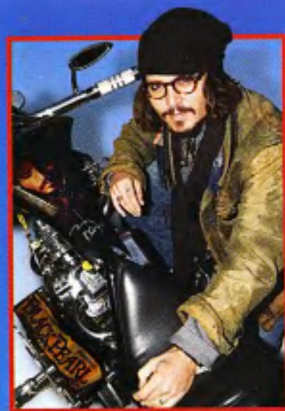


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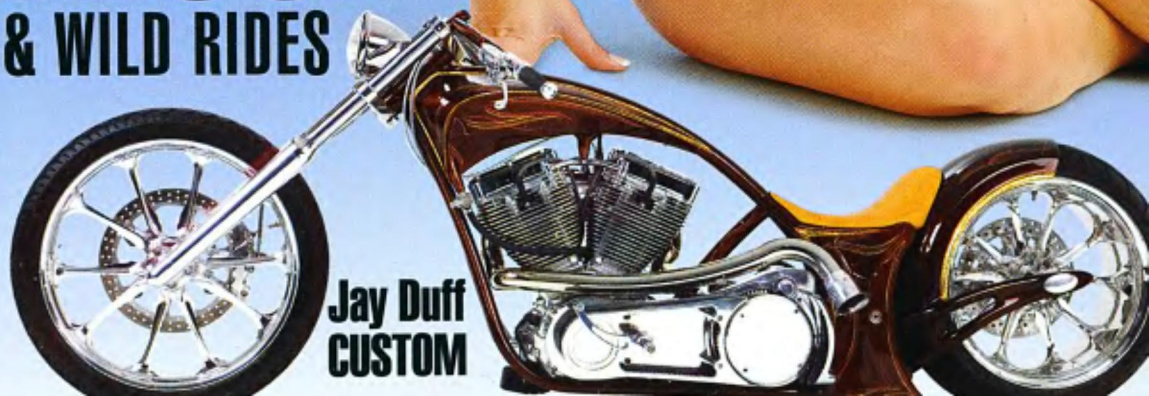
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Jay Duff
CUSTOM

STRETCHED LIMITS

Jerry Covington of Covington's Cycle City used imagination and creativity along with parts from the FatBook for this build. From the sleek Rolling Thunder frame to the Paul Yaffe kickstand, Jerry gave this bike a stretched style all its own. Anyone can ride an ordinary bike; see how far your imagination can stretch with Drag Specialties and the FatBook!

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This piece of news will please those of you who have had to use lawyers and pay their exorbitant fees. Many corporate **lawyer jobs have been outsourced to India** (about 23,000 last year) where document review and legal research can be done at half the cost as in America.

This dude stabbed his estranged wife's boyfriend five times and was arrested for attempted murder. But apparently he was quite surprised at the "attempted" charge. He said to a detective, "What? **I thought I stuck him like a pig.** What do you mean, he's alive?"

A bunch of old folks in an old folks home in England decided life was way too dull and something had to be done about it. So they got together in the recreation room and had an after-hours get-together orgy to celebrate their friend's 90th birthday. There were **three wrinkly Romeos** and six sagging seductresses stripped to the buff and slathering each other with baby oil when they were discovered. A nursing home staff member said, "They hadn't got too far. I guess it was taking some of the gents a while to get started. But they were all naked. Believe me, it was the scariest thing I've seen in my life."

Now here's one not to read while eating lunch. U.S. commanders turned over control of the city Najaf in Iraq. At the ceremony, Iraqi commandos brought frogs and a rabbit to the stage and were eating them raw to display their wild manliness. One Iraqi cut open a rabbit's belly, screamed, snatched its heart in his teeth and passed the bloody carcass down the line so that each commando could have his turn taking a bite. It seems that **Saddam Hussein's special forces** were trained to do things of a like nature with snakes, dogs, cats and even wolves.

His wife was in love with bingo and was out of the house playing the game three or four times a week, so her **husband got lonely** and indecently assaulted two young girls. The judge said, "Some people, when their wives aren't home, decide to clean the living room."

We hear more and more these days about car satellite-navigation devices and how incredibly useful they are. Apparently some people take the directions they give so literally that it begs belief. A German man thought the instruction to **turn "now"** meant not at the next corner but that very second and he crashed into a building. Another man following instructions ignored a very obvious "closed for construction" sign and plowed into a pile of sand. A German auto club spokesman wisely said, "It's not as if people are driving in a tank with only a small slit to see out."

A burglar was shot by a homeowner while attempting to enter a house. There were two signs outside which the burglar either didn't read, couldn't read or thought were put there for a gag. The first sign said: **"Warning.** Nothing inside is worth risking your life for. Owners of this property are highly skilled to protect life, liberty and property from criminal attacks"; the second said "No trespassing. Violators will be shot. Survivors will be shot again."

Some **worthwhile quotes** from some well-known names:

"I've had a perfectly wonderful evening. But this wasn't it."

—Groucho Marx

"I didn't attend the funeral, but I sent a nice letter saying I approved of it."

—Mark Twain

"He has no enemies, but is intensely disliked by his friends."

—Oscar Wilde

"I am enclosing two tickets to the first night of my new play; bring a friend—if you have one."

—George Bernard Shaw to Winston Churchill

It's just not right. After all, animals have feelings too. According to a Chinese dispatch, one trick zookeepers use to get male pandas interested in mating with females, is to let a desirable female roam around a pen, leaving her scent. Then, when it's dark, with the male in the pen who's turned on by the scent, a less desirable (by panda standards) female is put into the pen back end first so that the pre-excited male will quickly begin having at her. A zookeeper said, "When the males find out they've been **mated with unintended partners**, they get mad and start fighting the female. We've had to use firecrackers and a water hose to separate them."

Here's a fine example of bureaucracy in England. A man had just been discharged from a hospital when he doubled over in pain in the waiting room from what was eventually diagnosed as pancreatitis. Nurses told his family they'd **have to call 999** (England's equivalent to our 911), or drive him around to the emergency entrance, about three minutes away because, since he had already been discharged, rules prevented them from treating him.

Cell phones are getting out of hand—or rather the users of them are. A model in Australia was jogging and pushing her 5-month-old child's buggy along the city's River Torrens. Her cell phone rang and, you guessed it, by the time she **finished her call** and turned around to resume the buggy-pushing, the buggy had rolled into the river. No, this one didn't have a happy ending.

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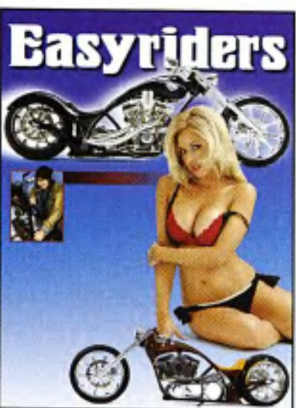
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Cover imaging by Jeff Biggs.

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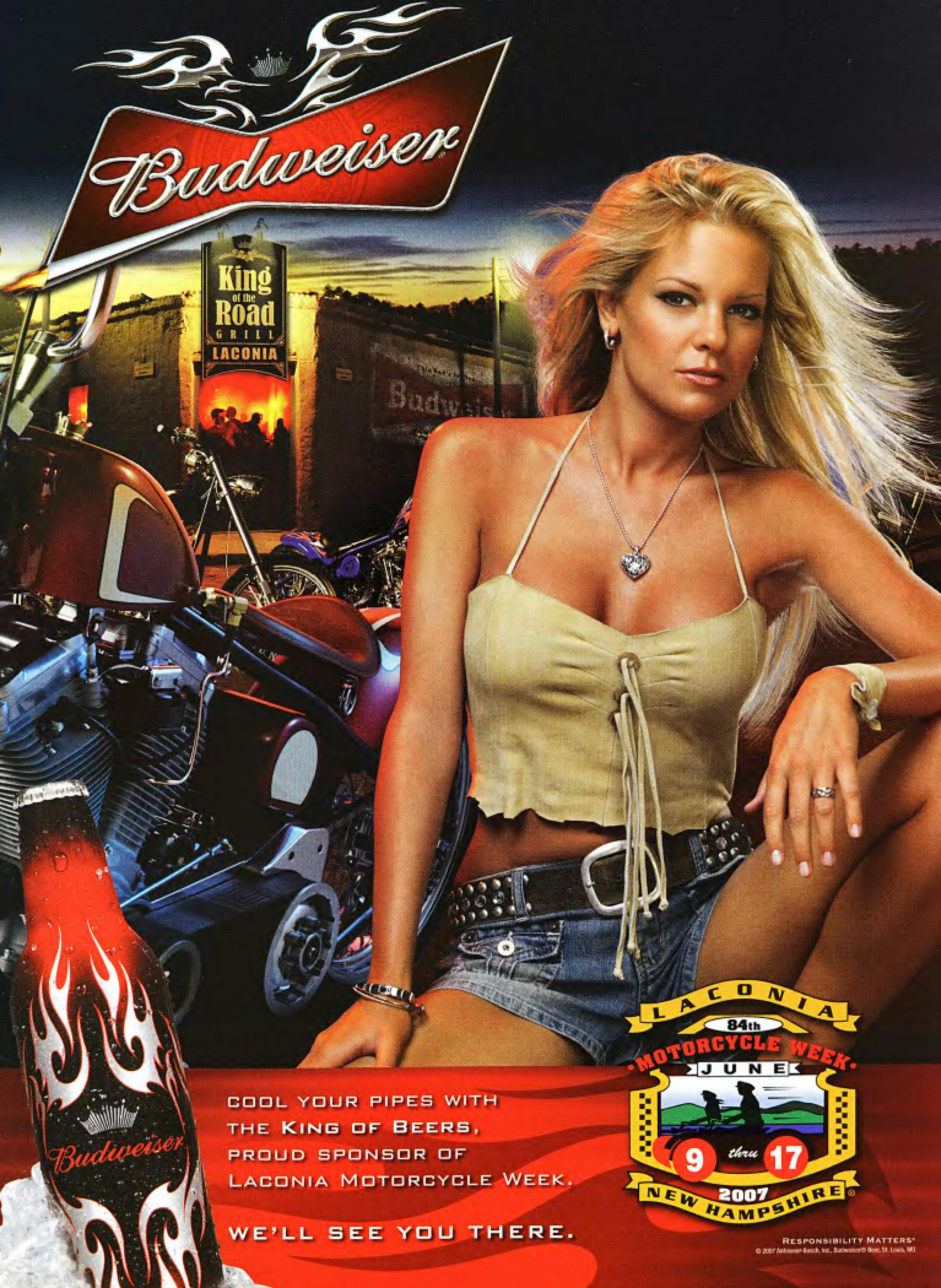
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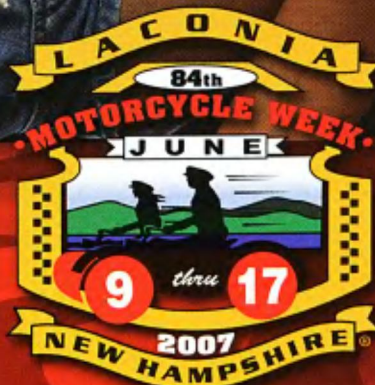
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Off To War

I'm off to war in the Middle East for the second time in three years. The first time around I came home from Iraq with my first brand-new 2004 Harley Softail Deuce. Needless to say, with only a year of riding time, I miss taking off for a ride.

We were first deployed to help the earthquake victims in Pakistan before we were sent to our permanent duty station in Afghanistan. While we were there I had some time on my hands when the weather would not permit us to deliver supplies. So I brought a little bit of home to all of us, especially the other soldiers who also missed the open road. I've received a lot of looks, points and stares and there are a lot of pictures, somewhere in the world, of the door flying overhead.

Here's a photo (above) of the lower rescue hatch door of my CH-47 Chinook helicopter with the Harley emblem.

Tom Budke
Bonner Springs, Kansas

Bikes and Babes

Just wanted to drop a line and see what's up. You bros put out a decent rag, but it could use some changes. First off, the babes are fine, but some of these bikes are just eye candy. Not knockin' you, but why feature bikes you can't slide a leg over and enjoy the ride? That's what it's all about, the freedom and the ride.

The Dugdemona Kid
Winnfield, Louisiana

We hear ya, Kid. Check out Big Bear Choppers' Screamin' Demon on page 18. That's candy you can ride all day.

Words of Wisdom

It was with great amazement that I read the article on airbags for motorcycles (Feb. '07 issue, Page 28). It figures the AAA, who caters to yuppies who can't change their own tires on their SUVs, would say this. Let me say that I've been riding for 44 years.

The rash of deaths in motorcycles today is caused by two factors: lack of experience and common sense. You have all these cigar-smoking yuppies whose mothers are now dead and they can now buy a motorcycle. Won't that be fun? We can park it in the garage next to the Hummer. They go to a ONE-day training course in a parking lot and presto! They are a motorcycle rider, license and all. Hell, before last week they couldn't spell motorcycle rider—now they are one.

I live near Americade and Laconia. I watch in horror as the droves of "bikers" drive past wearing shorts, flip flops or sneakers (great for putting your foot down at any speed onto the asphalt) with their feet hanging over their highway pegs like they are about to get an internal exam. They blow through four-way intersections at 55 or 60 mph. They drive into curves way past their ability and then freeze up, often going into the other lane.

When my son started riding nine years ago on his Sportster, I looked over to see him with his feet hanging over the pegs on his forward controls. I motioned for him to pull over. Got off my bike and said to him, "The next time I see you doing that, I'll knock you out." When he asked why, I said that if a car pulls out in front of you and you have to get to the brake and your pant leg gets caught or the heel of your boot, you will be a hood ornament.

Bottom line: Motorcycles are not toys. Shorts and flip flops and sneakers are not appropriate riding gear. Your feet need to be on the pegs, not draped over them.

J.S.H.

Warrensburg, New York

Although we have always respected a rider's right to choose, we will agree that our bikes are not toys and a little common sense goes a long way.

Next Best Thing

I'd like to reply to "Longhair" from The Netherlands in the February issue.

I realize *Easyriders* is all about Harleys and V-twin bikes but some of us just don't have it in the budget to go out and buy a Harley, so we do the next best thing. We build our own. And the great thing about that is it's a one-of-a-kind.

I built the frame and bought the parts piece by piece, until I had a bike. It took me about a year to build it.

What the hell—print the photo (below) of my metric-powered chopper in your mag and see what kind of response it gets. To me, it's all about getting out and being free on the open road of our great country—not what you ride in doing so.

Great mag. Keep up the good work.

Terry Pratt

Twin Falls, Idaho

What? What?

After a look into your older issues, I want to know why the issue price went up \$1.00 for one issue and down the next. At first I thought I was over-medicated. After another dose I was more confused.

You all put out a great mag—except I miss *Miraculous Mutha*—and the iron-ons. Extra raisin pie to all for a mag well done. Thanks for many years of good reading and photos.

Ray

Santa Rosa, California

Some newsstand issues of Easyriders are Specials which include stuff like a 48-page separate feature outsert, more pages, posters, even DVDs and such.

An Apology

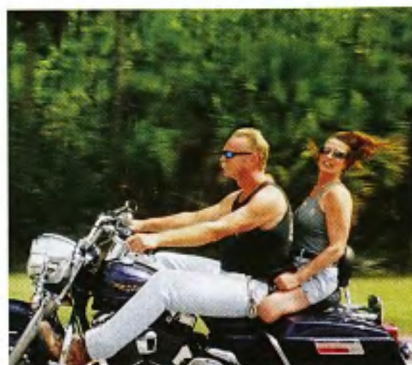
Two of my riding buddies who also read your mag read the letter I sent titled "The American Dream" (Feb. '07 issue). They really worked me over about it, saying that (once again) I could have made my

point without being unnecessarily insulting to someone.

They are right and for that I apologize.

L. Lester

Jacksonville, Florida



A Girl's Gotta Ride!

I recently lost my legs in a motorcycle crash. It was my first Harley-Davidson—bought it January 1, totaled it March 25. But as you all know, a girl's gotta ride!

The photo is on the day of my poker run. Put me in the mag! Still loving life!

