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TakingItEasy

A smoked meat products company has been advised that the name of one of its products must be changed. The company has been calling one of its sausages **"Welsh Dragon."** BUT, since the meat is not dragon meat (it's pork), it can no longer use the word "dragon."

A British public television station recently advised that they would have a week of documentaries on masturbation, including one by an **"orgasm coach"** who will teach "Masturbation for Girls" showing hands-on techniques to women. (One would assume it will be shown when the rugrats are tucked away in bed, fast asleep.)

A guy had served 11 years of an 18-year sentence on racketeering charges in connection with as many as 23 murders (some involving beheadings) and was dying of cancer. His lawyer asked a federal judge to approve his immediate release so his client could **"die with dignity."** (This proves lawyers will do anything for the almighty buck.)

This guy was defeated when he ran for sheriff after all his skeletons were exposed. The skeletons were: time in alcohol rehab, unauthorized use of a criminal database, his onetime letters to Osama bin Laden as part of an **"art project"** and a video he made of himself masturbating into a hole in the ground in the Mojave Desert... also as an art project. (I don't know—he sounds pretty colorful to me.)

It's hard to imagine a fart causing all this havoc. A woman on an American Airlines flight found the need to fart (after all, **when ya gotta fart,** ya gotta fart). So she let one go and then to cover up the odor, she lit a few matches (an old solution to an old problem). When the passengers reported the odor (the matches, that is), the plane made the first landing it could. So now just because of a natural bodily function, the woman has been banned from American Airlines for a very long time.

A very tiny town in Arkansas held an election for mayor. There were three candidates. It seems the election was a tie (18 votes each), but the third candidate was reported to have **received no votes,** which he contested, saying he had voted for himself.

From our "Safety Nazi" File: An elementary school has **banned kids from playing tag at school.** Why? "To ensure the safety of the children."

A man reported a burglary after he had returned home and realized his TV was missing. It had been replaced with an RCA TV that was missing a power cord. And apparently, the robber, wanting to **disguise his dirty deed,** placed decorative items around the "new" RCA TV.

This man came up with a prize-winning recipe for his **Fried Coke Balls** that was submitted to a State Fair in Texas. His fried batter balls are made with strawberry and Coke syrups topped with cinnamon sugar, whipped cream and more Coke syrup. (Now I'd say that's worth a special trip to Texas just for a tantalizing taste of this concoction.)

Now here's a stretch: A report from the Missouri House's Special Committee on Immigration Reform said much of their state's passively **accepting illegal immigration** is due to the Roe v. Wade abortion decision. Because of the decision, potential Missourians have been aborted which, in turn, created job vacancies for aliens.

Hard to imagine this kind of thing happening right here in our very own country. A high school in the South had a display of banned books to encourage thoughts about the American Library Association's annual Banned Books Week. BUT the school superintendent had the display removed because it **might encourage students to read** them. And here, for your edification, are some of the titles: *The Adventures of Huckleberry Finn*, *Fahrenheit 451*, *The Diary of Ann Frank*, and (believe it or not) the Bible (after all, you can find the words "damn" and "hell" in the Bible).

We've all heard that older females make good sex partners because they're more experienced. Well, it seems that chimpanzees already know this, as male chimps fight over **the oldest females.** But their reasoning isn't the same as ours. Older female chimps are more dominant socially and have access to better food and are therefore more likely to conceive. (Those chimps know where it's at.)

Good old New York. The Sprinkle Brigade of artists dress up dog droppings on NYC streets with glittering **candy bits and colorful toothpicks**—for "urban beautification." (Now that's what I'd call creative thinking.)

This guy has a little growing up to do before he'll ever become a professional burglar. A 17-year-old was booked into a juvenile detention center after he got his arm stuck in **the dog door** of the house he was attempting to hit. (I guess he didn't realize that using a dog door isn't such a good idea, as it usually means there's a dog somewhere inside—or outside.)

A man had a thing for stealing mannequins and had stolen six of them over a period of 13 years. He said he'd done it to satisfy a sexual fetish. After **stealing his last mannequin,** he told his parole officer he was going to purchase one so he wouldn't have to bother breaking in and stealing anymore.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 406 • APRIL 2007

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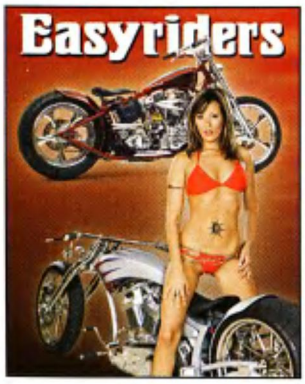

Scott Long's bobber shot by Rick Hustead. Jerry Covington scoot and Jazzy Jasmine shot by Don Rogers. Special imaging by Jeff Biggs.

The next liver-quiverin' issue goes on sale April 3rd, 2007. **Printed in the USA.**

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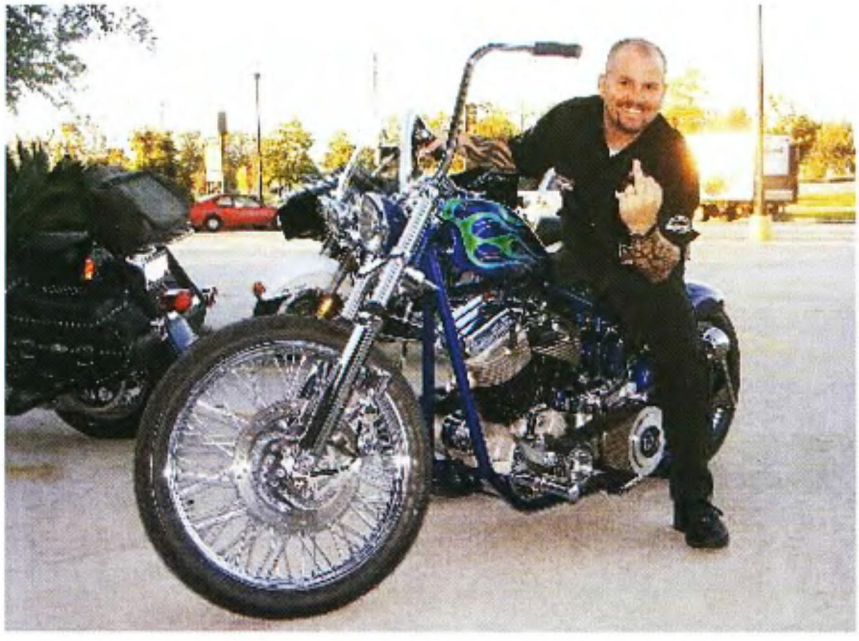

In Memory

Here's a photo of my boss on a Pan kicker he built in memory of his brother who was killed in a crash on his bike. We work at the Harley-Davidson in Baton Rouge, Louisiana. The bike was built by our master builder. It would lift his spirits a little if you all would consider printing this picture of him in one of your publications.

Vincent Tumminello
Baton Rouge, Louisiana

Our pleasure, Vincent.

Borat?

Man, oh, man. I am loving the womans you put on cover of this December magazine. She is one sexy hooker girl to be sure. Please to inform, may I half a way for contact of her, pleez? Am hoping you can bet for a proposal to her. I am serious. And thanks you. Your magazine has rocks all out!

Banslav Potamki
Slovania Republic

Better yet, how about if we just mail her to you. We will need for you to buy a new plow especially for her. She is a good girl and needs her own plow. Though she is thin she is a good worker and will make you many fine babies. Please send us five hundred thousand dollars and we will ship her right away.

Sturgis Rant

The thing about Sturgis is that it is located in a beautiful part of the United States and that's why people go there.

I went on vacation there two weeks AFTER the rally and found that everyone from the area was so happy that someone actually wanted to see Sturgis and the surrounding area.

Here's something that you may not realize. The Sturgis Rally puts all the townspeople out of their normal routine because the businesses on Main Street have to close shop for at least a month before the rally so they're able to move everything out of there, then be closed for another month after the rally so they're able to move everything back in.

A lot of the local business owners are looking for land outside the downtown area so they're able to put up a new building (ruining the countryside in the process) in order to keep the townspeople happy.

How would you like to be born and raised in a Mayberry-type town, have a few motorcycle riders find it, and make it an annual stop every year at the same time? Then it gets so out of control that your whole life, as you once knew it, is ruined.

More people should actually take the time to spend a few days because people are so great to talk to. Hell, it took me over 45 minutes just to buy a drink at a

gas station between Deadwood and Hill City because the nice lady who was working wanted to braid my hair in a different fashion—and took the time in between customers to show my wife how it's done.

So maybe you should change your own point of view about Sturgis because it's people like you who have made it into what you hate about it.

Longhair
The Netherlands

What the hell are you talkin' about? We LOVE Sturgis and the Black Hills. In fact, Sturgis Bike Week is one of our favorite runs of the year. Sheesh!

Beer Bobbing

Each year at the Sturgis Rally on Wednesday night at the Dungeon Bar on Main Street is an event called Beer Bobbing. My better half and I have been going to Sturgis for eight years now, and this event is a "must attend" for us each and every year.

As the sun sets over the Black Hills, after riding to no-panty Wednesday in Wyoming, we head to the Dungeon Bar on the upper deck in the back of the bar. The scene is set for an event like no other. The Dungeon Bar sponsors this crazy contest called beer bobbing. It's something to see, but you can participate if you want.

You stand in line, and when you get to the front, you're asked, "What state you are from?" It is state against state. Cans of beer are put into a bucket with ice and water, and you must dunk your head in and bite a beer can. If you come up with a can in your mouth, your state gets a point (women get two points for their state). Now Wisconsin has won this event for many, many years. But I do remember some other state winning a few years back (I think).

So start practicing boys and girls, and I'll see you in Sturgis on Wednesday evening at the Dungeon Bar on Main Street.

Tiger
Milwaukee, Wisconsin

P.S. If you're trailering your bike to Sturgis, please stay in the right lane so I can fly by in the fast lane. Much appreciated.

Nice Tits

When are you guys going to put a nice titty gal down on all fours and show those nice big titties hanging down and no arms or hair in the way of your mag? That really turns me on.

Bob
Out There Somewhere

Your wish is our command, Bob.

CVO Dyna Dispute

In the December '06 issue, there is an article on the 2007 H-D CVO lineup. In this article John Sullivan states "This is the first year for a CVO Dyna." This is not true. The 2007 FXDSE is the first CVO Dyna with an "SE" Screamin' Eagle designation, but both the FXDWG2 (2001) and the FXDWG3 (2002) are in fact CVO Dyna models.

The complete CVO history is available online at www.harley-davidson.com. Additional info can also be found via the CVO owners group, www.cvoharley.com.

Neal Pressman
Cyberspace

Well, whoop-de-do.

Nothin' Like A Sucker Punch

Just got my February issue and really dug the hell out of that Sucker Punch Sally bobber (on page 74) with the righteous panhead motor in it. I'm so sick of looking at $80,000 pieces of unridable shit at bike shows. I wish there was a real ride-in show with real bikes and real people. I'm sick of yuppies wearin' sneakers. I'm sick of the whole weekend warrior, doctors on a Harley bull. Thanks for putting real bikes in *Easyriders*.

Bill Jacoby
Jacksonville, Florida

Glad you like Don Loos' scoot. For great ride-in bike shows just a little south of you in Daytona Beach, try the ride-in shows at Willy's Tropical Tattoo and the old-school chopper show at The Last Resort during Bike Week this March.

Lovin' The Open Road

Looking through my back issues of your mag last September, you hit the nail right on the fuckin' head. It's all about the lifestyle and the ride. Like a lot of other damn fools did, I got away from riding for 25 years. I'm retired now and on Social Security. I wish I could afford another Harley, but I can't.

Here's my story: My great nephew had a Honda '03 1100 Shadow Spirit. He worked long hours every day over in another state. The bike sat a lot because he didn't have time to ride. I went through the carburetors and put in new spark plugs. The bottom line is that he sold the bike to me about a year ago for $4,500 with 7,486 miles on it. Now it has 20,035 miles.

I'm 66 years old, back in the wind, and loving every fuckin' minute of it. Like you said, it's the love of the open road. It's not about what you ride, it's that you DO ride. I feel that every man or woman who rides a bike is my brother or sister, and if I see a bike stopped on the side of the road, I'm sure as hell stopping to see if I can help.

Ralph L. Pakks
Denham Springs, Louisiana

Right on, Ralph. We're glad you're back in the saddle.

Where Are The Parts?

I just added another bike to my collection and can't find custom parts for it. What I would like is to change out the exhaust. Is there anyone who knows where I can find exhaust or a parts catalog for my 2000 Big Dog Cruiser? Big Dog themselves weren't any help—all they carry is 2002 and up.

Orlando Sanchez
Cyberspace
(motrrpsycho@yahoo.com

We called our friend John Nasi at Big Dog and he suggested you visit their Web site to find your local dealer at www.bigdogmotorcycles.com. Your dealer should support all years and models of Big Dogs and be able to fit your bike with custom pipes. You may also want to call their consumer hotline at 316-219-7070.

Raisin Pie

There's nothin' like poppin' a beer and reading *Easyriders*. Your February issue is fuckin' great. Raisin pie all around.

George Guida
Stroudsburg, Pennsylvania

Thanks, George. We'll pass out the pie.

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Amazing what 10 days can accomplish. Okay, truth be told, Scott Long's *Biker Build-Off* machine is the result of a little more effort than that. Like a few decades worth. A lifelong biker and hot rodder, Scott began sneaking copies of *Easyriders* when he was 12-years-old, plastering the David Mann centerfolds all over his bedroom walls. Traditional

Central Coast Cool!

Scott Long's *Biker Build-Off* Bobber

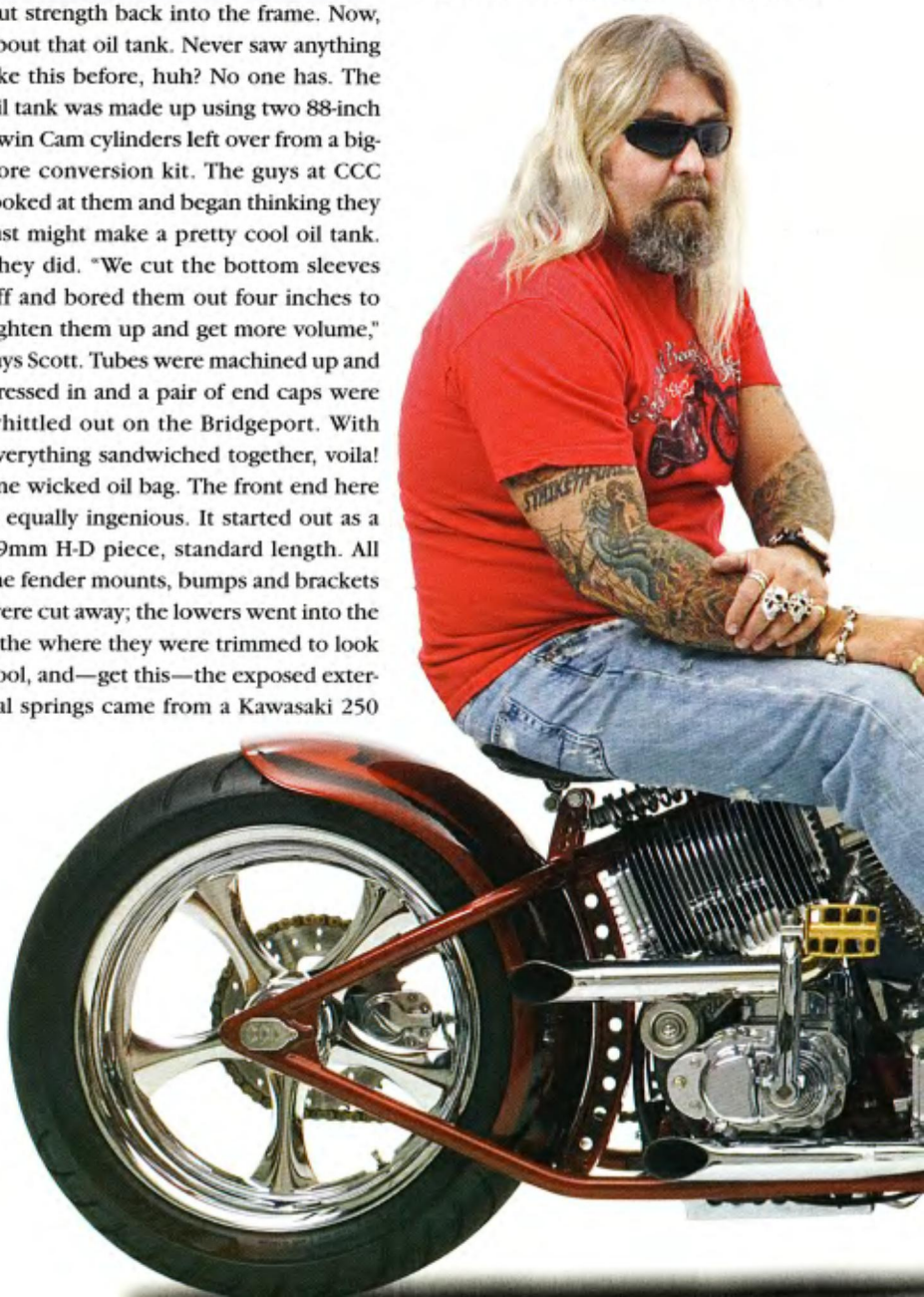
AVON

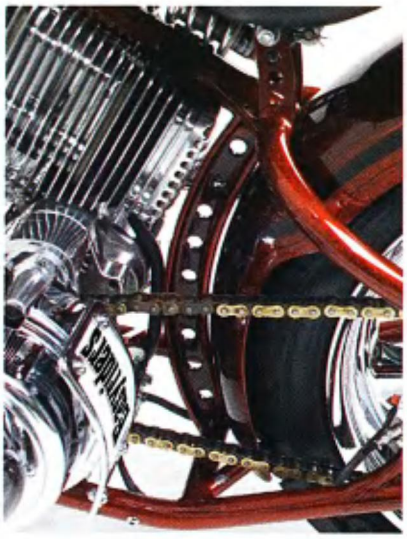
builds like the ones Dave drew and Scott eventually began building, "Are just kind of where my head's at," says Scott. "Always have been." Putting together one of those bare-bones rides in front of the TV cameras—in record time—was second nature. Nothing was spared or shortchanged here, though. This chop fairly bristles with Central Coast Cycles detail.

Scott's shop, Central Coast Cycles in Santa Cruz, California, has been up and running for six years. It's a full-service deal. There's a machine room, a dyno room, they even do oil changes and tire balancing; the only things sent out are chrome, polish and paint. "When I started building bikes in my garage," Scott says, "I was running all over the place trying to get things done and all I got was frustration listening to excuses. So when I opened Central Coast I modeled the business plan on a construction company I had which became really successful after I brought everything in-house." Carpenters, electricians, plumbers, masons—Scott took control of it all. That's the way things work at CCC. Customers get to talk to just one person, Scott Long, and get a straight answer every time.

For the TV build Scott started out with one of his standard Central Coast wishbone frames, the "retro-wishbone" he calls it. The backbone was cut out and the seat post went away, too, all making room for a wild oil tank we'll get to in a minute. Curved and drilled I-beams replaced the missing tubes and put strength back into the frame. Now, about that oil tank. Never saw anything like this before, huh? No one has. The oil tank was made up using two 88-inch Twin Cam cylinders left over from a big-bore conversion kit. The guys at CCC looked at them and began thinking they just might make a pretty cool oil tank. They did. "We cut the bottom sleeves off and bored them out four inches to lighten them up and get more volume," says Scott. Tubes were machined up and pressed in and a pair of end caps were whittled out on the Bridgeport. With everything sandwiched together, voila! one wicked oil bag. The front end here is equally ingenious. It started out as a 39mm H-D piece, standard length. All the fender mounts, bumps and brackets were cut away; the lowers went into the lathe where they were trimmed to look cool, and—get this—the exposed external springs came from a Kawasaki 250 dirt bike. They were a perfect fit over the sliders. "All we had to do was machine up some stainless steel seats for them to run in," Scott says. Great look, isn't it?

"We're all about clean and simple and stuff like that," says Scott. "It's gottta make sense." Like a generator Shovel for power. Who needs more and what could look better? There are plenty of details all over the bike and, the more you look, the more you find. The basic line draws the eye in, once there, it's kept busy discovering things like those I-beam frame supports, the oil tank and lots more. The wheels are a CCC design, that Renegade has in production. "The five-spoke look is a classic," Scott feels. "It works on a bagger and works on a bobber." Scott, Harry Cournoyer and





Darin Morris get the credit for this 10-day wonder, and it's not all about show. Completed a year ago, the bike has more than 5,000 miles on it already. The first ride was from Los Angeles out to Albuquerque, New Mexico.

Check out Scott's Web site, centralcoastcycles.com. There are lots more like this one there, along with a full catalog of goodies to make machines like this happen. Just don't expect one in 10 days time. This one was special order.

—Joe Kress

Owner: Scott Long
City: Santa Cruz, California

GENERAL
Designer: Central Coast Cycles
Fabrication: CCC
Year/make: 2006 CCC
Model: Bobber
Assembly: CCC
Time: 10 days
Chroming: Meclec

ENGINE
Year: 2006 S&S Generator Shovel
Rebuilder: CCC
Displacement: 93 cubic inches
Cam: S&S
Ignition: Dyna
Carb: S&S
Air cleaner: Crime Scene
Pipes: CCC

TRANSMISSION
Year/make: 2006 Baker
Shifting: 6-in-a-4

PAINTING
Painter: Josh Stokes
Color: custom Candy Metalflakes, multi-layer
Type: House of Kolor

FRAME
Year/make: Central Coast Cycle, "Retro Wishbone"
Type: rigid
Rake: 30-degrees
Stretch: none
Shocks: none

ACCESSORIES
Handlebars: Central Coast Cycles
Handlebar controls: IRS
Fenders: MGS blank
Headlight: CCI spotlight
Taillight: micro
Pegs: Central Coast Cycles
Foot controls: Accutronix
Gas tank: Central Coast Cycles
Oil tank: custom, 88-in barrels
Seat: Bill Wall
Mirrors: none

FRONT END
Type: H-D, 39mm Narrow Glide
Builder: Central Coast Cycles

WHEELS
Make: Central Coast Cycles
Size: 21 x 2.15, 18 x 5.50
Tires: Avon
Brakes: PM/Exile
Photos: Rick Hustead

PartsBox

AMS Mini Kicker Shift Pegs

These shifter or brake pedal pegs are a mirror image of the traditional bicycle kicker pedal we are all familiar with. They are CNC-machined and have black, tough rubber sides. The bodies are polished and are assembled with stainless steel hardware with a 5/16-24 mounting stud. The mini kicker pegs retail for $74.99.

Call American Motorcycle Service at 866-4KUSTOM (458-7866), or on the Web at www.highly-dangerous.com.

BDL Ball Bearing Lock Up Clutch

BDL's new Ball Bearing Lock Up clutch was designed to significantly lighten clutch pull at the lever while providing slip-free clutch lock up. Each unit incorporates an exact designated number of steel ball bearings set in a model-specific diaphragm assembly. This assembly replaces the factory pressure plate.

Call BDL at 714-685-3333 or visit them online at www.beltdrives.com.

300 Drop-Seat Rolling Chassis

Carolina Custom Product's 300 Drop-Seat Rolling Chassis ships fully assembled with quality, American-made components. Designed with a trick, sleek look but engineered to pound the pavement, this roller is also available as a complete custom bike kit.

Call Carolina Custom Products at 704-592-2355 for dealer pricing or go to www.carolinacustomproducts.com.

For more information, see your CCI dealer or visit them online at www.customchrome.com.

RevTech Big Bore Kits

Get the benefits of better cooling, larger displacement and increased horsepower with the RevTech 80- to 88-inch big bore kit. Kits fit all '84 to '99 Evo motors with stock cylinder stud locations to create an 88-inch motor. Kit includes two 3 5/8-inch-bore cylinders, two 3 5/8-inch cast pistons, two base gaskets, two cylinder-to-head gaskets and two oil control jets with O-rings. Some case machining is required.

You can step it up some more with a 95-inch kit featuring forged pistons for Twin Cam applications. As they say, there's no replacement for displacement! This kit increases displacement to 95 inches and raises compression to 9.38:1. Bolts to stock stud location with no machining required.

S&S Billet Primary Cover

S&S Cycle's new billet primary has a removable derby cover that allows complete access to the clutch. Additionally the S&S billet primary has two derby cover size options; the first is designed for high-performance street clutches, while the second is a deeper cover that will accommodate even the biggest racing clutches.

The S&S billet primary is available for most custom bike applications as well as for '89 to '06 Harley-Davidson Softail and '91 to'05 Dyna models.

Call S&S Cycle at 608-627-1497 for pricing and information or visit them online at www.sscycle.com.

Split Rockers For Shovelheads

Stevenson's Cycle offers a split rocker box for shovelhead V-twins. They fit all shovelhead motors manufactured from '66 to '84 and all aftermarket motors using the same type of rocker box.

The kit will include new rocker boxes in raw metal form, with all the machined

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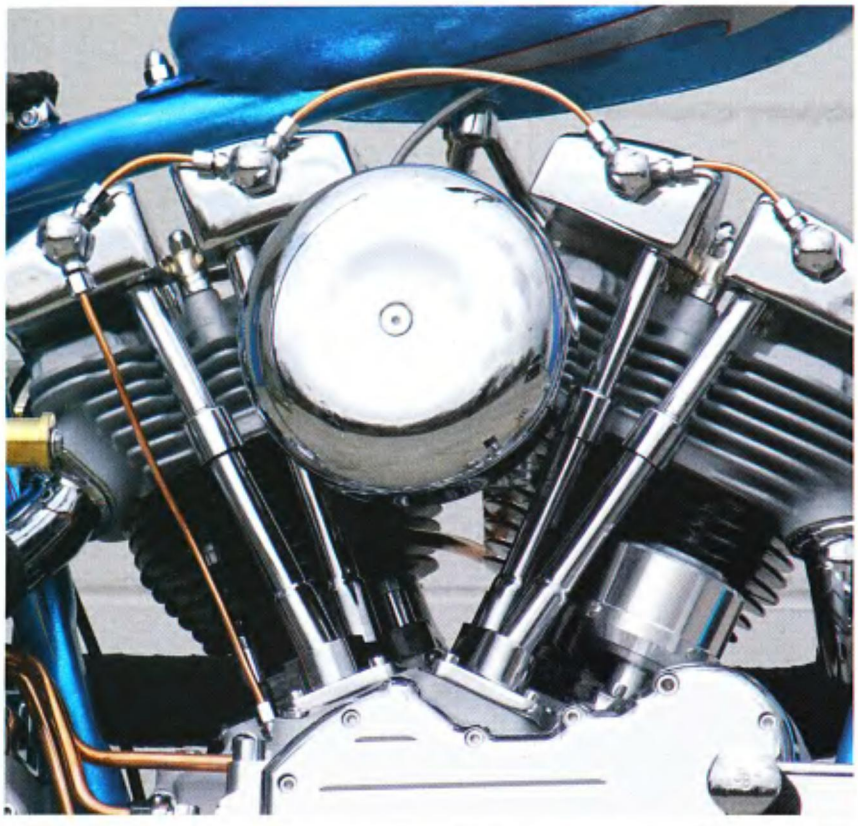


areas finished and the exterior copper oil line kit. Once the finishing touches are put on, the boxes can be sent out to chrome, polish, or powdercoat, or just left in rough form. This new kit is available exclusively through CCI and Jammer Cycle Products, P/N 632910 and retails for $599.95.

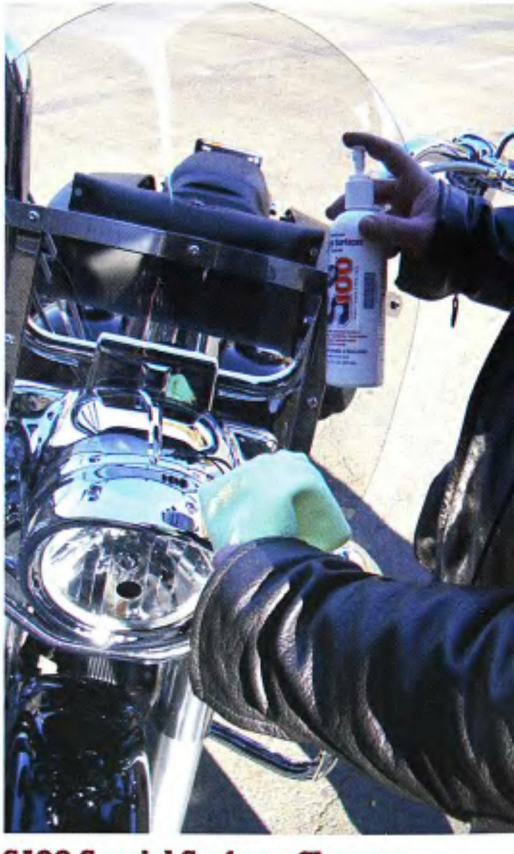
For more information visit them online at www.stevensonscycle.com or call 734-641-2200.

AMS Carbon Fiber Velocity Stack

This racy velocity stack brings your hot rod chop a finishing touch. Its mounting bracket is also the breathing system, which is all incorporated into a clean and tight banjo fitting assembly. The bendable, stainless hard line comes with Earl's fittings, allowing you to mount this to any motor height. Molded into the fiber is a small, mesh screen assuring you that

a little road debris won't become an issue. This stealth component is available for all S&S, CV & Mikuni carburetors or Delphi fuel injection systems, when specifically ordered and retails for $599.99.

Call American Motorcycle Service at 866-4 KUSTOM or visit them online at www.highly-dangerous.com.



S100 Special Surfaces Cleaner

S100 announces the new S100 Special Surfaces cleaner. This spray-on cleaner is designed specifically for exceptionally streak-free cleaning of plastic surfaces such as helmets, face shields, fairings and windshields. The formulation's cleaning power enables it to remove insects and other soils quickly and easily with minimal wiping required. Safe for polycarbonate and acrylics such as Lexan, Lucite, Plexiglas, fiberglass, etc.

