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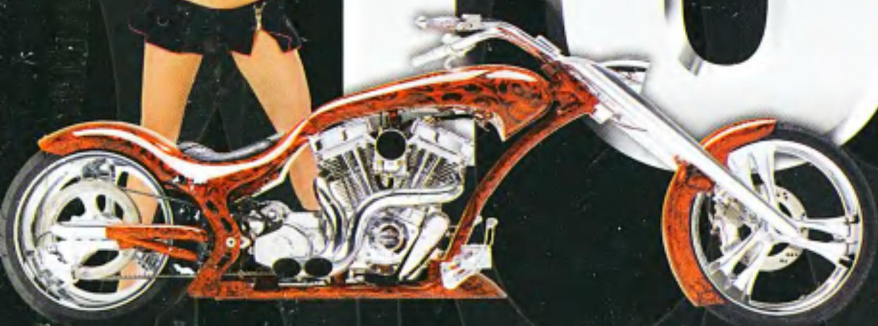
400 • October 2006

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Taking It Easy

There's a restaurant in the Philippines that has a "wall of fury." If diners become frustrated (with not just the food), they can **vent their anger by smashing things**—for a fee of course. The fees range between \$.30 (U.S.) for a plate, up to \$25 for an old TV set. (I knew a guy in New York City once who became so frustrated with his TV set that he opened up the window and tossed it out—I actually saw him do it.)

Hard to believe, but true. A surgeon in London restarted the original heart of a 12-year-old girl after it had lain dormant in her body for 10 years during which time she lived with a donated heart. The donated heart was finally showing signs of rejection so the surgeon decided that the original might have **repaired itself enough to work again**—which apparently was the case.

The 2008 Olympics will be held in China, so they have decided to go all out to make a very favorable impression on the many visitors they anticipate. One step in this direction is **a major campaign against open spitting**. This pastime will be monitored by volunteers who wear shirts that spell out "mucus" in Chinese and who hand out bags to spit in. (I was doubtful about attending the Olympics in China because of all that unpleasant spitting, but now I can book my reservation.)

In this day and age I guess we've all heard of anger management classes. Well, it seems this woman was taking such a class and became angered when another student wanted to take the seat next to hers. She stormed out to the school's lobby, broke a display case, and **punched a door** so hard she bent its frame. (Hope it was the first day of the class, not midway through.)

A junior varsity coach at a high school was fired from his job after it was learned that he encouraged students to skip school to attend protests over U.S. immigration policy. But he wasn't fired from his other job at the school, which was (and is) a teacher of English as a foreign language. This, even though he wrote on an **immigration-protest flier**: "We gots 2 stay together and protest against the new law that wants 2 be passed against all immigrants. We gots 2 show the U.S. that they ain't (expletive deleted by the reporting newspaper) with out us." (No comment.)

This guy constantly **robbed the same Taco Bell**. The employees became so accustomed to the robberies that as soon as he showed up at the door, they would ritually open the cash register for him. And on the same subject, a man tried to rob a drugstore, but a clerk resisted. During the scuffle, the clerk grabbed the first thing he could lay his hands on to throw at the man—it happened to be the store's cash drawer. The robber gladly gathered up the loose money and fled. According to the police, he's still at large.

FEMA and the city of Austin, Texas, along with the Texas Workforce Commission, set up a job training/hiring/interview/job fair for all the Katrina FEMA evacuees in the Austin area. Several of the evacuees said they had no transportation to get from apartment complexes. So the city of Austin/FEMA/TWC set up transportation for each of them to make sure they would be able to benefit from the job fair. There were nine buses and vans to run from four locations in one area and five locations in Austin. There were continuing shuttles back and forth to the campus to make sure that the hundreds of people looking for jobs would be **transported in comfort**. The vehicles were brought to their residences, drivers knocked on the doors and every possible effort was made. Now get this, the nine vans and buses transported a total of ONE—yes, O-N-E, *solemente uno*, a single, person. That's one person TOTAL. At the end of the day, none of the Katrina Evacuees applied for any of the jobs. The bill to FEMA was \$7,800. And yet they still go on TV claiming that the U.S. government OWES them. Maybe it's time to tell them the free ride is over!

A former executive director of a Humane Society was arrested. She had used the Society's authority to buy **3,600 (yes, 3,600) Vicodin tablets** (a prescription pain reliever, if you didn't already know) which she said were for her dog.

The latest useless police standoff (where cops beg residents for hours to surrender, only to eventually learn that **no one is home**) was a suspected drug house surrounded for seven hours by SWAT officers.

Age does take its toll. A 70-year-old man in Japan went to a 7-Eleven store every day only to read from several magazines for sale. This went on for a while until the manager finally asked him to leave, which pissed the old guy off, so he came back a short time later with a chainsaw, cranked it up, and shouted, **"I'll cut you to pieces."** This being said and done, he laid the chainsaw down, resumed reading, and was still reading when the police arrived.

At least we're not the only country wasting our taxpayers' dollars. A Canadian grant (\$135,000 U.S.) to researchers was approved for the purpose of studying **the sex drives of squirrels**. (Hmm. It makes you wonder if there's a big market for squirrel smut in the Great White North.)

This woman who was the executive director of the liquor control commission had little alternative but to resign. It seems that while she was driving, she swerved into oncoming traffic which caused a crash with injuries. When she was arrested, the arresting officer found her blood alcohol level to be **double the legal limit**. Like everyone else under those circumstances, she claimed she'd had only two glasses of wine. (Must have been potent stuff.)

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 400 • OCTOBER 2006

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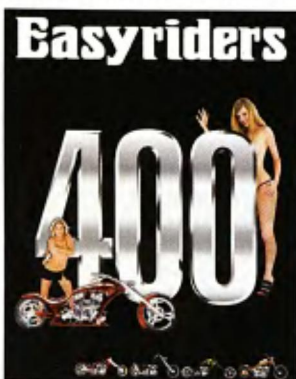
2006 FXDI Super Glide 138
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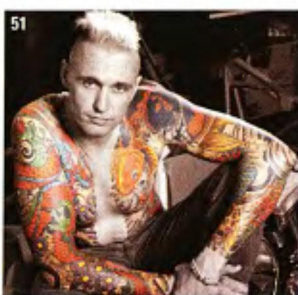
Joe Barnts 136
and his 1979 Shovelhead.



Special 400th Issue. Eddie Trotta bike
and Heather shot by Don Rogers. Fox
Hunt winner Bailey by Mike Chase.
Special imaging by Bryan Ferguson.

The next liver-queer-in' issue goes on sale
September 26, 2006. Printed in the USA.

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WordMonger

Errors Detected

I noticed two minor errors while reading the "National Law Chart" on Page 34 of the December issue. It probably won't make a difference at this point, but I thought you'd like to check the info for the next publication.

The first error is in the "Safety Helmet" column for the State of Ohio. This column should also include "9 (Required for instructional permit holders)."

The second error I saw is in the "State Funded Rider Ed" column for the state of Ohio. It should also read "12 (May waive skills test for successful completion of rider education)."

I only noticed these due to the fact that I'm a new rider and am currently riding on a learner's permit.

I'd like to say that I enjoy your magazine. I currently have a stock metric cruiser and eventually want to get a Harley-Davidson. But I haven't decided which model that will be.

Matthew J. Greene
Cyberspace

Thanks for the update, Matthew.

Dyno Drag

Rodney and I attended the Batesville, Arkansas Rally May 4 - 7 and were set up next to the Teresi Dyno-Drags rig.

We just wanted you to know how impressed we were with the professional way Andrew and Jennifer conducted themselves. As you know, in our business we encounter so many representatives who could not care less. Andrew and Jennifer were friendly and put on a show you would be proud of in the overcast, rainy skies of Batesville. Rodney and I totally enjoyed the event with these two and hope to see them again.

Donna and Rodney
Little Rock, Arkansas

Good to hear. We'll make sure Andrew and Jennifer each get a slice of raisin pie.

Good Eats

I've read in your magazine on several occasions where people are looking for good places to catch a decent sandwich and brew. Well, here are a couple I've found along the way, and I highly recommend them.

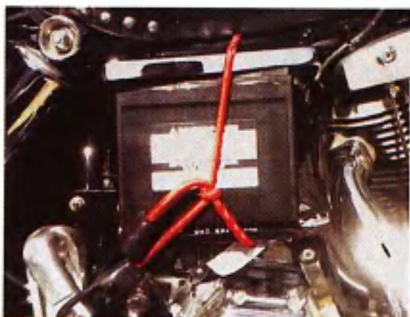
A few years back the little bride and I were out Sturgis way and swung into Rapid City for a bite. Some folks told us

to try the old Rapid City Fire Station downtown, as they offered some great food and brew. Those folks were dead right. The best was their Buffalo Burger with fries and their own dark beer micro brew—Dunkel for all my German-speaking friends. I'm 6-2 and over 200 pounds. One was all I could handle. I've gone back many times when in the Rapid City area.

Another great place is Bugsy's Sport Bar in Rhinelander, Wisconsin. If you're planning to take in the Tomahawk Fall ride, the Four Dayer at Crandon or Octoberfest in Rhinelander, stop by Bugsy's and try their deluxe burger and winter brew. Unless you're over 6-5 and 300 pounds, one will do ya.

In either place you'll walk out with change of a 10 spot and you won't have to worry about supper. Oh, one more thing. If Annette is your waitress, use your best manners (she's over 6-foot too).

Herman the German
Anchorage, Alaska



Great People in This World

I just want to say thanks to Charlie and Cheryl from Sacramento!

I was bookin' down the highway on my way home from Sacramento when my 4-year-old battery failed. I was just getting off the seat when Charlie and Cheryl pulled over, helped remove the old battery, drove me to a place for a new battery. Charlie then helped me install the new battery, complete with cardboard and bungee cord, and waited for me to pack up and ride off.

That's a lawn mower battery in the picture, which got me from Sacramento to Foster City (about 105 miles).

It sure is great to see that there are still some great people out there. Charlie, keep 'em rubber side down.

Danny G.
NorCal

Missed Him

I just got my 35th anniversary edition of *Easyriders*. But I couldn't find my name on the list of the people who purchased the coin. Maybe I'm missing it.

Jimmy Scott
Severna Park, Maryland

If we screwed up (and we do from time to time), your name is now more prominently shown just by your letter alone. We apologize.



Pole Stage Trailer

Here are photos of my trailer I call "Pole Stage" that I pull behind my '96 FLSTN. I built the trailer this spring with the intent of showing it off during the Myrtle Beach Spring Rally. The trailer was a hit! Many lovely ladies enjoyed posing on the pole—with a few providing a more talented show.

Harris Ferguson
Smith Mountain Lake, Virginia

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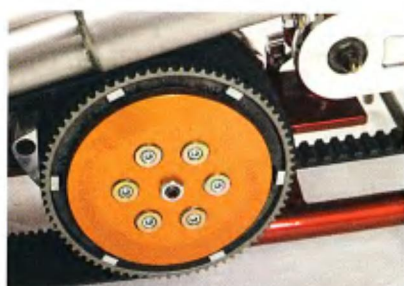
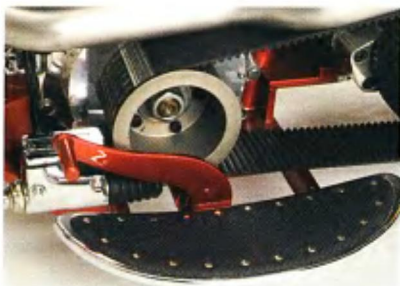
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Ogden House BIKE

Mitch Bergeron Burns
Ya A New One

There were plenty of folks telling Mitch Bergeron that his idea wouldn't work, but he is most proud of the fact that he stuck to his guns and built the side hack anyhow. The idea was to make a wild







ride with a sidecar as outrageous as the bike it attaches to. Mitch could have named this project "The Proctologist" since it seems to be stealing all the attention while it's working its way up everyone's ass. There are lots of questions like, "What happens if you fall off your seat?" Mitch tells 'em, "If you're falling off of your seat, you are probably going to be getting hurt anyway."

Mitch thinks fenders are over rated and big gas tanks just don't have much style any more. The tank on this bike holds enough petrol to roll almost 13 miles, which is just far enough between shots of Wild Turkey to keep Mitch smiling. He originally planned this build for the Las Vegas Artistry and Iron Bike Show, but Mitch didn't know this on going project would become one of his all time favorites.

Actually known as the "Ogden House" bike, it wears the name of a motley, underwhelming hotel that Mitch and his wife Natalie were sent to when showing the bike in Nevada at its coming out party. His biggest challenge in creating this "butt burner" was in pushing himself to new physical limits and squeezing more hours out of each day than he thought possible. Mitch confessed, "I don't get out much—all I do is build bikes."

One of the trickiest things about this Ogden House bike is that it was fashioned from only metal and time. Mitch hates putty. That means the metal work

has to be perfect. Forming the shiny, wrap-around seat pan was really fun for Mitch and asking Paul Cox to make this awesome seat cover was a stroke of luck. Bergeron pays his respects to the late Indian Larry every time he rides. His favorite ballpeen hammer had a broken handle, so Mitch put it back into service as the perfect shifter knob. The front end is 8 inches longer than normal and there are 8 degrees of rake in the triple

trees. Mitch told us that this cool looking front end geometry renders the front suspension nearly non-functional. His custom frame has 48 degrees of rake angle, but as Mitch tells it, "The frame was done so it looks good. I don't know how much stretch it has, but it handles really awesome. Riding this bike is a friggin' riot!"

Mr. Bergeron recently formed a partnership called Mad Dog Motorcycle





Company, which is a Big Dog dealership. Mitch says, "Big Dog makes the best bike on the road these days and they are a high quality base for our custom treatment. If you can't motor over to the shop, located in Thousand Palms, California, check out Mitch's Web site at www.mitchbergeroncustoms.com for a glimpse into the psyche of this "Maestro of Metal."

Mitch loves to ride near Sturgis and with the sidcar hooked up he particularly enjoys riding anywhere he can turn left. We think the Ogden House bike is cool. Next up at Mitch Bergeron Customs is a new show bike for Vegas. We'll keep ya posted.

—Le Crotte Du Diable

Owner: Mitch Bergeron
City: Thousand Palms, California
Fabrication: Mitch Bergeron Customs
Model: 2005 Mitch Bergeron Customs
Time: 4 weeks
Chroming: none

ENGINE

Year/model: 2005/ Pandemonium
Rebuilder: Mitch Bergeron Customs
Displacement: 88 cubic inches
Cam: Andrews
Carb: S&S

Pipes: Mitch Bergeron Customs

TRANSMISSION

Year/make: 2005 RevTech

PAINT

Molding: Mitch Bergeron Customs
Painter: Concept Powdercoat
Type/color: powdercoat/candy apple red

FRAME

Year/make: 2004/Mitch Bergeron Custom

Type: custom

Rake: 48 degrees

Stretch: unknown

Shocks: B & T

Modifications: Mitch Bergeron Customs

ACCESSORIES

Bars: Mitch Bergeron Customs

Risers: none

Handlebar controls: Performance Machine

Fenders: none

Headlight: Mitch Bergeron Customs

Taillight: Mitch Bergeron Customs

Pegs: floorboards

Foot controls: Mitch Bergeron Customs

Electrics: Mitch Bergeron Customs

Gas tank: Mitch Bergeron Customs

Oil tank: in frame

Primary: Belt Drives Limited



Seat: Paul Cox

Grips: BDL

FRONT END

Type: non-functional

Extension: 8 inches

Triple trees: raked 8 degrees

Builder: forks by Monster Machining/Mitch Bergeron Customs

Modifications: Mitch Bergeron Customs

WHEELS

Hub: Ego Tripp

Size: 19-inch front, 16-inch rear

Tires: Avon

Brakes: Mitch Bergeron Customs

Photos: Rick Hustead



PartsBox



FM 2-way Paging Security System

Scorpio introduces the next step in security products with

the new SR-i500SW. It features an impact-resistant, waterproof, LCD controller that combines both remote and paging capabilities. This controller can be attached to the ignition key without fear of damage to the bike or controller, the manufacturer says.

In addition, the new controller adds the convenience of a built-in rechargeable battery and charger. The SR-i500SW also features a redesigned back-up battery system that activates both the siren and transmitter in case of a sudden power loss.

Standard features of all the SR-series systems include: FM 2-way technology with up to a 1/2 mile range, a built-in accelerometer, hermetically sealed module, and an integrated 120 decibel siren.

For simple installation, all the SR-series systems offer optional factory-style connector kits that simply plug into the bike's wiring harness. OEM kits are available for late model Harley-Davidson, American IronHorse, Big Dog, Victory, Ducati, Indian, Yamaha, Honda, Suzuki, and Kawasaki motorcycles.

The new Scorpio SR-i500SW has a suggested retail price is \$399.00. Call Artronix Ltd. at 480-951-1109 or on the Web at www.scorpionalarms.com.



A Race-Inspired Shift Drum for Old-School Bikes

With the bobber/old-school craze in full effect, you're probably seeing a lot of bikes with foot-operated clutches and jockey shift transmissions. This hardcore style of riding is cool and having clean apehangers with no hand levers is nice. But make no mistake, it is harder to ride one of these pre-WWII setups than it may appear in the magazines.

Baker has a little trick to prevent you from looking like an old-school fool: the

N1 shift drum. Originally developed for drag racers, the N1 shift pattern (Neutral-1-2-3-4-5-6) was designed to prevent false neutrals between 1st and 2nd by positioning neutral under 1st. This drag racer trick also eliminates all room for error in finding neutral on a jockey shift bike. As you roll up to the stoplight you tap all the way down with your left hand and you are guaranteed neutral because it is the last stop on the shift pattern.

Call Baker Drivetrain at 877-640-2004 for additional information.



Hot Rod Taglights

Bare Knuckle Choppers is introducing a series of taillight/license plate brackets that sport a traditional hot rod styling. The '59 Cadillac is a polished aluminum piece that is positioned vertically and will need a mounting bracket to be fabricated by the builder. The Model A taillight is a horizontal mount unit that can be ordered in either axle mount or without a mount bracket, leaving the option up to the builder. The Model A is a steel piece that's available with a raw, chrome or black powdercoat finish.

All lights use 12V bulbs and can be upgraded to LED by request. You can see more pictures of this and other Bare Knuckle Choppers on their Web site www.bareknucklechoppers.com. Call 636-745-3316 for pricing and information.



CycleDome Bike Covers

CycleDome offers a new solution for the bike enthusiast who wants to protect

their motorcycle from dirt, dust and other damaging elements. Simply roll the bike in the shelter and pull the cover shut for storage.

The CycleDome features a rugged, powdercoated frame with zinc-plated fasteners and water/UV-resistant laminated polyester fabric. The CycleDome takes only minutes to assemble with a screwdriver and a pair of pliers. The hard surface anchor system included is for extra security in extreme weather and can also be used as a locking device with a standard padlock.

Once set up is completed, the CycleDome can be deployed or collapsed flat for easy storage in seconds. Options also include a soft surface anchor system and floor kit.

Visit www.cycledome.com for more information or call 800-735-2822.



Lindby Multibars

These highway bars by Lindby are made from a single piece of 1 1/4-inch tubing that's chrome-plated for good looks. Their patent-pending design features built-in bonded rubber footrests that were designed to provide traction and allow riders to adjust their position for a comfortable ride. The Lindby highway bars are easy to install and come with all the necessary hardware.

Bars are available for '97-'06 FLHT, FLHX and FLHR (1624-0079) and for '00-'06 FLSTC, FLSTF and FLSTN models (1624-0080). Both part numbers retail for \$269.95.

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

Drag Specialties/Müller Power Clutch

The original Müller Power Clutch replaces both OEM inner and outer clutch ramp assemblies. The manufacturer says

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NEW CUSTOM CHOPPER GIVEAWAY
NEW BUILDERS



V-TWIN TV'S NEW SEASON COMING IN SEPTEMBER

SPEED



that it makes for as much as 40% easier clutch lever operation. Manufactured in Germany, the Müller Power Clutch is easy to install and requires no spacers and no drilling.

The Müller Power Clutch (1130-0045) has a U.S. Patent No. 6,889,810 and is available for Baker right-side drive transmissions with mechanical clutch release. It retails for \$169.95.

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



Energy One Extra Plate Clutch kit for V-Rods

The exceptional performance of the V-Rod can be greatly enhanced by installing an Energy One Extra Plate Clutch kit, says Energy One. This performance clutch kit for 2002-and-later V-Rod uses a total of ten Kevlar friction plates that are mounted on 6061-T6 cores, 9 tempered steel drive plates, and 5 zero-collapse coil-type clutch springs. Stack height is precision-set at the factory for maximum power transfer at all rpm. Energy One says the Extra Plate Clutch kit for V-Rod benefits from an eleven percent increase in clutch surface area that makes it the best in its class at any price. Yes, dealer inquiries are welcome.

Call Energy One at 562-698-7809 for info. Also see them on the Web at www.energyoneclutches.com.



Matt Hotch-Designed Slants Pipes

Hard-Krome now carries Matt Hotch exhaust systems. These new Slants have a front pipe that wraps under the cam cover with an extra large radius bend. Next, it angles up and back to the oil bag

and matches up to the rear pipe. From that point, both pipes slant back and down following the natural lines of your swingarm. The Slants also feature the patented True Doublewall technology that prevents discoloration. Slants pipes carry a one-year guarantee and are made to fit '86-'06 Harley-Davidson FLST and FXST models.

Slants pipes are available from Drag Specialties or Hard-Krome directly at 800-854-9134. See them on the Web at www.hardkrome.com.



Side-slash Rebel drag pipes from Hooker Headers

Hooker Headers recently added some new models to their line of step-tuned drag pipes for Softails. The stylish 27908-2HKR and 27903-2HKR side-slash drag pipes were designed to combine sex appeal and performance over a broad power curve when compared to the stock pipes.

Part No. 27908-2HKR fits stock-to-96-inch Evo and Twin Cam Harley-Davidson motors and Part No. 27903-2HKR fits the 96-inch-and-larger, high-performance aftermarket motors. The tuned pipes feature ceramic-coated, stepped internal head pipes to increase horsepower and torque with a massive 2 1/2-inch outer chrome pipe.

All Hooker exhaust systems come with new gaskets, chrome flanges, C-clips, machined chrome brackets, hardware and muffler cartridges that deliver the sought-after deep rumble.

Talk to Hooker at 866-464-6553 for more info or see them on the Web at www.ilovemyhookerheaders.com.

New Killer Watts Starters from Kustomwerks

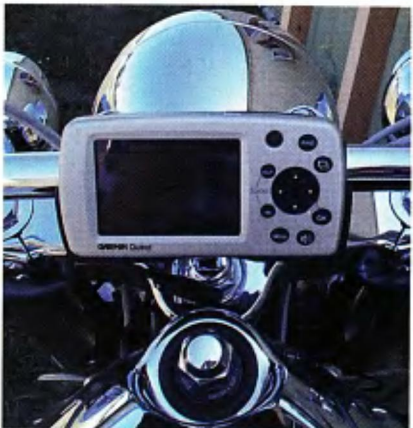
Kustomwerks, Inc. has recently introduced the Killer Watts brand of starters. These starters are chrome-plated and come in 1.4KW and 2.0KW versions.

Killer Watts brand starters are made to work on big displacement motors. Each starter is individually tested to meet or exceed OEM specifications, according to Kustomwerks. All armatures and field coils are high-voltage tested and are insulated for high-temperature applications.



Each Killer Watts starter comes with a limited warranty for 12 months of defect-free operation from the date of installation under normal use and service. Combined with a Killer Watts 300 amp battery, these starters allow for maximum power output, says Kustomwerks.

See your Kustomwerks dealer or call 800-498-4711 to find a dealer near you. Also see www.kustomwerks.com.



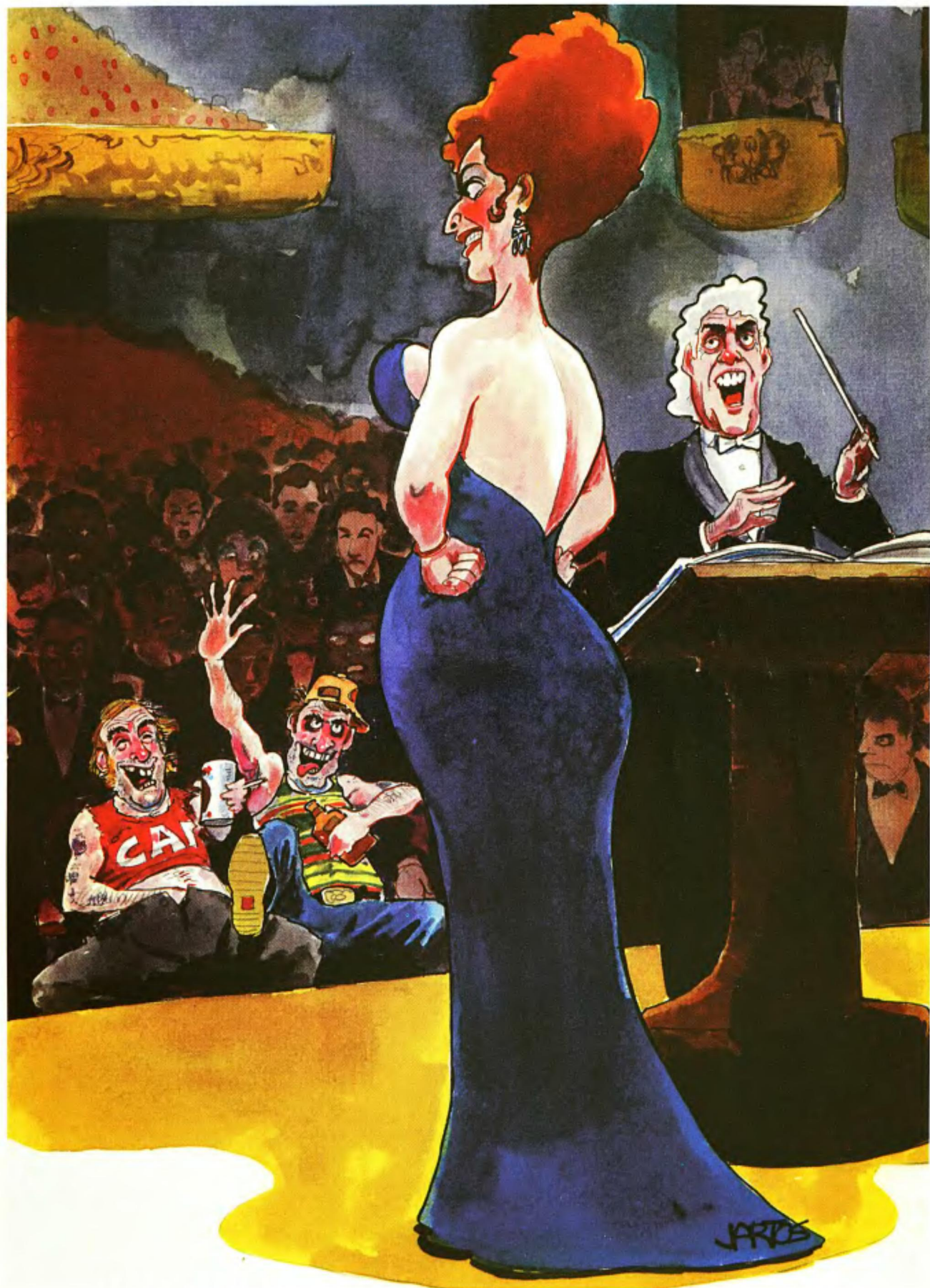
eCaddy Bar Mounts with Ultra Secure Feature

The eCaddy Electronics handlebar mount provides a way to mount electronics and make them look like they're supposed to be on your bike. In addition, eCaddy can also keep those electronics secure while riding: no bouncing and no vulnerability to being stolen, the manufacturer says. Every eCaddy sold includes the eCaddy Ultra Secure feature: a slender Allen screw that installs cross-wise to secure the mount in place.

The eCaddy mounts on any round bar and accommodates cell phones, pagers, camera bags, CB radios, satellite radios, MP3 players, PDAs and GPS systems (as shown).

The eCaddy can be used on any bar from 7/8 inches to 1-1/4 inches in diameter. The eCaddy also fits Gold Wing handlebar controls (see Web site for details).

Call Leader Motorcycle at 800-828-0844 or 763-535-1440 for pricing and information or see them on the Web at www.leadermotorcycle.com.



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Dyna Trike Conversion

Another token of Harley-Davidson's power to impress, the 2006 Dyna adds a 6-speed transmission, raked front-end and Electronic Fuel Injection to their classic factory custom descendant. In response to the updated performance and handling, Lehman Trikes have added a few of their own styling changes to the Renegade for Dyna.

Molded passenger floorboards and a restyled cut-out on the top of the body are designed to enhance the smooth lines of the motorcycle. This product is available through the Lehman Trikes' dealer network.

Call Lehman Trikes at 888-394-3357 to find a dealer or visit the Web site at www.lehmantrikes.com.

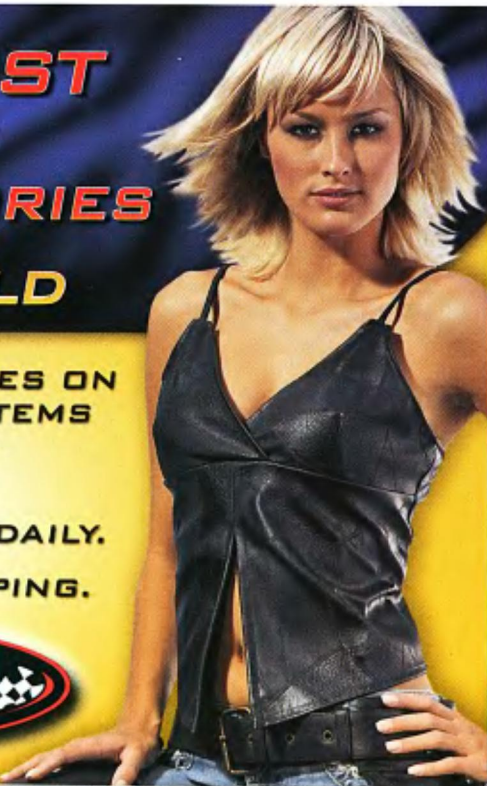


Arlen Ness Custom Mirrors

Arlen Ness now offers their most popular styles of mirrors in a black powder-coat finish. These mirrors have been developed for custom retro builds or blacked-out bikes like Harley's new Street Bob.

Styles to be offered include Rad II Teardrop, Mini Oval, Upswept, Scoop and Four Point, which should be hitting the shelves as we go to print.

