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PIRELLI: MT66 Front & Rear Tires

PERFORMANCE MACHINE: Throttle Housing, Grille LED Headlight

S&S: Super E Shorty Carburetor*

Check out more details on this bike at various rallies and events throughout the year; or log onto **dragspecialties.com/bike-builds** to view the complete parts list.

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Customer Rating
COMPARE TO FRONTIER $299 MODEL: XTB46028
ITEM 64023/64012 shown
29593800
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COMPARE TO PERFORMANCE TOOL $13.52 MODEL: W2364
ITEM 63878/63991 64005/60566 63601/67227 shown
29593241
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COMPARE TO BIG RED $126.87 MODEL: T6875 1X
SAVE $46
Customer Rating
ITEM 2792/61632/60536 shown
29602200
LIMIT 1 - Coupon valid through 5/3/20*

BRAUN SUPER COUPON

5000 LUMEN, 4 FT. LED HANGING SHOP LIGHT • 30,000 hour LED life

Customer Rating
SAVE 33%



~~$29.99~~ NOW $19.99
ITEM 64410
29615298
LIMIT 4 - Coupon valid through 5/3/20*

PITTSBURGH MOTORCYCLE SUPER COUPON

MOTORCYCLE WHEEL CHOCK
Customer Rating



NOW $29.99 ~~$37.99~~
COMPARE TO ULTRA-TOW $64.99 MODEL: 51648
SAVE 53%
ITEM 69026/60392 shown
29616506
LIMIT 2 - Coupon valid through 5/3/20*

CEN-TECH SUPER COUPON

2/10/50 AMP, 12 VOLT BATTERY CHARGER AND ENGINE STARTER
Customer Rating



SAVE 49% ~~$54.99~~ NOW $29.99
COMPARE TO SCHUMACHER ELECTRIC $59.77 MODEL: SE-1250
ITEM 60581/3418 60653 shown
29619553
LIMIT 3 - Coupon valid through 5/3/20*

Haul-Master SUPER COUPON

Customer Rating **3/8" x 14 FT., GRADE 43 TOWING CHAIN**
- 5400 lb. capacity



NOW $19.99 ~~$39.99~~
COMPARE TO MIBRO $64.99 MODEL: 426920
SAVE 69%
ITEM 40462/60658/97711 shown
29624168
LIMIT 4 - Coupon valid through 5/3/20*

WARRIOR SUPER COUPON

29 PIECE TITANIUM DRILL BIT SET
Customer Rating



NOW $10.99 ~~$18.99~~
COMPARE TO DEWALT $68.14 MODEL: DW1369
SAVE 83%
ITEM 5889 62281/61637 shown
29635840
LIMIT 3 - Coupon valid through 5/3/20*

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NOW $99.99 ~~$129.99~~
Customer Rating
COMPARE TO SNAP-ON $245.95 MODEL: CTR761CDB
SAVE $145
ITEM 64196/56660/63538 shown
29647762
LIMIT 2 - Coupon valid through 5/3/20*

PITTSBURGH MOTORCYCLE SUPER COUPON

HEAVY DUTY CHAIN BREAKER
Customer Rating



~~$15.99~~ NOW $9.99
COMPARE TO TRU-PITCH $19.99 MODEL: PE2560
SAVE 50%
ITEM 66488
29649111
LIMIT 5 - Coupon valid through 5/3/20*

PITTSBURGH SUPER COUPON

9 PIECE, 1/4", 3/8" AND 1/2" DRIVE WOBBLE SOCKET EXTENSION SET
LIFETIME WARRANTY
Customer Rating



SAVE 56%
NOW $9.99 ~~$14.99~~
COMPARE TO KLUTCH $22.99 MODEL: 40033
ITEM 61278/67971 shown
29654340
LIMIT 4 - Coupon valid through 5/3/20*

drill master SUPER COUPON

Customer Rating **4-1/2" ANGLE GRINDER**



SAVE 44%
~~$14.99~~ NOW $9.99
COMPARE TO PERFORMAX $17.99 MODEL: 2411-1
ITEM 69645/60625 shown
29667840
LIMIT 5 - Coupon valid through 5/3/20*

WARRIOR SUPER COUPON

4-1/2" CUT-OFF WHEELS FOR METAL - PACK OF 10



NOW $5.99 ~~$8.35~~
COMPARE TO DIABLO $19.97 MODEL: DBD045063718F
SAVE 70%
Customer Rating
ITEM 61195/45430 shown
29670680
LIMIT 5 - Coupon valid through 5/3/20*

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YOUR CHOICE $39.99
HOT DOG ITEM 69269 97080 shown
PANCAKE ITEM 61615/60637 95275 shown
~~$59.99~~
Customer Rating
COMPARE TO PORTER-CABLE $98.62 MODEL: PCFP02003
SAVE 59%
29681075
LIMIT 3 - Coupon valid through 5/3/20*

PITTSBURGH SUPER COUPON

4" MAGNETIC PARTS HOLDER
Customer Rating



NOW $1.29 ~~$2.99~~
COMPARE TO TITAN $5.99 MODEL: 11194
SAVE 78%
Hardware sold separately.
ITEM 62535/90566 shown
29682181
LIMIT 4 - Coupon valid through 5/3/20*

CHICAGO ELECTRIC WELDING SUPER COUPON

Customer Rating **BLUE DESIGN AUTO-DARKENING WELDING HELMET**



NOW $39.99 ~~$49.99~~
SAVE $85
COMPARE TO HOBART $124.99 MODEL: 77054
ITEM 61610/63122/91214 shown
29688128
LIMIT 3 - Coupon valid through 5/3/20*

Grant's GARAGE SUPER COUPON

Mechanic's Choice **14" x 13" SHOP TOWELS PACK OF 50**



Customer Rating
NOW $8.99 ~~$11.99~~
COMPARE TO VIKING $17.98 MODEL: 874908
SAVE 50%
ITEM 63365/64730 56119/63360 shown
29694698
LIMIT 4 - Coupon valid through 5/3/20*

Diablo SUPER COUPON

3/8" x 50 FT. INDUSTRIAL GRADE RUBBER AIR HOSE
Customer Rating



NOW $18.99 ~~$24.99~~
COMPARE TO GOODYEAR $29.82 MODEL: 12965
SAVE 36%
ITEM 61939 62884/62890 shown
29701426
LIMIT 4 - Coupon valid through 5/3/20*

Bauer — SUPER COUPON

20V LITHIUM-ION 1/2" IMPACT WRENCH

Customer Rating ★★★★★



NOW $99.99

$119.99

450 FT. LBS. TORQUE BOLT BREAKAWAY

SAVE $20

Tool Only. Battery and charger sold separately.

ITEM 56176/63629 shown

29708706

LIMIT 2 - Coupon valid through 5/3/20*

HaulMaster — SUPER COUPON

72" x 80" MOVING BLANKET



Customer Rating ★★★★½

COMPARE TO BLUE HAWK $19.99 MODEL: 77280

SAVE 70%

$8.99

NOW $5.99

ITEM 69505/62418/66537 shown

29713458

LIMIT 5 - Coupon valid through 5/3/20*

PITTSBURGH MOTORCYCLE — SUPER COUPON

1000 LB. CAPACITY MOTORCYCLE LIFT

Customer Rating ★★★★½



NOW $349.99

$449.99

SAVE $560

COMPARE TO BLACK WIDOW $909.99 MODEL: BW-1000A

ITEM 69904/68892 shown

29726604

LIMIT 1 - Coupon valid through 5/3/20*

HARDY — SUPER COUPON

POWDER-FREE NITRILE GLOVES PACK OF 100

- 5 mil thickness

12¢ PER PAIR



$7.99

NOW $5.99

COMPARE TO VENOM $14.97 MODEL: VEN4145

SAVE 59%

Customer Rating ★★★★★

ITEM 37050, 64417, 61363, 68497, 61360, 61359, 68498, 68496, 64418 shown

29729844

LIMIT 5 - Coupon valid through 5/3/20*

PITTSBURGH MOTORCYCLE — SUPER COUPON

LOW PROFILE MOTORCYCLE DOLLY

Customer Rating ★★★★½

- 1250 lb. capacity



COMPARE TO EXTREME MAX $118.73 MODEL: 5569941033

$99.99

SAVE $38

NOW $79.99

ITEM 95896

29733257

LIMIT 1 - Coupon valid through 5/3/20*

PITTSBURGH AUTOMOTIVE — SUPER COUPON

PNEUMATIC ADJUSTABLE ROLLER SEAT

- 300 lb. capacity

Customer Rating ★★★★½



NOW $19.99

$26.99

SAVE 71%

COMPARE TO DURALAST $69.99 MODEL: TR6201C

ITEM 61160/63456/46319 shown

29739112

LIMIT 3 - Coupon valid through 5/3/20*

U.S. GENERAL — SUPER COUPON

30", 5 DRAWER MECHANIC'S CARTS

- 700 lb. capacity



Customer Rating ★★★★★

$229.99

COMPARE TO Snap-on BLUE-POINT $830 MODEL: KRAC10TRPES

SAVE $630

YOUR CHOICE OF 7 COLORS $199.99

Item 64031, 56429, 64033, 64059, 64721, 64722, 64720

29739682

LIMIT 1 - Coupon valid through 5/3/20*

TITANIUM — SUPER COUPON

UNLIMITED 200™ PROFESSIONAL MULTIPROCESS WELDER

Customer Rating ★★★★★



NOW $649.99

$699.99

COMPARE TO ESAB $902.60 MODEL: W1003141

SAVE $252

ITEM 64806

29745084

LIMIT 1 - Coupon valid through 5/3/20*

VULCAN — SUPER COUPON

Customer Rating ★★★★★

350 LB. CAPACITY WELDING CART

Welders, gear & supplies sold separately.



- 2-Tier shelf system
- Cylinder rack with top and bottom strapping points holds up to 65 lb., 7" diameter cylinder

$99.99

NOW $89.99

ITEM 56191

SAVE $110

COMPARE TO EASTWOOD $199.99 MODEL: 20354

29752645

LIMIT 1 - Coupon valid through 5/3/20*

BRAUN — SUPER COUPON

390 LUMEN MAGNETIC SLIM BAR LED WORK LIGHT

Customer Rating ★★★★★



NOW $24.99

$39.99

COMPARE TO ASTRO $55.12 MODEL: 40SL

SAVE 54%

ITEM 56248/56329/63958 shown

29759828

LIMIT 3 - Coupon valid through 5/3/20*

HaulMaster — SUPER COUPON

4 PIECE, 1" x 15 FT. RATCHETING TIE DOWNS

Customer Rating ★★★★½

- 400 lb. working load



NOW $6.99

$12.99

SAVE 69%

COMPARE TO KEEPER $22.80 MODEL: 5505

ITEM 90984/63056/63057/63150/56668/63094 shown

29763350

LIMIT 4 - Coupon valid through 5/3/20*

SUPER COUPON

4 PIECE FUNNEL SET

Customer Rating ★★★★★



NOW 79¢

$1.24

COMPARE TO TEKTON $6.04 MODEL: 6093

SAVE 86%

ITEM 61941/744 shown

29766488

LIMIT 5 - Coupon valid through 5/3/20*

PITTSBURGH — SUPER COUPON

130 PIECE TOOL KIT WITH CASE

SAE AND METRIC

Customer Rating ★★★★½



LIFETIME WARRANTY

NOW $29.99

$39.99

COMPARE TO ANVIL $66.39 MODEL: A137H0S

SAVE 54%

ITEM 68998/63248/64080/64263/63091 shown

29774788

LIMIT 2 - Coupon valid through 5/3/20*

HaulMaster — SUPER COUPON

18" WORKING PLATFORM STEP STOOL

Customer Rating ★★★★★

- 350 lb. capacity



NOW $19.99

$29.99

COMPARE TO NEOCRAFT $39.99 MODEL: 60635

SAVE 50%

ITEM 62515/66911 shown

29787265

LIMIT 4 - Coupon valid through 5/3/20*

PITTSBURGH #1 SELLING JACKS IN AMERICA — SUPER COUPON

Customer Rating ★★★★★

RAPID PUMP® 1.5 TON LIGHTWEIGHT ALUMINUM FLOOR JACK



NOW $59.99

SAVE $91

- Weighs 33 lbs.

$79.99

COMPARE TO K TOOL $151.42 MODEL: KT63094

ITEM 64552/64832/64980/64545 shown

29797870

LIMIT 3 - Coupon valid through 5/3/20*

Haul Master — SUPER COUPON

400 LB. RECEIVER-MOUNT MOTORCYCLE CARRIER



NOW $99.99

$129.99

COMPARE TO ULTRA-TOW $189.99 MODEL: 365378

SAVE $90

Customer Rating ★★★★½

ITEM 99721/62837 shown

29801164

LIMIT 2 - Coupon valid through 5/3/20*

SUPER COUPON

10" PNEUMATIC TIRE

Customer Rating ★★★★½



NOW $3.99

SAVE 50%

$5.99

COMPARE TO FARM & RANCH $8.09 MODEL: FR1055

ITEM 69385/62388/62409/62698/30900 shown

29803945

LIMIT 5 - Coupon valid through 5/3/20*

COVERPRO — SUPER COUPON

10 FT. x 17 FT. PORTABLE GARAGE



Customer Rating ★★★★½

NOW $169.99

$199.99

COMPARE TO SHELTER LOGIC $290.75 MODEL: 76377

SAVE $120

ITEM 62859/63055/62860 shown

29804009

LIMIT 1 - Coupon valid through 5/3/20*

SUPER COUPON

SOLAR ROPE LIGHT

Customer Rating ★★★★½

- 16 ft. of white LEDs



NOW $7.99

$12.99

SAVE 75%

COMPARE TO HAMPTON BAY $32.97 MODEL: 94130

ITEM 63941/62533/64625/68353 shown

29808021

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Boardtrack is back

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FORMULA



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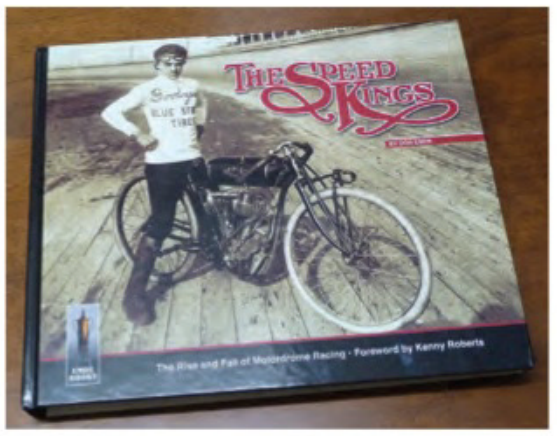
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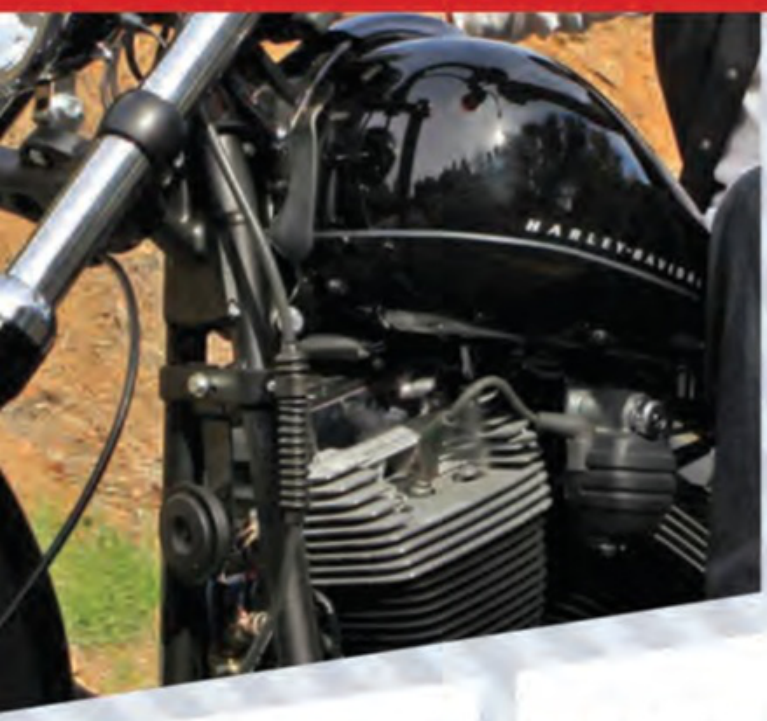
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Daytona!

We teamed with famed father-daughter builders Dave and Jody Perewitz to build the bike

This is our annual Daytona Bike Week issue. That might not be a big deal if you are not participating this year, but it does mark the traditional start, for most motorcycle riders in America, of the riding season, and that's a great thing!

Official Bike of Daytona

I can't recall how many years we have been involved in the design and build of the official motorcycle of Daytona Bike Week, but it's been a very long time. Since most riders never get the insider's view of how a custom bike is built to these standards, we take extra care to share it with you each year. We team up with a well-respected custom builder, agree upon the style and approach of the build, then give our readers an insider's view of the how and why in step-by-step detail.

This year we teamed with famed father-daughter builders Dave and Jody Perewitz. This is the first time I can recall where we had two builders design the Official Motorcycle of Daytona Bike Week. And how cool is it that Dave and Jody are a father/daughter team? This partnership allows a creative design blend from two generations—literally and figuratively. I love this bike and admire how it features traditional and current trends in one terrific package that looks as great as it performs. Neither *American Iron Magazine* nor the Perewitz family would build anything less than first class in form and function. We think it's an amazing machine that some lucky person is going to win — and if you act now, it might be you. You can see the bike in person at Destination Daytona and purchase tickets at OfficialBikeWeek.com.



Daytona & Events

There are so many great motorcycle activities, it's hard to see them all. I always make it a point to check out the action at Destination Daytona, Indian Motorcycle Daytona Beach, and at the Daytona Speedway. Here are a few of my favorite events I try to attend every year:

- Antique Motorcycle Club of America Sunshine Chapter National Meet, March 6 & 7. Silver Sands Bridle Club, New Smyrna Beach.
- Sons of Speed antique boardtrack racing (see our article starting on page 50), March 7. New Smyrna Speedway.
- DeLand Bike Rally, March 7. Downtown DeLand.
- Daytona 200 Monument Party, March 11 from 11 a.m.–2 p.m. 100 N. Atlantic Ave. on the beach.
- Daytona TT/Daytona 200, March 14. Daytona International Speedway.

Long Term Project Bike

Our readers seem to like real world project bikes, and so do we. Last year, we chronicled how Paul Ousey and I purchased a couple of very cheap Harley touring bikes online, flew out to the Midwest to pick them up, and rode them back home. We still have these 50,000+ mile Electra Glide Classics and will be doing occasional updates on them as we can.

Next up is a series of upgrades on the terrific Indian FTR 1200 S we have for a long-term project. In this issue, we swapped out the good stock saddle for a better Corbin one. We have more upgrades in the works. Things like different body parts and various aftermarket exhaust systems. If there is something special you'd like us to do on or with this bike, please let us know.

Back Issues & More

Looking for a back issue of any of our magazines to fill in your collection, or for a specific article? Many have already sold out, but if they are available you can buy them at GreaseRag.com. This site has some unusual and cool motorcycle items and collectibles at discount prices.

Ride safe, ride smart, have fun.

Buzz Kanter
Publisher/Editor in Chief

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Tempting Fate

…he looked at the camera and blurted out, "Pretty irresponsible, I know."

I draw inspiration for my Editor's columns from things I see and hear, things that happen to me, or current events. Sometimes it's one little thing, but other times (like recently) it's several things that happen in succession that get under my skin and creep into my column.

Recently, I was watching a video online (a rarity for me) and the host of the video told of how he had just been driving his car the other day and was using Instagram on his phone while he drove. To witness this on the little video screen was only a little unnerving, with my first thought being a joking, "I'd like to know where this guy lives, so I can avoid riding my motorcycle there." I wouldn't want to be in the lane next to him while he was posting a most important Instagram post about what he had for lunch.

