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MARCH 2010

MAGAZINE

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Cover:Scene This month's cover photo was taken by John Skala at the recent Cycle World Show in Chicago, Illinois appearing at this show among others was world renowned builder Dave Perewitz. He is seen here with the Allstate Insurance Bike

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Letter From the Publisher by Jim Furey

Boy, I thought the winter was never going to end. I heard the weather man talk about how it was one of the worst in a while and quite remarkably, they were right. I guess they are much better at telling you about what has happened than they are about telling you what is going to happen. Oh, unless they predict rain. But I digress. Because this is March and spring officially begins this month, a lot more motorcycle riding is in our future. I, for one, cannot wait.

I have written before about believing in certain things. One of those is that we print unique stories in *The Biking Life*. By unique I mean we will not print stories found in other publications. I know some other publications do not concern themselves with things like this because they have printed articles that I wrote and published, and without even crediting the source. I have read both Time and Newsweek and I have never seen the exact same story in both. Although *The Biking Life* is a free publication, we strive to provide the same experience as a purchased magazine. I truly appreciate your submissions and if accepted we will print them, eventually. However, if you would like to be published in *The Biking Life*, I request that you send unique submissions to us.

There are a couple of upcoming events we are very excited about. One is the **Infliction Addiction Art and Motorcycle Show** at the Koken in St Louis on Saturday, March 27th. There will be tattoo artists



showing their artistic abilities in other art areas with art available for purchase, Jackie Mann with artwork by Dave Mann (her late husband), motorcycle builders displaying their rolling artwork and a variety of vendors. We look for unique events to bring to you and this event once again shows who the leader is in this area. While some use a cookie cutter formula, we try to think outside the box to be edgy in ideas, events and deeds. Check it out.

Another upcoming exciting event is the swap meet on April 25th in Springfield, IL. The **Midwest Motorcycle Swap Meets** have been most successful. In starting my own businesses, I have noticed something. Those that start their own businesses generally display more passion than those who buy into someone else's idea. It is this passion and a lot of hard work that has generated the overwhelming success of these swap meets. I hope to see you at both of our upcoming events as well as at many others throughout the summer.

The Biking Life is continuing to experience tremendous growth and we could use your help. I am looking for salespeople throughout our reading area. This is an opportunity for you to increase your disposable income while helping other businesses grow. If you are interested please call me at (618) 531-0432 and let's discuss the possibilities.

Also we are continuing to look for a location for a swap meet in the St Louis area. If you know of a location let me know about it. We would like to go back to the Firemen's Hall in Collinsville, IL. I have been in contact with city officials and received no definitive answer. Perhaps your input to the mayor's office might help to sway them. I thank you in advance if you take the time to do so.

Finally, this is a great time to get your bike ready for the season by taking it to your favorite shop. That way it will be ready and waiting for that first spring ride. Like I said last month, let's try to keep more of our money closer to home this year. The Midwest rally season will be here before you know it. This includes great events like Hog Rock, the Rally in the Valley and many others. The closer we keep our money to home, the more it can work for all of us. As always, I thank you for making us part of your biking life.

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Advice From Miss Motormouth

Dear Miss Motormouth,

Do you have to have a motorcycle to go to biker events?

Waiting for an Invitation

Dear Waiting,

Since most biker events are for charity, the answer is no. Ride, drive, crawl, we don't care how you get there, just get there and spend loads of money.

Dear Miss Motormouth,

I take my dog for rides on my bike with me. Lately she has been peeing on my seat, what should I do about this?

Pissed off

Dear Off,

Get rid of the dog and buy a new seat. Sheesh! Who do you think I am the freakin' dog whisperer?

Dear Miss Motormouth,

Are all bikers mean?

Scaredy Cat

Dear Scaredy,

To you, probably.

Dear Miss Motormouth,

What do you do when you get caught in the rain while riding?

Soggy Bottom

Dear SB

Get wet you idiot! What the hell kinda question is that?

WELL THAT IS WHAT MISS MOTORMOUTH THINKS ABOUT THOSE ISSUES. PERHAPS YOU HAVE SOMETHING IN YOUR LIFE YOU WOULD LIKE TO HAVE MISS MOTORMOUTH INSIGHT ON. IF SO SEND THEM TO MM@THEBIKINGLIFE.COM

REMEMBER YOU CAN READ WHAT JIM THINKS AND WHAT IS GOING ON ON HIS BLOG AT WWW.THEBIKINGLIFE.COM



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COUNT YOUR BLESSINGS!

Kathy and I are doing taxes right now, this year our income is down like a lot of our friends. Looking back, we can all remember better times; but then we must remember the times that have been worse. And we have had worse times: maybe life threatening health issues, going through a divorce, fighting through teenage years and kids' problems. Taking inventory **must** include the good and the bad.

But we have come through – God has provided a way. We may not have liked our options at the time, but we have moved passed the worst! This is what we remember during our bike blessings. We ask for help and thank Him for what we've been given.

Have you counted your blessings lately? Your blessings may include possessions like your bike, but how about family, friends, life, and freedom. Last month we reminded you of the FORR Bike Blessing coming up in April. But this month I want to make sure you realize it's possible for God's blessings to be an everyday event in your lives --- not a once-a-year event.


In preparing for bike blessings, I've learned each blessing has two responsible parties: the giver and the receiver. The important point about a blessing is that it isn't just a pleasantry like "Have a nice day." It is to be taken as coming from God himself. We have examples of God giving blessings through

his followers and believe that He still wants to bless us in these modern times. By giving His blessing, God is saying that he actively wants to help us and guide us. But He can only do so while we let Him. God has given all of us a free will. We can accept God's help and guidance or we can go our own way. When we open our hearts and minds to Him and let God come in, we can truly be blessed. A blessing is also intended to call upon God's protection and guidance for the future. We usually see this as the focus of our prayer during a bike blessing.


I hear the same comment during each of our yearly bike blessings: "Last year I came to this Bike Blessing and I had a great year, so I want God to bless me this year." Bikers may not readily admit it, but they want God's protection and guidance for them and their families.