Contact Arlen Ness Enterprises at 925-479-6350 or visit www.arlenness.com.



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Ya hear people talk about their first motorcycle maybe at a bar, while everyone's having a beer, when in between cigarettes or rounds they stop and sort of drift off into space, fondly remembering that old bike. Eventually something will bring them back to reality, the conversation will go on and when it's time to hit the road, that same person will likely swagger out to a brand new bike. It's hard to beat the ride and power of the new sleds, but when ya see that guy taking off from

Full Circle

Tim Mullins' Chica Tribute To
His First Knucklehead

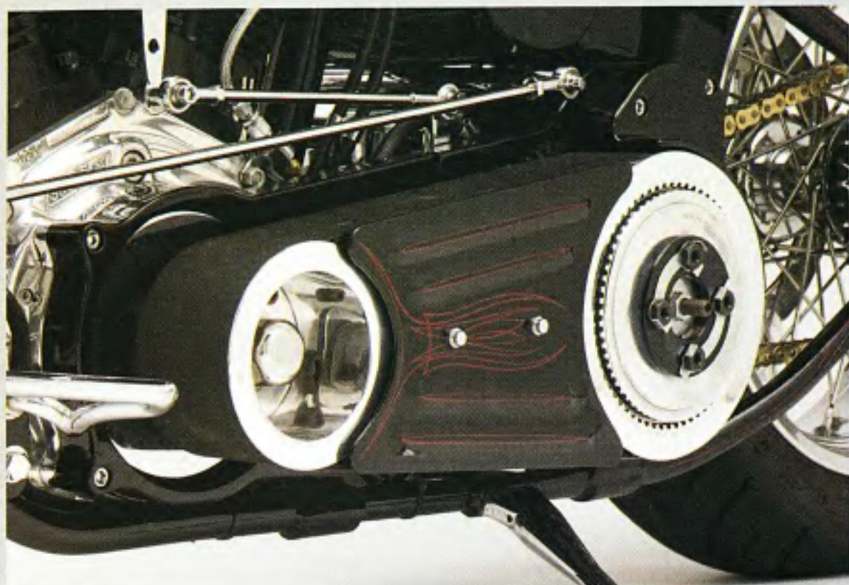
the curb, you might wonder if that old bike of his is still in the back of his mind.

Well, here's one guy by the name of Tim Mullins we won't have to wonder about. Tim used to ride a knucklehead a long time back and one day he decided that he wanted another one for real, not just as a fond memory. Once that decision was made, the only logical choice was to go bangin' on the door of Chica Custom Cycles. Tim gave Chica a brief rundown and left him with just one key instruction: just do it. The design, custom pieces and all that magic would be Chica's own unique blend of style.

As Tim is also a muscle car enthusiast, Chica wanted to do something to blend the two sides of Tim's gearheadedness into the new bike. As Chica puts it, the bike is a "muscle car-ish knucklehead" so to speak. With just enough raw, stripped down hot rod flavor mixed fully with the traditional chopper styling it would seem Chica hit this one right on the money.

Have a look at that rear brake set-up, then look again. Yep, there are two calipers, you ain't seein' double. But, what is different about this design is that one of the calipers is controlled by the master cylinder up on the bars (usually



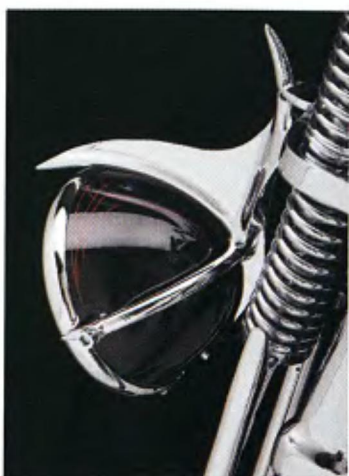


relegated to the front brake as we all know) and the other caliper is controlled by the usual rear brake foot lever. Very cool, very different, very Chica. But what else would we expect?

And just so you don't go thinkin' that this new knuckle is just a showy custom, you'd be well to know that there's a 108-inch motor in that frame built by Flathead Power. Staying true to the muscle car-bike blend with a big ol' knuckle slung in a light, stripped down chassis, it's lean and mean and very, very cool. Tim shouldn't be missing that old knuck of his too much any more.

—Wordman





Owner: Tim Mullins
City: Somewhere, USA
Designer: Chica Custom Cycles

GENERAL

Fabrication: Chica Custom Cycles
Year and make: 2004 Special Construction
Model: knucklehead bobber
Assembly: Chica Custom Cycles
Time: 1 year
Chroming: South Bay

ENGINE

Year: 2004
Model: knucklehead
Rebuilder: Flathead Power
Ignition: Crane Hi-4
Displacement: 108 cubic inches
Lower end: Flathead Power
Balancing: Flathead Power
Pistons: Flathead Power
Heads: Flathead Power
Cam: Flathead Power
Lifters: Flathead Power
Carb(s): S&S Super E
Air Cleaner: Chica Custom Cycles
Pipes: Chica Custom Cycles

TRANSMISSION

Year: 2004 Baker 6-speed
Shifting: hand

PAINT

Painter: Rick, WCC/pinstriping by Bob Iverson
Color: black
Type: special blend

FRAME

Year: 2004
Builder: Chica Custom Cycles
Type: rigid
Rake: 38 degrees
Stretch: 4 inches up, 3 inches forward
Shocks: none

ACCESSORIES

Bars: Chica Custom Cycles
Handlebar controls: Performance Machine
Fender(s): Chica Custom Cycles
Headlight: CCI
Taillight: CCI
Pegs: Chica Custom Cycles
Electrics: Chica Custom Cycles
Gas tank: Chica Custom Cycles
Oil Tank: Chica Custom Cycles
Oil system: Chica Custom Cycles hard line
Primary cover: Primo
Seat: Hide Core
Mirrors: CCI
Grips: Super Sixties

FORKS

Type: springer
Extension: 9 inches over
Builder: Paughco

WHEELS

Size: 21-inch front, 18-inch rear
Hub: CCI
Tires: Avon
Brakes: Performance Machine
Photos: Michael Lichter

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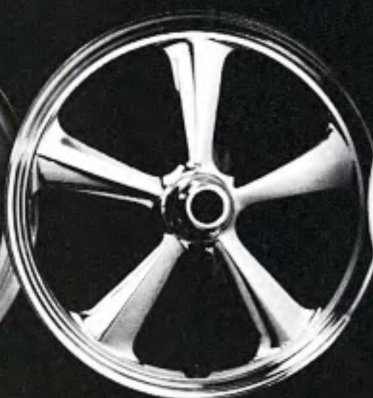
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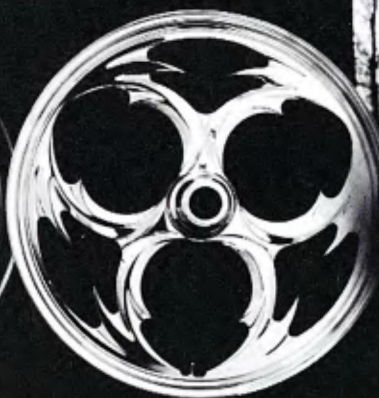
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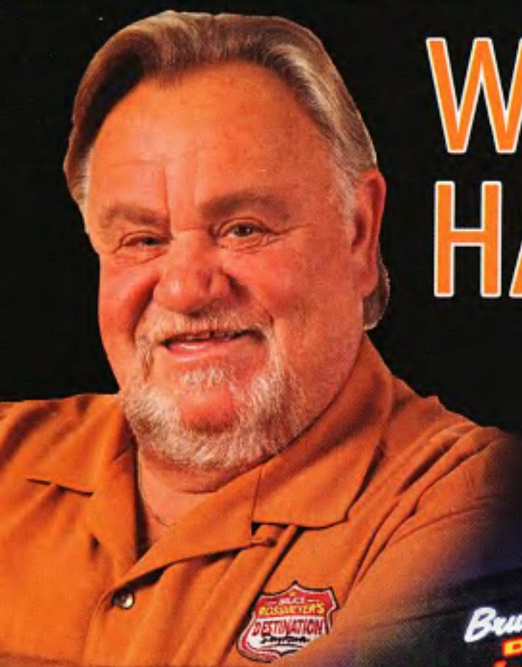
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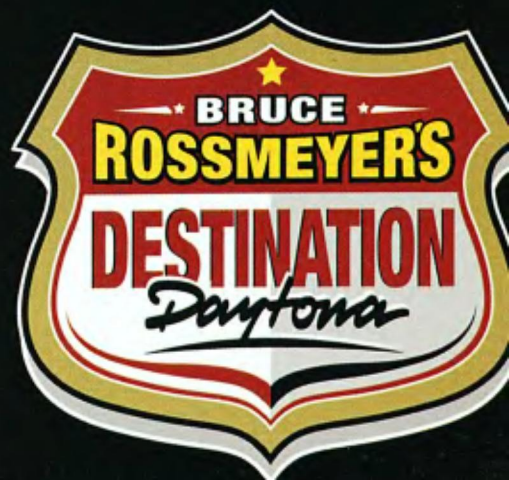


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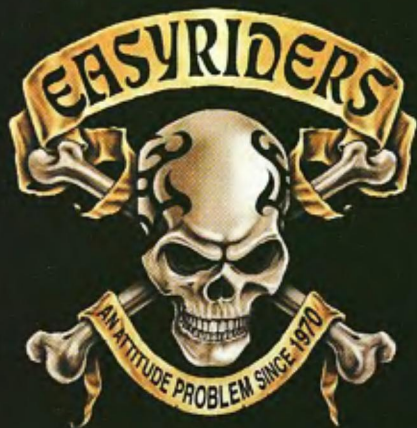
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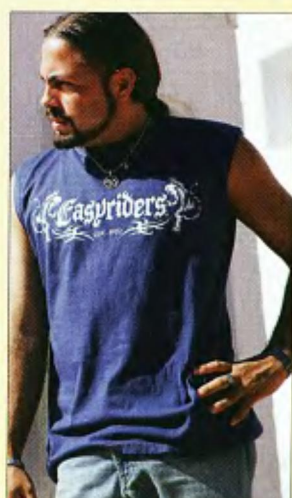
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Easynews

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

J&P Cycles 27th Annual Open House

J&P Hosts Thousands



The thunder of motorcycles could be heard for miles around Anamosa, Iowa, on Saturday, June 24th as thousands of bikers poured into J&P Cycles for their 27th annual Open House celebration. Over 10,000 motorcyclists from Iowa, Minnesota, Illinois, Ohio, Missouri, Nebraska and even New York and Texas made the trip to Anamosa to join J&P for their yearly celebration.

J&P Cycles President John Parham said it best, "It was amazing. We hoped for more than last year's turnout of about 8,500...but you just never know. We were absolutely thrilled!"

Over 60 manufacturers and distributors from around the country filled the J&P headquarters. Arlen Ness, Bikers Choice, Drag Specialties, Kuryakyn, Samson Exhaust, S&S Cycle and Vance & Hines all showed off their great semi displays and other companies such as Avon Tyres, Memphis Shades, Mustang, Bassini Exhaust, Performance Machine and Custom Chrome set up booths to display their products and talk with customers. "This is by far our largest turnout yet," said Vice President Jill Parham. "We are so proud that our event has grown to become one of the



largest in the Midwest and certainly the best event around to see this many parts distributors in one place. It is our chance to give back to our fabulous customers who support us throughout the year."

Happy riders were also treated to free food and drink, Biker Billy's Cooking with Fire show, the American Motor Drome Thrill Arena Stunt show, a ride-in bike show, a motorcycle rodeo, the Teresi Dyno-Drags truck, and the Indian Larry Legacy bike display. Over \$4,000 in door prizes were given away, and well-known builder Eddie Trotta was on hand signing autographs for attendees.

As in past years, a silent auction was held to raise money for the National Motorcycle Museum in Anamosa, Iowa. Manufacturers and distributors

donated over 60 items to be auctioned off. Bids were taken throughout the day and when the totals came in, the crowd had helped raise over \$4,000 for the museum. A huge thanks goes out from the Museum for everyone's generous support!

Attendees also got the chance to see the *Easyriders* Streamliner — "The World's Fastest Motorcycle" — and meet its legendary driver Dave Campos. The *Easyriders* streamliner still holds the Motorcycle World Land Speed Record. Also on hand was the new J&P Cycles Streamliner, which will take a shot at racing for some records in Utah this fall.

J&P Cycles would like to thank everyone who participated in making the day such a success. From the employees, to the manufacturers and distributors, to every one who attended, our heartfelt thanks go out to all.

—J&P Cycles

Legalese

Roethlisberger Foolish Fallout

On June 30, 2006, Representative Dan Frankel (D-Allegheny) introduced House Bill 2865. This bill reinstates a mandatory helmet law for all riders in Pennsylvania. Fifteen co-sponsors on the bill joined Frankel and they are as follows: Representatives Melio; Bebko-Jones; Caltagirone; Cylmer; Corrigan; Crahall; Freeman; Josephs; Parker; Pistella; Rubley; Samuelson; Tigie; Wheatley and Youngblood.

Of all of those co-sponsors five are due to retire at the end of this year. Only one name on the list comes as a complete surprise and that is Rep. Thomas Calagirone (D-Berks). If he is your Rep., I suggest you give him a call to see what is up. Remember that all politics are local.

While I certainly don't expect a rush

CONTINUED ON NEXT PAGE

Roethlisberger Fallout CONTINUED

of support for this bill, still, it needs to be watched. Especially since the end of session is coming in November which means late night sessions. We will have to be vigilant and ready to work the Legislature at a moment's notice.

—Charles Umbenbauer, ABATE of PA

Health Care

HAS YOUR HEALTH CARE INSURANCE BEEN DENIED?

Has your health care insurance been denied? If so, then let the AMA know. Earlier this year hundreds of workers at the American Coal Company mine in Galitac, Illinois, were denied health care coverage for motorcycle-related injuries. At American Coal, if a worker is injured riding a legally licensed motorcycle on the street, there's no medical coverage; even if the injury is caused by another driver the rider could lose. He'd be entirely dependent on the other driver's insurance coverage. And these days, medical bills can quickly overwhelm minimum-coverage policies...if the other driver even has insurance.

The AMA is backing measures in Congress to bar employers from discriminating against motorcyclists and ATV riders in the health care arena. We need your help in this fight. We need to know if your employer-provided health insurance refuses to cover ATV-related injuries. You don't know? Now is the time to find out, before you get in a crash. Check your policies for "exclusions" that may say motorcycle-related injuries aren't covered, or ask your plan administrator. And if you find you are not covered on your machine by your medical plan, let us know. We need to know the name and address of the company, and the name of the health plan. If you were hurt and the medical plan wouldn't cover the costs, we need to know the details.

We need concrete examples to take to

Congress to show lawmakers that health care discrimination against motorcyclists is happening, is crippling financially, and is intolerable. You can e-mail this information to Legal Affairs Editor Bill Kresnak at bkresnak@ama-cycle.org or mail the info to him at AMA, 13515 Yarmouth Dr., Pickerington, OH 43147.

—AMA

Coast To Coast

Biker News

QUARTERBACK CONTROVERSY:

Much has been said in the mainstream press since a 62-year old woman driving a Chrysler New Yorker made a left turn into the path of an oncoming Suzuki Hayabusa motorcycle being ridden within the speed limit by 24-year-old Steelers star quarterback Ben Roethlisberger, sending him airborne and to the hospital for seven hours worth of surgery to repair multiple facial fractures, including his jaw and nose. Newspapers, television and radio reports from coast to coast and around the globe seem to have maligned Big Ben for riding a motorcycle, and especially for riding without a helmet.

An Internet search finds 55,100 hits for stories using the terms "Roethlisberger + accident + helmet" and most of them are critical of the 24-year old accident victim.

What they've failed to mention in their news coverage, however, is that



"Welcome to Hell. Here's your Suzuki."

Ben's right of way was violated and that no helmet in the world can prevent an accident.

It is also debatable whether or not a helmet would have benefited Ben in his accident, since his injuries were to his face and only a full-face helmet may have prevented them. Some experts claim that the added weight of a larger helmet might have caused even greater harm.

In an interview with Pittsburgh's local CBS affiliate, facial surgeon Guy Catone said that a helmet could have changed the mechanical forces in Ben's accident, possibly making it worse, "The helmet is heavier and makes your head heavier so your head travels through the windshield faster and many patients that have head trauma or neck trauma after a motorcycle accident are ones that have helmets on and have gone through the windshield and fractured the neck so they become totally paralyzed."

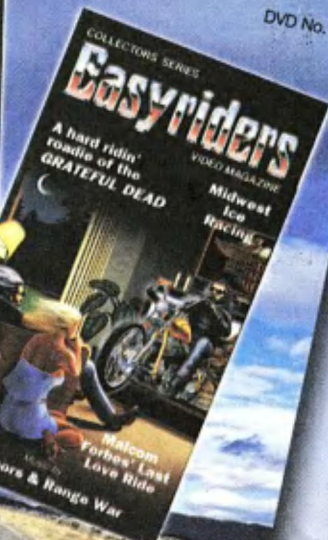
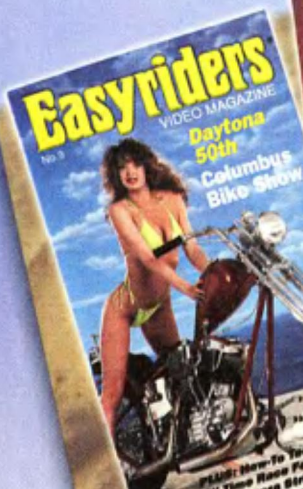
"The type of injuries this guy unfortunately had to suffer are of just the sort that we see, at least anecdotally, that often kill riders who are helmeted," interjects motorcycle accident attorney Sam Hochberg of the Aid to Injured Motorcyclists organization. "In certain types of common impacts, it's being without a helmet that can save your life."

In 2003, the state of Pennsylvania repealed the helmet law for riders over 21 years old, and Governor Ed Rendell makes no apology for signing the law that allows adults to ride motorcycles without a helmet. "I generally believe that government shouldn't get involved in things of personal choice," the Governor told KDKA (CBS) in Pittsburgh. "The question is where you draw the line in a free society. How much do you regulate? And that was my decision," Rendell explained.

NFL contracts often contain language that gives the team the right to go after a signing bonus if a player is hurt taking part in a risky venture — which is what happened with the Cleveland Browns' Kellen Winslow, Jr. when he crashed his motorcycle while practicing stunts. But, according to sources, Ben's contract has nothing about riding a motorcycle in it.

MICHIGAN LEGISLATURE OKAYS HELMET LAW REPEAL: "Michigan's helmet repeal bill (SB 297) landed on the

CONTINUED ON PAGE 30



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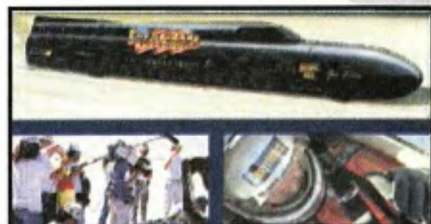
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Biker News CONTINUED

Gov's desk this morning [June 16] at 9:20 a.m.," wrote Angel of the Confederation of Clubs of Michigan. "So if she does not veto it or sign it, she can let it lie on her desk for 14 days and it will automatically become law."

Under the Bill, sponsored by Senator Alan Cropsey (R-DeWitt), a rider at least 21 years old, who's completed a motorcycle safety course and has been operating a bike for at least two years wouldn't have to wear a helmet.

The Michigan House voted 66-37 on June 7 to repeal their 37-year old helmet law—the Senate first passed the bill in March 2005—and it now goes to the governor to sign or veto the bill. Granholm has opposed changing the law.

Similar legislation has cleared the House multiple times in the past, including 2004, only to die in the Senate. It has never reached a governor's desk.

OKLAHOMA PASSES "JAGGER'S" ROW

LAW: "I'm very pleased to pass along the good news that SB1929, 'Jaggers' Law' has been signed into law by Oklahoma Governor Brad Henry," announced "Tiger Mike" Revere, state coordinator for ABATE of Oklahoma and a member of the Board of Directors of NCOM.

Named after right of way (ROW) victim David Jaggers, Oklahoma's new law adds a \$1,000 fine to fatality or injury wrecks where the conviction or guilty plea includes a traffic violation for failure to yield right of way. The money will go into a Department of Public Safety fund to help increase their Motorcycling Safety Awareness, Reduction of Drunk or Impaired Driving and Defensive Driving for Young People programs.

BIKERS APPLAUD SOUTH CAROLINA

LAWMAKERS: ABATE of South Carolina applauds those SC legislators who worked to get S 772 and H 4307 passed this legislative session. S 772 was a bill that dealt with handlebar height restrictions and H 4307 corrected the vehicle tax issue facing South Carolina motorcycle owners. Prior to H 4307 passing, bikes registered in South Carolina were taxed annually at a 10.5% assessment rate while other private passenger vehicles, such as cars and trucks, were taxed at a 6% assessment rate. H 4307 would set the assessment rate at 6% for all vehicles.

"During the first half of the 116th General Assembly, we passed S 102 to provide Purple Heart tags for motorcyclists who have earned a Purple Heart while serving our country," said Fred Ruddock, ABATE of South Carolina state coordinator. "Our lone disappointment was the failure to pass S 1027 to address defective traffic sensors at red lights."

CANADIAN RIDERS PROTEST FEE

HIKES: Twenty-thousand Quebec bikers braved the cold and rain on May 21 and tied up downtown traffic for hours during their Day of the Wolf rally to protest a planned hike in motorcycle licensing fees in the province.

Quebec motorcyclists are facing whopping increases in their driver's permits and the fees to license a bike with the government-run bodily injury insurance program. The provincial insurance agency is poised to raise the current \$253 registration fee to \$430 next year for most motorcycles, or as high as \$957 for some sport models. Registration and licensing fees are going up across the board, but bikers say quadrupling the fees for sport bikes isn't fair.

The provincial agency says expenses have outpaced revenues since 1982, and facing a \$500 million annual deficit they won't have the funds to pay for car accident injuries without the increases.

The Committee for Action on Politics in Motorcycling (CAPM) has been fighting this battle with the insurance agency since 1999, however this is the first instance where a proposed regulation to increase the rates has actually been proposed.

CAPM has formed a coalition with the dealers and manufacturers associations, as the announcement of the rate hikes has caused a 40% decrease in new vehicle sales in 2006.

—Bill Bish,
National Coalition Of Motorcyclists

V-Twin Gala and Auction

Children's Ride 11

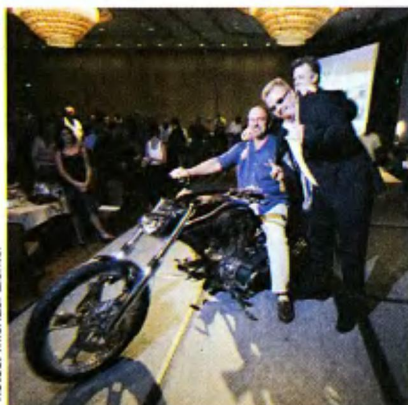
For the second year in a row, *V-Twin* magazine proudly sponsored the Children's Ride, Gala and Auction held in Seattle, Washington. While this was the 11th year of the Children's Ride, which benefits the Seattle Children's Hospital, it was the second year of the V-Twin Biker's Ball-inspired Gala and Auction which helped to raise many hundreds of



thousands of dollars. The money goes to benefit uncompensated care and diabetes research at Children's Hospital and Regional Medical Center.

This past June 22nd through the 25th, the Imagine Guild put on a bike event to end all charity motorcycle events. The four day marathon of fun and caring began on Thursday night with a kick-off party at Destination Harley-Davidson in Seattle. The Children's Ride "Posse" members paid \$500 each to be part of an elite group, entitled to extras such as V.I.P. credentials for admittance to all the Children's Ride 11 activities, exclusive events with bike building superstars and sports celebrities, catered meals, escorted rides and more.

The big ticket item at this year's live auction was a wild custom creation by master builder Paul Yaffe. Paul has made the Children's Ride his own special project and spends a lot of time and effort to help this worthy cause each



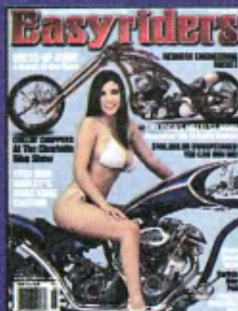
Photos: Michael Luchter

year. This year, Paul pulled out all the stops to create his favorite custom, ever. When the gavel sounded, Greg Foster took home the world-class custom for nearly \$90,000!

Many thousands of Northwest riders showed up at Qwest Field on Sunday morning for a police escorted ride out to Kent, Washington's Pacific Raceways and the All-Harley Drag Racing Pacific Nationals. The line of bikes rode two abreast and stretched over seven miles in length. When all the tire-burning smoke cleared on this wild weekend, The Imagine Guild brought in well over \$500,000 to provide state-of-the-art care to the most seriously ill children in the Washington, Alaska, Montana and Idaho area. Many of the children served are from families who do not have the means to pay the full cost of care.

For more information call 206-987-4876, or visit www.childrens-ride.com

—Dave Nichols



ASK FOR YOUR

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

ALABAMA

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

CALIFORNIA

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

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

COLORADO

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

DELAWARE

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

FLORIDA

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

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

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

ILLINOIS

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

MASSACHUSETTS

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

MICHIGAN

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

NEBRASKA

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

NEW JERSEY

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

NEVADA

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

NEW YORK

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

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

NORTH CAROLINA

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

OHIO

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

H&B Cycle

17041 Mennell Rd. - Grafton
440-926-3440

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
360-807-8442

WISCONSIN

Mischler's H-D & BMW LLC
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920-887-8425

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

To get your shop listed here call Angela at:
800-572-1386 - ext. 1300

Happenings

ALABAMA

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

AHRMA Roadrace
Date: Oct. 21-22
Place: Motorsports Park, Birmingham
Info: www.ahrma.org

ARIZONA

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

Bridge City Bike Rally
Date: Oct. 13-15
Place: Lake Havasu City
Info: 800-200-4557
www.road-shows.com

CALIFORNIA

Ride For Kids
Date: Oct. 1
Place: Sacramento
Info: 800-253-6530
www.ride4kids.org

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

Last Daze O' Summer
Date: Oct. 14
Place: GMR MC
Info: www.ghost
mountainriders.com

Grand National Show
Date: Oct. 14-16
Place: Cow Palace, San Francisco
Info: www.horsepower-
promotions.com

Bike Fest.
Date: Oct. 15
Place: Bonelli Park, San Dimas
Info: 818-725-7775
www.socalbikefest.com

Nor-Cal Cycle Swap Meet
Date: Oct. 15
Place: Vallejo
Info: 800-875-0068
www.toppingevents.com

20th Annual Toy Run
Date: Oct. 21
Place: ABATE, Sonoma
Info: abatelocal10.com

35th Sidecar Rally
Date: Oct. 22
Place: Griffith Park
Info: 818-780-5542
www.sidestrider.com

Cycle Show & Swap Meet
Date: Oct. 22
Place: Long Beach
Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

Ride For Kids
Date: Oct. 25
Place: San Diego
Info: 800-253-6530
www.ride4kids.org

Harleyween
Date: Oct. 28-29
Place: Anaheim
Info: 775-329-SHOW
www.road-shows.com

5th Annual Wings,
Wheels and Rotors Expo
Date: Oct. 29
Place: Los Alamitos
Info: 800-367-1185
www.WWRExpo.net

CONNECTICUT

Fall MC Swap Meet
Date: Oct. 22
Place: Stafford Springs
Info: 860-875-7768
www.staffordmotor
speedway.com

DELAWARE

Four Seasons Octoberfest
Date: Oct. 8
Place: Wilmington
Info: fourseasonsmc.com

301 Cycle Swap Meet
Date: Oct. 21
Place: Middletown
Info: www.301cycle.com

MAV Halloween Party
Date: Oct. 29
Place: 301 Cycle, Middletown
Info: www.motorcycle
accidentvictims.org

FLORIDA

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

Breast Cancer Poker Run
Date: Oct. 7
Place: Wild Goose, Panama City
Info: 850-271-2776

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

Biketoberfest
Date: Oct. 19-22
Place: Daytona Beach
Info: 866-296-8970
www.biketoberfest.org

Panhandle Bandit
Date: Oct. 20-21
Place: Old Spanish Trail Park, Crestview
Info: 850-682-3650

GEORGIA

Angel City Fall Rally
Date: Oct. 12-15
Place: Unadilla
Info: 800-433-7191
www.angelcityrally.com

Milledgeville Thunder
Date: Oct. 13-15
Place: Milledgeville
Info: 478-453-7057
www.milledgeville
thunderrally.com

HAWAII

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

Shriner's Run
Date: Oct. 22
Place: Moanalua Gardens, Honolulu
Info: 808-368-0748

ILLINOIS

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

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

INDIANA

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

LOUISIANA

ABATE Fall Bike Festival
Date: Oct. 8
Place: Alexandria
Info: 318-646-6364;
318-419-2362

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

MASSACHUSETTS

17th Lacey Packer Memorial Toy Run
Date: Oct. 1
Place: Auburn, Lexington, and Wilbraham
Info: massmotorcycle.org

MICHIGAN

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

Giant M/C Swap Meet
Date: Oct. 22
Place: Detroit
Info: 800-968-4242
motorcycleswap.com

MINNESOTA

3rd Annual Operation Christmas Child
Date: Oct. 14
Place: Winona
Info: geocities.com/
faithridersmn

NEVADA

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

Desert Thunder
Date: Oct. 13-15
Place: Primm
Info: 909-312-9676
www.deserthunder.org

NEW JERSEY

2nd Annual 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
Info: 908-689-8910
rolling-thunder-nj3.org

NEW YORK

Biketober Feast
Date: Oct. 7
Place: Staten Island
Info: 718-948-8818
www.lowridersmc.com

Biketoberfest 2006
Date: Oct. 15
Place: Elks, Manorville
Info: 631-924-1053
www.abateofnyeastern
suffolk.org

Halloween Party
Date: Oct. 27
Place: Finnegan's Wake, Jamesport
Info: 631-924-1053
www.abateofnyeastern
suffolk.org

NORTH CAROLINA

AHDRA Drags
Date: Oct. 14-15
Place: Rockingham
Info: 336-924-2095
www.ahdra.com

Lighthouse Poker Run
Date: Oct. 21
Place: Kitty Hawk H-D, Outer Banks
Info: 252-480-0070
interfaithoutreach.com

OHIO

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

Walneck's Swap Meet
Date: Oct. 15
Place: Clark County Fairgrounds, Springfield
Info: 630-985-2097
www.walneckswap.com

OKLAHOMA

M/C Swap Meet
Date: Oct. 15
Place: Oklahoma City
Info: 816-456-4415
www.jwswapmeet.com

Halloween Bash
Date: Oct. 27-29
Place: Sparks America
Info: 918-866-2543
www.sparksamerica.com

M/C Swap Meet
Date: Oct. 29
Place: Claremore Expo
Info: 816-456-4415
www.jwswapmeet.com

PENNSYLVANIA

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

Turkey Poker Run
Date: Oct. 29
Place: LVMC, Lebanon
Info: 717-821-5946

SOUTH CAROLINA

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

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

TENNESSEE

Southern Hope Ride
Date: Oct. 6-7
Place: Memphis
Info: 901-748-3036
southernhopeide.com

TEXAS

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

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

South Padre Island BikeFest
Date: Oct. 12-15
Place: Mc Allen
Info: 956-668-7484
www.spibikefest.com

Spring Swap & Drag
Date: Oct. 22
Place: Houston Motorsports Park
Info: texasscooter.com

VIRGINIA

Fleet Ride
Date: Oct. 13-15
Place: H-D, Portsmouth
Info: 800-732-7097
www.marchofdimers.org

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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City/State _____ Zip _____
Phone () _____
E-mail _____

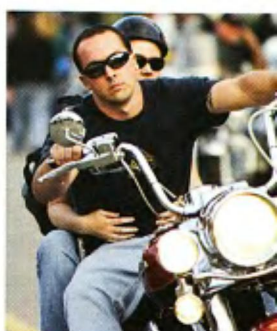
T H E 8 3 R D L A C O N I A R A L L Y



OLDEST & BOLDEST

What's your favorite part of goin' to a motorcycle rally? Is it the cold beer and hot babes waitin' at the end of the road?





