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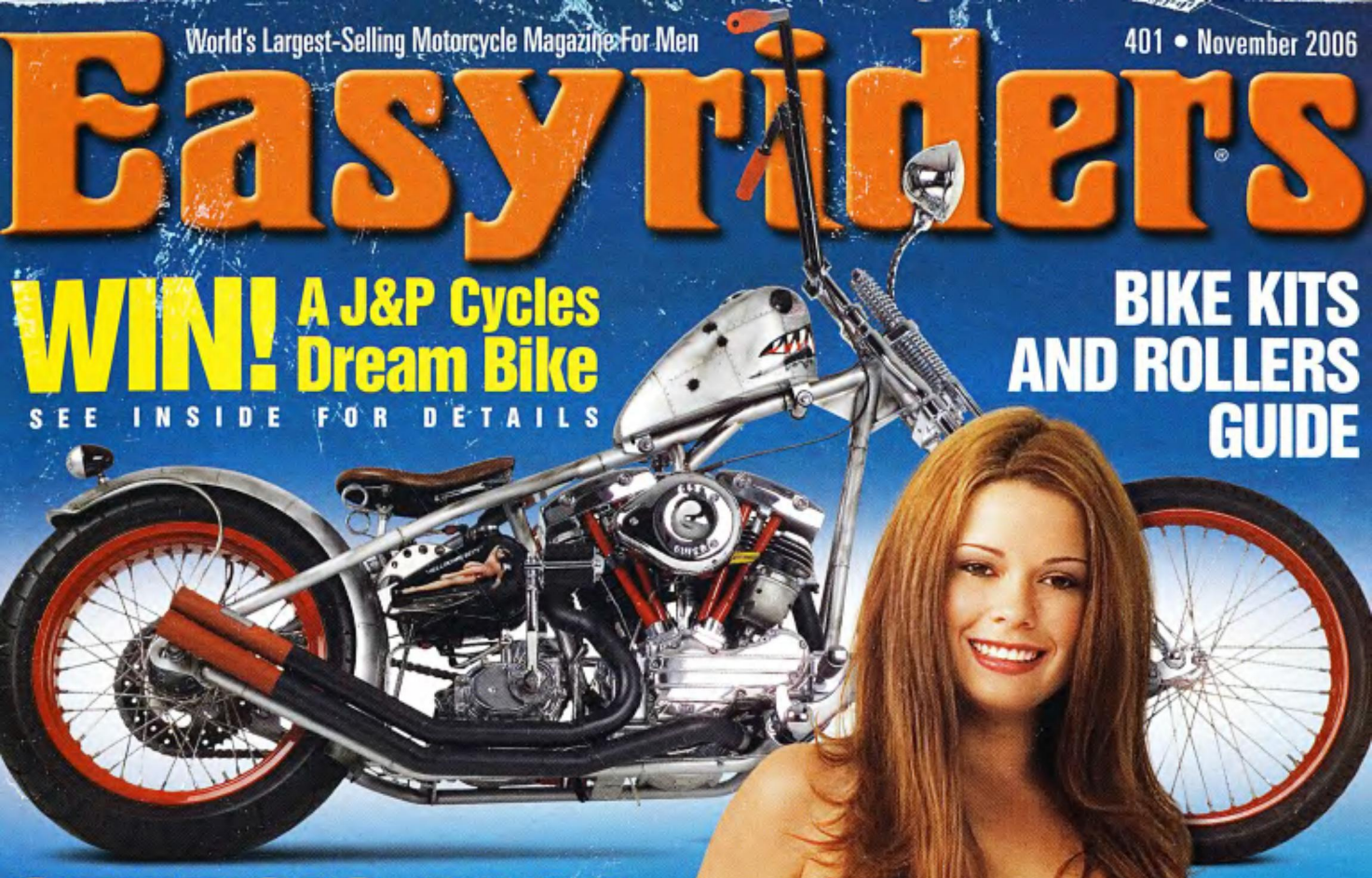

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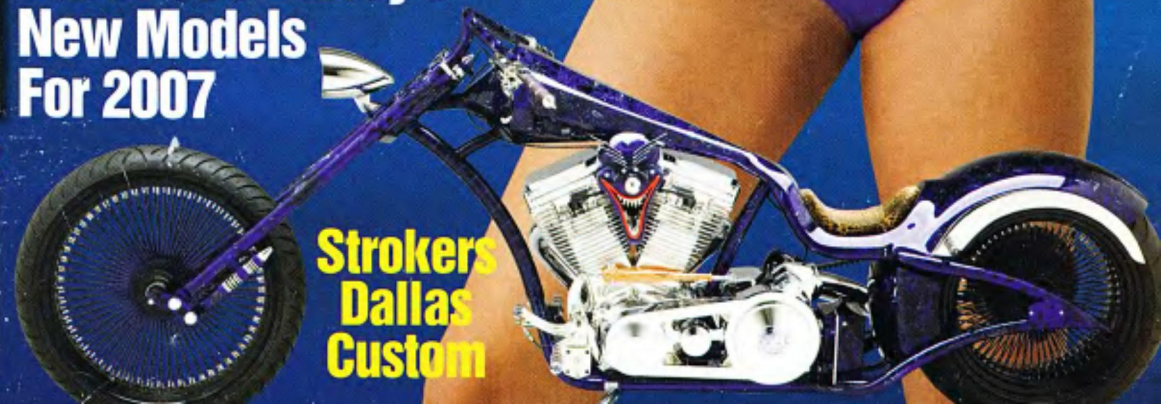

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TakingItEasy

This guy demanded unemployment benefits when he was fired from a charitable fundraising company for alleged indiscretions. One of the charges was that he had **sex on top of his desk** with a co-worker. But he said that it shouldn't be a terminating offense since many other company employees had had sex on his desk too. (Well, that makes sense.)

A man was given five consecutive life sentences for molesting young girls. But he said he welcomed the prison time as it would give him a chance to use his knowledge of the Bible to **help inmates find Jesus.** He was well-known for his lack of hygiene which he said was necessary to keep fellow prisoners from getting too close to him. Otherwise, he said, they would "flick boogers at me and fart in my face." (Well, isn't that a pity. Poor pedophile.)

A 67-year-old woman was killed when her car went out of control, swerving across a road and slamming into the lead car of **a funeral procession** about to depart for a funeral home. Her family decided that as long as she was at the funeral home already, they might as well leave her there for her own funeral arrangements. (How thoughtful.)

A Louisville Gas and Electric substation had to be moved at **a cost of $63 million.** And where do you suppose they were moving it? THIRTY YARDS ACROSS THE STREET FROM IT'S PRESENT LOCATION!

A farming village in China decided to update their local economy and, in so doing, had to give the farmers apartments in town. They offered one bedroom apartments for single people and two bedroom apartments for married couples. But hundreds of those **greedy Chinese farmers** filed for divorce so that they could qualify for two apartments, thereby being able to rent out one room. When the officials found out about the scam, needless to say, havoc erupted because newly divorced couples failed to reconcile, leaving children in broken homes while husbands ran off with younger women.

A man wanted some beer very badly, so he decided to throw a cinder block through a liquor store window, grab some booze, and run. Well, he lifted the cinder block and heaved it over his head at the window. **It bounced back** and hit the would-be thief on the head, knocking him unconscious. It seems the liquor store window was made of Plexi-Glass.

I suppose we all know that Southerners like fatty foods. Well, a reporter has described the **"hamdog" and the "Luther"** (prized dishes at a restaurant in Georgia). The "hamdog" is "a half-pound of hamburger meat wrapped around a hot dog, which is deep-fried and served on a hoagie topped with chili, bacon and a fried egg." And the "Luther" is a half-pound burger served with bacon and cheese on a Krispy Kreme doughnut." (Yum!)

A not-too-bright guy was ordered to put in a nine-month community-service sentence. For what, you ask? He partially **scalped his then-girlfriend** by trying to "style" her hair with a power drill. He said he learned the technique from a TV infomercial. He said he knew it was probably a bad idea, since he'd previously fucked up his own hair trying out the technique.

Be sure to check your dentist's habits before letting him in your mouth. An 82-year-old dentist made the decision to give up his license rather than face punishment for having an unsanitary office. It seems he kept cat food in the refrigerator with dentist supplies and (gasp!) he **scooped up cat vomit** around the office with dental spatulas.

An unfortunate robber-to-be pulled a machete on a cell phone store owner and then took a stack of cell phones. The owner had fled but returned with a baseball bat, which **he wielded freely on the robber's head.** With his head throbbing, the robber went to his motorcycle, where his accomplice was waiting, but the owner, not satisfied with the job he had done on the robber, came after him again and whacked them both, causing the motorcycle to crash. After all that, the robbers had taken some dummy cell phone display units. (Some days it just doesn't pay to get out of bed.)

Another robber fuck-up. A couple of robbers in Ireland got into a bank about midnight and got to work disabling the security system. They assumed they'd find a couple of safes loaded with goodies but instead found hundreds of smaller safes. When they got inside the first one, all they found was **a small bowl of vanilla pudding.** The bank's audio tape system recorded one of the robbers as saying, "At least we'll have a bit to eat." Well, they went on to open all the little safes and found the same thing—small bowls of pudding. It seems they had gotten into a sperm bank, and the small bowls of vanilla pudding were, in fact....

It seems it pays off to be well known. A wheelchair-confined man committed just about the same prescription drug violations that Rush Limbaugh did (in the event you haven't heard of Rush Limbaugh, he's a very well known radio personality). But Limbaugh's sentence was addiction treatment and the **wheelchair-confined man's sentence** was 25 years in prison. Both had large quantities of painkillers (illegally) for personal use. The wheelchair-bound man argued that the painkillers were (and will be) necessary to get relief from the nearly constant pain from unsuccessful spinal surgeries caused by an auto accident. Limbaugh admitted that his use was simply the result of addiction. (My teeth are grinding.)

The police gave a confidential informant $300 to buy 7 grams of cocaine and sent him into a drug house for a sting. **They waited and waited and waited.** Finally, they gave up and stormed the house where they found the informant intoxicated, with no money and only 2.8 grams of cocaine left.

Easyriders®
ENTERTAINMENT FOR ADULT BIKERS • NUMBER 401 • NOVEMBER 2006

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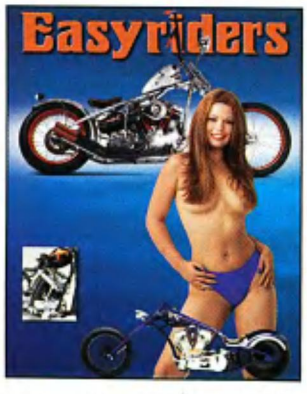

Hellbound bike and model Cali-Luv shot by Rick Hustead. Rick Fairless chopper and Steven's motor by Michael Lichter. Imaging by Jeff Biggs.

The next liver-quiverin' issue goes on sale October 31st, 2006. **Printed in the USA.**

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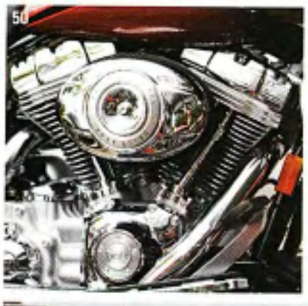

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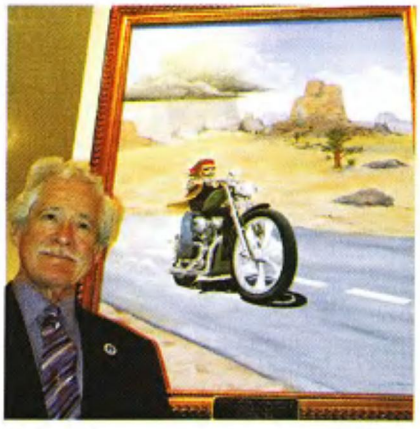

Thanks

Thanks for the great magazine. I've had a subscription and have watched you evolve for more than 18 years.

My father, 74-year-old Donald Amos, is a "photo-realistic" aviation artist. Dad is commissioned by aviators to paint high dollar oil paintings of military aircraft and related things. His work, with research, can take six months or more. This past July my father delivered to me this beautiful masterpiece. A masterpiece not only because it depicts me on my 105 HP Buell-powered Sporty, but dad has no technical knowledge of bikes and accomplished this with just photographs. It was inspired by the late David Mann's *Ghost Rider* only this time there's no ghost. It's just me riding through the Arizona desert trying to outrun the storm.

I thought it would be nice for dad to see his hard work in *Easyriders*, a magazine his girlfriend first showed me 30-some years ago. (And thanks, dad, for a masterpiece you wouldn't take a dime for. You're my hero.)

Kevin Amos
Riverview, Florida

She'll Be Hooked

You have a kickass mag that I look forward to every month. Some of the hottest chicks I've ever seen grace your pages. But I was in shock when I saw that the beauty Ashley (July issue) in the "Fox Hunt" had never been on a ride. Seeing as how I'm here in California too, I just thought I'd offer to take her for a spin. I can promise her she'll be hooked on Hawgs like all the rest of us.

Brian Shaw
El Cajon, California

Thanks, Brian. You're a giver!

July Issue

The 35th anniversary issue reminded me of the kind of pix we all used to see here. So it was good to see Pages 98 and 99 in the July issue, i.e., bare babe except for a necklace and heels.

Okay, so here's the wife wearing heels and a necklace (that you can't see). I added the blurring in the computer.

"R"
Somewhere on the East Coast

We always appreciate bros sending in naked pictures of their ol' ladies.

Awesome Paintjob

Check out what some of our boys overseas did to their helicopter. Some Afghan is probably freaking out right about now. This very special Mi-24 helicopter is presently flying in Afghanistan where it is no doubt causing quite a stir.

God bless the U.S.A.
Bob Clark
Cyberspace

Custom Service Excellence

I'm writing to let you know about a company that has gone out of its way to help me: F&G Accessories, LLC (owners George Faleras and John Gilgallon, 248-762-5320). Their product is the Slick Shift shifter for FLH models. It puts all the shift linkage below your footboard so you can use the whole board for your foot, and it makes finding neutral easier than ever.

I purchased the shifter during Bike Week in Daytona, after seeing one on a customer's bike. The installation looked pretty simple so I figured I'd try it myself. After several failed attempts at installation, I called the company and spoke to John Gilgallon who told me I needed

their other style, since I had replaced the stock crash bar. He gave me his cell number and told me to call if there were any other problems.

Well, I didn't get that lucky and ended up calling John for installation assistance. He actually answered on a Saturday afternoon and walked me through the correct linkage adjustment procedure. Well, I still wasn't able to get the Slick Shift to shift correctly and was totally frustrated. John told me had no problem refunding me my money and asked where I lived. Never expecting what came next, John asked if he could fly into Annapolis, Maryland, to see what was going on as these are usually quite simple to install and he'd never had anyone with the problems I was experiencing. I thought sure, this man is going to fly here to help me with the shifter I purchased from him. Come on, no one does that—especially for a part under $300!

I got a phone call on Tuesday morning. He told me he'd be flying his plane into the local Annapolis airport that afternoon and would I be available. Again, I thought, yeah, I'll never see him, but at 1:30 I picked him up. He'd brought with him a complete already mounted to a new floorboard product ready to install on my trike. I was blown away.

John found a combination of things wrong. My floorboard was twisted and a bracket needed to be adjusted for the floorboard. He had with him their latest model in polished stainless with new modifications to this model to accommodate my Lindy crash bar. Never would I ever have expected this, but John explained that they are putting their product with Küryakin and Harley and it will be in their new catalogs this summer. He really wanted to know why I couldn't get their product to work and wanted to incorporate any change to make sure this didn't happen to another customer.

Wow! What customer service and pride in your product. It works great and finding neutral was never easier. Again, I was totally blown away.

Greg Fremeau
Maryland

Thanks, Greg. It's great to see that there are still some companies out there who understand customer service.

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Shades Of Futures Past

Kirk Taylor's Classic Speedway Flyer

With everyone and their brother trying to build bobbers lately, it's hard to draw a bull's eye around a true example—a bobber apparently being something in the eye of the beholder. But when you sift through the historical facts a few salient points emerge: rigid frame, springer front end, 18-inch rear tire, bobbed rear fender, all bent toward performance. Of course, there were no Evo or Twin Cam motors around back when bobbers first appeared, so today's interpretations take on the latest muscle, benefit from better brakes and electrics, yet to retain the essence of a true bobber, they have to evoke the right gut reaction response. So be it with Kirk Taylor's "Speedway Springer," a classy interpretation of a classic that shows all the right moves.

Before we let the dust settle on the chrome, Kirk makes sure to point out

that bike building is a team effort at his Novato, California, shop, Custom Design Studios (CDS). Located about 20 miles from San Francisco, the CDS doors opened back in 1988, so it's been around before "old-school" and "chopper" became buzz words. And you might remember seeing Kirk's personal ride, a little lime green metal-flake rigid they call the Mean Green Booger that appeared in the February 2000 issue of *Easyriders*. As Kirk describes it, and something that extends to all his bikes, "It's a pleasure to ride and not a burden." More recently you might have seen the aptly named Widowmaker that took Best of Show at the Reno Easyriders Bike Show.

In 1970, at the ripe age of 10, Kirk began teething on his father's newly opened San Raphael machine shop that was fabricating girder front ends, eventually doing early work for Sandy

Kosman. Already an artist and illustrator by 25, Kirk was painting everything from guitars to gas tanks. "It was kind of a natural segue from customers saying, 'Hey, after you paint my gas tank, could you put the gas tank on the bike so it doesn't get scratched and, oh yeah, change the cam while you're at it.' That's how it all progressed."

Asked about his bike building philosophy, Kirk explains, "I'm a big fan of old-school, even tho' that's been beat to death like the term 'chopper', but that's what I grew up around. I'm definitely into the retro field. We've done fat tired bikes, but my personal passion lies toward a 200 or smaller rear tire, the low-slung look and the idea that less is more. And I love springers to death. One comment we get is that our bikes look rideable. And they are; a matter of form and function."

One of the factor's contributing to the "Speedway Flyer's" exceptional handling is the bike's geometry: a combination of 1 1/2-inch backbone stretch, 35-degree rake, a 2-inch under springer, a 21-inch tire up fron, and an 18 rolling on the rear, plus a set of flat bars that fall into your hands naturally. And this bike's got the cosmetics to match including its elegant oriental blue and silver paint and very tasty candy black powdercoated girder and brakes. "I feel fortunate in that I'm able to offer a client a broad background in experience, both in what's artistic and functional. I know what works and what doesn't. I build bikes that are solid and timeless."

The Speedway Flyer has claimed its share of accolades taking Third Best of Show at the Sacramento Easyriders Bike Show and also placing at the grand slam Columbus Invitational. "We made it to a few shows before the client wanted to take it home. We haven't seen it since."

However, Kirk can build more along its classic lines and he's also thinking of putting together a bobber kit based on the bike. For more info about CDS, log on to www.customdesignstudios.com or call 415-382-6662.

—Paul Garson

Owner: Custom Design Studios
City: Navato, California
GENERAL
Designer: Kirk Taylor/Custom Design Studios
Fabrication: Custom Design Studios
Year and make: 2005 Custom Design Studios
Model: Speedway Flyer

PAINTING
Painter: Kirk, Courtney & Taylor
Color: oriental blue & silver

Assembly: Custom Design Studios
Time: three months
Chroming: Santa Rosa Plating
ENGINE
Year: 2005
Model: RevTech
Rebuilder: Custom Design Studios
Ignition: single/programmable
Displacement: 110 cubic inches
Lower end: solid
Pistons: round
Air cleaner: Custom Design Studios/Carl's
Cam: big
Lifters: Harley-Davidson
Carb(s): Mikuni
Pipes: W.C.C. w/Hi Temp
Mufflers: you're kidding
Transmission: 2005
Shifting: foot

FRAME
Year: 2005
Builder: Custom Design Studios/ Chopper Guys
Type: rigid
Rake: 35 degrees
Stretch: 'til it looked good
ACCESSORIES
Bars: Custom Design Studios/Paul Yaffe
Handlebar controls: Performance Machine
Fenders: Custom Design Studios/Chica
Headlight: small

Taillight: side mount
Speedo: Custom Design Studios/Dakota
Pegs: Holy
Electrics: Custom Design Studios
Gas tank: Custom Design Studios/Coles
Oil tank: unusual teardrop
Oil system: functional
Seat: Goldsmith Saddlery
Grips: Holy
FORKS
Type: springer
Extension: 2 inches under
Builder: Custom Design Studios/Paughco
WHEELS
Size: 21-inch front; 18-inch rear
Wheel: Landmark
Tire: Metzeler
Brakes: Performance Machine
Photographer: Michael Lichter

PartsBox

Bikes On Canvas

John Guillemette is a self-taught artist from Revere, Massachusetts, with an eye for detail and a true passion for motorcycles. Guillemette now offers a wide selection of original and custom motorcycle-themed oil paintings and portraits such as this piece created for Dave Perewitz. You can find on his Web site a variety of open edition, limited edition and original art. Call John at 781-289-8072 or go to www.bikesoncanvas.com.

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Progressive Suspension, Inc. has a new and improved suspension for H-D Softails and hidden-shock chassis. The 422-Series is a fully adjustable shock with variable ride height and spring preload settings allowing a rider to easily tune the suspension to fit the bike as well as riding style.

The upgraded 422-Series shock absorbers are wrapped in a chrome cover and include a pair of progressive rate coil springs and purpose-designed, monotube dampers. The dampers feature a nitrogen charge that's designed to eliminate internal oil cavitation and helps create a consistent ride while resisting heat-induced fading.

To learn more about the 422-Series, visit the Progressive Suspension Web site at www.progressivesuspension.com or call 877-690-7411.

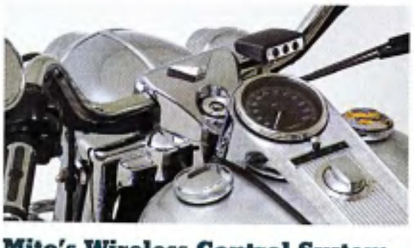
ThrowBack 300 And 180 Rolling Chassis

The ThrowBack 300mm or 180mm rolling chassis package is reminiscent of the old-school choppers. The package includes PMC's Spoon-Style rigid frame. This time the frame comes with a straight backbone and dual radius downtube in a 2-inch up and 5-inch out configuration with a 40-degree rake.

The package also comes with spoked wheels, a 41mm front end with a 5-degree rake in the trees, a 4 1/2 inch headlight and a standard old-school chopper gas tank.

The 300mm retails for $6,495, while the 180mm version of the kit is priced at $5,995 retail.

Check out Precious Metal Customs at www.preciousmetalcustoms.com, or give a call to 678-494-4150.



Mito's Wireless Control System

Johnson Controls' patented HomeLink Wireless Control System is now available for motorcycles. HomeLink is used to remotely operate garage doors, estate gates, door locks, home security and lighting systems, and other convenience and safety devices.

Visit www.opendoorsandmore.com for information.

Six Twisted Frames

South Dakota's Twisted Choppers offers a complete line of frames, frame kits and rolling chassis. These frames feature handcrafted quality found only in the Midwest, along with roller components reserved for more expensive kits. The current line-up includes the rigid Low Boy roller and frames, the lofty High Boy roller and frame, deep drop-seat FTS rollers and frames, smooth and sleek Speedster frames, an extensive line of frames for Sportster and Buell as well as FTS-based hidden suspension frames.

Call MC Advantages at 800-726-9620 or see www.mcadvantages.com.

Crime Scene's Throwback

The boys at Crime Scene Choppers have been putting out some of the most stylish throwback and retro parts for years. Some of them include these vintage-inspired oil

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NEW BUILDERS

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SPEED

filter mounts, oil tanks and a selection of other parts not shown here.

With quality materials used in and out, the parts may look old, but will last a lifetime, says distributor MC Advantages.

Call MC Advantages at 800-726-9620 or see www.mcadvantages.com.

Kingpin Cycles' Handlebars

Kingpin Cycles offers aggressive apehanger bars that are 1.25 inches thick and feature smooth, radiused bends to give them the ultimate in custom looks. The ends are stepped down to 1-inch to accept stock controls and the bars are drilled for internal wiring and dimpled for Harley-Davidson controls. These apes utilize risers that accept 1.25-inch risers that Kingpin Cycles also carries. The Kingpin apehangers are available in 12-, 14-, 16- and 18-inch heights. They are available for Harley-Davidsons and all metric cruiser applications.

Call Kingpin Cycles at 714-482-7888 for info or see them on the Web at www.kingpincycles.com.

Drag Specialties' New Turn Signal Kit

The Drag Specialties new signal kit, similar to that of a Harley Deuce, comes with a set of front amber and rear red turn signals with long-lasting, dual-intensity LEDs. Signal lenses are clear and feature a honeycomb style pattern so the lights appear white until they are turned on.

The front signals mount with 41mm tube clamps, while the rear signals are made to fit seamlessly to the stock mounting brackets. This turn signal kit with clear lenses 2020-0274 retails for $201.95.

See your local dealer or go to www.dragspecialties.com.

Power PACC EFI Super From Doherty Machine

Doherty Machine has a Power PACC intake system for all Delphi EFI-equipped machines. This upgraded version incorporates numerous improvements providing increased efficiency and longevity, according to the manufacturer. Doherty's specially designed venturi is believed to create an induction path which provides a 100% unobstructed air flow to produce an increase in both horsepower and torque with overall gains of up to 15%. Each system is CNC-machined from solid billet and polished and comes with polished stainless steel hardware. The Power PACC EFI Super is compatible with stock or aftermarket, round and oval air cleaner covers.

For complete details and pricing call 800-956-9409 or go online to www.dohertymachine.com.

Capricorn Cyclo-Works Spinners

Cyclo-Works engineers and builds one-of-a-kind custom wheels. If looks weren't enough, these rims feature something custom wheels don't offer: motion. The Involution model shown here incorporates a decorative gear system that, at any speed, is nothing short of hypnotic, according to the manufacturer. Every aspect of this unique wheel can be customized to suit your style...from appearance to movement, you decide and Capricorn Cyclo-Works is ready to make it happen for you.

You can find more info on their Web site at www.capricorncycloworks.com.

Cycle Snitch GPS Theft Recovery System

Cycle Snitch is a motorcycle theft recovery system that allows you to follow your bike's every move. Cycle Snitch has combined GPS satellite tracking capabilities with Internet technology and cellular phone antenna coverage to provide owners with the ability to keep close tabs on their motorcycles.

Developed for motorcycle applications, Cycle Snitch is a theft recovery system that instantly notifies you, via cell phone, of unauthorized vehicle movement. Once notified, the owner can go to a private Web site by phone or PC and track the bike's location without dealing with a third-party call center.

For complete details call 800-346-9266 or visit www.Cyclesnitch.com.

Finned Rocker Covers For Pans And Twin Cams

These finned dishpan rocker covers were designed and manufactured by Randy Smith and Custom Cycle Engineering back in 1968. Smith originally designed them to eliminate the oil seepage associated with the stock panhead rocker box covers. These covers also imparted noise dampening and a cooler running motor. They are sold "as cast" or polished.

Derived from the old panhead cover, the finned Twin Cam rocker covers from Custom Cycle Engineering act as an oil cooler. The deep finned pattern machined into the outside of the rocker box and the scalloped pattern on the inside are there to create extra surface area and help reduce the oil temperature by 8 to 12 degrees, according to the manufacturer. The covers are made from 6061-T6

Pictured: Walter. Rider for 15 years. © 2006 H-D

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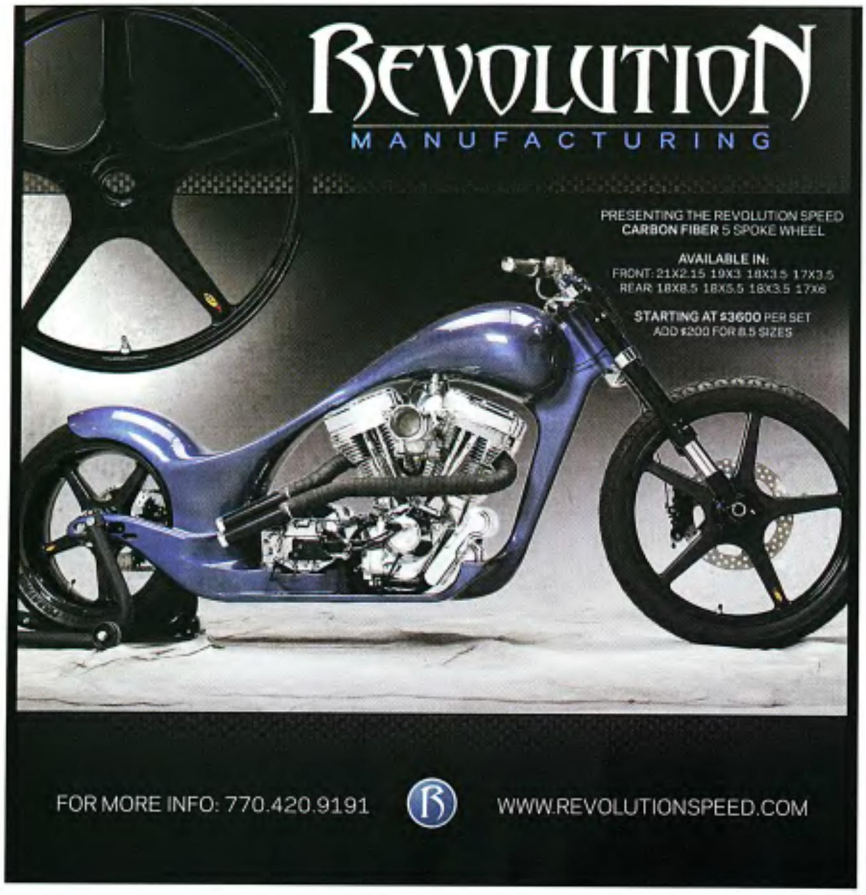

billet aluminum and allow for room for high-lift cams. They come either in a polished finish or chrome-plated.

Contact Custom Cycle Engineering at 800-472-9253.

Bare Knuckle Choppers Springer

Bare Knuckle's new springer front end features a completely new design combining new and old styling. Narrow and wide versions are available, both utilizing wide glide drive mount widths. The springs are custom made to company specs, as are the trees and hardware. These springers are not made and put on the shelf waiting to be shipped, but instead they are built to match your project. The manufacturer gets a few measurements from you and delivers a front end that, they say, performs better than any other. Shipping is currently running less than two weeks according to Bare Knuckle Choppers.

Call Bare Knuckle Choppers at 636-745-3316 or check them out online at www.bareknucklechoppers.com.

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NCOM

Switched! Stevenson's Reverse Flow Special

Steve Broyles, Sr. and his son Steve, Jr. didn't have to ponder long when it came time to christen their switcharoo bobber, a product of Stevenson's Cycle in Wayne, Michigan. One look at that ass-backwards shovelhead motor bolted right in the center of things was all it took. The motor is a Stevenson's Cycle original, a "reverse flow engineering special" Steve, Sr. calls it, with "special" being the operative word. With the cylinder heads and barrels reversed, putting the intake where the exhaust would normally be and vice versa, this isn't a simple bolt-by-bolt operation. There are literally hundreds of hours of

custom welding and machine work involved in this conversion, not to mention the proprietary Stevenson/Andrews reverse-grind cams at the heart of it all. To make all this happen Steve Broyles started with a mixture of both original and S&S hardware and took off from there.

