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ISSUE 404



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ON THE COVER

Sammie and Skol's Softail/Indian sidecar combo were photographed by Wall 2 Wall in our Sydney studio.



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dip your
ride advert

**“... I got pulled up by the cops and defected.
...the only way to make it legal would be to
put the standard pipes back on.**



I STARTED with a new Breakout but I got pulled up by the cops and defected. When I went back to the Harley dealer, they told me the only way to make it legal would be to put the standard pipes back on.

That's when I called up Jason. I'd never met him before; got his number from a fella at work. He said to bring it down and he'd get it all sorted for me.

When I got there, I didn't want to park my bike next to any of the others—they were nice bikes—really nice bikes!

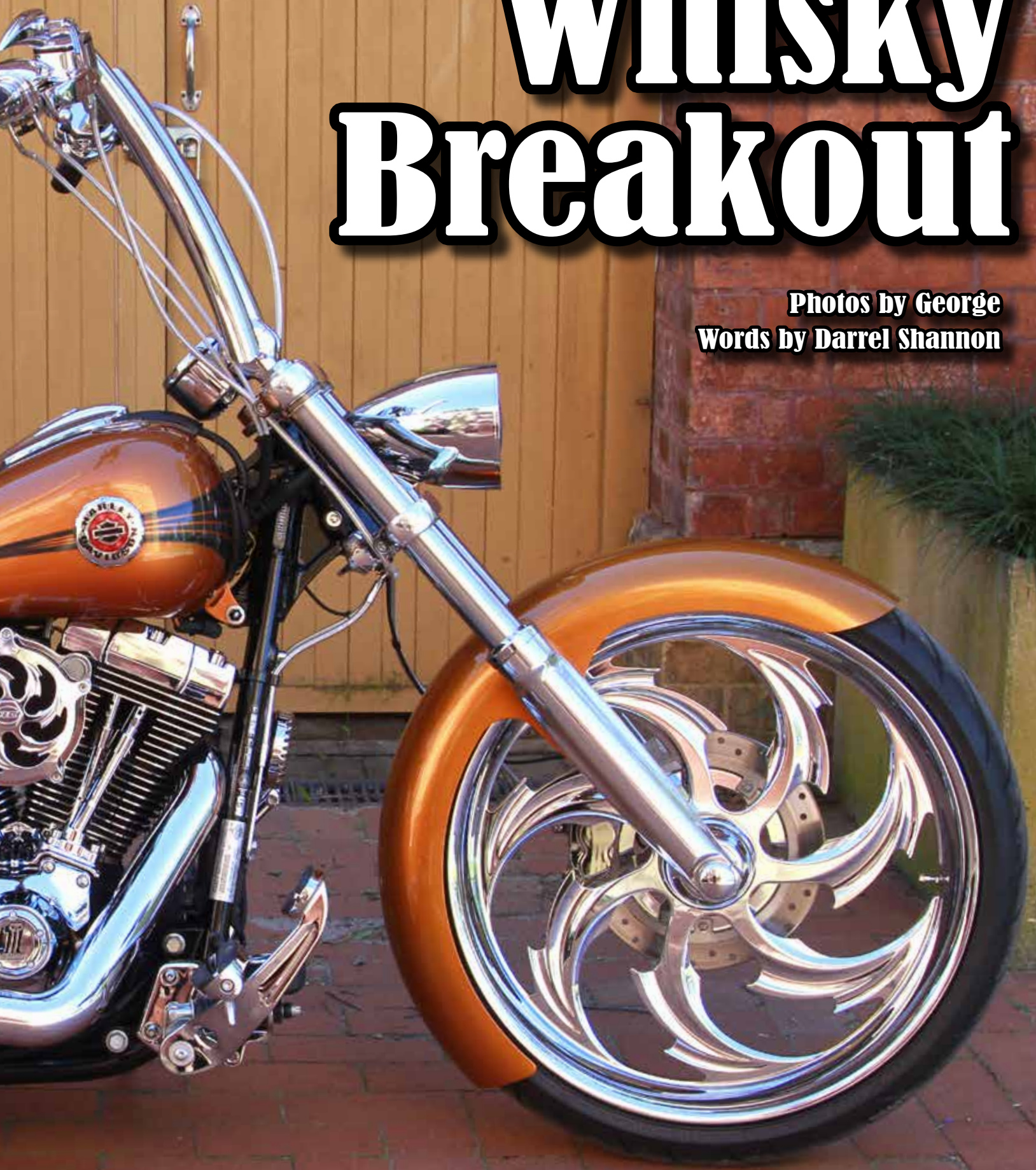
Jason put on the Freedom pipes with the quiet baffles so we could get it passed legally, which was good, because I liked the sharp radius of the Freedom pipes rather than the Vance & Hines.

While the pipes were getting



Amber Whisky Breakout

**Photos by George
Words by Darrel Shannon**



sorted, I saw bits on the other bikes and, gee, I liked some of that stuff. I had an idea of what I wanted, had a lot of people tell me what I could and couldn't do, but Jason set me straight and then he came up with other ideas on top of mine.

Jason fitted the taillight assembly with billet blinkers and everything is tucked under the guard so there's nothing sticking out.

The bike is fitted with a wrap-around front guard, Burleigh High Ball handlebars, Arlen Ness mirrors, chrome controls, three inch forward controls, stock Butt Crack Solo Danny Grey seat with stitching—I didn't like the butt crack thing so I got them to smooth that out and do the stitching in America before they sent it over—Daymaker headlight with billet casing, digital Dakota speedo, and a stock motor.





It's got lots of Rocker stuff on it, like the Rocker oil tank.

The wheels and matching air filter, risers and belt pulley are RC Components. The back tyre is 10 and a half by 18; and the front is a 23 by 375.

The tank and rear guard is a standard paint but Jason had a fella in Queensland, Hans, do the rest of the paint; it's Amber Whisky in colour.

I'm getting coloured lights to put underneath so, of a night time, I can press a button and she'll shine under the frame.

I've taken it to Queensland and done quite a few long trips. I've got a sissy bar with a rack on the back, so if I do go somewhere, I can put a back seat on—I have one with suction caps. Mostly, it's only me riding so I don't usually tie stuff to the sissy bar.

I had the air suspension put on. I've got a button on the handlebars and a remote control for it. When I jump on, I can't go anywhere because it's too low, so I hit the button and up it goes. I pump it up to whatever height I want and is nice and comfortable. Then when I'm at the pub, I can let it down again and it sits better and looks better. It's heaps better than the normal standard suspension. 🏍️



I didn't like the butt crack thing so I got them to smooth that out and do the stitching in America before they sent it over

advert

Bobber Garage

If you hadn't noticed lately there's been a big increase in people getting around on stripped down, basic cafe racers. Call it a return to simpler times or an emotionally charged blast down memory lane, either way, it's paved the way for hipsters to replace their top knots (thank Christ!) with a helmet, and kick around on some very cool rides.

With the weather in Perth being mostly rain free I can't think of any credible reason why you'd not want to.

Raw Bobber

LOOKING OVER the simple raw steel finish of this bobber first gives the impression it's a nice, clean, simple setup. But look a little closer and things start to get interesting quickly.

"It first started out as an idea on how to get fuel injection onto a rigid bobber. The Yanks haven't seemed to have mastered it yet as they can use a 2015 motor and pull the injection off and go straight for a carby. Why use a brand new motor and pull off all the injection? You're only getting rid of all of the smoothness and the power. So I wanted to make it work."

Mat started with a Led Sled frame "with a four-inch gooseneck, two-inch stretch, and sitting two inches lower. Unfortunately that threw us out of a belt so I had to go with a chain drive, which then necessitated the need for the chain tensioner as the rear guard is welded straight to the frame. If your chain stretches and you have to move your wheel back, your rear guard doesn't go anywhere, so the tensioner is needed to take up the slack."

A Monster chain tensioner wheel and arm was used with the new frame.



Sportsters

LOCATED DOWN in O'Conner just out of Fremantle is Mat Day's workshop Full Throttle Power Sports which covers all things motocross and sports bikes supplying parts and dyno tuning. Being into bikes from an early age and basically having a life that revolved around racing and riding them with his mates, he saw a need in the emerging cafe style bike market and created Bobber Garage to build a

few bobbers to prove you could have a pretty sweet bike on a fraction of the budget and still turn heads and take numbers.

"It seems everybody has in their mind if they want to build a custom bike it's going to be 40 to 50 grand. Whereas I wanted to prove you can build them and have them out the door at 15."

Saying that Mat knows there's always more ways of spending money

on a bike, but if you look at the two here, you can see what he's done for minimal coin while really making a big impression. Coming into it with a notion formed by (unsurprisingly) most Japanese bike owners that Harleys were 'unreliable oil leakers', Mat found after building quite a few now that "they're bullet-proof. They're really hard to hurt as long as you maintain them."

"...If your chain stretches and you have to move your wheel back, your rear guard doesn't go anywhere, so the tensioner is needed to take up the slack."



**Words & Photos
by Brad Miskiewicz**

Motor-wise Mat started with a 2009 1200 Sporty power-plant with a Stage Two Screamin' Eagle cam kit, cleaned up the heads and a tidy up here and there.

A Roland Sands velocity stack was bolted on along with some self made two-inch wrapped stainless steel pipes, and once thrown up on a dyno, this combo made an honest 85 RWHP. More than enough to get into mischief.

Using a Nash Motorcycles 'Juice' bag normally designed to house a battery, Mat set about converting it to house a Thundermax computer to "get around the Harley security module" while also allowing a spot for the ignition key barrel and Moto Gadget digital dash display-cycling button and control module. A very clever way to hide away all the spaghetti normally associated with modern mills, while also adding to the retro look of the bike.

More work went in to "machining the front guard hubs off the forks so it makes it look like it had no front guard to start off with."

Led Sled supplied one of their ribbed oil tanks and the rear guard; the fit of both being better than factory with the tolerances on the guard being closer than what you'd expect.

"Each one of them is hand-made so you have to give them the tyre specs for the brand of tyre you're going to use and it is made to suit that tyre, and I found out the hard way that no other tyre fits. So this one will be using Dunlop tyres until the day it dies!"

The seat is also from Led Sled who make the pan and then send it to their upholsterer. He just seems to have the white beading sussed.

"I got the tank through Lowbrow Customs which are made for a carbed bike so I had to cut and weld a plate in the bottom to handle the fuel pump and mounting brackets."

Performance Machine four-spot brakes were bolted to the 16-inch rear wheel while the front stayed 21-inch 2009 Harley.

"All the remaining electronics on the bike are Moto Gadget. The German stuff just doesn't break, doesn't fail. It's bloody expensive but bloody good."

Keeping the electronic theme going Mat used a Moto Gadget digital readout located in the top of the handlebar clamp along with all the relevant warning lights. Clean, simple and effective which sums up the bike all over.







Greenie

GREENIE STARTED with the idea to build a cheap custom bobber to be sold as a semi-new bike, but just as we started it we got told about the roof-top bike show coming up, so as usual, we got a bit carried away and just kept putting more dollars into it."

Starting out with a 2002 Sportster 1200, Mat wanted to build something more traditional as far as bobbers go with a low stance and old school non-chopper look. After pulling the engine apart he "went to town on the heads and gave them a port and polish, oversized the valves, did the cams, flat-top pistons, which made it a lot more zippy."

Keeping the standard CV carb for smoother cruising, Mat rebuilt it and put it on the dyno for a tune eventually putting out 88 RWHP.

Again Mat built a pair of stainless steel heat-wrapped pipes to suit the look of the bike.

Led Sled were again called on when it came to using the standard Harley frame, but this time only the rear was touched converting it with one of their hard-tail conversion kits.

"They're a rock solid kit using a huge gauge on their steel





and spigots that slot nicely into the frame before TIG welding all the joints and machining it all back ready for powdercoating."

A black and gold series 530 EK chain was used as "it's the heaviest duty, lightest chain on the market, but I didn't actually buy it for that—I bought it because it was the best looking chain on the market."

A Led Sled guard and oil tank were used again but this time Ryan from Custom Modifications in Malaga got to spray on some colour.

"Pretty much any idea I seem to come up with he knows exactly what I'm thinking and puts the paint to the skin."

After Ryan was done, Travis from PinHead Kustoms stepped in and did the sign writing and pinstripes.

"He is probably the most unbelievable freehand pin-striper I've seen in a long time."

Recessed into the standard Sporty headlight you'll find a Moto Gadget digital readout again which Mat sunk into the bucket before powdercoating it all black.

Moving back along the handlebars are a set of very tidy Moto Gadget switchgear controlling all the electrics in the bike. You'd be forgiven if you didn't notice them the first time as they blend seamlessly into the space next to the hand grips.

Wiring from these is a single wire to a control box making wiring a breeze and allowing a much smaller loom to be easily hidden away.

A hand-made Led Sled springer front-end was slotted into the standard Harley steering tube to control the 19-inch front wheel. You'll find a 16-incher out back, both with a thick white-walled Dunlops and powdercoated black spokes and rims.

Performance Machine brakes where again used, this time on both front and rear. Given the natural tendency for a springer front-end to virtually lose all bump absorption and turn solid when the front brake is applied, a better than standard rear brake is needed and used much more often.

To reduce the clutter of the necessary-but-normally-ugly park/ brake/ indicator lights, Mat sourced a set of Rizoma LED lights. The two rear housings each contain all three lights placed on the frame forward of the rear axle. These are incredibly bright being "the world's smallest integrated LED tail-light, and are actually the only legal ones too. The Moto Gadget control module controls them all which is about the size of a pack of smokes hidden behind the battery."



"He is probably the most unbelievable freehand pin-striper I've seen in a long time."






A Led Sled seat was again supplied with its white piping matching the white-walls and pinstiping.

When it came to riding Greenie it was surprising good.

"Everybody has got in their mind that riding a rigid you're going to feel every last little bump on the road, but the seat surprisingly takes up all the jarring so you only feel something if it's like a two foot deep pothole in the road. I've tried using the mini shocks on the seat before but keep coming back to the springs. The problem with the shocks is after every bump in the road there's a second bump from where cars have bounced. The seat shocks take up the first bump but when you hit the second bump you're still compressed so you are fully rigid and that's where you smack your spine. Whereas the springs just keep bouncing along like a pogo stick and you don't feel anything.

"As far as the springer front goes they're great for around town and sub-hundred kay speeds, which is what the bike is built for anyway."

