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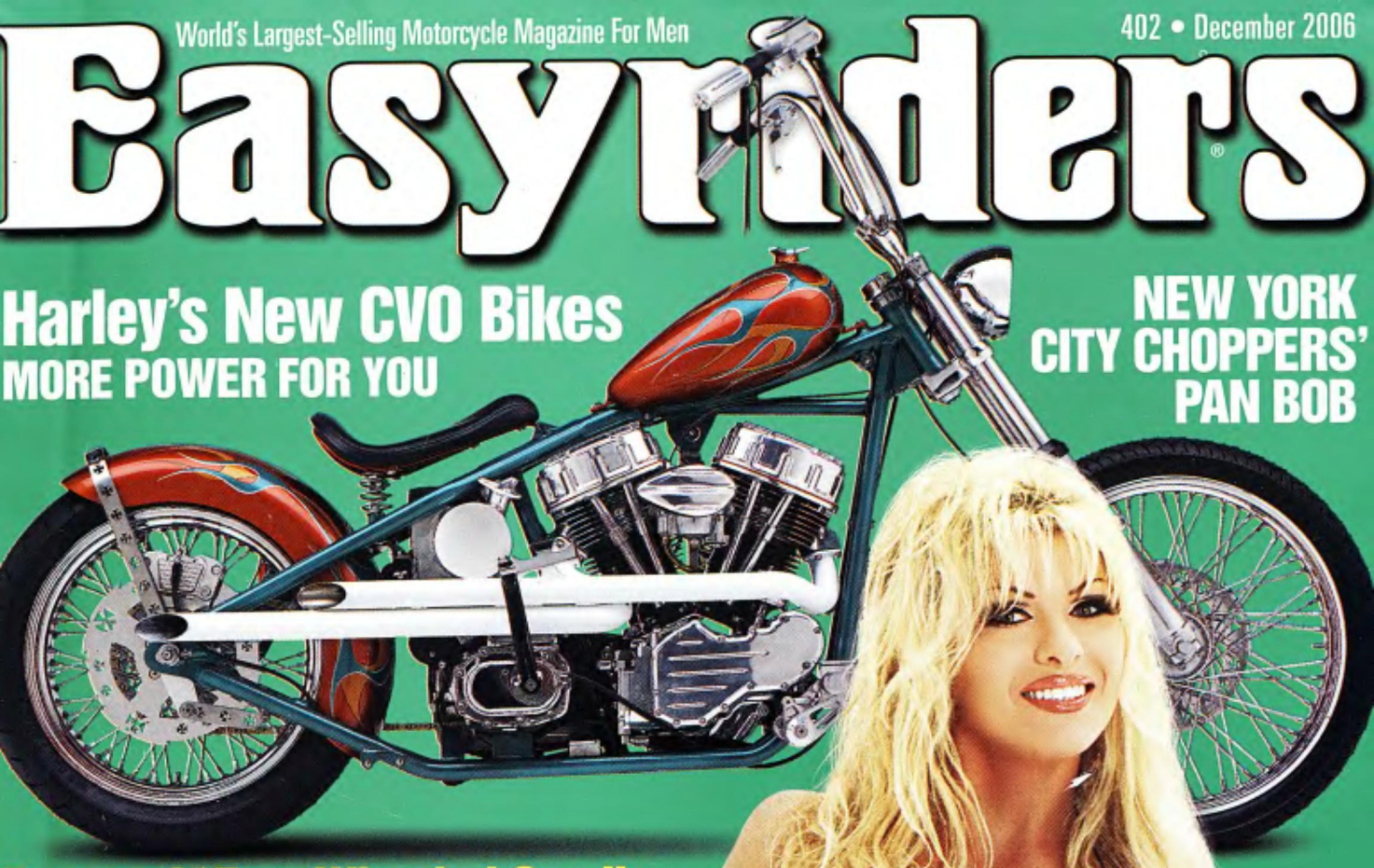

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TakingItEasy

A dead, decaying cow caught on a tree branch stayed put for several weeks which, of course, grossed out the people living within seeing and smelling distance of it. Officials in five government jurisdictions were repeatedly asked to remove it, but each declined. The first said it was outside the city limits, the state Department of Natural Resources said it handled only wild animals, the state Environmental Protection agency **found no ecological danger,** the state Agriculture department said it was a local issue, and then the regional Water Board declined to do anything about it. At l-a-s-t the workers from the state division of Highways, along with local volunteer firefighters, removed it. (And just think, we, the taxpayers, are paying all these caring people.)

Michael Jackson, during a deposition given for an upcoming trial, said he habitually carried no money and that **his only source of occasional cash** was from leasing the cows that grazed on his Neverland Ranch. The lawyer said, "So your cash, whenever you need to shop or whatever, comes from the cows?" Jackson said, "Yes, believe it or not." The lawyer replied, "I don't, but that's okay. I don't have to."

A British insurance executive sold weird, but legitimate contracts that would pay the equivalent (then) of about $160,000 should the insured be abducted by an alien, with double indemnity if the insured was also impregnated by an alien. Well, three sisters in Scotland said they were renewing their 6-year-old policy with the same insurance company that would pay them the equivalent of about $1.84 million in the event any of them gave birth to Jesus Christ (if he should return), **to cover the cost of raising him.** (You'd think at least one of the sisters would have their shit together.)

Serves him right. A man had a restraining order against him initiated by his wife but decided he needed to see her, so he broke a bedroom window in her house, but (gasp!) slashed an artery and **bled to death.** (Well, at least they didn't have to enforce the restraining order.)

There's an annual polo match on a two-mile-high field on a mountain in Pakistan that has no referee. It's a bloody, take-no prisoners event that some people credit with forestalling actual war between the tribes. Clubbing of opponents is rampant. When a star player was thrown and landed on his head, he was motionless, and they thought he may be dead, but the **fans screamed for him to be removed** from the field quickly so the match could go on. (Heartless, man, heartless.)

A guy in New Zealand got a new debit card from his bank and stopped to buy some groceries with it, but the card was declined. So he called the bank who told him his account was **overdrawn by $7.71 million** (U.S. $). They asked him if he had perhaps forgotten to record some of his transactions! (But, of course, the bank had made the error, and, to make matters worse, the bank was charging him $9,000 (N.Z. $) per day interest for his overdraft.) Needless to say, they finally got their shit together (the bank, that is) and made things right.

This guy smashed his car into a house and then passed out. When the police got there, they found marijuana and drug paraphernalia and talked about having him cited for driving while intoxicated, but he objected! He said they **wouldn't find marijuana** in his blood because he didn't smoke it, he just sold it. (Well, if that didn't get him off, nothing will.)

He bought a gold detector and scanned it around his yard. When it indicated that it had sensed gold in the ground, he **dug a hole six stories down.** But nothing turned up. Not to be deterred, he rented a backhoe, which hit a building and a tree and crashed through two fences. When a police officer arrived, he said, "I am a fucking medical doctor, and you are below me." (Think he had a few screws loose?)

This guy caused a $5,000 accident. Apparently, while trying to maneuver a left turn, he became **distracted by the bowl of cereal** he was consuming. Wonder if he was cuckooo for Cocoa Puffs?

Some good metaphors: She walked into my office like a centipede with 98 missing legs; It hurt the way your tongue hurts after **you accidentally staple it to the wall;** The plan was simple, like my brother-in-law Phil. But unlike Phil, this plan just might work.

A woman was sentenced to 27 months in prison for embezzling $1.5 million from her employer. She apparently had **a compulsive shopping habit** with not much thought given to what she purchased. Here's her take: 58 coats, 16 chain saws, more than 3,000 books, and a John Deere tractor.

There are some people who just seem to have a very, very short fuse. A man was charged with stabbing a man in an argument about not having an argument. And in another such loss of temper, a woman was charged with domestic battery after repeatedly beating her sister in a dispute over who had caught the **most pieces of candy tossed** during the town's holiday parade.

A couple wanted to build a fence around their yard, but despite the fact that the neighbors supported them, the board of zoning appeals turned down their request. They were quite put out and decided to get even (so to speak), so they got hold of 15 toilets and **used them as flower pots** in their yard—and the zoning board couldn't prevent them from having such artistic yard décor. (Our government at work.)

This heavy metal fan was plugged into his headphones listening to his favorite tunes while walking on railroad tracks. The music was so loud that he **didn't hear the train** coming from behind (fortunately at only 30 mph). Well, it hit him causing broken ribs, a punctured lung, and other injuries. He said his immediate thought upon impact was, "Holy crap, dude, you just got hit by a train." (Right…)

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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 402 • DECEMBER 2006

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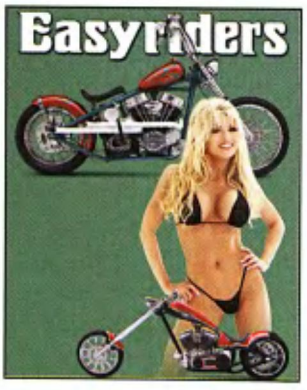

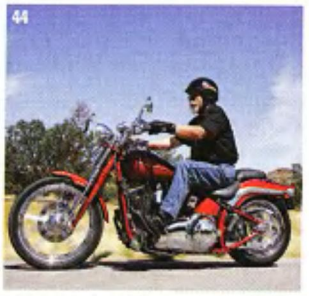

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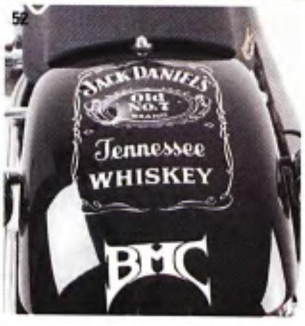

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New York City Chopper shot by Michael Lichter. Pitbull's Hard-Tail shot by Don Rogers. Tylene shot by Mike Chase. Imaging by Jeff Biggs.

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WordMonger

Pretend Iron Horse

This is a photo of my husband of the Delaware Air National Guard proudly serving in Afghanistan. He's wishing he were sitting on his Road King instead of this pretend iron horse.

Maureen
Cyberspace

Smaller Bikes

In response to the letter in the July 2006 issue inquiring about U.S.-made bikes for smaller riders, especially a woman. She needs to check out the folks at Ridley (www.ridleymotorcycles.com). Ridley is made in Oklahoma City, Oklahoma.

These bikes have been in production since 1995. Clay Ridley and his son, Jay, own and operate the business and hand build about eight bikes a week. Ridley bikes offer a 24 1/2-inch seat height, weighs in at about 415 to 445 pounds, and has an automatic transmission with a 750 cc V-twin motor. It even looks a lot like a Harley-Davidson Softail, depending on the options you want. Even sounds like an old panhead! You can also find the closest dealer to your home on the Web site.

It doesn't matter where we ride. Someone always stops to ask questions. It's certainly an attention getter and a great ice breaker.

I highly recommend anyone looking for a bike with a lower center of gravity, lighter weight and the power to keep up, plus good being good-looking, check out their Web site. I also recommend Ridley as a company who stands behind its product. I've had two situations where a part has failed. They shipped it right out to either our home or the local dealer for servicing at no charge.

Hoot Al & Dee Whitehead
Kansas City, Missouri

The Long Ride Home

In the "Easynews" events (July '06 issue) you did a review of a DVD *The Long Ride Home*. The review was good as far as it went. But you state "it's the best documentary on Rolling Thunder that I've seen." I will attempt to give you a little education on two like but separate POW/MIA missions. The *Long Ride Home* is a documentary of Run For The Wall" not Rolling Thunder.

Rolling Thunder began in 1988. Run For The Wall began in 1989. Rolling Thunder is a one-day event in DC on Memorial Day weekend. Run For The Wall is a 10-day mission from Ontario, California, to DC along two routes, the central route (which Randell's crew was on) that goes through the mid-section of the U.S. The southern route goes through the southern U.S.

This year Run For The Wall's combined routes arrived together in DC with an approximate 900 bikes, a large percentage of the riders having ridden "all the way." The Run For The Wall Web site (www.rftw.org) has links to pictures from both the central and southern routes.

Thanks for your time—and hopefully you can make it out to Ontario to join us or at least visit with the riders next year, May 16, 2007.

Cowboy
Cyberspace

Myrtle Beach Madness

This is in reference to your "2006 Myrtle Beach" article in the September '06 issue. I was there and was very excited to read about all the fun that was had? Instead, I had to read a bunch of bitchin'—could have stayed home and heard the same thing.

This is just another case of negativity that the media today seems to enjoy portraying. I don't watch the news or read the local papers because all I read about is nothing good. I'm getting so tired of all this "newbies" and "being a biker is a lifestyle" bullshit.

I've been riding street bikes legally since I was 16 years old. I'm 40 now and have owned all kinds of bikes from rice burners to Italian to German. My H-D has been my pride and joy for years and a lot

of my customizing ideas have come from your rag.

Lately, it's been a lot of this Discovery Channel stuff. Bikes that 95% of the people reading your magazine probably can't afford. Now I have to read about "newbies." What the fuck is that anyway? After reading your mag, I'm not sure what I am anymore. I guess because I'm not unemployed, tattooed from head to toe, homeless and on drugs that I'm not "living the lifestyle." But then again, I wouldn't consider myself a yuppie either. I'm just a hard working night shift factory worker who loves bikes and finds reading, talking, riding and looking at bikes a true love.

Now that I got that off my chest I feel much better. Does anyone at your magazine proofread these articles? And if so, why would you print such an article that is nothing but complaining about an event that I had the time of my life at? The entire article would give me a bad picture of Myrtle Beach Bike Week if I had not been there myself. I've been to them all and find this one to be one of my favorites. I would hope in the future that you find people to go to these events and at least report what actually went on.

"Motorhead" Mark
Pennsylvania

Sheesh. Talk about bitchin'. Actually, Sara Liberte's article on Myrtle Beach was tongue-in-cheek. It was supposed to be funny. Sorry you didn't find it to be so. It also was to shed some light on how people should be a little safer out there.

Lack Of Nudity

A no-nude centerfold in the new August '06 issue? And out of six pages in your "In The Wind" section, only two pages with titties? Now I know it's not the '60s or '70s any longer, but are you guys going soft? I've been reading *Easyriders* since it first came out and also subscribe to *Biker* and *In The Wind* so I hope this lack of naked chicks is just a brain-fade on your part and not a "trend."

Biker John
Out There

Nah, we'll keep the naked boobies bouncin'. Why, in this issue alone, there are nearly 50 shots of boobies (if ya count by the boob, that is.).

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"This has to be one of my favorite bikes of recent years, probably my most favorite build since that first Discovery Channel bike we did." Paul Yaffe's rightfully proud of one of his latest customs, the "Ball Buster" chopper put together for Garron Cadiente of Mesa, Arizona. The bare-knuckles street brawler is actually the prototype for a whole new look coming out of Yaffe's Phoenix

PYO's Newstalgia Chopper

Paul Yaffe Makes The Old Brand-New

shop, something PYO's dubbed "Newstalgia," a classic blend of old hot rod styles with the best of modern technologies and manufacturing know-how.

"Newstalgia," Paul says, "is a whole new venture for us. We've taken the long bikes and pulled them in a little and tucked them down and shortened them up, making what we think is just a badass little chopper." This bike, the prototype and first effort for all that, was actually the bike Yaffe himself rode to Sturgis in '05. And it was just a phenomenal ride, he says, "I loved it so much I knew right away we had to do some more versions of it." Yaffe's latest Discovery Channel *Biker Build-Off* custom reflects the final product with all the refinements. Check that one out at his Web site. Meanwhile, take a real close look at this little street slugger with its 240 rear tire and tons of attitude to match.

Bikes like this, Paul goes on, are not only very rideable but they're affordable and just tons of fun to own. Blasting around town on something like this is a nonstop gas. And you can't top the vibe factor. A little badass chopper like this definitely sets you apart from the crowd. PYO made a T-shirt depicting this very bike, and damn if it isn't their best selling shirt! That has to tell you something about the popularity of this look. And here that cool old-time look is matched with plenty of very sensible mechanicals.

Once again, as is almost his trademark, Paul used a Harley-Davidson Twin Cam engine, this one punched out to 95 inches and hopped up with Screamin' Eagle heads and all the related goodies. Keeping it comfortable and real-world, Yaffe worked up a new set of PYO midcontrols for the bike. They make the chopper, "A joy to ride," Paul says. "I was rolling up 400 and 500 miles days, and for a little hardtail like this you'd think

that would just beat the crap out of you. It wasn't the case." Even with that wafer-thin seat it's a lot more comfortable than it looks, Paul says. Duane Ballard, the man responsible for that minimalist saddle, is an artist who knows how to make something that looks good feel good, too.

Now run your eyes across what Paul did with the exhaust here, routing it past the pushrod tubes on one side then taking a sharp turn at the oil tank to exit like a couple shotgun barrels on the primary side. Sweet looking gas tank, too. It's new from PYO, a Newstalgia tank, and it'll be available around the holidays along with the Newstalgia frame, handlebars, those mid controls and the cut-down Thinny rear fender.

On the prototype Paul went with a bare-to-the-bone finish, blacking out the cylinder heads and barrels and then nickel plating most everything else. The frame got that brushed nickel finish along with a whole bunch of the bike's various bits and pieces. The color scheme goes nickel/black, nickel/black, nickel/black all the way through. Even the rear fender was nickel plated. "And I'm thrilled with it all," says the guy who built it. "I just think it's cool as hell." Paul says he has plans to offer all this as a sort of packaged kit, maybe even put it all together as a roller including the seat pan, the gas tank, the oil tank, that Narrow Glide 39mm front end with some nice wheels and tires.

If those T-shirt sales offering just a picture of this bike are any indication, that plan sounds like a winner with a ready market. *—Joe Kress*

Owner: Garron Cadiente
City: Mesa, Arizona
GENERAL
Designer: Paul Yaffe
Fabrication: The Paul Yaffe Crew
Year/make: 2005 PYO
Model: Ball Buster
Assembly: The Paul Yaffe Crew
Time: a lot!
Chroming: none
ENGINE
Year: 2004 H-D Twin Cam
Rebuilder: PYO
Displacement: 95 cubic inches
Cam: S&S, gear drive
Ignition: Daytona Twin-Tec
Carb: Mikuni
Air filter: PYO
Pipes: PYO
TRANSMISSION
Year/make: 2004 Harley-Davidson
Shifting: 5-speed

PAINTING
Painter: Gary Crisp
Color: black suede
Type: PPG
FRAME
Year/make: 2004 PYO
Type: rigid
Rake: 45 degrees
Stretch: 4 inches up
Shocks: nope
ACCESSORIES
Handlebars: PYO
Handlebar controls: Performance Machine
Fenders: PYO
Headlight: Headwinds
Taillight: PYO
Speedo: none
Pegs: PYO
Foot controls: PYO
Gas tank: PYO
Oil tank: Choppers, Inc.
Seat: Duane Ballard
Mirrors: PYO
Grips: PYO
FRONT END
Type: 39mm Hydraulic, 4 inches over
Builder: PYO
WHEELS
Make: Black Bike, 80-spoke
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Exile, Performance Machine
Photos: Michael Lichter

PartsBox

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Go to www.bareknucklechoppers.com or call them at 636-745-3316.

Boss Bags Saddlebags

Boss Bags now offers matching leather trunk type bags as well as detachable leather saddlebags for the Softail Deluxe as well as matching bags for Fat Boy. Saddlebags mount and detach quickly thanks to Boss Bags' Phantom Brackets. All of Boss Bags saddlebags will work with detachable sissy bars and come with a universal mounting hardware kit to accommodate any sissybar or lack of one. This reduces dealer inventory, says Boss Bags. The matching bags for the Softail Deluxe have the matching basket weave stamping and braiding on the edges.

Dealers, thanks to the Boss Bags Stocking dealer program, your store is listed

on the Boss Bags Web site. Known for bags that hold their shape, Boss Bags are reinforced with plastic, are lockable and have quick release buckle straps.

See more at www.bossbags.com or call 888-853-9975.

Simplified Air Suspension from Custom Cycle Control Systems

Custom Cycle Control Systems recently introduced their new Simplified Air Suspension: SAS—and the name should say it all. The self-contained air suspension was designed to allow a simple installation and yield clean results on any hidden-shock motorcycle. There are no visible hoses, no fittings that could lead to leaks or failure and no worries about where to hide the compressor. Optional pressure gauges and wireless actuation are also in the works. Choose from hard-anodized black or chrome. Scheduled availability is in late 2006, or early 2007.

Contact CCCS for details at 702-438-2129, visit them online at www.customcyclecontrols.com.

Cycle Protect Motorcycle GPS And Alarm

Cycle Protect's engineers have devised what they feel is the ultimate protection for motorcycles by conspiring with fellow motorcyclists, studying every alarm and GPS system in the country, and reverse engineering whatever crooks have figured out. Unlike other systems that offer theft recovery, Cycle Protect is a theft prevention system with a master recovery system built in for maximum prevention. In addition, you can also use Cycle Protect to track road trip trails and at what speed you rode them.

Cycle Protect's Liberator is 3.61 inches long x 2.27 inches wide x 2.01 inches thick and has redundant features, to help prevent your motorcycle from being stolen. The system works on any motorcycle and can be installed in 15 minutes. The system will arm and disarm automatically. Alerts are sent via text message to your cell phone and email address with your motorcycle's latitude and longitude. A touch/shock sensor indicates someone has touched your motorcycle. The Geofence alert indicates your motorcycle has moved out of an area set by you (100 to 99,999 feet). A battery alert indicates your motorcycle battery has been tampered with or has been drained below a certain level (10.5 volts). If your motorcycle battery dies or is disconnected, The Liberator will continue working.

The Liberator can be purchased for $545 at www.cycleprotect.com or call 877-617-9606 for information.

Peanut Tanks From Detroit Bros.

Due to a high demand, the people at Detroit Bros. have decided to get back into production and are now stamping out these vintage peanut tanks. Available with a deep tunnel or Frisco-style, center fill or offset fill, these tanks have the all the looks with none of the capacity (only 2.2 gallons). Petcocks and gas caps are not included.

The tanks retail for $199.99 and are available at www.DetroitBros.com or call 866-DET-BROS.

Skull Ignition Switch

Add some flare to your ride by adding this replacement three-terminal ignition switch. The side hinge top features a unique chrome skull. The switch (2106-0038) uses a flat key design and comes

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NEW CUSTOM CHOPPER GIVEAWAY

NEW BUILDERS

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Check local listings.
See a brief clip at:
www.vtwinmag.com

SPEED

with a set of two keys to fit '93-'05 FXDWG, '96-'06 Softail and '94-'06 FLHR. It retails for $44.95.

Go to www.dragspecialties.com.

Custom Taillights That Stand Out from the Pack

Dream Weavers Pro Street Customs offers a new selection of hand-crafted taillights that are designed to look vintage, yet blend into the new look of today. Old-school lenses are available in several styles including Cadillac, Model As, 1930s Fords and Chevy.

All custom taillights come ready to mount with no fabricating or welding necessary. The taillights are hand-crafted from 10-gauge steel and are available with various options including glossy black or flat black paint, flat or radius plate models, chrome or painted plates/light housing and choice of lens. All taillights come with bulbs.

For more information visit them online at www.dreamweaverprostreet.com or call 805-415-8910. Dealer inquiries and all custom orders are welcome.

Mammoth Choppers' Drop-Seat Frames With MSO And VIN

Mammoth Choppers, Inc. introduces The Beast drop-seat chopper frame. This frame was built to accommodate a massive 300mm rear tire. It's set up for a right-side drive application. Each frame is TIG welded and comes with an oil tank (not shown), rear fender, front fender (to fit a 21x3.25 tire) and seat pan. These

frames are made in the USA and are available with any rake or stretch for $2,995 retail. Each frame also comes with MSO/VIN for easy titling.

Call Mammoth Choppers at 800-235-0272 for information or see them on the Web at www.mammothchoppers.com.

Fun Shapes And Colors For Your Turn Signals

Lexzar manufactures turn signal lenses are available in a variety of colors and feature 3-D images. The 1000 series lenses from Lexzar are direct replacement for Harley-Davidson '00-'06 bullet-style turn signals and can be installed in a few minutes. Retailing for $39.99 a pair, each kit comes with two lenses and two bulbs.

Go to www.lexzarplastics.com to see the complete line of lenses available or call 805-712-1419 for information.

Mean Street's Rumblers Hot Rod Forks

You can take your old-school project straight to Bitchinville with Mean Street's new Rumblers hot rod forks. Machined from billet aluminum, these forks are inspired by the '50s hot rod motor details and are available in all finishes, tree rakes, and lengths. They're also available

Pictured: Jenny. Bar tends at Sturgis. © 2006 H-D

Authorities followed the trail of broken hearts to a motorcycle rider in Toledo.

The Passion Midweight Leather Riding Jacket.
Limited edition from the '06 Holiday Collection.
See it at www.harley-davidson.com/Passion

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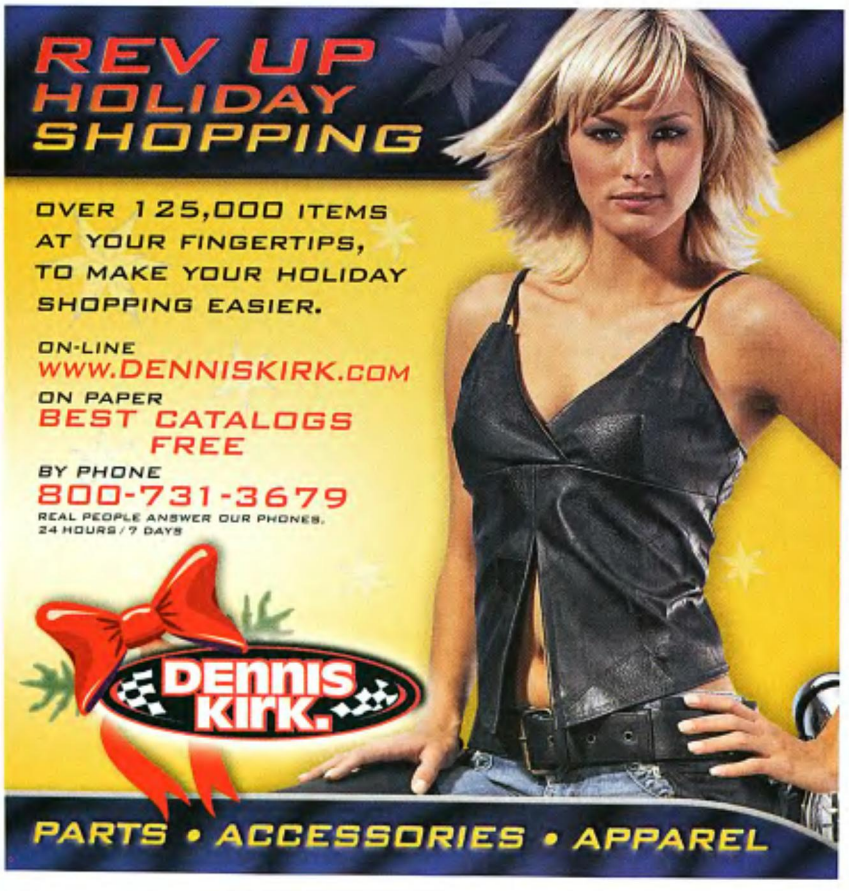

in wide- or mid-glide styles.

Contact Mean Street Products at 915-592-6887 for more information, or go to www.meanstreetproducts.com.

Overbilt Customs' Fat Tire Kit For FLs

Known in the motorcycle industry for their lifts, Overbilt Lifts Inc has recently expanded to form a new division: Overbilt Customs. The manufacturer recently introduced their 300 series fat tire kit for all Harley-Davidson FL models.

According to Overbilt, this 300 series kit is easy to install and requires no modifications to motor or transmission. Only minimal modifications to the top shock mount are necessary. Overbilt Customs kits include everything you need, with optional wheel and 300 series tire.

Overbilt is currently at work on a new kit for Harley-Davidson Softail and Dyna applications.

Call Overbilt Customs at 866-382-1369 for more information.

FTW Controls By West Coast Choppers

Designed by Jesse James, these creepy looking steel forward controls are fabricated at the West Coast Choppers facility in Long Beach. The lean, hardcore styling of these new forward control assemblies is as user friendly as it is intimidating to look at. Developed for Softail applications and finished using modern plating techniques, each piece is TIG welded and fitted with aircraft-quality bushings machined to provide smooth, precise pedal transition. Featuring a slick master cylinder configuration and bear trap style, these pegs are unmistakably WCC.

More information visit them online at www.westcoastchoppers.com.

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Cleveland MMC Kicks Out A Long One

Dino's Inferno

Working for UPS, Cleveland resident Dino Selvaggio is used to a speedy delivery. So when he teamed up with bike builder Huey Schwebs at Cleveland Motorcycle Mfg. Company to build his dream machine, he opted for a 113-inch TP motor and a front end that reaches for tomorrow. As a result, Dino reports there are no late deliveries when he heads out for a run along Lakeshore Drive and into the scenic Ohio countryside not to mention blasting through Sturgis. Dino's not interested in garage furniture, his show winner is a rider as well.

This bike took Best of Show at the Cleveland Autorama before Dino even took delivery from CMMC. It all started when he had to make a choice between fixing up his kitchen or getting the custom bike he'd always wanted. "You can't ride your kitchen," says Dino, "so I decided to put the

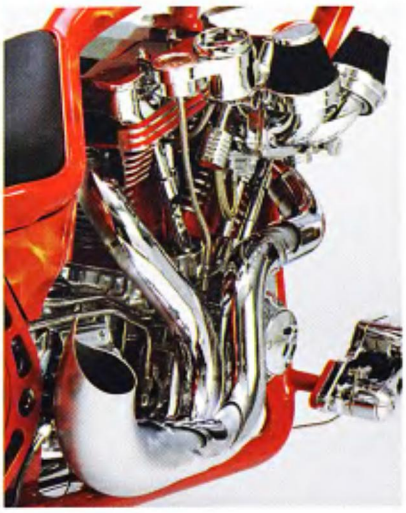
money into a chopper." Good choice.

He'd been researching custom bikes for a spell when he received a Christmas gift that ultimately pointed him in the right direction. "It was the book *The Art of the Chopper* and in it I saw a bike built by Eddie Trotta and really liked it, especially the frame." Then after meeting Huey from CMMC at a party thrown by a friend who had a custom built by the CMMC crew, Dino realized he had found his shop. Then it just a matter of dialing in his vision.

"I wanted something sleek with nice curves and a big fat tire. I also wanted something longer and lower than the tall A-frame bikes I'd seen. And I didn't want a bunch of wires and cables hanging down, then I saw the Climax Cycle Control bars with everything internal."

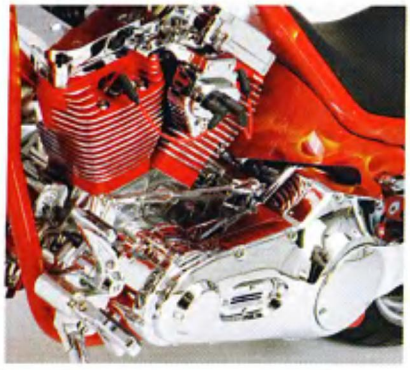
As for paint, he was thinking flat black but after visiting the Easyriders Columbus Bike Show, he saw both flat black and more colorful bikes. "At that point I decided I wanted red and not just flames, but real flames like it was on fire." Cole from Cole Custom got the red, and Wizard from Wizard Graphics really lit up the flames. As a result CMMC dubbed the motorcycle "Dino's Inferno."

"Then I got woken up by a phone call at 3 a.m. and it was Huey. He said,



'Hey, listen to this,' and then he held the phone next to the motor as they kicked it over. They were getting the bike ready for the Autorama Show. I eventually went back to sleep. But when I showed up at the CMMC shop for my first ride, the guys in the shop had a pool going as to how far I'd get out of the parking lot before I fell because of how long it was stretched with the 18-inch over front end. They said they were going to wrap the whole bike in bubble wrap. But I got on the bike and it was incredible. It felt like a regular bike and the feeling was like the very first time I ever rode a motorcycle. Huey, Jeff Wolfson, Jesse Bassett and all the CMMC guys did an awesome job. It's a work of art that I can ride." Since then, Dino's taken the bike to Sturgis and has ridden out to Devil's Tower and to Custer National Park. And it always delivers the goods.

More info about Cleveland MMC at www.clevelandmotorcyclemfgco.com or call 216-961-5151. —*Paul Garson*



Owner: Dino Selvaggio
City: Cleveland, Ohio
GENERAL
Designer: Cleveland Motorcycle Mfg. Co.
Fabrication: Cleveland Motorcycle Mfg. Co.
Year and make: 2005 CMMC
Model: chopper
Assembly: Cleveland Motorcycle Mfg. Co.
Time: 8 months
Chroming: Grafton Plating
ENGINE
Year: 2005
Model: TP Engineering
Rebuilder: Cleveland Motorcycle Mfg. Co.
Ignition: Crane
Displacement: 107 cubic inches
Lower end: TP Engineering
Balancing: TP Engineering
Pistons: TP Engineering
Heads: TP Engineering
Cam: TP Engineering
Lifters: JIMS
Carb(s): Mikuni
Air cleaner: Wimmer
Pipes: Super Trapp
Mufflers: none
Transmission: 2005 Baker
Shifting: 6-speed
PAINTING
Painter: Cole Custom/ Wizard Graphics
Color: Euro Red
Type: House of Kolor
Special paint: Real Flames by Wizard
FRAME
Year: 2003
Builder: Prostreet Frame Works
Type: chopper
Rake: 45 degrees
Stretch: 5 inches
Shocks: we said chopper
Modifications: lots of molding
ACCESSORIES
Bars: Climax Cycle Controls
Handlebar controls: Climax Cycle Controls
Fenders: Thundercycle/RMD
Headlight: Cleveland Motorcycle Mfg. Co./ Eurocomponents
Taillight: Cleveland Motorcycle Mfg. Co.
Speedo: Wimmer
Front pegs: Joker Machine
Rear pegs: none
Electrics: Cleveland Motorcycle Mfg. Co.
Gas tank: Thundercycle/Kenny Klee
Oil tank: Thundercycle
Seat: Cleveland Motorcycle Mfg. Co./ Portage Trim
Mirrors: Hurst
Grips: Climax Cycle Controls

FORKS
Type: inverted
Extension: 18 inches over
Builder: Spyke
WHEELS
Size: 21-inch front/18-inch rear
Wheels: 100and 200 spoke Hallcrafts
Tires: Avon, 250 rear
Brakes: GMA
Photographer: Michael Lichter

XTREME MACHINE
Custom Motorcycle Wheels
Twisted
Hotheadz
Legend
Shredder
Frantic
Barbaric
Malteskullz
Poison
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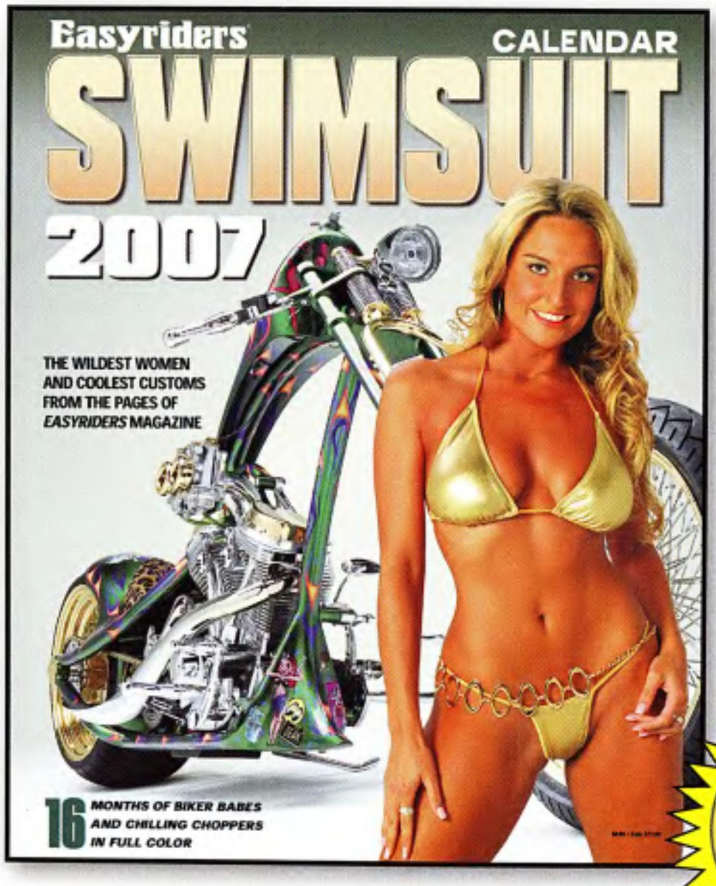

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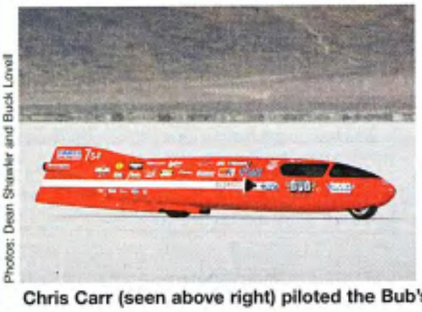
Easynews

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

New Motorcycle World Land Speed Record

DAVE CAMPOS AND THE *EASYRIDERS* STREAMLINER HELD RECORD FOR 16 YEARS



Photos: Dean Shaeler and Buck Lovell

Chris Carr (seen above right) piloted the Bub's Streamliner to a record breaking 350.884!

The *Easyriders* Streamliner, piloted by Dave Campos, set the Motorcycle World Land Speed Record on July 14, 1990 at 322.140 mph. That record held for 16 years with many attempts being made, but no one could have predicted the excitement of a double turnover, and almost a third, during BUB's Speed Trials on September 3-7, 2006.

Right off the bat, on the first day out, Rocky Robinson piloted Mike Akatiff's Ack Attack Streamliner through the flying mile at 344.673 mph. He then brought it back within the two-hour limit at 340.922 mph, making the average 341.7 mph, beating the 16-year world record by much more than the required 1%-over.

