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From The President

Jim Justice

August 2022

Dear SFT Antique Motorcycle Club Members,

Despite the heat, there have been rides and motorcycle/car shows almost every weekend. The Great Car Show at the Liberty Memorial on July 17th which was sponsored by the KC Auto Museum brought out a good crowd. I was happy to display a couple of my motorcycles and Jack Larson brought his 1939 HD Flathead U model. The Director of the KC Auto Museum, Roscoe Yoder, mentioned to me that he would like to bring back the motorcycle display that was previously by the tree line next to the museum. Hopefully, next year we can get enough interest to make that happen.

Also, regarding the KC Auto Museum, they are looking for some bikes to display. If you are interested in loaning your motorcycle, contact the Museum at PH: 913-322-4227.

The design for the 2023 Lawrence Show's T-Shirts and posters has been selected via the members voting at the July monthly club meeting. The theme is the Art Deco years and Don Lipsky did a fantastic job with several designs from which we could choose. Thanks again, Don for all of your hard work!

Some upcoming events are as follows:

September 16th to 25th: Jack Larson's ride to Maggie Valley, North Carolina. Contact Jack if you are interested (PH: 816-331-2289).

SFT Club Picnic: September 11th at 1:00 at the Heritage Park in Olathe. Shelter House #6.

Last, but certainly not least, I have some news about a couple of our members who are in the hospital.

Gina White has been moved to the KU Rehab Center and maintains a positive outlook, according to her husband, Bill. He also said that she will be released to go home on August 23rd. Bill said that the plant our Club sent to her was very nice and greatly appreciated. Keep them in your thoughts and prayers.

Jim Koenig is still recovering at KU Medical Center. He had an aortic aneurysm a couple of weeks ago and Frank Sereno visited and says that Jim is alert and accepting visitors. He is in room 422 at this time.

Stay safe and keep the old wheels turning.

Jim Justice
President

Meeting Minutes

June 12, 2022

Treasurer's Report: Currently, the Club has \$12, 050.31.

Dave Schneider said that he has heard that Gina White has been able to do some walking, which is good news after such a horrific accident.

Jim J. reported that Bud Redmond (a member of the Sunflower M/C Club out of Wichita) fell and broke his hip. Jim did not give Bud's contact information at the meeting, but it is: 3701 Elmwood Dr; Wichita, KS 67218-4824.

Several SFT members attended the Know Norm Poker Ride and bike show. One of our new members, Jon Green, won the cash prize for the oldest bike ridden in the Poker Run and also won for "best of show".

Due to stricter insurance restrictions, AMCA is requiring that both the rider AND the passenger are AMCA members. Beginning July 1st, membership dues will be \$45.00 annually and associate (ride) membership will be an additional \$5.00.

The theme for the 2023 Lawrence Show was discussed and it was decided that the "Bikes of the Art Deco Era" would be used. Jim J. will contact Don Lipsky so he can start on the design for the posters and shirts.

Upcoming Events;

Planes, Trains & Antique M/C Show: Aug 12-13 in Mountain Grove, MO. The Gateway Chapter out of St. Louis will be providing the antique motorcycles. Anyone interested can contact Jim Justice (816-868-2476 or jhjustice2@icloud.com) for hotel/camp ground information.

41st Annual BBC Motorcycle Rally and Show will be held on July 15-17 in Blue Rive, WI.

SFT Club picnic will be held on September 11th, Heritage Park, Shelter House #6.

Maggie Valley, NC: Wheels of Time ride led by Jack Larson will take place from September 16th to the 25th. Anyone interested should contact Jack at 816-331-2289.

Jim Koenig said that he attended the Florence Grand Prix offroad races over Memorial Day weekend and indicated there were about 100 vintage bikes and almost 400 modern motorcycles. From his account, it was a very good event.

Minutes recorded by Sharon Justice, SFT Club Secretary

July 10, 2022

Treasurer's Report: Currently, the Club has \$11,925.30 and quarterly taxes have been paid.

Jim J. shared some information about Gina White's recovery which he received from Dave Schneider. It was decided to send Gina a plant from the Club and Sharon will do that.