Is it the ride itself through mind-blowin' scenery? Is it the camaraderie of your fellow bikers, hangin' together and havin' fun? All of the above, you say? Well, then Laconia Bike Week is a must attend event for you. From June 10th through the 18th, the locals of Laconia, New Hampshire, invited bikers from near and far to visit the 300 miles of Lake Winnepesaukee's lush greenery and winding roads for the ultimate Bike Week.



This was the 83rd year of the Loudon Classic, making this wild ride the oldest bike rally in America, where incredible scenery blends with picture perfect riding weather. It's easy to see why riders have come here every summer since the 1920s.

Though Bike Week began with a few showers this year, it was nothing compared to the torrential downpours experienced last year. After the first few days, the sun came out and the party was on! Highlights included the righteous hill climbs on Wednesday, the H.O.G. Chapter "ride to the sky" to misty Mount Washington on Thursday, and the annual POW/MIA Freedom Ride on Thursday night.

Over 500 vendors spread out from Weirs Beach and adjacent areas, offering every kind of bike-related product imaginable. You could check out the latest models of cruisers and choppers by major manufacturers, buy some new leathers, grab a few run T-shirts for the folks back home and drink enough beer to sink a battleship. One of my favorite things to do is check out the Wall of Death to be thrilled by those death-defyin' stunt riders including Hall of Famer, Sam Morgan.

The Broken Spoke Saloon proudly played host to an episode finale of The Discovery Channel's *Biker Build-Off*. Billy Lane and Russell Mitchell squared off this time and Billy's bike had a weld go bad on the gas tank and his scoot kinda... uh... exploded. Russell won by default though I hear the trophy actually

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HEY

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list \$308
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Joe x 102
Steve x 103

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TV

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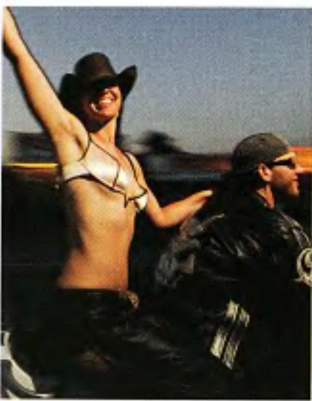


went to the girl with the biggest boobs.

We are sad to report that many people at the rally complained that local authorities have managed to take much of the freedom out of this bike event. We hope in future that the bikers of America will have no tolerance of the cops' "zero tolerance policy."

Photos: Michael Lichter

Naturally, our own Michael Lichter was on hand to capture what freedoms that remain including all the crazy fun of this magical, movable feast. We hope you enjoy the photographic evidence of this year's party in New Hampshire. —Dave Nichols



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Bike No. 1: Builder – David Covington,
Easyriders No. 391, January 2006,
"Lucifer"



TOP 10 CUSTOM BIKES OF 2006

At *Easyriders* we are blessed with showcasing the very best custom bikes in the country. Each month, we bring you the cream of the crop of the custom world. We thought we would celebrate our 400th issue of the magazine, that has become known as the "Biker's Bible," by offering our pick of the very finest custom bikes of 2006, torn from the pages of *Easyriders*.

How did we come up with this impressive pick of show winners? Well, we got all our editors together in the dungeon, poured shots of Jack and proceeded to bury our noses in all the

back issues of *Easyriders* from this year. After we broke up the fistfight over which was the hottest chick we featured in 2006, we settled down to cull the long list of impressive bikes down to the tantalizing 10 that await you here. From high tech show bikes, to old-school cool, you'll find an amazing array of motorized mastery. Every one of these custom bikes is a stunner and we hope you appreciate the sizable hangover all of the editors had in an effort to bring you the best of the best.

—Phantom Dave

Bike No. 2: Builder – Scott Long
Easyriders No. 392, February 2006,
"Central Coast Cruiser"



Bike No. 3: Builder – Indian Larry
Easyriders No. 393, March 2006,
"Chain Of Mystery"



**Big and roomy because
so is this country.**

[illegible]

Live by it.

Bike No. 4: Builder – Kim Suter
Easyriders No. 394, April 2006,
"Man's Ruin"

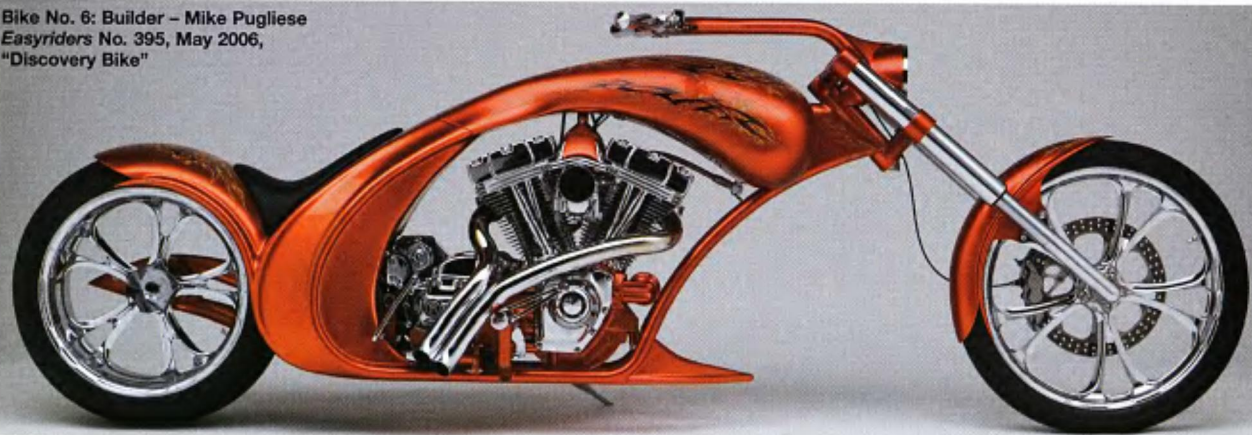
TOP 10 CUSTOM BIKES OF 2006



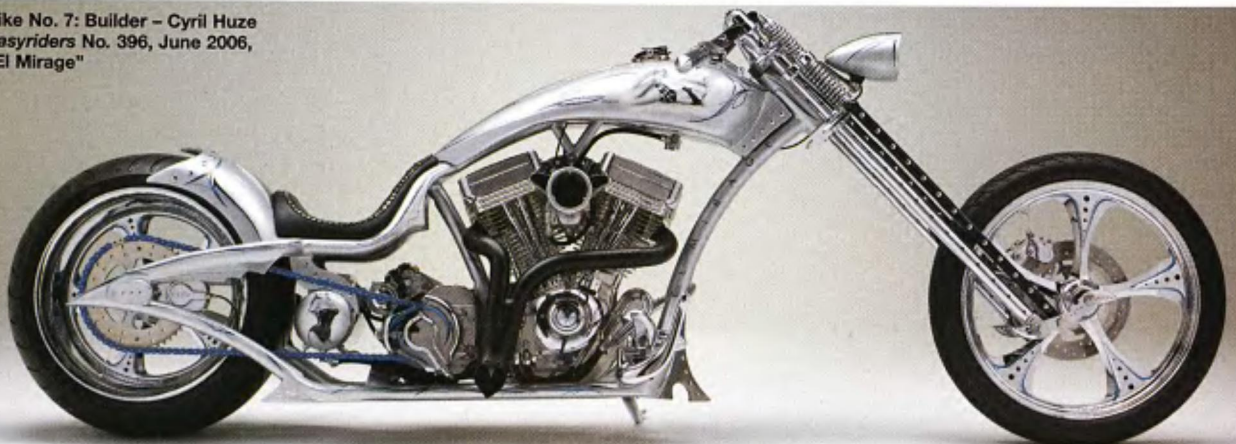
Bike No. 5: Builder – Kustoms, Inc.
Easyriders No. 394, April 2006,
"Michigan Magic"



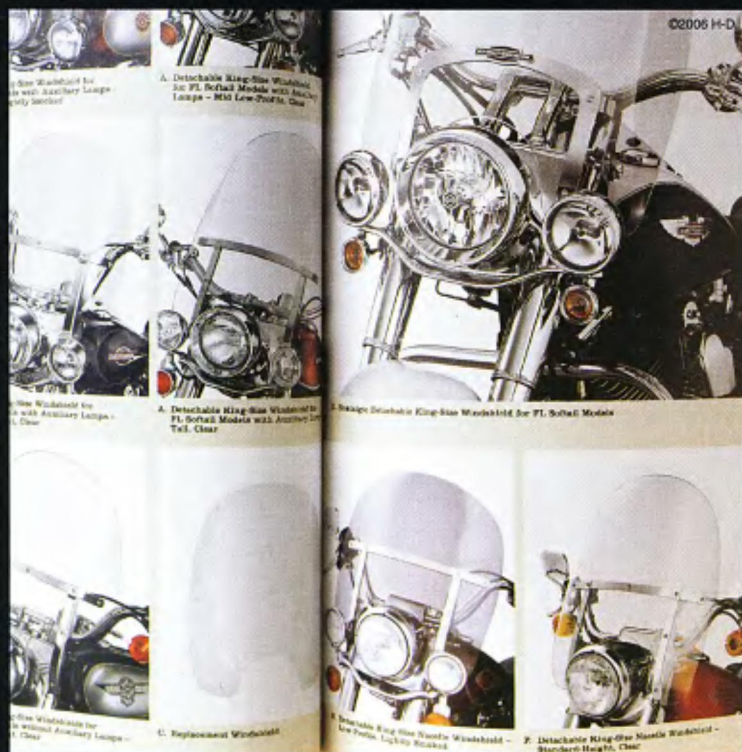
Bike No. 6: Builder – Mike Pugliese
Easyriders No. 395, May 2006,
"Discovery Bike"



Bike No. 7: Builder – Cyril Huze
Easyriders No. 396, June 2006,
"El Mirage"



Bike No. 8: Builder – Skeeter Todd
Easyriders No. 397, July 2006,
"New Tricks For An Old Dog"



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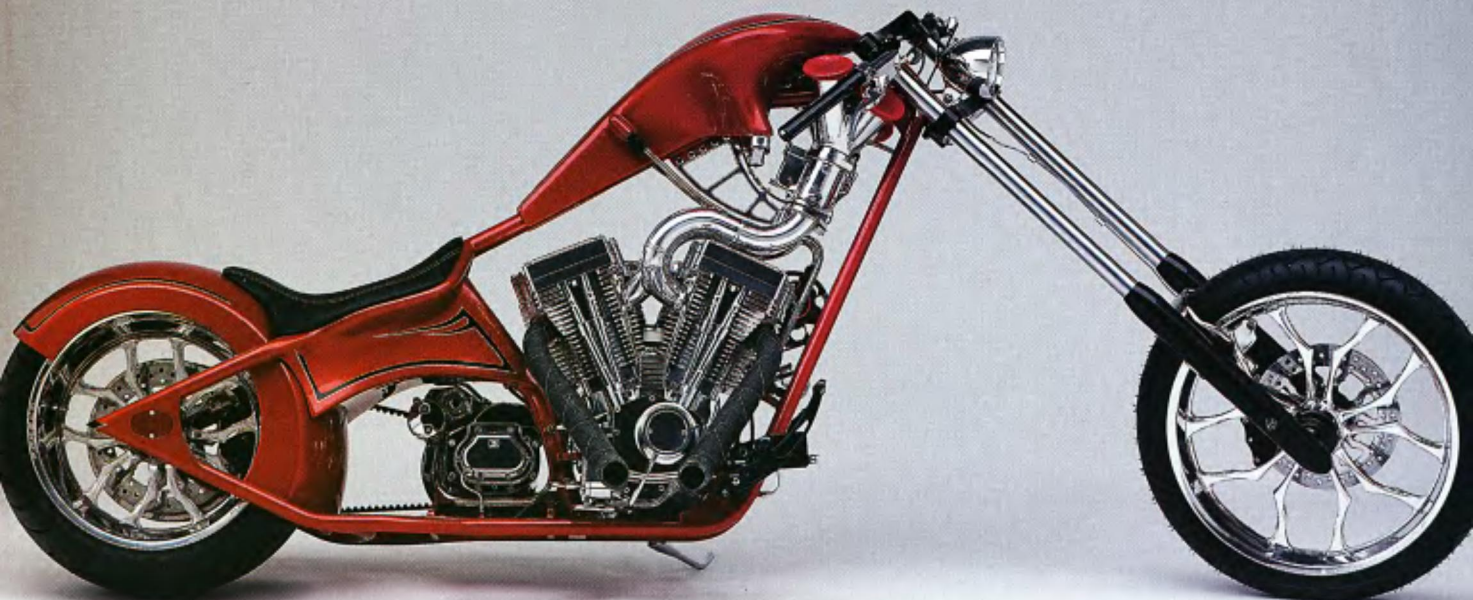
Live by it.

Bike No. 9: Builder – Rudy Chapelle
Easyriders No. 398, August 2006,
"Fraternitas Semper Viva"

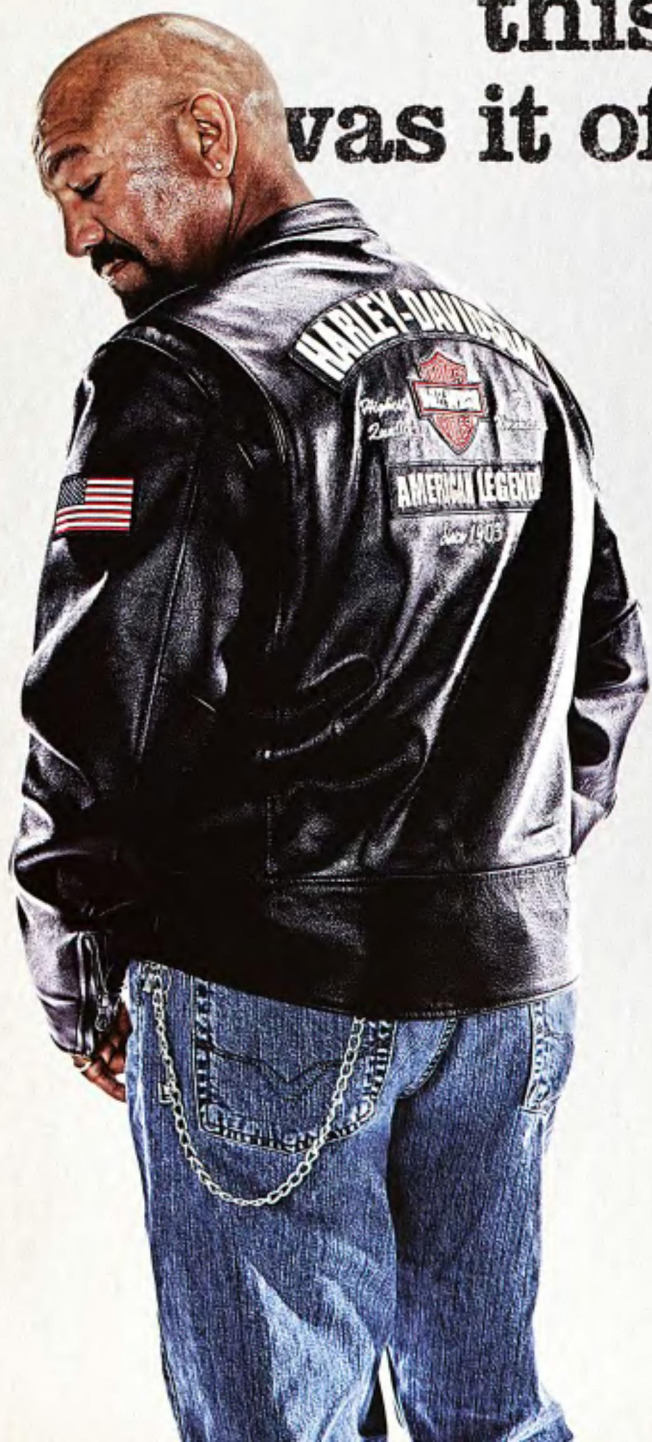
TOP 10 CUSTOM BIKES OF 2006



Bike No. 10: Builder – Aaron Greene
Easyriders No. 399, September 2006,
"Raw Deal"



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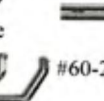
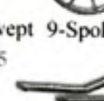
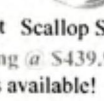
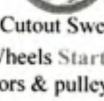
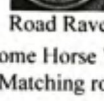
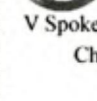
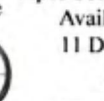
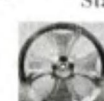


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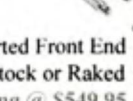
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SPARK IN THE DARK

I need some spark plug info in the worst way. I retired a few months ago and I'm restoring some bikes. I'm almost finished with a 1972 XLH I found in Red Lick, Texas, and would like your opinion on the changes I've made and what to expect in the horsepower department. I had the heads rebuilt and drilled out for dual sparkplugs. I installed Wiseco .030-over 10:1 forged pistons, Andrews Y-grind cams, Dyna 2000I dual-coil ignition, S&S Super E carb with Thunderjet, and 1 3/4-inch drag pipes.

Randall Anderson
El Dorado, Arkansas

Use Champion 8HC's, NGK B6L's, Autolite 4316's, or Harley 4R5's. I don't know for sure, but would consider 60 honest horsepower a good number. Considering the compression ratio, Thunderjet, and pipes, I'm surprised you didn't ask about tuning. Instead of trying to break the dyno, I'd make that bike as crisp and responsive in low and midrange rpm as I could. If that sounds like a plan, install some decent mufflers like Cycle Shack's tapered slip-ons, set the ignition up with as much advance as it will take without pinging, and be sure not to jet the Thunderjet and main-jet circuits too rich. If performance seems sluggish at the higher rpm, try backing down a couple of sizes on the mainjet.

SEEKIN' A SAVIOR

I am currently in the clink and due for release in 2006. For 19 months I have been reading *Easyriders*, getting ideas on a build I am going to start when I get out. Your tech tips and articles on different bike builders have really inspired me. I picked out parts to achieve the look I want for this build except for one—the frame. I really like the custom old-school look of the Savior frames. Growing up in the '60s and '70s, there was a clubhouse on my block and I remember the members riding down my driveway: white-wall tires, no front fenders, sissy bars, pillow seats, apes, and straight pipes, all connected to a Savior frame. That's the old-school look I remember. The reason I am writing is because I want to find a Savior frame or someone who still makes them. Do you know anybody that I might be able to contact? Thanx.

Michael McDougall
Dallas, Pennsylvania

A long-gone company named AMEN (an acronym for American Motorcycle Engineering), made the Savior frames. The only suggestion I have for finding one is frequent searches on E-Bay.

A CASE OF THE DRIPS

I replaced the clutch in my '92 Softail last month. The clutch works fine since I got it adjusted the way I want it, but I have a primary fluid leak that I can't stop. I didn't have to take the inner primary cover off, so I don't think anything is screwed up in there, and I'm sure the leak is primary fluid and not oil from the motor or transmission. I have replaced the gasket twice and slowed the leak down but I can't get it stopped. I installed the gasket dry the first time, but then used high-temp silicone seal. Should I be putting something else on the gasket? The gaskets I got cost exactly half as much as a Harley brand gasket, but they seem to be good material. Except for the gasket, the rest of the parts are strictly H-D. Should I try a stop-leak additive for automotive transmissions?

J. Murdock
Cyberspace

I like to use aftermarket gaskets, mostly because of that vast price difference you mentioned, and have no problems with them. Start with a new one and use the same sealant after carefully scraping both gasket surfaces clean and rubbing them down with lacquer thinner. Glue the gasket to the outer cover with the silicone before you put it on, and be sure the screw and dowel holes are lined up so you don't do any damage to the gasket when you put it on. When you install the screws, put blue Loctite on the last 5 or 6 threads, but put a healthy bead of silicone around the threads beside the screw heads. Install the screws before the silicone sets up, and tighten them in the same sequence described in your H-D manual, using the proper torque. Let all of the silicone cure according to the instructions before you put the fluid in. Forget about the additive; God knows what it would do to your clutch.

—Tom Johnson

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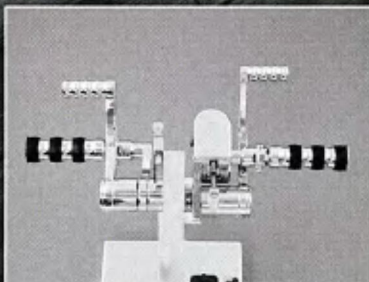
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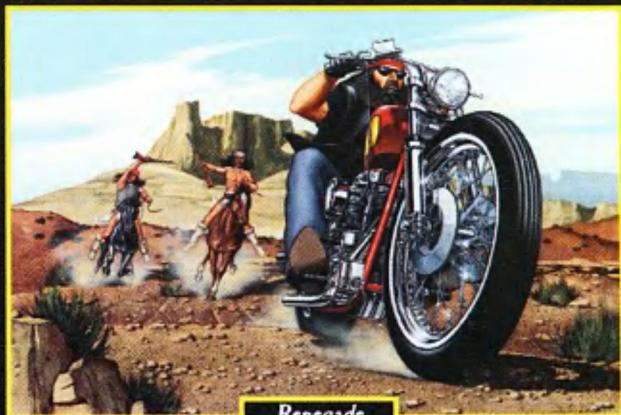
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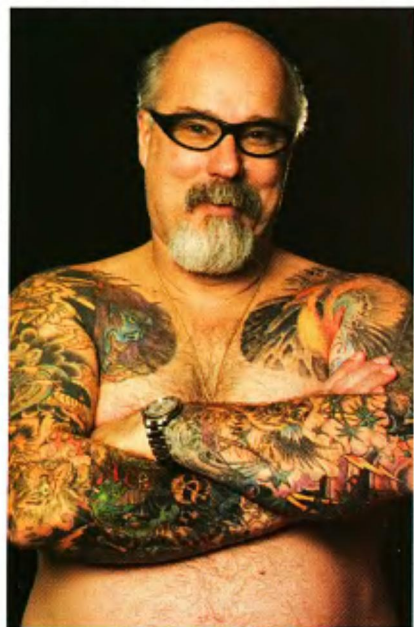
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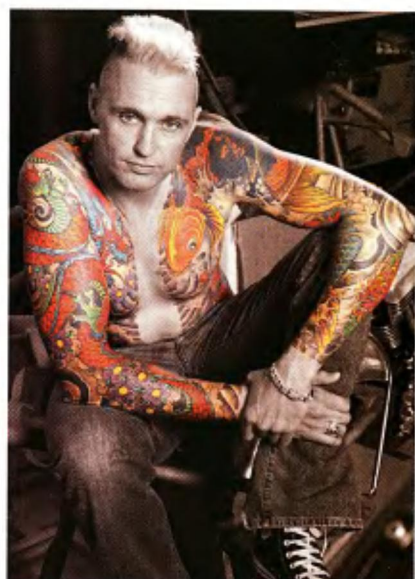




We thought that issue No. 400 of *Easyriders* should offer a selection of the best of the biker world. We have shown you our pick of the Top 10 Best Custom Bikes and now it's our turn to show off the best biker ink from the talented lens of our senior photographer Billy Tinney, Rick Hustead and other contributors of our sister publications *Tattoo*, *Tattoo Flash* and *Tattoo Savage*.

The images on these pages celebrate the whole of the riding experience. Here you'll find tattoos that were designed with great care to represent the collector's dreams of riding free and are dedicated to the lifestyle we love.

Tattoos offer rites of passage, which have marked indoctrination into tribe and membership into brotherhood since the dawn of Man. May this collection inspire you to find your own unique brand of skin art. —Phantom Dave



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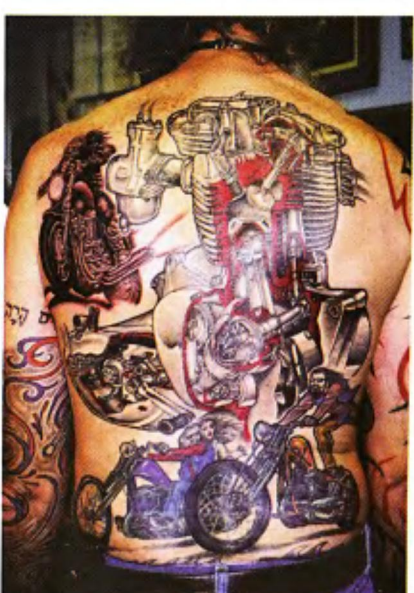
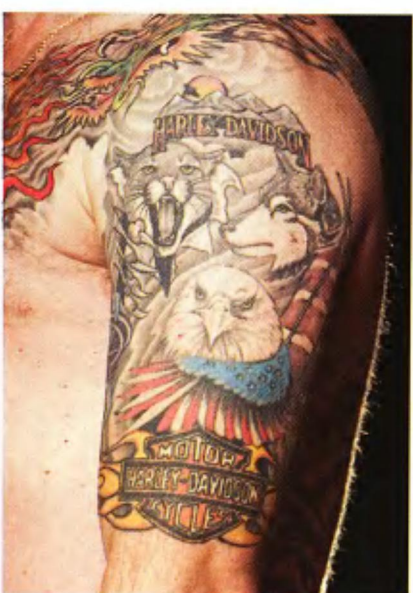
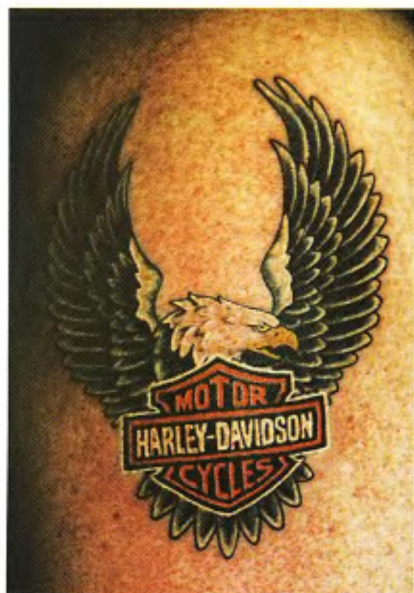
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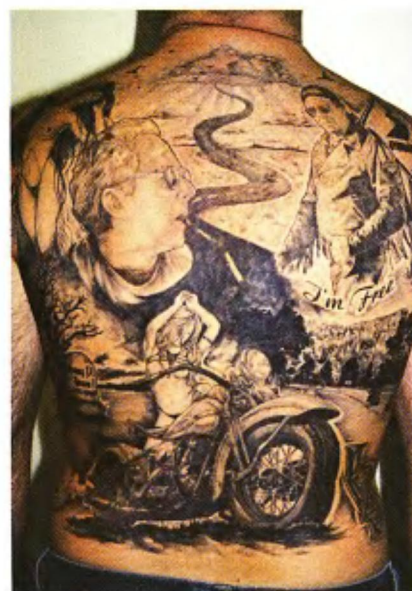
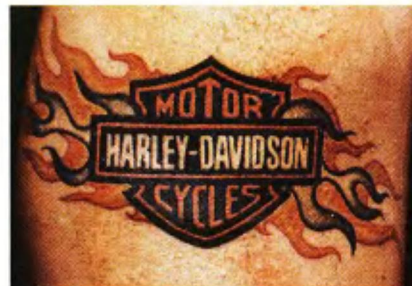
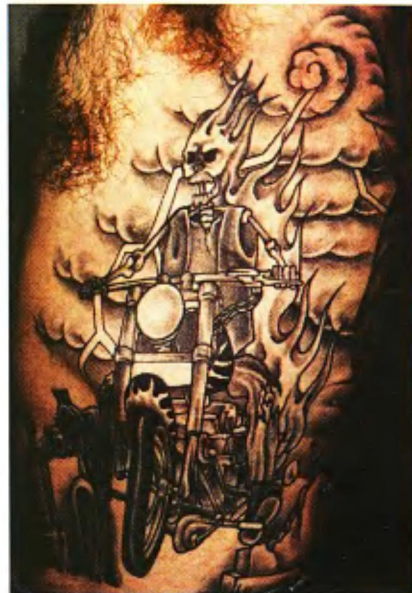
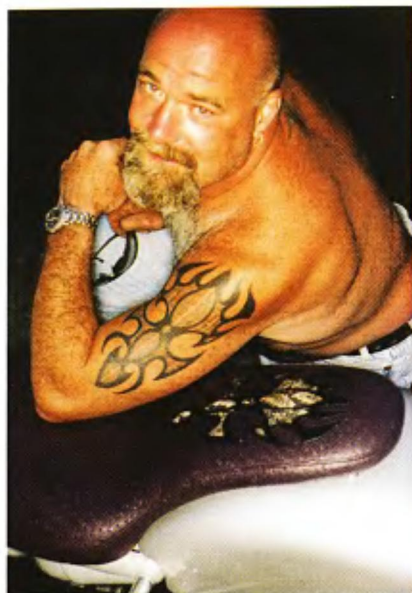