Monday wasn't too productive, Ack Attack ran once. Sam Wheeler with the E-Z Hook Liner wasn't there yet and Denis Manning's BUB No. 7 streamliner was waiting for his rider, Chris Carr of flat track racing fame, to arrive.

Tuesday Chris Carr went 354.832 down and with a 346.937 return broke Rocky Robinson's record with a whoppin' average of 350.884 mph!

Sam Wheeler raced Wednesday raising the bar to 355 mph on the 11-mile down-trip but couldn't back it up because of a blown front tire. Even though he didn't get a World Record he did get the $5,000 prize money for fastest speed at the meet.

The Run Whatcha Brung street bike riders on the five-mile course, within the 11-mile track, kept the action going with many records set. The Salt was in the best condition seen in 20 years and we witnessed history being made. If you've never heard the drone of a motorcycle engine screamin' at 350 mph and watched it fly across the horizon at a speed never achieved before, you should.

Congratulations to Denis Manning, Chris Carr and the entire BUB's team for making two-wheeled history. *Easyriders* passes the torch to you with pride.

—Clean Dean

BILLY LANE CHARGED IN FATAL ACCIDENT

We are sad to report that master bike builder and star of the Discovery Channel's *Biker Build-Off* TV series, Billy Lane, 36, owner of Choppers, Inc. in Melbourne, Florida, turned himself in to authorities at 1pm on Monday, September 25, 2006. Investigators said that on September 4, Lane was trying to pass two other vehicles on a double-yellow-lined stretch of A1A when his southbound 2006 Dodge Ram pickup collided with a northbound 1983 Yamaha moped. Melbourne Beach resident, Gerald Morelock, 56, was killed. Billy Lane and a passenger in his truck were injured.

Among the charges Lane faces are manslaughter, driving under the influence and driving on a suspended license. Florida Highway Patrol spokesperson Kim Miller said Lane's blood alcohol level was 0.192 when the accident occurred. Bail was set and Billy posted the $15,000 bond.

In a statement issued on the same day Billy turned himself in, Darcy Betlach of Chrome Marketing, Inc. (the public relations arm of Choppers, Inc.) was quoted as saying, "We first want to say that we extend our sincere sympathy to Mr. Morelock's family. Mr. Lane also was injured in the accident, but will cooperate fully in the pending investigation as he recovers. At this time we cannot make any further statements, but will keep the lines of communication open as more information becomes available."

At *Easyriders* our thoughts and prayers are with the Morelock family and Billy during this difficult time.

—Dave Nichols

Shack Of Shame

Rocky Mountain News

In Colorado, a newspaper article that made statewide and even some national distribution, made an erroneous statement that Colorado motorcyclists lack training on a mass scale (if you believe that only 3% have had any formal training) and that 80% of motorcycle crashes are the rider's fault. While we made bold rebuttals and attempted to have our facts published

CONTINUED ON NEXT PAGE

Rocky Mountain News CONTINUED

in the same newspaper (*Rocky Mountain News*) by contacting the editor and staff writer, no response was received, therefore, no equal time was given. The bottom line is that the public has been fed misinformation, allowing the formulation of a negative opinion about Colorado motorcyclists in general.

Give this some thought folks. Let's say hypothetically, that you were part of an entity that might be regulatory, or safety, or insurance, or health care, or even a motorcycle corporation with visions of training dollars lighting up their eyeballs (or all of them put together and not so far-fetched a thought as to be improbable), intent on advancing their agenda at the expense of motorcyclists' autonomy. Wouldn't you scheme to "get the public on our side" as a likely precursor to legislation and laws? It goes too much to the base of proposed legislation these days, with an argument from the proponents' side during the discussion and voting stages that "The public wants it. Look, we have the opinion polls."

This is the absolute worst reasoning for bills to become law...raw, shrill emotionalism from an uniformed populace, void of a balanced viewpoint and factual information, attempting to leverage legislators' votes because they, themselves, have been manipulated. The counter to this is the level-headed power-of-one activist with command of facts, logic, and core principles of individual liberty and responsibility, acting in concert with his/her like-minded people to effect policy through personal relationships with their legislators.

I've said it over and over...get to know your elected officials, or help to get new ones into office whose beliefs dovetail with yours and ABATE's. Remember that elected officials have a duty to uphold the principles and tenets of our Constitutional Republic, bar none. Sometimes they need to be reminded.

—Dave Christy, ABATE of CO Legislative Affairs Specialist

TV Update

V-TWIN TV BIKE WINNER

Last season on *V-Twin TV*, we gave away a $70,000 Eddie Trotta custom motorcycle AND a 2006 Yamaha Road Star. Here we see the happy winner Terry Schweiger of Sioux Falls, South

Photo: Mid-America Moto-Plex

Dakota, picking up his new scoot at Mid-America Moto-Plex. Sales manager Brock is handing Terry and his fiancée, Crystal, the keys to the Road Star (*above*).

Terry told us he was blown away at winning the Yamaha. He already rides a custom Harley and will use the Road Star for those all-important runs to the parts store.

Congratulations to Terry and remember, YOU could win a custom motorcycle by watching the all-new episodes of *V-Twin TV* on SPEED Channel every Tuesday night. Check your local listings for dates and times. *—Phantom*

Coast To Coast

Biker News

EPA ISSUES GUIDANCE FOR CUSTOM MOTORCYCLE BUILDERS: The EPA recently released a Letter of Guidance for the "Certification Procedure for Highway Motorcycle Engines," which will allow the use of certified, EPA-compliant engines without restricting the number of motorcycles built or owned.

Under EPA regulations issued in 2003, custom bike builders are limited to building only 24 non-compliant motorcycles per model year, and individuals are allowed to own only one EPA exempt kit bike in their lifetime. But now, following a year of successful efforts between the EPA and industry and consumer groups, the "Certification Procedure for Highway Motorcycle Engines" will allow builders of aftermarket engines to provide EPA-compliant engine packages to individuals, dealers and small volume motorcycle manufacturers, thus circumventing the strict regulations applied to non-EPA compliant motorcycles. Therefore, the new Certification Procedure will permit certified engines installed in new highway motorcycle chassis to be operated or re-sold without onerous construction and ownership restrictions, provided the requirements of the procedure, as well as the federal Clean Air Act anti-tampering requirements, are met.

By using motors that are pre-certified to meet emissions regulations, individuals and builders can now build EPA-compliant motorcycles without having to go through the complicated and costly emissions testing procedures themselves, thus allowing small volume manufacturers to build and sell as many custom motorcycles as they want, and individuals can now own, ride and sell them without prior restrictions as long as the engine package is not altered in any way that increases exhaust emissions.

CYCLE SALES CONTINUE ON RECORD PACE: Expanding popularity and fuel prices in the first half of 2006 have put motorcycle and scooter sales on track toward a 14th straight year of record growth. Compared to the first half of 2005, among the 15 leading brands, bike sales jumped 10.9% through the second quarter, according to Motorcycle Industry Council statistics. Sales of on-highway motorcycles (not including scooters) rose 11% in the first six months of the year, and scooter sales alone are up 19.7% compared to the same period last year.

"It's exciting to see continued, growing interest in motorcycling across America, and that there are more and more reasons for the demand," said MIC President Tim Buche. "There has been a lot of attention paid to motorcycle and scooter sales this year because of rising fuel prices. The reality is that a long-time trend of increasing motorcycle sales, now more than a dozen years strong, just continues revving along. Sales have gone up every year since 1993. That's when the first *Jurassic Park* was the summer blockbuster and you could buy gas for under $1.50."

"But during the past 14 years, motorcycling also has found its way into the fabric of American culture," Buche continued, "with two-wheeling getting past old stereotypes and gaining acceptance and traction as a great form of transportation and recreation."

"Another factor with soaring sales has to do with the bikes themselves," said Ty van Hooydonk, director of product communications with Discover Today's

CONTINUED ON PAGE 30

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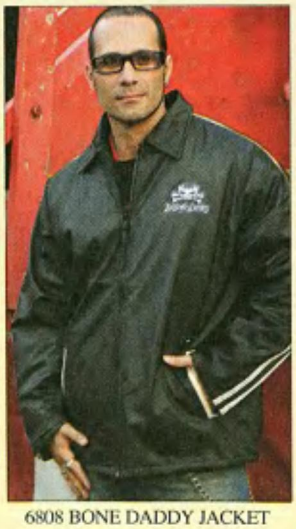

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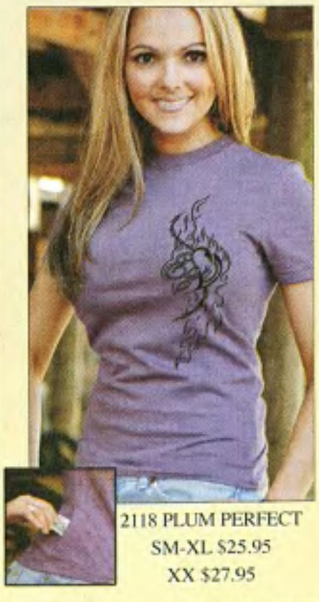

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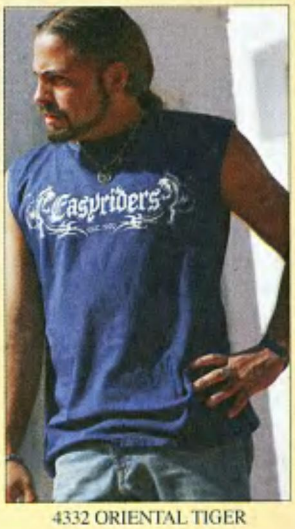

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Biker News CONTINUED

Motorcycling. "Motorcycles and scooters are simply better than ever, in performance, style and variety, and still very affordable," he said.

In 2005, motorcycle and scooter sales topped 1 million for the third straight year—high marks last seen during the 1970s. The MIC lists 1973 as the zenith for annual motorcycle sales, when Americans bought more than 1.5 million bikes. Sales for 1979 topped the 1 million mark, then cooled in the 1980s and early 1990s. Motorcycling began its 14 years of increasing success back in 1993, with sales growing every year since.

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

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

"Motorcyclists know that riding is more than a hobby—it's also one of the most efficient means of transportation available," said AMA Chief Executive Officer Patricia DiPietro. "As more Americans discover both the joys and the cost-effectiveness of motorcycling, we're sure to see more motorists dedicating their time and their financial resources to the passion of riding."

The survey shows that both male and female motorcyclists expect to ride their bikes for approximately 22 more hours than they did in the past year. Male motorcyclists expect to ride 172 hours over the next year, while female riders expect to ride 146 hours.

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

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

BIG BEN WON'T PROMOTE HELMETS: Ben Roethlisberger, the Super Bowl XL winning quarterback whose June 12, 2006, motorcycle accident made worldwide headlines when a car turned left in front of him, says he won't be promoting helmets any time soon.

Following his release from the hospital after undergoing facial reconstructive surgery, the Pittsburgh Steelers star released a statement saying that; "If I ever ride again, it certainly will be with a helmet," immediately raising hopes among pro-helmet law advocates that he would barnstorm the country making speeches and filming public service announcements to promote helmets. But don't count on it.

In an exclusive interview with Good Morning America, the quarterback told Robin Roberts why he wouldn't become an advocate for helmet use:

"I don't think that that's my place," he said. "You know, I think that some people feel that I probably should be doing that and being a big advocate for that. But for me, ...I'm going to let people make their own decision 'cause I think that's what it's about...So I don't think you'll see me doing any kind of billboards or advertisements."

"Dadgumit, Rita, you're gonna warm the beer!"

NEWS OF THE WEIRD: Man Breaks Moving Violation Record — An Italian scooter rider in Turin has shattered the previous record for moving violations with a whopping 144 points in less than 15 minutes.

His crimes include: not wearing a helmet, riding without rear-view mirrors, speeding, running a red light, not stopping when police ordered, riding the wrong way down city-center streets, riding without lights, riding on pedestrian footpaths, riding without insurance and worst of all— incorrectly attached license plates.

The previous Italian record was 116 points in a single night.

Not to be outdone, an American woman recently racked up 70 speeding tickets in 5 months. Speeding cameras in Scottsdale, Arizona, snapped pictures of the 32-year-old mortgage broker as she tore through the sun-baked city in her Honda Civic between March 2 and July 31, and she has been issued 70 speeding tickets.

Francesca Cisneros told arresting officers she was speeding because she was late for client meetings all the time. Scottsdale Police Department spokesman Mark Clark told Reuters. "I guess she's got some time management issues."

Police said Cisneros said she threw her speeding tickets away because she thought nothing could happen to her if she didn't pay them. Clark said Cisneros faces some $11,000 in fines and could have her license suspended.

—Bill Bish, NCOM

Motorcycle Media

PASSION DOESN'T KILL

Only days after Seattle-based KOMO TV news ran a positive segment on motorcycle safety in which I was interviewed, they ran a column on their Web site about the death of Robert McCullough, a retired fire fighter. While it's important to note that we do not always have the facts about any given incident until much later, all news reports indicate that Robert was operating his motorcycle legally when a SUV crossed the center line, drove through the median and struck Robert head-on, killing him instantly.

The reporter who wrote this Web article states, "His passion for motorcycles ultimately killed McCullough." The article continues to describe how an SUV

crossed the centerline and struck him but does not place the responsibility for his death on that driver, rather on the rider's "passion." What follows is my written response to columnist Akiko Fujita (afujita@komotv.com).

I am president of the Washington Road Riders Association, a statewide motorcycle organization promoting safety through education and an equal role for motorcycles in transportation planning. I have left you a voice mail expressing my disappointment with your column of today, in which you state, "His passion for motorcycles ultimately killed McCullough." This is not accurate. From news reports I have read, Bob McCullough was killed by the driver of an SUV that crossed the centerline illegally and collided with him. Again relying on news reports, McCullough was operating his motorcycle in a safe and legal fashion when a four-wheel vehicle ran him down.

I must take exception when the burden, even a philosophical one, is somehow placed on a motorcyclists who was doing nothing wrong when someone "who was acting wrongfully" collided with him or her! That's why in 2000 my organization was instrumental in the passage of the Vehicular Assault statute, which makes it a serious crime to violate the right-of-way of another vehicle (whether a motorcycle, bicycle or even a car) and cause injury or death.

His passion did not kill him. As a motorcyclist, I can state with some certainty that it gave him a rich and wonderful life. His life was ended by an irresponsible motorists who should be held accountable.

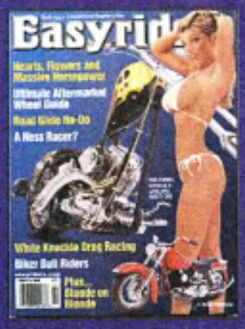
—Ian King, president, Washington Road Riders Association, (WRRA)

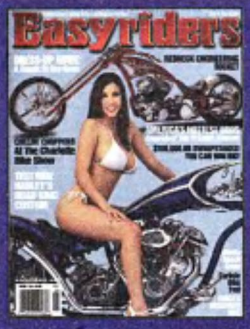
MRF Report

Secretary Of Transportation

The MRF reported on Tuesday, September 5, that President Bush had announced Mary Peters, a former Federal Highway administrator and motorcyclist advocate, as his choice to succeed Norman Mineta as Secretary of Transportation. The MRF supports the nomination of Mary Peters to be the nation's next Secretary of Transportation and will lobby the appropriate Senate committees as the confirmation process moves forward.

—MRF





ASK FOR YOUR

FREE Magazines

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

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

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

VIRGINIA
Shenandoah H-D
213 Rolling Thunder
LnWaynesboro
540-213-7433

WASHINGTON
Ace of Spades
719 N. Tower - Centralia
360-807-6442

WISCONSIN
Mischler's H-D & BMW LLC
N. 8131 Kellom Rd - Beaver Dam
920-887-8425

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

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

Toy Runs 2006

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

ALASKA

Veteran's Day Ceremony
Date: Nov. 11
Place: Ft. Rich at Camp Denali
Info: 907-344-5030

6th Annual ABATE Charity Ball
Date: Dec. 2
Place: Mugshot, Wasilla
Info: 907-746-7285

Christmas Parade
Date: Dec. 9
Place: CMA. Palmer
Info: 907-694-2065

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: Arizona H-D Phoenix to Mexico
Info: 888-412-8339
www.rockypointrally.com

22nd Annual Verde Valley Toy Run
Date: Nov. 19
Place: Cottowood
Info: 928-634-1447
www.vvtr.com

5th Arizona M/C Expo
Date: Dec. 8-10
Place: Arizona State Fairgrounds, Phoenix
Info: 480-899-6458
azmotorcycleexpo.com

Sun Riders 26th Annual Toy Parade
Date: Dec. 9-10
Place: Phoenix
Info: sunridersmc.org

ARKANSAS

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

ABATE D-11 Toy Run
Date: Nov. 4
Place: Batesville
Info: 870-698-0628
www.abate11.com

East End Parade
Date: Nov. 4
Place: East End
Info: www.drifters ofarkansas.com

Rolling Thunder/ABATE D-14 Flag Run
Date: Nov. 11
Place: Hot Springs
Info: 501-520-4003; 501-888-7199

Sharp County Toy Run
Date: Nov. 11
Place: Ash Flat
Info: 870-994-7968

Swamp Riders Toy Run
Date: Nov. 18
Place: Prescott Clubhouse
Info: www.swamp ridersmc.com

Flame Riders Toy Run
Date: Nov. 25
Place: Backyard Antiques, Clinton
Info: 501-884-6396

Toy Run
Date: Nov. 25
Place: Crossett
Info: 870-364-5563

ABATE D-14 Toy Ride
Date: Nov. 26
Place: Johns Honda, Hot Springs
Info: 501-617-0897

Toy Ride to Toy Hill
Date: Dec. 2
Place: Rodney's Cycle Shop, Little Rock
Info: arkansasabate.org

Annual Toy Run and Chili Feed
Date: Dec. 2
Place: Heckman Greyhound, Hope
Info: 870-777-3522

ABATE D-4 Toy Run
Date: Dec. 3
Place: Siloam Springs
Info: 479-530-1182

Special Olympics Polar Bear Plunge
Date: Dec. 9
Place: North Little Rock
Info: 501-834-5631

Drifters Santa Run
Date: Dec. 9
Place: AR Development Center, Arkadelphia
Info: www.drifters ofarkansas.com

Conway Regional Toy Run
Date: Dec. 16
Place: Conway
Info: 501-908-6644

Toy Run
Date: Dec. 17
Place: Hot Springs VFW
Info: 501-617-0897

CALIFORNIA

Bikers For Kids Toy Run
Date: Nov. 5
Place: Visalia
Info: bikerforkids.com

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

16th Annual One More From the Heart Run
Date: Nov. 12
Place: Totally Kids, Loma Linda
Info: 951-279-4370

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

Ironworkers MC Toy Run
Date: Nov. 19
Place: Union Hall, City of Industry
Info: 310-505-8510

26th Annual San Diego Toy Run
Date: Nov. 26
Place: Fire Training Center, San Diego
Info: 858.272.7875

Oildale Toy Run
Date: Dec. 2
Place: Ethel's Old Corral, Oildale
Info: 661-345-4334

Long Beach Cycle Show and Swap Meet
Date: Dec. 3
Place: Long Beach
Info: 714-557-1846
www.toppingevents.com

18th Annual Toy Run
Date: Dec. 3
Place: Ontario Elks Lodge
Info: 909-574-8909; local19.abate.org

7th Annual Toy Run
Date: Dec. 9
Place: Simi Valley
Info: 805-578-8830
countylinecycles.com

ABATE 29 Toy Run
Date: Dec. 9
Place: Yucca Valley
Info: 760-365-6311

David Mann Chopper Fest
Date: Dec. 10
Place: Ventura
Info: 805-650-6777
www.chopperfestival.com

21st Tijuana Toy Run
Date: Dec. 10
Place: Sweetwater H-D, National City
Info: 619-420-7000
sweetwaterharley.com

19th Annual Skid Row Toy Ride
Date: Dec. 10
Place: GlendaleH-D
Info: 800-866-6601; 818-246-5618
www.glendaleharley.com

ABATE Toy Run
Date: Dec. 10
Place: The Atrium, Rancho Mirage
Info: 760-6487
www.abatelocal36.com

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

COLORADO

M/C Show and Swap
Date: Nov. 4-5
Bolder Fairrounds, Longmont.
Info: 888-289-1340

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

DELAWARE

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.
800-444-8795
www.hogsonthe highseas.com

State HOG Rally
Date: Nov. 26-28
Place: Ft. Myers
Info: www.flstatehog rally.com

Cape Bike Night
Date: Dec. 9
Place: Cape Coral
Info: 239-573-3125

17th Annual Toy Run
Date: Dec. 9
Place: Amazon Mall
Info: 407-282-1010
www.cfch.net

Toys in the Sun
Date: Dec. 10
Place: Sunrise
Info: 954-343-8782
toysinthesunrun.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: ABATE Region 2, Rabbit Town Cafe
Info: 770-297-1598; 770-540-8890

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

16th Annual Conyers Toy Run
Date: Dec. 2
Place: Conyers
Info: 770-787-2868

Toy Ride
Date: Dec. 10
Place: Madison Co. Recreation, Danielsville
Info: 770-787-2868

HAWAII

Veteran's Day Run
Date: Nov. 12
Place: VNV/LV MC. Moanalua Gardens, Honolulu
Info: 808-741-5408
www.vnvlvmchawaii.com

Koa Puna MC Hoolaulea
Date: Dec. 2
Place: Oahu
Info: 808-348-3298
www.koapuna.com

32nd Annual Toy Run
Date: Dec. 3
Place: Magic Island, Oahu
Info: www.streetbikers unitedhawaii.org

Annual Christmas Toy Run
Date: Dec. 17
Place: Maui
Info: www.streetbiker-sunitedhawaii.org

IDAHO

Kootenai Toy Run
Date: Nov. 4
Place: Lawrence's, Coeur D'Alene
Info: 208-762-3943

ILLINOIS

26th Annual Polar Bear Toy Run
Date: Nov. 6
Place: Galesburg
Info: www.centralil-abate.org

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

23rd Annual Sid Wood Memorial Toy Run
Date: Nov. 26
Place: Lincolnland ABATE, Springfield
Info: www.abate-il.org

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

Walneck's Swap Meet
Date: Dec. 17
Place: Kane County Fairgrounds, St. Charles
Info: 630-985-2097
www.walneckswap.com

INDIANA

Toys For Tots
Date: Nov. 4
Place: Porter County ABATE
Info: 219-762-2305
www.abateofindiana.org

Toy Run
Date: Nov. 4
Place: ABATE 11
Info: 317-271-6647
www.abateofindiana.org

Toys for Tots
Date: Nov. 11
Place: ABATE LaPorte County
Info: 219-872-3777
www.abateofindiana.org

Toys for Tykes
Date: Nov. 11
Place: ABATE 13
Info: 812-354-2409
www.abateofindiana.org

Toys for Tots
Date: Nov. 12
Place: ABATE Kosciusko
Info: 260-248-7207
www.abateofindiana.org

Toys for Tots
Date: Dec. 2
Place: ABATE Lake County
Info: 219-947-2931

Toys for Tots
Date: Dec. 9
Place: ABATE Jasper/Newton
Info: 219-956-4392

MARYLAND

Bikers With Heart Toy Run IV
Date: Nov. 4
Place: Ft. Washington
Info: 301-248-1200 or 301-893-2900

2nd Annual Toy Run
Date: Dec. 2
Place: Renegade Classics, Prince Frederick
Info: 410-414-7155; 301-855-1999
abate-of-maryland.org

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: St. Louis
Info: 228-392-1801
www.asgardmc.com

MISSOURI

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

M/C Swap Meet
Date: Nov. 12
Place: State 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

10th Annual Lorn "Truck" Tysver Memorial Holiday Jam
Date: Dec. 9
Place: Shrine Auditorium, Billings
Info: www.roaddogs.org

21st Annual Roaddogs Toy Run
Date: Dec. 11
Place: Billings
Info: www.roaddogs.org

NEVADA

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

25th Annual Reno Toy Run
Date: Dec. 9
Place: Reno Elks Lodge
Info: www.nnvcoc.com

NEW JERSEY

Toys 4 Tots
Date: Dec. 9
Place: Club Millenium, Passaic
Info: 973-725-0007
passaiccityriders.com

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

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

2nd Annual Toy Run
Date: Nov. 12
Place: Renegade Classics, Deer Park
Info: 631-667-7433

8th Annual Toy Run
Date: Nov. 19
Place: Liberty H-D, Rahway
Info: 908-862-3630

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

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

OHIO

Firefighters 4 Kids Toy Run
Date: Nov. 11
Place: Franklin County
Info: www.region9 abateofohio.com

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

OKLAHOMA

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

Motorcycle Toy Run
Date: Dec. 2
Place: Hastings Parking Lot, Bartlesville
Info: 918-534-3847; 918-333-4341

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

27th Anniversary Toy Run
Date: Dec. 10
Place: Tulsa ABATE
Info: 918-734-1815
www.tulok.com/abate

OREGON

Toy Run
Date: Nov. 13
Place: Hillsboro
Info: 503-646-2060

PENNSYLVANIA

15th Annual Toy Run
Date: Nov. 5
Place: Tri-County ABATE
Info: www.abatepa.org

26th Annual For the Kids Toy Run
Date: Nov. 5
Place: Children's Hospital, Philadelphia
Info: 610-449-RIDE
www.delawarevalley abate.org

Christmas for Kids Toy Run
Date: Nov. 18
Place: Adams County
Info: 717-359-5006
www.abatepa.org

Lehigh Valley Toy Run
Date: Nov. 18
Place: Walmart, Trexlertown
Info: 610-767-6893; 610-432-9024

Freeze Your Ass Off Run
Date: Nov. 18
Place: Log Cabin Inn, Muncy
Info: www.abatepa.org

Harrisburg Swap Meet
Date: Nov. 19
Place: Farm Show Complex, Harrisburg
Info: 301-336-2100

Christmas for Kids Toy Run
Date: Dec. 2
Place: York County
Info: 717-225-3171
masondixon.abatepa.org

Toys For Kids Party
Date: Dec. 9
Place: River Valley ABATE
Info: www.rivervalley abate.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: 281-597-8800
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: 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: 254-687-9066
texasscooter.com

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

Wise County Toy Run
Date: Dec. 3
Place: Decatur High School
Info: www.wctoyrun.com

UTAH

6th Annual BACA Toy Run
Date: Nov. 4
Place: St. George
Info: www.baca.org

VIRGINIA

24th Annual Children's Hospital Teddy Bear Run
Date: Nov. 4
Place: Chesterfield Towne Center, Richmond
Info: 804-379-0578
www.blueknightsvaiii.org

Blue Knights Toy Run
Date: Nov. 19
Place: Bayside H-D, Portsmouth
Info: 757-749-3075
www.blueknights.org

WASHINGTON

14th Annual Toy and Food Run
Date: Nov. 5
Place: Albertson's, Yakima
Info: 509-653-1140; cwc-abate.com

Operation Santa Claus Toy Run
Date: Nov. 18
Place: Yakima
Info: 509-577-9123

Toys For Tots
Date: Dec. 2
Place: Kittitas ABATE
Info: kittitasabate.org

Olympia Toy Run
Date: Dec. 2
Place: Lacey
Info: www.olytoyrun.com

WYOMING

Christmas Parade
Date: Nov. 25
Place: Cheyenne
Info: cheyennehog.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

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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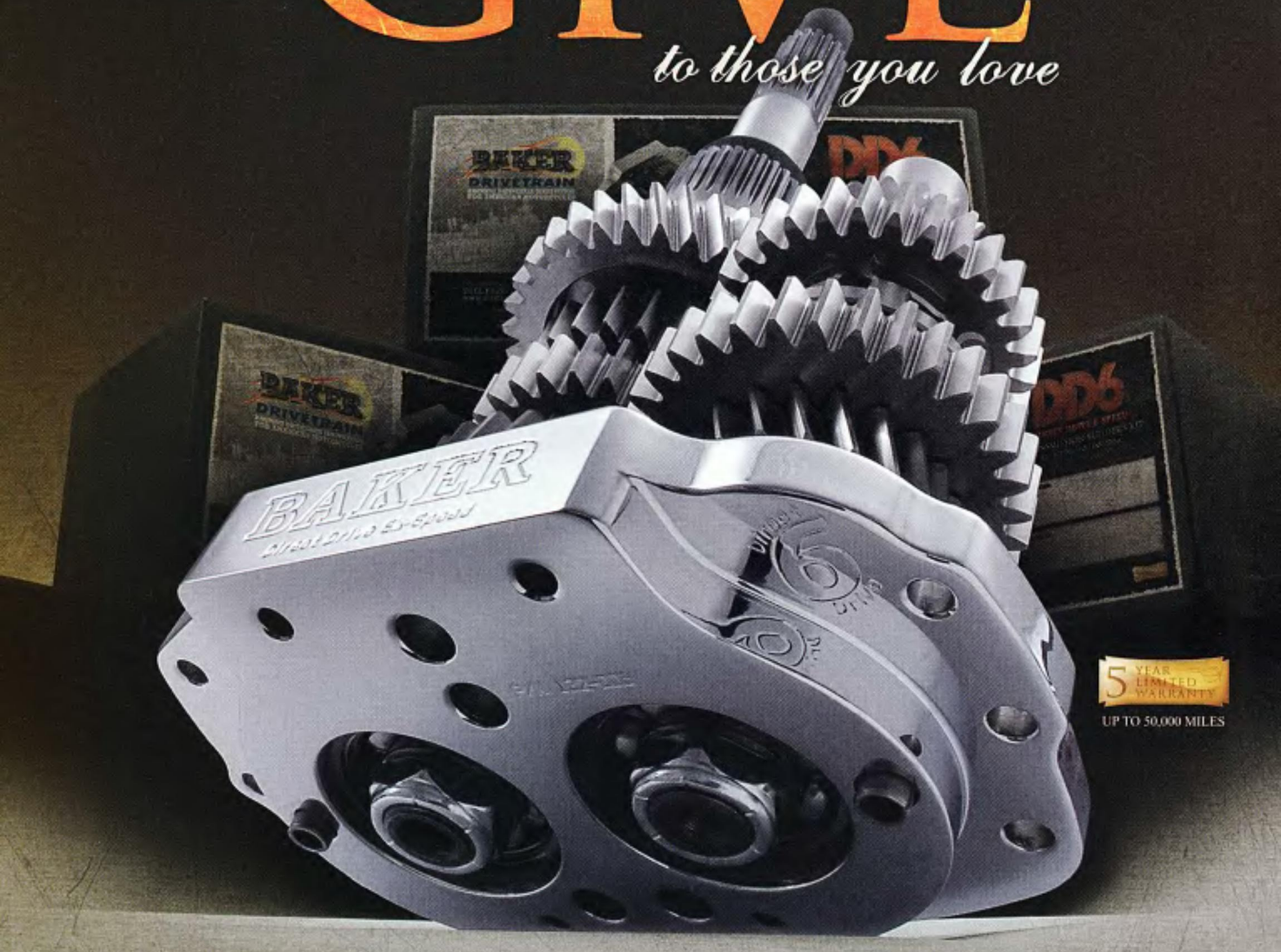

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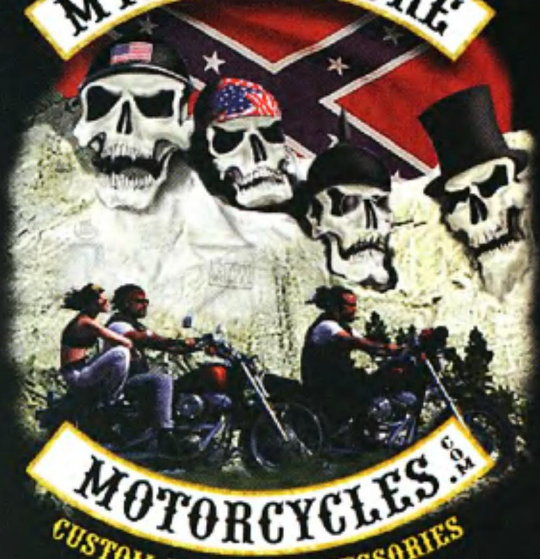

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TalkingTech

WHEEL AND ROD SWAP

I was talking to a mechanic at one of the non-dealership shops and was told they could swap my 80-inch shovelhead wheels and rods for pre-1993 Evo 80-inch wheels and rods. The reason was that the Evo parts are eight pounds lighter than the shovel's, thus giving quicker revs. I was wondering if ya'll had heard of this and what are the advantages and disadvantages of this if it can be done? Thanx.

Sleepy
Texas

You could do that. The lighter bottom end would rev quicker, but no way would I disassemble a good-running shovel just to install an Evo bottom end. Of course, it would be a different story if your shovel was on its last legs and you scored a like-new Evo bottom end that the shop would balance to your pistons on the cheap. Otherwise, I'd take a pass on the H-D parts and install a 4 3/4-inch stroker kit from JIMS, S&S, or Truett & Osborn. That would give you a balanced, faster revving motor, and about eight more inches, to boot. If you go that route, you'll want a bigger carb, hotter cam, and performance exhaust to handle the extra displacement. Truett & Osborn offers both light and heavy flywheels. Heavy wheels are easier to kick over and have more grunt for pulling away from a dead stop. Light wheels rev quicker, but don't have as much grunt and tend to vibrate more.

MISSING THE POINTS

I have a 1992 Heritage Softail and there is a lot of backfiring and missing going on. It seems only to do it at high speeds, but doesn't do it all the time. So far, I have replaced the plug wires, coil, and ignition switch. I've had the carb cleaned and adjusted and flushed the tanks. I've heard there is a rev protector. If so, could this be the problem?

Mark Prezell,
29 Palms, CA.

The Evo ignition module limits rpm to 5250 by retarding the timing which won't cause the misfire that some rev limiters do. A dirty petcock screen and an air leak are the only fuel-system problems I can think of that you haven't covered. With the engine idling and at operating temperature, spray WD-40 around the manifold flanges and the carb-manifold junction. If there's a leak, the engine will slow down when the WD-40 hits it. Replace the manifold O-rings or carb seal as needed. If you suspect the petcock, remove it and check it out.

It's possible that the ignition module is at fault, but I'd recommend that you replace the circuit breakers and look for a loose or corroded connection in the wiring harness before replacing it. Be prepared to spend several hours checking the wiring. It's a huge pain in the ass, but either be thorough or don't bother. If an electrical glitch is causing the problem, it should be in the ignition or main-breaker circuit. The wiring diagram in the H-D Service Manual for your Softail will help you figure out where to look. Be sure your wiring is okay before you go to the expense of replacing the ignition module.

GETTIN' HOSED

The brake hoses on my shovelhead are old and starting to crack. I want to replace them with stainless braid hoses. I have changed handlebars and some other things and don't think the standard hoses will fit. I heard somebody makes hoses in different lengths that you can just screw onto adapters that fit the master cylinders and calipers.

Mopar Mike

Russell and Goodridge make those systems. Their adapters have AN3 fittings and are available most master cylinders, brakelight switches, and calipers. The hoses come in several different lengths and have AN3 fittings on the ends to screw onto the adapters. I use Teflon tape on the fittings for insurance against leaks and like Russell's Speed Bleeders, which make bleeding the lines painless. Remove all of the old fluid and replace it with fresh fluid of the same DOT rating while you're changing the lines, especially if it's DOT 3. Remember that DOT 3 will ruin most paint quicker than Popeye can bust open a can of spinach.

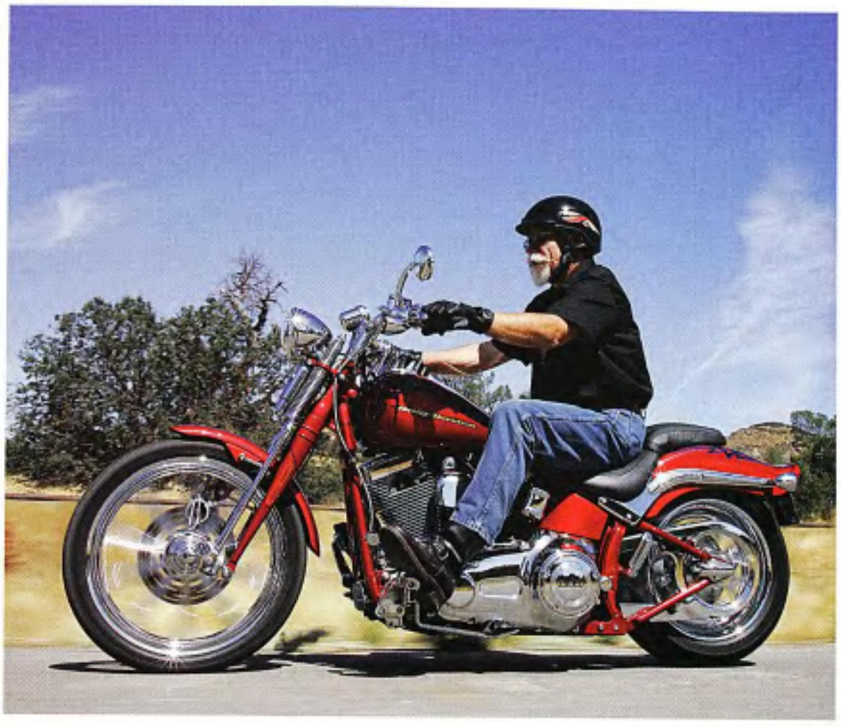
—Tom Johnson

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.

H-D CVOs: More Power For You

Ah, how we fondly think back, remembering the simpler days when life was easy and a Harley had a 74- or 80-inch motor. Those were the days.

