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TakingItEasy

A woman was so depressed that she asked a good friend (someone she had met in a mental hospital) to locate a hit man to do her in. Being the good friend that he was, he said he'd do it himself and accepted \$35,000 for the job. They made several dates to **do the dirty deed** but somehow those days came and went while she remained alive. She became so perturbed that she filed a criminal breach of contract complaint and prosecutors took him to trial. He was sentenced to 15 months in jail and ordered to pay \$3,500 in compensation. (Well, a deal's a deal, right?)

Now here's a mother with the right attitude. Her 11-year-old son was suspended for twice bringing a loaded handgun to school. His mother said the matter was pretty much beyond her control. She told police, "**I can't lock up his guns.** They belong to him and he has a right to use them whenever he wants to use them." (That should please the NRA.)

We all know the Scandinavians are a broad-minded bunch of people. Well, Denmark's government said that institutionalized citizens have **the right to have sex** and that caregivers must even take them to prostitutes (which is legal in Denmark). A man who has cerebral palsy and lives at home on government assistance, is asking the government to pay for prostitutes to make house calls. Apparently, he can't have sex manually because of his illness and has to be given this "human right" by a service similar to the government's meals-on-wheels program. (Right on!)

A man **robbed a Burger King**. And—now get this—he went back to the same Burger King a week later and applied for a job. (Guess the take wasn't so good on the robbery attempt.)

A couple of crooks stole a car in which they found a disposable camera. So they thought it might be a good idea to take photos of each other (which they did) and then dumped the car with the camera inside. When the police developed the film, they recognized the men and arrested them. A Police spokesman said, "I think, in general, what I find is that crooks, as a class of people, are **not the brightest**. But every once in a while you run into some that make the others look like Einstein."

Their tax dollars at work. Some of the most heavily armed park rangers in the world (carrying AR-15 and Galil automatic rifles, pump-action shotguns and protected by body armor) patrol 124,000 acres west of Mexico City to **protect monarch butterflies**. The rangers keep loggers out of the area because the monarch population (22 million this season) represents an 80% drop from the previous year.

A robber **dropped his cell phone** at the crime scene, then he called it to ask for it back...from the police.

A rape defendant said it was impossible that he was guilty, arguing that **his penis was too large** to have committed the crime. The man is 6 foot 7 inches tall and weighs 240 pounds. He called a urologist to the stand to testify that his 8 1/2-inch long "semi-relaxed" (and 6 1/2 inches in circumference) penis could not penetrate a woman who had not given birth, without serious injury. Despite these admirable dimensions, he was found guilty.

An artist decided he wanted to draw a picture of his legs tightly chained together. This clever idea came to him while he was camping in an abandoned mine shaft in the desert (fortunately, he happened to be carrying a chain when the light bulb went off in his head). So he went about the project with great anticipation and when finished, found that he had lost the key. What to do? Well, he **hopped 12 hours through the desert** through boulders and sand. He finally made it to a gas station and called the sheriff's department. Fortunately, he was in good health with just some bruises on his legs. The deputy said about the drawing, "He brought it down with him. It was a pretty good depiction of how a chain would look wrapped around your legs."

A candidate for mayor in Canada proposed that by coaxing **drug addicts into public jobs** such as trash collection and rewarding them with crack cocaine, the jobs would be so fulfilling that they would eventually decline the drugs. (Yeah, right.)

And yet another bizarre lawsuit: She picked a doctor to do her liposuction. She found his name in the phone book and went ahead with the procedure even though he was only a dermatologist, not a plastic surgeon. Well, not surprisingly, she had complications and complained that she wouldn't have chosen that doctor if she'd known he wasn't Board Certified. (She depended on the phone book listing rather than asking the doctor or looking for a certificate on his wall.) Well, guess what? She **sued—THE PHONE COMPANY!** And another guess what? She won \$1.2 million plus \$375,000 for her husband for "loss of spousal services and companionship." (It makes you want to tear your hair out—if there's any left to tear out.)

A very rare American veery (a thrush-like songbird) landed in Britain's Shetland Islands, which very much excited the country's birdwatchers. Word was getting around about the rare sighting and just as they were **organizing other birdwatchers** to go out for a look-see, a cat ate the bird. (Well, shit!)

A man and his son (his son was 43 and should have known better) got stuck in their car on some railroad tracks at a railroad crossing. They tried and tried to move the vehicle, unsuccessfully and finally gave up. All that effort made them really tired so they **got back in the car and fell asleep**. And—you guessed it—a train came along and hit them. (To set your mind at rest, they weren't killed, just hospitalized.)

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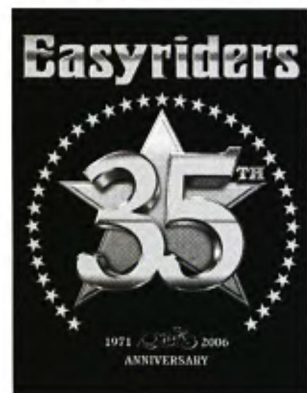
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Hard to believe but it's been 35 years of glorious riding and partying with your bros at Easyriders. We hope you enjoy this Collector's Edition.

The next liver-quiverin' issue goes on sale May 30th, 2006. Printed in the USA.

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WordMonger

Settle A Bet

We have a bet going and hope you can settle it. We're betting you can't tell us whether the model in the February issue centerfold has a tat of an angel or a butterfly. We also bet you haven't a hair to print the photo of the answer (that we just know the photographer must have). We gotta know the answers to the bets.

The Bike Crew
Cyberspace

You're BOTH wrong. The tattoo down her pants is a Celtic fairy queen, and NO, you can't see my private stash of photos of the fairy queen apparently grasping a large pole or branch.

Oil System on Indian Larry Bikes

I see many of the bikes that Indian Larry built have an external oil system and filter (Chain of Mystery in issue No. 393). Can you tell me who makes that? It said "Air Craft" in the spec sheet but that didn't help. Any info about it would be appreciated. Thanks.

Sully
Out There

The braided steel oil lines and fittings you are referring to were originally used in the aircraft industry. Custom Chrome or Drag Specialties should be able to hook you up, or go straight to the Web site of Russell Performance at www.russellperformance.com.

From Northern Ireland

I've read *Easyriders* since it first became available in Northern Ireland many years ago. Been meaning to drop you a line since my wife, Nora, and I came back from Sturgis in '02 where we happened to meet our dear friend Terry from Riverside, California. Since then, the little lady and I have been back stateside again and picked up and shipped back a '93 Sportster to not-so-sunny Northern Ireland for Nora. Harleys are starting to become more popular here with 12 Harleys in our small hometown of probably 40 bikers—with the rest riding various plastic fantasies!

I'd really appreciate your publishing this letter in your great magazine, as *Easyriders* has quite a following on our side of the pond. Sadly, our weather is piss poor but we ride anyway.

I'm currently stuck out in the Middle

East with some of your guys doin' what we have to do, missing out on our loved ones and bikes and looking forward to getting back in the wind (and rain).

I'm currently on a chopped '94 Heritage Softail and am building an old-school springer chopper which I'll finish when I get home. Nora is on her Sporty and looking to customize it some more. As it has been lowered (the "wee people," you know) with a mural tank job at present.

Keep up the good work.

Den

Northern Ireland

Get home safe, Den.

Major Injustice Fixed

In the November issue we had one of our Wicked Choppers custom motorcycles featured on Page 98. Either by our own omission or an error somewhere along the way, Duane Ballard did not get the recognition that he most certainly deserves for the fantastic job he did in the covering of the seat for the Wicked Warlock. His attention to detail and the quality of craftsmanship we have found to be second to none.

We've used Duane Ballard (Duane Ballard Custom Leather—www.dbcustomleather.com) for several different seats and he has even fixed disasters created by other so-called professionals.

Duane, we truly apologize for that lack of kudos you most certainly deserve and we want everyone out there to know that we highly recommend you and your awesome work.

Chris Shoemaker

Owner

Wicked Choppers

www.wickedchoppers.com

Tubs Full Of Easyriders

I have five storage tubs full of your old magazines. They date back over 20 years, and I think every one of them is there. They're in excellent condition. If you know of anyone who wants them, please have them send me a note.

Sandy Putnam

P.O. Box 96

Toledo, Ohio 43601

Where Was Easyriders?

I've been reading *Easyriders* for more years than I can count. I've never had a subscription because one of the high



points of my month is seeing the new issue on the newsstand or the hunt for the latest issue when my usual store has sold out.

I was looking forward to the December issue more than any

other because my sexy and beautiful wife finally jumped into the ring and took part in the Wet T-Shirt Contest at the Redwood Run 2005. She did well, coming in 4th. Most in the crowd seemed as disgruntled as I, feeling she should have made it to the top three. Now, given her result, I fully expected to see my ol' lady grace the fantastic pages of my favorite rag. Instead, I found pics from years past.

Needless to say, I was not only upset at the missed opportunity for my hot and sexy wife who looks that good after giving me four kids, but also that *Easyriders* didn't provide its readers with actual coverage of the last true biker run on the West Coast. I didn't see one picture I could identify with 2005. Ya know, if you're hard up for photo coverage of this kick-ass party in the Redwoods, just drop a press pass in the mail to me and I'll get ya covered.

Now I swore after that issue I would never buy *Easyriders* again (yeah, that lasted until the January issue). But I think I've found a way you can make up to me, my lady and all your readers. I've attached a photo of my lady (her name is Stephanie, by the way) at the contest and hope it can find its way into your pages somewhere, sometime soon.

Thanks for letting me vent.

Denny
Cyberspace

It's always nice when our readers send in naked pictures of their ol' ladies, but seriously, bro, what have you been smokin'? Our own intrepid photojournalist Bugle was at the Redwood Run and took the photos that ran in the December 2005 issue. Those shots were from the very run you attended. Put down the laffin' gas balloons and step away from the Jack Daniel's.

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The G-Town Mob

Red On Da Head

Working as a builder in the construction trade doesn't quite qualify you as a topnotch custom bike builder, even though it looks simple enough on television. You are looking at the very first bike Rex Richards has ever owned. Filled with fervor, Rex made his first foray into the field of fabrication. Before long, his project was looking less than fantastic. Sure, he had a collection of some fine parts. There was a frame from Diamond Chassis, a tank from West Coast Choppers, a 96-inch El Bruto motor, a transmission combo by Ultima and some really cool bars from Choppers Inc. When Rex tried bolting it all together, he became eminently aware that this whole was more than the sum of its parts.

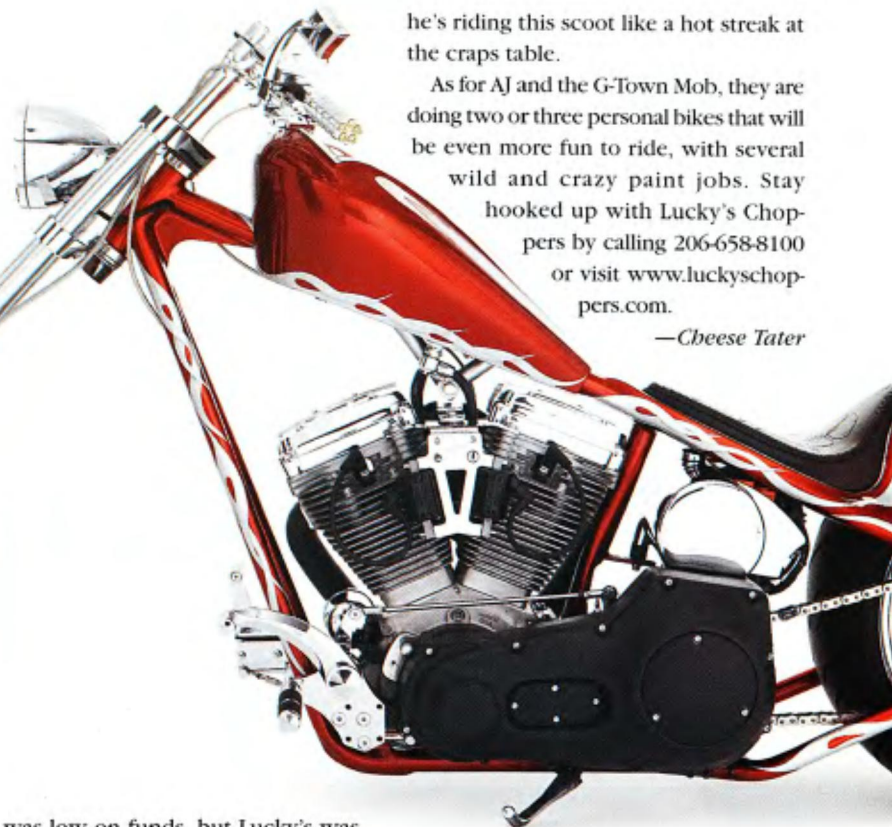


Rex was going to finally admit that he needed help, but he wanted only the best craftsmen to pull his parts together. Rex was living in Seattle, and following the local lead, he walked into Lucky's Choppers—home to the G-Town Mob. He was impressed with the shop and recognized the master fabricator as high school acquaintance, Matt Adams. Rex was really jazzed to know he was going

he's riding this scooter like a hot streak at the craps table.

As for AJ and the G-Town Mob, they are doing two or three personal bikes that will be even more fun to ride, with several wild and crazy paint jobs. Stay hooked up with Lucky's Choppers by calling 206-658-8100 or visit www.luckyschoppers.com.

—Cheese Tater

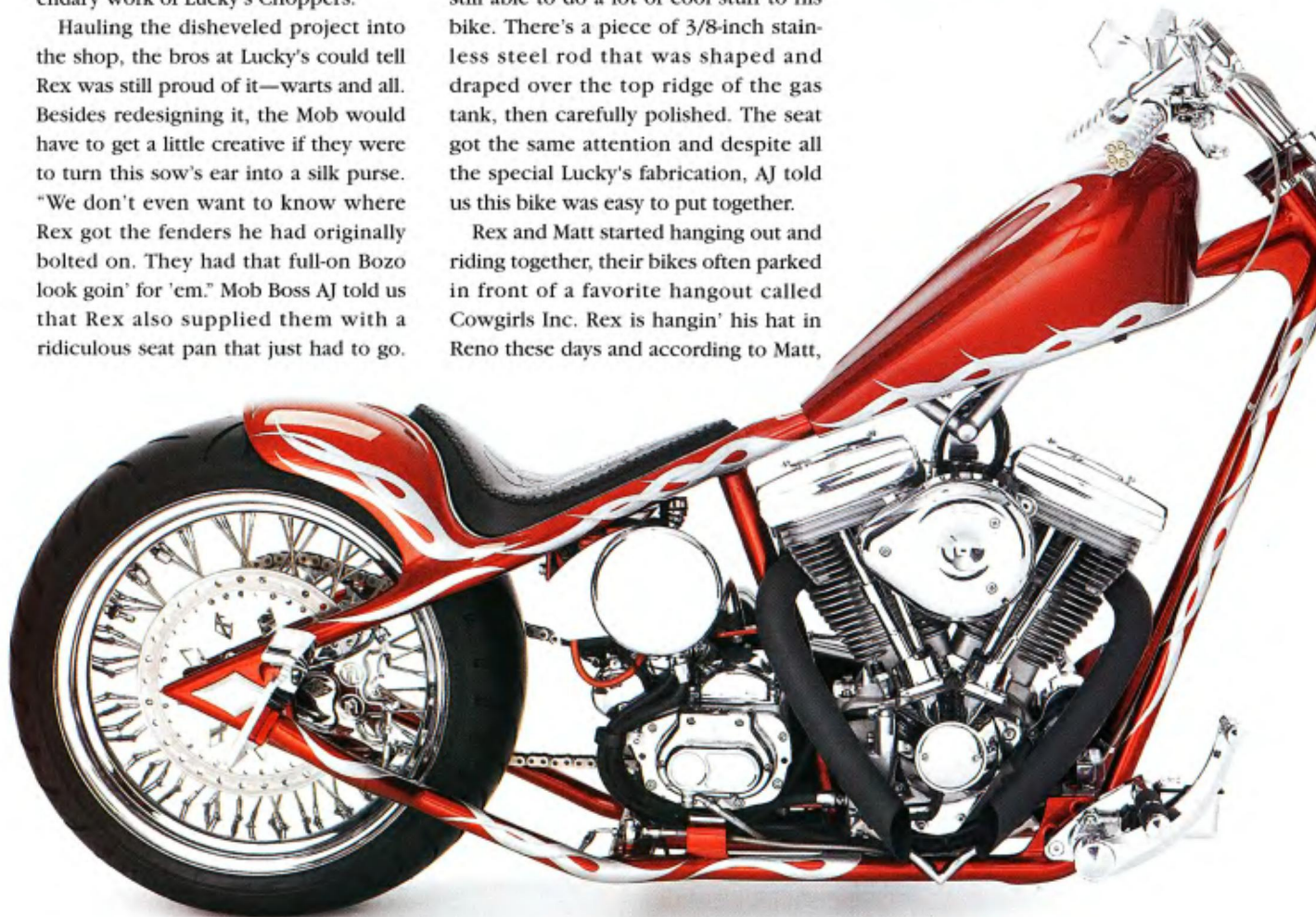


to get his bike turned out by the legendary work of Lucky's Choppers.

Hauling the disheveled project into the shop, the bros at Lucky's could tell Rex was still proud of it—warts and all. Besides redesigning it, the Mob would have to get a little creative if they were to turn this sow's ear into a silk purse. "We don't even want to know where Rex got the fenders he had originally bolted on. They had that full-on Bozo look goin' for 'em." Mob Boss AJ told us that Rex also supplied them with a ridiculous seat pan that just had to go.

Rex was low on funds, but Lucky's was still able to do a lot of cool stuff to his bike. There's a piece of 3/8-inch stainless steel rod that was shaped and draped over the top ridge of the gas tank, then carefully polished. The seat got the same attention and despite all the special Lucky's fabrication, AJ told us this bike was easy to put together.

Rex and Matt started hanging out and riding together, their bikes often parked in front of a favorite hangout called Cowgirls Inc. Rex is hangin' his hat in Reno these days and according to Matt,





Owner: Rex Richards
City: Reno, Nevada
Fabrication: Lucky's Choppers
Model: 2004 Lucky's rigid
Time: 6 months
Chroming: Lucky's

ENGINE

Year/Model: 2004/Ultima El Bruto
Rebuilder: Ultima
Displacement: 96 cubic inches
Cam: Ultima
Carb: S&S

Pipes: Lucky's Choppers

TRANSMISSION

Year/Make: 2004 Ultima

PAINT

Painter: Tim Conder
Type/Color: House of Kolor/Red Metalflake
Special paint: pinstripes by Trethway

FRAME

Year/Make: 2004/Diamond Chassis
Type: Rigid
Rake: 42 degrees

Stretch: 6 inches up,
4 inches out

Modifications: chopped
by Lucky's

ACCESSORIES

Bars: Choppers Inc.
Risers: Choppers Inc.
Handlebar controls: Performance Machine
Fenders: Lucky's Choppers
Headlight: cheap
Taillight: shit box

Pegs: Choppers Inc.

Electrics: Lucky's Choppers

Gas tank: West Coast Choppers

Oil tank: stolen

Seat: Paul Cox

Grips: Choppers Inc.

FRONT END

Type: Forking by Frank

Extension: 8 inches

Triple trees: Forking by Frank

Rebuilder: Lucky's Choppers

WHEELS

Hub: DNA

Size: 21-inch front, 18-inch rear

Tires: Avon

Brakes: Performance Machine

Photos: Pat Wright

Easyriders



Tribal And Gothic Caps

Accutronix has added Tribal and Gothic caps to their line of Tribal and Gothic forward controls, grips, risers, and covers. The new Tribal and Gothic caps make for a great finish to your new project. These new caps are available for axles, swingarm bolts, head bolts, riser bolts and fork cap nuts. The Tribal and Gothic caps, along with all the Accutronix products, are manufactured from billet aluminum and are chrome plated. They're also available in polished or black anodized finishes.

Contact Accutronix at 623-516-9600, or go to www.accutronix.com.



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With their new Clutch Assist, AMP Research wants to make your time in the saddle more enjoyable. AMP Research says that their Clutch Assist system reduces clutch lever pressure by as much as 50%. Working on the same basic principle as Harley's early "mousetrap" clutch mechanism, Clutch Assist is designed to significantly reduce the amount of hand pressure required to operate the clutch. In many cases, users have reported that the lighter pull actually made clutch operation feel smoother and more accurate when

dealing with prolonged heavy use, such as in city traffic, says AMP Research.

Clutch Assist is available in durable, show-quality chrome, or black powdercoat. The system installs on the factory mirror stem of 1982-to-present Harley-Davidsons and custom V-twins. It retails under \$100.

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Avon Has New Sizes To Suit Custom Bikes

The latest additions to Avon's top selling Venom line now include the following sizes: a 130/60R23 64V AM41 (front) and 280/40R20 89V AM42 (rear). The new Venom pairing reflects an emerging trend in the custom market for tires that are true road tires, capable of matching the performance potential of the machines to which they are fitted.

The front 130/60R23 AM41 Venom will fit rims between 3.5 and 4 inches and will have a nominal width of 130mm and an approximate overall diameter of 740mm. The rear

280/40R20 AM42 Venom has been designed for rims between 9.5 and 10.5 inches and will measure an estimated 280mm wide, with an overall diameter of approximately 732mm.

The 280/40R20 is the world's first 20-inch DOT approved rear custom tire. With Aramid belts for added stability, its radial construction means it can be paired with a bias belted, radial, or crossply front tire. As well, the wind-on 0-degree aramid belt restricts tire growth.

Both front and rear tires boast special 'rim protectors' to help prevent damage to wheels from potholes. Usually only seen on top of the range car tires, the Avon rim protection system has proved to be a welcome feature for riders investing in expensive custom wheels.

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Call 800-828-0844 or 763-535-1440 or visit www.leadermotorcycle.com.



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With a piston-like case, socket head screws, and 7.2 oz. of 316L stainless steel, Formation's Holloman 846TS watch is designed and built by the same

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Part of a series of watches produced by Formation, the Holloman retails for \$550.

Go to www.formationproducts.com, or call 415-331-0400 for more info.



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Paul Yaffe



Billy Lane



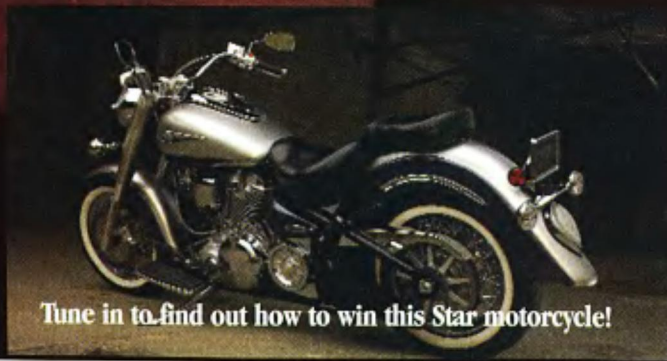
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Road Tunes To Go

Hoppe Industries' removable Quadzilla motorcycle fairings with built-in audio allows you to have touring protection and sound for your H-D Road King or Heritage Softail. You can also revert to your regular fairing in less than 5 minutes. Hoppe Industries produces high-end detachable fiberglass fairings, with sound you can hear at any speed with any pipes. Featuring high-power 160-Watt AM/FM/CD radios driving four, 5-inch coaxial marine speakers, these fairings are made of hand-laid fiberglass.

Call Hoppe Industries at 262-552-2770 or go to www.hoppeindustries.com.



Skull Air Cleaner Kit

Not for the faint of heart, Kuryakyn's new skull air cleaner kits are a vile and sinister addition to any ride. The outer cover is a high-strength, composite material and is chrome plated for good looks. These kits are complete with a K&N high-flow filter element as well as necessary brackets and hardware required for a quick and easy installation. Carburetor re-jetting is required and the necessary jets are included for your convenience. The skull air cleaner kit retails for \$199.99.

See your Kuryakyn dealer, call 866-277-9598 or visit www.kuryakyn.com.



Mammoth Choppers' Seats

Mammoth's pinstripe-stitched seats are bringing back that old-school look. They are made from top-grain, hand-picked leather and feature ergonomically shaped closed-cell, high-density foam to make them as comfortable as they look. The seats are priced at \$159.95 for the Ice Age flame stitch seat and \$169.95 for the pinstripe stitch seat.

Go to www.mammothchoppers.com or call 360-734-2534 for more info.

New Panoptx Shades Are Here

Panoptx now offers four new Speed models, sporting cutting-edge styles and featuring air dams and anti-fog lenses: the petite, jewel-like



Avanti and the fashion-forward, large-framed Gale are made especially for women, while the classic, full-wrap Vortex and the aggro appeal of the Typhoon complete the collection. The new line has eye-popping rack appeal, with colors like a streaky green jade for women, a new twist on tortoise in a gray shade for men and a deep, glossy black with chrome accents in every model. All come in a range of optical-quality lenses, including Panoptix signature photochromic (clear-to-dark) lens, the Day/Night. MSRP's range from \$70 to \$135.

Go to www.panoptix.com or call 877-PANOPTX.



A Tool Stash Kit For The Road

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 make sure you pack one of Win Products' compact Tool Stash kits, and, in most cases, you'll have everything you need to make minor emergency repairs and get up and running. Win has gathered the very basic necessities including: pliers, plug wrench, screw driver with six bits, 3/4-inch socket driver with six sockets from 3/16-inch to 1/2-inch, four open wrenches 3/8-inch to 3/4-inch and an all-in-one box wrench. The tools are packed into a compact, rugged zippered pouch that measures 9 x 5 x 1 inches. The kit retails for \$32.95.

For complete details call 805-531-1000 or visit www.starwestinc.com.



New Big Dog Trike

Big Dog Motorcycles Columbus and American Trike got together to design the first Big Dog Mastiff Trike. The trike is built around a 2006 Mastiff that comes stock with a 39-degree rake frame. Frame tubes are a stout 1 1/2 inches in diameter surrounding a 117-inch S&S V-twin motor and 6-speed setup. The powertrain is connected to a specific rear section that includes a double independent wishbone rear suspension system, 4-piston Wilwood brakes and four coilover shocks.

The 2006 Big Dog Mastiff Trike is available exclusively through Big Dog Motorcycles Columbus. Call them at 614-224-9400 for information or go to their Web site at www.bigdogmotorcyclescolumbus.com.

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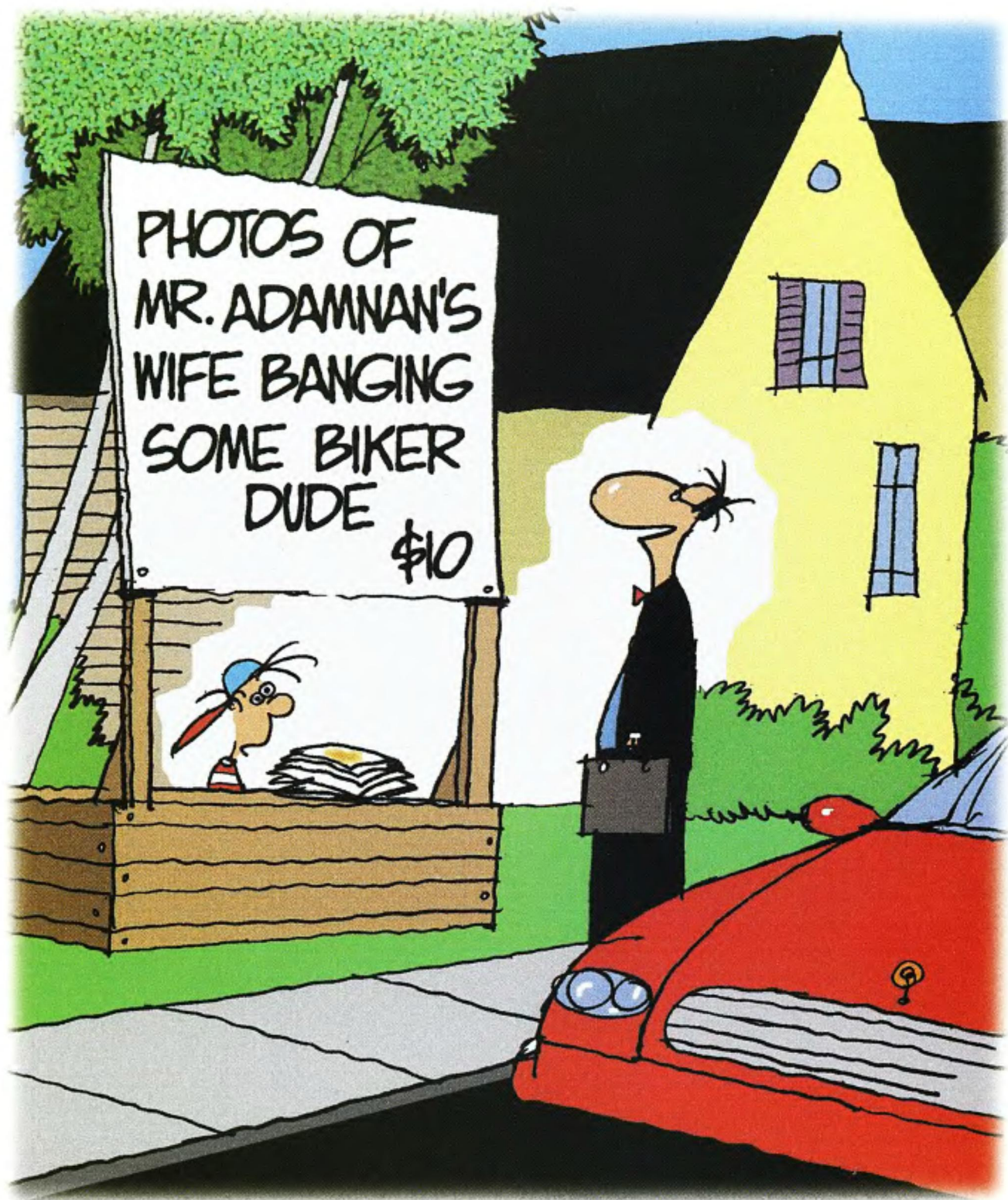