Our greatest blessing is the relationship we have with God and His Son, Jesus Christ. We're coming into the Easter season when we're reminded of who He is and what happened to Him, and what He did for us. Take a few minutes to thank Him for the blessings you have.

If you ever – ever – ever need prayer and want someone to pray with you, please don't wait until we have a bike blessing. Contact any Christian biker in your area or call me and we'll pray together over the phone. You can call me at (314) 434-2282 or e-mail me at h2osjk@prodigy.net. The Missouri CMA State Coordinator is Clark Doughty, (816) 697-3077, clarkron38@yahoo.com. If you're from the Illinois area, the Illinois State Coordinator is Don (Vicky) Brown, (217) 629-8938, vdBrown77@aol.com. Our Missouri CMA website address is: <http://cmascr4.org/MO/GOODNEWSRIDERS>



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HARDTAIL HUMOR

There is a medical distinction. We've all heard about people having guts or balls, but do you really know the difference between them? In an effort to keep you informed, the definitions are listed below:

GUTS - Is arriving home late after a night out with the guys, being met by your wife with a broom, and having the guts to ask: 'Are you still cleaning, or are you flying somewhere?'

BALLS - Is coming home late after a night out with the guys, smelling of perfume and beer, lipstick on your collar, slapping your wife on the butt and having the balls to say, "You're next, Chubby."

I hope this clears up any confusion on the definitions. Medically speaking there is no difference in the outcome. Both result in death.

Here is a spin on investments:

If you had purchased \$1,000 of shares in Delta Airlines one year ago, you will have \$49.00 today.

If you had purchased \$1,000 of shares in AIG one year ago, you will have \$33.00 today.

If you had purchased \$1,000 of shares in Lehman Brothers one year ago, you will have \$0.00 today.

But, if you had purchased \$1,000 worth of beer one year ago, drank all the beer, then turned in the aluminum cans for recycling refund, you will have received a \$214.00.

Based on the above, the best current investment plan is to drink heavily & recycle. It is called the

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Bat Shit Crazy By Trish Riney

AAAARGH! Winter seems to be a never-ending process this year. I suppose it is every year, I just happen to forget how long it is when "riding season" begins. I am at the point where I can't even look at the bike without almost busting out in tears. I think to myself "Hurry uppppppp! Sunshine." For the enthusiastic biker, the first warm, sunny day equals the excitement of a child on Christmas morning. In our home, when the good weather hits, we rarely ever drive the car. Since we have a motorcycle trailer, we even take our bike grocery shopping. We are hard core good weather riders. Occasionally I see a bike on the road no matter what the weather. My hat is off to you guys. You can stop reading now since this article really doesn't apply to you. For the rest of us woosies who wait for blue skies, winter makes us "Bat shit crazy." It's the proverbial dangling carrot to see the bike in the garage. It's there, but you just can't have it. So I think of a million things to do to try to ease my motorcycle addiction. I have visited every bike shop within 100 miles, watched every bike video and movie, read every bike magazine and have enjoyed the entire season of Full Throttle Saloon, the series. But it's never enough. It's the equivalent of giving 3/2 beer to an alcoholic. My husband, although not so vocal about it, is going bonkers too. He regularly dusts the bike off and gives it a good once over to make sure that nothing has touched it over the winter. Our one salvation seems to be Bike Nite at Jennie's Bar and Grill, I will be doing a full story on how great that is in a later issue. Even my dog, who is fourteen years old and deaf, misses the rumble of the V-twin. When he is in the garage, he stares at it and after a long soulful look, he barks as if encouraging it to start. The engine is the one thing he can hear. So it is his custom to bark and run around the bike when we start it. It would be great if there was some sort of Biker detox to get me through the winter months. (Maybe one of our readers will start a support group for woosie bikers.) So all you riders out there pray to the almighty biker Gods to kill the groundhog for predicting six more weeks of winter. I guess all there is left to say is : My name is Trish Riney and I am a bike-aholic.

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Dave Perewitz – Master Bike Builder

By John Skala

I recently attended the Cycle World International Motorcycle Show in Chicago. At the show, Allstate Insurance, headquartered in Chicago, unveiled the pro-street custom motorcycle built for them by Dave Perewitz. Allstate will be touring the country with this bike promoting motorcycle safety and awareness. The bike is featured on the cover of this issue of **The Biking Life**, and you can go online to enter for a chance to win it. Just go to www.allstategarage.com and click on the “Win A Bike” link.



If you are not familiar with Dave Perewitz, he is one of the original master motorcycle builders from the east coast. He has been featured in countless national magazine articles and on various television shows on the Discovery Channel, Speed, Travel and others. He competed in a couple of Biker-Build-Off shows on Discovery. He has built bikes for NASCAR drivers and crew chiefs, rock stars, sports stars and many others. In addition to the bike building and fabricating, Dave also does some awesome paint work and is a true artist with flames.

At the show, I was able get a few minutes with Dave and interview him for **The Biking Life**. The text in parentheses was not in the original conversation I had with Dave, but was added as this was written.

TBL: Dave why don't you tell us a little about yourself? What was your first bike and how did you get into riding?

DP: Well, my first bike was in 1969; it was a 1964 Sportster XLCH...it shifted on the right. Prior to that my friend had a 305 scrambler, which was a pretty hot bike back then. I used to ride his scrambler. Actually, the girl whose mother owned the local Harley shop had a Sportster, so she let me ride hers. But you know, most of my learning was when I bought my first bike.

TBL: What did your parents think when you told them you were going into motorcycle building and give up your lucrative job in the car business?

DP: Well you know, back then there wasn't very many people making any kind of living doing motorcycles and it was a big

struggle. I myself never thought about being a motorcycle guy all my life. It was just something that I did. I started working on bikes and I supplemented it with doing some repair work on cars in the mean time. But my business picked up fairly quick after a few years. I built my first shop in 1971 in my father's back yard. It was a little bigger than a one-car garage. We did everything in there from the fab work to the prep, the paint and the assembly, all in one, in this little garage.

TBL: So you are one of the few guys that does the whole complete package, the fab work, welding and painting. There aren't many guys that do all of that?

