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398 • August 2006

Easyriders

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Taking It Easy

There's a new, anti-rape, female condom that will go into production in South Africa next year. It's essentially a tube that's inserted like a tampon and is filled with tiny teeth that clamp down on a man's penis. This may sound like the ultimate feminist revenge for women who are tired of being moving targets in a region where rape and AIDS are rampant. But South African women's groups are calling it "medieval" and say it could lead to retaliation and further violence if the attacker is particularly strong or a woman is gang-raped (which is fairly common there). On the other hand, the technician who invented Rapex says the attacker will be in so much pain that the woman will have time to escape. And because Rapex can be removed from a penis only by surgery, it will be easier for doctors and police to identify perpetrators.

Picky picky picky. This guy was facing a 10-year prison term and demanding that he be re-sentenced. He said that a couple of February 29's were included in the 10-year term and that since a "year" is 365 days, he shouldn't have to serve 366 days during leap years. (Oh, well — a day is a day is a day is....)

Now here are some DUI arrests that were never considered borderline. A man was arrested for driving in reverse because (as he said) the other gear wouldn't work. And then this guy in Australia stopped to ask a police officer how to get to the hard-to-miss Uluru (aka Ayers Rock)—a 1,000-foot-high rock formation that appears red in sunlight. It happened to be about 300 feet in front of him and was illuminated by his headlights.

This guy picked the wrong place to rob—a beauty college where 20 women were working inside. They beat him unmercifully with curling irons, hair dryers, chairs, a table leg...and their fists.

There was a dominoes exhibition where 23,000 tiles had been carefully set up for viewing and a world record attempt, but—GASP! A sparrow flew in the window and knocked the whole display off balance. The organizers were so incensed that they shot the bird, which of course caused quite an outcry among the animals lovers. To try to appease them, the bird's body was displayed in a museum.

A man was out in the middle of nowhere when his car got stuck in the mud. Rather than wait for a tow truck, he figured he would attempt to free it himself. So after a couple of unsuccessful tries, he put his toolbox on the vehicle accelerator, left the car and tried to push it free, and this time it worked. He then had to run behind it to try to catch it. But it was going too fast. It reached 100 miles per hour, sometimes going airborne after hitting bumps, until it smashed into a tree a half-mile from the mud pit. (Some days it just doesn't pay to get out of bed.)

A German post office called in the bomb alert people because a package that was ready for mailing vibrated and made strange noises. It turned out to be an inflatable sex doll.

An elderly woman lives in a very small and run-down 106-year-old house in an industrial neighborhood across from a chemical plant. Developers offered her a buyout of \$750,000 which she rejected. She said she didn't care about the money, that the house had been her home for 54 years and what would she do with that kind of money anyway. The rest of the block was purchased by the developer who plans to build around her small lot, boxing her in with walls 60 feet high. (Well, that oughta fix her.)

Some tidbits of useless information: During your lifetime you'll eat about 60,000 pounds of food—the weight of about six elephants. In the White House there are 13,092 knives, forks and spoons (wonder who bothered to count). And 56,000,000 people go to Major League baseball games each year.

Wombats have their own sexual practices. They chase, bite, grunt, stop and start. And the female does a "figure eight dance" which is apparently a prerequisite for being mounted (I think I met her at a disco once.)

A seventh grader had her winning science fair entry published. It concluded that the drinking water ice of some fast food restaurants had more bacteria (including some E. Coli) than the same restaurants' toilet water. (So if you happen to be eating a fast-food meal and can't get a glass of water, you're better off going into the rest room and taking a sip from the toilet.)

It's getting to the point where nothing much amazes me any more. A guy with a long record as a drunk driver was acquitted (that's what I said—acquitted) of criminal DUI charges in Canada after it was determined that his latest accident was caused by the true belief that singer Shania Twain was helping him drive the car.

If you're planning to get even with someone, you might want to think it through. A guy and his ex-wife were haggling over alimony, so he thought he'd fix her wagon by filing for bankruptcy so she'd get nothing. Well, when she challenged his filing, he then tried to blackmail her to shut her mouth. He told his ex-wife that, unless she gave in, he'd shock her elderly parents by giving them a very old nude photo of him with his ex-wife's younger sister. BUT he forgot that the sister was only 16 when the photo was taken, so now he's been charged with possessing child pornography. (Well, I guess you know who got the last word on that one.)

FEATURES

Untouchable8
Steal This Bike!

A Slammed Hot Rod18
With An Emphasis On Those Last Two Words.

Featured on the cover.

Out Of Time56
Joe T. Moore's 11th-hour Chopper. Featuring Lil' Debbie From Texas Hardtails.

Fraternitas Semper Viva78
Brotherhood Lives Forever.

The Corona Cigar Co. Chopper88
A Chopper's Just A Chopper, But A Good Cigar's A Smoke.

Special K98
Worth The Wait.
Featured on the cover.

Spiderman's Ride106
Steve Dulet And Ron Finch Get Caught in the WEBB.

2006 Road Glide Road Test146
Harley-Davidson's Light And Nimble Touring Bike.

READERS RIDES

Armando Cavazos142
and his 1973 Sportster.

Ray Glave143
and his 2005 V-Rod

Charlie Lawson144
and his 2005 Special Construction.



SPECIAL FEATURES

Laughlin River Run36
Riding, Gambling And Body Searches.

V-Twin TV Update43
New Episodes And Great Builders.

Top 10 Best Bikes50
Our Pick Of Production Motorcycles.

THE TECH GARAGE

Bright Lights, Big City132
LED Fender Tip Lights.

EFI Tech134
Heating-Up Your Fuel Injection.

Hop-Up Parts Guide138
Go Fast And Look Good.



ARTICLES

Master Painter67
Bill Streeter
Easyriders' V-Twin Biker's Ball
Painter of the Year.

Builder And Machine...
Heart And Soul94
Sara Liberte's New Image
Fusion Series.

Road Tale:129
Minnesota Farm Wife
Treks Across Mexico
And That Road Goes On Forever.

DEPARTMENTS

Taking It Easy3
Wordmonger6
Parts Box12
Easynews27
Happenings32
National Helmet Laws34
Tech Letters48
In The Wind70
Fox Hunt Contest84
Fox Hunt Winner, Jeni98
Advertisers' Index152

Covington's custom shot by Michael Lichter. Lil' Debbie by Darryl Briggs. Salinas Boys' bike by Mike Chase. Special imaging by Jeff Biggs.

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Chippewa Chopper

I often see photos in your magazine of bikes sent in by your readers. Throughout the year a few friends and I bet against ourselves saying that we wouldn't be able to get one of our bikes in your magazine. We build them out of my home garage and work with what is least expensive for us.

The bike in the photo is called "The Chippewa Chopper," and we built it for \$1,000. I've been to a few small local rallies with it and people gave me more credit than I thought we ever deserved.

Since then, we've built other bikes and decided to call ourselves Chippewa Street Choppers because that's where I live and where it all started.

Anyway, The Chippewa Chopper is a 1982 Yamaha Maxim 400cc completely chopped. We used what we had and made what we didn't have. It would be such a great honor to see the bike in your magazine.

Joey Spina
Ontario, Canada



35th Anniversary Tribute

For your 35th birthday we're sending you a few photos we took in our back yard. It shows our complete collection of *Easyriders* since 1977—until today.

We hope you'll print one of them.

Fritz and Marina Braun
Germany

Greetings From Korean Village, Iraq

After riding 250 miles through potential mine and IED (improvised explosive



device) infested roads, we still took the time to take this photo with our recovery vehicle "Thor." This is recovery Marine Corps style.

I can't wait to get back home, jump on my sled, and let the open road decide where to take me. Thanks to *Easyriders* for giving us a taste of what we have waiting for us back in the greatest place in the world—the United States of America!

CWO Rendon MR
USMC, Iraq

Come home safe.

Wants An Apology

I just started looking through my May '06 issue and would like to address a photo on Page 75. This photo shows a sheriff's department motorcycle with the caption "Pig On A Hog." Was this caption really necessary?

I take this personally and feel you folks owe an apology to all those present and retired members of law enforcement who ride motorcycles and buy the associated parts and equipment. I like fun, games, and humor as well as the next person, but this caption represents none of that.

I don't know who's responsible for captioning a photo, but I would terminate him. This person lacks talent and creativity. Advise whoever it is that it's presently 2006. The word "pig" went out in the late '60s with the Afro and free love. It wasn't funny then and certainly isn't funny now.

I don't want you folks tormenting yourselves by wondering why I was offended by this. I retired from law enforcement after 34-1/2 years. I'm the one who responded to motorcycle accidents and gave aid to the injured. A pig, I think not.

Nicholas C. Derosa
Middletown, New York

Wow. Sorry, fuzz.

Does Anyone Care?

I realize this letter will probably never reach anyone who cares about my

concerns, but I've been wanting to write it for a few years now.

I grew up in southeastern Ohio, and as long as I can remember the Easyriders Rodeo has been the biggest bike event in Ohio. For 12 years in a row I went to the Rodeo and had a great time. This event is something people look forward to all year.

I can remember when this used to be an actual motorcycle event. But for the last four or five years, the event has become more for golf carts and cars. You can't even enjoy what it's actually for (motorcycles) anymore because of people being hurt by being hit by the other vehicles being allowed to go onto the cruise row.

Last year, there were so many other vehicles on the cruise row that they stopped letting the bikes through. If you wanted to go anywhere inside the compound on your bike, you had to go through the campgrounds to get there. If you've ever been there, you would know it gets to be a sloppy, muddy mess.

I usually go to the Rodeo in a group of 60 to 70 people. But this year our group is talking about not even going.

I guess all good things must come to an end, but this is one of the few things I hate to see go downhill.

Crash

Grove City, Ohio

Hey, the Rodeo is still the most fun you can have without gettin' berpes! What are ya gonna do, stay home and pick belly button lint?

It's Absurd

I read with deep concern the letter from Martin Corley in the April '06 issue and would like to say that I, too, am a member of Ironworkers 404 Harrisburg, Pennsylvania, and have lost insurance coverage for injuries obtained while riding a motorcycle. It seems totally absurd that the insurance company will cover injuries while sky diving, etc., but has found reasons to drop those of us who ride motorcycles.

Eight locals make up the Ironworkers District Council which comprise central and eastern Pennsylvania, New Jersey, and Delaware, and I'm sure there's a minimum of 50 riders in each local.

John Palacz

Paxinos, Pennsylvania

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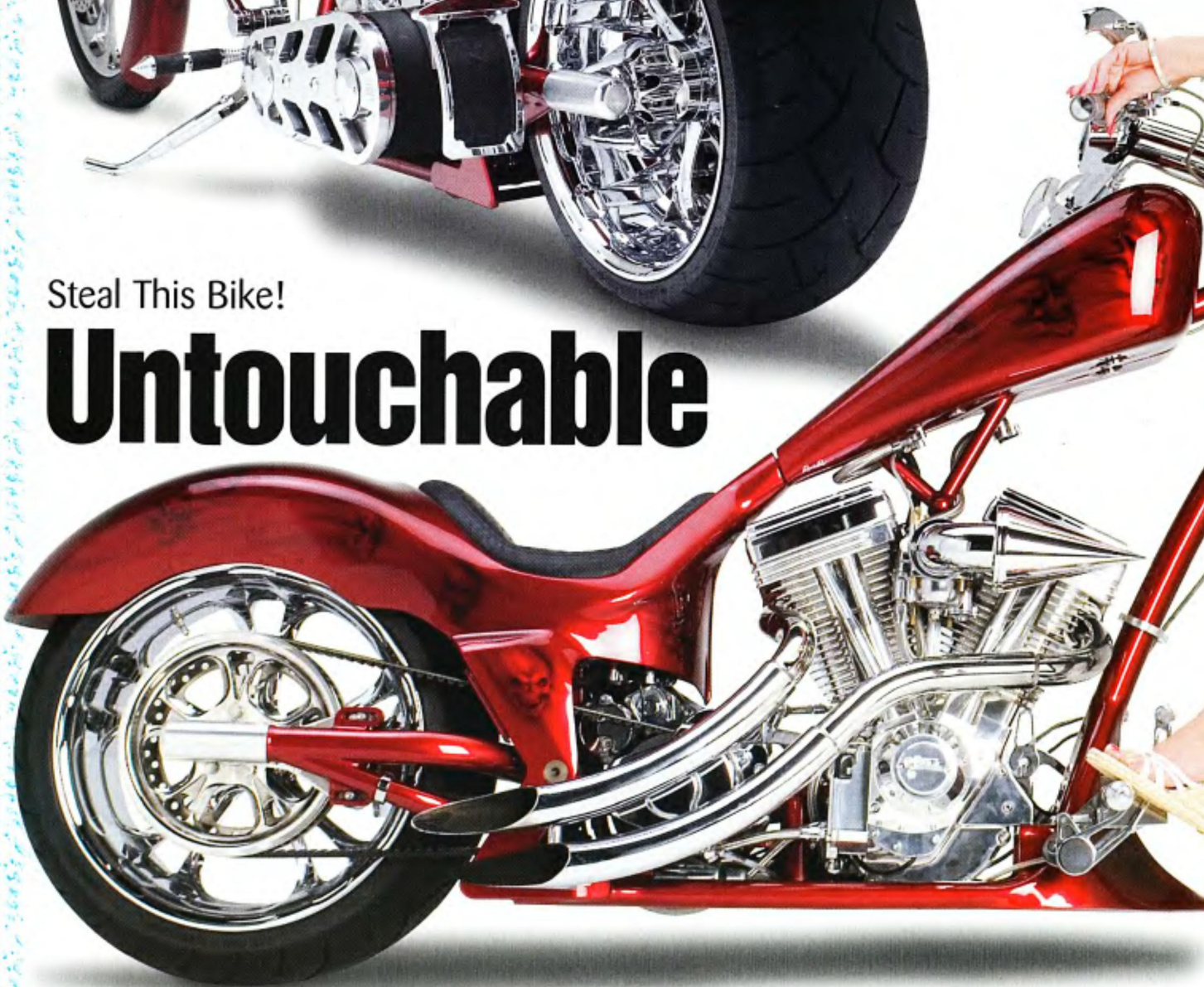
SEVEN YEAR CHROME
WHEEL WARRANTY



Pete Fusco landed his new American IronHorse bike in Daytona for Bike Week last year and it was stolen less than seven hours later. Walking around, looking at all those other bikes, Pete was understandably crying in his beer when he happened upon T-Bone Miceli of Big Easy Custom Choppers. After hearing Pete's story, T-Bone said, "How about I build you a bike that no one can steal?" T-Bone hatched a plan to embed an active Global Positioning System

Steal This Bike!

Untouchable





deep within a custom bike, and Pete jumped all over the idea.

Only Pete and the crew at Big Easy Custom Choppers know the details of burying a GPS within this chopper. T-Bone would only divulge, "The brains and antenna are accessible, but not detectable." If Pete's bike is ever MIA, he can track its location via the Internet and take a few of his boys along to get his bike back and a whole lot more.

Big Easy Custom Choppers builds 50 custom choppers each

year in Slidell, Louisiana, and they ship their bikes to riders all over the world. T-Bone is proud of the overall molding and the flowing lines of Pete's scooter, and his favorite handmade part is the shift linkage. T-Bone told us, "It's our heavy duty in-house version." The wiring is really clean, and we got the skinny on T-Bone's secret to hiding wires. He told us, "After drilling holes in the frame in the places where we want the wires to go in and come out, we suck a nylon line through the holes with a shop vacuum and pull the wires back through on the line." This frame is stretched 5 inches out, 8 inches up and has a 45-degree rake angle with 6 more degrees of rake in the triple trees. The inverted American Suspension front-end is extended 16 inches past stock length and its 63mm fork tubes combine with the perfect calculation of trail to maximize road holding. There's no front end flop, and this baby holds the road like nobody's business. Shortly after the bike was completed, Big Easy Custom Choppers took a big hit from Hurricane Katrina. All

was literally lost and T-Bone says that people were suggesting he just close the shop. Being down for four months without power or even water is something that most of us can't imagine. The Big Easy crew worked together as a family to rebuild everyone's house and get the shop back in order.

Obviously, Pete had a great time in Daytona that year after all, and he never misses a chance to put his shit in the wind. It's a great feeling for Pete to know that this chop will always be his, and you can't touch it.

—Cheese Butt



Owner: Pete Fusco
City: New Town, Connecticut
Fabrication: Big Easy Custom Choppers
Model: 2005 Big Easy
Time: 1 month

ENGINE

Year/Model: 2005 H&L
Builder: H&L
Displacement: 113 cubic inches
Ignition: Dyna
Cam: H&L
Carb: Davinci
Pipes: Slicksta's by Martin Bros.

TRANSMISSION

Year/Make: 2005 Baker 6-speed RSD

PAINT

Molding: Big Easy Custom Choppers
Painter: Kent Forrest
Type/color: House of Kolor/Kandy Brandywine
Special paint: Kent Forrest

FRAME

Year/make: 2005/Pro-Street
Type: drop-seat

Rake: 45 degrees
Stretch: 8 inches up/5 inches out
Shocks: Progressive

ACCESSORIES

Bars: Big Easy Custom Choppers
Risers: Big Easy Custom Choppers
Handlebar controls: Performance Machine
Fenders: Big Easy Custom Choppers
Headlight: Arlen Ness
Taillight: Big Easy Custom Choppers
Speedo: Dakota Digital
Pegs: Legend
Foot controls: Legend
Electrics: Big Easy Custom Choppers
Gas tank: Big Easy Custom Choppers
Oil tank: Big Easy Custom Choppers
Seat: Ostrich
Mirrors: Thunder Cycle
Grips: Big Easy Custom Choppers
FRONT END
Type: Inverted 63mm
Extension: 16 inches

Triple trees: raked 6 degrees

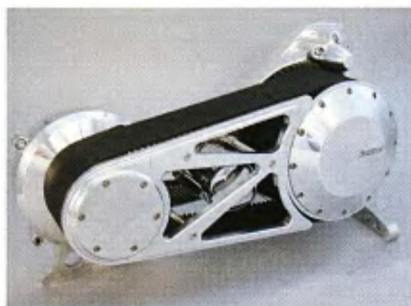
Builder: American Suspension

WHEELS

Hub: Casino by Performance Machine
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Performance Machine
Photos: Don Rogers







Bandit's New Modular Belt Drive

Bandit Machine Works has applied their 20 years of dragstrip experience into designing a belt drive that's specifically for street bikes and customs. Their new Modular Belt Drive is available in a variety of belt widths and pulley configurations with a choice of many belt guard and pulley cover combinations, as well as with or without an oil filter mount. The Modular construction allows transmission offsets without using engine or transmission case spacers. Belt widths are 2.0, 2.5, 3.0, 3.35, and 4 inches, with 5 inches available on custom order. The clutch pack in the street drive is the same size and material as those used in record-setting Pro Stock and Pro Mod AHDRA dragsters, as well as Dyno Shootout record holders.

Call Bandit Machine Works at 717-464-2800 to find out more or see them on the Web at www.banditmachineworks.com.



ClearWinner Repels Water

Race Shop has just released ClearWinner. This product can be applied on helmet face shields and windshields. Designed to improve visibility in extreme riding conditions, ClearWinner allows water to

bead up and blow off as you ride. ClearWinner is water-based, making it safe to use on lexan, plexiglass, fiberglass, plastic and glass, while competing products are solvent-based and safe for glass only. Just mist it on your goggles, face shield or windshield, and wipe off the excess.

ClearWinner Ready-to-Use is available in 4- and 8-ounce sizes or Super Concentrate. Contact Race Shop at 608-347-3963 for more information please e-mail jon@simmsbikeworks.com.



Glare At Lawmen With Skull Plate Lites

Cyclegraphics now offers these novelty skull license plate lights bolts. The skulls bolt onto any motorcycle license plate frame to hold it in place while lighting up your numbers. Cyclegraphics says that it's the law in all 50 states, but you can still give the Lawman the eye.

Check out the Company's full line of unique lighting items, including turn signals at www.cyclesignals.com or call 800-914-2008 to get a free brochure.

Hot Sportster Pipes

Pipe Dreamz has eight different radical pipe styles to fit '86-'06 Harley-Davidson Sportsters. Made in America, these custom pipes are chrome-plated and fit 883 and 1200 models with mid or forward mounted controls.

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Call 714-920-1588 for more info or go to www.pipedreamz.biz.



Smooth Riding Internal Throttle

The result of intensive research and development, this internal throttle unit uses five sealed ball bearings and one needle bearing. The object was to create a throttle with smooth action. To achieve this, the manufacturer uses a dual-helix that four of the five ball bearings ride on. This allows the inside plunger to be supported from both sides as the throttle is twisted. The needle bearing rides on the plunger shaft to keep the helix housing at the proper distance from the inner shaft. The rear of the inner shaft has an axle that slides through the needle bearing and into the fifth sealed ball bearing for a tight fit. This ensures that there is no side-to-side play. The various components are held together with C-clips. The return device uses a spring so that the plunger returns when throttle is let go. Mounting this internal throttle requires no welding, drilling or tapping.

Call Austin Weiss at 954-557-0977 for more info or to order.





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Revolutionary 4 INTO 1 PIPES

NEW!

Never before has anything like this been done and definitely never mass produced - Hooker FourBidden series V-Twin headers! Hooker's heritage as the winningest header manufacturer in automotive drag racing history comes alive in these V-Twin headers. Developed in conjunction with bike builder Scott Hall at Corrupted Concepts, dyno testing of the FourBidden header added 13 HP* to a stock 2005 Softail! Hooker's experience in welding siamese tubes allows the revolutionary look of the FourBidden Series. Four 1-3/8" primary tubes merge into one 3" collector for awesome styling and aggressive sound (removable baffle included). Attached to the collector is a 3" two-way adjustable tip engraved with the famous Hooker logo. Tips are available separately in chrome, metallic (silver) or black ceramic if you want to change your look. Draw a crowd the next time you show up on your bike - show up FourBidden!

PIPE STYLE

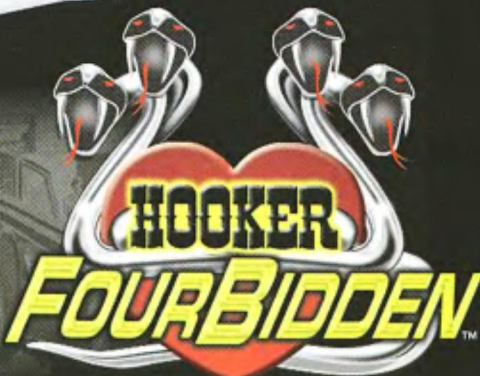
PIPE STYLE	MODEL	PART #
FourBidden 4into1, Chrome side/down slash	Softail®	27903-3HHKR
FourBidden 4into1, Chrome turn down/out	Softail®	27908-5HHKR
FourBidden 4into1, Silver (metallic ceramic) side/down slash	Softail®	27908-6HHKR
FourBidden 4into1, Silver (metallic ceramic) turn down/out	Softail®	27908-7HHKR
FourBidden 4into1, Darkside (black ceramic) side/down slash	Softail®	27908-3DHKR
FourBidden 4into1, Darkside (black ceramic) turn down/out	Softail®	27908-5DHKR

* Testing with Screamin' Eagle® air cleaner (29440-99C) and minor fuel system tuning



27908-3HHKR - side/down slash

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Lower Your '00-'05 Dyna

These bolt-on custom designed lowering blocks for rear suspension are designed for '00-'05 Harley-Davidson Dynas. They will take you approximately two inches lower than stock when using standard 12-inch shocks.

The manufacturer also offers a set of more radical lowering blocks that will drop your ride a total of 3 inches. Should you choose the 3-inch lowering block, rear fender alteration will be necessary. The lowering blocks come with all necessary mounting hardware and are available in black powdercoat, chrome, or polished finish.

You can call 304-426-8160 for more information about this product or log on to www.ltcustoms.com.



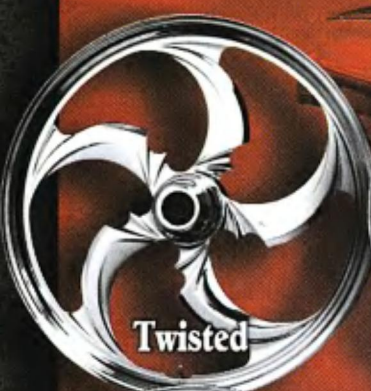
Performance Machine Contour Controls For Baggers

Performance Machine has turned their creative energy toward satisfying the needs of the touring bike crowd and has recently released a set of foot controls for baggers. Made from machined aluminum, the foot controls are topped with a unique rubber pad. PM's traditional forward controls have always featured nicely sorted shift and brake arms and this set is no different. On the shift side, PM utilized their Contour pedals that can be used toe/heel or toe only. The brake side gets a matched arm and is topped with an easy-to-reach, platform-style pedal that comes with its own rubber pad. PM also created matched passenger boards for the rear. These controls are available in polished aluminum or chrome finish for most years of the H-D bagger line and Heritage Softail.

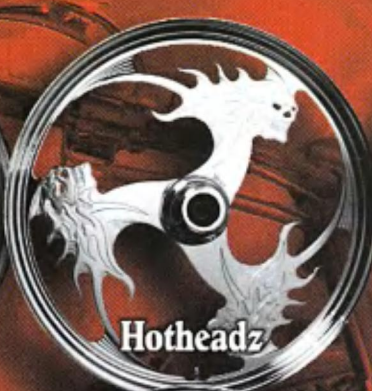
Call 714-523-3000, or visit them online at www.performance-machine.com.

XTREME X MACHINE

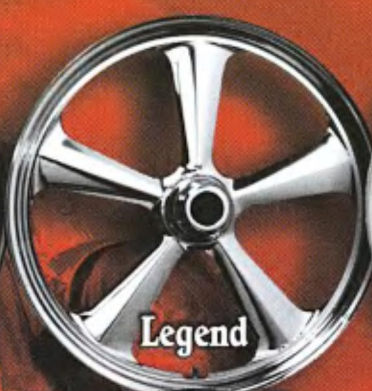
Custom Motorcycle Wheels



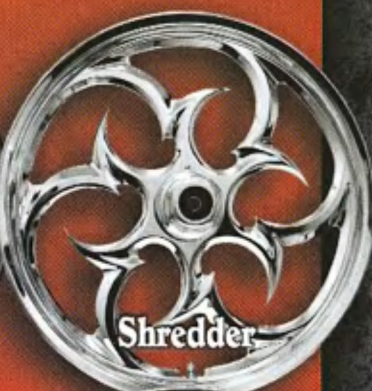
Twisted



Hotheadz



Legend



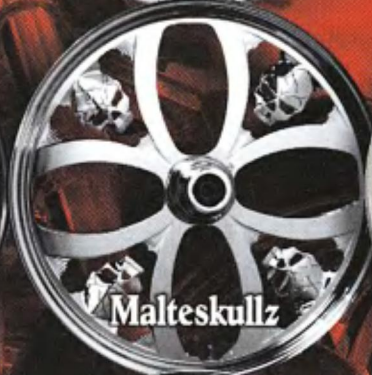
Shredder



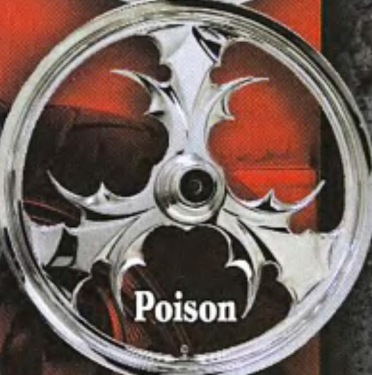
Frantic



Barbaric



Malteskullz



Poison



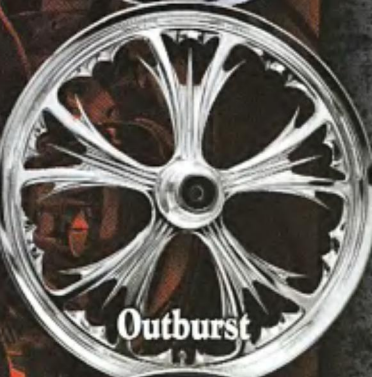
Arson



Burnt



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Outburst



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Spade



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Redneck Goes Soft With New Candy Ass Frames

Well known for their award-winning hardtail frames, Redneck Engineering is now offering two swingarm frames.

The first is an innovative mono-shock version of their patented Curves frame. Redneck say that this has to be one of the smoothest riding, most forgiving frames ever made.

The second frame is a hidden-shock model, developed from Redneck's Lowlife and Getting High models. It was made to look like a hardtail and will cause a lot of double takes.

Both frames are available for tire sizes ranging from 200mm to 330mm. They come in left- or right-side drive with rake from 36 to 52 degrees in several backbone and downtube stretches and styles. Frames are available with or without mounted sheet metal.

Give the guys at Redneck Engineering a call at 864-843-3001 or see them on the Web at www.redneckengineering.com.



Sumax Big Ass Bags For Softails

The Sumax Big Ass Bags are modeled after factory Harley-Davidson hard saddlebags. They are two inches wider at the bottom and three inches wider at the top, resulting in 30% more cargo space. The composite glass saddlebags are lightweight, yet very strong and durable. The

exterior is delivered with a sandable primer gel coat finish, while the interior features a soft, sprayed lining. A rear metal torque hinge holds the lid in place as you open or close. Up front is a chrome lockable latch. Dzus quick-release hardware and rubber grommets are included. Big Ass Bags are made to fit '97-and-newer Harley FLT models, but are not compatible with tour packs. Bags for Softail models feature additional interior room, as there's no recessed area required for a side-mounted shock.

Call Sumax at 315-768-1058 or 800-654-5546 and see them on the Web at www.sumax.com.



Big Johnson Velocity Stacks By Tribal Motorworks

The Big Johnson velocity stack is Tribal Motorworks' newest accessory; it was designed and produced in-house.

The Big Johnson velocity stacks are machined from billet aluminum and are available in either polished or anodized finishes. The Big Johnson comes in three styles to fit S&S Super D, E or G, or the Mikuni 42- and 45mm carburetors.

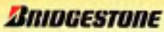
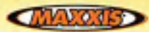
Tribal Motorworks President Dodd Russell is confident the new velocity stacks will turn heads. "The style of the Big Johnson is unique," explains Dodd. "For riders looking for a custom style along with excellent functionality: the buck stops here."

Call Tribal Motorworks for more information at 231-929-5306, or see them on the Web at www.tribalmotorworks.com.

