l Historic Park, Cumberland Tennessee. The photo above was supposed to be a panoramic pic of the Cumberland Gap observation point, but I wasn't sure how to do the shot and Dave knew that if he kept following the camera he could really mess it up. Thanks, Dave. In the town of Cumberland, at left, is an old mill that now serves as a Bed & Breakfast. The stone structure below is the old iron furnace where the ore from nearby mines was heated and the iron smelted out. There was also this great antique bicycle museum.



Day 6, we rode to Gatlinburg TN, very much a tourist town. It was a hot day and we were stuck in traffic for some of it. We had to pass through Pigeon Forge, the home of Dollywood, so it's similar to riding through Branson MO. Dave Schneider's battery gave out in Gatlinburg so we ran down a new one and all was good. Other than a slow leak in my rear tire, that was really the only mechanical trouble we had on this ride. Day 7, rode north to Stearns KY home of the Big South Fork Scenic Railway. We got there early so we had breakfast at the Dairy Bar, an old diner style restaurant with prices from 20 years ago. A great place to eat! The train ride took us to an abandoned coal mine, the Barthell Coal Camp, where we could see how the coal was mined and the tools they used, how the coal company employees were housed, how they lived, and how they were treated, (or mistreated). A very interesting piece of history. On the way back to the house, we stopped at Cumberland Falls, a gorgeous place and a very scenic ride.

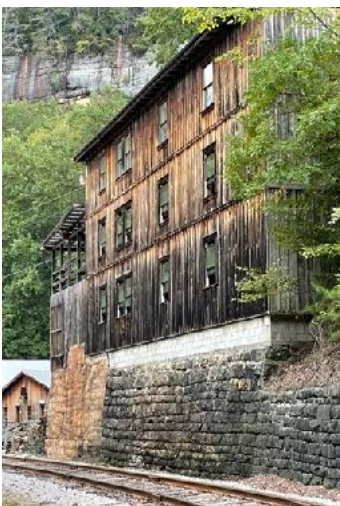
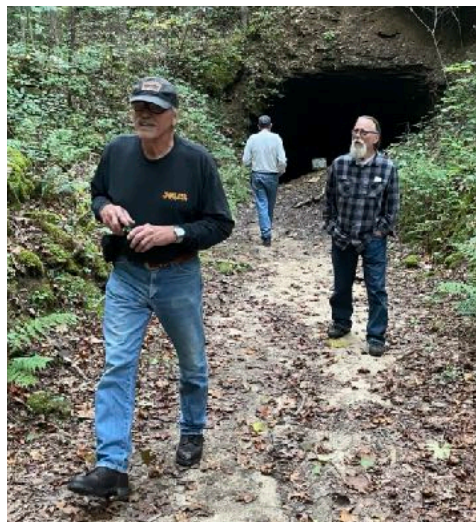


Left; The Dairy Bar Diner.

Right: Goods for sale in the company store where the coal miners were forced to shop.



Below; The Barthell Coal Camp and the Big South Fork Scenic Railway.





Day 8, Saying goodbye to the house on Morris Lake, (*pics below*) where Slimmy had treated us to gourmet burgers on the grill, we headed east toward home. We stopped in Murfreesboro TN to take in the Stones River National Battlefield, the site of a major Civil War battle. Skirting around Nashville, we snagged cabins in yet another KOA near Hurricane Mills TN. Jack decided to stay in his tent that night.

Day 9, We struck out in a southwesterly route that would take us around the south side of Memphis, into Mississippi, then across the Mississippi River to Helena Arkansas where we hoped to find some remnants of Helena's Blues/Jazz history. This is the home of the King Biscuit Blues Festival. Sadly there wasn't much to see, Helena's once thriving old district was blighted with many empty buildings in various states of disrepair. We did find a friendly place to get an ice cold beer, which went down very well on this hot day.



Right; Dave Park checks out a reproduction of a Civil War fort in Helena AR.

Far Right; We think these are turnstiles where they placed cannon to defend the fort.

We stayed in Village Creek State Park, about an hour north of Helena on that last night, the only time the rest of us used our tents.

Day 10, We were ready to get back home so there were no sightseeing stops today, just burning up the miles.



We touched 8 states, 9 for Dave Park and I, and covered about 3,000 miles on this awesome ride. Kentucky and Tennessee are perfect for motorcycling. There are rolling hills throughout with the Cumberland and Blue Ridge mountains on the eastern end. The roads are inviting and in great condition overall. I'd love to get back there sometime soon. Many thanks to Jack Larson for planning this ride.



Neracar Corp

by Don Lipsky

NERACAR

My father (1920 - 2004) was a motorcycle enthusiast, restorer, collector and fabricator, and in his hunt for machines and parts he owned a few motorcycles other than Harley-Davidson. One of the most interesting was a Neracar. I don't remember the year or if it ran, only it sitting in the corner of his workshop. It was different.

The Neracar was manufactured in Syracuse, New York from 1920 to 1923 by the Neracar Corporation. Manufacturing rights were sold to a British company, who produced the Neracar until 1927. The name 'Neracar' was play-on-words, with it being 'nearly a car' and it's designer's name - Carl Neracher.

The Neracar had a unique design. It had a stamped metal housing surrounding the bottom portion of the frame and engine, making good protection from road grime and mud. Steering was more car like than motorcycle where a steering mechanism was connected to the front wheel's hub. The 211cc two-stroke single cylinder engine that was mounted transversely. Power was transferred from the flywheel to a friction disc then by chain to the rear wheel. Handling was reported to be superior as well as it's slow speed handling.

British versions had increases in the engine design and displacement. From a 285cc to an optional 350cc overhead-valve engine.

