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Taking It Easy

An adult video star is once again running for governor of California. Marey Carey says she's a new person from the one who lost in 2003 now that she has brown in her hair (instead of the 2003 blonde), because brunettes are taken more seriously. She said she'd also lost weight, replaced her teeth, had breast implants and has given up smoking, contraceptives and alcohol. Her comment was that she'd **actually been sober for five days**. (Seems to me after all that effort we Californians ought to at least give her our vote.)

On the subject of elections, there was an electoral tie in Alaska. So one candidate asked for a coin flip to break the tie. The coin flip went to her opponent but—oh, no—**her opponent was dead**.

They found the best garage sale—very special furnishings and other top quality items. But when the guy two doors down came by to see what was for sale, lo and behold—they were the **very items that had been burglarized** from him the previous week. (You'd think the seller would at least have moved to another street or even town.)

Fresh from our **"Use Kids As Speed Bumps"** File: A Dutch transportation planner has some innovative plans for improving traffic. He had proposed eliminating traffic signs and street markings, which he thinks will make drivers more careful as they hunt for their destinations. And he wants to build children's playgrounds in median strips of roads, figuring that drivers would most certainly slow down. What is this guy smokin'?

Now here's an innovation. This guy invented "Season Shot" (better than shotgun shells used now), which dissolves on contact in the game meat, so—now get this—it **automatically flavors the meat** for cooking. He's going to start out by offering lemon pepper, mesquite, Mexican and Creole flavors. Chemists are already at work expanding the selection. What a great time-saver for the busy hunter on the go.

We're all familiar with the medical procedure where penises are reattached. But the first successful transplant where blood and urine flow where regenerated was done in a 15-hour procedure in China. It worked out well and the patient was functional. But two weeks later, they had to remove it because his wife couldn't deal with the thought that **the penis had been on someone else** previously. (Snivel, snivel! Get a new ol' lady!)

Well, I guess we've all read about people's fetishes. So here's a new one for your collection. This guy covered himself with olive oil and then coated his body in feed grain or oats. He then lay down so **the horse he had the hots for** could lick him. (Yeah, until Mr. Ed thought his nuts were an apple.)

A man got pissed off at a group of bikers and started to plow into them with his car, waving a pool cue with his left arm. While still in his rage, he got out of his car and walked around the back of it where the bikers were. But in the heat of the moment, he forgot he had **left the car in reverse** so, of course, it backed into him, knocking him into traffic. But bikers, being the good guys we are, pulled him to safety.

A pilot left the cockpit to go to the bathroom. When he came back, he found he was locked out of the cockpit. He banged on the door for 10 minutes (while the passengers watched in horror), but apparently the first officer and the flight attendant couldn't open it either. As a last-ditch effort, he **took the door off its hinges just in time for landing**. (Apparently a pilot lockout is a "non-reportable incident" so there's nothing to worry about—the next terrorist who tries taking the cockpit door off its hinges won't bother to report it either.)

A woman in England had a 26-year-old housekeeper slave from 1997 to 2005 and was convicted for it. Now here's her defense: she said that the "slave" had actually been earning about \$55 a week during that time and that all she had to have done was **ask for it**—but she never did. (Yeah, yeah.)

Another lawsuit—how do they think these things up? A man **wandered off a cliff at night** while looking for a good spot to relieve himself. And because he sustained injuries, he filed a lawsuit against the federal government. (After all, the cliff was on government land, right?)

A man robbed a bank. When he left the scene, he spotted a passing police car and promptly fainted on the spot. Needless to say, he was easily arrested. And there's another guy who was easily nabbed. He robbed a pizza place shortly after he had accidentally **dropped his two cue cards** with his robbery speech: "Give me your money" and "I'll kill your family." And to top this off, his makeshift "gun" had come apart and was lying on the floor, but he still threatened to shoot the manager as he fled the scene. (I don't think he was cut out for a life of crime, do you?)

This guy pleaded guilty to two charges for pistol-whipping his wife with a handgun. One week later he was sworn in as **mayor of the town** he lived in. (They don't care what you do at home as long as you're a good politician.)

Well, ya gotta do something with your time, right? A biologist wanted to know how shrimp act when they get an infection, so he built a tiny treadmill to run them through their paces (to measure blood lactate levels). He wanted to increase their stress so he made **tiny backpacks** out of duct tape. But he still found that healthy shrimp could go for about an hour without fatigue. (Well, now you have some added knowledge in that crowded brain of yours.)

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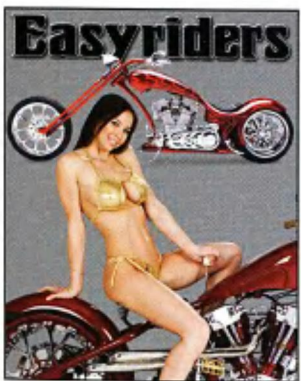
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Eddie Trotta's *V-Twin TV* bike, Gypsy's *Biker Build-Off* winner and the sexy Sandy, all shot by Don Rogers. Special imaging effects by Adam Kobrin.

The next liver-quiverin' issue goes on sale February 27, 2007. Printed in the USA.

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Editor-in-Chief: Dave Nichols

Creative Director: R. Marsh

Managing Editor: Scott McCool

Associate Editors: Kim Peterson • Benoit Lambouff
Kai Raacke

Technical Editor: Tom Johnson

Copy Editor: Joanne Morris

Photo Editor: John Nielsen

Editorial Assistants: Sandra Pietro • Sandy Chamberlin

Digital Imaging: Jeff Biggs • Bryan Ferguson • Mark

Evangelista • Alex Lopez, Scanning

Prepress Operations: Billy Thornbury, Manager

Senior Photographer: Billy Tinney

Photographers: Michael Lichter • Rick Husted • Don Rogers

Mike Chase • John Wycoff • Michael Farabaugh • Dino

Petrocelli • Chuck Emery • Markus Cuff

Contributors: Michael D'Amico • Jeff Moore • Twiggy • Joe

Kress • Paul Garson • Kit Maira • Erik Falconer

Illustrator in memoriam: David Mann

Advertising Phone Number: 818-889-8740

Director of Advertising: Tammy Porter

National Advertising Executive: John Sullivan

East Coast Advertising Executive: Steve Teachout

Advertising Executive: Isidro Romero

Advertising Executive: Cathy Chaffin

Advertising Coordinator: Mandy Dunn

Advertising Production: Savannah Bertram, Manager

In-House Advertising: Cathy Gibson, Sylvia Barragan

Advertising Administration: Carolyn Emery

Circulation: Sanford Meyers, Newsstand Director

Gudrun Carver, Circulation Manager

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Accounting: Karen Johnson, Controller • Keith Hart
Edith Caceres

MIS: Daniel Price

Trade Events Associate Producer: Jim Betlach

Consumer Events: Action Promotions, Inc.,

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Products Division: Angela Johnson, Bulk Sales Manager

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Customer Service • Ron Loza • John Plaza, Shipping/Receiving

Receptionist: Annette Zarlinga

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A Tribute

Here is a photo we would love to see in your magazine. The billboard is of my brother-in-law, Bob McReynolds, who was killed in Colorado on his motorcycle on July 19, 2006. Bob loved riding his bike more than most people I know. It wasn't anything for him to put 500 to 600 miles a day on the bike.

This was a trip of his dreams, to ride out to Colorado and see all the sights. We submitted a photo you published in your December 2001 issue when the Moose Riders went down to The Wall in Portsmouth, Ohio.

We would like to pay tribute to Bob by having this photo published with all his gang around him. His wife Mary Jo is in the center.

Mark Poling
Conover, Ohio

Thanks, Mark. Hell, Bob is probably riding up in Heaven with Rip and David Mann right now.

Nipple Conundrum

I have a comment regarding the women who appear topless in your fine magazine. I have noticed that some of these women have apparently had breast augmentation surgery, and that sometimes their entire nipple area appears to have been removed or moved to a new location and that they have scars around the area to prove it.

I have also noticed that this sometimes

causes their nipples to be "all outta whack," with one bigger than the other, or even sometimes giving the girl's boobs a "cross-eyed effect." Could you please airbrush and correct these odd-ball nipples as it causes me no end of queasiness. Thank you.

Carl Thompson
Stroudsburg, PA

Sure thing. We'll get right on it Carl. Bartender, I'll have what Carl's drinking.

Thanks

Hey guys, thanks so much! I sent a couple of photos of my chopper "Lucky Lucille" in as a Reader's Rides a while back. Also sent a tech sheet.

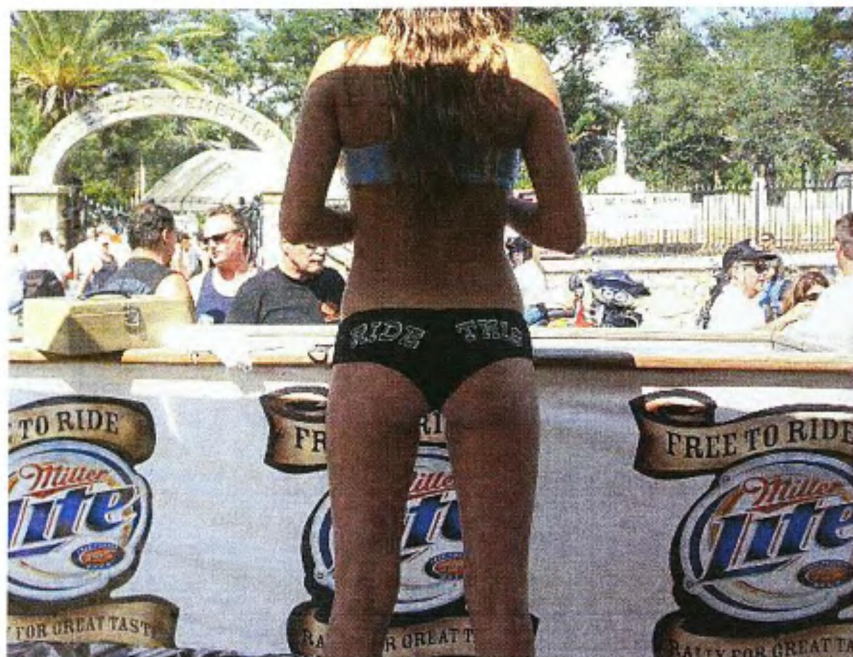
Imagine my complete surprise when y'all included it in issue #401. I believe you deserve two pieces of raisin pie. Hell, even enjoy some hair pie to go with it!

Your publishing my "Lucky Lucille" is so awesome!

Marcus Taylor-Sellers
Hamlin, Texas

P.S. I've been reading *Easyriders* for most of my life and y'all are basically responsible for my taste in choppers. This one-page write-up is the pinnacle of my lifestyle and life's work. So, once again... thanks!

It's our pleasure, Marcus. Now we just have to decide which pie to pass around first.



Biketoberfest 2006

Well . . . this was worthwhile! I just got back from Biketoberfest 2006 and thought I'd share a couple of pics (*at left*). The weather was great, the beer was cold, and the girls were hot! You just couldn't ask for a better weekend.

Jim Griffin
Somewhere

Sincere Appreciation

I am a 100% totally and permanently disabled veteran with PTSD. I have been for many years, but it took the VA 18 years to agree with all the different doctors and hospitals and award me disability. Those years were hell, and for a long time I felt like the government had turned its back on me. It cost me my career in the Marine Corps, every relationship I tried to have, and many, many jobs. I often felt like life wasn't worth living and acted on that notion a few times. Unsuccessfully, thank God.

But in 2003, I met someone who would stand beside me. I was a low paid bouncer/bodyguard in Atlanta, and she was a biker/banker here on the gulf coast. She introduced me to the people who would go on to help me get my 100% rating. And these people, the State and County VA claims reps, the American Legion Service officers, well, everyone—were all bikers.

If not for Sharon who is now my wife and best friend, I would probably be dead by now. She has supported me through thick and thin. I've had my current bike for three years now. And though I can't ride very often, she helped soften that pain too by buying me a subscription to all four of your biker mags. I check the mail constantly, looking forward to each issue.

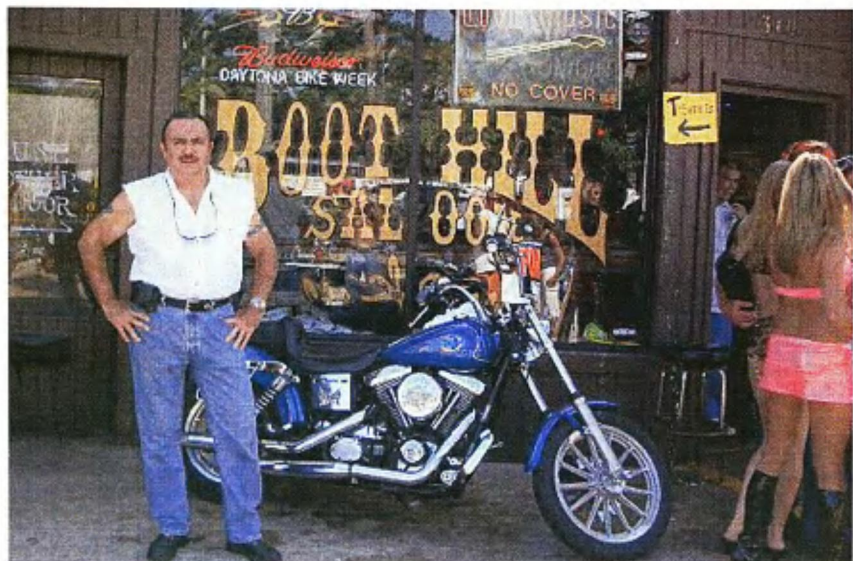
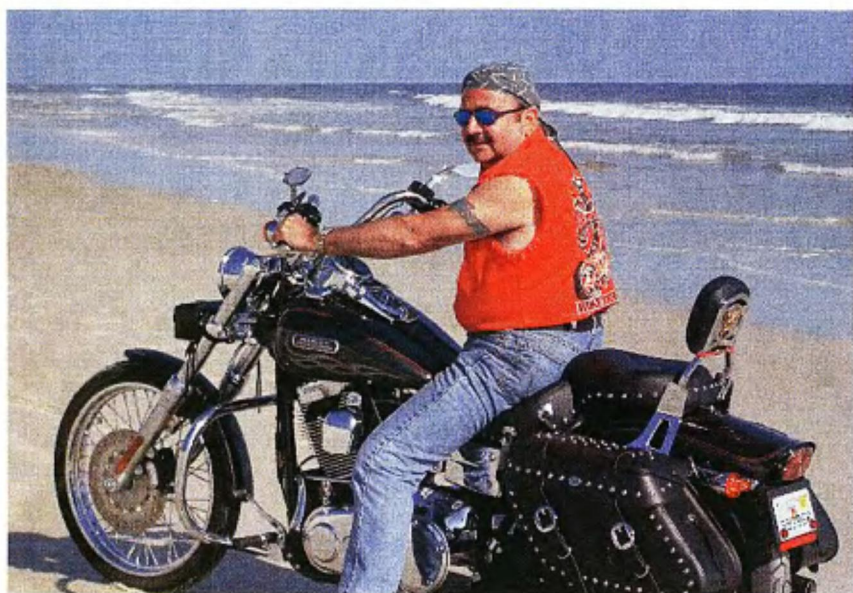
Now we have a place for me to go when life is too much—a building behind our house equipped with a TV, cable, DVD player, stereo, a slot machine, popcorn machine, a stocked fridge and the walls are decorated with your centerfolds. We spend more time in there than in our own house.

Thank you, Sharon. Thank you, my fellow bikers, and thank you, *Easyriders*.

Big Daddy
Out There Somewhere

Right on, Big Daddy. Sounds like you've got it goin' on.

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WIN THIS \$100,000 BIKE

Find Out How By Watching *V-Twin TV*





Last season, on *VTwin TV*, we gave away a gorgeous \$70,000 custom bike by Eddie Trotta. How can we top that? By giving away a \$100,000 custom bike by Eddie Trotta this season. That's right, the sexy chopper on these pages could be yours! All you have to do is watch *VTwin TV* every Tuesday night on SPEED Channel to find out how to enter to win.

I was lucky enough to watch the entire bike come together from scratch at Eddie's shop, Thunder Cycle Design in Ft. Lauderdale, Florida. Eddie and his team began with a Pro-Street Frameworks 300 single-sided swingarm frame fitted for right-side drive, adjusting the neck for just the right rake to fit the cool Redneck Engineering springer front end. Thunder Cycle can handle pretty much everything in-house, including creating the swoopy bodywork and sheet metal on this ride. Once sanded and smoothed, all the body parts went to Eddie's paint shop for the rich cloak of red and skull graphics.

The motor on your new bike is a true piece of jewelry. (We might as well go ahead and call it your bike, right?) The TP Engineering 121-inch motor was show polished and diamond cut, then mated to a polished Baker right-side drive transmission. The massive Primo belt drive is one of their new Brute IV numbers, offering precise operation at an affordable price. The custom exhaust is right out of the Thunder Cycle catalog as are the velocity stack, forward controls and license plate holder.

Performance Machine provided the hand controls and Hawg Halters handled the four-piston brakes front and back. The great-looking wheels are Royale II's by RC Components shod with Metzeler tires—the only tires that Eddie uses.



One-off details include the Thunder Cycle death grips (they'll draw blood) adorned with *V-Twin TV* lettering and a wild Jeff Phipps hand-tooled alligator seat. Eddie, Alex and the rest of the stellar Thunder Cycle crew put the whole shebang together as our cameras rolled. You can see it come together yourself every Tuesday night on SPEED Channel. Check your local listings for dates and times, watch *V-Twin TV* and find out how to win this bike. Make sure to watch every episode for the "secret word" as it's different in each episode. That gives you 13 chances to win!

—Dave Nichols





GENERAL

Owner: YOU!

Designer: Eddie Trotta

Fabrications: Thunder Cycle Design

Year and make: 2006 Thunder Cycle Design

Model: Your New Chopper

Assembly: Thunder Cycle Design

Time: one month

ENGINE

Year and make: 2006 TP Engineering

Displacement: 121 cubic inches

Lower end: TP Engineering

Balancing: TP Engineering

Pistons: TP Engineering

Heads: TP Engineering

Carb: Mikuni

Air cleaner: Thunder Cycle Design

Pipes: Thunder Cycle Design

TRANSMISSION

Year and make: 2006 Baker

Type: right-side drive

PAINT

Painter: Bones

Color: red

Type: PPG

FRAME

Year and make: 2006 Pro-Street Frameworks



Type: 300 right-side drive

Rake: 45 degrees

ACCESSORIES

Bars: Thunder Cycle Design

Handlebar controls: Performance Machine

Fenders: Thunder Cycle Design

Headlight: Thunder Cycle Design

Taillight: Thunder Cycle Design

Pegs: Thunder Cycle Design

Gas tank: Thunder Cycle Design

Oil tank: Thunder Cycle Design

Seat: Jeff Phipps

Mirrors: Performance Machine

Grips: Thunder Cycle Design

FRONT END

Year and make: 2006 Redneck Engineering

Type: springer

Extension: 16 inches over

WHEELS

Size: 21-inch front, 16-inch rear

Make: RC Components

Model: Royale II

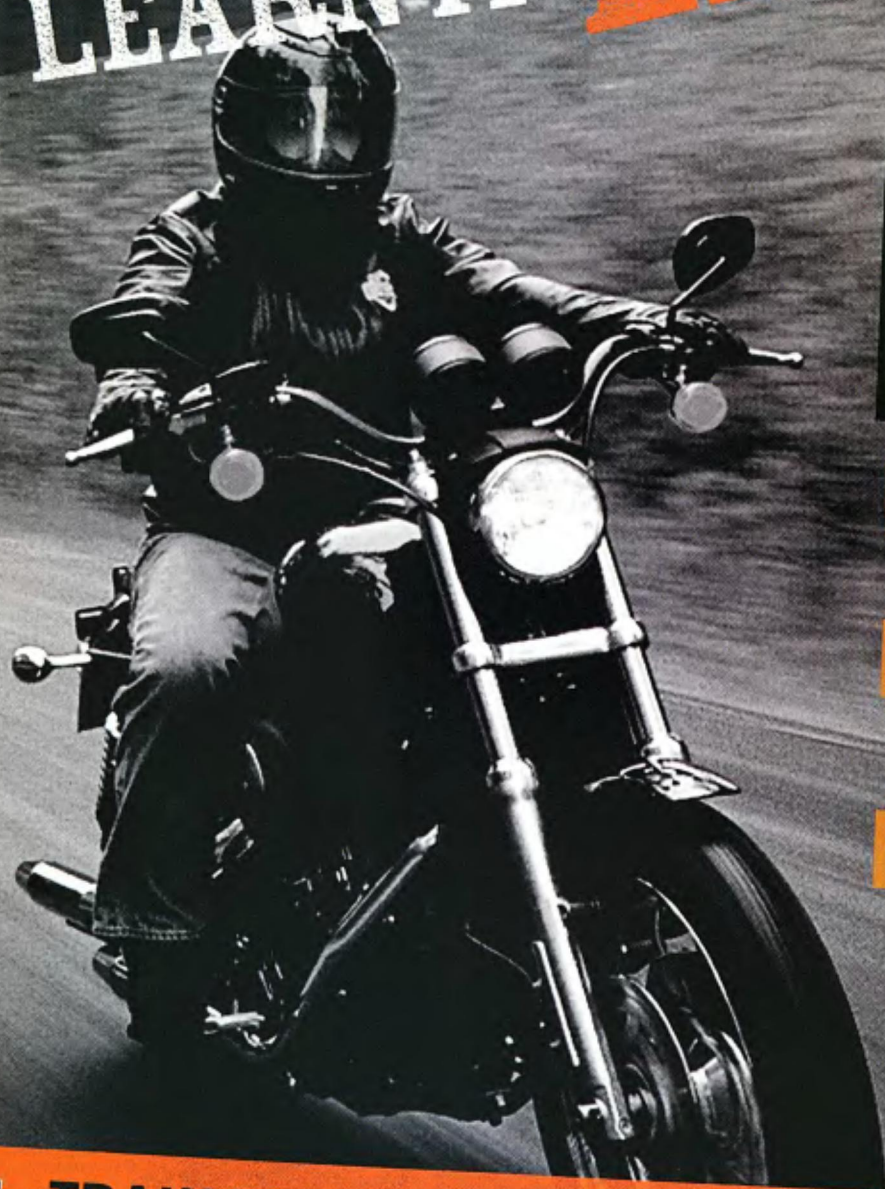
Tires: Metzeler

Brakes: Hawg Halters

Photos: Don Rogers



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PartsBox



Durfee's Model-21 girder front end

Durfee's newest offering for the custom motorcycle builder is the progeny of the original Durfee Classic girder.

The Model 21 features a wide track, with 1.5-inch, TIG-welded tubes and billet 6061-T6 aluminum CNC-machined parts. The Model 21 is built to be as strong as the legendary original girder front end, while arched legs give this 21st century Durfee front end a mean look and stance. Durfee and Works Performance partnered to fit a coil-over, adjustable shock absorber for a comfortable and controllable cross-town or cross-country ride.

Call Durfee at 503-472-9670 or go to www.durfees.com for more information.



Barnett Scorpion 3-inch belt drive

Barnett's new 3-inch

belt drives are designed for appearance and function. They are CNC-machined from 6061-T6 billet aluminum and highly polished for a show-quality finish. Belt drives also feature the Scorpion lock-up clutch assembly for the ultimate in street or strip performance. The Scorpion lock-up clutch provides a 100% increase in surface area (compared to stock) and allows the use of lighter coil springs by using adjustable pressure arms that progressively increase clutch spring pressure as engine speed increases. Using lighter coil springs results in less effort required at the clutch lever. Extra spring sets of different tensions are included for added adjustability.

Belt drives are designed for '90-'05 Harley-Davidson Softails and retail for \$3,745. Contact Barnett Tool & Eng. at 805-642-9435 or see their Web site for info at www.barnettclutches.com.



Covercraft's Form-Fit indoor cover

Even a clean garage has dust

flying around and with the time and money your customers have in their bikes, a cover is a great way to protect

their investment when stored indoors. Covercraft developed Form-Fit cover fabric that uses a polyester knit fortified with spandex to allow the cover to stretch and follow the contours of a bike and still retain its original shape.

But, the secret to this cover is on the inside. During the knitting process 100% cotton loop is added to the underside of the fabric and the loop is then sheared for a soft, luxurious fleece finish. And, when it gets dirty you can throw it in the washer and dryer at home. These covers are available in six colors and offered in a variety of patterns, including choppers up to 10 feet in overall length. A storage bag is included as well.

Call Covercraft at 800-426-8377 or go to www.pwr-sports.com.



Phantom Pad's P.U.M.P. up motorcycle pillion

Each Phantom Pad is manufactured using a medical-grade rubber air bladder, which lies between two orthopedic foam pads. The P-pad can be inflated and deflated using the supplied rubber hand pump. The hand pump has a nipple on each end of it; the clear one pumps air in, the black one pumps air out. The valve in the air bladder is self-sealing. All of P.U.M.P. pillion pads have the patented features found in the original Phantom Pad, dual cavity suction cups, neoprene liner, ABS base plate etc. There are eight new designs available featuring computer digitized embroidery patterns. The new line of P.U.M.P. Phantom Pad's are currently distributed by Blitzkrieg Inc., Drag Specialties and Kuryakyn.



The Lowdown Deluxe by AutoGem

Available now from AutoGem, the Lowdown Deluxe license

plate bracket allows riders to relocate their license plate below the taillight and have the option to retain their stock turn signal mounting bracket. For the past few years AutoGem Shotgun lights have been the answer to clean up the back

end of Baggers. But where to relocate the license plate was the question always asked. All of the previous options required drilling holes to mount a laydown bracket, or mount the bracket below the taillight—thereby forfeiting the directional bar.

AutoGem products are distributed through Custom Chrome, MC Advantages, Zodiac International, V-Twin and are available through J&P Cycles Retail catalog.

Call AutoGem at 800-360-1955, or go to Web at www.autogem.com for info.



Tool kit delivers roadside relief

CruzTOOLS' RoadTech H3 tool kit is designed for Harley-Davidson users. It combines two popular CruzTOOLS kits: the road-proven EconoKIT H1 tool kit and MiniSet MSHD1 ratchet and socket set. It includes: five combination wrenches (3/8-, 7/16-, 1/2-, 9/16-inch and 10mm); an 1/8-inch adjustable wrench; locking pliers; tire pressure gauge; three-LED flashlight; five hex and three Torx keys; six-in-one screwdriver; spark plug socket; electrical tape; spark plug gap gauge; WD-40; thread locker; mechanic's wire; and cable ties. The centerpiece of the socket set is a precision 1/4-inch drive ratchet with 48 teeth for very small rotational increments; plus four sockets (3/8-, 7/16-, 1/2-inch, and 10mm) and a 2-inch extension.

The RoadTech H3 retails for \$89.95 (part number RTH3), and is in stock for immediate delivery. A metric variant—the RoadTech M3 Metric Cruiser Tool Kit (part number RTM3)—that retails for \$74.95 is also available.

Call CruzTOOLS at 888-909-8665 for info or go to www.cruztools.com.

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Modern electronic fuel injection is now available for Evo-powered motorcycles. This completely integrated electronic fuel injection system consists of a 53mm throttle body, high-flow air filter, petcock, fuel pump, electronic control module with built-in single-fire ignition controller, all needed wiring harnesses and instruction manual. The Pegasus system bolts on to '91-and-later Harley-Davidson



motorcycles and most Evo-powered custom motorcycles.

The Pegasus Fuel Injection system is designed to be easy to install and also fully rider tunable. The control module has a two-mode, rider selectable air-fuel ratio adjustment. The system's fuel map can also be modified through a connection to most laptop computers.

All Pegasus Fuel Injection components are made in the USA. The electronic circuit board is anti-vibration conformal-coated for added reliability.

Pegasus Fuel Injection products are available at performance-orientated motorcycle shops. For further information and to find the closest Pegasus dealer visit www.pegasusfi.com.



Wood Performance cam belt drive for Twin Cams

After extensive R&D involving Goodyear, CV Products and Horsepower, Inc., Wood Performance will

be releasing its new Knight Prowler silent timing belt drive system at the V-Twin Expo.

Designed for Twin Cam engines, this belt drive system allows camshafts to be advanced or retarded 10 degrees in just minutes, placing the power and torque curves exactly where you want them. The system uses a one-piece steel billet crank hub with removable flange, hard-anodized aluminum cam gear and steel billet adjustable spider gear. A visible change from the stock setup is the one-piece billet aluminum faceplate with Viton seals and quick removable belt guard with clear Lexan cover. Inside is a carbon fiber reinforced belt designed exclusively for Wood Performance. The Knight Prowler system is available in polished or chrome-plated finish.

Call Wood Performance at 205-525-4949 for information or visit them online at www.woodcarbs.com.



Progressive Suspension 422-Series shocks

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

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

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



T-Bags' Dakota top bag for the long haul

Now you can double your trunk capacity with T-Bags' 2007 Dakota. With even more storage than the

Dekker model. The new Dakota has large end pockets that zip off to become backpacks, two insulated zip flat 1-quart water bottle holders close to your passenger, hidden carrying handle for ease of transport and front organizer to keep your smaller items easily accessible. The Dakota attaches easily and accommodates all your add-ons with 19 bungee tie-down points. Retailing at \$199.95, the Dakota was engineered by T-Bags for function, style and quality to fit the Harley Tour-Pak rack and comes with a lifetime warranty.