A little background: Steve, Sr. and Jr. built that wacko engine for the guys at Voodoo Choppers for their Discovery Channel *Build-Off* bike, the one competing against Cory Ness and using two front cylinders and two front heads. Well, completing that one, Steve, Jr. button-holed the old man and brought up the possibility of going one step further, switching the heads and cylinders front-to-back this time. Sounds easy, doesn't it? It wasn't. To pull this off, the cylinder heads had to be virtually handcrafted. The original ports were welded shut, relocated and re-machined. One hundred and fifty hours of handcrafting later, a Holley 1-barrel carb off a '72 Dodge was feeding the fuel to the extreme front and rear of the motor and a custom set of pipes exhausted from the center of the Vee. There's external oiling, both supply and return and the split rocker boxes are also from Stevenson's Cycle. All this makes perfect sense when you listen to Steve, Sr. "Everything has to start with the engine," he says. "After all, it is a motorcycle, with emphasis on the first part of that word: motor." So while everyone else in the custom world concentrates on the shape and style of tanks and frames and fenders and sheet metal, and they're busy stretching this or lengthening that, the Stevenson Crew brings it right back to basics. "I handcraft the engines," Steve says, summing it all up.

He's only telling half the story there. The Stevenson Crew also handcrafts some pretty clean chassis to put those motors in. Like this straight-up Paughco-based rigid, for instance. The whole idea of this bike was to keep things plain and simple, with the exception of that reverse-flow engine, of course. Steve, Sr. has 39 years in the motorcycle business and the plan, he says, was to get the bike down low and make it as sleek and slim as possible. Just like the old days. "We stopped building fat tire bikes back in '03," he says. "When someone came in asking if I could put a rear tire on his motorcycle that was wider than his ass I thought that was it. Enough. The biggest tire we put on a bike these days is a 150." The rear rubber here is even smaller than that. A 5.00 x 16 Avon Speedmaster II suffices.

"When we build bikes," Steve goes on, "we build them for agility. We're after low, short and fast. To us, handling is the key." Not that looks are forgotten. "Switched" just came back from a stint on the Easyriders Bike Show Tour where it wowed the troops coast-to-coast. No surprise, though. Steve, Sr.'s been building this sort of thing since the '60s and today works out of a 6,000 square-foot shop offering everything from parts and accessories to machine shop work to dyno tuning. Stevenson's Cycle is a licensed manufacturer. There's a nice lineup of bobber bikes similar to this one, starting at some pretty friendly prices. Check it out at www.stevensonscycle.com. The phone is 734-641-2200. And just for the record, Switched, reverse-flow and all, runs just as good as it looks. "It sounds almost like a little 2-cylinder Chevy," Steve says. And with that long intake runner it's a real torque monster.

—Joe Kress

Owner: Steve Broyles, Sr. & Steve Broyles, Jr.
City: Wayne, Michigan

GENERAL
Designer: Steve Broyles, Sr. & Jr.
Fabrication: Stevenson's Cycle
Year/make: 2005 Stevenson's Crew
Model: Bobber
Assembly: Stevenson's Cycle
Time: 12 weeks
Chroming: Dynamic Metal Finishing

ENGINE
Year: 2005 custom shovelhead
Rebuilder: Stevenson's Cycle
Displacement: 93 cubic inches
Ignition: Dyna
Cam: special grind
Carb: Holley 1-barrel
Air cleaner: Stevenson's Cycle
Pipes: Stevenson's Cycle

Transmission
Year/make: 2005 Baker
Shifting: 6-speed gearset, 5-speed case, 4-speed hydraulic kicker cover

PAINTING
Painter: Ed Jaworski
Color: Black
Type: House of Kolor
Special paint: classic flames

FRAME
Year/make: 2005 Paughco/Stevenson's Cycle
Type: rigid
Rake: 32 degrees
Stretch: none
Shocks: none

ACCESSORIES
Handlebars: Flanders Drag
Handlebar controls: none
Fenders: Stevenson's Cycle

Headlight: 6 1/2-inch
Taillight: Maltese Cross
Speedo: none
Pegs: JayBrake
Foot controls: JayBrake
Gas tank: Mustang peanut/Stevenson's Cycle
Oil tank: Voodoo Choppers
Seat: Dixie Solo
Mirrors: Goblin Mil Worx
Grips: Harley-Davidson

FRONT END
Type: springer
Builder: stock-length reproduction

WHEELS
Type: laced 40-spoked, steel rims
Size: 21-inch front, 16-inch rear
Tires: Avon Speedmaster, 3.25 x 21, 5.00 x 16
Brakes: drum style
Photos: Michael Lichter

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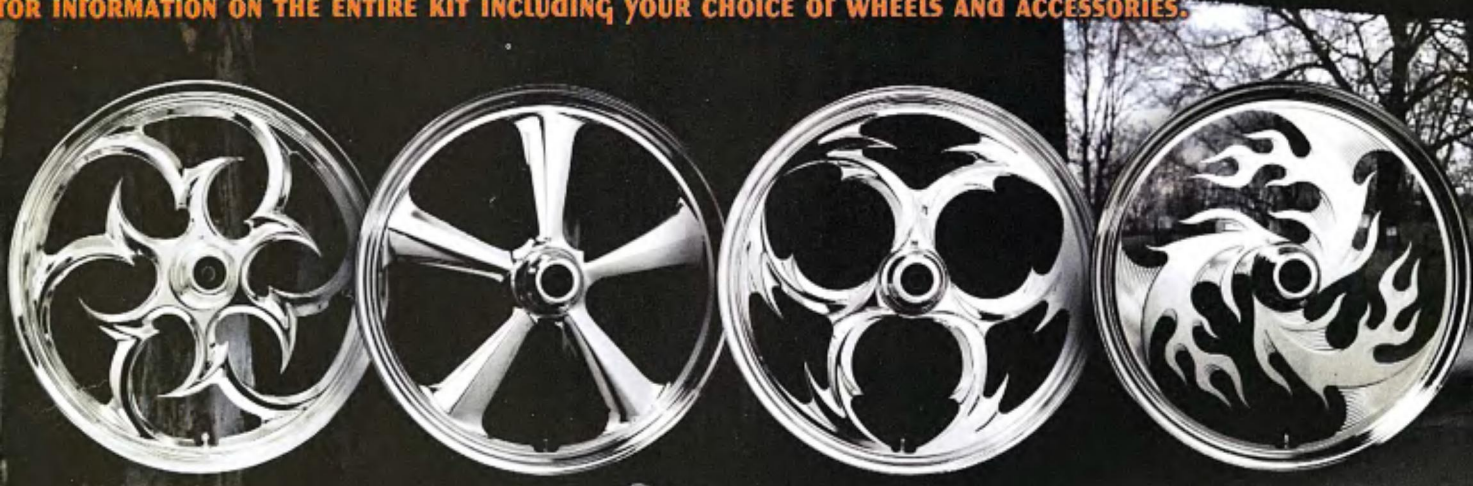

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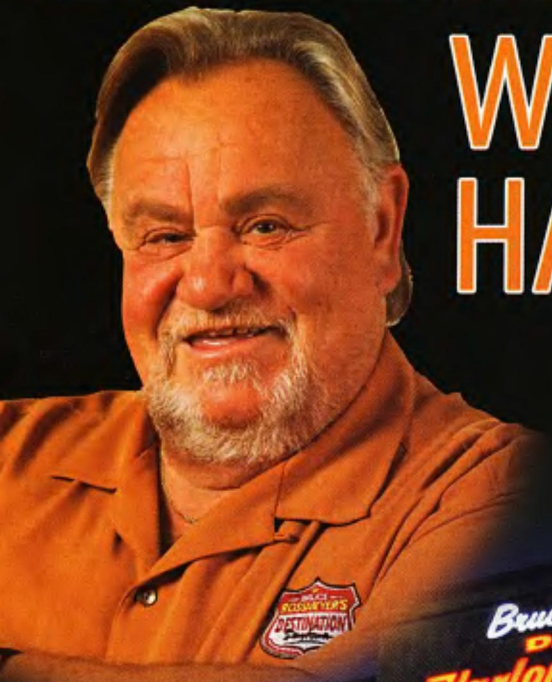

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Easynews

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

Katrina Bike

METRY IS BACK!

Photo: Metry Cycles

Last year's Hurricane Katrina disaster cost thousands lives and ruined tens of thousands more. Metry Custom Cycles was one of the many businesses that went under when the floods ravaged the city of New Orleans. But in true biker spirit, "Li'l" Ivy Trosclair and his dad, Ivy II. have not only survived the flood, they have, phoenix-like, risen from the soaked ashes of their shop and rebuilt grander and better than before.

They've built a motorcycle they call Katrina, in memory of the awesome force of nature, and have introduced it as their entry for the Discovery Channel's famous *Biker Build-Off* series. Coincidentally, Katrina made its debut on August 28, the anniversary of Hurricane Katrina's landfall in southeast Louisiana and southern Mississippi.

—Tripper

We Missed A Few...

Easyriders 35th Anniversary Coin Owners

Due to a printing error, several of our readers who purchased the *Easyriders* 35th Anniversary Coin did not make it to our printed list of honorees in the June 2006 issue of *Easyriders*. We here at Paisano Publications are very sorry for this omission and would like to make it up to these loyal readers by listing them here:

Alex Andropoulos
Barry Farrell
Bryton Morlan
Eddie Weddington
Edwin Olson
"Indian" Martin Alaniz
James M. Busbin II
Joe Kline
John David Sitarz
John "FTW" Farrell
Kaizer Billiot
Luke Vahle
Nicholas J. Boge
Nick Schipani
Norman Foy
Paul H. Sawlidi
Paul L. Caouette
Robert William Herbert
Rod Yates
Tom Caouette
Walter Briggs

Legalese

Texas Law Enforcement Gone Amuck

Texas law enforcement officials backed off on arresting people for drinking in bars and restaurants on April 14, 2006. After hauling in more than 2,300 throughout the Lone Star State, including some of whom were drinking in hotel bars and had rooms upstairs and including others that even had their "designated drivers" drinking water next to them! I guess Texas politicians were afraid of losing tons of tourist revenue, and rightly so. I know and was prepared to reduce my frequency of travel to that part of the country. You see, I live just next door in the Sooner State!

The controversial program to send undercover agents into bars to arrest drunks has been officially halted after a firestorm of protest from the public. The Texas Alcoholic Beverage Commission (TABC) "temporarily suspended" what it calls "Operation Last Call" even though it still believes it was worthwhile, said commission spokeswoman Carolyn Beck. "We understand that everything has room for improvement, this included," she said. I guess that's the state government's way of saying back to the drawing board.

Essentially, undercover officers would observe patrons' drinking habits and if they were seen downing too many drinks within a certain prescribed period of time, the officers would arrest the offenders for public drunkenness and haul them off to be processed. Ms. Beck stated most of those arrested in the sting operation had been "dangerously drunk" and might have tried to drive if TABC agents

CONTINUED ON NEXT PAGE

Texas Law Enforcement CONTINUED

had not busted them. Attorneys for those arrested held a different view, given the fact that a number of those hauled off to jail were drinking in hotel bars where they had rooms reserved and some were even cuffed in front of their designated drivers.

The TABC has launched an internal investigation of Operation Last Call and a Texas Legislature committee will hold hearings on the program later in the year. The TABC originally announced the program in late August of 2005 but it received little attention at the time. Initial questions as to the program's constitutionality were deflected by the state's ruling that a bar or restaurant constituted a public environment, so agents were within their rights to arrest those suspected of too much alcohol intake. Media reports that drunks were being arrested in Texas bars provoked both ridicule and anger around the world and, perhaps more importantly, complaints from hotels, restaurants and bars in Texas who said it could seriously hurt business. However, the program drew support from groups such as Mothers Against Drunk Driving (MADD), who held that reduction of drinking and driving incidents held the highest priority. I guess their idea of "safety" is more important that American's being able to enjoy personal freedom in a drinking establishment! I am reminded of Benjamin Franklin's wise words: "Those who would sacrifice liberty to obtain a little temporary safety deserve neither liberty nor safety."

This type of Big Brother behavior on the part of federal or state government is intolerable. I'm glad that more sensible leaders in Texas were able to persuade law enforcement to step back and take another look at this program, even if the motivation was the potential loss of millions of tourist dollars. That should serve to remind all riders that we have significant power to exercise by voting with our wallets as well as at the ballot box. Threats to civil liberties can be irritating and a good stress reliever can involve throwing a leg over your motorcycle, getting in the wind and participating in a good old-fashioned poker run. However, those have also been outlawed in Texas this year, declared by the state's Attorney General to be a form of illegal gambling. Texas bikers have enlisted some legal representation to meet this restriction head-on and have the ban overturned.

By the same token, we in other states where poker runs are taken for granted as legal entertainment, need to support our Lone Star brothers in their efforts. In the meantime, other groups have hosted poker run events in Texas where the entire route has been run south of the border, in old Mexico. Who says you can't fight city hall.

—"Tiger Mike" Revere, ABATE of Oklahoma

Coast To Coast

Biker News

MICHIGAN GOV. VETOES REPEAL OF HELMET LAW: Governor Jennifer Granholm vetoed legislation that would have repealed the state's 37-year-old mandatory motorcycle helmet law, despite the measure having passed the Michigan State Legislature by a 2-1 margin.

Members of ABATE of Michigan accused her of caving in to pressure from insurers who opposed repeal. ABATE legislative director Jim Rhoades said riders will make their votes count on election day.

It didn't take long for the motorcycle rights group to cast an endorsement for Granholm's Republican challenger, Dick DeVos, who is, himself, a motorcycle rider and said he would have signed the repeal.

Bikers are hoping they can sway the election. "With the passage of time, they [SMROs] have become much better organized, much more aggressive," said Bill Ballenger, editor of *Inside Michigan Politics* and a former state lawmaker.

ABATE claims a high success rate in backing winning candidates. "We usually have about 85% voting," Rhoades told reporters. "In the last cycle, we [ABATE] backed 90 candidates and had a 92% success rate."

Jennifer Granholm is currently trailing in the polls.

HELMET LAW REINTRODUCED IN PENNSYLVANIA: In response to a spike in motorcycle fatalities following repeal of the state helmet law three years ago, a bill to reinstate a mandatory helmet law has been introduced in Pennsylvania.

Motorcycle deaths and injuries are up significantly since 2003, but so is the number of motorcyclists on the highways. These trends have led authors of a new legislative study to shy away from making definitive conclusions on whether the helmet law repeal itself is responsible for the increase in fatal accidents.

The study of motorcycle accidents by the Legislative Budget and Finance Committee states: "261 persons died in motorcycle crashes in the two years prior to 2003, compared to 362 persons in the first two years after repeal, an increase of 38.7%.

"However, when the number of registered motorcycles is taken into consideration, the average annual fatality rate after repeal of the Helmet Law (5.9 fatalities per 10,000 registered motorcycles in 2004 and 2005) was not substantially higher than the pre-repeal (2001 and 2002) average annual fatality rate of 5.4 fatalities per 10,000 registered motorcycles."

It's hard to draw any conclusions about what's really going on from the legislative report, said Charles Umbenhauer, lobbyist for ABATE of Pennsylvania. But two Keystone State lawmakers, Reps. David Frankel and Tony Melio, have drawn their own conclusions and recently sponsored bills to restore the helmet requirement for adults.

And Charles is quick to warn, "The Pennsylvania Chapter of the American College of Emergency Physicians and the American College of Surgeons Committee on Trauma are lobbying Pennsylvania to re-enact a mandatory helmet law." In addition, "The American Automobile Association (AAA) is also pushing for mandatory helmet laws for all motorcyclists." As they are in every state fighting this issue.

In Florida, recent statistics from NHTSA indicate that motorcycle fatalities have increased 67% from 2000 to 2004. But a *Florida Today* analysis also shows that motorcycle registrations have increased 87% in Florida since Governor Jeb Bush signed the helmet law repeal on July 1, 2000.

MISSOURI PASSES RIGHT-OF-WAY VIOLATIONS LEGISLATION: Missouri Governor Matt Blunt has signed "Clutch's Law" to increase fines and penalties for drivers who commit right-of-way violations that result in injury or

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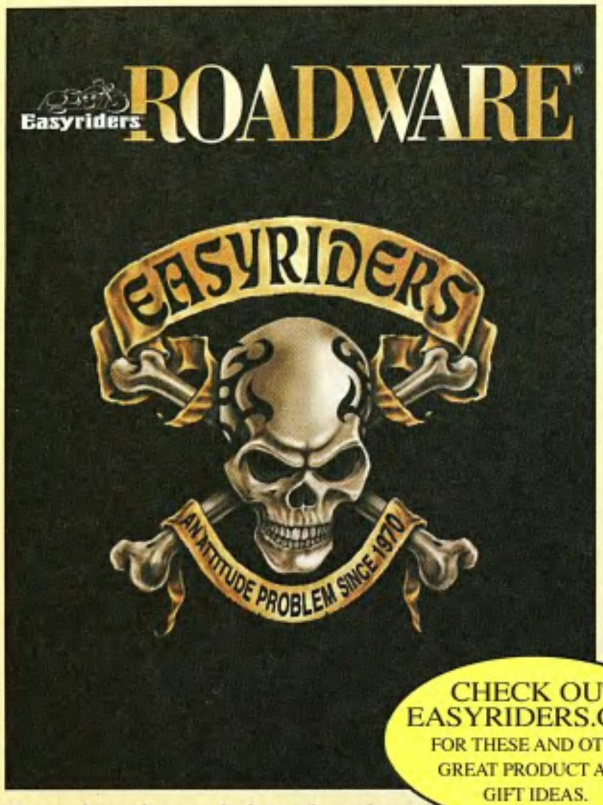
Easyriders ROADWARE



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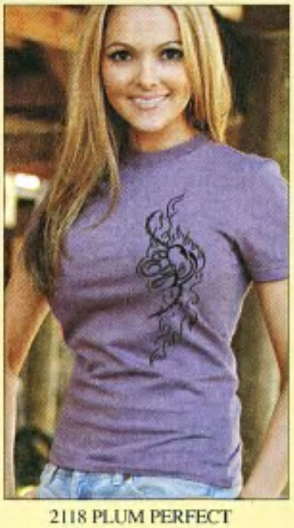

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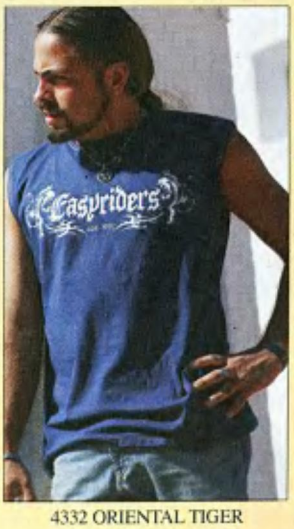

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Biker News CONTINUED

death to other road users. Named in memory of John Michael "Clutch" Clubine, an active member of Freedom of the Road Riders, who was killed by an inattentive driver. Clutch's Law, which will take effect January 1, 2007, allows for additional penalties of up to $1,000 in fines and a driver license suspension of up to 180 days when someone is injured or killed beyond the other fines for right-of-way violations.

In New York, A4914 addresses what ABATE of New York considers the inadequate sentencing of drivers who seriously injure or kill others on the road. Following a three and a half year battle in the state house, this right-of-way legislation has passed both houses of the state legislature with unanimous consent votes in both the State Senate and State Assembly and is on Governor Pataki's desk awaiting his signature.

Seven states this year have passed laws to enact or strengthen penalties against right-of-way violators who cause injury or death on the roadways: Louisiana, Wisconsin, Georgia, Oklahoma, New Hampshire, Iowa and West Virginia.

BIKER PARTY PLANS POLITICAL IMPACT: Steven Erato earned the nickname "Mad" in the 1970s after writing about the mistreatment of American veterans returning from Vietnam. Thirty years later, he says he's still mad.

It's that indignation toward that very system that led Erato to help found the Wisconsin-based American Biker Party—a year-old political party whose first convention recently drew national interest.

"We have made it very clear that even though it's called the American Biker Party and it was started by a group of bikers, this is not a biker organization," said Erato, party co-chairman and co-owner of Eagle Nation Cycle in Neenah, Wisconsin. "Everybody's welcome."

He said the average American's disgust with special-interest politics has voters searching for an alternative to the status quo, and he believes the American Biker Party has potential to fill that void. The party, hoping to mobilize in all 50 states, plans to someday run its own candidates for elected office, but for now plans to suggest that their members vote for candidates their party supports.

Nationwide, about 50 third parties exist in name, but fewer than a dozen are active and viable in more than one or two states, said Austin Cassidy, who runs a Florida-based Web site that tracks third-party politics in America.

The American Biker Party recently held an organizational and strategic planning meeting in Louisville, Kentucky, during the NCOM annual convention.

BEWARE OF DUMB DRIVERS: The tiny state of Rhode Island still ranks rock bottom in terms of driving knowledge according to a national test conducted by GMAC Insurance. Oregon drivers answered the most questions correctly.

The 20-question test was based on questions asked in state driver's license examinations and revealed that about one in 11 licensed drivers in the United States would fail a state driver's test.

Based on average scores, northwestern states generally ranked highest while the bottom-ranking states were mostly in the northeast. One exception was in Vermont, which ranked third. The Washington state drivers ranked second. Drivers in New Jersey, Massachusetts, New York and the District of Columbia ranked near the bottom, with D.C. finishing just ahead of Rhode Island.

The test and an accompanying survey were completed by 5,288 licensed drivers including at least 100 from each of the 50 states and D.C. The survey asked about responses to specific driving situations.

A BRIGHT IDEA FROM YAMAHA: Yamaha has developed a new process for making its bikes "glow in the dark." A phosphorescent polymer film that's been developed by Yamaha of Japan, absorbs sunlight and then releases the energy at night as a soft glow.

In phosphorescent materials, incoming UV light excites electrons to a state that they depart from very slowly, emitting visible light as they do so over many hours.

Yamaha has developed a vacuum pressure process that sticks a thin even layer of phosphorescent plastic film to irregularly shaped fenders, engine covers and cowlings.

—Bill Bish
National Coalition
Of Motorcyclists

"I thought it was gonna be a horror movie, not a whore movie."

Frivolous Lawsuits

HOUSTON, WE HAVE A PROBLEM

About three years ago I presented you readers with a column entitled "Frivolous Lawsuits." It was about people who were obviously in the wrong, sued, won the lawsuit then walked away with a fortune because of some screwball sympathetic jury. One case that comes to mind was a woman who didn't want to pay the paltry cover charge into a nightclub. She then goes around the building and finds the woman's restroom, where she crawls through the window, falls head-first into the restroom floor and required extensive dental surgery. You guessed it...she sued and won, and the nightclub was left holding the bag!

Just as ridiculous as the above comes this. In Tampa, Florida, a federal judge was pissed because two opposing attorneys couldn't even agree on the slightest details of a lawsuit. So he ordered them to settle their childish dispute with a game of "rock, paper, scissors," the hand-gesture game often used to settle childhood disputes. Folks, I'll admit a game of "rock, paper, scissors" is far too complicated for

me to even comprehend (only kidding). But I do comprehend this. If our court system has come down to this level of litigation then, "Houston, we have a problem." Nuff said. —*Twiggy*

Special Events

MRFs BTW

More than 150 people attended the MRFs Best of the West in Prescott, Arizona, and what a sizzler it was. When I say sizzler I'm referring to the triple digit temperatures in Phoenix at 8:30 in the morning! However, when rolling into Prescott two hours later, thank God they were having a cold spell…it was only in the upper 90s. I'm a spoiled lightweight to the extreme heat living just a "stones throw" from the Pacific Ocean where 90 degrees plus is considered sweltering.

The MRFs regional events are on a much smaller scale allowing for more information of the important issues facing us today as motorcyclists. There are a lot of important issues directly affecting our ability to ride. It no longer comes as a surprise to us that there is always some non-riding self-righteous politician(s) trying to sneak in underhanded legislation to steal away our rights to ride free.

Once again, the workshops presented by such well-known Freedom Fighters as Jeff Hennie, Kirk "Hardtail" Willard, Dave Dwyer, Steve Zimmer, John Pierce and Mark Buckner were superior. But one workshop really impressed me. It was John Pierce who presented the workshop entitled "Building Local Membership." Most of us when we go to a workshop expect the presenter to be at the podium waiting for us to be seated. But not John, he personally met ever attendee at the door, introduced himself by name and welcomed everyone. That's one class act that I've never seen done before. It was so cool.

I'd like to thank "Still Ray's" wife, Pat, and their son, Tom, for picking me up at Sky Harbor in Phoenix, and Steve "Muskrat" Musgrave for returning me. Thanks also go to ABATE of Arizona, the MMA of Arizona and the ACMC for hosting this event.

The MRFs 2007 Best of the West will take place in Elko, Nevada, on June 22 through 24. Stay tuned for details.

—*Twiggy*

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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
Strokers 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
360-807-6442

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
Children's Home
Toy Ride
Date: Nov. 4
Place: Millbrook
Info: 334-590-6700

5th Annual Angel Ride
Date: Nov. 4
Place: Tanger Outlet Center, Foley
Info: 251-945-7775
www.angel-ride.com

Veteran's Day Poker Run
Date: Nov. 12
Place: River Lounge, Clayhatchee
Info: 334-299-0100

ARIZONA
Bridge City Bike Rally
Date: Nov. 3-5
Place: Lake Havasu City
Info: 800-200-4557
www.road-shows.com

Sixth Annual
Rocky Point Rally
Date: Nov. 9-12
Place: Phoenix to Sonora, Mexico
Info: 888-412-8339
www.rockypointrally.com

ARKANSAS
Thunder and Chrome For Alzheimer's
Date: Nov. 4
Place: Little Rock
Info: 800-689-6090

CALIFORNIA
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: Army Airfield, Los Alamitos
Info: 800-367-1185
www.WWRExpo.net

Love Ride 23
Date: Nov. 12
Place: Glendale Harley-Davidson
Info: 818-246-5618
www.loveride.org

Nor-Cal Cycle Swap Meet
Date: Nov. 19
Place: Solano Fairgrounds, Vallejo
Info: 800-875-0068
www.toppingevents.com

Cycle Show & Swap Meet
Date: Dec. 3
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

COLORADO
Halloween Party
Date: Oct. 28
Place: ABATE 10
Info: 720-876-1073
www.abateofcolo.org

Toy and Food Drive
Date: Dec. 2
Place: ABATE District 11
Info: 719-395-0360
www.abateofcolo.org

DELAWARE
ABATE Halloween Party
Date: Oct. 28
Place: Sussex County
Info: www.abateofde.com

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

ABATE Bobby Hall Memorial Toy Run
Date: Nov. 4
Place: New Castle County
Info: www.abateofde.com

301 Cycle Open House
Date: Nov. 12
Place: Middletown.
Info: www.301cycle.com

Home Run
Date: Dec. 3
Place: Kent County ABATE
Info: www.abateofde.com

FLORIDA
18th PROSTAR
Annual World Finals
Date: Nov. 3-5
Place: Gainesville Raceway, Gainesville
Info: amaprostar.com

Roscoe's Chili Challenge
Date: Nov. 3-5
Place: Lakeland
Info: 863-858-6249

Ride For Kids
Date: Nov. 5
Place: Sarasota
Info: 800-253-6530
www.ride4kids.org

Hogs On The High Seas Rally
Date: Nov. 5-12
Place: Cape Canaveral
Info: 800-444-8795

State HOG Rally
Date: Nov. 26-28
Place: Ft. Myers
Info: flstatehograllly.com

GEORGIA
ABATE of Georgia Swap Meet & Bike Show
Date: Nov. 5
Place: Lakewood Fairgrounds, Atlanta
Info: 404-294-8900

Veteran's Weekend
Date: Nov. 11-12
Place: Tom's Place, Cartersville
Info: 770-386-7755

Old Dude Toy Run
Date: Nov. 18
Place: Rabbit Town Café, Gainesville
Info: 770-297-1598; 770-540-8890

Ho-Ho Christmas Ride
Date: Nov. 18
Place: Rabbit Town Café, Gainesville
Info: 770-297-1598; 770-540-8890

23rd Annual Gus Singleton Toy Run
Date: Nov. 19
Place: Atlanta
Info: 404-294-8900

HAWAII
Veterans Day Run
Date: Nov. 12
Place: Moanalua Gardens, Honolulu
Info: 808-741-5408
www.vnvlvmchawaii.com

ILLINOIS
Walneck's Swap Meet
Date: Nov. 19
Place: Lake County Fairgrounds, Grayslake
Info: 630-985-2097
www.walneckswap.com

29th Annual Chicagoland Toys For Tots Parade
Date: Dec. 3
Place: Chicago
Info: 773-866-TOYS
www.ChicagolandTFT.org

MARYLAND
Bikers With Heart
Toy Run IV
Date: Nov. 4
Place: Ft. Washington
Info: 301-248-1200

MICHIGAN
Giant Motorcycle Swap Meet
Date: Nov. 5
Place: Birch Run Expo
Info: 800-968-4242
motorcycleswap.com

MISSISSIPPI
22nd Annual Toys For Tots M/C Run
Date: Nov. 26
Place: Cycle Barn, St. Louis
Info: 228-392-1801
www.asgardmc.com

MISSOURI
16th Annual FORR Branson Toy Run
Date: Nov. 5
Place: Lodge of the Ozarks, Branson
Info: 417-334-0775

M/C Swap Meet.
Date: Nov. 12
Place: Fairgrounds, Sedalia
Info: 816-456-4415
www.jwswapmeet.com

MONTANA
Roaddogs Tips for Toys
Date: Dec. 1
Place: Texas Roadhouse, Billings
Info: www.roaddogs.org

NEVADA
Beatty Days Celebration
Date: Oct. 27-29
Place: Beatty
Info: 775-553-2424
www.beattynevada.org

AHDRA Drags
Date: Nov. 11-12
Place: Las Vegas
Info: 336-924-2095
www.ahdra.com

NEW YORK
Halloween Party
Date: Oct. 27
Place: Finnegans Wake, Jamesport
Info: 631-924-1053
www.abateofnyeastern suffolk.org

Fallen Brother Ride
Date: Nov. 4
Place: Oneida ABATE
Info www.oneida-abate.org

St. Mary's Food & Toy Run
Date: Nov. 5
Place: Elks Lodge, Hampton Bays
Info: 631-924-1053
www.abateofnyeastern suffolk.org

Wingmen MC Toy Party
Date: Nov. 25
Place: Middletown
Info: 845-800-1635

69ers MC 4th Anniversary Party
Date: Dec. 2
Place: Staten Island
Info: www.69ersmc.com

OHIO
Christmas Party
Date: Dec. 2
Place: ABATE CMRO Region 8
Info: www.abatecmro.org

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

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

5th Annual Toy Run
Date: Nov. 4
Place: Big Cabin, Vinita
Info: 918-864-1300

M/C Swap Meet.
Date: Dec. 3
Place: Oklahoma City
Info: 816-456-4415
www.jwswapmeet.com

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

Swap Meet
Date: Nov. 12
Place: York Fairgrounds.
Info: cycleprousa.com

Christmas For Kids
Toy Run
Date: Nov. 19
Place: ABATE Mason Dixon Chapter
Info: 717-359-5006

Swap Meet
Date: Nov. 19
Place: Harrisburg
Info: 301-336-2100

RHODE ISLAND
Family Halloween Party
Date: Oct. 28
Place: Ocean State H-D, Exeter
Info: 401-392-1162
www.oceanstatehd.com

TENNESSEE
15th Annual Toys For Tots
Date: Nov. 5
Place: Sevierville
Info: 865-389-5957; 865-850-2110

TEXAS
Lone Star Rally
Date: Nov. 2-5
Place: Galveston
Info: www.lonestarrally.com

Iron Angels
Date: Nov. 10-12
Place: TVE Fairgrounds, Liberty
Info: 936-334-0558

Fall Swap Meet Weekend
Date: Nov. 11
Place: Will Rogers Complex, Ft. Worth
Info: www.texasscooter.com

Ride For The Fallen And Wounded
Date: Nov. 11
Place: Temple
Info: 832-364-6844
www.militaryaid.us

Swap Meet
Date: Nov. 12
Place: Longhorn Ballroom, Dallas
Info: www.texasscooter.com

12th Annual For The Kids Toy Run,
Date: Dec. 3
Place: Sherman/Denison
Info: 903-744-0857
www.forthekidstexas.com

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

I DON'T WANT TO MEET YOUR PARENTS, I DON'T CARE WHAT YOU DO FOR A LIVING, I JUST SEE YOU AS A LIFE SUPPORT SYSTEM FOR A PENIS.
AM I SUPPOSED TO HAVE A PROBLEM WITH THAT?