Available at Harley-Davidson dealers.

SportRamp Motorcycle Ramp

The extra-wide SportRamp allows for a motorcycle to be ridden up and down while seated. For easy vertical storage, the ramp sides fold in or can be taken apart in three pieces. The aluminum pieces can withstand a load up to 1,500 pounds.

For more info on the complete line of Blue Ox products, call 402-385-3051.

Ventilated Billet Oil Coolers

Looking for a way to increase your engine's reliability and longevity while providing the bike with that "high tech" look? Well, Pro-One has just the answer in their new ventilated billet oil cooler. Pro-Coolers provide 360 degrees of flow-through air circulation and a reduction in running oil temperatures. The ventilated body is machined from billet aluminum and finished in show-quality chrome.

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For application and ordering information call 800-884-4173 or visit them on the Web at www.pro-one.com

Magnetic Oil Filter

Adaptable to any Harley oil system, Evil Engineering's magnetic filter can be installed before or after the stock filter. It provides maximum filtration performance with minimal flow restriction and no threat of plugging. It provides 100% oil filtration down to 1 micron at all times, unlike stock cartridge filters. This promotes reduced wear and tear for all high performance engines by keeping your oil free of debris. The filtration element is specially designed to eliminate the potential for wash-off. Just clean and reuse the durable inner filter with every oil change.

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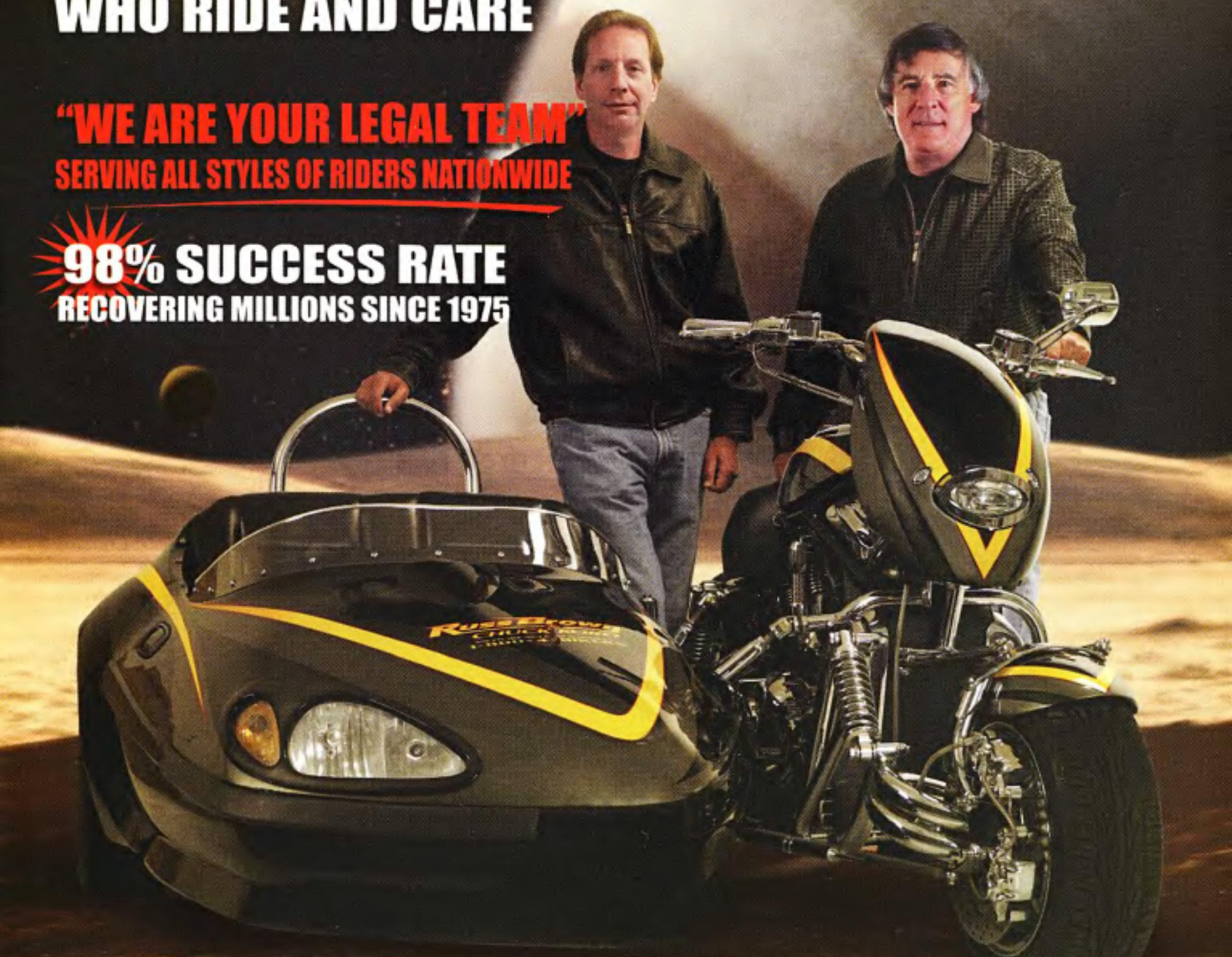

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Eye Of The Storm

Mario Audia's JRC Cyclone

In the short span of three whirlwind years, master builder Darrian Tefft operating out of Jolly Roger Customs in Milford, Michigan, has blasted into the industry spotlight with a spate of Best of Shows bikes, including his Cyclone seen here, a radical mix of modern pro-street and vintage bobber.

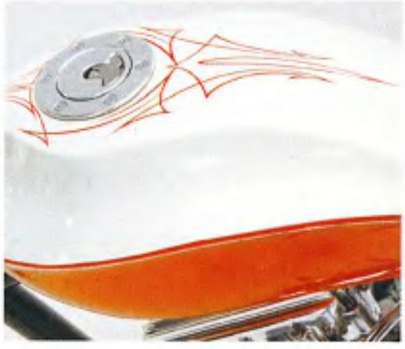
After the Cyclone spent three months on display in a museum, it was retired from show duty to be let loose on the street and enjoyed by Darrian's partner Mario Audia. "We originally needed a show bike but also a bike that Mario could ride," Darrian says, "so it was born out of necessity, and finally just this past

summer, after it returned from the show circuit, he's been able to ride it."

Asked what twisted the throttle in his head to come up with the bike's design, Darrian says, "The Cyclone was built to pay tribute to the original Cyclone bikes of a hundred years ago—a bike that was unbeatable in its day. But I also wanted to toss in a little technology and something different than our last bike, so went for a 13-inch shorter wheelbase and a 38-degree rake for something more compact, more old-school."

For the motor, he called up Steve Broyles at Stevenson's Cycle in Wayne, Michigan, and told them he was thinking of a Pan for the new project. "That was music to Steve's ears, and he built us a beautiful 88-inch Pan to which we mated a Baker right-side drive 6-speed and one of RMD's billet open belt drives."

You can't miss the motorcycle's wildest



component; the one-piece billet springer front end milled from a 5-inch thick chunk of aluminum. The heavy duty machining was beautifully accomplished by Future Tool in Romulus, Michigan. Getting the Cyclone rolling was a set of custom 100-spoke wheels from American Wire Wheel. They might seem to be minus brakes, but closer inspection finds a trans brake unit from Pro Fab.

Everything else seen on the Cyclone was hand-fabricated at Jolly Roger including: the frame, gas tank, oil tank, handlebars, headlight and taillight. Speaking of which, since JRC was into a super sanitary frame of mind, they came up with the idea to supply power to the taillight via the links that keep the rear fender in place. The two front links near the seat provide 12-volts for both the tail- and stoplight. The two rear links at the seat provide ground, while copper straps isolated from the inner fender that carry the juice to the light. There are also two frenched-in LEDs in the raised section of the fender. We did say a blending of hi-tech with old-school.

When all massaged together, the Cyclone was shipped to paintmeister Darren Williams of Liquid Illusions in St. Louis, and believe it or not, it was back in two weeks. That's a whirlwind turnaround for any custom paint.

The winds picked up as the Cyclone spun through the competition, adding more kudos to the Jolly Roger Customs list of milestone bikes. Better yet, now Mario gets to ride it.

For your own storm of a bike, check out www.jollyrogercustoms.com or call Jolly Roger Customs at 577-294-0508.

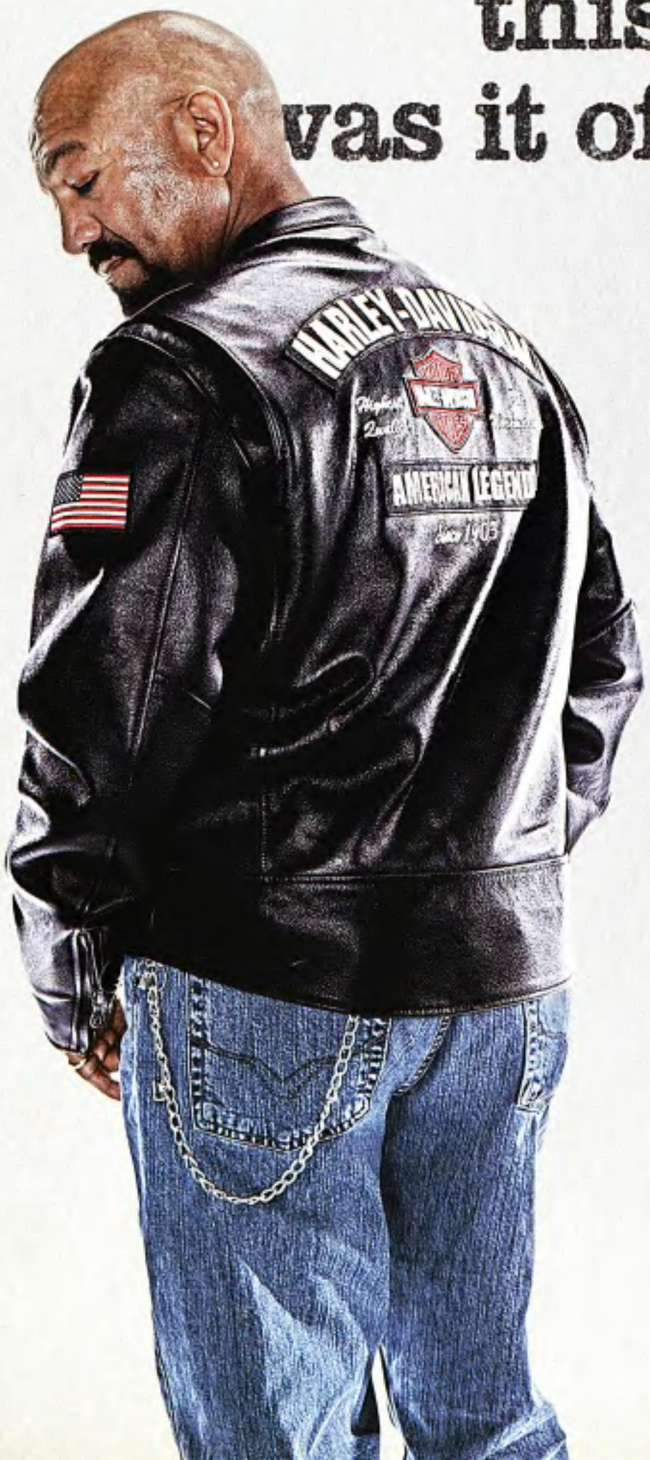
—Paul Garson

Cyclone

Owner: Mario Audia
City: Milford, Michigan
GENERAL
Designer: Darrian Tefft/Mario Audia/Dough Haines
Fabrication: Darrian Tefft
Year and make: 2005 Jolly Roger Custom
Model: Cyclone
Assembly: JRC
Time: 2 months
Chroming: none
ENGINE
Year: 2005
Model: Stevenson's Cycle Panhead
Rebuilder: Steve Boyles
Ignition: Mallory
Displacement: 88 cubic inches
Lower end: Stevenson's Cycle
Balancing: Stevenson's Cycle
Pistons: S&S
Heads: STD
Cam: Sifton
Lifters: HYO
Carb(s): S&S
Air cleaner: S&S
Pipes: Jolly Roger Custom Cyclone
Mufflers: none
Transmission: Baker right-side drive
Modifications: none
Shifting: JRC mid controls
PAINTING
Painter: Liquid Illusions
Color/type: Candy Tangerine/House of Kolor
Special paint: Radical Randy
FRAME
Year: 2005
Builder: Jolly Roger Customs
Type: Cyclone
Rake: 38 degrees
Stretch: just right
Shocks: none
ACCESSORIES
Bars: Jolly Rogers Customs
Handlebar controls: none
Fenders: Jolly Rogers Customs
Headlight: Jolly Rogers Customs
Taillight: Jolly Rogers Customs (wireless)
Pegs: Jolly Rogers Customs
Electrics: Jolly Rogers Customs
Gas tank: Jolly Rogers Customs
Oil tank: Jolly Rogers Customs
Oil system: Jolly Rogers Customs
Seat: Jolly Rogers Customs
Mirrors: none
Grips: Jolly Rogers Customs
FORKS
Type: one-piece billet springer
Builder: Jolly Rogers Customs
WHEELS
Size: 21-inch front/18-inch rear
Make: American Wire
Tires: Metzeler
Brakes: Pro Fab
Photographer: Michael Farabaugh

Pictured: Baron, '63 Panhead™ and Screamin' Eagle® motorcycle owner. © 2006 H-D

When you got dressed this morning, vas it of your own free will?



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The roar of an engine, the lights of New York City and sounds of rock 'n' roll. It can only mean one thing—Bike Nights in Times Square, New York. Rev up your engine and cruise over to 43rd and Broadway in NYC starting Monday, May 21 for the first of five nights of kicking tires and comparing paintjobs. Throughout the Bike Night series, Indian Larry Legacy with builders Paul Cox and Keino will sell a total of 1,000 raffle tickets for a chance to win a custom-made Indian Larry Legacy motorcycle!

Proceeds from the Bike Night ticket sales will benefit the September Smiles organization. They serve as a central resource for families facing the unexpected loss of a spouse, partner or parent. Bike Nights will continue on the Monday nights: June 18, July 16, August 20, and September 10, 2007.

On September 10, Bike Night will culminate with a raffle of a custom-made Indian Larry Legacy motorcycle valued at $80,000! Indian Larry Legacy, located in Brooklyn, New York, builds custom hand-crafted choppers and also sells a variety of parts and merchandise. Contact Indian Larry Legacy for more information and to purchase raffle tickets by calling 718-609-9184.

—Phantom

Contact Information:
Indian Larry Legacy
151 North 14th St., Brooklyn, NY 11211
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Web site: www.indianlarry.com

Industry News

$40,000 BIKE DONATED TO MRF

Photo: Courtesy of Marc Fasetti, ABATE of IN

During his keynote speech at the recent Meeting of the Minds in Indiana, MRF founding member, former executive director of ABATE of Indiana and renowned bike photographer, Michael "Balls" Farabaugh of Michael Farabaugh Studios, presented as a donation to the MRF, on behalf of Forrest and Charlotte Lucas, Lucas Oil Products and Lucas Motorcycle Products, a $40,000 custom motorcycle built by Lucas Cycles. The custom chopper is to be utilized as an incentive for an upcoming MRF membership drive. Details of this exciting membership drive are expected to be announced by John Pierce, the MRF membership director, very soon.

MRF President Kirk "Hardtail" Willard accepted the keys on behalf of the MRF and said, "It is particularly gratifying to realize this level of support from someone so well respected in the V-twin motorcycle aftermarket industry, acknowledging our tremendous efforts over the past five years to serve as a voice for the custom bike individual, small shops, custom builders and aftermarket industry in Washington, D.C., Europe, and in Ann Arbor, Michigan." Kirk was quick to add, "What makes this bike even more special is the fact this bike is powered by an S&S motor. S&S was the first company to engage and maintain meaningful dialogue with the MRF over those five years regarding various regulatory issues facing this community."

And, as to the donation itself, Kirks says, "On behalf of the MRF Board of Directors and all MRF members, I would like to thank Michael Farabaugh, Lucas Motorcycle Products representative members, Lucas Motorcycle Products representative Ryan Farabaugh and, of course, the Lucas family for this generous donation."

—MRF Reports

Coast To Coast

Biker News

CHINA CONTINUES MOTORCYCLE BANS: China, the world's leading producer of motorcycles with more than 13 million units manufactured annually, has been systematically banning or limiting the use of motorcycles. Most recently, the large Chinese city of Guangzhou, formerly known as Canton, will join over 100 other cities in banning all motorized two-wheelers. As of January 1, the city's 260,000 registered motorcycles in the city will be forced off the roads, as well as an additional 100,000 unregistered ones and 100,000 electric bicycles. Tens of thousands of people who use the vehicles to earn a living and make deliveries must turn them in for scrap or move them out of the city.

After six decades of control, Communist officials are accustomed to issuing sweeping draconian edicts such as this, confident that they unfailingly act for the benefit of all citizens, while individual rights are ignored and citizens simply must accept what the one-party state decides is best and are helpless to act on their frustrations.

In 2002, Guangzhou shortened the service life of motorbikes to 8 or 10 years from the previous 13 years and offered cash rewards to owners who discarded their bikes before their "end of life" expired. The city began phasing out motorcycles, leading up to a total ban by 2007. But after motorcycle and scooter prices plunged, throngs of residents turned to two-wheel transportation, jamming up the roads, contributing to air pollution and increasing snatch-and-run crimes committed by motorcycle-riding thieves. Motorcycles were involved in half of the city's accidents last year.

Since 1994, cities such as Shanghai, Tianjin and Nantong stopped issuing licenses to new motorcycles. Many motorcycle shops, in Shanghai, were even shut down recently. Motorcycles are not replacing cars in Chinese cities, they are replacing bicycles so whereas the environmental impact of a shift to motorcycles in Western cities would lead to cleaner air, in China it's the other way around.

Analysts estimate that China will not have an urban market for motorcycles by 2010 if more cities continue to ban their use. Nowadays, the Chinese government is following a "no encouragement and no support" policy towards the motorcycle industry.

U.S. DOT REPORTS HELMET USE UP: According to a new study recently released by the National Occupant Protection Use Survey, 51% of U.S. motorcyclists now wear helmets, up from 48% in 2005.

U.S. Secretary of Transportation, Mary E. Peters, pointed out that in the West, motorcycle helmet use rose from 50 to 72% between 2005 and 2006; and from 42 to 47% in the Northeast. However, the use rate fell from 53 to 50% in the Midwest and from 49 to 45% in the South. Only helmets that were supplied by manufacturers that state they comply with DOT standards were included in the survey. Although, it is unknown if the rise in mandatory helmet laws affected this "survey."

Citing the new data, she also noted that seat belt use in the U.S. is currently at a rate of 81%, down slightly from the use rate of 82% in 2005.

Administrator Nicole R. Nason announced that NHTSA recently started offering federal grants to states for programs that help reduce the number of motorcycling accidents. For example, this year the agency will make available $6 million in grant funding to states for motorcycle safety training and motorist awareness programs.

TUCSON MOTORCYCLES ESCAPE EMISSIONS TESTING: Owners of more than 6,200 motorcycles in Pima County, Arizona, in which Tucson is located, will no longer have to worry about whether their vehicles can pass the state's emissions tests. The 22,000 motorcycles registered in Maricopa County, where the city of Phoenix is located, remains one of the only places in the U.S. where motorcycles must pass emission testing.

Both areas of the state have had testing programs for years to comply with federal air-quality rules, particularly as they relate to carbon monoxide and ozone pollution. State legislators voted for the exemption in 2005, but the law was contingent on getting the required approval from the U.S. EPA—that order came December 15, 2006, as the EPA agreed that exempting the motorcycles from the testing in Pima County will not harm air quality in the Tucson region.

"This is a big step in the right direction," said Bobbi Hartmann, a lobbyist for the motorcyclist groups in Arizona and a member of the NCOM Legislative Task Force.

Motorcycle groups such as ABATE of Arizona, the MMA of Arizona and the Arizona Confederation of Motorcycle Clubs had backed the legislation, hoping to get their vehicles exempted from what they call unfair and unnecessary emissions regulation. State records had shown that 26% of the motorcycles taking the test failed while cars flunked at the rate of 16%.

OKLAHOMA BILL TO REDUCE MOTORCYCLE TOLLS: An Oklahoma state lawmaker is proposing giving a break to motorcycle riders on the state's turnpikes. State Representative Paul Wesselhoft (R-Moore, OK) says it's not fair for motorcyclists to pay the same price as a car on the toll roads because motorcycles cause less wear and tear on the roadway. And he says the bikes cause less pollution and are more fuel-efficient.

His proposal calls for motorcycles to be charged half the toll currently charged to two-axle vehicles such as cars and SUVs. Rep. Wesselhoft says he doubts the state would lose any revenue by reducing the toll because he believes more bikers would drive the turnpikes if the toll were lower.

Rep. Paul Wesselhoft has been coordinating with ABATE of Oklahoma regarding advancing this legislation, which ABATE of Oklahoma's State Board has voted to fully support. ABATE contacted the HOG chapter of Central Oklahoma to provide a Harley for a photo-op for Rep. Wesselhoft, who has prior motorcycling experience, to introduce his proposal to the media.

"We appreciate Representative Wesselhoft's decision to introduce this measure, which will be beneficial both to our state and to improving motorcycling Quality of Life in Oklahoma," said Tiger Mike Revere, state coordinator of ABATE of Oklahoma and a member of the NCOM Board of Directors.

Continued On Page 30

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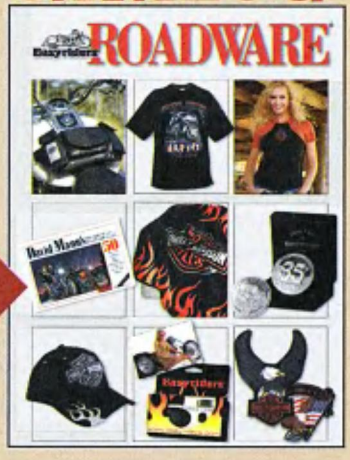

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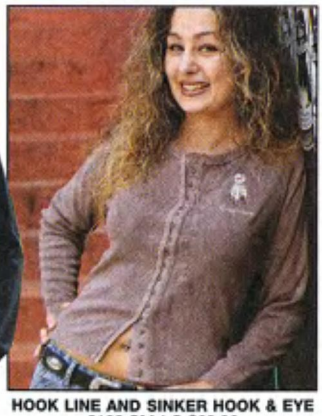

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Biker News CONTINUED

CONGRESS TARGETS GRASSROOTS LOBBYING: House Speaker Nancy Pelosi (D.-Calif.) has pledged to take up a lobbying reform proposal that would impose new regulations on speech by grassroots organizations (such as motorcycle rights organizations), while providing a loophole in the rules for large corporations and labor unions.

The legislation would make changes to the legal definition of "grassroots lobbying" and require any organization that encourages 500 or more of its members to contact their elected representatives to file a report with detailed information about their organization to the government on a quarterly basis.

The report would include identifying the organization's expenditures, the issues focused on and the members of Congress and other federal officials who are the subject of the advocacy efforts. A separate report would be required for each policy issue the group is active on.

"Right now, grassroots groups don't have to report at all if they are communicating with the public," Dick Dingman of the Free Speech Coalition, Inc. said. "This is an effort that would become a major attack on the First Amendment."

The Lobbying Transparency and Accountability Act, which made some of these changes, was actually approved by both the House and the Senate in the 109th Congress, but failed to make it through a conference committee.

GOVERNMENT IS DOING TOO MUCH: A quarter century after the Reagan revolution, a CNN poll found most Americans still agree with the Gipper; "Government is not the answer to our problems—government is the problem."

The poll showed that an overwhelming majority of Americans perceive, correctly, that the size and cost of government have gone up: discretionary spending grew from $649 billion in fiscal year 2001 to $968 billion in fiscal year 2005, an increase of $319 billion, according to the Congressional Budget Office.

Queried about their views on the role of government, 54% of the 1,013 adults polled said they thought it was trying to do too many things that should be left to individuals and businesses. Only 37% said that they thought the government should do more to solve the country's problems.

SALT LAKE CITY PLAYING HEAD GAMES: The Mayor of Salt Lake City, Utah, had proposed a municipal ordinance that would implement a city-wide helmet law for all motorcyclists and bicyclists; currently, the state of Utah does not mandate helmets for adult riders.

The proposed ordinance read in part:

12.24.130 Motorcycle or motor-driven cycle—Protective headgear—Closed cab excepted—Electric assisted bicycles, motor assisted scooters, personal motorized mobility devices.

A. A person may not operate or ride on a motorcycle or motor-driven cycle on a street, highway or public park unless the person is wearing protective headgear which complies with specifications adopted under Subsection (C).

The *Salt Lake City Weekly* had this to say about the helmet law: "City Hall is on the verge of proposing a helmet law that would make Salt Lake City one of the few cities in the country requiring that all bicycle-riding adults don a safety helmet.

"The proposal also applies to motorcycles; small, motorized scooters and the Segway, that two-wheeled platform President George W. Bush fell off. Skateboarders, however, would be spared.

"The city's smokers rolled over for the ban on lighting up on golf courses and in public squares, but bike riders might not be so complacent."

ABATE of Utah was requesting that riders contact Mayor Rocky Anderson and voice their opposition to this legislation. However, just prior to this magazine going to print, the mayor had a "sudden change of heart." It seems that his office received so many letters of protest, he was forced to recind his proposal.

Good job, folks!

—Compiled & Edited by Bill Bish, NCOM

"You make it hard for a guy to live up to your expectations!"

ABATE

FLORIDA HELMET STATISTICS FOR 2005

ABATE of Florida has lobbied for the rights of cycle riders in Florida for over 25 years. The battle lines were drawn between ABATE and Florida legislators in the 1980s over motorcycle helmet usage laws. ABATE has always contended it was the crash and not the helmet which determined the outcome. The latest statistics released by Florida's Department of Highway Safety and Motor Vehicles, in the yearly Traffic Crash Report, strongly support that contention.

Of the 477 riders and passengers who were killed while riding motorcycles during 2005, 57% (272) were wearing safety helmets. In every category of the Traffic Crash Report, riders wearing helmets incurred more injuries and a higher percentage of fatalities than their non-helmeted counterparts. This disparity could be explained by a number of factors encountered by riders. In the Florida heat and humidity, fatigue is minimized for the rider without a helmet allowing them to ride more alertly. The infringement on the senses caused by most helmets could also be less for the non-helmeted rider. It's also possible the helmeted rider perceives their helmet as a cloak of protection, consequently causing the rider to drop their defensive riding alertness.

It's been easy for legislators and the non-riding public to blame lack of helmet use for all motorcycle deaths. Every publicized report of a motorcycle crash has centered on the helmet use of the rider, even when a car or truck driver caused the crash. One only needs to look at the Ben Roethlisberger crash! Every media source played up the helmet issue or the lack thereof, instead of the failure of the car driver that hit the motorcycle-riding football player to yield the right-of-way. The use of a helmet is clearly not the true issue.

Distracted drivers, inexperienced riders, lack of attention to safe vehicle operation and increased traffic congestion are problems that continue to grow in every community. Public motorcycle awareness and personal responsibility by bikers in the operation of their motorcycles is the key to reducing the number of crashes that occur. Fewer crashes would correlate to a decrease in the number of riders who are injured and killed each year. Motorcycle crash prevention needs to be taken seriously by riders, drivers, educators and legislators, in order to reduce the number of motorcycle deaths. One thing is clear; we can ride, but we cannot hide. Car drivers will find us, one way or another!

—Cyndi von Bulow, ABATE of FL

Don't Miss It!

ROLLING THUNDER XX

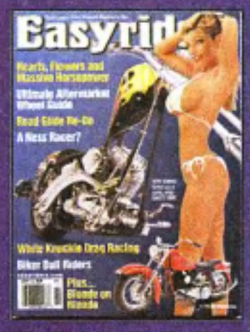
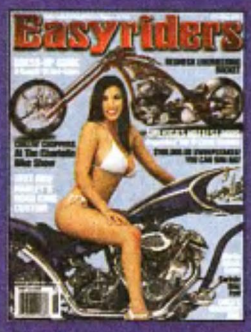
Just a reminder that Rolling Thunder XX takes place in Washington, D.C., Memorial Day weekend on May 27, 2007. For more information contact Sgt. Artie Muller at 908-369-5439, Fax: 908-362-2072 for additional details on starting points and locations. *—Twiggy*

Off The Road

OHV ROUTE SUCCESS

The National Off-Highway Vehicle Conservation Council continues to schedule workshops designed to ensure that the new U.S. Forest Service's OHV Route Designation Rule is a success for motorized recreation. The curriculum was developed in collaboration with the Motorcycle Industry Council, Blue Ribbon Coalition and the AMA. The new national travel management policy requires U.S. National Forests to restrict OHV travel to a system of designated roads and trails.