Thanks goes to Ryan at Custom Mods for "thinking what I'm thinking", Michael Colburn for "his help in pulling the bikes apart and being the muscles when I need it", and finally Dad for "being the bad habit that got me started on these things." 





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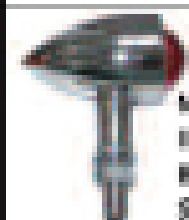
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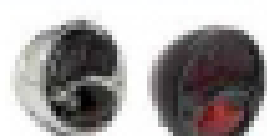
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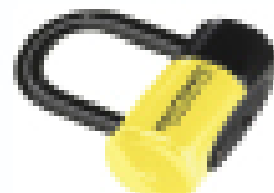
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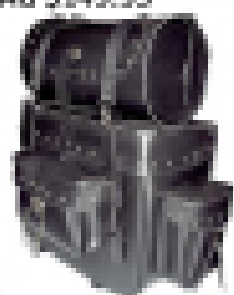


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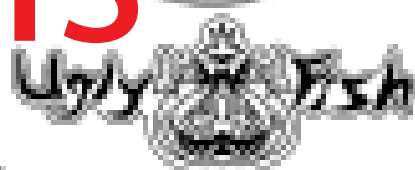
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Triumph Bonneville

NAMED AFTER the salt flats in Utah where Triumph set the motorcycle world land speed record in 1956, Bonneville was the original British Superbike and a genuine motorcycle icon recognised the world over.

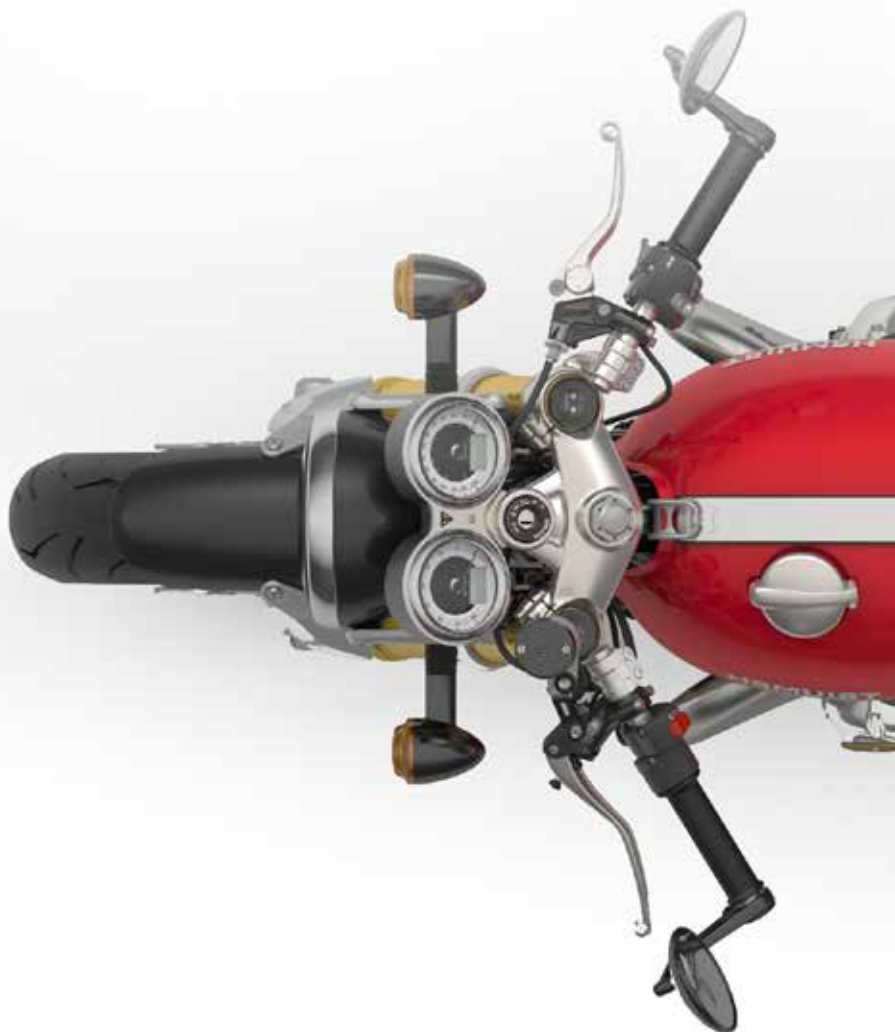
We are proud to announce the opening of a new chapter in the story of the most famous name and distinctive silhouette in motorcycling: the next generation of the iconic Triumph Bonneville. A family of five exciting new motorcycles with 100 percent authentic Bonneville character, style and presence, all featuring a class-defining level of performance, capability and quality, driven by an all-new Bonneville engine family.

The Street Twin is our most contemporary, fun and accessible new Bonneville, powered by an all-new high-torque 900 cc engine. With its unique character, distinctive sound, stripped-back styling and dynamic riding experience, the new Street Twin is the perfect Bonneville for today's rider and the perfect starting point for personalisation.

The timeless style and iconic character of the original 1959 model is reborn in the classy and authentic Bonneville T120 and cool Bonneville T120 Black. Both crafted to the highest standard of detailing, quality and finish, and matched by the capability and performance of a truly modern classic. Powered by the all-new Bonneville 1200 cc high-torque engine, fed by beautiful, authentically styled, twin throttle bodies.

The new 1200 cc Thruxton and Thruxton R are the real deal. With genuine poise, power and performance, they are the ultimate modern classic café racers. Both with beautifully imposing and authentic styling, they have the power, braking, performance and handling to live up to their legendary name.

The Bonneville engine family is the new heart of the iconic British twin. Built specifically for the modern classic riding style, each new engine delivers more torque, more immediate and exciting power delivery and a richer sound you can



Bonneville Reborn

really feel and hear.

The 900 cc high-torque engine of the new Street Twin delivers a massive peak torque figure of 80 Nm at a low 3200 rpm, an amazing 18 percent more than the previous generation, delivered low down and across the whole rev range.

The 1200 cc high-torque engine of the Bonneville T120 and T120 Black produces a massive peak torque figure of 105 Nm at a low 3100 rpm, more than 54 percent higher than the previous generation T100.

The game-changing 1200 cc high-power 'Thruxton spec' engine has immediate, exciting power delivery and a massive peak torque figure of 112 Nm at 4950 rpm, an amazing 62 percent higher than the previous generation Thruxton.

All with truly modern capability, including the pinpoint accuracy and instant throttle response of Triumph's next generation ride-by-wire fuel-injection system, and liquid cooling that improves fuel economy by an amazing 36 percent on the Street Twin alone.

Each model has a totally new exhaust system and a unique exhaust note that matches its character, tuned to a level that you can feel and hear.

The exhaust system on the T120 and T120 Black has an authentic and clean straight through design, achieved by an ingenious twin skin

design that covers the pipe run, through the cat box under the bike, and out again.

The inclusion of rider-focused technology delivers an engaged and safer ride without compromising the style or character of the bikes. This includes ABS, traction control, slip assist clutch, ride-by-wire throttle and rider modes (T120, T120 Black, Thruxton R and Thruxton), distinctive LED rear lights on all models and LED DRL headlights on all the 1200s (where legislation allows), USB charging socket and an engine immobiliser.


A completely new, ground up chassis design unique to each motorcycle incorporates all-new suspension and geometry, so all of the new models deliver stunning handling, stability and neutrality tailored to the style and character of each motorcycle, making them easier to ride for longer. This is particularly true when combined with the light action of the new slip assist clutch.

With the launch of our new Bonneville custom accessories range, presenting more than 470 new, stylish, high quality accessories, it's never been easier to create your own special. This includes new exhausts from Vance & Hines and a garage full of custom inspired parts from mudguard removal kits to bench seats and beautiful compact bullet

indicators to name only a few.

To make it easier, we've also created a set of exciting 'inspiration' kits to use as the starting point for riders to create their own Bonneville custom, or to have fitted by their Triumph dealer as a complete set—from scramblers and brat trackers, to track racers and café racers. This includes, for the first time, a full factory Thruxton R Race Performance kit specifically developed for closed circuit competition.

The interest and appeal of modern classic motorcycles is growing and evolving quickly. From the rider's perspective, they want beautiful motorcycles with real character and traditional values combined with contemporary levels of refinement and capability. Our new Bonneville family takes the legendary story to the next chapter. They are what our customers have asked for and what the next generation of Bonneville should be—more beautiful, more powerful and more capable.

With all of the character and style of the iconic original, and the power, performance and capabilities modern riding demands, the new Bonneville family takes the legend into the 21st century. 



READERS ROCKETS

billys build

My customised 2008 Rocker C has been a work-in-progress over the last seven years since I bought it in November 2008. Most of the work has been carried out by Colin at Geelong Harley. Here is a list of the modifications:

- Custom paint from Shannon at Pro Finish in Geelong.
- RC Components rims; 23" front, 18" rear.
- Custom triple trees 2" wider
- 4"-over length fork tubes
- Chrome swingarm and oil tank.
- Custom front and rear guards.
- Ultima hand controls and headlight.
- Custom 2" drag-bars.
- 3" Rivera primo open primary.
- Custom seat by Con at CKT Trimming Melbourne.
- ThunderMax auto tuner.
- Vance & Hines short shots.
- SMT grips and footpegs.
- H-D forward controls.
- Braided lines.
- LED front indicators.
- Shotgun air ride.

DARREN BELL, Geelong, Vic.



XS650 Bobber Build

XS650 Bobber Build

I AM a Helicopter Maintenance Engineer with a metal fabrication background. My Bobber Build started life as a 1977 XS650 Yamaha in pretty poor condition. I rebuilt the bike over the last three years. I am pretty happy with the way it looks. Hope you like it.

PAUL, Kingsthorpe, Qld.



bathurst
advert

SUPER GLIDE SHOVELHEAD RESTORATION

I BOUGHT this 1979 FXEF Fat Bob Super Glide about six months ago in fairly stock condition. It had some updated parts like the rear brake, ignition and foot controls. I definitely had ideas of what I wanted to do with it, and who I wanted to do the work. The end result needed to be a reliable bike I can jump on a few times a week.

I was riding a very smooth, comfy, super reliable Evo Road King for the previous 12 months. I loved that bike but owning a Shovelhead was an itch I really wanted to scratch so I started to look around at what was for sale. There is so much about the 1970's Shovelheads I love, like the battery cover, oil tank, chain drive, etc.

I was looking Australia wide and even started looking into importing from the States, when this Super Glide turns up for sale in the next suburb from where I live.

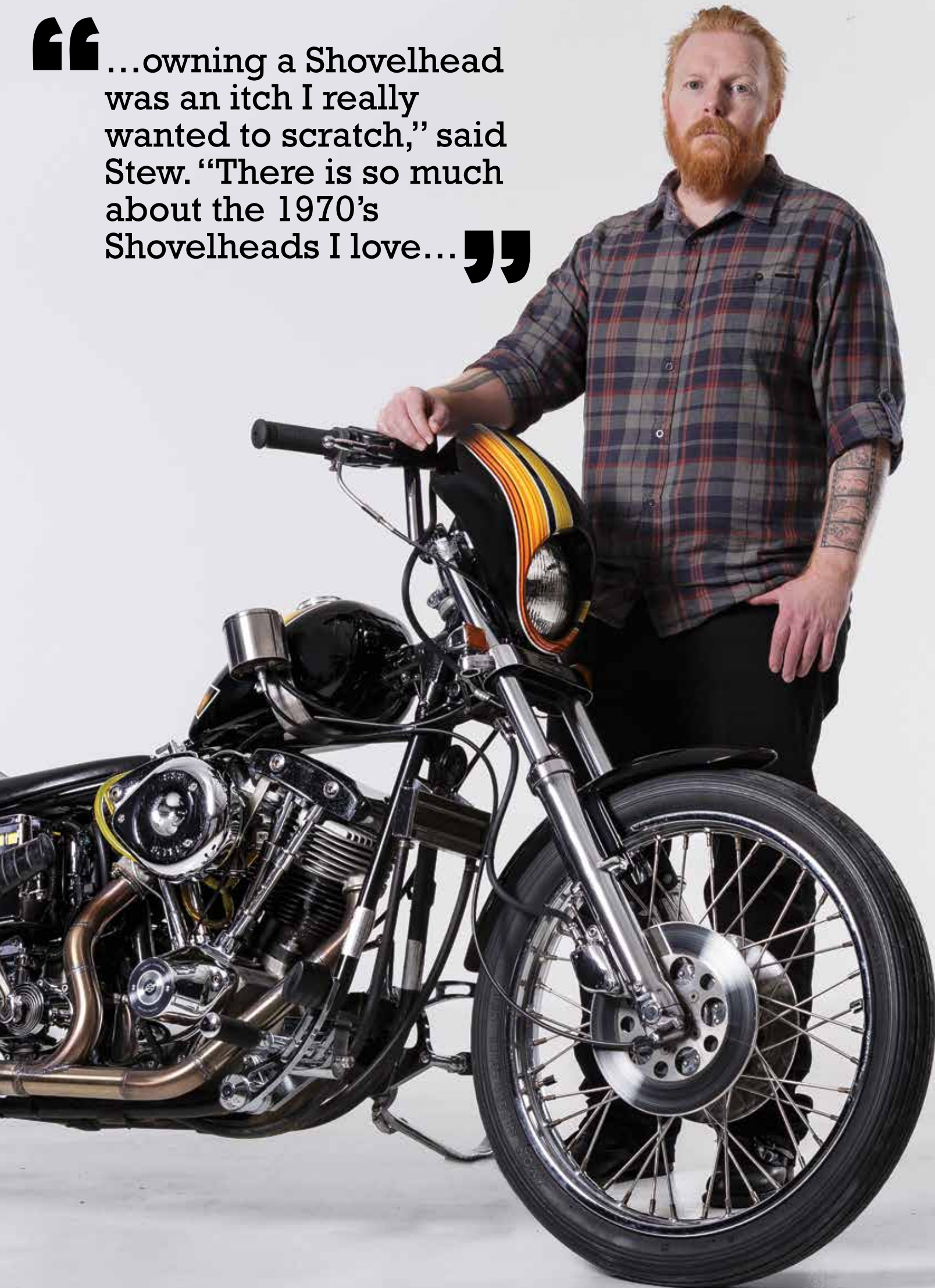
Dave from DB Kustoms here on the Gold Coast looked over the bike so I had a list of things mechanically that needed attention. The Road King had to be sold, knowing full well I was selling a reliable bike to fund a notoriously unreliable style of bike.