DP: No there aren't, not many guys at all. And I can tell you this; from a professional standpoint, the one biggest problem every bike builder has is...getting the paintwork done. So I got a pretty big advantage there 'cause we do it all in-house.

TBL: So what do you ride now?

DP: Well I ride a variety of things, you know, I have a whole store full of bikes. So, I kind of take my pick. The bike that I rode the most this year, this past season, I've got a little board track Indian powered bike. It is a 100-inch Indian motor, a Powerplus motor. A great little motor and it has 23-inch wheels on it, front and back with a little rigid frame. I rode that a lot and a dresser. I always have a couple of dressers around.

TBL: Do you have a personal collection of bike?

DP: I've got some old stuff that I have. I have what's called a Magnacycle. A guy named Jerry Magnuson made a kit that you could buy in 1973. It used a Sportster engine and Arlen Ness built the first one. I bought that particular bike from Arlen. It was my everyday ride in 1975. I sold it and it got destroyed. The guy that I sold it to didn't have it a month and he wrecked it. I found it like 20 years later in a guy's garage. The motor was gone and it was literally just a pile of junk. I chased the guy for at least five years to sell it to me and he finally did. I restored it back to completely original, just the way it was when I got it from Arlen, the same paint job and everything. So, that is one bike that is in the window of my store. I won't sell that one. And I have another one that is a full rigid custom that I built in 1978. I won the Harley show in Daytona in 1979 with that bike. It has a supercharger on it. That one is also in the window of my store. That one is not for sale.

TBL: What about your Biker Build-Off bikes?

DP: Oh, they are too valuable not to sell...actually the last build-off bike I sold before the run was even over...I won that [Biker Build-Off], so that was good. It was a lot of fun. The Biker Build-Off's were the experience of a lifetime. Just being able to do that and have it all on TV, and I brought all my friends to the rides. We had to ride 1,000 miles. The first one I did, we brought 60 people and we all rode. Friends of mine from all over the country met down in Florida. In the last one, I brought about 40 people. My kids came, they both rode, so it was good.

TBL: So let's talk a little bit more about the bike building, who influenced you to get into bike building?

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DP: When I started building bikes, well I started painting bikes first, and then I would just modify bikes. We are talking the early 70's so there was no such thing as a bike builder. And you know, you couldn't go out and buy all the parts you could buy today. You had to make most everything, so we started doing that and then I met Arlen Ness in 1974. He was a huge influence; Arlen helped me out a lot. We became really good friends and I would fly out to his place a couple of times a year, he'd fly out and come to Laconia with me...and before long, I knew all of the major bike builders in the country and I have been friends with most of them since then....Arlen knew a lot of people. Now I go to shows and there are very few people that I don't know who have been in the business a while.

TBL: Is there a dream bike, a bike that you wanted to build but haven't been able to build yet??

DP: No, somebody else asked me that today as a matter of fact. If there was a dream bike that I wanted to build, I would have already built it. I like to build stuff that is feasible to be able to be ridden, I don't like to build anything that you can't get on and ride. That is what we are known for and that is what I like to do. Even when we were doing the Biker Build-Off bikes, I always kept in mind that I have to ride this bike 1,000 miles, so it better work and it better be somewhat comfortable anyway.



TBL: When you build bikes today do you build something to your design ideas or is it mostly what the customer wants?

DP: Most of the time it is do what I want. Most customers don't really know what they want; they think they do. All I need is a direction. If they give me a direction of what they want, the same with the color. Everybody is always stumped on a paint job, they don't know what they want for a paint job. You don't need to know that, all you need to do is point me in a direction. Give me a color that you like, or if you can't decide, give me what you don't like and I'll just take it from there.

TBL: You said your new bike was an Indian motor; what do you think about Indian versus Harley, any preference one way or the other?

DP: Well you know I've run Harley motors hundreds of times and they have always been good. So now, I am trying the Indian, the Powerplus motor and they are equally as good. They are a little different, it gives a little different twist to the

bike and I really like them and I'm going to be doing more of them.

TBL: Is that from the original Gilroy Indian?

DP: It's actually the same motor but he has made a lot of improvements on it. We have discussed Indian many times. The guy that owns Powerplus is a really nice guy, a very, very wealthy man and knows what he wants and says someday he'll probably own Indian.

TBL: I didn't know if you had time to go to the Daytona 200 when you are down there.

DP: Actually, no. My schedule in Daytona is pretty crazy. I don't have much time on my hands to do anything out of the ordinary. I'm working for Allstate and I also work for Wild Turkey. So, I am doing stuff with them and we are running around.

TBL: What about all of the new laws they have passed in Daytona, Florida or Myrtle Beach that aren't as motorcycle friendly? Do you think that is going to hurt the rallies, do you think they will continue?

DP: The laws that they passed in Myrtle Beach definitely, definitely hurt the rally. There are a lot of people that have stopped going to Myrtle Beach, myself included because of the new laws that they put in. Also they got spanked a little bit too with the laws, like the helmet law. You know a lot of people went and protested it and they got it kicked out. But they've got that straight pipe law and basically, the bottom line is nobody wants to go through the aggravation of going down there and getting hassled. They'd rather put the money to go to some other rally that they know is going to be a lot more enjoyable.

TBL: Is Daytona still an enjoyable rally?

DP: Daytona is still good. They passed a law that you couldn't have any vertical license plates and to tell you the truth, I think that has gotten kicked out too.

TBL: What about Sturgis? How has that changed over the years?

DP: Well Sturgis has changed. My first year was 1977. The crowd is quite a bit bigger. No one even stayed in hotels back then, people just went and camped out. I can remember Arlen Ness telling me, 'Hey listen we got to go to this rally in South Dakota, I heard it is a really good rally'. So we went in 1977 and geez, we've been going back every year since.

TBL: Do you think the town of Sturgis is going to price themselves out of business or the licensing of the word Sturgis is going to hurt?