Through a public process at the forest and district level, the Forest Service will decide which trails will be designated for use and plotted on a motorized vehicle use map. In the route designation process it is incumbent on the OHV community to make sure the Forest Service has a comprehensive inventory of existing trails, and must also help the Forest Service identify the most valued routes. An overview and schedule of workshops can be viewed at the NOHVCC Web site: www.nohvcc.org. *—AMA*

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
Shovelhead's Motorcycle Parts & Services
104 Richards Av. - N. Attleboro
508-695-0111

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. - Phillpsburg
417-589-4223

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

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

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

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

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

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

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

TEXAS
Strokers Dallas
9304 Harry Hines Bl. - Dallas
214-357-0707

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

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

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

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

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

Happenings

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

Faunsdale Spring Bike Rally
Date: Apr. 19-22
Place: Faunsdale
Info: 334-628-6356
faunsdalebikerally.com

AHRMA Roadrace Series
Date: Apr. 21-22
Place: Talladega GP Raceway, Talladega
Info: www.ahrma.org

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

Gypsy Tour
Date: Mar. 30
Place: The Hideaway Grill, Cave Creek
Info: 480-595-2053
www.hideaway-usa.com

Westside Motorcycle Expo
Date: Mar. 30-Apr. 1
Place: Univ. of Phoenix Stadium
Info: www.nitrosyndicate.com

Four Season's Showcase
Date: Mar. 30-Apr. 1
Place: Cardinals Stadium, Glendale
Info: 928-230-6719
www.nitrosyndicate.com

Custom Builders Showcase
Date: Mar. 31
Place: The Hideaway Grill, Cave Creek
Info: 480-595-2053
www.hideaway-usa.com

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

2nd Annual Rodeo by the River
Date: Apr. 14-15
Place: Sara Park, Lake Havasu City
Info: 928-854-1550
www.DesertThunder Customs.com

45th Annual Yuma Prison Run
Date: Apr. 20-22
Place: Yuma County Fairgrounds
Info: 818-597-9492
www.yumaprisonrun.com

Piss On The River Poker Run 5
Date: Apr. 27-28
Place: Lake Havasu City
Info: 928-208-1479

ARKANSAS
Motorcycle Mania
Date: Apr. 14
Place: Clear Channels, Little Rock
Info: 501-796-7070

Wild Hog Music Festval
Date: Apr. 20-22
Place: Helena
Info: wildhogmusic.org

Highways and Hedges National Rally
Date: Apr. 20-22
Place: Cypress Creek Bluegrass Park, Adona
Info: 501-455-5144
www.highwaysand-hedgesministry.com

Annual Spring Thaw
Date: Apr. 28
Place: ABATE D-10
Info: 870-379-2825

CALIFORNIA
Easyriders Bike Show
Date: Mar. 31
Place: Convention Center, San Diego
Info: 800-962-9857
easyridersevents.com

Ride, Strive & Roll
Date: Apr. 1
Place: Veteran's Hospital, San Diego
Info: 800-423-2778
www.caldiegopva.org

Green and White Spring Fling
Date: Apr. 14
Place: TBA
Info: www.boozefighters21.com

Freedom Rally
Date: Apr. 16
Place: State Capitol, Sacramento
Info: www.abate.org

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

10th Annual Freedom Riders Jubilee
Date: Apr. 27
Place: Cottonwood
Info: 530-275-2384
www.reddingfreedom riders.com

AHRMA Roadrace Series
Date: Apr. 28-29
Place: Willow Springs International Raceway, Rosamond
Info: www.ahrma.org

17th Annual Pacific Coast Dream Machines
Date: Apr. 29
Place: Half Moon Bay Airport
Info: 650-726-2328
www.miramarevents.com

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

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

DELAWARE
Blue Hen Motorcycle Show
Date: Apr. 20-22
Place: Kent County ABATE
Info: www.abateofde.com

301 Cycle Swap Meet
Date: Apr. 28
Place: Middletown. Info
www.301cycle.com

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

FLORIDA
7th Annual Bikes and Blues
Date: Apr. 14
Place: Ormond Beach
Info: 386-566-6991
rockonproductions.us

7th Annual Emerald Coast Bikefest
Date: Apr. 26-29
Place: Emerald Coast Dragway, Holt
Info: 850-537-7223
emeraldcoastbikefest.com

11th Annual Leesburg Bikefest
Date: Apr. 27-29
Place: Leesburg
Info: 352-365-0053
leesburgbikefest.com

Miami Motorcycle Salon
Date: Apr. 28-29
Place: Miami Dade Fair Expo, Miami
Info: 305.529-2842
themotorcycletour.com

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

Milledgeville Thunder Spring Rally
Date: Apr. 13-15
Place: Milledgeville
Info: 478-453-7057
www.milledgevillethunderrally.com

Angel City Rally
OCT. 19-22
Place: Unadilla
Info: 800-433-7191
www.angelcityrally.com

3rd Annual Pimp and HO Ball
Date: Apr. 20-21
Place: Wingmen MC Clubhouse, Ludowici
Info: 912-545-3304

Horsepower at the Park
Date: Apr. 21-22
Place: Conyers
Info: 678-957-6749
horsepowerathepark.com

Top Gun Ride for Children
Date: Apr. 21
Place: Atlanta
Info: www.topgunride atlanta.com

2nd Annual Make a Wish Ride
Date: Apr. 28
Place: Warner Robins
Info: 478-955-5567

ILLINOIS
Southern Freedom ABATE Easter Run.
Date: Apr. 7
Place: Truckstop, Marion
Info: www.abate-il.org

Fulton County ABATE April Fools Run.
Date: Apr. 21
Place: The Goose Pit, Banner
Info: www.abate-il.org

Walneck's Swap Meet
Date: Apr. 22
Place: McHenry County Fairgrounds, Woodstock
Info: 630-985-2097
www.walneckswap.com

Shakedown Run
Date: Apr. 28
Place: Embarras Valley ABATE
Info: 217-627-2303
www.abate-il.org

Shakedown Run
Date: Apr. 29
Place: RJ's Pub, Galesburg
Info: centralilabate.org

Blessing of the Bikes
Date: Apr. 29
Place: Southern Freedom ABATE. Marion
Info: www.abate-il.org

INDIANA
Motorcycle Swap Meet
Date: Mar. 31
Place: National Guard Armory, Seymour
Info: 812-522-2988

Easter Egg Hunt.
Date: Apr. 1
Place: Region 12 ABATE
Info: 812-877-1676

24th Annual Swap Meet
Date: Apr. 14-15
Place: Marion County Fairgrounds, Indianapolis
Info: midwestmc.com

Spring Thaw
Date: Apr. 14-15
Place: Region 10 ABATE
Info: 812-849-2892

Memorial Ride In The Wind
Date: Apr. 14
Place: Region 08 ABATE
Info: 812-490-3357

Swap Meet & Bike Show
Date: Apr. 14
Place: Region 03 ABATE
Info: 765-455-8733

Swap Meet
Date: Apr. 15
Place: Marshall County ABATE
Info: 574-936-9619

Mayor's Ride
Date: Apr. 21
Place: Miami County ABATE
Info: 765-689-0757
www.abateofindiana.org

Swap Meet & Bike Show
Date: Apr. 22
Place: Region 4 ABATE
Info: 765-426-9412

Bike Blessing
Date: Apr. 22
Place: Region 01 ABATE
Info: 574-223-8883

Battle for the Boogie
Date: Apr. 28
Place: Marion County ABATE
Info: 317-238-9246

Membership/Safety Run
Date: Apr. 28
Place: Region 9 ABATE
Info: 812-794-2603

Early Bird Ride
Date: Apr. 28
Place: Wabash County ABATE
Info: 765-455-8733

Ride for the Troops
Date: Apr. 29
Place: Region 3 ABATE
Info: 765-455-8733

IOWA
21st Annual M/C Expo
Date: Mar. 31-Apr. 1
Place: Fairgrounds, Mason City
Info: www.abateiowa.org

Blessing of the Bikes
Date: Apr. 22
Place: Dublin Bay, Ames
Info: www.abateiowa.org

Spring Run Off Fun Run
Date: Apr. 28
Place: ABATE 15
Info: www.abateiowa.org

ABATE D-4 1st Fun Run/ Blessing of the Bikes
Date: Apr. 29
Place: Polk City
Info: www.abateiowa.org

KANSAS
1st Annual Tuff Enough Weekend
Date: Mar. 30-Apr. 1
Place: ABATE 5
Info: abateksdist5.org

LOUISIANA
ABATE 26th Annual Blessing of the Bikes
Date: Apr. 8
Place: Greater New Orleans Areal
Info: 800-393-5966; 225-337-1113
www.abateoflouisiana.org

Blast on the Bayou
Apr. 19-22
Place: Lafayette
Info: 337-365-4277
www.blastrally.com

4th Annual Meet on the Creek
Date: Apr. 20-22
Place: Silver Creek Campground, Mount Hermon
Info: 985-877-4256
silvercreekcamp.com

Harley for Horses Ride
Date: Apr. 22
Place: LaPlace
Info: www.abate oflouisiana.org

ABATE Rally
Date: Apr. 29
Place: State Capitol, Baton Rouge
Info: 800-393-5966; 225-337-1113
www.abateoflouisiana.org

MARYLAND

Charm City Bike Blessing
Date: Mar. 31
Place: VFW Post 482, Forestville
Info: 410-868-5500
fireupthundrout.com

3rd Annual Charm City Bike Blessing
Date: Apr. 28
Place: Ripkin Stadium, Aberdeen
Info: 410-868-5500
fireupthundrout.com

IHRA Pro Am Tour
Date: Apr. 13-15
Place: Maryland Int'l Speedway
Info: 301-884-9833
www.mirdrag.com

3rd Annual Charm City Bike Blessing
Date: Apr. 28
Place: Ripkin Stadium, Aberdeen
Info: 410-868-5500
fireupthundrout.com

J.D.R.F Poker Run
Date: Apr. 28
Place: Renegade Classics, Prince Frederick
Info: 301-855-1999

10th Annual Blessing of the Bikes
Date: Apr. 29
Place: Woodsboro Inn
Info: 301-898-1091
www.abate-of-maryland-frederick.org

MICHIGAN

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

Motorcycle Swap Meet
Date: Apr. 15
Place: State Fairgrounds, Detroit
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Apr. 22
Place: Expo Center, Birch Run
Info: 800-968-4242
motorcycleswap.com

MINNESOTA

ABATE "U," Freedom Fighter's Seminar
Date: Apr. 20-22
Place: Holiday Inn, Alexandria
Info: www.abatemn.org

MISSISSIPPI

Labor Day Party
Date: Apr. 13-14
Place: Georgetown
Info: 601-613-4321; 601-209-0727
www.copiahcreek campground.com

MISSOURI

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

M/C Swap Meet
Date: Apr. 22
Place: Twin Drive-In Theater, Independence
Info: 816-456-4415
www.jwswapmeet.com

FORR Capital Crusaders Days
Date: Apr. 24
Place: State Capitol, Jefferson City
Info: www.forr.net

AHDRA Drags
Date: Apr. 28-29
Place: St Louis
Info: 336-924-2095
www.ahdra.com

Choppers4Children
Date: Apr. 27-28
Place: Joplin
Info: www.choppers4 children.com

13th Annual M/C Show & Swap Meet
Date: Apr. 29
Place: Shadow Rock Park, Forsyth
Info: 417-334-0775

NEVADA

25th Anniversary Laughlin River Run
Date: Apr. 25-29
Place: Laughlin
Info: 714-694-2800; 800-357-8223
laughlinriverrun.com

NEW JERSEY

3rd Annual MC Showcase
Date: Apr. 14-15
Place: Atlantic City Convention Center
Info: 215-361-1433
www.epennbiker.com

NEW MEXICO

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

NEW YORK

Skin and Steel
Date: Apr. 22
Place: Dome Center, Henrietta
Info: 585-234-0895
www.skinandsteel.com

NORTH CAROLINA

6th Annual Relay For Life
Date: Apr. 1
Place: American Classic Motorcycle Company, Asheboro
Info: 336-629-9564

4th Annual Beach Benefit Ride
Date: Apr. 1
Place: Fort Macon
Info: 252-726-3131

5th Annual Patriot Run and Party
Date: Apr. 7
Place: Ft Bragg NC
Info: www.vnvmcnc.org armyfisherhouses.org

Spring Rally in the Valley
Date: Apr. 20-21
Place: Maggie Valley
Info: www.chdda.com

Chopper Challenge
Date: Apr. 21
Place: Razcal's, Asheville
Info: www.showingour heartsforkids.org

Outer Banks Bike Week
Date: Apr. 25-29
Place: Outer Banks and Nags Head H-D
Info: 757-397-5550; outerbanksbikeweek.com

State HOG Rally
Date: Apr. 26-28
Place: Outer Banks
Info: 252-221-4657
www.ncstatehogrally.com

Cherokee Survivors Rally
Date: Apr. 27-29
Place: Cherokee
Info: 800-438-1601
www.cherokeerally.com

Thunder in the Smokies Spring Rally
Date: Apr. 27-28
Place: Maggie Valley
Info: www.handlebar corral.com

AHRMA Cross Country Series
Date: Apr. 27
Place: Devil's Ridge, Sanford
Info: www.ahrma.org

OHIO

Spring Fling Swap Meet
Date: Apr. 21
Place: Theodore's, Mineral Ridge
Info: 216-341-4491, 330-718-1320

Bears on Bikes
Date: Apr. 22
Place: TGI Fridays, North Canton
Info: www.bearson-bikes.org

OKLAHOMA

State CMA Rally
Date: Apr. 27-29
Place: Perkins
Info: 405-224-0107

M/C Swap Meet
Date: Apr. 29
Place: State Fair Park, Oklahoma City
Info: 816-456-4415
www.jwswapmeet.com

OREGON

6th Annual Cherry Festival Poker Run
Date: Apr. 21
Place: Spooky's Pizza, The Dalles
Info: 541-296-9303
abateoforegon-ne.com

All Motorcycle Swap Meet
Date: Apr. 29
Place: National Guard Armory, Portland
Info: 503-249-8791
abateoforegon-ne.com

PENNSYLVANIA

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

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

ABATE Jewelry Bash
Date: Apr. 22
Place: Elks Lodge 11, Pittsburgh
Info: 412-922-1090
www.alleghenyabate.org

11th Annual Blessing of the Bikes
Date: Apr. 22
Place: Murrysville
Info: www.murrysville alliancechurch.org

8th Annual Cancer Society Poker Run
Date: Apr. 28
Place: ABATE Greene County. Waynesburg Yamaha Shop
Info: www.abatepa.org

SOUTH CAROLINA

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

Heritage Motorcycle Rally
Date: Apr. 13-22
Place: Ladson
Info: www.heritage motorcyclerally.com

TENNESSEE

Night Ride and Race
Date: Apr. 7
Place: TNT Performance Dyno, Nashville
Info: 615-874-1005
www.TNTPerformance Dyno.com

Blessing Of The Bikes
Date: Apr. 7
Place: Hamilton County River Park, Chattanooga
Info: 423-313-1663
cmachattanooga.com

TEXAS

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

AHRMA Cross Country Series
Date: Mar. 30
Place: Diamond Don's, Jefferson
Info: www.ahrma.org

Thunder in the Hills
Date: Mar. 30-Apr. 1
Place: Mansfield Park, Bandera
Info: 936-334-0558
bikerralliesoftexas.com

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

Easyriders Bike Show
Date: Apr. 21
Place: Fairpark/The Centennial Hall, Dallas
Info: 800-962-9857
easyridersevents.com

Ride For Kids
Date: Apr. 29
Place: Pasadena Convention Center
Info: 281-328-2936
www.ride4kids.org

VERMONT

MRF Beast of the East
Date: Apr. 27-29
Place: Killington
Info: 202-546-0983
www.mrf.org

WISCONSIN

Bike Show
Date: Apr. 28
Place: ABATE Region 7D
Info: www.abatewis.org

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

National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	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

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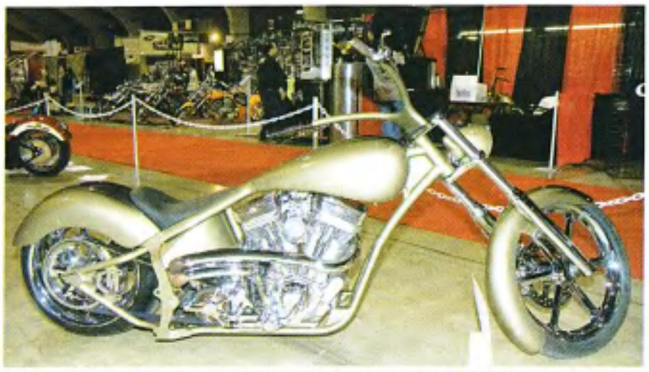
EASYRIDERS KICKS OFF THE BIKE SHOW SEASON IN POMONA!

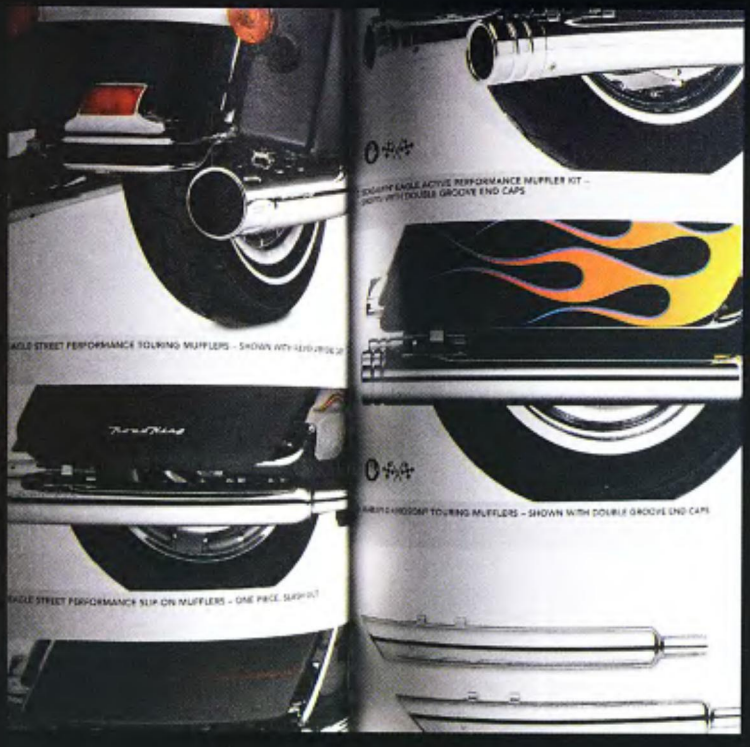
HEART OF THE CUSTOM

The pendulum always swings both ways. Just as we saw it swing too far to the right when all those bike building TV shows caused every Tom, Dick and Harriet to run out and open a chopper shop, and saw an overinflated industry cause ridiculous custom extentions in the world of motorcycle tires so wide that a jumbo jet could use them—the pendulum is swinging back. Back to a time when building custom motorcycles was all about brotherhood, heart and soul. Back to a time when you could actually *ride* the motorcycle. There was a very



real heart beating in Pomona, California, this January 6 and 7 when the Easyriders/ V-Twin Bike Show Tour opened the doors to thousands of bikers in search of the latest and greatest custom bikes.

Every one of the hundreds of custom creations entered in this show was a winner. Of the local builders who proudly brought their scoots out to the show, I want to particularly thank Trevelen of Super Co. Customs, Scott Long of Central Coast Cycles, Bob Carrillo of Pacoima, and homeboy Tom Foster. The amount of hand-fabricated details on their bikes as well as the blood, sweat and beers that went into their machines gave us new hope that true custom motorcycles are back and better than ever.



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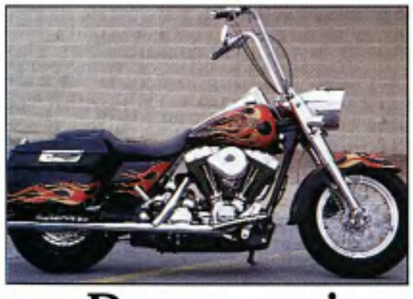
This bike show has always marked the beginning of the custom season and good brothers and master builders such as Paul Cox from Indian Larry Legacy came all the way from Brooklyn, New York, to attend. Paul Yaffe brought awesome bikes from Arizona and Rucker Performance came out from Texas. It was good to spend time talking about where our industry is going and to realize that we are getting back to a time when a passion for motorcycles pushes everything forward rather than just a grab for cash.

Even the *Biker Build-Off* TV series (now on TLC on Monday nights) generated a feeling of true passion for our lifestyle. Dawn Norakas of Stinger Custom Cycles went head to head with Scott Webster from Leroy/Thompson in an incredible display of talent, heart, soul and guts. Both sides worked hard and rode hard to make this a very memorable episode. Bike show-goers voted for their favorite bike and the winner will be

revealed when the show airs in late February, early March. We ain't tellin'.

Speaking of voting, everyone who came in the doors was handed a ballot to mark down their favorite bikes in our Spectator Class. Many of the bikes were so outstanding that they should really have been in our Judged Class (see winner's list at the end of the article). There was also a new Pro Class for builders wishing to compete against other professional builders from around the country. Three Pro Class builders were chosen in Pomona and these will go on to compete at our Invitational Show in Kansas City on May 5. The six winners in Kansas City will become the master builders touring with our Bike Show season in 2008.



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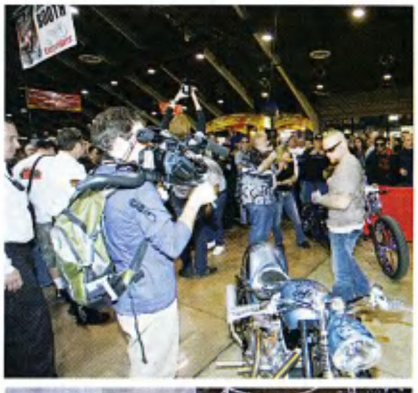

Besides the many diverse vendors who offer goods and services at our bike shows, we are proud that the Fryed Brothers Band (the best biker band in the known universe) tore the house down with their good old country-fryed rock 'n' roll. Harry and the boys sure put a smile on our faces. The cold beer was flowin' and the good times rolled. Special thanks to Steve Shapiro for knowing all the words to the songs and leading the group sing-along.

Special memories of this show will include the bitchin' bar fight. Hey, it's about time that bikers started slappin' the shit outta straights again. Maybe they won't sit on a guy's bike without permission. Scott Long's Tiki-themed booth (thanks Georgie), and Jennifer's tasty tits were all highlights.

As always, thanks go out to our stellar team including Bruce, Sandy, Craig, Melissa and the rest. A true biker kiss on

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the mouth goes to John Green who is keeping the spirit of brotherhood alive and is doing these shows for all the right reasons. And a tip o' the hat to our fine sponsors, Lucas Oil, Carolina Custom Products, Rucker Performance, S&S Cycle, Supertrapp, Jireh Cycles, Performance Machine, Baker Drivetrain, Belt Drives Limited and Bikernet.com.

Watch for more coverage on *V-Twin TV* on SPEED Channel including the Teresi Dyno-Drags Winter Nationals (see article on Page 65). See your local listings for dates and times. Don't forget to enter to win a mind-blowing custom motorcycle by Carolina Custom Products. Just step up to the computer kiosks where the bike is displayed at any of our bike shows to enter. *—Dave Nichols*

"How many of your wishes involve male enhancement these days?"

POMONA BIKE SHOW WINNERS

SPECTATOR'S CLASS

Antique/Old-School Class

1st – John Finegan, Winnetka, CA – 2006 Chopper
2nd – Glenn and Darla Hanson, West Hills, CA – 1960 Panhead Chopper
3rd – Scooter Tramps, Victorville, CA – 2005 Bobber

Specialty Class

1st – Kenny Renfroe, San Bernadino, CA – Intense Creation Rigid
2nd – Biker's Alley, Riverside, CA – 2007 Custom Trike
3rd – Lee Berczel, Corona, CA – 1999 Kawasaki Drifter/sidecar

Modified Stock Class

1st – Danny Bogart, Corona, CA – 2004 H–D Softail
2nd – Barry Brown, Lemon Grove, CA – 2003 H–D Road King
3rd – Richie Valles, Burbank, CA – 2005 H–D Softail

Street Custom Class

1st – Sam Baldi, Cherry Valley, CA – 2003 Special Construction
2nd – Michael Toupin, La Habra, CA – 2006 H–D Chopper
3rd – Biker's Alley, Riverside, CA – 2003 Roadkill Softail

Radical Custom Class

1st – Ray Fisher, San Bernadino, CA – 2006 Intense Creations Rigid
2nd – Jimmy Todorovitch, Beaumont, CA – 2006 Dirty Down Custom
3rd – Rick Kappe, Phoenix, AZ – 2005 Radical Custom Pro–Street

Best of Show

1st – John Esposito, San Bernadino, CA – 2006 Intense Creations "Woody"
2nd – Stone's Custom Choppers, Henderson, NV – 2006 Vegas 100th
3rd – Joey Zwack, La Habra, CA – 2005 H–D Special Construction

JUDGED CLASS

Antique/Old-School Class

1st – Andy Iannacone, Oxnard, CA – 1938 H–D Knucklehead
2nd – Andy Iannacone, Oxnard, CA – 1937 H–D Flathead
3rd – Danny Drake, Valencia, CA – 1967 H–D Electra Glide

Specialty Class

1st – Brandon Holstein, Long Beach, CA – 2006 Rigid Panhead
2nd – Rick Bray, Lemoore, CA – 2006 S.I.K. Soreass Rigid
3rd – Jason Wilson, Glendora, CA – 1976 H–D Custom Sportster

Modified Stock Class

1st – Tony Parker, Alta Loma, CA – 2006 H–D Road King
2nd – Road Dog Customs, Santa Fe Springs, CA – 1981 H–D FL
3rd – Road Dog Customs, Santa Fe Springs, CA – 1978 H–D FLH Shovel

Photos: Rick Hustead

Street Custom Class

1st – Tom Foster, Los Angeles, CA – 2006 Landshark Bobber
2nd – Terry Marino, Hesperia, CA – 2006 Special Construction Rigid
3rd – D&C Customs, La Verne, CA – 2007 Rigid Pan–Shovel

Radical Custom Class

1st – Viking Motorcycle Co., Upland, CA – 2006 Special Construction VTX
2nd – Eightball Rods & Choppers, Placentia, CA – 1947 Knucklehead Chop
3rd – John Fehrenz, Las Vegas, NV – 2006 Dynamic Choppers Curves

BEST DISPLAY

George Mirzoian, San Fernando, CA – 2006 Bobber

EDITOR'S CHOICE

Jim Maxwell, Phoenix, AZ – 2007 Paul Yaffe Chopper

BEST OF SHOW

1st – Trevelen, Los Angeles, CA – 1950 Super Co. Indian Flathead
2nd – Scott Long, Santa Cruz, CA – 2006 Central Coast Cycles Shovel
3rd – Bob Carrillo, Pacoima, CA – 1948 H–D Flathead

PRO CLASS *(listed alphabetically)*

Bad Island Toyz, La Habra, CA – 2007 Bad Island Custom

Dynamic Choppers, Las Vegas, NV – 2006 Ruthless 360

Super Co. Customs, Los Angeles, CA – 1947 Rigid Knucklehead

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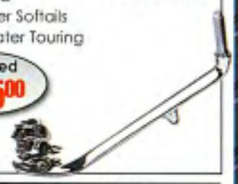

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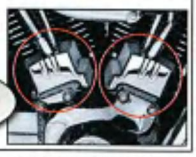

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TalkingTech

MORE POWER

I upsized the displacement on my 2005 FLHTC from 88 to 95 cubic inches. I used Harley HTCC cylinder heads, HTCC forged pistons, compression releases, Quick-install adjustable push rods and SE-257 cams. I also have a high-flow air cleaner, Mikuni HSR 42 carb, Vance & Hines Oval slip-ons and a performance ignition. I had the local shop bore the cylinders, which might have been a mistake. My problem is that I don't have as much power under load as before I had the work done. I go through a quart of oil about every 900 miles and there are no leaks. It has been suggested that I am burning it. The bike runs fine as long as there are no hills to climb, even though it is slower in the lower gears. When I hit a steep hill I have to gear down or the engine makes a pinging noise. It also does this when I speed up to make a pass. I realize now that I may have several factors working against me: (1) this is probably not the best set up for a dresser, (2) the cylinders may not have been bored true. A mechanic has suggested the following: (1) replace the cylinders with stock 95-inch ones, (2) install 95-inch flat top pistons, (3) install gear-drive cams and (4) port the heads. I might add that I very rarely ride over 2500 rpm. What do you think the mechanic's suggestions?

Thanks,
Hambone, Yahoo

With that kind of oil consumption, there's got to be a problem in the top end. I'd be looking at the cylinder-piston fit and bore roundness, just as you said, but getting your pal or another competent mechanic to perform a leakdown test before removing the top end would be smart. That would tell you for sure whether the pistons or cylinders are at fault and rule out the possibility of a problem with the heads/valves. I would hate to give up those new heads and I suspect that a sloppy bore job is causing all of your problems, but replacing the HTCC pistons with an oversize version of the same and keeping the HTCC heads would be a gamble. Going back to the stock heads and flattop pistons would be the safest bet. I disagree with your guy about the gear-drive cams and ported heads. Gear-drive cams have a potential performance advantage in a performance engine with heavy valve springs, but not a warmed-up stocker. They would have the advantage of eliminating the wear-prone plastic chain-tensioner shoes, but tend to be noisy behind a fairing or windshield. Your pal might argue that valve timing is more consistent with a gear drive, but that's not an issue with stock valve springs. I would also take a pass on porting the heads. That would be a guaranteed wasted money in an engine that doesn't see the high side of 2500 rpm. For your application, I would either put the stock cams back in or go with a mild bolt-in grind from the manufacturer of your choice. Carb tuning could be causing a power loss too, but you'll never know until you get that top end squared away.

CHAIN GANG

I need to put a new primary chain on my 1997 Electra Glide and I am thinking of adding a Hayden M6 chain adjuster at the same time. Do you recommend the Hayden, or not?

Sonny

Sure, I'll recommend it. I put 50,000 miles on one and never had to fiddle with it or the primary chain. It worked just fine.

RATTLE TRAP

The trans in my 1962 panhead is getting noisier all the time and it has a leak out the main seal that I can't get to stop. I would rather rebuild it myself than have a shop do it. I know you will tell me to buy a manual, and I will, but is rebuilding a 4-speed transmission practical for somebody with average mechanical skills, or should I steer clear? Would I need any special tools? I have heard that 5-speeds are easier to rebuild, which doesn't exactly sound like good news for me.

Crunch

Five speeds are easier because all of the working parts except the main drive gear and shifting hardware are installed on a trap door that you can remove as a cassette. Even better is that the bearings are caged instead of loose, so you don't have to fit them. The toughest part of a 4-speed rebuild is fitting the main drive gear and 3rd gear cluster to the bearings, for which you should use a bone. Except for that, you'd only need two tools that you may not have—a small two-claw puller to get the starter gear off and a shifter-fork gauge to align—you guessed it—the shifter forks. Buy the manual and decide for yourself if you're up for all this. I'd probably steer clear of a 4-speed rebuild unless I could borrow a shift fork gauge and finagle someone into fitting the bearings.