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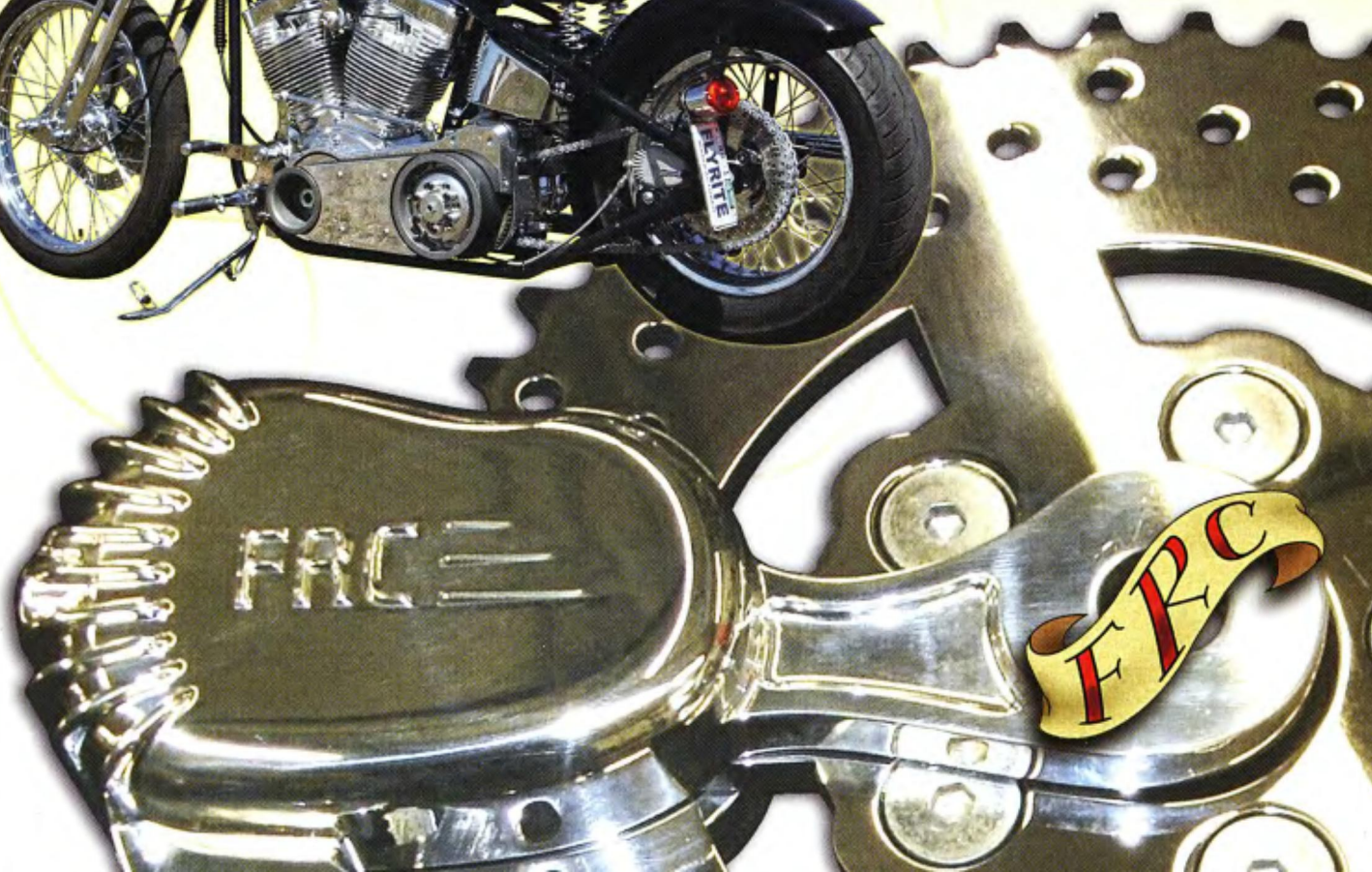
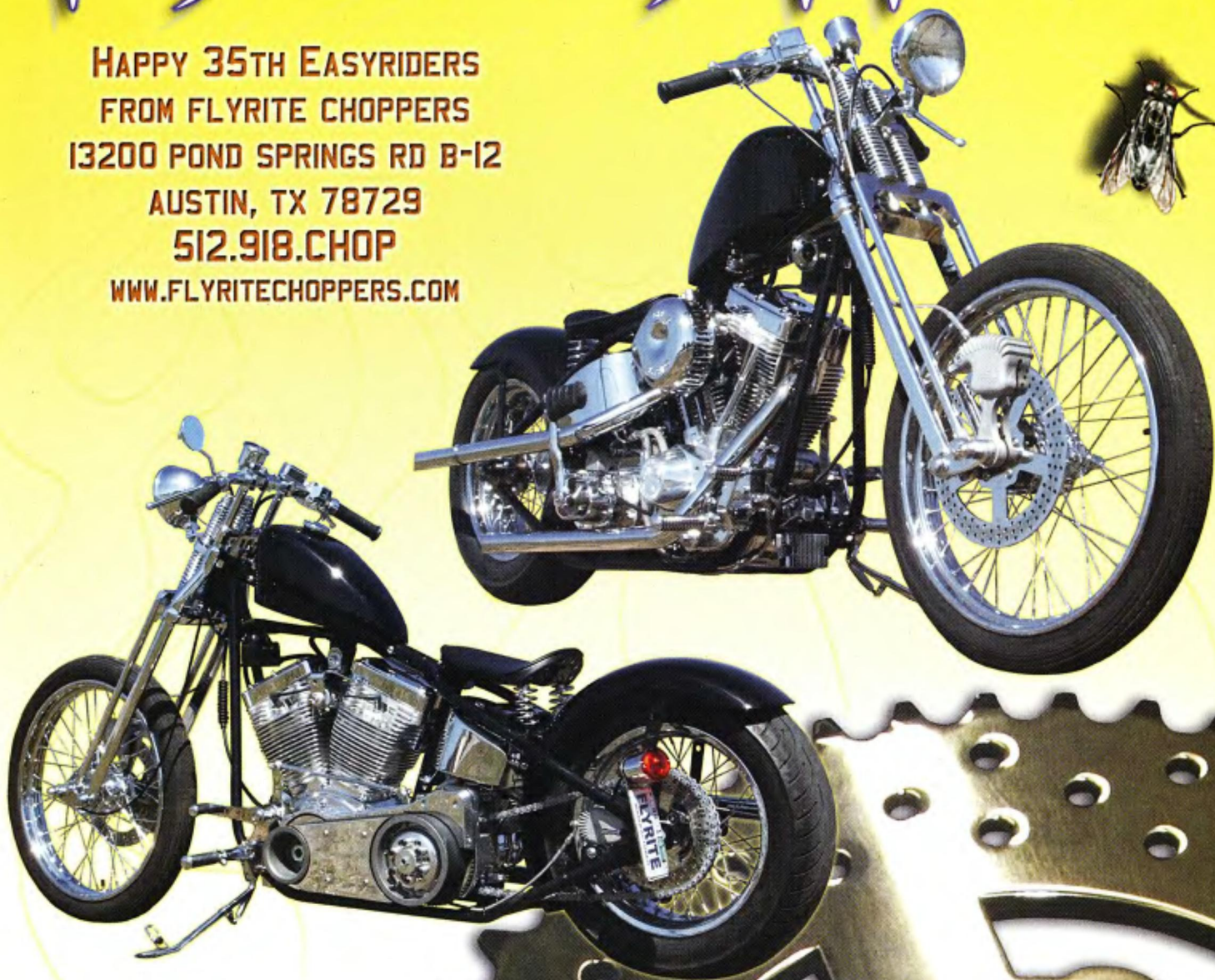


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Something Different
From Roland Sands

The Art Of Function

So you've got a slot on the Discovery Channel's *Biker Build-Off* TV series and you've got way too short a time to build something way too outlandish in hopes of winning the big prize.



Well, what do you do? Easy...just surround yourself with a talented group of people, have access to a first-rate machine shop and give yourself a whopping two weeks. Hell, should be a cinch, right? Well, not quite...

Now it's time to fill in the blanks; it was Roland Sands, son of Performance Machine owner and founder Perry Sands, who accepted the *BBO* challenge. The roster of talented folks who lent their time, talents and effort to this machine include: Wink Eller, Johnny Chop, Tom Foster, Brett Marshall, Lyndelski—the entire Performance

re-designed and re-shaped. About 10% of the frame is still OEM Harley, the neck section included (rake at 33 degrees), but the swingarm is one of Roland's signature designs. In essence, the bike's design was inspired by taking an MV Agusta sportbike and crashing it head-on into a vintage board-track racer. Seems he hit the mark.



Machine R&D team. A pretty good start, really. Then, add the resources of the Performance Machine facility and you're on the right track.

The bike you see here began life as a 2004 Harley-Davidson Softail Standard. Seems that the bike had been wrecked and was a wee bit mangled, so using it as a foundation to radically alter seemed appropriate given the circumstances. Most of the frame was hacked away,

Although Roland designed much of this bike, he delegated his thoughts to his crew and listened to their input on the execution of the designs. Roland did get the final say on things, but for specialty items such as the fuel tank, he handed Johnny Chop a sketch and pretty much let him run with it. The billet tank topper is Roland's capper to Johnny's custom work.

In case you're wondering, yes, Roland took the name of this motorcycle,





"Glory Stomper," from the movie of the same title, starring Dennis Hopper. The same theme applies to the finished product. As Roland puts it, "You can ride the fuck out of this bike." With an excess of ground clearance, so much unlike the designs used in most of today's custom bikes, a short front end, low, lean looks and nothing extra to weigh the bike down, Roland's sled has hit all the marks he set out for it. Seems that doing the direct opposite of everyone else pays off now and again.

The proof of that is that some of the cool one-off pieces from Glory Stomper made their way into production at, you guessed it, Performance Machine.

—Wordman




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POWER TWIN
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Owner: Roland Sands/Performance Machine
City: La Palma, California

Designer: Roland Sands

GENERAL

Fabrication: PM R&D team including Roland Sands, Wink Eller, Johnny Chop, Tom Foster, Brett Marshall, Lyndelski

Year and make: 2004 Harley-Davidson

Model: Softail Standard

Assembly: PM R&D team including Roland Sands, Wink Eller, Johnny Chop, Tom Foster, Brett Marshall, Lyndelski

Time: two weeks

Chroming: none

ENGINE

Year: 2002

Model: Twin Cam

Rebuilder: Wink Eller

Ignition: Twin Tech

Displacement: 95 cubic inches

Lower end: Harley-Davidson

Balancing: Wink Eller

Pistons: S&S

Heads: Edelbrock

Cam: S&S

Lifters: S&S

Carb(s): Edelbrock

Air Cleaner: Roland Sands

Pipes: Roland 7 Brett, custom tip by Roland

TRANSMISSION

Year and make: 2005 Baker 6-speed

Modifications: OEM box

PAINTING

Painter: Chris Wood, Airtrix

Color: top secret red flake

Type: PPG

FRAME

Year: 2004

Builder: Harley-Davidson, modified by Roland Sands

Type: Softail

Rake: 35 degrees

Stretch: 2 inches backbone, 1-inch downtube

Shocks: Ohlins

ACCESSORIES

Bars: Roland Sands

Handlebar controls: Performance Machine

Fender(s): none/tail section, Roland Sands

Headlight: Projector beam/
custom mounts, T. Foster

Taillight: Radiantz

Speedo: none

Pegs: Performance Machine

Electrics: Custom

Gas tank: Johnny Chop (steel)/
Roland Sands (billet top)

Oil Tank: Jeff Decker casting/mount, T. Foster

Oil system: custom

Primary cover: Performance Machine Contour

Seat: TZ 250 seat foam

Grips: Performance Machine

FORKS

Type: Ohlins w/radial-mount calipers

Builder: Ohlins

WHEELS

Size: 21-inch front, 18-inch rear

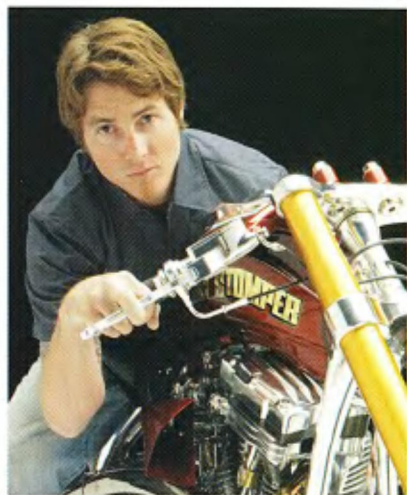
Hub: Performance Machine Contour

Tires: Metzeler

Brakes: Performance Machine

Other Special Modifications: frame and swingarm, gas tank top, Performance Machine Contour hand controls, mid-controls, clutch slave cylinder, radial-mount brake, Method wheels, discs, sprocket and Contour rocker cam covers. Beehive exhaust tip exhaust pipes triple trees and handlebars are all Roland Sands designs.

Photos: Michael Lichter



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Original Productions' Series To Air In Fall 2006

BIKER BUILD-OFF ROARS BACK FOR FIFTH SEASON

The Discovery Channel's *Biker Build-Off*, the popular TV series from Original Productions that made custom bike-building a mass culture phenomenon is back for its fifth season in Fall of 2006.

Production has already begun on the latest series of contests in which 26 custom fabricators square off in 13 head-to-head competitions. By the time the final detail is applied to the last bikes, these trend-setting builders will have, once again, set the standard for what makes choppers cool.

"In the six years since we started spotlighting chopper culture, we've seen how these bike legends as well as hot-shot newcomers connect with a huge, diverse audience," says *Biker Build-Off* creator Thom Beers, CEO and executive producer of Original Productions. "With each series, we boost the excitement and celebrate the phenomenon even more. Season five will continue that tradition."

Hugh King, known throughout the gearhead community as "The Chopper King," thanks to his hands-on involvement as co-executive producer of the *Biker Build-Off* series and director-producer of its predecessor, *Motorcycle Mania*, has assembled the cream of custom bike builders to compete against each other.

As with the previous *Build-Offs*, each builder will be given two weeks to create a custom motorcycle from the ground up. Although aesthetics are crucial to all the builds, the contest also requires the bikes to function; the builders must ride them as far as 1,000 miles to major bike events where attendees vote for their favorite.

The stakes, and tension, are raised with the fifth season, however. Each builder/designer will be allowed only one packet of tools to use on the road

to the competition, and there will be no follow truck packed with extra equipment. If a bike breaks down and the rider can't fix it with what he's carrying, he's out of the competition.

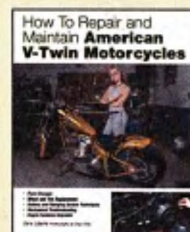
In three of the *Build-Offs* the trophy will go to the fastest bike rather than to, as in the past, the most popular. The contestants in those match-ups will build track and motocross bikes, then go head-to-head for the top prize.

Biker Build-Off will also feature its first woman builder and the most multi-cultural, multi-national lineup of artisans ever. The match-ups this season include:

- Mike Metzger vs. Larry Linkogle: Both men build Motocross bikes, and will subject their creations to awesome long-distance flips and jumps for the gold.
- Ivy Tosclair vs. Kevin Alsop: A small shop owner and prize winner from New Orleans goes up against a major manufacturer from Big Bear, California.
- Scott Long vs. Trevelene: Two of the toughest guys in the business face off in a contest to build the ultimate old-school chopper.
- Roland Sands vs. Jesse Rooke: Both builders are young, both are based in Southern California, and both are convinced they can build the fastest bike.
- Paul Yaffe vs. Dave Perewitz: A pair of world famous, master builders, one from the Southwest, one from the Northeast.
- Eli Pitts vs. Harold Pontarelli: Both are names in the chopper world and neither is comfortable with finishing in second place.
- Matt Hotch vs. Roger Goldammer: The reigning *Biker Build-Off* champion squares off with the reigning world champion.

New Books

How To Repair And Maintain American V-Twin Motorcycles



Finally a basic motorcycle repair and maintenance manual for the masses. Sara Liberte, a female motorcycle artist and bike shop owner has given us

a concise, photographic and common sense guide to owning a motorcycle. Although Liberte is every bit a woman, this is no "girly" motorcycle handbook. Liberte has cut her teeth in the hot rod and motorcycle world and is now co-owner of RT's North Hills Cycles in Massachusetts.

Sara stresses that part of being the owner of a motorcycle is having a good understanding of the machine and having a somewhat intimate knowledge of the repair and maintenance schedule of your bike.

How To Repair and Maintain American V-Twin Motorcycles is a 156-page book that takes a reader from the basics of proper riding gear, identification of a soft and hard-tail, knowing about VIN numbers and service manuals on the basic end, all the way through what tools every motorcyclist should own, how to check, replace and top off all fluids including oil, primary fluid, transmission fluid, brake fluid, fork oil and lubing and adjusting cables. Sara also hits on service intervals for spark plugs, wires, air filters, brake pads, rotor upgrades, caliper upgrades, changing tires, wheel upgrades, wire wheel care, final chain and belt adjustment and cleaning your bike.

Filled with full color photos and step by step instructions, the book is published by MBI Publishing and sells for \$17.47. More info can be obtained by calling 800-826-6600, or from www.motorbooks.com. Also available on Amazon.com for \$16.47.

For more information go online to www.saraliberte.com. —Colleen Swartz

CONTINUED ON NEXT PAGE

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Biker Build-Off CONTINUED

• Billy Lane vs. Russell Mitchell: One's all-American, the other's British, both are looking to be crowned as badass king.

• Craig Whitford vs. Mike Long: You think trikes are kids' stuff? Don't tell these guys.

• Kim Suter vs. Gypsy Charros: An up-and-coming female bike builder from Texas goes against an established and famous male builder from Kansas.

• Jason Hart vs. Brian Klock: They're young, extremely inventive, heavily rewarded builders, both from the heart of the Midwest, and now they're going mano-a-mano.

• Detroit Brothers vs. Jason Kangas: Two roughneck young brothers go up against one of the newest kids on the chopper block. But neither does anything that can be mistaken for child's play.

• Marcus Walz vs. Michael Prugh: A pair of the leading designers in the world—one's from Germany (though he works out of Florida), the other is from Rapid City, South Dakota—seek global domination.

"These guys are all the top of the top, making the coolest, most coveted machines," Hugh King says of his lucky 13 match-ups. "They know that they have to build bikes that have to be beautiful and they have to work."

King will be showcasing the competitions on the go-to Web site for gearheads and wannabes: www.chopperking.com.

—Groana Bearit

Coast To Coast

Biker News

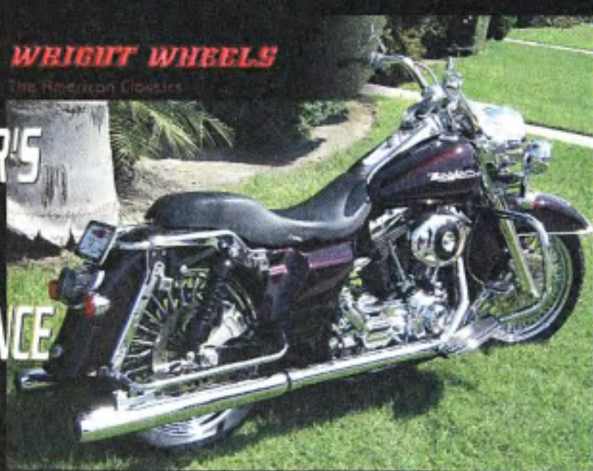
ABATE OF FLORIDA RELEASES FINANCIAL IMPACT OF HELMET LAW REPEAL:

On February 6, 2006, James "Doc" Reichenbach II, president of ABATE of Florida and chairman of NCOM, released the following economic impact report covering the five years since Florida modified their mandatory helmet law to exclude most adult riders.

- 278,331 new motorcycles at an average of \$10,000 each = \$2,783,310,000
- Sales tax on motorcycles at 6% = \$166,998,600
- Registration fees for motorcycles = \$10,047,749
- Change of title = \$8,280,347
- Total = \$2,968,636,696

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"This is almost \$3 billion in five years that has been put into the economy of the State of Florida, and this is a low figure as it doesn't include antique motorcycle or mopeds that are licensed in Florida," said Doc. "Over \$180 million went directly into the state treasury for the general fund, and this does not include the tourist money that has increased because of Florida being a freedom of choice state. In the past five years over \$2.5 billion has been spent at Bike Week and Biketoberfest."

TEXAS POKER RUNS MAY MOVE TO MEXICO: Texas has said "No" to charity poker runs, but at least one El Paso charity has an ace up their sleeve: Juárez.

Members of the Vista Hills Rotary Club, who had been trying to spice up their fund raising with poker for years but couldn't find a legal way to do it in El Paso, came up with the idea of having a Texas Hold 'Em Poker Tournament in Juárez, to be hosted by its sister club, the Club Rotario Juárez Norte.

In Austin, Sputnik, state chairman of the Texas Motorcycle Rights Association which organizes charity poker runs, found the idea brilliant. "Oh, yeah, that would work," he said.

Charities around the country, including churches, have been cashing in on the Texas Hold 'Em craze. But in Texas it's a little trickier since Texas Attorney General Greg Abbott issued an opinion in December stating that poker runs—the popular fund raisers in which bikers pay to pick up playing cards along a route to win prizes at the final stop—amounted to illegal gambling.

Sputnik, who also serves on the NCOM Board of Directors and Legislative Task Force, said he is looking for "a way around" the attorney general's opinion. He has brought up the idea of switching from poker to throwing darts, which is considered a game of skill.

In El Paso, Mando Parra, a member of the Bandidos Motorcycle Club and the chairman of the West Texas Confederation of Clubs, is looking to take his poker ride for cancer research to New Mexico where gambling is legal. In that case, the fund raiser would have to benefit a New Mexico charity, he said. "The El Paso charities are the ones that are going to lose," said Parra. It's a sad state of affairs

CONTINUED ON NEXT PAGE

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Biker News CONTINUED

when those in "power" have their heads so deeply inserted as to lose sight of the good things that come out of something as simple as a Poker Run.

VIRGINIA GOVERNOR'S MOTORCYCLE ADVISORY COUNCIL:

Virginia's Governor Mark R. Warner has announced the creation of the Governor's Motorcycle Advisory Council. The group, comprised of state and local officials, state agency representatives, and motorcycle enthusiasts, will work to promote motorcycle safety, tourism, and business development in Virginia. The Council is the next step in Governor Warner's "Motorcycle VIRGINIA!" initiative created in 2004.

"Virginia has worked to expand its tourism markets in so many areas—and motorcycle tourism is a really great opportunity for us," said Governor Warner. Additionally, as the Commonwealth grapples with the transportation challenges of the next decade, motorcyclists need to have a voice in that debate."

Governor Warner's first appointee to the new council was J. Thomas McGrath as a representative of the Transportation Safety Board. McGrath is the founder of the Virginia Coalition of Motorcyclists (VCOM), and is also the A.I.M. Attorney for Virginia.

NEWS OF THE WEIRD: BIKE VEST PROMOTERS FULL OF HOT AIR:

Promoters of supposedly "Inflatable Motorcycle Vests" have been sentenced on 30 felony counts of securities fraud and grand theft, as well as five counts of tax evasion.

After they entered guilty pleas on all counts, John Duhamell and Toni Duhamell were formally sentenced in late October in San Bernardino County Superior Court to seven years, and four years and four months, respectively. In addition, the Duhamells were ordered to repay their more than 200 victims \$5.6 million in restitution, and they were also ordered to pay \$816,718 each to the Franchise Tax Board on tax evasion charges.

The Duhamells were convicted of stealing more than \$5 million from investors over the course of three years on the pretense of financing a product known as the "AirVest"—a vest worn by motorcyclists that is designed to automatically inflate when they are thrown

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from their bikes. Yee-ha, now you're a bouncing air ball.

The Duhamells falsely told potential investors that Harley-Davidson, Inc. had invested heavily in the company. Instead of putting the money into the company, the Duhamells used the investors' cash to live an extravagant lifestyle that included trips to Europe as well as the purchase of luxury homes and automobiles.

THE HIGH PRICE OF TRAFFIC CONGESTION—ANOTHER REASON TO RIDE A MOTORCYCLE:

In a feature article last summer, *The Denver Post* reported on the sad state of gridlock on U.S. roadways: "In Denver, the average round-trip commuting time was nearly 46 minutes, according to a recent community survey by the U.S. Census Bureau. Disagreements over what to do about the problem—and a lack of money and political will to either expand roads or radically change the way the nation gets around—means Americans are stuck with traffic just as much as they're stuck in it. According to the Texas Transportation Institute, the field's leading research group, time lost to traffic delays in 2003 hit 3.7 billion hours. Add that up and it equals more than 400,000 years. That's a time-span that would stretch back pre-car and pre-civilization to the days when scientists believe Man was just starting to appear. Fuel lost to traffic jams in 2003 could fill every car in the country for six days of driving. Five metro areas were gridlocked so badly in the '80's that the average driver experienced at least 20 hours of delay a year. By 2003, that number had exploded tenfold, to 51 metro areas. Now cars outnumber drivers 204 million to 191 million. Road building hasn't kept up with miles traveled, and neither has the traditional funding for roads. The federal fuel tax brings in less per mile traveled because improving fuel mileage over the past 30 years means each tax dollar has to cover more wear and tear. Solutions are elusive, as each proposal must win support from a seemingly impossible-to-please group of competing interests. Road builders and motorist groups want more asphalt; environmentalists want more mass transit. Highway and transit projects would eat up scarce and expensive land, and taxpayers don't want to pay."

— Bill Bishop, NCOM

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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.

ALABAMA

Biker Shack 411, LLC
8666 US Hwy 411 - Centre
256-475-3384

Riders H-D

4750 Norrell Dr. - Trussville
205-655-1234

CALIFORNIA

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

House of Thunder H-D

16175 Condit Rd. -
Morgan Hill
408-776-1900

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

ILLINOIS

Heritage Harley
2595 Ogden Rd. - Lisle
630-420-1942

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

Majestic Trikes-N-Cycles LLC
306 Washington St. - Horicon
920-485-3330

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



To get your shop listed here call Angela at:
800-572-1386 - ext. 1201

Happenings

ALABAMA

Camp Smile-A-Mile
M/C Ride
Date: Jun. 17
Place: Birmingham
Info: 205-323-8427
www.campsam.org

ARIZONA

MRF Best of the West
Date: Jun. 16-18
Place: Prescott Resort
Info: 202-546-0983
www.mrf.org

Ride For Kids
Date: Jun. 25
Place: Phoenix
Info: 800-253-6530
www.ride4kids.org

CALIFORNIA

West Coast Thunder Ride
Date: May 27-29
Place: Skip Fordyce,
Riverside
Info: 951-785-0100
westcoastthunder.com

Cycle Show & Swap Meet
Date: May 28
Place: Vet's Stadium,
Long Beach
Info: 714-557-1846
www.toppingevents.com

Sierra Hope Ride
Date: Jun. 3
Place: Mother Lode
Fairgrounds, Sonora
Info: 916-921-9518
www.sierrahoperide.org

Woman's M/C Expo
Date: Jun. 3-4
Place: Auburn
Info: www.real
womenride.com

7th Annual Rods & Rails
Date: Jun. 3-4
Place: Perris
Info: 951-943-6603

29th Redwood Run
Date: Jun. 9-11
Place: Piercy
Info: 707-247-3424
www.redwoodrun.com

Rip's Bad Ride
Date: Jun. 11
Place: Irvine
Info: 888-DIABETES
www.ripsbadride.com

Ride For Kids
Date: Jun. 11
Place: San Bernardino
Info: 800-253-6530
www.ride4kids.org

Bakersfield Thunder Run
Date: Jun. 16-18

Place: Bakersfield
Info: www.bakersfield
thunderrun.com

Rose Bowl Bikefest
Date: Jun. 24-25
Place: Pasadena
Info: www.horsepower
promotions.com

Memorial BBQ
Date: Jun. 24
Place: Galt
Info: 209-481-4345

ABATE Joy Ride
Date: Jun. 25
Place: Irwindale
Speedway
Info: 626-914-1779
www.thejoyride.org

Ride For Kids
Date: Jun. 25
Place: San Francisco Bay
Area
Info: 800-253-6530
www.ride4kids.org

Cycle Show & Swap Meet
Date: Jun. 25
Place: Vet's Stadium,
Long Beach
Info: 714-557-1846
www.toppingevents.com

Ride the Mountain
Date: Jul. 3
Place: Big Bear Airport
Info: 909-878-4340
bigbearchoppers.com

COLORADO

Ride for Kids
Date: Jun. 25
Place: Heritage Square,
Golden
Info: 303-466-3501
www.ride4kids.org

84th Pike's Peak
Hill Climb
Date: Jul. 1
Place: Colorado Springs
Info: 719-685-4400
www.ppihc.com

CONNECTICUT

Summer M/C
Swap Meet
Date: Jun. 25
Place: Stafford Springs
Info: 860-875-7768
www.staffordmotor
speedway.com

FLORIDA

Orlando M/C Salon
Date: Jun. 3-4
Place: Orange County
Convention Center,
Orlando
Info: 305-529-2842
themotorcycletour.com

GEORGIA

Great Southern Bike Rally
Date: May 26-29
Place: Douglas Airport
Info: 912-384-9491
www.gsbikerally.com

AHRA Drags
Date: May 27-28
Place: Commerce
Info: 336-924-2095
www.ahdra.com

Sautee Mountain Bash
Date: Jun. 2-4
Place: ABATE Region 2
Info: 770-297-1598

Albany Bike Days
Date: Jun. 2-4
Place: Albany
Info: 866-446-0078;
www.hogwildmotorcycles.com

Thunder Rally
Date: Jun. 9-11
Place: Milledgeville
Info: 478-453-7057
www.milledgeville
thunderrally.com

17th Iron Horse Rodeo
Date: Jun. 9-10
Place: ABATE Dist. 1
Info: www.abatega.com

Ride For Kids
Date: Jun. 4
Place: Atlanta
Info: 800-253-6530
www.ride4kids.org

HAWAII

VNV LV Candlelight Ride
Date: May 28
Place: Kakaako Park
Info: 808-741-5408
www.vnvmchawaii.com

VNV/LV MC Flag Day Run
Date: Jun. 11
Place: Moanalua
Gardens, Honolulu
Info: 808-741-5408
www.vnvmchawaii.com

ILLINOIS

Big Hands Little Giants
Date: Jun. 2-3
Place: Marion
Info: 618-993-5436
illinoiscentremall.com

Walneck's Swap Meet
Date: Jun. 4
Place: Sandwich
Info: 630-985-2097
www.walneckswap.com

10th HogRock River Rally
Date: Jun. 8-11
Place: Cave-In-Rock
Info: 866-HOGROCK
www.hogrock.com

Freedom Run
Date: Jun. 17
Place: Marseilles
Info: ilfreedomrun.org

6th M/C AA
Convention
Date: Jun. 23-25
Place: Pearl City
Info: www.mmaac.org

ABATE State Party
Date: Jun. 23-25
Place: Altamont,
Info: 800-87-ABATE
www.abate-il.org

Ghost of O'Hare Rally
Date: Jun. 24
Place: Wood Dale
Info: www.chicago
bikerbars.com

Walneck's Swap Meet
Date: Jun. 25
Place: Grayslake
Info: 630-985-2097
www.walneckswap.com

INDIANA

Valpo Fest MC Rally
Date: May 28
Place: Valparaiso
Info: 219-464-9918
2motorcycleshow.com

ABATE Miracle Ride
Date: Jun. 3-4
Place: Marion County
Info: 800-232-2283
www.abateofindiana.org

June Bug Jam
Date: Jun. 16
Place: ABATE,
Harrison County
Info: 812-738-0834
www.abateofindiana.org

Walneck's Swap Meet
Date: Jul. 9
Place: Martinsville
Info: 630-985-2097
www.walneckswap.com

Ride For Kids
Date: Jul. 9
Place: South Bend
Info: 800-253-6530
www.ride4kids.org

IOWA

9th Annual Fun
Run and Rodeo
Date: May 26-28
Place: 7 Oaks, Boone
Info: 515-460-0080

11th Annual Mississippi
River Rally
Date: Jun. 15-17
Place: Davenport
Info: 309-799-7469
sturgisontheriver.com

Awesome Biker Nights
Date: Jun. 16-17
Place: Sioux City
Info: 712-224-2759
www.awesome
bikernights.com

22nd Freedom Rally
Date: Jun. 30-Jul. 2
Place: Algona
Info: 641-858-5001
www.abateiowa.org

Toys For Tots Rally
Date: Jun. 16-17
Place: ABATE,
Des Moines
Info: 515-208-9078

KANSAS

Tornado Rally
Date: Jun. 10-11
Place: Big Dog
Motorcycles, Wichita
Info: 316-219-7050
www.tornadorally.com

Ride For Kicks
Date: Jun. 10
Place: Vic's, Hutchinson
Info: 620-960-3134
www.rideforkicks.com