Call T-Bags at 800-957-6288 for pricing and information or see them on the Web at www.t-bags.com.

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A Mighty Wind

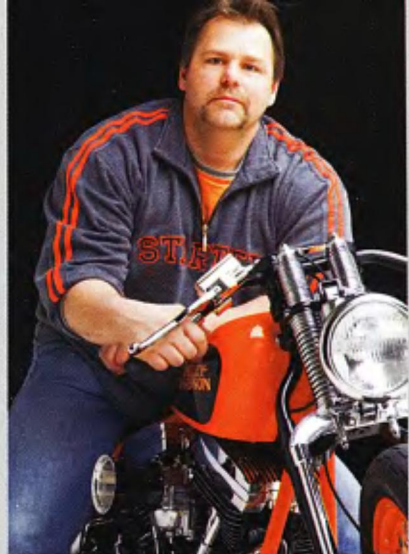
John Vescovi's "Garage" Bobber

We started to feel like CNN's Anderson Cooper when our interview with Dayton, Ohio, bike builder John Vescovi took place during a howling windstorm. The storm had splintered his neighbor's massive tree and tossed it out into the middle of the street, but the good news was that it hadn't landed on top of John's garage where his award-winning bobber

was safe from the swirling furies.

A full-time bike and car builder, John tells us he wanted to have an "old but modern look" for this bike. "I wanted it minimalistic, basically right there in your face, nothing hidden."

He started with his best friend's wrecked donor bike that suddenly came up for sale, the friend uninjured but the





bike significantly smacked up. "I basically got rid of everything but the Santee frame, engine and transmission. I'm also partial to springers and decided to rake the frame to 40 degrees for a longer look."

Asked how he designs his bikes (aka the "creative process"), John says, "I'll put the frame on the bench, stare at it for a while until what I want pops into my head." At this point, he's also making his frames and gas tanks. About the only thing he doesn't do is the chroming.

When not wrenching on his two-wheelers, John's often enhancing muscle cars including his '66 Chevelle Super Sport, a 396-cubic-inch/350 HP 4-speed. He dropped displacements some 300 cubic inches when he began work on





this 80-inch 1997 Harley-powered bobber. "I have always been into bikes because my dad always rode and had choppers since I was a kid. Plus there's a lot of great shops in the Dayton area, like the guys at Lead Sleds and another up and coming shop called Porky's. I'm friends with those shops and so have access to about any piece of equipment if I don't own it. I get help with engine work or anything I need from Cycle Shack. I do all my work in my garage."

His choice of bike designs started with vintage iron, generator shovels and pan-heads, then evolved toward primarily pro-street hidden-shock bikes and now includes bobbers. This bike has since been sold to a new owner in Kentucky who John reports took the bike to the Louisville Easyriders Show where he won Second Best of Show. John's more recent project, an Indian bobber, also took Second Best of Show at the Daytona Boardwalk show. At the moment, he's building

another bobber, again with an Indian Powerplus engine. John, basically a one-man band, also rebuilds many of the engines he uses. This bobber benefited from pocket-ported heads, Wiesco forged pistons, an Andrews cam, plus an S&S Super E carb.

The way things are going, his Indian bobber could be sold before the ink dries on this story or the paint on the bike. And John does his own painting, too. While this bike also features the artwork of Doug Jahnke—one of the best artists in the area and who John credits with getting him involved in motorcycles—it also helps that Doug happens to be John's cousin.

John's garage-built orange and black bobber is a super-sanitary bike honed to the essentials evoking a masterful blend of "old and modern," just as the builder intended from the get-go.

For more info you can reach John Vescovi at 937-371-1645. Most likely he'll be in his garage. —Paul Garson



Owner: John Vescovi

City: Dayton, Ohio

GENERAL

Designer: owner

Fabrication: owner

Year and make: 2005 bobber

Model: rigid

Assembly: owner

Time: 3 months

Chroming: SPS Plating

ENGINE

Year: 1997

Model: Evo

Rebuilder: John Vescovi

Ignition: Dyna

Displacement: 80 cubic inches

Lower end: Harley-Davidson

Balancing: Harley-Davidson

Pistons: Harley-Davidson

Heads: Harley-Davidson/milled, pocketed ports

Cam: Andrews

Lifters: JIMS

Carb(s): S&S Super E

Air cleaner: Choppers Inc velocity stack

Pipes: Xzotic

Transmission: 2005

Modifications: RevTech gears

Shifting: Hurst jockey-shift

PAINTING

Painter: owner

Color/Type: orange/black

Special paint: Doug Jahnke

FRAME

Year: 2005

Builder: Santee

Type: rigid

Rake: 40 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: Drag Specialties

Handlebar controls: Performance Machine

Fenders: Kromwerks/owner

Headlight: CCI

Taillight: Early Ford

Pegs: Casey Johnson

Electrics: owner

Gas tank: CCI/owner

Oil tank: Midwest

Oil system: Harley-Davidson

Seat: Chica

Mirrors: none

Grips: V-Twin Mfg.

FORKS

Type: Springer

Extension: none

Builder: Harley-Davidson/owner

WHEELS

Size: 21-inch front/18-inch rear

Wheels: DNA

Tire: Avon

Brake: Performance Machine

Photographer: Michael Lichter



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ISO Foot Pegs

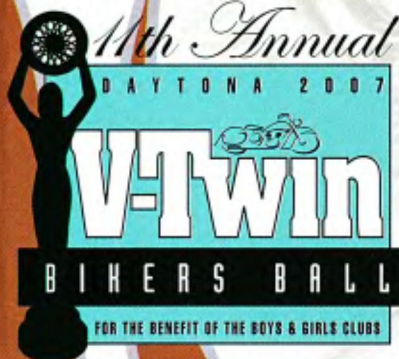
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MARCH 7-10, 2007

CORE RIDERS - \$600 PER PERSON. - VIP Credential to all activities March 7 - 10 including the Kick-Off Party, V-Twin Bikers Ball, Cocktail Reception, bike lap around the world famous Daytona International Speedway track and Victory Lane Party, three escorted rides, lunches, dinners, farewell brunch, commemorative gifts and 24-hour bike security.

BIKERS BALL ONLY - \$225 PER PERSON. - VIP Credential for the March 9, V-Twin Bikers Ball which includes Celebrity Dinner, ViQe Awards and Charity Auction. For more information or to register call 954-563-2822. Or visit our website at: www.bikersball.org Yachts and Motor homes welcome. For reservations at the Hilton Daytona Beach Oceanfront Resort please call 386-254-8200 (mention "Biker" to receive special rate).



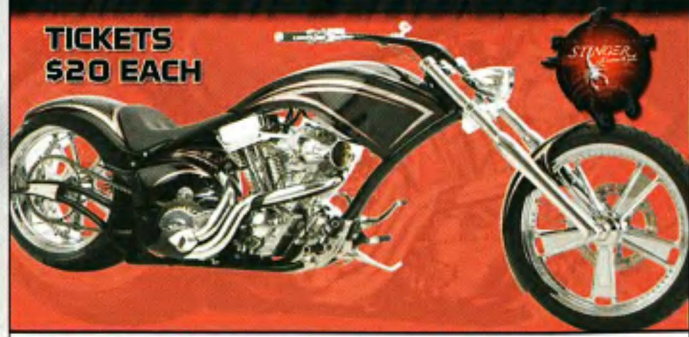
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Winners must be present to win and will be notified by telephone. Drawing held at the Bikers Ball on Friday night, March 10th, 2007 at the Hilton Daytona Beach Oceanfront Resort, 100 North Atlantic Avenue, Daytona Beach, Florida 32118. Winner must be at least 18 years of age or vehicle will be given to parent or guardian. Motorcycle graphics are representative. Awarded motorcycle may vary. There are no cash prizes. Delivery, all taxes and legal registration requirements will be the winner's responsibility.

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Milestones

BIKER MAGAZINE TURNS 20!



Whoda thunk! Miraculous Mutha showed up out of the blue to help *Biker* magazine celebrate jammin' with the Paisano Publications group for 20 years! Yep, the much-bigger-than-normal May issue of *Biker* will be chock-full of historical goodness. We're plannin' on showin' the progression of bikerdom that you, our readers and subject matter, have contributed to and been the focus of through all 20 wonderful years — kinda like the evolution of panheads to shovels to Evos, to Twin Cams...you know.

This 128-page special 20th Anniversary issue of *Biker* will definitely be a collector's issue and newsstand buyers get the bonus 48-page *Biker Parties Calendar of Events* (the bible for summer party-goers), plus a huge 3-page 20th Anniversary foldout poster that'll surely be destined for your wall.

Come along and help us celebrate 20 beautiful years of ridin' and partyin' with the May issue of *Biker* magazine, on sale March 27, 2007. We're just one of the many righteous motorcycle lifestyle magazines by Paisano Publications.

—Clean Dean
Biker Editor-in-Chief

Hall Of Fame

KAREN BOLIN



Karen Bolin was a biker. She loved few things more than sliding a leg over her BMW and going for a long ride. Over the last 15 years, a large percentage of those rides were en route to a biker's rights conference, most of which were held many hundreds of miles from Karen's Washington State home. But that was okay with Karen. She got to combine two things she loved: riding and doing her part to protect motorcycling. On the rare occasions when she had to use an aircraft to get to a conference, she lamented not being able to ride.

Karen Bolin was a leader. She had integrity in spades. She was admired and respected by friends and adversaries alike. She was equally comfortable working with old-school bikers and with government bureaucrats—and they were comfortable with her. She possessed the unique ability to keep lines of communication open, even under the worst circumstances. She understood what was important and what wasn't. She surrounded herself with capable people and helped them to be effective.

Karen Bolin was an activist. She faithfully served ABATE of Washington, the Washington Road Riders Association (WRRRA), the Motorcycle Riders Association (MRF) where she was president from 2003-2006 and led each group in a positive direction. Karen's contributions to biker's rights are many, her

legacy assured. Karen Bolin was a friend. She was a true believer in the human spirit. She could always be counted on to help work through a problem, to offer sound advice, to simply listen, or to share a laugh. Karen Bolin was a biker. She will be missed.

—Mark Buckner, MRF

Legalese

WISCONSIN STATE SENATOR DAVE ZIEN UPDATE

Longtime biker legislator and rights activist Dave Zien was defeated in his bid to retain his Wisconsin Senate seat. Zien has held public office since 1988, when he was elected to the State Assembly. In 1993, he moved into the Senate and has been a champion of biker's rights for his entire legislative career. He's been heavily involved with the helmet repeal efforts in Wisconsin back in the mid-'70s while he was president of the Free Riders MC, and vice-president of the Wisconsin Better Bikers Association. He also holds membership in the CMA, AMA and ABATE.

Wisconsin still has legislators who ride and are friendly to our cause, but we no longer can claim we have a "biker" in the legislature. Zien's maverick style of legislation from the seat of his 800,000-plus mile Harley will be missed and ABATE will be hard pressed to find anyone to champion bills in our favor with the enthusiasm and excitement that he exhibited. There is a deep void in our State House that will take a long time to fill. Certainly, no one will replace the charisma and exhilaration that surrounded a public hearing or floor debate that he was involved in.

—Tony "Pan" Sanfelipo
ABATE of WI

Coast To Coast

Biker News

THE NEW U.S. TRANSPORTATION SECRETARY LOVES TO RIDE:

Mary E. Peters, the new U.S. Transportation Secretary, recently visited the H-D plant in Milwaukee and talked about the "alarming rise" in motorcyclist fatalities. Peters is an ardent motorcyclist who will "never, ever ride without a helmet," but she does not, however, think that the federal government should order mandatory helmet use.

"We don't believe that it's up to the federal government to mandate helmets," she said, adding that was something for the individual states to decide. She urged motorcyclists to wear helmets and protective gear, drive sober and take classes on safe motorcycling.

"Cyclists have a lot of responsibility to take care of themselves," she said, but added that motorists also have to do a better job of sharing the road with motorcycles. Peters commended Harley-Davidson for its efforts in motorcycle safety programs and cycle maintenance.

On September 30, the U.S. Senate confirmed Peters' appointment, and the Harley-Davidson tour was her first public event since she was sworn in. Nicole Nason, head of the National Highway Traffic Safety Administration, also took the tour. They visited what is called Harley-Davidson University, where the 660 Harley dealerships nationwide learn how better to service the vehicles.

ANTI-MOTORCYCLING SENATOR TO CHAIR TRANSPORTATION SUBCOMMITTEE:

The new Democratic controlled U.S. Senate has begun to reassign committees and, as such, Sen. Frank Lautenberg will be chairman of a transportation subcommittee when the new Congress convenes in January. Senator Lautenberg will head the Transportation Safety, Infrastructure Security and Water Quality Subcommittee. Among the issues his panel will deal with is motorcycle safety.

Lautenberg has a long history of supporting helmet laws. In 1991, he worked to insert language in a highway bill that created a nationwide helmet mandate that was removed in 1995 by the Republican controlled Congress after much

lobbying by bikers across the country. In May of last year, Lautenberg attempted to reinstate the federal helmet law by amending the transportation reauthorization bill (SAFE-TEA), but his amendment was defeated by a vote of 28 to 69.

Lautenberg again raised the ire of motorcyclists across the country this summer by sending a personal letter to all 50 governors praising the benefits of helmet laws and suggesting that such legislation may be introduced in the U.S. Senate in the near future.

CARB PROPOSES TESTING MOTORCYCLES:

The California Air Resources Board (CARB) has submitted a proposal to expand the state's vehicle inspection and maintenance program in part by subjecting high-mileage vehicles to annual inspections, including motorcycles for the first time. The CARB proposal was part of a draft state plan to achieve federal pollution standards.

CARB also intends to tighten new motorcycle exhaust and evaporative emissions standards by an additional 50% beginning with the 2013 model year. The Federal EPA used the current CARB standards as a basis for establishing stricter new emissions regulations that went into effect with the 2006 model year—motorcycles with further reductions taking effect in 2010.

POKER RUNS ILLEGAL: "Poker Runs for charity (such as those staged by motorcycle or car clubs) amount to illegal gambling under Arizona Law," states a pamphlet issued by the Arizona Gaming Department. "Fifty/fifty drawings or raffles, where the funds raised are split 50-50 between the fund raisers and the winner, are also illegal gambling."

Bobbi Hartman, a lobbyist for ABATE of Arizona and member of the NCOM Legislative Task Force, told *NCOM News Bytes* that "We were recently made aware that our motorcycle poker runs, 50/50's and like raffles, were being closely scrutinized by the Arizona Department of Gaming (ADG). It was thought that this was due to 'new' gambling laws in the state of Arizona passed under Prop 202 back in 2003 giving Native Americans exclusive rights to gambling."

Motorcyclists should be aware that similar restrictions have already arisen in Texas and in New Mexico, and this

situation was a topic of discussion at the recent NCOM Regional Meeting, held in Albuquerque. For direction on how to legally conduct poker runs and raffles in Arizona, visit either of these Web sites: www.azag.gov/consumer/gambling/statutes.html or www.azgaming.gov, but, in short, you cannot charge for a poker run and any monies received must either be donations or charges for food, beverages, etc. As for 50/50 or raffles, if your club, organization or association is not a 501(c) 3 and/or you are not doing it for a charitable organization, you cannot legally conduct a raffle.

FLORIDA BIKERS LOBBY FOR HARSHER PENALTIES IN FATAL ACCIDENTS:

The streets that lead to Daytona Beach are lined with spots where motorcycle enthusiasts have lost their lives. Some of the dead during past Bike Weeks and Biketoberfests were at fault, unwisely mixing alcohol and speed. Others, like Jody Driggers, were just in the wrong place at the wrong time.

His death stands out, biker rights activists say, because he was doing no more than sitting at a spotlight on International Speedway Boulevard when he was hit from behind by a SUV. "I remember that case," said James "Doc" Reichenbach II, president of ABATE of Florida and chairman of the board for NCOM. "I'm tired of going to funerals."

Motorcycle advocates look at fatality and injury statistics and see a pattern. In too many cases, they say at-fault drivers of cars or trucks involved in fatal crashes with motorcycles received nothing more than a slap on the wrist. They chafe at laws that require evidence of malicious intent or extreme recklessness before criminal charges can be filed. Advocates say that should change. They want criminal penalties to apply and they've collected thousands of signatures nationwide, pushing Congress and state legislatures to enact their goals into law.

Reichenbach's group is attempting to stiffen penalties for motorists who cause a biker's death by violating their right of way. Reichenbach acknowledges that one reason those who have fatal crashes with motorcycles are not treated more harshly is because of the social stigmas attached to the biker culture. "The lifestyle has carried such an image over

CONTINUED ON PAGE 30

FREE

CATALOG

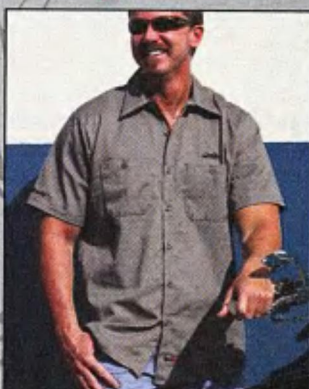
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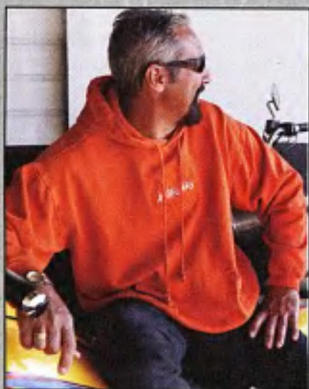
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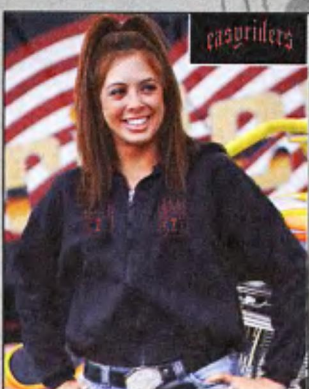


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Biker News CONTINUED

the years," he told the *News Journal*. "People say 'whatever,' because you've got hair down the middle of your back. These are just solid citizens who care about their state and their country. We're mothers, fathers, patriots. All we want is to be treated like everybody else."

WEIRD NEWS: NUDE AUSSIE BIKERS GET ATTENTION BY RIDING NEKKID!

Now the Motorcycle Council of New South Wales has your attention. Stripped for action, the Australian bikers set out on their "Now Notice Us" ride.

The number of motorcycles and scooters on Sydney's streets is increasing as motorists look for ways to avoid high fuel prices and congestion. Sick of being ignored by Sydney drivers, motorcyclists are hitting back with a publicity campaign featuring nude riders and the slogan: "Come on, what do we have to do to get you to look twice?"

Photographs and a video submitted to television stations as a community service announcement during Motorcycle Awareness Week, October 28, through November 5, 2006, show motorcyclists riding naked through the streets of Sydney, puzzling passers-by.

The motorcyclists are men and women of different shapes and sizes to highlight that riders come from all walks of life. Guy Stanford, chairman of the MCC of NSW, said it was a lighthearted approach to a serious issue. "We hope that people have a good laugh at our expense but also see how vulnerable motorcyclists can be on the road and remember to look twice, particularly at intersections," he said. View a small (not that size matters) sample for yourself at <http://media.smh.com.au/?rid=23063&sy=smh&source=undefined>.

QUOTABLE QUOTE: "Many of the supporters of repealing the helmet laws are very effective. They are very well educated and well-funded. And they have a single issue. They present this not as a safety issue, but as a matter of state's rights and individual freedom. They are very good. I wish they were on our side."

Linda Cosgrove, National Highway Transportation Safety Administration (NHTSA), in an interview with *Scripps Howard News Service*, May 25, 2006

—Bill Blisb,
NCOM

Economy

BUSH: ECONOMY AT FULL THROTTLE

President Bush recently visited the Harley-Davidson York Vehicle Operations facility to discuss the economy and issues facing U.S. companies such as market access in China, India and other countries and extending the federal tax credit for research and development. Listening, were at least some of the 3,200 Harley employees at the York plant. George W. leaked the fact that his chief of staff, Josh Bolten, is a Harley enthusiast. The President hit the electric start button on an FLSTN Softail Deluxe motorcycle, but didn't engage in any gear changing. But he did comment, "I've been impressed by Harley-Davidson. It's one of America's finest products. I really enjoyed walking the floor and shaking hands with the people who work here. I'm impressed by the fact that these people really enjoy what they're doing; I'm impressed by the fact that they're impressed by the product they make." We're impressed that's he's impressed that they're impressed.

Good Deeds

H-D DIGS DEEP POCKETS

Jerry Lewis is also impressed with The Motor Co. On his annual Labor Day MDA telethon, he announced that Harley-Davidson had raised \$5 million for the Muscular Dystrophy Association



"I'm never going to be able to get used to this."

in 2006—a total of \$60 million since 1980.

Harley-Davidson's fundraising activities for the MDA took place over a 12-month period leading up to the Telethon and included pledge rides, dealer fundraisers, motorcycle raffles, Black and Blue Ball fundraising events and special pin sales. The top fundraising Harley dealers were: Brian's Harley-Davidson in Langhorne and Schaeffer's Harley, in Orwigsburg, Pennsylvania; Kutter Harley-Davidson out in Janesville, Wisconsin; Mitchell's Modesto and Jamestown Harley-Davidson on the Left Coast in California; and Cycle Connection Harley-Davidson of Joplin, Missouri.

—Paul Garson

Politics

TOMMY THOMPSON'S PRESIDENTIAL RUN

U.S. Department of Health and Human Services Secretary Tommy Thompson has announced his bid to run for President in 2008. Thompson has been a friend to motorcyclists ever since the middle 1970's when he was in the Wisconsin State Assembly. He went on to become governor of Wisconsin in 1986 and served for 14 years, the longest serving governor in Wisconsin.

Secretary Thompson began riding motorcycles at the urging of Wisconsin State Senator Dave Zien. He promoted tourism in Wisconsin from the seat of a Harley-Davidson motorcycle, while promoting business and rewarding companies for creating new jobs during his annual rides across the state. In August 2002, Thompson was inducted into the Motorcycle Hall of Fame in Sturgis, South Dakota, for his significant contributions to motorcycling and enacting noteworthy legislation.

—Paul Garson

Rally Ban

RALLY IN THE ROCKIES

We hope you weren't one of the 8,000 or so bikers that headed to Colorado for the big Rally in the Rockies motorcycle run. The rally was scheduled to be held on the Southern Ute tribal grounds near Ignacio, an area that has attracted hundreds of thousands of bikers to the Four Corners over the last 10

years. Issuing the ban on the rally was Judge Sharon L. Hansen who gave a big thumbs down to the event that had promised everything from bull riding to lingerie contests.

—Twigg

International

POPE GOES BETTER WITH "AUTHORITY" BMWs

Remember the Popemobile—the bullet-proof glass container the popes appeared in during public outings? Well, now bikes are adding to the security factor. When Pope Benedict XVI decided to visit his German hometown of Marktl in sunny Bavaria, BMW stepped up to provide his personal escort. Arriving in Munich, the Pope met up with the city's police fleet of brand new Beemer R 1200 RT's, as well as a police adapted R 850 R's. According to BMW, the special modifications include a shorter first gear ratio, which offers better low speed stability on escort duties and a larger fuel tank to enable the police riders to operate over longer distances. BMW also added that it was "a logical choice for Munich's police department to turn to BMW for this special assignment as the firm has been preparing bikes for authority use since 1928." Since the transfer of BMW manufacture to Berlin in 1969, the bike maker has supplied over 100,000 "Authority motorcycles" to 146 different countries. All went smoothly for the Pope and the Beemers.

Go Figure

A DOUBLE WHAMMY

For those of us who have lost bikes to creepy crawlers known as bike thieves, here is a "double whammy" story from New Jersey. After Christopher Ragana's Kawasaki had been stolen, the cops got a tip where it was and went to a parking lot to check it out. The numbers matched with the stolen bike so they hauled it to the Dover police compound lot. So the next day, Ragana goes to collect his bike, breathing a sigh of relief. When he got to the police yard his breathing changed when he noticed a 4-foot by 2-foot hole in the security fence.

Yeah, of all the vehicles in the impound yard, it was his bike that had been ripped off...for a second time. Someone must really like that Kawi.



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

Temecula Valley Choppers
28860 Old Town Front St.
Temecula
951-693-5200

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
989-697-5525

MISSOURI

Steele Thunder Custom Cycles
142 York Dr. - Marshfield
417-468-2354

Performance HP
17400 Canary Rd. - Phillipsburg
417-589-4223

NEBRASKA

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

NEW JERSEY

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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

TEXAS

Stokers 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

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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

Happenings

ALABAMA

Bama Bike Fest
Date: Mar. 15-18
Place: Forkland
Info: 334-289-5213
www.bamabikefest.com

Thunder Bikefest
Date: Mar. 23-25
Place: Plantersville
Info: 334-413-6632
www.thebanditgirl.net

4th Annual Crawfish Boil & Bike Show
Date: Mar. 31
Place: Biker Shack, Centre
Info: 256-475-3384
www.bikershack411.net

ALASKA

St. Patrick's Day Party
Date: Mar. 17
Place: Last Frontier MC, Anchorage
Info: 907-522-1017

ARIZONA

Sunshine Acres Run
Date: Mar. 4
Place: CMA
Info: 602-525-2410

11th Annual Arizona Bike Week
Date: Mar. 22-27
Place: Scottsdale
Info: 480-704-1142
www.azbikeweek.com

Hideaway Party
Date: Mar. 23-Apr. 1
Place: The Hideaway Grill, Cave Creek
Info: 480-595-2053
www.hideaway-usa.com

AHDRA Drags
Date: Mar. 30-Apr. 1
Place: Phoenix
Info: 336-924-2095
www.ahdra.com

18th Annual Easter Jam
Date: Apr. 6-8
Place: Winkelman
Info: www.lonersmc.net

CALIFORNIA

Long Beach Cycle Show and Swap Meet
Date: Mar. 25
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

Easyriders Bike Show
Date: Mar. 31
Place: Convention Center, San Diego

Info: 800-962-9857
easyriderssevents.com

COLORADO

28th Annual Rocky Mountain Show & Swap
Date: Mar. 17-18
Place: Boulder County Fairgrounds
Info: 970-669-5589
www.hawgwildcc.com

Easyriders Bike Show
Date: Apr. 7
Place: Denver Merchandise Mart
Info: 800-962-9857
easyriderssevents.com

CONNECTICUT

Easyriders Bike Show
Date: Apr. 14
Place: Convention Center, Hartford
Info: 800-962-9857
easyriderssevents.com

FLORIDA

Bike Week
Date: Mar. 2-11
Place: Daytona Beach
Info: 386-255-0981
officialbikeweek.com

"Y'll come" Sidecar Rally
Date: Mar. 2-4
Place: Silver River State Park, Ocala
Info: 727-946-5262

Orlando Bike Week
Date: Mar. 2-11
Place: Orlando
Info: 407-944-3700
www.orlandoharley.com

AHDRA Drags
Date: Mar. 2-3-4
Place: Gainesville
Info: 386-924-2095
www.ahdra.com

DeLand Bike Rally
Date: Mar. 3
Place: DeLand
Info: delandbikerrally.com

AHRMA Roadrace
Date: Mar. 5-6
Place: International Speedway, Daytona Beach
Info: www.ahrma.com

Rock & Wheels
Date: Mar. 29-31
Place: Suwannee Campground, Live Oak
Info: 386-792-1777
hoganentertainment.net

GEORGIA

ABATE Swap Meet

Date: Feb. 25
Place: Expo Center, Atlanta
Info: 770-881-7438
www.abatega.org

AHRMA Roadrace
Date: Mar. 11
Place: Bloomingdale
Info: www.ahrma.com

16th Annual St. Patrick's Day Party
Date: Mar. 16-18
Place: Wingmen's Clubhouse, Savannah
Info: 912-233-3535

Defrost Your Cahunas Luau
Date: Mar. 31
Place: Wingmen MC Clubhouse, Guyton
Info: 912-754-9339

Annual Poker Run
Date: Apr. 7
Place: ABATE Dist. 1
Info: www.abatega.com

INDIANA

Indiana Motorcycle Expo
Date: Feb. 22-25
Place: Fairgrounds, Indianapolis
Info: 317-546-4344
indianamotorcycleexpo.com

Swap Meet
Date: Mar. 4
Place: Fairgrounds, Goshen
Info: 260-593-2195
www.abateofindiana.org

Swap Meet
Date: Mar. 25
Place: Seymour
Info: 812-522-2988
www.abateofindiana.org

LOUISIANA

Easter Seals Run
Date: Mar. 4
Place: New Orleans Area
Info: www.abateoflouisiana.org

ABATE 26th Annual Blessing of the Bikes
Date: Apr. 8
Place: New Orleans Area
Info: 800-393-5966

MICHIGAN

Motorcycle Swap Meet
Date: Feb. 25
Place: Fairgrounds, Detroit
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Mar. 11
Place: Perani's Arena, Flint
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Apr. 1
Place: Deltaplex, Grand Rapids
Info: 800-968-4242
motorcycleswap.com

MISSOURI

FORR 29 Bike Show
Date: Apr. 1
Place: Kearney, VFW
Info: 816-454-6574

NEW YORK

Northeast M/C Expo
Date: Mar. 24-25
Place: Suffolk Community College, Brentwood
Info: 877-245-3976
nemotorcycleexpo.com