MYSTERY BASKET CASE

I bought a small motorcycle in several boxes that the last owner swore was a Harley-Davidson. I wouldn't believe it except for the gas tank, which looks a lot like the old ironhead CH gas tanks except that it has a hole for the ignition switch on top. This motorcycle appears very old and I would like to restore it. Can you help me identify it, if you think it is truly a Harley-Davidson, and tell me what is worth?

Robert Aimes

If the gas tank came off the same bike, I'd guess it's a Harley Hummer or a 165. Check www.harleyhummer-club.org for more information.

ROLLING BOMB

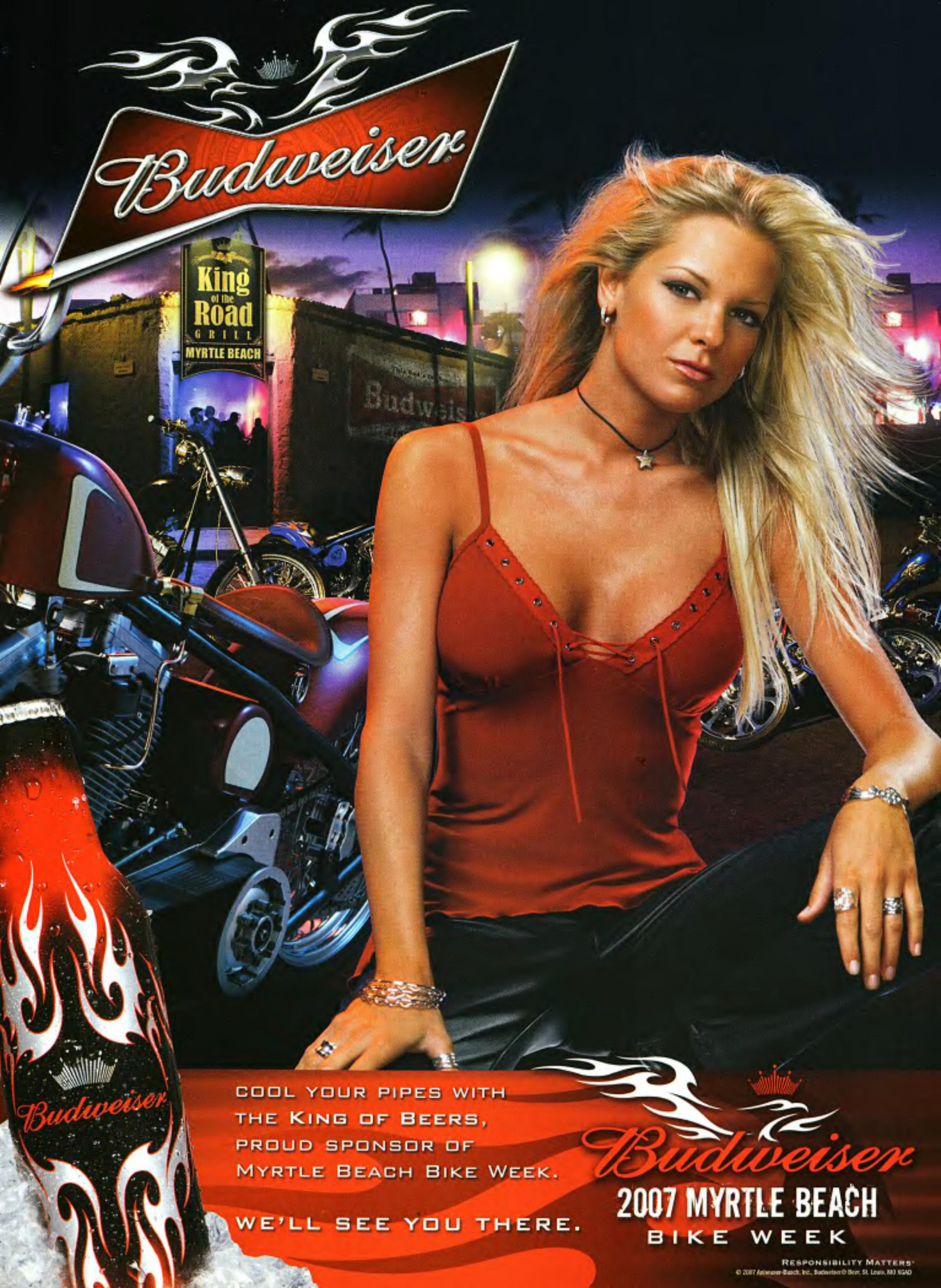
I am planning to ride my XLS 1200 from San Diego to Jacksonville, Florida, this coming spring. I am concerned about gas mileage and wondered if you knew of an inexpensive auxiliary gas tank that wouldn't be too much of a hassle to install. The people I ride with say I'm worried about nothing. Do you agree?

Kenny, Internet

I'm guessing your riding buddies have never left the city limits. I'd just rinse out a couple of one-quart oil containers with gasoline and carry a reserve in them. Be careful when you strap the containers on your bike. Make sure to pad them well so they don't chafe through and turn your Sportster into a rolling fire bomb. Don't do too much riding during the wee small hours of the morning and ignore well-intentioned but inexperienced parties who would have you use fancy computer programs or the Internet to plan your gas stops.

— 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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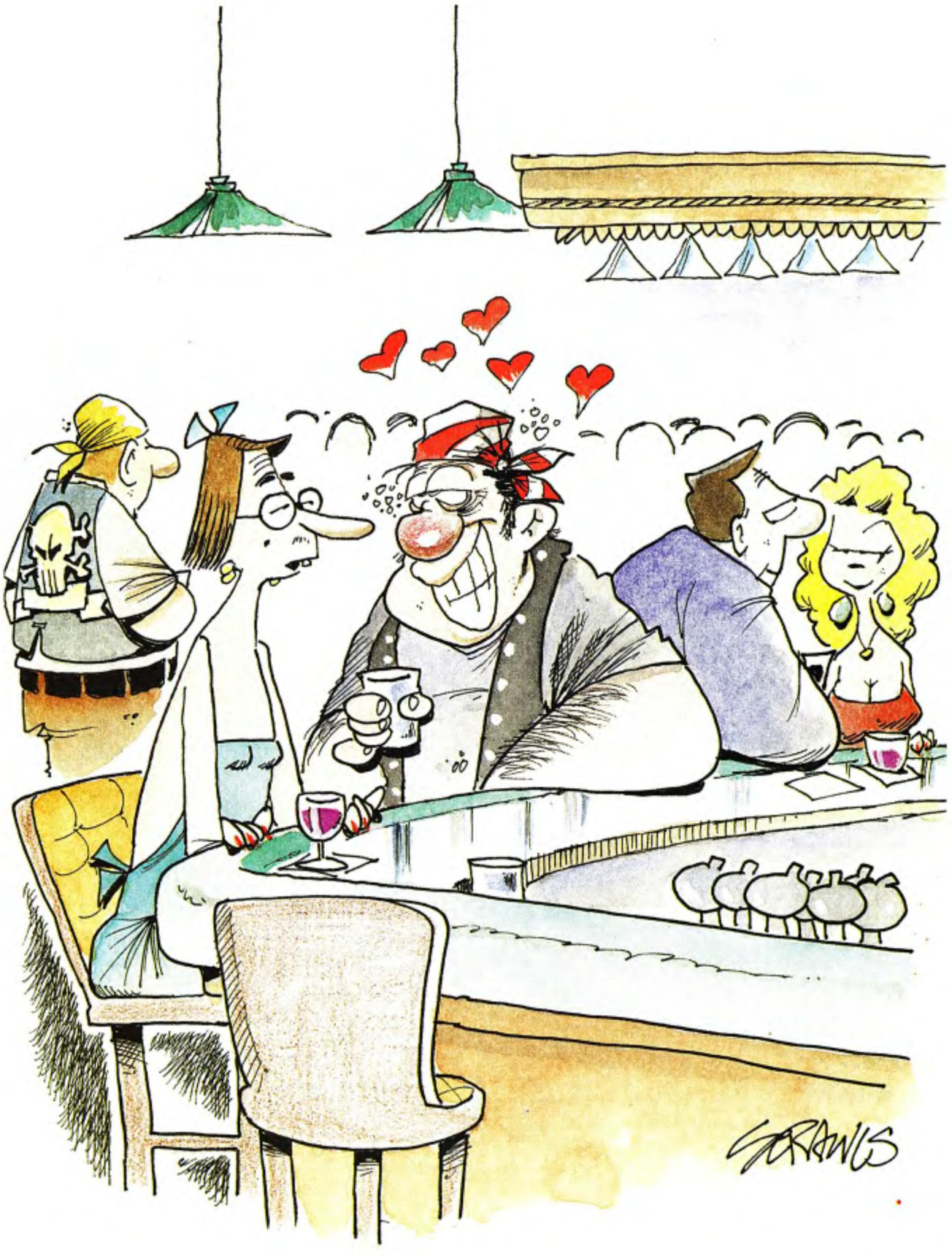

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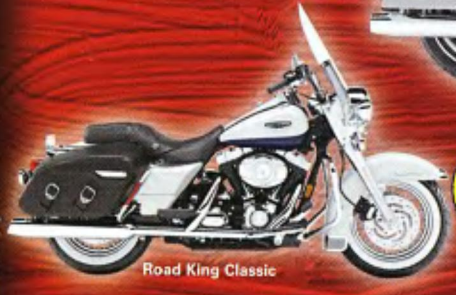

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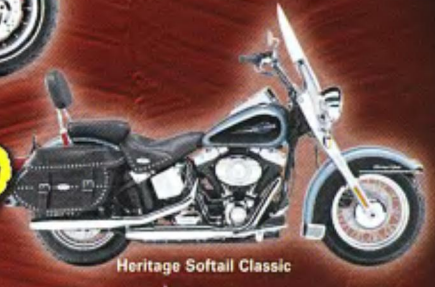

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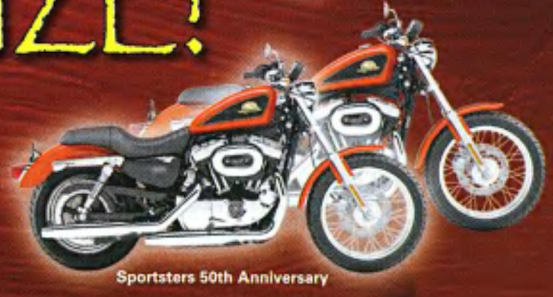

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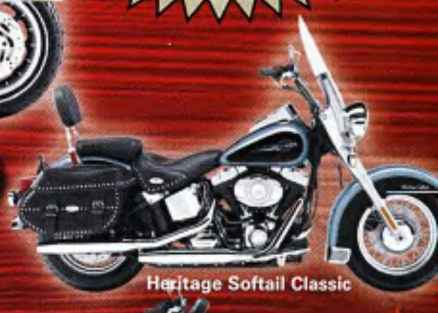

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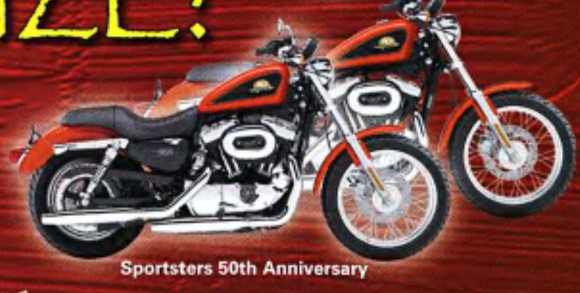

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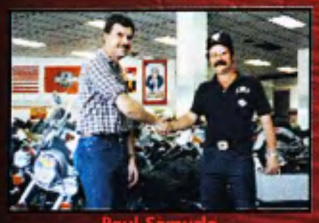

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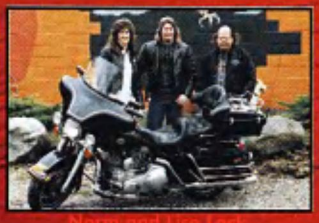

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THE BARE-KNUCKLES BIKES OF NYC CHOPPERS

Doin' What Comes Naturally!

In just a few short years' time those bad-to-the-bone, stripped clean Manhattan bobbers coming out of NYC Choppers have made one heck of an impact on the biker world. Amazingly enough, the man behind all this classic style and old-school correctness didn't even own a motorcycle until 1993. No lie. "My background," says "New York Nick" Genender, "was in the clothing business. Sportswear." Born and raised in Brooklyn, Nick

moved across the river into Manhattan when he was 23. Now 54, when he finally did buy his first motorcycle his 70-year-old mother asked, "What took you so long?" Indeed.

"It all came about as a sort of therapy," is Nick's answer. By 1993 he'd left the clothing business and was living in Bridgehampton, Long Island. "It's a pretty affluent area out there," he says, "with a lot of bikes running around. And mine, the one I'd just bought and built, automatically seemed to draw people to it." What was it about this motorcycle belonging to a refugee from the rag trade causing a stir? It was New York Nick's innate sense of style. He'd taken his brand-new Harley-Davidson Heritage and re-worked it into the spitting image of a 1958 Duo-Glide—purely on instinct and years before the retro look would became popular. "I'm a product of the 1950s," Nick says. "That's just always been my flavor."

One Saturday morning he came out of a breakfast shop to find a yet another crowd gathered around his bike. "One thing led to another," he says, "and pretty soon I found myself wrenching in the basement of the house I was renting, converting other bikes to the style of mine." It was the start of what would become NYC Choppers.

Swamped with work orders, Nick quickly hooked up with some local shops for help. He'd bring in his conversion projects and split the fee. "That was probably around '94," he says, and from then until 1999 he hung around a few different motorcycle shops, working and learning the ropes. Mostly he spent time at H&L Performance which was still located in Port Chester, New York, but before that got another kind of education at one shop which will go unnamed. "All the bad stories you hear about bike shops?" Nick says. "This place was the poster-child for how not to treat a customer." That knowledge got tucked away, too.

Ready to break out on his own, Nick got the opportunity to sublet space down on 27th Street in Manhattan. Taking along one of the mechanics from H&L, he opened the doors to NYC Choppers. That was in 2000, and by then he'd already developed a few specialty parts of his own. "I was foolish enough to think I could sell them by mail," Nick remembers. "I tried it with some oil coolers and the Legend Air Ride Systems I was distributing for Jesse Jurrens." With those parts, a list of customers wanting the New York Nick retro conversion and Billy Orsino, the mechanic from H&L, NYC Choppers was open for business. Mark Knowels, a savvy mechanic who had worked at a sportbike shop going out of business and the place where Nick bought a lot of the initial shop equipment he'd need, came along as well. "And that was it," says Nick. "My wife, Ginta, kept us all in line, as best she could." Quickly outgrowing that 27th Street location, Nick moved to his present 53rd Street shop in March of 2005.

It's amazing how, purely on instinct, Nick knew how to build what's cool. "But I guess I've always been just a little ahead of the trends," he says, even going back to the sportswear years. He remembers when distressed leather had just begun to become popular in any sort of volume. His girlfriend at the time, someone who worked for Giorgio Armani, wanted a leather jacket. "I went into my loft and pulled out a distressed leather

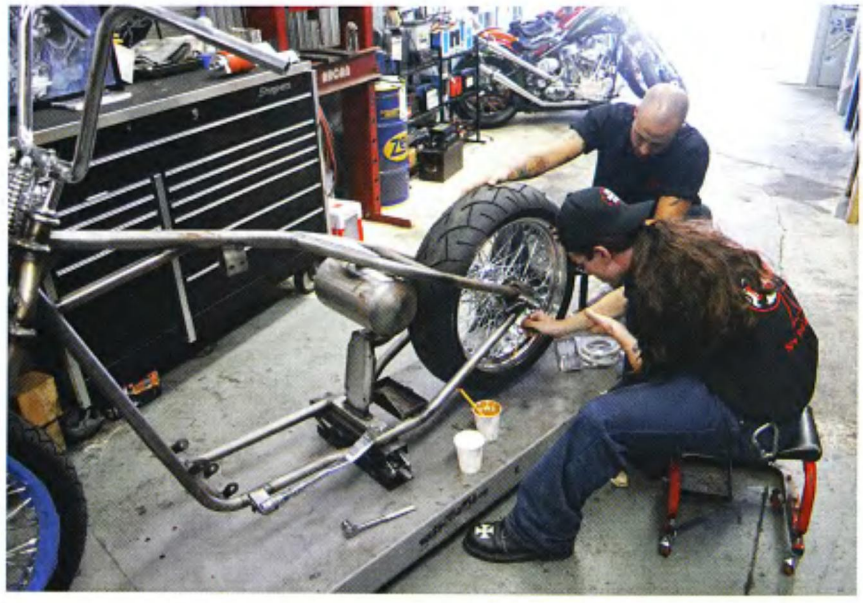
bomber jacket for her, something I'd just worked up and then we went downtown." Shopping every trendy store in Manhattan, she didn't buy a thing. "She just turned to me, still wearing that jacket I had just given her and said, 'You know, I guess we're hip before it's time to be hip.'" It's the same story with the bikes. NYC Choppers, purely on instinct, builds what's hip.

"It might sound a little arrogant," Nick goes on, "but I think our bikes are almost artwork. Last Saturday night, for example, I brought one to a gallery opening a friend was hosting. I parked it out front. Halfway through the event he came up to me and said I was getting as much play outside as he was inside." Nick quickly points out that he's not the only builder in this game, that there are others out there who are creating some pretty cool motorcycles. "But sometimes I see those other bikes as maybe a little more sculpture than rolling art," he says. "You know what I mean?" At NYC the art has to be functional, "And truthfully," Nick asks, "I don't know how rideable some customs are." Not the case at NYC Choppers. As good looking as these bikes are, as nasty as they appear, they're all built to ride hard, with the mean streets of Hell's Kitchen as a test bed.

Functional motorcycle art like this has kept NYC Choppers a busy little shop. Along with Nick there's now fabricators/craftsmen Mark Knowels and his brother Matt, making it all happen. "And it's definitely a team effort," Nick says. "Granted, it's my lead, my sense of style, but I learn something new every day from these guys and you have to give credit where it's due." Looking forward, Nick plans to take NYC Choppers to the next level, to open things up to a much broader scale. "I have one customer who's a premier businessman," he says. "He buys and sells multi-million dollar companies. He knows we're interested in growing and he told me I should think about putting a bike in every high-end car dealership in the country. That opened my eyes. That guy's not far from wrong." Indeed he's not. NYC bikes start with a $28,000 shovelhead chopper and there are bike kits with MSO certification available.

Right along with more bikes for more people, NYC's future includes more parts for more people—signature hardware, all with the indelible style stamp of NYC Choppers. "We're doing our own frames now," says Nick. "We have belt drives, springer front ends, handlebars, risers, grips, pegs, shifters, gas caps, oil tanks, velocity stacks, kicker pedals, breathers, mirrors, covers, seats, even rolling chassis kits combining it all. It's all good." Today, major distributors like Drag Specialties carry more than 100 part numbers with the NYC Choppers logo and there are more on the way. "My philosophy has always been to be just a little different," says Nick. "Stay just a little out in front of what's currently happening. It's the only way I know to do things and I'm amazed every day that I've managed to pull this off. From my background to where I am today? It doesn't seem possible, yet here I am."

Oh, it's possible all right and there's nothing amazing about any of this. An innate sense of style and of what's cool, will shine through every time.—*Joe Kress*



Photos: Joe Kress

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Rocket Rick

To Finish First, You Must First Finish

"Rocket" Rick Mears professed that his strategy was to "win the race at the slowest speed possible." While this doesn't initially sound like the credo of someone accused of having methanol in his veins, Rick is the only man in Indy history to win the Indy 500 from the pole position three times. He's won a total of four times before he was 39 years old. Rick got a bigger kick out of

the competition than he did from high speeds and he is still a part of the Penske race family. Without exception, Rick is one of the many people who always wanted to design and build his own custom motorcycle. As you can see, his bike is exceptional.

Hanging out at Daytona Beach Bike Week can feel downright inspirational and Rick was seeking a sublime rolling chassis. He took a look at some of the goodies from Jerry and David Covington from Woodward, Oklahoma. Rick bounced a few of his ideas off of Jerry, and eventually selected Covingtons Customs to build him a ground-up custom project because of Jerry's unbridled enthusiasm and high level of expertise. Jerry told us that it is difficult to impress someone who has been living the high speed, high tech Indy car lifestyle. Rick knew what he wanted and would call Jerry and his talented son all the time. He would be waiting for a flight and call to discuss details about his project, or just to shoot the breeze. Rick would even e-mail his sketches of various parts for the bike to Jerry, who is quick to admit, "There is no way this machine would have turned out like this without Rick's input."

Look at the blinkers in the swingarm and headlamp, the shape of the oil tank, the rolled edges of the gas tank and the frame design. These are only a few of Rick's ideas. The first frame Covingtons made for Rick was nearing completion when he called up and asked about a bike that he had just seen on television. Rick wanted radiused, curved frame tubes like Jerry's Discovery Channel bike, so Jerry and David took Rick's plans back to the fabrication table and came up with a combination of David's award-winning Lucifer bike and the Discovery Channel bike.

Some folks can't seem to figure out what's going on with this bike's final drive system. It uses a larger-than-stock 630 chain on a 53-tooth sprocket. This gives it a look that is almost industrial and very racer-like, plus there's a bit of extra strength to handle the torque of his Patrick Racing 113-cubic-inch motor. Jerry and David made two different sets of pipes to Rick's specs, but neither looked quite as bitchin' as this one that David designed and Jerry tells us it has an awesome sound, too.

The Covingtons are most proud of the way they were able to combine Rick's ideas with their skill to make a bike that's just so damn cool. David was responsible for a lot of the fabrication work on Rick's bike and is especially fond of the work he did to fabricate these special bars for a truly one-off front end. He machined two sleeves that are attached to the top of the actual stems on the front end. Next, a bar was welded to the top of the sleeves, which made the risers, top clamp and bars all one solid piece. Rick wanted to incorporate some geometric shapes into the design of his primary guard, but the Covingtons had an idea how to replicate the primary cover on a 1946 knucklehead they have sitting around at their compound and adapt it to an open primary configuration. We think it was a stroke of pure genius and, who knows, you may see it available in the list of available parts on their Web site soon.

Visit www.covingtonscustoms.com. They have production bikes, rollers, parts, full on customs and their new spring apparel line is just in. Rick is a world-class driver and Covingtons has built him a bike that is exactly what he wanted. Looks to us like another photo finish. Our sexy model Jasmine acts as the icing on this Covington cake.

—Ricky Bobby

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Easyriders

passin' gas

Pogo's ol' lady was drying herself after taking a shower when she slipped and landed on the floor with her legs spread wide apart. Worse still, her pussy created a vacuum so that she was unable to move. She called her ol' man to help, but though he tried hard, he couldn't pry her pussy away from the floor tiles. In desperation he called his bro, Bondo, who also tried unsuccessfully to shift her.

Finally, Bondo suggested, "Why don't we get a hammer and break the tiles around her legs and lift her that way?"

"Good idea, bro," said Pogo, "but lemme rub her tits a little so we can slide her over to the hallway. The tiles are cheaper in there."

Dave Chance
Ogden, Utah

Q. What makes men chase women they have no intention of marrying?

A. The same urge that makes dogs chase cars they have no intention of driving.

Kim Opsal
Pacific Beach, California

A redneck with two ice chests full of fish was stopped by a game warden recently. The redneck was leaving a cove well known for its fishing.

The game warden asked the man, "Do you have a license to catch those fish?"

"Naw, sir," replied the redneck.

"Alright, you two knock it off... time's up!"

"This is the wet T-shirt contest you said would be a blast?"

"I ain't got none of them there licenses. You must understand, these here are my pet fish."

"Pet fish?"

"Yeah, Every night I take these here fish down to the lake and let 'em swim 'round for a while. Then, when I whistle, they jump right back into these her ice chests and I take 'em home."

"That's a bunch of hooey! Fish can't do that."

The redneck looked at the warden for a moment and then said, "It's the truth, Mr. Government Man. I'll show ya. It really works."

"Okay," said the warden. "I've got to see this!"

The redneck poured the fish into the lake and stood and waited. After several minutes the warden says, "Well?"

"Well what?" says the redneck.

The warden says, "When are you going to call them back?'

"Call who back?"

"The FISH," replied the warden.

"What fish?" replied the redneck.

Moral; We may not be as smart as some city slickers, but we ain't as dumb as some government employees.

Fred Race
Strongsville, Ohio

Biker Pick-Up Lines:

• If you and I were squirrels, could I bust a nut in your hole?

• I'd like to wrap your legs around my head and wear you like a feed bag.

• If it's true that we are what we eat, I could be you in the morning!

• I was about to jack off and I needed a name to go with your face.

Greg Cook
National City, California

Spike was sleeping soundly when his ol' lady shook him and said, "Wake up, someone's breaking in!"

Spike had gone through this same scenario almost every night of their relationship and he knew the only way he would get any rest was to get up and check it out. This time, however, he found there really was a man with a gun who wanted to rob the house!

As the thief was about to flee, Spike said, "Stop! You have to come with me and meet my ol' lady."

Surprised, the thief turned around and said, "Why would you want me to meet your ol' lady?"

Spike replied, "She's been expecting you for five years."

Rebecca Stacey
Bakersfield, California

The doctor and his wife were having a heated argument at breakfast. As he stormed out of the house, the man angrily yelled to his wife, "You aren't that good in bed either!"

By midmorning he decided he'd better make amends and called home. After many rings, the wife, clearly out of breath, answered the phone.

"What took you so long to answer and why are you panting?"

"I was in bed."

"What the hell are you doing in bed at this hour?"

"Getting a second opinion."

Rocky Meyerson
W.P.B., Florida

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

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Owner: Rick Mears
City: Jupiter, Florida
Fabrication: Covingtons Customs
Model: Covingtons Customs Chopper
Time: 1 year
Chroming: Peerless Plating

ENGINE
Year/model: 2006/Patrick Racing
Displacement: 113 cubic inches
Cam: Patrick Racing
Carb: Mikuni HSR42
Pipes: Covingtons Customs

TRANSMISSION
Year/make: 2006/Baker

PAINT
Molding: Dusty Brown
Painter: Dusty Brown
Type/color: House of Kolor/Silver and Burgundy
Special paint: John Stromburg

FRAME
Year/make: 2006/Covingtons Customs
Type: 280
Rake: 45 degrees
Stretch: 7 inches out
Shocks: Penske
Modifications: Covingtons Customs

ACCESSORIES
Bars: Covingtons Customs
Risers: Covingtons Customs
Handlebar controls: GMA
Fenders: Covingtons Customs
Headlight: Laser Star
Taillight: Laser Star
Speedo: none
Pegs: Performance Machine
Foot controls: Performance Machine
Electrics: Covingtons Customs
Gas tank: Covingtons Customs
Oil tank: Covingtons Customs
Seat: Paul Cox
Mirrors: none
Grips: Performance Machine

FRONT END
Type: springer
Extension: 3 inches
Triple trees: stock
Builder: Paughco
Modifications: Covingtons Customs

WHEELS
Hub: Performance Machine
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: front, Performance Machine/ rear, 3 guyz
Photos: Don Rogers

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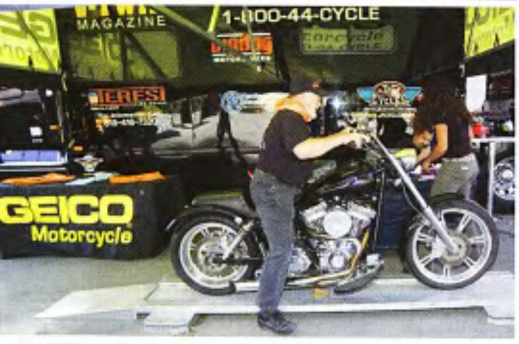

THE QUICKEST WRIST IN THE NATION!

2007 DYNO-DRAGS NATIONALS

The Fourth Annual Teresi Dyno-Drags Winter Nationals were held during the Pomona Bike Show this January 6 and 7 in picture perfect weather. Top racers from around the nation who competed on the Dyno-Drags truck in 2006, were invited to attend this once-a-year spectacle of raw horsepower and straight-shot speed offering a $10,000 purse.

The Dyno-Drags lucky seven finalist racers included:

Tron Elliot of Ventura, California, on his 2001 Dyna Superglide Sport. The 117-cubic-inch bike does an astonishing 8.75 quarter mile and looked like the scoot to beat this weekend.

David Smith from Ohio qualified last year but was unable to attend last time. "It's pretty crazy when you think about it," David told us. "I'm driving probably 90 hours two ways to do an 8-second run. But you know, that's the love of motorcycles."

Danny Arnold from St. Louis rides a 2003 Dyna and showed up with a fresh 124-cubic-inch motor. This bike's best time was 9.27 with his old motor. Danny is a drag racer that works at his local Harley dealership.

Jason Emmick from Chicago, also a drag racer, brought an FXR with a 139-inch motor and twin carbs. He met up with Danny Arnold on the way out. Both men are American Motorcycle Racing Association racers.

Lloyd Neilson of Chicago has raced with Danny and Jason a lot in the AMRA circuit. He brought a 1999 FXR3 with a 113-cubic-inch motor that produces 169 horses and runs 10-second quarter miles. He qualified with a 9.6 run.

Mike Allen brought two secret weapons to the Dyno-Drags Nationals; his lightweight rider Joe Anderson and his 113 horsepower Sportster that runs in the 9's. This bike appears small and stock but it's a monster.

Jason Rodgers from Sacramento appeared at the Nationals not knowing his competition, but brought a bike that ran 10.02 in the quarter-mile over in Sacramento. He came ready to do some business on the Dyno-Drags.

After a smokin' day of qualifying on Saturday, Sunday's race day on the virtual dragstrip was a no-holds-barred afternoon of screamin' engines and iron wills. Wild highlights included David Smith's motor cutting out because of a computer

malfunction and Danny Arnold facing off against top qualifier Jason Emmick but launching too fast and missing the light just as Lloyd Neilson did in the finals.

When the smoke cleared, Jason Emmick not only took top honors in qualifying but got the quickest elapsed time, the fastest top speed and the most horsepower of any bike ever run at the Dyno-Drags Nationals making him the fastest Nationals winner of all time. He and his screamin' FXR did an 8.454 quarter-mile at 164 miles per hour and 223.5 horsepower at the rear wheel. That's damned fast. Congratulations Jason!

