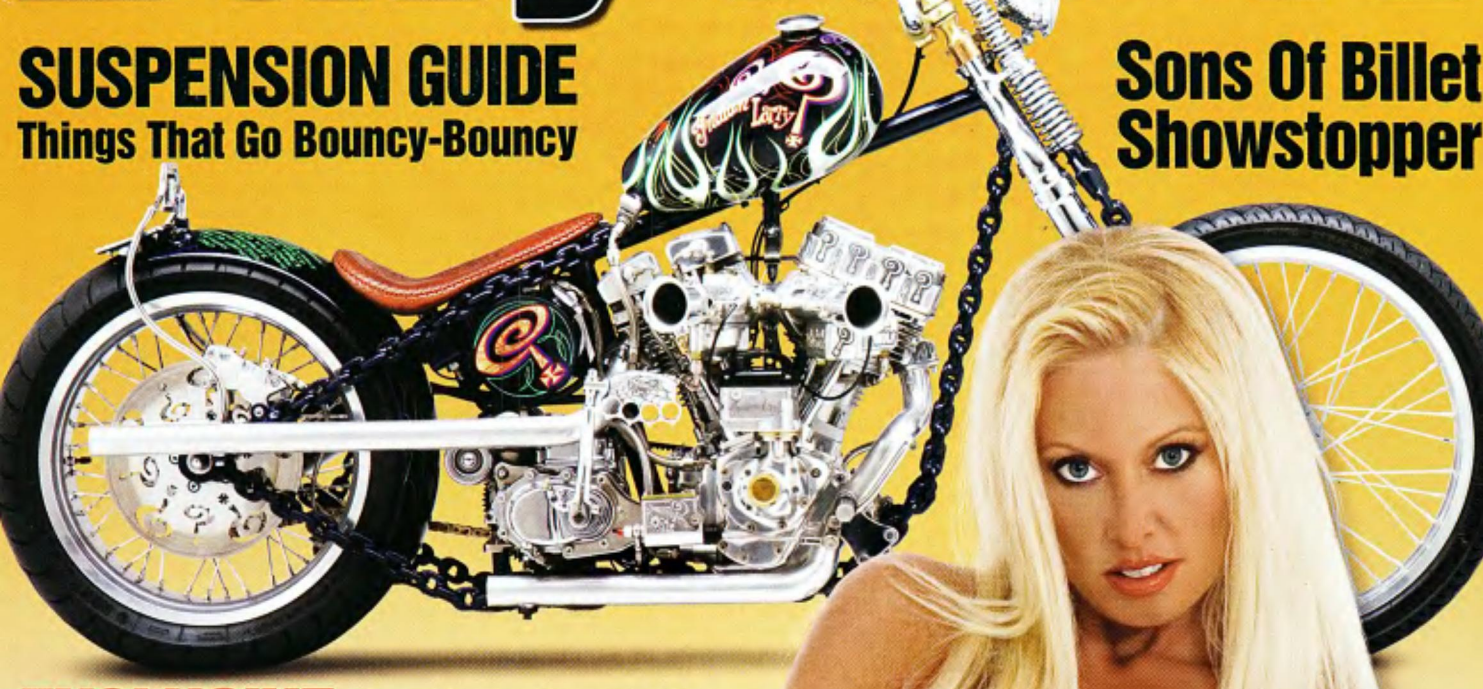
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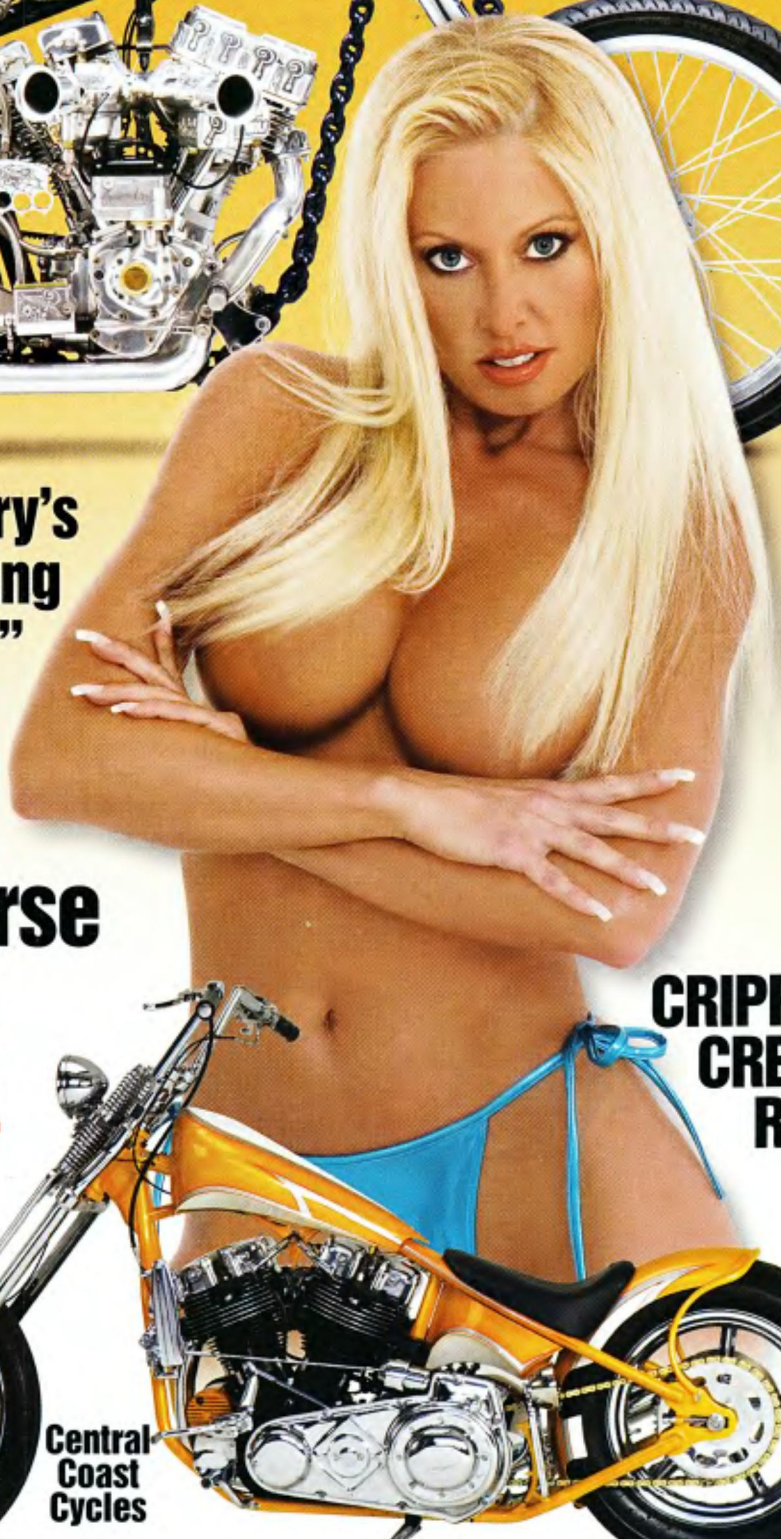
393 • March 2006

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# TakingItEasy

According to a university biologist, the longest-lasting copulation is that of the stick insect—seems it goes on for many months at a time although it's not clear if the female is happy with it. The male attaches himself to the female's back—this allows her to continue with **her daily routine during the mating** plus discouraging competitor males. (How do you suppose he eats? And if he has to relieve himself, do you suppose he just dumps it on his sweetie?)

Leave it up to the British to come up with something we haven't thought of. There's a club called **Trample Fetish Club** with a specialty of providing dominatrixes to walk on top of submissive clients in a variety of shoes and boots (but no sex). There's a Trample Room, a Crush Room and a Smoothing Room (where the master sits on a client's head). And membership starts at a paltry $225 annually. (At that rate, all you fetish people out there should move right over to England to fulfill your dreams.)

A complaint was filed against a doctor, who had allegedly told a patient in poor health following brain surgery, that she **might as well buy a gun** and end her suffering. (Talk about getting to the bottom line....)

The costume designer for the movie *Superman Returns* said her toughest problem was that there was more discussion about Superman's "package" than anything else on the suit. Was it too big? **Was it not big enough?** Was it too pointy? Was it too round? Do natives of the planet Krypton even have genitalia?

A state senator said that because his drinking was part of an **"official legislative function,"** the state's constitution protects him from arrest for drunk driving—his second offense within 13 months. (The morale to this? If you like to drink and drive, get voted into office.)

There's a high school football player who was born without legs and plays on the punt return team, moving around the field rapidly with his arms. The referees barred him from a game because **he wasn't wearing the required shoes** and kneepads (they later apologized). The disabled player said that at halftime he briefly considered tying some shoes around his chest and attempting to play again.

An inmate filed a lawsuit against a bunch of corrections officials and the prison. He blamed them for his injuries suffered while attempting an escape. He said that better security would have foiled his breakout. It seems he had spinal cord injuries (which permanently confined him to a wheelchair) as a result of a fellow inmate pushing him out of a window, several floors up, seemingly to **hasten their exit** and to provide a landing mat. A commissioner asked, "An inmate is dumb enough to act as a human mattress and we're responsible?" (Well, yes, it seems so.)

Here are a couple of good visuals. The police were chasing a black bear through a neighborhood. The bear ran into one of the neighbor's back yards and the neighbor, thinking it was a drug raid, **tossed a marijuana plant** over a high fence. Where did it land? On one of the officers. And here's another: A man was arrested for armed robbery and tried to escape by diving headfirst through some bushes outside a convenience store. But guess what? There was a brick wall on the other side of the bushes.

There's always progress being made somewhere in the world. Nepal's Supreme Court mandated the government to ban the practice of **confining women to cow sheds** during their menstrual periods.

This woman was riding in a car driven by her son-in-law when they got into an accident. The car left the road, jumped the sidewalk, went through a fence, flew 15 feet through the air and splashed into a river. The son-in-law swam to the surface and was saved by the crew of a nearby boat. But his mother-in-law went under with the car. Lots of witnesses called 911 who were there in a heartbeat. She was pulled to the surface but having no pulse, was revived by CPR performed by the paramedics. Now get this —**she's suing her son-in-law,** the rescuers (they "took too long" to rescue her), the town building inspector, its director of public works, a building official, a planner, the Parks and Recreation Commission and the town police chief. (One must assume that the people responsible for saving her life should pay somehow.)

Here's yet another pet pampering invention—prosthetic testicles for neutered dogs. This guy mortgaged his home and maxed out his credit cards to mass produce his invention. He earned the Ig Nobel Prize, which is a prize given at Harvard University by ***Annals Of Improbable Research*** magazine (celebrating the humorous and odd side of science). The product's Web site says the Neuticles (the name given to the prosthetic) allows a pet "to retain his natural look" and "self esteem."

Check out these Ig Nobel prize winners: Physics: Since 1927, researchers at the University of Queensland in Australia have been tracking a glob of congealed black tar as it drips through a funnel—at a rate of one drop every nine years. Peace: Two researchers in England monitored **the brain activity of locusts** as they watched clips from the movie *Star Wars*. Chemistry: An experiment at the University of Minnesota was designed to prove whether people can swim faster or slower in syrup than in water. (So there you have it!)

Here's a true miracle man from North Korea. He never forgets a phone number or even a single line of computer code. And **he also writes operas,** flies jets, produces movies and shot 11 holes-in-one on the first round of golf he ever played. Kinda makes you want to give up on attempting anything at all.

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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 393 • MARCH 2006

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The next liver-quiverin' issue goes on sale February 28th, 2006. **Printed in the USA.**

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# WordMonger

## Veterans Motorcycle Association

I noticed while reading "Wordmonger" in the December issue that a lot of military vets post in that section.

I'm a member of the Combat Vets Motorcycle Association. We are not a three-piece patch motorcycle club. We all share the common bond of being combat veterans of many wars and we ride motorcycles.

We are non-territorial and wish only to have a place where military combat vets can get together to carry on the camaraderie we shared during our military service and to assist veterans in any way we can.

All branches are welcome. We do require that you were honorably discharged and have proof of your combat service by way of your DD214. If you're still on active duty and do not have a DD214, we understand—we have members who are presently deployed. You can check us out on the Web at www.combatvet.org.

Find your home state and shoot an e-mail to the state rep and tell them "Bondo" sent you.

Bondo
Cyberspace



## Needs Help

I was cleaning out my living room and ran across this photo. I have no idea where I got it or who the guy is sitting on the ride. I was hoping your staff or some reader might tell me what kind of bike it is—make, model, year, etc.

B.T. Hutton
Lake Elsinore, California

*The bike looks to be a 1914 or later twin cylinder Harley-Davidson J Model. The rear leather belt was usually switched to a chain drive after 1912.*

## Thanks To Mel

Please put a photo of the pan in your mag—it's the only way I can thank





Modified Mel for helping me take it from bare frame to what you see here. Question is: Is it a chopper or bobber?

When it was done, we parked his bikes and my bikes in a row. What do you think of 64 years of H-D in my front yard?

McKinlay
McCall, Idaho

*Very cool pan, McKinlay. Your bike is an early chopper. Bobbers were stripped down street bikes bent on performance. They didn't run apehangers or forward controls.*

## Thanks For the Web site

I wrote to your Web site (www.bikersmag.com) and listed a biker event for October 5, 2005. It was Hooters of Maple Shade, New Jersey, the last bike show of the year.

I'm writing to say "thank you" for putting the event on your site. It was a great night—over 100 bikes showed up. A lot of the guys told me they wouldn't have known about the event unless they had seen it on your Web site.

The next Hooters, or any other place I DJ at that has a bike show, I'll make sure to put it on your site. Thanks again.

Edward Sebastian
Bellmawr, New Jersey

## Feature Error

In the November issue there's a feature on Page 98 on a Wicked Choppers bike. On the tech sheet, Chris Shoemaker gave his shop credit for building the hand-laced stingray and calfskin seat. That is not the case—I built that seat along with three other seats since then for his bikes. I can send you a photo of the seat before it left my shop. It's also

one of the seats I have on my Web site showing some of my work (www.dbcustom/leather.com).

I know it may not seem like much, but finally getting something I built into the Number 1 chopper magazine on the planet and then not getting credit was a big deal to me.

Duane Ballard Custom Leather
New Ipswich, New Hampshire

## Ad Trouble

I was looking through the December rag and spied the Custom Cycle Controls ad on Page 46. That was a really kickass looking set of bars. So I punched in the Web page and it tells me the domain name is for sale. What's up?

Jeff & Shawn
Out There Somewhere

*Try www.customcyclecontrols.com or call 866-438-2129. They're there and doing business.*

## High Tech Bobber

Just received the December issue and began reading the article "High-Tech Bobber." I got as far as the third paragraph when I couldn't read any further—seems the boy is a little confused. He makes a statement in the second paragraph: "I don't want to build any $25,000 bikes. If a customer wants something thrown together with a flame paintjob...they can go buy it somewhere else."

His bike is nothing out of the ordinary—sure, it's pretty but nothing spectacular. I've seen better builds in the reader's rides in other magazines. After checking with the spec sheet, it seems like everything is off-the-shelf and there's nothing fabricated by this builder. Seems he's better with opinions than with his builds—but that's just me.

Thanks for all the great articles and photos.

Ronnie
Cyberspace

*Uh huh. Let's see your ride, Ronnie*

## Correction

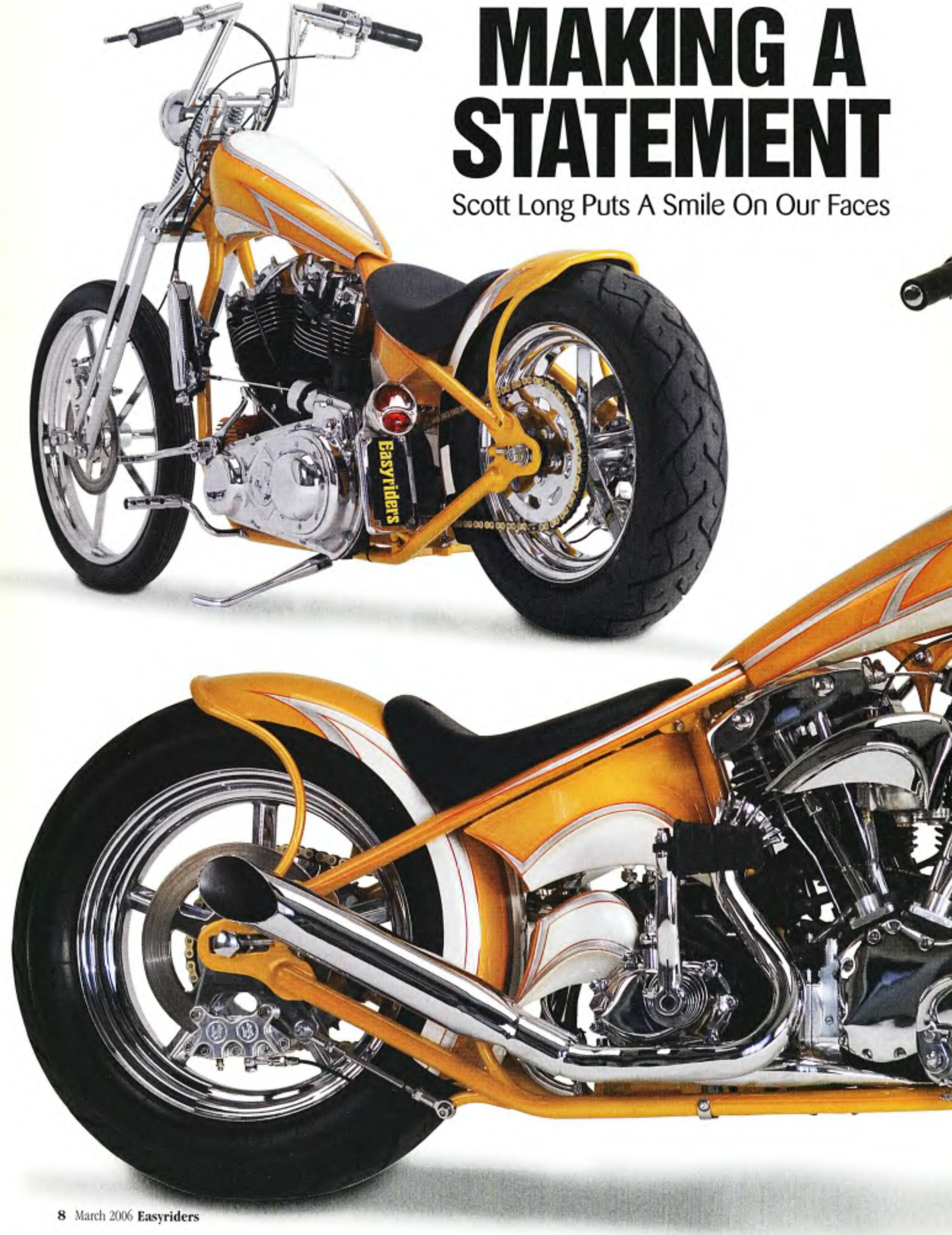
In the *Easyriders* January 2006 issue (No. 391) we printed an incorrect phone number for bike builder Jerry Graves from Boyton Beach, Florida. The correct number is 561-364-2453.

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# MAKING A STATEMENT

## Scott Long Puts A Smile On Our Faces



Scott Long of Central Coast Cycles (CCC) says that when he first became infatuated with bikes, as a kid, all you saw were knucks, pans and pan/shovels and he has always had a soft spot for the older bikes. Later, through the late '80s and '90s, all you saw was Evos and for him it began to get monotonous. He protests that, nowadays, "people don't even know what a mousetrap is, hell, some people don't even know what a shovel is." This is one of Scott's personal bikes, one of his favorites and he says he will never part with it.



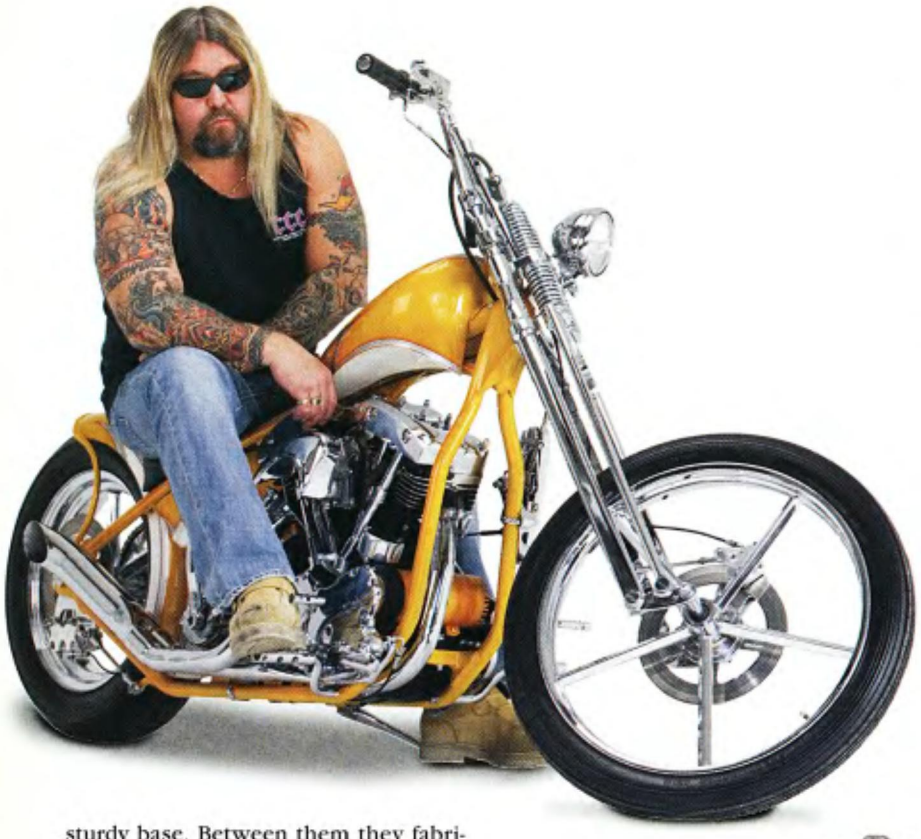
According to Scott, CCC is very much a team effort. Besides himself, the team consists of the head fabricator, Darin "Boy Wonder" Morris and Harry Cournoyer, who is the motor train man. The three of them regularly get together over a beer or seven and kick ideas back and forth before getting started any project.

This is the fourth incarnation of the bike seen here. Harry built the 98-inch motor with S&S internals and STD dual plug heads. It runs a Leineweber cam, JIMS lifters and an S&S carb. Scott feels the bike can speak for itself. He says it's nice to have a bike that can go through a turn with the throttle on—without dragging something. It harkens back to the Bay area bikes of the 1960s, before custom bikes became an industry.

The frame is a cleaned up Paughco wishbone with 35 degrees of rake. They have their own way of mounting the engine, tanks, and fenders, so they used the Paughco frame simply as a







sturdy base. Between them they fabricated the handlebars, controls, gas tank, oil tank, fender, battery box and starter cover.

Scott started out trying to source an original set of Invader wheels, but got to thinking about the technology that was available in the day. He imagined himself going a hundred miles an hour on some "potentially stick-welded wheels" and decided instead to utilize the Chica version. "Old is good, but when you hit the brakes you don't want the spokes breaking off."

At CCC they don't like to beat people over the head with gothic symbols, skulls and cross bones, or any of that crap. Instead, they wanted a paintjob with timeless appeal. Josh Stokes at Greedy Fly Grafix has been doing the paint work for CCC for several years and they let him run wild with a House of Kolor Kandy Yellow over a flake silver base, with some Pagan Gold pearl mixed in. The white consists of an Abalone flake over silver. He says sunlight makes the whole thing light up into something crazy.

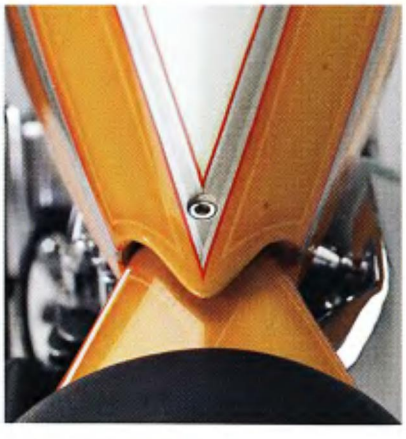
With the EPA and the California Air Resources Board tightening restrictions on small shops, Scott feels we are going to see a lot more custom bikes built around existing Harley titles as shops adapt just to survive. The bureaucrats used to look the other way, but with the state's money woes and belt tightening, they are looking for any way to increase revenues and keep their cushy government jobs.

He also sees Harley-Davidson's hand in tightening regulations. "It doesn't take a rocket scientist to figure out where this stuff is coming from," he says, "Our industry used to be a pain in the ass to the Motor Company, but the numbers don't lie; what used to be a pain in the ass is now a multi-billion dollar enterprise that is growing. They are also trying to set themselves up as custom builders with their CVO program. This is not something to sneeze at."

Scott and crew managed to get the bike finished just in time to show off at the Easyriders Bike Show in Pomona last year. For their exceptional work it managed to earn a well-deserved first place Best of Show. It's all icing for Scott, however, because to him, "what these things are for is to ride and to put a smile on your face."

You may reach Scott and his crew at CCC by calling 831-476-3901 or visit www.centralcoastcycles.com.

*—Kit Maira*







**Owner:** Scott Long
**City:** Santa Cruz, California
**GENERAL**
**Fabrication:** Darin Morris
**Year/make:** 1966 Harley-Davidson
**Model:** chopper
**Assembly:** Central Coast Cycles
**Time:** 1 month
**Chroming:** Meclec
**ENGINE**
**Year:** 1966
**Builder:** Central Coast Cycles
**Displacement:** 98 cubic inches
**Cam:** Leineweber
**Carb:** S&S
**Ignition:** Spyke
**Pipes:** Central Coast Cycles
**TRANSMISSION**
**Make:** Harley-Davidson
**Year:** 1966
**Shifting:** foot
**Special Features:** Andrews gears
**PAINTING**
**Molding:** Josh Stokes/Greedy Fly Grafix
**Painter:** Josh Stokes
**Color:** custom
**Type:** House of Kolor
**FRAME**
**Maker:** Paughco/Central Coast Cycles
**Type:** rigid wishbone
**Rake:** 35 degrees
**Stretch:** none
**ACCESSORIES**
**Handlebars:** Central Coast Cycles
**Risers:** DNA
**Handlebar controls:** Performance Machine
**Fender:** Central Coast Cycles
**Headlight:** spot
**Taillight:** Model A
**Speedo:** none
**Pegs:** Central Coast Cycles
**Electrics:** Central Coast Cycles
**Foot controls:** Central Coast Cycles
**Gas tank:** Central Coast Cycles
**Oil tank:** Central Coast Cycles
**Oil system:** S&S
**Seat:** Corbin custom
**Grips:** S&S
**FRONT END**
**Type:** springer
**Extension:** 2 inches
**Builder:** DNA
**WHEELS**
**Size:** 21-inch front/ 16-inch rear
**Type:** Chica
**Tires:** Avon
**Brakes:** Performance Machine
**Photos:** Rick Hustead

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Call Xtreme Machine at 217-291-0200 for info or see them on the Web at www.xtrememachineusa.com.



## Billet Boys license plate frames with LED lights

Billet Boys custom license frames are now available with bright LED lights built-in. These license frames feature the brightest LEDs available, sez Billet Boys, and come in five choices: brake lights only, turn signals only, brake light and turn signals, running lights only or all three light groups set-up as brake lights.

The frames are CNC-machined from virgin aluminum that is polished and chrome plated. The frames are available in four fitments for Harley-Davidson and custom motorcycles and one fitment for metric cruisers. Like all Billet Boys products they are made in the USA.

Call Billet Boys for information at 510-471-3026 or visit www.billetboys.com.



## The Durfee girder front end makes a comeback

One of the most distinctive, custom bike girder forks of the 70s has just been reintroduced. Designers of the original Durfee girder front end have worked to retain the girder's unique styling while improving its quality, performance and reliability through the use of modern technology, materials and manufacturing techniques. The new Durfee girder is constructed of TIG-welded 4130 seamless aircraft alloy tubing.

Front ends are available in lengths from stock to 18 inches over, finished in triple chrome plating or powdercoated to your taste.

For complete details and pricing, contact Durfee Enterprises at 503-472-9196.



## Wild Child twisted downtube frame by Indian Larry Legacy

Indian Larry Legacy, designers and builders of old-school choppers, have added a signature twisted downtube frame to their expanding parts line. Manufacturers and individuals alike will now be able to create motorcycles based around the function and style of this frame. The twisted downtube frame is the perfect starting point for those who want to incorporate a bit of Indian Larry's style into their own unique builds, the manufacturer says.

The frame fits all pre-Twin Cam engines and is manufactured to the exact specifications of Indian Larry's famous "Wild Child" Discovery Channel *Biker Build-Off* championship bike.

Call Indian Larry Legacy at 718-609-9184 or go to www.indianlarry.com.



## RMD Billet's 4-inch Sphinx primary has outboard bearing support

RMD Billet says that their Sphinx open primary drive with outboard bearing support stands alone in combined quality, functionality and aesthetics. The unit features a one-piece motor plate that also houses an oil filter or a regulator. It uses a Barnett or Primo clutch that's packed inside a billet pulley. The drive system uses a high-performance 8mm belt. Right-side and left-side plates are available.

Call RMD Billet at 507-348-8877 for pricing or see them on the Web at www.rmdbillet.com.



## S&S Cycle clutch handles more torque

S&S engineers are aware of the demands that high-performance V-twin engines put on a motorcycle drivetrain. This lead them to design a clutch unit that can handle all the power these mighty motors produce.

The S&S clutch features narrow friction bands that are placed further out on the rings than normal. Narrow might seem to be the wrong direction, but with their outward placement they are designed to improve clamping power significantly and increase the available torque to turn the transmission, explains the manufacturer.

The new S&S clutch fits all '91-'05 model big twins, has 11 friction and 10 steel plates. S&S says that the clutch works with less lever effort than a stock clutch. The clutch includes a 66-tooth ring gear and a pinion gear to match for increased strength and reduced tooth breakage.

Call S&S Cycle at 608-627-1497or go to www.sscycle.com.

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Believe it or not this is a 2003 Harley-Davidson Fat Boy. No kidding, that's what it is. You'd be forgiven for being skeptical because a lot of people are. But take a close look at the frame. Look at that section just below the seat and the unmistakable factory lugging just below that. Wild, isn't it? This is what you can do with a 2003 Fat Boy, if you're committed enough.

And Brad Whitford was committed. A couple years back, the movers and shakers at The Motor Company felt that every member of Aerosmith should have a new American-made motorcycle, an Anniversary Model Fat Boy. Brad, one of the guitarists in the band and a motorhead with a collection of muscle cars, Turbo Carreras and a couple of bikes already in his garage, agreed. He enlisted the help of his friend and neighbor Dave Perewitz to choose his new Harley and then do something special with it. "We took a truck down to the dealership," Dave says, "and brought that bike straight back to the shop where we immediately proceeded to take it completely apart and chop it all up."

Chop it they did. In addition to a Performance Machine Phat Tail kit, the front of the Fat Boy's frame is all-new. "The only part of the original H-D left," Dave says, "is maybe the seat area and the bottom of the engine cradle."

# Walk This Way!

## Aerosmith, The Motor Company & Dave Perewitz

Cycle Fab built everything else. The new front section of the frame starts just behind the fuel tank at the top and just above the engine mount at the bottom. They didn't leave that PM tail alone, either. Sold as a 240-tire conversion, Dave and the Cycle Fab team shifted, spaced and shimmed things around to squeeze in an even bigger Avon. "Had to do it," Perewitz says. "If 240 is good, we'll make it better at 250!"

Very little of the original frame and engine remain. While based on those OE 2003 factory H-D cases, that's about all that's left. Everything else has been replaced with a fire-breathing 117-inch JIMS motor kit. Big Greg built the 135 horsepower engine and Jesse James, as a favor, polished the entire engine and transmission at West Coast Choppers. "The thing is unbelievable," Dave says. It's definitely powerful enough to get your attention. Naturally, Dave himself painted and flamed the bike using PPG product, as always.

Primarily known for his ground-up customs, Dave says he's done a handful of complete conversions like this before. "But to be honest," he says, "it's probably not financially feasible to go this way, or at least to go this far with a stock bike." He's probably right. Think about how much of that brand-new motorcycle they didn't use to make this



one. What are you supposed to do with all that hardware after you bought it? Throw it away, or hope for the best on eBay?

None of that bothered Brad Whitford, though. Face it, he can afford the hit and besides, the base Fat Boy was a gift. And now it's a keeper. Like we said, when Brad got this bike he already owned a rocket ship Ducati sportbike and a dependable-as-it gets BMW tourer. Within a month of riding this one, after Dave Perewitz got it finished and handed it over, both of those other two bikes were sold. Says a lot about how much fun this one must be, how well it must perform and handle and how trouble-free it's proven itself. *—Joe Kress*



**Owner:** Brad Whitford
**City:** Boston, Massachusetts
**GENERAL**
**Designer:** Dave Perewitz
**Fabrication:** Cycle Fab
**Year/make:** 2003 Harley-Davidson
**Model:** Fat Boy
**Assembly:** Cycle Fab
**Time:** six months
**Chroming:** Chrome Masters
**ENGINE**
**Year:** 2003 Harley-Davidson (cases)
**Rebuilder:** Big Greg
**Displacement:** 117 cubic inches
**Cam:** Red Shift
**Carb:** Mikuni 45mm
**Pipes:** TCX
**TRANSMISSION**
**Year/make:** Harley-Davidson
**Shifting:** JIMS extended-shaft kit
**PAINTING**
**Molding:** Cycle Fab
**Painter:** Dave Perewitz
**Color:** Prismatique Green
**Type:** PPG
**Special paint:** flames by Dave Perewitz, striping by Keith Hanson
**FRAME**
**Year/make:** 2003 H-D / Cycle Fab
**Type:** Softail
**Rake:** 38-degree
**Stretch:** 5 inches out / 2 inches down
**Shocks:** EMS
**ACCESSORIES**
**Handlebars:** Ness
**Handlebar controls:** Performance Machine
**Fenders:** Wernimont / Cycle Fab
**Headlight:** Headwinds
**Taillight:** Cycle Fab
**Pegs:** Performance Machine
**Foot controls:** Performance Machine
**Gas tank:** Wernimont / Cycle Fab




**Oil tank:** Harley-Davidson
**Seat:** Danny Gray
**Mirrors:** none
**Grips:** Ness
**FRONT END**
**Type:** Perse Performance
**Builder:** Perse Performance
**WHEELS**
**Make:** Performance Machine
**Size:** 18-inches
**Tires:** Avon
**Brakes:** Performance Machine
**Photos:** Michael Lichter







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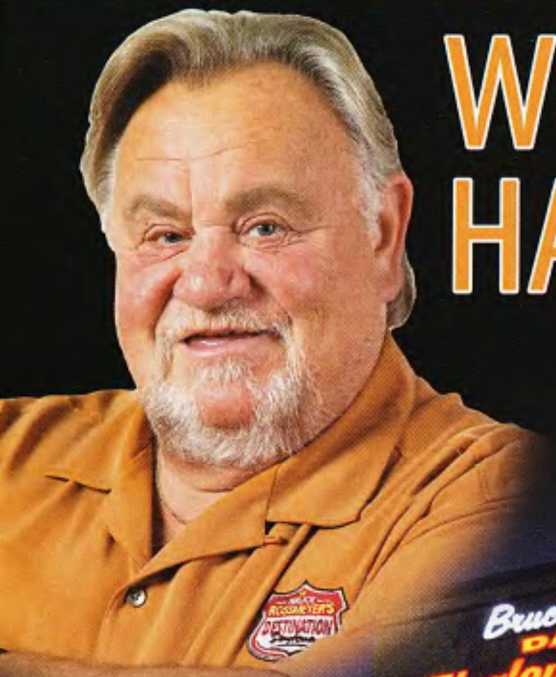


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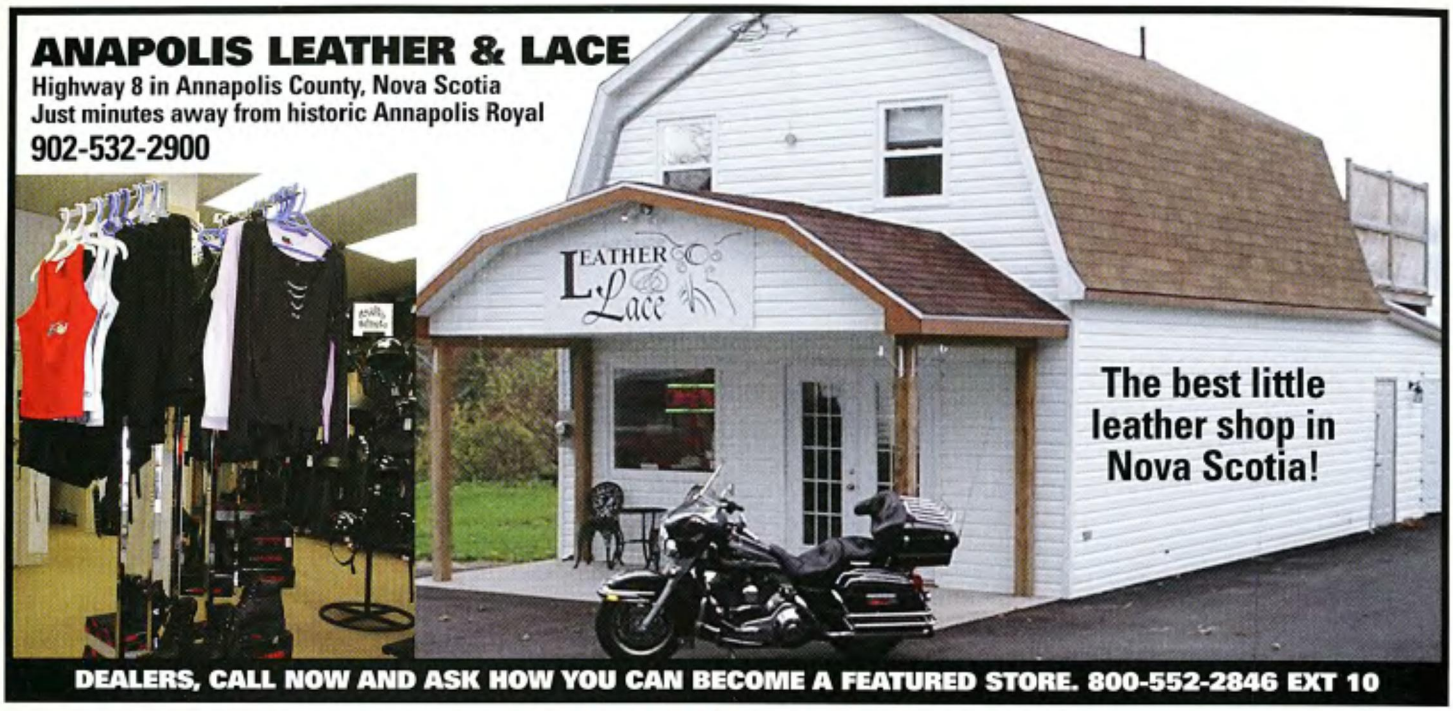
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**Jim's Cycle Shop**
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**Bigg Hogg Clothing Co.**
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**Strokers Dallas**
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**WEST VIRGINIA**
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Annapolis County, Nova Scotia
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# Easynews

If it's of interest to bikers, we'll print it.

**Entertainment**

## The World's Fastest Indian

**You can live more in 5 minutes on a motorbike going high speed than you can in a whole lifetime.**

You don't need to be a motorcycle racer to understand the lure of speed and the need that some humans feel to push a vehicle's performance beyond its capabilities. In fact most of us have enjoyed the excitement of ripping through air at an early age. Do you remember barreling down a hill on a rickety bicycle, pretending to be riding a powerful motorcycle? You remember how the wind whistled through your hair and past your ears as the skinny wheels wobbled dangerously and the ball bearings howled? I do.

While most of us become more prudent with age, others aren't so ready to shake their inner daredevil and engage in the pursuit of land speed records by straddling homemade contraptions that bring two words to mind: mechanical insanity. One such person was New Zealander Burt Munro, an aging maverick who inspired Australian director Roger Donaldson to write, produce and direct the independent film *The World's Fastest Indian*, starring Academy Award winner Anthony Hopkins. Shot on location in New Zealand and in Utah, the *World's Fastest Indian* is the true story of a man's extraordinary belief in himself and his dream.

Burt Munro was determined to make his 1920 Indian Scout the fastest bike on earth. To do so, he traveled from Invercargill, New Zealand, all the way to Bonneville, Utah, several times during the 1960s. Munro's 1967 world record of 190.07 mph on his Indian remains unbroken in its class.

Another notable record in the books was established on July 14, 1990, by the *Easyriders* streamliner in the hands of driver Dave Campos, with an average speed of 322.16 mph. The Streamliner was financed by over 10,000 American bikers who subscribed to *Easyriders* to get their name painted on the sides of the bike.