KENTUCKY

Bluegrass Blast
Date: May 26-28
Place: Days Inn,
Bardstown
Info: www.trikes.org

AMRA Drags
Date: Jun. 24-25
Place: Bowling Green
Info: www.amraonline.com

MAINE

Weekend Bash
Date: May 26-29
Place: Windsor
Info: 207-635-3883
www.back40maine.com

MARYLAND

Fire Up ThundR Out
Date: May 25-30
Place: La Plata
Info: 301-893-2900
fireupthundrout.com

Ride Across Maryland
Date: Jun. 3-4
Place: Ocean City
Info: 410-992-9999
rideacrossmaryland.org

MICHIGAN

2nd Annual M/C Run
Date: May 27-28
Place: Teddy Bear Tattoo,
Allegan
Info: 888-686-8350

MINNESOTA

Freedom Riders Blowout

Date: Jun. 16-17
Place: Mt. Lake
Info: 507-831-5504

MISSISSIPPI

24th Annual
Gulfport Blowout
Date: May 26-29
Place: Gulfport
Info: 228-392-1801
www.harleyblowout.com

Dixie Thunder Run
Date: Jun. 10-12
Place: Bancorp, Tupelo
Info: 601-261-9496
deepsouthcycles.com

MISSOURI

M/C Swap Meet
Date: Jun. 25
Place: Twin Drive In
Theater, Independence
Info: 816-456-4415
www.jwswapmeet.com

MONTANA

Iron Horse Rally
Date: Jul. 14-16
Place: H-D, Red Lodge
Info: 888-827-2663
www.beartoothrally.com

NEBRASKA

S5th Annual Faces Rally
Date: Jun. 9-11
Place: Minden
Info: 308-832-1768

Loup City Hog Roast
Date: Jun. 24
Place: Loup City,
Fairgrounds
Info: 308-338-8003

NEVADA

Run-A-Mucca
Date: May 26-28
Place: Winnemucca
Info: 775-623-5071
www.runamucca.com

Best Breasts in the West
Date: Jun. 3
Place: Paramount, Reno
Info: 775-324-2455
cathousepokerrun.org

Elko M/C Jamboree
Date: Jun. 16-18
Place: Elko
Info: 866-577-0968
www.elkomotorcycle
jamboree.com

NEW HAMPSHIRE

Laconia Motorcycle Rally
Date: Jun. 10-18
Place: Laconia
Info: 603-366-2399
www.laconiamcweek.com

NEW JERSEY

Custom Bike Show

Date: Jun. 3
Place: Millville
Info: 856-327-4500
www.riverfrontcenter.org

NEW MEXICO

4th Annual Toys For Kids Summer Run
Date: Jun. 25
Place: T&R Dollar Store, Gallup
Info: 505-722-4366

25th Red River Run
Date: May 26-29
Place: Red River
Info: 800-348-6444
redrivernewmex.com

NEW YORK

22nd Annual AM-JAM
Date: May 25-28
Place: Cobleskill
Info: 518-893-2273
www.am-jam.com

Americade
Date: Jun. 5-10
Place: Lake George
Info: 518-798-7888
www.toutexpo.com

Harley Rendezvous
Date: Jun. 23-25
Place: Mariaville
Info: 518-864-5659
harleyrendezvous.com

14th Annual Block Party
Date: Jun. 24
Place: Butler Street, Brooklyn
Info: 718 855-1233
bridgerunnersmc.com

Freedom Fest
Date: Jun. 30-Jul. 2
Place: Black Pistons MC, Friendship
Info: 814-887-6044

NORTH CAROLINA

Ride For Children
Date: May 28
Place: Wal-Mart/Belks, Lexington
Info: 336-249-7867

AMDRAGS
Date: Jun. 3-4
Place: Rockingham
Info: 301 884 9833
www.AMDRAGS.com

ABATE State Party
Date: Jun. 16-18
Place: KOA, Manning
Info: swampfoxabate.com

Anniversary Party
Date: Jun. 16-18
Place: Olde Mill, Sanford
Info: 919-542-6639;
www.vnmcmc.org

Smoke Out VII
Date: Jun. 23-24
Place: Salisbury
Info: 803-269-9699
www.thehorsemag.com

Hot Springs Rally
Date: Jun. 23-25
Place: Hot Springs
Info: 828-683-3734
www.cba-abatenc.org

NORTH DAKOTA

Menoken Grove Rally
Date: Jun. 9-11
Place: Menoken Grove
Info: 701-223-5609
www.abatend.com

OHIO

2nd Annual Firefighters Memorial Ride
Date: May 28
Place: Cleveland
Info: 440-327-6966

St. Jude Christmas For Kids
Date: Jun. 10
Place: Sportscasters, Lima
Info: 419-221-0245

AHDRA Drags
Date: Jun. 10-11
Place: Norwalk
Info: 336-924-2095
www.ahdra.com

Ride For Kids
Date: Jun. 11
Place: Cleveland
Info: 800-253-6530
www.ride4kids.org

Love America Rally
Date: Jun. 16-18
Place: Fairgrounds, Delaware
Info: 614-893-3311
www.lacebikerexpo.com

ABATE State Party
Date: Jun. 23-25
Place: Hopedale
Info: 800-25-BIKER
www.abate.com

Freedom Rally
Date: Jun. 30-Jul. 1-2
Place: ABATE CMRO Region 8
Info: www.abatecmro.org

Thunder at the Crossroads
Date: Jul. 21
Place: Rossford
Info: 419-873-4636
www.thunderatthe-crossroads.com

OKLAHOMA

M/C Swap Meet

Date: Jun. 4
Place: Oklahoma City
Info: 816-456-4415
www.jswapmeet.com

Bike Week Oklahoma
Date: Jun. 16-25
Place: Sparks
Info: 918-866-2543
www.sparksamerica.com

OREGON

29th Fossil Campout
Date: May 26-29
Place: Fossil
Info: 877-552-2283
www.fossilcampout.com

Iron Horse Bike Rally
Date: Jun. 23-25
Place: Lake Selmac
Info: 541-659-5595
ironhorsebikerrally.com

PENNSYLVANIA

Ride With A Purpose
Date: May 27
Place: H-D, Johnstown
Info: 814-288-3060

God Bless America XVI
Date: Jun. 4
Place: Greencastle to Martinsburg, WV
Info: 717-328-9238

Rally on the River
Date: Jun. 4-11
Place: Splash Magic, Northumberland
Info: 410-963-3647
parallyontheriver.com

Hillclimb and Bike Show
Date: Jun. 11
Place: Freemansburg
Info: 610-258-3208
www.bikehillclimb.com

28th ABATE State Party
Date: Jun. 16-18
Place: Hazen
Info: 717-731-8955
www.abatepa.org

Underground Railroad Ride
Date: Jun. 17
Place: Bedford Frgrnds
Info: www.underground-railroadride.com

Ride For Kids
Date: Jun. 18
Place: Pittsburgh
Info: 800-253-6530
www.ride4kids.org

Thunder in the Valley
Date: Jun. 22-25
Place: Johnstown
Info: 800-237-8590
visitjohnstownpa.com

AHRMA Roadrace
Date: Jun. 24-25
Place: BeaverRun, Wampum
Info: www.ahrma.org

Carnival Run
Date: Jun. 24
Place: Red Hill, FRMC
Info: 215-679-4766
www.freedomriders.com

Thunder In The Cascades
Date: Jun. 29-Jul. 2
Place: New Castle
Info: 724-658-5000
www.thunderinthe-cascades.com

SOUTH CAROLINA

Black Bike Week
Date: May 25-29
Place: Myrtle Beach
Info: www.blackbeach-week.com

Bike Rally & Swap Meet
Date: Jun. 9-11
Place: Orchard Park Gaffney
Info: 864-545-6743

ABATE State Party
Date: Jun. 9-11
Place: KOA, Manning
Info: www.abatesc.com

TENNESSEE

Wakin' the Dragon Rally
Date: Jun. 2-3
Place: Maryville
Info: 865-740-8989
www.wakinthedragon-bikerrally.com

2nd Annual Parker Memorial Ride
Date: Jun. 10
Place: Camden
Info: 731-584-2236
www.downsouthrc.com

PROSTAR Nationals
Date: Jun. 10-11
Place: Memphis Motorsports Park,
Info: amaprostar.com

Junebug Boogie
Date: Jun. 15-18
Place: Cookeville
Info: 931-498-2250
www.junebugboogie.com

Great River Road Rally
Date: Jun. 15-18
Place: Dyersburg
Info: 731-287-3733
www.grrrb.com

Lynchburg M/C Rally
Date: Jun. 16-18
Place: Wiseman Park, Lynchburg

Info: 931-759-4848
www.lynchburgtn-choppers.com

Ride For Kids
Date: Jun. 24
Place: Knoxville
Info: 800-253-6530
www.ride4kids.org

TEXAS

Party in the Pines
Date: May 26-29
Place: Longview
Info: 903-757-5845
www.pinerally.com

Republic Of Texas Rally
Date: Jun. 1-4
Place: Austin
Info: 214-705-1036
www.rotrally.com

Thunder on the Bayou
Date: Jun. 16-18
Place: Whites Park, Anahuac
Info: 936-334-0558

6th Championship Drags
Date: Jun. 24
Place: San Antonio
Info: texcasscooter.com

Tattoo, Burn Out Contest & Rally
Date: Jun. 28-29
Place: Stafford
Info: 281-295-1000
www.republichd.com

UTAH

3rd Annual Benefit Ride
Date: Jun. 24
Place: Barbary Coast Saloon, Salt Lake City
Info: www.peacenmakersk.com

VERMONT

Vermont Thunder
Date: May 28
Place: White River Junction
Info: www.vthunder.tripod.com

UMV 5th Poker Run
Date: Jun. 3
Place: Johnson
Info: www.united-motorcyclists.org

VIRGINIA

Bike Fest
Date: Jun. 3
Place: Fairgrounds, Tazewell
Info: 276-963-6805

Ride For Kids
Date: Jun. 4
Place: Richmond
Info: 800-253-6530
www.ride4kids.org

WASHINGTON

5th Lake Chelan Rally
Date: Jun. 9-11
Place: Manson
Info: lakechelanrally.com

AHDRA Drags
Date: Jun. 24-25
Place: Seattle
Info: 336-924-2095
www.ahdra.com

WASHINGTON D.C.

Rolling Thunder 19
Date: May 28
Place: Pentagon
Info: 908-369-5439
rollingthunder1.com

WISCONSIN

Motorcycle Hill Climb
Date: Jun. 4
Place: Dyracuse Park
Info: 715-886-3230
www.rapidangels.com

5th Cancer Run
Date: Jun. 10
Place: Wild Bill's, Pardeeville
Info: 608-429-4550

ABATE Summer Hummer
Date: Jun. 16-18
Place: Greenwood
Info: 715-284-7415
www.abatewis.org

WYOMING

Chick's Run
Date: Jun. 16-18
Place: Casper to Sheridan
Info: www.chicksrun.com

CANADA

B.A.D. Ride 9
Date: May 28
Place: Toronto
Info: 416-595-1716
www.thebadride.com

14th Gord Heppler Run
Date: May 28
Place: Surrey
Info: 604-838-1242
www.gymc.ca

Ladies Ride
Date: Jun. 11
Place: Parksville, Vancouver Island, BC
cruising-for-a-cause.ca

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

NEW BOOK DELVES INTO THE LIFE OF INDIAN LARRY DESMEDT

CHOPPER SHAMAN

The biker spirit is born into a life lived high and free in close proximity to instant death every day. Live in the biker world long enough and you'll see more than your share of funerals. But it is that awareness of mortality that gives us our fire. It is in tempting that death that we truly live. That's why we try to live every day like it's our last, because it very well may be. That's what makes our brotherhood so strong, our parties so wild and gives us our balls-out lust for life. Who better than bikers could ever understand how precious and fleeting life is?

Few guys in the modern biker world captured that spirit the way Indian Larry Desmedt did. When his head hit the tarmac in Concord, North Carolina, on August 28, 2004, he completed his journey. He died as he lived; wind in his face, doing what he loved, and by God, who could think of a better way to go than that?

But his leaving so suddenly left us all saddened and questioning, "What the fuck?" Who was this man that embodied so well the free biker spirit that we all aspire to?

Indian Larry: Chopper Shaman (MBI Publishing), lays out the details of his life for all of us to see. Written by *Easyriders* editor-in-chief, Dave Nichols, with Larry's widow, Bambi Cambridge, this beautiful book is packed with photography by master lensman Michael Lichter, as well as pictures and reminiscences from family and friends. In it, we get a complete and unflinching picture of the grease monkey with the tattooed neck. But Larry's story is so much more.

Larry's life was a hero's journey. One that led him from humble beginnings, through the high times of wild adventure, to the rock bottom lows of depression, addiction and prison. From out of the despair of that darkness and chaos Larry was reborn as the very spiritual bike builder who became a hero to so many. He found his redemption in the power and rumble of American motorcycles. In their gears and chrome he forged his great soul art.

Larry wasn't a god. Far from it. His was no life of perfection. It was rife with fuck ups and bad directions. Nobody's perfect. We all fuck up, brothers and

sisters, every last one of us. Larry found a way to forgive himself for his fuck-ups and make his life exemplary in its imperfection. That Larry found clarity towards the end is proof that we can each find our own redemption. We can each live our own destiny with honor and humor and humility.

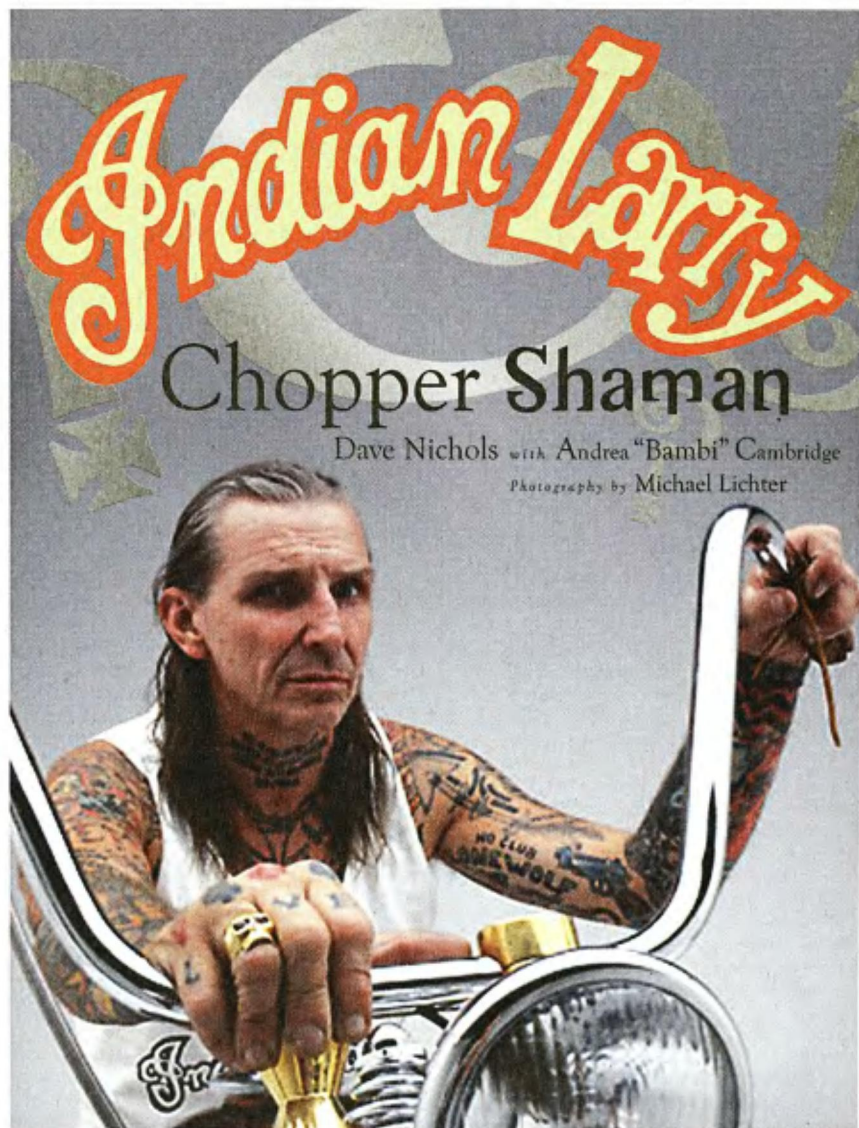
We need Larry's story now more than ever. As our little weird subculture continues to get co-opted by TV mass-marketing bullshit and pure raging greed, we need to each find our own souls and travel our own hero's journey. Indian Larry lives, but only if we keep his greasy spirit alive in our hearts. Only if

we get what he was saying. Be your own original. Blow up your TV and go ride your motorcycle. Learn how to bend metal and weld. Create your own destiny.

There is so much we can learn from the life of Indian Larry Desmedt. This is not some shallow TV bullshit. It's a deep book about the biker spirit and how we embody it. Go thou forth and get yourself a copy of this book, you'll be glad you did. You'll find it in bookstores everywhere or check it out on the Web at: www.motorbooks.com.

Peace.

—Beatnik



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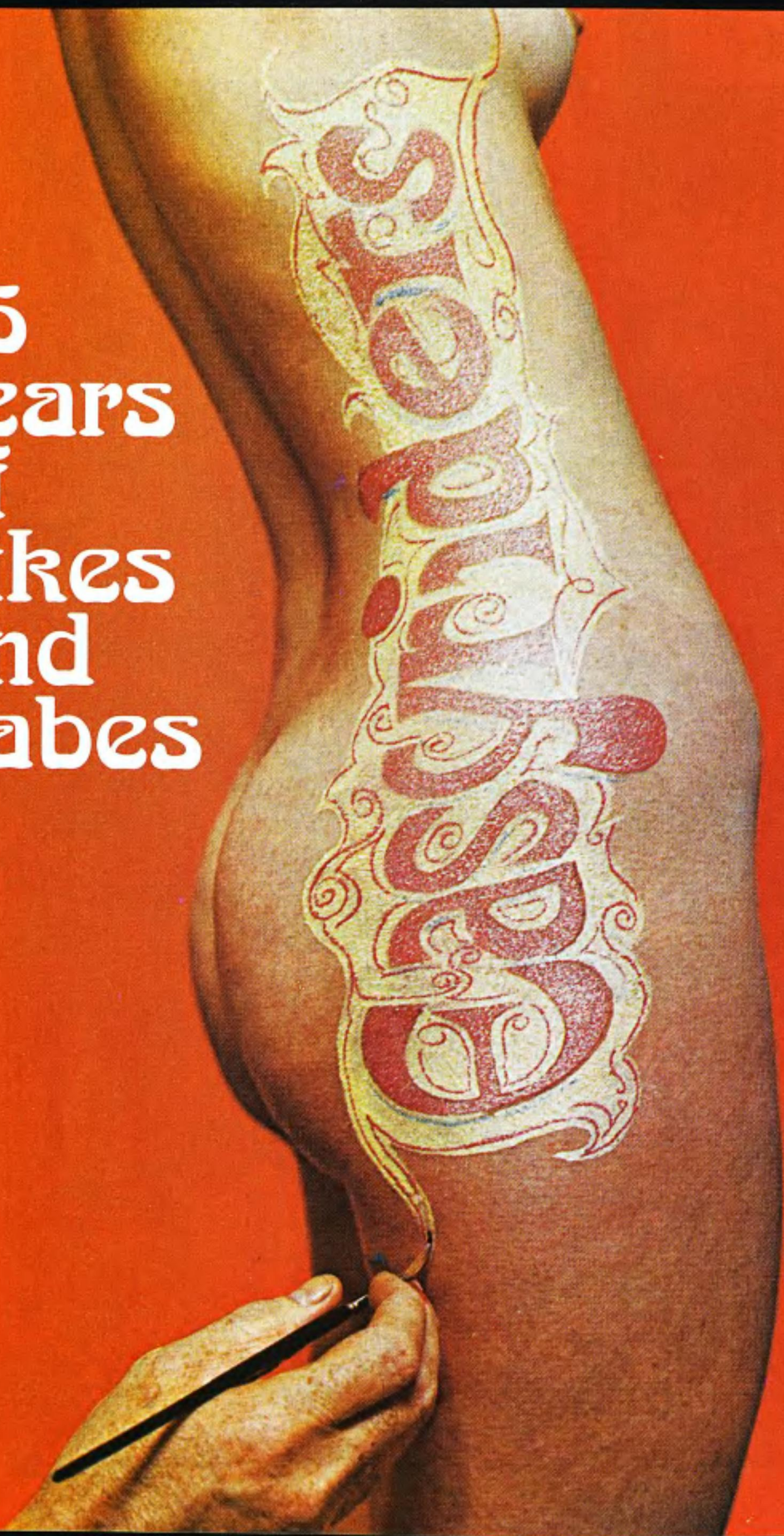
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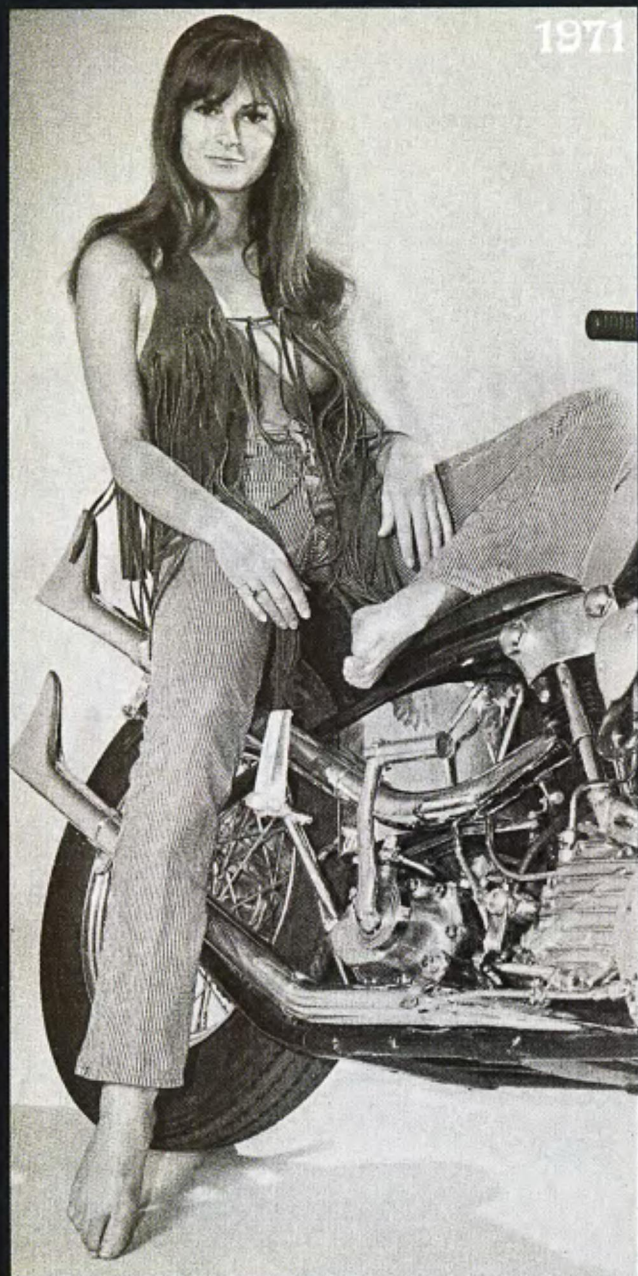
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35
Years
Of
Bikes
And
Babes





Chopper de Chicano, Gloria Conway; 1947 D&D knuckle chop.

Back in the flower power days of 1971, when this fine magazine began, girls would show up to party with the bros. One thing would usually lead to another and they would shuck their jeans and get naked. We'd drag a staff member's bike into the background, cameras would snap and bikes and babes became an essential part of *Easyriders*.

Hell, back when we started we were allowed to show the girls completely buck nekkid. In these days, there was no such thing as "politically correct" and we made the most of it. Ahh, those happy days. We hope this look back at 35 bikes and babes culled from our archive puts a smile on yer face and a lump in yer pants. — Phantom Dave



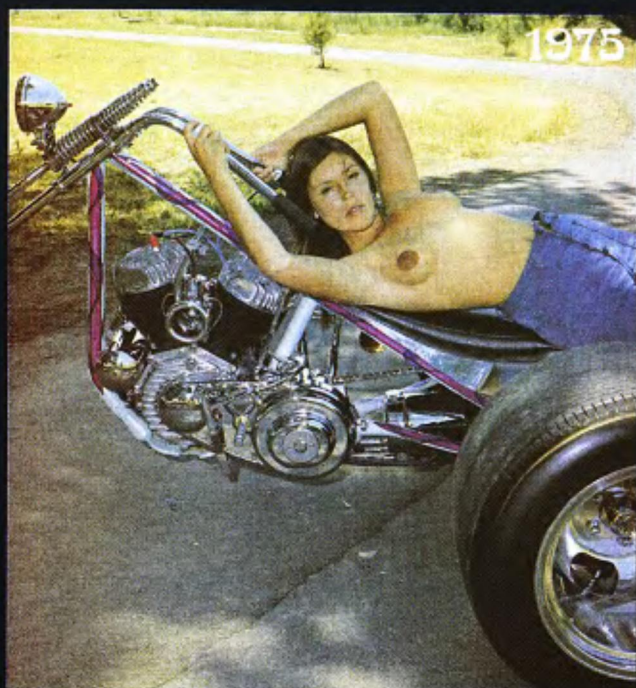
1957 XL owned by Bill Shaw.



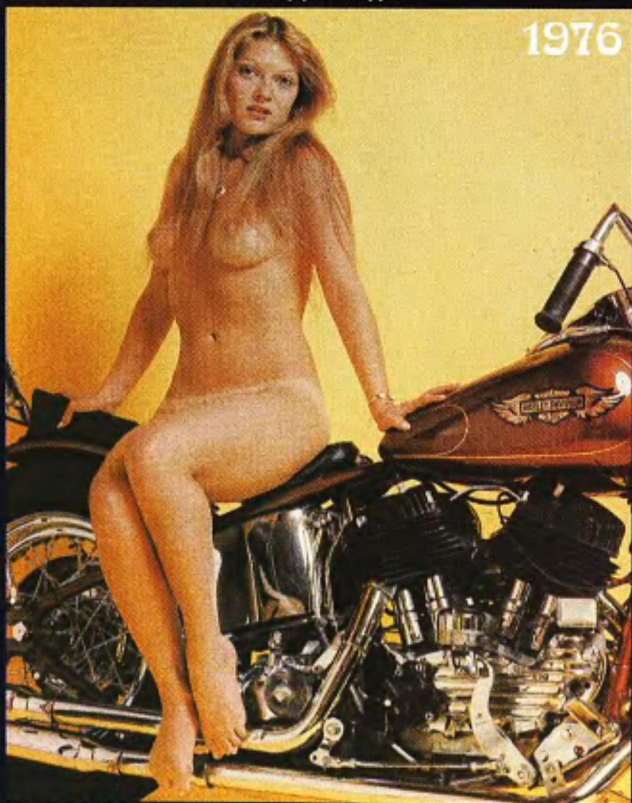
Corona Fadro proves that sex sells!



Beth with Pat Ditson's 1953 Harley pan chopper.



Ken Randazzu's 1949 flathead trike.



French Tickler.

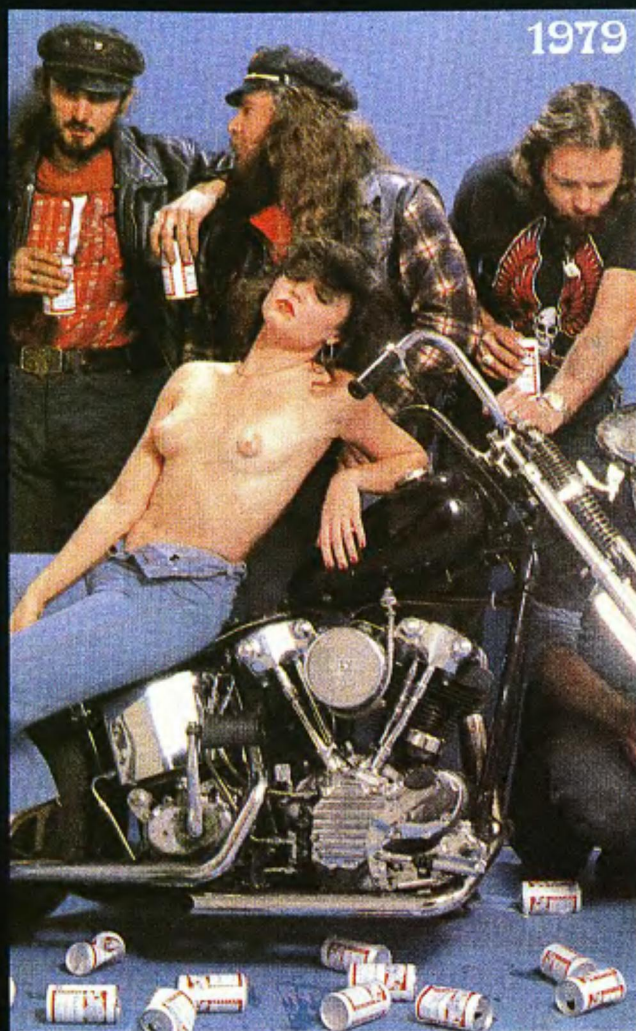


Mark Legulee's 1953 74-inch pan.

1978



David Mann backpiece by Swede of Mesa, Arizona.



Easyriders No. 70, April 1979.



Jeanette on a shovel Sportster

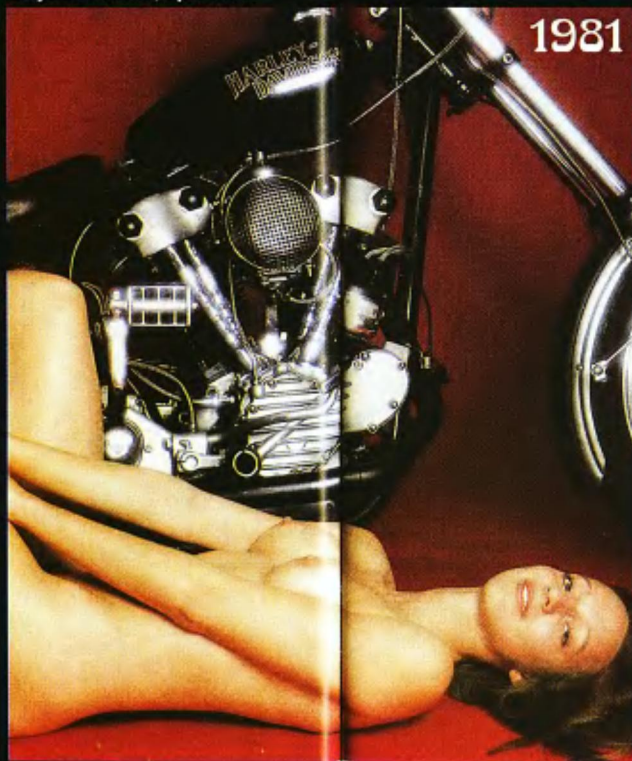


Charmaine on a shovel.

CHICKEN CHARMAINE

Lookin' at these pictures you'd probably figure — and you'd be right — that Hags and them that ride 'em have always made Charmaine both hot and wet.

When you'd be wakin' in regardin' the kind of wet — you see, back toward the end of her initial days she passed her older sister's boyfriend into taking her for a ride on his sweet. They pulled slowly through town, and she was really diggin' it till they reached the country side and the dude unleashed the magic in



Deirdre on a knuckle.



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John Campbell 1 of 7

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Ode To Reality

1983

Take it from real life, who else knows the scene,
There's one thing you can't learn from the screen,
Now it's not about it, but it's all about it,
The subject for today is these things called pigs.

