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Taking It Easy

Fresh from our "Well, I'll Be Hanged" file: This woman hanged herself from a tree on the Tuesday before Halloween. The neighbors saw her but figured she was a Halloween decoration so they didn't bother to call anyone for 10 hours.

Some construction workers decided to celebrate Thanksgiving by deep-frying a turkey inside a house they were working on. But oops! The place caught on fire! So they said, "what the hell," and moved it to another house across the street.

I guess by now we're all familiar with FEMA's blunders after Hurricane Katrina. One of them, which defies belief, was the over-ordering of 91,000 tons of ice cubes intended to cool the victims and their food and medicine. For example, one truck picked up 20 tons of ice in Greenville, Pennsylvania, drove to the Carthage, Missouri, FEMA facility, then to Montgomery, Alabama, for a day and a half, then to Camp Shelby in Mississippi, then to Selma, Alabama, then to Emporia, Virginia (where it idled for a week to keep the ice frozen), and finally to Fremont, Nebraska, where the ice was put up for storage. (How do these government people pass muster? I'm at a loss.)

He was admitted to a state hospital after being arrested for slashing 40 car tires. Months later he escaped and worried hospital officials told police he was armed with a machete, had been off his medication for two weeks and was "possibly violent." So where did a patient in a mental hospital with a history of cutting crimes get a machete? The staff gave it to him to help with gardening on the hospital grounds (I guess it seemed like a good idea at the time.) Anyway, the police captured him. Apparently, the hospital currently houses 170 patients, but "the number fluctuates" (quoting a newspaper). I guess it depends on whose turn it is to escape.

This 99-year-old man, whose driver's license had been renewed the previous year, drove up to a tollbooth on Interstate 275 in Florida. But he seemed unaware that there was a dead body lodged in his windshield (the result of a collision about three miles back). When the police asked him where he was and what day it was, he was off by about 10 miles and missed the date by about two months. He said he thought the body had fallen from the sky. His son, who was 66, said his father had been deteriorating mentally but it seems the state didn't agree when they renewed his driver's license.

A man was indicted for murder for killing his wife. He said he was pissed off because the couple had been living in their home for "several years" but still hadn't unpacked. (I can't say I blame him.) And here's another interesting oddity in the killing category: He was sentenced to death for killing his wife because she had been nagging him to cuddle after they had sex, contrary to his desire to watch sports on TV. (Well, that pretty much fixed her wagon.)

Parents of elementary school students complained to the local newspaper because a septic-sewage service, located across from the school, has the identifying slogan on all its trucks: "Shit Happens." The owner of the service said he would advertise however he wanted because "This is America, not Iraq."

He was acting as his own lawyer and was convicted for killing his parents mostly because of his defense that the crimes were committed by, first, a gang of 400-pound Samoans. Later, growing during his testimony to include their girlfriends, two whites, two blacks, a Native American and a transsexual. And later still, he added more than 30 armed Samoans. (They were all slow runners so he outran them all to escape despite being wounded.) When he finally called the police, he said he was too tired and hungry to talk about his parents' bodies and that they should "go home." (Now there's an inventive tale.)

A hotel maid in Australia testified that she was kissed against her will by a hotel guest (an Uruguayan soccer player in town for a World Cup match) and suffered post-traumatic stress disorder that led to her being declared legally blind. A doctor for the defense scoffed at it as "the most powerful kiss in history." But the hotel's insurer agreed to its liability and said it would negotiate the settlement amount.

A man in Australia was awarded the equivalent of about \$7,300 from his employer after being fired for being repeatedly drunk at work (even once urinating into a trash can). He said he has Attention Deficit Disorder and that his employer should have done more to accommodate the illness. (Sure.)

Now here's a very imaginative couple (and well-to-do at that). They were convicted in England of creating an elaborate scheme to avoid two camera-detected speeding tickets and were fined the equivalent of about \$20,000—almost 200 times the cost of the tickets. They gave an alibi, explaining that the driver of their car was a Bulgarian friend (fictitious) and that they made up a postcard "from" the man "to" the couple that incriminated him. THEN the couple actually traveled over 1,400 miles to Bulgaria to mail it with an authentic postmark.

This is wonderfully visual. The male Nursery Web spider uses a cheap trick to get sex. He gives the larger female a dead insect, then collapses, pretending to be dead, distracting the female which then turns to the insect. At this point the male springs back to life and mounts her. On the other hand, the female sometimes just eats the male, instead of copulating. (Sounds like my first wife.)

In Florida, non-native but very predatory Burmese pythons killed and swallowed a turkey, a 15-pound cat and (most unsuccessfully) a 6-foot-long alligator. The alligator ultimately burst the snake open. (See? Greed'll get you every time.)

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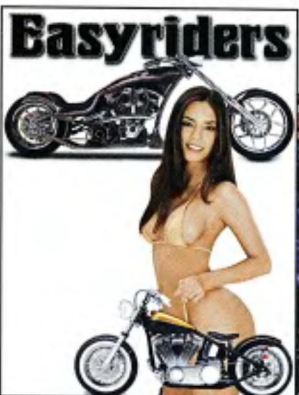
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The next liver-quiverin' issue goes on sale
March 28th, 2006. Printed in the USA.

www.easyriders.com

Easyriders® magazine ISSN 0046-0990 Number 394, April 2006. Vol. 38. Easyriders® is published monthly by Paisano Publications, LLC, with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2655, (818) 889-8740. Editorial mailing address is P.O. Box 2000, Agoura Hills, CA 91301-2655, (818) 889-8740, FAX (818) 889-1252. Web site: <http://www.easyriders.com>. Periodicals postage paid at Agoura Hills, California 91301-2655 and at additional mailing offices. Copyright 2006 by Paisano Publications, LLC. All rights reserved. Nothing may be reproduced without prior written permission of the Publisher. Editorial Submission Guidelines: All submitted letters, articles, jokes, poems, photos and artwork ("Submissions") become the property of Paisano Publications, LLC ("Publisher"). The Publisher is under no obligation to keep or return any Submissions unless a SASE is provided at time of submission. The Publisher has the unrestricted right to print all or any portion of Submissions, to edit same, and to print, re-print, edit, alter or disregard of said materials at their sole discretion, in any medium now or hereafter used by Publisher in connection with its business operations. This includes, but is not limited to, magazines, books, calendars, catalogs, merchandise, advertisements, videos, television and Internet applications. No compensation is payable for letters usage but appropriate photo captions may be given (e.g. your name and city listed) at the discretion of the Publisher. All Submissions must be exclusive to the Publisher who will provide appropriate credit to the author, photographer or artist of published works, and will indicate if same has been excerpted from or materially changed from original content. The Publisher will pay for published articles, jokes, poems, photos and artworks at its standard rates upon publication. Rates can be obtained by calling the editor or photo editor at 818-889-8740. Other terms of usage may apply if in writing and signed by the submitting party. Subscriptions: All correspondence regarding subscriptions and changes of address must be addressed to: Easyriders® Subscription Department, P.O. Box 50044, Boulder, CO 80322-0444, (800) 625-7254. One year: \$39.95; two years: \$74.95 in the U.S. and its possessions. All foreign and Canadian orders, \$75.00 per year (U.S. funds only). Single copy: \$7.95. POSTMASTER: Send address changes to Easyriders®, P.O. Box 50044, Boulder, CO 80322-0444. Advertising: Easyriders®, P.O. Box 2000, Agoura Hills, CA 91301-2655, FAX (818) 889-4728. Printed in the USA. The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S. Code 2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in 75.7 (a) (1)-(3) of the pertinent Regulations.



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Newsstand Distribution

Curtis Circulation Company

730 River Rd., New Milford, NJ 07646

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WordMonger

Thanks

Just want to thank you for printing the great picture of my brother Rob and his pilot squad (Jan. '06). I was right—the men shit when they saw the mag. It came out just in time 'cause we had a welcome home party for them this past Saturday night at the club and had the picture blown up to poster size. All the men in the photo are now home safe and sound.

Thanks again.

John Vicci

Cranford, New Jersey

Our pleasure, John.

A "Real" Woman

When Robert Hartman showed his "Rides" in the January '06 issue, I was taken aback. Nikki is what caught my eye. She's a "real" woman.

I live and ride in New England and would appreciate and love (lust) Nikki waiting for me at the end of my ride—be it an hour or more. The winter's closing in and riding on the steel pony is coming to an end. Nikki would help keep the winter blues away with thoughts of the cold riding season ahead of us out east in the New England area.

Thanks for the rag and for keeping us abreast of what's up in the bikin' world.

Vulyak

New England

For those of you wondering, the Tibetan Vulyak is a really big, Yak, known for it's horny nature.

Needs Help

I need your help and believe many of my fellow bike riders do also.

Approximately four months ago I received notice that my union (The Iron Workers Philadelphia District Council) would no longer insure me with any health benefit coverage if I was injured riding my motorcycle. Even though I was assured complete medical coverage as an insurance benefit and pay any additional assessments that are made for the best benefit available (I did not choose an HMO plan), the statement was made that my coverage would not protect me for injuries occurring while being on a motorcycle.

Special insurance for medical care is not available at any cost and must be obtained as part of a comprehensive health plan. Although I can purchase

another entire family program that will include my needed coverage, my union, although it arbitrarily limits this important activity, does not have a rider I can purchase to upgrade their limited protection. They will not refund the cost of the duplicate protection I would need to protect me and my family while the cost of the same coverage would be more than \$10,000 per year for a similar group policy. While they would cover me for sky diving, deep sea diving and skiing, they limit an activity I enjoy.

I was not given any opportunity to select this coverage, and it seems discriminatory and harmful and directed by uninformed, though possibly well-intentioned, individuals.

I would appreciate anything you could do to publicize my plight. If this organization can arbitrarily limit coverage without membership input for what must be a minimal cost difference, the idea could expand.

Please do not hesitate to contact me for any additional information.

Martin Corley

4139 Hickory Road

Schnecksville, PA 18078

610-799-0559

Any other bikers having this problem out there? If so, we want to know about it. Send a kite to:

Wordmonger

P.O. Box 3000

Agoura Hills, CA 91301-3000

From Sydney

My name is Leroy Wilson. I own and operate a bike shop specializing in Harley-Davidsons. The shop's name is South Coast Customs—located in the southern beach area of Sydney, about 20 miles from the center of the city.

I'd like to extend an invitation to any motorcycle mechanic (Harley experienced preferred) to come and work for me over your winter period which is our summer. We have a lifestyle down here very similar to the good old U.S.A. and share many of the same views as well.

If you think this is the break you would like to take, contact me as soon as you can.

Leroy Wilson

Managing Director

South Coast Customs

Sydney, Australia

6-12-9525-8088

leroy13@bigpond.net.au



Kosovo Harley

I'm writing you guys from Kosovo. I've been here for about 10 months and have about two to go—yahoo!

The good thing is I bought myself a 2006 Fat Boy which will be waiting for me when I return home. The main reason I'm writing you is to show you all the motor bike the people here ride, which we call the Kosovo Harley.

Keep up the good reading and your support of the troops.

SFC Paul Almryde
Kosovo

Nice ride Paul. Thank God you'll be home by the time this is printed.

Custom Crocker

I just got the January issue in the mail today, and when I came to Page 78 my jaw dropped to the floor. Like a lot of other guys, I had never heard of a Crocker before.

This is the best looking bobber I've ever laid eyes on—Mr. Decker did a great job with his scooter. The simplicity and minimalism of the machine really caught my eye and I'm sure Jeff caught a lot of shit for chopping up an antique that is as rare as this one. I say, screw the guys who don't like it. It takes balls to do what he did, and I applaud him for not building just another 10-foot-long-fat-rear-tire-trailer queen.

How about you guys doing an article on some original Crockers, or at least tell me where to get more info on them. I'd love to see one of these in its factory form.

I love the rag—keep 'em comin'!

Boe Belcher
Elizabethtown, Pennsylvania

Well Bob, that's a tough call since stock Crockers are as rare as frog's hair. Only 52 Crockers were ever made and only a handful still exist.

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The Felon

Butch's Stinger Chop

Butch Mitchell calls this one the "Felon Chopper" and it came by that name for a reason. It seems that a while back, during the same period Butch was screwing this bike together, some dick-head customer ove at Stinger Custom Cycles ran out on a pretty heavy bill.





Butch, of course, didn't waste time catching up with the guy and proceeded to collect what was owed with a solid punch and then some. "And nowadays," he says, "apparently you can't do that." Long story short, it was Butch who ended up holding the short end of the stick. Even had to return his "illegally collected" money. What a country, huh?

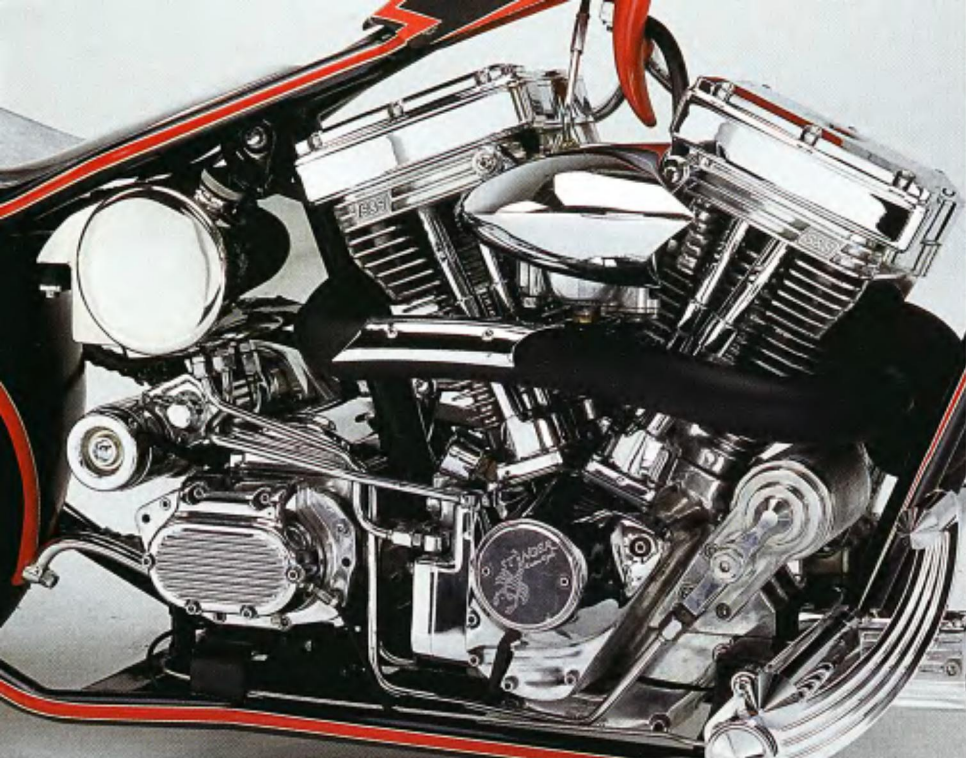
Still, it's a country that comes up with cool bikes. "And this one is definitely a big man's ride," Butch says. "You really need to be over 6 feet tall to be comfortable. Anything shorter and it's a

reach." A 10-up and 8-out frame coupled with a 32-over front end will do that. This bike belongs to Butch himself and it fits. A project that spanned a few years in the making, it's way out there. Along with the frame specs mentioned there are 53 degrees of rake in the neck and 7 more in the trees. Butch says he's had the bike together and apart plenty, for a while even riding around in the raw metal state just to get a feel for things. Finally completed, it shows off just what Stinger Custom Cycles, Butch's place in Cedar City, Utah, can do with sheet

metal. Take a look at that gas tank and rear fender and pay attention to how things are placed.

This is one tall chopper (see frame specs). The stepped fuel tank Butch came up with, disguises that fact pretty well. It drapes over the backbone in a deliberate effort to lower the machine's profile. "The tunnel is so far up into the tank," Butch says, "I only get about 70 miles on a fill up." Butch also under-mounted the handlebars. It's a different look, helping to lend a low line to a classic chopper. "Everyone seems to want





to make a chopper tall," Butch goes on. "We were trying to do just the opposite. It's our attempt to show that a full-on chopper doesn't have to seem so big and so tall. You don't always have to go with the 'Frisco mount."

Stinger Cycles has been up and running for about three years now and, along with building bikes like this, Butch and the Stinger crew have developed and

manufacture a pretty extensive line of parts, all fast becoming popular with name builders everywhere. Like their internal throttle controls and internal twist clutches—both used here. And Stinger probably ships out half-a-dozen one-off gas tanks a week, Butch says, each one hand made right there in Cedar City, Utah. And yeah, most times they'll hold enough fuel to get you more than 70 miles down the road. This one, remember, was built to make a point, and that it does indeed.

To contact Butch call 435-865-0074.

—Joe Kress



Owner: Butch Mitchell

City: Cedar City, Utah

GENERAL

Designer: Stinger Custom Cycles

Fabrication: Stinger Custom Cycles

Year/make: 2004 Stinger Custom Cycles

Model: Felon Chopper

Assembly: Stinger Custom Cycles

Time: years

Chroming: Automotive Plating

ENGINE

Year & make: 2003 S&S

Rebuilder: Stinger Custom Cycles

Displacement: 93 cubic inches

Ignition: Twin Tec

Cam: Andrews

Carb: Felon

TRANSMISSION

Year/make: 2003 Delkron / H-D

Shifting: 5-speed

PAINTING

Painter: Gary Crisp/The Paint Shop

Color: black suede, red

Type: PPG

FRAME

Year/make: 2003 Diamond

Type: rigid

Rake: 54 degrees

Stretch: 10 up / 8 out

ACCESSORIES

Handlebars: Stinger Felon

Handlebar controls: Stinger Internal

Fenders: Fat Katz

Headlight: Ness

Taillight: CCI

Pegs: Stinger Sickalys

Foot controls: Stinger Sickalys

Gas tank: Stinger Felon

Oil tank: Pat Kennedy

Seat: Stinger

Grips: Stinger Sickalys

FRONT END

Type: Forking By Frank, 32-over

Builder: Stinger Custom Cycles

WHEELS

Make: Hallcraft

Size: 2.15 x 21 front / 8.00 x 15 rear

Tires: Avon, 230 rear

Brakes: Performance Machine, Tolle

Photos: Mike Chase

PartsBox



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With the demand for old-school and retro bike parts growing, MC Advantages has an agreement with S&S Cycle to be

the exclusive distributor of their 92-inch Classic Round-Cylinder Engines.

This classic design features round cylinders, a Spyke AIS Ignition, an S&S Super E Carburetor and has a 2-year warranty. The engine utilizes a 520 Cam on a 3 7/8-inch bore by 3 7/8-inch stroke to achieve a 9:1 compression ratio.

Call MC Advantages at 800-726-9620 or see www.MCAdvantages.com for a dealer near you.



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The boosted carburetors feature a custom booster for improved throttle response and fuel economy. This Power Booster is available as a separate kit from MC Advantages. To dress up a carb even more, MC Advantages offers a chrome bowl bolt kit and chrome dress-up kit for stock S&S Super E & G Carbs. Bowl bolt kits have all the necessary bolts with a premium chrome finish. Chrome dress-up kits contain the bolts, a chrome enrichment knob and a chrome linkage cover.

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Maltese Cross Brake Line Tee

Accutronix is introducing the Maltese Cross line tee. Available in chrome, polished, or black anodized finishes, these tees are a welcome detail item for your custom build. All mounting hardware is hidden for a sleek and smooth look. Made in the USA, the rear brake tee is machined from 6061 billet aluminum. Fitting and stop light switch are also available.

Call Accutronix at 623-516-9600 or go to www.accutronix.com for information.



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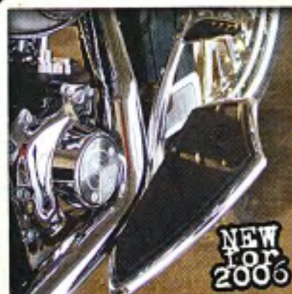
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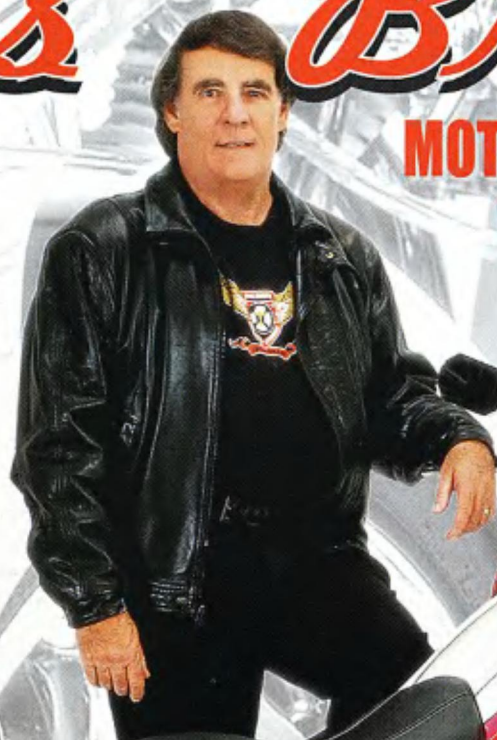
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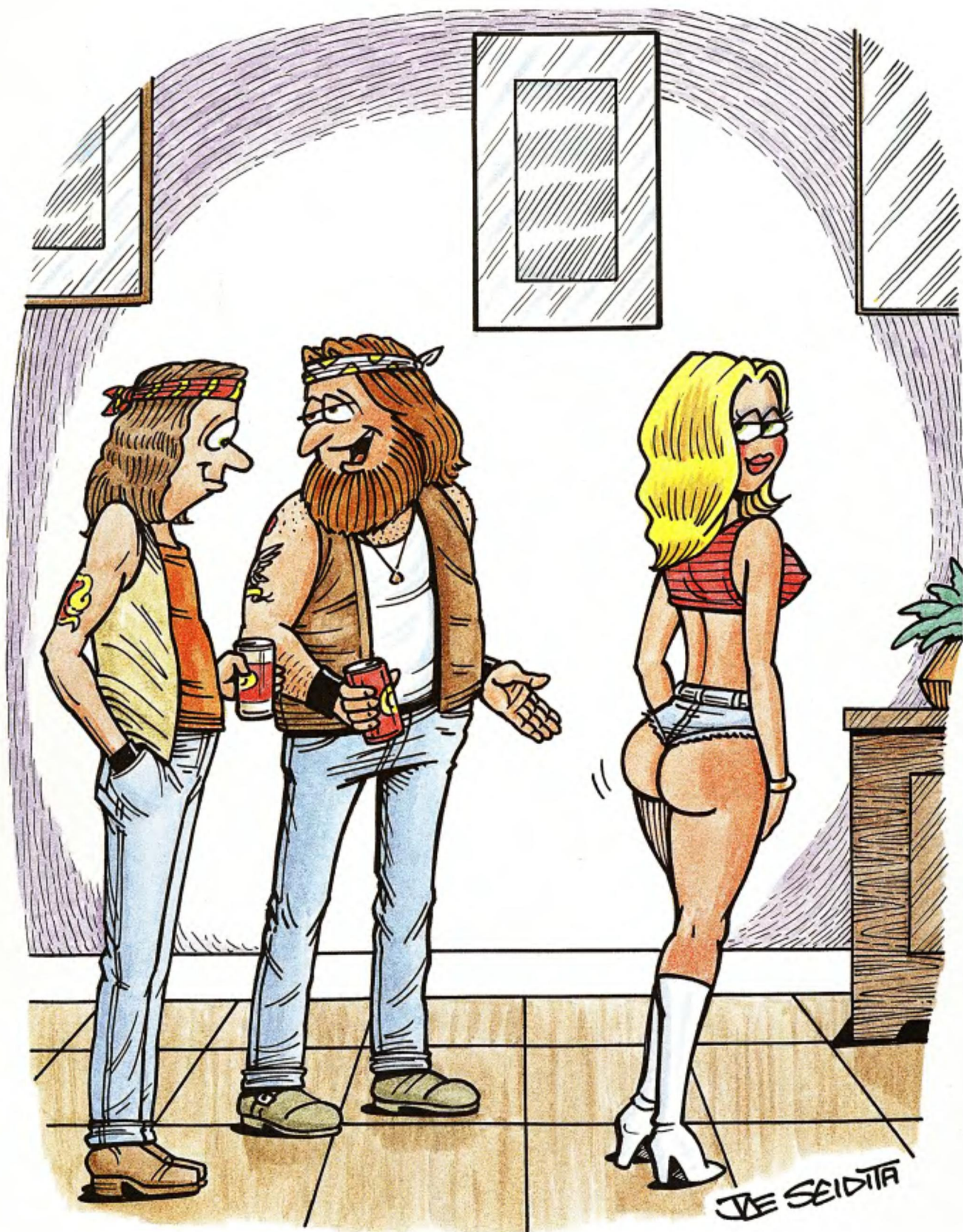
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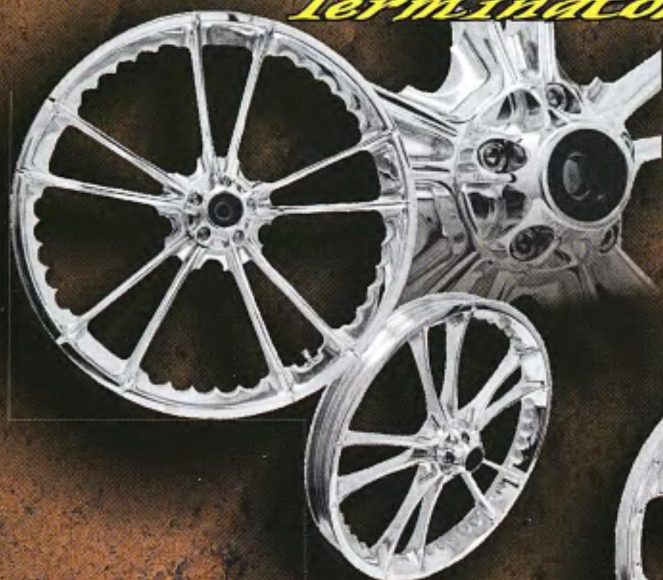
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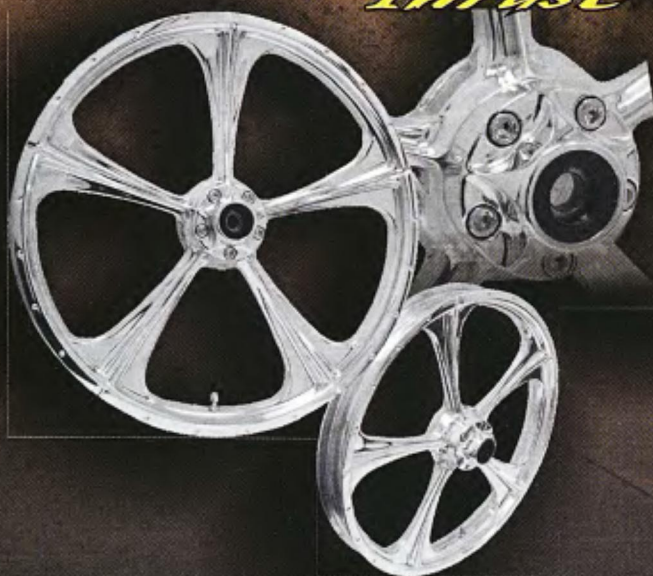
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Jeff Wright's Lone Star Chop

Fast Sittin' Still

When Jeff Wright approached Larry Curik to build him a bike, he had something very specific in mind. As the owner of Lone Star Choppers (www.lonestarchoppers.com), Larry listened as Jeff described his perfect bike and made his own mental notes as the conversation went on. At the end of the discussion though, Larry sprung a different idea on Jeff and eventually both parties were on the same page. See, the dream bike Jeff described would have been a better bar blaster than it would have been as a daily rider.

So instead of following his usual style, Larry opted for building a kickass daily rider that would look good, go like hell and turn heads in the process.

Although the style of bike was set, the actual meat of the matter was still somewhat vague. Larry did have a handful of things he wanted to use, which would come together in his own spin on the pro-street design, forging a visually appealing sled that had an edginess all its own in both the mechanics and the aesthetics. The bike was certainly not one of Larry's signature rides, but given a chance to depart from his usual ways, things couldn't have come together any better than what you see here.

If you check the tech sheet, you'll see



that Larry's custom machining and fabricating fills most of the slots. Larry said he'd be hard-pressed to pick out one specific thing he liked most about the bike, but the rear fender with its built-in array of over 100 LEDs fashioning the taillight was certainly in the Top 10. Other subtleties you might miss at first blush would be the forward controls. Gone are the usual billet slabs and pegs, replaced with almost unnoticeable units attached to bosses welded to the frame. The rear brake is controlled by a remote master cylinder hidden behind the pipes, which in turn, is fed by a small reservoir bolted to the cases resulting in a smoothly-executed design that blends into the bike's lines quite nicely.



We could go on, but there's something to be said for letting the machine speak for itself. After all, now that you're hip to a few of the subtleties that make this bike so unique, you will undoubtedly uncover many more. In the end, Larry said he was happy with the way the bike came out, especially being a departure from his usual style. That may well have been the key...a new path, a fresh perspective and suddenly ya end up with something really cool that you might never have done without the creative freedom. Perhaps they're right about "change" being a good thing, eh?

—Wordman



Owner: Jeff Wright
City: Out There In The World
Designer: Larry Curik

GENERAL

Fabrication: Lone Star Choppers
Year and make: 2004 LSC
Model: Pro-Star
Assembly: Lone Star Choppers
Time: not much
Chroming: St. Louis Plating (Marty)

ENGINE

Year: 2004
Model: Mid-USA Powerhouse
Rebuilder: Eric Lane
Ignition: Powerhouse Plus
Displacement: 114 cubic inches
Lower end: side-by-side rods
Balancing: Falicon
Pistons: Keith Black
Heads: Powerhouse/MVM
Cam: Comp Cams
Lifters: Velva Touch
Carb(s): Mikuni 48mm
Air Cleaner: Lone Star Choppers
Pipes: Lone Star Choppers, Stainless LMF

TRANSMISSION

Year: 2004 Baker
Shifting: foot

PAINTING

Painter: Liquid Illusions
Color: red w/black tribal
Type: House of Kolor

FRAME

Year: 2004
Builder: Rolling Thunder
Type: hidden-shock
Rake: 38 degrees



Stretch: 2 inches

Shocks: Legend Air

ACCESSORIES

Bars: Lone Star Choppers

Handlebar controls: PM/Ness

Fender(s): Lone Star Choppers

Headlight: Headwinds

Taillight: Pro-Fab Metalworks/Radiantz

Speedo: VDO

Pegs: Lone Star Choppers

Electrics: Wires Plus

Gas tank: Lone Star Choppers

Oil Tank: Rolling Thunder

Oil system: Lone Star Choppers, stainless

Primary cover: BDL Top Fuel open belt drive

Seat: Lone Star Choppers/High Tech (Bruce)

Mirrors: none

Grips: Battistini's

FORKS

Type: hydraulic

Extension: 2 inches over

Builder: Lone Star Choppers

WHEELS

Size: 21-inch front, 18-inch rear,
120-spoke (both)

Hub: billet

Tires: Avon

Brakes: HHI

Photos: Michael Lichter

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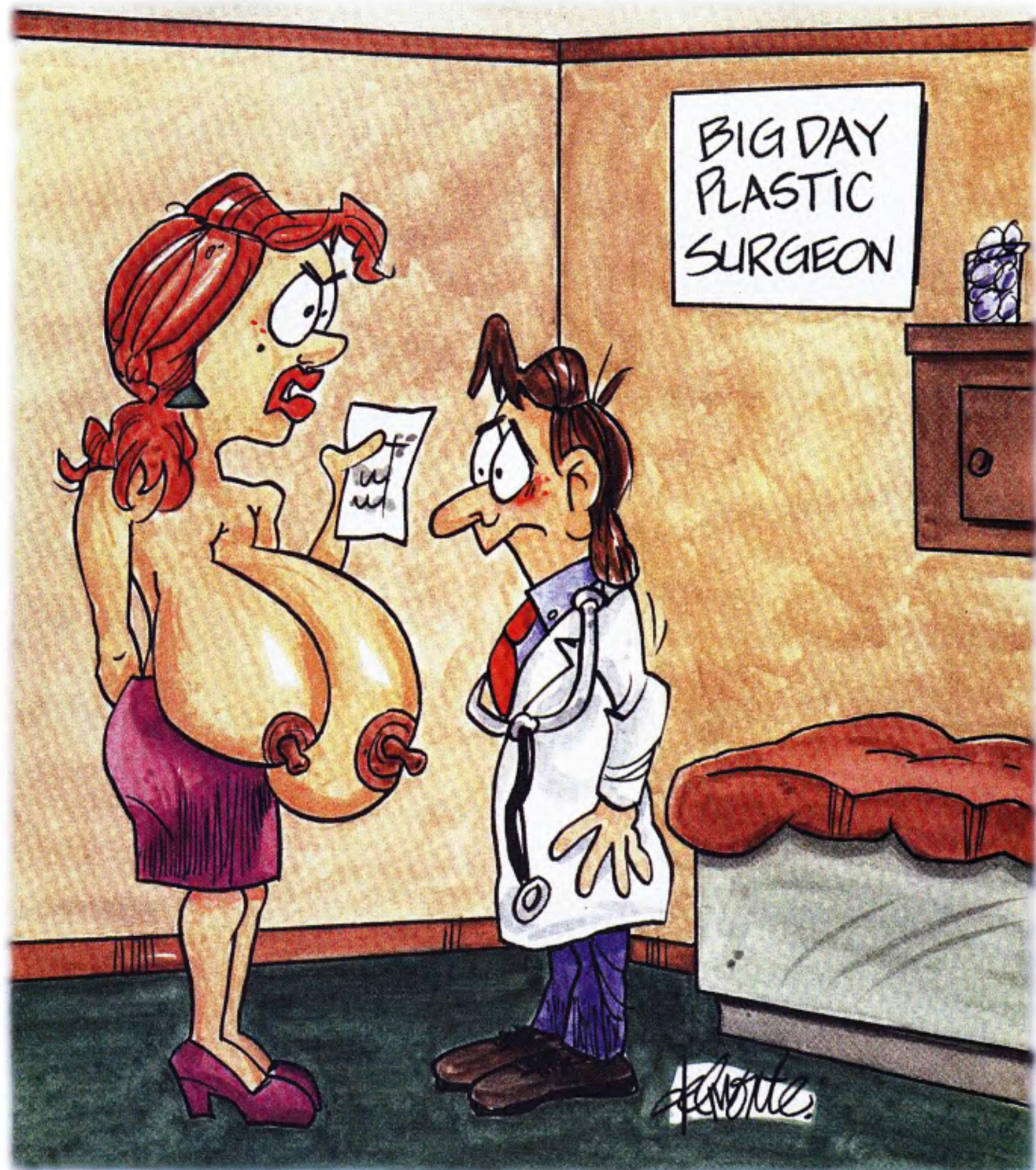
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Combs Custom Cycles
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TEXAS

Jim's Cycle Shop
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Bigg Hogg Clothing Co.