Anthony Hopkins shows us how an Academy Award winner gives you the sense of speed.



Photos: The World's Fastest Indian

Hopkins on the Bonneville salt with one of several movie clones of Burt Munro's Indian-powered streamliner motorcycle.

Australian director Roger Donaldson shot his original, no-budget documentary *Offerings To The God Of Speed* in 1971 when he met Munro, aged 72 at the time. We talked to Donaldson after a press screening he hosted and asked him to tell us more about how his new motion picture came to be. "I was crazy about motorbikes in the 70s and actually had an Indian myself," starts Donaldson in his unmistakable "down under" accent. "I had heard about this

CONTINUED ON PAGE 28

**Charitable Deeds**

## CHILDREN'S RIDE RAFFLE BIKE WINNER

Our sister publication *V-Twin* magazine was the proud sponsor of last year's Children's Ride in Seattle, Washington, benefiting the Seattle Children's Hospital. Among the money raisers for that event, master builder Tim Edmonson created a one-of-a-kind custom bike (featured in *V-Twin* No. 57, January 2006) which was raffled off in November.

The happy winner of the bike is Dean Boyle of Marysville, Washington. Dean is a fire fighter with the Edmonds Fire Department and purchased his ticket at the Hot Autumn Nights car show held in Edmonds last August. He thought someone was playing a joke on him when he got the phone call, but once he realized it was for real, he was ecstatic.

Pete and Wendy Funicello of The Children's Ride's Imagine Guild took builder Tim Edmonson down to The Ram Tavern on the Tacoma waterfront, after the drawing, so he could have a beer and watch the Auburn vs. Alabama game. Our bike winner Dean and his wife came down to meet us and a good time was had by all.

Enjoy that awesome bike, Dean. I'll hope to see you down at Engel's Pub on Weasel Wednesday! —*Phantom Dave*




Photo: The Imagine Guild

***The World's Fastest Indian*** CONTINUED

old guy that lived at the very bottom of New Zealand," he says of land speed record holder Bob Munro. "So me and a friend thought that this would be a good subject for a documentary. We went down there and found Burt, living in a shed without running water—as he does in the movie. It was about 10:00 pm when we got to his place. He was very excited to see us and wheeled his bike outside and cranked it up. That thing was wild. It made enough noise to split your ear drums," he laughs. "As he turned the engine off, neighbors came out of their houses, screaming and yelling abuse at him."

This and many other very colorful anecdotes were used throughout the film. "This has been a true labor of love for me ever since I started writing the script back in 1979, a year after Munro's passing," recalls Donaldson. It's been said that Donaldson's perseverance with completing his motion picture is not unlike Burt Munro's obsession with making his Indian the fastest bike in the world. The old man used to say, "if it's hard, work harder; if it's impossible, work harder still. Give it whatever it takes, but do it."

Evidently perseverance has paid off for Donaldson, too. Produced out of the Hollywood circuit, his film is opening nationwide on February 3 and we wish it will be well received by American audiences. *The World's Fastest Indian* is a wonderfully entertaining and uplifting film for all audiences—not just for greasy-fingered bikers. A real-life story of triumph against all odds—in the vein of *Rocky*—*The World's Fastest Indian* is, at the same time, a road movie, an action picture and a tale about a man's own philosophy about life. Donaldson couldn't have picked a better actor than Anthony Hopkins to take us along Burt Munro's incredible journey.

As the film ended and the lights turned on in the projection room I found myself wearing a big smile, the same smile I used to don at the end of a hairy bicycle ride down that scary hill.

Go to www.worldsfastestindian.com to view the trailer. —*Ben Lamboeuf*




**Coast To Coast**

# Biker News

**CONGRESS CONSIDERS CONSUMERS' "RIGHT TO REPAIR":** Congress recently held hearings regarding the right of American consumers to have access to information regarding the repair and maintenance of their cars, trucks and motorcycles from the manufacturer. Currently, motor vehicle manufacturers are only required by the EPA to provide information about emissions on board diagnostics systems, but nothing pertaining to other repairs or services. This effectively prohibits owners from taking their vehicles to non-dealer repair facilities or from performing repairs or maintenance themselves.

The Motor Vehicle Right to Repair Act of 2005 (HR 2048) was introduced in May by Congressmen Joe Barton and Edolphus Towns and was heard this past November by the Energy and Commerce subcommittee on Commerce, Trade, and Consumer Protection. The bill would penalize manufacturers for withholding information necessary to diagnose, service or repair their motor vehicles.

If you feel that consumers should have the right to choose how and where their vehicles can be serviced and repaired, then please weigh in on this important issue by contacting your Congressional Representative in Washington, D.C., by calling 202-224-8601 and ask them to support or co-sponsor HR 2048.

---

**GAS HIKES FUEL BIKE SALES:** If you think you're seeing more bikes on the road these days, you're right. As gasoline prices escalate, so have sales of motorcycles as consumers opt for a more economic mode of transportation...and more fun too.

Motorcycles get 50.1 mpg on average, while passenger cars get 22.3 mpg, and light trucks and SUVs get only 17.7 mpg. A motorcycle with a 5-gallon tank can go 200-250 miles between fill-ups, which cost less than $15, while a luxury car or light truck/SUV can cost $40-$50 to travel the same distance.

It's numbers like these that have cost-conscious motorists driving less, trading in their gas-guzzling SUVs for compact cars or hybrids, or going whole hog and buying a motorcycle.

Motorcycle dealers nationwide have reported double-digit increases in sales since Hurricane Katrina drove gas prices over $3.00 a gallon, and even now that the prices at the pump have dropped slightly, motorcycle sales are still brisk. And most new buyers are citing gas prices and fuel economy as a major factor in their decision to start riding, or to ride again.

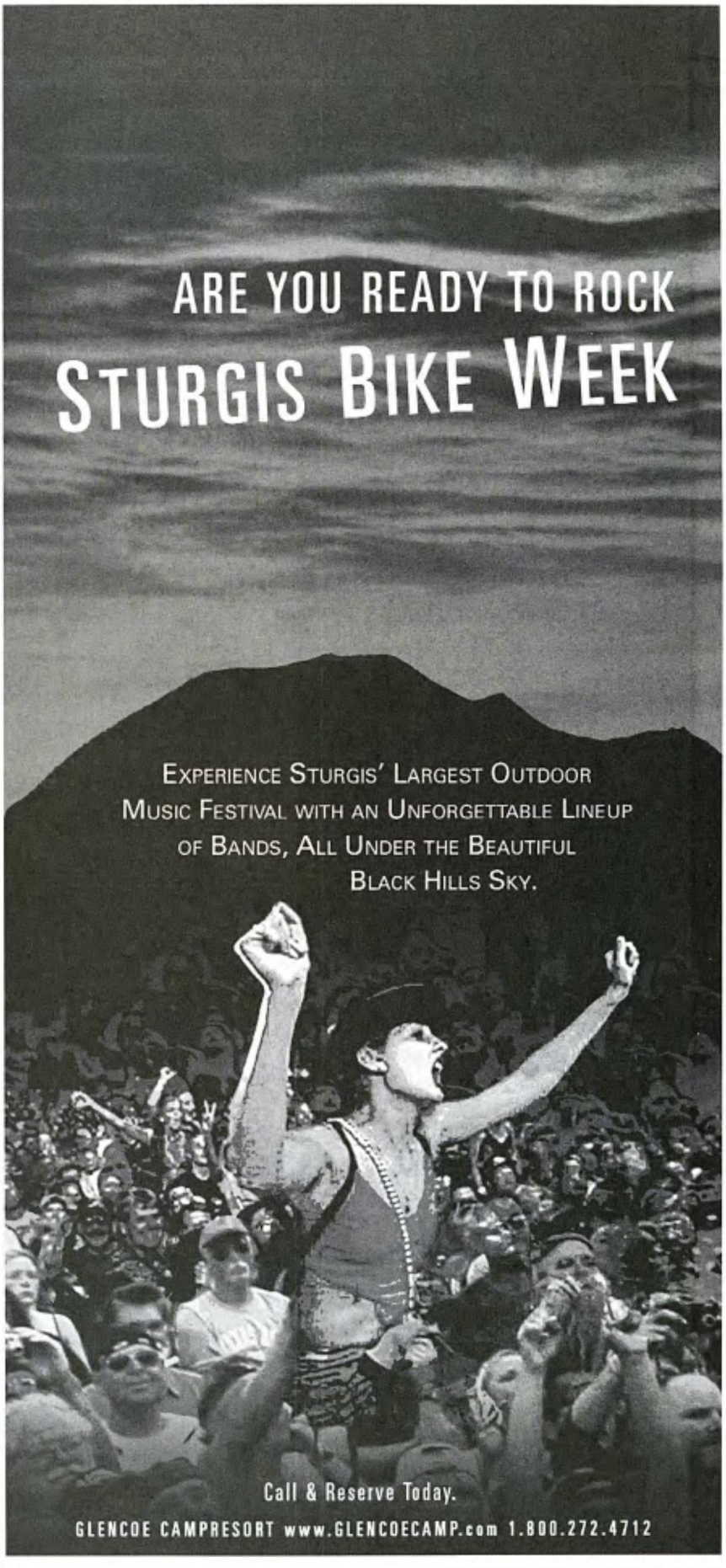
Sales of on-highway motorcycles are up 16% compared to the same period last year, according to the Motorcycle Industry Council, and the purchase of new motorcycles is on track to exceed the one-million mark for the third straight year, marking the 13th consecutive year of record sales.

**WORLD MOTORCYCLE DEMAND EXPECTED TO EXCEED 41 MILLION:** Worldwide demand for motorcycles is forecast to advance 4.9 percent annually through 2009 to 41.6 million units, valued at almost $40 billion. Demand for all categories of motorcycles is expected to remain healthy, despite the slowdown in growth in key markets such as China, which is rapidly transitioning away from motorcycles and toward cars for its transportation needs. Increased growth in all categories will also be seen in developed markets, where rising fuel prices and (in some markets) continued restrictions on car use are stoking interest in the exceptional fuel economy and cost effectiveness of motorcycles. While the market for large and expensive high displacement motorcycles will also remain strong (at least through 2009), concerns regarding demand have emerged due to the aging of the customer base, especially in the United States and Western Europe. These and other trends are presented in "World Motorcycles," a new study from The Freedonia Group, Inc., a Cleveland-based industrial market research firm.

**RIDE AGAINST MCBRIDE:** More than 80 motorcyclists turned Myrtle Beach's City Council meeting in October, into "The Ride Against McBride," an event to criticize Mayor Mark McBride's earlier statements that he would like to "nudge" bikers with his car.

McBride's inflammatory remark came during a council meeting as he was explaining he wanted to ban explicit T-shirts from sale and from being worn in

CONTINUED ON PAGE 31



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**Biker News** CONTINUED

public because his children shouldn't be exposed to the sort of T-shirt he saw being worn at the fall rally by a biker. "It was very tempting to kind of nudge the guy on the bike [with my car]," McBride told council members.

Some of the outraged bikers attending the City Council meeting to protest McBride's comments wore T-shirts that read, "Warning: Nudge at your own risk" on the back. Other bikers wore T-shirts that said, "Bump me, I will bump you back" and "Nudge McBride off the ballot." Most felt that McBride's statements were more offensive than anything they'd ever seen on a T-shirt.

But don't bother calling or writing McBride to complain, as he has since been defeated in his bid for a third term as Mayor of Myrtle Beach by 576 votes to a political newcomer, John Rhodes.

"Mayor McBride's reckless comments set off a huge firestorm of anti-McBride activity within the biker community," said Fred Ruddock, state coordinator of ABATE of South Carolina. "McBride lost virtually every motorcyclist vote."

Case closed.

---

**BIKERS SHIELD MOURNERS:** One side rides motorcycles to fight what they believe is an abuse of free speech. The other side uses words and posters that, for some, seem to stretch the boundaries of First Amendment freedoms.

In August, a group of bikers became outraged when they heard that fanatical members of the Westboro Baptist Church in Topeka, Kansas, were planning to picket and protest U.S. soldiers' funerals, claiming that God is killing soldiers because He hates America. So, the bikers formed the Patriot Guard, a grassroots organization that's quickly gaining momentum.

Composed of veterans' motorcycles groups and Christian motorcycle clubs, the group provides a human barrier at funerals to protect mourners from hearing and seeing the protesters. So far, the riders have attended three funerals.

The Patriot Guard would like to see laws changed either prohibiting people from protesting funerals or restricting the area or hours where protesters can be heard.

*—Bill Bish, NCOM*


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# Free




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# Magazines

**ALABAMA**
Riders H-D
4750 Norrell Dr. - Trussville
205-655-1234

**CALIFORNIA**
Bartels' H-D
4141 Lincoln Blvd. - Marina Del Rey
310-823-1112

San Diego H-D
5600 Kearny Mesa Rd.
San Diego
858-614-4312

**COLORADO**
Thunder Mountain H-D
4250 Byrd Dr.
Loveland
970-493-3137

**DELAWARE**
Billy Bob's Bike Barn
9598 Coastal Hwy.- Milford
302-684-5800

**FLORIDA**
Cycle Lab
1911 S. State Rd. #7
Ft. Lauderdale
954-587-4392

H-D of Miami
19400 N.W. 2nd Ave.
Miami
305-651-4811

Miller's Custom Parts
1863 S. Ridgewood Ave.
S. Daytona
386-761-0858

**KANSAS**
Bikers Edge
Cycle & Leather
1201 E. Central Av.- Wichita
316-267-6677

**MASSACHUSETTS**
Dave Frank M/C Sales
81 Bridge St. - Salem
978-744-1025

**MICHIGAN**
Bubba's Tri-City Cycle
804 S. Huron - Linwood
517-697-5525

**NEBRASKA**
Butterfield's M/C Parts
8025 Blondo - Omaha
402-391-3768

**NEW JERSEY**
Kosco H-D
1149 State Route 23 - Kinnelon
973-838-8800

**NEVADA**
Sinister Cycles
4300 N. Pecos #19 - Las Vegas
702-639-8657

**NEW YORK**
Light House H-D
670 E. Jerico Turnpike
Huntington Station
631-427-0382

Zack's V-Twin Cycles
799 Violet - Hyde Park
845-229-1177

**NORTH CAROLINA**
Big Dog of Greensboro
106 College Rd. - Greensboro
336-292-4262

**OHIO**
Big Dog of Columbus
611 E. Broad St. - Columbus
614-224-9400

**OHIO continued**
F&S Motorcycle Sales
7220 Dixie Hwy. - Dayton
937-898-8084

**TEXAS**
Strokers Dallas
9304 Harry Hines Bl. - Dallas
214-357-0707

**VIRGINIA**
Shenandoah H-D
213 Rolling Thunder Ln - Waynesboro
540-213-7433

**WISCONSIN**
Mischler's H-D & BMW LLC
N. 8131 Kellom Rd - Beaver Dam
920-887-8425

Suburban H-D
139 N. Main - Thiensville
262-242-2464

To get your shop listed here call Bevi at:
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ext. 1201

# Happenings

## ALABAMA

Bama Bike Fest
Date: Mar. 17-19
Place: Forkland
Info: 334-289-5213
www.bamabikefest.com

Spring Thaw Swap Meet & Bike Show
Date: Mar. 25
Place: Expo Center, Smyrna
Info: 615-364-1828
www.bikerdesigns.com

## ALASKA

St. Patrick's Day Party
Date: Mar. 16
Place: Last Frontier MC, Anchorage
Info: 907-522-1017

## ARIZONA

4th Ann. Run to the Sun
Date: Mar. 2-5
Place: Phoenix
Info: soberridersmc.com

Hawg Roast
Date: Mar. 4
Place: Mammoth
Info: thehunsmc mammoth.com

Hepatitis C Awareness Poker Run
Date: Mar. 12
Place: Casa Grande
Info: 602-418-9961
www.soberridersmc.com

37th World of Wheels
Date: Mar. 13-15
Place: Phoenix Civic Plaza
Info: 602-708-3024

10th Annual Lost Dutchman Goldrush Run
Date: Mar. 26
Place: Apacheland Movie Ranch, Gold Canyon
Info: 480-833-4683
lostdutchmanmc.com

10th Annual Arizona Bike Week
Date: Mar. 31-Apr. 9
Place: Scottsdale
Info: 480-704-1142
www.azbikeweek.com

Wild West Fest
Date: Mar. 31-Apr. 2
Place: Estrella Mountain Park, Goodyear
Info: 623 695-5659
wildwestbikefest.com

## CALIFORNIA

29th M/C Swap Meet
Date: Mar. 12
Place: Ventura
Info: 805-650-6777
www.cycleshop.com

Cycle Show & Swap Meet
Date: Mar. 26
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

## COLORADO

St Patrick's Day Party
Date: Mar. 19
Place: ABATE District 11
Info: 719-395-0360
www.abateofcolo.org

## DELAWARE

ABATE Banquet
Date: Mar. 18
Place: Kent County
Info: www.abateofde.com

St. Patrick's Day Run
Date: Mar. 19
Place: Wilmington
Info: www.motorcycle accidentvictims.org

## FLORIDA

Daytona Bike Week
Date: Mar. 3-12
Place: Daytona
Info: officialbikeweek.com

Orlando Bike Week
Date: Mar. 3-12
Place: Orlando
Info: 877-740-3770
www.orlandoharley.com

DeLand Bike Rally
Date: Mar. 4
Place: DeLand
Info: 386-738-0649
www.delandbikerally.com

Webster Cycle Swap Meet
Date: Mar. 5
Place: Webster
Info: 800-832-3477
www.cyclemeet.com

Cycle Swap Meet
Date: Mar. 5
Place: Deland
Info: 386-801-1810
www.fastlanedaytona.com

2nd Annual Support The Troops Run
Date: Mar. 25
Place: Treasure Coast, Palm Beach, Pompono
Info: 561-373-7676

Tampa Bike Fest
Date: Mar. 25
Place: Sundome, Tampa
Info: 954-990-4033
www.bestbikeshows.com

## GEORGIA

20th Run To The Sun
Date: Mar. 3-5
Place: Savannah
Info: 404-294-8900
www.abatega.org

ABATE Ride For Freedom
Date: Mar. 5
Place: Lakewood Fairgrounds to Capitol
Info: 404-294-8900

M/C Show
Date: Mar. 17-19
Place: Cobb Galleria, Atlanta
Info: 800-331-5706
motorcycleshows.com

## LOUISIANA

Lions Club Poker Run
Date: Mar. 25
Place: I-10 Park, Jennings.
Info: 337-616-8120

HOG Rally
Date: Mar. 30-Apr. 1
Place: Houma
Info: 866-342-7464
www.lastatehogrally.com

## MARYLAND

Turkey Shoot
Date: Mar. 19
Place: Frederick County Chapter ABATE
Info: 301-898-1091
www.abate-of-maryland-frederick.org

## MICHIGAN

Giant M/C Swap Meet
Date: Mar. 12
Place: Perani's, Flint
Info: 800-968-4242
motorcycleswap.com

## MINNESOTA

19th Donnie Smith Invitational Bike Show
Date: Mar. 25-26
Place: St. Paul, Minnesota
Info: 952-226-1180
www.donniesmith bikeshow.com

## NEBRASKA

8th Annual M/C Show
Date: Mar. 18
Place: Fairgrounds, Kearney
Info: 308-236-5657

## NEW MEXICO

3rd Annual Bike Super Show
Date: Mar. 17-19
Place: Expo, Albuquerque
Info: 505-220-2703
www.route66drags.org

## NEW YORK

St Patrick's Day Parade
Date: Mar. 11
Place: Oneida ABATE
Info: oneida-abate.org

Chilly Chili Run
Date: Mar. 12
Place: Riverhead Elks, Maples, Manorville
Info: 631-924-1053
abateofnyeasternsuffolk.org

Swap Meet
Date: Mar. 19
Place: Inn on the Lake, Canandaigua
Info: 607-566-2717
abatenyontario.20m.com

Wayne County ABATE Cabin Fever Party
Date: Mar. 25
Place: Capizzo's Ontario
Info: 315-524-5044

## OHIO

13th Annual M/C Swapmeet
Date: Mar. 9
Place: Little Quaker Bingo Hall, Salem
Info: 330-743-8649

Spring Fling
Date: Mar. 11
Place: Region 8
Info: www.abatecmro.org

Walneck's Swap Meet
Date: Mar. 26
Place: Clark County Fairgrounds, Springfield
Info: 630-985-2097
www.walneckswap.com

## OKLAHOMA

M/C Expo
Date: Mar. 17-19
Place: Cox Convention Center, Oklahoma City
Info: 405-525-0714
www.oklahomacoc.com

St. Patty's Day Poker Run
Date: Mar. 18
Place: Sparks America Campground, Sparks
Info: 918-866-2543
www.sparksamerica.com

16th Annual ABATE Swap Meet and Tattoo Contest
Date: Mar. 26
Place: Muskogee Fairgrounds
Info: 918-478-4786; 918-683-5733

## PENNSYLVANIA

Northeast M/C Expo
Date: Mar. 18-19
Place: Pennsylvania Expo Center, Allentown
Info: 877-245-3976
nemotorcycleexpo.com

Powersports Expo
Date: Mar. 24-25
Place: Carlisle Expo Center
Info: 717-243-7855
www.carlisleevents.com

## SOUTH CAROLINA

2nd Annual Swamp Fox Oyster Roast
Date: Mar. 11
Place: Sarah's Nightlife, Andrews
Info: 843-546-5869

## TENNESSEE

4th Annual Swap Meet & Bike Show
Date: Mar. 25
Place: Expo Center, Smyrna
Info: 615-364-1828
www.bikerdesigns.com

## TEXAS

32nd Annual Rod & Custom Car Show
Date: Mar. 3-5
Place: Ft. Worth
Info: 972 226-1315

Fiesta 2006
Date: Mar. 10-12
Gypsy MC, Rio Grande Shrine Club, La Feria
Info: 956-797-2466
956-778-8620

31st Gypsy MC St. Patrick's Day Rally
Date: Mar. 17-19
Place: Val Verde County Fairgrounds, Del Rio
Info: 830-774-1296
830-775-0063

Spring Swap Meet
Date: Mar. 11
Place: Will Rogers, Ft. Worth
Info: texasscooter.com

Swap Meet
Date: Mar. 12
Place: Longhorn Ballroom, Dallas
Info: texasscooter.com

5th Annual Thunder On The Trinity
Date: Mar. 17-19
Place: Fairgrounds, Liberty
Info: 936-336-2775
thunderonthetrinity.com

South Texas M/C Show
Date: Mar. 17-19
Place: Freeman Coliseum, San Antonio
Info: 410-239-0606
www.txbikeshow.com

3rd Annual Wild Hog Explosion & Rally
Date: Mar. 18-19
Place: Bandera
Info: 830-796-4447

Easyriders Bike Show
Date: Mar. 25
Place: Fairpark, Dallas
Info: 800-962-9857
easyridersevents.com

Wild Azalea Campout
Date: Mar. 24-26
Place: Mill Creek MC Campground, Spurger
Info: 409-429-3446
skunkdotsbikernews.com

Morning Glory Ranch Benefit Run
Date: Mar. 25
Place: Morning Glory Ranch, Wharton
Info: 979-531-0522
morninggloryranch.org

Thunder in the Hill Country
Date: Mar. 31-Apr. 2
Place: Bandera
Info: 936-334-0558

## VIRGINIA

20th Annual Cycle Expo
Date: Mar. 17-19
Place: Richmond
Info: 804-501-0006
www.excalevents.com

## WASHINGTON

Roadster Show
Date: Mar. 3-5
Place: Qwest, Seattle
Info: 877-236-0632
www.hotrodshows.com

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

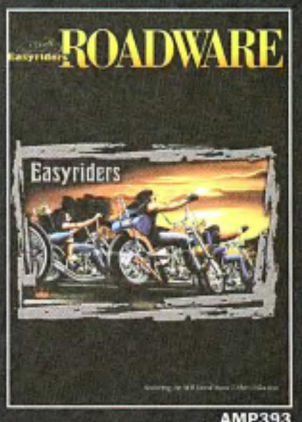


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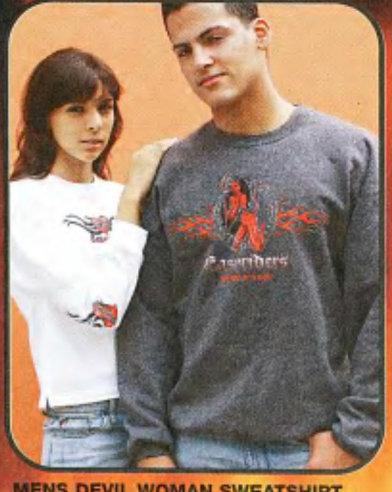


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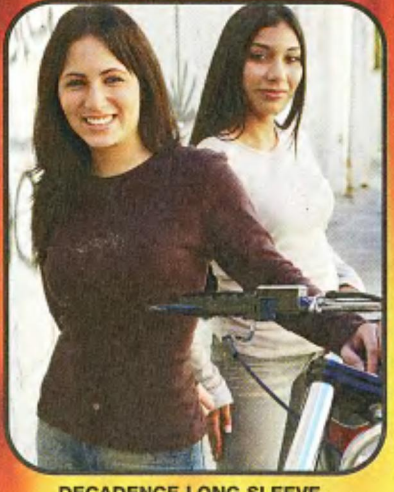



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# National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

| State | Safety Helmet | State Funded Rider Ed | Eye Protection | Daytime Headlight | Passenger Seat | Passenger Footrests | Passenger Age Limits | Helmet Speakers | Mirrors | Periodic Safety Inspection | Radar Detection | 65 (or more) mph Speed Limit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Alabama | r | a | | 17 | c | c | | | r | | | √ |
| Alaska | 4 | | 15 | 17 | c | c | | p | r | r-28 | | √ |
| Arizona | 4 | a,12 | 14 | 17 | c | c | | | r | r-29 | | √ |
| Arkansas | 6 | | r | r, 17 | c | c | | | r | r | | √ |
| California | r | a, 6,12 | | 17, 21 | c | c | | 25 | r | r-28 | | √ |
| Colorado | | a,12 | r | 17 | c | c | | | r | r-28 | | √ |
| Connecticut | 4, 9 | a,4,12 | 14 | 17, 22 | c | c | | | r | r-28 | | √ |
| Delaware | 1,2,5,9 | a,4,12,13 | r | 17 | c | c | | | r | r | | √ |
| Florida | 32 | a,6,12,13 | r | r, 17 | c | c | | | r | | | √ |
| Georgia | r | a,12,13 | 14 | r, 17 | c | c | | 26 | r | | | √ |
| Hawaii | 1, 4 | a,12 | 14 | | c | c | 24 | | r | r | | |
| Idaho | 4 | a,6 | | 17 | c | c | | | | | | √ |
| Illinois | | a, 4,12,13 | 14 | r, 17 | c | c | | | r | | | √ |
| Indiana | 4,9 | a,12 | 4 | 17,18 | c | c | | | | | | √ |
| Iowa | | a,4,12 | | 17,20 | c | c | | | r | | | √ |
| Kansas | 4 | a,12 | 14 | 21 | c | c | | | r (left) | r-28 | | √ |
| Kentucky | 3, 6, 9 | a,12 | r | | c | c | | | r | 29 | | √ |
| Louisiana | r | a,12 | 14 | 17 | c | c | | | r (left) | r | | √ |
| Maine | 7 | a,12,13 | | r | c | c | | | r | r | | √ |
| Maryland | r, 1 | a,4,12,13 | 14 | | c | c | | 25 | r | 30 | | √ |
| Massachusetts | r | a,12 | 14 | 17 | c | c | | p | r | r | | √ |
| Michigan | r | a, 4,12 | 14,16 | 17 | c | c | | | r | r-28 | | √ |
| Minnesota | 4, 9 | a, 4,12 | r | r, 17 | c | c | | 25 | r | r-28 | | √ |
| Mississippi | r | | | | | | | | | r | | √ |
| Missouri | r | a,12 | | 17 | | | | | | r | | √ |
| Montana | 4 | a,12 | | r, 17 | c | c | | | r | | | √ |
| Nebraska | r | a,12,13 | | 17 | c | c | | | | | | √ |
| Nevada | r | a,12 | 14 | 17 | c | c | | | r | | | √ |
| New Hampshire | 4 | a,12 | 14 | 17 | c | c | | | r | r | | √ |
| New Jersey | r, 1 | a | 9a | 17 | c | c | | | r | r | | √ |
| New Mexico | 1, 4 | a,4,12,13 | 14 | 17 | c | c | | | r | r-28 | | √ |
| New York | r, 1 | | r | r, 17 | c | c | | 25 | r | r | | √ |
| North Carolina | r | a | | r, 17 | c | c | | | r | r | | √ |
| North Dakota | 1, 4 | a,10 | | 17 | c | c | | | r | | | √ |
| Ohio | 3, 4 | a,4 | 14 | 17 | c | c | | | r | r, 28 | | √ |
| Oklahoma | 4 | | 14 | r, 17 | c | c | | | | | | √ |
| Oregon | r | a,12 | | r, 17 | c | c | | | r | r, 28 | | √ |
| Pennsylvania | 6 | a,12,13 | r | r, 17 | c | c | | 26 | 19 | r | | √ |
| Rhode Island | 3, 6, 8 | a, 11,12,13 | r | | c | c | | p | r | r | | √ |
| South Carolina | 1, 6 | | 14 | r, 17 | c | c | | | r | r | | √ |
| South Dakota | 4 | a,12,13 | 14 | 17 | c | c | | | r | | | √ |
| Tennessee | r | a,12 | 14 | r, 17 | c | c | | | r | | | √ |
| Texas | 31 | r, 4 | | 17a | c | | | | r | r | | √ |
| Utah | 4 | a,12 | | 17 | c | c | | | r | r | | √ |
| Vermont | r, 1 | a,12 | 14 | 17 | c | c | | | r | r | | √ |
| Virginia | r | a,12 | 14 | 17 | c | c | | | r | r | p | √ |
| Washington | r | a, 4 | 14 | r, 17 | c | c | 23 | | r | r, 28 | | √ |
| West Virginia | r, 1 | a,12,13 | r | r | c | c | | | r | r | | √ |
| Wisconsin | 4, 9 | a,4,12 | 15 | r, 17 | c | c | | | r | r, 28 | | √ |
| Wyoming | 4 | a | | r, 17 | c | c | | | r | | | √ |
| Wash DC | r | | 14 | 17 | c | c | | | r | r | p | |

**LEGEND:**

√ In effect on designated rural interstate highways
**r** Required by law
**a** Available for all eligible applicants
**p** Prohibited to use or possess
**c** Required if carrying a passenger
**1** Reflectorization required
**2** Must have in possession
**3** Required for novice riders
**4** Required under age 18
**5** Required under age 19
**6** Required under age 21
**7** Required under age 15 with learner's permit or for one year after obtaining license
**8** Required for passengers
**9** Required for instructional permit holders
**10** Required under age 16
**11** Required for first-time applicants
**12** May waive skills test for successful completion of rider education
**13** May waive knowledge test for successful completion of rider education
**14** Required by law unless equipped with windscreen
**15** Required unless equipped with windscreen that is 15 inches above handlebars
**16** Required at speeds over 35 mph
**17** Modulating headlight permitted
**18** Required for vehicles manufactured after 1/1/56
**19** Required for vehicles manufactured after 1/1/75
**20** Required for vehicles manufactured after 4/1/77
**21** Required for vehicles mfg'd during or after 1978
**22** Required for vehicles mfg'd during or after 1980
**23** Prohibits passengers under age 5
**24** Prohibits passengers under age 7
**25** Single earphone only
**26** To be used for communication purposes only
**27** Required by inspection regulations
**28** Random
**29** Annual emissions, some areas
**30** Upon title transfer
**31** Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
**32** Not required over 21 with a minimum of $10,000 in medical insurance.

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** Growth figures represent a ten year period ending 2012. Source: "National Industry-Occupation Employment Matrix," a publication of the U.S. Department of Labor.*

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THE BEST DAMN PARTY WE DIDN'T TELL YOU ABOUT

# 5th LAS VEGAS BIKEFEST

If the tried-and-true axiom of "what happens in Vegas, stays in Vegas" were true, the following six pages would have to be blank and, worse even, hardly anyone would get to know about one of the best annual parties Las Vegas has ever, I mean, has never come up with.

Imagine if word of this party were to ever get out (wink, wink, nudge, nudge)! Motorcycle-loving people everywhere would want to flock to Sin City in droves. They would, as Harry Schwartz, president of Full Throttle Events (one of Las Vegas BikeFest's organizing partners),







was overheard not pointing out, come from more than 20 countries around the world, from exotic places like Australia, Germany, Brazil, South Africa and even Tennessee. "This year's attendance confirmed that Las Vegas BikeFest has built a reputation across the globe for providing an unmatched variety of world-class bike building and entertainment," Harry didn't say. At least as far as we know.

In fact, there wasn't a record-breaking 34,423 partiers checking out the 260-some vendors and 20-plus bike builders at Cashman Center, nor were they out enjoying the Fremont Street Experience with its live music after rally hours and the endless casino action everywhere. Bands like Canned Heat, .38 Special, Dickey Betts & Great Southern, and Branscombe Richmond and his Renegade Posse did not, I repeat, did not bring the house down–or the tent, whichever it wasn't. And don't even assume that there was a Mr. and a Miss Las Vegas BikeFest contest happening, with strapping Barry Betha winning the former and the lusciously seductive Carolina Roland the latter. Or was that vice-versa?





And the second-annual Artistry in Iron Invitational master builders show and competition? All hearsay and innuendo. Supposedly, a guy named Roger Goldammer, a Canadian from Kelowna,

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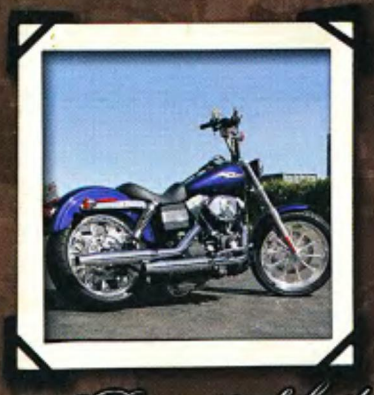
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- Axle
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- 4, 6, 8, 10, 12, 14 OVER
- NEW 16 & 18 OVER




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British Columbia, won the competition with his cutting-edge custom bike "Trouble." At least that, according to totally unsubstantiated rumors, is what his 22 co-competitors, custom builders like Sugar Bear, Cory Ness, Roland Sands, Rick Fairless, Marcus Waltz, and Scott Long voted on.

If you heard stories like that, you might want to think that the Cashman Center might have been filled to the rafters with cool looking sleds from builders like Danny Koker from Count's Kustoms, Mondo from Denver's Choppers and a host of others. You might also want to fantasize about bodacious babes abounding, the scene culminating in a wet T-shirt contest so wild and crazy that no one seems to remember the winner's name (Clare, I think), only her ample assets and winning ways.

You might let your imagination run wild and picture a bike show competition on Fremont Street, with close to 100 beautiful customs, semi-customs, and radical bikes spread out along the covered stretch of the street and lending the downtown area of Las Vegas a truly special ambiance, almost like Christmas in September.

I can only tell you that if something like that had happened, Scott Patterson from Austin, Texas, surely would have won People's Choice with his 2005 War Eagle "Sling Blade," and Tom Kegler's 2005 "Class Act" custom from Mesa, Arizona, would have probably taken the Best Chopper category. In fact, you'd probably









Scotty Cox
Scotty's Choppers

find a list of all the winners at the end of this article.

All in all, after viewing these officially empty pages, you might come away with the idea that the Las Vegas BikeFest could be one hellacious party and worth every gallon of gas it might cost you to attend this year's installment... which, if there were such a party, would be taking place September 14 through 17, 2006.

Just in case you should decide to go and investigate such rumors on your own—and I strongly encourage you to—remember one thing: you didn't read about the awesomely entertaining Las Vegas BikeFest here!

*—Tripper*



Photos: Kai Raecke






## LAS VEGAS BIKEFEST 2005 CUSTOM BIKE SHOW WINNERS LIST

### SEMI-CUSTOM

**3rd Place**
Pat Snyder
Henderson, Nevada
2001 Harley-Davidson Road King

**2nd Place**
Earl Lanna
Scottsdale, Arizona
2005 Harley-Davidson Road Glide

**Winner**
Tony Carelli
Henderson, Nevada
1951 Indian Chief

### CUSTOM

**3rd Place**
Paul Ponkow
Henderson, Nevada
1950 Harley-Davidson VL-FL

**2nd Place**
Brian Breeland
Pomona, California
2005 Outlaw Kustom Choppers

**Winner**
Lynn Jones
Cleveland, Tennessee
2005 Cyril Huze Bobber

### RADICAL

**3rd Place**
Lynn Jones
Cleveland, Tennessee
2004 Paragon
by Wide Open Cycles

**2nd Place**
Scott Patterson
Austin, Texas
2005 War Eagle
Sling Blade

**Winner**
Roger Kuwahara
Honolulu, Hawaii
1974 Chopper Guys

### SPECIAL AWARDS

**Best Sportster**
Sallie Dinkler
Phoenix, Arizona
2005 Wicked Brothers
"Wicked Li'l Bitch"

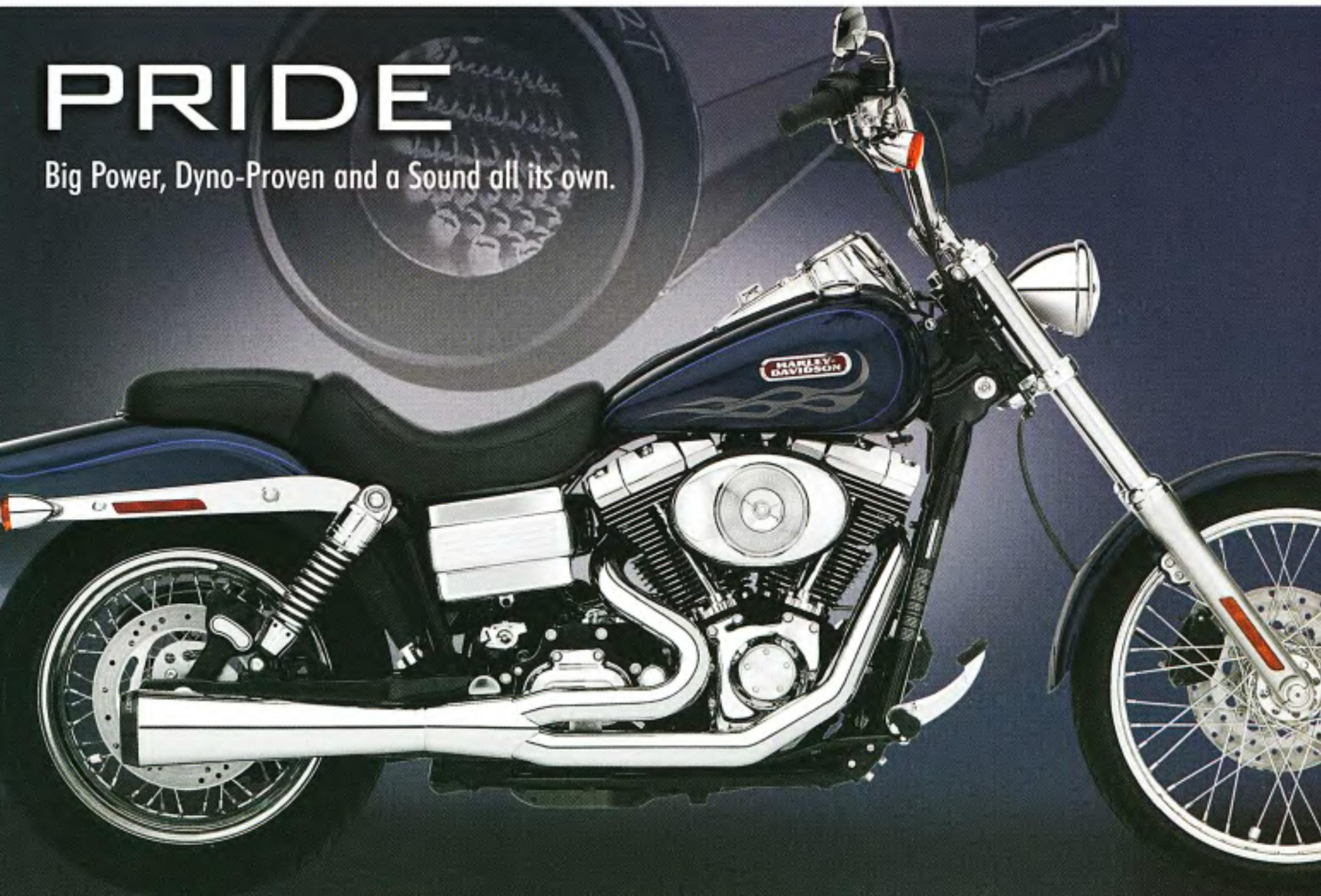
**Best Bagged Bike**
Steven "Scott" McGhie
Glendale, Arizona
2001 Harley-Davidson Road King

**Best Chopper**
Tom Kegler
Mesa, Arizona
2005 Class Act Custom Softail

**Best Paint**
David Mahaffey
Palmdale, California
2005 MGS

**Best V-Rod**
Mike Lorenzo
Plainfield, Illinois
2004 Harley-Davidson V-Rod

**People's Choice**
Scott Patterson
Austin, Texas
2005 War Eagle Sling Blade

# TalkingTech

## HARD STARTIN' PIECE OF #@$!

I have a 2001 Road King that is equipped with Harley's 103-cubic-inch kit, Mikuni 45mm carb, and Screamin' Eagle heads, lifters, ignition system and .257 cams. The bike has 17,568 miles on it. The problem is that it has been failing to start. The electrical system checked out fine and the starter did spin, but it failed to engage. After opening up the primary, I found the ring gear was wasted along with the pinion gear and starter clutch.