Some from me, all from you, they like you most,
Praised in their faces, do they like you most,
But I'd bet if you put all those cars to the test,
Most would say the best food is the best.

It must be, you want one what you see,
Also, all covered, according to the rules,
No more, please, for you to say a word,
We're from natural beauty — I'd, you, me, you.

But there are still some, some scientific ones,
Keep empty-headed by his front-end space,
Said to himself, "The hell with them, grow!",
It makes her a lot out of pure science.



Julia on a shovel.

1984



Amber on an Evo Softail.

1985



Traci Lords on a 1986 FXST.



Dalia on an Evo FXR.



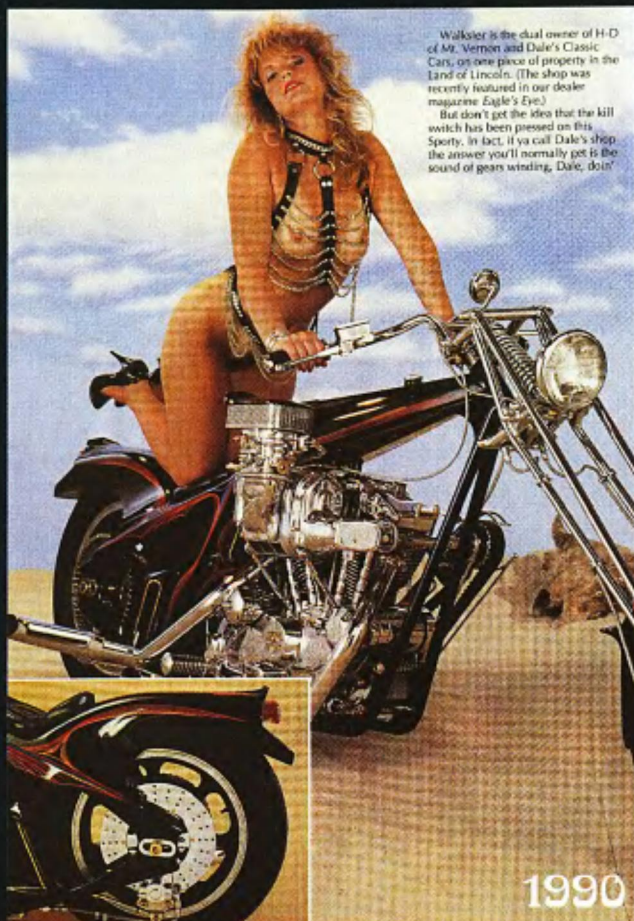
Dana on a 1942 rigid knuckle.



Sheila on a knuckle.



Fox Hunt Winner Sheila on a 1988 96-inch Evo.



Walkster is the dual owner of H-D of Mt. Vernon and Dale's Classic Cars, on one piece of property in the land of Lincoln. (The shop was recently featured in our dealer magazine, Eagle's Eye.) But don't get the idea that the kill switch has been pressed on this Sporty. In fact, if you call Dale's shop, the answer you'll normally get is the sound of gears winding, Dale, doin'.

1990

Dee on a 1971 Shovel Digger



dialect, and to turn a government modeler after our own. So who better to turn onto or Wile's D's Milwaukee machines, after all? Like Linda Linka, the owner and rider of this badass 'hunka hunka' thought of all this when she named the bike. She probably just wanted to let the world know she was proud of the Cherokee blood flowing through her veins. After rebuilding these bikes, I doubt anyone will have any trouble seeing that she's designed a motorcycle which does that and more.

The color scheme came from Linda's

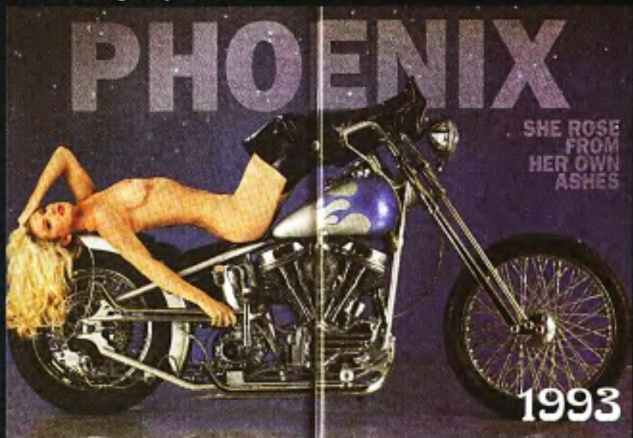
1991

Linda Ferraro's 1982 FXWG



1992

1978 C&L Hog Shop Shovel



1993

1961 Dan Toal's M.D. Custom Pan

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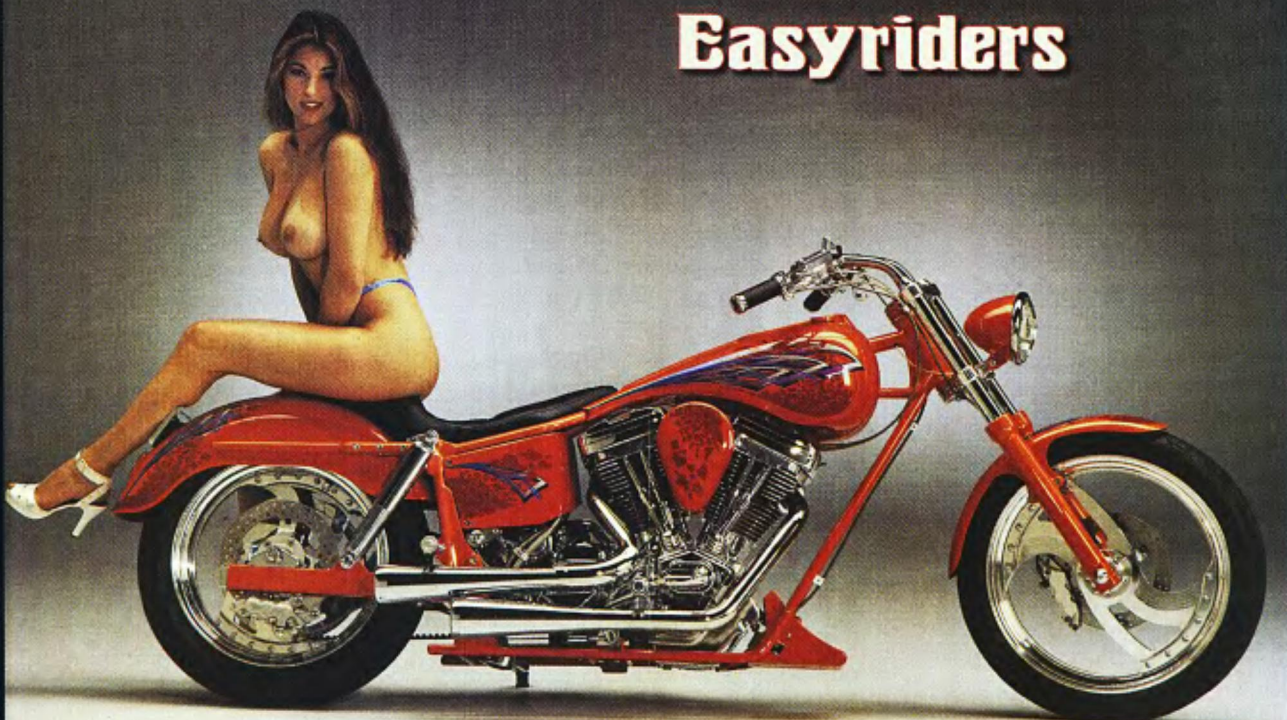
1994



1992 White Bros.' Porkster

1995

Easyriders



Dave Perewitz' 1994 FXR

1996

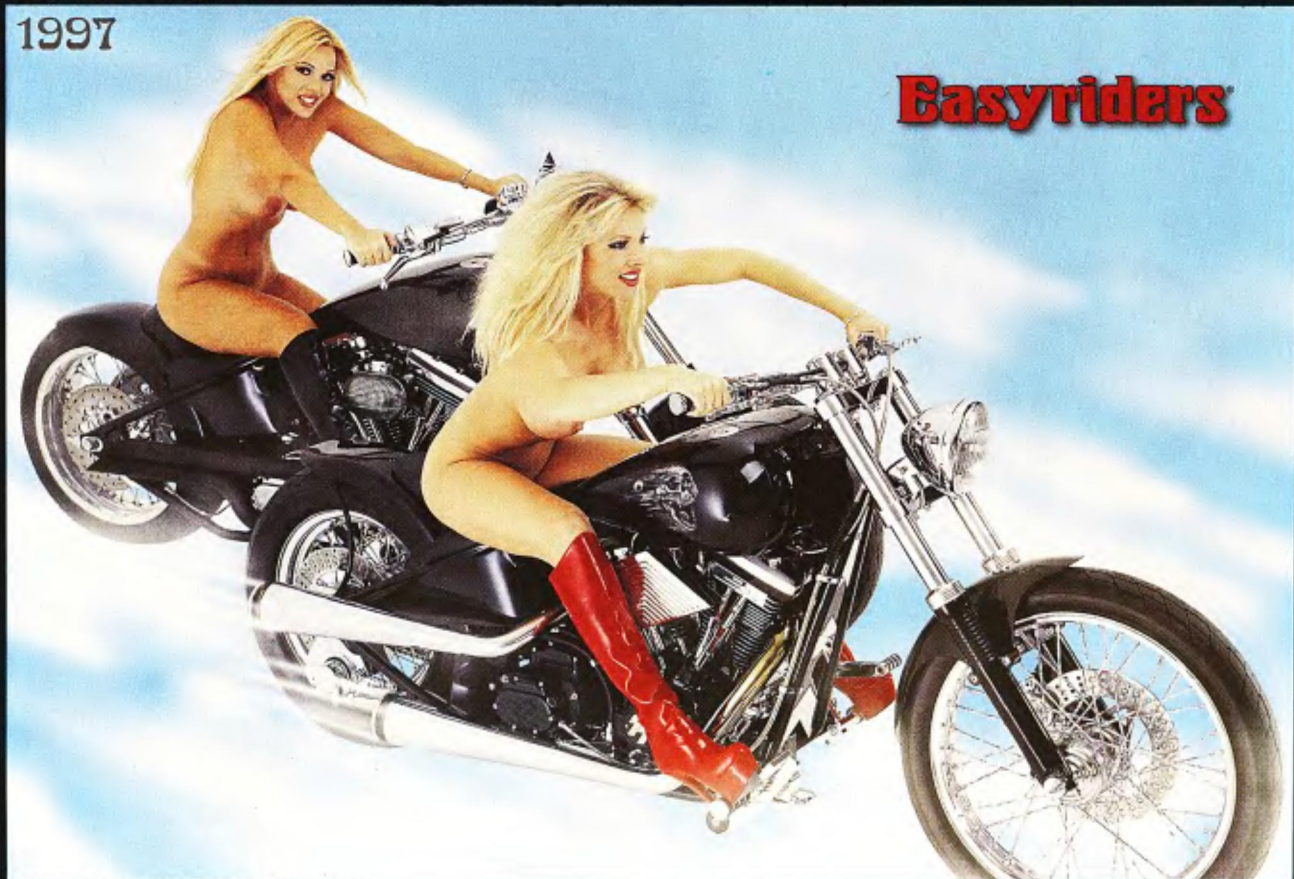
Easyriders



Jason Swieck's 1992 Sportster

1997

Easyriders



Twin Paul Yaffe Rigid Evos and blonde twins

1998

Easyriders®



Kelli Hoffman, Fox Hunt Winner on Bill Bushing's 1998 H-D Performance Custom

1999



Stacie, Fox Hunt Winner on Greg Tebay's 1962 Sportster

Continued on Page 53

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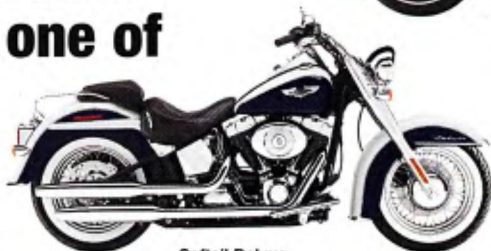
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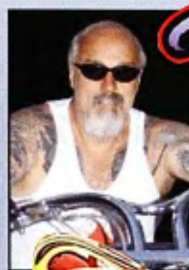


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For a list of major prize winners, send a separate stamped, self-addressed business envelope to: 2006 35th Anniversary Sweepstakes Winners List, Easyriders, LLC, 28210 Dorothy Drive, Agoura Hills, CA 91301.

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2000

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Misty on Mark Cohen's 1999 Death Trap Chopper

2001



Ms. Easyriders 2001 Roxy LaRue on Rick Poster's 1974 Harley Shovel

2002



Jennifer with Shaquille O'Neal's 2001 Jesse James El Dorado



Katie with Mondo Porras' 1962 Pan Denver's Chopper



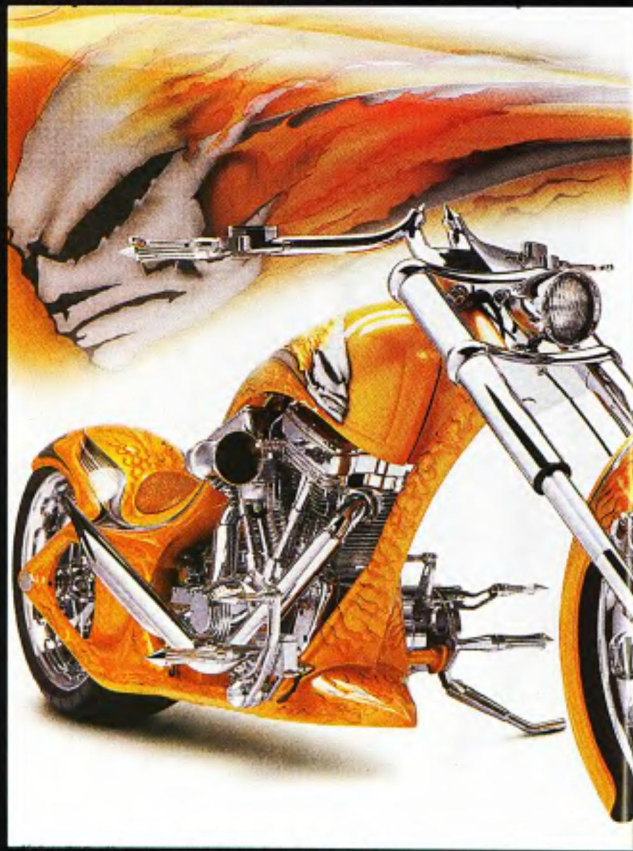
2004

Exotic film super star Jenna Jameson on Paul Yaffe's Discovery Channel *Biker Build-Off* "Phantom" Custom



2006

Fox Hunt winner Sexy Lexi on Jerry Grave's 2005 125-inch Mad Rat Chopper



Cheri with Eddie Trotta's 2004 Drop Dead Rigid

Drawing That Winning Card

INDIAN POKER

Remember Indian Poker, that stupid late-night card game that only Americans play? The one's just about gone, the game where everyone sits around a table and every player at the table gets to see every other player's card except his own? Well, that has nothing to do with anything here, except for the fact that this gorgeous chopper was built by world-renowned bike builder Eddie Trotta of Thunder Cycle Design (TCD) in Ft. Lauderdale, Florida, for an Indian casino. Indians, casinos, cards, get it? It doesn't matter. The bottom line is that a guy named Steve Leiby was the lucky winner and rode home on this bike, a brand-new TCD Drop-Dead rigid chopper. Not a bad hand. Or card, or whatever.

2005



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El Mirage

Much More Than
An Illusion

Some builders seem to have the ability to produce radical custom bikes that instantly make their mark while exhibiting their lineage as if it were written in flashing, red neon letters, time after time. Whether they set their goals on designing a







cutting edge pro-street sled, a board track-inspired cycle, a bobber or a fat tire chopper, the finished product always shows distinct birth signs. "El Mirage" is just that kind of bike. Its stretched out lines and overall elegant stance identify it as a Cyril Huze build.

Named after a California dry lake that's known to hot rodders and land speed record aficionados, El Mirage is the first of four radical custom bikes master builder Cyril Huze will be assembling for the Lynn Jones Foundation.

Formed as a result of businessman Lynn Jones' determination to give back to the community, the organization is dedicated to raising money to benefit children. After touring the bike show circuit, El Mirage is to be auctioned off to benefit a variety of kids' charities.

Jones is a fan of radical, menacing-looking custom bikes with long, lean lines. "A lot of his ideas went into designing El Mirage," states Cyril Huze. "He really got involved in the project."

To give El Mirage the heart of a beast, Huze selected a totally polished TP Engineering 124 motor and right-side drive 6-speed transmission combo with chain drive.

Taking a Martin Bros. frame to house the mechanical beast, Huze went to work and added a series of stacked metal scallops to the rear section. A lot more metal molding took place on the frame to give it that Huze vibe.

While the hammer and the torch

were still hot, the build team released its creative energy on the unsuspecting rear fender and the gas tank. "The tank gave us a lot of problems," says Huze, "but it turned out good and that was well worth the effort and the headache."

Some more effort was put into the springer front end. From its aggressive machined trees and wheel rockers to the studded legs, this spectacular fork deserves a closer look.

To keep the project from slipping into what we like to call barbarian overdrive, Huze selected a pair of no-nonsense Xtreme Machine 5-spoke wheels that look like a shoe-in—a good choice.

Painter Chris Cruz stepped in last, applying the silver and mother-of-pearl

paint to the bike, with airbrushed pinup girls and classy lettering for good measure. Subtle pinstriping was also applied to the frame and bodywork, as well as to some chrome components to finish things off in style.

With the completion of El Mirage, Cyril Huze can put another notch on his belt. Always ready for another chance to perform his balancing act between excess and restraint, Huze is off to building more bikes that will be auctioned for a good cause.

You can see why we picked this bike along with our model, Veronika, to add some class to the 35th Anniversary issue of the world's best biker magazine, *Easyriders*. —Ben Lamboeuf



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





passin' gas

Mujibar was trying to get into the USA legally through immigration. The officer said, "Mujibar, you have passed all the tests, except there is one more. Unless you pass it, you cannot enter the United States of America."

Mujibar said, "I am ready."

The officer said, "Make a sentence using the words yellow, pink, and green."

Mujibar thought for a few minutes and said, "Mister Officer, I am ready."

The officer said, "Go ahead."

Mujibar said, "The telephone goes green, green, green, and I pink it up and say, 'Yellow, this Mujibar.'"

Mujibar now lives in a neighborhood near you and works at a Verizon Help Desk. I talked to him yesterday.

Bob Grinch
Ridgewood, New Jersey

Paddy was driving down the street in a sweat because he had an important meeting and couldn't find a parking place. Looking up toward heaven, he said, "Lord, take pity on me. If you find me a parking place, I will go to mass every Sunday for the rest of my life and give up me Irish whiskey for a year."

Miraculously, a parking place appeared. Paddy looked up again and said, "Never mind. I found one."

J. Martinez
Dallas, Texas

Friendship between women: A woman didn't come home one night. The next day she told her husband that she had slept over at a girlfriend's house. The man called his wife's 10 best friends. None of them knew anything about it.

Friendship between men: A man didn't come home one night. The next day he told his wife that he had slept over at a buddy's house. The woman called her husband's 10 best friends. Eight of them confirmed that he had slept over and two claimed that he was still there.

S. Read
Agoura Hills, California

A very attractive, young lady was sitting in a fine restaurant one night waiting for her date. She wanted to make sure everything was perfect. So, as she bent down in her chair to get the mirror from her purse, she accidentally farted quite loudly just as the waiter walked up.

Sitting up straight now, embarrassed, red-faced and now knowing everyone in the place had heard her, she turned to the waiter and demanded, "Stop that!"

The waiter looked at her dryly and says, "Sure, lady, which way is it headed?"

Rocky Meyerson
W. Palm Beach, Florida

One night, Mongo takes his date back to her parent's home. They're saying goodnight on the porch, and after swappin' spit for a while, Mongo leans against the front door and confidently asks, "How about some head?"

"Are you crazy?" she whispers. "My folks are upstairs!"

"Come on, babe, it'll take two minutes," he cajoles quietly.

"Absolutely not! Can you imagine if we got caught?"

"Oh, please babe, just a little head!"

"No way. It's just too risky."

"Come on. I'm begging you. . ."

All of a sudden a light inside goes on and the girl's sister, in her pajamas, opens the door. In a sleepy voice she says, "Pop says either give him some head, or step aside and let me do it, or call mom to come down and do it. But for God's sake, tell your stupid date to quit leaning on the buzzer."

D. Kindt
San Bernardino, California

A biker's son went up to his father and asked, "Dad, where did all my intelligence come from?"

The biker replied, "Well, son, you must have gotten it from your mother because I still have mine."

B. Whitcomb
Palmdale, California

A punk rocker had to go to the emergency room. She had purple hair styled into a Mohawk and a variety of tattoos. It was determined that she had acute appendicitis and so was scheduled for immediate surgery.

When she was completely disrobed on the operating table, the staff found that her pubic hair had been dyed green, and above it was a tattoo reading, "Keep off the grass."

After the prep and the surgery, the surgeon added a small note to the dressing which read, "Sorry--had to mow the lawn."

R. Stacey
Bakersfield, California

A chick met a Texan at a big party and asked, "Can I do anything for you, handsome?"

"Waailll," drawled the Texan, "I sure could use a piece of ass."

Showing no surprise, the chick nodded, led him into a back room and gave him a ride he wouldn't soon forget.

Afterward she again said, "Now, handsome, is there anything else I can do for you?"

"Waailll, ma'am," he replied, "I could still use that piece of ass. Mah drink is gettin' mighty warm."

David A. Chance
Ogden, Utah

A guy walks into a bar, notices a very large jar on the counter and sees that it's filled to the brim with \$10 bills. He guesses there must be thousands of dollars in it. He approaches the bartender and asks, "What's up with the jar?"

"Well, you pay \$10 and if you pass three tests, you'll get the money."

The guy certainly wasn't going to pass this up. "What are the three tests?"

"Pay first, those are the rules," says the bartender.

So the man gives him \$10 and the bartender drops it into the jar. "Okay," the bartender says. "Here's what you need to do. First, you have to drink that entire gallon of pepper tequila, the whole thing all at once—and you can't make a face while doing it. Second, there's a pit bull chained up out back with a sore tooth. You have to remove the tooth with your bare hands. Third, there's a wrinkled, 90-year-old woman upstairs who has never reached an orgasm during intercourse. You've gotta make things right for her."

The man is stunned. "I know I paid my \$10, but I'm no idiot. I won't do it!" You have to be nuts to drink a gallon of pepper tequila and then do those other things."

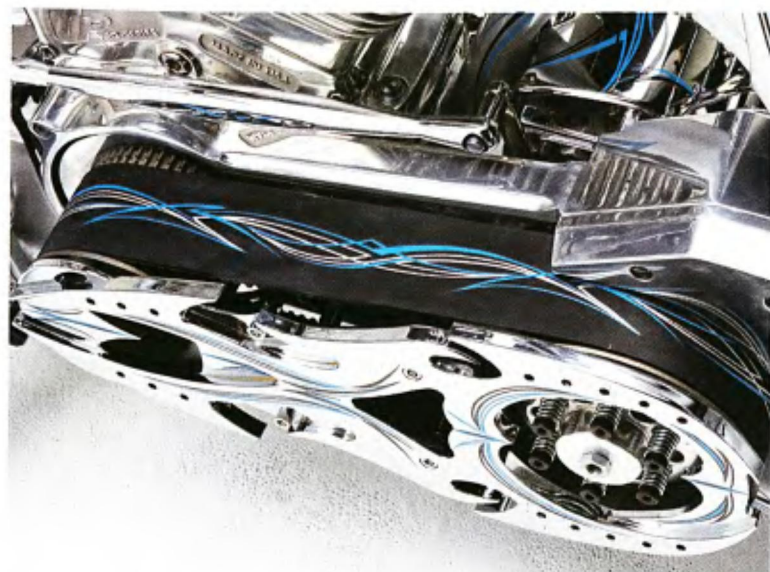
"Your call," says the bartender. "But your money stays where it is."

As time goes on and the man has a few drinks, then a few more, he asks, "Where ez zat tequila?" He grabs the gallon with both hands and downs it with a big slurp, tears streaming down both cheeks, but he doesn't make a face. Next, he staggers out back where the pit bull is chained up and soon the people inside the bar hear a huge, noisy scuffle going on outside. They hear the pit bull barking, the guy screaming, the pit bull yelping and then silence. Just when they think the man surely must be dead, he staggers back into the bar with his shirt ripped and large bloody scratches all over his body.

"Now," he says, "where's the old woman with the sore tooth?"

Ed Goettel
Edmonds, Washington

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 Easyridders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.



Owner: Lynn Jones Foundation
Designer/Builder: Cyril Huze

GENERAL

Fabrication: Cyril Huze

Assembly: Cyril Huze

(Gary Schmitgen)

Year/Make: 2005 Cyril Huze

Special Construction

Chroming: Atlantic Coast Plating

ENGINE

Year/Model: 2005 TP Engineering

Displacement: 124 cubic inches

Pistons: TP Engineering

Cases: TP Engineering polished

Heads: TP Engineering polished

Cylinders: TP Engineering, polished and

Candy Copper

Lifters: TP Engineering

Oil Pump: TP Engineering

Carb(s): S&S G

Air Cleaner: Huze Velocity Stack

Pipes: Twisted Choppers/Huze

TRANSMISSION

Type: 6-speed, polished and

chrome RSD

FRAME

Builder: Martin Bros, modified

Type: 300mm right-side drive

Modifications: so many...

PAINTER

Design: Cyril Huze

Artwork: Chris Cruz

Type: House of Kolor

ACCESSORIES

Bars: Cyril Huze

Risers: Cyril Huze

Headlight: Cyclone

Taillight: Cyril Huze

Clutch: in frame

Hand Controls & Grips: CCCS

Foot Controls & Grips: OMP/Huze

Coils Bracket: Cyril Huze

Front Fender: none

Rear Fender: Cyril Huze

Gas Tank: Cyril Huze/Schmitgen

Gas Cap: Crime Scene

Oil Tank: Killer Chopper Painted

Primary: BDL/Covington

Seat: gator & leather

FRONT END

Type and make: Jeri's

Springer/Cyril Huze

WHEELS FRONT

Type: Xtreme with pinstriping

Size: 21-inch

Tire: Avon Venom 80/90H

Brake: Performance Machine

WHEELS REAR

Type: Xtreme with pinstriping

Size: 18-inch

Tire: Avon 300/35VR

Brake: Exile chain sprocket brake

Photo: Don Rogers



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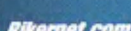
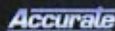
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Yes, spring has sprung, even in Milwaukee, and the producers of America's finest motorcycles have decided to celebrate the season with a line of clothing apt to make even the toughest biker want to sing and dance... hopefully not in public, though. And please, leave any goose-stepping to your local fowl.

So, without any further ado, here's a small selection of Harley-Davidson's Motor Clothes Spring and Summer Collection. We didn't include the manufacturer's suggested retail price, 'cause frankly, we didn't want you to have a heart attack.

Just kidding. We just wanted you to get some exercise and go surfing, right on over to www.harley-davidson.com, where you can find this and more, much, much more. Even the prices.

—Tripper



Streetwise Leather Jackets

This one is designed for the females among the crowd, however, they do come in men's sizes, too. Either way, they're made from midweight leather, have a wind flap and underarm venting (which can be very important when it's hot outside). For men, the jacket has a removable, lightweight, CE-approved body armor and power stretch at the back waist, there's custom hardware, patch graphics, rivet and triple needle top stitch details, multiple leather and embroidered patch graphics on the front, back and sleeves, as well as a large, distressed tonal eagle screen print on back. Men always have to have more than women, don't they?



Switchback Jackets 2

Find three jackets for the price of one, with the new men's and women's Switchback Jackets. Water-resistant, nylon zip-off panels on the front, back and sleeves reveal a mesh layer underneath, providing riders maximum ventilation. When the temperature drops, add the waterproof liner to the nylon mesh jacket and zip on the panels. If things begin to heat back up, remove the liner and zip-off panels for a lighter weight

jacket. The versatility continues with adjustable waist tabs and snap-down sleeve tabs. Reflective Harley-Davidson graphics and piping create maximum visibility on the black/charcoal gray men's jacket and off-white color-blocked women's jacket. Cool, huh?



Mojave Heat-Resistant Leather Jacket

Sorry, ladies. Apparently, only men get to wear this jacket named after something as tough and unforgivable as one of the world's most extreme regions. This jacket's leather is made with Amortan K technology, developed by DuPont. This mysterious-sounding—and obviously very macho—technology incorporates solid fibers of Kevlar to increase the abrasion resistance of the leather surface. Also very macho are the adjustable snap tabs and stretch panel at the sides, the powerstretch at the elbows, the vertical front and back warming and the removable body armor at the shoulders and elbows. And what about the adjustable mandarin collar, zipper cuffs, and reflective piping? Or the two hand-warmer pockets, chest pocket and two inside pockets? Or the custom hardware and Bar & Shield logo embroidery on the sleeves? I could go on and on, but let me just summarize: wow!



Distinction Hand-Painted Leather Jacket

Okay, this one's for both sexes again, and like its name suggests, it's a very distinct jacket. What makes it so? Well, besides the midweight leather, from which it's made and the snap-down collar and zippered cuffs, it's the large, custom hand-painted graphic on its back. While the men's jacket features an action-back construction, the women's has a more feminine fit. That's probably a good thing. Both versions have two hand-warmer pockets, but the men's (aha!) also has two chest pockets and two inside pockets. I guess women don't need those. But both have Harley-Davidson directly embroidered on the left chest.

Moon Shadow Leather Jacket

This one's for the ladies only. Although, if you're a *Brokeback Mountain* kind of guy, you just might be able to squeeze into this jacket. Anyway, it's made from lightweight leather, has a very feminine silhouette, an action back construction and a rolled collar and zippered cuffs. There's two hand-warmer pockets and one inside pocket, long fringe zipper pulls and a large suede inlay with



embroidered graphic on the back. And just to make sure everybody knows what you're about, there's a Harley-Davidson graphic on the right cuff. For the somewhat less dainty flowers, these jackets are also available in extended sizes.

Passage Leather Top

Made from lightweight lambskin, this lovely piece of garment is obviously made for those among you who are ample enough in the right spots to fill its various and wondrous protrusions. The



top has poly/twill lining, a hidden side zipper, adjustable halter neck, contrast hand-stitched detail and "Harley-Davidson" embroidery at the back waist. It's also available in extended sizes and in deep tan color.

Back Roads Washable Gloves

While they're not only meant for back roads, they are indeed washable, and they are for men, which

means you could conceivably wear them while washing your hands. Made from—again—washable amara leather, which is perforated to allow maximum airflow, these gloves have gel-padded palms, a hook-and-loop closure, and a Harley-Davidson rubber graphic.

Windswept Mesh Fingerless Gloves

Since these are made for women, their



extremely breathable nylon mesh allows mobility and protects soft hands from the harsh sun. With leather palm to improve your grip

and a quick-release to allow for easy on and off. Of the gloves, that is. Hey, and an embroidered Harley-Davidson graphic to boot.



Eva

Speaking of boots: here's Eva, Harley's smooth, black leather thong-style sandal with a slight platform heel and full-length cushion sock lining. No, of course it's not a boot, and it's not meant to be worn while riding down the highway. This one here is silver, but they're also available with black, orange, and teal insole and outsole colors.

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Pay attention here, please: this is a high-heel boot with crocodile-like full-grain leather uppers, full-length cushion sock lining, inside zipper, and rubber outsole

and heel. In other words, no actual crocodiles were killed for the woman in your life.