Ronda Lynch

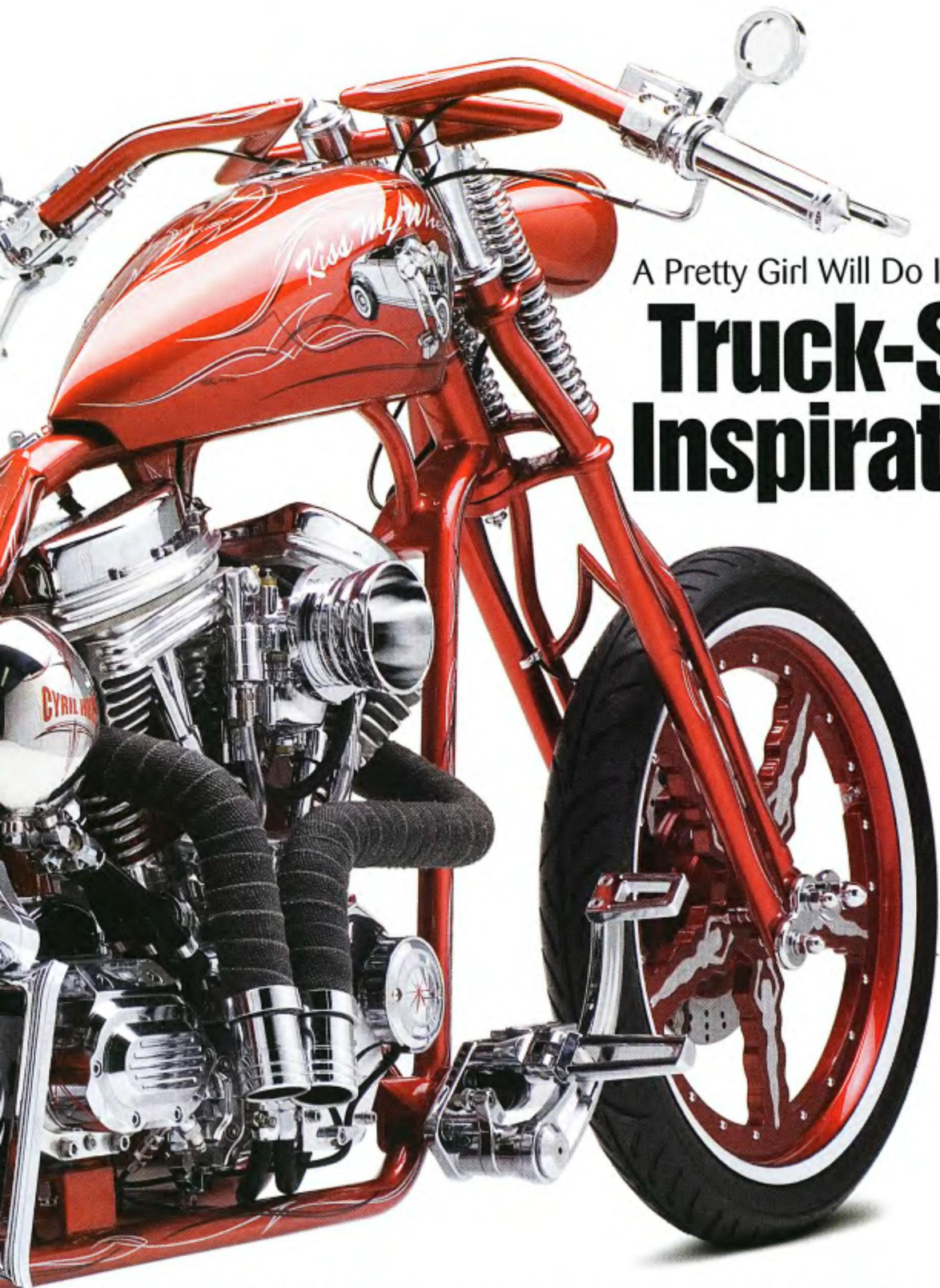
Daytona Beach, Florida

Right on, Ronda!

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A Pretty Girl Will Do It Every Time

Truck-Stop Inspirations

About a year back, Cyril Huze was returning home to South Florida after being out on the road for a week or more running the bike shows nationwide. Dog-tired and beat down, he was about an hour or so away from the end of the trip when he couldn't stand it anymore. He needed food, fuel and a little rest and just as he made that

decision, up popped a sign for "Food, Fuel, Lodging—Next Exit." Cyril jerked the wheel and peeled off the highway.

"And what a surprise I got," he remembers. Not generally known for fine dining and attentive service, Cyril found both in abundance at this rest stop—especially the service. The lone waitress working the night shift was a

stone knockout, hardly what he'd expected. Some toothless hag would have been more in keeping here, but, oh no, this girl was young, fresh and built to kill. "Immediately," he says, "I got to thinking just what it would take to impress a beauty like this," and bike builder that he is, Cyril's musing turned to two wheels. "As this goddess was

bringing me my cheeseburger, fries and coffee," he says, "I started sketching out a bike. A bike for 'The Truck Stop Girl,' like that old Byrds song. It would have to be something cool as ice, but plenty flashy, too." Here's that bike, the one sketched up at the counter and now made all real and all steel.

Cyril actually started the build the very next morning after that midnight encounter. The bike went together in the early months of 2006, shown for the first time at BikeFest in Las Vegas, where, incidentally, it was sold right out of the display. More than that, the new owner who'd fallen in love with the little bobber just as hard as Cyril had for the girl who inspired it, took the bike to the Fremont Street ride-in show the next morning and won. Little wonder about that. The bright red bobber is as clean as they come.

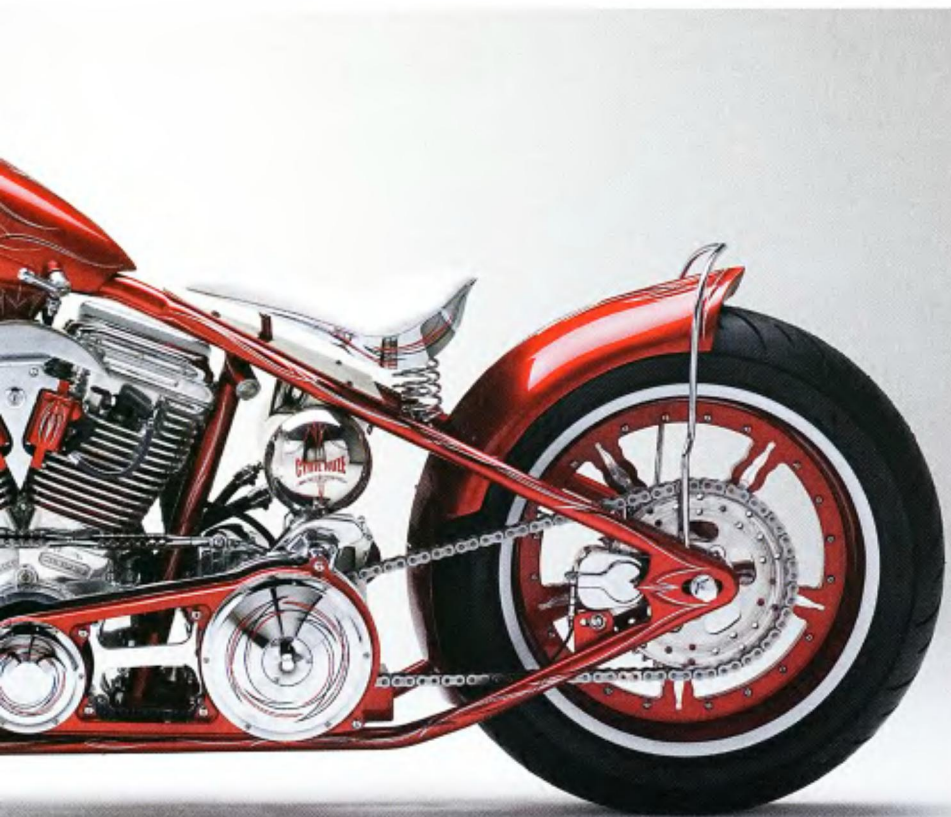
"Building a bike as deceptively simple as this one appears," Cyril says, "is tougher than you'd think." Building simple doesn't come easy. There's nowhere to hide anything, so everything must be thought out to the finest detail. A bike like this doesn't look as if it has enough parts to make it run, but it most definitely does; it just takes careful planning and even more careful execution. "But I love the way this one turned out," Cyril says. "There are lots of bobbers out there, but to me they can all start to look kind of the same, if you know what I mean. This one doesn't. It's different."

Old-school in appeal, the scoot is also new wave where it counts—like with the engine, a TP Engineering 117, now dressed in classic panhead garb. Cyril included some Z-bars with a modern twist. A gooseneck frame is always in style, right along with that 12:00 o'clock high chopped rear fender with just a hint of a sissybar as a mounting bracket. "I wanted whitewalls for this bike, too," Cyril says, but soon found they simply weren't available in the 180 tire size he also wanted to use at the rear. So he did the next best thing. He painted the outer lip of the wheels white and, as a result, was constantly asked where in the world he'd found a 180 whitewall. "My answer is, I didn't and I never got tired of saying that."

Impressive. Impressive enough for even a Truck Stop Girl to stop and take notice.

—Joe Kress





Owner: Cyril Huze
City: Boca Raton, Florida

GENERAL

Designer: Cyril Huze
Year/make: 2005 Cyril Huze Special Construction
Model: Kiss My Wheels
Assembly: Cyril Huze Customs/Gary Sohmitgon

Time: 6 months

Chroming: Atlantic Coast Plating

ENGINE

Year and make: 2005 TP Engineering
Displacement: 114 cubic inches
Cam: TP Engineering
Ignition: TP Engineering
Carb: S&S G

Air cleaner: Cyril Huze

Pipes: Cyril Huze

TRANSMISSION

Year/make: 2005 RevTech
Shifting: 6-speed

PAINTING

Painter: Chris Cruz
Color: red
Type: House of Kolor

FRAME

Year/make: 2005 Santee/Huze
Type: rigid gooseneck
Rake: 38 degrees
Stretch: none
Shocks: none

ACCESSORIES

Handlebars: Z-bars
Handlebar controls: OMP/Cyril Huze
Fenders: Cyril Huze
Headlight: Cyclone
Taillight: Cyril Huze side-mount
Pegs: OMP/Cyril Huze
Foot controls: OMP/Cyril Huze
Gas tank: Cyril Huze
Oil tank: Killer Chopper
Seat: Jeff Phipps
Mirrors: Cyril Huze
Grips: Cyril Huze

FRONT END

Type: springer, narrowed
Builder: Killer Chopper

WHEELS

Make: Pin-up Girl
Size: 21-inch front/18-inch rear
Tires: Avon, 180 rear
Brakes: Exile
Photos: Don Rogers





Billet Boys Performance First Mufflers

Made for dressers, these slip-on mufflers were designed to produce a strong torque curve while maintaining good peak horsepower. "We have tuned the exhaust note differently than traditional mufflers. The exhaust has a deep strong sound, like a healthy small block Chevy," says Billet Boys.

Mufflers' bodies are formed from chromed heavy-gauge steel and come with mounting hardware. The Billet Boys Performance First mufflers fit all '91 and later Harley Davidson dressers, including fuel-injected models.

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



Clint's Cigars - A Good Smoke

Here is a mild little cigar for about a buck a piece; hard to beat. The cigars are specially made from choice Dominican Republic tobacco and sold mainly to the biker community. To order a box, or get Tim's appearance schedule at bike



shows and events, visit them online at www.clintscigars.com or call them at 800-441-0560.



Spring Solo Seat

Drag Specialties spring solo seats are constructed of high-density polyurethane molded foam and covered with faux leather. The seats feature a heavy steel contoured seat base with a powdercoated finish. The seats include an adjustable chrome front seat hinge and two mounting studs for springs; springs are sold separately.

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

Pork Chop Fairing mirrors

These Pork Chop fairing mirrors by Drag Specialties are chrome die-cast units that bolt to the inner fairing of your bagger. The contour of these mirrors is made to complement the fairing style. Sold in pairs, the mirrors come with all the necessary mounting hardware.

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



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This all-in-one unit is made to smooth out the unpredictability of a generator with an all-in-one combination of alternator and voltage regulator.

Models are available for engines with generators in four different finishes including raw, black, show polished and chrome. The OneWire charges at low rpms and will be available in high or low output amp models.

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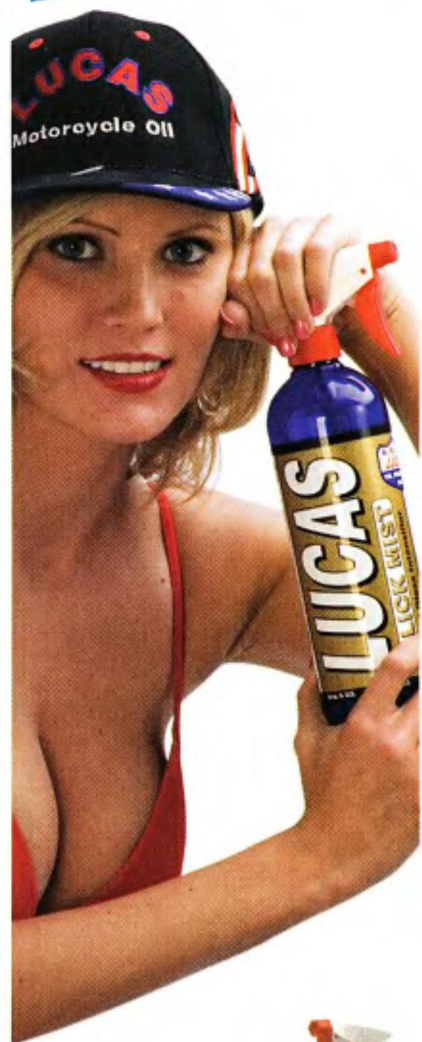
New Pop-on Lenses For Harley-Davidsons

Motor City Cycle offers bullet turn signal lenses that pop onto the stock signal housings of '02 and later Harley-Davidsons. A direct replacement for the stock lenses, they only take seconds to install. They are available in red, yellow or clear, with or without chrome flames.

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Ness-Tech Billet Offset Wheels

This wild design from Arlen Ness makes a 70-tooth pulley a component of the wheel hub assembly. Massive 20 x 10 1/2-inch rim uses Avon's new 280/40R-20 Venom R tire. The wheel and pulley are created from billet aluminum forgings and are CNC machined to achieve maximum quality. All components are chrome-plated. The offset spoke design allows for the brake rotor hub to be machined directly into the wheel.

See www.arlenness.com or call them at 925-479-6300.



Victory KMPS Kit

This bolt-on kit from Kewlmetal is designed to rake your front forks to 45 degrees and maintain correct trail numbers. The engineering geometry of this

setup results in the front end being lighter than stock at both low speed and high speed, says Kewlmetal. The kit requires no welding to transform the looks of your bike, and installation time is eight hours in your garage. The kit is available for Victory Vegas 8 Ball, Honda VTX1800, VTX1300, and Boss Hoss.

Kewlmetal, 623-298-7181; or online at www.kewlmetal.com.



Xtreme Machine

Xtreme Machine's extensive line of cutting edge wheel designs now included the Shredder, a wheel that's available in your choice of chrome, polished, or black anodized finishes.

Call 217-291-0200 or go online to www.xtrememachineusa.com to find out more about this and many other wheels designs available from Xtreme Machine.

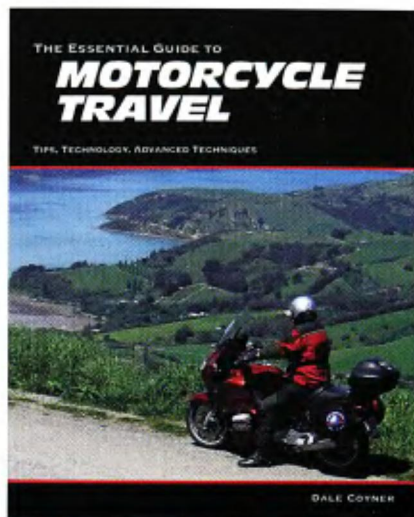
Affordable Warlord Belt Drive

Tauer Machine's new Warlord is an affordable 3-inch open belt primary. The Warlord is a high-performance 8mm open primary available for Softails. The drive features a lower gear ratio that's closer to stock for superior low-end torque and to provide easy starts. It also uses billet aluminum pulleys and a premium Gates drive belt for lasting durability and an Alto USA Red Eagle high-performance clutch.

Retailing from \$1,199, the Warlord can

be upgraded to include outer bearing supports and is available in polished, black wrinkle or chrome finishes.

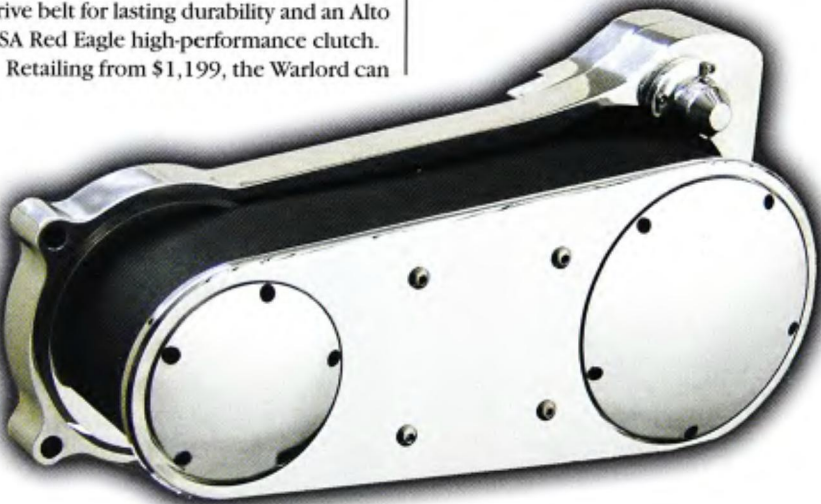
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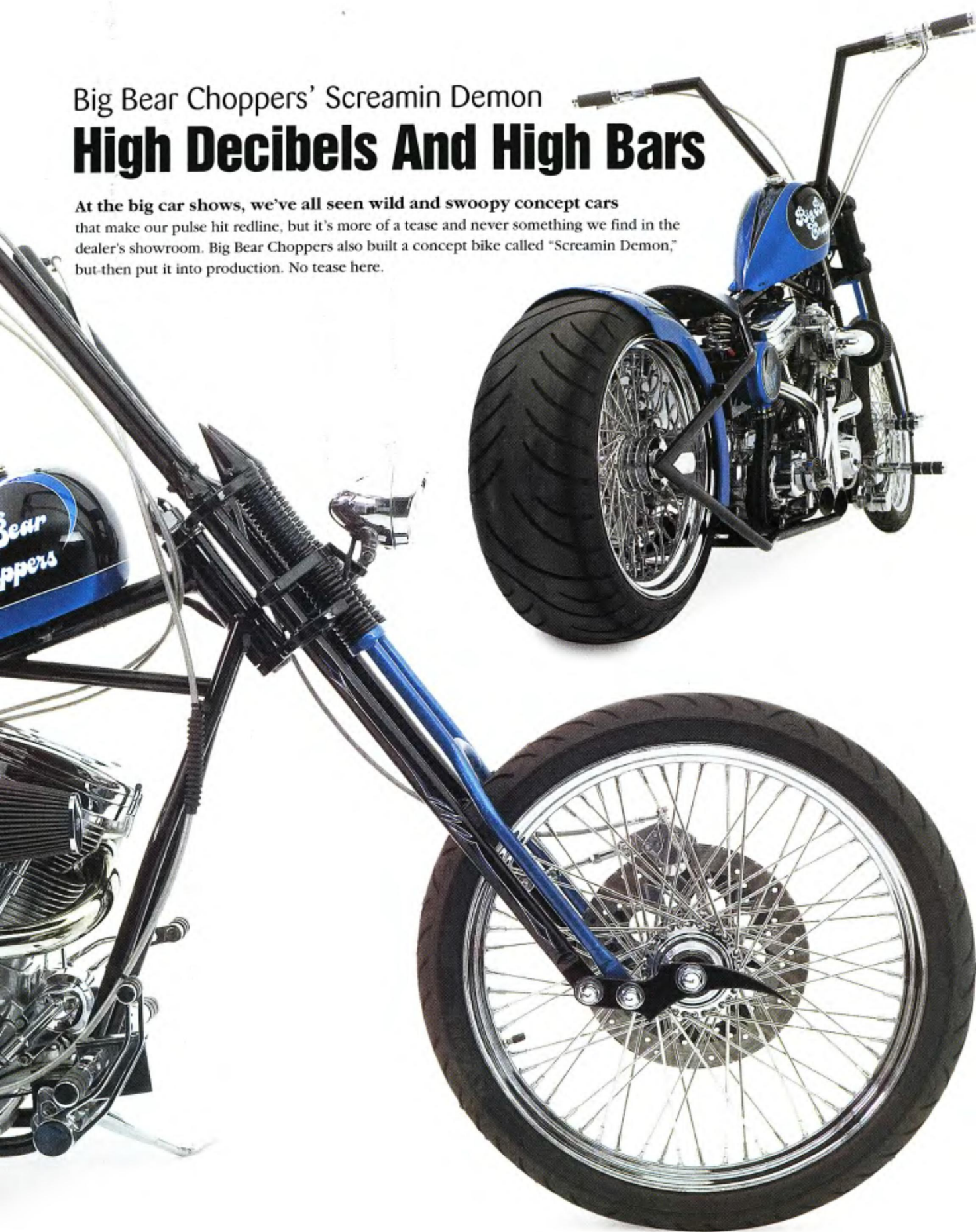
\$52.99



Big Bear Choppers' Screamin Demon

High Decibels And High Bars

At the big car shows, we've all seen wild and swoopy concept cars that make our pulse hit redline, but it's more of a tease and never something we find in the dealer's showroom. Big Bear Choppers also built a concept bike called "Screamin Demon," but then put it into production. No tease here.





