

# You Might Be A Redneck If...



**See Ya'll at Bob  
Ward's house for the  
Christmas Party!!!  
December 10th**

From The Colonel

Well another Year has come & past! And what a Year it has been. The chapter was once again asked by the Barber Museum folks to put on another antique motorcycle show this year. The great success the chapter had with the inaugural show last year At the Barber. How could we refuse? This year seemed to be no different than that of last year's event. We thought we had it all worked out even without the key people who put the event together the first time. Bill Fowler's family growing and demanding his undivided attention. This key person was unable to pull off this grueling task this year. Pam & I tried to fill those shoes this year. But we too were unable to attend the event. But with Pam's devoted attention to detail spent sleepless days & nights trying to make this event as effortless as possible for those who would have to work the show. I myself did as much as I could do for these key people for this year's event. (& yes for those who doubted. I was in a monkey suit walking our niece down that eternal isle of bliss)

With the overwhelming growth of the festival we too had to adapt. As it worked out our future Colonel pulled this year's event off with great success. Thanks so much Bob (the new Colonel) Kenny!!!!!!

Well as far as the rest of the year went. Several members showed concern of more rides. Thanks to Mr. Ed Dacus . We had some rides put together. We did have a ride from fellow chapter member's museum in Bolivar TN to Chickasaw state park as guest to the HOG chapter's cookout. Thanks to Mr. Bob Ward. Thanks to all those concerned members a few of us had a blast!!!!!!!!!!!!!!

I would like to personally thank all those people who worked with me this year. That made my life much easier! But I would especially like to give a huge chapter as well as a personal thanks to our secretary & my lovely wife Cam Pooper for all of her efforts to this chapter for making it a truly stand alone chapter!!!!!!!!!!!!!!

With out all of the additional help I would not have been quite the colonel that I have.

I wish the best to the chapter & its new Colonel & officers!!!!!!!!!!

Sincerely Colonel  
Cooper



# WAUSEON, OH 2006

By Tina Elliott

*A great meet as always! There were four chapters working this meet: Lake Erie, Maumee Valley, River Valley and Ohio Valley. Couldn't have asked for better weather or a better group of people. Friday evening we had a great group of friends and strangers join us at our booth. We feasted on shrimp cocktail and corn on the cob. A fellow enthusiast stopped by, noticed the good time we were having, and asked if he could hang around. Jerry Powell, who was pick'n and grin'n with Matt Morgan, asked if would like to sit in. He did, and between the 3 of them entertained all of us, including Sam and Nancy Simmons, Gary Morgan (Matt's dad), Ronnie Cox, Dale Waxler and several others came by and joined us. We were all up well past our bed times at the end of the evening.*

*We bought good and sold good. I found a rusty tail gunner light without a lens for an excellent price. I found a lens later that day. When we got back to Memphis we took it to Memphis Plating, they did a fantastic job on chroming it.. Looking forward to next year!*