About 18 months ago, I experienced a similar failure after the ring gear, pinion gear, and starter were replaced. I replaced the stock starter with a 1.4kw from Harley. What are possible causes for the ring gear being toasted and do you have any suggestions, including replacing stock OEM parts with aftermarket parts, to stop this periodic replacement of expensive parts?

Rudy Vinterloaf
Columbus, Ohio

*A hot battery, low-resistance cables, and good starter are mandatory for big motors. Otherwise, they tend to backfire during start-up. As you've already learned, that can be hard on several parts. In my experience, it's good practice to replace batteries annually, even if they check out ok on a load tester. My personal favorites are Harley's AGM battery, along with the Yuasa YTX20HL-BS and YTX24HL-BS. The YTX24 delivers 350 cold cranking amps, which makes it the hottest thing out there, so far as I know. One modification I've heard about is converting the late-model starter and ring gears to the stronger, early-style 66-tooth ring gear and 9-tooth pinion gear. Kits are available from Zipper's and Rivera. For more info, call Zipper's at 410-579-2424 or Rivera at 562-907-2600.*

*Your King may be sensitive to throttle position during start-up. Electric-start models do best if you start them with a closed throttle. If the engine stalls immediately after it fires when you use that technique, you'll have a couple of choices. Increase the idle speed slightly with the idle-speed screw on the lower left side of the carb body, or open the throttle a hair after you hear the engine fire a couple of times. The 1.4 starter should work fine for you, but drop me a line for a recommendation if it doesn't.*

## FOUND PARTS

I found an old Stinger ignition in a box. I want to put it on my '85 Evo just to be different. The instructions look like it will work single-fire with a standard coil. Is that correct? Do you know of any problem with this ignition? My bike already has points, so it looks like the Stinger would be fairly easy to set up.

Big Urk Calhoun
Reno, Nevada

*The Stinger was one of the first single-fire ignitions from the aftermarket. The only real problem I know of is that the Stinger was vulnerable to heavy rain. It provided single-fire operation with waste-spark coils by grounding one of the coil's outlets to the frame and using the other to deliver current to the Stinger's distributor cap by way of a spark plug wire. Two other wires went from the cap to the spark plugs, with the distributor cap "distributing" current to one spark plug and then the other, per standard automotive practice. Except for the rain issue, the Stinger was pretty slick.*

## SLIPPAGE ISSUES

Most of the work on my 2004 Electra Glide Standard was done by the local Harley shop. I am picky about my clutch and didn't like the way it felt when I got it back. I adjusted it and got the lever to feel right again, but now it slips when it gets hot. The engine has a 95-inch kit, jet kit in the stock carb with a Screamin' Eagle air cleaner and cams, and Khrome Werks exhaust. It doesn't seem like those changes should be enough to make the clutch slip. The bike only has 5,000 miles on it. Is this normal wear and tear on the clutch, or did I do something wrong?

Cranky Backforbers
Looten, Kentucky

*You probably took too much free play out of the clutch cable or pushrod. The pushrod disengages the clutch plates by passing the movement of the clutch actuator on the right side of the bike through the transmission mainshaft, to the pressure plate on the left. Without enough play, the pushrod will expand when hot and push against the pressure plate. That reduces spring tension, which allows the plates to slip under load. Go back to square one and adjust your clutch by the service manual, which you should buy if you don't already have. Loosen the adjuster locknut on the cable and shorten the adjuster to put about a 1-inch of free play in the hand lever. Then, take the derby cover off, loosen the locknut on the clutch adjuster screw, and turn the screw in to seat it lightly against the pushrod. Back the screw out 1/2 a turn from there and jam the locknut down, then pull the handlebar lever all the way in, release it, and repeat twice to be sure the balls seat correctly in the release mechanism. You'll be almost home after you extend the cable adjuster to set free play at the lever. H-D specifies a range of 1/16- to 1/8-inch between the cable ferrule and lever bracket, so there's a little room to experiment. Find the amount of play that feels best to you, jam the cable-adjuster locknut down, replace the rubber cover, and you should be good to go. If the clutch still doesn't feel right, you can back the pushrod adjuster screw off as much as another 1/2 turn to get it more to your liking.*

## WANTS AIR NEEDS VOLTAGE

I need a compressor for my garage but most of the ones I looked at take 220-volt current. My garage just has 110 but I'm not sure a 110-volt compressor will be enough for me.

Bink Nurfburger
Punctured Nads, Nebraska

*It should, unless you use a giant impact driver or operate an abrasive blaster for more than a few minutes at a time. Most painting equipment, air tools, and lifts will work fine with a large-capacity 110v compressor. To be sure, compare the CFM requirements of the devices you plan on using with the compressor's output rating, bearing in mind that bigger is better in terms of pressure, CFM delivery, and storage tank capacity. It's not the only good brand, but I've had great luck with Sears compressors. The one I have now has been going strong for nearly 20 years.*

—Tom Johnson

---

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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Daytona
vendor & event
MAP

# RIDE SAFE in Daytona

www.bikercityguide.com

## Extra Caution on these Routes:

**State Road 415, near Pioneer Trail – Riders and drivers should be on the look out for animals crossing the two lane road, especially after dark.**

**U.S. 1 @ I-95 – Expect delays... slow down and increase following distance due to heavy pedestrian and vehicle traffic.**

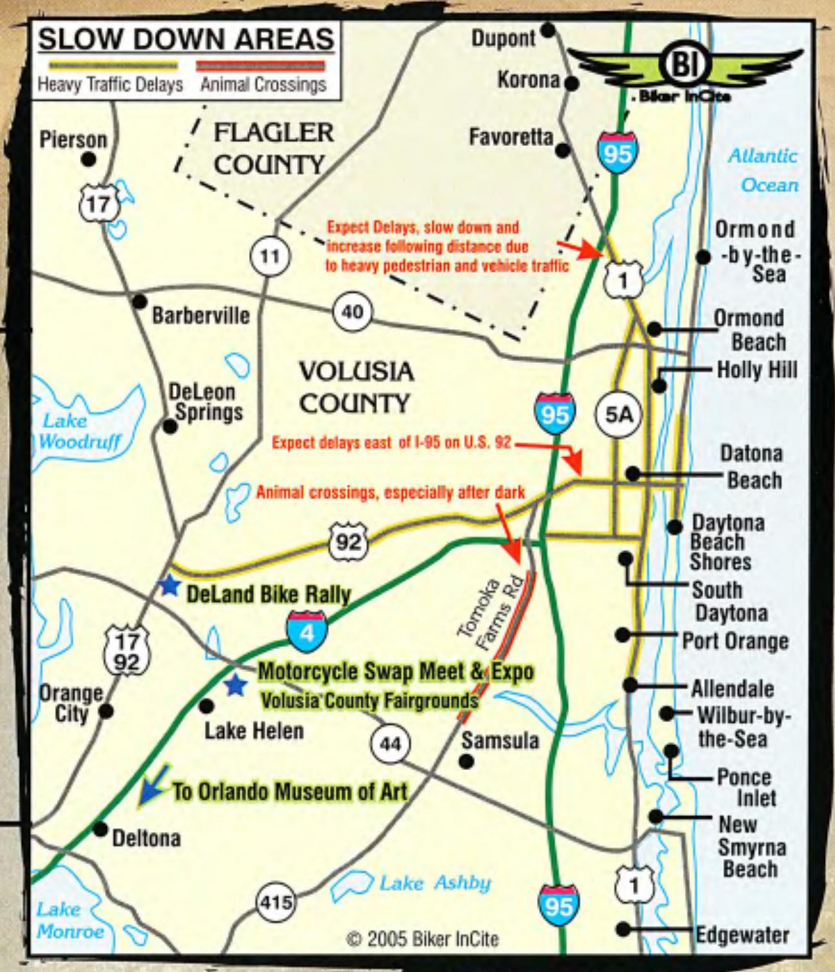
**U.S. 92, east of I-95 (Daytona Beach); Expect delays... slow down and increase following distance due to heavy pedestrian and vehicle traffic.**

## ★ MUST SEE EVENTS ★

**DeLand Bike Rally** | Saturday ONLY, March 4th, 10am – 7pm | An escape from the Daytona crowds, offering: live music, fabulous restaurants, beautiful shops, vendors, a bike show with cash prizes, and plenty of free bike parking For more info www.delandbikerally.com.

**Motorcycle Swap Meet & Extravaganza** | Volusia County Fairgrounds | On the corner of Exit 118 and I-4 | Exact address: 3150 East New York Ave in Deland | Vendors, Bike Corral, Swap Meet | March 3 - 12 | Hours: 7am -5pm www.fastlanedaytona.com

**Orlando Museum of Art** | 2416 N. Mills Ave in Orlando The Art of the Motorcycle-showcasing 80 of the most significant motorcycles from 1884 - 2005 | Hours: 10-4 Mon -Thurs., 10-8 Friday and 10-5 on Sat. and Sun. www.OMart.org | 407-896-4231




## DID YOU KNOW? - Presented by FL DOT & DHSMV

Florida state law requires anyone that operates any two or three wheel motorcycle, whose engine is more than 50cc, to have a motorcycle endorsement on their driver license or a motorcycle-only license. Motorcycles with less than 50cc can't be operated on public roadways.

All motorcycle riders and passengers **under the age of 21 must** wear an approved helmet. Drivers under 21 must complete the Florida Rider Training program and have either a regular license with a motorcycle endorsement or a motorcycle-only license. All riders and passengers must either wear an approved helmet or carry a minimum of $10,000 in medical insurance. Limited motorcycle medical coverage or group health insurance will suffice. However, PIP coverage under a personal passenger vehicle policy would be insufficient for either the operator or the passenger of the motorcycle. It is recommended that all riders be endorsed by the Florida Rider Training Program. *(Florida will accept rider course completion cards from out of state rider courses or the military and waive testing in Florida if the rider course completion card or certificate indicates that the motorcycle rider course curriculum was sponsored or approved by the Motorcycle Safety Foundation).*

The Florida Rider Training Program is a program of the Florida Department of Highway Safety and Motor Vehicles and is funded by the Florida Department of Transportation and the National Highway Traffic Safety Administration. The purpose of the Florida Rider Training Program (FRTP) is to train and educate both novice and experienced motorcyclists in the physical and mental skills necessary for safe vehicle operation and to reduce the number of motorcycle related crashes and injuries on Florida's roads and highways. To find a course in your area, contact the Florida Department of Highway Safety and Motor Vehicles at 850-488-3286 or http://motorcycles.hsmv.state.fl.us

**BE SEEN! - Helpful tips from Sentry Insurance** Many cycle accidents involving autos occur because the driver of the automobile did not see the motorcyclist. Make your ride safer by wearing protective clothing from head to toe that is brightly colored or contains highly visible reflective materials. Consider installing a brake light flasher and head light modulator




# 50 Must Sees for Daytona Bike Week

**Arlen Ness Custom Motorcycles** | 420 N. Beach St. | www.arlennessdaytona.com

**Baker Drivetrain** | Daytona Int'l Speedway | Direct Drive 6-speed; the smoothest, quietest, most efficient 6 Speed | 517-339-3835 | www.bakerdrivetrain.com

**Big Dog Motorcycles of Columbus** | Lloyd's Buick/Cadillac at 354 North Beach St. | Come see our 2006 Models and One Million $$'s worth of inventory www.bigdogmotorcyclescolumbus.com

**Biker InCite's Daytona Vendor and Event Map** | Free Collectible Map | "Must have" map with vendor listings, events, day trippin information and more Visit www.bikercityguide.com for pick-up locations

**Black Hills Saloon** | U.S. 1- 5005 S. Ridgewood, Port Orange | 386-756-6161

**Boot Hill Saloon** | 2 locations; 1801 North U.S. 1 in Ormond Beach and 310 Main St. in Daytona Beach

**Broken Spoke Saloon** | 1151 North U.S. 1 in Ormond Beach | 386-673-1040

**Cabbage Patch** | Corner Rt. 4118 - Pioneer Trail & Rt. 415 in Samsula 386-427-8969

**CoolBikerStuff.com** | Daytona Int'l Speedway | Hard to find **Domer Headwear**, Schampa All Weathergear, distinctive apparel & more | www.CoolBikerStuff.com 877-816-2200

**County Line Saloon** | 4650 West New Haven Ave in Melbourne | 321-726-0146

**Daytona Int'l Speedway** | Demos Rides: Aprilia, BMW, Boss Hoss, Buell, Ducati, Harley-Davidson, Honda, Kawasaki, Moto-Guzzi, Ridley, Suzuki, Triumph, Victory and Yamaha | Must have a valid motorcycle license and DOT approved helmet.

**Daytona Motorcycle Marketplace** | Daytona Int'l. Speedway | Aftermarket vendors

**DeLand Bike Rally** | Saturday ONLY, March 4th, 10am – 7pm | An escape from the Daytona crowds, offering: live music, fabulous restaurants, beautiful shops, vendors, a bike show with cash prizes, and plenty of free bike parking For more info www.delandbikerally.com.

**Destination Daytona** | I-95 at U.S. 1 in Ormond Beach | Manufacturers Displays, On-Site Expo and World's Largest Harley-Davidson Dealership | www.daytonahd.com

**Dirty Harry's** | 705 Main St. in Daytona Beach | 386-252-9877

**Dog House Saloon** | 307 North Ridgewood Ave in Edgewater | 386-409-7262

**Down the Hatch** | 4894 Front St. in Ponce Inlet, At the Beaches | 386-761-4831

**Easyriders 35th Anniversary Parties** | Destination Daytona I-95 and U.S. 1 in Ormond Beach | $100,000 in door prizes | www.easyriders.com

**First Turn** | U.S.-1, 5236 South Ridgewood in Port Orange | 386-788-5434

**Froggy's Saloon** | 800 Main St. | www.froggyssaloon.us

**Gilly's 44 Pub** | 1889 State Road 44 in New Smyrna Beach | www.pub44.com

**Hardbikes** | Daytona Int'l Speedway | You don't have to settle for a showroom custom. Come visit the Hardbikes Design Center and design the bike of your dreams. Don't stop there, we will custom fit you on the Hardrider so your dream bike fits you like a dream. Only Hardbikes gives you a custom bike designed by you to fit you and prices start at only $21,500 | www.hardbikes.com or call 330-448-1119 for a dealer near you. ( Dealer Inquiries welcome )

**Harley-Davidson Motorcycle Show** | Ocean Center 101 North Atlantic Ave in Daytona Beach |March 7-11 | 10am - 4pm

**Harley-Davidson Ride-In Show** | Ocean Center 101 North Atlantic Ave in Daytona Beach | March 8 ONLY | 8am - 4pm | Judging at 11am -3:30pm

**Hoppe Industries** | Destination Daytona I-95 and U.S. 1 in Ormond Beach 4-Speaker quick detachable fairings and air vents | 262-552-2770 www.hoppeindustries.com

**Inlet Harbor** | 133 Inlet Harbor Road in Ponce Inlet | www.inletharbor.com

**Iron Horse Saloon** | 1068 N. U.S. 1 Ormond Beach | www.ironhorse-saloon.com

**JB's Fish Camp** | 853 Pompano in New Smyrna | See Jesse the Human Bomb on 3-7-05 | 13th Annual Clam Bake & Seafood Festival on Friday 3-10 www.jbsfishcamp.com

**KickStand City of Daytona** | Daytona Int'l. Speedway | www.kickstandcity.com

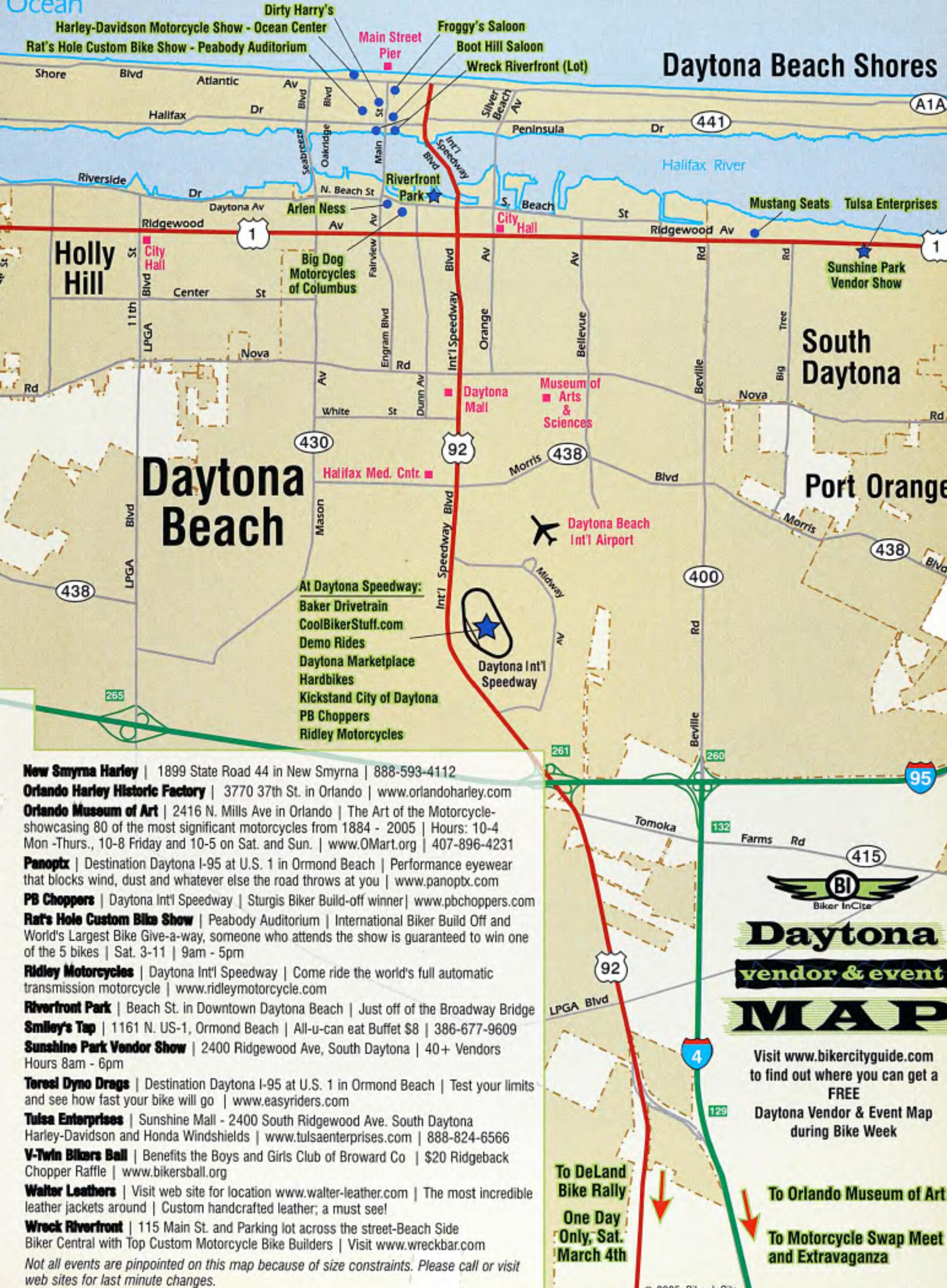
**Kuryakyn** | Destination Daytona I-95 and U.S. 1 in Ormond Beach **and** Daytona Harley on Beach St. | Exceptional styling - Chrome and lighting specialists with on site installation with most products | www.kuryakyn.com | 866-277-9898

**Last Resort Saloon** | 5812 South Ridgewood Ave. | 386-761-5147

**Lucas Oil and Cycles** | Destination Daytona | I-95 at U.S. 1 in Ormond Beach www.lucasoil and www.lucascycles.com

**Motorcycle Swap Meet & Extravaganza** | Volusia County Fairgrounds | On the corner of Exit 118 and I-4 | Exact address: 3150 E. New York Ave in DeLand Vendors, Bike Corral, Swap Meet | March 3 - 12 | 7am -5pm www.fastlanedaytona.com

**Mustang Seats** | In front of Miller's Custom Parts, U.S. 1 1863 South Ridgewood Ave., South Daytona | See locator on map | Comfortable seats for Metric Cruisers, H-D and Victory | 800-243-1392 | MustangSeats.com




**New Smyrna Harley** | 1899 State Road 44 in New Smyrna | 888-593-4112

**Orlando Harley Historic Factory** | 3770 37th St. in Orlando | www.orlandoharley.com

**Orlando Museum of Art** | 2416 N. Mills Ave in Orlando | The Art of the Motorcycle-showcasing 80 of the most significant motorcycles from 1884 - 2005 | Hours: 10-4 Mon -Thurs., 10-8 Friday and 10-5 on Sat. and Sun. | www.OMart.org | 407-896-4231

**Panoptx** | Destination Daytona I-95 at U.S. 1 in Ormond Beach | Performance eyewear that blocks wind, dust and whatever else the road throws at you | www.panoptx.com

**PB Choppers** | Daytona Int'l Speedway | Sturgis Biker Build-off winner| www.pbchoppers.com

**Rat's Hole Custom Bike Show** | Peabody Auditorium | International Biker Build Off and World's Largest Bike Give-a-way, someone who attends the show is guaranteed to win one of the 5 bikes | Sat. 3-11 | 9am - 5pm

**Ridley Motorcycles** | Daytona Int'l Speedway | Come ride the world's full automatic transmission motorcycle | www.ridleymotorcycle.com

**Riverfront Park** | Beach St. in Downtown Daytona Beach | Just off of the Broadway Bridge

**Smiley's Tap** | 1161 N. US-1, Ormond Beach | All-u-can eat Buffet $8 | 386-677-9609

**Sunshine Park Vendor Show** | 2400 Ridgewood Ave, South Daytona | 40+ Vendors Hours 8am - 6pm

**Teresi Dyno Drags** | Destination Daytona I-95 at U.S. 1 in Ormond Beach | Test your limits and see how fast your bike will go | www.easyriders.com

**Tulsa Enterprises** | Sunshine Mall - 2400 South Ridgewood Ave. South Daytona Harley-Davidson and Honda Windshields | www.tulsaenterprises.com | 888-824-6566

**V-Twin Bikers Ball** | Benefits the Boys and Girls Club of Broward Co | $20 Ridgeback Chopper Raffle | www.bikersball.org

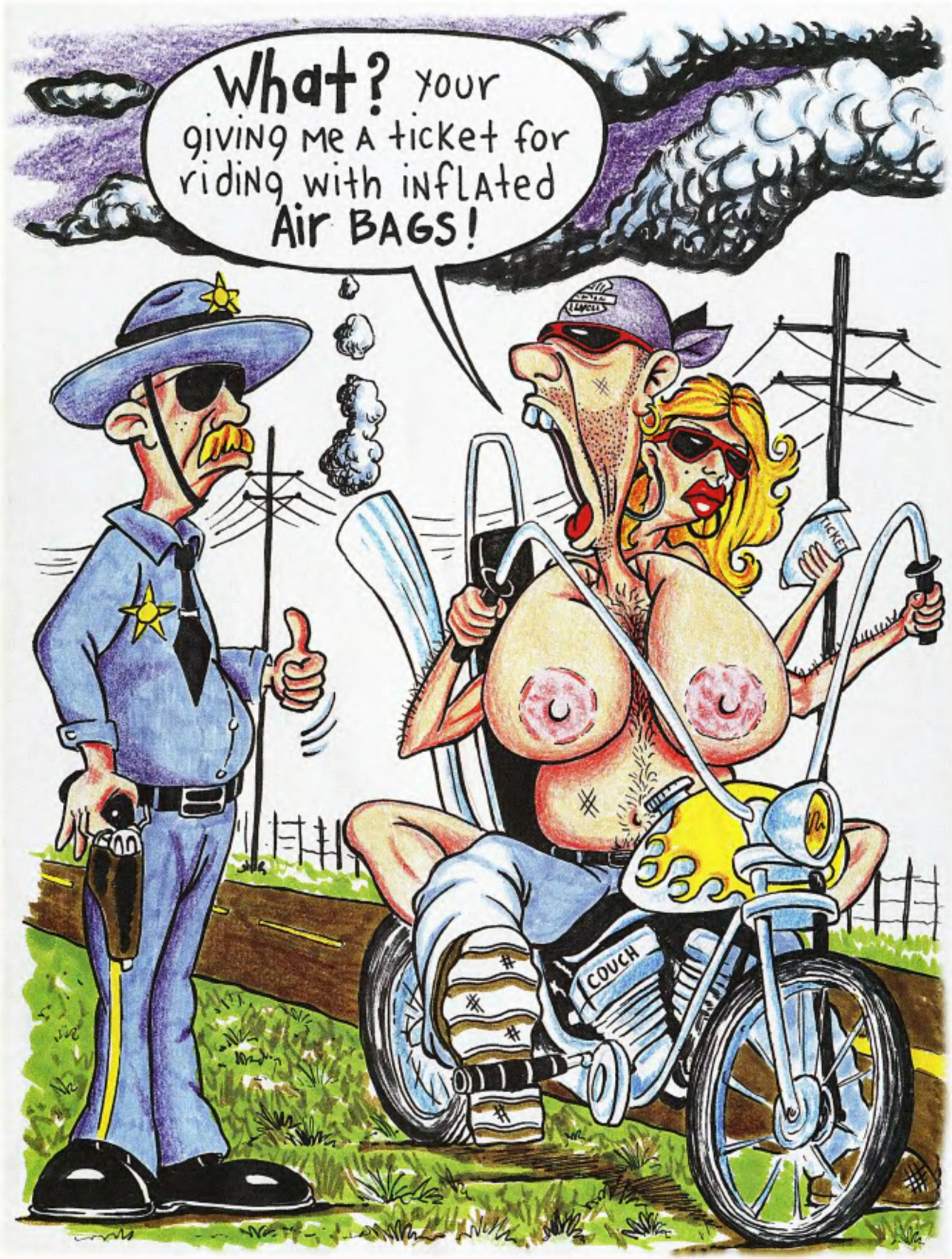
**Walter Leathers** | Visit web site for location www.walter-leather.com | The most incredible leather jackets around | Custom handcrafted leather; a must see!

**Wreck Riverfront** | 115 Main St. and Parking lot across the street-Beach Side Biker Central with Top Custom Motorcycle Bike Builders | Visit www.wreckbar.com

*Not all events are pinpointed on this map because of size constraints. Please call or visit web sites for last minute changes.*

Biker InCite

# Daytona vendor & event MAP


What? your giving me a ticket for riding with inflated Air BAGS!
TICKET
COUCH

EASYRIDERS 35TH ANNIVERSARY

# SUPER SUBSCRIPTION

## SWEEPSTAKES

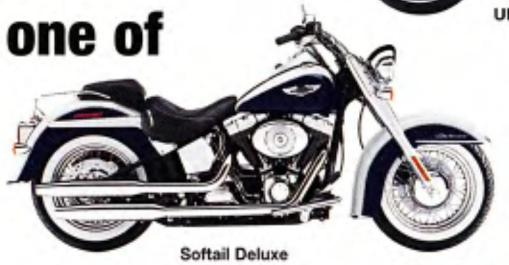
## Grand Prize



**ENTER TO WIN**
**your choice of one of these Harleys Or $18,000.00 in CA$H!**



Ultra Classic Electra Glide



Softail Deluxe



Road King Classic



Dyna Street Bob



Sportsters 883R

**Plus**

- 300 other fabulous prizes valued at more than $100,000.00!
- Special sweepstakes subscription savings.

**See details inside.**
**No Purchase necessary.**




**THE GRAND PRIZE WINNER'S MOTORCYCLE CHOICE WILL BE DECKED OUT WITH IMAGES OF THE EASYRIDERS 35TH ANNIVERSARY COIN** provided by the award-winning airbrush paint and design specialist AIREA 5150 (www.airea5150.com), making it a truly one-of-kind bike.

www.easyriders.com

EASYRIDERS 35TH ANNIVERSARY

# SUPER SUBSCRIPTION

## SWEEPSTAKES

**YOU CAN WIN** *one of over 300 fabulous prizes valued at more than* **$100,000.00**



**ENTER TO WIN your choice of one of these Harleys** Or **$18,000.00** in CA$H!

## Grand Prize



Ultra Classic Electra Glide



Road King Classic



Softail Deluxe



Dyna Street Bob



Sportsters 883R

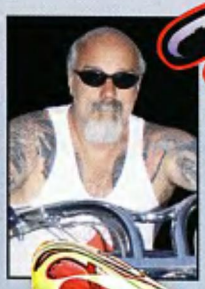



**THE GRAND PRIZE WINNER'S MOTORCYCLE CHOICE WILL BE DECKED OUT WITH IMAGES OF THE EASYRIDERS 35TH ANNIVERSARY COIN** provided by the award-winning airbrush paint and design specialist AIREA 5150 (www.airea5150.com), making it a truly one-of-kind bike.

**EARLY BIRD BONUS**
**$1,000.00**
Mail your order before February 28, 2006. If you do, and you're selected as the 2006 Grand Prize winner, you'll not only get the bike of your dreams but we'll also toss in another $1,000.00 beer money.

## 1st Prize

Perewitz



A custom flame paint job of your choice by world-renowned custom master builder Dave Perewitz.
**www.perewitz.com**



**Retail Value up to $10,000**

## 2nd Prize

TP ENGINEERING TOTAL PERFORMANCE

**PRO-SERIES® ENGINE**



TP Engineering 124 cu.in. show- polished Pro-Series® Engine **Retail Value $10,000**
For additional details and specs visit: www.tpengineering.com

## 3rd Prize

J&P CYCLES

**FIVE $1000 GIFT CERTIFICATES** and catalog from J&P Cycles. J&P Cycles 976 page catalog is full of over 30,000 parts and accessories for your Harley-Davidson motorcycle from 1936 - 2005. Visit: WWW.JPCYCLES.COM.







## 4th Prize

CUSTOM CYCLE CONTROL SYSTEMS



Complete, fully assembled, ready-to-instal Ultra Craft hand control systemwith digital 3015 instrumentation, seven micro switches, fluid reservoirs, speedo/tach combination, and much more. Visit: www.customcyclecontrols.com
**Retail Value:$3,500**

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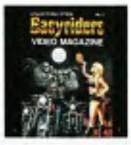
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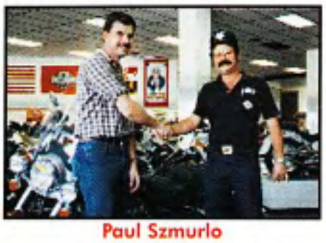

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# Can't believe you'll ever be a winner?

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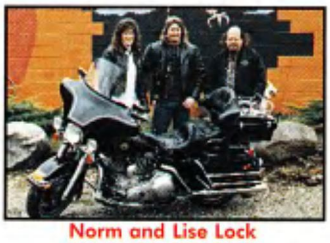
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Norm and Lise Lock




Yon Abel

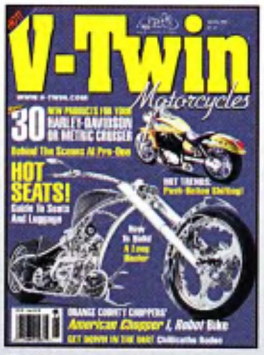
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Use the enclosed Official Entry Form and subscription envelope, or write your name, address, phone number, and EASYRIDERS 2006 35TH ANNIVERSARY SWEEPSTAKES ENTRY on a 3x5 index card and mail it in an envelope to: EASYRIDERS 2006 35TH ANNIVERSARY Sweepstakes, P.O. Box 50044, Boulder, CO 80322-0044. Limit: one 3x5 card per envelope. If you wish to subscribe, list the titles you wish to receive on the card, and enclose payment or request billing. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 2006. Easyriders/Paisano Publications, LLC assumes no responsibility for lost, misdirected or late mail.

Prizes are not transferable and not redeemable for cash, except for the cash option associated with the Grand prize. No substitution of prizes is permitted. Superbag prizes are not exchangeable or refundable for cash value. You may win one of a total of 309 prizes 1 Grand Prize with a cash alternative, 1 First Prize, 1 Second Prizes, 5 Third Prizes, 1 Fourth Prize, 100 Fifth Prizes, 100 Sixth Prizes and 100 Seventh Prizes. The motorcycle and Superbag prizes pictured may not be the specific ones awarded. Total approximate retail value is $109,500.

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For a list of major prize winners, send a separate stamped, self-addressed business envelope to: 2006 35th Anniversary Sweepstakes Winners List, Easyriders, LLC, 28210 Dorothy Drive, Agoura Hills, CA 91301.

**NO PURCHASE NECESSARY TO WIN.**





You may have seen the ads on our pages and thought, "What the hell?" You may have wondered how it's possible to sell a perfectly good V-twin motorcycle, at this day and age, for such an incredible price. A Vento V-Thunder 1400 for under four grand? Hell, a Vespa would probably cost you more than that!

If you haven't seen and wondered, you may do so in this issue on Page 83. That's where the V-Thunder roams: a Fat Bob look-alike with oval air filter, solid disc wheels, windshield and FL-style front end, just to name a few Harley-esque ingredients. "You can't ride mine, but now you can ride your own," it says on top of the page.

You might also stare at the ad in utter disbelief, your heart skipping a beat at the thought of calling one of these bikes your own. It's all there, too: the staggered pipes, the 3.4-gallon gas tank, the 5-speed trans, the 24 horsepowered, air-cooled 17-cubic-inch motor, the...the what? 24 horses? 17 cubic inches? I mean, shouldn't this be 124 horses and 117 inches?

If so, the price tag would be a typo, too. So, no, you're reading correctly. And this is the deal: The V-Thunder, introduced in the spring of '05, "is built for the beginning rider or women and not necessarily for performance," says Isaac Calderon, owner and president of the company. "The performance is good, but it's not something to go on a long trip with."

# VENTO MOTORCYCLES

## The Mighty Midget





Calderon adds that he realizes in the U.S., "the market is for the big cc engines, but the women's share of the market is growing. It's a very light motorcycle, under 300 pounds, with a top speed of 85 miles per hour, enough to go cruising on the freeway and affordable as an entry level bike for people who don't want to spend $15 or $20,000 on a Harley. Or they don't have the experience of riding a motorcycle and want to find out how it feels to have a motorcycle."

Vento, which is Italian for "wind," was founded in 1996 in Mexico and, accordingly, has been selling most of its product in Latin America. A few years later, the company became active in El Norte. "We started importing components from China, Korea and Taiwan to build our motorcycles," Calderon says, "and in 2001, we opened our assembly plant in the U.S., in the city of Industry, Texas. We basically assemble all the motorcycles from imported components. We didn't start selling the bikes in the U.S. market. We started by exporting them to Mexico, Central and South America and some Asian countries and, in 2003, we opened the U.S. market."

The bikes, "were designed for those countries because they have small engines, and what we are basically trying to achieve is to build very nice looking bikes with smaller engines to keep the price under $4,000," he adds.

Brisk sales have given Vento the confidence to try to broaden its market with new ventures. "We havetwo new motors in production," Calderon says. "One is a 400cc engine that'll be ready by June of 2006, and we've also started on an 1800cc motor with fuel injection and turbo-charger. It will be ready in 2008. We're investing almost $8 million into that particular project."

While the smaller motor will be assembled in Texas with parts imported from abroad like all the other Vento products, Calderon insists the larger motor will not only be assembled, but also manufactured entirely in the U.S. This not only means a major investment in a manufacturing plant, but also strict adherence to ever-tighter U.S. EPA laws, something Calderon, however, is not worried about. "Thanks to our high-quality, Vento products are approved by the NHTSA, DOT and certified by both the EPA and the California Air Resources Board," he says.

With corporate headquarters in San Diego and manufacturing facilities in Mexico, China and soon in Brazil, Vento currently boasts over 900 employees and spans the globe like few other companies in the motorcycle industry. This is reflected in the sales numbers. "Worldwide, we're going to reach 130,000 units sold this year between all the models we have," Calderon says. That includes the V-Thunder, the Rebellian (a 150cc, one cylinder bike for $2,400) and several tastefully designed scooters and dirt bikes, along with the Avalanche EX, a four-wheeled, 90cc ATV.

In fact, in 2003 sales had already exceeded $114 million, including exports and domestic sales, making Vento the fastest-growing motorcycle company in America, according to Calderon. Helping Vento achieve those sales is an equally global dealership










Photos: Vento Motorcycles



network, with some 175 dealers spread out over 30 states within the U.S. and more than 300 dealers worldwide.

Additionally, Calderon says Vento does its own financing, for dealers as well as retail customers and is currently working on what Calderon calls "a major expansion of our warranty program."

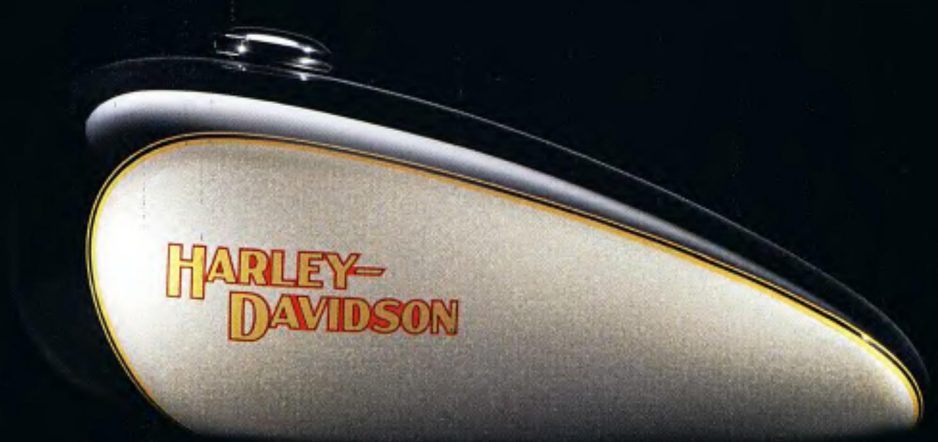
Vento's motors may, until further notice, be small, but their roar can be heard around the world. And with the advent of another American motorcycle manufacturer on the horizon, riding American can only get better. *—Kai R.*

**For more info on Vento Motorcycles, check out www.vento.com.**


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# All Or Nothing

## Terry Gregorio Built The Entire Bike Himself

You gotta love the determination that drives some bike builders. It's the "Hey, I can do that" approach that leads a seemingly sane individual to turn in all his free time in exchange for that rare opportunity to say, "Yeah, I made EVERYTHING on the bike." When scientists crack the laws of physics and allow us to unravel space and time, bike builders around the world will celebrate. Until then, guys like Terry Gregorio, owner of Matrix Cycles in Riverside, California, will be up late burning the midnight oil.

What you see here is Terry's second bike. His factory Fat Boy was cool, but he was lusting for something far more exotic. That led to his first

creation, a green chopper that was built from scratch encompassing all of the feel and flair that riding a stock bike will inspire. But, as usually happens with builders, there came a day when Terry decided he also wanted something new like a long, low, lean Pro-Street-style sled, one that hugged the ground and looked 10 miles long doing it.

Well, grit and determination don't usually go unnoticed when the desire to do something different hits you and Terry's kickin', orange monster here has garnered a ton of attention. Thus, Terry started Matrix and after only one year on the scene, he's got 11 orders to date and the eyes and ears of more than one bike hungry celebrity. But Terry's not riding on the attention this new bike has garnered, he's gearing up to hit all the East Coast bike shows in 2006. Although California is the largest bike market in the country, Terry feels that making his name known on the East Coast is a must.



But let's get back to that "I gotta make everything myself" thing for a moment. With this bike, Terry got more of a feel for building his own components and it eventually became a fever he couldn't ease. The new custom on his bench is made up of even more Matrix hardware including his own frame, controls, rims, pipes, the works. It's his goal to become one of the elite builders who makes everything and with what he mentioned so far, we'll be seeing those results from him very soon.

There is one other thing to watch for on this orange sled. The letter "M" appears five times in the metalwork on this bike. A tattoo, of sorts, to highlight the Matrix name. A clue would be the rear fender and also the handlebars. When you find the other three, look Terry up at the next bike rally and tell him you found all five. He'll appreciate it and likely build more subtleties into his future rides as the drums of midnight oil keep burning at the Matrix shop. Our model Misty kept our midnight oil burning way past our bedtime as well.