What a line of horse pucky. We just rode the 2007 CVO (Custom Vehicle Operations) bikes! These bikes come fitted with genuine Harley-Davidson-built 110-cubic-inch Twin Cam motors. There are people out in the bike magazine world that will say that the CVO bikes are about more than big motors with big power; they will talk about shiny stuff and exotic seats, which the bikes have, but believe us, it's all about power. By power we mean torque; horsepower sells bikes but torque is what moves your butt down the road. The CVO gang has finally gotten the torque curve and gearing worked out. Even though the '07 motor is only 7 cubic inches bigger than last year's 103 motor, it pumps out 25% more torque at 2,500 rpm. Speaking of gearing, all of the '07 CVO bikes are fitted with-

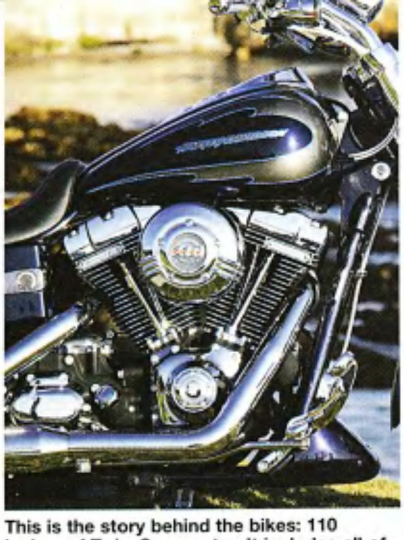


This is the first year for a CVO Dyna, and it's a zinger. With more power than congress and chrome to the max, it rides as good as it looks. The inverted forks and 170mm rear tire make it handle like a middleweight champ.

The Road King has styling in spades. The cut-down windshield is augmented by the leather-covered saddlebags. The custom paint works great with the Road Winger wheels and rotors.

If you like the FX style Springer, this is the only one available for '07. It has a great mechanical look to go with its power. The seat is not as good as the one on the Softail Custom, but if you can afford the bike, a new seat is pocket change.

This is the highway cruiser, the 2007 Screamin' Eagle Ultra. If you gotta go somewhere, this ride will take you there quickly. For those techno-geeks, it has more gadgets than the Tin Man. How about pushing a button and all the bags electronically lock, or satellite radio?



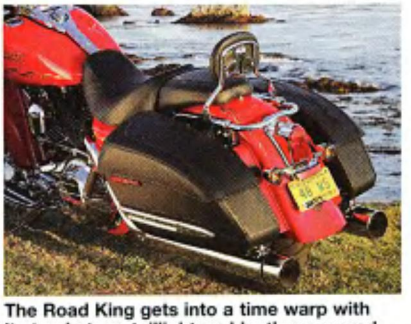
This is the story behind the bikes: 110 inches of Twin-Cam motor. It includes all of the new internals that the regular '07 bikes have. But wait, there's more: bigger cylinder heads, bigger throttle bodies, high-flow air filters and mufflers all controlled by a special set of redesigned camshafts.

Only the finest leathers cover the seats. The Dyna seat is more comfortable than it looks.

All of the bikes are fully instrumented, with speedo and tachometers.

Each model features a lot of one-of-a-kind parts; the Dyna has custom bars that mount an integrated tach.

This is comfort with a capitol C. The Ultra has dual control heated seats and an adjustable rider backrest.



The Road King gets into a time warp with its tombstone taillight and leather covered saddlebags.

Harley's new 6-speed Cruise-Drive transmission.

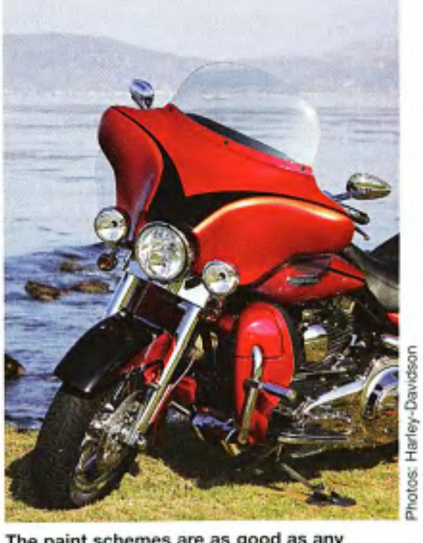
Riding any one of the models: Dyna, Softail Springer, Road King or Screamin' Eagle Ultra is more fun than any bike in recent memory. Each has a unique feel; the Dyna is light on its feet, the Springer is laid-back, the Road King upright and the Ultra is comfy. Our pick is the Dyna; its bare bones lightweight feeling amplifies the motor's high torque output. Harley says that the motor puts out in excess of 115 foot-pounds of torque at 2,500 rpm, but these are just numbers. You have got to ride the bike to get the real story of its power. There's nothing like it on the showroom floor.

Did we mention the shiny stuff? These bikes have enough glitter to make you think that you're riding a Christmas tree. They have trick wheels, cool paintjobs and seats covered in exotic skins that we last saw being chased by a lion on the National Geographic channel. The bikes look great so don't get us wrong; we were just overwhelmed by their riding qualities, which include handling and stopping ability.

So, if you happen to have a 14-piece KFC bucket full of Franklins or a fist full of credit, head on down to your local Harley emporium and grab the world by the handlebars. You won't regret it. Their prices range from $24,995 for the Dyna to $33,495 for the Electra Glide. Harley also covers all of that power and bright work, actually the whole bike, with a two-year warranty.

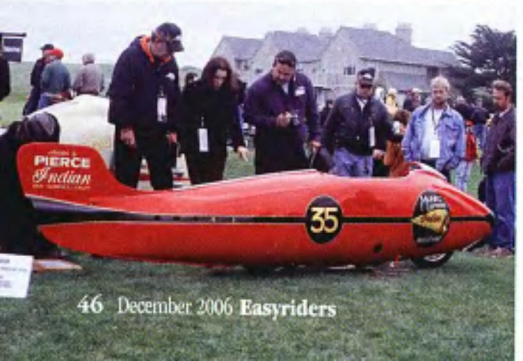
—John Sullivan

Harley-Davidson Motor Company
www.harley-davidson.com



The paint schemes are as good as any production bikes we have seen. The Ultra has three color choices.

Photos: Harley-Davidson



LEGEND OF THE MOTORCYCLE

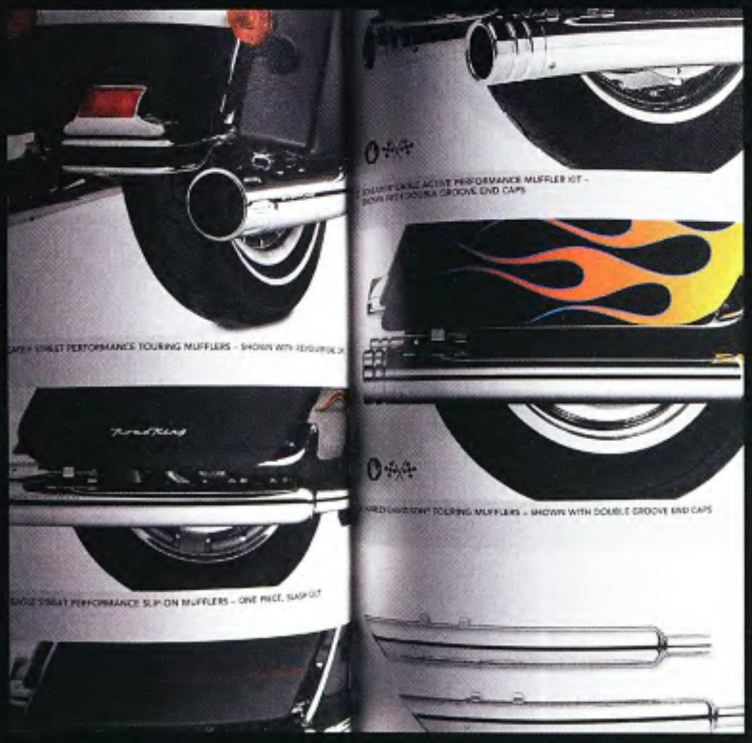
INTERNATIONAL CONCOURS D'ELEGANCE: A PEBBLE BEACH FOR BIKES

The Legend of the Motorcycle International Concours D'Elegance, held in Half Moon Bay, California, last May, was the first world class concours d'elegance ever held exclusively for motorcycles. The event attracted some of the most pristine vintage motorcycles ever, covering a period from the late 1800s to 1976. The featured marques were Crocker and Brough Superior. There were more than twenty of each of these motorcycles on display at the show, making it the largest gathering of either marque in history.

The Crocker collection included the very first road model ever produced: Al Crocker's No. 1X. Crocker introduced their first overhead valve model six months before Harley introduced the knucklehead, and it outperformed the Harley with both better handling and considerably more power. Al Crocker advertised that if any of its customers were beaten by a stock Harley, he would refund their money. Reputedly, Harley retaliated by threatening its suppliers, saying that if they made parts for Crocker, they would lose their contracts with Harley. Since Crocker

produced somewhere between 60 and 125 bikes total over six years, its hard to imagine that Harley found them to be that big of a threat. The last Crocker rolled out of the 1346 Venice Blvd, Los Angeles, California, factory in 1942.

Present at the show were nearly all of the Crocker family: his only son Al Crocker, Jr., Mary Jane Crocker, and many grandkids and great grandkids. The new Crocker Motorcycle Company, which has been producing high quality reproductions of Crocker parts for restorers, was also present at the meet. They are announcing that they will be producing complete Crocker kits, both big and small tank versions,



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Some people begin a countdown before they turn the ignition.

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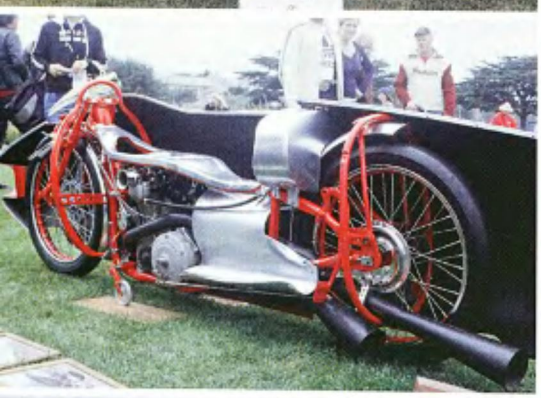
Screamin' Eagle PERFORMANCE PARTS **Live by it.**

maybe as soon as 2007. CEO Michael Schacht told us that he plans for the kits to sell for around $50,000 and expects that one of their initial markets will be to current owners of original Crockers who want to ride their motorcycles, most of which are now too valuable to take on the road. Have a look at www.crockermotorcycleco.com.

The collection of Brough Superior motorcycles was equally impressive. A mere 3,048 of them were ever produced from 1919 to 1940. Of these, it is believed that about 1,000 still exist. Known for their meticulous fit, finish and ferocious performance, H. D. Teague of The Motorcycle, a newspaper of the time, dubbed them "the Rolls Royce of Motorcycles." T. E. Lawrence, also known as Lawrence of Arabia, was killed in an accident on a Brough Superior in 1935; his name and that of Brough are forever linked. Broughs have always been rare, expensive and desirable to collect.

On display, were a total of nearly 200 motorcycles including Burt Monroe's



Indian Scout Special, which was featured in the movie *World's Fastest Indian* starring Anthony Hopkins. Also on hand was a 1937 knucklehead streamliner built around remnants of Joe Petrali's land speed record holder, Hap Alzina's 1938 Indian Arrow Bonneville record holder, and Don John's 1915 Cyclone board track racer—the fastest motorcycle of the day, and one of the rarest motorcycles in the word.

The event was first class all the way. The Ritz Carlton at Half Moon Bay is located 30 miles south of San Francisco and is perched above magnificent cliffs overlooking the Pacific Ocean. There was an eclectic mix of sponsors, including a cigar and spirits lounge sponsored by

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GENUINE MOTOR ACCESSORIES

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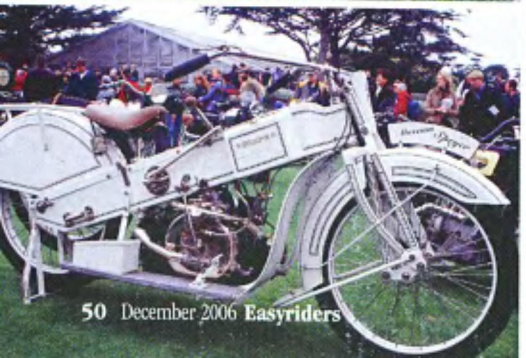


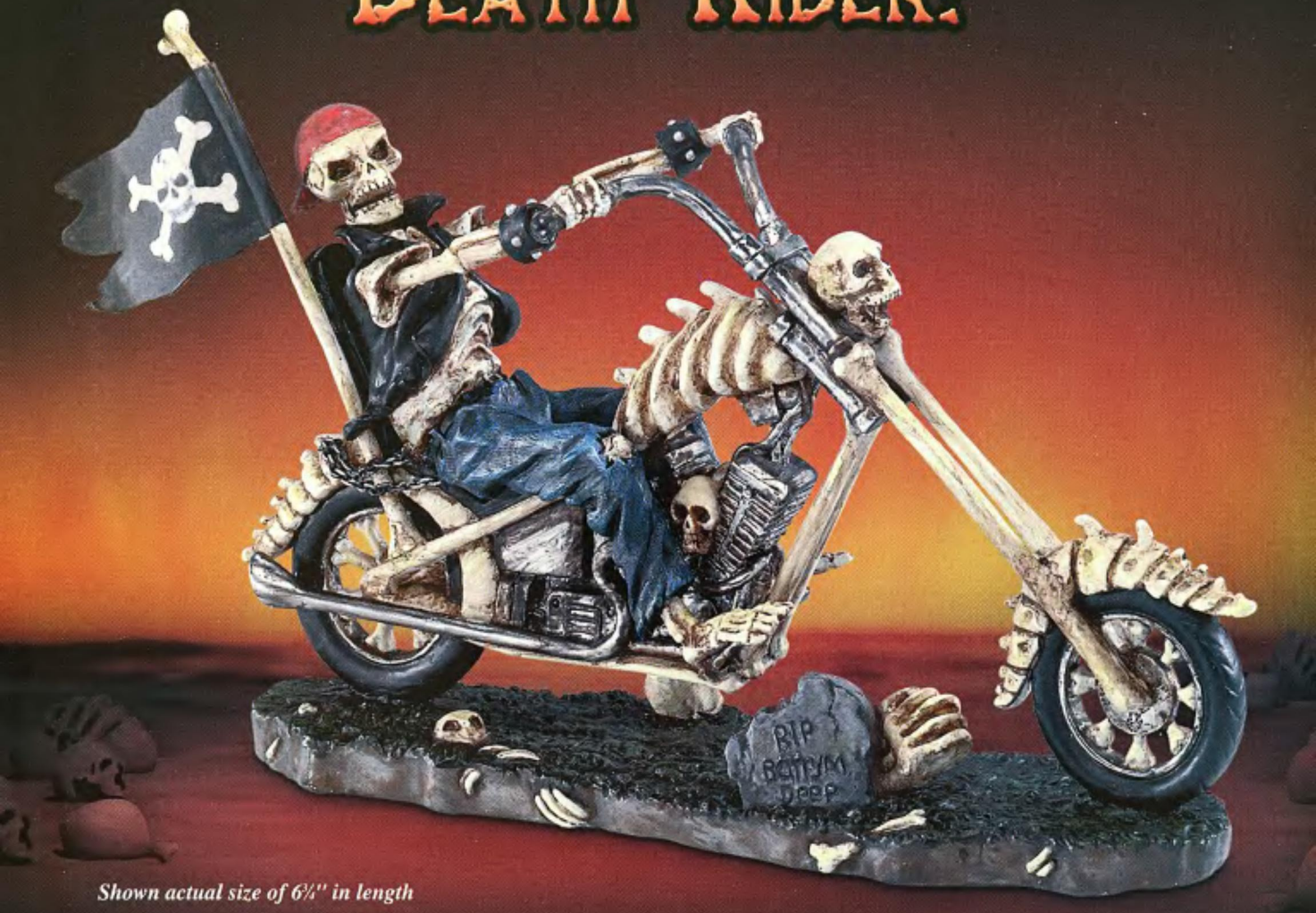
Hennessy, and Cohiba Cigar, who were handing out free samples of their products. You could also watch a screening of *Steve McQueen: the Essence of Cool*, and check out memorabilia owned by Steve, which will be auctioned off by anther sponsor, Bonhams and Butterfields, in November. Bentley, Cartier, Forbes, Godiva Chocolatier, Hagerty Insurance and Mequiar's, to name a few, were also sponsors of the event.

The 2006 event raised money for the Special Olympics, the Roots Initiative and the Boys and Girls Clubs of America. Jared Zaugg, president of the event says, "Legend of the Motorcycle is a celebration of the art of motorcycling. It pays homage to the rich heritage and enormous influence the motorcycle has had on popular culture." This was truly a fabulous event, and they have decided to proceed with a show at the same location on May 5, 2007. For more information check out www.legendofthemotorcycle.com.

—Kit Maira

Photos: Kit Maira

Dare to Cross the Path of... Death Rider!



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This One's Official

BMC Jack Daniel's Bike

So you've seen them at events everywhere you go. Someone out there takes the Jack Daniel's logo and plasters it on their bike. Next thing you know, you have a "Jack Daniel's Bike," right? Wrong. At least according to the folks in Lynchburg, Tennessee, and Big Mike and his crew at BMC in Bend, Oregon.

"The folks at Jack Daniel's had a racecar built for them and wanted something else to match it," says BMC (Big Mike's Choppers) owner Mike Rouse. "They had a very nice trailer built and painted and we put in a bid to build this bike. It's pretty cool since it's the only licensed Jack Daniel's bike out there

You can't ride the official JD Bike without the official JD jacket (above). Big Mike of BMC with his JD creation (left).

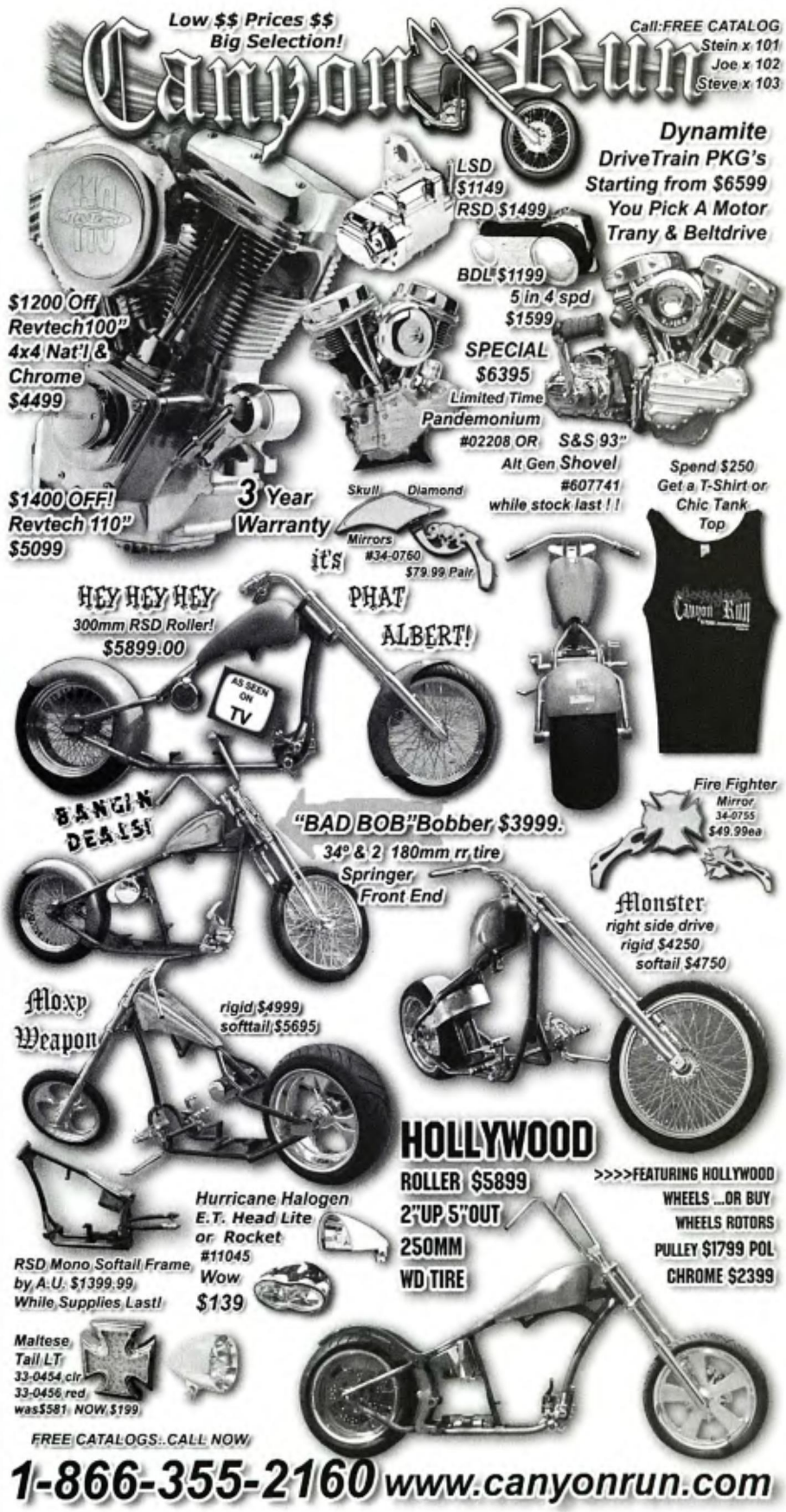
Photos: Rick Hustead

and will be traveling the country with our name on it."

The bike is built on BMC's Hooligan model. "That's been a pretty popular model for us," says Mike, "and we thought it made perfect sense to use this model to build a barhopper bobber for a JD bike." The Hooligan is a rigid bobber with a 110-inch RevTech motor and RevTech 6-speed tranny. With its 36-degree rake, 2-inch stretch, a 4-inch extension in the front end and 6-inch pullbacks, this bobber is as much fun to ride as it is to look at. Is that a JD logo on the tires? "Yep, we thought we'd have a little fun since they were letting us do, pretty much, whatever we wanted."

Although you can't buy this bike, you can get an up close and personal look at it at many events around the nation. Maybe a BMC Hooligan could be in your future. Who knows? I mean just because Mike's is the only "official" JD bike, doesn't mean you couldn't...not that we're endorsing any copycat mentality. Oh hell, grab a glass, pour yourself three fingers, sit back and check out the Web site at www.bmcchoppers.com while dreaming of your own Lucky 7 tribute.

—Oil Can



The Ascendant

PCC Has Raised The Stock Bar

Aaron Greene, owner of Paramount Custom Cycles in Reno, Nevada and the company's head tinkerer, has pretty much perfected the art of building the custom motorcycle and offering it as a stock bike to the riding public.

Currently featuring five bike models, Paramount's palette isn't limited to those custom stock bikes, however. Or stock custom bikes, whichever. Aaron's crew will still hammer out the occasional one-off for the right customer.

But it's his production bikes that keep Paramount Cycles in the black, because as any custom bike builder knows, there isn't any money in ground-up one-offs.

By using any of his proprietary parts, such as frames, fenders and the like, Aaron saves himself lots of time and effort, which results in a more streamlined production phase. Or, as Aaron describes it, "If I can build the chassis and all the sheet metal and all these components and then assemble them all in a bike, it is a better deal for me."

Currently, Paramount has a five model line-up: the Coupe, the Silencer, the Roadster, the Matador, and this one—the Ascendant. As a model, it's been around for about one year now, almost two, and with a Aaron's suggested retail price of $29,500, it's neither Aaron's least nor his most expensive model. Granted, it's a little more than a Sportster, but look at what you're getting: a 280 rear tire, a 113-cubic-inch S&S motor with S&S innards and a Rivera 6-speed, just for starters. "It's all proprietary sheet metal," Aaron expands, "so we do all the fenders and gas tanks and so forth."

The bike's skeleton is off of a hidden-shock chassis Paramount build. "The chassis tries to mimic a rigid as much as possible," Aaron says. "It's not our Softrigid, but the lines of the chassis still look like a rigid, because we kind of inbound the down struts and move the belt to the outside of the down struts on the frame. If you look at the bottom of the swingarm, the tube looks like it carries forward into the frame, so trying to keep the visual tubing lines of the chassis to look as much like rigid as possible."

Aaron is proud of his frame and so he should. With a handful of motorcycle-related patents to his name, he walks on lofty ground in this industry. Unlike the Softrigid, this chassis isn't patented, but Aaron says he believes PCC is still the only one making such a frame.

Aside from the sheet metal and the frame, other proprietary items include the handlebars, all the bracketry, and all the electrics.

The wheels are from Weld, the 10-inch-over front end was built by STP, and the pipes come from Kerker. The Ascendant comes standard with six different flame colors which are all hot rod inspired, fat tires, lots of horses, and very clean lines. It's a winning combination that has earned Aaron and his crew a worldwide fan and customer base. "This particular bike," he points out, "went to Austria. I think." —*Tripper*

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

Easyriders

passin' gas

Mad Dawg goes into a Supermarket and buys a bottle of Pepsi, a tube of toothpaste, one bag of potato chips and a frozen pizza.

At the checkout counter, the cashier, a fine young tender thing, says to him, "Single, huh?"

Mad Dawg asks her, "How'd ya guess?"

She replies, "Cuz yer fuckin' ugly!"

G. Lowery
Long Beach, California

Married 25 years, I took a look at my wife one day and said, "Honey, 25 years ago we had a cheap apartment, a cheap car, slept on a sofa and watched a 10-inch black and white TV, but I got to sleep with a hot 25-year-old blonde. Now we have a nice house, nice car, big bed, and plasma TV, but I'm sleeping with a 50-year-old woman. It seems to me you're not holding up your side of things."

My wife is a very reasonable woman. She told me to go and find a hot 25-year-old blonde, and she would make sure that I would, once again, be living in a cheap apartment, driving a cheap car, sleeping on a sofa bed.

Carson K.
Paso Robles, California

Morris, a 90-year-old man living in a retirement home got a weekend pass. He stopped in his favorite bar, sat at the end, and ordered a drink. He noticed a 70-year-old woman at the other end of the bar and told the bartender to buy the lovely, young lady a drink.

As the evening progressed, Morris joined the lady and they went to her apartment where they got it on.

Two days later, the old man noticed that he was developing a slight drip and headed for the rest home doctor. After careful examination the doctor asked the old man if he had engaged in any sex recently. Morris said, "Sure did!"

The doctor asked if he could remember who the woman was and where she lived.

"Yes. . . but why?"

"Well, you'd better get over there—you're about to cum."

R. Meyerson
West Palm Beach, Florida

"It's my buy one hole, get one free night."

"They're recycled condoms!"

I recently picked a new primary care physician. After two visits and exhaustive lab tests, he said I was doing "fairly well for my age." A little concerned about that comment, I couldn't resist asking him, "Do you think I'll live to be 80?"

The physician asked, "Well, do you smoke tobacco or drink beer or wine?"

"Oh, no," I replied. "I don't do either."

Then he asked, "Do you eat rib-eye steaks and barbecued ribs?"

I said, "No, my other doctor said all red meat is very unhealthy."

"Do you spend a lot of time in the sun, like playing golf, sailing, hiking or bicycling?"

"No, I don't," I said.

He asked, "Do you gamble, drive fast cars, or have a lot of sex?"

"No, I don't do any of those things," I replied.

He looked at me and said, "Then why do you give a shit if you live to be 80?"

J.T.
Out There

Doc, an old wiry biker, arrived at his IRS audit accompanied by his attorney.

Going over Doc's records, the IRS official said, "Well, sir, it appears that you live at a much higher level than your reported income. How do you explain that?"

Doc replied, "I love to gamble and I usually win."

The skeptical official gave him a disbelieving look.

"I can prove it," said Doc. "How about a demonstration?"

The official thought a moment and said, "Okay, go ahead."

Doc said, "I'll bet you $1,000 that I can bite my own eye."

The auditor thought a moment and said, "No way! It's a bet!"

Doc removed his glass eye and bit it. The official's jaw dropped.

Doc said, "Now I'll bet you $2,000 that I can bite my other eye."

The official could tell Doc wasn't blind so he took the bet.

Doc then removed his dentures and bit his good eye.

The stunned official was now two grand in the hole!

"Want to go double or nothing?" Doc asked.

"I don't think so."

"Look, I'll bet you $4,000 that I can stand on your desk and piss into that wastebasket by the door over there and never get a drop anywhere in between."

The auditor, twice burned, was cautious now, but he thought there's no way this guy could manage that stunt so he agreed again!

Doc climbed up on the auditor's desk, missed the wastebasket completely and pretty much pissed all over the desk.

The official grinned. He had just turned a huge loss into a huge win! But he noticed that Doc's attorney looked ashen and was visibly shaking.

"Are you okay?" he asked.

The attorney replied, "Not really. Before we arrived, Doc bet me $20,000 he'd piss on your desk and you'd be happy about it!"

JEO
Ft. Bragg, North Carolina

Little Johnny just got a brand new train set and was downstairs playing with it. He had his little conductor hat on and was pulling on the whistle. As the train came to a stop, he said, "All you muthafuckers getting off, get off. And all you muthafuckers getting on, get on."

His mother was in the kitchen and couldn't believe she just heard what she thought she heard.

Again, Johnny blew the whistle and the train took off. It went through mountains and tunnels and over bridges and he blew the whistle again. It came to a stop and he said, "All you muthafuckers getting off, get off, and all you muthafuckers getting on, get on!"

Johnny's mom came running out of the kitchen, snatched him by the ear and began to berate him. "Johnny, we don't use language like that in this house. You need a time out—go upstairs to your room for one-half hour and think about those words you said.

Johnny stomped upstairs, all pissed off and half an hour later he poked his head out and asked his mom if he could come out and play with his train again. She said yes and sure hoped he had learned his lesson.

Johnny pulled on the whistle and the train took off, went around the track a couple of times, and came to a stop. "All you muthafuckers getting off, get off, and all you muthafukers getting on, get on. And if anyone has a problem with that 30-minute delay, talk to the bitch in the kitchen!"

John Kloer
Kingman, Arizona

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: Paramount Custom Cycles
City: Reno, Nevada

GENERAL
Fabrication: Paramount Custom Cycles
Year and make: 2005 Paramount Custom Cycles
Model: Ascendant
Assembly: Paramount Custom Cycles
Chroming: Meclec

ENGINE
Year: 2005
Model: S&S
Ignition: IST
Displacement: 113 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S
Air cleaner: S&S
Pipes: Kerker

TRANSMISSION
Year: 2005
Shifting: foot

PAINTING
Painter: Paramount Custom Cycles
Color: black/burgundy
Type: PPG

FRAME
Year: 2005
Builder: Paramount Custom Cycles
Type: HCH
Rake: 41 degrees
Stretch: 5 inches up, 2.5 inches out
Shocks: works
Other frame alterations: none

ACCESSORIES
Bars: Paramount Custom Cycles
Handlebar controls: late model
Fender(s): Paramount Custom Cycles
Headlight: LazerStar
Taillight: LED Cateye
Speedometer: Wire Plus
Pegs: STP
Electrics: Paramount Custom Cycles
Gas tank: Paramount Custom Cycles
Oil tank: Paramount Custom Cycles
Oil system: Paramount Custom Cycles
Primary cover: Harley-Davidson
Seat: Corbin
Mirrors: Paramount Custom Cycles
Grips: Paramount Custom Cycles

FORKS
Type: standard
Extension: 10 inches over
Builder: STP

WHEELS
Size: 21-inch front, 18-inch rear
Make: Weld
Tires: Metzeler
Brakes: Wilwood front. H.H.I. rear
Photos: Mike Chase

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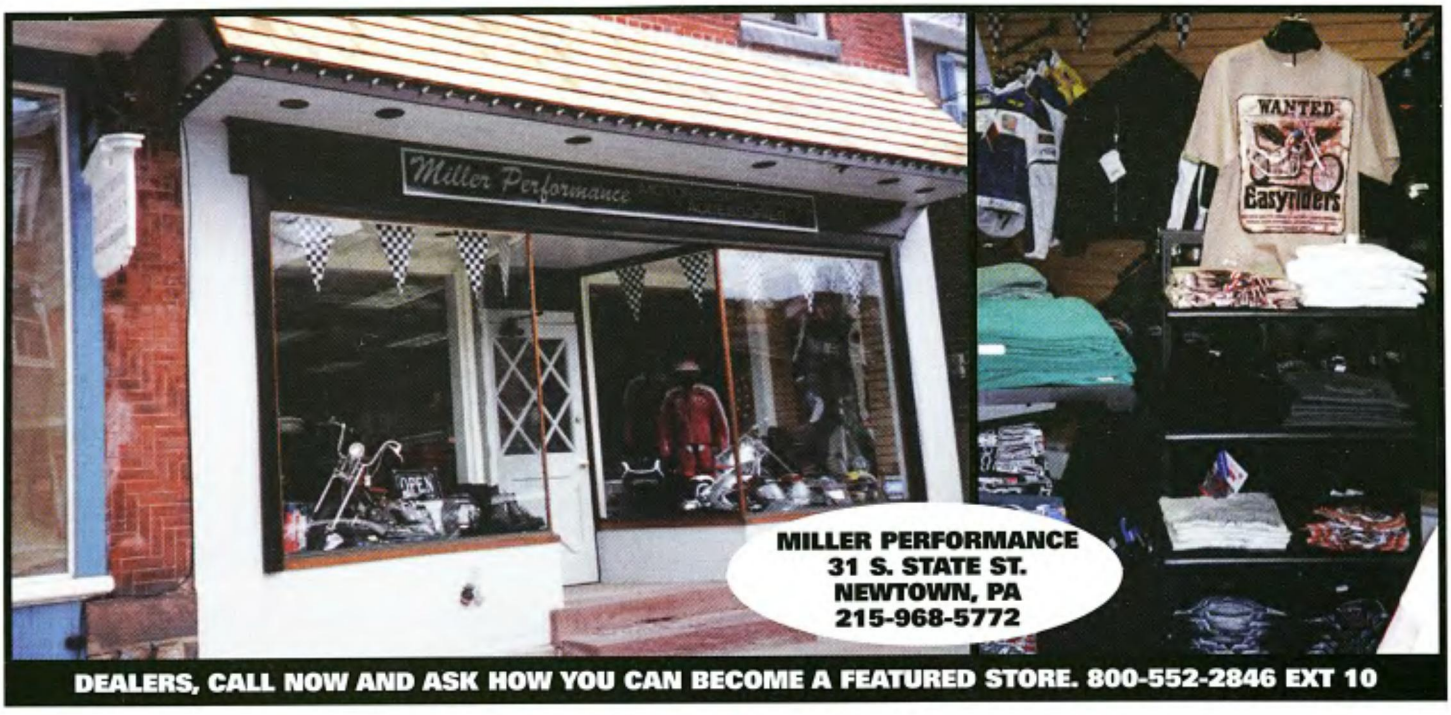

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CONNECTICUT
Doc's Motorcycles
Waterbury, CT
(203) 757-0295

FLORIDA
California Cycles
Panama City, FL
(850) 233-1391

Power Sports Center, LLC
Orlando, FL
(407) 856-8712

Soft Tales Cycles
Lakeland, FL
(863) 616-1900

Southside Choppers, Inc.
St. Petersburg, FL
(727) 328-1830

GEORGIA
American Cycle Brokers, LLC
Helen, GA
(706) 878-5005

Chatahoochee Biker Gear
Helen, GA
(706) 878-0076

IDAHO
The Roadhouse
Spokane, ID
(208) 457-1150

ILLINOIS
Poopys
Savanna, IL
(815) 273-2363

INDIANA
Pitbull Leather
Nashville, IN
(812) 988-6007

J&P Cycles
Anamosa, IA
(319) 462-4817

KENTUCKY
Open Road USA
Elizabethtown, KY
(270) 763-1109

Slick Rick's LLC
Livermore, KY
(270) 278-2716

MARYLAND
McCullough's Custom Cycles
Elkridge, MD
(410) 796-6107

MICHIGAN
Burnout Power Sports
Clare, MI
(989) 429-1204

The Happy Hog
Traverse City, MI
(231) 932-1204

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

NORTH CAROLINA
Liberty Motorcycles
Spruce Pine, NC
(828) 765-3451

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

OKLAHOMA
Papa's Leather Barn
Bethany, OK
(405) 495-9700

PENNSYLVANIA
Miller Performance
Newton, PA
(215) 968-5772

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

VIRGINIA
Z Man Custom Cycles & Parts
Christiansburg, VA
(540) 381-4183

WEST VIRGINIA
Gemstone Customs
Huntington, WV
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WISCONSIN
Noyes Performance
Milwaukee, WI
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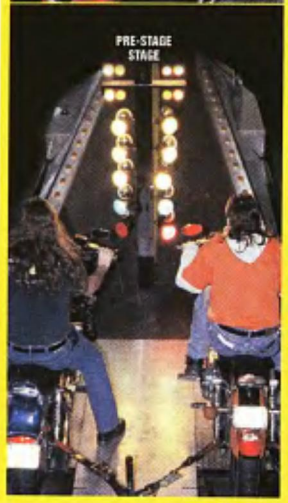
DYNO-DRAGS™

Patent No. 6,123,547 & No. 6,505,503



Jan 6-7 2007
4th Annual Dyno-Drag Nationals
Pomona, CA

TERESI DYNO-DRAG takes "inter-active" to a new level by allowing motorcycle enthusiasts to compete head-to-head with their own bikes under real racing conditions.

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

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

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

With appearances planned at over 40 events per year for some 120+ days of operation, the Teresi Dyno-Drag will be coming to an event near you this year!

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

4TH ANNUAL DYNO-DRAG NATIONALS

Anyone racing in the 2006 year will qualify for the 2007 Dyno-Drag Nationals.
Cash Prizes ★ Trophies Winners will be featured in V-Twin Magazine. $10,000 purse even last place will get $1,000!

