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Taking It Easy

There's something wrong here. A county paid up to \$100,000 to a former attorney general to investigate the county's sheriff who was accused of mispending \$8,000 of taxpayer money. And the thing is, he'd been investigated exhaustively previously. (Our wise politicians really do know how to spend our—as in yours and mine—money.)

There was an annual fashion show in Paris, France, recently, and apparently some of the designers decided to shroud the runway models' faces in various ways. One critic said that it made some models resemble "Hannibal Lector in drag." (Now there's a visual for ya.)

Our society is just going way too far sometimes. The Oregon Court of Appeals ruled that a person's neck is a "sexual or intimate (part)" and so a forcible kiss there is felonious touching that allows sentencing the offender to life in prison under the state's "three strikes" rule. (And I thought Oregon was a state with its shit together. Ah, well, they're going to ruin just like the rest of us.)

We all (from time to time) inadvertently pass an exit because we're so used to driving the same route day after day. But get this. A mother dropped her child off at school and left, not realizing that it was Saturday and not a school day. The police found the child wandering around with no one to play with and no teachers to teach.

I guess we're all familiar with the Nigerian scammers. Well, this old guy lost about \$3 million of his family trust over a 10 year period (and this guy was a prominent neuroscientist). So his son asked a judge to remove his father as the estate's administrator. Now listen up—this prominent neuroscientist has continued to pay money on another scam because the new Nigerians are "different Nigerians."

In the Sudan, this guy was caught having sex with a female goat. So, as punishment, he was ordered to pay a dowry to the goat's owner and to care for the goat as if they were "married." Apparently, the story ran throughout the world with one Web site reporting it with an accompanying photo of the goat—with a black bar across its eyes—to protect its privacy. (Yep, that's what it said.)

A guy was stopped for DUI after the cop saw him weaving in and out of traffic. When the cop asked the guy to recite the alphabet, the guy asked if he could substitute a math problem instead. The cop said, no.

A man robbed a bank but was disappointed at the size of his heist. So he telephoned the bank manager and ordered him to stand out front with more money and he'd grab it on a drive by. The robber must have realized the error of his ways and never showed up, but the police traced the phone call.

You know how you always feel that your children are so safe when you see the crossing guard at their schools? Well, one 81-year-old school crossing guard was struck and killed by a 70-year-old crossing guard who was driving to his own post. (Never take anything for granted.)

Did you know that (1) Slugs have four noses, (2) The world's oldest piece of chewing gum is over 9,000 years old, (3) Some ribbon worms will eat themselves if they can't find any food, (4) One-quarter of the bones in your body are in your feet and last, but not least (5) A giraffe can clean its ears with its 21-inch tongue. (Now don't you feel enlightened?)

A baby shower was in progress. Some guy who was pissed off at a man who was dating his ex-girlfriend (the argument was over whether the woman let their 5-year-old kid drink beer) shot the man. Well, one thing led to another and others decided to join the fracas. Even the seven-months-pregnant guest of honor was beaten with a stick. (Now that's one memorable shower!)

An announcement was made on a plane returning to Great Britain that the landing would be delayed just a bit. It seems the air traffic controller was having a tea break and no plane landing could interrupt him.

A guy was stopped for drunk driving because he was weaving down the highway. When he was stopped, he got out of his car and started running. But the cop caught up with him and deposited him in the rear seat of the patrol car before getting out the breathalyzer. While all this was happening, the guy decided that eating his underwear might absorb some alcohol before he took the test so he proceeded to munch away. But he had luck with him that day—although the underwear meal didn't work, he only blew .07 so they let him go. (But you must admit, that was some clever thinking—not too tasty, but clever.)

This couple (both of them) in Jordan were going on the Internet looking for someone to get the juices flowing again. Each one of them finally found what, they felt, was the perfect match—and guess what? They had selected each other. (A little work on the marriage and things should be looking up.)

A British bank sent him a debit card (all good so far) but it was mistakenly made out to "Mr. Dick Head." And he didn't even notice the error until trying to use it.

So you think that sweet little fuzzy pussycat of yours is just that—sweet and fuzzy? Well, an elderly woman in Japan was asleep at a home for the aged when a sweet and fuzzy cat chewed the toes off her right foot—every single last toe! (So put your cat away when you decide to take a nap.)

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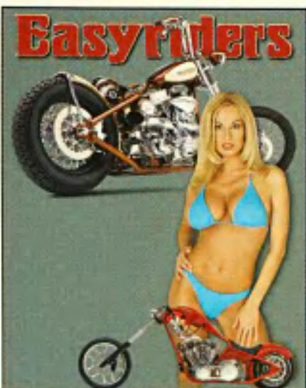
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Covington's *Easyriders* tribute bike and Aaron Greene's chop by Michael Lichter. Awesome Anita by Don Rogers. Special imaging by Adam Kobrin.

The next liver-quiverin' issue goes on sale August 29th, 2006. Printed in the USA.

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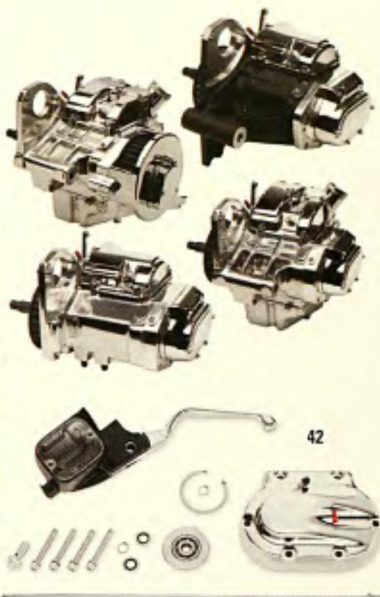
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Another Reply

Just saw the letter in "Talking Tech" in the May "Wordmonger" column regarding "Dumb and Dumber." I didn't see the previous "Dumb and Dumber" letter, but when it comes to working on tanks, running water for three hours and venting with an air hose for eight hours sure sounds like a lot of unnecessary hassle.

When my tank broke, I took it to a bro and he stuck a short hose from his truck exhaust into my tank. We then idled his truck for about two beers (15 minutes). Then he stuck his nose in it and started welding (ha, ha, ha). Said he'd been doing it for years.

This method, combined with the monitor for safety that Sylvia's cousin was talking about sure seems like it would be less time consuming.

Damion

Signal Hill, California



Party Time

I've been a reader of your magazine from the early days, and as it's 35 years old, I thought I'd make something to commemorate it. So here's a photo of my weather vane, which also doubles as a fitting tribute to Dave Mann.

Over here in England it's not easy to find a copy of *Easyriders* on the newsstands, so I recently subscribed to make sure I get my copy.

I don't have a Harley, though I've always liked them. Before I get much older, I'll juggle some funds around and get one. I do ride a Triumph Bonneville, which I bought new 25 years ago—and it's still going strong. As you have featured Triumphs from time to time, I'm sure this meets with your approval. When it warms up over here, I'm going to have a small party to celebrate 35 years of *Easyriders*.

Keep up the good work and let's have another 35 years.

Chris Sanders

England

We're workin' on it, Chris.

Oil In Primary

In the June 2005 edition of "Talking Tech," the first question was about oil in the primary of an '81 FXWG. You failed to mention that unless the tubing had been recently re-routed or pinched, the most common cause of this is the spring-loaded check ball in the oil pump. Either trash keeps it from seating or it is worn. It's an easy problem to fix most of the time—simply remove the cap and clean it out with brake cleaner.

Check the ball for wear. If there is a line of discoloration, spot-weld the ball onto a rod, and using that tool, re-lap the surface in the pump and replace with a new ball—and the problem is fixed.

Of course with the close tolerances, the lapping compound must be thoroughly cleaned out. Very little compound is needed, and since the housing is aluminum, care must be made not to overlap.

Since the primary filled in 100 miles, I would bet on alien materials holding the ball from a proper seat.

Tom Cunningham

Winston, Montana

Ladies Read Too

I bet you have more female readers than you know about. My husband has subscribed to *Easyriders* for years and I'm the first one to rip off the plastic wrapping to look at the bikes, articles, and my favorite section, "Passin' Gas." I'm sure the "World's Largest-Selling Magazine For Men" has a few lady-rider fans as well.

Keep up the good work.

Mary

Wisconsin

We sure hope so. Maybe we should change the cover blurb to read, "The World's Largest-Selling Motorcycle Magazine For Humans." But then, the androids from Andromeda would complain.

Chopper Shaman

As a reader of your magazine for the past quarter century or so, and having swung my leg over my first internal combustion powered two-wheeler in 1958 (built by my father, my brother, and me), I became a bit perplexed over Beatnik's review of *Chopper Shaman*.

His statement that "our little weird subculture continues to get co-opted by TV mass-marketing bullshit and pure raging greed..." rings true. When I thumb

through the pages of *Easyriders*, I see feature after feature of bikes constructed by the new gods of fabrication. Although all these men seem to lay claim to the Indian Larry philosophy of "keepin' it real," I seem to be viewing bikes with six figure price tags that fit into the "raging greed" category that Beatnik spoke of.

I gave up watching the Discovery Channel shows when they started featuring tours of the multi-million dollar homes and the Hollywood "A" list pals of the builders. The philosophy that permeates the writings of biker magazines seems to be the "freedom" and "soul" of our "lifestyle." Bullshit. All that has been replaced by the almighty dollar. Good lord, people complain about the price of a new Harley but even top-of-the-line Screamin' Eagle models don't come close to the price tags of most "off the line" customs of the builders who populate the pages of *Easyriders*. Don't get me wrong—you still pack more useful information in your pages than any other magazine in your class. I just wish you would delve a bit deeper into your "Readers Rides" section. That's where the real bikes are—that's where the real builders are and where the real soul and spirit lie.

Beatnik had it right, it's all about the dollar—unbridled greed. I just hope that an important part of the lifestyle wasn't buried with Larry. Right now, I don't see anyone picking up the torch. They're too busy talking to the accountants to even notice it has been dropped.

Richard Duby
Cape Cod, Massachusetts

We understand your point, Richard, but think what would happen if Easyriders only showed bikes built for under 15 grand in a garage, or stock bikes with nice paintjobs. Easyriders has always been about showing off custom bikes that make you think and make you dream of building bikes of your own. Yes, we show bikes that stretch the custom envelope and, yes, they are expensive. Open our first issue from 1971 and you'll notice that the bikes were expensive back then, too. Besides, Easyriders is not about how much you spend on a scooter, it's about the heart and soul and the biker lifestyle we all love. More importantly it's also about the riding, man.

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Jerry Covington's Tribute To 35 years Of *Easyriders*

THANKS FOR THE MEMORIES!

Just where the hell did that time go? *Easyriders* is 35 years old? Seems only yesterday that Joe Teresi, Lou Kimzey and Mil Blair were putting out that first issue of what would become the bible of the biker world. Through thick and thin (and there's been plenty of both, believe me) *Easyriders* has always

stayed true to what's true. All of us here now privileged to carry on that tradition haven't for a nano-second lost sight of what started it all, either. *Easyriders* is a genuine American original with a very fiercely loyal following.

Jerry Covington has been one of those loyal readers from the beginning.



Today, he's one of the country's premier builders and he's wanted to put a simple, old-style, early-*Easyriders* bobber together just for himself, for a while now. The magazine's 35th anniversary seemed like the perfect time to get going on the project, build that bike and make it a rolling tribute to the whole *Easyriders* history. With those thoughts in mind, Jerry got on the main line to our offices laying out his plan. He asked if it would be okay to build a bike celebrating the *Easyriders* name. Naturally he got a "hell yes," and look what he came up with. From Oklahoma, with love it's 1971 all over again.

Jerry and the crew at Covingtons Custom Cycles built this bike for double-duty. It would celebrate *Easyriders*' anniversary, and also become a no-bull little bobber to bring to all the events for some pure fun-running. It didn't take much effort to get others in the industry interested in the project. Barry Wardlaw at Accurate Engineering came through



David Covington

with one of his brand-new 96-inch pan-head motors, Baker Drivetrain thought a classic 6-Into-4 kicker transmission belonged there, Performance Machine sent along some high-quality brakes and

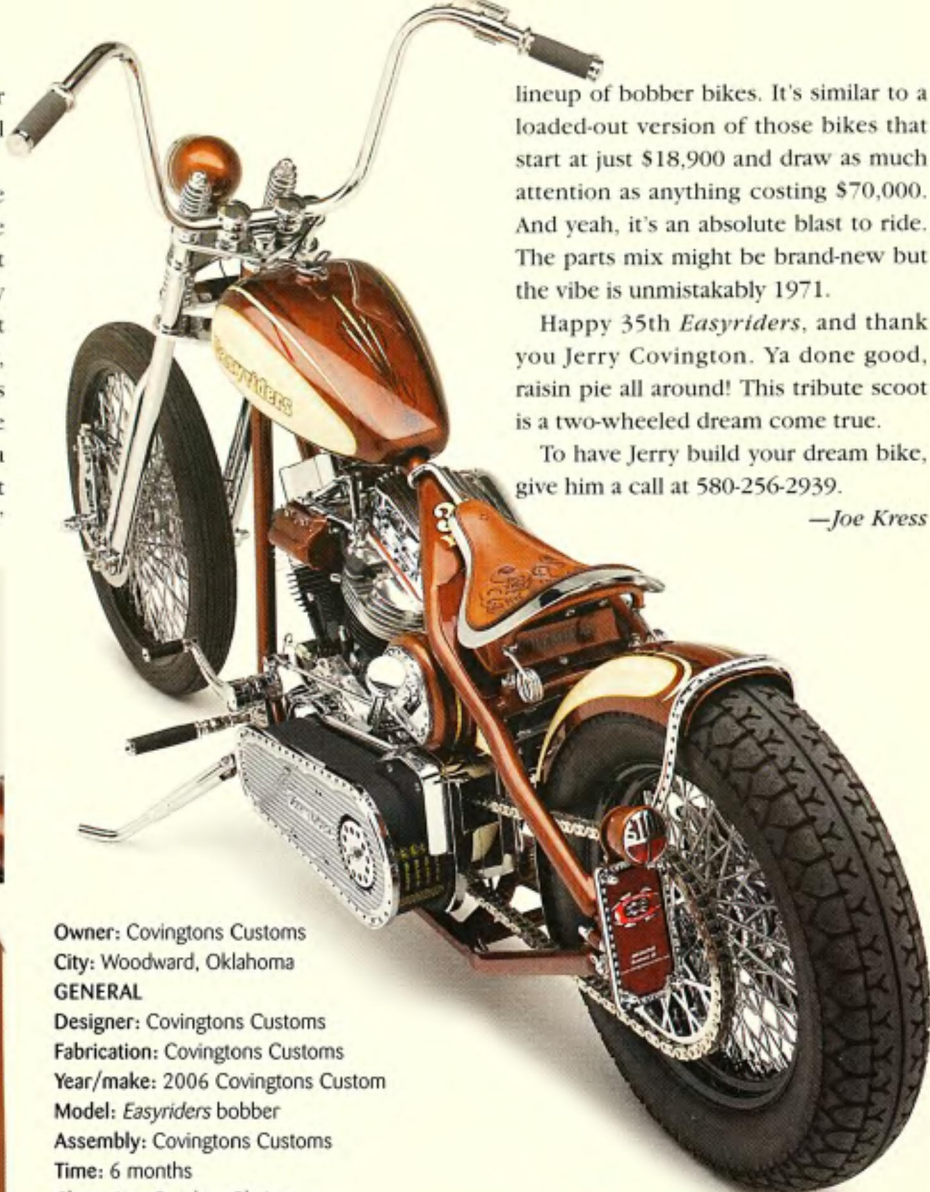
controls, while Hallcrafts made special spoke wheels. All of this got centered on a traditional rigid frame by Kraft Tech and adorned with a classy springer front end piece of eye candy from Mondo of Denver's Choppers. It's just a simple, clean bike using new parts, but built the way it used to be done. There's nothing out-of-control with the fabrication or assembly. It's all straightforward stuff, a bike-building approach that's proven itself for 35 years now.

Even the paintjob is straight out of the 1970s, reminiscent of a David Mann centerfold, God bless him. And that panel-painted root-beer brown with lace and gold leaf by master painter John Stromberg looks as good now as it did then. Another true work of art is the handcrafted leather seat by none other than Paul Cox of Indian Larry Legacy with its '70s *Easyriders* logo. Even all the mechanicals blend classic style with today's technology. Take that jockey shift. Incorporating a new touch, the team



added a cool Auto Clutch from Grandeur Cycles to the mix making this old-school bike a little easier to handle.

Finished for less than a year now, the Covingtons' *Easyriders* tribute bike made its debut onstage, where else, at the Easyriders/V-Twin Expo. Everybody loves looking at this one, wherever it goes. There can be a lineup of new, modern choppers and Pro-Street bikes and guess where folks head first? Like its namesake inspiration, this one's a people pleaser. It's also become a great calling card for that whole Covingtons'



Owner: Covingtons Customs

City: Woodward, Oklahoma

GENERAL

Designer: Covingtons Customs

Fabrication: Covingtons Customs

Year/make: 2006 Covingtons Custom

Model: *Easyriders* bobber

Assembly: Covingtons Customs

Time: 6 months

Chroming: Peerless Plating

ENGINE

Year: 2006 panhead

Rebuilder: Accurate Engineering

Displacement: 96 cubic inches

Cam: Accurate Engineering

Ignition: Mallory

Carb: S&S

Air cleaner: Tribal Motorworks

Pipes: Covingtons Customs, Lucifers

TRANSMISSION

Year/make: 2006 Baker Drivetrains

Shifting: 6-into-4, kicker

PAINTING

Painter: John Stromberg

Color: Kandy Root Beer

Type: John Stromberg Kustom Mixes

FRAME

Year/make: 2006 Kraft Tech

Type: rigid

Rake: 34 degrees

Stretch: 2 inches up

ACCESSORIES

Handlebars: Paughco

Handlebar controls: Performance Machine

Fenders: Chica

Headlight: spotlight

lineup of bobber bikes. It's similar to a loaded-out version of those bikes that start at just \$18,900 and draw as much attention as anything costing \$70,000. And yeah, it's an absolute blast to ride. The parts mix might be brand-new but the vibe is unmistakably 1971.

Happy 35th *Easyriders*, and thank you Jerry Covington. Ya done good, raisin pie all around! This tribute scoot is a two-wheeled dream come true.

To have Jerry build your dream bike, give him a call at 580-256-2939.

—Joe Kress



Taillight: Chevrolet

Pegs: Performance Machine

Foot controls: Performance Machine

Gas tank: Mustang, Covingtons Customs

Oil tank: Kustom Works

Seat: Paul Cox

Grips: Performance Machine

FRONT END

Type: springer

Builder: Denver's Choppers

WHEELS

Make: Hallcrafts

Size: 21 x 2.15, 16 x 3.50

Tires: Avon front, Continental rear

Brakes: Performance Machine

Photos: Michael Lichter

PartsBox



Arlen Ness Big Shot Fuel-Injection Tuner

Arlen Ness Enterprises introduces their new Big Shot adjustable fuel-injection tuner. The Big Shot is a new load-based fuel injection module that does not require any splicing or modifications to your motorcycle during installation. Big Shot modules come pre-loaded with base maps for different models which can then be fine-tuned (using three buttons) for each individual's riding style and bike. Tuning is so easy that laptops and dyno machines are not required to maximize your motorcycle's performance, according to Arlen Ness Enterprises.

Utilizing the latest in load-based technology in fuel-injection performance, the Big Shot detects the exact amount of load on the engine at any rpm and any road speed and delivers the appropriate amount of fuel to the engine for optimum performance. This is believed to be a superior design over fuel-injection modules that work off of throttle position because throttle positions can be the same at different speeds and with different loads on the engine so the same amount of fuel is injected into the engine in these varying conditions and performance can suffer.

The Big Shot is available for the following models: '95 to '05 FI models, '06 FI Softail/FLT models, '06 Dyna models, '02-and-later V-Rod models and '03-and-later Victory models.

Call Arlen Ness Enterprises at 925-479-6350 for more information or visit their Web site www.arlenness.com.

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Available now from Drag Specialties, these asbestos-free clutch kits are designed to perform under extreme heat conditions and allow for smooth, precise shifting. Clutch kits are available with Kevlar or organic friction plates. Kevlar plates have a higher density compound for increased durability; organic plates



are perfect for OEM replacement. Steel plates are manufactured under strict quality control standards. All can be run wet or dry.

Clutch kits are available for '41 to '06 Evos and '54-'06 XL models. See the 2006 FatBook update for part numbers and further application data.

Talk to your Drag Specialties dealer or go to www.dragspecialties.com for more information.



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Bell Powersports offers a full line of motorcycle helmets with price points ranging from under \$60 to \$400. Bell's line of helmets has a style for everyone, from the first time rider to the seasoned veteran.

"Our goal at Bell is to inspire and encourage riders to get out and enjoy the ride," said Bell Powersports President Bill Fry. "We found that half of first-time riders have to delay riding for more than a year to save enough money to buy good gear. So we broke down the barriers—both in price and accessibility—with best-in-class helmets that give riders a migration path from beginner to pro, so every rider can enjoy the quality, style, comfort and safety of a Bell helmet."

Bell's 2006 motorcycle helmet line features two models of interest for the V-twin dealer: the open-faced Bandito, retailing at \$54.99; and the Zephyr, a full-face model that sells between \$89.99 and \$94.99. Both helmets are DOT certified and come in sizes S, M, L and XL. They are currently distributed in the automotive sections at mass retailers such as Wal-Mart, Pep Boys, Advanced Auto and in Cabela's catalogs. Helmets come in a limited range of colors from under \$60 to under \$140 and have a 5-year warranty.

More info at www.bellmotogear.com.

Fork Tubes and Legs by Kustomwerks

Kustomwerks now offers their qualified dealers 41mm lower fork legs and 41mm fork tube assemblies. The lower fork legs will fit '93 to '99 FXDWG models, '84 to '86 FXWG and '93 to '99 FLST. Each set is machined from billet aluminum and is chrome-plated. The fork legs use stock or



custom brake calipers with 11.5-inch rotors for single caliper applications. The new lower legs come in smooth or ball milled finishes. Black powdercoated legs will also be available in the near future. The Kustomwerks 41mm fork tube assemblies feature a hard chrome finish and are available in many lengths.

Ask your Kustomwerks dealer or go to www.kustomwerks.com.



Leroy Thompson's Dirty High Frame

Leroy Thompson's Dirty High rigid motorcycle frame was engineered with multiple applications in mind. The frame is set up with a 40-degree rake, 40-inch neck height, 18-inch seat height, 5 up/5 out, 2 1/2-inch downtube, and 1/8-inch and 3/16-inch wall DOM configuration. Leroy Thompson's Dirty High is designed to accommodate a 300 tire with belt drive or a 330 tire with a chain.

If you like the frame, but wish to change the specs, Leroy Thompson can build one to fit your requirements.

Call the Company at 440-266-0666 for information or see their Web site at www.leroythompsonchoppers.com.



Drag Specialties Lower Fairing Vents

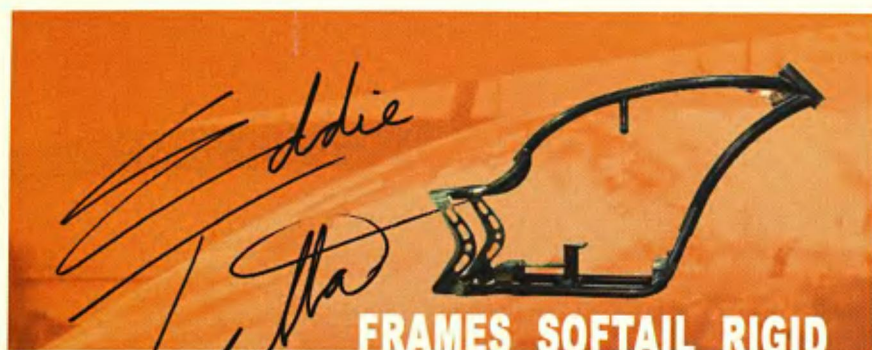
When the going's hot, Drag Specialties' chrome-plated lower fairing air vents are designed to keep a rider and his dresser's engine cool. Vents direct air toward the rider's legs and feet and allow air to stream past the engine. Durable, injection-molded ABS plastic vents can be opened and closed with a hand-operated lever. Vents lock into place with resilient tabs; no hardware is required. Vents are

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sold in pairs for '83 to '04 FLT, FLHT, FLHTC-U models and include complete instructions and locating templates. Lower fairing air vents retail for \$99.95.

Contact your Drag Specialties dealer for more information or go to www.dragspecialties.com.



Retro Controls by Arlen Ness

Arlen Ness released a new line of hand

and foot controls that are designed to work well on a variety of custom projects. Their retro styling makes them suitable for a high-tech built, as well as an old-school bike. All controls are machined from billet aluminum and are chrome-plated for lasting looks.

The handlebar controls are available in single or dual disc applications with either cable or hydraulic clutch. The foot controls are available for '84 to '99 Softail models and most custom frame applications. Switch housing, grips, foot and shifter pegs are available separately.

Call Arlen Ness Enterprises at 925-479-6350 for more information or visit their Web site www.arlenness.com.



Ride Up, Tie Down and Get Outta Town

The Easy Riser ramp by RampMaster is arched for maximum stability and bike clearance. It's constructed of high grade, lightweight

aluminum and is reinforced with stainless steel. Ramps can handle up to 1,500 pounds with complete security while loading.

The Easy Riser is offered in five popular lengths to give a wide range of bikes entry into any truck bed. Once you are loaded, each of the three ramp tracks separate into two units, offering the most options for compact stowing.

Call RampMaster at 800-231-8999 for information or see them on the Web at www.ramp-master.com.

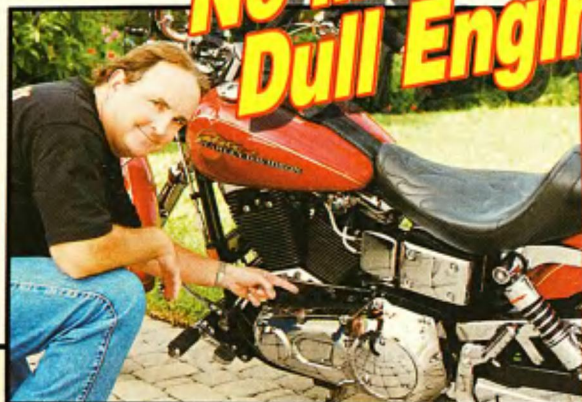
Rand McNally's Harley-Davidson Ride Atlas

For the millions of enthusiasts looking for adventure, Rand McNally introduces the first-edition *Harley-Davidson Ride Atlas of North America*. Packed with definitive maps of secondary roads, road



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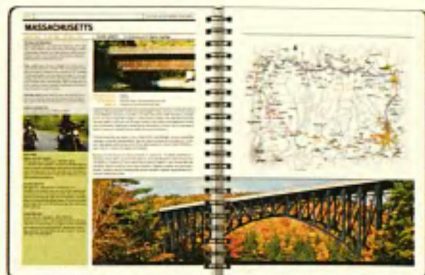


"Perfect Chrome, Great Wax Job and an ugly, Dull Engine. I Tell You It's Been Driving Me Nuts for Years!..."

... I guess the heat and sunlight dull up the wrinkle or something. Guess what? I've solved the problem big time. The guys from S100® gave me a can of their new S100 Engine Brightener to try. You won't believe it, but in only a few minutes I got my engine looking like it just rolled out of the factory. This was a bunch of weeks ago and since then I've washed it three or four times and ridden a lot of miles. Still looks great! — If you want your engine to look factory new, **this is the stuff to use!** — Pat Berling - Naples, FL

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construction information, local motorcycle laws and an expansive mileage directory, the compact 8.5-inch by 11-inch ride atlas fits snugly into a saddlebag. Wrapped in a black, rubber-like cover are 284 pages of four-color maps, mileage charts, city indexes and descriptions of motorcyclist-tested rides in the United States.

The *Ride Atlas* is available at authorized Harley-Davidson dealerships, www.randomnally.com, select bookstores, select automotive stores, truck stops and military outlets. Suggested retail price is \$34.95.



Roadhouse Classic Series Exhaust Systems for Softails

Roadhouse Brand's Classic series exhaust pipes are available for '84 to '06 Softails and feature beefy, 2 1/4-inch serrated head pipe covers and classic 2-into-1 styling.

Using a 4-inch muffler canister and 2-inch removable louvered core gives the Classic a deep meaty sound, not overly loud, but impressive, according to the manufacturer. Dynamometer tested to deliver substantial horsepower and torque gains throughout the powerband, the Classic 2-into-1 is manufactured in the U.S. With full coverage heat shields (smooth head pipe heat shields also available) to hide any bluing and deep luster chrome finish, the Classic is to make your bike shine.

Optional interchangeable custom tips and three optional cores allow you to customize your system to look and sound exactly how you want it. Roadhouse Classic pipes offer a 12-month limited warranty. All nuts, bolts and gaskets are included with installation instructions. The Classic retails for \$569.99.

Call Roadhouse Brand at 818-503-1560 or go to www.roadhousebrand.com.

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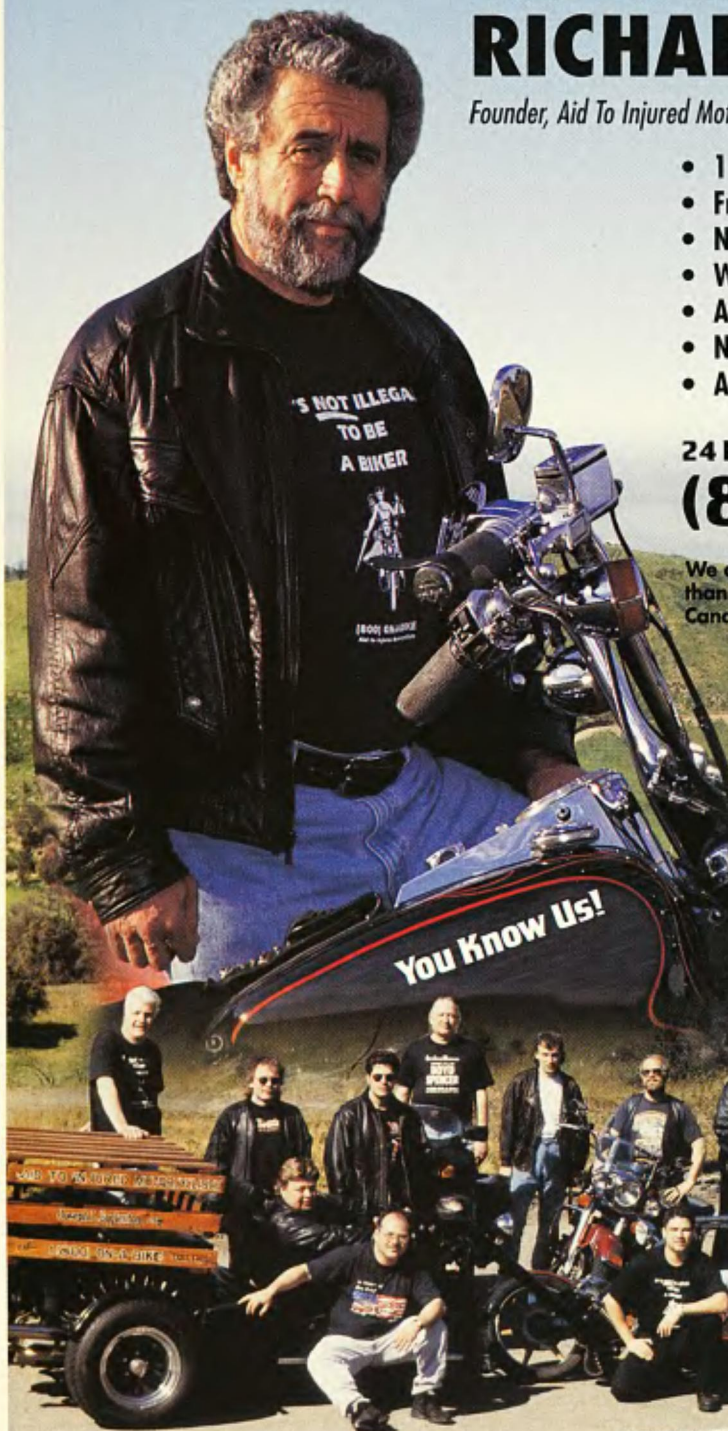
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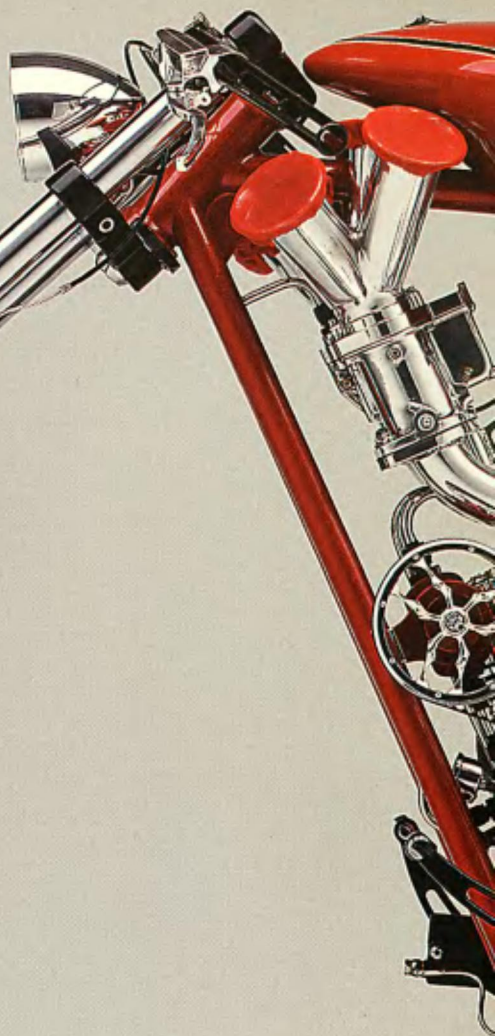
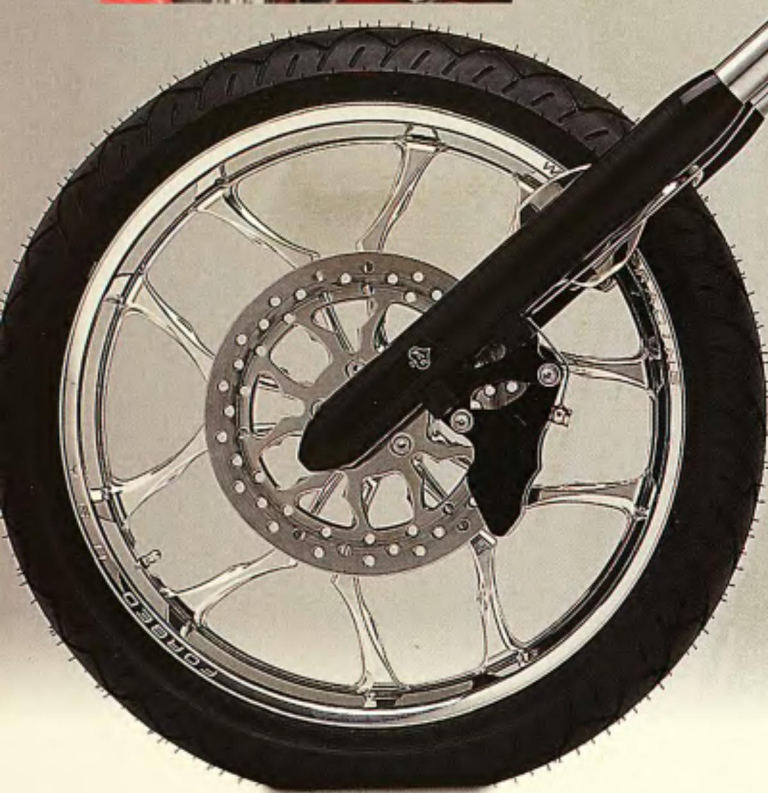
Raw Deal

Aaron Greene's Tribute To
His Ferocious Ideas

Aaron Greene of Paramount Custom Cycles in Reno, Nevada, is a guy who loves hot rods. He also builds a lot of bikes and because of that he's had a lot of little ideas stashed away in the back of his mind that needed to happen. So, instead of trying to figure out what would work on which bike, he took the more practical approach and threw all of the little ideas into the mix and built this bike.