So I buy the Shovel, and things literally start falling off. While riding it home, and when I pull over to see what exactly has fallen off, the bloody thing wouldn't start again. Not the best start to a happy relationship but kick, kick, kick, kick, kick, kick, fucking kick, kick, kick, etc, and I finally get it home.

I am no mechanic so in it went back to Dave at DB Kustoms for a good freshen up. The top-end got new pistons and rings, new lifters and pushrods, valve guides, new clutch



“...owning a Shovelhead was an itch I really wanted to scratch,” said Stew. “There is so much about the 1970’s Shovelheads I love...”





plates, chain, sprockets, and a few other things I can't remember that needed a tidy up. In the end the engine was running strong. I wasn't really concerned with increasing performance, but more with getting a reliable Shovel I can ride whenever I need.

I'd been busy buying up parts for it. Some old; some new. Some skinny Biltwell bars with 2013 Heritage risers, lower rear shocks, new two gallon tank, tyres, single seat, and whatever needed replacing like the coil cover, pegs, nuts and bolts. I would have liked to have found some original foot controls but that proved difficult.

With the engine sorted I dropped it off to Luke and Nathan at Livin Loco Garage (again on the Gold Coast). Luke does the fabrication; Nathan does the paint.

Luke got to work fitting the tank and making the speedo bracket off the side of the frame (from some dodgy sketches I gave him). The original plan was to use the stock rear fender and update it later when the budget allowed, but a visit to the shop to check on progress had Nathan pulling out old fenders from on top of his spray booth, and Luke cutting things up right there to create a mock-up in about five minutes. So the decision was made to go with the custom rear end from the start.

That same visit I went through the paint ideas with Nathan. I wasn't really happy with what I had come up with so he helped me come up with what you see now. I walked out of there stoked and couldn't wait to see it finished.

These boys do great work and I am so happy with the results. Nathan nailed the paint, and everything Luke did, from the very obvious cuts to the primary cover, to the subtle trimming down of the air cleaner cover, just works so well. The hero piece is definitely the stainless exhaust that Luke built—it finishes the bike of so well and provides a really nice note and a bit more horsepower.

Since it was finished I have been riding it a few times a week. The four-speed box took some getting used to with all the hills around here, but it is starting every time and running really strong.

It's still rough to look at in parts, it's no show bike or total custom, but I think it's a good example of how a non-mechanic can get a decent looking Shovel running well for a good price. As it sits now it has cost me about twelve and a half grand.

I've never named a bike, but I did toy with ideas with this one. With its 70's heritage and slight Japanese influence I looked up the Japanese word for disco (thinking that would sound cool). But the Japanese word for disco is disco so that idea went out the window and it is just known as the Shovelhead. 🏍️



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Dagman's Diaries Evolution

IF YOU WANT to hear my theory of evolution, I can give it to yers in one word: naggin!

"I'm cold, get me a bearskin. I'm still cold, invent fire!"

Mate, the wheel was invented because 'she' went shopping and expected 'him' to carry it home.

Now, if youse don't believe me, think about it. The stuff in the supermarket has to get there by transport; we drive to the shops, there's wheels on the trolley and then we drive home. How many wheels have we just used? An evolution's worth, mate!

All evolution happened because some bird wanted something. I got

an example. Me and Crabs (aka Eric) were hanging around in his shed last week. He's got it nice: an old fridge, a new telly, two seats from his old Commodore (that he dumped in a field when we were in Geelong), dirty windows so's thieves can't see in and nick his treasures, and a workbench that is chokkers with stuff except for about half a meter in the middle which is the work space.

We were having a quiet time, not bothering anybody, nursing a beer, farting into the Commodore seats, and watching the Magpies lose to the Bombers and not really caring which team lost so long as one of them did

and wouldn't be up against our Cats next week! I was having a ciggie and Crabs did not complain even once that me ash was being flicked on the floor. Footy was getting good! Someone was getting down and there's danger of a goal—and then the door opens and there's Felicity!

Now how Crabs ever scored a missus called Felicity is one of the mysteries of the universe. Youse can't even make fun of it, right! Felly-city. Bazza laughed and said it was because Crabs thought she said Felatio. I didn't get it; it's a bloke's name, sounds like something in Shakespeare: "Ho, Felatio, I challenge thee to a duel! Thou shalt taste my steel an see how thoust liketh that!"

"What are you doing?" Felicity said.

Now, you'd think this was a question, but let me tell youse—it's an accusation when Felicity sez it.

We both looked around to see what we could be doing that wasn't bleeding obvious. Sitting, check. Drinking, check. Smoking (me only), check. Watching the footy, check. Dancing girls? Not a one!

Crabs is so happy that he hasn't been caught doing something that he said something stupid!

"Aw, doll! Couldn't make us a cheese toastie, could you, darlin?" and he's got that dumb look on his face that me dog gets when she shows you that great hole she's dug in me mum's flower-bed and expects you to go, 'Now that's a Great Hole! Well done!'

Felicity curled her lip. Seriously, it was so impressive that later on, I stood in front of the mirror and tried to do it but couldn't. I sorta looked like I'd had a stroke and me face wanted to fall over, but Felicity nailed it.

"What are you doing, heeere?" she growled, and she nailed that, too!

"We're watchin the footy, doll."

Crabs looked at me to make sure that was what we were doing and I nodded like one of them nodding dog things in the back of me mum's car



By Barry Dogman

going over speed bumps at speed.

"Oh, are they playing footy?" she perked up.

"Yep."

"Who's playing?"

"Magpies and Bombers."

"Ooh, I love the footy. All those tight little bums and those great strong arms. I love watching them jump on each other. I'll sit here and watch it with you."

So Felicity crawls over me to get to Crabs and then she sits down on him. Be nice, but Felicity's not little. She's two starves off Feli-town and a famine off Feli-village.

Crabs is flattened. You know a bloke is either in love or terrified when his missus' arse cheeks are riding half way up his rib cage and he takes a breath to make his last comment on earth.

"You comfy, love?" Crabs asked.

Just to be sure, she wriggled! You know when you stand on a big hairy spider and then you grind it down, just to be sure? Well, it was like that. My eyes watered and my nuts were safe!

"Felicity, I'm off," I said as I jumped up. And I mean, 'jumped'. I could see Crabs was starting to lose consciousness and his left arm was jerking and a pulse had started throbbing in his cheek.

"No, don't go. You and Eric are having such a nice time. I thought you'd called in to have a look at my washing machine, but let's all watch the footy instead," she said in a way that looked

at you and didn't like what it saw.

Crabs' lips were swelling and a raspy noise was coming from him but Felicity didn't notice.

"Yeh, the washing machine, yeh! Come and show me," I said as I pulled her up from Crabs who sucked in air like he had the bends.

Now I am very good with washing machines. Got a knack for them, you might say. Before Crabs had got his breath back, I'd got the washing machine in pieces and found the problem. Solenoid!

"You need a new solenoid," I said and held up the old one to show Crabs.

"You know, I got one of them!" he said, and you know what, he did.

"Told you it wasn't crap. Said it'd come in useful," he coughed to Felicity. "Pulled it outta one dumped on the nature-strip. Shoudda see Felicity's face!"

I got it fitted in no time and we was putting the machine back together when I smelled something: cheese toasties!

See, evolution in action. Give a cave-woman what she wants and yer gets a happy woman what makes ya a nice cheese toastie!

I reckon that's why the dinosaurs died out. Probably crapped in front of the cave. Felicity would have gone, "Oh, Eric, get rid of that for me will you, darling, and I'll get you a nice toastie."

Nuff said, no more dinosaurs. ☹️

ROLLIE'S SPEED SHOP V-TWIN EXPO



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Progressive Suspension

Rinehart Racing

Roland Sands Design

Russ Wernimont Designs

S&S Cycle Inc.

Spectro-Oils

**Thunder Heart
Performance Corp**

ROLLIE RECENTLY closed his retail outlet, concentrating on his wholesale business instead, so it seems natural he would organise an event for his network of wholesale customers.

There are two parts to this event: Rollie's suppliers fly over from America to set up displays in Rollie's shop to showcase their products; and Rollie's customers, from his wholesale network, fly in from all over Australia to meet the American manufacturers to catch up on the latest trends. It's a great formula, a meeting of great minds, as each side gets to understand each other's business.

Rollie is to be congratulated for putting this together because, otherwise, these guys (and gals) would never meet.

The Americans took up most of the floor space and, what was left over featured some amazing custom bikes. The Customised Harley-Davidson Build-Off was popular. DGD Customs took out first place with their black V-Rod and Gold Coast Harley-Davidson took out both second and third place with their magic black Bagger and a gold and black Breakout.

Anyway, that's what happened on Saturday. As an added bonus, Rollie opened his shop on Sunday to the local Harley riders so they could get up close and personal with the industry gurus from the USA.

If you'd asked me on Saturday, I would have said, "Sunday... not normally open... long weekend... nobody is going to turn up." Wrong! The shop was packed with bikers when I turned up at 9.30 am. Bikes lined the street as far as the eye could see. Sensational!

The local riders weren't disappointed either with some of the industry's biggest names available to discuss the latest and greatest from the USA. Just look at this list and you'll know what I mean.

This was a fantastic opportunity to get information directly from the very people who design, develop and manufacture the world's leading performance and custom products for Harleys.

As I walked into the shop I met an older guy coming out who was so excited he looked like he was going to wet himself.

"Look what I've got!" he exclaimed as he let me have a sneak peek at a Performance Machine T-shirt the dealer had given him.





Made his day.

The atmosphere on both days was electric. We all felt we were part of something special. It's only held every two years but it's well worth the wait.

This is my third visit to Rollies Speed Shop for his Open Days and I've got to say, it just gets better every time. Congratulations to everyone who was involved. 🏍️🔧

IT'S A GREAT FORMULA, A MEETING OF GREAT MINDS, AS EACH SIDE GETS TO UNDERSTAND EACH OTHER'S BUSINESS



TATTOOING INDUSTRY CONTROL BILL.. WHAT ARE THEY THINKING?

By MORK



SO YOU ARE the Government of a State that has the worst unemployment rate in the country. In fact, on 10 July 2015, it is reported as being at 8.2 percent. The national average is more than 2 percent lower. Your major industries are closing down; Holden's will close in 2017 providing a loss of almost 3000 jobs. The Federal Government will

**BE REAL, THIS IS THE THIN END
OF THE WEDGE AS ARE ALL THESE
ATTEMPTS FROM OUR GOVERNMENTS
AT DIVIDE AND CONQUER.**

not commit to building Submarines in your state with the potential loss of another 500 jobs. Oh yeah, SANTOS are cutting out another 200. These are yet to be added to that percentage rate.

What do you need? A distraction, of course.

What is the best type of distraction? Mention 'bikies', of course!

The South Australian Government loves this type of distraction; they are past masters at withholding the truth from the public. It started with the Serious and Organised Crime (Control) Act in 2008, which did not go well for them (I wonder if that Bill has been paid by the taxpayer yet).

They must have been a bit off-put by the LNP in Queensland and their VLAD laws getting all the 'tough on crime' attention. How are they going so far? Just looking for a list of convictions.

The SA Government have a gone step further this time in the race to the bottom when it comes to freedoms and rights in our country. Now they have introduced the Tattooing Industry Control Bill, 2015. This is... "An Act to regulate the tattooing industry; to prevent criminal infiltration of the tattooing industry; and for other purposes." That is the first line of the Bill. What in the hell does "and for other purposes" mean.

The Bill, it is not yet an Act, can be viewed at:

<http://www.austlii.edu.au/au/legis/sa/bill/ticb2015355/>

It is a disturbing read to say the least, and what concerns me is that there a number of people in the industry who think that this will not affect them. In fact, word in the industry is that the police have been visiting select studios to inform them that they won't be affected and this will be good for them. Read the Legislation people.

There are, however, many people in the industry who know the consequences of this Bill becoming an Act and are standing up to do something about it.

On Saturday 17 October I attended a rally outside Parliament House in Adelaide with around 2000 other people. Hosted by Robert 'Bear' Cameron, owner of two studios in Adelaide, and with many other passionate speakers the message to the SA Government was clear that this Bill is an attack on rights of legitimate business owners.





Support came from many corners including community activist Mark Aldridge; and the former State Opposition Leader and Member for Heysen, Isobel Redmond.

Farmer and founder/Executive Director of FLAG Australia, Peter Manual, made an impassioned speech about what this Government under the guise of Natural Resource

law enforcement or endanger a persons life or physical safety.”

You can’t see it; you can’t defend against it, even if it is suspected.

How is this type of thing becoming the rule of law in our country?

If someone commits a crime, throw the book at them. I don’t think anyone is arguing against that. But don’t make up new ways to make someone a criminal.

The Government thinks they are being clever by continually picking on a sub culture that is not mainstream. Most people sit back and think, “this will not affect me.” Just ask the young lady who owns a car performance workshop who spoke at the rally. They are classed as associates because they have customers from a 1% club. There are not too many degrees of separation for most people in that regard. Be real, this is the thin end of the wedge as are all these attempts from our governments at divide and conquer.

This Bill is an abomination based on who knows what—certainly not evidence. Show me the tattoo studio that is being used for money laundering. The people I know are gone through every year by the Australian Taxation Office because of who they are. This is their livelihood, how they support their families. They can’t even sell their equipment if they lose the business and face penalties of up to four years in prison and \$250,000 fines.

As a former Secretary of the Tattoo Club of Australia (Adelaide), I am very proud of the work that was put into the industry by its owners and artists. As a collective they created the Tattoo Industry Regulatory Body Inc. and worked with the SA Government Health Department to improve the image of the industry and stamp out scratchers. This was done by the industry, not a Government initiative.

In a State whose employment statistics are in the toilet, here is a Government Hell-bent on destroying an industry and adding another 300—600 people to the dole queue...