NORTH CAROLINA

Chopper Challenge For Children
Date: Mar. 24
Place: Polar Bar, Asheville
Info: www.showingourheartsforkids.org

5th Annual Patriot Run
Date: Apr. 7
Place: Ft Bragg, NC
Info: www.vnmcmc.org
armyfisherhouses.org

OHIO

Easyriders Bike Show
Date: Feb. 16-18
Place: Veteran's Memorial, Columbus
Info: 800-962-9857
easyriderssevents.com

Walneck's Swap Meet
Date: Mar. 25
Place: Clark County Fairgrounds, Springfield
Info: 630-985-2097
www.walneckswap.com

OKLAHOMA

M/C Swap Meet
Date: Feb. 25
Place: Fair Park, Oklahoma City
Info: 816-456-4415
www.jswapmeet.com

OREGON

Rod & Custom Show
Date: Feb. 16-18
Place: Expo Center, Portland
Info: hotrodshows.com

Easyriders Bike Show
Date: Mar. 24
Place: Convention Center, Portland
Info: 800-962-9857
easyriderssevents.com

PENNSYLVANIA

Spring Dance
Date: Mar. 24
Place: Red Hill, FC. FRMC
Info: 215-679-4766
www.freedomriders.com

Pittsburgh Bike Expo
Date: Mar. 31-Apr. 1
Place: ExpoMart, Monroeville
Info: 386-252-3101
www.cycleprousa.com

Fool's Day Poker Run
Date: Apr. 1
Place: Red Hill, FRMC
Info: 215-679-4766
www.freedomriders.com

SOUTH CAROLINA

ABATE Awareness Rally
Date: Apr. 8
Place: Statehouse, Columbia
Info: www.abatesc.com

5th Annual Heritage Motorcycle Rally
Date: Apr. 13-22
Place: Charleston
Info: 843-767-4258
www.heritagemotorcyclersall.com

TENNESSEE

5th Annual Spring Thaw Swap Meet & Bike Show
Date: Mar. 24
Place: Expo Center, Smyrna
Info: 615-364-1828
www.bikerdesigns.com

Easter Sunrise For Bikers
Date: Apr. 8
Place: Chickamauga Dam, Chattanooga
Info: 423-304-3030, 423-313-1663
cmachattanooga.com

TEXAS

Slinging Ink Tattoo Expo
Date: Feb. 23-25
Place: San Antonio
Info: 210-336-0619
rivercitybikefest.com

Fiesta 2007
Date: Mar. 9-11
Place: Gypsy MC, Rio Grande Shrine Club, La Feria
Info: 956-797-2466; 956-778-8620

South Texas M/C Show
Date: Mar. 23-25
Place: Freeman Coliseum, San Antonio
Info: txbikeshow.com

Spring Fling
Date: Mar. 30-Apr. 1
Place: Stroker's Dallas
Info: 214-357-0707
www.strokersdallas.com

River City Bike Fest
Date: Apr. 13-15
Place: San Antonio
Info: 210-336-0619
rivercitybikefest.com

VIRGINIA

Northeast MC Expo
Date: Feb. 17-18
Place: Expo Center, Fredericksburg
Info: 877-245-3976
nemotorcycleexpo.com

WASHINGTON

Seattle Roadster Show
Date: Mar. 2-4
Place: Qwest Field Event Center, Seattle
Info: hotrodshows.com

Spring Swap Meet
Date: Mar. 4
Place: Fairgrounds, Monroe
Info: 360-599-1409

CANADA

Sweetheart Dinner
Date: Feb. 17
Place: Surrey, BC
Info: 604-291-BIKE

8th Slack Alice's Show n' Shine
Date: Apr. 6
Place: Penticton, BC
Info: 250-492-0188

TDMC Demo Rides
Date: Apr. 15
Place: Trev Deeley, Vancouver
Info: 604-291-BIKE

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	Lane Splitting	Handlebar Height
Alabama	r	a		17	c	c			r			p	34
Alaska	4		15	17	c	c		p	r	r-28		p	34
Arizona	4	a,12	14	17	c	c			r	r-29		p	34
Arkansas	6		r	r, 17	c	c			r	r			33
California	r	a,6,12		17, 21	c	c		25	r	r-28		33	39
Colorado		a,12	r	17	c	c			r	r-28		33	39
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		p	
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		33	34
Florida	32	a,6,12,13	r	r, 17	c	c			r			p	36
Georgia	r	a,12,13	14	r, 17	c	c		26	r			p	
Hawaii	1, 4	a,12	14		c	c	24		r	r		p	34
Idaho	4	a,6		17	c	c						33	
Illinois		a,4,12,13	14	r, 17	c	c			r			33	37
Indiana	4,9	a,12	4	17,18	c	c						p	
Iowa		a,4,12		17,20	c	c			r			p	
Kansas	4	a,12	14	21	c	c			r (left)	r-28		p	37
Kentucky	3, 6, 9	a,12	r		c	c			r	29		33	
Louisiana	r	a,12	14	17	c	c			r (left)	r		p	34
Maine	7	a,12,13		r	c	c			r	r		p	37
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		p	34
Massachusetts	r	a,12	14	17	c	c		p	r	r		p	34
Michigan	r	a,4,12	14,16	17	c	c			r	r-28		p	34
Minnesota	4, 9	a,4,12	r	r, 17	c	c		25	r	r-28		p	
Mississippi	r									r		33	41
Missouri	r	a,12		17						r		33	34
Montana	4	a,12		r, 17	c	c			r			p	
Nebraska	r	a,12,13		17	c	c						p	42
Nevada	r	a,12	14	17	c	c			r			p	37
New Hampshire	4	a,12	14	17	c	c			r	r		p	
New Jersey	r, 1	a	9a	17	c	c			r	r		33	37
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		33	
New York	r, 1		r	r, 17	c	c		25	r	r		p	37
North Carolina	r	a		r, 17	c	c			r	r		p	
North Dakota	1, 4	a,10		17	c	c			r			p	34
Ohio	3, 4,9	a,4,12	14	17	c	c			r	r, 28		33	34
Oklahoma	4		14	r, 17	c	c						33	40
Oregon	r	a,12		r, 17	c	c			r	r, 28		p	
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		p	
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		p	34
South Carolina	1, 6		14	r, 17	c	c			r	r		p	
South Dakota	4	a,12,13	14	17	c	c			r			p	34
Tennessee	r	a,12	14	r, 17	c	c			r			p	
Texas	31	r, 4		17a	c				r	r		33	34
Utah	4	a,12		17	c	c			r	r		p	38
Vermont	r, 1	a,12	14	17	c	c			r	r		p	34
Virginia	r	a,12	14	17	c	c			r	r	p	p	
Washington	r	a,4	14	r, 17	c	c	23		r	r, 28		p	35
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		33	34
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		p	35
Wyoming	4	a		r, 17	c	c			r			p	37
Wash. D.C.	r		14	17	c	c			r	r	p	p	34

LEGEND:

✓ In effect on designated rural interstate highways

r Required by law

a Available for all eligible applicants

p Prohibited

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.

33 Not referenced in Admin. Code or Statutes

34 Maximum of 15" Above Seat

35 Maximum of 30" Above Seat

36 Top of Shoulders

37 Grips Below Shoulder Height

38 Handgrips Below Shoulder Height - Maximum Of 15"

39 Maximum 6" Above Shoulder Seated

40 No Higher Than Eye Level of The Operator

41 Maximum of 10" Above Fasten Point

42 Maximum of 15" Above Fasten Point

Take Motorcycle Repairs into Your Own Hands.

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* Growth figures represent a ten-year period ending 2014. Source: *National Industry-Occupation Employment Matrix*, a publication of the U.S. Bureau of Labor Statistics.

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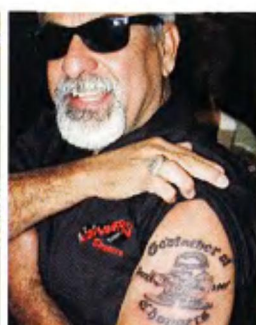
If card is missing, detach and mail coupon.





Sure, you've been to motorcycle runs and rallies all over the country, right? You've been to Sturgis and to Daytona. You visited Myrtle Beach and Laconia. But friends, you need to come out to Vegas BikeFest in September. This thing is frickin' fun and a few of us even won some money at Black Jack. I ain't sayin' who because what happens in Vegas... you know the rest.

September 14 - 17 offered up some great riding and remarkably balmy weather for Nevada's hot spot. The area around our host hotels, the Plaza and Golden Nugget, sparkled like jeweled crowns and offered everything a biker could want, namely, booze, broads and... oh yeah, bikes. Hogs & Heifers had a killer Grand Opening Party on Thursday night and I have to say, this was one of my favorite places to party during the event. There was a Strip Poker Run



6th Las Vegas BikeFest

and Harley demo rides on Friday. Most of us made our way over to the Cashman Center just a few miles from the hotel to check out the big Vendor Village (both inside and outside of the Center). If you didn't find a trinket or two to commemorate your trip to Sin City, you just weren't tryin'.

The Cashman Center also had a display of great custom bikes called Artistry In Iron. This was very cool because the master builders themselves were the judges. When the smoke cleared, they picked hot rod customizer Greg Westbury's wild bobber to take Best of Show. The Cashman also held the Ultimate Bikini Contest and the Mr. Las Vegas BikeFest Competition, but the Wet T-Shirt Contest over at Las Vegas Harley-Davidson offered up the most wet flesh for your buck.

Friday night Hogs & Heifers had music from Branscombe Richmond and Missing Persons (not at the same time). Saturday featured the BikeFest Bike Show at the Fremont Street Experience and I was one of the proud judges once

COME UP A WINNER!



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again. This year's top winners included: Donald Ward's 2004 V-Rod in the Semi-Custom Class; Jason Coursey's 2005 War Eagle in the Custom Class; and Jesse Rooke's 2005 Rossmeyer Flyer in the Radical Class. Mr. Rooke took home \$5,000 for his First Place win. Hope he didn't drop any of it in the casinos.



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Low \$\$ Prices \$\$ Big Selection!

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Complete 250mm Softail Chopper Rolling Chassis w/Billet Wheels includes Complete DriveTrain w/TP 124" Motor \$14,750

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Thunderheart Chrome 4 Piston Brake Caliper \$275.00 #43155KW Mnt Brckt sold separate

Jesse James 9" OneTonHo 52% off list \$308 Now \$189 #08680

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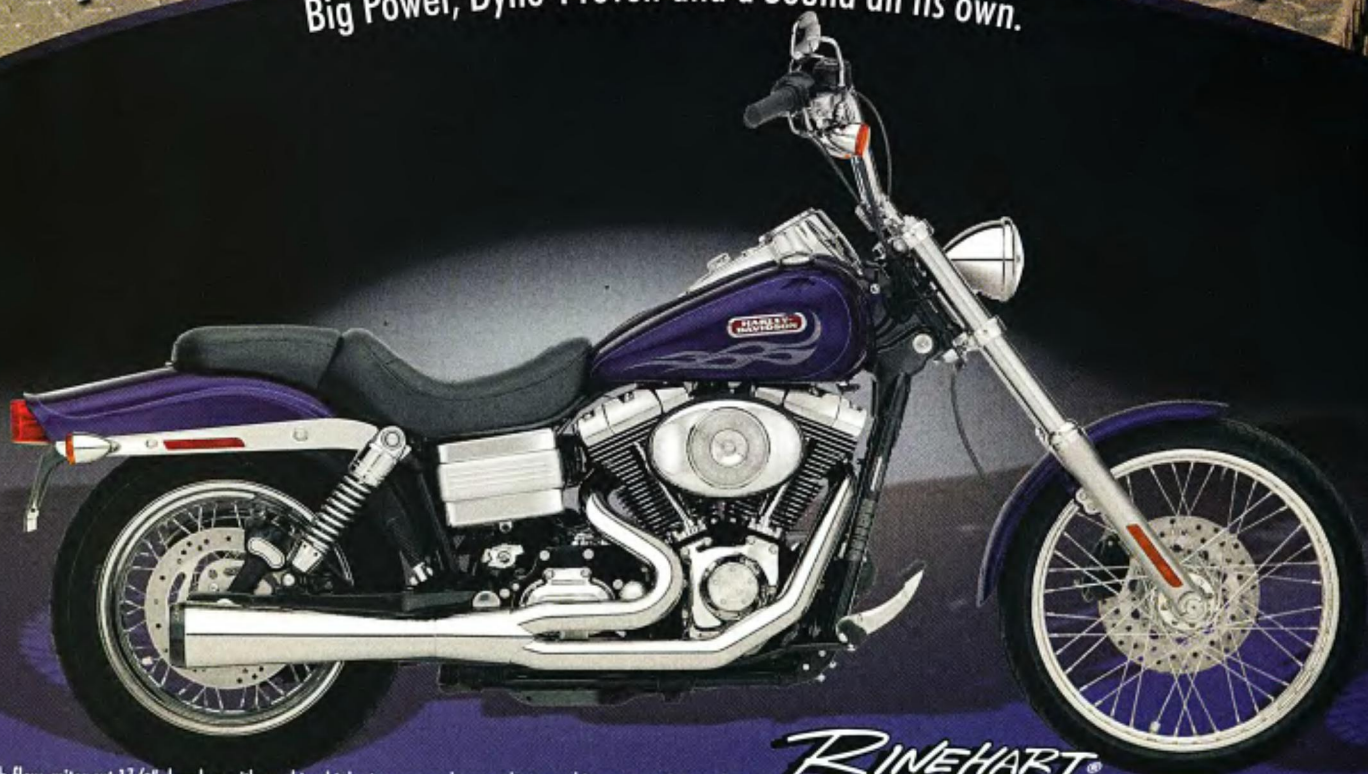
The Saturday night doin's included the World's Strongest Biker Competition, an arm wrestling tournament, and the Miss Las Vegas BikeFest Competition. All through the weekend the Tuscany Suites & Casino held the Physical Graffiti Tattoo Show where you could rub inked elbows with some great inkslingers and skin art collectors. Besides all the "official" BikeFest events, this rally happens in Las Vegas where there are a million theatrical extravaganzas to experience, white tigers and dolphins to see, boobs to ogle, and money to burn. Hell, what more do you want?



Specialties

PERFORMANCE, PRIDE

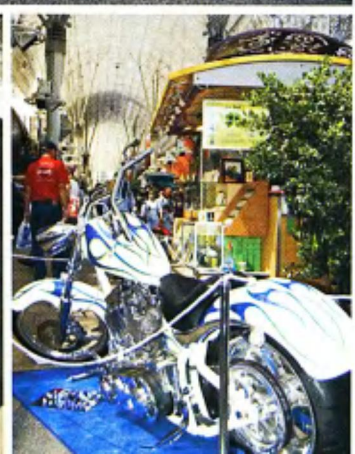
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Special thanks to Harry and Pam Schultz of Full Throttle Events for putting on an incredible BikeFest. They make it look so easy. We'll see you there again next year.

—Phantom Dave

Photos: Kai

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SPECIAL EDITIONS



**The Harley-Davidson®
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Each model is approximately 9 1/4" (23.5cm) in length.
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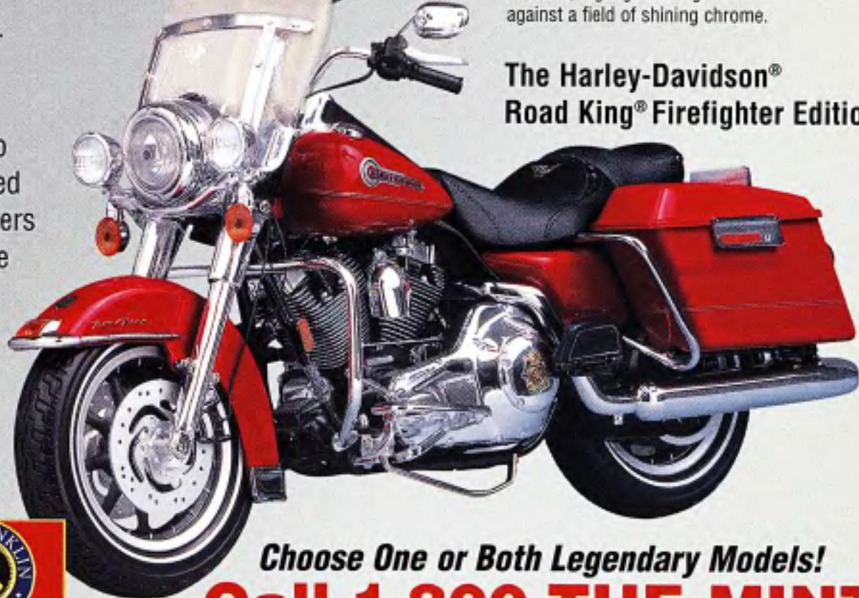
Harley-Davidson® salutes the boys in blue and the first-on-the-scene with two amazing street machines, custom-crafted exclusively for America's brave firefighters and police officers. But there's no badge required to own these precision model replicas, loaded with so many amazing extras, precision details and operable features...they almost sizzle. You can imagine hearing the powerful roar of the Twin Cam® engines.



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*Installment billing is only available on credit card orders. Include state sales tax and S&H in total.



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TalkingTech

NO MANNER OF LUCK

Well, it's been pretty rough since my carport/storage area caught on fire and destroyed so much, including the Sportster Servi-Car I created with the motor from the two-wheeled Sportster I was almost killed on! It will someday be rebuilt, of that you can be sure, but for now I need to put my '69 FLH on the road. Long ago, *Easyriders* had an article showing how to install a Morris G5 magneto. I hope you can send me a copy so I can take off the coils and put in the mag.

Ed Pavon, Jr.,
Reno, NV

I couldn't get my hands on the article you wanted, but I did download a copy of Morris's G5 installation instructions from their Web site, www.morriismagneto.com, which I've mailed to you. One comment is that your '69 cases have a single hold-down bolt for the timer clamp, and Morris recommends drilling and tapping a hole for a second. Unless you have an angle drill and a hell of a lot more time and patience than I do, I'd call them at 1-800-BEST-MAG and ask if that is really, really necessary—my '69 went about a jillion miles with just one hold-down bolt. If you haven't used a mag before, you may not know that you'll ground the tab on the side of the mag body against the stud beside it to kill the ignition for prime-kicking and switching the motor off. You can also create a remote kill switch by wiring a toggle or push-button switch between the stud on the side of the mag body and a ground on the frame. Never attach a battery to the mag, and don't bother with my pal Bill's trick of trying to run your lights off the mag. Right, Bill?

A RUMBLE OR A RUMOR?

I have heard that someone is making a cam drive for Twin Cams that replaces the cam chains with a belt. Do you know anything about this product?

Buster

I haven't seen one, but the manufacturer is Wood Performance in Cropwell, Alabama. Call 205-525-4949 or e-mail bob@woodcarbs.com.

BLED DRY

I got tired of beating on rivets when my sprockets wear out, so I put a disk brake

on the back of my '47 Knuckle. I used an old 2-piston Performance Machine caliper that I got a deal on and a Lockheed master cylinder, which I took the residual pressure valve out of. The brakes work, but the pedal feels mushy. I know there must be air inside somewhere, but I have bled and re-bled everything without improving the situation. Do you have any suggestions?

Bob Wilson

Remember that air bubbles rise. The trick is to give them a path up to the bleeder valve so they can get out when you open it. If you mounted the brake line fitting above the bleeder valve, switch them so the bleeder is on top and try again. You could also try injecting fluid through the bleeder and up towards the master cylinder. If that doesn't work, take the caliper off, put a piece of plywood or something between the pads so they'll stay put, hold the caliper above the bike, tap along the line to move any bubbles to the caliper and bleeder, reinstall the caliper, and try again. Natchery, a loop in the line above the caliper is a great spot for bubbles to collect.

LATHE OF HEAVEN

I have decided to buy a lathe for my garage. The 3-in-1 Smithy machines with a lathe, mill, and drill are expensive but they look like a good deal for what you get. I have also found an internet supplier that sells bigger lathes for half the price of a Smithy. Being able to mill things might come in handy, but I mostly just need a lathe. Can you help me out with a recommendation?

Ed from the Bronx

I'm not a machinist, but from what I know, I'd go with a big Smithy. The cheap-o imported lathes that I've seen are ok, but don't seem to have the quality that the Smithy machines do, which should give the Smithys an edge in accuracy and maintenance requirements. I'd be surprised if you didn't wind up putting the Smithy to work as a mill, too, but don't forget to budget for all the accessories you'll need—a table to put the machine on, collets, mills, a machinist's vise, a good tool holder, and all the rest.

RUSTY SPOKES

I live in Florida and the spokes on my

Softail are rusty and pitted. I want to re-lace the wheel myself with stainless steel spokes. I found an old magazine article about wheel lacing. It looks simple enough, but I don't have a truing stand and wondered if there was any reason I can't just put the wheels in the frame and forks to true them. Is there anything else I need to know that might not have been covered in the article? It seems pretty thorough.

Gator

The frame and fork should work fine if you mount the indicator solid enough that it doesn't move when the high spots on the rim contact it. Use a Rowe spoke wrench or something equally good, and lubricate the spoke threads with anti-seize compound. Try to keep spoke tension somewhat even as you tighten the nipples so you don't wind up with some that are a lot tighter than the other—you'll just round them off if you need to tighten them more. After you've finished, hold the end of a screwdriver lightly against the spokes, and give the wheel a spin. Loose spokes will ring with a lower note than the tighter ones.

A CAN OF WHOOP-ASS

I am going through my Evolution Softail to give it more whoop-ass. I had the heads ported and have put in 10:1 Ross pistons. The cam is a 576V2 Redshift with .576 lift, and yes, I had springs put in that will handle the lift. My question is about roller rockers. Do I need them and will they add that much power?

Fred Ziffle

I'd have to say yes about their being necessary. As lift increases, the rocker-arm pads tend to scrub across the tips of the valve stems as well as down. That increases wear on both the stems and the rockers. Rollers can handle lateral movement better than fixed rocker pads. Sorry, but I can't quote any dyno gains from the installation of roller rockers. I see them as more of an investment in durability than horsepower, anyhow. — Tom Johnson

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

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in Daytona

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★ MUST SEE EVENTS ★

DeLand Bike Rally | Saturday ONLY, March 3rd, 10:00 am – 7:00 pm | An escape from the Daytona crowds, offering: live music, fabulous restaurants, beautiful shops, vendors, a bike show with cash prizes, and plenty of free bike parking | For more info www.delandbikerrally.com.

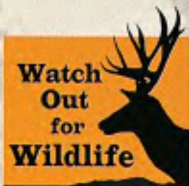
Harley-Davidson New Product Show | Ocean Center at 101 North Atlantic Ave in Daytona Beach | Dates: Sunday, March 4th - Saturday, March 10th | Times: 10am - 5pm

Extra Caution on these Routes:

State Road 415, near Pioneer Trail – Riders and drivers should be on the look out for animals crossing the two lane road, especially after dark.

U.S. 1 @ I-95 – Expect delays... slow down and increase following distance due to heavy pedestrian and vehicle traffic.

U.S. 92, east of I-95 (Daytona Beach); Expect delays... slow down and increase following distance due to heavy pedestrian and vehicle traffic.



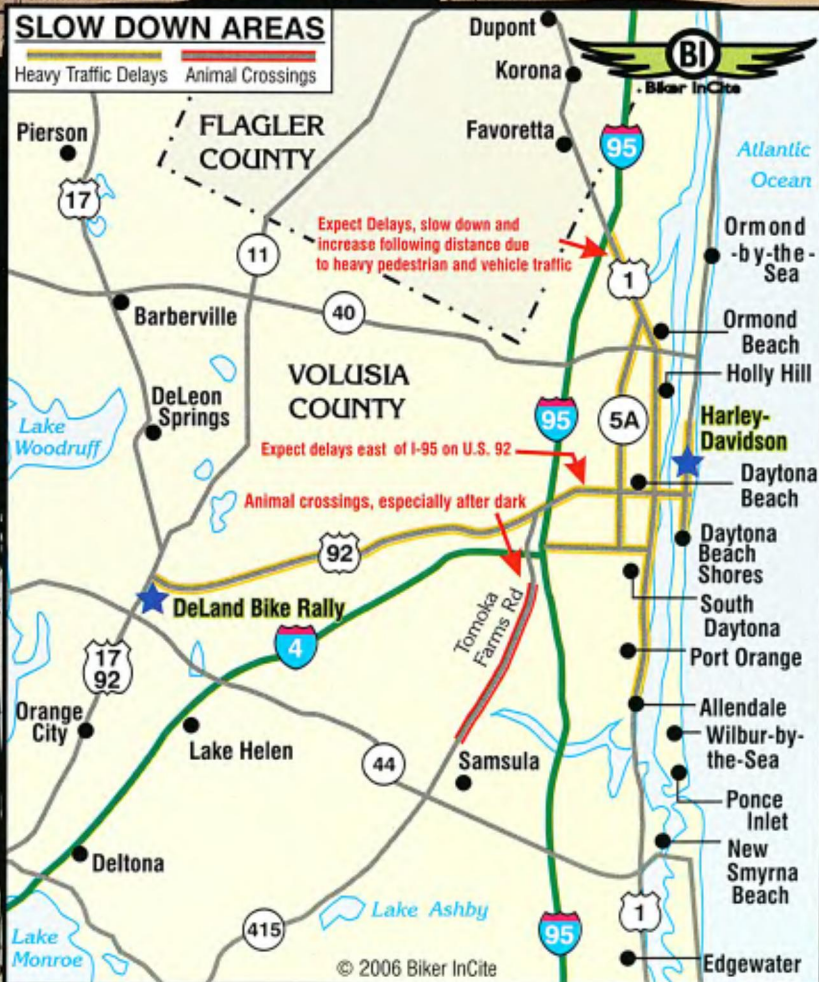
DID YOU KNOW? - Presented by FL DOT & DHSMV

Florida state law requires anyone that operates any two or three wheel motorcycle, whose engine is more than 50cc, to have a motorcycle endorsement on their driver license or a motorcycle-only license. Motorcycles with less than 50cc can't be operated on public roadways.

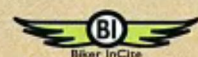
All motorcycle riders and passengers **under the age of 21** must wear an approved helmet. Drivers under 21 must complete the Florida Rider Training program and have either a regular license with a motorcycle endorsement or a motorcycle-only license. All riders and passengers must either wear an approved helmet or carry a minimum of \$10,000 in medical insurance. Limited motorcycle medical coverage or group health insurance will suffice. However, PIP coverage under a personal passenger vehicle policy would be insufficient for either the operator or the passenger of the motorcycle. It is recommended that all riders be endorsed by the Florida Rider Training Program. (Florida will accept rider course completion cards from out of state rider courses or the military and waive testing in Florida if the rider course completion card or certificate indicates that the motorcycle rider course curriculum was sponsored or approved by the Motorcycle Safety Foundation).

SLOW DOWN AREAS

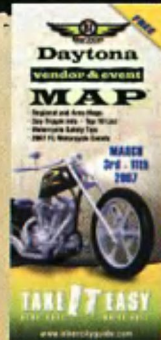
Heavy Traffic Delays Animal Crossings



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Ormond Beach

At Destination Daytona:
Hoppe Industries
Independent Cycle
Kuryakyn
Legend Air Suspension
Teresi Dyno Drags

Boot Hill Saloon
(Formerly Jackson Hole Saloon)
Broken Spoke Saloon
Smiley's Tap

Ormond Beach
Municipal
Airport

50 Must Sees for Daytona Bike Week

Please note times and locations are subject to change without notice.

2007 Supercross by Honda | Daytona International Speedway 1801 W. International Speedway Blvd. | Saturday, March 10th | www.racetickets.com

Daytona 200 | Daytona International Speedway 1801 W. International Speedway Blvd. | Saturday, March 10th | www.racetickets.com

AMA Track Race | Municipal Stadium off LPGA Blvd in Daytona Beach Wednesday, March 7th and March 8th | Tickets are available online at www.racetickets.com or by calling 1-800-PITSHOP

Baker Drivetrain | Daytona International Speedway 1801 W. International Speedway Blvd. | Direct Drive 6-speed; the smoothest, quietest, most efficient 6 Speed 1-877-640-2004 | www.bakerdrivetrain.com

Big Bear Choppers | Daytona International Speedway 1801 W. International Speedway Blvd. | Big Bear Choppers is The Best Bike to Build | 1-909-878-4340 www.bigbearchoppers.com

Biker InCite's Daytona Vendor and Event Map | Free Collectible Map | Must have comprehensive map with vendor listings, events, day trippin information and more Visit www.bikercityguide.com for pick-up locations

Black Hills Saloon | U.S. 1- 5005 South Ridgewood, Port Orange | 386-756-6161

Boot Hill Saloon | 2 locations; 1801 North U.S. 1 in Ormond Beach and 310 Main Street in Daytona Beach

Broken Spoke Saloon | 1151 North U.S. 1 in Ormond Beach | 386-673-1040

Cabbage Patch | Corner Rt. 4118 - Pioneer Trail & Rt. 415 in Samsula 386-427-8969

County Line Saloon | 4650 West New Haven Ave in Melbourne | 321-726-0146

Daytona Flea & Farmer Market | Junction I-95 And US Highway 92 (Exit 87) one block West of I-95 on Tomoka Farms Road

Daytona Harley-Davidson | 290 North Beach Street | www.daytonaharley.com

Daytona Motorcycle Marketplace | Daytona International Speedway 1801 W. International Speedway Blvd. | Demo rides, displays and Marketplace

DeLand Bike Rally | Saturday ONLY, March 3rd, 10:00 am - 7:00 pm | An escape from the Daytona crowds, offering: live music, fabulous restaurants, beautiful shops, vendors, a bike show with cash prizes, and plenty of free bike parking | For more info www.delandbikerrally.com.