Wanna try out to be part of two-wheeled racing history? Bring your bike to any motorcycle run or event featuring the Teresi Dyno-Drags truck in 2007 to qualify for the finals and a chance at the Nationals next year. Check the Dyno-Drags ad in *Easyriders*, *V-Twin*, *Biker* or *In The Wind* magazines or visit our Web site at www.easyriders.com for event schedule.

Special thanks to our sponsors, Geico Motorcycle Insurance, J&P Cycles, Belt Drives Limited, Performance Machine and Big Dog Motorcycles, for making the Dyno-Drags Nationals a killer good time.

—Dave Nichols

Photos: Rick Husteed

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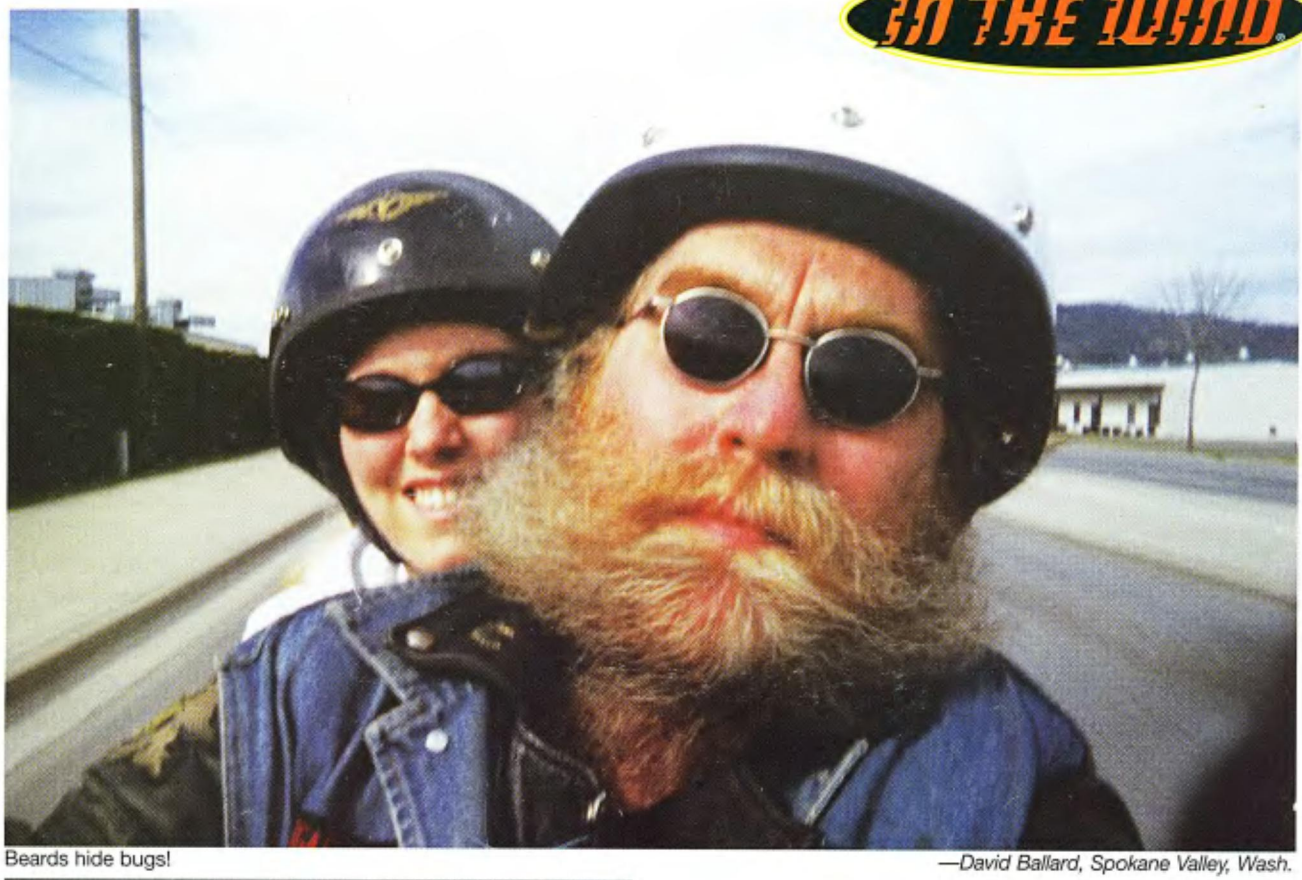
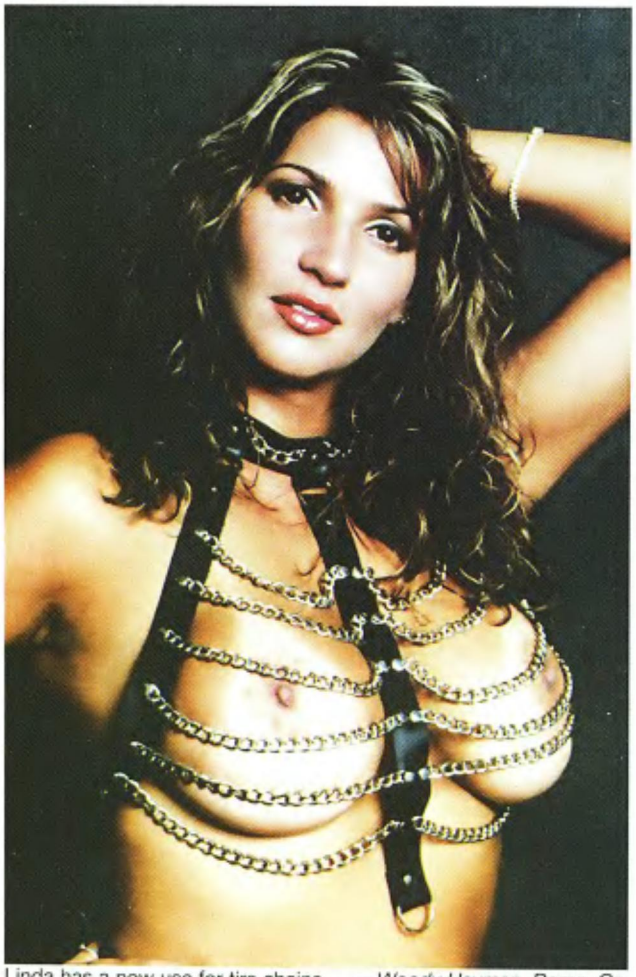
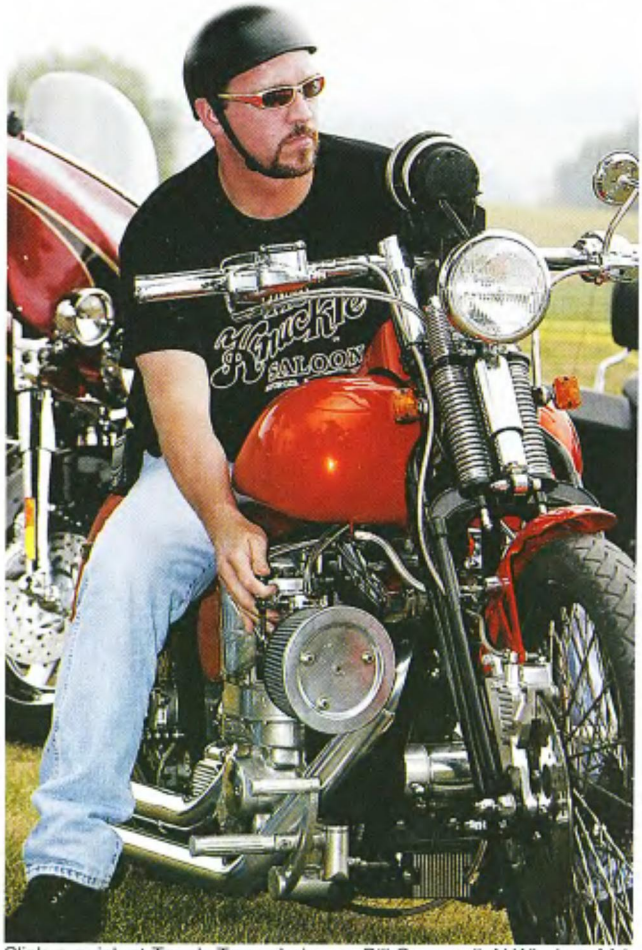


Beards hide bugs! —*David Ballard, Spokane Valley, Wash.*



Linda has a new use for tire chains. —*Woody Hayman, Rome, Ga.*



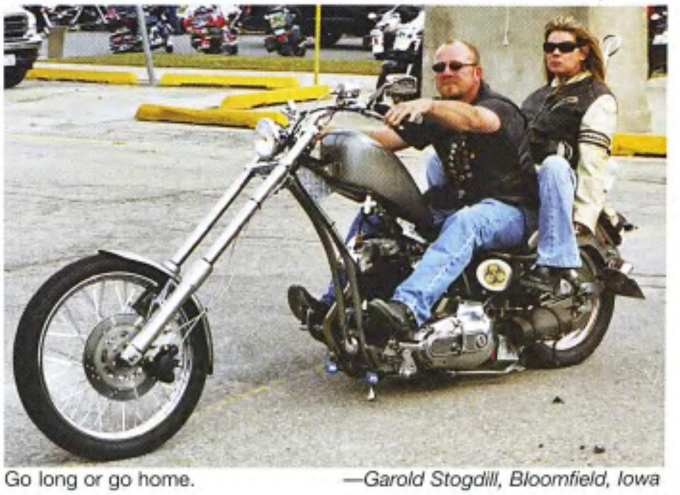
Slick-n-quick at Toop's Troops' gig. —*Bill Cromwell, N.Windsor, Md.*

What motorcycles? Hell, we *walked* up here. OK, it's the annual group-grope shot for their Iowa-Colorado ride. —*Jodi Feller, Preston, Iowa*

Patriotic putts, Memorial Day 2006. —*Kurt Messner, Verona, Wis.*

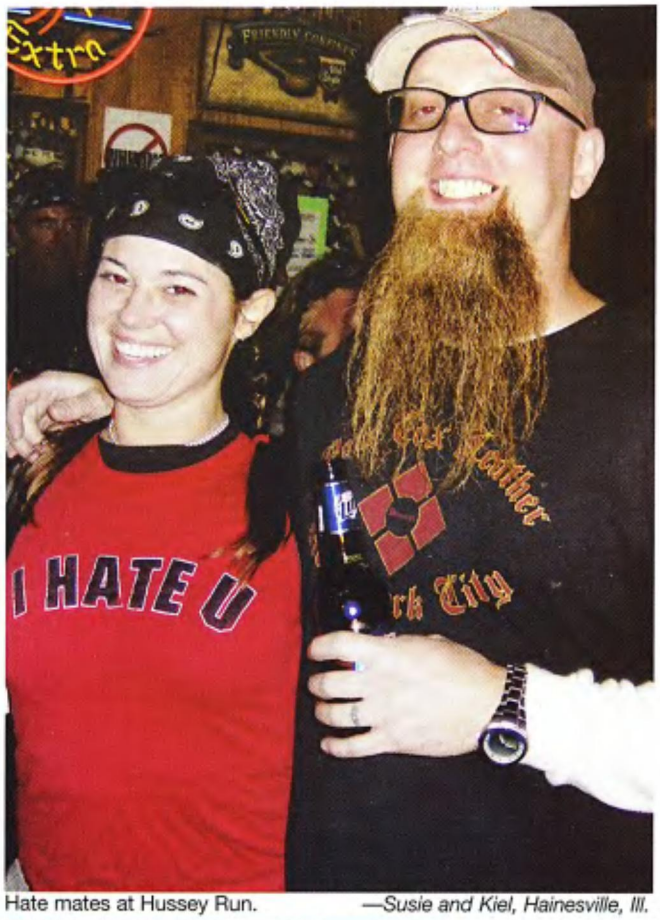
What a Franklin can get you. —*Mike Cantu, Yucca Valley, Calif.*

Out where the buffalo roam. —*Ed Lettimore, Charlotte, Mich.*



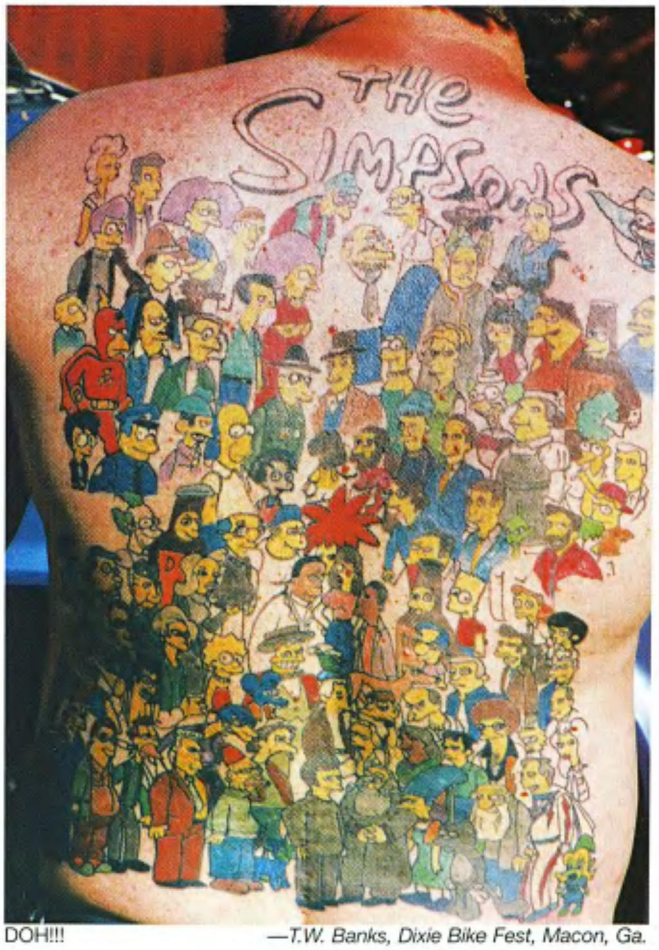
Go long or go home. —*Garold Stogdill, Bloomfield, Iowa*

Typical day at the garage. —*K.W. and Becky, Hickory, N.C.*



Hate mates at Hussey Run. —*Susie and Kiel, Hainesville, Ill.*

Don't forget the sunblock! Too late. —*Rick Koury, Palm Bay, Fla.*

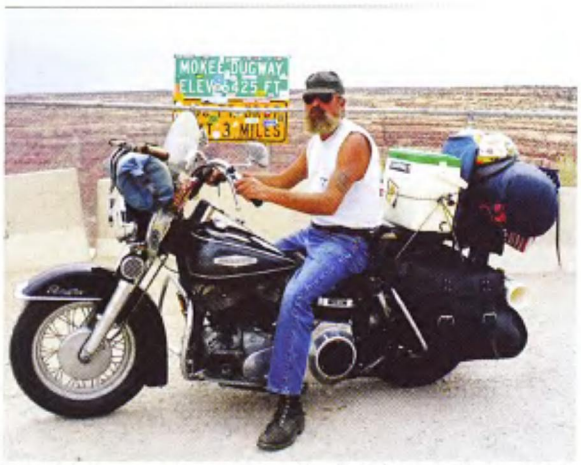


DOH!!! —*T.W. Banks, Dixie Bike Fest, Macon, Ga.*

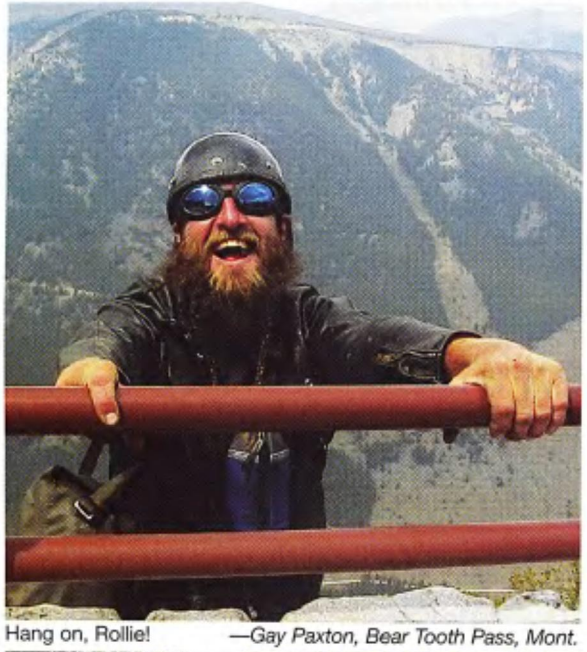
Bike, boob and tat winners at Willie's Tropical Tattoo Bike and Tattoo show. *—Brian Mathews, Ormond Beach, Fla.*

Free camp showers! *—Bill Cromwell, ABATE party, Taneytown, Md.*

Ice Cream Man From Hell is a giver. *—Brian Mathews, Daytona, Fla.*



Gettin' high. —*Kat and Duck, On their Shovels, Ohio to Utah*



Hang on, Rollie! —*Gay Paxton, Bear Tooth Pass, Mont.*

Ridin' doggie-style. —*Steve Perry, Gulfport Blowout, Miss.*

Pioneers of the prairie tie-up their late-model Conestogas at Old West-like Hog's Nest Saloon. —*Judy Boden, Kansasville, Wis.*

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

"The porn business has been good to us, Muriel."

KJC Times Two

Alex Covington's Second From Kendall Johnson

You'd think having one Kendall Johnson bike would do it for you, right? Kendall's long, low, swoopy and style-packed customs come loaded with eye-appeal—not to mention bringing along plenty of that signature KJC go fast inside their motors to the party.

Well, Alex Covington thought that, too. Or at least he did until about a year after taking delivery of his first Johnson creation. As good as that bike was, and make no mistake it was an eye popper and tire shredder, seems Alex spent some of his riding time thinking about the "What ifs?" Like, "What if I had it to do all over again?" So he did. The first bike went up for sale and Alex pulled the trigger on a new-and-improved—to his thinking, anyway, Number Two.

Just like Number One, Number Two began with a Jesse Jurrens Independent Cycle Lowlife chassis. Great start. Both bikes have the same basic profile, but they look completely different. There's no doubt in either one, of course, that it's a Kendall Johnson build. The radical sheet metal work, the overall stance, there's no mistaking a KJC bike. The first bike wasn't quite as dramatic as this build though, lacking things like that sculpted metalwork on the downtube and the scalloped rear fender. Kendall and the boys back in the fab shop heard Alex loud and clear and went above and beyond with this one. And this time around, all that slinky sheet metal was made to visually pop. It's covered in a striking Mike Learn custom mix that's a kind of a copper-tinted orange rust accented with some knockout graphics. The first bike, finished in off-white and red, looked good, but nothing like this.

Then comes the difference bolted in between the frame tubes. Old Number One, definitely no slouch when the throttle got twisted, was pushed along by a KJC massaged Ultima 127 motor. But that wasn't enough for Alex, either. Working in the wholesale appliance

business supplying product to big-box stores like Lowe's and Home Depot, apparently Alex needed a bit more oomph to get from Point A to Point B. He's sure got that here and then some. This time around Alex turned Kendall loose on the motor, calling for nothing less than a Stage III, S&S-based KJC special. Number Two, as you'd imagine, is a rocket ship, a low flying missile with a license plate.

So, yeah, you'd figure having one KJC bike would be plenty and it usually is. Until you start thinking about those "What ifs." They'll get you every time, just ask Alex Covington. They'll also get you a bike like this one. Now, do you suppose Alex is satisfied, or is he already mapping out Number Three? Time will tell, check back in a year or so.

—Joe Kress

Owner: Alex Covington
City: Anderson, South Carolina

GENERAL
Designer: Kendall Johnson
Year/make: 2006 Kendall Johnson Customs
Model: Special Construction
Assembly: Kendall Johnson Customs
Time: 6 months
Chroming: Atlantic Plating

ENGINE
Year: 2006 Kendall Johnson Customs Stage III
Rebuilder: Kendall Johnson Customs
Displacement: 124 cubic inches
Cam: Kendall Johnson Customs
Ignition: Kendall Johnson Customs
Carb: S&S
Air cleaner: Kendall Johnson Customs
Pipes: Paul Yaffe Originals/SuperTrapp

TRANSMISSION
Year/make: 2006 Baker
Shifting: 6-speed

PAINTING
Painter: Mike Learn
Color: custom-mix orange rust

FRAME
Year/make: 2006 Independent Cycle
Type: Lowlife
Rake: 41 degrees
Stretch: 5 inches
Shocks: Legend Air Ride

ACCESSORIES
Handlebars: Kendall Johnson Customs
Handlebar controls: Performance Machine
Fenders: Kendall Johnson Customs
Headlight: Kendall Johnson Customs
Taillight: Kendall Johnson Customs
Pegs: Accutronix
Foot controls: Accutronix
Gas tank: Kendall Johnson Customs
Oil tank: Independent Cycle
Seat: High Roller
Grips: Accutronix

FRONT END
Type: wide
Builder: Mean Street

WHEELS
Make: Performance Machine
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Performance Machine
Photos: Michael Lichter

It took man

millions of years to stand up

only to find it was more fun being

low to the ground.

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FoxHunt

Meet October's Winner

Ya know, honey, those legs really make an ass outta themselves! Cheesey? Sure. Do we care? No. And, neither did your Fox Hunt winner—the lovely, long-legged Cheyenne. One can only imagine this vixen wrapping those legs around you, really tight, while you're both...since she *is* a bona fide MILF, we'll keep it semi-clean...riding the bike down the road. Plucking her from her cold Pennsylvania home, we flew her out to sunny, warm SoCal and teamed her with a cool Xtreme Chopper Designs, er, chopper, all shot by Rick "I'll choke you out with your own arm" Hustead. Flip on over to Page 92, after you've perused this month's line-up, to catch the tall and short of the whole thing!

—Sherwood O'Dunner

Tobey–Washington

#0401

"I went on a ride with my ex's dad. I felt like I was flying. It was the greatest and most freeing experience of my life. Too bad I dumped the guy..."

Karen–California

#0402

"What can I say that hasn't all been said before? Really, all I can really say is that I've never felt more free in my life."

Win $1,000!

Galiena–Iowa

#0403

"Going down the road, wind in my hair, vibrations through my body...I owned the road."

Kelly–Georgia

#0404

"Nothing like the world's largest vibrator being controlled by my ol' man's twist of the throttle."

Allison–Virginia

#0405

"My first ride was when I was two. They put the helmet on my head, I didn't fall over, so I was big enough to go for a ride. I laid across the gas tank and fell asleep."

Deborah–Idaho

#0406

"I loved the rush of wind on my face, legs wrapped around my man and, with my eyes closed, feeling like I was flying. It was empowering."

FoxHunt

Win $1,000!

After 35 glorious years of sharing "biker girls next door" with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That's right ladies, win $1,000 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

We're looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $300 for sending in the photo; the Fox Hunt Winner gets $700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire $1,000! We'll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's drivers license.
- A photograph of the model holding the signed release form and her drivers license.

Please submit three to five color prints, color slides, or digital images (4x6 300DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons — in writing — for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard — or on the back of a sealed envelope — and mail it to #406 *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 27, 2007. The voting deadline for this month's crop of cuties is March 30, 2007. We'll announce the winner in the July 2007 issue.

Sweet, sweet Desiree. I think I once called a girl by that name "Desire, with an extra 'E'." I know what the extra here is—those big tits! Come back next month and see more of them in all their glory!

406

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

I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an Easyriders photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name:
Address:
City: State: Zip:
Home Phone: ( ) Cell Phone: ( )
Date of Birth: I am years of age
I will pose: ❑ Nude ❑ Topless only
Model's Signature:

Photographer's Name:
Address:
City: State: Zip:
Daytime Phone: ( ) Evening Phone: ( )
Photographer's Signature:

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

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

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

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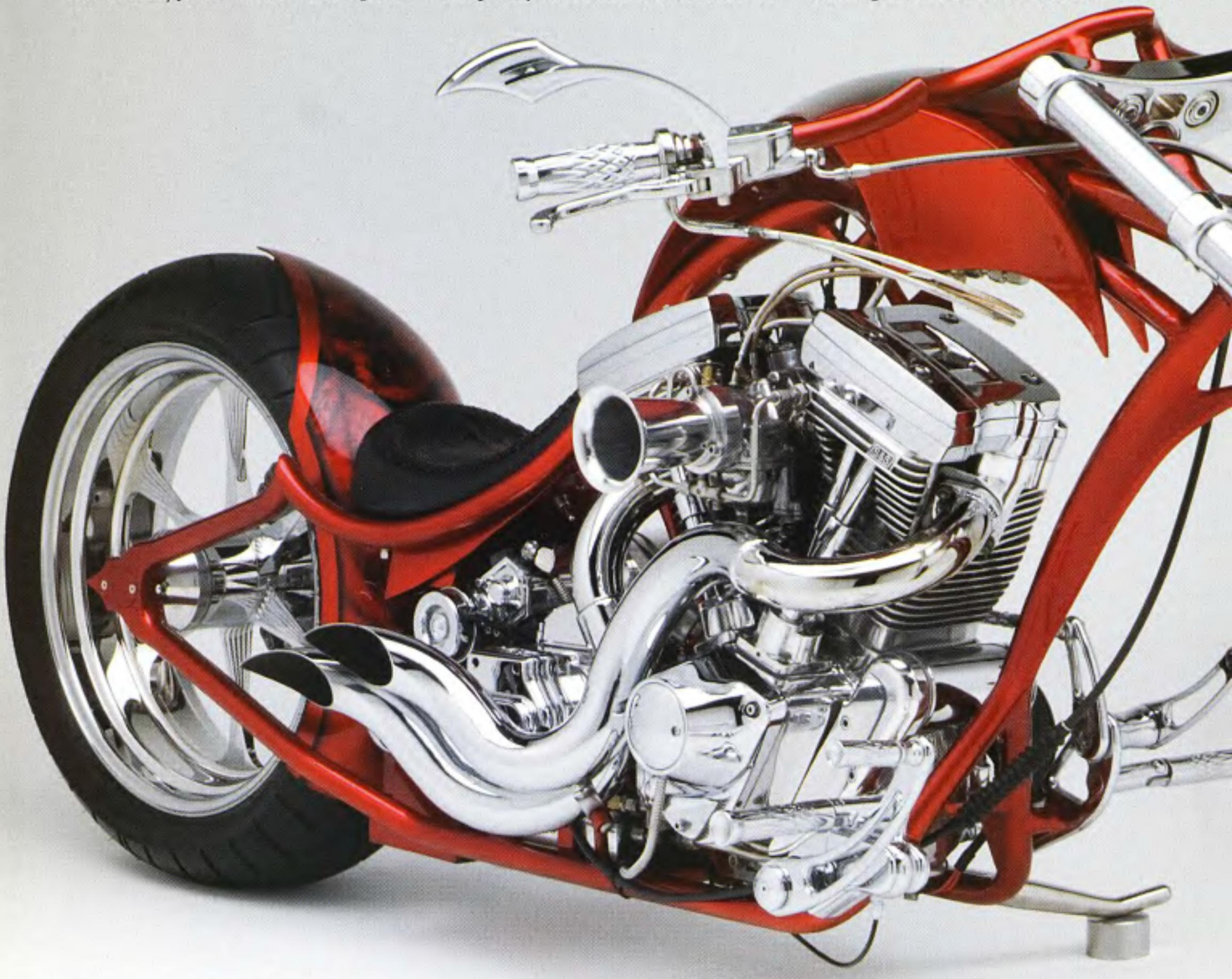
HEAVY DUTY TIE DOWN GEAR

It's hard to look at some wild custom sleds and not have several questions explode in your consciousness. Usually it's "What the hell was he thinking?" or "Where in the hell did he come up with an idea like that?" or some such reaction. To a seasoned pro, either reaction would be considered complimentary, and certainly Justin Shields would agree. As the latest offering from his shop, Deviant Choppers, this bike is a virtual X-ray of what is going on inside Justin's percolatin' head.

See, when you're building for a customer, invariably you are saddled with some element of the customer's tastes so that you as the builder are never completely in control. Sure, this is not always the case, but it is by far the rule, not the exception. Therefore, the seasoned builder always has a short list of things they wanted to put into a bike that were vetoed by the customer. Over enough builds, the short lists get compiled and with added flavor from seeing the work of so many other builders, ideas get remixed and become too



The Way It Is

Wild According To Justin Shields

strong to ignore. Thus, the "shop bike" project begins.

The title "shop bike" may be a little unglamorous, but just translate it to a complete example of what a shop can create and you have your magic. No restrictions, no arguing, no hassling with the customer. The shop bike is 100% pure imagination on the part of the shop and with the screaming example set forth here, you can see that the outcome can be pretty fantastic.

Justin is certainly long on talent, there's little arguing that...but the talent goes even further when you understand that his shop is missing the legion of "required" CNC machines in the form of machining centers, tube benders and the like. Anything that was carved from steel or aluminum was done so by hand or on the lathe, then finished to look perfect. The frame and exhaust pipes (Justin's favorite pieces) echo this hard work. The steering head for the frame was machined on a manual lathe, the rear axle blocks were hand-cut and hand-finished after being welded in place. All said and done, they look machined, but now you know the real story. Likewise with the swoopy, curvy exhaust system which was created from u-bends, then welded, then hand finished to look as though they were bent from one piece each. It's good to see a little old-world craftsmanship still alive in this business.