Sample poster/T-Shirt designs developed by Don Lipsky were on display for the attendees to vote on and Jim will contact Don about the results. It was noted that a few changes need to be made (Time the event starts, Art Deco dates: indicate "1920's & 1930's, etc.) and Jim will address these with Don also. Note: It should be emphasized what a wonderful job Don does each year designing beautiful posters for the Lawrence Show. Thank you, Don!!).

Upcoming Events:

Planes, Trains & Antique M/C Show in Mountain Grove, MO. August 12-13.

Jack Larson's ride to Maggie Valley, NC from September 16th to the 25th.

VJMC 10th Anniversary Rally at the New Century Airbase in Gardner, KS on August 6th, from 10:00-2:00.

VJMC's 6th annual KC all 2 stroke bike rally in Lee's Summit on August 13th.

The Great Car Show is being held at Liberty Memorial on July 17th from 10:00-3:00.

Jim mentioned that Mark Bayer has been added to the AMF Board of Directors. Congrats, Mark. It's quite an honor!

At the last meeting, Jim advised the Club members that Bud Redmond of the Sunflower M/C Chapter had fallen and broken his hip. He has now been moved to the Homestead Estates; 10550 E. 21st St N; Wichita, KS 67206. Bldg 500, Room 503. He loves getting cards and motorcycle pictures.

The KC Auto Museum would like to have a couple of antique motorcycles to put on display. For more information, contact the museum's director, Roscoe at 913-322-4227.

Minutes recorded by Sharon Justice, SFT Club Secretary

August 14, 2022

In Jim Justice's absence, Vice President Doug Rollert called the meeting to order at 2:02 pm. 13 members were in attendance.

Doug Rollert introduced the new member, Mike Dann. Mike told us a little about himself, where he lives and what bikes he has. Welcome, Mike!

Ibby Rollert gave the Treasurer's Report: \$11,674.64 in the treasury.

Doug gave us an update on Gina White. She has been moved to KU Rehabilitation Center. Gina's husband, Bill is preparing their home for her and she is likely to return home August 23.

Member Jim Koenig is in the Cardiac Rehab Unit at KU Med Center. Doug told us he's had 3 surgeries and is now on dialysis. Doug asked attendees if they wanted to buy Jim motorcycle magazines rather than a plant. Since there were no objections, Doug will find Jim some magazines.

Doug reminded all present that the BlackHawk Chapter Davenport Meet is coming up September 1 through September 3.

Next month is the Club Picnic on Sunday, September 11 at 1 pm at Heritage Park. Doug told members that the Shelter House has changed this year to Shelter House 6. Look for the signs as you enter the Park.

Tom Binger gave a great informative presentation about the construction of fabricated fuel tanks for teens and '20's motorcycles. Tom brought Jack's completely restored and painted 1917 Excelsior motorcycle tank and Dan's 1923 Henderson tank in unrestored condition to show the steps taken for completing a restoration. Thanks, Tom, big applause!

Elizabeth Castillo asked the group if someone can trailer her dirt bike to Davenport, if anyone has parts for a 1981 Shovelhead and tanks and fenders for a 1947 Knucklehead. Elizabeth will be competing in Slow Races on August 20 in Urich, Mo and October 1 in Grain Valley.

Doug Rollert adjourned the meeting at 3pm.

Submitted by Ibby Rollert

Thunder In the Streets







Thunder In the Streets is a bike show/swap meet in the main street of Pleasanton KS. There are many vendors, food trucks, live music, a riding skills demo, even the Wall of Death was there. These pics are from the motorcycle museum which features many bikes owned by Frank Pederson of Frankenstein Trikes.



Know Norm Ride



Some pics from the Know Norm Ride. SFT attendees were Marty Finley, Steve Lecher, Jon Green, Jack Larson and Jim Justice. Jon won \$300 for oldest bike on the ride and best bike at the show for his 1928 Scott Flying Squirrel. Nice work, Jon!