—*Wordman*

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EasyFilters



# passin' gas

A woman was out golfing one day when she hit the ball into the woods. She went into the woods to look for it and found a frog in a trap. The frog said to her, "If you release me from this trap, I will grant you three wishes."

The woman freed the frog and the frog said, "Thank you, but I failed to mention that there was a condition to your wishes. Whatever you wish for, your husband will get ten-fold!"

The woman said, "That's okay." For her first wish she wanted to be the most beautiful woman in the world.

The frog warned her, "You do realize that this wish will also make your husband the most handsome man in the world, an Adonis whom women will flock to."

The woman replied, "That's okay because I'll be the most beautiful woman and he will have eyes only for me."

So KAZAM—she's the most beautiful woman in the world!

For her second wish she wanted to be the richest woman in the world. The frog said, "That will make your husband the richest man in the world. And, he will be 10 times richer than you."

The woman said, "That's okay because what's mine is his and what's his is mine."

So KAZAM—she's the richest woman in the world!

The frog then inquired about her third wish and she answered, "I'd like a mild heart attack."

Moral of the story: Women are clever. Don't mess with them.

Attention female readers: This is the end of the joke for you. Stop here and continue feeling good.

Male readers: Please keep reading.

The man had a heart attack 10 times milder than his wife.

Moral of the story: Women are really dumb but think they're really smart. Let them continue to think that way and just enjoy the show.

P.S. If you're a woman and are still reading this, it only proves one thing: Women never listen!

*Spencer K.*
*Agoura Hills, California*

The motorcycle sped off the highway, slid under the guardrail, rolled down a cliff, bounced off a tree and finally came to a stop.

A passing motorist, who had witnessed the entire accident, helped the miraculously unharmed rider out of the wreck. "Good lord, mister," he gasped. "Are you drunk?"

"Of course," said the guy, brushing the dirt from his jacket. "What the hell did you think? I'm a fucking stunt driver?"

*R. Meyerson*
*West Palm Beach, Florida*

What happens when you take Viagra and Prozac at the same time?

You get a guy who is ready to go but doesn't really care where.

*J. Hayes*
*Rancho Cucamonga, California*

A biker is cruising down the street. When he comes to a stop at a street corner, he is approached by a prostitute.

"For $100 I'll perform any act for you," she tells the biker, "provided that you can describe the act in three words."

The biker immediately gives the prostitute $100.

"Okay, tell me what you want me to do, but remember, use only three words," she tells him.

The biker, who has been quiet throughout the exchange, says, "Paint my house."

*Jeff Davis*
*Beeville, Texas*

A very large woman, wearing a sleeveless sundress, walked into a bar. She raised her right arm, in turn revealing a huge, hairy armpit as she pointed to all the people sitting at the bar and asked, "What man here will buy a lady a drink?"

The bar went silent as the patrons tried to ignore her. Down at the end, an owl-eyed drunk slammed his hand down on the counter and bellowed, "Give the ballerina a drink!"

The bartender poured the drink and the woman chugged it down. She turned to the patrons and again pointed around at all of them, revealing the same hairy armpit, and asked, "What man here will buy a lady a drink?"

Once again, the same little drunk slapped his money down on the bar and, said, "Give the ballerina another drink!"

The bartender approached the little drunk and said, "I know it's none of my business if you want to buy the lady a drink, but why do you keep calling her 'the ballerina?'"

The drunk replied, "Any woman who can lift her leg that high has got to be a ballerina."

*Ronnie Edwards*
*Lincoln, Illinois*

There's these two guys who are really horny. Their buddies decide to help them and they pool all their money only to discover they can't buy two hookers. So they go out and pick up two blow-up dolls.

They throw one in each room and then send in their buddies. After a while the one guy comes out and then the second guy comes out.

The second guy looks at his buddy and says, "Man I swear my broad was dead." The other guy says, "That's funny, I thought my broad was a witch." "Why is that?" the other guy asks.

"Well, I bit her tit, she farted, then flew out the window."

*Salvator Scuderi*
*Frackville, Pennsylvania*

---

**Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.**

▶ To remove poster, first carefully crease at perforation before ripping it all to shreds! ▶

**Owner:** Terry Gregorio
**City:** Riverside, California
**Designer:** Terry Gregorio
**GENERAL**
**Fabrication:** Matrix Cycles
**Year and make:** 2005 Matrix Cycles
**Model:** Pro-Street
**Assembly:** Terry Gregorio
**Time:** 3 months
**Chroming:** some
**ENGINE**
**Year:** 2005
**Model:** S&S
**Ignition:** Crane Hi-4
**Displacement:** 113 cubic inches
**Lower end:** S&S
**Balancing:** S&S
**Pistons:** S&S
**Heads:** S&S
**Cam:** S&S
**Lifters:** S&S
**Carb(s):** S&S
**Air Cleaner:** S&S
**Pipes:** Martin Brothers
**TRANSMISSION**
**Year:** 2005 JIMS
**Shifting:** Foot
**PAINTING**
**Painter:** Terry Gregorio
**Color:** sunset/tangelo pearl/ passion purple
**Type:** House of Kolor
**FRAME**
**Year:** 2004



**Builder:** Xtreme
**Type:** pro-street
**Rake:** 45 degrees
**Stretch:** 4-back, 0-up
**Shocks:** Progressive Airtail
**ACCESSORIES**
**Handlebars:** Matrix Cycles
**Handlebar controls:** Matrix Cycles
**Fender(s):** Matrix Cycles
**Headlight:** Headwinds
**Taillight:** Paul Yaffe Originals
**Speedo:** Dakota Digital
**Pegs:** Matrix Cycles
**Electrics:** Matrix Cycles
**Gas tank:** Independent Tank Co.
**Oil Tank:** Xtreme
**Oil system:** Matrix Cycles
**Primary:** BDL
**Seat:** Matrix Cycles
**Mirrors:** Wicked Images
**Grips:** Matrix Cycles
**FORKS**
**Type:** wide
**Extension:** 12-over
**Builder:** Matrix Cycles
**WHEELS**
**Type:** Performance Machine, Renegade
**Size:** 21-inch front, 18-inch rear
**Tire:** Metzeler
**Brake:** HHI
**Other Special Modifications:** Full molded frame and fenders
**Photos:** Rick Hustead





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# CHAIN OF MYSTERY

## Indian Larry's Very Last Bike




This is the last bike Indian Larry ever built. It was originally conceived as the basis for a lot of Larry's potential projects and a bike Larry wanted to build specifically for himself, according to Paul Cox of Indian Larry Legacy.

In midstream, however, it became Larry's entry for Discovery Channel's *Biker Build-Off* TV series, Round IV and could eventually be seen in competition against a chopper built by Mondo of Denver's Choppers. Because of the *Build-Off* participation, however, time suddenly became an issue. "We had a two-week deadline," Paul says, "so aside from what Larry had already done before we got word, we pretty much did everything within that time frame."

Luckily, Larry had some friends to help out, like his shop mates Paul and Keino, as well as CJ Allen, who engraved everything, and painter Robert Pradke, who set up a makeshift paint booth in record time inside Larry's shop.

The most obvious Larry-esque ingredient is, of course, the chain frame. It happened during Paul and Larry's visit to the Laughlin Run 2004. "We were driving back to this little town in the desert, talking about the build, when Larry suddenly got this strange look on his face and said 'chaaain fraaame!' I just looked at him like he was crazy, but I was also soaking in the moment," Paul remembers. "And the funny thing was, 30 seconds later, this song 'Chain of Fools' by Aretha Franklin came on the radio, we knew we had to do it."

The frame has a geometry similar to Larry's other bikes, with a 30-degree rake, 2-1/4-inch stretch in the downtubes and stock length in the backbone and the rear. "Larry made a frame jig and mounted it on the table to be able to locate the neck, the motor mounts and the rear axle plates," Paul says. "After machining those parts, he used a seat post and backbone out of DOM (Drawn Over Mandrel) thick-wall tubing. That basically connects the motor mount up to the neck and gave us a chance of everything at least somewhat hanging together."






Longtime friend and master welder, Eddie McGerry, then very meticulously welded links of a tow chain together to form the rest of the frame. "It required a total of 40 hours of welding," Paul recalls, "and we ran a couple of angular torque struts in the rear section just to box out the tail section. If you add up the actual surface area in a cross section of the frame, it's the same, if not more, as that of a piece of tubing. The whole thing is just really solid."

A motorman by heart, Larry paid particular attention to the bike's engine, which he built himself. Atop the High Performance cylinders Larry stuck S.T.D. heads, a panhead up front, a shovelhead behind, both being fed through dual carbs and sparked by a special magneto drive. "Larry had built the mag drive from a couple of different cone-mounted mag drives, because they always sit at a little bit of an angle," Paul explains. "He machined two of those in half and rejoined them to sit vertically between the two carbs he was running."

The S&S carbs, by the way, are mixed, one being an L, the other one a B model. Larry had done dual carbs many times before, but mostly with B models and decided to mix, not match, here just to throw himself another curve.

Once the bike was finished, Larry took it to Pittsburgh where he met up with Mondo to ride down to the Liquid Steel Classic and Custom Bike Show in Concord, North Carolina, for the final showdown. Not having had a chance to test-ride the bike beforehand, he set out with a pocket full of jets, just to be able to fine-tune the dual-carbed motor along the way.

But everything went smoothly and the weather was perfect as the group rode through the Appalachians and along Skyline Drive. No one knew this would be Larry's last days, but in retrospect, Paul says, "it was just as good as it gets."

*—Red Baron*

---

*For information on Indian Larry Legacy clothing, parts and custom bikes, visit www.indianlarry.com.*















**Owner:** Indian Larry Legacy
**City:** New York, New York
**Designer:** Indian Larry
**GENERAL**
**Fabrication:** Indian Larry Enterprises
**Year and make:** 2004 Special Construction
**Model:** Chain Of Mystery
**Assembly:** Indian Larry Enterprises
**Time:** three weeks
**Chroming:** Wilco
**ENGINE**
**Year:** 2004
**Model:** pan/shovel
**Rebuilder:** Indian Larry
**Ignition:** Morris Mag
**Displacement:** 103 cubic inches
**Lower end:** S&S
**Balancing:** Balance Masters
**Pistons:** S&S
**Heads:** pan/shovel
**Cam:** Andrews
**Lifters:** JIMs
**Carb(s):** S&S L and B
**Air cleaner:** velocity stacks
**Pipes:** Indian Larry
**TRANSMISSION**
**Year and make:** 2004 Baker 6-in-a-4
**Clutch:** Bandit/John
**Shifting:** jockey
**PAINTING**
**Painter:** Robert Pradke
**Color:** multi
**Type:** urethane
**FRAME**
**Year:** 2004
**Builder:** Indian Larry Enterprises
**Type:** chain
**Rake:** 30 degrees
**Stretch:** 2-1/4 inches up
**Other modifications:** lots of chain
**ACCESSORIES**
**Bars:** baby apes
**Handlebar controls:** internal
**Fender(s):** W.C.C./I.L.E.
**Headlight:** 4-1/2-inch V-Twin
**Taillight:** Radientz
**Speedometer:** none
**Pegs:** Knucklehead Steve
**Electrics:** I.L.E.
**Gas tank:** Paughco/Indian Larry
**Oil tank:** Voodoo Choppers
**Oil system:** Air Craft
**Seat:** Paul Cox Rigidaire
**Grips:** leather




**FORKS**
**Type:** chain springer
**Extension:** 2 inches
**Builder:** Indian Larry/Paughco
**WHEELS FRONT**
**Size:** 21 inches
**Hub:** Storz
**Tire:** Metzeler
**Brake:** Performance Machine
**WHEELS REAR**
**Size:** 18 inches
**Hub:** Harley-Davidson
**Tire:** Metzeler
**Brake:** Performance Machine
**Photography:** Michael Lichter

# IN THE WIND



Rodeo fun you *won't* see on *V-Twin TV*. —*Stripe and Darla, Freedom Rally, Algona, Iowa. Photo: Perry Hoemann*




Titilating rearview. —*Kim "HippyChicKim" Teems, Rossville, Ga.*




Babes always find Fire Hogs. —*Mike Nixon, Point Dume, Calif.*



Biker Insta-shower. —*Fast Eddie, Redwood Run 2005*



Seconds before a vicious 'gator came outta the swamp to attack Glenn and his '96 Fat Boy. —*Glenn Keller, Hamburg, N.J.*



Mike and Donna—on the road again. —*Mike "Pez" Pesapane, Laconia, N.H.*



His 'n' her Harleys at Wyoming Freedom Rally. —*Jim Boan, Evanston, Wyo.*



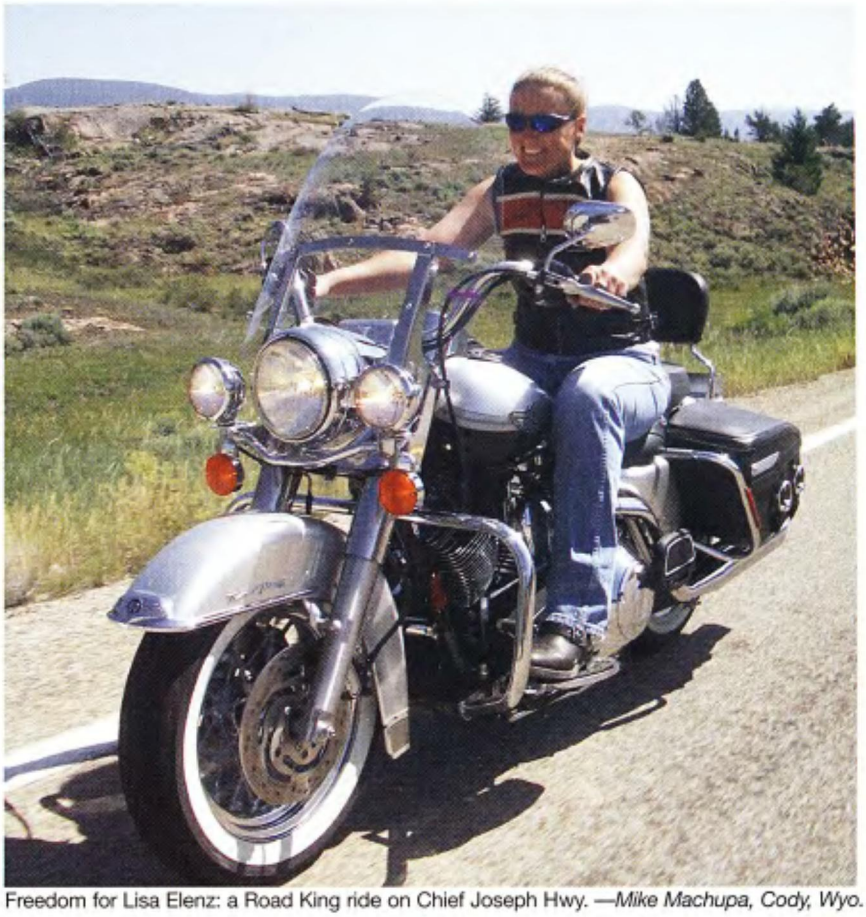

Some guys have all the luck. —*K.W., Hickory, N.C.*



American beauty. —*William Paul Shermer, Salisbury, N.C.*



Howdy, pardner! —*Les Holt, La Porte, Texas*



Freedom for Lisa Elenz: a Road King ride on Chief Joseph Hwy. —*Mike Machupa, Cody, Wyo.*

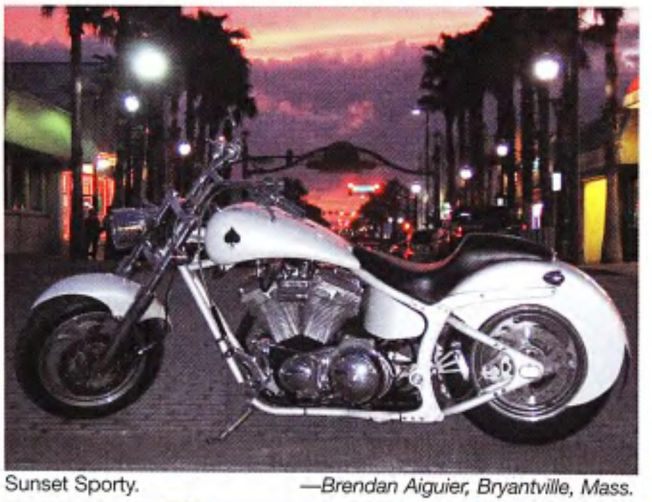


In position for an orgasmic ride. Close yet, baby?

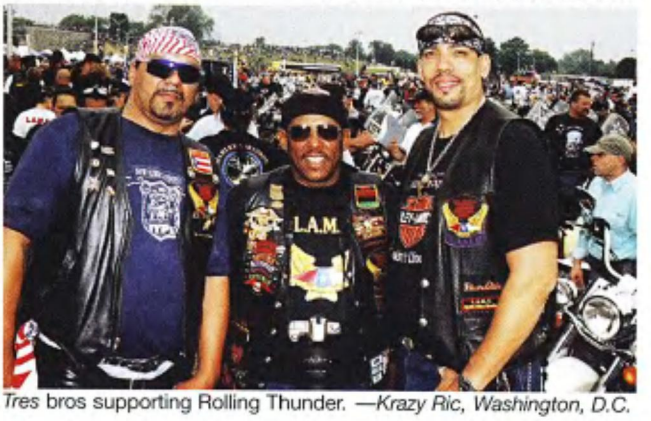
—*Kim G., Harley Rendezvous, Marlaville, N.Y.*



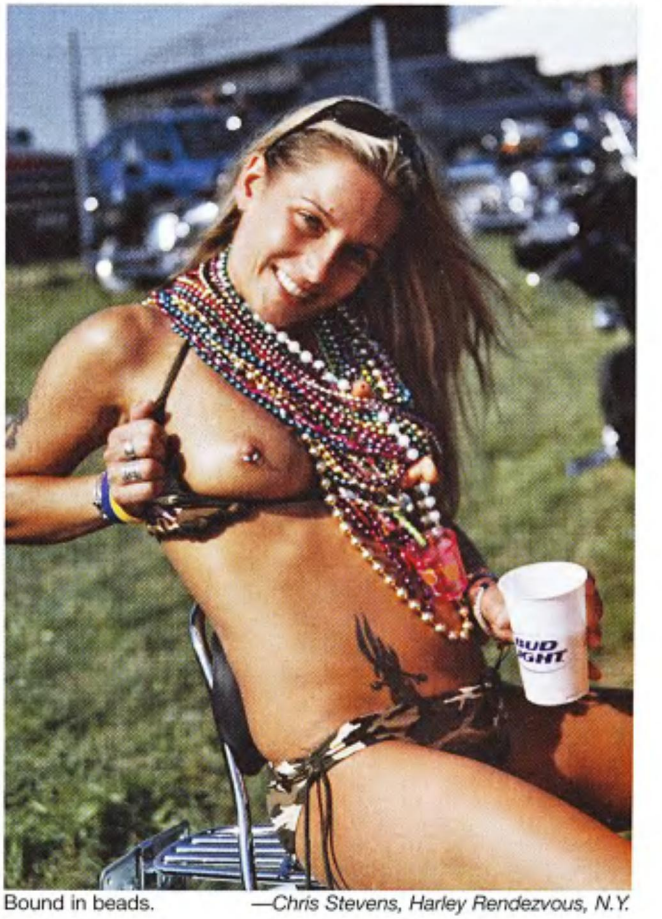
Check out the concentration; that wiener's goin' down! —*Beadman, Thunder Valley Weekend, ABATE of Pa., Johnstown, Pa.*



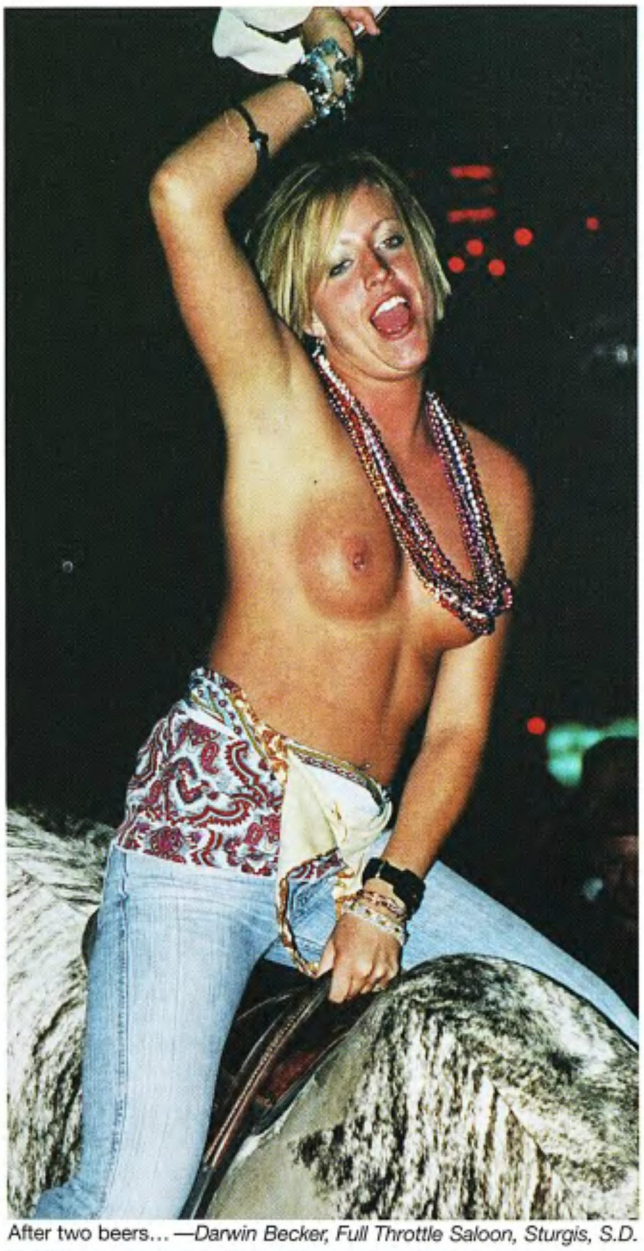
Sunset Sporty. —*Brendan Aiguier, Bryantville, Mass.*



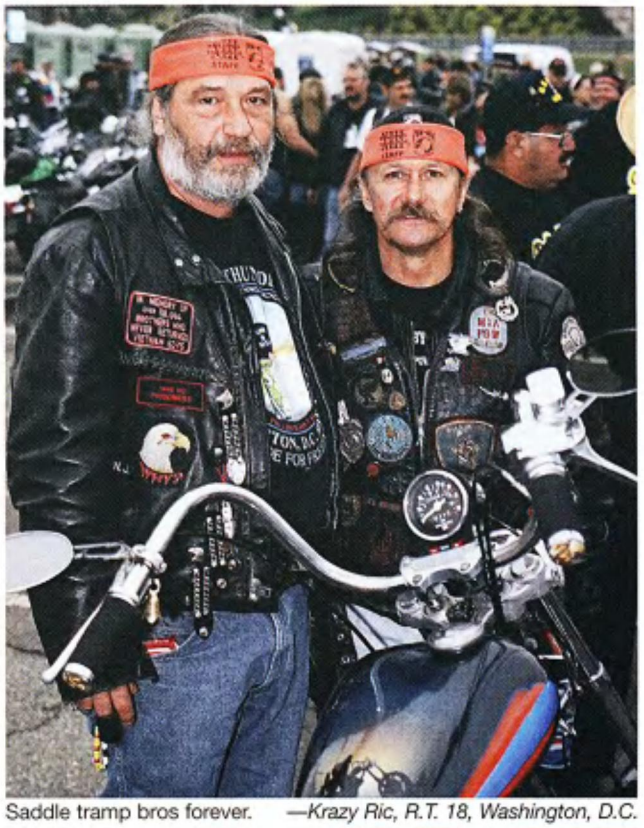
*Tres* bros supporting Rolling Thunder. —*Krazy Ric, Washington, D.C.*



Bound in beads. —*Chris Stevens, Harley Rendezvous, N.Y.*



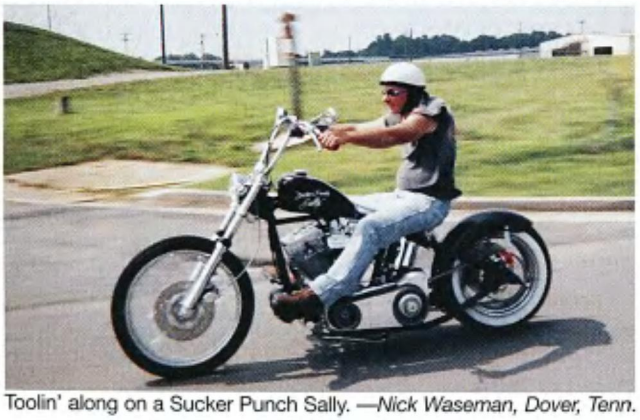
After two beers... *—Darwin Becker, Full Throttle Saloon, Sturgis, S.D.*



Saddle tramp bros forever. *—Krazy Ric, R.T. 18, Washington, D.C.*




Proud of his putt. *—Tim O'Connor, Nathrop, Colo.*



Toolin' along on a Sucker Punch Sally. *—Nick Waseman, Dover, Tenn.*



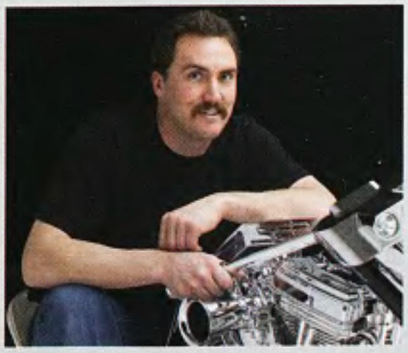
Kill that tire! *—Jean, Tropical Tattoo, Ormond Beach, Fla.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.


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## Scott Barnett's BILLET Bike

# A FITTING TRIBUTE

"Scott Barnett of Sons Of Billet is not available. Please leave a message at the tone..." Scott is no longer with us on this plane of existence and it's eerie to hear his voice on the Boone, Iowa, company's answer machine. You see, this is the bike feature Scott was so excitedly looking forward to but he died in a motorcycle accident just a few months ago. Now this bike feature is a tribute to the man who



dared to build a motorcycle entirely out of billet aluminum without the use of a CNC machine.

The bike itself is too cool. Imagine the time and care that it took to create this award winner in Scott's garage. It took him years to fashion and finish. Billet parts and accessories have become the ultimate, overused buzzword and everyone and their brother, it seems, has a CNC machining center in their shop making all sorts of parts, pieces and accessories that can be purchased to turn any bike into a billet menagerie. Well folks, as much billet as you can buy will not even get you close to Scott's last creation, seen here.

A few years ago, it used to be a good joke that someone ought to build a billet aluminum motorcycle frame. After all, damn near everything else (or so it seemed) was being carved out of vast chunks of aluminum, so why not a frame? A fine joke indeed, but Scott took it very seriously and the frame you see in these pictures was carved from a solid plate. That's right. And before we go any further, you need to know that, with the exception of the wheels and the SOB logo on the frame, Scott did all of the machining on non-CNC equipment. He did it all by hand on a manual milling machine with two dials and a digital readout. In an age of CNC abuse and choppers being built from catalogs, Scott's bike was built with more old-school craftsmanship and know-how than you're likely to find on any sled being trailered to your local bike show.

The primary was stretched 11 inches. That's almost 8 inches more than the new generation of extended center







distance frames and belt drives. The trap door for the Baker RSD tranny is also one of Scott's custom bits, incorporated into the entirety of the bike's billet superstructure. It's one thing to sit down and design this stuff in AutoCAD and then send the information to the CNC machine where the slab of aluminum gets transformed into a bike part. It's another thing to take that slab of aluminum and carve on it with a manual milling machine with nothing but nerves, a few numbers and the constant spectre of screwing up the part hanging over your head.

Scott's bike is one that very few people would have the patience or time to attempt. The entire machine is a work of art and a masterpiece of technical prowess. This talented builder took his labor of love to our Invitational Bike Show in Columbus, Ohio, last year and brought home a Best of Show. Then Scott took the bike to Sturgis this past August and won the prestigious Metzeler Bike Show as well. We are sad to report that this awesome machine now acts as a tribute and epitaph to Scott Barnett's brilliance. —*Wordman and Phantom*





**Owner:** Scott O. Barnett
**City:** Boone, Iowa
**Designer:** Scott O. Barnett/Sons Of Billet
**GENERAL**
**Fabrication:** Scott O. Barnett
**Year and make:** 2005
**Model:** Sons Of Billet
**Assembly:** Scott O. Barnett
**Time:** 2 years
**Chroming:** none
**ENGINE**
**Year:** 2004
**Model:** Evo
**Rebuilder:** H&L Performance
**Ignition:** Crane
**Displacement:** 131 cubic inches
**Lower end:** S&S
**Balancing:** H&L Performance
**Pistons:** H&L Performance
**Heads:** H&L Performance
**Cam:** H&L Performance
**Lifters:** H&L Performance
**Carb(s):** DaVinci
**Air Cleaner:** none
**Pipes:** Scott O. Barnett
**TRANSMISSION**
**Year:** 2003 Baker RSD
**Modifications:** Custom trap door, SOB
**Shifting:** Hand



**FRAME**
**Year:** 2005
**Builder:** Scott O. Barnett
**Type:** Billet aluminum
**Rake:** 45-degrees
**Stretch:** none
**Shocks:** Works Performance
**Other modifications:** Hand machined from solid plate
**ACCESSORIES**
**Handlebars:** Scott O. Barnett
**Handlebar controls:** Scott O. Barnett
**Fender(s):** Howe's Welding
**Headlight:** Scott O. Barnett
**Taillight:** Scott O. Barnett
**Speedo:** Dakota Digital
**Pegs:** Scott O. Barnett
**Electrics:** Scott O. Barnett
**Gas tank:** Scott O. Barnett
**Oil Tank:** Scott O. Barnett
**Oil system:** Scott O. Barnett
**Seat:** Bar Enterprises
**Mirrors:** none
**Grips:** Scott O. Barnett
**FORKS**
**Type:** Inverted
**Extension:** 28-inch overall length
**Builder:** Trac Dynamics
**WHEELS**
**Size:** 21-inch front, 18-inch rear
**Make:** Scott O. Barnett
**Tires:** Metzeler
**Brakes:** Buell inverted rotor & caliper, rear brake only
**Other Special Modifications:** Custom 11-degree triple trees by Scott O. Barnett, 11-inch stretched primary, the only CNC machine used was to cut the wheels and frame logo, all machining done on non-CNC equipment.
**Photos:** Michael Lichter


"The best entry level bike"
Two Wheel Ironhorse Magazine
- • -
"Too much bike for the money"
Cycle World Magazine
- • -
"Perfectly good V twin motorcycle for such an incredible price"
V Twin Magazine
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# FoxHunt

## Meet October's Winner

Part Italian all Hellcat, your October Fox Hunt winner, Sophia Parnachelli, put a smile on ol' Oil Can's face that he's *still* trying to wipe off! Sophia had a little trouble getting out to L.A., which caused the cancellation of the shoot and some hot tempers around the office. However, cooler heads prevailed and on her second attempt she more than made up for it with her outstanding attitude and tremendously hot body! C'mon this chick's smokin' hot! No wonder Oil Can didn't bring her around the office for a full three days. If we didn't have actual photographic evidence, we'd swear he made up the whole story. Speakin' of stories, we have a great one involving Sophia, Oil Can a sheep and latex...but that'll have to wait for another time. For now, turn to Page 98 and check her out with V Design's monster VRX150.

*—Hugh G. Rection*





Amy—Alabama

#0301

*"Unfortunately, I have yet to get a ride on a bike. I'm lookin' for my first experience and would be VERY appreciative."*



Cheri—California

#0202

*"I've been on Harleys all my life. At 4 years old I was handing out cards at Poker Runs and dreaming of being old enough to own my own."*



Jeni–NorCal

#0303

*"My first ride was through the hills of Petalume. What an AWESOME orgasam."*



Lisa–Virginia

#0304

*"My first ride was the most incredible experience of my life...and we never left the garage."*



Marcia–Kansas

#0305

*"I hadn't been on a bike in 20 years. I'd forgotten the rush of excitement and the thrill of riding. It was simply a wonderful feeling."*



Mandee–Pennsylvania

#0106

*"My first ride took a whole lot of 'liquid courage.' But, once I was on and we were off, my fears left and I felt so liberated. Now I crave it!"*

# FoxHunt

**Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!**

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant:

1. Entry photos must be topless. **No Polaroids or scanned photos!**
2. The release form (on this page) signed and a photocopy of model's drivers license.
3. A photograph of the model holding the signed release form and her drivers license.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos (please submit at least three to five) must be color prints, color slides, or digital images (**on a disc**, 3 megapixel minimum)—no negatives and **no Polaroids**. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #393 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes January 31, 2006. The voting deadline for this month's crop of cuties is February 28, 2006. We'll announce the winner in the July 2006 issue.



Rev yer motors, here comes rowdy Ronne the winner of November's Fox Hunt contest. Come back and see her next month. That way, this all-natural beauty can help sooth yer nerves during Tax Season!

**393**

**FOX HUNT**
**P.O. Box 3000,**
**Agoura Hills, CA**
**91376-3000**

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Model's Name _____
Address _____
City _____ State _____ Zip _____
Home Phone ( ) _____ Cell Phone ( ) _____
Date of Birth _____ I am _____ years of age
I will pose nude _____ Topless only _____
Model's Signature _____

Photographer's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone ( ) _____ Evening Phone ( ) _____
Photographer's Signature _____

***Don't forget to vote! These girls are depending on you!***

**Send a photocopy of your picture I.D.that shows your signature and photo.**

**In the space below, or on a separate page, tell the staff about your first ride on a Harley.**

_____
_____
_____

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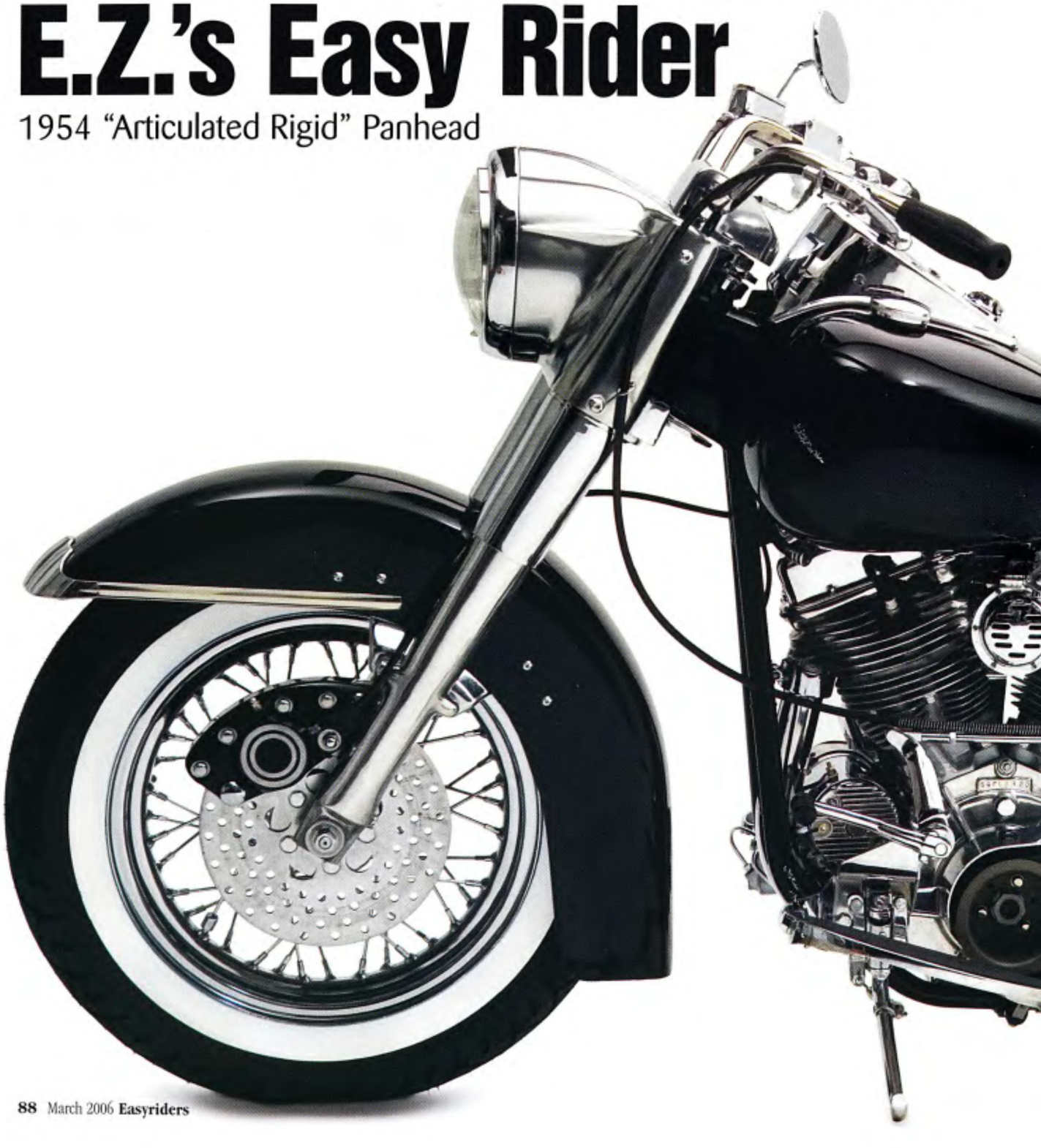
# E.Z.'s Easy Rider

## 1954 "Articulated Rigid" Panhead

Just call him E.Z. As his name implies, he goes way back. Some say he rolled a chopper onto the Ark. Well, maybe not that far back, but he and his partner/buddy/fellow bike builder extraordinaire, Mil Blair, were literally there when *Easyriders* was a twinkle in the publisher's eye. E.Z. first met *Easyriders* head honcho Joe Teresi almost 30 years ago. E.Z. and Mil were ahead of their times when they began packaging kit bikes for sale. Over the past three decades they've continued to build unique custom bikes that wear their special stamp.

Case in point; E.Z.'s recently been building a small herd of "upgraded" knuckleheads for a company in Tokyo called Sundance Enterprises who can't get enough of his retro-classic creations. E.Z. and the Sundance people met more than 20 years ago when they came to L.A. looking for custom parts, became friends and have been working together since. E.Z. and Mil would take their American iron to Tokyo and ride from one end of Japan to the other. "It was the most bitchin' time I ever had. We visited motorcycle shops all over the place. On that first trip I sold all the bikes we brought with us—and all over a cup of coffee."

E.Z.'s knuckleheads feature a S&S





88-inch motor with a left-side alternator, right-side generator case plus roller rockers that are shoehorned into an articulated frame design Sundance had originally prototyped and which E.Z. and Mil massaged into its final form. "The shocks are small, Works Performance units and ride horizontally just like a Harley Softail. It's also called 'active rigid' suspension. They ride like a Cadillac, but still look like a rigid. It's the best of both worlds."



The same frame design went into this '54 pan (the build-up contracted for the Sundance shop in Tokyo), this being the one and only panhead. The story goes that Mil had bought the bike many years ago, its tranny case grenaded and E.Z. eventually took over the project implementing the change to an "active rigid" suspension by modifying a new Santee frame. "It started as a budget minded bike as opposed to the more elaborate knuckleheads. I put on the Glide front end and a disc brake and kind of monkeyed it together, but I guess people liked it."

It wasn't an easy process to achieve, one of the most difficult elements being the ultra close tolerances. For example, E.Z. had to install the transmission with its plate attached, so tight is the fit. There is no subplate on top of the frame plate, the plate welded as part of the frame, everything welded from the seat post on back. As E.Z. says, "That frame will take a brick shithouse hit without bending." As for the panhead motor, it was rebuilt, taking on the big bearing upgrade while the heads were freshened up, with the pistons .30 over.