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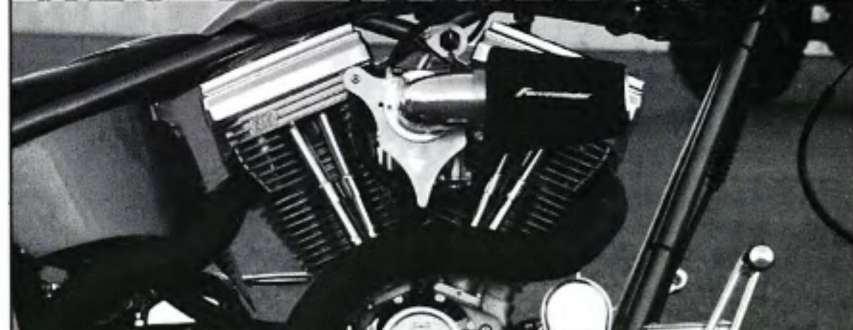
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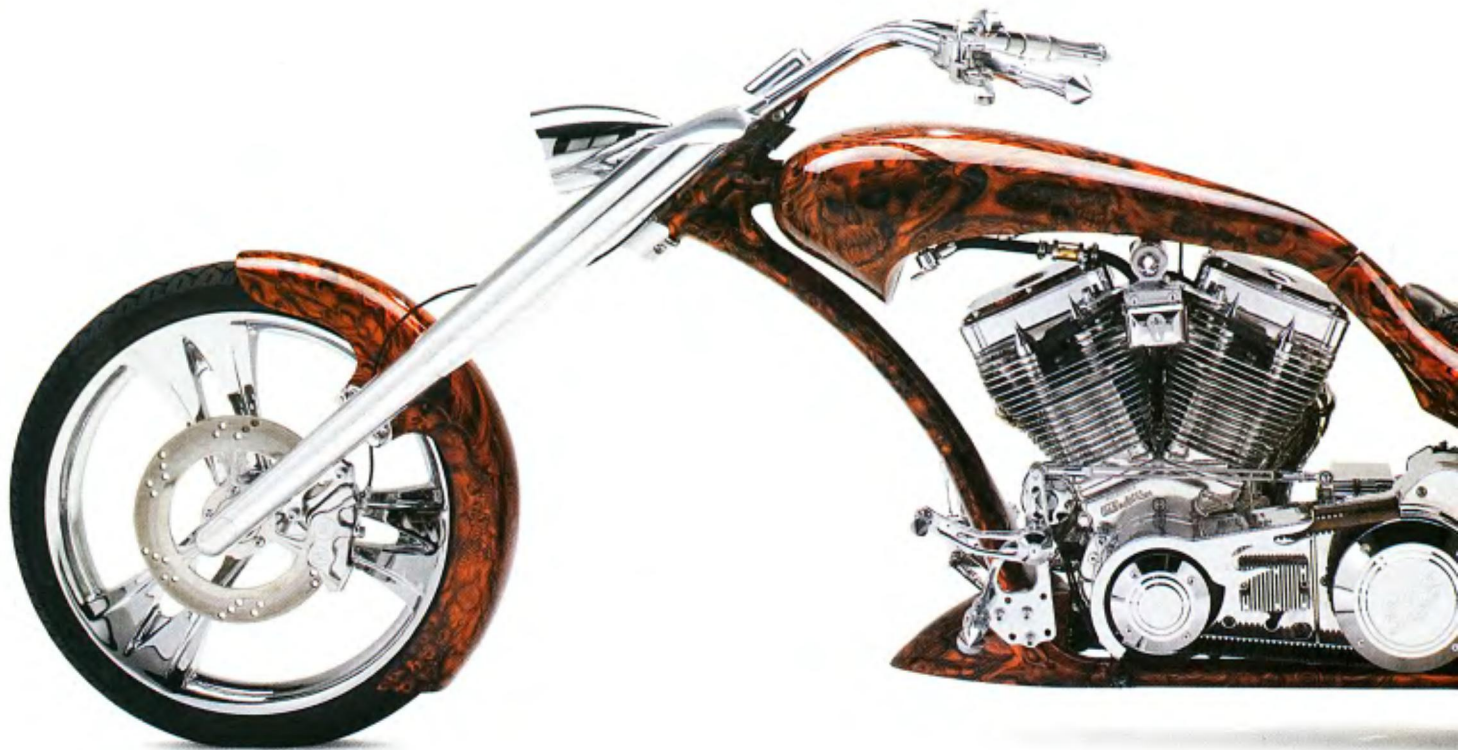
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The Replacement

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Memories

"When that Discovery Channel bike sold, the one we did awhile back and painted jet black with skulls everywhere," Eddie Trotta says, "I told Bones what we needed around this place was a replacement. Not an exact line-for-line duplicate of that paint job, just something similar." Thunder Cycle Design's





resident paint master took that order and ran with it. Bones spent a solid month completing his paintjob and in the process the spray guns and airbrushes went everywhere. Eddie wanted a replacement and he got it—in spades. This custom motorcycle isn't just painted; it's tattooed.

Built about a year ago, the bike was intended to be showcased on the Easyriders Centerfold Tour, but that changed shortly after the bike was fired for the first time. Eddie decided this one turned out so nice it would stay back at the Fort Lauderdale shop and go out just about everywhere Eddie's crew went.

"We're all pretty proud of this one," Eddie says, which explains the decision to keep it around for a while.

Unmistakably a clean, smooth and totally thought-out Thunder Cycle build, there's plenty here that's brand-new from South Florida: the gas tank design, for one. Check out the graceful curve at the front of this tank, how it neatly complements the line of the frame and runs along the top of the engine. And speaking of that frame, for this build Eddie took one of his Drop-Dead frames and dropped it even further, knocking the seat height down in additional 1-inch-plus. And for good measure, this time the oil tank was cleverly mounted up in that integral front chin spoiler.

For an exhaust system to set on the bike's motive power, an S&S 124, Eddie had to look no further than his own stockroom. A set of TCD D2 pipes, one of the more popular exhausts ever offered by Thunder Cycle, fit right in, demonstrating why those pipes are as popular as they are. And do you like that front end? Eddie did, too. It's a Roger Goldammer creation, integral trees and all, and if there's anyone who can come up with a clean and trick piece of business it's Goldammer. A front end like this is simply a fabricator's tour de force.

Replacement bike or not, Eddie is one savvy builder never passing up the chance to kill two birds with one stone—or with one English wheel. Eddie's just completed the tooling to produce the cool gas tank seen here in numbers which he can add to that ever-expanding TCD custom parts catalog. The production version will be just a little bit bigger, though. "As cool as it looks," Eddie says, "I thought the tank would be even better just a little bigger overall. In the new tooling we digitized the tank and made it 30% larger. It turned out great."

Eddie's gonna need one of those new and improved tanks pretty soon. The "replacement" bike now needs a replacement of its own. Tony Gizzo, a longtime Thunder Cycle customer from New York, was down in Florida on business and, stopping in at TCD to say hello, he spied this one sitting on the floor and, like they say, couldn't leave town without it. Which, I suppose, is good news to a guy in the business of

building and selling motorcycles. Staying one step ahead of the boss, Bones is already planning out his next tattoo paint job.
—Joe Kress

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



Easyriders





passin' gas

Q Why was the lawyer allowed to swim safely through waters that are infested with sharks and piranhas?

A. Professional courtesy.
Greg Cook
National City, California

Hung Chow calls into work and says, "Hey, boss, I no come work today, I really sick. Got headache, stomach ache and legs hurt. I no come work."

The boss says, "You know, Hung Chow, I really need you today. When I feel like that, I go to my wife and tell her to give me sex. That makes everything better and I go to work. You try that."

Two hours later Hung Chow calls again. "Boss, I do what you say and I feel great. I be at work soon. You got nice house."

Bob Grinch
Ridgewood, New Jersey

Scooter loved nothing better than to sit at a nearby bar for long evenings and get drunk with his buddies. His wife was a social climber and was prone to having her "ladies" in for bridge, etc.

This one night she didn't want him to be around embarrassing her so she told him to stay out as late as he wished, just not to come in and make another scene.

Well, he came in the back door a little early as she was preparing tea and some delicate little sandwiches, and she was infuriated at his early return home.

"You keep your mouth shut and go upstairs to bed," she told him.

"Oh, relax," said he, "I'll just have a cup of coffee, say good evening to the ladies and I'll be done."

"Just keep your mouth shut," she yelled at him again.

Well, when she finally went back into the living room, all the ladies were gone, and he sat there alone.

She flipped and told him she was going to divorce him, but he said, "Wait a minute, you have to hear my side of the story."

"I came in here, sat down, and said good evening to the ladies, and they carried on. One lady said she was having trouble with mice in her house, and another lady suggested she stuff her holes with steel wool, and all I said was, who is going to hold their little legs while you do it?"

Rocky Meyerson
WPB, Florida



"Harold, must you always beat around the bush?"



"I take it you weren't satisfied!"

A prospect was shipwrecked on a deserted island, and after several years of solitude, he begins to grow terribly horny. Unfortunately, the only other living creatures to be found are a pig and a dog.

One day, after weighing his options, the castaway approaches the sow. Just before he can begin, the dog runs up and bites him in the ass. This pattern continues for days, frustrating the young prospect to no end.

Then one morning his luck changes. He notices a beautiful young woman out in the sea and on the verge of drowning. He swims out, drags her to the beach, and revives her.

"Thank you," She says, "I'll do anything to repay you, and I mean absolutely anything."

The prospect can't believe his luck and quickly replies, "How about taking that damn dog for a walk?"

Kimberly Smith
Terra Bella, California

Gas Can marries a virgin. On their wedding night, he's on fire and wants some real bad so he strips, jumps in the sack, and immediately begins to grope her.

"Gas Can," she scolds him, "I expect you to be as mannerly in bed as you are at the dinner table."

So the bro folds his hands on his lap and says, "Is this better?"

"Much better!" she replies with a sexy smile.

"Okay then," he says, "Now will you please pass the pussy?"

G. Pacheco
San Bernardino, California

Bill and Earl are sittin' in a bar suckin' down beer when all of a sudden Bill says, "I think I'm going to divorce my wife—she hasn't spoken to me in over six months."

Earl sips his beer and says, "You better think it over. Women like that are hard to find."

R.M.
Out There Somewhere

Harold was an old man who was sick and in the hospital. There was one young nurse who just drove him crazy. Every time she came in, she would talk to him like he was a little child. She would say in a patronizing tone of voice, "And how are we doing this morning?" or, "Are we ready for a bath?" or, "Are we hungry?"

Old Harold had enough of this particular nurse, so one day when his breakfast was brought to his room, he pulled the apple juice off the tray and put it on his bedside stand. (He'd been given a urine bottle to fill for testing.)

The nurse came in later to pick up the urine sample. She looked at it and said, "My, but it seems we're a little cloudy today."

Old Harold snatched the bottle out of her hand, popped the top off, and drank it down, saying, "Well, I'll run it through again. Maybe I can filter it better this time."

Greg Cook
National City, California

As the woman passed her daughter's closed bedroom door, she heard a strange noise coming from within. Opening the door, she observed her daughter giving herself a real workout with a vibrator. Shocked, she asked, "What in the world are you doing?"

The daughter replied, "Mom, I'm 35 years old, not married, and this thing is about as close as I'll ever get to a husband. Please go away and leave me alone."

The next day the girl's father heard the same buzzing coming from the other side of the closed bedroom door. Upon entering the room he observed his daughter making passionate love to her vibrator. To his query as to what she was doing, the daughter said, "Dad, I'm 35 years old, unmarried, and this thing is about as close as I'll ever get to a husband. Please go away and leave me alone."

A couple of days later the wife came home from a shopping trip, placed the groceries on the kitchen counter, and heard the buzzing noise coming from, of all places, the family room. So she went into the family room where she saw her husband sitting on the couch staring at the TV. The vibrator was next to him on the couch, buzzing away. The wife asked, "What the hell are you doing?"

Her husband replied, "Watching the ball game with my new son-in-law. Now how about making us something to eat?"

Timothy Jennings
Strafford, New Hampshire

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

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Owner: Tony Glizzo
City: Westchester, New York

GENERAL

Designer: Eddie Trotta/Thunder Cycle Design
Fabrication: Thunder Cycle Design
Year/make: 2005 Thunder Cycle Design
Model: Special Construction
Assembly: Thunder Cycle Design
Time: 6 months
Chroming: AP

ENGINE

Year: 2005 S&S
Rebuilder: Thunder Cycle Design
Displacement: 124 cubic inches
Ignition: Crane
Cam: Thunder Cycle Design 720
Carb: S&S G
Air cleaner: Thunder Cycle Design
Pipes: Thunder Cycle Design

TRANSMISSION

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

PAINTING

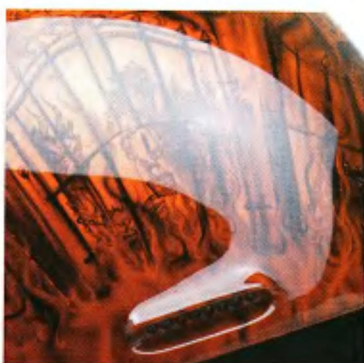
Painter: Bones
Type: House of Kolor
Color: Candy Tangerine

FRAME

Year/make: 2005 Thunder Cycle Design
Type: Drop-Seat
Rake: 50 degrees
Stretch: 10 inches
Shocks: IMS

ACCESSORIES

Handlebars: Thunder Cycle Design
Handlebar controls: Performance
Machine



Fenders: Thunder Cycle Design
Headlight: Thunder Cycle Design
Taillight: Thunder Cycle Design
Speedo: Dakota Digital
Pegs: Thunder Cycle Design
Foot controls: Thunder Cycle Design
Gas tank: Thunder Cycle Design
Oil tank: Thunder Cycle Design
Seat: Jeff Phipps
Mirrors: Thunder Cycle Design
Grips: Thunder Cycle Design

FRONT END

Type: 53mm, 4 inches over
Builder: Roger Goldammer

WHEELS

Make: Thunder Cycle DesignX-Wangs,
by Metal Motorsports
Size: 21-inch front, 18-inch rear
Tires: Metzeler, 280 rear
Brakes: Thunder Cycle Design
Photos: Don Rogers



THE IMAGERY OF RAY SCHMITZ

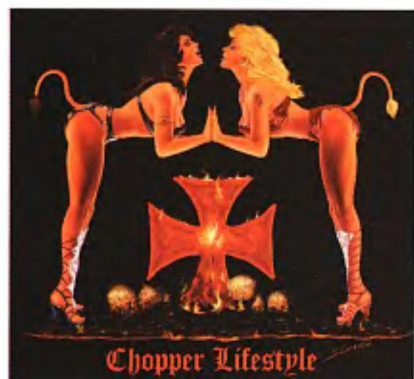
CanTejas Art

Ray Schmitz was born in Canada, and like many immigrants, came to America seeking a better life. After a four-year stint in the Air Force, he worked in publications and video production for 3M, ending up in management. After taking an early retirement offer, he found himself doing what he really loves, creating fantasy artwork.

"What I really love to do is realistic images of people...capturing a moment in time," Ray says.



SCHMITZ
©2003



Images: CanTejas

He feels very strongly about working with the people he is illustrating; he seeks their input and involvement in the creative process, working hard to capture what they are feeling. "If someone has a fantasy, they see themselves as being something, I like working with them, trying to capture what they are imagining." What he particularly enjoys is showing his finished work to his clients and having them say, "Oh my god, that is just what I was thinking!"

Ray's work starts with a photograph, which he uses to make a rough pencil sketch. When both artist and client agree that they are on the same page, he scans the art into his computer. From there he uses Photoshop to color and shade the piece, pixel by pixel. He prefers using the mouse over a pad and stylus because he feels he has better control. Although Photoshop offers hundreds of tools for drawing and filtering, he says that the only one he uses is the brush tool. Otherwise he

says the program is just like painting, you mix the color like paint, dab a little color there and if you screw up you just go back and erase it. Ray makes it sound a whole lot easier than it is, believe me.

Ray tells us that his pencil drawings are "excruciatingly detailed," describing them as "like therapy." He's been doing them since he was a kid and says he's always had a strong desire to create images. He has had no formal training, learning his craft by observation. He'd find an illustration he liked and try to recreate it. Ray picked up his techniques mainly by watching other artists.

Some of the artists he admires are Michael Whelan, who illustrates many fantasy and sci-fi books, and Sorayama, whose sometimes-outrageous depictions of women haunt him. Another favorite is surrealist Salvador Dali.

Ray's work, besides motorcycle related stuff, includes hot rods, cowboy themes, fantasy and "the delicate beauty of a

sensuous lady." One of his more recent paintings is particularly dear to his heart. It is a work he did for the Vietnam Veteran's Association in Texas that they are using to promote vets helping wounded and disabled vets coming back from the current conflict. It will appear in their national campaign brochure. He feels it is a really good program and says those guys need and deserve a lot of help.

So we asked him point blank, "Ray, what's with the girls with tails?"

He chuckled, "In North Carolina, well, there are some really strange people... naah, it really started in Austin. I did a line of devil girl T-shirts for a bike shop there and it developed into their logo, so that's how it came about."

Well, enough words, the pictures tell the real story.

—Kit Maira

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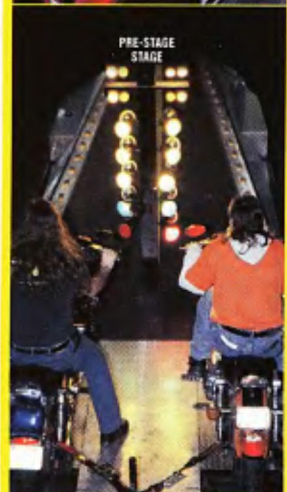
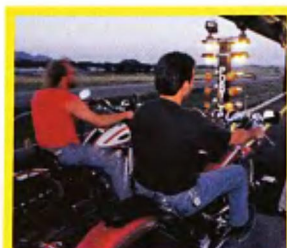
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Jan 7-8	2nd Annual Dyno-Drag Nationals - Pomona, CA
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Jan 27-29	Available
Feb 4-6	V-Twin Expo - Cincinnati, OH
Feb 10-12	Available
Feb 17-19	Available
Feb 25	Thunder Cycle - Ft. Lauderdale FL
Mar 3-12	Bike Week - Daytona Beach, FL
Mar 17-19	Hilton Head Motorsports- Bluffton, SC
Mar 24-26	Bikefest - Tampa, FL
Mar 30-Apr 1	Extreme Motorcycles of Hickory - Hickory, NC
Apr 7-9	Cycle Center - Fremont, CA
Apr 14-16	Available
Apr 21-23	Available
Apr 26-30	River Run - Laughlin, NV
May 5-7	Spring Car and Bike Rally - Batesville, AR
May 13	Harley-Davidson of Appleton, WI

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

Sept 8-10	Loess Hills Rally-Council Bluff, IA
Sept 14-16	Blackthorne Resort - East Durham, NY
Sept 20-24	Reno H.D. in Reno, NV
Sept 29-Oct 1	Bird of Prey H-D in Caldwell, ID
Oct 7	Harley Davidson of Atlanta - Lithia Springs, GA
Oct 13-15	Jim's Harley-Davidson in St. Petersburg, FL
Oct 19-22	Biketoberfest, Daytona Beach, FL
Oct 27-2	Available
Nov 5	Stone Mountain H-D in Lilburn, GA
Nov 10-12	Available
Nov 17-19	Available
Nov 24-26	Puerto Rico Bikefest
Dec 1-3	Available
Dec 8-10	Available
Dec 15-17	Available
Dec 25	Merry Christmas

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Headin' for the hills for a Harley-riffic good time.

—Tim Anderson, Edgewater, Colo.



That's a mighty big cup for those perky milkers.

—Chris Stevens, Cobleskill, N.Y.

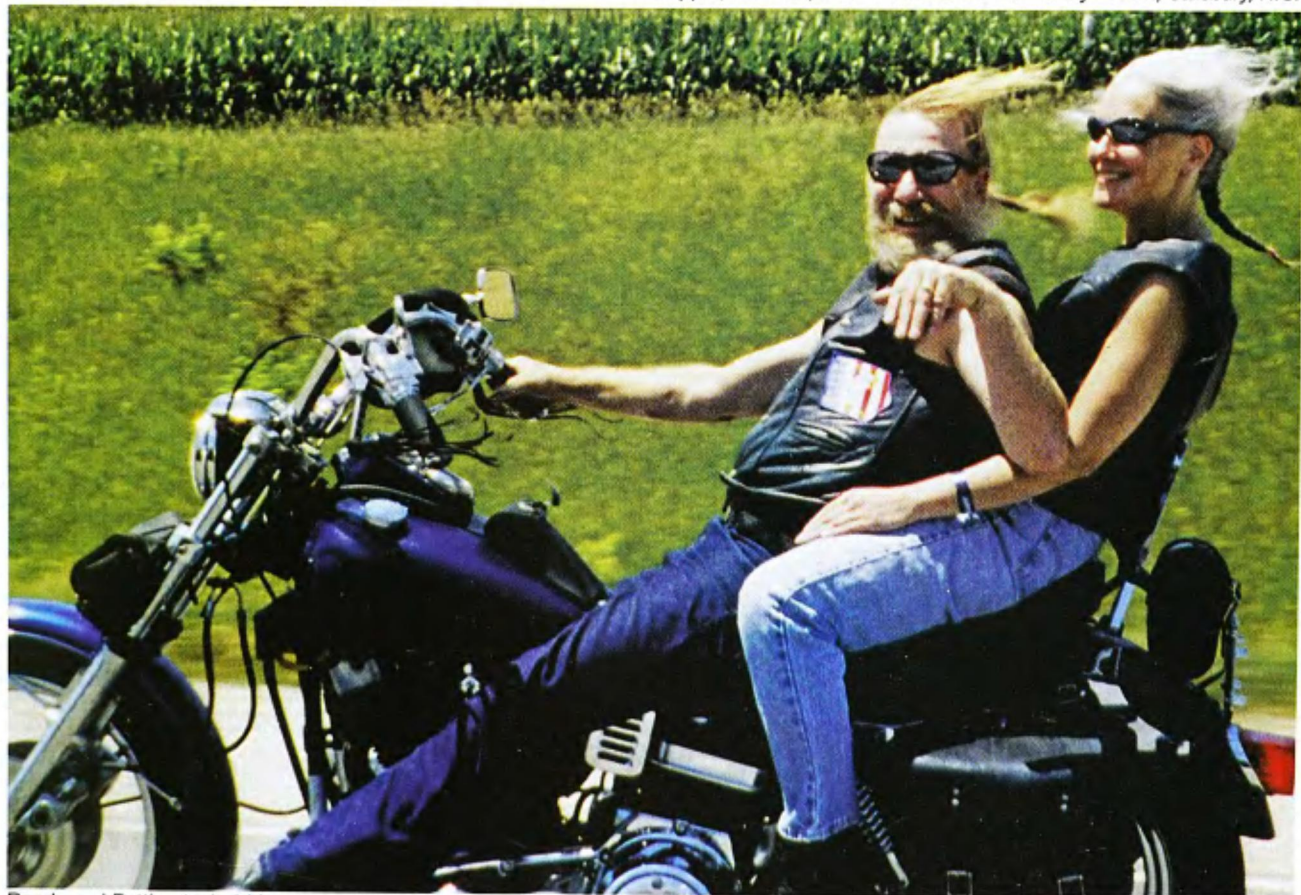


It's easy to forget your clothes around bikers.

—Chopper, Charlton, N.Y.

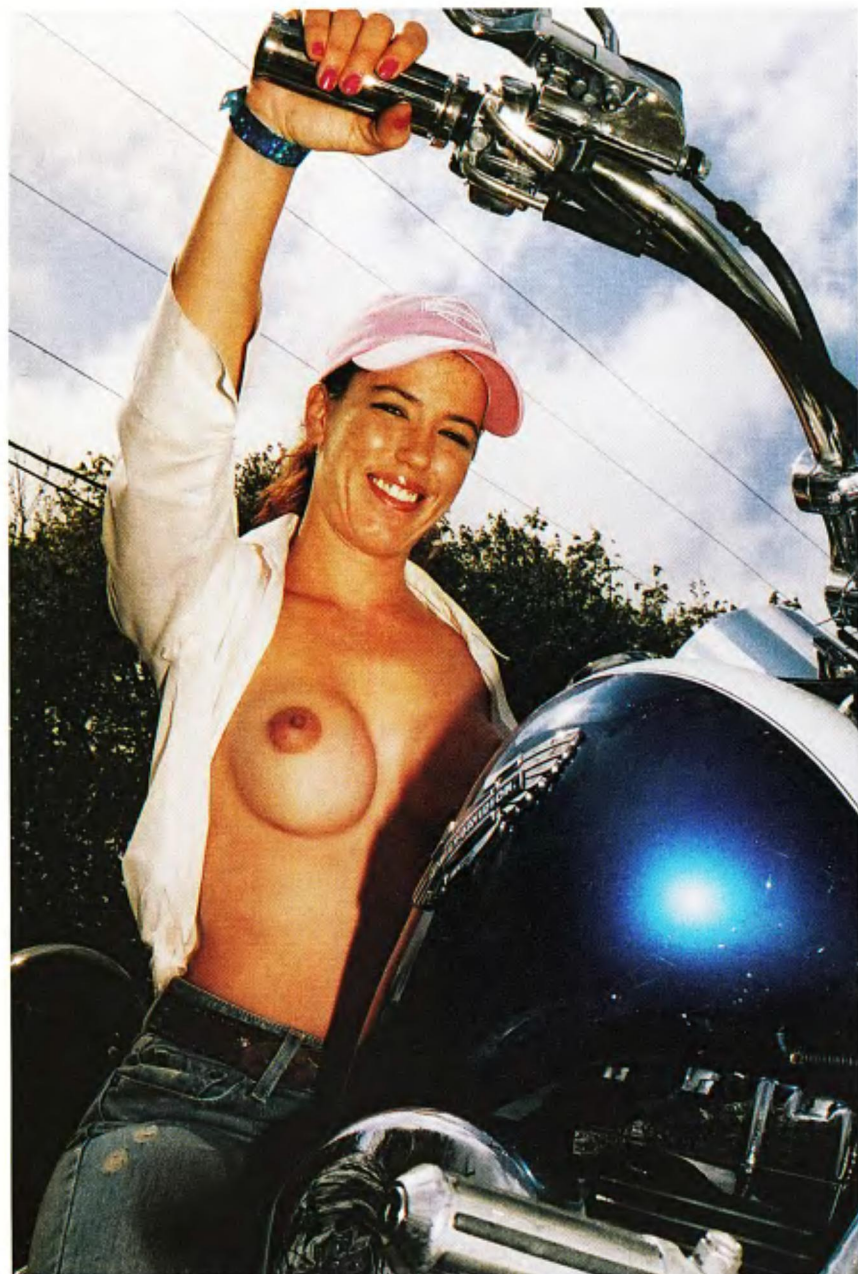


He's an eater. —Judy Brown, Salisbury, N.C.



Randy and Patti get wind-blown on a too happy putt.

—Jerry Bomer, Glenwood, Iowa



Does her nipple seems askew?

—Les Holt, La Porte, Texas



Proud. —T.W. Banks, Milledgeville, Ga.

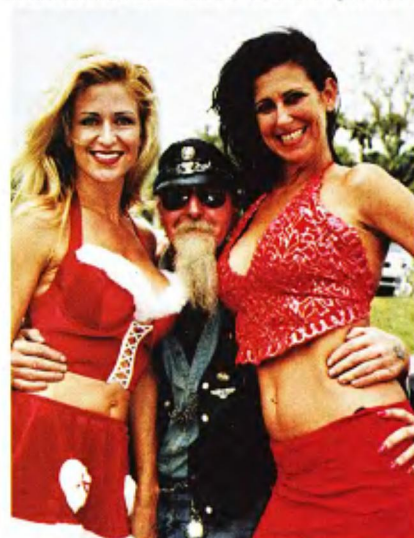


Mark and Julie. —Mark Paris, Orange, Calif.

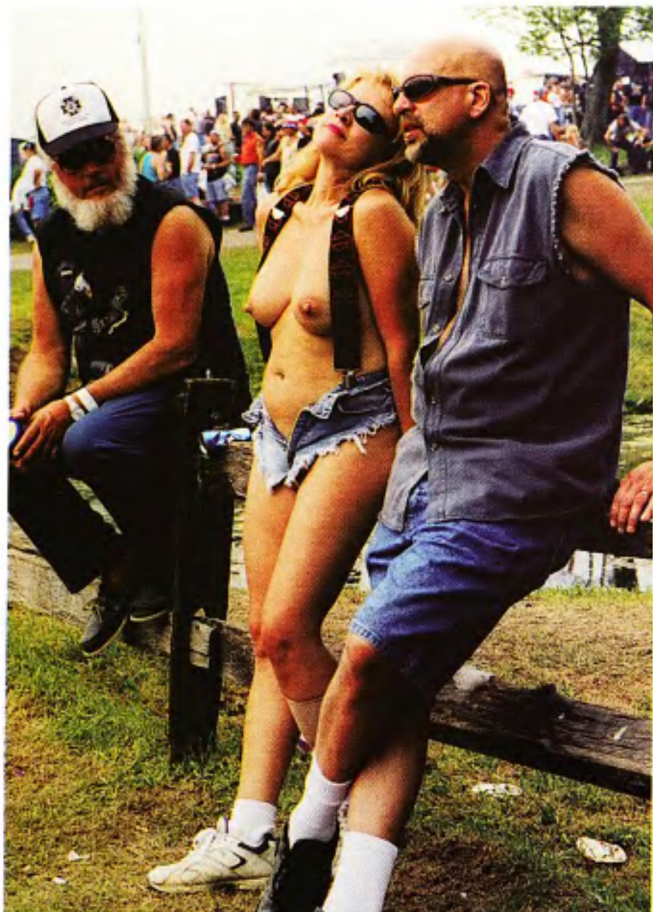


Houdini, Don Vito and Diceman in shades...of gray.

—Vic Pecorino, Huffman, Texas



Whitey's help. —Katmandu, Indiantown, Fla.



Just hangin' out at the fence.

—Chopper, Mariaville, N.Y.



Big and bad at the ROT Rally.

—Les Holt, La Porte, Texas



Wirenut, with the riding (jumping?) Corgi.

—Linda Gebert, Benton, Ky.



Alycia makes a good choice of shirts. —Biker Paul, Roslyn, Wash.



Hotsie, totsie, she rocks me. —Steve Verburg, Fredericksburg, Va.



Oh, crap, is it already that time of year again?

—Lloyd Whitford, Belleville, Ill.