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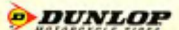
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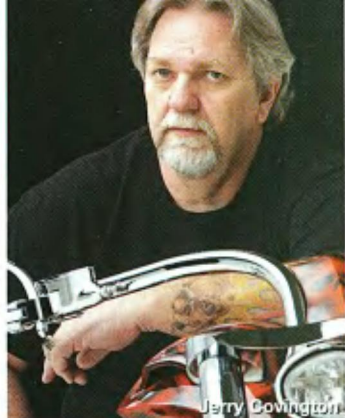


Awhile back, Jerry Covington and his crew put together a bike in front of the TV cameras for the Discovery Channel's *Build-Off* series that sure stirred up the activity in Woodward, Oklahoma, there were plenty of riders, it turned out, that liked the look of that Covington's Cycle City "Slammed Hot Rod" enough to want one of their own—guys like Chris Millard, the owner of this one. But this isn't the first bike Chris has had built

from the guys at Covington's Cycle. He's had four or five of them already, but this one is a direct result of the Discovery Channel bike—with a twist.

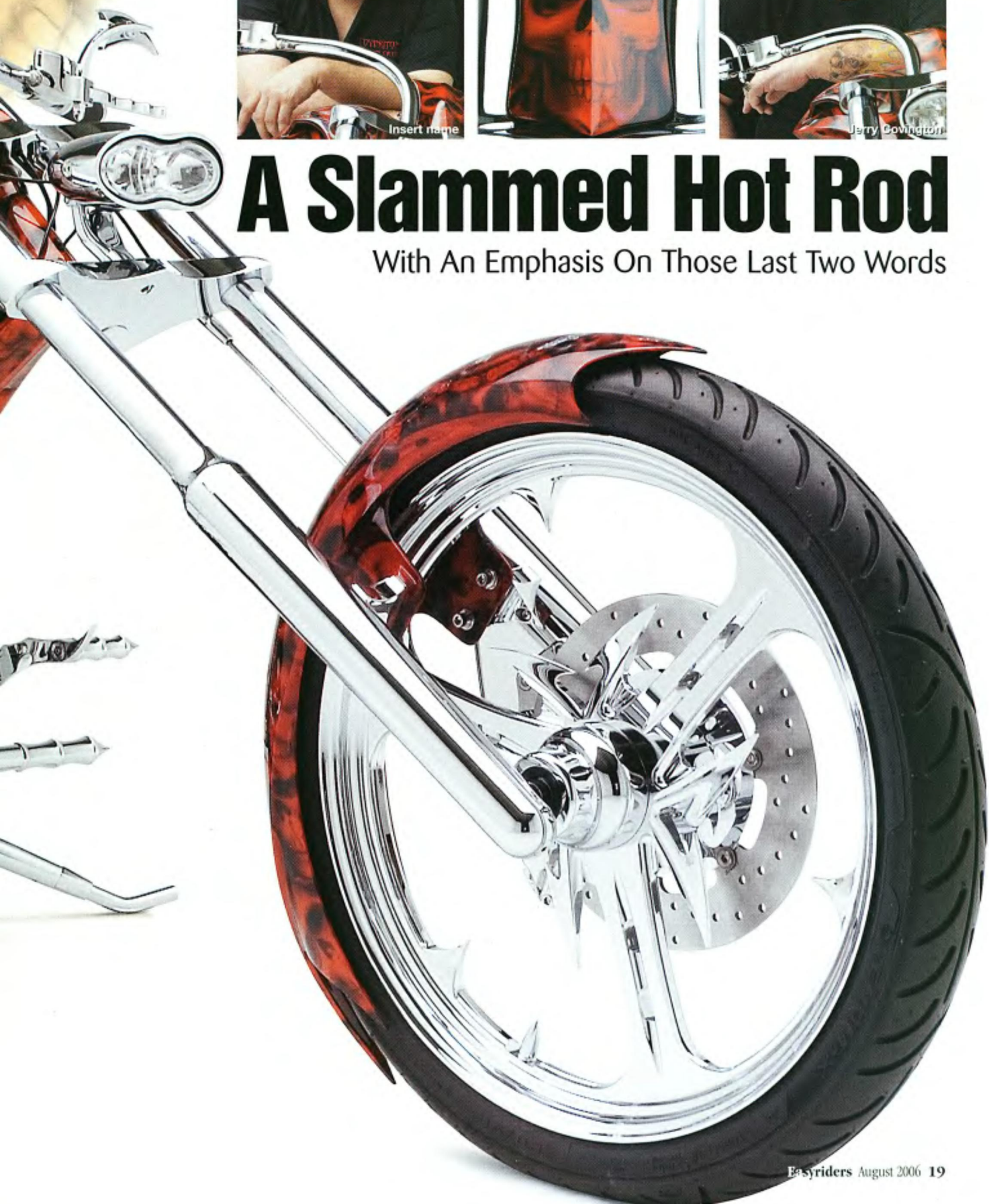
You see, Chris had some ideas of his own. While liking the basic line and flow that Covington's developed for that first masterpiece, Chris wanted to take all that to the next level. He wanted to power things with serious V-twin muscle, like 145 cubic inches worth.

And not just any old 145-incher. Chris wanted the best, a Kendall Johnson piece, so this motor's a full-on KJ build, and while it's never been Dyno-tested, the estimate is something approaching 200 horsepower at the rear wheel. And yeah, the bike is built and equipped to handle it. Things like a full race lock-up clutch are part of the package and there's even a shift light that's part of the instrumentation.



A Slammed Hot Rod

With An Emphasis On Those Last Two Words



While the bike might have started with the same blueprint Covington's followed for their first Slammed Hot Rod, the addition of power changed things a bit. Modifications started with the frame itself, moving the tubing around enough to let it accept that honking chunk of motor. The bike, in essence, had to be built around its extra-tall motor, and the first thing needing restructuring was the backbone of the frame. It had to be raised considerably. The seat tube had to be shifted rearward as well, and with that work done and the engine mounted the next parts added was the exhaust, custom fit one-on-a-side. Only with all that completed could work begin on the sheet metal, and the gas tank, the seat, the side panels and rear fender all



flow around the motor and the exhaust. The side panels even neatly flare around the pipes. And did you notice those two little scoops up top on the gas tank? They're real. They direct air to the rear cylinder helping this monster motor keep a cool head.

Up to this point, the custom was all

Covington's Cycle City (and Kendall Johnson). But once Covington's completed their fabrication, bodywork and assembly and brought the bike up to the primer stage, everything was shipped down to Texas so paint and airbrush artist extraordinaire, Mike Dusold, could do his thing. Mike kept the bike for

about a month and his paint and skull graphics are mind-boggling. It's a tattoo-like piece of artwork with a multi-level appearance, and it's everywhere. Dusold's airbrush didn't stop at what just shows on the outside; the guy's been everywhere on this bike. There are skulls even up inside the tunnel of the



gas tank, and they are cleared, color sanded and buffed to a high sheen.

So maybe this is the Covington's Cycle City Slammed Hot Rod that should have been on TV, huh? Then again, maybe not. This one's way too big for the small screen.

—Joe Kress



Owner: Chris Millard
City: Gilbert, Arizona

GENERAL

Designer: Covington's Cycle City
Fabrication: Covington's Cycle City
Year/make: 2005 Covington's
Model: Slammed Hot Rod

Assembly: Covington's Cycle City
Time: 1 year
Chroming: Peerless Plating
ENGINE
Year: 2004 S&S
Rebuilder: Kendall Johnson
Displacement: 145 cubic inches



Ignition: KJ Electronic
Cam: S&S
Carb: S&S
Air cleaner: Covington's Cycle City
Pipes: Covington's Cycle City

TRANSMISSION

Year/make: 2005 Baker
Shifting: 6-speed, RSD

PAINTING

Painter: Mike Dusold
Color: Candy Orange base
Type: House of Kolor
Special paint: multi-level skull graphics

FRAME

Year/make: 2004 Covington's Cycle City
Type: Slammed Hot Rod
Rake: 45 degrees
Stretch: 9 inches

Shocks: Legend Air Suspension

ACCESSORIES

Handlebars: Covington's Cycle City
Handlebar controls: PM/Covington's Cycle City
Fenders: Covington's Cycle City
Headlight: Cyclops
Taillight: Hi-Tech
Pegs: Accutronix
Foot controls: Accutronix
Gas tank: Covington's Cycle City
Seat: M. Justice/Covington's Cycle City
Mirrors: Ness
Grips: Covington's Cycle City

FRONT END

Type: Perse Performance/Covington's Cycle City
Builder: Covington's Cycle City, 6-over

WHEELS

Make: Covington's Cycle City, Razors
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: Performance Machine, 3 Guys
Photos: Michael Lichter



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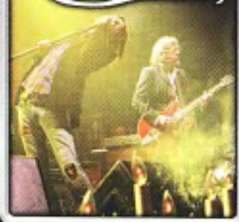
Foghat

SANTANA
ORIGINAL LEAD SINGER
GREGG ROLE

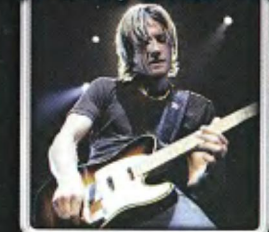
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Easynews

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

THE EASYRIDERS/J&P CYCLES BUILD-A-BIKE CONTEST WIN A COOL CUSTOM

It's that time of year again, time to enter the annual *Easyriders*/J&P Cycles Build-A-Bike Contest! That's right, you could be the lucky winner of a custom bike built by Custom Chrome and J&P Cycles. Watch next month's issue of *Easyriders* as we assemble the parts and put your dream bike together. We'll cap this contest off with a bike feature on the finished motorcycle in our December issue.

Watch *Easyriders* for the J&P Cycles ad and enter the *Easyriders*/J&P Cycles Build-A-Bike Contest. Some lucky reader out there will win a righteous ride... it might as well be YOU!

—Phantom

Hall of Fame

"Fat George" Hutchinson

What do you call someone who can chide, chastise, rouse, make fun, tease, laugh at ya, laugh with ya, and give good advice all at the same time without pissing you off? I would call that a leader with a capital "L." And that would be "Fat George" Hutchinson.

Fat George had a habit of telling the truth "his" way. As I hemmed and hawed about why I didn't like to fly in airplanes, he'd just look at me and say, "You are chicken." He had a way of cutting through the bull and finding just the right word to sum it all up. And the belly laugh that followed let you know that if the truth hurt, tough... "We're still buddies ain't we?"

As the Arizona Confederation of Motorcycle Clubs (ACMC) began in 1994 and flourished, it was Fat George sitting as chairman and then vice-chairman that solidified and made you feel that all things could be worked out. Throughout my 10 years as an NCOM board representative and the years at Mountain Madness and ACMC meetings, I look back and see Fat George there. He would speak his mind and assert his attitude during the NCOM national meetings. I was proud to be around him at those moments and proud to be an Arizona biker.



Fat George holding court.

Fat George was funnier than hell. If I told him it was my birthday and someone was taking me out for dinner, he'd say it was his birthday too, and liked steak also. One year, I caught him telling somebody else that. George had a lot of birthdays.

Over the years I've had a lot of good interaction with a lot of Spartan Riders MC brothers. That started with George. Thanks Fat George. I only regret one thing. In all those years, I never made time to accept your invitation to play computer checkers. On Valentine's Day at 8 a.m. I turned on the computer and a checkers game was

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In Memoriam

Sterling Holt 1943-2006

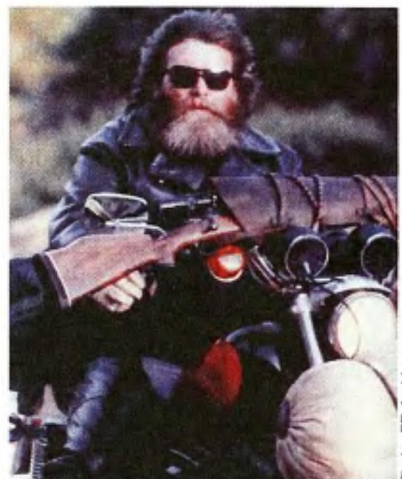


Photo: ER Archives

Sterling was a friend of the magazine and to me personally. We will all miss him. He fought cancer for around 10 years and pretty much won the battle, but in the end lost to complications including kidney failure.

Besides partying and riding bikes together, Sterling was also my fishing and hunting partner. The photo above is from a bear hunting trip that I will never forget. Sterling was a big "gruff" guy of few words but the sparkle in his eyes let you know he liked to have fun and a good laugh with friends.

He founded Biker Bail Bonds and advertised in the magazine by selling a t-shirt with a Biker breaking through his jail cell bars. They looked and sold great! He was successful with the business and I got the feeling he especially enjoyed chasing down the guys who skipped out on his bond. He was fair but damned tough if you crossed him. If there was a single person who defined the traditional Biker, Sterling was it.

Sterling is survived by his three sons, Sterling Jr., Scott and Cody.

—Joe Teresi, Publisher

"Fat George" CONTINUED

on my screen. I didn't even know I had one. At 8:30 I received a call that Fat George had passed away.

Thanks for the thoughts as you breezed past on your panhead chopper to a magic ribbon of highways in the sky. You, Fat George, are a legendary biker. I will think of you fondly and frequently.

—*"Priest," MMA of AZ,
Chairman Emeritus*

Legalese

MRF MEETS WITH EPA OFFICIALS

Recently, the MRF sent Kirk "Hardtail" Willard, Dave Dwyer and Jeff Hennie to meet with EPA officials at the National Vehicle and Fuel Emissions Lab, in Ann Arbor, Michigan. This was the third time the MRF has sent the same team to Michigan to acquire the most recent info on what is currently going on and what will be happening concerning the EPA rule effecting motorcycle emissions.

The MRF met with Linc Wehrly from the EPA Office of Certification and Innovative Strategies and Rob French of the Assessments and Standards Division. During the meeting some important new information was revealed to the MRF on the status of the rule and what may occur in the future.

If the U.S. were to choose to adopt the World Motorcycle Test Cycle (WMTC) standards, the EPA would have to reintroduce the standards in a newly proposed rule that could provide an opportunity to revisit the prevailing exemptions to the current rule.

The Letter of Guidance proposed by the Motorcycle Industry Council (MIC) will not effect the exemptions detailed in the current rule. It is unclear to the EPA if they can ultimately accept the letter of guidance to carry out the rule the way it is written.

The California Air Resources Board (CARB) was assigned to review the effects of the strengthened emissions standards for motorcycles in California to determine if the lower standard did have significant impact on air quality. The review has not commenced and has not been scheduled at this point. However, the review could definitely have

an impact on the direction the EPA decides to pursue with its Tier 3 standards for motorcycles.

"The MRF is the only national advocacy group, of any kind, that we (the EPA), meet with regularly to discuss the impact of the rulemaking process on their members," said Linc Wehrly, of the EPA. In closing, the MRF will continue to be the nation's leader when it comes to providing accurate, up to date information on the EPA situation as well as all other issues that impact motorcyclists on the federal level. —MRF

Coast To Coast

Biker News

A BIKER IN THE WHITE HOUSE: The favorite ride of the President's new chief of staff is a Harley Fat Boy, and to appreciate how much of an insider Joshua Bolten has become in the Bush administration, suffice it to say that Bolten, 51, keeps a spare hog at President Bush's Texas ranch.

"I've ridden motorcycles for a long time. It's not just a midlife crisis," Bolten told the cable network C-SPAN in an interview last year. "The one that I ride most now, the one that's really close to my heart, is the Harley-Davidson Fat Boy, a 2003 Anniversary Edition."

In his OMB office, he displays a motorcycle gas tank commemorating the 100th anniversary of Harley-Davidson. During the 2000 campaign, he formed Bikers for Bush. Bolten, who has never married, gained particular notoriety when he gave a motorcycle ride at one of the group's rallies to actress Bo Derek.

"You need to clear your mind of everything else," Bolten has said of biking, "because if you're not concentrating

properly when you're riding a motorcycle, you're putting your life in danger."

That focus is useful for a chief of staff who literally holds other people's lives in his hands. Holding one of Washington's most powerful positions, Bolten will be managing a flow of daily briefings for the President on everything from national security to natural calamity.

The Bush administration considers Bolten "well-respected" inside and outside the administration, with White House spokesman Scott McClellan saying: "The President believes he was the best person for the job."

One of the personal effects Bolten relocated from his grand Eisenhower Executive Office Building quarters to a less spacious but more prestigious corner perch in the West Wing, only steps from the Oval Office, was a motorcycle-shaped menorah.

RIGHT OF WAY LAWS PASSED IN WEST VIRGINIA, IOWA AND GEORGIA

SB-473, the Reckless Driving bill also known as "Danny's Law," has passed all hurdles in the West Virginia Legislature. It passed unanimously on every vote and has been signed by motorcycle-riding Governor Joe Manchin.

Promoted by ABATE of West Virginia, SB-473 creates a crime of reckless driving—a misdemeanor punishable by 5 to 90 days in jail and/or a fine of \$25 to \$500. A conviction of reckless driving resulting in serious bodily injury is punishable by 10 days to 6 months in jail or fine of \$50-\$1,000, or both.

The day after Gov. Joe Manchin signed a new Right Of Way Violations law in West Virginia, Iowa, Gov. Tom Vilsack signed similar legislation into law.

Introduced at the request of ABATE of Iowa, the new ROW law adds a fine of \$500 and/or up to 90 days driver's license suspension for traffic violations that result in serious injury. If a driver's actions cause a death, penalties increase to \$1,000 or a license suspension of up to 180 days, or both. These are penalty enhancements, meaning that they can be imposed in addition to any other fines.

HB-1392, Georgia's Right Of Way Violation bill to increase penalties against drivers who commit a Right Of Way violation resulting in injury or death, has passed the House and Senate and is

CONTINUED ON PAGE 30



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Biker News CONTINUED

expected to be signed by Gov. Sonny Perdue during their May 15 Motorcycle Safety and Awareness Month proclamation ceremony. Promoted by ABATE of Georgia, it will become law on July 1st.

Seven other states have passed similar Right Of Way laws: Arkansas, Maine, New York, North Carolina, Pennsylvania, Virginia and Washington.

KANSAS REPEALS HANDLEBAR HEIGHT LAW: House Bill 2296, the handlebar height repeal of existing state statute, was added as an amendment to Senate Bill 278, which eventually passed the Senate by a vote of 38 Yeas and 2 Nays.

"Current statute states that if a rider's hands are at or above shoulder height, it was a violation," said Chris Maurich, Lobbyist for ABATE of Kansas. "I testified that this had never been a safety issue, rather a harassment issue. Modern language called this profiling, and ABATE of Kansas wanted no limitations, period."

When questioned by a member of the House who asked "How tall would you recommend?" Maurich informed the House that they wanted to eliminate all reference to measurement. "As a colleague from Minnesota told the legislature there, we have overpasses in the state."

Apchangers will be legal in Kansas upon publishing this bill in the statute book.

IDAHO PASSES RED LIGHT LAW: Idaho has become the fourth state to pass a law allowing a motorcycle to ride through a red light after stopping and meeting certain standards.

S1367, which was promoted by ABATE of North Idaho, allows a motorcycle to proceed through a traffic-actuated signal if it is stuck on red.

Governor Dirk Kempthorne signed S1367 into law, which takes effect on July 1, 2006.

Arkansas, Minnesota and Tennessee are the other three states to pass similar legislation.

FUEL PRICES DRIVE MOTORCYCLING: As summer days approach, motorcycle enthusiasts expect to use their Harleys, Kawasakis and Hondas more often and for longer periods of time than they did a year ago. Gas prices and a strong passion for riding are two of the main driving factors behind the increased desire to ride, according to a new survey

by Nationwide Mutual Insurance.

According to the survey, 35% of motorcyclists said they will ride their bikes more over the next year as a result of fuel prices, turning their hobby into an everyday form of transportation. Survey respondents reported they spent 26% of their total riding time last year commuting to work.

The survey of 2,544 motorcycle, power boat, bass boat and ATV owners conducted by Brandware shows that both male and female motorcyclists expect to ride their bikes for approximately 22 more hours than they did in the past year. Male motorcyclists expect to ride 172 hours over the next year, while female riders expect to ride close to 146 hours.

Motorcyclists are so passionate about their fuel-efficient bikes they indicated they will pay \$3 to \$4 more per gallon before they stop riding.

According to the survey, both male and female motorcyclists committed over half of their total money spent on leisure activities to accessories and improvements to their motorcycle over the past five years. Male riders invested more than \$7,000 on their bikes over this time period, more than any other group of powersport enthusiast.

WEIRD NEWS: OWNER GETS BACK BIKE STOLEN IN 1971:

Authorities recovered a motorcycle that was stolen in 1971 and plan to return it to its original owner. The 1970 Yamaha was about to be shipped overseas to a Finnish man who bought it for \$1,725 on eBay in September, authorities said Monday. During the shipping process, the VIN number turned up in the database of the National Insurance Crime Bureau.

Long Beach police still had the theft report and tracked down original owner, Phillip McKeen, who now lives in New England. Police officials plan to return the 360cc bike to Phillip.

"Just incredible," said Phillip, an American Airlines pilot. "It's as if a friend you hadn't seen for 30 years walked back into your life, but hadn't aged a day."

The 35-year-old bike has just 9,380 miles on the odometer. Neither the Finnish buyer nor the seller, a Visalia resident, were suspected of wrongdoing, authorities said.

A similar case unfolded in January when a Corvette that had been stolen in 1969 was recovered as it was about to be shipped to Sweden through the Port of Los Angeles.

—Bill Bisb, NCOM

Of Special Interest

Sturgis Museum Hall of Fame To Induct Wall Of Death Trick Riders Paul "Sonny" Pelaquin And Sam Morgan Storm



Photo: Sara Liberté

The two motorcyclists ride their Antique Harley-Davidson's and vintage Indian on a 90-degree wooden barrel, a Motor Drome more commonly

referred to as the Wall Of Death. Unfortunately, Sonny Pelaquin has already passed on, Morgan will be accepting for herself and on Sonny's behalf.

Sonny and Sam are motorcycle icons, not only for the many, many years they have been riding the wall, but also for how they hold so much passion for the wall riding sport. Sonny and Sam hold close to their heart the art of wall riding, by always giving credit to those who have ridden before them and dedicated their lives to the sport as well.

Sonny Pelquin was born into a wall riding family, one of five children born to Joe and Viola Pelquin. The Pelquins are one of the pioneer families in the sport/business of Wall Riding. They also operated a Lion Drome, which actually featured lions as part of the motorcycle act. Sonny never gave up on the family business and continued the family tradition on by traveling, operating, and riding the wall of death his whole life. Sonny had a special flare and was respected by everyone he met, man, woman and animal. He also had an amazing talent of riding that motorcycle up high on the wall. A veteran trick rider, Sonny had the patience and heart to train other riders correctly and safely.

Morgan, watched Sonny's act as a young impressionable girl and was drawn in by a force that she cannot understand. Sonny instantly became Morgan's mentor and "Dad" teaching her not only all about maintaining the Drome, but riding as well. Sonny taught Sam so many lessons of life, the important ones, how to respect, share, love, and laugh.

Sam has been riding since she was 14 years old and has never stopped for over 30 years. She's traveled to Germany and France to ride in Dromes overseas. While confined to a wheel chair after a wall riding accident, Sam and Sonny, built a Web site (www.thrillarena.com) to share the history of the Wall of Death with the world. She and Sonny decided this sport and the riders could not be left to fade away, that the families and riders needed to be honored and remembered. The Web site displays a truly unique look into the history of the Dromes as well as Lion Dromes, trick riders and woman riders.

Sam is one of only two female Wall Riders left in the U.S. Morgan Storm is an established artist and craftsperson specializing in glass etching. She currently operates and rides inside the American Motor Drome owned by trick rider Jay Lightnin'.

—Sara Liberte



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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

KENTUCKY

B&R Auto and Cycle Repair
730 Stone St. - Owenboro
270-926-6272

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

H&B Cycle
7034 Easton Rd. - Grafton
440-926-3440

PENNSYLVANIA

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

TEXAS

Stokers Dallas
9304 Harry Hines Bl. - Dallas
214-357-0707

Rearview Motorcycle Apparel
133909 Ranch Road 12
Wimberly
512-847-0211

VIRGINIA

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

WASHINGTON

Ace of Spades
719 N. Tower - Centralia
719-807-6442

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

Happenings

ALABAMA

Bike-O-Rama 11
Date: Aug. 25-27
Place: Bay Minette
Info: 251-463-1909
www.bikeorama.org

2nd Annual Rumble on Noble Streetfest
Date: Aug. 26
Place: Anniston
Info: 770-943-4175
www.rumbleonnobles.com

ARIZONA

CMA State Rally
Date: Sep. 8-10
Place: Williams
Info: 602-717-1020

ARKANSAS

ABATE Labor Day Rally
Date: Sep. 1-5
Place: Malvern
Info: 479-963-3881;
870-628-5813
www.arkansasabate.org

Victory M/C Club National
Date: Sep. 1-3
Place: Eureka Springs
Info: www.themc.com

CALIFORNIA

3rd Annual Rosario Beach Harley Run
Date: Jul. 29
Place: South Coast H-D, San Diego
Info: 323-261-2158
www.pushrodwear.com

16th Annual VNVMC Pala Run
Date: Aug. 18-20
Place: San Diego
Info: 619-890-2609

7th Annual Choc Ride
Date: Aug. 20
Place: Orange
Info: 949-874-1822
www.chocride.org

Nor-Cal Cycle Swap Meet
Date: Aug. 20
Place: Solano Fairgrounds, Vallejo
Info: 800-875-0068
www.toppingevents.com

3rd Annual Child Abuse Prevention Poker Run
Date: Aug. 19
Place: Stockton
Info: 209-836-5570
www.StarTouring192.org

Cycle Show & Swap Meet
Date: Aug. 27
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

Takin' it to the Streets
Date: Sep. 1-3
Place: Konociti Harbor
Info: 775-329-SHOW
www.road-shows.com

Fried Brothers Band
26th Anniversary Party
Date: Sep. 8-10
Place: Redwoods River Resort, Leggett
friedbrothersband.com

Pathfinders M/C 19th Annual ORR Run
Date: Sep. 9
Place: Wurr Flat
Info: 408-720-8961
www.pathfindersmc.us

COLORADO

Mr. G's 3rd Annual M/C Rodeo/Katie's Ride
Date: Jul. 29-30
Place: White Buffalo Saloon, Loveland
Info: www.whitebuffalosaloon.com

Cripple Creek Rally
Date: Aug. 17-20
Place: Cripple Creek
Info: 719-487-8005
pro-promotions.com

Lost Burro Campout
Date: Aug. 19-20
Place: ABATE District 11
Info: 719-395-0360
www.abateofcolorado.org

11th Annual Cripple Creek Tattoo Competition
Date: Aug. 20
Place: Cripple Creek
Info: 719-487-8005
www.propromotions.com

Bowling Tournament/Party
Date: Aug. 26
Place: ABATE District 11
Info: 719-395-0360
www.abateofcolorado.org

Four Corners Rally In The Rockies
Date: Aug. 31-Sep. 4
Place: Ignacio
Info: 888-901-7701
rallyintherockies.com

Thunder in the Rockies
Date: Sep. 1-4
Place: Ranch Events Complex, Loveland
Info: 970-292-0418
thunderintherockies.com

4th Annual Roy Jackson Memorial & 9/11 Parade
Date: Sep. 9
Place: Pike's Peak H-D, Colorado Springs
Info: 719-487-8005
www.propromotions.com

CONNECTICUT

2nd Annual Pa's Ride
Date: Jul. 30
Place: Clinton
Info: 860-577-8088
www.pasride.com

MC Swap Meet
Date: Aug. 20
Place: Stafford Springs Motor Speedway
Info: 860-875-7768
www.staffordmotor Speedway.com

6th Annual Dream Ride
Date: Aug. 27
Place: Farmington Club, Farmington
Info: 203-250-5392
hometownwheels.com

14th Annual March of Dimes Ride
Date: Sep. 10
Place: Middletown Elks Lodge
Info: 860-812-0080 ext. 318
www.marchofdimes.com/connecticut

DELAWARE

MAV East Coast Ride
Date: Aug. 6
Place: New Castle
Info: www.motorcycleaccidentvictims.org

Sweaty Ball Run
Date: Aug. 13
Place: Boston Market, Wilmington
Info: fourseasonsmc.com

ABATE of Delaware 10th Annual Run For The Kids
Date: Aug. 20
Place: H-D, New Castle
Info: www.abateofde.com

GEORGIA

ABATE of Georgia Swap Meet & Bike Show
Date: Jul. 30
Place: Lakewood Fairgrounds, Atlanta
Info: 404-294-8900

Ride for Sight
Date: Aug. 19
Place: Rabbit Town Café, Gainesville
Info: 770-297-1598

2nd Annual Jeramy Clark Memorial Ride
Date: Aug. 26
Place: Warm Springs Soccer Field
Info: jeramyclark.com

HAWAII

Fun in Sun
Date: Jul. 30
Place: South Seas Cycle Exchange
Info: 808-668-8058

IDAHO

ABATE Friendship Run
Date: Sep. 2-4
Place: Pierce
Info: 208-464-1129;
208-476-0189

ILLINOIS

Annual Pig Roast Benefit
Date: Aug. 12
Place: Chicago Heights Moose Lodge
Info: 708-372-6767
www.rpmchicago.com

Walneck's Swap Meet
Date: Aug. 13
Place: McHenry County Fairgrounds, Woodstock
Info: 630-985-2097
www.walneckswap.com

3rd Annual Tim Hipas Memorial Poker Run
Date: Aug. 26
Place: VFW, Carlyle
Info: 618-594-4022

INDIANA

Summer Fest
Date: Aug. 11-14
Place: ABATE, Elkhart County
Info: 574-361-3008
www.abateofindiana.org

17th Annual PROSTAR Thunder M/C Nationals
Date: Aug. 12-13
Place: Indianapolis Raceway Park, Indianapolis
Info: amaprostar.com

MDA Bike Show
Date: Aug. 12
Place: ABATE, Washington County
Info: 812-620-0138
www.abateofindiana.org

3rd Annual Bike Show & Poker Run
Date: Sep. 2
Place: Ft. Wayne
Info: www.roadmasters4life.com

Walneck's Swap Meet
Date: Sep. 10
Place: Martinsville
Info: 630-985-2097
www.walneckswap.com

IOWA

Hawgstock M/C Rally
Date: Aug. 25-27
Place: Winterset
Info: 515-203-6457
www.hawgstock.com

Bikes for Tykes Rodeo
Date: Aug. 26
Place: Holmdahl Park, Kellogg
Info: 641-521-6564

35th AMCA Fall National
Date: Aug. 31-Sep. 2
Info: 309-788-2025
www.chiefblackhawk.org

Thunder In The Sand
Date: Sep. 1-3
Place: Circle of Pride MC, Conesville
Info: 319-726-5322
circleofpridemc.com
7th Annual Loess Hills Rally
Date: Sep. 8-10
Place: Westfair, Council Bluffs
Info: www.loesshillsrally.com

Davis M/C Rally
Date: Sep. 8-10
Place: Mikkelsen Park, New Hampton
Info: www.davismotorcyclery.com

