



of two horses and a top speed of 45 miles per hour. The modern version is not a high-performance motor outfit. The rider is well advised to use leaded fuel. "We suggest you go to your local parts store, or whatever, and get some lead additive," Mike says. "You use three things on this, like on a bike or on an antique car. It would not matter to do it right."

Both the front and rear pulleys are aligned with leather, just like back then, and these internal "bushes" rubbers that are the latest cool thing to have on modern bikes. "They had those on this bike 100 years ago. Like the rear hub, which also holds the brake, on a spin market bike. Now, when people restore bikes, they pay about \$1,500 for the rear hub alone," Mike says.

With the exception of several rods and bolts, everything is made by Mike and his crew at Mount Street, so they can test the thing for the parts. Even down to the rims and inner tubes, Mike and Tom spared no expense. "These are our manufacturers

from, the grips and the pedals are replica and manufactured for us, as are the handlebars even has the original, huge spark plug of the old days, which Champion still makes to this day. We even found the original chromium-plated spark plug wire to go with it."

What's shiny isn't chrome, it's nickel-plated, like in the old days, and pretty much the only thing that's not made to these old specs, along with the sheet metal, are the bearings in the wheels. "Making the hand-mixing ground-bearing races to hold balls was just way too much trouble. We would have to have specialized round-bearing grinding equipment to do that, so we used for modern ball bearings."

Although the bike, which can be push-started or pedal-started (the true marks men), are legal on the road, Mike says the Timoner is strictly as a collector's item because "insuring someone's safety on a 100-year-old technology's motorcycle would hardly be possible. "It's a collector's item that's fully functional."

So far, no one at Harley-Davidson has made a call to El Paso to either grant or deny them the Timoner, which cost of surprise Mike. "It's such an emotion-filled title, but there's just no comment," he laughs.

Then again, "The bottom line really is what the customer says, and response from that side of the handlebar has been terrific," says Mike. The Timoner comes in two versions: a street bike with swept-back handlebars and a racing bike with straight bars and no fenders.

Will there be another old timer in the future? Considering all the hard work and money involved in this bike, "It's going to have to go through some kind of cycle of payback first," he laughs. "But then I'll do a 2-hr. 100-hr. to be based on a model bike from the 1920s."

And with that, another cut in the day.
—Ken D.

For more info on the Timoner, go to www.mountstreetproducts.com.