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Stokers Dallas

Dallas, TX
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 & Parts**
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 (304) 697-7433

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Summersville, WV
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Events

Rolling Thunder XIX

Rolling Thunder XIX takes place in Washington, D.C., on Memorial Day weekend, May 28, 2006. We'll be leaving at 12:00 noon for the ride through D.C. to the Vietnam Veterans Memorial to pay our respects to our fallen brothers and sisters that gave their lives for the freedom we enjoy, and especially for the full accounting from our federal government of all POW-MIA's.

Our government has dragged their feet on this POW-MIA issue for way too long and there's absolutely no excuse for it. Veterans deserve and demand full accountability, not foot dragging or flimsy excuses. For additional information on starting points throughout the nation including the parade through D.C.'s starting point, contact Sgt. Artie Muller at (908) 369-5439, or go to www.rollingthunder1.com. —*Twiggy*

Legalese

OHIO THREATENED

After years of quiet solitude, Ohio bikers are faced with a challenge to our current helmet law which provides that anyone under 18 years of age, or designated as a novice rider must wear protective headgear. A bill HB 406, has been recently introduced that would change the age limit to 25 and under and would also establish a potential fine of \$500 for any violator and the money would go to the Brain Injury Trust fund. There are other provisions in the bill related to DUI and driving under suspension contained in the language.

The Buckeye State has been fortunate in the past, facing little activity regarding the helmet law, but now it's time to step up and respond to this threatening challenge. Passage of this bill will only open the door to a full mandatory helmet law for everyone down the road.

ABATE of Ohio, Inc., is encouraging everyone to contact his or her elected officials and voice your opposition to this unnecessary bill. It's also a time when we need to be united in this fight. Bikers in Ohio need to be joining ABATE so we can present a strong front at the Ohio Statehouse. The larger the numbers we represent, the stronger our voice. Contact ABATE of Ohio, Inc., at (800) 25BIKER and we will be happy to get you signed up as a member. Don't forget to sign up your friends, too. This is everyone's fight whether you wear a helmet or not. Ohio has always been a freedom of choice state for adults and should remain that way for future generations. The time to protect that future is now!

—*Steve Zimmer*
ABATE of Ohio, Inc

More Damage

CARB & The EPA

One would normally not equate motorcyclists with surfers, right? Wrong! There are bikers who surf and surfers who ride. So it's not such a small world after all. However, in California our two worlds just got smaller thanks to state and federal regulators such as the California Air Resources Board (CARB), and the EPA.

Clark Foam (located in Laguna Niguel, California), held a virtual monopoly on the manufacture of blank forms used to create the world's surfboards, until it closed its doors forever because it has allegedly violated pollution and safety regulations and would need millions of dollars to comply in the future. The company made 700 to

Biker Build-Off

\$125,000 Up For Grabs

That's a tad misleading. Let's say there's \$125 grand up for grabs if you're one of the 10 invited builders at the 2nd annual Bike Build-Off, during the Heritage Motorcycle Rally in Charleston, South Carolina, April 7th through the 16th this year. Ten of the top master builders, including Billy Lane and Warren Lane, Russell Marlowe, Kendall Johnson, Jerry Stephenson and Eddie Trotta will be competing for the Grand Prize which is just one of the many events taking place that week. The event kicks off with a concert by Kid Rock and wraps up with the big award presentation of the bike show. In between, you'll have a blast shopping with the hundreds of vendors, daily stunt shows, biker swap meet an old-school bike show, monster truck extravaganza and scheduled rides into Myrtle Beach, Beaufort, and Charleston. We'll be providing all the magazine coverage as well as bringing you the exclusive on the Grand Prize-winning builder and his ride.

Make all your reservations and get all the info you'll need by surfing over to www.heritagemotorcyclerrally.com, or give 'em a call at 843-767-4258. Make this your opportunity to see one of the wildest bike shows and events in the South! —*Oil Can*

1,000 blanks a day and its closure threw hundreds of employees out of work, including many small-time surfboard manufacturers. The closure couldn't have come at a worse time for the employees of Clark Foam since it was just before Christmas of 2005.

The shenanigans of CARB recently affected three major custom bike builders here in California with their insidious unjust fines for so-called violations. In our view, this is nothing but domestic terrorism including extortion

CONTINUED ON NEXT PAGE

CARB & THE EPA CONTINUED

and blackmail here in the U.S. These officials could care less about how many business ventures they wreck or how many employees they put out of work. All they care about is their government paychecks they get for their backhanded actions that does absolutely nothing to clean up the environment.

Unfortunately, the infamous CARB policy in California could very well become the law of the land by the year 2010, not to mention the actions of the EPA that became law in 2006. For more information go to www.mrf.org. The MRF has been on top of this subject from the day one and has the most current up to date 24/7 info around. Believe me readers, you're not gonna be happy in what our government has in store for us. Stay tuned and get involved in a motorcycle rights group...NOW!

—Twiggy

Racing News

SPEED RECORD ATTEMPT

Denis Manning, president of Bub Enterprises, has announced that 7-time AMA Grand National Champion, Chris Carr, 38, of Fleetwood, Pennsylvania, has been selected to pilot Bub's Drag Specialties/Parts Unlimited-sponsored motorcycle streamliner later this year in an attempt to break the world motorcycle land speed record. The current mark of 322.150 mph was set by Dave Campos in 1990 in the *Easyriders* Streamliner.

According to Denis Manning, testing with Chris Carr in the streamliner will be held at the Bonneville Salt Flats in June and July, with the record attempt currently planned in conjunction with the International Motorcycle Speed Trials by Bub September 3 through 8, 2006.

Manning's previous experiences at Bonneville as a builder, date back to 1970 when he built a Harley-powered streamliner that was piloted by Cal Rayborn to a new world record (at the time) of 265 miles per hour. Manning has since been involved in numerous other Bonneville projects, but the goal of regaining the world record has eluded him thus far.

"We are thrilled," said Manning, "to have someone with Chris Carr's credentials in the saddle of our streamliner for our attempt to set the world record. His history of success in motor racing speaks for itself."

We appreciated receiving over 40 applicants for the job, but feel confident we've found the right guy to get the job done."

For Carr, the winningest active motorcycle flat track racer in the sport, the Bonneville attempt will be a departure from what he knows best. He has, however, competed in the past in AMA Superbike competition and looks forward to this new challenge.

—Speed Freak

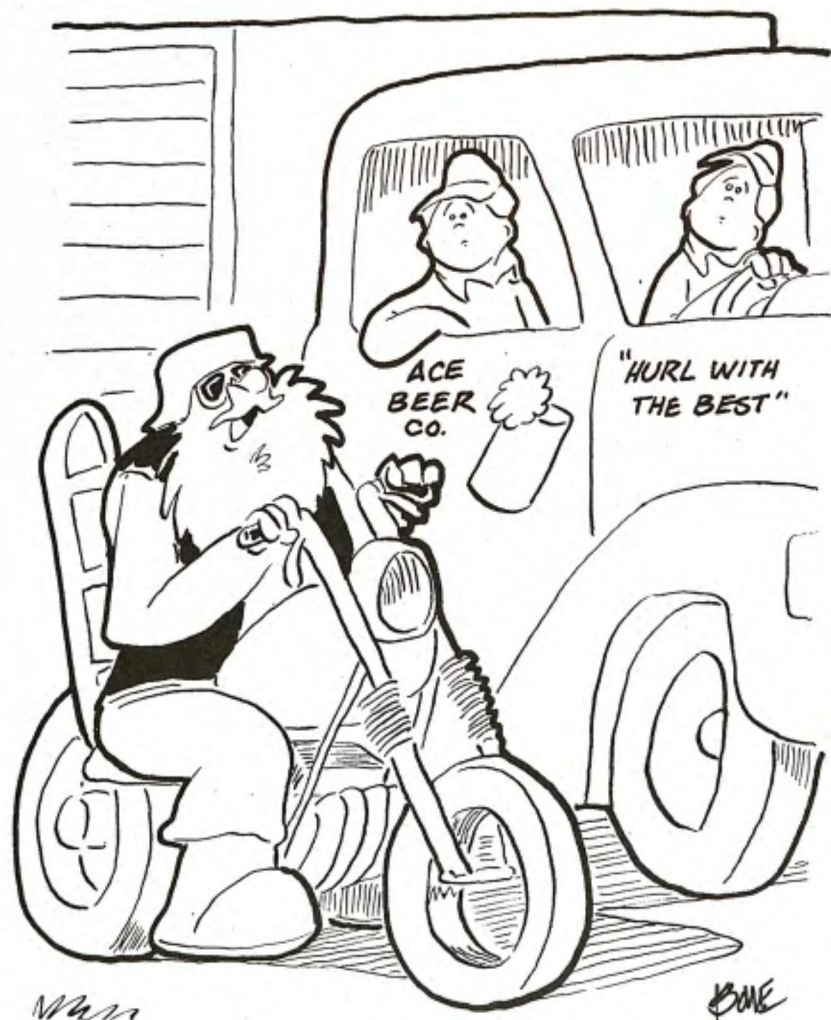
Coast To Coast

Biker News

PATRIOT ACT BLOCKED: From the day the Patriot Act was passed by a shell-shocked Congress in the wake of the 9/11 terrorist attacks, bikers and other civil liberties advocates have lobbied to get the most egregious provisions of the Act repealed. Sections that provide for roving wiretaps, "sneak and peak" searches, data mining and access to personal records and information were just a few of the more intrusive provisions that allowed law enforcement to violate citizens' Constitutional rights—presumably in defense of our country.

But as several key provisions of the Patriot Act were due to "sunset," or expire, with the coming new year, Senate Democrats and a handful of Republicans handed President Bush a stinging defeat on December 17, by blocking passage of a new Patriot Act, depicting the measure as a threat to the Constitutional liberties of innocent Americans.

"We can come together to give the government the tools it needs to fight terrorism and protect the rights and freedoms of innocent citizens," said Senator Russell Feingold (D-Wis.), arguing that



"Are you the new 4,000,000 ounce container?"

provisions permitting government access to confidential personal data lacked sufficient safeguards.

"We need to be more vigilant," agreed Sen. John Sununu (R-NH), where the state motto is "Live Free or Die." Quoting Benjamin Franklin, he stated: "Those that would give up essential liberty in pursuit of a little temporary security deserve neither liberty nor security."

Congressional officials pointed to a provision in the existing law that said even if it expired, law enforcement agencies could continue to wield Patriot Act powers in existing investigations of all known terror groups.

Justice Department officials said no existing wiretap would have to be turned off. But they said expiration of the law would create confusion about whether information gleaned after Jan. 1 could be shared, even if it stemmed from an ongoing investigation.

ATTORNEY FIGHTS PATCHHOLDER DISCRIMINATION: Last September a patchholder from the Connecticut Confederation of Motorcycle Clubs (CCMC) was stopped by a Connecticut State Police Officer and was informed that he would not be able to attend the Durham Country Fair wearing the patch of his motorcycle club.

Not wanting to make a scene in front of his family members, the club member peacefully left the vicinity of the fairgrounds, but brought up the issue at the next CCMC meeting. The CCMC is a member of NCOM and Aid to Injured Motorcyclists (AIM) Attorney Mitch Proner was in attendance at the meeting as legal counsel and promised to contact the responsible parties.

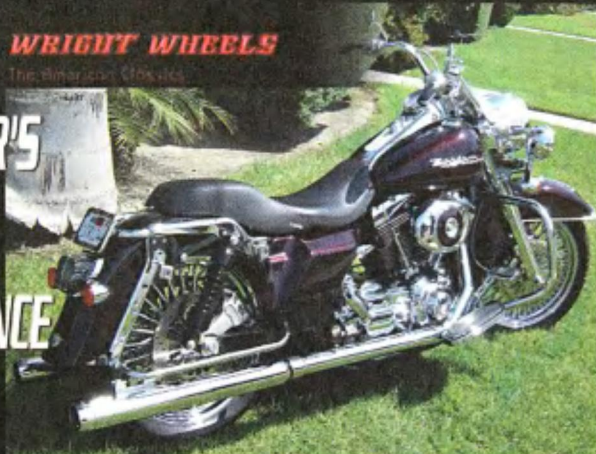
Proner wrote to the Durham Fair promoters, the Connecticut State Police and the Connecticut Attorney General's office, following up with numerous phone calls. Initially the responsible parties said they had no knowledge of the incident. When presented with the facts and details, the parties said the Durham Fair was on private property and ran by a private organization and would deny admittance to whomever they pleased.

Proner then pointed out that the Durham Fair may have been privately promoted but in fact the fairgrounds did include a "town square," an area

CONTINUED ON NEXT PAGE

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Biker News CONTINUED

that's traditionally provided greater protection under the First Amendment of the United States Constitution. He then wrote that if the Fair did not respect the CCMC club member's Constitutional rights, he would be forced to move in the U.S. District Court, District of Connecticut, for a Federal injunction.

The State Attorney recognized the First Amendment rights and said they would not have State Troopers enforcing any dress codes. The Fair's attorney stated they had no dress code and sent Mr. Proner free tickets for this year's event for his client.

The Connecticut Confederation of Motorcycle Clubs remains eternally vigilant about protecting their rights.

TONIGHT SHOW MOTORCYCLE TO BE AUCTIONED FOR KATRINA RELIEF:

The Harley-Davidson motorcycle covered in celebrity autographs that helped raise thousands of dollars for tsunami victims may now attract more than a million for hurricane survivors.

The motorcycle was signed by some of the nation's most famous people as they appeared on *The Tonight Show with Jay Leno*. It was auctioned on eBay to raise money for victims of the Southeast Asia tsunami and was sold to Houston-based Waste Management, Incorporated, for more than \$800 thousand!

The company says it has since used the bike to raise money for such causes as breast cancer awareness and Crimestoppers. It was also used to boost morale for workers in the New Orleans area after Hurricane Katrina hit on August 29th.

Company spokesperson Lynn Brown says Waste Management has put it up for auction again, with proceeds going to the Bush Clinton Katrina Fund for hurricane survivor relief. Brown says that a Houston attorney has opened the bidding at \$1 million.

The Harley-Davidson has been signed by Donald Trump, Nicole Kidman, Bill Cosby, Jamie Foxx, Demi Moore, Tim Robbins, Ashlee Simpson, Jimmy Buffet and Denzel Washington among others.

WEIRD NEWS: WOMAN PASSES DRIVING EXAM ON 40TH TRY:

The 40th time's the charm, it seems. A British woman took 33 years, 40 attempts and spent tens of thousands of pounds (\$31,000 U.S.) to pass her driving test, according to the BBC.



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Now, finally, at the age of 50, Venida Crabtree, of Cowley, Oxford, passed the exam in July and recently bought her first car after starting driving lessons in 1972 at age 17.

"It's fantastic. I am very pleased," Crabtree told the BBC.

TOY RUN TO CLAIM WORLD RECORD:

The 2005 Motorcycle Toy Run has been hailed a success and organizers are planning to submit the event's attendance figures to the Guinness Book of World Records. The 23rd running of the Toy Run, which has become known as South Africa's largest and most heart-warming charity event, was held at various centers around the country, with motorcyclists donating one or more toys to be distributed over Christmas to disadvantaged children up to the age of 18 at hospitals, homes and orphanages.

Organizers were hoping to break world records for the largest motorcycle procession, the largest one-day motorcycle charity event and the largest single event of toy donations to charity.

Speaking to CARToday.com, Toy Run spokesman Graham Perry said that over 40,000 motorcyclists were expected to join the Toy Run, with about 13,000 bikers from Cape Town participating in the event. Others would be riding in from major centers and small towns throughout South Africa, including places such as Bethlehem, Bloemfontein, Durban, East London, Johannesburg, Kimberly, Klerksdorp, Mossel Bay, Nelspruit, Port Elizabeth, Pietermaritzburg, Pietersburg, Plettenberg Bay, Queenstown, Swartkopmunt, Vanderbijlpark, Vryheid, and Windhoek. All will be hosted by local motorcycle clubs and service organizations, with the invaluable assistance of the commercial sector.

—Bill Bishop

National Coalition Of Motorcyclists

HARLEY'S MOTORCYCLE SHIPPING SERVICE

NEW! Harley-Davidson Shipping offers convenient locations for shipping, including door-to-door pick-up and delivery from a business or residence. The new service offers honored real-time quotes and multi-bike group discounts. The service is available throughout the U.S. and Canada, including Hawaii and Alaska. To learn more about Harley-Davidson Shipping call 1-888-575-BIKE or go to www.harley-davidson.com/shipping.

Ask for your Free

You got it—just make a purchase of \$50 or more and ask for your FREE copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.



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

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

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

PENNSYLVANIA

Bucks County Custom Cycles
7034 Easton Rd - Pipersville
215-766-9184

TEXAS

Stokers 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:
800
572-1386
ext. 1201

Happenings

ALABAMA

Spring Bike Rally
Date: Apr. 14-16
Place: Faunsdale
Info: 334-628-6356
faunsdalebikerrally.com

3rd Crawfish Boil
& Bike Show
Date: Apr. 22
Place: Centre.
Info: 256-475-3384
www.bikershack411.net

Ride-O-Rama 2.
Date: May 6
Place: Civic Center, Bay
Minette
Info: 251-463-1909
www.bikeorama.org

ALASKA

Last Frontier MC First
Ride of the Season
Date: May 4
Place: Casa Grande,
Anchorage
Info: 907-522-1017

ARIZONA

40th Anniversary Party
Date: Apr. 1
Place: Buddy Stubbs H-D,
Phoenix
Info: 602-971 3400
www.buddystubbs.com

AHDRA Drags
Date: Apr. 8-9
Place: Phoenix
Info: 336-924-2095
www.ahdra.com

17th Easter Jam
Date: Apr. 14-16
Place: Winkelman
Info: www.lionersmc.net

45th Annual Yuma
Prison Run
Date: Apr. 21-23
Place: Yuma County
Fairgrounds
Info: 818-597-9492
www.yumaprisunrun.com

3rd Hawg Wild Dayz
Date: Apr. 21-23
Place: Tombstone
Info: 520-457-2374,
www.tombstonehawg
corral.com

Piss on the River Run 4
Date: Apr. 29
Place: Lake Havasu City
Info: 928-208-1479;
928-486-1789
www.vivmc-caa.com

Wild Hog Music Festival
& MC Rally
Date: Apr. 21-23
Place: West Helena
Info: wildhogmusic.org

ARKANSAS

6th Annual Spring Car
and Bike Rally
Date: May 5-7
Place: Riverside Park,
Batesville
Info: 870-793-0051
www.loudrally.com

CALIFORNIA

Harley's & Hot Rods.
Date: Apr. 2
Place: Butch's Custom
Cycle Simi Valley
Info: 805-522-8400

BFE Ride & Rally
Date: Apr. 8
Place: San Diego /
Fallbrook
Info: 760-583-1919
www.BFERIDE.com

V-Twin City 19th
Anniversary Party
Date: Apr. 10
Place: Santa Ana.
Info: 714-664-0072
www.v-twincity.com

Ride, Strive & Roll
Date: Apr. 9
Place: Vet's Hospital,
San Diego
Info: 800-423-2778
www.caldiegopva.org

3rd Stampede
Date: Apr. 20-23
Place: Buffalo Bill's,
Primm (NV)
Info: 661-832-2439
widowmakersmc.org

Cycle Show & Swap Meet
Date: Apr. 23
Place: Long Beach Vet's
Stadium
Info: 714-557-1846
www.toppingevents.com

AHRMA Roadrace
Date: Apr. 29-30
Place: Willow Springs
Raceway, Rosamond
Info: www.ahrma.org

16th Pacific Coast
Dream Machines
Date: Apr. 30
Place: Half Moon Bay
Airport
Info: 650-726-2328
www.miramarevents.com

Legend of the Motorcycle
Date: May 6
Place: Half Moon Bay
Info: 415-673-7980
www.Legendofthe
Motorcycle.com

Ride For Kids
Date: May 7
Place: Los Angeles
Info: 800-253-6530
www.ride4kids.org

COLORADO

Easyriders Bike Show
Date: Apr. 8
Place: Denver
Info: 800-962-9857
easyridersevents.com

Blessing of the Bikes
Poker Run
Date: May 6
Place: ABATE 10
Info: 720-876-1073

CONNECTICUT

Spring M/C Swap Meet
Date: Apr. 2
Place: Stafford Springs
Motor Speedway
Info: 860-875-7768
www.staffordmotor
speedway.com

Easyriders Bike Show
Date: Apr. 22
Place: Convention Center,
Hartford
Info: 800-962-9857
easyridersevents.com

11th Miracle Ride
Date: Apr. 30
Place: Bushnell Park,
Hartford
Info: 860-346-1200

DELAWARE

Blue Hen M/C Show
Date: Apr. 8-9
Place: Kent County ABATE
Info: www.abateofde.com

301 Cycle Swap Meet
Date: Apr. 29
Place: Middletown
Info: www.301cycle.com

May Day Run
Date: May 7
Place: Boston Market,
Wilmington
Info: fourseasonsmc.com

FLORIDA

Old School Chop Off
Date: Apr. 1-2
Place: Conv. Center,
Ft. Lauderdale
Info: 954-990-4033
www.bestbikeshows.com

Palm Beach Bike Show
Date: Apr. 8-9
Place: West Palm Beach
Info: 954-990-4033
www.bestbikeshows.com

Miami M/C Salon
Date: Apr. 8-9
Place: Coconut Grove
Convention Center, Miami
Info: 305-529-2842
themotorcycletour.com

5th Emerald Coast
Bikefest
Date: Apr. 21-23
Place: Emerald Coast
Dragway, Holt
Info: 850-537-7223
www.emeraldcoast
bikefest.com

19th Vet's Run
Date: Apr. 27-30
Place: Wickham Park,
Melbourne
Info: 321-255-4307

10th Leesburg Bikefest
Date: Apr. 28-30
Place: Leesburg.
Info: 352-365-0053
leesburgbikefest.com

8th Annual Thunder
Beach Spring Rally
Date: May 4-7
Place: Panama City
Info: 850-276-1474
www.thunderbeach
productions.com

GEORGIA

15th Elmer Trett
PROSTAR Nationals
Date: Apr. 1-2
Place: Atlanta Dragway,
Commerce
Info: amaprostar.com

17th Poker Run
Date: Apr. 1
Place: ABATE Dist. 1
Info: www.abatega.com

Milledgeville Thunder
Rally Spring Stampede
Date: Apr. 7-9
Place: Milledgeville
Info: 478-453-7057
www.milledgeville
thunderrally.com

Horsepower at the Park
Date: Apr. 8-9
Place: Conyers
Info: 678-957-6749
www.horsepower
athepark.com

3rd Bike Show &
Crawfish Boil
Date: Apr. 22
Place: Bikershack 411,
Centre
Info: 256-475-3384
www.bikershack411.net

Dixie Bike Fest
Date: Apr. 21-23
Place: Shrine Park,
Macon
Info: 478-987-0865

Top Gun Ride For
Children
Date: May 6
Place: Hooters, Kennesaw
Info: 678-325-5900
topgunrideatlanta.com

ABATE Swap Meet & Bike
Show
Date: May 7
Place: Lakewood
Fairgrounds, Atlanta
Info: 404-294-8900
www.abatega.com

12th Annual Ride To Live
Date: May 13
Place: Hooters, Kennesaw
Info: 404-320-7100

HAWAII

Ride in Bike Show
Date: Apr. 23
Place: South Seas Cycle,
Waipahu
Info: 808-671-6711

Cinco De Mayo Run
Date: Apr. 30
Place: Moanalua
Gardens, Honolulu
Info: www.honolulu
hogs.com

ILLINOIS

Swap Meet & M/C Show
Date: Apr. 2
Place: Gateway Conv.
Center, Collinsville
Info: 800-87-ABATE
www.abate-il.org

Walneck's Swap Meet
Date: Apr. 23
Place: Woodstock
Info: 630-985-2097
www.walneckswap.com

ABATE Freedom Rally
Date: May 7
Place: Springfield
Info: 800-87-ABATE
www.abate-il.org

INDIANA

30th ABATE Swap Meet
Date: Apr. 2
Place: Lapaz Community
Building
Info: 574-952-8825
www.abateofindiana.org

23rd M/C Swap Meet
Date: Apr. 22-23
Place: Fairgrounds,
Indianapolis
Info: 317-782-8286
www.midwestmc.com

Early Bird Ride
Date: Apr. 22
Place: Wabash County
ABATE
Info: 260-563-3323
www.abateofindiana.org

Mayor's Ride
Date: Apr. 29
Place: Miami ABATE
Info: 765-689-0757

Support the Troops Ride
Date: Apr. 30
Place: ABATE 3
Info: 765-455-8733

Ridge Runners' Romp
Date: May 5-7
Place: Nashville
Info: 812-597-4959
www.abateofindiana.org

Hilliers' Holler
Date: May 6
Place: Jackson ABATE
Info: 812-524-7513
www.abateofindiana.org

KENTUCKY

Hogdaddys Bike Expo &
Swap Meet
Date: May 6-7
Place: Union County
Fairgrounds, Sturgis
Info: 270-333-9807
www.hogrock.com

LOUISIANA

Laissez Les Bon Temps
Rouler
Date: Apr. 7-9
Place: Jefferson Davis
Fair Grounds, Jennings
Info: 713-824-7298;
713-899-0296.

Blast on the Bayou Rally
Date: Apr. 20-23
Place: Lafayette
Info: 337-365-4277
www.blastrally.com

Crow Road Crawfish Boil
M/C Rally
Date: Apr. 28-30
Place: Natchitoches
Info: 318-356-8570
www.crowroadcraw
fishboil.com

Open M/C Poker Run
Date: Apr. 29
Place: LA Oil & Gas Park,
Jennings
Info: 337-824-4847
www.bbbsjdparish.org

AMRA Drags
Date: May 1-4
Place: Bella Rose
Info: 989-561-2500
www.amraonline.com

MARYLAND

Blessing of the Bikes
Date: Apr. 2
Place: Frederick ABATE
Info: 301-898-1091
www.abate-of-maryland-
frederick.org

Scenic Tour Poker-Run
Date: Apr. 15
Place: Washington ABATE
Info: www.abate-of-
maryland.org

Beast of the East
Custom Bike Show
Date: Apr. 21-23
Place: Wicomico Youth & Civic Center, Salisbury
Info: www.delmarvabike-week.com

Blessing of the Bikes
Date: Apr. 23
Place: Carroll ABATE
Info: www.abate-of-maryland.org

Ride For Safe Kids
Date: Apr. 23
Place: Baltimore
Info: 410-361-9130

MASSACHUSETTS
Storm the State House
Lobby Day
Date: May 18
Place: MMA
Info: massmotorcycle.org

MICHIGAN
Motorcycle Swap Meet
Date: Apr. 2
Place: DeltaPlex, Grand Rapids
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Apr. 9
Place: Detroit Fairgrounds
Info: 800-968-4242
motorcycleswap.com

Giant M/C Swap Meet
Date: Apr. 23
Place: Birch Run Expo
Info: 800-968-4242
motorcycleswap.com

Walneck's Swap Meet
Date: May 7
Place: Monroe
Info: 630-985-2097
www.walneckswap.com

MISSOURI
M/C Swap Meet
Date: Apr. 23
Place: Twin Drive In Theater, Independence
Info: 816-456-4415
www.jwswapmeet.com

Easyriders Invitational Bike Show
Date: Apr. 29
Place: Bartle Hall, Kansas City
Info: 800-962-9857
easyridersevents.com

Choppers4Children Bike Show & Rally
Date: Apr. 29
Place: Neosho
Info: www.choppers4children.com

12th M/C Show & Swap
Date: Apr. 30
Place: Shadow Rock Park, Forsyth
Info: 417-334-0775

AHDRA Drags
Date: May 6-7
Place: St Louis
Info: 336-924-2095
www.ahdra.com

NEBRASKA
20th M/C Expo
Date: Apr. 1-2
Place: Mason City
Info: 641-357-3687

NEVADA
Trikers Round-Up at the River
Date: Apr. 20-23
Place: Laughlin
Info: 480-218-5123
www.trikes.org

NEW HAMPSHIRE
31st NHMRO Flea Market
Date: Apr. 23
Place: Hopkinton State Fairgrounds
Info: 603-437-9464
www.NHMRO.org

NEW JERSEY
2nd M/C Showcase
Date: Apr. 1-2
Place: Atlantic City Convention Center
Info: 215-361-1433
www.epennbiker.com

3rd Bikers Ride
Date: Apr. 15
Place: Bellos Sports Pub, Sayreville
Info: 732-316-1953

Roar to the Shore
Date: Apr. 23-24
Place: Wildwood Convention Center
Info: 609-729-4664
www.roartotheshoreonline.com

NEW MEXICO
Ride For Kids
Date: Apr. 23
Place: Albuquerque
Info: 800-253-6530
www.ride4kids.org

NEW YORK
Big Scott Memorial Run
Date: Apr. 8
Place: Staten Island
Info: www.69ersmc.com

5th Spring Breakout
Date: Apr. 9
Place: Newburgh
Info: 607-863-4295
www.odypro.com

Treasure Hunt Run
Date: Apr. 16
Place: Riverhead Elks, Maples, Manorville
Info: 631-924-1053

Skin & Steel
Date: Apr. 23
Place: Dome Center, Henrietta
Info: 585-234-0895
www.skinandsteel.com

ABATE Pig Roast
Date: Apr. 29
Place: VFW, Lyons
Info: 315-524-5044

NORTH CAROLINA
4th Patriot Run & Party
Date: Apr. 1
Place: Ft Bragg
Info: 919-542-6639
www.vnmcmc.org

Outer Banks Bike Week
Date: Apr. 6-9
Place: Outer Banks & Nags Head H-D
Info: 757-397-5550
www.outerbanksbikeweek.com

Beast of the East
Date: Apr. 21-23
Place: Charlotte
Info: www.mrf.org

Cherokee Survivors Rally
Date: Apr. 28-30
Place: Cherokee Fairgrounds
Info: 865-977-5858
www.cherokeerally.com

Spring Rally
Date: Apr. 28-30
Place: Maggie Valley Festival Grounds
Info: 828-298-1683
www.chdda.com

Ride For Kids
Date: May 7
Place: Triangle Area
Info: 800-253-6530
www.ride4kids.org

OKLAHOMA
Motorcycle Madness
Date: Apr. 1-2
Place: Convention Center, OK City
Info: www.horsepower-promotions.com

26th MC Show
Date: Apr. 7-9
Place: Tulsa Fairgrounds
Info: 918-734-1815
www.tulok.com/abate

M/C Swap Meet
Date: Apr. 30
Place: State Fair Park, Oklahoma City
Info: 816-456-4415
www.jwswapmeet.com

Mudstock
Date: May 5-7
Place: Sparks America Campground, Sparks
Info: 918-866-2543
www.sparksamerica.com

OREGON
Easyriders Bike Show
Date: Apr. 1
Place: Convention Center, Portland
Info: 800-962-9857
easyridersevents.com

5th Cherry Festival Poker Run
Date: Apr. 22
Place: Spooky's Pizza, The Dalles
Info: 541-296-9303
abateoforegon-ne.com

All M/C Swap Meet
Date: Apr. 29
Place: Portland
Info: 503-249-8791
abateoforegon-ne.com

16th Annual M/C Awareness Rally
Date: May 6
Place: Capitol, Salem
Info: www.bikepac.com

PENNSYLVANIA
Pittsburgh Bike Expo
Date: Apr. 7-9
Place: ExpoMart, Pittsburgh
Info: 386-252-3101
www.cycleprousa.com

2nd Ride for the Cure
Date: Apr. 22
Place: Spring Grove
Info: 717-235-1032
www.ridefortheure.net

7th Cancer Run
Date: Apr. 29
Place: Puffy's, Clarksville
Info: 724-852-2843; 724-883-3913
www.abatepa.org

Poker Run
Date: Apr. 30
Place: Lebanon Valley MC, Lebanon
Info: 717-821-5946

RHODE ISLAND
Charity Fashion Show
Date: Apr. 22
Place: Ocean State H-D, Exeter
Info: 401-392-1162
www.oceanstatehd.com

SOUTH CAROLINA
Heritage M/C Rally
Date: Apr. 7-16
Place: Charleston
Info: 843-767-4258
www.heritagemotorcycle-rally.com

TENNESSEE
Tuesday Night Ride
Date: Apr. 4
Place: TNT, Nashville
Info: 615-874-1005
www.TNTPerformanceDyno.com

Blessing of the Bikes
Date: Apr. 15
Place: River Park, Chattanooga
Info: 423-313-1663
cmachattanooga.com

6th Skullbone Bike Rally
Date: Apr. 28-30
Place: Skullbone Park
Info: 731-742-4291
www.skullbonepark.com

TEXAS
River City Bike Fest
Date: Apr. 7-9
Place: San Antonio
Info: 210-356-0619
rivercitybikefest.com

Cowboys on the Coast
Date: Apr. 7-9
Place: Ford Park, Beaumont
Info: 409-842-1478
www.cowboysonthecoast.com

6th Fools Gold Rally
Date: Apr. 7-9
Place: Hoppers Landing, Austell
Info: 361-729-9621; 361-729-1062

Texas Style Party Drags
Date: Apr. 9
Place: Angleton Dragway
Info: texasscooter.com

Ride For Kids
Date: Apr. 22
Place: Houston
Info: 800-253-6530
www.ride4kids.org

AHDRA Drag Races
Date: Apr. 22-23
Place: Dallas
Info: 336-924-2095
www.ahdra.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

Dawgs on Haws
Date: Apr. 26-30
Place: Rose Amphitheater, Henderson
Info: 903-898-2588
www.dawgsonhaws.com

Hawgs of Texas Rally
Date: Apr. 26-30
Place: Somerville
Info: 979-596-2973
www.hawgsoftexas.com

10th Annual Hill Country Run
Date: May 5-7
Place: Lady Bird Johnson Park, Fredericksburg
Info: 830-997-6982
www.hillcountryrun.com

Gypsy MC Cinco De Mayo
Date: May 5-7
Place: Live Oak Park, Ingleside
Info: 361-767-8721; 361-852-4606

VERMONT
South West Freedom Riders Spring Swap Meet
Date: Apr. 9
Place: Fairgrounds, Rutland
Info: www.swfrvt.com

VIRGINIA
Vet's 3rd Poker Run
Date: Apr. 22
Place: Hopewell
Info: 804-541-3735

WISCONSIN
Midwest Biker Swapmeet
Date: Apr. 2
Place: Waukesha Expo Center, Waukesha
Info: 715-453-8532

2nd Midwest CycleMania Bike Show
Date: Apr. 22
Place: Veterans Memorial, Green Bay
Info: 920-434-8725
www.midwestcyclemania.com

9th Annual Bike Classic
Date: May 5-7
Place: Virginia Beach
Info: 757-426-1800
www.vabeachbikeclassic.com

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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Street _____ Apt. # _____

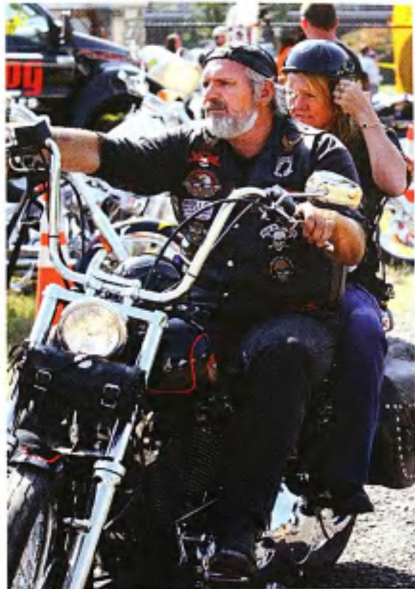
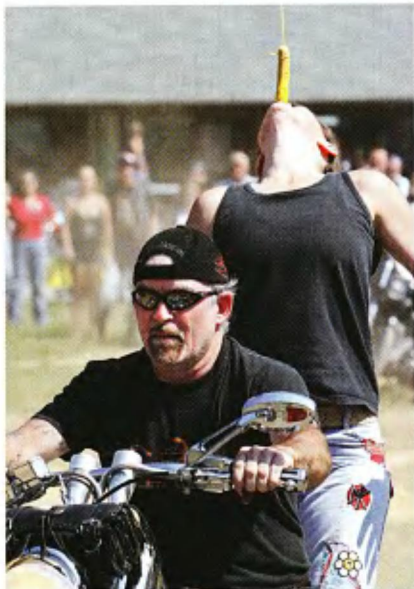
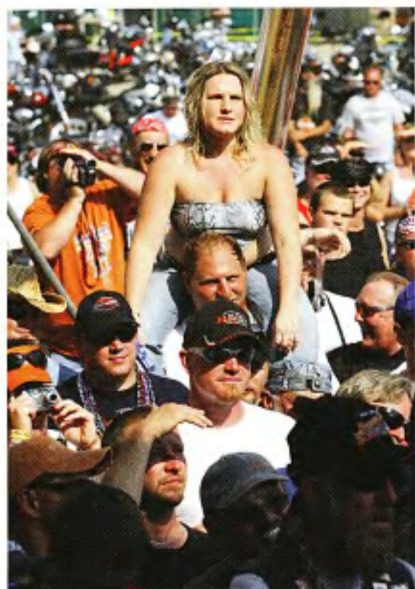
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Spirits Of The Cherokee Survivors

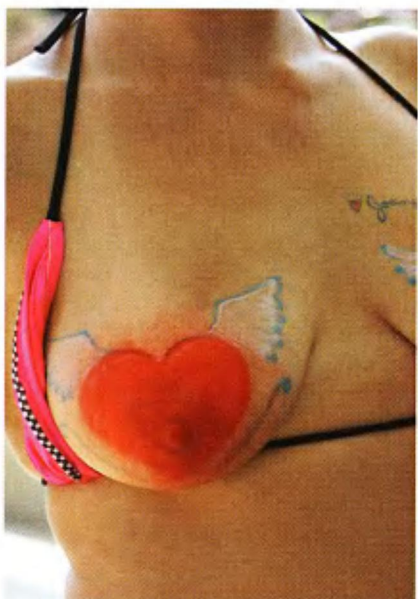
The dirty thunder of thousands of Harleys echoed through the Great Smoky Mountains to herald the beginning of last year's Cherokee Survivor's Rally. Bikers rode the twisties of "The Dragon" in Deals Gap and the open roads of the Smokys with miles of smiles on their bug-splattered faces. The run is held in September every year and 2005's took place on the 9th, 10th, and 11th, provided two-wheeled fun for all who attended.