DP: Well the vending spots are so expensive, especially with the economy the way that it is, so many vendors just can't afford to go anymore. It costs you more to go and you just can't make that kind of money back. And you know, they are going to hurt the city by doing that. Plus the property values in Sturgis have gone through the roof. I know lots of people that bought property there 10 – 15 years ago. Now you can't even

touch a piece of property

TBL: So what do you think is the trend? Where do you think it's going to go with custom motorcycles?

DP: Right now with the economy the way that it is, they're steered toward a much less costly bike which is bobbers. You know, you are able to build them relatively cheap. You don't have to worry about fancy paint or chrome or anything like that. You can just put that together as it is and you got a cool bike. Baggers have become even more popular. They're a great bike. We're doing a lot of baggers and we're doing a lot of bobbers. We are not doing a lot of pro streets, only a few in comparison to what we used to do. But I think that the industry has definitely taken a pretty big hit, a serious hit. But we're going to keep going and the guys that have been in it for a long time are going to stay in it. The guys that just jumped in it to make a quick buck, they're already out of business. So, I think it will all work out in the end.



TBL: What about the younger crowd? Do you think they are going to get into motorcycling, into Harleys, into the V-twin, or do you think they are going to go more toward sportbikes?

DP: I think a lot of the young guys are getting into Harleys, because now you can get into a bobber for short money where you could never do that before, nothing really acceptable. Now it is fully acceptable. So, a young kid, if he can do it himself, can actually put a bike together, scrounging up the parts, for five or six grand.

TBL: I know your kids are involved in the business, but do you think they will take over the painting and fabricating end of the business?

DP: My daughter, Jody, really runs the place and she handles all of the marketing and the apparel and sets up all of the events for us and all that. She is a true motorcycle enthusiast and she can do hands on. She has built a couple of bikes herself, her own stuff. She has three bikes of her own. But she will continue to run the place.

TBL: How about if I just read off a few names I have and you give a quick thought of what you think about them?

DP: OK.

TBL: Obviously we will start with Arlen Ness?

DP: Ness is the king.

TBL: Donnie Smith?

DP: Donnie is one of my best friends and my sidekick. We have been hanging together since the 70's.

TBL: Billy Lane?

DP: Billy really blew it. I know Billy very well and I like Billy, but Billy blew it.

TBL: Ron Finch?

DP: Should be an artist and a sculptor.

TBL: I think Ron has done some sculptures.

DP: I've seen some and I bought a couple from him. Ron is something else.

TBL: Would you compete in a paint off contest against him?

DP: Well, Ron's stuff is just so far out you know. You can't compare my work to his. It's totally different, totally in a different plane. Ron is a great guy. I met Ron in 1975. Arlen Ness flew out and went to Laconia with me. When Laconia was over, he said 'I know these guys in Detroit, let's drive out there'. So we threw the two bikes in my van, his and mine. We drove to Detroit to see Ron Finch, Tony Carlini and Yosemite Sam. I don't know if you know any of them. They were the big names in the Midwest at that time. We rode around Detroit for a week hanging out with those guys and I have been great friends with Ron Finch ever since.

TBL: What about Indian Larry?

DP: Indian Larry was a true character, a real character.

TBL: Jesse James?

DP: A guy that walks the walk and talks the talk. I know Jesse very well.

TBL: Rick Fairless?

DP: Rick is a great guy, a real entrepreneur.

TBL: Roland Sands?

DP: A good kid, had all the breaks and has taken advantage of them. He is doing cool stuff.

TBL: Michelle Smith?

DP: A very good friend of mine. We do a lot of shows together. I did a show with her last weekend, a new show for Discovery.

TBL: Hugh King?

DP: Hugh King, well, he certainly got the custom motorcycle industry a lot of airtime.

TBL: John Parham?

DP: Great guy. Worked hard all his life and he is reaping the benefits.

TBL: Paul Teutul?

DP: Paul, you know, fame went to his head.

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TBL: Are you familiar with the guys that started V-Force Customs, Vinnie DiMartino and Cody?

DP: Yeah, good guys. They got a tough road ahead of them.

TBL: What about the painter, Nub, with Nub Grafix?

DP: Yeah, Nub is a great guy. I was just with him last weekend in a show. Nub is a really nice guy, does really nice work, very humble and another guy that doesn't get enough recognition.

TBL: Is there anyone else you would like to mention that I missed?

DP: Well if you want my opinion of the two best custom bike builders in the world, Matt Hotch and Roger Goldammer. I think those two guys are the two best custom bike builders in the world.

TBL: How is everything going with Allstate?

DP: Excellent, Allstate is a great company to work with. We are promoting their motorcycle insurance and we are trying to get the message of safety to bring more awareness. 'Once is not enough' is the slogan. In other words look to the left, look to the right and then look to the left again. A few seconds can make the difference. I saw a commercial; this was absolutely the best motorcycle commercial I've ever seen. I was in New Hampshire and watching TV. It shows this guy on a motorcycle looking from his point of view. He pulls up to a big wide four-way intersection, it is not cluttered at all, it is kind of open. He pulls up, he looks to the left, he looks to the right, he pulls out and wham he gets nailed from the left. It made you jump. Then it went back and it did the whole scene over again. Sure enough, there was a car coming on the left and I didn't even see it. You know it was an eye opener.

I hope you enjoyed this interview as much as I enjoyed talking to Mr. Perewitz. He was most gracious and I thank him for his time. For more information about Dave Perewitz, you can visit his web site at www.perewitz.com or pick up a copy of his book "Chopper Master & King of Flames" from your favorite bookseller.



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Motorcycles, Tattoos, Big City, Bright Lights OH-MY! Infliction Addiction-St Louis

While we were in Los Angeles for the opening of a solo exhibition, "Alive"--The Chosen Views of Bob Roberts, we also attended the Hollywood Tattoo Convention. No, we did not see Kat Von- D, but we did see her sidekick Corey Miller {very cute} at both event. We also saw some awesome art work.

On our way back to good old St. Lou, all I could think about was tattoos, art and, of course, motorcycles. Most of the tattoo people I know ride bikes and most of the motorcycle people I know have tattoos. My vision was growing and taking root.