Matt Morgan

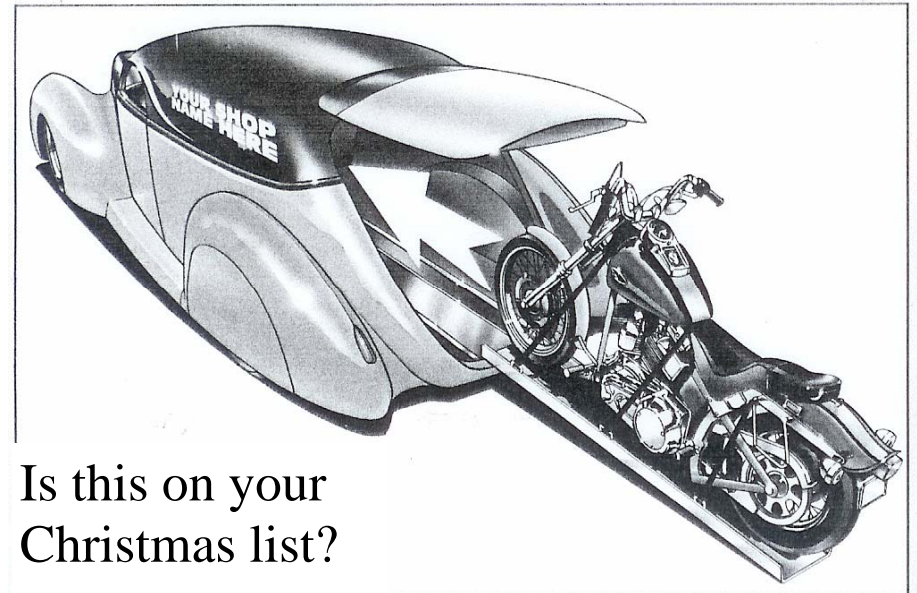
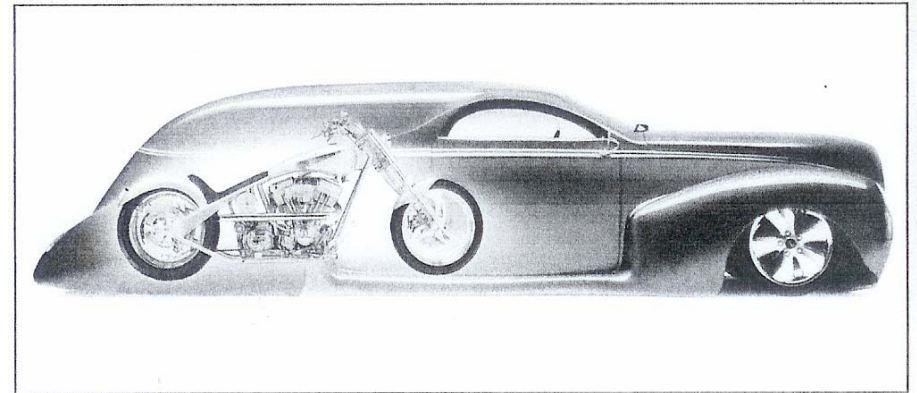
Jerry Powell

Fellow enthusiast

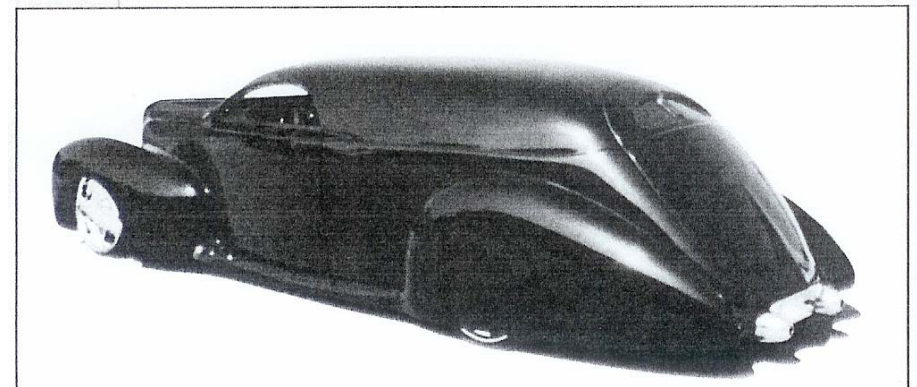
TURN YOUR HAT AROUND  
RIGHT!

Nancy Simmons, who also vends wanted to add that " Things ran smoothly, except in the pre-show booking process. Many records were lost in change of management. If you are a regular & missed this year, you need to get in touch with Rocky, to be sure you are still on their books."

Thanks for the information Nancy!



Is this on your  
Christmas list?