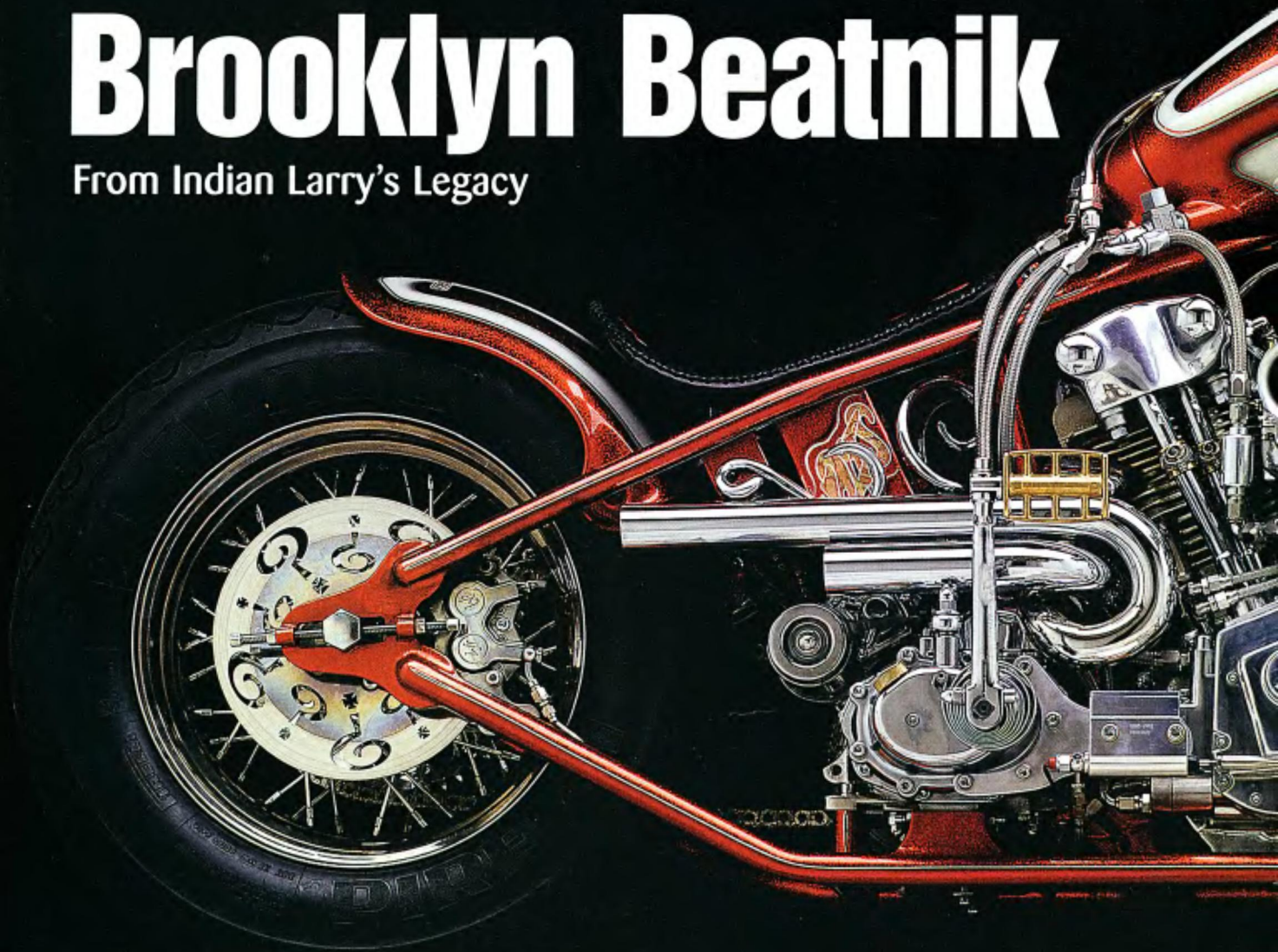
Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin'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



Brooklyn Beatnik

From Indian Larry's Legacy



For this bike feature on Indian Larry Legacy's "Brooklyn Beatnik" we went straight to builder Paul Cox for the skinny. Here's what he had to say. — Ed

After Larry's passing we still had a few jobs to finish and bike builds for private customers, so we had to contact each customer, discuss the

future of each project and decide how they wanted to proceed. Every single one of them was behind us 100%, so we completed the jobs we had and started to make plans for the future.

The support of the public and the industry was very important to our ability to keep the shop running and one of the first people to



extend a major opportunity to us was John Green of the Easyriders Bike Shows and Motorcycle Rodeos. He welcomed us with open arms to build a new bike for the '05 tour season and present it as the very first from the shop now called Indian Larry Legacy.

The inspiration for the build was just a natural progression of the way we were already building with Larry. The overall geometry is recognizable as the New York City chopper style we've been doing for 15 years and the exotic engine combination along with the hand-forged springer front end has always been an earmark of an Indian Larry motorcycle.

We wanted to maintain a feeling of continuity and not disrupt the design flow that we have maintained for so many years with Larry. While doing this, we still wanted to bring in fresh ideas that work within the framework of our known style. The process, overall, is a very natural one that stems from a long history of working with someone that was so focused on purpose and function, yet still left room for experimentation and lightheartedness. Because, as we all know, Indian Larry loved to have fun.

The engine on this bike is a story in

itself. Larry built some oddball motors in his time, usually just to give himself a challenge, and we saw no reason to break with tradition. Keino came in one day going on and on about building a pan-knuckle-shovel. He started by researching the options and talking to other builders who might be of some help with this goal. One of these guys was Berry Wardlaw from Accurate Engineering. He had been down this road before and was glad to help out with his knowledge and even the use of his shop and machinery.

Keino and I started to collect original Harley parts to do the build. The lower end is all '72 shovel, the panhead is a '49 (this happens to be the mate to the one we used to build Larry's urn for his ashes) and the knucklehead was generously donated by Berry from his private stash. There was a lot of machining to be done. The bore and chambers had to be equalized, the pushrod angle had to be modified in the knuckle to match the pan, exhaust flanges were made, cylinders were made and an off-set intake manifold had to be fabricated for the Super B carb. One of the coolest things is the camshaft. The infamous John Andrews from Andrews Cams

made us a custom, one-of-a-kind camshaft just for this bike. It had to have knuckle lobes and pan lobes on the same shaft. He nailed it because the bike runs like a top.

Another special touch was the set of handmade pushrod collars by our friend Jun of Silversmith Fin in Japan. He has always done beautiful engine detailing pieces for Larry and continues to work with us today. Of course the engine also got a crazy set of exhaust pipes we made at the shop in Brooklyn.

To list all the handmade items on the bike would be very difficult but I'd like to touch on a few. The forks started out as a fine Paughco springer until we attacked it with the torch. I started twirling the steel around until it felt right. The spring pads were machined and axle plates were made, then the rest just fell into place. Many hours of welding and shaping go into a piece like that after all the forging is done. The thing people don't get sometimes is that chrome doesn't hide imperfections like you might think, so if its not perfect going in the chrome shop, it ain't shit coming out.

The frame is a modified Paughco wishbone, the bars and forward



controls are handmade and, of course, the tank and battery box are one-of-a-kind. It's funny how some things end up as a blessing in disguise. We contracted a cat from California to make up some kick ass oil tanks. Well, long story short, we gave him a bunch of cash, and he disappeared. We had a deadline and no tanks. Necessity dictated that we put oil somewhere so we cut the "Porkster" tank diagonally like a ham and welded it up. Some trick hidden mounts and a few fittings and we had oil and fuel to go. Worked out better anyway.

Under the hand-tooled seat I made, sits my patented Rigidair seating system...often copied, never duplicated. Also, a beautiful Baker 6-into-4 transmission resides low in the frame to put the power to the people. Larry's signature series starter from Tech Cycle sits on top of that tranny and spins that 88-inch motor up with no problems.

Paint was an important aspect of this build. The idea of Brooklyn Beatnik came to me one day when I was thinking of Indian Larry and Ed Roth and Roth's "Beatnik Bandit." I thought the colors would be cool, sort of inverted from the Bandit and the name reflecting Brooklyn and our love for Roth and Larry. I spoke to Robert Pradke about this, who as most of you know, is well dialed into the counterculture beatnik scene and he thought he could do something cool with the idea...he did something way cool. I had scribbled words and shapes onto the tin and frame and just set him loose with a general concept. What he sent back really hit home. Just wild enough and just cool enough...another perfect job from Robert.

All this brings us back to the deadline for Easyriders Centerfold Tour. The snow was falling and the truck was waiting. We worked through the final few nights before the bike had to leave and had our driver sleep in the office, waiting. We finished the bike and made the show.

As an old hand at the show circuit, I know what needs to be done and how things go. The difference now is Larry's not there beside me. Keino is with me now and I'm really proud of how he has progressed. Larry would be proud too. Sometimes I wish I could show him what we've been up to and ask what he thinks. I've actually had dreams like that. I can only hope he digs it. —Paul Cox

Owner: Indian Larry Legacy

City: New York City

GENERAL

Fabrication: Indian Larry Legacy

Year/make: 2005 Indian Larry Legacy

Model: Brooklyn Beatnik

Assembly: Indian Larry Legacy

Time: 3 months

Chroming: Wilco Plating

Polishing: Colorlife

ENGINE

Year: mixed

Builder: Keino/Accurate Engineering

Displacement: 88 cubic inches

Cam: Andrews special grind

Carb: S&S Super B

Ignition: Morris Magneto

Pipes: Indian Larry Legacy

TRANSMISSION

Make: Baker

Year: 2005

Shifting: jockey

Special Features: 6-into-4

PAINTING

Painter: Robert Pradke

Color: tangerine flake

Type: urethane

FRAME

Maker: Paughco/ Indian Larry Legacy

Type: rigid

Rake: 30 degrees

Stretch: 2 inches up

ACCESSORIES

Handlebars: Indian Larry Legacy

Risers: brass dogbone

Handlebar controls: internal throttle

Fender: Indian Larry Legacy/Lucky's

Headlight: Paughco

Taillight: V-Twin Mfg.

Speedo: none

Pegs: Johnny Chop

Electrics: Indian Larry Legacy

Foot controls: Indian Larry Legacy

Gas tank: Indian Larry Legacy/Paughco

Oil tank: in gas tank

Oil system: S&S pump

Seat: Paul Cox Rigidair

Mirrors: none

Grips: friction tape

FRONT END

Type: springer

Extension: 2 inches over

Builder: Indian Larry Legacy/Paughco

WHEELS

Size: 21 inches front/15 inches rear

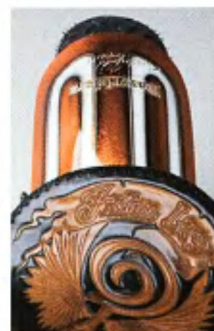
Hub: Hallcraft's front/H-D rear

Tires: Pirelli

Brakes: Indian Larry Legacy/

Performance Machine

Photos: Michael Lichter





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Meet May's Winner

Do you remember the TV show *WKRP In Cincinnati*? If so, you'll recall there were two hot chicks on that show: Jennifer (played by the big-titted Loni Anderson) and Bailey Quaters (played by Jan Smithers). Whereas Jennifer was the sexpot of the show, Bailey had that sexy, nasty librarian vibe going. Why is that important? It isn't, it's just that ever since then, besides the librarian fetish, I've loved the name Bailey and all my memories of that character. Oh yeah, it's also the name of your May winner, Bailey Rae. Take a gander at Page 92 and see her with Bob "Grumpy" Abrew and his clean FXR, shot by Mike Chase. If that's not enough for ya, point yer mouse to www.baileyrae.com and see all kinds of cool shots of hot, little Bailey. Now, I gotta run and see if the TV Land channel is playing any of those "lost" *WKRP* episodes!

—Big Daddy



Gabriella-California

#1001

"I was working at WCC and Kid Rock asked if I'd ever ridden on a chopper. I said 'no' and off we went. It was the second best ride of my life."



Jessie-Ohio

#1002

"It was crazy. The feel of the bike between my legs, the wind blowing through my hair... it just made me feel free."

Win \$1,000!



Krystal—Minnesota

#1003

"It was the only ride that's EVER made me that hot and wet. I won't ride anything but a Harley."



Michele—Arizona

#1004

"I was on a '63 Ironhead Sporty. It was hard, fast, and rough...just the way I like it."



Tara—California

#1005

"My first ride was something I'll never forget. I was so happy, riding around feeling...everything...had a big smile, opened my mouth...and a friggin' bug flew in it!"



Trudy—Indiana

#1006

"It was on my own 1200 Sporty, through the State National Park. I had so much fun, I pulled my ol' man into the bushes and gave him a ride, too!"

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.

For this issue you may begin sending in your votes, either by mail or on-line at www.easyriders.com (then click on Fox Hunt), September 1, 2006. The voting deadline for this month's crop of cuties is September 30, 2006. We'll announce the winner in the February 2007 issue.



I love Cali and Cali loves me. How do I know? I don't, but June's winner is Cali Luv from, duh, SoCal so I'm hopin'.... Come back next month to see her X-Treme shoot with X-Treme Cycle Design, shot by Rick Husted.

400

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.

Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: () _____ Cell Phone: () _____

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: () _____ Evening Phone: () _____

Photographer's Signature: _____

Models, please send a photocopy of your picture I.D. that shows your signature and photo.

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

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

ISO™ Flame Grips

Flamed cushy grips with attitude! A unique flamed pattern surrounds the grip with raised soft rubber pads. Maltese Cross emblazoned end cap.

Infinity Streamliner

Take advantage of this spectacular illusion. It goes from a mirror finish to a vortex of lights with a flip of a switch. Fits any standard body Hypercharger.

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These covers mask the roughly finished forged frame necks on a Twin Cam Softail. So cover those wires and finish your neck in style. A couple of screws, a few minutes, and you're done! Fits most '00-'06 Twin Cam Softails.

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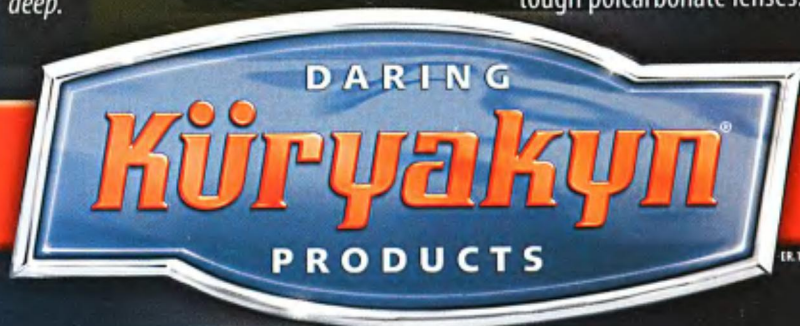
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Dim: 14" long by 14" wide by 8" deep, expands to 12" deep.

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The ultimate in riding sunglasses! Featuring auto tinting dawn till dusk lenses, venting, comfortable fit & tough polycarbonate lenses.



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"We built this bike for last year's Charleston Heritage Rally," Vince Doll says, and, not the kinda guys who draw thing out for very long, the crew at Redneck Engineering started work just three weeks before the Rally. Plenty of time, according to the Redneck clock. On the Friday before the Saturday show they began final assembly. Things were going smoothly until about 5 o'clock in the afternoon when someone noticed that all the pinstriping was starting to bubble and lift. Something in the paint didn't bond or activate correctly, so the bike had to be completely disassembled, carried piece by piece back to the paint shop to be scuffed down, re-pinstriped, re-cleared and re-buffed.

Deadline Pressure Brings Out The Best

SCREW THIS!





About 11 o'clock that night they were bolting the engine back in the frame and by 3 o'clock in the morning everyone was dog-tired. It looked like maybe they wouldn't make the show after all. That's when Vince threw up his hands, screaming, "Screw this! It ain't worth it." The guys in the shop, however, wouldn't give up. They told the boss to go take a nap, they'd have the bike ready. By 7 o'clock in the morning they did, but the exasperation from the night before stuck. "Screw This!" became the bike's name.

"Building problems aside, this might be my favorite bike ever," Vince says. It's a basic, in-your-face hot rod motorcycle, the kind of bike that real builders, hot rodders at heart, can appreciate. Knowledgeable guys who know what they're seeing—or not seeing in this case—are usually knocked out flat. Roger Goldammer, for one, calls this bike the baddest ride in town. "And that meant a lot to me," says Vince. Sit back and take a look for yourself. It all seems so simple, like there are maybe not enough parts here to make this thing run. That mechanical deception took some effort and the details are everywhere. The more you look, the more you see. For instance, one brake pedal works both wheels, there's no clutch lever to be found, there's no visible oil tank. Nothing shows anywhere. And how about that gas tank? See-through, reach-through, call it what you will, Vince makes a joke saying they built it with all the sheet metal they had on hand at the time so it's missing a few sections. It's missing nothing, and holding 2.8 gallons of fuel that 3D tank was an absolute nightmare to construct. It took Brent Coggins, the main sheet metal man at Redneck, two solid weeks of long days to finish that work. Intricate doesn't begin to explain things, and to complete this fabrication the tank it had to be built and disassembled probably six different times to fit and weld in all the various pieces making it up.

The frame is also a one-off, but Vince says the response has been so dramatic, Redneck's tooling up and building more like it. The wheels are Redneck originals, as well, this time by Weld, and for a different finish Vince sprayed them with ordinary Rhinoliner—the same stuff coating the bed in your pickup



truck. "What I was going for," he says, "is something textured to match what I did to the Accurate Engineering's pan-head motor. I was originally thinking of wrinkle paint, but one afternoon I was outside leaning against my truck when I saw the perfect answer."

The front end is Redneck's, too, as is most everything on the bike, head to tail. And did you notice the little BMX shock under the seat? "Put a little air into it and it gives you a nice cushion," Vince says. "The bike rides great." At three in the morning the day before its



debut you probably would've heard a different story, but like we said, deadlines have a way of bringing out the best in people—and sometimes machines.

—Joe Kress



Owner: Redneck Engineering
City: Liberty, South Carolina

GENERAL

Designer: Vince Doll
Fabrication: Redneck Engineering
Year/make: 2005 Redneck Rocket
Model: Screw This!
Assembly: Redneck Engineering
Time: 3 weeks

Chroming: Chrome Masters

ENGINE

Year: 2005 panhead
Rebuilder: Accurate Engineering
Displacement: 93 cubic inches
Ignition: Mallory
Cam: Accurate Engineering
Carb: S&S

Air cleaner: V-Stack

Pipes: Redneck Oval

TRANSMISSION

Year/make: 2005 Trix-Shift
Shifting: 6-speed, jockey

PAINTING

Painter: Gary Strait
Type: House of Kolor
Color: Black w/ flames
Special paint: pinstriping by Charlie Tyre

FRAME

Year/make: 2005 Redneck Engineering
Type: Curves
Rake: 48 degrees
Stretch: 4 inches up/6 inches out
Shocks: under seat



ACCESSORIES

Handlebars: Redneck Engineering
Handlebar controls: Redneck Engineering, internal
Fenders: Redneck Engineering
Headlight: Redneck Engineering
Taillight: Redneck Engineering, side-mount
Speedo: nope
Pegs: Superior Tool
Gas tank: Redneck Engineering
Oil tank: in frame
Seat: Outlaw Seats
Mirrors: nope
Grips: Superior Tool

FRONT END

Type: springer
Builder: Redneck Engineering

WHEELS

Make: Redneck By Weld
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: HHI, Exile
Photos: Brad Patton

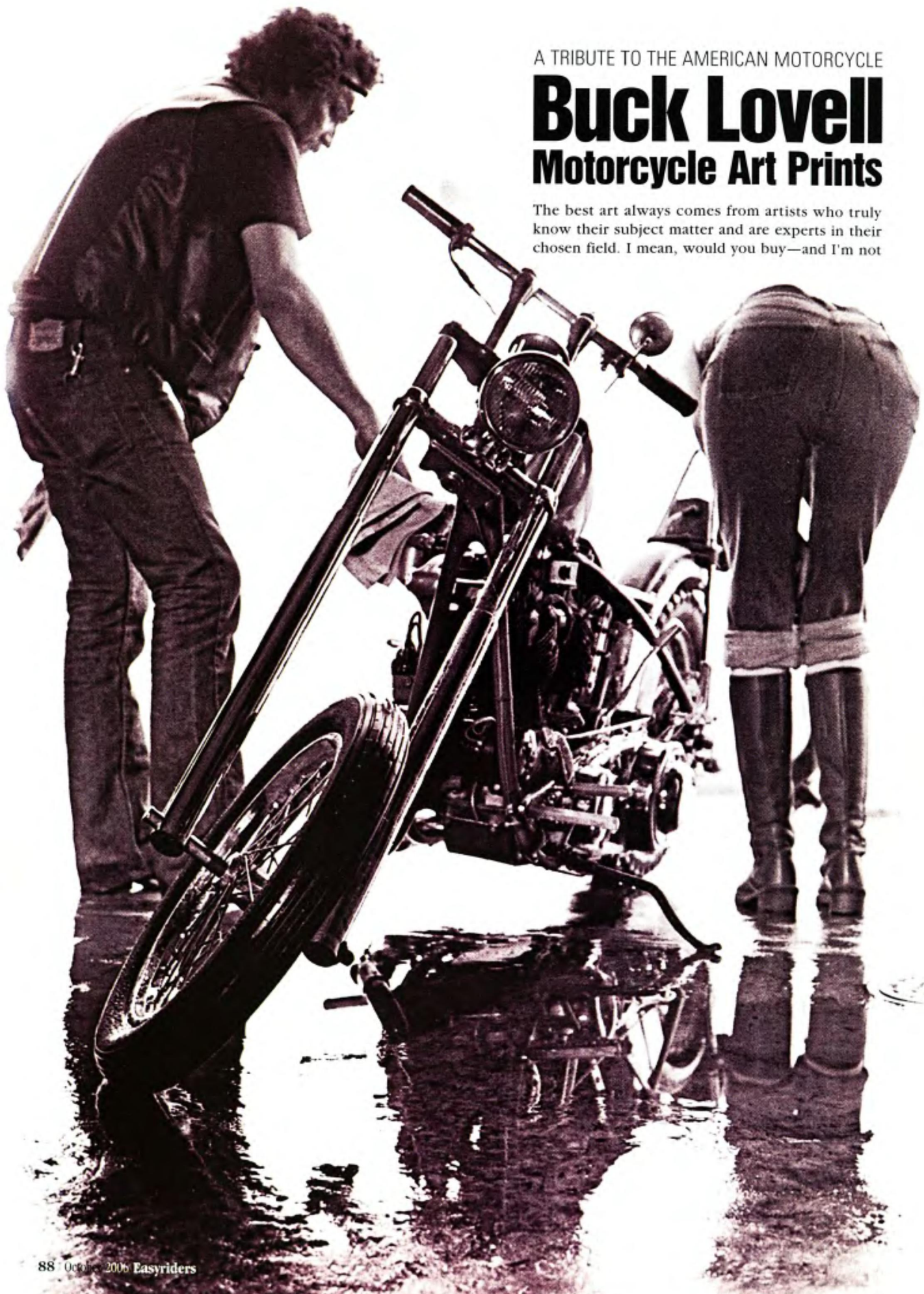


A TRIBUTE TO THE AMERICAN MOTORCYCLE

Buck Lovell

Motorcycle Art Prints

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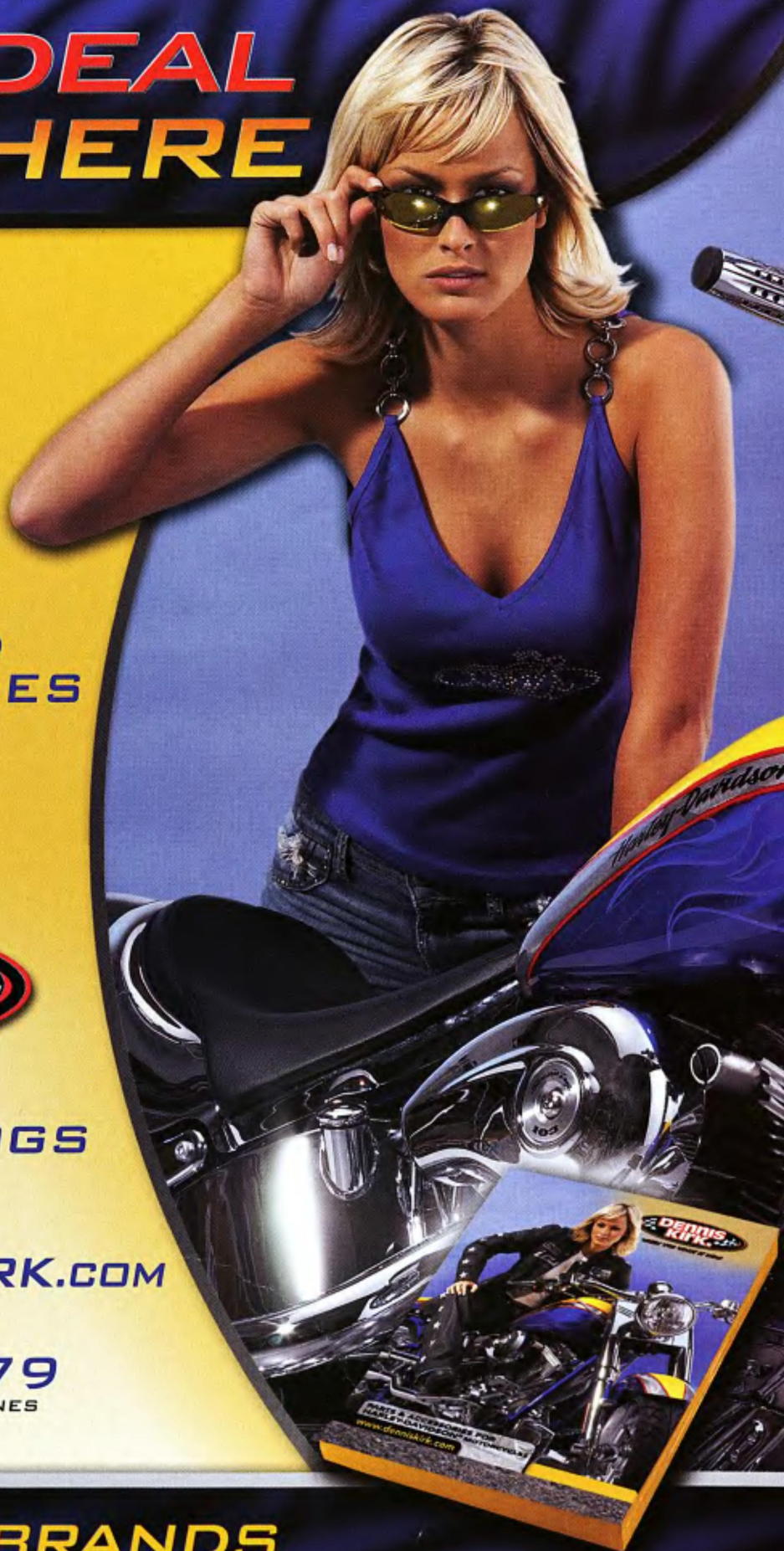


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Images: Buck Lovell

saying you would, but if you were in the market for a beautifully heartfelt painting of oil rigs in the Alaskan wilderness, would you buy one from any artist who's not also a Republican? Of course not.

Which brings us to Buck Lovell. Not that Buck drills for oil or moonlights as a Republican, but he certainly has a lot of in-depth experience and expertise, with the American motorcycle scene. In fact, Buck says he's been riding American motorcycles since 1968, when he bought himself a 1947 Indian Chief with sidecar from a prison guard in California. We're not sure if it was a trade for freedom or not, though.

He rode Indian motorcycles for many years before finally switching to Harleys. "My first Harley-Davidson was a 1949 EL with 74-inch flywheels, and an M-74 Linkert carburetor," he remembers. "I paid \$1,500 for a rigid frame 1949 EL, stroked to 74, with jockey shift, no front brake on the 21-inch wheel and a 15-over Wide Glide with about 1/2-inch rake."

Buck's also been taking pictures of motorcycles and their riders for almost as long. "I started taking pictures of motorcycles and bike events long before motorcycling was considered acceptable

by most citizens of this fine country."

A rebel with a cause and, more importantly, a need for cash, Buck had started making images of the parties and other events he attended, which opened the doors for him as a freelance photojournalist. His first article was published in 1979 in *Iron Horse Magazine*; it was a multi photo feature with a bike layout of a 1941 Crocker motorcycle. Eventually, he would even achieve the position of editor at *Hot Rod Bikes*.

But Buck's experience with publishing wasn't just relegated to the fleeting world of periodicals. In 2002, he also published a book called *American Police Motorcycles: A Photo History of Police Motorcycles*. It features American police motorcycles built between the early 1900s and the 1980s, and the historical and archival photographs—along with firsthand anecdotes—tell the story of these two-wheeled workhorses.

So you can say, Buck's been around and his new venture, coming to you in the shape of beautifully handcrafted art print, is not only based on his vast experience, it is permeated by it. And the best part: no actual motorcycles were hurt during the production of his art.

Buck's work has been photographed and printed by Buck using archival materials and now his pieces are available in limited quantities—signed, numbered and ready to frame. Specifically, we are talking about 19- x 13-inch Giclee prints on museum-quality art paper and then mounted on 20 x 24 black foam core. They are generally signed by the artist, although unsigned prints are also available upon request. To hang your own Buck Lovell on your living room or bathroom walls, you have to get it from Kendon Industries, purveyor of those fine trailers, bike lifts, and now art prints.

Get your Buck Lovell motorcycle art print for a measly \$99 plus \$15 more for shipping and handling. And if you live in California, you get to add an 8% sales tax! Just looking at these awesome prints, you gotta tell yourself that even if you have to sell grandma, it'd be worth it. You know Buck would appreciate it.

—Tripper

For more information or to place an order, contact Kendon Industries at 714-630-7144 or 800-847-8618, or through e-mail at info@kendonusa.com.

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The Grumpy FXR

Nothing To Complain About

This gorgeous FXR is literally glowing with pure attitude in a way that lures you in for a closer look. We couldn't keep our eyes off of Bob Abrew's perfectly customized scooter. When we caught up with him, Bob was bleeding the brakes on a Deuce he was finishing up and there were about a dozen other bikes waiting for a touch of his metal artistry.

Bob Abrew Fabrications specializes in unique sheetmetal work, and his work covers everything from mild to wild. Bob builds six ground-up custom projects each year, along with plenty of unique mods that convert factory bikes into one-off wonders. The superior quality of Bob's work speaks for itself, and most of his advertising is done by



word of mouth. Another six or seven times each year, Bob gets a few new customers who have given up on attempting their first custom project in their own garage. Everyone wants to be a bike builder; no one wants to admit they need experience—until it's too late and the parts don't fit or work properly.