Where many builders change styles from build to build, Justin's preferences hover around much of the styling found on this bike. It's good to stand out in the crowd, ya know. —*Wordman*

Owner: Justin Shields
City: Spring Branch, Texas
Designer: Justin Shields
GENERAL
Fabrication: Justin Shields
Year/make: 2005 Deviant Choppers
Model: Parabellum
Assembly: Justin Shields
Time: 5 months
Chroming: Prestige Chroming
ENGINE
Year: 2002
Model: S&S Cycle 113
Ignition: Dyna
Displacement: 113 cubic inches

Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S
Air Cleaner: S&S
Pipes: Deviant Choppers
TRANSMISSION
Year/make: 2005 S.T.D.
Shifting: 5-speed
PAINTING
Painter: Justin Shields
Color: Apple Red Kandy
Type: House of Kolor
FRAME
Year: 2005
Builder: Deviant Choppers
Type: Parabellum
Rake: 60 degrees
Stretch: top secret
Shocks: none
ACCESSORIES
Bars: Deviant Choppers
Handlebar controls: Performance Machine
Fenders: Twisted Choppers/Deviant Choppers
Headlight: Solar Custom
Taillight: Paul Yaffe Originals
Pegs: Ness
Electrics: Deviant Choppers
Gas tank: Deviant Choppers
Oil Tank: Deviant Choppers
Oil system: S&S
Primary cover: Primo
Seat: Deviant Choppers
Mirrors: Wicked Image
Grips: Ness
FORKS
Type: Mean Street
Extension: 14 inches over
Builder: Mean Street
WHEELS FRONT
Size: 19-inch front
Wheel: Performance Machine
Tire: Metzeler
WHEELS REAR
Size: 18-inch
Wheel: Performance Machine
Tire: Metzeler
Brake: Performance Machine
Photos: Michael Lichter

A FANTASY ART AND SCI-FI GUY

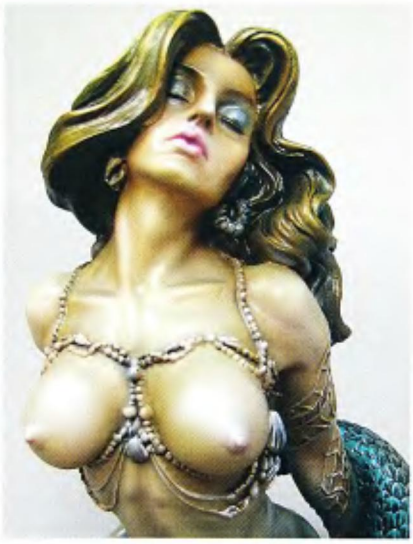
Ripped From The Brain Of Monte Moore

Artist Monte Michael Moore likes to paint on a $100,000 canvas. That canvas is in the form of a motorcycle—a bike builder's own masterpiece. Since his canvas is so pricey and so prized, Monte figures that paint "must be as good or better than anything else on the bike." How good? Well, last September, Monte won the 2006 Las Vegas BikeFest award for Best Paint with a bike called "Fire & Ice." Having drawn competitors from among the top builders in the country, the caliber of bikes at the show was extremely high. While there were several different categories, (with Best Radical yielding $5,000 in top prize money), Best Paint was the only one that considered all entries—a truly coveted award representing the best of the best. Getting to the place where someone pays you to work on such a costly canvas doesn't come easily and doesn't come without hard work.

Monte originally planned to be a surgeon, but it was his sketchpad that reflected his passion for art and defined him as an artist among his peers at school. "My overactive imagination found an outlet in TSR's Dungeons & Dragons," says Monte of his teenage years in the 1980s. "I learned to paint lead figures, draw character sketches and so on," he says. At 16, he announced to his family that he intended to pursue the dream of being an artist. With the full support of his artistic mother and savvy, business-minded father, Monte set out to realize that goal. He embraced his natural talent and worked his way to success as an artist.

Monte earned a degree in fine arts

from Colorado State University, helping pay for his education by airbrushing illustrations onto jackets, shirts, helmets and portraits. The airbrush was given to Monte one Christmas and he embraced that medium. Having mastered the airbrush, today, he also uses acrylics, gouache, oils, watercolors and colored pencils in his paintings. Monte has an



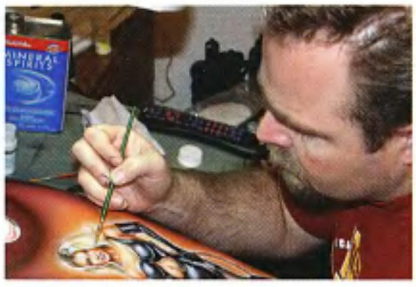
impressive list of clients and published work, known known as a world-renowned illustrator. Early on, Monte routinely dedicated 40-60 hours a week to hone his skills. "I was getting better while my competition was sleeping," says the industrious Monte who counts several artists among those who influenced his passion.

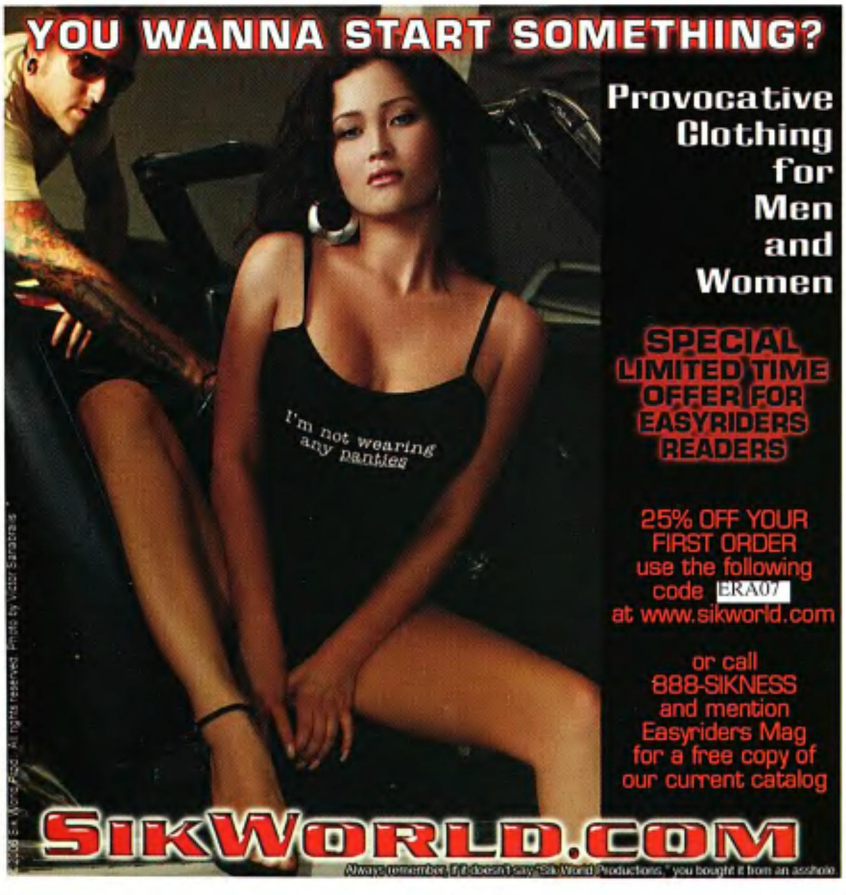
Because of his interest in gaming, it was the artists for these games who became Monte's "art heros." He is proud to note he now counts many such artists as peers and friends—including longtime hero and fantasy art legend Larry Elmore with whom he attends shows and rides motorcycles. Other artists influencing Monte include: Drew Struzan, Dave Dorman, Hajime Sorayama, Olivia, Gil Elvgren, Vargas—even Norman Rockwell and Michelangelo. Monte is clear that although he is inspired

by other artists, he doesn't want to paint like them. No knock-offs for Monte—his work is unique.

Having enjoyed a high degree of success in the science fiction and fantasy world in terms of clients and projects and having published several art books, Monte's next goal was to combine his talent with his love of motorcycles. A self-described motorhead, Monte loves motorcycles and riding. Each summer, he takes a road trip and visits five to 10 states. Having made it to 39 so far, it is his goal to ultimately visit all 50 states via bike. He has a collection of a dozen or so bikes, which he describes as riders. For years, admirers of his work have asked Monte to paint a helmet or a bike. Thinking the paint was different from what he was used to and nervous about taking on such an unfamiliar and pricey canvas as a custom bike, he held off. Finally, Monte embraced this new canvas by creating amazing paintings.

When Monte paints a bike, he creates a one-of-a-kind piece for his client. He won't do anything generic, he won't reproduce someone else's work and he won't even paint both sides of a single





tank the same. "It may be the same subject in a different pose, but it won't be a mirror image, asserts Monte. "People take pride in their ride because it is a reflection of themselves. When they know it is unique, there is tremendous pride of ownership." One thing Monte does best is translating the inspiration of a client into a beautiful finished piece—a time-consuming process that includes producing concept drawings which Monte gives them as part of the deal. Clients enjoy the process because it's personal and exciting. Monte knows he's really hit the mark when they say, "Wow! It's like you ripped it from my brain."

Monte routinely befriends clients and generously donates his art to charity, believes it is equally important to be remembered for the kind of person he is as for his art. He enjoys the process of making someone else's vision a reality regardless of the canvas, Monte says, "I let the work speak for itself."

To learn more about Monte Moore and his work visit www.mavarts.com, www.maverickcustompaint.com or call: 323-294-0146. Base price for a mural by Monte is $1,000. *—Joanne Morris*

Images: Monte Moore

When you are really bad, no one remembers whether you are ugly, or what exactly is so good about you. Travis Hill of Xtreme Cycle Design has heard a lot of people say, "That's me right there" when they see this bike for the first time. It is called "El Malo," which means "The Bad One."

Look as closely as you can. You won't see anything ugly about this bike and in every way it is quite good. Still, this Xtreme Custom is one bad motor scooter. Travis told us his secret to the concept of this project was to create more than just another 2-wheeled variation on a theme. He had the vision to construct this really smooth and flowing drop-seat sled that retains its down-in-the-weeds stance and has plenty of attitude. Travis and the Xtreme Cycle

"El Malo"– The Bad One

No One Remembers The Good Or The Ugly

Design crew make parts for most of the top names listed in the giant who's who compendium of bike builders. Xtreme Cycle Design never intended to compete with their customers, but they all have so much fun building bikes that they can't help themselves from slapping together a choice project of their own every now and then.

Travis is especially proud of the frame and how the Xtreme Cycle Design crew worked together to put it all together. Before the first length of pipe met the surface of the fabrication bench, Travis prescribed a 40-degree rake angle, 8 inches of backbone stretch and the removal of 2 inches of neck rise from the downtubes. There are an additional 5 degrees of rake in the triple trees, which combines with the 22 3/8-inch long fork tubes for a front end that helps El Malo handle so good and look so damn bad. Travis said, "Most people who say bad things about the way a rigid bike rides have never even rolled one mile on a hardtail." We're talking about a rigid frame that rides as good as it looks. Speaking of good looks, did you notice the lovely, long-legged Cheyenne? Sure ya did. She just happens to be this month's proud Fox Hunt winner.

Travis is very serious about the design of his custom creations and he applied the idea of less is more to the fabrication aspect of this project. There is so much detail work on El Malo that some people seem to find exception to that statement. Check out the two forward points at the bottom of the downtubes, or the tasteful and symmetrical molding of the frame around the outside of the oil tank. Even the seat is tastefully sculpted into the sheet metal. Travis says this is minimal and it is a great way to subtly tell all gawkers that they are looking at a very classy ground-up custom scoot.

The paint slathering talents of Tim Garnner were tapped into and Travis tells us that chicks dig the Sea Frost Green color. The graphics are a perfect match to their 5-spoke Tusk wheels. Probably the trickest thing about

El Malo is its truly one-off power plant from Enginuity Enterprises in Clifton, Colorado. Travis says engines like this wouldn't exist if the folks at Enginuity were not capable of combining very dissimilar stuff to make something that is better than the sum of its parts. Visit www.xtremecycledesign.com to get something rolling; be as bad as you want to be. *—Cheese and Tuna*

Risers: Xtreme Cycle Designs
Handlebar controls: Performance Machine
Fenders: Xtreme Cycle Designs
Headlight: Headwinds
Taillight: Xtreme Cycle Designs
Speedo: none
Pegs: Billet 4U
Foot controls: Performance Machine
Electrics: Xtreme Cycle Designs
Gas tank: Xtreme Cycle Designs
Oil tank: Xtreme Cycle Designs
Primary: Billet 4 U: 0 offset; 0 stretch; 3-inch belt primary, Barnett Scorpion clutch
Oil system: Zipper's High Pro Flow oil pump
Seat: Rich's Bitchin Stitchin
Mirrors: none
Grips: GP Design

FRONT END
Type: billet wide
Extension: none
Triple trees: 5 degrees rake
Builder: Xtreme Cycle Designs
Modifications: Xtreme Cycle Designs

WHEELS
Hub: Xtreme Cycle Designs 5-spoke Tusk
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: front, Performance Machine
Photos: Don Rogers

Owner: Travis Hill
City: Orange County, California
Fabrication: Xtreme Cycle Designs
Model: 2006 Xtreme El Malo
Time: 8 Months
Chroming: Orange County Plating

ENGINE
Year/model: 2006/Enginuity Enterprises
Displacement: 103 cubic inches
Cam: Comp Cam
Carb: Mikuni HSR45
Pipes: Xtreme Cycle Designs X-Pipes

TRANSMISSION
Year/make: 2006/Baker 6-speed RSD Show Chrome

PAINT
Molding: Xtreme Cycle Designs
Painter: Tim Garnner
Type/color: Dupont/Sea Frost Green
Special paint: Garnner Customs in Casper, Wyoming

FRAME
Year/make: 2006/Xtreme 300
Type: rigid
Rake: 40 degrees
Stretch: 8 inches forward, 2-inch neck drop
Modifications: Xtreme Cycle Designs

ACCESSORIES
Bars: Xtreme Cycle Designs

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ProductReview

HI-TECH FUEL SYSTEM
Installing The Pegasus Electronic Fuel Injection Kit

So you have a 15-year-old Harley Evolution-powered bike with a fuel system out of the last century. To further complicate matters, the centerpiece of that system, the carburetor, has a worn-out butterfly shaft! So, what's a rider to do when every time you open up a magazine or look at a new bike all you see are electronic fuel injection systems?

All is not lost, you don't have to put the ol' bike out to pasture; now you can install a complete EFI system on any Evolution-powered motorcycle. The system, of which we speak, is made by Pegasus Fuel Injection. This is not an adaptation of any existing fuel system. Some of its features are unique to the Pegasus product line. The foremost of which is the electronic control module. The circuit board is smaller than a cigarette pack; just like the electronics used in the latest jet fighter planes, it is fully sealed and conformal coated to protect it from heat and vibration. Contrary to most EFI systems, the control module is not located in a remote corner of the frame and connected by a maze of wires, but sits atop the throttle body. These are but minor improvements compared to its air-fuel ratio adjustment that is built into the control module. On the top of the throttle body is a small knob which allows the rider to easily make adjustments to the Pegasus system's air-fuel ratio.

Along with the improvements in its electronics the Pegasus kit includes a billet 53mm throttle body, single-fire ignition system, ignition coil, pick-up rotor, high-pressure fuel pump, petcock and high-flow air filter. The system is designed to be used on Harley-Davidson Evolution and most aftermarket V-twin motors. They also offer several coil/fuel pump mounting brackets. Installing the kit doesn't require any machining or special tools. There is some wiring to do, but nothing more involved than any single-fire ignition conversion. The system's wiring harness is fully assembled; all that is needed is to add a couple of connectors to the bike's stock wiring harness.

For our installation we turned to Bill Chambers Racing in Upland, California. They were the first official Pegasus Fuel Injection service shop. Sam Haines did the install on a stock 1993 FLHTCU, the 80-inch motor has an Andrews EV-27 cam and high-flow mufflers. It had over 70,000 miles on it without the heads ever coming off. Being that this wasn't Sam's first install, he had about four hours wrenching to get it fitted up to the motor, including the wiring. Next, Bill took over and verified that the system's fuel map was a good starting place for this bike; he made a few minor adjustments to the map. After all was complete, Bill ran the bike on his Dyno and it put out 62 horsepower with 75 foot pounds of torque. The finished bike rode great, no coughs, snorts, pops or anything that would take away from the ride.

—John Sullivan

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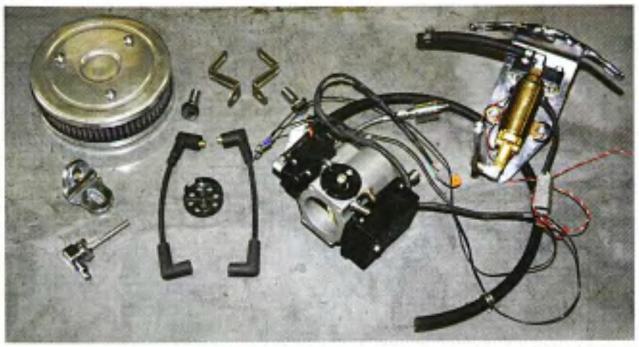


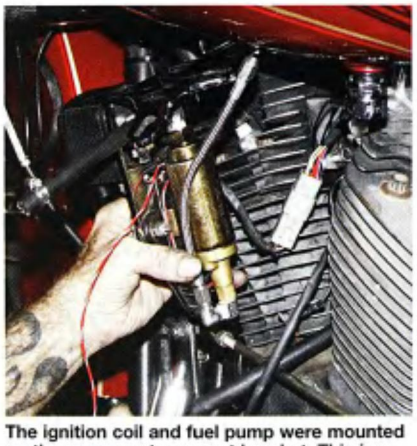
The Pegasus kit includes everything you need except the coil/fuel pump mount. That's because they are different depending on the type of bike it is being installed on.

Our beginning: a '93 full dresser. It had over 70,000 miles on it with only a mild cam and performance mufflers on it. The butterfly shaft on the carburetor was worn out. It was ready for a fuel system upgrade.

Sam started with the easy part of the job; he installed the new ignition rotor behind the stock ignition pick-up in the cone cover.

The 53mm throttle body was fitted to an S&S Super G manifold. The small gray knob on the top of the throttle body is for fine-tuning the air-fuel ratio. This is a very well made piece.

The system's wire harness was looped over the top of the intake manifold. There are only three connections to make: ignition switch controlled 12-volt source; ignition pick-up; and fuel pump.



The ignition coil and fuel pump were mounted on the upper motor mount bracket. This is a special part made by Pegasus. The braided fuel line connects to the fuel pressure regulator on the bottom of the throttle body.

The air filter has a contoured back plate. To reduce intake turbulence, the throttle body's 53mm bore fits exactly the outlet of the air filter.

The completed installation makes a very tidy package. The cylinder head breather connects to the rear of the air filter. Because the control module is integrated into the throttle body, you don't need to find it a home under the seat.

If you get a hankering to find out what's going on in the system's brain, all you need to do is plug a laptop into the data connector on the side of the throttle body. Once you have installed the included software you can fine-tune the system's air/fuel map to your motor and riding style.

Photos: John Sullivan

STEEL CITY

Mike Caporali and Steve Peffer are long-time friends. Steve owns Steel City Choppers in Butler, Pennsylvania, and when Mike is not working in road construction he also works there, too. The bike was a winter project started after ne'er-do-wells took Mike's previous motorcycle.

A Devil With A Hammer

And Hell With A Torch

Both of the fellas are long-time riders. Steve says he has been riding since he was eight and Mike says he got his first bike at the age of five. When Steve was 15, he bought his first chopper at a swap meet, a Honda 450 with an 8-inch over front end and apehangers. He paid $75 for it, all the money in the pocket at the time. He found out later that the title was worthless, so he and a friend swapped the motor into a frame that had a good title, which kept him stylin' all the way through high school.

The influence of Indian Larry and Paul Cox on Mike and Steve is undeniable. Steve says that a few years ago he drove his '53 panel truck, with no license, to New York City to meet Larry and Paul because "they were building the baddest bikes in the world." He hung out with them in their shop and they became good friends, as well as strong influences.

The power plant of this psychedelic green beast is an S&S 93-inch cone shovel with a Morris G5 mag for spark. The motor was disassembled in-house and the cases and heads were polished by Woodstock at Brightside Polishing. They installed JIMS self-oiling top end

kit, which allows the top end lubrication to be fed through the pushrod tubes, like an Evo, eliminating the oil lines. The rocker boxes used are genuine Harley, which they split and polished. They fabricated the pipes from scratch and added black pipe wrap for a no-nonsense look.

The Santee frame was stretched, raked and otherwise modified. The *fleur-de-lys* neck gusset is a cast item copped from a fence post. The tranny is a RevTech kicker 5-speed, with a jockey shift accented with a Rolling Rock tap handle. The foot controls and pegs are handmade, the pegs are turned from brass and stainless and the pedals were machined and bent from stainless. The seat is stretched buffalo hide by Outlaw Custom Seats. They also fitted a Paul Cox Air Ride suspension system to tame the northeastern winter ravaged roads.

The Paughco tank was modified at Steel City. The petcock was relocated and since it didn't have a reserve built in, they fabricated a sight gauge in the side of the tank. Steve is a seasoned custom painter and he painted the bike in House of Kolor flake. The design is from custom cars that Mike had seen when he used to go to car shows with his dad.

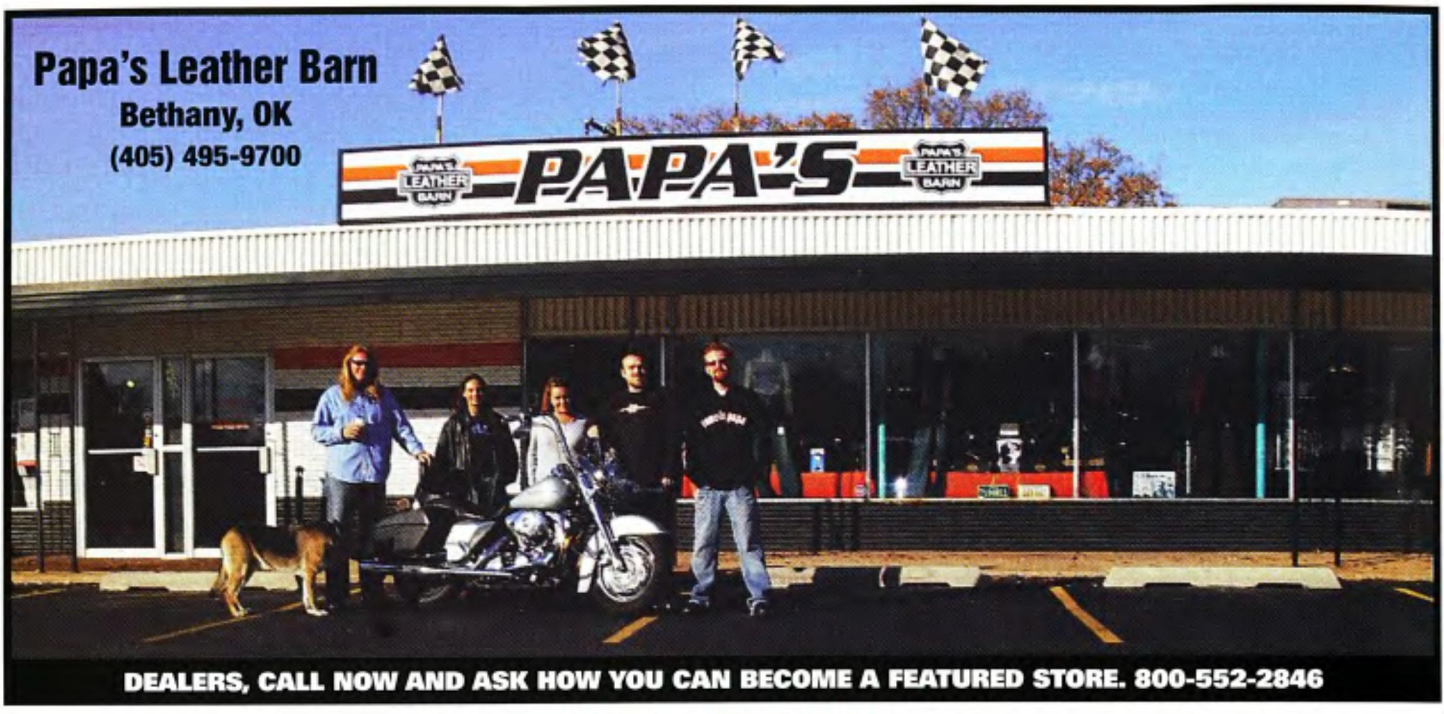
Most strikingly, Steve and Mike painstakingly twisted the front legs of the springer fork, handlebars and sissy-bar *á la* the great Indian Larry himself. The bike uses Performance Machine brakes front and rear, with a 200-18 Avon in the rear and a 21-inch Avon up front.

Steve tells us that his motivation was to continue the tradition of early '50s and '60s motorcycle and hot rod building. "The inspiration for this machine came from the King, Ed 'Big Daddy' Roth, the Maestro Von Dutch, along with the great Indian Larry. A salute to those craftsmen who were a devil with a hammer and hell with a torch."

—Kit Maira

Owner: Mike Caporali
City: New Kensington, Pennsylvania
GENERAL
Fabrication: Steel City Choppers
Year/make: 2004 Special Construction
Model: hardtail
Assembly: Steel City Choppers
Time: 3-months
Chroming: Paul's Chrome
Polishing: Brightside Polishing
ENGINE
Year: 2004
Builder: S&S
Displacement: 93 cubic inches
Cam: S&S
Carb: S&S Super G
Ignition: Morris Magneto
Pipes: Steel City Choppers
TRANSMISSION
Make: RevTech
Year: 2004
Shifting: 5-speed
Special Features: kick and electric start
PAINTING
Painter: Steve Peffer
Color: Green Metallic
Type: House of Kolor
Special paint: '60s psychedelic
FRAME
Maker: Santee/Steel City Choppers
Type: rigid
Rake: 38 degrees
Stretch: 4 inches
ACCESSORIES
Handlebars: Steel City Choppers

Risers: 4-inch
Handlebar controls: Performance Machine
Fender: Steel City Choppers
Headlight: Brass/Bosch
Taillight: Iron Cross
Pegs: Steel City Choppers
Electrics: Carl Caporali
Foot controls: Steel City Choppers
Gas tank: Frisco Mustang
Oil tank: Custom Chrome
Oil system: Steel City Choppers
Seat: Outlaw Custom
Grips: rubber
FRONT END
Type: springer
Extension: 6 inches over
Builder: Paughco/Steel City Choppers
WHEELS
Size: 21-inch front, 18-inch rear
Make: Midwest Motorcycle Supply
Tires: Avon 200 rear
Brakes: Performance Machine
Photos: Dino Petrocelli



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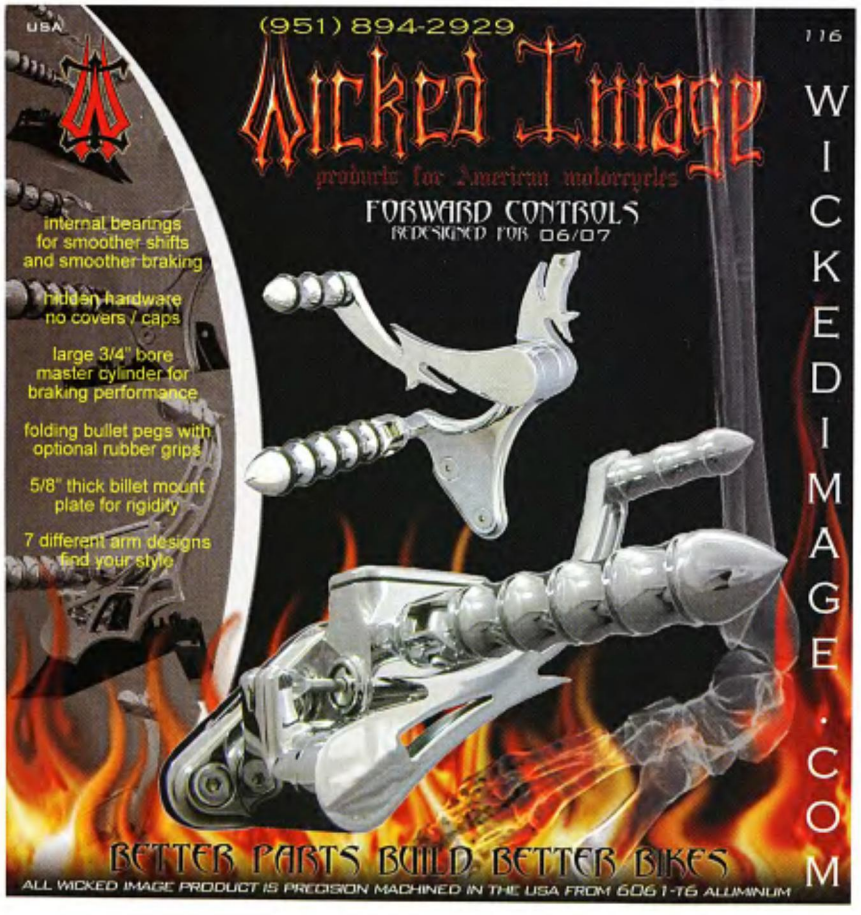

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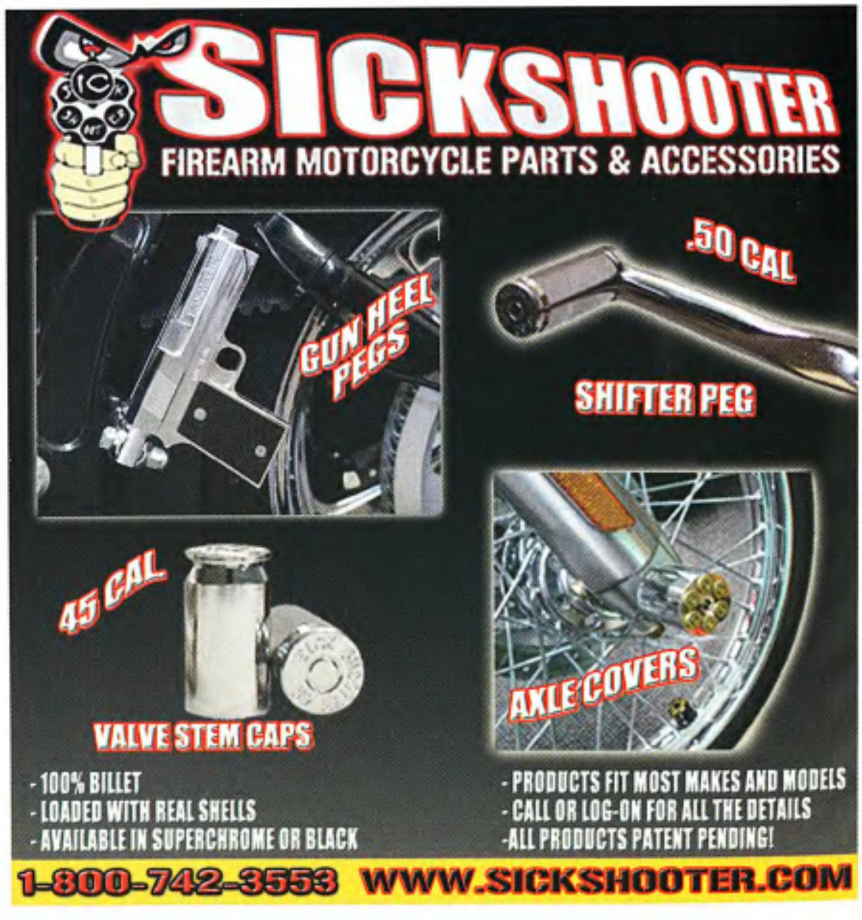