Destination Daytona | I-95 at U.S. 1 in Ormond Beach

Dirty Harry's | 705 Main Street in Daytona Beach | 386-252-9877

Dog House Saloon | 307 North Ridgewood Ave in Edgewater | 386-409-7262

Down the Hatch | 4894 Front St. in Ponce Inlet, At the Beaches | 386-761-4831

First Turn | U.S.-1, 5236 South Ridgewood in Port Orange | 386-788-5434

Froggy's Saloon | 800 Main Street | www.froggyssaloon.us

Gilly's 44 Pub | 1889 State Road 44 in New Smyrna Beach | www.pub44.com

Ghost Riders Saloon | 762 N. U.S. 1, Oak Hill | 386-345-1120

Harley-Davidson HOG Reception | Ocean Center 101 North Atlantic Ave in Daytona Beach | Sat, March 3rd from 5pm - 8pm

Harley-Davidson New Product Show | Ocean Center 101 North Atlantic Ave in Daytona Beach | Dates: Sun, March 4th - Sat, March 10th | Times: 10am - 5pm

Harley-Davidson Demo Rides | Daytona International Speedway 1801 W. International Speedway Blvd. | Demo Rides; Sat, March 3rd - Sat, March 10th Times: 9am - 3pm | Demo rides give you the chance to test ride any number of Buell or Harley-Davidson motorcycles. Rides are free. Participants must bring a valid motorcycle license, wear long pants and a full-face helmet, and sign a release form.

Hoppe Industries | Destination Daytona I-95 and US1 in Ormond Beach 4-Speaker quick detachable fairings and air vents | 262-552-2770

Independent Cycle and Legend Air Suspension | Destination Daytona | I-95 and US1 in Ormond Beach | See the NEW line of frames, wheels and air suspension www.independentcycleinc.com

Inlet Harbor | 133 Inlet Harbor Road in Ponce Inlet | www.inletharbor.com

Iron Horse Saloon | 1068 North US-1, Ormond Beach | www.ironhorse-saloon.com

JB Fish Camp | 853 Pompano in New Smyrna | www.jbsfishcamp.com

Kawasaki Motors Corp. USA | Daytona International Speedway 1801 W. International Speedway Blvd. | Demo Rides; Fri, March 2nd - Fri, March 9th Tentative Times: Sign up begins at 8am | Demo Schedule: March 2nd - March 8th 9am - 3:30pm and March 9th; 9am - 2:30pm | Vulcan Cruiser Display, Full Line Product Display, ROK (Riders of Kawasaki Owners Club) | www.kawasaki.com

Kuryakyn | TWO LOCATIONS: Destination Daytona I-95 and US1 in Ormond Beach and Daytona Harley on Beach Street | Exceptional styling - Chrome accessories for your motorcycle | www.kuryakyn.com | 866-277-9898

Last Resort Saloon | 5812 South Ridgewood Ave. | 386-761-5147

Lehman Trikes USA Inc. | Daytona International Speedway 1801 W. International Speedway Blvd. | Lehman Trikes, Inc is based in Westlock, Alberta & Spearfish, SD and is a world leader in the manufacturer of turn key trike conversion kits and accessories | Call Toll free 888-394-3357

Main Street | Daytona Beach | You've seen it in pictures, now it is your turn to experience it.



Harley-Davidson New Products Show
Rat's Hole Custom Bike Show - Daytona Lagoon

Dirty Harry's
Main Street Pier

Froggy's Saloon
Boot Hill Saloon
Wreck Riverfront (Lot)

Daytona Beach Shores

Pinewood Cemetery

Holly Hill

Daytona Beach

At Daytona Speedway:
2007 Supercross by Honda
Daytona 200
AMA Track Race
Baker Drivetrain
Big Bear Choppers
Demo Rides
Daytona Marketplace
Harley-Davidson Demo Rides
Kawasaki Demo Rides
Lehman Trikes
S&S Cycles

Daytona Beach Int'l Airport

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Port Orange

- Misty Mountain Sheepskin Co.** | If you need sheepskin, this is the place. | Order on line at www.mistymountainssheepskin.com | 877-272-8328
- Mustang Seats** | In front of Miller's Custom Parts, US-1, 1863 South Ridgewood Ave., South Daytona | See locator on map | Comfortable seats for Metric Cruisers, H-D and Victory 800-243-1392 | MustangSeats.com
- No Name Saloon** | 2001 S. Ridgewood Ave. in Edgewood | 386-428-9229
- Pinewood Cemetery** | Corner of Main Street and Peninsula Drive. (Beachside) Across the street for Boot Hill in Daytona Beach | Sale of Pinewood Cemetery T-Shirts | Tour the cemetery for a charity donation.
- Ponce de Leon Inlet Lighthouse** | 4931 South Peninsula Drive, Ponce Inlet | Great ride from Atlantic Avenue (A1A) in Daytona Beach, Ormond Beach, or Daytona Beach Shores: Drive south on Atlantic Avenue to Dunlawton Avenue. Continue south another six miles to the stop sign at Beach Street in Ponce Inlet. Turn right (west) on Beach Street. At the next stop sign turn left (south) on Peninsula Drive. In two blocks you will see the entrance of the Lighthouse on your left | 386-749-2959 | From Daytona Beach 22 Miles round trip
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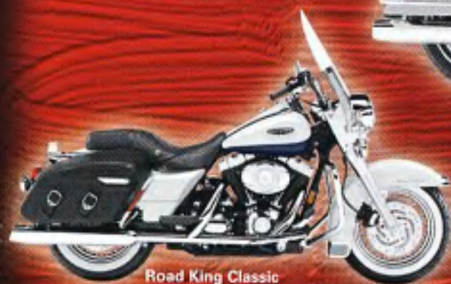
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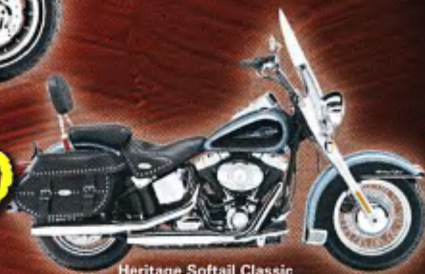
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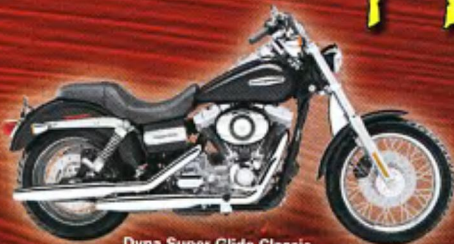


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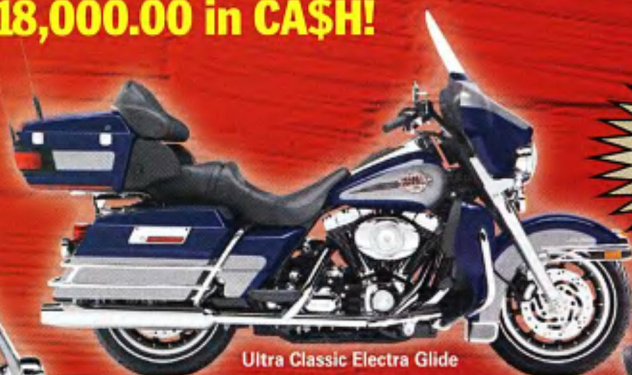
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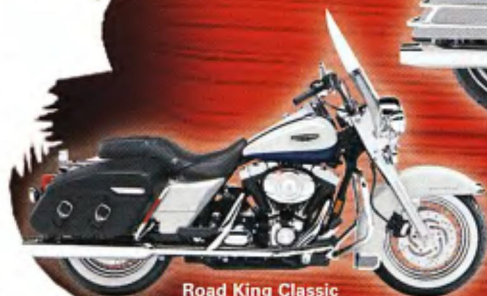
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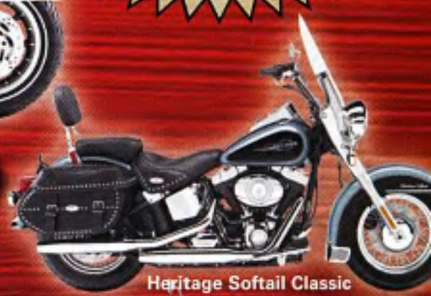
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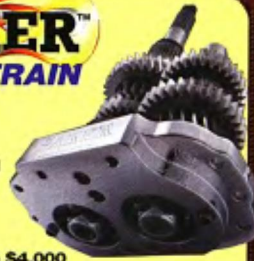


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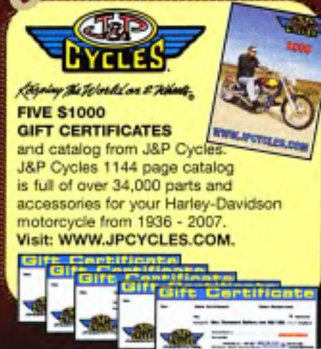
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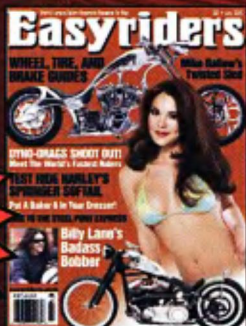
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NO PURCHASE NECESSARY TO WIN.



THE NHRA HOT ROD REUNION PIONEERS OF MOTORCYCLE DRAG RACING

The 4th Annual Holly NHRA National Hot Rod Reunion held at Beach Bend Raceway Park in Bowling Green, Kentucky, was a three-day festival of speed and hot rods that celebrates the people that made history in the early days of drag racing, land speed racing and car culture. This year, the Justice Brothers Reunion Spotlight Award focused on Pioneer Top Fuel Motorcycle Racers.

The event was probably the greatest gathering of Top Fuel motorcycle racers in history, and honored them all. Several famous Top Fuel motorcycles were also on display, including Elmer Trett's twin engine Harley-Davidson, the "Freight Train," TC Christenson's "Hogslayer," and Pete Hill's blown knucklehead.

Easyriders Streamliner pilot Dave Campos brought our streamliner to the event and shared some of his memories of the early days of drag racing. Dave started racing in the mid-sixties. His first bike was a competition-grade flat track Sportster. He lowered the gear ratio and won his first time out. "Back then there were no S&S carburetors, so I had

to get the old DC Linkert. I drilled out all the fuel passages and put a jet in them and learned how to make fuel. About the late sixties, I got it running a lot better and I turned a 9.37 ET at 161 mph on a Linkert carburetor." He later obtained sponsorship from Marge and George Smith, who would give him a set of flywheels or a carb now and then. He says, "They were real nice people. They took me under their wing and helped me quite a bit. I'll never forget about them."

Of his peers Dave says, "We more or less pioneered motorcycle drag racing. Some guys started in the late fifties. In the mid-sixties a lot of the guys started pioneering stroker motors and slider clutches, fuel injection and stuff like that. We were at the bottom floor at that time. You couldn't go to the parts house and get a fuel injector because you had to make whatever you could make."

We asked Dave to tell us some stories of the guys he raced with. Bob Ables is one of his friends from the early days. They used to street race together on Eubank Boulevard in Albuquerque. When





Dave cut his sporty down to a dragster, Bob followed right after.

Another Albuquerque native, Boris Murray, ran a Triumph that consistently ran over 170 mph in the eight second zone. It had two carbureted 750 cc Triumph fuel motors, high gear only, with a 4-inch M&H racing slick and held NHRA, AMDRA and IHRA records for 9-11 years.

TC Christenson is best known for his triple-engine Norton called the Hogslayer. TC was inspired to build the triple after seeing Murray's twin engine Triumph at Bowling Green in 1969. Dave says that he still used to outrun TC quite regularly, until the day when Dave ran his best time ever, an 8.96, but TC had beat him by half a track, running something like an 8.46. He won a lot of races after that and was an early innovator of fuel injection, two speed transmissions and slipper clutches.

Russ Collins ran a double engine Honda. The usual program was made up of eight Top Fuel motorcycles, and Dave says that early on Russ would usually just make the program. He later built a triple that became the first seven-second motorcycle in drag racing. He and TC Christenson battled back and forth with the ET record until TC took it back when Russ crashed. Collins founded RC Engineering, which produces fuel injection for high performance applications.

Dave Campos calls Pete Hill one of the nicest people in drag racing. Pete is known for his blown knuckleheads, which he favored, because the iron heads "hold the heat, and heat is energy." In 1976, he had his own motorcycle shop and attended a drag race at Indy. He was hooked on the Top Fuel motorcycles and soon built his own. By 1981, he was number one in the IDBA. Pete Hill was the first drag racer to be inducted into the Sturgis Motorcycle Hall of Fame.

Marion Owens used to campaign a single engine Harley, and did all right with it, but after riding his brother-in-law Carl's double fuel Harley, he was hooked. He sold his single, bought Carl's double, and the rest is history. Dave describes him as "a super nice guy," and remembers that his wife, Kathy, would help him like a crew member, "She was always in there changing engines, and wasn't afraid to get dirty."

Sonny Routt had a double engine gas Triumph that Dave says was hard

to beat. Larry Welch used to ride for him. Larry Welch was also known as Rocketman. He got himself outlawed from NHRA tracks at one point for running without helmet, leathers or goggles. He once built a Sportster framed bike with a rocket motor that ran 202 mph at Atco, when fuel bikes were running 160.

Jeff Wiley is another rider that Dave says is a good friend of his. He used to run with the late Leo Payne. Jeff had a single engine Sportster that he used to race. He now works for J&P Cycles, and recently has been the rider of the old Bob George streamliner that John Parnam bought at auction a year or two back. The J&P Express set a record at Bonneville last year in the 1350 cc pushrod engine class.

Joe Smith is another innovator from the era. He started out racing Clem Johnson's Vincent, "The Barn Job," which is one of the most famous drag bikes ever built. When Dave first started running with him he campaigned a knucklehead; he later moved to a 108-inch shovel. He was the first racer to break the 9-second barrier, at Bakersfield Dragway in 1971.

Bob Mauriello was another pioneering drag racer. He piloted Sonny Routt's dual engine Triumph, beating Joe Smith at the 1973 NHRA U.S. Nationals. His own bike was a nitro-methane Sportster.

Among the other early racers attending the Reunion were Kenny Annsley, Bob Davis, Mel Disharoon, John Dixon (another early jet bike pilot), Chris Hand, Jim Preisler, Don Kummier, five-time Top Fuel Champion Larry "Spiderman" McBride, Ron Teson, who started the move away from multi-engine bikes with his 750 single, Duke McDonald, Joe Thronson, Roland Stuart, Virgil Naff, and Sam Wills. There were also several racers posthumously honored, including Elmer Trett, and Danny Cooper.

One of the reasons the NHRA chose to honor these elite early racers is because motorcycle drag racing used to be one of the biggest draws at the track in the late 50s and early 60s. The bikes regularly beat the cars at the events. The reunion was the first time that many of these guys had seen each other in 30 years. Frank Spittle, who raced drag bikes for drag bikes for more than 20 years, was the man who was responsible for rounding up all the racers for the event.

—Kit Maira

Photos: Michael Farabaugh

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Gypsy's *Biker Build-Off* Winner

BITCH SLAP

It was great TV. A girl builder against an industry heavy-hitter in The Discovery Channel's *Biker Build-Off* series would definitely draw an audience. What surprised many, though, was that the bike the girl came up with rolled off with the win. The only ones not surprised were the bike's builder and her close-knit support team. Gypsy Charros not only makes great TV, she made a great bike.





Gypsy wasn't some neophyte thrown in front of the camera because of her sex. "I started riding way before it was fashionable," she says, building her first custom Harley back in the 1970s. She rode dirt bikes as a kid, beating the boys at their own game and beating up their motorcycles doing it. That's where she learned how to wrench, putting things back together again. "And back in the day when I began building Harleys," Gypsy says, "we didn't have the Internet and the aftermarket as we know it now. We had the Harley Nostalgia catalog and we had Gary Bang. That was it. If you wanted custom you made it yourself." Which she's still doing, splitting her time evenly between stints as an ICU nurse in Houston and working at Berry Wardlaw's Accurate Engineering in Dothan, Alabama. Berry, a buddy for years, opened his doors to Gypsy when this whole Discovery Channel deal came down, knowing she'd need a real shop to work in instead of her small garage-shop back in Houston.

"This bike is something I'd been thinking about for a while," Gypsy tells us. The TV call kicked it into gear. "When you look at old bikes or old cars," she says, "machines from the teens or the '20s or '30s, everything was about function but it all looked good. Those old JAPs and Royal Enfields and, yeah, the old Harley-Davidsons, were all about function, but made pretty. That's what I was going for."

The bike began with a frame of Gypsy's design, crafted by Bill Dodge. The front end is an old Moto Guzzi piece, found on eBay and beefed up around the axle shaft. That antique fork set wasn't all that came off the computer screen, either. "I got so much stuff off eBay," says Gypsy, "lots of really cool old shit, brass stuff and whatnot; I could almost call this thing the 'eBike.'" The engine, of course, didn't come from any successful bidding. It came from Berry Wardlaw. A new Accurate Engineering knuckle running dual rear heads, it's a work of art and a mechanical tour de force. Look at the pipes and the wild intake with twin forward-facing Mikuni carbs. The plan was to have a foot clutch to go with all this, but Gypsy changed course at the last minute deciding she didn't want to learn how to ride the bike in front of the cameras.

A handlebar lever went on and the foot clutch mechanism was converted to a shifter. You probably don't see any master cylinders, either. They're remotely mounted underneath the transmission; a rod mechanism works off the foot pedal and the hand lever cable-operates a bell crank for the other master. The wheels those masters put the squeeze on are new 21-inchers from Cory Ness. "I saw them at the V-Twin Expo in Cincinnati last year," Gypsy says, "and they were just too friggin' fine! I had to have a pair." Cory came through with the big perimeter rotors, matched here

with Performance Machine calipers.

Berry, Larry Curik and Larry Phillips helped Gypsy throughout the build, with master painter Robert Pradke coming in to cover it all with deep, 1936 Cord red. "It was wonderful to have talented people like this on board with me," says Gypsy. "Folks who would not only go along with my plan, but also had wonderful input of their own and the talent to back it up. That made all the difference." Bitch Slap (as the bike is called) turned out pretty close to what Gypsy originally envisioned, becoming a great little runner. —Joe Kress



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





passin' gas

A man came to visit his grandparents and he noticed his grandfather sitting in the rocking chair on the porch, wearing only a shirt with nothing on from the waist on down.

"Grandpa, what are you doing? Your willy is out in the wind for everyone to see!" he exclaimed.

The old man looked off into the distance without answering.

"Grandpa, what the heck are you doing sitting out here with no pants on?" he asked again.

The old man slowly looked at him and said, "Well... last week I sat out here with no shirt on and got a stiff neck. This was your grandma's idea."

*J. Martinez
Dallas, Texas*

Q. Why are women like hurricanes?

A. At first they're wet, wild and blow you everywhere. When they leave, they take your house and car.

*John Trotz
Flin Flon, MB, Canada*

Q. Why is air a lot like sex?

A. Because it's no big deal unless you're not getting any.

Q. Why did Tennessee choose orange as their team color?

A. You can wear it to the game on Saturday, hunting on Sunday, and picking up trash along the highway the rest of the week.

*Bob Grinch
Ridgewood, New Jersey*

There were two old maid sisters, both virgins. It's Friday night and Gladys looks at Betty and says, "I'm not



*"Not tonight,
I have a splitting headache."*



*"It's a good thing you were
wearing your helmet."*

going to die a virgin. I'm going out and I'm not coming home until I've been laid.

Betty says, "Well, make sure you're home by 10:00 so I don't worry about you."

Ten o'clock rolls around and there's no sign of Gladys. 11:00 ... 12:00 ... Finally at 1:00 the front door flies open. In runs Gladys and heads straight for the bathroom.

Betty goes and knocks on the door. "Are you Okay, Gladys?" No answer, so she opens the door and there sits Gladys with her panties around her ankles, legs spread, and her head stuck between her legs, looking at herself.

"What is it, Gladys? What's wrong?" asks Betty.

"Betty, it was 10 inches long when it went in and 5 when it came out. When I find the other half, you're gonna have the time of your life!"

*R. Meyerson
West Palm Beach, Florida*

A biker couple goes on vacation to a fishing resort in Minnesota. The biker likes to fish at the crack of dawn. The ol' lady likes to read.

One morning the biker returns after several hours of fishing and decides to take a nap. Although not familiar with the lake, the ol' lady decides to take the boat out. She motors out a short distance, anchors and continues to read her book.

Along comes a game warden in his boat. He pulls up alongside the woman and says, "Good morning, ma'am. What are you doing?"

"Reading a book," she replies (thinking isn't that obvious?).

"You're in a restricted fishing area," he informs her.

"I'm sorry officer, but I'm not fishing, I'm reading."

"Yes, but you have all the equipment. For all I know, you could start at any moment. I'll have to take you in and write you up."

"If you do that, I'll have to charge you with sexual assault," says the ol' lady.

"But I haven't even touched you," says the game warden.

"That's true, but you have all the equipment. For all I know you could start at any moment."

"Have a nice day, ma'am," and he left.

*Kurt Messner
Verona, Wisconsin*

Six statesmen are on a sinking boat. Tony Blair asks, "What do we do?" Nelson Mandela says, "Man the lifeboats." Ronald Reagan says, "What lifeboats?" Mahatma Gandhi says, "Women first." George Bush says, "Screw the women." Bill Clinton says, "You think we have the time?"

*Greg Cook
National city, Florida*

A 15-year-old virgin boy was standing on Hookers Corner checking out the prostitutes. A 6-foot tall redhead approached him as he stood there. "Are you looking for a date, big boy?"

The boy didn't want to admit that he was still a virgin, so he told the hooker he'd love a date but he only had \$17.

The hooker said, "Well, I'll tell you what. I'll give you some pussy for your \$17 just because I need the money."

She took the boy to her room. He gave her the \$17, she got on the bed and spread her legs wide. She said, "Come on, young man, come and get this good pussy."

The boy told her that his pa told him some women had teeth between their legs.

She said, "That's the craziest thing I've ever heard. Come and take a look at my pussy. There are no teeth down there."

The boy stuck his face smack dab right in her pussy and then said to her, "No wonder you don't have any teeth down there. Look at the shape your gums are in."

*Teddy Espinoza
Lancaster, California*

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 had to 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 PalsanoPub@aol.com.



Owner: Gypsy Charros

City: Houston, Texas

GENERAL

Designer: Gypsy

Fabrication: Gypsy & Friends

Year/make: 2006 Gypsy

Model: "Bitch Slap"

Assembly: Gypsy & Friends

Time: 15 days

Chroming: Chrome Masters

ENGINE

Year: 2006 Knucklehead

Rebuilder: Accurate Engineering

Displacement: 80 cubic inches

Cam: Andrews, custom grind

Carb: twin Mikuni

Air cleaner: Motorway/Accurate

Pipes: Lone Star Choppers

(Larry Curik)

TRANSMISSION

Year/make: 2006 Baker

Shifting: foot

PAINTING

Painter Robert Pradke

Color: 1936 Cord Maroon

Type: PPG

FRAME

Year/make: 2006 Bill Dodge

Type: "Gypsy Highway" rigid

Rake: 30 degrees

Stretch: n/a

ACCESSORIES

Handlebars: KH/Gypsy

Handlebar controls: H-D

Fenders: B'Cool/Gypsy

Headlight: 1950 Unity

Taillight: 1930s "who knows"

Speedo: none

Pegs: Gypsy/Accurate

Foot controls: Gypsy/Accurate

Gas tank: Russ Wernimont

Oil tank: 1925 Pyrene fire extinguisher

Seat: 1912 Brooks bicycle

Mirrors: one

Grips: Gypsy/Accurate

FRONT END

Type: 1928 Moto Guzzi, 1.125 over

Builder: Gypsy

WHEELS

Make: Cory Ness

Size: 21 x 4.50

Tires: Avon Venom

Brakes: custom perimeter rotors/

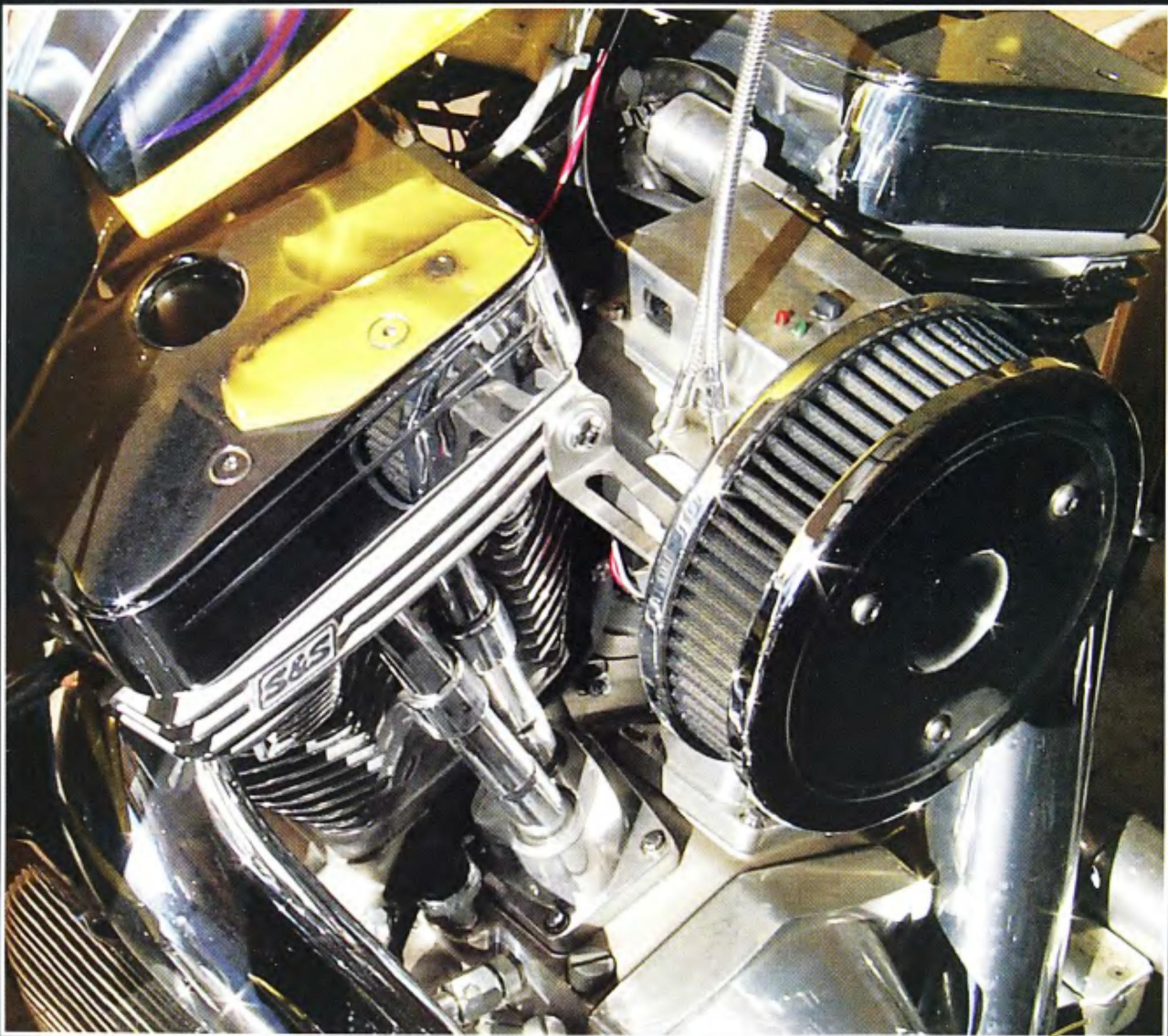
Cory Ness, PM calipers

Photos: Don Rogers



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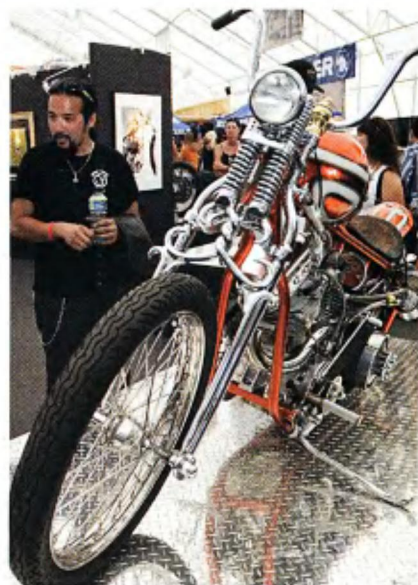


2008 Winner of the Terez V-Twin Prize



SCHOOL'S OUT

MICHAEL LICHTER GOES BEYOND OLD-SCHOOL

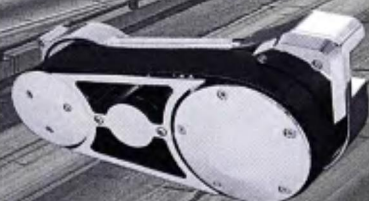




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BUILT FOR THE WORLD WE RIDE IN

In many fields of endeavor, the older craftsmen are said to be "old-school." The meaning here is that these craftsmen do things the old-fashioned way. They don't rush their art; rather they use old-fashioned tools to create their masterpieces and still do things in a tried-and-true method. In recent years, the term "old-school" has been utilized to explain a way of building custom motorcycles. The "old-school" way involves creating bobbers and choppers that are simple machines that employ a lot of handmade parts—the way it was done before you could readily buy aftermarket parts for your custom creation.

