

MYSTERY SLED

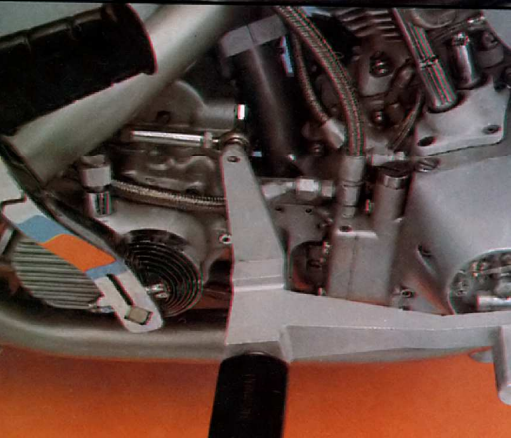
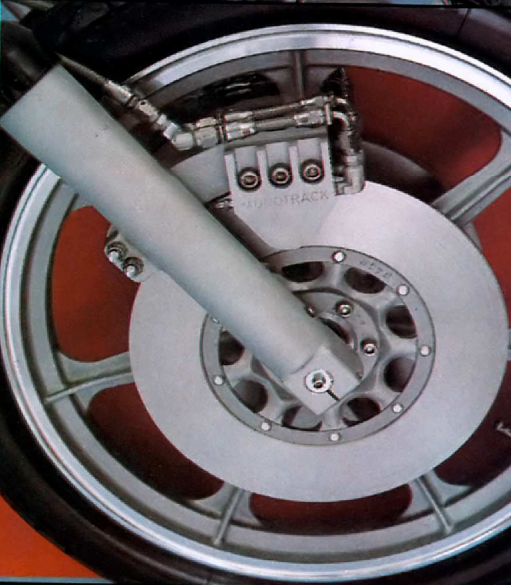
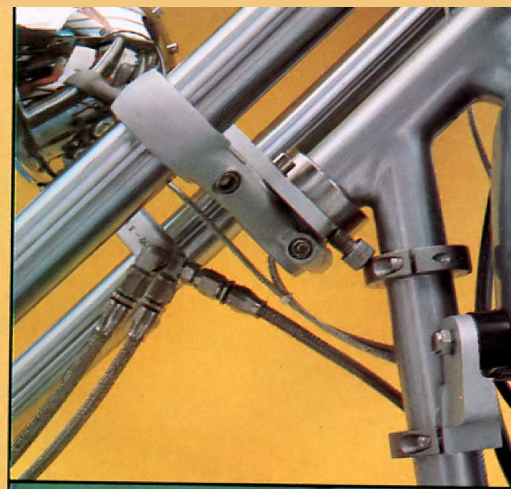
And there's more than one mystery. But first, look hard at this putt. Start at one end and roll your mechanically minded eyeballs carefully over every visible part. Unique isn't a strong enough word to describe it. The precision putt looks as though it had been built with tighter tolerances than a fighter jet. If we study it long enough, we'll probably discover a couple of anti-Cadillac missiles tucked inside the gas tank.