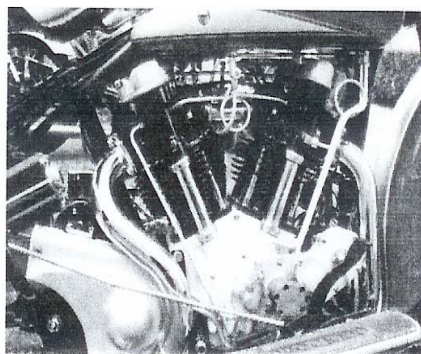


# Crocker Motorcycle Company teams with Accurate Engineering

*The new Crocker Motorcycle  
will be powered by  
Accurate Engineering*

Crocker Motorcycle Company Inc. has signed a contract with engine builder Berry Wardlaw of Accurate Engineering from Dothan, Alabama to produce the Original Crocker Motorcycle engine for the continued production of the coveted classic, Big and Small Tank Crocker Motorcycle, which was first produced in 1936.

The 1936 Crocker enjoyed the distinction of being the first production motorcycle in the US to use an "overhead valve" engine, beating Harley-Davidson to the punch by 4 to 6 months before their launch of the 1936 "knucklehead," Crocker says. From its first appearance on the road in Los Angeles, and for many years after that, the Crocker was



believed to be the fastest production bike in the world, we're told.

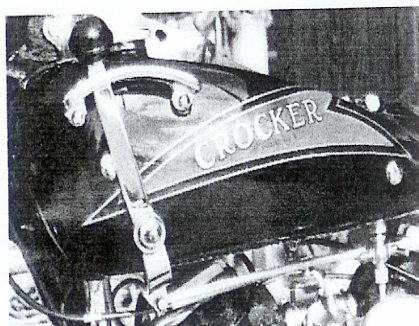
Crocker Motorcycle Company first plans to produce 100 "Original" type Big and Small Tank Crocker motorcycles as a signature series to commemorate the approximate 100 bikes originally produced in Al Crocker's factory at 1346 Venice Blvd in downtown Los Angeles. The new Crocker Big and Small Tank models will be visually identical to the original but will be updated internally.

Over the last several years Crocker Motorcycle Company Inc. has created a name for itself in the antique motorcycle world by producing components for this highly prized American classic motorcycle.

Parts production resumed in 1997, and in 2002 the commitment to produce complete Crocker's came to life. By reverse engineering both the Big and Small Tank models, Crocker has created more than 1300 Cad-Cam drawings and almost 100 precision castings for their new vintage motorcycle. Even the original foundry markings can be found on these newly produced parts.

Although the Crocker will be sold in kit form at this time, each engine will come completed and bench tested by Accurate Engineering.

Crocker Motorcycle is now taking orders on their first production series and expects to begin delivery in Spring 2007. For more information, contact Michael Schacht at 416-650-0100. You can also visit the Company's Web site at [www.crockermotorcycleco.com](http://www.crockermotorcycleco.com).



From V-Twin News

## DAVENPORT, IA 2006

By Tina Elliott

*As I have for the past 5 years now, I left for Davenport 2 weeks early. I loaded up our 36 foot motor home and headed north to Quincy, IL, without Ron or Dixie. I was born and raised there, and coming from a Catholic back ground, I have A LOT of family in the area. I had a nice visit in Quincy, and after 5 days Ron and Dixie drove up there and we had an ever better visit for a few more days. Wednesday, we headed up to Davenport, about 3 hours straight up the Mississippi River.*

*We got in line with the other venders to get in at 6 am Thursday morning. Ron found a few items right away while in line. And somehow, Bill Fowler, who arrived after us, wound up in front of the vender's line. I'm not sure, but I think a couple of bottles of wine could have bribed someone. Dennis Daniel rode up with Bill this year. Dennis made him promise to stay longer than 10 minutes, and he did! Bill cooked some very delicious BBQ one night for everyone, not sure which night, but A night.*

*My sister, her husband and two young boys and her brother in law drove up from Quincy and camped out. It was a very nice weekend for everyone. My brother in law has been going to this meet since the early beginning of it. His dad used to take him out of school to go up for the meet. They have a few old Indians and Harley Davidsons and a 1915 H-D.*

*We didn't make I to the banquet but, I heard their guest speaker was a male motorcycle racer who started living as a woman several years ago. I'd always wondered about the way he dressed. Now I know.*



Buuuuuuud from the Sunflower Chapter stopped by for a cold beverage.