In the custom bike arena, the term "old-school" has become stale. People have used the term to death, so it has lost all meaning. This has led to the term "new-school" in which bike builders refer to and use the best of "old-school" craftsmanship in concert with the latest technology to design motorcycles that stretch the boundaries of the custom world. While these builders nod their heads to the craftsmen of old, they are thinking outside the box of design and functionality.

Well, as Alice Cooper sang in his hit song from the '70s, "School's Out," and our own moto-photojournalist Michael Lichter decided to prove with an incredible motorcycle-themed art exhibit that, today, all method and manner of custom bikes are cool. The motorized art show was held inside the Thunderdome at

Thunder Road in Sturgis, South Dakota, during last year's Sturgis Rally.

The title of the show was *School's Out; Old-School, New Skool, All(s) Kool*, because these days, old-school and new-school have blended together to the point that all forms of custom bikes fit in the category of cool. Whether a builder is designing a classic bobber or chopper, a radical pro-street or boardtrack racer, or even a high end Buck Rogers machine, all forms of bike building were honored in Michael's exhibit of some of the best custom bikes by many of today's top builders.

The exhibit also featured photo art by Timothy White with images from his recent book on Indian Larry and Michael Lichter with his archive prints of the biker lifestyle dating back to the 1970s. Pinstriping and custom paintwork was showcased including the "chemical skin art" of Robert Pradke and the flame panel art of Joe Richardson.

A dazzling display of custom motorcycles included the work of Aaron Greene, Arlen Ness, Bill Dodge, Billy Lane, Brian Klock, Dave Perewitz, Cory Ness, Donnie Smith, Eddie Trotta, Hank Young, Jerry Covington, Indian Larry Legacy, Kendall Johnson, Kim Suter, Kirk Taylor, Mark Warrick, Paul Yaffe, Roland Sands, Steve Broyles, Twisted Choppers, Vince Doll and Warren Lane.

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

—Dave Nichols

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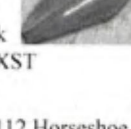
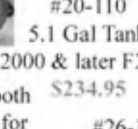


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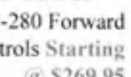
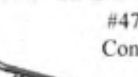
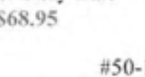
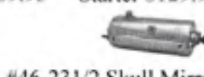
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BAR-HOPPING

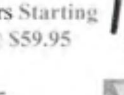
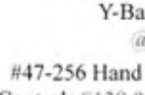
#47-280 Forward
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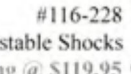
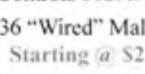
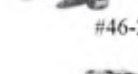
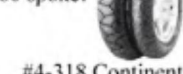
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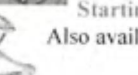
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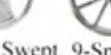
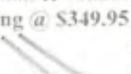
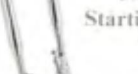
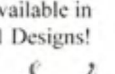
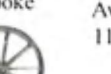
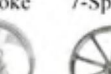
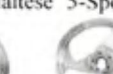
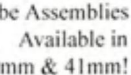
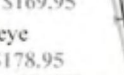
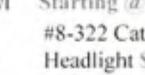
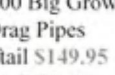
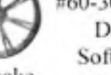
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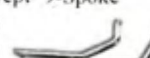


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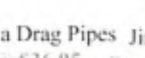
WHEEL YOUR STEEL



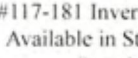
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Dr. Steve finds valuable windtime on his Pan.

—Katmandu, Dothan, Ala.



"Up on Cripple Creek, you send me..." POW/MIA Rally, Aug. 20, 2006.

—Tim O'Connor, Cripple Creek, Colo.



Choppin' down Highway 19 in West Virginia.

—Fish, Mt. Pleasant, N.C.



"They went that-a-way!"

—Les Holt, LaPorte, Texas



Breasts to breathe for.

—Robby Robison, Austin, Texas



Groupies.

—Les Holt, LaPorte, Texas



Harley Rendezvous stunt ride. —Rick Kline, Pattersonville, N.Y.



Wheels Through Time. —Brian Mathews, Maggie Valley, N.C.



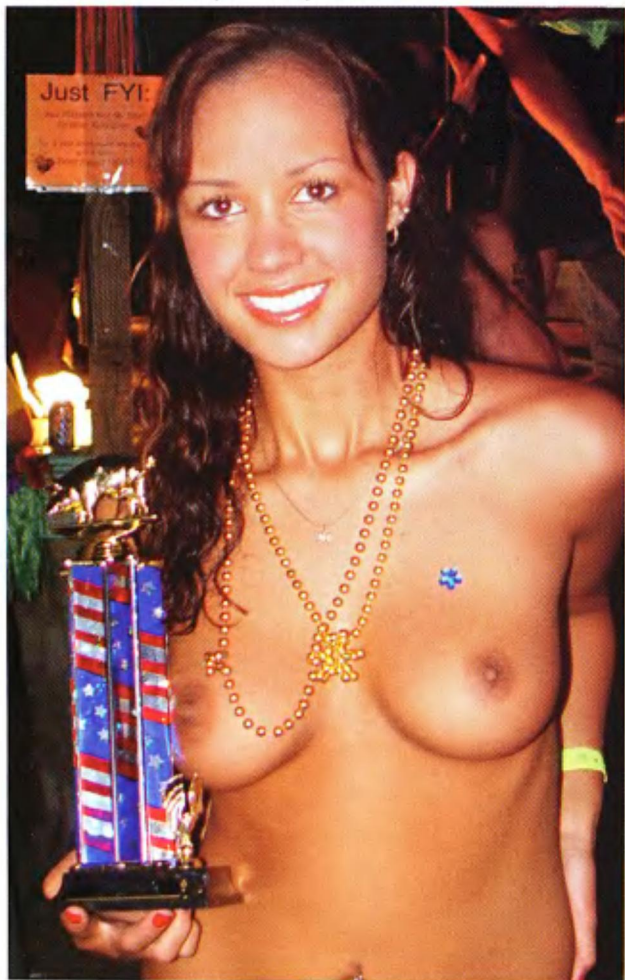
Weekly bath time for her.

—Bret Brandt, On the road, Iowa



Uh, what's a fella to say...Hickory hottie?

—Kenneth Wright, Hickory, N.C.



Prize package.

—Easy Vern, Lawrence, Kan.



Doug and Michelle tie the knot.

—Anya Kirkes, Colton, Ore.



Summer Hummer Run, ABATE of Wis. —Tiger Beyer, Milwaukee, Wis.

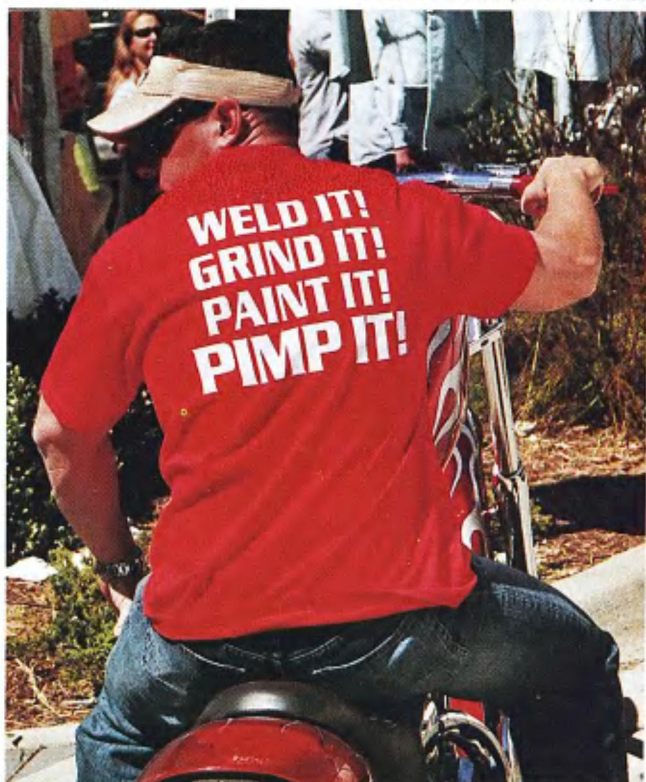


Viet Vets gather for a group grope at gas station.

—Flash Armondi, Lawton, Okla.



Brick house babe. —Scott Southwick, Harley Rendezvous 2006



Builder's blues.

—Tracy Moorehead, Daytona Beach, Fla.

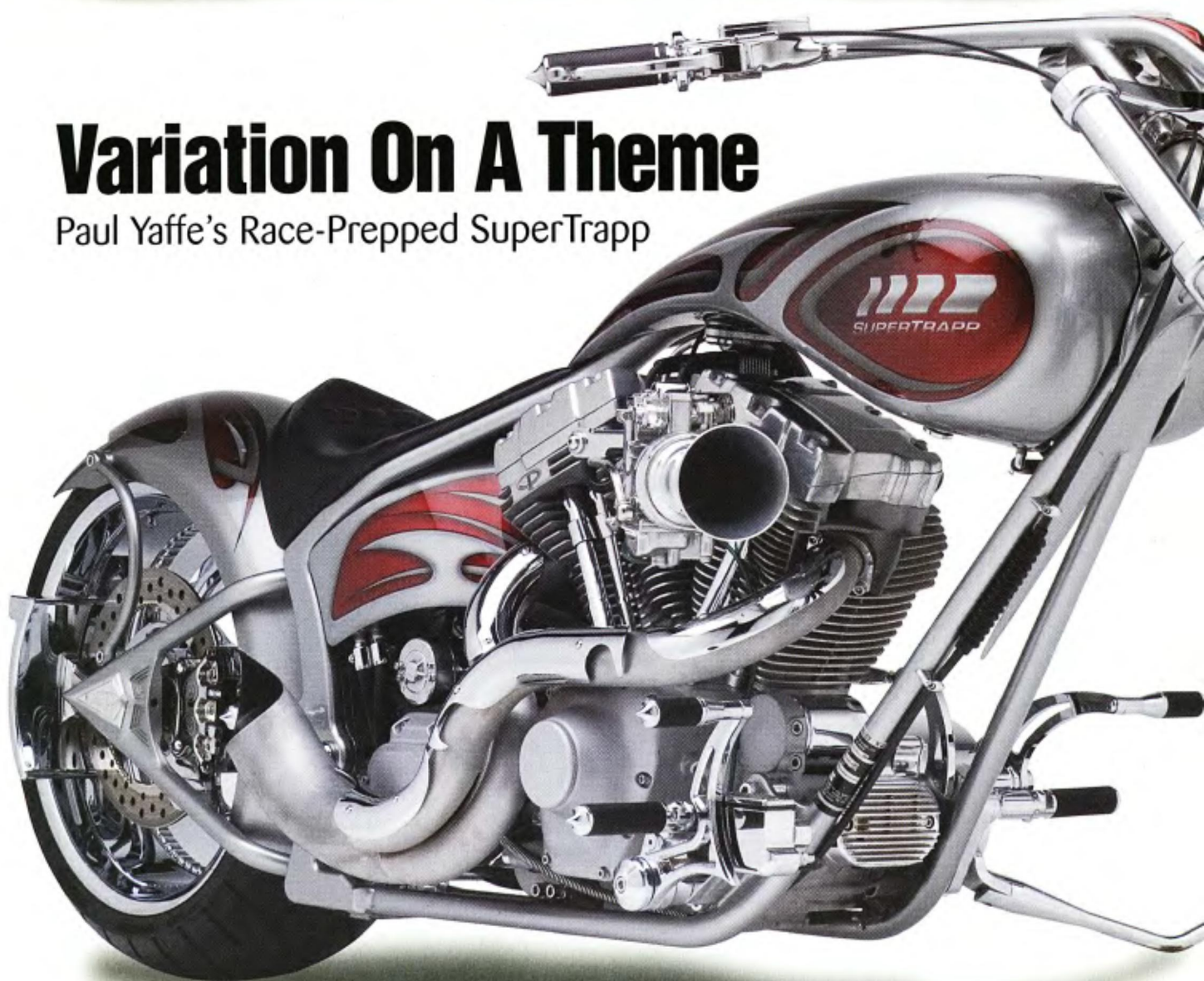
Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin'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



Variation On A Theme

Paul Yaffe's Race-Prepped SuperTrapp





Maybe you've already been "trapped" by Paul Yaffe's SuperTrapp theme bike. Unleashed at the 2005 Power Sports Expo in Indy, the bike has wowed audiences on the Easyriders Centerfold Bike Show tour. It would definitely wow one individual since the \$60,000 Paul Yaffe Originals special was destined to be given away...and all based on a sort of sticker shock.

While the industry has been tightening its belt lately, things are smoking at PYO, Paul reporting 15 custom bike projects in the works. "I don't think it's ever been better. We're doing several corporate theme bikes, like the Fish Bike we did for a big fish company in Chicago that hires us to do a bike for their restaurant every year. We've also been doing some NASCAR related bikes, but a lot of private guys are having us build cool stuff for them as well."

Speaking of cool, shall we say sub-zero level, the PYO SuperTrapp's powerplant, a 145-cubic-inch high output Twin Cam B mill, was assembled by the H-D factory drag team and was the first SuperTrapp custom that Paul conjured

up for SuperTrapp. "I started designing pipes for them about six years ago. They wanted something more edgy style-wise so we got together and started building lot of pipes for them. The pipes on this bike, "The Phantom," were inspired by the bike I built for the *Biker Build-Off*. That bike shot 30-foot flames and was really popular so we came up with a production version of the pipes and

then built this bike to promote those pipes and our relation with SuperTrapp. But sorry, no 30-foot flames."

The SuperTrapp bike generated a new pro-street style with its stretched forward front end combined with the gas tank turning down. The bike's paint scheme also attracted what you could call worldwide attention. When Paul made an appearance at a bike show in



Germany as a judge, he found two bikes from a company in Ireland who had ordered two of the Double Trouble frames and had gone on to replicate the SuperTrapp bike's paint scheme. "Sure, I thought, go for it," says Paul.

From the Discovery bike, PYO also



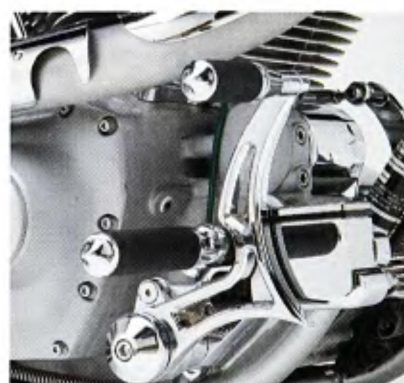


generated a whole new frame, the Double Trouble chassis as used on the SuperTrapp bike, and now sells the frame as a roller kit or as part of whole bike. In addition, as the tech sheet tells you, you can also order up a whole slew of the SuperTrapp bike's components from PYO.

Commenting on the bike's street manners, Paul says, "It's also really enjoyable to ride with those pullback bars and the seat position." After touring the country, the bike was given away by SuperTrapp at the 2006 Sturgis Rally. "A lady, Janice Evans, from Flaming Gorge, Wyoming, won it in a drawing. She works in the parts department of Flaming Gorge Harley. The sweepstakes was for dealers. You peeled a sticker they placed on every set of SuperTrapp pipes and entered the number. And a sticker number she sent in won. She sends me pictures all the time of where she's been riding on the bike."

Meanwhile, Paul has been putting around on a 2007 96-inch Street Glide that's he getting read to chop and build some new parts for. For news about it and the selection of PYO custom parts, you can check out the PYO Web site www.paulyaffeoriginals.com.

—Paul Garson



Owner: Janice Evans

City: Flaming Gorge, Wyoming

GENERAL

Designer: Paul Yaffe Originals

Fabrication: Paul Yaffe Originals

Year and make: 2004 Paul Yaffe Originals

Model: Double Trouble

Assembly: Paul Yaffe Originals

Time: 4 months

Chroming: Gold Tech

ENGINE

Year: 2004

Model: Harley-Davidson Twin Cam B

Ignition: Twin-Tech

Displacement: 95 cubic inches

Lower end: Harley-Davidson

Balancing: Harley-Davidson

Pistons: Harley-Davidson

Heads: Harley-Davidson

Cam: Harley-Davidson

Lifters: Harley-Davidson

Carb(s): Mikuni

Air cleaner: Rivera/Primo

Pipes: Supertrapp Phantom

Transmission: Harley-Davidson 5-speed

Modifications: Gates belt

Shifting: foot

PAINTING

Painter: Gary Crisp

Color/Type: silver/House of Kolor

FRAME

Year: 2004

Builder: Paul Yaffe Originals

Type: Double Trouble

Rake: 40 degrees, 6 degree trees

Modifications: Paul Yaffe Originals swingarm

ACCESSORIES

Bars: Paul Yaffe Originals D-bars

Handlebar controls: Performance Machine

Fenders: Paul Yaffe Originals Wild For Deuce

Headlight: Headwinds

Taillight: Paul Yaffe Originals

Pegs: Paul Yaffe Originals Ali Baba

Electrics: Paul Yaffe Originals

Gas tank: Paul Yaffe Originals Double Trouble

Oil tank: Paul Yaffe Originals

Oil system: Harley-Davidson/Paul Yaffe

Originals oil cooler

Seat: Guy Tieman

Mirrors: Paul Yaffe Originals

Grips: Paul Yaffe Originals

FORKS

Type: 2004 Hydraulic

Extension: 6 degrees

Builder: Perse

WHEELS FRONT

Size: 21 inches

Wheel: Paul Yaffe Originals Notorious

Tire: Metzeler

Brake: Performance Machine

WHEELS REAR

Size: 18 inches

Wheel: Paul Yaffe Originals Notorious

Tire: 240 Metzeler

Brake: Performance Machine

Photographer: Michael Lichter



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Meet September's Winner

Here are some interesting facts: In 1988, Miami beat Oklahoma for the College Football Championship; the USSR announced it would participate in the Seoul Summer Olympics; the U.S. accepts the immigration of 30,000 U.S./Vietnamese children; NBA star, "Pistol Pete" Mavarich dies of a heart attack at age 40; and, oh yeah, Fox Hunt winner Tara was born. For those of you doin' the math, that was 19 years ago. So besides the music, 1988 wasn't such a bad year after all! Flip on over to Page 94 and see the young, blue-eyed, blonde, "perky" little girl astride Ron Mangus' Sick Dick custom, shot by NorCal photog Mike Chase. Oh, by the way, Ron—no, it's not supposed to be all runny like that...get that checked out!

—Dr. Feelgood



Terri-California

#0301

"It was on the back and it kicked ASS! Nothing makes you feel more free! It's also really sexy! I would love to pose naked straddled on a Harley!"



Carrie-Indiana

#0302

"I must have been very young on my first ride. For the life of me, I can't ever remember NOT riding on a Harley."

Win \$1,000!



Brenda—New Hampshire

#0303

"My first ride was with my brother-in-law. I loved it so much, I went out and bought my own."



Tina—South Carolina

#0304

"I felt a total loss of control and yet I felt like I was on top of the world!"



Amy—Georgia

#0305

"I was nervous at first, but it very quickly turned into excitement. Six months later, I had my license and was in the wind, riding my own."



Angel—Oklahoma

#0306

"It was on a 1979 Ironhead with my ol' man. The only thing better than THAT ride, was the ride with him when I got home!"

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 #405 *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), February 1, 2007. The voting deadline for this month's crop of cuties is February 28, 2007. We'll announce the winner in the July 2007 issue.



Sweet leapin' Jesus! Those legs on next month's winner, Brenda, really make an ass outta themselves! Come back next month and see why we all took turns playin' "Leg Scissors" games with her. Yeah, our jobs suck!

405

FOX HUNT

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

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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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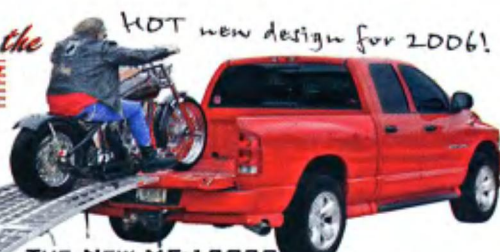


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**HEAVY DUTY
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Rikki Battistini's Stone Cold Custom

PAINT IT BLACK



Remember "Paint it Black," the No. 1 hit by the Rolling Stones back in 1967? Well, this cool custom was built with a nod to the Stones and so noted via the gas tank graphics and also by the motorcycle's name... "Paint it Black." This 100-inch S&S/Nigel Patrick enhanced show and go scooter clearly bears the signature styling of master builder Rikki Battistini from the sculpted flow of its gas tank, to its ultra low stance, to the "no frills, all thrills" overall design and visual impact.

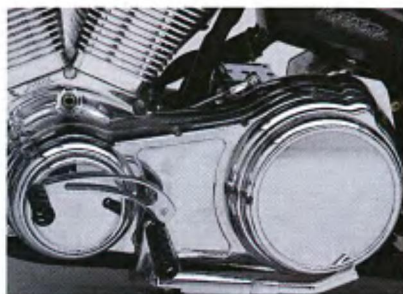
Rikki was the distributor for Arlen Ness products for 15 years in the U.K. before deciding to swap the worrisome weather of his native England for the sunnier shores of California. He took up residence in San Ramon near Dublin, not far from the Ness headquarters where, for the past five years, he's been conjuring up a range of custom parts to add to their ever expanding catalog, and overseeing the daily operations at Casa Ness. "As far as designing new parts, we're trying to design bolt-on stuff because I believe we need to go

back to basics: parts that Harley riders can easily bolt onto their bikes. This particular bike carries that philosophy: straightforward in design, lean and low, where form and function come together. It's a cool European style, a compilation of years and years of my bike building, actually a style I like best."

The genesis for Paint it Black came at the Las Vegas BikeFest, where 25 of the world's foremost builders are invited to showcase their talents by creating a bike specifically for the show. "In addition to fashioning the gas tank and fenders from aluminum, I tried some different finishes like the black anodizing and black chrome as used on the bars and heat shields," says Rikki. "The grips and pegs developed for this bike went into production and now are in the Ness catalog. Black anodizing the wheels, then machining them afterwards is another concept we're going to use for finished product, again something generated during this bike's build."

Building the bike had more significance than creating a world-class show bike since it needed to be of a quality that would maintain Rikki B's efforts to gain his U.S. green card. He's over here on what they call a "celebrity" visa, and keeping that status is no easy matter. "You have to remain in the top 2% of the industry to maintain that status, so you could say this bike was a green card to my green card, a process I'm still working on in my effort to remain in this country."

While this bike was a show bike and helped fulfill that all-important visa requirement, Rikki decided it would be his go-bike as well and has kept it as his personal ride. Like they say, if you want to sell it, paint it red; if you want to keep it, paint it black.





When he's not building bikes, Rikki enjoys being with his wife and two daughters and "relaxes" by participating in the challenging sport of cave scuba diving where he explores the dark labyrinths of underwater caverns. "The darker and stranger, the better," says Rikki. "I like finding new paths through the caves." You could say that echoes his continuing explorations down the path to new custom bike designs.

For more info you can reach Rikki B. at 925-479-6374 or log on to thier Web site at www.company.arlenness.com.

—Paul Garson





Owner: Rikki Battistini
City: San Ramon, California

GENERAL

Designer: Rikki Battistini
Fabrication: Rikki Battistini
Year and make: 2004 Battistini
Model: Special Construction
Assembly: Rikki Battistini
Time: 2 months
Chroming: E.P.S.

ENGINE

Year: 2004
Model: Evo
Rebuilder: Twin Tech
Displacement: 100 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: J&E
Heads: Patrick Billet by Ness
Cam: Carl's Speed Shop
Lifters: JIMS
Carb(s): SU
Air cleaner: none

Pipes: Rikki Battistini
Mufflers: you're kidding
Transmission: 2004
Modifications: 5-speed
Shifting: mid controls

PAINTING

Painter: Jeff McCann
Color/type: black
Special paint: PPG

FRAME

Year: 1999
Builder: Harley-Davidson/Rikki Battistini
Type: Softail
Rake: 38 degrees
Stretch: 5 inches
Shocks: Legend Air
Modifications: swingarm stretched,
machining by Dave Smith

ACCESSORIES

Bars: Ness black chrome
Handlebar controls: Performance Machine
Fenders: Rikki Battistini
Headlight: Headwinds

Taillight: Ness Rad II
Pegs: Rikki Battistini
Electrics: Rikki Battistini
Gas tank: Rikki Battistini
Oil tank: Rikki Battistini
Oil system: S&S
Seat: Danny Gray
Grips: Rikki Battistini

FORKS

Type: Rikki Battistini custom
Extension: 4 inches over
Builder: Rikki Battistini

WHEELS FRONT

Size: 21-inch
Wheel: Evil 7 by Ness
Tire: Avon
Brake: Ness

WHEELS REAR

Size: 8-inch
Wheel: Ness Evil 7
Tire: Avon
Brake: Performance Machine
Photographer: Michael Lichter



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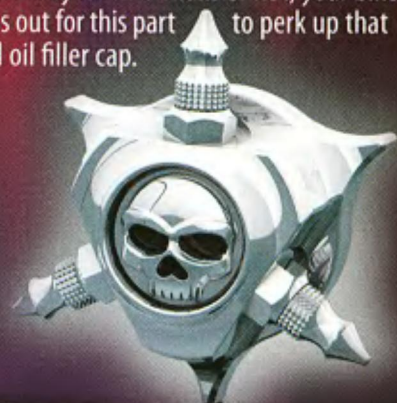
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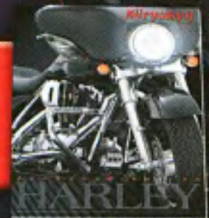


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2006 HARLEY DEALERS RALLY

MILWAUKEE MADNESS

Record heat and tornado warnings could not keep the crowd away from the 5th annual Milwaukee Dealers Rally. Annually, the big four of the Harley-Davidson dealers in the Milwaukee area throw a small, intimate get together to debut the new Harley-Davidson model line. This yearly bash accounts for the whereabouts of approximately 28 thousand of the cheese lovin' biker public and takes place on the infield of Wisconsin's Milwaukee Mile racetrack. Okay, maybe small and intimate might not be the best way to describe this four day and night long party, but when the weather cleared and the gates opened, it was difficult to tell if these guys were coming to the event to preview the new models, or for that ride around the race-track on their way to the parking lot. We saw more than a few folks blow past the parking attendants for another lap on the track.