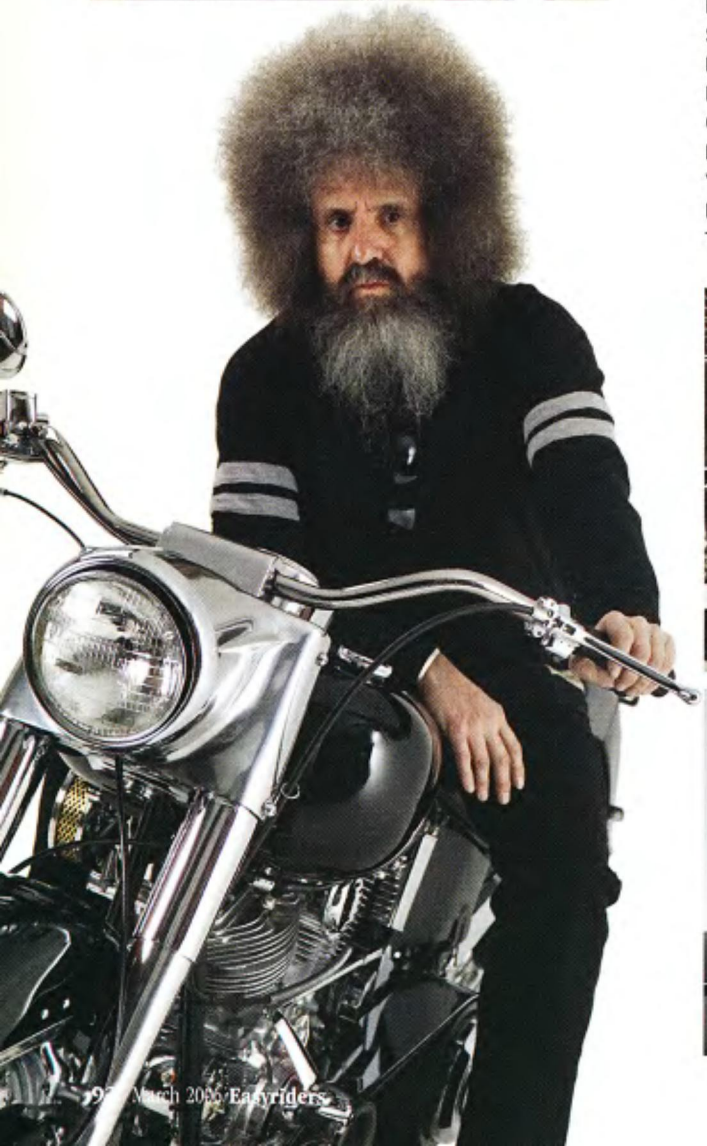
E.Z. says his company, Aeon Corp., might be persuaded into building another "active rigid" panhead, if someone was sufficiently interested. He laughs and adds, "I'm not a real people person, but my shop door is specially hung so that there's a crack under it and all you gotta do is put money under there and when the door is finally opened, you know you've paid enough." You can give E.Z. a call at 818-767-5574.

*—Paul Garson*

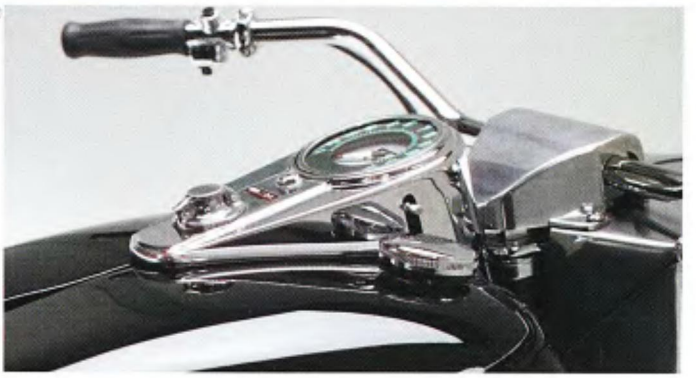




**Owner:** E.Z. Winarsky
**City:** Sun Valley, California
**Designer:** E.Z. Winarsky/Mil Blair
**GENERAL**
**Fabrication:** E.Z. Winarsky/Mil Blair
**Year and make:** 1954 panhead
**Model:** FL
**Assembly:** E.Z. Winarsky/Mil Blair
**Time:** two months
**ENGINE**
**Year:** 1954
**Model:** FL
**Rebuilder:** Scott
**Ignition:** stock/points
**Displacement:** 88 cubic inches
**Lower end:** Harley-Davidson
**Balancing:** Scott
**Pistons:** S&S
**Heads:** stock
**Cam:** Andrews
**Lifters:** Harley-Davidson
**Carb(s):** SU
**Air cleaner:** SU
**Pipes:** V-Twin
**Mufflers:** V-Twin
**TRANSMISSION**
**Year:** 1954 Harley-Davidson
**Modifications:** polished
**Shifting:** foot
**PAINTING**
**Painter:** Big John
**Color/Type:** Black/House of Kolor
**FRAME**
**Year:** 2004
**Builder:** E.Z. Winarsky/Mil Blair
**Type:** articulated rigid
**Rake:** 30 degrees
**Stretch:** none
**Shocks:** Works Performance modified
**Modifications:** rigid look with shocks
**Accessories**
**Bars:** Paughco
**Risers:** none
**Handlebar controls:** CCI
**Fenders:** front FL/rear Pan modified
**Headlight:** 7 inches
**Taillight:** Tombstone
**Speedo:** 50's style
**Dash:** Harley-Davidson
**Front pegs:** Floorboards
**Rear pegs:** none
**Electrics:** owner
**Gas tank:** 5 gal. Fatbob
**Oil tank:** early Pan-style
**Oil system:** stock Harley-Davidson
**Seat:** Harley-Davidson Hummer style
**Grips:** rubber
**FORKS**
**Type:** Glide
**Builder:** Harley-Davidson
**WHEELS FRONT**
**Size:** 18 inches
**Wheel:** Harley-Davidson
**Tire:** Metzeler
**Brake:** disc
**WHEELS REAR**
**Size:** 16 inches
**Wheel:** Harley-Davidson
**Tire:** Metzeler
**Brake:** Hydraulic drum
**Photographer:** Rick Hustead







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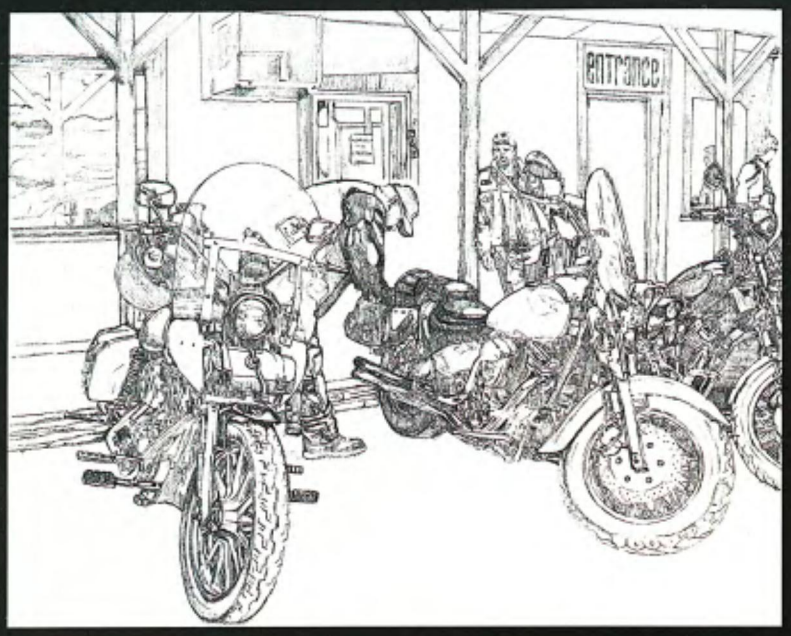
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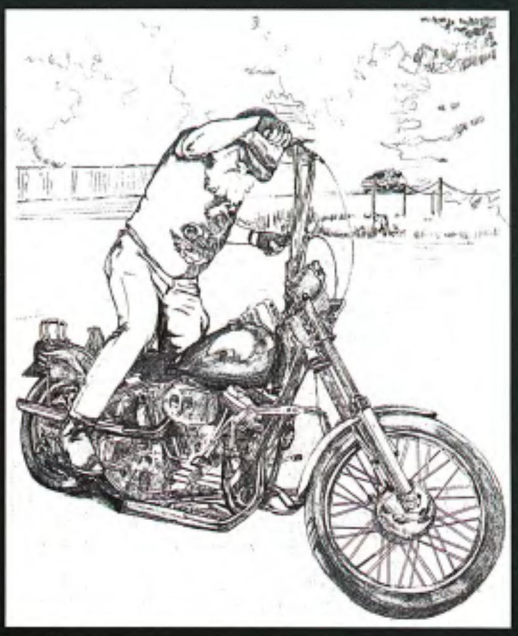
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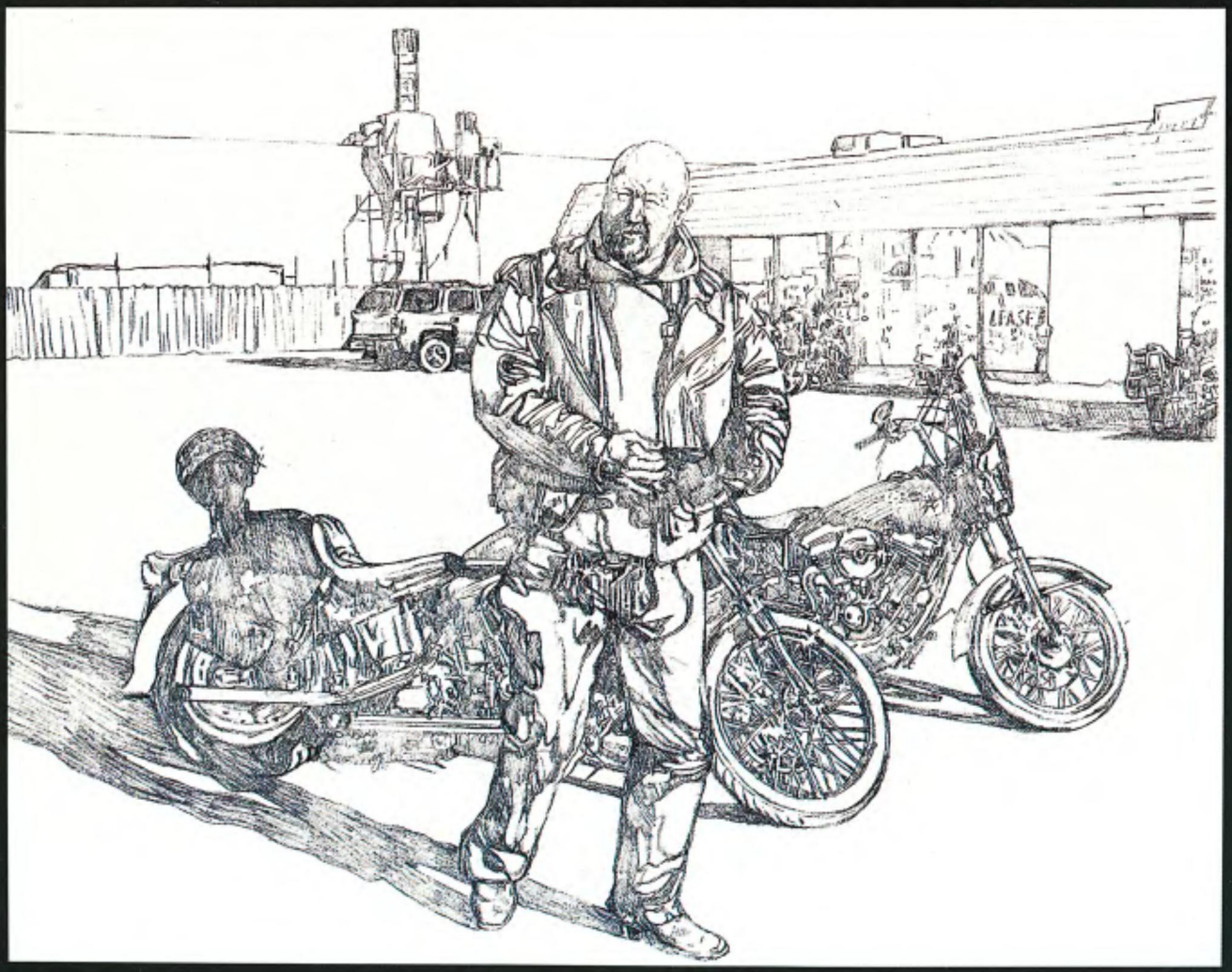
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THE MOTO ART OF SHEILA RUPPELL

# Go On... Make Your Move



You won't catch Sheila Ruppell tearin' down the roads on her hot pink scoot—at least in the states. She hangs her helmet in Lethbridge, Alberta, Canada. But don't be surprised if she pops up at a rally near you and welcomes your best moves. We're talking two-wheeled style, so save the creative pick-up lines for another day.

Back to style, Sheila's sort of heat-of-the-moment approach captured in her pencil drawings was derived over years of practice—and yes, practice makes perfect. Sheila's had an interest in art since, well, she could put her blonde locks in pigtails and practiced her craft with planes, trains and automobiles. Years passed, and at the tender age of 18, she developed a passion for motorcycles and taught herself how to ride—an accomplishment now backed with a safety course in case you're concerned.

Numerous charitable runs and other Canadian events over the last few years, fueled Sheila's desire to combine her artistic talents with motorcycles and those who love 'em. "It made sense," Sheila says, "because I enjoy riding and art, the two blended together and put me closer to motorcyclists." She wanted faces, action and the interaction of man and woman, with machine. What she got in return kept her going.

"I was a little shy at first," Sheila recollects, "to just walk up to somebody and say, 'I'm an artist ... and like what I see. Can I sketch you?'" Since then, let's just say nobody has had to be tied up to cooperate. In fact, "Everybody's so forthcoming," Sheila says, "and gives me such positive feedback after seeing their sketch that this alone keeps me focused on the motorcycling community." I'm sure that winning smile doesn't hurt.








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know the difference?

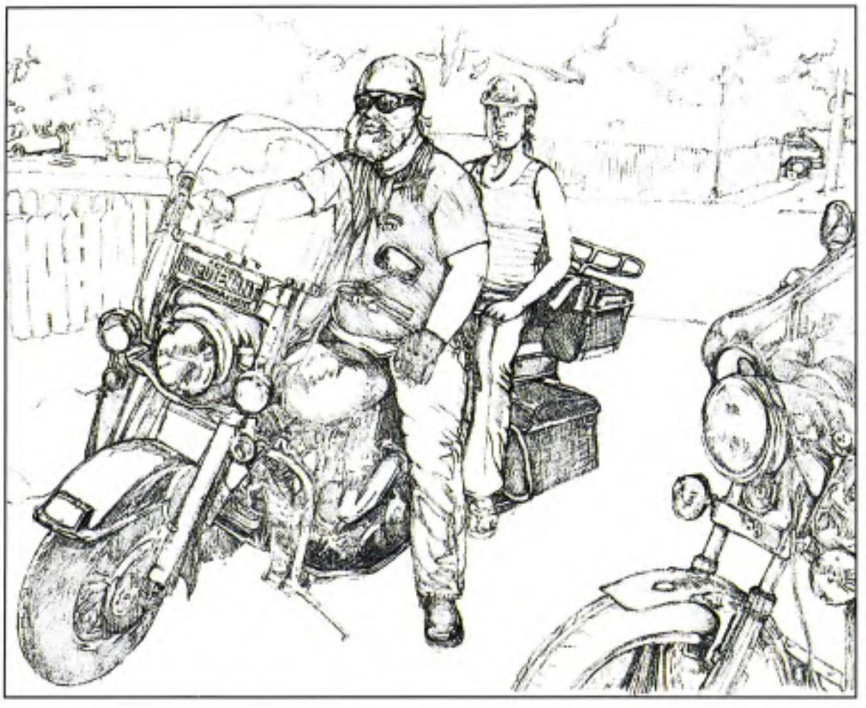
If you've been shopping for motorcycle insurance lately, you may have noticed that most insurance folks couldn't tell a Fat Bob from a Big Mac. That's because most insurance folks don't focus on insuring motorcycle riders,but we do...For over 30 years we've specialized in insuring people who ride motorcycles. Our underwriters and claims people are riders and since 1991 we've been the primary carrier for the Easyriders Bros Club and CycleServices Motor Club.

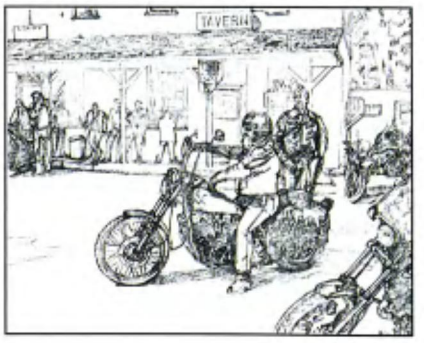
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What kind of sweet nothings, or somethings, is Sheila hearing from motorcyclists? "They have great stories," she says with a laugh. "I find them fascinating and I love to see the expressions on their faces as they tell it." Ah yes, we're kind of like our own walking, talking, breathing, best-selling novels.




*"My wife was a stripper and old habits die hard."*

Unlike snapping a still photograph and having people say something cheesy like "Cheese," Sheila wants to depict the movement and interaction between you and your bike. "I love capturing the essence of motorcycles and riders," she says, "and the joy of riding." So, continue doing as you were; no posers please.

Sheila feels this is a unique approach, or at least is unaware of other artists with this style. "To me, it's different. These are people involved in the biker lifestyle and I'm recording what they're doing right then and there; what they love. You can even see their next move." For example, in one of her drawings take "Irish" kick-starting his panhead—you can predict it'll start...eventually.

Besides these pages, Sheila's art can be seen at the headquarters of NCOM in Nashville, Tennessee, and will also be on display in an exhibit titled *Men And Their Machines* at The Yates in Lethbridge in 2007, in case you find yourself up in the Great White North.

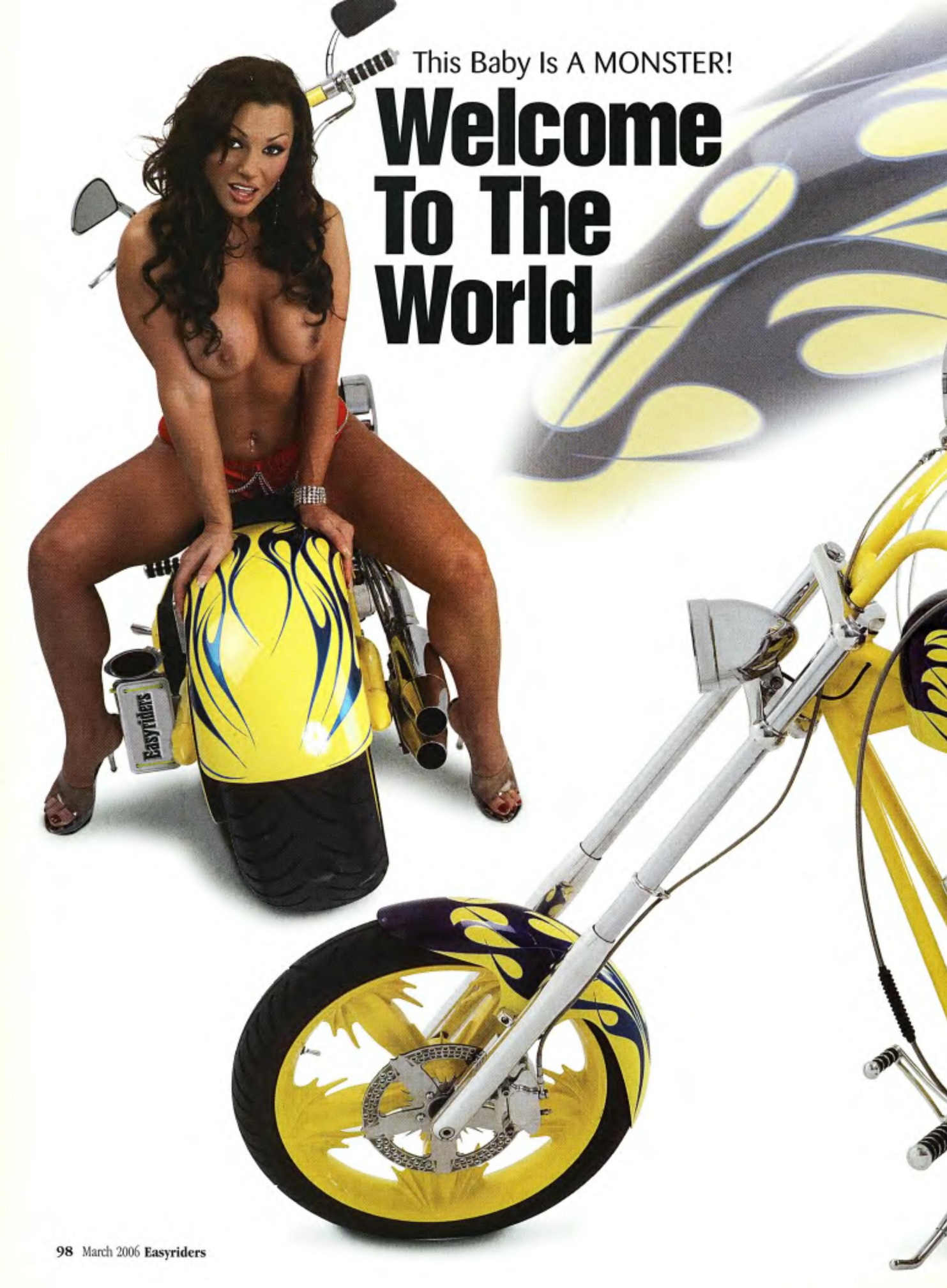
Otherwise, it's safe to predict that Sheila will pop up at Sturgis this year. She just might could be looking for you. Until then, let your fingers do the movin' if you'd like pricing or other information on Sheila's work.

*—Taryn Funcheon*

**Sheila Ruppell**
1609 29th Street North
Lethbridge, AB CAN
T1H 5K4
403-327-4205
afab@telusplanet.net

Images: Sheila Ruppell


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This Baby Is A MONSTER!

# Welcome To The World



The secrets of hopping up a V-twin are well known and there are plenty of aftermarket players, but few folks have had the gumption to start from scratch and build an original 45-degree V-twin without using everyone else's parts. Until now.

A group of madcap engineers and development specialists formed Revolution Motor Company about five years ago.

Alan Root designed the engine you see on this fine looking bike and it is the first in a line of truly original, high powered, reliable power plants available from V Design. Alan is the acknowledged master of making the most of an engine's displacement and is more than capable of extracting every nuance of power from every corner of the cylinder. His proprietary engine was born by applying automotive racing technology to the generally fatigued limitations of traditional V-twin parameters to create an all-new, efficient way to spin the Avon's.

V Design's purpose is to provide not only a superior motorcycle engine for the heavyweight cruiser and touring market, but exceed the EPA and CARB restrictions that future engine builders are going to face. Join us as we welcome their big baby into the world.

Ya read it here first. This breakthrough motor design is called VRX150, and is destined to be one of the fastest and most powerful motors on the street. Alan enlisted the hands-on work of motor wizard, and all around good guy, Jon Kasse, whose name is a household word to any gearhead worthy of their 20W50. Jon machined most of Al's specs into parts and assembled them into a running prototype that fired off at the first touch of the starter. Based on 131 cubes of displacement, VRX150's 4-3/8 inch bore and 4-3/8 inch stroke exhibits a greater effective engine capacity.

How does 160 horsepower and 170 foot pounds of torque sound? Ya gotta love it. This is done with a fairly common 10.5:1 compression ratio! VRX 150 is based on a 45 degree cylinder angle, with a one piece common crankshaft for more strength and 30% less rotating mass which, as we all should know, increases acceleration between shift points. That means that it revs up much quicker than any previous V-twin incarnation. VRX150 has a canted valve cylinder head and rocker arm design to accelerate valve movement events and make more power.

Alan introduced this V-twin engine to an aggressive scavenge oil pump which



creates an operating vacuum in the crankcase, eliminating negative displacement while promoting better piston ring seal on the upstroke. Distinguishing itself from those that came before it, the VRX 150 boasts lower emissions than any of the big inch motors out there, while also having less vibration, better ring seal, greater fuel proficiency, enhanced lubrication efficiency, fewer maintenance requirements, a two year warranty, and competitive pricing.

V Design co-founder and director of procurement, Kim Hottinger, is the owner and creator of this custom scoot, which is really just a motor mount for the VRX150.




Phil Roberts is the other guy who co-founded V Design and he told us that there are currently four different varieties of VRX engines with more in the works for the long term. V Design is directed by a very experienced management team, including Rey Sotelo as CEO (formerly of Indian Motorcycle and CMC), who announced that V Designs will soon be offering six models of motorcycles running on VRX power. When Rey first saw this engine he remarked, "It's a monster! We can't wait to put it through its paces."

And yes, we did put our Fox Hunt Winner Sophia through her paces before, during and after this photo shoot. Just like this new Revolution , she *can* be ridden hard and put away wet.

*—Cheese Weasel*

**GENERAL**
**Owner:** Revolution Motor Company
**City:** Fullerton, California
**Designer:** Kim Hottinger
**Fabrication:** Madd Mike
**Model:** 2006 RMC Chopper
**Time:** two weeks
**Chroming:** South Bay
**ENGINE**
**Year / Model:** 2006 / VRX150



**Builders:** Al Root, Jon Kasse
**Displacement:** 131 cubic inches
**Lower end:** RMC
**Pistons:** RMC
**Heads:** RMC
**Cam:** V Design
**Carb:** Mikuni 48mm
**Pipes:** Supertrapp
**TRANSMISSION**
**Year/Make:** 2005 JIMS
**Shifting:** 6-speed
**PAINT**
**Painter:** Ryan Stewart
**Type/Color:** House of Kolor/Yellow
**FRAME**
**Year/Make:** 2005 American Made
**Type:** Chopper
**Rake:** 40 degrees
**Stretch:** 4-inches
**Shocks:** Progressive Suspension
**Bars:** Madd Mike
**Handlebar controls:** BDL
**Fenders:** Kraft Tech
**Headlight:** Roadmax
**Taillight:** American Made
**Speedo:** CCI

**Pegs:** American Made
**Electrics:** RMC
**Gas tank:** Metal Monster
**Oil tank:** Madd Mike
**Seat:** Danny Gray
**Mirrors:** Pro-One
**Grips:** American Made
**FORKS**
**Type:** wider than many
**Extension:** 18-inches over
**Triple trees:** American Made
**WHEELS**
**Size:** 21-inch front/
18-inch rear
**Tires:** Avon
**Brakes:** American Made
**Photos:** Rick Hustead





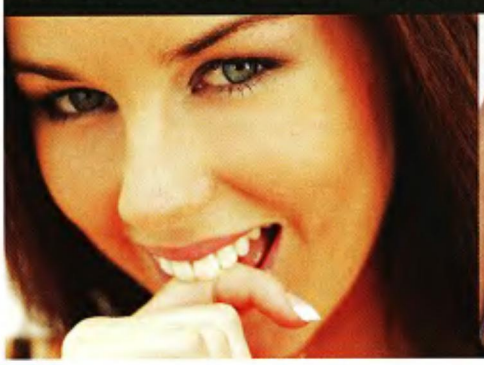
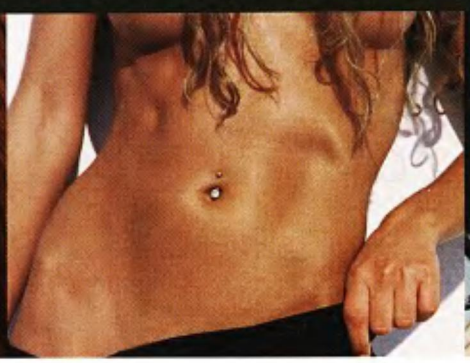
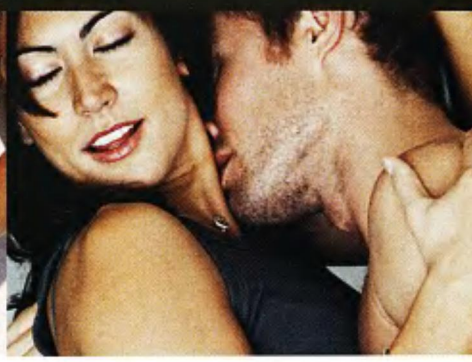


Steffanie Seaver, noted researcher and columnist, focuses on health and sexuality issues affecting today's men and women.

Ask The Expert

# "HUNG" JURY?

## SEX: How To Improve. Increase. ENJOY.

**Q:** *Dear Steffanie,*

*For the past year, I've been having some confidence issues. It's really dragging me and my relationship with my wife down. I wanted to try some pills I heard about but I found out they can take 3 or more months to work. In your judgment, does anything work faster or better?*

*Jason M.*
*Manhattan Beach, CA*

**A:** Well Jason,

The verdict is in and I just happen to have the perfect answer to boost you, and your confidence, while giving your wife the time of her life…repeatedly!

For months my fiancé was feeling the exact same way you were and then, one night, we had the most phenomenal sex, EVER. I had never seen him more excited and powerful. He took control right from the start and the feelings we shared together were totally mind-blowing. And, here's the best part, every time since that night, he just keeps getting better and better. It's amazing! I can't get enough of him now!

Finally, the other day, my curiosity took over. I had to know what brought about this drastic change. So, I asked him. To my shock, he handed me a tube of Maxoderm™. I just didn't believe this product Maxoderm was actually making him feel fuller, harder, and way more vigorous. I did a little research and was surprised by what I found.

Maxoderm is the only all-natural, fast-acting topical lotion designed to instantly enhance erection quality and firmness, while intensifying our orgasms for the ultimate sexual experience. Don't be fooled by the companies selling those "miracle" sex pills claiming to enhance size 3 - 4 inches. As little as 5% of the pill actually makes it into your system. To my intimate knowledge, Maxoderm's targeted delivery system immediately and effectively reaches the desired area directly upon application, maximizing absorption, resulting in a performance to be proud of each and every time. I am a huge (and grateful) fan of Maxoderm. And, trust me, I know my fiancé is too!

I'm not sure if Maxoderm is available in stores yet but you can check it out by calling **1.800.296.8096** or going to **www.maxoderm.com**. I know they offer RISK FREE TRIALS and even give a **FREE MONTH SUPPLY** with your order. Oh and best of all, Maxoderm is backed by a 90 Day Money Back Guarantee. You can't beat that!

Delightfully Yours,

*Steffanie Seaver*

Steffanie Seaver

A $60 Value

*See Reader's Note




## READER'S NOTE
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—John R. MacKenzie, Executive Vice-President, Barmensen Labs

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EB506

# THIRTY-FIVE AND



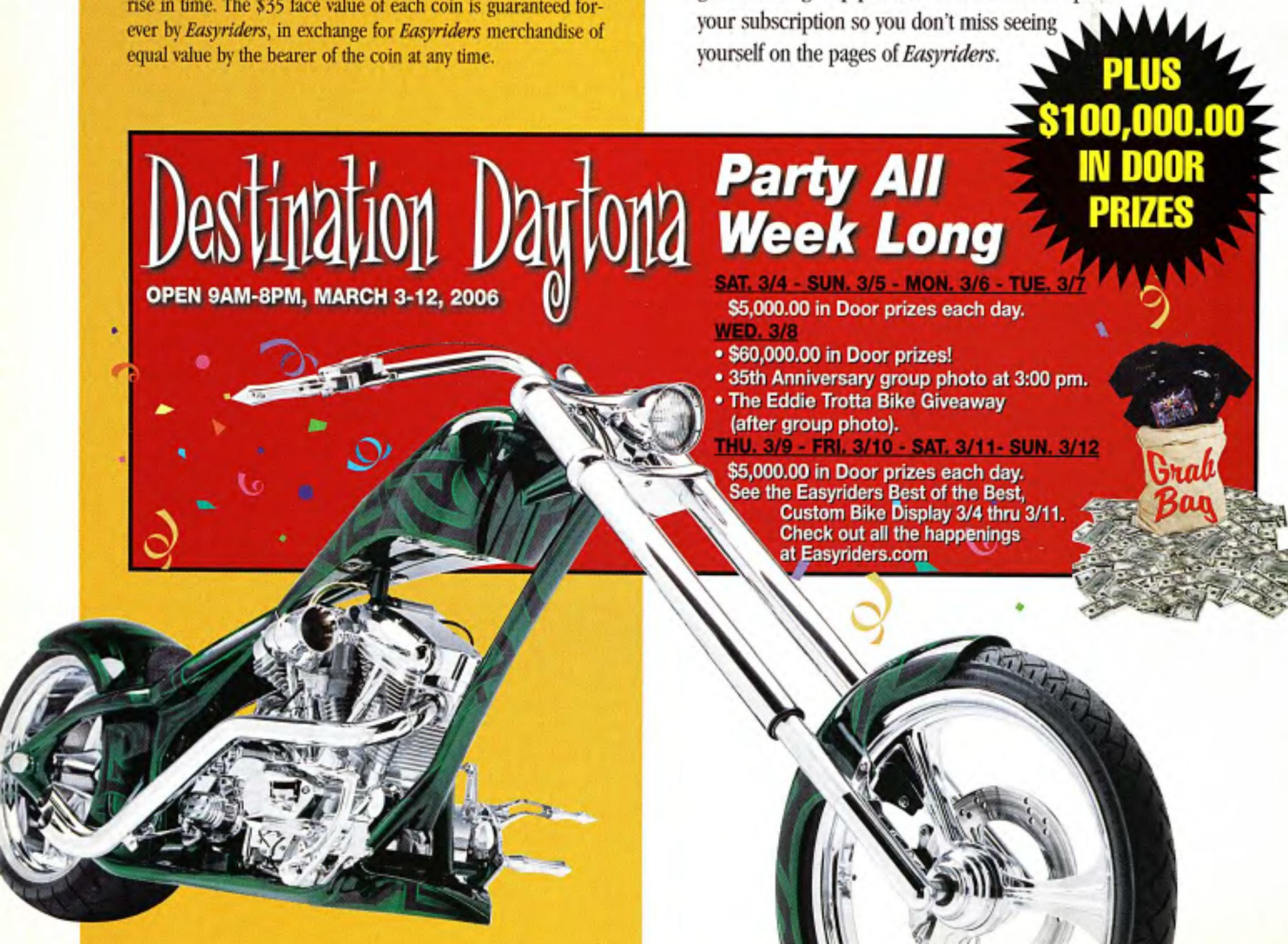
This limited edition coin is being offered exclusively to our readers. The number of coins minted will be restricted. No coins will be minted after June 30, 2006 and the dies will be destroyed.

Designed in memory of David Mann, the *Easyriders* 35th Anniversary, $35 commemorative coin is proof quality solid silver nickel. Because of the strictly limited numbers of these coins to be minted and their ultra-high quality their value may rise in time. The $35 face value of each coin is guaranteed forever by *Easyriders*, in exchange for *Easyriders* merchandise of equal value by the bearer of the coin at any time.

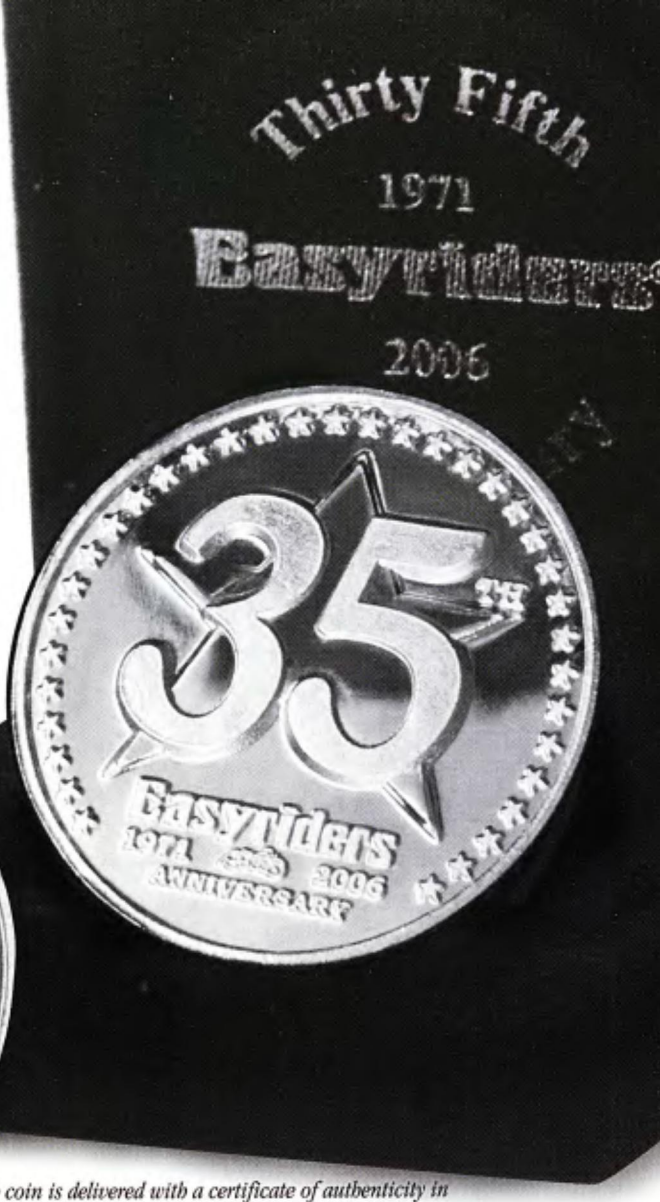
Say it ain't so! 35 years!! It seems like just yesterday that we put together the 1st issue of *Easyriders* magazine. Do you know that a mint condition, 75 cent, 1st issue of *Easyriders* Magazine is now worth about $350? All these years later we're still proud to be putting out the best motorcycle magazine ever. In our usual style, we'll be celebrating our 35th year and we want you to join us.

We'd like one of you to win the $70,000 motorcycle built by Eddie Trotta that we'll be giving away! Find out how by tuning in to our all new V-Twin TV series which debuts on SPEED Channel on Tuesday, November 29th.

Want to see yourself in the special *Easyriders* 35th Anniversary issue? It will recall the highlights of custom motorcycles and the Harley-Davidson lifestyle. Come by Destination Daytona – the new "gotta be there" destination for Daytona's 2006 Bike Week – and get into our group photo. Then be sure to update your subscription so you don't miss seeing yourself on the pages of *Easyriders*.

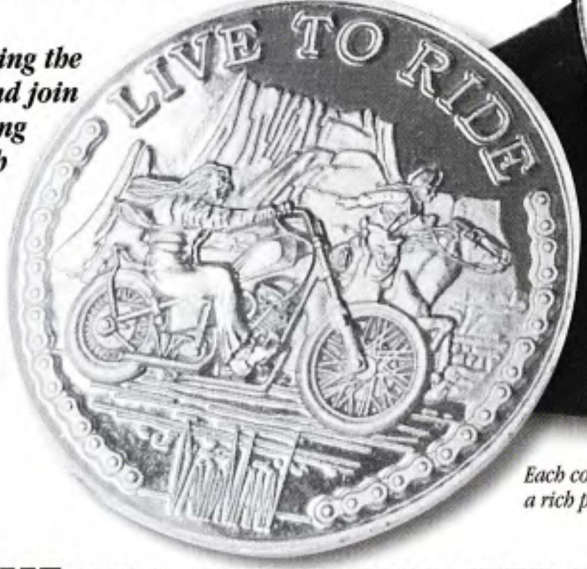
# STILL ALIVE




A commemorative, limited-edition 35th Anniversary silver coin is being minted by *Easyriders*. It will bear the image of David Mann's most famous artwork, The Ghostrider. Though this coin should go up in value (Remember what issue #1 is now worth!) it is guaranteed to always be worth at least $35 because you can spend it on *Easyriders* product at full face value – forever! By ordering early you'll have a chance to have your name listed among our loyal readership in a special section of the magazine dedicated to the memory of David Mann. We know you'll want to be included.

***Thanks for taking the ride with us and join us in celebrating Easyriders 35th year.***

***Joe Teresi***
**Publisher**




*Each coin is delivered with a certificate of authenticity in a rich presentation case, suitable for display or safe keeping.*

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# Lucky's Choppers

## One More One-Off...

"We won't repeat ourselves. When we build a bike we'll do all the sheet metal as a one-off every time. We'd never think of building the same tank twice, never even use the same patterns or templates." Sounds like a hard way to go, doesn't it? It is, but that's the way AJ and the guys at Lucky's Choppers up in



Seattle do things. And that's the way they end up producing bikes like this.

Every Lucky's Chopper starts with a fresh sheet of paper. "We don't look at what we've done before and just try to modify that," AJ says. "We'll come up with something fresh every time." The initial inspiration can come from any



one part of the bike. AJ, pointing over to another Lucky's Chopper being put together in the shop, explains that that one began with just an idea for a seat shape. "We'll start with a front fender, or the tank, or the rear fender or the shape and style of a wheel. From there we'll make everything else match and blend and make everything flow."

On this bike, the idea was to blend a polished bike look with a low-chrome/powdercoated look. Instead of leaving everything bright and shiny, they made just the "guts" of the bike glisten. The motor, for instance, has black ceramic-coated rocker boxes and exhaust. The wheels were powdercoated black to continue the theme, as were the headlight, triple trees, handlebars and the fork lowers. The only polished parts are the engine and trans cases, the barrels and parts of the cylinder heads. And that's plenty. It makes the point.

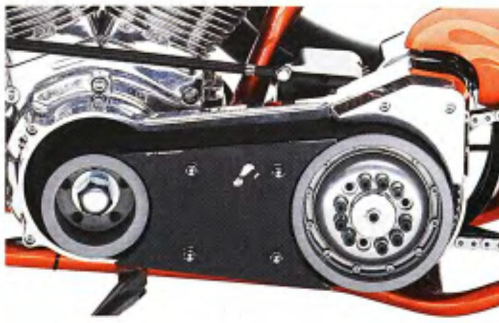
Keeping the look simple, the guys got tricky hiding parts. The battery, for example, is mounted inside the primary. It's a small Odyssey unit, now tucked in between the runs of the belt. There are protective skid plates set above and below it. That little bit of deception took some doing, but no more than hand-forming the gas tank, the fenders and chopping the frame to drop the seat a couple inches.