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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- **Hot Job Market**
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Dramatization

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MMI MOTORCYCLE MECHANICS INSTITUTE

CAMPUS LOCATIONS : AZ // FL

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

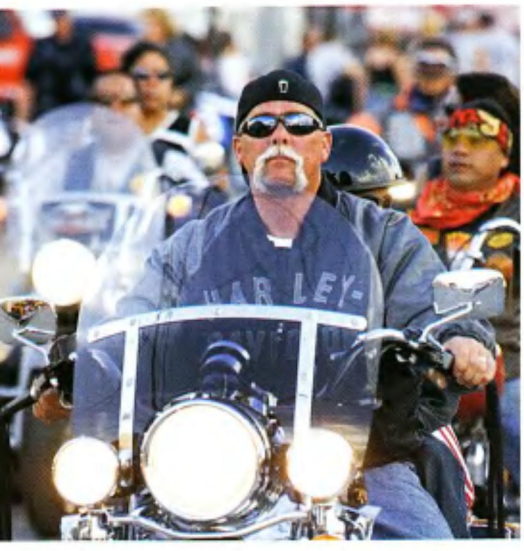
MSC: 808/809

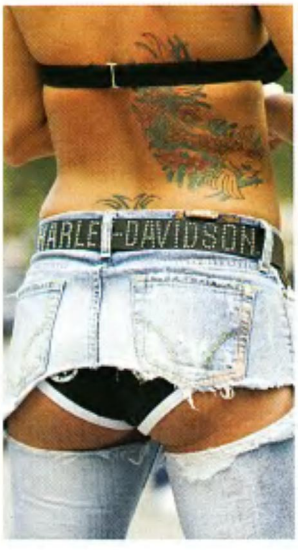
THE 66TH STURGIS RALLY

MOTORCYCLE MECCA

Imagine that you are blastin' through the Black Hills near Spearfish, South Dakota. Your Road King is running strong, there's a Bob Seger song on your lips and you have a full week of two-wheeled partyin' ahead of you. The ominous storm clouds ahead are moving fast and add stark contrast to the honey-colored fields on either side of I-90. Then...ZAP! You are struck by lightning and fried instantly. Can't happen you say? The tire rubber will protect you? Think again, for the scenario above is exactly what happened to one lone biker during this year's rally. We bring this up because we want riders to be safe out there. If you are in a thunderstorm, park your bike under an overpass and

STOP



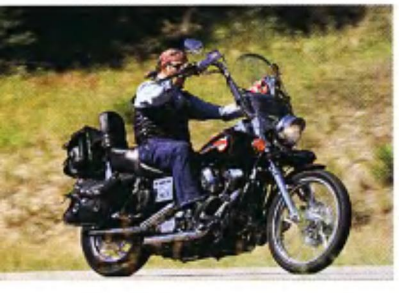


lay low until the storm passes. A few minutes outta your day won't hurt ya. Word to the wise.

On the up side, the weather is ever-changing in South Dakota in August, so if you don't like the weather, just wait a minute. It's as fickle as a young girl's heart. The 66th Sturgis Rally saw wind and rain, hail and tornado watches, but was mostly slathered with pristine days of great riding in clear skies and near 100-degree temps. Attendance seemed down this year but for those who made the pilgrimage to this motorcycle Mecca, sweet manna was waiting.

You could cruise down Junction to Lazelle to take in all the vendors on Main Street, have a cold beer at the Busted Knuckle and listen to the Fryed Brothers Band. Down the street, Jay Allen's Broken Spoke was the centerpiece of Billy Lane's Blood, Sweat & Gears Tour as well as Billy's Builder's Breakfast on Tuesday morning. This historic gathering of 28 master builders from all over the country allowed you to eat

Christopher's Flag



breakfast with the gods of custom design and to get autographs and photo ops. The money raised went to Kids & Chrome, which benefits Children's Care Hospital and School in South Dakota. Jay also had celebrity bartenders at the Spoke all week. I had the honor of tending bar with Rick Fairless and my pale wife, Gothgirl. Proceeds went to the local Sturgis Foothills Assisted Living Senior Center.

Favorite places to hang during this rally included Mike Ballard's amazing Full Throttle Saloon where

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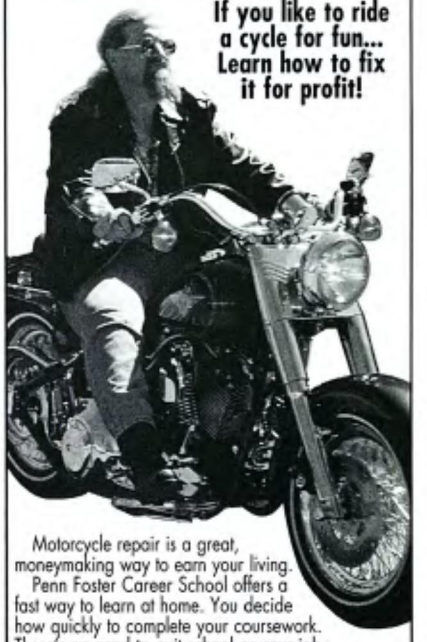

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the Teresi Dyno-Drags truck roars, the breakfast buffet is excellent and you can get a gorgeous gal to sit her tush on your head at Angieland. There are non-stop bands, wild burnout pits and a full, I said FULL bar. Just down the road you could stop off at the Buffalo Chip Campgrounds where top name rock 'n' roll bands played all week. We're talking big names such as Alice Cooper, George Thorogood, Lynyrd Skynyrd, Montgomery Gentry, Kid Rock and a bunch more. One of the most amazing sights during this rally was the sea of American flags waving proudly out at the Chip. There were nearly 3,000 flags; one for each American who has given their life in the Iraq War. No one could look

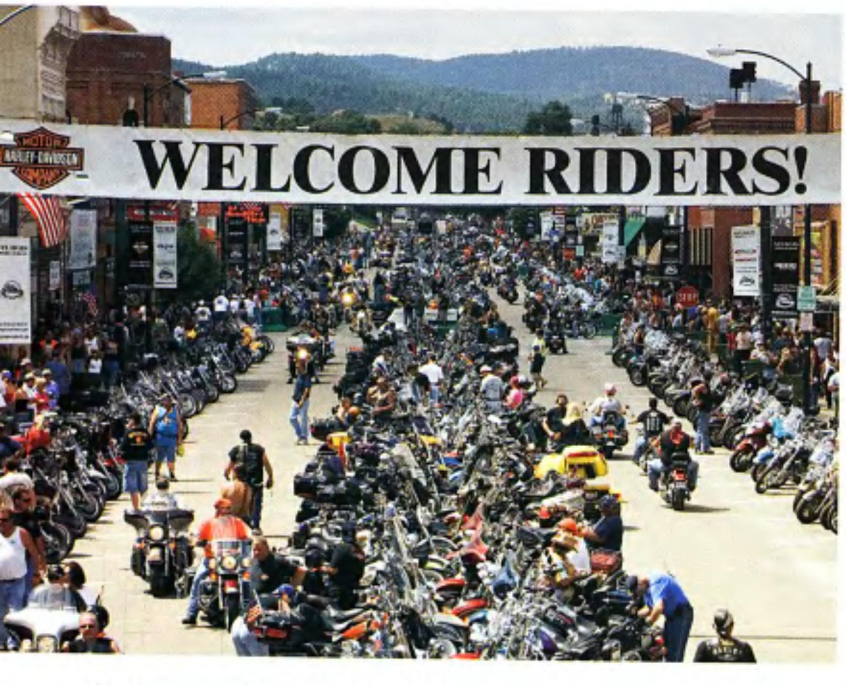
at this awesome sight without getting a lump in their throat.

Many riders made their way out of town to experience something new and exciting in the Black Hills. That something is called Sturgis County Line. Take Highway 79 North and you'll find a 600 acre oasis that includes RV hook-ups, camping and the centerpiece…a massive red structure that looks big enough to hide a space shuttle in. This new Broken Spoke is a great place to escape the crowds of Main Street, have a cold beer, listen to good music and even take in the world-famous Wall of Death. This was the first year for Jay Allen's new venture, but if we know Jay, Sturgis County Line will become THE place to be next year while visiting the Black Hills.

There were a slew of custom bike shows during this year's Rally and our pick of the best was the Metzeler Show on Tuesday and our own *Biker/Penthouse* Show on Thursday, both at Thunder Road. Congratulations to Ron Finch for winning the People's Choice Award and Mike Ballew for getting Best of Show at Metzeler. Kudos also to Stevenson's Custom Cycles for taking the big People's Choice Build-Off trophy at the *Biker* show and to Thunderbikes of Germany for their Best of Show win.

Many riders attending the 66th Rally told us that this was their favorite Sturgis ever. We would have to agree. The locals always open their hearts and city to us with warm smiles and gratitude. The riding is the best and the party never ends. Sturgis is still the best rally in America and a place to rekindle your love affair with motorcycles. We can think of no better way to capture the wonders of Sturgis than by sharing with you all the incredible photography of Michael Lichter. Enjoy.

—Dave Nichols



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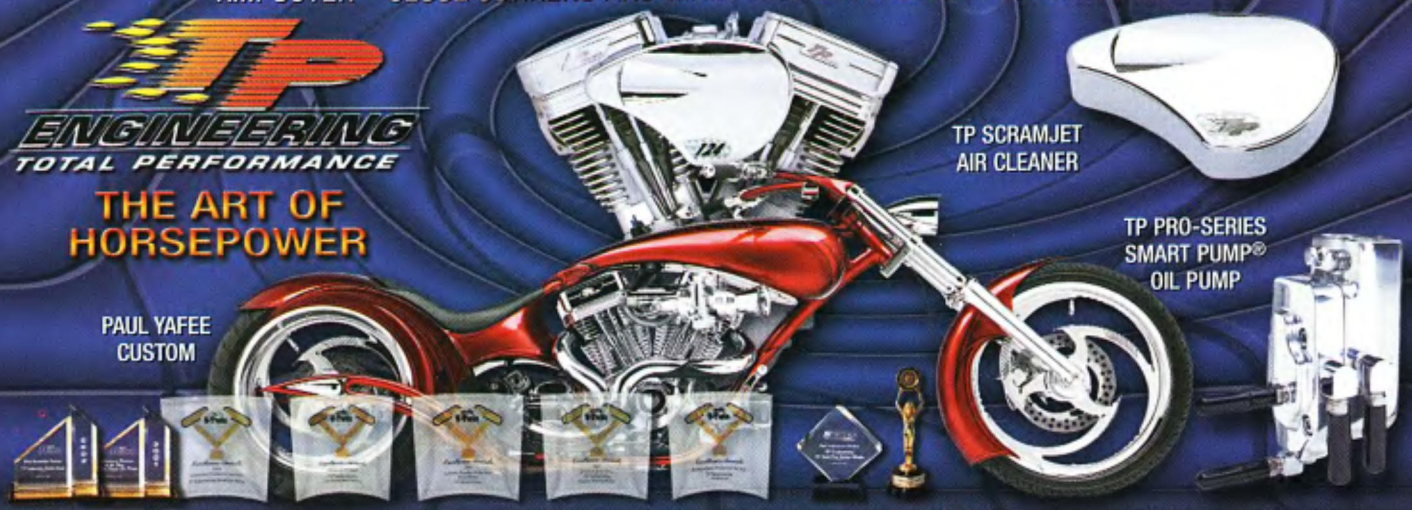

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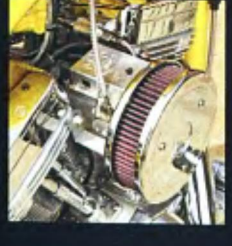

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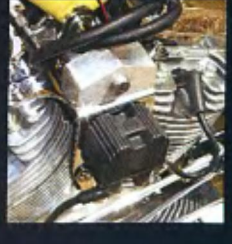

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STURGIS HOT NEWS

SO LONG, MAYOR

We are sad to report that our friend, Mayor Mark Zeigler will be leaving his post as the Mayor of Sturgis for greener pastures and a great new job. This year's Rally marked the last Mayor's Ride with Mayor Zeigler. The ride offered a great way to experience the Black Hills. Over 250 riders attended this year's 4th Annual ride which left the Sturgis Community Center on Monday, August 7, and traveled through Vanocker Canyon before its first stop at Crazy Horse. Following festivities there, the ride continued on to Custer State Park where lunch was served on the lawn of the State Game Lodge.

We will miss Mayor Zeigler for his wit, charm and friendship. He was a great friend to motorcyclists everywhere.

STURGIS BRICK PROJECT

The Sturgis Brick Beautification Project plans to replace Main Street's sidewalks with commemorative brick pavers. The profit from the brick sales go into a special fund called the Sturgis Brick Beautification Project Fund. The money will be used for the revitalization of downtown Sturgis, outlying parks, waterways and areas of historical merit.

There has never been a better time or a more worthwhile way to preserve your memories of the American phenomenon that is the Sturgis Motorcycle Rally. From personalized commemorations, memories of your visit and remembrance of a loved one to special occasions and groups showing their support, your message will become part of the rich motorcycle history of Sturgis.

Visit www.sturgisbrick.com or call Lisa Weyer, the Director of the Sturgis Motorcycle Rally, at 605-720-0800 for more information.

BILLY'S BREAKFAST

Over 500 early risers showed up out at the Broken Spoke on Tuesday, August 8, to have breakfast with Billy Lane and 27 other master bike builders from all over the country. This was truly a historic event and the only time we know of when all these builders were together to meet fans, shake hands, sign autographs and take pictures for a good cause. The list of world famous builders included: Arlen and Cory Ness, Kendall Johnson, Paul Cox, Keino, Dave Perewitz, Donnie Smith, Mondo, Russell Mitchell, Jesse Jurrens, Ron Finch, Jerry Covington, Paul Yaffe, Sugar Bear, Rick Fairless, Kim Suter and more. Over $13,000 was raised for Kids & Chrome benefiting Children's Care Hospital and School. Special thanks to Custom Chrome for paying for the breakfast so that every dollar could go to help the kids.

2006 STURGIS HALL OF FAME

During the rally this year, the Sturgis Motorcycle Museum & Hall of Fame inducted eight amazing people from all sides of the two-wheeled spectrum. This year's Hall of Famers included: Jay Springsteen—J.C. "Pappy" Hoel Outstanding Achievement Award, Marge Hummel, John Parham, John Reed, Sam "Morgan" Storm and Sonny Pelaquin. Special Freedom Fighter Awards went to Deacon" Dave Phillips, Elizabeth "Boots" Buchholz and Rich "Neb" Nebelsick. Congratulations to all!

ROCK'N THE RALLY

Thunder Road is a part of the Glencoe Nation, located directly in front of the Glencoe Campground, which hosted Rock'n The Rally. This event boasted more than 20 national music acts including Big and Rich, Cheap Trick, Sammy Hagar, The Steve Miller Band and Nickelback. You can bet the traffic was backed up all the way down Lazelle to Main Street every night with eager concert goers.

BIKER/ PENTHOUSE SHOW & PARTY

The 4th Annual *Biker/Penthouse* Custom Bike Show was our biggest and best yet with partners Sturgis Bike Week Productions and their Thunder Road property. The *Biker/Penthouse*/Avon/Lucas Motorcycle Oil Bike Show has evolved into one of Sturgis's best-attended free events. There were over 100 bikes in this year's show, which included the *Biker* Build-Off Championship. Event-goers could vote for their favorite of three top customs. When the smoke cleared, the winner was Stevenson's Custom Cycles for their old-school chop job. They received an incredible one-of-a-kind trophy made by artist Roger Van Winter (www.vanwinter.com). Congratulations Steve and Steve.

MICHAEL LICHTER'S *SCHOOL'S OUT* EXHIBIT

This "motorcycles as art" exhibit at Thunder Road examined the often over-used terms "old-school" and "new skool" featuring both custom motorcycles as well as photographic and pinstriping art. Some of the most widely recognized motorcycle builders in the industry displayed bikes showcasing their individual approaches and innovative design ideas, encompassing new and old-school styling.

The art on the walls featured photography by Timothy White with images from his recent book on Indian Larry and Michael Lichter with his archive prints of the biker lifestyle dating back to the 1970's. Also featured, was the "chemical skin art" of Robert Pradke applying pinstriping, graphics, flakes, and candies to everything from metal to organic surfaces and traditional pinstripe and flame panel art by Joe Richardson. Both the bikes and art explored the themes of "old-school" and "new skool" and addressed preconceptions with those terms.

Bike builders displaying their motorized art included: Aaron Greene, Arlen Ness, Bill Dodge, Billy Lane, Brian Klock, Cory Ness, Dave Perewitz, Donnie Smith, Eddie Trotta, Hank Young, Indian Larry Legacy, Jerry Covington, Kendall Johnson, Kim Suter, Kirk Taylor, Mark Warrick, Paul Yaffe, Roland Sands, Steve Broyles, Twisted Choppers, Vince Doll and Warren Lane.

The exhibition was made possible by the generous support of Metzeler Tires and Sturgis Bike Week Productions.

LEGEND TOP 50

The Top 50 Rally Park was new for 2006 offering a one-stop shopping destination

for everything from production bikes to one-off customs, down to the chrome goodies by major aftermarket companies. The Park was located between Sturgis and Rapid City, an easy on-off of exit 46 on Interstate 90. The commercial park was not only the place to see names like Jerry Covington, Kim Suter, Jim Nasi and Michael Prugh, but was also home to one of the top bike shows in the nation, the Legend Top 50.

METZELER 4TH ANNUAL CUSTOM BIKE SHOW

A bigger, wilder, hotter Metzeler 4th Annual Sturgis V-Twin Custom Bike Contest was held on Tuesday, August 8, in what has become known as the "Thunder Dome." Here's a hint to the folks who are in charge of that massive tent: get air conditioning next year. That place was like walking into a freakin' sauna!

The theme for the Metzeler Show was "Roll Big at Thunder Road," celebrating Metzeler's leading role in the muscle-tire trend, now blown to new proportions with the radical, 21-inch, low-profile rear. The show had multiple classes for both amateur and semi-pro builders, plus the popular People's Choice Award, allowing every visitor at the show the chance to cast a vote for their favorite custom.

KIDS & CHROME

For the second year in a row, Kids & Chrome raised money for the Children's Care Hospital and School. Their mission is to help children with special needs realize greater well being, independence, and enjoyment in life. They have met these needs for thousands of children in South Dakota and surrounding areas for over 53 years. On Wednesday, August 9, a gala and auction was held at the Spearfish Holiday Inn bringing in over $270,000 for Children's Care.

TERESI PRIZE

This was the second year of the Teresi Prize For Innovation, given out during the Kids & Chrome dinner. The recipient of this year's award went to Mil Blair and Pegasus Fuel Injection. Besides receiving the stunning award, Pegasus will receive $100,000 in advertising in Paisano Publications' magazines.

Photos: Michael Lichter

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TalkingTech

ON THE PIPE

I am having a problem finding good pipes for my ironhead stroker. I get it that drag pipes don't work all that great on the street, but the shop I go to can't come up with anything better. The mechanic says that welding a washer and bolt inside of my drag pipes will work wonders.

Hemi Man
Torn Lung, Nebraska

Try Carl's Speed Shop at 386-258-3777. Carl has his own line of performance exhausts for most of the older engines. He and Doug, his son, have set more speed records than anyone else I know. That takes a lot of know-how, which shows up in their product line. Cycle Shack makes good performance exhausts for ironheads, too, including universal-mount slip-on mufflers that. Your dealer should be able to contact Cycle Shack directly or order their products through his favorite distributor. The "old bolt trick" is great for increasing midrange power, but the odds of a bolt and washer outperforming a well-designed performance exhaust are slim to nonexistent.

JUGGLING CLUTCH PLATES

I upgraded my 1986 FXR with the late trap door and ball and ramp clutch release several years ago. It worked fine until I changed clutch plates. Everything worked ok when I left my house, but something jerked when I pulled in the lever and I couldn't pull it in far enough in for the clutch to release. The cable was ok, but I found that one of the balls in the release fell out of place. I put it back in but the same thing happened again. There is no sign of wear. How do I fix this permanently?

Bobby M.
California

Next time back the cable adjuster off all the way before you take everything apart. Be sure the tang on the outer ramp engages the slot in the end cover, and keep the cover flat when you reinstall the outer ramp and retaining ring.

KEEP STROKIN'

I was planning to put a 95-inch kit in my 2002 Road King, but then I heard that a few companies were making stroker kits for them. How big can you actually go with a stroker kit in stock Twin Cam cases, and how does the cost compare to a complete engine like a Screamin' Eagle or S&S?

Bill Munny
Nelly's Tits, Arizona

You can go all the way up to 124 inches with some of the big bore stroker kits available from Harley, JIMS, Zipper's, and probably other sources that I'm not aware of. You might save a few bucks by using a kit instead of replacing the engine, but the main advantage will be avoiding registration hassles by keeping your original crankcases and serial number. The better kits include everything you'll need except an exhaust. Whichever way you fly, don't forget that you'll need a performance carb or EFI controller and throttle body, exhaust, and ignition for a big engine to turn on like you'll want it to. Nothing stings more than spending a pile of cash on a big engine and then getting outrun by someone riding a smaller one.

MORE POWER!

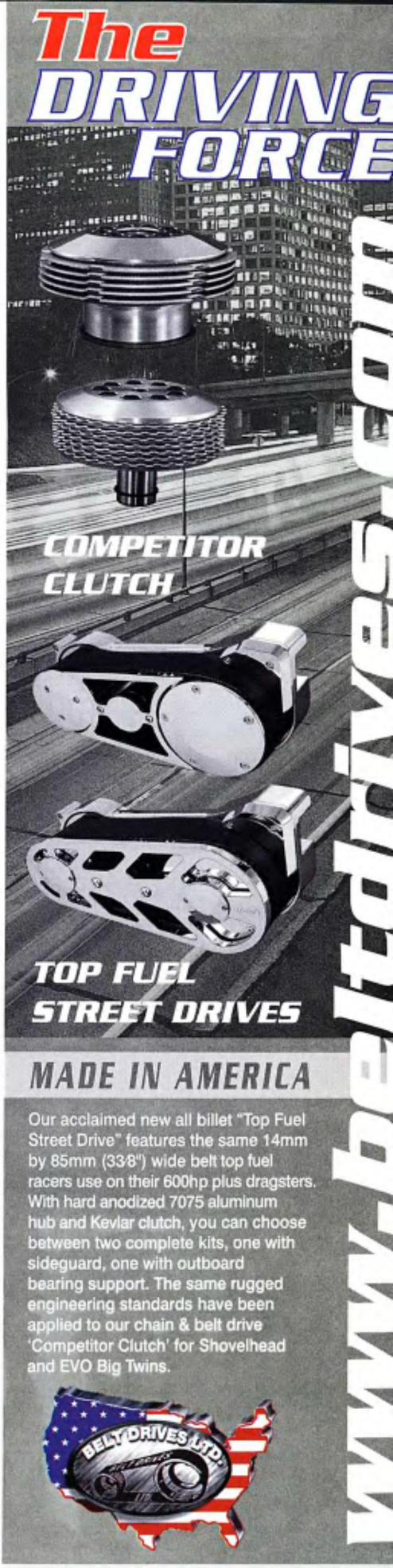
I have a 103-inch shovelhead that runs pretty well. It is balanced and blueprinted and built up all the way with 11:1 compression, ported heads, dual spark plugs, Andrews C-grind cams, and S&S Super G carb with Thunderjet. The problem is that I want more power. Do you think coating the pistons would be worth the money?

WL
Liver Spots, Florida

I'm not sure coating the pistons would do anything for your shovel. A thermal-barrier coating on the domes would keep them from absorbing heat, and a friction-reducer on the skirts would... well, you figure that one out. But if your heads are good enough to take advantage of the extra flow, I think you'd pick up more power for the money with a bigger carb. If you go that route, be sure to use S&S's late, "deep-dish" air cleaner assembly so you don't strangle the carb with the old Super B filter.

—Tom Johnson

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



GOING BACK TO OUR ROOTS

2007 Harley-Davidson Motorcycles

Harley-Davidson has big news inside the '07 models. For the big twins, they introduced a "new" 96-inch motor and gave all of the models the 6-speed tranny that was introduced in the Dyna line last year. They also made a slew of lesser improvements to both big twins and Sportsters. But, the thing we found most interesting was the return of the Softail Custom. As their ace Softail development man Scott Beck says, "We went through some of the old magazines for the styling; we wanted to make it *Easyriders* cool." Having spent the better part of a day on the bike, we think they did a great job.

The other big news is that all of Harley's bikes now use EFI, electronic fuel injection; there ain't no carburetor nowhere to be seen. On the looks side, we were happy to see a lot of the previous year's graphics reappear. Also, 2007 is the 50th anniversary of the Sportster, which the factory is commemorating with a special model. Not to be left behind, the V-Rod line has the addition of the cool Night Rod Special.

—John Sullivan

It may look the same, but inside almost everything is different. A 3/6-inch stroke job gives it 96 inches of displacement. The cam drive system and EFI are carry over from last year's Dyna motor.

SOFTAIL MODELS

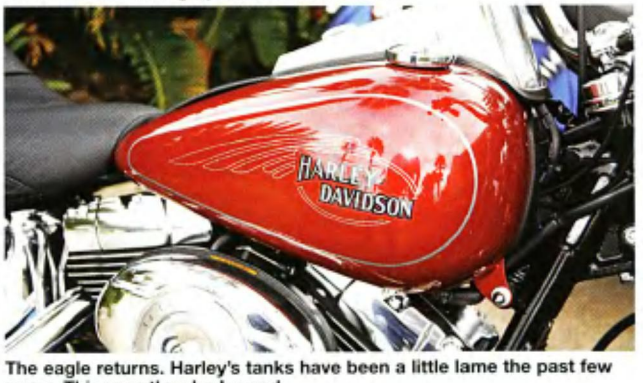
The Softail line got the most attention this year. Not only is the Softail Custom back, but also the Fat Boy has been totally redone. The first thing you notice about the new Softail Custom is the seat; its what used to be called a "King & Queen" design. When we first saw the press photos of it, it didn't look so good. Up close and under your butt, it's great; it's all-day comfortable. For you long haulers, the bigger motor and 6-speed are most appreciated on the Heritage models. Harley's tank graphics have improved this year; the two-tones are the best in years and the old postal service eagle has returned with the Softail Custom.

The Heritage just makes you want to hit the road. Windshield, bags and floorboards, nothing else needed.

The new Softail Custom, with a comfortable seat, 200mm rear tire and tank graphics out of 1992 gets our vote for the best new Harley.

The factory's stylists did a good job of fitting the Fat Boy's rear fender over the new 200mm rear tire.

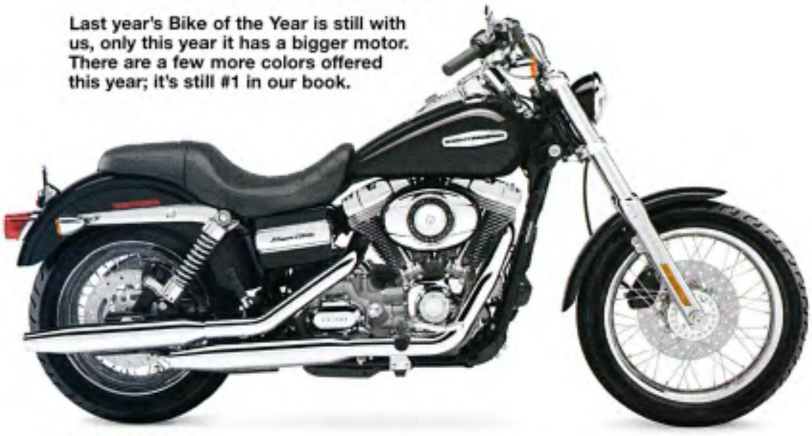
With its 200mm rear tire, the Fat Boy finally lives up to its name. There are also new graphics seat and wheels.



The eagle returns. Harley's tanks have been a little lame the past few years. This year they look good.

2007 Harley-Davidson Motorcycles

Last year's Bike of the Year is still with us, only this year it has a bigger motor. There are a few more colors offered this year; it's still #1 in our book.



The new Super Glide Custom is similar to last year's 35th Anniversary edition with different paint and badges. It rides as good as it looks.

DYNA MODELS

The big news on the Dyna line is that the cool features used on last year's 35th Anniversary Super Glide are now found on the new Super Glide Custom. As most of the "new features" on this year's Softail and dresser models were introduced on last year's Dyna models; the real news is the bigger motor. Harley chose to stroke the 88-inch Twin Cam motor to increase its displacement to 96-inches. To get the motor's peak torque down into a lower rpm range, they changed the camshaft timing; the intake valves open later. This makes riding in 6th gear smoother. Not wanting to mess with a good thing, Harley saw fit to leave the Street Bob model alone.

If you want comfort for two, the Ultra Classic is the ride of choice.

There are custom baggers and the Street Glide is one of the best.

TOURING MODELS

The Touring line gets the works: bigger motor, 6-speed transmission and EFI across the board. There are also new gauges and warning lights. Like all the bikes, the dressers get the new carbon fiber final drive belt, automatic primary chain adjuster and easy-pull clutch mechanism. There is an optional security system that uses a buttonless key to activate the system; all you do is walk up and touch the bike with the key fob in your pocket and the security system disarms. When you get off the bike and walk away, it arms the system. We still like the Street Glide best, followed by the Road King and Ultra Classic.

A bagger for the folks that want the retro image, the Road King can be all bikes to all riders. Off with the windshield and you are a cruiser, put it on and you can go from coast to coast.

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2007 Harley-Davidson Motorcycles

SPORTSTER MODELS

The Sportsters are now fuel-injected. This was a long time coming, but worth the wait. Imagine riding with no snap, crackle or pop, just smooth power. The cam timing and mufflers were also changed to improve the motor's power output. Even the 883 base model feels better. At the top of the Sportster line this year is the 50th Anniversary model. It has special badges, paint, graphics and seat. All Sportsters get new LED indicator lights and the narrow drive belt.

Right: Fifty years seems like a long time, and the Sportsters have come a long way since 1957. The 50th Anniversary edition has all of the styling tricks that the factory is known for.

Below: Even riders on a budget can get a great ride. At $6,595, the base Sportster 883 has everything a rider needs: power, style and a V-twin between their knees.

Left: This has to be the best looking V-Rod yet. The Night Rod Special looks as mean as its motor is fast. It is a case of form fitting function.

V-ROD MODELS

Not to be left out, the new Night Rod Special joins Harley's high-performance crowd. It is all black, except for the mufflers, fork tubes and brake rotors. With flat handlebars and forward foot controls, it continues Harley's clamshell riding position. The seat has a small hump that fits into your lower back; this really helps when you're on the throttle and the motor hits its stride at 4,500 rpm. The bike looks sort of like a modern and mean version of the 1991 Sturgis model. The 240mm rear tire goes a long way to impress the mean aspect of it. For better road riding, all V-Rods get a five-gallon gas tank this year.