The distance created by seeing this in the comfort of my own home, and not experiencing the act in person, was a bit insulating. However, what he said next was the truly disturbing part. Right after admitting to *Gramming* and driving, and with a devil-may-care jerk-like smirk on his face, he looked at the camera and blurted out, "Pretty irresponsible, I know." And he continued with his story. Now that's the part that got my goat.



Unfortunately, this seems to be the norm these days. There are too many people not only practicing distracted driving, but now it appears to be a punch line of a joke for some. Oh, really? You know it's irresponsible to be a distracted driver, but you're okay with it? And you treat it like it's acceptable and some sort of joke? Overall, the casual and indifferent attitude in which he admitted knowing it was wrong was what set me off.

I followed that event by watching a new television commercial for a Nissan Rogue featuring every pedestrian and driver fixated on his phone and completely detached from reality. It was a world of smartphone-worshiping zombies being navigated by a smart Nissan SUV, with automated systems regaining control of the vehicle and keeping its passengers safe. Again, a humorous premise perhaps, but slightly unsettling to watch.

Now please realize that I'm not trying to come off as the archetypal old man waving his cane and yelling at dang whippersnappers to slow down. And this isn't so much a rant about watching out for distracted drivers and people operating heavy road machines while fixated on their mobile devices. But what I am trying to draw attention to is the sad fact that this behavior has become normalized, flippant "self-reflection" ("Pretty irresponsible, I know, so what?") seemingly being enough to absolve oneself.

What I would like this column to come off as is a rally cry for … Watch out! They're out to get us. They know their behavior is an assault to other motorists (riders included). And they don't care!

With the start of riding season upon us, now is a good time to do a riding gear inspection and upgrade your protection. How old is that helmet you're using? They deteriorate with age, you know. Is it time for some new full-fingered riding gloves? That's the first thing that's going to contact the ground when you put your hands out in front of you during a fall. Are your riding boots purpose-built, with strong ankle protection, or some weak department store hiking boots?

I received an email from the popular riding suit company Aerostich recently. A customer had a motorcycle accident, sent his suit in for repair, and told Aerostich, "I believe that if not for my wearing the suit, I would have ended up in the hospital." Which is a call to action for riders to practice AT-GATT: All The Gear, All The Time.

It's just too easy to become complacent and think that you're just going for a quick ride and don't need all your gear. Whenever that thought comes across my mind, I think, "Just my luck. This will be the time I go down." So, I take the time to gear up. Again, not lecturing. Wear what you want. But I'd say wear as much of what you want as possible—every time!

Remember, that guy in the car next to you might be Gramming about his most recent Bitcoin transaction, and you'll need all the protection you can. Besides, you wouldn't want to be the one who gets in an accident while not wearing good gear, and find yourself saying, "Pretty irresponsible, I know."

Steve Lita
Editor

Steve Lita





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The Chase

Riding vintage motorcycles cross country

Jason and LeeAnn Sims of Motor-cycle Cannonball and Legends Motorcycle Museum fame decided to try something entirely new for 2019: The Cross Country Chase. Starting north in Sault Sainte Marie, Michigan, and finishing south in Key West, Florida, 10 days and 2,368 miles later, The Chase is an even tougher challenge. Unlike the Cannonball, there are no chase trucks, crews, or mechanics waiting to help at the hotel each night. Riders would have to carry everything they needed; clothes, tools, parts, oil, etc. They could help each other, but were basically on their own. Any broken-down bikes would be scooped up by the sweep truck and taken to the next town. If the bike could be fixed, they could keep riding the next day. If not, they would have to find their own way home. A bit daunting? You bet.

While new to many of the 70 riders who signed up, this was not really an entirely original idea. Back in the late '70s when I started riding long distances cross country, we never thought of bringing a chase truck or mechanic along. Also new to this ride and differing from the Cannonball is a daily 10 question quiz; five questions on places and things seen the day before and five on motorcycle history. That, and a handicap for the age of the bike would be averaged into each rider's score for the competition standings.

I wanted to do this ride the day I heard about it. While I certainly don't mind my mechanic waiting to help me at the end of the day, this undertaking would really force me out of my comfort zone. I pictured my younger self, stuff strapped on the bike, saddlebags overflowing with tools and dirty laundry, riding down the road without a care in the world. But this was not the '70s ... I wasn't riding a "newer" shovelhead. I would be riding an 85-year-old motorcycle, my 1934 Harley-Davidson VD, the same bike I rode in the 2014 Cannonball. Though, to be honest, it had been sitting in the garage pretty much since the day we arrived in Tacoma, Washington, from Daytona Beach after that previous ride. It needed some mechanical work, and I knew just the guy to do it. Rob Nussbaum from RetroCycle in Boonton, New Jersey, had been the mechanic we had brought along with us on the 2018 Cannonball. Every motor he rebuilt made all the miles. Not only is Rob (and Ryan from his shop) a great mechanic, he's also a lot of fun.



I've been known to turn a few wrenches in my day, but I'm far from being a mechanic. I needed to learn more about this bike in case I had problems. I was good with normal maintenance, but Rob and I both felt I should know as much as possible.

The bike was shipped to New Jersey. I flew out and we went over what was needed to do to be ready for the September start. Thinking we would only need to rebuild the top end ... after taking the motor apart, we found some other issues that were pretty extreme. We needed new cams, brakes, and then we found out the frame was bent! This meant everything had to come off the bike and a better, straight old frame was found. I made a few more trips over to help work on the bike and then later to ride it to break in the motor. Rob was such a slave driver!

By the time I got to the start in Sault Sainte Marie, I felt much more confident in my mechanical abilities and knew this bike very well. In each of the four Motorcycle Cannonball's I've ridden, I'd never had a perfect score. Even though I always made it to the finish, and finishing IS winning to me, it would be nice to get all the miles this time.

One of the best parts of any of these rides has always been the people! Strangers become family that you would have never met if you hadn't taken on this crazy adventure. I ended up riding with my new friend Matt Miller from New Jersey and Cannonball alumni friends Bill Page from Kansas and John Bartman from Illinois. We made a great team, managed to not get lost, helped each other, and made it to the finish together!

Through it all I made some lasting memories. They are:

Leaving Sault Sainte Marie and riding in the rain over the famously scary five-mile Mackinac Bridge. Taking the steam powered S.S. Badger Ferry across Lake Michigan into Wisconsin and riding to the Harley-Davidson Museum. Riding up beautiful Lookout Mountain leaving Chattanooga, Tennessee. Seeing an alligator when we were riding through the everglades. Riding through the Florida Keys and arriving into Key West with a perfect score in 7th place overall with no major mechanical issues!

If you ever get the chance to ride The Chase or the Cannonball, do whatever you have to do to make it happen. It's a life-changing challenge and ever so addicting. Just ask me! **AIM**



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Green Day, Fall Out Boy, and Weezer Announce Global Stadium Hella Mega Tour

GREEN DAY, FALL OUT BOY, and Weezer, three of the biggest acts in rock music, announced they will be heading out on the road together for the first time on The Hella Mega Tour, presented by Harley-Davidson.

Produced by Live Nation, the 20-city North American outing will bring the bands to some of the most renowned stadiums including Dodger Stadium, Wrigley Field, Citi Field, Fenway Park, and more. Beginning July 17 in Seattle, the outing makes stops in Houston, Miami, Toronto, New York, and more before wrapping up on August 29 in Philadelphia.

"Harley-Davidson and rock & roll have been synonymous throughout history," said Neil Grimmer, President of Brand for the Harley-Davidson Motor Company. "So it's only natural for Harley to present the most epic, full throttle rock tour in history!"

Concertgoers will see and experience the newest Harley-Davidson motorcycles, including the fully electric LiveWire.

Tickets will go on sale to the general public beginning Friday, September 20 at 10 a.m. local time at Ticketmaster.com.

The Hella Mega Tour North American Dates

Friday, July 17—Seattle, WA, T-Mobile Park
Tuesday, July 21—San Francisco, CA, Oracle Park
Friday, July 24—San Diego, CA, Petco Park
Saturday, July 25—Los Angeles, CA, Dodger Stadium
Tuesday, July 28—Commerce City, CO, DICK's Sporting Goods Park
Friday, July 31—Arlington, TX, Globe Life Field
Saturday, August 1—Houston, TX, Minute Maid Park
Wednesday, August 5—Miami, FL, Hard Rock Stadium
Thursday, August 6—Jacksonville, FL, TIAA Bank Field
Saturday, August 8—Atlanta, GA, SunTrust Park
Tuesday, August 11—Minneapolis, MN, Target Field
Thursday, August 13—Chicago, IL, Wrigley Field
Saturday, August 15—Pittsburgh, PA, PNC Park
Sunday, August 16—Hershey, PA, Hersheypark Stadium
Wednesday, August 19—Detroit, MI, Comerica Park
Friday, August 21—Washington, DC, Nationals Park
Saturday, August 22—New York, NY, Citi Field



Monday, August 24—Toronto, ON, Rogers Centre
Thursday, August 27—Boston, MA, Fenway Park
Saturday, August 29—Philadelphia, PA, Citizens Bank Park

Suffragists Centennial Motorcycle Ride Routes Released & Registration Now Open

COINCIDING WITH THE 100TH anniversary of the ratification of the 19th Amendment, Women's Motorcycle Tours has opened registration and released official dates and routes for the Suffragists Centennial Motorcycle Ride (SCMR2020). The female-focused, three-week cross-country motorcycling event will commence Friday, July 31 and end on Sunday, August 23.

"The SCMR2020 will be the most significant female-focused riding event in 2020," claims Alisa Clickenger. "I love wrapping epic motorcycle rides around historical events, and centennials are particularly powerful times to bring people together. My intent is to create an event that makes history at the same time as we celebrate it."

This cross-country event will provide multiple experiences for all disciplines of motorcycle riders in celebration of the centennial of women's suffrage. The 19th Amendment provided women with the right to vote and is seen as a significant historical event in the journey toward equality and empowerment for women. Partnering with local, state, and federal organizations, SCMR2020 will broadcast and amplify the message of women's freedom, excitement, and empowerment through motorcycling.

While the ultimate goal of Women's Motorcycle Tours is to create an atmosphere of celebration and unity among female motorcyclists, SCMR2020 welcomes all riders; male and female, all brands of motorcycles, two- and three-wheeled machines, and even non-riders. To register and to receive more details, visit www.CentennialRide.com.

American Iron Garage

American Iron Garage Returns

For you enthusiasts out there who can't get enough coverage of real-world custom bikes, *American Iron Garage* has what you are looking for. *American Iron Garage* is the premier source for do-it-yourself and how-to advice about American-made motorcycles. The pages of this enthusiast magazine offer information that fulfills your passion for personalizing and fixing your bikes to your liking, whether you are just starting out or have years of experience under your belt.

Each issue includes step-by-step product install stories, features on home-built custom bikes, useful technical skills, and new tool and product listings. The diverse staff of writers provides a wide range of tech topics presented in a practical, user-friendly package, featuring top-notch photography and engaging content. This is a real-world magazine for budget-conscious riders who fix their own bikes. Be sure to check out the first issue of the year, issue 120, when it hits newsstands this April!

Gettysburg Bike Week Performances Announced



THIS JULY, GETTYSBURG BIKE WEEK WILL celebrate nineteen years being one of the premiere motorcycle rallies in the country. This anniversary rally goes down at the Allstar Events Complex in Gettysburg, Pennsylvania, and festivities kick off Thursday, July 9, and run through Sunday, July 12.

This year's storied group of live-music entertainers features Jasmine Cain, back by popular demand for her second year in a row.

Thursday night's headliner is The Atomic Punks, the premiere Van Halen tribute band in the country. Focusing on early David Lee Roth-era VH, TAP were voted Best Tribute Band three years in a row by LA's Rock City News.

Joining Jasmine Cain as Friday night co-headliner, classic Los Angeles glam rockers Vixen will take to the stage, playing their unique brand of '80s hair metal. Perennial staples in the Billboard Hot 100 in the late '80s, Vixen has been described as "the female Bon Jovi."

And rounding out the headliners on Saturday, Oklahoma's Hinder will bring their furious blend of hard rock, post-grunge, and glam metal to the GBW faithful. Joining Hinder on Saturday will be York, Pennsylvania, locals The Small Town Titans.

And, of course, no rally would be complete without great riding, and Gettysburg has some of the best. Whether riders want to see historic battlegrounds or just hit the road for a great cruise, hundreds of miles of the best riding in the East surrounds Gettysburg. In addition to fantastic solo riding, GBW also features awesome group rides and the Pink Journey of Lights and Stars of Hope Charity Rides.

New and returning riders can find updates, the schedule of events, lodging information, and anything they ever needed to know about Gettysburg Bike Week by visiting www.GettysburgBikeWeek.com.

2020 Tucker V-twin Catalog Now Available

Tucker Powersports has released its 2020 V-twin catalog, and dealers can view the digital flipbook version online now. For 2020, Tucker loaded the book with a massive selection of V-twin parts and accessories from industry-leading brands, with many exclusive to Tucker.

Here are some of the new products Tucker is offering in 2020:

LETRIC
Plug-and-play LED motorcycle lighting with a vast array of offerings for V-twin models, including headlights, taillights, turn signals, and accent lighting.

LECTRON FUEL SYSTEMS
Lectron Fuel Systems improve torque, horsepower, and fuel economy while adjusting for atmospheric conditions.

AQUATIC AV
Aquatic AV is a leader in waterproof Harley-Davidson aftermarket audio, including stereo systems, speakers, amplifiers, and accessories that are waterproof and durable.

ROCKFORD FOSGATE
Rockford Fosgate motorcycle audio solutions provide cranked up and clear sound no matter what the speed.

TWIN POWER
New Fuel Pump kits feature all the necessary components needed to rebuild the OEM fuel pump module, including pump, filter, hoses, clamps, and wiring harness as required.

WISECO
New Tracker Series piston line, a featured, high-performance piston offering for Harley-Davidsons at a more affordable price point.

The complete 2020 Tucker V-twin Catalog can be viewed at Tucker.com.

Kindergarten Students Receive Strider Bikes Courtesy of All Kids Bike Program

KINDERGARTEN STUDENTS IN THREE RURAL western South Dakota schools will be learning to ride a bicycle in PE class thanks to a gift of 66 Strider balance bikes from the Sturgis Buffalo Chip, Flying Piston, and Strider. The bikes were assembled by Buffalo Chip staff, packed into a trailer, and hand delivered to SD elementary schools in Dupree, Lemmon, and Faith. Donations made through the Buffalo Chip's Biker Belles and The Flying Piston made it possible for each of the schools' Kindergarten PE programs to receive everything needed to teach children how to ride bikes. All three schools received teacher training and certification, a structured eight-lesson curriculum, a fleet of 22 Strider 14x Balance Bikes, 22 Pedal Conversion Kits, 22 fully adjustable helmets, and a five-year support plan.

The children were surprised with an assembly that unveiled the bikes and gave students the chance to test them out.

"We're on a mission to teach every child in America how to ride a bike in kindergarten PE class," said Strider President Ryan McFarland. "Through the All Kids Bike program, donors have placed these balance bikes into 165 schools in 27 states, impacting 68,000 students, and we have 62 schools on a



list waiting for donors to fund their program. Learning to ride a bike builds self-confidence and a healthy lifestyle."

Funds raised in upcoming Biker Belles and Flying Piston Breakfast events will continue to support the mission of All Kids Bike by providing Striders to additional schools. For more information on the All Kids Bike program and how to have Strider bikes donated in a school near you, visit www.AllKidsBike.org.

Harley-Davidson GMC Truck Limited Edition



IT WAS ONLY A MATTER OF TIME before Harley-Davidson and Tuscany Motor Co. decided to satisfy the number of overlapping fans they count as part of their clientele. Announced back in January at the Barrett-Jackson Auction in Scottsdale, Arizona, the two groups joined forces to introduce the Harley-Davidson branded GMC Sierra truck. Only 250 will be available through select authorized GMC/Tuscany dealers in North America.

This new pickup includes over 65 edition-specific components that mark the 2020 model truck as having that unmistakable Harley-Davidson soul. The styling was inspired by the famous Harley-Davidson Fat Boy model.

"Working closely with Brad Richards, Vice President of Styling and Design at Harley-Davidson, we created a fantastic truck worthy of the Harley-Davidson name," said Jeff Burttschell, Vice President, Tuscany Motor Co. "For the first time in history, it will be possible to rumble down the road in a V8-powered Harley-Davidson edition GMC truck."

The Tuscany team begins with a GMC Sierra truck and then installs many motorcycle-inspired components. These include Harley-Davidson branded 22" milled aluminum wheels styled and inspired by the Harley-Davidson Fat Boy model, a custom tuned exhaust with Harley-Davidson exclusive solid billet aluminum tips, distinctive Harley-Davidson bar and shield badging, stainless steel Harley-Davidson gauges, billet pedals, two-tone diamond stitched and perforated custom leather seating surfaces, and official numbered Harley-Davidson center console badge.

"Harley-Davidson and GMC are two of the most recognizable and admired American brands in the world," said Jon Bekefy, General Manager of Brand Marketing at Harley-Davidson, Inc. "We're proud of the new Harley-Davidson edition GMC Sierra. It truly reflects Harley-Davidson's passion for giving committed riders new ways to share their affinity for the brand and for riding."Additional edition-specific components that add to the aggressive look of the truck include custom-tuned BDS suspension lift with upgraded Fox shocks, 35" all-terrain tires, front bumper redesign with integrated LED light bar, and custom design Harley-Davidson grille with bar and shield insert, and Harley orange tow hooks. The front end treatment also gets a full replacement grille assembly with bar and shield mesh and Harley-Davidson badging and a Harley-Davidson designed induction style hood.



The truck also boasts exclusive power running boards with rock guard trim and entry lights, color matched Harley-Davidson designed fender flares, and custom designed front fender vents. Out back a tonneau cover with debossed bar and shield logo cover the bed, the windows are deep tinted, and let's not forget the Harley-Davidson bar and shield logo carpet floor mats.

Arizona Pilot Program Launches

The Arizona Motorcycle Safety and Awareness Foundation (AMSAF) was awarded a $50,000 grant from the Arizona Governor's Office of Highway Safety (AZGOHS) to help promote a pilot helmet program that will help individuals garner a quality DOT helmet.

Riders in Arizona have a choice in wearing helmets, so the AMSAF seeks to assist those who choose to wear a helmet to be able to afford one. This program is possible due to grants, sponsors, donations, and partners who want to help reduce crashes and fatalities in Arizona. The helmet program is open to all Arizona residents 15 years, six months old or older. Funds for this program also come from donations, sponsorship, and grants.

"We want to thank AZGOHS Director Alberto Gutier for his continued support for motorcycle safety in Arizona," says Mick Degn, AMSAF executive director. The pilot helmet program will help individuals garner a quality DOT helmet with some financial assistance from AMSAF and a discount from RideNow Powersports. The program will grant people the chance to purchase a good full-face DOT helmet at a reduced cost. To be eligible, the applicant is required to have a motorcycle (M) endorsement, fill out an application, and donate $50 to AMSAF, which is tax-deductible. If funds are not available, individuals will not be able to get into the application process, as it will be closed. If AMSAF has additional funds available, applicants will receive a receipt with a promo code and instructions that they can take with them to one of a number of specified RideNow Powersports locations. The letter will extend a credit for $125 off a specified helmet. In addition, RideNow Powersports will give an additional discount off select helmets.

Arizona residents interested can find more information by visiting AMSAF.org/helmets or by calling 888/951-3732. AIM

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We welcome letters on any subject, whether we agree with the writer or not. Photos should be high-resolution JPEG images (at least 300 dpi at 4" x 6"). Please include your name, address, and a brief description. E-mail them to Letters@AmericanIronMag.com.