Lookie there! Dennis and Ron are having a cold beverage as well.



# Barber's Vintage Festival - 2006

By Jeanie Tidwell

When Billy and I left our home in Jackson Gap, Alabama Thursday morning on Oct. 19th, we couldn't believe that we were headed to what is becoming a major antique motorcycle event AND IT WAS ONLY ABOUT 80 MILES AWAY!!! After all these years of traveling many hours north to various meets and events, it's really nice to have one here at our own back door. We both hope that Mr. Barber continues to let the Confederate Chapter host the antique show and that Billy and I can be a part of it.

About 20 miles out of Leeds, AL the rain started. Isn't this typical for many of the AMCA roadrunners and other events? We checked in at our motel and headed for the Barber Motorsports Park. Check-in at Barber's didn't go as smoothly as it had last year and line was much longer: however, after about a twenty minute wait, we identified ourselves, received our arm bands and entered. The display area that we has last year was already partially filled with a Bridgestone tent, a hospitality tent and other canopies including the Dixie Chapter's. Shortly after our arrival, Bob and Troy Kenney arrived and we began setting up the Confederate Chapter canopy. Glad there were no cameras around to record these four great minds trying to figure out how to erect the canopy in the cold rain and on a soggy grass field. Their good humor made the ordeal "almost" funny. What great guys to work with!!!!!!!

There was heavy frost on the windshield on Friday morning but we had high hopes that the day would warm up and the wind would stop. WRONG!!!!!!! Billy and I made a run to K-Mart at lunch for me another pair of socks, thick ones. Thank goodness I carried three changes of clothes since I wore all three shirts on Friday and early Saturday. Even Sherry was agreeing that it was cold. Ed Dacus led the old bike parade to the Barber Museum on Friday night.

After a cold start, Saturday turned into a nice day. We didn't have as many bikes displayed this year compared to 2005 but the ones that were shown were really nice ones and drew lots participation in the People's Choice voting. There were so few of us to help that we all stayed quite busy. Our thanks go to Bob and Troy Kenney, Patrick Gentner, Sherry and Ed Dacus, and Bob Ward and his friend Leanne for their help in making the show run smoothly. Patrick's method of counting the votes was much easier and quicker this year.

Indian continued

Indian has undergone a number of re-starts since originally halting production in 1953. The last attempt to revive the brand ended in September 2003, when a five-year-old Indian factory in Gilroy, Calif., shut down without warning after principle owner, the Audax Group, a Boston-based equity firm, withdrew its funding.

The shutdown shocked the industry. At the time, a company spokesperson told *Powersports Business* that Indian was setting company retail sales records and was on target to meet its 2003 goal of 4,500 units sold, up from 3,800 units in 2002. The '04 models were to be debuted at a dealer meeting that was canceled less than 72 hours before doors opened.

Creditors who collectively invested an estimated \$145 million into reviving the historic brand saw their money run out, 380 employees lost their jobs and 200 dealers in the United States and Canada were left with no warranties or spare parts and mostly a collector's market for a once-again defunct brand.

It was at that time Julius' Stellican purchased the Indian trademarks and related intellectual property from Burbank, Calif.-based CMA Business Credit Services.

The new Indian Motorcycle Company plans to develop a small network of dealerships in the first half of 2007.

— Guido Ebert

V-Twin News November 2006 5

## Harley-Davidson and Lehman Trikes into new agreement

### *Companies will develop Harley-Davidson trikes*

Harley-Davidson Motor Company recently announced that it has entered into an agreement with Lehman Trikes U.S.A., Inc. of Spearfish, South Dakota for the development of trikes, using Harley-Davidson motorcycles as base.