Harley-Davidson Motorcycles
www.harley-davidson.com

Photos: Harley-Davidson

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Miss Hell is a Stripper and a Bastard and she's got the bullet holes to prove it. But Hellbound Steel's Mike Salyer likes her that way and wouldn't change a thing, except for maybe how she spells her name. But she was Mike's idea to begin with and he's pretty happy with how she turned out. "Primarily, we wanted to introduce our line of bobbers," he says. "It's our Bastard Bobber, our concept bike for a line of bobbers we call Strippers."

It all seems a bit confusing until you find out that when Mike and his partner, Mike Molloy, build a one-off, they call it a bastard bike. From there, the bastard might evolve into a new line, like this one did, and in Miss Hell's case, the new line is called the Stripper.

Being a concept bike, it really isn't exactly what you might get if you were to buy one of Hellbound's Strippers. "It's completely a one-off," he says. "It has no front brake, there's no mirrors, there's an internal throttle and it's straight suicide." Obviously, you want to make it more idiot-proof for your average customer.

With a concept comes trial and error and as an example, Mike mentions the cool looking gas tank, which is a direct result of their proprietary handlebars

Miss Hell

Hellbound's Concept For The Stripper

hitting the tank in its original form. "So we cut out the corners of the gas tank, put them in backwards and welded 'em back in," he says. "Then we decided to cut the bottom out and put tubes in so it would look like it has bullet holes going all the way through. You can see through from one side to the other."

Next thing you know, the tank got some eyes and looked like a fighter plane and from there, the whole concept started coming to life and all because some handlebars wouldn't fit. "The bike just basically built itself," is how Mike puts it.

The 98-inch S&S motor is mated with an old 4-speed tranny and cradled in what had started out as a Kraft Tech rigid frame, but Mike says it was cut and pieced together so many times, even the Kraft Tech folks wouldn't recognize it as theirs anymore. The Stripper, by the way, also has an S&S motor, but it's only a 93 incher; the straightleg frame can be had with shocks, the R-Max trans has 5 speeds and the gas tank comes without the bullet holes.

On his Miss Hell, Mike also added some neat little stuff like a '58 RCA bullet microphone housing for his taillight. "It's a harmonica mic," says Mike, who plays in a band called, what else, The Hellbound Band. "I took one of my precious mics apart, put an LED light in it with a piece of foam around it and buttoned it up. It fit perfectly."

Additional band references are the sides of the oil tank, built to look like bombs by Mike's buddy Jason at Sacred Steel. On one side, there's "Hellbomb Betty," on the other, there's "Bang, Bang...You're Dead."

Famed boot maker Tony Murga stitched up Miss Hell's seat and, for a special touch, on the front of it you can read the words "Sniff Here," while near the rear it says, "Hellbound Basturd." No word on whether that spelling error was intentional or not.

The model also ties in nicely with the whole concept. Michelle, whose likeness also appears on top of the gas tank, happens to be Mike's ex. Not only is there a play on words going on here, this also gives whole new meaning to Miss Hell, doesn't it, Mike?

—Tripper

More info about Hellbound Steel or their Stripper line can be had at www.hellboundsteel.com.

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

Easyriders®

passin' gas

Moose's conscience was troubling him so he finally broke down and wrote a letter to the IRS. "I have not been able to sleep knowing that I cheated on my taxes," he confessed. "I have sent a check for $200. If I still can't sleep, I'll send the rest."

David Chance
Ogden, Utah

One morning Dick Cheney and George Bush were having breakfast in the White House dining room. An attractive waitress asks Cheney what he would like and he replies, "I'll have a bowl of oatmeal and some fruit."

"And what can I get for you, sir?" she asks George W.

He replies, "How about a quickie?"

"Why, Mr. President," the waitress says. "How rude. You're starting to act like Mr. Clinton!"

As the waitress storms away, Cheney leans over to Bush and whispers, "It's pronounced 'quiche'!"

Bob Grinch
Ridgewood, New Jersey

A A prospect meets a pirate with a peg leg, a hook and an eye patch in the local tavern.

"How did you end up with a peg leg?" the prospect asks.

"A shark bit me leg off," the pirate replies.

"And the hook?" the prospect asks.

"A rival pirate cut me hand off with a sword," the pirate answers.

"And what about the eye patch?" the prospect asks.

"A seagull dropping fell into me eye," the pirate replies.

"You lost your eye to a seagull that shit in it?" the biker asks in disbelief.

"Well," the pirate explains, "It was me first day with the hook."

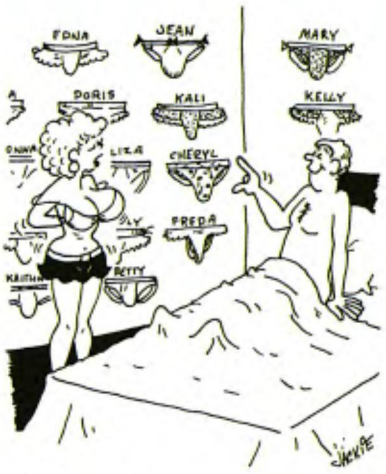
Greg Cook
National City, California

A big earthquake with the strength of 8.1 on the Richter scale hits Mexico. Two-million Mexicans have died and over 1 million are injured. The country is totally ruined and the government doesn't know where to start asking for help to rebuild. The rest of the world is in shock. Canada is sending troops to help the Mexican army control the riots. Saudi Arabia is sending oil. Other Latin American countries are sending supplies. The European community (except France) is sending food and money.

The United States, not to be outdone, is sending 11 million replacement Mexicans. God Bless America!

Rocky Meyerson
West Palm Beach, Florida

"Look! As long as the mattress is lumpy, my ol' man's shotgun is still there."



"Sorry to disappoint you. I don't wear any."

A guy walks into the local welfare office for his monthly check. He marches straight up to the counter and says, "Hi. You know I just hate coming in here drawing welfare month after month. I'd really much rather have a job."

The social worker behind the counter says, "Your timing is excellent. We just got a job opening from a very wealthy old man who wants a chauffeur and bodyguard for his nymphomaniac daughter. You'll have to drive around in his Mercedes, and he'll supply all your clothes. Because of the long hours, meals will be provided. You'll be expected to escort her on her holiday trips overseas. You'll have a two-bedroom apartment above the garage. The starting salary is $200,000 a year.

The guy says, "You're bullshitting me!"

The social worker says, "Yeah, but you started it."

Timothy Jennings
Strafford, New Hampshire

Q. What does Michael Jackson call a Cub Scout uniform?

A. Lingerie!

Burt Whitcomb
Palmdale, California

Well, can you believe it? Monica Lewinsky turned 31 this week. It seems like only yesterday that she was crawling around the White House on her knees!

They grow up so fast.

B.G.
Ridgewood, New Jersey

H "Hey, Charlie, how's the ol' lady?"

"I think she's dead."

"What?"

"The sex is the same but the clothes are piling up."

Dale Flanagan
Ely, Nevada

Little Johnny's kindergarten class was on a field trip to the local police station where they saw photos tacked to a bulletin board of the 10 most wanted criminals. One of the youngsters pointed to a photo and asked if it really was a photo of a wanted person. The policeman said it was and that the detectives want very badly to capture him. Little Johnny asked, "Why didn't you keep him when you took his picture?"

Ronnie E. Edwards
Lincoln, Illinois

A blonde woman was speeding down the road in her red sports car and was pulled over by a female police officer who was also a blonde. The cop asked to see the blonde's driver's license. She dug through her purse and was getting progressively more agitated. "What does it look like?' she finally asked.

The policewoman replied, "It's square and has your picture on it."

The driver finally found a square mirror, looked at it and handed it to the policewoman. "Here it is," she said.

The blonde officer looked at the mirror, then handed it back saying, "Okay, you can go. I didn't realize you were a cop."

Kurt Messner
Verona, Wisconsin

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

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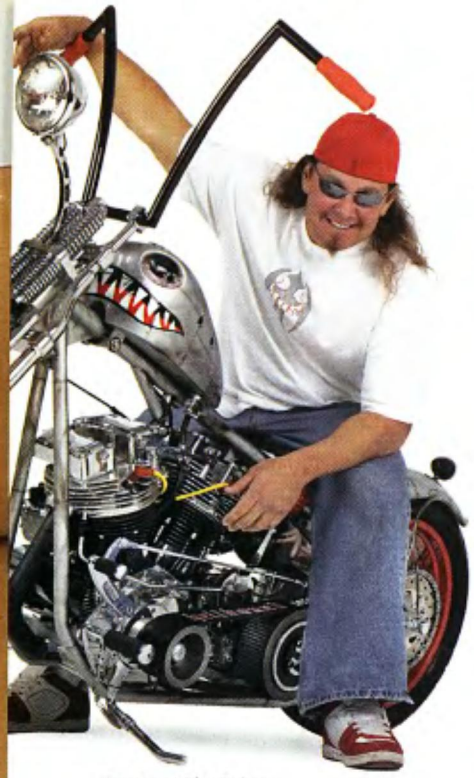

Owner: Mike Salyer
City: Rancho Cucamonga
GENERAL
Fabrication: Hellbound Steel
Year and make: 2005 Hellbound
Model: Hellbound Bastard/Stripper
Assembly: Mike, Hellbound Steel
Time: some here, some there
Chroming: Vastec
ENGINE
Year: 2002
Model: S&S
Rebuilder: Hellbound Steel
Displacement: 98 cubic inches
Ignition: Magneto
Lower end: S&S
Balancing: S&S
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: .560
Lifters: JIMS
Carb(s): S&S G
Air cleaner: S&S
Pipes: custom Basani
TRANSMISSION
Year: 2005
Modifications: none
Shifting: true suicide
PAINTING
Painter: Starside
Color: Aircraft
Type: House of Kolor
FRAME
Year: who knows?
Builder: Hellbound Steel/Kraft Tech
Type: rigid
Rake: 33 degrees
Stretch: none
Shocks: none
Other frame alterations: lots of cutting
ACCESSORIES
Bars: Hellbound Steel
Handlebar controls: what?
Fender(s): Hellbound Steel
Headlight: Bates
Taillight: 1958 RCA microphone
Speedometer: none
Front pegs: Hurst
Rear pegs: none
Electrics: Hellbound Steel
Gas tank: Sportster/Hellbound Steel
Oil tank: Sacred Steel
Oil system: Jax
Primary cover: none
Seat: Tony Murga
Grips: red
FORKS
Type: R-Max
Extension: 2 inches under
Builder: R-Max
WHEELS FRONT
Size: 21-inch
Hub: spool
Tire: Metzeler
Brake: Exile
WHEELS REAR
Size: 18-inch
Hub: spool
Tire: Metzeler
Brake: Exile
Photos: Rick Hustead

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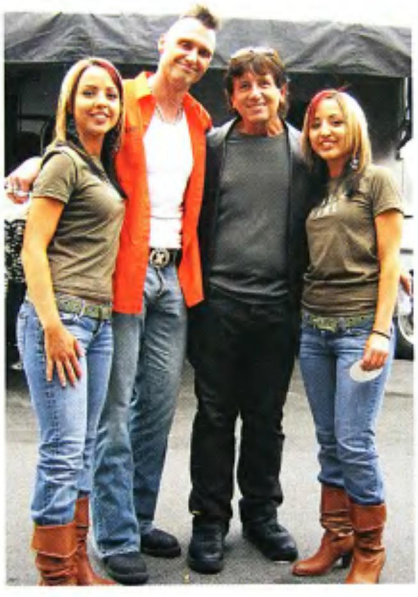


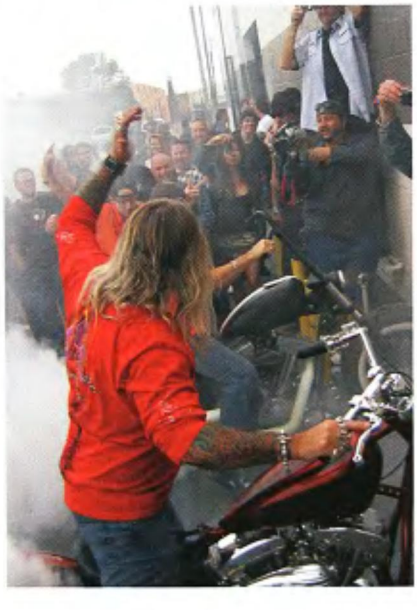
WHERE THERE'S SMOKE THERE'S FIRE

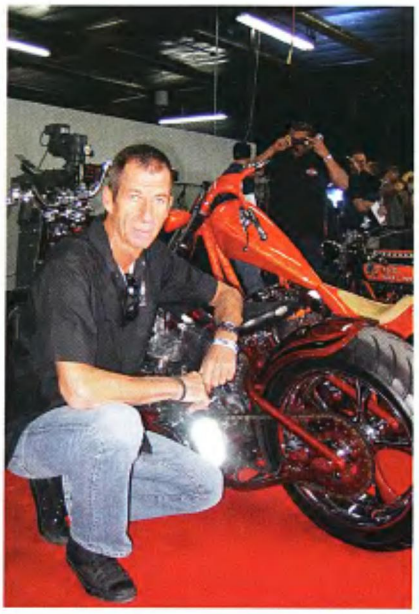
Exile Cycles 10th Anniversary Party

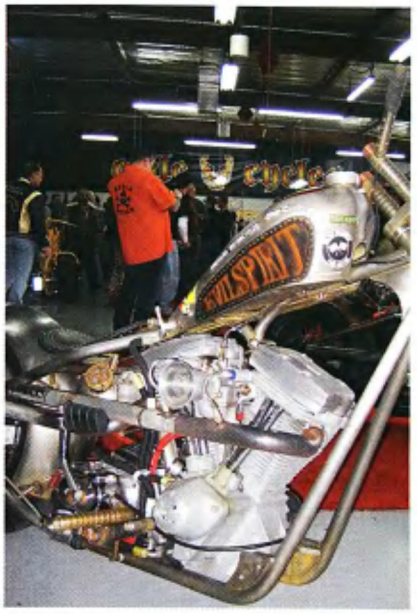
Russell Mitchell of Exile Cycles banged out his first bike in a cramped garden shed. Of course everybody in England, Russell's birthplace, has a garden shed to putter around in or so we're led to believe, but very few of them have skyrocketed to master builder status in short order, green thumb or not. Recently, Russell and his Exile crew, dressed not in green but in their high visual impact bright orange company shirts, stood out from hundreds of the leather clad well-wishers who flocked, drove or rode to Exile's posh North Hollywood facility to party hearty in celebration of Exile Cycle's 10th anniversary.

Speaking of flocking, several of the A-list guests flew across the country to share in the shindig, including a contingent of Sunshine State master builders Eddie Trotta, Billy Lane and Cryril Huze, as well as West Coast industry luminaries Arlen and Cory Ness and Matt Hotch. There was little of that sunshine to be seen as dark storm clouds hung overhead, threatening but it never actually rained. No one seemed to notice thanks to a some first class bands including Johnny Day and the old-school punk rock Numchucks revving up the sounds while hot barbecue and cold Pabst was served up in abundance. "We're good friends of Russell's and full supporters of Exile Cycles and all they do," said Johnny. "As far as making 10 years, I think he'll do 50." That could be said about all those in attendance, Russell having accrued a large professional following.

Inside the Exile warehouse, a scintillating smorgasbord of bikes were featured in a special display including those by several West Coast builders including a pair of stellar bikes ridden in by Arlen and Cory. Meanwhile, Jesse Rooke rolled in on his radical 950cc KTM-powered rocket sled; the bike weighs less than 300 lbs. Also on display, were a small herd of Exile's own bikes, each bearing







the unique "no frills, all thrills" look and performance that has become Russell's hallmark as he's cut his own swath through the custom bike building world.

Outside, the atmosphere was charged with the sound and fury of several earth shaking burn-outs—an impromptu contest that saw both Exile and spectators lighting up their rear tires. Smoke alarms were going off as far away as Milwaukee after Central Coast Cycle's Scott Long lit up his rear tire, a blanket of smoke and rubber particulate matter rained down upon the spectators crowding the launch pad for a photo. Scott, after the smoke had cleared, stated, "Your boss, Dave Nichols, just called and left a message asking what I was up to. Tell him this (pointing to the smoking mound of rubber on the pavement) is what I'm up to." Scott, for his ear-deafening exhibition, got as much as applause as the bevy of long-legged Purrfect Angelz beauties up on stage.

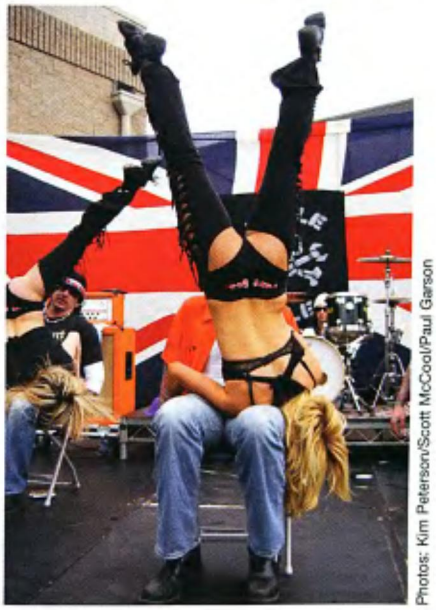
Russell also got some special attention when the lovely ladies danced up a storm around, over and under him that rivaled the thunderclouds rolling overhead. Joining Russell on stage was fellow bike builder extraordinaire Billy Lane. The Angelz kicked high and slithered low much to the enjoyment of all and brought down the house with a smokin' rendition of "I Love Rock and Roll!"

A good cause clause was added to the event as the partygoers contributed to the Juvenile Leukemia fund including forking over serious Benjamin's for specially autographed Exile shirts bearing the signatures of the many custom bike builders in attendance. The first shirt, auctioned off by Russell himself, went for $200 thanks to the generosity of Gary Rowley, who happened to be from England. "I've loved Russell's bikes since Day One. As far as 10 years and his success, it's the American dream come true and congratulations!"

Redneck Engineering's honcho, Vince Doll, in from South Carolina for the party, summed it all up when asked what he thought of Russell's 10th anniversary, "The Limey is doing okay. He's done cool stuff, it's different, it's his own style."

By the way, it was also Russell's 40th birthday, so the Exile Cycles party was a double celebration. More info at www.exilecycles.com or phone 'em at 818-255- 3330.

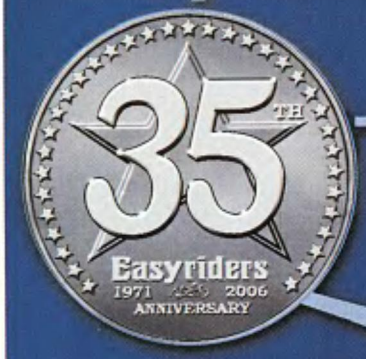
—Paul Garson



Photos: Kim Peterson/Scott McCool/Paul Garson

LAST CHANCE

Limited Quantity



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

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

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

Joe Teresi **- Publisher**

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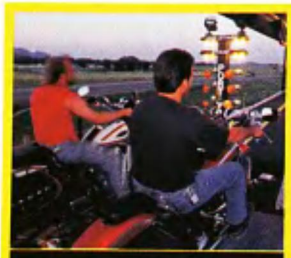

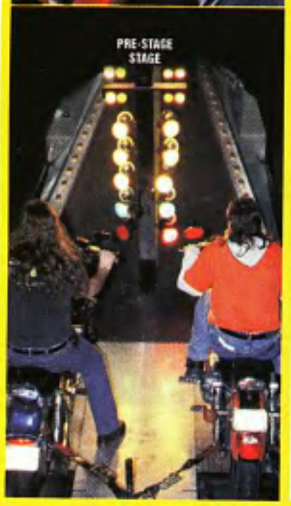

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Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With engines revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drag provides a printout of horse-power for each competitor.

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2006 SCHEDULE

Jan 7-8	2nd Annual Dyno-Drag Nationals - Pomona, CA
Jan 13-15	Available
Jan 20-22	Available
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

Book your event today, call Alan at 818-416-7320 or email dynodrags@yahoo.com

3RD ANNUAL DYNO-DRAG NATIONALS

Anyone racing in the 2005 year will qualify for the 2006 Dyno Drag Nationals.
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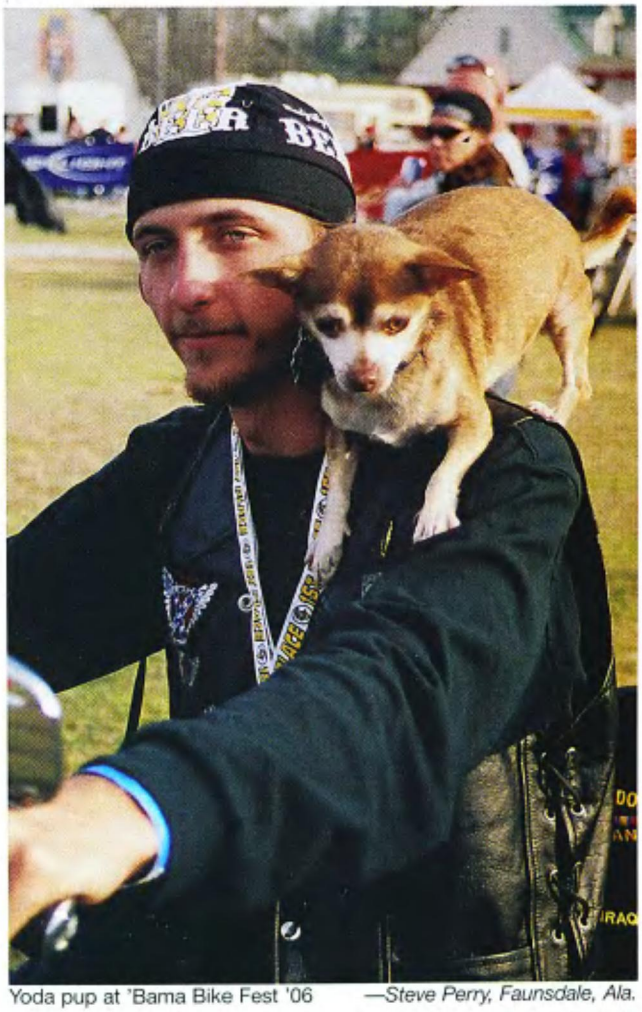
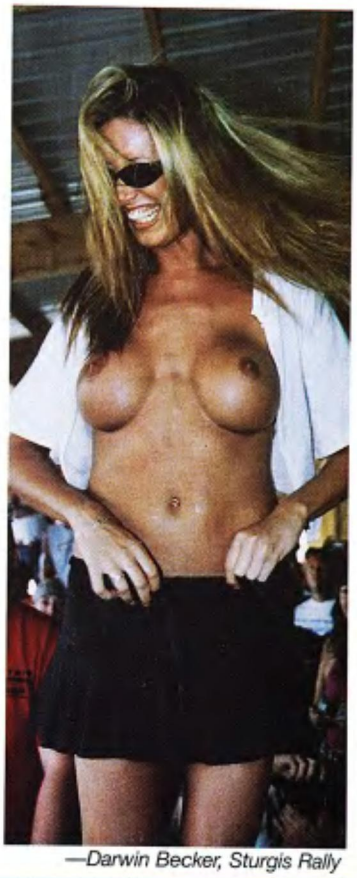
Faster and more furious? Wicked wickmen light 'em up at the 2006 AMRA Pennington Seed Spring Nationals. *—T.W. Banks, Reynolds, Ga.*

Bueno, baby! Valley Rendezvous '06.*—Mark Sherman, Madera, Calif.*



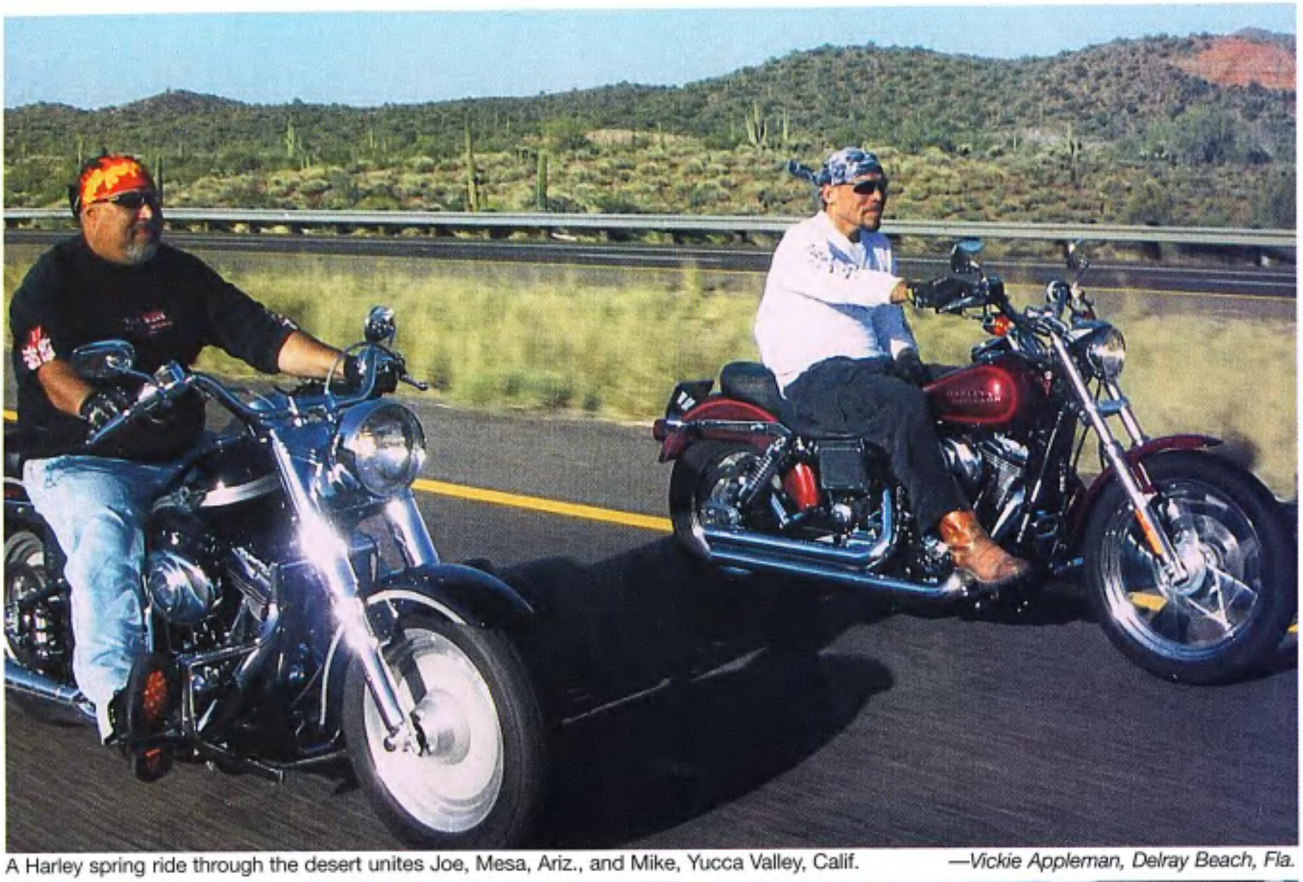
Yoda pup at 'Bama Bike Fest '06 *—Steve Perry, Faunsdale, Ala.*

B.B. Dellinger ridin' free on his rockin' rust bucket. —Fish, Mt. Pleasant, N.C.

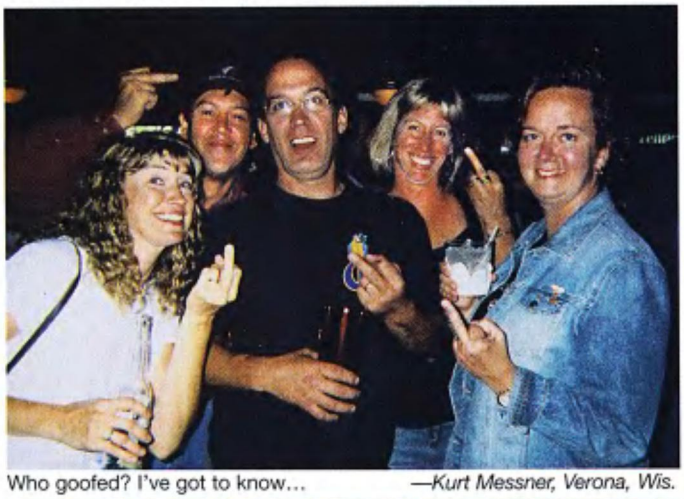


—Darwin Becker, Sturgis Rally

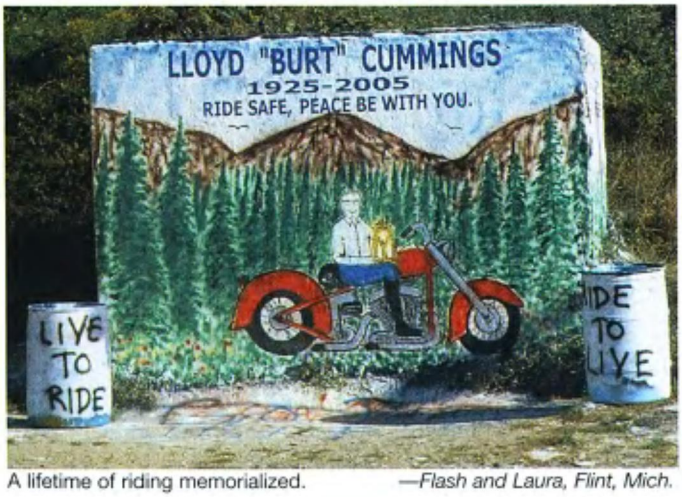
Nicky, Smitty and Wayne keep Space Coast H-D owner, Steve, on his toes. —Katmandu, Melbourne, Fla.