KANSAS

Tri-State Summer Bash
Date: Aug. 19-20
Place: Russell Springs
Info: 785-672-3588
www.tristateccm.com

ABATE Lake Perry Rally
Date: Sep. 1-4
Place: Lake Perry
Info: 800-657-5763
www.abateks.org

Kansas Rides M/C Rally and Parade
Date: Sep. 8-17
Place: Fairgrounds, Hutchinson
Info: www.kansasstatefair.com

KENTUCKY

5th Annual Hawg Valley Bike Rally
Date: Aug. 18-20
Place: Issac Creek Raceway, Graham
Info: 270-338-7818
hawgvalleybikerrally.com

MARYLAND

3rd Annual East Coast Sturgis
Date: Aug. 10-13
Place: Little Orleans
Info: www.eastcoaststurgis.com

March of Dimes Ride
Date: Aug. 21
Place: American Legion, Havre De Grace
Info: 410-752-8076
marchofdimes.com/ride

AMDRA and Bike Show
Date: Sep. 9-10
Place: Maryland International Raceway, Mechanicsville
Info: 301-884-9833
www.AMDRA.com

MASSACHUSETTS

15th Annual Wildman's Ride
Date: Jul. 29
Place: MMA Dist 4, Essex County
Info: massmotorcycle.org

Ride For Kids
Date: Aug. 20
Place: N. Oxford
Info: 800-253-6530
www.ride4kids.org

7th Annual Nelson's Run
Date: Aug. 27
Place: Ipswich
Info: 978-388-3629
www.nelsonsride.org

Fall Roundup
Date: Sep. 8-10
Place: Heath Fairgrounds
Info: massmotorcycle.org

MICHIGAN

Easyriders Rodeo Tour
Date: Aug. 18-20
Place: Fowlerville
Info: 800-962-9857
easyriderevents.com

Ride For Kids
Date: Aug. 27
Place: Ann Arbor
Info: 800-253-6530
www.ride4kids.org

MINNESOTA

AMA Hillclimb National Championships
Date: Aug. 4-6
Place: Indian Head Cycle Club, Red Wing
Info: 507-288-4606
www.indianheadmc.org

16th Annual Chili Feed
Date: Sep. 9
Place: Gas-Lite Lounge, Trimble
Info: www.scvr.org

MISSOURI

Travis MacWithey
Memorial Ride
Date: Jul. 29
Place: Springfield
Info: 417-732-4765

6th Root Hog Rally
Date: Aug. 18-20
Place: Arrowhead
Campground, Castor
River, Grassy
Info: 573-624-5321;
573-934 5820

M/C Swap Meet
Date: Aug. 27
Place: Twin Drive In
Theater, Independence
Info: 816-456-4415
www.jwswapmeet.com

South's Gonna Do It
Again Rally
Date: Sep. 2
Place: Fat's Place,
Grandin
Info: www.thesouths
gonnadoitagain.com

NEBRASKA

Five Rocks Biker Bash
Date: Aug. 5
Place: Gering
Info: 308-436-0056
www.gering.org

NEW JERSEY

Steel Thunder MC
Charity Run
Date: Jul. 30
Place: Montvale
Info: 201-930-8952
www.steelthunder.org

BAD Ride
Date: Aug. 20
Place: Phillipsburg
Info: 888-342-2383
diabetes.org/njbdride

Roar to the Shore
Date: Sep. 7-10
Place: Wildwood
Info: 609-729-4664
roartotheshoreonline.com

40th Annual PROSTAR
U.S. Nationals
Date: Sep. 9-10
Place: Atco Raceway, Atco
Info: amaprostar.com

NEW YORK

2nd Annual Rolling
Thunder 2 Run
Date: Jul. 30
Place: West Shore Little
League, Staten Island
Info: 347-865-1747

Bike Show, Swap and
Flattrack Races
Date: Jul. 30
Place: Lebanon Valley
Speedway
Info: 518-330-7288
electriccityriders.com

Vet's BBQ Bike Blast
Date: Aug. 5
Place: Clarence Center
Firehall
Info: 716-603-8938
www.vnmclvmc.com

Ride For Kids
Date: Aug. 6
Place: Hudson Valley
Info: 800-253-6530
www.ride4kids.org

Mystery Run
Date: Aug. 20
Place: Eastern Suffolk
ABATE
Info: www.abateofny
easternsuffolk.org

2nd Annual Ride
For The Red
Date: Aug. 20
Place: Newark
Info: 315-331-3783;
tinyurl.com/bmc2s

NORTH CAROLINA

Emerald Isle Bike Rally
Date: Sep. 7-10
Place: Emerald Isle
Info: 919-851-3396
emeraldislebikerrally.com

Cherokee Survivors Rally
Date: Sep. 8-10
Place: Cherokee
Info: 865-977-5858
www.cherokeerally.com

Fall Rally
Date: Sep. 8-10
Place: Maggie Valley
Festival Grounds
Info: 828 298-1683
handlebarcorral.com

OHIO

19th Annual
Wetzeland
Date: Jul. 28-30
Place: Van Wert
Info: 419-587-3826
www.wetzelmc.com

Ride For Kids
Date: Jul. 29
Place: Marysville
Info: 800-253-6530
www.ride4kids.org

AHRMA Roadrace
Date: Jul. 29-30
Place: Mid-Ohio Sports
Car Course, Lexington
Info: www.ahrma.org

13th Annual Hattie Run
Date: Jul. 30
Place: Akron
Info: 330-896-0116
www.abate.com

Xmas for Kids Ride
Date: Aug. 6
Place: Walton Hills PD
Info: 440-232-1313

34th Annual Centurion
Poker Run
Date: Aug. 13
Place: Tadmorre Shrine
Info: 330-329-3063

Walneck's Swap Meet
Date: Aug. 27
Place: Clark County
Fairgrounds, Springfield
Info: 630-985-2097
www.walneckswap.com

Easyriders Rodeo Tour
Date: Aug. 31-Sep. 4
Place: Chillicothe
Info: 800-962-9857
easyridersevents.com

Charity Run
Date: Sep. 10
Place: ABATE CMRO
Region 8
Info: www.abatecmro.org

OKLAHOMA

M/C Swap Meet
Date: Aug. 20
Place: State Fair Park,
Oklahoma City
Info: 816-456-4415
www.jwswapmeet.com

Labor Daze Rally
Date: Sep. 1-4
Place: Oklahoma City
Info: 405-286-4247
www.okcbikerrally.com

OREGON

5rd Annual Desert
Dash Rally
Date: Aug. 18-20
Place: Harney County
Fairgrounds
Info: 541-573-7984;
www.desertdashrally.com

AHDRA Drags
Date: Aug. 26-27
Place: Woodburn
Info: 336-924-2095
www.ahdra.com

PENNSYLVANIA

Carnival Run
Date: Aug. 6
Place: LYMC, Lebanon
Info: 717-821-5946

Freedom Riders 36th
Anniversary Bash
Date: Aug. 18-20
Place: Red Hill, FRMC
Info: 215-679-4766
www.freedomriders.com

Womens Center Run
Date: Aug. 19
Place: Waynesburg
Airport
Info: www.abatepa.org

Annual Charity Run
Date: Aug. 26
Place: ABATE Fayette
County
Info: fayetteabate.org

Supporting The Troops
Date: Sep. 9-10
Place: Lazybrook Park,
Tunkhannock
Info: 570-470-8391;
570-836-1098

2nd Annual Ride For Kids
Date: Sep. 17
Place: King of
Prussia Mall
Info: www.philadelphia-
rideforkids.org

17th Annual Toy Run
Date: Sep. 10
Place: VFW,
Lower Burrell
Info: 412-678-2167

RHODE ISLAND

Farm Tour Ride
Date: Aug. 19
Place: H-D, Exeter
Info: 401-392-1162
www.oceanstatehd.com

SOUTH DAKOTA

AHDRA Drags
Date: Aug. 6-7
Place: Sturgis
Info: 336-924-2095
www.ahdra.com

66th Annual Sturgis
Motorcycle Rally
Date: Aug. 7-13
Place: Sturgis
Info: www.sturgismotor-
cyclerrally.com
www.jackpine-
gypsies.com

Biker/Penthouse Bike
Show
Date: Aug. 10
Place: Thunder Road,
Sturgis
Info: 812-988-2116
www.bikermag.com

TENNESSEE

4th Annual Nude Bike
Rally at the Rock
Date: Jul. 28-30
Place: Murfreesboro
Info: 615-907-7001

AHDRA Drags
Date: Aug. 12-13
Place: Bristol
Info: 336-924-2095
www.ahdra.com

1st Annual Poker Run
Date: Aug. 20
Place: Bolivar
Info: 731-376-8109

Music City M/C Rally
Date: Sep. 2-3
Place: Nashville Shores
Water Park
Info: 615-519-0576
appletonmotorcycle.com

Hawg Holler Fall Bikers
Bash
Date: Sep. 8-10
Place: Atwood
Info: 731-571-0125
www.clayfarminc.com

TEXAS

7th Annual Harley
Championship Drags
Date: Aug. 19
Place: Houston
Raceway Park
Info: texasscooter.com

The Ride for Dime
Date: Aug. 20
Place: Dallas
Info:
www.Ridefordime.com

Rumble on the River
Date: Sep. 1-3
Place: TVE Fairgrounds,
Liberty
Info: 936-334-0558

Run From the Heart
Date: Sep. 9-10
Place: Phoenix MC,
Scottish Rite Hospital,
Ranger
Info: www.phoenixmc.net

UTAH

Ride For Kids
Date: Aug. 20
Place: Salt Lake City
Info: 800-253-6530
www.ride4kids.org

3rd Annual International
M/C Speed Trials
Date: Sep. 3-7
Place: Bonneville Salt
Flats
Info: www.hubent.com

VERMONT

20th Annual Toy Run
Date: Aug. 12
Place: Berlin Airport
Info: 802-644-5063
www.unitedmotorcy-
clists.org

4th Annual Killington
Classic
Date: Sep. 6-10
Place: Killington
Info: 978-688-8888
www.kevmarv.com

WASHINGTON

100 Years of Motorcycles
Aug. 18-20
Place: Rosalia
Info: www.100yearsofmo-
torcycles.com

Ride For Kids
Date: Sep. 10
Place: Puget Sound
Info: 800-253-6530
www.ride4kids.org

WEST VIRGINIA

Wild & Wonderful
Mountainfest
Date: Jul. 28-30
Place: Morgantown
Info: 800-WVA-BIKE
www.wvmountainfest.com

WISCONSIN

Ride For Kids
Date: Aug. 6
Place: Madison
Info: 800-253-6530
www.ride4kids.org

2nd Annual Poker Run
Date: Aug. 12
Place: Lake Emily Inn,
Amherst Junction
Info: 715-824-5684

3rd Annual Let's Dump
Cancer Poker Run
Date: Aug. 26
Place: The Dump,
Cambria
Info: 608-698-3112

WYOMING

Burnout Wednesday
Date: Aug. 9
Place: Dime Horseshoe
Bar, Sundance
Info: 307-283-2775

Hub City MC End of
Summer Run
Date: Sep. 2-3
Place: Guernsey
Info: 307-836-2004;
307-836-9288

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

National Law Chart

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

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

LEGEND:

- ✓ In effect on designated rural interstate highways
- r Required by law
- a Available for all eligible applicants
- p Prohibited to use or possess
- c Required if carrying a passenger
- 1 Reflectorization required
- 2 Must have in possession
- 3 Required for novice riders
- 4 Required under age 18
- 5 Required under age 19

- 6 Required under age 21
- 7 Required under age 15 with learner's permit or for one year after obtaining license
- 8 Required for passengers
- 9 Required for instructional permit holders
- 10 Required under age 16
- 11 Required for first-time applicants
- 12 May waive skills test for successful completion of rider education
- 13 May waive knowledge test

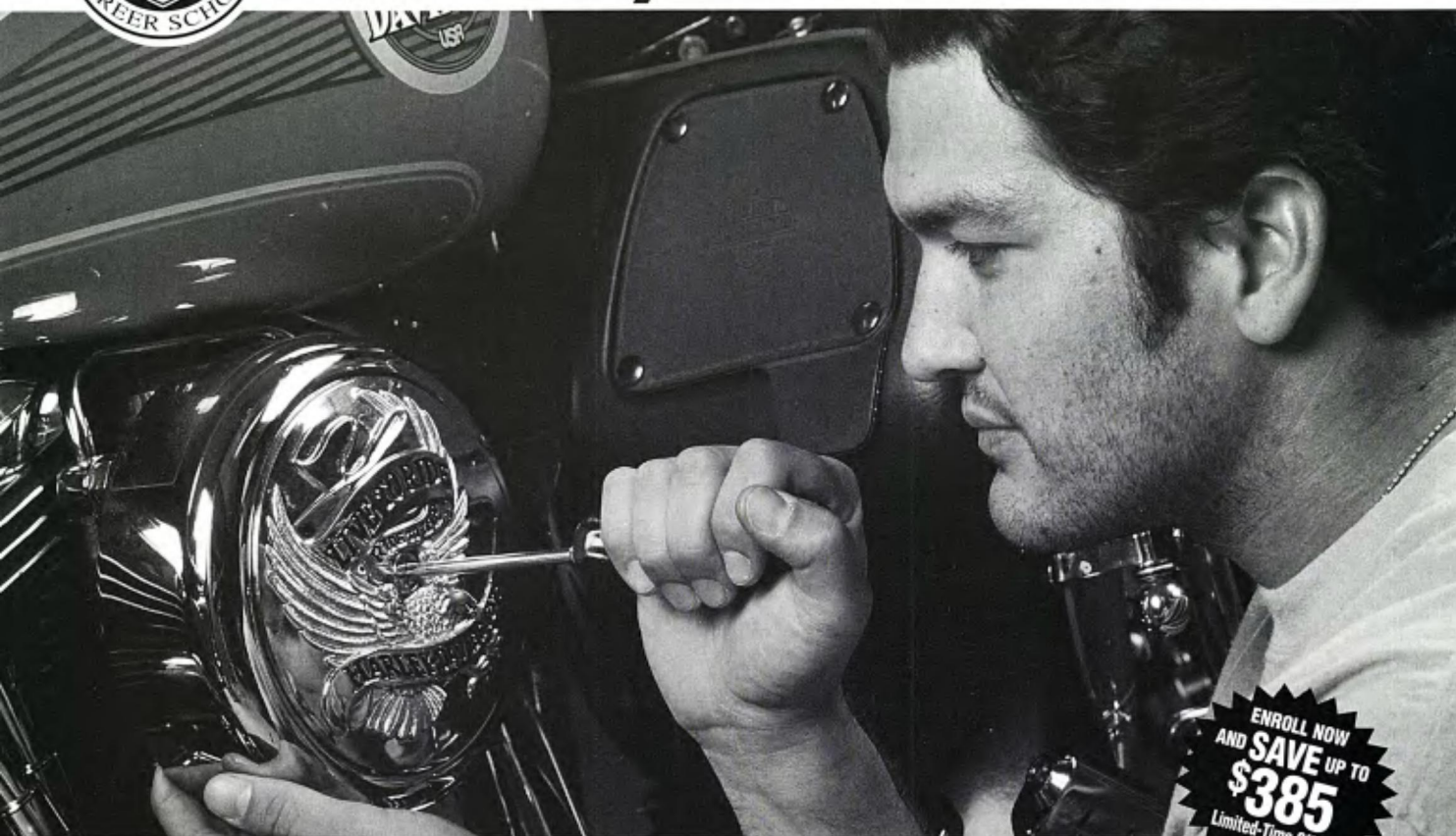
- for successful completion of rider education
- 14 Required by law unless equipped with windscreen
- 15 Required unless equipped with windscreen that is 15 inches above handlebars
- 16 Required at speeds over 35 mph
- 17 Modulating headlight permitted
- 18 Required for vehicles manufactured after 1/1/56
- 19 Required for vehicles

- manufactured after 1/1/75
- 20 Required for vehicles manufactured after 4/1/77
- 21 Required for vehicles mfg'd during or after 1978
- 22 Required for vehicles mfg'd during or after 1980
- 23 Prohibits passengers under age 5
- 24 Prohibits passengers under age 7
- 25 Single earphone only
- 26 To be used for communication purposes only

- 27 Required by inspection regulations
- 28 Random
- 29 Annual emissions, some areas
- 30 Upon title transfer
- 31 Optional over 18 with proof of \$10,000 of medical insurance for bodily injuries.
- 32 Not required over 21 with a minimum of \$10,000 in medical insurance.



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RIDING, GAMBLING AND BODY SEARCHES

24th Laughlin River Run

Has the luster worn off of the Laughlin River Run? Judging by what we saw, I guess it all depends on what you were hoping to get out of the event. This year marked the 24th anniversary of the River Run with Laughlin officials estimating over 75,000 people attending this year's event. This year's run was held a week later than usual, April 26 through 30, which didn't help to cool off the temps any. And, for being so full of people, every hotel on the strip still had rooms available going into the third day. What used to take over one hour to walk from the Riverside at one end of the Strip to the River Palms at the other, maybe took half the time. Less people to fight your way through? It sure did seem so.

As usual, almost every hotel on the

Strip had vendors spilling out of their parking lots. If you couldn't find that little gee-gaw you were looking for, you weren't trying. Stroll around long enough and you'd find Billy Lane and his Blood, Sweat & Gears Tour (although you really had to look to find him as they had him wedged into the rear of the vendor area). If you haven't seen Billy's show in person, you really should make plans to. If that's not possible, pick up his just-released DVD, you won't be disappointed. Other top builders included Scott Long, Matt



Hotch, Eddie Trotta and El Pitts and the crew of Vegas City Choppers. From time-pieces to time-shares, chassis to chromed everything, the vendor areas had a little something for everyone.

Want to test out a new bike? The folks at Victory, Harley, Yamaha, and Big Dog had a few on hand for you to tool around on. New kids on the block like Blue Ribbon Customs (www.blueribboncustoms.us) and Backroad Choppers (www.backroadchoppers.com) had plenty for you to gaze upon, as did Arlen Ness, Russell Mitchell and the boys at Exile Cycles and Strip Club Choppers—who also brought out “strippers,” complete with mini stages and poles. Tired of hearing your buddies tell you how much faster their bike is than

yours? You could have brought them right over to the Teresi Dyno-Drags and either proven them wrong or taken your lumps like a good boy.

The annual Miss Laughlin contest, as well as a few of the wet T-shirt contests, normally taking place outdoors for all to enjoy, were moved inside the casinos. Why? Well according to some Laughlin officials, these events tend to cause “riotous behavior.” Huh? Some contests were cancelled, as no one signed up for







them, however, the Miss Laughlin contest went on as scheduled, only to a much smaller audience.

On the law enforcement end, there were a ton of them. According to Las

Vegas Police Lt. Thomas Smitely, "The overall attitude of the crowd was very peaceful. They seem to enjoy all the police being there." Again, there sure were a lot of those folks out there.



However, according to Lt. Smitely, "The heavy monitoring of the hotel parking lots and our Bait Program showed a fall in the number of bike thefts from 13 last year to three this year and down from 27

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in 2004." However, the police did arrest over 100 people for various crimes, including "inciting disorderly conduct." Yep, yell, "show yer tits," go to jail. Highway checkpoints on Friday night and Saturday brought in some major arrests as well—besides the fact they tied up traffic for hours. Moral of the story? Obey the law and have a good time. Accidents? A few. The good news? No fatalities were reported.

Maybe the crowd seemed so thin because there was nothing but blue skies the whole event. This is the first time that I can remember that there wasn't a day of rain forcing everyone inside so the one-armed bandits could steal your cash. Many people told us they spent all day riding. Some took the short hop out to Oatman or Lake Havasu City (especially for Saturday's Poker Run); some went as far as Vegas or touring the Grand Canyon. Whatever the destination, the weather couldn't have been better. Besides, you really didn't come all that way to sit in a casino all day, right?

Want free stuff? There was plenty of opportunity to check out Warrant, watch the Gilley's bikini bull riding and mud wrestling (not at the same time) and all the other craziness taking place at the

Pioneer, which transformed itself into a "Biker Carnival" this year. Other concerts included Cheap Trick, Foreigner, Rick Derringer and Edgar Winter, the Marshall Tucker Band and an Eagles tribute band named Hotel California. Man, I could have sworn some of those guys had passed away...evidently not.

If you were looking for the latest and greatest products on the market, or just looking to get out and stretch your legs and get rid of your helmet for a day of riding in Arizona, the Laughlin River Run had a little something for everyone. I suppose you get out of it what you put into it.

—Oil Can



Photos: Lesley Stenning

D V D R E L E A S E P A R T Y

Blood Sweat & Gears

The world premier of Billy Lane's *BLOOD, SWEAT & GEARS: America's Top Builders Salute Our Military* DVD was held in grand fashion on the evening of April 28th, at the Edgewater Casino during this year's River Run. Although the doors didn't open to the public until 4:30 p.m. (for the 5 p.m. showing), there was a line out the door long before that. The people and VIPs that were able to get a seat were not disappointed.

"We're incredibly proud of what we've accomplished," says Billy. "What started out as something to make our involvement in the bike shows more interesting, has turned into a unique, rare tribute to the men and women of our armed forces." And what a tribute it is. During the viewing of the DVD, the room burst out in laughter during many of the comical events that happened during the Tour. However, there were several moments during the viewing when you could hear a pin drop. Most of those came during very poignant moments, like when a US serviceman was honored by receiving a bike that Billy and his team

of top builders had built to give away. Or, especially, when a father's tribute to his son came to fruition and he handed the keys to one of his son's friends who had served with him in Iraq. There really wasn't a dry eye in the house.

The patriotic themed tour featured the collaborative on stage efforts of Billy, Mondo Porras, Aaron Greene, Paul Cox, Kendall Johnson, and the tour emcee Jennifer Scott. Highlights include Billy's jump with the Army's Golden Knights parachute team and a dedication live-via-satellite to a serviceman in Iraq. The DVD comes packed with many extras including commentary by Billy, a segment covering Billy's trip to Japan, and some classic bike rally fan footage.

The Tour DVD will be available for purchase on the Choppers Inc. Web site (www.choppersinc.com), as well as the Choppers Inc. booth at all upcoming bike rallies and events around the country.

Hurry, these DVDs won't be around forever.

—Oil Can & Jason Edwards



Photos: Lesley Stenning

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NEW EPISODES AND GREAT BUILDERS BEHIND THE CAMERAS AT V-TWIN TV

Five new episodes of *V-Twin TV* are currently airing on SPEED Channel. Stand clear, and take small children by the hand. Your big children can hop aboard and hang on; we're taking you on a backstage tour of some of the best custom chopper shops in the land with a stopover at Daytona Bike Week.

The crew of *V-Twin TV* first landed in Phoenix, Arizona, where Paul Yaffe and crew were building a custom chopper



and mechanical savvy take up the slack. Preparing to ride the beautiful No. 24 chopper for the first time, Gordon had only one minor technical question for Paul: "How do I know it's in neutral?"

Our cameras next landed in Reno, Nevada, home of Aaron Greene's Paramount Custom Cycles. Once the SoCal film crew got over the shock of seeing a little snow on the ground (and had their wives overnight them appropriate



for NASCAR superstar Jeff Gordon. "The finished bike presented a bit of an optical illusion," said one crew member. "It looked like a 12-foot-long chopper, but was actually down-sized to fit Gordon." Gordon looms large on billboards (and drink cups), folks, but in person he's only five feet, seven inches tall and 150 pounds. That's about two inches shorter than his likeness on a cardboard stand-up. But that's okay; his racing prowess





winter clothes), they immersed themselves into Aaron's world. "Every guy who comes into this shop doesn't want to leave," said Gayle Greene, Aaron's mother and business partner. No, there's not a brass pole and stage in the shop. It's the power tools and flame-throwing acetylene torches. "This is shop-heaven for boys," Gayle added, shouting above the din of planishing hammers and plasma cutters.

"It's tricky filming in these noisy shop environments," said one *V-Twin TV* director. "We could quiet things down more and stage some scenes, but we prefer to give viewers a real backstage tour."

Only 30 years old, Aaron, aided by his brother and a crew of merry metal workers, produces a line of



affordable production choppers. But don't let the "production" approach fool you, these aren't bolt-on customs. "They're built more like one-offs; we call them custom production bikes," says Aaron with pride at his hand-fabricated production system. Hand-applied flame jobs are standard.

One five-hour flight later, the film crew got a break in the weather when they landed in Billy Lane's Melbourne, Florida, shop. Soon, they were following Billy around Daytona Bike Week, offering *V-Twin TV* viewers a chance to see Bike Week through the eyes of one of the industry's most celebrated builders. "This year my agenda for Bike Week," said Billy, "is not to be late for anything and not get any traffic tickets."

So what does he do at Bike Week? Well, as our cameras revealed, between making the scene at the annual V-Twin Biker's Ball and ViQc awards and hand-crafting motorcycle parts on-stage at his Blood, Sweat & Gears shows, Billy likes to enjoy Bike Week just like the rest of us.

Billy was also in attendance at Destination Daytona for the *Easyriders* 35th anniversary festivities. As the sun set on the *Easyriders* bike show tent, virtual storm clouds were forming over the Teresi Dyno-Drags truck a quarter mile away as two giants prepared to square-off for our cameras on the virtual drag strip. "It's Goliath vs. Goliath!" said one spectator, holding her ears as she watched the world's fastest motorcyclist, *Easyriders* Streamliner pilot Dave Campos, scorch through three races. And his opponent? Destination Daytona's Bruce Rossmeier.

So by now you're probably wondering: who won that fabulous Eddie Trotta chopper? Well, it ain't every day that you give away a \$70,000 chopper. But one day during Bike Week we did just that—and our cameras were there to film that also. The winner was Steve Sayess of Gloucester, Massachusetts. We hated



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to see that bike go, but Steve ain't complaining. Rumor has it he was last seen cruising up interstate 95 picking bugs out of his smile.

We next sent our film crew to the snowy plains of Sioux Falls, South Dakota, where they quickly took shelter in a place known as Twisted Choppers. No, it's not a junkyard for helicopters. It is home to Jason Kangas and his crew of head-banging, metal-crafting chopmeisters. A graduate of Fay Butler's famed metal-working school, Jason Kangas showed our cameras what high-end custom tank building is all about. What is it all about? Well, if you ask Twisted Choppers co-owner Kai Morrison, he'll tell you it's all about making a lot of noise. "It's incredibly noisy.



Photos: V-Twin TV

Nobody can stand to work in the same room with Jason when he's pounding out tanks on the power hammer," says Kai, "except Kitty, the shop cat—he doesn't mind the noise at all."

Uhm, shop Kitty?

"We had a huge Doberman Pinscher named Thor, but our insurance company nixed that. Guess they were afraid he'd bite a customer," said Kai, adding "the insurance company is all right with Kitty."

From there, it was off to the East Coast for a visit to the South: North and South Carolina. Our crews split up and each tackled two of the coolest chopper shops in the Southeast. (Everybody with me so far?)

North Carolina metric wizard Doug Morton and his crew at Morton Custom Cycles showed us how to transform a salvaged Yamaha V-Star into a vintage board-track racer. "That was the most drastic transformation I've yet seen on any bike build," said one crew member. "And they did it the old fashioned way—no CNC machines, no frame jigs, no computers." They also gave welding lessons to the TV crew and coached them on the finer nuances of the southern dialect. "They didn't paint the bike yellow," joked the director, "they painted it yallah!"

Meanwhile in South Carolina, chopper monger Vince Doll of Redneck Engineering showed us how he and his crew are giving the term "redneck engineering" a good rap by building some of the baddest choppers on the planet.

North, South, East, West, Midwest... the accents vary by region, but if V-Twin TV is to be trusted, fluent chopper is spoken just about everywhere, and your V-Twin TV backstage pass is valid in any shop, at any time.

Check local listings for date and times and join us for V-Twin TV on SPEED Channel.

—John Starr

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Talking Tech

GOT THE WOBBLES

Just bought a 2006 Screamin' Eagle Ultra. At 85-90, it starts feelin' loose. As I accelerate, it goes into a crazy high-speed wobble. The genius at my local H-D dealership told me to keep it under 80. What a dick. They sell me a so-called hot rod and that was the best he could tell me, "don't speed." They said they checked alignment, balance and rotors for warp, but could find nothing wrong. Thanks, dude. I enjoy reading your column, nasty attitude and all.

RJ from NJ

Wobbles are a bitch indeed, especially, as you pointed out, on a motorcycle marketed as a hot rod. The real bitch is that it's usually harder to find the cause than it is to fix it. My first suggestion is to check two obvious things that you didn't mention—tire pressure and uneven tread wear. Dick or not, it's hard to believe your dealer would have overlooked that, but it's worth mentioning. I was talking with Mike Meinhardt at Pingel's the other day and he told me about a wobble caused by one of the fork legs being dry. Check the fluid, and drop Mike a thank-you note if that turns out to be your problem. Just one question—what fucking attitude is that?

S&S SWAP

My ride is a stock 1979 shovelhead motor in a Harley hardtail. The right case cracked behind the lifter blocks and I want to put the motor parts in S&S cases. I think this will be a straight-across swap, but do you know of any problems I might run into?

Hogdude

Nope. Should be a straight-across swap, just like you said. But are you sure you don't want to put some stroke and a cam in that baby while it's apart?

COOL OFF

I had an oil temperature gauge put on my 2004 Electra Glide. The readings were a hell of a lot higher than my Evo. I saw 290 degrees on the way to Sturgis. I meant to take care of this last year but put it off until now. Should I add an oil cooler, or are those numbers really nothing to worry about?

Thermoglide
Kansas City

Twin Cams do run hot. I don't use them

on Evos, but I'd have to say that an oil cooler is a good idea on a TC and so is a good synthetic oil. Synthetics are more tolerant of extreme heat than the average petroleum-based oil. The only question is whether to spend the extra three or four bucks a quart for a motorcycle-specific oil or just use a good automotive synthetic.

CONSPIRACY?

Over the years, I have seen a lot of material in the magazines preaching how much better the expensive synthetic oils are than the cheaper oils like Castrol 20-50, which you can find at any Wal-Mart. But when I talk to people they always say that the synthetic is better, but either they can't tell any difference or their oil consumption went up. Do you think synthetic would be worth the money for my shovelhead, and what oil do you use?

Sam Beers

Kalamath Falls, OR

I'm sensing a conspiracy here because oil is my least favorite topic to talk about. Whatever, I switched to synthetic in a 96-inch Evo with 20,000 miles on it and my oil consumption doubled. I switched back, and it returned to normal. I put synthetic in a shovelhead and it sprang all kind of leaks, I switched back and they went away. A salesman told me synthetic would make an Evo run quieter, use less oil and get better gas mileage. I changed the oil in a driveway in Sturgis. On the way home, under all but identical conditions, I found no difference between how the engine ran with the big-dollar synthetic and the dinosaur oil that I've been using. BUT my experience is 180-degrees out from that of several industry contacts whom I've talked with and trust enough to respect their opinion—shovelhead and Evo riders alike, not to mention an engine manufacturer whose testing indicates as much as a 30% reduction in oil consumption. I just don't have the real-life experience to back it up.