“Injustice anywhere is a threat to justice everywhere.” Martin Luther King Jr.
Support your Local Tattoo Artist. Ride safe and FREE.🚲



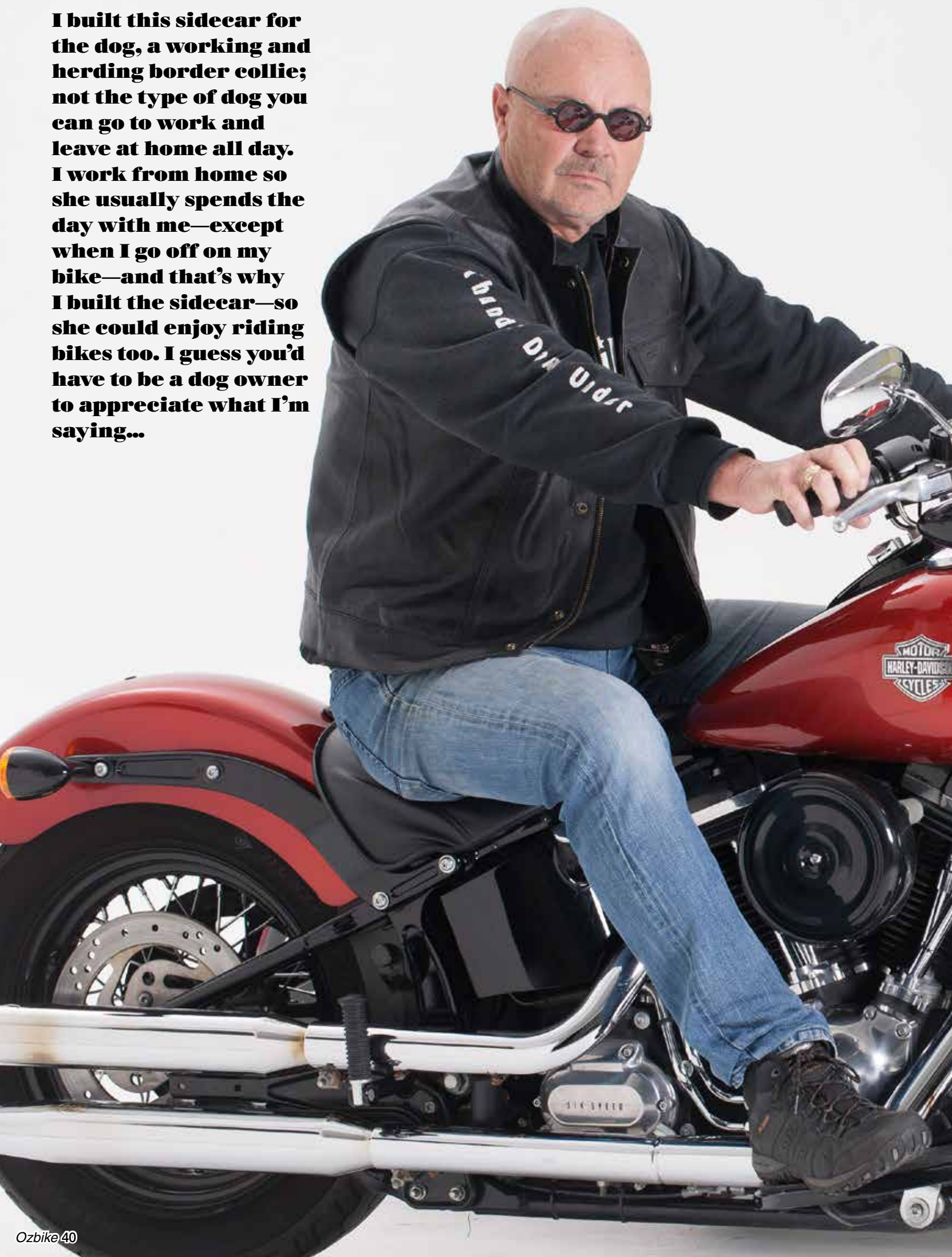
Management has done to the person on the land and stated his support with the words... “If you are running a tattoo business legally you should be allowed to run that business just like a fruit and veg shop and just like a butchers shop.”

So how has the SA Government decided who is legitimate and who is not? With the use of criminal intelligence...

Back to the Bill... “criminal intelligence means information relating to actual or suspected criminal activity (whether in this State or elsewhere) the disclosure of which could reasonably be expected to prejudice criminal investigations, enable the discovery of the existence or identity of a confidential source of information relevant to



I built this sidecar for the dog, a working and herding border collie; not the type of dog you can go to work and leave at home all day. I work from home so she usually spends the day with me—except when I go off on my bike—and that's why I built the sidecar—so she could enjoy riding bikes too. I guess you'd have to be a dog owner to appreciate what I'm saying...



Sidecar for a Dog

Photos by Wall 2 Wall | Words by Skol

HAVING DECIDED I needed a sidecar for my dog, I got onto the internet to do some research. There are sidecar builders in Victoria and South Australia, but the closest one to me was SRK Engineering in O'Connell (Bathurst), just over the Blue Mountains.

Always looking for an excuse to go for a ride, I jumped on the bike and headed off to Bathurst—man, I'd forgotten how cold it gets going over the Blue Mountains in winter! Remind me to wear more clothes next time.

SRK Engineering is set on a farm; a number of out-buildings hold a conglomerate of lathes, drill presses, welding equipment, spray booths, pipe benders, etc... you name it, you're going to find a machine to do almost any job here. There are

also any number of sidecars about, either half-built or in for modifications. I could spend hours here and still not get to check out all the weird and wonderful projects on the go.

Sean Kelly is the man behind SRK Engineering. He has a couple of skilled tradesmen working for him, however, Sean is the engineer with all the necessary qualifications to issue engineering certificates for modified vehicles.

Sean spent several hours with me as I ummed and ahed about what I wanted to build. Finally we agreed to build a classic-looking sidecar outfit from the 1930's.

We chose the Softail Slim as the base for the project firstly because of its 1930's accents—oval floorboards, cat's eye dash and Hollywood bobber handlebars—but more importantly, because its front and rear wheels are the same size meaning we could end up with all three identical wheels on the finished sidecar outfit.

Making the sidecar wheel the same as the other two was expensive but an important visual aspect of the project so totally worth it. Sean used a Sporty hub, which was re-machined to suit his bearing assembly, and a stub axle from a small car; the hub had to be black powdercoated and laced with stainless steel spokes to the black powdercoated rim.

A mechanical parking brake is mandatory on sidecars. It has to hold the vehicle for five minutes on a 30 degree incline. Sean used a





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**Cute as a button with
her doggles and
Driza-Bone jacket,
at almost every set
of traffic lights,
somebody will be
taking a photo of her
with their iPhone**





SRK Engineering

S EAN KELLY has always ridden sidecars; he pretty much went straight into racing motocross sidecars as a teenager.

He built his first sidecar chassis and leading link front-end in 1980; its first trip was 12,000 km from Victoria to WA return.

Sean has since won an Australian title on a dirt track sidecar, and has set three land speed records on the salt in South Australia on a modified road race sidecar.

Moving into road racing meant chasing more power and building better sidecar chassis. 20 years ago, as more and more people started asking him to help build better racing sidecars, he decided there was a living in it and set up SRK Engineering.

Although his business is in NSW, he gets a fair percentage of bikes from interstate, especially FNQ and WA, shipped over to get sidecars fitted.

The installation of a sidecar these days needs to be certified for registration and insurance. Sean has all the necessary bits of paper to certify modified vehicles; a good bloke to know if you're building a custom bike or car.

cable-operated caliper from a boat trailer and a disc on the sidecar wheel to satisfy the registration requirements.

The sidecar body was a no-brainer. Sean has half a dozen different options available, including one which is very similar to a Harley sidecar, however, the Indian Princess was just far too curvaceous to ignore. The original Indian Princess body would have been made in metal, but since nobody has the skills to build them in metal these days, Sean had it copied in fibreglass.

Sean had the sidecar body trimmed and painted by local guys in Bathurst.

I made several trips to O'Connell during the build, to check on the progress, so I had a fair idea of how it would look. However, on the day my wife drove me up to pick it up, the Candy Orange and black sidecar outfit far exceeded my expectations—it was absolutely stunning!

The dog took to the sidecar like a duck to water. She's since travelled more than 20,000 km up and down the east coast of Australia with me. And she's probably the most photographed dog in Australia. Cute as a button with her doggles and Driza-Bone jacket, at almost every set of traffic lights, somebody will be taking a photo of her with their iPhone.

This is not my only Harley, but it's the Harley I ride the most. I don't own a car so if I'm going somewhere the dog can't go, like the dentist, I take one of my solo bikes.

There's no doubt it's harder to ride a sidecar than a solo bike—you just have to man-up—but it's lots of fun. The sidecar is on one side so it's inherently unbalanced which creates some interesting handling problems. One thing I learnt very quickly in left-hand corners, you never know what's too fast until you get there! 🏍️



Samantha Lee

I'VE BEEN modelling since I was 18 and featured in many magazines: FHM, Penthouse, People and Picture. The highlight of career was being featured internationally in Penthouse.

Unfortunately, I have no pets but I would love a French bulldog one day.

When I'm free I love cooking, the beach and hanging out with friends.

My dream bike would be a hot pink Night Rod.

My ideal man would be someone who can make me laugh and has a nice smile.

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BEAR CONNECT





Photos by George
Words by Jason 'Bear' Stares

NECESSITIES

I'VE BEEN customising bikes full time going on 10 years now. As a youngster I was drawn to the drag strip here in Canberra; standing at the fence watching the machines race each other down the hill was probably where the addiction sunk its teeth in and has never let go. Cars, drag racing and modifications go hand-in-hand which led to racing flat track quads around the country, building blown bridge-to-bridge race boats... basically, if it had an engine, it got customised not matter what!

Building my projects led to doing friends' toys in my spare time and one thing led to another and here we are today. I've got plenty of work, heaps of it.

They say bad things happen in three's but not in this case! This particular build featured here was bought new from Frasers in Sydney; it was delivered here one Saturday morning on the back of his ute with a brand new factory installed 113 ci big bore engine, pipes, computer and air cleaner for one of my good customers. Other than the above, it didn't have much else done, but then we cut sick on it.

It started life as a '09 Cross Bones. The first makeover from us was great, Robbie loved it, but unfortunately it was involved in an incident which lead to a second makeover—a total transformation which included a 120 ci Screamin' Eagle crate motor; Heartland 250 rear; a 23 inch diamond cut, front wheel and 18 x 8.5 inch rear from Ride Wright wheels with gold spokes, nipples and hubs; Bestway 'T' Bars; and a pretty wild paint job which looked awesome for many years and a lot of miles.

Recently the former paint scheme needed a freshen up so I suggested we go black—really



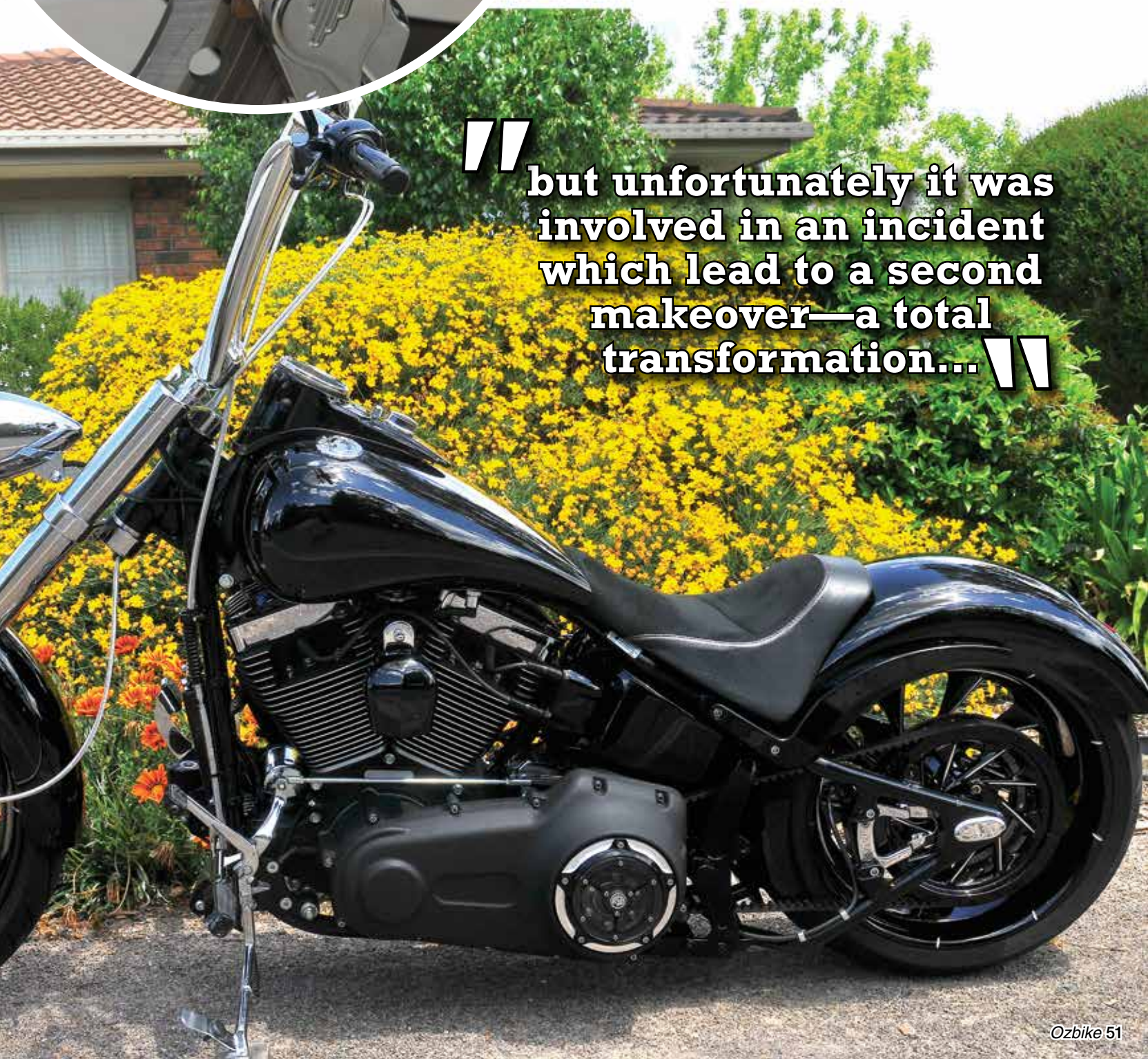


black! Less is more in my eyes and is proven by my array of black beauties; it was a no brainer and of course this always leads to more changes—black tins, new style Meanstreet inverted front end, Renegade Phantom Cut Black Whistler wheels, HHI inboard rear brake system, and 16 inch Highballs from Burleigh Bars.