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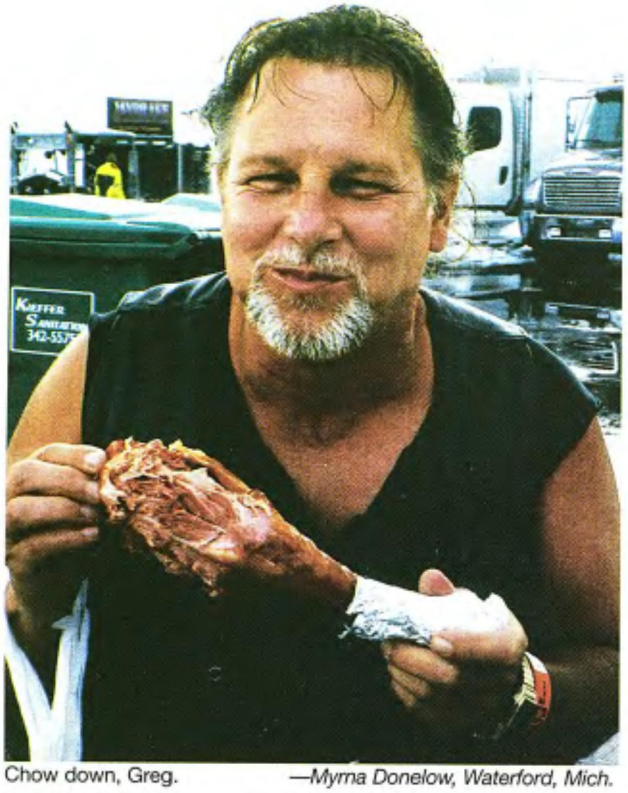
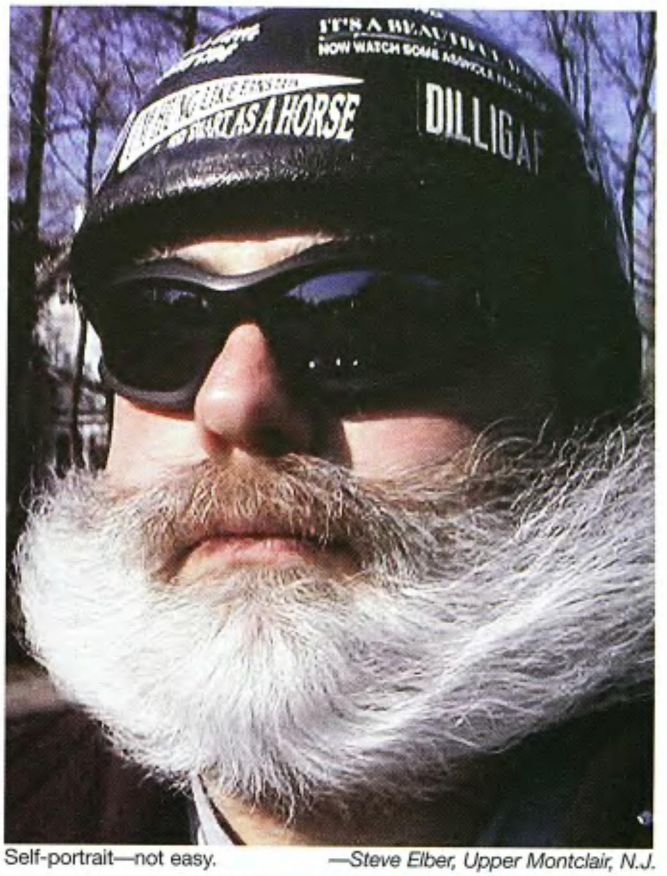
—Dan Folk and members of Army/Navy LLVI team in the Afghan desert.

Showin' good ol' fashoned class!

—Ed Alcorn, Cleghorn, Iowa

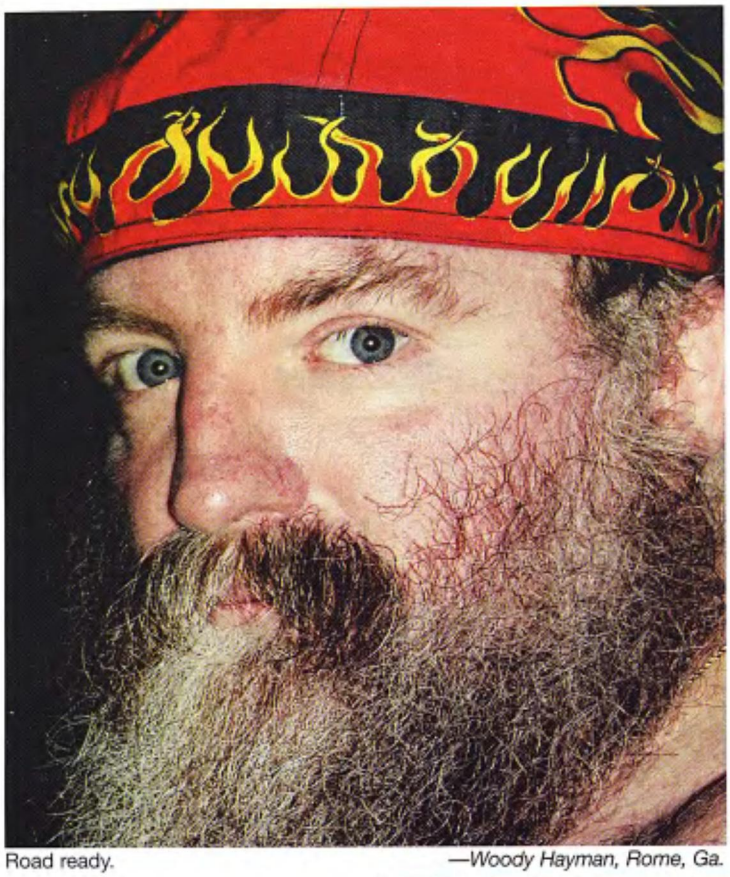


Chow down, Greg. —*Myrna Donelow, Waterford, Mich.*

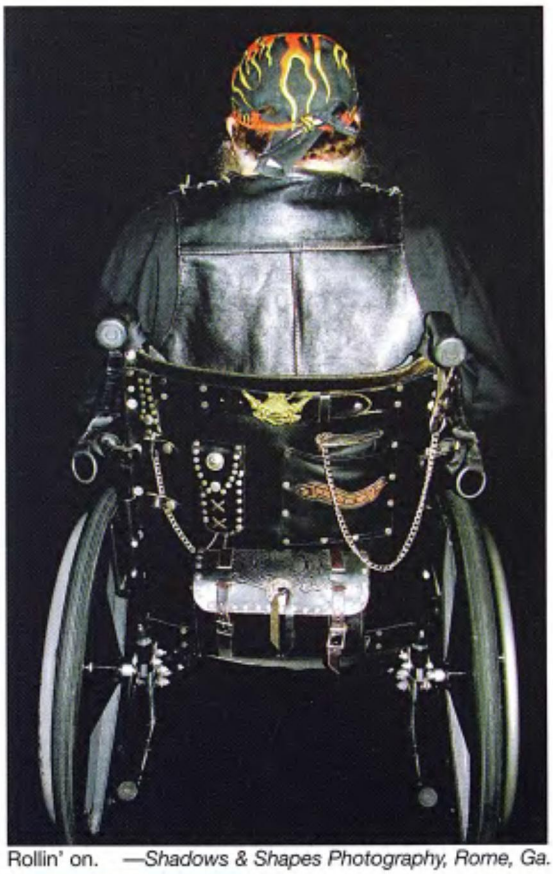


Self-portrait—not easy. —*Steve Elber, Upper Montclair, N.J.*

Hittin' the bricks…wall, that is, at Jim's Tavern Bike Show. —*Bill Cromwell, Greencastle, Pa.*



Road ready. —*Woody Hayman, Rome, Ga.*



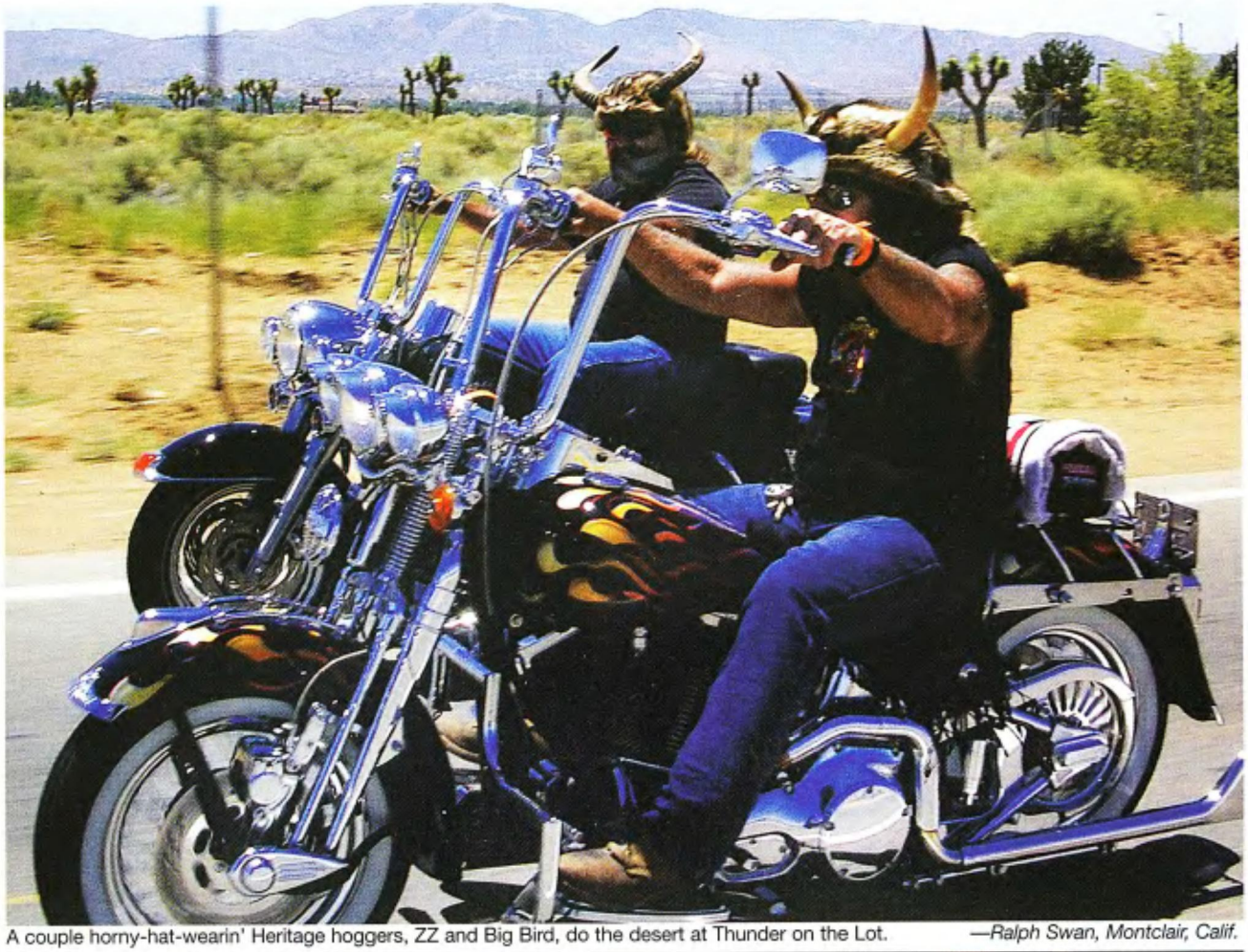
Rollin' on. —*Shadows & Shapes Photography, Rome, Ga.*

Aleppo Shriner and 12-Step clown, Reco-Ve-Ree, meets his match with Newton's finest. —*Phil Malonson, Newton, Mass.*

Sweet Natalie. —*Darwin Becker, Sturgis, S.D.*

Green Meanie. —*Bret Brandt, On the road, Iowa*

Charlie Clark is ready to serve again with his 1941 45-inch Indian Military Scout. Photo: Ron Fischer —*Fish, Mt. Pleasant, N.C.*



A couple horny-hat-wearin' Heritage hoggers, ZZ and Big Bird, do the desert at Thunder on the Lot. —*Ralph Swan, Montclair, Calif.*

Proud gal at Republic of Texas Rally. —*Les Holt, Austin, Texas*

Juggernaut or jugger-not? —*Woody Hayman, Rome, Ga.*

Rick and Lisa out strollin' and flippin'. —*Ken "K.W." Wright, Taylorsville, N.C.*

Bonerriffic. —*Mark Sherman, Madera, Calif.*

Congrats, folks, but she wants to know: "Which is his first love?" Time will tell. —*Alan and Katie Baker, Tomahawk, Wis.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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

MSC: 800/809

1/4 SCORCHER
1/4 SCORCHER

On The Fly

Sometimes The Best Plan Is To Wing It

Jason Kidd is the founder of Flyrite Choppers, an Austin, Texas-based company that builds very cool retro motorcycles at an affordable price. This is quite a twist to today's upside-down market where the idiom, "If it ain't expensive, it ain't shit" rules the roost. Nice to see companies such as Flyrite proudly giving the middle finger to this way of thinking.

Well, "Scorcher," the sled shown here in beautiful metal-flake green, is something of a development platform for many of the components Flyrite manufactures for their production motorcycles. See, it's not uncommon for a

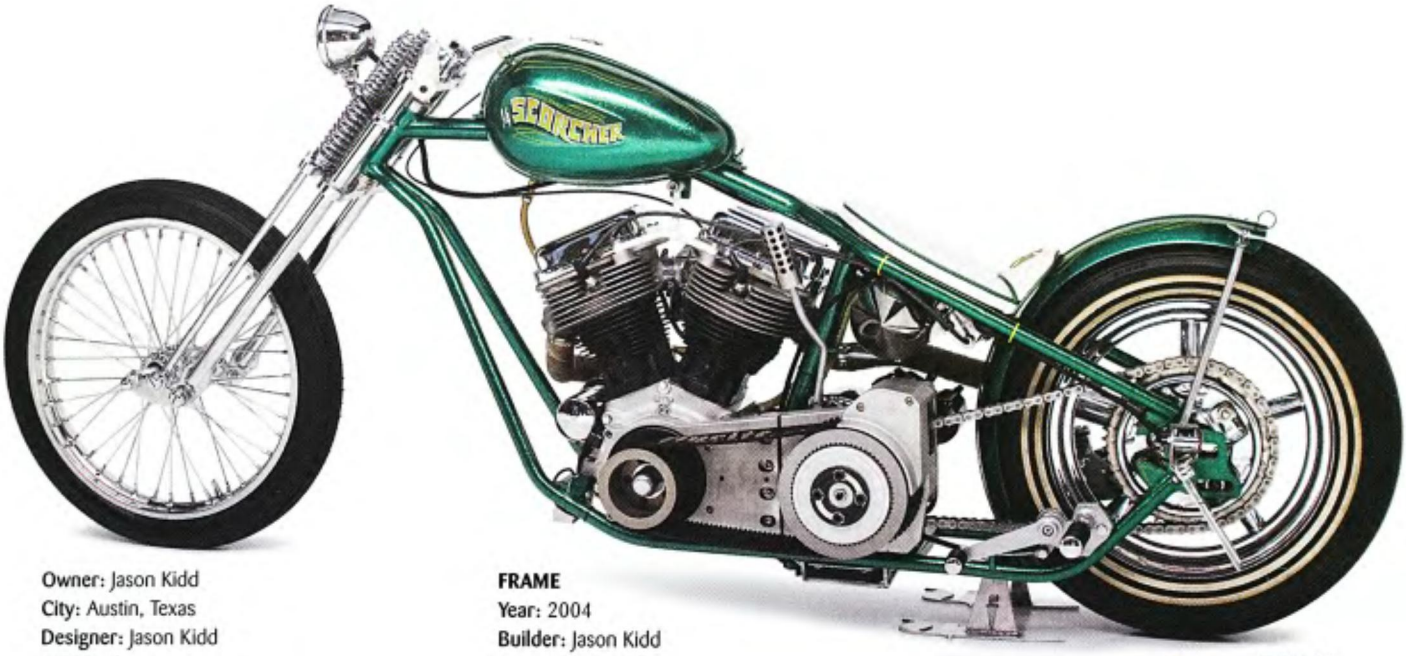
new manufacturer to run into supply problems as their vendors get stretched thin (and the quality begins to fade), so it is at that point the manufacturer has to bite the bullet and make their own parts and pieces.

There's many a time when a bike build starts off with a couple of odd parts and this is no less true for the Scorcher. It turns out that the wheels were sitting in Jason's shop and he decided to start with the Invader rear

and the spool front and see what happened. Getting busy with the tube bender, Jason began re-configuring his adjustable frame jig to construct the new chassis. One of the departures from conventional design (remember, that's what makes something "custom") are the rear-set foot controls more common on drag bikes than streeters. Since the Scorcher was to be something of a nostalgic drag bike, the new frame was built to accommodate them.

But the frame wasn't the only design exercise because the springer fork Jason built for this bike was the working prototype for the ones used on Flyrite production models. It's the "necessity being the mother of all invention" philosophy—if ya can't get it, make it. Now if the fuel tank has ya puzzled, don't get too upset; Jason bought it off of eBay a few years ago and after some re-work (which included the center fin), it found new life on the Scorcher.

Jason's style plays back and forth between hot rod cars and nostalgic custom bikes, so his new venture, Flyrite Hot Rods shouldn't be much of a surprise. With the new business will come increased manufacturing facilities which will allow Flyrite Choppers to produce more cool motorcycle parts of their own design. And to think, it may all have been inspired by the Scorcher. Hey, stranger things have been known to happen, so keep an eye on Flyrite, folks, we'll likely be seeing a lot more from them. Check 'em out on the Web at Flyritechoppers.com. —*Wordman*



Owner: Jason Kidd
City: Austin, Texas
Designer: Jason Kidd

GENERAL
Fabrication: Flyrite Choppers
Year and make: 2004 Flyrite
Model: Scorcher
Assembly: Flyrite Choppers
Time: 2 months
Chroming: Hands Off

ENGINE
Year: 2004
Model: Pandemonium panhead
Rebuilder: Custom Chrome
Ignition: Mallory Unilite
Displacement: 88 cubic inches
Lower end: STD, S&S, RevTech
Pistons: S&S
Heads: STD
Cam: Andrews
Lifters: JIMS
Carb(s): S&S Super E
Air Cleaner: Velocity stack
Pipes: Flyrite Choppers

TRANSMISSION
Year and make:
2004 Ultima 5-speed
Shifting: hand

PAINTING
Painter: Flyrite Choppers/Jason Kidd
Color: metal-flake green
Special paint: pinstriping by Dan Barnett

FRAME
Year: 2004
Builder: Jason Kidd
Type: Flyrite rigid
Rake: 37 degrees
Stretch: 6 inches
Shocks: none

ACCESSORIES
Bars: Superbars
Handlebar controls: none
Fender(s): Ford
Headlight: spotlight
Taillight: Cateye
Pegs: rubber
Electrics: Flyrite Choppers
Gas tank: Flyrite Choppers
Oil Tank: Torpedo nacelle
Oil system: Flyrite Choppers
Primary cover: Primo
Seat: Flyrite Choppers/Fat Lucky
Mirrors: none
Grips: white

FORKS
Type: Flyrite Choppers Springer
Extension: 2 inches under
Builder: Jason Kidd

WHEELS
Size: 21-inch spool front, 16-inch Invader rear

Tires: Avon Speedmasters
Brakes: Drum rear only
Other Special Modifications: Flyrite Choppers rearset controls
Photos: Darryl Briggs

Saddle up with a true legend

In the long history of classic Hollywood Westerns, nobody rode off into the golden sunset with the swagger of the great John Wayne. Over the course of his prolific 50-year career, he showed us what it meant to be an American hero. Now you can saddle up once more in *John Wayne®: An American Legend*, a stained-glass panorama that lights up from within. Nearly *two feet wide*, it features long-lasting lights built into the frame. It arrives fully-assembled, and will become a distinctive focal point wherever it is displayed, lit or un-lit.

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With the flip of a switch, the panorama lights up from within.

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Signature _____

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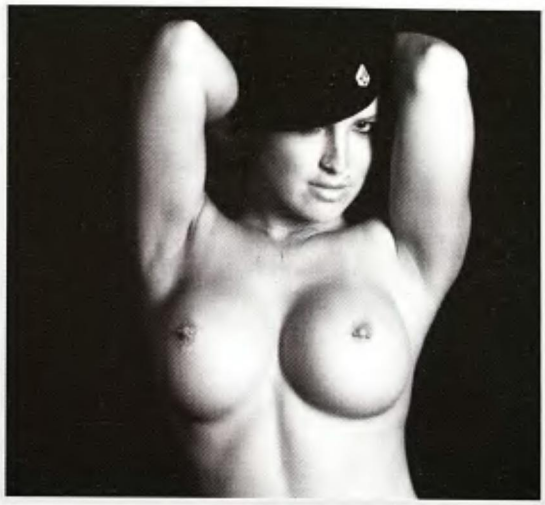
FoxHunt

Meet June's Winner

I want you to think about something: Would you trade the age you are now to be 20 years old, again? I mean, knowing everything you know now and be 20? What if I threw in the fact that you could know everything you know now AND your June Fox Hunt winner, the 20-year-old Ashely was gonna be your ol' lady? Now *that's* a different story, huh? Yeah, the little NorCal 20-something is our current monthly diva. In her spare time she dreams of ways to torment older men and piss off their ol' ladies, by having a tight young body that has yet to experience the laws of gravity. I know, we all just let out a big, sad sigh. Flip over to Page 92 and remember what it was to be 20 as you look at Ashley pose with Tim Grogan's straight leg rigid. OK, not what I meant, but, come to think of it, he probably was! *—Jack's Smirking Revenge*



Crystal–California

#1201

"Can't recall my 'very first.' I haven't been on a bike in some time. I miss the wind in my hair and the vibration between my legs. I can't wait to get back on one."

Desiree–Florida

#1202

"I TOTALLY remember my first ride. That one made my ass tingle more and more and made my nipples harder and harder!"

Win $1,000!

Julie–Wyoming

#1203

"I Love the feeling of my long hair blowing in the wind. I love that feeling of flying."

Rhonda–Kansas

#1204

"It was on my first date and we rode with the band Jackyl! What a complete turn-on."

Candy–Missouri

#1205

"Ok, I have never ridden a Harley but I want to realize what it's like to ride one. I imagine riding on a long, quiet road southwest towards Arizona."

Paula–Iowa

#1206

"My first Harley ride was about 11 years ago. Feeling the wind in my hair and the freedom on the open road was the best. I knew I was hooked!"

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 online 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 #402 *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 online at **www.easyriders.com** (then click on Fox Hunt), October 30, 2006. The voting deadline for this month's crop of cuties is November 30, 2006. We'll announce the winner in the April 2007 issue.

At first we all thought there were a bunch of "Ashley fetish" voters out there. However, upon further review...we know why you voted for her. Come back next month and see the North Carolina cutie!

402

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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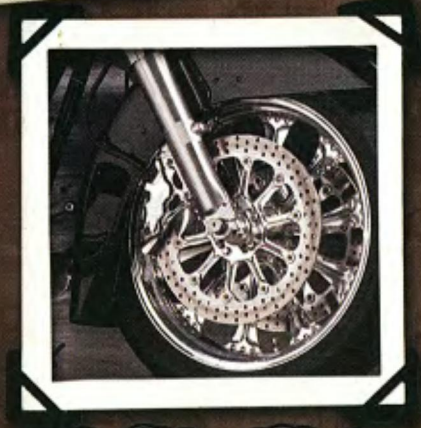

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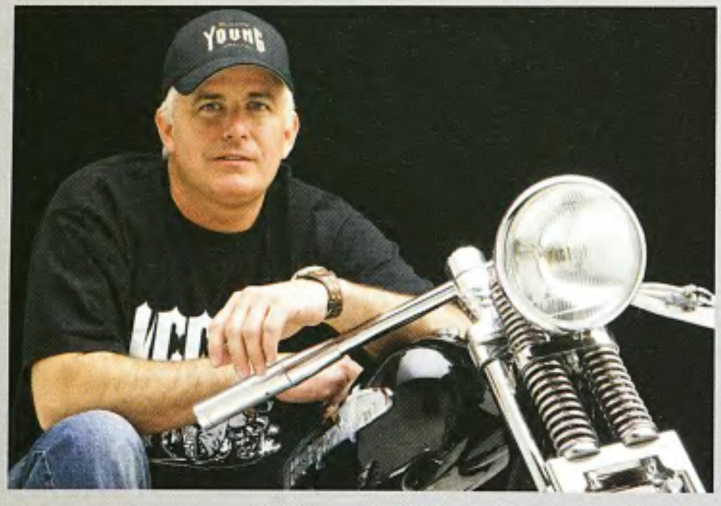
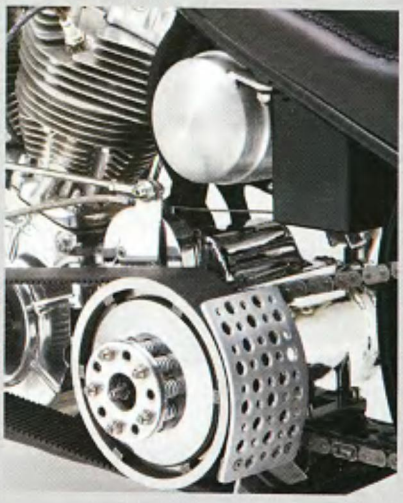




Round Trip Chopper

Coming Full Circle With An Old Bike

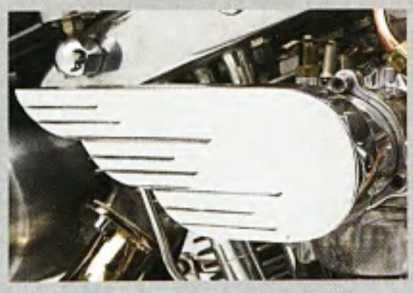
When Fred Henry picked up a tired but otherwise cool little '48 bobber he knew exactly where he'd take his vintage gem to have it freshened up a little. A longtime customer at Hank Young's four-wheeled hot rod business, Fred had no doubts about bringing his scooter to the chopper side of that building in Marietta, Georgia. What he didn't know, however, was that he would be bringing the bike right back to where it had been originally built back in '91.

"Fred came in one day with some pictures of this

new bike he'd just bought," Hank remembers. "He wanted to know if we could take a run at re-doing it. I took one look and said, 'That's my brother's old bike! There's nothing new about this one, Fred. Let me tell you all about it.'" Turns out that Hank's dad, Lewis, had originally built the bike for Hank's brother, Tate, about 15 years ago. It was completely different looking then. It had a different rear fender, 5-gallon tanks, different lights, handlebars and it was painted bright silver. All the mechanicals, however, were exactly as they are here; the vintage H-D frame, the engine (a 1948 panhead lower end with a shovel top end), the 4-speed transmission, nothing there had changed over the years. Tate Young kept the bike for probably three or four years before selling it to a guy who kept it all this time before turning over the

title to Fred, who had no idea whatsoever that the bike came with a Young family pedigree. What he did know was that his bike was sort of run down and in need of help. Finding out that Lewis Young built the thing in the first place, well, it was a no-brainer to drop the '48 off back where it was born.

The revamp, Hank says, involved a complete cosmetic makeover. "I just changed things around to make it look a little more like a chopper," says Hank, switching things from the original bobber look Lewis gave the bike back then. "Fred wanted a little lightweight bar hopper, so that's what we gave him." The frame, like we said, is still the original 1948 Harley-Davidson, modified just enough to fit in a 180 rear tire. "And with those modifications," Hank says, "I try to use as many genuine vintage parts as I can before I have to go aftermarket."



A few more "real" parts included here are the new rear fender made from a '36 Ford spare tire cover suitably modified, an extended peanut tank Hank made, and some different handlebars with a new headlight and the taillight that came from a 1948 Cessna airplane. How's that for maintaining a timeline? A '48 airplane part on a '48 motorcycle. There's lots of neat little stuff like that all over this bike, which completely transformed the motorcycle. "It's just a neat and clean sanitary little machine," is Hank's assessment. "There are probably 100 cool little things that we did to it, and the more you look the more you see." As always, success comes in the details, little touches like that Cessna taillight and the custom air filter Hank made from a hunk of scrap 2 x 3-inch aluminum tubing. And talk about details, how about those genuine Harley-Davidson badges hung on the sides of the new, handmade tank? We think that's a nice touch.

Working on the project on and off, because Fred Henry was in no great rush, Hank took about six months to put the bike his father built back into shape and back on the road. And you can bet it was a labor of love. "This is my style bike," says Hank. "And because this one was kind of a family affair it made it even better." Fred couldn't agree more. —*Joe Kress*

Owner: Fred Henry
City: Gainsville, Georgia

GENERAL
Designer: Young Choppers
Fabrication: Young Choppers
Year/make: 1948 Harley-Davidson
Model: FL
Assembly: Young Choppers
Time: 1 year
Chroming: Pro Plating

ENGINE
Year: 1948 FL
Rebuilder: STD
Displacement: 88 cubic inches
Cam: Andrews
Ignition: Morris Magneto
Carb: S&S
Air filter: Young Choppers
Pipes: Young Choppers

TRANSMISSION
Year/make: 1948/Harley-Davidson
Shifting: 4-speed

PAINTING
Painter: Terry Southern
Color: Black
Type: Sikkens

FRAME
Year/make: 1948/Harley-Davidson
Type: rigid
Rake: 30 degrees
Shocks: not here

ACCESSORIES
Handlebars: Young Choppers
Handlebar controls: Choppers, Inc.
Fenders: '36 Ford spare tire cover, modified
Headlight: OE knucklehead
Taillight: 1948 Cessna
Speedo: none
Pegs: Young Choppers
Foot controls: JayBrake
Gas tank: extended peanut
Oil tank: Moon
Seat: Duane Ballard
Mirrors: none
Grips: Choppers, Inc.

FRONT END
Type: springer
Builder: Paughco

WHEELS
Make: laced, 40-spoke
Size: 21-inch front, 16-inch rear
Tires: Avon
Brakes: JayBrake disc, rear only
Photos: Michael Lichter

LAST CHANCE

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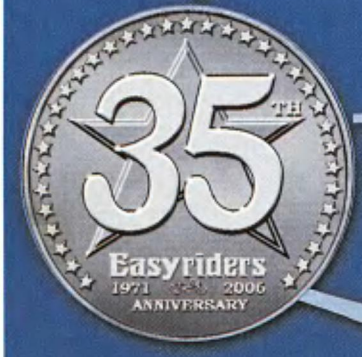

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PAINTING WHAT COMES NATURALLY

Tom Fritz

To paint or not to paint, that was never the question for Tom Fritz. Born with pen and paper in tiny hand, so to speak, his output, even during his childhood, was such that it perturbed his mother on a constant basis.

"I drew all the time, on walls, on old newspapers and on boxes," he says. "My mother would get upset with all the drawings I would hide under my bed and in my drawers."

The question was also never one of what to paint. The son of an aircraft engineer, Tom grew up in a world of motors and mechanics helping his father fix the family's cars and bikes (Tom's parents both rode). It ignited his second, lifelong passion. "My father got me into working on motors. At 13, I was working on a Chevy 283 engine that I wanted to have ready by the time I was 16."

Besides the parental influence, Tom was also moved by Hollywood's take on two-wheeled freedom, as well as by his physical surroundings. "I was heavily influenced by motorcycle-related TV and movies like *Then Came Bronson*, or *Easy Rider*, or even *Billy Jack*," he says, "but also by stock car races and biking through canyons like the Big Tujunga or Pacoima Canyon, or riding out to the Mojave desert. You never forget certain things, like riding up Highway 49

through Gold Rush country, or cutting tunnels through swarms of white butterflies on Highway 99."

During his college years—Tom studied art at Cal State Northridge—he worked as a service technician for Sears, repairing "booger snatchers" (that's what he calls vacuum cleaners) and small engines. Eventually, however, the question Tom had was not so much how to combine his two passions, but, more importantly, how to make a living at it.

In fact, during his search for gainful employment as an artist, he left no stone unturned, not even one as oil-slicked as this rag. "In 1978 or '79, I went to the *Easyriders* offices when the magazine was still in Malibu and showed the art director, I think her name was Michelle, my portfolio," Tom remembers. "She said, 'that's cool, but we've already got David Mann painting for us.' So we were like two ships passing in the night."

For decades afterward, Tom made his living as illustrator for different companies in the defense industry, while supplementing his income through freelance work. For the past few years, however, he's finally been able to live solely off the work that inspires him the most: painting hot rods and motorcycles. "It's something I understand; it's an innate passion," he

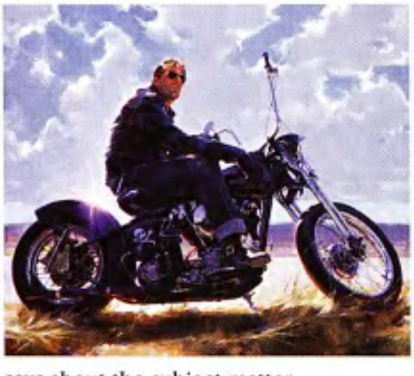
Images: Tom Fritz

explains. "But the main reason I work in oils is because I dig the smell."

Combining his passions culminated in 2003 when he was awarded a license by Harley-Davidson, making him one of only four artists currently able to claim this distinction. Ironically, the subsequent increase in business has given him less time to pursue what we all cherish so much. "I don't ride much anymore," he says, "because as an artist, I chain myself to the easel. I don't have time anymore; my day is taken with business functions that I can't do on a bike, although I do get envious when I see a group of motorcycle riders going down the highway, and I'm in my truck hauling canvases and painting equipment."

—Red Baron

For more information on Tom Fritz and his paintings go to www.fritzart.com.



says about the subject matter.

But even here, it's not just any random hot rod or bike. Although his main interest when painting lies in color, composition, and the quality of light, Tom also prefers to inject a lot of history into anything he paints. "I imagine what things were like in days past," he says. "Clothing wasn't as warm as it is today, road surfaces were primitive, and the machines were louder and more complicated to work on. There is a sort of rustic charm in working on historical subject matter."

Although he's experienced all the commercial media during his time as staff artist, Tom prefers working with oils. "There's a range of tactile qualities inherent in the medium, and a chemistry that I can alter to my advantage," he

Cursed ONE

Now It's Getting Serious

It really sounded so simple at first. Tim Grogan was preparing his garage to build a raw-bone rigid custom from scratch. A bike with attitude and nothing store bought or bolt-on was what he wanted. Tim soon found that his machine would have the kind of personality that no one would intentionally plan. Years ago Tim built custom furniture, but he also raced sprint cars and was fond of working with metal. Watching Billy Lane and Indian Larry on television gave Tim the inspiration to build his own chopper. When he found this Paughco frame, DNA springer front end and the wheels at a swap meet, it was buildin' time for sure. Back home at the garage, Tim noticed that the frame's bottom rails were not parallel with the ground. Here was his first sign that he was facing a real task. Tim earns his pay as a building contractor and thought, "I'm not in business building bikes. I might as well do it the way I want to since this one is for me." Armed with a 110-volt wire feed welder and 4-inch angle grinder as primary weapons, Tim made many really cool parts for "Cursed One." Look close at his switch housings, battery tray, fender brackets, tank, sissy-bar and shift linkage. All of them are real

non-catalog gems, proving that there's plenty of genius in his garage. Who besides Tim would have known that a length of swimming pool vacuum hose has ends that fit right up into the exhaust ports? Using cable ties to hold the hoses into place, Tim would stand with his back to the workbench looking at the bike and making changes until he had the one-off pipes you see here.

There are 34 coats of paint on these tins and yes, Tim actually hand-striped those cool flaked-out scallops. Playing around with some junk tanks was just

the practice Tim needed, since the pinstriping is as good as we have seen anywhere. His good friend Jimmy Warren helped him map out the coats of paint and get it looking as good as any show quality paintjob out there. Sure, Tim had plenty of fun with the paint, but the real trouble didn't surface until after he got it running.

If you ain't chicken, try kick starting a 93-cubic-inch generator V-twin engine with a 10.5:1 compression ratio for the first time. Tim had the bike at a local Friday night BBQ when everyone there wanted to hear it run. Tim was dancing his best kickstart two-step, but after more than 150 strokes the bike he calls Cursed One was not running. Everyone was getting tired of waiting, but not as tired as Tim was. He finally got it bump started. Later, a broken oil line caused Cursed One to puke over three quarts of oil out at a gas station. Then, two weeks later, the carb and intake separated while he was riding, but three weeks later, the curse was most apparent. Again at a gas station, Tim and his riding buddy, Paul Arvin, were leaving when the axle fell out of the front end. Now, this was getting serious.

Paul works at Santa Rosa V-Twin Cycles and makes handlebars for a living. Paul's wife, Mimi, stitched this seat from Buffalo hide and Tim has it resting on Chevy valve springs that reside within internally hidden pockets in the frame. Tim's wife, Stacey, always encouraged him to work on his bike, though he spent so much time and energy with it that she began calling this project, "the other woman." Living in Sebastopol, California, Tim loves the ride from the wine country down towards the coast. Lucky bastard.

Speaking of lucky, four of Tim's friends were kicking tires at the local watering hole when they finally had to admit that they had been scared to ride Tim's bike. After a few coldies, they all got to give it a spin. When they dismounted, they were all shaking as if they had gotten off of a roller coaster. Our Fox Hunt winner Ashley from NorCal can have the same effect on a man... if ya know what I mean.