—Tom Johnson

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

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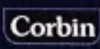
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It's that time of year again when we lay out our pick of the Top 10 production bikes. This year's group includes some of the finest rides we have ever tested. They range from a high-style muscle bike to die-hard old-school choppers. All the bikes on our list have super cool styling, smooth powertrains and features galore. As always, our picks are all production bikes, but

there is not one among them that doesn't have the look of a serious custom bike.

We are presenting the bikes in alphabetical order and although there are several other companies that build custom bikes, we selected these brands based on their conforming to DOT and EPA regulations and being listed in the NADA Guide. —*John Sullivan*

2006 Top 10 Production Motorcycles

American IronHorse Motorcycles

The Texas Chopper is the signature ride from American IronHorse. The frame for this chopper has a 4-inch backbone stretch and an 8-inch downtube stretch with 38 degrees of neck rake. The polished billet triple trees that have a further 4 degrees of rake for a total of 42 degrees of fork rake. It uses 12-inch over fork tubes. Even with a 280 rear tire, the 6-speed

right-side drive transmission keeps the bike from having an offset powertrain, which makes for a radical look with good balance. The bike's motivation is provided by a fully polished 111-cubic-inch S&S motor, with 117- and 124-inch motors as options.

For more information, call American IronHorse at 817-665-2000 or log on to www.americanironhorse.com.



The Texas Chopper features custom-styled handlebars, air filter and coil covers. American IronHorse offers 10 optional wheel designs, 18 base colors and a multitude of graphics.



The Evil Spirit 300 presents just the right image for a pro-street bobber: big S&S motor, chain final drive and close fitting fenders. The black rims and air filter add the finishing touch.

American Performance Cycle

American Performance Cycle has been quietly building bikes in Sin City, Las Vegas, Nevada, for the past five years. During that time, they have continually added production capacity and grown their dealer network. Their Evil Spirit bobber encompasses the ultimate pro-street look. It is powered by a 96-inch S&S motor coupled to a Baker Drivetrain 6-speed transmission. The forks use billet triple trees and chrome tubes and sliders. The 4-piston brakes are by Hawk Haulers while the sheet metal is custom made by APC.

For further information contact American Performance Cycle at 702-980-8007 or visit www.apccycles.com.

Big Bear Choppers Motorcycles

The Reaper from Big Bear Choppers, uses a classic swingarm with left-side drive transmission and 250 rear tire. A BBC exclusive S&S 100-cubic-inch motor powers it. Stopping power comes through Performance Machine 4-piston calipers squeezing polished rotors.

Big Bear Choppers has a rather unique marketing concept; you can buy the Reaper as a road-ready motorcycle or as an unassembled kit. Since BBC is a licensed motorcycle manufacturer, when you purchase a Reaper in either form, you are purchasing a documented "manufactured motorcycle," not a special construction bike. This may save you a

bunch of hassle with financing, insurance and registration.

For more information call Big Bear Choppers at 909-878-4344 or log on to www.bigbearchoppers.com.

The Reaper uses a dual downtube frame that has 3 inches of backbone and 6 inches of downtube stretch. The fork has 10-inch over tubes. It also uses the RevTech 6-speed overdrive transmission.



Big Dog Motorcycles

Big Dog's all-new K-9 is fitted with a super-wide 300 series tire in Big Dog's A-frame swingarm frame. It is powered by a big, 117-cubic-inch, motor along with their exclusive Balanced Drive 6-speed transmission and clutch system. This industry-leading driveline system not only moves the final drive belt to the bike's right side, but it also relocates the clutch to behind the primary drive. This setup allows for a much more neutral powertrain balance.

Contact Big Dog at 316-267-9121 for the name of the dealer nearest you or log on to www.bigdogmotorcycles.com.

With 4 inches of backbone and 8 inches of downtube stretch, the Big Dog's K-9 blends long looks with a 300 tire. The K-9 has Performance Machine 4-piston brakes on both ends.



Harley-Davidson

The Street Bob is the latest addition to the Harley-Davidson Dyna Glide family. It, like all of the other Dyna models, went through a complete redesign. The bikes' frames are new; they are all equipped with a 6-speed trans and automatic primary chain tensioners. The new transmissions have constant mesh helical-cut



FXDBI Dyna Street Bob. If you like "rat-rods" and chicks with down and dirty looks, here's your next ride. There's nothing on this bike that isn't needed, one seat, high bars and spoke wheels.

gears that use independent low-mass shift dogs. Along with the drivetrain changes, the Dyna's Twin Cam motor also received a number of improvements: a new cam

plate now uses roller chains, plain bearings and hydraulic tensioners. The lubrication system gets a new higher volume oil pump and an integrated oil filter

mount. All of the Dyna bikes are fitted with larger 49mm fork tubes, ride on a 17-inch 160mm rear tire and come equipped with electronic fuel injection.

Hellbound Steel Motorcycles

With its S&S 80-inch shovelhead motor and five-speed kicker tranny, the Stripper from Hellbound Steel Motorcycles is genuine old-school. This bike comes with an open belt drive, 130-series rear tire and a selection of custom designed chopper parts as standard features.

Call 909-484-8800 for info or see the new Hellbound Steel Motorcycle line at www.hellboundsteel.com.



The bobber Stripper rigid blends modern technology and old-school with features including a real S&S shovelhead motor, Brembo brakes, wide front end, bicycle-style handlebars, metallflake paint and matching graphics.

Proper Chopper Motorcycles

Proper Chopper blends chopper styling with modern mechanical components. The 300 RS Chopper is powered by an S&S 113-inch motor mated to 6-speed right-side drive tranny. The

chopper features a thin wasp-like gas tank w/graphics to match.

For further information contact Proper Chopper at 702-450-7010 or visit them on-line www.proper-chopper.com.



The 300 RS Chopper has classic styling with all of the custom touches. The frame has 6-inch backbone and 6-inch downtube stretch, with 38 degrees of rake. The rear fender is mounted to the swingarm, so that it fits right down on the 300-series tire for a tight look.

Rucker Performance

Bill Rucker has been producing bikes for more years than he would like to admit. We really like his Predator; it is styled close to the ground for that ultimate visual in a muscle pro-street ride. With its 124-inch S&S motor and 6-speed right-side drive transmission it runs as good as it looks. It features Arlen Ness controls, a 300 series rear tire and

custom billet wheels.

For more information, contact Rucker Performance at 817-838-3200 or visit www.ruckerperformance.com.

The Predator has the stance of a dragster with a rubber-mounted drivetrain. The 124-inch motor and 6-speed transmission are isolated from the frame for exceptional ride quality along with its raw power. The frame has 49 degrees of rake and 19-inch seat height.



Swift Motorcycles

Swift Motorcycles started life making cool choppers with fat frame tubes. Their Tormentor and Bar Chopper have long been included in our favorites. For 2006, they took a new road with the Lucky Strike Bobber, which we think is a great bike for the money. Based on a rigid wishbone frame, the bike has just the

right style. Powered by a genuine Harley-Davidson 80-inch Evolution motor, it runs a belt primary, 6-speed tranny and chain final drive. Like all Swift Motorcycles, the Lucky Strike comes with a three-year warranty.

For more information or to find the Swift Motorcycle dealer near you, call 602-248-2836 or go to www.swiftmotorcycle.com.



The Lucky Strike Bobber is available with either a hydraulic or springer front end. The peanut tank, sprung seat, bobbed rear fender and white-wall tires complete the retro image.



The Hammer hits home with 88 horsepower and 110 ft.-lbs of torque. The Victory overdrive 6-speed transmission yields a 13.6% top-gear RPM reduction over a standard 5-speed's 1:1 ratio.

Victory Motorcycles

The Hammer is a pure V-twin muscle bike, its styling is unique to Victory Motorcycles. The 100-inch motor and 6-speed overdrive transmission gets things going, while 4-piston Brembo

calipers and floating rotors make for great stopping power. The Victory Freedom motor features overhead cams with a helical-cut gear driven primary.

Call 763-542-0500 or go to www.victorymotorcycles.com.

WANTED RIDERS WITH ATTITUDE

If you're ready to ride a bike with "attitude", check out the new 2006 models from Hellbound Steel Motorcycles. There are six models to choose from... 2 with single sided swingarms! All HBS bikes are equipped with S&S 117" motors, 6-speeds, open belt drives, digital speedos, all billet parts and tons of other special features.

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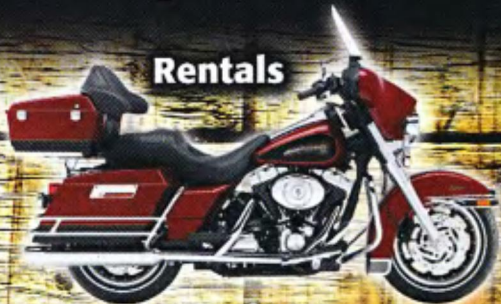
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Out Of Time

Eleventh-Hour Chopper

By now, you'd have to be living in a dark hole somewhere not to know about Rick Fairless, his shop Stokers Dallas, or his Speed Channel TV show, *Texas Hardtails*. You may or may not know about Joe T. Moore, Rick's best friend, but you should because he's been on many a *Texas Hardtails* episode.

There was a time when Rick Fairless was involved in one of the Discovery Channel's *Biker Build-Offs*. As part of the *BBO* contest, once the bikes are



finished the builders all ride them out to the bike event where all that fair and non-biased judging happens. Joe T. was planning to accompany Rick on the ride when a small problem occurred. It seems Joe T. crashed his chopper leaving him with no bike to ride and little time to build another one. So, Joe T., being the guy he is, gathered up all the useable parts from the crashed chopper, engine, tranny, rear wheel, headlight, etc. and started hustling to get a new bike ready for the ride.

A Chica gooseneck rigid was chosen as the foundation for the new bike along with a Johnny Chop fuel tank and Wernimont rear fender. These key components, along with the remains of Joe T's old chopper and any other spare bits he could scrape up, went into the bike





you see here. A lot of the donor parts were already black, so that set the theme and overall color scheme. The fact that the bike had to be assembled quickly and from any available parts made it kind of a bastard piece, so add two and two, and you quickly understand where the name "Black Bastard" came from.

Oddly enough, as Rick's entry into the *Biker Build-Off* was being filmed for TV, Joe T's bike was also being filmed (separately) for *Texas Hardtails*. Not many bikes were built on Rick's SPEED

series, so the Black Bastard became a star by default and was one of a select few bikes ever built on the show. Not bad for a last-minute project, eh?

Equally as interesting, the model you see posing here (Lil' Debbie's her name) was also a regular on *Texas Hardtails*. Funny how these things come together, but sometimes you get the best results from the craziest of situations.

—Wordman







passin' gas

A Baptist minister was seated next to a Marine on a flight to Memphis, Tennessee. After the plane was airborne, drink orders were taken. The Marine asked for a scotch and soda, which was brought and placed before him. The flight attendant then asked the minister if he would like a drink.

He replied in disgust, "I'd rather be savagely raped by brazen whores than let liquor touch my lips."

The Marine then handed his drink back to the attendant and said, "Me too. I didn't know we had a choice."

Bob Grinch
Ridgewood, New Jersey

There's this man with a bald head and a wooden leg who gets invited to a fancy dress party. He doesn't know what costume to wear to hide his head and his leg, so he writes to a fancy dress company to explain the problem.

A few days later he receives a parcel with a note: "Dear Sir, please find enclosed a pirate's outfit. The spotted handkerchief will cover your bald head, and with your wooden leg, you'll be just right as a pirate."

The man thinks this is terrible because they've just emphasized his wooden leg and so he writes a rude letter of complaint.

A week passes and he gets another parcel and a note which says: "Dear Sir, sorry about before, please find enclosed a monk's habit. The long robe will cover your wooden leg, and with your bald head, you'll really look the part."

Now the man is really annoyed, since they've gone from emphasizing his wooden leg to emphasizing his bald head and he writes the company a really rude letter of complaint.

The next day he receives a small parcel and a note which reads: "Dear Sir, please find enclosed a jar of caramel. Pour the jar of caramel over your bald head, stick your wooden leg up your ass and go as a candied apple!"

John Trotz
Flin Flon, Manitoba, Canada



"Are you sure this is better than blowing into a bag to get rid of hiccups?"



Two men were in a supermarket shopping when their carts collided. "Sorry," says the first man. "I was looking for my wife."

"That's a real coincidence," replies the second man, "I've lost my wife too. Let's work together. What does your wife look like?"

"She's tall, has blonde hair, firm tits and a tight ass. What about yours?"

The second man thinks for a second and then says, "Ah, screw her. Let's look for yours instead."

T. Jennings
Stratford, New Hampshire

A biker was riding along a California beach when, all of a sudden, the sky clouded above his head and in a booming voice the Lord said, "Because you have tried to be faithful to me in all ways, I will grant you one wish."

The biker pulled over and said, "Build a bridge to Hawaii so I can ride over anytime I want."

The Lord said, "Your request is materialistic. Think of the enormous challenges for that kind of undertaking. The supports required to reach the bottom of the Pacific! The concrete and steel it would take! It will exhaust several natural resources. I can do it, but it is hard for me to justify your desire for worldly things. Take a little time and think of something that would honor and glorify me."

The biker thought about it for a long time. Finally he said, "Lord, I wish I could understand my wife. I want to know how she feels inside, what she's thinking when she gives me the silent treatment, why she cries, what she means when she says nothing's wrong and how I can make this woman truly happy."

The Lord replied, "You want two lanes or four on that bridge?"

Sinful Sads
Agoura Hills, California

Scooter brought home a dozen red roses to his wife. "How nice, dear," she said. "What's the occasion?"

"I want to make love to you," he said. "Not tonight, dear. I have a headache."

The next night he came home with a big box of chocolates and explained that he wanted to make love to her.

"I'm awfully tired, honey," said his wife. "Can I have a raincheck?"

Every night for a week Scooter brought home something, but each time his wife's answer was "No."

Finally he came home carrying six black kittens with little red bows around their necks and handed them to his wife.

"How adorable," she exclaimed. "What are they for?"

"These are six little pallbearers for your dead pussy."

R. M.
West Palm Beach, Florida

An old biker had an appointment to see the urologist who shared an office with several other doctors. The waiting room was filled with patients. As he approached the receptionist desk, he noticed that the receptionist was a large unfriendly woman who looked like a Sumo wrestler. He gave her his name.

In a very loud voice, the receptionist said, "YES, I HAVE YOUR NAME HERE. YOU WANT TO SEE THE DOCTOR ABOUT IMPOTENCE, RIGHT?"

All the patients in the waiting room snapped their heads around to look at the very embarrassed man. He recovered quickly and in an equally loud voice replied, "NO, I'VE COME TO INQUIRE ABOUT A SEX CHANGE OPERATION, BUT I DON'T WANT THE SAME DOCTOR WHO DID YOURS."

Rocky Meyerson
S.P.B., Florida

Easyriders T-shirt of the month: "Support the Coast Guard - Get Lost!"
David Chance
Ogden, Utah

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

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Owner: Joe T. Moore
City: Dallas, Texas
Designer: Joe T. Moore

GENERAL

Fabrication: Stokers Dallas
Year and make: 2005 Stokers
Dallas Custom
Model: Black Bastard
Assembly: Stokers Dallas
Time: 90 days
Chroming: Show-N-Go

ENGINE

Year and make: 2004 TP Engineering
Ignition: Crane HI-4 Single Fire
Displacement: 121 cubic inches
Lower end: TP Engineering
Balancing: TP Engineering
Pistons: TP Engineering
Heads: TP Engineering
Cam: TP Engineering
Lifters: TP Engineering
Carb(s): S&S Super G
Air Cleaner: Chica/Goodson
Pipes: Yaffe X-Pipes

TRANSMISSION

Year and make: 2004 Baker
Shifting: 6-speed

PAINTING

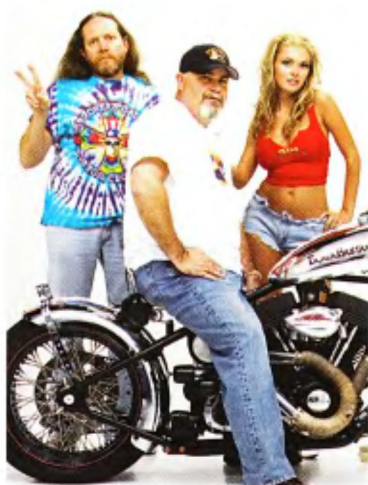
Painter: OSC
Color/Type: Black/Urethane

FRAME

Year: 2004
Builder: Chica/Santee
Type: gooseneck
Rake: 38 degrees
Stretch: huh?

ACCESSORIES

Bars: Chica, Z Bars
Handlebar controls: PM
Fender(s): Rear -
Russ Wernimont



Headlight: CCI
Taillight: Billy Lane, Dice
Pegs: Performance Machine
Electrics: Stokers Dallas
Gas tank: Johnny Chop
Oil Tank: Mooneyes
Oil system: BDL
Primary cover: BDL Top Fuel

Seat: WTF
Grips: Performance
Machine
Mirrors: Yaffe

FORKS

Type: springer, wide
Builder: Paughco

WHEELS

Size: 21-inch front, 18-inch rear
Hub: Black Bike 60 Spoke
Tires: Metzeler
Brakes: Performance Machine front,
RC Components rear
Photos: Darryl Briggs



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P A I N T E R O F T H E Y E A R

The Reclusive Bill Streeter

Bill Streeter says he has been painting for as long as he can remember. His father was an artist and had an art shop where he taught Bill to use water colors, acrylics and oils. He says it was like art school when he was a kid. "I got a lot from my father," says Bill. The first bike he painted was his neighbor's; the guy didn't like the paintjob he had and had seen stuff that Bill had painted on a wall. He gave him his tank and it came out great. "Since then, people have wanted me to paint motorcycle tanks," he says.

After graduating high school, he went to the Paier College of Art in Hamden, Connecticut, attending only one year and didn't have any formal training after that. He picked up the airbrush by himself, starting when he was 13-years-old.

In the 1980s he hooked up with Lou Falcigno and he says that just about everything he did for Lou ended up in the pages of *Easyriders*. He has also painted for Eddie Trotta and Frank Oddi. He says he has never advertised; he doesn't even have a listed phone number. He manages to get enough work by word of mouth. Bill says it is endless; there are a lot of people still waiting to get their paint, but they keep coming.

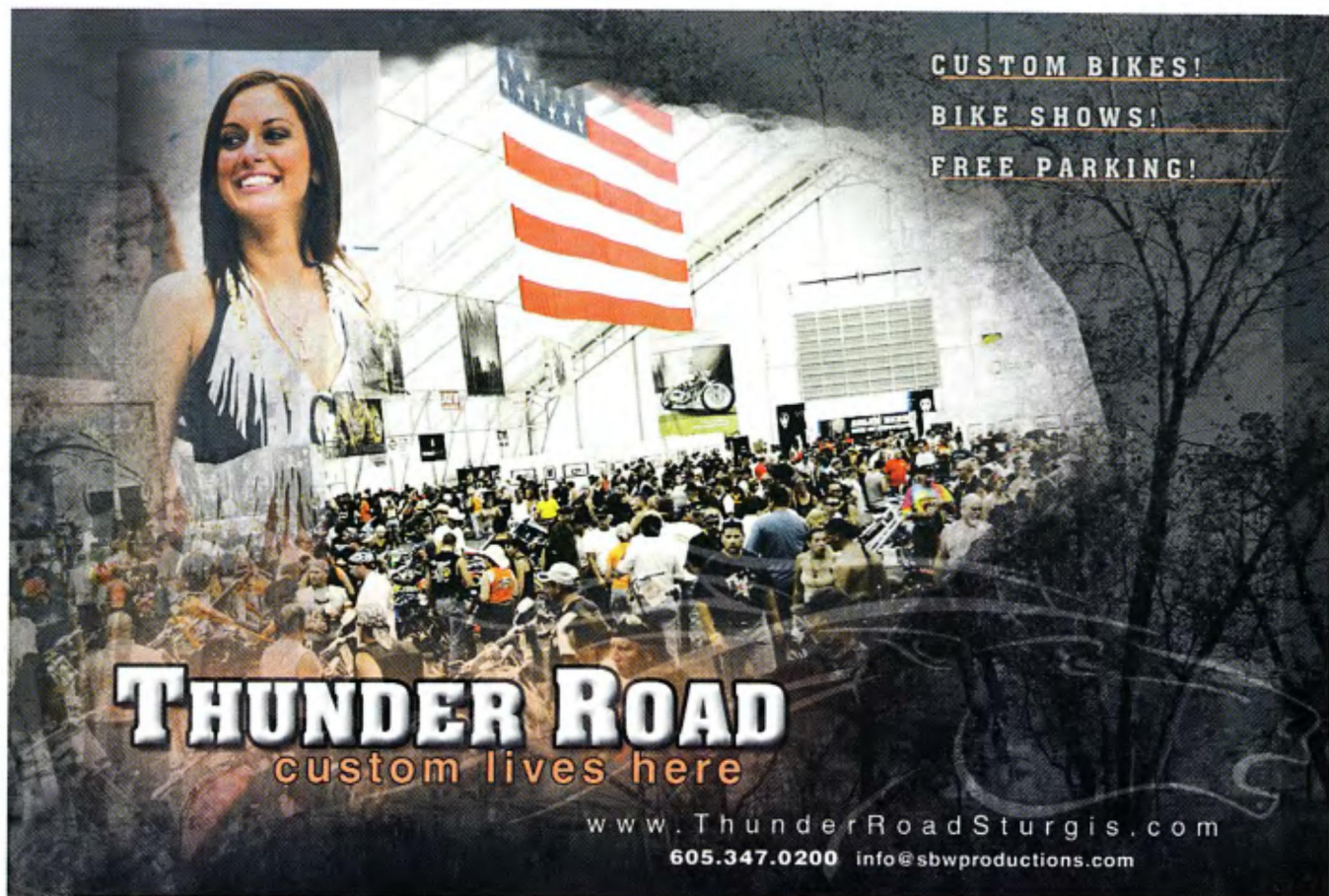
"I learned a lot from Louie about what is cool in motorcycles. The first thing he told me is it's not what you add on, it's what you take away. It's what you don't



have on there that makes a bike cool. You can't put something on a bike; you have to strip it down to the bare essentials. It's got to start with the motorcycle. I've done some beautiful paintjobs on some other bikes. The motorcycle has to stand up even without paint. Then when I paint something like that, it's over the top. Oddi's bikes, Trotta's bikes and Louie's bikes, they could have gone out there without paint, when you paint them up like that, it's outrageous."

In the last few years, Bill has been going to bike shows and meeting builders. He was impressed when he met Indian Larry. "I'm meeting this famous guy and he's talking all about me. He gave me a lot of good advice; he inspired me to go to more shows. The more shows that I go to the more people that I meet... Indian Larry was the first guy I saw really having a good time at the shows. He was picking up little kids, greeting the public like a person. It was really inspiring to see."

"I use the same airbrush that I used from Day One. It's just a Badger airbrush off the shelf. I can use any airbrush because I am not doing any fine lines. I do stencil-cut work and spray mask, not a lot of freehand work. Ninety-percent of the art out there is freehand, it's quicker, but they'll never get the minute details that I can get."



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Ouch! She wants to ride ...

... and I'm stuck here cleaning.

That's Bruce and his girlfriend Denise. She drops by and wants to go riding. He told her he's gonna be cleaning for at least an hour. She says she cleans her bike in 15 minutes. So who's got it right?

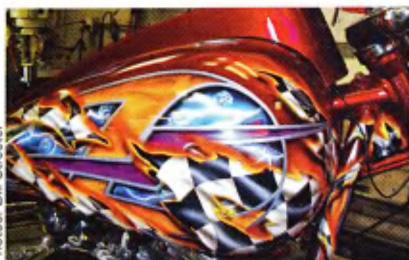
Denise does! When it comes to cleaning his bike, Bruce is still back in the dark ages with his bucket of suds. Denise found out about S100® Total Cycle Cleaner, the product *Rider® Magazine* called "the revolution for the Saturday morning wash". It's so simple! Spray on, touch the heavy dirt with a sponge, hose off and wipe... you're done in as little as 15 minutes. S100 is the number one selling bike cleaner and factory approved by leading bike makers for over two decades. So cut your cleaning time and bump your riding time. Like they say: "Don't keep the ladies waiting." Available from your Harley-Davidson® Dealer.

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Total Cycle Cleaner

S100

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Photos: Bill Streeter

Bill uses House of Kolor paint. He says he hasn't tried the water-based stuff, but figures pretty soon everybody is going to use it. "My philosophy for painting is it should outlive us all. The next generation should have this paintjob. With the paints they have now, who knows how long the paintjob is gonna last? Maybe hundreds of years, as long as the metal doesn't get fatigued."

"They wrote a lot of books soon after I started painting, so I didn't get to read any of the how-to books, so I use my own techniques. Every time I start one I don't follow any formulas. I just adapt to whatever it needs."

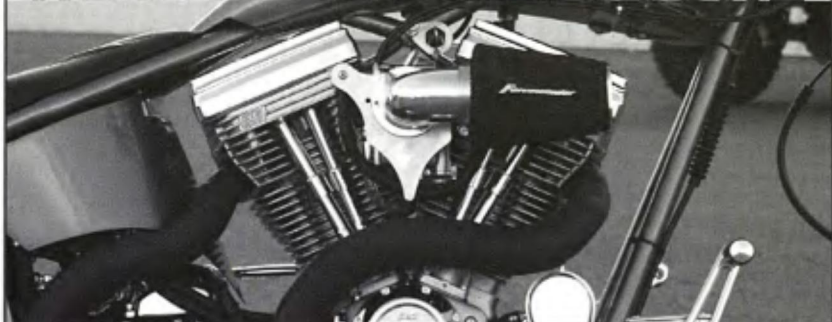
Bill was honored this year at the V-Twin Biker's Ball and was awarded Painter of the Year. Dave Perewitz was the man who nominated him. The reclusive Bill Streeter was horrified when he found out. "Does that mean I have to get up on a stage and talk? I've had stage fright since I was a kid," he says.

When asked if he thinks his artwork has evolved, he says, "The first mural that I did came out just like the stuff that I did for Louie. I only do one thing, it's all murals. I don't use any computers or any tricks. It's just an airbrush... and me."

—Kit Maira

Contact Information: Bill Streeter;
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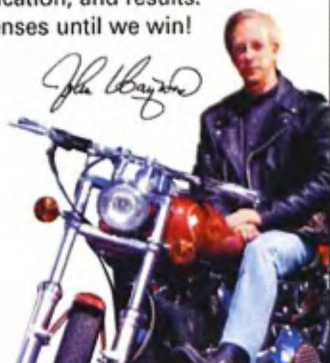
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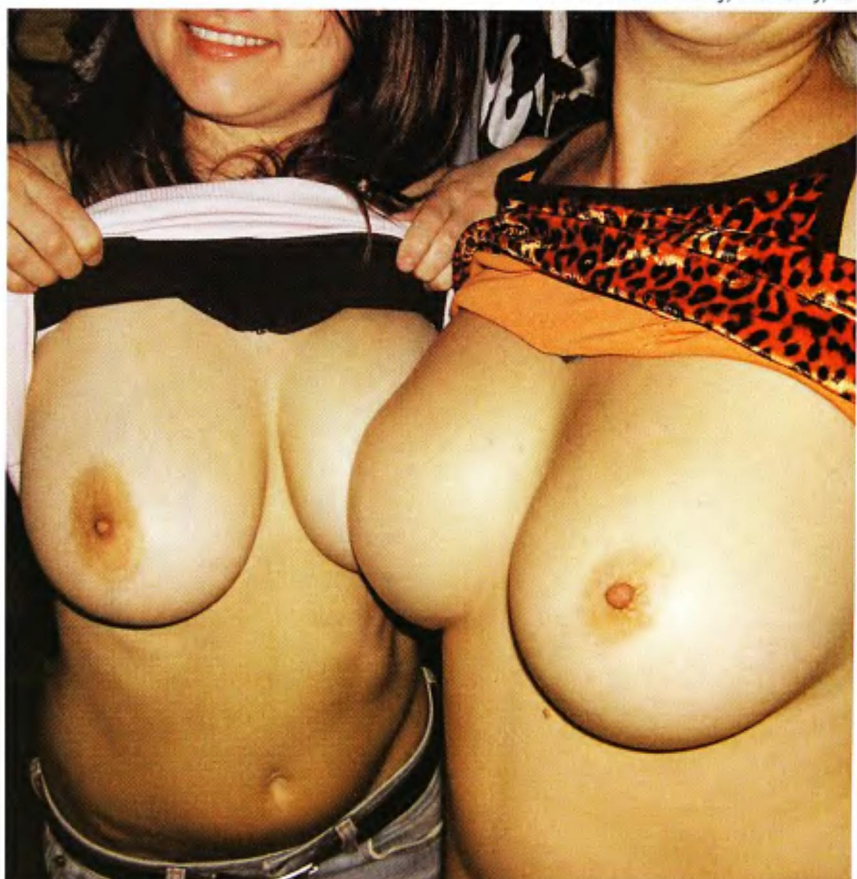


Where to from here, Dear?

—Bill and Dawn Barry, McHenry, Ill.



Gutty gal. —Bill Cromwell, Gettysburg, Pa.



Two pair of mighty mams seen at Iron Horse Saloon.

—Paul, Daytona Bike Week 2006



Looks well taken care of.

—Les Holt, La Porte, Texas



Hula Hooligan.—Fylo & Flowers, Daytona '06



Tasty northern feathers.

—Dave Liebrecht, Winnipeg, Manitoba



Fried rice—biker-style.

—Dave Staggs, Grandin, Mo.



Rider/rocker with '56 pan, Daytona '89. —T.J. Pan, New Castle, Pa.



Accuracy is everything.

—Brian Hendrickson, Columbus, Ohio



Flamin' at the Gulfport Blowout.

—Steve Perry, Laurel, Miss.

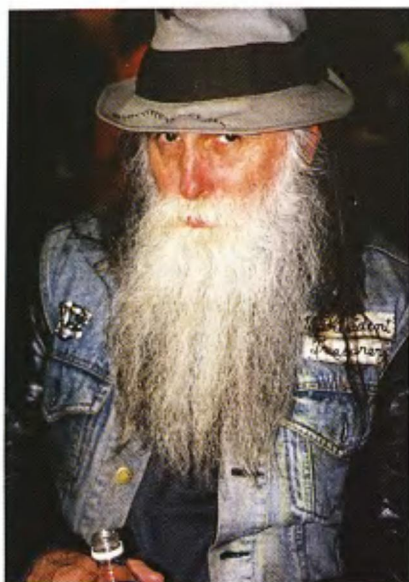


Ridin' off in bliss, Oct. 2004.