Duchy from Duchy's Motorcycle Spray Art in Wollongong does all my paint because he is absolutely brilliant and the best painter around. He has used a jet black; it's like the blackest black you can get. Everything that could be pulled off for paint was; we removed the oil tank, horn cover, coil cover, and Dutchy sprayed them all to match the amazing jet black tins.

The Heartland seat has been recovered in sued.

As far as wide-ass kits go, Heartland is at the top of the pile; they supply everything from the seat, struts, recessed number plate, fender, guards, swingarm, the splash guard; and topped off nicely with the LED



“but unfortunately it was involved in an incident which lead to a second makeover—a total transformation...”

indicators in the struts.

Every bike I've ever built has two main criteria: it has to be a show stopper, but as importantly, it has to be functional! No point having something that looks amazing but is a pig to ride. A good builder ticks all the boxes or what's the point of doing anything?

Big front wheels are my thing so the rake and trail has to be perfect. Let's face it, if anything isn't enjoyable you're not going to want to do it again, so why trade looks for comfort?

Bike enthusiasts have bikes for a reason—we love to hit the road and enjoy the wind in our face, the open roads, and look forward to doing it as much as possible—and this is why everything has to be right otherwise what's the point?

There's been a lot of interest in this bike; everybody who sees it asks if it's for sale. I've built some great bikes in my day, and this one is right up there with the best of them, follow us on Facebook for up to date builds and info. 🏍️

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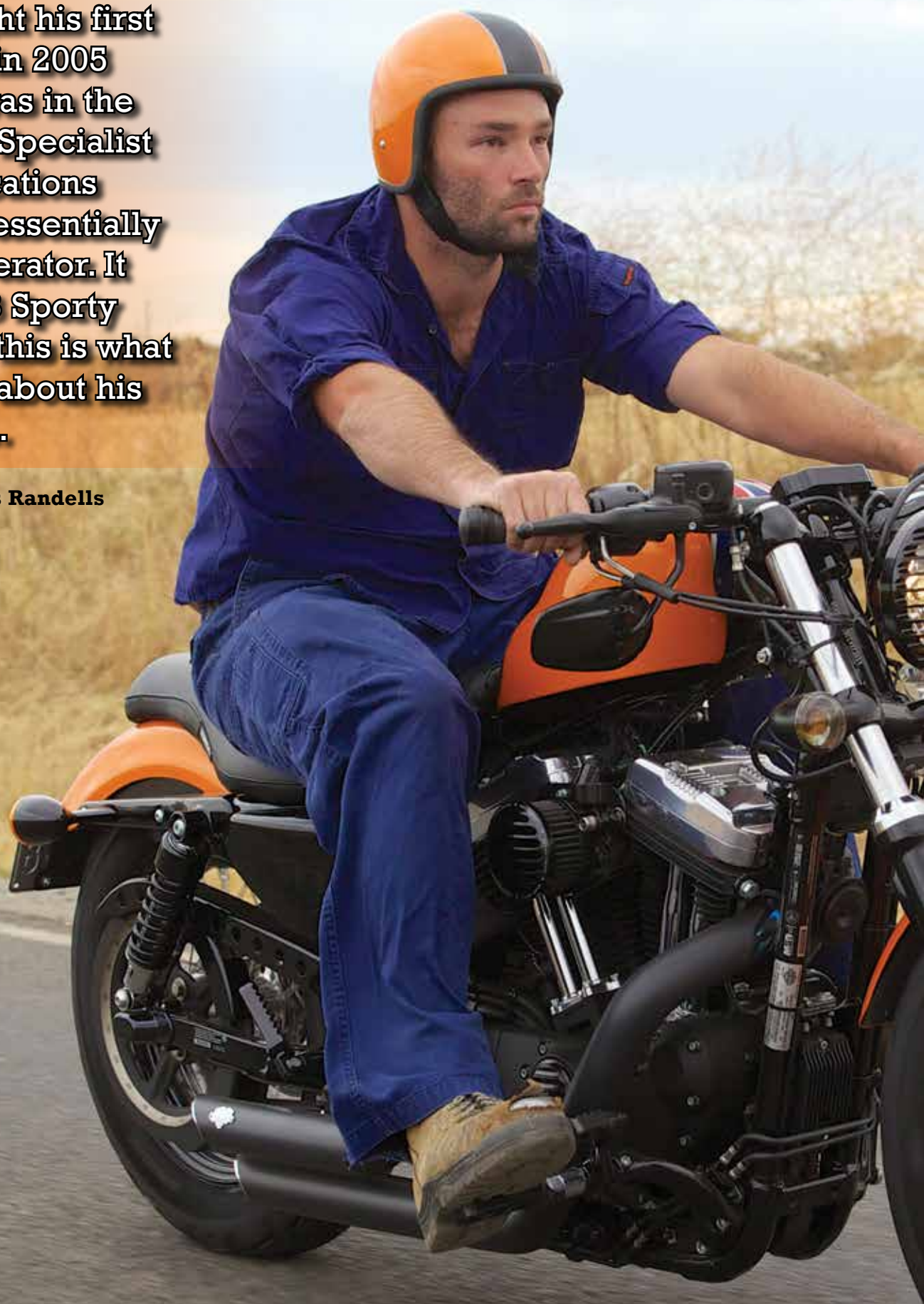
dv8


leather

aussie detox

Dale bought his first road bike in 2005 when he was in the Army as a Specialist Communications Operator, essentially a radio operator. It was a 1973 Sporty rigid, and this is what he told us about his new bike...

Photos by Chris Randells
Words by Dale



The image features a close-up of the front of a Harley-Davidson motorcycle, showing the headlight, fender, and front wheel. Overlaid on the image is a large, stylized title 'FROM HARLEY HEAVEN' in a metallic, rusted font. In the background, a white license plate with blue lettering reads 'TUFF 48' and includes the South Australian state emblem.

FROM TUFF 48 HARLEY HEAVEN

THAT WAS a show bike when I bought it and I've still got it now. It's really the only road bike I've had until I bought this new one, although I've had the odd dirt bike.

I don't know what it is about Sporties, it was just the first bike that I liked, they're a reasonable price for what they are. They're still very light—the Fat Boy's a heavy, wide bike—and a more nimble than a lot of the others in the Harley-Davidson range. They're a good power to weight as well... I just like them.

One of the guys at my old workplace had a 48 and I liked the tank, the fact there isn't a lot of chrome and aluminum to clean, the whole line of the bike, the styling really. I knew from looking around that there's lots you can get to make them look the way you want them to look.

At the moment I'm an aircraft sheet metal worker working within pretty fine tolerances, and through that I've met some of the guys at the Classic Jets Fighter Museum at Parafield Airport, who let us do the photos in there. Thanks, guys.

I got the bike brand new. From front to rear, I got smoked indicator lenses, Rough Craft headlight grille, Harley-Davidson drag bars, knurled Harley-Davidson grips, and Joker Machine speedo relocation and bar clamps. All the indicator lights, oil light, high beam, and all that sort of stuff are now

on top of the bar clamps. There's a DK Customs tank lift and coil relocation.

I originally had a Harley-Davidson Badlands seat on it but I kept slipping off the back: Jason from Skinner's Custom Seats turned this one around in 48 hours from the minute I phoned him to talk about it to picking it up. It's a great seat and at a great price too.

There's lowered rear suspension, little covers and things like that from Roland Sands, Short Shot Vance & Hines pipes, custom plates, Joker Machine pegs front and rear, Screamin' Eagle flat top pistons, Screamin' Eagle performance heads, Screamin' Eagle performance cams, Screamin' Eagle computer. Custom air cleaner from Rough Craft. No eBay discount solutions.

The air cleaner that's on at the moment, unfortunately, as much as I love it... they had a lot of problems dyno'ing it and at the moment it's got 94.6 horsepower. I'd like to hit the 100, that was always my aim. If I could hit the 100 I'd be happy, but I doubt I'll get all of that out of an air cleaner.

The majority of the work was done by Harley Heaven in Adelaide. Mark Greening helped me out a lot there. He organised it all. I pretty much walked in and said, "I want a brand new 48; don't care what colour it is because I'm going to custom paint it; these are all the bits and pieces I want on it; off you go." He would've loved me walking in through the door. They did the lot really.

Pete from Pete's Killer Paints in Truro did all the custom paint and airbrushing. Being ex-military and very patriotic, I always wanted some kind of military themed bike. For a while I was talking about a desert coloured bike with silhouettes of soldiers and flags and things like that, but it got too hard picking out what silhouettes I wanted on the tank and the guards, and blending the tanks and the guards all together, so I just came up with this.

I've always liked orange, from when I had Valiant Chargers when I was younger, and Harley-Davidson's racing colour is generally orange, so I got Pete to do House of Kolor Tangelo as the base and then he airbrushed the Aussie flag on the tank and custom made a Harley-Davidson 48 logo for the side. It's turned out really nice.

A friend of mine got a helmet done by him a while back. His





airbrushing skill is phenomenal. He's a signwriter by trade, not a painter, and I assume they'd know about airbrushing, but he's taken it to the next level. He does a lot of custom bikes and custom cars and I know he's painted whole planes in Chameleon paint.

It's good to ride, with plenty of power even with two people on. It handles really well whether you're going for a long cruise or just a short ride down to the beach or something. The only drawback to the bike is the size of the tank; it's a pain in the arse. I get a maximum of 110 km out of a tank—you can pass anything on the road other than a servo.

Lots of people have said, "Why don't you change it?" I like the tank. If you don't like the tank, why buy a Sportster? If you change that you've got to change the whole style of the bike.

I haven't really got any other plans in mind. I spent a lot of time prior to buying it sorting out what I wanted. This bike, in my head, probably existed for two years prior to buying it, but I lost my job and couldn't buy it and then got a new job, got settled in and said, "This is what I want."

I was lucky in the respect that I could afford to buy a brand new bike as the basis for what I wanted to build and changing the things I wanted changed. I've got the '73 Sporty at home and just wasn't too sure where to start from, while this had a clear start point. I knew what I wanted to achieve.

It's pretty much the way I want. I'll probably take it round a few Show and Shines and try to win a few trophies, and then at some point I will take it down the drags and run it. There's no point in doing all this work and not enjoying it to its potential. 🏍️



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The overall plan was simple. Ride to Gosford, test ride a trike and write a piece for Ozbike. As with all plans, the Devil was in the detail—I'd be riding Evy's 883 Sportster to Gosford accompanied by Skol with his dog riding shotgun in the sidecar; I'd be testing Boom Trikes' monster 2-litre Mustang ST1 having never ridden a trike in my life (although my mother informs me I used to enjoy riding a peddle powered one wearing nothing but gumboots); and I've never written an article before—what could possibly go wrong?



IT WAS A beautiful Sydney Spring morning as I walked though the park to Skol's house. There wasn't a cloud in the sky. There were, however, a few dark and ominous ones in my head. Some of this may have been caused by my efforts to support the Australian brewing industry, but mostly they were caused by distant memories of crusty

old blokes telling tales of the capricious nature of trikes and how if you tried to go around a corner on one, it would definitely try to kill you. Skol seemed ambivalent about my impending sense of doom, and after a brief discussion on the best way to get out of Sydney, we headed off. I decided it was best to follow Skol, that way, if I did anything stupid, at least he wouldn't see it.

Evy's Sportster has some tasty mods including Fournales air shocks, larger dirt track bars, and a sensational-sounding, high-rise, two-into-one

exhaust. Riding the Sportster was great fun. I really didn't expect to enjoy it as much as I did. The bike handles sweetly on our poor excuse for city streets with enough power to move through the traffic, and that wonderful sound keeping me entertained and letting the cage drivers know I'm coming. I've ridden faster, better handling and better braked bikes than the Sportster but I wouldn't have swapped it for any of them as we rode up the old Pacific Highway towards Gosford.

First stop was the Road Warriors

BOOM TRIKE MUSTANG THUNDERBIRD ROAD TEST

Paul Angus

Café where a cue of people formed to take photos of the dog wearing her goggles in the sidecar. This was a constant theme throughout the day—whenever we stopped, and sometimes when we weren't, people took photos of the dog from their cars while driving.

Back on the bikes and some more bend-swinging following Skol as he used a lot of body language to throw the outfit around the tight corners of the old Pacific Highway. I'm seriously having a ball on the Sportster.

We pulled into OzTrikes and there on the showroom door sat the Boom Trike Mustang all polished stainless and gloss black—and I'm definitely not talking stealth black—this monster is not flying under anyone's radar.

Johann, who started and runs OzTrikes is both enthusiastic and knowledgeable. After a severe spinal injury, he was faced with the choice of playing table tennis in his wheelchair for the rest of his life or finding something more adventurous to do—he decided to build a trike from a kit, and after riding round Europe, in 1993, he came to tour Australia on it and obviously liked what he saw because he stayed to set up OzTrikes.

The OzTrikes showroom stands as a testament to Johann's passion with many variations of older VW-powered trikes, a couple of very bizarre 'urban' trikes powered by scooter engines, a wide variety of American muscle-cars, and of course, the Boom Trikes that I was there to test ride.

Boom is a German company that has been manufacturing trikes for 26 years. When you look at the new Mustang, it becomes apparent that Boom has learnt a lot in those 26 years. The quality of the design and workmanship is evident with just a cursory glance. From the fully stainless

40 litre fuel tank to the exquisitely cast aluminium trailing arm—which is fully adjustable toe-in/toe-out (just like a race car)—this machine has been built by some serious craftsmen. One of the optional extras fitted to the particular trike I was going to test is an LED reversing light set into the stainless steel bumper bar. You really need to see this detail to understand just how well the whole package is put together.

As it was my first time riding a trike, Johan decided it was best for me to sample the top of the range Mustang ST1 Thunderbird equipped with a fully automatic Peugeot 2 litre, 140 HP engine. Whether you are buying or hiring one of these

machines, Johann sends you out for a test ride with one of his team.

The Mustang can be supplied with a single or double rear seats. From



The Jet Light system accessory allows the spot lights to turn with the steering



On the trike you have got to keep the front wheel pointing straight down the middle, and it is very important not to cut corners or go in too tight on a roundabout.

As we returned back to OzTrikes, I felt very pleased with myself that



the single passenger seat on the test model, the view is straight over the top of the rider's head. The seat was fully equipped with an armrest and a headrest, and for the quick five minutes I was sitting in it, it was extremely comfortable. The two things that struck me most of all sitting in the passenger seat was the compliance of the rear suspension and the unbelievable acceleration out of slow corners.