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I just wanted to tell you all I have been a customer since 1999, and you produce a QUALITY magazine! Thanks so much!

Mark Falcon
Cleveland, OH

Just Wait and See

At 57, I find myself at a crossroads. I have seen motorcycles go from carbs and points to CDI and EFI. I also see younger riders getting older motorcycles like Dynas and Sportsters along with sportbikes and a few Supermotos here and there.

As for electric motorcycles, I'm kind of excited and curious to see where this all goes. I do see gas-powered bikes being around for a while, and I also see custom e-bikes becoming a thing if they aren't already.

As for print magazines, yes, it's kind of sad to see a part of the motorcycle culture going away. I'm a former freelance magazine writer and saw a few go out of business and one I used to do work for is down to a few pages and the photo quality is slipping. And I kind of don't want to admit this but I have not bought a print magazine in a long time. I do subscribe to online versions of a few, including *American Iron*, of course.

Anyway, I'm not ready to gray out, and when I get close to that point, I may be on a custom trike with a power train out of an electric car.

Donald Kline
Fontana, CA

Challenge Accepted

Here we go again. I understand the desire to keep the budget under $5,000, but both of the bikes you got need work that will bring the price up to well over the $5k goal once all the deferred maintenance is completed. When I wanted to buy a short-money ride, I ran a search for low-mileage big twins and found a gem. I paid just a bit more than your stated budget ($6,200) for my 2009 FXDC, but it only had 3,300 miles on it and had only gone down once. The seller bought it new, rode it for a year, got cut off in traffic, and it went down on its right side



at about 20 mph. He didn't get hurt but got cold feet and parked it for five years before I came along and bought it. After I got it, all I had to replace was the right mirror and brake lever, and although I bought the emblem to replace the damaged one on the slightly dented tank, I have yet to shell out the needed $500 at a body shop for the final repair of the bike to make it look new again. No worries—it's been pre-disaster'd!

It now has about 7,000 miles on it and still runs exactly like a brand-new bike. He had changed the bars and grips, converted it to forward controls, and installed a luggage rack, pipes, and a Hypercharger. The only maintenance I've had to do so far is an oil change.

Except for the right side of the tank, it literally looks and runs like a new bike. I'd even bet money that anyone could find one like mine with under 5,000 miles on it for no more than I paid (probably even one that never went down), if they can just sit on the cash without letting it burn a hole in their pocket, set a max mileage for their Craigslist search, and rerun the same search every few days until it pops up. It might take a few weeks of diligent searching, but I think one like this is a much better value than something similarly priced with 50,000+ miles and an unknown history. Good luck and have fun!

Elliot Sloan
Woodstock, CT

BUDGET TOUR FOLLOW UP?



I really liked the Beer Budget Bagger Tour. Both Buzz and Paul lucked out on buying two used bikes and then setting out on a long ride. Your next tour should be on Softails or Dynas; that'd be more of real Beer Budget story. I ride a bought-new '09 FXSTC Custom. It's stock except for slip-ons, SE A/C kit, and a set of Night-rider XIEDS. I have a clip-on H-D windshield and bags that I put on for trips. She is good for a 400-mile day from here to Vegas or Laughlin, Nevada. The stock H-D seat is very comfy, the best stocker H-D ever put on a bike.

Waiting on the next Budget Ride.

Bill Stratton
Santa Maria, CA

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BACK FROM THE GRAVE

Here are a couple pics of our latest build. It started out as a 2014 CVO Softail Deluxe, and the customer brought it to us and said, "I just purchased this a few months back but it's just not cool enough. Do your thing!" He was born on November 2 (Day of the Dead) and wanted a Cholo theme with a Day of the Dead concept, so we tried to incorporate both.

Since it was a CVO and the frame was painted deep red, the color scheme would have to flow, which was a bit of a challenge. There were little things that needed to be fabricated and modified. Parts include Dirty Bird, American Suspension, SMT, Arlen Ness, and RC Components.

Shane Kesterson
Fort Lauderdale, FL



ALWAYS FAITHFUL

I am here at Rhode Island for the ride to Gillette Stadium in Foxborough, Massachusetts, and about to join thousands of other riders to pay respects to seven fallen jarheads.

Steve Berkowitz
West Bridgewater, MA

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RETIRED LIVING

I collected all-year Knucks and two first-years, then I said, "S***, I'm still a young pup." So, I collected all-year Panheads (with two 1948s) and along the way picked up a 1947 and 1948ULs.

This here is my '42 and it sits retired in my living room. I acquired it from a fella in the coal mining area of Pennsylvania who cried when he parted with it; it was his pop's Knuck. I told him to come visit anytime he wanted; we are just caretakers of this fine American Iron.

Paul Allen
North Wales, PA







BELIEVE IT OR NOT

Here's my 2002 Road King Police. Custom paint. Pinstriped by my friend Mark Ripley. Yaffee 12" bars; Freedom Performance exhaust; FP combat mufflers. There's only one like this; it's what I love most about it. It'll run with a CVO pretty well.

Kent Pine
Platte City, MO



A WINNING FORMULA

For the life of me, I could never understand why Harley-Davidson only produced the Crossbones for four short years, 2008-2011. My 2009 is one of my all-time favorite bikes and is a blast to ride. With recent additions to their respective bobber lines, Indian and Triumph have found success. The new Indian Scout Bobber Twenty is a perfect example of keeping the genre alive. Harley had it right with the Crossbones; springer front end, spring saddle seat, and massive front tire. My message to them would be, "If you want to bring in younger riders, bring back a (true) bobber!"

Larry Kosslyn
Cave Creek, AZ **AIM**

Carburetor Integrated Ignitions

Carb and Engine Sensors

Harley-Davidson began to manage the engine with the introduction of the V-Fire III ignition in 1983 readying for the Evolution motorcycle. The heart of the V-Fire III and successive ignitions is the ignition control unit also known as the electronic control module (ECM).

Since then, H-D has been achieving tremendous strides in managing all aspects of engine operation. The modern ignition system must balance the goals of producing power, efficiency, fuel economy, and less noxious emissions. Unfortunately, fewer emissions will sometimes conflict with maximum power considerations.

This ECM fuel and ignition system supervision forms the basis of the last year of the full production of the Shovelhead engine-management system, a full twelve years before first use of EFI on Big Twin touring bikes in 1995. The present-day electronic control module coordinates engine management in a far more sophisticated fashion but it all builds on V-Fire III goals.

However, integrating the ignition with carburetion did not begin full swing until late-1998 with the introduction of four main sensors feeding the ECM. The information provided allows the ECM to fire the spark plugs at the absolute optimal time. The ECM contains a spark map matrix on timing when the spark plug should ignite on the carbureted models. The timing of spark plug ignition is no longer an educated guess.

The sensors vary whether for carburetion or fuel injection. The first carburetor sensors, with their short form acronyms, were: The crank or flywheel speed and position sensor (CKP), H-D 32497-99; the camshaft speed and position sensor (CMP), H-D 32496-99; the manifold air pressure sensor (MAP), H-D 32316-99; and the bank angle sensor (BAS), H-D 32495-98.



Faulty CKP and MAP sensors (shown here) sometimes lead to drivability issues and will need to be replaced.

Five other components are required for the carbureted Twin Cam ignition system, which are the battery, single-fire ignition coil, ECM, radio frequency interference (RFI) protected spark plug wires, and RFI spark plugs. All electronic ignitions require RFI plugs and wires. Otherwise, radio frequency transmissions may interfere with and confuse the electrical pulses in an electronic ignition, sometimes shutting down the ignition and thus the motorcycle.

Of course, the single-fire ignition requires a different coil or, put more precisely, two coils in one and better-quality spark plug wires (31992-99). Each separate coil services its own cylinder sparking, once each cycle of four strokes (intake, compression, power, exhaust). When one cylinder-piston is on its upwards compression stroke, the other cylinder-piston is on its upwards exhaust stroke. This is why a single-fire coil must really be two coils in one, to ensure that the spark occurs near the end of opposing cylinder compression strokes. Twin Cam EFI also utilizes a single-fire ignition system.

Evolution and predecessor engines have dual-fire coils, where one coil fires the spark twice each cycle, once near the end of the compression stroke to be fully ready for the power stroke and once as a wasted spark on the exhaust stroke. Single-fire ignitions are a huge improvement over the dual-fire ignitions.

After the sensor information computes inside the ECM microprocessor, the results fit into a specific cell in its spark map matrix to signal the ignition coil (31639-99) to spark the 12mm 6R12 spark plugs (32317-86A). This ignites and burns the incoming fuel charge to produce the best efficiency in terms of power. Emissions controls sometimes compromise this.

The Camshaft Position Sensor (32496-99), also known by its acronym CMP, locates in front of the timing cover and incorporates a Hall effect sensor. The Hall effect ignition pickup unit is located inside the timing cover on the primary 34-tooth rear-cam-drive-gear that attaches to the Twin Cam outboard

Continued on page 81

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The Winner's Club!

CAN'T WIN IF YOU DON'T PLAY

BY STEVE LITA / PHOTOS BY DINO PETROCELLI

YEAH, I GUESS YOU CAN TELL FROM the headline that I like to have fun in Vegas. However, the oft used Winner's Club moniker commonly applied to frequent spenders, or frequent losers, in casinos takes on a whole new meaning when it comes to this bike. You see, this bike is up for grabs in a raffle, right now! So, this Club-style Harley Dyna will belong to one lucky winner soon. Hence, it's the Winner's Club-style bike. Technically, the current owner of the bike is the Daytona Regional Chamber of Commerce, the folks who run the official Daytona Giveaway Bike raffle conducted each year at Daytona Bike Week. As usual, *American Iron Magazine* was asked





Here's what the bike looked like when we started. Sure, it was okay. But you have to admit, not exactly raffle-prize caliber.

to create a cool custom befitting the event. And this year we partnered with none other than Dave and Jody Perewitz for the build.

You've no doubt been following along for the last few issues as we detailed the process from low mileage stocker to tall-riser equipped custom. If not, check out back issues 382–385 for details, and see the final build photos on page 60 of this issue. You can also go online and see all the build stories at AmericanIronMag.com.

Before I go into the nuts and bolts of this bike, a little background on the project is in order. Daytona Beach officials were looking for an eyecatcher. Something that would grab the attention and interest of Bike Week attendees. Something that would look equally at home cruising down Main Street as it would being parked at Willie's Tropical Tattoo Bike Show. In all, they desired a bike that screams Bike Week! We needed to build a bike that was desirable and approachable. Something that could be ridden by people of different physical statures, that any rider would be proud to own. One of the hottest trends going these days is the Club-style Dyna. But really, what is the whole Club style thing about?



The Perewitz Signature Series Mustang seat is sewn with blue thread. A nice subtle touch to match the Perewitz paint job.



Some folks call it *West Coast* or *outlaw* style, but the *Club* handle probably came along because of the popular *Sons of Anarchy* (SOA) television show, which ran from 2008 to 2014. But the popularity of the bikes themselves did not begin with that show. Rather, the bikes were featured in the first place based on the real-world popularity of this style of custom bike. Folks have been building these since the late '80s and early '90s, and there is no single point in time where one can say, "*That* was the first Club-style bike." (Although many have said, "*I* was the first to build one of these.")

The style is based on Dyna and FXR models, which some consider to be Harley for real world riders. They fall into the Goldilocks "just right" middle spot of not too big and not too small. Sportsters were often considered too small, and Baggers too big. Softails were for an older crowd who pined for a hardtail look. But Dynas, with their big-twin engines and twin shock sprung rear ends, were the more affordable everyman's Harley. The Dyna is an excellent platform for building a modern hot rod bike. They are lighter in weight than land-yacht Harleys, making them faster, more agile, more reliable, and with better handling. With less bodywork and heft, they more easily repaired or modified for increased performance. Many say Dynas are built to ride hard, long, and fast. The model had a 26-year production run before its various nameplates were melded into the new Softail lineup. The Dyna and FXR has a huge fringe following and in more recent years, has become the weapon of choice for stunt riding crews.

Club theme bikes usually carry these key elements: Small front headlight nacelles or bullet mini-fairings. Our Winner's Club boasts a Russ Wernimont Designs TXR fairing bolted to the upper triple tree encircling a modern Letric



HOW TO WIN

Time is running out! Get your tickets now! You can win the Official Daytona Bike Week custom Dyna built by *American Iron Magazine* and Perewitz Cycle Fab! Purchase your raffle tickets at OfficialBikeWeek.com. Tickets are $50 each, or three for $100. For every two tickets you order, you get one additional ticket. Drawing will be held March 14, 2020. A limited number of tickets are available; only 4,500 will be sold. All proceeds from the drawing donations go back into supporting Daytona Bike Week.

Lighting LED headlight. A 2-into-1 header is usually the norm, and this bike uses a black MagnaFlow pipe to expel the fumes. Tall risers with low Motocross bars are par for the course, and the Daytona Bike Week bike utilizes a Fly handlebar atop Forbidden Motorcycles risers from Hard Drive. And for more ground clearance, Club bikes raise the rear with aftermarket shocks, so we bolted on some BiTubo shocks and suspended the rear on a Brock's Performance aluminum swingarm. While those are the basic elements of Club-style bikes, Dave and Jody Perewitz went much farther with this build.

That mini front fairing also houses some Letric LED signal lights and a custom dash supporting a Dakota Digital gauge to monitor all the engine's vital readings. The V-twin mill was treated to some extra performance products, aside from the big pipe header. A Pinger fuel valve and filter feed gas to the S&S Super E carb, which breathes through an S&S carbon fiber air cleaner. A DYNA ignition module fires the fuel, and Gardner Westcott hardware kits button everything up. Engine cranking power is provided by a Full Spectrum lightweight battery from Brock's Performance.

At the ends of the moto-bar are some Avon grips, which match the Avon footpegs on the bike's mid-set controls. The suspension rides on a pair of super-trick carbon fiber BST wheels, again from Brock's Performance, with Avon Cobra Chrome tires. The bike was converted from belt drive to chain with a heavy duty DID chain turning the rear wheel. All this can be slowed by the use of HHI brake calipers and rotors front and rear. Dave and Jody Perewitz are best known for their creative

The view that the raffle winner will be seeing. Tall risers, a moto-inspired bar, and the Russ Wernimont fairing has room for speakers.






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COBRA CHROME





The Letric LED headlight shows the way, and the Dakota Digital instrument monitors conditions.



paintwork, and this bike is no exception. The blue hues were laid on using PPG paints, with some creative beach-themed water droplets in the details. A new-to-the-market Perewitz Signature Series Mustang seat tops it all off.

Some of the Club faithful rebel against detail, chrome, and show-winning looks, preferring a more gritty, blacked-out, down-n-dirty appearance. But this bike leans toward the clean custom appearance. Many say that the Club bike style is about being all-purpose. A go-anywhere bike, that can go fast, stop quick, handle well, and ride comfortably. The Official Daytona Beach Bike Week bike shows that you can do all that and look mighty fine at the same time. Best of all, one lucky person will be riding this bike, and doing all that, for the minimal investment in a raffle ticket. You can visit OfficialBikeWeek.com to get your ticket, or stop by the Daytona Bike Week display if you attend the rally in person for your ticket. Best of luck to everyone! **AIM**

Tech Sheet

Owner	Could be YOU!
Builder	Perewitz Cycle Fab
Year/model	2005 Dyna Super Glide
Time to build	14 weeks
Painter	Dave and Jody Perewitz
Color	PPG Blue aqua
Pinstriper & logo	Keith Hanson

Powerplant

Engine	2005 Twin Cam
Displacement	88ci
Carb	S&S E
Air cleaner	S&S
Exhaust	MagnaFlow
Ignition	Dyna
Cam cover	Painted black
Primary cover	Painted black
Transmission	2005 H-D
Mods	PBI Drive gear
Final drive	DID Chain

Chassis

Front forks	Painted black
Swingarm	Brock's Performance
Shocks	BiTubo
Front/rear wheels	BST Carbon Fiber
Front/rear brakes	HHI
Front/rear tires	Avon Cobra Chrome
Front/rear fenders	Russ Wernimont Designs

Accessories

Headlight	Letric Lighting
Taillight	Russ Wernimont Designs
Handlebars	Fly
Risers	Forbidden Motorcycles
Seat	Mustang Perewitz
Pegs	Avon
Chain guard	Brock's Performance
Speedo	Dakota Digital
Dash/mirrors	Russ Wernimont Designs
License bracket	Russ Wernimont Designs
Hand controls	Avon

Vintage Vicla Vision

JMOTO GALLERY BUILDS YOUR GRANDFATHER'S LOW RIDER

BY GREG PLATKIN / PHOTOS BY DON KATES/SHOOTERS IMAGES



Joe Morris and Mike "Hoj" Hojnicki of JMoto Gallery in Crown Point, Indiana, are artists who create and paint custom furniture, sculptures, appliances, hot rods, and, yes, motorcycles.

Mike Coffey is a rider, successful businessman, and art aficionado/painter who appreciates well-executed lines and shapes in all kinds of art, but especially in motorcycles. Given their artistic backgrounds, the old saying, "It takes one to know one" rings especially true for these three gentlemen. As of this writing, JMoto has built three custom bikes for Mike, one of which is the custom Heritage Softail you see here. Now, as anyone who commissions a piece of art knows, if you really believe and trust in the artist's vision and abilities, you need to let him do what he does best and stay out of the way as much as possible. That's exactly the philosophy Mike follows when he lets Joe and Hoj build his bikes. The results speak for themselves.

It all started when Mike returned to riding following a self-imposed hiatus from the sport when his kids were born, a familiar situation for many of us. However, when Mike came back to the scene, he did so knowing he wouldn't be happy riding just any old bike. He reached out to JMoto after seeing an article in a bike magazine that featured one of their customs with a unique paint job. Mike had every intention of buying the bike he'd seen in print. "Unfortunately," says Mike, "it wasn't for sale anymore. But that turned out to be really fortunate for me, because we got to do our own thing!" Mike's "own thing" ended up being a Johnny Cash-themed custom bagger; JMoto also built him a stripped-down modern Triumph. But eventually Mike also wanted an everyday bike to complete his collection. He was looking for something he could be comfortable on tooling around town



without the bulk of a touring bike or the harshness of a bobber. Plus, the other bikes were being used more and more on the show circuit, leaving Mike without a daily ride. So, what platform to use? Well, Mike had owned a Heritage when he first started riding; its low seat heights (Mike is somewhat vertically challenged) and relatively lighter weight compared to his bagger made another one a good choice.

Time was of the essence, eliminating the possibility of a ground-up build, so JMoto located and purchased a 2006 FLSTCI and brought it to the shop. "I just told them, 'make it look old, don't change the seat, and make sure the seat and bags match the rest of the bike'," Mike says. In essence, he gave Joe and Hoj a thumbnail sketch. From that, it was up to them to create a masterpiece.

Having built bikes for Mike before, Joe and Hoj were able to draw from prior knowledge of their customer's preferences when coming up with a direction for the build. Given Mike's stature, they knew it had to be something low to the ground. That requirement, coupled with Mike's directives of an old-school look with bags, gave Joe "an immediate vision of an old-school low rider, also known as a Vicla. But every Vicla bike they saw out there had the same feel to it; lots of blingy chrome, engraving, beautiful custom paint, etc. They didn't want that. They wanted something that looked like it belonged to your grandfather, had been forgotten about for years, and then was discovered in a barn. You found it, pulled the tarp off it, fired it up, and rode away," Hoj says. They worked the idea of a "gritty Vicla" until they reached the point where they were able to present a digital rendering of the concept to Mike, a standard procedure that happens whenever JMoto takes on a project build. "He took one look," Hoj remembers, "And absolutely loved it!" JMoto's concept would accommodate Mike ergonomically while meeting his requirements for a vintage look.