When talking with my mentor, Bob Roberts, he said he thought the show I had in mind was a great idea and if he could help, he would. So I said, hop on the plane and I will get you the best room overlooking South Broadway {that's a joke}. We're not sure if Bob, the master himself will show or not, but he has sent some awesome prints that will be on sale.



Anyway, I started cruising the south side of St. Lou for the perfect spot and it did not take me long. The Koken Art Factory was like a magnet. The door was open and I knew then that I could do this. I knew I had to do this, I was crazed--and that is how the show, **Infliction Addiction**,

came to be.

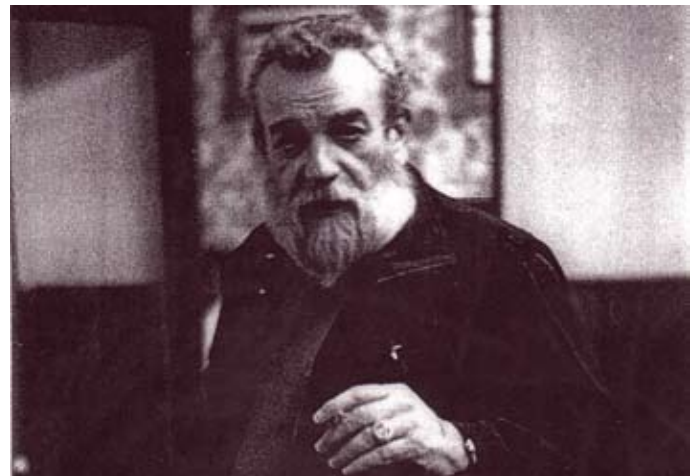
We will have art in the show from some of the best tattooers in the area: Trader's Bob's- Allstar -Steel & Ink Studio- Alex in Tattooland- Enchanted Dragon and so many more great St. Louis artists. Great mural painters like Phil Jarvis, Casey Kasperek and Chuck Laxton, whose work you see throughout St. Louis, will be at the show. You can check the artist list at www.thekokenartfactory.com beginning March 1, 2010.

The show will feature custom motorcycles from Bones -Chariots' of Fire- Jail House Jimmy-The Candy Shop-Roadworthy -P.C.. Customs- Kirk- & The Tribute Bike to Honest Mitch {what it is all about}, funky stuff, one of a kind work from Jeff Bridges The Painted Hog & custom jewelry from Road Rash Design .



This will be a one of a kind event. Come mingle at **Infliction Addiction on March 27, 2010** and have some fun. Doors open at 6 pm., Koken Art Factory, 2500 Ohio Avenue, St. Louis. I'm sure you will find your one of a kind art piece; one that you will enjoy for a lifetime.

Thanks for making us a part of your Biking Life; my special thanks go out to Bob Roberts, Jackie Mann, David Counts of Counts Custom Graphics and my tattoo home, Traders Bobs. **Peace out, Kat**





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Rocker's Thing By Robert (Rocker) Votrain

It seems like forever since I wrote anything last. But the reality is I write all the time. I Facebook and write e-mails to friends and family. So I am on this machine a lot through the day. But that's not what I wanted to talk about.

December was a pretty slow month for me. Because of the weather and cold I didn't get a lot of riding in and that meant I filled most of my time in the house with the honey-do jobs I put off through the fall. The high lights of December for me were Christmas of course and New Years Eve (even though we don't drink). And the Staff appreciation party Jim and his lovely wife Joy Furey threw for The Biking Life staff.

I met the other photographers, writers and staff of this wonderful publication. And we all sat around munching on some wonderful home made snacks and later some really great food, as we had our bull session for few hours. Everyone had their story to tell and as usual I found it to be a small world. After I dropped a name from years ago and someone I had never met before responded. It was nice to meet everyone compare a few notes and make some new friends. In other words it was a very good time. With wonderful people who share the same idea... That idea is to let the world know Mr and Mrs. Motorcycle rider are not all the crazed killers TV land wants the "normal" world to believe we are.

Even on that cold windy day with a light dusting of snow covering the ground the sound of Motorcycle thunder roared up. It was Santa Clause a couple of his Elves and two reindeer out riding the route they were going to take delivering the goodies to all the little children along Jim's Street. I was glad I had one of my cameras in the truck. So I rushed out and took a few quick snap shots just to capture the event. Ole Saint Nick couldn't sit there long, I am supposing he was on a schedule and he left almost as abruptly as he had came.



Then there was New Years eve. My girlfriend (Tink) and I elected to stay home and enjoy each others simple company. We watched a little television ate a few snacks, watched the clock turn 12:01 am and promptly fell asleep. Not real exciting there either.

January 1 was a little different. 18 degrees out side wind chill of like -0-. I had decided it was time I put the battery tender that I had misplaced and just found on the bike. Yes one of those jobs I thought I had all year to do. Don't laugh you do it too I am sure. So out I go all bundled up. I decide I will see if Baby will start before I attach the tender and she does. This spurs a wild idea "January 1st ride" The first ride on the first day of the new year in a new decade. How cool is that. I let Baby warm up and head into the house. More clothes my full face helmet and the gloves I thought were the warmest. I beg Tink to shoot a few pictures as I made a pass by the house. Reluctantly she agrees stating "You do realize its cold out there and your going to get sick" And naturally I reply "No I won't look how I am dressed" ... I win I think as I head out the door and pull Baby out into the drive. I ease down the road and find a place to turn around. The plan is to just make a few passes for pics for the Magazine. I make a couple passes and I see Tink is aggravated standing out there in the cold in my robe and her jammies and house shoes. I wave her in and down the road I go, a blistering 40 miles and hour. Those gloves I would have sworn by didn't do much against the cold. But I kept going till my fingers ached to the bone from the cold. The bib coveralls and other gear I was wearing began to let the chill in too... But now I am on a mission. I figured I had to make a few miles to call it a ride. And that's about all the more I did. On my way back to the house I opened her up a little to about 65. My breath heavy on the shield, fogging it over slightly then it froze there... I clocked 10 miles on my odometer and parked Baby in her nest. Let her cool off as I attached the battery tender and covered her up.... But I got in a ride. January First 2010...