Accused of being grumpy, Bob has over 30 years experience with bikes and hot rods. Bob gets his skills and appreciation for real motorcycles honestly. His dad, Tony, was a welder and in 1948 he bought a new panhead. Bob was just four years young, but Tony had to push the bike down the block before starting it up if he wanted to go for a ride without him. Bob admits that he is hard headed, but he knows what works. Having ridden most of today's factory customs, Bob feels that most of them don't have many road manners. One of his friends traded the 96-inch S&S mill in his bike for a 124, and Bob decided it was time to build one for himself, creating this Champagne Gold and Kandy Brandywine FXR around that 96 incher.

Bob loves to stand back and really get a good view of the symmetry of a bike. The changes that he makes to a stock frame not only fashions a bike that is comfortable on the highway, but also

gives everyone something very nice to look at. Bob enlisted the services of master welder Joe Lamont, and together they cut out the entire seat area, along with a good-sized chunk of the motor mount. There are now 40 degrees of rake and 4 inches of outward stretch in this frame. The 58mm Marzocchi inverted forks are mated to the chassis with a set of un-raked Kosman Air Foil triple trees. All these elements work together to give the "Grumpy FXR" a stance with real attitude and a feeling of real confidence in the twisties of the Santa Cruz mountains, which happens to be Bob's favorite place to roll.

One trick detail that you don't want to miss is the way Bob bent these bars himself and ran the cables and wiring on the inside. He took his ability to hide things to the next level by bending a

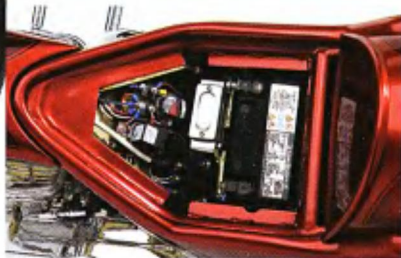
piece of tin around the controls to obscure the switches as well. Bob does superb work with sheetmetal, but he is especially proud of the way his work looks on this Grumpy FXR.

Bob and his wife, Rosie, can be seen riding his Grumpy FXR along Highway 9 into Santa Cruz, or along Highway 1 on the way back. Sounds like a great way to make a day of it and we can't think of any reason why Bob should ever be grumpy any more. Call him up at 510-581-4415 to get yourself a true custom with more than just looks going for it. Speaking of looks, doesn't this month's Fox Hunt winner, Bailey Rae, look like she is ready for a ride? Yeah, buddy!

—Cheese Pretzel







GENERAL

Owner: Bob Abrew
City: Hayward, California
Model: 2005 Harley-Davidson FXR
Time: 5 Months
Chroming: Modesto Plating/High Lustre Chrome

ENGINE

Year/model: 2000/ S&S
Rebuilder: Dee Geung
Displacement: 98 cubic inches
Cam: Crane
Carb: Mikuni HSR 42
Pipes: Vance & Hines

TRANSMISSION

Year/make: 1998 Harley-Davidson FLH with 2005 gears

PAINT

Molding: Rolando
Painter: Joey Stockdale
Type/color: House of Kolor/Kandy Brandywine and Champagne Gold
Special paint: Josh Stokes of Greedy Fly Grafix

FRAME

Year/make: 2000/Chopper Guys
Type: swingarm
Rake: 40 degrees
Stretch: 4 inches out
Shocks: B&T

Modifications: Bob Abrew Fabrications

ACCESSORIES

Bars: Bob Abrew Fabrications
Risers: none
Handlebar controls: Arlen Ness
Fenders: Bob Abrew Fabrications
Headlight: Revenge Cycles
Taillight: Revenge Cycles
Speedo: Dakota Digital
Pegs: Legends
Foot controls: Harley-Davidson
Electrics: Bob Abrew Fabrications
Gas tank: Bob Abrew Fabrications
Oil tank: in transmission
Seat: Jack's Custom Seats

Mirrors: none

Grips: Legends

FRONT END

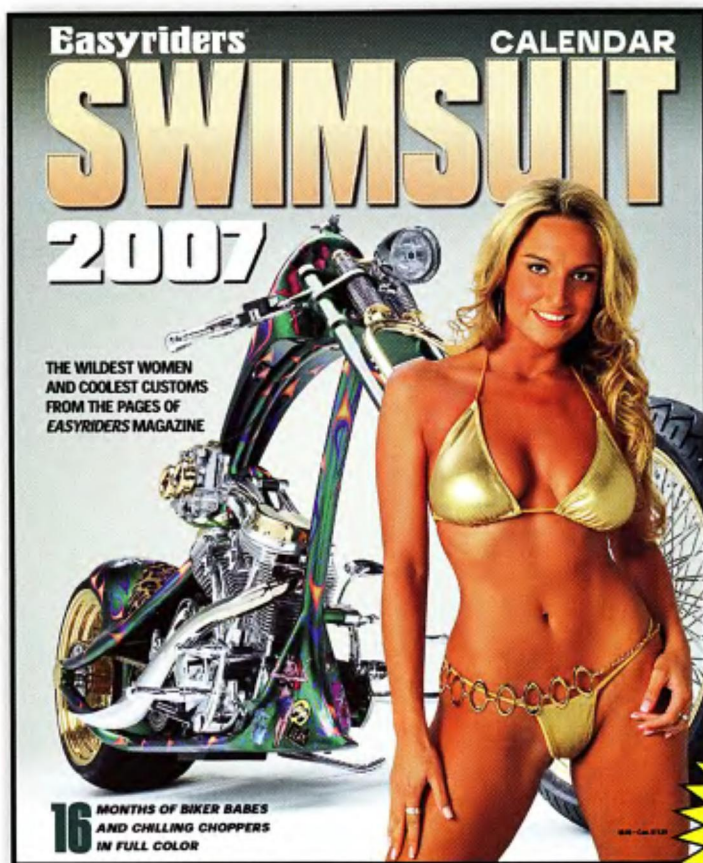
Type: Inverted 58mm
Extension: 6 inches
Triple trees: Kosman air foil, raked 6 degrees
Builder: Marzocchi/Bob Abrew Fabrications
Modifications: Bob Abrew Fabrications

WHEELS

Hub: Arlen Ness, Landmark Pearl spokes, Akront rim
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: RevTech
Photos: Mike Chase



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Come October, Biketoberfest will be celebrating its 14th year. Imagine that, frolicking in the autumn sun while elsewhere Jack Frost is already knocking on people's doors. This year, organizers and participants are coming up with plenty of stuff to keep revelers amused and happy. Of course, we here at the mag don't have a clue what that might be, but if you're really curious, by the time you read this, the official Daytona Biketoberfest Web site should have plenty of info available to you.

And not only can you find out what there's to do, you can also pick a place where you might want to hide from the crowd. That's right, affordable accommodations are aplenty and all you have to do is click your way to happiness. If you know your way around a computer, simply check out the

"Book Your Room Here" box on the right of the home page. Or you can download a list of safe havens along with pricing information.

Ah, yes, Daytona is beckoning again and as almost everybody knows, it's much less of a crowd this time of year and therefore much more enjoyable. Don't forget to check out all the excitement over at Destination Daytona, the world's largest Harley dealership with hundreds of vendors, food, girls, and yes, motorcycles.

By the way, the following list of events and other stuff is, of course, subject to change and shouldn't be taken too seriously. After all, at the time of this writing, we're still months away from October, and a lot can happen in the meantime. For more info, check www.biketoberfest.org.

—Tripper

EASYRIDERS' BIKETOBERFEST GUIDE

EVENTS CALENDAR

OCT 15

12th Annual Harley-Davidson Ride for Children

Join hundreds of riders in a police escorted ride to benefit Paul Newman's Camp Boggy Creek. For information call 386-253-2453.

OCT 17- OCT 18

Veterans Golf Tournament

Benefiting Vietnam Veterans Assistance Fund To be held at both LPGA Golf Courses - Champions & Legends. For information call Golf Daytona Beach at 800-544-0415 ext. 136 or email info@golfdaytonabeach.com or visit www.golfdaytonabeach.com.

OCT 18 - OCT 20

Biketoberfest® - Motorcycle Expo

An estimated 100 vendors and exhibitors offering pinstripping, product and services, motorcycle displays, seminars, demonstrations. Presented by The Daytona Beach News-Journal; 10 a.m. - 6 p.m. Ocean Center, 101 N. Atlantic Ave., Daytona Beach. Free. For more information call 386-672-0723 or visit www.dbnjshows.com.

OCT 19 - OCT 22

Official Biketoberfest® Event Welcome Center

Complete listing of all events, activities & loads of information. Sign in and pick up an official event poster or 2006 wallet card. For information call 386-255-0415 ext. 117 or visit www.biketoberfest.org.

Visitor Information Center

inside DAYTONA USA. 1801 West International Speedway Blvd., Daytona Beach and located inside Bruce Rossmeyer's Harley Davidson,

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Biketoberfest® Rajun Cajun Fest

New Orleans-style Biketoberfest event including a crab and crawfish boil, live music and more. Inlet Harbor Restaurant, 133 Inlet Harbor Road, Ponce Inlet. Free admission. For more information call 386-767-8755.

OCT 20

Boardwalk Classic Bike Show.

8 a.m. - 11 a.m. registration, 11 a.m. - 4 p.m. show. Twenty classes with three trophies per class and a \$500 grand prize. For information call 386-253-0254. Oceanfront, Boardwalk Walkway, Daytona Beach.

Biketober Motorcycle Classic

One of Daytona Beach's newest attractions. Open to all makes and models of motorcycles, sidecars and trikes. Show bike categories will feature everything from Harleys and Indians of the 1920s and 30s to Triumphs and BMWs of the 1960s and 70s to modern Suzuki and Kawasaki sport and race bikes, as well as wild customs and choppers. 4 p.m. - 10 p.m. For information call 386-254-5020 or visit www.daytonalagoon.com. 601 Earl Street, Daytona Beach (next to the Ocean Center).

OCT 21

Biker Bash on the Beach Free concert at Noon in the Historic Bandshell located behind the Hilton Daytona Beach Oceanfront Resort. For

information call 386-254-8200. 100 North Atlantic Avenue, Daytona Beach.

Main Street Rally

The place to see and be seen. Festival fun, vendors, manufacturers display. For information call: Main Street Merchants Entertainment 386-252-1922 or 386-255-9525.

No Name Saloon

Biketoberfest® Bash Three live bands daily, vendors, funny contests, great food. 9 a.m. - 3 a.m. For information call 386-428-9229 2001 South Ridgewood Avenue, Edgewater.

United Way 2006 Heritage

Softail Classic Give-away Tickets by donation 10 a.m. - Midnight at the Full Moon Saloon, 700 Main Street, Daytona Beach and at the Iron Horse Saloon, 1068 North US 1, Ormond Beach. For information and to purchase tickets visit www.uwvharley.com.

Biketoberfest Fall Cycle Scene Championship Cup Series

Race of the Champions motorcycle races and Formula USA Championship final rounds, 8 a.m. - 5 p.m. Daytona Beach International Speedway, 1801 W. International Speedway Blvd., Daytona Beach. For tickets and information call: 386-252-2453.

Cruisin' Cafe

Live bands, DJ, souvenirs, T-shirts, daily entertainment and full course meals. For information call 386-253-5522 or www.cruisincfe.com. 2 South Atlantic Avenue, Daytona Beach.

American Legion Post 270 "Legion Riders"

Biketoberfest® Blast

Music, backyard BBQ and horseshoes. For information call 386-788-6800. 119 Howes Street, Port Orange.

Spider's Cycle City

Biker central on Beach Street from 9 a.m. - 9 p.m. For information call 304-877-6946 or www.spiderspromotions.com. 320-354 North Beach Street, Daytona Beach.

Boot Hill Saloon

Biketoberfest® Party

Live music, food, exhibits & more. Live music, outdoor bar, exhibits, food, T-shirt & logo sales. For information call 386-257-2007 or www.boothill-saloon.com 310 Main Street, Daytona Beach.

Hot Leathers Biketoberfest® Giveaway

Drawing by raffle at Noon on October 23. For information call 386-238-1048. 801 Main Street, Daytona Beach.

Florida Lions Conklin Center for the Blind

Get your 2006 Bike Week Antique Motorcycle raffle by donation tickets. For information or to purchase tickets call 386-258-3441 or www.conklin-center.org. Iron Horse Saloon, 1068 North US1, Ormond Beach.

Biketoberfest® Festival at Riverfront Park

Robbie Knieval visits historic downtown Daytona Beach; International motorcycle designers show off their latest creations; Official Event clothing & water; corporate giveaways; manufacturer displays; live entertainment; food & beverages; visit with Daytona Beach Mayor Yvonne Scarlett-Golden; motorcycle

parking onsite. For information call 386-248-0580, 866-605-4276, 386-671-3420, or nigerh@codbus.org or www.tomcellie.com.

Daytona Beach News - Journal Biketoberfest® Motorcycle Expo

Beachside, Ocean Center Free admission. Expo with motorcycle and after market vendors, ride-in shows, tattoo contests and events. HOG pin stop. 10 a.m. - 6 p.m. daily. For information call 386-677-4262 ext. 2242 or www.dbnjshows.com. 101 North Atlantic Avenue, Daytona Beach.

Saddle Jacks Bar & Grill

Live entertainment, DJ's, contests & more. Live entertainment 6 p.m. - 10 p.m. Breakfast buffet 7 a.m. - 11 a.m. Mechanical Bull, Foam Party, DJ's/Emcee's, games, prizes and giveaways. For information call 386-615-8511. 1545 US 1, Ormond Beach.

Boot Hill Bar - Ormond Beach

Outdoor bar, live music, Wall of Death, food, tattoos, T-shirts, vendors, contests and more. Shades of Purple will be playing from 9 p.m. - 1 a.m. on 10/20, 10/21 & 10/22. For information call 386-257-2007 or www.boothillsaloon.com. 1081 North US 1, Ormond Beach.

316 Main Street Station Restaurant & Saloon

Daily activities, food & more. For info call 386-248-0085. 316 Main Street Daytona Beach

Last Resort Bar

Music, vendors, food. Ol Skool Chopper Show. For information call 386-761-5147. 5812 Ridgewood Avenue, Port Orange.

Barney's Leather/Tattoo's R Us - Ormond Beach

Great food, great tattoos, great vendors. 9 a.m. - Close.
For information call
386-252-7770. 1148 North US 1,
Ormond Beach.

Barney's Leather - Daytona Beach

Come join the fun: food,
vendors and more. 9 a.m. -
8 p.m. For information call
386-252-7770 or www.barneysleather.com. 438 North
Beach Street, Daytona Beach

CLUBBING, ETC. BEACH CLUBS

Conch Shack
(at Beachcomer Resort)
2000 N. Atlantic Avenue
Daytona Beach, FL 32118
386-252-8513

Ocean Deck
127 S. Ocean Ave.
Daytona Beach, FL 32118
386-253-5224
Live Island Music - Directly on
the Beach.

Racing's First Turn
4511 So. Atlantic Ave.
Daytona Beach Shores, 32118
386-322-3258

Splash Bar and Grill (Adam's
Mark Resort)
100 N. A1A
Daytona Beach, FL, 32118
386-254-8200

"Tropical Pool Deck" Waves
Beach Bar (Adam's Mark
Resort)
100 N. A1A
Daytona Beach, FL, 32118
386-254-8200

Blues Clubs
Bank and Blues Club
701 Main Street
Daytona Beach, FL, 32118
386-257-9272
"Top regional and national
blues bands" (First Sunday of
the month only)

Boot Hill Saloon
310 Main Street
(across from cemetery)
Daytona Beach, FL, 32118
386-258-9506
"Order a drink and have a seat.
You're better off here than
across the street."

COMEDY CLUBS

Bonkerz Comedy Club
Located inside Hook's Lounge
at the Treasure Island Resort
Bonkerz Comedy Club will be
open every Friday & Saturday
night at 9:30 p.m. Admission is
only \$5. For reservations, call
386-255-8371. (*Must be min.
18 years old to attend shows.)

DANCE CLUBS

600 North
600 North Atlantic Ave.
Daytona Beach, FL, 32118
386-255-4471, ext. 116
"Where the Professionals Party"

Razzle's
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Daytona Beach, FL 32118
386-257-6236
"High energy dance club with
unbelievable light shows"

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Daytona Beach, FL, 32118
386-761-0022
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with a million dollar view"

The Groove
118 N. Beach St.
Daytona Beach, FL, 32114
386-252-7600

Fuel Entertainment Complex
640 N. Grandview Avenue
Daytona Beach, FL 32118
386-248-3151

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GiGi's New York Italian Ices
offers over 70 flavors of
gourmet Italian Ices.

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386-238-8466 - fax
rkgiffin@usa.net
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comfortable, you may not want
to go home! Delicious
desserts, fresh-baked pastries,
breakfast sandwiches and
soups/sandwiches.

KARAOKE

The Green Turtle
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Daytona Beach Shores, FL,
32118; 386-255-2677

Plaza Club (Located at The
Plaza Resort & Spa)
600 N. Atlantic Ave.
Daytona Beach, FL 32118
386-255-4471

The Penthouse Lounge
(at Best Western La Playa
Resort) 2500 N. Atlantic Ave.
Daytona Beach, FL 32118
386-672-0990

Ocean Deck
127 S. Ocean Ave.

Daytona Beach, FL 32118
386-253-5224
Live Island Music - Directly on
the Beach

LOUNGES

Beaches Sand Bar
203 E. Granada Blvd.
Ormond Beach, FL, 32176
386-671-1711

Bootsie's Hideaway (Formerly
Embassy Lounge)
3400 South Nova Road
Port Orange, FL 32127
386-788-5532
embassystore@bellsouth.net
Open 7 a.m. Mon - Sat. 11 a.m.
Sun. Happy Hour 4-7 p.m.
"Come as strangers ...
leave as friends"

Clocktower Lounge
100 N. Atlantic Ave.
(Adam's Mark Daytona Beach
Resort) Daytona Beach, FL
32118, 386-254-8200
An ocean view with live
piano music

Dirty Harry's
705 Main St.
Daytona Beach, FL, 32118
386-252-9877

Fat Tuesday's
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Daytona Beach, FL, 32118
386-253-3305

The Love Bar
116 N. Beach St
Daytona Beach, FL 32114
386-252-7600

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101 Bay St.
Daytona Beach, FL, 32114
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"Upscale supper club and
martini bar"

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Ormond Beach, FL
386-671-2636
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all day"

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251 S. Atlantic Ave. (Surfside
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Ormond Beach, FL 32176
386-672-8510
Oceanfront deck lounge and
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LIVE ENTERTAINMENT

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"Top regional and national
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Drinking Emporium
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Daytona Beach, FL (Mainland)
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Beaches Sand Bar
203 E. Granada Blvd.
Ormond Beach, FL, 32176
386-671-1711

Bernkastel Festhaus
100 N. Atlantic Ave (Behind
Adam's Mark)
Daytona Beach, FL, 32118
386-255-8300



Boot Hill Saloon
310 Main Street (across from
cemetery)
Daytona Beach, FL, 32118
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"Order a drink and have a seat.
You're better off here than
across the street."

Frank's Front Row
308 Seabreeze Blvd.
Daytona Beach, FL, 32118
386-255-9211

Froggy's
800 Main Street
Daytona Beach, FL, 32118
386-254-8808

Full Moon Saloon
9 Wild Olive Ave. (Main Street)
Daytona Beach, FL, 32118
386-253-1944

Hook's Lounge (at Treasure
Island Resort)
2025 S. Atlantic Ave.
Daytona Beach Shores, FL
32118; 386-255-8371

Inlet Harbor Marina and
Restaurant
133 Inlet Harbor Road
Ponce Inlet, FL, 32127
386-767-3266

River Deck
2739 S. Ridgewood Ave
Daytona Beach, FL, 32118
386-761-0022
"Directly on the Intercoastal
with a million dollar view"

The Penthouse Lounge (at Best
Western La Playa Resort)
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Daytona Beach, FL 32118
386-672-0990

The Wreck
115 Main Street
386-226-3000
Meals Offered: Lunch & Dinner
Cuisine: American, Steak and
Seafood

Splash Bar & Grill (Located at
the Adam's Mark Resort)
100 N. Atlantic Ave.
Daytona Beach, FL 32118
386-254-8200

Clocktower Lounge
Located at the
Adam's Mark Resort

100 North Atlantic Ave.
Daytona Beach, FL 32118
386-254-8200

ROCK-N-ROLL

Dirty Harry's
705 Main Street
Daytona Beach, FL, 32118
386-252-9877

Full Moon Saloon
700 Main Street
Daytona Beach, FL, 32118
386-253-1944

SPORTS PUBS

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Holly Hill, FL, 32117
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Houlihan's Irish Sports Pub
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Ormond Beach, FL, 32176
386-673-7878

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2100 West International
Speedway Boulevard
Phone: 386-238-0650
Meals Offered:
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Speedway Blvd.
Daytona Beach, FL 32118
386-252-8862

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Art's Place
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DeLeon Springs
904-985-5151

Billy Bob's Country
Night Club
2801 S. Ridgewood Ave.
904-756-0448

Boot Hill Saloon
310 Main Street, D. B.,
904-258-9506

Bottom's Up Club
2396 N. U.S. 1,
New Smyrna Beach
904-427-0364

Cheyenne Saloon
Hwy. 17 S., East Palatka
904-328-9216

First Turn
5236 U.S. 1, Port Orange
904-760-378



Froggy's
800 Main St.,
Daytona Beach
904-253-0330

Full Moon Saloon
9 S. Wild Olive,
Daytona Beach
904-257-8661

Gilly's Pub 44
1889 State Road 44,
New Smyrna Beach
904-428-6523

Iron Horse Saloon
1068 N. U.S.1,
Ormond Beach
904-677-1550

Jackson Hole Saloon
1081 N. U.S.1,
Ormond Beach
904-673-6996

Last Resort
5812 Ridgewood Ave.
(U.S. 1), South Daytona
904-761-5147

Main St. Cafe/
Al's Alley Pub
821 Main St.,
Daytona Beach
904-257-2323

Molly Brown's
542 Seabreeze Blvd.,

Daytona Beach
904-255-5966

Pandora's Box
319 2nd Ave.,
Daytona Beach
904-252-9163

Ringside
116 E. Dunlawton Ave., South
Daytona
904-756-0230
Shark Lounge
730 Int'l. Speedway Dr.,
Daytona Beach
904-258-1230

Shingle Shack
640 N. Ridgewood,
South Daytona Beach
904-252-3584

Smiley's Tap
1161 N. U.S. 1,
Ormond Beach
904-677-9609

Sopotnick's Cabbage Patch
549 Tomoko Farm Rd.,
New Smyrna Beach
904-427-2659

Squeeze Inn Pub
5005 S. Ridgewood Ave.
(U.S. 1), South Daytona
904-760-2564

Willy's Motorcycle World
566 Ballough Rd.,
904-253-2100

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All American Bike & Cafe
695 Mason Ave.,
Daytona Beach
904-257-2228

Bas Cycles
4251 Spruce Creek Rd.,
Port Orange
904-767-1993

Choppers World
618 Main St.,
Daytona Beach
904-252-1922

Claude Mobile Cycle &
Salvage Service
1111 Derbyshire Rd.,
Daytona Beach
904-255-0566

Claudette & Dusty's Cycles
614 Main St.,
Daytona Beach
904-254-8431

Corbin
814 Main St.,
Daytona Beach
904-258-8191

Cycle Accessories of
Daytona & Polaris
712 N. Beach St.,
Daytona Beach
904-255-4255

Cycle Goodies
300 Ridgewood Ave.,
Holly Hill
904-258-5691

Daytona AMW Inc.
118 E. Fairview Ave.,
Daytona Beach
904-257-7000

Daytona Blackgold Cycles Inc.
541 Ballough Rd.,
Daytona Beach
904-258-8020

Daytona Harley-Davidson
290 N. Beach St.,
Daytona Beach
904-253-2453

Daytona Indian Motorcycle
402 N. beach Street,
Daytona Beach
904-255-6559

Magnum Cycles
612 N. Ridgewood Ave.,
Daytona Beach
904-253-1398

Miller's Custom Parts
1863 S. Ridgewood Ave.,
Daytona Beach
904-761-0858

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

Prinkey's Used Motorcycles
5840 S. Ridgewood Ave.,
Port Orange
904-322-5533

Robison's Sales & Service
508 W. International Speedway B.,
Daytona Beach
904-255-6788

Peen's Precision Motors
420 N. Beach St.,
Daytona Beach
904-252-9569

Russell's Cycle Care
2514 N. Dixie Freeway
(U.S. 1), New Smyrna Beach
904-427-6001

Slick Cycle Tony's Hacienda
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The only route Amtrak will pro-
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Miami, FL 33142
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fax 904-439-6757.
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Mailing Address:
910 South Beach Street,
Daytona Beach, FL 32114
Street Address:
1425 Tomoka Farms Rd.,

Daytona Beach, FL 32124
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Daytona Beach Campground
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Daytona Beach, FL
32119-1220; 386-761-2663

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904-757-1666.
Contact: Lisa

Orange Isle Campground
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Orange Isle Campground
3520 South Nova Rd.,
Port Orange, FL 32127
904-767-9170

Rose Bay Travel Park
386-767-4308 or 788-4110

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

The Lot Next Door
Corner of SR415 and Pioneer
Trail, next door to the Cabbage
Patch; Samsula; 904-428-5459
Contact: Frank Luznar III
<http://www.daytonachamber.com/lotnext.htm>

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386-676-4050

Town & Country RV Park
386-257-6137

HOTELS & MOTELS

Acapulco Inn
2505 S. Atlantic Ave., Daytona
Beach, FL 32118-5502
904-761-2210

Adam's Mark Daytona
Beach Resort
100 N. Atlantic Ave. Daytona
Beach, FL 32118-4273
904-254-8200

Aladdin Inn
2323 S. Atlantic Ave., Daytona
Beach Shores, FL 32118-5345
904-255-047

Beachcomber Oceanfront Inn
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Beach, FL 32118-3399
904-252-8513