Hoj wasted no time tearing apart what some might consider a perfectly good motorcycle. The first order of business, obviously, was to get the bike sitting nice and low to the ground, in keeping with the low rider theme. To achieve











the correct profile, Hoj installed an SAS Air Ride suspension kit from Custom Cycle Control Systems. The system integrates the compressor/air reservoir into the new shock bodies so there is no need, as in other air-suspension systems, to mount these separate components elsewhere on the bike. This worked so well that the front end was left alone, suspension-wise, as no additional lowering was necessary. To make the front of the bike stand up a little bit and further accentuate the low rider stance, Hoj ditched the stock 16" wheel and adapted a custom 21" front wheel intended for an H-D Springer to fit in between the fork legs. This required making new axle and brake disc spacers, as well as a relocation bracket for the front caliper. Both wheels were wrapped with a set of Avon whitewalls. Topping the front end is another low rider essential, a set of beach-style handlebars from LA Choppers (with some slightly taller risers), finished off with braided control lines. During the planning stage, Hoj took great pains to make sure the bars offered sufficient pullback for Mike's reach and didn't hamper his ability to make tight turns during around-town cruising.

Next, Hoj continued to draw on his fabrication skills, building a custom air cleaner out of an exhaust pipe tip and adapting it to fit the stock EFI throttle body. He welded a screen just inside the mouth of the intake so that in the event of an errant pant leg getting sucked into the opening, the bike won't quit running due to loss of air. A Power Commander V manages the air/fuel mixture, and the Softail breathes out through a lo-o-o-ong set of Bassani True Duals with fishtail tips—another classic low rider touch! The engine is an otherwise stock 88" Twin Cam.

While Hoj was spinning the wrenches, Joe wasn't just sitting around doing nothing. He took the stock saddlebags and the Saddlemen Knuckle Solo seat that came with the bike and set about giving them a patina in keeping with the vintage component of the build. "Anger, frustration, and determination are what made those bags turn out that way," laughs Hoj. "Joe just kept working them over until they look the way you see them now!" Joe beat on the bags and seat and rubbed the leather with different chemicals until the dye partially gave way to the natural brown hide underneath. The result gives a bomber jacket look and feel to the bags and seat.

Finally, Joe geared up to produce the final and most distinctive component of the build, which happens to be his area of expertise: The paint. For his canvas, he used the stock fuel tank and a set of Benchmark fenders from Klock Werks, the front specially designed to accommodate the 21" front wheel, and the rear stretched 4" over stock and featuring a frenched-in license plate mount. Joe laid down his own take on a classic turquoise-and-white combo he calls Custom Aged Cholo Teal. It features a simulated patina reminiscent of barn-fresh Knuckleheads, down to the "flaking" of the fuel tank "decals"! "We wanted the paint job to give this bike a tough, aggressive feel, to separate it from the bikes ridden along the beach by the guys in brand-new white New Balance sneakers," laughs Hoj.



All in all, Joe and Hoj took the bike from donor machine to finished project in less than three months, and Mike was blown away by the end result. "Down where I am, in the middle Tennessee area, you just don't see bikes like this every day. It's mostly your standard custom baggers and whatnot," Mike says. "People come up to me and ask if it's a sixties bike. It's really an eye-catcher down here!"

Clearly, Mike's artistic sensibilities are satisfied by the lines and style JMoto brought to this build, so much so that plans are already afoot for a fourth bike from the collective talents of Joe and Hoj. What will it be? Mike doesn't yet have a vision, but when he does, he knows JMoto will turn it into a work of art. **AIM**

Tech Sheet

Owner	Mike Coffey
Builder	Mike "Hoj" Hojnicki, JMoto Gallery
Year/model	2006 H-D FLSTCI
Time to build	Approximately three months
Painter	Joe Morris, JMoto Gallery
Color	Custom Aged Cholo Teal

Powerplant

Engine	2006 H-D TC88
Displacement	88CI
Carb	Stock EFI
Air cleaner	JMoto Gallery
Exhaust	Bassani True Duals with long fishtails
Transmission	2006 H-D
Primary drive	Chain
Final drive	Belt

Chassis

Frame	2006 H-D Softail
Shocks	SAS Air Ride
Front wheel	21" custom
Rear wheel	16"
Front tire	21" Avon Whitewall
Rear tire	16" Avon Whitewall
Front fender	Klock Werks/Benchmark
Rear fender	Klock Werks/Benchmark 4" stretch

Accessories

Taillight	Custom taillight/license plate combo
Handlebars	LA Choppers beach bars
Risers	Custom Chrome
Seat	Saddlemen Knuckle Solo
License bracket	Klock Werks

GIMME FUEL

Racing to build an ADV Sportster

By Steven Blackburn
Photos by Lisa Gresens




HARLEY-DAVIDSON



A good number of stars suddenly fell into alignment for Timothy Staff the day he received a phone call from Mikey Arnold:

• Tim is a mechanical engineer and owner of a bike shop called Gigacycle Garage, and Mikey "Revolt" Arnold is co-founder of a bike show called Fuel Cleveland.

• Mikey needed "non-choppers" to display at the third annual show for 2019—and everything Tim builds leans towards performance and rideability with some "sort of upgraded suspension and braking." What's more, Tim and his crew strictly adhere to a "Stock But Not" mantra, which calls for every part to "look and feel like a factory-installed component but be totally custom in function"—everything a chopper is not (and "non-chopper" worthy).

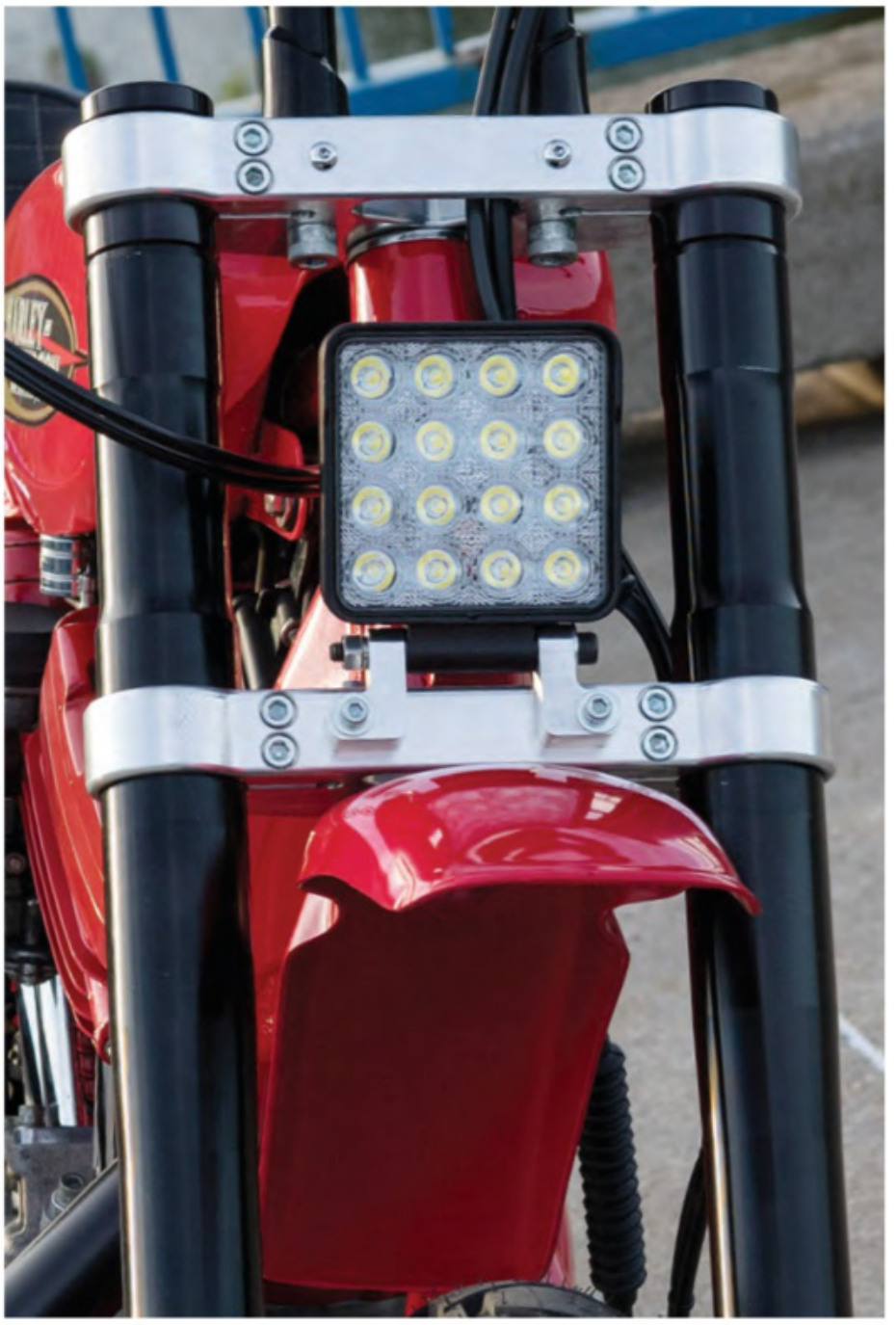
• Tim was thinking about showcasing his own version of an ADV Sportster that would feature Gigacycle's LeRoy Tracker inverted front end—and Mikey liked the idea, so he invited Tim to participate.

• It was also February 2019 and the show wasn't until mid-July, so there was plenty of time to get the bike finished.

But "self-imposed time constraints" soon made the likelihood of achieving that goal much less likely. Tim didn't start working on the 1200 Sportster until the end of May. You do the math. "Luckily, we have assembled a great team of players to help push all our builds along," says Tim.

Spoiler alert: Tim made the deadline. But we reckon







the whole process would've been much less of a nail-biter if every part on his bike didn't need to look "Stock But Not." That's because the pursuit thereof made Tim add steps to an already beleaguered process that didn't have the capacity for many steps in the first place. For example, Tim had to "kill" the original 2-1/2-gallon Sportster peanut tank and fender options because they "looked too generic and homemade." As he explains, the peanut tank is a component that all Sportsters use in some fashion. So Tim installed something that Sportsters don't use as much: An XR race-styled tank modified to fit the stock mounting points of the frame.







As for the rear fender, it not only looked like a modified stock piece that someone took and just cut, but it was a modified stock rear fender that someone did take and just cut.

Tim made the fenders look less homemade by making his own in house. The rear piece is now supported on Gigacycle brackets rather than the bike's rear struts. (Tim couldn't use the struts even if he wanted to since the first thing he did was saw them off). "The rear fender really set the tone for the entire bike," he says.

Another thing he needed to set was the bike's period. "Tires on a bike set the era of the bike's intended use," Tim reveals. In this case, he wanted a "modern off-road ADV look," so he mounted modern ADV radials on the stock wheels.

Meanwhile, the "main focal point" is the LeRoy front end. "It's a one-off component that travels from the trees to the brakes using sportbike fork legs," says Tim. "We made it look as though it could have been installed on the assembly line at Harley-Davidson."

Any components that a builder calls "main focal points" and "tone setters" may be central to any build, but the descriptors that Tim uses to explain other parts of the build have hogged the spotlight. One includes the name of a much-beloved toy that, despite being modeled after a vegetable, children stick human parts and clothes to (usually in the wrong places).

"As you may remember from when you were a kid, Mr. Potato Head is the same basic body, but children use different body parts to make different people," he explains. "I used the same philosophy on this bike, as it is still a 1200 Sportster, but all sheet metal, bars, and the seat have been changed to give it a totally different look." He adds, "Other than the tank and fenders, this bike is the same as a chick's Sportster you see at bike night."

Another colorful word Tim uses is "Farmall." This time, he's referring to the red paint scheme, though, Farmall did eventually become the actual name of the bike.

Tim chose this shade, in part, because of the LeRoy front end. Advertised as a kit for "hooligan Sportsters," this component features a revised steering geometry meant for quicker turning on tracks. In other words, riders purchase the front end for racing purposes. "If you are building a race-inspired bike," begins Tim, "you would tend to stay away from flashy complex paint jobs and chrome and use plain colors that are meant to be bright and easily repaired,"

So, that explains the shade. But why Farmall? International Farmall Tractors are completely red. "Some people call Harley-Davidson motorcycles 'Milwaukee Tractors,' so I figured a tractor paint job was fitting," Tim adds.

Tim's friend Matt Coburn applied all this (and a lot of elbow grease to achieve the final shine) in a paint booth that Matt built in his two-car garage.

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For wiring, Tim sent the bike with everything electronic installed to Dave Roberts at Broken Sprocket garage, not just because Dave is knowledgeable about all things concerning electrical connectors, but because Tim was on that self-imposed timeline. "He's very fast at wiring complete bikes," Tim reveals. "Dave tried everything together with conduit, shrink tubing, and hardware to make it look like it rolled right out of H-D." It's all about Stock But Not.

After all that work, Fuel Cleveland came and went. Now, the bike is owned by a guy in Arizona.

"The owner loves that a crowd always gathers wherever he parks the Farmall Sportster," says Tim.

Like they did for Tim, the stars seemingly all fell in alignment for the Arizonian—almost everything has been kept as is. "The only thing that I know he's done is add mirrors," says Tim.

And that was only done to make it road legal. **AIM**

Tech Sheet

Owner	Timothy Statt
Builder	Gigacycle Garage
Year/model	1994 H-D XL 1200 Sportster
Time to build	Five weeks
Polisher	Gigacycle Garage
Powdercoater	Leland Powdercoating
Painter	Matt Coburn
Color	Bright red

Powerplant

Engine	1994 H-D Evolution
Displacement	1200
Carb	CV
Air cleaner	S&S Cycle
Exhaust	Lowbrow Customs Kerker 2-into-1
Ignition	Daytona Twin Tech
Coils	Daytona Twin Tech
Wires	Accel
Cam cover	Powdered red
Primary cover	Stock, powdered red
Clutch	Barnett
Final drive	Chain

Chassis

Frame	1994 XL
Rake	28 degrees
Front forks	Gigacycle Garage LeRoy Tracker inverted
Shocks	Progressive Piggyback
Front brake	Tokico radial with Galfer rotor
Rear brake	Stock with custom Wave rotor
Front tire	Shinko ADV 19"
Rear tire	Shinko ADV 18"
Front/rear fenders	Universal Dirt
Fender struts	Gigacycle Garage

Accessories

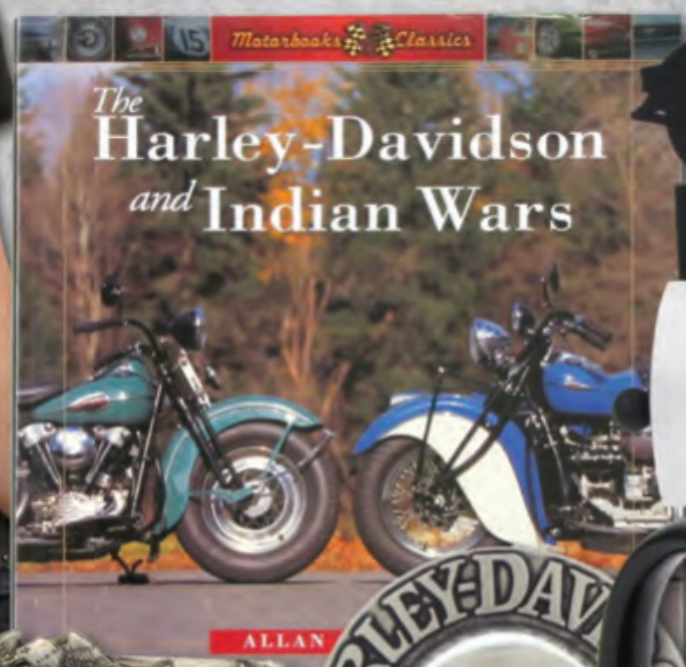
Headlight	Hella LED
Taillight	Aftermarket
Fuel tank	XR replica
Handlebars	Biltwell Moto
Risers	Biltwell Murdock 4"
Seat	Biltwell Cafe
Pegs	Biltwell Moto

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FAST FROM THE PAST

RETURN OF BOARDTRACK RACING

IT'S HARD TO BELIEVE SONS OF SPEED Race Number 10 is almost upon us. We had to cancel the very first Sons of Speed race, back in 2016, after the bleachers were trashed and blown onto the track by Hurricane Matthew. So, the first race was postponed until Bike Week 2017 to hold our inaugural event. The 10th race will be held during Daytona Bike Week, the evening of Saturday, March 7, 2020, from 5 p.m.–8 p.m. Prior to that we will have two full days of practice on Friday the 6th and Saturday the 7th.

As a motorcycle customizer, a great deal of my influences come from aircraft design, as well as automotive and motorcycle racing. I am a lover of all things vintage, so it would only be natural that vintage boardtrack racing motorcycles would, in some way, inspire most of my custom motorcycle builds.

Prior to the first high banked motorcycle boardtrack, there were few places where folks could explore the possibility of speed on two wheels. The opening of the Los Angeles Motordrome in 1909 changed that. Motorcycles were stripped of their fenders, brakes, and exhaust silencers, handlebars were turned down to improve the aerodynamics of the rider, and leather drive belts were replaced with roller chains. Riders sped along the highly banked wooden planks on Excelsiors from Chicago, Flying Merkels from Pottstown, Pennsylvania, Indians from Springfield, Massachusetts, Thors from Aurora, Illinois, and Harley-Davidsons from



BY BILLY LANE

PHOTOS BY JIM DOHMS & JACK MCINTYRE


BIKE WEEK
MAR 9TH, 2019
86

Milwaukee. Spectators, accustomed to seeing motorcycles travel no faster than 30 miles per hour on America's muddy, unpaved roads, were thrilled beyond belief to see these machines blaze past at speeds approaching 100 miles per hour. Tens of thousands of spectators crowded the stands to watch these speed demons.

By 1930, it was all over. America's last motordrome was dismantled and the purpose-built racers sat idle. The Great Depression made the high costs of racing and maintaining wooden tracks prohibitive, and the motorcycles which once flew around them became obsolete relics. We now see them, lifeless, on the pages of a book or in museums. But all those short, cold, silent exhaust pipes were loud in my mind, inspiring one custom motorcycle after another. I felt the time was right to try and resurrect this sport, in a new era with vintage motorcycles experiencing a revival of their own. It is outlaw motorcycle racing in every sense of the term. And I named it Sons of Speed.

A wooden track is still cost-prohibitive, and finding a suitable place to race boardtrack motorcycles would be the first—and greatest—obstacle to overcome. A small number of enthusiasts have been racing boardtrack bikes on flat dirt tracks for years at AMCA meets like Wauseon in Ohio and Davenport in Iowa. As grateful as I am to the men and women who have kept boardtrack motorcycles alive, I was looking for an experience as close as possible to the fabled motordrome. I'd enjoyed many Saturday nights watching stock cars race under the lights at New Smyrna Speedway, just a few miles south of Daytona. This half-mile banked asphalt track seemed like a possibility. I called Kim at the New Smyrna Speedway early in 2015.

Negotiating the terms of holding a motorcycle race at a NASCAR-sanctioned track was less than simple, but Kim and the Hart family agreed to let me practice on the track with my restored 1910 Harley-Davidson belt drive on March 5, 2015. It was an unforgettable learning experience for us all. I was joined by my brother and a couple of friends to put in about 30 laps on the 105-year-old, 30.50 cubic-inch single from Milwaukee. I have to admit that my adrenaline was pumping, but with each lap I could hardly wait to ride those banks faster, on a faster chain-driven twin-cylinder racer.