I kind of figure the rest of this month will be slow now, time to get my health back in order. Yes, Tink was right as usual and I caught a bad cold that turned into bronchitis and for me this is a huge bad thing... The weather is definitely against those of us who love motorcycles and the commonality with others like minded as us. We have at least 4 inches of fresh powdered snow along with daylight temps running in the single digits and wind chills of 15 degrees below zero. I don't even want to go outside much less think of taking a ride on the bike...

January 15, 1979... 8 of us left Freeburg Illinois and rode into Belleville it was 40 degrees. I had an old 750 Honda chopper I called Defiance. I was one of three of us who had Honda choppers

in Freeburg and mine was more rat than anything. Oh it looked pretty sharp with its tear drop tank, 10 over solid front end, King Queen seat, 6 bend pullbacks and staggered head lamps. She was a jewel alrighty I had the last great act of defiance painted on the tank. The picture of this Hawk with massive talons crashing down on this meek little rat who is flipping the bird of prey off.



your seat there buddy"... We freak and go look... Sure enough it's snowing like hell. We know this is a huge risk. We have been drinking and now the roads will be horrible" There is no one to call for a truck we are all here. So we clean off the seats start the bikes and head for home. Did I mention I just had a back brake on Defiance.

We get out of town and Tommy takes point setting the pace at about 50 in the snow in traffic. Meaning we are passing some cars along the way ... My bike is all over the road because the front end was so light. I was fighting to keep it upright and stay with the pack of stock bikes. The snow is sticking to everything and making it near impossible to see... As we round the turn headed towards Eckert's general store on 15 I see Dave raise his arm and motion forward. There is a light there and it was changing to yellow as he went threw it. Everyone cranks the wick I am behind the pack by at least three car lengths. And the light changes red. I hit the break and go into a slide. The bike turns sideways as I pass under the light and in front of a pickup truck pulling out from my left. Somehow I manage to gain my composure and the bike stands up. I made it through the light and I am still headed the right way. My glasses have snow on them and I can't see with or without them. I lose sight of the pack that has now powered off and left me. Just outside of Freeburg I catch up with Bob who was kind of laying back for me. He said he could catch glimpses of my headlight and was hoping I would catch up. We finished the ride together.

When Bob and I got to Alyce's Tavern everyone else had beers in hand looking like nothing happened and asking why we took so long. Snow packed and half frozen all I could do is laugh back. I sold Defiance that next winter and bought an old Sportster.. But that's a different story...

Ride safe, Ride free, Ride for a reason...

Anyway I am side tracked here. We ride into a bar called Your Place. They had cold beer and a pool table. We started drinking and shooting some pool when a couple hours passed. Some older guy walks in and asks "Who owns them motorcycles out there in the drive." It gets quiet and I ask "Why..." He says "Cause there is 6 inches of snow on



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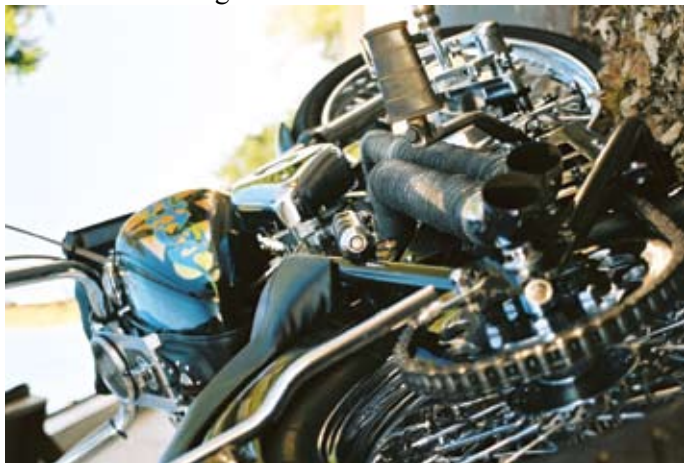
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Surprise Surprise...

Well here is a surprise for everybody. Last month I had mentioned of a chance that I would be doing an article on a bike from across the ditch over in St. Louis. Through my own fault that didn't happen but I do have a righteous ride for you none the less.

This is a surprise for everybody but mostly for the owner. You see Paul Sanches is the owner of this sweet little ride and he had no idea that I even shot it. Paul is good friends with the guys at **M & M in Collinsville** and when I went to shoot the bike from a couple of months ago I noticed it and figured I would do a piece on it too, without Paul even knowing about it. So SURPRISE Paul!



This is another fine testament to the work that the guys over at **M & M** do. They put this together with Paul in only five months. It is a 1976 Sportster with a ton of work done to it. It sports a 1000 c.c. engine that gets it nicely moving down the road. Other special little treats include a Crane cam, S & S E carb, a 35 degree rake, its stretched 4" in the rear and hand made pipes by M & M to name just a few.

In dealing with Jim at **M & M** I had seen Paul's ride in the shop a number of times but it seemed like the jugs were always missing. If you ever run into to Paul ask him about it. It seems that he had a problem or too with them, right Paul? But in the end Paul got her squared away and now she is more road worthy than ever!

Some of the other parts nicely bolted to this sweet little ride include, handle bars by Chubby, a rear fender nicely massaged by **M & M**, a Mid-USA headlight and brakes, J-Brake pegs and a hearty butt cushion by none other than Chopper Chairs. And that paint is again none other than Claydo with a little help from Easy Ed on the pins.

With a quick look you might think oh it just another sporty, but if you actually take the time and look long and hard you will notice a couple of things that you don't normally see on a sporty. For instance how about the Wide Glide Harley front-end or even the 200 tire it sits on in the rear? That 200 is nicely placed between

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that custom hardtail by, you guessed it M & M. I think we can all look at this ground pounder and say that it is definitely a pony I wouldn't mind having in my stable. Well till next time remember as always you can contact me at greaseandgearsphoto@yahoo.com with questions and comments, and as said before I am always looking for tricked out garage built nasty rides that eat cute little kittens and scare old ladies.