You could meet famous custom bike builders and check out their awesome rides over at the Easyriders Centerfold Tour truck, stroll by the many vendors selling every conceivable biker doodad, get a new tattoo and eat some mighty fine local grub. Cycle City of Kingsport, Tennessee, were showing off the new line from Bulldog Motorcycles and everywhere you looked, it seemed that there were more biker

women than ever riding their own scoots.

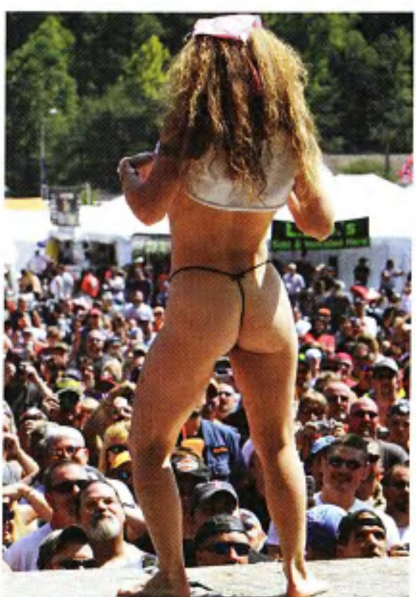
The biker rodeo events were a hoot. Favorite games included the potato-in-the-haystack, the brain buster balloon toss and, yes, everybody's favorite, the wienie bite contest. The ladies did a heluva job. Another crowd-pleaser was the women's electric bull-riding contest. Ladies rode the bucking bull in lacy white bras, or lack of, bikini tops, and





one sexy blonde rode it in just her jeans and a cowboy hat.

Next up was the Miss Cherokee Survivors wet T-shirt contest. God Bless America! Thousands of bikers and biker ladies packed around the runway to watch 11 ladies ranging from petite to rubenesque, compete for the world title of "Miss Cherokee Survivors." A large blue cooler packed full of ice and water sat on the stage to soak these ladies' black lacy bras, bikini tops, white T-shirts and curvy bodies to make the large chill bumps on their breasts even larger. The mass of happy event-goers yelled, screamed and some threw their favorite lady a variety of colorful beads. As these sexy women danced their hearts out for the cheering crowd, someone asked one of the ladies why she competed in this wet T-shirt contest.





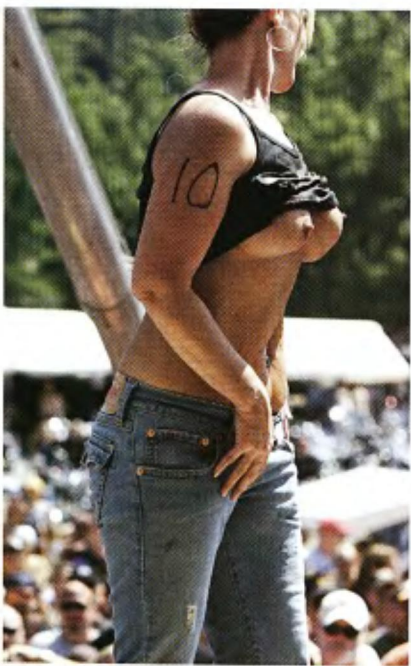


Her reply was, "being Miss Cherokee Survivor is just as important to me as a tennis player winning at Wimbledon, a race car driver winning the Daytona 500 or winning the Miss America pageant. Being Miss Cherokee Survivors is a major deal."

After a boobalicious girl named Jessica won the Miss Cherokee Survivors title, she packed the trophy on the back of her Harley for the trip back to her home in Kentucky.

With the afternoon sun slowly setting over the Smoky Mountains, bikers crowded around the new concert stage to listen to hours of rock-n-blues music. This Rally is truly biker heaven on Earth. You can bet I'll be back next year.

—J. Michael Johnson



Photos: J. Michael Thompson

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DNA

YOUR BIKE MAY ALREADY BE ILLEGAL!

SOME THOUGHTS ON THE NEW EPA REGULATIONS **THE EPA WANTS TO DESTROY CUSTOM MOTORCYCLING**

There is a lot of controversy these days regarding the new EPA rulings and how they may affect the average rider or bike builder. It is important to know that many of these new laws are difficult, if not impossible, to enforce and that the EPA is still working on redefining them.

Reaching as far back as the early '70s, *Easyriders* has been defending our lifestyle from government entities that sought to limit us in how to personalize our bikes. At that time, the industry and our readers came under attack by the Department of Transportation over what the Feds deemed unsafe modifications to frames and extended front ends. In response, *Easyriders* helped form an industry group known as the National Custom Cycle Safety Institute (NCCSI) to rebut their assertions and prove that choppers were indeed safe.

We built machines, performed tests

and ultimately invited representatives from the DOT to ride with us on a test track, they on stock bikes and us on our choppers and showed them that a properly constructed chopper can keep right up with the stock iron. The end result? The DOT backed off on enforcement and agreed to allow the emerging custom chopper industry to police itself.

There is a new threat to our lifestyle, this time coming in the form of new regulations enacted by the EPA. Although motorcycles make up a miniscule percentage of the vehicles on the road and custom bikes are a mere blip on the screen, the EPA's mandate remains to eliminate all sources of pollution, wherever they find them.

We all want a clean environment but zero pollution is neither possible, nor necessarily desirable, especially if it comes at the cost of destroying an entire

industry. A balance is needed and putting tens of thousands of Americans out of work to eliminate a microscopic amount of pollution is just plain wrong.

Since 1979, motorcycles have been subject to pollution controls and these standards have been regularly tightened over the years. The Clean Air Act Amendments of 1977 prohibited tampering with the emission controls on any vehicle. Fines of \$10,000 per violation are possible, and builders in California are already getting visits from the California Air Resources Board (CARB). The fact is, in the EPA's own words, the only modifications that are allowed under the rules are "cosmetic changes such as the color and chrome." However, since enforcement is up to the states, these unfunded mandates are rarely enforced. This has been a boon for the motorcycle aftermarket, as it has allowed it to grow into a

multi-billion dollar industry, employing tens of thousands of American workers.

The new regulations, which actually are retroactive to 2004, if enforced, would present difficult, if not downright impossible hurdles to artists and small businessmen trying to build one-off custom motorcycles. Previously, a chopper builder could pretty much choose any engine/drivetrain combination he wished to create his custom dream. Under the new rules, theoretically, those choices are severely limited.

Who is behind these new regulations? We're not pointing fingers, but they certainly do not bother the large OEM motorcycle manufacturers. They certify their machines by engine groups and amortize the cost over a couple hundred thousand machines per year. The small builder or manufacturer cannot possibly pass on the costs of testing, which costs tens of thousands of dollars for each model, to his customer. Thus the regulations favor mass-produced bikes over boutique builders who construct one bike at a time, imposing the same rules on both. Bigger firms support the regulations, partly because they impose higher costs on their smaller competitors.

What does this mean for you? Under the rules, if an individual wants to build a bike from new parts he will either find himself in the newly created **Kit Bike** category, or the **Exempt Custom Bike**

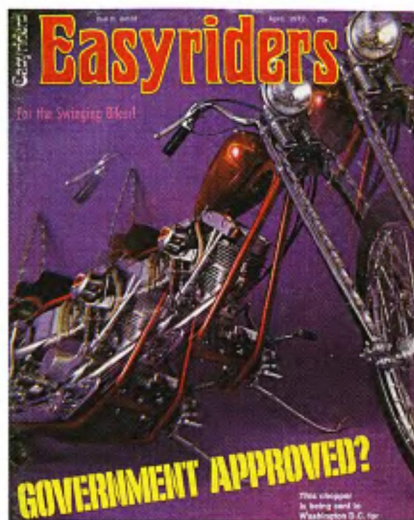
category. The differences are listed as follows:

- **Kit Bikes** are bikes that are exempt from emission controls. The owner is allowed to own only one of these bikes in his lifetime and it can't be sold for any reason for five years. If he sells it, under the rule, he can never own another one. A Kit Bike can be built by the owner, or by a shop, as long as all the parts are purchased before assembly.

- **The Exempt Custom Motorcycle** is the class that will most adversely impact motorcycle shops. Under the rules, a shop can produce up to 24 of these motorcycles, which are emissions exempt. The 25th and all subsequent motorcycles produced are subject to emissions testing. There are severe restrictions on these motorcycles. They are display-only motorcycles and can only be driven on the road to-and-from a custom show. They cannot be used as a daily driver.

Neither of these alternatives is acceptable. The restriction on kit bikes places an undue hardship on the individual who wants to build a special construction bike for private use. The custom motorcycle exemption is ludicrous, who would buy such a bike? We build and buy motorcycles to ride, not to sit on a shelf.

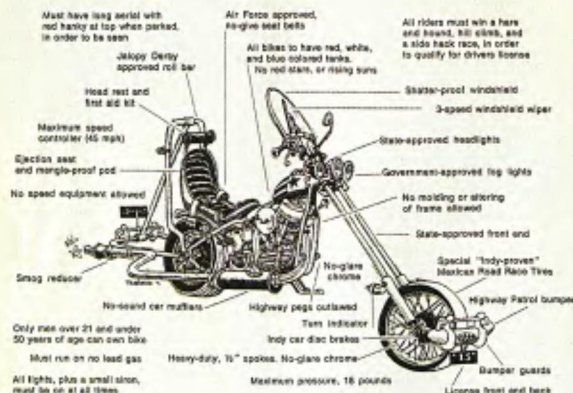
There are two national organizations



As far back as the early 1970s, *Easyriders* has been defending the chopper lifestyle.



Street Legal Chopper Circa 1973?



You, as an individual, can stand on your soap box shouting to the world about how unjust, how stupid, and how unconstitutional some of the recently passed, or pending, bike laws are—but all you will accomplish is to get yourself arrested for disturbing the peace.

Individual bike clubs can go before city councils, state legislatures, and congressional committees, but as single clubs, and unprofessional at the game of politics, their efforts are usually futile.

Scattered, unorganized, individual efforts have little if any effect against the power structure—it's like hunting big game with a bolt-action .22 rifle.

It takes numbers to command respect, to be heard over the din created by the anti-bikers, and worse, the anti-chopper forces.

The major problem is not any particular anti-bike movement or organization—the problem is that the people who make the laws are people who know nothing about bikes. The little old lady writes her congressman and complains. There is no one offering rebuttal—intelligent, professional rebuttal—to her unfair charges. The congressman, who doesn't hear any arguments against what the old lady said, but does want to please everybody and does want to get elected again, introduces a bill to ban whatever the old lady. The bikers



component under test to a realistic maximum stress level. For purposes of determining fatigue, the test should apply the worst case of cyclic loading for a large enough number of cycles so that we can be sure that the part will fail if fatigue is going to be a problem.

Unfortunately, testing takes time and some rather lachrymatically, and as a result is expensive. It is usually only practical for a manufacturer's type test, or a design type test. At the present time there is a program in existence to do type tests on all major structural elements manufactured for the custom motorcycle market. This program is under the sponsorship of NCCSI. The present emphasis is on front fork testing, since that component by its very nature is the most difficult to design with both load and adequate strength. This is not to minimize the need for testing other components including frames, wheels, and axles, but good judgment dictates that you exercise first the things you are most likely to have trouble with. A small-scale version of the NCCSI test machine are shown in Fig. 7. They illustrate how frames, forks, wheels, forks, and even whole bikes can be tested.

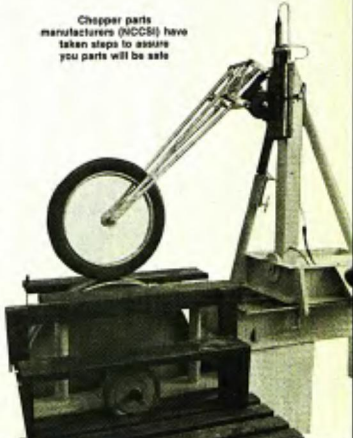
The NCCSI test procedure is divided into three parts: exploratory to determine all the major structural elements and the general behavior of the part under test; quantitative to determine the ability of the part to survive a realistic maximum shock load (roughly the equivalent of hitting a 24" at speeds up to 100 mph); fatigue to determine the ability of the part to survive at least 1,000,000 cycles of operation at each major member frequency with maximum expected input at that frequency.

The reason for the choice of 1,000,000 cycles is that most parts have the characteristic that, for a given stress level within the steel, if 1,000,000 reversing load cycles can be applied without failure, then no other indication of additional load cycles can be applied at the same stress level without failure. The stress level at which failure then takes place is called the endurance limit of the material, and the purpose of the fatigue portion of the NCCSI test is to insure that all parts of the frame fork or frame or wheel will be seeing stress levels under reasonable worst-case conditions that are lower than the endurance limit of the material.

It should be clear by now that the purpose of all this testing is very simply to answer questions about stresses that cannot be easily answered any other way. It will not in any way demonstrate ability or handling properties. As reported in Part II, these can only be demonstrated reliably by analysis of bike geometry, cross road tests can be very deceptive because of varying steel levels among the races and because of the difficulty of generating all possible stresses of riding conditions.

How to answer the question "How can I be sure it won't fall off?" Clearly the best way is to make sure the part has passed the NCCSI test in its equivalent, and a direct and best is to have a rather thorough analysis done which includes a study of the vibrational modes of the structure. Anything less and you run the risk of a rather sudden fatigue failure with potentially catastrophic results for the rider.

Chopper parts manufacturers (NCCSI) have taken steps to assure you parts will be safe



ABATE Technical Report:

By William M. Otto, Engineer/Physicist

What Is A Safe Rake? (Part III)

While in unpowered and/or closed throttle position, the NCCSI's alleged lack of progress, the NCCSI's unwillingness to conduct adequate tests, and the NCCSI's unwillingness to conduct adequate tests to establish industry safety standards for the construction of critical chassis parts.

An engineering firm was retained to create a simulation that would test all major structural elements under every type of simulated road condition. The following article by William Otto, the creator of the test machine, explains in detail the forces a fork is subjected to, and how the test machine simulates these forces. Mr. Otto has tested fork forks like this.

As a result of NCCSI efforts, it is a matter of weeks you will be able to start buying chopper parts and know that they are safe after they meet or exceed NCCSI specs.

In the first two parts of this series we have examined some of the aspects of handling, and some of the structural considerations of neck raking. In this part we will look at some of the structural problems of the front forks themselves, and will then extend this to the remainder of

the bike moving very slowly, the front side will trace out a path as shown, toward the right side of Fig. 1. As you all know, you have to push fairly hard on the bike to roll the front wheel over a rock such as that shown. Your pushing force is parallel to the ground, but you are generating a force that is lifting the front wheel up over the bump. When you get to the top of the bump, you no longer have to push on the bike to keep it there. Similarly, as the

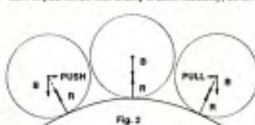


Fig. 1

for side of the bump, if you want to slow the bike, you have to pull backward. This action is shown in more detail in Fig. 2. The reason for all this is that the gravitational force F always pulls straight down, while the road force R pushes up and always acts along a line between the center of the contact patch of the tire with the road and the center of the axle. Since R , the gravitational force, is always constant, A , the road force, will have to get larger in order to have a component balancing F . Now all this holds true only when the bike is moving very slowly. Many more effects come into play when the bike has an appreciable speed.

Newton's first law states that bodies moving at a constant velocity will continue to move at their original velocity as their original direction unless some external force is applied to change that motion. In other words, when a wheel is rolling along a flat piece of ground, and it hits a large, gradual bump with the shape shown in Fig. 3, then the bump must exert an extra force besides the mentioned force if the velocity of the wheel is to change direction. After it changes direction, it will continue moving along that line without extra forces. If another extra force appears it will change direction again. You can experience this effect rather directly on some of the hills around in San Francisco. If you hit the hill at speed you will first be slowed down in your seat, then things will feel normal as you go up the hill, then at the top you will feel light as you cross the crest. This very same thing happens to your front and rear wheels on a smaller and bumpy road only that you hit a bump. Going back to the San Francisco street, if you hit the hill faster, you will be slowed down harder, and you will feel even lighter at the crest. Going still faster, you will become airborne at the crest. All this is due to something called momentum. That's what Newton's first law is all about. If we combine it to mathematical terms, it says that the force necessary to change the direction of motion of a body is equal to the mass of the body times the rate of change of velocity. The faster you hit the hill, the greater will be our velocity, and the higher will be our rate of change of velocity. Thus the greater will be the force we feel.

The other aspect of Newton's first law also applies. Remember that the force is equal to mass times rate of change

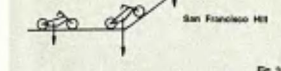


Fig. 2

of velocity. So the bigger the mass, the greater the force required to change the direction of motion. Now how does all this apply to the loads imposed on a bike frame and front fork?

Let's look at the four common types of front forks: glides, springs, probes, and rigid. In Fig. 4, you can see how road forces act on all four types. In the case of the glide, the road force gets broken into two components, one along the tubes and one transverse to the tubes. The transverse force will cause both bending of the tubes and increased friction in the glides, or in other words, loading up. The along tube forces will cause the springs to compress. Depending on the design of the glides, the total mass in motion when a bump is hit can be a major fraction of the total weight of the front fork assembly. Thus the forces required to move the front wheel will tend to be high.

We can treat the springs similarly to the glide. However, the force loading to compress the spring also has a component which counteracts bending of the fork tubes. This is due to the fact that the fork tubes are not always at right angles to the fork tubes. This component is desirable since in a dynamic situation it will partially offset the bending component of the road force. Thus if the tubes are approximately parallel to the road under static load conditions, then the dynamic loading loads on the fork tubes will be reduced over those that would exist if the tubes were at 90° to the fork tubes with the fork at rest. Since a spring has only the front wheel and front tubes in motion, the spring weight is very small and the forces required to move the front wheel will be correspondingly small.

In the case of the glide, all the road forces have to be transmitted to the spring through the leg. Fortunately, by its very nature, the glide makes very efficient use of material, and results in a very light but extremely strong structure. The total amount of downward that must be put into motion when hitting a bump is higher than that for a spring, and thus the forces required will be higher.

The rigid front end obviously has no spring to compress, so all the forces that show up parallel to the fork tubes will be transmitted almost directly to the frame of the bike. In this case the mass that must be moved when hitting a bump is the whole front half of the bike, several hundred pounds compared with several tens of pounds in all other

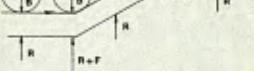


Fig. 3

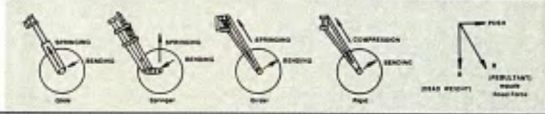
configurations. While it is possible to design a frame and front fork that will take these loads, it will most certainly not be much of a challenge to such equipment as to say of the changed bike structure that I have seen. Now we will get into the reasons for this.

One thing that you will note in all cases is that there is always a component of force tending to bend the front fork. This component varies greatly, depending on the direction of the road force. For small tube angles and large bumps, it can even reverse direction and tend to bend the fork back under the bike. The effects of the bending force will also vary greatly, depending on the design of the fork. In all cases, the bending forces vary with the shape of the bump.

There are two kinds of dynamic forces which will cause problems with a fork as shown. The first is a large single shock load such as one might encounter when hitting a single crackhole at a single 240 living in the road. A real-time structural analysis philosophy is that the fork at that time should be sufficiently strong that such a shock load will cause no failure or will lead the rider before it will cause structural failure. The second type of loading force is much more easily generated.

On a rough road there will be a continuously varying bending motion in the front fork. Usually the amount of bending motion is small, however, there is a physical phenomenon which will cause a small, continuously varying bending motion to increase greatly in amplitude, and consequently in magnitude of applied bending force. This phenomenon is called resonance.

If you take a one-pound block of steel and weld it to one end of a coil spring, then grab the other end of the spring and start shaking it up and down, the movement of the block will be somewhat like that shown in Fig. 6. If you shake the spring slowly, the block will track the spring movement almost exactly, but as you increase the frequency of shaking, the motion of the block will begin to lag in amplitude than the amount of movement you are putting into the end of the spring. If you shake the end of the spring still faster the movement of the block will drop off and will become less than the amount of movement you are putting into the end of the spring. When the motion of the block is greatest, we say that the system is resonating with the input motion. Now if you replace the block with



working to amend these regulations to address and help remedy the situation.

- The MIC (Motorcycle Industry Council), in particular it's American V-Twin Committee, represents the large players in the aftermarket, primarily the manufacturers and distributors. The MIC takes the position that the EPA restrictions are already enacted and is seeking ways to make compliance with those standards easier and less expensive, rather than trying to change them.

One of their proposals is to get an EPA-approved powertrain package that a shop could use to build bikes and avoid the expense of testing each motorcycle. The MIC has submitted this to the EPA and, at this time, it is still under consideration.

The MIC is an industry group and membership is limited to manufacturers and distributors. Individuals and shops are not eligible for membership. However you can keep up with their activities on their Web site: www.mic.org.

- The MRF (Motorcycle Riders Foundation) is a grass roots organization that represents small shop owners and individuals. They take a different position, arguing that the MIC proposal will allow a few major players to dominate the industry, leaving only those with the technical expertise to certify the

Famous NCCSI chopper manufacturer builds a masterpiece to be used by the U.S. Government for testing purposes, to determine if choppers are safe. We know they are—now the Government will know what we know.

Meet Your (Every Chopper Owner's) Representative in Washington!



Long front tubes allow the use of a long fork without extreme neck angle or high center of gravity—this, along with solidly built and reinforced frame, makes the good handling and good looking combination possible.

When Douglas Toms, Director of the U.S. Department of Transportation's National Highway Traffic Safety Bureau, approached some Washington, D.C., bikers and asked them if he could rent their choppers for some Government testing, their reaction (after their first rush) was, let's say, less than enthusiastic. Later, while on the west coast, Toms hesitantly asked a group of NCCSI manufacturers the same question, not being certain whether he should or not, after the earlier reactions he had received.

His concern was dispelled instantly as the NCCSI (a chopper manufacturers association) group reacted with, "You bet!" "Right on!" "Damn right!" They were all anxious to prove that their products were safe, and just as anxious to correct or change any defects that the Government's testing might uncover. What more

the front wheel of a bike, and the spring with the fork, you have exactly what will take place on a rough road. As the frequency of hitting bumps approaches the resonant frequency of the wheel-fork system, the bending of the fork will become greater than what you would expect from just the roughness of the road. In most cases it will be considerably greater, by as much as a factor of five or ten. What this means is that the bending forces on the fork can actually get up to the neighborhood of several thousand pounds, even though the static loads are in the neighborhood of

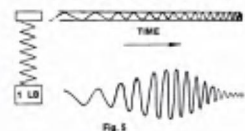
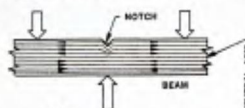


Fig. 1

only several hundred pounds. Not only will a fork resonate in bending, but it will also resonate due to its normal springing action. This is why you can hit a series of bumps, say a set of railroad tracks or a row of bumps on the freeway, and most of the time not have any problem, but occasionally at just the right speed you can have the suspension system go wild and bottom out the springs. With a bumper or shock absorber in the system, it is less likely to go wild, since the principal effect of a damper is to reduce the amplification at resonance. You can still feel it, but it won't be as severe.

Not all people will ride a bike for long at a speed which causes some of the risks to reappear. Nevertheless, when this does happen, the rider is likely to be in a position to take the necessary actions to break under the structure. There are two ways that structure can be damaged by a rider. The first is by the rider applying impact loads to the joint of oversteering the structure, and second by fatigue. An example of the first is a rider jumping over a bridge. The second is a bridge where resonant frequency was close to the aerodynamic flutter frequency caused by wind blowing over it.

Fatigue is a little more subtle. It requires only a very small area in a structure to be overworked. The major part of the structure can be perfectly sound, and the small thing can fail catastrophically after a few thousand cycles of a varying load. We see how this can occur here, too. The structure is made of steel, and steel is a very strong material. It is not as strong as some mild steel in the surface of the beam. If we consider the beam to be made up of many thin layers, then we can see how the surface layers are the most likely to fail. The middle layers are still in tension, and they are still loaded in the next layers down. All of these loads must be carried by the surface layers. The surface layers are the area that is overworked. As this very small area is repeatedly loaded and unloaded, some may flake beyond its



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When forces in the lower layers decrease below the surface crack, they focus a still higher load on the layers below them, and the crack progresses on down through the beam. Eventually, there is not enough enough material left to support the load, and the beam pulls apart vertically.

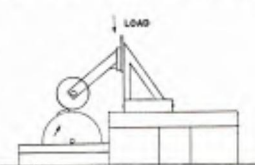
The reason for this is that the beam has exhausted structural resources that is worth noting. There are not many. Frequently the amplification of motion at resonance will be larger for small inputs than it will be for larger inputs. In other words, the output may be larger than the input. This is not good. It is close to the peak amplitude of motion at its resonant frequency, regardless of the amplitude of shaking. This is due to the fact that energy will continue to be stored in the system and some dissipation is needed which will either cause more of the same or will drive the frequency up or down. The frequency of the input motion will have the same effect on the output motion.

Generally, links and frames will exhibit some type of weakness, and that will tend to be somewhat self-limiting.

Now how do you find out if a link or frame will survive a large single road shock, show a destructive resonance, or exhibit fatigue failure? There are two ways: calculation and test. Generally for simple structures with well-known design conditions, calculation is the easiest way. Unfortunately, neither links nor frames are very simple structures, and they have a very highly variable drive condition—the

How can you be
certain a fork
is constructed safely?

roughness of the road. Because the typical road will contain all frequencies of drive, we must presume that if a resonance exists it will be driven, and that sooner or later in the life of the bike the resonance will be driven to the point of maximum output amplitude. The best method of determining the structural integrity of a fork or frame is, rather clearly, waring. The waring should drive the



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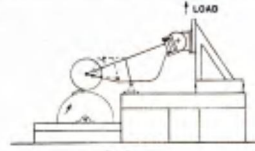


Fig. 2

RALPH NADER ATTACKS CHOPPERS

**Gov't Agency Unable to Contact
Anyone With Opposing Views—
Declares All Choppers Unsafe . . .**

Gary Joplin, and Janice, leading the bills between roles.



Douglas Toms, Director of the National Highway Traffic Safety Administration, on a chopper? He was surprised at how well it handled.

Such headlines would more than likely have been true within a few months' time, had a small group of dedicated riders and manufacturers, all gone out to Ontario Motor Speedway to meet with Doug Tama, Director of the National Highway Traffic Safety Administration.

We're not out of the woods yet. Although the O'Brien meeting was the first big step in the right direction by the NCCO (Manufacturers Association), and the NCCA (Elder Riders Association), to give all shopper enthusiasts a voice, how loud that voice will be depends entirely upon how many people it represents; this means that all sales, dealers, distributors, and manufacturers had better do their part by joining and supporting their respective organ-

The meeting with Doug Toms, Lewis S. Ruffman, Motorcycle Specialized for MS18, and Charles "Big Boy" Smith, Acting Director of the Office of State and Community Comprehensive Programs, Department of Transportation, was well up by five. Eric, executive vice president and Counsel at the NCJCS. At a 360M dinner the night before, Mr. Toms had mentioned to Eric that there was a rising concern in regard to the safety of customized motorcycles and that he had been unsuccessful in finding some reputable people in the industry. He thought this group alone would be the best information needed to come to the fair and just decisions concerning safety.

Eric, of course, immediately associated that he himself represented such a group of say in

might be possible to get up a meeting before Mr. Tom's return to Washington, D.C. The answer was yes, but the reason for Mr. Tom's three-day visit to the West Coast was some substantial testing out of Ontario Speedway but that he would allow some time in his busy schedule the following day if some choppers could be gotten out there on such short notice.

Well, short notice it was, but a call from Eric to Les Fish (Nathaniel's Chopper), president of the PGCSF, started the ball rolling and by noon of the following day there were five bikes and a group of some twenty-five people waiting at Bob Bonadant's new riding school at the Ontario Speed

The meeting lasted until about midnight and, to top the last, was encouraging. For Tom, Lewis Buchanan, and Charles Lindbergh were all very understanding regarding what we were wanting to discuss. It was a relief to have people to whom we had to go and at least as much time as we needed to say it. They were somewhat openly mislead and bent on gathering any facts that would help them come to a fair decision.

All the members of the meeting, the group of people representing shoppers tended to be on the defensive, but after they realized that Mr. Fair's attitude was not that of a traffic cop bawling a citation, that he and the others were all like riders themselves, things loosened up and there was some very productive discussion.

One of the first things revealed to us was the fact that Doug Tombs had been contacted by Ralph Nader, who had stated that he had been receiving an average of ten letters per week concerning motorcycle safety and that 90% of those were in regard to front

Les Fitch related that the NCCSI was aware that there were a great number of poor-quality products being sold to the public by fast-food manufacturers, and that one of the main objectives of the NCCSI was to police the industry and eliminate this problem, but that on the other hand there were a number of manufacturers who were turning out quality products. He added that he had asked Jim Davis (NAB Director), vice-president of the NCCSI, to bring out two of NAB's sponsors for them to see, including one who had moved into the

—Continued on page 30

packages. They argue that under the MIC scheme, builders would have to use the fuel system, exhaust system and even the transmission and tire sizes the manufacturer specifies, because even changing gear ratios has an effect on emissions.

The MRF is a Motorcyclist Rights Organization, much like ABATE, only on a national level. They also work with State MROs in a coordinating function, getting the word out on legislative matters. Their MRF-PAC (Political Action Committee) lobbies Congress, helping our friends and educating our foes. They also host three annual conferences—The Meeting of the Minds—to both educate and motivate the motorcycling activist community.

Membership in the MRF is open to everyone. Join the MRF and get involved with them. They are looking after the interests of the small shops. You can get more information at their Web Site, at www.mrf.org.

In an ideal world, the government would simply leave us alone. Leave us free to experiment, to innovate and to reinvent the wheel. All of the innovations that led to the creation of this vibrant motorcycle industry started out in a tinkerer's garage. Of course, this is the real world and it is far from ideal. The federal government wants to butt into everybody's business and, as usual, is gonna do more harm than good.