The only change from the original was a switch to somewhat shorter, narrower bars, a nod to legalities and for increased riding comfort.

The old-school wishbone hardtail frame and "reach for the skies" handlebars were matched to a springer front end, a sprung solo seat and spoke wheels. Forget the front fender and electric start for this kicker-only scoot. From their Big Bear Lake, California, location, BBC's Andy Meadors says, "We built it to hammer on and test and, in the end, we thought it was perfect so we put it out on the market. People can find one in their local dealership or buy it in about four different stages, from just the frame to a fully unassembled motorcycle kit they can put together." BBC has been a leading designer and manufacturer of unassembled motorcycles since 2001. BBC is also a licensed motorcycle manufacturer so when you purchase a BBC motorcycle, it comes

VIN-stamped and fully EPA, CARB and DOT legal so it's "hassle free."

While the prototype Screamin' Demon seen here was powered by a RevTech motor, the production models now feature BBC's own exceptionally smooth-running, proprietary 100-inch engine built in conjunction with S&S Cycle. In fact, it's so smooth they call it the "100 Smooth," the modifications designed by BBC's head honcho Kevin Alsop. The changes included lowering the compression ratio which sacrificed about 5 horsepower but gained 10 pounds of torque plus increased longevity. "Our goal was to make bikes that guys won't think twice of riding from California to Sturgis and back," says the crew at BBC.

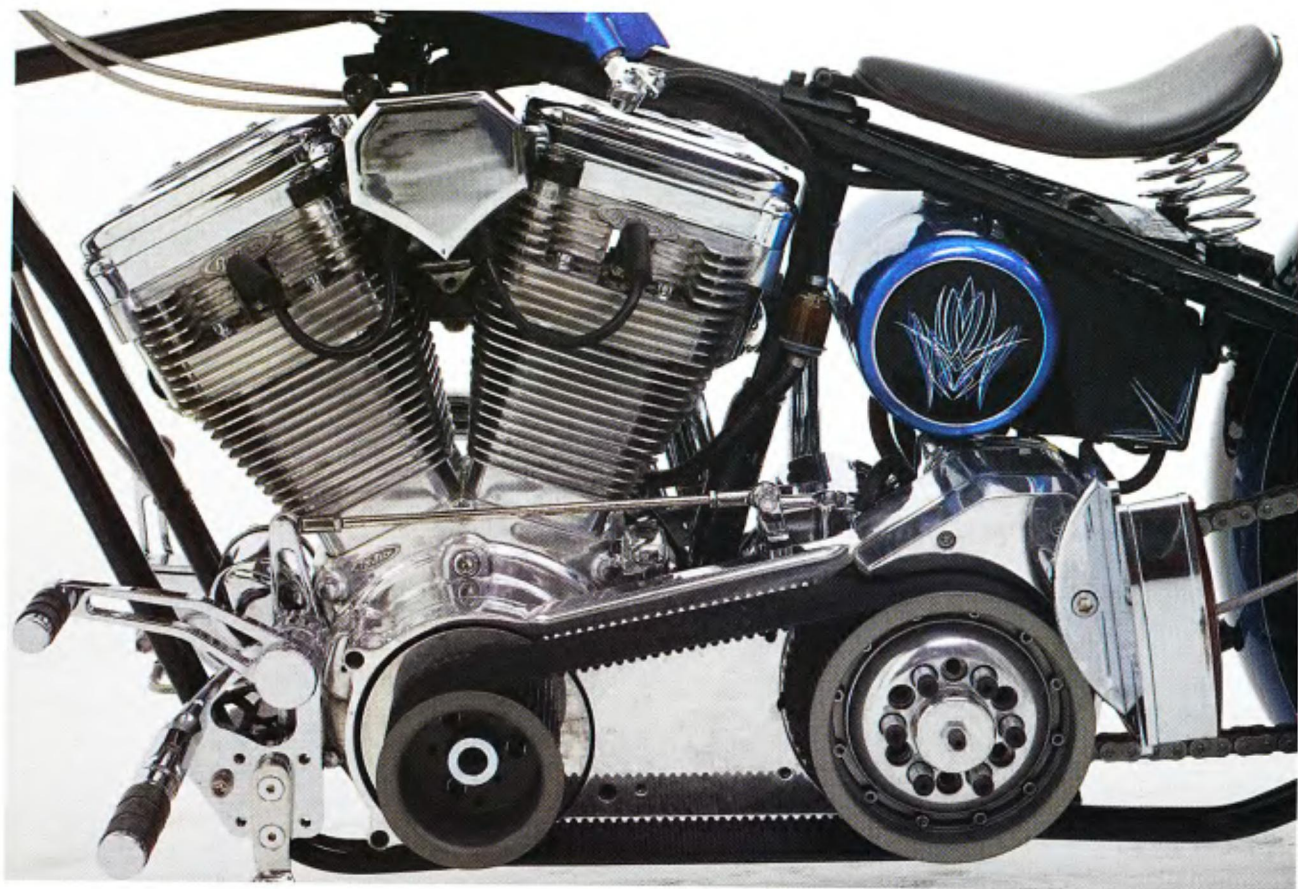
The S&S/BBC 100 Smooth as used in the current line-up of BBC motorcycles, features a square configuration of 4 inches of stroke with 4 inches of bore. BBC compression ratios and cam timing,

as well as reciprocating weights all add up to cooler, smoother running, less wear and tear and more rider comfort. The Dyno tests read around 110 pounds of torque with 95 hp, so power is not sacrificed. "I wanted an engine that is the best of all worlds. One that offers reliability, power and comfort," said Kevin. "And when I say reliability, I mean for the bike as well as the engine."

BBC has a bike for every budget—or as Kevin and Mona say in their bike building philosophy: "A chicken in every pot, a chopper in every garage." In other words, BBC provides the most affordable motorcycles possible without sacrificing quality. For the latest BBC news including their brand new line of "Misbehavin'" bikes for the ladies and their new S&S X-Wedge custom, log on to www.bigbearchoppers.com or give them a call at 909-878-4340. At least this "tease" won't leave ya...blue.

—Paul Garson





Owner: Kevin and Mona Alsop
City: Big Bear, California

GENERAL

Designer: Big Bear Choppers
Fabrication: Big Bear Choppers
Year and make: 2005 Big Bear Choppers
Model: Screamin' Demon
Assembly: Big Bear Choppers
Time: 2 weeks
Chroming: Meclec

ENGINE

Year and make: 2005 RevTech
Ignition: RevTech
Displacement: 100 cubic inches
Lower end: RevTech
Balancing: RevTech
Pistons: RevTech

Heads: RevTec

Cam: RevTech

Lifters: RevTech

Carb(s): Mikuni

Air cleaner: BBC intake

Pipes: Y-Pipes

Mufflers: none

Transmission: 2005 RevTech 5-speed

Modifications: kicker

Shifting: 5-speed

PAINTING

Painter: Aggressive Designs

Color/type: House of Kolor/Retro

FRAME

Year: 2005



Builder: Big Bear Choppers

Type: Big Bear Choppers rigid

Rake: 34 degrees

Stretch: 5 inches

Shocks: none

ACCESSORIES

Bars: BBC Screamin' Demon

Handlebar controls: Performance Machine

Fenders: Big Bear Choppers

Headlight: CCI

Taillight: CCI

Pegs: Supreme Legends

Electrics: Big Bear Choppers/Wire-Plus

Gas tank: Big Bear Choppers

Oil tank: Big Bear Choppers Merc

Oil system: RevTech

Seat: Big Bear Choppers

Mirrors: none

Grips: Performance Machine

FORKS

Type: Big Bear Choppers Merc springer

Extension: none

Builder: Big Bear Choppers

WHEELS

Size: 21-inch front/

18-inch rear

Wheels: Big Bear Choppers 60-spoke

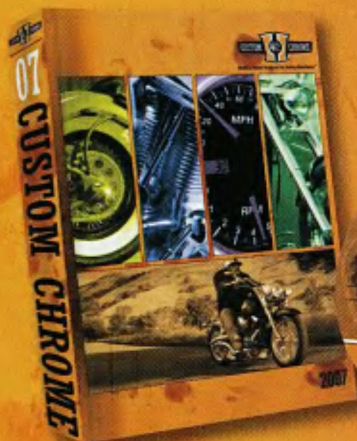
Tires: Avon/250 rear

Brakes: Performance Machine

Photographer: Rick Husted

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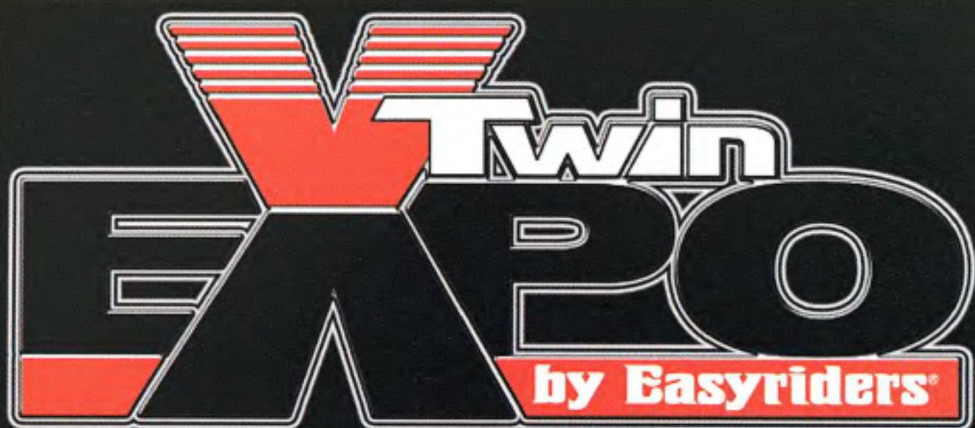
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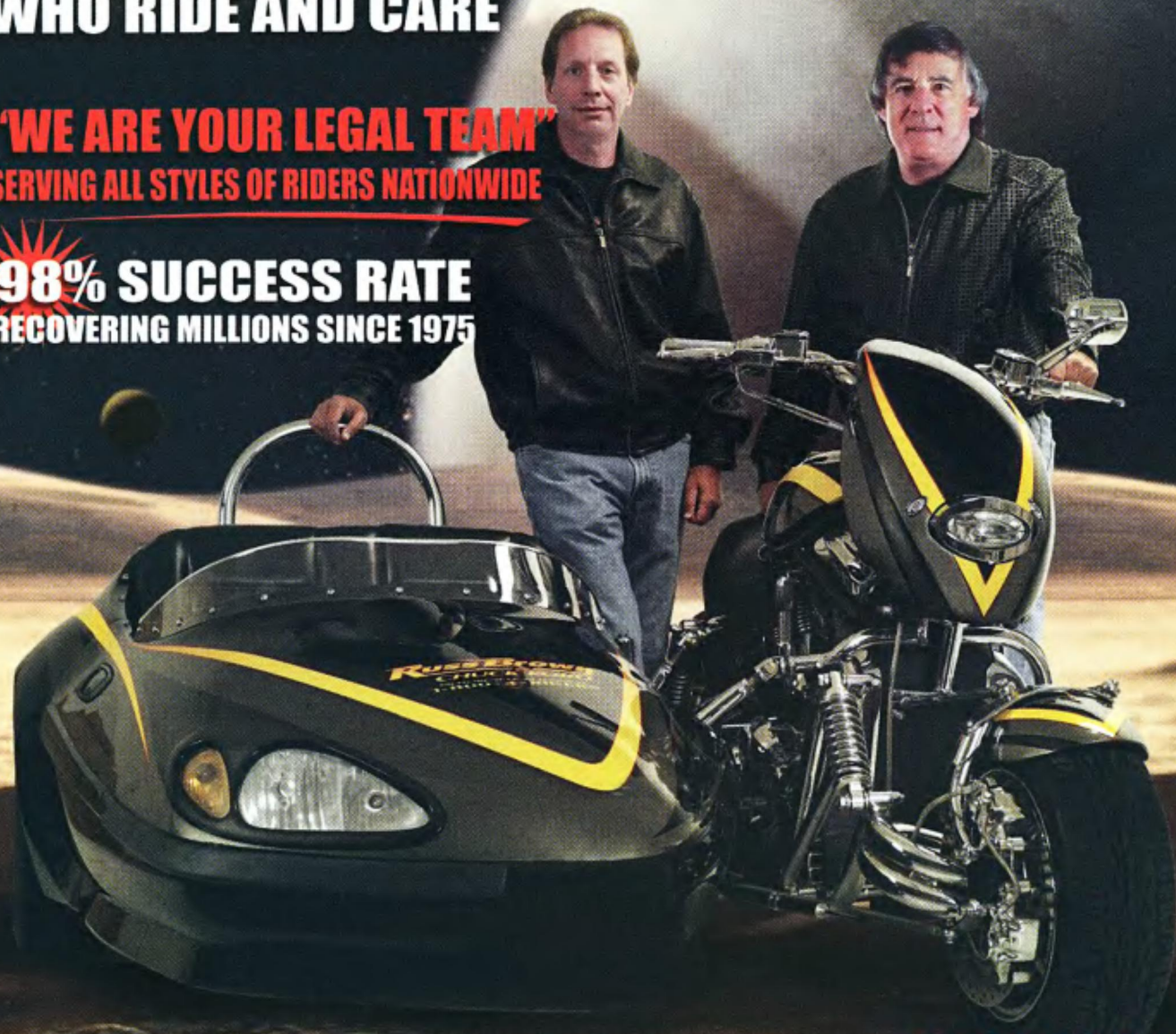




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Easynews

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

Builders Breakfast

BILLY LANE AND FRIENDS BREAK THE BANK IN DAYTONA



Photo: Mike Linder

With all 200 breakfast tickets sold for total proceeds of \$5,000, the Daytona Builders Breakfast kicked it into high gear with an auction that raised an additional \$12,000 for Boggy Creek Camp for Kids. Attendees got autographs and had pictures taken with over 20 of the motorcycle industry's top builders. Capping off the morning, Bruce Rossmeyer, the owner of Destination Daytona, made an announcement to event host Billy Lane that he would MATCH all the ticket sale funds raised at the event. "The beautiful part of the event was that every ticket dollar we raised was doubled thanks to the generosity of Bruce. That extra \$5,000 turned our total of \$17,000 to \$22,000 just like that!" said Billy, founder of Choppers Inc and the Builders Breakfast.

The first annual breakfast was held last year at the legendary Broken Spoke Saloon on Lazelle Street in Sturgis. Because of high demand, a second event was added in Daytona. "After the first event I received tons of e-mails and calls from people who wanted to come to the event, but didn't go to Sturgis. They asked if we could hold a breakfast in Daytona. I talked to the builders and Bruce, and we decided we would give it a shot. With very little notice and time, we pulled today's event together. Based on the numbers, I think we did the right thing. Thanks to Bruce and the attendees, Boggy Creek is leaving

with a big FAT check," said Billy.

The Builders Breakfast in Sturgis this year will benefit Make-A-Wish, South Dakota. The Sturgis event will take place Tuesday, August 7 at the Broken Spoke Saloon. Tickets are on sale now at www.choppersinc.com. New for this year, attendees can donate an extra \$10 over their ticket price to receive extra raffle tickets. Raffle tickets are used to distribute door prizes provided by the builders and industry sponsors such as Custom Chrome.

For sponsorship information, please call: Darcy Betlach, Chrome Marketing, 952-470-4297.

—Groana Bearit

Events

60th HOLLISTER RALLY WILL KICK ASS!

The response has been overwhelming as the Hollister Motorcycle Rally continues its tradition in 2007 as the "Birthplace of the American Biker."