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Chicago Show Sets Standard

By Jim Furey

The recent Paragon Promotions Swap Meet and Motorcycle Show at McCormick Place in Chicago, IL set the bar for all other swap meets. While we are doing our best to put on shows and other regional promoters have nice crowds this event dwarfed any event I have seen. As far as I am concerned this is the new standard.

First it was held in McCormick Place in Chicago, several Edward Jones Domes would fit inside McCormick Place and there would still be a lot of room. Just the amount of space reserved for this event would fill the dome and then some. There were vendors, the place was packed I have never seen so many in one place; well outside of Sturgis, Daytona or some other huge rally . We saw a

lot of familiar faces but made many new friends among this crowd and found word of the job we are doing with Midwest Motorcycle Swap Meets is spreading like wild fire among this crowd.

There was just about anything one could want available at this extravaganza and this was truly an extravaganza. I have heard the word used locally but obviously they had never seen a true extravaganza. There was entertainment provided by some of the best upcoming bands in the Midwest like KAZY and featuring ICON For Hire. They were very tight musically and the singer was amazing. If it can happen some day perhaps they will at appear at one of our events. Now that would have set a standard but Super Bowl hero Steve McMichaels was here as well. The event was emceed by the inimitable Mowhawk Man in fact he arranged much of the entertainment. I am a wrestling fan so I thought the appearance by Doink the clown and the exhibition he and the rest of the wrestlers put on was off the charts. Yes, there was wrestling here too. There was World Class Bike Builders like Dave Cook signing autographs and there were super models. Now I tell you the standard for what is an extravaganza has been raised



Then there was the super model and cover girl, 2 time International Bikini Champion Amanda Olsen. I talked to many of the folks that came out on a cold Chicago day to spend their day at this multi faceted motorcycle event and they all raved about what a great time they had. There was a plethora of parts vendors including some of the most well known like Moon, L.A. Cycles

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and Barry of Barry's Eastern Cycles in Decatur. Then there were other vendors like K-Bar the patch sewer, Persephone's Treasures making their custom patches. Hupy and Abraham was well represented also by Bob, his wife and Roberta, they were representing the law firm that goes the extra mile for their biker clients and everyone else.



The show was put on by Paragon Promotions but there was no doubt the whole show was orchestrated by emcee the Mowhawk Man. It was like a circus from the time we got there till the time we left; there was always something going on. Did I mention the swim suit contest? I'll tell you this show had it all.

The way the events were staged was just as it should be. They kept moving the focus from one area to another keeping the throngs in attendance circulating by the vendors. In my book this is now a can't miss event. Amazingly I saw all kinds of motorcycle clubs and organizations sporting their 'colors' at this event, without incident. Demonstrating once again that the people that attend events like this are just there to have a good time, see some awesome bikes, buy some parts and hang out with friends.

In addition to all the fun activities several people and organizations were recognized for things they have done. Tatlor Batten was recognized for her efforts in



helping the troops serving overseas. A.J. (the Undertaker) was recognized as a great American. Irfan Gill was recognized as a promoter. Hupy and Abraham were recognized for their contributions to motorcycle safety and last but not least *The Biking Life* magazine was recognized as media outlet of the year. We take great pride in this honor and thank those that nominated us.



There were many familiar faces at the show which was cool, folks from Quincy, Belleville, St Louis and throughout our reading area stopped by the booth and said hello. I have already marked my calendar for next year's show and hope to see even more of you here, next year. I thank Irfan Gill for inviting us to this event and allowing us to be a small part of it.



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Upcoming Events

Weekly Events

Tuesday Bike Night the Third Tuesday of the Month at Down on the Corner n Hwy 96 in Marcelline, IL

Tuesday Two Wheel Tuesday at N0-Jacks on IL 159 in Smithton, IL

Tuesday Bike Night at at Sullivans on North Illinois in Belleville, IL

Wednesday CTs Night Bike Ride Call Paul at Dave Mungenast Motorsports for info

Wednesday Show-Mes Wingsday Bike Fest Fairview Heights location on Lincoln Highway only

Thursdays STUNNA Thursdays At Paradise 1, 615 Missouri St East St Louis, IL (618) 482-5578 DJ

Thursdays Bike Night at Bikers Corner at 1924 N Vandeventer Ave in St Louis, MO

Thursday Night Bikers Delight special for bikers all day and night at PTs Showclub in Centreville, IL

Thursdays Bike Night at Chuck-A-Burger St Charles 3150 Elm Pointe Industrial Dr., St Charles, MO 63301

Thursdays Hardriders call their hotline (314) 340-2000 for info

Thursdays Bike Night at Geos Wings and More on West Main in Belleville, IL from 6:30 to 10

Friday Bike Night at Fatboys in DeSoto, MO March

13th Bush Pilots St Paddys Day Party at their clubhouse Central and Union in Alton, IL starts at 6 PM

13th St. Pats Day Chili Cookoff and Beer Tasting at Legacy Harley Davidson Effingham, IL

20th Sundance Riders 19th Annual Dance at the Omega Center 3900 Goodfellow, St Louis doors open at 7 PM

20th Benefit for Buddy Wiley at theCellar Room on South Broadway in Alton, IL party starts at 2 PM

21st Outlanders Bike Blessing at Roxana Park in Roxana, IL at noon

21st Ride to the Blessing leaving from Main Street in Waterloo, Il at 10:45 to the Blessing and the bricks for Brian Neff, Chris Akers and Big Bits

21st 8th Annual Spring Fling motorcycle Show at the Oasis Convention Center 2546 North Glenstone Springfield, MO presented by Covenant Motorcycle Ministry

27th Support the Troops Fundraiser at Shenanigans on west Main St in Belleville, IL starts at 8 PM

27th Infliction Addiction Art and Motorcycle Show at the Koken Art Gallery April

3rd Blessing of the Bikes Meet at the Cross in Effingham at 10:30am and start the riding season off right. Enjoy a short ride back to Legacy Harley-Davidson for food and fun.

3rd Silicone and Chrome Expo At John Q. Hammond Trade Center. Joplin Missouri.