—Jeff and Heather, Glendale, Ariz.



Wrong way Toy Run riders.—Miller and Nicole, Corpus Christi, Texas



Means business. —KZ Ric, Dallas, Texas



Hills rider. —Pauline Ortiz y Pino, Sturgis '05

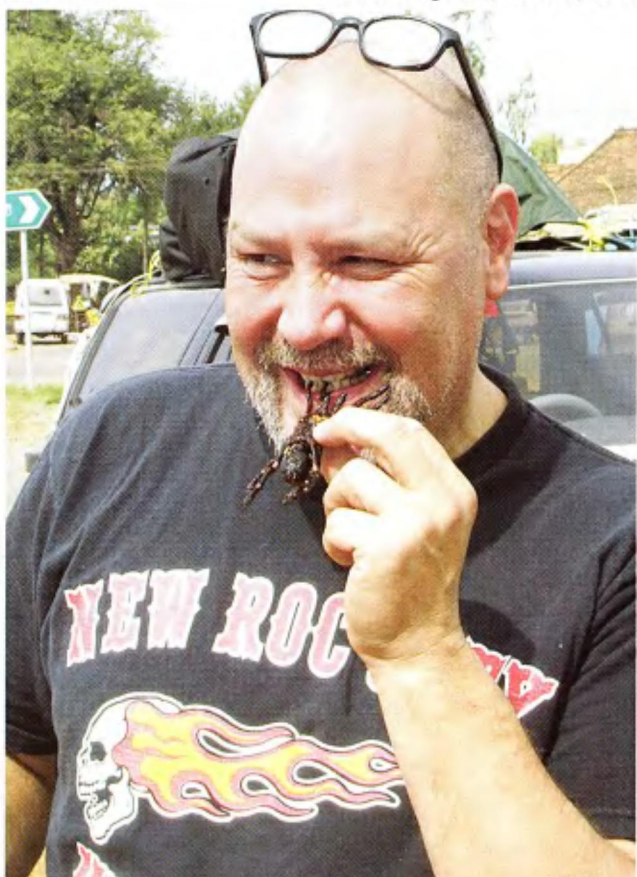


Stunt nut at the 2005 Hollister Run.

—Ken Karagozian, Hollister, Calif.



Fuzzy and friends at the Harley 100th. —Wes Snider, Burton, Mich.



Livin' high on bugs in Cambodia. —Adam Lempel, Spofford, N.H.



Patriotic photo-op.

—Spider and Peggy Sue, Fort Myers, Fla.



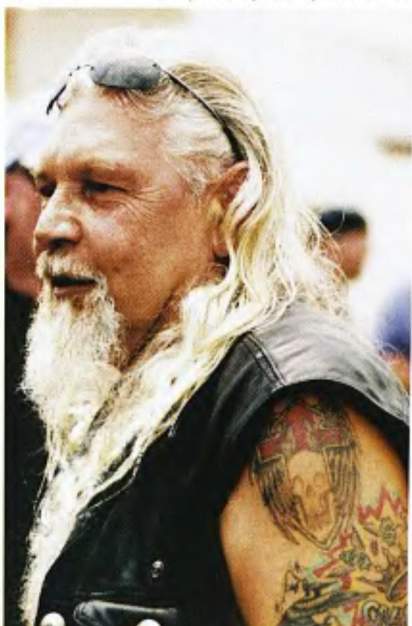
—Hank the Frank, Iowa



Our kind of Social Outcasts at Easyriders Columbus show. —John Metcalf Jr., Canton, Ohio



Tell 'em! —Nancy Jermyrn, Daytona, Fla.

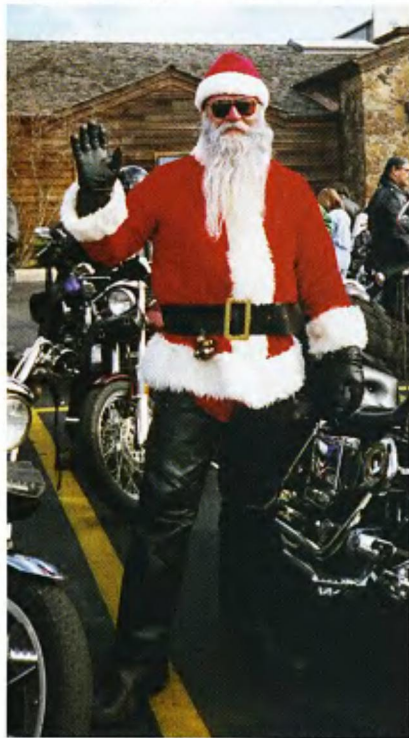


Ice Cream Dude. —Fish, Mt. Pleasant, N.C.



Old-school Jerry jammin' around SoCal.

—Damion May, Signal Hill, Calif.



That time again? —Tracy Davis, Branson, Mo.



Together after a crisp fall ride.

—Kym and Brian Lacznik and friends, Milwaukee, Wis.

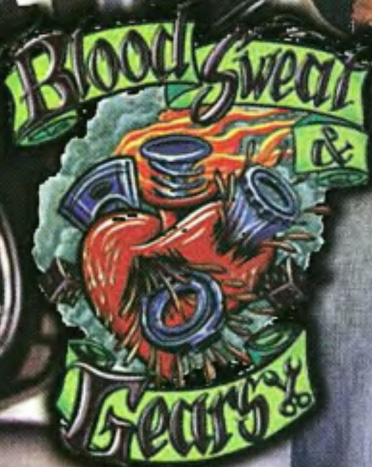
Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay \$100 for each full-page color photo, \$50 for half-page color photos, \$40 for

color photos printed smaller than half-page and \$30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.



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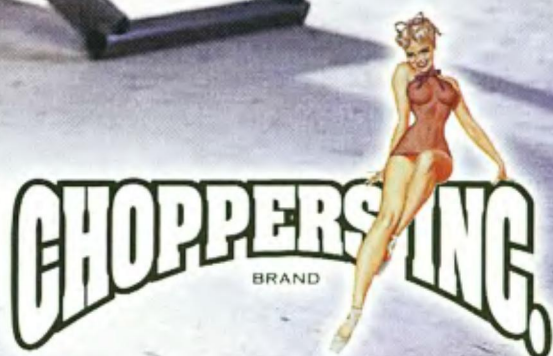
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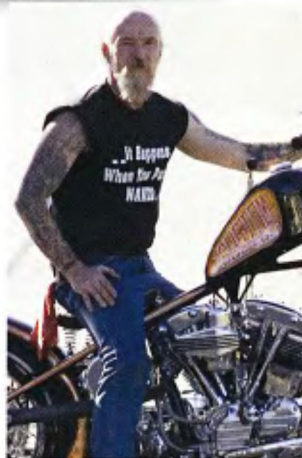
BROTHERHOOD LIVES FOREVER

Rudy dedicates his '70's style chop to the "poor guys and young guys with no money building stuff out of nothing." When he got the opportunity to appear on our *V-Twin* TV show last season, he knew he was going to need some help pulling it off. He turned to his brothers in the Gypsy Jokers, friends from all the local clubs, and some independent riders as well, who all donated time and cast off parts to make it all come together.



The bike was a memorial project, and many of the parts are from bikes that belonged to riders that aren't with us anymore. The gas tank is from his bro Volker the Joker who died in '86. The seat and intake manifold came from the Outsiders MC.

The front end is a vintage item that he got from Jeff Coffman of Jeff's American Classics. It is a set of narrowed Wide-Glide triple trees. Rudy doesn't know who modified them, but says the workmanship is unbelievable. It was donated in memory of Joker Turtle John, whom Jeff was close to.





It allowed Rudy to use the steering damper from Smilin' Tom, who was also a Gypsy Joker. The lower legs were milled with facets about 18 years ago, and friend Greg machined a set of risers to match.

The rear fender started out as an FLH fender that a buddy crashed back in '92. When he got it, the fender was bent clear in half, but Rudy doesn't like to waste anything. Little Mike and Rudy spent three and a half days molding the frame, and another two days on the

fender. Rudy laid down the paint, and Dino, of Dino's Signs, applied the gold leaf, lettering and pinstriping.

The engine turned out to be Rudy's TV nightmare. After getting the bike all together it was discovered that it had a hard starting problem. Fact is, Rudy kicked on it for two days. When he finally got it going, he discovered that it wasn't returning oil. They had scuffed a piston, and they still hadn't found the problem. They finally sorted it out when they noticed that the rear rocker was binding, and the valve was stuck open. So they ended up going through the motor twice before they were done.



This setup was the cool deal back in the '70's, with the Morris magneto, aluminum oil tank with no battery, and the SU carb. In keeping with the vintage theme, he used an imported reproduction of the Goodyear Speedgrip tire. The originals had a reputation for being super hard, but the repos are made of a nice soft compound and grip really well even in the rain.



He was especially jazzed to be able to help *V-Twin TV* showcase the Northwest bike scene. They tend to get overlooked because of the perceived short riding season and rain, but he says that most folks there ride year-round in spite of it. He says, "There are actually a lot of cool bikes built up here and some really good builders; they just tend to favor full fenders, fat tires, and floorboards."

Rudy calls the bike *Fraternitas Semper Viva*, which he says is Latin for "Brotherhood Lives Forever," and dedicates it in memory of brothers and friends. He notes, "We're burying our brothers all the time." It's nice to see that they are being remembered.

If you'd like to put your ass on some serious class, give Rudy Chappelle a call at Custom Harley and Auto in St. Helens, Oregon; 503-366-6931. —Kit Maira

PAINTING

Molding: Rudy and Little Mike
Painter: Rudy and Dino's Signs
Color: black
Type: PPG
Special paint: Dino of Dino's signs

FRAME

Maker: Harley-Davidson
Type: rigid
Rake: 30 degrees
Stretch: 4 inches
Other alterations: 2 inches backbone

ACCESSORIES

Handlebars: upside down 4-inch Z-bars
Risers: dog bone
Handlebar controls:
Barnett throttle
Fender: FLH front

Brake: none

WHEELS REAR

Size: 5.10 x 16-inch
Hub: star
Rim Width: 3.5-inch
Tires: vintage reproduction
Brake: mechanical
Photos: Rick Hustead



Owner: Rudy Chappelle
City: St. Helens, Oregon

GENERAL

Fabrication: Rudy and Smitty
Year/make: 1949 Harley-Davidson
Model: FL

Assembly: Rudy and Smitty
Time: 57 days
Chroming: TFC Plating

ENGINE

Year: 1949 Harley-Davidson
Rebuilder: Mark and Smitty
Displacement: 84 inches
Cam: Andrews A-B
Carb: SU

Ignition: Morris M5 magneto
Pipes: Lake Pipe shotguns

TRANSMISSION

Make: Harley-Davidson
Year: 1947
Shifting: 4-speed hand shift
Special Features: ratchet tank shift

Headlight: 4-inch
Taillight: Maltese Cross
Speedo: no need
Pegs: footboards
Electrics: generator
Foot controls: suicide clutch, mechanical brake
Gas tank: dished Sporty
Oil tank: 4-quart, round
Oil system: stock
Seat: Pacific Auto Trim/Bates
Mirrors: maybe later
Grips: old-school

FRONT END

Type: narrowed Wide Glide
Extension: 8 inches
Builder: unknown

WHEELS FRONT

Size: 3.00 x 21-inch
Hub: star
Rim Width: 2.25-inch
Tires: Avon



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Meet March's Winner

Jeni, your March Fox Hunt winner, has a unique and interesting background. Located deep in the hills of a small NorCal town—you know, the kind that's not on too many maps—Jeni was raised by a, how should I put this...commune of sorts. Yep, lots of hippies up in that area. When it became evident that little Jeni was the hottest, cleanest, shaved women in the compound, she was immediately kicked out. Kicked to the curb to fend for herself, she found a copy of *Easyriders* promising easy money and a chance to stick it to the hippies. We couldn't agree more, and neither could most of you. We quickly sent her to our NorCal photog, Mike Chase to be shot with the Salinas Boys Customs bobber, owned by Jeff Decker. Jeni appreciates all the love and support you all have given her and I have it on good authority she's available for adoption. Any takers?

—Olly Mess



Ashley—North Carolina

#0801

"There's something about custom bikes that makes me excited. Ridin' on them, posing with them...it doesn't matter, they're HOT!"



Jennifer—Illinois

#0802

"After my first ride on a Harley I knew I wasn't meant to ride bitch! So, I went right out, bought my own and ride it all the time."

Win \$1,000!



Renee-Arizona

#0803

"It was like having sex. It's so intense you just want to keep on riding again and again and...."



Buddah-Nevada

#0804

"I remember that the vibration between my legs had me cumming before I was going!"



Denice-Florida

#0805

"I was 20 and at my first Bike Run. I remember there was lots of sex at the campsites and wet T-shirt contests every hour. Ya'll know how to party!"



Staci-Texas

#0806

"Nothing has moved me more than the first time I wrapped my legs around my man and his 80 cubic inches of Harley-Davidson power."

After 35 glorious years of sharing "biker girls next door" with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That's right ladies, win \$1,000 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application on-line by going to www.easyriders.com and clicking on Fox Hunt.

We're looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets \$300 for sending in the photo; the Fox Hunt Winner gets \$700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire \$1,000! We'll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

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

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

Please submit three to five color prints, color slides, or digital images (4x6 300DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader 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*.

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

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

You can also vote on-line at www.easyriders.com, then click on Fox Hunt.

For this issue you may begin sending in your votes July 1, 2006. The voting deadline for this month's crop of cuties is July 30, 2006. We'll announce the winner in the December 2006 issue.



Well, it just goes to show ya...get a sinful-looking lady from Sin City, throw her in a contest, and guess who turns out the winner. Come back next month to ogle Awesome Amber from Lost Wages!

FOX HUNT

P.O. Box 3000,
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I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: () Cell Phone: ()

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: () Evening Phone: ()

Photographer's Signature: _____

Models, please 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:

Remember, an application can also be submitted on-line, and guys, you can now vote for your favorite girl that way, too. To do either, just go to www.easyriders.com and click on Fox Hunt. Don't forget to vote! These girls are depending on you!

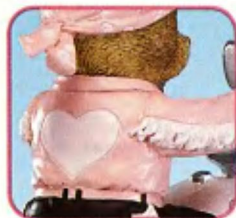
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Jeff Borysiewicz owns a cigar shop. Not just any cigar shop. It's the Corona Cigar Company of Orlando, Florida, one of the Internet's largest virtual cigar stores. Jeff also runs a pair of retail cigar stores, one in the heart of Orlando and another in the Lake Mary/Heathrow part of town. They're the world's largest; a couple of cigar stores/bars keeping over 1,000,000 cigars in stock. Clearly the man loves his smokes. All this is a round-about way of getting to the explanation behind this bike.

About two years back, Mark Hanna of Lake County Choppers in Mt. Dora, Florida, brought a bunch of his bikes over to display at the cigar store/bar. While he was there, Jeff and Mark began batting some ideas back and forth about maybe doing a special bike just for the Corona Cigar Company. "I looked at all the bikes Mark brought along," Jeff says, "all his previous work. It was first-class through and through. And he had some really good ideas about what we could do with a new





bike and a cigar theme. It didn't take much to convince me before I told him let's do it."

And Mark did indeed have some great ideas. Like a glass top, cedar lined, 25-count humidor that's stocked full of Corona cigars and built right into the middle of the gas tank. He fit a velvet lined wine rack up there as well, and stocked it with a bottle of vintage 40-year-old Port. There's even a Davidoff cigar cutter, the best in the business, built into the frame. And how about that 3-D cigar graphic running down the back fender? It ends in cigar ash that lights up when the brakes are applied. That's not all. There's a mini smoke machine tucked up under the rear fender to blow out a couple puffs on demand. No word on whether or not they're perfect smoke rings, though. Mark Hanna concedes that this was one of the toughest builds Lake County Choppers ever undertook. The problems and headaches, he says, didn't come from the motorcycle end of things. They came from everything else that went into this bike, custom work like that integral wine rack and humidor that's hardly the norm.

"And I love the thing," says the cigar man. "Not just for the way it looks, either. This bike rides great and I use it a lot. It's fun. It sounds cool, it has lots of power and even though it's a rigid it's smooth. Sure, it can get a little bumpy, but because it's so low and long, 10 feet, 6 inches tip-to-tip, it seems to easily absorb those bumps."

Along with all those cigar-related accoutrements, Jeff says he and Mark spent a lot of time working out the color scheme. "We wanted it to be striking—it is, after all, a promo piece for the Corona Cigar Company. I still wanted to keep it kind of traditional, maybe evoke the feel of an old beach cruiser woody wagon. We figured that's a look never going away, and the wood grain effect we'd use would work perfectly with the humidor and wine rack idea." Angel Sandoval at Orlando's Xtreme Custom Paint laid it all down. "And what I really like about that paint," says Jeff, "is that it'll be just as cool looking 20 years from now. It's timeless." Kind of like a good smoke and a sip of fine wine. It all fits.

—Joe Kress



Owner: Jeff Borysiewicz
City: Orlando, Florida

GENERAL

Designer: Mark Hanna/Lake County Choppers
Year/make: 2005/Lake County Choppers
Model: Corona Cigar Company Chopper
Assembly: Lake County Choppers
Time: one year

Chroming: Space Coast Plating

ENGINE

Year and make: 2004 Ultima
Displacement: 100 cubic inches
Ignition: Crane HI-4
Cam: Crane
Carb: S&S Super G
Air cleaner: HaleBob
Pipes: Santee

TRANSMISSION

Year/make: 2004 Baker
Shifting: 6-speed, RSD

PAINTING

Painter: Xtreme Custom Paint/Angel Sandoval
Color: White/Gold Metallic
Type: House of Kolor

FRAME

Year/make: 2004 Brighton Bike Works
Type: Pro-Street hardtail
Rake: 45 degrees
Stretch: 8 inches out/2 inches down

ACCESSORIES

Handlebar: Lake County Choppers
Handlebar controls: internal
Fenders: Lake County Choppers
Headlight: Accessories Unlimited
Taillight: Accutronix
Pegs: Pro-One
Foot controls: Pro-One
Gas tank: Lake County Choppers
Oil tank: in frame
Seat: Thrasher
Grips: Ness

FRONT END

Type: American Suspension, 6 over
Builder: American Suspension

WHEELS

Make: RevTech
Size: 21-inch front, 18-inch rear
Tires: Metzeler, 280 rear
Brakes: rear only, HHI
Photos: Dino Petrocilli

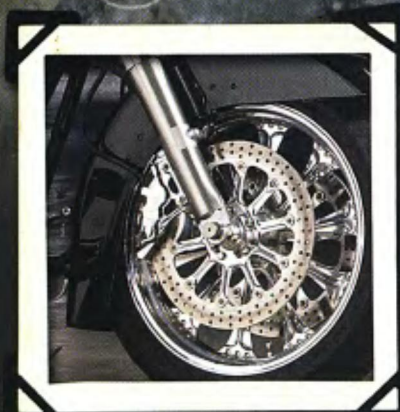


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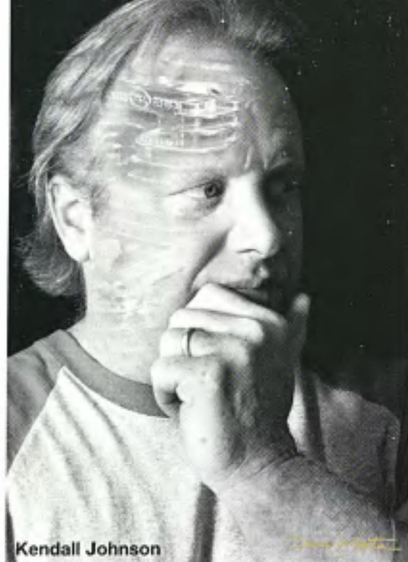
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- 3000 lb. 2" wide x 6' long Cam Buckle Straps
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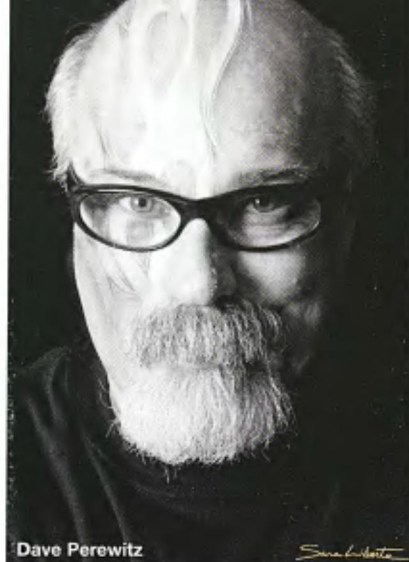
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Kendall Johnson



Dave Perewitz



Mondo Porras of Denvers Choppers

Take a minute and stop by her Web site, www.saraliberte.com, and you'll see the difference between a regular photo and Sara's Image Fusion work. There are samples of the *Woman and Machine* series in addition to a wide array of her other imagery. But what brings us back to Sara's domain is an entirely new series called *Builder and Machine*, a sneak peek of which is listed on her site.

Where *Woman and Machine* began with fusing images of motorcycles with erotic nude portraits of women, *Builder and Machine* takes Image Fusion into the realm of the custom motorcycle builder and the machines they create (hopefully sans the nude part...). Sara's

quest is to capture images of bike builders that are the true craftsmen of the industry. To date, she has photographed the late Johnny Chop, Dave Perewitz, Randy Simpson, Russell Mitchell and Kendall Johnson among others. Sara tells us this work is still in progress and there are more builders she is arranging to photograph.

The completed series will be included in a book (also in progress) Sara hopes to finish this year. Where the images will fuse builder and machine into one entity, the book will fill in the details, telling the story of each builder and where they draw their inspiration. After all, each craftsman learned their trade from

someone they admire, or are inspired by, and this is the thread Sara will elaborate on in her book.

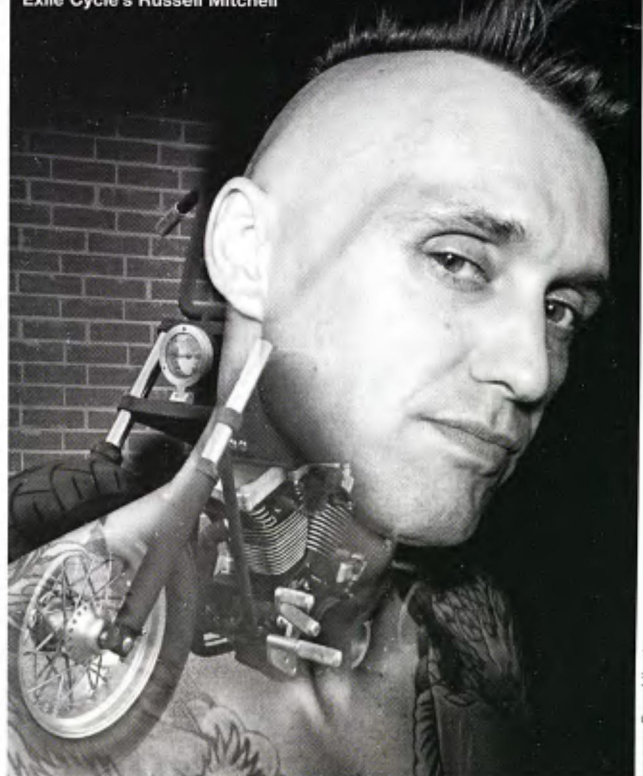
Along with the *Builder and Machine* series and book, will also be high-quality posters of each builder which will be available though Sara's Web site and at select events where ya might even get to have them autographed. All said and done, Sara's Image Fusion tribute to the featured bike builders is a feat of technical craftsmanship in itself. If you like what you see here, keep an eye on her Web site and look for her at all the major events, and tell her you saw it here in the pages of *Easyriders*.

—Erik Falconer

The late Johnny Chop



Exile Cycle's Russell Mitchell



Images: Sara Liberte

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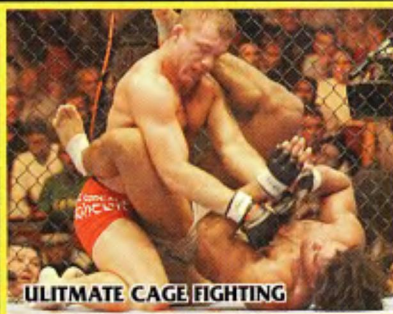


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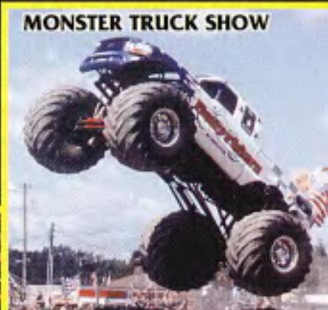
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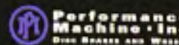
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SPECIAL

K



Nurturing his true love for road running rarities over the years, Jeff Decker is an artist who devotes his talents to re-creating visions of motorcycles in bronze. His works are being displayed at www.hippodromestudio.com and at the centers of the art world. To amass a collection of extraordinarily pristine and painstakingly period-perfect two-wheeled wonders requires a sharp eye, a photographic memory and a well-worn wallet.

Of course there is the tact-
ful task of convinc-
ingly pleading his
case to his wife, Kelly.
Usually, summing up with, "and this one
will be your ride....," has won Jeff the
verdict he sought. As he would assem-
ble a miracle from what often began as
a frame and boxes of parts, Jeff would
fall in lust with each wondrous toy and
claim it for himself. Kelly, known as
"Special K," was growing accustomed
to waiting patiently in vain. What was
Special K to do? Was she doomed to the
gloom of riding bitch forever? How
would she break the spell and achieve
the "I Ride My Own" status of otherwise
empowered ladies worldwide? When
would she bask in the accomplishment
of a 1,000 mile ride and the accompa-
nying painful iron butt?

Cole Foster, owner of Salinas Boys
Customs in Salinas, California, is a
long-time family friend. Jeff and



Cole have worked together to create some truly one-off pieces on many of the classiest road rides on rubber. They talked about building a project together for years, and after again getting approval from Special K, the build would finally begin. This time would be different. Now they were in Cole's courtroom. Sanitation notwithstanding, Special K was beginning to feel the burn of victory.

To keep Jeff along for the ride, Cole built this amazing bobber to be a man's bike in every way, however it was Cole's intention to make a bike that Special K would really love...and ride. Cole called Wild Bill Carter out in Chatsworth, California, to handle the incredible paintwork. Bill's custom blended goo was slathered on to yield two lady-like colors. Wild Bill calls 'em, "Fellatio red, and dog dick pink," and he told us, "with lace, ya gotta get it right off of a stripper to make it real." Check this stuff out closely if you want to see why they call Wild Bill Carter, "the King

of acid lines," and just look at that shine.

While Cole had Jeff busily casting that retro-rod oil bag, (which is not a cover, but is the actual oil tank), he was slicing and dicing some unusual steel into his own moto-artistic contribution. He sectioned a 1936 Ford spare tire cover to make the rear fender, shortened an early K model Harley-Davidson front end, and hand fabbed his favorite piece, the clutch lever. Cole told us, "It feels so good in your hand, and it just seems to grow right out of those stainless steel bars." Cole made this nacelle out of eight separate pieces of hand polished aluminum. Jeff didn't like the headlight cover at first, but now? What's not to love?





Cole's advice to aspiring bike builders is to, "start with a vision, and stick with the plan." Cole planned for this to be Special K's bike from the very first bolt, and the first time she laid eyes on it was in Sturgis at Michael Lichter's *Speed Demon* show. She was moved to tears. Jeff and Kelly get their share of riding together, which helps to soothe that tingle, but mostly it is just damn hard trying to keep Special K off of this gorgeous bike that friendship built.

Check out www.salinaboys.com to see what Cole has happening in the garage. Hop online and get your bike some of those hand-polished acrylic grips, because...you know you want to.

We say you'll also like this month's Fox Hunt Winner the bountifully bodacious Jeni from up in NorCal. Hmm. Wonder if this NorCali peeler (who dances under such names as Summer, Winter and Spring) provided the lace for the paint?

