

Free Rider Press by Dave Zien, 4/16/09

"Angels in disguise or training Are everywhere. Some among us, Others within us."

The million miles achieved on my 1991 Harley-Davidson FXRT was the combined effort by so many. As I look back, it just seems almost mysterious and super-natural. Thank you to so many, so much, so often. Thank You Lord for the Shield!

Bikers know about trials and tribulations. Challenging the ever-changing elements is to survive hand-in-glove with Mother Nature. Every break down is not a tragedy, but a Blessing in Disguise. See James I. Challenges only make us Stronger.

Each of us could write a book about our experiences and our cycles. Just as important is a motorcycle to the guy. Shining his bike on a sunny Saturday afternoon as to the Iron Butt Rider. We share the spiritual Transference - loving wind and freedom.

Ride to Live, Live to Ride!

Mike Hupy and Jason Abraham deserve heaps of praise for Sponsoring the last 20,000 of the million miles. It was their foresight along with the guidance and encouragement of Tony San Felipo that made the success. We dedicated the ride to Accident Scene Management, Rescue Riders and the American Freedom Warrior National Monument.

The final trip to Florida by Tony, Dan Stephans and I to pick up Rogue was great. Dan is an Iron Butt Master Planner who lives for long distance motorcycling. To call him obsessed would be a gross understatement.

You shoulda' seen Tony in the hard-driving rain in Georgia about 10:00 pm. He was like 'singing in the rain and dancing on the floorboards'. Pure Joy!

Rogue, about a full blood, hard core, salt of the earth, old school Biker as a Biker can get. The remincing stories he has to tell go beyond comprehension - especially as you read between the lines.

So privileged was I to have these three motorcycle giants dodging my coffee cups, helmet, banana peels and muffler bolts. Honestly, a book could be written about that trip. All of YOU could be included.

Perhaps named "The Greatest Harley Ever Told" is the title. Watch future issues of the Free Rider Press for my articles. I am honored that Preacher extends this opportunity for us to share. You can bet I'll be expanding a lot what you see on Hupy.com and Bikernet.com. Now that I'm getting a computer, the modern age is at hand!

Remember to ask for an Apache Tear stone, when you see me.

Angels in disguise
Or training are everywhere.

Some among us

Others within us

May Joy Blossom

The Holy Spirit in you

God Bless You.

Dave Zien

Million Mile Motorcycle Man

MILLION MILE MOTORCYCLE (Dave Zien)

TRADEMARKS

Improvise, Creative, Unique

- Roach clip jumper cables (from battery to coil, to eliminate all wiring on cycle).
- 6-gallon spare tank for long distance, petcock and fuel pump (unable to use gravity).
- Primary vent tube to relieve excessive oil pressure - One week before final 3,500 miles.
- "Old Indian Trick" - Screwdriver into starter.
- Overhauled transmission three days before I left on final trip to Florida.
- Transmission - all gears replaced.
- I eat most meals on bike.
- Handlebars are loose, so I can standup on floorboards.
- I exercise, stretch extensively in numerous positions.
- Murf, Miracle Motorcycle Minister Mechanic - 715-963-3505.
- At gas stations, I warm gloves on top of coffee makers.

Numbers

105 Rear tires

65 Front tires

17 Stators

9 Driver seats and 3 passenger seats

13 sets of Mason shoe engineer boots

Motor work - 9 refurbished or overhauled motors

2 new engines- Birmingham/Rapid City

Trademark Incense

A. Cappuccino accidentally spilled on engine and mufflers smell great!

Banana peels smell good.

Experimented with other vegetables and fruit peelings.

B. Eat most meals on cycle.

- Salads into cups work well.

- Shells, seeds, nuts keep me mentally alert.

MILLION MILE MOTORCYCLE (Dave Zien)

TRADEMARKS

Inoperable - Permanently Retired

No - Kill switch

- Kickstand

- Neutral or oil light

- Tachometer

- Horn (I whistle very loud)

- Speedometer MPH (but mileage odometer works fine).

- The last remanufactured engine at Yuma, AZ was sent to HD

10/17/08. Severe metal fatigue where bolts go into lower end (even the time certs pulled out). Crankcase had to be replaced.

Original

- Fenders, gas tank, oil tank

- Triple-tree, handlebars

- Primary and transmission cases

- Main shaft in transmission

- Swing arm

- Frame

- Rear wheel, axle and spacers

- Transmission housing

- Usually used Harley-Davidson genuine parts, except for:

- After market shocks- 2 set

- Brake pads, 1 set, rear shocks

- Tried points (starters out) back to electronics



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