Vital Info For All Motorcycle Owners!
Government Official Answers Your Questions About
 Helmet Law Changes, Extended Front-end Rules, Chopper
 Tests, Air Bag Vests, Outlawing Sissy Bars, Springer Spec's
 Protective Clothing, Daytime Lighting, Motorcycle Operator
 Licensing, Driver Education, and more!

By the Editor.

By the Editor

Little is generally known about the powerful Government agency that is directly responsible for many of the laws affecting all motorcyclists. While it's true that various states enact their own laws, they receive guidance from this Government agency which issues specific guidelines, highway safety regulations, and standards that all states must follow if they wish to continue receiving vital federal highway funds.

This federal agency is the U.S. Department of Transportation's National Highway Traffic Safety Administration. Its Administrator is Douglas W. Toms.

In an effort to get answers to your questions — questions that have been bothering all of us — and to dispel the negative rumors that keep assailing us from all sides, I contacted Doug Toms and requested an interview. Needless to say, I was apprehensive. I had no idea what Toms would say in response to my questions. I did expect a righteous defense of the existing unpopular motorcycle laws and anticipated scary predictions of doom regarding the future of

choppers and custom bikes in general.

Well, I'm happy to report that I was apparently wrong. Doug Tompkins seems to be a very reasonable individual. After speaking with him, I feel that my original fears of the Government's dictating all kinds of design changes to us—and perhaps eventually outlawing choppers entirely—were unnecessary.

Many of you will take exception to some of his answers and conclusions. You will note that I did not attempt to offer rebuttal or debate his replies to my questions. In the limited time I had for the interview (approximately one hour), I was more interested in getting his responses to as many questions as I could ask, realizing that I could always offer rebuttal in subsequent issues (perhaps, even, getting him to respond to the rebuttals). *

After you have read the following interview, I am reasonably certain you will agree that the situation is much, much brighter than most of us thought it was. The ray of hope (no matter how

small) indicated in his response to the question about the helmet laws is encouraging. What he says about the possible degree of rake, range of extensions, lack of ruling on daytime lights, and his views on choppers and customized bikes in general—all this makes the future of choppers much more secure.

The interview reveals another vital fact: Out of all the types who could hold his powerful position, we're damned lucky that a man of Doug Toms' caliber is in charge. Although he's slightly on the paternalistic side (which is his job, I suppose), he is also open-minded (refreshingly so), is willing to listen, is not opinionated, is dedicated and fair. I hate to think of the problems we'd have if there were an out-and-out autocrat in charge instead of Toms.

Continued on next page

**For preparing a rebuttal that expresses your feeling as well as mine, how about writing me and letting me know your ideas. I will see that Doug Toms is made aware of them. Believe it or not, he's interested.*

What is a safe rake?

ABATE is a national brotherhood of bike riders, an organization of concerned bikers who have joined together to fight for positive relations to the myriad problems confronting street bikers everywhere.

The fight is being fought on many fronts, one of them being the fight against the antiquated, outmoded, or simply outdated, of various modifications, delivery, in that such laws are usually based on unproven theories and/or decisions of well-meaning lawmakers, laws that are enacted without a sound scientific basis—the science of the lawmakers that usually have been molded by other long-held beliefs.

Each lawmaker is represented by people who are called in to testify as experts without any consideration of the fact that they, the experts, may have an axe to grind—a biased reason to deny their "expert" opinion.

The lawmaker, not knowing any better, arrives at laws that, for instance, the "expert" advice of AMA (the motorcycle manufacturers) and AEC (the dealer/distributor/insurer lobby). To this advice is inevitably added the views of the police establishment, which of course just happens to coincide with AMA and AEC views. With no one charged to present any rider's viewpoint, the lawmaker accepts the advice of the "experts," when what is there any wonder why there is a growing trend toward laws forcing bikers to keep their bikes stock—under the claim that the only safe bike is a stock bike?

Well, one thing **ABATE** is sure about: We'll never be promoting any side in the form of scientific engineering research, offering intelligence testimony by recognized experts in an effort to achieve lawmakers' heads and the police. Each in-depth report will cover in detail every aspect of a particular subject, i.e., extensive rules, views of experts, etc. All testing will be by a national laboratory. The reports will be written by engineers. We are making every effort to make the quality of each scientific quality that they will contain subject for their own conclusions, not necessarily documents and not reports, as well as the credibility of the individual conducting the test and writing the reports.

In addition to the reports being mailed to members, **ABATE** will make them available in members to read in their offices in traffic court. Now a biker will be able to defend himself with documented facts and opinions. There is no doubt that they should be able to offer the "expert" testimony (science) of the biker's officer.

Our first report is on what really is a safe rake for a 174 wheel-mounted with all the different lengths of extended forks.

There are so many aspects to the rake question that it is almost impossible to make a flat statement that any particular rake angle is safe, and that all claims are dangerous. Nevertheless, the question is well a very valid one to the biker, the builder, and the authorities; and it can be answered with reasonable accuracy, but only after all the factors affecting the performance of a bike are considered. We will present here a systematic way of considering all these factors, a way that should make it relatively easy for you to determine whether you have a safe rake.

There are two basic subjects which must be considered in considering the rake question: structure and handling. Each is of course critical, and each is directly influenced by the rake angle. In order to do full justice to each, we have divided this discussion into two parts, and we will consider first the structure of the rake angle in structural subjects.

Structure: Whether a structure is strong enough or stiff enough is determined by three things: 1. the form you

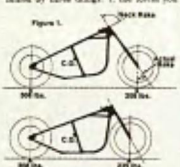


Figure 1: A diagram showing the geometry of a motorcycle's front end. It illustrates the relationship between the fork angle (rake), the headlight position, and the center of gravity (C.G.). The diagram shows a side view of the front fork and headlight assembly, with labels for 'C.G.', 'Fork Angle', and 'Headlight Position'.

apply to this situation, 2. the size and shape of the structure, and 3. the material that the structure is made of. All of the forks that are applied to the fork and ends of a bike must result from laws that regulate or some point on the fork line. There are two kinds of forks, standard and racing. The standard fork is designed for the most weight of the bike and rider, but we will also include the fork due to loading since they are rather closely varying and from a structural point of view can be viewed as essentially constant. The

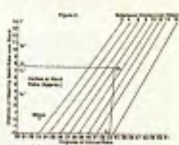
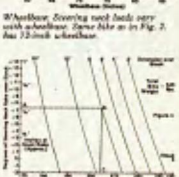
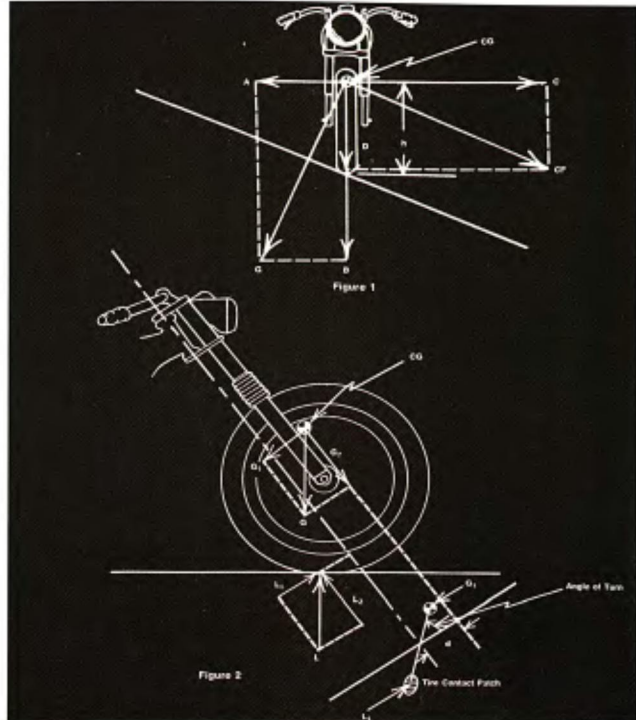


Figure 2: A diagram showing the geometry of a motorcycle's front end. It illustrates the relationship between the fork angle (rake), the headlight position, and the center of gravity (C.G.). The diagram shows a side view of the front fork and headlight assembly, with labels for 'C.G.', 'Fork Angle', and 'Headlight Position'.

Weight on front wheel: Stock SuperGlide has 275 lbs. Chopped bike with same weight has 294 lbs. rule and extension get bigger, front wheel weight gain less.



Weight on front wheel: Stock SuperGlide has 275 lbs. Chopped bike with same weight has 294 lbs. rule and extension get bigger, front wheel weight gain less.



As gloomy as this all sounds, we wanted to end this article on a note of hope. Earlier we pointed out that these EPA regulations are "un-funded mandates." The feds are relying on the already cash-strapped states to actually enforce them. This means that laws will have to be written into the vehicle codes defining Kit Bikes and Exempt Custom Motorcycles. Enforcement Officer positions will have to be created to patrol independent motorcycle shops, and ultimately, the states will rebel. They will have to, because their budgets are strained to their limits as it is.

The hallmark of government is overconfidence in its ability to accomplish its aims. Gridlock is what we can expect in respect to these regulations. Some states, particularly California, will continue to selectively pursue targets, while ignoring the vast majority. Most importantly, you will still be able to customize your bike, or build a new one.

The motorcyclist rights organizations and industry groups will continue to lobby the legislators, as long as they have your support and new legislation and enforcement will be stalled for many years in the future. Gridlock in government is good. More importantly, we urge you to get involved with some type of MRO in some form or fashion, soon. In a way, the hopeful message in all this is that, in reality, government doesn't really work. And so, in the end, we shall overcome and prevail.

—Kit Maira

There is one statistic that has been quoted by reasonably reliable sources, and it would like to be the actual percentage of fatal accidents attributable to the negligence of the biker.

What is your Department doing about establishing some kind of standard for licensing motorcyclists?

What is the status of your tests regarding the running of lights in the daytime?

You mentioned people riding bikes before they had a license. Assuming that the fatality rate is high primarily because of the novice rider, what do you think about a law that would prohibit sales to inexperienced, unqualified purchasers—those that would require the buyer to show some kind of evidence he is a capable biker rider, can he a machine safely, before could buy one?

Do you foresee the day when will be established requirements to wear certain protective clothing?

Is it your Department's policy all custom motorcycle parts issue minimum standards?

Where it is shown that a major portion of the total fatalities are caused by the novice rider during his first year of acquiring a bike, doesn't it make sense to have to wear the ones to have to wear the ones, not rather than the people who have been riding for years?

Does your Department have any program underway to—once an all—get accurate statistics on all motorcycle accidents, in order pinpoint the types of people who are guilty, the types of bikes, and so on?

Do the states have to abide strictly by your Department's present helmet rule, or could they, if they apply within the state and select ed groups rather than across the board? Would they be in violation of your present law?

Have you ever sought the opinions of the average motorcyclist before any of your decisions?

A major complaint of our readers that they are dissatisfied with regard to the wearing of a helmet, and that they feel it is an infringement on their personal freedom. Do you have any comment on that?

What are your Department's views on the need for a front brake?

Okay. Now, what are your views on choppers?

In order of importance, what are the top three areas in which your Department is working that will affect bikers in the future?

Has your Department issued any standards on safety glasses, goggles, or visors?

At this time, has your Department issued any guidelines on extended or springs front end?

Out of all motorcycle fatalities, what do Government statistics show to be the major cause?

Has your Department established a helmet standard for the states to follow?

Does your Department have any plans for establishing some method of educating the motorist to co-exist with the biker?

Is there any part of the chopper that your Department is presently more concerned about than any other?

There are many police officials who hold to the belief that the only safe bike is the one that the only safe motorcycle is the one that is the most popular. Have any opinion in that regard?

Will your Department be testing new motorcycles and issuing minimum standards on them?

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THAT DON'T SEEM RIGHT

I bought a set of STD cases for my '77 Super Glide. There seems to be a little more play in the holes where they bolt to the frame. I am thinking of drilling them out to 7/16-inch and doing the same to my frame for a tighter fit, but a guy I ride with says that that much play is normal. That doesn't seem right to me.

Bobby Gleason
Kinston, North Carolina

Your cases are fine, leave them alone. That clearance covers production variances in frame dimensions and gives you room to move the engine around for proper sprocket alignment between it and the transmission.

NEED MORE RUBBER

I have to replace the back tire on my Softail every 5,000 miles, or maybe 5,500 if I ride it all the way down. I want to try a touring tire to see if it lasts any longer, but I have heard that they are made from very hard rubber and are slippery in the rain. Do you know if that is true?

Ben Thompson
Salem, Oregon

I don't think so. I've used a few touring tires and never had a traction problem with them that I blamed on the tires, even in the rain. But I still have the same gripe about mileage. The best I've ever gotten with a touring tire is 7,800 miles, compared to the 5,000-5,800 miles I get with others. For now, my favorite touring tires are Dunlop's D402 and Continental's Conti-Tour.

NEED TO TRADE UP

My '95 Ultra Classic has 115,000 miles on it and is starting to show its age. I want to replace the engine with a bigger one. There is a hell of a gap between the price that the local dealership wants and some of the prices I have found online, even when you factor in shipping. The difference is as much as \$1,500, which is a hell of a lot of money for a working stiff. Is there any reason that I should put that cash in the dealer's pocket instead of keeping it to spend on gas and beer?

Lee Bortner
Mountainview, Kentucky

Ever hear the words, Caveat Emptor? Well, probably not, since Latin is a dead

language. Be that as it may, Caveat Emptor means, "Buyer Beware." The big problem with buying an engine from a questionable source is that it's easy to fill up namebrand crankcases with no-name or even used internal parts like the flywheels, rods, cam, pistons and so forth. I'm sure that still goes on from time to time, but nowadays it's more common to find vendors who finagled low-ball pricing on a legitimate engine. He can then sell it out of his basement or garage with only a slight mark-up because he has little or no overhead to cover. It's always tempting to save a few bucks, but the problem with doing business with low-ballers is that, in all likelihood, you'll be SOL if you ever need technical support. At least one engine manufacturer provides full warranty coverage only with engines sold through registered dealerships, who aren't permitted to post lowball prices on the Internet.

CARB AUGMENTAION

I have put two Super G carburetors on my 113. I finally got the manifold to fit right and worked out the throttle-linkage problems with a bell crank but what the thing does when I try to start it is just pop a few times. It starts better when I spray ether into the carburetors but it won't catch and run no matter what I do. I thought the carbs might flood the motor so I am using .025 intermediate jets and .060 mains. I flood the shit out of everything with the accelerator pumps but it still won't catch and run. Should I try to go leaner or what?

William Garrett
Everett, Washington

The intermediates are too lean. Go up a size at a time until the bike starts ok with the normal S&S starting ritual: a couple of whacks with the pump, enrichener on and so forth. You didn't say whether you built a plenum or individual runner manifold. Regardless, I'd use the same jet sizes in both carbs until you can get reliable starting with a decent idle and throttle response. Later, you may wind up jetting one carb a little different from the other to optimize starting, idle and midrange performance. I have a hunch that you're pretty close with the main jets, but there's only one way to find out. After

you get the intermediate circuit dialed in, turn the accelerator pumps off and take that baby out for a test ride. When the carbs are the best you can get them, take the bike to a drag strip on a test and tune day so you can get plenty of passes in. Don't worry about your elapsed time, just concentrate terminal mph and smooth, easy leaves with consistent shift points. Make three passes with your current jetting to establish a baseline, then go up a size in both main jets. If you wind up going slower, drop down a size. Keep going in whichever direction works best until your mph falls off. Then go back to the previous jet size and you should be all set. Leaving easy from the start line will help consistency, but it will also save wear and tear on your clutch and rear tire.

PAINT BY SPRAY GUN

I just bought a Custom Chrome kit bike. I want to paint it myself but don't have any idea what I would be getting into. I already have a compressor. What else would I need beside the obvious things like a spray gun? And what brand paint do you recommend?

Casey Elsworth
Dallas, Texas

Painting is potentially lethal because of the toxic fumes associated with some of today's materials, so you'll need a professional respirator and forced-flow ventilation for sure. You'll also need water and particle filters for your compressed air-line. I haven't pointed a spray gun in 20 years or better, so I'm going to refer you to the professionals for details. Visit the House of Kolor Web site at www.houseofkolor.com, the Eastwood Company Web site at www.eastwoodco.com, and Harbor Freight at www.harborfreight.com. You'll find how-to books at the House of Kolor and Eastwood site, and discount spray guns at Harbor Freight. Follow all safety instructions to the letter. Most paint toxins attack the liver, which you won't live long without. —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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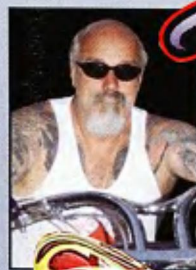
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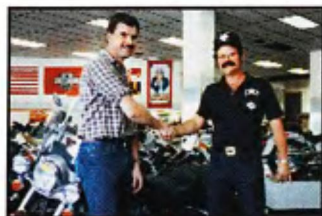


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For a list of major prize winners, send a separate stamped, self-addressed business envelope to: 2006 35th Anniversary Sweepstakes Winners List, Easyriders, LLC, 28210 Dorothy Drive, Agoura Hills, CA 91301.

NO PURCHASE NECESSARY TO WIN.

Making Custom Hard Oil Lines

One of those sayings "What's old is new" seems to have worked its way into the rebuild of *In The Wind* magazine editor Kim Peterson's 1946 panhead. Between magazine deadlines and show schedules, things have been a little too hectic to spend much time on the bike. Finally, we're back to the task of updating the old with something new, but with an old look, which seems to be very popular these days. This phase of the build involved coming up with an upgraded version of an old-style oil line.

The last time this bike was pictured on these pages was our 25th anniversary issue, June 1996. At that time, it had hose clamped rubber oil lines that routed around and behind exhaust pipes where they could have been damaged or burned by being too close to all that heat. This time around, we decided to

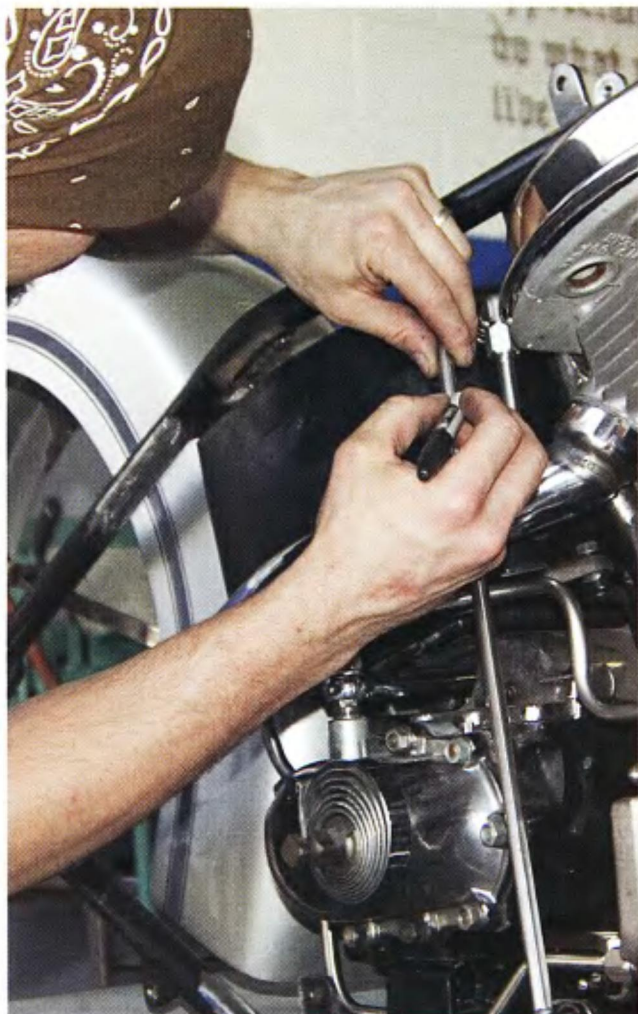


use a bulletproof kind of oil line that would eliminate any and all problems. When done properly, stainless steel hard lines will give you a lifetime of service without any worries of cracking, rusting, leaking, or just about any type of damage associated with other types of flexible lines. Early OEM Harley-Davidson oil lines were a mild steel, hard tubing similar to this type, but reproduction parts wouldn't work on the panhead. Even though it has an early H-D oil tank, the bike has a custom frame and has a later model oil pump with fittings in completely different locations.

Joe Sabol at JS Custom is doing the fabrication, but to make sense of this plumbing nightmare, we went to see Mark Bohlen at Bent Custom & Performance. You may have seen his work on Discovery Channel's *American Hot Rod*



Mark's first step was to install aircraft-grade, 90-degree, -4 AN to 3/8 NPT elbow fittings in the oil tank and straight -4 AN to 3/8 NPT in the oil pump. The AN type of fitting uses a 37-degree flare; it is standard in the aircraft industry.



Mark then took a length of 3/8 stainless steel tubing, positioned it next to the oil tank fitting and marked his first bend.



Comparing this tube to the vent tube he had installed previously, he eyeballed the amount of bend he would need.



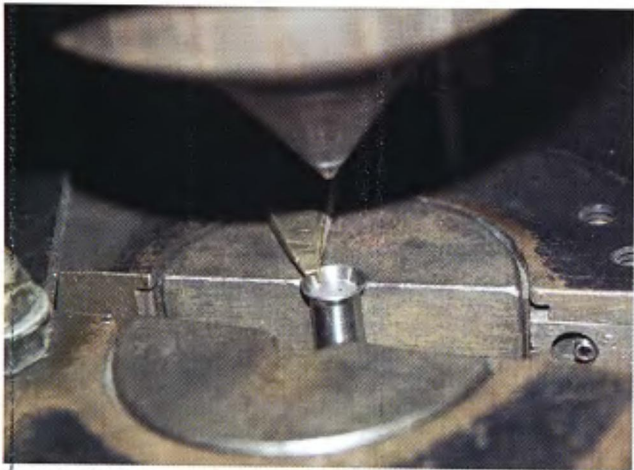
He uses a high-quality mandrel-type tube bender to keep from kinking the tubing.



Mark's second bend is to position the tube next to the oil tank while keeping it behind the exhaust pipe. Knowing just where to bend the tubing and how much to bend it, comes from a lot of experience.



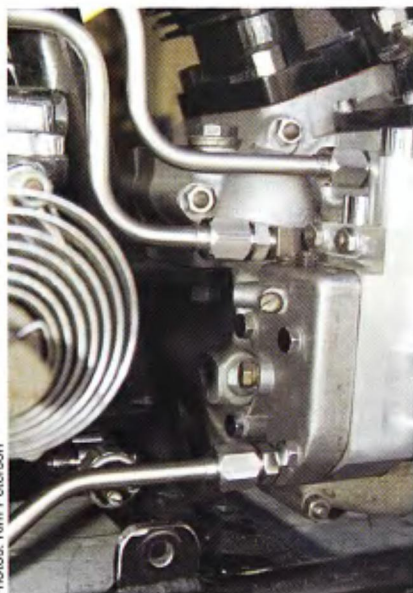
Once Mark has the tube finished, he fits both ends to each of their corresponding fittings before threading the flare nuts on. This way there is no stress or binding on the line.



Once the tubing has been formed, a flare nut is slipped over the end and the tube is inserted into a flare-forming die in a Conrac flaring machine. This machine puts a precision flare on the end of the tube.



The flare nuts are tightened down and the job is finished.



You couldn't come up with a cleaner-looking set of oil lines.

with Boyd Coddington, or *Monster Garage* with Jesse James. To start off, we converted all the oil fittings to AN thread with a 37-degree flare. Mark then bent 3/8-inch stainless steel tubing to clear our exhaust and to line up with the new AN fittings. This tubing is harder than plain steel so a tubing bender with mandrel rollers must be used to prevent kinking on the inside radius of the bends.

Then Mark uses a Conrac flaring machine from the aircraft industry to make the 37-degree flares. This is an important part of the process because the hard stainless steel can split or crack, losing its seal on the flare if the correct tools are not used. Follow along with these pictures and see if you like our old-fashioned look and let us know if we came across with "What's old is new."

Oil lines just like these can also be made for Evo or Twin Cam motors.

—John Sullivan and Joe Sabol

Bent Custom & Performance

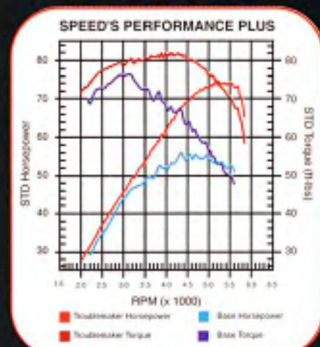
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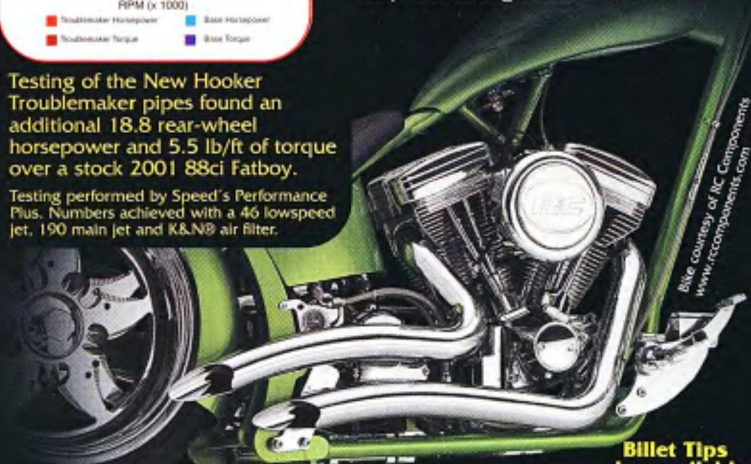
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A 14-Day Wonder From TNT Choppers

THE WORM

Todd Kuntze is a man consumed by his passion for motorcycles. He truly lives, eats and breathes all things two-wheeled. He's the kind of guy who wakes up at 3 in the morning with an idea for a cool new part or a new custom bike design and hops out of bed to get goin' on it. You could say that he is very lucky indeed, for every day is a new adventure, building one-of-a-kind custom scoots and living his dream.

Todd is known for building racecars and his company, Top Notch Racing, has earned him top-notch honors throughout the southern states where racing is king. Three years ago, Todd started TNT Choppers (Top Notch Team). You may have seen his carbon fiber custom in the January issue (*Easyriders* No. 391). In that article, Todd mentions building a bike for basketball star and space alien Dennis Rodman to ride to the MTV Awards. Well, this is that very bike.

"We got a call from Rodman's agent, saying that Dennis would like to ride one of our bikes to the awards," Todd grins. "There was just one catch...we had to build the bike in 14 days." Now this was no *Biker Build-Off* televised stunt (though we're going to tell executive producer Hugh King to hook







there was nowhere for her to park her perfect tush on this bike. Hrumph!

That's okay, we decided to park our own perfect butt on this bike, belonging to the lovely Mindy Vega. She had a great time sliding all over this mighty worm.

Today, The Worm is owned by a cop from Florida named Richard who rides the snot outta this long ass bike. But

don't worry, Todd and his TNT team will build more, though hopefully, you'll give them more than 14 days to finish your dream bike. And speaking of dreams, Todd is living his, every day.

For more information on this talented team, call TNT Choppers at 954-941-4221 or visit www.tntchoppers.com.

—Phantom Dave

First, crease at perforation, then remove poster at right. ▶

Todd up for an episode), still, Todd and his team had to put this blue beast together in just 14 days and nights... long nights, no doubt.

"Rodman is six-foot-nine, so we had to make the bike fit him," Todd laughs. "I'm six-foot-four, so that helped a bit." He started with a Brighton rigid frame that is raked 48 degrees with 10 inches up and 10 inches out. As you can see, this is one big, long damned bike. The TNT team includes Brian Gifford and Alan Kerskey, who aided Todd in sandwiching an S&S Cycle 113-cubic inch motor and Prowler 6-speed tranny into the rigid frame.

The American Suspension front end is a whopping 26 inches over. Hell, they didn't want Rodman to look like a giant on a small scooter. The brilliant blue paint is the work of Alan and, yes, they had to include Rodman's namesake on the tank—a worm. Ya sec, for some reason, the mighty alien's nickname is "The Worm." Don't ask, don't tell.

After 14 days and nights of unending labor, this long, humpbacked bike came rolling out of TNT Choppers into the bright Pompano Beach, Florida, sky. Did Rodman end up riding it to the MTV Awards? Well, No. It seems that Dennis showed up with his woman in tow and







passin' gas

Little Spike is in line with his dad, waiting to check out. In front of them is a really fat chick. Little Spike looks her over, turns to his dad, and says, "She is really big and fat, isn't she, dad?"

The dad is embarrassed and tries to get his son to quiet down. In a few minutes the rugrat yells out, "She's the biggest woman I've ever seen!"

Dad is embarrassed to tears, bends over and tells his son, "We don't talk about people looking different from us, especially if they're fat. Don't do it again."

Little Spike got the message and stood for a long time—until the woman's beeper went off. He then yelled, "Look out, Dad, she's backing up."

R. Stacey
Bakersfield, California

The high school coaches went to a coach's retreat. To save money they had to room together. No one wanted to room with Daryl because he snored so badly. They decided it wasn't fair to make one of them stay with him the whole time so they voted to take turns.

The first coach slept with Daryl and comes to breakfast the next morning with his hair a mess, eyes all bloodshot. They said, "Man, what happened to you?"

He said, "Daryl snored so loudly, I just sat up and watched him all night."

The next night it was a different coach's turn. In the morning, same thing. Hair all standing up, eyes all bloodshot. They said, "Man, what happened to you? You look awful!"

He said, "Man, that Daryl shakes the roof. I watched him all night."

The third night was Frank's turn. Frank was a big burly ex-football player-looking type of man's man. Next morning, he came to breakfast bright eyed and bushy tailed. "Good morning." They couldn't believe it!

They all said, "Man, what happened?"

He said, "Well, we got ready for bed. I went and tucked Daryl into bed and kissed him goodnight. He watched me all night long."

R. Edwards
Lincoln, Illinois

Scooter hit the lottery and now, being a millionaire, could afford the finer things in life. He was having dinner with his wife at a very fine restaurant when this absolutely stunning woman comes over to their table, gives him a big open-mouthed kiss, then says she'll see him later and walks away.

Scooter's wife glares at him and says, "Who the hell was that?"

"Oh," replies Scooter, "she's my new mistress."

"Well, that's it." She says. "I've had enough. I want a divorce!"

"Okay," he says, "but remember, if we get a divorce it will mean no more shopping trips to Paris, no more wintering in Barbados, no more summers in Tuscany, no more BMWs in the garage and no more yacht club. But the decision is yours."

Just then a mutual friend of theirs enters the restaurant with a gorgeous babe on his arm.

"Who's that woman with Hank?" asks Scooter's wife.

"That's his mistress," he says.

"Ours is prettier," she replies.

R. Meyerson
W.P.B., Florida

Q. Where do you find a girl with no legs?

A. Right where you left her.
Donald Bell
Tennessee Colony, Texas

We've all heard about people having guts or balls. But do you really know the difference between them? In an effort to keep you informed, the definition of each is listed below:

1. GUTS is arriving home late after a night out with the guys, being assaulted by your wife with a broom, and having the guts to ask, "Are you still cleaning or are you going flying somewhere?"

2. BALLS is coming home late after a night out with the guys, smelling of perfume and beer, lipstick on your collar, slapping your wife on the ass and having the balls to say, "You're next!"

Rocky
Cyberspace

An old Italian Mafia Don is dying and calls his grandson to his bedside. "You lissin-a me. I wanna for you to take my chrome-plated .38 revolver so you'll always remember me."

"But grandpa, I really don't like guns. Howzabout you leave me your Rolex watch instead?"

"Shuddup an lissin. Somma day you gonna runna da business, you gonna have a beautifula wife, losta money, a bigga home and maybe a couple a bambinos."

Somma day you gonna com home and maybe find you wife inna bed with another man. Whadda you gonna do then? Pointa to you watch anda say, "Times up?"

Dirty Sanchez
Nunya, Bitness

A new priest at his first mass was so nervous he could hardly speak. After mass he asked the monsignor how he had done. The monsignor replied, "When I'm worried about getting nervous on the pulpit, I put a glass of vodka next to the water glass. If I start to get nervous, I take a sip."

So the next Sunday he took the monsignor's advice. At the beginning of the sermon, he got nervous and took a drink. He proceeded to talk up a storm.

Upon his return to his office after mass, he found the following note on his door:

1. Sip the vodka, don't gulp it.
2. There are 10 Commandments, not 12.
3. There are 12 disciples, not 10.
4. Jesus was consecrated, not constipated.
5. Jacob wagered his donkey, he did not bet his ass.
6. We do not refer to Jesus as the late J.C.
7. The Father Son, and the Holy Ghost are not referred to as Daddy, Junior and the Spook.
8. David slew Goliath, he did not kick the shit out of him.
9. When David was hit by a rock and knocked off his donkey, don't say he was stoned off his ass.
10. We do not refer to the Cross as the Big T!
11. When Jesus broke the bread at the Last Supper, he said, "Take this and eat it, for it is my body."
- He did not say, "Eat me."
12. The Virgin Mary is not referred to as "Mary with the cherry."
13. The recommended grace before a meal is not "Rub-A-dub-dub, thanks for the grub. Yeah, God!"
14. Next Sunday there will be a taffy-pulling contest at St. Peter's, not a peter-pulling contest at St. Taffy's.

John Trotz
Flinn Flon, Manitoba, Canada

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.

Owner: TNT Choppers
City: Pompano Beach, Florida

GENERAL

Fabrication: TNT Choppers
Year and make: 2005 Special Construction
Model: chopper
Assembly: TNT Choppers
Time: 14 days and nights
Chroming: ACP

ENGINE

Year and make: 2005 S&S
Rebuilder: S&S
Ignition: Spyke
Displacement: 113 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: 600 grind
Carb: Super G
Air cleaner: TNT Choppers' Velocity
Pipes: Martin Bros.

TRANSMISSION

Year and make: 2005 Prowler
Shifting: 6-speed

PAINTING

Painter: Alan Kerskey
Color: blue flip
Type: House of Kolor

FRAME

Year and builder: 2005 TNT/Brighton
Type: rigid
Rake: 48 degrees
Stretch: 10 inches up, 10 inches out
Shocks: none

ACCESSORIES

Bars: TNT Choppers
Handlebar controls: Performance Machine
Machine
Fenders: TNT Choppers
Headlight: Headwinds
Taillight: TNT Choppers
Speedo: none
Pegs: TNT Choppers
Electrics: TNT Choppers
Gas tank: TNT Choppers
Oil tank: TNT Choppers
Oil system: TNT Choppers hard lines
Primary: open belt
Seat: James Dean
Mirrors: none
Grips: TNT Choppers
FORKS
Type: American Suspension
Extension: 26-inches over
Builder: TNT/American Susp.