It ain't as easy as it looks. Sure, you'd have to be living under a rock (or not reading *Easyriders*) to be oblivious to Paramount Custom Cycles. They have been building quite a name for themselves over the last few years and right now things are looking pretty good. So, when you're in that position, do you sit back and rest on recent successes or do





you kick a hole in the front door and walk on in? Have another look at Aaron's sled and you'll see the boot print left behind on the doorframe.

As we said, Aaron is a hot rod guy. He loves high performance, and he took that passion and mixed it into two of his other favorite styles, long bikes and rigids. Simply put, the bike you see here is the result of the mad scientist's dream. Coupled with a big engine, the chassis is fitted with PCC's patented left-side drive system that keeps the engine centered in the frame while allowing the tranny to be offset to accommodate the friggin' huge Avon 330 rear tire.

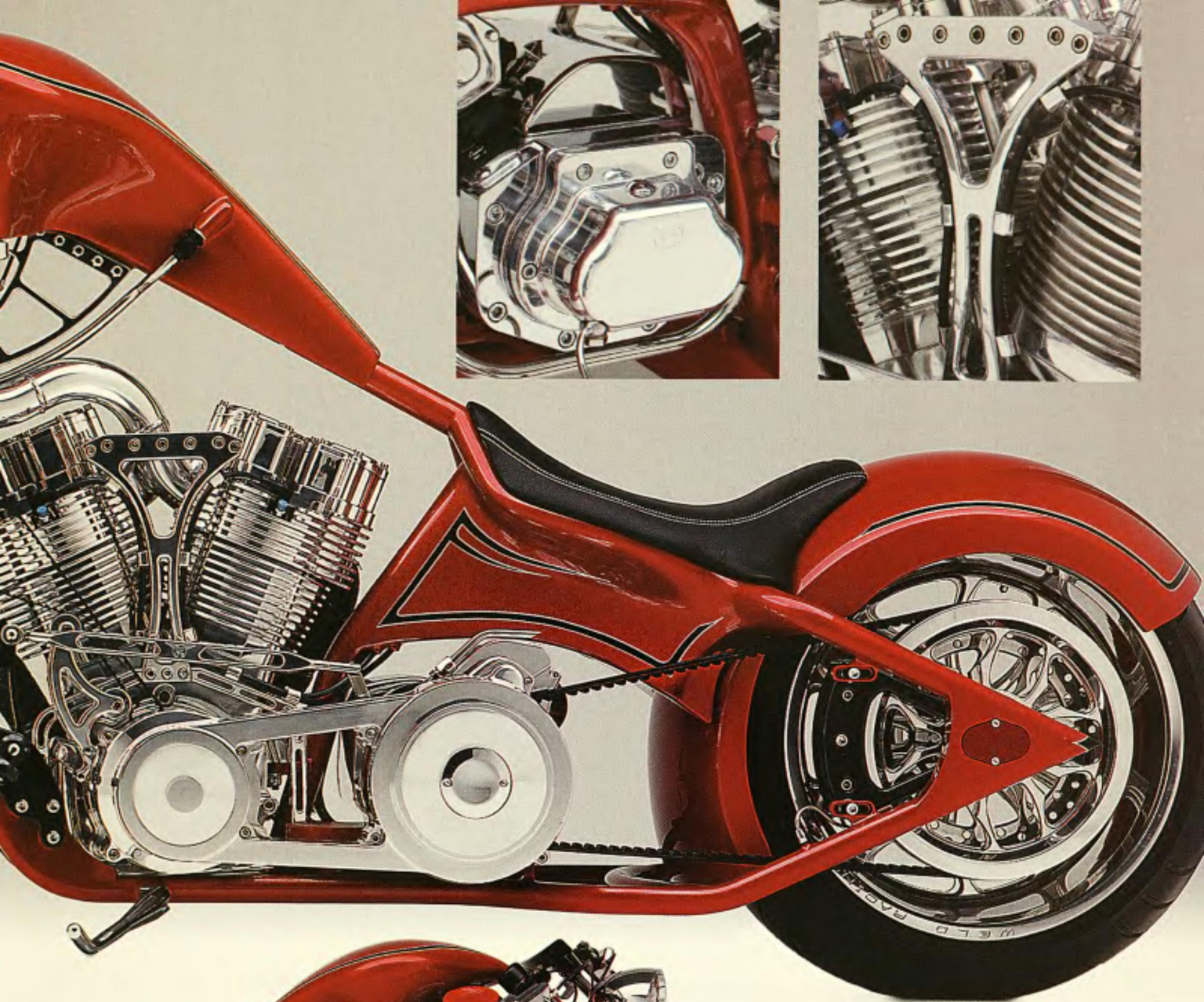
Fair enough. But also check out the belt-driven fuel pump on the left side; something made possible by the patented LSD system. Yes, we said fuel pump. Take a look at the induction system on this ride

and you'll see why the traditional (and marginal) gravity-feed method wouldn't cut it. Yep, mounted up high in the bike's superstructure is a downdraft carburetor supported with one wild-ass intake manifold and topped off with an insane array of air horns grafted together into a truly wild and obnoxious array. But that ain't bad...it's just plain wild and that's exactly what Aaron wanted.

There's so much more...way more than we have space to spell it all out for ya—things such as the oil tank hidden in the fender, the 3-piece hand-pounded aluminum fuel tank, a hidden internal throttle stashed neatly inside hollow grips—you get the picture. See, ideas can be something like demons in your closet. Sometimes you just gotta let 'em out. Seems to have worked for Aaron.

—Wordman







Owner: Aaron Greene
City: Reno, Nevada
Designer: Aaron Greene, Mark Greene

GENERAL

Fabrication: Paramount Custom Cycles
Year and make: 2005
Model: Custom
Assembly: Paramount Custom Cycles
Time: 40 days
Chroming: none

ENGINE

Year: 2005
Model: Twin Cam
Rebuilder: Mike
Ignition: single-fire
Displacement: 147 cubic inches
Lower end: Engenuity
Balancing: Engenuity
Pistons: Engenuity
Heads: Engenuity
Cam: Engenuity
Lifters: Engenuity
Carb(s): custom
Air Cleaner: Paramount Custom Cycles
Pipes: Paramount Custom Cycles

TRANSMISSION

Year: 2005
Make: Baker
Shifting: 6-speed
Painting
Painter: Aaron Greene
Color: custom candy flake
Type: PPG

FRAME

Year: 2005
Builder: Paramount Custom Cycles
Type: custom
Rake: 44 degrees



Stretch: lots
Shocks: none

ACCESSORIES

Bars: Paramount Custom Cycles
Handlebar controls: none
Fender(s): Paramount Custom Cycles
Headlight: Headwinds
Taillight: none
Speedo: none
Pegs: SJP
Electrics: Paramount Custom Cycles
Gas tank: Paramount Custom Cycles
Oil Tank: Paramount Custom Cycles
Oil system: Paramount Custom Cycles

Primary cover: Sputhe
Seat: Corbin
Mirrors: none
Grips: Paramount Custom Cycles Hollow

FORKS

Type: SJP
Extension: wide
Builder: 14 inches over

WHEELS

Size: 21-inch front, 17-inch rear
Hub: Weld Custom
Tire: Avon
Brake: HHI

Other Special Modifications: one-off programming, machining, prototyping done in house by PCC. Billet fuel pump pulley, stainless steel hard lines throughout, one-off velocity stacks (.030 thick), first and coolest hollow grips with internal throttle, PCC custom induction system

Photos: Michael Lichter



CAMEL

MENTHOL

NEW



BIG FAT DELICIOUS

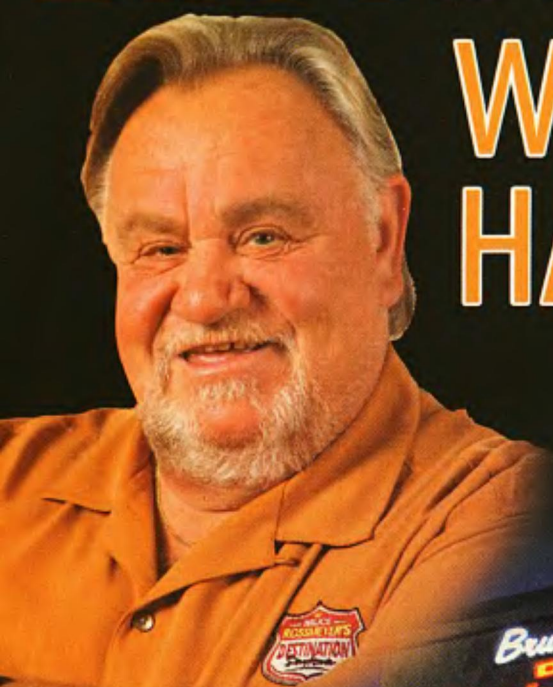
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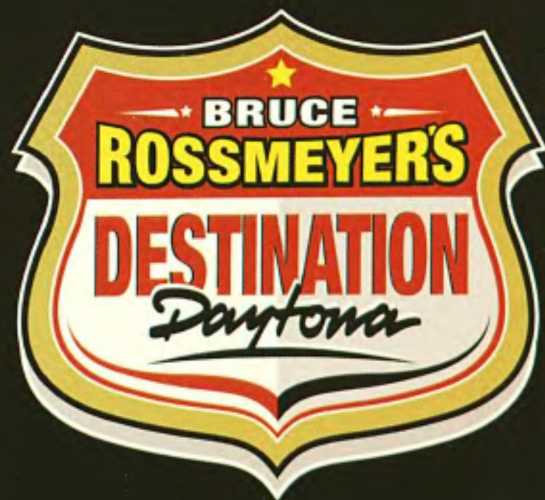


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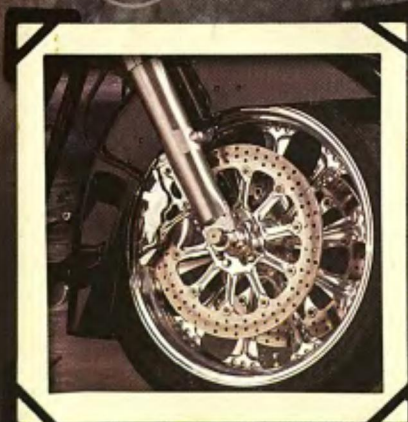
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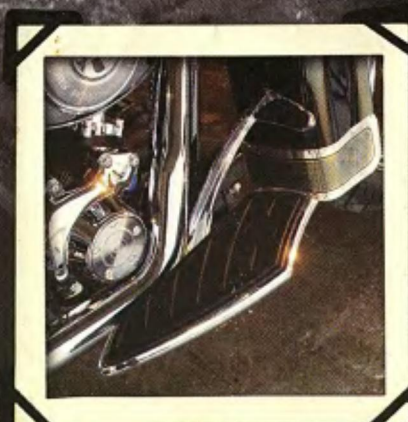


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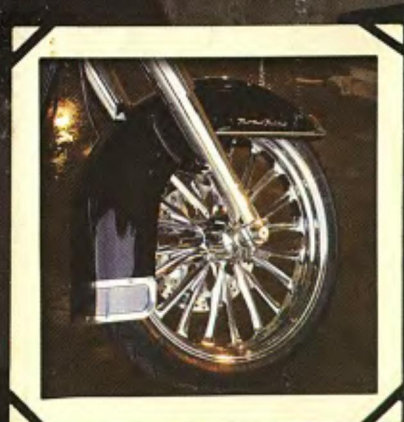
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EASYRIDERS

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

Easyriders Celebrates 20 Years of Motorcycle Rodeos Motorcycle Rodeo Tour

Easyriders' Events announces its 20th Anniversary Motorcycle Rodeo Tour slated for the summer of 2006 and proudly presented by Lucas Motorcycle Oil Products. The tour kicked-off in Wilson, North Carolina, and continued to Prospect, Pennsylvania last month. There's still time to hit the Rodeo in Fowlerville, Michigan, on August 18th-20th, and, the Rodeo Tour Grand Nationals in Chillicothe, Ohio, on August 31st through September 4th. More than 25,000 bikers will converge in Chillicothe for a week of on-site camping, rodeo competition, live entertainment and crazy fun.

As showcased on the Speed Channel's *Twin TV* series and *2-Wheel Tuesday*, the Easyriders Rodeo Tour features motorcycle rodeo competition by the World Champion Tabor family from Ohio pitting up against acclaimed custom motorcycle builder Kendall Johnson (featured on the Discovery Channel's *Biker Build-Off* series). The Tabors, who have gone undefeated more times than any other Rodeo team in history, and numerous members of the Associated Rodeo Riders on Wheels (ARROW) will compete against Johnson in the Rodeo's most grueling race event, the 1,000-pound sled pull. Other ARROW sanctioned rodeo events include the slow race, keg derby and tire ride and the popular motorized barstool races.

"Kendall Johnson's involvement with this year's Rodeo tour will lend to the most intensely competitive racing we've ever seen. After 20 years of outdoor motorcycle rodeos, we are approaching this year's tour unlike ever before—with more of everything that has made these events a mainstay in the industry since 1986. The motorcycle enthusiast won't want to miss the 2006 tour with all the attractions we have lined up," stated John Green, president of Easyriders Events.

Each Easyriders Rodeo offers wild and uninhibited partying in their on-site campground, otherwise known as the zoo. "Easyriders Rodeos are strictly 18 and over events that offer unparalleled opportunity for participants to transcend their normal everyday lives and really let their hair down. For many, these rodeos are an annual getaway from work, the kids and the stresses of everyday life," said Green. Between Rodeo competitions, you'll rock to live performances from local and nationally-known bands. You'll also find a multitude of vendors showcasing the latest in motorcycle industry wares, ride-in bike shows, trophy girl contests, food and beer on sale and on-site camping. The Rodeos are veritable cities offering something for every participant without the need to go anywhere outside of the event gates.

For additional show information, call toll-free 800 962-9857 or visit them online at www.easyridersevents.com.

—Rodeo Dawg

"What the..."

JESSE JAMES BACK TO BUILDING BIKES



Photo: WCC

This wild machine was seen recently at The Legend Of Motorcycles event in Half Moon Bay, California. No, it's not a two-wheeled airplane; it's one of the latest creations by none other than Jesse James of West Coast Choppers. The Half Moon Bay Resort meets sort of a Pebble Beach for bikes. You can bet Jesse got a lot of looks and overheard a lot of people sayin', "What the..." —Phantom

A Grand Opening

BOB DRON'S NEW DIGS



Photo: Bob Dron H-D

Bob Dron Motorcycles celebrated the grand opening of its all-new \$10 million, 45,000 square foot emporium and its 25th Harley-Davidson Anniversary with a public festival on Saturday, July 8. The event featured daredevil stuntman Bubba Blackwell (above), a glittering show of Harley-Davidson MotorClothes and wheel-to-wheel police skills contests among competing East Bay police departments.

There were free hot dogs, live blues bands and savory barbeque dishes. The barbeque was presented by the Oakland Harley-Davidson H.O.G. Chapter to support its ongoing charity programs, some of which have included the Oakland Boys and Girls Club and Oakland's Mother Wright annual food drive.

The Bob Dron Motorcycles showrooms feature an array of more than 100 gleaming motorcycles. The full line of 2006 Harley and Big Dog motorcycles are on display throughout the complex.

For information, contact Bob Dron Motorcycles at 510-635-0100 or go to www.bobdron.com. —Hawg Dawg

Special Events

BILLY LANE TO HOST "BUILDERS BREAKFAST" FOR KIDS & CHROME

Billy Lane of Choppers Inc. has stepped up to the plate for Kids & Chrome with a fantastic idea to help kids: A Builders' Breakfast. Billy has already recruited over a dozen of the industry's top builders for this event, set for Tuesday, August 8, at Billy's Sturgis Rally headquarters, the Broken Spoke Saloon.

Builders confirmed for the breakfast include Dave Perewitz, Mondo, Paul Cox, Jesse Rooke, Russell Marlowe, Donnie Smith, Kim Suter, Jerry Covington, Russell Mitchell, Brian Klock, Rick Fairless, Arlen Ness, Cory Ness, Aaron Greene, Paul Yaffe, and of course, Billy Lane. A special memorial table will be set up in honor of Johnny Chop and Indian Larry.

"My goal is to auction off some great items and present Bob Illingworth of Kids & Chrome with a big fat check Wednesday night at their annual banquet," says Billy. In addition to the check, Billy plans to auction off his prized Discovery Channel *Biker Build-Off* trophy at the Kids & Chrome banquet. With this remarkable gesture Billy proves again, to really be an industry leader, you gotta have a heart.

So join us for eggs and orange juice and have the unique opportunity to bid on some out-of-this-world silent auction items. For more information on Billy Lane's Builder's Breakfast and ticket availability call 321-757-7262 or visit www.choppersinc.com.

Businesses interested in participating in Kids & Chrome as a sponsor contact Bob Illingworth lobbyme@yahoo.com or telephone 623-544-2923. For information on the second annual Kids & Chrome event visit them online at www.kidsandchrome.org.

—Darin' Darcy

Coast To Coast

Biker News

DRIVEN TO DISTRACTION: The highway death rate increased in 2005 for the first time in about 20 years, and a new federal report suggests that driving distracted may be responsible for nearly 8 in 10 crashes.

Preliminary figures from NHTSA show that despite increased usage of safety belts and attention to drunken driving, 43,200 people died in car crashes last year, up from 42,636 in 2004.

In a separate report issued the same day, NHTSA and Virginia Tech's Transportation Institute released research findings that driving distracted is a more serious problem than previously known and indicated nearly 80% of crashes and near-crashes involve driver inattention up to three seconds before the incident. The most common causes of distraction were cell phone use and drowsiness.

The research, which NHTSA called "breakthrough," tracked the drivers of 100 vehicles equipped with video and sensor devices for more than one year, providing more than 43,300 hours of data. In nearly 2 million miles of driving, 241 drivers of the cars were involved in 82 crashes and 761 near-crashes.

Connecticut, New York and New Jersey ban drivers from using handheld cell phones. Washington, D.C., bans use of handheld cellphones or any other electronic device. New Hampshire bans all driver distractions.

WISCONSIN ENACTS ROADWAY USERS RESPONSIBILITY ACT: Senator Dave Zien, also a member of the

NCOM Legislative Task Force, was one of the chief authors and sponsors of the Roadway Users Responsibility Act which contains many pro-motorcycle provisions representing a huge victory for Wisconsin bikers.

Among its provisions, AB 964/S 528 increases penalties for motorists who cause injury or the death of other roadway users. If the victim of the crash is a motorcyclist, bicyclist or pedestrian, the violator must attend an awareness class to learn how to "share the road."

Also under the measure, all driver education classes will be required to include a "share the road with motorcycles" portion. In another section, a paperwork reduction portion will allow a rider education graduate to bypass the learners permit requirement before obtaining their endorsement.

Lastly, the bill will allow a motorcycle, moped or bicycle to proceed through a red vehicle actuated traffic signal that does not recognize their vehicle when the path is clear and after waiting 45 seconds.

TATTOOING IS OK: Oklahoma's SB 806, a proposal to regulate and legalize artistic tattooing, has been signed into law by Governor Brad Henry and will become law on November 1st.

"Many thanks to all lovers of freedom and artistic expression out there that weighed in with their legislators on this important First Amendment and public health issue," said Tiger Mike Revere, president of ABATE of Oklahoma and a member of NCOM's Board of Directors.

"With the Governor's signature, a long and embarrassing chapter in our state's history should draw to a close," said Tiger Mike, referring to the fact that Oklahoma is the last state in the nation to legalize tattooing. South Carolina was the 49th state to do so in 2004.

NEWS OF THE WEIRD: DEAF WOMAN SUES RIDER ED FOR NOT PROVIDING SIGNER: A deaf Tampa-area woman who wanted to take an adult education class on motorcycle riding is suing the Hillsborough County school district for not providing a sign language interpreter.

"They are discriminating against me, which I felt is not right," Merrie Carol Paul said in an interview conducted

CONTINUED ON PAGE 30



"Whatever you just did... do it again!!"

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Biker News CONTINUED

through a telephone relay system. "One of my dreams is that I wanted to ride my own motorcycle. I love to ride motorcycles because I can do it. It doesn't matter if I am deaf or not. I love to feel the spirit. It is me."

Paul, 46, claims in a federal lawsuit that the district violated the Americans With Disabilities Act when officials refused to provide the interpreter when she signed up to take the class last year. Paul said she was told the \$175 class fee would not cover the cost of an interpreter. In the lawsuit, she says she was told she was welcome to bring her own interpreter, which the suit states would have cost her \$2,340.

Deaf from birth, Paul said she rode motorcycles with her parents as a teenager in Michigan. She said she passed a written test but needs to take the course to obtain her license.

"I have my motorcycle in my garage, and it is waiting for me," she said.

NCOM CONVENTION IN DERBY

CITY: Kentucky hospitality greeted a near-record number of motorcyclists' rights activists to Louisville for the 21st annual NCOM Convention, held Mother's Day weekend, May 11-13, 2006, at the spacious Executive Inn.

NCOM was founded in 1986 to create a coalition of all motorcycle groups and organizations for the purpose of a mutual exchange of information and to provide a united voice.

Nearly 1,300 bikers attended the NCOM Convention, coming from virtually every state and representing most MROs and Confederations of Clubs across the country.

Hosted by the Kentucky Motorcycle Association/Kentucky Bikers Association and the Kentucky Confederation of Clubs, this annual gathering draws prominent leaders in the bikers' rights movement to different locations every year to discuss topics of concern to all riders. Meetings, seminars and group discussions focused on safety issues, legal rights, legislative efforts and litigation techniques to benefit our right to ride.

This year's agenda was packed with informative and thought-provoking meetings such as the NCOM Board of Directors Meeting, NCOM Legislative Task Force Meeting, A.I.M. Attorney Conference, A.I.M. Chiefs of Staff Meeting,

Christian Unity Conference, Women In Motorcycling, Clean and Sober Roundtable, SMRO President's Meeting, American Biker Party Conference and the popular and always inspiring Confederations of Clubs General Patch Holder Meeting.

Seminars included: "Freedom of the Road & Use of the Courts"; "Discrimination—A Practical Approach"; "Fundamentals of Forming a Motorcycle Caucus"; "Getting Our People Elected on a Shoestring Budget"; "Back to Basics—Lobbying 101"; "Fatal Design—SUV vs. Motorcycle"; and "Patriot Law and Pending Gang Legislation."

During the Silver Spoke Awards Banquet on Saturday evening, NCOM honored several individuals for their contributions and achievements. Silver Spoke Award recipients were: Government: U.S. Senator James Inhofe of Oklahoma; Entertainment: Paul Revere and the Raiders; Commerce: Joe Teresi of Paisano Publications; Legal: Joey Lester, California A.I.M. Attorney and Partner in the Law Offices of Richard M. Lester; Media: Peter Kay, Wheels of Grace; and Special Recognition: Cyndi Calhoun (Posthumously) of the Texas Motorcycle Rights Association; Motorcycle Rights Group Advocate Pam Martin; and George Heissenbuttle, Founder of the Kentucky Motorcycle Association/KBA.

The Ron Roloff Lifetime Achievement Award was presented to "Tiger" Mike Revere, President of ABATE of Oklahoma and member of the NCOM Board of Directors.

Next year's NCOM Convention will be held May 10-13, 2007, in Charlotte, North Carolina. Call NCOM for further details at 800-525-5355 or visit www.On-A-Bike.com.

— Bill Bish,

National Coalition Of Motorcyclists

Motorcycle Rights

Not On My Watch

In the beginning of the Motorcycle Rights movement we stood side by side as individuals who believed in the one principle, that each man has the right to free choice. Many of the people we work with had no common link other than the quest for freedom. We came from totally different social economic groups. Our SMRO's were successful. Their members

became recognized as a political force. All those diverse backgrounds melded into one big ball of fire.

Recently, I read a local newspaper article that could have been a great public relations piece. I said "could have" because the person giving the interview spent half the time trying to convince the writer that bikers are suburban couples with two and one half children, two cars, and two jobs. We are the new Stepford Bikers. There went my individuality! The other half of the article was promoting their motorcycle organization by tearing down the reputation of everyone else's groups. They stated they at least got along with each other and only did good deeds. I took that to imply all those other motorcycle organizations are up to no good. I don't even want to get into their inferences about Motorcycle Clubs! Seeing their "egos" patronized was obviously more important than the years of sacrifices and hard work that unselfish good men and woman have made.

While at a recent National Motorcycle Conference, many of us discussed leaders of SMROs that have become intolerant of anyone's ideas but their own. "Not On My Watch" has become an all too familiar cry. They have asked volunteers to step down because their ideas and views on how to do things are different. Leadership leads; it does not demand surrender of thought. It's not about the framework of one individual's "watch" or "ego." For the biker imposters, you would not understand. It's never been about the "I's" or the awards on our walls, it will always continue to be about freedom to ride without conformity.

—Rita Bostelman

International Watch

Our Man in China: JOHNNY PAG

Some say it was ex-Prez Dick Nixon that opened the doors to China, the land of one billion potential consumers. History may add Johnny Pag to the A-list of explorers and entrepreneurs that impacted U.S. and Chinese culture. About everything we buy, except cars and bikes, now carries a Made in China tag on it. China is, you could say, a rising star, and that red star may not always be a Communist one since capitalism is also

firmly entrenched. Relative to motorcycle production, you might have seen some of the mini-bikes flowing out of China, with the emphasis on mini.

Long-time SoCal custom bike builder Johnny Pag, has charted the maze of paperwork and Chinese culture to forge what will go down as a major industry milestone. He designed and then had built in China, a full-scale hidden-shock chopper with a price that puts a new spin on sticker shock...retail \$3,295... and that includes show chrome and paint. Johnny spends about six months out of the year in China and is hands-on during the fabricating and assembly process, giving the motorcycle American quality control.

The Spyder comes with a two-year unlimited mileage guarantee. While the Johnny Pag Spyder is powered by a 2-cylinder, 250cc engine, larger displacement powerplants are in the works. The Spyder weighs 330 pounds, goes about 85mph, gets about 50 miles to the gallon, and is DOT and EPA legal. The appeal is widespread, from first time riders and 18-year olds hankering after their first bike, to people of shorter stature (seat height 20-23 inches), lady riders, and even full-scale bikers who want a fun machine with an out-the-door price that fits easily on most credit cards. More info at www.johnnypag.com. —Paul Garson

European Watch

TOO YOUNG TO RIDE

The European Union, which includes England, is talking new age limits for bikers in an effort, they say, to "harmonize driving licenses across the European Union" with the new laws becoming effective in 2012. The logic is that such restrictions will lower the number of motorcycle accidents. There's no word on what percent of accidents were caused by cars. If you live anywhere in the EU and you're a teenager, you have to wait until you're 19 if you want to ride anything bigger than a 125cc bike. If you're 17 or 18 and pass a MC test, you can ride a larger displacement bike, but with a maximum of 33bhp. Under the new law, in order to ride any size bike you have to be at least 24 years of age, unless you've already have two years riding bikes up to 47 bhp.