After 10 minutes, we pulled over to the side of the road in the middle of



I was aware of how wide the gate opening was and positioned the trike in the middle of it. Skol and Johann were waiting for me, and I thought it was nice of them, then in one of those OMG moments, I realised they weren't waving but telling me to get over to the left to avoid hitting Skol's sidecar wheel. I missed it by the width of a couple of Tally-Ho papers!

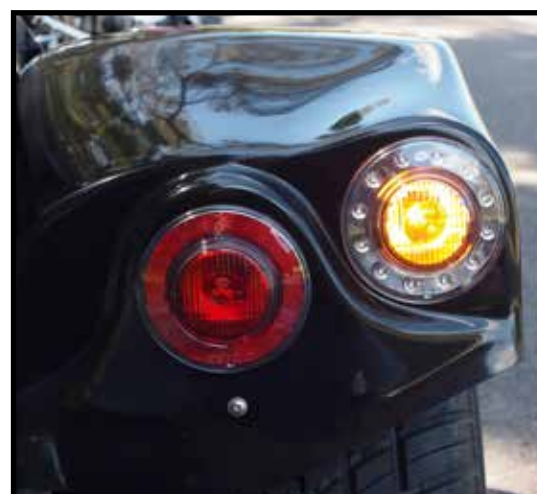
Nobody seemed too shaken apart from me, so it was time to take the beast out for my first solo flight.

I followed Skol back down toward the old Pacific Highway. It really didn't take very long to feel comfortable with the Thunderbird. Not only is it very comfortable, it rides like a very sorted

when you open up the throttle, it goes forward very quickly. Really it was easy as that. Just keep the front wheel in the middle of the lane and roll on and off the throttle.

The electronics somewhere deep in the bowels of the beast seem very clever at moving up or down gears, applying liberal amounts of engine breaking when needed or hanging on to a gear just a little bit longer. If you want to play a little bit harder, there is a button marked 'sport' which makes everything happen just a little bit faster.

Looking out over all the polished stainless at the front of the Thunderbird, it feels like riding a big motorcycle. However it doesn't lean like a motorcycle, in fact it doesn't lean at all, the rear just sits flat and catapults you out of corners like a race car. Much of



an industrial estate and it was my turn to ride.

You sit very low in the front seat—your arse is literally centimeters off the road. The sense of speed is fantastic.

Before I had left, Johann had really stressed the importance of keeping the front wheel in the middle of the lane, and to begin with, this felt very odd. When driving a car, you sit to the right of the centre of the lane, and even riding a bike you either sit to the right or the left of the centre.



Looking out over all the polished stainless at the front of the Thunderbird, it feels like riding a big motorcycle. However it doesn't lean like a motorcycle, in fact it doesn't lean at all, the rear just sits flat and catapults you out of corners like a race car.

package. It doesn't feel like a 'custom' made special. Everything works beautifully. Nothing rattles.

The firm but very well damped suspension keeps everything under control. When you jump on the brakes, the servo-assisted, four-piston calipers pull the beast up very quickly. Likewise,

this cornering ability can be attributed to the fact that the two litre engine is mounted forward of the rear wheels just like a race car.

On the tighter sections of the old highway it would be very hard to pull away from the beast. Having said that I really enjoyed just cruising along in the Spring sunshine without a care in the world. If someone had told me I needed to get to Perth I would have been very happy to set off.

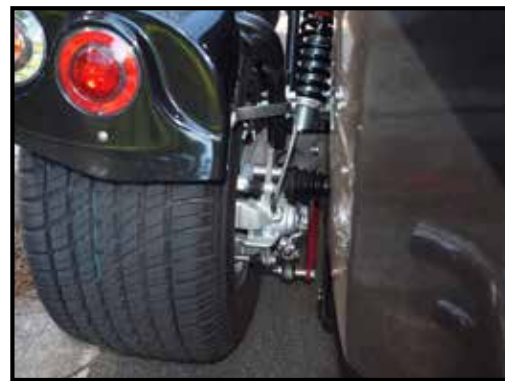
As a tourer the Boom Trike Mustang Thunderbird would be phenomenal. It's got a 240 litre lockable boot and more than enough





for a day or a weekend. The wineries of the Hunter Valley are just round the corner and the boot is big enough to bring back plenty of samples.

If you want to own one of these unique machines prices start at \$46,000 for the 1.1 litre (79 hp) manual and \$52,000 for the 1.6 litre (125 hp) manual. The 2 litre auto I tested adds \$4400 and there is a long list of accessories to tailor the beast to your personal needs. You can even specify the Mustang with



tie down points. It will cover 450 km before you need to refuel. You can even tick the cruise control box option on the accessories list and relax on the freeway. Johann can even help you out with a mini two-person caravan and a tow ball. I think it's in the touring roll that the Boom Trike would really be hard to beat. Every journey would be an adventure, and you'd be able to carry enough gear to make crossing our wide brown land just a little bit easier.

If you've ever thought you might like a ride on a trike you owe it to yourself to visit OzTrikes. You don't even need a motorcycle license—you can ride the trike on a car license in NSW. Johann will hire you the Boom Mustang



a double pillion seat for carrying the kids. My two favourite accessories are the 'jet light system' (four spotties that move with the front forks) and the very dryly named 'adjustable sound exhaust system' (you can hear just how 'adjustable' it is on Johann's personal machine).

Johann and his team can also tailor the controls to your requirements. All the foot bars and controls are multi adjustable and the machine can be supplied set up with either foot or hand control on either side.

There are always plenty of people

eager to knock anything that's a little bit different—people who like to put things in boxes and label them—it makes them feel safe and secure. Boom Trikes Mustang is not for them. It's for people who don't want to go quietly into the night. The beast is for people who want to ride a bike but are unable to for whatever reason. People who want to travel a long way with a lot of gear, in comfort, but still in the world and not locked up in a little metal box. People who enjoy traveling with a significant other or others. People who've always wondered what it would be like to fly a Fighter Jet.

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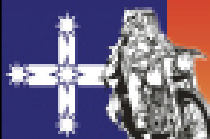
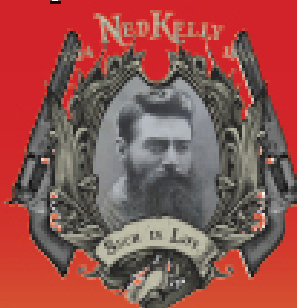
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THOSE WERE THE DAYS



By Kelly Ashton

YEAH, SURE BUDDY

I REALLY enjoyed my time working at *Ozbike*, the best biker mag in the whole world. In a lot of ways it was a dream job, but like any form of employment, there's no time to sit back and marvel at what a great lifestyle you lead; it was still just a bloody job after all, and you simply had to get on with it.

Imagine working at Harley-Davidson on the production line. Yeah, lots of street cred telling your mates down the pub on Friday night, "Oh,

yeah, I work for Harley..." but I reckon by the time you've screwed the 6000th gearbox into the 6000th Harley to pass through your work station, well, you could get over it.

Being motorbike mad for most of my life, the *Ozbike* gig fitted so well. Hmm, let's see: travel to and from work by bike; any errands during working hours also by bike; photographing bikes and bikers; writing about bikes and bikers; doing interesting stuff like Bourbon road

tests, interviews with luminaries, flying interstate or overseas to ride the latest H-D, Buell or Triumph; or maybe just to cover a biker event that you know you'd never make it there unless it was compulsory.

So I work a normal job these days, and I've gotta tell ya, it's a rude old shock paying money for entry to the places you'd simply sashay into without even having to flash your press pass because every bastard knew you and were expecting you to turn up.

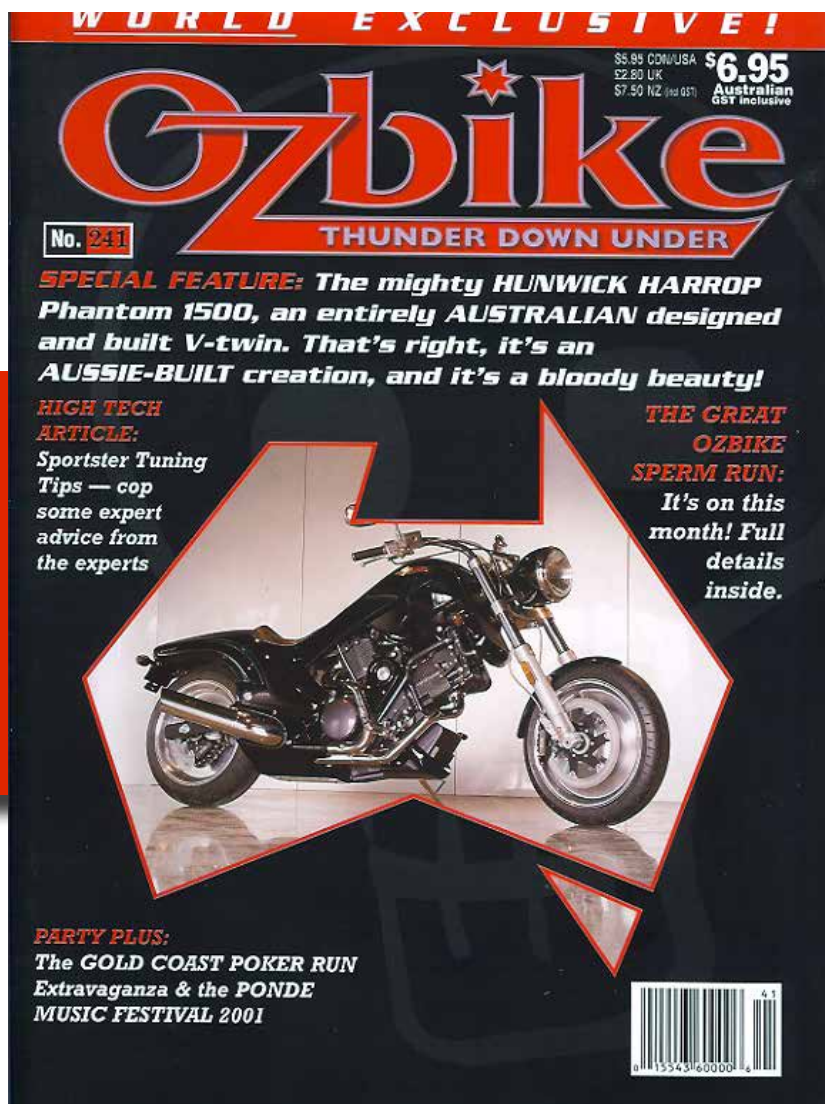
But now I drive a truck, but if you're a 'glass half full' guy like me even that has its benefits and fun times.

Like just the other day (or was it the other month or year?) I drove the lumbering old bastard of a truck along Parramatta Road, Camperdown, near a reasonably cool bike emporium and two things caught my eye: the first was a glimpse through the window of a Manx Norton race bike perched on the showroom floor; the second was a rare and gigantic parking spot on Parramatta Road, plenty big enough for a 'uge, great 16-tonne truck.

An executive decision was made and I was officially on my lunch break, or smoko, or even the RTA-mandated rest break. Whatever.

I sauntered into the showroom and made a beeline for the Manx, walking past rows of very interesting motorcycles.

From the time I first bought the pile of wreckage that was to become my own Manx Norton, right through the rebuilding stage to racing it, I was also very interested in its history and managed to track its illustrious life from the day it left the Norton Works in Bracebridge Street Birmingham in 1955, through a number of owners and riders until about 1962. I tracked



it back from the beginnings of my custodianship in September 1983; back two previous owners to 1978. 1962 to 1978 are the 'lost' years in life of my Manx, and in trying to decipher the mystery, I learned a lot about all the other short-stroke Manx Nortons that came to and raced in Australia from about 1954 until recently. With only a small number short-stroke Manx Nortons made per year from 1954 to 1962, it was a fairly closed shop and many famous riders made a name for themselves on a Manx that someone else rode before or after them.

So there I was, crouching down, leaning over and just peering at every perceivable part of this beautiful motorcycle. I was fairly certain I knew who'd raced this one most recently, despite the fact that many changes had been made since it last surfaced at a race track.



A salesman sauntered over, and in a classic salesmanic manner, struck up an easy, positive conversation.

"The Manx certainly is a nice-looking bike..." he soothed in a reasonably Aussie accent even though he was quite a tall, Asian-looking man. My guess was that if he wasn't born in Australia, his birth town would've ended in 'aki' or 'oku' and his parents' favourite tippie would be sake.

"Be a good thing to own," he added thoughtfully.

"Yair-no, got one myself," I replied.

Now that's the funny thing, Aussies seem to reply on statements of the obvious with something that sounds like "Yeah-no", and many mainstream journalists have written about this anomaly after being driven crazy by its apparent stupid contradiction. I've always believed that it's not 'Yeah-no', but actually a nasally contraction of "Yeah, I know". That's my story and I'm sticking to it.

Anyway, salesman dude asks with a raised eyebrow, "You've got a Manx?"

"Yair," I replied casually. "It's only a 350, though, not a 500," like that was a bad thing or something,

"Wow, that's cool," he replied. "Nortons are such great bikes. I even love the Commando, especially the Fastback," he added glancing at the very nice, Signal Red 1971 Fastback parked nearby.

"They sure are," I agreed. "I've got a '72 Fastback that's oh-so-lovely."

We were both standing near a neat '69 Triumph Trophy which was done up as a Bobber and looked quite rowdy.

"I suppose you've got a '69 Trophy as well?" he asked with just a hint of disbelieving tetchiness infecting the tone of his voice.

"Naww," I apologised, "but the wife owns a '70 Trophy which is bog stock as an ex-police bike. I've got a Bonneville, though, it's a '66 TT Special but it's a long way off being finished."

He was looking at me with his salesman smile still in place but you

could see his eyes narrowing in an attempt to avoid blurting out: 'Bullshit artist!'

I decided to press on further.

"Got one of those too," I said, pointing to an early '70s two-valve Jawa 890 Speedway bike. Mine's a '67, but..."

"I'd be willing to bet money you haven't got one of those," he said gloatingly, as he pointed to a silver/grey Hunwick Harrop V-Twin parked next to the brutal-looking Jawa.

"No, but I've ridden a couple of them in me time on earth."