—Cheese

Owner: Jeff and Kelly Decker
City: Springville, Utah
Fabrication: Salinas Boys Customs
Model: 2005 Salinas Boys
Time: 5 months
Chroming: Sherm's

ENGINE

Year/model: 2005/Harley-Davidson
Displacement: 80 cubic inches
Cam: Harley-Davidson
Carb: S&S Super E
Pipes: Salinas Boys Customs

TRANSMISSION

Year/make: 2005/Harley-Davidson
5-speed

PAINT

Molding: Salinas Boys Customs
Painter: Wild Bill Carter
Type/color: Carter Pro Paint/
follatio red and dog dick pink
Special paint: Wild Bill Carter

FRAME

Year/make: 2005/Santee
Type: rigid
Rake: 28 degrees
Stretch: none
Shocks: none
Modifications: rear section by Cole Foster

ACCESSORIES

Bars: Salinas Boys Customs
Risers: Salinas Boys Customs
Handlebar controls: Salinas Boys Customs
Fenders: Salinas Boys Customs



Headlight: Jeff Decker

Taillight: Cole Foster

Speedo: none

Pegs: Salinas Boys Customs

Foot controls: Salinas Boys Customs

Electrics: Salinas Boys Customs

Gas tank: Custom Chrome / Cole Foster

Oil tank: Jeff Decker / Cole Foster

Seat: George Atkins in San Jose

Mirrors: none

Grips: Marbleized acrylic by Salinas
Boys Customs

FRONT END

Type: K model Harley-Davidson

Extension: none

Triple trees: no rake

Rebuilder: Cole Foster

Modifications: shortened, custom
fabbed nacelle

WHEELS

Hub: Performance Machine

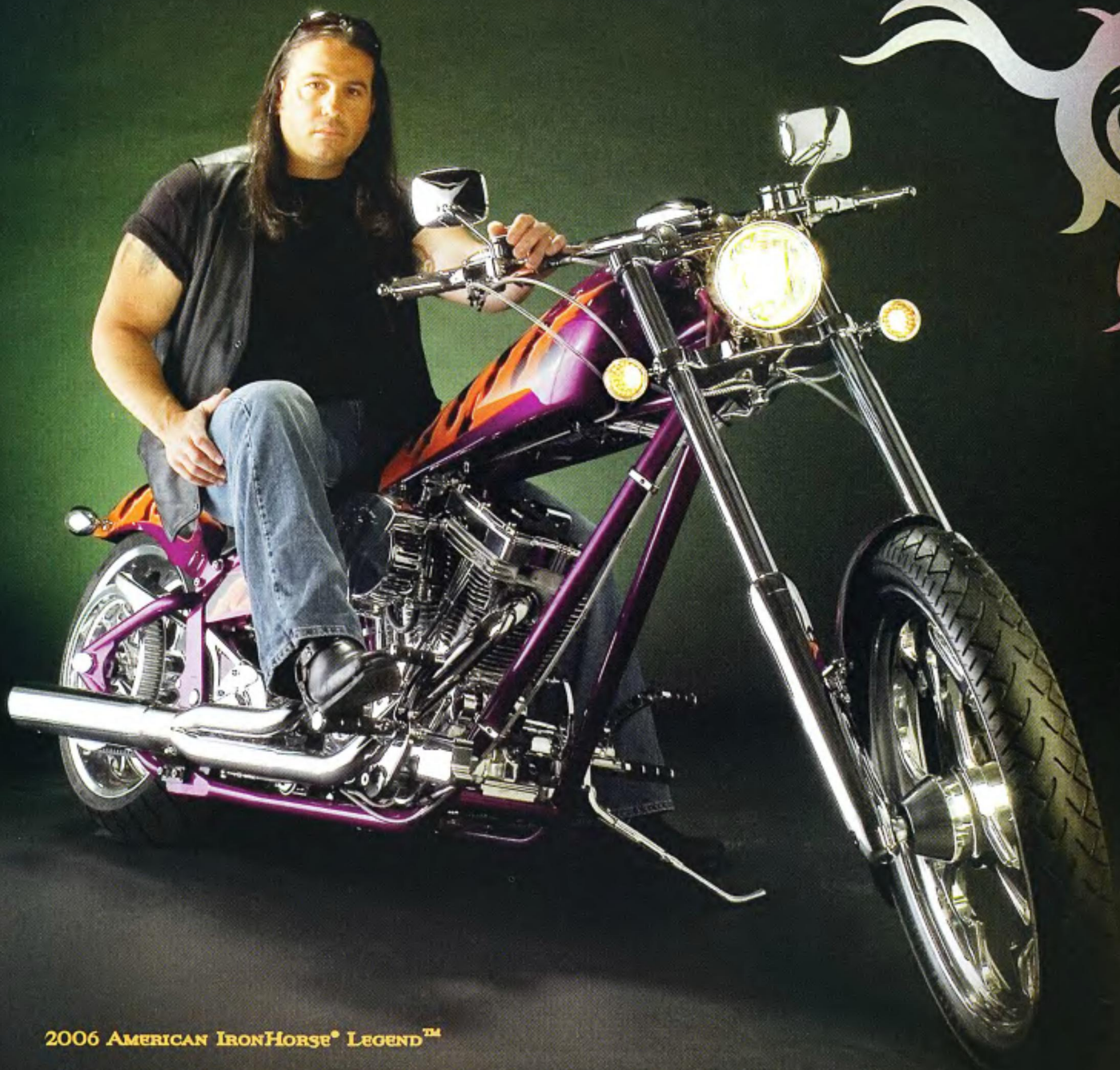
Tires: Avon

Brakes: Eurocomponents

Photos: Mike Chase



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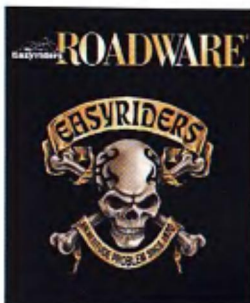


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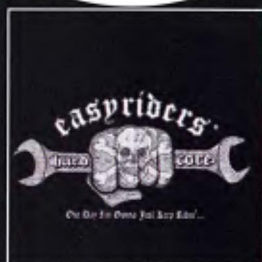
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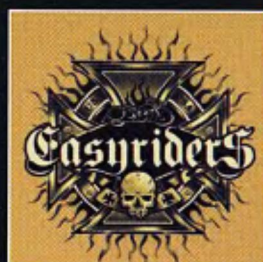
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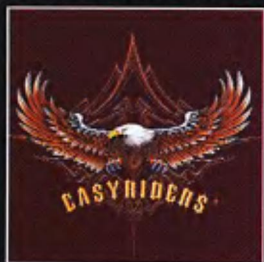
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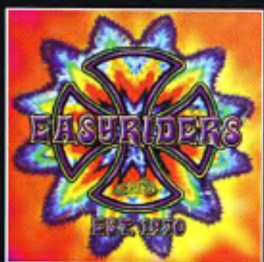
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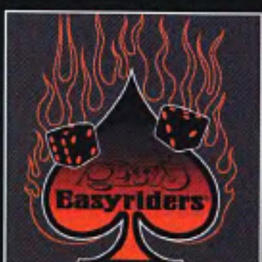
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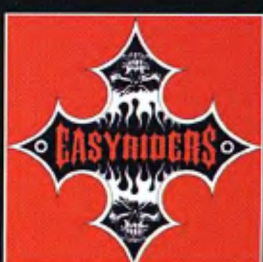
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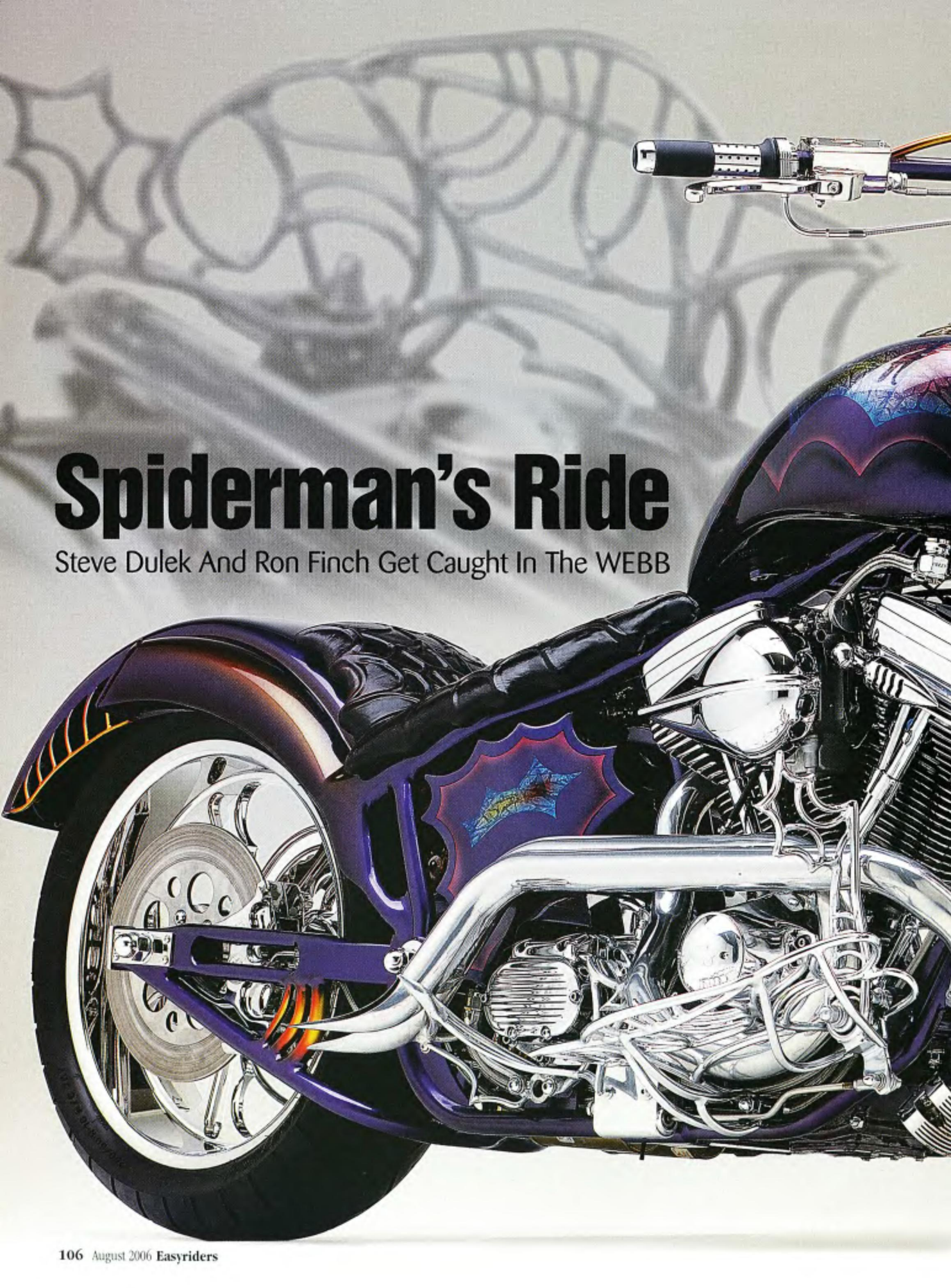
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Spiderman's Ride

Steve Dulek And Ron Finch Get Caught In The WEBB



Master builder Ron Finch is synonymous with motorcycle design that lives outside the box...well, outside the room, the building, the state and beyond. His creations from strange creatures and plants to giant motorcycles know no restriction of imagination or of fabrication. He won the *Biker Build-Off* competition in 2004 with his bizarre Double-Cross custom. Ron's also been nominated in the Ultimate Chop competition for the Picasso Award for paint, which was decided by Internet voters. He was also nominated for two other categories decided upon by experts in the industry: Biker Maverick, an award for unique build technique; and Biker Blacksmith for extreme metal fabrication. Plus, Ron recently won the Lifetime Achievement Award at the V-Twin Biker's Ball during Daytona Bike Week. The Biker Maverick and Blacksmith titles sum up his unique style. A man of many talents, he also has a close group of friends including the owner of this bike, Steve Dulek, who happens to be a WEBB-master, but we're not talking the Internet.

The bike seen here bearing the moniker "The WEBB" belongs to Steve who lives a few minutes from Finch Customs in Auburn Hills, Michigan. In fact, they're long-time friends, and Steve runs



a heavy equipment company that helps build shopping centers and the like. Digging big holes and filling them, moving boulders around like pebbles, he spends most of his time in his mobile office, his truck. But when he's not excavating, he dons his Finch's T-shirt and shares wrenches as one of the "Finch Men" as he calls the group of friends that gather at Ron's shop.

Asked what was behind his concept in designing the bike, Steve says, "Oh, I like spider webs. No two are alike and that goes for this bike. As we progressed, we kept sculpting things out of metal and turning it into a motorcycle...with lots of spider webs." A quick scan of the bike shows that WEBB lives up to its name...from the oil tank, to the frame neck, to the seat, that web theme stretches across the bike—including the paint job by Custom Haus.

While Steve has helped Ron put together other bikes, this was his first

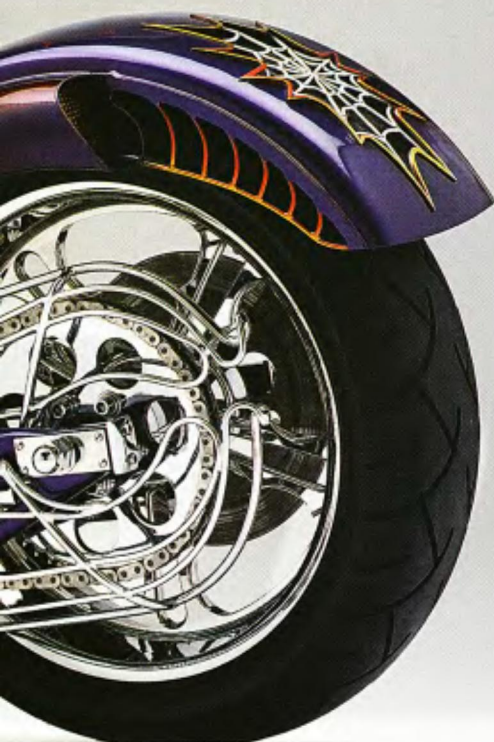
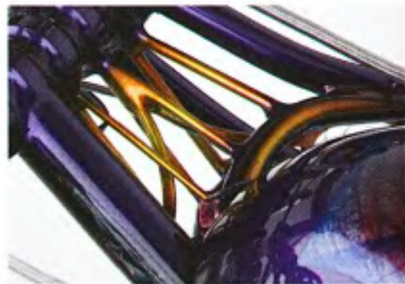
personal project and he was there through the whole process, wrenching away. Some 3,000 hours went into the project, but the effort was well spent. Says Steve, "I went down South and at Daytona took a fourth at the Rat's Hole, and third at the International Show in Canada, and there were some other firsts and seconds at various shows. We had a lot of fun building this bike and Ron's proud of it too. We have a professional model that comes to our shows dressed up in special WEBB clothing we designed and puts on quite a show at the bike shows. And people seem to enjoy the bike as much as we do."

You can bet that Steve and Ron are already spinning out another radical bike with the Finch Men pulling out all the stops.

For more info about Ron Finch's Custom Styled Cycles, call 248-373-5889 or log on to www.finchscustoms.com.

—Paul Garson





Owner: Steve Dulek
City: Oxford, Michigan

GENERAL

Designer: Ron Finch/owner
Fabrication: Finch's Custom Styled Cycles
Year/Make: 2005/Special Construction
Model: The Webb

Assembly: six months

Time: three months

Chroming: Santa Rosa Plating

ENGINE

Year: 2004
Model: V-twin
Rebuilder: J & J Cycle
Ignition: custom
Displacement: 100 cubic inches
Lower end: Finch's Custom Styled Cycles
Balancing: Finch's Custom Styled Cycles
Pistons: JIMS
Heads: custom
Cam: JIMS
Lifters: JIMS
Carb(s): Mikuni
Air cleaner: Watkins Bros.
Pipes: Dozer Cycles
Mufflers: you're kidding

TRANSMISSION

Year: 2004 6-speed

Type: foot

PAINTING

Painter: Ron Finch
Color/Type: Pavo Purple/House of Kolor
Special paint: very

FRAME

Year: 2004

Builder: Ron Finch

Type: hidden-shock

Rake: 38 degrees

Stretch: 'til it looked good

Shocks: Finch's Custom Styled Cycles

Modifications: lots of spider webs

ACCESSORIES

Bars: Finch's Custom Styled Cycles

Handlebar controls: Performance Machine

Fenders: Finch's Custom Styled Cycles

Headlight: like little round spider eyes

Taillight: Finch's Custom Styled Cycles

Pegs: Finch's Custom Styled Cycles

Electrics: very little

Gas tank: Finch's Custom Styled Cycles

Oil tank: Finch's Custom Styled Cycles

Oil system: Finch's Custom Styled Cycles

Seat: Leatherman

Mirrors: none

Grips: Harley-Davidson

FRONT END

Type: Storz Ceriani

Extension: 2 inches over

Builder: Finch's Custom Styled Cycles

WHEELS FRONT

Size: 21-inch

Wheel: Finch's Custom Styled Cycles

Tire: Metzeler

Brake: Performance Machine

WHEELS REAR

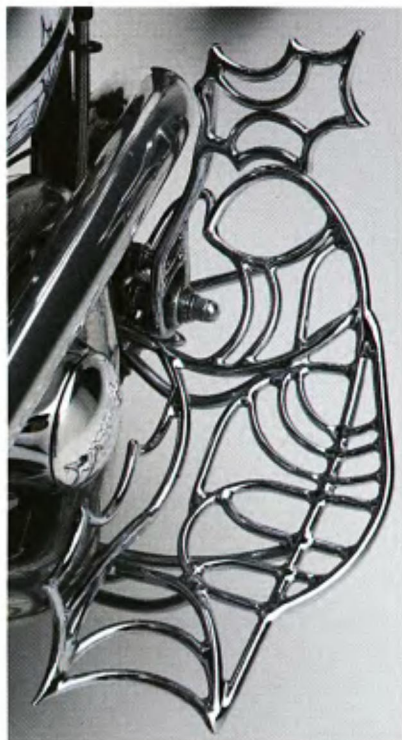
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Wheel: Finch's Custom Styled Cycles

Tire: Metzeler

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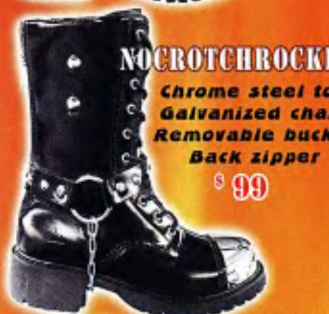
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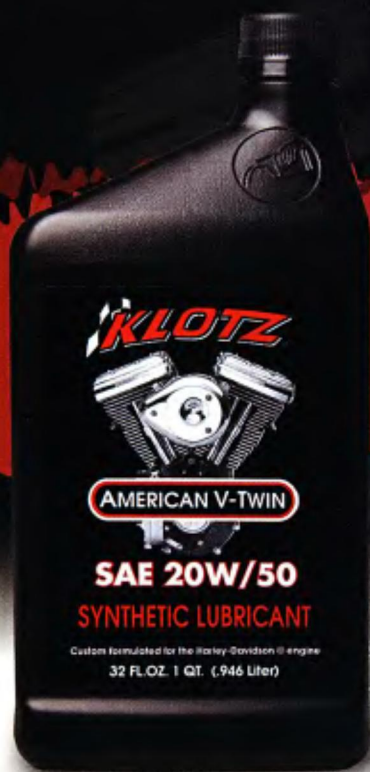
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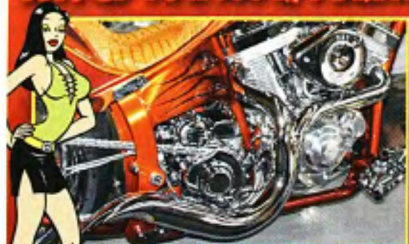
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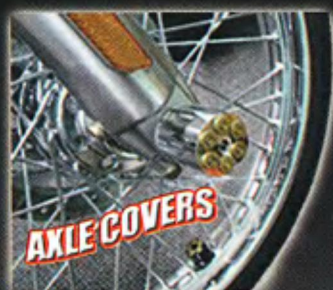
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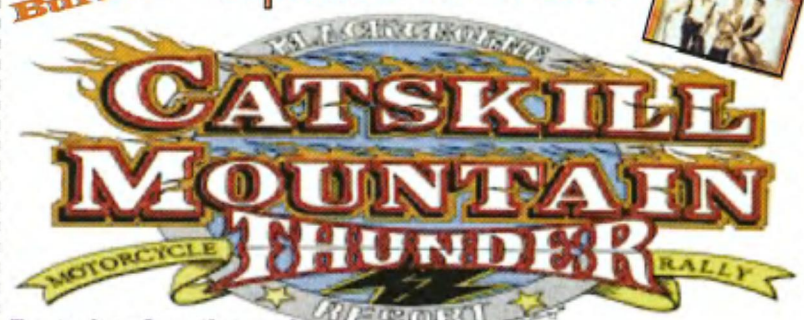


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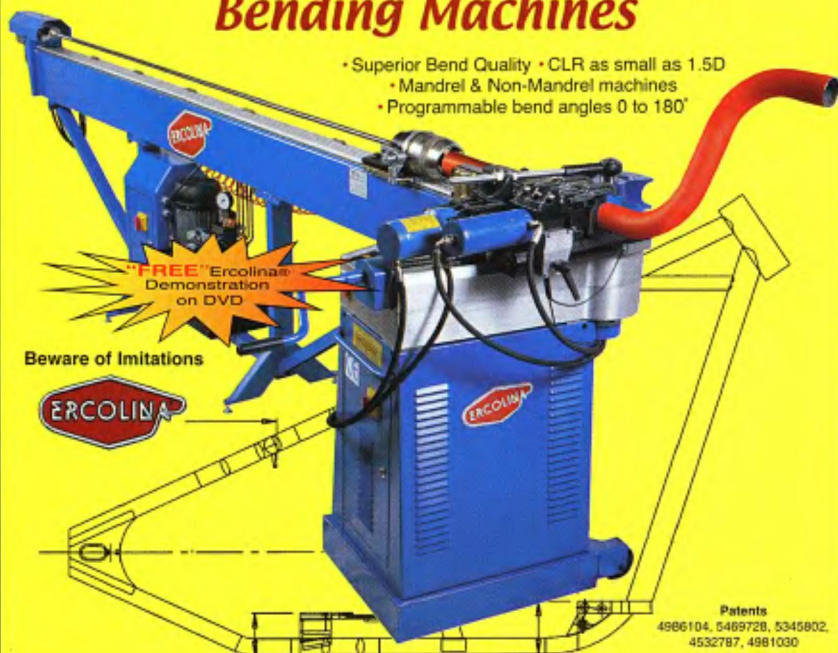


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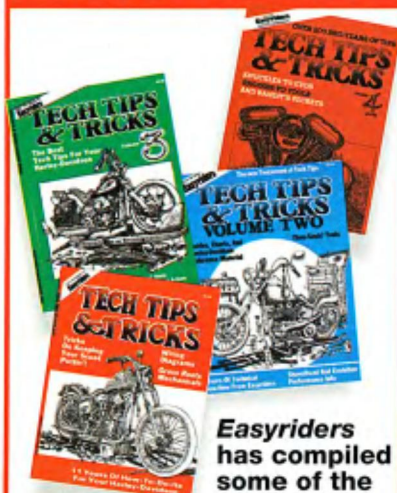


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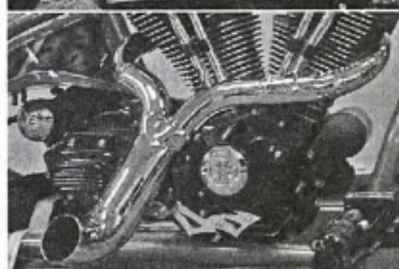
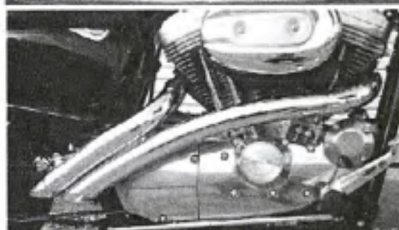
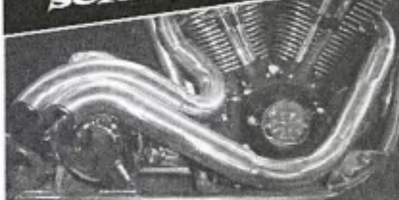
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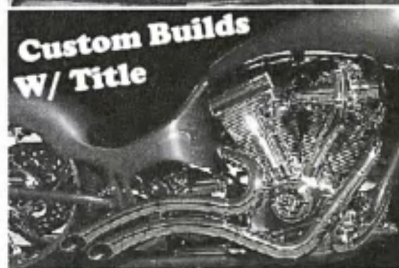
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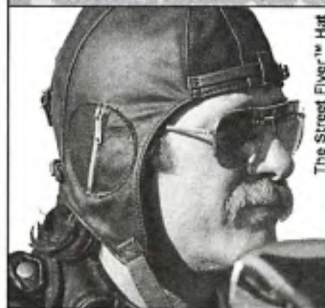


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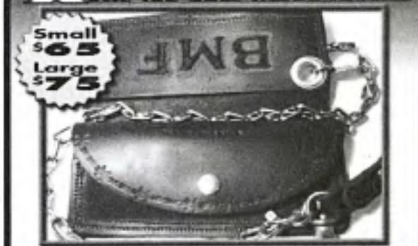
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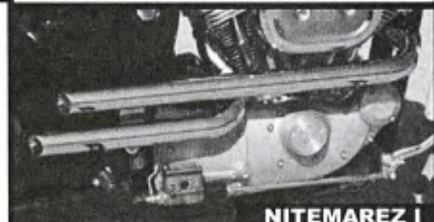
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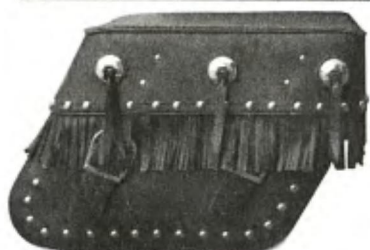


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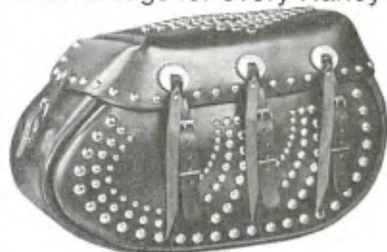
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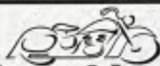
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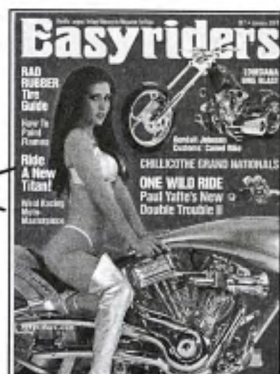
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A TRUE ROAD TALE

Minnesota Farm Wife Treks Across Mexico

Photo: Ardis Lesmeister

As I sit and look out the window at the snow banks here at home in Morris, Minnesota, I'm thinking of where I was almost one year ago. What started as a last minute idea of taking a biking adventure turned into a reality. As we have a villa in Matazalan, Mexico, my husband, Jack, decided that we would ride from Texas to Matazalan. We could only find three other people who wanted to go with us: John Taatjes, Ed Davis and Greg Theis, all from Willmar, Minnesota.

We had never ridden with them before and I was nervous about it to say the least. These guys have been riding bikes since they got out of diapers. My husband bought me my 2001 Heritage Softail in the fall of 2000 so I only had four riding seasons under my belt, but I decided to go for it anyway. Hauling the bikes in Greg's semi, we all made it to Texas.

We crossed into Mexico at Reynosa after a four-hour delay at the border crossing. We were finally on our way, but it was getting late and it was cold and raining when we pulled into the Holiday Inn at Saltillo, Mexico. The next morning it was still cold and raining, but we did finally find the toll road, which the guys named "the super slab." It was a nice flat road that you could make some time on. We had to make it to Durango and the sooner the better because it was still raining and cold. I kept asking myself, "What in the hell are you doing here?"

Somewhere near Durango we were going through a small logging town; the street was a mud road. Jack was in front of me when out of nowhere came an antique army truck with huge tires. The truck pulled out right on the road in front of Jack. He had no choice but to make a quick right over about a 20-inch drop off and ride it out. I was watching the truck tires. The driver was trying to get the truck turned and keep it on the road. I had about two feet between the truck and the drop off. I went for the two feet and made it. I knew if I had tried the ditch, I probably would not have made it in the mud. Ed was behind me and didn't know how I made it through either. That was a close one.

We made it to Durango. By now we were off the super slab and were running into the mountains on a very winding mountain road. It's less than 200 miles to Matazalan, but it takes all day to get there. It's one curve after another all day long. You really pay attention when you have a huge semi truck that looks like it's been on the road for 100 years coming down a steep grade behind you. Just smelling the brakes getting hot and hearing the J-brake trying to work is scary enough, but there is nowhere to go except down or off the mountain. There is no Department of Transportation in Mexico. If it moves, has a horn and a steering wheel, they use it.

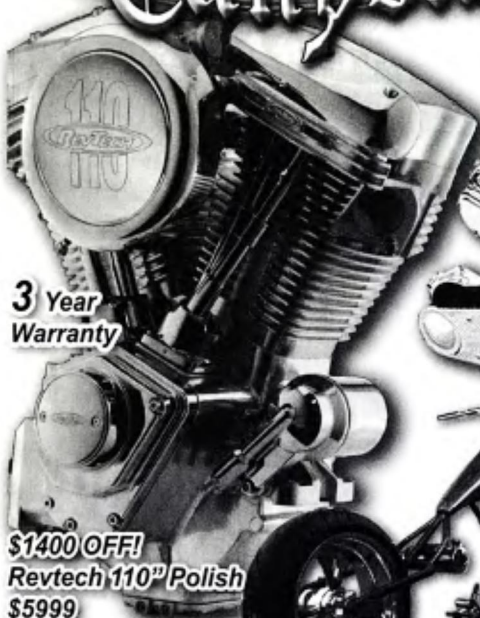
We pulled into Matazalan in the late afternoon. It had finally stopped raining. We enjoyed a nice supper and later all slept like logs. We went sightseeing the next morning and then the guys decided to ride south for a couple of hours. I said I was staying to do some shopping. We rode all over, shopped, ate great food, walked on the beach, and our week was pretty much over. Time to head back. The ride back was much better.

The Mexican people were so nice to us. They would drive by and honk and wave and give us the "thumbs up" sign. Everything was going great until we were somewhere around Torreon. Ed got a flat tire on his geezer glide, so we were in the middle of nowhere with a flat tire. John and I had gone through the toll gate and were at a small wayside stop. Jack and Greg went back for Ed. The highway crew were with Ed waiting for a truck to load up his bike and take it to town to have the tire fixed. Meanwhile, Jack and Greg went to try to find a patch kit or a plug. No plugs anywhere. Finally, after five hours, they loaded Ed's bike into the back of an ambulance and took him to a little town up in the hills to get his tire fixed.

It was Friday night and the tire guy had a few too many beers. Greg and Ed said they thought they were going to be there all night. Jack, John and I waited until dark and finally left a note for Greg and

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Ed saying we went to Saltillo. It was so foggy when we got into town we couldn't see anything. We finally found our hotel, which was a welcoming sight. In the morning, Greg and Ed were there with the tire fixed so on we headed out for Monterey.

Once we got through Monterey its started raining again. Ed's tire went flat again, so Greg went back to Monterey and found a tilt bed tow truck. We went to Monterey and followed the tow truck all over Monterey trying to find the only Harley dealer in all of Northern Mexico. It took about four hours to find the dealer and another two hours to get the new tire on. We stayed in Monterey that night; it was pouring rain and cold. The next morning it was still raining, but we took off for Reynosa. It was rush hour and we were on a six-lane road in the middle of Monterey. Somehow I lost sight of the two guys ahead of me and ended up in an exit lane which took me right into downtown Monterey. It didn't take me long to realize that I was big time lost. I was walking toward an opening where I could see the road when three cops on Harleys came off the exit ramp. I got their attention and tried to explain my situation, but they didn't speak English and I don't speak much Spanish. Now this was funny. I was doing the sign language thing like crazy until they finally understood I wanted to get on the road to Reynosa.

They took me to the on-ramp and I made it back on the road, but I had no idea where the guys were. I kept looking and watching; finally, I saw Ed waiting on the side of the road. Jack and Greg had gone back to look for me. I thought for sure I was never going to find them in that big city, but on we went. Of course the guys had another version of my little adventure. Their version is that Ardis had one too many margaritas in Monterey and it took three cops to throw her out. I'll probably never hear the end of that one.

It wasn't long before we were back at customs ready to cross the border. I had a great time. The guys were terrific, and on the way home they named me "Badass Biker of the Year." They said if I could ride through everything we had been through, I was welcome to ride with them anytime, anywhere. I really like riding; I only wish I would have started a long time ago instead of waiting until I was 50 years old to start. I overheard a conversation between the guys about going to Panama this year... YIKES!

—Ardis Lesmeister

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Product Review

BRIGHT LIGHTS, BIG CITY LED Fender Tip Lights

The rear fender of most Harley-Davidson dressers and FL-series Softail bikes are fitted with a fender tip light. This light acts as a running light, which is all well and good, except we saw a really cool LED conversion for it at the V-Twin Expo. The Billet Boys have an LED module that not only acts as a running light, but also converts it to a brake light.