—Paul Garson



Ask for your Free Magazines

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

H&B Cycle
17041 Mennell 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

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

Happenings

ALABAMA

Birmingham
Ride For Kids
Date: Sep. 17
Place: Pelham Civic Complex
Info: 800-253-6530

Faunsdale Fall Bike Rally
Date: Oct. 6-8
Place: Faunsdale
Info: 334-628-6356

ARIZONA

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

Smoke Out West
Date: Oct. 6-7
Place: Cottonwood
Info: 800-531-9733

Havas Rock Fest
Date: Oct. 6-8
Place: Lake Havasu City
Info: 928-415-0445
www.havasrockfest.com

ARKANSAS

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

Victory MC National
Date: Sep. 1-3
Place: Eureka Springs
Info: www.themc.com

Arkansas State M/C Rally
Date: Sep. 14-17
Place: Hot Springs
Info: arstaterally.com

Bikes, Blues and BBQ
Date: Sep. 27-30
Place: Fayetteville
Info: 479-957-8947
bikesbluesandbbq.org

CALIFORNIA

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

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

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

Nor-Cal Cycle Swap Meet
Date: Sep. 17
Place: Solano
Fairgrounds, Vallejo
Info: 800-875-0068
www.toppingevents.com

31st El Camino Vintage M/C Show and Swap
Date: Sep. 23
Place: Torrance
Info: 805-646-9566
batorinternational.com

Cycle Show and Swap
Date: Sep. 24
Place: Vet's Stadium, Long Beach
Info: 714-557-1846
www.toppingevents.com

9th Annual Heart Ride
Date: Sep. 30-Oct. 1
Place: Harrah's, San Diego North County
Info: www.heartride.org

Sacramento Ride For Kids
Date: Oct. 1
Place: Yolo County Fairgrounds, Woodland
Info: 800-253-6530
www.ride4kids.org

Black Widows Poker Run
Date: Oct. 7
Place: Sacramento
Info: 916-991-6318

COLORADO

Four Corners Rally In The Rockies
Date: Aug. 31-Sep. 4
Place: Echo Basin Ranch, Durango
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 Roy Jackson Memorial & 9/11 M/C Parade
Date: Sep. 9
Place: Colorado Springs
Info: 719-487-8005
www.propromotions.com

Highway Clean Up
Date: Oct. 1
Place: ABATE District 11
Info: 719-395-0360
www.abateofcolo.org

CONNECTICUT

March of Dimes Ride
Date: Sep. 10
Place: Middletown Elks
Info: 860-812-0080 x318
www.marchofdimes.com

DELAWARE

Delmarva Bike Week
Date: Sep. 14-17
Place: Ocean City
Info: 410-213-0444
delmarvabikeweek.com

ABATE Poker Run
Date: Oct. 1
Place: Kent County
Info: www.abateofde.com

Four Seasons MC Oktoberfest
Date: Oct. 8
Place: Boston Market, Wilmington
Info: fourseasonsmc.com

FLORIDA

34th Key West Poker Run
Date: Sep. 15-17
Place: Miami
Info: 305-235-4023
www.harleymiami.com

Thunder Beach Fall Rally
Date: Sep. 21-24
Place: Panama City
Info: 850-276-1474
www.thunderbeachproductions.com

26th Annual Spooks n' Scoots
Date: Oct. 13-15
Place: ABATE, Hillsborough County
Info: 813-626-0589
www.abateflorida.com/hillsborough

3rd Annual Run to the Heartland
Date: Oct. 6-8
Place: Sebring
Info: 863-471-1127
www.hra-riders.com

GEORGIA

Bainbridge Bikefest
Date: Sep. 13-17
Place: Bainbridge
Info: 229-248-0505
www.bainbridge-bikefest.com

4th Annual Law Enforcement Memorial Bike Ride
Date: Sep. 22-23
Place: Brunswick
Info: 912-280-1212
www.glynncounty-choppers.com

March of Dimes Ride
Date: Sep. 30-Oct. 2
Place: Lakewood Fairgrounds, Atlanta
Info: 404-350-9800
www.marchofdimes.com

HAWAII

School Supply Run
Date: Sep. 17
Place: Koa Puna MC
Info: www.koapuna.com

8th Annual Oktoberfest
Date: Oct. 8
Place: Satan Brigade MC
Info: 808-383-1782

IDAHO

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

ILLINOIS

6th Annual Hogrocktoberfest
Date: Oct. 5-8
Place: Cave-In-Rock
Info: 866-HOGROCK
www.hogrock.com

Walneck's Swap Meet
Date: Oct. 8
Place: Dekalb County Fairgrounds, Sandwich
Info: 630-985-2097
www.walneckswap.com

INDIANA

Bike Show & Poker Run
Date: Sep. 2
Place: Ft. Wayne Roadmasters 4life.com

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

Rebel Yell
Date: Sep. 15
Place: ABATE Reg. 9
Info: 812-265-6373
www.abateofindiana.org

Valpo Fest MC Rally
Date: Sep. 23
Place: Valparaiso
Info: 219-464-9918
2motorcycleshows.com

2nd Annual Poker Run
Date: Sep. 23
Place: Richland City
Info: rollingthunder7.tripod.com

Bean Blossom
Date: Sep. 28-Oct. 1
Place: Bill Monroe Music Park, Bean Blossom
Info: 812-988-2116
www.beanblossom.com

Covered Bridge Ride
Date: Sep. 29-30
Place: ABATE Region 12
Info: 812-877-1676
www.abateofindiana.org

Toys for Tots Bike Run
Date: Oct. 1
Place: ABATE Elkhart County
Info: 574-361-3008

IOWA

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

Thunder In The Sand
Date: Sep. 1-3
Place: Conesville
Info: 319-726-5322
circleofpridemc.com

7th Loess Hills Rally
Date: Sep. 8-10
Place: Westfair, Council Bluffs
Info: loesshillsrally.com

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

KANSAS

ABATE Labor Day 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: kansasstatefair.com

KENTUCKY

Rally in the Valley II
Date: Sep. 14-16
Place: Corbin Civic Center
Info: 606-521-9393
www.corbinrallyinthevalley.com

AMRA Drags Final
Date: Sep. 23-24
Place: Beachbend, Bowling Green
Info: amraonline.com

LOUISIANA

ABATE Fall Bike Festival
Date: Oct. 8
Place: Alexandria
Info: 318-646-6364

MARYLAND

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

Delmarva Bike Week
Date: Sep. 14-17
Place: Ocean City
Info: 410-213-0444
delmarvabikeweek.com

Baltimore/Washington Ride For Kids
Date: Sep. 24
Place: Mall in Columbia
Info: 800-253-6530
www.ride4kids.org

MASSACHUSETTS

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

17th Lacey Packer Memorial Toy Run
Date: Oct. 1
Place: TBA
Info: massmotorcycle.org

MICHIGAN

Walneck's Swap Meet
Date: Sep. 17
Place: Monroe
Info: 630-985-2097
www.walneckswap.com

Amazing Festival
Date: Sep. 23-24
Place: Hudson Hills Metro Park, Dexter
Info: 810-494-7186 x130
www.amazingfestival.com

Giant M/C Swap Meet
Date: Oct. 8
Place: Deltaplex, Grand Rapids
Info: 800-968-4242
motorcycleswap.com

MINNESOTA

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

MISSOURI

South's Gonna Do It Again Rally
Date: Sep. 2
Place: Fat's Place, Grandin

Ride For Kids
Date: Sep. 17
Place: St. Louis
Info: 800-253-6530
www.ride4kids.org

M/C Show & Swap Meet
Date: Sep. 24
Place: Shadow Rock
Park, Forsyth
Info: 417-334-0775

M/C Swap Meet
Date: Sep. 24
Place: Twin Drive In
Theater, Independence
Info: 816-456-4415
www.jwswapmeet.com

NEVADA

Las Vegas Bike Fest
Date: Sep. 14-17
Place: Las Vegas
Info: 866-Bikefest
LasVegasBikeFest.com

3rd Annual Artistry in
Iron Bike Show
Date: Sep. 15-16
Place: Las Vegas
Info: 866-Bikefest
LasVegasBikeFest.com

4th Annual Strip Bar
Poker Run
Date: Sep. 16
Place: Pricz Tattoo,
Las Vegas
Info: 702-254-8180

Street Vibrations
Date: Sep. 20-24
Place: Reno
Info: 800-200-4557
www.road-shows.com

10th Annual Cathouse
Poker Run
Date: Sep. 23
Place: Paramount Cycles
Of Reno
Info: 775-324-2445
cathousepokerrun.org

Ride For Kids
Date: Oct. 1
Place: Las Vegas
Motor Speedway
Info: 800-253-6530
www.ride4kids.org

NEW JERSEY

Road to the Shore
Date: Sep. 7-10
Place: Wildwood
Info: 609-729-4664
www.roadtotheshore
online.com

40th Annual PROSTAR
M/C Nationals
Date: Sep. 9-10
Place: Atco Raceway, Atco
Info: amaprostar.com

Atlantic City
Chopper Expo
Date: Sep. 29-Oct. 1
Place: Atlantic City
Convention Center
Info: 609-748-4167
www.chopperexpo.com

2nd Annual Correctional
Officers M/C Poker Run
Date: Oct. 1
Place: Pic-A-Lili Inn,
Shamong Township
Info: 215-932-1213

Poker Run & Pig Roast
Date: Oct. 1
Place: Hackettstown
American Legion
Info: 908-689-8910
rolling-thunder-nj3.org

NEW MEXICO

Golden Aspen M/C Rally
Date: Sep. 13-17
Place: Ruidoso
Info: 800-452-8045
www.motorcyclerrally.com

AHRMA Roadrace
Date: Sep. 23-24
Place: Sandia Motor
Speedway, Albuquerque
Info: www.ahrma.org

NEW YORK

3rd Indian Larry Grease
Monkey Block Party
Date: Sep. 16
Place: Indian Larry
Legacy, Brooklyn
Info: indianlarry.com

Fall Foliage Ride
Date: Sep. 23
Place: Oneida ABATE
Info: oneida-abate.org

Howl at the Moon IV
Date: Sep. 23
Place: Staten Island
Info: www.69ersmc.com

Jokers Wild Poker
Run & Food Drive
Date: Sep. 24
Place: Riverhead Elks
Info: 631-924-1053
www.abateofnyeastern
suffolk.org

Biketober Feast
Date: Oct. 7
Place: Low Riders MC,
Staten Island
Info: 718-948-8818

NORTH CAROLINA

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

Easyriders Rodeo Tour
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

57th Annual Devil's
Staircase Hillclimb
Date: Oct. 8
Place: Oregonia
Info: www.daytonmc.org

OKLAHOMA

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

27th Annual Biker Days
in the Osage
Date: Sep. 15-17
Place: Biker Park,
Pawhuska
Info: 918-630-6763

PENNSYLVANIA

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

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

7th Harleys for Holly
Date: Sep. 9
Place: Kutztown Rod
and Gun Club
Info: 610-926-1547

17th Annual Toy Run
Date: Sep. 10
Place: VFW 92, Lower
Burrell
Info: 412-678-2167

Hillclimb & Bike Show
Date: Sep. 12
Place: Bushkill Valley
MC, Freemansburg
Info: 610-258-3208
www.bikehillclimb.com

ABATE 3 Toy Run
Date: Oct. 14
Place: Greene County
Info: www.abatepa.org

Ride For Kids
Date: Sep. 17
Place: Philadelphia
Info: 800-253-6530
www.ride4kids.org

York Open House
Date: Sep. 28-30
Place: H-D Plant, York
Info: 717-243-7855
www.yorkopenhouse.com

Full Moon Run
Date: Oct. 7
Place: Red Hill, FRMC
Info: 215-679-4766
www.freedomriders.com

SOUTH CAROLINA

Myrtle Beach Fall Rally
Date: Oct. 4-8
Place: Myrtle Beach
Info: www.myrtlebeach-
harley.com

Freedom of Choice
Helmet Rally
Date: Oct. 8
Place: Columbia
Info: www.abatesc.com

TENNESSEE

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

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

Trail of Tears Ride
Date: Sep. 16
Place: Chattanooga
Info: 256-259-2509
www.al-tn-trailoftears.org

Boss Hoss MC Festival
Date: Sep. 20-23
Place: Dyersburg
Info: 731-285-4915

9th Annual Southern
Hope Ride
Date: Oct. 6-7
Place: Memphis
Info: 901-748-3036
southernhoperide.com

TEXAS

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: Scottish Rite
Hospital, Ranger
Info: www.phoenixmc.net

12th Annual Harley
Championship Drags
Date: Aug. 19
Place: Kennedale
Info: texasscooter.com

Texoma ABATE
Real Fun Poker Run
Date: Oct. 6-8
Place: Bells
Info: 903-891-1340

11th Anniversary Party
Date: Oct. 6-8
Place: Stroker's Dallas
Info: 214-357-0707
www.strokersdallas.com

Dallas/Fort Worth
Ride For Kids
Date: Oct. 8
Place: Dutch Branch
Park, Benbrook
Info: 800-253-6530
www.ride4kids.org

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

AHRMA Roadrace
Date: Sep. 16-17
Place: Miller
Motorsports, Tooele
Info: www.ahrma.org

VERMONT

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

End Of Season Pig Roast
and Family Picnic
Date: Sep. 23
Place: Berlin Airport
Info: 802-754-2599
www.unitedmotorcy-
clists.org

VIRGINIA

POW/MIA Awareness Run
Date: Sep. 16
Place: D-Day Memorial,
Bedford
Info: 434-525-0909
rollingthunderch4va.com

Chesapeake Cycle Mania
Date: Sep. 22-24
Place: Chesapeake
Info: 800-932-4653 x 31
www.chesapeakecyclem-
ania.com

AHDRA Drags
Date: Sep. 23-24
Place: Richmond
Info: 336-924-2095
www.ahdra.com

WASHINGTON

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

25th Annual Oyster Run
Date: Sep. 24
Place: Anacortes
Info: 360-671-7575
www.oysterrun.org

WISCONSIN

25th Tomahawk Fall Ride
Date: Sep. 14-17
Place: Tomahawk
Info: www.tomahawk
fallride.com

WYOMING

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, 9	a,4,12	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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| ☐ 04 Auto Repair Technician | ☐ 89 Small Engine Repair |
| ☐ 55 Diesel Mechanics | High School |
| ☐ 06 Electrician | ☐ 07 Penn Foster High School |

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EASYRIDERS INVITATIONAL KANSAS CITY BIKE SHOW

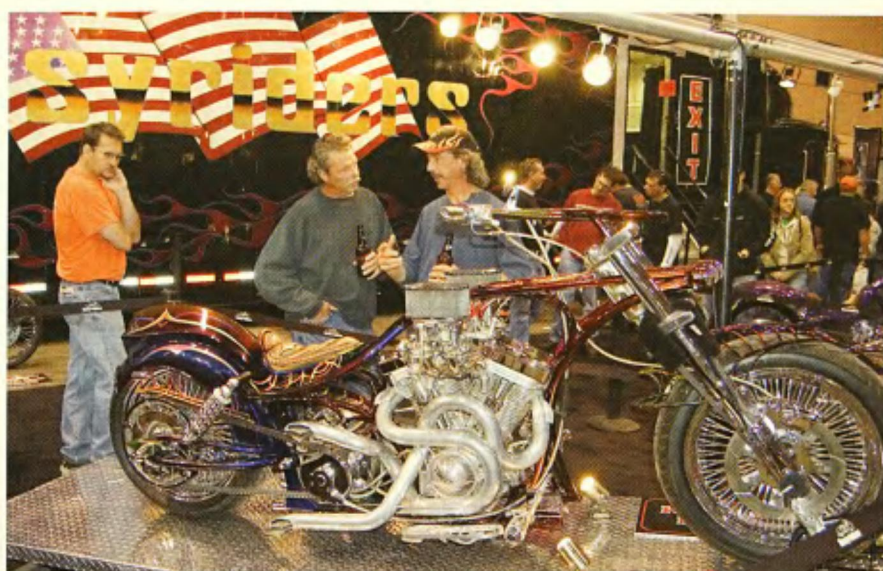
The Be All And End All

OK, this was the most difficult Bike Show we've had to judge this year. Why you ask? Well, every custom bike at this show was absolutely amazing and really deserved a trophy. But there were too many bikes and just too few trophies to hand out.

Kansas City's Bartle Hall was packed with gleaming custom iron when the doors opened on Saturday, April 29th and we judges had only one day to make our choices for the best of the best this country has to offer. Bike builders came from all over the country to show off the motorcycles that had taken Best of Show honors at our regional shows. Over \$47,000 was on the line, as well as bike features in this proud magazine.

The throng of event goers studied every bike in the Spectator Class so that they could vote for their favorites. Yes, frosty beer was consumed. Yes, the house was rocked by Toyz and their special brand of rock 'n' roll. And, yes, the judges had their hands full with this Invitational.

Fans of our Centerfold Tour's master builders got to hang out with Paul Yaffe, Kendall Johnson, Keino, Rick Fairless, Aaron Greene, Randy Simpson and Ron Finch. The Purrfect Angelz danced their little hearts out and shook their collective tushies. But still, the judges toiled on



without a break. As the evening wore on, the Spectator votes were tallied, the judges' decisions became finalized and the trophies were carried to the stage.

Beginning with the Spectator Class, our announcer Bruce Henderson, gave out the honors and our trophy girl, Lacey, handed out the hugs. The top of the heap, according to the votes by our audience, went to Steve Broyles in the Number One spot, Myron McCord in second place and Ray Venturini in third.

Then *BIKER* magazine editor and judge Clean Dean Shawler announced the winners of the Judged Class, with Dana Hallberg in the top spot followed by Charles McNeese in second and Tom Boldry in third. Let me just say that the competition in this class was nothing short of amazing. Dean and I were mighty happy when the judging was done. Whew!

Finally, I had the honor of giving out the awards in the Invitational Class with



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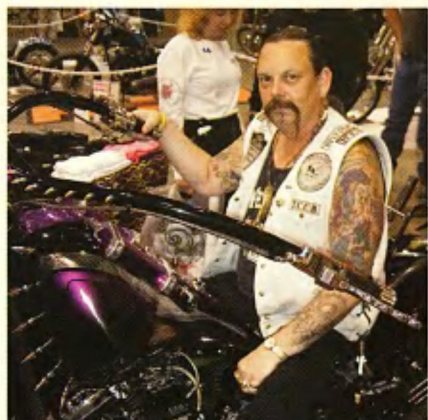
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Specialties

Editor's Choice going to The Motorcycle Shop for their cool 1975 shovelhead bobber. Leading the pack in the Radical Class was Mike Pugliese at Number One with Rusty Hill and T-Fab chomping mightily at Mike's heels.

Event promoter and head honcho of the tour, John Green, took the microphone to tell the world which bike would take all the gold and also wear the crown as "Motorcycle of the Year." Our Invitational Best of Show went to Jerry Burrows of Crown Point, Indiana, for the mind-warping custom chopper he calls "Clear and Present Danger." Look for the bike, with its one-on-Earth clear Lucite back wheel, right here in the pages of *Easyriders*.

All told, Jerry took home \$3,000 in cash, an S&S motor, a Baker tranny and gift certificates from our sponsors totaling \$12,900. Not only that, but John Green announced the impossible... the unbelievable grand prize! For the first time ever, our Best of Show winner was awarded \$1,000,000! The monies will be given to Jerry Burrows in \$2 increments over the next 500,000 years. You heard it here first! Now just watch some other promoters try to copy us and also give out a \$1 million at their bike show. But see, we did it first! —Dave Nichols



CLASSIC LINES

Big Power, Dyno-Proven and a Sound all its own



SPECTATOR'S CLASS

1st BEST OF SHOW

Steve Broyles, Wayne, MI – 2006 Bobber

2nd BEST OF SHOW

Myron McCord, Oakgrove, MO – 1976 Sportster

3rd BEST OF SHOW

Ray Venturini, Dighton, MA – 2005 Custom

EASYRIDERS

1st: Bob McNeese, Emporia, KS – 2005 Softail

2nd: Lance Tidwell, Hopkins, SC – 2005 Hardtail

3rd: Chuck Gibson, King City, MO – '04 Pro-Street

IN THE WIND

1st: Mark Monroe, Wichita, KS – 2001 Springer

2nd: Bob Petzold, North Glenn, CO – 1995 Softail

3rd: Diane Sax, Merriam, KS – 2004 V-Rod Trike

BIKER

1st: Mad Doctor, Houston, TX – 1976 FXR

2nd: Kelly Hulse, Plattsmouth, NE – 1975 FX

3rd: David Wilmoth, Brighton, IL – 2004 Softail

V-TWIN

1st: Dennis Dayton, Independence, MO – 2003 Slammer

2nd: Kevin Huff, Blue, MI – 2006 Softail

3rd: Tom Campbell, Forrest Lake, MN – Softail

OLD-SCHOOL

1st: Jason Winters, Westminster, CO – 1970 50/50 Special Construction

2nd: Wayne Osterhaus, Seneca, KS – 1961 Sportster

3rd: Patrick Kaldahl, Olathe, KS – 2005 Special Construction

JUDGED CLASS

1ST BEST OF SHOW

Dana Hallberg, Forrest Lake, MN – 2006

Deadline Custom

2ND BEST OF SHOW

Charles McNeese, Emporia, KS – 2005 Air

Dropper

3RD BEST OF SHOW

Tom Boldry, Shawnee, KS – 2006 Big-Inch Custom

EDITOR'S CHOICE

Dan Toce, South Windsor, CT – 2006 Shovelhead Bobber

RADICAL CLASS

1st: Gary Shields, Louisburg, KS – 2005 Custom Girder Sporty

2nd: T-Fab Customs, Oklahoma City, OK – 2006 Radical Racer

3rd: Jeff Hansen, Wellsville, KS – 2006 Ultracraft Pro-Street

STREET CLASS

1st: Stack's Creative Customs, Forrest Lake, MN – 2006 Big Fatty

2nd: Airwerks Anonymous, Mustang, OK – 2006 Custom Softail

3rd: Willy Keinig, Atchinson, KS – 2004 H-D Sportster

SPECIALTY CLASS

1st: Richard King, Oklahoma City, OK – 2006

T-Fab Bobber

2nd: Roger Pickens, Elkhart, IN – 2005

Rigid Knuckle

3rd: Chuck McGinnis, Sedalia, MO – 2006

Kustom Thunder Sporty

OLD-SCHOOL/ANTIQUE

1st: John Armes, Jonesboro, TN – 1951 H-D

Panhead

2nd: DeJay Monson, Craig, NE – 1942 H-D WLA

3rd: Ken Stiles, Kansas City, MO – 1965 H-D FLH Panhead

INVITATIONAL CLASS

BEST OF SHOW – BIKE OF THE YEAR

Jerry Burrows, Crown Point, IN – 2006 Clear and Present Danger Chopper

BEST DISPLAY

Rusty Hill, York, SC – Graveyard Scene

EDITOR'S CHOICE

The Motorcycle Shop, San Benito, TX – 1975

H-D Bobber

RADICAL CLASS

1st: Mike Pugliese, Staten Island, NY – 2005 Knucklehead Custom

2nd: Rusty Hill, York, SC – Metal Rebel Rigid

3rd: T-Fab Customs, Oklahoma City, OK – 2006

Custom Chopper

4th: Jaxon Fyffe, Ft. Worth, TX – 2005 Wild Card Custom

STREET CLASS

1st: Randy Hocker, Loveland, CO – 2005

Phatillac

2nd: Shannon Davidson, Taylorsville, NC – 2006

Chopp Shop Rigid

3rd: Blake Sabers, Mitchell, SD – 2006 Sabers

Specialties

4th: Sammy Tilford, Shepville, KY – 2005 Special

Construction Bobber

SPECIALTY CLASS

1st: Steve Broyles, Wayne, MI – 2005

Stevenson's Cycle Bobber

2nd: Angelo Delraso, Minooka, IL – 1956

Panhead Chopper

3rd: Mayhem Customs, Staten Island, NY – 2005

Copperhead

4th: Dan Toce, South Windsor, CT – 1989

Rigid Chop

OLD-SCHOOL/ANTIQUE

1st: Duane Jordon, Visalia, CA – 1953 Panhead Digger

2nd: Johnny Gil, McAllen, TX – 1973 Shovelhead Bobber

3rd: Mike Pilarzynski, Yuba City, CA – 1935 H-D VLD

4th: George Davey, Arlington, TX – 1956 Panhead Chopper



Photos: Kai Ranecke

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Over the years, many methods of transferring the power of a motorcycle engine to the rear wheel have been tried. The only choices that matter to Harley riders and their ilk is belt or chain, and the only questions that remain as far as transmissions is 4-, 5- or 6-speed (unless you need a reverse gear, which we admit to have sadly left out of the equation). That said, there are a tremendous variety of great aftermarket suppliers that employ all manner of products all in pursuit of a common goal, getting those ponies to the pavement.

Some have attacked the problem by providing much beefier

components to better absorb the raw power that is available from massively modified motors. Others strive to make a more elegant statement, artistically carving billet (and other materials) into masterpieces in metal. Then there are those that find the meaning of life in the pursuit of the elimination of every last ounce of excess weight.

The bottom line though, is that all have the same end result, a myriad of complex engineering solutions applied to the ancient art of applying rubber to road.

—Kit Maira

EASYSRIDERS' DRIVE LINE GUIDE



DP HIGH-PERFORMANCE CLUTCH KITS

These clutch kits from Drag Specialties are designed to provide extended clutch life, slip-free operation and superior shifting. Both

friction and clutch plates are more durable and longer lasting than stock plates. Friction plates are constructed with high-heat friction materials for fade-free performance. Clutch plates are constructed from steel, so they won't expand, fade or promote clutch swell. Kits are available for big twin and XL models.

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



PERFORMANCE MACHINE CONTOUR BELT DRIVE

The Performance Machine Contour-series primary belt drive system has several key features that make it superior to all other belt primaries, according to PM. The system's weight, PM says, is 12 pounds lighter than a stock unit and can help return the weight balance to wide-wheel bikes that are forced to push the primary drive further off center. Being two full inches narrower than the OEM unit also helps with the wide bikes and will not interfere with access to forward controls. Inside the primary, a compensator motor sprocket was installed to reduce mechanical impact on the system and allow the use of a narrow belt. PM uses a Barnett clutch system with race-style springs to provide smooth operation and long life. The primary belt system is enclosed in a machined aluminum housing that's available in your choice of polished, chrome or black anodized finish.

The Contour open primary drive includes everything you need to replace your existing system. It is designed to work with '91-'05 Harley-Davidson and aftermarket applications.

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

S&S CYCLE HIGH PERFORMANCE CLUTCH

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



power significantly and increase the available torque to turn the transmission, explains the manufacturer.

The new S&S clutch fits all '91-'05 model big twins, has 11 friction and 10 steel plates. S&S says the clutch can handle 150 horsepower and up to 200 horsepower when using their optional spring kit. S&S adds that their clutch works with less lever effort than a stock clutch. The clutch includes a 66-tooth ring gear and a pinion gear to match for increased strength and reduced tooth breakage.

S&S Cycle, Inc., 14025 County Hwy. G, Viola, WI 54664; 866-833-1508; www.sscycle.com



S&S HELICAL GEAR 6-SPEED TRANSMISSION

The new S&S 6-speed is the latest innovation to come out of the company's headquarters and manufacturing facilities. The

S&S helical gear 6-speed tranny features 6 helical gears, shift rings in place of dogs, roller detent shift mechanism, and a new main shaft bearing race that prevents walking. The transmission also has a 1:1 final gear ratio that utilizes a 34-tooth pulley for a lower final drive. The S&S helical gear 6-speed is available as a complete transmission to fit '91-'99 Softail models or as a gearset to fit '91-'05 FLT and Softails.

S&S Cycle, Inc., 14025 County Hwy. G, Viola, WI 54664; 866-833-1508; www.sscycle.com



PRO ROADMAX TRANSMISSIONS

Pro-One is proud of its collection of custom and OEM-style transmissions by Roadmax.

Since their introduction, Pro-One has claimed near 0% defects. Roadmax transmissions are manufactured utilizing cutting edge manufacturing techniques and the finest and toughest materials, says Pro-One. Assembled and inspected to meet high standards for fit and strength, Roadmax transmissions carry a 3-year unlimited warranty. Right-side drive models feature bronze shift forks and mechanical or hydraulic clutch end covers. OEM styles are fit with chrome mechanical end cover and lid. Both RSD and OEM 5-speeds are

geared stock and the 6-speed models carry a 2.94:1 first gear, stock 2nd, 3rd, 4th and 5th and .81:6 sixth gear ratio. Finishes are natural, black wrinkle and fully polished.

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



PRO-ROADMAX 6-SPEED CONVERSION

Roadmax 6-speed conversion kit from Pro-One is designed for builders who feel the need to beef up their stock transmission gears in order to

handle the extra horsepower of their hopped up engine. Pro-One says their kit is also ideal for riders interested in touring and who don't want to tweak their engine. Developed to be a drop-in fit for 2000-and-later big twins, this high-tech gear stack and associated hardware bolts directly into your stock transmission case. As with the company's complete transmissions, the conversion features a 2.94:1 1st gear ratio, stock 2nd, 3rd, 4th and 5th ratios and a .86:1 6th. The kit comes with all the components shown and is manufactured to aircraft quality standards, according to manufacturer Roadmax.

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



SCREAMIN' EAGLE 6-SPEED OVERDRIVE TRANSMISSION

Harley-Davidson owners can add a reliable overdrive gear to many Dyna, Softail and

Touring models with the Screamin' Eagle 6-Speed Transmission—a direct replacement for the standard 5-speed transmission. The Screamin' Eagle 6-Speed Transmission incorporates a late-model shifting mechanism and a shift-ring system with forged-steel shift forks for smooth, precise shifting with less effort. Sixth gear is a 0.89:1 overdrive. Chrome side covers feature a laser-etched Screamin' Eagle 6-Speed logo.

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



NEW BLACK AND CHROME HYDRAULIC CLUTCH KIT

The new Black and Chrome Hydraulic

Clutch Kit from Harley-Davidson Genuine Motor Accessories reduces clutch-lever effort by up to 30% as it delivers a smooth clutch engagement. The kit includes a black clutch master cylinder, polished clutch lever, chrome slave cylinder, and all necessary installation hardware. It fits 1999-2004 Touring models and

2000-later Softail models. Installation requires the separate purchase of the appropriate hydraulic clutch line.

Harley-Davidson; 800-443-2153; or online at www.harley-davidson.com



POWER CLUTCH

Eurocomponents says that their new power clutch make your clutch 40% softer with improvement in clutch feel, improved comfort

and reduced effort. Power Clutch fits in place of the stock component and works in conjunction with the stock clutch cable. It is available for Evo and Twin Cam big twins, Sportsters and Buells.

Eurocomponents, Inc., Daytona Beach, FL, 386-274-5729; www.eurocomponentsusa.com



BDL 2-INCH DRIVE

BDL 2-inch drive features a 1-piece billet motor plate and a one-piece billet cover which encloses the

belt drive. The billet cover is offered in several finishes: black anodized, titanium anodized, polished and more.

BDL's new clutch design is used to eliminate clutch dogs and features an internal mill-cut basket to drive the clutch. The newly designed ball bearing lock-up Kevlar clutch is designed to offer 30 percent more contact surface than the conventional 3-inch drive, while the new clutch design gives a quiet ride with improved clutch engagement, according to BDL.

BDL Belt Drives Ltd., 1959 N. Main St., Orange, CA 92665; 714-685-3333



HIGH PERFORMANCE EXTRA PLATE CLUTCH

Energy One Clutches offers a complete clutch kit for 1998 to present Harley-Davidson big twin and Twin Cam which includes ten Kevlar friction plates, nine tempered steel drive plates and a 10% stronger than stock diaphragm clutch spring. The kit provides 11% more surface area than stock and has a pre-measured stack height for easy accurate installation. (Part No. BTX-14). They offer a complete line of stock replacement and high-performance clutches from 1941-to-present big twin, Sportster, VRod and Buell

Energy One Clutches, 562-698-7809; www.energyoneclutches.com



KARATA BIG DOG BELT DRIVE

Karata Enterprises recently introduced the first invisible electric start right-side drive belt drive for motorcycles that use the Baker Big Dog DSSC transmission. The Intimidator belt drive is available for Big Dog Pitbull, Ridgeback or K-9 with 300mm rear tire, and for Big Dog Chopper, Mastiff and Bulldog with 250mm rear tire. The polished billet motor plate for the 250 has a 1/2-inch offset that's machined into the plate. Karata's exclusive belt drives are available in a new slim 2 1/2, traditional 3-, beefy 4-, and massive 5-inch sizes. Every kit is complete with a polished one-piece billet motor plate, pulleys, Goodyear Flexten belt and Karata Piranha, Jr. Klutch.

Intimidator belt drive kits come with your choice of polished billet pulley covers in either hubcap or smoothie style. Karata's Massive 5-inch Intimidator belt drive for the Big Dog DSSC tranny includes a complete outboard bearing support system with your choice of many support plates.

Karata Enterprises, 3 River Rd., Conshohocken, PA 19428; 610-825-2070; www.karata.com



RIGHT-SIDE DRIVE, THE JIMS WAY

JIMS has developed a right-side drive transmission with critical design improvements for street use and longevity. The standard right-side drive

transmission design incorporates a longer mainshaft compared to stock. This, combined with today's increased torque loads and fat tires, often results in mainshaft flex, JIMS explains. The transmission mainshaft is the epicenter of power transfer for the drive-train, and mainshaft flex can result in premature failure. JIMS' new design incorporates an outboard bearing for centerline integrity. Taking it one step further, JIMS developed an oil passageway that travels through the trap door and pulley cover to fully lubricate the outer bearing. Transmissions are available in both hydraulic and mechanical clutch actuation.

JIMS says that all of these features come at hundreds of dollars less than comparable American competitors.

JIMS, 555 Dawson Dr., Camarillo, CA 93012; 805-482-6913; www.jimsusa.com



JIMS FAT 5 OVERDRIVE TRANNY

JIMS' new Fat 5 Overdrive transmission was developed for big engine and tire custom bikes. The transmission has all the added features of a 6-speed transmission, but has been re-designed with oversized gears for today's increased torque loads. Basically, JIMS designed an all-new overdrive 5-speed transmission

around the ratio's of today's 6-speed. While the rider doesn't have to shift as much, he still ends up with that comfortable cruising speed of an overdrive for highway riding. The added space in the transmission case was used to increase the surface area of all gears for added strength. The Fat 5 Overdrive also incorporates shift rings for a precise and accurate shift every time.

JIMS, 555 Dawson Dr., Camarillo, CA 93012; 805-482-6913; www.jimsusa.com



SCARY AND FUN DRIVES FROM HITECH

Hitech Products' Omen primary belt drive features a 3-D spooky design.



The Gear Head drive is made to look like wrenches and sockets that are welded together. It is machined from a single piece of billet aluminum.

Both the Omen and the Gear Head drive system come with outer support bearings on the clutch basket and engine pulley, which makes this unit completely rigid under torque, according to the manufacturer. All belt drives come with a show-quality polished finish and everything needed for installation, including a Barnett Scorpion clutch assembly. The Omen system is available for '90-and-later Softail, Dyna Glide, FXR, FLT, and Twin Cams. Belt drives are available in 4-, 5-, 6-, and 7-inch sizes.

Hitech LED Products, 6925 Eton Ave., Canoga Park, CA 91303; 818-887-0136; www.hitechledproducts.com



CYCLONE 2-INCH PRIMARY BELT DRIVE

Utilizing the same design and full size clutch pack as their 3-inch system, Tech Cycle says their Cyclone

2-inch open primary belt drive system is the only 2-inch primary drive on the market to deliver the increased clearance you want with the true strength you need. Complete with front bearing support, the unit comes fully

polished with newly designed, fully contoured outboard and motor plates, and includes the excellent 2-inch clutch finished in black hard-anodize.

Tech Cycle Performance Products, Inc., 55 Hulmeville Ave., Penndel, PA 19047; 215-702-TECH (8324); www.techcycle.com



INDIAN LARRY LEGACY CLUTCH PRESSURE PLATE

This 4-speed clutch pressure plate is made out of aluminum with CNC-machined engraving. It fits Harley-Davidson 4-speed dry clutch with either 3 or 5 fingers to help with positive clutch operation. Indian Larry used this design for the past 10 years and its popularity lies in the fact that it represents tradition and performance, two qualities of utmost importance to those who favor the classic chopper style.

Indian Larry Legacy, 151 North 14th Street, Brooklyn, NY 11211; 718-609-9184; www.indianlarry.com



TRANSMISSION PLATE

This fully machined, steel transmission plate is made with positive lock, sliding adjusters to ensure correct tranny

alignment. Speed drilled for lightness then nickel-plated, this Indian Larry original adds hot rod style and performance to any 4-speed setup.

Indian Larry Legacy, 151 North 14th Street, Brooklyn, NY 11211; 718-609-9184; www.indianlarry.com



BAKER KICKER GEARS

Baker manufactures their kicker gears with certified 8620 steel to quality standards of AGMA 8 or better on the same CNC hobbing machines that

they use to manufacture their transmission gears. The stop peg has an upset head on it to give redundancy and they guarantee that it will never find its way into your transmission. The kick back plate is case hardened 4140 and will not deform. The ratchet gear bushing has that critical helical groove cut in it to feed oil and lubricate the end of the mainshaft. Lastly, the kicker gears are REM finished like NASCAR gears to remove all surface imperfections and yield a semi-polished finish.

Baker Drivetrain, 9804 E. Saginaw, Haslett, MI 48840; 877-640-2004; www.bakerdrivetrain.com



OLD SKOOL SHIFTING SOLUTION

Baker has also just released their new race inspired shift drum,

which allows jockey shift riders a N-1-2-3-4-5-6 shift pattern, eliminating false neutrals when coming to a stop. The N-1 drum is a no-cost option when purchasing a complete tranny.

Baker Drivetrain, 9804 E. Saginaw, Haslett, MI 48840; 877-640-2004; www.bakerdrivetrain.com



TEDD CYCLE 3-INCH OPEN BELT DRIVE

Tedd Cycle's New York 3-inch open belt drive kit comes complete with a 48-tooth front

pulley, 76-tooth rear pulley, 3-inch 8mm belt, clutch pack, billet motor plate, starter jack shaft extension and polished outer cover set. Also included in this kit is all the necessary hardware for installation on '91-and-after Harley-Davidson FXST models.