WHEELS

Make: Weld
Size: 120/280
Hub: sprator
Tires: Avon
Brakes: Performance Machine
Photos: Don Rogers





THE BEST NEW RALLY IN AMERICA **THUNDER IN THE ROCKIES**

When you think motorcycle rallies, the big three immediately roar into your mind; Sturgis, Daytona and Laconia. You also immediately think of a few other details; traffic congestion, long waits for everything, a severe lack of pretty women (Daytona a little less so), short-tempered cops (Daytona wins for irritable cops) and more traffic. The major rallies feel less like fun biker get-togethers and more like hard-sell marketing assaults every year.

What you don't automatically think of are wide-open spaces, laid-back cops and easy rolls between events. The latter is Thunder in the Rockies. Mitch Pfeiffer, general manager of Thunder Mountain Custom Cycles and Todd Erdmann,

owner of TMCC and Thunder Mountain Harley-Davidson, put a call through to the staff at Easyriders asking them to cover the event, just prior to the kick-off in Loveland, Colorado, on September 1st. In turn, I was sent out.

"You've gotta get up here for this," Mitch said on the phone. "It's going to be the coolest rally you've ever seen. We're doing this thing so differently. It's well-organized, we've got lots of great-looking women, awesome, entertainment and the rides through the Rockies and up into Wyoming are gonna blow people away."

I doubt there's a motorcycle dealership in the world that has more attractive women in its employ than TMH-D. Which

certainly makes the whole experience that much more enjoyable. Accident? Not if you know Todd, who owns the whole shebang. He's got a good grasp on the business of motorcycles.

"Motorcycles are entertainment," Todd belted out in his gravelly voice, as we sat on a second-story patio overlooking the Rockies. Below, a steady stream of an estimated 20,000 motorcycles rolled in and out, some heading for one of the many poker runs and scenic rides, some rolling toward The Ranch a few miles away where the exhibitions were held. "They're for fun. This whole business is about style, beauty, excitement and fun. Anybody who says anything else doesn't know what he's talking about. We're



trying to do stuff differently," Todd said.

"Look, we're centrally located in the middle of the country, so it's a good run from anywhere in the country. We're at the base of the Rockies. In minutes after leaving TMCC you can be rolling along some of the finest riding roads anywhere in the world. We've got all this space," Todd said, sweeping his hand across the open region. "See that's what I want to stay away from that other rallies have, all that crowding. I hate crowding. Out here, we can fit a huge number of folks and bikes and still breathe. I want to make this the most relaxing, fun, easy-going motorcycle rally in the world. I also want to make it classier, more modern. Nothing's worse than having to wait in lines or seeing the same old acts you've seen since 1980."

"No kidding," Mitch said. "Those other rallies are so packed you can't even keep a buzz anymore because by the time you get a beer, the last one has worn off. And forget about it if you have to go to the bathroom."

"Have you ever been to Estes Park?" Todd asked. "You've got to run up to Estes. It'll floor you. It's absolutely gorgeous. You can smell the river that runs right along the highway through Big Thompson Canyon. You can stop and fly fish. They have some great restaurants up there, too."

A gleaming, new TMCC 240 Blackhawk was rolled up by one of the TMCC



staffers. "It's full of fuel. Just go out of the parking lot, hang a right and take 34 West. It goes all the way to Estes. You can't miss it. Take you about 30 minutes to be there."

For the next three and a half hours I putted along the winding, twisting two-lane Highway 34, which travels up Big Thompson Canyon to Estes Park, 7,500 feet into the Rockies, through walls of standing granite that realign your perspective. The traffic was light, mainly



motorcycles, all drifting up or down the mountains at casual speeds. On the way up, I realized everybody was doing something that caught my eye. They were waving. All of them. Not just one or two. Not, quite a few. All of them. Every rider that passed had a hand held up in a gesture of genuine salutation. Strumming along at 40 to 50 mph, through those back highways in the Rockies, with the smell of the pines, the trout fishermen flipping weightless flies in hip-waders and all that space...it wasn't long before I found myself waving back.

In Estes, I found a small restaurant off the path and ordered a fresh rainbow trout. The weather was mild, 80 degrees and sunny with a chatty little breeze that set the Cottonwood leaves to gossiping. A lake sat below the city, which had sailboats and more pretty women zooming about in bikinis on water skis. Parking was simple. Pull right in and shut her down. Service was friendly and

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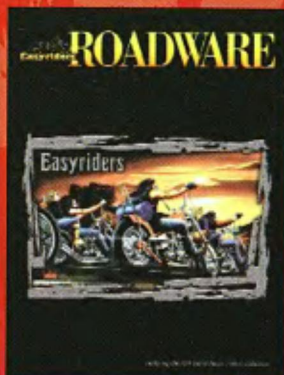
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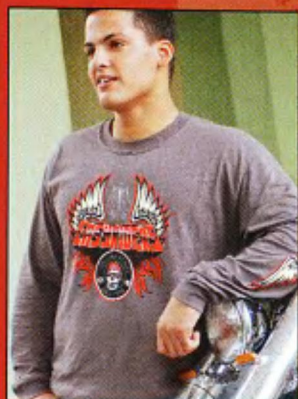
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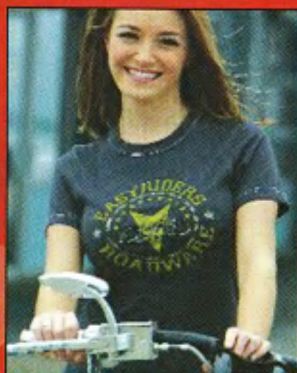
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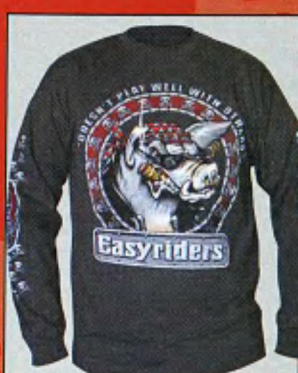
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welcoming, not rushed or pushing you to get out of the table by placing a bill in your face half-way through lunch so they could flip it and make that rally coin. Nobody was selling T-shirts.

Thunder in the Rockies offered lots of very talented local bands (nearby Denver has a respected jazz and blues scene), all free, in the Feelin' Lucky Saloon. Beer was \$3. Most times I walked right up and ordered on the spot. The service was cheerful. The dancers were a blast and had the place bumping.

Todd, Mitch and I then zoomed over to The Ranch three miles up the road and into the Budweiser center, where we met *Blue Collar* comedian, Ron White, backstage. He was three-highballs deep into his act already. Ronny drinks. Now if you've never seen Ron White, it's worth coming to Thunder in the Rockies just for him. When Todd asked Ron if he rode motorcycles, Ron looked disheartened and said, "No, my wife won't let me. See, her uncle was killed in a motorcycle wreck... I told her, Jesus Christ, honey, I'm glad he didn't die jacking off!"

Ron told ingenious jokes that night and not one gag failed to cause the audience to explode with laughter. He had the audience in stitches and has the ability to drink half a bottle of Scotch during his routine and still keep track of what he was doing. It was, hands down, the finest entertainment I've ever encountered at any motorcycle event. A huge standing ovation got a second round out of Ron, who also went through three cigars and at one point, with a wry, drunken smirk suddenly commented in mid-joke, "Hey, wait a damned minute, I'm doing Foxworthy's routine. Oh shit! Why am I doing Foxworthy's material?" Then brandishing the bottle of Scotch he added, "Yes, folks, it's real whiskey. I've got two Scottish terriers. When you drink as much of this stuff as I do, eventually they just send you the damned dogs."

This rally isn't the biggest and it isn't the oldest. Maybe that's why it was such a good time. It was fresh, low-stress, inexpensive and friendly, populated with plenty of pretty single women, with enough space to keep everyone happy and waving.

If you're looking for a rally that's decent sized—yet not congested—very well organized, clean, hip and a helluva lot of fun, we recommend you put Thunder in the Rockies on your rally list for next season. Plus, it's all helmet-free! For more info, visit their Web site at www.thunderintherockies.com.

—Jim Houck

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A real ice-breaker... or meltdown, Broken Spoke Saloon, Laconia 2005.

—Chris Stevens, Malden, Mass.



Ice wrestling break, Oklahoma Bike Week. —Stripe, Sparks America



Panhead surfing, anyone?

—Katmandu, Salisbury, N.C.



Scenic view of the Devil's Finger.

—Dave Magdiel, Monument Valley, Utah



Three (or is it six?) great reasons to attend a Texas biker blowout.

—Pitstop Dave, Dawgs on Hawgs, Henderson, Texas



Up against the wall, Muthas.

—John Surprenant, Fort Collins, Colo.



Mike "Lucifer" Hatfield

Just don't hit the brakes!

—Mike and Bobbi Hatfield, Lowell, Ark.



Pearls after swine? It's the 20th Anniversary Pig Wrestling Event at Caldron Falls Bar, Wis.

—Steven Dumovich, Egg Harbor, Wis.



The feel of Victory.

—Uncle Ludy, Torrington, Wyo.



Roastin' rubbah at Sinister Cycles.

—Jason Zywicki, Twig, Minn.



"Jeez, I guess you win."

—Katmandu, Salisbury, N.C.



Feed the beast.

—Trudy Sharp, Marshalltown, Iowa



Sharin' with Italian SWAT unit.—SFC Corey Snyder, Camp Bondsteel



No windshield for Uncle Jake.—Vickie Appelman, Delray Beach, Fla.



Bird watchers. Kool and the Wilmette gang at a bar in Wisconsin.

—Judy Boden, Wilmette, Ill.



Mike and Brandi proving shovelheads rule.

—Judy Brown, Salisbury, N.C.



Nothin' ugly 'bout those coyotes. —Max Adams and Matt, Elgin, S.C.



Leapin' lanyards! —Snapshot, Hog Wild Rodeo, Conesville, Iowa

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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Sucker Punch



First, let's clear the air about the derivation of the Miamitown, Ohio, shop's name—or misnomer. Sucker Punch Sallys doesn't have anything to do with co-owner Jeff Cochran's grandmother. And no, she never sucker-punched anyone while in a New York slammer. In fact, she's a very sweet, although spunky, lady.

A Buckeye Bobber With Old-School Values

Sucker Punched



Okay, that should get us through the front door of the shop without having to duck.

All kidding and ducking aside, despite the various rumors about the shop's name, Jeff testifies that it was just something he thought up to go along with the clothing line, Sin Wear, he started a while back and the catchy name stuck when he opened the custom bike shop about four years ago. Speaking of "shop," we often talk about square footage, but in this case we're talking square acres. Sucker Punch Sallys (SPS) is located down a country lane in the midst of 200 acres of Ohio landscape not far from Cincinnati. It resides on the family land of Jeff's good friend and partner, Donnie Loos, himself in the bike business some 20 years. Says Jeff, "His strengths are my weaknesses and vice versa, so it has really worked out."

As for the SPS style, Jeff says, "I always did the old-school stuff, as my father before me. If you wanted to sum it up in one word, it would 'minimal.' Just the minimal amount that you could have on a motorcycle and make it safe and legal to ride. Call it 'no fluff,' as in—we'd rather not fluff 'em up with extra doodads. Our bikes are designed to ride. For example, we had a customer who flew in from Denver, got on his SPS bike and rode it the 1,500 miles back home. Our bikes are simple, nothing complex or finicky. Just put in the key, ride off and enjoy it."

SPS is also a strong promoter of our U.S. military. In fact, the bobber seen here was recently bought by a serviceman after he saw it on the SPS Web site. "Our bikes last about 40 minutes after they go up on the Web," says Jeff. "This particular bike got shipped to Japan when the owner was sent overseas, so he's riding his American bobber over there."

Besides building no frills/all thrills bikes with old-school values, SPS has managed to maintain a price point that has people shaking their heads. Their base, turnkey bikes, which are powered by Harley factory 80-inch Evolution motors, are tagged at \$15,995 and if you







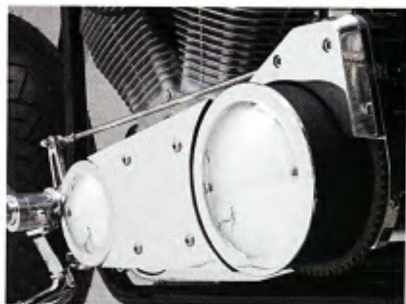
don't need paint, it's knocked down to \$14,700. The Bobber line, featuring the SPS rigid frame, runs around 18K and comes in both narrow and fat-tire versions like this bike, shod in 16-inch chubby white walls and matching grips. The SPS shovelhead models are powered by the new S&S two-piece rocker box motors and for their pans they use Accurate Engineering. They also run

S&S mills in all of their big-motored bikes to keep ya flyin'.

SPS pumps out a serious amount of customs annually, but no clones—each a chunk of iron imbued with knockout quality uniqueness. So don't worry about Sally and her sucker punch. She's got your back.

For more information call Don Loos at 513-353-1446.

—Paul Garson



Owner: Sucker Punch Sallys

City: Miamitown, Ohio

GENERAL

Designer: Jeff Cochran

Fabrication: Jeff Cochran

Year and make: 2005 Sucker Punch

Model: Bobber

Assembly: Sucker Punch Sallys

Time: 4 weeks

Chroming: no fluff

Engine

Year: 2005

Model: Evo

Builder: Harley-Davidson

Ignition: Dyna

Displacement: 80 cubic inches

Lower end: Harley-Davidson

Balancing: Harley-Davidson

Pistons: stock



Heads: Harley-Davidson

Cam: Harley-Davidson

Lifters: Harley-Davidson

Carb(s): S&S

Air cleaner: S&S

Pipes: Kraftech

Transmission: 2005 Harley-Davidson

Modifications: stock

Shifting: 5-speed

PAINTING

Painter: Armstrong Design

Color/Type: black/gold/House of Kolor

FRAME

Year: 2005

Builder: Sucker Punch Sallys

Type: Rigid

Rake: 40 degrees

Shocks: we said rigid

Modifications: bobberized

ACCESSORIES

Bars: Khromewerks

Handlebar controls: Khromewerks

Fenders: Russ Wernimont

Headlight: Harley-Davidson

Taillight: Kevin

Speedo: Dakota Digital

Front pegs: Thunderheart

Electrics: Sucker Punch Sallys

Gas tank: Harley-Davidson

Oil tank: Kustom Werks

Oil system: Harley-Davidson

Seat: Sucker Punch Sallys

Grips: Sucker Punch Sallys

FORKS

Type: telescopic

Extension: minus 4 inches

Builder: Harley-Davidson

FRONT WHEEL

Size: 16-inch

Wheel: Harley-Davidson

Tire: Metzeler

Brake: Harley-Davidson

REAR WHEEL

Size: 16-inch

Wheel: Harley-Davidson

Tire: Metzeler

Brake: Harley-Davidson

Photographer: Michael Lichter



Meet November's Winner

When I heard the model's name for the shoot was Ronnie, I thought my beloved *Easyriders* had begun catering to an alternate lifestyle. Not that there's anything wrong with that. However, I was VERY relieved to see November's Fox Hunt winner stroll through the doors. Now that I knew what we were in for, we were all very satisfied. Brad, the owner of the Riff Raff Custom calmed down, Mike Chase, our photog, started breathing again and everything was right with the world. Yup, right up until she doffed her top and those perky, natural tits popped out. Holy Hooterville! Brad passed out and Mike...well, he caught it all on film. Ronnie, on the other hand (five fingers), took it all in stride as she pouted and posed all over this cool custom. Turn to Page 98 to see all the results. Well, not all...but enough.

—Howie Feltersnatch



Annalina-New Jersey

#0401

"As far as the first ride goes...yeah, been there, done that. I want to be in the magazine more than anything else I can think of."



Jennifer-North Carolina

#0402

"It's not difficult to describe my first ride at all! I felt so sexy and I loved every wonderful minute of it!"



Amber—Nevada

#0403

"The only thing better than riding on the BACK is getting out and riding your OWN."



Nancy—Canada

#0404

"My first ride lasted 5 seconds...crashed my Sporty into my neighbor's house. I ride much better now."



Jessyca—Georgia

#0405

"There's something about riding on a Harley. It makes your pulse quicken, your nipples hard and... yeah, all that stuff. Almost like sex."



Tara—Connecticut

#0406

"I was 8 years old and my Dad surprised me by picking me up at school on his bike. It felt awesome to be picked up on a Harley...everyone was jealous."

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 #394 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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



Houston...we have a problem! Who would have thought that this would have EVER happened? You won't believe your own eyes. Come one, come all and witness it for yourself next issue...you won't believe it.

394

FOX HUNT

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I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization. I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

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!

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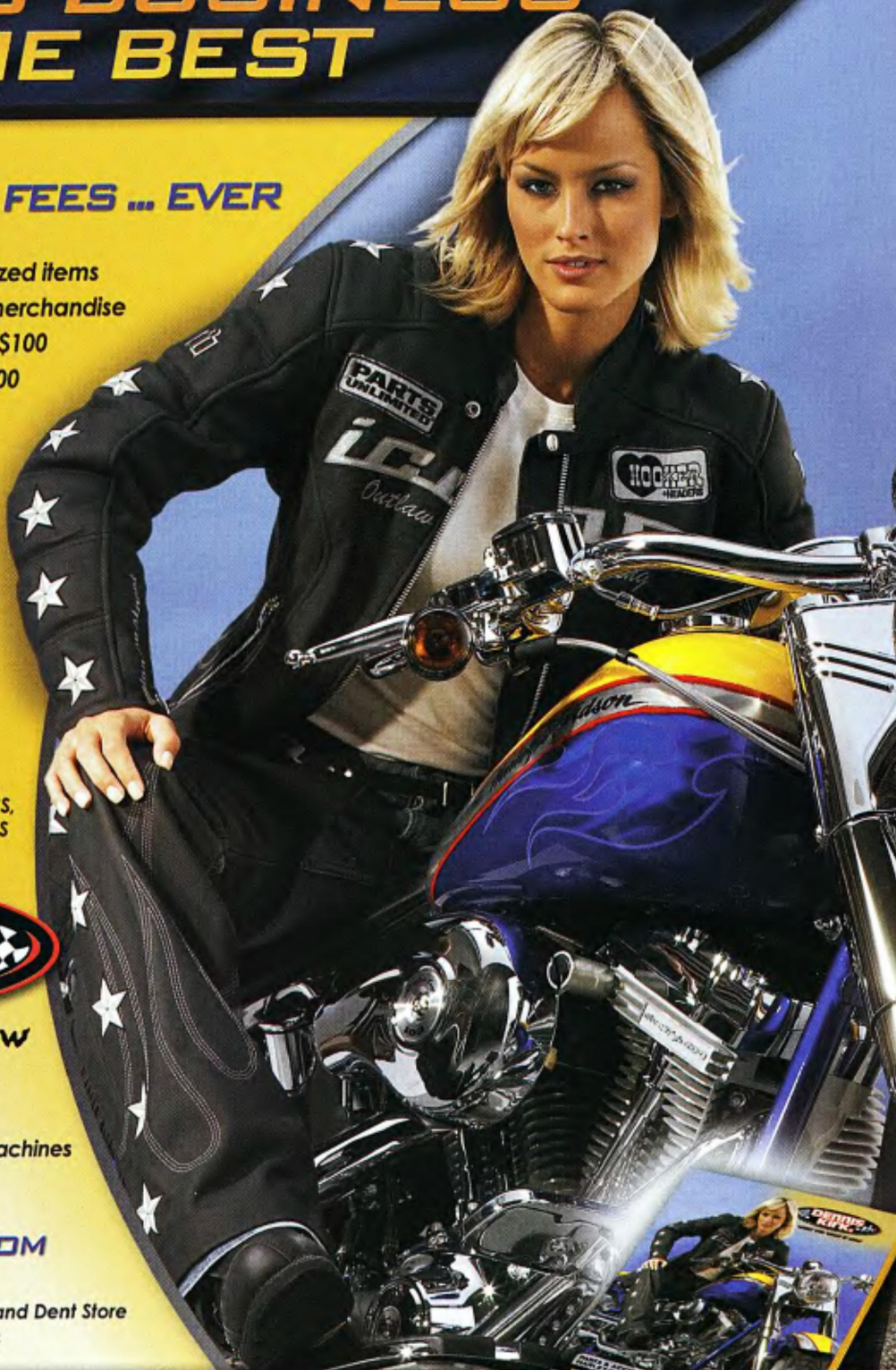
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MAN'S RUIN

KCC Doubles Up On An Easyriders Centerfold Bike

As we're writing this homage to horsepower—as in 145 cubic inches and 185 hp—Kim Suter of KC Creations (KCC) is probably hooking into a Marlin off the coast of Mexico. Kim is on a much-deserved vacation and it's only his second go at the ultimate game fish, but if his luck holds he'll bring some bragging rights back to Kansas City. The first time he went Marlin hunting, he and his friends hooked into three massive Marlin within four hours, something the charter boat captain called a once-in-a-lifetime deal. The largest weighed close to 500 pounds and charged at the boat as in *Jaws XXVII*. We're talking extreme fish.

If you're looking for extreme, Kim's Easyriders 2005 Centerfold Bike has all that and then some. "My guys wanted to go completely radical after our previous Centerfold bike," Kim says. "Somewhere we hadn't gone before."





"We built this bike in the fall of 2004 just when the 330 Avon was first appearing and at the same time S&S released the first of their 145-inch motors, so we thought we'd just do everything extreme. As it evolved, we made up a neat manifold for dual 45 Mikunis, added the dual headlights and dual separated exhausts...two of everything more or less." And it's safe to say, enough power to make you see double.

That "extreme" also applies to the bike's frame, a prototype just being developed to handle the brand new 330-series tire. Then Kendall Johnson jumped in and ported the heads, which helped bring out 185 ponies. Even the bodywork, the half fenders, oil tank in the airdam and sharp-edged gas tank, all hand-formed in the KCC workshop, were departures from the KCC "norm."

There were spin-off benefits from taking the uncharted route. While working out the mating of the 330 to the new frame, Kim and his crew found a way to use the same chassis to run a choice of either a 300 tire with an 1 1/2-inch belt or a 330 tire with an O-ring chain utilizing the same offset. This is a feature that was carried over into their production bikes.

Kim's always had a penchant for building bikes that rode as well as they've shown, in other words: a usable motorcycle as opposed to a piece of expensive garage furniture. "Even though this bike looks so long and radical, it's still rideable," says Kim.

As for the extreme "Man's Ruin," paintjob, the platinum metallic base was embellished by "dueling" painters...again that "two of everything" theme. In this case, Kim wanted to afford two of his talented paint meisters the opportunity to express themselves on a high-profile bike since it would be touring the country with the Easyriders Bike Shows. "On the top of the tank there's a girl, my future girlfriend, with these little white shorty shorts that say KC on the back of them," Kim laughs. "There's a poker hand of



8s and Aces and a Jim Beam bottle laying on its side on the right side of the tank and pouring down it. It's all the extremes that bring a man to ruin. On the back fender there's flames and skulls which go along with the story that all these things will bring you to a hellish ending, the bike sort of spitting out the bones at the back of the bike. One of my guys is a real good airbrush artist, the other is into graphics. Usually one guy gets to do one bike, but this time it was a team effort, one painter doing the bottom half in hard line graphics while the whole top of the bike is freehand airbrush. It keeps everybody happy and the two keeping pushing each other to do better."

Speaking of happy, while Kim was at Daytona, the bike was on display at the Easyriders truck and he got a phone call. "Hey, there's a guy here who says he wants to buy your bike. He says the paint is just like his lifestyle. And, he's a horsepower freak." Says Kim, "Problem was the Easyriders Tour wasn't over. So I called John Green at Easyriders' Events and told him I'd been offered some good money for the bike. John just said, why you calling me? Take the money."

Kim took the advice, the bike deal was sealed in the parking lot of the Iron Horse Saloon and he replaced Man's Ruin with another of his stellar bikes. It was a win-win situation for all involved. Radical, man.

—Paul Garson





Owner: Kim "Big Sexy" Suter
City: Overland Park, Kansas

GENERAL

Designer: Kim Suter/ KC Creations
Fabrication: Paul Harper
Year and make: 2005 Special Construction
Model: Easyriders Centerfold Tour Bike
Assembly: Paul Harper
Time: 10 weeks
Chroming: A&A Plating

ENGINE

Year: 2005
Model: S&S
Rebuilder: Kendall Johnson
Ignition: Crane
Displacement: 145 cubic inches
Lower end: S&S
Balancing: very
Pistons: huge
Heads: Kendall Johnson
Cam: Andrews .800 lift
Lifters: yes
Carb(s): dual 42 Mikuni

Air cleaner: twin stacks
Pipes: KC Creations
Mufflers: none
Transmission: 2005 Baker
Modifications: polished
Shifting: 6-speed
Painting
Painter: Scott Thomas/John Nicolas
Color/Type: platinum metallic
Special paint: air brush and graphics

FRAME

Year: 2005
Builder: KC Creations
Type: prototype/rigid
Rake: 43 degrees
Stretch: 7 out, 3 up
Modifications: all of it
ACCESSORIES
Bars: KC Creations
Handlebar controls: C.J. Max Cycle Controls
Fenders: KC Creations
Headlight: dual Headwinds
Taillight: KC Creations bullets

Speedo: Dakota digital
Dash: none
Front pegs: KC Creations
Electrics: KC Creations
Gas tank: KC Creations
Oil tank: in front air dam
Seat: Danny Gray
Grips: KC Creations

FORKS

Type: Big-Inch Bikes
Extension: 8-over
Builder: KC Creations

WHEELS FRONT

Size: 21 x 3.5
Wheel: Weld
Tire: Avon
Brake: HHI

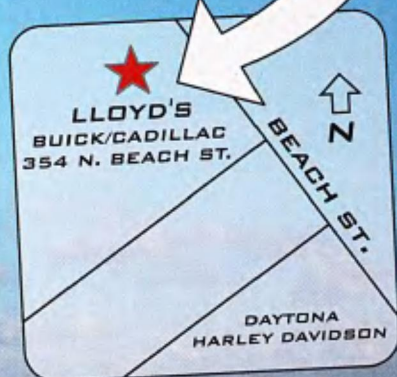
WHEELS REAR

Size: 17 x 12
Wheel: Weld
Tire: 330 Avon
Brake: HHI

Photographer: Michael Lichter



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KEEPING MEMORIES ALIVE... AND KICKING

Glenn Bator

Glenn Bator believes in investing in metal. Iron, specifically. Iron horses to be exact. But he also knows his fetlocks from his Friesians, the latter being a horse of Dutch ancestry. When we spoke with Glenn from his Ojai, California, restoration shop, he and his wife had just returned from Montana where they had gone in search of one of the beautiful animals to replace one recently lost to illness. While there are some 30,000 Friesians in the International Registry, Glenn's iron horses often number only in one handful. He specializes in extremely rare American motorcycles, the likes of Flying Merckels, Cyclones, 4-cylinder Aces and Reading-Standards as well as exceptional Harley-Davidsons. Bottom line, he keeps the motorcycle memories alive and kicking.

His fascination, perhaps genetically inclined, began at the age of six when one of his four older brothers brought home a new 305 Honda. "He couldn't get

me off the darn thing and in the process of fondling the bike I managed to knock it over which didn't make my brother very happy." Growing up in Covina, California, he took on a succession of "hand me down" bikes from his bros, all needing repair to get them running. Thus was the beginning for his career as a *restorer par excellence* that would see six of his bikes featured in the acclaimed Guggenheim exhibit, others bought by the Harley-Davidson Museum and still others valued as treasured possessions in the hands of collectors worldwide.

His first step toward classic American bikes began more than 25 years ago when he purchased a 1975 Super Glide, his first Harley. He soon hooked up with his second, a stripped down 1971 FLH dresser, that in 1979 he rode some 13,000 miles around the U.S. in four months. After returning to SoCal, he bought his first classic motorcycle, a 1957 Sportster, Serial No. 1099, Harley



starting their numbering at 1000. "While I was working on other brands, Harleys were always near and dear to me, so I always kept that bike during the years that followed," says Glenn.

The '57 Sporty eventually fell victim to a divorce, but there was a silver lining as the bike was bought by Otis Chandler of the *Los Angeles Times* newspaper fame who wanted it for his Oxnard, California, museum. He also wanted Glenn to restore his bikes, so for the next eight years he was involved in restoring bikes for the museum. "At first I bought a hunk of junk Harley KHK out of San Diego and restored it for them. Then they wanted me to build them a replica of the Captain America bike from the movie *Easy Rider* and that was followed by the Dennis Hopper Billy Bike. After that there came a 1929 JDH two-cam Harley, a 1919 Sport Twin and a 1958 XLH—which was a first year model."

In 1994 he became the Chandler Museum's general manager, a position he held for a decade before a parting of ways after which he founded his own company. "Basically I now do for myself what I did for the museum, dealing with high-end motorcycles. I was already established in the community so I utilized the knowledge and connections I had established to start Bator International. Last year we grossed \$1.5 million in motorcycles sales, all from basically a little mom and pop operation."

Glenn's customers are of the deep pocket variety and include the National Motorcycle Museum, the Barber Museum and even Harley-Davidson itself for whom he supplied, among others, an all original two-cam factory road racer brought out of Switzerland. "They were very happy to get it back."

Bator International specializes in antique, vintage and classic motorcycles, 95% of those restored over the year by Glenn being of American manufacture, primarily Harley-Davidsons. "As I moved away from the museum, I've been getting into some exotic restorations, for example a 1919 Reading-Standard board-track racer along with a 1912 Excelsior single for a collector in New York. On the workbench I have a 1923 Harley Model W Sport Twin, a 1930 Henderson KJ 4-Cylinder and I just took on an Ace from the Netherlands that needed attention. I've finished a 1970 Harley Boattail Sportster that went to a Harley dealership in Italy and then there's a 1929 Harley JD "Cutdown" going to a customer in Japan."

While Glenn will occasionally unearth



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something in totally original and running condition, most require serious rehabilitation. Case in point, the boardtrack racer Reading-Standard. "The engine had been grenaded, the cranks broken in half, so I had to find another motor and rebuild it. But we brought it back to life and showroom condition." Up until recently, Glenn handled all the restoration work for each bike, though subcontracting the paint and chrome, but now is ably aided by Rick Krieger. "Now that we have Rick, while I'm still hands on, for example currently rebuilding the motors for the Harley W Sport Twin and the Henderson KJ 4, Rick is working on the chassis and sub assemblies although he's capable of handling the mechanical work as well. But with his help we can now get the restorations completed sooner and increase our productivity."

Over the years Glenn also been busy putting on the longstanding Hanover and El Camino vintage bike shows and swap meets and the famous Del Mar Concourse D'Elegance, though the latter has been discontinued. In other words he lives, breathes, builds, restores, sells and promotes rare and historic motorcycles eight days a week.



If you're looking for a 1914 Indian V-twin with 722 miles or a mint Four Cylinder Ace, or something similar, give Glenn a call at 805-646-9566 or visit his Web site www.batorinternational.com. Investing in precious metal never looked better.

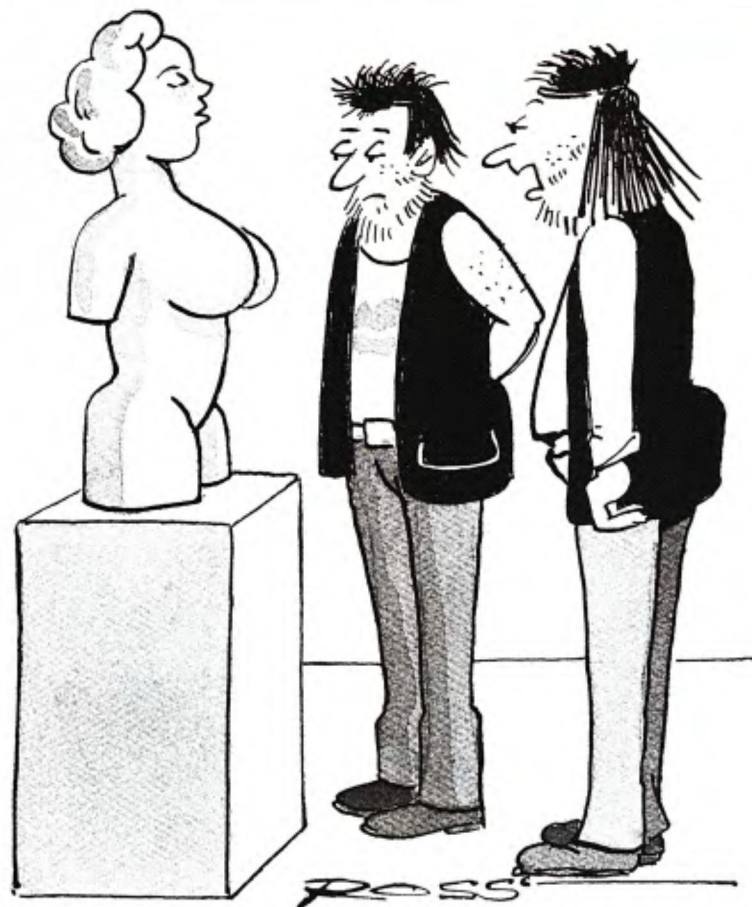
Insider Trading Tips

As far as collecting motorcycles as an investment, Glenn says, "I always make sure that if my clients wanted to turn around and sell their bike on the very same day they bought it from me, they could for the same price and then some. For example, a couple years ago a client paid \$70,000 for a Flying Merkel. The bike today is worth about \$115,000. I don't put any of my money into the stock market. Everything I do is buying iron. Even if the economy takes a downturn, with the right bike you always have a tangible product. Over the years I've never seen the right bikes decrease in value. You have to know your bike investments. Like an Indian Chief might seem a good investment and they can be, but because of so many reproduction parts, there's an abundance of Chiefs, so the prices are flat, prices lower than a couple years ago. You want to buy the best stuff, what I call the nuggets...a Crocker or Flying Merkel or Cyclone, along those lines. While mid-range bikes and buyers are holding back, the high-end bikes and the guys who collect them are impervious to the vagaries of the economy. There will always be the right money for the right motorcycle." As an example, he's currently finished up a Crocker Twin that has a price tag of \$200,000. Next to dragon's teeth, they are the stuff of dreams for many collectors at the top of the food chain.

