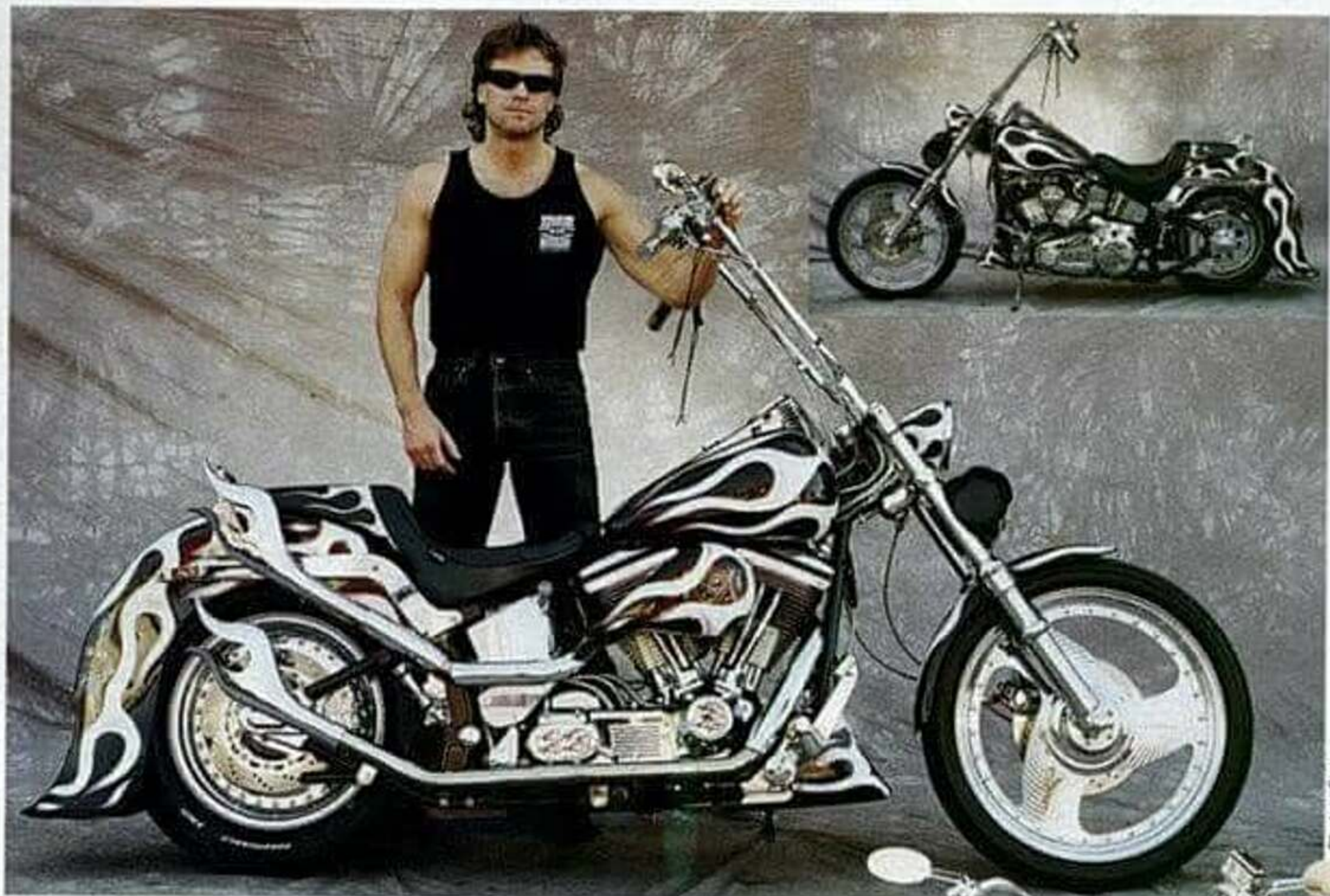


ReadersRides



Pat Briggs Syracuse, New York 1987 Custom Softail

The only time this bike sees a trailer is when Pat Briggs wades through hip-deep New York snow to load her up and head for Daytona. Pat's ridden his '87 Softail Custom daily for more than 75,000 miles, hitting the party spots like Sturgis, Laconia, Myrtle Beach, and beyond. He's come a long way from the days of polishing his older brother's Sporty and taking it for unapproved test rides ...

Pat's pride and joy begins with an 80-cubic-inch Evo motor, runs Ross 10-1, .010-over pistons, a Screamin' Eagle Optimum 2 cam, an S&S Super E carb, and a Screamin' Eagle Dyno ignition. The heads were ported, polished, and flowed (plus powdercoated) by Visions, yielding 71 horses to the rear on a Sturgis Dyno in 1994 (accomplished, by the way, before adding the Ross pistons).

The 99-percent stock H-D frame has been lowered 1½ inches and loaded with a Pro-One front end equipped

with internal fork stops. The K&N ape-hangers have internal wiring for the electrics. The LED taillights and license holder were frenched into the fender by Kram, the bike's painter. Kram's a radical man when it comes to palette madness; he took Pat's designs and breathed some serious fire and life into 'em.

Pat, who's been through four Harleys in 20 years, says, "This one's a keeper. Even Arlen Ness thought it was 'one wild ride' when he saw it in Daytona." Hell, it even has its own winter bedroom in his house, where it underwent modifications since day one of Pat owning it. Considering how many first-place trophies the Softail Custom has acquired over the years, it should probably have its own chair at the dinner table as well.

—Mr. Greenjeans