There's plenty of Lucky's work like that here, along with plenty of Lucky's own commercial parts sprinkled throughout. Like that slick oval oil tank and it comes natural. See, in addition to building one-off bikes like this, Lucky's is a major parts supplier to builders all over the country. "We produce a lot of the fender blanks other bike builders use," AJ says, and besides crafting those sheet metal parts they work on plenty of hot rod engine builds. "That's really our thing," he goes on to say. "Up here we like to go fast!" This engine, as always, came to Lucky's unassembled and from there the S&S 107 got the full treatment inside and out.

Combining looks and performance, a Lucky's Chopper is a bike built to ride. While this blacked-out Candy Tangerine beauty has changed hands a couple times since its completion a little more than two years ago, it's still a regular on the streets of Seattle.

"Truth is," AJ says with justifiable pride, "I don't know of any of our bikes that just sit in a garage. They're all out on the street somewhere." That's exactly where they should be, right? —*Joe Kress*










Type: rigid
Rake: 42 degrees
Stretch: 4 inches up / 2 inches out
Shocks: none

**ACCESSORIES**

Handlebars: Lucky's Choppers
Handlebar controls: Ness
Fenders: Lucky's Choppers
Headlight: Headwinds
Taillight: Lucky's Choppers
Pegs: Ness
Foot controls: Ness
Gas tank: Lucky's Choppers
Oil tank: Lucky's Choppers
Seat: Paul Cox
Grips: Ness

**FRONT END**

Type: Ness, 6 inches over
Builder: Lucky's Choppers

**WHEELS**

Make: Performance Machine
Size: 21-inch front /18-inch rear
Tires: Avon
Brakes: Ness
Photos: Pat Wright





Owner: Lucky's Choppers
City: Seattle, Washington

**GENERAL**

Designer: Lucky's Choppers
Fabrication: Lucky's Choppers
Year/make: 2004 Special
Model: hardtail chopper
Assembly: Lucky's Choppers
Time: 2 months
Chroming: Show Quality Plating

**ENGINE**

Year: 2003 S&S
Rebuilder: Lucky's Choppers
Displacement: 107 cubic inches
Ignition: Crane HI-4
Cam: S&S
Lifters: JIMS
Carb: S&S
Air cleaner: Choppers, Inc.
Pipes: Lucky's Choppers

**TRANSMISSION**

Year/make: 2003 JIMS
Shifting: 5-speed

**PAINTING**

Painter: Tim Conder
Color: Candy Tangerine
Type: House of Kolor

**FRAME**

Year/make: 2003 Lucky's Choppers


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meltdown
inferno
skreemer
sorcerer
venomous
pulleys
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SALUTE TO AMERICA'S VETERANS

# Up On Cripple Creek





Where was the most patriotic location last summer? Sturgis? Myrtle Beach? Anywhere on the 4th of July? Try Cripple Creek, Colorado—at least it was this past August. Located in the mountains just miles from Colorado Springs, Cripple Creek has been hosting the Salute To American Veterans Rally for 18 years and, according to both participants and promoter Jim Wear, is the seventh largest event in the U.S.

The rally is held the first weekend after Sturgis, so it makes for a perfect reason to call your boss and beg off of work for one more weekend. Besides, the ride to this place is worth taking the extra time. The scenery is spectacular and the roads are helmet-free. We arrived Friday afternoon and the party was already in full swing. Vendors lined the streets and the bikes were already running out of places to park. The casinos were busy and...oh, did we forget to mention that Cripple Creek is filled with casinos?

Yeah, another great reason to go. Sit in front of a slot machine, feed it $2 and drink for free. But, back to the party.

The rally kicks off with a special VIP banquet, which included guest speaker, Congressional Medal of Honor recipient, Peter C. Lemon (one of the youngest surviving recipients to hold our nation's highest award). Mr. Lemon received his award for his actions in Vietnam in 1970. Presiding over the banquet as Master of Ceremonies was Sergeant Major Jeffery A. Study, who did an outstanding job in keeping the banquet flowing in a precise, military manner. What else did you expect from a Marine? But that was not his only job. Sgt. Major Study was also commanding the 100-plus Marines of the USMC MACS-23 (Marine Air Control Squadron), who were providing security for dignitaries, helicopter landing zones and motorcycle parking areas. In addition, the MACS-23's cohorts, the "Snipers" from the VMFT-401 were providing air support for the rally and the festivities. Air support? You betchya.

The highlight of this event is the motorcycle procession into town to honor our nation's POW/MIAs and the current fighting men and women of our military. How's that done? How about a 14-mile parade that lasts for over two hours. Riders meet in two separate locations (Colorado Springs and Denver) and ride to Woodland Park, where they begin the parade. Then 5,000 bikes begin the trek through the hills to Cripple Creek, where they are met by thousands of people lining the streets and cheering them as they arrive. Several military dignitaries and MCs are represented and it is quite a sight. Nobody moves for the entire two hours until the ceremony.

A ceremony follows the parade in which there are speakers and the like, however, this one is a little different. During this ceremony, things are stopped as flyovers are performed, courtesy of Marines operating F-18s, F-16s, a Huey (UH-1 helicopter) and the Army throws in a Chinook. It's pretty impressive, especially since they open the air channels and broadcast the pilots' conversations. This ceremony also included the special recognition of several WWII former POWs. It'll put a lump in your throat seeing those proud men stand at attention. A plaque and monument were also dedicated to those POW/MIAs of Vietnam that were from Colorado, with a reading of the names that put a definite hush on the crowd.

The rest of the weekend is one big party. It's filled with all the gambling, drinking and riding (OK, not in that order) that you could ask for. All of the casinos and hotels were booked and were more than happy to have us there. In fact, the entire town welcomes the business and...wait for it...nobody's gouging ya on prices. Ya gotta love that. Tattoo shows, wet T-shirt contests, people watching, blackjack, what more could ya ask for? Make plans to be there next year, I know we will!

Big thanks to Jim and Pam Wear, Pro-Promotions, Gold Creek casino and to Sgt. Major Study and his troops for making this one helluva party. For more information and to make plans for next year, check out www.pro-promotions.com.

*—Oil Can*









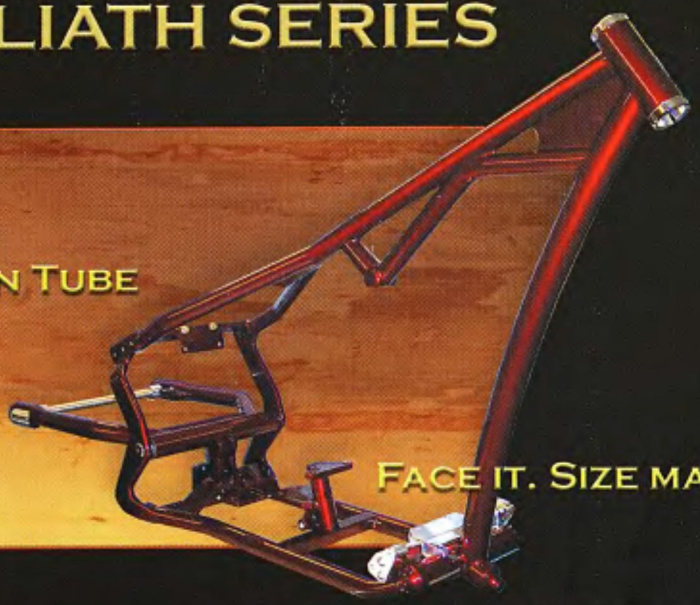





Photos: Rev. Jim

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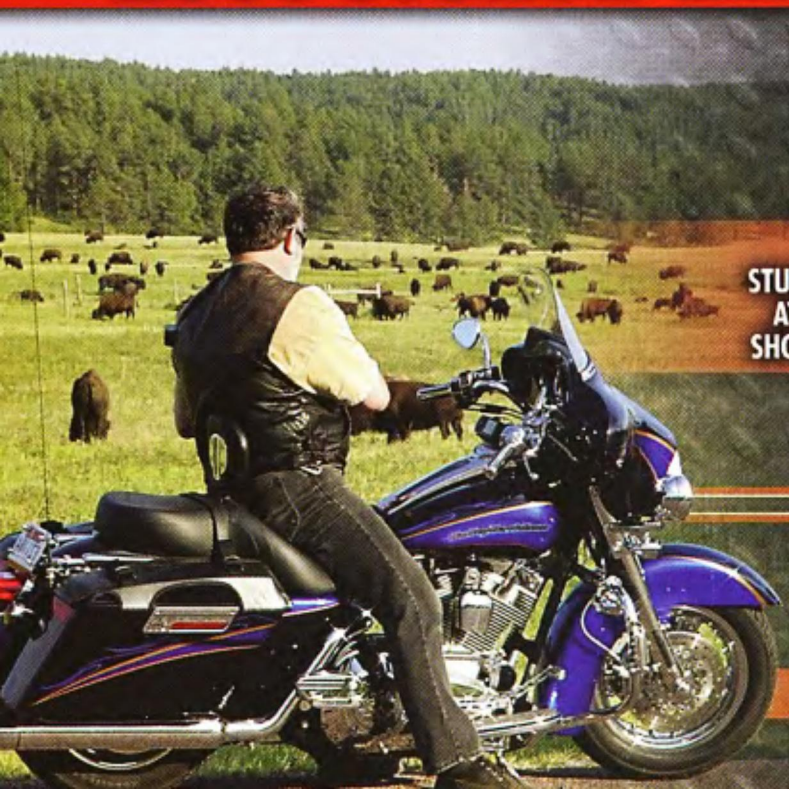
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Just imagine: if you were as old as the Daytona Bike Week turns this year, you could retire and start drawing social security for the rest of your life. Yes, 65 is a magic number for many of us, but you certainly don't have to be a sexagenarian to enjoy Daytona's 65th birthday, although being a sexy anything is always better than not.

Speaking of sexy: watch out for Daytona's new Noise Ordinance (No. 42-216 for easy remembering). Of course, it's geared mostly toward revving your unmuffled bike in one spot for hours. But you never know, extremely loud and unmuffled moaning for hours in one spot could be part of it, too.

Anyway, here's your guide to what's happening in Daytona this year. As always, due to the fact that it's still last year as of this writing, we take no responsibility for it being correct this year.

*—Tripper*

# Daytona Bike Week 2006 Survival Guide

## A WORD TO THE WISE:

For the first time ever, Destination Daytona will be not only open to everyone, but in full swing and with lots of fun things to do. How do we know this? For one thing, Jim Betlach says so. He heads the fun department at Destination and is the same guy who's in charge of the highly successful Broadway at the Beach in Myrtle Beach. For another, our sister publication, *V-Twin* magazine, sponsors it. Located on I-95 and U.S. 1, Exit 273, Destination Daytona has anything and everything the modern biker could possibly wish for, from condos and hotel space to bars and restaurants, and even a 109,000-square-foot Harley dealership. There'll also be live entertainment, a huge manufacturers display, an on-site Bike Expo, and, of course, our popular Teresi Dyno Drags will be there for your drag-racing pleasures. Run whatcha brung without the chance of crashing it.

Destination Daytona will also be Ground Zero for the Easyriders 35th Anniversary Party and Bike Shows. Join us to celebrate 35 years of ridin' easy!

## DAILY EVENTS

As usual, events, their times and dates are subject to change, so check the official Daytona Bike Week Guide when you get there, available at the Daytona Beach Area Convention & Visitors Bureau at 386-255-0415 or 800-854-1234. Or check with their official website (which is where we always get or info): www.officialbikeweek.com. E-mail address: info@daytonachamber.com

**MARCH 3 – MARCH 12, 2006**
**65th Anniversary of Bike Week –** area-wide – 386-255-0981

**Official Bike Week Welcome Center** sponsored by the Motorcycle Safety Foundation – Free literature on area events – Free Blood Pressure Checks, First Aid & Valvoline display; Official Motor Oil of Bike Week -Pick up the Official Pocket Guide & 2006 Bike Week Poster – 9 a.m. –6 p.m. – Riverfront Park – Beach Street – (386) 255-0981.

**Daytona International Speedway –** Daytona 200 Week – Ticket Info 386-253-7223; www.daytonaintlspeedway.com

**Thunder Gulch – Black Cloud Saloon & The Watering Hole Patio Bar –** Live entertainment, contests, prizes, giveaways, food, beverages, vendors – one mile north of Bunnell on US1; 800-714-8388

**Arlen Ness Custom Motorcycles** Outside vendors, all motorcycle related products, t-shirts, trailer sales, sunglasses, custom bikes & choppers, custom wheels & much more – 420 N. Beach St., Daytona Beach; 386-271-1981

**Bank & Blues Club**
Home of the Razorbacks, the best in Rockabilly – Daily contests 3:30pm & 6:00pm – Mezzanine-style historic bank building – 701 Main St., Daytona Beach; (386) 253-1944

**Barney's Leather**
Vending, food, beer, music & t-shirts – 438 N. Beach St., Daytona Beach; (386) 677-7674

**Boot Hill Saloon**
Two Locations to Party – Main Street, Daytona Beach & US1 Ormond Beach – Live music daily, chainsaw Ice Sculptures by Ice Mon – Food, beer garden, & contests;(386) 257-2007

**Broken Spoke Saloon**
Great drinks, beer specials daily, full liquor bar, contests, free bike parking & live music – 1151 N. US1, Ormond Beach; (386) 673-1040

**Carl's Speed Shop Harley Performance Center –**
Computerized Dyno Jet 250i dynamometer installations of Power Commanders – Visit our showroom & real performance shop – Hi-performance parts & accessories – Clothing & Apparel Center – 9AM-7PM – 390 N. Beach St., Daytona Beach; (386) 257-3777

**The Chamber, Daytona Beach/ Halifax Area**
Free literature on area events – Free Blood Pressure Checks, First Aid & Valvoline display; Official Motor Oil of Bike Week – Pick up the Official Pocket Guide & 2005 Bike Week Poster – Sponsored by Motorcycle Safety Foundation; Kevin Kilian: 386-255-0981, ext. 230

**Cheyenne Saloon**
Outback bar, BBQ ribs & smoked turkey legs, games, contests, live bands – Breakfast buffet daily 7AM-11AM – East Palatka, FL; (386) 328-9216

**Daytona Harley-Davidson**
Outside vendors, all motorcycle related products, clothing, leather goods, chrome & much more – 290 N. Beach St., Daytona Beach; (386) 253-2453

**Dirty Harry's**
Bobby Friss Band headlines three hot bands daily – Contest 2PM, 5PM & 7PM make for non-stop entertainment – Food, T-shirts & Charity Bike Raffle – 705 Main St., Daytona Beach; (386) 252-9877

**Down The Hatch**
An authentic Florida Seafood Restaurant – Live music, outdoor deck & scenic view – Front St., Ponce Inlet; (386) 761-4831

**First Turn Lounge & Steakhouse**
Live music, fresh smoked North Carolina BBQ, free secure bike parking, horseshoe pits, daily contests – 5236 N. US1, Port Orange; (386) 788-5434

**Froggy's Saloon**
Music day & night, food, souvenirs & more; (386) 254-8808

**Full Moon Saloon**
Inside; Home of the $2 Bloody Mary's, featuring Big Mike Griffin & his Nashville band nightly – Also featuring The Trunk Band daily – Outside; Best of biker rock with CRASH, Shovelhed & KGB – 700 Main St., Daytona Beach; (386) 253-1944

**Gilly's Pub 44**
Live bands, vendors, food & drinks, Miss Bike Week Semi-Finals, contests & prises; (386) 428-6523

**Gold Wing Getaway, 15th annual**
9:00 am – 6:00 pm, Vendor Expo & GWRRA Public Relations Booth – Free Admission – New Smyrna Beach Airport, US1; 386-677-1786

**Inlet Harbor Marina & Restaurant**
Live music daily, fresh local seafood, steaks, cold beer & tropical drinks – Party on the areas largest torch lit deck – South on A1A to 133 Inlet Harbor Rd., Ponce Inlet; 386-767-5590

**Iron Horse Saloon**
Food, vendors, Wall of Death, burn out pit, live entertainment – 1088 N. US1, Ormond Beach; 386-677-1550

**JB's Fish Camp**
Rustic dining on the river, Key West style sunsets, full bar, outside dining, & live music nightly – A1A South, beachside New Smyrna Beach; 386-427-5747

**Ocean Deck Restaurant & Beach Club**
Reggae Beach Bash with oceanfront; 386-253-5224

**Smiley's Tap**
World Famous $7 BBQ Buffet, music, outside beer garden, vendors, awesome food & nightly bon fires – 1161 N. US1, Ormond Beach; 386-677-9609

**Spider's Promotions**
Bike Week Campground, hot showers, Volusia Speedway Park, located on Rt.40, 15 miles west of I-95; 888-438-2729

**Sunshine Park Vendor Expo**
8:00AM – 6:00PM; free admission – 2400 S. Ridgewood Ave., South Daytona; 386-677-6749

**Traders Beach Club**
Live music nighty, contests with cash prises, no cover charge – 317 Flagler Ave., New Smyrna Beach; 386-428-9141

**Wise Guys Watering Hole**
Great entertainment, food, best view in town – 415 Main St., Daytona Beach, 386-253-8251

**The Wreck Riverfront Restaurant**
Located directly on the river, custom bike displays & celebrity appearances daily, live entertainment & Discovery Channel Top Builders – 510 Main St., Daytona Beach; 386-226-3000

**Volusia County Fairgrounds Swap Meet** – 9AM-8PM – Parts from around the world with biker games & more – DeLand – (386) 252-3101

## CALENDAR OF FUN

**MARCH 3**
**Daytona International Speedway**
Championship Cup Series Practice & Racing; 386-253-7223

**MARCH 3 – MARCH 11**
**The Chamber, Daytona Beach & Halifax Area**
Drawing by donation for the Official 2006 Bike Week Custom Motorcycle to be given away on March 11th at approx. 1PM at the Bandshell – Stop by the Official Welcome Center on Beach St. to purchase tickets; Contact Kevin Kilian; 386-255-0981

**Boot Hill Saloon**
**Main Street Location;** Inside Bands & Outside Bands – 310 Main St., Daytona Beach; 386-257-2007

**Boot Hill Saloon**
US1 Ormond Beach Location; 1081 N. US Highway 1; 386-257-2007

**MARCH 5, 2006**
**Smiley's Tap**
Smiley's annual Pig Roast. Music, outside beer garden, vendors & nightly bonfires – 1161 N US1, Ormond Beach; 386-677-9609

**MARCH 7, 2006 – MARCH 11, 2006**
**Harley-Davidson**

10:00 am – 4:00 pm
Indoor Show, Traveling Museum, The Harley Store, Willie G. T-Shirts, H.O.G. & Co., 2005 Ford Harley-Davidson Super Duty Display, Free Bike Wash – Ocean Center Arena; 386-254-4500

**MARCH 8, 2006**

**Cabbage Patch**
Coleslaw Wrestling; located in Samsula; 386-428-5459

**Harley-Davidson**
8:00 am – 4:00 pm
Ride-In Show; registration begins at 8:00 am – judging at 11:00am-3:30pm – awards at 4:00pm – Ocean Center East Side; 386-254-4500

**MARCH 9, 2006**

**Gilly's Pub 44**
25th Annual Bike Bash; Outdoor Concert – Real food and drinks, vendors; 386-428-6523

**MARCH 10, 2006**

**Boardwalk Merchants Association**
8:00 am – 4:00 pm
15th Annual Boardwalk Classic Ride-In Show – Registration from 8:00am-11:00am – Show begins at 11:00am – Awards at 4:00pm – Cash prizes & trophies – Enter Boardwalk from corner of Main Street & Ocean Avenue; 386-253-0254

**Daytona International Speedway**
Daytona Supercross by Honda; 125cc SX Series Main Event; 386-253-7223

**Harley-Davidson**
MDA Auction / Bike Raffle
2:00pm – Ocean Center Arena; 386-254-4500

**JB's Fish Camp**
13th Annual Clambake & Seafood Festival – A1A Beachside, New Smyrna Beach; 386-427-5747

**MARCH 11, 2006**

**34th Annual Rat's Hole Custom Bike Show** – All contestants line up next to curb on Wild Olive between 7:30am-8:30am – Judging at 10:00am – Peabody Auditorium – 600 Auditorium Blvd.; 386-454-3496

**Boardwalk Chopper & Custom Bike Show** – Registration 9AM-11AM – Show at 11AM, Awards at 4PM – Cash prizes & trophies – Enter Boardwalk from corner of Main St. & Ocean Ave.; 386-253-0254

**Biker Bash on the Beach**
Hilton Daytona Beach Oceanfront Resort – 1:00 PM – Headliner Concert at the Bandshell; 386-254-8200

**The Chamber, Daytona Beach & Halifax Area**
Official Custom Motorcycle Drawing at approximately 1:00pm at the Bandshell behind the Hilton Daytona Beach @ Ocean Walk Village (formerly Adam's Mark); Kevin Kilian ,386-255-0981

**Daytona International Speedway**
65th Annual Daytona 200, presented by Parts – Pro Honda Oils Supersport Championship Race; 386-253-7223

## BARS AND STRIP CLUBS

**Art's Place**
5115 N. Hwy. 17, DeLeon Springs
Off the beaten path. Burgers, bands, bonfires, barbecue, horseshoes, miniature golf, poker runs, etc.; 386-985-5151

**Billy Bob's Country Night Club**
2801 S. Ridgewood Ave. (U.S.1), South Daytona; 386-756-0448

**Boot Hill Saloon**
310 Main Street, Daytona Beach
There is something happening in this place each and every day. Check daily events schedule for more info.
386-258-9506

**Bottom's Up Club**
2396 N. U.S. 1, New Smyrna Beach
Strippers; barbecue in the back
386-427-0364

**Cabbage Patch**
Coleslaw wrestling, 12 Noon – Samsula.
386-427-8969

**Cheyenne Saloon**
Hwy 17 S. East Palatka, 2 miles South of the Bridge
386-328-9216

**First Turn**
5236 U.S. 1, Port Orange
Free Beer Hour every day, plus live bands daily, LA Knockout Oil Wrestling, Miss Bare Chaps, and a whole bunch more of fun stuff.
386-760-378

**Froggy's**
800 Main St., D.B.
"The biggest party on Main Street" with lots of stuff going on night and day. 386-253-0330

**Full Moon Saloon**
9 S. Wild Olive, D.B.
386-257-8661

**Gilly's Pub 44**
1889 State Road 44, New Smyrna Beach. There's something happenin' every day of the week (see Events Calendar); 386-428-6523

**Iron Horse Saloon**
1068 N. U.S. 1, Ormond Beach
The 13th annual motorcycle Mardi Gras, free beer hour daily, live bands, events, California Hell Riders and their Wall of Death; 386-677-1550

**Jackson Hole Saloon**
1081 N. U.S. 1, Ormond Beach
386-673-6996

**Last Resort**
5812 Ridgewood Ave. (U.S. 1), South Daytona – Daily live bands, vendors, and entertainment. 386-761-5147

**Main St. Cafe/Al's Alley Pub**
821 Main St., Daytona Beach
A busy place, lotsa music; 386-257-2323

**Molly Brown's**
542 Seabreeze Blvd., Daytona Beach
Strippers, strippers, strippers...
386-255-5966

**Pandora's Box**
319 2nd Ave., Daytona Beach
Strippers and more. 386-252-9163

**Ringside**
116 E. Dunlawton Ave.,
South Daytona
Boxing ring, Miss Daytona Bike Week contest, cheap beer, BBQ and much more. 386-756-0230

**Shark Lounge**
730 Int'l. Speedway Dr., Daytona Beach.
Strippers galore.
386-258-1230

**Shingle Shack**
640 N. Ridgewood, South Daytona Beach. Strippers etc. 386-252-3584

**Smiley's Tap**
1161 N. U.S.1, Ormond Beach
Just like last year: lotsa stuff happening. 386-677-9609

**Sopotnick's Cabbage Patch**
549 Tomoko Farm Rd.,
New Smyrna Beach
Daily bands, 2-wheel camping, and much more; 386-427-2659

**Squeeze Inn Pub**
5005 S. Ridgewood Ave. (U.S. 1),
South Daytona
Drink specials, bands and contests
386-760-2564

**Willy's Motorcycle World**
566 Ballough Rd.,
Collector-bikes on display
386-253-2100

## SWAP MEETS

**Spider's Swapatona Gigantic Motorcycle Swap Meet**
Six acres of motorcycle arts and accessories – Daytona Flea Market. I-95 and U.S. 92, Daytona Beach, 1 mile west of Daytona International Speedway. Daily, 10 a.m.-6 p.m.; 800-262-6946

**Daytona Beach Swap Meet**
Volusia County Fairgrounds, DeLand
From 10 a.m.-6 p.m., Thurs.-Sun., March 9-12. ; 301-336-2100

## SHOPS & PARTS

**All American Bike & Cafe**
695 Mason Ave, Daytona Beach
386-257-2228

**Bas Cycles**
4251 Spruce Creek Rd,
Port Orange
386-767-1993

**Choppers World**
618 Main St., Daytona Beach
386-252-1922

**Claudes Mobile Cycle & Salvage Service**
1111 Derbyshire Rd, Daytona Beach
386-255-0566

**Claudette & Dusty's Cycles**
614 Main St., Daytona Beach
386-254-8431

**Corbin**
814 Main St., Daytona Beach
386-258-8191

**Cycle Accessories of Daytona & Polaris**
712 N Beach St., Daytona Beach
386-255-4255

**Cycle Goodies**
300 Ridgewood Ave, Holly Hill
386-258-5691

**Daytona Blackgold Cycles Inc.**
541 Ballough Rd, Daytona Beach
386-258-8020

**Daytona Harley-Davidson**
290 N Beach St., Daytona Beach
386-253-2453

**Daytona Import-Export**
1633 State Ave, Holly Hill
386-673-1921

**Daytona Indian Motorcycle**
402 N. beach Street,
Daytona Beach
386-255-6559

**Magnum Cycles**
612 N Ridgewood Ave,
Daytona Beach
386-253-1398

**Miller's Custom Parts**
1863 S. Ridgewood Ave,
Daytona Beach
386-761-0858

**Personal Cycle Service**
594 Ballough Rd., Daytona Beach
800-435-7039

**Prinkey's Used Motorcycles**
5840 S. Ridgewood Ave,
Port Orange
386-322-5533

**Robison's Sales & Service**
508 W. International Speedway B,
Daytona Beach
386-255-6788

**Peen's Precision Motors**
420 N. Beach St., Daytona Beach
386-252-9569

**Russell's Cycle Care**
Where: 2514 N. Dixie Freeway (U.S.1),
New Smyrna Beach
386-427-6001

**Slick Cycle Tony's Hacienda**
207 Dunlawton Ave. (U.S. 1 and Rt. 421)
Port Orange
386-760-4456

## SERVICES

**Bike Week Welcome Center,**
503 Main Street, Daytona Beach
Sponsored by the Daytona Beach Chamber of Commerce
Open daily from 10. a.m.-10 p.m. Check out their Web site: http://www.official-bikeweek.com ; 386-255-0981

**Bikers Against Manslaughter,**
Ellis Groceries, 601 Main St.,
Daytona Beach. Open daily;
24-hour free emergency breakdown and legal assistance; free membership cards; 800- 4-BIKERS

## TOWING/BROS CLUB SERVICE

Looking for a terrific tow job? Nobody does it better than the Bros Club. You won't have to worry about a little thing like a break-down turning into a major headache for you, because by joining the Bros Club, you are ensuring yourself the best help a rider on the road can

have, 24 hours a day, seven days a week. All ya gotta do is call 800-325-9028, and you'll have access to more than 12,000 affiliates able to pick you up and dust you off (or dry you off) are at your beck and call throughout the 48 contiguous states, Alaska and parts of Canada.

## BIKE TRANSPORTATION

If you can't ride to Daytona, but have to have your bike there, shipping is the way to go. The following companies will be happy to take care of that for you.

**J.C. Motors**
As the official shipping company for us busy beavers here at the rag, they give exceptional shipping. In fact, they specialize in motorcycle shipping, because they started out as motorcycle shop and wholesalers. Even extra-long choppers and big-assed dressers are no problem for them, and they've got a special, patented "pop-up" crate, which they'll ship to the customer for easy crating, and then they'll pick it up. JC Motors ships internationally, nationwide, and to all rallies. And if the old lady's kicked your ass to the curb and ya gotta move all your crap out, they'll do that, too. For more info or to have them ship your ride, call 800-730-3151, or go to www.motorcycleshippers.com.

**Goldrush Motorsports**
They'll ship your bikes from anywhere, USA, to Daytona, provided it's more than one. So if you and your buddies don't have the time to ride, just call Ken, and he'll handle it for you. Their phone number is 800-896-0008, or visit them on the web at www.goldrushmotorsports.com.

**Amtrak**
The only route Amtrak will provide this service for you is on their Auto Train, which runs from Lorton, Virginia, to Sanford (just outside of Orlando), Florida, and return, once a day. For more info call 800-USA-RAIL.

**Federal Company**
As an agent for Allied Vans, they'll ship your bike pretty much anywhere within the continental U.S. They'll pick up individual bikes or groups, and the more bikes, the more of discount rate you'll get. Just make sure you call 'em about three weeks before you want the bike in Daytona, or a month, if you live in the boonies. They'll even take your bike in Daytona for the return trip and drop you off at the airport. For more info call 800-747-4100, ext. 217.

## BIKE RENTALS

There are so many bike rentals out there these days it's impossible to list them all. Here's only a smattering of rental places. If you don't like these, find your own by surfing the net. You'll be overwhelmed.

**Harley-Davidson**
Yes, the Company rents Harleys, too. They have 20 outlets in Florida alone, with Daytona H-D being the closest on to the action, of course. However, if they're all out of bikes by the time you call 'em, surf on over to www.harley-davidson.com to see where else you can pick up your tool of mischief.

**2Wheel Adventures**
They're an independent motorcycle travel agent for several rental and tour companies worldwide. They say they don't own the bikes, but they'll try to get you on the one you're looking for! Call 'em at 866-990-RENT or find 'em at www.quantrill.com.

**Budget Harley Davidson Rentals**
3901 Northwest 28th Street, Miami, FL
305-871-1040

**Exclusive Motorcycle Escort Services Inc.**
4615 Northwest 22nd Avenue,
Miami, FL 33142 ; 305-637-7555

**Phantom Motorcycles**
Miami, FL 33107
305-638-0606

**SOBE Scooter Rental Inc.**
300 23rd Street, Miami, FL 33139
305-604-9826

## CAMPGROUNDS

**Abate of Florida, Inc.**
60-acre campground, lowest prices, includes RV sties, hot showers, beverage, food, vendors, 24 hour security, no hook-ups – Volusia County Fairgrounds; 386-943-9610

**Bulow World Famous RV Resort/Campground**
Food and beverage – Contests – Live bands – Flagler Beach, PO Box 1328. Phone: 800-RV BULOW

**Cackleberry's Lot Next Door**
RV & tent camping, entertainment, food, games, beverages, vendor space available – West on International Speedway Blvd. South on Tomoka Farms Rd. (8 miles); 386-428-5459

**Crazy Horse Campground**
Daytona's largest campground catering to bikers – 90 acres of clean level camping – Hot showers. Mailing address: 910 South Beach Street, Daytona Beach, Fl 32114 – Street address: 1425 Tomoka Farms Rd., Daytona Beach, FL 32124; 888-GET-CRAZY

**Daytona Beach Campground**
4601 S. Clyde Morris Blvd., Daytona Beach, FL 321199-1220; 386-761-2663

**Daytona 200 M/C Clubhouse**
Motorcycles only camping, clean restrooms, showers, full kitchen, security. Camping by donation – 1 mile west of I-4 on Hwy. 92; 386-775-7755 or 386-789-9426

**Flea & Farmers Market Camping**
Tent & RV sites, hot showers, RV water fill-up, no full hook-ups – 2987 Bellevue Ave., Daytona Beach; 386-253-3330

**Harris Village & RV Park**
Eagles Nest Beer Garden & Eatery; Food, Beer, Wine, Vendors, T-Shirts, Custom Choppers. Happy Hour 2 for 1 beer everyday between 5PM-6PM. Full hook-up RV Park – 1080 N. US1, Ormond Beach; 386-673-0494

**Jackson Hole Campground**
4 miles from US1 strip – primitive camping is available – Call Sandy for reservations & directions – (386) 673-0617

**KOA Kampground**
Bikers Welcome – Breakfast restaurant, hot showers, good rates – I-4 exit 114, DeLand/Orange City; 386-775-3996

**Moonshine Campground**
Primitive camping, no hook ups, clean restrooms & showers, food, cold beer – $15 per person per day – No reservations – 24 hour security – 1725 N. US1, Ormond Beach; 386-677-1550

**Motorcycles Only Camping**
Daytona 200 M/C Clubhouse, 1 mile west of I-4 on Hwy. 92,
Daytona Beach. Clean rest rooms, showers, food available – Camping by donation. 386-672-3927 – Contact Frank Whitacker

**New Smyrna Speedway Campground**
386-527-6010

**Nova Family Campground**
24 hour guarded primitive tent camping, campfires permitted – Camp store, firewood, LP – 1190 Herbert St., Port Orange; 386-767-0095

**Orange Isle Campground**
3520 South Nova Rd., Port Orange
FL 32127 ; 386-767-9170

**Primitive & RV Camping**
1000 feet from Daytona Harley-Davidson – 312-360 Mary McLeod Bethune Blvd.; 386-252-5338 Daytime, 386-255-3019 Evening

**Spider's Cycle City**
Bike Week Campground – Hot Showers – Volusia Speedway Park – On Rt. 40, 15 Miles West of I-95 – (888) 438-2729

**Sunshine Holiday Camper Resort**
1701 North U.S. 1, Ormond Beach, FL
32174 904-672-3045 –
Contact Linda Ward

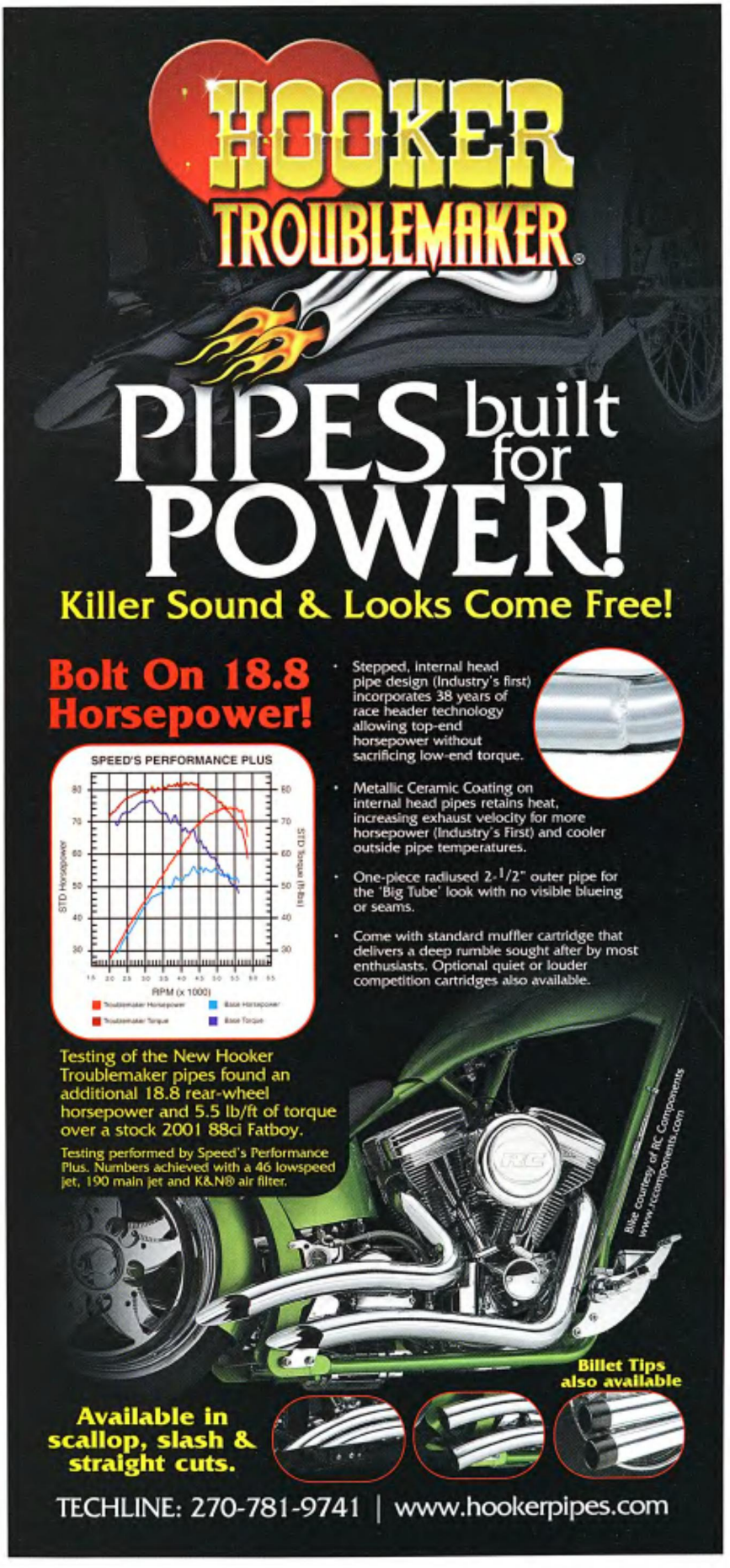
**The Lot Next Door**
Corner of SR415 and Pioneer Trail; next door to the Cabbage Patch
Samsula – http://www.daytonachamber.com/lotnext.htm
386-428-5459
Contact Frank Luznar III

**Thunder Gulch Campground**
Biker Blast 2004 – Live Entertainment, Contests, Prizes, Giveaways, Food, Beverage & Vendors, "Winn Thrills" Motorcycle Thrill Show – Dome of Death – 2129 N. US Hwy. 1, One mile North of Bunnell – (800) 714-8388