Glenn Bator's Top Three Bikes

About two years ago, Glenn built a new 1800 square-foot facility on two acres of land in Ojai, plus an apartment for his visiting clients so they could really spend some time getting to know their new bike under consideration. Many of his personal bikes were sold to finance the building process. When asked to pick his three favorite must-have bikes, he replied: "You got me against the wall; I love them all. Probably a really nice Indian or Ace Four for a gentleman's bike. As for something sporty, a Cyclone. And I'd probably go with an early JDH two-cam Harley. They're neat bikes and though not necessarily a big monetary consideration, they have the torque I love." What more could you ask for?

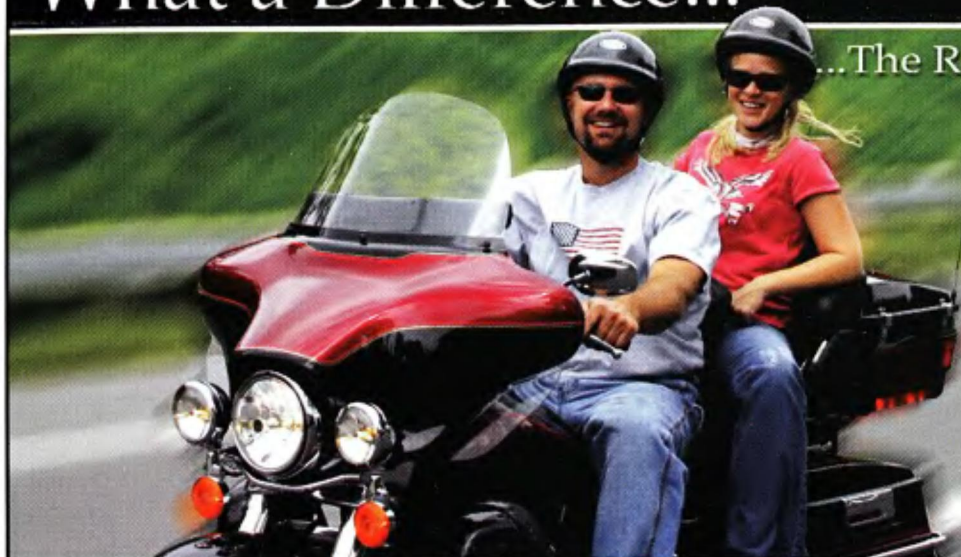
—Paul Garson



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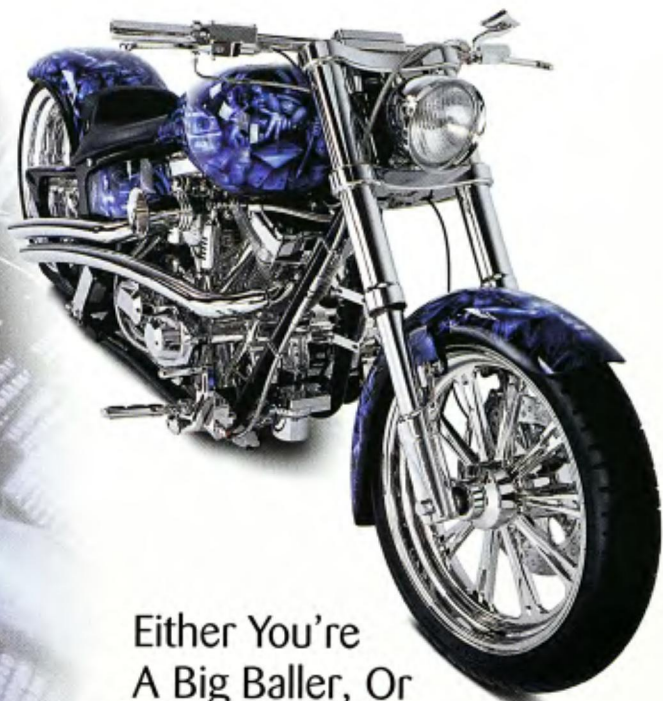
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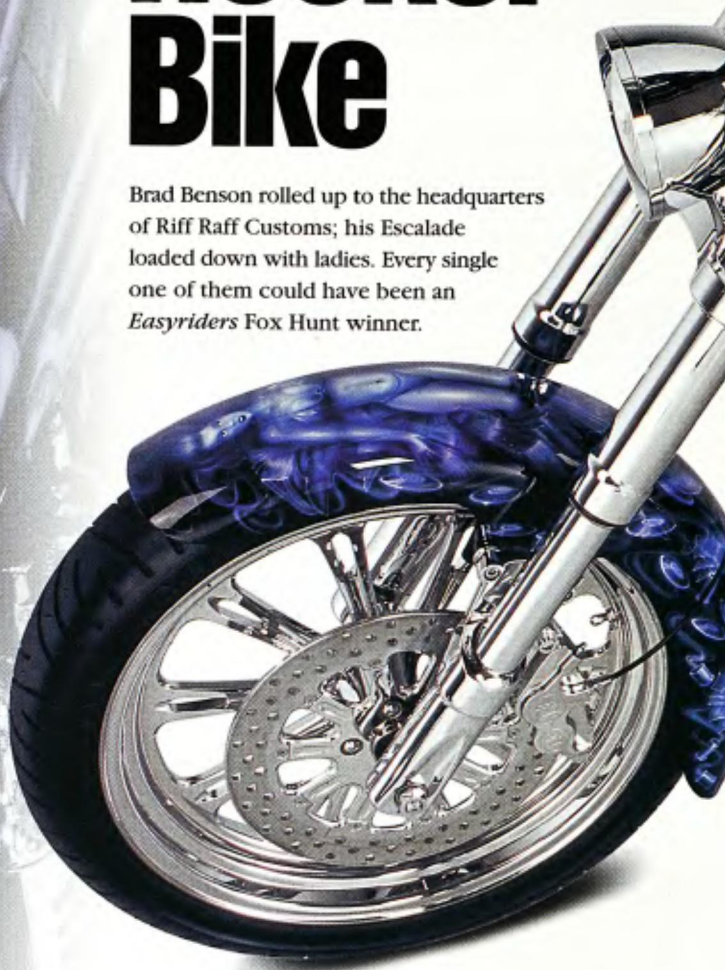
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Either You're
A Big Baller, Or
Ya Wish You Were

Hooker Bike

Brad Benson rolled up to the headquarters of Riff Raff Customs; his Escalade loaded down with ladies. Every single one of them could have been an *Easyriders* Fox Hunt winner.





Brad's career in the wholesale automotive business takes him many places and the way he gets there makes him one cool boy who has all the right toys. That's why it is no surprise that he commissioned this custom bike project with Scott Hultquist. Riff Raff Customs is the name of Scott's shop where, for over 15 years, he has developed a reputation for his incredible paint work.



He loves the idea of creating two-wheeled, rideable works of art so much that he would do it for free—if he didn't need tequila money.

Scott began his custom work by chopping cars and making them into some envious rides. He always had a scooter and was often messing around with it. Some of his riding buddies were trying to talk him into doing custom

things with their bikes as well, so Scott jumped into bike building full-time.

"Back in those days, you couldn't build what you can today," Scott says. "There was nothing that you could buy, so you had to make every one-off part yourself." In 1991, you couldn't buy a Harley-Davidson Fat Boy, unless you were willing to get on a waiting list. Scott began changing a lot of bikes to look like a Fat Boy—and his loyal following began growing.

When Brad was discussing his concept with Scott, he told him, "I want the very best of everything on this bike to make it the baddest one around, but it

can't be mistaken for anyone else's." Scott harvested the talents of custom painter extraordinaire, Craig Frazier. When the painted sheet metal arrived back at Riff Raff, Scott knew that Brad would be jazzed about the entire bike.

Scott is most proud of all the attention that Brad's "Hooker" gets everywhere she goes. One trick that keeps heads turned in her direction is something that Riff Raff doesn't repeat very often. Scott welded and molded the rear fender to the swingarm, giving Hooker's hidden-shock backside a rigid look.

Brad treats his Hooker right and keeps her on the streets. He's been spotted



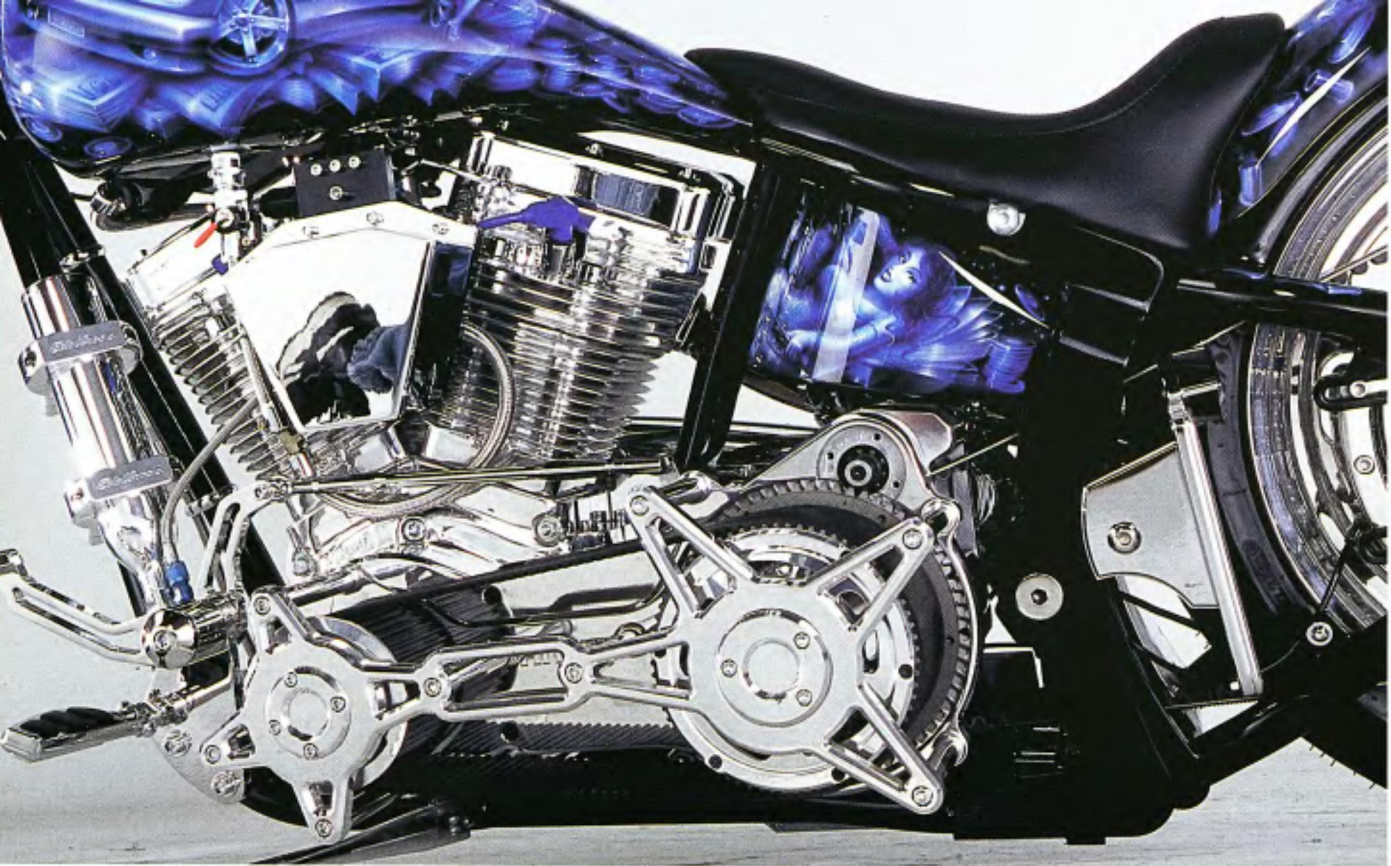
blasting down the freeway at a high rate of speed, stopping off to meet Scott at a local watering hole. Meenar's is a special place on Saturday nights, mostly because of Tyler, Jill and John who are always sure to put a splash of coke in the Black Jack.

Speaking of making a splash, here's an interestingly useless factoid surrounding this bike feature: Scott the builder, Brad the owner, and our Transylvanian model and Fox Hunt Winner, Ronnie, all live in Danville, California. Yeah, we said it was useless.

Check out Riff Raff Customs online at www.riffraff.com.

—Cheese it, da cops





Owner: Brad Benson
City: Danville, California
Fabrication: Scott Hultquist
Model: 2004 Riff Raff Custom
Time: one year
Chroming: West Coast Chrome

ENGINE

Year/Model: 2004/S&S Super Sidewinder
Builder: S&S
Displacement: 113 cubic inches
Ignition: Dyna 2000i
Cam: Woods
Carb: S&S Super G
Pipes: GP Designs
Modifications: Edelbrock nitrous oxide kit

TRANSMISSION

Year/Make: 2004 JIMS 6-speed

PAINT

Molding: Scott Hultquist
Painter: Craig Frazier
Type/Color: House of Kolor / black and blue
Special paint: Craig Frazier

FRAME

Year/Make: 2004/Rolling Thunder
Type: hidden-shock
Rake: 38 degrees
Stretch: 2 inches out
Shocks: Legend Air
Modifications: Riff Raff Customs

ACCESSORIES

Bars: Flanders
Risers: none
Handlebar controls: Performance Machine
Fenders: Scott Hultquist
Headlight: Headwinds
Taillight: Custom Chrome
Pegs: Performance Machine
Foot controls: Performance Machine
Electrics: Scott Hultquist

Gas tank: Scott Hultquist
Oil tank: Rolling Thunder
Seat: Corbin
Mirrors: V-Twin
Grips: Riff Raff Customs

FRONT END

Type: inverted
Extension: 15 inches
Triple trees: raked 6 degrees
Builder: Regency

WHEELS

Hub: Performance Machine
Size: 18-inch front and rear
Tires: Metzeler
Brakes: Performance Machine
Photos: Mike Chase



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As part of our celebration a \$70,000 motorcycle built by Eddie Trotta has already been given away to one of our readers. This was shown on the new V-Twin TV series which debuted on SPEED Channel this past November. You can see again on SPEED, check your local listing.

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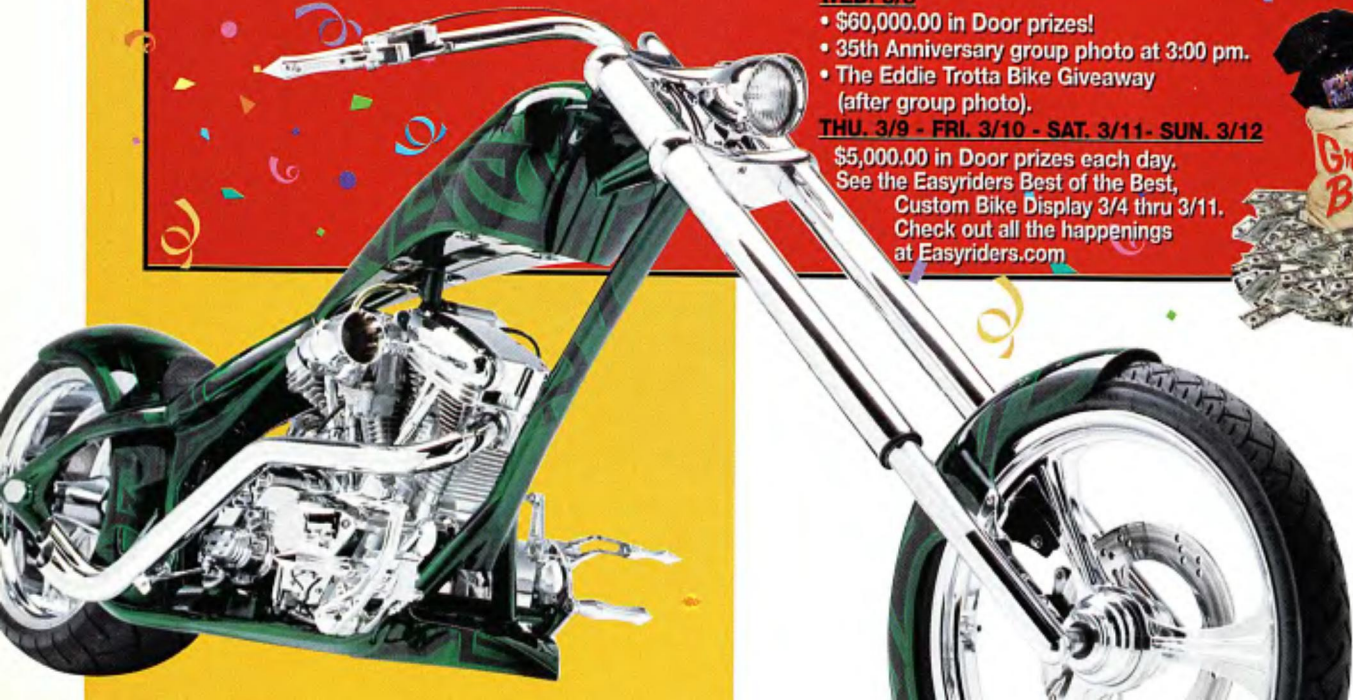
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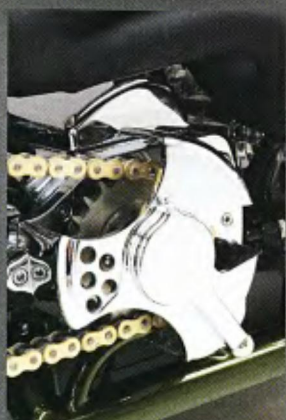


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Michigan Magic

Motor City Madness

"We got a second place Best Of Show in Denver, a first place and Best Of Show in Detroit, and then we took this bike to the Metzeler Bike Show and got our ass kicked!" says Gary Maurer. "People used this bike to lean on as they took pictures of the winners." Those amateur shutter-bugs would have done themselves a favor by just turning around. A winner was right behind them.

Gary Maurer's Kustoms, Inc. is a small shop in Grand Ledge, Michigan, right in the middle of the Motor City job-shop corridor. Over the years they've put their fabrication skills into drag cars and hot rods and done lots of specialty prototype work for others. A longtime friend and customer, Bert Baker, convinced Gary to get serious about building custom bikes.



"Of course I'd done bikes in the past," says Gary. "Mostly Harley drag frames, but I'd gotten out of it." The first bike built to re-enter the custom world was that wild no-downtube machine for Charlie Stiles. Nice comeback.

This one's a helluva follow up. Frame-wise, it's pretty much the same configuration as that first one, says Gary, with a downtube added. The owner, Tom Peet, "Petey" to everyone who knows him, had bought two or three different frames and front ends and couldn't make up his mind what he wanted until he saw that no-downtube bike. Petey, by the way, is Bert Baker's head machinist. See, it's all one big happy fabricating family up there in Michigan. Gary, incidentally, now produces all those fat tire kits for Baker, but we're getting off the subject.

As throwback-retro as Petey's bike may appear, there's some serious fabrication and engineering going on here. You have to look close. The frame, for example, is the oil tank. Oil is running throughout it, even through the drilled-and-filled neck brace. The oil enters at the bottom motor mount, runs up the front tube then through that gusset with the holes in it, down the backbone and then back down the seat tube to the



motor. "As I welded it all together," says Gary, "I had to pressure test and purge it as we went." No leaks, obviously, anywhere. There are even check valves included so the oil flows in one direction, not back-feeding into the engine when it's shut off. That's not all. The wiring is also inside the frame. It's snaked through its own conduit and the throttle cables are in there, as well. It's a pretty complicated assembly. The frame, filled with oil, has wires running out of it. Think about that for a minute.

Petey the machinist wasn't just sitting around while all this was happening. He was busy whittling up specialty parts for his bike, things both decorative and

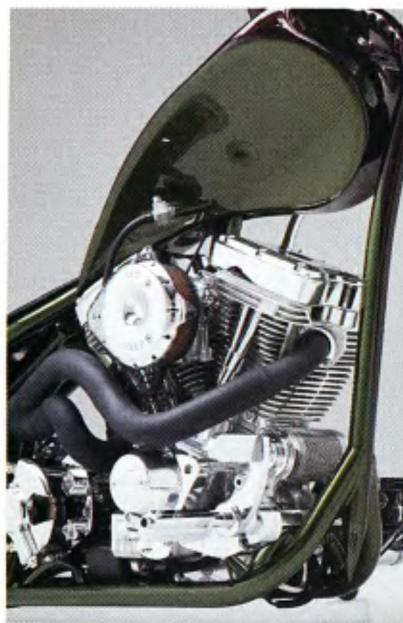
functional. The handlebars and taillight came from Billy Lane, a payback for some prototype work Petey had done for Choppers, Inc. Ditto for the Paul Cox leather seat. Julie Guilford, Gary's "significant other" and the Number Two fabricator at Kustoms, Inc. did most of the tinwork, as always. She does the fenders and gas tanks and seat pans and this gas tank, as an example, is hers. "Until the power hammers started beating her hands up too much and she had to cry uncle," says Gary. Another Gary, Gary Floate, painted the scooter a House of Kolor candy brandywine and pagan gold over a blue base. "I know, it looks green," says Gary Maurer, "but there's

really a gold hue to it. Look closely."

And if you plan to ride this bike, take note. It's a handful. "Cold sober in the middle of the afternoon it's still scary," says Gary. The long front end, foot clutch and hand shift take total concentration, especially considering that the clutch is a race-spec'd, hydraulically-actuated unit "that's either in or out." You pay attention. And have you noticed some of the other Motor City details? Like the Hurst 4-speed shifter Gary used as a kickstand, and the shift knob itself that's a Hurst pistol grip and the Strange Engineering brakes? Hey, these guys are from the Detroit area. Whadiya expect?

—Joe Kress





TRANSMISSION

Year/make: 2005 Baker DSSC

Shifting: 6-speed, hand

PAINTING

Painter: Gary Floate

Color: candy brandywine & pagan gold

Type: House of Kolor

FRAME

Year/make: 2005 Kustoms, Inc.

Type: rigid

Rake: 45 degrees

Stretch: 4 inches up / 2 inches out

ACCESSORIES

Handlebars: Choppers, Inc.

Handlebar controls: Choppers, Inc.

Fenders: Kustoms, Inc.

Headlight: Headwinds

Taillight: Choppers, Inc.

Pegs: Sick Shooters

Foot controls: Hurst

Gas tank: Kustoms, Inc.

Oil tank: in-frame

Seat: Paul Cox

Mirrors: nope

Grips: chrome

FRONT END

Type: Denver's Springer, 20-over

Builder: Mondo

WHEELS

Make: Hallcraft

Size: 21-inch front, 18-inch rear

Tires: Metzeler

Brakes: Strange Engineering

Photos: Michael Lichter

Owner: Tom Peek

City: Lansing, Michigan

GENERAL

Designer: Gary & Petey

Fabrication: Kustoms, Inc.

Year/make: 2005 Kustoms, Inc.

Model: The Bone

Assembly: Kustoms, Inc.

Time: lots!

Chroming: Paw Paw Plating

ENGINE

Year: 2005 S&S / Gates

Rebuilder: Gates

Ignition: Kendall Johnson

Displacement: 124 cubic inches

Cam: Gates

Carb: S&S

Air cleaner: S&S

Pipes: Kustoms, Inc.



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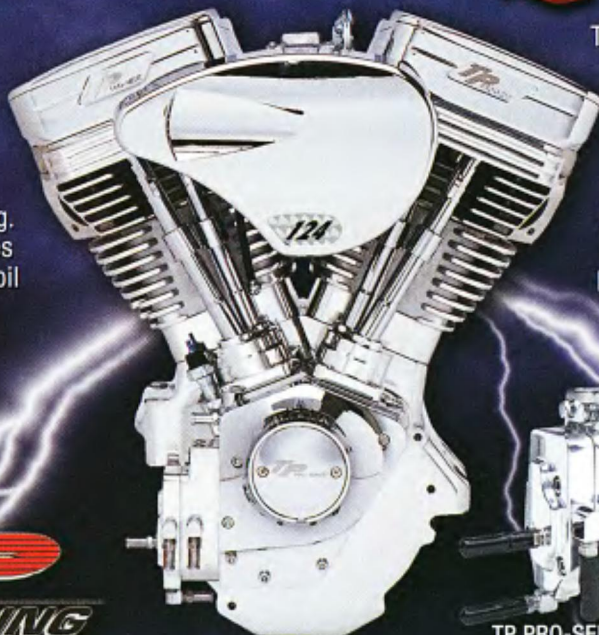
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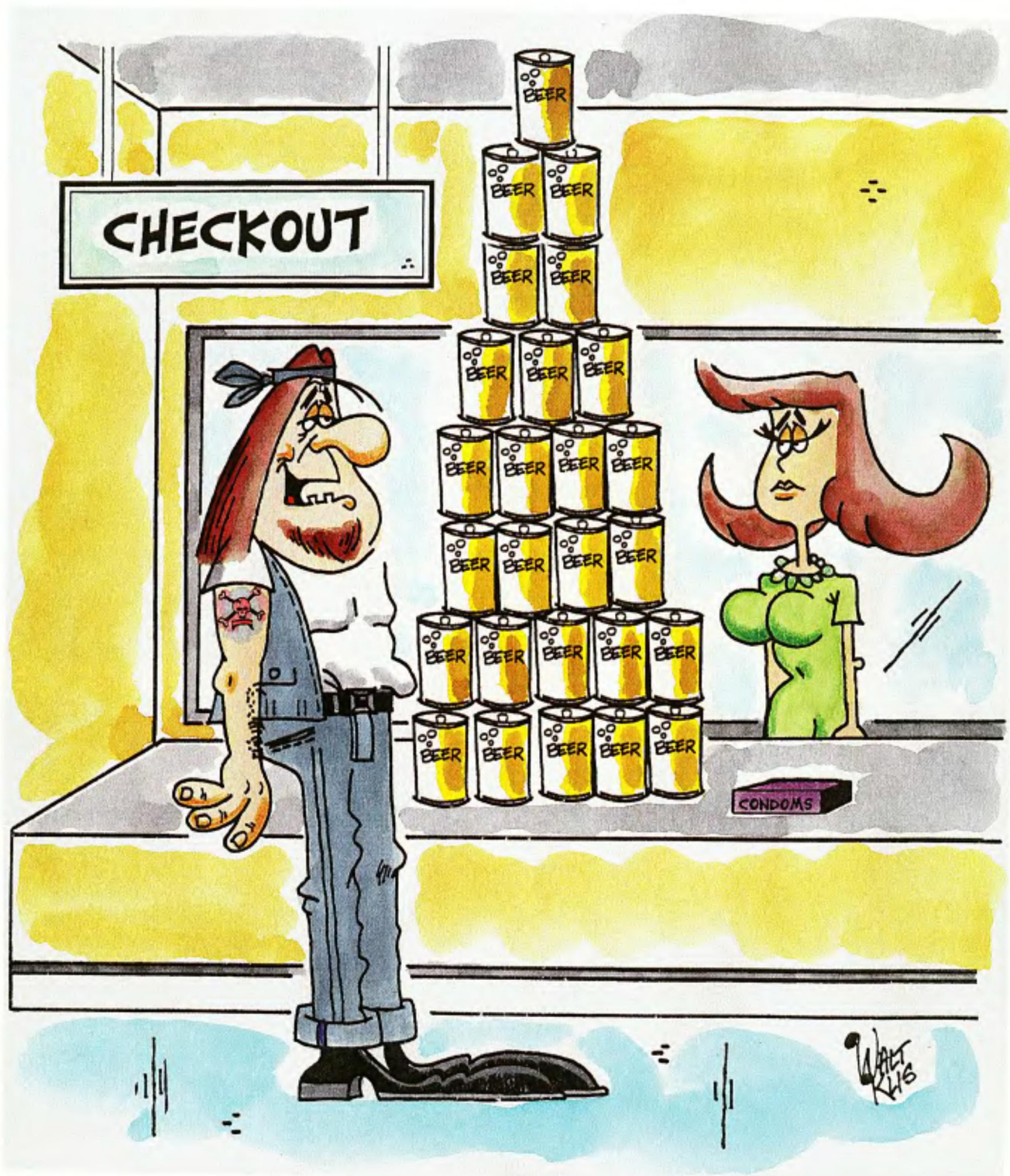
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Zombie™ Pegs

These skeletal pegs are sturdy and rugged! An ominous skull is nestled between the rubber pads with a sinister spire point filling the void. Combine this look with our Skull Air Cleaner and Mirrors. Be Bad!

Flamed Cushy Grips With Attitude!

A unique flamed pattern surrounds this grip with raised soft rubber pads.

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.

Our new ISO-Flame Grips offer soft, cushy, raised rubber pads that are very comfortable and durable! Features a cool Maltese Cross emblazoned end cap and knurled trim ring for that finishing touch. The grip accepts our widely popular ISO-Throttle Boss which greatly aids your hands on those long rides to the rallies.

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This super cool laydown license plate bracket is a major improvement over the stock "Billboard" plate mount.

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For the 66th time, Myrtle Beach opens its proverbial arms—and its various doors—to welcome motorcycle enthusiasts from all over the country and the world. With new roads around the area to make it easier for all of you to scoot back and forth between the Grand Strand and Murrell's Inlet and points in between, you'll have even more of a blast getting from one watering hole to another and from anywhere to everywhere in Myrtle Beach.

There's Highway 31, for instance, which connects the south end of Myrtle Beach with North Myrtle Beach. Highway 22 connects to Highway 31 and Highway 501 west of Conway.

Although Highway 544 is four-lane from Conway to Surfside, watch your throttle. The speed limit there is 45 mph.

Having said all that, here's your guide for this year's installment of South Carolina's finest and biggest biker bash. Since we're barely into the new year as I'm writing this, let me caution you that all dates and times are subject to change and, as usual, we've shamelessly ripped the schedule off Sonny's Web site, since he is the man who knows it all. So, for updated information, or hotel/motel reservations and lots of other interesting stuff, we suggest you check out www.myrtlebeachbikeweek.com.

—Red Baron

Myrtle Beach 2006 Guide



Daily Activities • May 12 – 21, 2005

Broadway at the Beach Hwy. 17 Bypass at 21st St.

You may want to Suck, Bang, Blow it or you may just want let your hair down at the Broken Spoke Saloon. You might want to hit the myriad vending locations for fine shopping or join a poker run to test your luck and skill. You might even want to check out a demo ride or two to see which bike fits you best.

But whatever you do, there's simply no riding by Broadway at the Beach without getting tempted by its seriously righteous, uh, temptations. This is the

place to be. It's sort of like a little town within another town, and you can get just about anything your motorcycling heart desires, from T-shirts to leathers, from all kinds of parts to whole motorcycles. Last year, more than 190 tents and some 30 semis parked along the north lot made Broadway at the Beach the center of Bike Week activity. Lots of folks and companies were there, from Easyriders Roadware and Erik Hermann's Nitrographics booth to Jeff Nicklus and his yellow Desperado Cycles rig, Grumpy's, Redneck Engineering, Exile Cycles, J&P, Jim Nasi, S&S Cycle, Mid West Choppers, Carolina Customs, and Big Dog Motorcycles.

There's also plenty of opportunity to party and mingle, with bars and restaurants and an open-air stage set up right in front of the pyramid-shaped Hard Rock Café for music-filled evenings.

Also, the dynamic Teresi Dyno-Drags will be there from May 17 through 21, so make sure you have your V-twin rocket tuned and ready to hit the stationary drag strip.

If you've never been to Myrtle Beach before, or even if you've been there many times, this is the perfect jumping-off place for exploring the local flora and fauna, and it's the perfect aperitif, so to speak, for when you're done feasting on the sights.

Other Things and Places

From south to north, vendors and watering holes alike are lined up along the thoroughfares. If it's anything like past years, you'll also see folks like Drag Specialties, Bourget's, Edelbrock, Crane Cams, Kerr Leathers, Merch Machines, Milwaukee Iron, Performance Machine, S&S, RC Components, White Brothers, Victory, and many more.

Oh yeah, and Harley-Davidson. They even have a dealership there and you'll find a lot of happenings going on at that location, too. They're at 4710 South Kings Highway, and you can reach them by calling 843-369-5555 to see what they're up to.

There'll be tons of poker runs to go on, which automatically sets you up for a ride on the briny. There's what the locals call the "Jolly Roger," sort of a Columbus-type, full sailing ship, which takes people out along the coastline for about an hour and a half.

The Lone Star Steakhouse will have a daily breakfast buffet. Four different Hooters locations will beckon you. The Motorcycle Expo is right at the Inlet Square Mall, next to Hooters in Murrell's Inlet and the Carolina Motorcycle Tours & Lone Star Steakhouse & Saloon in

Murrell's Inlet will once again sponsor poker runs on a daily basis.

Medieval Times of Myrtle Beach is a sponsor of several of the events offered during Bike Week 2005. Tours of the Castle at Myrtle Beach are part of the Poker Runs during Bike Week, organized by Carolina Motorcycle Tours.

For more info on the poker runs, guided tours, the Jolly Roger or any other jocularities going on during the Myrtle Beach Bike Week, give Sonny Productions a call at 336-643-1367, or surf on over to www.myrtlebeachbike-week.com.

Two of the best biker bars in the country, SBB & Broken Spoke Saloon, are located on the south end at Murrell's Inlet along with Bike Weeks Largest Outdoor Vending Location. Sonny Productions / Chopper Road Shows Vending location is located on Inlet Square Malls Outdoor Event Grounds, over 20 acres of paved parking and five acres for vending. You'll always find something going on at Sonny Productions Inlet Square Mall Vending Location. Poker Runs, Bike Shows, Demo Rides, and 50 plus vendors, this location is the hub of activity each day. You'll see a little bit of everything there.