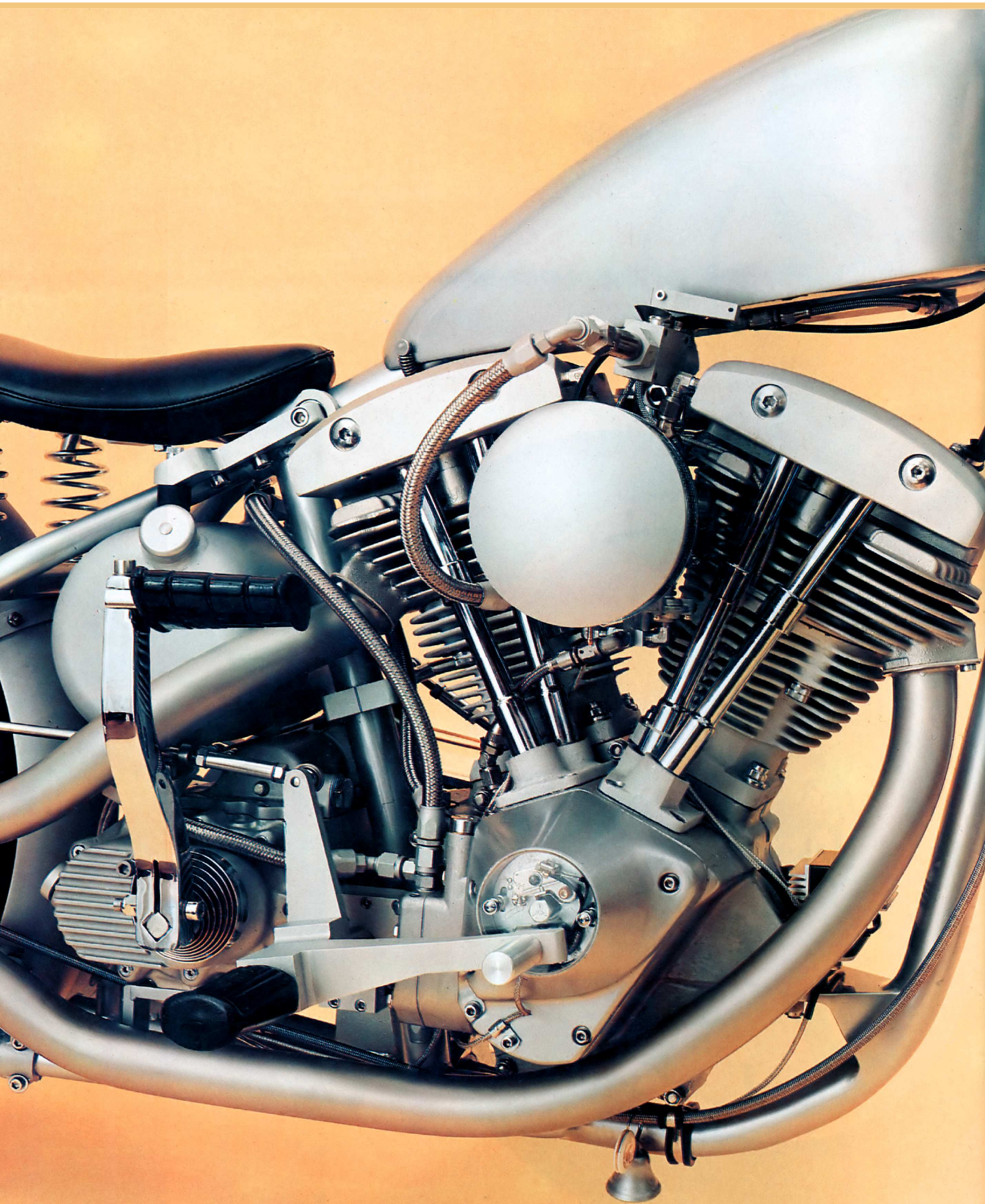
Now look at the chart on page 22. Then check out the owner line—nothin'. The photos were as carefully put together as the bike, yet no photographer's name graced them. The package was post-marked New York City. We know that it came from a town of fourteen zillion people, but the photographer, the owner, and the bike are anonymous.