KC VJMC Bike Show

Vintage Motorcycles at Liberty Cycle Center held this July:

This event has been on our local club agenda for a number of years. The dealership is located in Liberty, Missouri but people consider it a KC event because it is a suburban area connected to the city. It was held on July 9th.

LCC cycles has been a great sponsor and supporter of this event and has given us prime show space and has also provided free food. The founder of the company Bill Heishman is one of the few remaining people who established a motorcycle dealership in the Kansas City area from over half a century ago. He is a goldmine of information about the early years of the motorcycle in our community. Bill seems to have known all those involved in the sport back in the late 1960s. He started as a repair shop and then began selling Norton, Moto Guzzi, and at one time Ducati motorcycles. His main brand early on was Suzuki motorcycles. The company currently sells Yamaha's, Suzuki, Kawasaki's, KTM, and Benelli motorcycles. His son, Jeff, now runs the business.

This year nearly all of the bikes which were shown were really clean and mostly restored bikes. Rather than list what was shown just check out the pictures. As could be expected most of the motorcycles were Japanese since the event is promoted by our local VJMC club.

I think what made this event so much fun was that the weather favored the show and we had many more visitors than what we generally have at this event. Over the day I am sure we were visited by over several hundred people. The business is adjacent to highway 291 and over the time of the show motorcyclists would be seen driving by and then a few minutes later we would see them coming up in the other lane to visit the show. The parking lot was full on a few occasions as passerby's would come and join us.

It was a good day. Old motorcycles, FREE food, old and new friends, and time to talk about how great those old motorcycles are. The event has always been held on either the first or second Saturday in July, and this will probably not change. Dates are easy to determine as they are posted on our web site, on our Facebook page, or on the national VJMC calendar. Incidentally, any brand of vintage motorcycle can be shown, we just like any old machineds!

This Rally will continue next year so put the event on your 2023 calendar. If you are within 100 miles of Kansas City, make it a day ride to join us at an event. If you attend any of our events please track me down and introduce yourself. Our club members really want to meet you and make you feel welcome.

Mark Bayer President KC VJMC



Blackhawk Motorcycles

by Don Lipsky

Our Annual Pilgrimage

It's almost time for us vintage motorcycle enthusiast to make out annual pilgrimage to the Davenport Swap Meet. As the faithful know it's held by the Chief Black Hawk Motorcycle Club annually at the Mississippi Valley Fair Ground in Davenport, Iowa. I've been attending this gathering for almost 50 years.

Have you ever wondered why their club is named after Chief Blackhawk? Continue reading because there is a motorcycle tie in.

Chief Blackhawk is the name of a Sauk Indian Chief who was born near the Rock River in Iowa in 1767 (ie: Davenport/Bettendorf area of Iowa and the Rock Island/Moline area in Illinois). He allied with the British to fight the new Americans in the War of 1812. His history was chronicled in an autobiography published in 1833 and became a best seller.

In 1911 the Black Hawk Motorcycle Company of Rock Island, Illinois introduced a single cylinder motorcycle. Here are the specifications:

Black Hawk, 4 h.p. single

MODELS: 4 h.p., chain drive, single; 7 h.p. twin.

MOTOR: 3¼ x 3 43/64; inlet over exhaust valve.

CLUTCH: Belt idler combined with multiple disc clutch in rear hub: each operated by a single lever at left side of frame.

TRANSMISSION: Flat belt with separate rear pulley, mounted on clutch body. Chain drive models have primary drive to counter-shaft by chain, and final drive by chain.

BRAKE: Black Hawk type, operated by back pedaling.

CONTROL: Spark and throttle and compression release by wire mechanism from twisting grips.

FRAME: Rocker type fork with spiral springs for shock and recoil.

LUBRICATION: Adjustable sight feed with mechanical auxiliary.

WHEEL BASE: 53 inches.