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



RMD BILLET III OPEN DRIVE

RMD says this 3-inch open drive isn't just all for show. Everything comes to your door ready to bolt on including: the smooth rolling motorplate; the starter jackshaft and stealth billet cover; the front and rear billet pulley covers (can be customized); the billet center plate with spacers; the billet primary spacer; front pulley offset spacer; front and rear pulleys; the 3-inch pulley kit built by Primo; and all mounting hardware. No running around to get this installed on your bike, it's all right in the box. Incorporate your regulator and oil filter into the primary plate for an even stealthier look, regulator on the backside, filter on the front.

RMD Billet, PO Box 217, Jasper, MN 56144; 507-348-8877; www.rmdbillet.com



REKLUSE PROSTART CLUTCH

The Rekluse ProStart Clutch is a high-performance, semi-automatic centrifugal clutch that allows the rider to completely control the motorcycle just by using the throttle. It automatically disengages the clutch at idle, no need to find neutral or hold in the clutch lever while waiting at lights. Twist the throttle gently and the ProStart moves you forward. When you return to a stop, the ProStart Clutch automatically disengages the clutch for you. Shifting with the ProStart is just like using your stock bike clutch with the added benefit of a lighter clutch lever pull at lower engine speeds. Rekluse offers ProStart models that support 1990 and newer Harley-Davidson big twin models (except the '06 Dyna).

Rekluse Motor Sports, 110 East 43rd Street, Boise, Idaho 83714; 866-Rekluse; 208-426-0659; www.rekluse.com



FLYRITE NEVERRUST TRANS MOUNTING PLATE

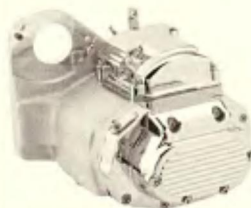
Flyrite Choppers has developed a transmission mounting plate for adapting a hidden-shock transmission case to a rigid frame. It is designed specifically to mount

later style transmissions to Flyrite Choppers frames, but should work on any zero offset rigid frame. If additional drilling or cutting is required, the NeverRust transmission mounting plate is made of polished 420 stainless steel allowing for modifications without destroying chrome. All NeverRust parts are made of polished stainless with the home builder in mind. Cut, drill, TIG and re-polish, paint, or powdercoat and never fear rust popping back through again.

Flyrite Choppers, 13200 Pond Springs Road, Ste. B-12, Austin, TX 78729; 512-918-2467; www.flyritechoppers.com

BULLSHIFT TRANSMISSIONS

Jireh Cycles' new Heavy Duty Series Bullshift transmissions by Ultima are for bikes with 100-plus horsepower engines. Designed to complement any high horsepower unit you have created, the Bullshifts are said to be



made from hardened 8620 steel, giving you years of service with big-inch engines, pro-cut lead-in ramps for positive shifting, and aluminum bronze shift forks for durability and longevity. The roller detent gives you smooth, positive shifting action, and the reinforced transmission case is machined from permanent-mold A356-T6 aluminum. The Bullshifts are available in cast, black or polished, so you can customize to match your dream machine.

Jireh Cycles, 10 Main St., Festus, MO 63028; 877-681-0448; www.jirehcycles.com

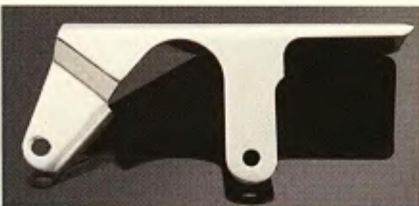


MILWAUKEE TWINS 6-SPEED TRANSMISSION

The Milwaukee Twins 6-speed transmission for 1990-99 Softails are available in natural, black or polished finishes.

The shifter rod, as well as the top and side covers are chrome plated. The access door is CNC-machined from billet aluminum. It includes clutch release pushrods and 32-tooth pulley. Full width gears are machined from 8620 Chrome-moly for strength and maximum torque and include back-cut dogs to improve shifting. The 2.94:1 close first gear ratio adds about 5-7 mph of useable first gear. Second, third, fourth and fifth gear ratios are same as stock. Sixth gear is .86:1 overdrive. It includes a 3-year or 60,000-mile manufacturer's warranty and statement of origin. It works with electronic speedo sending units, but requires calibration units.

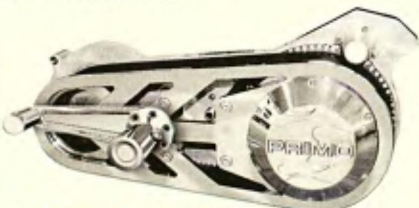
J&P Cycles, 13335 Circle Dr., Anamosa, IA; 800-397-4844; www.jpccycles.com



STAINLESS BELT GUARD FOR 1984-99 SOFTAIL

Protect and dress up your bike with this stainless steel belt guard, chromed to a brilliant shine. It fits '84-'99 Softail® with 70-tooth pulley.

J&P Cycles, 13335 Circle Dr., Anamosa, IA; 800-397-4844; www.jpccycles.com



PRIMO BRUTE IV EXTREME

The latest addition to the line-up of Primo's open belt drives is the Brute IV Extreme. It is designed with the same attitude towards form and function as all their belt drive kits. This economy-priced unit will get your attention. It's three inches wide, 8mm and features a fully polished, one-piece motor plate, entirely designed for bolt-on component pieces. The front and rear pulleys have bolt-on polished stainless flanges. The very tasteful outer

guard is 3/8-inch thick billet aluminum, 3/8-inches thick.

The Brute IV Extreme was developed with two other great features, optional mounts for a center-mount oil filter and mounts for mid-control shifting. In addition, an all-new starter nose assembly conceals the jackshaft components.

Finally, the Brute IV Extreme includes a redesigned Pro Clutch assembly for maximum torque transference.

Rivera/Primo, 12450 Whittier Blvd, Whittier, CA 90602; 562-907-2600; 800-872-1515; www.primobelt drives.com



OPEN-BELT PRIMARY DRIVE FOR TWIN-CAM BAGGERS

Billet 4-U is thrilled to announce the expansion of their popular line of primary belt drives to include a brand-new open belt drive for twin-cam baggers. This kit comes complete with everything you need to swap out the stock primary for their high-tech open primary drive, including the floorboard spacer, pulley covers, belt guard, Karata drive unit, backing plate and jack shaft.

Billet 4-U Custom Cycles, LLC, 657 S Taylor Ave., Unit D, Louisville, CO 80027; 303-666-1297; BILLET4U.com



BOYCE PRO-STREET

Kevin Darling's Boyce Pro-Street has a new stainless dual hidden bearing system that they say "can handle the biggest and the baddest amount of horsepower that you can come up with." All of the Boyce primaries are constructed of aircraft aluminum and are available in a variety of styles: chrome, anodized, and polished, with Karata pulleys, Goodyear Belts and Barnett Scorpion Clutches. They also will do custom designs.

Kevin Darling's Boyce Pro-Street: 916-991-4520; www.kennyboycemotorcycles.com



BARNETT SCORPION 3-INCH BELT DRIVES

Barnett's new 3-inch belt drives are CNC-machined from 6061-T6 billet and highly polished for a show-quality

finish. These belt drives also feature the Scorpion lock-up clutch assembly. The Scorpion lock-up provides a 100 percent increase in surface area (compared to stock) and allows the use of lighter coil springs by using adjustable pressure arms that progressively increase clutch spring pressure as rpm's increase. This allows the use of lighter coil springs, which results in less effort required at the clutch lever. Extra spring sets of different tensions are also included for added adjustability.

Barnett Tool & Eng., 2238 Palma Dr., Ventura, CA 93003; 805-642-9435; www.barnettclutches.com



PROWLER TRANSMISSIONS

Prowler 6-speed transmissions are designed to transfer the torque and horsepower of your engine into ground-pounding, rubber-burning strength, says the manufacturer.

Prowler Transmissions are available in left-side or right-side drive and sport completely forged shafts and gears that are made with 8720 Chrome-moly. The transmissions are equipped with ground, crowned and shaped close ratio gears, a roller shifter for smooth shifting, and polished cases with chrome or black



side/top covers for style. Every Prowler 6-speed transmission is pre-run and flushed to ensure the highest quality product possible.

American Engineering Company, P.O. Box 40957 Downey, CA 90239; 800-252-3552



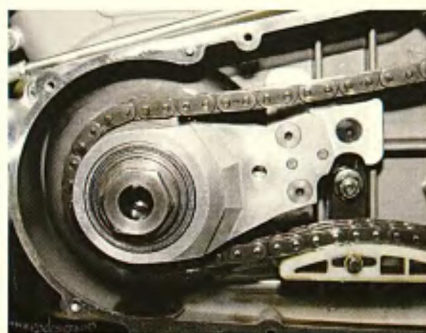
BEARING SUPPORT, MOUNT AND CAGE ASSEMBLY BY GP DESIGNS

George Pacheco designed this his custom bearing mount support in an effort to remove stress from the

transmission bearing and to guarantee that every drive-line components stays in alignment. The system features a full cage and a belt drive assembly.

Strength and maximum durability are incorporated for high-performance applications into this very unique piece.

GP Designs, PO Box 908, Union City, CA 94587; 866-356-2464; 510-471-9815; www.gpdesigns.net



MAIN-SHAFT OUTER BEARING SUPPORT FOR TWIN CAM

This unit bolts directly to the engine case and the inner primary and is made to secure the crankshaft with the addition of another bearing. This bearing secures the shaft at its outermost point on the most stressful side (left), preventing possible catastrophic crankshaft bearing failure, says GP Designs. The mating surface is machined to fit the inner primary, eliminating flex or deflection of the support itself. Dual hardened steel dowel pins were added to make the part durable. The kit includes all required hardware with installation instructions for '03-and-up Twin Cam FLH. Softail and Dyna versions will be soon available.

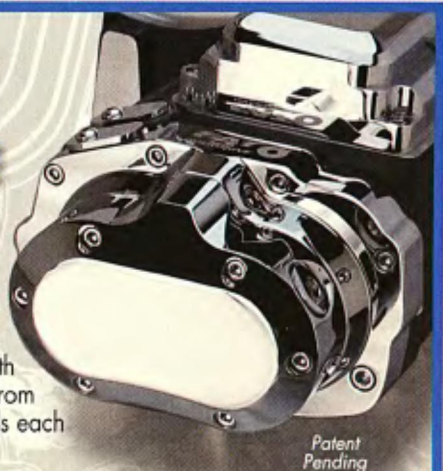
GP Designs, PO Box 908, Union City, CA 94587; 866-356-2464; 510-471-9815; www.gpdesigns.net

INTRODUCING THE JIMS® FAT 5™ OVERDRIVE

You want strong? We have strong! JIMS® new "Fat 5™ Overdrive" is simply the strongest, toughest gearbox made. Period. JIMS® took advantage of its new, more compact shifter technology to increase the width and strength of every gear. The width increase varies from 18% to 53%, depending upon the loads each gearset must carry.

Big Power is more popular than ever. Large engines like the JIMS® 120 deliver double the stock power and torque. When such power is linked to the ground through high torque clutches and big sticky tires, the peak loads on transmission gears rise far above what anyone but JIMS® ever expected their trannies to have to endure.

Log on to www.JIMSUSA.com for more information on the Fat 5™ Overdrive and other performance parts for use on Harley Davidsons®. One more note - "Buy American!"



Patent Pending



Shift Ring Technology

Fat Gear! Stock Gear
Increased gear width from 18%-53%

Gear Ratio's

1st	2.91
2nd	1.93
3rd	1.31
4th	1.00
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Gear Material
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BAKERTM

DRIVETRAIN

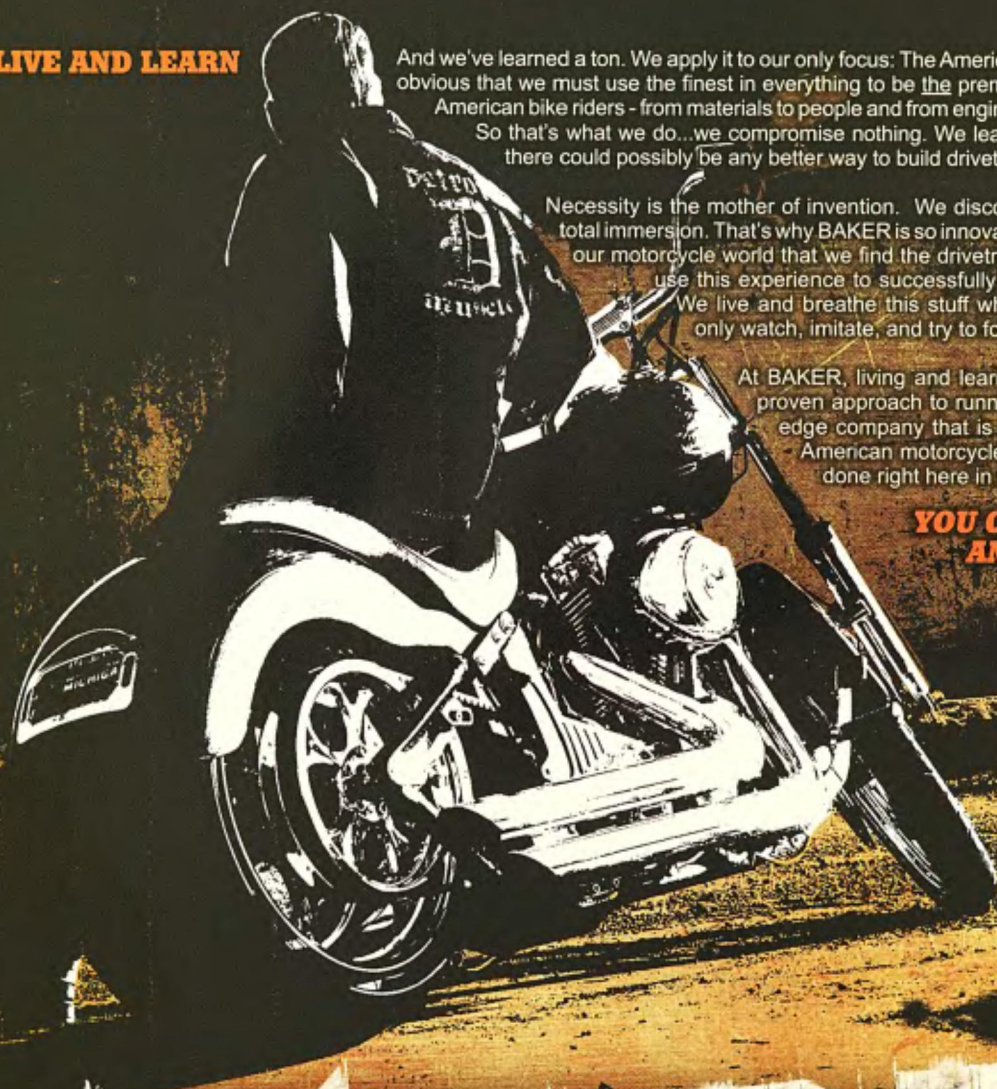
LIVE AND LEARN

And we've learned a ton. We apply it to our only focus: The American V-Twin Drivetrain. It's obvious that we must use the finest in everything to be the premium drivetrain option for American bike riders - from materials to people and from engineering to manufacturing. So that's what we do...we compromise nothing. We leave no room to think that there could possibly be any better way to build drivetrain products.

Necessity is the mother of invention. We discover necessities through total immersion. That's why BAKER is so innovative. We're so heavy into our motorcycle world that we find the drivetrain needs first. Then we use this experience to successfully develop improvements. We live and breathe this stuff while those from afar can only watch, imitate, and try to follow our lead.

At BAKER, living and learning is key. This is our proven approach to running a premium, leading-edge company that is strictly dedicated to our American motorcycles. Our way can only be done right here in the USA because...

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ANYWHERE ELSE!**



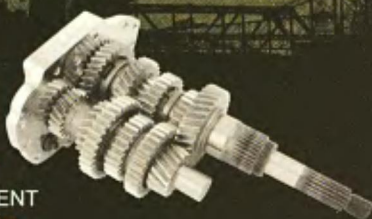
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[Softail, FLT, FXR, Dyna]



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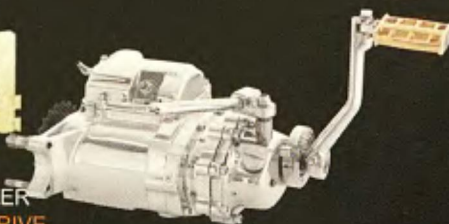


6INTO4

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[1970-early '84 Shovelhead]



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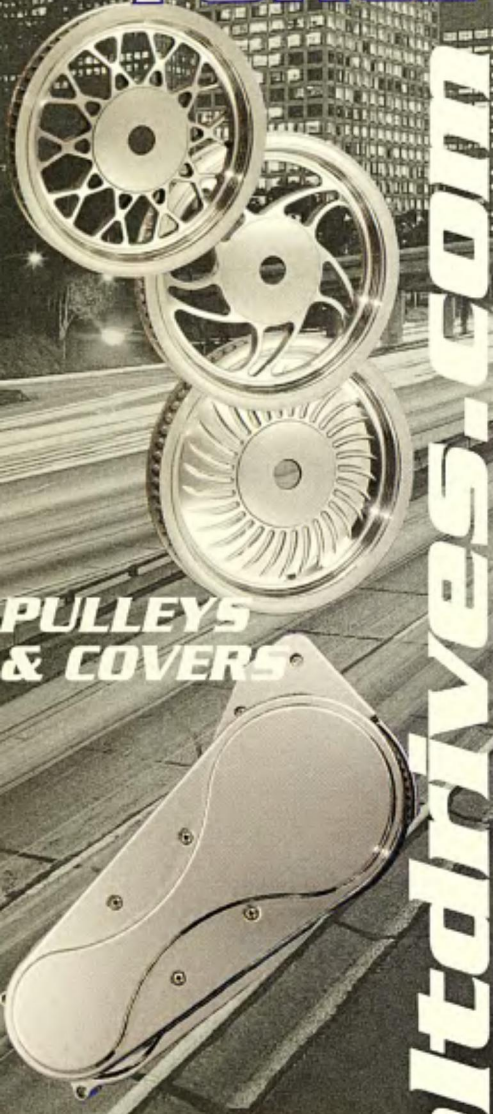
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WIDE SOFTAIL
[1990-Up Evo or Twin Cam]



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BUILT FOR THE WORLD WE RIDE IN

Talking Tech

SLIP-ONS

I need better pipes for my 1999 Dyna Glide, which has a Screamin' Eagle carb and air cleaner and Andrews TW37B cams with the .510 lift. I don't want a lot of noise or something that looks like a corkscrew, just better performance.

Bobby Thompson
Atlanta, Georgia

Try KhomeWerks 2 1/2-inch HP-Plus slip-on mufflers. They make good power and have a nice sound.

SEE THE LIGHT

It is still dark when I ride to work, so I am thinking about putting a halogen bulb in my headlight; my motorcycle is a 1987 Heritage Softail. I've heard that a halogen bulb will use more juice than the alternator can replace and that it will run the battery down. Is that correct?

Ghost
Internet

You should have no problem with the standard 55/60W H4 bulb, which has a 55-watt low-beam and a 60-watt high beam. A brighter bulb with the 100W high beam might cause battery problems if you use the high beam much. The answer to that would be to put your bike on a smart charger like Yuasa's or the Battery Tender when you park it at night. For what they cost, I'd try the 55/60 first. It's brighter than stock and might be all you need. Get the 55/100 if you're still traveling through the heart of darkness.

BIG BOTTOM

I am going to replace the top end on my '76 shovel, but that's not what I need help with. It is leaking oil from between the cases along the front seam. I want to split the cases and put some kind of sealant on them, but I don't know what to use. Also, I know that the flywheels are pressed into the left case, but what about the right? Do I need any special tools to take the case halves apart?

Del Grady
U.S.A.

After you remove the hardware that holds the cases together, you'll probably have to give one of the motor mounts a few whacks with a big-ass rubber mallet to break the seal. The right way would be to press them apart with JIMS'

tool No. 1047-TP, but then you'd need various other tools to press the flywheels back into the left case and reinstall the outer bearing and a new seal. Sure you don't want to just get a shop to do this for you? Most of the people I know still use Threabond 1186 to seal cases. Putting the cases back together should be straightforward. Just be sure the rods are where they belong. They can both wind up in the same spigot if you're not careful. And be careful not to dislodge the key or spring the lock ring for the oil-pump drive gear when you put it back on. Use a new lock ring and avoid getting any trash or sealant inside the engine. Follow the sequence specified in your service manual during reassembly, when you tighten the case hardware. I'd be tempted to replace the oil pump gaskets while I was at it.

HIGH AS USUAL?

My cousin came over the other day when I was putting my Softail back together after I put a new inner primary cover on it. He went crazy when I put the compensator on with an impact and was trying to tell me it will mess up the bearings. I have been doing it this way for years and never had any problem. Does he know what he's talking about or was he just high, as usual?

Anonymous
Weedley, Kentucky

That's a true fact, at least for 2003-and-later models. The Mother Ship dumped the Timken bearings we all know and love and replaced them with INA bearings. The INA's don't seem quite as tolerant of lateral shock loads as the Timkens. There's no problem if you install the compensator by the book, meaning you use a torque wrench to tighten it to 150 to 165 foot pounds as specified, but you're asking for trouble if you use an impact. I think you're probably ok using an impact if you have a Timken-bearing motor and are careful, but it's not that much harder to use a torque wrench and do it the way Harley says.

—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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CAMPUS LOCATIONS : AZ // FL

Financial Aid and VA benefits available to those who qualify. © 2005, Harley-Davidson and the Bar & Shield logo are among the trademarks of H-D Michigan, Inc.

Motorcycle provided by Hacienda Harley-Davidson, Inc., Scottsdale, Arizona.

MSC: 800/809

A full-page photograph of a man with a beard and mustache, wearing a black tank top and blue jeans, performing a wheelie on a motorcycle. The motorcycle is emitting a large cloud of white smoke. In the background, a large crowd of people is watching the event. The man is looking towards the camera with a slight smile. The motorcycle has a black leather seat and a chrome handlebar. The background is filled with people of various ages and clothing, some taking photos with their phones. The overall scene is festive and energetic.

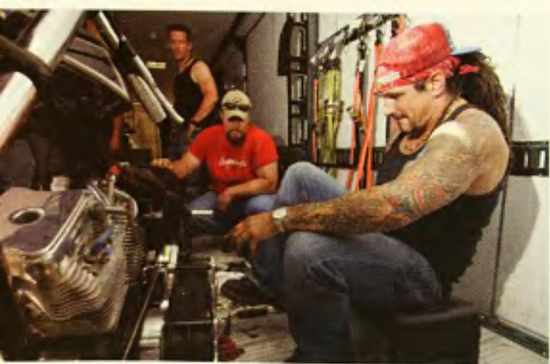
ONE BIG FASHION SHOW

2006 Myrtle Beach

To have fresh eyes on this year's Myrtle Beach Run we sent the charming bike builder and photographer Sara Liberte to report. Here's what she found. —Ed

Thought it would be fun to talk about what I saw at Myrtle Beach Bike week in 2006. This was a working trip, so I kept my eyes and ears open.







Now most of you salty dudes that have been around motorcycles for a long time will be right with me on this report. I can only pray that all the newbies will have their eyes opened a bit.

I first grabbed a *Biker In-Cite* map to find all the hot spots and made my way

over to the vendor circus at Broadway at the Beach. Here I found an amazing array of aftermarket companies showing off their wares. Everywhere I went I found a ton of guys with poorly tuned carburetors or poorly timed bikes. I mean, they must have been because at

every stop sign, red light and parking lot I would see men sit and REV, REV, REV, and REVVVV their bikes. I couldn't imagine the agony of having a bike in such poor running condition that you must rev the hell out of it to keep it running. Hell, Autolite and NGK must love

Travertson



MSRP 39,990

MSRP does not include tax, tag or dealer/state fees. Actual bike may vary from picture; some items shown are optional.

www.travertson.com

Phone : 954-763-2232

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"V-TWINS CHROME & CREATIONS: AN AMERICAN MOTORCYCLE ART REVIEW"

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HOT
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MICHAEL LICHTER * DAVID UHL * SARA LIBERTE
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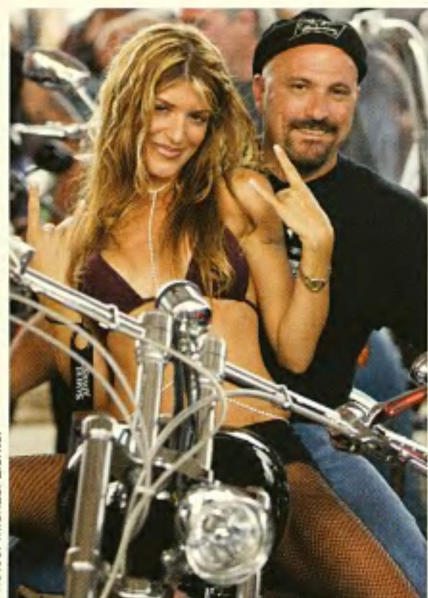
this. (Note to newbies: motorcycles run perfectly well without revving them constantly.)

Heading down to a bike week event for business is a little different. I actually had time to look around and take in the sights and people. This year I was disgusted, not sure what one thing really stuck out. I couldn't believe the number of people I saw riding in the most stupid clothing get ups. I swear, the next dude I see riding a bike in flip-flops is going to get a flip-flop across his face. First off, you're a dude; no one wants to look at your damn gross, ugly toes. Second off, you're a dude; guys don't wear flip-flops, it just is not manly. So if you went and bought a bike thinking you'd be all set to pick up chicks, guess again, never going to happen in flip-flops. Answer me this, how the hell do you shift in flip-flops? You better go get some riding boots on those feet. Do I really need to point out what would happen to your little foot in the unfortunate wake of a wreck? Think your feet are ugly now?

Okay, guess we'll work our way up to, shorts? What the fuck is that? First off, you're a dude; guys don't wear shorts, at least not real guys, the kind that are into motorcycles. I literally saw at least 18 people (girls too) with bandages around their calves. Now we all know what happened there. Dumbasses hopped on a bike in shorts and good ol' mister exhaust pipe gave 'em a hot burning kiss. Hey, serves you right; shorts should not be part of your riding apparel.

Every year, it seems, we see a lot of these "underdressed" folks get into a wreck. It's amazing how many of the riders in those crashes were wearing shorts, flip-flops and no shirts. I'm sure they had loads of fun on their vacation sitting in the E.R. getting road debris wire brushed out of their wounds.

The next thing I saw and didn't like was all the scantily clad cling-on's. (New name for female passengers.) When I was younger and wanted to go for a ride on a motorcycle, the old timers that had the bikes would always say, "You're not getting on my bike dressed like that, go get some long pants on and a leather jacket, and some boots that cover your ankles." If I wanted to get on that bike that's what I had to do. Guess back then guys still held some respect for the ladies and weren't so desperate to get you on the back of their sled they actually cared about your safety. Not the case this year during bike week; I can't believe guys were riding two-up with chicks in sandals, shorts and that cute little butt floss



smiling at you. Sure it's sweet to look at but what about that poor girl if ol' flip-flop gets t-boned? Yup, that butt floss won't stand a chance to road rash.

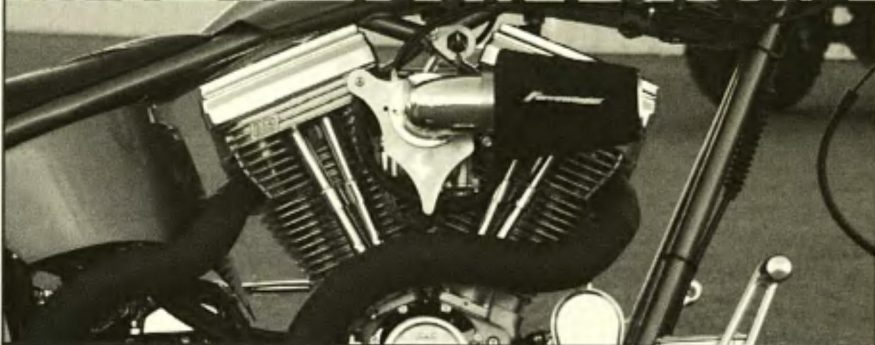
I'm trying to understand the mentality of these people, but I'm sorry, I just don't see any reasoning to their obvious asinine choices. Another thing I saw during Bike Week was people getting really drunk. I saw one car swerve across three lanes of traffic. I can only pray most of you aren't getting on your bikes after a few too many, especially ol' flip-flop; he doesn't have good footing to begin with in those damn stupid-ass sandals.

Besides all the crazy behavior I witnessed, I did manage to see some great sights. I saw some amazingly beautiful machines, some incredible new products and some of the most welcoming faces of friends that I look forward to seeing each year out on the road. Sturgis Hall of Famer Sam Morgan Storm was riding high and proud on the 90-degree Wall of Death. Jay Allen was smiling and welcoming weary riders in for some good old entertainment at the Broken Spoke Saloon. Performance Machine was selling "Stay Gold" shirts in memory of our friend Johnny Chop with sales going to the charity Home for sick children. Billy Lane was greeting fans and warming hearts with Blood Sweat & Gears and the Rat's Hole Bike Show kicked ass! All in all there were some scary sights mixed in with some great ones to make Myrtle Beach Bike Week worth it.

Now please, ride safely on your vacation and above all, go invest a few bucks in the proper riding gear for next year! Being a biker is a lifestyle—not a frigg'n' fashion show.

—Sara Liberte

REV UP YOUR FUTURE



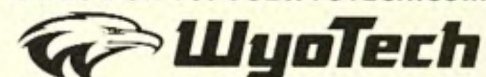
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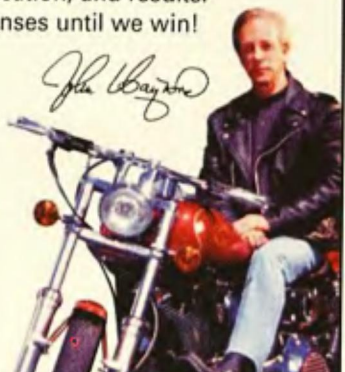
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Head And Shoulders
Above The Rest

Foot's Feat

They call him "Foot," but it's his head and hands he really ought to be known for. His fancy flyer here, which Foot built from the ground up, is a testament to his imagination and talent, elevating him head and shoulders above the garage builder crowd and granting him a considerable, uh, toehold within the custom bike scene.

Foot's been immersed in the Harley tradition since he was knee-high to a... okay, okay, enough with the body parts. This is the 14th bike Foot's built for himself. "When I bought my first Harley, I



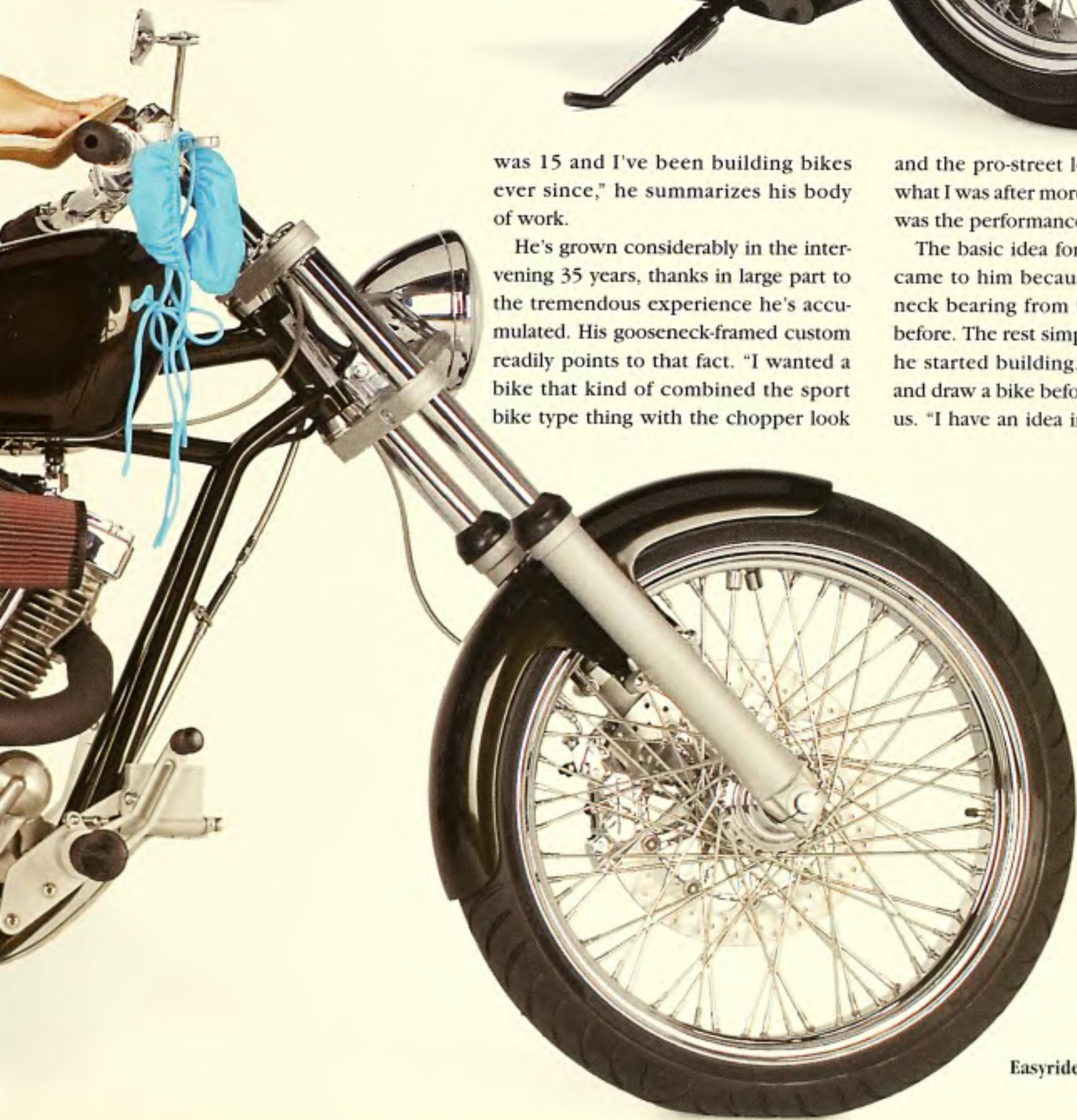


was 15 and I've been building bikes ever since," he summarizes his body of work.