Plans call for trikes to be developed around a Harley-Davidson motorcycle product platform and sold as original equipment-branded Harley-

Davidson vehicles through authorized Harley-Davidson dealers. The Company has not announced the timing or other details of the product introduction.

"Trikes are another way we can inspire the dream of owning a Harley-Davidson," said Harley-Davidson Vice President Ron Hutchinson. "Harley-Davidson continues to aggressively develop new products. We expect trikes to expand the appeal of our products to those who prefer either the styling or experience of three-wheeled riding," Hutchinson said.

"Lehman Trikes is delighted by the potential that

this opportunity presents and is honored to have been chosen to assist the Motor Company—to be working with Harley-Davidson," said Daniel W. Patterson, president, Lehman Trikes, USA, Inc. "Lehman continues to provide innovative options to the motorcycle enthusiast, leveraging off its 20 years of experience of providing quality trike products and customer service," Patterson said.

Lehman Trikes U.S.A. is a subsidiary of Lehman Trikes, Inc. of Canada, a recognized leader in the trike business for more than 20 years.

Thanks for the article Ron



## Storied Indian brand may reappear in 2007

### *New company owners have purchased a production facility in North Carolina*

Officials at Indian Motorcycle Company say they plan to introduce a new Indian Chief in the second half of 2007.

The company recently purchased a production facility in Kings Mountain, N.C., hired motorcycle industry veteran Geoffrey Burgess to lead up its product development team, and is seeking to expand its team of engine and chassis engineers, technicians and CAD designers.

Stephen Julius is head of Stellican Limited, the London-based private equity firm that acquired the trademarks and related intellectual property of Indian Motorcycle Company in July 2004, following Stellican's successful re-launch of Chris-Craft boats. Now acting as chairman of Indian Motorcycle Company and Chris-Craft, Julius said the announcement of Indian's new factory site marks the re-launch of the storied motorcycle brand.

Julius said management has spent considerable time over the past two years researching the American motorcycle market and learning from the successes and failures of other market entrants.

Over the next 12 months, Indian will focus on design, engineering and testing activities, with the objective of introducing the famed Indian Chief motorcycle in the second half of 2007, he said.

"We will apply the same practical and long-term approach to Indian as we have employed successfully at Chris-Craft," Julius said. "We are confident we will repeat our success with Indian by remaining true to the rich heritage of this incredible brand and doing things slowly and thoroughly."

Indian's new headquarters property, located 37 miles west of downtown Charlotte, includes 11 acres of property and a 40,000 square foot manufacturing facility that will allow for a 125,000 square foot expansion.

"This area provides us with economic advantages, including a low overall cost of doing business, which was aided by a strong incentive

package provided by Cleveland County and by the state of North Carolina," Julius said.

Burgess, most recently the chief technology officer at Global Motorsports Group, also has served as head of product development at S&S Cycle, Inc., as chief engineer at the Victory Motorcycle division of Polaris Industries, Inc., and in various senior engineering capacities at General Motors, Bombardier Recreational Products (Valcourt, Quebec), BSA-Triumph Motorcycles and Norton-Villiers Motorcycle Group.

"Having Geoff on our team is a big win for Indian," said Indian President David Wright. "His breadth and depth of knowledge of the American motorcycle market is impressive and his technical capabilities unsurpassed. He has outstanding powertrain and chassis design and development experience, which we will put to good use."

"I know that the executive management of

Indian understand the importance of product development, engineering and testing to current industry OEM standards," said Burgess, who will assist in hiring a team of engine and chassis engineers, technicians and CAD designers. "I have been very impressed with their thoughtful and long-term approach to this exciting opportunity."

Continued on next page

At the noon break on Saturday, the Race of the Century was held with a 1903, two 1905's and an 1906 bike. It's so much fun seeing the old bikes "speed" around the track with their riders in vintage attire. Also, during the noon break, we were entertained with one of the most spectacular air shows that Billy and I have ever seen in many years. Just when you thought you had seen the last maneuver from these vintage planes, they would perform another one. What a GREAT show!!!