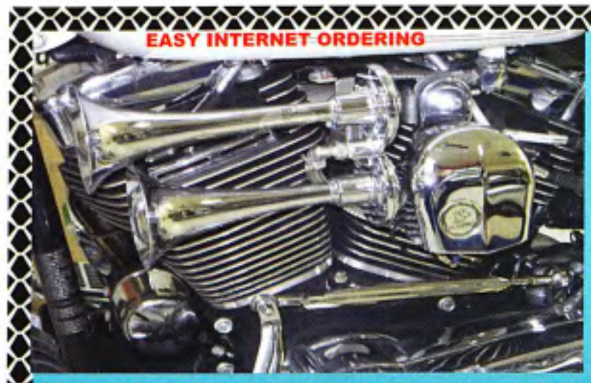

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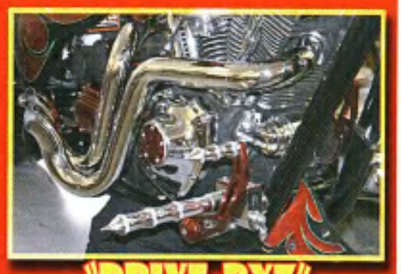

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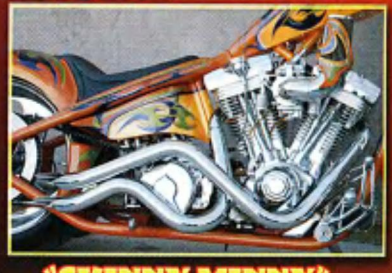

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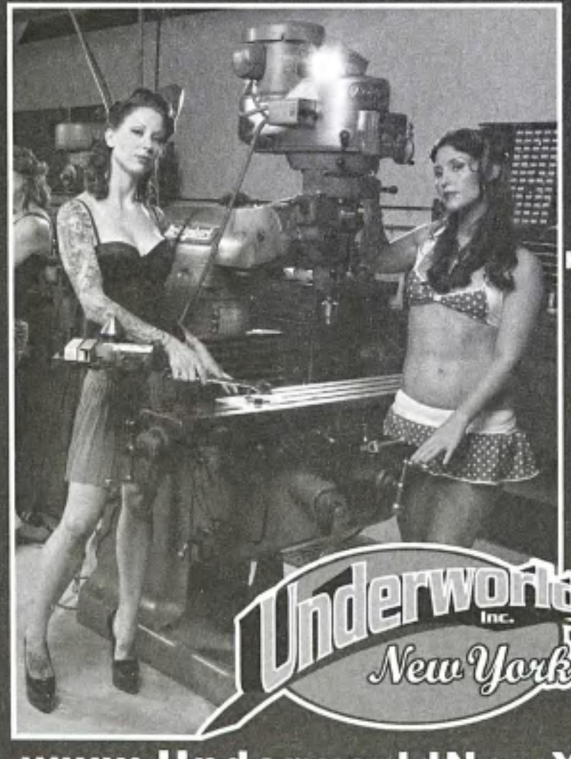

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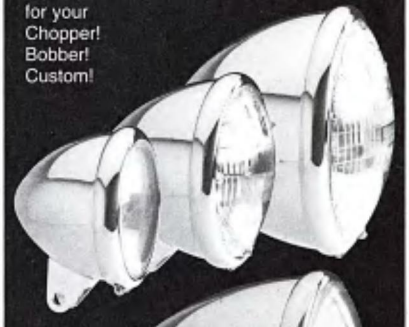

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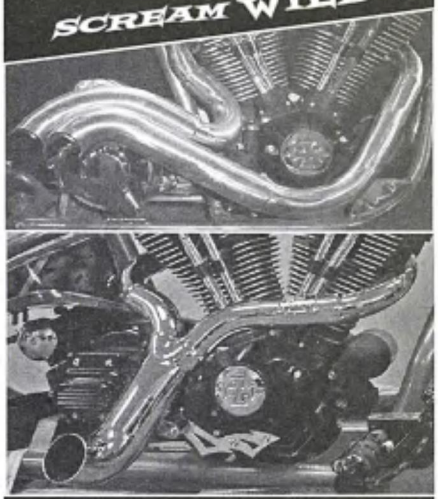

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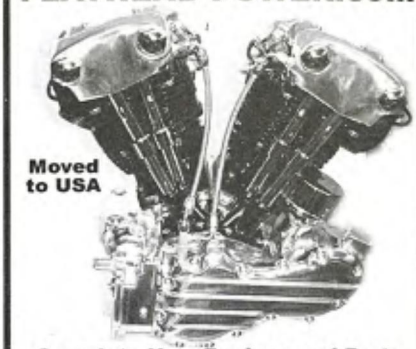
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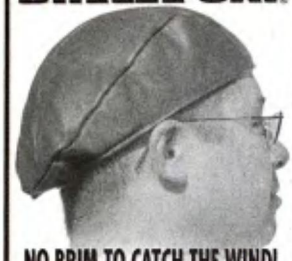
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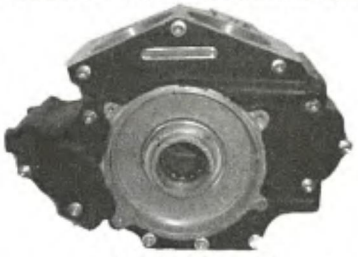

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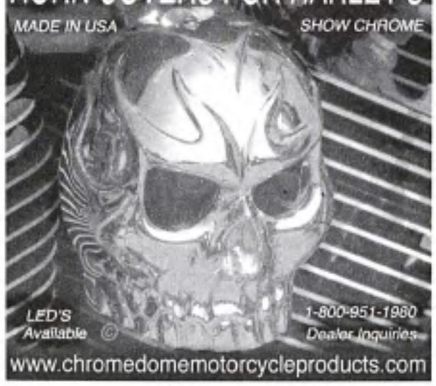

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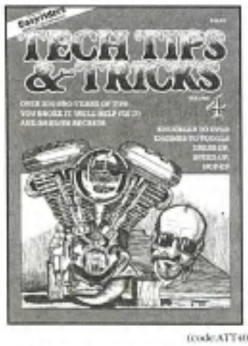
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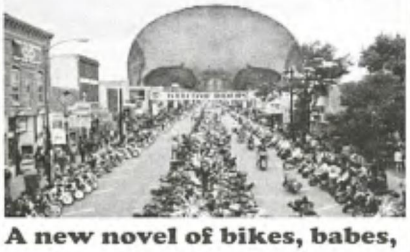
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Myrtle Beach Bike Week Guide

Myrtle Beach, like many other Mecca of motorcycling's pseudo-religious movements, has been changing these past few years. What once was a wild and unruly horde of indomitable road warriors bent on having their last hurrah, again and again, has morphed into a kinder, gentler flock of mostly wealthier and, uh, wiser gentlemen riders out to recapture their wild and wooly days of yore so fervently collected and enhanced in their hazy memories. Ah, yes, where would we be without good ol' Photoshop?

Funny how times change, but nowadays, most of us cringe at the thought of wallowing drunkenly in our own vomit, pulling a beer-soaked jacket under our noggin for a pillow. We prefer the easy comfort of a well-appointed hotel room and, on rare occasions, the soothing coolness of a toilet bowl over which to hang our aching head.

Of course, all those changes haven't gotten lost on the city fathers of whatever Mecca you're heading for during your next pilgrimage, and Myrtle Beach is right on the forefront. "We have the highest vendor fees in the United States," is what Sonny of the famous Sonny Productions tells us. Consequently, fewer "mom-and-pop" vendors are expected to be present than we've had in a number of years.

But the big companies are still gonna be there, Sonny assures us. "We're expecting around 350 vendors in total this year. Although that may sound like a lot, it's quite a bit down from the 500-plus we've had in previous years."

Sonny Productions, by the way, owns the name Myrtle Beach Bike Week, and Sonny is planning on stirring things up a bit for all you folks who so faithfully travel to South Carolina each and every May. "We've found that folks want to be entertained," is how he describes his intentions, and while he didn't have any particulars to offer prior to our deadline, he says he will have more information as Bike Week approaches. So be sure to check his very illuminating and informative Web site, www.myrtlebeachbikeweek.com.

Having said all that, it is with some trepidation that we present you this year's Myrtle Beach Bike Week Guide. As Sonny says, most of the vendors will still be there, and most of the previous years' events will once again take place. And, as usual, there's no guarantee that this calendar of events will be correct by the time you actually get there. But don't get upset, it's bad for your blood pressure. Find yourself a rocking chair, watch the festivities, and enjoy.

—Tripper

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Broadway at the Beach

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You may want to suck, bang, blow it or you may just want let your hair down at the Broken Spoke Saloon. You might want to hit the myriad vending locations for fine shopping or join a poker run to test you luck and skill. You might even want to check out a demo ride or two to see which bike fits you best.

But whatever you do, there's simply no riding by Broadway at the Beach without getting tempted by its seriously righteous, uh, temptations. This is the place to be. It's sort of like a little town within another town, and you can get just about anything your motorcycling heart desires, from T-shirts to leathers, to all kinds of parts to whole motorcycles. Last year, more than 190 tents and some 30 semis parked along the north lot made Broadway at the Beach center of Bike Week activity. Lots of folks and companies were there including: Easyriders Roadware; Erik Hermann's Nitrographics booth; Jeff Nicklus and his yellow Desperado Cycles rig; Grumpy's, Redneck Engineering; Exile Cycles; J&P; Jim Nasi; S&S Cycle; Mid-West Choppers; Carolina Customs; and Big Dog Motorcycles.

There's also plenty of opportunity to party and mingle, with bars and restaurants and an open-air stage set up right in front of the pyramid-shaped Hard Rock Café for music-filled evenings.

Also, the dynamic Teresi Dyno-Drags will be there from May 17 through 21, so make sure you have your V-twin rocket tuned and ready to hit the stationary drag strip.

If you've never been to Myrtle Beach before, or even if you've been there many times, this is the perfect jumping-off place for exploring the local flora and fauna, and it's the perfect aperitif, so to speak, for when you're done feasting on the sights.

OTHER THINGS AND PLACES

MYRTLE BEACH BIKE WEEK BIKE SHOW

Organized and promoted by Sonny Productions, this bike show will take place on Saturday, May 19, with registration beginning at 9 a.m. and the trophies being given out from 1 p.m. on. "We held that show last year, too," says Sonny. "Last year, we had 28 categories, I think, and we had 21 or 22 bikes. That's why I'm having another show, I have a bunch of trophies left over from last year."

People don't come to Myrtle Beach to sit still, Sonny contends. "They wanna ride!"

And that's pretty much the theme at Myrtle Beach: ride, ride, ride! There are plenty of roads, too, with lots of scenery and things to do. For a detailed map, either check out Sonny's Web site (www.myrtlebeachbikeweek.com, just to mention it again), or get yourself a map from one of the local gas stations when you get there.

If you are into shopping (and whose ol' lady isn't?), the vendors may be fewer in number, but those present will be just as happy to sell you stuff. From south to north, vendors and watering holes alike are lined up along the thoroughfares and not so thorough fares. If it's anything like past years, you'll also see folks like Drag Specialties, Bourget's, Edelbrock, Crane Cams, Kerr Leathers, Merch Machines, Milwaukee

Iron, Performance Machine, S&S, RC Components, White Brothers, Victory, and many more.

Oh yeah, and Harley-Davidson. They even have a dealership there and you'll find a lot of happenings going on at that location, too. They're at 4710 South Kings Highway, and you can reach 'em at 843-369-5555 to see what they're up to.

There'll be tons of poker runs to go on, which automatically sets you up for a ride along the coast. "The Lone Star Steakhouse will be a sponsor this year," says Sonny, "and so's Medieval Times."

The Lone Star Steakhouse will have also a daily breakfast buffet. Four Hooter's will beckon you. The Motorcycle Expo is right at the Inlet Square Mall, next to Hooters in Murrells Inlet, and the Carolina Motorcycle Tours & Lone Star Steakhouse & Saloon in Murrells Inlet will once again sponsor poker runs on a daily basis from this location.

Medieval Times of Myrtle Beach is also a sponsor of several other events offered during Bike Week. Tours of the Castle at Myrtle Beach are part of the Poker Runs during Bike Week organized by Carolina Motorcycle Tours. And there's what the locals call the "Jolly Roger," sort of a Columbus-type, full sailing ship, which takes people out along the coastline for about an hour and a half.

For more info on the poker runs, guided tours, the Jolly Roger or any other jocularities going on during the Myrtle Beach Bike Week, again, give Sonny Productions a call at 336-643-1367, or surf on over to www.myrtlebeachbikeweek.com.

Two of the best biker bars in the country, SBB & Broken Spoke Saloon, are located on the south end at Murrells Inlet alone with Bike Weeks Largest Outdoor Vending Location. Sonny Productions/Chopper Road Shows vending location is located on Inlet Square Malls Outdoor Event Grounds, with over 20 acres of paved parking and 5 acres for vending. You'll always find something going on at Sonny Productions Inlet Square Mall vending location. With poker runs, bike shows, demo rides and more than 50 vendors, this location is the hub of activity each day. You'll see a little bit of everything there.

OTHER IMPORTANT STUFF

Rally Information
Myrtle Beach Chamber of Commerce
800-356-3016
843-626-7444

Myrtle Beach Harley-Davidson
4710 Kings Hwy. Business 17
Myrtle Beach
843-651-5555

Durham Harley-Davidson
819 N. Miami Blvd.
919-682-6695

Sonny Productions
336-643-1367
Check their Web site, www.myrtlebeachbikeweek.com, for updated info before you head into the Carolinas. You'll be glad you did.

Rally Headquarters, Myrtle Beach Convention Center
Oak St. at 21st Ave. Open to the public 10 a.m. - 5 p.m. Free admission. There will be demo rides for all you guys and gals who wanna check out Harley's and Buell's new line of miracle machines. Plus, there'll be plenty of vendors at your service.

House of Blues
4640 Highway 17 South
843-272-3000
There'll be something happening every night during rally week. All day and well into the evening, you'll hear lots of music on two stages, some of it even free, and if you're hungry, they'll feed you lots of southern-inspired dishes. Can't beat that! Call 'em for more info.

Murrells Inlet
That's a quaint little town about eight miles south of Myrtle Beach, and its claim to fame is a ride-through bar called Suck, Bang & Blow! Yes, you can ride your hog up to the barkeep, and while orderin' a coldie, compete in the burnout contests goin' on around the clock.

GIRLIE CLUBS

If all this revvin' of motors and smokin' of pipes is getting to your sensitive head, step into the coolness of one of the many Gentlemen Lounges, where some of the finest lasses of the South will be there for your viewing pleasure. Don't forget your dollar bills, and belly on up to the stage. Don't worry, they don't bite, unless you want them to. But that's gonna cost you extra.

Crazy Horse
3102 Highway 17 South
843-272-4009
There's a daily bikini contest happening, with the finals on Saturday, so you know that's gonna be hot! And of course,

there'll be plenty of vendors and lots of good tunes.

Dangerous Curves
716 Seaboard St.
843-448-4098

Derriere's Gentlemen's Club
804 Seaboard St.
843-946-6615

Pink Pony
2851 Highway 17 S.
843-357-2299

Show House
2554 Highway 501
843-626-0192

Thee Dollhouse
9719 North Kings Hwy.
843-449-3655

Thee Gentlemen's Club
4707 Hwy. 17, Bypass S
843-293-2028

REGULAR NIGHTCLUBS

Like any establishment in the area, these clubs will be packed, too, during Bike Week. That's not a bad thing, though, because when you're standing there like a sardine in a tin can, is it your fault that your groin just happens to be pressed against some flatbelly's luscious assets? I think not!

Daddy D'zz
843-626-9092

Crocodile Rocks
843-444-2096

Fat Tuesday
843-444-3255

Froggy Bottomz
Jazz & Blues
843-444-3500

Revolutions Retro Dance Club
843-444-8032

Chow Down Digs All Star Cafe
843-916-8326

Benito's
843-444-0006

Gilley's Texas Cafe
843-448-3378

Hard Rock Cafe
843-946-0007

Joe's Crab Shack
843-626-4490

Johnny Rockets
843-448-8575

Key West Grill
843-444-3663

Landrey's Seafood House
843-444-1010

Liberty Steakhouse & Brew Pub
843-626-4677

NASCAR Cafe
843-946-7223

Tony Roma's
843-448-7427

Tripp's
843-626-6455

The Dog House Bar and Grill North
843-692-9663

HOTELS, MOTELS & CONDOS

Our Tip of the Month: book early or sleep in the bushes.

Atlantic Paradise Inn
1401 Ocean Blvd.
Myrtle Beach, SC 29577
843-444-0346

Beach Cove Resort
4800 South Ocean Blvd.
North Myrtle Beach, SC 29582
800-369-7043

Beachcomber Inn & Suites
1705 South Ocean Blvd.
Myrtle Beach, SC 29577
800-262-2113

Beachfront Myrtle Beach Resort Vacations
5905 Hwy 17 South
Myrtle Beach, SC 29578
888-627-3767

Cabana Shores Hotel
5701 North Ocean Blvd.

Myrtle Beach, SC 29577
800-277-7562

Charleston House
2105 South Ocean Blvd.
Myrtle Beach, SC 29577
800-443-7050

Cherry Grove Beach Houses
513 C. Sea Mountain Hwy
N. Myrtle Beach, SC 29582
800-418-9279

Condotels South Beach & Bike Vacations
Oceanfront & Fairway Condo Rentals
600 Garden City Connector
Surfside & Garden City Beach, SC 29576
877-777-0846

Courtyard Myrtle Beach Barefoot Landing
Highway 17, 1000 Commons Blvd.
Myrtle Beach, SC 29572
843-361-1730
877-502-4653

Crown Reef Resort
2913 South Ocean Blvd.
Myrtle Beach, SC 29577
877-435-9125

Elliott Beach Rentals
401 Sea Mountain Hwy
North Myrtle Beach, SC 29582
843-249-1406

Grande Shores Ocean Resort
201 77th Ave North
Myrtle Beach, SC 29572
843-692-2397

Holiday Inn West
On the Waterway
101 Outlet Blvd.
Myrtle Beach, SC 29579
800-847-2707

Holiday Sands South
2411 South Ocean Blvd.
Myrtle Beach, SC 29577
800-448-4439

REVOLUTIONARY 4 INTO 1 PIPES

NEW!

Never before has anything like this been done and definitely never mass produced - Hooker FourBidden series V-Twin headers! Hooker's heritage as the winningest header manufacturer in automotive drag racing history comes alive in these V-Twin headers. Developed in conjunction with bike builder Scott Hall at Corrupted Concepts, dyno testing of the FourBidden header added 13 HP* to a stock 2005 Softail! Hooker's experience in welding siamese tubes allows the revolutionary look of the FourBidden Series. Four 1-3/8" primary tubes merge into one 3" collector for awesome styling and aggressive sound (removable baffle included). Attached to the collector is a 3" two-way adjustable tip engraved with the famous Hooker logo. Tips are available separately in chrome, metallic (silver) or black ceramic if you want to change your look. **Draw a crowd the next time you show up on your bike - show up FourBidden!**

PIPE STYLE	MODEL	PART #
FourBidden 4into1, Chrome, side slash cut tip	Softail®	27908-3HHKR
FourBidden 4into1, Chrome, turn tip	Softail®	27908-5HHKR
FourBidden 4into1, Silver (metallic ceramic), side slash cut tip	Softail®	27908-6HKR
FourBidden 4into1, Silver (metallic ceramic), turn tip	Softail®	27908-7HKR
FourBidden 4into1, Darkside (black ceramic), side slash cut tip	Softail®	27908-3DHKR
FourBidden 4into1, Darkside (black ceramic), turn tip	Softail®	27908-5DHKR

* Testing with Screamin' Eagle® air cleaner (29440-99C) and minor fuel system tuning

See & Hear It @ www.hookerpipes.com!

27908-3HKR - chrome w/ side slash cut tip

27908-7HKR - metallic ceramic turn down/out

Race header heritage in a V-Twin pipe!

HOOKER FOURBIDDEN™

www.hookerpipes.com | Tech Line: 270-781-9741

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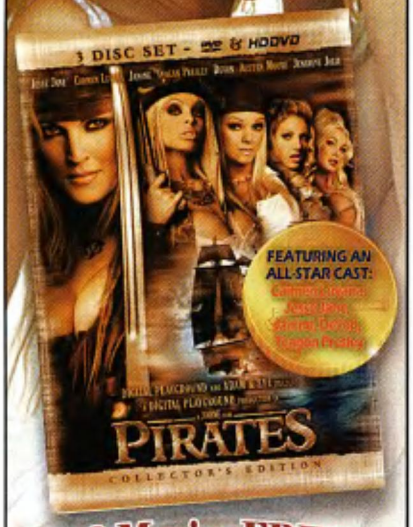

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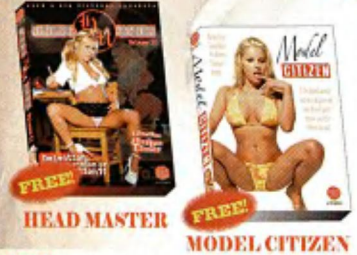

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877-553-5859

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Myrtle Beach, SC 29578
888-527-3767

Ocean Plaza
1005 South Ocean Blvd.
Myrtle Beach, SC 29577
800-322-2166
843-448-7191

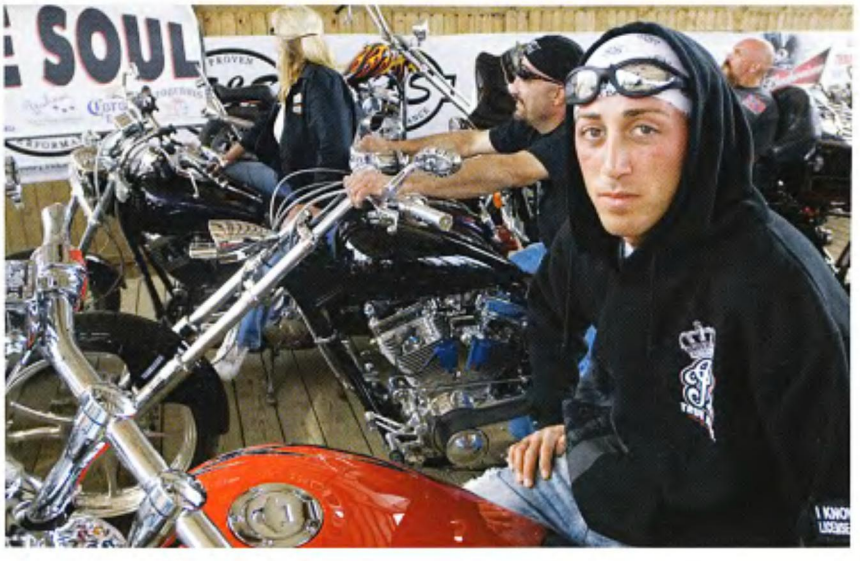
Plantation Resort
1250 US Highway 17 North
Surfside Beach, SC 29575
843-913-5000
800-845-5039

Polynesian Resort
1001 South Ocean Blvd.
Myrtle Beach, SC 29577
843-448-1781

Quality Inn & Suites
1601 Hwy 17 North
North Myrtle Beach, SC 29582
843-272-6153

Sands Resorts
PO Box 2998
Myrtle Beach, SC 29578
E-mail sands@sandsresorts.com

Sea Mist Oceanfront Resort
1200 South Ocean Blvd.
Myrtle Beach, SC 29577
800-793-6507
843-448-6458



Seaside Inn
2301 South Ocean Blvd.
North Myrtle Beach, SC 29582
800-433-5710
843-272-5166

Suburban Extended Stay Hotel
730 Frontage Road East
Myrtle Beach, SC 29577
843-448-4899

The Cherry Tree Inn
5400 North Ocean Blvd.
Myrtle Beach, SC 29577
877-553-7850

The Four Points Sheraton Resort
2701 South Ocean Blvd.
Myrtle Beach, SC 29577
877-553-3967
843-448-2518

The Palace Luxury Suites
866-547-2615
803-547-2615

The Viking Hotel
1811 S. Ocean Blvd.
Myrtle Beach, SC 29577
800-334-4876
843-448-4355

Yachtsman Resort Hotel
1400 N. Ocean Blvd.
Myrtle Beach, SC 29577
800-868-8886 or 843-448-1441

Tropical Seas Hotel
2807 South Ocean Blvd.
Myrtle Beach, SC 29577
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Brass Kicker Pedal #17-0303 $44.99

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

TERESI DYNO-DRAG takes "interactive" 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!

Become a sponsor and reach over 3 million potential customers.
Sponsorship Information call Alan Cabral 818-416-7320

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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	Pompano Harley-Davidson - Pompano, FL
Feb	24	Fort Lauderdale H-D - Ft. Lauderdale, FL
Feb	25	Sunrise Harley-Davidson - Sunrise, FL
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	Yamaha of Gastonia - Gastonia, GA
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, MO
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	Available
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	Ozark Harley-Davidson - Lebanon, MO
Aug	24-26	Hal's H-D in New Berlin, WI
Aug	31-Sep 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	27	Shreveport Harley-Davidson - Shreveport, LA
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

Tools, tools, tools. Where would we be without them? Tools make the engines purr, tools make the wheels go round. A good set of hand tools will make any job easier, but specialty tools are in a class by themselves, sometimes you can't do the job without them. Herein are some picks to help guide you through this difficult area.

We are also addressing lubricants and filters in this issue. Without lubrication, everything slows to a grinding halt. Keep it clean and it'll last a long time. We've got all the flavors of the slick stuff in abundance in this guide.

Note: The companies listed with a next to their name are advertisers in this issue. Check the advertisers index on Page 144 for more information. If you like a product that you see in this guide, be sure to let the folks in this guide know that you saw it in *Easyriders*.

—Kit Maira

EASYRIDERS' TOOL & LUBRICANT GUIDE

HARLEY-DAVIDSON OIL FILTRATION SYSTEM

The new oil filtration system ($269.95) from Harley-Davidson Genuine Motor Accessories replaces the standard oil filter with a filtration system featuring integral pressure relief and anti-drain back valves and a replaceable filter element. This filter system is more environmentally friendly than a spin-on filter because only the used element is discarded, and the metal structure is reused. The synthetic filter media provides nominal 5-micron filtration. Available with a silver, wrinkle black or chrome finish, the filtration system fits most 1992-2007 Harley-Davidson models with Evo or Twin Cam powertrain.

FORMULA+ TRANSMISSION AND PRIMARY LUBRICANT

Genuine Harley-Davidson FORMULA+ transmission and primary chaincase lubricant ($5.95/qt.) from Harley-Davidson Genuine Motor Parts is a new, proprietary lubricant that offers Harley owners the convenience of being able to fill both the transmission and primary chaincase with a single, affordable lubricant. FORMULA+ can also be used in the transmission/primary cavity of XL and Buell powertrains. Service drain intervals are also dramatically extended with the use of FORMULA+ and it is compatible with the clutch materials used by Harley-Davidson since 1971 in the XL powertrain and 1984 in the big twin powertrain.

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

DRAG SPECIALTIES 5A BATTERY CHARGER

Drag Specialties says that their 5-amp battery charger safely charges and monitors maintenance-free AGM batteries two to four times faster than other battery chargers. It features completely automatic charging that maintains any battery at safe levels and ensures proper charging at any temperature. Three-wire ring terminals protect the battery when a 5A rate is used and a bi-level DC output provides safe operation when used with 3A fused ring terminals. The battery charger is spark-proof and reverse-polarity protected. Suggested retail is $129.95. See your dealer for details.

Drag Specialties, www.dragspecialties.com

JIMS NEW 2006/07 SPECIALTY SERVICE TOOLS

JIMS has updated their specialty service tools for all new 2006 and '07 Dyna, FXST and FL models. When looking for more performance, one of the first changes made is to the cams. The inner cam bearing diameters have increased and the older style spring tensioner has been upgraded to a hydraulic chain tensioning system with more durable tensioner shoes. Before these new models start showing up in your service department, make sure you are prepared with the proper tools to do the job right, safely and quickly.

Also, check out...

JIMS UPDATED FLYWHEEL HOLDER AND NEW ENGINE ROTATORS

JIMS has also just introduced a late model sprocket shaft flywheel holder and two new engine rotators. The engine flywheel holder tool holds flywheels by the engine sprocket shaft without damaging the multi-spline shaft. It holds the flywheels from turning at the time of disassembly and reassembly. The engine rotators are designed for easy rotation of an engine at the time of pushrod adjustment as well as checking piston and valve clearance. These tools are made for the early and late model engines. As always, these tools are made in the USA.

JIMS, 805-482-6913; www. jimsusa.com

LUCAS HIGH PERFORMANCE MOTORCYCLE OILS

Lucas High Performance motorcycle oils are the result of technology gained through years of blending motor oils and gear oils for the racing industry. The manufacturer says these are true racing oils that far exceed all manufacturer specifications and can outlast other oils up to four times on the track or on the street. They claim lower oil temperatures, longer oil life, longer component life, less noise and fewer leaks. Lucas motorcycle oils are available in regular 20-50, and Synthetic 20-50, 5-20, 5-30, 10-30, Semi-Syn. 10-40, 50wt. and 70wt.