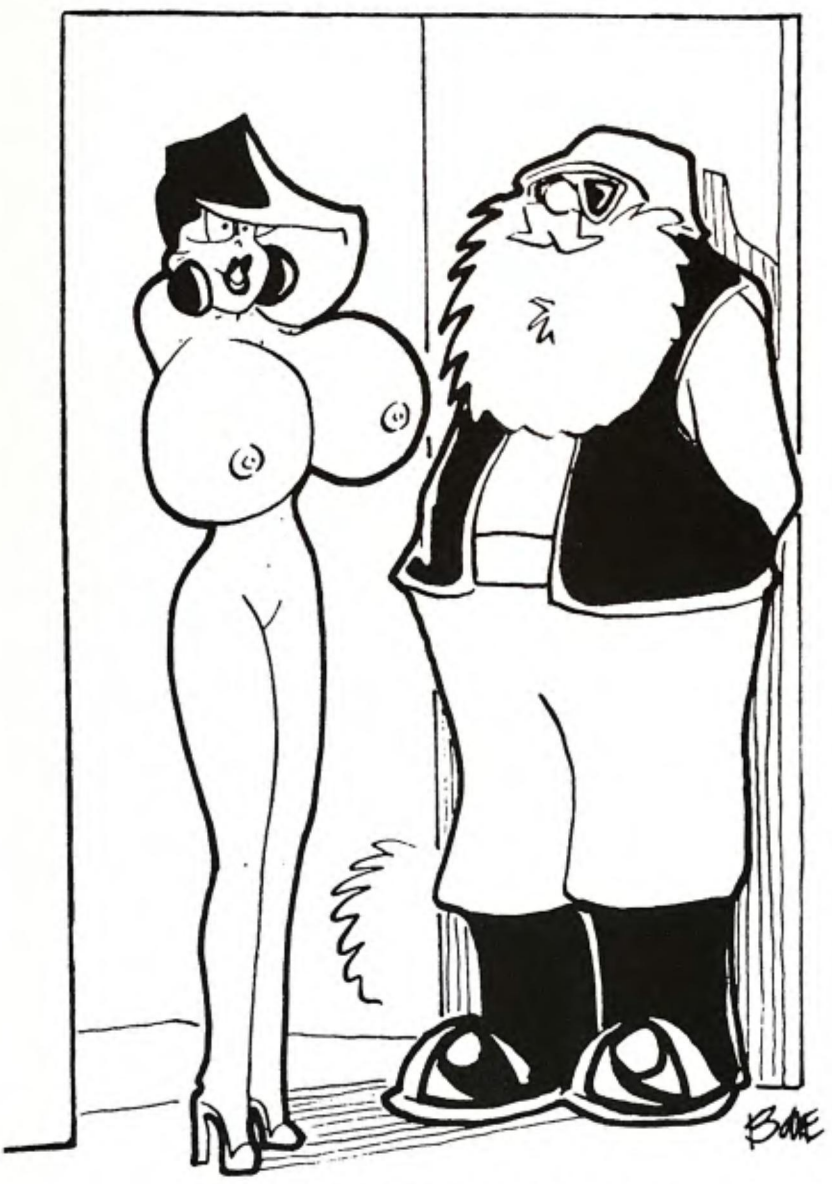
## NO-TELL-HOTELS & MOTELS

**A1A Daytona Beach Condos**
3716 South Atlantic Ave., Daytona Beach Shores, FL 32118; 866-688-6688
**Acapulco Inn**
2505 S Atlantic Ave., Daytona Beach, FL 32118-5502; 386-761-2210
**Adam's Mark**
Daytona Beach Resort
100 N Atlantic Ave., Daytona Beach, FL 32118-4273; 386-254-8200
**Aladdin Inn**
2323 S Atlantic Ave., Daytona Beach Shores, FL 32118-5345
386-255-0476
**All Season Condominium Rentals**
913 Whippoorwill Dr., Port Orange, Fl 32119; Phone: 386-316-1143
**Atlantic Ocean Palm Inn**
3247 South Atlantic Ave., Daytona Beach Shores, Fl 32118
386-761-8450
**Bahama House**
2001 S Atlantic Ave., Daytona Beach Shores, FL 32118-5007
386-248-2001
**Beachcomber Oceanfront Inn**
2000 N Atlantic Ave., Daytona Beach, FL 32118-3399; 386-252-8513
**Beachside Ocean Inn**
357 S Atlantic Ave., Daytona Beach, Fl 32118 ; 386-253-0571
**Beacon by the Sea**
1803 S Atlantic Ave., Daytona Beach, FL 32118-5003; 386-255-3619
**Best Western Aku Tiki Inn**
2225 S Atlantic Ave., Daytona Beach Shores, FL 32118-5319
386-252-9631
**Best Western LaPlaya Resort**
2500 N Atlantic Ave., Daytona Beach, FL 32118-3298; 386-672-0990;
www.surfsideresorts.com
**Best Western Mayan Inn Beachfront**
103 S Ocean Ave.,
Daytona Beach, FL 32118-4321
386-252-0584
**Cabana Cottages**
2501 S. Atlantic Ave., Daytona Beach Shores, FL 32118
800-293-0653
**Capri Motel**
832 N Atlantic Ave., Daytona Beach, FL 32118-3716
386-252-2555
**Captain's Quarters Inn**
3711 S Atlantic Ave., Daytona Beach, FL 32127-5201; (386) 767-3119
**Casa Del Mar Beach Resort**
621 S Atlantic Ave., Ormond Beach, FL 32176-7715 (386) 672-4550
**Castaway Beach Resort**
2043 S. Atlantic Ave., Daytona Beach Shores, Fl 32118; 386-254-8480
**Comfort Inn**
507 S Atlantic Ave., Ormond Beach, Fl 32176; 386-677-8550
**Condos Daytona Beach Special Events**
374 S Atlantic Ave, Ormond Beach Fl. 32176; 386-673-9797
**Coquina Inn**
544 S. Palmetto Ave., Daytona Beach, FL 32114-4924; 386-254-4969
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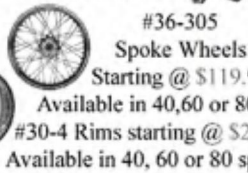
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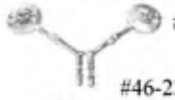
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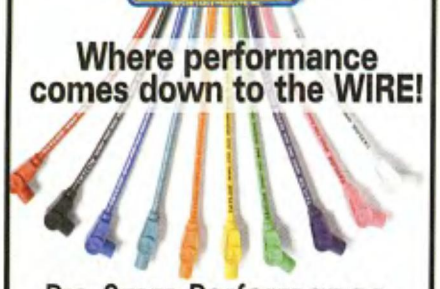
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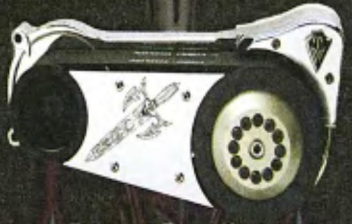


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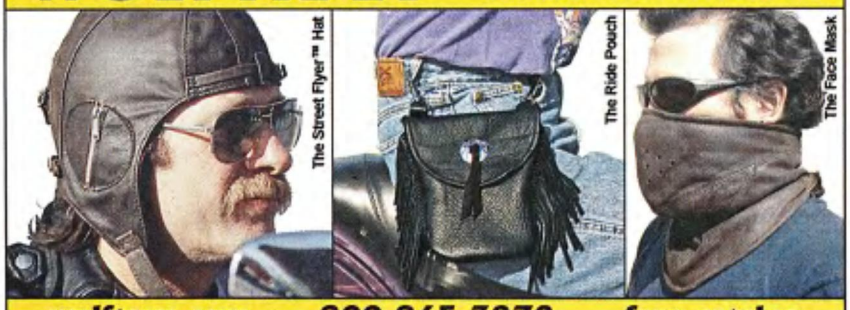
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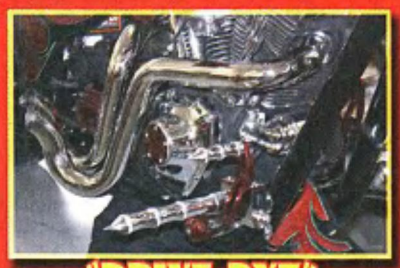
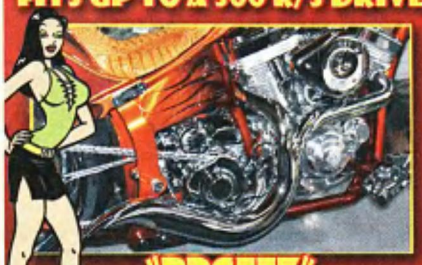
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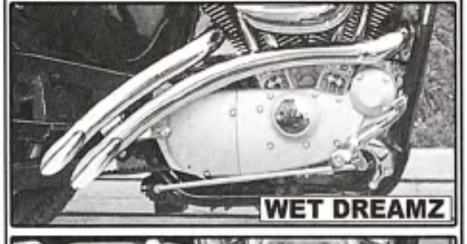
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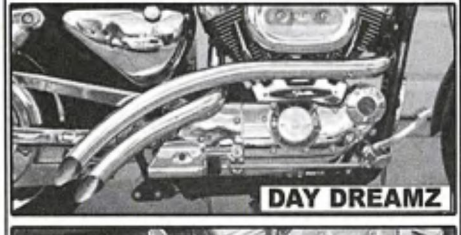
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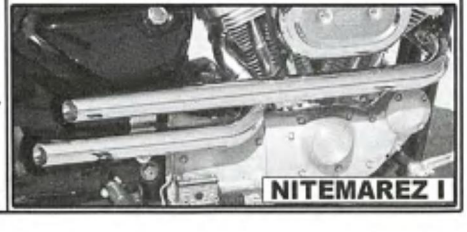
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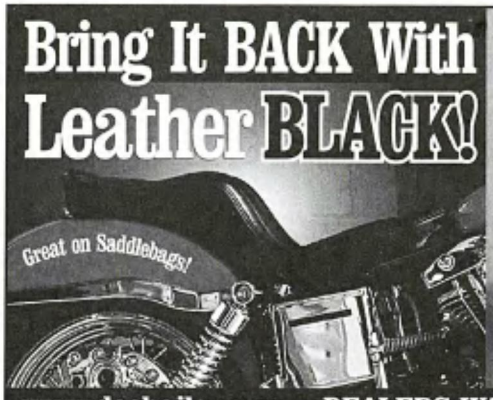
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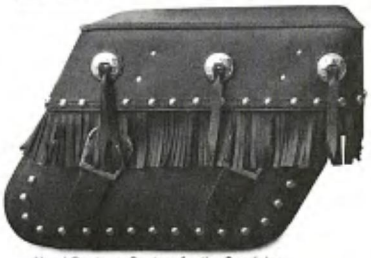
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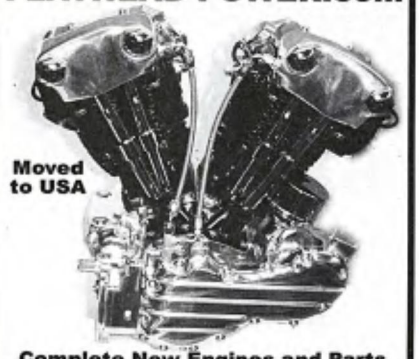
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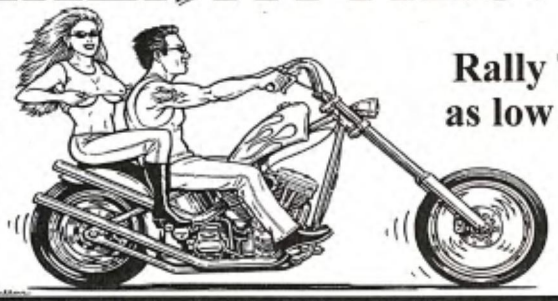
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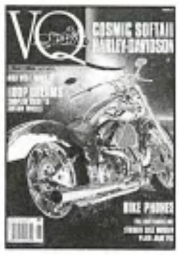
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|---|---|---|---|---|---|---|
| 1997 | 12 | 13 | 14 | 15 | 16 | 17 |
| 1998 | 18 | 19 | | 21 | 22 | 23 |
| 1999 | 24 | 25 | 26 | 27 | 28 | 29 |
| 2000 | 30 | | 32 | | | |

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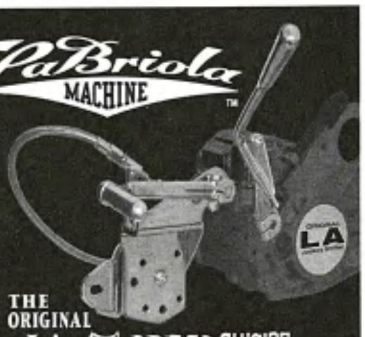
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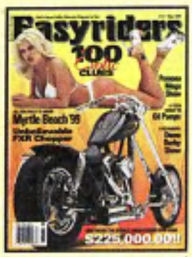
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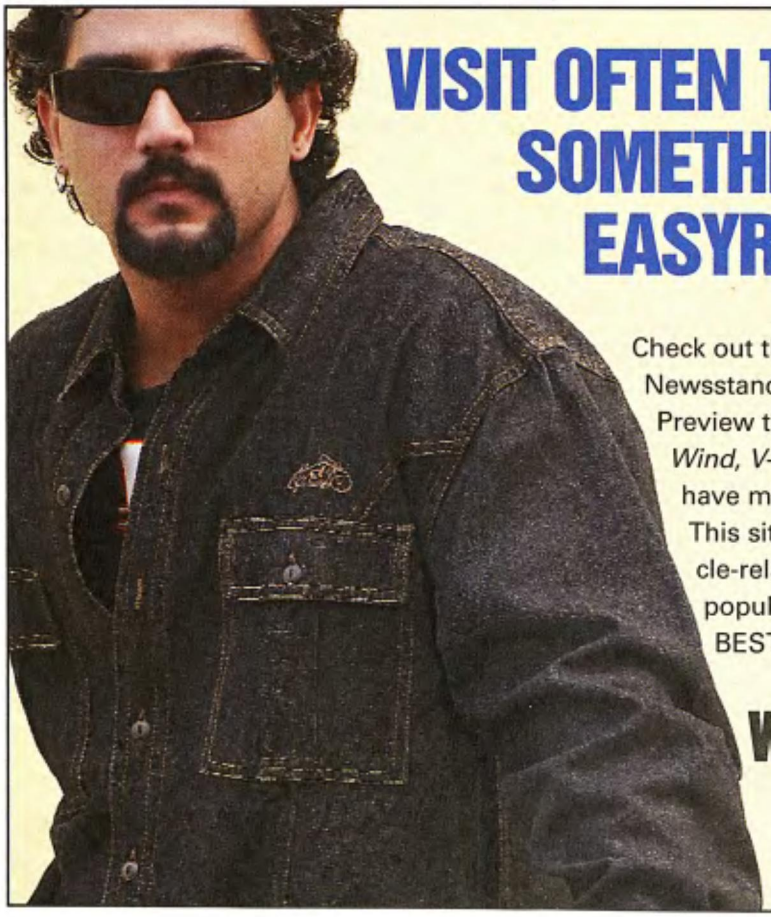
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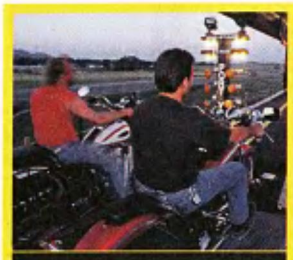


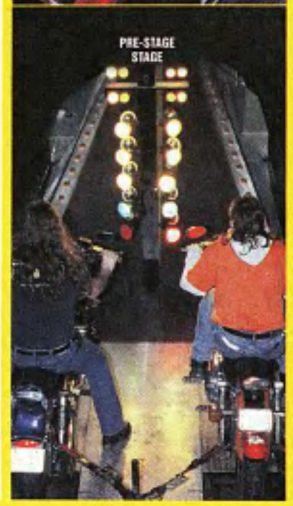

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The Teresi Dyno-Drag is a self-contained, mobile inter-active attraction that can be set-up most anywhere — indoor stadium or outdoor parking lot — regardless of weather conditions.

With appearances planned at over 40 events per year for some 120+ days of operation, the Teresi Dyno-Drag will be coming to an event near you this year!

## 2006 SCHEDULE

| | |
|---|---|
| Jan 7-8 | 2nd Annual Dyno-Drag Nationals - Pomona, CA |
| Jan 13-15 | Available |
| Jan 20-22 | Available |
| Jan 27-29 | Available |
| Feb 4-6 | V-Twin Expo - Cincinnati, OH |
| Feb 10-12 | Available |
| Feb 17-19 | Available |
| Feb 24-26 | Available |
| Mar 3-12 | Bike Week - Daytona Beach, FL |
| Mar 17-19 | Specialty Motorsports-Bluffton, SC |
| Mar 24-26 | Bikefest – Tampa, FL |
| Mar 31-Apr 2 | Eastside H.D. - Bellevue, WA |
| Apr 7-9 | Cycle Center - Fremont, CA |
| Apr 14-16 | Available |
| Apr 21-23 | Available |
| Apr 26-30 | River Run - Laughlin, NV |
| May 5-7 | Available |
| May 13 | Harley-Davidson of Appleton, WI |
| May 17-21 | (Bike Week) Myrtle Beach, SC |
| May 26-28 | Bikers Dream - East Peoria, IL |
| June 2-3 | Doc's Harley-Davidson-Kirkwood, IL |
| June 9-11 | Gutterridge H-D in Danville, IL |
| June 15-18 | Twin States H-D in Lebanon, NH |
| June 24 | J&P Cycle Open House - Anamosa, IA |
| June 30-July 2 | Honda Homecoming - Marysville, OH |
| July 7-9 | Available |
| July 14-16 | Available |
| July 19 | JR's Smoke Shop - Irving, NY |
| July 21-23 | Available |
| July 27-29 | Honda Homecoming - Marysville, OH |
| Aug 4-6 | Available |
| Aug 10-13 | Full Throttle Saloon Sturgis, SD |
| Aug 18-20 | Available |
| Aug 25-27 | Hal's H.D. in New Berlin, WI |
| Sept 1-3 | Abate of Minnesota-Litchfield, MN |
| Sept 8-10 | Loess Hills Rally-Council Bluff, IA |
| Sept 15-17 | Available |
| Sept 20-24 | Reno H.D. in Reno, NV |
| Sept 29-Oct 1 | Available |
| Oct 6-8 | Available |
| Oct 13-15 | Jim's Harley-Davidson in St. Petersburg, FL |
| Oct 19-22 | Biketoberfest, Daytona Beach, FL |
| Oct 27-2 | Available |
| Nov 5 | Stone Mountain H-D in Lilburn, GA |
| Nov 10-12 | Available |
| Nov 17-19 | Available |
| Nov 24-26 | Available |
| Dec 1-3 | Available |
| Dec 8-10 | Available |
| Dec 15-17 | Available |
| Dec 25 | Merry Christmas |

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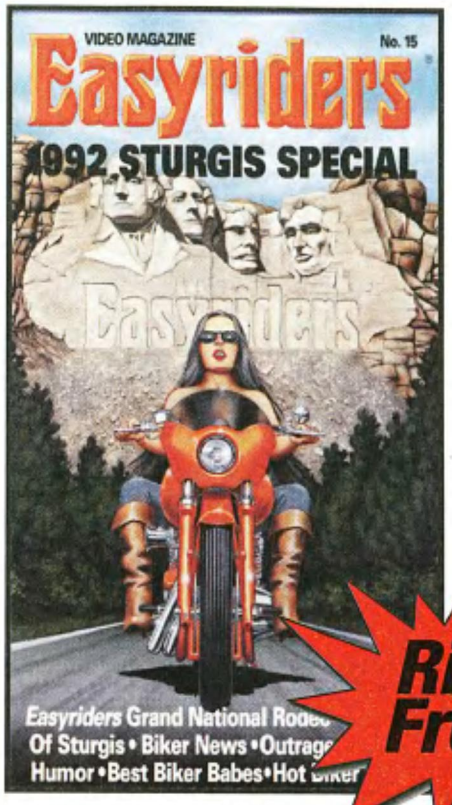
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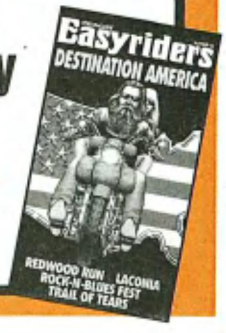



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Back in the day, we didn't give a flyin' crap for this new-fangled thing they called suspension. Our bikes were rigid and we liked them that way. The harder they rode, the better we liked 'em. You damn kids don't know what you're missing.

But fast forward to the present. Now we're all old fucks with multiple fused vertebrae, hemorrhoids from Hell and had to sell our choppers years ago and bought garbage wagons. Take a tip from us old crippled-up grandpas over at *Easyriders*, a spring under your butt in your youth is better then a dresser in your not-so-golden years.

Just shuckin' ya, some of these names in suspension have been in business as long as we have. Plus, there have been some real advances over the years. Peruse this *Easyriders* Guide to Suspension to get the lowdown on the latest and greatest in the world of springs.

*—Kit Maira*

# EASYRIDERS' SUSPENSION GUIDE



## RC COMPONENTS

RC Components' forks use modern internal damping cartridges installed into billet aluminum upper tubes. The lower tubes are made of hard-chromed, precision-ground 4130-chrome moly and will accommodate RC four and 6 piston calipers. These front ends are available in lengths from 28-inches to 44-inches and come complete with triple trees, axle, and brake and fender brackets. Choose from teardrop, smooth, or grooved designs.



## 240 V-ROD WIDE TIRE KIT

New for 2005 is the 240 wide tire kit for 2002 to present V-Rods. With this kit, you can convert your V-Rod's standard rear tire to a 240 tire using your stock swingarm and fender. Kit is available in either a stock set up using your stock pulley and rotor, or a complete custom package featuring custom wheels, rotors, calipers and belt pulley.

**RC Components, 373 Mitch McConnell Way, Bowling Green, KY 42101; 888-721-6495; www.rccomponents.com**

## AMERICAN SUSPENSION

American Suspension's B-17 perimeter valve fork is a 2 3/4-inch (63 mm) monster and is available with their patented Phantom internal brake line and integrated Padlock caliper. The Fork 45 Chopper-Style conventional fork features smooth top trees, a Phantom Brake line option, and directional valve technology,



which the manufacturer says greatly enhances ride quality. The D-66 Dragon Springer combines old school looks with modern technology featuring fully active suspension. All American Suspension forks include single or dual disc options, are available with 0, 3, 6, and 9 degree raked trees (D-66 Dragon, 0, and 3 degree only), and are available in lengths from minus 4-inches to 30-inches over. The Fork 45, B-17 and D-66 are available in various finishes and all will accommodate standard Wide Glide bars.

**American Suspension, 15572 Computer Lane Huntington Beach, CA 92649; Tel.: 714-799-3619; Online at: www.american-suspension.com**




## BIG BEAR CHOPPERS MERC SPRINGER

Designed and manufactured by Big Bear Choppers and debuting in 2004 on their Merc rigid kit, this springer showing is an 18-inches over with a 2-degree rake, but can be built to your desired length keeping with either the 0 to 2-degree rake in the trees. You can download a form off their website that shows you what and where to measure on your frame to insure correct trail with the springer rake and length. Notice the spikes sitting on top of the springs and the rockers at the wheel. BBC's springers come in a raw finish so it's up to you to chrome and/or paint it.

**Big Bear Choppers, PO Box 3021, Big Bear City, CA. 92314; 909-878-4340; www.bigbearchoppers.com**

## ZOOM CYCLES SAYS, "THINK THIN"

The new slimmer diameter of these shocks allows more room for installation in custom applications. These shocks are adjustable up to 1-1/2-inches and fit 1989 through 1999 Softail models. They are manufactured from high quality chrome billet and available for immediate delivery.





## UPSIDE INSIDE OUT

Zoom has inverted forks for your ride. The style shown is in chrome, and features 45mm lower tubes and 63.5mm upper tubes in chrome. The fork stops are adjustable so they can be installed on FXST or FXDWG models. Also available as a kit, which includes a 60 spoke 21-inch front wheel, billet chrome caliper, axle and rotor.

**Zoom Cycle, LLC, PO Box 158A, Staffordville, CT 06077; 888-316-1994; www.zoom4parts.com**



## KOSMAN 58MM FRONT END KITS

From Custom Chrome comes a set of custom trees with an "Airplane" wing look in both upper and lower trees. The front-end kits come in 3 different lengths. They include fork stops and the headlight mount, with a chrome finish. Designed to fit Softail, Dyna Glide and 4-speed FXWG models from 1984 thru 1999

**Custom Chrome, 16100 Jacqueline Court, Morgan Hill, CA 95037; 408-778-0500 www.customchrome.com**




## DRAG SPECIALTIES SHOCK ABSORBERS

Drag Specialties shock absorbers feature steel body construction, multi-stage velocity dampers and progressive rate springs that the company says provide a softer initial response, but resist bottoming better than stock springs. They claim improved damping

rates to provide a more controlled ride with no wallowing, and these shocks have adjustable spring preload. They include chrome-plated covers and springs. Custom lengths are available for stock ride height or a lowered, custom look. Progressive Suspension manufactures these to Drag Specialties specs.



## DRAG SPECIALTIES FXSTD STYLE FRONT FORK ASSEMBLY

Drag Specialties new stock length fork assembly includes chrome triple trees, chrome fork legs with satin fork tubes, all internal components and axle with spacer. These triple trees will accept FXSTD risers or standard risers when used with riser inserts. Designed for use with 00-06 single-disc style brake.

**Drag Specialties, P.O. Box 5222, Janesville, WI 53547; www.dragspecialties.com**



## ARLEN NESS

Arlen Ness fork assemblies are available in both conventional 41mm and inverted 63.5mm applications with their hidden caliper forks. Assemblies feature a Ness/PM 4-piston caliper that mounts inside of custom lower fork legs that when viewed from the side is completely hidden, and are available in stock FLST length all the way up to +12-inches. Arlen Ness carries many parts to meet the needs of those who love their stock motorcycles. One new piece is a top tree for 2004-up XL models that improves styling and more importantly, comfort. The new tree utilizes rubber dampeners to get away from the stock solid mounting of the handlebar and is available in polished or chrome finish. Arlen Ness also produces lowering kits for Softails, Dynas, FLs, V-Rods and soon to come XL models. These kits provide a lower, sleeker look for almost any application while still allowing for a ride that can be enjoyed every day.

**Arlen Ness, 6050 Dublin Blvd., Dublin, CA, 94568; 925-479-6350; www.arlenness.com**



## UPDATED HARMAN GIRDER

The Harman Girder is once again in production and being offered in limited numbers by Executive Choppers. Bill Holland, partner to the legendary John Harman, is now manufacturing an updated version of his fork assembly. Each girder features steel or billet aluminum trees with accommodations for standard H-D rubber mount risers. You can also order the original configuration, which included the bars as an integral part of the front end. As originally designed by John Harman, the new girders provide suspension through an ingenious spring assembly located inside the rear leg. A heim-joint fitting exits at the bottom of each rear leg, and attaches to the rear of each rocker. With the exception of this inconspicuous heim joint spring extension the suspension is completely concealed. They can be ordered fully chromed or raw and are offered in lengths from 6 to 30 inches over.

**Executive Choppers, 2115 March Rd. Roseville, CA 95747; 916-780-6508, www.executivechoppers.com**



## MILWAUKEE TWINS FORK ASSEMBLY

These fork assemblies feature the Milwaukee Twins chrome plated triple trees and complete fork slider with your choice of either smooth or ball-milled, chrome plated billet lower legs. Each assembly comes completely assembled and includes chrome plated stem nut and axle. These are 1984-99 FXST-style tube assemblies (241/2 inches stock length) with convertible style legs for either single or dual disc brakes. The axle and hardware are a flush mount style and there are billet block-off plates that hide the damper screw holes. The Milwaukee Twins line is available exclusively at J&P Cycles.

**J&P Cycles, 13225 Circle Drive, Anamosa, IA 52205; 800-318-6847; www.jpcycles.com**



## H-D CUSTOM INVERTED FORK KIT FOR SOFTAIL

Marzocchi manufactures the new Custom Inverted Front Fork Kit from Harley-Davidson to their specifications. This highly polished and chrome-plated fork assembly features 52mm tubes and the latest cartridge damping technology for a comfortable ride. Custom details include hidden axle mounts and a forged aluminum axle holder with integrated mounting points that accept original-equipment fenders and brake calipers without the need for additional brackets. The outer tubes are billet aluminum, and the forged aluminum triple tree is secured with chrome pinch bolts. The smooth contour upper triple tree accepts FXST and FXSTB original-equipment or accessory handlebars. This kit fits 2000-later FXST/I Softail Standard and FXSTB/I Night Train models.

**Harley-Davidson; 1-800-443-2153; www.harley-davidson.com**

## KIWI LEAF SPRING FORK

For those creating an "old school" build such as a bobber, chopper or custom, adding a leaf spring fork is a interesting style statement. These new assemblies are available from Kiwi Indian, a company with 17 years experience in designing and manufacturing replacement parts for older motorcycles. They fit stock and aftermarket Harley Davidson frames as well as vintage Indian motorcycles. They also offer them in custom lengths via special order. Forks are made from 1020 DOM tube and accept wheels from 16 to 21-inch diameters. They can also be used for left, right or dual disc configurations. Top crown (not shown) is offered as an option to accept any style aftermarket handlebars.



**Kiwi Indian Motorcycles, 4183 Fairgrounds, Riverside, CA 92501; 951-788-0048; www.kiwi-indian.com**



## PERSE PERFORMANCE

Some of the distinctive features you'll find on Perse Performance products are tapered fork lowers with hidden axles, brake lines routed through lower triple trees, and unique pinch locks. Styles include Spherical, Hex, and Twisted to give your bike its own personality and eye-catching appearance. Matching accessories, including patented LED foot pegs, are available to complete the look you want. Options include: Rake angles of 0, 3, 5, 6, and 7 degrees. Single or dual caliper configurations. Extended fender mounts. Extended dust caps. Available tube lengths are 20.75 inches to 44.75 inches.

**Perse Performance, 10577 W. Centennial Rd., Littleton, Colorado 80127; 877-631-1383; www.perseperformance.com**



## KUSTOMWERKS FRONT FORKS

Kustomwerks front fork assemblies are now available with stock or inside front fender mounts. Made from 6061-T6 Aluminum, each front fork assembly comes show chromed for a classic custom look and features either ball milled or smooth lower legs. Their fork assemblies have flush axles and are available in single or dual disc applications. Kustomwerks forks with stock fender mounts come in stock length, 2-inch under, and 2-inch over stock and are designed to fit 1984-'99 Softail models. The company will also carry 8, 10 and 12-inch over stock models for 1993-present FXDWG and custom applications. The inside fender mount Softail versions are available in stock length, 2-inch under and 2-inch over stock and will use a Deuce style fender.

**Kustomwerks, 1200 S. Park Dr. Kernersville, NC 27284; 336-996-8690; www.kustomwerks.com**

## PLATINUM AIR SUSPENSION SYSTEM

MC Advantages is the exclusive distributor of the Platinum Air Suspension System. These



folks say Platinum Air utilizes a patent-pending Bleed/Feed Technology that controls uncomfortable suspension rebound at a surprisingly competitive price over the leading air shocks on the market. Due to innovative engineering and formidable construction, Platinum Air Suspension can be ride height and ride dampening adjusted while riding the bike, even with a passenger. Designed for simple plug & play installation, Bleed/Feed Platinum Air Suspension kits have fully adjustable ride height and fully adjustable ride dampening. Deluxe and Simple Platinum Air Suspension kits feature full ride height adjustment only.

**MC Advantages, 10440 NW 54th Avenue, Grimes, IA 50111; 800-726-9620; 515-369-4320; www.mcadvantages.com**



## THE DURFEE GIRDER IS BACK

The Durfee Girder from the seventies has just been reintroduced. Designers of the original Durfee Girder have managed to retain the girder's unique styling and say they've enhanced it. The new Durfee Girder is constructed of 4130 seamless aircraft alloy tubing, and TIG-welded. Standard configuration incorporates a brake tab on the left side for use with Durfee's optional 4-piston caliper, 1.5-inch disc, Performance Machine brake kit. This tab can be eliminated or a second can be added to the right side on special order. Mounting hardware compatible with stock H-D calipers is also being made available. Each girder is machined to accept a standard axle and traditional style lighting. Available in lengths from stock to 18-inches over, and finished as triple chrome plated or powder coated.

**Durfee Enterprises, 30 SW Russ Lane, McMinnville, OR 97128; 503-472-9196.**



## EUROCOMPONENTS 3D FORK

Eurocomponents fork is completely 3D machined from billet aluminum. Thanks to this innovative manufacturing process the final result is a unique product with stunning design. Triple trees come with built-in 4 degrees of rake and fork legs are available in nearly any length. They fit most aftermarket and stock frames. The manufacturer says that they are "more than a custom front end, this fork is a true aluminum sculpture." They come highly polished.

**Eurocomponents Inc, 1 Festiva Street, Daytona Beach, FL 32114; 386-274-5729; www.eurocomponentsusa.com**

## H-D TOURING FRONT LOWERING KIT

This Touring Front Lowering kit from Harley-Davidson Genuine Motor Accessories utilizes shorter springs to produce a 1-inch decrease in ride height. This kit must only be installed



on vehicles equipped with Profile Low Touring Shocks (P/N 54631-02B). Kit P/N 54614-05 ($99.95) fits 2002-later Road King models. Kit P/N 54628-06 ($89.95) fits 2006 Touring models except Road King and Police models.



## H-D PROFILE LOW TOURING SHOCKS

Designed for all 1997-later Harley-Davidson Touring models, the Profile Low Touring Shocks (P/N 54631-02B, $275.95) from Harley-Davidson Genuine Motor Accessories lower the seat height by up to 3/4-inch. The shocks have been re-valved to maintain ride comfort, and maintain the air adjustability feature of the stock shocks. This kit fits 1997-later Touring models.

**Harley-Davidson; 1-800-443-2153; www.harley-davidson.com**



## DENVER'S CHOPPERS CUSTOM FRONT END

Denver's front ends come in both wide and narrow widths. The front leg selections are Round Wishbone, Round Straight Leg, Twisted Wishbone and Twisted Straight Leg. Wishbones come in both high and low bend. All our front ends are pre-polished before welding to insure show chrome. Powdercoating is also available. Lengths are available from under stock to 40-inches over stock. Call Mondo for measuring instructions and pricing.

**Denver's Choppers, 1010 Stephanie Place, A1, Henderson, NV 89014; 702-450-0169; 877-744-9412; www.denverschoppers.com**



## ULTIMA FORK LEGS

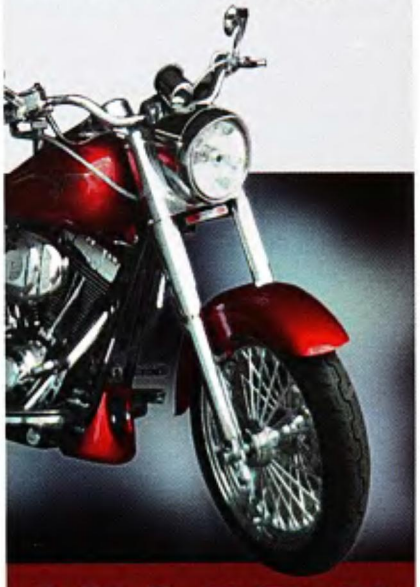
Ultima Products billet fork feature all new tooling which the manufacturer says provides exceptional operation, at an affordable price. Uses all O.E. internal replacement parts. Complete billet fork sliders come completely assembled. Note: Fork tubes are 1984 and later Softail style. Brake application is 1984 thru 1999 single or dual disc caliper style. Special features include: chrome plated lower legs, 1984 & later FXST style tube assemblies, convertible style legs for both single or dual disc brakes, flush mount style axle & hardware, and billet block off plates hiding damper screw holes.

**Midwest Motorcycle Supply; www.ultimaproducts.com**

## PAUGHCO TAPERED LEG SPRINGER

Paughco recently unveiled an entirely new collection of their tapered leg springers. The


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company says they are superior in strength, and more closely resemble the original factory front ends than any other springer on the market. These latest legs are offered in sizes ranging from stock to 24 inches over in increments of 3 inches. Lengths 15 to 24 inches over are supplied with 3 degrees of additional rake only. You can order either the traditional wide-style with or without the factory style shock, or you can choose Paughco's Narrow Chopper design. While the standard finish is Paughco's legendary chrome, bare metal or powder coat are offered as options. 100% manufactured in the USA.

**Paughco Inc., P.O. Box 21390, Carson City, NV 89721, 800-423-2621; www.paughco.com**



## WORKS AIR SHOCKS FOR SOFTAILS

Works Performance air shocks are designed to run flat in an emergency. If a line fails, the system deflates slowly to allow the rider to react and reduce speed and lean angle. To guard against line problems, stainless steel sheathed hoses are used for strength and durability. The pair consists of one air spring and one damper unit with internal spring. The shocks are covered by a 1-year parts and materials warranty, as well as their ride quality guarantee, which applies to all of their street shocks. They come complete with everything necessary for installation. The shocks will function over a range of up to 500-pound load, down to the lightest riders. The air feature allows the rider to run the shocks at full length and travel while riding, yet lower the bike for cruising or when parked.



## HEAVYWEIGHT ADJUSTABLE SHOCKS FOR SOFTAILS

Works Performance now offers a heavy version of their shocks for Softails. Designed for riders from 250 to 350 pounds, they smooth the ride, and improve cornering and acceleration traction. They are adjustable to lower the bike and available in black or chrome. Eye-to-eye shocks fit all models from '84 to '99. Post-style shocks (shown) are for 2000 and later.

**Works Performance Products, Inc. 21045 Osborne St. Canoga Park, CA 91304; 818-701-1010; www.worksperformance.com**

## PEREWITZ "THE LOOK" BILLET FORKS

Perewitz' billet 41mm forks feature billet aluminum triple trees with integrated blind neck post, custom machined billet lower legs and a mirror show chrome finish. Additionally the



new forks are fit with Dave's hidden-axle assembly and his unique adjustable fender mounts. OEM internal components assure trouble free performance. For details call 508-697-3595. On the web, www.perewitz.com.

**Perewitz Cycle Fabrication, 910 Plymouth St., Bridgewater, MA 02324; 508-697-3595; www.perewitz.com**



## PRO-FORKS AND BILLET COMPONENTS

Pro-One Manufacturing offers builders an extensive selection of custom billet forks and related accessories. From complete front-end assemblies and billet lower legs to custom extended fork tube packages and internal brake line kits they have something for virtually any custom application and taste. Pro-One manufactures one of the widest selections of fork trees on the market. Their billet triple trees come with and without lights and in various finish combinations.

**Pro-One Performance Mfg, Inc., 2700 Melbourne Ave. Pomona, CA 91767; 800-884-4173; www.pro-one.net**




## LEGEND AIR SUSPENSION

Legend Air offers several suspension systems for your Harley. The L3 system is for 2000 and up Softails, and the L9 system is for 1999 and prior Softails. The L1, D1 and V1 systems fit FL, Dyna and V-Rod respectively. All systems feature Kevlar air spring technology, deflective disc dampening and a new handlebar switch bracket for on-the-fly adjustment. They are available in black or chrome, made in the USA with a one-year warranty.

**Legend Air, 1820 Samco Rd., Rapid City, SD 57702; 605-737-4200; www.legend-airride.com**



## H-D PREMIUM BILLET PROFILE LOW REAR SUSPENSION

Available for many Sportster, Dyna and FXR models, the Premium Billet Profile Low Rear Suspension from Harley-Davidson Genuine Motor Accessories lowers the seat height by approximately 1-inch while preserving ride quality. The chrome-plated billet spring cups and body caps feature machined radial grooves and custom Bar & Shield logo shock mounts. Spring preload is adjustable for rider and passenger comfort.

**Harley-Davidson; 1-800-443-2153; www.harley-davidson.com**



## HI-LO RIDER

The HI-LO Rider is an adjustable air ride that fits almost every make and model of bike and can be custom designed by request. HI-LO is designed to start at about stock height for a super comfortable ride and at the push of a button you can slam the bike to the weeds for a super custom look. Due to the design of the air ride, which uses no bags, you can ride rigid without air and store for long periods without air and not damage the system. The system is a direct bolt on design that requires no modification to your bike, just pull your shock out and replace them with theirs, using all the stock hardware. The manufacturer says HI-LO utilizes all of the highest quality components from the 180 psi compressor and DOT lines to the stainless shafts and hard anodized bodies, and they back it up with a lifetime warranty. They also offer a remote control that can raise and lower the bike from up to 200 feet away.



## BIKE BUDDY LOWERING KIT

Bike Buddy has developed a lowering kit for 2000 up H-D Softails that they say can be installed by the most novice mechanic in a very short time. They describe it as the first kit of its kind that requires absolutely no shock removal. Just brace the bike with a lift and remove the forward shock bushings and nuts. Replace them with the Bike Buddy bushings and nuts and attach the lowering clamp to the stock shock shaft and as easy as that you drop the bike almost an inch and a half. The kit allows for further adjustment.

**Hi-Lo Rider; 17907 S Figueroa #C, Gardena, CA 90248; 818-203-2853; www.bikebuddypro.com**



## REDNECK NEW SCHOOL SPRINGER

The Redneck Engineering New School Springer features retro style with a curved front hoop, smooth tapered female rocker pivots. It is manufactured from chrome moly tube with stainless rockers and hardware and chrome springs. Every front end is custom built to order based on neck height, rake, and front tire diameter. Front and rear leg length and rocker length are calculated to provide the best trail numbers for each application. Front ends available unfinished any length from -2 to +20 starting at $1195.00.

**Redneck Engineering, 107 Nix Rd. Liberty Sc. 29657; 864-843-3001; www.redneckengineering.com**

## PROGRESSIVE SUSPENSION

For 24 years, Progressive Suspension has improved the ride of Harleys, Indians and



custom bikes around the world. The gas charged, 412 series are a logical choice for stock replacement; The 418 Series features adjustable compression damping and five preload settings and polished aluminum bodied dampers for Sportys and baggers. Progressive's offering for the touring rider is the 440 series, which features their patented Inertia Active System that reads chassis movement and wheel movement separately, and adjusts the damping to match the road surface. Softail owners are not forgotten, with Progressive's 413 Series, using a progressive rate spring, and advanced compression damping. The AirTail is their adjustable ride for hidden shock bikes, featuring dual air chamber technology that they say provides superior damping rates, with adjustable ride height. New for Road Kings in 2006 is their AirTail IAS combining the ride quality of their 440 IAS series, with the ride height adjustability of Progressive's dual air chamber technology.

**Progressive Suspension, Inc. 11129 G Avenue, Hesperia, California 92345; 877-690-7411; www.progressivesuspension.com**



## SMOOTHGLIDE FRONT END

Sculpture Cycles is importing these Italian made Smoothglide inclined upside-down front ends. Unlike a conventional front end, this front end uses triple trees that are inclined in relation to the neck post, which gives it that super-sleek look. The Smoothglide is CNC-machined from billet aluminum and comes in either chrome, polished or black anodized finish. They are available in either a mid or a wide version, in 0 and 3-degree rake. Lengths are from stock to 10 inches over for 1984-1999 and 2000-up models.



## FAT BUBBA FRONT ENDS

Ton Pels' Signature Series Fat Bubba front ends front ends are crafted in Europe. They are CNC-machined from billet aluminum and then show polished. Sculpture Cycles imports them from Holland and offers these massive front ends in stock length up to 12-inches over for 1984-1999 and 2000-up models. You have the choice of three different rakes, 0, 3 and 6 degrees.