Dispatch

If this boot looks familiar to you, it might be because a version of it was featured in H-D's winter collection last year. Which means it's an all-year boot that can be worn in any weather. With its full-grain soft tumbled leather uppers, removable full-length cushion sock lining, inside zipper, polyurethane outsole, unique oblong-shaped eyelets, leather strap crosses across the top of the ankle and buckles at the side.... Whew! That's a mouthful. With all that, and a Harley-Davidson Bar & Shield logo medallion, it's the manly boot that kicks major butt.



Phantom

Now you see it, now you don't. Phantom-like, this men's boot disappears nicely under a jeans leg or two and reappears when needed for

important things like kickstarting your bike. It's also got full-grain, soft-leather uppers, a removable full-length dual-density polyurethane foot bed, inside zipper, oil-resistant rubber outsole, Goodyear welt construction, and updated engineer style. And the best part? You don't have to like opera to enjoy this Phantom.

Enthusiasts can check out Harley-Davidson MotorClothes Spring 2006 riding gear at Genuine Authorized Harley-Davidson dealerships nationwide beginning February 2006. For more info, call 800-LUV-2RIDE, or go online to www.harley-davidson.com to find the closest dealership.

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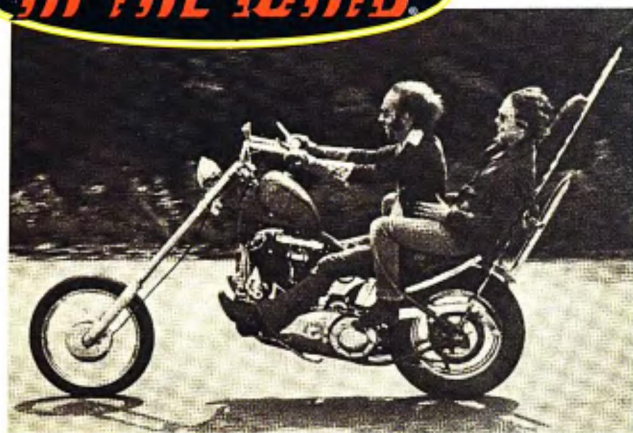
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Easyriders No. 1, June 1971. Flyin' free. —Mil Blair, Burbank, Calif.



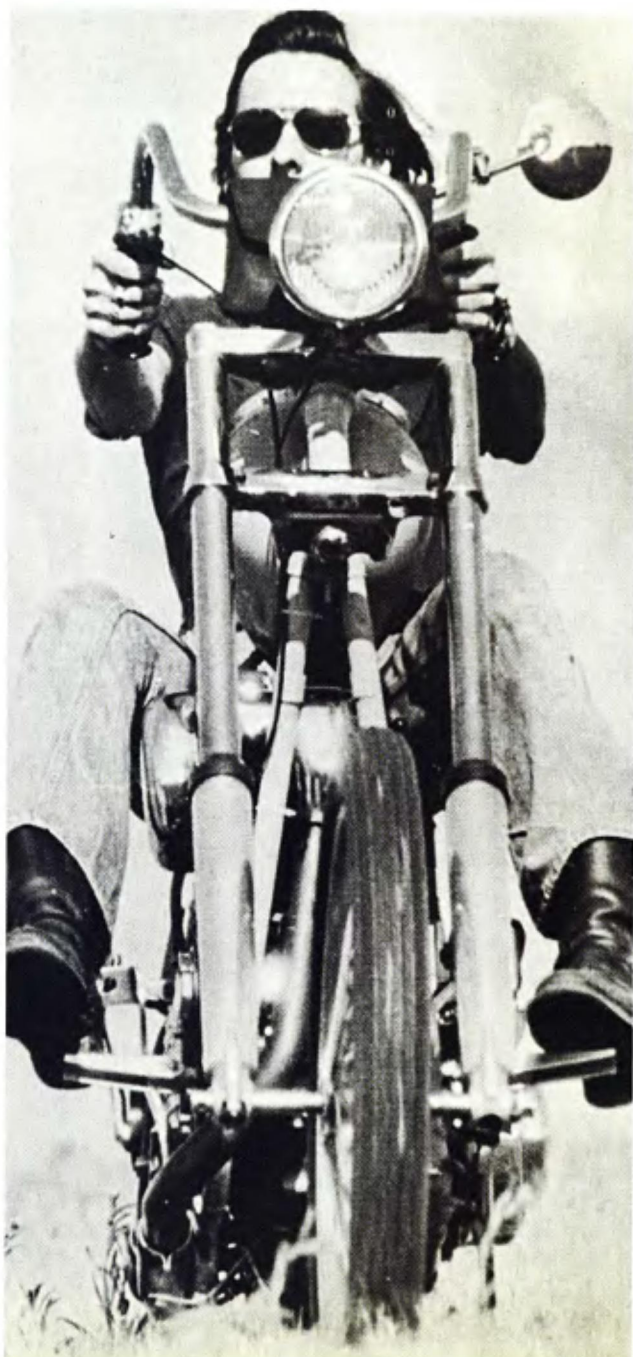
Easyriders No. 8, August 1972. —John Carney, Santa Cruz, Calif.



Easyriders No. 14, June 1973. —David Spina, Long Island, N.Y.



Easyriders No. 30, July 1975. —Bob Couch, Redondo Beach, Calif.



Issue No. 25, Dec. 1974. Bro Savage. —Mary Marino, Denton, Texas



Easyriders No. 39, September 1976.

—Wino Joe, USA

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Easyriders No. 48, June 1977.

—Don, Phoenix, Ariz.



Easyriders No. 61, July 1978.

—K. Friesen, Winnipeg, Manitoba



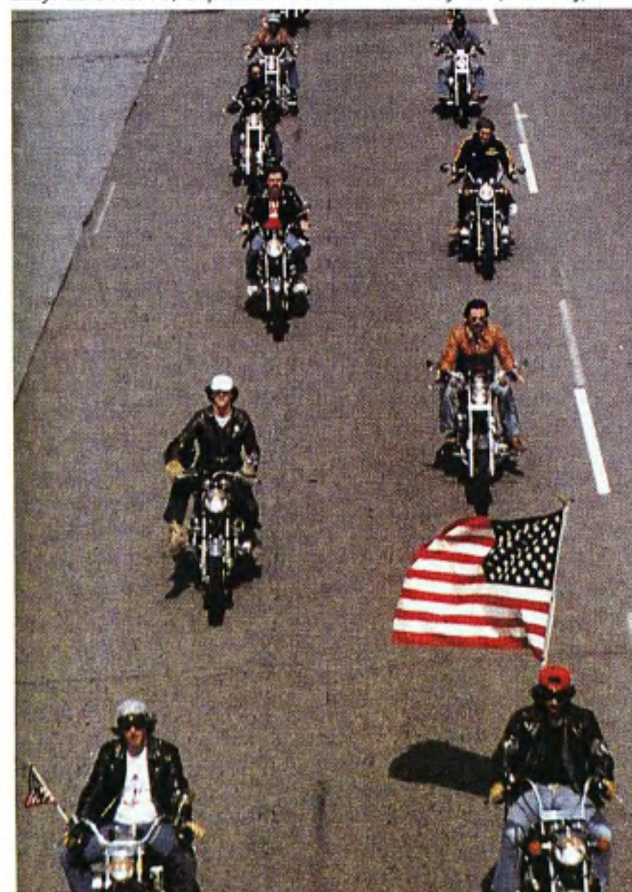
Easyriders No. 75, September 1979.

—Crazy Carl, Reedley, Calif.



Easyriders No. 98.

—Linda Barbour, Redwood City, Calif.



Easyriders No. 88, October 1980.

—Spaceman, Scotia, N.Y.



Easyriders No. 110. Kim Peterson.

—Frank Kaisler, Malibu, Calif.



Easyriders No. 119, May 1983. —Steve Peterson, Westerville, Ohio



Easyriders, Feb. 1987. —W. Jamieson, New Plymouth, New Zealand



Easyriders No. 128, February 1984. —Lou Barlow, Victorville, Calif.



Easyriders No. 144, June 1985. —Kim Peterson, It'll Do Ranch, Calif.



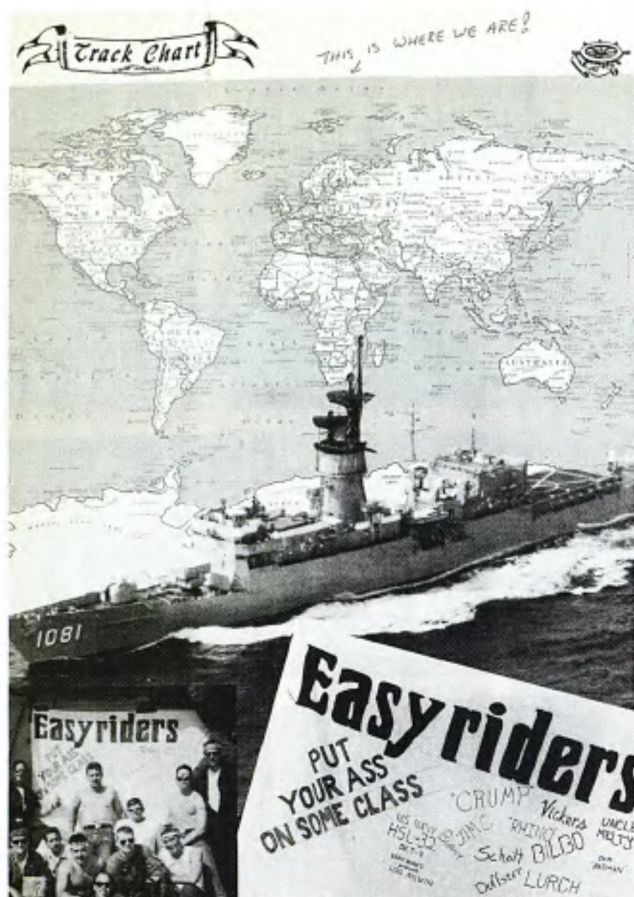
Easyriders No. 175, January 1988. —Mad Doctor, On the road



Easyriders No. 155, May 1986. —Bob and Scott, Irvine, Calif.



Easyriders No. 188, Feb. '89. —Spiderman, Fort Wayne, Ind.



Easyriders No. 203, May 1990. —Crump and the bros, USS Aylwin.



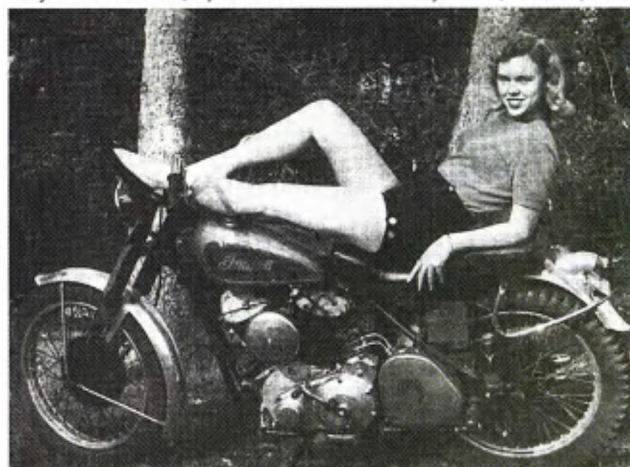
Easyriders No. 214, April 1991. —Bernie Bausch, Winnetka, Calif.



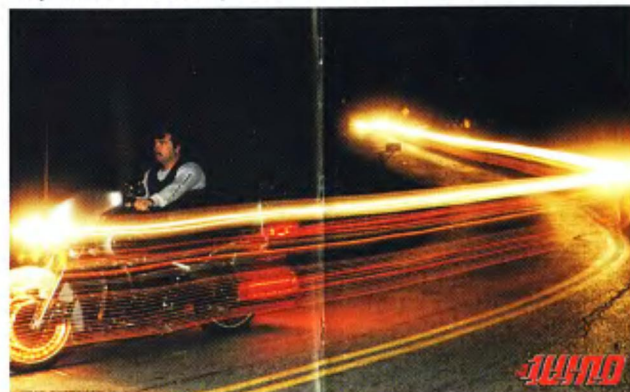
Easyriders No. 226, April 1992. —Jimmy Olsen, Ventura, Calif.



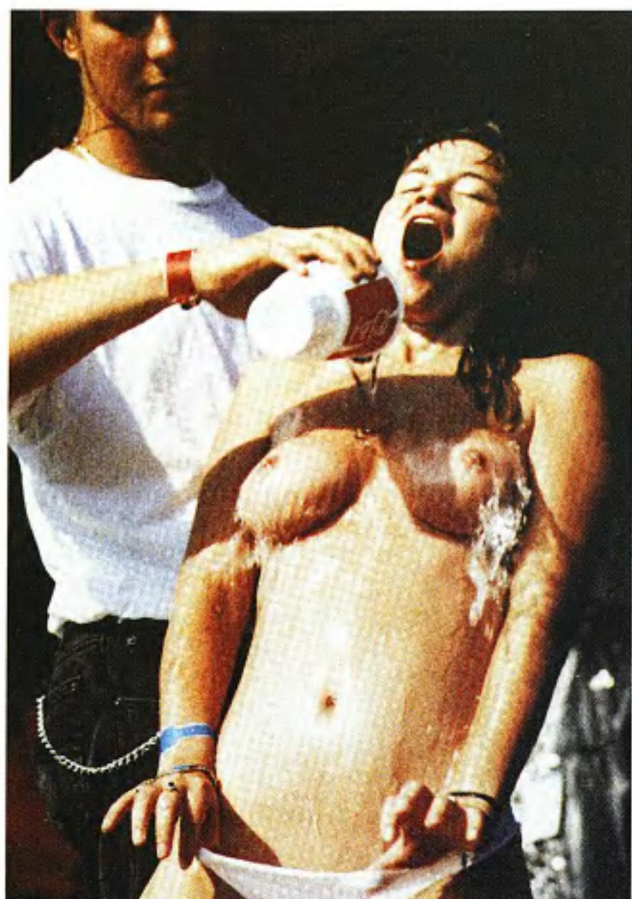
Easyriders 243, September 1993. —Kenny Sullivan, Sumerduck, Va.



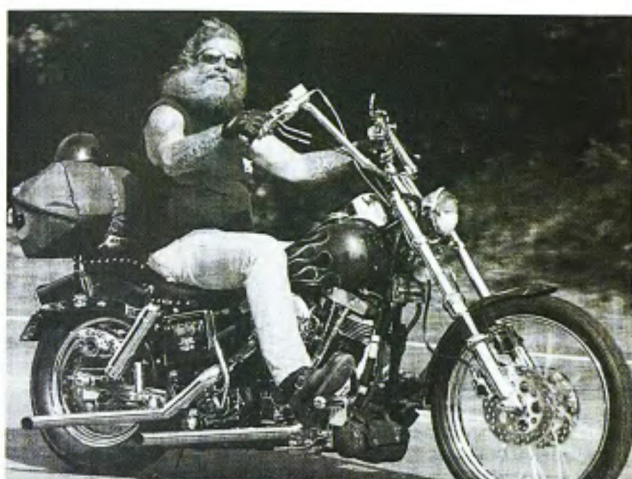
Easyriders No. 253, July 1994. —Rick Griffin, Sarasota, Fla. 1957.



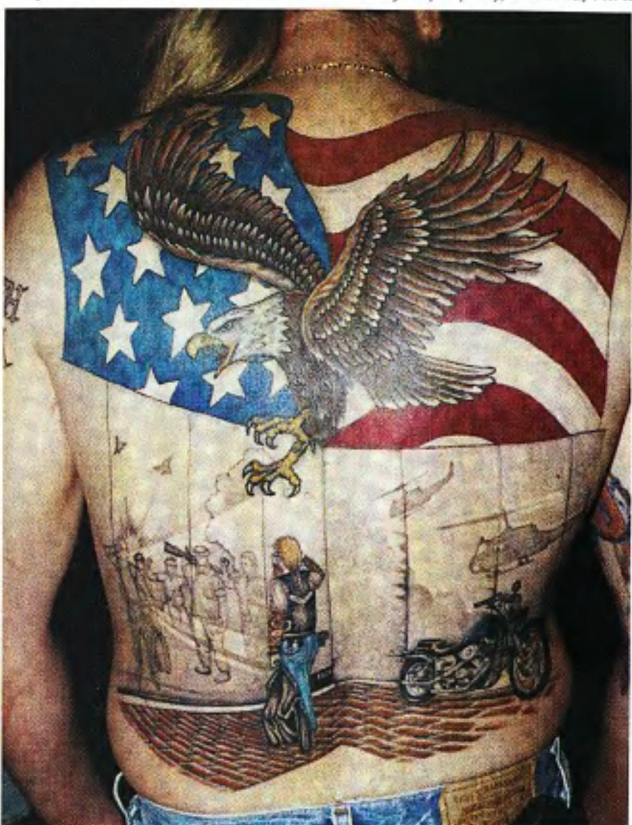
Easyriders No. 266, August 1995. —Darrell Almasi, Austintown, Ohio



Easyriders No. 271, January 1996. —Nathan Taylor, Des Moines, Iowa



Easyriders No. 285, March 1997. —Cyclops (RIP), Laconia, N.H.



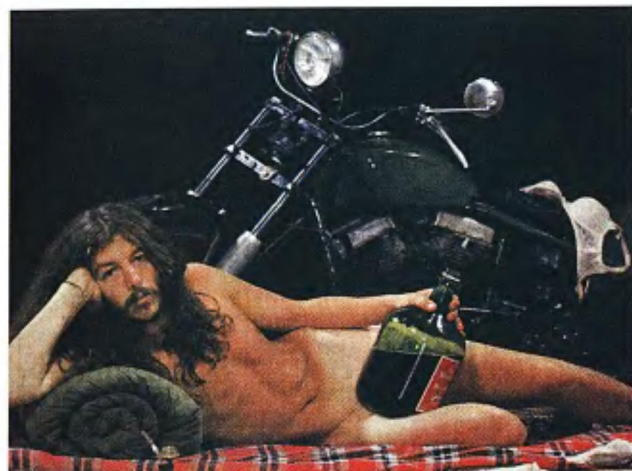
Easyriders No. 307, January 1999. —Shadetree Photo., Carlisle, Ky.



Issue No. 306, Dec, '98 —Bernd Neumann, Nöudlingan, Germany



Issue No. 322, April 2000. —James Sigler, Too Much Fun Club, Calif.



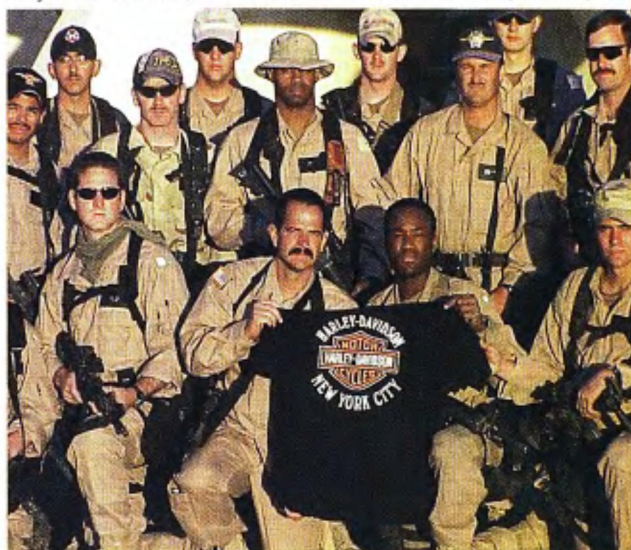
Easyriders No. 4 and No. 336, Dec. '72, June '01. —Pete Chiodo



Easyriders No. 367, Jan. 2004. —Paul Giordano, Tucson, Ariz.



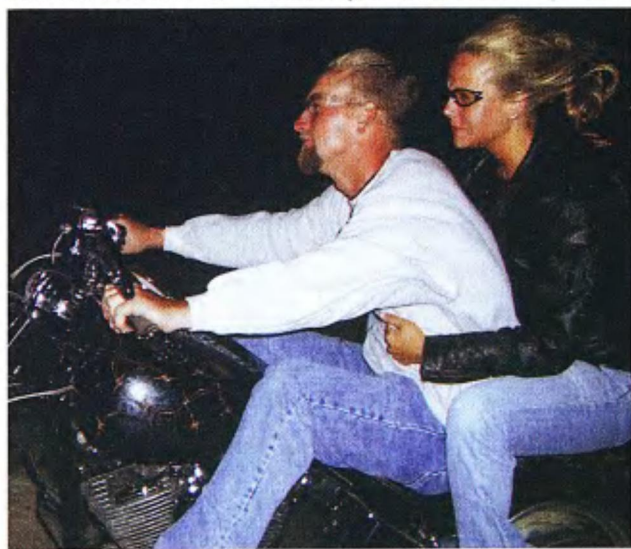
Easyriders No. 364, Oct. 2003. —Bob Clark, Hesperia, Calif.



Issue No. 352, Oct. '02. —Steven Fry, B Co., Kandahar, Afghanistan



Easyriders No. 387, Sept. 2005. —Dallas Olsen, Frederic, Wis.



Easyriders No. 395, May 2006. —Tracey Peterson, Burlington, Wis.

Each month, for 35 years, we have selected the best pictures you readers send us. Each one of those 35 years is represented here by one photo per year. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, a political statement, or a hot babe showin' her stuff—we've got it. It's a full-time job editing your submissions, like picking flyshit out of pepper, as Lou Kimzey often said about ace proofreader, Frank "Wordhead" Harding.

Back in 1978, after finding ourselves knee-deep in photos, with many good flicks leftover each issue, unable to be printed due to space limitations, *In The Wind* magazine began. This popular *Easyriders* column was now its own entity. And your photos continue to bring the reality of our biker lifestyle to a curious world, with clarity and heart. Keep 'em comin', we'll keep printin' 'em. Send 'em to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. —Kim



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CAMPUS LOCATIONS : AZ // FL

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608/800/809



This NYC Chopper Just About Fell Together

Easy Does It!

"Had to be the easiest sale I'd ever made," Nick Gerender says. Nick's shop, NYC Choppers in the heart of Hell's Kitchen, has made quite a name for itself in the past few years. Nice and nasty old-school choppers are their stock-in-trade. "We'd been wanting to do one with this look for some time," Nick goes on, and then in walks



Adam Linderman with some drawings and photos tucked under his arm, research he'd collected pretty much outlining the bike we're looking at here. "And damn if it wasn't kissin' close to that one we'd been thinking about for years, just waiting for a good excuse to build," says Nick. Adam came in with the excuse. If he could afford it he could have it, "But it really didn't turn out to be that big of a deal financially speaking," Nick says. "This bike is dead simple."

The look of the finished NYC chop

changed a bit from what both Adam and Nick envisioned at the start, and it continues to evolve, just slightly, as Adam rolls up the miles pushing his 98-inch pan down the streets of Manhattan. When Nick and the guys at NYC first completed the bike they'd topped it with Z-bars, but Adam, wanting a more lowdown look, stuck to his guns for the bars shown here. NYC Choppers complied, of course, "But I knew he'd end up back where we started," Nick says. "It ain't easy or fun running the streets when you can't look back over your shoulder. We're switching back to those Z-bars. Makes a nicer bike, I think."

And it is a nice riding bike. That 98-inch panhead, put together right at NYC Choppers, gets with the program. Set up with a 180/18 in the rear and a 140/18 up front, the bike whips around all those horn-honking cabbies, diesel-spewing busses and pushy bicycle





messengers in the city. Rigid-framed springer or not, this one's a handler. "And that's plenty of tire for a bike like this," Nick figures. "It's the right look, too. Fills the frame just right." That frame, incidentally, is an NYC creation, this time matched with a DNA front end. The guys from Hell's Kitchen get credit for lots more on this bike as well. The gas tank is theirs, fabricated from an old CCI tank kicking around the shop. "A big ugly one," Nick says. Not anymore. What used to be a 4-gallon tank is now a sleek little 2-something fuel vessel. The mid-controls came from an FXR, neatly adapted, and there's a lot of fun stuff like that involved here. Nick says, "Things like the pipes and all the little brass accents and those copper hard lines. We didn't go overboard with any of it, keeping things subtle." Just about all the hardware on the bike is brass plated, however, as is the taillight body (an old WLA World War II blackout piece), the headlight ring and most of the hardware on the springer assembly save the springs themselves. That gas cap is brass as well, and so are the axle covers and the heat shield on the exhaust. While all that might sound like a lot, it doesn't look it. It's just enough to give a simple bike the right accent.

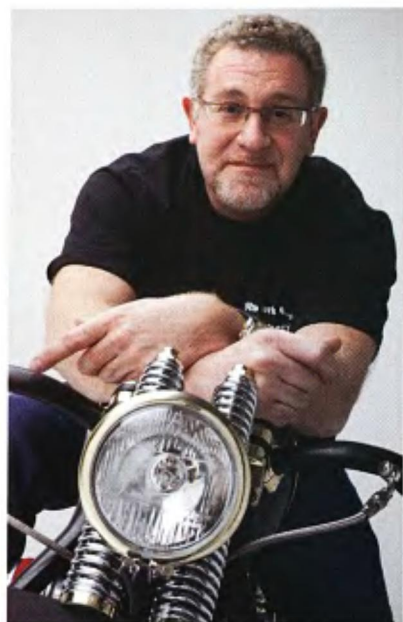




"It all says what it's supposed to do and then goes out and does it," is how Nick puts things. Now that's getting right to the point, just like this bike itself. Cool stuff.

—Joe Kress





Owner: Adam Linderman
City: New York City, New York

GENERAL

Designer: NYC Choppers
Fabrication: NYC Choppers
Year/make: 2005 NYC Chopper
Model: Special Construction rigid
Assembly: NYC Choppers
Time: too long
Chroming: Mara Plating

ENGINE

Year: 2004 panhead
Rebuilder: NYC Choppers
Displacement: 98 cubic inches
Ignition: electronic
Cam: Andrews
Carb: S&S

Air cleaner: Goodson
Pipes: NYC Choppers
TRANSMISSION
Year/make: 2004 Baker
Shifting: 6-in-a-4-speed

PAINTING

Painter: Visual Impact
Color: Black
Type: House of Kolor

FRAME

Year/make: 2004 NYC Choppers
Type: rigid
Rake: 39 degrees
Stretch: 2 inches
Shocks: none

ACCESSORIES

Handlebars: NYC Choppers
Handlebar controls: Performance Machine
Fenders: NYC Choppers
Headlight: Bates, 4-inch
Taillight: NYC Choppers
Pegs: NYC Choppers
Foot controls: NYC Choppers
Gas tank: NYC Choppers
Oil tank: NYC Choppers
Seat: NYC Choppers, D. Ballard
Mirrors: not this time
Grips: old stuff

FRONT END

Type: springer, no extension
Builder: DNA

WHEELS

Make: Black Bike
Size: 18 x 3.0 front/18 x 5.5 rear
Tires: Metzeler
Brakes: NYC, Exile
Photos: Michael Lichter



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Meet January's Winners

How ya gonna keep 'em down on the farm, once they've seen the bright lights of the big city? See, little Miss Ashley, your January Fox Hunt winner, is from a small town in Oklahoma. How small? Well, let's just say that, right now, she's its biggest attraction. Yeppers, we got word that once the folks in her little burg caught wind of her appearance in this mag, everyone's been trying to get a little "sneek peek" of this little spinner (hey, you can't touch me like that...you're not my uncle). Anyway, to help keep her yard free and clear of all the wannabe Peeping Toms (we think this is only going to make it worse, though) and to get her little brother to stop hiding in her closet (kidding), we teamed her up with our photog Rick Hustead and tattooed bike builder Johnny Chop and put all the results on Page 98. Check out our little farmer's daughter fer yerself. We bet you'll then want to wade out into the cornfield for some "private time."

—Clem



Cali-California

#0601

"My first ride was on the fender. I had to wrap my legs anround his waist and hold on tight. That sexy roar of the bike made it all worth it."



Candi-West Virginia

#0602

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Jessica-California

#0603

"It was like a roller coaster ride. It was amazing. I felt so free and excited...what a rush."



Rhonda-Michigan

#0604

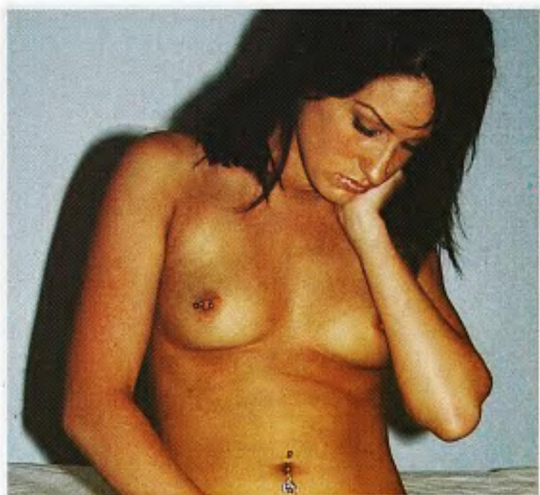
"It was raining and the guy didn't have a windshield. But it was still fucking awesome."



Janice-Virginia

#0605

"My first ride on a Harley has to be listed as the greatest day in my life. It was fast, fun and very exciting. It got me hooked on the lifestyle for the rest of my days."



Taranny-South Carolina

#0606

"There's just something about being on the back of the bike, going fast and holding on tight, that makes my nipples hard. I LOVE that!"

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

For this issue you may begin sending in your votes April 25, 2006. The voting deadline for this month's crop of cuties is May 31, 2006. We'll announce the winner in the October 2006 issue.



Hold on to your seatbelts and slather on plenty of sunscreen! Next month's winner, Sunny (yes we called her something else before and have been chastised), is bound to light up your day and get yer pulse racing.

396

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 _____
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Date of Birth _____ I am _____ years of age
I will pose nude _____ Topless only _____
Model's Signature _____

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

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

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

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

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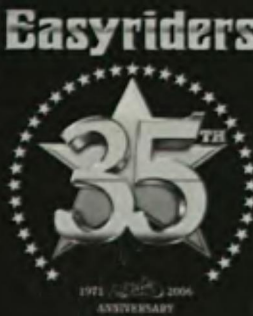
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What good is a riding buddy who won't help you out when your bike is on the side of the road with a flat tire? Living the rock star lifestyle of a famous bike builder means that everyone wants to come along for the ride, but only true friends know when you need privacy, good advice, or bail money.

Johnny Chop and his best bud John Geary have been partying together for

over 20 years. Johnny had such great experiences building and riding custom motorcycles with John that he wanted to customize John's "very nice, but very stock" 1981 FLH. On the day this bobber was born, Johnny said, "Hey John, if you give me a couple of bucks, I'll build this rat into something cool...but I get to take it around to the shows." John agreed and Johnny tore the rat down,

which is how it sat for 18 months. John had fearlessly put his bike on Johnny's twisted chopping block of motorcycle torture and mayhem.

In case you don't know, Johnny Chop is a tattooed punk-rock kid who collects items of the strange and weird. Oddities such as a two-headed chicken and Hitler's pickled hand, to name a few. There is a discarded prosthetic limb

True Blue

What Friends Are For





collection too. All that John knew about the plans Johnny had for his bike was that this ride was gonna be like some kind of carnival sideshow.

Johnny grew up around fast hot rods, slammin' lowriders and cool custom bikes from the late '60s. His love for pin-striped metallflake and stripped down, road raw bikes is something that Johnny takes seriously. Sticking to what he knows, Johnny favors building his custom bikes from newer technology, but keeps the look unmistakably awesome just like this blue-green rose.