I was motivated to set out and finish building my 61 cubic-inch 1913 Perry Mack OHV twin racer. Unlike my 1910 Harley-Davidson Belt drive, which could be pedal started like a bicycle, the Mack engine was directly coupled to the rear wheel via roller chain. I was alone with the Mack on our first day at the track. So my method to start it was to use gravity and elevation of the banking in turn four to bump start the engine. I will never forget that first drop-in. Ever. The Mack fired to life instantly. I'd estimated what sprocket ratio I'd need to reach 100 miles per hour on the 9 hp machine, and I knew immediately I had been correct. At roughly 2000 rpm, the Mack ran hard down the front straightaway and abruptly into turn one. The



New Smyrna Speedway
3939 State Rd. 44
New Smyrna Beach, FL 32168
386/427-4129

At intersection of Tomoka Farms Rd. and State Rd. 44. 2.6 miles south of the AMCA swap meet at Tomoka Farms Rd.

physics of the banking felt entirely different than on my slower Harley-Davidson single. I had to lean and muscle the motorcycle through the corners on the narrow 28" clincher tires. Original boardtrack motorcycles had no clutch or brakes, and I momentarily regretted maintaining that purity in design. The fast approaching wall at the top of the bank exiting turn two almost overwhelmed me. I forced my eyes away from the wall, leveled my head to the horizon, and focused far down the back stretch into turn three as my right elbow brushed the wall. It was equally startling and thrilling. Confidence grew with each lap, and further twisting the throttle gave me the rpms and speed I'd only imagined when riding the single months earlier.



I was obsessed with the vision and sound of a pack of motorcycles on this track at full howl. Wanting to turn my dream into reality, I sent pictures to several of my friends in the motorcycle industry. The response was overwhelmingly positive. I asked a select group of people if they would be interested in racing with me, baiting them with an offer to make laps on my now-seasoned Mack racer.

The first group to accept my invitation was my older brother Warren, Shelly Rossmeyer-Pepe, Buzz Kanter, and Rick Petko. Rick and Warren Had Indian Power-plus engines, and I built racing chassis for them both. We bought a rebuilt 1915 Harley-Davidson 61" twin for Shelly, and I built a racer around it for her. Buzz sent me his own rebuilt 1915 Harley-Davidson 61" twin, around which I built another racer. The pack was growing along with my anticipation. It took a couple of months for Rick and Warren to have their engines rebuilt and for each to get their respective bikes ready for the track.

Lap by lap, we built the foundation for Sons of Speed. Shelly would ride her 1915 H-D, and I would trade off between my Mack and Buzz's 1915 H-D. We learned the best lines through the corners, and how to approach another rider from behind and execute a pass. I experimented with magneto ignition timing, carburetion, and sprocket ratios. As the months passed, I watched Shelly gain experience, confidence, and an admirable competitiveness. Because there is no manual for this, I experienced my share of successes, and I made mistakes.

Daytona Bike Week 2017 was approaching too fast, and I worked feverishly in my shop to finish several more race



bikes for Sons of Speed Number One. Our field of racers had grown to twelve. I had a hand in preparing most of the motorcycles and helped several of the racers better understand riding a 100-year-old motorcycle with no brakes or clutch on a banked 1/2-mile oval. The week before the first Sons of Speed race, my shop was filled with much needed help. Paul Cox came down from New York. His Indian Powerplus racer was not complete, but he brought tools and the bike with him. Paul worked on the floor, making the most of what the bike needed in just a few days. He borrowed the fuel tank from my 1935 Crocker Speedway racer as the last step to getting his Indian running. Berry Wardlaw of Accurate Engineering, Tom Keefer, and Steve Broyles of Stevenson Cycle lived at the shop, putting their skilled hands on anything that required attention. Grimey from Illinois would finish up a job that needed to be done and ask, "What else can I do to help you?" My brother, Warren, seemed like he never left. I'd go home to see my wife and daughter, and Warren would be there at my departure and still be there upon my return. Our hands were greasy, and our eyes were red. But, somehow, we got all the motorcycles ready for that first race. As soon as a racebike was ready, we'd take it out to the track. Some broke valves or destroyed cam followers, and Berry would take the engines apart and repair them in my engine room. It was remarkable. Those of us who pulled it off still talk about what a unique and exceptional experience that week was.

But we needed so much more for the race to work. I'd spent so much time building, testing, tuning, and repairing motorcycles that I had neglected the details of the actual race. I'll be forever grateful to Buzz Kanter, Barry Boone, and Jim Kelsey for taking that worry from me. I remember Buzz asking me, "Billy ... What do you need? Do you have a starter, tech inspector, or corner workers?" Heck, we didn't even have race plates to help score the riders. Buzz knew all of this before I told him, and he got all those details in order with the help of Jim and Barry and so many others.

The day of the race, they showed up with professional-looking race plates, corner workers with flags, and a skeleton crew. I was beyond exhausted come race day because I'd worked all through the night. I didn't know what to expect, and I wanted Sons of Speed to be over before it began. My wife, Erin, handled all of the details relating to spectators and dealing with the track.

As we were setting up the pits and preparing for the race, Erin called my cell phone. "Do you know that there is a long line of people on motorcycles waiting to get in there? It's backed up all the way down Highway 44!" she stated. It was a good problem to have. I hung up the phone and turned around to see Willie G. and Bill Davidson approaching to say hello. Over 2000 people attended our first race wanting a show, and we did not disappoint.

The racing action was outstanding. The twelve racers ranged from 1912 to 1929. They were all 61" boardtrackers and we all raced in the same class. The newer 1920s motorcycles proved superior to the older 1910s machines. In the very



Sons of Speed Race Classes

30.50 cubic-inch Singles Pre-1930 boardtrack racers with no clutch or brakes limited to 500cc single cylinder engines.

Early 61 cubic-inch Board Trackers Pre-1930 boardtrack racers with no clutch or brakes limited to unmodified 1000cc twin cylinder engines.

Hot 61 cubic-inch Board Trackers Pre-1930 boardtrack racers with no clutch or brakes limited to modified 1000cc twin cylinder engines.

Unlimited Board Trackers Pre-1930 boardtrack racers with no clutch or brakes with unlimited displacement twin cylinder engines.

Hot 45 cubic-inch 1929-1951 air-cooled American V-Twin motorcycles, limited to 750cc displacement.

first heat race I was leading the pack when Buzz passed me going into turn one on the last lap. But the highlight of the day was Britney Olsen, an amazingly skilled rider on a very well-prepared machine. She beat out all competitors to be the first Sons of Speed champion. The crowd and I watched her final race intently, and I was proud to hand Britney the checkered flag and the beautiful metal sculpture Bill McCann made us as the winner's trophy.



So much has changed since that first Sons of Speed race in March 2017. Our growing family of racers has exploded. Many of the bikes circle the track at speeds I could not have imagined in 2015. There have been so many amazing people helping and participating in this event. Health took track manager Kim Brown, announcer Barry Boone, and racer Mark Hanna from us. We added a 45 cubic-inch twin "Class C" type class in October 2018, which has brought in a whole new field of racers riding very fast flathead Harley-Davidsons and Indian Scouts.

The fact that we are preparing for our tenth race speaks to the quality of our event and participants. Sons of Speed is the real thing, with racing action that continues to keep spectators riveted. It will be held the evening of the first Saturday of Daytona Bike Week, so if you are attending the AMCA swap meet and event at Silver Sands Bridle Club, a couple of miles up the road, you can attend both without having to miss out on what the AMCA has to offer. We expect over 50 race bikes this time and competition will be fierce as riders will push hard for cash and outstanding hand-made trophies from Jamey Jordan and Bill McCann.

Tickets for Sons of Speed Number 10 March 7, 2020, are available at the New Smyrna Speedway gate, but we encourage you to purchase admission and find information in advance at www.SonsOfSpeed.Eventbrite.com. Special VIP ticket options are limited and available online at Eventbrite, including infield pit passes and exclusive access to the Friday, March 6th practice session. The energy on the infield leading up to and during races is intense, and this is the best way to get up close and personal with the people and amazing machinery of Sons of Speed. Arrive early to avoid missing any of the race action. We hold a meet and greet with many of the racers prior to the start of the heat races. Grab a race program and follow along as you enjoy amazing vintage American motorcycle racing, then head to Main Street. To our returning fans, thank you for supporting Sons of Speed and motorcycle racing. **AIM**



The Speed Kings

The Rise and Fall of Motordrome Racing

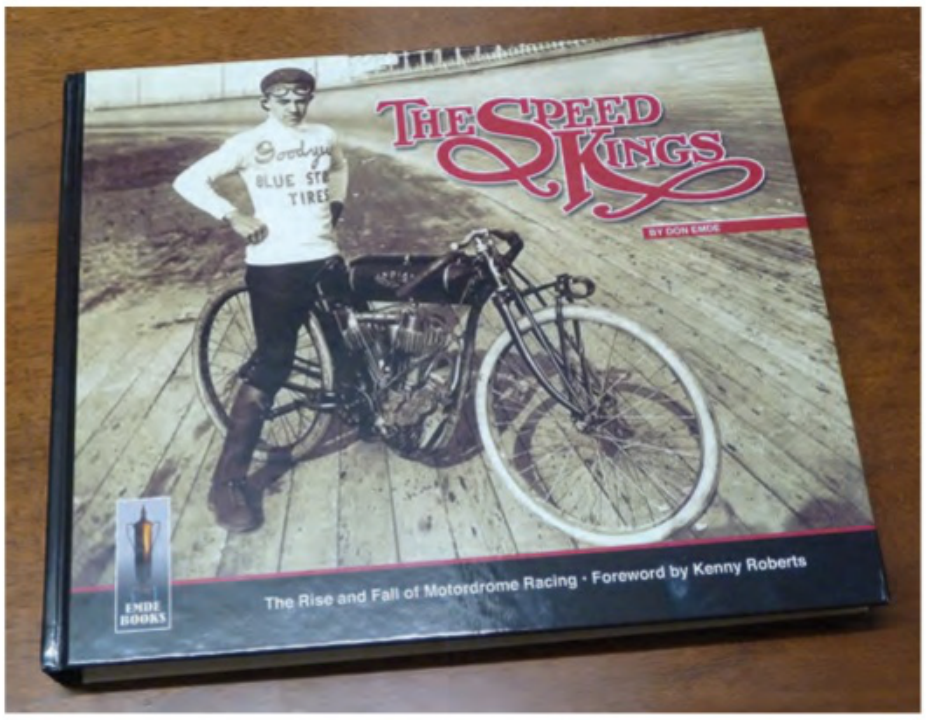
THIS IS A HIGH-QUALITY BOOK DELVING INTO THE short-lived but highly popular sport of motorcycle motordrome racing about a century ago. Researched and written by Don Emde, a world-class motorcycle racer, historian, and author, this book carefully documents the heart-pounding and all too often lethal story of early motorcycle racing.

As would be expected, Emde starts at the beginning with a brief overview of the first bicycles, clubs, and competition in America. Bicycle riding quickly lead to very popular bicycle racing, events that filled massive stadiums with more than 10,000 spectators. This led to self-powered "motor-pacers" for bicycle racing including the 1895 steam-powered Motor-Roper, the Daimler's Einspur, and the De Dion-Bouton three-wheeler. The manufacturers experimented and made their bets on which form of power would be best—gasoline, electric, or steam?

The author does a deep dive into the early motorized Motor-Pacers, which in turn led to motorcycles. We learn about the De Dion-Bouton gas-powered engines and the three-wheelers. Emde goes into detail about famous racers like Jacob DeRosier, Henri Fournier, Charles Henshaw, and the Castonguay brothers. We also learn about the tandem-style motor-pacers, and the challenges of early bicycle and motor racing—including more than a few fatalities.

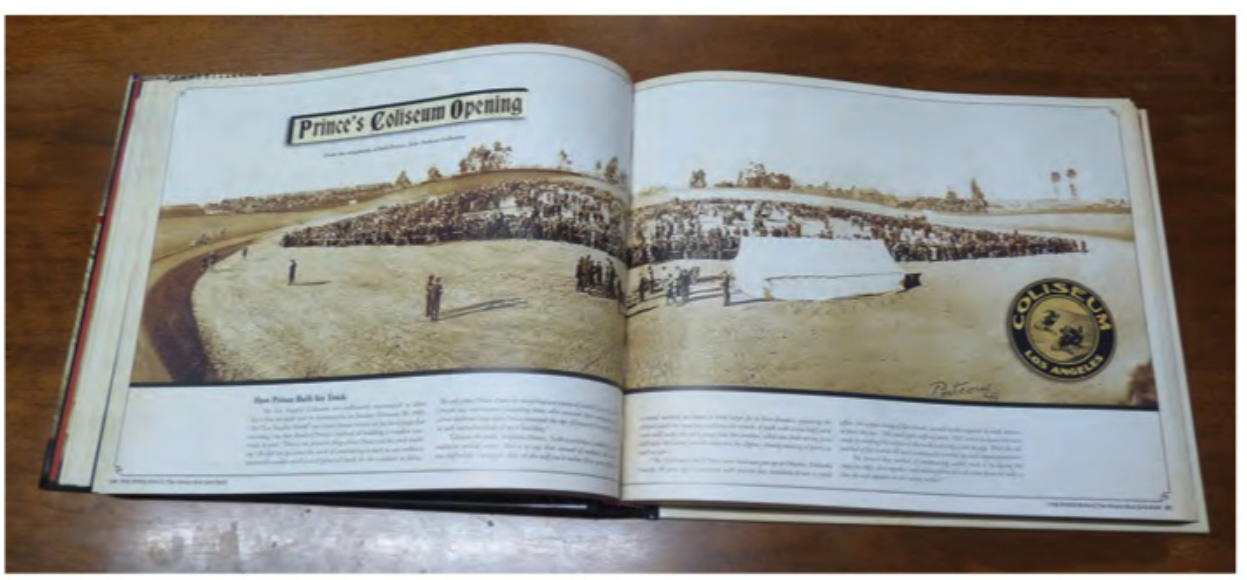
A chapter is, rightfully, dedicated to Oscar Hedstrom, a true pioneer in the sport and the founder of Indian Motorcycle. He developed the Hedstrom carburetor, recognized the fragility of then-current sparkplugs, and designed engines and, in 1901, his first prototype Indian "camelback" motorcycle. I don't have the room here to share the wide-ranging topics of each chapter, so let me state this comprehensive look back will be a source of new information for even the most well-read motorcycle enthusiast.

This amazing book—and yes, it is amazing—is obviously a project of passion for Don Emde, a moto-historian who won the Daytona 200, following in his father's footsteps years earlier. Kudos for his dedication to the project that lead up to this book. I can't imagine the time and resources it took to accumulate all this information and original photography, magazines, newspaper clippings, and photos. Investing the time and effort to research the often confusing and distorted history is not easy, much less sharing it all through first-class presentation. If you have any interest in the fascinating history of early motorcycles and competition, this is a book you must have in your library. **AIM**



"There was a rattle like a battery of Gatling guns, a few streaks of flying sparks, a swishing sound, a thunder that shook the elevated grandstand, and when the crowd breathes again it was to inhale fumes of engine oil. Below them four men on motorcycles, riding abreast along a wood wall, flashed from the shadows into the glare of an arc and on again. They were moving at a rate of ninety miles an hour..."

—Ray Fraser, *Technical World Magazine*, August 1913



SOURCES

The Speed Kings
$75, or $90 for a copy signed by the author with three-piece bonus package
EmdeBooks.com
949/215-4780



Indian FTR Project Bike

Corbin saddle

CHANGING THE SADDLE ON MOST MOTORCYCLES TAKES little time and few mechanical skills. People swap seats on motorcycles for a number of reasons. The stock one might be uncomfortable, too high, or sit you too far forward or back on the bike. It might not have the look you want, the color, or the style.

We have a long-term project Indian FTR 1200 S here at *American Iron Magazine*. And our goal—besides riding it and sharing our experiences with our readers—is to share how and why we modify the bike to make it better suited for our riding style.

Let me state that there is nothing wrong with the stock Indian seat on the FTR. It looks good, fits well, and gives decent support to the rider. But we wanted something a bit sportier looking as our goal is to make this great bike even better. We have had excellent experiences over the years with Corbin saddles, and we like the way this one looked, especially when matched up with this particular motorcycle, so the decision was easy.

The entire process should take even a novice wrench less than half an hour. And all you need is two tools: A "star" Torx wrench and an Allen wrench.

TOOLS NEEDED

- T-40 Torx wrench
- 6mm Allen wrench



The stock Indian seat looks good on the FTR 1200 S, but we can do better.



Here is how the stock and Corbin saddles look, side-by-side. The Corbin has more structure, and the red stitching looks quite nice.



Start by removing the two bolts on each side holding the passenger grips or handrails with a T-40 wrench.



Once you remove the two bolts on either side, the handrails drop off revealing the single bolt (on both sides) that holds the saddle in place.



Remove the Allen bolt on the left and right sides of the bike with a 6mm Allen wrench to allow the seat to be lifted and removed.



Once the two Allen bolts are out, carefully lift the back of the stock seat and slide it out and back off the bike.



When installing the Corbin saddle, slide the front of the seat in to line up with the mounting hardware up front. Then carefully ease the back down. If all is as it should be, the rear mounting bracket should line up easily to allow you to reinstall the two seat mounting bolts. The bracket on the seat we got was off a fraction of an inch, so we loosened the bolts on the Corbin under the seat bracket and moved it less than a quarter of an inch.



When everything is lined up properly, simple reinstall the seat mounting bolt on either side.





Reinstalling the passenger grab rails is easy. Simply line them up and reinstall the two bolts on either side. It only goes on one way.



And there you have it. The stock Indian FTR 1200 S with the good-looking and supportive Corbin saddle in place. Now we need some good weather here in snowy New England to put some miles on it. Stay tuned for more upgrades on this bike, as we have big plans in the works. **AIM**

Official 2020 Daytona Beach Bike Week Build

Part 5: Finished business

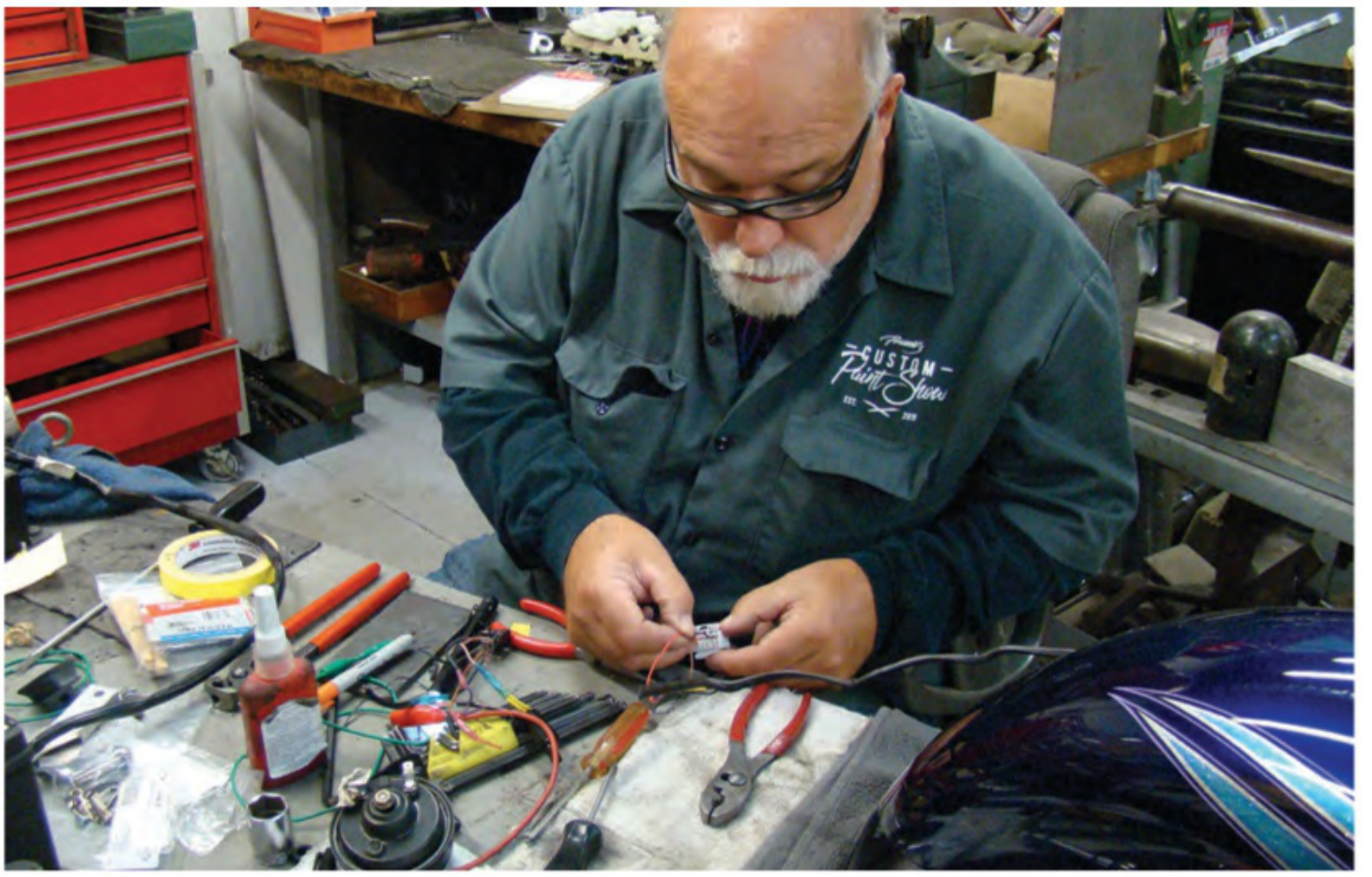
Well, if you've made it to this part of the magazine, then you've already seen the reason for this story. Back on page 28 you can see the 2020 Daytona Beach Bike Week Giveaway bike feature story, in all its glory. The Bike Week Dyna is done! And as of Daytona Biktoberfest, October 2019, it has been on display in Daytona Beach. Raffle ticket sales are brisk, but there's still time to get one (if they haven't sold out by now). For me, it was one last visit to Dave Perewitz's shop in Halifax, Massachusetts, to record the build. Then a mad dash to get the finished bike over to Albany, New York, for some top-notch photography by Dino Petrocelli before Dave delivered it to Florida.