10th VFW Riders Chicken and Beer Dance doors oepn at 6 PM at the Collinsville VFW 1234 Vandalia Collinsville, IL proceeds to the Fisher House

11th FORR Local 24 Annual Bike Blessing Sign ups at 11:00 Road House, Rt. 100, Gray Summit or Amer. Legion 313, Main St., Olde Town St. Peters, MO or at the gate - Gates Open 12:00 - Springdale Bar N Grill, 2280 Old Hwy 141 S., Fenton, MO

11th Bootleggers Poker Run sign up at Ted's Motorcycle World from noon to 2

**THROUGHOUT THE MONTH THE EVENTS ARE
UPDATED ON THE WEB AS WE HEAR ABOUT
MORE. CHECK IT OFTEN TO FIND OUT WHAT
IS GOING ON WWW.THEBIKINGLIFE.COM. OR
EMAIL US WITH INFO ABOUT YOUR EVENT**



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1947 INDIAN CHIEF

Mike Dingman wheeled into the parking lot of the Have Bible Will Travel Church for their 1st annual Motorcycle Show and all eyes were on his immaculate 1947 Indian Chief. Everyone knew that the bar had just been raised several notches and the Injun was the bike to beat. Don't get me wrong boys and girls there was some mighty fine iron in the show but the Indian was in show room condition.

Mike made a turn onto the road of bike restorer in 1974 when it became necessary for him to rebuild his 1968 Honda 450 after he crashed it. This time the "Black Bomber" would get a new look complete with extended forks, Z-Bars, TT pipes, Bobbed rear fender, lowered rear end, new paint, and a Stinger saddle.

Like a lot of us Mike was infatuated with Cushman Eagle Scooters as a youngster, only for Mike he never lost interest. He found a 1957 Cushman Eagle in ragged condition and went to work getting it into excellent shape. Mike admits that he never gets good deals and says if it weren't for "Rust" he wouldn't have anything. I laughed when he said this in jest, but this statement also speaks loudly about Mike's ability as a bike restorer. Looking at the Boneshakers he begins with then juxtaposing them with the finished products you know you're in the presence of

greatness.

Mike got involved with a Cushman ride group and one of the members, Emit West owned the 47 Indian basket case. In 1991 Mike got to see the Indian completely apart sitting on a bakery bread rack. Emit told Mike the Indian was for sale and that he was not a motivated seller. In the fall of 2000 Emit called Mike to see if he was still interested and of course he said yes. Two months later Emit had passed on but Mike was able to buy the bike from Emits wife.

Mike gratefully rejoices in the assistance Carol, his paramour of 12 ½ years, has given him in the entire process of building the Indian. Carol is a big supporter of Mike's



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love of motorcycles and bike building. She's not afraid to get her hands dirty or help lift heavy objects. When Carol hurt her back lifting the Indian's motor she never said a word to Mike about it. She endured the pain for the next several weeks and went right on helping never complaining or letting Mike know she was in pain.

It took Mike and Carol several years of attending swap meets and collecting parts that were needed to complete the bike. Mike sprayed the metal in primer, had the engine and transmission rebuilt, then put it together.

The Chief was ready to Rock and Roll and Mike decided to ride it like this, for the next year and a half to be sure all the bugs were worked out of it. Now it was time to tear it down; to rebuild it for the finished product. Chrome, finish paint, aluminum polished, etc., and in 2005 it was completed



How many people do you know that would have the patience to ride the bike for almost 2 years just to make sure all the kinks were ironed out before finishing the bike? What does this tell you about Mike's character and integrity as a motorcycle restorer?

Mike not only restores bikes but also loves to ride them long distances like; he along with Carol and six friends did in 2005 when they rode 5903 miles in 20 days.

The 1947 Indian Chief is a trophy bike with numerous 1st place wins, and a couple Best of Show and People's Choice awards.

I asked Mike if he had a favorite project bike and he said yes, the one I'm working on at the time. I for one am very happy to have met Mike and learn his story. If you like the story about Mike or would like to learn more about him contact me through the magazine.

Hombre

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ABATE HISTORY

The concept of ABATE began with Lou Kimzey in 1972. He and others saw the need for bikers to organize to fight against the state and federal restrictions on motorcycling. Some 38 years later, most states have a state motorcyclist rights organization, either called ABATE or some other name.

ABATE originally stood for "A Brotherhood Against Totalitarian Enactments", alternatively stands for "A Brotherhood Aimed Towards Education".

ABATE was formed in response to keep motorcycle choppers, with extended front ends that were deemed unsafe, on the road; but now State Motorcyclist Rights Organizations (SMROs) deal with a large variety of motorcycling related issues.

Motorcycle safety training, health insurance issues and road engineering with respect to motorcycles are all areas dealt with by ABATE organizations. Many state's rider training programs are either run by or administered by ABATE organizations.

ABATE groups are also involved in charity events like toy runs, food drives and first responder/EMT training. But ABATE is still a political organization exerting political clout through the activities of member motorcyclists. ABATE chapters exist in most states. ABATE is not a motorcycle club, nor is it a Harley riders only organization.

The Motorcycle Awareness Program (MAP), commonly referred to as MAP or Share the Road Program, is an AMERICAN creation of the combined efforts of various state motorcyclist rights organizations. This program is geared toward teaching the driving public to maintain a greater awareness of the motorcyclist with whom they share the road with. The success of the program has led to similar initiatives throughout the world. In my opinion this program would not have ever come about without the state motorcyclist rights organizations.

ABATE favors optional or voluntary motorcycle rider safety education, training, and licensing, and greater public awareness of motorcyclist safety

issues. They also favor stronger penalties for car driver infractions such as right of way violations, or when drivers are at fault in accidents that harm motorcycle riders. ABATE activities include lobbying legislatures, letter writing campaigns, and paying for public service announcements and political advertisements.

Please remember that education not legislation will make you a safer motorcyclist

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WWW.abateformissouri.com for the chapter closest to you

Thanks for reading now get out and ride

Ratwinger

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April 7th, and 8th

May 4th, 5th, 6th

BUFR, (Bikers United for Rights) Run May 2nd 2010.



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