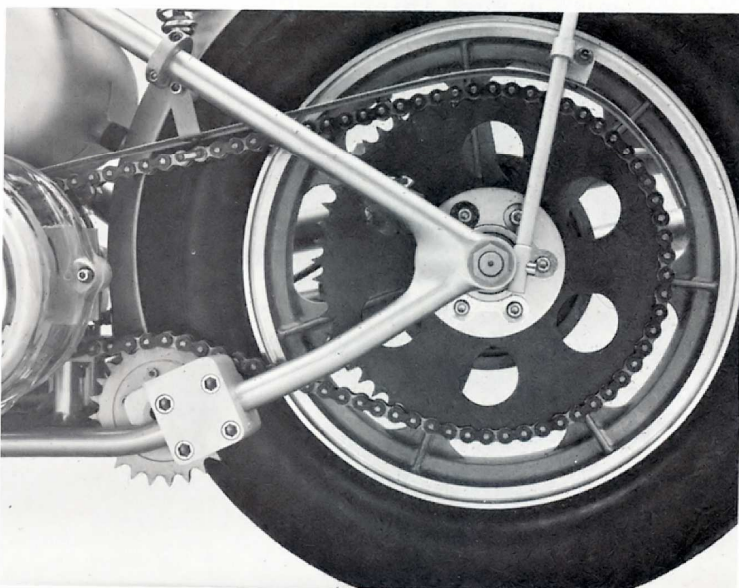
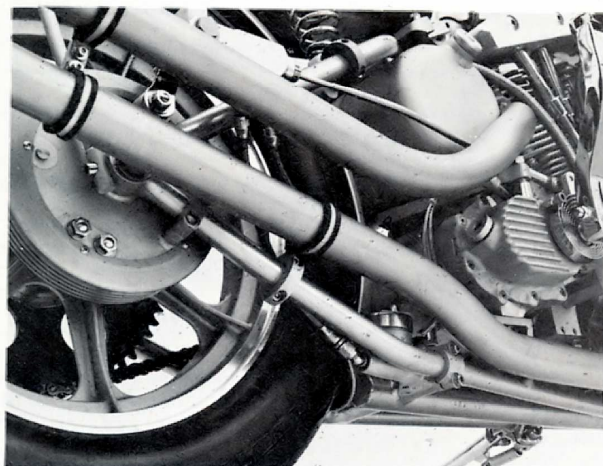
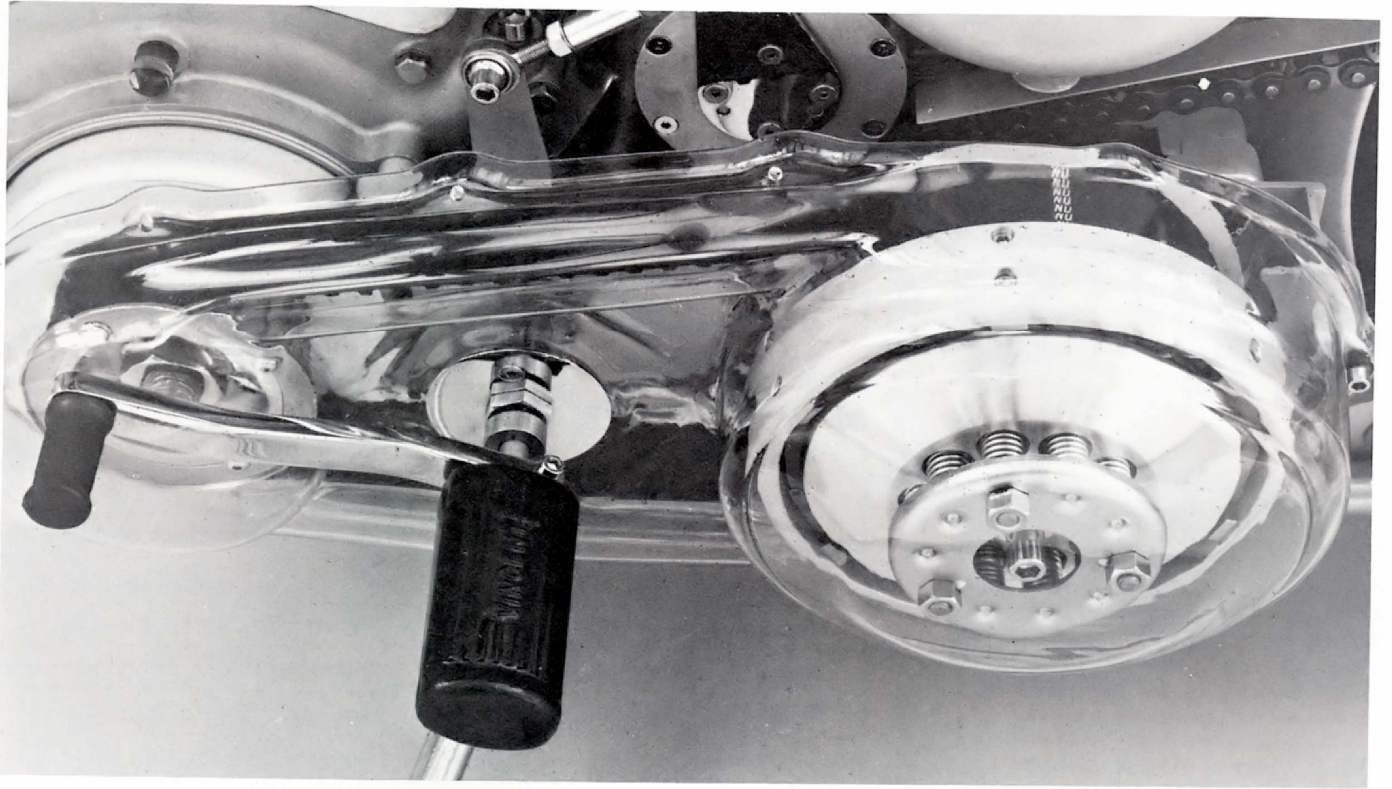
We got into some beautiful bikes this issue—fine detail and workmanship.

—Continued on next page









But this scoot belongs to a man (I hope) who wouldn't accept any part of his bike for what it was. It seems that if there was a better, beefier, or lighter way to go, he went that way. The bike weighs only 410 pounds. He built it to be a purist's machine and, as such, its tolerances are close and every part was made to function to its utmost ability. Every time I look at it I see a 2000 mph fighter aircraft streaking across the sky. It may not pick up a lotta broads, but it looks like he could visit a helluva lot of 'em before this putt ever breaks down.