Displayed next to our canopy was "The Hogslayer", a triple engine Norton motorcycle dragster owned and raced by Tom C. Christenson. When Billy and I lived in New Jersey in the 1970's, I'd ride my Honda and Billy would ride his Norton to Atco, NJ to watch TIC race. He could run 180mph in 7.9 seconds in 1/4 mile. It was such a thrill for me to see him again and let him know how much enjoyment he had given us from about 1974 thru 1979 while racing a twin engine Norton like the triple that he was displaying at Barber's.

To sum it up, Billy and I had a wonderful time! We saw so many people from various states that we have not seen for some time. We're still proud to be members for the last 20 years and hope we'll be able to help out for many more years to come. The southeast needed an event like this to promote interesting the antique bikes and we feel that the Barber Vintage Festival will continue to grow. There were many request for information regarding joining AMCA and local chapters. We would like to see this vintage festival as an annual event for the Confederate Chapter for many years to come. By having an active part in the event, Billy and I once again felt active, participating Confederate Chapter members.



Billy Tidwell, Ron Elliott, Nancy and Sam Simmons



# Barber Vintage Festival

## Antique Bike Show Results

1st Place Class I  
Bruce Linsday  
Chagrin Falls, Oh  
1911 Detroit

2nd Place Class I  
Louie Hale  
Augusta, GA  
1916 Miami

3rd Place Class I  
Bruce Linsday  
1905 Harley Davidson

1st Place Class II  
Craig Vechorik  
Sturgis, MS  
1925 BMW

2nd Place Class II  
Buddy Muirhead  
Searcy, AR  
1924 Ner-A-Car

3rd Place Class II  
Louie Hale  
1920 H-D Sport

1st Place Class III  
Bob Davis  
Mountain Home, AR  
1930 Ariel G Special

2nd Place Class III  
Michael Thomson  
1934 BSA Blue Star

3rd Place Class III  
John Carroll  
Fayetteville, GA  
1939 Indian 4 cylinder

1st Place Class IV  
Ed Dacus  
Lakeland, TN  
1941 Indian 4 cylinder

2nd Place Class IV  
Ed Dacus  
1941 Indian Sport Scout

3rd Place Class IV  
Bob Ward  
Brighton, TN  
1942 H-D WLA

1st Place Class V  
Joe Ryecek  
1954 Moto Guzzi Falcon

2nd Place Class V  
Jake Walters  
Hammersville, OH  
1957 H-D w/ sidecar

3rd Place Class V  
Jeanie Tidwell  
Jackson Gap, AL  
1958 AJS

1st Place Class VI  
Mike Wadsworth  
Decatur, AL  
1963 Super Rocket

2nd Place Class VI  
Eddie Garrett  
Buford, GA  
1963 Velocette

3rd Place Class VI  
Clark Stewart  
Knoxville, TN  
1966 Banelli

1st Place Class VII  
Joe Anderson  
1970 Ducati Jupiter

2nd Class VII  
Kevin Rickbreil  
1971 Honda SL 175

3rd Place Class VII  
Rusty McFarland  
1971 CZ 250

1st Place Class VIII  
Bob Kenny  
Eads, TN  
1957 H-D 165 B

2nd Place Class VIII  
Bob Kenney  
1952 Whizzer

3rd Place Class VIII  
Mac Payne  
Hernando, MS  
1957 Cushman Eagle

Most Unique  
Buddy Muirhead  
1924 Ner-A-Car

Best of Show  
Bob Davis  
1930 Ariel G Special



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\*1958 - 1965 Big Twin frame uncut w/ swing arm \$2,000  
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Ron Elliott 901-725-0066 home or 901-277-5983 cell

Classifieds are free to members, and this newsletter goes out to about 50 other people besides the Confederate Chapter members.