Smooth salesman could not keep his serene composure any more. He had decided some vague old exaggerator had mistakenly wandered in while on a day trip to the city from Bullshitville, NSW, and was now wasting his valuable time and risking the commissions he could be making from real customers with wallets thick enough to damage the sciatic nerve. While salesmen are a totally different breed and rely on carefully primed semi-bullshit to earn a crust, they are closely related to human beings in that they don't like having bullshit flung at them. He did the salesman equivalent of English comedian Benny Hill's oft-performed

sketch, where he looks over the boring person's shoulder at a party, yells out, "Phillip... oh Phillip!" then quickly walks away from the uncomfortable situation.

He was still polite, and even refrained from explaining to me that this Hunwick Harrop was one of just two pre-production prototypes in existence, left over from a very courageous attempt to make an All-Australian, high-end V-Twin motorcycle in limited production and that the bike was only there due to the connection the would-be manufacturer had with this particular motorcycle emporium.

The salesman walked back behind the counter and began talking to his salesmen mates. Now, I'm not paranoid (well, I wasn't back then, not on that day) and I'm not a lip reader, but I was fairly certain he was talking about me and his conversation included words like 'wanker', 'tosser' and 'sure, sure, sure'. I know one thing; when I wandered over to the counter, all conversation stopped, like someone had just walked into a Wild West bar and called the top gunslinger a poofter.

I casually rifled through the *Ozbike* magazines piled high on the counter. I wasn't looking for possible dream bikes that I could claim I owned when I was a youngster, I wasn't looking for pictures of Wayne Gardner or Mick Doohan, so I could claim that I "dived under them both on the last corner of a big race at Oran Park when they were both teenagers on privateer bikes." I wasn't looking for a picture of Willie G Davidson so I could claim he offered me a free Fat Boy after I helped him change a tyre on a Milwaukee freeway. No. I was actually looking for a specific *Ozbike* issue, Number 241 with the Hunwick Harrop on the front cover. And pictures of Lil' Ol' Me doing the road tests on both the Black One and the Silver/Grey One after picking them up from the Hunwick Harrop factory near O'Briens Road, Westmead. There, inside the hallowed pages of *Ozbike* magazine, was the photographic proof that I had indeed 'ridden a couple of them in my time on earth'.

They weren't bad bikes, either. It's just a shame you have to be a billionaire rather than a lousy multi-millionaire if you want to start a clean-sheet motorcycle manufacturing company from scratch.

Yep, I certainly enjoyed those rides I had on a couple of very exclusive motorbike, and not many people can claim that. 🍷

BILL OF RIGHTS FOR AUSTRALIA

WHAT DOES IT MEAN AND WHY DOESN'T THE GOVERNMENT WANT IT??

By Mork

What is a Bill of Rights? Probably the most famous Bill of Rights is the American version. The Bill of Rights is the name by which the first ten amendments of the United States Constitution are known. They were introduced by James Madison to the First United States Congress in 1789 and came into effect in 1791.

In the US the Bill of Rights exists because the anti-Federalists were strongly opposed to the Constitution as they feared the President could quickly become a king ruling over a disenfranchised people. The Bill of Rights set many important precedents for US citizens: it gave them the right to free speech and religion, the right to assemble and the right to petition the government. The Bill of Rights also set out the rules for the due process of law to ensure that citizens are not tried for the same crime twice, punished unreasonably for crimes or forced to incriminate themselves.

What of Australia?

Australia is a signatory to all five international treaties that make up the International Bill of Human Rights, but none of these treaties is legally binding in Australia, and there is not a Bill of Rights in the Australian Constitution. This means that the fundamental rights and freedoms of everyone living in Australia are not protected by law.

According to Byrnes, Charlesworth, McKinnon in Bills of Rights in Australia:

"International human rights standards as set out in declarations and treaties embody civil and political freedoms, sometimes referred to as 'first generation' rights. These include the rights to life, liberty and due process; the right to be free from torture and other inhuman or degrading treatment; freedom from slavery and forced labour; the right to a fair trial; freedom of thought, conscience, religion, expression, association and movement; rights to privacy and respect for family life; the rights to vote and to participate in the political process; the rights of members of minorities to use their language and to take part in other communal activities; and the rights to equality and non-discrimination."

Australia is a founding member of the United Nations. Australia was an active member of the Commission on Human Rights during the drafting of the Universal Declaration of Human Rights, and in fact, held the Presidency of the

UN General Assembly when the Declaration was adopted. Australian External Affairs Minister Dr. H V Evatt welcomed the Declaration as a "step forward in a great evolutionary process".

Australia is the only common law country without a Bill of Rights.

At a press conference in April 2004, then Prime Minister, John Howard, expressed his support for a Bill of Rights for Iraq but would not consider one for Australia.

Since the events of September

11, 2001, the offence of 'sedition' has been resurrected to criminalise some forms of criticism of the government

action. We have also passed laws which severely restrict the liberty of people who have not been found guilty of any offence.

Sedition: the stirring up of discontent, resistance or rebellion against the government in power. Webster's dictionary.

Why not in Australia?

Several political parties have a Bill of Rights as an official policy platform including the Australian Labor Party, The Australian Democrats and the Greens (ALP National Platform and Constitution 2004, Chapter 7, nos. 11—12). We had a Federal Labor Government in 2007 yet nothing was done about developing a Bill of Rights for Australia.

The proposal for a Bill of Rights has been defeated several times since Federation though research shows that 54 percent of people did not believe that our rights are adequately protected in this country and 72 percent believe there should be some form of Australian Bill of Rights. This research was conducted in 1997, prior to September 11, the incarceration of people without charge for years on end, the problems of detaining illegal immigrants and the introduction of such legislation as the Serious and Organised Crime Control Act which attacks the fundamental freedom of association and the proposed use of 'secret police intelligence' which denies the accused or their lawyer access to evidence.

The usual argument against a Bill of Rights is that we have a sound system that works, so "if it ain't

broke, why fix it?" There are many that would argue that in 2010 that is no longer the case.

Serious and Organised Crime (Control) Act 2008

In the media and in government spin this is commonly referred to the 'anti-bikie' act. This is a common misconception as the terms, 'bikie', 'biker' or even 'motorcyclist' are not mentioned anywhere in the legislation. This act can be used against any group in society. To rely on the benevolence

To rely on the benevolence or honesty of the Police Commissioner, Attorney-General or Government of the time is naivety in the extreme and fraught with danger

or honesty of the Police Commissioner, Attorney-General or Government of the time is naivety in the extreme and fraught with danger.

Many states around Australia have jumped on the bandwagon—the Rann Government's SOCCA act—and some have or are in the process of approving their own legislation each trying to outdo the other in terms of 'toughness'. In the meantime they garner loose support from a public they govern with the politics of fear overstating the criminal statistics and hiding behind Parliamentary Privilege to put forward their case of protecting a misinformed public. Statements have been made from behind Privilege that if said outside the walls of Parliament would see legal action taken against members of the government.

Where to now?

As a member of The F.R.E.E. Australia Party, a concerned Australian citizen, a motorcyclist, and a free thinking person with no criminal record, I find legislation such as the SOCCA legislation an affront to basic human rights and an invasion into the personal liberties and freedoms that a country such as Australia demands around the world through its involvement with the United Nations as a charter member and as a signatory to the Universal Declaration of Human Rights.

Write to your Federal Member and ask him his position on this important issue, and importantly, ask if he is going to do anything about it.

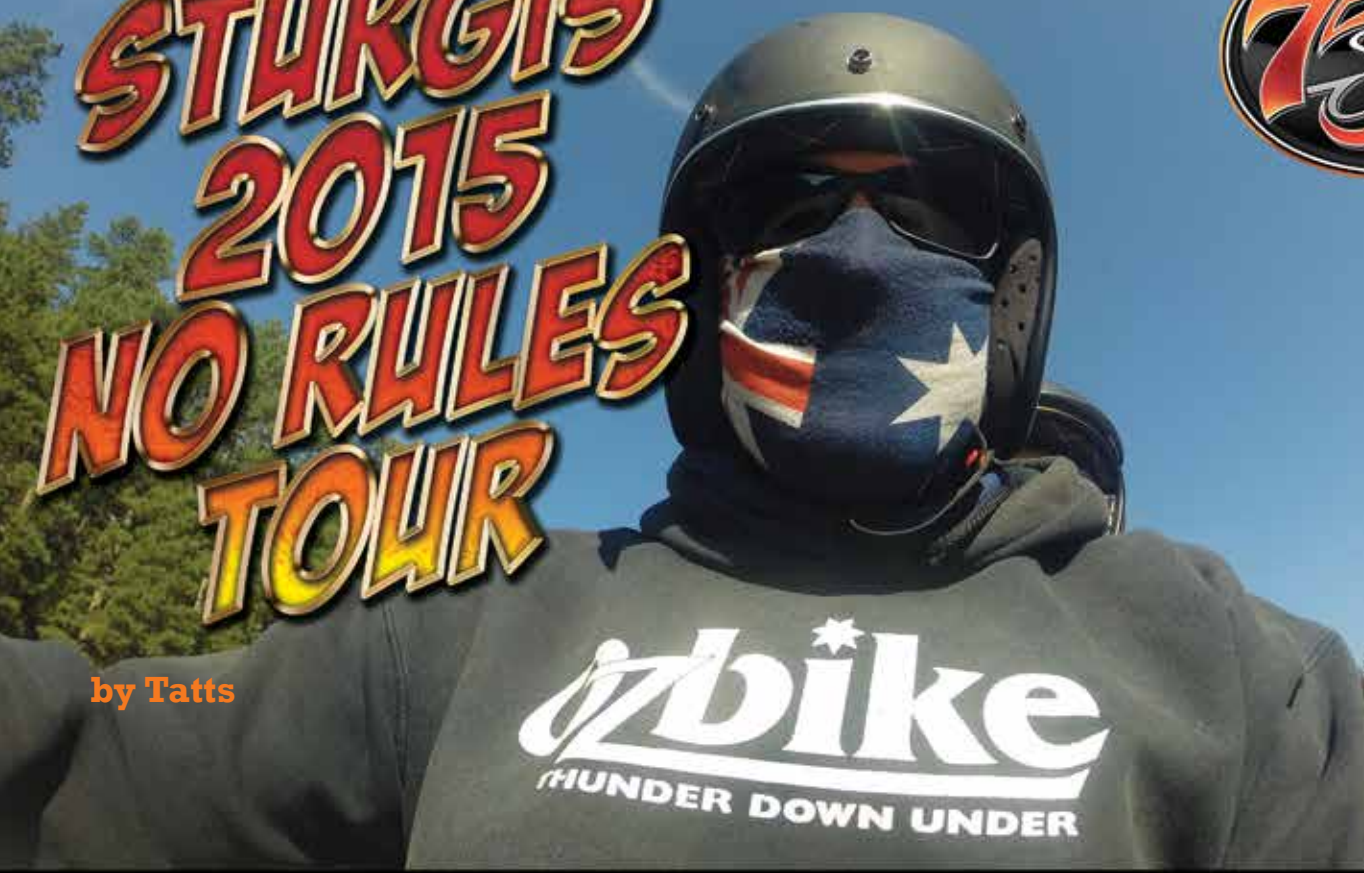
As Australians we also have the right to petition our Government, the issue needs to be brought to a head before more Australians have their rights trampled on by Draconian and unjust legislation. 🐉

cassons

advert

STURGIS 2015 NO RULES TOUR

by Tatts





THIS ROAD TRIP was more than 12 months in the making. The first thing I had to do was to contact a dealer who could supply what we wanted. After contacting a couple of dickheads dealers, I got in contact with Glenn Bartell from Bartells Harley-Davidson in LA—four Harley-Davidson Ultras booked for the trip.

Up the West Coast, into Canada, down to Sturgis for the 75th Anniversary, into Utah, Monument Valley, Las Vegas, and back to LA. Twelve States in all and totalling about 9500 km in four weeks. Sounds great until we had to pick up our bikes.

The day prior to picking up the bikes they were in transit from Arizona. Somewhere along the way the driver got out at a gas station to take a piss. When he comes back the truck, trailer and bikes are all fuckin' gone. Some prick stole the lot.

To Glenn's credit he put together three make-shift bikes overnight just to get us on the road. He gave one the boys his own new Indian which had 100 miles on it.

Two days later we are in San Francisco to meet up with Glenn who, with some of his staff, rode up from LA with three brand new bikes. One Harley Ultra and another two Indians.

Let the road trip begin. No problems until we got almost out of Utah. Stop for lunch and a beer and one of the boy's Indians decided to shit itself. A call to Glenn in LA and by the next morning the bike was on the back of a tow-truck heading to Las Vegas. Once in Vegas Glenn had organised a replacement Harley through Eagle Rider.

Apart from a few hiccups it was the fuckin' best road trip.

To Glenn and his staff, thanks for all your help. If you're every in LA give Glenn a call and tell him Tatts sent you. I am sure he will look after you.

To my mates—Truck, Doggie, Juice, and their wives, Carmel, Doggett, Lee Lee, and my lovely wife Tricia—thanks for the memories. 🏍️

THIS CLASSIC motorcycle was a joint venture between Evel Knievel and California Motorcycle Company to celebrate his six most famous jumps. This bike commemorates his jump over the fountain at Caesar's Palace.

It was produced in the Gilroy factory in 1999, in which later that year, Indian began production again.

This bike was the first one built in a series meant to be of six, but after a fall-out between the invested parties, no one knows how many were actually produced.

The artwork on one side of the tank is Evel doing the jump at Caesar's and the other side is him coming off. It has \$500 & \$1000 dollar notes plus playing cards embedded in the tank, and silver dollars on the saddle bags, EVEL plate and dice lights.

John and Krystal imported the bike to Australia from the USA with only 61 miles on the clock; most of these miles were put on the bike by Evel riding it around the Caesar's Palace himself. They have framed pictures of Evel on the bike at casino, which is autographed, and along with a Certificate of Authenticity and a picture of Evel signing it that came with the bike.

This magnificent tribute bike is for sale. If you're interested, call Krystal: 0412-523-141.



Photography: Kenny of
Fashiongrafix Australia
Model: Elle
Makeup: Tinajo



indian summer

THIS 100th Anniversary Indian Chief, also referred to as Chief Rolling Thunder by its current owners, John and Krystal, who gave it a new home Down Under from the USA, encapsulates all that Indian Motorcycles stands for—freedom of spirit, freedom to explore the open roads, and to blaze your own trail!

Iconic styling, and a heritage to match, it incorporates the distinct characteristics born from all the previous Chiefs that preceded it in their proud history. With the Chief in full war bonnet lighting the way from the front of the valanced guard, the rake of the forks, the tear drop headlight between its broad shoulders, wide western handlebars, the tank with its unmistakable branding, down to the low slung, studded saddle, and bags, it truly is an Iron Horse! Fit for any Chief to ride.