—Cheese Tater

Owner: Tim Grogan
City: Sebastopol, California
Fabrication: Tim Grogan
Model: Special Construction
Time: 6 Months
Chroming: Santa Rosa Plating

ENGINE
Year/model: 2005/S&S generator shovelhead
Rebuilder: S&S
Displacement: 93 cubic inches
Cam: S&S
Carb: S&S Super E
Pipes: Tim Grogan

TRANSMISSION
Year/make: swap meet 4-speed ratchet top worth three bills

PAINT
Molding: Tim Grogan
Painter: Tim Grogan
Type/color: House of Kolor/Black w/Red Flake
Special paint: Tim Grogan

FRAME
Year/make: 2005/Paughco
Type: straight leg rigid
Rake: 40 degrees
Stretch: 4.5 inches up, 3 inches out
Modifications: Tim Grogan

ACCESSORIES
Bars: Paul Arvin/Tim Grogan
Risers: Paughco
Handlebar controls: GMA
Fenders: Exile
Headlight: Custom Chrome Inc
Taillight: Sparto
Pegs: Bare Knuckle Choppers
Foot controls: Bare Knuckle Choppers
Electrics: Tim Grogan
Gas tank: Tim Grogan
Oil tank: Moon Equipment
Seat: Mimi Arvin/Tim Grogan
Sissy Bar: Tim Grogan
Mirrors: swap meet specials
Grips: Custom Chrome Inc

FRONT END
Type: springer
Extension: 4 inches
Triple trees: stock
Rebuilder: DNA
Modifications: powdercoated

WHEELS
Hub: swap meet
Size: 21 inch front, 18 inch rear
Tires: Metzeler
Brakes: HHI

Special thanks/raisin pie: Santa Rosa V-Twin, Paul and Mimi Arvin, Jimmy Warren
Photos: Mike Chase

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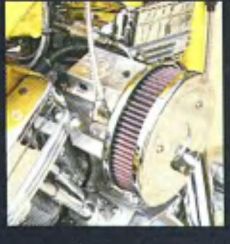

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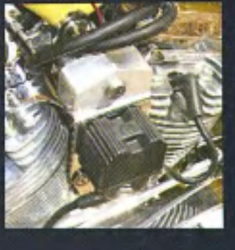

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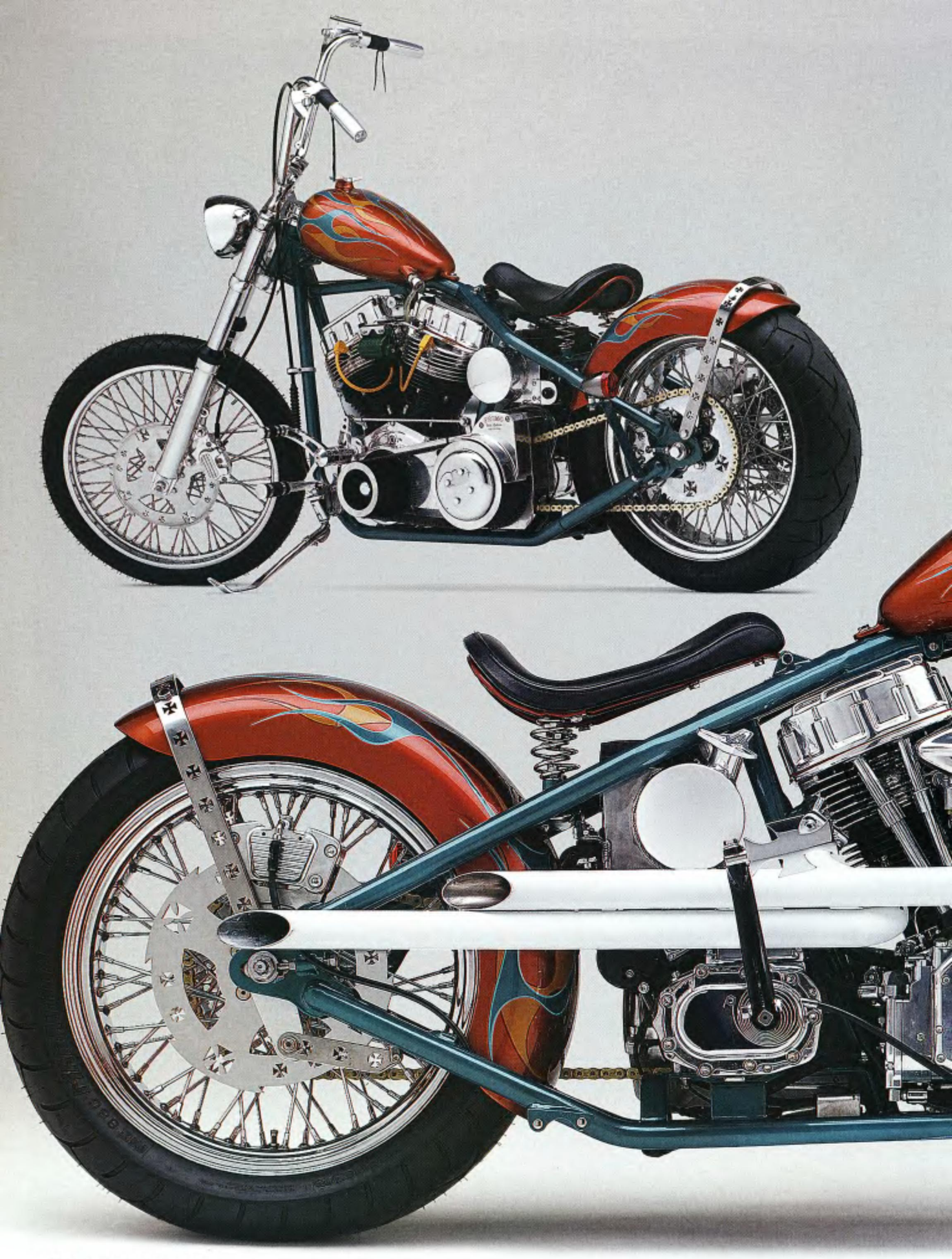


Tasty In Teal

New York City Choppers Pan Bob

You can hear the fog horns of the big cruise ships just a block away from New York City Choppers (NYCC), located just opposite the historic Hudson car building circa 1952. The rumble of an old panhead or knucklehead, even an Evo, usually drowns it out as the NYCC crew is always in the kitchen cooking up some tasty metal. It gets hot in that kitchen; in fact, the area is called Hell's Kitchen, famous in song, story and film for the slaughterhouses and breweries of the 1800s, the draft riots of 1863 and the Fighting 69th of World War I. It has always been the stomping ground for the Big Apple's most notorious criminals during Prohibition. Today, while turning hip, it's steeped in history and that also goes for NYC Choppers, well known for its interpretation of the classic bobber as seen here.

"We build the high-end of everything," says Nick, NYCC's honcho. "As far as motors, we offer our own panhead and those made by Accurate Engineering as well as knuckleheads. This bobber was built to represent the standard for our production bike, but we couldn't

keep it too standard since we stuffed in the panhead motor and gave it a fancy teal and orange paintjob. Everybody freaked out when I decided on the teal for the frame."

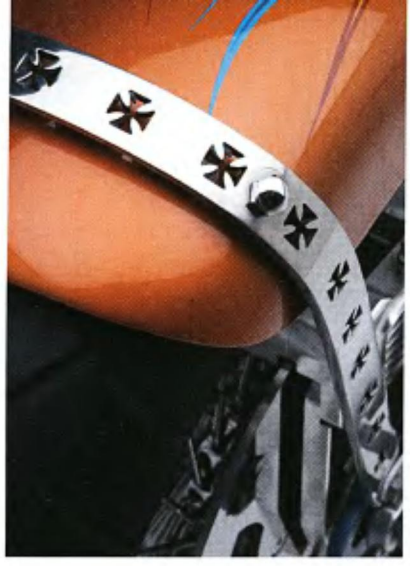
They've used the bike to develop several other bobbers including a springer model. "Our straight leg bobber frame will accept any size motor: flathead, knuckle, pan, or shovel. You can put in a 40-inch Evo or a beast, that frame will take them all. This particular bike is so light, easily under 500 pounds, that when you hit a sewer plate you get both wheels off the ground. It's a nice riding bike and the boys actually fight over who gets to ride it." It got the same kind of reaction when the Teal Bobber showed up at Daytona, Sturgis and two Easyriders Bike Shows including Columbus.

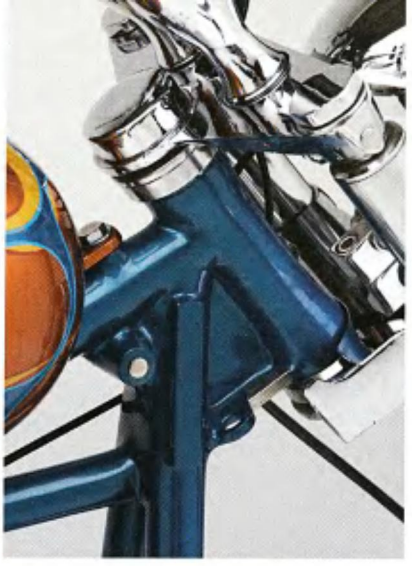
Some of the special touches include their own laser cut brake rotors, rear struts and pulley sprocket. And not to forget the teal and orange paint combo. Says Nick, laughing, "It's just something weird about me. Actually I like black paintjobs, but I wanted some eye candy. Since I've done this one I've done nothing but gold, orange and red paintjobs."

A bunch of the parts seen on the Teal Bobber are offered by NYCC or available in the Drag Specialties catalog. That includes frames, seats, front ends, oil and gas tanks, belt drives, air cleaners, handlebars, kicker pedals, wheels, brake kits and more. As this story goes

to press, Nick and the crew are putting life into the phrase..."When Hell's Kitchen freezes over" since they've stepped out of the box and built a 280-tire, 131-inch pro-street bike with graphics from the *Four Horsemen of the Apocalypse*. "We're really known for our bobbers, so nobody expected that from me," laughs Nick.

For a look at more NYCC surprises go to www.nycchoppers.com or call Nick at 212-643-6200. —*Paul Garson*





Owner: NYC Choppers
City: New York City, New York
Designer: NYC Choppers

GENERAL
Fabrication: NYC Choppers
Year and make: 2005 NYC Choppers
Model: Bobber
Assembly: NYC Choppers
Time: 3 months
Chroming: not much

ENGINE
Year: 2005
Model: NYC Choppers panhead
Rebuilder: NYC Choppers
Ignition: Motorworks
Displacement: 103 cubic inches
Lower end: S&S
Balancing: NYC Choppers
Pistons: Ross
Heads: STD
Cam: Andrews
Lifters: Velva Touch
Carb(s): S&S
Air cleaner: NYC Choppers by Goodson
Pipes: NYC Choppers
Mufflers: none
Transmission: 2004
Modifications: 5-speed kicker

PAINTING
Painter: Visual Import
Color: Orange/Teal
Type: House of Kolor

FRAME
Year: 2004
Builder: NYC Choppers
Type: straight leg rigid
Rake: 30 degrees
Stretch: none
Shocks: nope
Modifications: Laser cut sprocket and struts

ACCESSORIES
Bars: NYC Choppers
Handlebar controls: NYC Choppers
Fenders: Russ Wernimont
Headlight: Harley-Davidson
Taillight: NYC Choppers
Speedo: none
Pegs: Drag Specialties
Electrics: NYC Choppers
Gas tank: Paughco/ NYC Choppers
Oil tank: NYC Choppers
Oil system: TP Engineering
Seat: NYC Choppers
Mirrors: none
Grips: NYC Choppers

FORKS
Type: Wide-Glide
Builder: Harley-Davidson

WHEELS
Size: 21-inch front/18-inch rear
Wheels: Harley-Davidson
Tires: Metzeler
Brakes: GMA/NYC Choppers
Photographer: Michael Lichter

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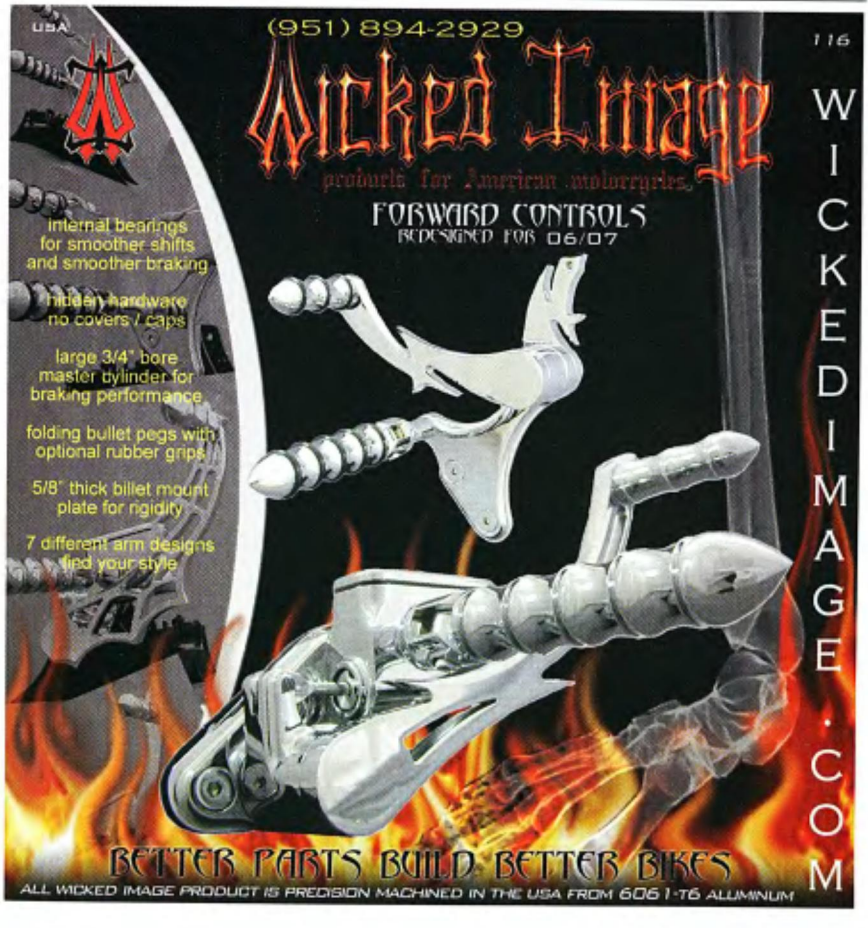

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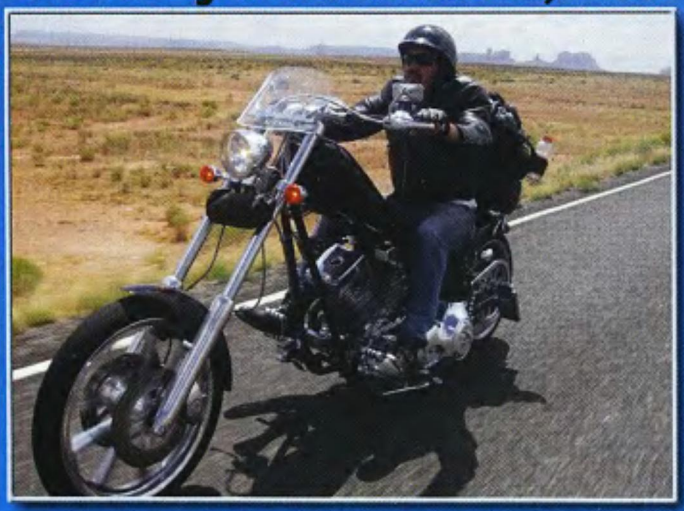

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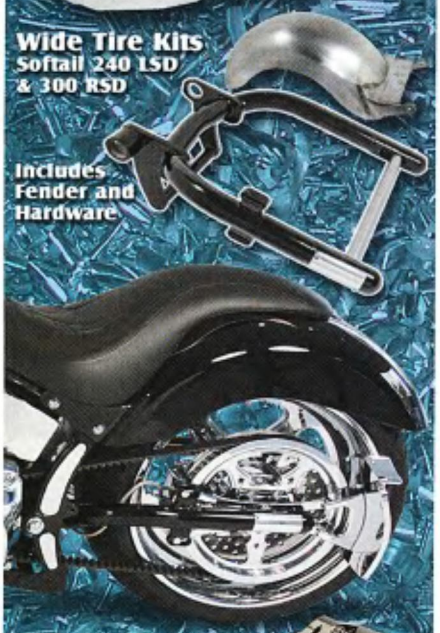

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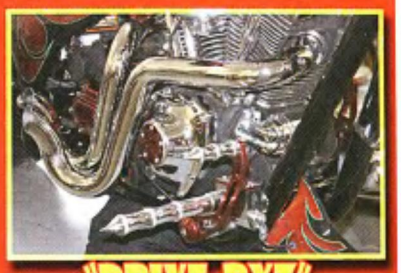

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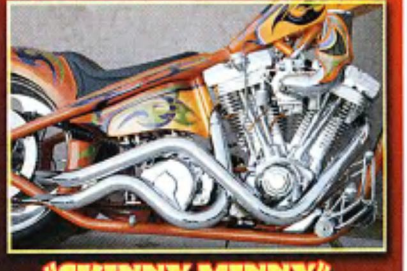

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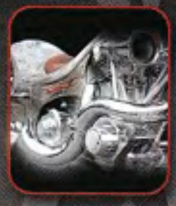

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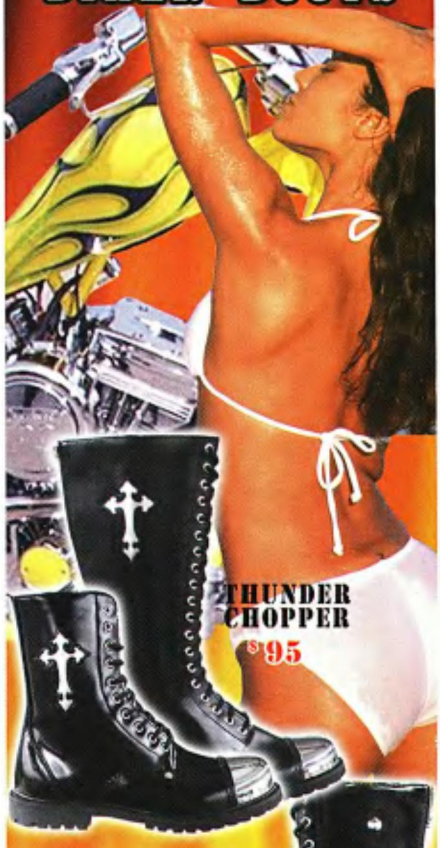

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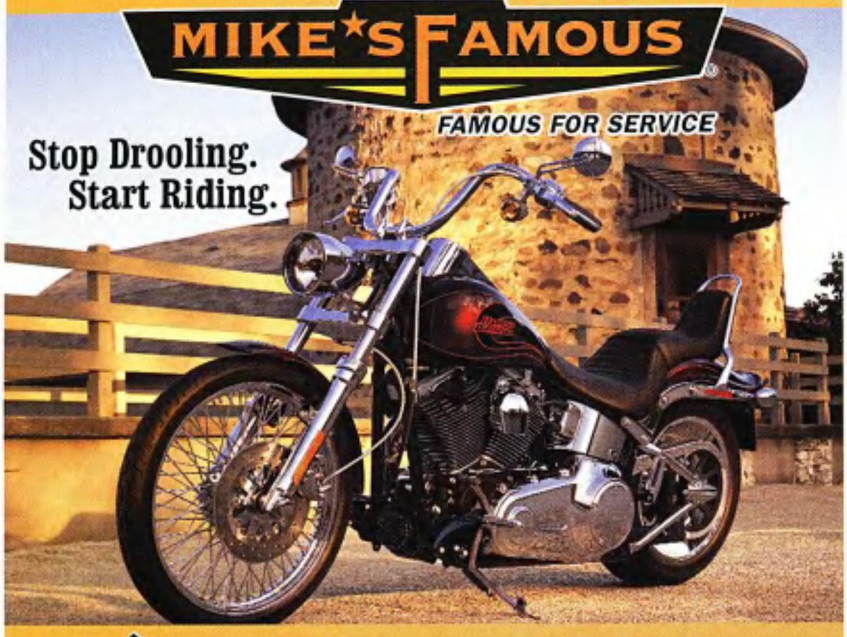

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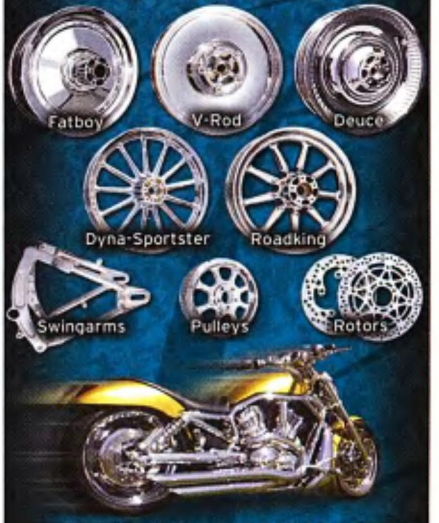

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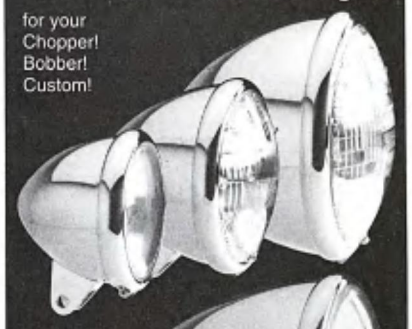

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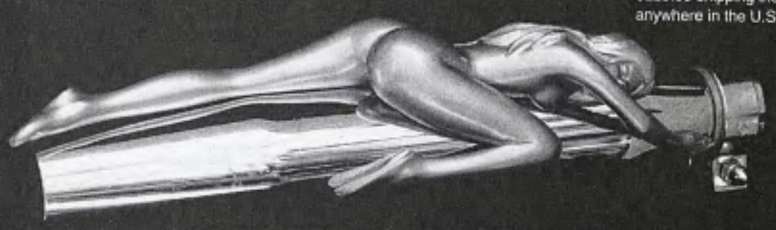

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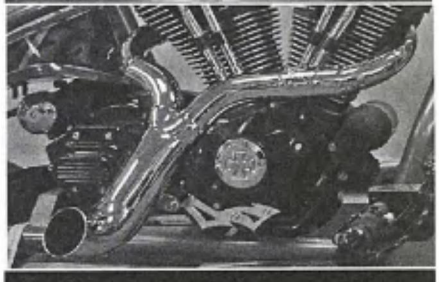

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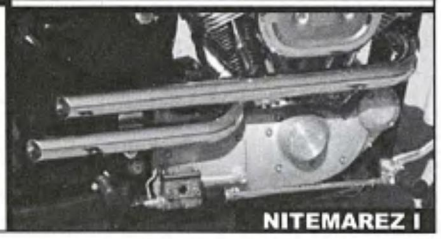

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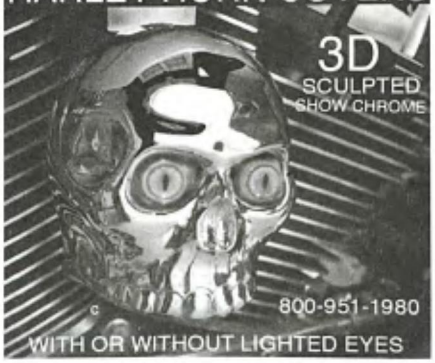

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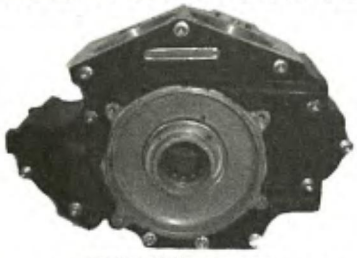

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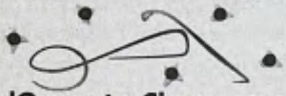

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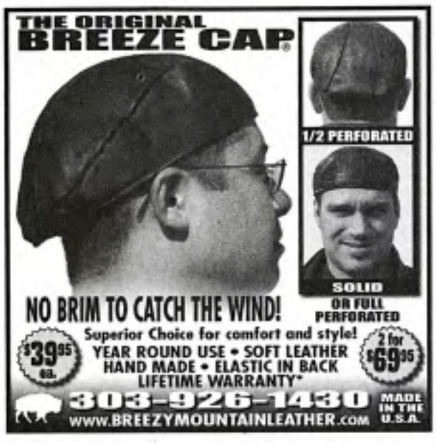

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1/3 pg square	4 1/2 x 4 3/4
1/6 pg vertical	2 1/8 x 4 3/4
1/6 pg horizontal	4 1/2 x 2 1/4
1/12 pg	2 1/8 x 2 1/4

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	3x	6x	12x
1/3 pg v	$860	$815	$770
1/3 pg sq	$860	$815	$770
1/6 pg v	$570	$545	$520
1/6 pg hz	$570	$545	$520
1/12 pg	$285	$270	$260

FOUR COLOR	3x	6x	12x
1/3 pg v	$1075	$1020	$970
1/3 pg sq	$1075	$1020	$970
1/6 pg v	$ 785	$ 750	$710
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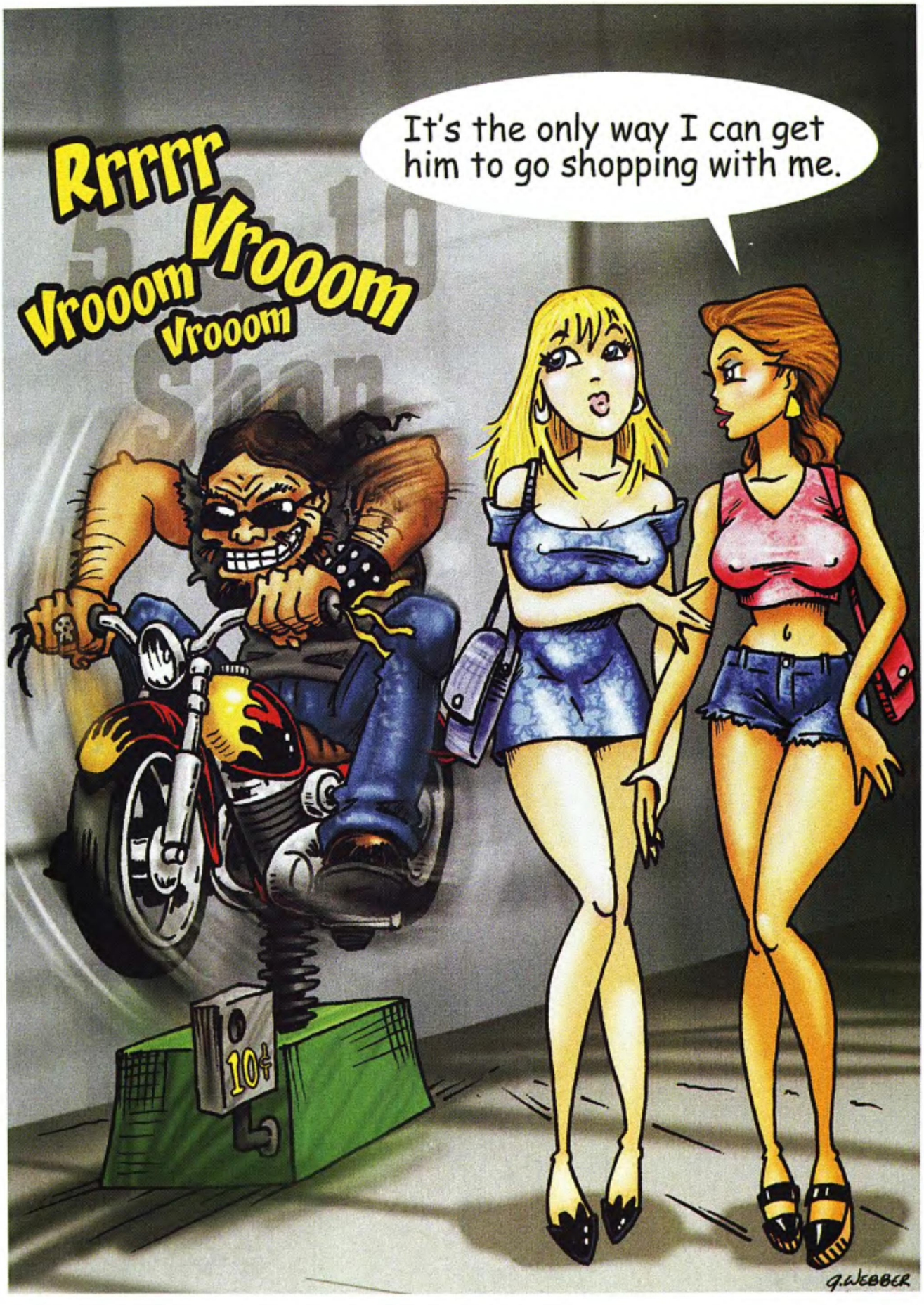
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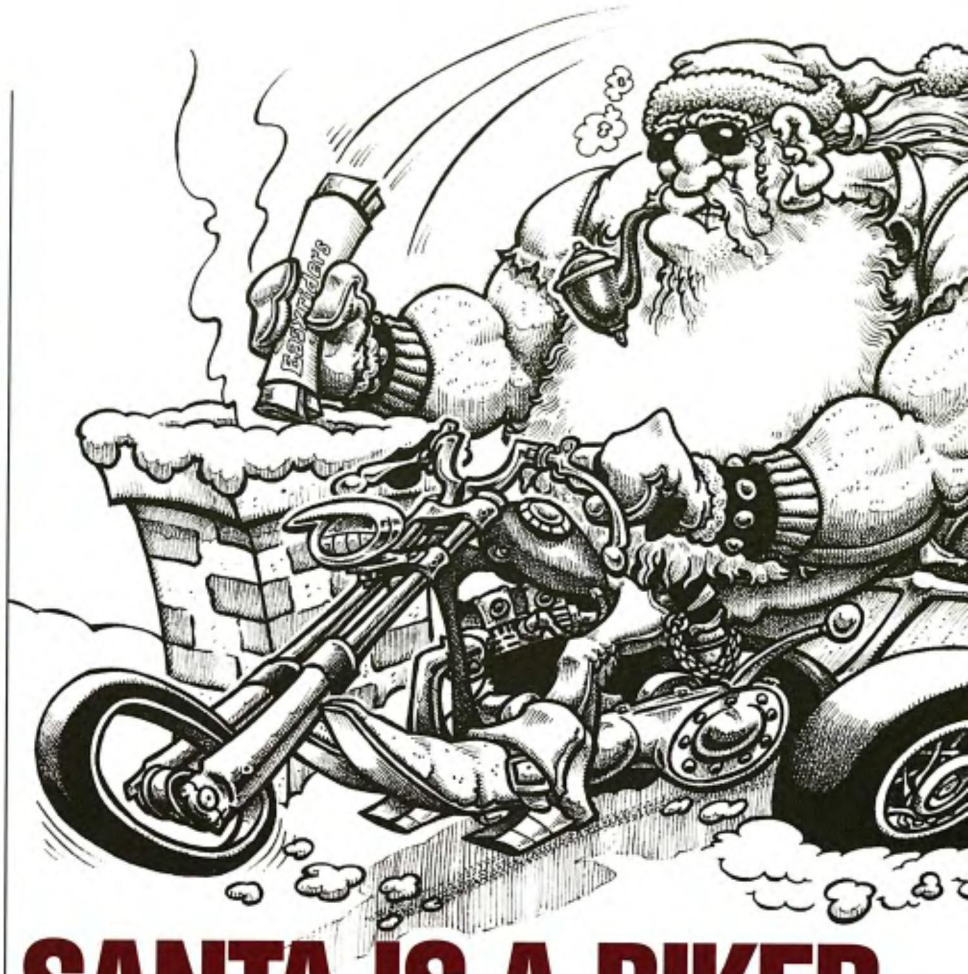


SANTA IS A BIKER

There has been a lot of speculation down through the years that Kris Kringle (a.k.a. Santa Claus) is actually a biker. We here at *Easyriders* decided to dispel this myth by putting in a call to the man in the red suit himself. Even with our amazing detective powers, it was difficult to get Santa's cell phone number. But we found out the name of the wrench that works on his bikes and pried the number out of him. (It only took a case of Jack Daniel's.) What follows is the actual phone call with Santa.

Santa Claus — Hello? Who the hell is it? (loud hammering noise in background) Just a second. Will you squeaky little bastards keep it down back there? I'm on the friggin' phone!

Easyriders — Santa Claus?
SC — Wassup?

ER — I'm with *Easyriders* magazine. Could you answer a few questions?
SC — *Easyriders*! I've been reading your rag since the '70s. I sure do miss Miraculous Mutha. You guys really fucked up when you let her get away. What can I do ya for?

ER — We've heard rumors for years that you are actually a biker. Is that true?
SC — Damned straight. Been ridin' since I was knee high to a married elf.

ER — So your red sleigh is...
SC — She's actually a bright red 1965 panhead. Last year pan, first year electric start. My kickin' leg ain't what it was, but I can still kick some serious elf ass when I have to.

ER — We've also heard that you are the prez of a motorcycle club.
SC — Yeah, Elves MC. We do a lot of charity rides, like to help the kids, ya know. Our sergeant-at-arms is a polar bear named Smitty.

ER — Some people today don't believe in you. Others believe in you but don't believe that you're a biker. Care to respond to that?
SC — Look, just because I like to live in a remote place and only show up in your neighborhood once a year, people don't think I exist. A lot of bikers are anti-social. Besides, it's easy to see that I'm a biker. There are clues all around. I ride a red sled, I wear engineer boots, I break

Image: ER Archives – Hal Robinson

into houses, I own eight pitbulls....

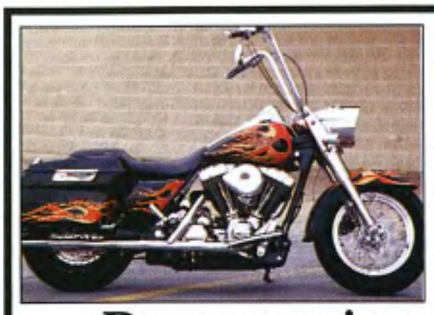
ER — Wait a minute. We thought they were reindeer.

SC — What the hell are you people smokin'? Next thing you'll be tellin' me that my pitbulls can fly.

ER — Okay, so how do you get around the world in one night to deliver toys and how do you fit down chimneys and how...

SC — Hold up there Sparky. I thought you just wanted to know whether or not I'm a biker, not drill me about a lot of top secret shit that are my tricks of the trade. If I told you all that stuff anybody could figure out how to be Santa Claus. You think I want that? Ever heard of job security? Lookit, I'm just like every other free-thinkin' biker out there. I just want to be free to ride my machine without bein' hassled by the man.

Cripes, I gotta go. The elves are breakin' into the misletoe again. That stuff gets 'em higher than an eggnog bong. Pretty soon they'll be breakin' out the Bing Crosby and Mitch Miller tunes. Gotta spin. Oh, and by the way... I see you when you're sleepin'. —*Phantom Dave*



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The telltale sign that this is not an ordinary 4-piston caliper is in the large and small bosses around the piston area. This caliper fits on the left fork leg. That way the smaller piston is to the rear and contacts the leading edge of the spinning rotor.

Each side of the caliper contains two different sized pistons: one 125mm and one 137mm. Because the larger piston has more surface area for the hydraulic fluid to press against, it applies more force to its end of the brake pad.

THE BIG & LITTLE OF IT
Differential Bore Calipers

Most motorcycle brake systems use hydraulic force to clamp fork or frame mounted pads onto the surface of moving rotors to reduce the rotation of the wheels and thus stop the forward motion of the motorcycle. These systems have a master cylinder that contains a lever or rod that pushes on a piston in a bore that is filled with a dimensionally stable fluid to create high pressure through a tube connected to a caliper that fits over the brake rotor. Inside of the caliper are one or more pistons that react to the hydraulic pressure that is created by the master cylinder. Motorcycle manufacturers have fitted brakes that have run everything from single piston floating body calipers to multi-piston rigid mounted calipers. Some of these brakes have worked great while others were marginal at best.

High-performance brake systems have calipers that not only have multiple pistons, but they have been designed to apply a clamping force to the rotor at a rate proportional to the brake pads' relationship to the spinning rotor. These calipers have four or more pistons, with half of their number operating on each brake pad. The brake system controls the pads' application of clamping force by using several pistons of different diameters in the same caliper body. Because the amount of force applied to the pad is dependent on the piston's diameter, using small pistons at one end of the caliper results in that end of the pad having less clamping force than the area of the pad that is being pushed by the larger diameter pistons. This type of caliper is called a differential bore caliper. The reasoning behind this design is that by having less clamping force on the leading edge of the pads, the edge that is opposite to the normal rotation of the rotor, heat build-up is reduced across the whole pad surface.

Performance Machine has pioneered the development of the differential bore caliper kits for Harley-Davidson motorcycles. They offer differential bore calipers in four and six-piston configurations. We recently had the opportunity to dissect one of their four-piston calipers. Our victim was what they call a 137X4B front brake caliper; it uses two 137mm pistons and two 125mm pistons. This is said to be the most powerful four-piston caliper for a Harley-Davidson front brake system. They offer these calipers with mounts to fit most 1984-up single and dual disc front brake systems. PM also makes differential calipers for rear brake installations. The 12mm difference between the leading and trailing piston creates the unequal clamping force that allows these calipers and their associated pads to be subjected to repeated high-energy stops without fading.

Remember, if you are building a bike with a high-performance powertrain; make sure that you equip it with a high-performance brake system. —*John Sullivan*

An edgewise cut-away view gives a clearer view of just how much more surface area the larger 137mm piston has.

High-performance calipers need high-performance rotors to work to their fullest potential. This PM 11 1/2-inch floating rotor mounts to 1984-and-up front wheels. It features a stainless steel friction disc mated to a center carrier made from aircraft grade aluminum.

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YOUR DREAM BIKE IS HERE! Introducing The 2006 *Easyriders*/J&P Cycles Build-A-Bike – Just Waiting To Be Won!