At Eustis FL time Sam and Nancy always heads down there in January. They turned us on to a great meet in Zolfo Springs. It's at the Pioneer Park on the corner of State Rd 64 and Hwy 17. It's an Antique Tractor, Car, Gas and Steam Engine show plus they have a good size flea market. And the Cracker Museum that's open Year round. And it's right on the Peace River. A very great place to visit if you have a little extra time before the meet.  
For more information Old-engine.com

Some thing else I recommend at Eustis time (while your down there) is visiting Homosassa Springs Wildlife State Park. From the Visitor's Center transportation is available by tram or boat. I prefer the boat. By boat on Pepper Creek, the captain points out all sorts of wildlife such as alligators, ducks, humming bird nests, etc. Once there you walk through the park and it's like a zoo. They have many Florida native wild life such as American Alligators, Am. Crocodiles, manatees, cougars, bears, bobcats, wading birds, birds of prey and song birds. They also have a hippo and other animals. My favorite part of the park is the floating underwater observatory. It offers an unequalled, below the surface view of the manatees and fish. For more information go to [floridastateparks.org/homosassasprings](http://floridastateparks.org/homosassasprings)

In Memphis, TN two fisherman this October were fishing right off the Mississippi river in a harbor and discovered a manatee. It had swam over 700 miles up the Mississippi. It hung out there for 3 or 4 days. I went down there with binoculars and observed it for about an hour. When Sea World finally got to Memphis Wednesday evening they saw it, but Thursday morning they couldn't find him. I sure hope he found his way home.

I appreciate everyone who contributed to this issue. Pam and Leslie Cooper, Jeanie, Nancy and Ron. If you get tired of reading about what Ron and I do, PLEASE, send me an articles so I don't have to bore ya'll. Thanks, and it's good to be back. Tina Elliott

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# National Meets 2007

Feb 23 - 24  
Omaha Chapter  
Fremont, Nebraska  
Rusty Rushton  
[rusty\\_carol@msn.com](mailto:rusty_carol@msn.com)  
Scott Swaney  
Phone: 402-660 5151  
[glidepath1@cox.net](mailto:glidepath1@cox.net)

March 02 - 04  
Sunshine Chapter  
Eustis, Florida  
Contact: JoAnne Kreller  
1046 June Terrace,  
Datura Bch., FL 32119  
Phone: (386) 322-7984  
[jgs49u@aol.com](mailto:jgs49u@aol.com)

April 01-04  
Cherokee Chapter  
Alpine, TX  
\* **National Road Run**

April 27 - 29  
Perkiomen Chapter  
Oley, Pennsylvania  
Contact: Doug Strange  
(610)683-5855  
[AMCAdoug@aol.com](mailto:AMCAdoug@aol.com)

June 08 - 10  
Rhinebeck National Meet  
Rhinebeck, NY

June 15 - 17  
Fort Sutter Chapter  
Dixon, California  
Contact: Kelly Thompson  
(209) 223-1468  
[thompson.d5@comcast.net](mailto:thompson.d5@comcast.net)

June 15 - 16  
Viking Chapter  
Farmington, Minnesota  
Contact: Dave Moot  
2400 Maple Ave.  
Bloomington, MN 55431  
Phone: 952 703-0373  
[divco@earthlink.net](mailto:divco@earthlink.net)

June 29 - July 01  
European Chapter  
Dinkelsbuhl, Germany  
Steve Slocombe  
[steve@vlheaven.com](mailto:steve@vlheaven.com)

July 20 - 22  
Wauseon National Meet  
Fulton County Fairgrounds  
in Wauseon, Ohio.  
Contact: Rocky Hater  
330-832-1989  
[RH4280280@aol.com](mailto:RH4280280@aol.com)  
Contact: Dick Winger  
765-384-5421  
[amc@comteck.com](mailto:amc@comteck.com)  
Field judging Sun. 9am