For the first time, the city of Hollister has enlisted the help of a promotions company to create a motorcyclist's entertainment mecca in its historic downtown area. Horse Power Promotions used its 26-year expertise in public relations and production and worked around the clock on one of the biggest makeovers in rally history.

In years past, Hollister has been known for the type of rally that attracts a crowd who simply ride downtown for one day around the 4th of July, opting for a T-shirt and a cold one, take a look and ride off. But Horse Power Promotions is working to change that. By stepping up the non-stop entertainment, organizing on-going demonstrations for bikers such as creating a builders square full of today's bike building craftsmen like Kirk Taylor, Scott Long, Big Mike, Brian Klock, El Pitts, Sugar Bear, Todd Silicato and Chica, to name a few, Hollister's 2007



Photo: ER Archives

Rally will be one of its most memorable and action-packed.

The excitement is mounting. International Trails superstar David Chaves, Yamaha demo rides, a custom bike show, three stages with live music, a Corbin open house and great riding are just a taste of what's on tap. New for 2007 is VIP bike parking with helmet and leather checks.

Hollister Motorcycle Rally is the largest of its kind in California and one of the Top 10 in the United States, always offering a great line up of vendors. Horse Power Promotions and the new Hollister Motorcycle Rally Committee have been luring more vendors than ever before and the new easy-to-maneuver layout of the downtown motorcycle marketplace will ensure all vendors a premium space in the heart of Hollister, while also creating a great shopping experience with the downtown merchants. Go to www.horsepowerpromotions.com for info on the value packed Rally packages and the latest news.

—Chino

Events

BIG BEAR CHOPPERS 5th ANNUAL RIDE THE MOUNTAIN RALLY

Mark your calendar and polish your bike, it's time to Ride the Mountain. On June 2, 2007, Big Bear Choppers is throwin' their annual summer rally at the distinguished Snow Summit

CONTINUED NEXT PAGE

Mountain Rally CONTINUED



Ski Resort. With great food, plenty of alcohol and relaxing lounging accommodations at the Snow Summit Resort, you'll no doubt take a load off, fill your bellies and satisfy your thirst after the scenic and thrilling ride up the mountain to Big Bear Lake.

Enter the famous Customer Builder bike show, ride the popular poker run around the lake and perhaps you'll win a Progressive Suspension Airtail kit. Check out over 100 industry vendors and custom builders and the highlight of it all—performing on the Performance Machine stage will be Uncle Kracker!

For info and discounted rally rates, hit their Web site at www.bigbearchoppers.com/ride. —Griz

Coast To Coast

Biker News

TELEVISION DOESN'T REFLECT

REALITY: Most people drive safer than television characters, according to a University of Alabama at Birmingham study. The UAB study of 79 prime time TV shows revealed that actors often don't buckle up before they drive and sometimes don't wear helmets when they ride motorcycles and bicycles.

The research study, published in the journal *Injury Sciences*, found that over four weeks the television characters buckled up only 62% of the time. The TV characters used motorcycle helmets only 47% of the time and bicycle helmets 9% of the time. Research shows that most Americans are much safer—buckling seat belts 80% of time, using motorcycle helmets 60% of the time bicycle helmets 40% of the time.

"Since Americans watch more than four hours of TV per day, how safety behaviors are depicted on television can have tremendous influence on public perception of seatbelt and helmet use,"

said Gerald McGwin, Ph.D., associate director for research at the Center for Injury Sciences and one of the study authors. Researchers also studied 21,670 television commercials that McGwin says present a safer depiction, with seat-belt use by 86% of individuals, motorcycle helmet use 100% and bike helmet use 84%.

NEW TWIST FOR HELMET LAW MODIFICATION:

Lost revenues from tourism has become a common theme for modifying helmet laws in states that claim motorcyclists are riding around them and spending their vacation money in other states that don't require helmets.

Now Virginia has taken that argument a step further by proposing legislation that would allow motorcyclists to ride without a helmet on state scenic highways. On all other roads, police would not be allowed to stop riders for not wearing helmets unless they are stopped for another driving offense such as speeding, making the helmet violation a secondary offense.

Virginia motorcyclists are requesting help from across the country to pass HB 2585, asking riders to write their delegates to let them know that you would spend your tourism dollars in Virginia if the state allowed freedom of choice on its beautiful scenic byways.

Bikers in Nebraska also want the right to make their own decisions about helmets, saying the current helmet law is costing the state \$2 to \$5 million a year during annual bike festivals in neighboring states because motorcyclists avoid riding through helmet law states.

Motorcyclists are lobbying the legislature in Lincoln to support LB 253, a bill that would allow riders 21 and older to ride without a helmet. ABATE of Nebraska is not asking for letters or phone calls to their legislators at this juncture, but they would like for out-of-state riders to visit their Web site at www.abateofne.com and fill out a simple online poll that will allow them to put together written testimony from motorcyclists from across the nation.

"ABATE of Nebraska has once again filed legislation to establish Freedom Of Choice for adult motorcyclists," said Tiger Mike Revere, state coordinator for ABATE of Oklahoma and member of NCOM Board of Directors. "They have

appealed for our help, and I pledged NCOM's support for their campaign. Unfortunately, I have the additional subject of the helmet law assault in Oklahoma to address."

VIRGINIA RIDERS BESIDE THEMSELVES:

Virginia is only one of two states that specifically prohibits two motorcycles riding abreast in a traffic lane, but riders there are hoping to change that.

House Bill 1808 has passed out of Transportation Committee and bikers are urging their delegates to support the bill when it comes up for a vote. They argue, among other things, that two motorcycles abreast in a traffic lane aids in making the motorcycles more visible to other traffic and that in larger groups of motorcycles, riding two abreast keeps the overall length of the group shorter and discourages other vehicles from dangerously cutting into the group—an issue motorcyclists riding in groups often face.

CONNECTICUT BIKERS WANT TO RAISE THE BAR:

Connecticut State Reps Wilbur and Zalaski have co-sponsored a bill to repeal their 15-inch handlebar height law. CT statute No. 14-80i(b) reads: "No person shall operate a motorcycle on a highway or in any parking area for 10 or more motor vehicles if the motorcycle is equipped with handlebars that are more than 15 inches in height above the uppermost portion of the seat when the seat is depressed by the weight of the operator."

Rep. Wilbur had an OLR legislative report done that concluded that high handlebars are not a safety issue. The report also found that there has been a trend across the country to change the height restriction law with 16 states completely repealing the law. HB 6937 is currently under consideration in the Transportation Committee and would completely repeal the handlebar law 14-80i(b), allowing Connecticut riders to decide for themselves what height their handlebars should be.

INDONESIA INSTITUTES NEW ANTI-MOTORCYCLE LAWS:

New motorcycle lanes went into effect in Jakarta in January. Motorcyclists are now supposed to use the "slow" left lanes on city streets and police began getting tough on riders

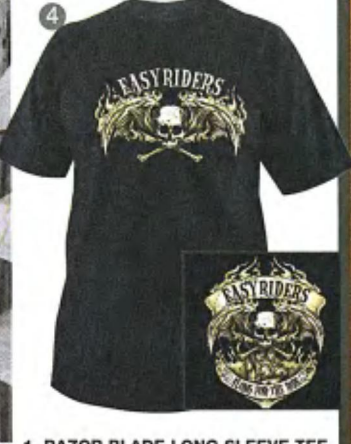
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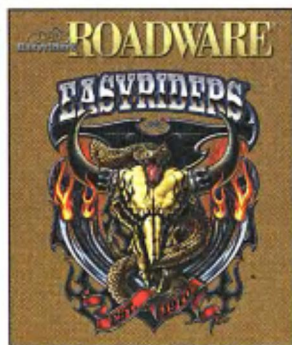
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Biker News CONTINUED

by issuing more than 1,000 traffic tickets the first day to bikers not riding in the designated lanes. Trials are held on the spot and take about 5 minutes.

The head of traffic at the Jakarta Police, Sr. Commander Djoko Susilo, said he hoped the rule would increase order in the streets and reduce the number of traffic accidents.

The left-lane rule is not the only new requirement for motorcyclists. They are also being told to keep their headlights on during the day, so that other vehicles can see them more easily.

The city is also considering banning them from entering main thoroughfares during peak hours, recommending that motorcyclists park their bikes and make use of the city's busway instead.

Of 7.23 million vehicles in Jakarta, 64.1%, or 4.64 million, are motorcycles. The Jakarta Transportation Board has estimated that more than 3 million motorbikes are on the city's roads every day, compared to 2.5 million cars. Out of the 4,206 road accidents reported last year, 3,826 involved motorcyclists.

But the government believes emissions tests may be the best way to curb motorcycle growth, so the Jakarta administration has been called upon to enforce stricter emissions testing for motorcycles to control the increasing number of motorbikes, up 15% from the previous year. The State Ministry for the Environment said motorbikes that fail to meet emissions standards could be banned from the city's streets. Sixty-percent of the motorcycles tested in spot checks did not meet emissions standards set in 1993, so the ministry predicts that even more would fail the newer, tougher emission standard issued in 2006.

OH DEER! According to transportation officials, nearly 200 people are killed nationwide each year in crashes involving wildlife, mostly deer. The collisions cost drivers almost \$1.5 billion each year in property damage, deaths and injuries.

The Colorado Department of Transportation (CDOT) says they are trying to cut those numbers down. Flashing lights and motion sensors are just a few of many solutions transportation experts are considering and CDOT has put up a number of wildlife escape ramps on US 550 that allow wildlife to cross the road without getting stuck in traffic. CDOT

says animals are getting more used to the ramps, even teaching their young how to use them.

On US 40, CDOT also installed a series of unusual looking reflectors to create flashes of light at 54 angles, horizontally and vertically, when a vehicle's light hits them. According to CDOT, the reflected light bounces back and forth across the road, deterring deer and other wildlife from crossing. Drivers cannot see the light because of the way it's reflected.

CDOT also hopes to install a motion detector system on US 160, that when triggered by a deer or other animal will cause a large light to go on to let an oncoming driver see there's an animal on or near the road. The light may also startle the animal and keep it off of the road.

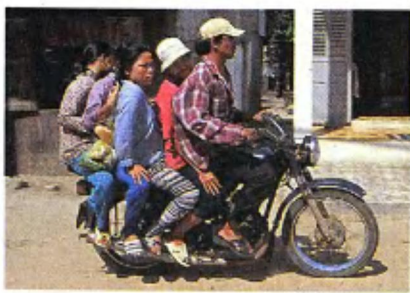
An eight-state research group met in Minnesota to brainstorm ideas for keeping wildlife off the road and their leading proposal involves placing canisters of real or synthetic wolf and coyote urine near the roadways, hoping the scent of predators will cause the animals to flee.

—Bill Bish
NCOM

Industry News

BBC MYSTERY BAGGER
REVEALED

Spy photos of this mysterious sled surfaced recently. Created by Kevin Alsop of Big Bear Choppers, this mystery bagger has no name yet. Hmm... maybe you should send in ideas for a name for this thing to us here at *Easyriders*. Anyway, Kevin was carting around concept drawings of the S&S X-Wedge-powered touring chopper at our V-Twin Expo in February. Less than a month later, the bike you see (above right) was rolled out into the Big Bear Lake sunshine.



Easyriders says... "Why buy a mini-van?"



Photos: BBC

BBC plans to market this wild wonder and it sure as hell ain't your dad's bagger. It's about time someone made a custom scoot with bags that is capable of tearing up the pavement and look badass doin' it. Check out www.bigbearchoppers.com for more info.

Whaddaya think, should BBC call it the Taurus? How about the "Devil's Dresser? Maybe call it the Road Warrior? I dunno.

—Phantom

Hall Of Fame

STURGIS MOTORCYCLE
HALL OF FAME INDUCTEES

The Sturgis Motorcycle Museum & Hall of Fame recently announced the Hall of Fame inductees for 2007:

Al Nelson, J.C. "Pappy" Hoel: Outstanding Achievement Award — Al

was one of the hot shots who emerged early on as a skillful dirt-track racer. Al's racing career began in 1935, and he may be best remembered as a participant in the first Sturgis race in 1938. Although he was edged out in that famous race, he went on to achieve great respect and notoriety on the circuit.

Chris Carr— Chris rode for the Harley-Davidson factory for many years, has 72 race victories and is a seven-time AMA Grand National Champion. He recently set a new FIM World Speed Record at the Bonneville Salt Flats, clocking an amazing 354 mph, with a two-way average of 350.884, making him the fastest man in the world on two-wheels.

Robbie Knievel— To date, Robbie has successfully completed over 250 professional jumps, including 20 world records, highlighted by the Caesars Palace Fountain jump in 1989, the building-to-building jump in 1999, and the Grand Canyon jump in 2000.

Linda Peavy— In 1986, Linda was given the assignment to develop a marketing program as part of HOG to get women more involved in motorcycling. She created Ladies of Harley. As a result of her hard work, diligence and guidance, Ladies of Harley became the premier women's riding group in the country.

Oliver Shokouh— Oliver founded The Love Ride in 1984, one of the largest one-day motorcycle events in the country and has raised millions of dollars for MDA throughout its 23 year existence. His efforts and generosity have earned him numerous awards and honors.

The annual Sturgis Motorcycle Hall of Fame Induction Breakfast will take place on Wednesday, August 8 at 9:00 a.m. at the Holiday Inn in Spearfish, South Dakota, during the Sturgis Rally.

Breakfast tickets are available for a \$25 donation, tables of eight for \$250. Tickets can be purchased through the Museum 605-347-2001 or on line www.sturgismuseum.com. —Pepper

DAVE ZIEN BENEFIT: A benefit for Dave Zien was held in Madison, Wisconsin. It was a way for motorcyclists to show their appreciation for what he has accomplished as a legislator in that state.

Dave joined the Wisconsin legislature in 1988 and sponsored and/or authored every piece of motorcycle legislation in that state. Dave rode an estimated 1.96 million miles in his lifetime and logged 886,570 miles on his present Harley.

People from all over the country attended this benefit to show their respect for Dave and all he has done. —Rogue

Ask for your FREE Magazine

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

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. - Phillipsburg
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

TENNESSEE
Whittaker Motorcycle Sales
5278 Hwy 45 South - Selmer
731-645-9520

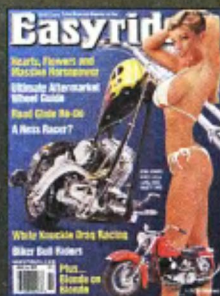
TEXAS
Stokers Dallas
9304 Harry Hines Bl. - Dallas
214-357-0707

VIRGINIA
Shenandoah H-D
213 Rolling Thunder Ln
Waynesboro
540-213-7433

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

WISCONSIN
Mischler's H-D & BMW LLC
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

Bike-O-Rama 12
Date: May 18-20
Place: Bay Minette
Info: 251-463-1909
www.bikeorama.org

River City Ride
Date: May 18-20
Place: Selma
Info: 334-872-7325
www.rivercityride.com

State HOG Rally
Place: Birmingham
Date: May 31-Jun. 2
Info: 907-277-1222
www.alstatehogrally.com

ALASKA

ABATE Break-Up Run
Date: May 19-20
Place: Willow Trading Post, Anchorage
Info: 907-349-2079
www.abateofalaska.com

ARKANSAS

M/C and Music Festival
Date: May 18-20
Place: Perryville Fairgrounds
Info: 501-889-2292
www.abate26.com

Special Olympics Ride In
Date: May 24
Place: M&M, El Paso
Info: 501-796-7070

Backwoods Boogie
Date: May 25-28
Place: Malvern
Info: 501-844-1718

CALIFORNIA

Legend of the Motorcycle
Date: May 5
Place: Half Moon Bay
Info: 415-673-7980
www.LegendoftheMotorcycle.com

Ride For Kids
Date: May 6
Place: Los Angeles
Info: 800-253-6530
www.rideforkids.org

BFE Ride & Rally
Date: May 12
Place: St. Peter's, Fallbrook
Info: 760-583-1919
www.bferide.com

M/C Madness
Date: May 18-20
Place: Santa Maria
Info: 805-686-2007
www.horsepowerpromotions.com

39th Vintage Show/Swap
Date: May 19
Place: Hanford
Info: 805-646-9566
batorinternational.com

4th Ride For Guides
Date: May 20
Place: Sylmar
Info: 818-833-6431
guidedogsofamerica.org

Cycle Show & Swap Meet
Date: May 20
Place: Vallejo
Info: 800-875-0068
www.toppingevents.com

West Coast Thunder Ride
Date: May 25-28
Place: H-D, Riverside
Info: 951-785-0100
westcoastthunder.com

West Coast M/C Festival
Date: May 25-28
Place: Monterey County Fairgrounds
Info: 408-829-2569

Cycle Show & Swap Meet
Date: May 27
Place: Vet's Stadium, Long Beach
Info: 714-557-1846
www.toppingevents.com

DELAWARE

31st May Day Run
Date: May 6
Place: Wilmington
Info: fourseasonsmc.com

16th Annual Run for the Shelter
Date: May 12
Place: New Castle ABATE
Info: www.abateofde.com

FLORIDA

9th Thunder Beach Rally
Date: May 3-6
Place: Panama City
Info: 850-276-1474
www.thunderbeachproductions.com

Riding Into History
Date: May 19
Place: St. Augustine
Info: 904-730-9719
RidingIntoHistory.org

Memorial Day Bike Rally
Date: May 25-26
Place: Okcechobee
Info: 863-634-4151
www.splintpro.com

GEORGIA

Cinco De Mayo Bash
Date: May 4-5
Place: Wingmen MC Clubhouse, Guyton
Info: 912-754-9339

1st Annual Choke Memorial Run
Date: May 5
Place: Wingmen MC Clubhouse, Ludowici
Info: 912-545-3304