It's like running a marathon. Not that we would know, but we would have to imagine that after 26 miles and change that a person might be kinda wiped out after all that effort. Same goes here. There's a lot of people who have put their all into this year's *Easyriders*/J&P Cycles Build-A-Bike. People like Jeff Wiley from J&P Cycles who handled the fabrication and severe modifications that turned the CCI rolling chassis into the sleek bobber-esque ride you see before you. Let's not forget J&P Cycles for not only providing all the widgets necessary to make this sled come together, but all the time and effort they spent sourcing the parts, designing and re-designing, honing their ideas down until they figured out exactly how the bike would look. And of course, the finishing touch, Chad Reynolds' slick paint scheme ought to tempt even the stodgiest of you into entering to win this fine ride.

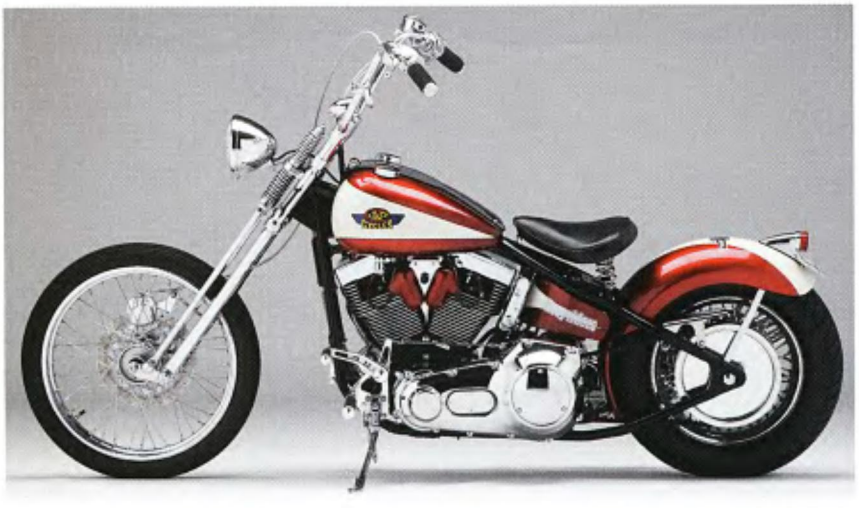
And of course there's all of the folks here at *Easyriders* who have spent endless energy barraging you, proud reader, with endless ads, blurbs and teases to get you to enter with the hope that you'll win the cool bike we're featuring here. Point is, there has been a lot of thought, time and energy put into this year's Build-A-Bike and after flogging it for four issues now, we can all engage in one collaborative sigh of relief. The bike, she is done. And now all we need is that one magic moment where the lucky winner's name is drawn and *voila*...it's all over. Well, for 10 more months anyway, but why rush things?

With this shindig hinging on the brink of completion, it's time to sit back, have a cold drink and ponder the road less traveled that brought us our J&P Cycles sled. In September (*ER* No. 399) we kick started this year's build and screwed the throttle wide open. With a mock-up photo showing the initial concept for the bike, the essential stats were unveiled. Herein we revealed that instead of beginning with just a CCI kit bike, this year's sled would start with a CCI rolling chassis and be built more as a true custom, picking just the right parts as the build progressed.

October (*ER* No. 400) rolled around and we saw that even the rolling chassis kit was falling victim to serious customization. Gone went the hydraulic forks for a springer, the fuel tank was swapped out and on the process went. Then in November (*ER* No. 401) we strolled you quickly through the garden path as the bike was finish assembled, showing just enough of the cool pieces to further tempt you into signing up for our sweepstakes. It was one final tease leading up to this magic moment.

So here we are. No more guessing, chopping, welding or painting. Now it's time to see who rides away on this bike as the 2006 *Easyriders*/J&P Cycles Build-A-Bike. Envelope please?

But wait, this is your last chance to enter to win this beautific bobber. Check out the J&P Cycles ad in this issue and visit www.jpcycles.com for more info. Some one is gonna win this bad boy... and it might just be YOU! —*Wordman*



Owner: To be determined...
City: Somewhere, USA
Designer: Jeff Wiley, J&P Cycles

GENERAL
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Year and make: 2006
Model: Special Construction
Assembly: Jeff Wiley, J&P Cycles
Time: 4 weeks
Chroming: none

ENGINE
Year: 2006
Model: RevTech
Ignition: RevTech
Displacement: 100 cubic inches
Lower end: RevTech
Pistons: RevTech
Heads: RevTech
Cam: RevTech
Lifters: RevTech
Carb(s): Mikuni
Air Cleaner: RevTech
Pipes: Paughco straight pipes

TRANSMISSION
Year and make: 2006 RevTech, polished
Shifting: 5-speed

PAINTING
Painter: Chad Reynolds
Color: Cherry Red & Cream w/black accents & frame
Type: House of Kolor

FRAME
Year and make: 2006 Santee
Type: rigid
Rake: stock

ACCESSORIES
Bars: 12-inch apehangers
Handlebar controls: Supreme Legends forward control set
Fender(s): One Ton Ho 9-inch rear fender
Headlight: CCI
Taillight: Jammer
Speedo: Dakota Digital
Pegs: Supreme Legend
Electrics: Tech Cycle, Big Boar, Wires Plus
Gas tank: 3.5-gallon Fat Bob gas tanks
Oil Tank: horseshoe for hardtail frame
Oil system: RevTech
Primary cover: CCI
Seat: LePera
Mirrors: universal mirror
Grips: Jack Daniel's handlebar grips

FORKS
Type: springer
Extension: stock length
Builder: DNA

WHEELS
Size: 21-inch front, 16-inch rear
Hub: standard
Tires: Avon
Brakes: GMA front, CCI rear
Other Special Modifications: seat mounts, gas tank mounts, fender mounts, relocated petcock
Photos: Pam Proctor

7th Annual Christmas Gift Sweepstakes

You could *win...*

The Phoenix

...only if you enter the

Easyriders/J&P 7th Annual Christmas Gift Sweepstakes

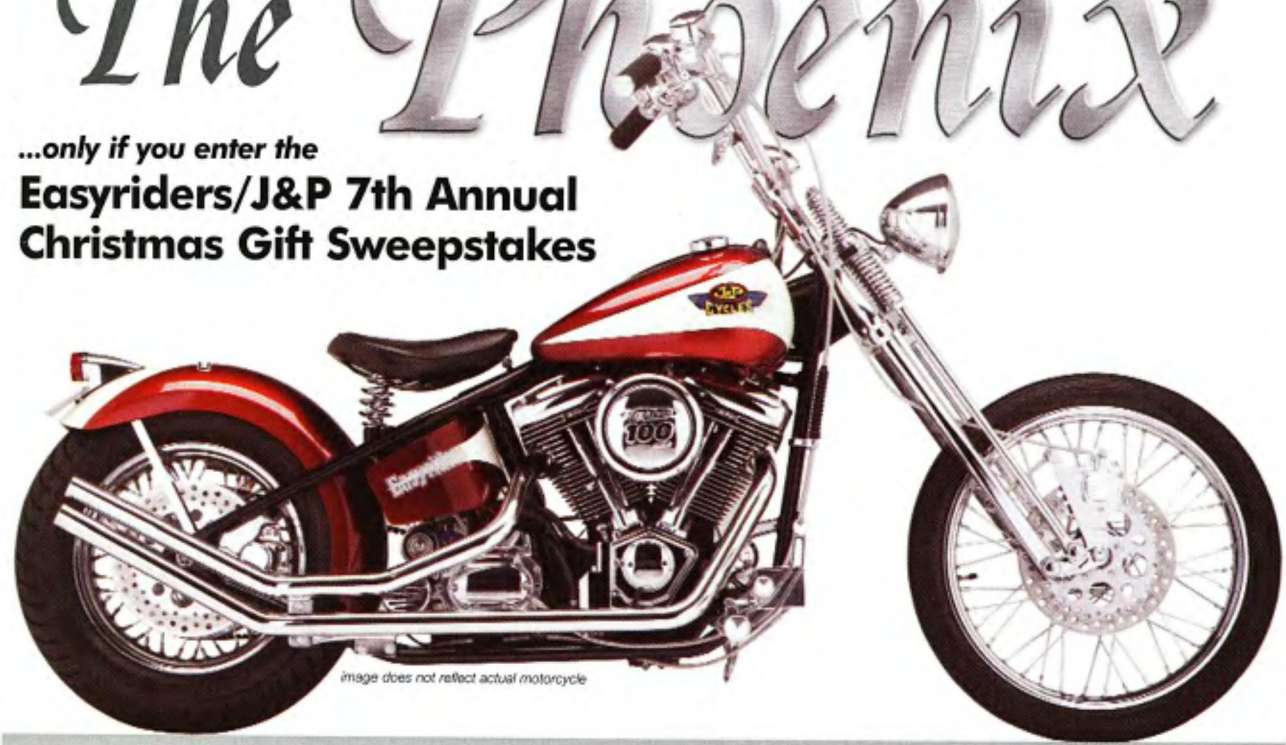


Image does not reflect actual motorcycle

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 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.

And... you can capitalize on special sweepstakes savings when you subscribe to any of the most widely-read motorcycle lifestyle magazines at Special Sweepstakes discount prices.

As much as 73% off the single copy newsstand price. Take advantage of this special sweepstakes offer by subscribing to one or all of these fabulous, unparalleled biker lifestyle magazines.

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 & Sacdalar & 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, its affiliated companies, and advertising and promotion agencies. This sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law.

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

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

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

NO PURCHASE NECESSARY TO WIN.

For the heart of your next project, consider these American motor manufacturers as among the finest out there. Whether your build is a Ricky Racer, a wild and wooly chopper, or a vintage style bobber, the engine to power it is in this guide. And, with the new EPA regulations coming down the road, many of these builders have just the solution to your registration and titling concerns. Is there a new ride in your future? This just may be the kick in the butt you needed. Let's start building!

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

EASYRIDERS' GUIDE TO MOTORS

S&S ENGINES

With close to 50 years of proven performance for V-twins under their belt, S&S Cycle is the leader in complete engines. From the top-of-the-line 124ci V-Series—available in fuel injected or carbureted version that produces well over 130 horsepower and 140 foot-pounds of torque while still bolting into a stock frame to the ultimate retro engine—to the 93ci SH series, S&S has it all.

New for 2007 is the T-series with single-bore throttle body induction that bolts right into 1999-2006 models, and the V-series 107T, a perfect engine for touring riders and those searching for more low- and mid-range performance in their bikes. S&S still makes the ever-popular 96ci V-series engine for those looking to replace a stock 1984-1999 engine—or those building a custom on a budget.

Extra features like full-polish finish, billet rocker boxes and nose cone covers and fully programmable S&S Cycle IST Ignitions will make sure your engine looks and runs great.

S&S Cycle, 608-627-1497; www.sscycle.com

HARLEY-DAVIDSON

Originally designed to power the Screamin' Eagle Fat Boy, the counter-balanced Twin Cam 103B established a new benchmark for Softail performance. Now that same "stroker" engine is available through the Harley-Davidson New Era engine program. The 1690cc Twin Cam 103B Softail Engine ($6,895) is available in silver and chrome to match the 2006 Screamin' Eagle Fat Boy, or black and chrome for custom applications. It does not include intake system, stator, rotor, or compensating sprocket assembly.

VRSC ENGINE

The Harley-Davidson New Era engine program now offers the liquid-cooled Revolution engine that powers the V-Rod motorcycle. Available in black-and-polished 1130cc version ($6,495) or 1250cc black-and-chrome ($7,995) as featured in the 2006 VRSCE2 Screamin' Eagle V-Rod. Does not include intake or mini wiring harness.

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

FLATHEAD POWER

FHP manufactures high-quality, high performance parts, designed to lift knuckleheads, big twin flatheads and Indians out

of the antique category and into the 21st century. In a nutshell, that means the weaknesses inherent in the old designs have been eliminated by the use of better materials and by strengthening critical areas. They have tested their products by working with the Flathead Power Racing Team in Europe. Flathead Power has this knucklehead motor available from 74 to 120 inches.

Flathead Power, 985-385-2244; www.flatheadpower.com

TP ENGINEERING

TP's 2007 line of Pro-Series engines are available in 114-, 121-, and 124-cubic-inch displacements. All have the new Pro-Series cylinder heads featuring their new performance top-end. TP innovations include: a patented Smart Pump which routes oil to the oil filter before it enters the engine and delivers a constant flow of oil to the top-end and bottom-end of the engine at all times; the remote-mounted single-fire ignition with crankshaft-position sensor (no more timing lights); patented Pro-Vent chromed billet rocker boxes; their exclusive Scramjet air cleaner; T6-7075 billet lifter blocks; forged coated pistons; two-piece billet cam cover with chromed nose cone; push-button compression releases; forged steel roller rocker arms; and include a Mikuni 45mm carburetor.

TP Engineering uses their own American forgings and castings and precision-machines all components in their Connecticut factory for each engine. All engines are available either tuned for high-performance or to be compliant with EPA and CARB regulations in all 50 states. They are available in a variety of finishes right from the factory.

TP Engineering, Inc. 203-744-4960; www.tpengineering.com

ACCURATE ENGINEERING

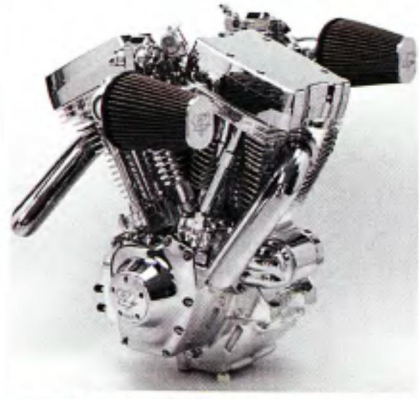
Accurate Engineering says they build each and every engine to an uncompromising standard. The components used are the best for the application and are selected based on value, performance, consistency, and quality. They don't pull your dream engine out of a crate off the shelf. It will be built with the your input to provide you with the correct build for your desires, whether it be touring, daily rider or performance application. They don't put the label on an engine until they are sure you are getting a premium quality, turn-key unit. They know the importance of reliability and provide each engine with a one-year/12,000 mile warranty.

Accurate Engineering, 334-702-1993; www.accurate-engineering.com

PATRICK RACING

Patrick Racing complete engines are built to the highest standards using only top-of-the-line parts made by Patrick Racing. They use only American made T-6061 aircraft aluminum on their state-of-the-art American CNC mills. "The Original" billet aluminum heads are fully CNC ported and the matching billet and their cylinders are manufactured in-house from start to finish. Engines feature PR3 Hi-lift Performance Cam Crankshafts and are dynamically balanced on state-of-the-art balance machines then reassembled by Patrick Racing. The custom-designed cases are exclusive to Patrick Racing. They use Jims billet cam cover, lifters, billet lifter blocks and roller rocker arms, Sumax billet push rod tubes, and J E forged pistons with moly rings. All engines are fitted with billet chrome rocker covers, which come in several different styles. Jims oil pump/Mikuni carbs 42, 45, 48mm and Crane Hi-4 ignitions complete the package. They are available in seven sizes, from 101 cubic inches to 128 cubic inches.

Patrick Racing, 714-554-7223, www.patrick-racing.com



ZIPPER'S BIG BLOCK ENGINES

Zipper's offers a full line of complete line Evolution based engines, up to 131-inch and Twin Cam style "A" or "B" engines, from 95 to 124-inches. Zipper's motors are blueprinted and hand assembled with the finest components, and engines deliver Zipper's 25-year legacy of power, performance and reliability. Touring and cruiser bikes can take advantage of the stump-pulling torque available in their Torque Cruiser line while performance purists can demoralize the competition with a Magnum Series engine.

Zipper's Performance Products, 410-579-2828; www.zippersperformance.com

ULTIMA ENGINES

Ultima is offering their El Bruto Series engines, which are designed to provide a USA-built, high-performance engine at a value price. The castings in

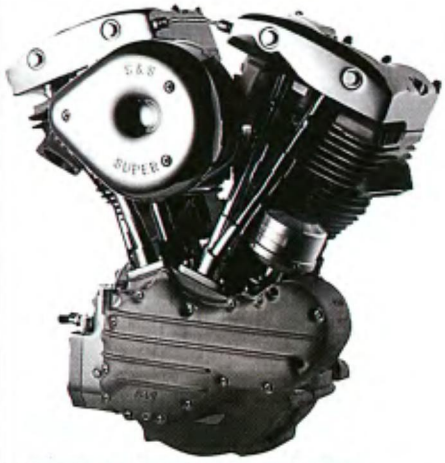
these engines are poured in U.S. foundries and are based on all-new CAD designs cast from C355 aluminum—a common U.S. military alloy known for its stability over multiple heat cycles. The engine components are machined on state-of-the-art CNC equipment for guaranteed dimensional accuracy and repeatability. All of their engines are dynamically balanced to provide the smooth running engines and feature their new high flow cylinder heads. They are available in the following displacements: Ultima: 80, 96; Ultima "El Bruto Series 100, 107, 113, 120, 127, 130 and 140 cubic inches.

Midwest Motorcycle Supply, www.ultimaproducts.com

JAMMER PANDEMONIUM ENGINE (BELOW)

Jammer says, "There ain't nuthin' cooler than a pan' in a rigid ride" Big enough at 88 inches to provide great power, yet still kickstart friendly, every part was hand picked for quality and reliability, and it is fully assembled in the USA. S&S, JIMS, STD, Rowe, RevTech, Andrews and Motor Factory are just some of the brand name parts used to assemble the Pandemonium.

Features include: sprocket shaft design that lets you use either 4 or 5-speed tranny; dual-plug STD heads with O-ring sealed intake ports and exhaust port flanges; heavy-duty crankcases with generator and/or alternator charging system capability; superior lubrication with modified top end oil routing and end oiler pinion shaft design; 3 5/8-inch bore cast iron cylinders; forged 8.25:1 compression pistons; and S&S Super 'E' Carb. It is backed by a one-year/10,000 mile limited warranty. MSRP is $6,995.00



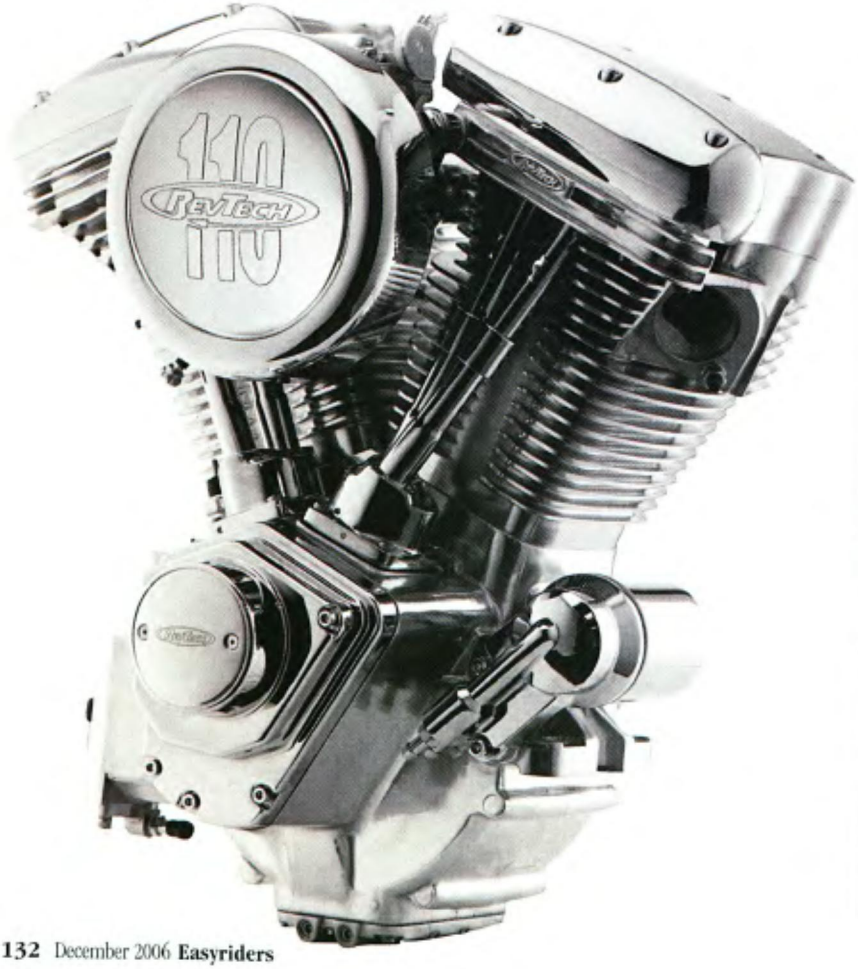
JAMMER SHOVELHEAD ENGINES

These 88-inch shovelhead engines are offered in either generator or alternator bottom end versions. Engines come fully assembled, and feature an S&S Super "E" carb. Generator style engine comes with a Motor Factory distributor, while the Alternator style engine comes with a RevTech electronic ignition. Every part was hand picked for quality and reliability, and backed by a one-year, 10,000 mile limited warranty. Jammer Alternator Shovelhead engine MSRP $6,399.00; Jammer Generator Shovelhead engine MSRP $6,975.00

Jammer Cycle Products, 800-597-6467; www.jammerclub.com

REVTECH ENGINES

RevTech Engines from Custom Chrome deliver a powerful, dependable, beautiful motor that will inject fresh muscle into your ride. Their flagship motor, the RevTech 110, comes backed by thousands of hours of development and engineering achieving three major goals: high performance, reliability, and head-turning good looks. In designing the new



RevTech 100-inch 4x4, they combined expertise gained on the first RevTech 100 project to create what they feel is the best all-around engine for the American V-twin market.

With constant improvements to the original, RevTech 88 launched more than five years ago and combining the accumulated knowledge from their new 110 and 100, the RevTech 88 CCI claims about 50 percent more power than the motors from Milwaukee with comparable reliability. RevTech offers a price to fit your budget, three finishes to match your taste and a three-year/30,000 mile warranty on all 88-, 100- and 110-inch V-twin motors.

Custom Chrome, www.customchrome.com

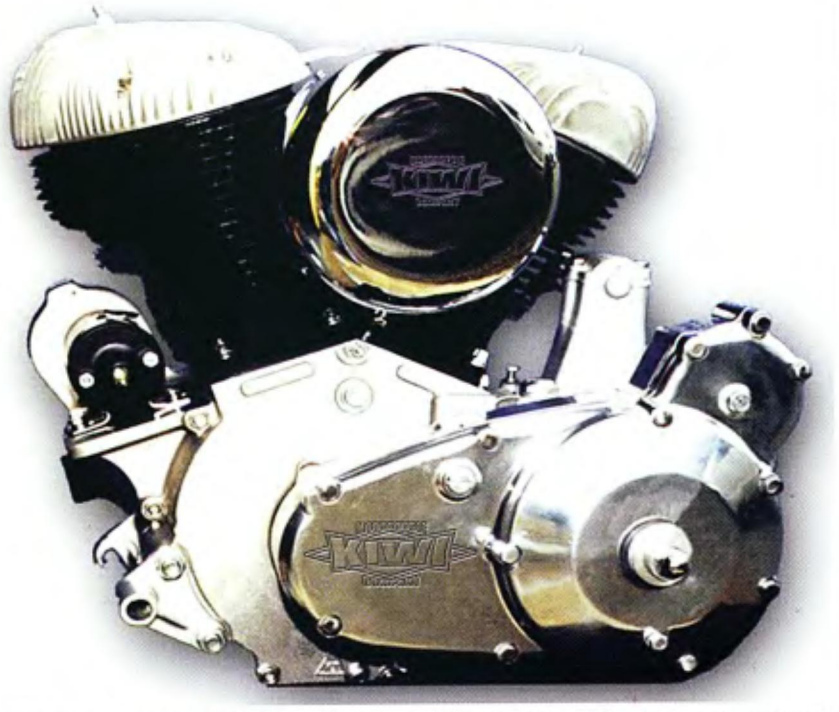
R&R CYCLES

R&R Cycles high performance all Billet engines are available in both Evo and Two Cam in sizes ranging from 127 inches all the way up to 155 inches. All of R&R's engines are created utilizing the latest in cross sectional flow theory and are manufactured in their state-of-the-art CNC machining facility In New Hampshire.

R&R Cycles, Inc., 603-645-1488; www.rrcycles.biz

KIWI MOTORCYCLE COMPANY

Kiwi Motorcycle Company manufactures complete custom flathead engines for old-school bobbers, choppers, board track racers and custom motorcycles. Their engine is a 42-degree, 84-cubic-inch V-twin configuration. Bore and stroke is 3 1/4 x 5 inches. Engines come in cast or polished finishes for your custom touch. Engines are also available complete with transmission, primary and clutch, or are designed to hook up to Evo transmissions. Kiwi's engines are designed for durability and reliability and feature a compact design. A unique



motorcycle it has to begin with a unique motor. Why be normal?

Kiwi MotorCycle Company, 951-788-0048, www.KiwiMotorCycles.com

MC ADVANTAGES (BELOW AND ABOVE RIGHT)

MC Advantages dealers have exclusive access to the S&S 92-inch classic round-cylinder engine. This design features the round cylinder look of days gone by with the current engine technology that only S&S can provide. This smooth operator features a Spyke AIS Ignition, two-year warranty and an S&S Super E Carburetor. The engine utilizes a 520 Cam on a 3 7/8-inch bore by 3 7/8-inch stroke to achieve a 9:1 compression ratio with good horsepower and torque.

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

STD HIGH PERFORMANCE ENGINE ASSEMBLIES (BELOW)

STD builds ready-to-run, pre-tested and pre-tuned complete engines in 97-cubic-inch or long rod 100-cubic-inch configurations. Each engine is carefully machined and assembled to exacting tolerances and comes complete with all the finest performance components including full electrics, and a Mikuni carburetor with air cleaner assembly, oil pressure sending unit, and an oil filter mount with filter. Also available are 74 to 120-cubic-inch big twin retro pan/shovel and shovelhead motors.

STD Development, PO Box 3583, Chatsworth, CA 91313; 818-998-8226; www.stddevelopment.com

"That's not what I meant when I said, 'spread your cheeks.'"

Bill Santolucito
Costa Mesa, California
2005 Old Bones Custom

The blue ribbon is a symbol, and depending on where you live, it may denote a variety of things for you. The Canadians and Japanese among our readers know that it stands for the fight against smoking and second-hand smoke. If you're Ukrainian wearing one of these, you're against the orange revolution and as Spaniard, you're protesting terrorism.

If you live in Costa Mesa, California, however, the blue ribbon is not only the symbol of good quality, but also the name of a local chop shop. That's right, Blue Ribbon Customs is a family-owned and operated shop specializing in building custom choppers with quality parts made in America.

Accordingly, this Old Bones bike is sprinkled, nay, doused with pieces made right here in the land of the free. In fact, a lot of them were made by the folks at Blue Ribbon themselves, such as the oil tank, fenders, their Twisted Hexagon sissy bar, shift linkage and motor mount, their Overkill foot controls, the seat and, finally, the exhaust. Other pieces come from notoriously American companies, like Paughco (gas tank), PM (hand controls, grips, front caliper), Primo (3-inch open belt drive), JIMS (transmission), Crane Cams (single-fire ignition), HDW American Made (spoked rims) and American Suspension (45 front end).

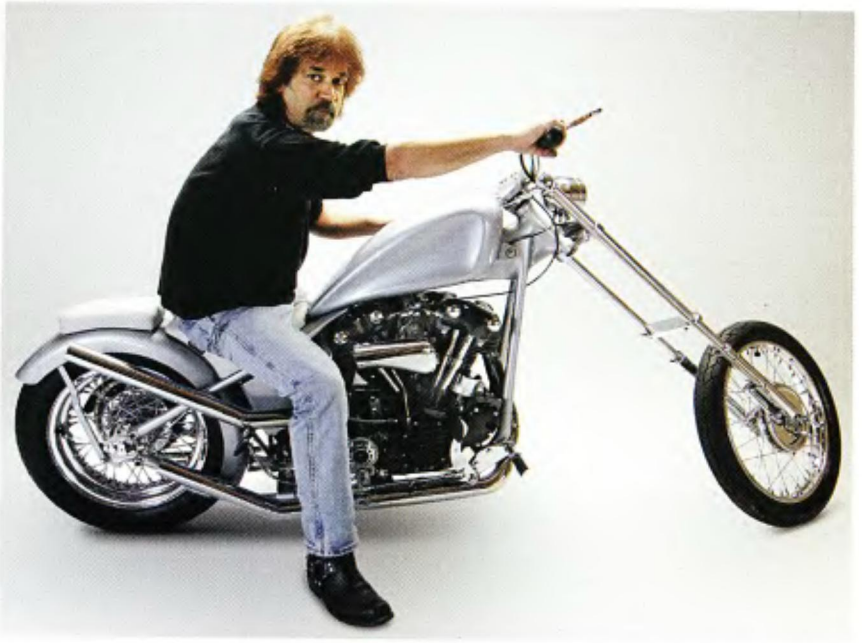
Heck, it was even custom painted right here in the good ol' U.S. of A., with old-school metal-flake and very cool scallops, by Gene at Gene's Customs.

With all this patriotism stuffed into one little bike, I can't help but feel a song coming on. Won't you sing with me? Come on, I'll be Tony Orlando, and you can be Dawn: "Tie a yellow ribbon 'round the old oak tree..."

All right then, never mind! Just go visit www.blueribboncustoms.us. —*Tripper*

Photos: Owner

Mike McKeever
Emmaus, Pennsylvania
1946 Knucklehead



After 32 years on Harleys and 18 years in the business of building them, Mike knows a thing or two about what it takes to put together an awesome ride. Take this knucklehead, for instance. Mike says he built it for a customer, along with two other bikes. "This guy, Jim, had a basket case that he'd picked up a few years earlier from a local blues musician and it just sat," Mike explains the rebirth of this beauty.

A lot of the parts were original, like the motor, which he rebuilt to stock specs, and the tranny, even the frame, although "that was modified and raked, probably in the '60s," he adds. "But it still has the original drum break in the rear, too."

The bike is mostly a '46, with some other parts coming from different decades, even this one. Yeah, that's a 2002 Sportster tank, which Mike stretched and otherwise altered a bit. And what he didn't have, Mike bought and modified or fabricated himself. The Wernimont rear fender comes to mind, or the little cover on the handlebar clamps with the LED lights.

There's really not much to add other than that Mike does some amazing work, whether it's ground-up builds, rebuilds, or restorations. But don't just believe me; this statement can actually be verified by checking out Mike's Web site. He does everything in-house, from fabrications and modifications to framework and painting, he says. "I used to restore Rolls Royces and Jaguars, so I'm pretty good with metal."

Heck, he's even got his own, homegrown model for photo shoots. "That's my wife, Corinna," he says proudly. "We've been married for 15 years and she's my most effective spokesperson. All I got to do is put her into something sexy." (Sadly, not pictured here.)

She's a beauty, just like Mike's bikes. Check 'em out at www.mckeevercustommotorcycles.com —*Tripper*

Photos: Owner

Photos: Owner

Myron Ryder
Cuba, New York
2004 Heritage Trike

And since we're on the patriotic bandwagon, what can be more American than a trike? Especially one from Cuba. New York, that is. Myron, who happens to have the most appropriate last name ever given to a biker and who says his nickname is "Easy" (aw, geez!), is a self-proclaimed old fart and says he's been reading this here rag for a long time. "Overall, I must say it's worth every penny I pay for my subscription," he says, "no matter what others may say."

Thanks, Myron. I mean, Easy.

So, how old a fart is Easy Myron, you wonder? "I bought this trike for the better half," he says. "She said if I had a trike, she'd go riding with me again." Now that's old!

Easy's better half calls herself Karen, but I didn't dare ask what her nickname might be. Anyway, Easy goes on to tell us that it only took a phone call to his local H-D dealer to set up a test ride. "We took it out, she liked it and now it's ours."

No wonder they call him Easy.

In case you wondered, it's a 2004 Heritage Softail with a Lehman Renegade trike kit. "It's not a fancy custom, but it gets its share of attention," Easy tells us.

Actually, the only thing custom, aside from the fact that the Heritage is a trike in the first place, is the paintjob on its fenders. But it does come with a microwave oven in the rear for when the happy couple goes on a picnic.

Oh, wait, that's just the luggage trunk.

Anyway, Easy would like to thank Jamestown Harley in, where else, Jamestown, New York. So if you see Easy and his lovely Karen on the road, just wave at them and shout a friendly hello. But remember, if he smiles back at you, it could just be gas. After all, he is an old fart.

—Tripper

"I hate shopping with you. You get an erection every time we walk by the melons."

Whoever claimed that barking dogs don't bite clearly hasn't met this Pitbull, or any of its vicious cousins. Emanating from its powerful 111-cubic-inch S&S motor and roaring through a set of Grumpy's short and unmuffled pipes, this puppy's throaty and authoritative bark is reinforced by the tenacious bite this dog breed is famous for. It makes for an intimidating experience and unless you happen to be the one riding this Pitbull Hard Tail, you're best off keeping a safe distance from the beast.

Its stance alone makes lesser dogs tuck their tails and run: 8 extra inches in the backbone and 5 in the downtube, combined with a 16-over-stock length in the front end, give Pitbull's Hard Tail chopper a formidable size that belies its agility and maneuverability.

Seemingly a highly specialized product, this Hard Tail actually looks and acts a lot like all the other pups coming out of their kennel in Orlando, Florida. "It's our stock drop-seat hardtail chopper," says Pitbull Motorcycles' operations manager, Mark Evans. "It's a bike we build all day every day for our customers."

They build hundreds of them each year, he adds. With few exceptions,

Pitbull's Hard Tail

A Vicious Canine That Barks *And* Bites

what may look custom, is not, and vice-versa. Like the sheet metal. "The fender, seat pocket and gas tank are all transitioned into one unit," Mark explains. "It's what we call a Stage-3 mold."

The stretched Pro-Street frame, the S&S mill, the Baker 6-speed tranny (right-side drive for better balance with the 300 rear tire), the Phantom front end from American Suspension, and lots more all come stock on this bike.

Of course, every Hard Tail wants to be a bit different and there are plenty of options for personalization. This one, because it belongs to Rich Albertson, national sales manager for Weld Wheels in Kansas City, has some obvious references to Rich's job. "It has recessed Weld logos with LED highlights behind them built into the gas tank which light up red in the dark," says Mark. "And it's got Starburst wheels from Weld, which, along with a choice of 18 other sets of wheels, are also stock. In fact, you can even get this bike in kit form."

Rich, of course, is way too busy to have assembled the bike himself, so he told the Pitbull crew that he wanted a dependable, solid motorcycle that he could ride every day, and for the past two-plus years he's been a very happy camper. "I live twenty miles from work and ride it daily," he says. "The 300 takes a little getting used to, but it really handles well. I love riding this bike."

While his buddies might pull away from him in tight curves, simply due to the length of the bike, he adds that on the straightaways, "I leave everybody in the dust. But I'm not afraid to lean it over; I have no chicken strips on the tires," he laughs.

The steering, he says, is very light and requires minimal effort, while the dropseat, in combination with the low center of gravity and the positioning of the grips and forward controls, is very comfortable. Right down to the paintjob, this bike is exactly what he ordered. "I just told them what colors I wanted and I was thrilled with the result."

The biggest problem Rich has with the bike, he says, is that so many people keep offering him cash for it. "I can't make up my mind, but I keep telling Mark that if I do sell it, he's going to have to build me another one," he laughs.

The Pitbull crew probably wouldn't have a problem with that; they build anywhere from five to 10 a week, along with other models. And since Pitbull Motorcycles is a licensed manufacturer, the bikes come with their own VINs and are, according to Mark, easily registered and insured.

For more information on this and other models, check out www.pitbullmotorsports.com.

—Red Baron

Easyriders

Owner: Rich Albertson
City: Wichita, Kansas
GENERAL
Fabrication: Pitbull Motorcycles
Year and make: 2005 Pitbull
Model: Hard Tail chopper
Assembly: Pitbull Motorcycles
Time: 12 weeks
ENGINE
Year: '05
Model: S&S
Ignition: Crane Cams
Displacement: 111 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S
Air cleaner: S&S
Pipes: Grumpy's
TRANSMISSION
Year: 2005
Make: Baker
Shifting: 6-speed
PAINTING
Painter: Pitbull Motorcycles
Color: red/black

Type: PPG
FRAME
Year: 2005
Builder: Pro-Street
Type: chopper

Rake: 45 degrees
Stretch: 8 inches backbone, 5 inches downtube
Shocks: Progressive Suspension
Other frame alterations: none
ACCESSORIES
Bars: Choppers Inc.
Handlebar controls: JayBrake
Fender(s): Pitbull (f); Fat Katz (r)
Headlight: Headwind
Taillight: Radiance
Speedometer: Dakota Digital
Front pegs: Accutronics
Electrics: Thunder Heart
Gas tank: Pitbull Motorcycles King Sport
Oil tank: Pro-Street
Oil system: S&S
Primary cover: BDL
Seat: Pitbull Motorcycles
Mirrors: Wicked Image
Grips: Accutronics
FORKS
Type: Phantom
Extension: 16 inches over
Builder: American Suspenion
Wheels
Size: 21-inch front/18-inch rear
Hub: Weld Starburst
Tires: Avon, 300 rear
Brakes: H.H.I.
Photos: Don Rogers

ComingAtYa

The January 2007 *Easyriders* issue (No. 403) is packed with custom motorcycles from builders Jimmy Shine, Paul Yaffe, Indian Larry Legacy, Wild Card Customs, Kim Suter and we road test a Heritage Softail from Harley-Davidson.

This is our Rodeo Special with killer coverage of the big season finale in Chillicothe, Ohio. We'll also ride to the Gulfport Blowout to bring you all the wild action. You'll be able to check out Hellday; a wacked out party by Hellbound Steel and get yourself a dose of some twisted biker fiction.