**Sculpture Cycles, 260 S. Alma School Rd. Suite #126, Mesa, AZ 85210; 480-833-0998; www.sculpturecycles.com**

## ROLLING THUNDER SPRINGER

The Rolling Thunder springer is customized to fit your specific bike your specifications. They take your measurements and use sophisticated 3D CAD drawing software to calculate exactly how long your Springer needs to be, a front-end that takes into account the exact

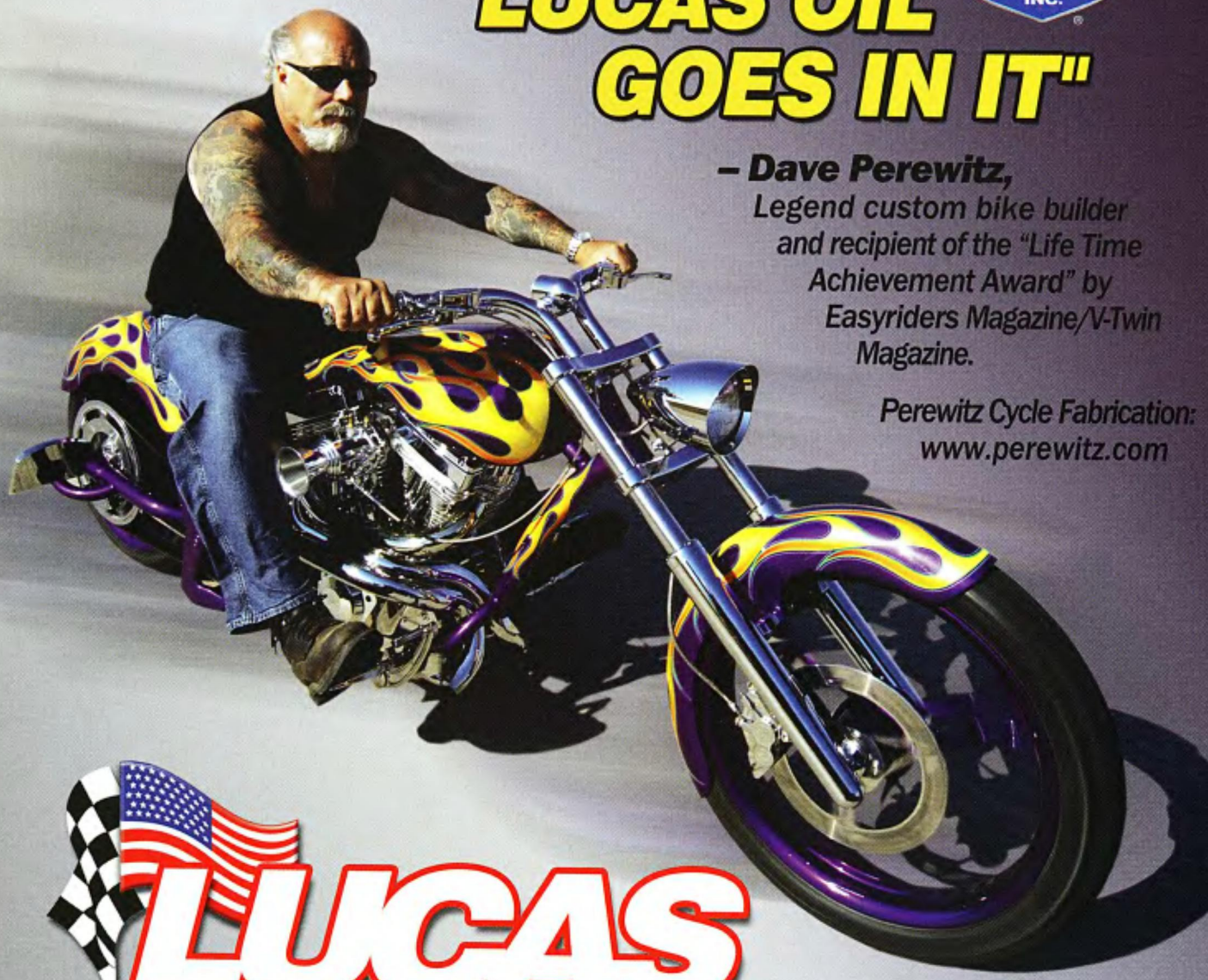



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**– Dave Perewitz,**
*Legend custom bike builder and recipient of the "Life Time Achievement Award" by Easyriders Magazine/V-Twin Magazine.*

*Perewitz Cycle Fabrication: www.perewitz.com*



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dimensions of your frame, your parts, and your style. Their springer is made from 2-inch DOM steel tubing. The ride is controlled with gas charged shocks. It features 100% TIG-welded, CNC-machined billet steel components, smooth top trees, and a cam lock install system with polished flush mount bolts. They are compatible with OEM-style fenders and are triple chrome plated, with optional concealed brake lines.

**Rolling Thunder, 1810 Ford Blvd., Chateauguay, Quebec, J6J 4Z2 CANADA, 450-699-7045; www.rollingthunderframes.com**



## STORZ/CERIANI FORKS

Storz Performance offers a complete line of high quality front forks in 55mm inverted and 49mm conventional styles to fit custom or stock frame applications. Made in the USA from aircraft spec materials, features include: true one-piece billet construction, precision cartridge damping system, and progressively wound fork springs. Available with mid or wide style trees (0-, 3-, 5- , and 7-degree) and a chrome or black polished finish. Complete fork kits are available for Softail, V-Rod, Dyna, and Sportster models and accept the stock wheels, fenders, handlebars, and controls.

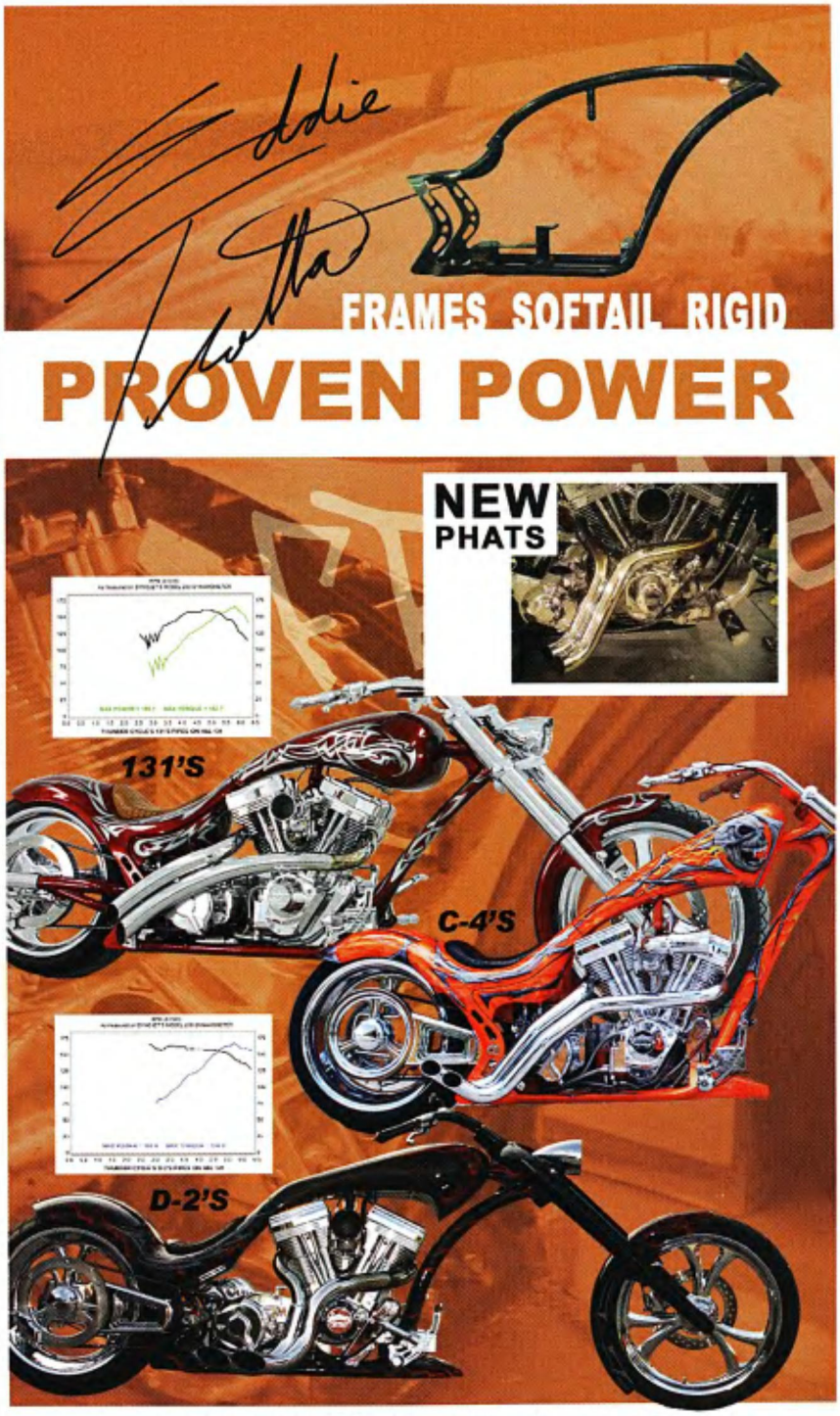
**Storz Performance, Inc._239 South Olive Street - Ventura, CA 93001; 805-641-9540; www.storzperf.com**



## LIFESTYLE CYCLES FULL RADIUS BILLET TRIPLE TREES

The new LifeStyle Cycles Signature Series Full Radius Triple Trees are milled from high quality billet aluminum and polished to a high luster. They come complete with upper and lower trees and a full radius milling and feature a 6-degree rake. They have been drilled for internal stops (sold separately) to help preserve that clean look throughout.

**LifeStyle Cycles, 1534 N. State College, Anaheim, CA 92806; 714- 490-0155; www.lifestylecycles.com**

## KEEP THEM WHEELS SPINNIN'

### Change Your Wheel Bearings In A Snap With A Little Help From JIMS Machine

As tech guys, we lecture and scream at you, the reader, many times over about how important basic maintenance is to ensure your scoot a long and happy life. We hammer these things into your head page after page and then leave the office at the end of the day winded, unable to issue further harsh lectures. Then a sudden fear strikes us like a lightning bolt hitting Lee Trevino out on the 9th tee.... "Wait a minute, when was the last time *I* checked..." and at that point we fill in whatever problem area we can never remember servicing last. Yeah, we're good at lecturing and also just as apt to forget basic maintenance on our own bikes. Makes ya all warm and fuzzy now, don't it?

Didn't think so. However, the point in that opener was that it is so damned easy to forget maintenance, and when it comes to things you can't directly see, such as wheel bearings, all thought goes right out the window. So to speak. Well, with all the recent changes Milwaukee has made to wheel hubs, axle diameters, and the switch from Timken-style tapered bearings to sealed, double-row ball bearings, wheel bearings have received a little more attention than they used to. And not only is this a good thing, but it's also where the idea came from for this article.

So, what we'll be covering here is removal and replacement of the Timken wheel bearing with the oh-so-fun-to-remove inner race. But have no fear. As many of you know, our friends at JIMS Machine have some very, no, extremely handy tools for dealing with wheel bearings. For this story, we used JIMS' wheel bearing race remover/installer (P/N 33071-73), handle (P/N 33416-80) and tool driver spacer (P/N 2388). With these tools in hand, we'll show you how to pop out the old Timken bearing races from your wheel hubs in less time than it takes you to say the word "jiffy." Well, almost. And with a new set of bearings at the ready, the same JIMS tools help install them just as quickly.

For this story, we'll be swapping wheel bearings and races on a set of OEM



Pop out the old grease seals and remove each of the Timken wheel bearings.



Install the JIMS wheel bearing race removal/installation tool.



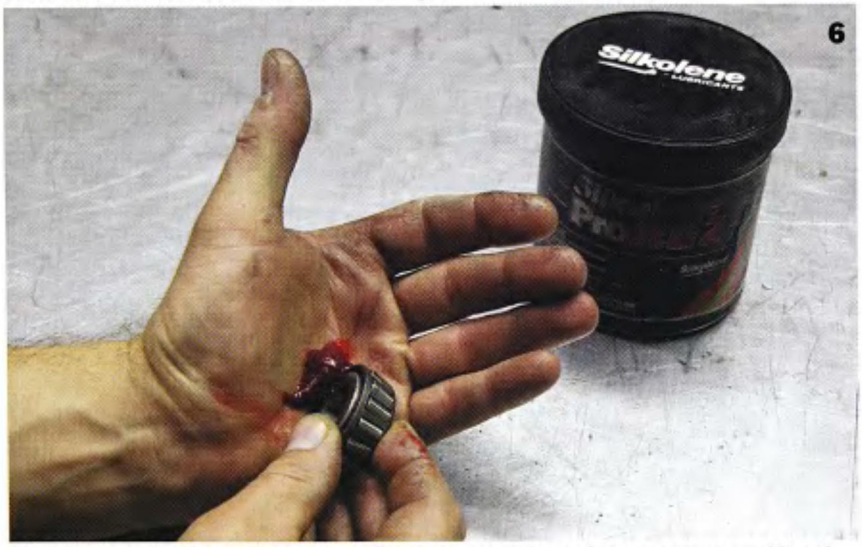
The tool driver spacer keeps everything in alignment and locked in place, snap in the handle next.



Place the wheel in a press and pop out the old races. No press? Big brass hammer also works fine.

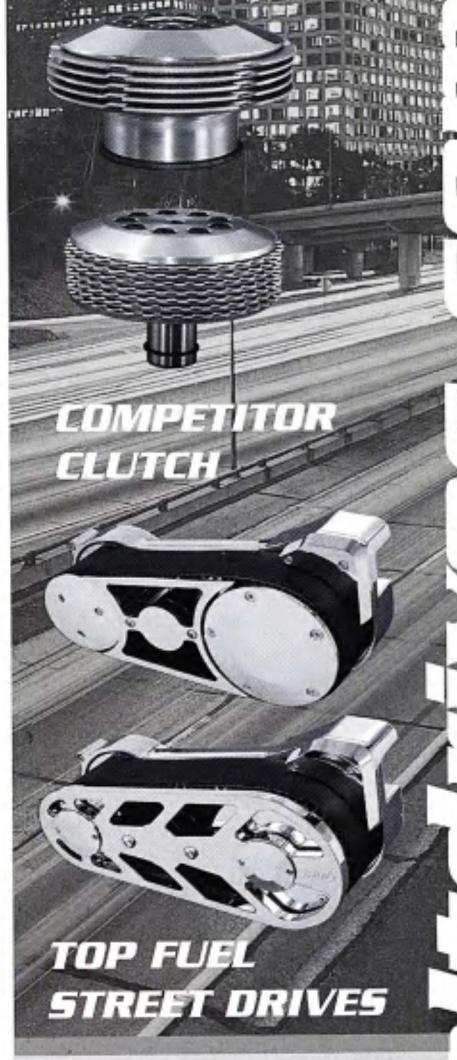


Install the JIMS tool with the new wheel bearing race and press in the wheel.




Pack the wheel bearings with a packer or by hand, depending on how messy you want to get.


The DRIVING FORCE

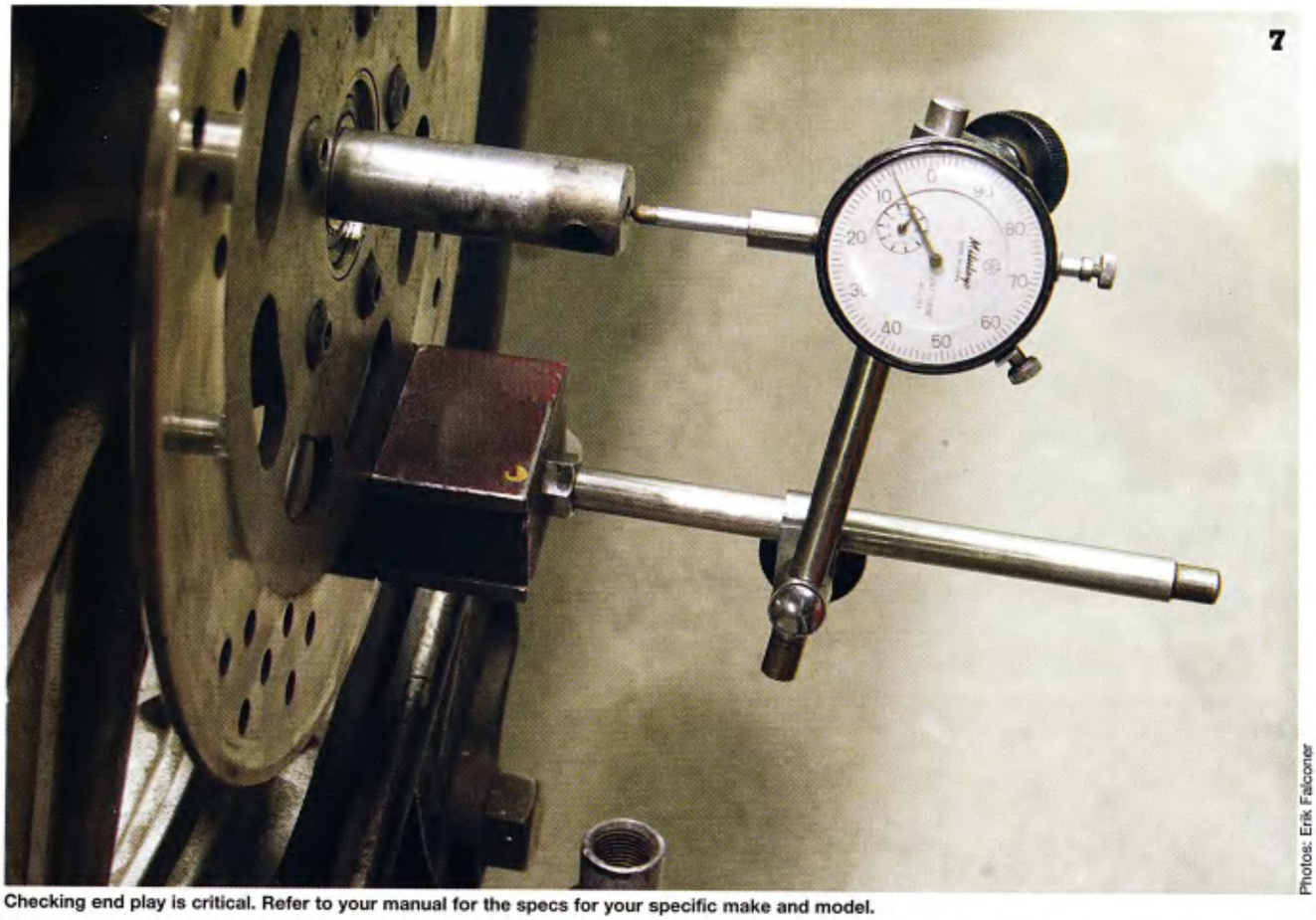



MADE IN AMERICA

Our acclaimed new all billet "Top Fuel Street Drive" features the same 14mm by 85mm (33⁄8") wide belt top fuel racers use on their 600hp plus dragsters. With hard anodized 7075 aluminum hub and Kevlar clutch, you can choose between two complete kits, one with sideguard, one with outboard bearing support. The same rugged engineering standards have been applied to our chain & belt drive 'Competitor Clutch' for Shovelhead and EVO Big Twins.




BUILT FOR THE WORLD WE RIDE




Photos: Erik Falconer

**Checking end play is critical. Refer to your manual for the specs for your specific make and model.**

mags pulled from a bike with a dubious service record. There's no point in taking a chance on something as critical as your wheel bearings, so the investment in new ones is cheap insurance. To begin, pop out the wheel bearing seals (Photo 1) and remove the Timken bearings. If you have a few dirty rags handy, use them to scoop out any excess wheel bearing grease still in the hub. Once that's out of the way, we can get to pressing out the old bearing races. The JIMS tool is a multi-piece deal that assembles in the wheel hub. Two half-pieces are slipped into the hub and seated into the bearing race (Photo 2). A special spacer then fits in between the two halves (Photo 3) to keep everything solid while the bearings are pressed or hammered out. The massive steel handle slips into the spacer and, at that point, the races are ready to come out. If you have, or have access to a press (Photo 4), set the wheel in place and press on the JIMS wheel bearing tool to remove the race. If you are without a press, a heavy brass hammer is recommended. Once the old race has been removed, flip the wheel over and repeat the process.

Okay, that was reasonably painless (unless you swung wide with that brass hammer) and now we reverse the process to install the new bearings and races. For this part, assemble the JIMS wheel bearing tool with the new bearing race as shown (Photo 5). Make sure that the bore in the wheel hub is clean and apply a thin film of a press-fit lube such as JIMS (P/N 2124) or EP grease to the race and the inside of the wheel hub. Place the wheel back in the press similar to Photo 4 and press in the new bearing




*"Bless you for bearing with us, Officer Duffy, It was his last request."*

race. The race will come to a stop in the hub, so pay attention. Anyhow, flip the wheel over and repeat the process.

And now we can get dirty, if you so desire. The new bearings are frightfully clean and free of grease, so they must be packed with high-quality wheel bearing grease before installation. The clean way to do this is to use a bearing packer. The dirty way to do this is to pack them by hand (Photo 6). When doing this, leave your cell phone in the other room and get both bearings done at the same time. With a palm of fresh grease, pack the bearing a little at a time ensuring the grease is getting down inside and behind the rollers. Wipe a little extra over the bearing rollers when you're finished and drop them in the wheel along with the center spacer, but leave the grease seals out for one more step.

With the trusty manual in hand, it is now time to check the wheel bearing end play before we put the wheel back on the bike. Leaving the grease seals out during this step will make it easier if any modification to (or complete replacement of) the center spacer is necessary. Another handy tool is the magnetic-base dial indicator. If you don't have one, get one, they're not too expensive. They have 1,001 uses, and today you'll see one of them here. To properly check end play, we'll install the axle back in the wheel and torque it in place. You may need some additional axle spacers to do this. With the axle torqued, the dial indicator can be zeroed on the axle, and as you move the axle back and forth, you can see the amount of end play in the bearings (Photo 7). Should the axle not move at all, a longer center spacer would be needed. If there's too much end play (this varies drastically by model and wheel type, so check your manual) a shorter spacer would be needed, or the extra material trimmed off. In our case, the factory spec was .004 to .018-inch, and the new bearings had .005-inch end play, so we were on the money. With the front wheel finished, the same steps are repeated to handle the rear wheel. Remember to always follow your manual for proper specs for your particular make and model of bike.

With this fresh in your mind, you may be thinking about other things to check out. So, if your maintenance program's looking kinda heavy, check out JIMS for other extremely handy tools and parts: JIMS Machine, 555 Dawson Drive, Camarillo, CA 93012, 805-482-6913, www.JIMSusa.com.

*—Wordman*







**Jim Buttino**
**Dryden, New York**
**2004 Custom Chopper**



"As a result of the dimensional and illuminated art work on the gas and oil tanks, this chopper received far more attention than I was prepared for at Daytona Biketoberfest," Jim complains, adding that he answered "at least 1,000 questions from 100 people."

Wow! That's 10 questions per person. From 100 people? That can definitely be like torture. Did they crowd around Jim all at once? Or did each one take a number and wait to be called? And what could they all have possibly asked? Was each question different? The mind simply reels....

To avoid similar situations in Jim's doubtlessly bright future—this is, after all, only his first build—we've decided to supply the reader with some very crucial information regarding Jim's bike, a sort of heading-'em-off-at-the-pass, if you will.

One look at the bike and you can imagine that all questions must have had to do with its gas tank, so here we go: "Yes, that's a hole," Jim says. "The flaming wall inside is actually the gas tank dented in about 1 1/2 inches. Steel plates were then formed to replace the original gas tank shape, holes were flame cut in the plates, and the plates were welded to the tank. The hollows were filled with lava, painted skulls, and painted bones (mouse bones for proper scale). The top hollows contain amber LEDs for night time effect."

There's more, but we're out of space. The way I figure it, as soon as this article comes out, let's see... carry the one..., times x over y..., plus four... a total of only 37.6 people should ask Jim an estimated 217.59 questions. I'm sure Jim can handle that.

No need to thank me, Jim, I'm just glad to be of help.

*—Tripper*



Photos: Owner

**Leo "Huggie Bear" Gilbreath**
**Granbury, Texas**
**2004 Big Jugz Custom**



Lest you think this is a kit bike, let me assure you, it most definitely is not. "How do you know, Tripper?" you might incredulously ask.

Well, the trained eye immediately recognizes this by the fact that the bike before you has two taillights bulging like Marty Feldman's eyes and occupying the space behind it with authority. There are no known (or unknown) kit bike purveyors who'd offer a kit bike with those taillights. Besides, Huggie Bear's wife, Eden, says so. "This is his first custom-built motorcycle," she claims, adding adamantly, "It is not a kit."

See? It turns out the Marty-Feldman-like protrusions are actually designed to honor Huggie Bear's other passion. No, not strip clubs. "The design with the '59 Cadillac taillights pays homage to his other love, classic cars," Eden corrects our misconception. And that is also why, dear reader, Huggie Bear calls this bike his "Cadillac Pony."

The impressive part about this bike is the fact that Huggie Bear didn't have access to the fancy tools professionals use, according to Eden. "He forged the custom dash and tail fins by beating metal using a sandbag that he made from a dog food bag."

The same, however, does not hold true for the motor, transmission, or tires. In fact, they're all store bought, as are the LePera seat, the Wide Glide front end and the apehangers.

I should mention, for no particular reason, that Huggie Bear and Eden own and run Big Jugz Motorwear, "a line of biker wear with campy sayings playing off the idea of engine cylinders called jugs."

And while there is no word on how many living beings might have been gored so far by following Huggie Bear too closely, it can safely be said that no dogs were harmed during the construction of this bike. Only their food bags.

*—Tripper*



Photos: Owner

# ReadersRides

**Christyn Stoll**
**Atlantic Highlands, New Jersey**
**1994 Sportster**



So you love Fat Boys and Heritages, but you can't afford either one? You can either get yourself, say, a V-Thunder from Vento, or you can do like Christyn did and get yourself a "Heritage Fatster."

Assuming you're not convinced by the V-Thunder's motoric prowess (a whopping 17 cubic inches), the Fatster might just do the trick. Let's just take a closer look at this one. It's a '94 Sportster with some slight modifications. Nothing major, mind you, because...well, let's hear what Craig, Christyn's hubby, says about the venture. "First, we had a stock '02 883, but we realized there was so much we needed to do to make her happy," he explains. "We found this one almost done. All we did was change the bars and a few little things and we were set."

Sounds easy enough. But what had been done already when Craig and Christyn found it? Apparently, it was outfitted with a Wide Glide front end, CCI Fatbobs with a Fat Boy logo, Ness pullback bars, Corbin solo seat, Screamin' Eagle pipes, "and the sweetest looking fenders I've ever seen on a Sporty," Craig adds. How cute.

Craig says his wife's extremely happy with her bike no, and not just because it's easy to handle and moves like a bullet. The really important part seems to be that Christyn's Sporty "usually gets more looks when we pull up somewhere than my bike does," Craig laments, but he quickly adds, "I'm cool with it."

On the other hand, he wants his 15 minutes, too, saying, "If you put hers in and not mine, I'll never hear the end of it from my friends."

I guess his friends will be having a real field day from now on.

*—Tripper*



Photos: Craig Stoll



Photo: Owner

**Jeff Zopotocky**
**W. Hazleton, Pennsylvania**
**2005 Pro Street Custom**

"Me and my brother bought a motorcycle business called Iron Hawg Custom Cycles," Jeff says, adding that while the previous owner mainly built kit bikes, "we wanted to do something a little more radical." You're looking at the result. "We started with an Eddie Trotta frame, a 124 S&S and we did all the sheet metal and the paint in house."

That is to say, Jeff handled the more than 1,000 skulls while his brother, Nicholas, cut, welded and shaped the sheet metal. Together, they installed a Baker RSD 6-speed tranny, the Dakota Digital in the tank, the Hi-Tech belt drive, the Progressive air ride system, the Exile rear brake and internal throttle, the Sharper Wheels, the Martin Bros. pipes and so much more. "It took us, from the time we bought the frame until we finished the bike, about eight months," Jeff says, "but that's mainly because we did it in our spare time."

Although the frame stayed mostly original, Jeff says that "from the tank back, that's all hand fabricated, how it flows off the tank into the rear fender. And it's all done in metal."

The bike was built, of course, to show off the brothers' combined talent, but Jeff emphasizes the fact that "we can do pretty much anything in any style—mild to wild."

Right now, Iron Hawg handles mostly regular service work and customizing Harleys, with add-ons, sheet metal work and painting as the highlights, but, as Jeff puts it, "we would like to get a lot more into bike building."

For those interested in checking out what else Jeff and Nick have in store, there's a Web site and you can peruse it at www.ironhawgcustomcycles.com.

*—Tripper*



*"Look what followed me home! Can I keep her?"*

# ProductReview

## STRETCH-IT
## Handlebar Wire Harness Extension Kit

Few things are cooler than a set of ape-hangers, be they low, medium or high. Few modifications are a bigger pain than installing them on a bike that came with low bars. After all, you can buy longer cables, but the handlebar wiring requires cutting and splicing and soldering; things that are not like nuts and bolts. More than one rider has smoked their wiring while putting on a set of apes.

This has all changed thanks to Designs by Novello. These folks make a handlebar wire harness extension kit. The kit's wires come with connector pins and sockets on the ends of each wire; these are the same pins and sockets that the factory has used since 1996. With one of these kits, which come in 4-, 8-, 12- and 15-inch lengths, all you do is unplug the wire harness under the tank, remove the wires from the connector housing and fit the extension wires between the end of the stock wires and the connector housing. The kit comes with short pieces of heat-shrink tubing to fit over the individual wires and a couple of longer pieces of larger diameter heat-shrink tubing to fit over the six wires used for each side of the control harness.

Designs by Novello offers the Handlebar Wire Harness Extension kits not only for the standard 6-wire harnesses as used on Sportster, Dyna and Softail models, but also for dressers that have cruise control and radios and CB units. *—John Sullivan*

### Source

**DESIGNS BY NOVELLO**
914-934-7711
www.designsbynovello.com



Adding length to the control wire harness starts by un-plugging the stock wire harness under the gas tank.



It doesn't require any special tools to get the stock connector housing apart, just a small pick tool. The instructions that come with the harness extension kit give complete details on removing and installing the new wires into the housings.



The wire harness extension kit is simple in design and very complete in execution. Each wire is the correct color code match to the factory wiring and has the same pins and sockets installed as those used by Harley.



The pins on the ends of the individual wires in the kit are then inserted into the sockets of the stock harness. Once they are connected the heat shrink tubing is fitted over each wire and shrunk into place.



To hide the joint of the stock harness and the extension harness, we covered the whole harness with a length of Protecto brand expandable wire sleeving purchased at a local electrical supply store.

Photos: John Sullivan

## Neck Cover

Uniquely designed for the Heritage, Fat Boy and Deluxe. This stylish chrome cover masks the roughly finished forged frame neck area for a real custom look.





## Regulator Cover

A complete cover that replaces your stock cover for a Dresser or a Road King. Two-piece design uses a stamped steel base and a chrome composite top. Go ahead and light 'er up with any one of our accent lighting kits!

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## Infinity Streamliner

Take advantage of this spectacular illusion, it's definitely the first of it's kind! The smooth, mirror finish outer panel looks like a solid chrome plate...throw a switch and it becomes a vortex of lights. Fits on any standard body Hypercharger air cleaner.

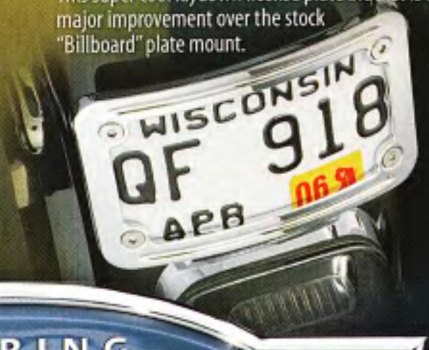


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## A Powerful Statement Of Independence

# American IronHorse Legend







One look at American IronHorse's Legend and you get the idea that this bejeweled piece of machinery would only be at home in the garage of an eccentric rock star featured on MTV's *Cribs*. Imagine it in the circular driveway of a Spanish-style, Beverly Hills mansion, parked alongside a canary yellow Hummer, an electric blue Lamborghini and a pearl white Bentley Continental with 24-inch, gold plated rims. Well... even though this writer meddles in music as a hobby and lives around La La Land, the fantasy stops here, pal.

American IronHorse tells us that the motorcycles they build are for everyone (with good credit,) so let's confirm that by giving the Legend a taste of the real world. This bike will be spending the next couple of weeks parked at night in a dingy wooden shed. And, during the day, we'll see how well it can handle potholes, traffic jams, road grime, bug juice and other treats that the punishing road can throw at it.

We picked up this low-slung chopper from American IronHorse dealer Micah McCloskey in Canoga Park, California (www.micahscustomcycles.com; 818-348-8967). The man knows a thing or two about custom motorcycles, having been involved in the trade for the better part of his life, so look him up if you're in that neck of the woods.

We first checked out the Legend as it sat on the showroom floor in all its shiny glory. We took notice of the new style of air cleaner cover that mirrors the coil cover. American IronHorse did away with the traditional teardrop that all S&S engines are usually associated with; that's another step toward affirming the manufacturer's identity. With a polished motor and drivetrain, the Legend pulls out all the stops in the bling department—Texas style. The more you look, the more features jump at you. From the billet aluminum forward controls to the polished wheels with matching 2-piece brake rotors and billet drive pulley. Top this off with a buffed-out, mile-deep custom paintjob and the curb appeal of this machine hits the roof.

They say the devil is in the details and a few of them stand out on the Legend. For instance, the V-shaped handlebars





feature an integrated, low-profile digital information center that looks trick. It displays all of the bike's vital functions, including speed, engine revolutions and various indicators. We also liked the nifty petcock that's really easy to operate, with or without gloves.

On the other hand, the placement of the ignition switch left us perplexed. The sharp key is placed too close to your inner thigh and touches it on occasion, while maneuvering. We can easily imagine instances where you could accidentally knock the key out, leaving it broken in the barrel. We'd like to see a better and safer switch placement and an upgrade to a solid, barrel-type key in the future—this would better match both the bike's and the manufacturer's upscale image. American IronHorse, are you listening?

A closer look revealed that all fuel lines, cables and electrical wiring are well routed and secured. This attention to detail gives the bike a professional look that spells out OEM. Kudos to American IronHorse for that.

Once the visual inspection was over, we wheeled the bike out to fire it up. The polished 111-inch S&S Super Sidewinder-Plus awoke without even a cough and rapidly settled to a steady idle, amplified by the 2-into-1 exhaust. Ahh, music to the trained ears.

Minutes later, we pulled onto surface streets for a warm up and to see how the Legend handles traffic and parade riding. Even though it's equipped with a front end as long as a day at the arts and crafts fair with the wife, we found the Legend relatively easy to tame. Steering at low speeds was understandably a bit



challenging at first, but this bike showed us how chassis manufacturers have learned a lot over the past years. They can now deliver frame and front end combinations that—while featuring outlandish rakes and stretches—can still give you a motorcycle with tolerable road manners.

Changing gears was a real pleasure thanks to the easy-pull hydraulic clutch that lives at the end of the Baker right-side drive 6-speed tranny. We were also able to easily power shift up without a hitch, which is always fun when you feel like blasting up an onramp to catch up with freeway traffic. Did we mention that the 111-inch S&S generates ungodly amounts of kick-your-backside pull? And depending on your level of experience with mega motors, this one can either leave a big smile on your face or make you pucker at both ends.

Once underway on the L.A. freeway system, the Legend felt extra stable at speed, thanks to its stiff, large-tube frame and wide tire. But the same wide-profile tire makes it harder for the unsuspecting rider to swing the bike to negotiate turns as we later found out on twisty canyon roads—not a big surprise. Be aware that all bikes with fat rear tires generally want to stay upright and that you will need some amount of not-so-gentle persuasion to steer them.

At the end of the day the AIH Legend is a bike that can deliver massive amounts of fun and thrills as long as you're aware of what a purpose-built chopper is capable of. One of the things the Legend does best is to get you noticed, just like a high-end, one-off custom bike should. *—Ben Lamboeuf*




**GENERAL**
**Manufacturer:** American IronHorse
**City:** Fort Worth, Texas
**Phone:** 888-618-4766
**Web site:** www.americanironhorse.com
**Model:** Legend
**ENGINE**
**Supplier:** S&S
**Assembly:** in-house by American IronHorse
**Type:** OHV V-twin
**Displacement:** 111-inch
**Exhaust:** 2-into-1 with integrated heat shields
**Primary:** enclosed drive
**Transmission:** Baker RSD 6-speed
**Clutch:** Easy-pull hydraulic setup
**FRAME**
**Type:** Magnum hidden-shock
**Specs:** 4-inch top tube stretch/6-inch down tube stretch
**Rake:** 38 degrees
**Fork:** telescopic; 4-degree in trees, total of 42 degrees
**Rear suspension:** A-frame swingarm
**BRAKES**
**Front:** Polished 4-piston w/2-piece rotor
**Rear:** Polished 4-piston w/2-piece rotor
**ACCESSORIES**
**Tank:** patented stretched model
**Fenders:** steel
**Seat:** solo
**Turn Signals:** vibration-resistant LED
**Headlight:** 5.75-inch chromed bullet-shaped
**License:** sidemount billet aluminum holder
**Handlebars:** V-shaped chromed
**Speedo:** integrated information center
**Controls:** billet aluminum forward controls
**WHEELS**
**Front:** 21-inch AIH polished billet
**Rear:** 18-inch AIH polished billet
**TIRES**
**Front:** 90mm
**Rear:** 240mm low-profile
**MSRP:** $28,500 for base model
**Photos:** Rick Hustead







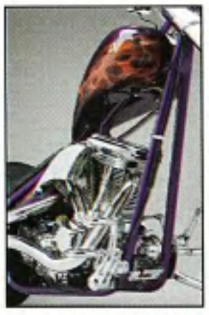
# ComingAtYa



The April issue of *Easyriders* (No. 394) is packed with a gorgeous custom bikes by Stinger Customs, Lone Star Choppers, Don Loos, Kim Suter, plus test ride Harley's new Street Bob.

Burn rubber to the Cherokee Survivor's Rally, hit Thunder in the Rockies and get a great Guide to all the fun of Myrtle Beach Bike Week. Go behind the scenes for an exclusive look at Jesse James' new TV documentary, *The History of Choppers*. We'll reveal the secrets of modern clutches, Harley's new bullet-proof 6-speed transmission, and give you a Guide to Tools and Lubricants.

On newsstands, we'll feature a whopping 48-page outsert of all the Best Biker Parties of Spring and Summer. *On sale February 28th.*



The mighty March issue of *V-Twin* (No.59) will offer up 10 wild custom bikes that include Arlen Ness' mind-blowing Jet Bike. You'll meet master builder Vince Doll of Redneck Engineering, we'll profile old-school maestro Sugar Bear and go behind the scenes at Covington Cycle City. Ride with us to a Hawaiian Chopper Show, meet the new Twin Cam II engine and reflect on Road Thoughts in a True Road Tale. Get our New Model Cruiser Guide for 2006, a Survival Guide to Daytona Bike Week and a great aftermarket Suspension Guide. You'll find more new parts and products for your bike than ever before in the March *V-Twin*.

*On sale February 7th.*



The March issue of *Biker* brings you a badass babe on a bitchin' Sportster, a too cool panhead and more. We visit the Bulldog Bash from the U.K., Orlando Bike Week and the Laughlin Run. *On sale now!*



The next issue of *In The Wind (No. 124)* will feature Paul Wheeler's 1939 Harley bobber with Courtney, a light, tight, 19-year-old. Other highlights include our killer Sturgis Rally coverage. Plus, on the newsstands, our 32-page Winter Roadware catalog. *On sale now!*




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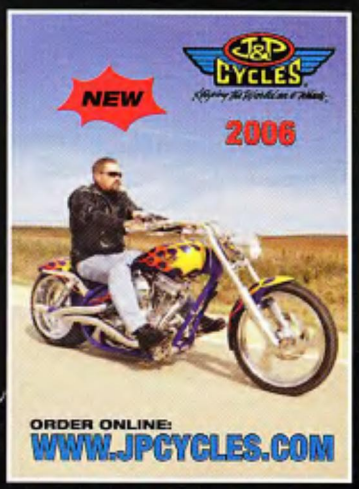



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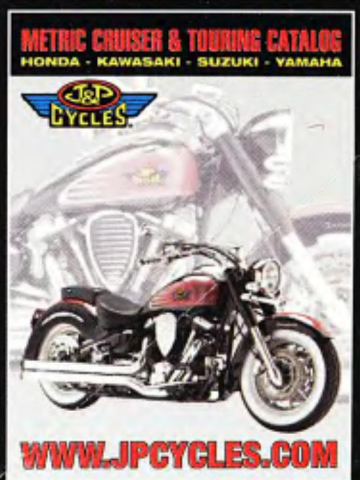
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