



Billy Lane's is the bigger game with a line of knurled accessories.

V-Twin Expo 2007

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Soon after the center opened on Saturday morning, the aisles quickly filled with eager patrons. The V-Twin Expo is very big and almost impossible to view properly in only one day. The Accurate Engineering booth was swamped early with the curious and stayed busy all weekend as they presented their joint venture with the Crocker Motorcycle Company. The Crocker was originally manufactured in Los Angeles and in 1936 enjoyed the distinction of being the first production motorcycle in the US to use an overhead valve engine (beating H-D's Knucklehead by four months). This new Crocker is being produced in Canada and is based on the 1918 model, a 61 c.i., three-speed producing 40 hp. Using reverse engineering, the new Crocker company has created more than 1,000 CAD/CAM drawings resulting in castings so accurate that the parts produced will fit the original bikes. Last September, Crocker contacted premier engine builder Jerry Wardlaw of Accurate Engineering in Dorhan, Georgia, to produce the "original" Crocker engine (last year, Wardlaw's "Outlaw 120" Piston received the V-Twin Expo's award for Engine of the Year). The finished bike is stunning but costly. The Crocker is only available in kit form at this time (with each engine fully assembled and bench tested by Accurate Engineering) and retails for \$53,000.

In a similar vein, those Texans from Moss Street Products in "Hell" Paso (that's what was printed on their shirts—and I guess they should know) were revealing their latest venture, the Timeless Motor Company. Timeless is a magnificent recreation of the venerable 1916 Harley-Davidson "Silent Gray Fellow," a 440cc single with a beehive engine using a one-piece cylinder and head. This reproduction remains faithful to the original and includes a bicycle pedal-type starting system, a leather drive belt, polished brass accents and white button-tread tires. The bike comes in both board-track and street versions. And although not street-legal, orders are coming in, with most being from dealerships desiring one for a display and use at special events.

More conventional motorcycle manufacturers making their debut at the Expo included Intrepid Cycles out of Temecula, California, displaying their Pro Street model, Streetcat, and their chopper model, Resolute. Both models use S&S twin cam engines (111", 117" or 124"), a Baker 6-speed RSD and softail-styled frames. They feature a full two-year warranty while meeting all EPA and CARB certifications. Also on hand was the new team of Durwin Motorcycles out of Oklahoma, displaying their Brass Balls Bobber. This machine features a Crazy Horse V-1600 powerplant and has a starting price of under \$17,000.

In the aftermarket parts arena, a number of novel new products caught our attention. Custom Cycle Control Systems has developed a very slick air suspension for Softails labeled the "Simplified Air Suspension: SAS." This system packages the dual shocks into a one-piece unit with a self-contained internal compressor. Very sharp. While I was



Intrepid Cycles' new Resolute

visiting with them, I asked them about the company's recent name change (they used to be Clean Controls). They told me it was a forced change due to new computer firewalls that filter "objectionable" material. The name "Climax" kept coming up as objectionable and the company's press releases and e-mail kept getting rejected. Too bad—great name. W&F (Wiemack and Faust) of Germany showed off their plug-and-play replacement dash for stock Harley speedometers that combines a digital speedo with a touchscreen Tom Tom GPS unit. Very slick. ZBN Custom has developed a new front engine guard, the Phantom Bar, that features a foot-operated switch that activates retractable, spring-loaded footpegs. Xtreme Charge



Timeless Motor Company's vintage H-D replica

(www.intrepidcycles.com) was available to handle battery needs with the world's first five-stage maintenance charger that uses patented pulse technology to minimize the amount of sulfation buildup on battery plates (the leading cause of premature battery failure). And it was good to see a modern rendition of the Durbin Classic guitar captured in their latest product, the Durbin Model-21. Beautiful workmanship.

Fuel injection systems were a prominent item at this year's Expo not only in various booths but also during the technical seminars being offered, with no less than five classes being presented to those of us more accustomed to dealing with jets and floats. Also prevalent on the exhibit floor this year were LED lighting systems in every conceivable configuration, and it's looking more and more like the incandescent bulb is going the way of points and condensers. But the dominant trend at the 2007 Expo was clear—it's the Year of the Bagger.

Genuefact before the fiberglass god

I don't know whose job it is to set the latest style or inject the newest craze into the world of motorcycling, but they apparently are well-rehearsed. Maybe it began with Rucker Performance reworking all those used



Crocker reveals Mike Kavelish and Michael Schaefer, with Jerry Wardlaw of Accurate Engineering

So this is it? This is the new wave that will continue to pump millions of bikes back into the economy? Apparently so since damn near everyone had their new bagger on display (and I mean damn near everyone). And if you didn't have a bagger, you'd better have a good excuse why not and a solid date for when you would have one.

Brancombe Riehnert was happy to show off the new American Motorcycle 1902 "Apache Bagger" (the name was officially licensed from the Choctaw-Apache nation). Grandeur Cycle had their "Baden Bagger" on display (at least that's what Mike Phillips offhandedly tagged it when asked). Even Rodbeck Engineering had a bagger. And Billy Lane is now making bagger parts! Incredible—it's almost like there's a

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