He's grown considerably in the intervening 35 years, thanks in large part to the tremendous experience he's accumulated. His gooseneck-framed custom readily points to that fact. "I wanted a bike that kind of combined the sport bike type thing with the chopper look

and the pro-street look," he says. "But what I was after more than anything else was the performance."

The basic idea for this bike, he says, came to him because he had an extra neck bearing from the bike he'd built before. The rest simply fell into place as he started building. "I don't sit down and draw a bike beforehand," he assures us. "I have an idea in my head and as I



build the bike I let it take its own course. I find it works better than trying to force it to do something."

He stumbled across the Chica-designed frame, which he got a great deal on, and bought an S&S motor for it. After that, it was just bits and pieces and ideas he wanted to try. "Any bike is a compromise to me," he says, "I don't



care what you do. This one had the fewest compromises, but as with any bike, once you get done with it, you figure out half a dozen things you'd do differently."

All of the parts were new, Foot simply put his personal stamp on them. "I don't think there was anything on that bike that came out of a box that went straight into the bike. Even the Chica frame I went over and took off all the extra brackets and cleaned that all up. I mounted the fender to the swingarm and narrowed it a little bit. The gas tank I shortened and changed the petcock location on it, the stock Harley lower legs, I turned those down, and so on."

The frame, by the way, was built for a 180 tire with a belt, but Foot had something else in mind. "I called Chica to ask him if he'd ever put a 200 with a chain on it, and he said no. He wasn't sure it would work. I tried it. It was tight, but it worked."

The only exception to his modification modus was the seat pan, which is an original Harley-Davidson part. "I modified everything to suit myself, but to keep it functional, too. I even made a lot of the bolts on the bike, because I didn't want a head on 'em that showed."

All the machine work, everything else on the bike was done in Foot's garage, even the pipes. "They're some of Eddie Trotta's bending mistakes," he laughs. "I go there and get a box full for \$20, just to get 'em out of his way."

Originally, he painted the bike flat black, but after he'd finished it, he thought it looked too much like one of Russell Mitchell's bikes. "I took it back apart, repainted it and put it back together in 10 days," he says. "Then I took it to the West Palm Beach show the next day and won second place with it."

Foot then rode the bike for a while,

before selling it to a guy in Utah. He's already working on his next projects. For Foot, it's not so much the idea of making lots of money, but more the fun and enjoyment he gets out of putting something together that's not only beautiful to look at, but also satisfies the rider in him. Something, you might say, that's solid from head to, uh, Foot.

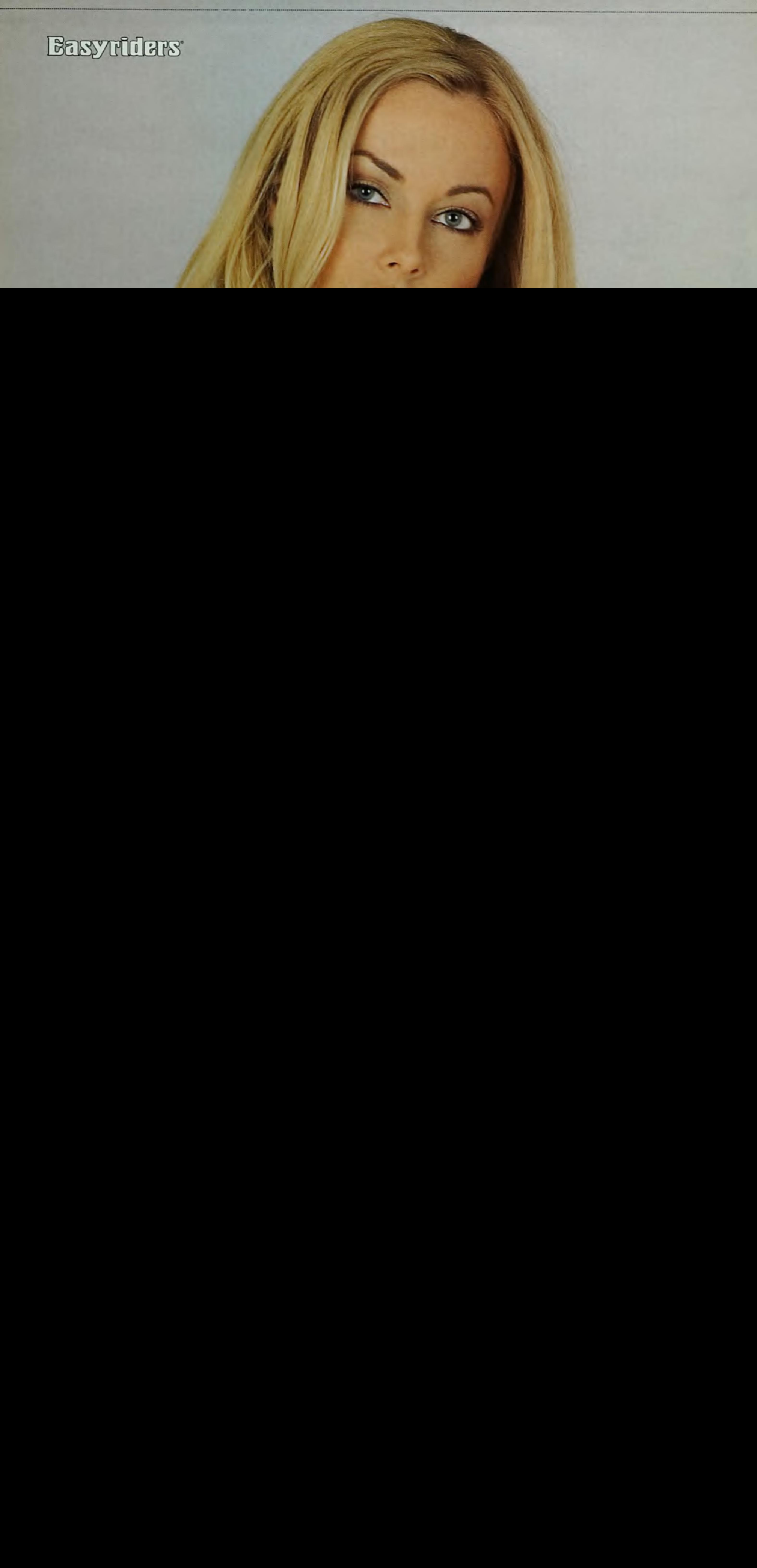
—Red Baron

PS.: Foot wants your business. If you like what he builds and want one of Foot's feats, you can reach him at 954-646-2192.



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

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passin' gas

A prospect goes into a restaurant and orders soup. When the waiter brings out the bowl, he has his thumb stuck in the soup, but the prospect decides to let it go.

"Would you like anything else?" the waiter inquires. "We have some very good chili today."

"Sounds good," says the prospect. So the waiter goes off and comes back with a bowl of chili, and his thumb is in it. The prospect is getting angry now but decides to let it go.

"How 'bout some hot apple pie?" asks the waiter.

"Sure," says the prospect. The waiter returns with his thumb stuck in the pie. The prospect can no longer restrain himself. "Whaddafuck do you think yer doin'? Every fuckin' time you've come to the table you've had yer thumb stuck in my food!"

"I've got an infection and my doctor told me to keep my thumb in a hot moist place," replied the waiter.

"Why doncha just stick it up yer fuckin' ass?" says the prospect.

"Where do you think I put it when I'm in the kitchen?"

G. Pacbeo
San Bernardino, California

A crowded Air Canada flight was canceled. A single agent was rebooking a long line of inconvenienced travelers. Suddenly, an angry passenger pushed his way to the desk. He slapped his ticket on the counter and said, "I HAVE to be on this flight and it HAS to be FIRST CLASS."

The agent replied, "I'm sorry, sir. I'll be happy to try to help you out, but I've got to help these folks first. But I'm sure we'll be able to work something out."

The passenger was unimpressed. He asked loudly so that the passengers behind him could hear, "DO YOU HAVE ANY IDEA WHO I AM?"

Without hesitating, the agent smiled and grabbed her public address microphone. "May I have your attention please," she began, her voice heard very clearly throughout the terminal. "We



"Hey! Only bills—not coins!"



"I think it winked at me!"

have a passenger here at Gate 14 who does not know who he is. If anyone can help, please come to Gate 14."

With the folks behind him laughing hysterically, the man glared at the Air Canada agent, gritted his teeth and swore, "FUCK YOU!"

Without flinching, she smiled and said, "I'm sorry, sir, you'll have to get in line for that too."

Bob Grinch
Ridgewood, New Jersey

Dear Santa... You must be surprised that I'm writing to you today, the 26th of December. Well, I would very much like to clear up certain things that have occurred since the beginning of the month when, filled with illusion, I wrote you my letter. I asked for a bicycle, an electric train set, a pair of roller blades, and a football uniform.

I destroyed my brain studying the whole year. Not only was I the first in my class, but I had the best grades in the whole school. I'm not going to lie to you, there was no one in my entire neighborhood who behaved better than me, with my parents, my brothers, my friends, and my neighbors. I would go on errands and even help the elderly across the street. There was virtually nothing within reach that I wouldn't do for humanity.

What balls you have to leave me a fucking yo-yo, a lame-ass whistle and a pair of ugly socks. What the fuck were you thinking, you fat pig, that you've taken me for a sucker the whole fucking year and to come out with some shit like this under the tree.

As if you hadn't fucked me enough, you gave that little quiff across the street so many toys he can't even walk into his house. Don't let me see you trying to fit your big fat ass down my chimney next year. I will fuck you up. I'll throw rocks at those stupid reindeer and scare them away so you'll have to walk back to the

fucking North Pole, just like what I have to do now since you didn't get me the fucking bike. Fuck you Santa. Next year you'll find out just how bad I can be, you fat cocksucker.

Sincerely,
Little Johnny
Spencer Krat
Moorpark, California

Mongo and his ol' lady, Brandi, were playing Trivial Pursuit one night. It was Brandi's turn. She rolled the dice and landed on "Science and Nature."

Drawing a card Mongo read, "If you are in a vacuum, and someone calls your name, can you hear it?"

Brandi thought for a minute and then asked, "Is it on or off?"

D. Kindt
San Bernardino, California

Ethel was a bit of a demon in her wheelchair and loved to charge around the nursing home, taking corners on one wheel and getting up to maximum speed on the long corridors. Because the poor woman was one sandwich short of a picnic, the other residents tolerated her and some of the males actually joined in.

One day Ethel was speeding up one corridor when a door opened and Kooky Clarence stepped out with his arm outstretched. "STOP!" he shouted in a firm voice. "Have you got a license for that thing?"

Ethel fished around in her handbag and pulled out a Kit Kat wrapper and held it up to him. "Okay," he said and away Ethel sped down the hall.

As she took the corner near the TV lounge on one wheel, Weird Harold popped out in front of her and shouted, "STOP! Have you got proof of insurance?"

Ethel dug in her handbag, pulled out a drink coaster, and held it up to him. Harold nodded and said, "Carry on ma'am."

As Ethel neared the final corridor before the front door, Crazy Hooper stepped out in front of her, stark naked, with a very sizeable erection.

"Oh, good grief," cried Ethel, "not the Breathalyzer again!"

Brenda Williams
St. Ann, Missouri

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 whatd'ahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: Uwe "Foot" Harig

City: Hollywood, Florida

GENERAL

Fabrication: owner

Year and make: 2005 Special

Construction

Model: RSC hidden-shock

Assembly: owner

Time: 1 year saving/6 weeks assembly

Chroming: Atlantic Plating

ENGINE

Year: 2004

Model: S&S

Rebuilder: S&S

Ignition: Crane

Displacement: 96 cubic inches

Lower end: S&S

Balancing: S&S

Pistons: S&S

Cases: S&S

Heads: S&S

Cam: S&S

Lifters: S&S

Carb(s): S&S

Air cleaner: Carl's Speed Shop

Pipes: owner

TRANSMISSION

Year: 2005

Modifications: none

Shifting: foot

PAINTING

Painter: owner

Color: Green Pearl

Type: House of Kolor

FRAME

Year: 2004

Builder: Chica Custom Cycles

Type: gooseneck

Rake: 36 degrees

Stretch: some

Shocks: yes

ACCESSORIES

Bars: Flanders' drag bars

Handlebar controls: PM

Fender(s): Jesse James/owner

Headlight: CCI

Taillight: CCI

Speedometer: Dakota

Front pegs: owner/Harley-Davidson

Rear pegs: none

Electrics: owner

Gas tank: MID-USA/owner

Oil tank: MID-USA

Oil system: braided lines



Primary cover: BDL

Seat: owner/Hi-Tech Custom

Mirrors: cheap

Grips: Harley-Davidson

FORKS

Type: Wide Glide/5-degree trees

Extension: stock

Builder: owner/Harley-Davidson

WHEELS FRONT

Wheels: Drag Specialties

Size: 21-inch

Hub: CCI

Rim width: 3.5 inches



Tire: 120/21

Brake: Brembo

WHEELS REAR

Size: 18-inch

Hub: CCI

Rim width: 6 inches

Tire: 200/18

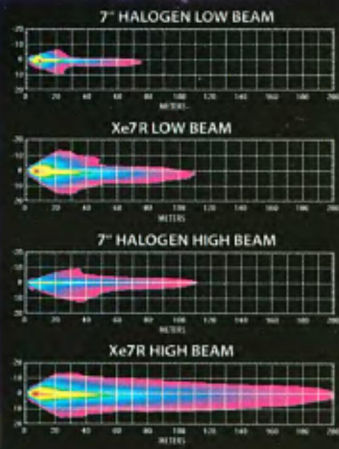
Brake: Exile

Other special modifications: shocks on seat, aircraft end fittings on all lines, stainless steel motor mounts.

Photography: Don Rogers



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David Uhl's *Ruth*

THE ALLURE OF WOMEN ON HARLEYS

As we watch her straddle her bike still clad in her pilot's uniform ostensibly just having stepped off the plane, we get the sensation that this is a woman we'd like get to know better, much better. She oozes adventure, independence, and sensuality, all of it underscored by the scooter she's about to ride.

Ruth is a WASP—one of more than a thousand members of the Women Airforce Service Pilots who flew their missions during the 1940s when most male pilots were needed to fly WWII combat missions.

Ruth is also the latest installment in a series of *Women on Harleys* portraits by David Uhl, one of the very few official painters sponsored by Harley-Davidson. "The *Women of Harley* started with *Ruby*," says David, "which came out in '98, and she's a flapper girl on a '26 Single. She's from an *Entusiast* cover, I think from April of '28, so she looks just

like her. I changed it a bit, so you can see more of her dress. Once I painted her and came out with that piece, that got the whole thing rolling."

After *Ruby* came *Betty*, then *Pearl*, followed by *Rose*. Unlike *Ruby*, whose real name is Marica Savinsek, and *Ruth*, who was in fact who David portrays her to be, the other three women are fictitious. "*Betty* is a commercial pilot; she's got a DC3 behind her. At least that's her story," says David. "She was a combination of three different photos that I put together, so she's not actual woman."

Pearl, meanwhile, was a woman who's also on a '26 Single, but she lives in Europe and likes to flirt with the customers coming to her boyfriend Eddie's garage, while the final made-up subject is *Rose*, the woman riding a beautiful '36 knuckle. "*Rose* is this outrageous girl riding around in 1936. She's pulling into a Conoco station, where the attendant is



doing everything he can for her. But she's such an independent spirit, she fills her own gas tank, so the only thing the attendant could do is polish her little tail-light. I did that piece more for total Americana."

Hardly any fiction was necessary for *Ruth*, other than the composition of the painting. Ruth Helms, who is 86 now and lives in Tucson, Arizona, first climbed into an airplane back in 1931 when she was 11 years old. She was so fascinated by what she saw, she decided that flying would simply have to be in her future. She ended up flying a total of 2,500 hours, 800 of them for the military.

"I've been playing with the idea of doing a WASP for a long time," David tells us, "because I knew those ladies were very courageous and also kind of mirror what happened with male WWII pilots that came back. Some of them rode."

But David does admit to some fiction here, too. While Ruth definitely flew more planes than most men had at the time, she didn't necessarily ride a bike; that was a different lady pilot. But David liked Ruth's appearance. "Ruth just happened to have the right look, so I chose her because she was an incredible pilot and I wanted a really attractive lady."

Of course, she doesn't look 22 anymore, so David borrowed a Colorado model named Gretchen Voss to portray Ruth. "She's brunette and she has bluish eyes, so she kind of looks like her," he says, and the antique bike she's straddling is relatively young, too. The bobbed 1940 knucklehead was recently built for David by Dennis Goodsen of Goodsen Air Cleaners. "He's been building bikes like this long before old-school ever came along," David says. "Although he didn't build it specifically for this painting, I've been wanting for a while to do a painting that encapsulated both. So when we sat down to talk about the bike, I thought it would be perfect for this piece."

It took Dennis about six to eight months to build, David adds, because of all the incredible details. "He put that little brass painting light on it like they used to have in the 1800s to hang over a painting, that's what lights up the license plate. My signature is on the old-style speedometer, it's got some cool WWII switches on it and lots of other little details."

Dave says that although he's given one print to the WASP museum, he hasn't given one to Ruth yet. "They're gonna have a big WASP convention in Oregon, and I think they'll have that piece there."



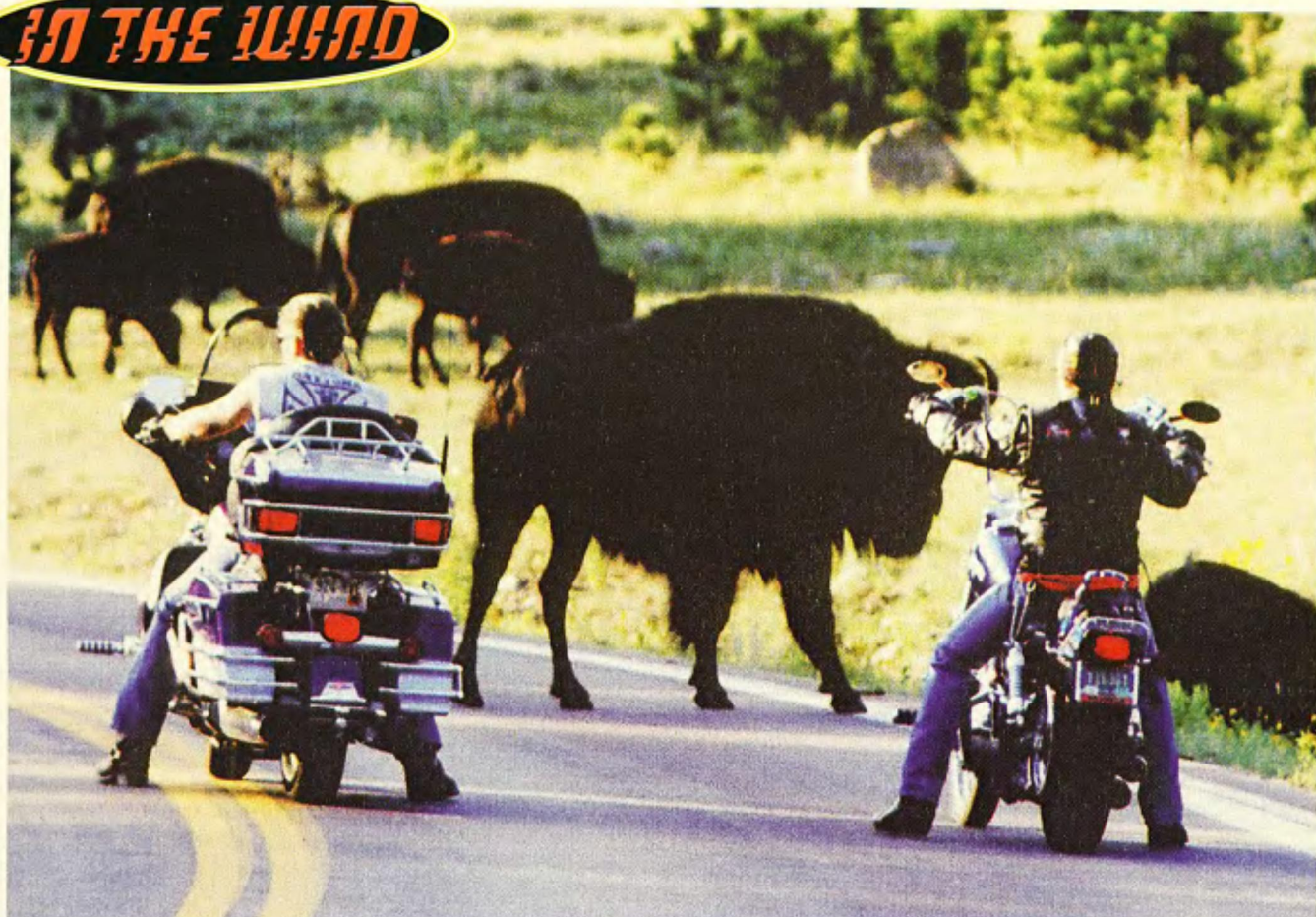
David's *Women on Harleys* series has been selling extremely well, and all of the paintings before *Ruth* have all sold out. Are there going to be any additions? "I don't know yet," David says, who adds that he is currently working on a possible series involving early airplanes. "I have

about two years to think about it." I'm sure we'll be amazed at the results.

—Kai Raecke

For more information on David Uhl, his *Women on Harleys*, or other paintings, visit the Web site www.daviduhl.com.

Images: David Uhl



Buffalo have the right of way in South Dakota.

—Anthony Spade, Custer State Park, SD



When I die...I want my casket filled with naked ladies!

—Ron Aubrecht, Nichols, IA



We have lift off!

—Ila Robison, San Angelo, TX



Fringe flasher.

—Darwin Becker, Dickinson, ND



The Snake Whisperer.

—Regina Koury, Cocoa, FL



Ride through service.

—Ashley Strayer, Boiling Springs, PA



Hog-lovin' ladies of Florida.

—Katmandu, Port St Lucie, FL



Butt-floss buddies.

—Chis Stevens, Malden, MA



Badass in mirror is closer than he appears.

—Ned Med, Malden, MA



Whar be the treasure?

—Sharron Rouse, Pascagoula, MS



Hurry up, man. The Harleys are closin' in!

—Tom Spicer, Paris, TN



Tempting ta-ta's.

—Bill Cromwell, Westminster, MD



Give us a rebel yell.

—Judy L. Brown, Salisbury, NC



Our chase vehicle has teeth!

—Garth Johnson, Colville, WA



This human does whatever I tell 'em.

—Jackman, Debary, FL



Honoring brothers lost.

—Bob Geyer, New Franken, WI



Didn't see the sign.

—Rusty bliss, Yahoo City, MS



Better than a lounge chair for takin' in the sun.

—Rod (Pooh) Morton, Mt. Pleasant, NC



We will not forget.

—Susan M Klein, Ft. Lauderdale, FL



Ridin' easy, Southern-style.

—Kingsland, Debary, GA



Is Dean grabbin' my ass again?

—Dave Baxter, Lee's Summit, MO

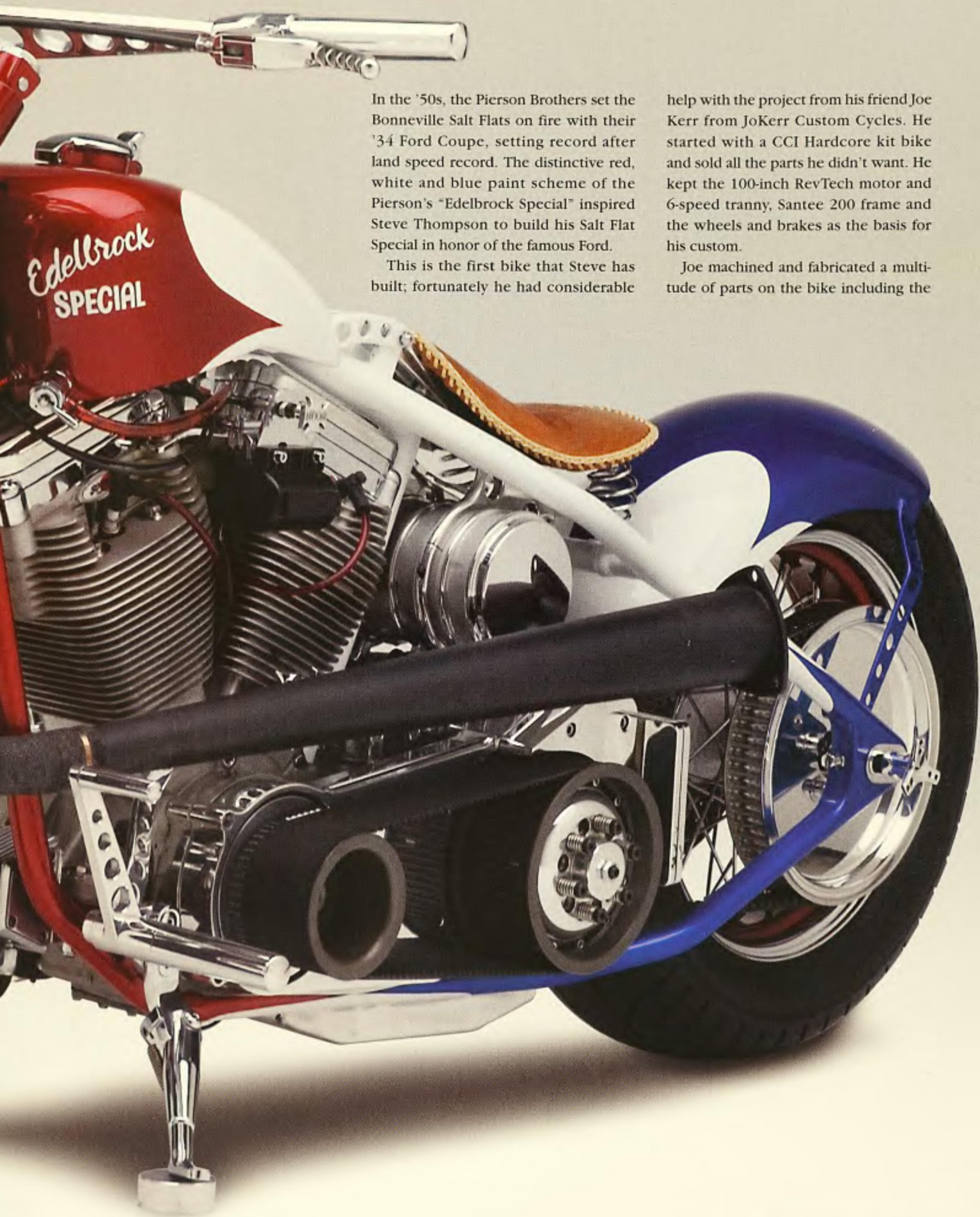
Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' 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.

SALTFLATFLYER

A Tribute To A Legend





In the '50s, the Pierson Brothers set the Bonneville Salt Flats on fire with their '34 Ford Coupe, setting record after land speed record. The distinctive red, white and blue paint scheme of the Pierson's "Edelbrock Special" inspired Steve Thompson to build his Salt Flat Special in honor of the famous Ford.

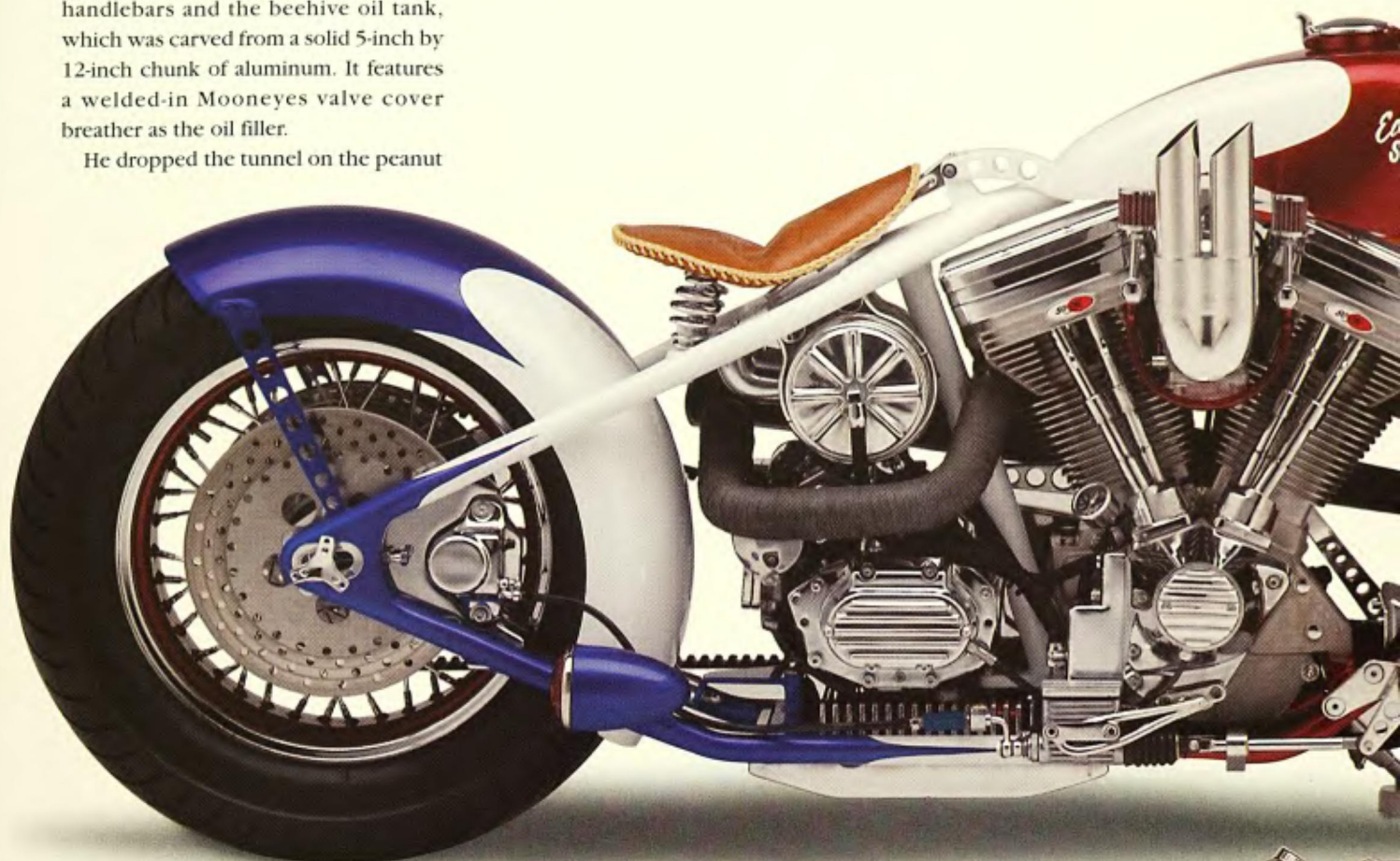
This is the first bike that Steve has built; fortunately he had considerable

help with the project from his friend Joe Kerr from JoKerr Custom Cycles. He started with a CCI Hardcore kit bike and sold all the parts he didn't want. He kept the 100-inch RevTech motor and 6-speed tranny, Santee 200 frame and the wheels and brakes as the basis for his custom.

Joe machined and fabricated a multitude of parts on the bike including the

foot controls, steering wheel-inspired handlebars and the beehive oil tank, which was carved from a solid 5-inch by 12-inch chunk of aluminum. It features a welded-in Mooneyes valve cover breather as the oil filler.

He dropped the tunnel on the peanut



gas tank and reshaped its profile. The gas cap is a functional flip-up cap from a '50s hot rod. They hid the battery and the electrical components under the transmission. The cover that houses the battery is actually an old cylinder head from an air compressor that they hollowed out for its finned look.

Joe also machined both of the rocker box covers. He cut fins into them, mimicking the flathead motor in the original car, masking off the polished high points of the fins, then sandblasting the low spots to give them a "cast" look. They used the same technique on the oil tank. The 3-bar spinner axle nuts that Joe whittled are made to look like racing Halibrand knockoffs.