Inside the park, there were no lack of things to keep your mind off the heat. Whether you were

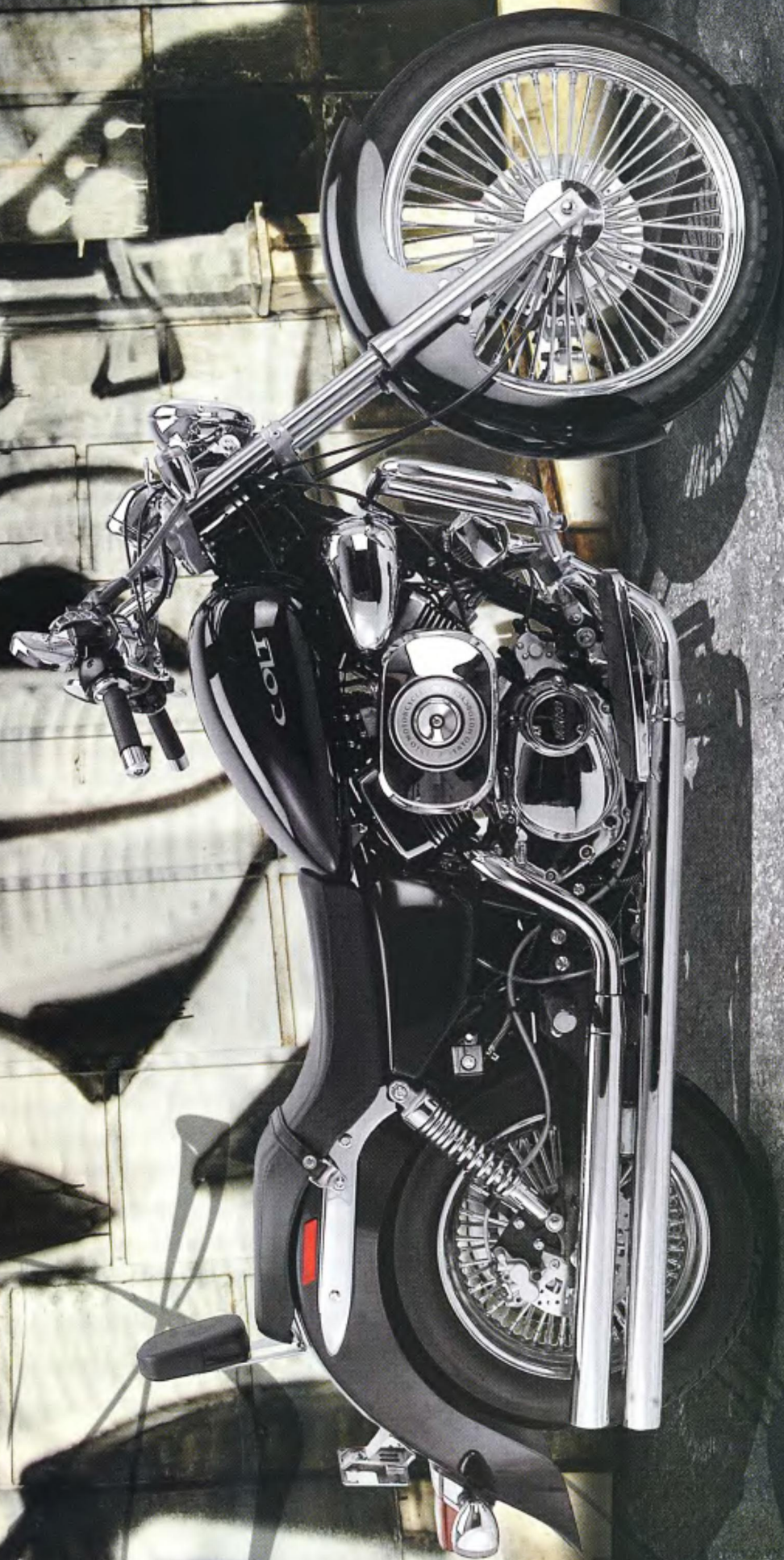
here to ogle the new 2007 H-D models, take a test ride on a Harley of your choice, or party to the wee hours, this was an event not to be missed. No kidding, you could actually take an unescorted ride on a nine-mile predetermined course around the Milwaukee State Fairgrounds. Although many took advantage of the free test rides, the lines moved pretty quickly. The H-D guys came prepared with plenty of scooters to go around. Custom bike shows, stunt riding performances and a variety of other entertainment including cooking demos by the one-and-only Biker Billy kept this crowd happy. Vendors for everything biker-related were showing in force. Leathers, H-D clothing, custom bolt-on goodies, it was all there. If you needed a super fast lawn mower, you could pick one up. These cutters make you wish you had a lawn to mow. Need an ink fix or have a burning desire to be punctured? Starship Body Works was on hand to do tattoos



NEW 2007

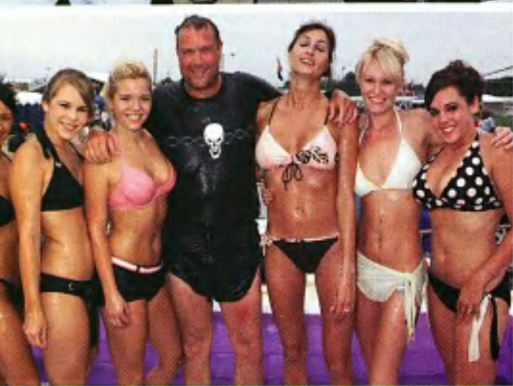


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and piercings in their rolling studio.

Never fearing the competition, the H-D dealers welcomed other makes and brands of bikes to crash this party as well. Present were Victory, Pitbull, Thunder Mountain and Brad Rule, aka. "The Wrench," all the way from Tampa, Florida.

With all this fun stuff to do, the party didn't really get cranking until the sun went down. Live rock 'n' roll provided by Blue Oyster got the late night party started. Twenty other rock, blues and country bands kept the energy going on multiple stages all weekend. Fire shows by the Michigan Burnez acrobatic team wowed the crowd with some too-hot-to-handle juggling and

fire breathing stunts. Throw in a late night burnout contest, some lady cheese wrestlers (yes indeed, cheese wrestlers) and that makes "heat" the definite theme for this biker bash.

Jaw-dropping performances by the Purrfect Angelz, Milwaukee's Brew City Babes and a Miss Milwaukee bikini contest made the temperature rise just a little bit higher. However, we don't recall any complaints about the scantily clad girls seen heating up the stage. The silence was most likely due to the mass quantities of frosty brew that was available. Harley's hometown or not, it's still Milwaukee for crying out loud, what did you expect? Cheese! At this party, they only wrestle in that stuff. —Don Rogers

Photos: Don Rogers



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You Don't Know Dick!

Bent On Getting Spent

Engorged with attitude, the custom bike on these pages is so hot that owner Ron Mangus just can't keep the ladies off of it. They call Ron "The Stitcher," because of his reputation for impeccable auto interiors that began back in 1969. When a guy with nearly 40 years around hot rods, restorations and ground-up customs starts talking about building his own chopper, people listen.



Ron shared some ideas with his multi-talented bike builder friend Dean Padie and, as you can see, they created a custom scoot that renders lesser bikes uselessly limp. Don't even think of parking next to this bike if you want *your* ride noticed. Ron and Dean went to high school together in Bloomington, California, so this project wasn't their

first run down the track together.

Dean has racing fuel in his veins and he began racing cars as soon as he was tall enough to see over the dashboard. He has the skill to fabricate any part and is all about showing off his rare ability to look at something and make it bigger, better and more fun. Speaking of fun, check out this month's Fox Hunt winner,



Tara. She was all too glad to help us keep up our quota of nekkid breasts in the magazine.

Dean thought his Rialto, California, shop needed a name that would reflect his outlook on life, so he calls it Sick Dicks Customs. Dean literally works from the depths of his very soul, leaving no detail undone. For example, he fabricated and then scrapped two tanks before he had one that made him happy. Ron would call Dean to check on a few of the finer points of the project, but for the most part Dean would just say, "I'll call ya when I need ya."

Ron's design focused on combining all of his favorite things into what would become his beloved bike. From the top view, Ron points out the way the lines of the tank flow back behind the seat to create a cradle for the seat pan. Ron thinks that most motorcycles have seats that look like they are just stuck onto the frame as an afterthought. Ron says, "The seat should look and work as good, if not better, than any other part of the bike."

Randy Borcharding of The Paint House in Tomball, Texas, is one of very few painters who can meet the requirements of Ron and Dean. They built special shipping crates to move the tins from Rialto to Tomball, in order to get flames that look this hot. Jim at Havoc Cycles in Hesperia, California, made these choice pegs and pipes.

Ron rides his Sick Dick Chopper from Tom's Farms down to Hell's Kitchen on the Ortega Highway. Dean and Ron rode to Laughlin last year, and Dean couldn't stop himself from instigating a friendly little burnout competition. When the smoke cleared, it was Dean who was responsible for the longest patch of freshly filleted Avon hide. On the way back home, Ron noticed that his tire had been roasted a tad beyond the scorching point and was looking dangerously thin. Sounds pretty sick? You betcha. Rise to the occasion and roll your mouse's ball over to www.ronmangus.com where you too can see the virtue of having a Sick Dick...chopper, that is.

—Cheesy Dick





FRONT END

Type: wide, polished
Extension: 2 inches
Triple trees: raked 8 degrees
Rebuilder: Pro-One
Modifications: Pro-One

WHEELS

Hub: Covingtons Cycle City
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: Pro-One
Photos: Mike Chase



ACCESSORIES

Bars: Sick Dicks Customs
Risers: none
Handlebar controls: Performance Machine
Fenders: Kraft Tech Modified by Dean Padie of Sick Dicks
Headlight: Adjure
Taillight: Pro-One
Speedo: none
Pegs: Havoc Cycles
Foot controls: Havoc Cycles
Electrics: Sick Dicks Customs
Gas tank: Sick Dicks Customs
Oil tank: Sick Dicks Customs
Seat: Ron Mangus
Mirrors: none
Grips: Pro-One

Owner: Ron Mangus
City: Rialto, California
Fabrication: Dean Padie
Model: 2005 Sick Dicks chopper
Time: 3 months
Chroming: MJB Chroming

ENGINE

Year/model: 2005/Ultima
Builder: Ultima
Displacement: 120 cubic inches
Ignition: Crane Hi-4
Cam: Ultima
Carb: S&S
Pipes: Havoc Cycles

TRANSMISSION

Year/make: 2005/Baker 6-speed

PAINT

Molding: Randy Borcharding of The Paint House
Painter: Randy Borcharding of The Paint House
Type/color: House of Kolor/black with orange flames
Special paint: Randy Borcharding of The Paint House

FRAME

Year/make: 2005/Covington
Type: hidden-shock
Rake: 43 degrees
Stretch: 7 inches back
Shocks: Progressive
Modifications: Dean Padie



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Product Review



A DARKER SHADE OF PALE Quick-Change Windshield From Memphis Shades

Few things are as pleasant as a long ride through backcountry roads on our Dyna Street-Bob. Having said that, we decided to figure out what could make such a ride more enjoyable.

The top picks were more horsepower, forward controls, bigger saddlebags and a windshield. Having already added a set of saddlebags, we opted to try out a bug catcher, preferably one that isn't so large that it takes away from the bike's style.

After rummaging through the Drag Specialties catalog, we decided on a Memphis Slim, an 18-inch wide windshield by Memphis Shades. They are available in two heights (15 inches and 17 inches) and nine colors. We choose the 17-inch version in black (Drag P/N MEM4211). Now the whole windshield isn't black, just the lower half. Then we looked up the correct mounting kit for our Dyna Street Bob, with its 49mm fork tubes (Drag P/N 2320-0006). As an added benefit, the shield attaches to the bike's fork tubes with their Quick-Change clamps. That way we can cruise the city with the bike looking chopper cool and then hit the road with the windshield on in under 10 minutes.

Installing the windshield took us less than one hour. Trying out the Quick-Change feature took all of 10 minutes. You loosen four Allen bolts, remove the windshield from its mounting lugs and snug the bolts back down. Memphis Shades even includes a real cool long T-handle Allen wrench. Riding with the windshield was pure comfort. Adjusting it to almost its maximum height, just below our eyes, it deflected the air right over our head. Can't think of a better way to spend a working afternoon. (We can, but it has nothing to do with this.)

—John Sullivan



The windshield attaching kit couldn't be more complete; it even contains two allen wrenches. The only other tool needed is a 7/16-inch end wrench.



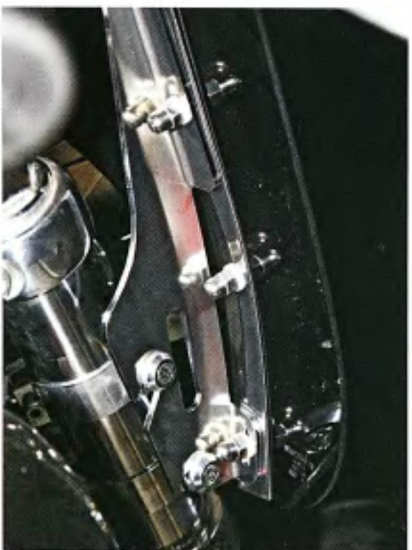
Each of the side mounting plates is secured to the windshield with two screws and acorn nuts. All of the mounting hardware is made from stainless steel.



The fork tube clamps are adjustable for different tube diameters. Our bike has 49mm fork tubes, so the clamps were set in the widest position.



The four Quick-Change clamps are positioned with their lugs facing out to the sides of the bike. We set them 2-inches apart, as explained in the included instructions. We didn't tighten the clamp bolts yet.



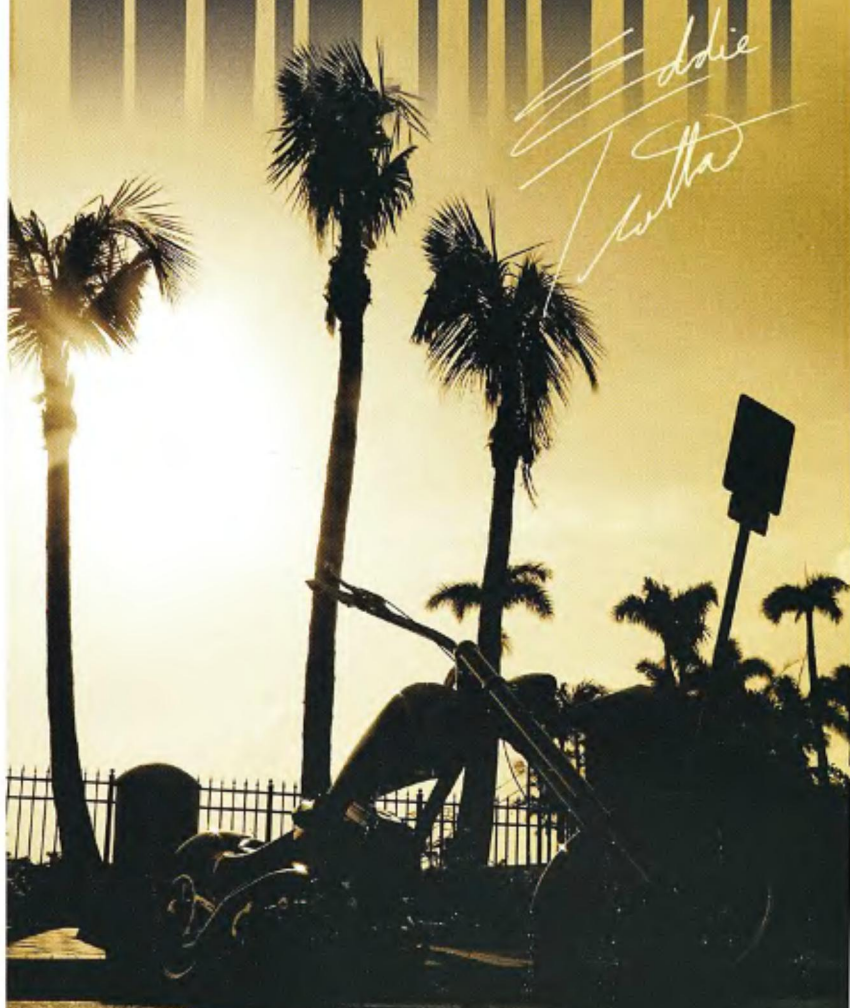
Once we had the windshield on and set to the position we desired, we tightened down the clamp mounting bolts. Now to remove the windshield, all we have to do is loosen the four allen bolts that secure the lugs to the windshield and then lift and tilt the windshield forward to pull it off of the lugs.

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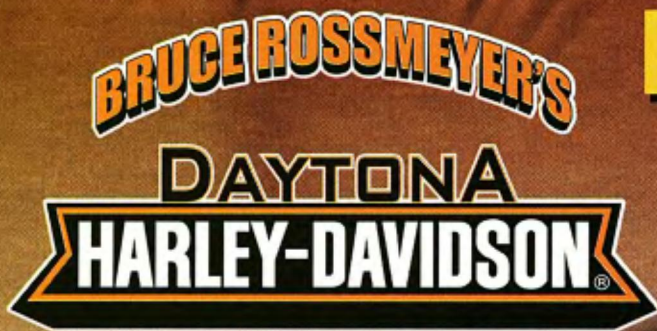
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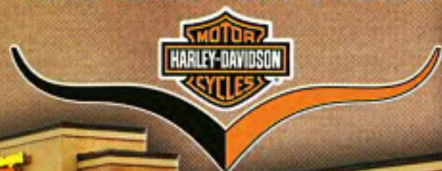
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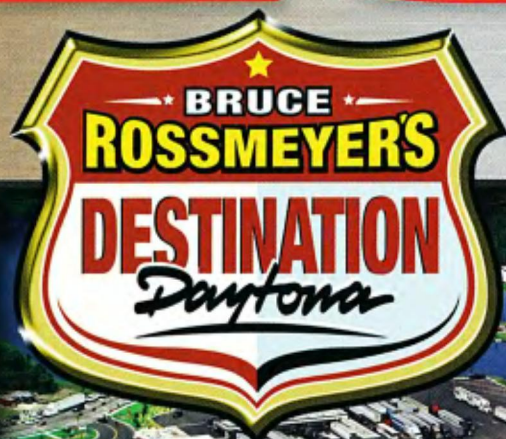
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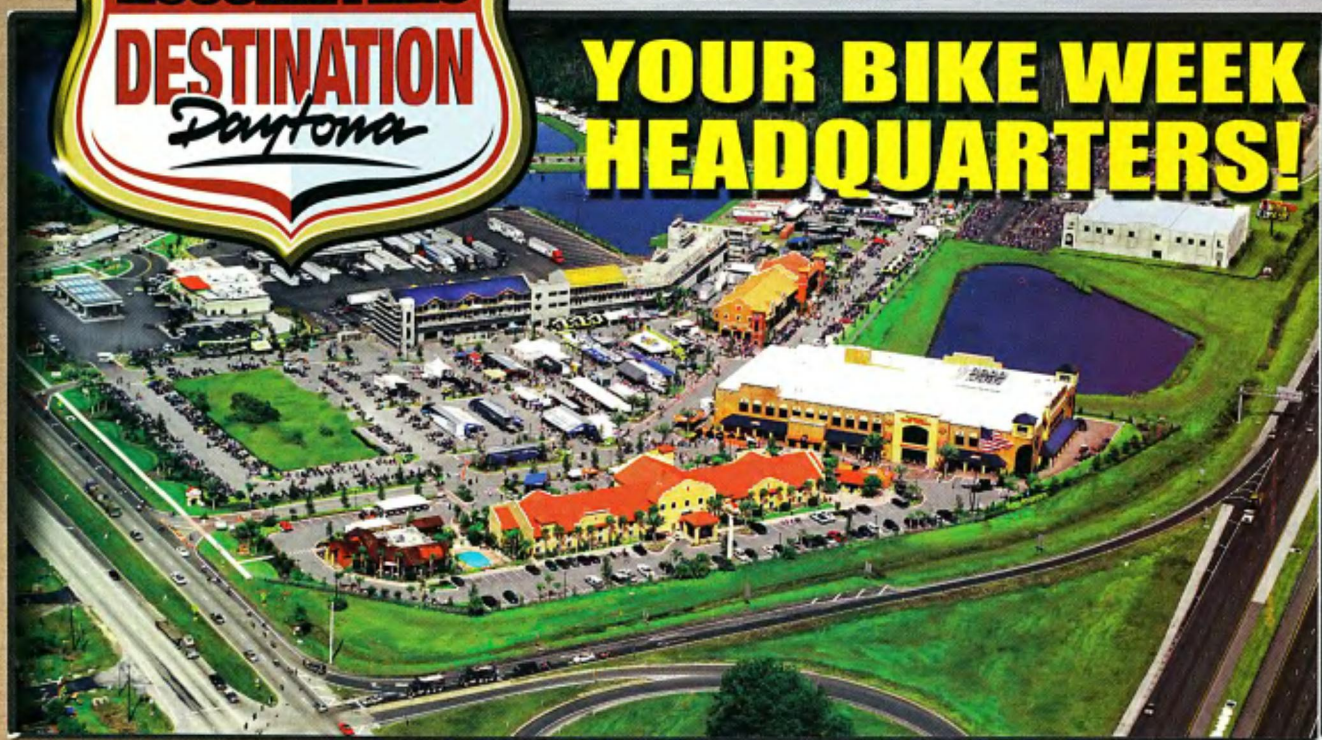
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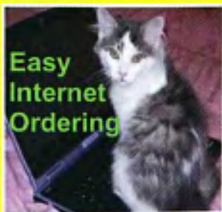
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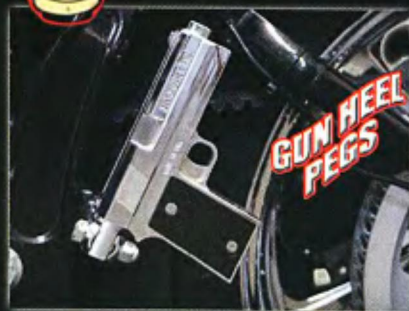
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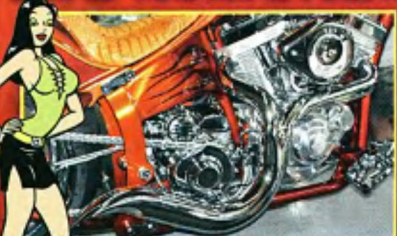
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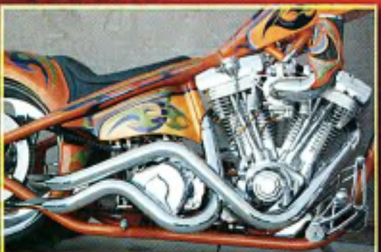
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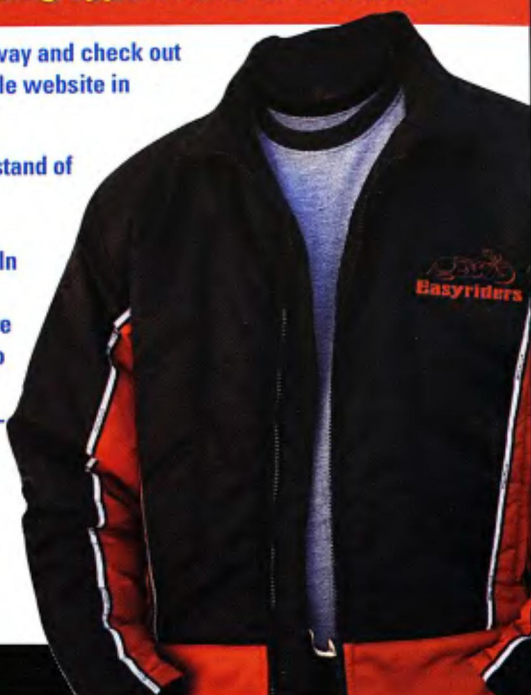
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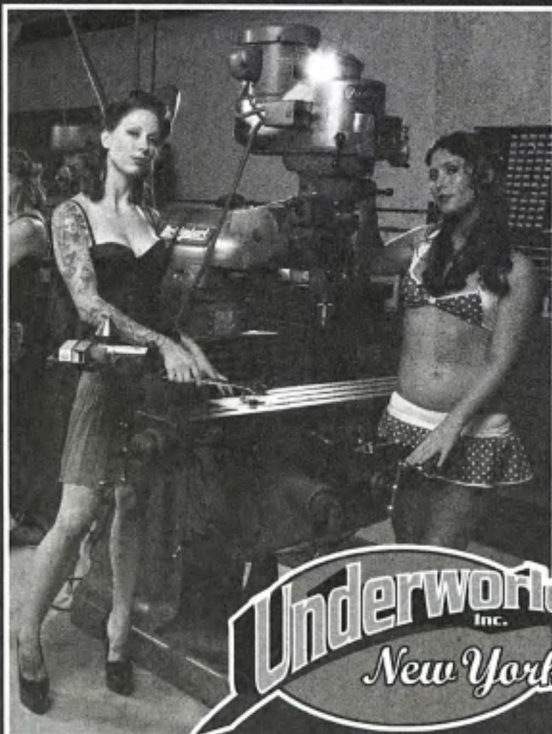
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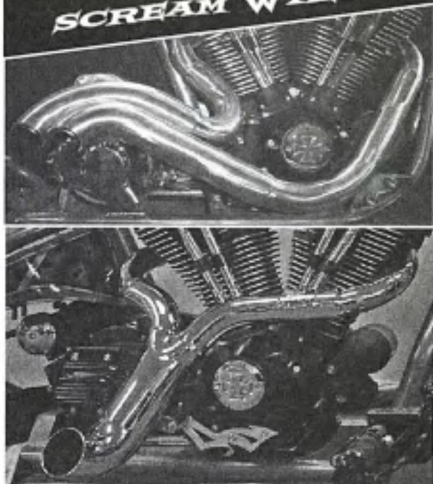
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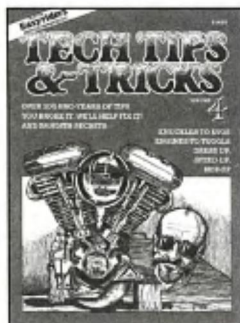
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All ads must be motorcycle related and subject to publisher's approval.

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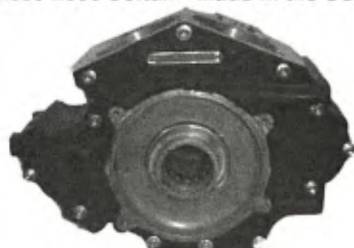
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For the 66th time, Daytona Beach is calling, and bikers across the land are listening. "Come hither," it seems to be saying, "and have the time of your life. Come play in the sand, frolic among semi-naked women, enjoy the hops and malts and other grains until the room is spinning. Partake in the many wonderful pleasures that will be spread before you."

Aah, how can you resist? How can you not push the button and swing your leg over the mighty iron horse parked in your garage, and point the front wheel to 29.21 N latitude, 81.04 W longitude. Enter those coordinates into your automatic pilot and "start 'er up," as they say in this business. Then kick back in your saddle, grab the handlebars, and "let 'er rip." Like a faithful horse, she'll get you there, just in time for a happy hour that's bound to get happier as the hour grows later.

Doesn't matter what you bring with you, if anything or nothing at all. Whatever you want, Daytona Beach has got it, as long as it's got to do with fun and good times. But even if you carry nothing but the clothes on your back, until you can access the Internet directly from your motorcycle, we recommend you bring along this guide. It may not be the most complete (hell, we did it last December!), but it's a good start and will help get you where you want to go.

Since it's not even Christmas as of this writing, you can imagine that some, or many, events might still have changed by the time you read this. For more precise and up-to-date information, there are lots of good Web sites, but the official one is probably also the best one: www.officialbikeweek.com.

—Tripper

Daytona Bike Week 2007 Survival Guide

Destination Daytona

Located on I-95 and U.S. 1, Exit 273, Destination Daytona is the perfect starting point for your Daytona adventure. It has anything and everything the modern biker could possibly wish for, even 109,000 square-feet full of brand-new Harley-Davidsons (just in case you've got your heart set on one). Or, as our intrepid fun guru, Dirty Dave, puts it, "Bruce Rossmeyer's Destination Daytona is a mega biker mall, which includes the new Arlen Ness facility along with the massive Harley-Davidson Superstore, restaurants, a hotel, condominiums, a truck stop, outdoor vendors by the score, and the Teresi Dyno-Drags truck. All this place needs is a roller coaster. It's like a biker-themed Disneyland."

And there you have it. There'll also be live entertainment, a huge manufacturers display, and an on-site expo. For the Teresi Dyno-Drags, you just run whatcha bring without the risk of crashing it.

Daily Events

As usual, events, their times and dates are subject to change, so check the official Daytona Bike Week Guide when you get there, available at the Daytona Beach Area Convention & Visitors Bureau at 386-255-0415 or 800-854-1234. Or check with their official Web site (which is where we always get our info): www.officialbikeweek.com; e-mail address: info@daytonachamber.com

March 2 – March 11, 2006

66th Anniversary of Bike Week – area-wide – 386-255-0981

Official Bike Week Welcome Center

Free literature on area events; pick up the Official Pocket Guide & 2007 Bike Week Poster – 9 am – 6 pm – Riverfront Park – Beach Street – 386-255-0981, ext. 230; www.officialbikeweek.com

Daytona International Speedway – Daytona 200 Week – Ticket Info: 386-253-7223; www.daytonainternationalspeedway.com

Thunder Gulch

Black Cloud Saloon & The Watering Hole Patio Bar – Live entertainment, contests, prizes, giveaways, food, beverages, vendors – one mile north of Bunnell on US1; 800-714-8388

Arlen Ness Custom Motorcycles

Outside vendors, all motorcycle related products, T-shirts, trailer sales, sunglasses, custom bikes & choppers, custom wheels & much more – 420 N. Beach St., Daytona Beach; 386-271-1981

Bank & Blues Club

Home of the Razorbacks, the best in Rockabilly – mezzanine-style historic bank building – 701 Main St., Daytona Beach; 386-252-9877

Barney's Leather

Vending, food, beer, music & T-shirts – 438 N. Beach St., Daytona Beach; 386-677-7674

B.F.F.A.R.