In the last issue, we told you about some final bolt-ons and showed you how Jody Perewitz plied her craft of custom paint artistry to the body panels of our low mileage 2005 Dyna Super Glide giveaway bike. She taped off some stripes and laid on some PPG paint for the "beach"-themed color scheme. Dave and Jody Perewitz are both masters of their craft, and getting a behind-the-scenes look at the hard work that goes into a killer custom paint job was a treat for me. I know custom paint work doesn't come cheap or easily for those of us who don't have the patience or talent to lay down an awesome paint job. But Dave and Jody have years of experience in making custom bikes look good, and their talents show in the final product.

In this issue, Dave finished up installation of the wiring for the lights and we got to start the engine and check it over to make sure it was ready to go. See the attached vendor list sidebar to see all the companies who provided parts for the build. With its Club Style theme, the 2020 Daytona Bike Week Giveaway bike is going to look right at home at Bike Week this year. Wouldn't it be nice to make it look right at home in your garage? Visit OfficialBikeWeek.com for your tickets!

HOW TO WIN

You can win the Official Daytona Bike Week custom Dyna built by *American Iron Magazine* and Perewitz Cycle Fab! Purchase your raffle tickets at OfficialBikeWeek.com. Tickets are $50 each, or three for $100. For every two tickets you order, you get one additional ticket. Drawing will be held March 14, 2020. A limited number of tickets are available; only 4,500 will be sold. All proceeds from the drawing donations go back into supporting Daytona Bike Week.



The wiring for all the rear lights was sorted out on the workbench. Dave was able to fabricate a proper wire harness connector to hook up to the factory harness.



The Russ Wernimont taillight was installed on the rear fender and wired up.



Dave hung the rear fender on the Daytona Dyna with care, so as not to scratch the new custom paint job.



The exhaust pipe from Magna Flow was tightened up on the engine. It'll be time to start the engine soon.

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626-359-8044 headwinds.com



The LED headlight from Letric Lighting Company was mounted in the stock headlight bucket.



The new LED headlight is super bright, and has a distinctive LED array.



Dave hung a fuel reservoir nearby and started the engine to check for leaks. Sounds great!



The signal lights are new small dots, also from Letric Lighting Company. A pair were mounted into the front fairing adjacent to the headlight opening. **AIM**

SOURCES

Avon Grips
Pegs, grips
AvonGrips.com

Avon Tyres
Cobra Chrome tires
AvonTyres.com

Brocks
Aluminum swingarm, Bitubo shocks, BST wheels, Full Spectrum battery
BrocksPerformance.com

Dakota Digital
Gauge
DakotaDigital.com

DID
Chain
DIDChain.com

Dyna
Ignition module
DynaOnline.com

Gardner Westcott
Hardware kits
Gardner-Westcott.com

Hard Drive
Fly handlebar, Forbidden Motorcycles risers, chrome engine strut, PBI drive gear
HDTwin.com

HHI Brakes
Brake components
HawgHalters.com

Letric Lighting Company
LED headlight, LED light control, LED signals
NamzCCP.com

MagnaFlow
Exhaust pipe
MagnaFlow.com

Mustang Seat
Perewitz Signature Series seat
MustangSeats.com

Perewitz Cycle Fab
Fabrication, assembly, custom painting
JodyPerewitz.com

Pingel
Fuel valve and filter
PingelOnline.com

PPG
Paint
PPGAutoCoatings.com

Russ Wernimont Designs
TXR Fairing, rear fender, mirrors, taillight
RussWernimont.com

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Carburetor, air cleaner
SSCycle.com

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Easy Street Slip-Ons

S&S Performance parts



WE ARE BACK WITH OUR MAD MAPS HARLEY-Davidson Street 750 project. The bike owner, Jenny Lefferts, is apparently not a fan of Harley's Screamin' Eagle products. Last month we showed you how we swapped out the SE wheels and here we are going to remove the SE air cleaner and slip-on exhaust and replace them with S&S Cycle performance parts. (You'll notice in the photos that we are a little out of order.)

S&S Cycle exhausts are 50-state compliant, which means Jenny, who lives in California, won't have to worry about getting ticketed or messing with the environment with the new parts installed.

Once again, Todd Gregson from San Francisco Harley-Davidson does the wrenching, but this is a simple install that is a good one for the DIYer. We are pleased with the end result—the look is where Jenny wants it, and the sound is nice and beefy without being obnoxious.

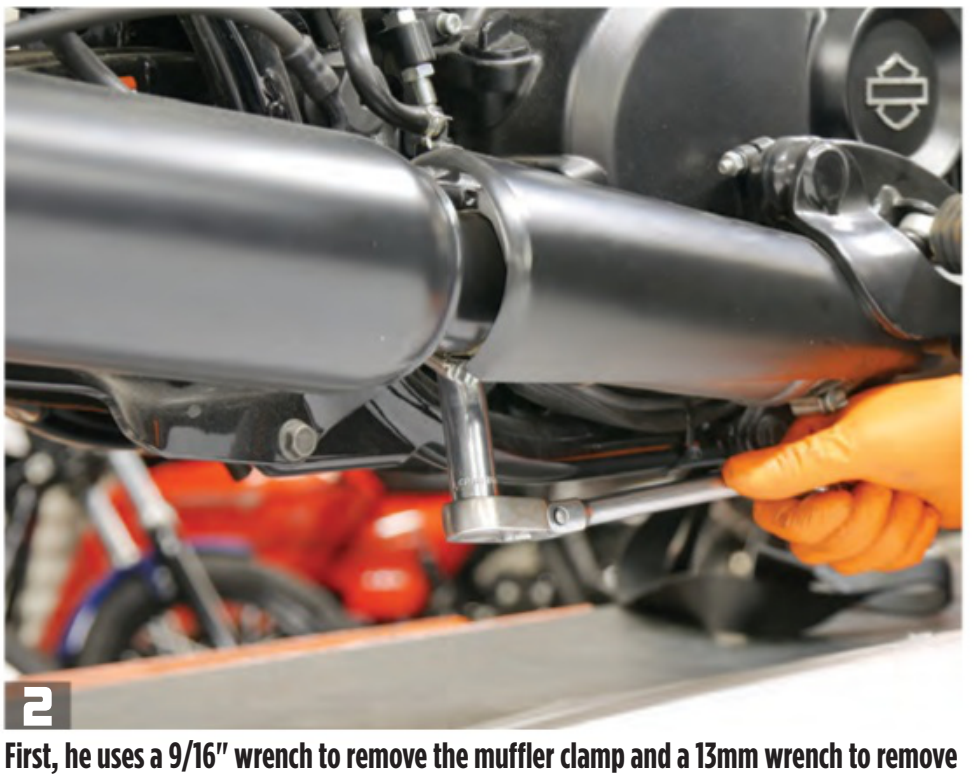
TOOLS NEEDED

- 9/16" wrench
- 9/16" deep socket wrench
- 13mm wrench
- 5/16" socket
- 3/16" Allen
- 5/32" Allen
- Blue Loctite
- Torque wrench (ft-lbs.)

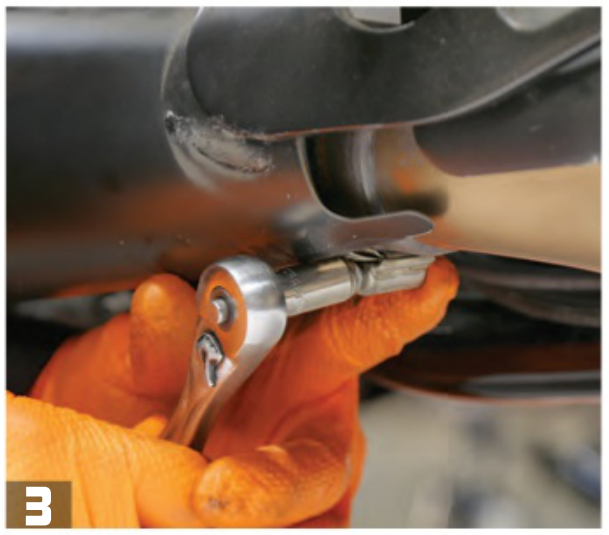




1 Todd supports the Street 750 on the lift.



2 First, he uses a 9/16" wrench to remove the muffler clamp and a 13mm wrench to remove the muffler support.



Todd removes the heat shield clamp using a 5/16" socket and pulls off the heat shield.



He then rotates the muffler and pulls it off the header.



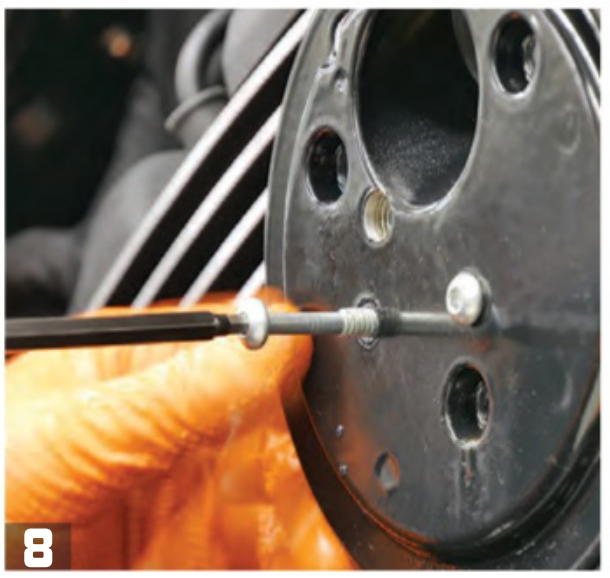
Todd removes the Screamin' Eagle air cleaner cover by first popping off the emblem then using a 3/16" Allen wrench to remove the single center bolt.



Now he removes the cover and air cleaner element.



He then uses a 3/16" Allen wrench on the three bolts to remove the cover mount.



Then Todd uses a 5/32" Allen wrench to remove the backing plate.



After the two 3mm Allen bolts are removed to free the backing plate, Todd squeezes the clamp for the breather hose and pulls the backing plate off.



Todd assembles the S&S backing plate with the included hardware.



He attaches the breather hose, dabs the mount bolts with Blue Loctite, and installs the backing plate.



Todd places the S&S air cleaner element on the backing plate.



He dabs Blue Loctite on the supplied hardware and uses a 5/23" Allen to install the S&S cover. The two 1/4" bolts get torqued to 72 in-lbs. And the 5/16" bolt is torqued to 10 ft-lbs.



Todd discovers the supplied mounting bolts for the muffler don't fit in the mount, so he grinds them down.



He shaves off just enough metal so he can slide the bolt into the muffler support bracket.



Now they fit!

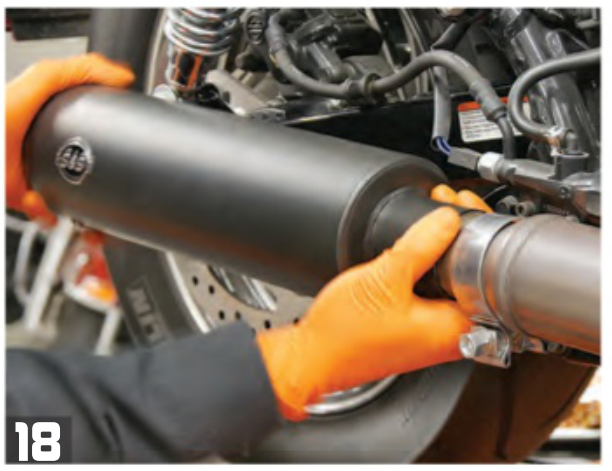


Next, Todd uses a tail pipe spreader (see Tool Tip) to widen the end of the S&S muffler.

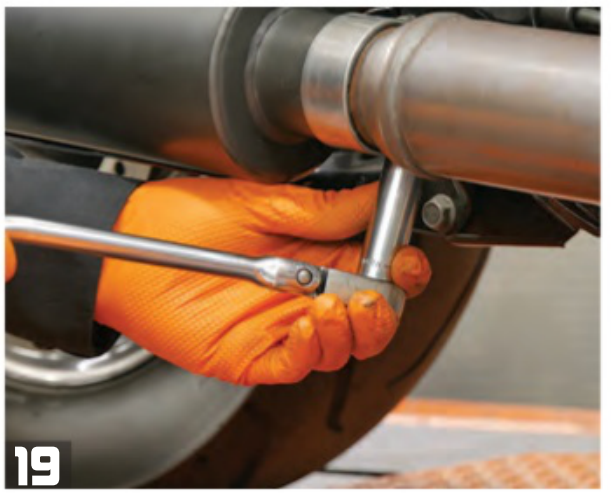
TOOL TIP

A TAIL PIPE SPREADER, like this $9.99 one from Harbor Freight Tools, can be used on the end of the muffler to open it up evenly for easier installation. Don't forget to use the super coupon on page 4 to get 20% off your purchase. ■





Todd easily slides the S&S muffler onto the header.



He uses the 9/16" deep socket to tighten the muffler clamp.



And then uses a 13mm on the mounting bolts.



Todd torques the muffler clamp to 40 ft-lbs. and then finishes the installation by reinstalling the heat shield with the 5/16" socket.



Here's the Street 750 with S&S Cycle parts installed. Jenny can later add an air cleaner cover if she chooses, but it actually looks good as is. **AIM**

SOURCES

Progressive Suspension
412 Series shocks
412-4044B-13", $299.95
877/690-7411
ProgressiveSuspension.com

S&S Cycle
Stealth Air Cleaner Kit
170-0374A, $141.95

Grand National Slip-On Muffler with End Cap
550-0703, $299.95
SSCycle.com

San Francisco Harley-Davidson
333 Corey Way
South San Francisco, CA 94080
650/381-1903
SanFranciscoHD.com



For this installation, we added parts from Biker's Choice (the cowbells pictured on left), and All Balls Racing (the bearing kit on the right)

Project Modern Shovel

Part IV: Assembling the front end and installing a Ridewright wheel and Metzeler tire

If you're just joining in on our 1966 Shovelhead project, the purpose of the build is to upgrade and modernize a 1966 Shovelhead that the previous owner had made major changes to. Many of the original 1966 chassis parts, such as the swingarm, fork legs, fenders, and gas tanks had been replaced with 1970s components. Since the bike is far from being a complete or correct 1966 first-year Shovelhead, we're cool with upgrading and customizing the bike. In Part I (issue 369), we rebuilt the early-style disc brake swingarm. In Part II (issue 375), we installed a new Ridewright Evo-style 18" rear wheel with an 11.5" rotor, as well as a new Hawg Halters four-piston caliper brake setup. In Part III (issue 384), we upgraded the front suspension with a set of Progressive Suspension fork springs, changed out the lower legs (sliders) for a set that will accept a modern front brake caliper and 11.5" rotor, and rebuilt those sliders with a kit from Tucker V-Twin.

In this article, we're going to swap out the old-style front wheel, as we did in Part II, for an Evo-style one that accepts a modern 11.5" brake rotor and then wrap an excellent handling tire around it. The front wheel is one of Ridewright's made-in-the-USA, Omega 40-spoke, 18" x 3.5" wheels ($750). As we did with the rear wheel, we're going with an 18" instead of a traditional 16-incher, so we'll see more wheel and less tire while retaining the same outer diameter to avoid any tire clearance issues. These top-quality Ridewright wheels feature show chromed steel rims, steel spoke nipples, and forged billet aluminum hubs. The hand-polished spokes are made of 304 stainless steel, which will eliminate any chance of rust popping up! We also went with the sealed rim option, so we can run a modern tubeless tire. However, if you don't want to go with the wheel setup we're using, the crew at Ridewright has lots of wheel options to choose from. You can get wheels with classic styling, as we have done, in 40-, 60-, and 80-spoke versions with either smooth, twisted, diamond, or new diamond spokes and two different rim styles. Or, if you prefer a more modern twist, roll with Fat 30- or 50-spoke wheels, which are also available with various spoke and rim styles. Of course, Ridewright offers chrome or polished finishes, but you can also go with a wide selection of powdercoat colors, as in the eight standard colors offered, or request special colors from Ridewright's powdercoaters. There's also machine engraving, hand engraving, and hand painting options available. With so many options, the hard part is going to be picking which ones to go with!

As for the tire, we're going with a Metzeler ME 888 Marathon Ultra 130/70 B 18 63H blackwall radial. This tire is Metzeler's best offering for riders who like to take long trips on their cruiser or touring bike. This tire's shape features a flat, wide geometry that dissipates the stress produced where the tire meets the road toward the sidewall to reduce tire fatigue and wear. To help

TOOLS NEEDED

- Wheel bearing grease
- Blue Loctite
- Sharp chisel
- Hammer
- 12" ruler
- Spanner wrench
- 7/32" Allen
- 1/2" wrench
- 13/16" wrench
- 1/2" socket
- 5/8" socket
- 3/4" socket
- 1-3/8" socket
- 1-1/2" socket
- Stem bearing tool
- Torque wrench (ft-lbs.)



1

As you can see, we've already removed the old steering stem bearing and had Vanwin powdercoat the triple trees. Our next step is to slip a new bearing cover with seal from the All Balls kit onto the steering stem.



2

We then use a bearing packing tool to load our two new All Balls bearings with grease. You can also pack the bearings by hand as described in the Special Tools sidebar. Also coat the fork cup races with lots of grease.

the tire wear evenly, the transversal grooves of the tread pattern are broken up by what Metzeler calls "compound bridges." The result is a stiffer tread design that reduces the stress sent to the tire's internal belts and carcass plies. And since the edges of the tread grooves are critical areas for even wear, this tire's groove walls have a different slant, which helps give the tread the best operating angle in every position. I have Metzelers on many of my personal bikes, so I know they are a quality tire that delivers excellent handling.