Steve didn't want to run any buttons or keys on the bike, so he used a magnetic reed switch from a security system for the starter button and key. He swipes a magnet over the hidden switch to start the bike. Steve was watching the *Biker Build-Off* TV series on Discovery Channel one night and saw Paul Cox at work, so he decided he'd try some leatherwork himself and stitched up his



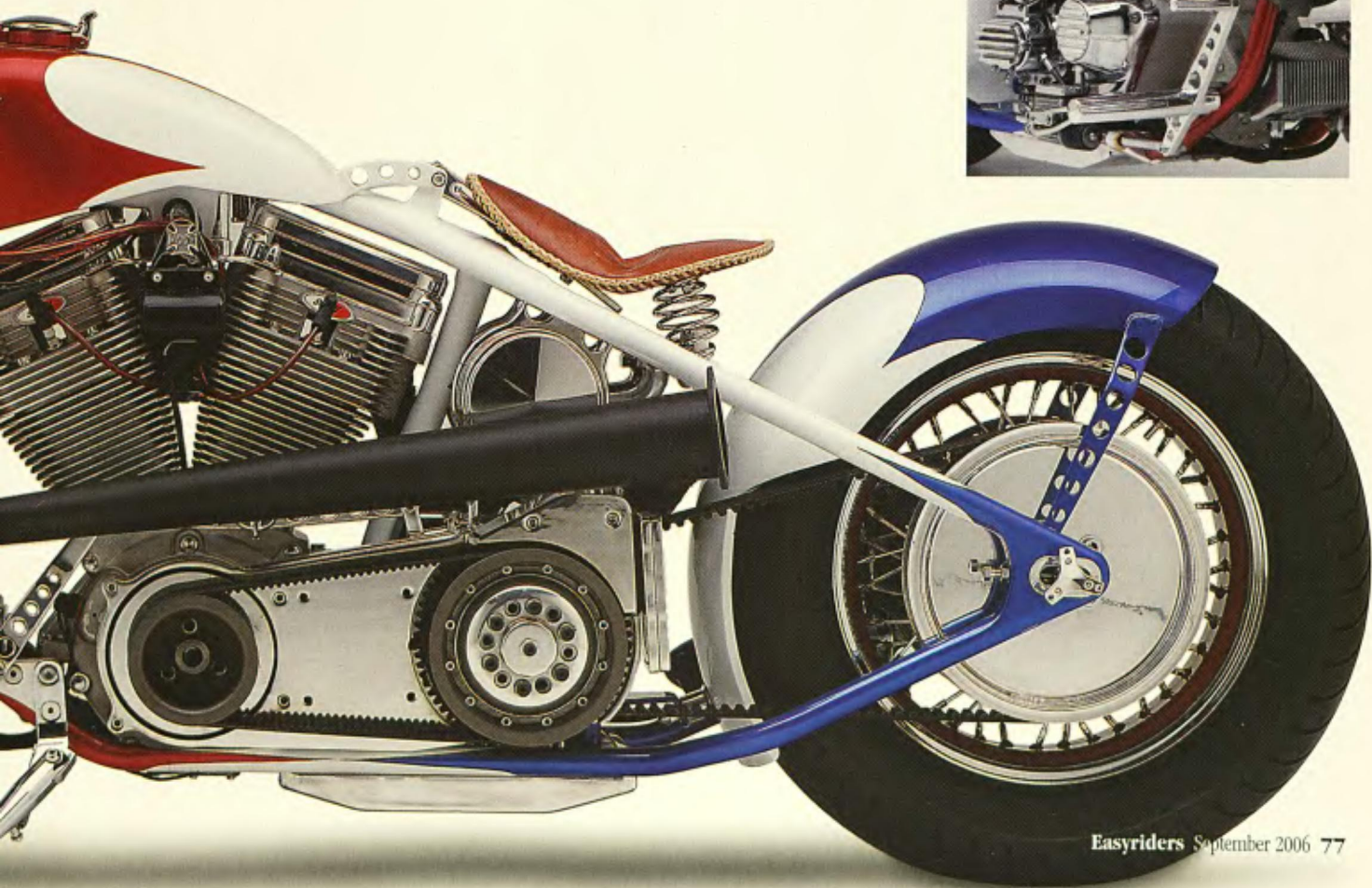


own seat. This was the first one he has ever done. He embossed the inscription "2D" into it, which was the number on the Edelbrock Special car.

They turned to Boitnotts Custom Body in Fairfield, Ohio, for the distinctive paintjob. They managed to track down the original paint codes for the Pierson car, applying the same candy red, white and blue color scheme and graphics with PPG products.

Steve is a huge fan of hot rods, land speed racing and Bonneville. For him, dry lake racing is the heart and soul of hot rodding, and the Pierson car exemplified the essence of the sport. His Salt Flat Special is a fitting tribute to the famous car and the spirit of hot rodding.

—Kit Maira



Owner: Steve Thompson
City: Cincinnati, Ohio

GENERAL

Fabrication: JoKerr Custom Cycles
Year/make: 2004 Custom
Model: Salt Flat Special
Assembly: JoKerr Custom Cycles
Time: four months

ENGINE

Year: 2003
Builder: RevTech
Displacement: 100 cubic inches
Cam: RevTech
Carb: Mikuni HSR 42
Ignition: RevTech
Pipes: JoKerr Custom Cycles

TRANSMISSION

Make: RevTech
Year: 2004
Shifting: 6-speed
Special Features: BDL belt drive

PAINTING

Painter: Boitnotts Custom Body
Color: red/white/blue
Type: PPG

FRAME

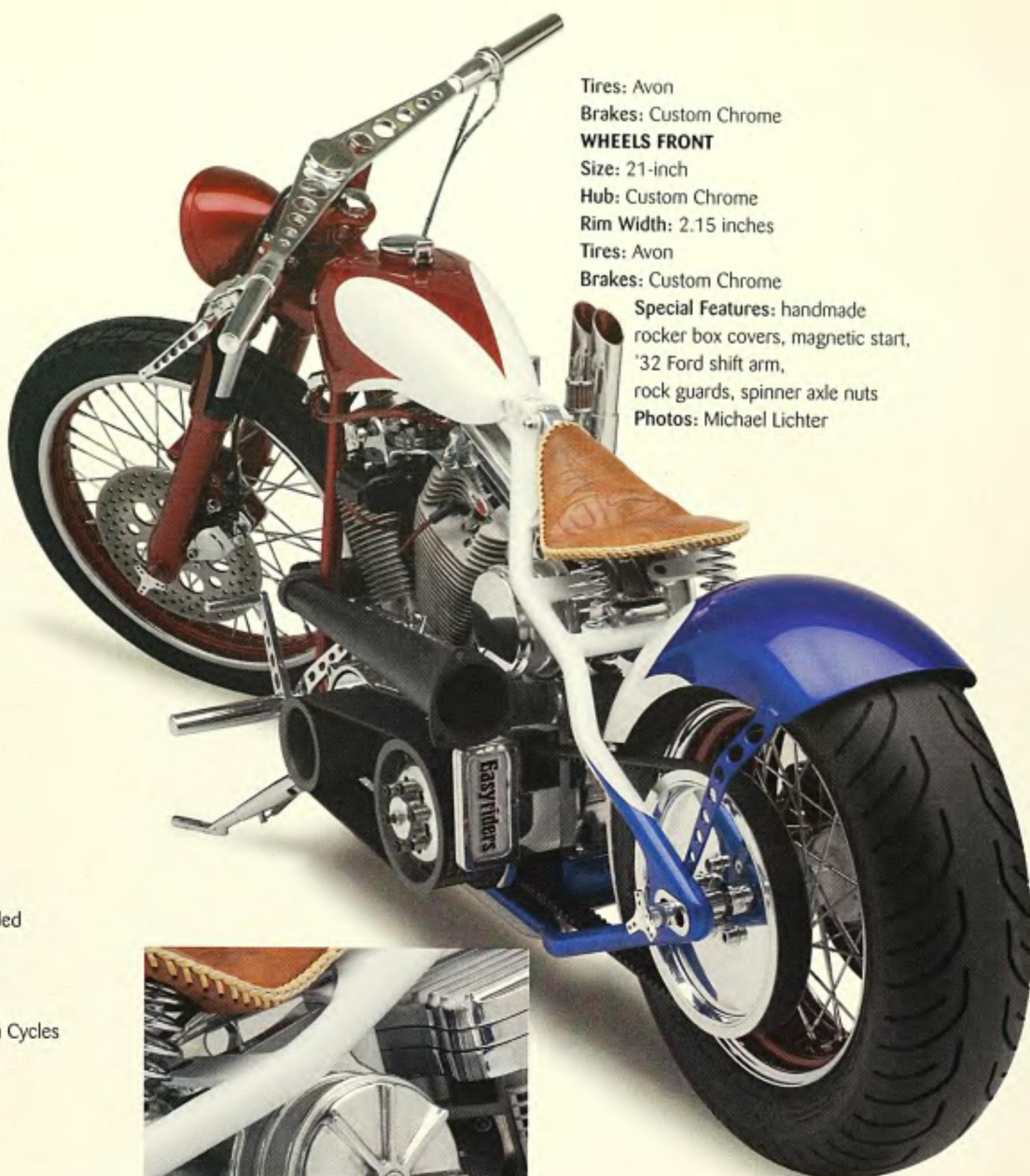
Maker: Santee
Type: rigid
Rake: 35 degrees
Stretch: none
Other alterations: completely molded

ACCESSORIES

Handlebars: JoKerr Custom Cycles
Risers: JoKerr Custom Cycles
Handlebar controls: JoKerr Custom Cycles
Fender: JoKerr Custom Cycles
Headlight: Custom Chrome
Taillight: '37 Ford
Pegs: JoKerr Custom Cycles
Electrics: owner

Tires: Avon
Brakes: Custom Chrome
WHEELS FRONT
Size: 21-inch
Hub: Custom Chrome
Rim Width: 2.15 inches
Tires: Avon
Brakes: Custom Chrome

Special Features: handmade
rocker box covers, magnetic start,
'32 Ford shift arm,
rock guards, spinner axle nuts
Photos: Michael Lichter



Foot controls: JoKerr Custom Cycles
Gas tank: JoKerr Custom Cycles
Oil tank: JoKerr Custom Cycles
Oil system: RevTech
Seat: owner
Mirrors: none
Grips: JoKerr Custom Cycles

FRONT END

Type: narrow
Extension: 2 inches under
Builder: Custom Chrome/
JoKerr Custom Cycles

WHEELS REAR

Size: 16-inch
Hub: Custom Chrome
Rim Width: 3.5 inches



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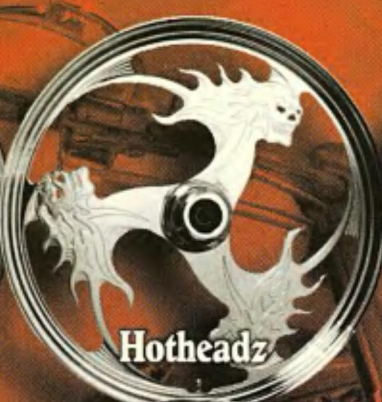
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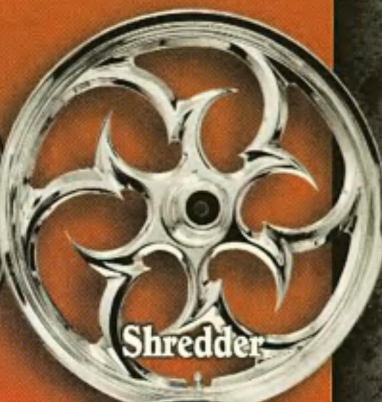
Twisted



Hotheadz



Legend



Shredder



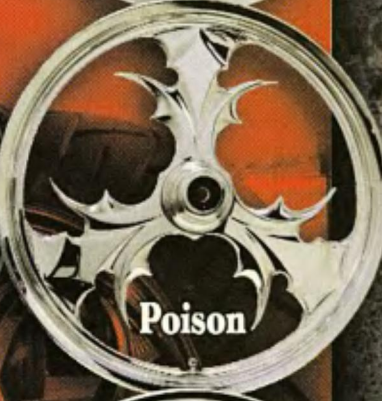
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Meet April's Winner

What, exactly, is it about Latin women that makes most men just drool uncontrollably? Maybe it's when they speak so softly in your ear and that accent just melts you. Or, it could be they are known for having all the right curves in the right places. Or, it could be that whole "Danger Factor." You know, mess around on one of them and they're liable to cut your heart out—or something else *off*—while you sleep. Yeah...that's it. Whatever the reason, your April winner, the lovely Amber from Sin City, possessed all those wonderful traits. Thankfully, we didn't have/need to go through the whole slice-and-dice trait. What we did get to experience was one hot little Latin MILF posing with a cool little bobber from Josh's Boars Nest. Take little a peek, starting on Page 98 and get an idea of what kinda fun we get to have around here. *Ayee Mommy!*

—Big Daddy



Mindy—Alabama

#0901

"There's just something about being on the back of the bike, going fast and holding on tight, that is such a wonderful feeling...it's really hard to explain."



Tammy—Arizona

#0902

"My first ride was on the back of my dad's Harley. Now I'm searching for a man with a Fat Boy...so I can ride them both!"



Win \$1,000!



Sherry-Georgia

#0903

"It was so exciting to have all that power rumbling between my legs. Right then...nothing else mattered."



Stephanie-Florida

#0904

"My first time was with my husband and it was the most fun I've ever had on a bike."



Lisa-Texas

#0905

"My first ride, just like most people, was with my dad when I was very young. I've been obsessed with bikes ever since."



Mia-California

#0906

"It was such an indescribable feeling. It was like I had nobody to listen to because it's my life and I rule the world!"

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 #399 *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 August 1, 2006. The voting deadline for this month's crop of cuties is August 31, 2006. We'll announce the winner in the January 2007 issue.



"Hey Rocky, watch me pull a rabbit outta my hat! Look, nothin' up my sleeve...hmm, musta grabbed the wrong hat." Cuz what we got here is your May winner, Bailey Rae. C'mon back next month for a much better view.

399

FOX HUNT

P.O. Box 3000,
Agoura Hills, CA
91376-3000

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.

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Zip: _____

Home Phone: () _____

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Date of Birth: _____

I am _____

years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

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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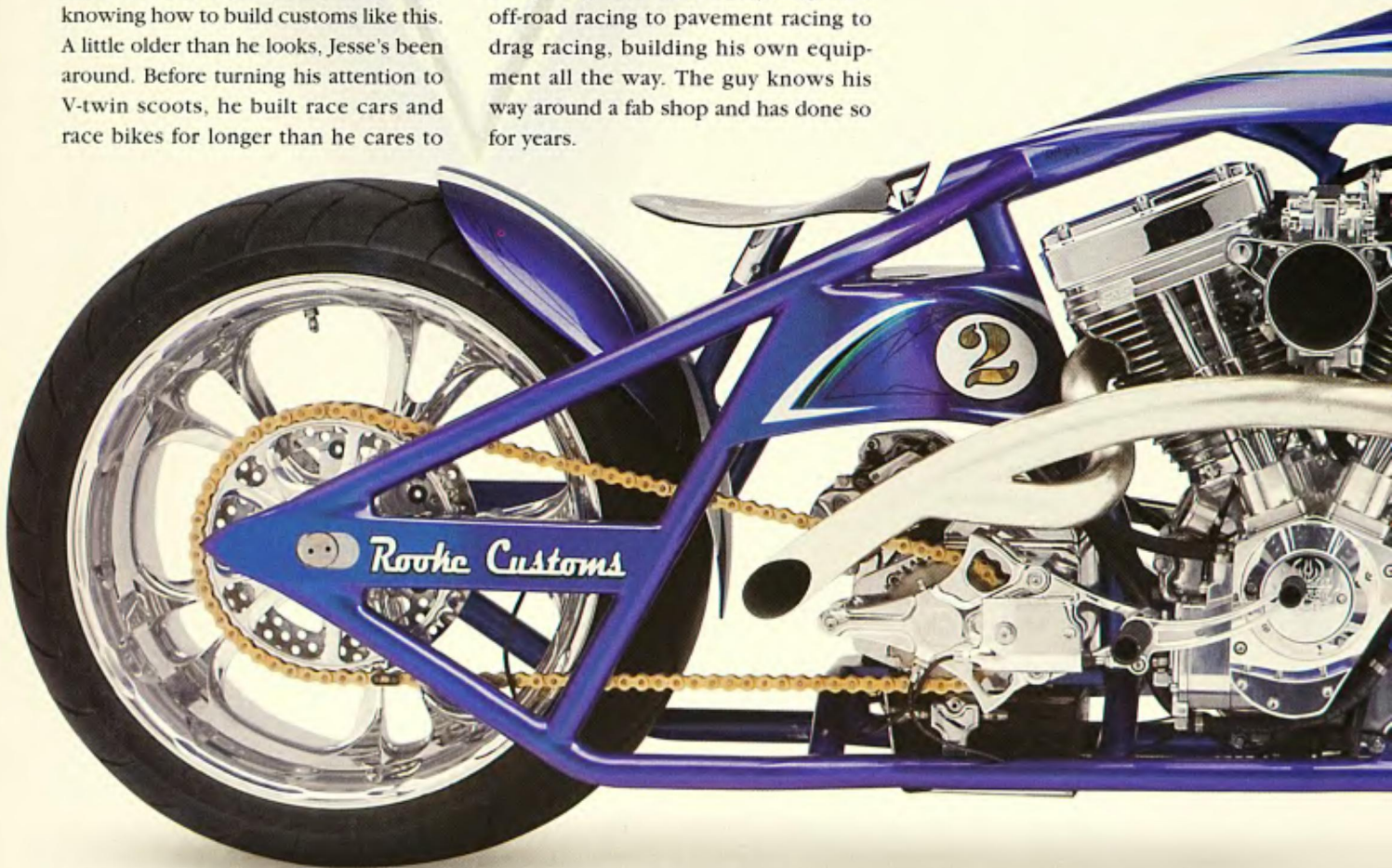
Rooke's Move

Jesse Rooke Took Off On This
Jesse James Frame



Jesse Rooke didn't just fall out of the sky the day before yesterday magically knowing how to build customs like this. A little older than he looks, Jesse's been around. Before turning his attention to V-twin scoots, he built race cars and race bikes for longer than he cares to

tell. Truth is, young Jesse Rooke isn't that young. He's done everything from off-road racing to pavement racing to drag racing, building his own equipment all the way. The guy knows his way around a fab shop and has done so for years.





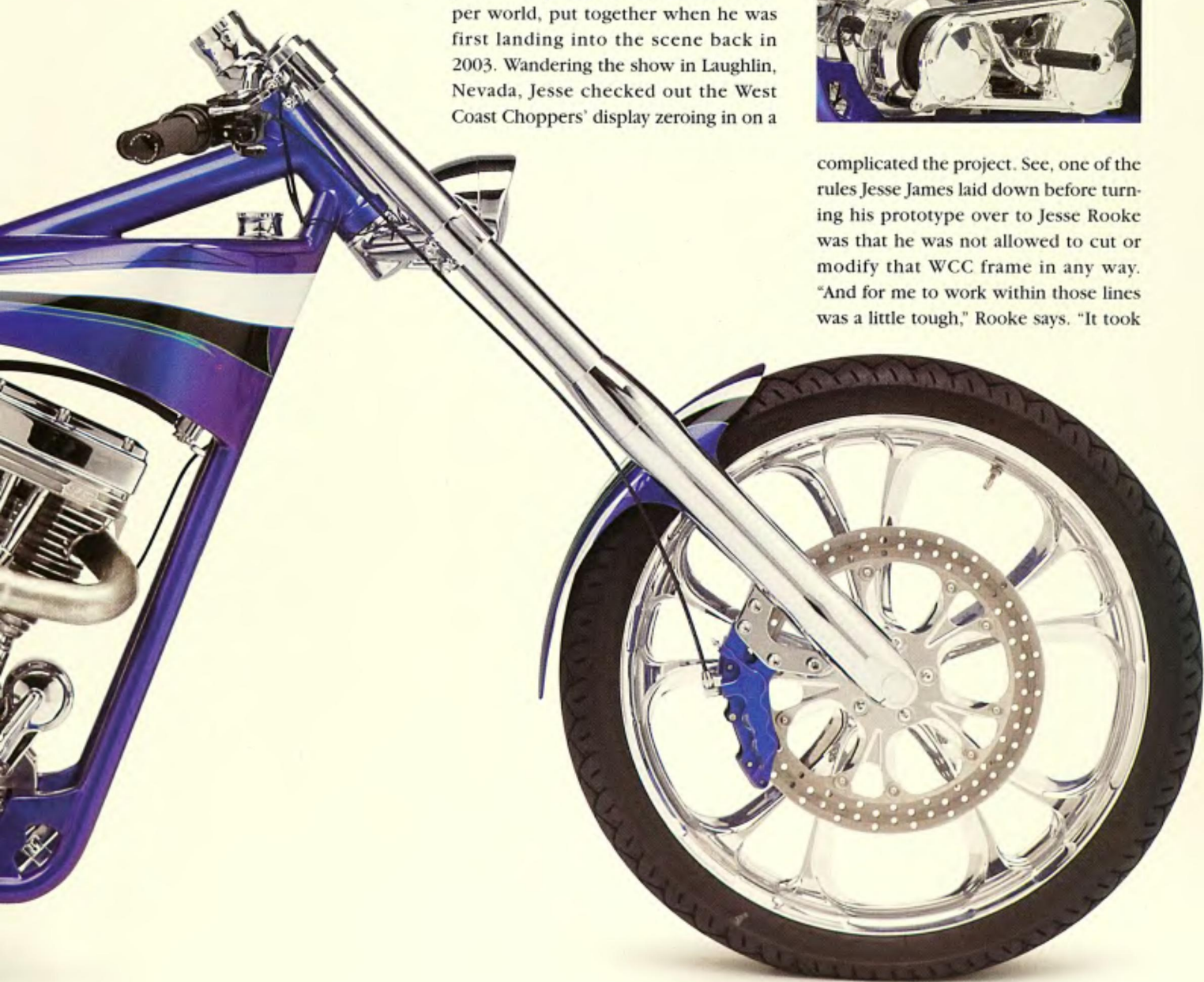
prototype frame he thought was pretty cool. He said as much and a couple weeks later he got a call from the guys at WCC. Was he serious about that frame they talked about out at the River Run? Would he be interested in trying to build something with it? "For sure," came the immediate answer. "Jesse James is the coolest human being on the planet," Jesse Rooke says. "He's the guy who inspired me to get into all of this in the first place, right after I saw that first *Motorcycle Mania* TV show. I thought it was pretty cool that he asked me to do something for him and with him."

Cool maybe, but it wasn't easy. This is the first bike Jesse's built using someone else's frame, which really

This, however, is one of the first bikes Jesse built purely for the custom chopper world, put together when he was first landing into the scene back in 2003. Wandering the show in Laughlin, Nevada, Jesse checked out the West Coast Choppers' display zeroing in on a



complicated the project. See, one of the rules Jesse James laid down before turning his prototype over to Jesse Rooke was that he was not allowed to cut or modify that WCC frame in any way. "And for me to work within those lines was a little tough," Rooke says. "It took



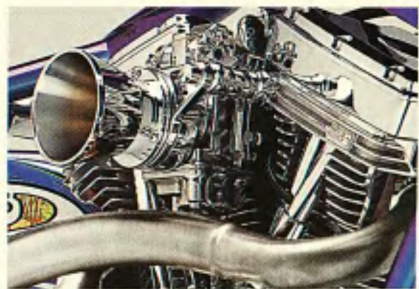
me a while to figure out what I was going to do, especially since I wanted to impress those guys in Long Beach."

Jesse ended up accenting and highlighting all the cool parts of that frame. He especially liked the structure in the rear—the drag racer effect—and definitely that big and meaty 2-inch backbone. "But it's all pretty bitchin'," he says. "Great lines everywhere." Notice all the sharp bends and straight lines in this frame? Jesse Rooke did to. "My stuff



is usually curved and that's what made building this one so hard. All the tubes here are string-straight." And this is actually a pretty big chopper frame; the dimensions read 6-up and 4-out. Doesn't look it, does it? Jesse Rooke's now trademark low-mounted gas tank disguises that fact pretty well. That tank also served to accent the big 2-inch backbone. Jesse worked with Storz Performance for a one-off set of forks, mounting the brake on the right side and made his own triple-trees and handlebars from tubing, perfectly matching the overall theme of things. This bike also sports one of the first sets of Performance Machine's Contour wheels. And the engine? That's a Kendall Johnson Stage III 124.

Jesse Rooke gave his Arizona painters, Deluxe Custom, a rough idea of what he wanted then stood back. "You don't want to get too specific with



a painter," he says. "They're artists, too. To get the best you have to give them some freedom." They got it here. And what's with that Number 2 plastered on the side? Nothing special, he says. It's just a number he's always liked and used on some of his old racers.

What did Jesse James think of all this when he got to see the completed build? He put it prominently on display at his No Love party, parking it right where it would be the first thing everyone saw as they came in. —Joe Kress



Owner: Rooke Customs
City: Huntington Beach, California

GENERAL

Designer: Rooke Customs
Year/make: 2004 Rooke Custom
Model: Special Construction
Assembly: Jesse Rooke
Time: 1 year
Chroming: Concours Plating

ENGINE

Year: 2004
Rebuilder: Kendall Johnson
Displacement: 124 cubic inches
Cam: Kendall Johnson

Ignition: Kendall Johnson

Carb: Mikuni

Air cleaner: Wimmer

Pipes: Rooke "SS"

TRANSMISSION

Year/make: 2004 Baker

Shifting: 6-speed, RSD

PAINTING

Painter: Deluxe

Color: Chameleon Blue, White

Type: House of Kolor

FRAME

Year/make: 2004 West Coast Choppers, prototype

Type: rigid

Rake: 37 degrees

Stretch: 4 inches out, 6 inches up

Shocks: none

ACCESSORIES

Handlebars: Rooke Customs

Handlebar controls: Performance Machine

Fenders: Rooke Customs

Headlight: CCI

Taillight: Rooke Customs

Speedo: none

Pegs: Performance Machine

Foot controls: Performance Machine

Gas tank: Rooke Customs

Oil tank: Rooke Customs

Seat: Rooke Customs

Mirrors: none

Grips: Performance Machine

FRONT END

Type: Storz 44mm

Builder: Storz Performance/Rooke Customs

WHEELS

Make: Performance Machine

Size: 21-inch front, 18-inch rear

Tires: Dunlop

Brakes: Performance Machine, 6-piston

Photos: Michael Lichter



Johnny Chop's Last Interview

Johnny Chop approached me at the Arizona "East Meets West" Show this past fall. He had seen me on Discovery Channel's Motorcycle Women TV documentary and was curious about my world travels. We talked for a long while about my adventures in the Himalayas and Africa. He told me he looked forward to a day when his hectic schedule allowed him to travel that way. He was very genuine, calm and low-key. As people were eating, drinking, gambling and dancing, he seemed content to sit in the corner talking about Tibet. The next day we did an in-depth interview, so I feel fortunate to share with you my conversation with the late Johnny Chop.

— Betsy Huelskamp

Betsy: Johnny Chop, did you chop down that cherry tree?

Johnny: Maybe... okay, yes... yes I did. I did chop down that cherry tree.

Betsy: Doesn't it feel better to come clean about it?

Johnny: Now that you mention it, yes, I do feel much better. I'm so glad we got that out of the way.

Betsy: So, Johnny... the infamous Johnny Chop.

Johnny: Un-famous.

Betsy: Hardly. So where are you located? Where do you live, work and play?

Johnny: In Orange County, Southern Cal. And I mostly play at the beach.

Betsy: How many years have you been building bikes?

Johnny: Strictly bikes? For the past seven years. Before that it has been bikes, cars and hot rods my whole life, working at least 17 years.

Betsy: I know that you used to work with a famous bike builder.

Johnny: I worked for Chica for a year and a half and now here I am, a year later, working on my own.

Betsy: So how old were you when you started riding motorcycles?

Johnny: Well, let's see... how old are you in the second grade, seven? I can remember getting my first minibike when I was in the second grade.

Betsy: And how old are you now?

Johnny: I'm 34.

Betsy: You seem very young to be where you are today.

Johnny: I don't feel that young! Well, I take that back. I'm young, I do feel young. Mentally anyway, I still feel like I'm 18.

Betsy: Which of the bikes you've built is your personal favorite? Which is the bike that you like to ride?

Johnny: My personal favorite bike is one I sold about a year ago. It was a 1979 Harley FLH that I did. I currently do not have a motorcycle for myself. I have a pile of parts that I consider to be my motorcycle, but I haven't found the time to put it together. So, it's not exactly a bike yet. But I retain all of the bikes that I build for my customers for a while to ride them and show them at bike shows, runs and rallies. So each bike is mine, until it's not, until it has to go home.

Betsy: If you had to ride across country to Sturgis tomorrow, what bike would you choose to ride?

Johnny: An '89 FXR.

Betsy: Do you still find the time to ride, and is it still a passion of yours?

Johnny: Absolutely. But in all of this chaos, I don't get to ride all that much. When I do the shows, I have to bring several bikes with me. So they all go in the trailer and I get in the truck and drive, or on a plane and fly. When I'm at the shows or rallies I don't generally ride either. I kind of have a personal rule about riding at the shows. There's excess police and thousands of people on the road trying to show off. That's when accidents happen. So I don't ride too much at the shows. If it is an organized event and it's people I know that are riding with me, then I'll ride. But I don't ride with large groups of people that I don't know. I do have a group of friends that I like to ride with, that I trust, because I know how they ride. I don't ride with people if I don't know how they ride. I do still ride by myself a lot on a semi-daily basis. In the morning I like to go down to the coffee shop or over to the beach to check the surf.



Photo: Rick Husted

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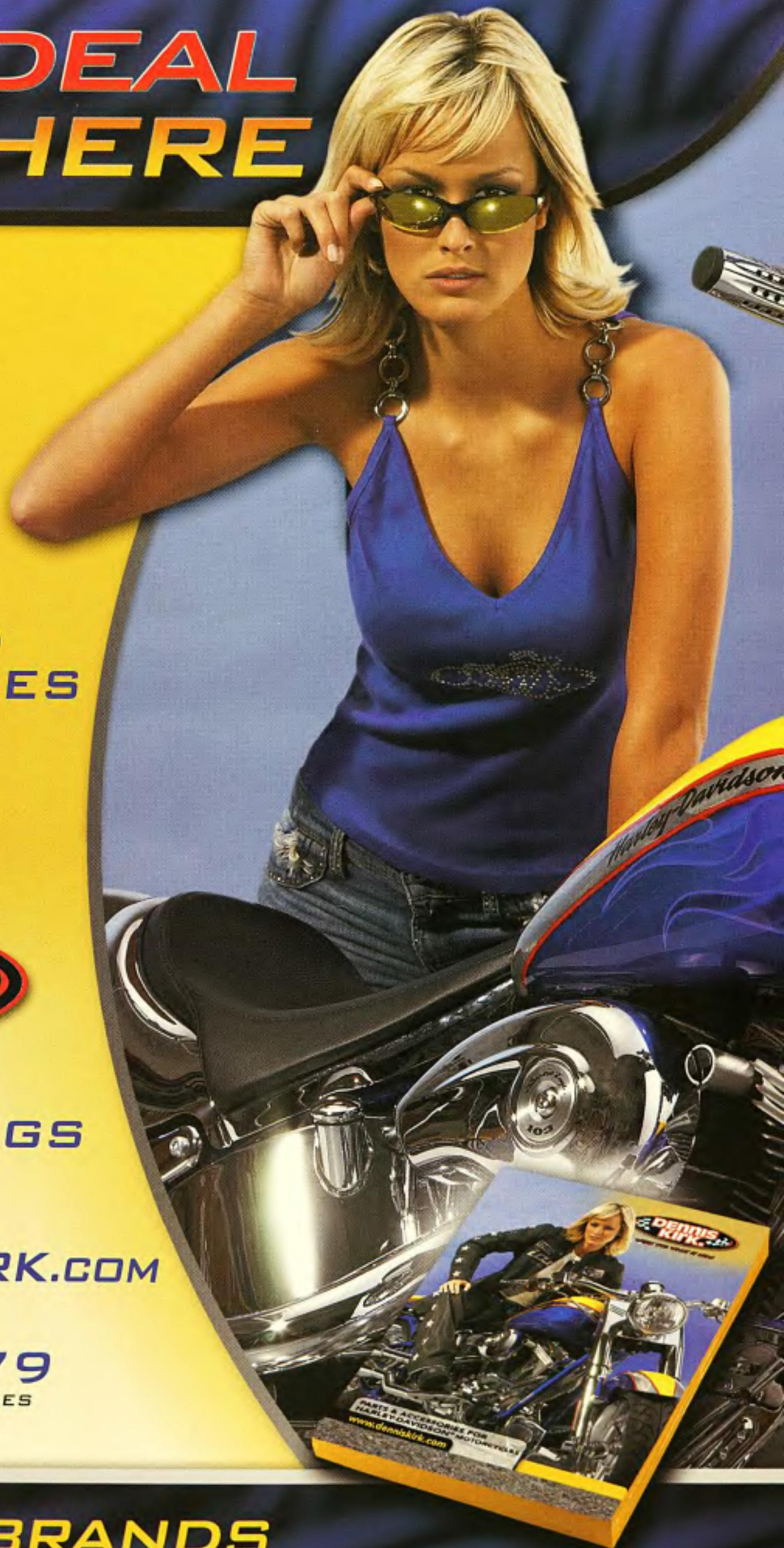
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Betsy: Where is your favorite place to ride?

Johnny: Santa Cruz, along PCH, or up Hwy. 9 through the redwoods.

Betsy: I used to live up Hwy 9, in Boulder Creek. I worked in Santa Cruz at the Fun Spot renting surfboards to surf bums.

Johnny: That was me! I used to live up in Ben Lomond. Good waves in Santa Cruz down by the lighthouse!

Betsy: People seem to want to put bikes into a style classification. Do you feel your bikes fit only one style, or do you build all types of styles?

Johnny: I don't ever want to fit into any category. So no, I hope I don't. I think most people that look at my bikes would call them old-school.

Betsy: You're too young to be only old-school.

Johnny: Yeah, exactly. I try not to categorize what I do. I want to be open to new ideas and technologies. I think any builder should be able to take any foundation and build a cool bike out of it without it having to be any certain style.

Betsy: How do you feel about the helmet law?

Johnny: Personally, I wear a helmet. But then we have to here in California. In Hawaii, and Arizona, I do ride without a helmet. But if I stop and think about it, I will put the helmet on. I think that helmets are a good thing. But I also believe that we should definitely be able to choose for ourselves and not have the frickin' government telling us what we can and cannot do. As soon as I am told what to do, then I do the opposite and that gets me into trouble!

Betsy: With the popularity of bike building on Discovery Channel, on SPEED and other TV documentaries, do you feel a greater responsibility to set a good example for the kids looking toward you as a role model?

Johnny: I have been very aware of that lately, and especially at this show, because MMI is here and we have a lot of kids from that program here this weekend. The Motorcycle Mechanics Institute is one of the biggest trade schools in the industry. It's where so many of the mechanics come from. So many people

have approached me to tell me that I am the reason that they quit their job to go to MMI. That's really bizarre, but it's great that I have influenced somebody to follow that dream. So as far as watching what I say, I feel a certain amount of responsibility, but I am certainly not going to change who I am. I'd like to think I'm a fairly decent person. If I said something that offended somebody, I would apologize. I am never out to be mean, but I'm not going to sugarcoat stuff either. I haven't really had to change what I would normally say.

Betsy: What do you think you would be doing if you were not a bike builder?

Johnny: I'd be a world traveler like you.

Betsy: Well, I've got to tell you, the pay is not too good.