(Bikers for First Amendment Rights)

Formerly Whiskey Pete's
8 am – 2 pm – live entertainment, full liquor bar, food, secure motorcycle parking – 144 Ridgewood Ave., Holly Hill; 386-253-3993

Boot Hill Saloon

Two Locations to party – Main Street location: bands inside & outside – 310 Main St., Daytona Beach, Ormond Beach location: live music daily, Wall of Death, 1081 N. US Hwy 1; 386-257-2007; www.boothillsaloon.com

Broken Spoke Saloon

Great drinks, beer specials daily, full liquor bar, contests, free bike parking & live music – 1151 N. US1, Ormond Beach; 386-673-1040

Carl's Speed Shop

Harley Performance Center – computerized dyno jet 250i dynamometer installations of power commanders – visit our showroom & real performance shop – hi-performance parts & accessories –



clothing & apparel center – 9 am – 7 pm – 390 N. Beach St., Daytona Beach; 386-257-3777

The Chamber, Daytona Beach/Halifax Area

Free literature on area events – free blood pressure checks, first aid & Valvoline display; Official Motor Oil of Bike Week – pick up the Official Pocket Guide & 2005 Bike Week Poster – Sponsored by Motorcycle Safety Foundation; Kevin Killian: 386-255-0981, ext. 230

Cheyenne Saloon

Outback bar, BBQ ribs & smoked turkey legs, games, contests, live bands – Breakfast buffet daily 7 am – 11 am – East Palatka, FL; 386-328-9216

Daytona Harley-Davidson

Outside vendors, all motorcycle related products, clothing, leather goods, chrome & much more – 290 N. Beach St., Daytona Beach; 386-253-2453

Daytona International Speedway

Demo Rides from Honda, Kawasaki, Suzuki, Triumph, Buell, Yamaha, Aprilia, Moto-Guzzi, BMW, Harley-Davidson, Victory, Boss Hoss, and Bourget Bike Works; riders must hold a valid motorcycle driver license and have a DOT-approved helmet to participate; 386-254-2700

Dirty Harry's

Music, food, drinks and fun; 705 Main St., Daytona Beach; 386-252-9877

Down The Hatch

An authentic Florida Seafood Restaurant – Live music, outdoor deck & scenic view – Front St., Ponce Inlet; 386-761-4831

First Turn Lounge & Steakhouse

Live rock & roll bands, tiki bar, contests, karaoke, food, liquor & beer – 5236 N. US1, Port Orange; 386-788-5434

Froggy's Saloon

Music day & night, food, souvenirs and more; 800 Main Street, Daytona Beach; 386-254-8808; www.froggyssaloon.com

Full Moon Saloon

Home of the S2 bloody marys, \$3 margaritas and more; 700 Main St., Daytona Beach; 386-253-1944

Gilly's Pub 44

Blow-out party every day; live bands noon – 2 am, including national recording artists; games, dancing, food & drinks, vendors, contests; 1889 SR 44, New Smyrna Beach; 386-428-6523; www.pub44.com

Gold Wing Getaway Vendor Show

9 am – 6 pm – pinstripping, airbrush

artists, tires, accessories, food and more; presented by Chapter FL1-H Old Wing Riders Assoc.; New Smyrna Beach Airport, US1; 386-673-6176

Hang Dawg Saloon

Live music daily by Fireball from England, Hogwild Honeys, bike wash, bull riding, contests; 1065 US 1N, Ormond Beach; no phone

Inlet Harbor Marina & Restaurant

Live music daily, fresh local seafood, steaks, cold beer & tropical drinks – Party on the areas largest torch lit deck – South on A1A to 133 Inlet Harbor Rd., Ponce Inlet; 386-767-5590

Iron Horse Saloon

Food, vendors, Wall of Death, burn out pit, live entertainment – 1068 N. US1, Ormond Beach; 386-677-1550

JB's Fish Camp

Rustic dining on the river, Key West style sunsets, full bar, outside dining, & live music nightly – A1A South, beachside New Smyrna Beach; 386-427-5747

Kickstand City

Overnight parking throughout Daytona 200 Week by Honda; 386-254-2700

Ocean Deck Restaurant & Beach Club

Reggae Beach Bash with oceanfront views – great food and drinks; 127 Ocean Ave., Daytona Beach; 386-253-5224; www.oceandeck.com

Riverfront Park

9 am – 8 pm – Major manufacturers' motorcycle displays, food court, live entertainment, official merchandise and official Welcome Center; across from Harley-Davidson; 386-677-9609

Smiley's Tap

World Famous \$7 BBQ Buffet, music, outside beer garden, vendors, awesome food & nightly bon fires – 1161 N. US1, Ormond Beach; 386-677-9609

Spider's Promotions

Bike Week Campground, hot showers, Volusia Speedway Park, located on Rt.40, 15 miles west of I-95; 888-438-2729

Sunshine Park Vendor Expo

8 am – 6 pm – free admission – 2400 S. Ridgewood Ave., South Daytona; 386-677-6749

Traders Beach Club

Live music nightly, contests with cash prizes, no cover charge – 317 Flagler Ave., New Smyrna Beach; 386-428-9141

Wise Guys Watering Hole

Great entertainment, food, best view in town – 415 Main St., Daytona Beach; 386-253-8251

The Wreck Riverfront Restaurant

Located directly on the river; 510 Main St., Daytona Beach; 386-226-3000

Volusia County Fairgrounds Swap Meet

– 9 am – 8 pm – Parts from around the world with biker games & more – DeLand; 386-252-3101

March 4

Smiley's 32nd Annual Pig Roast

With music, outside beer garden, vendors & bonfire; 1161 N US1, Ormond Beach; 386-677-9609

March 5

Daytona 200 MC Mystery Ride

9 am until ?; a 200-mile ride through Florida back roads and forests; easy paced, plenty of stops, lunch somewhere; registration 9 am – 10 am – 3.5 miles west of I-95 on International Speedway Blvd.; no phone

March 5 – March 10

H-D & Buell Demo Rides

9 am – 3 pm – Daytona International Speedway; no phone

March 6

Harley-Davidson

10 am – 5 pm
Indoor Show, other activities tbd; Ocean Center Arena; 386-254-4500

March 7

Cabbage Patch

Coleslaw Wrestling; located in Samsula; 386-428-5459

Harley-Davidson

8 am – 4 pm
Ride-In Show; registration begins at 8 am – judging 11 am -3:30 pm – awards at 4 pm – Ocean Center East Side; 386-254-4500

March 8

Gilly's Pub 44

26th Annual Bike Bash; outdoor concert – real food and drinks, vendors, and much more; 386-428-6523; www.pub44.com

March 8 – March 11

Metric Experience

Wyotech College

The Metric Experience welcomes sport bike and the metric motorcycle community to the new Destination Daytona; event takes place at Wyotech College campus; for detailed information, visit www.metrictv.com/ads/bikeweek2007.htm; phone: 561-482-9370

March 9

Boardwalk Merchants Association

16th Annual Boardwalk Classic Ride-In Show
8 am – 4 pm – registration from 8 am – 11 am – show begins at 11 am – awards at 4 pm – cash prizes & trophies – enter Boardwalk from corner of Main Street & Ocean Avenue; 386-253-0254

JB's Fish Camp

14th Annual Clambake & Seafood Festival
A1A Beachside, New Smyrna Beach; 386-427-5747

March 10

Daytona Supercross by Honda

Daytona International Speedway; 125cc SX Series Main Event; 386-253-7223; www.daytonainternationalspeedway.com

66th Daytona 200 by Honda

Daytona International Speedway; Daytona 200 by Honda & AMA Superbike Championship opening round; 386-253-7223; www.daytonainternationalspeedway.com

Daytona Beach Community Foundation Motorcycle Drawing

The Chamber, Daytona Beach & Halifax area – Official custom motorcycle drawing at around 1 pm at the Bandshell behind the Hilton Daytona Beach @ Ocean Walk Village (formerly Adam's Mark); 386-255-0981; www.officialbikeweek.com

35th Annual Rat's Hole Custom Bike Show

This year it happens at the Daytona Lagoon, next to Ocean Center. For the first time: V-8 Chopper Build-off; all contestants line up next to curb on Ora Street between 7:30 am and 8:30 am – judging at 10 am; 386-454-3496; www.ratshole.com

Biker Bash on the Beach

Hilton Daytona Beach Oceanfront Resort
1 pm – Headliner Concert at the Bandshell; 386-254-8200

Bars and Strip Clubs

Art's Place

5115 N. Hwy. 17, DeLeon Springs
Off the beaten path – burgers, bands, bonfires, BBQ, horseshoes, miniature golf, poker runs, etc. 386-985-5151

Billy Bob's Country Night Club

2801 S. Ridgewood Ave. (U.S.1), South Daytona
386-756-0448

Boot Hill Saloon

310 Main Street, Daytona Beach
There is something happening in this place each and every day. Check daily events schedule for more info.
386-258-9506

Bottom's Up Club

2396 N. U.S. 1, New Smyrna Beach
Strippers; barbecue in the back. 386-427-0364

Cabbage Patch

Coleslaw wrestling, 12 Noon – Samsula. 386-427-8969

Cheyenne Saloon

Hwy 17 S. East Palatka, 2 miles south of the bridge. 386-328-9216

First Turn

5236 U.S. 1, Port Orange
Free beer hour every day, plus live bands daily, LA Knockout Oil Wrestling, Miss Bare Chaps, and a whole bunch more of fun stuff. 386-760-378

Froggy's

800 Main St., D.B.

"The biggest party on Main Street" with lots of stuff going on night and day. 386-253-0330

Full Moon Saloon

9 S. Wild Olive, D.B.
386-257-8661

Gilly's Pub 44

1889 State Road 44, New Smyrna Beach. There's something happenin' every day of the week (see Events Calendar). 386-428-6523

Iron Horse Saloon

1068 N. U.S. 1, Ormond Beach
The 13th annual motorcycle Mardi Gras, free beer hour daily, live bands, events, California Hell Riders and their Wall of Death. 386-677-1550

Jackson Hole Saloon

1081 N. U.S. 1, Ormond Beach
386-673-6996

Last Resort

5812 Ridgewood Ave. (U.S. 1), South Daytona
Daily live bands, vendors, and entertainment. 386-761-5147

Main St. Cafe/Al's Alley Pub

821 Main St., Daytona Beach
A busy place, lotsa music. 386-257-2323

Molly Brown's

542 Seabreeze Blvd., Daytona Beach
Strippers, strippers, strippers... 386-255-5966

Pandora's Box

319 2nd Ave., Daytona Beach
Strippers and more. 386-252-9163

Ringside

116 E. Dunlawton Ave., South Daytona
Boxing ring, Miss Daytona Bike Week contest, cheap beer, BBQ and much more. 386-756-0230

Shark Lounge

730 Int'l. Speedway Dr., Daytona Beach.
Strippers galore. 386-258-1230

Shingle Shack

640 N. Ridgewood, South Daytona Beach. Strippers etc. 386-252-3584

Smiley's Tap

1161 N. U.S.1, Ormond Beach
Just like last year: lotsa stuff happening. 386-677-9609

Sopotnick's Cabbage Patch

549 Tomoko Farm Rd., New Smyrna Beach
Daily bands, 2-wheel camping, and much more. 386-427-2659

Squeeze Inn Pub

5005 S. Ridgewood Ave. (U.S. 1), South Daytona
Drink specials, bands and contests. 386-760-2564

Willy's Motorcycle World

566 Ballough Rd.,
Collector bikes on display.
386-253-2100

Swap Meets

Spider's Swapatona Gigantic Motorcycle Swap Meet

Six acres of motorcycle arts and
accessories - Daytona Flea
Market, I-95 and U.S. 92, Daytona
Beach, 1 mile west of Daytona
International Speedway.
Daily, 10 am - 6 pm
800-262-6946

28th Daytona Beach Swap Meet Jam-On Productions

9 am - 6 pm; Daytona Flea Market,
corner of ISB & Tomoka Farms Rd.;
buying, selling & trading
motorcycles and all the
accessories; parts new & used;
daily bike shows; live
entertainment; good food and cold
beer. 301-336-2100

Shops & Parts

Bas Cycles

1842 S. Seagrave St.
South Daytona; 386-767-1993

Choppers World

618 Main St.
Daytona Beach; 386-252-1922
www.choppersworld.com

Corbin

814 Main St.
Daytona Beach
386-258-8191
www.corbin.com

Cycle Accessories of Daytona & Polaris

712 N Beach St.
Daytona Beach
386-255-4255
www.polarisofdaytona.com

Cycle Goodies

300 Ridgewood Ave.
Holly Hill; 386-258-5691

Daytona BlackGold Cycles Inc.

541 Ballough Rd, Daytona Beach
386-258-8020

Daytona Cycle

333 Carswell Ave.
Holly Hill
386-255-0566

Daytona Harley-Davidson

290 N Beach St.
Daytona Beach
386-253-2453
www.harley-davidson.com

Daytona Import-Export

1633 State Ave.
Holly Hill
386-673-1921

Magnum Cycles

612 N Ridgewood Ave.
Daytona Beach
386-253-1398

Miller's Custom Parts

1863 S. Ridgewood Ave.
South Daytona
386-761-0858
www.commercemarketplace.com/
pages/millers

Personal Cycle Service

594 Ballough Rd.
Daytona Beach
800-435-7039
www.pcscdaytona.com

Prinkey's Used Motorcycles

5840 S. Ridgewood Ave.,
Port Orange
386-322-5533

Robison's Sales & Service

508 W. International Speedway B,
Daytona Beach
386-255-6788

Peen's Precision Motors

420 N. Beach St., Daytona Beach
386-252-9569
Russell's Cycle Care
Where: 2514 N. Dixie Freeway
(U.S. 1), New Smyrna Beach
386-427-6001

Slick Cycle Tony's Hacienda

207 Dunlawton Ave. (U.S. 1 and Rt.
421) Port Orange
386-760-4456

Services

Bike Week Welcome Center,

503 Main Street, Daytona Beach
Sponsored by the Daytona Beach
Chamber of Commerce
Open daily from 10 am - 10 pm.
Check out their Web site:
http://www.officialbikeweek.com.
386-255-0981

Bikers Against Manslaughter,

Ellis Groceries, 601 Main St.,
Daytona Beach. Open daily;
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breakdown and legal assistance;
free membership cards.
800-4-BIKERS

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Canada; www.brosclub.org

Bike Transportation

If you can't ride to Daytona, but
have to have your bike there,
shipping is the way to go. The

following companies will be happy
to take care of that for you.

J.C. Motors

As the official shipping company
for us here at the rag, they give
exceptional shipping. In fact, they
specialize in motorcycle shipping,
because they started out as
motorcycle shop and wholesalers.
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assed dressers are no problem for
them, and they've got a special,
patented "pop-up" crate, which
they'll ship to the customer for
easy crating, and then they'll pick
it up. JC Motors ships
internationally, nationwide, and to
all rallies. And if the old lady's
kicked your ass to the curb and ya
gotta move all your crap out, they'll
do that, too. For more info or to
have them ship your ride, call 800-
730-3151, or go to
www.motorcycleshippers.com.

Goldrush Motorsports

They'll ship your bikes from
anywhere, USA, to Daytona,
provided it's more than one. So if
you and your buddies don't have
the time to ride, just call Ken and
he'll handle it for you. Their phone
number is 310-963-1701, or visit
them on the Web at
www.goldrushmotorsports.com.

Amtrak

The only route Amtrak will provide
this service for you is on their Auto
Train, which runs from Lorton,
Virginia, to Sanford (just outside of
Orlando), Florida, and return, once a
day. For more info call 800-USA-RAIL.

Federal Company

As an agent for Allied Vans, they'll
ship your bike pretty much
anywhere within the continental
U.S. They'll pick up individual bikes
or groups, and the more bikes, the
more of discount rate you'll get.
Just make sure you call 'em about
three weeks before you want the
bike in Daytona, or a month, if you
live in the boonies. They'll even
take your bike in Daytona for the
return trip and drop you off at the
airport. For more info call 800-747-
4100, ext. 217. Or check 'em out at
www.federalcos.com.

Bike Rentals

There are so many bike rentals out
there these days, it's impossible to
list them all. Here's only a
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don't like these, find your own by
surfing the net. You'll be
overwhelmed.

EagleRider

EagleRider pioneered the Harley-
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concept and the guided
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Harley-Davidson

Yes, the Company rents Harleys, too. They have 20 outlets in Florida alone, with Daytona H-D being the closest one to the action, of course. However, if they're all out of bikes by the time you call 'em, surf on over to www.harley-davidson.com to see where else you can pick up your tool of mischief.

2Wheel Adventures

They're an independent motorcycle travel agent for several rental and tour companies worldwide. They say they don't own the bikes, but they'll try to get



you on the one you're looking for! Call 'em at 866-990-RENT or find 'em at www.quantrill.com.

Campgrounds

Abate of Florida, Inc.

Hot showers, food, vendors, 24 hour security. Hook-ups available with reservation. - Volusia County Fairgrounds; 386-943-9610; www.abateofflorida.com

Bulow World Famous RV

Resort/Campground
Food and beverage - Contests - Live bands - Flagler Beach, PO Box 1328; 800-RV BULOW

Cackleberry's Lot Next Door

RV & tent camping, entertainment, food, games, beverages, vendor space available - West on International Speedway Blvd. South on Tomoka Farms Rd. (8 miles); 386-428-5459

Crazy Horse Campground

Daytona's largest campground catering to bikers - 90 acres of clean, level camping - hot showers. Mailing address: 910 South Beach Street, Daytona Beach, FL 32114 - Street address: 1425 Tomoka Farms Rd., Daytona Beach, FL 32124; 888-GET-CRAZY

Daytona Beach Campground

4601 S. Clyde Morris Blvd., Daytona Beach, FL 32119-1220; 386-761-2663

Daytona 200 M/C Camping

Motorcycles only camping, clean restrooms, showers, full kitchen, security. 3-1/2 miles west of I-95; 386-677-2061; www.daytona200mc.com

Flea & Farmers Market Camping

Tent & RV sites, hot showers, RV water fill-up, no full hook-ups - 2987 Bellevue Ave., Daytona Beach; 386-253-3330

Harris Village & RV Park

Eagles Nest Beer Garden & Eatery - food, beer, wine, vendors, T-Shirts, custom choppers, happy hour 2 for 1 beer everyday 5 pm - 6pm. Full hook-up RV Park - 1080 N. US1, Ormond Beach; 386-673-0494

Jackson Hole Campground

4 miles from US1 strip - primitive camping is available - Call Sandy for reservations & directions - 386-673-0617

KOA Kampground

Bikers Welcome - Breakfast restaurant, hot showers, good rates - I-4 exit 114, DeLand/Orange City; 386-775-3996

Moonshine Campground

Primitive camping, no hook ups, clean restrooms & showers, food, cold beer - \$15 per person per day - no reservations - 24 hour security - 1725 N. US1, Ormond Beach; 386-677-1550

Motorcycles Only Camping

Daytona 200 M/C Clubhouse, 1 mile west of I-4 on Hwy. 92, Daytona Beach. Clean rest rooms, showers, food available - camping by donation. 386-672-3927 - contact Frank Whitacker

New Smyrna Campground

West of I-95 (Exit 249) on Hwy. 44 & 415, across from New Smyrna Speedway; 386-527-6010

Nova Family Campground

24-hour guarded primitive tent camping,

campfires permitted - Camp store, firewood, LP - 1190 Herbert St., Port Orange; 386-767-0095; www.gocampingamerica.com

Orange Isle Campground

3520 South Nova Rd., Port Orange FL 32127; 386-767-9170

Primitive & RV Camping

1000 feet from Daytona Harley-Davidson - 312-360 Mary McLeod Bethune Blvd.; 386-252-5338 daytime, 386-255-3019 evening phone

Spider's Cycle City

Bike Week Campground - hot Showers - Volusia Speedway Park - On Rt. 40, 15 Miles West of I-95; 888-438-2729

Sunshine Holiday Camper Resort

1701 North U.S. 1, Ormond Beach, FL 32174; 904-672-3045 - Contact Linda Ward

The Lot Next Door

Corner of SR415 and Pioneer Trail; next door to the Cabbage Patch; Samsula - www.daytonachamber.com/lotnext.htm 386-428-5459 - contact Frank Luznar III

Thunder Gulch Campground

Black Cloud Saloon & The Watering Hole patio bar - Live entertainment, contests, prizes, giveaways, food, beverage and vendors, one mile North of Bunnell; 800-714-8388

No-tell-Hotels & Motels

A1A Daytona Beach Condos

3716 South Atlantic Ave., Daytona Beach Shores, FL 32118; 866-688-6688

Acapulco Inn

2505 S Atlantic Ave., Daytona Beach, FL 32118-5502; 386-761-2210

Aladdin Inn

2323 S Atlantic Ave., Daytona Beach Shores, FL 32118-5345; 386-255-0476

All Season Condominium Rentals

913 Whippoorwill Dr., Port Orange, FL 32119; Phone: 386-316-1143

Atlantic Ocean Palm Inn

3247 South Atlantic Ave., Daytona Beach Shores, FL 32118; 386-761-8450

Bahama House

2001 S Atlantic Ave., Daytona Beach Shores, FL 32118-5007; 386-248-2001

Beachcomber Oceanfront Inn

2000 N Atlantic Ave., Daytona Beach, FL 32118-3399; 386-252-8513

Beachside Ocean Inn

357 S Atlantic Ave., Daytona Beach, FL 32118; 386-253-0571

Beacon by the Sea

1803 S Atlantic Ave., Daytona Beach, FL 32118-5003; 386-255-3619

Best Western Aku Tiki Inn

2225 S Atlantic Ave., Daytona Beach Shores, FL 32118-5319; 386-252-9631

Best Western LaPlaya Resort

2500 N Atlantic Ave., Daytona Beach, FL 32118-3298; 386-672-0990; www.surfsideresorts.com

Best Western Mayan Inn Beachfront

103 S Ocean Ave., Daytona Beach, FL 32118-4321 386-252-0584

Cabana Cottages

2501 S. Atlantic Ave., Daytona Beach Shores, FL 32118; 800-293-0653

Capri Motel

832 N Atlantic Ave., Daytona Beach, FL 32118-3716; 386-252-2555

Captain's Quarters Inn

3711 S Atlantic Ave., Daytona Beach, FL 32127-5201; (386) 767-3119

Casa Del Mar Beach Resort

621 S Atlantic Ave., Ormond Beach, FL 32176-7715; 386-672-4550

Castaway Beach Resort

2043 S. Atlantic Ave., Daytona Beach Shores, FL 32118; 386-254-8480

Comfort Inn

507 S Atlantic Ave., Ormond Beach, FL 32176; 386-677-8550

Condos Daytona Beach Special Events

374 S Atlantic Ave., Ormond Beach, FL 32176; 386-673-9797

Coquina Inn

544 S. Palmetto Ave., Daytona Beach, FL 32114-4924; 386-254-4969

Coral Beach Motel

711 S Atlantic Ave., Ormond Beach, FL 32176-7815; 386-677-4712

Courtyard by Marriott - Daytona Beach

1605 Richard Petty Blvd., Daytona Beach, FL 32114; 386-255-3388

Cove Motel

544 South Ridgewood Ave., Daytona Beach, FL 32118; 386-252-3678

Days Inn Daytona Beach

544 South Ridgewood Ave., Daytona Beach, FL 32114; 386-255-4500

Days Inn Oceanfront Central

1909 S Atlantic Ave., Daytona Beach, FL 32118-5005; 386-255-4492

Days Inn Speedway

2900 W. International Speedway Blvd., Daytona Beach, FL 32124; 386-255-0541

Days Inn Tropical Seas

Oceanfront Hotel
3357 S. Atlantic Ave., Daytona Beach Shores, FL 32118-6308; 386-767-8737

Daytona Beach Hilton Resort

2637 S Atlantic Ave., Daytona Beach, FL 32118-5643; 386-767-7350

Daytona Beach Oceanside Inn

1909 South Atlantic Ave., Daytona Beach Shores, FL 32118; 386-255-4492

Daytona Beach Regency
400 N Atlantic Ave., Daytona Beach, FL
32118-3966; 386-255-0251

Daytona Beach Vacation Rentals, LLC
4115 South Atlantic Ave., Daytona
Beach, FL 32127; 386-760-5515

Daytona Inns - Broadway
219 S Atlantic Ave., Daytona Beach, FL
32118-4303; 386-252-3626

Daytona Welcome Center
616 S Atlantic Ave., Ormond Beach, FL
32176-7716 ; 386-767-5620

Del Aire Motel
744 N Atlantic Ave., Daytona Beach, FL
32118-3805; 386-252-2563

Desert Inn Resort Motel
900 N. Atlantic Ave., Daytona Beach, FL
32118 ; 386-258-6555

Double Stay Inn Oceanfront
905 South Atlantic Ave., Daytona Beach,
FL 32118; 386-255-5432

Dream Inn
3217 S. Atlantic Ave., Daytona Beach,
FL 32118; 800-767-9738
or 386-767-2821;
www.dreaminn.com

El Caribe Motel
2125 S Atlantic Ave., Daytona Beach, FL
32118-5009; 386-252-1558

Esquire Motel
422 N Atlantic Ave., Daytona Beach, FL
32118-3925; 386-255-3801

Fountain Beach Resort
313 S Atlantic Ave., Daytona Beach, FL
32118-4503; 386-255-7491

Grand Seas Resort
2424 N. Atlantic Ave., Daytona Beach,
FL 32118 ; 386-677-7880

Hawaiian Inn
2301 S. Atlantic Ave., Daytona Beach,
FL 32118-5349; 386-255-5411

Hilton Garden Inn
189 Midway Ave., Daytona Beach, FL
32115; 386-944-4000

Holiday Inn DeLand
350 E International Speedway Blvd.,
DeLand, FL 32724-2426; 386-738-5200

Holiday Inn Kennedy Space Cntr.
4951 S Washington Ave., Titusville, FL
32780-7319; 407-269-2121

Holiday Inn Oceanfront
2560 N Atlantic Ave., Daytona Beach, FL
32118-3204; 386-672-1440

Holiday Inn SunSpree Resort
600 N Atlantic Ave., Daytona Beach, FL
32118-3869; 386-255-4471

Indian River Inn & Conference Ctr.
1210 S Riverside Dr., New Smyrna
Beach, FL 32168-7768
386-428-2491

Indigo Lakes Holiday Inn
2620 W. International Speedway Blvd.,
Daytona Beach, FL 32114-1120
386-258-6333

Inn on the Beach
1615 S. Atlantic Ave., Daytona Beach,
FL 32118-4903; 386-255-0921

La Quinta Inn
2725 International Speedway Blvd.,
Daytona Beach, FL 32114
386-255-7412

Magic Carpet Motel
2601 S Atlantic Ave., Daytona Beach, FL
32118-560 ; 386-767-7312

Majesty's Court - Fiesta Motel
999 N Atlantic Ave. Daytona Beach, FL
32118-3717; 386-252-1404

Nautilus Inn
1515 South Atlantic Ave., Daytona
Beach, FL 32118; 386-255-1131

New Frontier Beach Resort
1415 S. Atlantic Ave., Daytona Beach,
FL 32114; 800-463-9803

Oceanfront Motel
3301 S. Atlantic Ave., Daytona Beach,
FL 32118-6308 ; 386-767-1711

Ocean Jewels Club
935 S Atlantic Ave., Daytona Beach, FL
32118-4762; 386-252-2581

Ocean Sands Hotel
1024 N Atlantic Ave., Daytona Beach, FL
32118-3627; 386-255-1131

Ocean Villa Motel
828 N Atlantic Ave., Daytona Beach, FL
32118-3716; 386-252-4644

Ocean Walk Resort
300 North Atlantic Ave., Daytona Beach,
FL 32118; 800-649-3566

Oceans Eleven Resorts Inc.
2025 S Atlantic Ave., Daytona Beach
Shores, FL 32118-5007; 386-257-1950

Palm Circle Villas
2327 S Atlantic Ave., Daytona Beach, FL
32118-5345; 386-255-4004

Palm Plaza Oceanfront Motel
3301 S Atlantic Ave., Daytona Beach
Shores, FL 32118-6308
386-767-1711; www.palmpalaza.com

Perry's Ocean Edge
2209 S. Atlantic Ave., Daytona Beach,
FL 32118-5319; 386-255-0581

Pier Side Inn
3703 S. Atlantic Ave., Daytona Beach,
FL 32127-5201; 386-767-4650

Plaza Caribe Suites at the Beach
301 South Central Ave., Flagler Beach,
FL 32136; 386-439-3020

Plaza Resort & Spa
600 N Atlantic Ave., Daytona Beach, FL
32118-3869; 386-255-4471

Ponce De Leon Motel
3425 S Atlantic Ave., Daytona Beach, FL
32118-6310; 386-767-1511

Ponce Inlet Realty
4000 S Atlantic Ave., Wilbur by the Sea,
FL 32127; 888-882-8870

Quality Inn and Suites
251 S. Atlantic Ave., Daytona Beach, FL
32127; 386-672-8510

Quality Inn on the Beach
1615 S Atlantic Ave., Daytona Beach, FL
32118-4903; 386-255-0921

Ramada Inn Resort Oceanfront
2700 N Atlantic Ave., Daytona Beach, FL
32118-3000; 386-672-3770

Ramada Inn Speedway
1798 International Speedway Blvd.,
Daytona Beach FL 32120-1257
386-255-2422



Ramada Inn Surfside
3125 S Atlantic Ave., Daytona Beach
Shores, FL 32118-6223
386-788-1000

Ramada Limited
1000 N Atlantic Ave., Daytona Beach, FL
32118-3627; 386-239-9795

Red Carpet Inn
1400 North Atlantic Ave., Daytona
Beach, FL 32114
888-237-4201

Rodeway Inn Oceanfront
1299 S Atlantic Ave., Daytona Beach, FL
32118-4801; 386-255-4545

Sands Motel
2523 S. Atlantic Ave., Daytona Beach,
FL 32118; 386-767-2551

Scottish Inn Desert Isle
133 S. Ocean Ave., Daytona Beach, FL
32118; 386-253-0666

Sea Breeze Motel
1108 N Atlantic Ave., Daytona Beach, FL
32118-3629; 386-252-4363

Seagarden Inn
3161 S Atlantic Ave., Daytona Beach, FL
32118-6223; 386-761-2335

Seashore Motel
320 N Atlantic Ave., Daytona Beach, FL
32118-3902; 386-253-9708

Shoreline Motel
2435 S Atlantic Ave., Daytona Beach
Shores, FL 32118-5401
386-252-1692

Silver Beach Club and Village
1025 S Atlantic Ave., Daytona Beach, FL
32118-4764; 800-356-3273

Silver Sands Inn
2119 South Atlantic Ave., Daytona
Beach Shores, FL 32118; 386-258-1012

Southpoint Condominiums
4453 S Atlantic Ave., Ponce Inlet, FL
32127-7178; 800-677-6884

Sunglow Resort
3647 S. Atlantic Ave., Daytona Beach
Shores, FL 32127; 386-756-9778

Sun Viking Lodge
2411 S Atlantic Ave., Daytona Beach
Shores, FL 32118-5401
386-252-6252

Super 8 - Speedway
2992 W International Speedway Blvd.,
Daytona Beach, FL 32124-1009
386-253-0643

Super 8-Speedway / Shivan Inc.
1608 N. U.S. 1, Ormond Beach, FL 32174
386-672-6222

Surfside Resort & Suites, Inc.
251 S Atlantic Ave., Ormond Beach, FL
32176; 386-672-8510

Treasure Island Inn
2025 S Atlantic Ave., Daytona Beach
Shores, FL 32118-5007
386-255-8371

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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 horsepower for each competitor.