A Harley spring ride through the desert unites Joe, Mesa, Ariz., and Mike, Yucca Valley, Calif. —*Vickie Appleman, Delray Beach, Fla.*

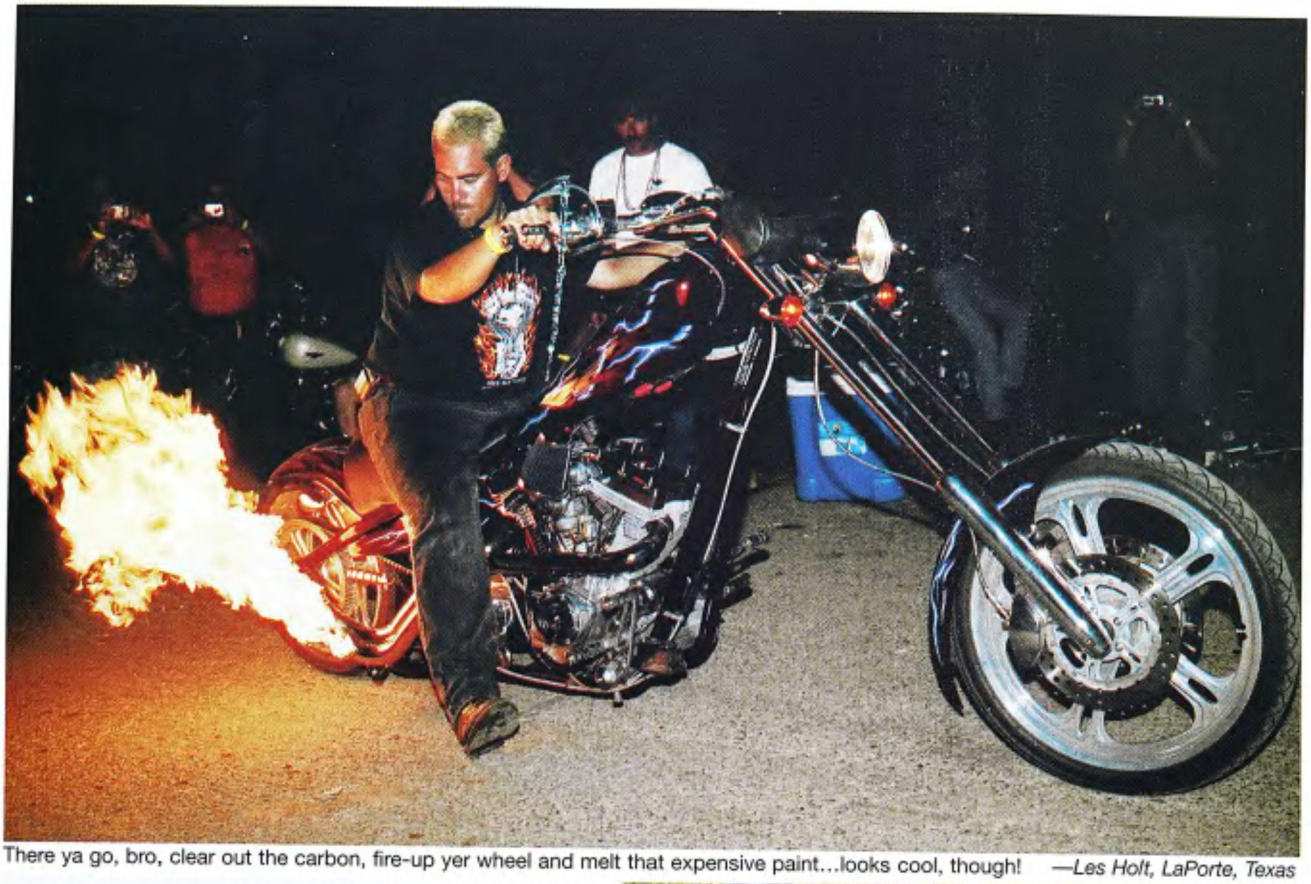


Who goofed? I've got to know... —*Kurt Messner, Verona, Wis.*

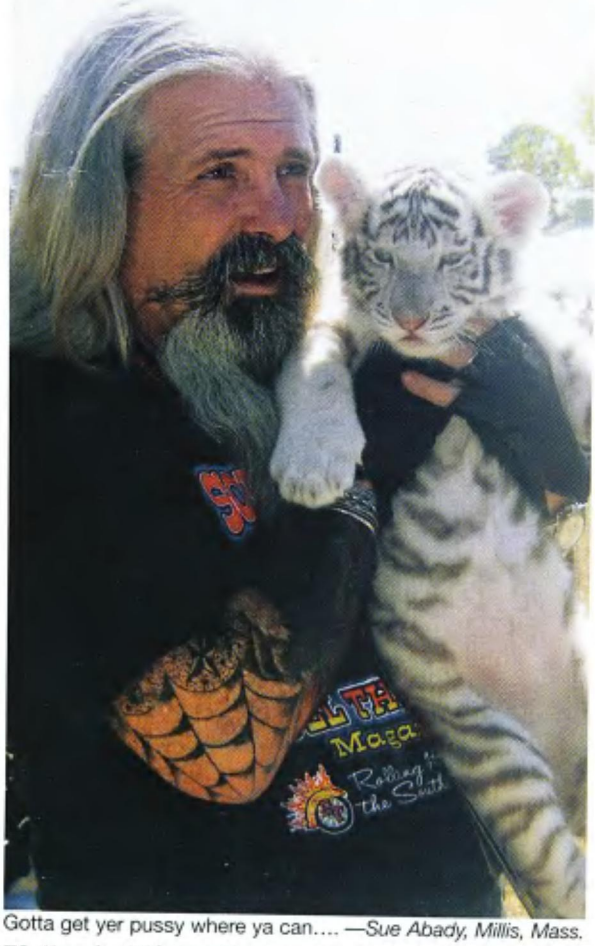


A lifetime of riding memorialized. —*Flash and Laura, Flint, Mich.*

They grow 'em big in Texas! —*Les Holt, LaPorte, Texas*



There ya go, bro, clear out the carbon, fire-up yer wheel and melt that expensive paint...looks cool, though! —*Les Holt, LaPorte, Texas*

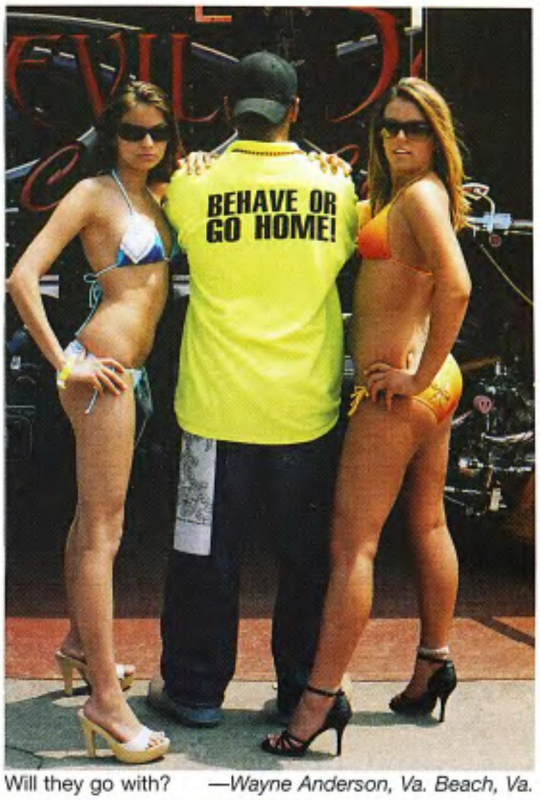


Gotta get yer pussy where ya can.... —*Sue Abady, Millis, Mass.*

Vickie gets her man—John Travolta. —*Vickie Appleman, Santa Fe, N.M.*

Sign of the times at the Laughlin River Run. —*Jim Stewart, Grafton, Wis.*

Are they doin' their own Love Ride? —*Mark Sherman, Madera, Calif.*



Will they go with? —*Wayne Anderson, Va. Beach, Va.*

These biker babes sure like hangin' together for pictures...let's putt! —*Jen Beaty, Zion, 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.

Easyriders

The knucklehead is arguably the most beautiful of all of Harley's motor designs over the years. It was also one of the longest lasting. Many parts of the knucklehead were interchangeable with the whole H-D line all the way through the Evo era. Joe Petrali rode a knucklehead at Daytona in 1937, setting the World Land Speed record of 136.183 miles per hour, a mark which stood for 11 years until Rollie Free broke it at the Bonneville Salt Flats on a Vincent.

Victor Spolini's Orange Sunshine is composed of parts from many eras. The 1947, 74-inch engine was built by San Fernando Valley legend Flathead Fern. The frame is also a '47. It was left basically stock, except for the addition of passenger pegs. The 4-speed jockey shift tranny is out of a '64, with all RevTech close-ratio internals. The gas tank is a '37 and the speedo is the day-glow green one they made

ORANGE SUNSHINE

Victor Spolini's Lusty Knuckle

from '48 to '61. Shane Unkrich laid down the Tangerine Orange House of Kolor paint. A chrome VL springer from the '30s and Bates solo are just a few classic touches to complete the package. One thing Victor prides himself on is building bitchin' custom scooters in his garage with little more than some "*Flintstone*" tools.

Old choppers are made to be ridden, not hung on a shelf. Victor is a California rider that has steered his knucklehead choppers to Sturgis more than a couple of times. This example was the scooter he took last year, where he placed Third Best of Show in the *Biker/Penthouse* bike show at Thunder Road. *Biker* magazine's editor, Clean Dean, and his trusty sidekick, Beatnik, ran into Victor at a gas stop where they conducted a safety meeting somewhere around Cedar City, Utah. He had been on the road for four days at that point. It's the journey, not the destination.

For Victor, every trip is an adventure. One year at the Buffalo Chip he hooked up with some righteous folks, Becky and Loose Screw from Illinois. Becky was the daughter of a 1%-er club president, and Loose Screw was there to make sure nothing happened to her. She was sitting on Victor's bike while

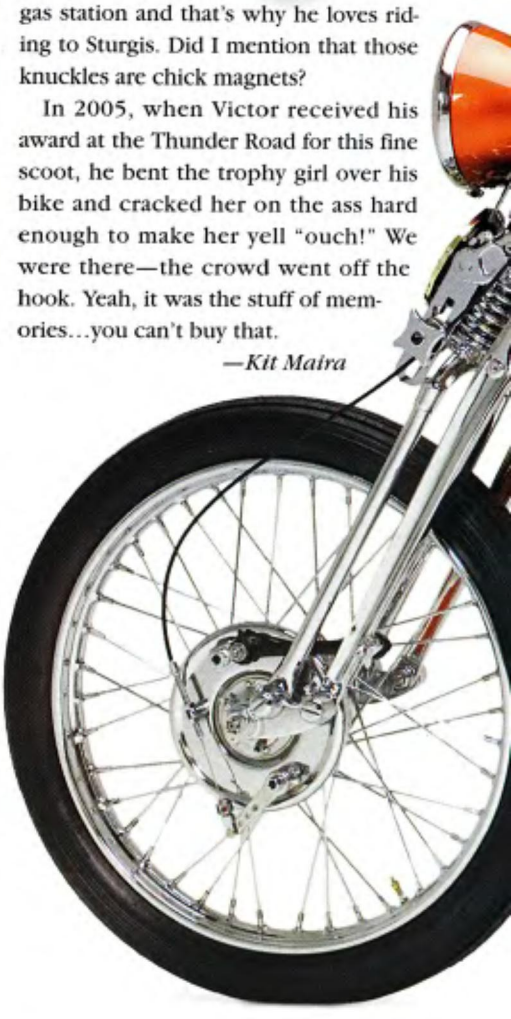
they were charging the lames $5 to take pictures of her goods.

Every year Victor rides home with the taste of several half-his-age sweeties burned into his memory banks. That 21-year-old from the T-shirt vendor, she was sweet. Or how about that "fine ass bitch" that wanted to take pics on his bike? Man, she dropped her shit, jumped on his bike like she owned it and put on a show for the whole camp. That is until her ol' man freaked, tossed her ass in the truck and went tearing off across the campground with security flashin' their lights and chasin' him.

On the way home after one such trip, Victor had four trophies bungied to the bike when he pulled into the Sinclair and there was yet another honey asking if she could take pics next to the bike. There is a story to tell from gas station to gas station and that's why he loves riding to Sturgis. Did I mention that those knuckles are chick magnets?

In 2005, when Victor received his award at the Thunder Road for this fine scoot, he bent the trophy girl over his bike and cracked her on the ass hard enough to make her yell "ouch!" We were there—the crowd went off the hook. Yeah, it was the stuff of memories...you can't buy that.

—Kit Maira



Owner: Victor Spolini
City: Sylmar, California
GENERAL
Fabrication: Owner
Year/make: 1947/Harley-Davidson
Model: knucklehead
Assembly: owner
Time: 4 years
Chroming and Polishing: Astro Plating, Van Nuys, California
ENGINE
Year: 1947
Builder: Flathead Fern
Displacement: 74 cubic inches
Cam: Leineweber
Carb: polished Linkert
Ignition: points
Pipes: Ronnie Grygus
TRANSMISSION
Make: Harley-Davidson
Year: 1962

Shifting: 4-speed jockey
Special Features: RevTech close ratio gears
PAINTING
Molding: owner
Painter: Shane Unkrich
Color: Tangerine Orange
Type: House of Kolor
FRAME
Maker: Harley-Davidson
Type: 1947 straight leg
Rake: not on this one
Stretch: none
ACCESSORIES
Handlebars: Flanders
Risers: Flanders
Handlebar controls: throttle
Fender: made in England
Headlight: Cycle Ray
Taillight: one-off
Speedo: day-glow green
Pegs: Anderson front/Harley-Davidson rear
Electrics: owner
Foot controls: stock
Gas tank: 1937 knuckle
Oil tank: stock
Oil system: stock
Seat: Bates
Mirrors: round
Grips: owner
FRONT END
Type: 1936 VL
Extension: none
Builder: Harley-Davidson
WHEELS FRONT
Size: 21-inch
Hub: star
Rim width: 2.15-inch
Tires: Avon
Brakes: drum
WHEELS REAR
Size: 16-inch/MT-90
Hub: star
Rim width: 3-inch
Tires: Avon
Brakes: drum
Special Thanks: Roy & Val Machine Shop, Quesada Mfg., Shane Unkrich, Steve Smith & Jeff Halstead, Sr. & Jr.
Photos: Rick Hustead

"Now we can go on our date tonight without the usual sexual tension!"

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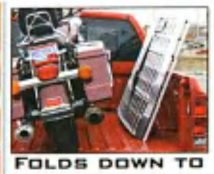
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FoxHunt

Meet May's Winner

Why do people love SoCal so much? Could it be the consistently great riding weather? Maybe. Or, and more likely, is it the abundance of hot chicks? My money's on the girls. Take your May winner for instance. She loves SoCal so much, she like to go by a whole different name. Say hello to Cali-Luv. Why the hypen? I don't know, didn't care enough to ask. Not that it's a bad thing, it's just that we had some much fun watching her get in and out of all the outfits she brought to pose in...we forgot to ask. I mean feast yer eyes on those perky little tits! Remember back when yer ol'lady had tits like that? You know, when they weren't down near her knees and you paid for that "lift?" Yeah, well then, to reminisce, flip on over to Page 92 and check out Cali-Luv and her perky titties all over Len Dozier's Xtreme Cycle Chopper

—Big Daddy

Esther—West Virginia

#1101

"It was on the back of a chopper. I felt untouchable and relaxed. All of a sudden it was pouring rain and we spent two hours under a bridge. All good."

Ann—Arkansas

#1102

"It aroused ALL of my senses! I love the sound, breathing the fresh air, the freedom and just looking damn good doing it!"

Win $1,000!

Candy—Washington

#1103

"I've been on the back since I was six. On my 19th birthday, I bought my own Dyna Wide Glide!"

Queenie—Alabama

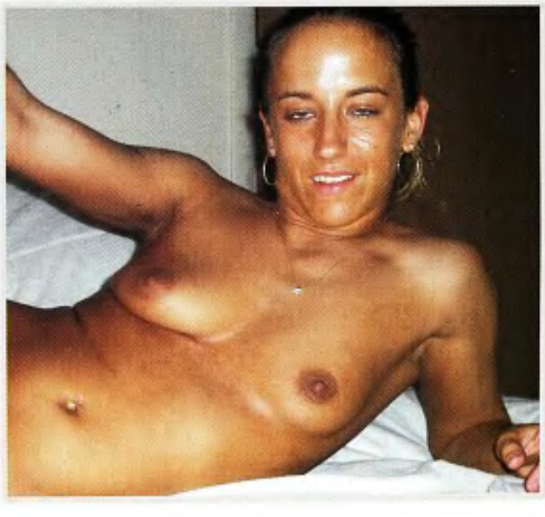
#1104

"My first ride was for six hours straight. I'd LOVE to go again...if I had a sissy bar."

Brenda—Pennsylvania

#1105

"My first ride was in 2005 on my husband's '06 Fat Boy. I was in awe of the amazing power. Nothing feels the same as that rumble between your legs."



Erica—Ohio

#1106

"I haven't ridden on a Harley for awhile now; but my stepdad use to take me for rides on his bike all the time; it was a lot of fun."

FoxHunt

Win $1,000!

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 30, 2006. The voting deadline for this month's crop of cuties is October 30, 2006. We'll announce the winner in the March 2007 issue.

Here she is, bros...little Ashley. How about we wrap up the year with this litttle spinner under the tree? Only 20 years old, I'm sure she still believes in Santa! Let's see if we get her to sit on a lap or two next month!

401

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!*

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THE PANHANDLER

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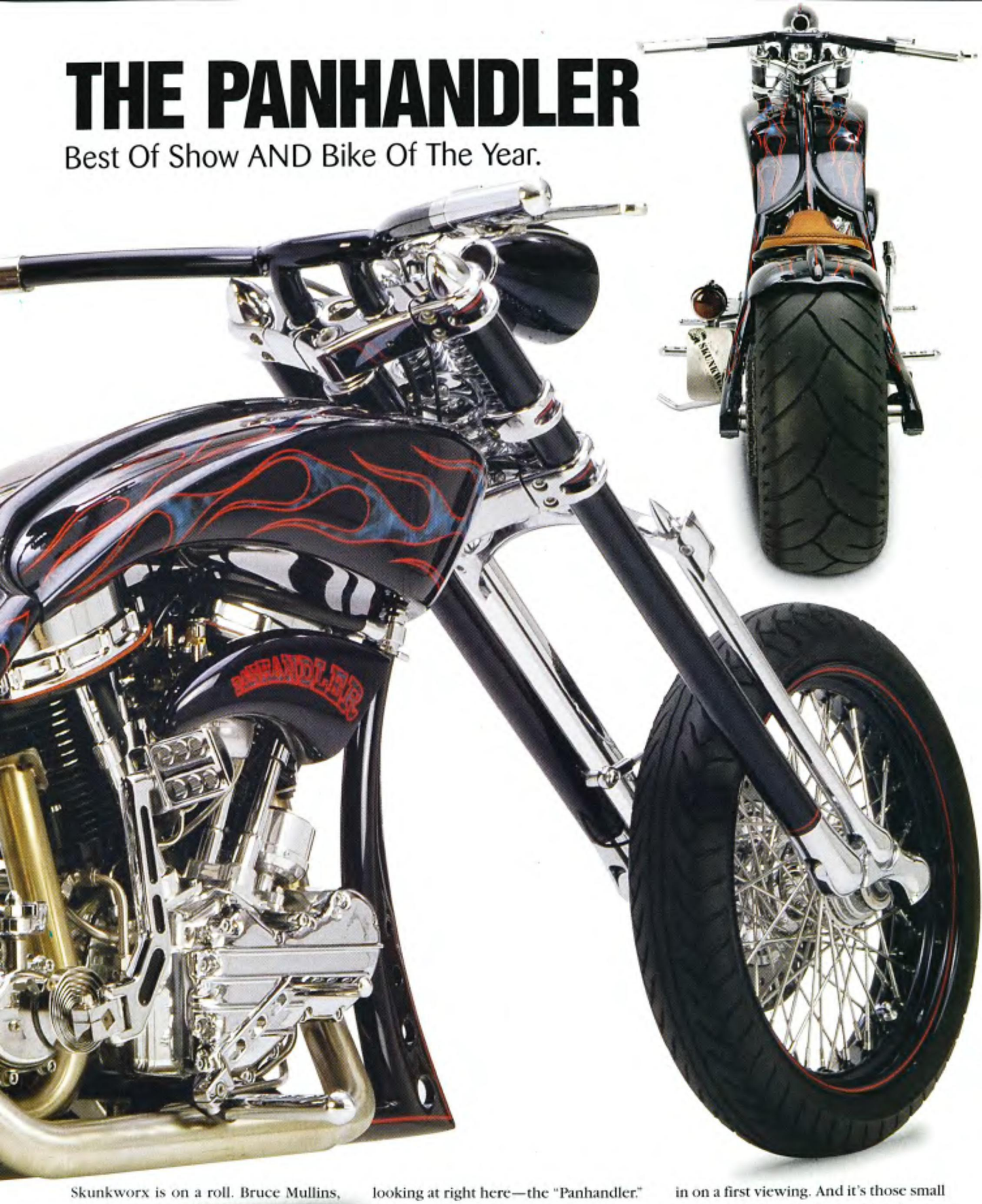


Skunkworx is on a roll. Bruce Mullins, working out of his Columbus, Ohio, shop, has carried home some pretty hefty hardware of late. We're talking show awards and recognition here and a good deal of that is due to the bike we're looking at right here—the "Panhandler." Tricky little devil, isn't it? The more you look the more you see, because Bruce packed this bike chock full of the kind of details that bring you back again and again. Guaranteed, you won't take it all in on a first viewing. And it's those small details that earned Panhandler the win at the Easyriders Houston Invitational Bike Show last November.

While thrilled with that success down in Texas, not to forget the title Best

Custom Fabricated Bike Of The Year at the V-Twin Biker's Ball in Daytona, Bruce originally built the bike for Charleston's Heritage Rally two years ago. Incidentally, Panhandler finished second there, losing out by just one point in the judging. It all started with a one-off, multi-curved Skunkworx frame—a stylized rigid Bruce first drew up to scale planning things out to the last detail. He didn't stop with that frame, either. The planning and detail is everywhere.

Remember all those RC Components' ads last year, the ones featuring a pretty cool looking flamed knucklehead bike? That bike was the "Knuckle Buster" and it was from Bruce and Skunkworx, as well. The Panhandler takes all that a step above. Beyond the overall look, nailed solid at the center with the appearance of Accurate Engineering's 106-inch pan, there are some pretty trick engineering features incorporated here like the right side of the "fuel" tank, for instance. The tank you see is actually a false front that swings open to expose the true 3-gallon gas tank inside and then tucked in right beside that is the oil tank and battery. Latch it closed and just try and find the fuel filler. Nothing shows outside.

The hinged seat sits on a small shock absorber and right behind that take a careful look at the rear fender. Notice anything missing? There are no side mounting brackets. A beefy center spine that runs throughout the bike from the headlight to the modified '37 Ford taillight, carries through to the rear fender and at the bottom of that fender, right behind transmission, it's been drilled and slotted for attachment to a mounting plate also slotted for forward and rear adjustment. The bracketless fender can stay tight to the tire regardless of the chain adjustment. Cool stuff, and clean as a whistle. "I've had a lot of people look at this bike over the last year," Bruce says, "and it's amazing how many of them miss the fact that there are no side brackets on that fender." Something else easily overlooked is the speedometer mounted in the back of the headlight. Bruce stole that idea from the old BSAs and Triumphs. They mounted some of their instrumentation right in the headlight bucket. Worked there, works here.

Also, check out the brushed stainless exhaust, a dual system exiting on either side of the bike at exactly the same orientation. That brushed stainless treatment carries over to the custom-made guard for the 2-inch belt drive primary. Just about everything on this bike—frame, sheet metal, exhaust, handlebars and paint—was all done in-house at Skunkworx. In fact, the only things not done at this shop are the engines, the chrome-plating and the upholstery. It all happens inside two buildings encompassing 12,000 square feet. Click over to skunkworxcc.com and take a look. The phone is 614-372-0316. But first spend some time really checking out the happy snaps right here. Bet you'll find lots more you weren't expecting.

—Joe Kress

FRAME
Year/make: 2005 Skunkworx
Type: hardtail
Rake: 45 degrees
Stretch: 4 inches
Shocks: none
ACCESSORIES
Handlebars: Skunkworx
Handlebar controls: Performance Machine
Fenders: Skunkworx
Headlight: Headwinds/Skunkworx
Taillight: 1937 Ford, modified
Speedo: Dakota Digital, headlight mounted

Owner: Bruce Mullins
City: Columbus, Ohio
GENERAL
Designer: Bruce Mullins/Skunkworx
Fabrication: Skunkworx
Year/make: 2005 Skunkworx
Model: Panhandler
Assembly: Skunkworx
Time: 5 months
Chroming: S&H Plating
ENGINE
Year: 2005 panhead
Rebuilder: Accurate Engineering
Displacement: 106 cubic inches
Ignition: Mallory
Cam: Accurate Engineering
Carb: S&S Super G
Air cleaner: Skunkworx
Pipes: Skunkworx/Tubular Techniques
TRANSMISSION
Year/make: 2005 Baker
Shifting: 6-into-4/Skunkworx
PAINTING
Painter: Skunkworx
Color: Cobalt Blue
Type: House of Kolor

Pegs: Skunkworx
Foot controls: Skunkworx
Gas tank: Skunkworx
Oil tank: Skunkworx
Seat: Skunkworx
Mirrors: none
Grips: Skunkworx
FRONT END
Type: springer, 4-over
Builder: American Suspension
WHEELS
Make: 40-spoked laced
Size: 18-inch
Tires: Dunlop, 250 rear
Brakes: Performance Machine
Photos: Michael Farabaugh

THE GODFATHER OF CHOPPERS

MONDO: Up Close And Personal

In the early days of custom bikes, "old-school" was not a style of bike. Bikers who hand built their wild machines 40 years ago, earned their brothers' respect through a life spent on the road, livin' the life. The living embodiment of such a man is Mondo Porras of Denver's Choppers in Henderson, Nevada.

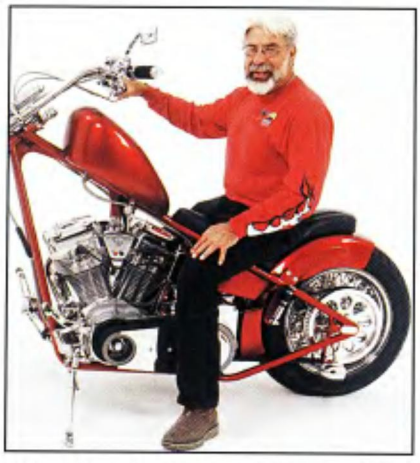
Though a bit "cleaned up" from his woolly appearance in the 1970's, Mondo is still as old-school as you can get. He has spent a lifetime creating and building long choppers with their signature Denver Mullins extended front ends. For nearly 40 years he has simply been doing what he loves doing, which is riding, building and living motorcycles. Humble, compassionate, and completely down to earth, Mondo builds clean, mean choppers that do exactly what a motorcycle is intended to do, perform.

Easyriders: Tell me how this all began, when did you ride your first motorcycle?

Mondo: I was 16 years old when I was hanging out with my buddy, Denver, at what was then Denver's Custom Paints. It was a hot rod shop and I was a car guy, which is how I got into this whole thing. Then Denver got a bike and a couple of the other guys got bikes, and so I got my first Harley. And we just couldn't leave that stuff alone! Back then, there weren't any catalogs full of custom parts. If you wanted to change something on your bike, you went in the back and made the part yourself. We just started making sissy bars, raking the frames, and making those long springer front ends that are still unique today. Nobody else was doing it at the time, and we were just a group of friends, riding around on these bikes we were customizing in our spare time. Pretty soon people started coming up to us and asking if we could make parts for them and before long, Denver's Choppers was in business. In my mind, Denver Mullins is who started the aftermarket business you see today. We owe a lot to that guy. He died in 1992 in our Top Fuel drag boat, but he truly lived life, loved life, freedom, and everything the motorcycle industry was about.

Easyriders: This industry has changed drastically in the past few years. How has that affected what you've been doing?

Mondo: I started building bikes back



when the only reason to be involved in it was because you loved motorcycles. Now the industry is getting so commercialized, and some of these guys coming in seem to be doing it for other reasons. They see the TV cameras and the fame and they think it looks easy, or like a quick buck. To me, being the old purist that I am, I'd like to see people come in for the love of it all and for the brotherhood. Don't lose sight of what this is all about, which is the motorcycle and the riding. Some of the things being created now are more like artwork than a functional motorcycle. I mean, it's beautiful work and some of these creations are just phenomenal and I just have to sit back in awe of what some of the young guys are coming up with. But the fact that anyone can now buy custom-made parts, assemble them, and call themselves a bike builder is beyond me.

Easyriders: It does seem that the industry is becoming more about money, and less about the lifestyle.

Mondo: Exactly. Back then, it was a lifestyle and we were all for one and one for all; literally. We were like family. When we went on a bike run, we would pool our money for gas and beer. It wasn't about who had the most money, or who kicked in the most money. We all just helped out. If one of us broke down and needed a tire, a motor, or a tranny, if you had it, you gave it to him. Down the road when you needed something, he gave back to you. We rode together, partied together, worked together, and even lived together. It was a brotherhood and I don't see too much of that much anymore.

Easyriders: Do you have a group of brothers you ride with like that now?

Mondo: No, most of those guys have passed on and are in biker heaven now. But I do have respect for the guys that are still able to have that brotherhood. I miss that. I've never belonged to a club, I remain neutral on that, but I do have a great respect for that kind of brotherhood. I haven't felt that kind of brotherhood in a long time, but you know, last night an interesting thing happened. We are here in Arizona at this "East meets West" show, and the guy who put this show on, Don Birchfield, did a brilliant thing by putting all of us builders up in the same hotel. Instead of us all going out about town, we all ended up sitting around the swimming pool until the middle of the night. There wasn't anybody there asking for autographs or pictures, just a group of guys hanging out, talking about our businesses and life and our families. Eddie Trotta, Matt Hotch and all of the builders were just having a giant rap session about what we see happening in the industry, where we are going, the ups and downs, the highs and lows, what we like and what we don't like. I had a hard time leaving to go up to bed, because to me, that is what it's all about. That comradeship, because how often do you get the chance to really just talk to any of these guys one on one? That to me was worth the trip here. It was like a flashback to the old days when we would sit around the campfire after a long day of riding.

Easyriders: What has been a favorite ride for you, a favorite road, or destination?

Mondo: I love riding in the mountains, because I love slamming the turns. Long stretches of road are good too. I just love the freedom of getting out on a bike. The ride that I did for the Discovery Channel's *Biker Build-Off* series with Indian Larry from Pittsburg to South Carolina was an unbelievable ride. I could have flown out there, but instead a few friends and I rode out to do the show. I'll never forget that. It was the best time I have ever had, and it will always be in my heart.

Easyriders: What do you think you would be doing for a living if you were not a bike builder?

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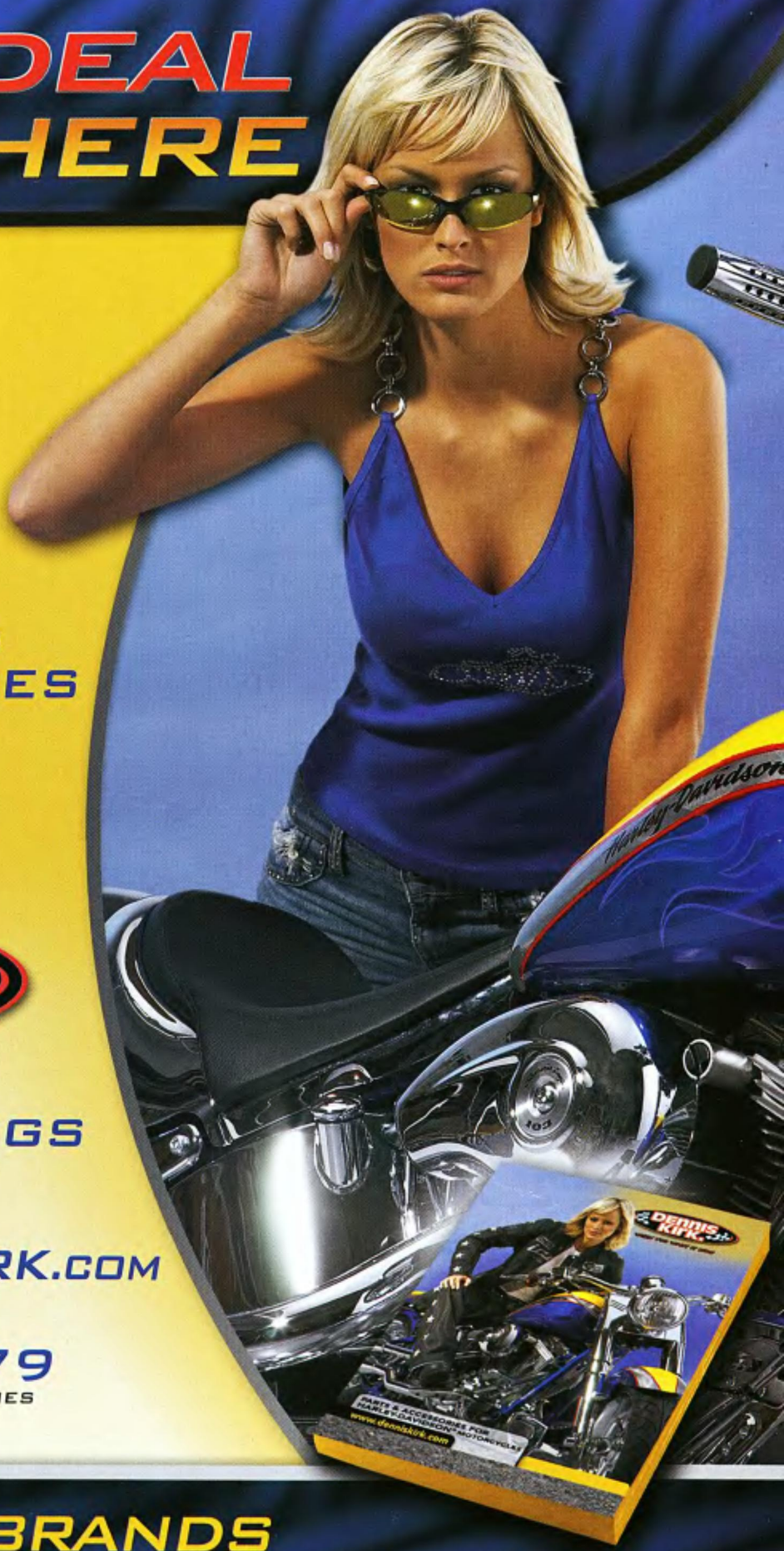

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Mondo: I've done other stuff for a living. I was a building contractor for many years. I built drag boats with Denver for a number of years. There's a lot of different ways I could go to earn a living and still be doing things that I enjoy. I love working with my hands, creating things, and building things. I don't even care what it is, a car, a house, or a boat. I've done it all, so I'm sure I would find something to keep myself busy.