Hand assembled in 2001 in the Gilroy factory California, it now roams Queensland and beyond.

Previously owned by famous grid-iron quarterback for the Denver Colorado Broncos and Hall of Fame inductee, John Elway, it arrived with just 1500 miles on the clock. It is powered by an 88 cubic inch carburetted, heartbeat, with five-speed feet.



advert



BRAT SEATS FOR LATE MODEL SPORTSTERS

LOW AND TIGHT, the Burly Brat seats were inspired by the Japanese take on custom Sportsters, carefully shaped to follow the frame rails and blend nicely into the tank. Available in solo or two-up in two cover patterns.

Real deal American craftsmanship shows in the materials and top shelf construction. Ribbed or diamond pattern cover is wrapped around a proprietary high density foam balancing style and comfort. Burly also uses a durable fiberglass pan and the entire unit is made in the USA. The Brat seat is a straight bolt-on and applications are available for most 2004—2015 Sportsters.

Check out the Burly web site or contact your local dealer to get one for your Sporty. <http://www.burlybrand.com>



AXEO FRONT SUSPENSIONS

LEGEND Suspensions is proud to introduce AXEO, a new high performance front-end suspension.

AXEO front suspensions fit all Harley-Davidson FLH models from 1997 through the latest 2015 models. They are available in stock height or 1-inch lowered configurations.

The new AXEO includes two mono-tube dual chambered damper cartridges, with internal floating piston nitrogen chambers, and machined stainless steel pre-load adjusters.

AXEO provides an overall improved ride quality with a smoother and more controlled ride. AXEO eliminates front-end dive during aggressive braking and provides a

firm feel for high-speed sweeping turns with no wallowing or wobble. The AXEO upgrade also eliminates bottoming out over bump or pot holes, improves floorboard and peg clearance during hard cornering, reduces tire cupping and enhances low-speed handling. Legend AXEO suspensions are easily installed and when paired with Legend AERO or REVO rear suspensions will give you optimum riding performance.

All Legend AXEO suspensions are backed by a lifetime warranty and are manufactured and engineered in the USA with the highest quality materials.

For more information visit our website at www.legendsuspensions.com





BILLET RAKED TRIPLE TREES

PAUGHCO'S billet aluminum triple trees are designed to minimise handling, and front-end flop problems associated with altered front-end geometry. Specifically the 6-degree trees were developed to accommodate a number of their most popular chopper frames with 45 degree neck rake. Used in conjunction with these raked frames and appropriate length extended front ends, the 6-degree offset provides near stock trail dimensions which in turn virtually eliminates radical front end flop.

Trees are CNC machined from 6061-T6 billet aluminum, polished and show chrome plated. Currently available in Wide-Glide 6 degree configurations utilising 41-millimeter fork tubes and Narrow-Glide with 3 degree for use with 39-millimeter tubes.



STRAIGHT-THROUGH RACING PIPES

THESE step-tuned, 2.5 inch, straight-through racing pipes in black or chrome are simply the best straight-through pipes on the market. Gone are the days when you settled for miserable low-end performance to get the look and aggressive sound. These pipes provide superior performance over a broad power curve as well as giving you the classic style and sound your Harley deserves.

Fits Softail, Dyna, Sportster, and FLH models.

\$485 delivered anywhere in the country or pick up from our shop. We take cards over the phone or send COD Australia Post, or click on eBay item number 400875148871 for link. Ultima Australia: 02-9484-3900.



advert

EdgeCut Wide Glide

“Life throws some surprises at you and buying and customising this bike was one I did not see coming”

AFTER OWNING a Suzuki M90 for about four years, I never really considered getting another bike and never really had an interest in Harleys.

A mate of mine needed to move and he asked if I would ride his Rocker C to the new house which was only a couple of kilometres away.

I said, “No, you better ride the bike and I’ll take the car,” because his Harley is a one-of-a-kind with a lot of custom bits.

“Don’t stress, Tony,” he said. “Just ride it; you’ll be okay.”

When I arrived after the short

ride the seed had been planted—there was no doubt whatsoever in my mind that I had to have a Harley.

So off I went to Central Coast Harley-Davidson and spoke to Pete about a V-Rod Muscle. He set me up with a demo bike and off I went.

I liked the V-Rod but it just wasn’t what I was after. So I had a walk around the showroom floor and spotted the Wide Glide. Well I gotta say the rake on the Wide Glide sucked me right in.

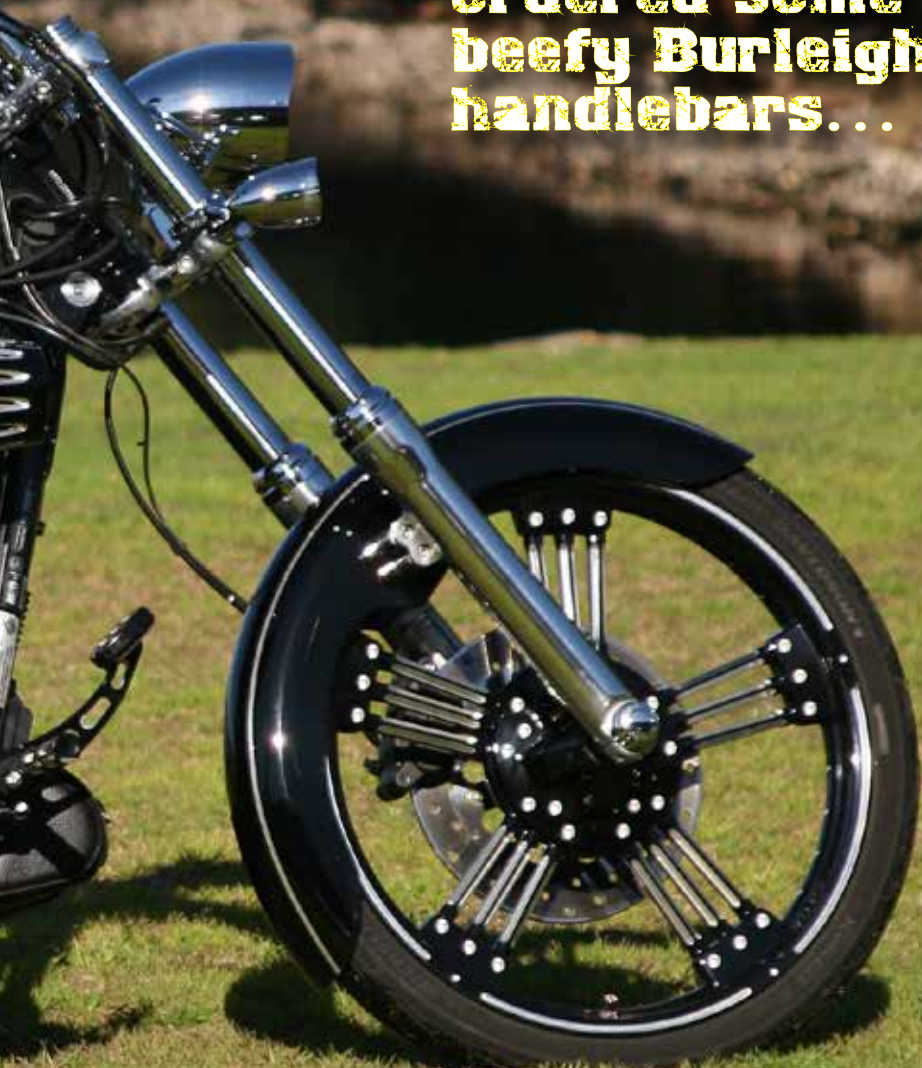
“Let me send you out on one for another test ride,” Pete said.

I just loved the way it shook on





**Wide Glides
are a cool and
tuff looking
bike so I
ordered some
beefy Burleigh
handlebars...**



idle when waiting for a green light. It felt like I imagined a Harley should feel. I realised I had just found the bike for me.

I got back after an extra long test ride and the deal was done. A brand new FXDWG. Bye, bye, Suzuki.

Wanting to fit the Flame/Tribal collection from new, I spoke to Tony in the Spare Parts Department at Central Coast Harley. He told me to pick the bike up as is, take home a copy of the huge Harley-Davidson Genuine Motor Parts & Accessories catalogue and take my time to pick right.

I am glad I listened to him because the more I looked through the catalogue, the more I liked the EdgeCut look. Plus H-D had the Magnum wheels to suit (wire wheels shit me with the cleaning).

So then I started buying everything in the book EdgeCut except the grips. I chose the Get-A-Grip grips; they are awesome.

The headlight got the flick; I fitted a bullet style Harley one.

The turn signals got relocated to tidy up the handlebar/switchblock area.

Wide Glides are a cool and tuff looking bike so I ordered some beefy Burleigh handlebars through the boys at Central Coast H-D; the 1 3/4 inch bars did the trick. In my opinion, they changed the look of the bike immensely.

The front fender, as much as I tried to like it, reminded me of a Postie bike fender. I had a chat with Tony and he put me in touch with a local fabricator who made a whole new front fender and got it painted to match.

Next I was looking for a little more horsepower, so after talking it over with the boys in the Service Department, I




decided to go with their suggestion: a Stage 3 kit, 295E cams, high comp pistons, high flow oil pump and cam plate. This was plenty for me and it sounds great with the V&H Big Shots.

The heavy breather with Edge Cut air cleaner cover performs and looks great.

I went with Progressive 430 rear shocks because of the EdgeCut look. I got Progressive front springs fitted also.

So for the best part—everything

is Genuine except for the exhaust and suspension!

I am very happy with the way she has turned out. The Wide Glide's design made me extremely happy when it took out Best Dyna at the Central Coast Harley bike show. Life throws some surprises at you and buying and customising this bike was one I did not see coming. 

advert

YOU'RE BLOODY JOKIN'

THE ROOKIE POLICE OFFICER

A rookie police officer pulled a biker over for speeding and had the following exchange.

Officer: May I see your driver's license?

Biker: I don't have one. I had it suspended when I got my 5th DUI.

Officer: May I see the registration papers for this vehicle?

Biker: It's not my bike. I stole it.

Officer: The motorcycle is stolen?

Biker: That's right. But come to think of it, I think I saw the registration papers in the tool bag when I was putting my gun in there.

Officer: There's a gun in the tool bag?

Biker: Yes sir. That's where I put it after I shot and killed the dude who owns this bike and stuffed his dope in the saddle bags.

Officer: There's drugs in the saddle bags too!

Biker: Yes, sir.

Hearing this, the rookie immediately called his captain. The biker was quickly surrounded by police, and the captain approached the biker to handle the tense situation:

Captain: Sir, can I see your license?

Biker: Sure. Here it is.

It was valid.

Captain: Who's motorcycle is this?

Biker: It's mine, officer. Here's the registration.

Captain: Could you slowly open your tool bag so I can see if there's a gun in it?

Biker: Yes, sir, but there's no gun in it.

Sure enough, there was nothing in the tool bag.

Captain: Would you mind opening your saddle bags? I was told you said there's drugs in them.

Biker: No problem.

The saddle bags were opened; no drugs.

Captain: I don't understand it. The officer who stopped you said you told him you didn't have a license, stole this motorcycle, had a gun in the tool bag, and that there were drugs in the saddle bags.

Biker: Yeah, I'll bet he told you I was speeding, too.

SHELLY STEVENS

THE HEART SURGEON

A small boy named Wally lived in Punchbowl, a suburb in South Western Sydney. None of his classmates liked him cause of his stupidity, especially his teacher, who was always yelling at him, "You are driving me mad, Wally."

One day Wally's mum came to school to check on how he was doing. The teacher told his mum honestly, that her son is simply a disaster, getting very low marks, and even she had never seen such a dumb boy in her entire teaching career.

The mum was shocked at the feedback and withdrew her son from the school and even moved out of Sydney, north of Newcastle.

25 years later, the teacher was diagnosed with an

incurable cardio disease. All the doctors strongly advised her to have heart surgery, which only one surgeon could perform.

Left with no other options, the teacher decided to have the operation, which was successful. When she opened her eyes after the surgery she saw a handsome doctor smiling down at her. She wanted to thank him, but could not talk. Her face started to turn blue, she raised her hand, trying to tell him something but eventually died.

The doctor was shocked and was trying to work out what went wrong, when he turned around he saw that our friend Wally, working as a cleaner in the clinic, had unplugged the oxygen equipment to connect his Hoover!

Don't tell me you thought that Wally became a heart surgeon?

B JOBE

DOESN'T REMEMBER MUCH

A man staggered into a hospital with a concussion, multiple bruises, two black eyes, and a five iron wrapped tightly around his throat.

"What happened to you?" the doctor asked him.

"Well, I was having a quiet round of golf with my wife, when at a difficult hole, we both sliced our golf balls into a field of cattle. We went to look for them and while I was looking around, I noticed one of the cows had something white at its rear end. I walked over, lifted its tail, and sure enough, there was a golf ball with my wife's monogram on it stuck right in the middle of the cow's backside. Still holding the cow's tail up, I yelled to my wife, 'Hey, this looks like yours!' I don't remember much after that."

KEITH CARNELL

THE PERFECT ANSWER!

"I can't believe that you've been visiting prostitutes for sex," screamed my wife. "I'm really disappointed."

"You can hardly blame me," I answered. "It's not like I was getting any from you."

"Well that's your fault," she replied. "You never told me you were willing to pay for it."

CHRIS STEVENS



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50 Bikes
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- Shuttle to Richardson's Harley-Davidson and Back
- Welcome Reception, Gala Dinner and Live Entertainment at Richardson's H-D
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- Last Night Accommodation and Gala Dinner + Live Entertainment at the Powerhouse Hotel in Tamworth

MELBOURNE/GEELONG RIDERS:

- Pre-inspection of your Bike at Geelong Harley-Davidson
- Meet & Greet Party at Geelong Harley-Davidson
- Ferry Accommodation (Room) and Motorcycle Transport on the Ferry
- First Night's Accommodation at the Country Club Resort Launceston
- Shuttle To Richardson's Harley-Davidson and Back
- Welcome Reception, Gala Dinner and Live Entertainment at Richardson's H-D
- Chase Truck and Trailer on Route + Storage of 1 Soft Bag Per Person
- Last Night's Accommodation and Gala Dinner + Live Entertainment at the Powerhouse Hotel In Tamworth
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