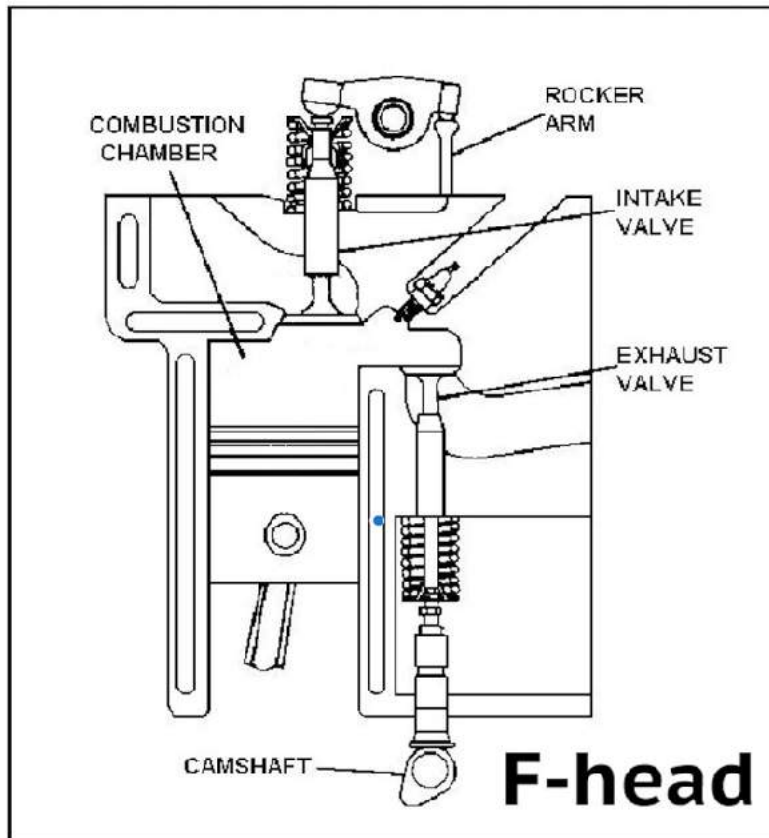
TIRES: 28 x 2¼; Goodyear or United States studded.

EQUIPMENT: Tire and tool kit.

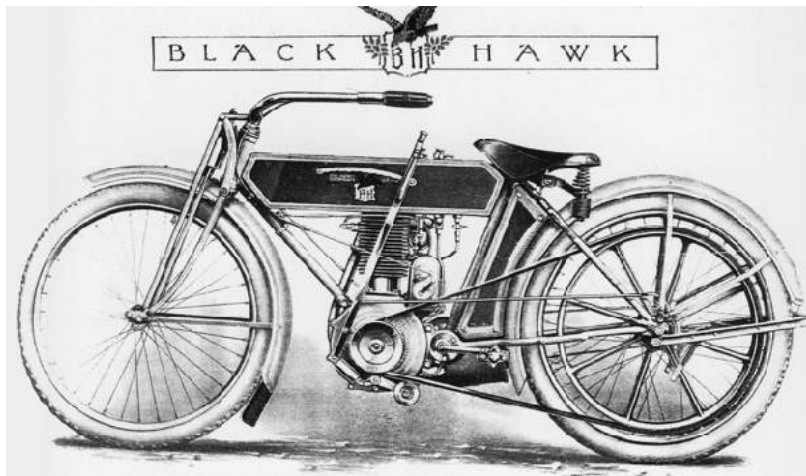
FINISH: Light gray with dark panels and blue striping.

The motorcycle was a single cylinder, 500 cc 'F' head engine with magneto, chain or belt drive with pedal start. Unlike motorcycles as we know today, the fuel tank was made from 1/6 inch thick steel plate, bent into shape, then brazed.. The ends of the tank were cast into the frame, then the formed tank was fitted to the frame and brazed together. By using this method the top horizontal tube was eliminated, with the tank becoming an integral part of the frame.

The Black Hawk Motorcycle advertised a twin cylinder for 1914 but that never came to be as they ceased operations in 1914.



F-Head engines were popular among the early motorcycle manufacturers in the 1900's. A F-head engine had one valve on top of the cylinder with the other being along side of the cylinder. This type of engine is also referred to as 'Inlet over Exhaust' or 'pocket valve'. Those familiar with early Harley-Davidsons should recognize this design. The first year for a Harley F-Head was in 1929 with their model DL, a 45 cubic inch motor. Afterwards they used side valve (flat head) engines and then in 1936 they introduced their over head valve engine - The Knucklehead. This is a simplified history of Harley-Davidson engines.