The one-off shape of the tank is what makes it Johnny's favorite part on this project. He always wanted to split a Sporty tank. Just look how this one



turned out. The engraving by Herrera is really sweet as well.

The stock length Harley-Davidson FL front-end is stripped down with no nacelle, which is, according to Johnny, "The way any good Frisco chopper from the early days should look." The late model Paughco frame has no stretch, and Johnny lopped off its neck and de-raked it to 32 degrees. Johnny told us that almost any of the kickass unique pieces on this bike came from Bob at Road Dog Cycle or the swap meet.

Johnny built this "True Blue" bike for his true friend John and it is one helluva ride. Johnny lives near the beach in SoCal, and loves to ride along Hwy 1 to pretty much anywhere. His all time favorite place to ride is further north. Leaving Santa Cruz on Highway 9 towards Skyline Boulevard, he ends up surrounded by oak trees and sagebrush. Join Johnny at the entrance to the Queen Mary at Long Beach on June 23 to 25 for the first annual Johnny Chop Invitational Bike Show. It will be held in conjunction with the third annual Long Beach Tattoo Festival and the new



Propaganda Music Fest. It's gonna be one helluva weekend.

Fox Hunt winner Ashley from a little town in Oklahoma sure enjoyed her trip to Hollywood to hang with Johnny Chop and the crew. Hell, we had to practically pry her sweet and perky ass off of this sexy lil' lane splitter.

—Cheesy Parts







Owner: John Geary
City: Modesto, California

GENERAL

Designer: Johnny Chop
Fabrication: Johnny Chop
Year/make: 1981 H-D FL
Model: Lane Splitter
Assembly: Johnny
Time: 90 days
Chroming: California
Brightworks

ENGINE

Year and Make: 1981 Harley-Davidson
Rebuilder: Johnny Chop
Displacement: 74 cubic inches
Cam: Andrews "A" grind
Carb: Johnny Chop
Air cleaner: velocity stack
Pipes: Johnny Chop

TRANSMISSION

Year/make: 2005 Baker
Shifting: foot

PAINTING

Painter: Buckwild Design
Color: Blue/Green flake
Type: House of Kolor
Pinstriping: Bob Iverson

FRAME

Year/make: 2004 Paughco
Type: wishbone rigid
Rake: 32 degrees
Stretch: in the morning
Shocks: yeah, right

ACCESSORIES

Handlebars: Johnny Chop



Handlebar controls: Performance Machine

Fenders: Russ Wernimont

Headlight: swap meet special

Taillight: Bosley Cycles

Pegs: Johnny Chop

Foot controls: Johnny Chop

Gas tank: Johnny Chop

Oil tank: swap meet

Seat: Dino at Vegas City Choppers

Mirrors: none

Grips: hockey tape

FRONT END

Type: FL Wide Glide

Builder: Harley-Davidson

WHEELS

Make: Custom Chrome

Size: 21-inch front/16-inch rear

Tires: Avon

Brakes: Performance Machine

Photos: Rick Hustead

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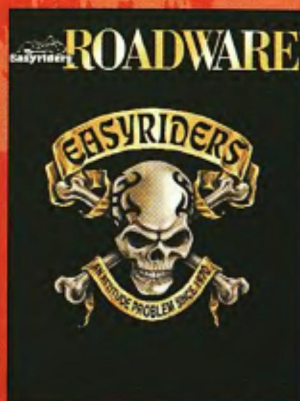
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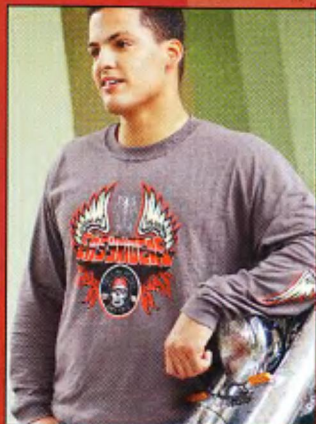


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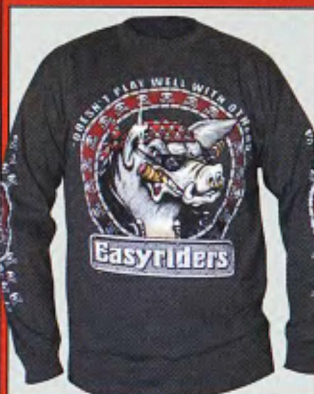
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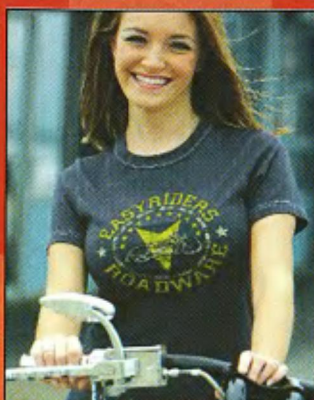


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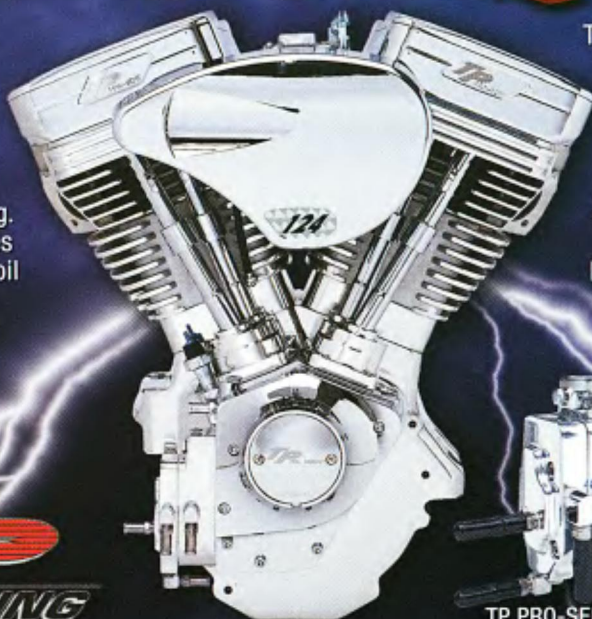
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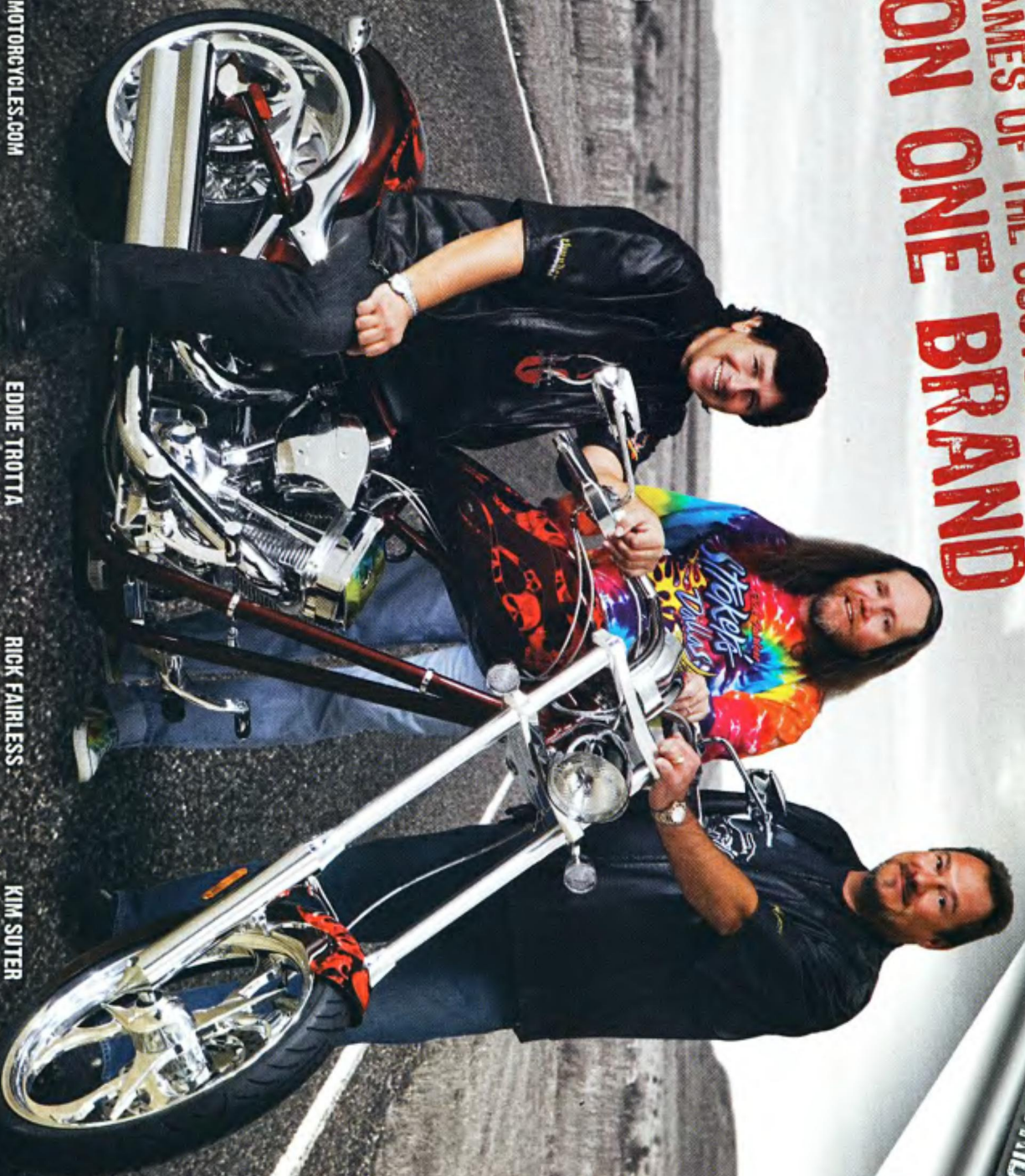
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65TH DAYTONA BIKE WEEK ENGINEER BOOTS, LOAFERS AND SNEAKERS

All you need to know about the 65th running of Daytona Bike Week may be surmised by taking a gander at the footwear seen at this year's massive rally. Depending on where you decided to hang your hat, you could see traditional engineer and cowboy boots, expensive Italian loafers, the latest high-end sneakers, and yes, even sandals and flip-flops.



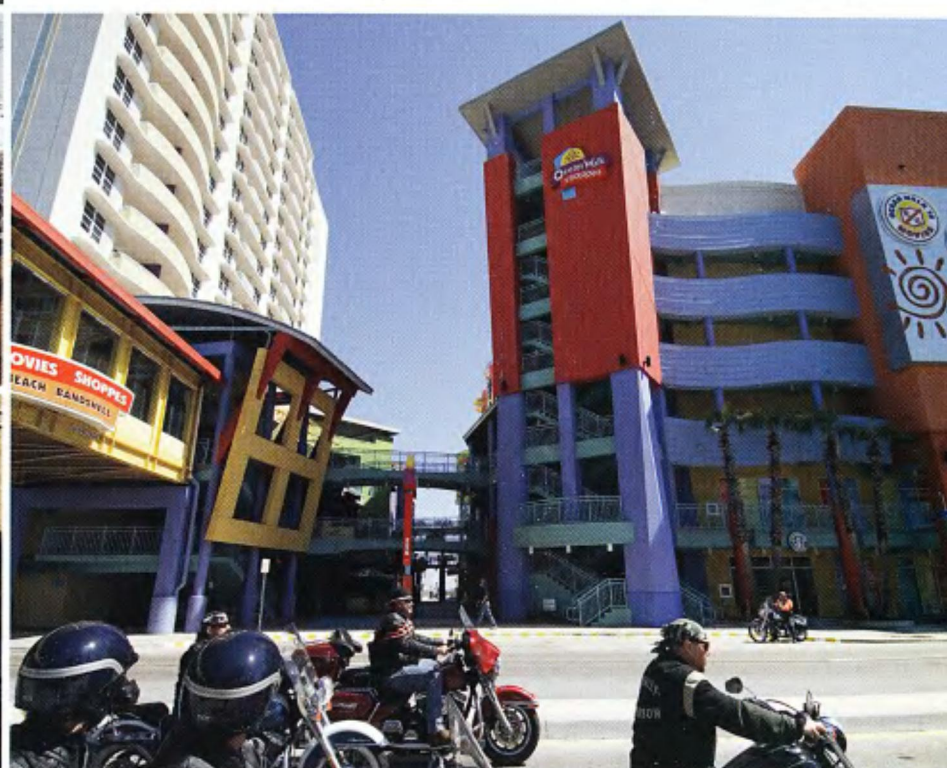
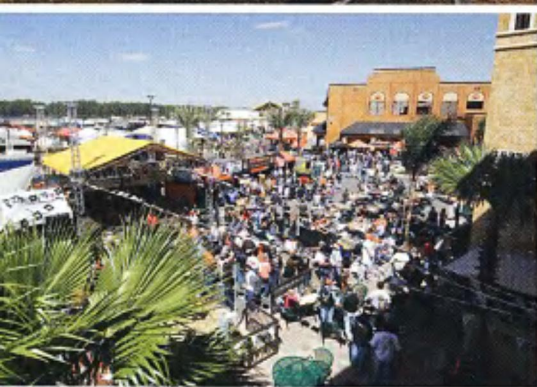
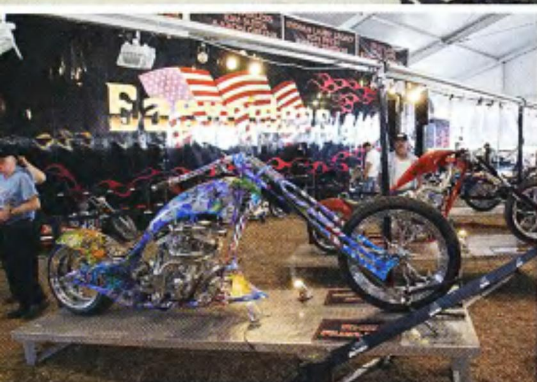
WELCOME
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RIDERS



What does the footwear of today's riders have to do with Bike Week? Well, the point is that the riding world has expanded in ways many of us could have never imagined. Today's motorcyclists run the gamut from old-school greybeards and 1%, to crotch-rocket ridin' college kids, to wealthy doctors and lawyers. In short, everybody seems to be out there riding their bike and having a good time.

By the same token, all styles of bikes seem to be cool these days. Over at the Motorcycle Mall known as Bruce Rossmeier's Destination Daytona, *Easyriders* put on a week long party under a giant tent featuring the Best of the Best Bikes by today's top builders. Here, you could see everything from bobber styles and early choppers to the latest high tech wonderbikes. You could also meet *Easyriders'* Streamliner pilot Dave Campos; the fastest man on two wheels for 16 years running.

Destination Daytona is kinda like a car accident in that even if you really don't want to look at it...you have to. Everybody made the trip out to Ormond Beach to check this "Biker World" deal out. Will riders travel from all over the country to go



THIRTY-FIVE AND STILL ALIVE

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

Designed in memory of David Mann, the *Easyriders* 35th Anniversary, \$35 commemorative coin is proof quality solid silver nickel. Because of the strictly limited numbers of these coins to be minted and their ultra-high quality their value may rise in time (Remember what issue #1 is now worth!). The \$35 face value of each coin is guaranteed forever by *Easyriders*, in exchange for *Easyriders* merchandise of equal value by the bearer of the coin at anytime.

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

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

Joe Teresi - Publisher

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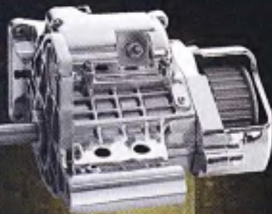
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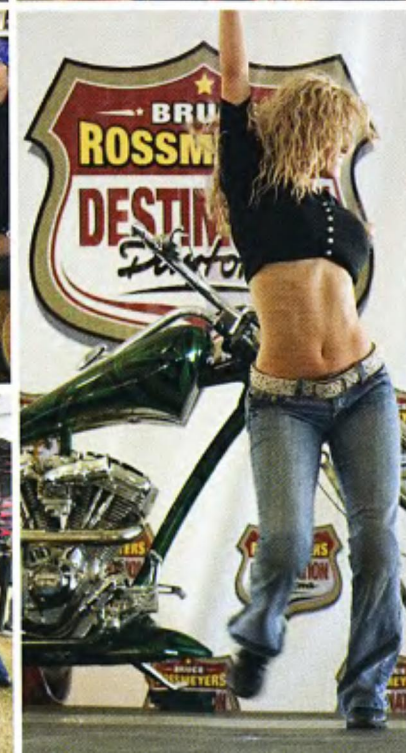
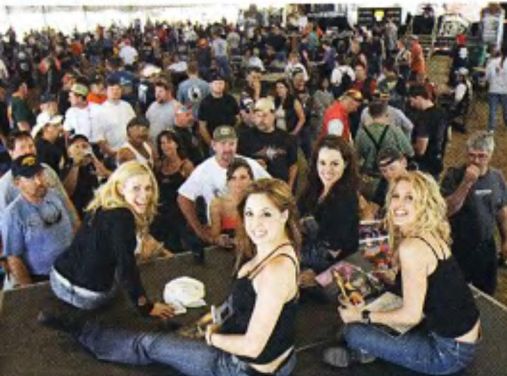


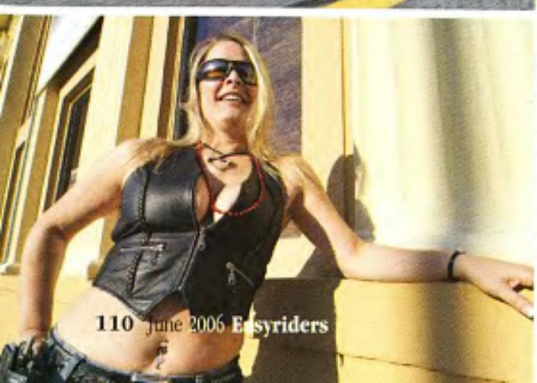
to a two-wheeled shopping mall? Apparently so, the place was packed all week. The two story, 109,000-square-foot Harley dealership is truly incredible and acts as the focal point for a mass of aftermarket vendors in the parking lot and the Hard Rock Roadhouse Tour. The Discovery Channel held their first new *Biker Build-Off* on the Hard Rock stage where Kevin Alsop of Big Bear Choppers took the win over Metry Cycles.

On Wednesday, during Bike Week, the *Easyriders* Pavilion tent was the centerpiece of the ultimate party as we celebrated 35 years of *Easyriders* magazine. Hundreds and hundreds of loyal readers showed up to have Michael Lichter take a group shot (see the poster in this issue), to take home some of the \$100,000 worth of goodies and prizes and to watch lucky Steve Sayess of Gloucester, Massachusetts, win the \$70,000 Eddie Trotta custom chopper. Steve was one happy camper.

Our *V-Twin TV* crew was on hand to capture all of the Bike Week festivities for our *SPEED* Channel TV series (and to follow Billy Lane around to get his unique take on the rally). Check your TV listings for dates and times because you don't want to miss this episode.

This year's Daytona also included the 10th Anniversary of Paisano Publication's





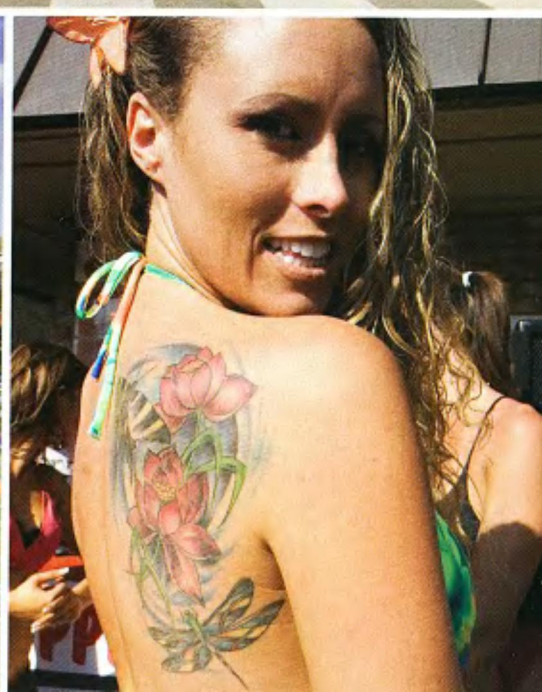
involvement with the Boys and Girls Club of Broward County. The V-Twin Biker's Ball was held at the Hilton Hotel (formerly the Adam's Mark) on Friday night and was the caper for the week of escorted rides, dinner parties and special events. I was truly honored to give out the ViQe Awards to some very deserving leaders in our bike building world (see the winner's list on Page 113). Award winners for Bike Builders of the Year, Paul Cox and Keino of Indian Larry Legacy, and the Lifetime Achievement Award winner, Ron Finch, received standing ovations.

It may truly be said that this year's Bike Week had something for everyone. If you enjoy seeing real world choppers and hanging with real people, then the Willy's Tropical Tattoo bike show and the ride-in chopper show at the Last Resort were the places to be. Special thanks to Willy and Al for making us old-time bikers feel right at home. Kudos also go out to the Lords of Mayhem who put on one righteous good time at the Last Resort. If drinking beer and people watching were your thing; then you couldn't beat the action over at the Broken Spoke Saloon, The Iron Horse and Smiley's Tap on US-1.

This year's Rally was so spread out and the weather was so nice, that riders were out and about everywhere. This made it impossible to estimate attendance at the rally. You could hang on Main Street and check out the Rat's Hole Bike Show, head over to the downsized Beach Street (the home of new condos next year) and run out to the Speedway track to do demo rides of all brands of motorcycles and see the expanded vendor area. You could putt your scooter up US-1 to take in all the classic biker watering holes and end up out at Destination Daytona, head south on Atlantic to sightsee and end up having rum runners at the Lighthouse Restaurant, or just ride, ride, ride the day away.

In other words, though the world of motorcycles and motorcycle people continued to evolve and change, whether you were of the engineer boot crowd, or the loafer and sneaker generation, Daytona Bike Week was the place to be. The brotherhood and sisterhood rocks on.

—Dave Nichols



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THE VICE WINNERS

Each year, *Easyriders* and *V-Twin* magazines honor the innovative fabricators, painters and artists who make this industry great. For the Tenth Anniversary of the Biker's Ball, the winners were:

BEST PAINTER

Bill Streeter

BEST COMPONENT BIKE BUILDER

Rick Fairless, Stokers Dallas

BEST CUSTOM FABRICATED BIKE

Bruce Mullins, Skunkworx

BEST CUSTOM FABRICATED BIKE BUILDER

Jim Nasi

TRENDSETTER OF THE YEAR

Roland Sands

MOST UNIQUE DESIGN

Darrian Teff, Jolly Roger Customs

BIKE OF THE YEAR

Mike Pugliese, Staten Island, NY —
Knuckle Sandwich

BIKE BUILDERS OF THE YEAR

Paul Cox & Keino, Indian Larry Legacy

LIFETIME ACHIEVEMENT AWARD

Ron Finch

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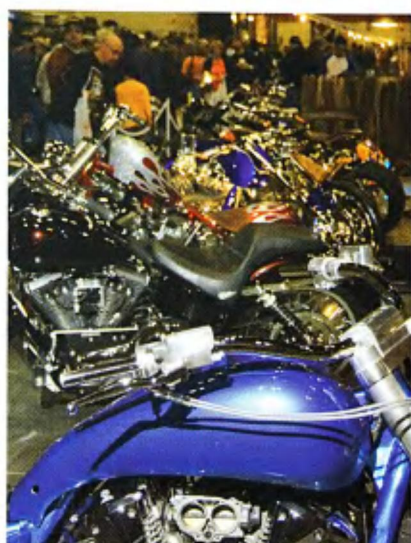
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EASYRIDERS COLUMBUS BIKE SHOW

There are a few things you need to know about the Easyriders Bike Shows. First of all, at many of the shows the editors of this fine publication including Scott McCool, Kai Raecke, and yours truly, act as the judges. We also enlist the aid of Dean Shawler, editor of *Biker* magazine, and Billy Tinney, editor of *Tattoo* magazine. In short, when you enter your custom scoot in the Judged Class at our bike shows, the editors look over your bike, not only so you may win cash and prizes, but also to possibly shoot and feature your bike in *Easyriders*, *V-Twin*, *Biker* or *In The Wind*.

The Easyriders Bike Shows are just about the most fun you can have without getting naked, and the 2006 Columbus Show topped the list for all out carnage in the fun department. Where else can you hang out with the icons of the custom bike world, have a few drinks and party your ass off with Billy Lane, Kendall Johnson, Paul Cox and Bobby Seeger





from Indian Larry Legacy, Paul Yaffe, Kim Suter, Aaron, Greene, Ron Finch and Randy Simpson.

The selection of custom bikes, this year, ran the gamut from long choppers and modern pro-streets with bigass rear tires, to old-school bobbers, early choppers and restored antique bikes. In short, anything goes and everything's cool.

We had an incredible time on Friday night at the party over at Big Dog of Columbus (thanks Alan) until Kendall Johnson did a few too many burnouts in the building (cough, cough). Luckily, Bruce "It's All About The Poop" Mullins of Skunkworx was having a shindig over at his shop with free food, drink and great music by 5th Gear. Thanks for showing us how it's done in Columbus, Bruce, and congratulations for earning the Bike of the Year Award at the V-Twin Biker's Ball in Daytona!

While temps hovered in the teens during most of the weekend, the cool bikes and hot babes inside the Veteran's Hall sure warmed us up. Besides checking out the hundreds of amazing motorcycles, show-goers could enjoy the music of Toyz, The Georgia Satellites, and our new favorites, Hayseed Dixie. You could also get very dizzy while trying to watch every curvaceous movement of the Purrfect Angelz' gyrating hips. With good food, plenty of frosty beer and an

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amazing array of vendors to visit, even we judges had the time of our lives.

Congratulations go out to Mr. Jerry Burrows and the entire Road Hawks crew for their mind-blowing Best of Show-winning "Clear and Present Danger" chopper. Watch for a full bike feature on this clear Lucite wonderbike right here in *Easyriders*.

King-size kudos, as always, go to John Green, Bruce Henderson, Sandy Williams, Melissa Penland and the bike show staff for putting on this righteous show. Thanks also to our Easyriders Bike Show sponsors, Lucas Oil, S&S Cycle, Baker Drivetrain, Supertrapp, Paramount Custom Cycles, Carolina Custom Products, Jireh Cycles, Big Dog Motorcycles, Avon Tyres, Performance Machine, Belt Drives Limited, Kustomwerks and Milwaukee Iron.

As this magazine hits the stands there's still time to get over to the Invitational Bike Show in Kansas City, Missouri, on Saturday, April 29th at Bartle Hall. Hope to see you there.

—Dave Nichols

Spectator's Class Winners

BEST OF SHOW

1ST PLACE BEST OF SHOW

Skunkworx Customs, Columbus, OH
2004 Skunkworx FL

2ND PLACE BEST OF SHOW

Arrgo Conley, Sandy Hook, KY
1945 Knuckle

3RD PLACE BEST OF SHOW

Grumpy's Customs, Concord, NC
2006 Custom Chopper

Easyriders Class

1ST — Andy Young, Dayton, OH
2005 Big Bear Chopper

2ND — County Line Choppers, Phoenix, NY
2006 Bobber

3RD — John Bridges, Middletown, OH
2005 Chopper

In The Wind Class

1ST — Kim and Giner Denty, Marengo, OH
2000 Electra Glide

2ND — Gary Payne, Waverly, OH
2006 Custom Softail

3RD — Grumpy's Customs, Concord, NC
2006 Chopper

Biker Class

1ST — Bob Harrow, Lewis Center, OH
2005 Skunkworx Custom

2ND — Mike Sullivan, Columbus, OH
2006 Vision Craft Custom

3RD — Joe Woosley, Hebron, OH
2004 Big Dog Ridgeback

CONTINUED ON PAGE 120

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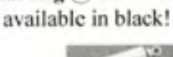
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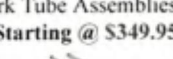
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V-Twin Class

1ST – Matt Willoughby, New Middletown, OH
2004 Special Construction

2ND – Ernest Saunders, Martin's Ferry, OH
2001 Harley Deuce

3RD – Ron Bauer, Wellesburg, WV – 2006 Custom

Earlyriders Class

1ST – Ken Carr, Shelby Twp, MI
1963 H-D Duo Glide

2ND – Ken Carr, Shelby Twp, MI
1956 H-D panhead

3RD – Lindy Harris, Shelby, OH
1953 H-D FL

Judged Class Winners

BEST OF SHOW

1ST PLACE BEST OF SHOW
Jerry Burrows, Crown Point, IN
2005 Road Hawgs

2ND PLACE BEST OF SHOW

Steve Pepper, Butler, PA
2005 Steel City Choppers

3RD PLACE BEST OF SHOW

Angelo Delraso, Minooka, IL
1956 Pangnarde Chopper

Editor's Choice

Jerry Burrows, Brown Point, IN
2005 rigid bobber

Best Display

Tom Patman and family, Valonia, IN
1941 knuckle and workshop

Radical Custom Class

1ST – Anthony Jurkas, Joliet, IN
1955 Sin City pan chopper

2ND – John Dodson, Chesterfield, VA
2005 Gangster Chopper

3RD – Matt Hutter, Chardon, OH
2005 Route 6 Chopper

Street Custom Class

1ST – Bill Steele, Oakdale, PA
2005 Steele Custom

2ND – Temple of Steel, Elkview, WV
2005 Special Construction

3RD – Tim Runion, Marsfield, OH
1961 H-D panhead

Specialty Class

1ST – Kevin Doolittle, Northeast, PA
2006 Indian Racer

2ND – John Vescovu, Dayton, OH
2006 Indian bobber

3RD – Ed Ostrowski, Stroudsburg, PA
1948 F&J Cycles' pan

Old-School Class

1ST – Phil and Lynn Hoffman,
1952 Black Magic Customs pan

2ND – Joseph Goggshall, Franklin, MA
1980 FLHP

3RD – Dana Brunson, Cincinnati, OH
1947 knuckle



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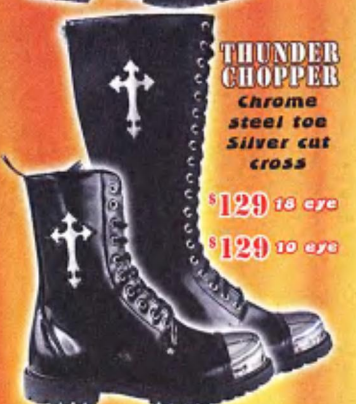
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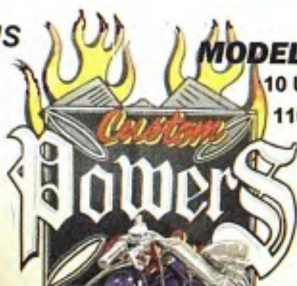
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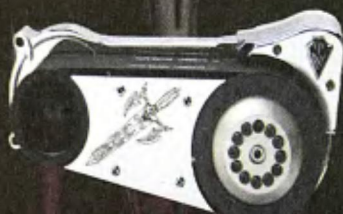
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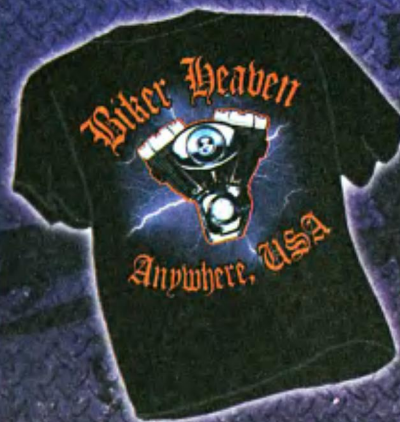
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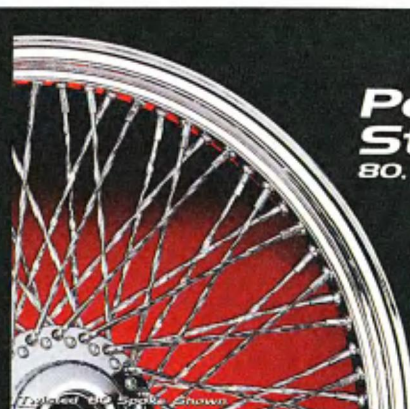
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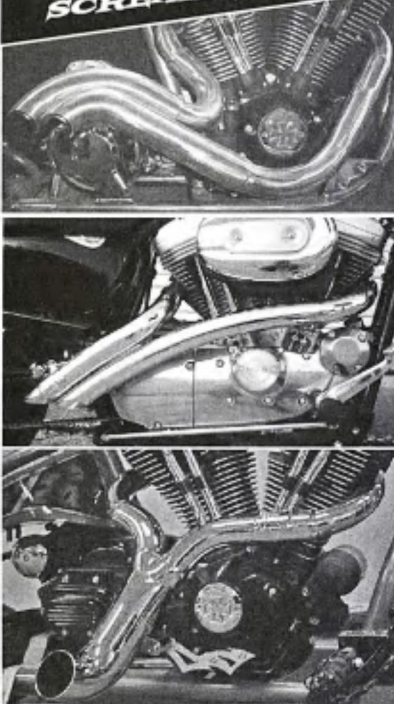