Other Important Stuff

Rally Information

Myrtle Beach Chamber of Commerce
800-356-3016
843-626-7444

Myrtle Beach Harley-Davidson

4710 Kings Hwy. Business 17
Myrtle Beach
843-651-5555

Durham Harley-Davidson

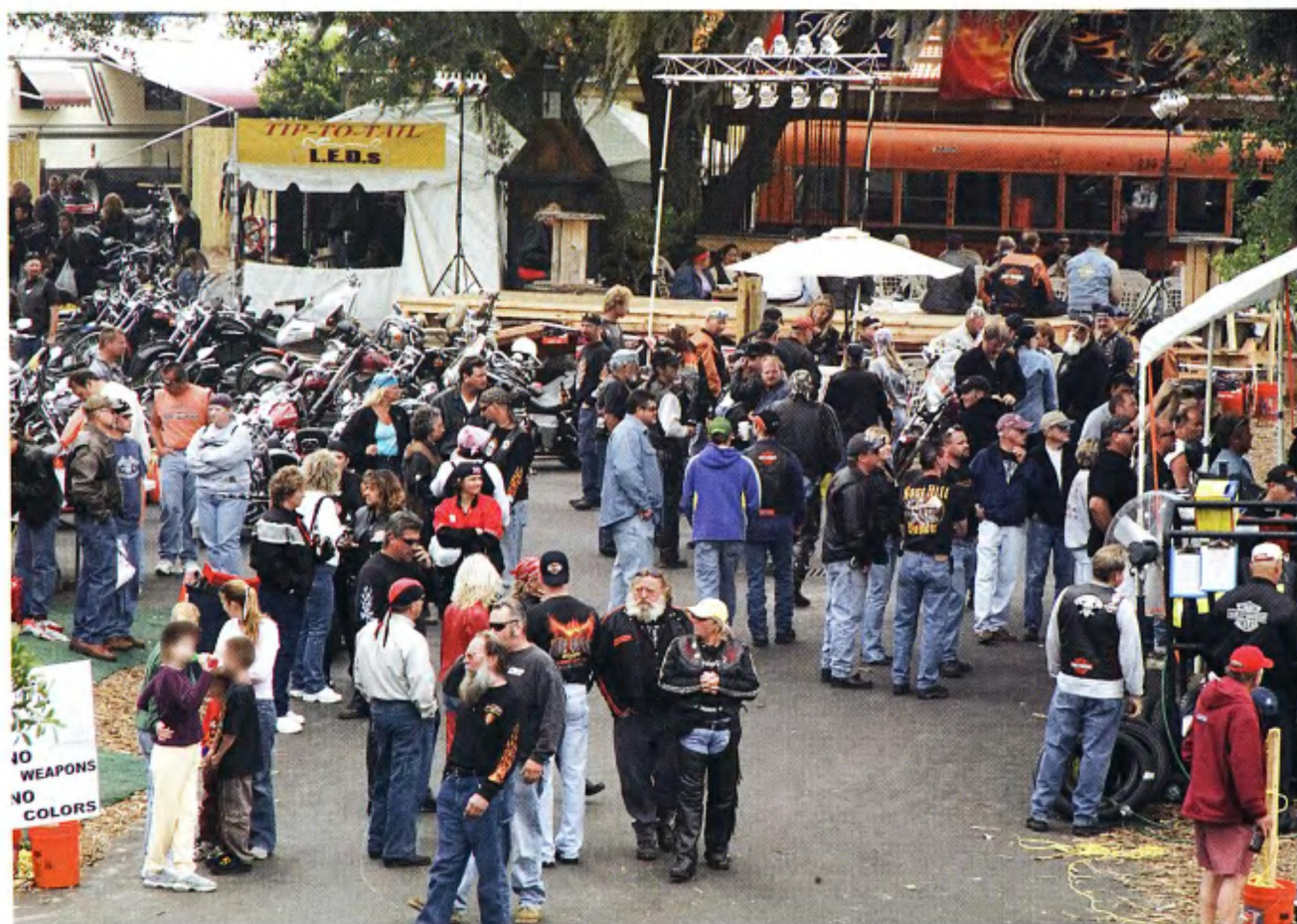
819 N. Miami Blvd.
919-682-6695

Sonny Productions

336-643-1367
Check their Web site, www.myrtlebeach-bikeweek.com, for updated info before you head into the Carolinas. You'll be grateful you did.

Rally Headquarters

Myrtle Beach Convention Center
Oak St. at 21st Ave. Open to the public
10 a.m. - 5 p.m. Free admission.
There will be demo rides for all you guys and gals who wanna check out Harley's and Buell's new line of miracle machines. Plus, there'll be plenty of vendors at your service.



House of Blues

4640 Highway 17 South
843-272-3000

There'll be something happening every night during rally week. All day and well into the evening, you'll hear lots of music on two stages, some of it even for free, and if you're hungry, they'll feed you lots of southern-inspired dishes. Can't beat that! Call 'em for more info.

Murrell's Inlet

That's a quaint little town about eight miles south of Myrtle Beach, and its claim to fame is a ride-through bar called Suck, Bang & Blow! Yes, you can ride your hog up to the barkeep, and while orderin' a coldie, compete in the burnout contests goin' on around the clock.

Girlie Clubs

If all this revvin' of motors and smokin' of pipes is getting to your sensitive head, step into the coolness of one of the many Gentlemen Lounges, where some of the finest lasses of the South will be there for your viewing pleasure. Don't forget your dollar bills, and belly on up to the stage. Don't worry, they don't bite, unless you want them to. But that's gonna cost you extra.

Crazy Horse

3102 Highway 17 South
843-272-4009

Dangerous Curves

716 Seaboard St.
843-448-4098

Derriere's

Gentlemen's Club
804 Seaboard St.
843-946-6615

Pink Pony

2851 Highway 17 S.
843-357-2299

Show House

2554 Highway 501
843-626-0192

Thee Dollhouse

9719 North Kings Hwy.
843-449-3655

Thee Gentlemen's Club

4707 Hwy. 17
Bypass S
843-293-2028

The Penthouse Club

Hwy 501 & 17 Bypass
843-626-0192

There's a daily "bikini" bike wash (you do the math) and appearances by *Penthouse* Pets all week. And of course, there'll be plenty of vendors and lots of good tunes.

Regular Nightclubs

Like any establishment in the area, these clubs will be packed, too, during Bike Week. That's not a bad thing, though, because when you're standing there like a sardine in a tin can, is it your fault that your groin just happens to be pressed against some flatbelly's luscious assets? I think not!

Daddy D'zz

843-626-9092

Crocodile Rocks

843-444-2096

Fat Tuesday

843-444-3255

Froggy Bottomz

Jazz & Blues — 843-444-3500

Revolutions Retro

Dance Club — 843-444-8032

Chow Down Digs

All Star Cafe
843-916-8326

Benito's

843-444-0006

Gilley's Texas Cafe

843-448-3378



Hard Rock Cafe
843-946-0007

Joe's Crab Shack
843-626-4490

Johnny Rockets
843-448-8575

Key West Grill
843-444-3663

Landrey's Seafood House
843-444-1010

**Liberty
Steakhouse & Brew Pub**
843-626-4677

NASCAR Cafe
843-946-7223

Tony Roma's
843-448-7427

Tripp's
843-626-6455

The Dog House Bar and Grill North
843-692-9663

Hotels, Motels & Condos

Our Tip of the Month: book early or sleep in the bushes.

Atlantic Paradise Inn
1401 Ocean Blvd.
Myrtle Beach, SC 29577
843-444-0346

Beach Cove Resort
4800 S. Ocean Blvd.
North Myrtle Beach,
South Carolina, 29582
800-369-7043

Beachcomber Inn & Suites
1705 South ocean Blvd
Myrtle Beach, SC 29577
800-262-2113

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Myrtle Beach, SC 29578
888-627-3767

Cabana Shores Hotel
5701 North Ocean Blvd
Myrtle Beach, SC 29577
800-277-7562

Charleston House
2105 South Ocean Blvd



Photos: Kai Rasmussen

Myrtle Beach, SC 29577
800-443-7050

Cherry Grove Beach Houses
513 C. Sea Mountain Hwy
N. Myrtle Beach, SC 29582
800-418-9279

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Bike Vacations**
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Surfside & Garden City Beach, SC 29576
877-777-0846

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Myrtle Beach, South Carolina 29572 USA
843-361-1730; 877-502-4653

Crown Reef Resort
2913 South Ocean Boulevard
Myrtle Beach, SC 29577
877-435-9125

Elliott Beach Rentals
401 Sea Mountain Hwy
North Myrtle Beach, SC 29582
843-249-1406

Embassy Suites Hotel
500 Mall Blvd
Brunswick, GA 31525
912-264-6100

Grande Shores Ocean Resort
201 77th Ave N.
Myrtle Beach, SC 29572
843-692-2397

Holiday Inn West
On the Waterway
101 Outlet Blvd
Myrtle Beach, SC 29579
800-847-2707

Holiday Sands South
2411 South ocean Blvd.
Myrtle Beach, SC 29577
800-448-4439

Landmark Resort
1501 South Ocean Blvd
Myrtle Beach, SC 29577
800-845-0658

Meridian Plaza
2310 North Ocean Boulevard
Myrtle Beach,
South Carolina 29578
800-323-3011

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Myrtle Beach, SC 29578
888-527-3767

Ocean Plaza
1005 South Ocean Blvd
Myrtle Beach, SC 29577
800-322-2166; 843-448-7191

Plantation Resort
1250 US Highway 17 N.
Surfside Beach, SC 29575
843-913-5000
800-845-5039

Polynesian Resort
1001 South Ocean Blvd
Myrtle Beach, SC 29577
843-448-1781

Quality Inn & Suites
1601 Hwy 17 North
North Myrtle Beach, SC 29582
843-272-6153

Sands Resorts
PO Box 2998
Myrtle Beach, SC 29578
E-mail sands@sandsresorts.com

Sea Mist Oceanfront Resort
1200 South Ocean Blvd
Myrtle Beach, SC 29577
800-793-6507
843-448-6458

Seaside Inn
2301 South Ocean Boulevard
North Myrtle Beach,
South Carolina 29582
800-433-5710
843-272-5166

Suburban Extended Stay Hotel
730 Frontage Rd. East
Myrtle Beach, SC 29577
843-448-4899

The Cherry Tree Inn
5400 North Ocean Blvd
Myrtle Beach, SC 29577
877-553-7850

The Four Points Sheraton Resort
2701 South Ocean Boulevard
Myrtle Beach, South Carolina 29577
877-553-3967
843-448-2518

The Palace Luxury Suites
866-547-2615
803-547-2615

The Viking Hotel
1811 S. Ocean Blvd.
Myrtle Beach, SC 29577
800-334-4876
843-448-4355

Yachtsman Resort Hotel
1400 N. Ocean Blvd.
Myrtle Beach, SC 29577
800-868-8886
843-448-1441

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2807 South Ocean Blvd
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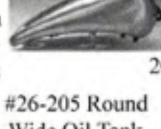
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Transmission
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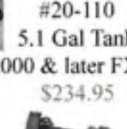
#201-54 6-Spd
Transmission
\$899.95



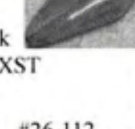
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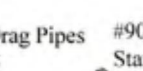
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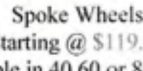
#88-18 FXST 99 & later \$112.95

#70-138 Black Starter \$109.99

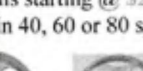
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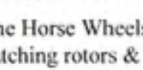
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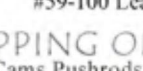
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Product Review

LOOKING STREAMLINE Crime Scene Choppers' Air Cleaner

Harleys and hot rods have been common bedfellows for decades. More than a few people started in one venue and then moved to, or added the other, to their area of interest. Joe McGlynn is just such a person; he started out working on cars but has gravitated to Harleys. He started Crime Scene Choppers to build custom bikes and parts. His styling of old-school biker, post World War II hot rod with a modern, minimalist look, is an unique combination. He mixes fins with satin surface textures and good basic mechanical design. We've seen several of his pieces on custom bikes and they're always showstoppers.

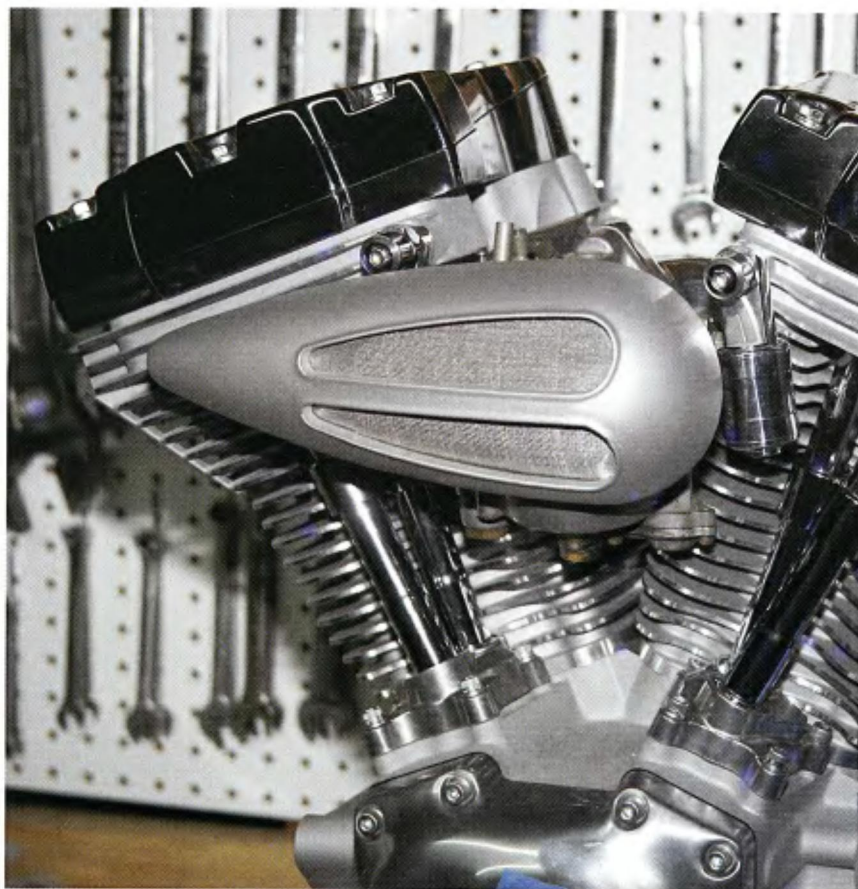
Joe's latest part, the First Offense air cleaner, has gone away from fins to a more 1930s *Rocketeer*, sci-fi look. We think it is definitely top drawer material, not that we didn't like his fins. The cover is cast aluminum; it has a stunning satin surface finish. The teardrop shape is complemented by two, oblong-shaped air intakes, which feature raised borders. The intakes are topped off with a fine mesh screen that further highlights the overall styling.

The air cleaner, which retails for \$290, is simplicity in itself. It is designed for custom installations; there are no provisions for cylinder head breathers or carburetor support brackets. When we were writing this article, Joe was only making the air cleaner for S&S Super E and G carburetors. By the time you read this, however, he should have them available for CV and Mikuni carburetors as well. We're putting one on a late model Twin Cam motor that is being built for a bobber. It is fitted with a Super E carb and a pair of cylinder head breathers from Doherty Machine. To keep a clean uncluttered look, the carb mounting brace will run from the top manifold to the carburetor bolt over to the top motor mount on the left side of the motor.

—John Sullivan

Source

CRIME SCENE CHOPPERS
831-406-0126
www.crimescenechoppers.com



The back plate mounts directly the carb's air intake. This air cleaner is designed for use with separate cylinder head breathers.



The workmanship of the air cleaner casting is flawless. The cover's finish has a very consistent satin sheen to it.



The stainless steel back plate also has air inlets. It's attached to the cover with stainless steel screws.



The filtering element is made from Uni-Filter foam. It can be washed and reused.

Photos: John Sullivan

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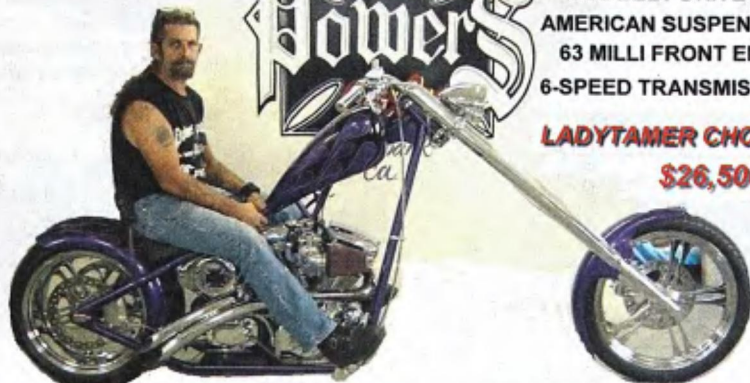
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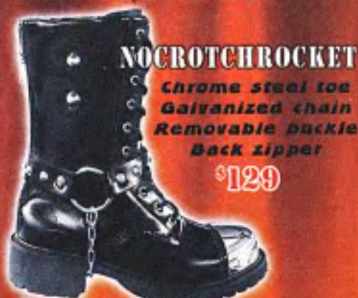
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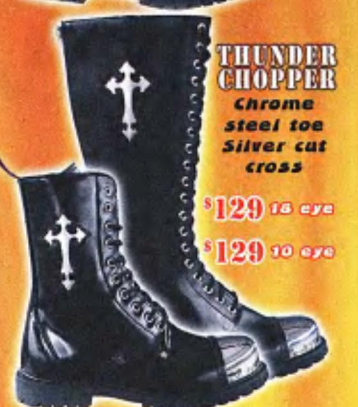
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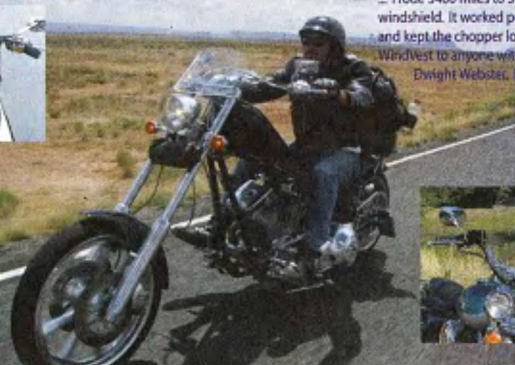
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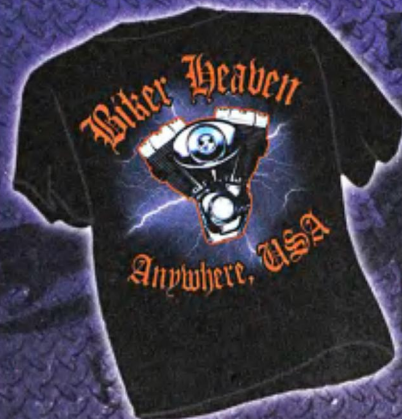


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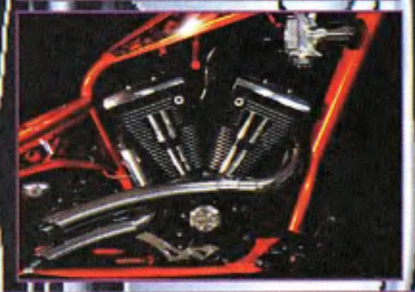
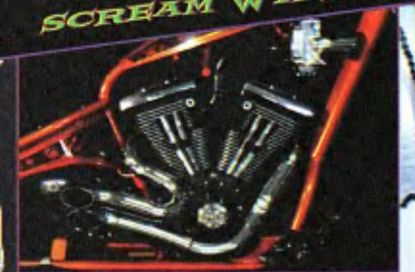
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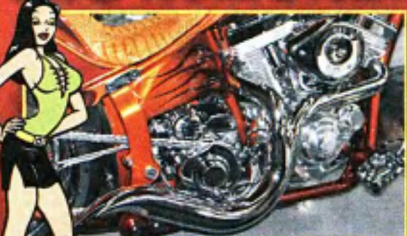
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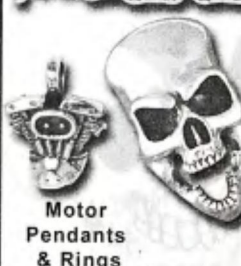
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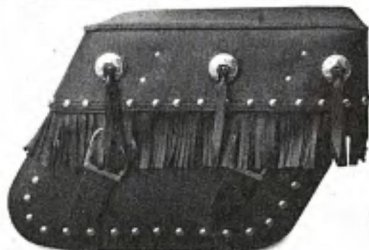
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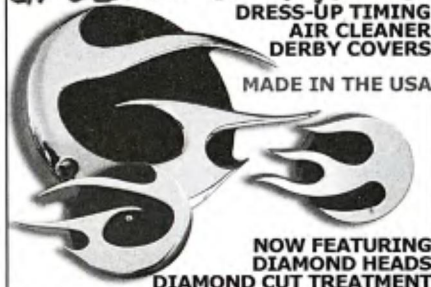
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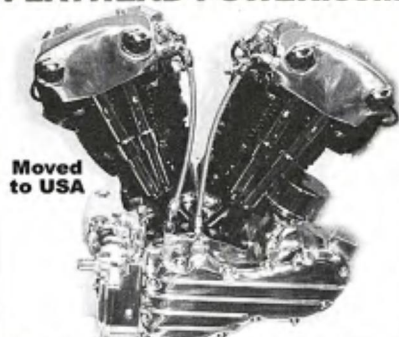
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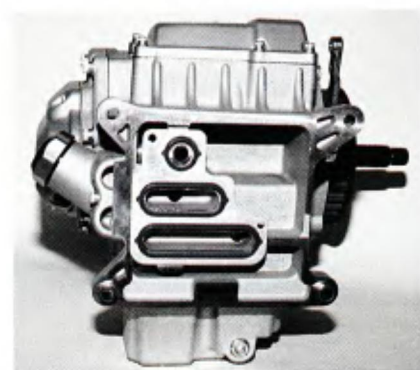
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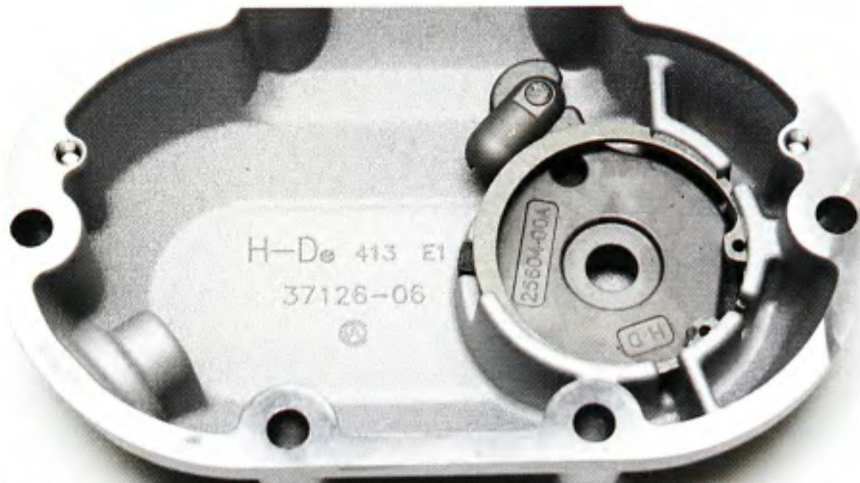
Inside Harley's New 6-Speed Tranny

Aftermarket 6-speed transmissions have been around for almost 10 years now. Two years ago, Big Dog showed up with a 6-speed tranny in all their bikes and last year Victory used 6-speeds in a couple of models. There were riders that said the Motor Company was behind the curve when it came to shifting gears. After all, their 5-speed had been in production since 1984.

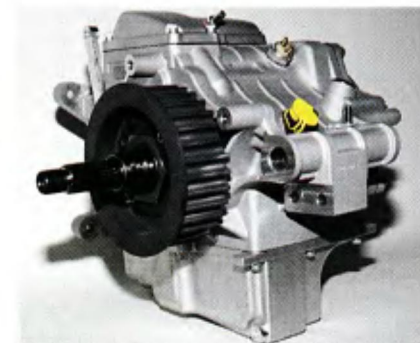
Well, my buckos, 2006 will be remembered as the year that Harley-Davidson played catch-up. All the new 2006 Dyna models are fitted with a brand-new 6-speed transmission. The new transmission is completely different from their 5-speed; there couldn't be half a dozen parts that carry over and they're just hardware items. There are really two key



The 6-speed transmission is no small item. Not only does it contain all of the transmission parts, but it also serves as the oil tank for the motor. The oil reservoir is underneath of the transmission case. For 2006, the motor's lubricating oil passes through internal oil galleys that can be seen in this front view of the transmission case.



The die-cast clutch release cover is new, as are the clutch release ramps. The parts' functional design did not change this year.



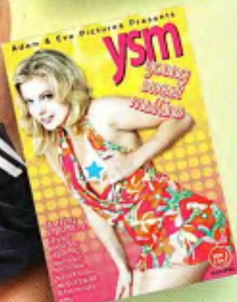
The rear of the transmission case has a trunion to mount the swingarm and a large lug below it that bolts to the rubber powertrain mount. The nut on the output pulley has been increased in size to 2-1/4 inches; it is also now a standard right-hand thread.



The trap-door still does the same job as last year, but the bearings are larger, to handle heavier loads. Notice how the casting has valleys and windows in it. This is to cut down on weight in low stress areas.

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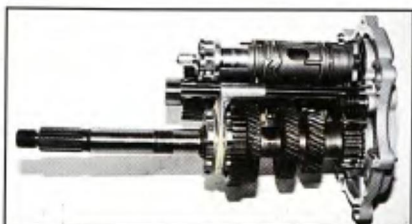
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The transmission's top cover has a similar shape to the one used on the 5-speed, but is mostly for looks. You remove it to gain access to the shift arm.



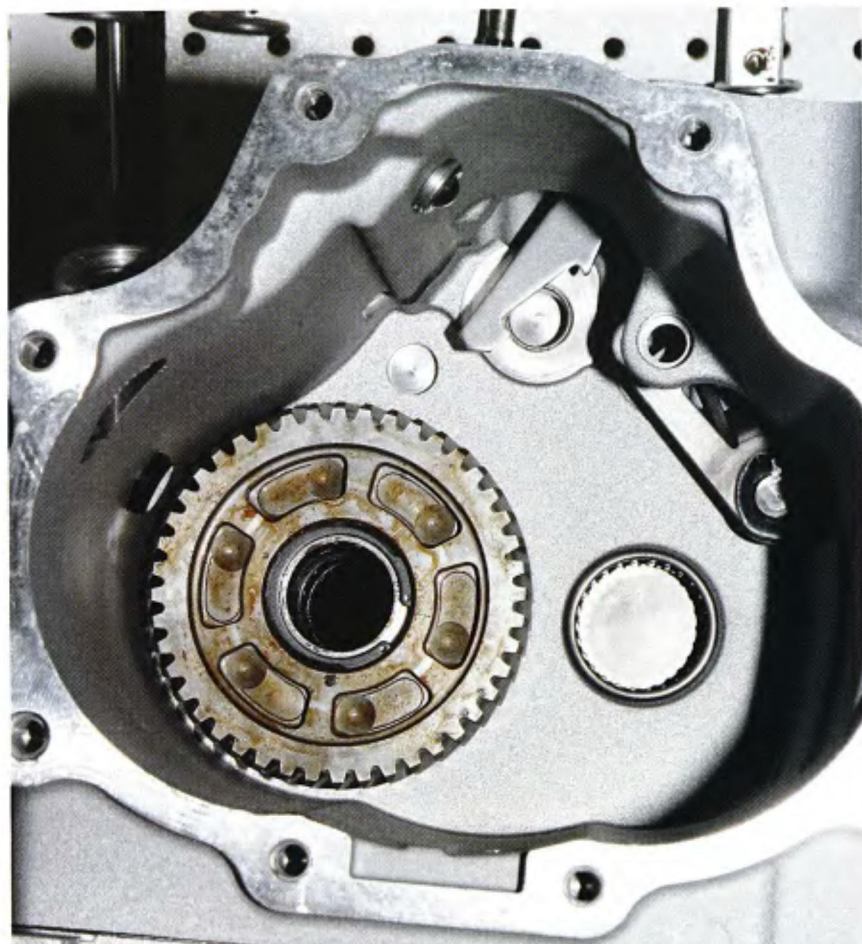
When you start pulling the trap-door, you get an idea of just how different this transmission is.



Here's what you get. Not only all of the gears, but the shift drum, forks and rails. Again, the inside of the trap-door has that weight-saving casting process; this technique is evident throughout the transmission case.

features in this new tranny: sixth gear is direct-drive and the mechanical means by which the power flows through the gears is new.

By having 6th gear as direct-drive, the path that the motor's energy takes through the transmission when it is in 6th gear is much shorter than if it was an overdrive gear, thus friction and wear points are substantially reduced when you are in top gear running down the highway. To take advantage of the added



When you look back inside of the transmission case, the only things left behind were the main-drive gear, shift arm and bearings.

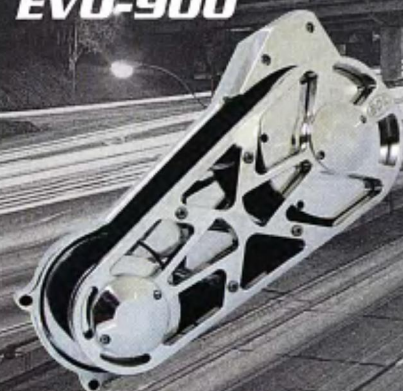


This is the business end of the three shafts that ride in those bearings. They are all highly polished, hardened steel.

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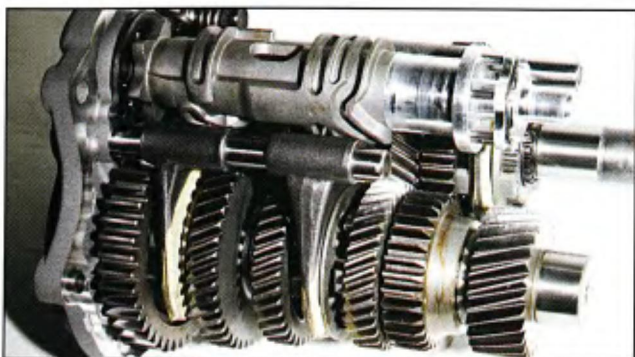


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The one-piece mainshaft is a machined work of art. From the trap-door to the end of the clutch hub nut's threads, this one piece of steel. Last year's 5-speed used 20 parts to make this item.



The countershaft is still assembled out of several parts. There is one big difference though; the gears are stationary on the shaft, only the shift dogs move. The gears for 2nd, 3rd 4th and 6th are helical cut. These can handle more power and they run quieter.



The shift arm is made from heat-treated steel.



The 6-speed's shift drum is all new. It is hollow so that it doesn't have as much kinetic energy as a solid chunk of steel would have.

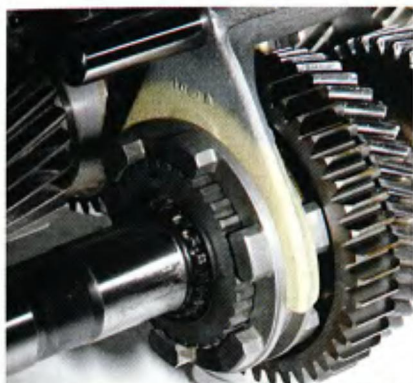


"I dreamed you were born triplets!"

gear, Harley has redesigned the primary drive, which included reducing its ratio to 1.36 from the 1.44 primary ratio on 5-speed bikes. They also changed the final drive gearing; all of these changes have resulted in a top-gear ratio of 2.96 as compared to 3.05 with the 5-speed. This will knock about 280rpm off your motor's speed at 70 mph.

The big news inside the new tranny is that gear changing is accomplished with shift dogs that slide on splined hubs between the gears, as opposed to complete gears sliding between each other. This lowers the mass that must be moved by the shift forks, reducing the mechanical effort that is transmitted by the shift drum, lever and the left foot of the rider. This type of design isn't new; it has been used by other bike manufacturers and in race cars for decades. The benefit here will be easier shifting and it'll be easier to find neutral at stops.

The transmission uses modular construction; the case contains the basic shift lever, bearings, main drive gear and sensors. The trap-door mounts the complete gear change assembly with its shift mechanism. The main shaft is a single machined piece; it includes 1st, 2nd, 3rd and 4th gears along with the input shaft. This not only reduces the parts count, as compared to the built-up mainshaft in the 5-speed, it also weighs less. In fact,



The shift forks have a friction reducing coating on their fingers where they engage the grooves in the shift dogs. This is the 5th-6th shift dog.



These are the components of fifth gear. The gear rides on needle bearings on the mainshaft. The splined hub mounts on a set of splines on the mainshaft. The shift dog is fitted over the outside splines and slides on the hub. The shift fork's fingers fit into the groove on the outside of the shift dog and control its movement.



This is a comparison of a 6-speed shift dog, left, and a sliding gear from a 5-speed. Even though the shift dog is larger in diameter, it weighs less; yet, because it is forged steel, it is stronger than last year's part.

even though the new transmission has another gear and added baggage in the oil tank that is mounted under it, it only weighs a bout a pound more than last year's 5-speed.

We've spent an extensive amount of time on several '06 Dyna models and we think the new transmission is a real improvement, it shifts smoothly and finding neutral is easier. It will more than likely migrate to the rest of the big twin models next year. —John Sullivan

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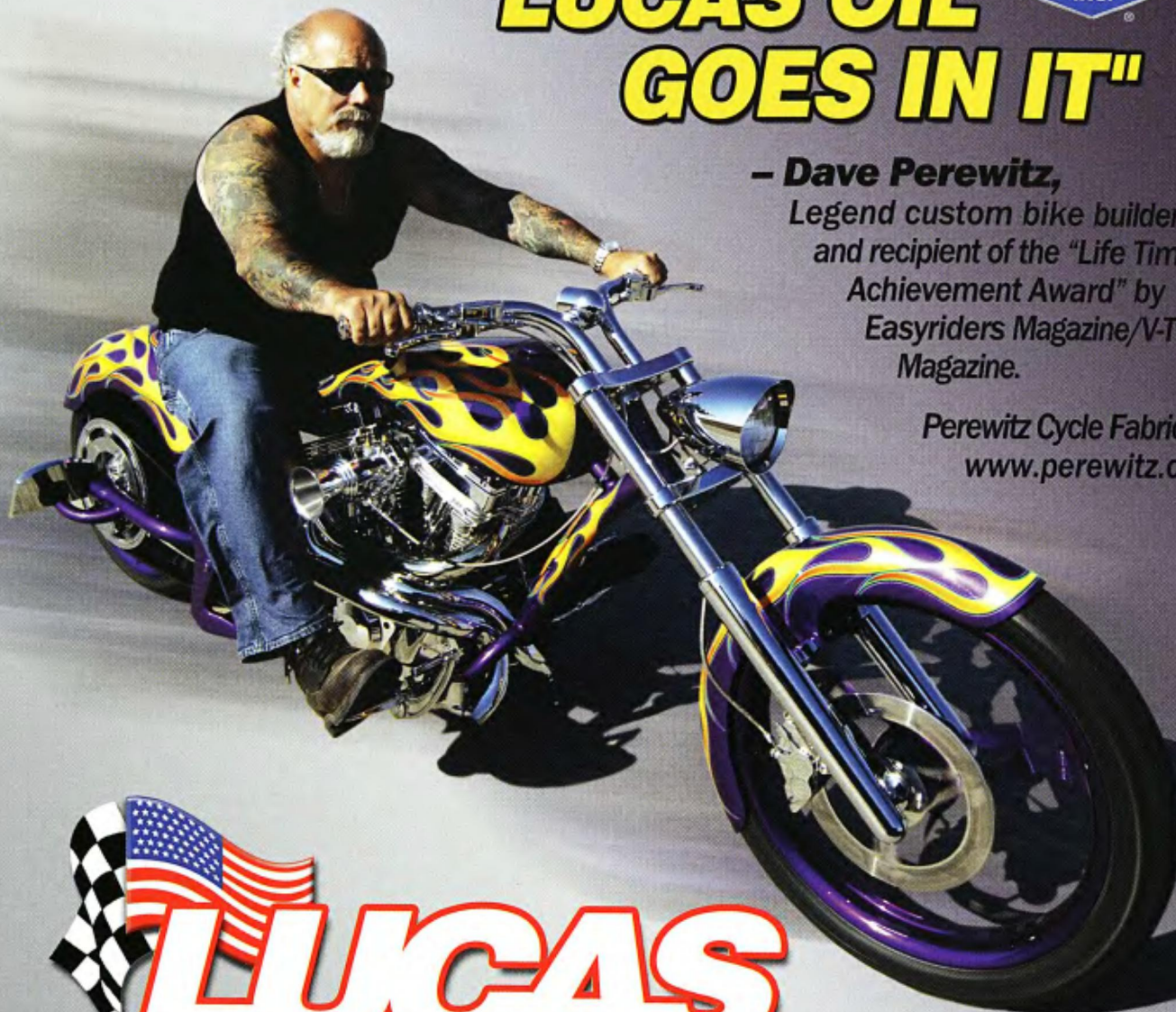
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With any motorcycle, the number of tools in your saddlebag is directly proportional to the number of miles your scooter has traveled. If you own a shovelhead, double that number. Since none of us at *Easyriders* owns a scooter under a decade in age and in most cases several decades, as you can imagine, we're dragging enough tools to seriously impact our gas mileage everywhere we go. Another thing we've learned is, that when our motorcycles stop leaking, we'd better pull over, 'cause we're outta oil!