Don wanted me to pass on that Engle Motors in KC offers vapor blasting, a milder form of cabinet blasting that leaves a softer finish than glass beads. It leaves a really nice finish on aluminum. Thanks Don, for another great article on Motorcycles from the past.



MOTOR CYCLE DEPARTMENT



The Chicago Motorcycle Show a Big Success

THAT motorcycle and accessory manufacturers of motorcycle parts can successfully carry their own exhibit was practically demonstrated at the recent Chicago Show, held in the Furniture Manufacturers' Building, at Chicago, during the week of February 3rd to 5th. The show, from every viewpoint, was a complete success, and for the last time have the motorcycles been shoved in some comparatively out of the way corner of the motor car show.

There were 77 motorcycles shown, by 24 different makers, and although there was almost three times as much floor space given to the exhibitors than at the Chicago Shows last year, the aisles and booths were jammed to capacity on the opening evening. The attendance broke all records of previous shows, and it is an assured fact that the first independent show was a success beyond all doubt. A number of new motorcycles made their debut at the Chicago Show, details of which are given in the following paragraphs:

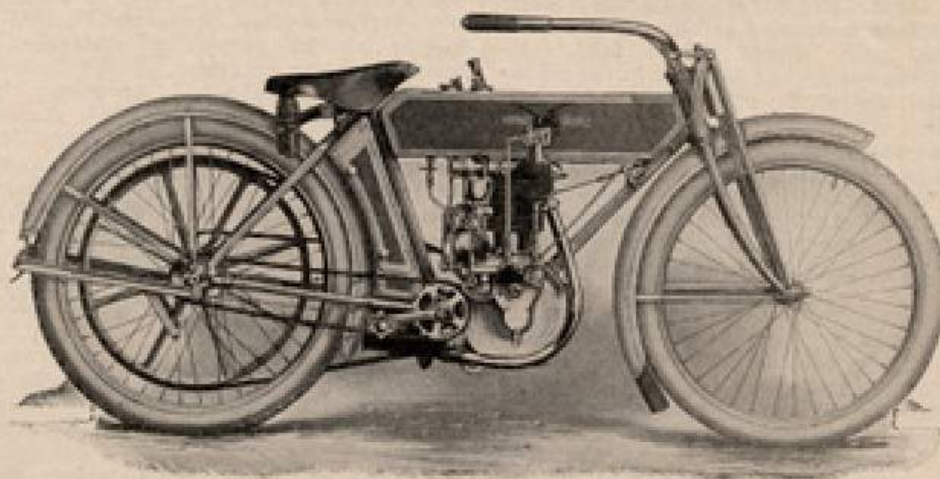
The Black Hawk.

This is one of the most attractive of the

new machines exhibited. It is a single cylinder machine, having a tank integral with the frame tubes, the frame being of straight line throughout. The front fork is of entirely new design. The most noticeable features of the power plant lie in the valve construction, which is such that both intake and exhaust valves may be removed in a few minutes by simply loosening one nut and the exhaust spring collar, and without disturbing the carburetor or grip control.

Another feature of this machine is that it contains a multiple disc clutch fitted with 35 discs. This clutch is located in the rear wheel, acting between the drive pulley and the hub of the wheel.

The seat post is also new in design. Instead of the usual rocker arm, the saddle is bolted directly to the movable member of the post, which is shackled to the seat post tube of the frame in such a way that it is given an up and down movement without tilting or horizontal movement in either direction. The transmission is by flat belt, or as standard, although V-belt and chain drive may be had as an option. The machine is finished in gray, with panels of a darker tone, and blue striping. It is manufactured by the Black Hawk Motor Company, Rock Island, Ill.



The Black Hawk Single-Cylinder Machine.

The following is a series of photos found at flashbackfab.com. The builder is Paul Brodie. His shop is Flashback Fabrications. Paul fabricated the frame for this Blackhawk motor. This is the only known Blackhawk motorcycle in existence.