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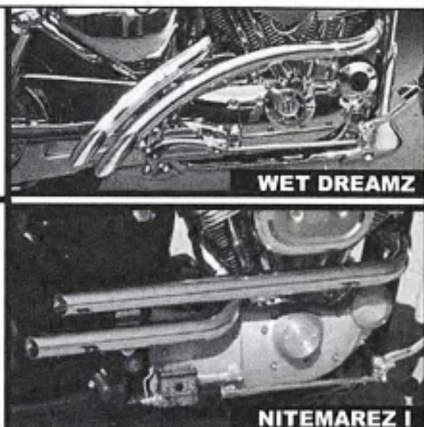
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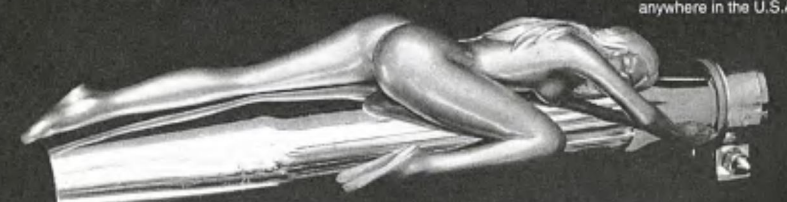
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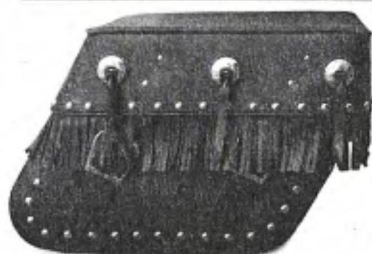
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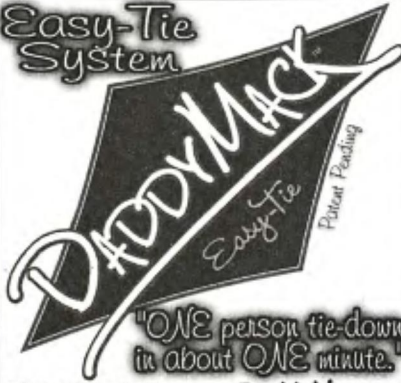


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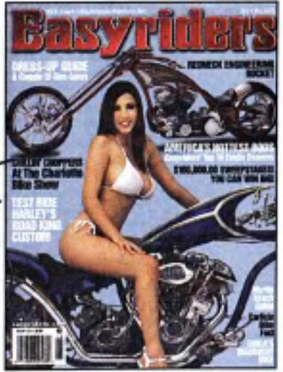
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THE SMORGASBORD V-TWIN Building A Sputhe Fatvo Motor

Over the past year, we have opened up several hot V-twin motors to show you what makes them tick. Well, this month we are doing something different; we are building a motor, a very unique motor. This month's motor is the brainchild of Alan Sputhe of Sputhe Engineering who is no stranger to big motors, having marketed 106-inch V-twins back when everyone thought 96 inches was big. Alan calls his motor the Fatvo; it's a combination of Evo bottom-end parts and Twin Cam top-end parts. The idea behind it, is that there are a lot of stock stroke Evo flywheel assemblies and Twin Cam cylinders and heads available on the used parts market. If the stock stroke of the Evo (4 1/4 inches), was combined with a set of bored out Twin Cam cylinders (3 7/8 inches), you would get a 100-cubic-inch V-twin motor that would fit in just about any frame. All that was needed was a set of crankcases to mate the parts together.

Alan has spent the better part of four years developing the Fatvo cases; he has included all of the features that his previous motors had and a couple of new ideas. The crankcases are cast by a direct gating process from a special aluminum alloy that has a high percentage of silicon and copper; they are then subjected to a three-stage, heat-treating and stress-relieving process. The castings have been beefed up with additional material around the main bearings and lifter blocks. The crankcases are fully CNC-machined; they use the 1992-up oil pump, the late cylinder head breather system and 1999 to 2002 Twin Cam sprocket shaft seal. The flywheels ride in Timken tapered roller bearings on the left side and a 1988-up large single row-roller bearing on the right side. The cylinders use the 1999-up O-rings on their base spigots and oil return passages. The only oddities in the Fatvo motor involve the intake pushrods and cylinder base contact.

Because a Twin Cam motor's lifters are positioned lower down in the crankcase and almost centered in the cylinder bores, the intake pushrods are at an angle that is opposite to that of an Evo motor. Therefore the cylinder head's



Here are the leading players in the building of a Fatvo motor: cylinder barrel and head from a Twin Cam motor, Evo flywheel assembly and the special cases from Sputhe Engineering.

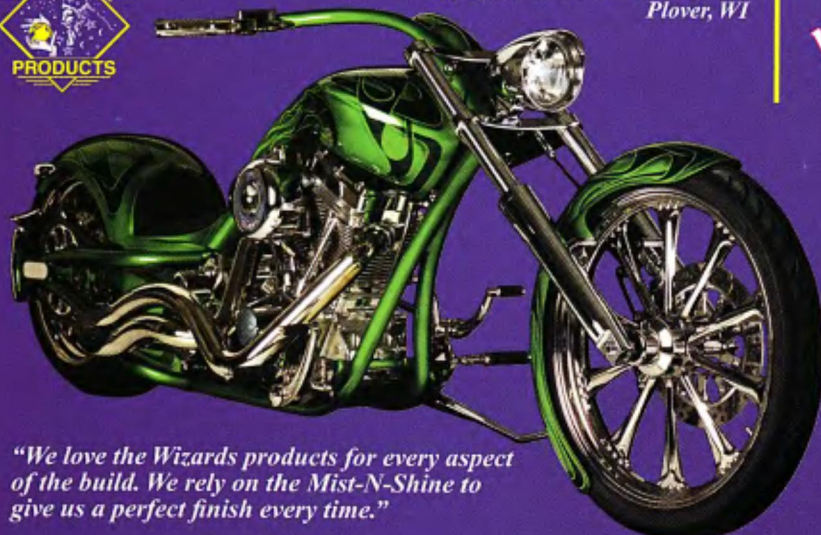


The first order of business is to trial fit the two cylinders on to the left side crankcase half.

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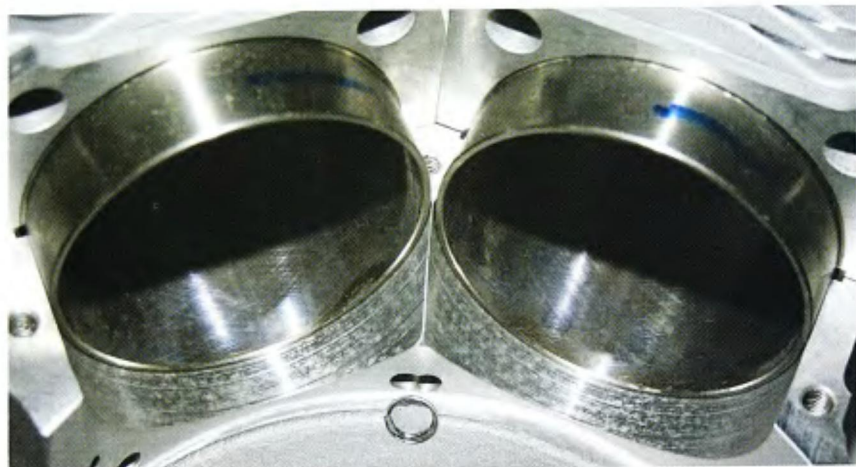
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On our motor, the lower inside surface of each cylinder base made contact. This caused the front cylinder to be raised up from the deck of the crankcase.



Once we had the cylinders sorted out, we assembled the S&S flywheels into the Fatvo cases. The cases come with the races for the included Timken bearing set installed in the left case. The bearing race for the right main bearing came finish-honed to 1.7502 inches, so we used a Red-coded right main bearing. The Fatvo uses stock Twin Cam cylinder studs.

bore for the intake pushrod tube is offset to the wrong side of the rocker arm's socket. This offset will cause the upper end of the pushrod to rub on the pushrod tube. To prevent this from happening, small diameter, 3/8-inch, pushrods must be used and the intake pushrod tubes are installed upside down. Alan has developed a set of O-rings for the intake pushrod tubes for this install. Also, because the intake pushrod is at a reversed angle, the edges of the cooling fins on the intake side of each cylinder must be trimmed for clearance.

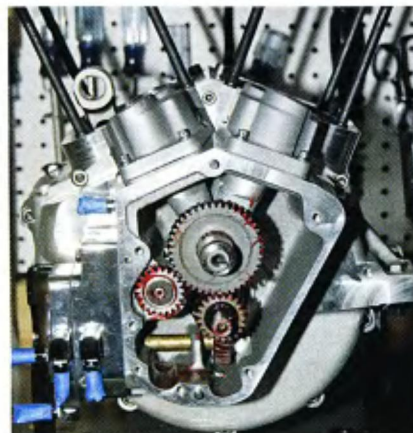
The cylinder base contact has to do with the deck height of the Fatvo's crankcases, which is lower than a Twin Cam motor. At this lower height, the cylinders sit closer together than they



To fix the interference problem, we filed about 0.060 off of the inside edge of each cylinder. We used a strip of masking tape as a reference line to file to.



After filing both cylinders, we again fitted them to the crankcase half. We then had a 1/8-inch gap between the two cylinders' edges. We also checked the distance between the lower edges of the cylinder spigots where they meet. Ours had a 1/8-inch gap, but depending on the barrels' tolerances, there could be some interference here, too.



The TP Engineering Smart oil pump went on without any drama. We used an S&S breather valve and pinion gear set. The Andrews EV51 cam moves Crane hydraulic lifters that are mounted in H-D lifter blocks.

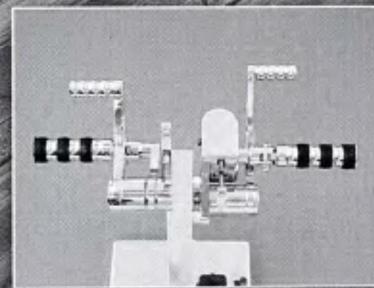
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Here is our big deviation from Alan's Fatvo recipe; we used a set of S&S Super Stock performance cylinder heads (left), instead of stock Twin Cam heads. These heads use a 1.940-inch intake and a 1.575-inch exhaust valves. The S&S heads feature intake ports that are large enough to feed the 100-inch motor. The 79cc combustion chamber works out to 10.3:1 compression with the flat top pistons. If starting becomes a problem, the heads are machined for S & S electric compression releases.



"Remember the crap we gave him for buying a sidecar?"

were designed to. In fact, they are so close that, depending on the casting tolerance of the cylinders, their bottom edges can touch one another. This is the reason the cylinders must be trial fitted to the crankcase and the bottom inside edge relieved as needed. Our motor required that about .060 inch be filed from each cylinders' base.

Alan does not sell complete Fatvo motors, just the crankcase assembly, pistons, pushrods and gasket sets. The rest of the innards are left to the discretion of the motor builder. For our Fatvo motor we used an S&S flywheel assembly, cylinder heads, rocker boxes, and Super E carb, Andrews cam, TP Engineering oil pump, Crane ignition and lifters, Harley lifter blocks and cylinder studs and a JIMS cam cover. Most of these parts and all of the bearings, spacers, nuts and bolts were ordered through CCI.

Building this motor is an exercise in patience; most of the main parts must be trial fit before the actual assembly begins. We spent the better part of four days putting the motor together. There weren't any surprises, just good old custom fitting. But all of the handwork made for a feeling of accomplishment once the motor was together.

Being that it has about 100 inches of



The sprocket shaft was rotated until the rear cylinder was on its compression stroke. Then the pushrods were installed and adjusted until all of the slack was taken out.



We trial fit the pistons and cylinders to the bottom end to check deck height. Ours worked out to 0.070 including the Screamin' Eagle sandwich head gaskets.



We then installed the rear cylinder head to check out the intake pushrod geometry. The head bolts were only hand tightened.

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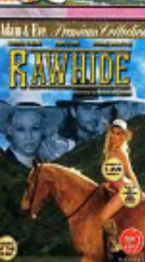
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We used a set of RevTech roller-tip rocker arms in the S&S rocker boxes.



Up where the intake pushrod passes into the cylinder head, it was very close to the edge of the pushrod bore. This is why the pushrod tube must be installed upside down; the bottom section of the tube has a larger inside diameter.



While we were checking the intake pushrods, we marked the fins on the cylinder for grinding to clear the pushrod tubes.



We used a die grinder to trim the fins accordingly. Even though only three fins interfered with the pushrod tube, we trimmed all of the fins, to give the cylinders a uniform look.



After all of the fitting and de-burring of the fins was complete, we re-assembled the motor's top end. Because of the filing and trimming to the cylinders, we marked them front and rear to prevent Murphy's Law from helping us to install them incorrectly.



With the motor's basic assembly complete and fitted out with an S&S Super E carburetor and Crane ignition, you'd be hard pressed to tell it from an Evo motor. The larger cooling fin surface of the Twin Cam cylinders and heads not only give it a muscular look, but also will help it stay cool under heavy load.

displacement, and around 10.3:1 compression, with an Andrews EV51 cam, S&S heads and Super E carb, it should put about 115 horsepower and great gobs of torque to the ground at the rear wheel. Can't wait to find out.

—John Sullivan

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Perewitz Cycle Fabrication, MA
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Indian & Titan of Weston, OH
(419)669-4709

Big Dog of Columbus, OH
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(954)581-1802

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(586)808-9098

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(419)875-5746

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Stevenson Cycles, MI
(734)641-2200

Ace Bros., OH
(614)794-9300

Gemstone Custom's, WV
(304)697-7433

FOR DEALER OPPORTUNITIES CONTACT JASON AT 800.342.2512

Personal taste and function determine whether your view from the seat looks like the cockpit of a plane, or is so minimalist that every cable, lever and switch are completely hidden from view. It's up to you, and fortunately there are hundreds of manufacturers out there to vie for your dollars to give you the choices you demand. That's the beauty of capitalism,

the customer really is the king, while the entrepreneur simply tries to outguess the consumer as to where he wants to spend his dough. The market sorts out the winners and the losers. That in mind, we have assembled here what we think is a crop of winners. There are some really nice controls in this group, so which set fills your fancy? After all, you are the king. —Kit Maira

EASYSRIDERS' GUIDE TO BARS, CONTROLS, GRIPS & MIRRORS



EXILE CYCLES' FORWARD CONTROLS

Exile Cycles designed these super clean forward controls so that their lines complement the curve of the primary and the angles of the frame tubes. They fit stock '99-and-earlier Evo Softails, as well as any custom frame. Options include a brake side with or without a smooth master cylinder mounted neatly on the control, and a shift side with or without the mounting holes for a stock-style kickstand assembly. Foot clutch forward control is also available upon request. These controls are machined from billet aluminum and feature stainless steel hardware throughout. They come show-polished, but are also available in a super sexy black anodized finish. The controls sell for \$799 with master cylinder, \$699 without.

Exile Cycles, 818-255-3330;
www.exilecycles.com



MILWAUKEE TWINS' CHROME BILLET ROUNDED GRIPS

These new handlebar grips from Milwaukee Twins will add comfort and style to your bike. Made from billet aluminum with a show chrome finish,

the rounded shape is contoured to your hand to add form and function to your ride. Fits most models '73-'06 (except handlebars with air reservoirs). Made for single or dual cable throttles.



MILWAUKEE TWINS' PRO SMOOTH PEGS

Made by Supreme Legends for Milwaukee

Twins, these pegs match up with the Milwaukee Twins forward and mid-controls as well as the grips. They feature three wide rubber bands for a firm hold and available in three styles, black anodized, polished and chrome

finishes, all with standard male mounts.

J&P Cycles, 13225 Circle Drive,
Anamosa, IA 52205; 800-397-4844;
www.jpccycles.com



JX HAND CONTROLS FROM JOKER MACHINE

The new JX controls feature Joker's exclusive self-lubing polymer piston assemblies that have been tested to 1 million pulls and beyond with almost no trace of wear whatsoever. Joker's controls also feature a ball bearing that glides across the brake piston as it is actuated, and Joker Machine says they provide the smoothest feel on the market. JX controls are available in chrome, or hard black anodized finish and hydraulic or cable clutch actuation. All hydraulic master cylinders are available in 9/16- and 11/16-inch versions. The tapered snout of the hand controls was specifically designed to clear most 1 1/2-inch bars and optional switch housings are available for turn signal, kill/start, high/low beam and horn. Available from your Drag Specialties dealer.

Joker Machine, 11401 Central Ave,
Chino, CA 91710; 909-613-0028;
www.jokermachine.com



HEADWINDS' FOOT PEGS AND PEDALS

Headwinds manufactures these defiant billet aluminum footpegs and pedals. Peg lengths are available in 4- and 6-inch, pedals in 3- and 4-inch. They are easily installed on stock Harleys and many aftermarket footpeg mounts that have 1/2-inch wide clevises and 3/8-inch screws. Diamond grip inserts, with non-slip grips and extension rods, are also available for the footpegs. Available polished or in show chrome.

Headwinds, 221 W Maple Ave,
Monrovia, CA 91016; 626-359-8044;
www.headwinds.com

BEACH BARS FOR THE VICTORY KINGPIN

The latest creation from Kingpin Cycles for your Victory Kingpin are these Beachbars. They are 36 inches wide and 3 inches in height to give your bike that classic look. Not only do these have absolutely awesome looks,



but they are also said to be more comfortable than the stock setup. The 15 inches of pull-back provide your whole body with a more comfortable riding position, reducing fatigue. These bars are a direct bolt on. All cables, controls, riser and grips fit with no modification.

Kingpin Cycles, 451 W. Lambert Rd.
Ste 207, Brea, CA 92821; 714.482.7888;
www.kingpincycles.com



NEW MICRO-SWITCH HOUSING FROM JAYBRAKE

JayBrake's new two- and three-button Micro-switch housings are machined from billet aluminum and come with the micro-switches and 24-inch wire leads. Their micro-switch housings have an integral throttle clamp for push-in or threaded style cables. Both right and left switch housings are designed to fill the entire gap between the master cylinder and the hand grips. Available in polished, chrome and black anodized finishes.



NEW CONTROL BREAKS FREE FROM TRADITION

JayBrake's J-Series controls feature stylish mounting blocks with a built-in master cylinder and hidden brake line. They are designed to fit 2000 and newer Softails with plans in the works for older models. This new style breaks free from traditional design and offers looks and reliability that can be ridden everyday.

JayBrake, 180 Zoar Valley Road,
Springville, NY 14141; 716-592-0554;
www.jaybrake.com



TOURING MODEL RIGID HANDLEBAR MOUNTS

These fixed-base washer sets are now available for '97-'06 stock OEM Harley Touring models like the Road King that have the front end tubes positioned behind the frame neck for handling purposes. These durable stainless steel hubbed collar washers replace the stock rubber sleeves and make for a good solid mount for the handlebars. There are four to a set and they match the diameter of the stock hub on the top tree and have a snug fit into the

through hole. If risers used are 1 1/2-inch tall or less, the stock center crown cowl can still be used. If taller risers desired, then removal of center cowl is required. If you are running tall apehangers or really wide bars, this is the way to go.

Specific Alloy Components, Inc. 303 S. 5th St., Ste. 182, Springfield, OR 97477; 866-284-3865; www.stainlessbysac.com



ALL AMERICAN APEHANGERS

Traditional style apehangers have remained popular since the '40s and now Paughco is expanding on that in-the-wind look with the introduction of these extra high bars. Featuring a 1-inch diameter and .120 wall thickness, these radical bars provide exceptional strength and durability. Each bar can be ordered with or without "dents" for use with late model controls and features Paughco's long-lasting chrome finish. The extra high apehangers stand 24 inches tall, 8 inches wide at the mounting crossover, a full 41 inches end to end at the grips and feature 11 inches pull-back. If you're after that radical no nonsense chopper look, apehangers are a must and these "extra highs" take it to the edge.

Paughco Inc. 11 Cowee Dr, Mound House, NV 89706; 775-246-5738; www.paughco.com



CYRIL HUIZE'S NEW ELLIPSE HAND AND FOOT CONTROLS

Cyril's Ellipse

hand and foot controls are very stylish with exceptionally fluid lines. The hand control is available with a cable or hydraulic clutch master cylinder. Two or three button switch housing are optional for each side. Matching foot controls include adjustable shifter rod, with a choice of 1-inch or 3-inch extended levers. In chrome or black anodizing, they are available for Big Twins '99-and-up and Twin Cam '00-and-up.

Cyril Huze, 3601 N Dixie Hwy Ste 11, Boca Raton, FL 33431; 561-392-5557; www.cyrilhuze.com



TRIBAL SUICIDE SHIFTER

Accutronix Motorcycle Products is introducing their hot, new Tribal Suicide Shifter machined from billet aluminum and chromed, with intricate design, sleek curves and dramatic points. Available in chrome, polished, or black anodized finishes. Manufactured with sealed ball bearings on the pivot shaft, it mounts up to your stock motor mount for a custom application using a 5- or 6-speed transmission. Comes complete with a billet shift

linkage and polished stainless rod ends. Made in the U.S.A.

Accutronix Motorcycle Products, 23042 N. 16th Lane, Phoenix, AZ 85027; 623-516-9600; www.accutronix.com



LIFESTYLE CYCLES' BILLET TORPEDO GRIPS

The new Lifestyle Cycles' Signature Series Billet Torpedo grips are milled from high-quality billet aluminum, have drilled accents and are chromed to a high-luster show-quality finish. They come in a set of two, complete with setscrews helping preserve that clean installed look.

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



NEW BLACK AND CHROME HYDRAULIC CLUTCH KIT

Ease through traffic with the new black and chrome hydraulic clutch kit from Harley-Davidson Genuine Motor Accessories, designed to reduce clutch-lever effort by up to 30% as it delivers a smooth clutch engagement. The kit complements the original-equipment hand controls and includes a black clutch master cylinder, polished clutch lever, chrome slave cylinder and all necessary installation hardware. It fits 1999-2004 Touring models and 2000-later Softail models. Installation requires the separate purchase of the appropriate hydraulic clutch line.

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



MAMMOTH CHOPPERS

Made in the USA, these Grips from Mammoth Choppers are an easy install. They are CNC-machined 6061-T6 aluminum, polished and triple chrome plated to perfection. They're so shiny they glow. Fits 1973-2006 single or dual throttle cables and 1-inch bar. Will not fit controls with air reservoirs.

Mammoth Choppers, PO Box 2219, Bellingham, WA 98227; 360-734-2534; www.mammothchoppers.com

JOHNNY CHOP HAS GONE APES

Johnny Chop Ind. (JCI) has got apes and in more than one length. Made with narrow bikes in mind, the JCI Narrow Bars are 1-inch polished T-304L stainless steel bars with a



4-inch width in the base and 2-inch diameter bend. Available in Small (6 inches), Medium (12 inches), and Tall (20 inches), just

pick your length and you've got the badass set of apes you've been searching for.

Johnny Chop Ind., 714-851-3177; www.johnnychop.com



TRIBAL FORWARD CONTROL KITS

These forward controls from Custom Chrome provide unique style without compromising quality and function. Available with a chrome finish, they are manufactured in the USA from 6061-T6 billet aluminum and are precision CNC machined to the highest standards possible. They are designed with smooth end caps to hide assembly hardware. Side port master cylinder with 11/16-inch bore is included for running a hidden brake line. Includes chrome mounting hardware (does not include a brake line or shift linkage). Matching passenger footpegs available separately.

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



CUSTOM CYCLE CONTROLS

Available from Custom Cycle Control Systems, Inc are ultra clean and functional hand control systems that include handlebars, dual-cable internal throttle, both reservoirs, master cylinders, seven micro switches, wires, cables, hoses, choice of grips and install kit, all pre-assembled so there is no time wasted. Choose from a variety of handlebar styles and digital instrument options. A "controls only" version is also available for those who want to easily build their own handlebars.

Custom Cycle Control Systems, 7585 Commercial Way, Suite K, Henderson, NV 89015; 702-438-2129; www.CustomCycleControls.com



PRO-ONE BILLET MIRRORS

Pro-One has a wide variety of those crowd stopping billet mirrors, CNC-machined from aircraft quality billet

aluminum and plated to perfection. These contemporary mirrors can be ordered from a collection of stem and head styles to meet just about any taste and requirement. Flame, Iron Cross, Gothic and Long and Short stems

provide support for Scimitar and Oval head mirrors. Pro-One billet mirror assemblies are priced starting at just \$39.95 and come complete with necessary mounting hardware for Harley-Davidson and metric cruiser bikes.



LOOKIN' BACK

Pro-One has just expanded their unique line of custom mirrors with a group of die-cast models designed to offer high quality and cutting-edge style at a down to earth price. The Diamond, Blade and Iron Cross styles shown here are just a

sample of these new offerings. Adjustment tension is made easily using a pair of flush-mount cap screws on back. Each of the mirror assemblies is finished in show-quality chrome and will fit just about any custom, stock Harley or metric cruiser model. Starting at just \$36.95, these mirrors offer Pro-One quality and function at less than half the price of the Company's billet mirrors.

Pro-One, 2700 Melbourne Ave.
Pomona, CA 91767; 800-884-4173;
www.pro-one.com



WICKED IMAGE MIRRORS

Wicked Image manufactures billet aluminum, show-chrome mirror arms and mirror housings in every design to complement your custom bike. Flames, skulls, tribal, iron crosses and a variety of other custom shapes can be combined with your choice of six mirror housings to complete the look you want. Wicked Image mirror housings are clean and have no exposed hardware for tensioning. Their mirrors feature a patent-pending design that provides a constant spring force for a one-time adjustment. Wicked Image forward controls, shift linkage, belt drive covers and billet wheels are all themed to complement your custom look. Made in SoCal USA.

Wicked Image, 41615 Date St., Murrieta, Ca 92562; 951-894-2929



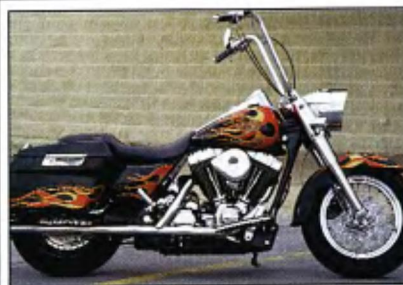
GP DESIGNS' DIAMOND SHAPED SHIFT LINKAGE

GP Designs' diamond-shaped shift linkage is hand crafted by George Pacheco, owner of GP Designs. This linkage offers a highly reflective jewelers cut appearance which never goes unnoticed. Constructed from 6061-T6 aluminum, they are available in 9- and 10 1/2-inch lengths. Made in the USA.

GP Designs, PO Box 908, Union City, CA 94587-0908; 866-356-2464;
www.gpdesigns.net

RC COMPONENTS' CUSTOM FORWARD CONTROLS

RC Components' line of custom forward controls is now available for Harley and Yamaha



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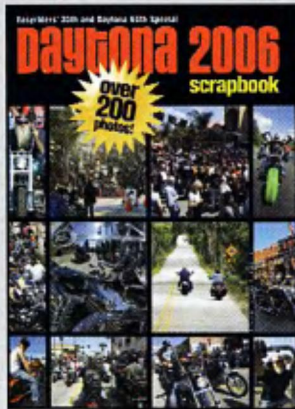
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models. Each control is CNC-cut from high-quality billet aluminum and assembled in-house at RC to ensure quality and reliability. Designed with style in mind, these controls feature a side discharging master cylinder to hide your brake line and keep your bike looking clean and uncluttered. Controls are available in your choice of a polished or chrome finish, and your pick of RC's smooth or block-footpegs. With no assembly required, these controls are ready to install straight out of the box.

RC Components, 373 Mitch McConnell Way, Bowling Green, KY 42103; 800-360-0915; www.rccomponents.com

HOTMATCH HANDLEBARS

HotMatch Custom Cycles' new line of handlebars are constructed with heavy-wall 1-inch



steel tubing, embody built-in risers and are show-chromed for a smooth custom look. HotMatch handlebars are uniquely designed for Pro-Streets and choppers. Knee Benders and Old Monkey models are dynamically engineered for Pro-Streets with 38- to 42-degree rake, while the Cordovas are specifically cast for choppers with a 44- to 50-degree rake.

HotMatch Custom Cycles, 2434 Fender Ave Ste E, Fullerton, CA 92831; 714-680-4362; www.hotmatchcustomcycles.com



MAXIMUM PRODUCTS

Keep your eyes on the road and ride safer. Maximum Products' digital mirrors incorporate a speedo with resettable trip odometer, oil, neutral and right turn in right mirror; tach, volts and left turn in left mirror. All wire harnesses and instructions included. Works with Harley speed sensor, single or dual fire (no

converter necessary). They are available in several models, with the SaberD shown.

Maximum Products, 50 Parker St # 4, Newburyport, MA 01950; 978-465-2229; www.maximumproducts.net



SKULL COLLECTION TEARDROP MIRRORS

The new Skull Collection teardrop mirrors from Harley-Davidson are styled to complement Harley-Davidson Skull accessory items and feature the menacing raised skull with black-filled eyes leaping from a field of chrome. The teardrop shape improves rearward visibility. Fits all 1982-later Harley models.

PROFILE CUSTOM MIRRORS WITH SLOTTED STEM

The new Profile custom mirrors with slotted stem (\$149.95/pair) from Harley-Davidson Genuine Motor Accessories is a billet-style mirror featuring a low-profile design, slotted stem, and a laser etched Harley-Davidson



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script on mirror back. The teardrop shape provides excellent rearward visibility, and the slim lines add a true custom touch. Fits all 1982-later Harley-Davidson models.



BILLET ALUMINUM HANDLEBAR FROM HARLEY-DAVIDSON

The new billet aluminum handlebar (\$334.95) from Harley-Davidson Genuine Motor Accessories is machined from 6061-T6 billet aluminum. This polished and chrome plated bar tapers to standard sized bar ends to allow installation of original-equipment style controls, and is designed to accept internal wiring. The kit includes curved risers and required hardware. Fits 1999-later FXDWG Dyna Wide Glide and 2000-later Softail models (except Springer).