Cherokee Girls Cookout
Date: May 19
Place: ABATE Dist. 1
Info: www.abatega.com

AHDA Drags
Date: May 25-27
Place: Commerce
Info: 336-924-2095
www.ahda.com

16th Memorial Day Bash
Date: May 25-27
Place: Savannah
Info: 912-233-3535

Ride 'N Rock
Date: May 25-27
Place: Hampton
Info: 404-551-4632
www.ridenrock.com

Hellions Dust Bowl
Date: May 26-27
Place: ABATE Dist. 1
Info: www.abatega.com

8th Annual Dragon Ride
Date: May 28
Place: ABATE Dist. 1
Info: www.abatega.com

2nd Annual Victory Rally
Date: May 31-Jun. 3
Place: Helen
Info: 229-506-0641
www.victoryrally.com

IDAHO

River City Awareness Run
Date: May 12
Place: I-90 Rest Area, Huetter
Info: 208-683-1604
abateofnorthidaho.org

ILLINOIS

Bi-State Awareness Ride
Date: May 5
Place: Alpa City Park
Info: www.centralilabate.org

ABATE Freedom Rally
Date: May 6
Place: Springfield
Info: 800-87-ABATE

Youth Riders Benefit Run
Date: May 19
Place: Fulton County ABATE, Josie B's, Canton
Info: www.abate-il.org

Big Bikes Big Hearts
Date: May 20
Place: Oak Lawn
Info: 708-425-6867
www.parklawn.com

Scavenger Hunt
Date: May 20
Place: Southern Freedom ABATE, Marion
Info: www.abate-il.org

Bike Blessing
Date: May 20
Place: Black Magic Customs, Sandwich
Info: 815-786-1977

27th Ride-In Reunion
Date: May 26-28
Place: Big River
Info: www.centralilabate.org

Springfield Mile
Date: May 27
Place: Springfield
Info: 217-753-8866
www.illinoismda.com

INDIANA

Hillier's Holler
Date: May 5
Place: Jackson ABATE
Info: 812-522-2988

Ridge Runners Romp
Date: May 11
Place: Brown ABATE
Info: 812-988-2430

Freedom Ink & Rodeo
Date: May 12
Place: Jasper/Newton
Info: 219-956-4392

1st YMCA Poker Ride
Date: May 12
Place: Lebanon
Info: 765-482-5960
hangoutatflames.com

11th Annual CycleFest
Date: May 12
Place: Auburn
Info: 260-925-3600
www.acdfestival.org

Pig Pickins
Date: May 18
Place: Region 3, 4 ABATE
Info: 765-455-8733

Battle to the Boogie
Date: May 19
Place: Region 13 ABATE
Info: 812-354-2409

Shrine Fest
Date: May 19
Place: Evansville
Info: 812-319-1066

4th Ride For Relay
Date: May 19
Place: S&S Powersports, Clarksville
Info: 800-390-1465

Porker Run
Date: May 20
Place: Lake ABATE
Info: 219-365-6521

Ollie's Memorial Ride
Date: May 26
Place: Owen ABATE
Info: 812-876-4690

Valpo Fest Spring Rally
Date: May 26
Place: Valparaiso
Info: 800-800-6034
2motorcycleshows.com

IOWA

2nd Blessing of the Bikes
Date: May 12
Place: ABATE 15
Info: www.abateiowa.org

14th Hog Wild Rodeo
Date: May 17-19
Place: Circle of Pride MC, Conesville
Info: 515-299-4636
circleofpridemc.com

10th Annual Rodeo
Date: May 25-27
Place: Boone
Info: 515-460-0080
www.abateiowa.org

Iowa Thunder
Date: May 30
Place: ABATE D-4, South Ridge Mall, Des Moines
Info: www.abateiowa.org

KANSAS

Thunder on the Smokey
Date: May 19
Place: Marquette
Info: 785-227-2492
www.ksmm.us

State HOG Rally
Date: May 31-Jun. 2
Place: Junction City
Info: 866-725-5957
www.ksstatehogrally.com

KENTUCKY

Hawg Valley Bike Rally
Date: May 17-20
Place: Issac Creek Raceway, Graham
Info: 270-338-7818
hawgvalleybikerrally.com

KMA/KBA Freedom Run
Date: May 19
Place: Frankfort
Info: www.kmakba.com

Beatersville Car & Bike Show
Date: May 27
Place: Louisville
Info: beatersville.com

LOUISIANA

Riders of the Storm
Date: May 10-13
Place: Alexandria
Info: www.ridersoftheStormbikerrally.com

3rd Run For Your Rights
Date: May 18-20
Place: ABATE, Hammond
Info: 888-892-2669

MARYLAND

Cruisin for St. Jude
Date: May 6
Place: SunTrust Bank, Monrovia
Info: 240-344-6199

Operation Provide Comfort Poker Run
Date: May 12
Place: Rockville
Info: www.operationprovidecomfort.us

MASSACHUSETTS

Spring Break Out Run
Date: May 6
Place: Tequilas', Wilbraham
Info: mma-of-ma.com

Storm The Statehouse
Date: May 17
Place: Good Time Emporium, Somerville
Info: mma-of-ma.com

MICHIGAN

Davidson Express
Date: May 4-5
Place: Otsego
Info: 269-694-9579
davidsonexpress.com

Walneck's Swap Meet
Date: May 6
Place: Fairgrnds, Monroe
Info: 630-985-2097
www.walneckswap.com

13th Annual Poker Run
Date: May 6
Place: Masonic Center, Benton Harbor
Info: 269-876-0064

Midland M/C Swap Meet
Date: May 7
Place: Midland
Fairgrounds
Info: 989-835-8486

Bikin' For Burns
Date: May 20
Place: ABATE 20
Info: www.abateofmichigan.org

Blessing of the Bikes
Date: May 18-20
Place: Baldwin Airport
Info: 800-800-6034
www.paragonspromotion.com

14th Annual Spring Run
Date: May 19
Place: Baldwin
Info: 231-689-0774

Yoooper Show & Swap
Date: May 26-27
Place: Little Bear East
Arena, St. Ignace
Info: 906-298-0674

MINNESOTA
Toy for Tots Fun Run
Date: May 19
Place: American Legion,
Albert Lea
Info: 507-377-2786

MISSISSIPPI
Rockin' for the Kids
Date: May 4-5
Place: Tupalo
Info: www.scrctupalo.co

2nd Annual Dixie
Thunder Run
Date: May 19-20
Place: Tupalo
Info: 662-538-1650
www.dixiethunderrun.org

25th Gulfport Blowout
Date: May 25-28
Place: Gulfport
Info: 228-392-1801
www.harleyblowout.com

MISSOURI
Easyriders Bike Show
Date: May 5
Place: Kansas City
Info: 800-962-9857
easyriderssevents.com

FORR Spring M/C
Awareness Poker Run
Date: May 5
Place: Waynesville
Info: 573-528-1528

18th Annual Bikers with
a Mission Run
Date: May 6
Place: VFW, Kearney
Info: 816-914-5119
bikerswithamission.org

Branson Motorcycle Rally
Date: May 17-20
Place: Branson
Info: 800-342-6230
www.branstonmotorcyclerrally.com

M/C Swap Meet
Date: May 20
Place: Twin Drive In
Theater, Independence
Info: 816-456-4415
www.jwswwapmeet.com

Mid-America
Freedom Rally
Date: May 25-28
Place: Buckhorn
Info: 816-716-4350

MONTANA
22nd Annual Fieldmeet
Date: May 25-28
Place: Lion's Park,
Warden
Info: www.roaddogs.org

NEBRASKA
Mother Run
Date: May 5
Place: ABATE 5, Omaha
Info: 402-504-1391

Freedom of Choice Ride
Date: May 12
Place: ABATE 2, Lincoln
Info: 402-484-5170

20/20 Days
Date: May 12
Place: ABATE 13, Alliance
Info: 308-762-7717

State HOG Rally
Date: May 25-27
Place: Grand Island
Info: 402-672-7654
www.nestatehogrally.com

NEVADA
State HOG Rally
Date: May 17-19
Place: Reno to Mesquite
Info: 866-687-2559
www.mvstatehogrally.com

6th Annual Run-a-Mucca
Date: May 25-27
Place: Winnemucca
Info: 800-962-2638
www.runamucca.com

NEW HAMPSHIRE
3rd Annual Custom
Motorcycle Show
Date: May 20
Place: Everett Arena,
Concord
Info: www.kiwanisofconcord.org

NEW JERSEY
Pig Roast
Date: May 19
Place: Rockaway
Info: 973-632-2980

Scholarship Poker Run
Date: May 20
Place: Toms River
Firehouse
Info: 732-830-1624

NEW MEXICO
10th AspenCash Rally
Date: May 17-20
Place: Ruidoso
Info: 800-452-8045
www.motorcyclerrally.com

25th Red River Run
Date: May 25-28
Place: Red River
Info: 800-348-6444
redrivernewmex.com

NEW YORK
11th Freedom Rally
Date: May 21
Place: Wholly Cow Ice
Cream, Albany
Info: 518-239-4560

23rd Annual AM-JAM
Date: May 24-27
Place: Cobleskill
Sunshine Fairgrounds
Info: 518-893-2273
www.am-jam.com

NORTH CAROLINA
Chopper Challenge
Date: May 19
Place: Black Mountain
Info: www.showingourheartsforkids.org

The Dam Bike Rally
Date: May 31-Jun. 3
Place: Fontana Dam
Info: 800-849-2258
www.dambikerrally.com

OHIO
New Lex Classic Riders
Spring Run
Date: May 6
Place: Clubhouse, New
Lexington
Info: 740-342-3885

1st Annual Street Fair
Date: May 31
Place: West Union
Info: 937-544-2512

OREGON
Country Bumpkin Run
Date: May 19
Place: Old Hitchin' Post,
North Plains
Info: 503-647-5080

30th Fossil Campout
Date: May 25-28
Place: Fossil
Info: 877-552-2283
www.fossilcampout.com

PENNSYLVANIA
Ride For Life
Date: May 5
Place: Laidlaw, Macungie
Info: 484-357-9076

5th Spring Poker Run
Date: May 6
Place: Perkasio
Info: 215-257-9949

West End Bike Fest
Date: May 19-20
Place: Gilbert
Info: 570-992-6979
westendbikefest.com

SOUTH CAROLINA
Myrtle Beach Bike Week
Date: May 11-20
Place: Myrtle Beach
Info: 800-200-4557
www.myrtlebeachspringrally.com

Black Bike Week
Date: May 25-28
Place: Myrtle Beach
Info: www.blackbeachweek.com

TENNESSEE
Hawg Holler Bike Fest
Date: May 18-20
Place: Arwood
Info: 731-571-0125
www.clayfarminc.com

Fire & Rescue Bike Run
Date: May 19
Place: Hermitage Springs
Info: 615-888-7389

Deadman's Curve Rally
Date: May 25
Place: Pulaski
Info: 931-363-2411,
deadmanscurverally.com

State HOG Rally
Date: May 29-Jun. 2
Place: Nashville
Info: 615-255-3442
www.tnstatehogrally.com

TEXAS
International M/C Show
Date: May 4-6
Place: McAllen
Info: txbikeshow.com

11th Hill Country Run
Date: May 4-6
Place: Fredericksburg
Info: 830-997-6982
www.hillcountryrun.com

Gypsy MC Cinco De Mayo
Date: May 4-6
Place: Ingleside
Info: 361-767-8721

4th Coughatta Casino Run
Date: May 5
Place: Houston
Info: 281-456-7867
www.hawgstop.com

Summer Daze III
Date: May 12
Place: Yesterday's Texas
Cafe, Decatur
Info: 940-399-9679

State HOG Rally
Date: May 17-19
Place: Amarillo
Info: 888-894-6407
www.txstatehogrally.com

ABATE Northern Party
Date: May 18-19
Place: Bells
Info: 903-891-1340

Memorial Day Party
Date: May 25
Place: Stroker's Dallas
Info: 214-357-0707
www.strokersdallas.com

Party in the Pines
Date: May 25-27
Place: Longview
Info: 903-757-5845
www.pinerally.com

Republic of Texas Rally
Date: May 31-Jun. 3
Place: Austin
Info: 214-705-1036
www.rotrally.com

UTAH
Huntsman Center Ride
Date: May 5
Place: SLC ABATE
Info: abateofutah.org

ABATE Lost Rider Rally
Date: May 11-13
Place: Davis Chapter
Info: abateofutah.org

ABATE Mad Ma's Ride
Date: May 13
Place: Weber Chapter
Info: abateofutah.org

Mom's Rumble
Poker Ride
Date: May 13
Place: SLC ABATE
Info: abateofutah.org

Butch Cassidy Ride
Date: May 26
Place: Northern Chapter
Info: abateofutah.org

VERMONT
Vermont Thunder 15
Date: May 27
Place: Sharon
Info: www.vtthunder.com

WASHINGTON
Horse Heaven Hills Rally
Date: May 6
Place: Pasco
Info: 509-628-0545

WASHINGTON D.C.
11th Annual Law Ride
Date: May 13
Place: RFK Stadium
Info: www.lawride.com

Rolling Thunder 20
Date: May 27
Place: Vet's Memorial
Info: 908-369-5439
rollingthunder1.com

WISCONSIN
Summer Poker Run
Date: May 1
Place: Lena
Info: www.abatewis.org

Eagle Nation Blood Drive
Date: May 5
Place: Neenah
Info: 920-722-6518

Firefighters Ride for MDA
Date: May 18-19
Place: Wausau H-D
Info: 715-355-8789
www.wausaufire.com

WYOMING
Bob Buford Memorial
Children's Run
Date: May 12
Place: Guernsey
Info: 307-836-9288

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

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2007 DAYTONA



BIKE WEEK

Upon returning from the fun and frolic of Daytona Bike Week, everyone always asks you the same question, "How was Bike Week?"

THEY SHOULD CALL IT FLORIDA WEEK





The answer is that it was every bit as much fun as you think it might be. Temperatures in the mid to upper 70s most of the week made for picture-perfect riding conditions. There were motorcycles everywhere. There were bikini-clad girls everywhere. There was beer everywhere. Daytona Bike Week is biker heaven, simple as that.

Most noticeable this year was that Bike Week has spread out beyond the Daytona and Ormond Beach area to take in all of the Sunshine State. From Orlando to the Keys, riders followed their bliss to take great rides, enjoy the amazing great flat expanse of Florida and dodge giant birds. We heard rumors that there were 20,000 bikes in the Keys during this week of sunshine and good times. Also noticeable was the incredible variety of different bikes and riders. There were more women riding their own bikes than we've ever seen and Harleys shared the road with every brand of cruiser, tourer, and sportbike imaginable.

The mega motorcycle mall known as Destination Daytona continues to grow



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at an alarming rate and is threatening to engulf the entire Gulf Coast. We had to park a mile away and get shuttled into the facility. Luckily, I remembered that I parked in the Goofy section. Destination Daytona was the home of the Teresi Dyno-Drags truck as well as Billy Lane's Builders Breakfast where you could meet more than 20 top bike builders, take advantage of photos ops, get autographs and otherwise hob knob with some of America's best custom creators, all in one big location.

Favorite hangouts this year included Froggy's and the new Gilly's Pub 44 on Main Street, The Broken Spoke, Iron Horse Saloon and Willy's Tropical Tattoo on US1. Willy puts on a terrific old-school bike show and is a great host. The Boardwalk Bike Show on Friday is always a great way to spend a few hours taking in the latest motorized marvels, as is the Rat's Hole Show on Saturday which, thank God, is back at the water park on Earl Street.

Mind-melting motorcycle racing action was on tap all week at the



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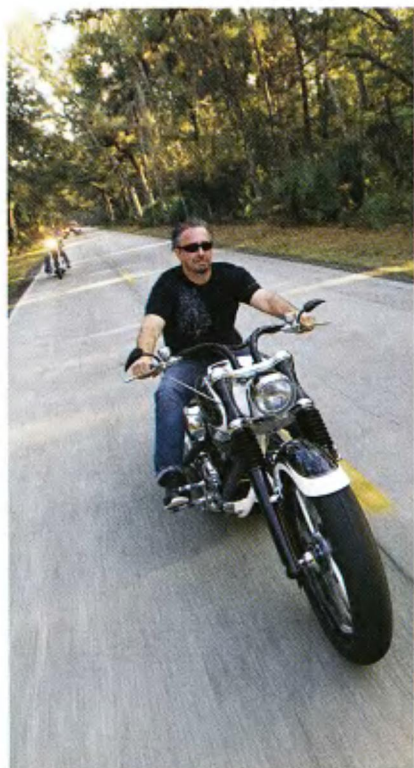
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Daytona Speedway. During the antique races on Monday and Tuesday, we met a group of about 20 riders who shipped their antique Indian bikes all the way from Australia to compete on the world famous track. Even the most jaded moto-journalists had ear-to-ear grins while watching these fellas blast around on those old tank shift relics.

Around the perimeter of the Speedway, aftermarket vendors camped out and showed their latest wares. You could take demo rides of all the major brands of bikes, discover new parts and products that you didn't know that you've just gotta have and also check out the new X-Wedge motor by S&S Cycle. Photographer Michael Lichter and I had the opportunity to take streetfighter-style bikes equipped with X-Wedge motors out on a scenic tour of Daytona. The new motor is a torque monster yet as smooth as silk. We were very impressed by it.

The rest of the week was a blur of fast bikes, sexy women and too much rum. If Main Street got too crowded for you

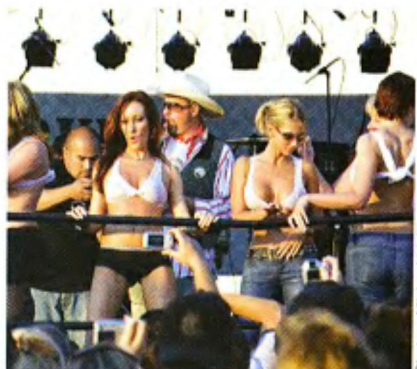


there was always the lure of the road and a simple trek north on A1A could instantly change the scenery to endless ocean views and balmy breezes.