Out in the tech garage we'll offer you our Guide to Seats and Luggage and reveal a cool Harley-powered Cycle Car by Liberty Sidecars. On the newsstands you'll also get a 48-page separate magazine dedicated to today's *Best Builders*. All this and more is rockin' your way in the January 2007 edition of *Easyriders* magazine. *On sale November 28th*

The next issue of *V-Twin* (No. 67) takes you to the outrageous Sturgis Rally for all the fun the Black Hills has to offer. Go Behind The Scenes at Saxon Motorcycles and TP Engineering. Meet master builder Arlin Fatland and get up close and personal with the Godfather of Choppers, Mondo Porras of Denver's Choppers. Go touring on a Victory, check out the 2007 Harley models and get a great Guide to Kit Bikes. All this plus eight wild rides that are sure to whet your custom appetite and a too cool calendar bike poster. *On sale now*

December's issue of *Biker* (No. 241) gives you Barbie on Paul Wheeler's '48 pan as an early Christmas present. Newsstand buyers get a bonus 32-page *Biker Babe* outsert. Don't miss this one! *On sale Now*

Hella's back from an alien abduction to claim Twisted Reality, by Thunder Mountain Motor Sports. It's all in March's *In The Wind*, (No. 128), plus, see bikers at play in Sturgis. *Easyriders' Best Bike Builders* and a 6-month calendar/poster is on the rack. *On sale Nov. 28.*

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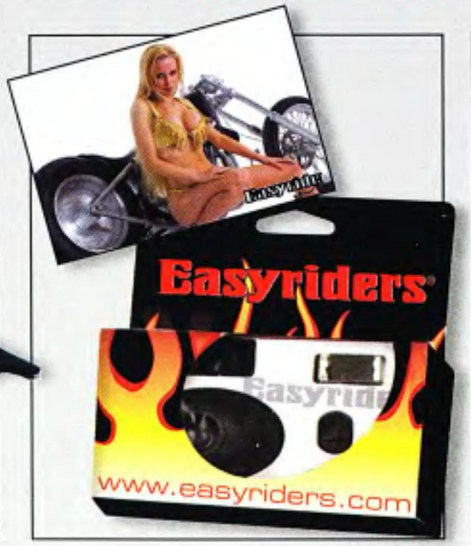
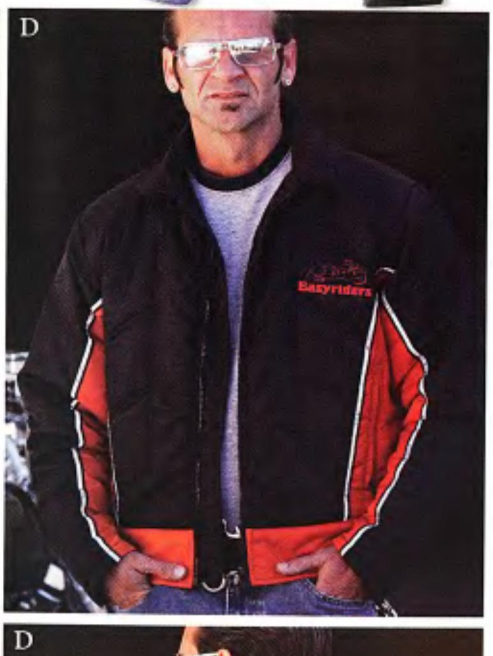
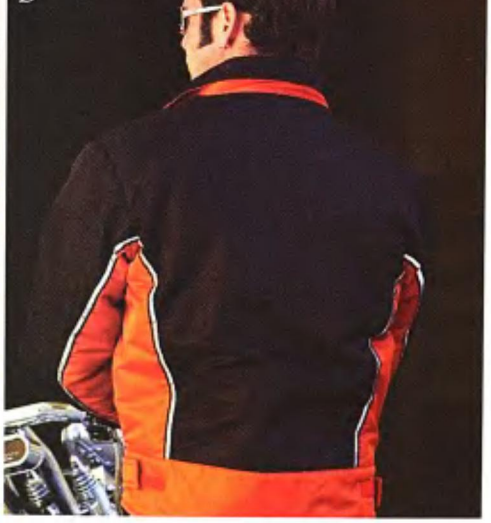






A. Embossed Denim Jacket

Features: A unique embossed *Easyriders* logo
Made in the U.S.A.
9107 Sizes MD, LG, XL $85.95 • XX $93.45

B. Leather Shirt

Features: Two snap-closure front pockets, a snap-down collar, shirt-tail bottom and fully lined.
3310 Sizes SM, MD, LG, XL, XX, XXX $222.

C. Two-Piece Rainwear

Features: Reflective strips, elastic at the wais wrist and ankles, lots of pockets, and a velcro closure over the zipper and at the neck.
4710 Sizes MD, LG, XL, XX $79.95

D. Water Resistant Heavyweight Jacket

The elements won't get past this jacket's nylo poly construction. It also features extra paddin where you need it and its reflective trim on th black and orange jacket is added for your safe This jacket will take you from winter to summ and back.
5030 Sizes MD, LG, XL $84.95 • XX $86.95
XXX $88.95

E. Cruiser Jacket

This soft leather jacket is perfect for those warm days on the bike and those cool nights out on the town. Strong lines, waist length, zippered sleeves, adjustable sides, four pocke outside, two inside and a tailored back make this a perfect jacket.
4186 Sizes MD, LG, XL, XX, XXX $199.00

Phone: (800) 247-6246 or (818) 889-8740 **Fax:** (800) 523-8301 or (818) 889-4726

F. Cruiser Vest

Features: Two pockets for your hands, two more for your valuables; also buckle adjustments.
5175 Sizes MD, LG, XL, XX $119.00

G. Four-Pocket Vest

Features: Three zippered pockets, buttoned down change pouch and adjustable lace-up sides with a built-in panel
5170 Sizes MD, LG, XL, XX, XXX $99.00

H. Vest Extenders

When you need just a little more room in that vest or you just want to keep it from blowing wide open, we have the answer. These handsome leather extenders come in two popular designs with snaps that attach to your vest. Actual size 4 1/2".

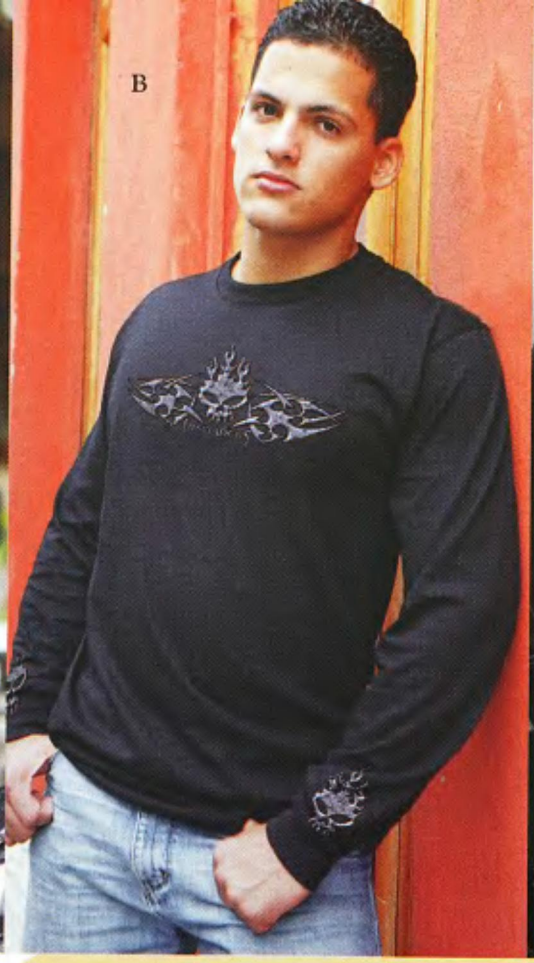
1. 310152	Metal Eagle	$12.50
2. 310153	Skull	$12.50

I. Zipper Hooded Sweat

Features: A comfortable cotton sweatshirt with a front flame logo and flame design on sleeves.
5026 Sizes MD, LG, XL $38.95 • XX $40.95

J. Leather Chaps With Jean Pockets

These stylish yet rugged all-weather riding leather chaps have lined legs, snap bottoms and two front jean style pockets. Don't ride without them.
6126 Sizes SM, MD, LG, XL, XX, XXX $195.00



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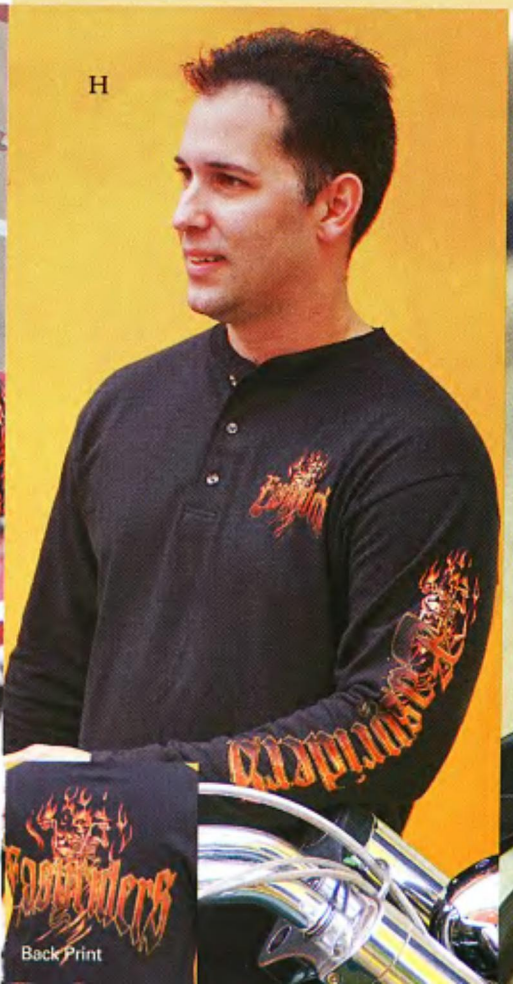

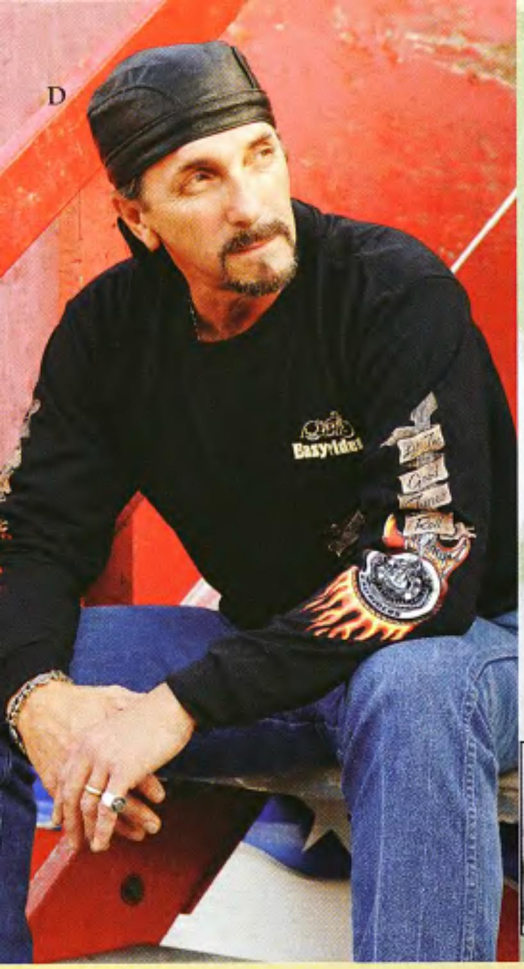

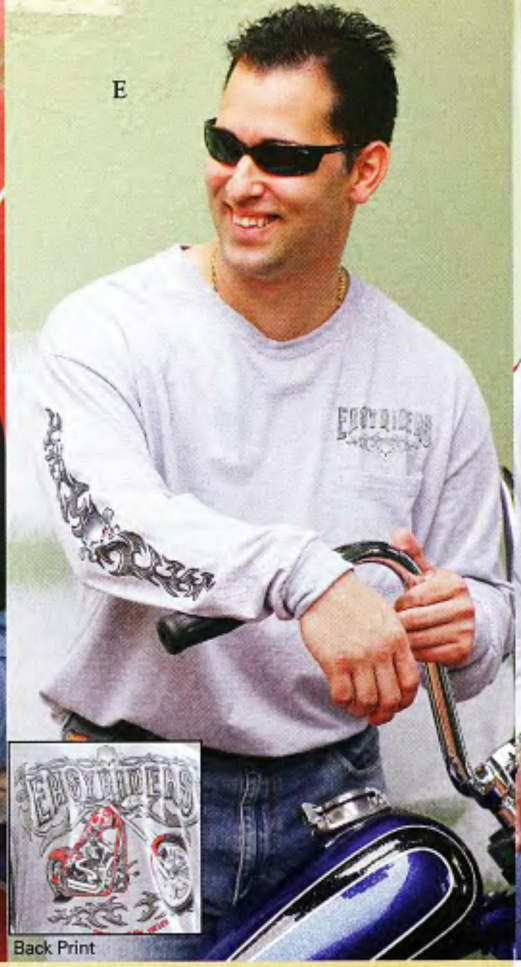

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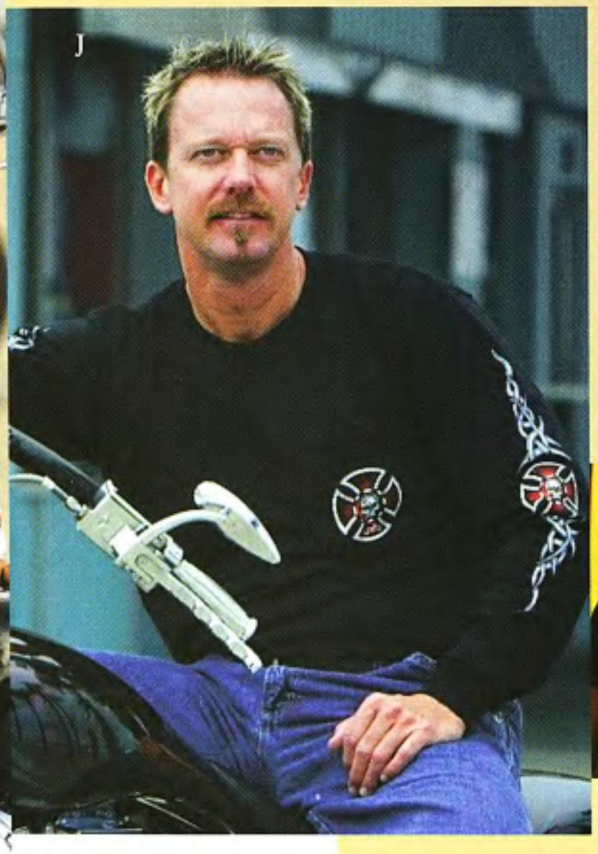

A. Doesn't Play Well
8129 Sizes MD, LG, XL $28.95
XX $31.95

B. Blade Skull
5311 Sizes MD, LG, XL $29.95
XX $31.95 • XXX $33.95

C. Wicked Bones Henley
Features 100% preshrunk cotton, a three button collar and embroidered Gothic skull.
5016 Black
Sizes MD, LG, XL $34.95
XX $38.95

Back Print

D. Let The Good Times Roll Pocket Tee
8172 Sizes MD, LG, XL $31.95
XX $33.95

E. The Ride Road Pocket Tee
Features a screened design on front chest, sleeves and back.
5303 Sizes MD, LG, XL $31.95
XX $34.95

F. Racing Stripe
5308 Sizes MD, LG, XL $32.96
XX $34.96

G. Flaming Skull
8725 Sizes MD, LG, XL $29.95
XX $31.95 • XXX $33.95

H. Hellbound Henley
Features a three button collar shirt with screened design on front chest, sleeves and back.
6200 Sizes MD, LG, XL $34.95
XX $38.95

I. Flame Cross - White Shirt
8112 Sizes MD, LG, XL $29.95
XX $31.95

J. Maltese Cross Pocket Tee
8123 Sizes MD, LG, XL $29.95
XX $31.95 • XXX $33.95

A

Button Detail

B

Button Detail

C

Button Detail

D

Button Detail

A. Gearhead

Features: Polyester fabric with the feel of silk and round bike logo buttons.
7524 Sizes MD, LG, XL $54.95 • XX $56.95
XXX $58.95

B. Powerslave

Features: Polyester fabric, embroidered front logo and detailed engine buttons.
7525 Sizes MD, LG, XL $54.95 • XX $56.95
XXX $58.95

C. Web Skull

Features: Polyester fabric, embroidered front logo and round buttons with black widow design.
7527 Sizes MD, LG, XL $54.95 • XX $56.95

D. Blue & Red Flame Shirt

Features: Polyester fabric, embroidered front logo and detailed metal skull buttons with red rhinestone eyes.
7501 Sizes MD, LG, XL $54.95
XX $56.95 • XXX $58.95

E

Button Detail

F

Button Detail

G

H

New!

E. Chopper Chick
Polyester fabric, embroidered front logo and detailed engine buttons.
7526 Sizes MD, LG, XL $54.95 • XX $56.95

F. Yellow and Gray Flame Shirt
Features: Polyester fabric, embroidered front logo and detailed flame buttons.
7502 Sizes MD, LG, XL $54.95 • XX $56.95
XXX $58.95

G. Eagle & Skulls
Features: Polyester fabric with the feel of silk and embroidered front logo.
7522 Sizes MD, LG, XL $54.95 • XX $56.95

H. Guardian
Features: Polyester fabric with embroidered design on front and back.
FTWS513 Sizes MD, LG, XL, XX $49.95

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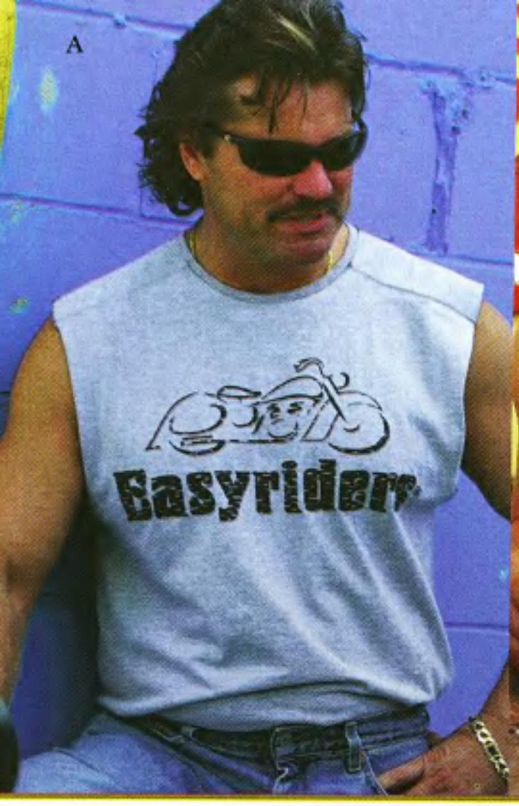
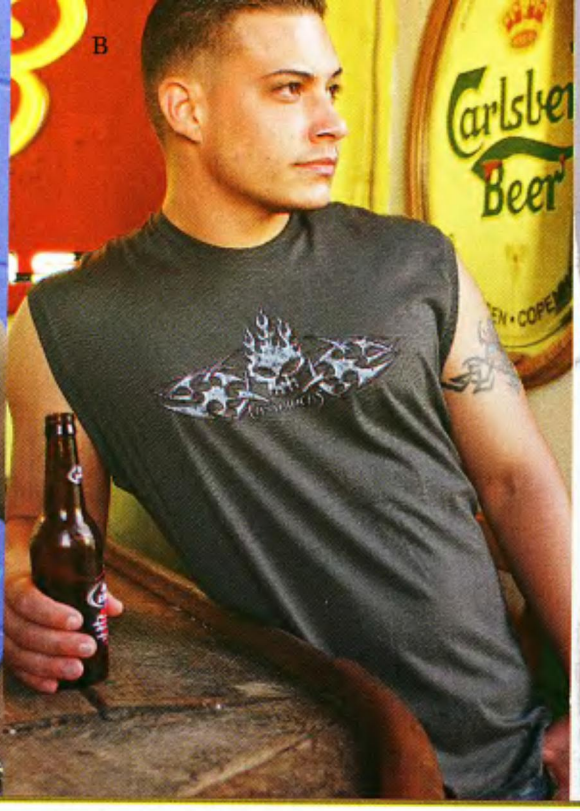




A. Bike Logo Sleeveless Tee
5040 Heather Gray Sizes MD, LG, XL $23.95

B. Blade Skull Sleeveless Tee
4303 Sizes MD, LG, XL $21.95 • XX $23.95

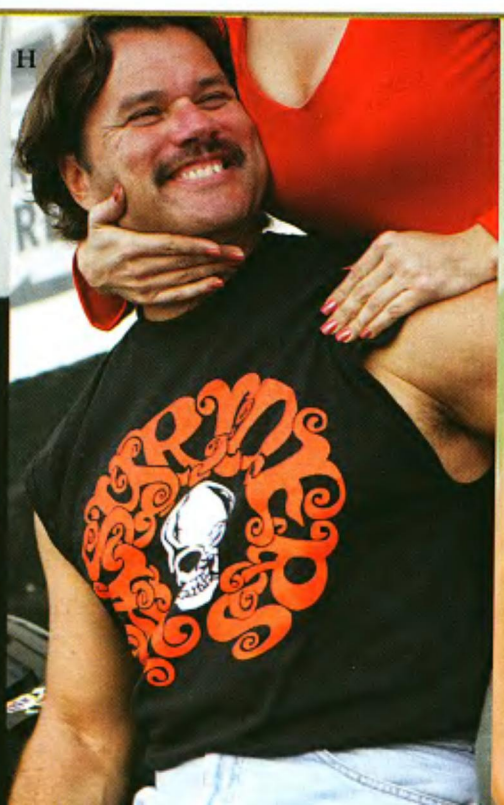
C. Oriental Tiger Muscle Tee
Denim Blue color. Pigment dyed color may
4332 Sizes MD, LG, XL $23.95 • XX $25.

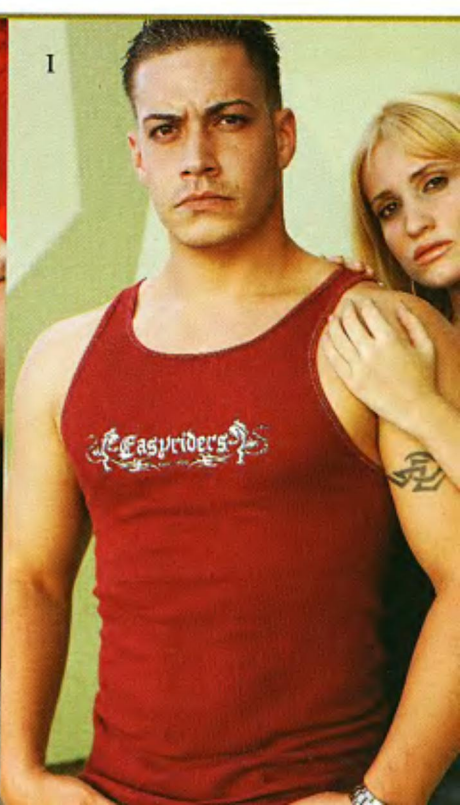
Phone: (800) 247-6246 or (818) 889-8740 **Fax:** (800) 523-8301 or (818) 889-4726

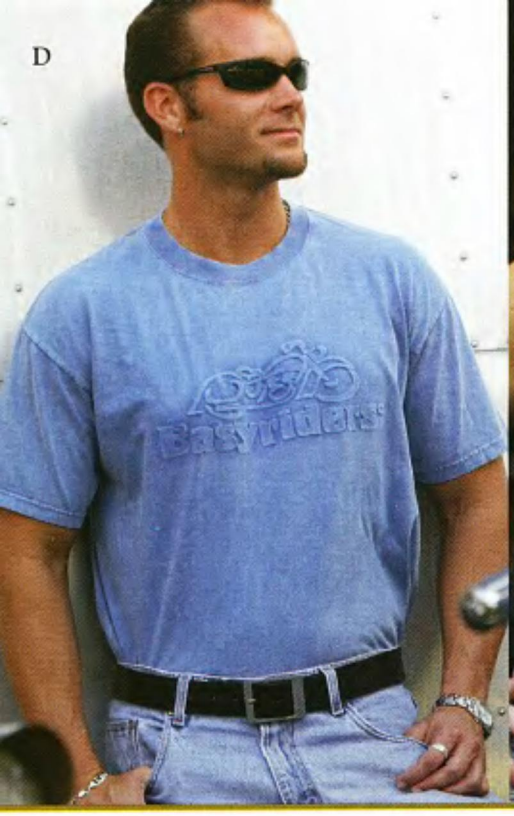
G. Mens Flame Logo Tank
8406 Sizes MD, LG, XL $17.95 • XX $19.95

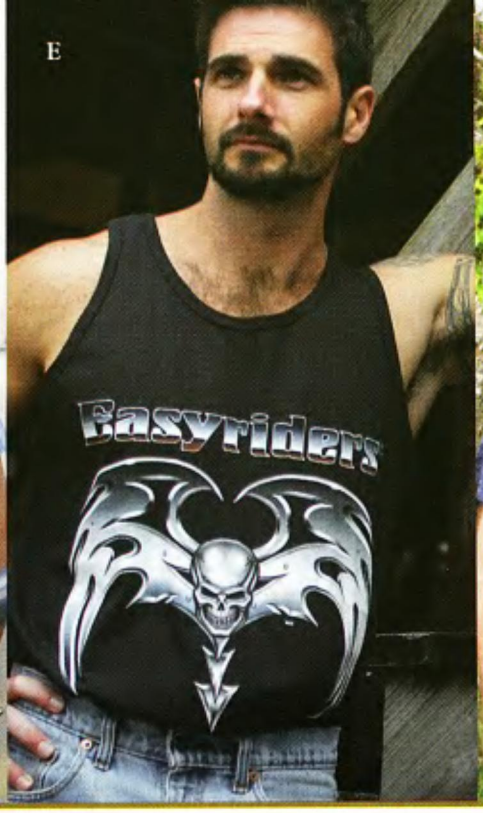
H. Circle Skull Sleeveless Tee
8341 Sizes MD, LG, XL $17.95 • XX $19.95

I. Oriental Tiger Tank
Maroon color. Pigment dyed color may vary
4331Sizes MD, LG, XL $23.95









D. Embossed Blue Shirt
8902 Sizes MD, LG, XL $22.95
XX $24.95 • XXX $26.95

E. Chrome Skull Tank
8731 Sizes MD, LG, XL $17.95 • XX $19.95

F. EZR Pocket Tee
Features: Midnight embroidered oval logo.
4104 Sizes MD, LG, XL $24.95 • XX $26.95
XXX $28.95

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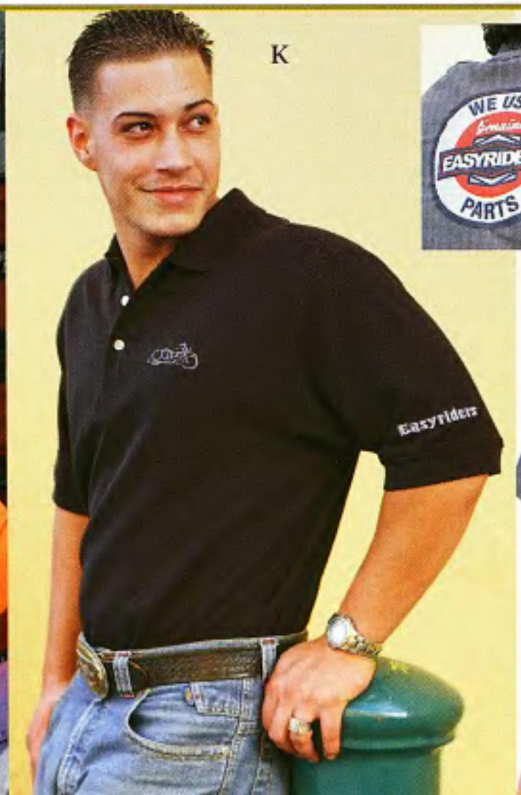
J. EZR Pocket Tee Orange Embroidered Line Bike Logo
8461 Sizes MD, LG, XL $21.95
XX $23.95 • XXX $25.95

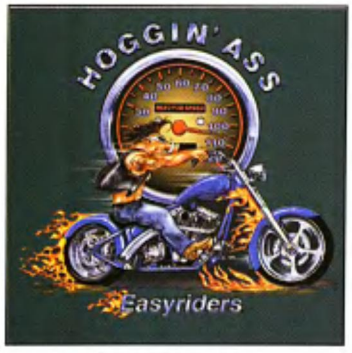
K. Like Bike Golf Shirt
Features: Three buttons, a knit collar and two silver-gray embroidered logos.
6400 Sizes MD, LG, XL $39.95
XX $41.95 • XXX $43.95

L. Genuine Striped Work Shirt
6500 Sizes MD, LG, XL $38.95
XX $40.95 • XXX $42.95



Back Print

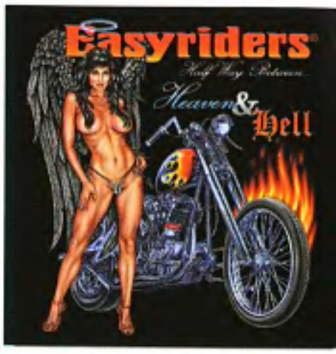
All designs are screen printed on 100% cotton.
Unless otherwise noted these shirts are available at the following prices and sizes.
MD, LG, XL T-shirts are $18.95 ea. XX are $21.95 ea. • XXX (when available) are $24.95 ea.



5056 HOGGIN' ASS
(Teal Shirt) Not available in XXX.

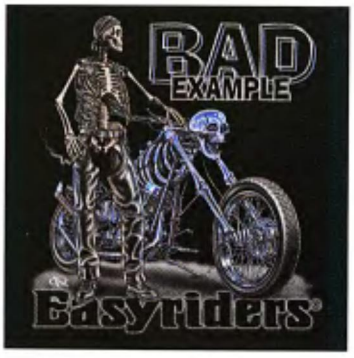
4119 BOOTY

4111 HARDCORE



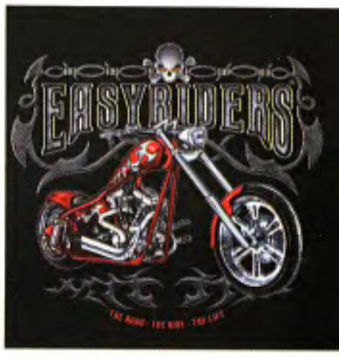
8943 HEAVEN & HELL

5065 PHOENIX

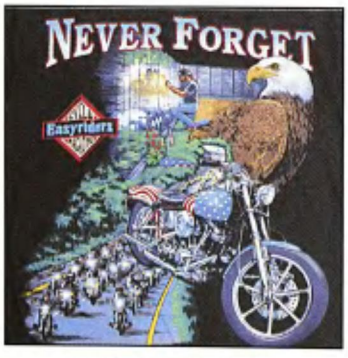


8945 BAD EXAMPLE

5055 OLD SCHOOL



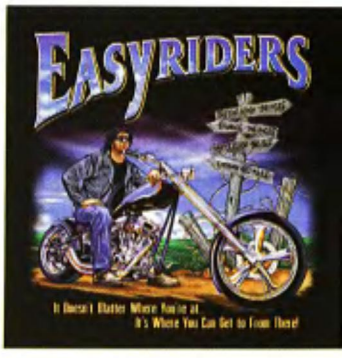
4318 THE RIDE THE ROAD THE LIF



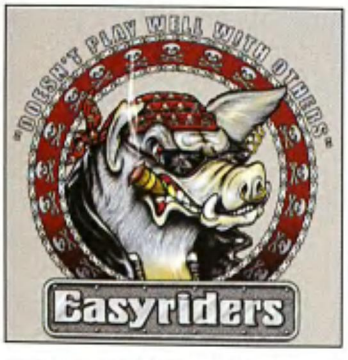
8715 VIETNAM

4317 DEVIL WOMAN

8949 FLAMING SKULL

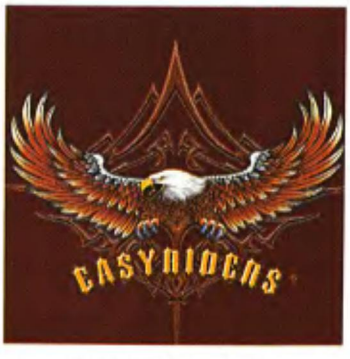


4327 CHOICES



8122 DOESN'T PLAY WELL
(Gray Shirt)

8947 WORK SUCKS
(Ash Shirt)



4321 BRONZE EAGLE
Not available in XXX.

Phone: (800) 247-6246 or
(818) 889-8740
Fax: (800) 523-8301 or
(818) 889-4726

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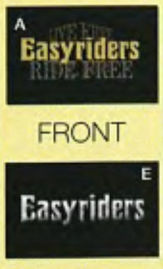
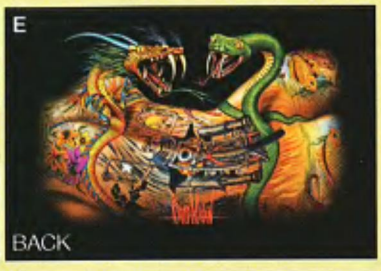
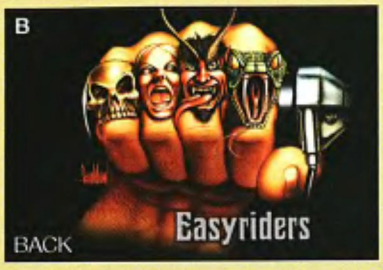
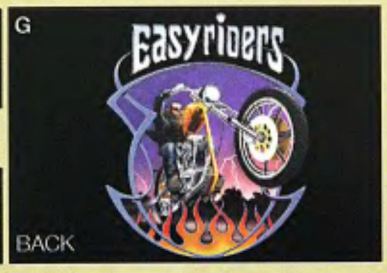
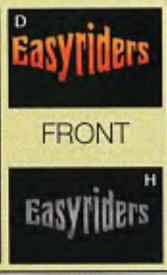
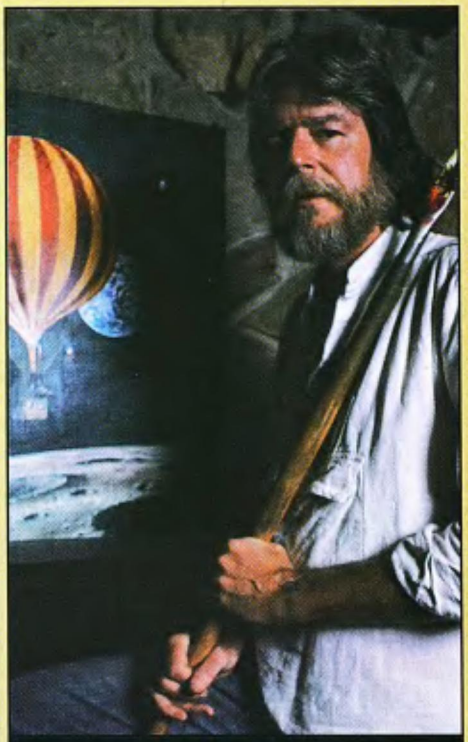






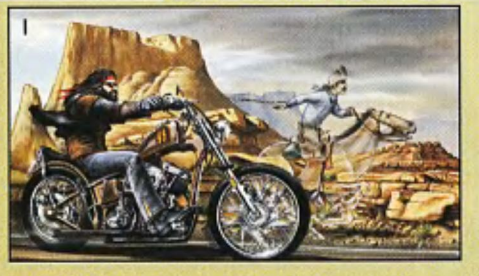


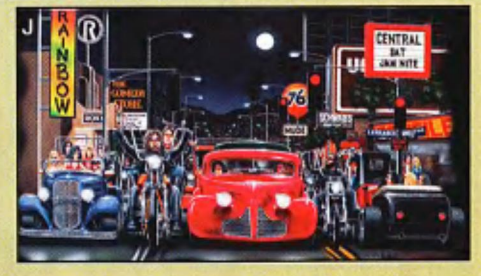




DavidMann

Wear one of these timeless pieces painted by the most publisized artist in the biker world. His art has been handsomely reproduced on high quality cotton t-shirts to allow more people to enjoy the spirit of this great artist.