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

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!

2008 5TH ANNUAL DYNO-DRAG NATIONALS

Anyone racing in the 2007 year will qualify for the 2008 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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2007 SCHEDULE

Jan	5-7	4th Annual Dyno-Drag Nationals-Pomona, CA
Jan	12-14	Available
Jan	19-21	Available
Jan	26-28	Available
Feb	2-4	V-Twin Expo - Cincinnati, OH
Feb	9-11	Available
Feb	16-18	Available
Feb	23-25	Available
Mar	3-11	Bike Week - Daytona Beach, FL
Mar	16-18	Available
Mar	23-25	Hilton Head Motorsports-Bluffton, SC
Mar	31	Mt. Cheaha Harley-Davidson, Oxford, AL
Apr	6-8	Available
Apr	13-15	Harley-Davidson of Fremont, TX
Apr	20-21	H-D of North Texas - Carrollton, TX
Apr	25-29	River Run - Laughlin, NV
May	4-6	Roseville Cycle Center-Roseville, CA
May	11-13	Wabash Valley Harley-Davidson, Terre Haute, IN
May	16-20	(Bike Week) Myrtle Beach, SC at the H-D Spokes Saloon
May	25-27	The Harley Shop of LP, Longview TX (Gregg County Fairgrounds)
June	1-2	Doc's Harley-Davidson-Kirkwood, IL
June	8-10	Ohio Bike Week - Sandusky, OH
June	13-17	Twin States H-D in Lebanon, NH
June	22-24	Available
June	29-July 1	Spring Car & Bike Rally - Batesville, AR
July	6-8	Liberty Harley-Davidson - Boston Heights, OH
July	13-15	Wolverine Harley-Davidson - Township, MI
July	20-22	Bikefest - Carlisle, PA
July	27-29	Available
Aug	3-5	Available
Aug	8-12	Full Throttle Saloon Sturgis, SD
Aug	17-19	Available
Aug	24-26	Hal's H-D in New Berlin, WI
Aug	3-Sept 2	Abate of Minnesota-Litchfield, MN
Sept	7-9	Loess Hills Rally-Council Bluff, IA
Sept	14-16	Available
Sept	19-23	Reno Harley-Davidson - Reno, NV
Sept	28-30	Bird of Prey H-D in Caldwell, ID
Oct	6	Harley-Davidson of Atlanta, GA
Oct	13	Jim's Harley-Davidson in St. Petersburg, FL
Oct	17-21	Biketoberfest, Daytona Beach, FL
Oct	26-28	Available
Nov	3	Stone Mountain H-D in Lilburn, GA
Nov	9-11	Available
Nov	16-18	Available
Nov	23-25	Puerto Rico Bikefest
Nov	30-Dec 2	Available
Dec	7-9	Available
Dec	14-16	Available
Dec	21-23	Available
Dec	25	Merry Christmas
Dec	28-30	Available



The hard asses among us excepted, we can all use a little spring under our butts from time to time. Even if you're a rigid rider, we haven't seen many bros who are running solid front ends. So face it, you are going to be running some sort of suspension no matter what you're building. It doesn't have to be ugly, what the heck, it can even be downright

sublime. With that in mind, have a gander at the offerings below and see for yourself.

Please note: the companies with the  next to their name, have an ad in this issue. Be sure to check out the advertisers index on page 144 of this issue for more information.

—Kit Maira

EASYSIDERS' GUIDE TO SUSPENSION



BIG BEAR CHOPPERS TRIPLE TREES AND LOWER LEGS

Big Bear Choppers in-house designed and manufactured triple trees and lower legs are proprietary and exclusive to their motorcycles. However, since they have been getting a lot of requests from riders asking to buy them, BBC decided to put them out on the market for individual purchase. These units come show-chromed and ready to build. You will need fork tubes to complete the front end. \$549 Lower Leg Set, \$534 Triple Tree Set.

MERC SPRINGER

The Merc Springer in the picture is 18 inches over with 2 degrees of rake, but can be built to your desired length keeping with either the 0 to 2 degrees rake in the trees. You can download a form off their Web site that shows you what and where to measure on your frame to ensure correct trail with the springer rake and length. Notice the cool spikes sitting on top of the springs and the killer rockers at the wheel. BBC's springers come in a raw finish so it's up to you to chrome and/or paint it. \$1,500 complete.

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

H-D CHROME FRONT END PACKAGES

The new chrome front end package for FL Softail Models (\$501.95 to \$599.95) from Harley-Davidson includes all the components necessary to completely chrome the front forks: fork sliders, fork axle retainer nut kit, fork slider drain screw kit, front wheel spacers, classic front axle nut cover kit, upper fork nut covers, fork cover kit, upper fork slider covers, and fork cover accent



strip kit. Specific kits are available for: 2007 FLSTN; 2007 FLSTF; 2007 FLSTC; and 2000 to 2006 FLST, FLSTF and FLSTC models.



H-D FRONT ENDS FOR DYNAS

The new chrome front end package for Dyna Models (\$470.75) includes everything necessary to completely chrome the front forks of 2006-later Dyna models (except FXDWG). The kit includes: fork sliders, classic front axle nut covers, front wheel spacer kit, fork dust covers, and upper fork nut covers. Other chrome front end kits are available for other Dyna models. See dealer for fitment details.

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

HEADWINDS TRIPLE TREES

Headwinds now manufactures triple trees. Create a new custom look for your Sportster,



Dyna, or FXR by eliminating stock cast trees with top mounted headlights. Their 39mm narrow glide trees feature hidden fork tube clamping devices without bolts showing. Simple and clean, these billet aluminum trees are CNC machined with smooth radius edges. They are available in polished aluminum

or chrome-plated with zero, 4, or 6-degree built-in rake. Select from a variety of bottom-mounted headlights offered by Headwinds. Made in the USA.

Headwinds, 626-359-8044;
www.headwinds.com 



DRAG SPECIALTIES ADJUSTABLE SHOCKS

Drag Specialties offers high-quality adjustable shocks

for your Softail. These fully assembled shocks have an adjustable internal spring for pre-load. The improved multi-stage, velocity-sensitive internal valves with hydraulic anti-bottoming is said to provide a comfortable, jolt-free ride. Shocks utilize a Freon-gas cell for fade-free shock operation and double-walled construction for extra durability. They will also lower the bike up to 2 inches.



DEUCE-STYLE FRONT FORK

Stock length fork assembly includes chrome triple trees, chrome fork legs with satin fork tubes, all internal components and an axle with spacer. The triple trees accept FXSTD risers or standard risers when used with riser inserts DS-289290. This assembly is for use with

'00-'07 single-disc brakes. Check out their Web site for your Drag Specialties dealer.

Drag Specialties,
www.dragspecialties.com 



PROGRESSIVE SUSPENSION AIRTAIL IAS

By combining state-of-the-art suspension damping technology

(Inertia Active System) with dual air chambers, Progressive Suspension claims the ultimate in rear suspension. The Airtail IAS is the result of years of R&D and represents high-performance, tunable suspension. Utilizing both a coil and air shock allows the Airtail IAS to ride like traditional high-end shocks while still allowing for extensive height and spring rate tuning. The dual air chambers permit the rider to adjust ride height independent of suspension firmness. This translates to the ideal ride height without any sort of compromise in ride quality. It is also available with onboard compressor and control center allowing for on-the-fly tuning. Current applications include H-D Touring models, with other models available soon.

Progressive Suspension, 877-690-7411;
www.progressivesuspension.com



LEGEND AIR SUSPENSION

L1, D1, V1 Legend Air Suspensions fit Harley-Davidson models: FLH, Dyna, and V-Rod. They utilize Kevlar Air Spring technology offering the best ride quality with no bottoming out under any load condition. With deflective disc dampening, they are valved to offer smooth ride and eliminate annoying pogo. Units are CNC machined from 6060-T6 and 2011 aluminum. Suspension systems install in stock location, no modifications necessary. Includes black handlebar mounted control, onboard air compressor, solenoid valve and all necessary hardware. There is a new rider-friendly black handlebar switch for easy "on the go" adjustability. Also new for 2007, color coded plug and play wiring allows for a quick and easy installation. FLT and FXD series include black handlebar mounted control; V-Rod series offers satin silver handlebar mounted control. Upgrade to chrome Harley hand controls available separately. Unlimited 1-year warranty.

Legend Air, 605-737-4200;
www.legend-airride.com

NEW SPRINGER INTRODUCED BY ROADMAX

Having established a reputation for quality



and performance with their rugged transmissions and belt drive assemblies, Roadmax is expanding their scope to include chassis and suspension items like this unique springer fork assembly. Conforming to the company's stringent guidelines for quality workmanship, performance and rugged reliability, Roadmax springers are designed for use on all H-D models from 1990-to-present. Sizes currently available include 2 inches under stock, stock, and 2, 4, 6, 8 and 10 inches over. The complete assembly as delivered includes a Roadmax custom axle and applicable spacers. The front end's design provides accommodations for the use of internal fork stops and fitting of right- or left-side disc brake. Optional fender mounting hardware is available.

Roadmax, 714-446-0787;
www.roadmax.net



DURFEE'S MODEL 21 GIRDER FRONT END

Durfee's newest offering for the custom motorcycle builder is the progeny of the original Durfee Classic girder. The Model 21 features a wide track, with 1 1/2-inch, TIG-welded tubes and billet 6061-T6 aluminum CNC-machined parts. The Model 21 is built to be as strong as the legendary original girder front end, while arched legs give this 21st century Durfee front end a mean look and stance. Durfee and Works Performance partnered to fit a coil-over adjustable shock absorber for a comfortable and controllable cross-town or cross-country ride. Rubber-isolated handlebar mounts use the industry standard spacing to give the builder/rider an almost unlimited choice of bars, while four different brake kits bolt up Brembo's awesome 4-piston caliper. The '84-'99 or the '00-and-later H-D units and Performance Machine's original 125x4R caliper to single or dual 11 1/2-inch discs allow a wide choice is stopping options.

Durfee, 503-472-9670; www.durfees.com



DFT TRIKES, TRUE INDEPENDENT SUSPENSION

DFT Trikes offers kits that are available for Harley-Davidson motorcycles from 1985-to-present model years. This independent suspension kit can be purchased separately or as a complete kit in a variety of body

configurations. These high quality machined units mechanically assemble perfectly to the models offered: no cutting or welding is needed. Multi-shocked, swaybar-equipped units are available for Sportster, Softail, Dyna, FL and most after market frames. These units are CNC-generated castings made of 356T4 aluminum. All of the metal parts used are assembled using the TIG weld process.

D.F.T. Trikes, 800-895-3711;
www.dfttrikes.com



NEW EXILE FORK FROM STORZ/CERIANI

Exile Cycles founder Russell Mitchell, in collaboration with Steve Storz of Storz Performance, has introduced the new 55mm fork for his latest creation, "RX Streetfighter," which was fea-

tured in the *Biker Build-Off* television series. The first Exile machine to use swingarm rear suspension, the RX Streetfighter uses Storz/Ceriani fork legs with specially designed Exile lower legs and triple trees. The new forks will also fit Exile's rigid frames and are available with mid- or wide-style trees.

The lower fork legs are machined from solid 6061-T6 billet aluminum in a one-piece design that includes the brake mounting tabs. Fork features include a precision cartridge damping system, progressively wound chrome silicon fork springs, and a built-in lowering kit that allows the overall length to be shortened by 1-inch.

The billet triple trees are also a Russell Mitchell design, featuring windows machined through the upper and lower trees for a clean, lightweight competition-style appearance. The fork legs and trees are finished in polished or black anodized.

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



HAGDON NITRO STAINLESS STEEL TWIN SHOCKS

British made Nitros feature stainless steel bodies and springs, high tech shim stacks, 38mm pistons and 18mm hard chrome piston rods for strength and durability. With

10 click adjustable damping and threaded spring preload adjustment, Nitros are easy to tune to your riding style. Anodized alloy fittings are stocked in black and available in silver, blue or gold.

Lengths range from 11.4 inches to 14.6 inches eye to eye, and eight spring rates

make it easy to customize your ride. Fully rebuildable, NITROs carry Hagons 2-year unlimited mileage warranty and retail for \$489 a pair.

Dave Quinn Motorcycles Inc. 203-393-2651; www.davequinnmotorcycles.com



"TRIBAL" RAKED TRIPLE TREES

Accutronix has added "Tribal" triple trees to their line of Tribal forward controls and grips. These raked triple trees are machined from billet aluminum and features a unique Tribal design.

The tube is installed from the bottom of the tree for a clean, smooth look. Tube inserts, fork stem, and all hardware are stainless steel. Trees have external stops included, pre-drilled for internal stops.

Available in 41mm wide with 5- and 7-degree rake, 41mm for Dyna in 5-degree rake, and 39mm mid or wide with 3-degree rake for Dyna and XL's. Show-polished, chrome, and black anodized are available. These are added to Accutronix complete line of 39mm-56mm triple trees. Complete 39mm conversion kits, including axle, axle spacers, rotor spacer, and fender spacers, available for Dyna and XL's, which are made in the USA.

Accutronix, 602-993-2675;
www.accutronix.com



PLATINUM AIR SUSPENSION

Platinum Air Suspension offers a rear suspension utilizing Bleed Feed Technology—distinctive dual chamber cylinders, which allow for the rider to tailor dampening and ride height for complete rebound control. It is easy adjust while riding and with a passenger. Platinum claims their air suspension is "Like riding on Cloud Nine." Made for V-twin, Victory, Metric, and special applications. Call them for your free "Cloud Nine" poster and a dealer near you.

Platinum Air Suspension, 562-941-4474; www.platinumairsuspension.com



3 GUYZ CUSTOMS

3 GUYZ Customs new "Builder's Springer" is a raw-finished steel Springer, and is assembled using one hundred percent CNC machined components and all PH stainless steel hardware to give builders the option of creating the finish they prefer to match their project, with all the quality details. Retailing at \$795.00,

they prefer to match their project, with all the quality details. Retailing at \$795.00,






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you can get any length, wide or narrow, and they optimize the trail for each application ordered. It is weldable, and comes complete with a stainless steel axle.



3 GUYZ Customs also offers a one hundred percent stainless steel springer! This show-polished springer is assembled using one hundred percent CNC machined components and all heat treated PH stainless steel (even the springs) to

give the builder a truly unique front end to accent their project. This springer is specifically fitted to the builder's frame dimensions and is available in any length, wide or narrow, and they optimize the trail for each application ordered. It is shipped crated, complete with a stainless steel axle and ready to install onto your frame.

3 GUYZ Customs, 503-645-4898;
www.3guyz.com



PRO-FORKS AND BILLET COMPONENTS

Pro-One Manufacturing offers builders an extensive selection of custom billet forks and related accessories. From complete front end assemblies and stylish billet lower legs to custom extended fork tube packages and internal brake line kits, they have something for virtually any custom application and taste. Looking for a unique set of fork trees? Pro-One manufactures one of the widest selections on the market. Their billet triple trees come with and without lights and in various finish combinations.



BILLET LOWER FORK LEGS

These beautifully designed, precision machined 41mm billet lower fork legs are offered in four unique styles: Smooth, Ball Milled, Fluted and Diamond with deep luster show-chrome finish, and are available for single or dual disc applications. To help achieve that clean, sanitary look, the legs are

tooled for fitting Pro-One hidden mount billet fender supports. Each set of Pro-One billet lower fork tubes is

supplied with smooth finish, chrome dust covers, hidden mount billet aluminum fender supports and one of Pro-One's exclusive "blind-hole" axle assemblies. Pro-One lower legs use stock fork seal components or you can order a complete fork seal and bushing kit when ordering your new legs. Now available for H-D FLST models Pro-One legs retail for \$489.95.

Pro-One, 800-884-4173;
www.pro-one.com



NEW KUSTOMWERKS LOWER FORK LEGS AND FORK TUBES

Kustomwerks new lower fork legs will fit FXDWG models from 1993-'99, FXWG 1984-'86 and FLST from 1993-'99. Each set is beautifully chrome-plated and machined from billet aluminum. The fork legs use stock or custom brake calipers with 11 1/2-inch rotors for single caliper applications. The new lower legs will come in smooth or ball milled finishes. Black powdercoated legs will also be available in the near future.

The new Kustomwerks 41mm fork tube assemblies feature a hard chrome finish and are available in the following lengths: 2 inches under stock, stock length, 2 inches over stock, 4 inches over stock, and 6 inches over stock.

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



KILLER CHOPPER SPRINGER FRONT END

This springer front end from Cyril Huze is offered in any length from 2 inches under to 20 inches over, both in narrow, mid or wide glide styles. It features corner rounded

trees and corners for a super smooth appearance. The forks use Delrin isolated springs and needle bearing rockers. Made in America, they are available raw, or in chrome.

Cyril Huze Custom Inc. 561-392-5557;
www.cyrilhuze.com



AIRFX SUSPENSION

Air Systems Engineering has developed the AirFX line of air suspension products for 85 current Softail designs. Their patent-pending, twin rod cylinder allows for an adjustable ride height of almost six inches without

sacrificing ride quality. The one-piece billet design allows for easy installation and comes complete with pre-wired controls, an onboard compressor, and detailed instructions. The cylinder is available in black or polished finish. Plus, you can rebuild the system, making this a very versatile tool for upgrading your stock bike or one off custom.



Also from AirFX Twin-Rod, comes the Twin-Power mono shock. With its patent pending, multi-chamber design, they say it has the power

to make your one-off custom ride like a dream. The compact, rebuildable, cylinder can fit under the seat or under the transmission for that real one-off custom look. The kit comes complete with pre-wired controls, an onboard compressor, and detailed instructions. The cylinder is available in black or polished finish.

Air Systems Engineering, 800-210-1454; www.airsystemsengineering.com



STORZ / CERIANI FORKS

Storz Performance offers a complete line of high performance inverted and conventional style forks designed for custom and stock framed H-D applications. Features include precision cartridge damping, progressively wound fork springs, built-in lowering kit, and true one-piece billet lower legs that eliminate the need for a bolt-on brake brackets. Available in chrome, satin black, or polished black finish, the forks feature mid or wide style triple trees which are available in 0-, 3-, 5-, or 7-degree stem angles. Used on the BUB streamliner to set the new motorcycle land speed at 350.88 mph, Storz forks are the world's fastest forks.

Storz Performance, 805-641-9540;
www.storzperf.com



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ReadersRides

Travis Borden
Canton, GA
2006 Diesel Chopper

Folks in the good ol' South seem to have a penchant for one thing... Well, yes, food, of course. And good drinkin', sure. Yes, yes, and purty women, okay? But they also seem to just love nicknames. That's why in Canton, Georgia, a little town just a peanut tank north of Atlanta, you have guys like Diesel, Milkbone, Scraps, Poops, and Lady Diesel running a cute little garage-type shop where they turn out some real nice choppers, like this here Psycho Yello Rigid.

"Anyone can build a nice bike for \$75,000," is their motto, "but we build bikes for the working man's money." Which, I'm sure, is not meant to say that someone who can afford a bike for 75 grand isn't working.

Anyway, you can scoot over to www.dieselchoppers.net to see this here Psycho Yello and other nasty little bikes just like it. "You can see that we incorporated the old style with the new," says Diesel, "from the custom-cut fender to the 100-cubic-inch Ultima engine and the two-thirty tire."

Their other motto is, "We're built to



run shit over." Just to give you an idea how they do that, this bike is ten feet long and puts out 115 horses, which seems like it's enough to run lots of shit over. The frame is stretched 8 inches out and 8 inches up, and the 16-inch apes and fenders are homemade. The folks at Enstyle in nearby Cummings laid on the psycho yello candy with the ghost

flames. "This bike has taken on a great amount of attention at the shows we've brought it to," Diesel says. "One of the favorite items on this bike is the custom Heineken beer can coil cover."

It escapes me right now, but I know they've got a nickname for that, too. Or maybe even a motto...

—Tripper



Photos: Owner



Photos: Owner

Louis Catalanotto, Jr.
Baldwin, NY
1970 FLH

Here we have another two-wheeled heirloom, so to speak. This one's been in Louis' family since 1970, when it was brand new. "My dad's cousin, Bob, bought it new," says Louis. "He rode it until he had a stroke in 1990."

After 20 years of service, the bike experienced something like semi-retirement. It sat in Bob's garage until 1996, "when my dad, Lou, Sr., bought it from him," says Louis. "But then my dad died in 2000, and it became mine."

It's amazing really, when you think about it. This and the previous Reader's Ride are prime examples as to why Harleys are, in many instances, almost like members of the family, like children who are sent to live with their next of kin upon their own parents' demise. Brings a tear to your eye, doesn't it?

Anyway, Louis says he rode it the way he got it for the next couple of years. "Then I took off the windshield and put a LePera solo seat on it. I also took the eagle decals off the bags and repainted them. We also put on an S&S Super E, since the (original) Tillison was leaking like a sieve."

Two years ago, he and his brother, Anthony, pulled the motor and tranny out of the frame and repainted the

frame. "My friend, Richie, installed new valves, springs, an Andrews A cam, and bored out the cylinders and put in new pistons." Bet she runs like a top.

Looking at the bike and its owner, we can see it's kept a lot of its originality, kind of like Louis himself.

—Tripper

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David Carr
Broken Arrow, OK
1974 Shovel Chopper

This li'l ol' chopper has a unique history, one worth telling. And, of course, Dave knows everything about this bike, while I know nothing. So I'll let Dave tell the story.

"This bike belonged to my nephew, Derek 'Big D.' Carr. I owned a custom shop in Charleston, West Virginia, from 1977 to '82, and we were into the bike scene from way back. Big D., however, lost his life when he was only 23 to a couple of needle-pushing idiots in 1978, when they ran into the back of his car. He was not only my nephew, but also my best friend. His wife then gave me the bike."

Dave says he bought his own first bike, a '53 Pan with high sisseybar, apes, upswept pipes, and extended springer front end made with vintage Ford radius rods (talk about old, old-school) back in '65 and hasn't looked back since. "I first started working out of my dad's garage, worked for Charleston H-D in '75 and was sent to mechanic training school in Milwaukee," he says about his résumé.

He's also restored antiques for Myers



Duren H-D in Tulsa, such as a '49 Knuck, a '66 E Glide, and a '32 VL. "Currently, I'm working on a '71 Night Train."

Dave still has his nephew's bike and says it's made from nothing but Harley parts. "I avoided the term 'old-school,' but there's not one single piece of billet aluminum anywhere on this chopper," he says. "The bike, the builder, and the story are all old-school."

Seems Big D.'s old chopper is in the best of hands.
—Tripper



"I can pretend to be a virgin, but it'll cost you extra."

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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

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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) 386-5100

Lucky's Cycle Shop

Brooklyn, MI
(517) 467-4982

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

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

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Columbus, OH
(614) 224-9400

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(405) 495-9700

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We hit up Saxon Motorcycles on our pass through the Laughlin River Run last year and asked to shoot a couple of their bikes to show you, our loyal readers, what's out there in the world of motorcycle manufacturers. Okay, it's more like an excuse to go tear around town on someone else's bike for several hours, but don't tell anyone else that, all right? However, when we went to the vendor area and found their rig, this bike was on display. Now, knowing my penchant for high-bar rides...which bike did you think I was going to choose to ride? I was told it was a prototype of the Sceptre line and blah, blah blah. The words just melded into one. I didn't care what it was. I wanted to ride it. Who cares if it's not available to anyone else...it's available to me!

Still in its infancy, by today's standards, Saxon is pushing hard into the fray of manufacturers. Licensed with EPA and

First Look

Saxon's Hot Rod Sceptre

DOT certs...well. You know that story. Based in Casa Grande, Arizona, Saxon could be on the verge of busting its seams of their 40,000 square-foot facility. With a dealer network of 30 nationwide and growing, it shouldn't be difficult to find one of their bikes close to you. More on that later.

So, after conning the poor salesman they left in charge into going with us (safety reasons), we took off for parts unknown on their Hot Rod Sceptre. All the Saxon models come stock with a 96-inch power plant, seemingly the standard on many of the bikes today. With a 2-inch backbone stretch, a total rake of

39 degrees and an overall seat height of 25 inches, it retains the same specs as a stock Sceptre. However, with the complete blackout package and the ape-hangers, this isn't one you'll want to attempt the canyon carving you can achieve on the "stock" Sceptre. Although you'll look cool trying.

At just under the 625-pound mark, the bike feels very light and balanced...even with the apes. You can thank the right-side drive 6-speed—also a stock item on all Saxon models—for that. A little hint to all those manufacturers out there not using a RSD set-up: I know it's a pain in the ass to build





frames for them, but, right-side drives... VERY nice. The 21-inch front, coupled with the hidden-shock frame and 260-series rear, make this "entry level" bike something you'll want to keep around for awhile.

Obviously, there are some differences in this bike compared to the stock Sceptre. Although, at that time, no one was releasing any other info on this bike, I can tell you that Saxon has bikes available and ready for purchase starting in the low \$20s...including this model. A quick glance at the tech sheet will give ya all the basic info on the bike. A trip to their Web site will give you even more.

In fact, if you're so inclined, why not take a little trip out to Casa Grande and take a look around for yourself...you may want to call first.

Check them out on their Web site at www.saxonmotorcycles.com. Plug in your zip code and find the dealer nearest you. Who knows, maybe you'll stumble across the next generation of Saxon's. By the way, I apologize for conning your salesman and stranding him in the desert. I understand he found a ride with a bunch of women riding bikes. I heard something about a dike or something... maybe they took him to that dam out in Henderson?

—Oil Can





Owner: Could Be You
City: Your Town, USA

GENERAL

Designer: Saxon Motorcycles
Fabrication: Saxon Motorcycles
Year/make: 2006/Saxon
Model: Sceptre
Assembly: Saxon Motorcycles

ENGINE

Year: 2006 S&S
Rebuilder: Saxon Motorcycles
Displacement: 96 cubic inches

Cam: mid-lift
Carb: S&S Super E
Air cleaner: Saxon Motorcycles
Pipes: Saxon Motorcycles
TRANSMISSION
Year/make: 2006/RSD
Type: 6-speed

PAINTING

Painter: Saxon Motorcycles
Color: pick one...any one
Type: PPG
Special paint: blackout package

FRAME

Year/make: 2006/Saxon Motorcycles
Type: hidden-shock
Rake: 36 degrees in the neck,
3 degrees in the trees
Stretch: 2-inch backbone

ACCESSORIES

Handlebars: Saxon Motorcycles
Handlebar controls: Saxon Motorcycles
Fenders: Saxon Motorcycles
Headlight: one
Taillight: yep, got one there, too
Speedo: oh I hope so
Pegs: Saxon Motorcycles

Foot controls: Saxon Motorcycles
Gas tank: 4-gallon
Oil tank: 3.5-quart
Seat: Saxon Motorcycles
Mirrors: two
Grips: Saxon Motorcycles

FRONT END

Type: 41mm telescopic
Modifications: 3 inches over

WHEELS

Make: Saxon Motorcycles
Size: 21-inch front; 260 rear
Tires: Avon
Brakes: 4-piston front and rear
Photos: Leslie Slenning



Coming At Ya

The ample April issue of *Easyriders* (No. 406) features a collection of cool customs from the likes of Scott Long, Darrian Tefft, Jerry Covington, Kendall Johnson, Justin Shields, Steel City Choppers and we'll test ride Harley's new 2007 Night Rod.

The 2007 Easyriders Bike Show Tour starts with a BANG as we bring you all the thrills and chills of the Pomona Show complete with coverage of the third Annual Teresi Dyno-Drags Shootout. Go behind the scenes at New York City Choppers, meet fantasy moto artist Monte Moore and get our great Guide to Myrtle Beach Bike Week.

We'll also offer up our Annual Tool and Lubricants Guide so that you can turn your wrenches in style.

All this PLUS, on the newsstands get a wild Easyriders DVD! It's all tearin' a mean streak your way in the April issue of *Easyriders*!

On sale February 27th.



The farout February 2007 issue of *V-Twin* magazine (No. 70) will reveal the all new V-Twin drivetrain from S&S Cycle-

the X-Wedge! You'll find the best of Biketoberfest and Star Days, hit the AMA Conference and get a true Road Tale. Go behind the scenes at Hard Bikes, meet the master builders at Darwin Motorcycles and wrap your eyeballs around a wild Paul Yaffe custom built for NASCAR superstar Jeff Gordon. Ten tantalizing custom bikes await you plus a whole bunch more!

On sale now!

Biker's March issue brings ya lovely 23-year-old Grica on a 1979 ironhead. Also, a 96-inch shovelhead and Ox's custom pan-head. Newsstand buyers will receive the *Best Bikes of '06* outsert. On sale February 13th.



June's *In The Wind* is hottie-heavy with old-school scoots and new-school skin when Joe Sabol's '37 knuckle finds super sweet Angie

Savage. See flicks of Biketoberfest, babes, biker tats, T-shirts and more. A 32-page outsert covers the 2006 Easyriders Rodeo tour. On sale now!

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