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

Mondo: Most definitely. It's my passion. It is in my blood. I've been doing this for almost 40 years. In 2007, we will be celebrating 40 years in business.

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

Mondo: I would hope that when people talk to me, watch me, or get to know me, that some of my old-school thoughts and values would rub off on them. These young guys I have to wonder about. Would they still be here if you took away the cameras, the magazines, and the money?

Easyriders: Do you have any advise to your fans, and our readers?

Mondo: Be true to yourself. Don't copy anybody else. Do what you want to do and dare to be different. If you want to get noticed in this business, don't do what everyone else is doing. Just do clean, beautiful work and make your lines match and blend. Don't overdo your bike when less is more. If you don't need something on a bike, don't put it there. A chopper means that you chop parts off it. I see some bikes with so much stuff on them they look like Christmas trees. Paintjobs that are so busy, you get dizzy looking at them. Keep it simple and functional. Make sure you can ride it anywhere you want to go. If you can't do that, then what is it for? If you can't do that, then you are not an old-school chopper builder in my book.

Thanks Mondo for staying true to yourself, and being the real deal. You are an inspiration.

— Betsy Huelskamp

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Stiletto

Stick It To Ya

Envision this bike as if it were a knife, with the forks as the blade, and perhaps you'll see why Len Dozier calls this one, "Stiletto." Len can often be seen smilin' and ridin' this finely honed beauty down from his mountaintop home in Lake Arrowhead, California. The design of his dark horse follows the evolution of custom bikes from the '70s through today. He has always been fond of the California-style springer out front, but Len also appreciates modern advances in motorcycle engineering.

Len met Travis Hill of Xtreme Cycle Design (www.xtremecycledesign.com) and they soon became good friends. Xtreme Cycle Design manufactures tailor-made frames, rollers and other high quality components for builders who are at the top of their game and at times, even garage builders. Travis doesn't want to compete with his customers, which is why it took Len over a year to talk Travis into the idea of building him an entire bike. The 12-man shop is now building a bike or two every year, but the quality and uniqueness of their spec-built components is how they came to specialize in design fabrication.

If you're brave enough to try building a custom bike project for yourself, order a complete rolling chassis kit from Xtreme Cycle Design. You'll save time because everything fits together perfectly, and their roller kits cost less than individual parts. Dedicated to superior quality, Xtreme Cycle Design has the ability to take anyone's concept all the way to reality. Most people cannot see the completed bike within a collection of parts, but if you throw a tank, frame, wheels and fenders down on the shop

floor Travis can draw it on paper and then build an awesome scoot from it. He has "the eye." Travis told us that most people find it difficult to stick with the vision and he offers this sage advice, "Just when you think you've got it, someone comes along and kicks your feet out from under you. That's what makes you stronger."

Stiletto is one of the cleanest hand built, ground-up customs anywhere and out of all the one-off parts he made, Travis picked the motor mount as his favorite. Don't miss the way the wheel spacers cover the bearings to make the wheel look like one piece. Travis says he is proud of the frame and he told us, "If you start with a bad piece, you end up with a bad piece." Making the bars presented a special challenge since all the wiring and cables, along with the front brake line was to be concealed within the springer front end. And, there are 4 degrees of added rake in the trees too. You read it right. A springer mounted on raked trees. Not a common practice.

Len rolls to Cook's Corner in Santiago Canyon when he goes riding and Travis loves those rolling Black Hills of South Dakota. Speaking of rolling hills, lookit the tits on your Fox Hunt winner, little Cali-Luv, from SoCal. Just look at 'em. Then look at the new styles of rolling chassis from Travis and the boys on thier Web site.

—Cheese Weasel

Owner: Len Dozier
City: Yorba Linda, California
GENERAL
Fabrication: Xtreme Cycle Designs
Model: 2006 Stiletto
Time: one year
Chroming: Orange County Plating
ENGINE
Year/model: 2006/Patrick Racing
Rebuilder: Patrick Racing

Displacement: 113 cubic inches
Cam: Patrick
Carb: Mikuni
Pipes: Xtreme Cycle Designs
TRANSMISSION
Year/make: 2006/Baker
PAINT
Molding: Boyd Coddington
Painter: Berndt
Type/Color: House of Kolor/Black
Special paint: Dennis
FRAME
Year/make: 2006/Xtreme Cycle Designs
Type: 240
Rake: 45 degrees
Stretch: 4 inches
Shocks: EMS
Modifications: Xtreme Cycle Designs

ACCESSORIES
Bars: Xtreme Cycle Designs
Risers: Xtreme Cycle Designs
Handlebar controls: Performance Machine
Fenders: Xtreme Cycle Designs
Headlight: Headwinds
Taillight: Xtreme Cycle Designs
Foot controls: Performance Machine
Gas tank: Xtreme Cycle Designs
Oil tank: Xtreme Cycle Designs
Seat: Bitchin' Rich
Mirrors: Performance Machine
Grips: Performance Machine
FRONT END
Type: Calle springer
Extension: 15 inches
Triple trees: raked 4 degrees
Builder: Calle
Modifications: Xtreme Cycle Design
WHEELS
Hub: Eagle 80-spoke
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Performance Machine
Photos: Rick Hustead

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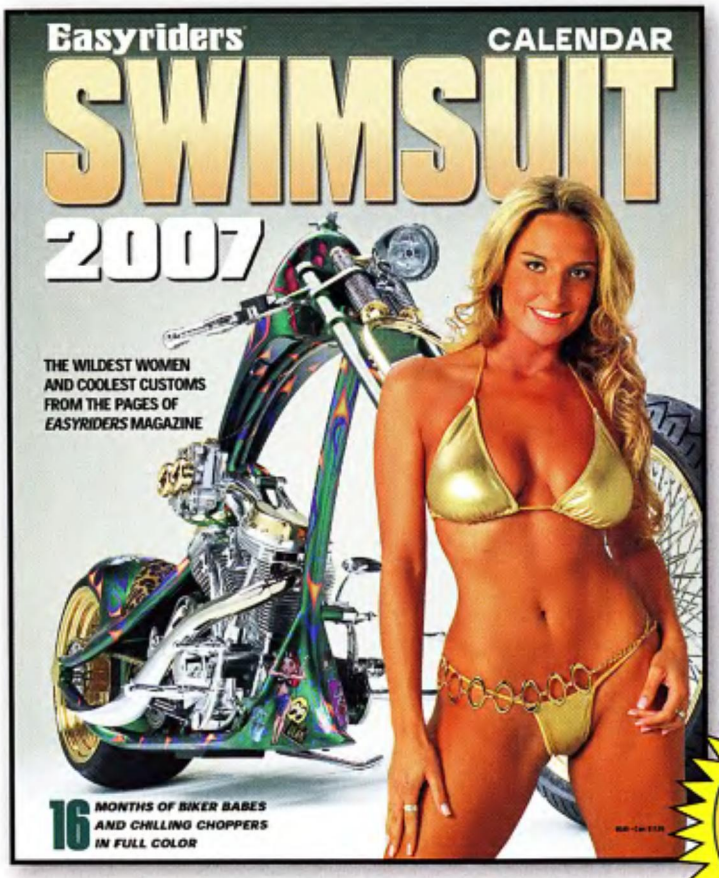

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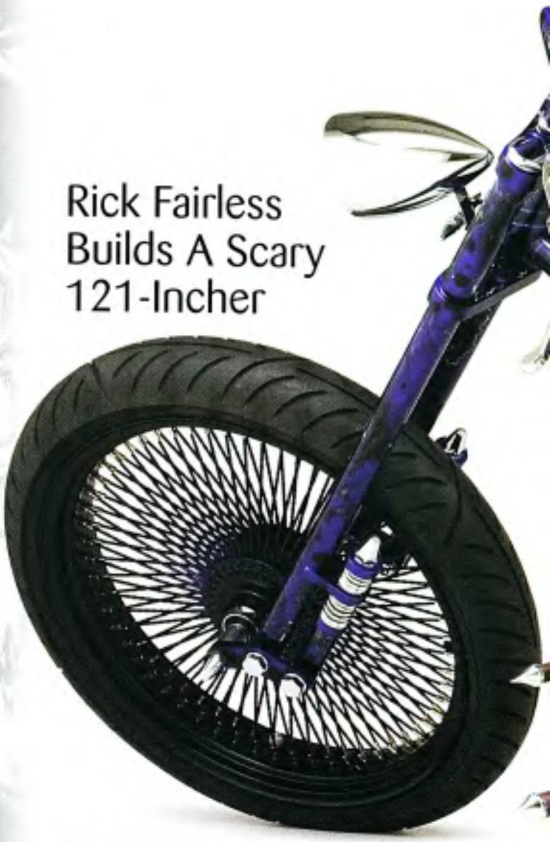
Rick Fairless Builds A Scary 121-Incher



KILLER KLOWN

Asked if he had seen the movie *Killer Clowns from Outer Space*, master builder Rick Fairless answers, "Yes, I've seen it. Very cool. And do you remember that Stephen King movie *IT*, where the kids are haunted by a mean clown called 'Pennywise' that comes back to get them? I like that stuff. So that's the theme behind this bike, a bunch of scary, cool killer clowns." (It is a little known fact that our own editor-in-chief, Dave Nichols, supplied all the Killer Klown voices in the Chiodo Bros. film, *Killer Klowns From Outer Space*.)

You can see that crazed clown theme carried out in the motor mount cover, the coil and the mad juggler air cleaner while the killer paintjob was sprayed by

Gary from Other Side Customs. The clown-on-coffin gas tank was molded and welded to the frame while the rear struts are fashioned in the shape of the curved blade of the scythe wielded by Death. And yeah, the shifter is a Louisville Slugger baseball bat, the kind very angry clowns tend to sling around.

"It was built to amuse me," adds Rick from his Texas headquarters at Strokers Dallas. "I build one bike a year for myself and that was the one I did last year. We built it on a Martin Bros. drop-seat way down low frame and I put on Jerry's inverted springer front and those 120-spoke Black Bike wheels. It came out really well." We'll call that an understatement, and "Killer Klown's" no laughing matter thanks to the TP Engineering 121-inch V-twin pumping out 115 toothy horsepower. "It's the motor I use most of the time," says Rick. "Those things are bulletproof."

When Rick's not building bikes, he's traveling to bike events. Recently, he toured the country for over a year with Kim Suter, Kendall Johnson, Billy Lane, Dave Perewitz, Eddie Trotta, Aaron Greene, Ron Finch, Chica, Paul Cox, Keino, Paul Yaffee and Randy Simpson as part of the Easyriders Centerfold Tour. "This was some pretty good company and I was proud to be part of it. We had a great time and got to see some of the finest bikes in the country. Ya'll

know I always say, 'It's all about the bikes, babes and beer.'"

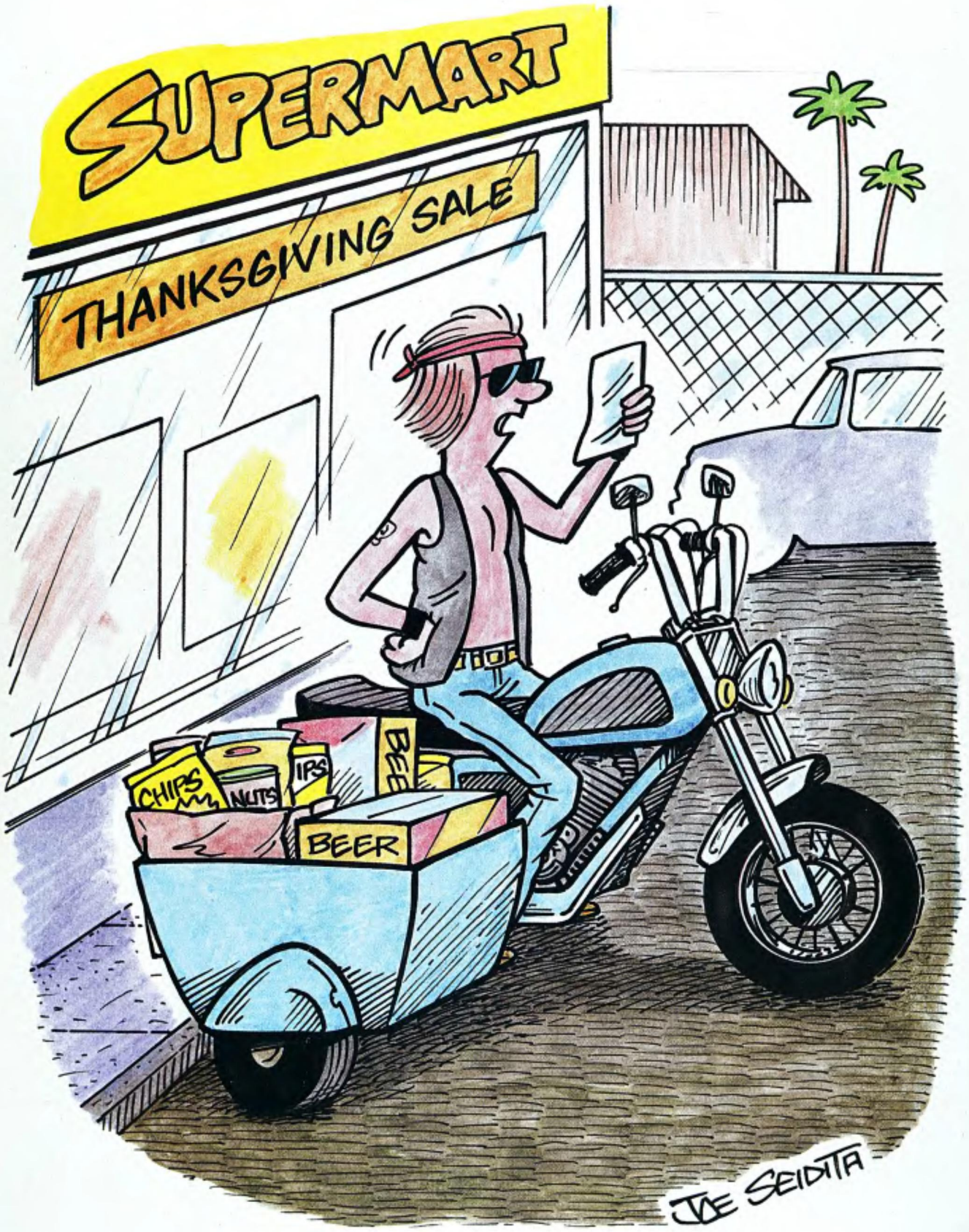
Killer Klown and about a dozen other customs built by Rick also made an appearance at Thunder Road at Sturgis this summer as part of Rick's "Babes and Beer Show" that featured a bevy of bikini-clad girls and live music. Rick's Strokers Dallas happens to be Dallas' largest seller of both factory custom and custom motorcycles. On their showroom floor, along with the Killer Klown, you'll find American IronHorse, Big Dog, Big Inch, Wild West, as well as late model V-twins. Rick's also been busy doing some "remodeling," by expanding his facility by adding another 30,000 square feet to his Strokers Ice House restaurant and bar as well as the bike shop, making for 60,000 square feet of monstrously custom motorcycles on his two and a half acre spread. It is Texas after all. He's also planning to throw a check-out-the-new-digs party if you're heading out Texas way.

As of this writing, Killer Klown is available, so if you're into Killer Klowns and Killer Kustoms check out www.strokersdallas.com or give Rick a call at 214-357-0707. *—Paul Garson*

Owner: Rick Fairless
City: Dallas, Texas
Designer: Rick Fairless
GENERAL
Fabrication: Strokers Dallas
Year and make: 2005 RF custom
Model: Killer Klown
Assembly: Strokers Dallas
Time: 3 months
Chroming: Show and Go Dallas
ENGINE
Year: 2005
Model: TP Engineering
Builder: TP Engineering
Ignition: Crane
Displacement: 121 cubic inches
Lower end: TP Engineering
Balancing: TP Engineering

Pistons: TP Engineering
Heads: TP Engineering
Cam: TP Engineering
Lifters: TP Engineering
Carb(s): S&S
Air cleaner: Evil Klown
Pipes: Martin Bros.
Mufflers: none
Transmission: 2005 Baker 6-speed
Shifting: Louisville Slugger
PAINTING
Painter: Other Side Custom
Color/Type: killer purple/urethane
Special paint: klowns
FRAME
Year: 2005
Builder: Martin Bros.
Type: rigid drop-seat
Rake: 47 degrees
Stretch: 5 inches
Shocks: we said, rigid
Modifications: Killer Klown mounts

ACCESSORIES
Bars: Stokers Dallas
Handlebar controls: Performance Machine
Fenders: Fat Katz
Headlight: Headwinds
Taillight: Strokers Dallas
Speedo: none
Front pegs: Strokers Dallas
Rear pegs: Strokers Dallas
Electrics: Strokers Dallas
Gas tank: Strokers Dallas
Oil tank: Fat Katz
Oil system: Strokers Dallas
Seat: Strokers Dallas
Mirrors: none
Grips: Sucker Punch Sally's
FORKS
Type: inverted springer
Extension: minus 4 inches
Builder: Jerry's Springer
WHEELS FRONT
Size: 21
Wheel: Black Bike
Tire: Avon
Brake: RC Comp/Strokers Dallas
WHEELS REAR
Size: 18
Wheel: Black Bike
Tire: 300 series Avon
Brake: RC Comp/Strokers Dallas
Photographer: Michael Lichter



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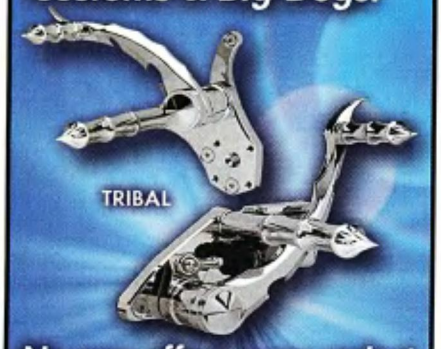

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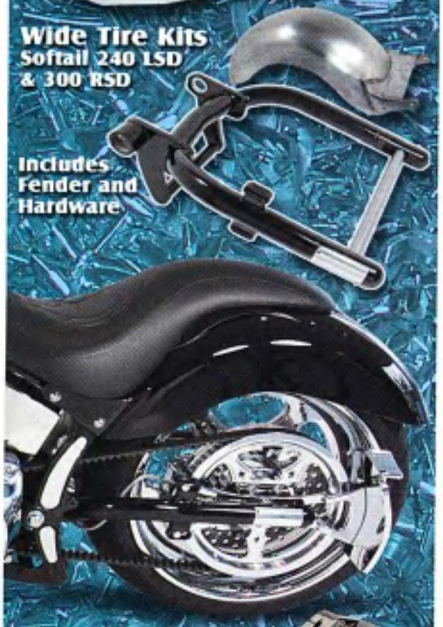

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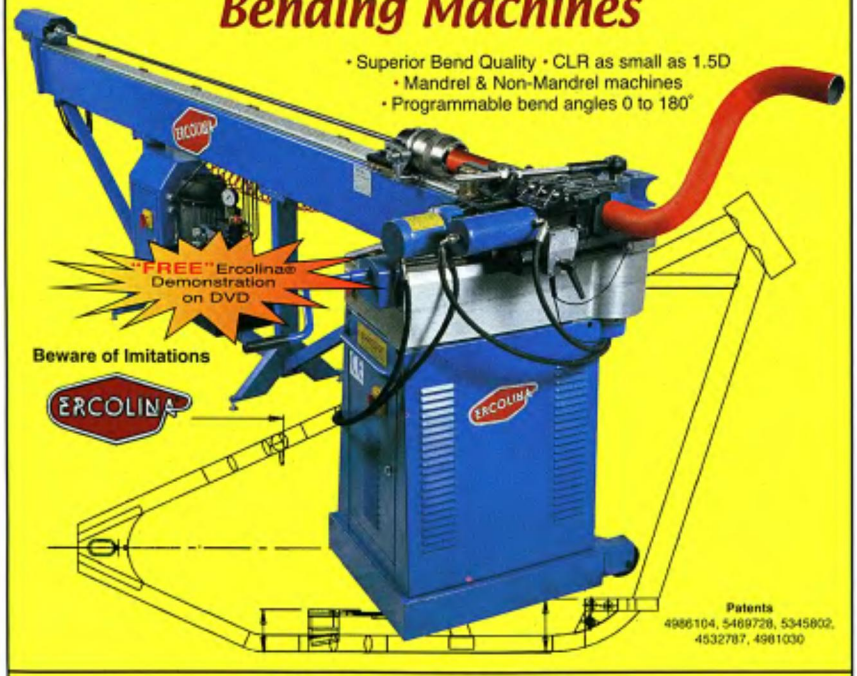

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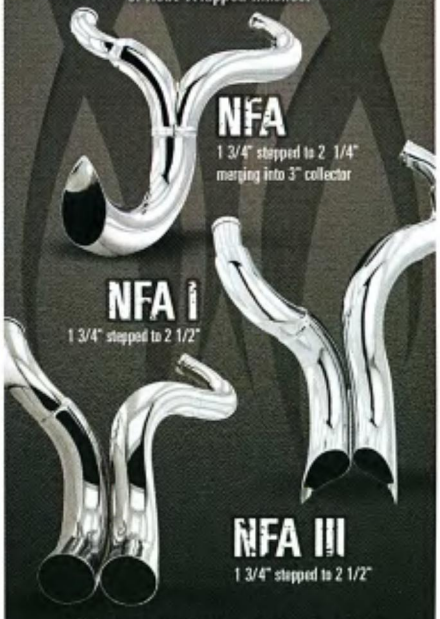

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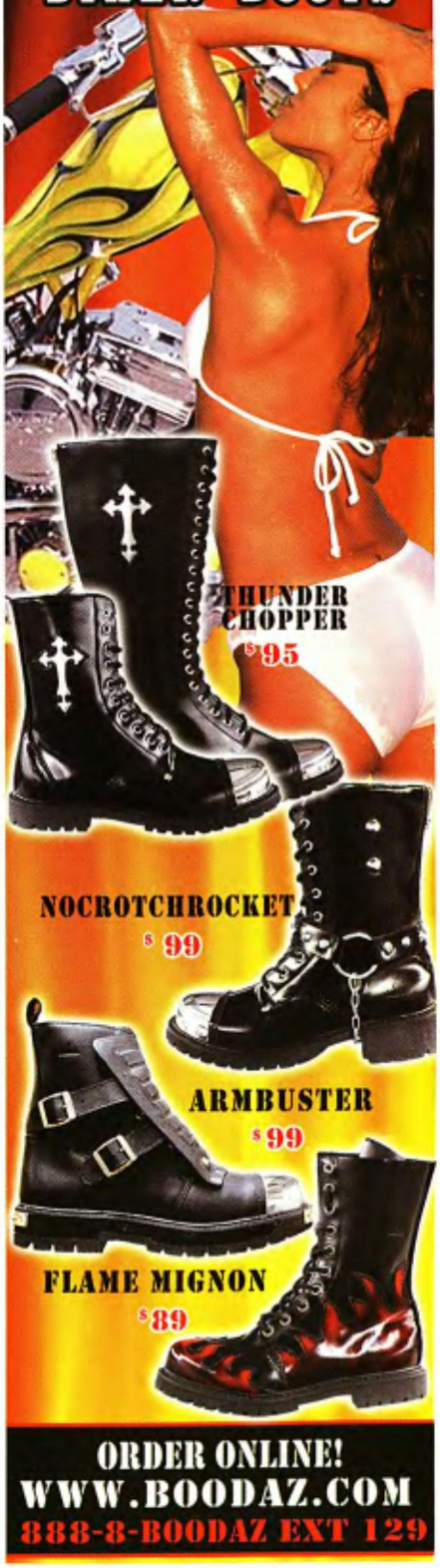

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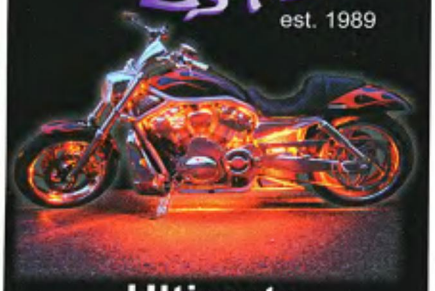

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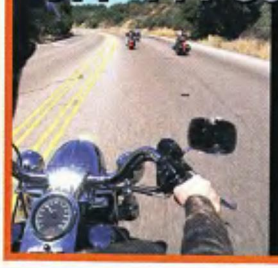

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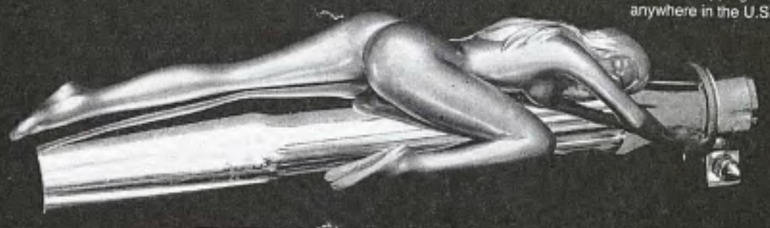

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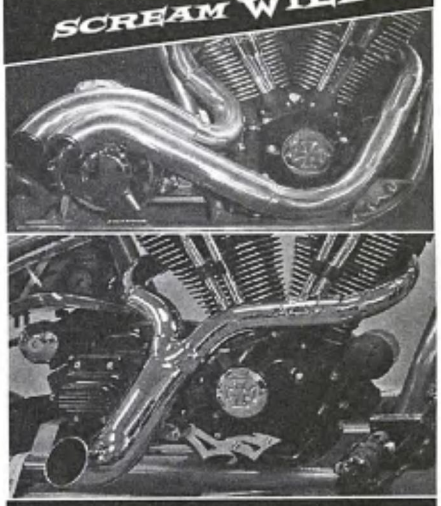

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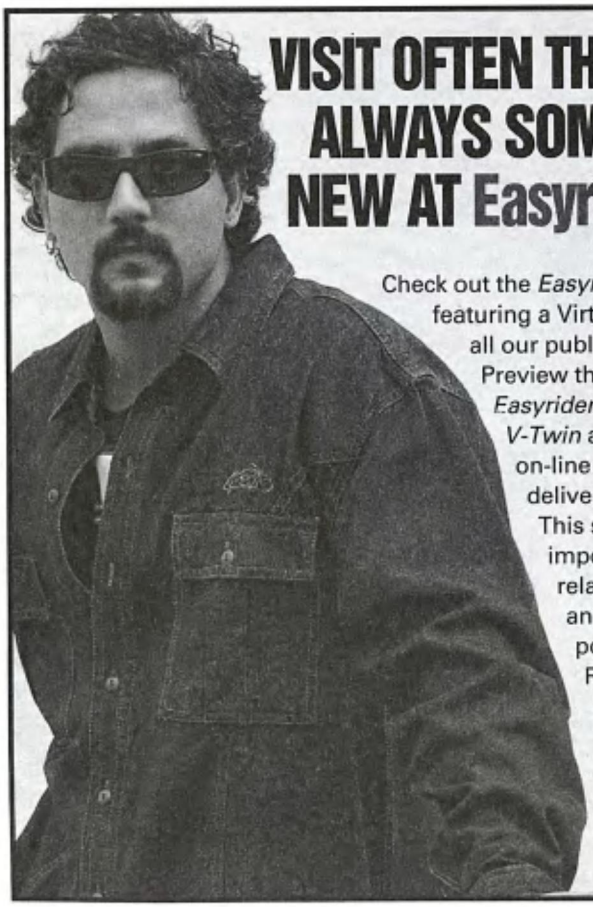

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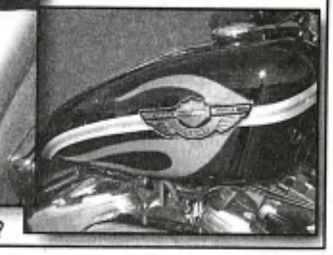
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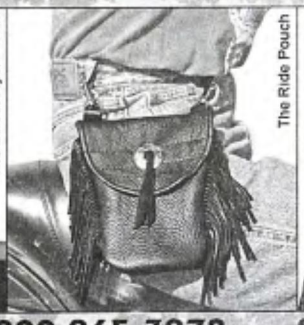
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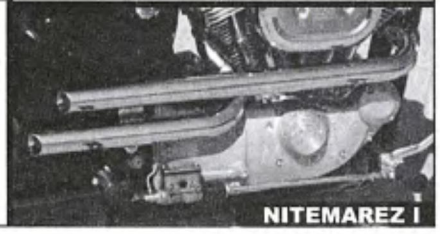
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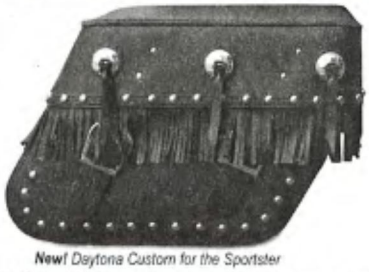

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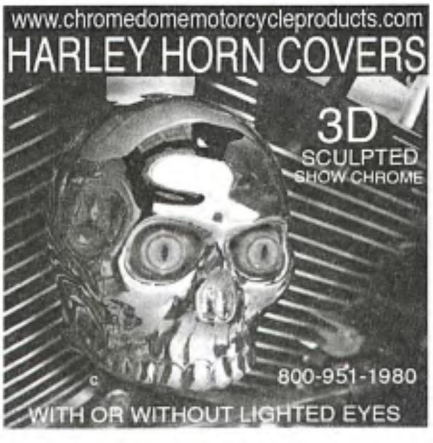

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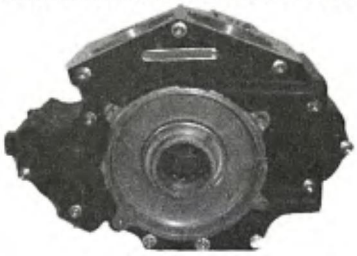