Beacon by the Sea 1803 S. Atlantic Ave., Daytona Beach, FL 32118-5003 904-255-3619	Daytona Inns – Broadway 219 S. Atlantic Ave., Daytona Beach, FL 32118-4303 904-252-3626	Daytona Beach 904-255-4471	904-767-1711 www.palimplaza.com	Daytona Beach, FL 32118-3629; 904-252-4363
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Best Western LaPlaya Resort 2500 N. Atlantic Ave., Daytona Beach FL, 32118-3298 904-672-0990 www.surfsideresorts.com	Del Aire Motel 744 N. Atlantic Ave., Daytona Beach, FL 32118-3805 904-252-2563	Indigo Lakes Holiday Inn 2620 W. International Speedway Blvd., Daytona Beach, FL 32114 904-258-6333	Pier Side Inn 3703 S. Atlantic Ave., Daytona Beach, FL 32127-5201 904-767-4650	Seashore Motel 320 N. Atlantic Ave., Daytona Beach, FL 32118-3902; 904-253-9708
Best Western Mayan Inn Beachfront 103 S. Ocean Ave., Daytona Beach, FL 32118-4321 904-252-0584	Desert Inn Resort Motel 900 N. Atlantic Ave., Daytona Beach, FL 32118; 904-258-6555	Inn on the Beach 1615 S. Atlantic Ave., Daytona Beach, FL 32118 904-255-0921	Ponce De Leon Motel 3425 S. Atlantic Ave., Daytona Beach, FL 32118-6310 904-767-1511	Shoreline Motel 2435 S. Atlantic Ave., Daytona Beach Shores, FL 32118-5401; 904-252-1692
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Captain's Quarters Inn 3711 S. Atlantic Ave., Daytona Beach, FL 32127-5201 904-767-3119	El Caribe Motel 2125 S. Atlantic Ave., Daytona Beach, FL 32118-5009 904-252-1558	Magic Carpet Motel 2601 S. Atlantic Ave., Daytona Beach, FL 32118-5605 904-767-7312	Quality Inn on the Beach 1615 S. Atlantic Ave., Daytona Beach, FL 32118-4903 904-255-0921	Sun Viking Lodge 2411 S. Atlantic Ave., Daytona Beach Shores, FL 32118-5401 904-252-6252
Casa Del Mar Beach Resort 621 S Atlantic Ave., Ormond Beach, FL 32176-7715 904-672-4550	Esquire Motel 422 N. Atlantic Ave., Daytona Beach, FL 32118-3925 904-255-3601	Majesty's Court – Fiesta Motel 999 N. Atlantic Ave., Daytona Beach, 904-252-1404	Ramada Inn Resort Oceanfront 2700 N. Atlantic Ave., Daytona Beach, FL 32118-3000 904-672-3770	Super 8 – Speedway 2992 W. International Speedway Blvd., Daytona Beach, FL 32124-1009 904-253-0643
Castaway Beach Resort 2043 S. Atlantic Ave., Daytona Beach Shores, FL 32118 904-254-8480	Fountain Beach Resort 313 S. Atlantic Ave., Daytona Beach, FL 32118-4503 904-255-7491	Oceanfront Motel 3301 S. Atlantic Ave., Daytona Beach, FL 32118-6308 904-767-1711	Ramada Inn Speedway 1798 International Speedway Blvd., Daytona Beach, FL 32120-1257 904-255-2422	Super 8-Speedway/ Shivan Inc. 1608 N. U.S. 1, Ormond Beach, FL 32174 904-672-6222
Coquina Inn 544 S Palmetto Ave., Daytona Beach, FL 32114-4924 904-254-4969	Grand Seas Resort 2424 N. Atlantic Ave., Daytona Beach, FL 32118; 904-677-7880	Ocean Jewels Club 935 S. Atlantic Ave., Daytona Beach, FL 32118-4762 904-252-2581	Ramada Inn Surfside 3125 S. Atlantic Ave., Daytona Beach Shores, FL 32118-6223 904-788-1000	Treasure Island Inn 2025 S. Atlantic Ave., Daytona Beach Shores, FL 32118-5007 904-255-8371
Coral Beach Motel 711 S. Atlantic Ave., Ormond Beach, FL 32176-7815 904-677-4712	Hawaiian Inn 2301 S. Atlantic Ave., Daytona Beach FL 32118-5349 904-255-5411	Ocean Sands Hotel 1024 N. Atlantic Ave., Daytona Beach, FL 32118-3627 904-255-1133	Ramada Limited 1000 N. Atlantic Ave., Daytona Beach, FL 32118-3627 904-239-9795	Tropical Manor Motel 2237 S. Atlantic Ave., Daytona Beach Shores, FL 32118-5319; 904-252-4920
Days Inn Oceanfront Central 1909 S. Atlantic Ave., Daytona Beach, FL 32118-5005 904-255-4492	Holiday Inn DeLand 350 E. International Speedway Blvd., DeLand FL 32724-2426 904-738-5200	Ocean Villa Motel 828 N. Atlantic Ave., Daytona Beach, FL 32118-3716 904-252-4644	Rodeway Inn Oceanfront 1299 S. Atlantic Ave., Daytona Beach, FL 32118-4801 904-255-4545	Tropical Winds Oceanfront Hotel 1398 N. Atlantic Ave., Daytona Beach, FL 32118-3600 904-258-1016
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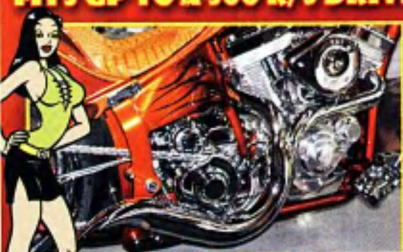
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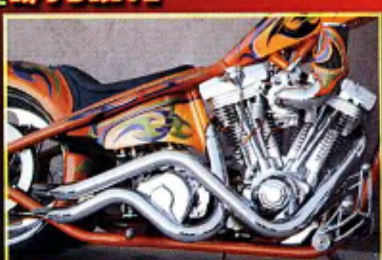
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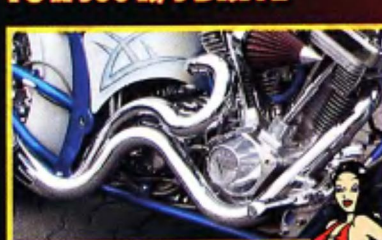
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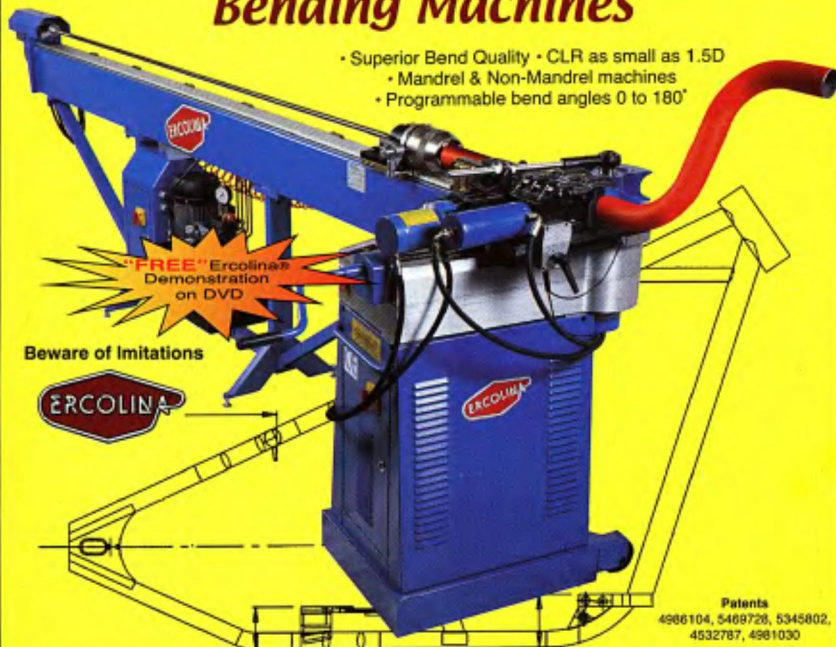
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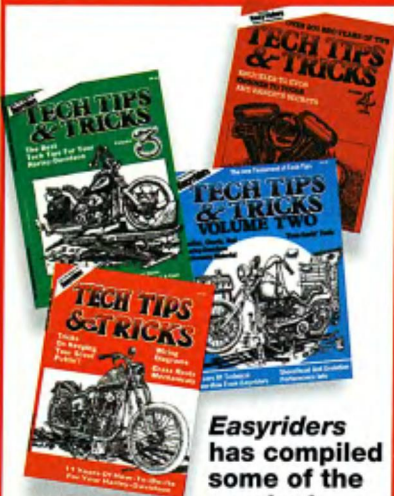
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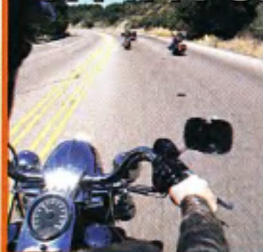
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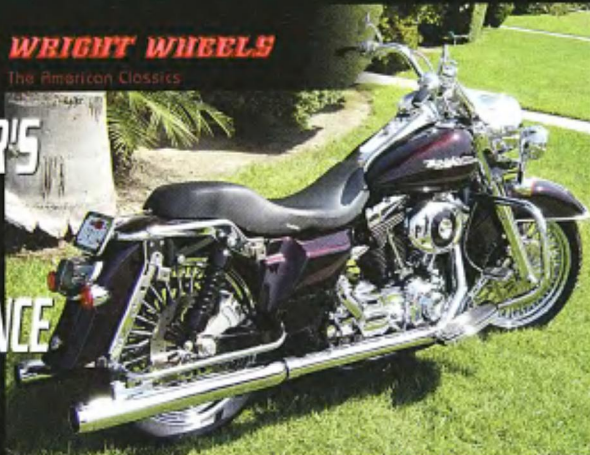
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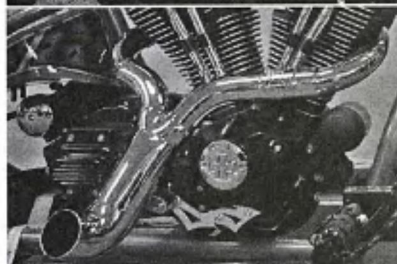
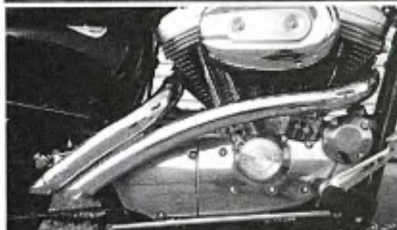
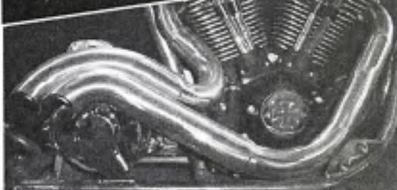
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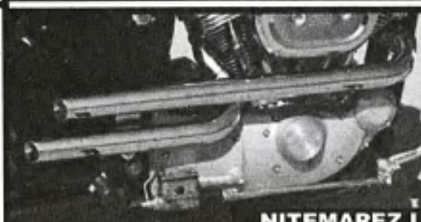
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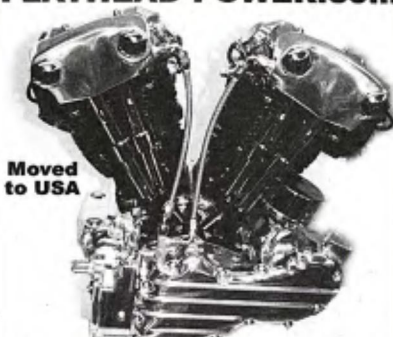
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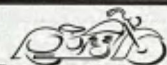
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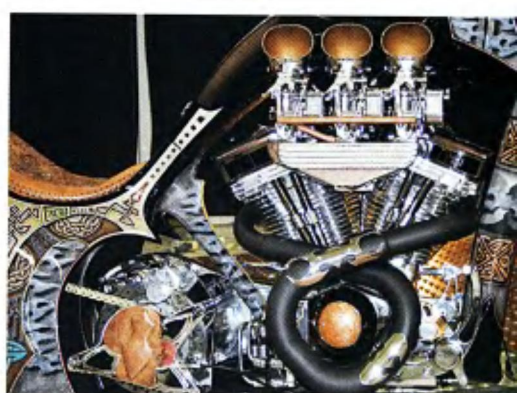
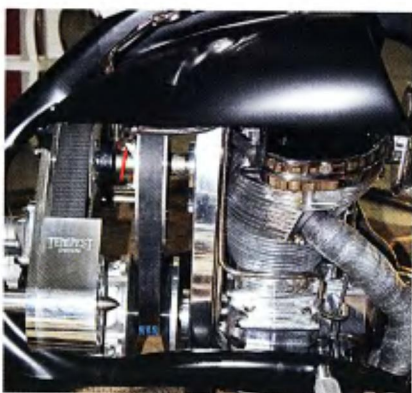
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Maybe you're a really popular fellow and have literally thousands of close friends who'll ride across the country just to bask in your shadow. Chances are, however, that's not the case. Or maybe you're very famous or really, really rich, or both, and everyone will come, because if they didn't, their friends would find them totally uncool and never talk to them again and their spouses would divorce them.



But if none of the above describes you, you could still get it done simply by following Dave Harvey's footsteps. "Dave who?" you might ask. If you lived in the Carolinas, you'd know "Dave who?" because for the fourth time in as many years, Dave's put on the Heritage Motorcycle Rally just north of Charleston, South Carolina. He calls it "the wildest bike show in the South."

This year's version ran from April 7th through the 16th and had all the bells and whistles of what you'd expect from a bike show and some you wouldn't, like the Monster Truck Extravaganza. There were daily stunt shows, more than 100 vendors selling everything from T-shirts and knick-knacks to leather jackets and lots of beer. There was an old-school bike show with eight different classes offering awards, plus the obligatory Best Display, Best Paint, and People's Choice categories. First place Best of Show, by the way, went to a very cool looking '73 shovelhead, while People's Choice went to a '56 panhead. Somewhat ironically, though, the Old-School Original class was won by a '45 Indian Chief. That's right, think about that one for a minute.

There was also the Heritage bike show with about 70 or 80 bikes competing for \$50,000 in cash and prizes as voted by

the attending public. The voters also had a chance to win something, a 2006 Big Dog motorcycle, to be given away during Saturday night's awards ceremony.

But the unequivocal highlight of the rally was the Bike Build-Off whereby 10 very talented custom shops competed for a \$100,000 first place award, followed by \$15,000 for second place and \$10,000 for third. This year's competition saw Eddie Trotta, Kendall Johnson, Billy Lane, his brother Warren, Russell Marlowe, Bill Steele, Jerry Stephenson, Dave Sekman and his Tempest Cycles partner, Erick Ackley, Steve English, and Ruben Guerra vying for the heavy dough. Not only did they have to have awesome looking sleds, they had to prove those sleds actually functioned. A 70-mile roundtrip from the fairgrounds to a place called The Kickin' Horse Saloon along Highway 17 put these builders and their entries to the test.

Sure enough, two didn't make it back at all: Jerry Stephenson's ignition malfunctioned on the way back from the saloon and the Tempest contraption's cooling system collected heat instead and broke down. A third one, Bill Steele's awesome bobber, broke a front axle on the way to the saloon, but Bill didn't give up. He jerry-rigged the front end, armed

with a set of vice grips and crawled the entire distance back to the fairgrounds. Apparently one of the judges' favorites, he unfortunately lost major points with that mishap.

So it was of little surprise that after adding the three judges' votes (40%), the spectators' votes (another 40%), and the ride points (20%), the winner was Kendall Johnson, with Russell winning second place and Eddie third.

As motorcycle rallies go, this Heritage Bike Rally had to be one of the more unusual ones and probably not quite as wild as its moniker makes it out to be. For one thing, it's a family affair, so in the name of protecting our young ones, no nudity was to be seen, nor was there to be any other unwholesome activity.

For another thing, it was, yes, a family affair, meaning there were lots of average, non-riding families walking around the Ladson Fairgrounds on those two weekends, but as far as biker folk was concerned, they were, for the most part, curiously missing.

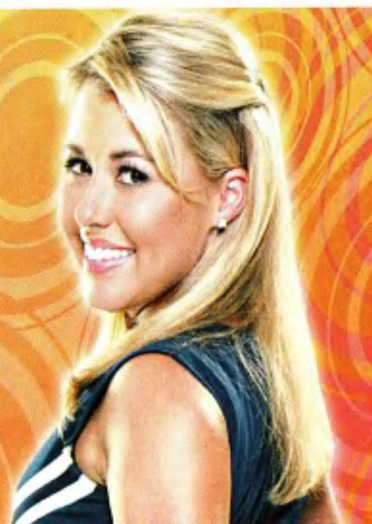
It's interesting, because just some 70 miles to the north of Charleston, there's Myrtle Beach and we all know how many motorcycle riders go there every May. But for whatever reason, and Dave does acknowledge this, the Charleston area

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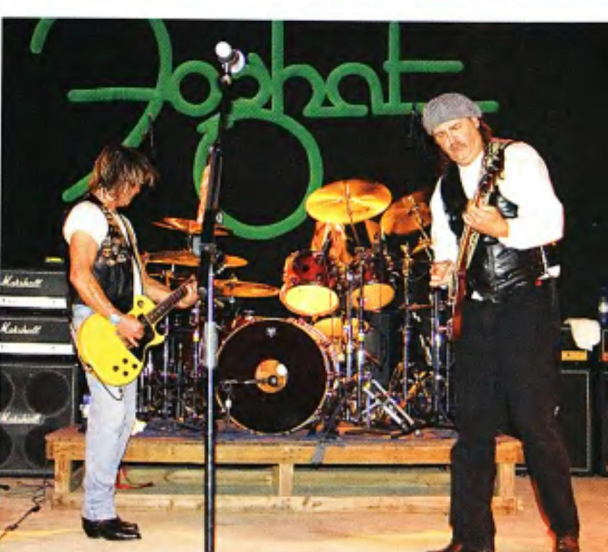
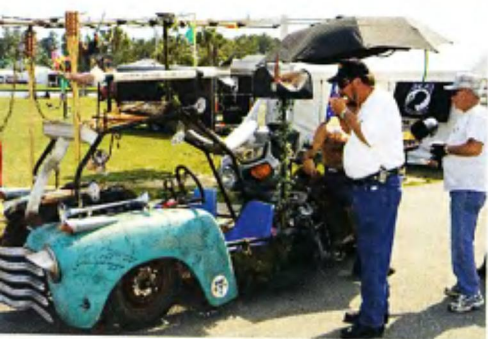
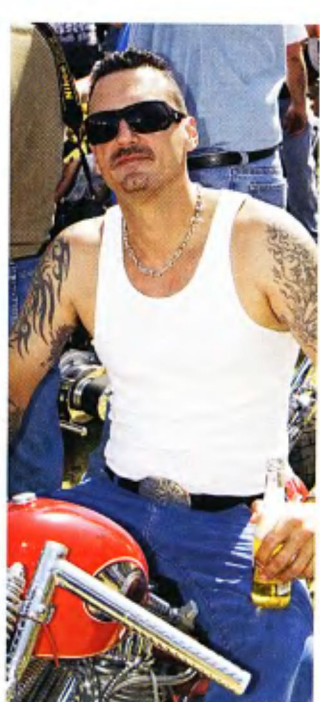
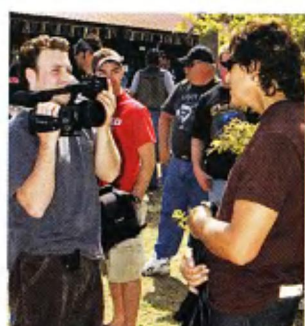
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doesn't seem to have much of a biker base. "To make this thing really become as big a success as I think it can be," he says, "I might end up moving it north, maybe to the Raleigh-Durham area."

For the time being, however, Heritage remains near Charleston and Dave will continue to provide more top-notch entertainment, like he did this year with Kid Rock opening on Saturday, April 8th, and Lynyrd Skynyrd closing the event on the following Saturday. In fact, you might take some notes here, because this was how Dave says he got some 65,000 paying customers to his 10-day rally: "Kid Rock was a way to bring people who would not otherwise come here to this rally."

For next year's Build-Off, Dave is promising a \$1 million purse. "Actually, it's going to be \$1,025,000," he tells us, with the expectation for quality, showmanship, and ingenuity rising as steeply as the prize money. "They will have some specific rules," Dave explains. "It has to be a two-wheeled motorcycle, but it can be powered by any means. They're not limited to V-twins. If they want to put a V-8 in it, they can, or if they want to put a little nuclear reactor in it, they can do that, too."

Also, the ride has changed to 100 miles. "I was a little disappointed in this year's competition," Dave adds. "Ten bikes went out, seven made it back on time. One limped in late and two never made it back at all. The ride competition really changes the Bike Build-Off by making it not only about looks, but about the ride itself. So 100 miles, I think, is fair for this \$1 million Build-Off."

Aside from this year's three winners, next year's competitors will include: Arlen Ness, Roger Goldammer, Jerry Burrows, Aaron Greene, Paul Cox and Keino (Indian Larry Legacy), Joe Martin (Martin Brothers), Roger Bourget, Bruce Mullins (Skunkworx), John Dodson (Gangster Choppers), Roland Sands, Darrian Tefft and Mario Audia (Jolly Roger Customs), and Vinnie Minichiello (CMX Choppers), according to Dave.

Add to that the possible appearance of the Rolling Stones ("we're still making those negotiations," says Dave) or how about the Allman Brothers Band? There. Now you've got yourself a bike show recipe that's guaranteed to raise some eyebrows, get jaws flapping and put Charleston on the custom bike radar screen. Will it be successful in the long run and actually become a tradition?

Let's talk about it in 50 years or so.

—Kai R.



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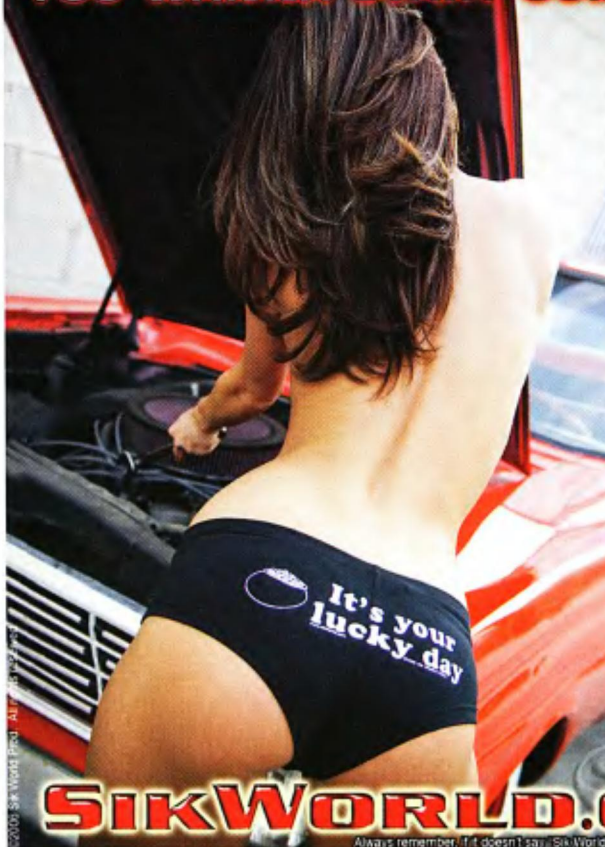
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or visit us on the net at

www.brosclub.org

ON-LINE INSTANT QUOTES available 24 hrs a day and phone quotes are available 10am - 6pm Central Time, Monday through Saturday 800-547-2767 (option 3) BE SURE TO ASK YOUR LOCAL SHOP OR DEALER ABOUT MEMBERSHIP IN the Bros Club-CycleServices Motor Club. Program administered by United Agencies, Inc. CA License #0252636. Other state licenses available on request. Sorry, coverage is not available in HI, MA, NJ, or NC

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J&P BUILD-A-BIKE GIVEAWAY BIKE, PART TWO Table 9, Your Bike's Almost Ready...

...for the third time, but once you make it around that last corner, all that really matters is that you didn't slide off into the ditch, right? Well, that brings us to our main topic, which would be the second, yes, that's installment Number Two, of this year's tour through the 2006 *Easyriders* giveaway bike built by none other than J&P Cycles.

Last issue, we waltzed you through the beginning, the game plan, the rough draft and through it all, we found that J&P Cycles decided to construct this year's sled from a Custom Chrome rolling chassis kit, adding their own special blend of mysticism and chrome to the bike that shall be ridden away by our lucky winner sometime soon. We saw a fully mocked-up, unpainted motorcycle and shots of the finer ingredients that made it so, so now we'll digress a bit to watch how it all happened.

The rolling chassis arrived with items such as a hydraulic front end and





Photos: Pam Proctor

"dished," one-piece old chopper style fuel tank, but as J&P Cycles owner John Parham and builder Jeff Wiley put their heads together, the style they cooked up would require changing just a few things around. This is a definitive biker trait: No kit bike, not even a rolling chassis (which is designed, I am told, to customize) is safe from modifying. Aah, it's a glorious thing. Now pay attention.

The hydro front suspension was swapped with a Paughco springer front end for that oh-so-traditional chopper look and feel. That dished fuel tank was next on the hit list and was to be replaced by very traditional (non-flat-side) shovelhead Fat Bob tanks of the 3.5-gallon variety. Well, the front end swap was pretty straightforward, but the tanks took a little bit more work. Here's what happened.

Since the shovel non-flatside tanks have fallen out of favor, most frames nowadays are not equipped to handle them in a bolt-on fashion. So, the only thing to do was to grab some steel and make some new tank mounts. You know, like they do on TV. The front mounts

were made out of round steel bar stock (for the top tank bolt) and steel flat stock for the support. A lathe and milling machine provided the pieces and with a steady hand they are welded in place. The rear mounts require a similar fabrication, trial fitting and welding, but the results were achieved nonetheless.



"For \$200 I'm gonna go screw myself"

With the tanks in place, one other hitch was discovered when the choice was made to use a wiring harness kit that bolts in place using the stock coil mount. Fine, you say, move the coil up front to the engine mount. Done. Well, except the petcock bung comes out right on top of the coil. I have seen this happen. Since they're this far into it, the only logical thing to do was to move the petcock bung forward on the tank. Now, with the frame and fuel tanks receiving all of this attention, it is safe to report that the fuel system is ready for action.

Well, crazier things happen, and these types of mods are what makes custom sleds custom. And we've only hit on the tip of the iceberg here, but instead of revealing any more of the cool tricks going into this ride, fill out your *Easyriders*/J&P Cycles Sweepstakes form, send it in and wait semi-patiently for the next progress report. We'll watch your new bike get the finishing touches next month, and don't forget to check out www.jpccycles.com.

—Wordman

7th Annual Christmas Gift Sweepstakes

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The Phoenix

...only if you enter the
**Easyriders/J&P 7th Annual
Christmas Gift Sweepstakes**



image does not reflect actual motorcycle

J&P Cycles, is once again building this year's sweepstakes bike. Their mechanics are at it again but, this year instead of starting with a completed kit bike, they'll be starting with a rolling chassis and the Custom Chrome catalog to make the wish list for the remaining parts. As you can see from the rendering, it's seems to have some of that traditional, old school look but...the rest is up to your imagination. Mounted to a Santee frame, the Rev Tech® 100" black and chrome motor with a matching 5-speed transmission is the power plant. It's sporting a standard springer front end, 12" ape hanger bars, plus 21X3 front and a whoppin' 16X5 rear Avon tire, both mounted on 40-spoke wheels. With some custom fabrication, paint and patience, the bike will transform into the winners' dream bike. Watch the bike unfold in the upcoming build articles in EASYRIDERS magazine.

That's right The gorgeous Phoenix can be yours for the price of a postage stamp.

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Use the attached Official Entry Form or write your name, address, phone number, and "EASYRIDERS/J&P Cycles SWEEPSTAKES ENTRY" on a 3x5 index card and mail it in an envelope to: Easyriders/J&P Cycles 7th Annual Sweepstakes, P.O. Box 50044, Boulder, CO 80322-0044. Limit: one 3x5 card per envelope. If you wish to subscribe, list the titles you wish to receive on the card, and enclose payment or request billing. Entry form must be legible and completed in full to be valid. All entries must be received by January 1, 2007. Easyriders/Paisano Publications, LLC., assume no responsibility for lost, misdirected or late mail.

Prize is not transferable and not redeemable for cash, and may not be exactly as shown above. No substitution of prize is permitted. One Grand Prize with approximate retail value of \$25,000.00.

Winner will be selected by random drawing from all entries received, and validated by Wood, Weinger & Saccalari & Assoc., whose decisions will be final. Prize winner will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or the prize will be forfeited and an alternate winner selected. In the event the prize is not claimed, which can happen, a random drawing will be held from among all entries received to award unclaimed prize. **THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.**

The Sweepstakes is open to all residents of the U.S. aged 18 or over, except employees of Easyriders/J&P Cycles and their families, it's affiliated companies, and advertising and promotion agencies. This sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law.

ALL FEDERAL, STATE, LOCAL TAXES, IF ANY, AND SHIPPING, STORAGE, TRANSPORTATION, REGISTRATION, AND ANY OTHER FEES ASSOCIATED WITH THE MOTORCYCLE PRIZE ARE THE RESPONSIBILITY OF THE WINNER.

Winner may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders/J&P Cycles and none will be returned. Winner grants Easyriders/J&P Cycles and its agencies the right to use their names and likenesses for advertising and promotional purposes.

For the name of the prize winner, send a separate stamped, self-addressed business envelope to: 7th Annual Christmas Gift Sweepstakes Winner, Paisano Publications, LLC., 28210 Dorothy Drive, Agoura Hills, CA 91301.

NO PURCHASE NECESSARY TO WIN.

In this issue we are turning our spotlight on lighting. You really can have it "your way" when it comes to choices in lighting products. This Lighting Guide is sure to illuminate your selections with the variety of products available in this two-wheeled marketplace. From headlamps to taillights, and

nearly everything electrical in between, we promise to light your way down the highway of chopperdom.

Note: Companies marked with a  are running an ad in this issue. Check out our Advertiser's Index on Page 144 for more information on these companies. —Kit Maira

EASYRIDERS' LIGHTING GUIDE



CHOPPERS INC. TAGLIGHTS IRON CROSS

This one has been around awhile at Billy Lane's Choppers Inc. Newly updated, it now has a more rounded shape making it more compact. It looks good on any bike, but especially good on a chopper. It runs \$369.



SPADE

This cool taglight has a single bulb behind a shape that jumps off your bike. This one goes for \$369.

TUMBLIN' DICE

This one makes Billy so proud he even put a patent on it. Both dice are lit by individual bulbs making this taglight not only look cool, but provides better visibility to those behind you in the dark. Plus it offers one less reason to be pulled over. Yours for \$495.

TRUCKER GIRL

Always bring your own chick, one that doesn't complain about a long ride. This girl will shine the whole way. Single bulb. \$495.



Choppers Inc., 321-757-7262; or visit them online at www.choppersinc.com



DRAG SPECIALTIES IRON CROSS HEADLIGHT ASSEMBLY

Russ Wernimont Designs one-of-a-kind three dimensional headlight features a chrome aluminum housing, 1-inch wire harness, plug and a

sealed beam with a H4 55/60W halogen bulb. It also includes a universal bottom mount block. List price is \$249.95.



CUSTOM DIAMOND MARKER LIGHTS

These custom diamond marker lights are a natural extension of the classic FL rear turn signal mounting bar; the clean lines and compact size are ideal for bike customization. Each set features high quality, chrome-plated, die-cast bodies and injection molded polycarbonate amber and red lenses to ensure long-lasting durability. The angled facets of the lens greatly increase side visibility over OEM lights. Fits most '63-'06 FX, FL models with diamond-shaped, OEM-style rear signal bars. These lights are not DOT approved. \$65.95



LAYDOWN TAILLIGHT ASSEMBLY

These complete laydown taillight assemblies offer a clean, stylish look to your bike. Taillights will bolt directly to the fender of most '73-'98 models. An adapter bracket is required to mount these taillights to '99-'06 FLT/FLHT, FXD, XL and '00-'06 FLSTC fenders. These kits are not DOT approved. Laydown taillight assembly \$44.95, with blue dot \$49.95, Adapter bracket \$12.95.

Drag Specialties; www.dragspecialties.com

HOWARD'S HOG HORNS — SOUNDLY ENGINEERED

These bad boys are pumping out maximum volume, a true trumpet air horn for motorcycles. The

mounting bracket is a motor-mount quality, carbon steel bracket that mounts in your stock horn location. A high tech rotary vane compressor operates the trumpets and is small enough to fit inside Harley's stock horn cover (cowbell). Howard's air induction system works off a single manifold, which allows use of only one air hose (not two); twice the pressure equals more sound. Howard's Hog Horns are the only motorcycle air horns on the market with a removable back (sound unit) for cleaning, and maintenance, a standard in the marine and trucking industry.

Howard's Hog Horns, 770-992-0034; or online at www.howardshorns.com



HARLEY-DAVIDSON GENUINE MOTOR ACCESSORIES LAYBACK LICENSE PLATE AND TURN SIGNAL

The new Layback License Plate and Turn Signal Relocation Kit (\$79.95) from Harley-Davidson Genuine Motor Accessories combines the popular Layback License Plate Mount with an integrated turn signal bar to add a stylish slant to the rear fender of 2004-later Sportster and 2002-later Dyna models. The kit relocates the original equipment bullet-style signals from the fender strut to a turn signal bar below the license plate, which also allows clearance for mounting saddlebags. Kit includes all mounting hardware.



BRAKE LIGHT/TURN SIGNAL CONVERSION KITS

The new Auxiliary Brake Light/Turn Signal Conversion Kits (\$49.95) from Harley-Davidson Genuine Motor Accessories add an auxiliary brake light and running light function to the rear turn

signals. Red lenses glow when the headlamp is on and increase in intensity when brakes or turn signals are activated. Easy to install, the kit simply plugs into the existing wiring harness. Red turn signal lenses are included. It meets DOT requirements, and fits bullet- and flat-style rear turn signals on a number of Harley-Davidson Dyna, Softail, VRSC, Touring and XL models.



HID DUAL BULB HEADLAMP KIT

The new High Intensity Discharge (HID) Dual Bulb Headlamp Kit (\$524.95) from Harley-Davidson Genuine Motor Accessories features a true HID (Xenon) low beam bulb that projects a curb-to-curb spread of "blue/white" light. Advanced optics with separate low and high beam reflectors are dedicated to focus the light for optimal illumination. The HID bulb has a life expectancy of up to 10 times that of a Halogen bulb. Includes the HID bulb, electronic starter, waterproof ballast system, shock and vibration resistant housing, and all necessary wiring. DOT approved for use in all 50 states. Fits 2002-later Road King and 1996-later Electra Glide and Street Glide models.