David Mann Collector T-Shirts

A-H Front and Back Designs:

A. Freedom 28000
B. Fist Ride 28001
C. Route 66 28002
D. Skull Chopper 28003
E. Snake Tattoo 28004
F. Fire Ride 28005
G. Over The Top 28006
H. Easy Sunset 28008

Sizes MD, LG, XL $16.95 • XX $19.95
XXX $22.95

I-J Originally Created (Front Only)

I. Ghostrider
This painting was done in 1983 and represented the analogy of bikers as cowboys. It was published in *Easyriders* as a centerspread in November of 1983 and has remained one of his most popular designs.
8580 Sizes MD, LG, XL $18.95
XX $21.95 •XXX $24.95

J. Sunset Boulevard
No matter where you live in this country, Hollywood's Sunset Boulevard is a familiar street. David's 1982 fantasy interpretation depicts his love of custom cars and custom motorcycles.
8860 Sizes MD, LG, XL $18.95
XX $21.95 • XXX $24.95

A

B

Back

C

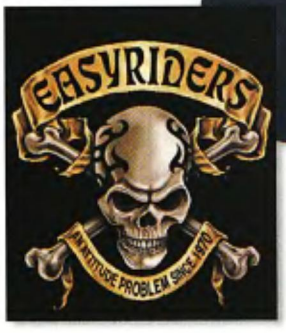
Back

A. Local Muscle (Pigment dyed smoke)
Features a front design on a sleeveless, cotton, muscle tee.
4093 Sizes MD, LG, XL $23.95 • XX $25.95

B. Players Club - Short Sleeve Tee
Features: Screened design on pocket, front and the back of a pigment dyed.
4096 Sizes MD, LG, XL $24.95
XX $26.95 • XXX $28.95

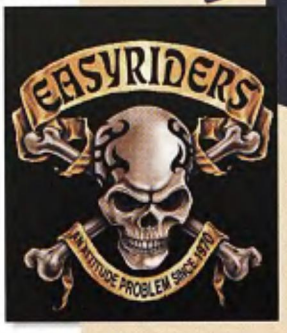
D

Back



E

Back



F

Back

C. Think Fast - Short Sleeve Tee
Features: A screened design on front and back of a white shirt.
4113 Sizes MD, LG, XL $18.95
XX $21.95 • XXX $24.95

D. Attitude - Short Sleeve Tee
Features: Screened design on pocket, front and back.
4108 Sizes MD, LG, XL $21.95
XX $23.95 • XXX $25.95

E. Attitude - Long Sleeve Tee
Features: Screened design on pocket, front, back and sleeve.
5086 Sizes MD, LG, XL $31.95
XX $33.95 • XXX $35.95

F. Think Fast - Long Sleeve Tee
Features: Pigment dyed denim color shirt, screened design on front, back and sleeve.
5078 Sizes MD, LG, XL $29.95
XX $31.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726

www.easyriders.com

A

B

A. Ole Skool Dagger - Short Sleeve Tee
Features: Screened design on the front and back.
Shirt color is black and blue marble.
4103 Sizes MD, LG, XL $18.95
XX $21.95 • XXX $24.95

B. Ole Skool Dagger
Long Sleeve Tee
Features: Screened design on the front, back and sleeve. Shirt color is black
5088 Sizes MD, LG, XL $29.95
XX $31.95 • XXX $33.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726

www.easyriders.com

C

C. Tongue Twister - Wrap Design
Features: Screened design, wrapping around from front to back.Shirt color is black.
4118 Sizes MD, LG, XL $18.95
XX $21.95 • XXX $24.95

D

Back

E

Back

F

Back

D. Fired Up- Short Sleeve Tee

Features: Screened design on the front and back.Shirt color is black.
4102 Sizes MD, LG, XL $18.95
XX $21.95 • XXX $24.95

E. Fired Up - Muscle Tee Tee

Features: Screened design on the front and back. Shirt color is black.
4116 Sizes MD, LG, XL $19.95
XX $21.95

F. Bite Me - Long Sleeve Tee

Features screened design on the front, back and sleeve. Pigment dyed smoke.
5085 Sizes MD, LG, XL $29.95
XX $31.95 • XXX $33.95

G. Fired Up- Long Sleeve Tee

Features: Screened design on the front, back and sleeve. Shirt color is black.
5087 Sizes MD, LG, XL $29.95
XX $31.95 • XXX $33.95

H. Bite Me - Short Sleeve Tee

Features: Screened design on the front and back.Shirt color is pigment dyed smoke.
4109 Sizes MD, LG, XL $23.95
XX $25.95 • XXX $27.95

H

Back

G

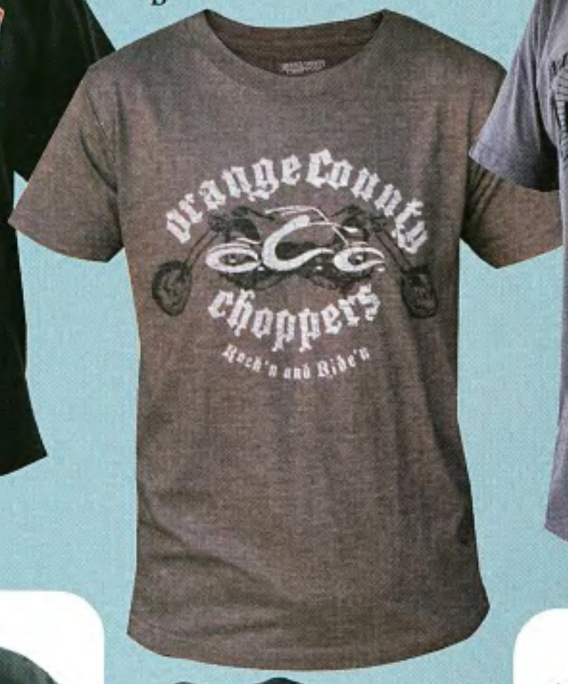
Back

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726

Orange County Choppers

A

B



C

Back

D

A. Red White and Blue Tee
T0002 Sizes MD, LG, XL $18.95

B. OC Rock'n & Ride'n Tee
Color is Brown
T0062 Sizes MD, LG, XL $19.95

C. OC 1999 Gray Tee
T0033 Sizes MD, LG, XL $19.95

D. OC Dagger Black
T0148 Sizes MD, LG, XL $18.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726
www.easyriders.com

Make any dark shirt even better, add a back print for just $5!

Tell the world how you feel, get a cool back print on your *Easyriders* T-shirt for <u>just five bucks</u>! You heard right, make a statement that's uniquely your own, make folks laugh, or maybe back off, it's all up to you! Choose any of the *Easyriders* T-shirt designs (With A Front Printed Only) and get the <u>back print</u> of your choice for <u>just five dollars</u>! All print is white so be sure to pick a dark shirt Page 10 for selection.

Make sure you put the red number of your choice after your t-shirt part number (Sample 8949-19) on your order form.

Gifts for Future Bikers

C. The Toddler Overalls
3769 Sizes 2T, 4T and 5/6T $24.95

D. Long Sleeve Denim
3771 Sizes 2T, 4T and 5/6T $24.95

"TEE SHIRTS"

E. Flame Bike Yellow
8817 Sizes XS, SM, MD, LG $12.95

F. Ready To Ride
3776 Sizes XS, SM, MD, LG $12.95

G. Leaving the Farm
Y3775 Sizes XS, SM, MD, LG $12.95

H. Easyriders Line Bike
8821 Sizes XS, SM, MD, LG $12.95

I. Purple Flower Power
8818 Sizes XS, SM, MD, LG $12.95

J. Lil Piggy
8819 Sizes XS, SM, MD, LG $12.95

Legend: XS=2/4, SM=6/8, MD=10/12, LG=14/16

B

A

C

Easyriders
Zipper Pull

A. Ladies Biker Jacket

Features: Heavy duty top grade leather, a zip-out lining, four outside pockets, one inside and a snap-down collar.
4588 Sizes SM, MD, LG, XL $279.00

B. Ladies Low-Rider Chaps

These chaps are great paired with the matching ladies leather jacket. The chaps feature a new low ride cut, contrast stitching, lots of pockets and are full lining.
8003 Sizes SM, MD, LG $199.95

C. Animal Print Vest

Features: Styled after the ever-popular soft black leather glamour vest with all the same features. It's made of a bit heavier grade of leather with a leopard-skin look.
5575 Sizes SM, MD, LG, XL $69.00

www.easyriders.com

D. Ladies Lambskin Leather Shirt

This tapered back, super soft lambskin leather shirt has dual front snap pockets and a snap-down collar. It's a shirt you'll never want to take off.
7200 Sizes SM, MD, LG, XL $189.00

E. Spikerweb Halter

Features: shimmering beads in a web design, full coverage on top and sheer fabric below. Hand wash lay flat to dry.
2098 Sizes SM, MD, LG $38.95

F. Rampage Leather Jeans

These satin-lined jeans with zippered leg closures feature an expandable back panel that allows a great fit.
7120 Sizes 6 (27"), 8 (28"), 10 (29"), 12 (31"), 14 (32"), 16 (33"). $219.95

G. Glamour Vest

Soft black leather, inside lining, an adjustable back strap, four zipper pockets and a zipper front. Back adjusts for just the right fit.
5520 Sizes SM, MD, LG, XL $109.00

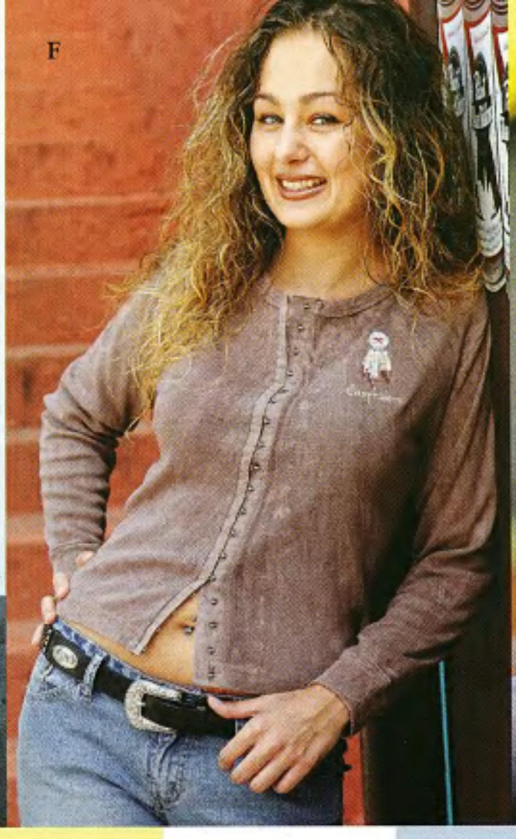
A. Rust In Peace
2117 Sizes SM, MD, LG, XL $27.95
XXL $29.95

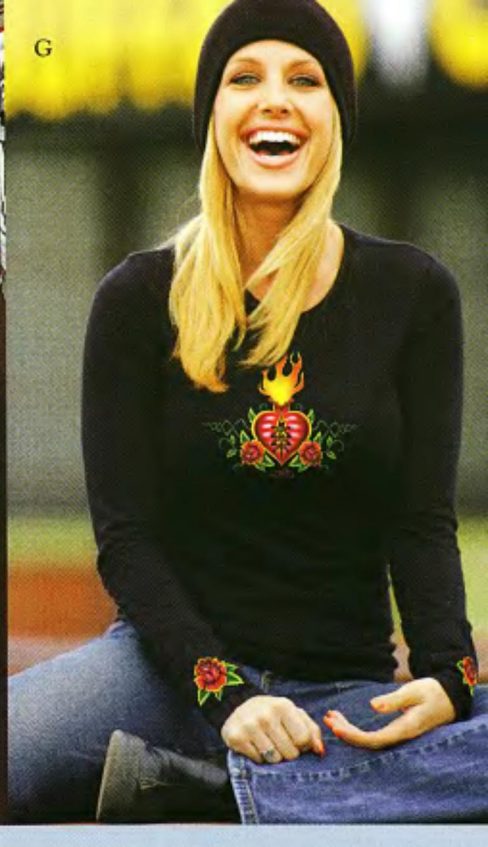
B. Girls Work Shirt
2119 Sizes SM, MD, LG, XL $32.95
XX $34.95
XXX $36.95

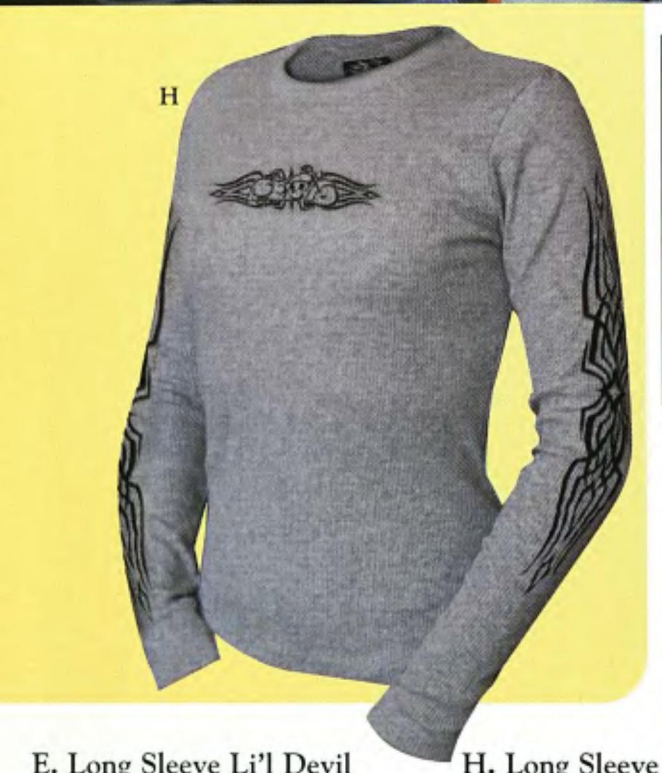
C. Cropped Sweatshirt
3002 Sizes SM, MD, LG, XL $29.95
XXL $31.95

D. Tribal Cropped Sweatshirt
3119 Sizes SM, MD, LG, XL $31.95
XXL $32.95

Phone: (800) 247-6246 or
(818) 889-8740
Fax: (800) 523-8301 or
(818) 889-4726







Zipper Detail

E. Long Sleeve Li'l Devil
Features: 100% cotton fabric, detail shoulders and li'l devil embroidery.
2039 Sizes SM, MD, LG, XL $28.95
XXL $30.95

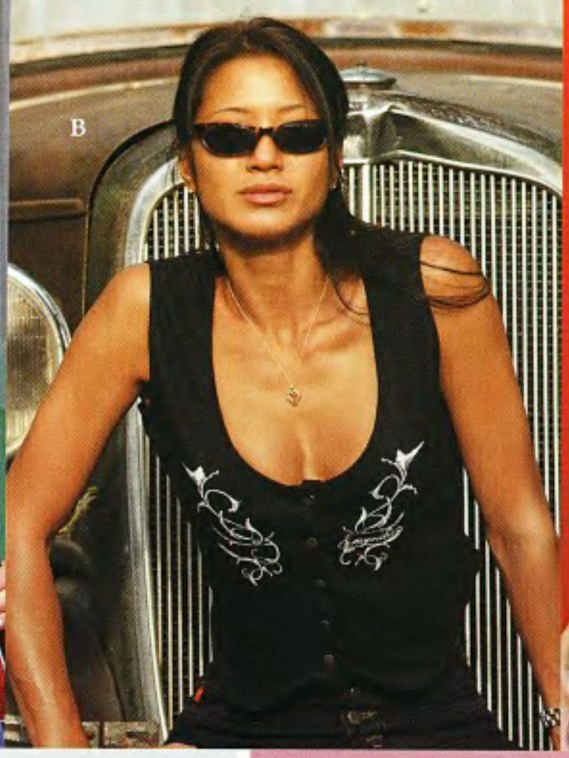
F. Hook Line and Sinker
Features: A 100% cotton shirt with hook & eye front closures and a front screen printed logo.
3139 Sizes SM, MD, LG, XL $29.95

G. Long Sleeve Sacred Heart
Features: A junior cut for that close to the skin fit and a spirit-lifting printed logo design.
3104 Sizes SM, MD, LG, XL $24.96

H. Long Sleeve Two-by-Two
Features: A ribbed long sleeve 100% cotton tee with a great design both on front and sleeve.
3024 Heather Gray
Sizes SM, MD, LG, XL $31.95
XXL $33.95

I. Riders Block
Features: An almost invisible zipper that zips up as far as you want to take it, reflective trim and embroidered logo.
2040 Sizes SM, MD, LG, XL $26.95
XX $28.95

A


B

C

D

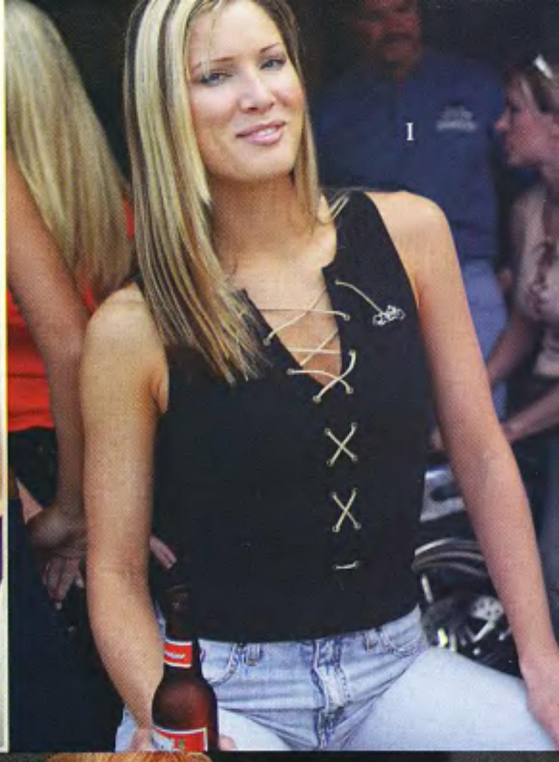
E

A. The Zip It Up Tank
Features: 90% cotton, 10% lycra shirt in a junior fit.
1009 Sizes SM, MD, LG, XL $24.95 • XXL $26.95

B. Snap Vest
Features: 100% cotton shirt in a junior fit.
4027 Black - 4026 White
Sizes SM, MD, LG $25.95

C. Think Pink
Features: 90% cotton, 10% spandex shirt in a junior fit.
1036 Sizes SM, MD, LG, XL $29.95 • XXL $31.95

F



D. Twenty Eyelet Corset
Features: A lace up corset style top in 95% nylon and 5% spandex with a subtle bike logo on the side. It pairs handsomely with the V-Band Shorts (sold separately).
1171 Sizes SM, MD, LG, XL $38.95

E. The V-Band Shorts
These cute little shorts in 95% nylon and 5% spandex, stretch for a smooth comfortable fit and are perfectly matched with the Eyelet Corset (sold separately).
1174 Sizes SM/MD and LG, XL $24.95

F. Pretty In Pink
Features: A 100% preshrunk cotton shirt with pink sleeves and logo.
3057 Sizes SM, MD, LG, XL $19.95

G. The Red Hot Tank
Features: Poly/Lycra flame fabric with built in shine on a v-neck tank style shirt.
2066 Sizes SM, MD, LG, XL $29.95 • XXL $31.95

H. Purple Haze Tank
Features a print on the back.
1025 Sizes SM, MD, LG, XL $23.95

I. Tie Me Up Tank
Features: Cotton/Lycra fabric, plunging neckline that can be laced up or left loose, comfortable curve hugging fabric.
2048 Sizes SM, MD, LG, XL $28.95

J. Fast & Furious
Features: A figure flattering design on a 100% cotton shirt with lines that accent your curves. The center retro design brings it all together.
3028 Sizes SM, MD, LG, XL $31.95

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726

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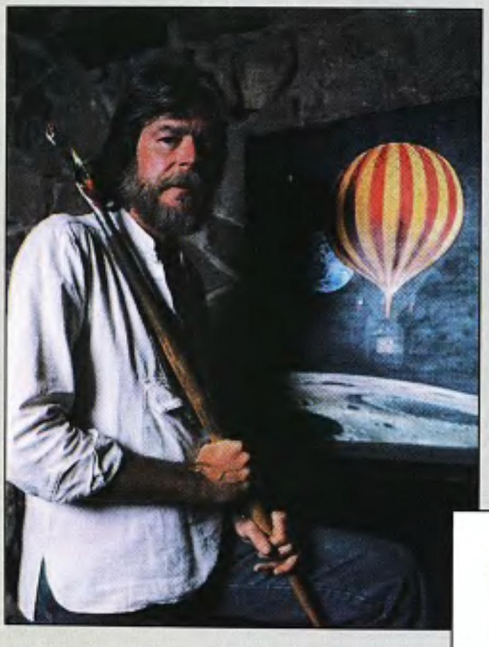
LAST CHA

to get these two collec

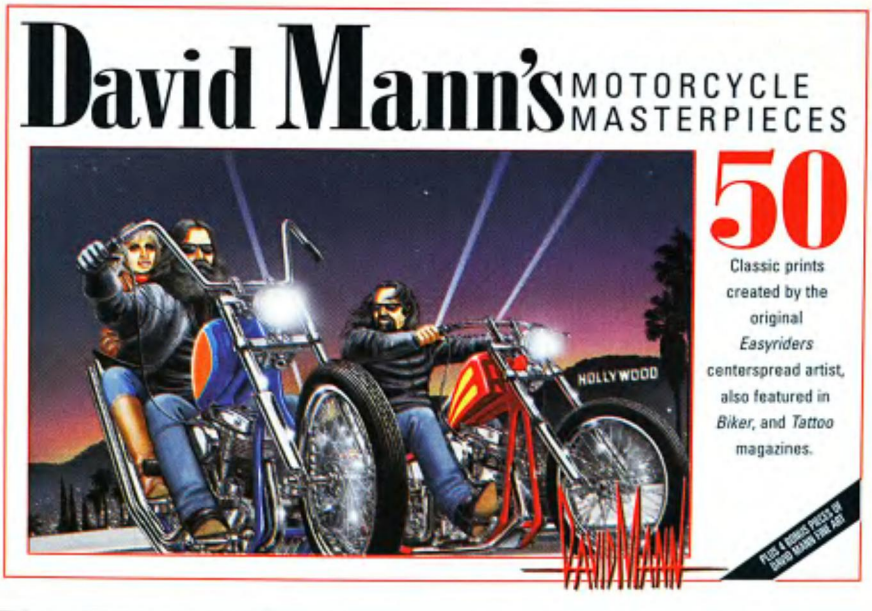


David Mann Art Book *Great Gift!*

This book features 50 masterpieces hand-picked by artist David Mann before his death. Only 10,000 were ever printed. This classic book commemorates 35 years of biker folklore and each beautiful all-color book is hand numbered. A great addition to any art collection. One per customer. While supplies last!

050208 $49.95

From the publisher's own private stash!



NCE
ors items

Easyriders 35th Anniversary Coin *Great Gift!*

Designed in memory of David Mann, the *Easyriders* 35th Anniversary $35 commemorative coin is silver nickel. No coins were minted after June 30, 2006, and the dies were destroyed. Because of the strictly limited numbers of these coins minted and their ultra-high quality, their value may rise in time. 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.

253035 $35.00

Phone: (800) 247-6246 or (818) 889-8740 **Fax:** (800) 523-8301 or (818) 889-4726

www.easyriders.com

A

B

C

D

New!

E

New!

F

A. Motocrest
Features: 100% cotton twill, metal slide closure and added design on underside of bill.
300425 $19.95

B. Flex Flame Cap
Features: 100% cotton cap, rich embroidery, six panels, and an adjustable Velcro closure.
300423 $19.95

C. Gothic Burn
Features: 100% cotton, Velcro closure embroidered front design.
300427 $19.95

D. Harley-Davidson Cap
Features: 100% cotton, Velcro closure. Embroidered front design.
HD103 $24.95

E. Leather Riding Cap
Features: All leather, cloth lining. One size that fits most. Made in the U.S.A.
151 Sizes SM, MD, LG, XL $42.00

F. Skull Headwrap
Features: Cotton skull on top and leather trim. Made in the U.S.A.
144000 $20.00

G. Ladies Animal Print Headwrap
Features: Animal Faux on 100% cotton and machine washable.
300375 $19.95

H. Fender Candy Ladies Hat
Features: 100% cotton embroidered front and back.
Pink 300430 • Black 300431 $19.95

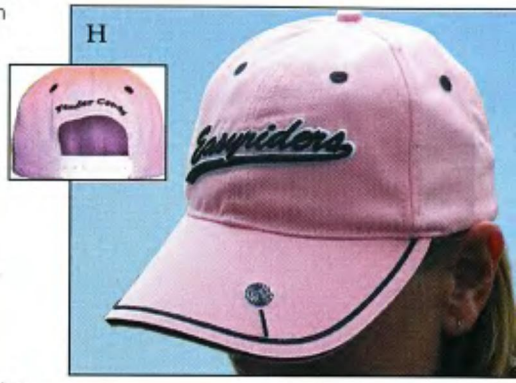
I. Harley-Davidson Ladies Cap
Features: Velcro closure, rhinestones and embroidered front and back design.
HD105 $24.95

J. Harley-Davidson Cap
Features: 100% cotton, Velcro closure and embroidered front design.
HD101 $24.95

K. Tribal Skull Bandanna
6015 $5.00

G

H



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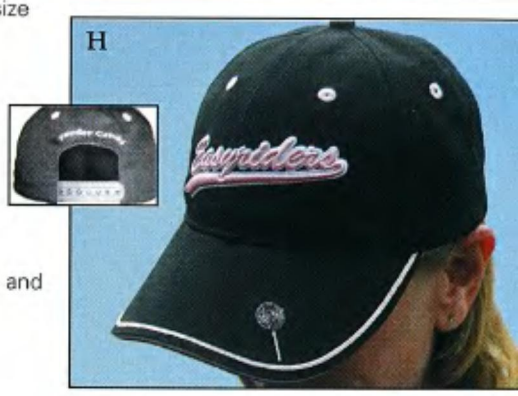


I

New!

J

New!

Easyriders® Fun Camera

Now you can have as much fun as an Easyriders photographer!

Custom *Easyriders* logo on every image.

A

A. The Easyriders Fun Camera

Now even your camera can have attitude. With this nifty flamed disposable camera you can take pictures of your favorite burnouts, wheelies, drunken brawls and scantily clad biker chicks just like the *Easyriders* staff. Don't miss the next BIG opportunity to capture the action. Remember women love to have their picture taken so make sure to take a couple FUN cameras to your next party.

Features: 27 exposures of 400 ASA AGFA color film and a postage paid envelope. Follow enclosed instructions for processing by manufacturer with only a $2.99 handling fee. At the price of gas these days, that's a steal!
CAM001 $14.99

B

B. Harley-Davidson Throw

Wrap up in this 50"x 60" fleece throw.
HD1000 $33.99

C. Ghostrider Greeting Card

No matter what the occassion this card will be appreciated. It is blank inside so you can write your own appropriate words. Set of 8 cards
110300 $8.95

D. Easyriders Coffee Mug

600221 $8.95 ea.
600222 $29.95 set of 4

E. Biker Ornament

253032 $8.95

F. Toy Run Ornament

253031 $8.95

C

D

E

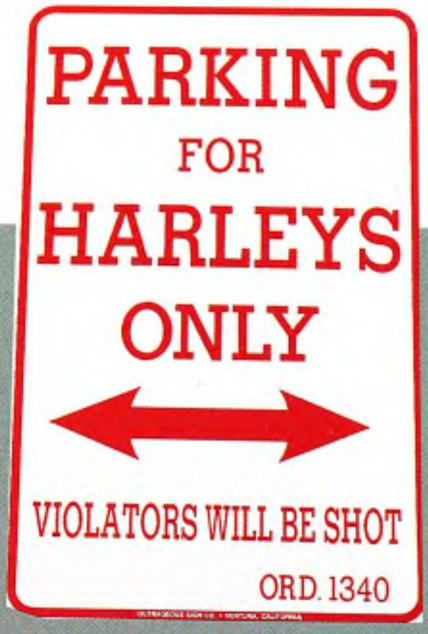
F

Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726

A-F. Zipper Pulls

Where do you need a handy zipper pull? On a vest, jacket, your kids backpack? These little guys come in handy and dress up a plain black jacket like a fine piece of jewelry. There are many to choose from...get a couple!

A. 6001	Line Bike w/*Easyriders*	$5.00
B. 6004	Tribal Eagle	$5.00
C. 6002	Skull	$5.00
D. 6005	Diamond Plate	$5.00
E 6000	Line Bike	$5.00
F. 6003	Engine Eagle	$5.00



G. Harley Parking Sign

Let it be known who parks in your driveway with this Harley sign. Metal sign "Violators Will Be Shot." A great gift for birthdays, holidays or anniversaries.
S150091 $29.95

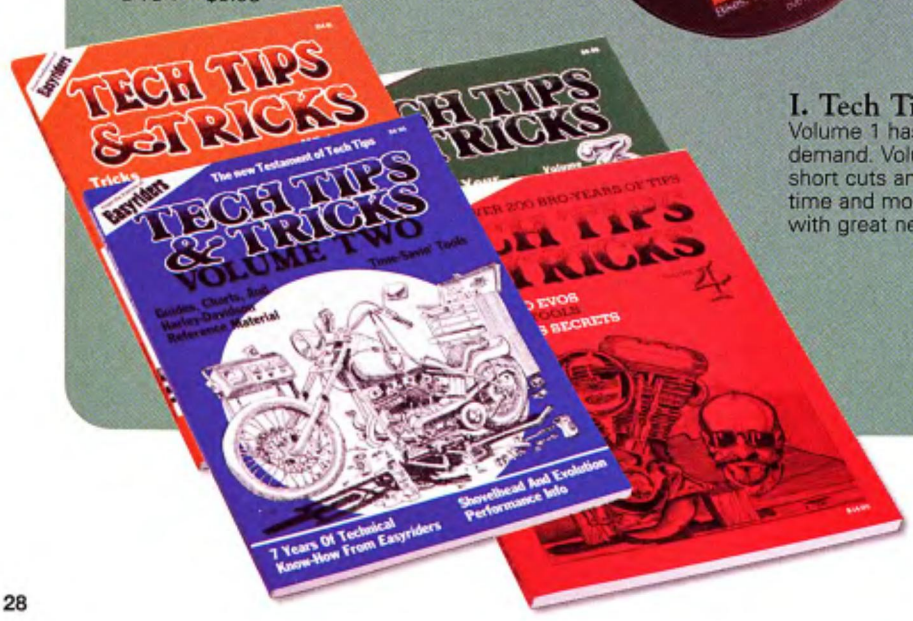
Phone: (800) 247-6246 or (818) 889-8740
Fax: (800) 523-8301 or (818) 889-4726

www.easyriders.com

H. Easyriders DVD Packaged Set

Each DVD contains two digitally re-mastered *Easyriders* original "Rides of the 90's" sold here as a set of four. Includes, Harley-Ridin', modern-day legends, biker parties of the year, Easyriders rodeo spectacular, Sturgis, Laughlin, Daytona, In The Wind Moments and much more from that crazy *Easyriders'* magazine staff. Hours and hours of entertainment.

DVD1 $9.98 *Get all 4 and SAVE 6.97!*
DVD2 $9.98 DVD1-4 $32.95
DVD3 $9.98
DVD4 $9.98



I. Tech Tips and Tricks

Volume 1 has been reprinted because of popular demand. Volume II is jammed-packed with the latest in short cuts and fast cuts. Volume III has tips that can save time and money. Volume IV is the latest edition filled with great new tips.

Vol. I, 060207	$14.95
Vol. II, 060200	$14.95
Vol. III, 060202	$14.95
Vol. IV, 060210	$14.95

060220 All four (Volume 1 thru Volume 4) for only $47.95 ***(Save 11.85!)***

Magnetic Tank Bags

These foam padded lambskin leather tank bags are perfect for storing cell phones, garage door openers, radios and music systems. Here are only some of the reasons you're gonna love this bag:

1. High quality lambskin leather.
2. Powerful neodymium rare-earth magnets sewn between the leather ends so there is nothing to scratch the tank and no they won't blow off when traveling at safe highway speeds.
3. Leather loops on the back so it can be worn on your belt as a waist pouch.
4. Unique detachable elements on several models.
5. A compartment to fit your needs. (See different styles.)

J. Four Pocket Leather Tank Bag

Features 3 outside pockets shaped to fit most items and a large inside compartment to fit the rest. *14"x 3"x 6½
L3216 $49.95

K. Three Pocket Gun Leather Tank Bag

Features: 2 large outside pockets shaped to fit most items with front zippers for small items. The back zippers open to and inside gun holder. Check each states gun laws when using this bag.
*14½"x 4½"x 6½"
L3217 $59.95

L. Four Pocket GPS Leather Tank Bag

Features: 3 outside pockets shaped to fit cell phone, glasses and most GPS devices and a large compartment to fit the rest. *14"x 4"x 6½"
L3218 $49.95

M. Removable Cell Leather Tank Bag

The cell phone clip fits right in the middle of the bag and can be removed (as shown) to clip on your belt. Plus two front pockets and a large compartment to fit many more items.
*16"x 2½"x 6½"
L3220 $54.95

N. Three Pocket Cell Leather Tank Bag

Features: 2 outside pockets, one to fit a cell the other conveniently accessible with a large compartment for additional storage.*14"x 3"x 6½"
L3221 $39.95

O. Two Pocket Cell Leather Tank Bag

Features: 2 outside pockets but actually three compartments to fit lots of stuff.*14"x 3"x 6½"
L3222 $39.95

P. Two Pocket Cell Leather Tank Bag

Features 2 outside pockets, and a large compartment for additional room. *13"x 3"x 6½"
L3223 $39.95

Q. Purse Leather Tank Bag

This unique bag features two individual side compartments and front pocket. The strap extends to become a shoulder bag or you can mount it on a belt by the straps on the back. When using it as a shoulderbag, tuck the magnets into the back straps. *10½"x 2"x 8"
L3219 $44.95

*The depth (middle dimension) is unloaded and will expand to be deeper in size.

A

New!

B

D

New!

New!

C

A. Armskins™

This product is designed to provide the ultimate in light-weight, packable, secure arm protection for a wide range of temperatures. Use them on the motorcycle, when running or during any sport that requires arm protection from weather or abrasion.
Sizes SM/MD Under 5'9", 160lbs, LG/XL 5'9 and over 160 lbs.
D5992 Colored Flame Sleeve
$25.00
D5991 Stretch to Reveal Flame
$25.00

B. Biker Wallet

There's nothing like a chain to keep your wallet from wandering away from you. Inside features a zipper compartment for change, a small ID or card compartment and a larger compartment for paper money. It measures 6" long x 3½" wide and has the *Easyriders* bike logo on the front.
700061 $24.95

C. Leather Travel Bag

This medium size (17"W x 10"H x 6½"D) bag is just right for travel. It includes a shoulder strap & carrying handle, two outside zip compartments and a double zip closure.
3833B $66.00

D. Leather Waist Pouch

Waist pouch is 12"W x 5"H so it's on the smaller side while the band adjusts to fit larger waists.
10083 $9.00

E. Wing Biker Wallet

A great chain wallet with a chain to keep it from wandering away. Inside features a a small ID or card compartment and a larger compartment for paper money. It measures 6" wide and has a wing logo on the front.
64509 $29.00

F. Cigarette & Lighter Holder

Features: A Bic lighter (and some others) holder and belt loop with a V-Twin concho on the flap. Made in the U.S.A.
21922 $12.00

G. Harley-Davidson Black Eagle Patch

Medium 5" tall.
821V $16.00

H. Harley-Davidson Brown Eagle Patch

Large - 6.25" W x 5.25" H
564V $31.99

I. Harley-Davidson Draped Wing Eagle

Medium - 4" W x 3" H
2549V $6.99

J. Harley-Davidson Wings Patch

Medium - 4.50" W x 2" H
748V $8.99

E

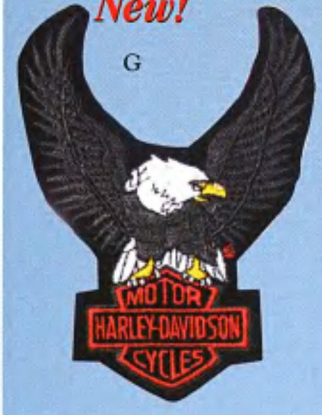
New!

F

New!

New!

G



New!

H

New!

I

J

New!

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New!

K. Garage Door Opener

- Works with all major brand garage door and security gate operators
- Programs easily in minutes
- Attractive and compact design
- Easy and simple to install

E2300	Universal Garage Door Opener with chrome button for bikes and all other vehicles.	$74.95
E2301	Black Mounting Bracket	$10.99
E2302	Nickel Mounting Bracket	$10.99
E2303	24" Extended Wiring Kit	$ 9.75

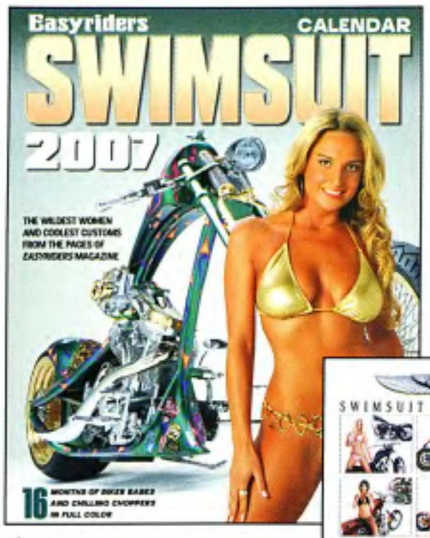
L

New!

L. Pig Spit

Don't let the name fool you. This product has been around since 1994 and is respected by bikers everywhere. For use on metal, rubber, wrinkle paint and powdercoated surfaces for that "like new" look. Get those hard to reach areas and eliminates many of those impossible to remove stains. And if that weren't enough, it prevents bugs from sticking to painted surfaces. Plain and simple, it's just the best product of it's kind and you won't know how you ever lived without it.
9 oz can goes a long way.
C1522 $12.95

Federal regulations prohibit this product's (aerosol) shipment by air so it will be sent UPS Ground only to the 48 connected states.



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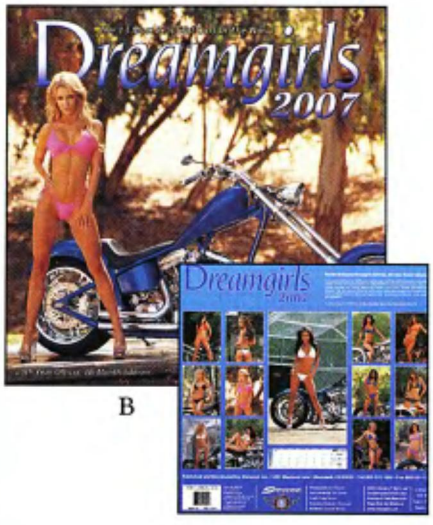


B

C

Get Ready for 2007!

A. Easyriders 2007 16 month Calendar
11" x 9" CEA007 $9.99

B. Dream Girls 2007 16 month Calendar
16" x 15" N52707 $14.99

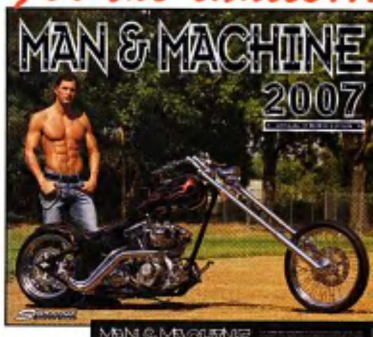
C. Spring Break 2007 16 month Calendar
12" x 12" N51707 $12.99

D. American 2007 16 month Calendar
13" x 11" N51807 $12.99

E. Man & Machine 2007 16 month Calendar
13" x 11" N52507 $12.99

D

For the ladies...



E

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