It was definitely not a 'racer', but in late 1922 Erwin "Cannonball" Baker rode it from New York to Los Angeles, averaging 19.3 mph. Try to imagine the road conditions in the U.S. in 1922 and 19.3 mph probably wasn't that bad. He averaged 74.76 mpg and 150 miles per quart of oil.

The odd ball design probably hastened its failure in the U.S. and its limited life in Britain.



THE SATURDAY EVENING POST

NERACAR

"MOTORING ON TWO WHEELS"

For the Entire Family

Neracar is Cheap—Clean—Convenient—Safe—two wheel transportation for the entire family—father, mother, brother and sister.

85 to 100 miles to the gallon

300 miles for a dollar

35 miles per hour

Business or Pleasure

Cheap The first cost is \$225. The upkeep is extremely low. One gallon of gasoline for 85 to 100 miles. No garage or parking difficulties.

Convenient Use the Neracar to the store or office. For work or play, to school or country club. You are independent and operate on your own schedule.

Clean The broad fenders protect the rider from mud, dust and grease. Can be ridden by either sex in whatever clothes befit the occasion.

Safe Maximum speed 35 miles per hour. The low center of gravity (below the hubs) makes for easy handling and balance, and practically prevents skidding. The low saddle position permits the rider's feet to rest on the ground at start or stop.

SPECIFICATIONS

CHASSIS: Automobile type construction with pressed steel frame.

MOTOR: Two-cycle 211 H. P.

CRANK CASE: Aluminium. Shaft mounted on roller bearing front; ball bearing rear.

CARBURETOR: Single jet automatic float feed with flexible wire control to right-hand grip.

DRIVE: Friction, five speed. Countershaft mounted on self-aligning ball bearings.

IGNITION: High tension magneto.

ELECTRIC LIGHTS: Two head and one tail. Magneto generator.

STARTER: Kick starter direct to engine shaft.

MUFFLER: Pressed steel with baffles plates.

TIRES: 26 x 3" non-skid.

WIRE WHEELS: Mounted on ball bearings.

WEIGHT: Approximately 175 lbs.

SPEED: 35 miles per hour.

NER-A-CAR CORPORATION, Syracuse, N. Y.

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Dealers!
If none in your City, write for our plan.

Send for descriptive folder

An example of the Neracar in the Wheels Through Time museum.



August, 1925

101

Dealers! Riders! Do you know that NERACAR is a solid hit with riders the country over because it is *the* lightweight motorcycle that is a joy to ride; that is dependable; a get there and back piece of transportation machinery? A hit with dealers because there are thousands of prospective buyers and everyone who is sold is sold to stay that way and at a sensible, interesting profit.

NERACAR

Dealers Wanted

NERACAR is built for the rider who wants to take the highway and byway; to swing from concrete to dirt and have the going almost equally as good on the one as the other. It's for the rider who considers 35 miles an hour the limit of absolute safety and is satisfied with that. An amazing number of people want precisely that kind of machine. We want to add to our list of dealers more good merchandisers who real-

ize that it is first-class business judgment to cater to this trade.

Let us give you more details of this splendid motorcycle, especially the new Type "B" 4½ h.p. motor which gives NERACAR an ample power reserve for every imaginable operating condition. Let us tell you about hundreds of dealers who are handling NERACAR successfully. They are winning for themselves and for us in a merchandising association which is happy and profitable. Let both of us get busy—NOW!

*Neracar with Second Brake
Hand Controlled*



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Tech Talk

At the November monthly meeting we were treated to another talk by member Tom Binger. This time Tom talked about spray guns, air dryers, compressors, paint, safety equipment and shop supplies. He dispelled the notion that you need to drop 20K on a paint booth to do some quality spray painting. You can actually produce a nice paint job in your garage without a huge investment. This is exactly why I joined the SFT Chapter. I hoped to learn from the knowledge of other antique bike enthusiasts. The fact that we had a big turnout at the meeting proves that I'm not alone in wanting to learn. Thank you Tom, for sharing your knowledge with us and thanks to Jim J, and Doug Rollert for setting these talks up. Thanks also to Frank Sereno for shooting the video and posting on social media for all of us to benefit from. I'm looking forward to future tech talks.



Right; Motor Guard air dryer. An affordable way to eliminate moisture from your air supply.



Lower right; A cleaning kit is inexpensive and essential for keeping spray guns in good working order



Upcoming Events

- * Christmas Luncheon- Dec 11, 1 pm, BD's Mongolian Grill, 95th and Quivira, Overland Park, KS
- * SFT Meeting- Jan 8, 2 pm, K&M BBQ, Spring Hill, KS
- * 13th Annual SFT Bike Show & Swap Meet- Feb 5, Douglas Co Fairgrounds, Lawrence, KS
- * SFT Meeting- Feb 12, 2 pm, K&M BBQ, Spring Hill, KS
- * Omaha Chapter Show and Swap Meet- Feb 24-25, Christensen Field, Freemont, NE

Special thanks to Don Lipsky for his series on bygone American Motorcycle brands. SFT Chapter dues are due at the first of the year. Please send payments to Sharon Justice, 15975 W 167th Ter. Olathe KS 66062. Please include your current address, phone # and email address.

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 or our facebook page; Santa Fe Trail Antique Motorcycle Club

Santa Fe Trail Chapter Officers

President-	Jim Justice.	816 868 2476
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Secretary-	Sharon Justice	816 868 2476
Treasurer-	Ibby Rollert	913 685 1851
Road Captain-	Jack Larson	816 331 2289
Website/Social Media-	Frank Sereno	913 530 4120
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