Start of the frame. Engine is lying on the bench. The dropouts (top) were salvaged from a wrecked frame from the same era. They had the correct “look” to them. The big kink in the left chainstay is to provide clearance for the belt drive pulley.



This company was only in business for two years, at least that's what the phone book records show. I had a lot of company literature to work from. They proclaimed the Blackhawk simply to be the best in engineering, power, handling, everything! One unique feature was the gas tank which doubled as the top tube, while hiding the oil tank inside itself. Tank is 14 gauge steel.



This is the workings of the “sprung” seat-post. The seat-post goes straight through a tube welded into the frame. It took a little experimenting to find a suitable spring rate.



When the bike is assembled, you don't realize the seat-post is sprung, because the whole thing is enclosed in a metal box sandwiched between the seat-tube and rear fender. Maybe that's why it was the best bike.





The front fork had very crude suspension; a bit of spring action with no dampening. Notice how the handlebars were an integral part of the fork design.



Little bit of paint, nickel plate this, and Wow! Truthfully, when Gagan showed me the picture, I didn't even recognize it at first. It was my first antique frame project, and got me hooked. Here you can see the ratchet mechanism (on the left side of the tank) that holds the lever to control the belt tension.




Blackhawk in the sunshine at Davenport, Iowa. This is a fitting spot as the factory used to be located directly across the river. Currently, this is the only model in existence, although there are four known Blackhawk motors out there looking for frames.



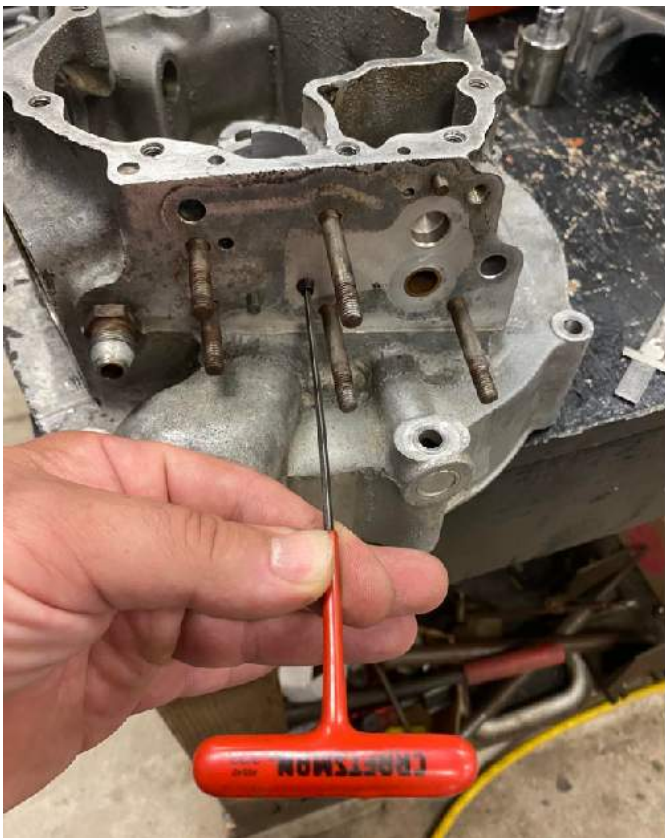
Tech Talk

I ran across this technical post from Steven Barber recently in a Facebook group. Steve is a longtime AMCA member who owns and runs The 74 Shop in Saugerties NY. He stays busy restoring old Harleys to running condition. He gave me permission to include this tech tip in the newsletter.