Johnny: I don't know what else I'd do. I've always thought I would like to be in the music industry, either arranging or producing. But then you'd have to deal with musicians all day. I'd probably be a structural welder, a union ironworker, or a heavy equipment operator. I have experience in all of those fields. But you know what I would like to do as a second career choice, would be to build boats. I love old wooden sailboats. I would go to Maine and go to boat building school and learn how to build those boats.

Betsy: So, are you a single guy?

Johnny: I am single. Never been married, and no kids.

Betsy: Do you have any pets?

Johnny: One pet, Louie, no baggage. Don't keep anything around that you can't leave in five minutes. I have a surfboard and I actually bought a bed almost a year ago! That's about it.

Betsy: I could swear I saw you at the gas station with a VERY cute girl in a mini skirt.

Johnny: Really? Are you sure she was with me?

Betsy: What is your greatest extravagance? What do you spend your money on?

There is a long pause, and laughter.

Johnny: I don't know... probably magazines. I'm kind of a magazine junkie. I go to Tower every week. I read everything

from *Easyriders* to *Country Living*.

Betsy: Well, if that's your worst habit, I guess that's not so bad.

Johnny: I didn't say it was my worst habit.

Betsy: If you won the lotto tomorrow would you still build bikes?

Johnny: Yes! I might actually be successful at it if I had some money.

Betsy: A lot of people see motorcyclists as being completely fearless. What are your fears?

Johnny: I am not a big fan of bugs and I don't like heights.

Betsy: When people start to see you on TV, they tend to think you have a charmed life. But we are all human and we all make mistakes. Any big, bad mistakes you'd care to share?

Johnny: As a matter of fact, I made a big mistake right on Main Street in Sturgis. I was on a brand-new bike and went to visit some friends at the West Coast Choppers booth. And as I pulled out onto Main Street, I just fell over. It drew a crowd and I got up and took a bow. And of course that is all over the Internet now.

Betsy: I'm sorry I missed that! With all that you do have is there anything that's missing in your life?

Johnny: What's missing in my life? Not much. I'm pretty stoked on my life right now.

Betsy: Do you have any advice to your fans and readers... any words of wisdom?

Johnny: I am not that wise. One thing I do feel very strongly about is simple. If you don't love what you are doing, then don't do it. Go do what you love. If you are not doing your favorite thing in the world every day, that you can look forward to every morning, then why are you doing it? I think everyone should be able to do exactly what they want to be doing. People would be more relaxed and happier if they were comfortable in their every day lives, don't you think?

Johnny Chop was wiser than he gave himself credit for: Vaya con Dios Johnny. You will be missed. Johnny Vasko, aka Johnny Chop, died March 28th, 2006. He'll be missed by many friends the world over. ■

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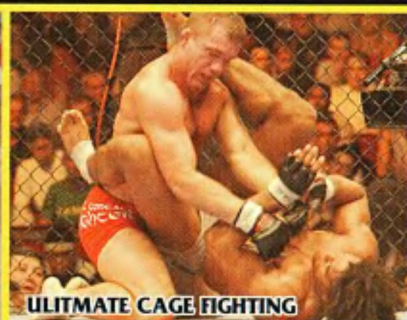
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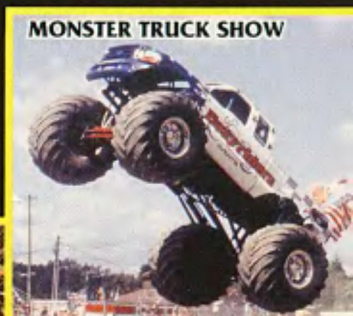
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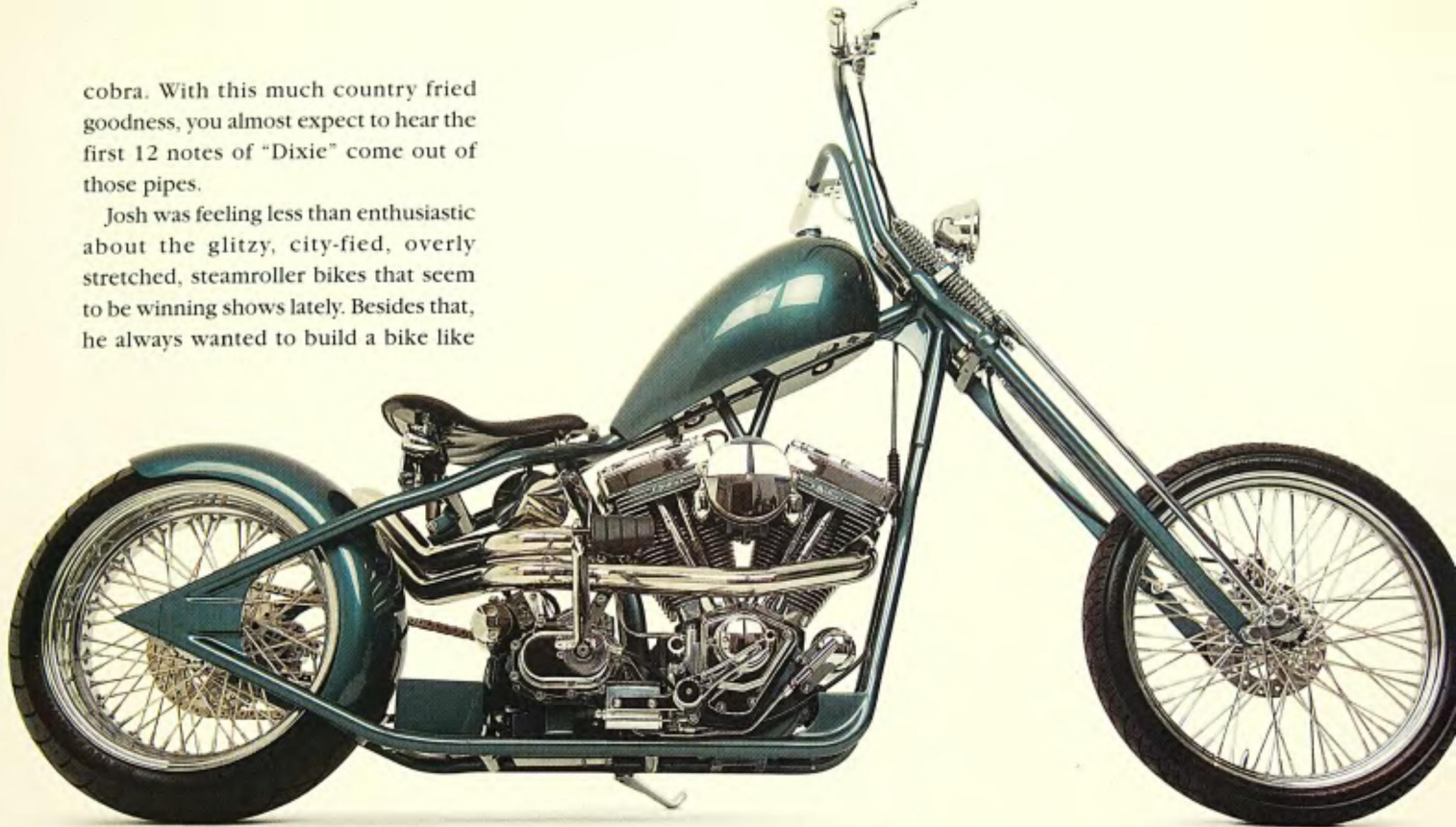




This bodacious little bobber is from Boars Nest Choppers, in Oceanside, California. These are the only good ol' boys who could have been able to fry up some old world styling, with the perfect blend of new technology to give it a mess of down-home flavor while keeping it classy enough to go dancing at the cotillion. Josh Soto, who is the boss at Boars Nest Choppers, calls this one "The Snake" because of the way the pipes slink around behind the engine, expelling the spent gaseous by-products out of the wrong side. The length of these slithery pipes is part of what gives 'em that deep rumble, and the way they look keeps us circling around this Boars Nest chopper like a mongoose around a

cobra. With this much country fried goodness, you almost expect to hear the first 12 notes of "Dixie" come out of those pipes.

Josh was feeling less than enthusiastic about the glitzy, city-fied, overly stretched, steamroller bikes that seem to be winning shows lately. Besides that, he always wanted to build a bike like



this. Zeak is the painter of choice for every Boars Nest chopper, blending the perfect shade of Aegean Sea Blue PPG. This allows folks to get a better look at the many hand fabbed and custom machined parts that were scratch made to build The Snake.

Josh does some of his own machine work, but the Boars Nest doesn't have the equipment to do everything. Ralph Dorsey jumped in with his machine tool expertise to make some really amazing things happen on The Snake. Check out these intricacies; Ralph and Josh worked something fierce to get this crazy cool front end together. The bars are actually welded on and Ralph machined a special set of aluminum pinch clamps to make it all look so easy. Check out the bicycle-style front hub, which Ralph adapted to accept an 8-inch rotor. Ralph even spun up some special spokes with smooth nipples. Now this is one of those details that would get overlooked if we didn't tell you about it, but things like this are a big part of how this project draws the line between pretenders and the real McCoy. No wonder this 6-over front end is Josh's favorite thing about The Snake.

The rear axle setup got a touch from Ralph, too, and it's as smooth as sippin' shine. Putting the rear wheel together reveals the secret that makes this trick



so sick. First, you assemble the entire rear wheel into two special wheel mounting blocks and set bearing preload torque. Next, slide the pointy axle covers off the rear end of the frame, revealing the receiver for the 1/2-inch thick blocks. Slide the blocks into the receiver, put the chain on, slide the caps back into place and you're ready to hit the boulevard hard. Ralph's son, Tyson, built this wishbone frame. It is a true one-off piece designed from the combination of a single downtube stretched 6 inches, three inches of rear end stretch, and a wishbone cradle. Josh picks this frame as his favorite hand-fabbed piece of motorcycle ever.

When final assembly time came,



Boars Nest's Number 1 service guy, Kerr, came up with an ultra slick idea to mount the starter switch on the taillight housing. Sweet. Josh quaffed mucho late night Coors while he was toiling away late nights to hand bend the hard oil lines. Hey Josh. Why do ya think they call 'em hard? They are not for the squeamish. Josh says, "Don't try it yourself unless you have a couple of hundred feet of spare tubing and a lot of beer in the fridge."

The first time Josh rode The Snake, the Boars Nest crew told us that you could hear him holler "Yee Haaaa" even after he got back. You can bet our Fox Hunt Winner awesome Amber from Sin City made us holler, too.

If you think you can try to keep up with these good ol' boys, check 'em out at www.boarsnestchoppers.com.

—Cheese Biscuit





Owner: Josh Soto
City: Oceanside, California
Fabrication: Boars Nest Choppers
Model: 2006 Boars Nest Choppers
Time: one year
Chroming: West Coast Plating

ENGINE

Year/make: 2006/RevTech
Rebuilder: Boars Nest Choppers
Displacement: 88 cubic inches
Cam: RevTech
Carb: Mikuni
Pipes: Rod Sexton

TRANSMISSION

Year/make: 2006 Kicker

PAINT

Painter: Zeak's Custom Paint
Type/color: PPG/Aegean Sea Blue
Special paint: Zeak's Custom Paint

FRAME

Year/make: 2006/Tyson Dorsey
Type: Boars Nest wishbone rigid

Rake: 38 degrees
Stretch: rear section stretched 3 inches
Shocks: none

ACCESSORIES

Bars: Boars Nest Choppers
Risers: Boars Nest Choppers
Handlebar controls: MID-USA
Fenders: Boars Nest Choppers
Headlight: Custom Chrome Inc
Taillight: Kuryakyn
Speedo: none
Foot controls: Billet 4 U
Electrics: Boars Nest Choppers
Gas tank: Pro-One
Oil tank: Boars Nest Choppers
Oil system: Boars Nest Choppers
Seat: Bitchin' Rich of Rich's
Bitchin' Stitchin'
Mirrors: none
Grips: Paul Yaffe Originals

FRONT END

Type: springer by DNA
Extension: 6 inches over
Triple trees: raked 6 degrees
Rebuilder: Boars Nest Choppers
Modifications: Ralph Dorsey

WHEELS

Hub: Boars Nest Choppers
Size: 21-inch, front/18-inch, rear
Tires: Metzeler
Brakes: Boars Nest Choppers, front/
Performance Machine, rear
Photos: Rick Husted



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If it is the second weekend in June, then it's time for the Redwood Run. This Northern California party attracts riders from all across the western states to the expired logging town of Piercy, which is 200 miles north of San Francisco on Highway 101. It's kind of like a huge magnet that pulls bikers into one of the last great camping runs. Situated in a forest of giant redwoods, the Riverview Ranch is one of those places that city folk read about in travel guides, but somehow this run isn't mentioned.

Now in its 29th year, the Redwood Run has stayed true to its roots—nothing but bikes inside the grounds. Which, being that this is private property, there are very few rules. Along with the scenery and partying, the run is famous for music. Each year there are 10 bands (five on Friday and five on Saturday) appearing on stage. This year, Friday's acts included: Joanna Conner, Dave Mason and Vince Neil. On Saturday, the headliners were Joe Bonamassa and Foreigner.

Boogyn' In The Hills

29TH ANNUAL REDWOOD RUN









Photos: John Sullivan

Nature, not to be outdone, supplied the Eel River with cool water and temperatures in the 70s. The promoters made sure that there was enough beer and other libations, good food and no cops inside the grounds.

We had a great time; if you were there, you know what we're talking about, if not, try to make it next year. The Redwood Run is what biker runs used to be like back when we had to party-down out of the public eye. See you in Piercy, June 8th to 10th, next year. For more info and stuff we didn't show ya here, visit www.redwoodrun.com.

—Bugle

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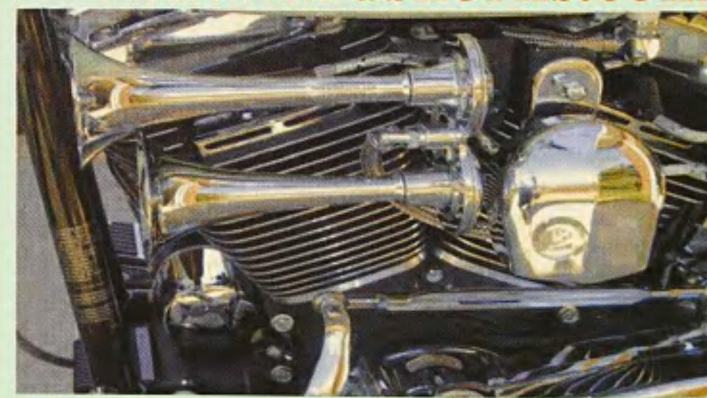
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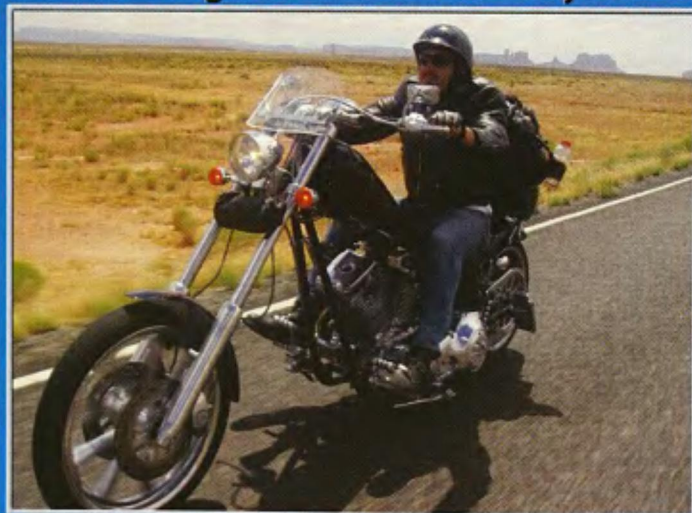


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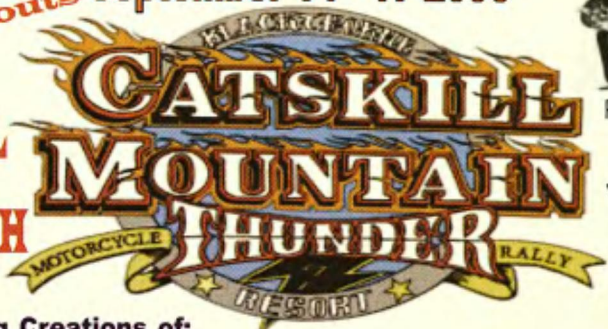
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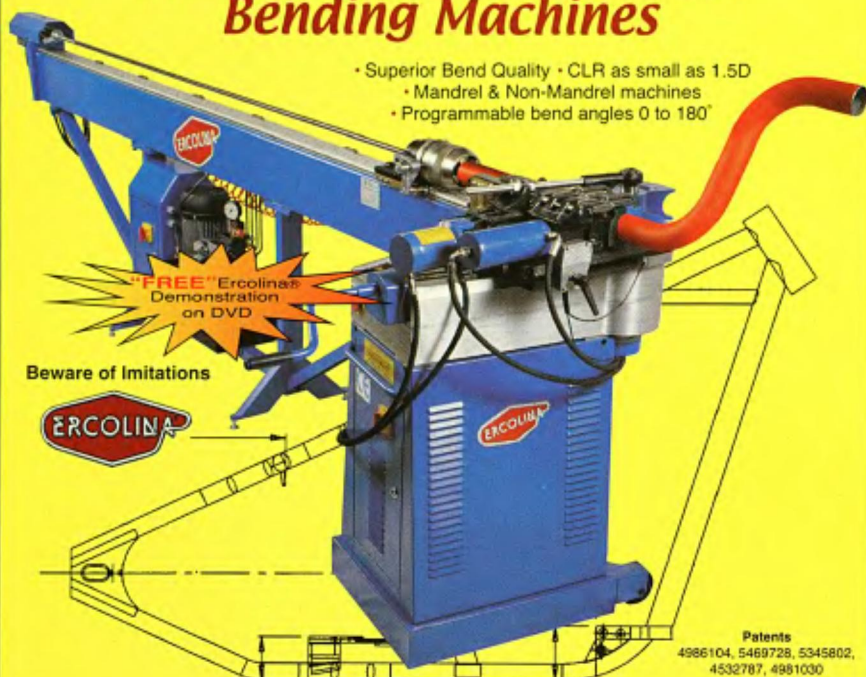
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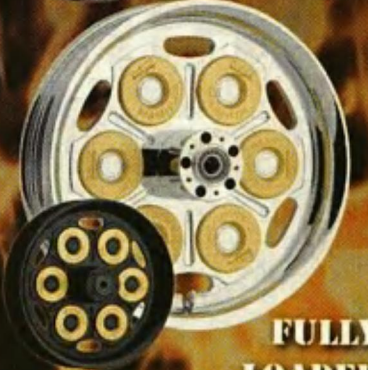
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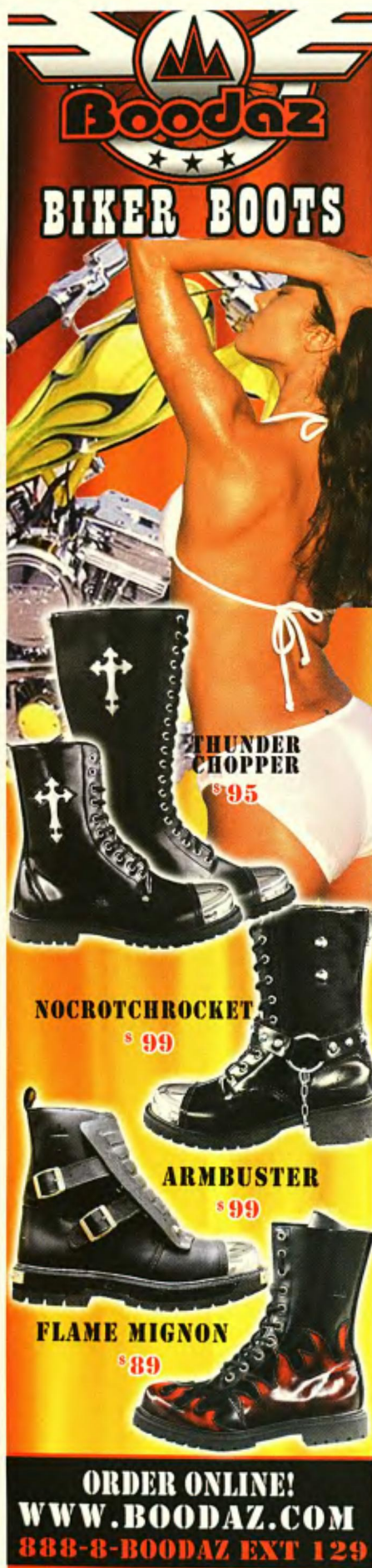
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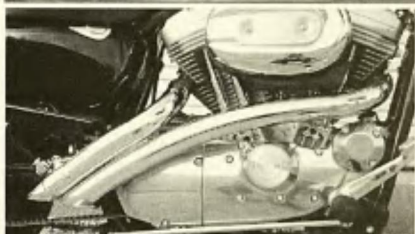
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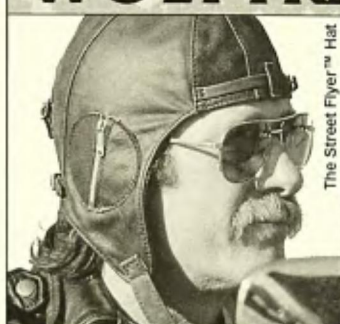
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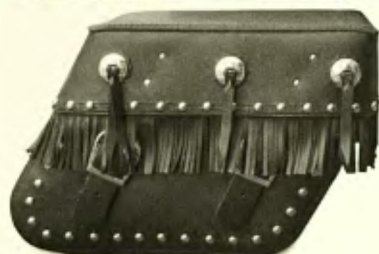
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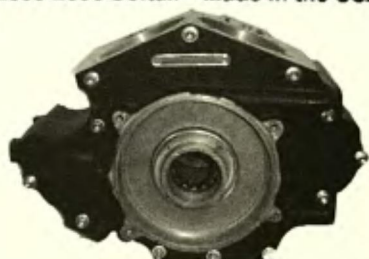
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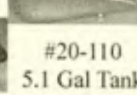
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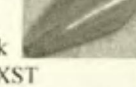
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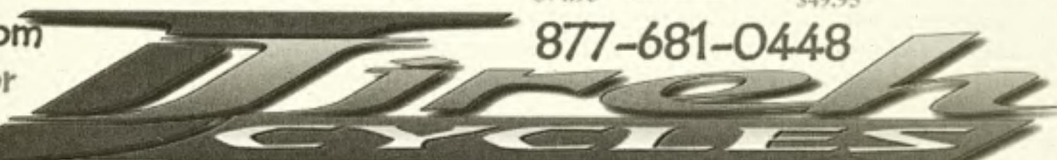


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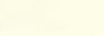
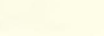
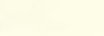
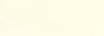
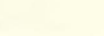
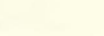
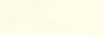
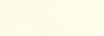
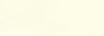
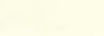
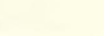
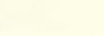
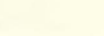
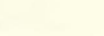
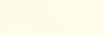
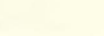
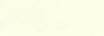
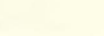
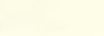
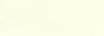
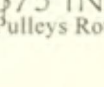
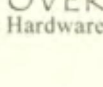
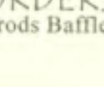
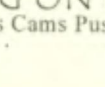
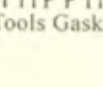
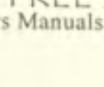
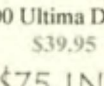
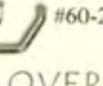
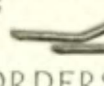
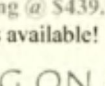
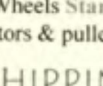
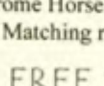
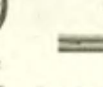
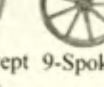
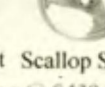
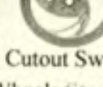
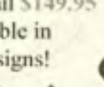
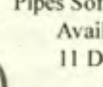
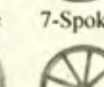
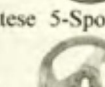
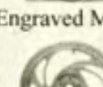
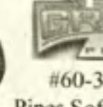
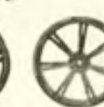


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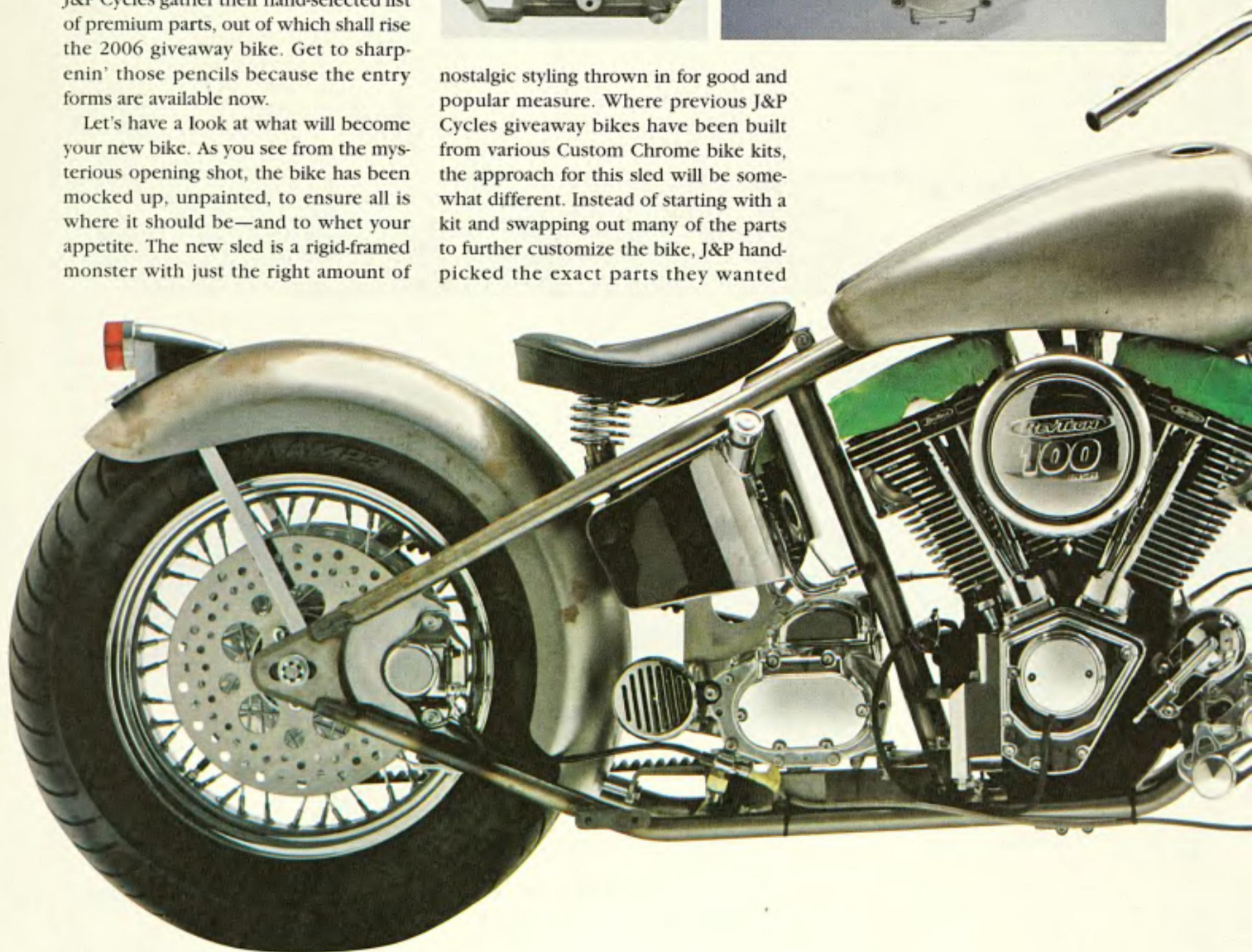
Well, it seems as though a well-known friend has snuck up again, reminding all of us how long we've been asleep at our desks. The well-known friend, of course, is none other than the *Easyriders*/J&P Cycles Build-A-Bike Sweepstakes and, as the deadline looms, we have to kick this thing into gear. So hang on.

Yes, J&P Cycles is building us another slick whiz-bang of a giveaway bike, one whose progress you'll be able to chronicle right here over the next several issues. So where we're a-startin' is right at the beginning. This is the place where we sit idly by and watch as the folks at J&P Cycles gather their hand-selected list of premium parts, out of which shall rise the 2006 giveaway bike. Get to sharpenin' those pencils because the entry forms are available now.

Let's have a look at what will become your new bike. As you see from the mysterious opening shot, the bike has been mocked up, unpainted, to ensure all is where it should be—and to whet your appetite. The new sled is a rigid-framed monster with just the right amount of



nostalgic styling thrown in for good and popular measure. Where previous J&P Cycles giveaway bikes have been built from various Custom Chrome bike kits, the approach for this sled will be somewhat different. Instead of starting with a kit and swapping out many of the parts to further customize the bike, J&P hand-picked the exact parts they wanted





straight from the CCI catalog. This way, the one lucky sot out there that wins this ride will truly have a one-of-a-kind motorcycle. Gets ya all tingly, doesn't it?

The foundation is a Santee rigid fitted with a RevTech 100-inch engine and RevTech 5-speed tranny. The 21-inch and 16-inch wheels are traditional 40-spoke pieces outfitted with Avon rubber, the

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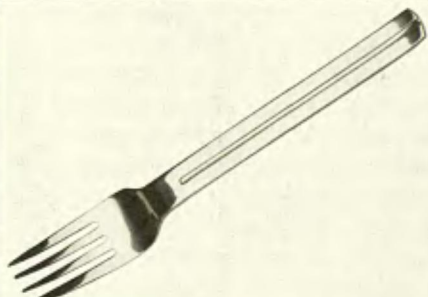


classic Speedmaster 21 up front and a sensible yet stylish 200-16 in the rear. And yes, there's more chrome, such as chrome billet forward controls, chrome trees, apchanger handlebars, a springer front end. [The trees, apes and springer front end will actually be installed on the bike, not those pictured here. —Ed.] So we'll put it to you this way: there'll be enough flash on this ride to turn plenty of heads, so make sure you're the one doing the ridin' and not the one turnin' your head to see this sled go by...sign up for the Sweepstakes ASAP. Check out the J&P Cycles ad in this issue for all the rules and regulations or visit their Web site at www.jpccycles.com. Once you send in your entry, go pick out a map and start scoutin' some new roads for your shakedown cruise. See ya next issue.

—Wordman



"The guys sure seem happy to see me."



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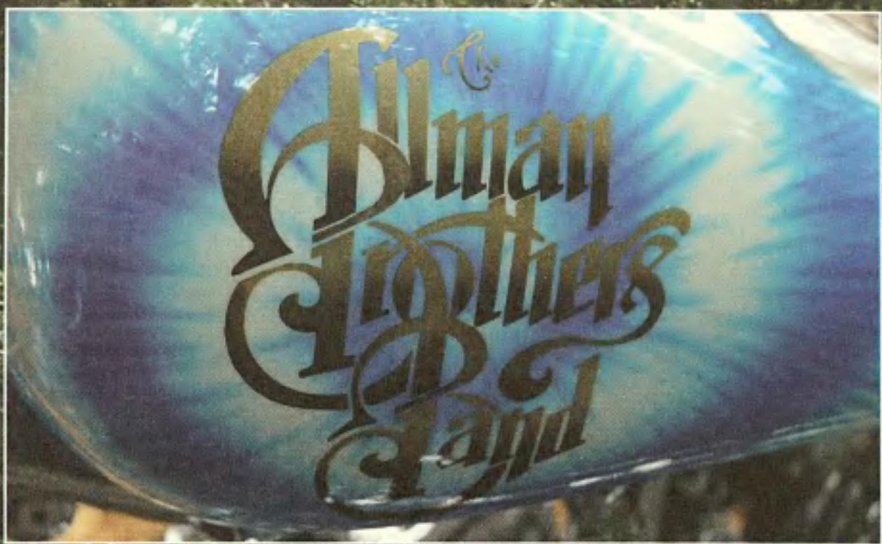
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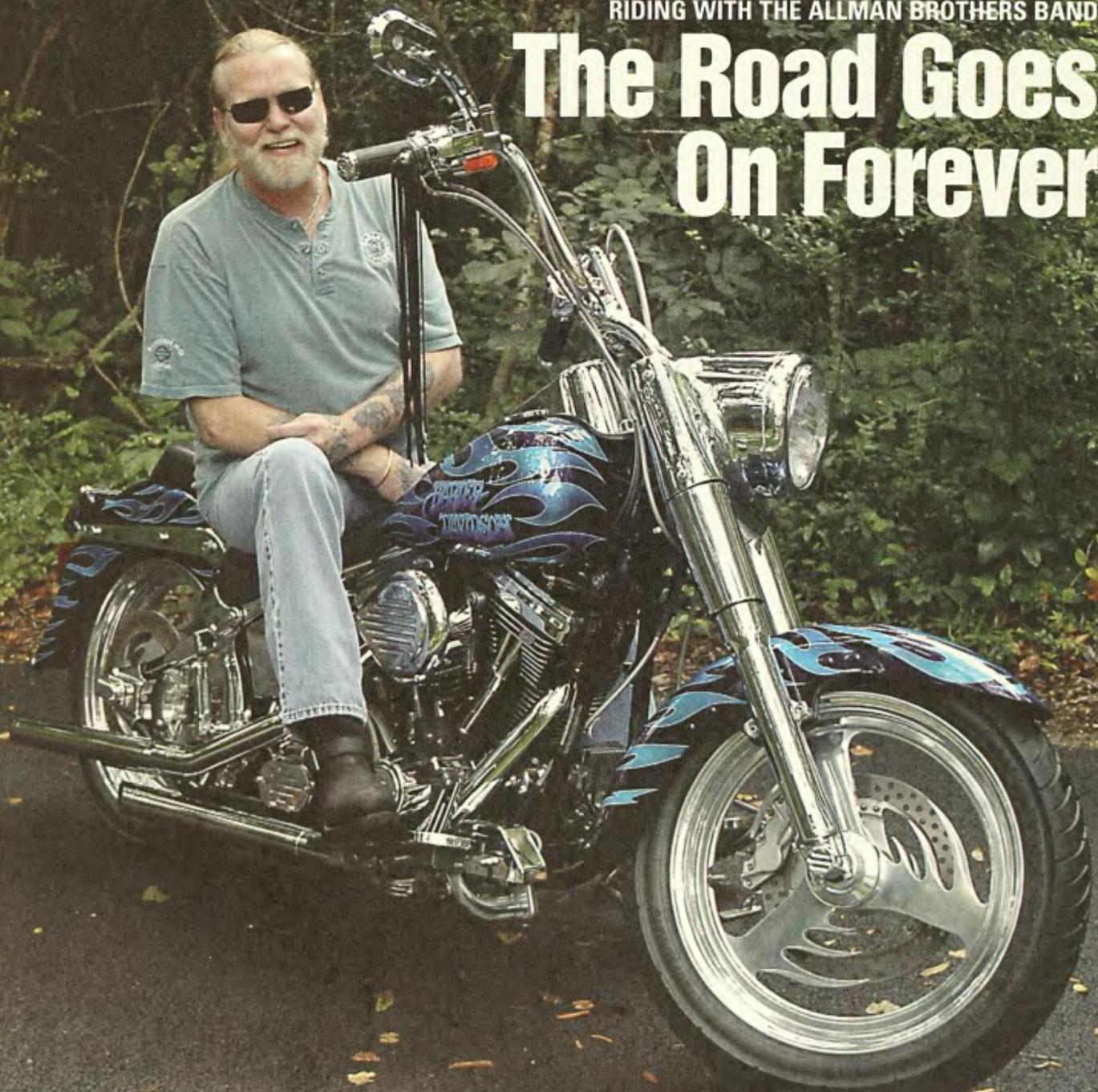
In the parking lot before the Allman Brothers show, like clockwork, there's always a cluster of motorcycles, chrome pipes and machined iron and oil drips. In the summer, there might be 100 or 10,000 riders, depending on the venue. But they're always there, a permanent fixture on the tailgate asphalt—as much as the Allman Brothers will always be a permanent fixture on the American rock 'n' roll tapestry.