Lucas Oil Products, 302 North Sheridan Street, Corona, CA 92880-2067; 800-342-2512; www.lucasoil.com

S&S OIL FILTERS

S&S Cycle has designed and engineered an oil filter specifically for their line of S&S engines. The filters, which are available in black and chrome finishes, utilize a filtering media that traps the smallest particles possible without interrupting the velocity of oil flow from the pump. By eliminating the backup that some filters can create, S&S has helped eliminate a significant amount of oil-carryover that can cause blow-by or sumping. The S&S oil filter was engineered to have a smaller outside case diameter than other filters on the market, making it easier to remove when mounted in close proximity to crank position sensors and other engine components. S&S oil filters are available for all models of S&S engines and will work on other engines that are similar in engine family to the line of S&S Cycles Proven Performance engines.

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

TRANNY SPROCKET SOCKET

Howard's Hog Horns introduces tranny sprocket socket (say that 10 times fast) for removing mainshaft locknut. The socket is a thick walled 6 1/2-inch long shaft, with 1 7/8-inch hex, 1/2-inch drive socket, heat-treated for strength and durability. Works on 1936 to present big twin and Twin Cam 88 A and B motors. Tool includes an alignment collar to keep socket aligned to nut. Socket and collar are both chrome-plated.

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

AIR FORCE BLASTER SIDEKICK

Metro's all-new, all-steel, American-made

portable dryer blasts water off motorcycles in minutes. It features a powerful 1.3 hp motor that pumps out 18,000 feet-per-minute of warm (25 to 30 degrees above ambient) dry, filtered air that will thoroughly dry a full-size road bike in minutes. At a mere 9.5 inches high and weighing just a hair over three pounds, it is small enough and light enough to ride comfortably in a saddlebag. It plugs into any standard 120-volt outlet and is priced at under $100 the SideKick also makes an economical pack-along to complement home-based Blaster Classic or Master Blaster dryers.

Metropolitan Vacuum Cleaner Co., Inc., 800-822-1602; www.motorcycledryer.com

PIMP STIXXX

Tired of busting up your knuckles when you clean your bike? Pimp Stixxx are a detailing technology utilizing a series of vinyl-coated component handles, cleaning tips and a cloth to help clean tight, hard-to-reach areas that cannot easily be reached using conventional tools or by hand. This kit is much more than a bunch of Q-tips or rag wrapped around a paint stick or screwdriver. Pimp Stixxx are safe to use on chrome, billet aluminum, powder-coating and painted surfaces, provided they are used as directed. The component handles are made of tempered aluminum coated with chemical resistant vinyl and the component heads are made from self-lubricating, non-marking, high-density plastic that is resistant to petroleum and chemicals.

Pimp Stixxx, 888-524-0351; www.pimpstixxx.com

BILLET BOYS FORKS SEAL/BUSHING DRIVER

Billet Boys fork seal and bushing driver speeds up the time it takes to assemble forks. It comes in two models, a 41mm for Harley FLH, Softail and Dyna Wide Glide models and a 39mm unit for FXR, Dyna and Sportster model bikes. There is a long shoulder and a short

shoulder built in to the tool. The long shoulder is for driving the bushings into place and the short shoulder is for installing the seals. The length of the shoulders ensures that the bushing and seal are installed at just the exact depth needed.

Billet Boys, 510-471-3026; www.billetboys.com

SPECTRO OILS AND LUBES

Spectro's Golden American full synthetic and standard oils as well as transmission gear oil, fork oil and chain lube meet or exceed all petroleum industry standards A.P.I. SF/SG - CD/GC - 4. Spectro oils and lubes reduce engine and component wear, eliminate sticking and extend engine life. Spectro's line of engine oil is specifically engineered for use in high performance V-twins. Kustomwerks carries their full line.

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

CRUZTOOLS ROADTECH H3 TOOL KIT

The RoadTech H3 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 8-inch adjustable wrench, locking pliers, tire pressure gauge, three-LED flashlight, five hex and three Torx keys, 6-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 (3/8i, 7/16i, 1/2", and 10mm) and a 2-inch extension. Contents are housed in a tough

double panel polyester roll-up pouch. Like other CruzTOOLS products, hand tools are lifetime guaranteed, but more importantly, absolutely dependable when called upon in the middle of nowhere.

CruzTOOLS, 888-909-8665; www.cruztools.com

GEORGE'S INNER CAM BEARING TOOLS

George's new inner cam bearing tools are a must for any TC88 Wrench—designed specifically to allow for removal and installation of the inner cam bearings on all TC88 engines without damaging or marring the engine case. Dual step design insures perfect alignment every time while keeping roller pins from dropping into the case. Precision machined and finished in black oxide, the inner cam bearing remover retails for $98.50 and the inner cam bearing installer goes for $90.95.

George's Garage, 909-843-7043; www.georges-garage.com

AMSOIL NEW OIL FILTERS

Amsoil's new motorcycle oil filter line feature advanced, full synthetic nanofiber technology. The manufacturer says that the new motorcycle oil filters provide improved lubricant flow, improved cold-start performance, reduced operating costs and extended service intervals. Nanofiber technology was used on the Abrams M1 tank, now it is available for your scoot.

AMSOIL NEW SYNTHETIC 20W-50 MOTORCYCLE OIL

Amsoil's new synthetic 20W-50 motorcycle oil for Harley and V-twin engines has been re-formulated with new high-performance additive technology that provides even greater benefits for the special requirements of motorcycles. The new oil is formulated for hot-running engines, transmissions and primary chain cases. Most motorcycle oils provide little or no rust and corrosion protection for the inside of an engine during storage; this is a function of the additives. Amsoil synthetic motorcycle oil is specially formulated for both peak performance on the road and superior protection when sitting idle or in storage. Available in quarts, cases, 30-gallon and 55-gallon drums.

Amsoil, 800-777-8491; www.amsoil.com

MOBIL 1 MOTORCYCLE OILS

Like Mobil 1 automotive products, the three Mobil 1 motorcycle oils are based on proven, advanced synthetic oil technology. Mobil 1 motorcycle oils deliver outstanding protection against motorcycle engine wear, even under extreme conditions. They offer: enhanced high-temperature durability; outstanding engine cleanliness and improved lubrication for maximum horsepower, excellent protection at peak engine rpm and excellent transmission performance in 10W-40/20W-50 grades. Available as: Mobil 1 Racing 2T , Mobil 1 MX4T 10W-40, Mobil 1 V-twin 20W-50, Mobil 1 is officially endorsed by S&S Cycles for their Proven Performance engines.

Mobil 1, www.mobil1.com

MOTO-XPRESS FAIRING-MOUNTED COMPRESSOR

Moto-Xpress, is offering the Savior 250psi, a fairing-mounted air compressor that will keep riders from traveling on under- or over-inflated tires. Under-inflation can be a serious problem if left unattended. The Savior 250psi on-board air compressor can re-inflate a tire in

about 5 minutes and can adjust air shocks with uncontaminated air. Currently, the Savior 250psi on-board air compressor is only available for the HarleyElectra Glide, Electra Glide Classic, Electra Glide Ultra Classic and Street Glide. It comes with a tire repair kit and inflation adapters.

Moto-Xpress, 888-272-8885; www.moto-xpress.com

MOTOR FACTORY MOTORCYCLE OIL

Motor Factory motorcycle oil from Custom Chrome is American-made and meets or exceeds the API CI-4/SL rating—the highest in the industry. Motor Factory motorcycle oil is formulated with approximately 20% premium additives designed to provide maximum protection in air-cooled 4-stroke engines like the one in your Harley-Davidson motorcycle. Sold in cases of 12 one-quart bottles, it is available in SAE 50, 60 and 70, as well as 20W-50 and 35W-60.

Custom Chrome, 800-729-3332; www.customchrome.com

SPROCKET SHAFT BEARING TOOL

Installing the crankshaft Timken bearings on to the sprocket shaft of 1955 through 1969 panhead and shovelhead generator engines is handled easily and with precision using this fine crafted tool from Paughco. One hundred-percent made in the USA at the Paughco factory in Carson City, Nevada, the Sprocket Shaft Bearing Tool allows you to pull the crankshaft pin through the bearing with precise accuracy. Manufactured from heat-treated tempered steel the Sprocket Shaft Bearing Tool is available directly from Paughco and retails for $109.95.

Paughco, 775-246-5738; www.paughco.com

ROYAL PURPLE MAX-CYCLE

Max-Cycle is specifically formulated to significantly improve motorcycle engine and transmission performance. It's recommended for

use in both air-cooled and liquid-cooled 4-stroke engines and it's compatible with wet-clutch transmissions. Independent tests determined that switching to Royal Purple's Max-Cycle would reduce motorcycle operating temperatures, concluding that switching to Max-Cycle throughout the motorcycle reduced engine operating temperatures from 24 to 44 degrees F. It's available in 10W-30, 10W-40 and 20W-50 viscosities.

Royal Purple, Ltd. One Royal Purple Lane, Porter, TX 77365, 888-382-6300; www.royalpurple.com

NEW FROM DELTRAN BATTERY TENDER

A new dual-output microprocessor controlled battery charger has just been released by the Battery Tender engineering team. The charger has two 12 volt, 1.25 amp outputs. A high impact polypropylene case houses the charger, which can be conveniently mounted on a wall or work bench.

Charger outputs are programmed with the Deltran (DAC –Deltran Adaptive Curve) 4-step charge algorithm which prevents sulfation and includes temperature compensation. Like all Battery Tender products, the charger will fully charge the batteries then automatically switch to a maintenance/float mode. The unit is supplied with two sets of fused ring terminals and two sets of fused clips. The new charger is protected by a 2-year warranty.

Battery Tender, 386-736-7900 ext. 241; www.batterytender.com

BARDAHL AMERICAN CLASSIC PRODUCTS

Bardahl American Classic products cover a wide variety of applications for Harley owners. The 20W-50 Motor Oil combines high quality base stocks and tough anti-wear and anti-friction additives protect your engine, while exceeding Harley-Davidson motor oil specifications. Shear resistant hydrocarbons cool and cushion bearing surfaces, and provide oxidation stability to 500°F.

The 100% Synthetic 20W-50 motor oil is formulated with synthetic base stocks and tough anti-wear and anti-friction additives. The manufacturer says its detergent/dispersant

ingredients effectively clean harmful carbon deposits from all internal engine components, and it provides superior oxidation stability for extended drain intervals.

Bardahl says their American Classic primary chaincase lubricant is formulated to precise tolerances in order to protect and lubricate you motorcycle's wet type diaphragm clutch.

Bardahl American Classic gear and chaincase lubricant is formulated specifically for use in motorcycles requiring one lubricant for the transmission and primary chaincase.

Bardahl Manufacturing Corporation, P.O. Box 70607 Seattle, Washington 98127-0607, 206-783-4851; www.bardahl.com

PEREWITZ FABRICATION JIG

Professional and amateur fabricators alike are going to find 1,000 uses for this unique fabrication tool recently introduced by master builder, Dave Perewitz. The new Jig Mate is manufactured from job-specific alloy metals to withstand severe forces and heat created by welding, shaping and other fabrication techniques. Jig Mate is designed to grip welding vice grips, c-clamps and metal parts. The unique adjustable ball pivots allow positioning materials at virtually any angle and provide an easy to use and convenient platform for securing components during fabrication and design. A dream-come-true for custom builders everywhere the Jig Mate is an extremely high quality tool that no shop or home builder should be without.

Perewitz, 508-697-3595; www.perewitz.com

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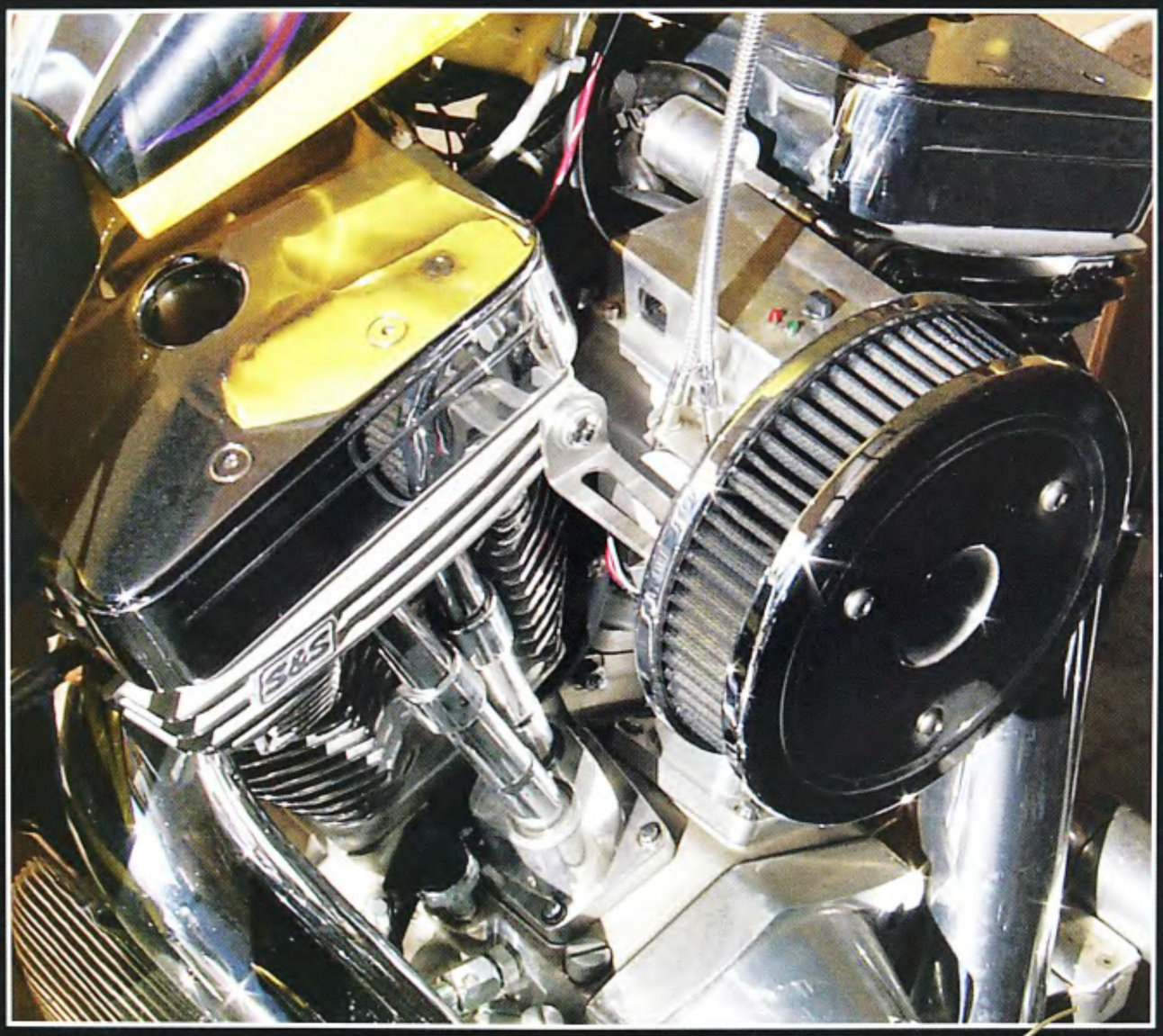

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ReadersRides

James Carey
Fresno, California
1953 Panhead

Sometimes some very good things can come out of events that may at first seem ominous or even tragic. Like the sinking of the Titanic, for instance. It made us realize that icebergs are bigger than what can be seen floating on the water and, afterwards, most ships' captains decided to avoid confronting them all together.

On a somewhat smaller scale, but with equally uplifting results, there's Jim's '53 panhead. It looks this beautiful, because it was basically destroyed and has risen, Phoenix-like, from its ashes. But I should let Jim explain. "I was recently involved in a collision on this bike," he says, remembering that fateful day back in February of 2005.

After assessing the damage, Jim set about rebuilding his pride and joy bigger and better than before...well, better anyway. In fact, he decided to...again, let's just hear from Jim. "I bought a new frame," he says, "and started my dream."

It didn't take all that long, as he completed the pan in November of 2005, working on it every weekend, with some help coming from his neighbors, Don and Tom Mullins. "I love old-school Harleys," he adds. "This bike is rigid frame, kick only, ratchet jockey, spring seat, apehangers—old-school to the bone. It has always been a dream to do a bike on my own."

But Jim wasn't quite done dreaming. "It would be a dream come true," he tells us, "if my bike was in a photo shoot in your magazine."

It sure would be, wouldn't it? But in apparent anticipation of our tight budget and even tighter schedule, Jim simply supplied us with his own photos and that's something we really appreciate. And you should thank him, too. It's guys like Jim that enable us to pass our savings on to you, the reader.

—Tripper

Photos: Owner

Mark "Cockroach" Goetz
Rainbow, Texas
1972 Sportster

This is the story of three amigos named, Cockroach, Chilly Bill, and Bad Bob (I'll leave any assessment of these gentlemen's looks and character to the reader's imagination) and an ironhead Sportster. Bad Bob owns the Sportster and according to Cockroach, "The bike didn't run when he'd bought it, but he kind of got it running. He lived about five miles from work and never made it once without having to call for a tow truck."

Apparently tired of single-handedly elevating the towing company to Forbes Top 500 status, Bad Bob purchased an Electra Glide, leaving the Sportster to the elements in the carport. That's when Cockroach and Chilly Bill rode to the rescue. The three amigos decided in 2002 that restoring the Sporty would lead to much needed fun and levity, apparently basing their concept on wisdom they'd gleaned over the years from the pages of this rag. Right here we know how this is going to end, don't we?

"I purchased a shop manual for the bike and began the restoration, believing it would take a few months and trivial expense," Cockroach says. He was of course dead wrong on both counts.

They completely disassembled the bike, fixed and replaced numerous parts, then reassembled it. Three years and untold fortunes later, the bike was finished. While Cockroach says he was "extremely pleased" with the results, he also adds that a valuable lesson was learned. "When friends and acquaintances saw the project, they offered help and advice in specialized areas," he says, mentioning folks like Elrod, who painted the sheet metal for a case of beer, for instance. There was also Mark Schaefer, Brian and Venus Carlson and last, but certainly not least, Cockroach's wife, the lovely Radonna, who not only supported the project, but ultimately spent numerous hours working on it, as well," according to Cockroach.

Bad Bob now has a dependable bike and everybody involved is mighty happy... except the towing company.

—Tripper

Photos: Owner

Photos: Owner

Mike McCann
Huntington, New York
1979 XLH

Mike, who says he usually gets around on an '89 Ultra Glide, was looking for a winter project on eBay. "1979 Sportster. Always babied. Recently rebuilt top and bottom end" is what the ad read, according to Mike. Some blurry photos convinced Mike to bid, and eventually, he ended up with the big prize.

Two days later he picked up the bike. "I anxiously watched as the seller pulled a damp plastic tarp off the bike," Mike remembers. "What was revealed was not a babied beauty, but a rusted, neglected rat! Fuel was dribbling from the petcock, the jugs were crusted with thick, brown rust, the battery was dead and the generator was non-functioning."

Mike tells a woeful story of a moldy seat, a web-like mass of loose wires and electrical tape and, worst of all, "a sparkling metal-flake paintjob that was strangely dizzying."

The bike's sole saving feature, he says, was the fact that after jump-starting it, it ran like a bat out of hell, even if the brakes didn't work. Mike renegotiated the purchase price and trailered the bike home.

For needed replacement parts, he once again visited eBay, this time with more success. He bought a new exhaust system with manifold wrap, a Mustang seat, an old-school sissybar, a Honda Valkyrie bib (which he cut in two for a matching tank and fender bib combo), a set of Custom Chrome forward controls, as well as a carb, air cleaner, skull fender light, small round mirrors, mud flaps, taillight visor, light bar, grip covers and various other pegs.

He fabricated a low, skull-adorned windshield from old dresser parts and hand-painted the sheet metal glossy black with spray cans, pinstriping and lettering the whole shebang in red. The bike also has a new battery, new generator and, most importantly, functioning brakes. *—Tripper*

"It was just a little tit fucking. I didn't mean to slip and shove it up your nose!"

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2007 VRSCDX Night Rod Special

BLACK BEAST

With 80 foot-pounds of torque at your wrist and 120 horses beneath you, the Night Rod Special offers you the power and acceleration force of a drag bike. All you have to do is find the guts to straddle this black beast and let'r rip.

What sets this monster apart from its cousin, the Night Rod, isn't much. Actually, it's very little, but in a big way; the rear tire has grown from 180 millimeters in width to a very impressive looking 240. It might take a few minutes to get used to so large a shoe, but as soon as you've accomplished that, watch out! The Special is nothing if not a rocket on two wheels.

Other than the shoe size, everything else has pretty much stayed the same, and why not? The Night Rod's specs read like a recipe for success. Start the bike up and its liquid-cooled, 69 cubic-inch Revolution motor purrs like a kitten—until you open the throttle.

Though not as deep and resonant—and vibrating—as some members of the Harley-Davidson motor family, the Night Rod's heart still manages to make you feel like you're sitting on the back of a behemoth. It just roars more quietly.

But its 11.3-to-1 compression more than makes up for any perceived lack of throatiness coming out of the chromed straight-shot dual pipes with the brushed mufflers and black end caps (and shields, of course). Additional help comes from the extremely wide power band, something that's relatively atypical for a Harley. But while the Harley places the Special's optimum power output of 80 foot-pounds into the 7,000-rpm range, the jolt factor exists throughout the entire range, from about 2,000 rpm all the way to just about redlining capacity at around 9,000 rpm.

There's no point in praising the strengths this bike shows on the straight-away, because, well, brute force is almost synonymous with the V-Rod line. But even as a canyon carver the Special is surprisingly effective. Sure, I've scraped some metal here and there, but that's just par for the course. At a ground clearance of 4.2 inches, the Special seems made for leaning into curves and I wouldn't have had any problems doing so if it weren't for the sort of bulky pipes.

Yes, the bottom of the duals got a bit scratched toward the end of my testing period, but if that sort of thing doesn't bother you (and it sure didn't alarm me), the Night Rod Special is pure ecstasy on a curvy, lonesome country road.

Unlike the Night Rod, the Special only has forward controls and pegs, which is actually very nice because you can lean into a turn with your legs pretty much fully stretched. Like the Night Rod, the Special has a very small passenger seat, which may be a problem for your better half, especially on longer rides. But to tell you the truth, the Night Rod Special is the kind of fun you'd want to have by yourself anyway.

—Red Baron

GENERAL
Make: Harley-Davidson
Year: 2007
Model: VRSCDX
Assembly: Harley-Davidson

ENGINE
Year/model: 2007 Revolution, liquid-cooled
Builder: Harley-Davidson
Ignition: Harley-Davidson
Displacement: 69 cubic inches
Bore & stroke: 3.94 x 2.84 inches
Torque: 80.0 foot-pounds @ 7,000 rpm
Cam: Harley-Davidson
Intake: Electronic Sequential Port Fuel Injection (ESPFI)
Pipes: Chrome, straight-shot dual pipes; brushed mufflers with black end caps and black shields
Compression Ratio: 11.3:1

TRANSMISSION
Year: 2007

GEAR RATIO (OVERALL)
1st: 11.752
2nd: 7.898
3rd: 6.322
4th: 5.459
5th: 4.899

PAINTING
Color: two-tone black denim

FRAME
Type: swingarm
Rake/trail: 34 degrees/4.5 inches
Stretch: none

ACCESSORIES
Handlebars: drag-style
Gas tank: under seat/5 gals.
Oil system: 3.5 quarts
Seat: Harley-Davidson
Mirrors: Harley-Davidson
Grips: Harley-Davidson

FRONT END
Type: Inverted, 43mm stanchions, 5.0 in. travel
Builder: Harley-Davidson
Instruments: redesigned gauges with enhanced features: electronic speedometer with odometer; time of day clock on odometer; resettable trip meter; fuel gauge with low fuel warning light; low oil pressure indicator light; diagnostic readout; brighter/balanced LED lights; tachometer; solid-state, tell-tale indicator module.

WHEELS – FRONT
Type: slotted machined cast aluminum disc
Size: 19-inch
Tire: 120/70zZR-19 60W
Brakes: 4-piston

WHEELS – REAR
Type: slotted machined cast aluminum disc
Size: 18-inch
Tire: 240/40R-18 79V
Brakes: 4-piston
Unique features: black-on-black powertrain with gloss black covers; brushed, straight-shot exhaust with black caps and black exhaust shields; low 25.2-inch seat height; 240mm wide rear tire; forward mounted foot controls with shorter drag-style handlebars.
Photos: Rick Hustead

ComingAtYa

The marvelous May issue of *Easyriders* (No. 407) is awash in a sea of custom creations from such custom builders as Wolff Customs, Rick Fairless, Kirk Taylor, Jose de Miguel and the Miami Choppers crew. We'll also test ride Saxon Motorcycle's Warlord chopper.

In springtime, every biker's heart turns to romance...actually, we just think about sex a lot. So, the May issue of *Easyriders* offers our annual look at the best biker babes. We call it *The Girls of Summer*, you'll call it a rousing woody of a good time. Besides a passel of hot chicks, we'll take you to the Charlotte Bike Show, bring you some sexy motorized sculptures and tell you what every biker should have in their first aid kit.

You'll get a great Guide to Dress-up parts for your bike and we'll show off Baker's 6-speed for kicker models. All this and more is blastin' along in the May issue of *Easyriders*!

On sale April 3rd.

The March issue of *V-Twin* magazine (No. 71) takes you on a ride to the Vegas BikeFest, will introduce you to the Legends of Speed in Bowling Green and bring you a wild Death Valley road tale. Meet master builder Dave Dupor, go Behind the Scenes at Baron's Customs and check out the latest at Maxair. You'll get an aftermarket guide to suspension parts as well as our Daytona Beach Survival Guide with everything you need to know about March Bike Week. All this plus 10 terrific custom bike features!

On sale now.

Biker's May issue is the 128-page 20th anniversary issue! It's definitely a collector's issue. Come and help us celebrate 20 bodacious years of ridin' and partyin'! *On sale March 27.*

June's *In The Wind* visits Rip's B.A.D. Ride in SoCal and Arizona, David Mann's Memorial Chop Fest in Ventura, and Biketoberfest in Florida. Angie Savage feeds cake to Joe Sabol's '37 EL, celebrating everything from busty babes to T-shirts 'n' tats. *On sale now*

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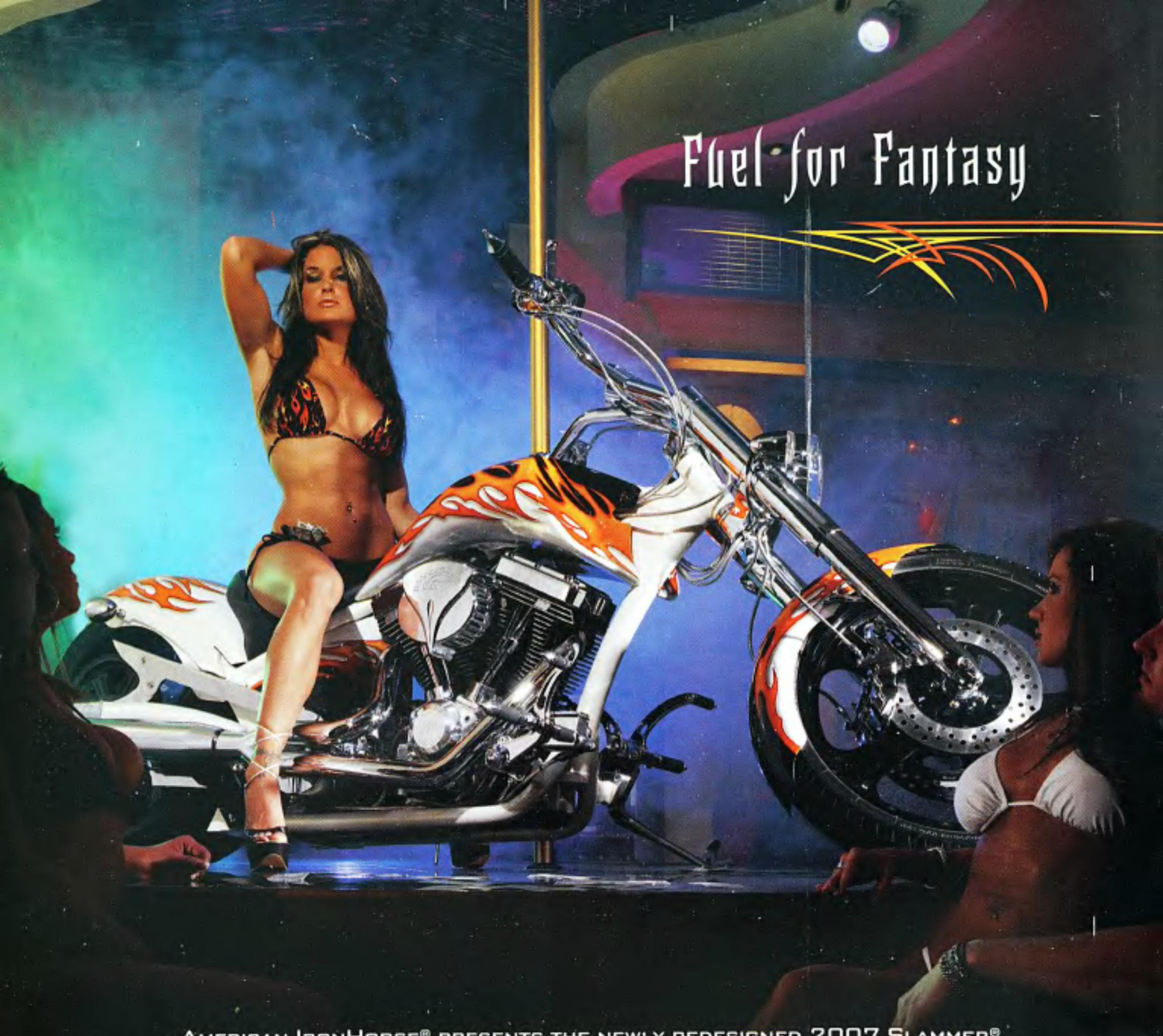

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