**Steve Barber**
Group expert · July 20 at 1:18 PM · 🌐

Here's a nice little trick I learned from another engine builder I'd like to share with you guys that own 48-52 panheads. If you have one of these bikes you know they sump and leak. This will fix it as long as your oil pump check ball seat is good. The hole in first picture feeds the heads and hydraulic pushrods but is on the feed side of the pump and therefore causes sumping. 2nd pic shows me drilling the oil passage that feeds the pinion bushing/crank to connect it to the top end passage. Use a 3/16 bit. You will feel the bit drop in to the top end passage, at that point stop and blow the debris out and check that the passages are now connected with compressed air or fluid. Once you are sure the passages are now connected you can tap the hole in pic one with a 12-24 tap and install a short allen set screw with a drop of loctite. Now your oil feed is controlled by the check ball as it should be. HD added the hole in 48 to quickly get oil to the top end to help with pushrod chatter on cold start up, in actuality they created a bigger issue but kept the hole all the way through 52 until the revised hydraulic tappets in 1953. The last pick shows the oil passage that connects to the breather gear. I always remove the Welch plug and clean that passage out. It is a blind passage and collects all sorts of debris and dirt, especially blast media! I tap that hole 8-32 and install an allen set screw with loctite and just cover with some high temp grey silicone. Hope this helps some of you leaky panhead guys! Next up is going over the check ball seat in the oil pump. I also update the oil pump gears to the 1973+ ratio and modify the breather for more duration to suck that extra oil out of the top end. This will be a well controlled and properly oiled machine when done.





Mountain Grove Heritage Festival

Members

Had a great time in Mountain Grove Mo this year at the Heritage Festival....

The people of Mountain Grove made us all very welcome and many were very knowledgeable about old bikes.

Treated to a Beatles tribute band on Friday Night, a craft fair, lots of food vendors, and the antique motorcycle show Saturday, followed by a very pleasant ride on Sunday covering just over 60 miles. Great people, great weather, great roads, great fun!!!!!!

We had a few electrical issues keeping Dickie (Indian) and Mike (Norton) out of the Sunday ride but Dickie did get to ride in Steidley's sidecar Saturday night which was hair raising!

Had members from the Santa Fe Trail Chapter (Kansas City) & The Cherokee Chapter (Texas, OK & AR) - so thanks for their support.....greatly appreciated!!

Looks like we will put this on our calendar for next year also.

Thanks

Alan Bolt
Gateway Chapter President
314-281-1901









More Tech Stuff



Below and right; Tom did a beautiful job on Jack Larson's 1917 Excelsior tank. He explained the process of heating the tank in an oven, pulling it apart, patching pinholes, dents and rust from the inside and then soldering it back together using the custom mold he builds for each tank. This tank was also sealed with Caswell's and painted by Tom

At our August meeting SFT VP Doug Rollert asked member Tom Binger to talk about how to restore old soldered gas tanks of the Teens and Twenties. Tom teaches at the KC Art Institute and gave us a very interesting demo.

At left; the mold Tom uses to retain the original lines when reassembling the tank



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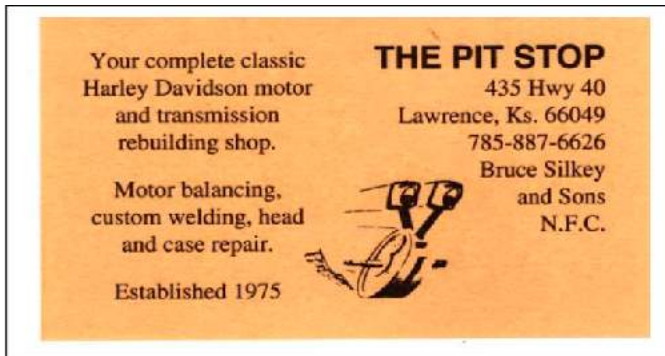
Upcoming Events;

- Davenport Swap Meet, Sept 1-3, Mississippi Valley Fairgrounds, Davenport IA
- SFT annual picnic, Heritage Park, Olathe KS, Shelter House #6, Sept. 11, 1pm
- SFT Ride to Maggie Valley NC, Sept 16 - 25. Call Jack Larson for more info.

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

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Vice President-	Doug Rollert	913 685 1851
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Treasurer-	Ibby Rollert	913 685 1851
Road Captain-	Jack Larson	816 331 2289
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Newsletter Editor	John Webb	913 206

Special thanks to Don Lipsky, Jim Justice, Steven Barber, Alan Bolt and Mark Bayer for their contributions to this issue of On The Trail. - Ed.

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