

**Vandervest Harley-Davidson & The Wild Fire H.O.G. Chapter Pays Tribute to Local Veterans and Raises Money for DAV**

PESHTIGO – Local military veterans in the Peshtigo area came out to Vandervest Harley-Davidson to access free counseling and assistance with their government benefits through the Harley-Davidson and Disabled American Veterans (DAV) Harley's Heroes™ program.

Vandervest Harley-Davidson also hosted their Hot Rod and Harley Bike Show, which raised money to support DAV free service programs for veterans and local charities. Vandervest Harley-Davidson along with The Wild Fire H.O.G. Chapter (Harley Owners Group) donated \$600 to the DAV Program and \$600 to their guest and Master of Ceremony, John Maino (WIXX) who supports "Desert Veterans of Wisconsin". "We are honored to pay tribute to our local veterans at Vandervest Harley Davidson," said Rick Vandervest. "So many of our customers are veterans or have service members in their family. By partnering with the DAV to provide free benefits counseling for all veterans, this is one way we can say "thank you" to the real heroes who allow us to have the freedoms we do today."



Yes it's on the way, WINTER. Clear the drive and shovel the walk. Drive on slippery snow covered roads one day and then you can be guaranteed tons of salt the next day. The cold and the lack of daylight can drive you CRAZY!! Did you take care of your best friend? Or did you just park it in the corner telling yourself its fine to just leave it parked where it is...right next to where you park your car...your car that is now covered in snow and salt melting on the floor ...next to your bike...your expensive bike.

We see bikes stored like this a lot, and you can spot them too, just look for rust and corrosion on 1/3 to half of the rims and spokes, usually worse on one side, the side toward the car! It only requires a little planning and effort to prevent this, and other damage from winter hibernation. Let's start at the beginning.

Some think that by starting the bike every week or so, all is well. The truth is, unless you run it long enough for ALL the oil (motor, primary and transmission) to reach operating temperature or at least the boiling point of water you may be doing more harm than good. All that dampness has now condensed inside your motor, primary and transmission. If you start it ride it long enough to get it hot.

If your bike needs a service, 5, 10,20k get it done now! It will cover some of what needs to be done for storage, and will save you money and time in spring.

Top off the gas tank and use a fuel conditioner (I prefer Sea Foam) and follow the directions for amount per gallon, on carb models shut off the fuel valve and run the carb dry. If it is left on, as the fuel in the carb evaporates it will constantly be replaced by fuel from the tank leaving varnish and crud in your float bowl. On fuel injected models, run it long enough to get treated fuel into the injectors.

All fluids should be changed when the bike is warm before storage. On 1992 and earlier touring, and 1999 and earlier Softails, FXRs and all Shovelheads or any Big Twin with the oil tank higher than the pump drain the oil and do not put fresh engine oil in until spring. This will eliminate the chance of oil sumping on spring start up. When you do this, take a piece of blue painters tape with NO OIL printed on it and stick it on the speedo to remind you in spring.

Wash and wax, yeah it's a pain to do it but do it! If you own a bike with polished aluminum covers or mag wheels use a spray on metal protector or silicone spray.

Use a battery tender! What could be better? In the old days (just after the earth cooled) we didn't have AGM batteries, only lead acid that could freeze if they discharged too much. The new sealed ones are tough as hell and should last 4 years or more but only if you keep them charged up. There are a number of brands available and Drag Specialties has a nice 750mA for \$33.95 or a 1.25A for \$66.95 both work well but the 1.25A is best for the touring bikes.

Use a storage cover or cotton material to cover the bike. You can find them for around \$35-\$45.00. Resist the urge to steal the good table cloth for use, it will work, but the payback could be ugly indeed.

Ok, now let's get the spot ready. First, put down a layer of plastic sheeting, 4-6" wider and longer than the 4X8 sheet of 1/4" or thicker plywood that goes on top of it. This will not only prevent moisture from leaching out of your concrete, but also give your tires a non acidic surface to sit on. If you've done all the hard work we discussed earlier, now it gets easy. Park your bike on the plywood, plug in the battery tender and cover the bike. In spring all you should need to do is add oil on the older bikes, check the air pressure in your tires and fire it up!

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Supporters of the "Run to the Wall" A Memorial weekend ride to the VNVM in Washington DC as part of "Rolling Thunder"

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