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



AMERICAN MADE, IMPORT PRICE

Headwinds, famous for premium quality, introduces "U.S. Headlights," their new line of affordable-quality, chrome-billet headlights starting at \$99. The 5 3/4-inch "Viper" is an improvement over the imported copy of the original Headwinds design in construction and is similar in finish, but is made in America by Headwinds. Supplied with pigtail, hardware and a mount that fits most bikes. If it doesn't fit, Headwinds has mounts that should. They also offer a wide variety of lamps.

Headwinds, 626-359-8044; or online at www.headwinds.com

SUMAX BAGS AND FENDERS WITH LED LIGHTING

Sumax's new Big Ass Bags and Bagger Fenders



are now available with Russ Wernimont Designs LEDs installed. Fenders have his LED license plate and taillight assembly frenched in, and feature a "run and pulsating brake stop light" function. Sumax offers two sizes of their Big Ass Bags with Russ Wernimont Designs LED surface mount lighting featuring "run, turn & stop" functions. All you have to do is plug in the provided connector to your rear harness. There is no soldering involved. The composite glass fabrication of Sumax products yields strength and rigidity. Primer gel coat makes their fenders and bags ready to sand and shoot. All Sumax glass products are made at their facility in upstate New York.

Sumax, 800-654-5546; www.sumax.com

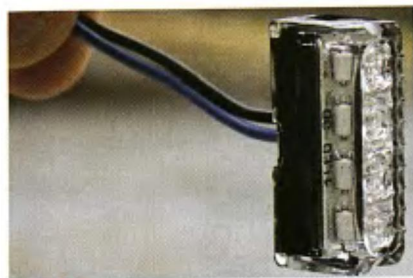


KÜRYAKYN'S RAPTOR BAR

Kuryakyn's Raptor Bar System is one-of-a-kind. The bar, pad, and Iron Cross Light are modular design so you can choose whatever components you need to create exactly the look you've envisioned. Forged for strength and rigidity, then polished and chrome-plated for beauty. Stylized inserts on the cross member look cool and cover holes used to mount Iron Cross LED light. The bar is approximately 12 inches tall and includes a great looking pad that makes the Raptor Bar

work as good as it looks. Contoured to blend seamlessly with the upright, this pad is thick enough to provide comfort without affecting its wicked lines. \$99.95 - \$189.90.

Kuryakyn, 866-277-9598; www.kuryakyn.com



BOOGEE LIGHTS

Boogey Lights new TNT Stick and Grenade 4-LED pods provide exceptionally bright, smooth motorcycle accent lighting in a small, rugged package. These inexpensive pods are considerably smaller than the common step and courtesy lights, producing a much higher quality lighting effect. Equipped with a 36-inch wire lead, these pods are easy to wire, provide years of service, and are backed by a lifetime warranty.

Boogey Lights, 800-846-1382; or online at www.boogey.com



BILLET BOYS CUSTOM LIGHT BARS

Clean up your bike's rear fender with a custom light bar from Billet Boys. Each light bar assembly features the Billet Boys sharp styling and quality craftsmanship. The light bars are available fully wired and assembled with either Kuryakyn lights, Vior bullet lights, or for custom installations without lights. The Billet Boys light bars fit FLST and FLH models. Billet Boys light bars are fabricated from high quality seamless steel tubing. The individual parts are then TIG welded in precision jigs and flawlessly chrome-plated. All Billet Boys light bars are bolt-on and wired through the factory mounting holes in the rear fender. Made in the USA.

Billet Boys, 510-471-3026; or visit them online at www.billetboys.com

CUSTOM DYNAMICS WIZARD LIGHTS 7 COLOR LED ACCENT LIGHTS

Wizard Lights are the newest LED accent light from Custom Dynamics. Wizards allow you select one of seven different LED colors to accent your motorcycle. Each Wizard Pod contains 6 LEDs, each LED is made up of 3 individual die—Red, Blue, and Green, for a total of 18 LEDs per pod. All



functions are controlled with a remote control color command module. With the remote control module you can also select one of four different flash speeds or select the auto rotate function which will rotate through all colors, changing colors approximately every second. In all, you have a total of 37 functions and can control these functions from up to 100 feet away. The Wizard Light starter kit retails for \$179.95.



LED CHROME LICENSE PLATE FRAMES

These new chrome die cast LED license plate frames are now available in both a horizontal and vertical version. Both the horizontal and vertical frames feature six recessed, surface mount white LEDs to give your plate a bright white clean look. Both frames fit standard 4 x 7-inch license plates and include all mounting hardware. The LEDs can be easily connected directly to a 12VDC power source such as your taillight. Both frames retail for \$29.95.

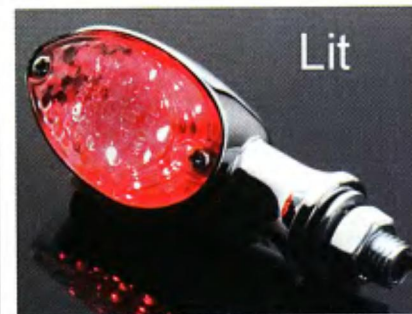
Custom Dynamics, 800-382-1388; or online at www.customdynamics.com

J&P CYCLES CHROME BILLET HEADLIGHT WITH "V" VISOR

New from Milwaukee Twins is this 5 3/4-inch headlight assembly with stylish "V" visor. Made from billet aluminum then chrome plated, this headlight comes with a 55/60 watt H4 bulb in front of a specially cut reflector for maximum light output. Built into the headlight housing is a cool looking V-style visor. Comes with mount block for mounting on '84-'06 FXST (except FXSTS) '80-'84



FXWG, '93-'06 FXDWG, and many custom applications. DOT approved.



ACCENT LED MARKER LIGHTS

Style and function are the features of these new Accent Marker Lights. Each comes with brilliant amber or red LEDs behind a clear lens accented with amber trim and chromed steel housing with a mini visor top. The amber trim adds some color and style to a standard clear lens. They include single circuit wiring, hidden through the stud for use as turn signals, brake, running, or taillights. Sold each in right and left hand sides.

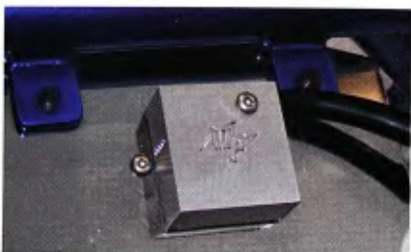
J&P Cycles, 800-397-4844; or online at www.jpccycles.com

WIRE-PLUS WIRING SYSTEMS Z1 MINI MID FRAME SYSTEM

These new systems have the smallest power modules ever. Designed for bobber and chopper style bikes with round oil tanks or springs under the seat with no place to hide anything. These



modules are supplied with a billet aluminum cover for visible mounting with holes for viewing the on-board diagnostic LEDs and measure just 1.8" W x 2" H x .95" D. They mount anywhere in the oil tank area and are vibration resistant and waterproof. All Wire Plus modules feature solid-state breakers (that will never burn out) and a replaceable start relay that can be purchased at an auto parts store. Suggested Retail \$312.00 to \$380.00.



STANDARD MID FRAME SYSTEM

These systems have the same great features as Z1 Mini but are supplied with a longer billet cover for mounting both the Z1 power module and the lighting control/auto-cancel module in one compact location. Measures 3.65 inches wide, by 2.19 inches high and .95 inches deep. Suggested Retail \$386.00 to \$399.00. Check out their Web site for more great products.

Specialty Enterprises, Wire-Plus, 620-221-2417; www.wire-plus.com



BULLETPRUF NEW LICENSE PLATE/ TAILLIGHTS

The Bulletpruf has brought billet license plate holders

together with powerful LED taillights. Now available with four different lens shapes in multiple plate configurations, these chromed billet aluminum holders utilize a red lens pushing the light of brilliant LED brake lights for a vibrant signal when stopping. The half moon, cat eye, iron cross and diamond units are best mounted to your bike with a separate mount available for the axle, fender or primary of most bikes. As always, these parts will meet all of your needs without breaking the bank.

MC Advantages, 800-726-9620; www.MCAAdvantages.com

RUSS WERNIMONT DESIGNS

Russ Wernimont Designs LED cat eye tail light, turn signal, license plate system features brilliant



starburst optics in a permanently sealed light capsule. The three color LED light system consists of Red Run, Pulsing Brake, Amber Turn and White License Plate in an aluminum chrome-plated frame. Dimensions are: 7 inches across by 5.5 inches tall. It is 7/8" thick on the top and 5/8" thick on the bottom. Shown is the flush mount kit, also available in several other mounting variations.

Russ Wernimont Designs, 951-698-9495; www.russwernimont.com



NEW SPADE VERTICAL SIDEMOUNT

Here's a cool new tag light from Cyril Huze to complete your bike with the chopper/bobber attitude. It incorporates a very bright LED with two brightness levels for run and brake lights. Kit includes frame, backing plate and all necessary hardware. Wire track is hidden for a very clean look. Superb Twelve different brackets are available. Pick the one corresponding to the installation you prefer.

Cyril Huze, 561-392-5557; or online at www.cyrilhuze.com



PEREWITZ MINI DISC LED

Check this out. Look closely at the image and you'll notice a couple of small discs hardwired into the wire loom just below the Perewitz Bolt On Bullet lights. These ingenious discs are in fact ultra bright LED lights! That's right, Perewitz has developed a custom lighting "disc" that can be mounted just about anywhere (inside of a fender comes to mind). It can be used to provide amazingly brilliant light through just about any shape opening you choose. Carrying a single LED element, the disc can be attached to virtually any surface using resin or similar compounds. Perfect for custom taillights and markers.

Perewitz Cycle Fab., 508-697-3595; or online at www.perewitz.com



MERCURY CUSTOMS' CUSTOM LIGHT PANELS

Mercury Customs fender lighting panels allow riders to design a custom cutout in any shape



desirable—a low profile extension of an existing fender, or any new idea that hasn't been done before. Mercury Customs works with the parameters for each project such as a specific curvature of the fender, clearance to the tire, or with any jeweled or fiberglass lens in the fender. Each application is custom designed (not pre-manufactured) and is engineered for each

specific design. Lighting color and functionality can also be customized. Running lights, brake lights, turn signals, and emergency flashers can be incorporated into the design, along with other custom features.

Mercury Customs, 949-453-9300; or online at www.mercurycustoms.com



ADJURE'S PIE-CUT LIGHT

Adjure's newest lamp. They call this the pie-cut due to the way the reflector is designed. It features the same clear precise light beam as their other lamps. When Adjure designs a lamp they design to get as much light on the road as they can both straight ahead and to the sides without blinding the oncoming traffic.

Adjure, 888-966-9333; www.adjureinc.com



GP DESIGNS

George Pacheco conceived these tapered male footpads, which feature a sleek design combined with 20 bi-directional LED element blinkers on each peg. The Delron foot pads, which is the same material used by NASA, are extremely durable. They are made in the USA.

GP Designs, 866-356-2464 or 510-471-9815; www.gpdesigns.net

Product Review

SUPER SMOOTH **Joker Machine's New** **Hand Controls**

Over the past year or so we have noticed that several companies have come out with parts that have more rounded and smoother edges, as opposed to the hard-edged machined billet styling that has been prevalent for the last 10 years.

The new JX hand controls by Joker Machine are at the front of this styling trend. Along with the cleaner lines, they have designed these controls so that they can be used in a bare bones, no switches type of old-school install. Both the brake and clutch control assemblies use one-piece full circle handlebar clamps that are an integral part of each control body. When viewed from the top, there's no parting line of the clamp or mounting hardware showing. The control levers each feature four smooth radius scallops for your fingers. They also have blended edges that match the contours of the control bodies. The controls come in a chrome or deep hard black anodized finish.

The right hand brake control is available with a 9/16-inch bore or 11/16-inch bore master cylinder and with or without a built-in brake light switch. The round master cylinder reservoir has an art deco look that blends with controls' other curves. The reservoir cap screws onto the control body; no tools needed to check the brake system fluid level.

The clutch controls are available for cable or hydraulic operation. Both versions use a domed pivot pin, which can be replaced with a mirror stem mounting stud. The cable version will accept all 1987-up clutch cables. The hydraulic clutch controls are available with either a 9/16-inch or 11/16-inch master cylinder bore. The hydraulic units are mirror images of the brake controls.

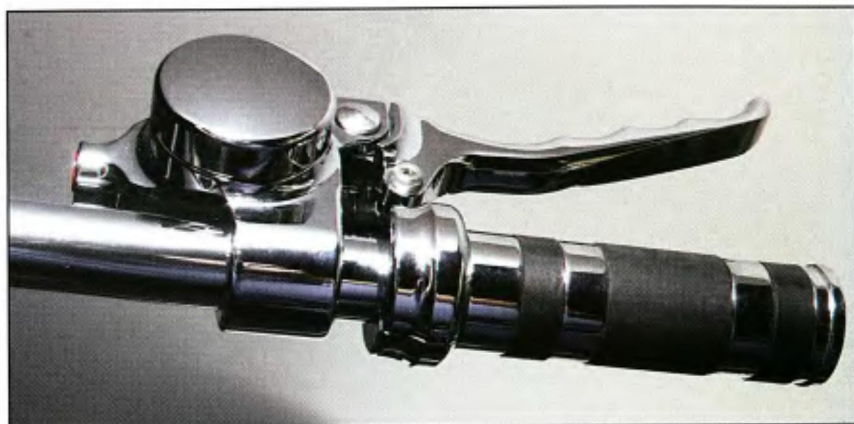
Joker Machine has several accessories to go with the JX series controls. These include switch housings, mirrors, throttle cable housings, LED marker lights and cable/banjo bolt covers. —John Sullivan

Source

JOKER MACHINE

909-613-0028

www.jokermachine.com



The JX controls are among the cleanest looking parts we have ever seen.



The hydraulic controls feature a one-piece control housing, pivot and master cylinder body.



The master cylinder's outline blends perfectly with the handlebars.



The cable-style clutch control has a basic utilitarian style. This is the way controls used to look.

Photos: John Sullivan

ReadersRides

Clyde Brown Coon Rapids, Minnesota 1996 FLSTC

This Heritage started out, like most bikes, as a stock version of itself and for the past five or so years, Clyde says, he and his buddies have been "working on it." This statement is followed by a list of everything Clyde and his buddies have done and it's a long one. But just to give you an idea, here's at least part of the list, starting with the custom parts Clyde made himself: There's the floorboards, the shifter linkage, the NOS gauge and bottle brackets, as well as some other small parts, all of which were treated to some custom engraving.

While Brown's did all the plating and chroming, Krash at Deano's in Phoenix handled the amazing paintjob. Meanwhile, Clyde and his buddies took care of the assembly, beginning with the Legend Air-Ride suspension, the Thunderheader and heat shields, the Ron Simms derby, inspection and point covers, gas caps and rear master cylinder cover, as well as the White Bros. beach bars.

There's plenty more. In fact, from the list Clyde gave us we can surmise that there isn't a part on this bike that hasn't either been touched, altered or



modified, except for maybe the tires, which are Avon's Venom X series. Heck, he even relaced the rims with SS twisted spokes and had the rear hub as well as the break rotors chromed. He installed an LED Zap programmable effect lighting system. This dude went all out.

Viewing all this, it should be no big surprise when he says, "I have won over

25 trophies at bike shows." Among them, he mentions being the grand champion at the Donnie Smith Invitational Bike Show for 2003 and 2005, having won the 2004 World of Wheels Best Bike award, and winning in the Rat's Hole Bike Show in Sturgis last year.

This Heritage comes with some pretty strong recommendations. —Tripper



Photos: Owner

Tom Gleason
Brewerton, New York
2005 Big Bear Devil's Advocate

The powerful look of this hot-rod behemoth didn't happen just by accident; the snarling beast came by its looks honestly: it was actually born in a rod shop. "I'm usually working in the garage with my dad building his street rods," explains Tom, "but I decided I wanted to do a bike and he in turn would help me with my project."

Tom had a great start in the shape of this Devil's Advocate, one of those Big Bear Choppers kit bikes one hears so much about. The kit contains a 100-inch motor from S&S (touched by BCC), which right out of the gate gives you almost 100 horses and 112 foot-pounds of torque, and one of Bert Baker's famous 6-speed right-side drive trannies, all of which is cradled in BCC's own frame, aptly called the Devil's Advocate Chopper. The frame, by the way, has a lifetime warranty, and the swingarm is BCC's very own patent.

Tom says he opted for a kit, because this was his very first bike, however, "I did a lot of modifications and fabricated my own exhaust pipes," he adds proudly, citing, for instance, the replacement of the S&S ignition with one from Crane.



The bike was painted by JT's Custom in nearby Moravia and got some neat graphics from Marc Osmun at Blue Fire Studios. Once it was done, the DA made its debut at the Syracuse Nationals last July. "The spectators named it 'Bones,' because the gas tanks shows the back bone and ribs, and the tail bone extends past the back of the seat onto the rear fender," Tom explains. "The arm and

hand are on the front fender. There are skulls interspersed among the blue flames with a big, sinister skull on the tip of the back fender."

Given the instant success at showing the bike and the fun of riding it, it's no wonder that Tom says, "We enjoyed doing this one and we will probably do another."

Ya think?

—Tripper



Photos: Owner

ReadersRides



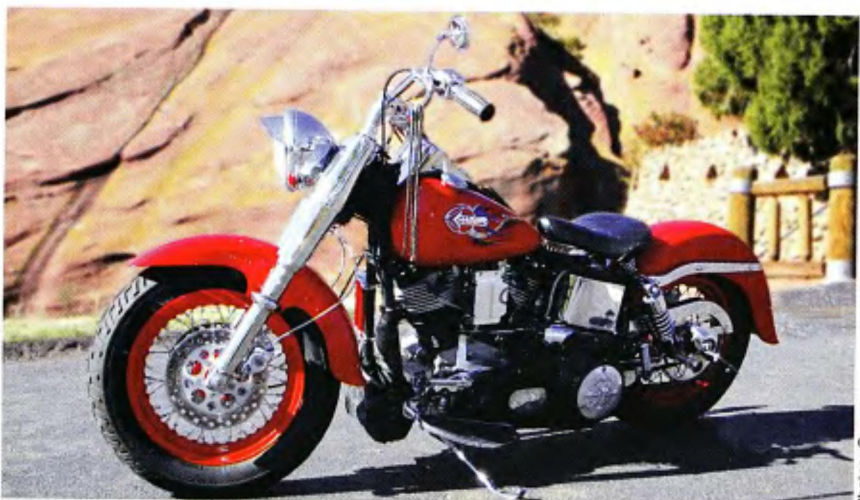
Joe Barnits
Sedalia, Colorado
1979 Shovelhead

Behold the shovelhead. An old warrior by motorcycle standards, the shovelhead is considered by many the most beautiful of Harley's motors, despite the fact that for most of its production years it was in the hands of a company called AMF. Many dyed-in-the-oil Harley riders will not even look at an AMF-manufactured Harley, much less sit on it, even though their sphincters probably wouldn't know the difference.

Be that as it may, the rhythmic flatulence of a healthy shovelhead motor is music to a connoisseur's ears and something no Evo or Twin Cam motor has yet been able to achieve. In fact, the patently pleasing sounds coming from deep within the shovelhead's bowels are unique to this motor and one of its main attractions.

This is also where Joe comes in. Having moved three years ago from Seattle to a small burg 30 miles south of Denver, Colorado, ostensibly because of the drier climate and a less stressful population density, Joe loves his shovelhead. He's been with the bike for a long time. "I bought this bike new in 1979 as a 19-year-old kid," he says. "Back then it was an FXS Low Rider."

Of course, the literal designation isn't the only thing that's changed in past 27 years. Although it still has its original



4-speed transmission, the motor has been rebuilt, this time with parts from S&S. Only the lower cases still hearken back to those AMF days. Also (relatively) new is the Crane Hi-4 ignition and the S&S Super E carburetor. While the paint job is decidedly non-stock, it none-the-less goes well with the equally rouged rims and the blue and white graphics on gas tanks and rear fender.

The riding in Colorado, Joe maintains, "Is the best...bar none," adding, "as you can see, this is a super clean shovel that gets the hell ridden out of it."

I can hear it now, echoing in the canyons of Colorado: "poot-tat-tat-poot-poot," "poot-tat-tat-poot-poot."

—Tripper



Photos: Owner



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Admittedly, the first incarnation of Willie G's Super Glide wasn't the success Harley-Davidson had hoped for, at least not from an aesthetic point of view. It wasn't so much the fact that its fat rear tire was juxtaposed by a narrow front end; that was part of the general direction the custom scene at the time was taking. The underwhelming success had more to do with what was covering that



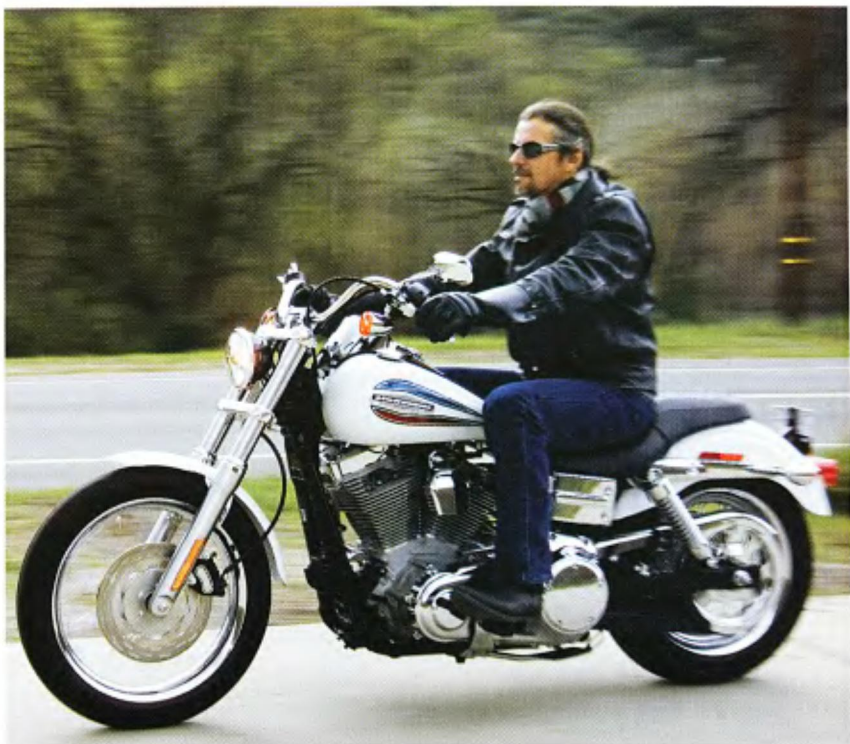


2006 FXDI Super Glide

Harley-Davidson's
35th Anniversary
Success







fat tire, a sort of strange-looking rear "boattail" fender, more reminiscent of a jet ski trying to break out of it. Incidentally, this was Willie G.'s first stab at professional motorcycle designing. It was also the company's—any motorcycle company's—first ever "factory custom" bike.

Back then, Harley was owned by the American Machine and Foundry Company (AMF), and Willie G. and his colleagues were still a decade away from taking the company back and letting it come into its own. The 35th Anniversary Super Glide, perhaps more than other Harley anniversary models because of its historical custom aspects, serves as milestone and yardstick for the progress the company has made while still honoring its heritage.

Gone is Willie G.'s boattail fender. Gone also are the old 74-inch shovel-head motor and its clunky 4-speed trans. Like most brand-new Harleys, the new and improved '06 Super Glide features the company's widely acclaimed Twin Cam 88 motor with its Electronic Sequential Port Fuel Injection (ESPFI) and an impressive 8.9:1 compression ratio, delivered smoothly to the asphalt via its powerful 6-speed Cruise Drive trans. Cosmetically, there are similar improvements: wide handlebars, a Fat Bob fuel tank with dual caps, lots of chrome

parts, and even the famed "1" logo on the tank, just as it was on the first model. But better.

"So, how does it handle?" you might ask at this point. Well, it handles great. It has plenty of oomph to let you dictate your terms though heavy traffic, it stops on a dime (pretty much) thanks to its single disc break setup front and rear and its sort of semi-apexhangers in combination with the two-up seat actually provide plenty of comfort for the long haul. With a 29-degree rake and a 4.7-inch trail, it handles nicely in any type of curve. The staggered shorty duals murmur quietly along, mutating into throaty barking only when you twist the throttle vigorously. Which is a good thing for those who yearn for a quieter world.

Improvements in technology, metallurgy and other sciences relevant to two-wheeled propulsion over the past 35 years have helped turn this Super Glide into a shining example of what we've come to expect from Harley these days. In other words, it's your typical 21st Century Glide: modern, dependable and trusty. There are no major surprises, negative or positive. The 35th anniversary Super Glide is also a limited-production bike and individually numbered. They might sell more of this one than they did 35 years ago, so get yours while you can. —Red Baron



GENERAL

Fabrication: Harley-Davidson

Year: 2006

Model: Dyna Super Glide

Assembly: Harley-Davidson

ENGINE

Year/Model: 2006 Twin Cam 88

Builder: Harley-Davidson

Ignition: Harley-Davidson

Displacement: 88 cubic inches

Bore & stroke: 3.75 x 4.00 inches

Torque: 85.0 ft. lbs. @ 3000 rpm

Cam: Harley-Davidson

Intake: Electronic Sequential Port

Fuel Injection

Pipes: chrome, staggered shorty duals

Compression Ratio: 8.9:1

TRANSMISSION

Year: 2006

Gear Ratio (overall) –

1st: 9.876

2nd: 6.810

3rd: 5.064

4th: 4.164

5th: 3.477

6th: 2.960

PAINTING

Color: glacier white pearl (black cherry, deep cobalt, black denim)

FRAME

Type: swingarm



Rake/Trail: 29.0 degrees/

4.7 inches

Stretch: none

ACCESSORIES

Handlebars: mini-apes

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

Oil tank: under seat

Oil system: 3.6 quarts

Mirrors: Harley-Davidson

Grips: Harley-Davidson

FRONT END

Builder: Harley-Davidson

WHEELS FRONT

Type: aluminum profile, laced

Size: 16-inch

Tire: 100/90-19 57H

Brakes: single disc

WHEELS REAR

Type: aluminum profile, laced

Size: 16-inch

Tire: 160/70B17 73V

Brakes: single disc

Unique features: 6-speed Cruise Drive gearbox; chrome and silver powertrain; Fat Bob fuel tank; unique 35th Anniversary medallions and decals; leather fuel tank console; serialization on the battery cover; No. 1 logo on fuel tank.

Photos: Rick Hustead

Coming At Ya

Easyriders No. 401 November edition gives thanks for a wild world of custom bikes and hot biker babes. You'll find eight awesome rides in this issue from the likes of Kirk Taylor, Victor Spolini, Stevenson's Cycles, Rick Fairless, Hellbound Steel, Bruce Mullins and we'll road test Harley's Nite Rod.

This is our Sturgis Super Special featuring amazing coverage to this year's run to the Black Hills as well as expanded Hot Sturgis News on the latest products, bikes and more. You'll also find our first look at all the new Harley-Davidson model bikes for 2007. Over in the tech shed we're finishing up the J&P Cycles Build-A-Bike and getting ready to give that puppy away! There's also a great Guide to Kit Bikes to get your wrenches turnin'.

On the newsstand, we'll include a 48-page separate magazine that brings you all the far-out fun of the Sturgis Rally. If you were there, you might just be in our *Sturgis Scrapbook*, so check it out! On sale September 26th.



The next issue of *V-Twin* (No. 66) will ride away to the Laconia Rally in New Hampshire and to the Heritage Rally in sultry South Carolina.

Go Behind The Scenes at Rolling Thunder and American Wire Wheel. Meet master bike builder Bill Steele, get a great Guide to Biketoberfest as well as nine incredible custom bike features from mild to wild. We'll check out the new rolling chassis kits from Carolina Custom Products, unveil the Star Motorcycle line-up for 2007 and bring you a Guide to Lighting your ride. Newsstand copies include our 32-page look at *Chopper Mania*. On sale September 12th.

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 now.



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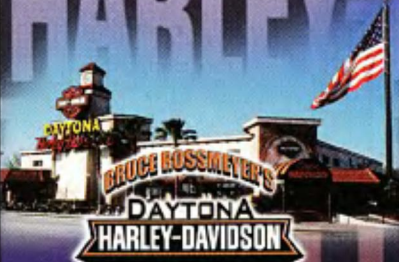
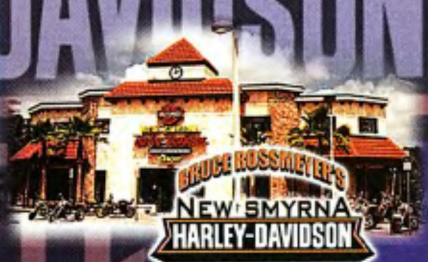
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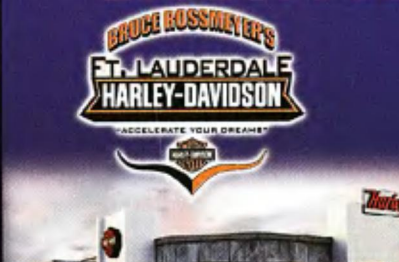
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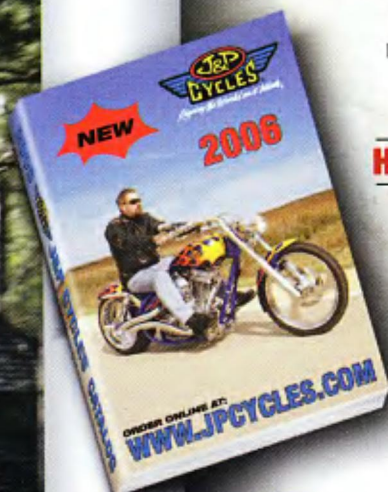
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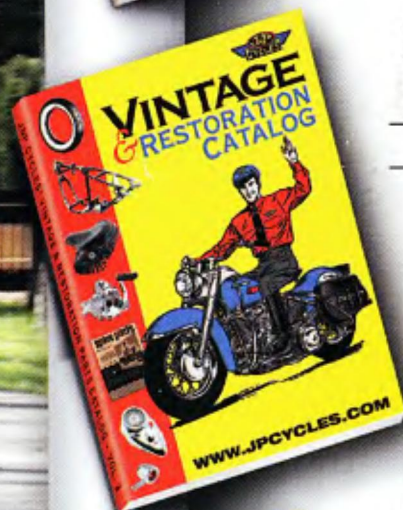
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