The Billet Boys figured out that converting the fender tip light to two functions was easy, because on 1999-and-later models the fender tip light is wired into the taillight assembly. The way it comes from the factory the light has two wires going into a three-wire plug. The other pin in the connector is for the brake light. They made their LED module so that it uses all three pins; its taillight illumination is brighter than the stock bulb



while the brake light is downright blinding. The people behind you will really know when you hit the brakes.

Installing the fender tip light LED module is easy, there's no cutting, crimping or soldering of the wire harnesses. First, you remove the taillight lens and unplug the connector from the fender tip light.

Next, you pop-out the fender tip light lens, remove the housing from the fender, and drill-out two rivets that are used to mount the stock light socket. Then you reassemble the tip light housing with the module bolted in place of the light socket and plug its connector into the taillight connector housing.

The fender tip module costs only \$99 and it is one of the slickest lighting upgrades we have seen. The install took about 20 minutes, even with us interrupting the gang at RC Cycles so we could take photos. —John Sullivan

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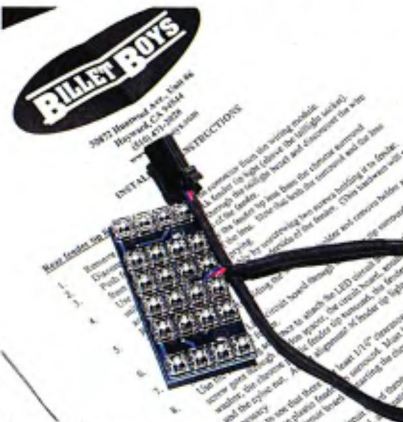
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Photos: John Sullivan



The LED module comes pre-wired so you don't have to do any playing around with the connectors or pins.



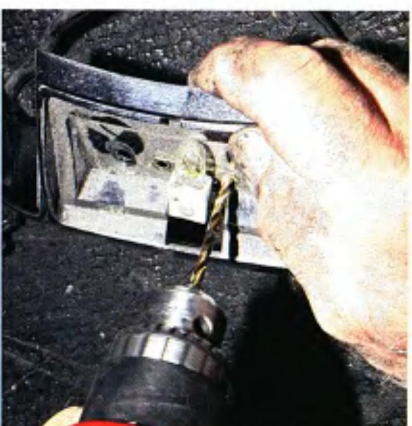
The actual fender tip light housing is secured with two Torx screws. Remove them and pull the wire harness out of the inner fender clips to remove the housing.



The Billet Boys kit includes two bolts, washers and nuts to mount the LED module and housing back on the fender.



The connector for the fender tip light is behind the taillight lens. It is plugged into the top left hand socket.



Drill out the two rivets that attach the stock bulb socket to the housing. Discard the bulb, socket and its wiring.



Then it's just a matter of plugging the module's connector into the taillight housing and testing the LEDs. Lastly, the stock fender tip lens is snapped back in place and the taillight is screwed back on.

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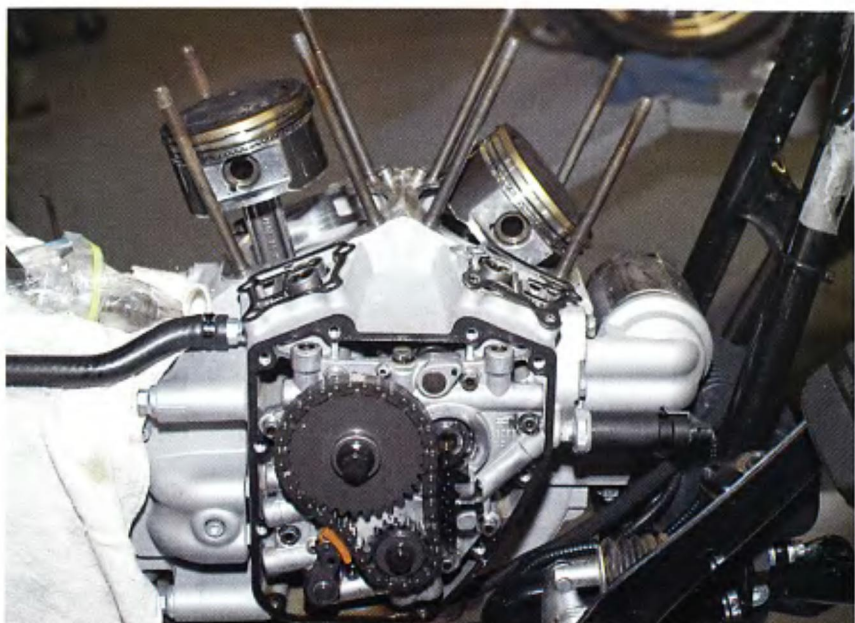
B. C. Gerolamy's Dual-Runner Throttle Body

Harley's first crack at electronic fuel injection (EFI) didn't go over very well. It wasn't all their fault though, riders and shops tried to hop-up those EFI-equipped bikes without fully understanding how the system worked and what was needed to adapt it to a motor built for higher performance.

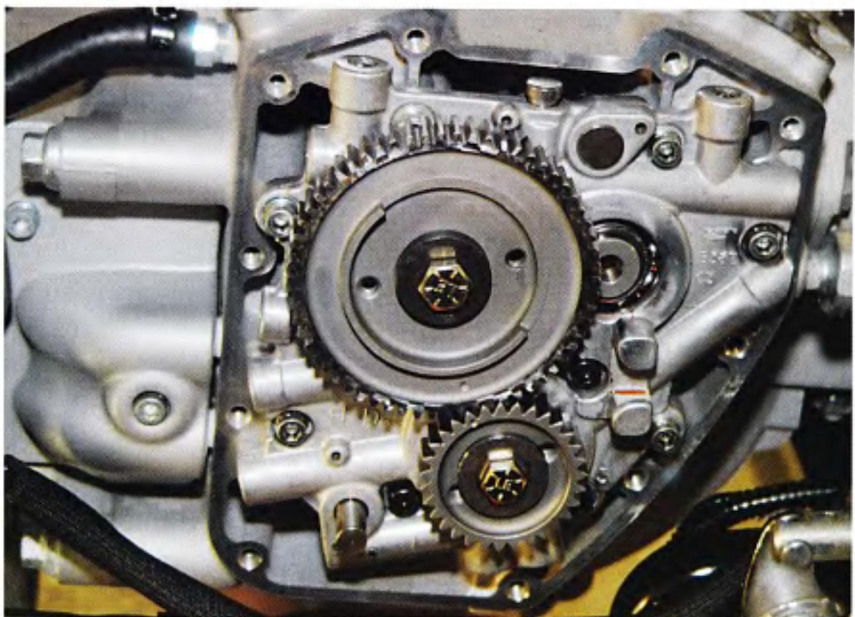
Harley's early EFI system was an option on 1995-2001 touring models. The system was designed and made by Magneti-Marelli, the parent company of Weber carburetors. One of its discerning features was a dual-runner throttle body. When those EFI-equipped bikes first appeared, everybody looked at that new throttle body and thought, this is really cool; with separate 38mm butterflies and tuned runners for each cylinder it should make big horsepower. But should and did were two different things; what they didn't see were the sharp bends where the runners connected to the ports and the almost impossible-to-program fuel injection control module. Anyway, as far as hopping up a motor, the system was a flop; more than a few riders' laid-out big bucks to have their bikes turned into uncontrollable beasts.

This lack of performance from the Magneti-Marelli equipped bikes gave dual-runner throttle bodies a bad name. The Harley factory hammered the idea home that the design was flawed when they came out with their second generation EFI on the 2001 Softail models. This new EFI system, designed and made by Delphi Corporation, was built around a single-runner throttle body that used a 46mm butterfly.

As incriminating as all of this appears, separate-runner throttle bodies are the gold standard for high-performance EFI motors; they just need to be designed as such. Enter B. C. Gerolamy Company; they have been at the forefront of EFI development for over 15 years. They were one of the few companies to successfully hop up the Magneti-Marelli systems. They have used all of their past experience in developing high-performance dual-runner throttle bodies for Harley's second generation Delphi EFI equipped bikes.



Our starting point, the bottom end of this 2004 Electra Glide Standard looks just like any other Twin Cam motor. Its basic parts are the same whether it's carbureted or fuel injected.



The motor's performance up-grades included a set of Andrews TW-60G gear driven cams and KB high compression pistons.



The B. C. Gerolamy reworked cylinder heads complemented the motor's breathing capacity. They now have 1.90-inch intake and 1.57-inch exhaust valves operating in CNC-matched ports.



This is the Gerolamy dual runner throttle body that allows the fuel-injected motor to ingest enough air to take advantage of the hot cams and headwork. It can pass almost double the air of the stock single-runner throttle body.



The dual-runner throttle body has a large diameter air filter back plate with blended air inlets for the two throttle bores. The back plate not only includes the cylinder head breather passages, but also acts as the outboard mount for the throttle body.



The Daytona Twin Tec ECM mounts in place of the stock fuel injection controller. It hooks directly into the factory wire harness. There are two modifications that are made to the harness for the oxygen sensor.

The new Gerolamy dual-runner throttle body is a one-piece casting. It features smooth, tapered runners that each has a 50mm butterfly. The throttle body mounts the sensors, fuel rail and throttle cables from the stock Harley throttle body. The only non-stock component is

the air filter back plate, which also incorporates the cylinder head breathers. To control the motor's fuel supply and ignition timing, they have worked very closely with Daytona Twin Tec during development of a closed-loop EFI control computer, ECM. The mating

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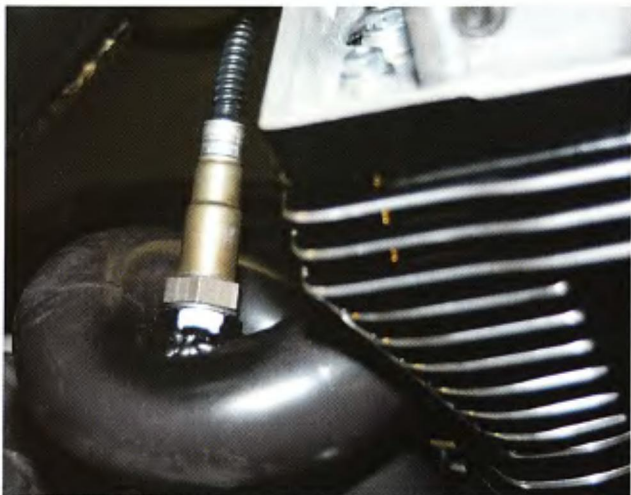
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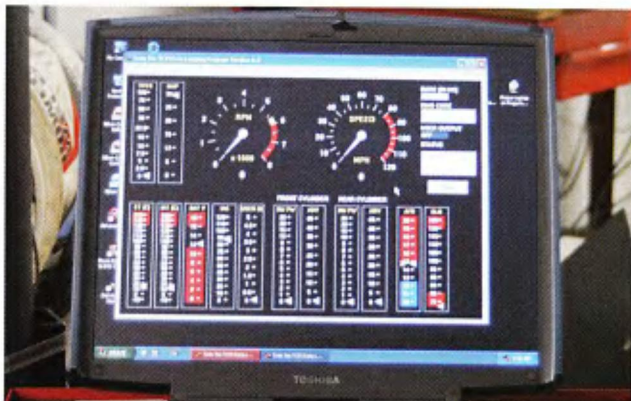
Bungs for the oxygen sensors were welded into each pipe.



A laptop is connected to the ECM for basic setup. Once this is accomplished, the Daytona Twin Tec ECM relies on the oxygen sensor to keep the system adjusted for correct timing and air fuel operation.



The oxygen sensor "reads" the spent gasses as they come out of the combustion chamber. It can tell if the motor is running rich or lean; it then feeds this information back to the ECM. The ECM uses the data from the oxygen sensor in adjusting the amount of fuel that it injects into the air stream that is passing through the throttle body into the intake port.



This is one of the different screens that can be displayed on the laptop to set up the EFI system. This one is for idle mixture control. The Twin Tec ECM and Gerolamy throttle body really allows an EFI-equipped bike to be tuned to almost any performance level. Setting the system up is not difficult.

of these two products resulted in EFI-equipped Twin Cam bikes pumping out high-performance power while being very good rides on the street.

The Daytona Twin Tec ECM replaces the bike's original equipment ECM. It uses an alpha-N (throttle position and RPM-based) fuel control program similar to that used on automotive racing systems. It includes an oxygen sensor for ECM based monitoring and adjusting during actual riding conditions. A bung must be welded into the exhaust pipe to accommodate the oxygen sensor. It is fully programmable and covers the ignition and fuel systems including advance curves, air-fuel mixture; idle air control, idle RPM and cold start settings. Its PC Windows-compatible software allows you to use a laptop for data analysis and programming. The Twin Tec software lets you setup the ECM for engine size, injector size, RPM redline, idle position, timing and air fuel ratio. Over and above the initial setup, there are four areas that can be edited: ignition advance, air/fuel ratio, fuel table

and front cylinder fuel offset.

To find out just how well the parts worked, we followed along as Accurate Engineering, in Dothan, Alabama, built a hot 95-inch Electra Glide Standard. Along with the Gerolamy throttle body and Daytona Twin Tec ECM, they fitted the motor with big-bore KB pistons, Andrews cams and had the heads reworked by B. C. Gerolamy.

The mechanical part of the build-up was pretty straightforward; dialing in the fuel injection required a new tool, a lap-

top computer. The laptop and Daytona Twin Tec ECM with its oxygen sensor took the place of a chassis Dyno. After the motor was broken in, the bike was sent out for a 15-minute ride, and when the rider returned the EFI information was downloaded to the laptop. This data was then used to fine-tune the motor's EFI system. After a couple of rides and adjustments the bike ran like gang-busters without so much as a cough or snort. Docile in traffic, it's a hell raiser when the throttle is cranked open.

—Rogue and John Sullivan



"I guess it's OK. I mean, she is wearing a helmet!"

Source

B. C. GEROLAMY COMPANY

916-638-9008

www.bcheads.com

DAYTONA TWIN TEC

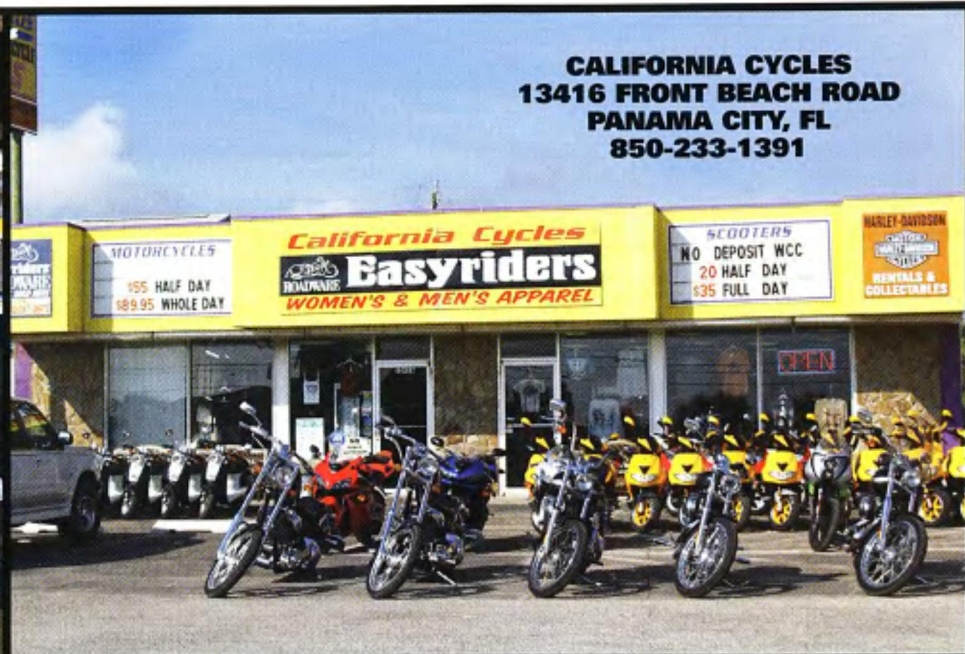
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www.daytona-twintec.com

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Combs Custom Cycles
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(785) 749-1562

MASSACHUSETTS

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(508) 278-2566

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Rocky's Great Outdoors
Burton, MI
(810) 742-5420

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Dennis Kirk
Rush City, MN
(320) 358-4791

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Springfield, MO
(417) 891-9998

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(828) 497-4723

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(828) 765-3451

OHIO

Back Roads Riding Apparel
Bayesville, OH
(740) 685-0321

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Columbus, OH
(614) 224-9400

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Miller Performance
Newton, PA
(215) 968-5772

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Jim's Cycle Shop
Axtell, TX
(254) 863-5460

Strokers Dallas

Dallas, TX
(214) 357-0707

Rear View

Wimberley, TX
(512) 847-0200

VIRGINIA

Z Man Custom Cycles & Parts
Dublin, VA
(540) 674-8171

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137 5th Avenue
Huntington, WV
(304) 697-7433

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Annapolis Leather & Lace
Annapolis County, Nova Scotia
(902) 532-2900

ENGLAND

Cruiser Motorcycle Clothing Co.
Southbourne, Bournemouth
1202-425-825

They say the path to high-performance is made through cubic inches and cubic dollars. Sometimes, the answer to increased horsepower is gained through increasing efficiency. In this guide we cover both issues. There are stroker kits, some high-dollar performance enhancing accessories, and some basic improvements that will make your motor run at its peak.

We covered exhaust in the last issue; in this one we are covering all the other bases. We'll look at fuel, ignition and displacement, as well as a few products that will help your mill hold up to the massive increase in horsepower that can be wrung out of that basic V-twin, with a little help from our friends.

—Kit Maira

EASYSRIDERS' PERFORMANCE GUIDE



NEW SCREAMIN' EAGLE 103 STAGE I KIT FOR EFI TOURING MODELS

The new Screamin' Eagle 103-Cubic-Inch Stage I kit for EFI Models from Harley-Davidson Genuine Motor Accessories is 50-state street-legal and combines all the proven components of the engine used in CVO Screamin' Eagle Touring models: the 43/8-inch stroker flywheel assembly, 3 7/8-inch big-bore cast

pistons, big-bore cylinders, SE-253 camshafts, cylinder heads, air cleaner assembly and cover insert, and replacement catalyst mufflers. The Screamin' Eagle 103 cylinder heads and cast piston combination offer a 9:1 compression ratio for easy starting. This kit fits 2004-2005 EFI Touring models. Separate purchase of muffler end caps to achieve the desired custom style and recalibration of the ECM is required.



NEW SCREAMIN' EAGLE BIG BORE STAGE I KIT FOR V-ROD

The new Screamin' Eagle Street Legal Big Bore Stage I Kit for V-Rod from Harley-Davidson Genuine Motor Accessories boosts the displacement of the Revolution engine from 1130cc to 1250cc.

The complete kit includes CNC-ported cylinder heads, revised intake cams, big bore pistons and cylinder liners, and all required gaskets and hardware. Dealer installation is required. This kit is street legal in 50 states with use of the stock mufflers. ECM recalibration is required.



SCREAMIN' EAGLE PERFECT FIT PUSHRODS

The new Screamin' Eagle Perfect Fit one-piece tapered pushrods are stiffer than conventional pushrods and lighter than adjustable

pushrods, perfect for high-performance applications. They are available in different sizes to fit the most popular Harley-Davidson cylinder head and camshaft combinations. Sold in sets of four.

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



DAYTONA TWIN TEC IGNITION KITS

The Twin Cam Ignition kit for Twin Cam 88 carbureted models includes an ignition module, spark plug wires and a single-fire coil to protect

against short circuits. The ignition module features: two advance curve families with adjustable advance curves to accommodate stock and modified engines; five rotary switches for timing adjustments, advanced slope and rpm limits; and a digitally set rpm limiter. The kit also includes a multi-spark setting for quick starting and

smooth riding. Program custom curves with the optional PC link cable, software and programming kits.



COBRA FI2000R PLUG-IN FUEL PROCESSOR

Drag Specialties says that Cobra's

Fi2000 fuel processor creates a smoother ride by evening out the powerband and allowing more throttle response. The Fi2000 corrects air/fuel mixture problems; eliminates overheating, backfiring on deceleration, hesitation on acceleration or an uneven cruising rpm. The Fi2000 comes with leads that snap directly into the bike's injector bodies and can be used with any exhaust system on the market today. Easy-to-identify green, yellow and red lights recognize a full range of air/fuel mixture levels, so you always know when your engine is at full-throttle power. The Fi2000 features more advanced tuning for modified bikes and requires no fuel map adjustments or computer downloads.



DRAG SPECIALTIES AIR FILTERS

Drag Specialties reusable air filters are precision made from a hand-poured design right here in the USA.

A durable epoxy-coated wire mesh maximizes airflow and provides peak filtration. Drag Specialties air filters feature a urethane body that won't crack or curl and four layers of high-flow, surgical-grade cotton filtration.

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



THUNDERVOLT SPARK PLUG WIRES

Sumax says their high-performance wires ignite the unspent gases that

foul your plugs, resulting in over two horsepower increase shown on a Twin Cam motor. These fat 10.4mm wires boast a low 50 ohms per foot resistance with their dielectric strength rated at 102,000 volts. A tightly woven heat-treated fiberglass braid coupled with three layers of Zimplex silicone high tech insulation yields 600 degrees (F) heat protection. Wires feature black with gold lettering and black Pro plug boots. Thunderbolt wires can be used on carburetor or fuel injected bikes. Sumax's tests show no computer errors on factory bikes. Distributed by: Drag Specialties, Midwest M.C., Mid-USA, Tedd Cycle, Biker's Choice, TEC, Zodiac and Kuryakyn.

Sumax, 122 Clear Road, Oriskany, N.Y. 13424; 315-768-1058, 800-654-5546; www.sumax.com

DOHERTY EFI POWER PACC

Doherty Machine has just announced they have completed development of a new version of their Power Pacc air cleaner system designed for '95 to '98 EVOs and '99-'01 Twin Cams fit with Magnetti-Morelli EFI. Each



Power Pacc conversion includes a specially designed, washable, high volume air filter and sophisticated, snap-in, billet venturi. This specially

designed venturi creates an induction path which provides a 100% unobstructed air flow. The manufacturer says this combination produces increases in both horsepower and torque with overall gains of up to 15%. Said to be easily installed and compatible with stock or aftermarket, round or oval air cleaner covers, the new kit features Doherty's rugged, CNC-machined 1-piece billet backing plate and stainless mounting hardware.



MYSTFREE

According to Doherty, the single largest complaint of TC owners is the oil mist released through the engine breather system that ultimately ends up coating the side of the bike, rider and

passenger. Tested in engines ranging from the stock 88 up to 154 cubic inches, Doherty's Mystfree device controlled virtually all misting normally associated with a build up in crank case pressure and inadequate oil pump scavenging. A direct bolt-in replacement for the factory module, Mystfree can be installed in about an hour with no additional modifications.

Doherty Machine, 1030 Sandretto Drive, Prescott, AZ 86305-3718; 800-956-9409; www.dohertymachine.com



TWIN CAM, MAIN-SHAFT OUTER BEARING SUPPORT

By installing this item you will actually be secur-

ing the crankshaft with the addition of another bearing. This bearing secures the shaft at its outermost point on the (left) most stressful side, preventing possible catastrophic crankshaft bearing failure. The unit bolts directly to the engine case and the inner primary. All is locked securely by its unique design. The mating surface is machined to fit perfectly to the inner primary. This design eliminates any flex or deflection of the support itself. The dual hardened steel dowel pins make this piece extremely durable. The kit includes all required hardware with installation instructions for Twin Cam FLH, 2003-up. Softail and Dyna versions available soon. Made in the USA.

GP Designs, P.O. Box 908, Union City, CA 94587-0908; 866-356-2464, 510-471-9815; www.gpdsgns.net

RUN WITH THE BIG BOYS

Tedd Cycle is offering conversion kits to change your 883 Sportster to 1200cc with no head work necessary. These kits come with two cylinders, 9.5:1 reverse dome pistons, rings, base gaskets and head gaskets. Cylinders



also come in your choice of silver or black wrinkle finish. You also get to choose Wiseco or Sifton pistons. Kits are available for 1986 & up models and require rocker box gaskets, which are sold separately.

VTwin Mfg, P.O. Box 473, Vails Gate, NY 12584; 1-800-VEE-TWIN; www.vtwinmfg.com



S&S CYCLE HOT SET UP KITS

If you want to turn your Harley-Davidson Twin Cam 88 engine into a fire breathing 124-inch monster, or simply wake up your 80ci Evolution-powered machine, S&S has a Hot Set Up kit for you. Each kit is thought out as a package, leaving no variables for you to deal with. S&S matches heads, pistons, cam(s) together to assure maximum performance and reliability. Depending on the level of performance you want, the kit can include flywheels, rods, pistons, heads, cams and rocker boxes, compression releases, pushrods and cylinders. Carburetors and fuel-injection systems are available to complement each kit as well.

S&S Cycle, Box 215, Viola, WI 54664; 608 627-1497; www.sscycle.com



PEREWITZ SUPER COILS

Dave Perewitz mini Super Coils are said to have a capability of high-energy/high-voltage

outputs up to 40,000 volts. Available in single or dual output configurations, the coils feature a closed magnetic core producing extremely high energy to the plugs, excellent heat transfer and rugged through-hole mounting. Single output coils come in left and right hand models with options available for use other inputs and CD ignitions.

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



NEW FI CONTROLLER FROM DYNATEK

The new FI Controller from

Dynatek has several notable features. Unlike similar products, the FI Controller allows the tuner to both richen and lean the fuel mixture. No computer is required to adjust the FI Controller. The unit is supplied with three base "maps". These are predetermined settings the tuner can choose from that are based on standard engine/exhaust system modifications. Three additional dials allow the user to fine-tune the "low," "mid," and "high" ranges of the fuel mixture. All of the adjustments are made using a simple screwdriver. The unit is compact and can be mounted virtually anywhere on the motorcycle. It connects directly to the injectors using OEM style connectors making for an easy and simple installation. Applications for Harley-Davidson, metric

cruisers and ATVs are available.

Dynatek, 164 S. Valencia Street Glendora, CA 91741; 800-928-3962; www.dynaonline.com



FEULING RACE LIFTERS AND CAM PLATE

Feuling Performance hydraulic roller lifters provide increased and critical oil flow to the top end. They are recommended for use with the Feuling High Volume oil pumps and are CNC-machined and precision ground. These are drop in replacement lifters for A & B Twin Cam engines. Dyno developed and track tested, Feuling hydraulic roller lifters increase critical oil flow to valves, springs, rockers, shafts and valve guides.



Feuling has developed a cam plate for Twin Cam engines designed to increase engine oil flow and volume by enlarging critical oil passages and the oil pump reservoirs. Manufactured, blue-printed and matched to

the Feuling Oil Pump, the Feuling Cam Plate is designed to exceed the needs of serious high-performance engines. Manufactured from 7075 billet aluminum and hard anodized for superior strength, the Feuling Cam Plate provides increased oil flow to the pinion shaft and connecting rod bearings as well as reducing engine temperature. For use ONLY with Feuling Oil Pumps.



FEULING STUD AND HEAD BOLT KIT

Feuling says these are the strongest studs and bolts available. This kit is designed to exceed the needs of high-performance engines. It has heat-treated 8740

Chrome-moly steel studs with precision J-form threads for optimum engagement to prevent galling and promote more consistent torque loading. Special alloyed stainless steel head bolts are manufactured by ARP to Feuling's exact specifications; they are recommended for all V-Twin engines. Stock replacement kit includes eight cylinder studs, eight head bolts and assembly lubricant. Made in the USA.

Feuling Performance, 17215 Roper St., Mojave, CA 93501; 619-917-6222; www.feulingparts.com



SCULPTURE CYCLES

These velocity stacks from the Sculpture Cycles crew are made in England by ARH & Sons,

They are CNC-machined from billet aluminum then polished to a perfect finish. These stacks are available in different lengths from 2 inches to 6 inches. They bolt to the head breather holes and let your engine breathe internally so no unsightly filter elements are needed. Almost all the hardware is hidden, too. Stacks are available for all stock H-D and some aftermarket engines and fit CV, S&S and Mikuni carbs. For older engines Sculpture Cycles sells velocity stacks without the back plate, but still with the same clean look.

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



AIS EASY-TO-USE, HIGH-PERFORMANCE IGNITION

Spyke's Acculight Ignition System (AIS) uses optical sensors for extreme spark stability and produces up to three sparks per compression stroke that are precisely and individually timed. The AIS Ignition can better control

emissions and increase horsepower. It is available in the familiar single- or dual-fire modes, and works great with Spyke 3 ohm, 80,000 Volt coils.

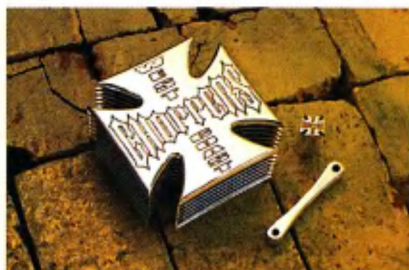
Spyke, Inc., 11258 Regentview Ave., Downey, CA 90241; 562-869-9333; www.spykelnc.com



GET ON A BIG POWER TRIP

LifeStyle Cycles/Performance Techniques have developed a line of performance packages specifically designed to take the guesswork out of pumping up your V-twin. Provide them with your particular riding style, and LifeStyle Cycles/Performance Techniques will provide you with a custom-tailored Performance Package. For Twin Cam and Evo motors, there are three performance packages available. Send in your heads and barrels and performance guru Larry Hardy will work his magic on them, or if you can't wait, buy their new pre-worked heads and barrels outright. You can also have them send them out to be fully polished, powdercoated or painted and have the fins diamond cut for you.

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



WEST COAST CHOPPERS

West Coast Choppers offers air boxes that perform much the same as a velocity stack. They have a grille to block most harmful foreign objects from getting in the motor and the cross logo air box has a foam element that can be used. All WCC airboxes are set up to fit S&S Super E or G carbs and they have adaptors to fit CV carbs, Harley EFI throttle bodies, and Mikuni HSR carbs.

West Coast Choppers, 718 West Anaheim St., Long Beach, CA 90813; 562-983-6666; www.westcoastchoppers.com

COMPU-FIRE 40 AMP 3-PHASE CHARGING SYSTEMS

The Compu-Fire 40 Amp 3-Phase Charging Systems are designed for fuel injected engines and bikes with 6-speed and overdrive transmissions. The system provides 25 amps at idle and 40 amps continuously above 2800 RPM. The narrow rotor and stator fits Softail/Dyna primary cases and the voltage regulator bolts on without any frame modifications. The precision balanced, vented rotor keeps the stator cooler in closed primary systems to maintain maximum output under all high-current



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draw conditions. The large flanged seal spacer provides maximum support for the rotor and the voltage regulator has a output of 14.5 volts from idle on up.