The fork tube covers (cowbells) we got with the Shovel are pretty banged up, so we got a new set from Tucker V-Twin, which owns the Biker's Choice and Twin Power brands. We went with a set of chrome Biker's Choice Fork Tube Covers (#492566/$50.95) in the standard overall length of 6-5/8". Tucker V-Twin also offers these covers, which are sold in pairs, in longer lengths for extended front ends. Tucker V-Twin is also where we got the Gardner-Westcott front brake rotor bolts (#410975/$11.25) we needed. The new All Balls Racing Steering Bearing and Seal Kit (#499583/$23.01) we wanted for the stock triple trees also came from Tucker V-Twin. This kit includes a set of heavy-duty tapered bearings that are a direct replacement for the OEM tapered bearings on all 1949–2013 FLH models, as well as most Big Twins. The kit also comes with a set of new bearing races, as well as a top and bottom bearing cover with seal, which keeps rain and road grit out of the bearings. Our frame's bearing races are in good shape, so we're going to reuse them.

As for those stock triple trees, the 54-year-old finish was definitely in need of a redo. Even though most of the trees will be covered by the headlight nacelle, the rear section of the lower tree, which contacts the newly powdercoated gloss black frame, will be visible. To give the trees a new skin of deep gloss black powdercoat that would match the frame, we sent our trees to the crew at Vanwin Coatings of Virginia. Vanwin is the same shop that powdercoated our project's frame, swingarm, sliders, front axle, and several other parts. The company website will bring you to its headquarters in Chesapeake, Virginia, but we sent our parts to the company's facility in Suffolk, Virginia, and dealt with Jamie Whitham. It's Jamie's number that's listed in the Sources section.

SPECIAL TOOLS

WE'RE USING two special tools for this phase of the project, the first being a **bearing packing tool**. However, you can also do the same job by hand. Granted, a bearing packer is much faster and a lot less slimy but packing a bearing by hand does just as good a job. No matter which method you use, don't let any dirt or grit get in the grease or bearing. If you're going old school, start by putting a glob of fresh wheel bearing grease into the palm of your hand. Then press the edge of the large side of the bearing into the grease about 1/4" from the edge until the bearing hits your palm. Then slide the bearing across your palm just a little and lift the bearing up. Then press the bearing into the grease again. Keep doing this in the same spot on the bearing until grease comes out of the top of the bearing from between the rollers and goes over the roller's cage. Now move to the next section of the bearing and repeat the process. Once there's grease coming out around every roller, as shown in Photo 2, you've packed your first bearing. Now smear some grease into the gap between the bearing cage and inner race on both sides of the bearing so the entire bearing is packed with fresh grease. Also put a thick coat of grease over all the exposed roller bearings. However, wipe any excess grease from the hole in the center of the bearing, leaving only a thin coat of grease here. Then do the same to the other bearing.



The second special tool is a **Motion Pro Steering Stem Bearing Tool** (#08-0558/$54.99). As with the bearing packer, you can install a new lower bearing using something simple like a section of steel or PVC pipe that has the same outer diameter as the bearing's inner race and a slightly larger inner diameter than the steering stem. Whatever you use, make sure you don't hit the bearing's roller cage as you drive the bearing onto the steering stem. If you bend or dent the cage in any way, the bearing is trash. As you install the bearing onto the steering stem, make sure no dirt or grit gets into or onto the bearing. However, unless you're installing a new lower triple tree, you'll have to remove the old bearing before you can install the new one. And though putting a new lower bearing onto the steering stem is easy, getting the old bearing off is a whole different matter! That's where Motion Pro's Steering Stem Bearing Tool comes into play. This tool easily removes and installs the steering stem's lower bearing. That is, after you've first cut the bearing's metal roller cage (the one you can't damage on the new bearing) from the bearing assembly using a sharp chisel and a hammer. If the bearing races in your fork cups are worn out, you can replace them using **Motion Pro's American V-Twin Steering Race Tool** (#08-0633/$104.99) or just buy new fork cups that have new races already installed. ■



3

After giving the steering stem a very light coat of grease to protect the stem from corrosion, position one of the bearings onto the steering stem with the tapered side facing up.



4

Once you've seated the bearing against the bottom bearing cover and lower triple tree, position the lower tree in the frame neck.



While holding the bottom tree in the frame, position the new top bearing over the end of the steering stem and into the fork cup.





Then slip the other new bearing cover with seal onto the steering stem and over the bearing.

TIPS & TRICKS

BEFORE YOU SEND THE AXLE THROUGH THE SPACER, WHEEL, ETC., give it a very light coat of grease. This skin coat of grease is only there to protect the axle from corrosion. It's not so the bearings can spin on the axle. In fact, that's just what you don't want the bearings to do. A wheel bearing's outer race should stay stationary in the wheel hub and its inner race should be stationary on the axle. Only the bearing's rollers should spin on their inner and outer races, no matter where it is, be it in a wheel, swingarm, etc.

If you're assembling all stock components on your front end, you can just reuse the stock wheel spacers when installing your front wheel. However, if you've changed the sliders, wheel, etc. as we have, you'll have to start with your best guess as to what length wheel spacers to use. In fact, it's better to install spacers that are a little too short on the first attempt. Install the wheel, axle, and short spacers on the front end and then see how far you need to move the wheel right or left to center the wheel between the fork assemblies. Also, the axle's head, which is the end with the large hole in it, goes on the right side, and that hole must be outboard of the right slider's axle cap. The hole in the axle is there so you can slip a large Philips screwdriver or pin through it to keep the axle from turning when tightening the axle nut. You have the right combination of spacers when the wheel is centered in the front end and the spacers fit snug between the fork legs and wheel. ■



Now thread on the stock upper bearing fork adjuster nut (#48332-48) and tighten it as per the service manual for your year and model bike using a spanner wrench. This nut sets your front end's free movement.



Install both new chrome Biker's Choice cowbells using a 1/2" wrench and some blue Loctite. We replaced all the stock hardware with stainless steel bolts, lock washers, and flat washers.



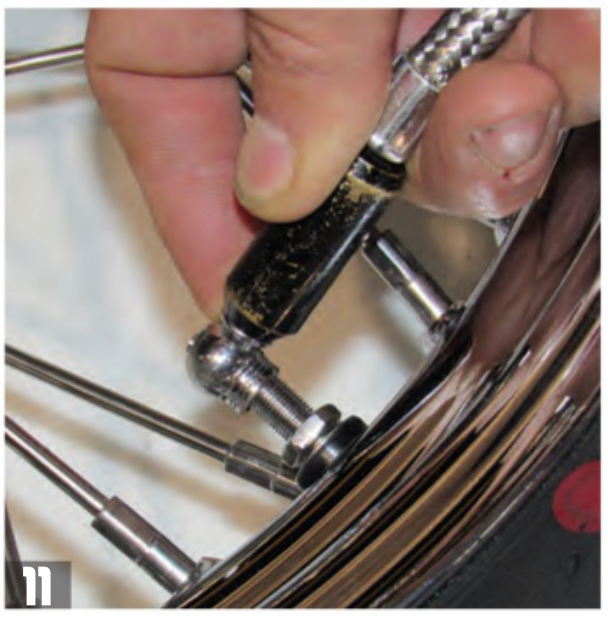
After positioning the top triple tree over the steering stem and upper bearing fork adjuster nut, install a new fork stem nut lockwasher (#45717-63) and the stock fork stem nut (#45718-48) using a 1-1/2" socket.



Slide a fork assembly into the trees and secure it using the upper bracket bolt (#45754-60) with a new seal (#45733-48) and a 1-3/8" socket. Install both fork assemblies but leave the pinch bolts on the triple trees loose for now.

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After mounting the new Metzeler tire onto the new Ridewright wheel, noting the tire's direction of rotation arrow and placing the red balance dot next to the tire valve, inflate the tire to the proper pressure.



Mount the new 11.5" rotor to the Ridewright wheel using new Gardner-Westcott bolts with some blue Loctite on their threads and a 7/32" Allen. Then torque the bolts to 30 ft-lbs. in a star pattern.



With the wheel positioned in the front end and a skin coat of grease and the right wheel spacer on the axle, send the axle through the wheel and into the left wheel spacer.



With the axle all the way through the left slider, measure the gap between the tire and fork assembly on both sides of the wheel. If the gap is not the same on both sides, change the wheel spacers as needed.



After installing the stock flat washer, lock washer, and axle nut, use a 3/4" socket to torque the axle nut to 50–60 ft-lbs., or whatever the proper torque is for your year and model bike.



Install the axle cap using a 1/2" socket, some blue Loctite, and the stock hardware.



The last step is to torque the pinch bolts on the top and bottom triple trees to 22–26 ft-lbs. using a 5/8" socket. There are two pinch bolts on each triple tree.



Here's where we are so far in the build. **AIM**

SOURCES

Metzeler
ME 888 Marathon Ultra 130/70 B 18 M/C 63H TL
Metzeler.com

Motion Pro Inc.
Steering Stem Bearing Tool for H-D
#08-0558, $54.99
650/594-9600
MotionPro.com

Ridewright
Omega 40-spoke, 18" x 3.5", $750
714/632-8297
RidewrightWheels.com

Tucker V-Twin
Biker's Choice Fork Tube Covers
#492566, $50.95
All Balls Racing Steering Bearing and Seal Kit
#499583, $23.01

Gardner-Westcott Brake Rotor Hardware
#410975, $11.25
800/347-1010
Tucker.com

Vanwin Coatings of Virginia
757/925-4450
VanwinCoatings.com

Wet Ignition & Windshield Washers

Q I own a 2005 Twin Cam FXDL. It has a Mikuni HSR with round air cleaner without cutouts. I have a Screamin' Eagle ignition module and coils. On my recent ride from Connecticut to the Lima Half-Mile in Ohio and back I rode through two days of crazy storms. Every time the rain got heavy the Dyna lost power. At full throttle I could manage to cruise at 70 mph. It felt like the bike was running on one cylinder. As soon as the rain stopped, the bike ran normal. Where do I start looking for the problem? I don't know if I should be looking for water in the intake, an electrical short, or a ground problem.

William Johnson
Willington, CT

A Of course, the best place to start is the battery and its connections. If you have the tools and ability, see if they are clean and tight. Look for any green corrosion on the terminals where the cables are attached. It would also be a good idea to disconnect the cables and wire brush the terminal surfaces where they ate the cables. Do the same on the cable ends also. Any corrosion built up there can cause a poor connection to begin with. Add the water from the storm and the connection goes away completely. Before you reconnect the battery cables look at the other end of the cables also. The positive battery cable that is attached to the starter is hidden by the rubber boot that protects it and can get neglected. You just don't see the corrosion. Again, remove the cable to make sure the contacting surfaces are completely clean. The frame side of the negative cable should get the same treatment.



Now, if this was happening to me while out on the road miles from home, I would be looking at my ignition coil and spark plug wires. If the wires are starting to deteriorate, the rainwater running over them can short some or all of the spark energy to ground. When this happens, the sparkplug doesn't fire and either that cylinder runs poorly or not at all. Like you said, running on one cylinder. The wires could also be rubbed through from contact with the frame or top engine mount bracket. Your rubber mount engine moves enough that the wires will chafe quickly if they are routed too close to metal parts. Either way, you may be able to just move the cables to a different position so the arching to ground stops and the plugs can fire again normally. This will get you home or to a shop where you can get some new wires.

You should also look at the coil itself. Sometimes as an ignition coil gets older the plastic casing around the actual coil can break down or crack to the point where the energy in the coil will arc to ground through it. Again, add the water from the storms and it can become easier for this to happen. Remove the coil cover and look for small burn marks on any surrounding metal surfaces including the cover. This carbon tracking is the path the high voltage current found to get to ground. Same result, poor running engine. Also look close at where the plug wires are pushed onto the coil. Are they wet or dirty? Pull the boots off and make sure they and the coil towers are dry inside. Wipe out any moisture or dirt. Look around the coil towers for any carbon tracking and clean it off. Sometimes a good shot of WD-40 will dry you out enough to get home. If there is any evidence of arcing inside the cover, leave it off until you replace the coil.

I've had some luck finding these issues by getting the motorcycle into a dark area and running the engine. Look closely and you can probably see the arc where the leak is. If you get home and the engine is running good, use a spray bottle to wet down the area to try to cause the problem to show up.

To submit a question to our H-D-certified mechanic, who has been working in dealerships for over 20 years, send in as much info about the problem and bike as possible to Hog Helpline, c/o *American Iron Magazine*, 37 North Ave, Suite 208, Norwalk, CT 06851 or e-mail SteveL@AmericanIronMag.com. Sorry, but due to volume, we cannot respond to requests for personal replies or to all letters.

Q I own a 2017 FLHXSE that I just love. I've kept the bike stock and just ride whenever I can. Unfortunately, not as much as I'd like. I purchased the bike new in the late fall of 2017 and have put about 12,000 miles on it. The only issue I've had with this machine has been with the windshield. I have had to replace the windshield three times already. Each one cracks in the same place, right above the attachment screws. I can't understand why the original equipment parts, installed at the Harley factory and then at the Harley dealer, keep failing. Three screws hold it on. Shouldn't be rocket science. My dealer has always taken care of me though they say Harley won't cover it because they claim it isn't a defect. Now that my warranty is about to run out, I figure I won't get any help. Should I go aftermarket? But then, why should I have to? Have you heard of this issue?

Chris "Bro" Seccora
Dixon, MO

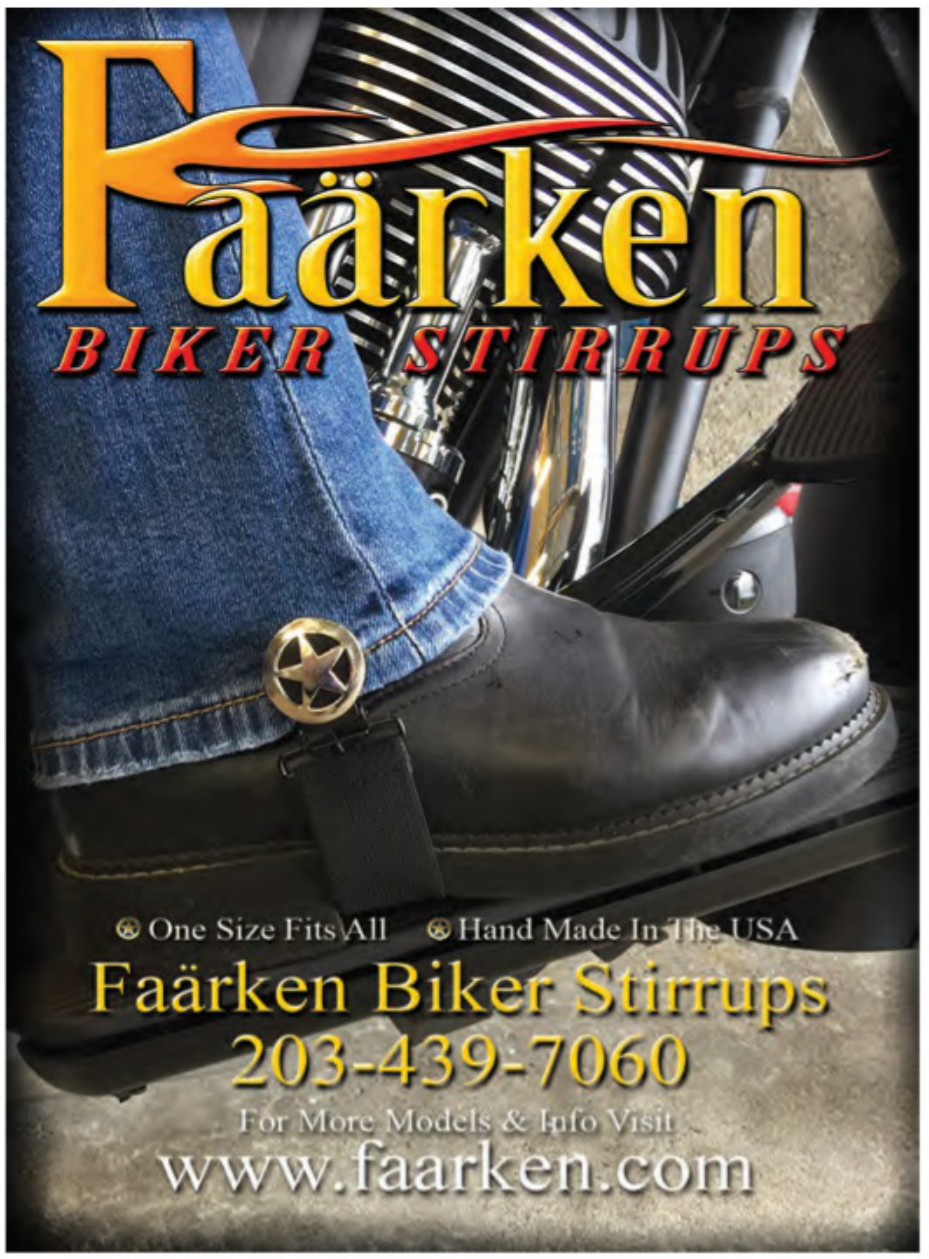
A Actually, I have heard of this before. Same story. We went through a couple of windshields on one bike in a short amount of time. The Factory denied coverage because they saw no defect in the parts involved. Basically, what they were saying was it was installed improperly. OK, I could see that the first time but the second? I went back and started looking myself.

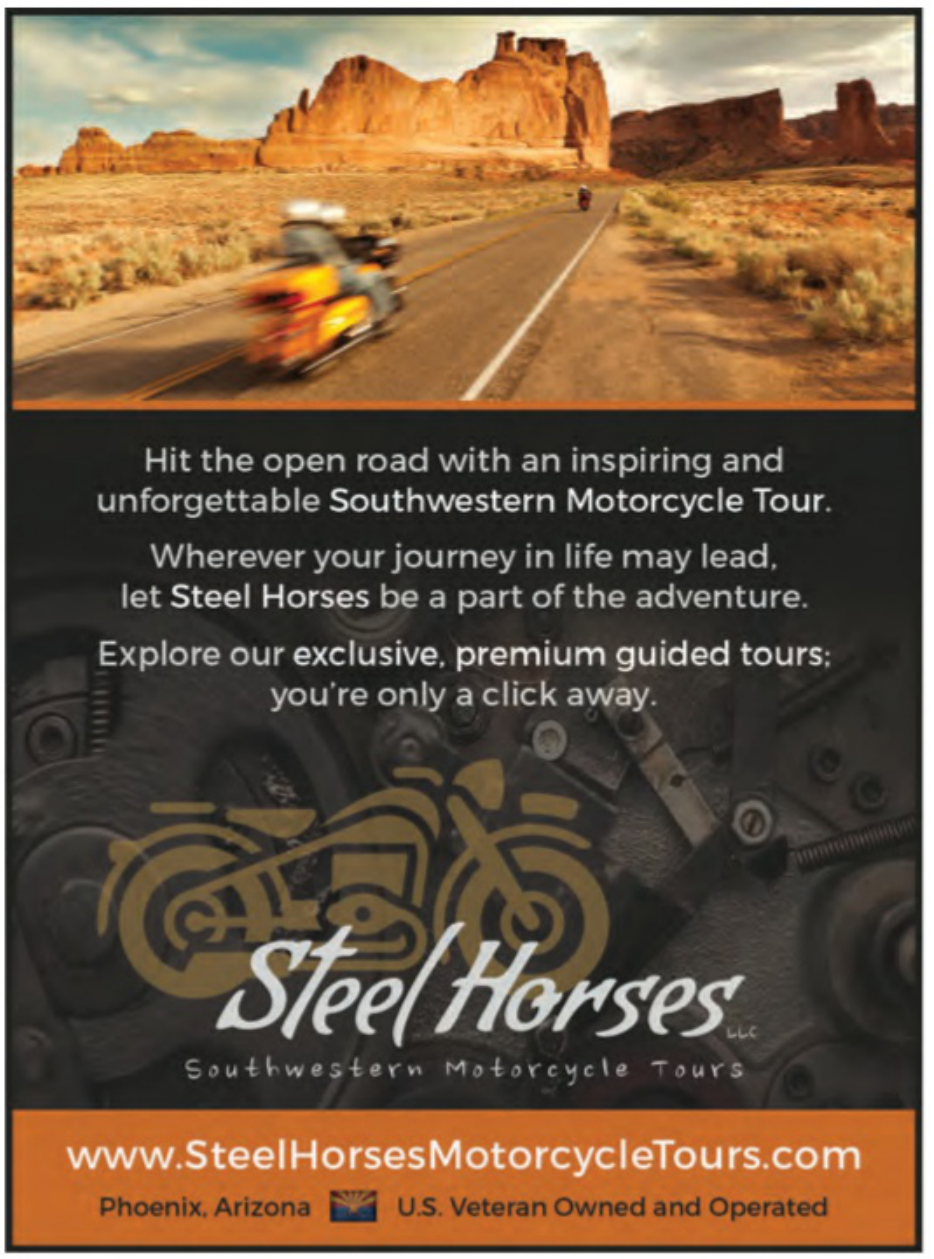
The windshield on the CVO is much thicker than the one that is installed on the other FL models. The inner and outer Batwing fairings are designed to tighten against each other and hold the windshield between them. You can tighten the windshield screw until it strips and it still won't pinch any more on the windshield. The windshield is able to move ever so slightly and absorb the vibrations that get to it. Now put the thicker CVO windshield in and when you tighten the screws, the shield itself is getting overly clamped to the point that it cracks. It might only take a couple of miles or it might go a couple thousand but it will crack again!