—Renegade

—Continued on next page



Other special modifications:

Cylinders, lifter stools, and alternator rotor aluminum metalsprayed. Burkhardt clutch pressure plate. Harmon offset kickstart crank. Webco aluminum kickstand. Azusa Posi-Stop brake valve diverts percentage of brake pedal force to front brakes. Twin piston Monotrack callipers with brackets by Kevin Cameron. Ball bearing chain idler by Coventry Spares Ltd. Stainless steel axles, washers, spacers, nuts, brackets, brake rod, shift linkage, rod ends and most fasteners. Teflon-coated belt drive pulley flanges. Rocker boxes and Jammer kicker cover converted to countersunk socket head screws. 7075 aluminum transmission support plate, clutch release arm, tweak bar, fork stop/headlight mount, seat spring supports, oil tank mounts, foot shift support plate, handlebar risers, brake pedal, and front gas tank mounting. All sprockets hard anodized. Front discs thinned to .210 inch at Harry's Machined Parts. Aircraft twin-electrode spark plugs and shielded wires. Three sets of trees for front-end adjustment of trail. Coaxial, braided, Teflon-insulated low-voltage wiring. Transmission and engine aligned in jig for Karate belt drive. Aluminum-sleeved rear brake drum and alloy backing plate from Vincent Black Shadow. Joe Beatnik (N.J.) cylinder head bolts. Both tires run tubeless. Stainless steel clamp-on frame collars. Rear gas tank mount uses Vincent kickstand spring and stainless rivets. Fresno bell. After first 50 miles, added third chain guard support, crankcase breather return line to carburetor intake, and longitudinally wound clutch cable (Drag Specialties). Weight with gas and oil, 410 pounds. Plan Rodan kicker cover, 5-speed trans and Competitor clutch for next season. Yeah, the oil lines were switched before the engine was fired.

Owner: ???		City: East coast, U.S.	
General		Frame	
Fabrication by: owner		Year: spec. construction	
Year and make: spec. construct'n.		Builder: Bill Gruhlke, Santa Cruz	
Model: big twin		Type: single loop rigid	
Value: lost track		Rake: 40°, 1° raked trees	
Assembly by: owner		Stretch: 3 in.—downtube	
Time: four years		Other alterations: trans. raised 1"	
Chroming: South Shore, Mass.		Accessories	
Engine		Bars: Vincent Black Shadow	
Year: 1973 H-D		Risers: 7075-T651 aluminum	
Model: shovelhead		Fender(s): Wassel aluminum	
Rebuilder: Nassau Cty., H-D, N.Y.		Headlight: K-D, DPDT micro-toggle	
Ignition: Action Choppers coil		Taillight: Sparto from Dixie	
Displacement: 74 cubic inches		Speedo: Sun tach on Bultaco mount	
Lower end: C. Richards, V. Nuys		Front pegs: Vincent Black Shadow	
Balancing: Sonny Raslawski		Rear pegs: no passengers	
Pistons: H-D, 8.5:1		Electrics: Sebring box, Lord mts.	
Cases: bead blasted		Gas tank: Tarky's Auto Bod, Mass.	
Heads: Harry's Mach. Pts., Mass.		Oil tank: Don's Cycles, N. Cal.	
Cam: Andrews Products, Illinois		Oil system: Henry's Eng., Maryland	
Lifters: Hydraulic		Primary cover: Shuck and Jive	
Carb(s): 1976 Keihin		Seat: solo, ball bearing pivots	
Air cleaner: Drag Specialties		Sissy bar: tubular	
Pipes: stainless stl., mandrel bent		Height: fender only	
Mufflers: baffles—Butte Ind.		Material: 6061 aluminum	
Transmission: DC Cyclewks, Mass		Forks: Rickman glide	
Modifications: Andrews 1st & 3rd		Type: hard chrome tubes	
Year: 1974		Extension: 15 inches	
Shifting: Posi-Shift, Cycleolgy		Builder: owner/N&B Autom., Boston	
Engine sprocket: Karate belt drive		Special features: stainless cups	
Trans sprocket: 26		Wheels: Morris Mags, Santa Ana	
Wheel sprocket: 58, Circle Ind.		Front: 19-inch	Rear: 16-inch
Painting		Size: 3.25H	Size: 5.10H
Molding: Dave Perewitz		Hub: o/s bearings	Hub: 6 bearings
Painter: Cycle Fab, Mass.		Rim width: 2½ in.	Rim width: 3 in.
Color: silver cloud metallic		Tire: Continental	Tire: Avon
Type: acrylic lacquer		Brake: Honda discs	Brake: Vincent
Special paint: clear epoxy on rear		Black Shadow brake drum	