Even at big bike events, bikers are always looking for ways of giving back and doing good. Billy's Breakfast raised over \$22,000 for the Boggy Creek Camp for Kids and the V-Twin Biker's Ball brought in big bucks for the Boys & Girls Clubs of Broward County. (See all the details on Page 46.)

As bikers we are blessed to live the lifestyle we love, hang out with cool people, meet new friends from all over the country who all share the same passion for motorcycles and ride to runs such as Daytona Bike Week. It doesn't get any better than that. A friend once told me that moderation is for monks—that life is a banquet and that we should all take big bites of it. If life is measured by how much time you spend really living it, then we bikers are living large indeed.

How was Daytona? It was awesome, man. Take big bites. —Dave Nichols



Photos: Michael Lichter



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The V-Twin Biker's Ball ViQé Awards

Each year motorcycle industry professionals meet in Daytona during Bike Week for the V-Twin Biker's Ball. It's a way to enjoy escorted rides, eat good food, hang out with friends and raise money for a good cause. This all leads up to the Biker's Ball itself on Friday night, held at the Hyatt Hotel. One of the highlights of this charity fundraiser are the ViQé Awards honoring members of the custom building world for their innovation and dedication to the motorcycle industry. This year's winners were:

PAINTER OF THE YEAR

Jud Holmberg — Hering Kustoms, Inc.

TREND SETTER OF THE YEAR

Todd Angliani — After Hours Bikes

OLD-SCHOOL BUILDER OF THE YEAR

Scott Long — Central Coast Cycles

UNIQUE DESIGNER OF THE YEAR

Sam Nehme — Broward Motorsports

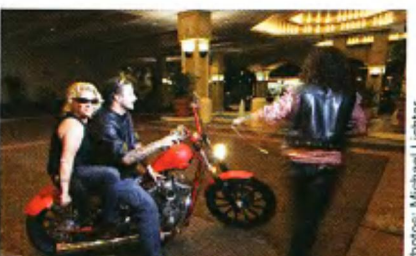
BIKE AND BUILDER OF THE YEAR

Clear & Present Danger —
Jerry Burrows

V-TWIN MAN OF THE YEAR

Grady Pfeiffer

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Photos: Michael Lichter

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PROSPECT, PA
July 20-22

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FOWLerville, MI
AUGUST 17-19

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DEAD AND BURIED

I guess I'm lucky. I had a relative die and I was the only family he had. I found myself with enough money to buy a used Fat Boy and an 883 for my wife. It occurred to me that my wife's Hugger is not seeing much use, so I thought I might convert it to standard height. She's okay with the idea. What do I need to make a proper sized Sportster out of this 883 Hugger?

John Reynolds,
Internet

Not being a whiz with Sportsters, I turned to two friends who are smarter about them than I am—my gal pal Jen Jacobi at Hal's H-D in New Berlin, Wisconsin, and Tom Edison at Works Performance. Works offers shocks for XL's in several different lengths; 13 3/4 inches eye-to-eye is standard, compared to 11 3/4 inches for Huggers. The only other difference Jen could find was in the part numbers for the left fork tube. If it were me, I'd call Works at 818-701-1010, order a set of the 13 3/4-inch shocks, and see what I wound up with after installing them.

WONDERIN' ABOUT WHITEK

I have found a Whitek fuel injection that is in the original box and has the instruction book still sealed in plastic. I wondered if you could tell me if a Whitek is any good or if there are problems I should watch out for. My motorcycle is an '88 Softail with Sifton cam, S&S Super E carburetor and a Thunderheader.

Bill Zabin
Ft. Lauderdale, Florida

I used a Whitek in the early '90s and thought it was great. The only problem I had was that the LCD display disappeared from the handlebar monitor in heavy rain. That never affected the engine, though, and the display usually dried out before I did. Just follow the instructions and you shouldn't have any problem. The only installation glitch I recall is that I had to route the fuel return line to the lower crossover line between the gas tanks. I tried splicing it into the vent line between the tanks, but that caused pressurized fuel to be pumped from the non-vented tank into the vented tank, where it poured out like crazy. And remember that you'll have to adjust everything with

the keypad if you need to make any changes from the pre-installed Hot 80 map. The pick-up in the nose cone controls fuel pulse timing as well as ignition timing, so you can't tweak one there without tweaking the other.

GOIN' SOFT

I have been looking at an older Softail which I will probably buy. It has a 107-inch S&S engine. Isn't that a little dated compared to some of the newer engines? This will be my first Harley. I rode a BMW 850 previously. Will I be disappointed in the Softail's performance? I expect the handling to be different, but I'm more interested in acceleration than anything else. The bike is an '87. Will I regret not having the upgrades of a newer model?

Larry Bingham
Kinston, North Carolina

I don't think you'll be disappointed. I'm sure the Softail is heavier than your Beemer, but the 107 should crank out more than enough torque to make up for that if it's tuned right and has a decent pipe. Handling shouldn't be atrocious unless the bike has been lowered too far and drags in hard turns or something in the suspension has worn out. Good replacement shocks are available from several sources. If the front end seems mushy, try the custom springs and Gold Valve Emulators from Race Tech at www.racetech.com. Besides the switch from Evos to Twin Cams and the predominance of EFI, the main late-model changes are in brakes and axle size. GMA or PM can cover you if you find the stock brakes not up to snuff. As far as Twin Cams go, I'd take a good Evo bike any day.

RUSTY LOWERS

I moved to Galveston and corrosion from the salt air has ruined the lower fork tubes on my Electra Glide. I am considering chrome-plating them but I would like to avoid taking the forks apart unless it is absolutely necessary. Can you help?

Randy Simmons
Galveston, Texas

Buy a pack of ScotchBrite pads, a can of WD-40, and Mother's aluminum polish. Taking care to avoid the tire, brake rotor, and pads, spray WD-40 on a small, bidden spot of the corroded aluminum to use as a test area, spray more

WD-40 on a ScotchBrite pad and start rubbing. It will take a while to cut through the corrosion, but just take your time and be careful about scratching the aluminum. When you've removed enough crud to see bare metal, wipe the test area down with a household spray cleaner like Fantastic to remove the WD-40 and corrosion residue and start polishing it with Mother's according to the instructions. If you like what you see, carry on.

GETTIN' YOUR BEARINGS

I am trying to change the fork neck bearings in my '87 Electra Glide but I can't figure out how to get the damn bottom bearing off. Can you help me with this? Does anyone make a puller for it?

Jim Marlowe
Columbus, Ohio

Chisel the bearing cage in two, then coax it and the bearings off with your favorite implement of destruction. Next, beat the inner race with a propane torch and try to wrestle it off with channel locks. If that doesn't work, grind through the inner race to split it, at which point you should be able to get it off with the channel locks. Just be careful not to nick the fork stem with the grinder. I wouldn't suggest that except that the race is hardened, and trying to saw or file through it would be a waste of time. Grease the new bearing inside and out before installing it with a driver made from an 8-inch section of 1-inch pipe that you can pick up at Lowe's or Home Depot. There will be some variation in size, so measure a few until you find one that will clear the stem and only contact the inner race of the bearing—you'll damage the bearing if your driver touches anything else. Smooth the stem with emery cloth, freeze and grease it before you install the new bearing over the dust shield, and put everything back together according to the book. Then send me something nice for making your life a lot easier.

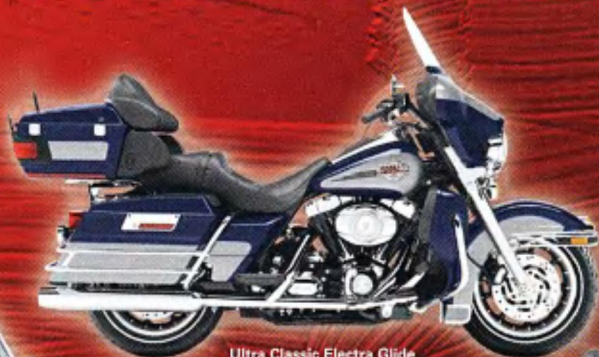
—Tom Johnson

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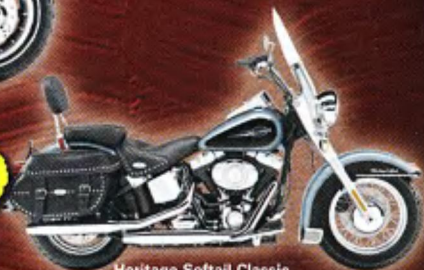
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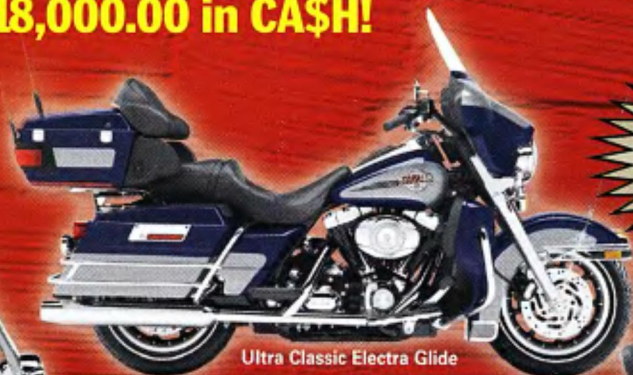
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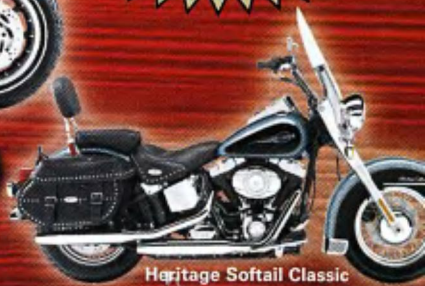
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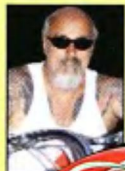
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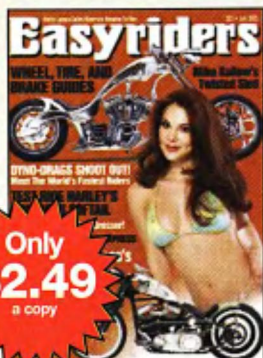
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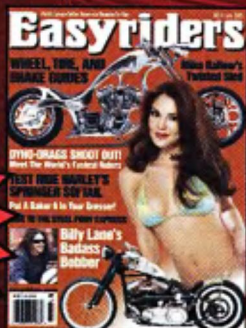
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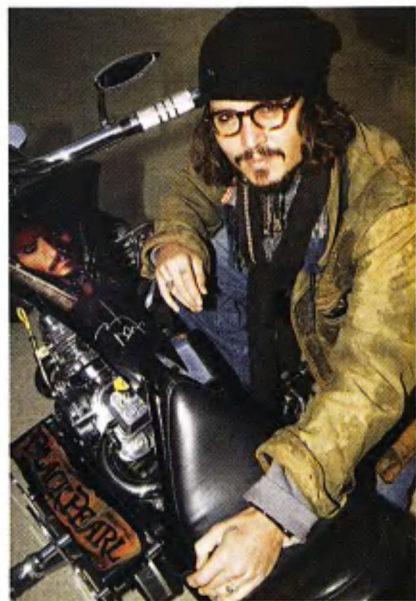
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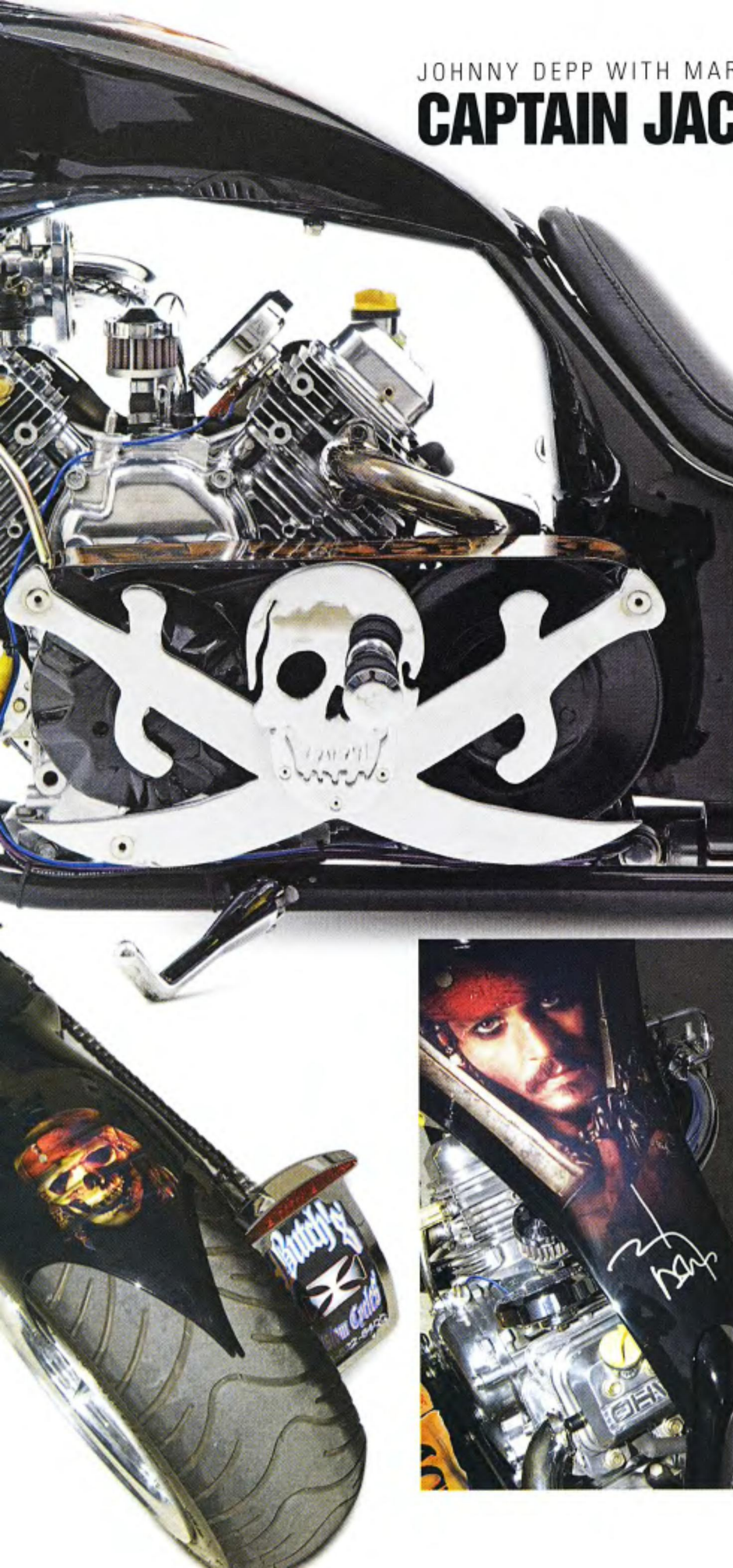
JOHNNY DEPP WITH MARTY KLEBBA'S BLACK PEARL CAPTAIN JACK RIDES EASY

Since Disney's *Pirates of the Caribbean II: Dead Man's Chest* has become the biggest box office opener of all time, actor Johnny Depp's likeness as Captain Jack Sparrow has adorned everything from cereal boxes to action figures, even Happy Meal bags. But one of the biggest stars of the *Pirates* trilogy is its smallest pirate. Marty Klebba is the diminutive scallywag who helps keep Captain Jack in line and on course aboard their ship, the Black Pearl.



Marty (also called Marty in the pirate films) began his acting career in high school back in Troy, Michigan, and was active in musical theater while at The University of Michigan. You may have noticed Marty in such films as *Planet of the Apes* (2001); *Men In Black II* (2002); *Corky Romano* (2002); *Pirates of the Caribbean: The Curse of the Black Pearl* (2003); *Van Helsing* (2004); *Pirates of the Caribbean II: Dead Man's Chest* (2006); and, now, in the third piratical flick, *Pirates of the Caribbean III: World's End*, opening on May 25.

It seems our buccaneer buddy Marty is into custom bikes and the scooter you see here is his very own Black Pearl. The mini chopper was originally built by Arvizu in Arizona, then modified especially to fit Marty by Butch's Custom Cycles of Simi Valley, California. It is over seven feet long with a seat height of just 14 inches. The 480cc Vanguard motor makes sure that this Black Pearl blasts along plenty fast and Marty rides the







Photos: Kim Peterson

Kraken snot outta this thing. Yarr!

This sinister black mini chop also sports a perfect likeness of pirate pal Johnny Depp, who was happy to autograph the gas tank for his stout-hearted shipmate. Johnny was very gracious to take time out of the very last day of filming of *POTC III* to hang out with Marty and our corsair crew photographer, Kim Peterson, for a few shots in *Easyriders*. In fact, Johnny told us that he used to read *Easyriders* as a teenager growing up in Florida. We hope all those years of *Easyriders* attitude inspired Johnny to add a dash of biker rebellion in his role as Jack Sparrow. "Bikers are pirates," Johnny told us with a gold-toothed smile.

Ahh yes, Captain Jack, we're savvy.

—Phantom Dave



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HOT ENOUGH

Trial By Fire

John Peterson is a hard working blue-collar guy who successfully runs a painting crew of more than 400 professionals. He was getting his motorcycle serviced on a regular basis from Scott Hultquist and the crew of Riff Raff Customs in Livermore, California, when John got the idea to have Scott build him something completely crazy, low, fat, long and fast.

John's goal for this project was to have Scott build him a bike that goes and sounds like a funny car. Scott told us that John's bike is most unique from a builder's point of view because the entire bike had to be mocked up from the ground up. There was a bit of magic in tailoring the rear section to fit the frame. From the GP Designs motor mount with built-in air gauge to the







almost formal looking graphics, John's bike is a mirror of his personality.