What I also noticed was some of the webbing around the screw holes that are cast into the inner fairing for strength, were sticking up above the mounting surface for the windshield. This formed a nice hard little point sticking up right where that windshield was clamped down. Recipe for disaster! You could have changed that windshield a hundred times and you'd still get the same result.

I wound up dressing down the webbing around the screw holes and used a thin AN washer at the mounting screws between the inner and outer fairing. This made up for the extra thick CVO windshield and enabled the screws to tighten properly without stressing the windshield. That was about 11,000 miles ago and he has the same windshield.

Now I did contact Harley Tech Service and explained what I found and how I fixed it. They were happy to get the feedback and did cover the time that I spent getting it straightened out. You should tell your dealer about this and see if they will contact the Factory. I think you'll get it covered. If your dealer can't help, call Harley's customer service. AIM







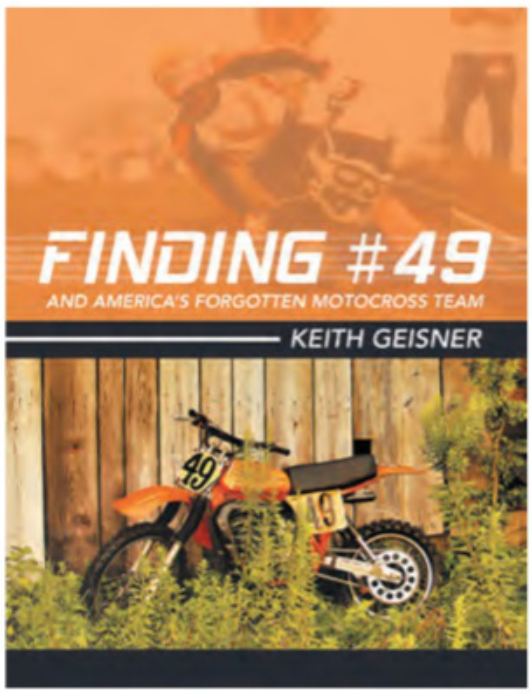
Cool and Comfortable

Corbin's Solo Saddle fits well with the factory-built Bobber Twenty now available from Indian in the Scout lineup. The vintage "saddle" shape is designed to be mounted directly to the Twenty's metal base adapter just like the OEM unit. The seat shaping has been ergonomically designed to provide more square inches of body contact. This gives proper weight distribution and eliminates hot spots. And it is possible to mount this seat to your regular Scout Bobber if you pick up the adapter from your local Indian dealer. $423. Corbin, Corbin.com.



In Your Face

The Broozer helmet from Bell is dual-certified for both full-face and open-face riding. The removable chin bar and integrated drop-down shield further enhances the flexibility and protectiveness of the Broozer. This in addition to a lean weight of 1,350 grams (for medium size). Several color schemes are available. $229.95. Bell, BellHelmets.com.



Unraveling Near-Forgotten History

Keith Geisner uncovers the history behind a rare Harley-Davidson dirt bike found in a barnyard, resulting in an 18-month research project and journey that reunites a late-'70s motocross factory team, reveals an important part of Harley-Davidson history, and leads to a preservation restoration in his book *Finding #49 and America's Forgotten Motocross Team* (published by Archway Publishing).

"I never thought I'd have the privilege of owning a piece of American motocross history—or making connections and lifelong friendships with riders and industry icons I've admired most of my life," said Geisner. Available through Amazon.com for Kindle for $3.99 and in paperback form for $27.95.



Illuminating Addition

The ProBEAM Mini Add-On Taillight from Custom Dynamics is a simple plug-and-play solution to add a third brake light to your rear fender. ProBEAM LED Taillights have been engineered using the highest quality automotive LEDs and modern light pipe design. Custom Dynamics' premium line of aftermarket LED taillights now provide increased side visibility to maximize safety through modern technology for Harley-Davidson motorcycles. Three running LED light pipes illuminate across the taillight as a running light with 10 full intensity brake LEDs provide maximum safety and visibility. Available with a red or smoked lens. Lifetime warranty against LED failure. $129.95 (each). Custom Dynamics, CustomDynamics.com.



Prime Puller

This professional tool will pull an APM comp master clutch or Rivera pro clutch off of a tapered transmission main/shaft found on '37–'89 Harley big twins. It includes the puller plate and heavy-duty screw as well as two different size end caps ('37–'84 & '85–'89) to guard the main/shaft threads from damage. $83.99. American Prime Mfg., AmericanPrimeMfgInc.com.



Baker Compensator Sprocket for Twin Cam & M8 Models

Baker Drivetrain's new compensator sprocket fits all 2007–later Touring/Softail models, 2006–later Dyna models, and all Milwaukee Eight models. The Baker Drivetrain compensator sprocket is engineered with an annular oil distribution system that delivers quiet operation, durability, and refined function to smooth out the inherent power pulsations of the second-generation Twin Cam and M8 motors. In addition, seven supportive spokes, instead of three, structurally tie the sprocket 'ring' to the sprocket hub. The mass of the sprocket is concentrated towards the center which reduces noise and vibrations during operation and shut down. The Baker Drivetrain Compensator Kit is available to ship for $599. Baker Drivetrain, BakerDrivetrain.com.



Look Back in Style

Change the look of your bike with the new Arlen Ness Anodized Forged Oval Mirrors. 5-1/2" wide mirror head and 5" long stem. Includes 10mm-1.25 / 5/16"-18 and 5/16"-24 / 5/16"-18 mounting studs to fit most models. Available in anodized blue, gold, and red. Sold each. $71.95. Arlen Ness, ArlenNess.com.

Blue Jean Suit

The long-sleeve American Iron Denim Shop Shirt is constructed using a sturdy durable blue jean material and fits as good as it looks. The shirt proudly displays the *American Iron Magazine* logo across its left chest. You'll feel right at home wearing this in the garage, on your bike, or at your favorite watering hole. GreaseRag, GreaseRag.com.





Sensing Speed

This high-quality transmission mount speedometer sensor is a direct replacement for OEM #74402-05B. It also works on any aftermarket transmission case with a speedometer sensor hole.

Fits '04–'19 FLHT/FLHR/FLHX/FLTRX/FLTRU/FL Trike, '07–'19 Softail, '06–'19 Dyna, and '05–'19 XL models. $69.95. Drag Specialties, DragSpecialties.com.



Eight for Eight

The ARP M-Eight Cylinder Stud & Head Bolt Kit is superior in strength and performance to other cylinder stud head bolt kits on the market. This kit is designed to exceed the needs of high-performance engines. Feuling studs are installed to a torque spec and can be reused. Precision j-form threads provide optimum engagement, preventing galling and promoting more consistent torque loading. The kit includes eight cylinder studs, eight head bolts, moly assembly lubricant, and thread sealant. Fits Milwaukee Eight '17–'19 engines. $ 499.95. Feuling, FeulingParts.com.



For Softail Models

These Harley-Davidson Softail raked triple trees are designed to be used with 21" or 23" wheels on 1984–2017 Softail models, including the Slim, Heritage, Deluxe, and Fat Boy. They are designed with a 4-degree rake to correct the front end geometry for proper handling and suspension travel with larger diameter wheels. $599.99-$975. Pickard USA, PickardUSA.com. **AIM**

1948 INDIAN RAINBOW CHIEF

A more colorful restoration

By Jim Babchak
Photos by Buzz Kanter



AMERICAN IRON CLASSIC
CAIMAG.com



In the immortal song "Somewhere Over the Rainbow"

sung by Judy Garland in the timeless classic *The Wizard of Oz*, she sings "And the dreams that you dream of, dreams really do come true." The life lesson and take away from that song and film for everyone of my generation is clear. They had to be earned, often struggled for, and a price had to be paid, but with inextinguishable optimism we held firm the idea that, with enough blood, sweat, and tears, dreams really do come true.

Back in the early 1970s, I was going to college in Hartford, Connecticut, and heard about an event called Indian Day in Springfield, Massachusetts, a town about an hour and a half away from where I was in school. It took place on the grounds of the old Indian Motorcycle Factory and was a regional event that welcomed all the old Indian machines back home to where they were born. It sounded amazing, so I fired up my old 1961 Panhead and went to Springfield to look at old bikes and see what an "all-Indian" meet looked like. Remember, there were very few Indians still on the road in the 1970s, so this would be a real treat for an old motorcycle enthusiast like myself. Upon my arrival, I was amazed to see so many Indians from so many different periods all in one place at one time, and from







Bike owner Glenn Jordan started with a basket case for this restoration.

then on, I became a big fan of the Indian marquee. One of the bikes I saw my first year was a 1940s Indian Chief with valanced fenders, and it had this wild paint job, called a rainbow paint job, on it. I was intrigued, and learned it was a special-order style of paint job available from the factory for an extra cost. Apparently, the idea for the paint job originated at Charlie Stark's Indian Dealership in Akron, Ohio, after an employee, John Polivik, painted a full fender Chief in this style. Word got back to the factory how cool the paint job was, and from then on out you could order the paint scheme in either red or blue rainbow style. The Factory shipped the sheet metal to Stark's and John painted the pieces and returned them to the factory to be installed on a new Chief. So cool and so different!

Glenn Jordan of Fall River, Massachusetts, the owner of our feature bike this month, also attended those Indian Day meets back in the '70s and was equally as impressed by this rainbow paint job and dreamed one day he would have just such a paint job on his Indian Chief. Glenn was riding a 1948 Chief bobber at the time, his first bike, so a rainbow Chief would be the next iteration of an Indian for him. But, as with all young men of the period, life has a way of interfering with even the best laid plans and the Indian was sold, but not forgotten, continually dreamed about, the parting often regretted!

Fast forward forty-something years later, and that dream began to take shape again in 2016 when Glenn retired from Raytheon Corp in Massachusetts and decided to purchase and restore an Indian Chief with a rainbow paint job. Glenn was well-equipped for the job as he is both a machinist and welder, having spent 30 years working on submarine radar and sonar system fabrication.

His search began on eBay, but after getting outbid and missing out on many machines, he finally bought a 1948 Indian basket case from my buddy Mike Tomas at Kiwi Indian in Riverside, California, so he could kickstart the dream. The bike arrived on a skid and in boxes, and Glenn knew he had his work cut out for him. He began with









the motor. Glenn refurbished the engine cases; he rebuilt, balanced, and trued the flywheels; had the cylinders re-sleeved and the pistons refit by Russell at Raw Motorsport's; a Linkert 51 carburetor was gone through; and a new oil pump body from Jerry Greer installed, ensuring proper oil pressure and oil management.

The frame was nice and straight, but Glenn noticed a tweak in the front end, so he straightened that and then he blasted, primed, and painted the chassis himself. The wheels were shot, so he bought new spokes, rims, wheel bearings, and tires and re-spoked and trued them both up to factory specs. New brakes, new drums, and new backing plates were acquired, and we mounted the Avon 500 x 16 Safety Mileage Mach II tires to the rims. Glenn decided to go with 12-volt electrics to ensure trouble-free riding, so he rewired the bike using a CyclElectric generator, points/distributor, and 12-volt battery set up.

Sheet metal was next. Although the bike came with a complete set of fenders and tanks, the metal was fatigued, the tanks leaked, and the amount of work needed to bring it all back was not worth the effort, so Glenn ordered a new set of sheet metal from the Iron Horse Corral. Now came time to paint the motorcycle. While working at Raytheon, a janitor was cleaning out an office of a retiring employee and came across Buzz and Jerry Hatfield's great book *Indian Motorcycles* featuring a blue rainbow Chief on the cover. The janitor gave it to Glenn knowing he loved old motorcycles, and that book was a great reminder of how much Glenn loved the Indian Chief rainbow paint job and his first exposure with them way back in the 1970s. So, Glenn decided to shoot his in the red rainbow style. It was his first paint job since his shooting lacquer days decades ago, but with perfect prep and a little bravery, his PPG base coat clear coat application nailed it perfectly!

Final details like stitching up a new seat himself from an old pair of chaps he used to wear reaffirms his can-do attitude and fearless execution! Glenn built the bike as a rider, and specifically had *American Iron Magazine*'s Kick Start Classic in mind, and this past fall he joined Buzz and the gang in completing that ride.

Rainbow Chiefs are rare bikes indeed, and doing it all yourself is a very satisfying undertaking not many folks can lay claim to. We tip our hats to Glenn for the hard work and sweat equity he put into this wonderful old Indian, and we wish him well as he accumulates many miles in his long and healthy retirement. **AIM**

rear-cam-journal that extends through the cam-support-plate.

There is a semi-circular ridge called a rotor on the outer side of this gear. This ridge rotates with the camshaft. The portion of the circle without a rotor (ridge) break is known as a window. The ridge window location, beginning, and end gives engine timing information as all interacting engine parts time to each other. As the ridge on the cam gear turns with the rotating rear cam, it breaks the magnetic field of the Hall effect sensor. An electrical pulse is generated by the power source of +5 volts back to the ECM. The pulse instructs the ECM regarding engine phase, which is the technical explanation. In plain English, if the ECM knows the cam position, it will also know valve(s) position(s) relative to their seat(s) and piston locations, which will also indicate crankshaft degrees rotation of the flywheels. Every moving engine component times to each other. The CMP is no longer used after circa 2001 in part because of Twin Cam timing chest parts breakdown problems.

The Crankshaft Position Sensor (CKP) takes on the added responsibilities after the CMP discontinuance it was pretty much duplicating anyway. The CKP (32497-99) locates in the front of the left crankcase-half above the alternator plug. The CKP measures piston locations and valve opening and closing positions, which will also indicate crankshaft degrees rotation of the flywheels and also sends information to the ECM regarding internal engine speed. This information is from electronically reading the 30-indent cut teeth in the left side flywheel as it rotates with the crank. There are two missing teeth cuts in the flywheel rim that time with piston TDC (top dead center).

The CKP power source is self-generated by AC output. It is basically a magnet/AC generator that reads slots cut into the outside rim of the left-hand flywheel face. The faster the slots pass by the magnet-sensor, the faster the flywheels are rotating and thus the faster the pistons are traveling. Furthermore, slot location determines where the flywheel rotation is relative to piston location. After all, this is about when to fire the spark plugs for maximizing combustion. An EFI system also links a fuel delivery pulse width table with the spark map for even more precise engine management. Pulse width is the length of time in milliseconds that the injectors activate to squirt fuel.

The Manifold Air Pressure sensor (32316-99) is also known by the acronym MAP. It locates on top and extends into the manifold to read the constantly changing manifold absolute pressure changes of the moving air inside. This information transfers via electrical signal to the ECM, which consults the spark map cell matrix to determine appropriate advance-retard spark timing. Simply, manifold vacuum or no-vacuum indicates whether the bike is under load (cold idle, acceleration) or not (hot idle, cruising) This will determine when spark should occur during the latter stages of the engine compression stroke.

The Bank Angle Sensor (BAS) really has nothing to do with carburetion or ignition, except once triggered it will cut power to the engine. Circa 1998, the BAS (32495-98) switch relieves duty for the Vehicle Attitude Sensor (VAS). If the motorcycle tips, the BAS reduces the angle for engine shutoff from VAS 80 degrees to 55 degrees horizontal to the ground. This safety sensor is a magnetic ball that rides in a silicone fluid in a V-shaped channel. If the bike tilts to within 35 degrees horizontal (35 degrees + 55 degrees = 90 degrees) to the ground or less, the magnetic ball will ride up the channel, creating an open circuit within the sensor. The power source is +5 volts from the ECM. This open circuit, in turn, is detected by the ECM, which immediately turns off the ignition system. Once this sensor is tipped beyond 55 degrees, the bike must be brought back to an upright position with the ignition key turned off. It is necessary to wait at least 10 seconds before turning the ignition on and restarting the bike. The Evolution VAS sensor located in the engine's right-side timing chest is covered and mounted as part of the CMP sensor at the end of the camshaft on the sensor plate. The Twin Cam BAS locates in various places such as behind the left side cover on FLT models.

As the years progressed to the demise of carburetion in 2006 on all Harleys, the ignition-integrated fuel delivery became more sophisticated, approaching a total engine management system in conjunction with Delphi electronic fuel injection.

Next issue, I will discuss the Harley engine's *future*. The *present* air cooling, pushrods, and 45-degree cylinder angularity will become the *past*. **AIM**

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THE PICTURES YOU SEE BEFORE YOU ARE courtesy of Dennis Kiehn of Duncan, Oklahoma. They depict Harold Ferrell (also a Duncan resident), a veteran of WWII, Korea, and Vietnam. In 1947, Harold was part of an MP escort for American actress and singer Dorothy Lamour in Frankfurt, Germany. In the first picture, Harold is situated in the center with sunglasses on. Printed on the back of this picture is the following:

"Miss Dorothy Lamour paid a short visit to Frankfurt this morning to hold a press conference before going on to Wurzburg, where she will present a show for the troops in the Wurzburg area. Miss Lamour visits with her MP escort, consisting of (L/R) PFC. Robert R. Starkey of Parkersburg, W. VA., PFC. Harold Ferrell, Port Arthur, Texas, PFC. Joseph Deptula of Norwich, Conn., and 1st LT. Salvadore Gallo, Jr., Station Commander, all of the 709th M.P. SV.BN. Courtesy Escort, immediately prior to departure for Wurzburg."

The second picture shows Harold during the escort of Miss Lamour. He is riding the motorcycle on the right-hand side of the picture.

Not simply content with bringing back old memories through vintage pictures, Dennis, upon meeting Harold and learning of his background, informed him that Diamondback Harley-Davidson in Lawton, Oklahoma, had a WWII WLA motorcycle on display that closely resembled what he rode back in his military days, as seen in the third photo. This peaked Harold's interest, and when he and Dennis arrived at the dealership to see it on display the three-war vet was brimming with joy.





Send your high-resolution image to Memories with all the info you have about the image to Letters@AmericanIronMag.com or Memories, *American Iron Magazine*, 7 North Ave, Suite 208, Norwalk, CT 06851.



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