These days, you might catch Gregg Allman knocking around the rural roads of Savannah, Georgia, with his wife, Stacey — she on her Sportster and Gregg riding his 2002 Dyna or his 1996 Fat Boy customized by Oakland's



RIDING WITH THE ALLMAN BROTHERS BAND

The Road Goes On Forever





Ron Simms. But the Allman name and its association with motorcycles go way back to even before Gregg was born. The story goes that Gregg's mother, known as "Mama A," now 88, used to ride an old 1940s knucklehead that she bought while her husband was off fighting in Korea.

"It was baby blue and had an old tank shifter," Gregg explains. "She wrote my father a letter and casually mentioned the bike. He wrote her back and said, 'If that motorcycle is not gone by the time I get back from Korea, I'm gonna divorce ya, dammit!' So she got a good year and a half of riding in."

Then there's that vintage photo of a scruffy 11-year-old Gregg sitting hunched over the bars of a Harley 125 Hummer. It was taken during the summer of 1959 at Gregg and Duane's grandmother's housing project in Nashville, and a guy named Tim Crowley, who lived up the hill, rode the Hummer.

"I sat in front of him so he could grab the handlebars," Gregg says. "God, when I think about that thing with both of us on it and how not fast it was. Tim taught me and my brother how to ride. I got



pretty good at it. My brother—and it remained with him—had two speeds: parked and about 80mph. He was always like that."

Around the same time, Gregg learned his first chords on the guitar and painstakingly saved up his nickels to buy one at Sears. Meanwhile, Duane, uninterested in music, took up motorcycles and that same year he bought a Harley 165.

"He got the motorcycle at Christmas-time," Gregg said, "and about in February he brought it home in a sack. He ran it until the whole thing just kinda fell apart all at once. Then this guy came through. His name was Billy Pounds, and he could really play well. Duane unloaded that bike on him for a guitar."

A couple years later, the rock 'n' roll craze swept the nation. "My brother quit school on account of it," says Gregg. "That's how fast he got the fever. Once he quit school, he just passed me up on guitar. That's about when I had to start seriously thinking about singing and/or keyboard playing."

This was right around the time 17-year-old Gregg and 19-year-old Duane Allman formed their first band, the Allman Joys. On July 4, 1965, after playing all around Daytona for a year or so, the band struck out on the road. Their first gig outside of Daytona was in Mobile, Alabama, way out in the sticks.

"We all had matching black leather coats and we walked in with long hair," said Gregg. "The guy that owned the bar was shaking, and he said, 'Now you listen, you get up there and play one song and by God if we don't like you, you pack it up and get the hell on outta here or I'll call the law, and don't try no shit.' They held us over 23 weeks in that rat-infested place."

It was a hell of a beginning, but it was

a beginning. The following year, Gregg made friends with songwriter John D. Loudermilk, famous for writing hits like "Tobacco Road." Loudermilk became kind of a male role model for Gregg (who had lost his father when he was only two) and helped him buy his first motorcycle.

"It was a Triumph T-120," said Gregg. "It was wintertime too, but that didn't matter. I found it in the paper, and I only had \$150, so Mr. Loudermilk just wrote me a check for the other \$400. Nobody had ever given me nothing."

After a couple of frustrating years trying to kick start their band in Los Angeles, Duane headed back south while Gregg stayed in California. In Muscle Shoals, Alabama, while gaining quite a name as a session guitarist, Duane hooked up with bassist Berry Oakley, drummers Butch Trucks and Jaimoe, and guitarist Dickey Betts who, rumor has it, got into guitar playing so he could buy motorcycle parts for his Harley. The only missing link was the singer, so Duane called Gregg. It was 1969 and the reunion was pure magic. During that time, between the band and crew there were about eight or 10 motorcycles, and they rode from gig to gig pulling a trailer behind the equipment truck for the bikes and beer.

"One time we had a gig down in Miami," says Kim Payne, one of the band's early roadies. "The dressing room had a big door and we pulled all the bikes inside and ran a couple of microphones back there. When the band started to kick off 'Statesboro Blues,' we fired up those bikes and started cutting the hell out of 'em. That was a really cool way to start the set off."

Payne shares a co-writing credit with Gregg for the song "Midnight Rider." The band stored their equipment at a Macon warehouse that would have been easy to

break into, so crewmembers took turns at guard duty each night. One night, it was Payne's turn and Gregg showed up at around 3 a.m. stumped on the lyrics to a song he was writing. Payne came up with a verse or two and Gregg wanted to get everything on tape, but neither had a key to Capricorn Studio next door.

"So we took a brick and broke into the studio," recalls Payne. "Gregg was running around yelling into all these mikes, and I'm was up in the control room trying to figure out this 24-channel board. I finally found a switch and boom, everything started working. Gregg laid down a track and 'Midnight Rider' was born."

"Early in the game, a lot of us had bikes," said Gregg. "I had one, my brother had one, Oakley had one, and Red Dog had one. They were all Bonneville. Nobody had any money for a Harley. We'd go out riding and my brother would be half a mile ahead of us, and I had always thought, 'Man, that's gonna take him one day.' Everybody's got a guardian angel, but they can only do so much. He was reckless, but he wasn't really wild. (Although, he did jump off the third story into a pool once.) You saw that movie *Almost Famous*? That was my brother."

The Allman Brothers were cresting the wave of superstardom when tragedy struck. Duane and, a year later, Berry both died in motorcycle accidents. There wasn't a ton of money at the time, but there had been enough for Duane to buy the 1969 burgundy Sportster on which he would lose his life later in October 1971 when he hit a truck while riding down Hillcrest Avenue in Macon.

Although he admired the Sportster and that "sucking-in-sound" that it made, "There was something about that day that did not feel right," Gregg remembers about when Duane rolled up on it. "Like we were all riding Triumphs, and here he goes and gets a Harley. At that time, a Sportster looked as big as a house. It had too much power for the brake end of it. They hadn't come out with disc brakes yet. I don't know what they had—something rubbing the tire, I don't know."

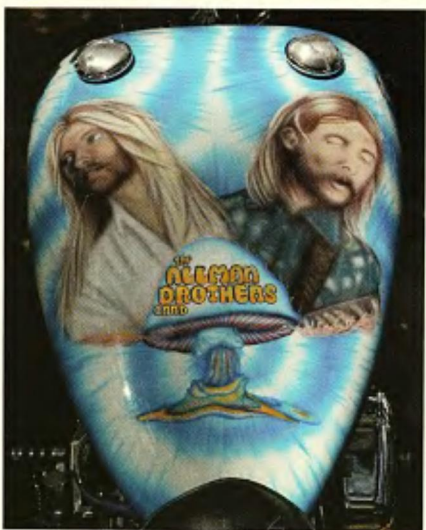
Gregg jokes around about the brakes, but only to temper the anger he still feels about the loss of his brother. Within months, the Allman Brothers Band hit the big time like never before.

"It pissed me off because I thought he got short-changed," says Gregg. "He left such a mark in the little time that he was here. He'd just stand there and kick ASS. It's amazing what just two notes can mean. Like on the *Fillmore East* album where I go, 'Lord have mercy,' and he

goes 'dwah-dwah.' Just those two little notes, I mean they had to be there."

Despite Duane's absence, the legacy continues with the Allman Brothers Band and motorcycles have always been part of the chemistry. For Gregg it's been a 40-year ride. Or as he put it, "I always had a bike, like I always had a dog."

Except for the few times that my life was in such a whirlwind with alcohol and drugs. That'll pretty much cancel anything. They once took my license for three years, and believe it or not, for three years exactly I did not throw my leg over a motorcycle. I can hardly believe it myself." — Ben Corbett



"The Allman Brothers are a very powerful band; they had to have a powerful motorcycle," says Gus Arrendale who designed this custom chopper. "I wanted it to look like a big tattoo that would tell the story of the Allman Brothers Band throughout the past 36 years."

From concept to completion, this beauty—a Custom Chrome Hardcore kit and Santee frame mounted with an S&S 117-cubic-inch motor—devoured two and a half years, waiting for parts, swapping out chrome and making changes.

"I worked on the frame for about a month," says builder Dwight Fry, a master mechanic who maintains a diesel truck fleet for Arrendale in Georgia. "A little more space between the engine and tank gave it a leaner look on the front end and more of a fat-ass look on the back."

A guy named David Leeptrout put a total of 900 hours into the paint—a tie-dye motif with

portraits of Gregg and Duane Allman grace the tank, and every member that has ever played with the band streams across the fenders from front to back. Plus, every album cover the Allman Brothers ever released appears somewhere on the bike. But the highlight of building this gem?

"When we got the bike signed," says Fry, explaining how the whole band came backstage to admire his first build and sign the LePera seat after a show in 2004. "That was the thrill of my life."

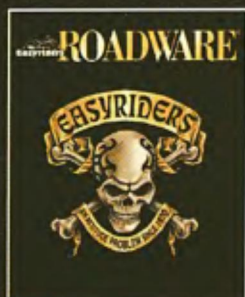
But if you think the band's autographs are the finishing touch on this Georgia peach, think again. There's already talk of extending the forks and nudging out the rake.

"There's still a lot of canvas left on that thing," Gus adds. "I'm gonna get more etchings in the oil tank and on the pipes. To keep it going, you know? 'Cause the road goes on forever...." ■

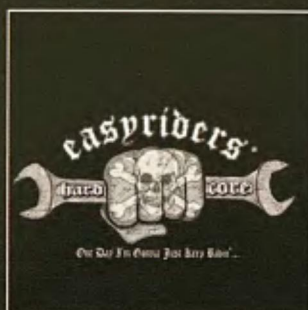
Photos: Ben Corbett

IT'S T-SHIRT SEASON!

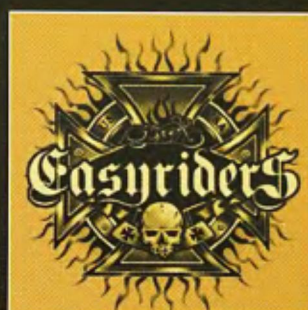
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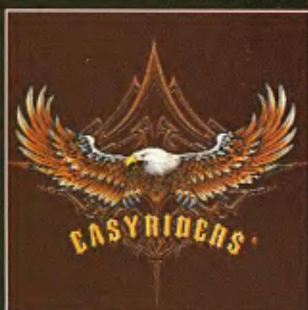
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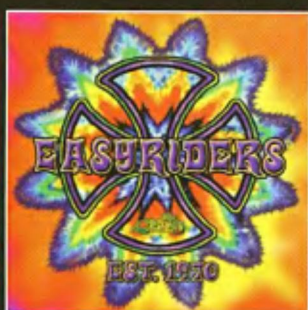
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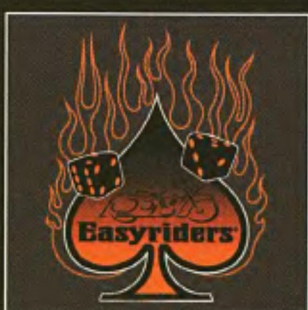
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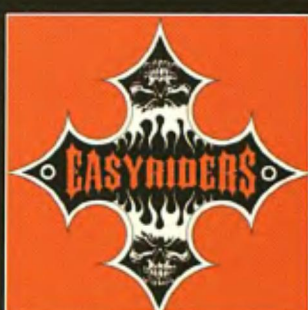
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Product Review

NEW PIPELINES Stainless Steel Oil Lines

There's something awkward about a super clean looking polished and show-chromed motor that has black rubber oil lines hanging off of it.

There is a better way and it's not that hard to do. Goodridge offers custom fit stainless steel oil line kits for most 1986-and-newer Harley's. The kits come fully assembled with chrome steel screw-in fittings that are factory crimped onto stainless steel braided high-pressure oil lines. Goodridge has developed a couple of unique fittings that allow the lines to attach to the oil pump and oil tank without using the typical bulky hose clamps.

For this product review, we ordered a Goodridge oil line kit through Drag Specialties (Drag Specialties' P/N HDOL210) to fit our 1987 FXR. The kit consists of four oil lines, their sub-fittings and O-rings. All of the parts had flawless finishes.

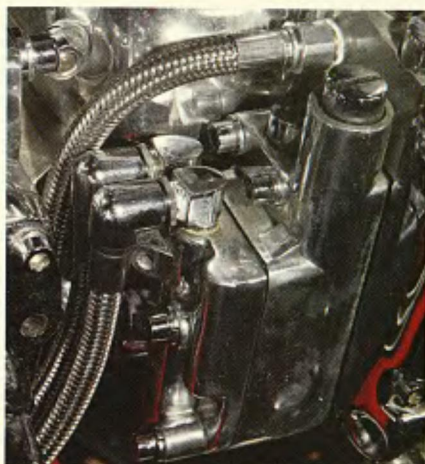
Installing the new oil lines is mostly a matter of getting the old lines off and making enough working room to turn the wrenches to tighten the new fittings on the oil tank. We found that removing the oil tank from the bike was the easiest way to clean the oil line spigots and install the fittings. One thing we had to do was touch-up the chrome on two of the tank spigots so that the compression fittings would fit over them. We also removed the starter motor and left the oil tank mounting bolts loose to fit and tighten the oil tank fittings. Once that was done the install was just a matter of screwing the quick-connect fittings into the oil pump and pressing the oil lines onto them. The finished install gives a custom look to the motor. —John Sullivan

Source

DRAG SPECIALTIES
www.dragspecialties.com



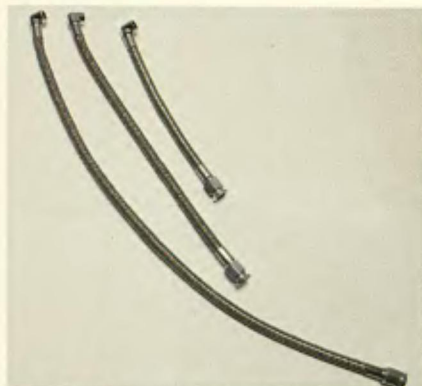
The male quick-connect fittings are screwed into the ports on the oil pump.



The right angle fittings on the ends of the oil lines just push on to the male fittings on the oil pump. This makes for a clean connection in an otherwise tight working area.



The other ends of the oil lines use compression fittings to attach them to the spigots on the oil tank. Each fitting has a compression nut, spiral type nylon washer and rubber O-ring.



Each of the oil lines is made to fit the exact bike model. The fittings are crimped on each end.



The quick-connect fittings are compact. The male fitting is machined from stainless steel.



The working area under the oil tank is quite tight. But, by removing the starter and leaving the mounting bolts out of the oil tank, the new lines can be attached and tightened up.

Photos: John Sullivan



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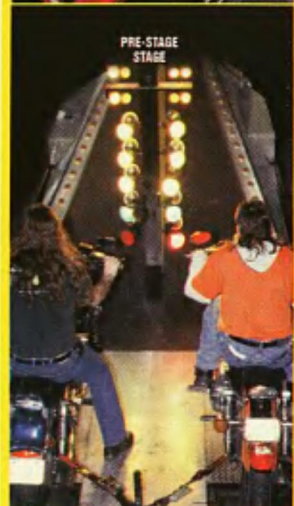
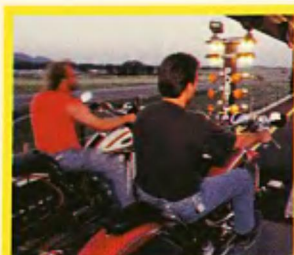
Utilizing a pair of motorcycle dynos, Christmas tree starting lights and a computerized timing system, riders can test their racing skills and find out how fast their bikes really are — all in the safety of a stationary environment.

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

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

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

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Jan 20-22	Available	June 2-3	Doc's Harley-Davidson - Kirkwood, IL	Sept 20-24	Reno H.D. in Reno, NV
Jan 27-29	Available	June 9-11	Abernathy Motorcycle Sales - Union City, TN	Sept 29-Oct 1	Bird of Prey H-D in Caldwell, ID
Feb 4-6	V-Twin Expo - Cincinnati, OH	June 15-18	Twin States H-D in Lebanon, NH	Oct 7	Harley Davidson of Atlanta - Lithia Springs, GA
Feb 10-12	Available	June 24	J&P Cycle Open House - Anamosa, IA	Oct 13-15	Jim's Harley-Davidson in St. Petersburg, FL
Feb 17-19	Available	June 30-July 2	H.O.G. Nationals - Billings MT	Oct 19-22	Biketoberfest, Daytona Beach, FL
Feb 25	Thunder Cycle - Ft. Lauderdale FL	July 7-9	Available	Oct 27-2	Available
Mar 3-12	Bike Week - Daytona Beach, FL	July 15-16	Wolverine Harley-Davidson - Township, MI	Nov 5	Stone Mountain H-D in Lilburn, GA
Mar 17-19	Hilton Head Motorsports- Bluffton, SC	July 19	Available	Nov 10-12	Available
Mar 24-26	Bikefest - Tampa, FL	July 21-23	Available	Nov 17-19	Available
Mar 30-Apr 1	Extreme Motorcycles of Hickory - Hickory, NC	July 27-29	Honda Homecoming - Marysville, OH	Nov 24-26	Puerto Rico Bikefest
Apr 7-9	Cycle Center - Fremont, CA	Aug 4-6	Available	Dec 1-3	Available
Apr 14-16	Available	Aug 10-13	Full Throttle Saloon Sturgis, SD	Dec 8-10	Available
Apr 21-23	Available	Aug 18-20	Biker's Dream - East Peoria, IL	Dec 15-17	Available
Apr 26-30	River Run - Laughlin, NV	Aug 25-27	Hal's H.D. in New Berlin, WI	Dec 25	Merry Christmas
May 5-7	Spring Car and Bike Rally - Batesville, AR	Sept 1-3	Abate of Minnesota-Litchfield, MN		
May 13	Harley-Davidson of Appleton, WI				

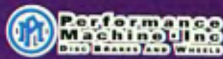
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ReadersRides

Nathan Bawden **Orem, Utah** **2005 Special Construction**

Nathan's just another of the thousands of chopper builders out there, wanting to see pictures of his first try at building a custom bike in our magazine. "It's not a high-end, \$100,000 masterpiece," he says. "It's just my attempt for a guy who only makes 40 grand a year to sink 20 grand into a bike."

With today's gas prices, you have to wonder how Nate eats and lives off what's left. Hey, at least he has priorities. "I started with a PMC frame and an 18-inch-over front end from American Suspension and fabricated everything else from there," he says. "I built the tank with the blinkers recessed into it, and the rear blinkers are hidden underneath the fender."

The license plate is also hidden, but not under the fender. "It's under a hidden panel on top of the rear fender and flips up for when I'm riding," he says.

Nate emphasizes that he's not a biker, per se, and doesn't even have a motorcycle license; he just has fun building stuff. A heating and air conditioning man by trade, he says he's done some ductwork and knows the basics, but ducts



aren't bikes, are they? "I learned how to lace up wheels and bought 120-spoke DNA wheels and laced 'em up," Nate says. "I also learned how to bend sheet metal, purchased a TIG welder and took some classes, and it just kind of snowballed from there."

He's also done the seat, and pretty much the only thing not fabbed, built, cut, or welded by Nate are the paintjob

and pipes. "A friend of mine, Dan Langston, painted it and the pipes are from Martin Bros," he says.

Nate rode the bike to Laughlin last April and found it to be very reliable. He calls the bike "The Riddler," and he says he's already built a second one, "The Joker." If you detect some sort of theme here... yes, his "Batman" is right around the corner.

—Tripper



Photos: Owner



Ken Kerman
Boca Raton, Florida
2005 Custom Chopper

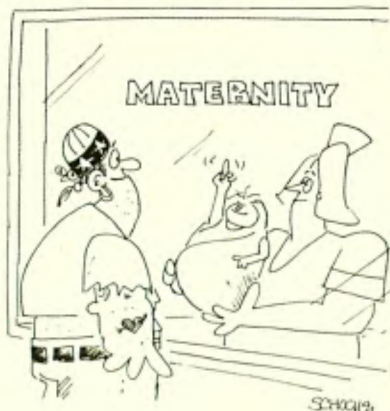
Ken has gone and done what no man should ever do. Oh sure, he has himself a nice looking chopper powered by a 124-inch S&S mill that's hooked up to a Baker 6-speed RSD tranny. And yes, the whole thing sits in a Red Racing frame that's been stretched 6 inches up and 4 inches out and has a 43-degree rake leading to a 10-over Pro-One front end.

In fact, while most of the bike was built by Sean Reid at Red Racing in Boca Raton, Ken says he even got to "put my hands into the build so I could take more pride in my ride." How much more manly can you get?

The idea, he says, was to keep it simple, with an old-school look to it. Sure, he's managed to achieve that goal, sort of, especially with that sissybar and those cool-looking Red Racing pipes, the LA Choppers handlebars and the RC Comp 18-incher in the rear and 21-incher in the front. But then he had to go and, well....

I already said that. So what was it that's so bad? He let a girl pick the bike's color! "The paint's color was chosen from a nail polish worn by a beautiful girl," he says proudly.

Ken, you fool. Don't you know how wishy-washy those creatures are? They'll go from "Pistol Packin' Pink" to "Wyatt Earple Purple" to "I'm Not Really A Waitress" (a reddish color that looks just fabulous on paler skin but really goes well with pretty much any skin tone) in no



Photos: Don Knapp

time! Are you gonna repaint every time the girl changes the shade of her nail polish, Ken? Ken?

Sure, he's ignoring me now.

The above-mentioned colors, by the way, are from OPI and made "for the goddess within." Unfortunately, I haven't come across any "Motorcycle Mama Mauve" yet, but as soon as I do, you'll be the first to know.

—Tripper

ReadersRides

Michael Underwood Bishop, California 1957 Panhead Chopper

"I have been reading your magazine from the start, when you all were a bunch of crazy bastards," Mike tells us, presumably trying to establish some sort of camaraderie amongst perceived old-timers. "I miss those days."

Well, Mike, you crazy bastard, I suppose we'd miss 'em, too, if only we could remember them. But old age and the long-term effects of early substance abuse have left most of us drooling dawdlers in Depends who can't remember this morning's breakfast.

Mike, who says he's been riding since he came back from Vietnam in the late '60s, started working on this bike in February of '04 and finished it a year later. Everything on the bike is spare parts and what's new on it, Mike says, he bought from Ted's V-Twin. That would be the S&S motor, for instance, and the close-ratio transmission. "The frame's a



'57," he adds, "the 45 in-line springer is extended four inches, and it's got the original slide dampener and the original

mouse trap transmission as well."

Mike added juice brakes, because "with a rigid frame, I always like juice



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Photos: Karl Loveys

brakes," and his neighbor, a retired master welder named Albert Vega, built the sissybar, which Mike designed. Paul Jensen at Bishop Choppers wired the whole bike up for Mike and helped him out with valuable tips and memorable suggestions.

Retired from the L.A.P.D., Mike now spends his days riding around the Bishop area and takes almost daily trips into Nevada and the Sierras... Hey, wait a minute. This may explain why Mike remembers so much from those good ol' days: as a cop, at least theoretically, you're less likely to have ingested all those mind-altering substances that were so *de rigueur* back then.

I bet he even remembers his breakfast.

—Tripper



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Mean Pro-Streeter

Big Dog's 2006 Mastiff



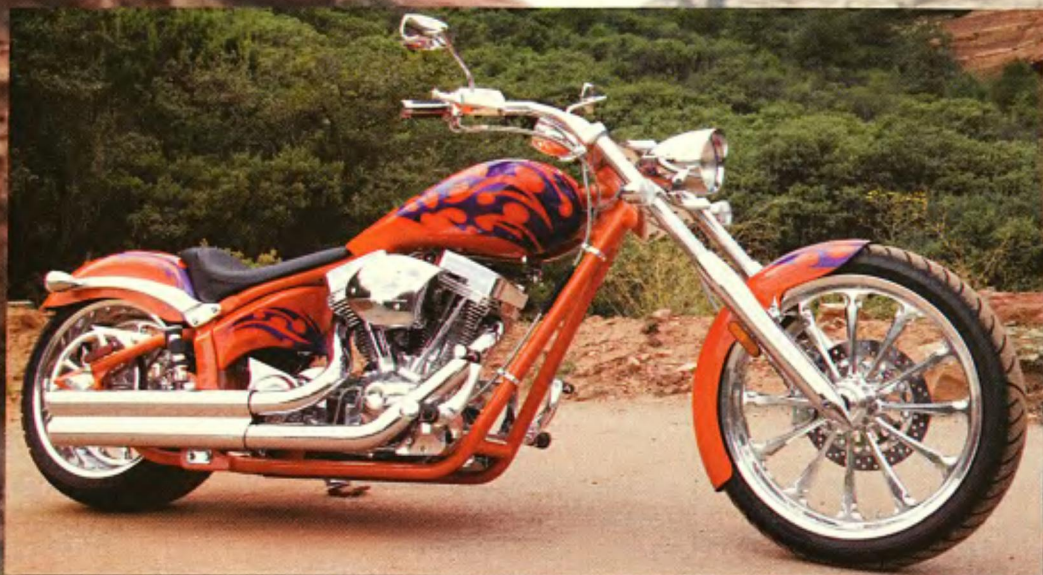


So maybe the too long chopper look isn't your style. Maybe you're not really a hobber guy, either. You're probably the kind of person who wants to ride a little lower, have plenty of horses under you and likes to get in and out of the corners as effortlessly as possible. Well then, you, obviously, like the Pro-Street style of bike and let me be the first to tell you:

Big Dog Motorcycles (BDM) has the bike for you.

The "new-and-improved" Mastiff has a longer, lower stance and plenty of power to make you feel right at home, whether you're just cruisin' around town or takin' a long trip with some of your bros. That's right, I said "long trip." The Mastiff is a pretty comfortable ride

and you'll be surprised at how far you'll ride that bike and still feel comfortable. This is yet another model we tested through the hills and valleys of Sedona, Flagstaff, and Jerome, Arizona. Yes, there are plenty of curvy roads in the Arizona desert...ya just gotta know where to look. And what better way to "look" than from the saddle of the Mastiff.



Part of what makes this bike a pleasure to ride are its specs, starting with the frame. This A-frame swingarm is one of the two frames that BDM manufactures in-house (the other being their Chopper frame). It musters a 39-degree rake with a 6-inch backbone stretch, a seat height of 24 1/4 inches and still maintains a 4-inch ground clearance—perfect for those tight turns we all love. However, what really makes this bike so comfortable to ride is its balance.

The BDM Balance Drive system, which has garnered many an award for its design and functionality, is the key to the whole thing. Okay, so the 6-speed RSD is kinda “commonplace” you say, right? Wrong. The entire final drive system has

been re-engineered to BDM's specs to make this system a little different from the rest. Now, couple that with the 117-inch motor, lower seat height and its almost 9-foot long profile, and you have yourself one helluva riding machine.

As for looks? Well, BDM has made some nice styling enhancements. For example: the 1-piece, stretched gas tanks. The Mastiff no longer has that “let's just put the gas tank here” kind of look. The tanks are also made in-house and really add to the bike's overall stance. See how fluid the line of the bike looks? It doesn't appear to be pieced together but really does flow. The 250-series rear tire is the perfect size for this ride—a 300-series would



make it look too fat, and anything under 250, well, you get the idea.

A quick check of the chart will give you the basic rundown, however, nothing is better than either seeing it, or riding it in person. Take the opportunity to do either at the next big event. BDM isn't one of those manufacturers that's hard to locate. Give it a test and I'll wager you'll be as happy as we were.

Contact Big Dog Motorcycles on the Web at www.bigdogmotorcycles.com or give 'em a call at 316-267-9121 to find the dealer nearest you, or check and compare all of BDM's bikes to find the breed that fits your style. —Oil Can



Owner: Big Dog Motorcycles
City: Wichita, Kansas

GENERAL

Model: Mastiff
Design: Big Dog Motorcycles
Fabrication: Big Dog Motorcycles

ENGINE

Model: Big Dog Motorcycles
Displacement: 117 cubic inches
Carb: S&S

Exhaust: Big Dog Motorcycles

TRANSMISSION

Model: Big Dog Motorcycles
Type: 6-speed direct drive RSD

FRAME

Builder: Big Dog Motorcycles
Type: hidden-shock
Rake: 39 degrees
Stretch: 6 inches in backbone
Shocks: they're in there

FRONT END

Type: 41mm telescopic
Builder: Big Dog Motorcycles

PAINT

Painter: Big Dog Motorcycles
Type/color: choose from a wide variety

ACCESSORIES

Bars/Grips: Big Dog Motorcycles
Mirrors: Big Dog Motorcycles
Seat: Big Dog Motorcycles
Gas Tank: stretched, 1-piece
Oil tank: hidden
Headlight/Taillight: Big Dog Motorcycles
Fenders/Wheels: Big Dog Motorcycles
Brakes: Performance Machine
Tires: 21-inch front/ 250 40 x 18 rear
Photos: Rick Hustead



Coming At Ya

Prepare yourself for the mind-boggling 400th issue of *Easyriders* magazine! Issue 400 is packed to the rafters with amazing motorized marvels by Mitch Bergeron, Chica, Eddie Trotta, Indian Larry Legacy, Redneck Engineering, plus a Test Tide of Harley's 35th Anniversary Super Glide.



This is our annual "Tattoo Special" offering up the wildest biker ink on the planet. We'll also bring you our editor's pick of the Top Ten Best Custom Bikes of 2006 as well as take you to the Laconia Rally in New Hampshire.

Meet two very different moto artists, get a guide to all the fun of Biketoberfest, and ride to the Florida Keys for a kick back good time. Plus, in the tech shed, we'll take a look at the J&P Cycles Build-a-Bike that you might just win, and we'll offer up an aftermarket Guide to Lighting to set your nights ablaze.

On the newsstand, we'll include a 32-page outsert filled with six choppers from today's top custom builders. On sale August 29th



The September issue of *V-Twin* (No. 65) will take you to Myrtle Beach Bike Week, the Easyriders Kansas City Bike Show and the Donnie Smith Show to check out

some of the best custom bikes in the country. We'll go Behind The Scenes at LePera seats, meet industry leader Tom Motzko of Drag Specialties and find out what's new at American IronHorse. Ride along with us to the *V-Twin* Gala and Auction benefiting the Seattle Children's Hospital, get a great Guide to Drivetrains as well as 10 tantalizing custom bike features and more.

On sale August 15th.

The totally bitchin' October issue of *Biker Rawks!* Check out those tits on sweet, Gizelle and the extra-bad shovel she's decoratin'. Newsstand buyin' gets ya the Annual Sweet Hog outsert. On sale now.



P.B. Choppers' black cherry '05 Hardlife rigid is featured next to delicious Melissa in the Dec. *In The Wind* (No. 127). Get this rag to see

Rolling Thunder 19, Laconia, biker do-gooders and lotsa tits! Newsstands only: 32 hot pages of *Easyriders'* Best Babes. On sale August 29th.

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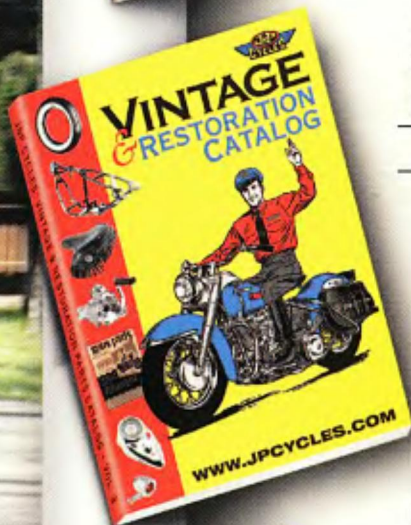
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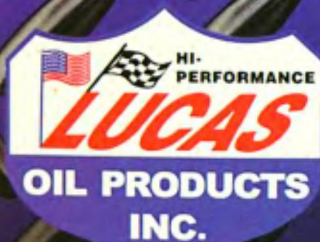
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