Scott never puts any of his cool ass rides on the road without his seal of asphalt approval. While test riding John's bike, Scott was doing about 35 miles per hour on a backstreet in Livermore, when he noticed the persistent honking of a car. He was starting to get pissed off and figured maybe he was going too slow, so Scott did what anyone worthy of the name Riff Raff would do. He sped up a bit. The relentless cager just laid on the horn and soon another car pulled alongside and started blowing. Scott had almost enough time to show these cagers how many friends they each had before their dog died when the car window rolled down and someone yelled "Fire!" Scott could smell something burning and looked down to see the right leg of his jeans was trying to do an impersonation of a blob of grease on a charcoal grill. Not just smoldering, his leg was actually on fire! Quickly dousing the flames, Scott checked the bike over and saw nothing had been harmed, er, with the exception of the soiling of Scott's skivvies.

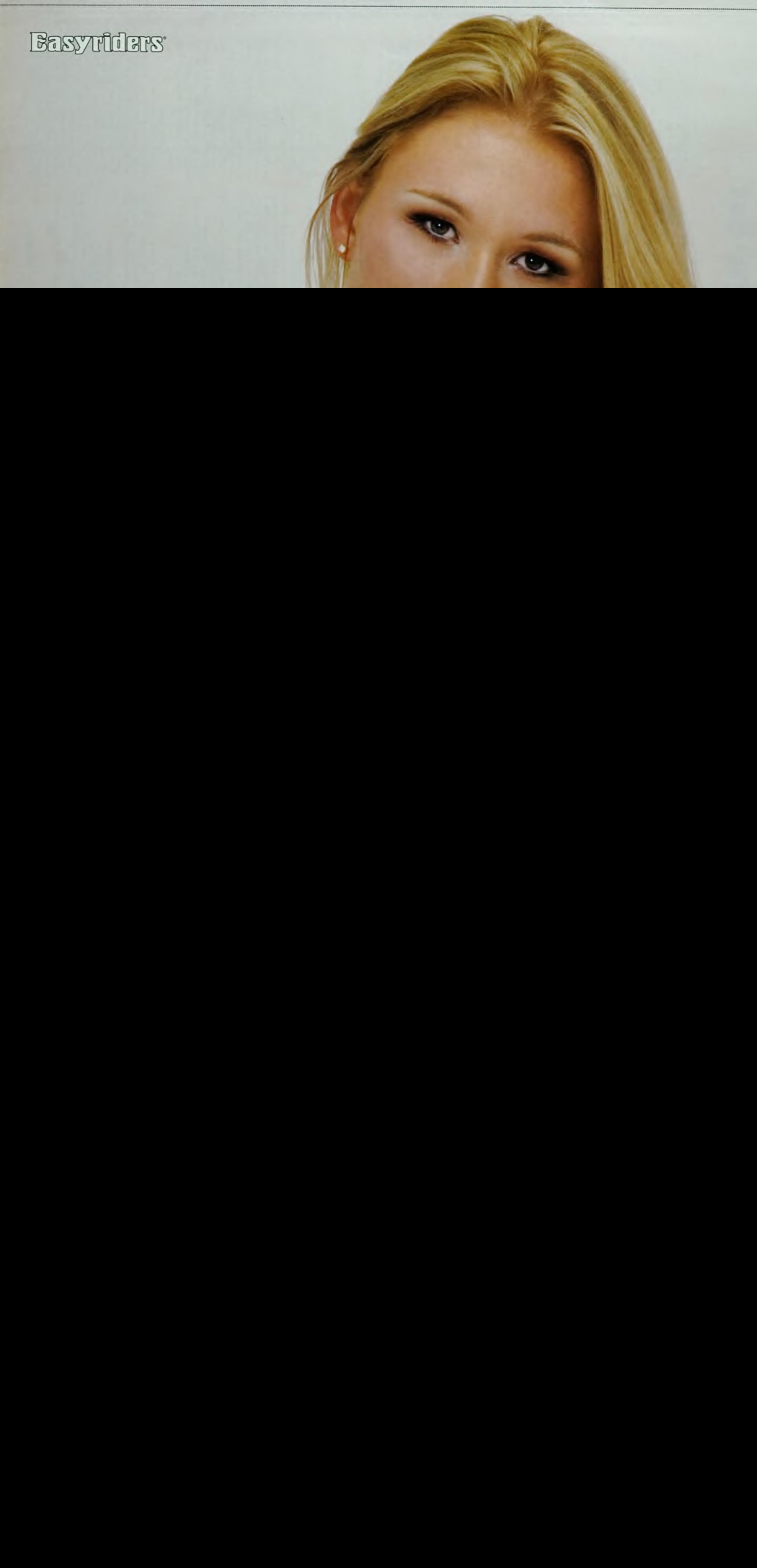
This bike is no trailer queen and John was riding it all the time, until he learned that he would be having an operation on his foot. He can't wait to get back on, and we hope he is riding by the time he



gets to read this. Scott says that John is really laid back and truly is the coolest guy he gets to deal with on a regular basis. Scott and John are more than builder and customer. They've become good friends and go riding together into San Francisco to hang around at Pier 23. John and his wife, Tina, are also regulars at Scott's favorite local Danville watering hole, Meenars. They love to take trips to Mexico, and we are told that John has mastered the dance they call the "Cabo Wabo." Perhaps these trips are the inspiration of the next big thing from Riff Raff customs, a theme project called "To-Kill-Ya." Check them out on the Web at www.riffraffcustoms.com, to see what they are going to heat up next.

Speaking of things you wanna ride, the lovely Crystal here is this month's Fox Hunt winner and she has special ways that can warm the cockles of your heart. Hot cockles!

—Cheesy Goodness





A man visiting America from India went to a brothel. He told the madam he was on a budget, so she directed him to the least expensive prostitute in the house. He looked he up and down and then walked on over to her. Licking his chops, he said, "I sure would love a little pussy."

"So would I," she said. "Mine's as big as your turban."

B. Whitcomb
Palmdale, California

A man who worked for a fire company came home from work one day and told his wife, "You know, we have a wonderful system at the fire station. Bell One rings and we put on our jackets. Bell Two rings and we slide down the pole. Bell Three rings and we're on the trucks ready to go. From now on we're going to run this house the same way. When I say 'Bell One,' I want you to strip naked. When I say 'Bell Two,' I want you to jump into bed. When I say 'Bell Three,' we're going to screw all night."

The next night he came home from work and yelled, "Bell One!" and his wife took off her clothes. "Bell Two!" and his wife jumped into bed. "Bell Three!" and they began to screw.

After two minutes his wife yelled, "Bell Four!"

"What's this Bell Four?" asked her husband.

"Reel out more hose," she replied. "You're nowhere near the fire."

Rocky Meyerson
W. Palm Beach, Florida

Q. Why don't blondes eat pickles?
A. They can't fit their heads in the jar.

Greg Cook
National City, California

Dino was ridin' down a country lane late one night with a hot blonde on the back of his scooter, when he suddenly ran out of gas. But the blonde wasn't buying any of that old shit and said there was a \$100 bill in her purse. "If you walk to town," she said, "you can use the money to buy gasoline."

Dino agreed, but first he had to take a piss. While he was relieving himself, the blonde decided to light a match over the gas tank to see if they were really out of gas. There was a huge explosion, scattering debris hundreds of feet in all directions.

As the blast subsided, the blonde called



"Well, here's mud in your eye, pigfucker!"

out, "Help me find my purse. It's got \$100 in it!"

"Fuck the purse!" Dino yelled back. "Help me find my right hand—it's got my dick in it."

David Chance
Ogden, Utah

Two women were out for a Saturday stroll. One had a German Shepherd and the other a Chihuahua. As they walked down the street, the one with the German Shepherd said to her friend, "Let's go over to that bar for a Margarita."

The lady with the Chihuahua said, "We can't go in there. We've got dogs with us."

The one with the German Shepherd said, "Just watch and do as I do."

They walked over to the bar and the one with the German Shepherd put on a pair of dark glasses and started to walk in.

The bouncer at the door said, "Sorry, lady, no pets allowed."

The woman said, "You don't understand, this is my seeing-eye dog."

The bouncer said, "A German Shepherd?"

The woman said, "Yes, they're using them now. They're very good."

The bouncer said, "Okay, come on in."

The lady with the Chihuahua thought that convincing him that a Chihuahua was a seeing-eye dog may be a bit more difficult but thought, "What the heck." So she put on her dark glasses and started to walk in.

Once again, the bouncer said, "Sorry, lady, no pets allowed."

The woman said, "You don't understand. This is my seeing-eye dog."

The bouncer said, "A Chihuahua?"

The woman said, "A Chihuahua? They gave me a damned Chihuahua?"

Kurt Messner
Verona, Wisconsin

A cannibal was walking through the jungle and came upon a restaurant opened by a fellow cannibal. Feeling somewhat hungry, he sat down and looked over the menu.

Broiled Missionary: \$10.00

Fried Explorer: \$15.00

Baked Politician: \$100.00

The cannibal called the waiter over and asked, "Why such a price difference for the politician?"

The cook replied, "Have you ever tried to clean one?"

G.L.
Agoura Hills, California

L'il Johnny watched an adult film where a man ripped off a woman's blouse and said, "I want what I want when I want it!"

Johnny thought that looked like fun and rushed home to bust that move on his playmate, the girl next door. He ripped off her blouse and said, "I want what I want when I want it!"

The girl looked at him and replied, "You'll get what I got when I get it!"

G. Lowery
Long Beach, California

Little Davie attended a horse auction with his father. He watched as his father moved from horse to horse, running his hands up and down the horses' legs, rumps, and chests.

After a few minutes Davie asks, "Dad, why are you doing that?"

His father replied, "Because when I'm buying a horse, I have to make sure they're healthy and in good shape before I buy one."

Looking worried, Davie said, "Dad, I think the UPS guy wants to buy Mom!"

W. Hearty
Tennessee Colony, Texas

A small company was on the verge of bankruptcy so the owner summoned his two-man sales force into his office.

"Things aren't going too well, guys," he announced grimly. "In order to perk up business, I'm holding a contest whereby the one with the most sales gets a blowjob."

"What does the loser get?" asked one of the salesmen.

The boss looked at both men earnestly and answered, "The loser gets to give it!"

D. Chance
Ogden, Utah

One day a lawyer receives a telephone call at his office. He hears a woman ask, "Hello, do you know who I am?"

Not recognizing her voice, he says, "Refresh my memory."

"We met at a party a couple of months ago. We talked for a while and you said I was really cool. Then we danced together and it was really sensual. You said again that I was really cool. Then we went back to your place and made love all night long."

"Oh yes," says the lawyer, "I remember now. How are you?"

The woman replies, "Well, I discovered that I got pregnant that night, and I've decided that I'm going to kill myself."

"Say," exclaims the lawyer, "you really are cool!"

Kimberly Smith
Terra Bella, California

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we 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.





Owner: John Peterson
City: Danville, California
Fabrication: Riff Raff Customs
Model: 2007 Riff Raff Custom
Time: 1 year
Chroming: West Coast Chrome
ENGINE
Year/model: 2006/Patrick Racing
Displacement: 120 cubic inches
Cam: Patrick Racing
Carb: S&S Super G/Davinci
Pipes: Martin Bros.
TRANSMISSION
Year/make: 2006/Baker 6-speed RSD
PAINT
Molding: Riff Raff Customs
Painter: Scott Hultquist
Type/color: PPG/Black and Sapphire Blue Pearl
Special paint: Scott Hultquist

FRAME
Year/make: 2006/Independent
Type: hidden-shock
Rake: 45 degrees
Stretch: 7 inches out
Shocks: Legend Air Ride
Modifications: Riff Raff Customs
ACCESSORIES
Bars: Flanders
Risers: Joe Castro
Handlebar controls: Performance Machine
Fenders: Riff Raff Customs
Headlight: Headwinds
Taillight: CCI
Speedo: none
Pegs: Independent
Foot controls: Independent
Electrics: Riff Raff Customs
Gas tank: Jim Nasi

Oil tank: Independent
Seat: Corbin
Mirrors: none
Grips: GP Designs
FRONT END
Type: hydraulic
Extension: 4 inches
Triple trees: raked 5 degrees
Builder: Perse
Modifications: Riff Raff Customs
WHEELS
Hub: Performance Machine
Size: 21-inch front/18-inch rear
Tires: Avon
Brakes: Performance Machine
Photos: Mike Chase





"Don't you know a scarecrow when you see one?"



THE ANATOMY OF A BUILD-OFF Hell On Wheels

When you are chosen for TLC's *Biker Build-Off* TV series, you know you've hit the big time. Millions of viewers around the world will know your name and see your talent. What you don't know, at the time, is that once the ball gets rolling, it's pure hell.

The Detroit Bros. (Dave and James) have walked through Hades twice and lived to tell about it. The first time, back in '03, they went up against Russell Mitchell of Exile Cycles. The time span, 10 days, in which to build a bike can be utter madness, but the brothers took it easy. Relatively. "The first time, we cut the frame and did some stuff, but there wasn't a lot of sheet metal work," Dave Kaye says of the adventure he and his brother James had. They finished their bike in time,

went on a friendly ride with Russell and ended up winning the competition.

Then they got invited to do another episode for last year's round, in which they went up against Jason Kangas and Kai Morrison from Twisted Choppers. "This time, it was a much bigger undertaking," says Dave, "because we designed everything. We tried to stick within the 10-day timeline, although there's always some fudging to that. It was a whole new bike. It was kind of the epitome of our design style and our engineering to date, because this was our frame, our front end, our wheels. We did all the sheet metal on the bike and had our good friend, Greg Gates, build the one-of-a-kind engine, a 106-inch shovelhead; he did all this crazy work to it. We got the Baker torque box,





and they'd only made a handful of those at the time. It was a really interesting build for us and something totally different."

"It's nerve-wracking," Dave says. "When the TV crew sticks a camera pretty much right up your ass to see what you're doing—it gets old pretty quick," Dave laughs. "Actually, it was funny, because the director for our first episode, Joe Boyle, was like a shadow. We didn't even know he was there. But this new guy, Aaron, he was up our ass sideways with that camera and trying to get me and my brother into fights and stuff. It was crazy!"

The Original Productions TV crew came into the Detroit Bros. shop for five days and filmed them fabbing and manufacturing different things, then they went to Twisted Choppers in South Dakota for five days before coming back to Detroit for another five days of final assembly. "The second five days was just a nightmare crunch trying to get everything done," Dave remembers. "It's definitely an exhausting experience. But in the end, you've got a cool-ass bike and our best bikes are the ones we built for the *Biker Build-Off*. And you get to go on a ride with the guys you're competing against."

In this case, the Detroit Bros. met Jason and Kai in Milwaukee and rode into Sturgis with them. "It was a very cool thing; we've known these guys are good buddies, and talk to them all the time."

The bike, called "10" because it is the 10th bike the brothers have ever built completely from the ground up and according to their design, is currently on tour around the country. Like the first one, it probably won't be for sale anytime soon. "We've had some offers on both of them, but the first one is my favorite ride and this one, people want to see it, so we'll hang on to it for a year at least."

Although the new season has already been shot without Dave and James, they are hopeful for another round in the future. "Of course, we'd love to do it. Hell, everybody would love to do it," Dave says. "The only problem is, it shuts your shop down for two months. The second time around, we called all our customers and told 'em, their bikes would take a little longer."

Pure hell has never been so much fun.

—Red Baron



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Jeff and his wife, packed to putt, enjoying the fresh air of Ironwood, Mich.

—Jeff John, Deer Park, Wis.



Kurt and Reed pay their respects on Memorial Day 2006.

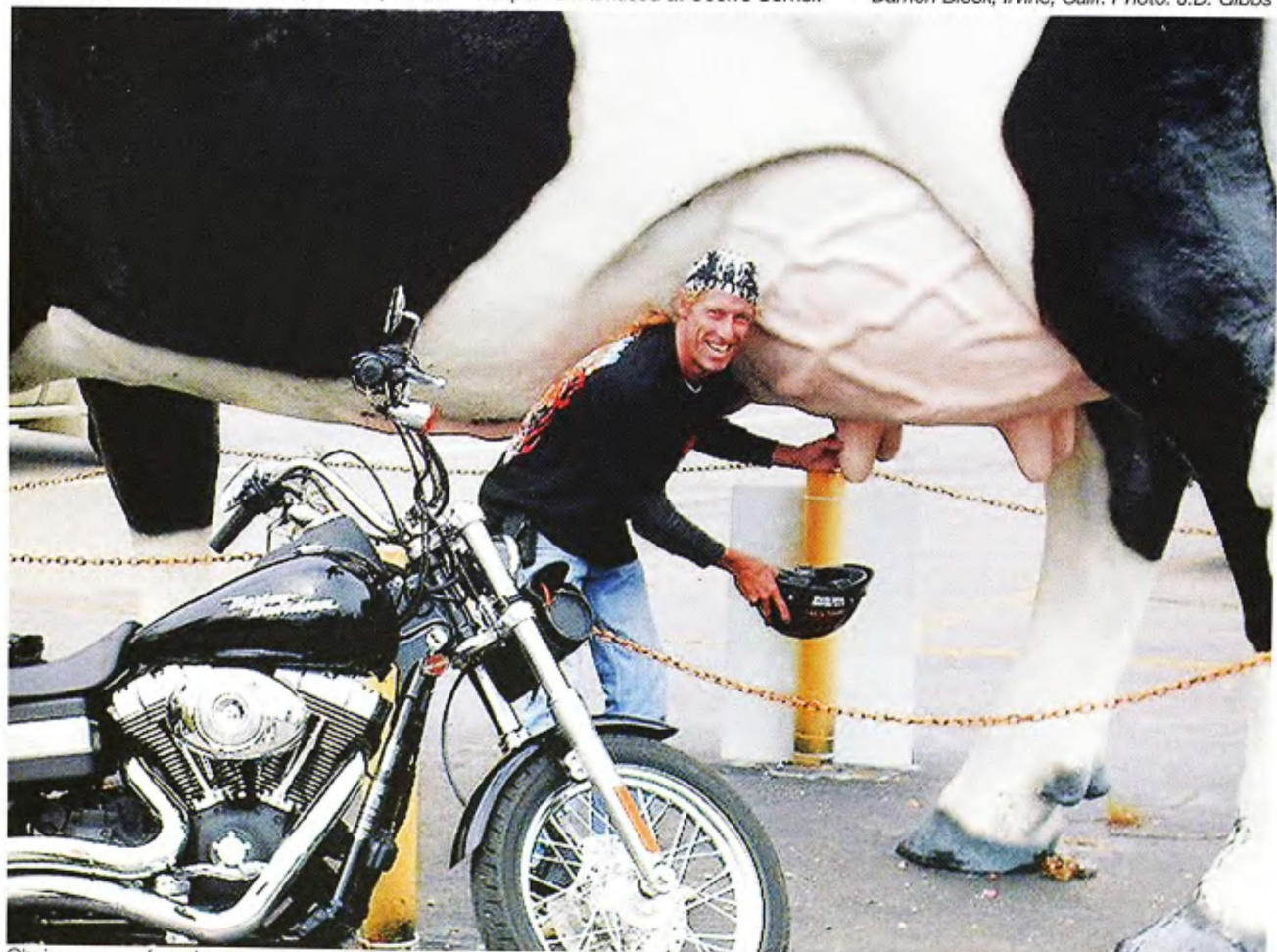
—Kurt Messner, Verona, Wis.