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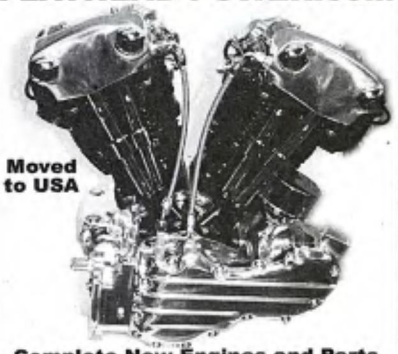

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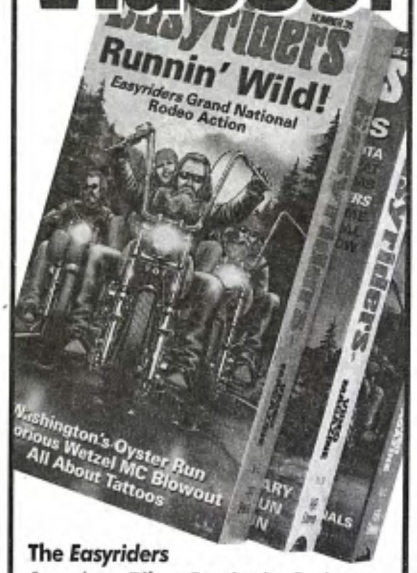

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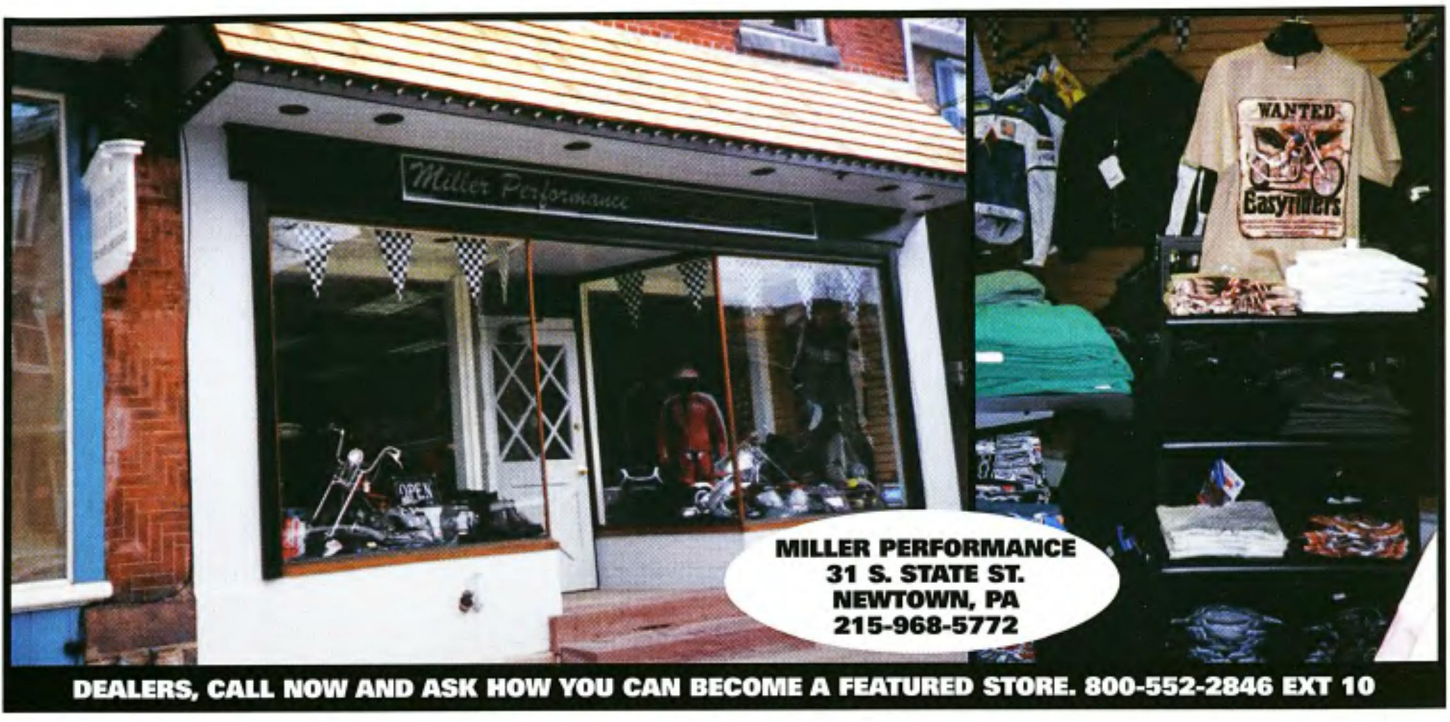

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The Motorcycle Mounted Lawmen

The year was 1935, the Great Depression had eased a bit and money was somewhat more plentiful in the northwestern hill country of Alabama. There were a few more jobs and the economy seemed a bit better than it had been in a lot of years. Rupert Coldtrane, the sheriff of Juniper County and police chief of the county seat, Dubbeville, figured maybe his office would be more impressive, not to mention less work for him, if he had a force of deputies. So he hired a couple of inept fellows who didn't know beans about the law. They had no police training, but did know moonshine wasn't supposed to be made in the county and it was against the law to steal somebody's cow, pig, mule, etc., and shooting at folks was not to be done.

When Sheriff Coldtrane's aunt died over in Spokane, he left the whole law enforcement business in the hands of his two new officers and went over to his Aunt Ellie's funeral. The first thing he noticed was the policemen there were on motorcycles. After a long look and close scrutiny, he came to the conclusion that his law enforcement officers needed some upgrading and motorcycles was the way to go. That's when he got what he thought was a brilliant idea. He mentally pictured his two bumbling deputies and how impressive they would be decked out in snappy uniforms, riding Harleys. He thought about the overalls and feed sack shirts they now wore and grimaced. All this was gonna change.

Back home again, he called for his law enforcement officers Hoot Ludlaw and Rufus Scroggings to meet with him in his office on a matter of great importance. Two more different, unlikely guys in one occupation could not be found. Hoot was inept, tall and lanky, the seat of his overalls looked like a family of raccoons had moved out. Cross-eyed Rufus was short, sort of slow, plodding and...well...fat. His backside resembled the south end of a horse headed north. Neither were overloaded in the brain department but they worked well together. The crime rate was low and limited mostly to moonshine makers and petty thievery.

"Boys, I have been thinking. It's time to upgrade our law enforcement capabilities," Rupert began importantly, thumbs hooked in his belt loops, pacing back and forth behind his desk.

"What the heck is cap...cap, what ever you said?" Hoot inquired.

"Capabilities. That means you can do things well," Rupert replied lavishly. "I have two of the best officers in the whole South!"

Hoot looked at Ruff, what now? Both knew their chief had something up his sleeves besides his elbows and that made them uneasy. Rupert wanted something when he started handing out compliments.

"I've been over in Spokane for a week, and what I saw there made me realize we are far behind times and our future lays in the transportation of our officers." He cleared his throat importantly and continued. "We are talking about fast transportation here, say 40 miles an hour wouldn't be beyond our expectations. These outlaws wouldn't stand a chance of getting away!"

"Boss, there ain't a mule or car in this county that can make no 40 miles an hour," Rufus protested. The two officers looked apprehensively at each other. What outlaws? They thought everything was going along pretty good. They had no prisoners in jail, a sign nobody had broken the law lately, except old Jaybird Tapley, that is, and he was a regular visitor of the jail. He came into town drunk and tried to pull off his britches in front of the courthouse. Hoot had seen and stopped him, and locked him up for safe keeping till he sobered up. What the heck was the sheriff getting at? Making 'em ride bulls or steers? Hoot would quit first. Rufus had been with the law for nigh onto... he didn't remember how long, but would retire immediately if Rupert was coming up with some hair brain scheme to change things like that.

"I arranged for a pair of motorcycles to be brought here for you two." He smiled expansively. He held up a hand to prevent any questions until he was through with all the details. "I took the liberty of ordering you boys uniforms."

Hoot looked down at his overalls, Rufus shifted his cud of tobacco and squirmed in his feed sack shirt and faded jeans. Both were flabbergasted. Uniforms? The motorcycle bit had gone over their heads. The uniforms were what they were trying to picture. Then Hoot remembered, Rupert had said something about motorcycles. "What did you say about motorcycles?" he inquired, turning a trifle pale.

"I have bought motorcycles for you two boys," Rupert answered.

Rufus came alive. "I can't ride no damn motorcycle, I never even learned to ride a bicycle and I'm too old to try to learn now! Motorcycle? No siree!"

Hoot was staring at Rupert as if he had taken leave of his senses. Motorcycles? He was clean off his rocker! Half their time was spent out in the woods beating brush for moonshiners, the streets of this town was dirt with potholes that would hold a bull yearling and he expected them to ride motorcycles in those sort of road conditions?

"Now look, boys, I know this comes as a surprise..."

"Surprise hell, this is downright shock!" Hoot butted in.

Rufus added his two cents, "I am dang nigh on to 30 years old, Rupert, I can't learn to ride no motorcycle."

"I am 19 and want to live to be 31, so I ain't risking life and limb learning either! I'll just keep riding old Buttermilk, my ornery mule, out in the woods where we spend most of our time anyway. He can go where no bike would dare."

Rupert tapped his fingers against the desk; he had expected the boys to be at least sort of halfway excited. He tried another trick. "Well, this law enforcement office is going forward and if you two won't go with it, I'm afraid you two will just have to go home, regardless how long you've been here and your expertise in catching hardened criminals.

Hoot and Rufus had about as much "expertise" with hardened criminals as a sow had with a sidesaddle. Stealing chickens and running a gallon or two of moonshine was a long way from what they had in Spokane.

Rufus rose and ambled toward the door. Hoot stood up and gave Rupert a withering glance.

I ain't overjoyed to be riding a motorcycle in the woods, but...well... maybe...." He stopped when Rufus turned to look at him as if he suspected the loss of brains.

"Well, you won't find my scrawny butt on one." Rufus stomped out the door. Hoot hurriedly followed him, grinning. Scrawny butt? But now was not the time to correct Rufus. "Hey wait up, let's talk about this." He was young enough to be intrigued about the whole business.

"Their ain't no talking to be done. I ain't riding no damned motorcycle and that's it!" Rufus jammed his hands in the pockets of his overalls.

"I had an uncle who had a motorcycle; he let me ride with him and it sure was fun." Hoot grinned, "Let's give it a try."

Rufus stopped dead still and glared at Hoot. "I done told you I ain't..." He stared at Hoot, his best friend. The pair was totally different and yet compatible. Rufus was the more serious type. Hoot, was full of youthful exuberance, ready to try anything new, while Rufus was more cautious about jumping into stuff. He rubbed a work-roughened hand on his whiskered chin. "Well, you know, it might be fun, if we can learn what to do before we kill ourselves."

"Hot dog, we're gonna be motorcycle cops! Yeowhee!" he threw his straw hat up and caught it. "Hey, I seen a motorcycle rider in a moving picture a couple of weeks ago and that rascal jumped slam across a canyon! If he can do that, we can learn to ride around here."

"Now don't go a thinking too much. I got a feeling that learning part just ain't gonna be easy." Rufus warned.

The uniforms and motorcycles arrived the next morning. As luck would have it, both Rufus and Hoot were some 10 miles out of town looking for somebody who had stolen Jake Simpson's cow. After much question asking and looking, the cow was found at the backside of the pasture in a clump of bushes. Both mama cow and newborn calf were doing well.

Back in town, Hoot was the first to see the two shining motorcycles that were parked out in front of the office. His mouth fell open, his eyes rounded. Rufus simply looked and turned a sickly shade of green. They climbed out of the T model truck and advanced on the bikes as afraid as if they were going to get bit or jumped on.

Rufus walked around the big Harley, clamped one hand on a handlebar, kicked the front tire and grunted, which could have meant anything. Hoot hitched up his overall gallows and walked around the other bike.

"Gollee Gosh, Rufus, ain't they purty? They got Harley wrote on them too!" Hoot was sold; Ruff was slower to accept the inevitable. He shot a stream of brown tobacco juice at a nearby gutter, walked around and kicked the back tire just for good measure. Hoot slung a leg over the bike and settled on the seat, pulled the bike up to a standing position and pulled too far, the machine fell over an the side opposite the kick stand. Hoot barely got his leg out of the way.

A burly, heavily bearded fellow strolled up. His salt and pepper beard went down to the middle of his chest. His shoulder length hair was held back by a rolled red bandana, and he wore baggy britches.

"Well, so you two are gonna be my pupils, eh?" He grinned; his teeth would never have made a toothpaste ad. "My name's DumDum." Hoot figured "dummy" was about right. Hoot nodded; Rufus was busy looking the fellow over. He looked like a biker, all right, a long distance one—one he wished was a long distance away.

"So ok, let's begin with your ability to lean to and away from the bike in making turns and curves." So began the education of Hoot and Rufus. Three hours later DumDum was still talking, had repeated what he said to start with several times, and said they knew the fine art of mounting and dismounting a cycle. Then he called it a day and strolled off, leaving Hoot and Rufus looking at each other.

The boys decided it was time to try on their new uniforms. Hoot's new britches was either cut in time of high water or made for a shorter guy. The jacket was miles too big; the sleeves would have to be rolled as they were three sizes too short. Rufus fared no better; his britches were two sizes too small and there was no way they could be stretched to fit him. His jacket was also too tight and would not even meet in the middle.

The next day they were to attempt to ride the machines. Hoot climbed on, jumped on the starter and before he could sit, the machine took off, hell bent for leather. Hoot literally fell in the seat, his long legs sticking straight out in front, he had nowhere to put his big feet and was yelling bloody murder. "How do you stop this thing?" he screamed. Finally, half a block away he hit one of the potholes that would have held a bull yearling, flew over the handlebars and landed looking skyward. All breath was knocked out of him; he rolled over on his stomach gasping for air.

"Gotta watch for them potholes," DumDum advised dryly.

Rufus climbed on his bike, sat for a minute, figuring what Hoot had done wrong and figured it would be in his best interest to avoid that sort of start. He was right. He kept his hand off the gas while he jumped started the bike and, of course, with no fuel coming through, it would not start.

He climbed off. "Damn thing is tore up." He grinned. He was glad it wouldn't start. But all was not lost; the instructor showed them how to start a bike. Rufus tried again and it worked, much to his dismay. He allowed just enough gas to go through to keep the bike moving, slowly, cautiously. He made it to the end of the block, stopped, pushed and pulled till he got it turned around and headed back to the starting point. A week later, the instructor announced their learning had come to an end. Hoot and Rufus were on their own. Then Rupert came out of his office and sauntered over importantly.

"We now have uniformed, motorcycle mounted lawmen!" He puffed his chest out like a Banty rooster trying to impress a bunch of hens. "You boys will look good in your uniforms too, well, what you can wear of them. Just wait till old Rosco over in Elmore County hears about us having this. He's gonna bust a button." He walked around the two machines. "You boys will do great and oh, by the way, Ezra Webster's boy came in and said somebody had broken into his pig pen and stole every pig he had, all two of them. You fellers might ride off down there and see what's what."

They rode off down there but riding across the pasture and terraces of the cotton patch was another matter. They parked the bikes and walked. The pigs were found along the creek, rooting around and grunting happily.

Back in town, Hoot and Rufus stopped in at Dinah's Diner, picked up a hot dog and a coke, then meandered outside to eat under the big oak tree. It was cooler there.

The sheriff hurried out of the office and spying the boys, rushed over. "Big news!" he exclaimed, all excited. "The highway patrol just called me and said a gang of desperados are headed this way and for us to put up a road block and hold them till they get here!"

Hoot and Rufus exchanged glances, hot dogs forgotten. This new-fangled desperado catching was something neither wanted to have anything to do with. Hoot stood up, "Well, my Pa needs me real bad as his mule is about to die and I gotta go home." He drawled, turning to Rufus. "What about you Rufus? You gonna hang around and catch them bad outlaws?"

Rufus pondered the question for a minute. "Naw, I don't think so, I don't mind chasing moonshiners through the woods and catching hog thieves, but when it comes to what they call a high speed chase, I think I'll pass."

Hoot looked at Rupert. "Sheriff, here's your motorcycles, you just climb on and go get the bad guys. We're going home." Neither looked back as they walked away, leaving Rupert cussing a blue streak.

Thus ended the career of Hoot and Rufus as motorcycle lawmen. They went back to farming. ■

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ProductReview

Progressive shocks have the same dimensions as the stock units. They make two styles of adjustable shocks: one for 1989 to 1999 Softails and the other for 2000-up bikes.

GETTING DOWN IN THE WEEDS

Adjustable Rear Shocks From Progressive Suspension

Harley's Softail motorcycles have a great looking frame. Their lines just seem to flow from the top of the gas tank to the rear axle. The only criticism of the design is that they sit a tad high off the ground. This is understandable considering all of the different riders and riding capabilities that Harley must design a bike to meet.

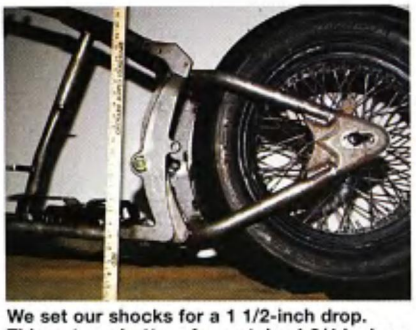
If you have a Softail and want to change its ride height for a lowered stance, there are several ways to do this—the easiest of which is to install a set of Progressive Suspension's adjustable shock absorbers; they allow the bike to be lowered up to 2 inches. Their 413 Series shocks are available in a gold air-died or chrome finish. These shocks are not only ride height adjustable, but they also have a spring preload adjustment and feature high quality shock dampeners.

Installing the shocks is just a matter of removing the stock shocks and bolting the Progressive Suspension units in their place. The new shocks use the stock mounting bolts and fit in the exact same place as the OEM shocks. Once installed, the bike's ride height is adjusted by loosening the pushrod to eyebolt jam nut and rotating hex end of the shock pushrod. Turning the hex in a clockwise direction extends out the shock's eyebolt, which lowers the bike. To keep the suspension load balanced, both shocks must be adjusted an equal amount.

The shock's spring preload is adjusted by loosening the large jam nut that secures the shock pushrod to the outside

To adjust the preload, loosen the spring seat jam nut and rotate the spring seat counterclockwise. The shocks come with the preload adjusted to their lightest setting. After adjusting, retighten the jam nut against the spring seat.

The bike's ride height is adjusted by loosening the eyebolt jam nut and turning the hex on the end of the shock pushrod. Rotating the pushrod in a clockwise direction extends out the eyebolt and lowers the bike.



We set our shocks for a 1 1/2-inch drop. This put our bottom frame tube 4 3/4 inches off the ground.

of the spring seat. The spring seat is then rotated with the flat spanner that is included with the shocks. Rotating the spring seat in a counterclockwise direction increases the spring preload. Again, both shocks must have their preload adjusted an equal amount.

Now, for photographic clarity, we are installing these shocks on a bare frame. If you are using these shocks on an aftermarket frame, make sure that you install a swingarm travel limiter as described in the Progressive Suspension instructions.

—John Sullivan

Photos: John Sullivan

Source

PROGRESSIVE SUSPENSION
760-948-4012
www.progressivesuspension.com

Does your insurance company
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If you've been shopping for motorcycle insurance lately, you may have noticed that most insurance folks couldn't tell a Fat Bob from a Big Mac. That's because most insurance folks don't focus on insuring motorcycle riders,but we do...For over 30 years we've specialized in insuring people who ride motorcycles. Our underwriters and claims people are riders and since 1991 we've been the primary carrier for the Easyriders Bros Club and CycleServices Motor Club.

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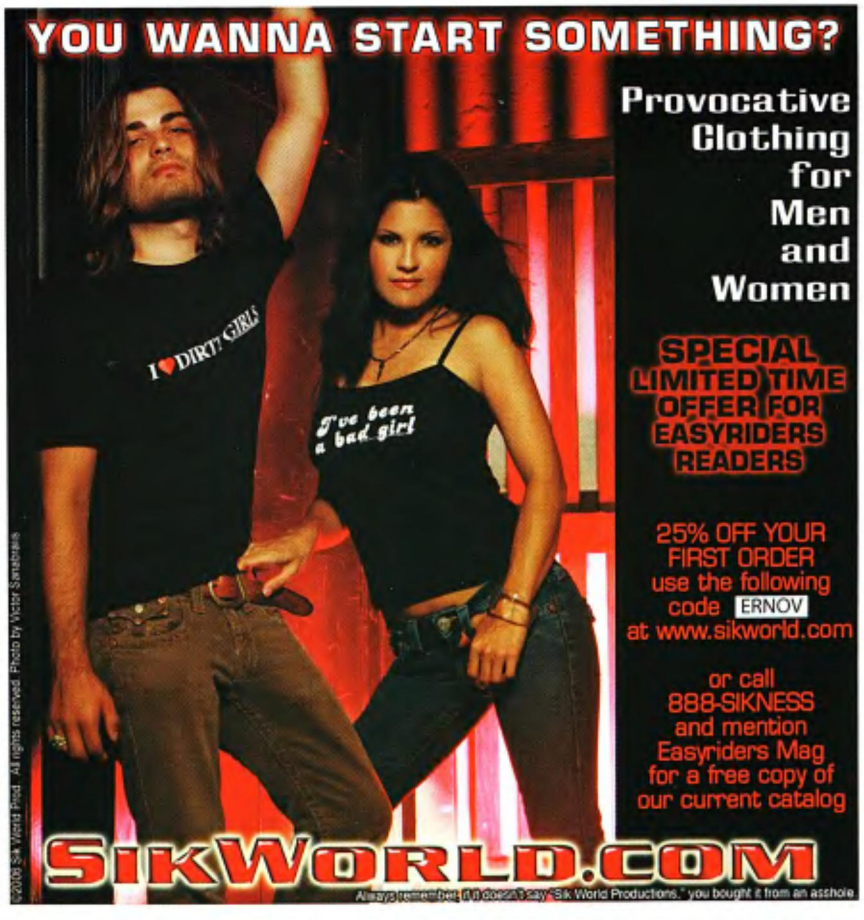

SWEEPSTAKES SLED, PART 3
Our J&P-Built Giveaway Bike Is Damn Near Ready!

Hell, it seems as though we were just doin' this last issue (oh, we were doin' this last issue), tellin' ya about the motorcycle YOU can win if you enter the *Easyriders*/J&P Cycles Build-A-Bike contest. Yep, this dandy little sled built by our compadres at J&P Cycles is nigh upon complete and if that don't throw ya for a wobble folks, read on.

In the last installment of this series we gave you the low-down on the wild and woolly world of customizing a custom rolling chassis kit. The CCI roller was altered, modified and re-designed to accommodate the new design J&P had in mind for the finished bike. There were a few hiccups, those inescapable events created by fixing one problem, thus creating another. However, these were small trials indeed for the skilled craftsmen in-house at J&P Cycles and, as you'll see from the photos, all is well on schedule.

Once again, we begin with the

Photos: Pam Proctor

frame...only this time it's been finished in a beautiful gloss black. No time to waste, so John Parham and Jeff Wiley got busy with the build. With the frame ready to go, the first order of business was to install the front end. One nice thing about building a rigid-framed sled is that once you have the front end installed, you're done with the suspension, which can be a real time-saver. In our case though, John and Jeff cut no corners making certain that the Paughco springer was installed correctly. As you'll see, the front end is complete with wheel, tire, brake, risers, bars and controls. Lookin' good so far.

With the front portion of the chassis complete, the boys placed the engine in the frame for a trial fit. As you may (or may not) know, on a solid-mount frame it's a good idea to set the engine in over your painted or powdercoated frame in order to trace around the engine mounts. The reason for this is because the mating surface on the frame should be bare metal, just like the underside of the mount pads on the engine. This prevents mounting the engine to a finished surface where, over time, the paint or powdercoat could wear off, allowing the mounting bolts to relax and eventually loosen. In mechanical terms, this condition would be called "a really bad thing."

Upon reviewing things, it looks as though the engine is back in the frame, properly seated on bare metal. If you are careful, the paint or powdercoating can be sliced and removed in such a way so that when the engine goes back in the frame none of the exposed metal is visible. Our boys seem to have done this a time or two before.

"He's not a cross-dresser, just a cheapskate."

So, with the engine in place, the next step is to install the tranny. With the powertrain aligned and the top engine mount appropriately shimmed (as was necessary in this case) the bike virtually builds itself. Well, not really, I mean it does require human intervention, but essentially the parts go on fast and furious from this point. And what's truly gosh-darn neat about this build is that you'll see the completed sled in all its glory hosted in its very own feature next issue. Just in time for X-mas! What could be better than winning our giveaway bike for the holidays? Exactly...so fill out that entry form before it's too late! See the J&P Cycles ad in this issue and visit their Web site at www.jpcycles.com.

—Wordman

7th Annual Christmas Gift Sweepstakes

You could *win...*

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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OFFICIAL SWEEPSTAKE RULES

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, Weisinger & Sacobar & 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 that 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 seperate 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.

Building your own motorcycle is a biker rite of passage. In the past, the path to true bikerdom involved scurrying through swap meets for months, building a bike with scrounged vintage parts, or one-at-a-timing them at your local custom shop. Fast forward to the present; now there are dozens of companies that are happy to help a biker along the path to building his own scoot, while working out most of the bugs in advance. Plus, with the maze of laws coming down the pike in regards to emissions and registration issues, many of these companies are offering turnkey solutions that allow you to build your bike legally, with a minimum of hassles.

Check out the good folks below to build the bike of your dreams, and probably save a ton-o-bucks by doing it yourself.

—Kit Maira

EASYRIDERS' BIKE KITS & ROLLERS GUIDE

BIG BEAR CHOPPERS

Big Bear Choppers is famous in the industry for providing a product to you that is more than just a great motorcycle; it's the experience of building your own custom motorcycle in your garage. In each VIN stamped, EPA approved, unassembled motorcycle, BBC includes everything you need to complete and ride the bike, minus the paint and gas. The instruction manual for the project is a DVD video showing the process of the tips and tricks of building a BBC machine. Before the unassembled motorcycle ships out to you, they execute a mock-up of the major components, though they do recommend for you to mock-up the bike before paint. The hardware comes in labeled bags so you know where every fastener goes. Your VIN stamped unassembled bike will be registered as a Big Bear Chopper with a manufacturer's title at the DMV, which means it's much easier and cheaper to register, insure and finance. They also provide phone tech support if you are still stuck on a problem.

Big Bear Choppers, 909-878-4340; www.bigbearchoppers.com

MILWAUKEE TWINS RIGID FRAME KIT

J&P started with a Milwaukee Twins rigid frame and the J&P Cycles catalog to put together this bobber kit. Along with the frame, they used the Milwaukee Twins wheels, oil tank, exhaust and 5-speed transmission, then added a Paughco chrome springer and classic Avon Speedmaster tires to make the transformation from an idea to a complete rolling chassis. An S&S 93-inch shovelhead motor, Rivera chain primary and Pro Clutch creates and moves the horsepower. To finish off this kit, they opened the J&P Cycles Catalog to pick out the rest of the accessories we needed to complete their dream bobber. You can build this bike kit for 20% less than buying all of the parts individually for a savings of $4,660.

MILWAUKEE TWINS HIDDEN-SHOCK KIT

The J&P tech staff, using major components from their Milwaukee Twins brand line, assembled this hidden-shock bike kit. They started with the stock

Milwaukee Twins hidden-style stock frame, added an S&S 96inch engine and the Milwaukee Twins 5-speed transmission. You also get a Rivera chain drive primary, Avon tires, Crane ignition, Mustang seat and Milwaukee Twins 80-spoke wheels and forward controls.

J&P Cycles, 800 397-4844; www.jpcycles.com

IT'S A HARDLIFE AND A LOWLIFE

Independent Cycle's chassis kits stretched and radical drop-seat frames are constructed entirely of DOM tubing and all the bends are smooth and radial. The frame's ultra-low seat height is exaggerated with an extended, unique primary for a radically stretched appearance. The narrowed bottom frame rails offer improved cornering clearance and the engine and transmission mount right at the centerline of the bike. With an outboard final drive, the biggest 300-series tire fits right in with no headaches and no extra work. The frame comes with a hidden oil tank, an axle with flush caps and hidden fasteners, an extended-length one-piece billet primary backing plate complete with pulleys, belt and a Rivera Pro Clutch and a choice of mid- or forward controls. The adjustable transmission plate is a solid 1/2-inch thick and the battery mount is rubber isolated. Add a matching Slither gas tank, a set of pullback handlebars Independent's Millennium headlight assembly and a trick hidden brake mount to form one heck of a starter kit to a true custom bike.

Independent Cycle Inc., 605-737-4200; www.independentcycleinc.com

BACKROAD CHOPPERS

BackRoad Choppers (BRC) offers many styles of rolling chassis, bike kits and fully assembled models of motorcycle. All models have been designed and engineered for riders. BackRoad Choppers product lines have options including bobber or chopper styled, rigid and soft-ride frames, from 200mm to 300mm rear tires. BRC engineered accessories include their own BRC oil tank, custom handlebars, in-house powder-coating, and springer or hydraulic front ends. BRC has various packages with BRC parts and others' parts from known industry names. BRC brings true "Americana" styling to a global motorcycle community without losing a thing.

BackRoad Choppers, 209-669-3824; www.backroadchoppers.com

BOBZILLA

The Bobzilla roller is based on the frame Billy used for the 1945 knucklehead bobber he has been working on for his personal ride. Bobzilla frames will accept any big twin engine from a knuckle to big-inch Evo and Softail transmissions from 4 to 6 speeds. Tires up to 250mm wide will fit with a belt and up to a 280mm will fit with a chain. These frames are offered with Billy's much-improved version of the 1930s era Indian leaf-spring forks. The Bobzilla roller also rides well with conventional springers and hydraulic forks. Bobzilla is available with any of the three sissy bars Billy produces: Bobzilla, Whole-Lotta-Rosie or Shit Outta Luck. The spun rear fender is mounted the way Billy does it on his bikes; custom gas tank mounts are already welded into frame. The seat area is arrowed and lowered, including a seat pan ready for the upholstery shop. It includes neck cups with internal fork stops, knees in the breeze passenger peg mounts, Billy's Sneaky oil tank with relocated battery box and side-mount tag bracket.

Choppers Inc., 321-757-7262; www.choppersinc.com

RETRO RACER KIT

MC Advantages can supply your builder or shop with a complete Retro Racer kit featuring a Boardtrack Racer frame from US Choppers, a Kiwi Motorcycle leaf spring front end, an exclusive 92-inch S&S Cycle classic black round cylinder engine (not shown) and premium Ride Wright spoked wheels. This echo of the past comes with all the modern conveniences and performance. The US Choppers frame also fits almost every big twin engine and transmission except for shovels. The engine saddle is tilted forward for a more aggressive stance and improved performance.

MC Advantages, 800-726.9620; www.mcadvantages.com

ULTIMA

Ultima's bikes are available as rollers, or you can roll all the way up to the complete display bikes shown. The American Pirate, Bobber and Fat Bastard 250 are their hottest sellers. Ultima offers six bikes total to base your build on. Buy them as a rolling chassis or all the way up to the display bikes shown. A bonafide Midwest Motorcycle Supply dealer can allow options and substitutions. The bikes can be built in engine displacements from 96 to 140 cubic inches. Also there are many wheel options from their line of Ultima Wires and nine styles of aluminum mags. All parts displayed on the Ultima display bikes are available through Midwest Motorcycle Supply dealers.