Harley-Davidson Motor Company,
800-443-2153; www.harley-davidson.com



PERFORMANCE MACHINE

Never quite satisfied with the status quo, PM decided their billet aluminum, Contour style hand controls needed a final touch. To complete the package, they created a matching billet throttle housing and mirrors. Both the throttle housing and mirrors are designed to blend into the Contour master cylinders

(available in both brake and clutch version) as well as clutch assemblies. PM Contour mirrors are available in long and short stem. Create the ideal control package by combining PM's Contour master cylinder and clutch perch with their matched billet switches, throttle housing and mirrors. Available polished or chrome plated and master cylinders are available in 9/16- or 11/16-inch to match your brake system.

Performance Machine, Inc. 6892
Marlin Cr., La Palma, CA 90623; 714-523-3000; www.performancemachine.com



V-TWIN FORWARD CONTROLS FOR SPORTSTERS

Tedd Cycle has been offering Sportster accessories for years and has a complete line of forward controls for early to late models. Featured is a chrome version for 1984-and-up Sportsters, which includes chrome brake and shifter assemblies. Each kit comes with all necessary brackets, pedals, linkage, O-ring pegs and hardware. Also available in billet.

V-Twin/Tedd Cycle Inc. PO Box 473,
Vails Gate, NY 12584; www.vtwinmfg.com



STAMPEDE INTERNAL CONTROLS

The Stampede features a concealed throttle and clutch setup as well as a separate and even more customizable internal throttle with precision roller bearings. The Stampede concealed throttle and clutch are precision-machined and zinc-plated steel. The clutch mechanism uses a reducer pulley in the transmission side cover to ease lever action. Both the throttle and clutch are true 1-inch designs, designed to fit with almost any style of bar. It features a complete positive stop at closed and full throttle with long-life operation.

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

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DIRECT POWER TRANSFER

In 6th gear, a standard 6-speed transmission transfers power between two pairs of gears. In this cruising gear, engine efficiency is lost in order to spin a total of four gears. This is a loss of horsepower therefore you get less power to the rear wheel, you burn more fuel doing it, and you get more transmission racket. The DD6 succeeds in minimizing all of this.

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ReadersRides

John Lapsansky
Bothell, Washington
2005 Doghouse Chop

Some men, it seems, spend their entire lives in the doghouse. They're always in trouble with their women, no matter what they do, and eventually they just get used to this abominable lifestyle and oftentimes turn to booze for comfort and support.

John and his dad, John, Sr., voluntarily spend most of their time in the Doghouse, and, it is my guess, it's not necessarily a reflection of some beastly nature inherent in the two Johns' women. Or is it? Doghouse Engineering is the name of John's company, and "the name came from the fact that guys are always in the doghouse when they play with their toys," as John puts it.

Anyway, we're looking at "Painful Orgasm," John's first bike. He built it with his dad over two years while he was still in college. It's basically a 113-cubic-inch Ultima motor sitting in a PCC HCH rigid frame, with a 15-over Denver's Choppers' springer front end, a RevTech 5-speed tranny and a Twisted Choppers' rear fender. Everything else is pretty much homegrown, such as the handlebars, gas tank, lower controls, sissybars and the seat. "My father and I built as



much of the bike as possible," says John.

Perhaps the "orgasm" part came about when they finally finished the bike, perhaps it's a reoccurring theme every time they ride it—hopefully not together. What's painful about it might be less easily surmised, but it's safe to assume the rigidity of the frame might have something to do with it.

Although their Doghouse has only been around for a year, these two mutts are already working on a product line and some apparel. In fact, judging by some of the pics you can ogle at, www.doghouseengineering.com, these dogs seem to love spending their time and perhaps even their lives—in their house.

—Tripper



Photos: Owner

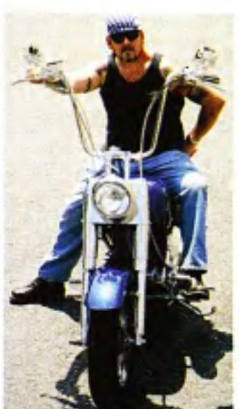
ReadersRides

Mike Bradley Suffolk, Virginia 1974 Sportster

In case you ever wondered what a "common man's" bike might look like: here it is, a sort of Frankensteinian monster on two wheels. I mean that as a compliment, of course. Playing the role of the young Dr. Frankenstein, by the way, is Michael himself, while his buddy, Karl Neuse, does a superb job as Igor.

And the monster? It's an amalgamation of parts new and used, such as the front end off a 1990 Fat Boy, or the S&S stroker kit that lends some extra muscle to the already powerful 1000cc ironhead motor, which also has been bored .40-over and outfitted with an electronic ignition. In other words, lightning need not strike here.

To get his monster to where it is now, Mike had torn the original bike, of which he says he is the second owner, completely apart, all the way down to the frame. In addition to the above-mentioned parts, he and his faithful assistant, Igor, I mean, Karl, hooked the bike up with a Fat Boy rear fender and a 140 tire.



Photos: Owner

They also customized the 5-gallon gas tank to fit around the seat and attached a set of apes onto the front end's risers.

Then Igor got busy and started painting the thing with some candy blue and five coats of clear. He even airbrushed—the American flag and eagle onto the sheet metal, making it reach all the way from the front fenders to the rear fenders.

Mike's other buddy, Johnny Taylor, presumably an understudy of Mike in the Frankenstein role, then spent many a long night in his garage, trying to piece

the monster back together. I'm picturing a full moon above the dimly lit garage, with lupine howling in the distance, while Johnny feverishly reassembles.

"A lot of my thoughts and ideas came from being a longtime reader of your magazine," says Mike, adding how honored he feels to have his bike on these pages, as an example of "bikes that have been customized by the common man or somebody like me, a country boy from Transylvania."

I mean Virginia, of course. —Tripper

Vic Perry Bayville, New Jersey 2005 Redneck Chopper

As if anyone could have ever doubted this fact, here's proof that there are indeed Rednecks in New Jersey. Actually, there are Rednecks everywhere in this great country, although they do tend to concentrate in the South, particularly in a small town called Liberty, South Carolina.

Anyway, since this is an especially attractive Redneck, with lots of neck but nary any red, it has earned itself a page in this rag. Lest you think we just put any old stock bike on these pages, let me assure you that Vic didn't just drive down to Liberty, put down some cash and trailer this bike back up to Jersey. It's a Redneck all right, but, as Vic says, "I built it myself, in my garage, from Redneck Engineering parts. It took me about six months."

Starting with your basic GettinHigh frame (one of seven currently available from Redneck) that's stretched six inches up and three out and has a 46-degree rake, Vic also acquired Redneck's proprietary springer front end as well as their sissybar, King-style gas tank, and Prison bars.

He combined all those parts, added a



Photos: Owner

250 rear wheel with 60 spokes, a 21-inch front wheel (also 60 spokes), a BDL drive train and hand and forward controls and then he arranged all those parts round a 100-cubic-inch RevTech satin-finish motor and tranny.

Last, but certainly not least, he had his buddy, Dave McKenna, paint the whole thing in root beer and gold and then let Ken's Kustoms airbrush stuff like the lady

in the champagne glass on the oil tank.

If this looks like a nasty, bad-assed chopper to you, then you've guessed right: it's pretty much Redneck's Nasty Bad Ass model. And what does all this teach us? Well, aside from the fact that Rednecks are proliferating, it has taught us the valuable lesson that Liberty is not just a state of mind, it's also the place to go for GettinHigh. —Tripper

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Photos: Owner

Joe O'Bryant
Louisville, Kentucky
1995 Jammer Custom

"A lot of guys around here tell me I'm too young to have a shovel," asserts Joe, "but growing up, all I hung around with were guys of the older generation. And since

pans and shovels were all I knew, that's exactly what my scoot was gonna be."

A statement like this would lead the unsuspecting reader to believe that he or she might be looking at something that could safely be categorized as an antique, like something out of the '70s or even early '80s. Alas, that's not the case. The

shovelhead doesn't equal museum-ready, even if Joe took its picture in front of the Museum of the Western Prairie.

The 93-cubic-inch shovel motor is housed in a set of S.T.D. cases and topped off by a pair of dual-plugged and ported S&S heads. It's also outfitted with a B-grind Andrews cam and a Dyna S ignition. All of that power is then relegated to the bike's rear end via an old-school 4-speed tranny. "I knew I wanted all that old stuff on my bike but couldn't find a gas tank or front fender that I really liked," Joe says. "So I made them."

He started with a Sportster tank, which he stretched and attached to the Jammer frame with brackets of his own creation. The frame, by the way, was also stretched. And raked. The fender, Joe tells us, was made "by adding and flaring metal to the sides and lowering to hug the tire."

And since he confesses to being in love with the Fat Bob rear fender, he says he didn't see any reason to tamper with it, "except that it needed to hug the tire to match the front, and to do so, I had the Progressive shocks cut down two inches."

After getting the blue paintjob done and the flames added, all by a guy named Jimmy Brown, Joe hit the road with the bike. All seems to have gone well. Joe's back home, a little older, a littler wiser perhaps and a lot more eager to work on another bike. "An even older one," he says.

—Tripper



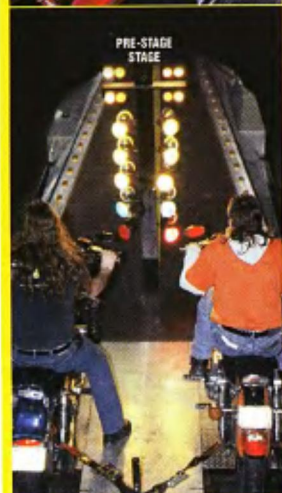
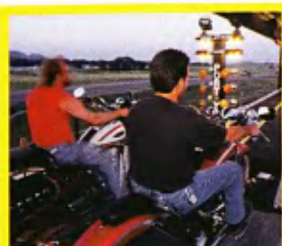
"Yeab, those squad cars are really built."



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 June 15-18 Twin States H-D in Lebanon, NH
 June 24 J&P Cycle Open House - Anamosa, IA
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 July 7-9 Available
 July 14-16 Available
 July 19 JR's Smoke Shop - Irving, NY
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 Aug 10-13 Full Throttle Saloon Sturgis, SD
 Aug 18-20 Biker's Dream - East Peoria, IL
 Aug 25-27 Hal's H.D. in New Berlin, WI
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 Sept 8-10 Loess Hills Rally-Council Bluff, IA

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 Sept 20-24 Reno H.D. in Reno, NV
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 Oct 7 Harley Davidson of Atlanta - Lithia Springs, GA
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ProductReview

WHEELS WITH FLAIR Xtreme Machine's Innovation Series

Although the wheel is the oldest labor-saving device still in common use today, it keeps changing. Sure, they're still round and most of them are mounted on an axle, but our motorcycle wheels have come a long way since the time of the Flintstones.

This year's V-Twin Expo Excellence In Motorcycling Award for the 2006 Wheel Designer of the Year, went to Xtreme Machine for their Innovation Series of wheels. Encompassing three designs, the

Innovation Series includes the Thrust, Innovator and Terminator wheels. What makes these designs different is in the thickness of their web. This thicker web allows Xtreme Machine to do some real innovative layout and machining. The wheels are available in sizes ranging from 15- to 18-inch rears, 19- and 21-inch fronts and in widths ranging from 2.15 to 10.5 inches. Finish options are flawlessly polished or chrome-plated.

The Thrust wheels feature tapered spokes that are machined out at the top of the wheel. This gives the impression that their spokes are flowing from the

hub to the outer rim. The Innovator wheels have staggered spokes: three spokes starting and ending on one side of the rim and three more spokes starting and ending on the other side. Terminator wheels feature grooved spokes with a contrasting scalloped inner surface on the rim.

—John Sullivan

Source

XTREME MACHINE

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www.xtrememachineusa.com

INNOVATOR



The staggered spokes on the Innovator wheels have a very cool look.

The Thrust wheels are designed to emphasize the contours of their spokes.

THRUST



Terminator wheels combine grooves and scallops in a unique design.

TERMINATOR



Photos: Xtreme Machine

BASIC SMOOTH **The Hardlife Frame From** **Independent Cycle**

Ever wonder how some bike builders can create such smooth looking bikes?

Well, they start with a smooth looking frame. Just such a frame is the Hardlife rigid chopper made by Independent Cycle. This frame's styling can only be called sweeping. The frame's component parts flow from the steering neck all the way back to the rear axle adjusters. Looking at this frame, it is no wonder that Independent Cycle carted away the very prestigious Frame Designer of the Year Trophy at the 2006 V-Twin Expo Excellence In Motorcycling Awards.

Each frame is hand built using radial bent, seamless, DOM steel tubing. There is 40 degrees of neck rake with 7 inches of top tube stretch and no downtube stretch. The custom steering neck is machined for press-in bearing races. All three motor mounts, as well as the transmission mount, are precision machined and aligned in a frame jig prior to welding in place. The frame is designed for right-side drive transmissions only; that way both the motor and transmission are mounted on the frame's centerline. The included oil tank fits under the transmission mount; this makes for a low center of gravity and seat height. For reliability, the battery mount is rubber isolated. The frame is designed to accommodate rear tire widths from 240mm to 300mm. The frame runs on a 1-inch rear axle and features hidden axle adjusters with flush covers.

The Hardlife frame will accommodate any size Evo or V-twin motor; even a 145-inch S&S motor will fit. Because of its longer than normal distance between the motor's sprocket shaft and the transmission, the Hardlife frame requires the use of a special primary drive system. The primary comes with a one-piece billet back plate, both pulleys, gates belt, Rivera/Primo clutch and your choice of mid or forward controls.

—John Sullivan

Source

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This is one of the sleekest frames on the market. It has a very narrow profile which helps to provide better handling.

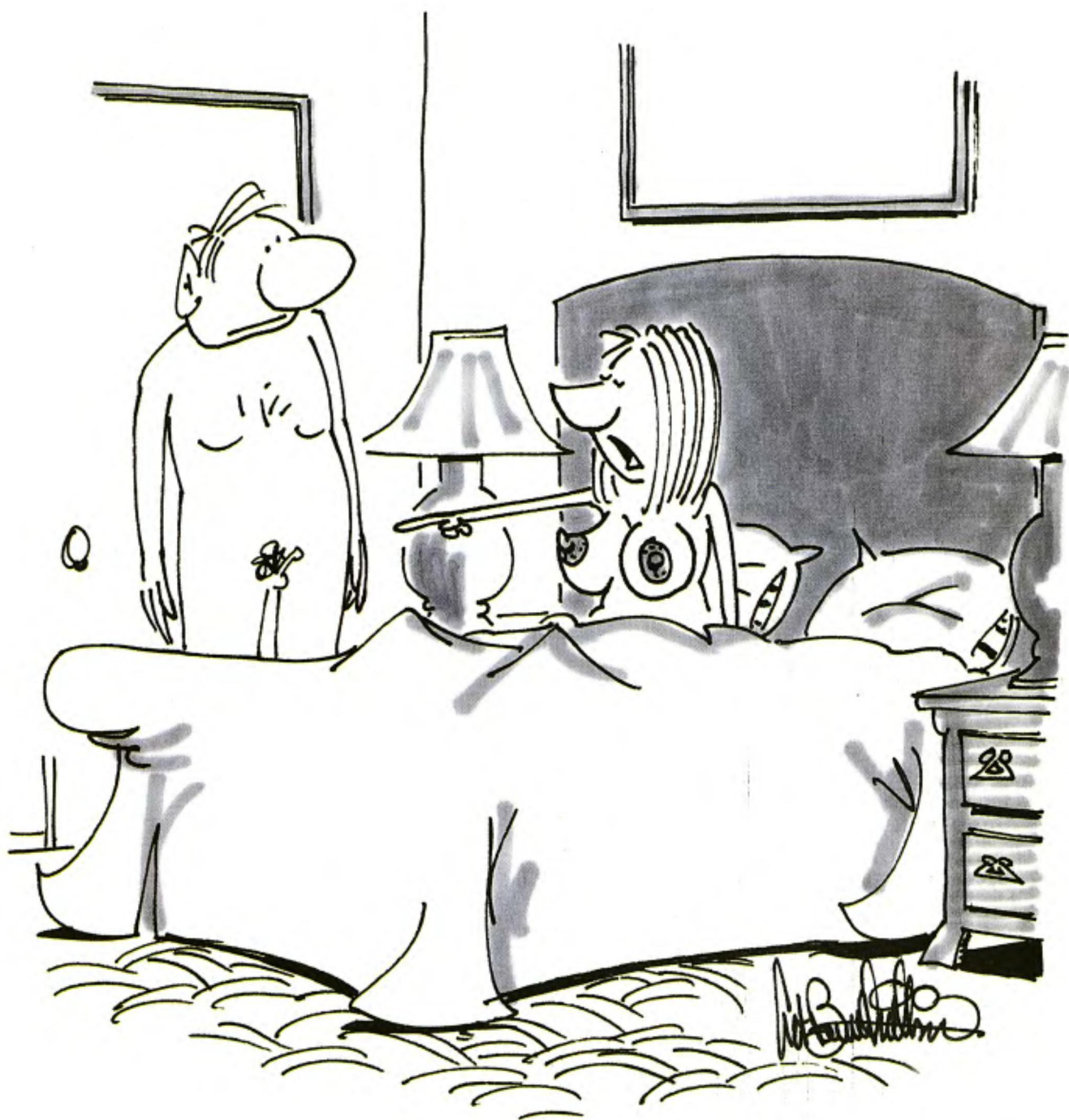


Photos: John Green

For those builders that are looking for a frame with rear suspension, Independent Cycle offers also the Lowlife frames that use a swingarm.



This rolling chassis gives an idea of just what can be done with the Hardlife frame. That's a 300mm rear tire on it.



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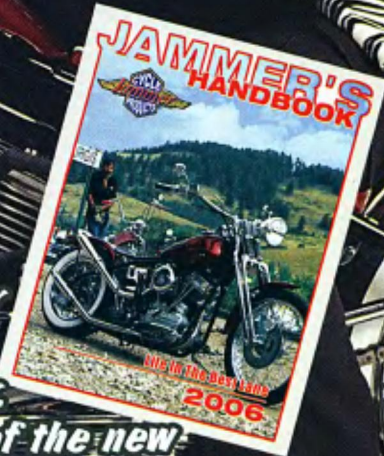
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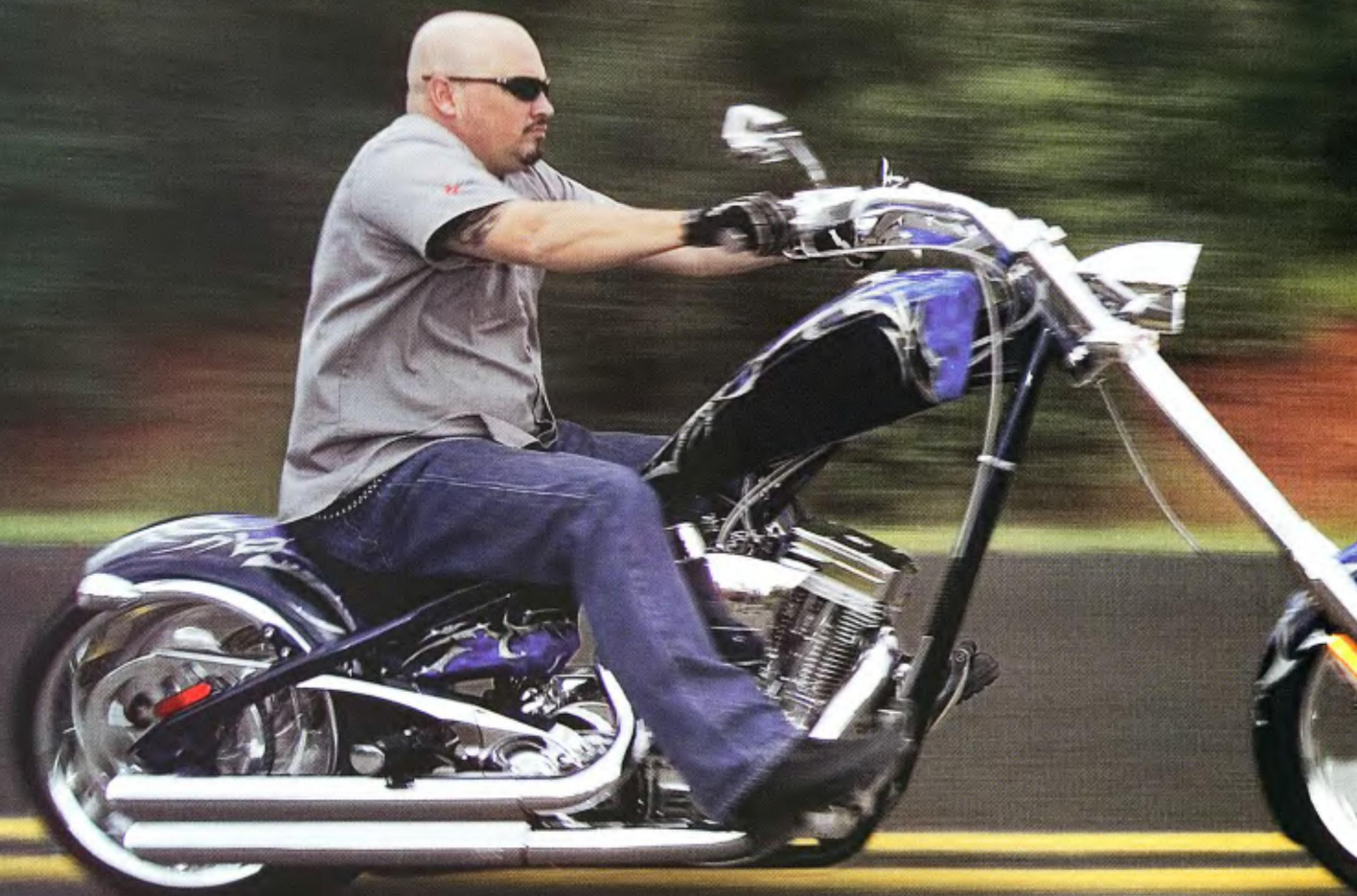
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www.jammerclub.com



Big Dog's 2006 Chopper

Leader Of The Pack



For all of you who are "age challenged" that's a politically correct way to say old), you'll remember (as long as you took your Ginkobiloba today) that song by America, "Horse With No Name." For the younger readers, or for those of you who don't remember what they had for breakfast this morning, it's about a guy traveling through the desert on a horse...sort of. Anyway, now you can write your own song about your

travels through the desert, or anywhere else for that matter, and use Big Dog Motorcycles' (BDM) latest chopper. I'll even let you use the hook, "chopper, with no name."

Sure, BDM's chopper has a name; it's called the Chopper. Why? Cuz it's a chopper. It was actually BDM's first attempt at the chopper market, many years ago and they couldn't decide on a breed of canine that fit what they had produced. So, to



bigdog
MOTORCYCLES
TEN YEARS ★ ONE PASSION

make things simple: it's the Chopper. So now that we have that all straightened out, let's move on to the whats, whys and wherefores. Hands down, this bike has to be the smoothest, most comfortable, hidden-shock production chopper on the market today. There you go... head to the Tech Chart, my work is done here. Fine, I'll tell you a little more.

BDM launched this model in 2003 and has been making improvements to this line ever since, although they didn't have much to improve upon. Adding some size where needed (a 117-inch motor replacing the 107 and a 250mm rear tire) and subtracting where appropriate (changing the position and degree of the risers and bars, for starters), has given this bike its perfect equation: a chopper you'll be comfortable on to take the long haul.

The Chopper is a little under nine feet in length; however, its 37-degree stretch and moderate rake make this a ride that is easily manageable and a blast to ride. Once again, we found ourselves in the mountains of Arizona as we twisted our way around as many trails as we could find in search of the "perfect shot." Although we may have found a great place to shoot, the ride there and back was what we really came for. Just long enough to give the ol' legs a stretch, but not so long that it was impossible to control, the BDM Chopper will put a smile on your face, a hitch in your get-along and will definitely turn heads.

What's that you say? You find yourself a little vertically challenged? Fear not little reader, BDM has the solution. Dubbed by some members of the press (okay, maybe just me) as the "Booster Seat," BDM has manufactured seats that allow you to sit a little closer to the controls without changing the looks of the bike's lines or causing you to wear lifts or other such nonsense. BDM's master engineers and design gurus have come up with yet another way to improve on the line.

Of course the Chopper comes standard with BDM's award-winning 6-speed trans and primary design, the BDM Balanced Drive system and narrower final drive belt for larger rear tires. You'll also find some other "standard" features, such as the hidden oil tank, enhanced clutch design, 1 1/4-inch rubber-mounted handlebars, steel



fenders and custom-designed machined aluminum wheels. Another interesting feature is BDM's 2-button starting system. That's right, you have to hit two separate buttons to start the bike. It was designed to prevent the unintentional hitting of the starting button, but as we found out, it also serves as its own "Drunk-O-Meter." If you don't hit the buttons correctly, the bike won't start. Do the math yourselves.

The specs you can see for yourself, so

notice that BDM is manufacturing more and more proprietary components. In fact, the frame on all Choppers and their Mastiff line are manufactured in-house. Yep, pretty soon BDM may be installing that little piece of fun into all their models. For now, however, take pride in the fact that these Choppers have the look and feel of the traditional chopper-look with their 3-inch backbone and 7-inch downtube stretch, which will appeal to those who like the long flowing look of



the chopper. This bike also allows for easy cornering and turning—which does away with the “form over function” theory.

So, describe the bike in five words or less? Great bike, go get one. Contact Big Dog Motorcycles on the Web at www.bigdogmotorcycles.com for more info, to compare bikes, check out pictures, or just give 'em a call at 316-267-9121 to find the dealer, or chopper, nearest you.

—Oil Can



Owner: Could be you

City: Yourtown, USA

GENERAL

Model: Chopper

Design: Big Dog Motorcycles

Fabrication: Big Dog Motorcycles

ENGINE

Model: Big Dog Motorcycles

Displacement: 117 cubic inches

Carb: S&S

Exhaust: Big Dog Motorcycles

TRANSMISSION

Model: Big Dog Motorcycles

Type: 6-speed direct drive RSD

FRAME

Type: BDM hidden-shock

Rake: 37 degrees

Stretch: 7-inches in the downtube/
3-inches in the backbone

Shocks: adjustable

FRONT END

Type: 41mm telescopic

Builder: Big Dog Motorcycles

PAINT

Painter: Big Dog Motorcycles

Type/color: choose from a wide variety

ACCESSORIES

Bars: Big Dog Motorcycles

Grips: Big Dog Motorcycles

Mirrors: Big Dog Motorcycles

Seat: Big Dog Motorcycles

Headlight: Big Dog Motorcycles

Taillight: Big Dog Motorcycles

Fenders: Big Dog Motorcycles

Electrics: Big Dog Motorcycles

Wheels: Big Dog Motorcycles

Brakes: Performance Machine

Tires: 21-inch front/ 250 40 x 18 rear

Photos: Rick Hustead

Coming At Ya

The all-American July *Easyriders* (No. 397) showcases awesome custom scoots by Skeeter Todd, South Florida Choppers, Don Loos, Kirk Taylor, All-American Choppers, Jeff Nickell, and we'll test ride Big Dog's Ridgeback model.



Check out all the incredible customs at our Easyriders Portland Bike Show and ride with us for a genuine biker party good time at the Iowa Freedom Rally. We'll teach a few graybeards some new tricks at the Rider's Safety Course and introduce you to a new American motorcycle company.

Out in the tech shed we'll offer up after-market product guides to brakes, wheels and tires for your sled. Then find out all about the world of modern clutches. Plus, on the newsstands, we'll bring you the Best Babes of 2005, *Easyriders*-style. It's barrelin' your way in the sexy, summertime feast known as the July issue of *Easyriders*. On sale May 30th



The super June issue of *V-Twin* magazine (No. 62) takes you to sunny Daytona Beach, for all the action of the 65th running of Bike Week.

Meet master builder Shannon Davidson, go Behind The Scenes at Rinehart Racing, Zipper's Performance and TP Engineering. Get our great Summer Run Guide as well as an aftermarket Guide to Hand and Foot Controls. Learn the latest about alternators, get our Long Hauler update and ride with us to take the advanced rider's safety course. PLUS 10 amazing custom bike features. On newsstands we'll add 48-pages of Daytona memories. On sale May 9th.

June's *Biker* is the first of three issues with *Penthouse* Pets posin' with the bikes, headin' to our Sturgis Bike Show and Build-Off. Of course, it's also packed with our usual wild events coverage too. On sale now!



The next issue of *In The Wind* (No. 125) features Vicki on baseball pitcher David Wells' Indian; Rip's B.A.D. Ride 9 in NorCal; K.C. and S.D. bike shows, and Daytona's Bikerfest. Newsstands only: 32-pages of the '05 *Easyriders* Motorcycle Rodeo. On sale now!

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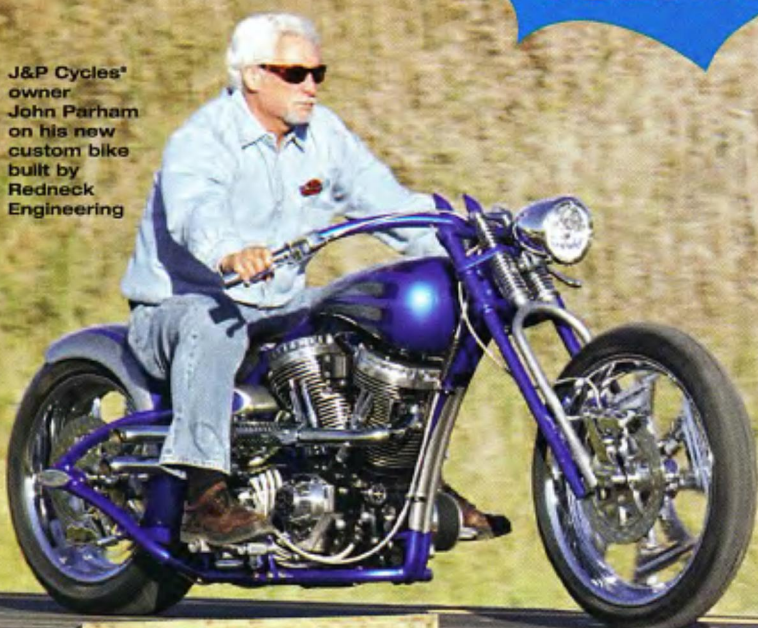
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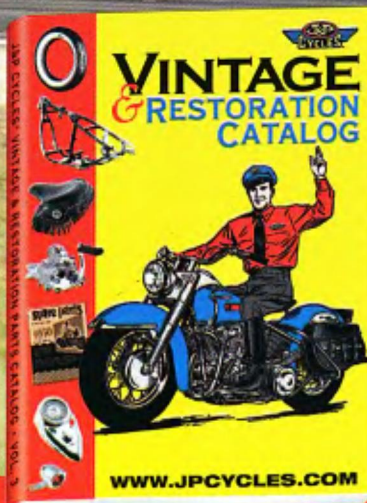
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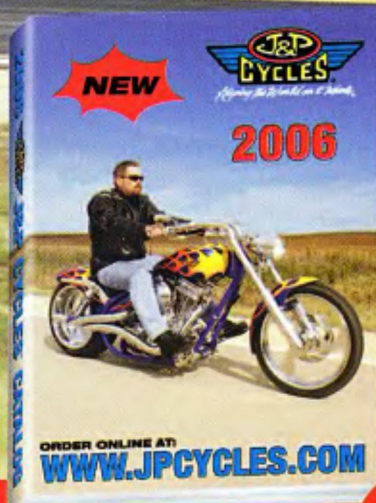
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