Compu-Fire Engine Electronics, Inc., 196 University Prkwy, Pomona, CA 91768; 909-598-5485



VERY, VERY COOL

Pro-One Ventilated Billet Pro-Coolers provide 360 degrees of flow-through air circulation and a reduction in running oil temperatures. The ventilated body is machined from billet aluminum and finished in show-quality chrome. Each Pro-Cooler comes complete with chrome A/N type fittings and a universal chrome billet aluminum clamp. The rugged, yet stylish, mounting clamp makes for sanitary installation to all popular size front down tubes. Pro-Coolers are available with smooth polished end cap or superior quality VDO oil pressure gauge.

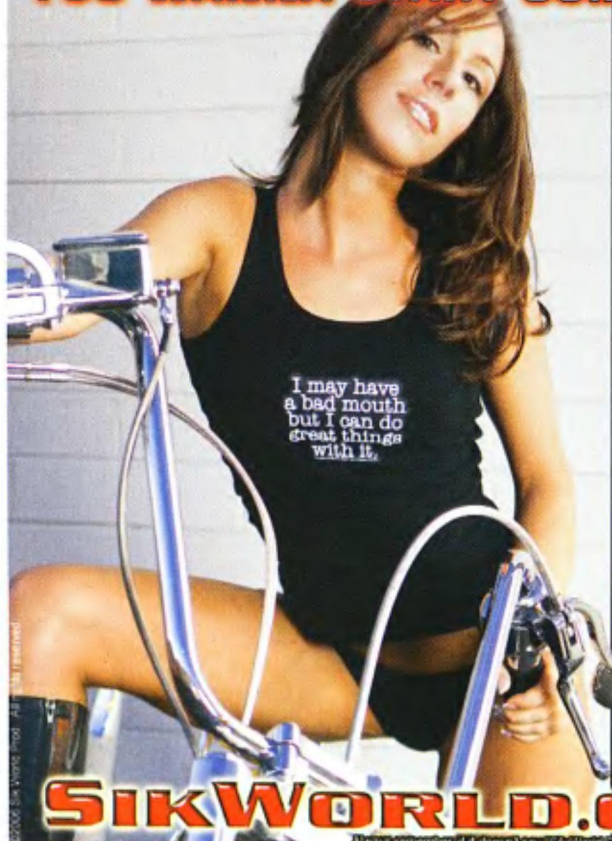
Pro-One, 2700 Melbourne Ave., Pomona, CA 91767; 800-884-4173 www.pro-one.com



STAND-ALONE IGNITION

Want to run a Twin Cam motor in your custom bike? With Thunder Heart's new Twin Cam Stand-Alone Ignition, you can, easily. The ASM5012 Twin Cam Stand-Alone Ignition is designed for use in custom bike applications where a twin cam motor and crank sensor is going to be used. It consolidates all ignition components into a small, easy-to-mount package. Wiring is a snap, because the builder doesn't need a factory wiring harness. The included Smart Link software allows the user to fully program the front and rear spark timing and rev limit with a laptop computer. The software's real-time diagnostic features aid in troubleshooting and tuning. The system comes complete with the module, high-output single-fire coil, wires, software, communication cable, and comprehensive instructions.

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Always remember if it doesn't say "SikWorldProductions" you bought it from an asshole



THUNDER HEART'S '04-AND-UP H-D IGNITION UPGRADE

The Thunder Heart ignition bolts directly in place of the factory ignition module. The included Smart Link software allows the user to fully program the front and rear spark timing and rev limit. In addition, the ASM5075 has three additional outputs to control nitrous oxide activation or a shift light, a "stage" rev limiter, and a tachometer output for use with most aftermarket tachs. The adjustable dwell feature of the software allows users to take full advantage of performance coils. The ASM5075 mounts directly in place of the original equipment ignition module for a simple installation. The kit includes software, communication cable, module, and comprehensive instructions.

Thunder Heart Performance, 120 Industrial Drive,
White House, TN 37188; 615-672-8811;
www.thunder-heart.com



TWIN CAM STROKERS FOR THE NEW 2006 DYNA ENGINE

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ReadersRides

Armando Cavazos Merced, California 1973 Sportster

Here's a fine example of what nickels and dimes can do for you. This Sporty was put together by Armando (Mondo of Merced) and his son-in-law, Steve, during the winter before last, with old parts found in the garage and parts acquired at various swap meets. "I used to build these back in the 1970s, like the rest of us," Mondo, a construction worker, says. "Then I quit, and then I started by accident the winter before last, 'cause it was raining so much, and I got bored."

He had the bike sitting in pieces in his garage and figured he might as well do something with this stock '73, its pistons just bored .30-over. "It's got an old Paughco springer straight from the '70s," he adds. "It's still a little pitted, but I cleaned it up. The bottom part of the fender was mangled, so I just cut it off, and the top piece of the sissy bar was mangled, so I cut it off, too."

A lot of other parts came from various swap meets, like the gas tank, which he says he bought in San Francisco for \$15. "I sandblasted it, cleaned it and had it resealed inside. Found the old octagon bag for \$8, you know, just



nickel-dime kinda stuff." Yes, we do.

It also has a Paughco frame, powder-coated rims, an Avon whitewall in the front, and a classic whitewall in the rear. Looking like \$1,000,000, it took first place in the Old-School category at the Easyriders Bike Show in Reno, Nevada, earlier this year. Not bad for a nickel-and-dime swap meet special, is it? And

there's more to come. "We just finished our second one and started our third one," Mondo says, admitting that he's got a definite thing for '70's Sportsters with what he calls "a little bobber taste to it."

Now, he and Steve have got the fever and they've got it bad, with no cure in sight.
—Tripper



Photos: Owner

Ray Glave
Winchester, Kentucky
2005 V-Rod

To the untrained eye, this may seem like a regular, garden-variety V-Rod of the Screamin' Eagle species, but the expert "rodologist" will notice immediately that this is, in fact, a V-Rod chopper. How can you tell? Well, for starters, the cute little skull hanging from the upper triple tree is a dead giveaway. Also, right in front of it, the Maltese cross headlight along with the Maltese cross rear signals, the custom leather seat, and the mini bullet turn signals in the front, definitely helps subsume the bike under the chopper genre.

Lest you think I'm serious, there are other telltale signs, such as the 3-inch extension in the front end, while the rear end was lowered 1-inch, according to



Ray. He also says that he had Wayne Bernhardt at Blackburn H-D, down in Lexington, Kentucky, do all the building which included installing an Arlen Ness Slam kit. It was painted candy cherry red by Harley-Davidson. But it may just be the fastest chopper on the planet, or at least in Winchester, Kentucky. "The engine has been equipped with optional high-performance parts for a total output of 136 horsepower," Ray tells us. "This machine is capable of speeds in excess of 150 miles per hour."

He goes on to tell us that he's 5 foot 11 and weighs 165 pounds, I'm not sure why. And then he gives us his birth date (he's a cancer) and says, "Please let me know the month my bike will be published."

No problem, Ray. It'll probably be somewhere around August.

—Tripper



Photos: Owner



Charlie Lawson
Louisiana, Missouri
2005 Special Construction

Custom builders are a single-minded breed. It's their nature, because you have to be that way to want everything different from what everybody else has. Charlie, who owns and runs a custom car shop and works mainly on Shelby Mustangs, is such a person. He also happens to have a flair for two-wheeled beauties. "I kept telling everyone that I wanted it to look like my next girlfriend," he says about the beginning stages of this two-year project. "I wanted it wide, to get narrow and then get wide again." Ahh, the hourglass shape.

He bought an Independent tank, cut it in half and started welding. The right and left oil tank covers are flamed, something he did with his plasma cutter. He welded some nuts on the oil tank to screw them down, and the left-side flame houses the coil and ignition, he says.

He took a Fat Katz rear fender and ripped it and welded it to the frame, and then molded the Fat Katz rear fender to the frame. The Independent gas tank was then stretched it to make it flow with the rear frame. "I rolled steel around the frame and molded it to meet the seat," he says, "and I hand-made the motor mounts, license plate mount, tail-light bracket and exhaust brackets,



Photos: Owner

which are welded inside the frame and hidden. I didn't like anything that was being offered, so I decided to fabricate it all myself."

See what I mean about single-mindedness? He even made his own seat out of raw fiberglass and his own pipes because he's so darn single-minded. "I bought a set of Bear-something-or-other pipes, I don't remember, and I wasn't happy with 'em. I had an exhaust bender and made my set of pipes."

Pretty much the only thing store bought, aside from the drive train, is the Chrome Horse front end, because, at some point, Charlie wanted to get to ride his project. Yeah, he's just too darn single-minded.

—Tripper



"...and human studies have also proven that the first few moments upon waking determine one's mood for the entire day."



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Mar 3-12	Bike Week - Daytona Beach, FL
Mar 17-19	Hilton Head Motorsports- Bluffton, SC
Mar 24-26	Bikefest - Tampa, FL
Mar 30-Apr 1	Extreme Motorcycles of Hickory - Hickory, NC
Apr 7-9	Cycle Center - Fremont, CA
Apr 14-16	Available
Apr 21-23	Available
Apr 26-30	River Run - Laughlin, NV
May 5-7	Spring Car and Bike Rally - Batesville, AR
May 13	Harley-Davidson of Appleton, WI

May 17-21	(Bike Week) Myrtle Beach, SC
May 26-28	Available
June 2-3	Doc's Harley-Davidson- Kirkwood, IL
June 9-11	Abernathy Motorcycle Sales - Union City, TN
June 15-18	Twin States H-D in Lebanon, NH
June 24	J&P Cycle Open House - Anamosa, IA
June 30-July 2	H.O.G. Nationals - Billings MT
July 7-9	Available
July 14-16	Available
July 19	JR's Smoke Shop - Irving, NY
July 21-23	Available
July 27-29	Honda Homecoming - Marysville, OH
Aug 4-6	Available
Aug 10-13	Full Throttle Saloon Sturgis, SD
Aug 18-20	Biker's Dream - East Peoria, IL
Aug 25-27	Hal's H.D. in New Berlin, WI
Sept 1-3	Abate of Minnesota-Litchfield, MN
Sept 8-10	Loess Hills Rally-Council Bluff, IA

Sept 15-17	Available
Sept 20-24	Reno H.D. in Reno, NV
Sept 29-Oct 1	Available
Oct 7	Harley Davidson of Atlanta - Lithia Springs, GA
Oct 13-15	Jim's Harley-Davidson in St. Petersburg, FL
Oct 19-22	Biketoberfest, Daytona Beach, FL
Oct 27-2	Available
Nov 5	Stone Mountain H-D in Lilburn, GA
Nov 10-12	Available
Nov 17-19	Available
Nov 24-26	Puerto Rico Bikefest
Dec 1-3	Available
Dec 8-10	Available
Dec 15-17	Available
Dec 25	Merry Christmas

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Harley-Davidson's Light And Nimble Touring Bike



2006 Road Glide Road Test





Although this magazine deals first and foremost with choppers, bobbers and other custom motorcycles, they are generally not built for the long haul. That's where touring bikes come in. With their built-for-comfort specs and amenities, they may not look as sleek and sexy as a Best-of-Show winner at an Easyriders Bike Show, but your kidneys, spine and other select body parts don't care about that when you're taking them across your state or even the country.

As touring bikes go, the choices have become almost overwhelming with various manufacturers trying to capture a sizable segment of that market.



Harley-Davidson alone offers nine different models, from the basic Road King all the way to Harley's sofa on wheels, the Screamin' Eagle Ultra Classic Electra Glide with its fuel-injected 103-inch mill, 160 watt audio system—with CD, CB, and XM satellite radio—GPS, heated grips and leather seat.

For the purist, however, the Road Glide (FLTRI) is the way to go... and go... and go. Basically a no-nonsense Electra-Glide without chrome bumpers or other frilly thrills, the Road Glide lets the rider focus on the ride. Granted, it also has an AM/FM/WB/CD/MP3 Advanced Audio System by Harman/Kardon, just like the above-mentioned Screamin' Eagle Ultra sofa, albeit without CB and only 25% of the behemoth's output (40 watt), but at 731 pounds, the Road Glide is also a full 150 pounds lighter and accordingly, much nimbler.

For the serious rider, the Road Glide features what Harley-Davidson calls a wind-splitting, frame-mounted fairing, replete with cockpit-style full instrumentation, meaning everything is fully visible and easily accessible without making the



rider search or fumble for anything. Additional help comes from the self-canceling turn signals, cruise control (not available for the Street Glide, by the way), dual halogen headlights, running lights, triple disc brakes, air adjustable front and rear suspension, as well as the adjustable rider and passenger floorboards. Oh yeah, and the hard saddlebags hold a lot of stuff, too.

With an estimated mileage of 46 mpg in the city and 50 on the highway, the five-gallon tank will let you go for quite a ways before refueling, like all the way from Los Angeles..., well, Pasadena..., okay, Rancho Cucamonga to Las Vegas. And with a seat height of 26.2 inches and 5.1 inches of ground clearance, you know you can hit some of the tighter turns with ease and confidence. It's even narrow enough to make splitting lanes a relative joy—at least that's what we found after taking the Road Glide through its paces along the infamous SoCal freeway systems.

With the Road Glide, Harley-Davidson has poured decades of touring experience into one terrific highway cruiser. The fuel-injected 88-inch motor will propel you swiftly down the road, and if you're worried about what lies ahead, simply dial up a weather station on the radio. How much easier and enjoyable can long-distance riding possibly be?

—Red Baron





GENERAL

Fabrication: Harley-Davidson

Year: 2006

Model: Road Glide—FLTRI

Assembly: Harley-Davidson

ENGINE

Year/Model: 2006 Twin Cam 88

Builder: Harley-Davidson

Ignition: Harley-Davidson

Displacement: 88 cubic inches

Bore & stroke: 3.75 x 4.00 inches

Torque: 86.0 ft. lbs. @ 3500 rpm

Cam: Harley-Davidson

Intake: Electronic Sequential Port Fuel Injection (ESPFI)

Pipes: Chrome, staggered shorty duals

Compression Ratio: 8.9:1

TRANSMISSION

Year: 2006

Gear Ratio (overall):

1st: 10.110

2nd: 6.958

3rd: 4.953

4th: 3.862

5th: 3.150

PAINT

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

FRAME

Type: swingarm

Rake/Trail: 26.0 degrees/6.2 inches

Stretch: none

ACCESSORIES

Handlebars: (very) mini-apehangers

Instruments: electronic speedometer, odometer, resettable trip meter, diagnostic readout, fuel gauge

Oil tank: under seat

Oil system: 3.6 quarts

Seat: One-up/two-up

Mirrors: Harley-Davidson

Grips: Harley-Davidson

FRONT END

Type: telescopic

Builder: Harley-Davidson

WHEELS FRONT

Type: silver 9-spoke, cast

Size: 16-inch

Tire: MT90B16 72H

Brakes: dual disc

WHEELS REAR

Type: silver 9-spoke, cast

Size: 16-inch

Tire: MU85B16 77H

Brakes: single disc

Unique features: 40-watt AM/FM/WB/CD/MP3

Advanced Audio System by Harman/Kardon;

wind-splitting, frame-mounted fairing;

cockpit-style full instrumentation; silver

powdercoated engine with chrome covers;

clean front and rear fenders; electronic

cruise control

Photos: Rick Hustead

Coming At Ya

The super sexy September issue of *Easyriders* (No. 399) is packed to the gills with far-out custom creations from such notable builders as Joker Custom, Jerry Covington, Aaron Greene, Jesse Rooke, Rikki Battastini and we'll test a new Big Dog Mastiff.



Tear up the road with us as we take you to Myrtle Beach. We'll also bring you the Easyriders Invitational Bike Show in Kansas City as well as the rowdy Redwood Run. Find out how motorcycles became the life-blood of superstar rockers Greg and Duane Allman and the Allman Brothers band.

Out in the tech shed we'll show you the latest transmissions and primary drives in our Driveline Guide and also bring you Part One of our J&P Cycles Build-A-Bike Contest. Yep, YOU could win this bike! All this PLUS on the newsstand we'll offer up a 32-page outsert of every aftermarket product in our Annual Bike Builder's Guide.

On sale August 1st



The alluring August issue of *V-Twin* (No. 64) takes you to the Laughlin River Run, where temps are in the triple digits and also the much cooler Tamale Run. Go behind the cameras of *V-Twin TV* and see what lies in store for you, meet the master builders at Stinger Customs. Discover our Top 10 Production Bikes of the Year, visit Aaron Greene at Paramount Customs in Reno, Nevada, and get a True Road Tale to get your motor running. Plus 10 amazing bike features, our Hop Up Guide and newsstand copies will include our "Sturgis Survival Guide."

On sale July 11th.

The September issue of *Biker* will bring ya *Penthouse* Pet Charlie Laine, on the "Timeless" Bobber from P.B. Choppers built for the *Biker Build-Off* in Sturgis. Be there ya bastards.

On sale July 18.



Come on down to Daytona Beach for Bike Week in the Sept. *In The Wind* (No. 126). You'll see David Mann's 2nd Chopper Fest, and a Kansas Indian with sweet Stacie. Newsstands only: It'll be 32-pages on six 2006 *Easyriders*/V-Twin Bike Show Tour stops.

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AMERICAN IRONHORSE.....	817-665-2000 neverbetamed.com.....	103
AMERICAN MOTORCYCLE SPECIALTIES USA.....	amspecialtiesusa.com.....	111
BACK ISSUES.....	800-881-3849.....	128
BAILEY AND ASSOCIATES.....	800-361-7467 docbailey.com.....	125
BARNETT HD dba Barnett's Magazine.....	800-910-4057 barnettshd.com.....	124
BASSANI PIPES.....	866-439-4287 bassanipipes.com.....	125
BCC ORLANDO.....	chopperblueprints.com.....	124
BELT DRIVES LTD.....	belt drives.com.....	48
BIG BOAR PRODUCTS.....	865-458-8640 bigboarproducts.com.....	115
BIG DOG MOTORCYCLES COLUMBUS.....	614-224-9400.....	83
BIGFOOT POWER LIFTS MOTORCYCLE JACKS.....	888-817-1691.....	120
BIKER WEAR PLUS.....	702-450-9057 www.bikerwearplus.com.....	120
BIKERHIWAY.....	866-496-3184 bikerhiway.com.....	125
BLACK HILLS/ STURGIS HARLEY-DAVIDSON.....	605-342-9362 blackhillshd.com.....	55
BOODAZ BIKER BOOTS.....	888-826-6329 Ext. 129 boodaz.com.....	111
BREEZY MOUNTAIN LEATHER.....	303-926-1430 breezymountainleather.com.....	127
BROS CLUB NORTH AMERICA.....	800-547-2767 (BROS) brosclub.org.....	140
CANYON RUN.....	canyonrun.com.....	130
CATCO ENT.....	800-828-8236.....	127
CATSKILL MOUNTAIN THUNDER.....	518-634-2541.....	116
CENTURY 21 AMERICAN.....	800-550-6801.....	126
CHISOLM TRAIL MERCANTILE LLC.....	chisolmtrailmercantile.com.....	126
CHOPPERS INC.....	321-757-7262 choppersinc.com.....	77
CHROME DOME MOTORCYCLE PRODUCTS.....	chromedomemotorcycleproducts.com.....	125
CHROME PROS.....	866-624-7663 chromepros.com.....	116
CML USA, INC.....	563-391-7700 ercolina-usa.com.....	117
COOL WINDSHIELDS.....	408-209-6337 coolwindshields.com.....	113
CROSS GEL.....	888-GEL-CUSHION softbottom.com.....	117
CRUISER CUSTOMIZING.....	888-721-4HOG realhog.com.....	123
CRUZIN' MACHINE.....	865-603-5358 cruzinmachine.com.....	122
CYCLEGRAPHS.....	800-914-2008 cyclegraphics.com.....	124
DADDYMACK.....	702-521-6969 daddymack.net.....	127
DALLAS PRIDGEN JEWELRY.....	800-895-1244 www.outriderj.com.....	127
DENNIS KIRK.....	800-731-3679 denniskirk.com.....	16,41
DIAMOND HEADS.....	877-602-4026.....	110
DIRECT LIFT (PRO CYCLE).....	866-347-5438 directlift.com.....	117
DISCOUNT AUTO LIFTS.....	877-747-5438 discountautolifts.com.....	118
DISCOUNT RAMPS.COM LLC.....	888-651-3431 discountramps.com.....	95
DRAG SPECIALTIES.....	dragspecialties.com.....	C2,65
EAGLERIDER MOTORCYCLE RENTAL.....	877-444-9093 eaglerider.com.....	118
EASYSIDERS EVENTS.....	800-962-9857 easysidersevents.com.....	97,C4
EASYSIDERS MAGAZINE DEALERS.....	800-572-1386.....	31
EASYSIDERS ROADWARE DEALERS.....	800-552-2846.....	137
EASYSIDERS ROADWARE PRODUCT.....	800-552-2846.....	104
EASYSIDERS VIDEOS.....	614-224-9400.....	29,120
EASYSIDERS WEBSITE.....	easysiders.com.....	119
EXOTIC CHOPPERS.....	407-253-1233 exoticchoppers.com.....	121
EYE LENSES, INC.....	563-243-5369.....	OS/7
FIX MY HOG, INC.....	619-269-9321 fixmyhog.com.....	122
FLATHEAD POWER, LLC.....	985-385-2244 flatheadpower.com.....	126
FLORIDA EMBLEMS.....	727-536-9390.....	127
FORT LAUDERDALE HARLEY-DAVIDSON.....	954-724-2800.....	151
FULL THROTTLE SALOON.....	888-567-4909 fullthrottlesaloon.com.....	42
GENERAL STORE.....	818-889-8740.....	110-128
GLENCOE CAMP RESORT.....	800-345-9213 rockntherally.com.....	26,68
GRANPA'S MOTORCYCLE PRODUCTS.....	574-340-6111 granpas.com.....	127
HARLEY DAVIDSON OF WEST VIRGINIA.....	800-766-4647.....	117
HARLEY-DAVIDSON/PARTS & ACCESSORIES.....	800-443-2153.....	24,25
HARLEY-DAVIDSON/PARTS & ACCESSORIES.....	800-443-2153.....	39
HAWG HALTERS, INC.....	877-442-5837 hawghalters.com.....	114
HEADWINDS.....	626-359-8044 headwinds.com.....	110
HELBRECHT LLC.....	954-577-8209 bikereyes.us.....	124,125
HELLBOUND STEEL MOTORCYCLES.....	909-944-7633 hellboundsteel.com.....	55
HELMET SOURCE, THE.....	877-MC HELMETS thehelmetsource.com.....	127
HOLLEY PERFORMANCE PRODUCTS.....	270-781-9741 hookerpipes.com.....	14
HOWARD'S HOG HORNS.....	770-992-0034 howardshorns.com.....	112
IMAGE MOTORCYCLE PRODUCTS.....	800-304-5838 imagemotorcycle.com.....	121
INTERNATIONAL COTTON, LLC.....	800-990-TEES bikershirtclub.com.....	115
IRON BAGS.....	715-835-4557.....	126

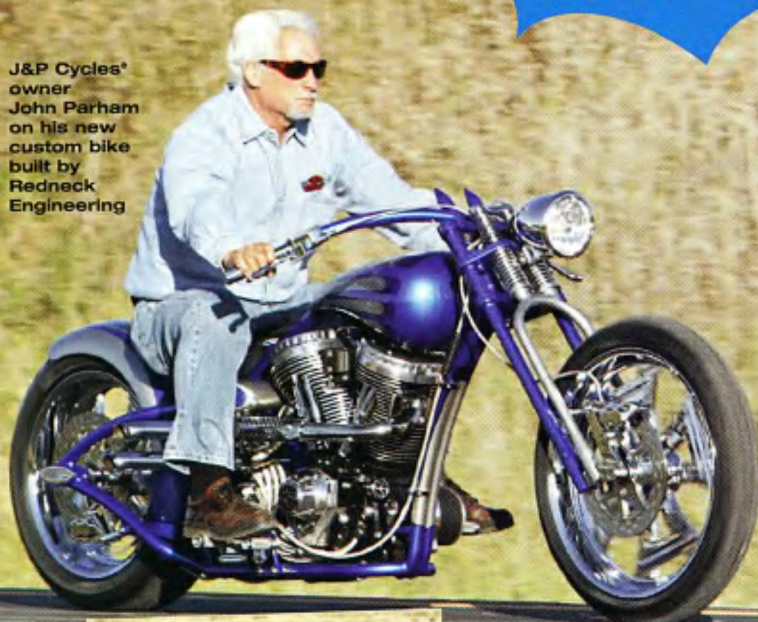
J & P CYCLE.....	888-994-7677.....	C3,OS/C2
JACKMAN CUSTOM CYCLE INC.....	301-556-0144.....	124
JBS PRODUCTS.....	800-477-8605 www.bikertails.com.....	122
JIREH CYCLES.....	877-681-0448 jirehcycles.com.....	133
JOHN HAYMOND.....	800-HAYMOND.....	69
KIDS & CHROME/STURGIS.....	605-782-2331 kidsandchrome.org.....	49
KIKKER 5150.....	877-545-5150 kikker5150.com.....	124
KINGPIN CYCLES.....	714-482-7888 kingpincycles.com.....	122
KLOTZ SPECIAL FORMULA PRODUCTS, INC.....	260-490-0489 klotzlube.com.....	111
KURYAKYN USA HOLDINGS.....	866-277-9598 kuryakyn.com.....	131
LABRIOLA MACHINE.....	303-433-8785.....	126
LANDMARK MOTORCYCLE ACCESSORIES.....	800-497-0312 landmarkmfg.com.....	118
LAS VEGAS BIKEFEST 2006.....	866-BIKEFEST lasvegasbikefest.com.....	119
LBV ENGINEERING, INC.....	630-860-9966.....	126
LE PERA MANUFACTURING.....	818-767-5110 lepera.com.....	112
LEONARD MAGGIORE.....	800-567-5339.....	125
MARLIN CORP.....	800-777-5543 marlinclocks.com.....	127
MC WHEEL.....	888-MC-WHEEL mcwheel.com.....	127
METZELER MOTORCYCLE TIRES.....	us.metzelmoto.com.....	OS/C4
MIKE'S FAMOUS HARLEY DAVIDSON.....	800-FAMOUS-HD mikesfamous.com.....	114
MOTO-ARTS.....	818-957-1059.....	122
MOTORCYCLE HOT SEAT.....	248-446-1718 motorcyclehotseat.com.....	127
MOTORCYCLE MECHANICS INSTITUTE.....	800-215-3781 MMImoto.com.....	47
MR. B'S LIFESTYLE.....	631-261-8097.....	123
MUSTANG MOTORCYCLE PRODUCTS, INC.....	800-243-1392 mustangseats.com.....	118
PAC-KIT SADDLEBAG COMPANY.....	800-822-1804.....	125
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SAT MOTORSPORTS.....	417-796-2131.....	126
SICKSHOOTER, INC.....	sickshooter.com.....	115
SIK WORLD PRODUCTIONS.....	888-745-6377 sikworld.com.....	140
SPECIFIC ALLOY COMPONENTS, INC.....	866-284-3865 stainlessbysac.com.....	126
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STURGIS VENDOR & EVENT MAP.....	bikercityguide.com.....	OS/15-19
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SUPER PATCH USA.....	patchusa.com.....	126
SUPERIOR GRAPHICS.....	edecals.com.....	123
SUPERIOR M/C PARTS.....	800-528-8894 www.superiormotorcycles.com.....	124
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THE HAMILTON COLLECTION.....	collectiblestoday.com.....	45,87
THOMPSON CHOPPERS INC.....	417-744-2268.....	123
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TOMBSTONE SILVERWORKS.....	386-258-5874 Ext. 11.....	124
TORRES CYCLE CONCEPTS.....	877-656-7822 torrescycle.com.....	127
TP CYCLE & ENGINEERING.....	203-744-4960.....	105
VIBERIDER.COM.....	877-842-3743.....	126
V-TWIN EXPO.....	623-551-1847.....	66
V-TWIN NEWS.....	818-889-8740.....	120
V-TWIN TV ADS.....	v-twin.tv.....	13
WALLETS BY CHOPPER STUART.....	888-740-7099 stores.ebay.com.....	123
WICKED IMAGE.....	951-894-2929 wickedimage.com.....	114
WINDVEST MOTORCYCLE PRODUCTS.....	877-370-7326 windvest.com.....	113
WOLFTRAX INC.....	800-965-3872.....	122
WYOTECH.....	866-225-8870 go2wyotech.com.....	69
XTREME MACHINE.....	217-291-0200.....	15
X-TREME SCOOTERS.....	877-709-3847 getscooters.com.....	122
ZIPPER PERFORMANCE PRODUCTS.....	410-579-2828 zippersperformance.com.....	105
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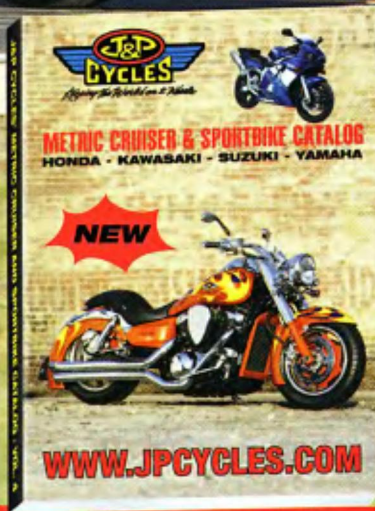
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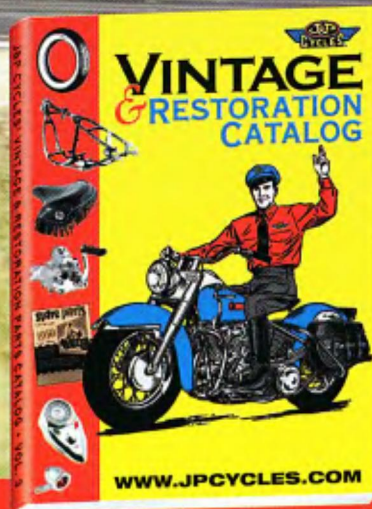
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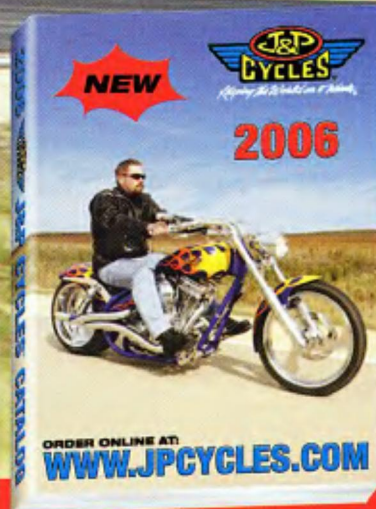
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