August 03 - 05  
Yankee Chapter  
Hebron, CT  
Charlie & Sandra Gallo  
31 Atwoodville Lane  
Mansfield Center, CT 06250  
Phone: 860 429-2821  
[galloside@peoplepc.com](mailto:galloside@peoplepc.com)

Aug 06 - 09  
Empire Chapter Road Run  
Alexandria Bay, NY  
\* **National Road Run**

Sept 31-Sept 02  
**THE BIG ONE!**  
Chief Blackhawk Chapter  
Davenport, Iowa  
Contact: Del Schumacher  
2219 W. Central Park,  
Davenport, IA 52804  
Phone: 563 323-8643  
[Blackhawkdav@aol.com](mailto:Blackhawkdav@aol.com)

Sept 24 - 26  
Yerba Buena Chapter  
Yosemite Natl Park  
\* **National Road Run**

Oct 02 - 04  
SoCal Chapter  
Death Valley, CA  
\* **National Road Run**

Oct 05-06  
Chesapeake Chapter  
Jefferson, PA  
Contact: Steve Ciccalone  
Phone: 603 585-7188  
[hensteveamc@aol.com](mailto:hensteveamc@aol.com)



An article from V-Twin News

## Breaking Ground

### Harley-Davidson Style for Company's Museum

The golden shovel was ditched in favor of a burnout by Scott Parker.

On June 1st, Harley-Davidson officially launched construction of the Harley-Davidson Museum in Milwaukee with an unusual groundbreaking ceremony that kicked up more than just a little dirt.

Held on the future Museum grounds at 6th and Canal Streets, the groundbreaking was accomplished in truly unique Harley-Davidson style by setting aside the traditional golden shovel and instead literally breaking ground with a Harley-Davidson motorcycle. At the designated moment, legendary Harley-Davidson dirt track racer Scott Parker worked the clutch of a Harley-Davidson XL 883R Sportster motorcycle, performing a burn out and sending the dirt flying off the spinning rear tire.

The H-D rumble combined with flying dirt created an atmosphere of excitement for the hundred of invited guest including: state and local government officials; representatives of H-D riders, dealer, suppliers and employees; current and past company executives' and local business and community leaders.

"With over one hundred years and millions of motorcycles behind us, H-D has a rich history, an exciting present and a vibrant future," said Jim Ziemer, CEO of H-D Museum, Inc. "In the years to come, the H-D Museum will be a centerpiece of the H-D experience. Today's groundbreaking ceremony was a unique way for us to kick off the Museum's construction."

Anticipated to open in 2008, the 130,000 square foot Museum development will feature exhibit space as well as a restaurant, café, retail shop, meeting space, special events facilities and the Company's Archives.



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*Rodney Teeters – Owner*

*An article from Motorcycle magazine.*

### INDIAN RAISES \$30 MILLION FOR RELAUNCH

*INDIAN MOTORCYCLE Co. announced plans to re-launch the business using a \$30 million capital increase, reports the Charlotte Business Journal. The company has reportedly bought a 40,000 square foot manufacturing facility in Cleveland County, NC, which can be extended up to 125,000 square feet. "This capital increase is a clear demonstration of our significant commitment to the successful future of Indian Motorcycle," stated Indian Chairman Stephen Julius.*

### Airbag Jacket Maker Gets U.S. Distribution

Pedco LLC is now the official North American distributor for the Airprotek line of safety jackets and vests that use airbag technology to protect riders.

Pedco, is an Atlanta-based company that creates and distributes anti-theft and personal safety products, and operates [www.bikebone.com](http://www.bikebone.com).

Airprotek's 2006 lineup includes eight jackets and four vests using the company's "Hit-Air" safety system designed to protect a rider's neck and vital organs. The products are reportedly used by police departments in Brazil, Italy, Japan and Spain. For more information visit [www.airprotekgear.com](http://www.airprotekgear.com) or [www.nedcoidea.com](http://www.nedcoidea.com)

Thanks Ron Elliott for  
these articles.

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