We're told that nowadays bikes are more reliable, more oil-tight and lubricants have vastly extended service lives. But new or old, all motorcycles still require maintenance and eventually overhauls and lubricants still need to be changed from time to time. And all this maintenance is gonna require a bit more than your standard folding multi-tool. So, without further ado, here is the *Easyriders* Guide to Tools and Lubricants. Once you've perused it, it is a sure bet you didn't know you had so many choices.

—Kit Maira

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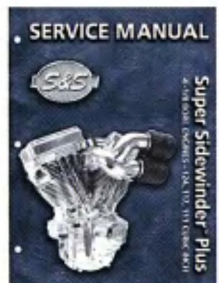


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JIMS NEW FORK TOOLS

JIMS, a manufacturer of performance parts and



specialty tools for use on Harley-Davidsons, has just released some new and practical tools for 2006. JIMS describes their new fork tube compressor tool as a must-have for anyone overhauling or doing a re-valve on their cartridge style forks. The tool is manufactured from square tubing with a precision CNC-machined spring perch and robust hardware. Another innovative tool is the fork tube holder (P/N 2251), a padded aluminum vise fixture which frees up your hands while you work in a secure and easy fashion. JIMS has also released a new fork spring retainer tool (P/N 1170), for removing pre-1973 fork spring retainers.

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The new Buck-Tom Mayo Northshore combines a high-tech look in a mid priced knife. Finger grooves and lightening holes contribute to its light weight and design appeal. It has an aluminum handle and a 420HC stainless blade and internal liner locking mechanism. The blade is hard anodized for scratch resistance. Overall length is over 7 inches, and 4 1/8-inches when closed. It weighs in at 2.6 ounces and retails for \$90.00.

Buck Knives, 660 S. Lochsa Street,
Post Falls, ID, 83854; 800-326-2825;
www.buckknives.com

MOBIL 1 MOTORCYCLE OILS (NOT SHOWN)

Like Mobil 1 automotive products, the three Mobil 1 motorcycle oils are based on proven, advanced synthetic oil technology. These unique, fully synthetic motorcycle oils are scientifically engineered to withstand extreme heat produced by high-revving motorcycle engines and the toughest riding conditions. These formulations are designed specifically for the unique needs of motorcycles. Mobil 1 motorcycle oils deliver outstanding protection against motorcycle engine wear, even under extreme conditions. They offer: enhanced high-temperature durability, outstanding engine cleanliness, improved lubrication for maximum horsepower and excellent protection at peak engine rpm, and excellent transmission performance in 10W-40/20W-50 grades.

Available as: Mobil 1 Racing 2T, Mobil 1 MX4T 10W-40, Mobil 1 V-Twin 20W-50. Visit Mobil 1 at, www.mobil1.com



PORTABLE LIFT IN A BAG

The Step Jack portable bike lift fits into a compact 18 x 8 x 2-inch bag and weighs only 10 pounds, yet the manufacturer says that it will safely lift a full dresser. It is constructed of high strength aluminum extrusions and steel tubing, using spring loaded lock pins to hold everything together. Small enough to carry in your saddlebag, it assembles in less than two minutes. It installs on either side of the bike and lifts front or rear.

Step Jack, 15998 Mariner Drive, Huntington Beach, California 92649; 562-592-1558; www.stepjack.com.



CLAMPTITE

If you're looking for a quick and effective emergency leak repair or a bulletproof means for securing nearly any material from rubber hoses to spliced wires, this tool may be just what you are looking for. ClampTite quickly replaces ineffective or damaged conventional hose clamps with a temporary or permanent clamping mechanism formed from stainless steel safety wire. Clamps formed seal a full 360 degrees with no flat spots and can be used to band any type or size material. The tool provides a means for tightening wires wrapped

around an object and then locking it in place. The tool can be used with various wires sizes, which eliminates space and strength issues often encountered with screw operated worm gear type clamps. Just under 6 inches in length the ClampTite tool is about the size of a pencil and is precision machined from stainless steel and aluminabronze.

ClampTite Tools, P O Box 828, Eagle Point, OR; 800-962-2901; www.clamptitetools.com



AMSOIL SYNTHETIC MOTORCYCLE OIL

Amsoil's new synthetic 20W-50 motorcycle oil for Harley and V-twin engines has been reformulated with new high performance additive technology that they say provides even greater benefits for the special requirements of motorcycle applications. According to the manufacturer, most motorcycle oils provide little or no rust and corrosion protection for the inside of an engine during storage. Motor oil is not a natural protection against rust and corrosion. This is a function of the additives. The new Amsoil synthetic motorcycle oil is specially formulated for peak performance on the road and superior protection when sitting idle or in storage.

Amsoil Inc., Amsoil Building, Superior, WI 54880; 800-777-8491; www.amsoil.com.



TOOL STASH

There's nothing worse than being stranded on the side of the road with a minor mechanical problem and no tools to hasten repairs. Next time you hit the open road Win Products would like you to pack their compact Tool Stash kits. WIN says in most cases you'll have everything you need to make minor emergency repairs and get up and running. They have gathered the very basic necessities including: pliers, plug wrench, screw driver with six bits, 1-inch socket driver with six sockets from 3/16 to 1/2-inch, four opens wrenches 3/8-inch to 1-inch and an all in one box wrench and packed them all into a compact, rugged zippered pouch. The pouch measures a mere 9 by 5 by 1-inches and retails for \$32.95.

WIN Products, 5231 Maureen Lane, Moorpark, CA 93021; 805-531-1000; www.starwestinc.com

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This motorcycle stand uses applied physics to provide an easy way to lift your bike off the ground with one hand. It lifts any stock Harley front or rear end. The unique removable handle allows you to pick up your bike with minimal effort and at the same time allows for convenient storage. The manufacturer says the patented tri-pod design makes your bike rock solid and it will never rock. The special ergo dynamic handle shape allows user to be standing fully upright when motorcycle is released by the stand. They certify it to safely lift over 1,798 pounds. Rubber feet and rubber covering prevents scratching of bike or floor, it is powder coated in a distinctive orange color, and guaranteed unbreakable in normal service.

Giesler Engineering, 723 Mount Road, Aston PA 19076; 800-428-8616; www.themotorcyclestand.com



H-D FORMULA+ TRANSMISSION AND PRIMARY CHAINCASE LUBE

FORMULA+ transmission and primary chaincase lubricant is a new lubricant engineered to deliver outstanding performance in approved Harley-Davidson powertrain products.

The use of FORMULA+ also allows an extended service drain interval. It offers Harley-Davidson big twin owners the convenience of being able to fill both the transmission and primary chaincase with a single, affordable lubricant. It is designed to replace the following Genuine Harley-Davidson products: Primary chaincase lubricant, sport-trans fluid and semi-synthetic transmission lubricant.



SCREAMIN' EAGLE SYN3

Harley-Davidson has approved new, extended service drain intervals for Screamin' Eagle SYN3 synthetic lubricant in primary chaincase and transmission applications. Tested and certified for use in Harley-Davidson

engine, primary chaincase and transmission applications, Screamin' Eagle SYN3 Synthetic Lubricant makes changing and topping-off fluids a simple, one-product process. Developed with a proprietary three-synthetic base-stock formula, Screamin' Eagle SYN3 lubricant is formulated to provide long-term protection, engine cleanliness and superior high-temperature protection for high-output engines. SYN3 is formulated to maintain the coefficient of friction for proper clutch operation and to provide the proper lubrication to the primary chain drive. In addition, SYN3 is designed to provide the correct lubricity for the anti-wear requirements of transmission gears and for improved seal protection. This formula is approved by Harley-Davidson for use in all stages of engine life they say it is not detrimental in the break-in stage of engines.

Harley-Davidson Inc., PO Box 653 Milwaukee WI 53201; 800-443-2153; www.harley-davidson.com



PEREWITZ PROTECTIVE SOCKET

Tired of scratching, dinging and otherwise marring the surface of those polished and plated nuts and bolts every time you work on your scooter? Dave Perewitz says you can kiss those worries goodbye with these slick new Protective Sockets. Each socket features a steel outer casing and a plastic composite sleeve. It is this patented sleeve, which allows tightening and removal of fasteners without damaging their finish. Additionally, the combination of this unique composite material and the rugged steel casing provides strength characteristics necessary for common torque requirements. Perewitz offers the Protective Sockets in both standard and metric sizes.



PEREWITZ FABRICATION JIG

Dave Perewitz says that professional and amateur fabricators alike are going to find a thousand uses for this unique fabrication tool. The new Jig Mate is manufactured from job specific alloy metals to withstand severe forces and heat created by weld-

ing, shaping and other fabrication techniques. Jig Mate is designed to grip welding vice grips, C-clamps and metal parts. The adjustable ball pivots allow positioning materials at virtually any angle and provide an easy to use and

convenient platform for securing components during fabrication and design.

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



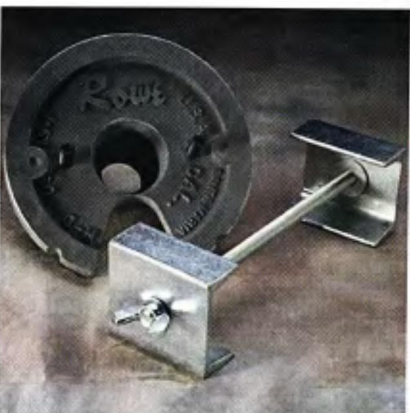
REVTech SYNTHETIC MTP

RevTech claims its full synthetic base oil and proprietary RevTech additive package provide viscosity stability, film strength, and anti-oxidation characteristics unmatched by conventional base oils. RevTech Synthetic MTP is intended for use as motor, transmission, and primary case lubricant for Evolution and Twin Cam 88 Big-Twin models. It is also intended for use as motor and primary case lubricant for Buell and Evolution Sportster models. RevTech Synthetic MTP meets all warranty performance criteria for Harley-Davidson motorcycles and its use does not void new vehicle warranties.

Custom Chrome, 16100 Jacqueline Court, Morgan Hill, CA 95037; 800-729-3332; www.customchrome.com

ROWE TOOLS

Rowe Tools are well known to the professional motorcycle mechanic. They are used in all of the Harley-Davidson schools. Rowe Tools are available though all of the major motorcycle parts houses. A sampling of their products include:



The Wheel Truing & Balancing Stand which also includes the bearing plate kits that allow static wheel balancing.



The Super 6 Spoke Wrench for truing spoke wheels.



Flywheel Truing Stand

Built with only the most durable materials, this tool is built to last. It is 100% USA-made.



Flywheel Assembly Jig

Use this tool for flywheel pre-assembly and there will be very little truing required.

Rowe Tools, P.O.Box 7409, Santa Maria, Ca. 93456; 805-349-8243; www.roweusa.com

ROYAL PURPLE MAX-CYCLE (NOT SHOWN)

Max-Cycle is specifically formulated to significantly improve motorcycle engine and transmission performance. It's recommended for use in both air-cooled and liquid-cooled 4-cycle engines and it's compatible with wet-clutch transmissions. Formulated with select synthetic base oils and Royal Purple's proprietary Synerlec additive technology, Max-Cycle claims unparalleled film strength, up to 400 percent stronger than the leading synthetic and mineral oils. Independent Test Longview Inspection conducted a test to determine if switching to Royal Purple's Max-Cycle would reduce motorcycle operating temperatures, concluding that switching to Max-Cycle throughout the motorcycle reduced engine operating temperatures from 24 to 44 degrees. It's available in 10W30, 10W40 and 20W50 viscosities.

Royal Purple, Ltd., One Royal Purple Lane, Porter, TX 77365; 888-382-6300; www.royalpurple.com

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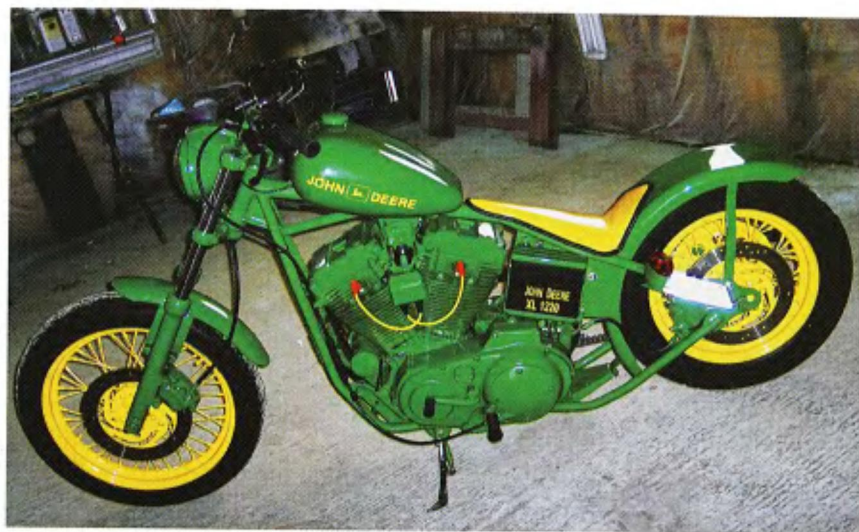
Bill Pitcock Russellville, Kentucky 2003 Tractor Bobber

"We'll, I'll be! Bubba, ain't that there contraption comin' down da road one of them newfangled combines that lets ya drop yer straw while at the same time yer spreadin' chaff?"

"I don't think so, Hubie. That sure looks more like that flail-shredder what ol' farmer Hutchinson bought his granny last year, is what that looks like. 'Cept it don't have 'nough wheels now."

While I can't swear that such conversations actually take place in rural western Kentucky these days, it's not hard to imagine confused farmers and locals scratching their heads whenever Billy takes to the road on his green and yellow bike. His decidedly farm-equipment-like Sportster not only looks like it should be out on the field during harvest time, it even proudly carries the John Deere name—including the running deer logo—on both sides of the gas tank.

"When I got this bike, it was a wrecked Hugger," Billy says. "Now it's a 1200 in a Paughco frame, with 10:1 pistons, Andrews cams and ported heads."



Regarding its rather agricultural appearance, Billy tells us that he went "back to my roots with the tractor theme," and he swears he didn't farm anything out during the build. "Being a jack of all trades, it took me two months and the only thing I couldn't do was bore the jugs," he says.

Billy adds that he got the bike finished just in time for last year's Daytona Bike Week, where it became quite the hit. "It

sure had a lot of pictures taken of it," he says. "And it's more fun to ride than my Wide Glide, because of all the attention."

So, if you happen to be traveling through the Kentucky area and hear folks talking about some gosh-darn newfangled tractor on two wheels they've seen coming down the road, you already know the true story behind it. My tip, though: don't even try to explain it to them.

—Tripper



Cheryl Ponkow
Henderson, Nevada
1970 Triumph Bonneville

For Cheryl, this Triumph is a first in many ways, but it's also a dedication to a dear friend who helped her and her husband, Paul, put the bike's motor together.

It was Paul who got Cheryl started, because he has a great passion for bikes. In fact, we showed you his '67 Triumph with its skyscraper pipes on these very pages in the November issue of '02. And it was Paul who helped Cheryl into the mind set of riding something so "unlady-like" as this kickstart chopper with its 45-degree rake and 20-over front end.

They'd found the motor, a John Harmon frame and front end in Sacramento in '99. "The first time we built it was when I needed to learn how to ride it," Cheryl says, "so we didn't fix it up really nice; just nice enough for me to learn."

After this 5-10 beauty got the hang of it, the pair rebuilt the bike to take it to shows. But the third and, so far, final time, they tore the whole bike apart and rebuilt it from scratch, including the



Photos: Owner

motor. "We started in January of 2004 and finished it in March of '05," she says.

Since Paul works as a chef and Cheryl as a hostess, neither was blessed with acute mechanical skills. Which is where their friend, Bones, comes in. Bones and Paul handled the bottom end, with Cheryl getting plenty of hands-on experience, too. "We polished the cases, put new rods in, the crank was balanced, the pistons coated, did the valves and valve

springs, polished the rocker boxes, went through the tranny, the clutch, and basically every nut and bolt in the motor," Paul says.

"In January '05, the heads were ready to be bolted on," Cheryl adds. "We'd changed the camshafts and needed to degree-in the cams. Before we could get this done, Bones passed away and could not see or hear he finished work. This was the last motor he built." —Tripper

Marty Montag
Loveland, Ohio
2004 Special Construction

"I can build you a house or a motorcycle," Marty tells me. Well, Marty, this is not the *Contractor's Monthly*, so let's just talk motorcycles here, alright? His is what's commonly referred to as a kit bike. Marty says he'd sold his three other bikes to pay bills and then built this one. "I build a lot of bikes, and had a pretty good connection to Jireh Cycles," he explains. "So when I called 'em up to send me their Wolf Daddy kit, I told 'em what I needed and didn't need, like the wiring, 'cause I do all that myself. Or the gas tank, 'cause I had something else in mind." It's good to know what you want.

After getting all his parts, Marty simply put everything together and, *voilà*, he had a custom motorcycle. And it only took him three months.

Actually, it wasn't all that simple. "As anyone will tell ya, those parts don't all fit together perfectly," he says. We could've told ya that, too. "I don't have a machine shop, but I was able to adjust and modify each and every part on there and make it fit and work perfectly."



Photos: Owner

The most difficult part, he says, was stretching the gas tank. How'd he do it? "Well, it's a false stretch, so you buy a piece of sheet metal and you sit out in the garage with a hammer and beat on it," he laughs. "And since I'm a carpenter by trade, I used my carpenter's tools."

Marty also admits to having a welder and a grinder and some other, basic tools, but it's mostly his knowledge and patience that made the bike into the "Li'l

Red Chopper In The Hood," as Marty calls his model.

But the name's are misleading. With its 96-inch Ultima motor in an '04 rigid Chrome Horse frame with a 4-over front end, this li'l chopper kicks major ass. "When you grab a handful of that motor, holy shit!" he says. "You really better be hanging on."

Sort of makes you wonder what kind of houses Marty builds. —Tripper

ReadersRides



David Wilson
Mt. Wolf, Pennsylvania
2004 WCS Chopper

Dave runs Wilson's Custom Scooters, a small custom chopper shop in Mt. Wolf, Pennsylvania. "It's a family-run operation," he writes. "We have just completed

this bike and are very proud of the extra work and detail put into this chopper. We did all the fabrication and painting in-house. Thanks for your consideration. We hope to hear from you soon."

According to the chart Dave attached to his letter, it took him about four months to build this WCS model. He plunged a

110-inch RevTech motor into a '04 Santee single-downtube rigid frame with its 43-degree rake and 6-inch up and 4-inch out stretch. The CCI front end with its Doss lower legs and 7-degree Accutronix triple trees is 10 inches over stock.

It looks pretty good with its Avon-shod WWC Westside wheels and Samson Zoomies and I'm sure the RevTech 6-speed tranny, Mikuni HSR45 carb, and 3-inch BDL clutch combine to make the chopper run like a raped ape.

Add to that the Ness controls, Headwinds headlight and the kandy tangerine over gold flake paint job for cosmetics, and you've got yourself a pretty nice looking scooter.

As you can probably imagine, I wanted to call Dave up and congratulate him on his totally sweet ride and ask him what else he's got to show us. In general, I just wanted to shoot the breeze with him and find out more details on this bike, too.

Unfortunately, his telephone seems to have been disconnected, but I'm sure this is absolutely no reflection on David's business. I mean, an entire family can't just close down, right? And Wilson's not an Italian name, so I'm sure there's no Witness Protection program involved.

Dave's probably just too busy building WCS prototypes these days, he doesn't have any time to talk to folks. We certainly wish him all the success he can handle.

—Tripper

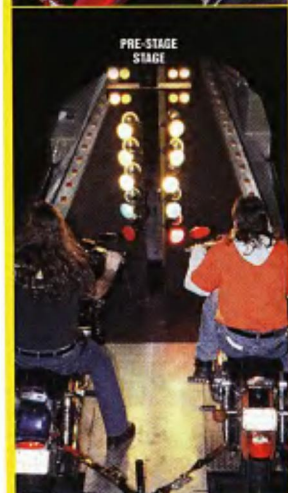
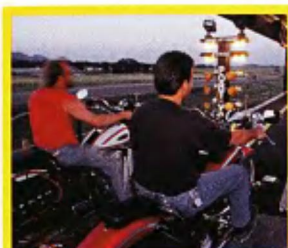




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Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With engines

revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drag provides a printout of horsepower for each competitor.

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 Jan 27-29 Available
 Feb 4-6 V-Twin Expo - Cincinnati, OH
 Feb 10-12 Available
 Feb 17-19 Available
 Feb 25 Thunder Cycle - Ft. Lauderdale FL
 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 Spring Car & Bike Rally - Batesville, AR
 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 Available
 June 15-18 Twin States H-D in Lebanon, NH
 June 24 J&P Cycle Open House - Anamosa, IA
 June 30-July 2 H.O.G. Nationals - Billings MT
 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
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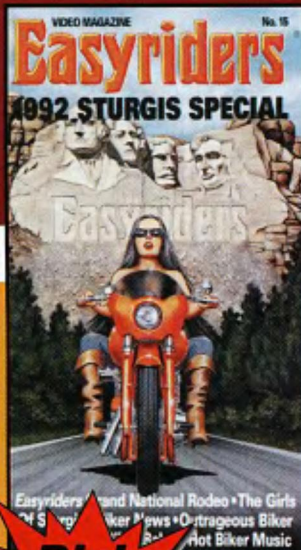


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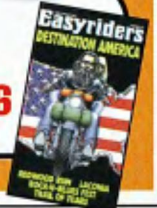


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Not Your
Grandfather's Bobber

Harley-Davidson's New Street Bob

Although the Street Bob, new for Harley-Davidson's 2006 line-up, may look like something your grandfather might have come up with back in the



'50s (by taking everything off his stock bike that wasn't required by law), the bike is decidedly early 21st century. In fact, I wholeheartedly predict that the Street Bob is the one model in Harley's substantial repertoire that riders of this mid-century will nostalgically pine for.

And why not? The Street Bob offers the rider everything true motorcycling entails: a motor, a tranny, a frame, a saddle, a front end, two laced wheels and, if you really insist, a set of brakes. What more do you need? And to emphasize the bare-bones aspect, the folks at Harley have even outfitted the Bob with a solo saddle—although a two-up is also

available for those among you who are not allowed to ride alone.

But bare bones do not necessarily equate discomfort. A cushy seat insures roidal bliss, while the medium-height apehangers won't have you run the risk of dislocating a shoulder. At worst, your armpits might get a bit too dry to make farting noises.

And there's plenty that's new on the Street Bob, who belongs to the Dyna family. The Bob, like all Dynas, is outfitted with a newly designed 6-speed Cruise Drive trans that uses helical gears. Harley-Davidson says they mesh more quietly than the straight-cut gears

previously used and from what I've seen and (not) heard, they're right. External oil lines have been eliminated and all seals are improved with larger internal bearings, larger gears, and a stiffer casing; 28% more torque is delivered right to the rear tire, according to the the boys at the Company.

Actually, you get a nice 85 foot-pounds at 3,000 rpm, which, combined with a dry weight of 634 pounds and the fact that you're twist-feeding a rubber-mounted, 88-cubic-inch Twin Cam motor with electronic sequential port fuel-injection (ESPFI), results in a nice power-to-weight ratio. Thus you are able to propel yourself and the motorcycle—simultaneously, I hope—from zero to 60 in just a handful of seconds.

But the motor's also been upgraded for the new tranny and to improve the cam-chain mechanism. The cam plate has been revised to include new roller chain, plain cam bearings and a new hydraulic automatic chain tensioner.

The raked front end looks beefier, primarily because the tubes' diameter has been increased from 39mm to 49mm for better handling. Which means, it *is* beefier and together with what Harley calls its "black denim" paintjob, this is one helluva good-looking Bob.

Heck, if I had the money, I'd buy two of these (the bike retails for under 14 grand). One for riding, the other I'd store in my garage until the next '50s for when my potential great-great-grandson is old enough to ride. What a blast he would have. That is, provided they still sell gasoline by then.

—Tripper







GENERAL

Fabrication: Harley-Davidson
Year: 2006
Model: FXDBI
Assembly: Harley-Davidson

ENGINE

Year/Model: 2006 Twin Cam 88
Builder: Harley-Davidson
Ignition: Harley-Davidson
Displacement: 88 cubic inches
Bore & stroke: 3.75 x 4.00 inches
Torque: 85.0 ft. lbs. @ 3,000 rpm
Cam: Harley-Davidson
Intake: Electronic Sequential Port
Fuel Injection (ESPFI)
Pipes: Chrome, staggered shorty duals
Compression Ratio: 8.9:1

TRANSMISSION

Year: 2006
Gear Ratio (overall):
1st: 9.876
2nd: 6.810
3rd: 5.064
4th: 4.164
5th: 3.477
6th: 2.960

PAINTING

Color: vivid black (black cherry, deep cobalt, black denim)

FRAME

Type: Swingarm

Rake/Trail: 29.0 degrees/4.7 inches

ACCESSORIES

Handlebars: apehangers
Instruments: electronic speedometer, odometer, resettable trip meter, diagnostic readout, fuel gauge
Oil tank: under seat
Oil system: 3.6 quarts
Seat: one-up/two-up
Mirrors: Harley-Davidson
Grips: Harley-Davidson
Unique features: 6-speed Cruise Drive gearbox; black and polished powertrain; apehanger handlebars; Fat Bob fuel tank; solo seat.
Ground clearance: 5.6 inches; seat height: 25.8 inches laden; dry weight: 634 lbs

FRONT END

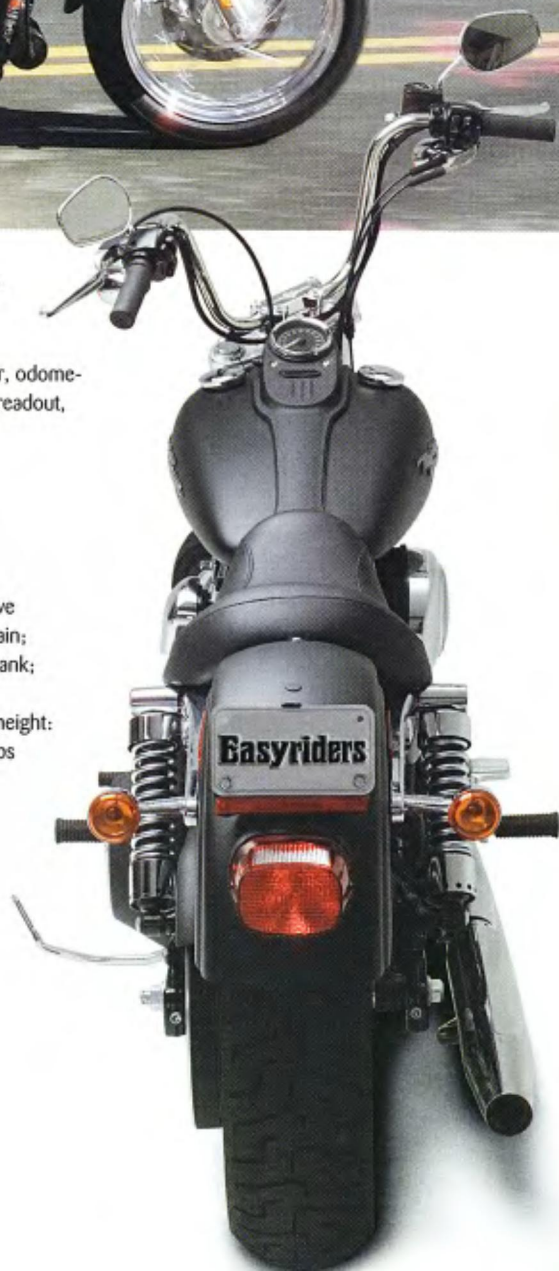
Type: telescopic
Builder: Harley-Davidson

WHEELS FRONT

Type: steel-laced
Size: 19-inch
Tire: 100/90-19 57H
Brakes: single disc

WHEELS REAR

Type: steel-laced
Size: 17-inch
Tire: 160/70B17 73V
Brakes: single disc
Photos: Rick Hustead



Coming At Ya

The May issue of *Easyriders* (No. 395) is blossoming with custom bikes from Jerry Covington, Don Hotop, Die Hard Choppers, Mike Pugliese, Dynamic Choppers, and the boys at Speedway Choppers, plus we'll test ride Big Dog's nasty Pitbull.



We'll take you to the Charlotte Bike Show and offer up two great aftermarket guides. There's coverage of all the new products unveiled at our V-Twin Expo, plus we'll reveal a passel of Biker Babes Uncovered (just our excuse to show you a bunch of boobs), show off the new Saxon Motorcycle models and teach you how to space your wheels properly. On the newsstands we'll also give you our Spring/Summer Roadware collection! *On sale March 28th*



The April issue of *V-Twin* magazine (No. 60) will kick off our 2006 bike show season with the pulse-pounding Pomona Bike Show. We'll reveal some cool, custom bike building secrets, take you Behind the Scenes at

Progressive Suspension and DNA Specialty and bring you a Road Tale to remember. Find out how Paul Yaffe is creating amazing corporate customs, check out the latest from Baker Drivetrain and discover our Top 10 Metric Cruisers. Plus we'll show off Harley's new 6-speed and bring you an aftermarket Guide to Tools to help get you down the road. All this as well as 10 tasty custom bike features await in the April *V-Twin*.

On sale March 14th.

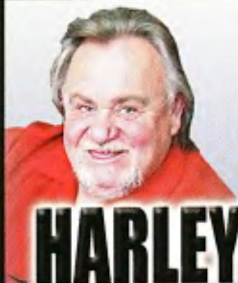
The May issue of *Biker* will feature a groovy green pan, as well as the Editor's Choice knuckle from the Thunder Road Bike Show and a 60-over shovel. And, sizzlin' hot dames on all three.



On sale March 14.



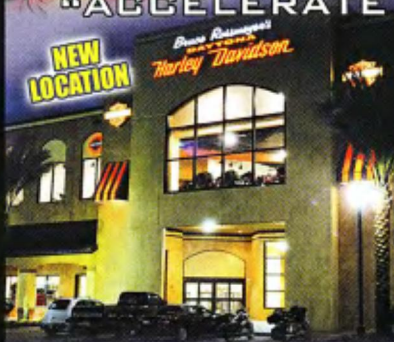
The next issue of *In The Wind* (No. 125) features the Indian-ridin', hardball-thrower, David Wells; Rip's B.A.D. Ride in NorCal; K.C. and S.D. bike shows, and Bike-toberfest. Newsstands buyers get 32-pages of the *Easyriders* Motorcycle Rodeo *On sale now!*



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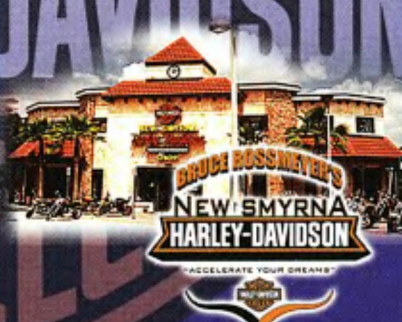
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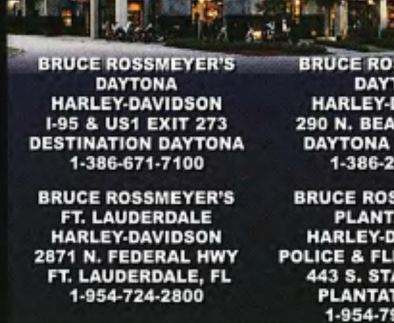
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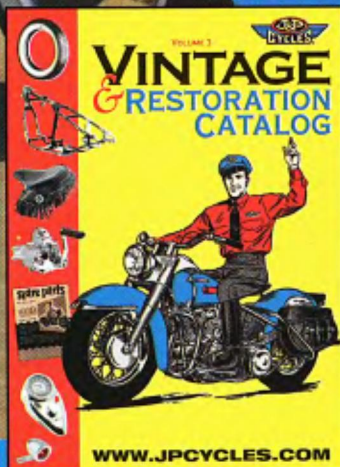
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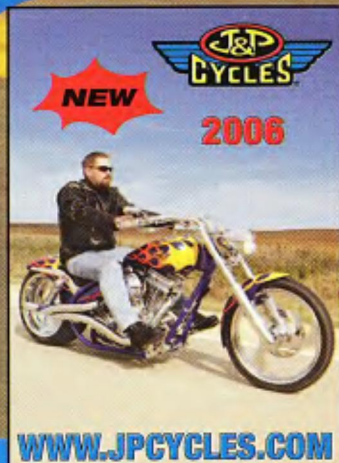
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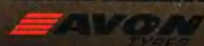
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