Midwest Motorcycle Supply/Ultima Products, www.ultimaproducts.com

FLYRITE CHOPPERS REACH FOR THE SKY

After holding out for four years, Flyrite Choppers is finally releasing its Reach for the Sky model as a rolling chassis. Based on Flyrite's own frame (manufactured in-house), the Reach for the Sky features 30 degrees of rake and no stretch. The rolling chassis package includes: chrome springer front end, chrome 40 spoked front and rear wheels, tires (choice of black or white wall rear), tubes, rim strips, tank, fender, FRC NeveRust fender strut (polished 420 stainless), FRC solo seat with hardware kit, bars (chrome, your choice of 16-inch apes, 12-inch apes, or drag bars), chrome risers, axles, chrome headlight and bracket, and throttle assembly complete with Flyrites own ribbed grips. Pricing on this rolling chassis is set at $2,799.

Flyrite Choppers, 512.918.2467; www.flyritechoppers.com

CAROLINA CUSTOM PRODUCTS CUSTOM BIKE KITS

Carolina Custom Products interactive software allows you to choose every component. This way you get exactly what you want. They offer the highest quality American-made components in their kits, like Baker, S&S, TP, American Suspension, then test everything to make sure they are 100% compatible. Carolina Custom Products says they take the headaches out of the bike building process by making sure things work, fit and function the way they should. These are complete custom bike kits with everything you need, including the title. Financing is now available with payments starting at $199.42 over 60 months* (*with approved credit)

Carolina Custom Products, 704.592.2355; www.carolinacustomproducts.com

COVINGTONS OLD-SCHOOL BOBBERS

Covingtons Cycle City is offering a new line of custom-made retro-motorcycles, at an affordable price point. The new production bikes, called Old-School Bobbers, are manufactured with American-made parts, fabricated into a simple design and reasonably priced. The new line is targeted to both new motorcyclists and grizzly road warriors. Each bike in the line offers a Harley engine, Baker 5-speed trans, chrome springer front end by Paugcho and chrome 60-spoked wheels. The bikes come with an MSO and

their own VIN, so titling the bike will be easy for the consumer. For the do-it-yourself types out there, CCC also offers an unassembled version of their Bobber line as well.

Covingtons Cycle City, 580-256-2939; www.covingtonscyclecity.com

DENVER'S CHOPPERS

Denver's Choppers features a huge selection of rolling chassis. They have been in business for almost 40 years and can virtually make whatever the customer wants to order. Denver's says they have made the art of the chopper into a science and knows what will work and what's best. Their front ends are all made from 4130 alloy tubing, the same material that they use to make the NASCAR roll cages. They're all pre-polished to get a show-chrome on every one.

Denver's Choppers, 877-744-9412; www.denverschoppers.com

PRO-ONE ROLLING CHASSIS KITS

Shown below are complete painted rollers by Pro-One. The kits are offered in three stages with options limited only by your imagination. Stage 1 starts with a solid foundation including frame, suspension, complete fork assembly, billet wheels, tires and handlebars. Stage 2 adds a steel front fender, custom steel Pro-One gas tank with pop up cap, Pro-One oil tank and strutless Pro-One rear fender. Order Stage 3 and you get everything in stages 1 and 2 plus a billet headlight, calipers and rotors, leather seating, license plate mount with light, pulley, kickstand and forward controls. This is a complete roller that can be ordered with limitless options including custom paint. All of the components used in these kits are from Pro-One and manufactured to their exceptional standards for quality and performance. Pro-One has eliminated all the guesswork regarding fit and compatibility. All you have to do is decide which style is for you.

Pro-One, 800-884-8473; www.pro-one.com

NYC CHOPPERS

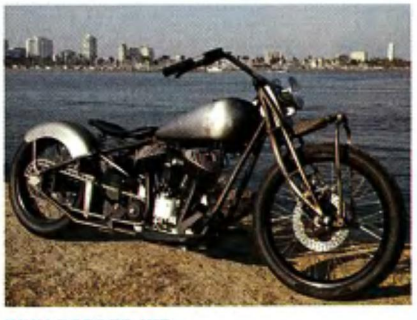
NYC Choppers unassembled motorcycles are not special construction motorcycles. They are Manufactured Vehicles and are fully compliant with the 2006 EPA law. You can own as many as you want in any time you want and ride anywhere you want. Furthermore, all NYC Choppers unassembled motorcycles, as well as the bikes they build for customers, are all fully DOT, EPA and NHSTA legit. The pipes, lights, brakes, motors, etc., are all appropriately approved by government agencies. NYC Choppers is in accord with NHSTA and the Department of Motor Vehicles with stamping all frames with a VIN as long as the unassembled motorcycle is complete with all approved components. Shown are their straight leg custom bike kit, Wishbone custom kit, and a completed kit. All pricing is based on customer choice of components. All rakes and stretches are available. Their kits consist of only the top components in the market from S&S to Baker transmissions.

NYC Choppers, 212-643-6200; www.nycchoppers.com

TEDD CYCLE

Tedd Cycle is introducing a hot new right-side drive rolling chassis by Wyatt Gatling that comes with everything you see in the photo including a 300 rear tire. The kit includes an assembled 6-speed trans, 6-inch over stock billet fork kit, billet headlight and outrageous prism gas tank. The frame accommodates Evo or TC88 motors and features full rigid styling with dual-tube motor carriage, 1 3/8-inch tubing and is manufactured in the USA.

Tedd Cycle, 1-800-VEE-TWIN; www.VTwinMfg.com



KIWI BOBBER KIT

The Kiwi bobber kit combines yesteryear's old-school bobber styling with some cool, late model conveniences like disc brakes. Kiwi's rolling chassis kit accepts Kiwi's own 84-cubic-inch flathead engine or original Indian engines. Kiwi's new rigid frames feature no castings (all tubular design) with billet weldments for a nice clean look. Frames are made from USA 1020 DOM tubing for good durability. Kiwi's bobber features internal handlebar controls, right-side drive, oil tank within the right side gas tank, low center of gravity and low seat height. Another Kiwi version using a Harley Twin Cam B motor is currently under development.

Kiwi Indian, 951-788-0048; www.KiwiMotorCycles.com

CUSTOM KITS FROM CALIFORNIA CUSTOMS

California Customs offers 25 base models. The client is allowed to pick every part on their kit, and they say they have thousands of options with

almost limitless combinations to create a truly one-of-a-kind custom bike. The client can have the entire kit tailored to their needs. Their base parts lists include S&S, BDL, Xtreme Machine, Performance Machine and Flanders. Prices start in the $16,000 range. California Customs is also a licensed manufacturer, which means the customer gets one MSO for their complete kit for ease of registration and insurance.

California Customs, 888-707-CUSTOM; www.calcustom.com

CUSTOM CHROME ROLLING CHASSIS

Conspire in style with the Accomplice rolling chassis or the timeless beauty of the El Dorado Classic. These latest creations from the Custom Chrome design team are meant to please. The Accomplice rolling chassis kit features a Santee single-downtube swingarm frame with 43 degrees of rake, 6-inch downtube stretch and 4-inch backbone stretch. The El Dorado Classic rolling chassis kit starts with their original El Dorado adding roller front and rear fenders, floorboards and 12-inch apehangers. They changed to a classic 7-inch headlight and for seating, added a low profile LePera solo seat.

Custom Chrome, www.customchrome.com

EXILE CYCLES COMPLETE BIKE KITS

Exile Cycles complete bike kit program allows you to order every part needed for your project at a significant discount. Most customers also elect to have them perform any necessary fabrication work so their project is ready to go straight to paint and assembly. The system is primarily aimed at the customer who is building an Exile

bike (or having one built for them), but the discount program can apply to any large order. The pictured bike is just one possible combination of parts. Build your bike exactly as Exile does, or design your own dream-machine—the choice is all yours. Exile also offers rolling chassis kits.

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

REDNECK ENGINEERING

Redneck Engineering is offering two complete bike kits and one rolling chassis for 2007. Their Bad Ass bike kit features a 6-up, 6-out, 48-degree single-downtube frame with a hand-formed gas tank, strutted and mounted rear fender, Redneck springer front end, seat pan, and low-rise handlebars. It come standard with a 250 tire, 60-spoked wheels, 96-inch S&S engine, and Trikshift 6-speed transmission. Many options are available. The SD 300 features their Curves frame, the SD gas tank, SD handlebars and the options listed above. Both are also optionally available with left- or right-side drive and many engine choices. Their Bob This rolling chassis is available for big twin or Sportster/Buell power plants.

Redneck Engineering, 864-843-3001; www.redneckengineering.com

DAKOTA THUNDER

Dakota Thunder's new Dakota Diamond is available in both regular and drop-seat versions. The bike is available as a stand-alone frame or in a roller kit. Dakota Thunder frames are available with numerous rake, backbone, stretch and custom downtube choices along with multiple tank, fenders and wheel options. All are CNC-machined and TIG-welded for precision and strength. They are extremely well-balanced and builder friendly. Packages starting at $5,995.

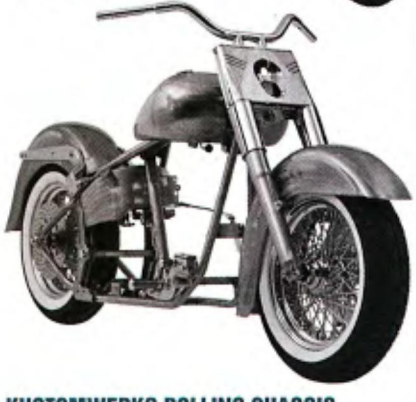
Dakota Thunder, 320-243-5852; www.dakotathunder.us

BIKER'S CHOICE ROCKABILLY ROD AND ACES HIGH

Biker's Choice offers a couple of new kit bikes. The Rockabilly Rod is a bobber with a rigid frame, telescopic forks, 93-inch S&S shovelhead motor and 16s front and rear. The Aces High is an old-school hardtail springer with a 96-inch S&S mill, King Sporty tank, medium apes and a 21 up front. Both feature 5-speed transmissions with a three-year warranty, 3-inch BDL belt drives, Twin Power AGM Gel battery, disc brakes and come

complete with everything you need except oil and gas. The Rockabilly Rod retails for $14,160.99, Aces High for $14,520.99.

Biker's Choice, www.bikerschoice.com



KUSTOMWERKS ROLLING CHASSIS

Kustomwerks Old-School Bobber kit is built around a Kraft/Tech rigid frame with zero stretch and a 180mm wide tire set up giving the chassis that great wide tire custom look. Each kit also comes with a Roadmax Springer front end, ape-hangers, 60-spoked chrome wheels, peanut gas tank and Wildcard 9-inch rear fender.

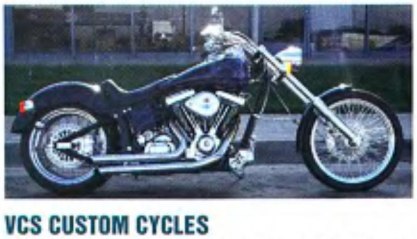
The Kustomwerks heritage rolling chassis is based off of a stock width and stretch Kraft/Tech frame. Each rolling chassis comes complete with gas tank, heritage fenders and 60-spoke, chrome wire wheels. A wide track front end with classic headlamp tin and fork leg covers rounds out the package. Each kit comes with everything needed to get a head start on building a one-of-a-kind, custom bike.

Kustomwerks, 800-498-4711; www.kustomwerks.com

GRANDEUR CYCLE

With each unassembled bike (above right), you will receive the exact same parts and components that Grandeur uses in their completed motorcycles. Everything is included...motor oil, tranny oil, brake liquid, fork oil, battery, there nothing else to buy. No welding, grinding or drilling is needed. Each is furnished complete with manufacturers statement of origin, recognized by most all leading institutions and insurance companies, making your motorcycle both easier to insure and finance. Grandeur Cycle also offers toll free technical support.

Grandeur Cycle, 877-224-6475 www.grandeurcycle.com



VCS CUSTOM CYCLES

VCS Custom Cycles is offering their bikes in kit form to the public. VCS Custom Cycles has three models to choose from: the PS (pro-street) 250, HB (chopper) 250, and the Ultimate. All bikes come with an S&S 113-cubic-inch engine, 6-speed transmission, 60-spoke wheels, and all parts needed to complete the motorcycle except paint. All bikes are EPA and CARB certified and are titled as VCSCC. The PS 250 has a 3-inch backbone stretch, zero downtube, 38 degrees of rake, and 250mm rear tire. The HB 250 has an 8-inch backbone stretch, 4-inch downtube stretch, 40 degrees of rake, 250mm rear tire. The Ultimate comes in either pro-street or chopper. It also comes with a polished engine and trans, air ride suspension and your choice of chrome rims. All motorcycles come to you ready for paint and assembly. Financing is available. The starting price is $19,000 with options available.

VCS Custom Cycles, 877-VCS-6737; www.vcscustomcycles.com

ReadersRides

Ed Young
Maryville, Tennessee
2004 Special Construction

Built as a rider first and a show bike second, Ed's Dragon is working hard at multitasking to make its owner proud. It rides like a dream, Ed says, but it also strives to reimburse him for the tremendous expense building such a bike represents. "It's been very successful at shows," Ed claims. "In fact, just last year, it brought home about $5,000, not including the trophies and other prizes."

Of course, with prices what they are these days, that five grand might have paid for the wheels and tires, but for Ed, it's really more about bragging rights anyway. And considering the ingredients here, Ed, who calls the bike "Dragon," might be right. "It's got a 113-inch Kendall Johnson motor in it," Ed says, "and Kendall's son, Zak, dyno-tuned the motor while I was in Myrtle Beach. It turned out to be 132 horse-power at the rear end."

Built by Big Boar Products in Loudon, Tennessee, the bike has a 45-degree rake in the neck and an additional 5 degrees in the tree, which results in a nice stretch in the front fork. "The bike is 10 feet long," Ed laughs, "which means, it's not all that easy to take corners. But it's like a friend of mine says, it was built to turn heads and not to take turns."

Nicely displayed between those PM Hustler wheels is the sheet metal work of David Moody Racing in Ed's hometown, which in turn serves as the canvas for Ed's concept of a dragon, very ably laid on during three months' time by Mick Artworks. Chrome-dyed cowhide leather with stingray insert by LNS and a set Grumpy's Leg Scorchers complete the look.

Not far from Ed's house is an 11-mile scenic stretch with 318 turns called the "Dragon's Tail," but Ed never takes his Dragon there, "except to just go up there and say 'hi' to folks," he laughs. "My chopped Wide Glide's better suited for that."

—Tripper

Photos: Owner

Marcus Taylor-Sellers
Hamlin, Texas
2005 Rigid Chopper

And they say television isn't educational! Just take a look at this bike, specifically its long and artful sissybar. It's a beaut, ain't it? "I learned how to build the sissy bar by watching Indian Larry (R.I.P.) on his *Biker Build-Off* debut," Marcus proudly tells us. "The Schlitz beer tap shifter was inspired by Billy Lane." And this bike didn't even run on PBS.

Marcus adds that "The overall scheme of the bike was inspired by old bikers on panhead springer choppers and the late, great David Mann."

Marcus' ride, which he says he built wholly in the old garage behind his house, is an amalgamation of different parts, ranging from the unusual to the eclectic, like that "antique" springer front end that's 12 inches over, or the "antique" solo seat that Marcus says is covered with a blue patch of LA-Z-Boy leather. He also made his own "feet" pegs, controls, and derby cover.

The front wheel is from 1990, the gas tanks from an '81 Wide Glide, while the Paughco rigid frame with its 35 degrees in the neck and 2-inch stretch is a fairly recent 2003 vintage. The frame cradles a '99 Harley motor with an S&S Super E. Add to that an '85 Softail oil tank, an '80 FLH rear wheel, some wrecked-out pieces of unknown age (probably "antique" again), a tombstone taillight, and GMA brakes, and you've got yourself a veritable patchwork motorsickle that took Marcus 28 years in all to dream up and then two years to finally build.

"I turned 40 years old just after getting 'Lucky Lucille' on the road," he says, adding that he needs to thank a whole bunch of folks. Unfortunately, there's just not enough room here to mention them, so he'll just have to do it in person.

—Tripper

Photos: Owner

Photos: Owner

Robert Woolf
Phillipsburg, New Jersey
1974 FLH

"This bike was in real bad shape when I got it," is how Bob begins the woeful tale of his '74 FLH.

Of course, I can't restrain myself. "Well, just how bad a shape was it in, Bob?" I wonder aloud, thinking his answer would be something akin to a description of how a butcher makes his sausages, with words like "meat grinder" "ground up" and "hacked to pieces" sprinkled liberally throughout the sordid and tragic story.

Instead, his answer was simple and to the point. "It was a wreck," he said. "In fact, it T-boned and totaled an old-style Cadillac."

Now there's a switch. "Cadillac wrecked by a Harley-Davidson motorcycle," the headline must have read. Or something like that.

Anyway, Bob goes on to say that when he got the bike, all he really got was the motor with a busted nose cone, the frame and the tranny. "It took two years and two months to rebuild."

Other than that, Bob, apparently a man well versed in the art of verbal economy, didn't have too much to say about the bike, preferring instead to let the pictures do the talking. So let's spend the rest of our time together gazing at the wonderful job he's done and imagining what the other guy must have looked like. *—Tripper*

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2006 VRSCD Night Rod Road Test

The Night Rod, Harley's latest addition to its VRCS family, slightly pushes the Rod envelope another notch. The three VCRS models: the Night Rod, Street Rod, and V-Rod, are almost interchangeably similar, not only in their appearance, but as far as their technical specs are concerned, as well. But only almost.

At their core, they are identical; all three have the 69-cubic-inch Revolution motor pumping out lots of torque with an impressive 11.3:1 compression ratio, while the short, 2.84-inch piston stroke helps turn the flywheels faster than in any other Harley model. In fact, most of the company's V-twins reach their maximum potential at around 3000 rpm, a point where the three Rods are just

starting to unleash some power. Even at 7,000 rpm, when the Night Rod delivers a full 80 foot-pounds of torque, there's still plenty of room before reaching the red line at 9,000 rpm.

With all that torque and 120 liquid-cooled horses at your fingertips, you'd think that twisting the throttle wide open would be accompanied by a loud sucking noise, but the Night Rod is surprisingly frugal at 47 miles per gallon on the highway and 37 in the city. Of course, with a fuel capacity of 3.7 gallons sloshing right under your butt, you still have to plan on finding a gas station every 170 miles or so and to be honest,

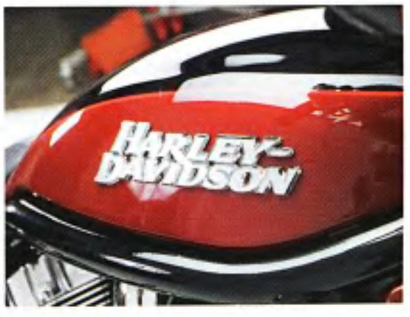
Harley must have come up with that mileage by having a very mild-mannered test rider taking the bike through its paces.

What sets the Night Rod apart from its fellow Rods can be reduced to its physical appearance: its little headlight fairing, slotted, machined-cast aluminum disc wheels, a slightly different assortment of color combinations (like two-tone fire red pearl and vivid black) and the fact that it has the most front wheel trail at 4.6 inches. It's not a major difference, but it does add a fraction of an inch of directional stability on the straightaway while maintaining the

Rod's vigorous canyon carving abilities.

The Night Rod, like its cousins, is built for speed and power and with both a set of mid-set and highway pegs, it is surprisingly comfortable for riders of pretty much any size. But hold on to the handlebars, because the Night Rod will jump at the slightest twist of the throttle, regardless of where you might be in the power band. In fact, its power can be addicting and, speaking from personal experience, it's quite easy to hit the 100 mph mark without realizing it. That's how smooth the ride is.

Another pleasant surprise is that the V-Rod line remains one of Harley's more affordable deals, with the Night Rod being the least expensive model at just below $15,000 MSRP. That's a whole



grand less than last year's model and a lot of bang for your buck. Harley is bound and determined to make it even more appealing for the potential customer with a whole slew of parts and accessories designed specifically for its Rods. From windshields and custom wheels to saddlebags and sissybars, they've got you covered. Decked out in full regalia, the Night Rod resembles a touring bike as closely as any sport bike can; the difference is, of course, that the Night Rod is a sinister sport cruiser built by Harley and represents the best of both worlds. *—Red Baron*

GENERAL
Fabrication: Harley-Davidson
Year: 2006
Model: VRSCD
Assembly: Harley-Davidson
ENGINE
Year/Model: 2006 revolution
Builder: Harley-Davidson
Ignition: Harley-Davidson
Displacement: 69 cubic inches
Bore & stroke: 3.94 x 2.84 inches
Torque: 80.0 ft. lbs. @ 7000 rpm
Cam: Harley-Davidson
Intake: Electronic Sequential Port Fuel Injection (ESPFI)
Pipes: chrome, straight-shot dual pipes
Compression Ratio: 11.3:1
TRANSMISSION
Year: 2006
GEAR RATIO (overall)
1st: 11.752
2nd: 7.898
3rd: 6.322
4th: 5.459
5th: 4.889
PAINTING
Color: brandy wine sunglo
Special paint: cylinders blacked out
FRAME
Type: swingarm
Rake/Trail: 34.0 degrees/4.6 inches
Stretch: none
ACCESSORIES
Handlebars: buckhorn
Instruments: electronic speedometer, odometer, dual trip meter, diagnostic readout, tachometer, digital clock
Gas tank: under seat/3.7 gals.
Oil system: 4.5 quarts
Mirrors: Harley-Davidson
Grips: Harley-Davidson
FRONT END
Type: Inverted, 43mm stanchions, 5.0 in. trave
Builder: Harley-Davidson
WHEELS FRONT
Type: slotted machine-cast aluminum disc
Size: 19-inch
Tire: 120/70ZR19 60W
Brakes: dual disc
WHEELSREAR
Type: slotted machine-cast aluminum disc
Size: 18-inch
Tire: 180/55ZR18 74W
Brakes: single disc
Unique features: polished black Revolution engine with highlighted fins; mid-mount controls with highway pegs; color-matching speed screen visor; aluminum body panels; Brembo brakes
Photos: Rick Hustead

ComingAtYa

December's issue of *Easyriders* (No. 402), is our ho, ho, holiday extravaganza filled with great gift ideas. Our Holiday Gift Guide will bring you everything from leathers to books to the latest two-wheeled products. We'll also offer a complete list of Toy Runs across the country.

You'll find far-out customs by master builders such as Paul Yaffe, Aaron Greene and more. We'll also test ride a new chopper from Pitbull Motorcycles. Ride with us to the awesome Legend of the Motorcycle show, then check out a Jack Daniel's-powered custom.

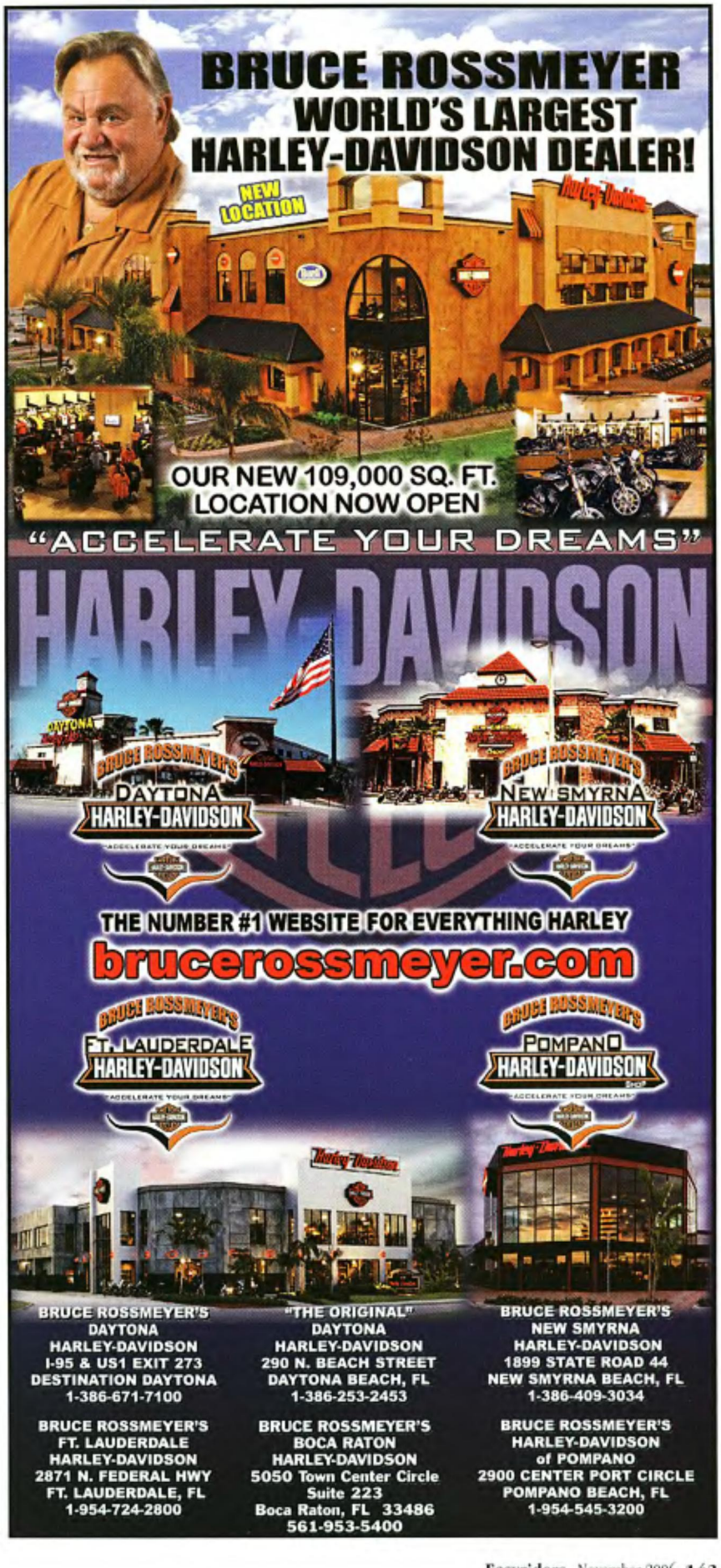
Out in the tech shed we've got a guide to aftermarket motors, and we'll take a final look at the completed J&P Cycles Build-a-Bike that you could WIN!

On the newsstand, we'll include a 32-page catalog of all the cool Fall and Winter Roadware. All this and more in the December issue of *Easyriders*. *On sale October 31st.*

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 now.*

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.*

Thunder Mountain Motor Sports and Hella get twisted in March's *In The Wind* (No. 128). Check out Sturgis' 66th Rally and ogle at bikers at play. Newsstands buyers get 48 pages of *Easyriders' Best Bike Builders* and a hot 6-month calendar/poster. *On sale Nov. 28.*



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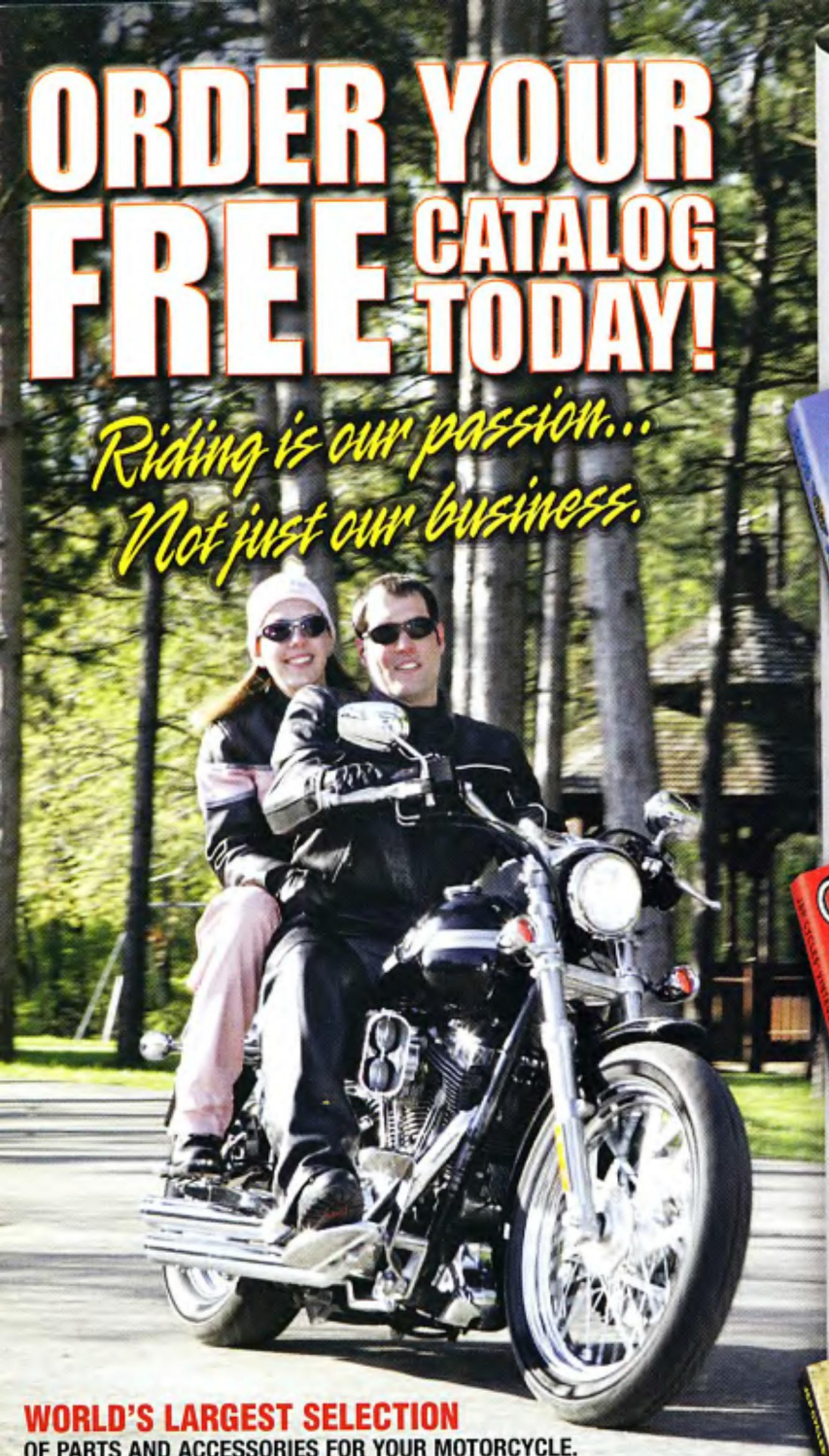

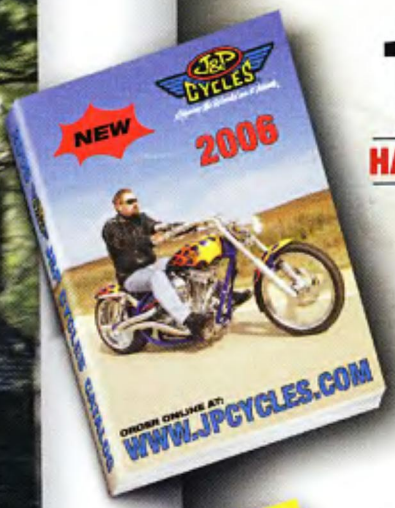

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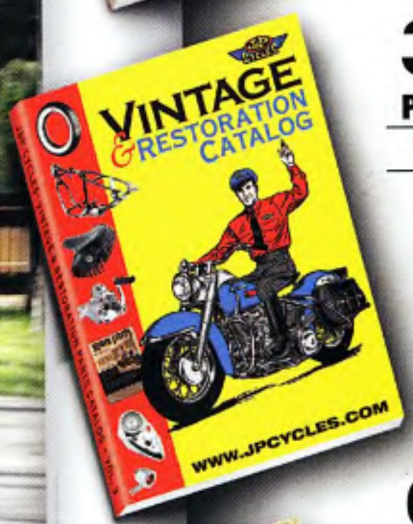

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