ROT Rally partier. —Scott Glass, Odessa, Texas



Keepin' 'em amused at Cook's Corner. —Damon Block, Irvine, Calif. Photo: J.D. Gibbs



Obvious case of mad cows on steroids. Another use for skid lids? Udderly nuts.

—Jeff Pfeffer, Clarksville, Tenn.



Grapplin' with Hard Bike gals in Sturgis. —Doc Miller, Cary, Ill.



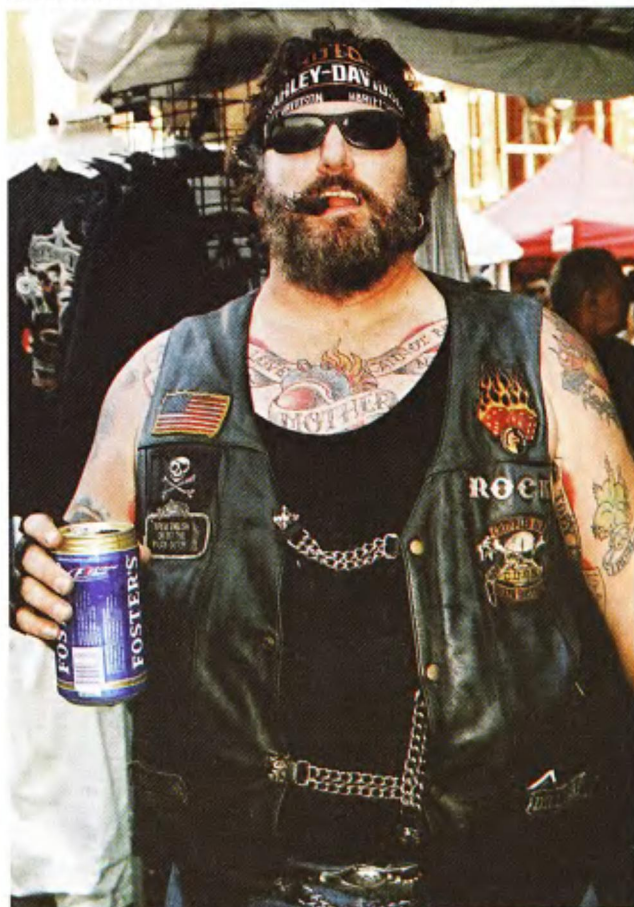
Desi and Bonzo go back to school. —Desi Alvarez, Henrietta, N.Y.



Aislinn at Sensations Bike Show. —Bill Cromwell, Westminster, Md.



Get down, darlin'. —2 Fat, Myrtle Beach, S.C.

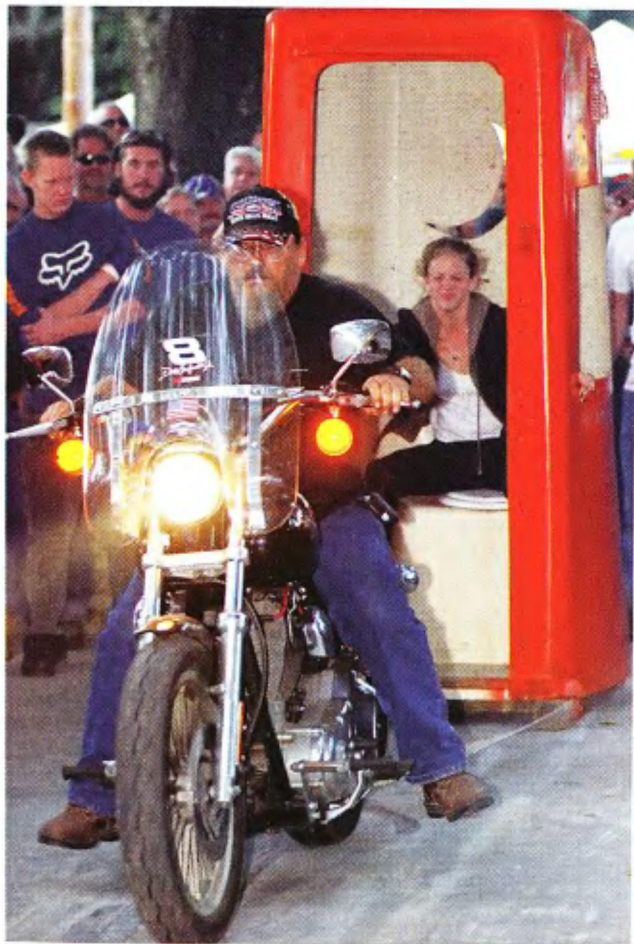


Doin' it with Fosters, Lone Star Rally '06. —Les Holt, LaPorte, Texas

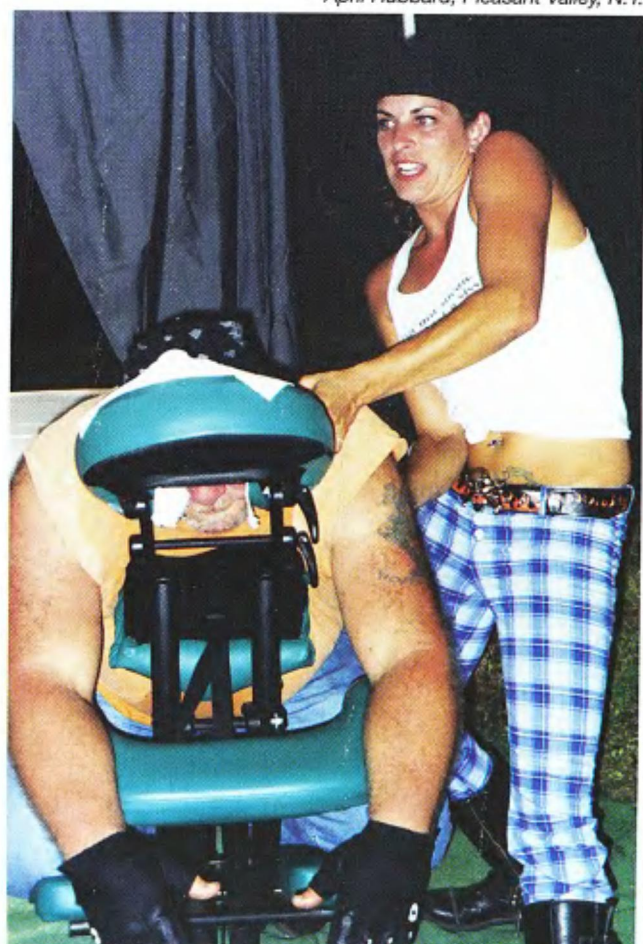


The Clubhouse Crew at Biketoberfest 2006.

—April Hubbard, Pleasant Valley, N.Y.



Roscoe's Chili Challenge. —Dream Weaver Photo, Inverness, Fla.



Rubber soul muscle magic.

—Judy Brown, Salisbury, N.C.



Talk about bein' at the end of her rope...

—Stripe, Sparks America Halloween Party 2006, Sparks, Okla.



For the men and women of the 138th Fighter Wing their other ride is an F-16.

—Tech. Sgt. Brandon Walker, Tulsa, Okla.

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.



DELICACY

Jay Duff's Root Beer Concoction



Not too long ago Jay Duff was spending about 133 days annually sling-shotting across the United States running shows and events for Performance Machine. For several years they were good times, but now he's shifted gears to a new home in Castaic, California, and enjoys himself in his garage. He's also helping other people move into



their dream garages (and houses) via his enterprise as a real estate mortgage broker in the Santa Clarita Valley area.

For his own first-time project, Jay started off with one of Jesse Jurren's Low Life frames and the late Johnny Chop created the one-off sheet metal, handling all the welding himself. The next stage involved shortening the





frame by cutting 5 inches from the backbone then adding 2 more degrees of rake. "It was really unique in that it was one of Jesse's frames that had been shortened and yet wasn't so noticeable. People knew something was different but couldn't quite tell. Johnny had done the cutting on his frame gig and did a nice job," says Jay.

To complement all that trick frame work, the drivetrain with the "right stuff" was selected in the form of one of Kendall Johnson's Stage Two 124-inch S&S motors matched to a Baker right-side drive 6-speed. Thanks to Jay's connection with Performance Machine, the bike rolls on a set of PM's, Widowmakers.

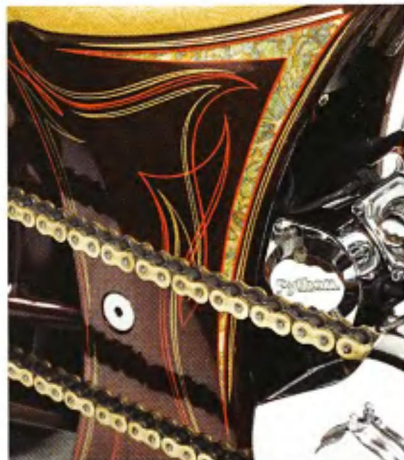
"While I wanted something that looked a little retro old-school lowrider-ish, I also wanted something that would haul ass, and that's why I had Kendall build one of his haul ass motors. I also wanted something that was kinda simple and clean without a lot of bells and whistles. And Johnny Chop came up with a nice touch with the too cool Root Beer Candy paint with variegated

leafing graphics. I think the color and paint design really made the bike work."

It's hard not to notice that this scooter is way slammed and as the name of the frame implies, Low Life can experience some metal to pavement contact going through the curves, but Jay says the bike is actually easy to ride.

As for the people behind the bike's creation, he adds, "I was working for PM at the time doing all their shows and I was able to meet great industry people like Jesse and Kendall. When I decided to build my own bike I thought it would be a great opportunity to collaborate with them on the project. It was really a team effort and went very smoothly. A big help came from PM with their parts including the wheels, hand controls, calipers and brakes. And, of course, I couldn't have built this bike without the talent and dedication of James Crosby and the late Johnny Chop."

Another of Johnny's contributions was the slick underslung gas tank: a two-piece tank that was split then fabbed into the frame. Says Jay, "It



doesn't hold much gasoline, but before you have to refuel, you have a pretty good 40-50 miles of smiles."

We mentioned that Low Life was Jay's first custom project, but certainly not his last. He recently teamed up with James Crosby and they're designing and building more custom bikes. You can bet they'll come in plenty of tasty flavors besides rockin' root beer.

—Paul Garson





Owner: Jay Duff

City: Castaic, California

GENERAL

Designer: James Crosby

Fabrication: James Crosby

Year and make: 2005 Custom

Model: Low Life

Assembly: James Crosby

Time: 1 year

ENGINE

Year: 2005

Model: S&S

Rebuilder: Kendall Johnson

Ignition: Dyna

Displacement: 124 cubic inches

Lower end: S&S

Balancing: Kendall Johnson

Pistons: S&S

Heads: S&S

Cam: Kendall Johnson

Lifters: S&S

Carb(s): S&S Super G

Pipes: James Crosby

Mufflers: none

Transmission: 2005 Baker 6-speed

PAINTING

Painter: James Crosby

Color/type: Root Beer Candy/House of Kolor

FRAME

Year: 2005

Builder: Independent Cycle

Type: Low Life

Rake: 40 degrees

Stretch: 4 inches

Shocks: Legend

ACCESSORIES

Bars: Johnny Chop

Handlebar controls: Performance Machine

Fenders: RWD

Headlight: chrome

Taillight: Alloy Art

Speedo: what for?

Dash: plenty

Front pegs: Independent Cycle

Gas tank: Johnny Chop

Oil tank: Independent Cycle

Oil system: S&S

Seat: Bitchin' Rich

Mirrors: who's lookin' back

Grips: Performance Machine

FORKS

Type: clean

Extension: 4 inches over

Builder: Perse

WHEELS

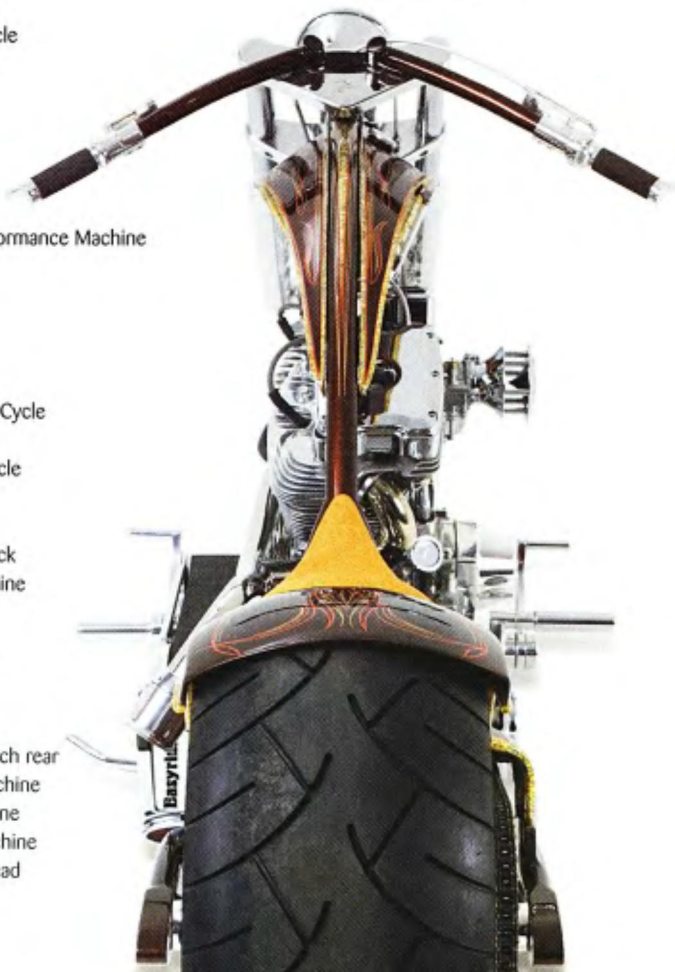
Size: 21-inch front/ 18-inch rear

Wheels: Performance Machine

Tires: Performance Machine

Brakes: Performance Machine

Photographer: Rick Husted



Ouch! She wants to ride ...

... and I'm stuck here cleaning.

That's Bruce and his girlfriend Denise. She drops by and wants to go riding. He told her he's gonna be cleaning for at least an hour. She says she cleans her bike in 15 minutes. So who's got it right?

Denise does! When it comes to cleaning his bike, Bruce is still back in the dark ages with his bucket of suds. Denise found out about S100® Total Cycle Cleaner, the product *Rider® Magazine* called "the revolution for the Saturday morning wash". It's so simple! Spray on, touch the heavy dirt with a sponge, hose off and wipe... you're done in as little as 15 minutes. S100 is the number one selling bike cleaner and factory approved by leading bike makers for over two decades. So cut your cleaning time and bump your riding time. Like they say: "Don't keep the ladies waiting." Available from your Harley-Davidson® Dealer. Full catalog at S100.com or call: (203) 488-6569



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Meet December's Winner

Minnesota. Besides being known for electing a professional wrestler to govern the state (hell, Cali's not much better, look what we have), here are some interesting facts: The State bird is a Loon; the State beverage is milk; it's the 21st most populous state in the US; and it's home to this all-natural, hot piece of ass—also known as your November Fox Hunt winner, Crystal. Wanna know why the State beverage is milk? Check out those mammaries... need I say more? Of course I do, but I won't. We saved our dear Crystal from the harsh Minnesota winter and flew her to warmer NorCal to be shot with the likes of the crew at Riff Raff Customs by Mike Chase. Flip back to Page 56 and think all about this lil' girl cuddling up to you on a harsh winter night. I did, now I need some tissues!

—Jack Meboff



Elizabeth-Wisconsin

#0601

"It was in January and 30 degrees. The guy showed me the 'seat trick.' I never got off so much! I thanked him a lot, later!"



Jennifer-New Hampshire

#0602

"I was three years old. My mom was a wild one with her Softail. I had to be like her and cried until she put me on the tank to go for a ride."

Win \$1,000!



Gena—Alabama

#0603

"I was seven and will never forget the rumble. Now, me and my husband ride as much as possible."



Stephanie—Michigan

#0604

"I was 12 years old. The wind in my hair, my dad... I remember it like it was yesterday."



Stephanie—Indiana

#0605

"I was eight years old and my uncle talked my mom into letting me ride with him. I burned the inside of my calf and wear a permanent scar from my first ride!"



Tara—California

#0606

"I grew up in Laconia. My friends and I would bring sunglasses to Weirs and walk the strip looking for hot bikers to ride with."

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 #408 *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), April 1, 2007. The voting deadline for this month's crop of cuties is April 30, 2007. We'll announce the winner in the September 2007 issue.



I swear, there's a reason I'm a sucker for southern women. Evidently, many of you are as well, otherwise lil' Miss Thang here wouldn't be featured next month!

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.

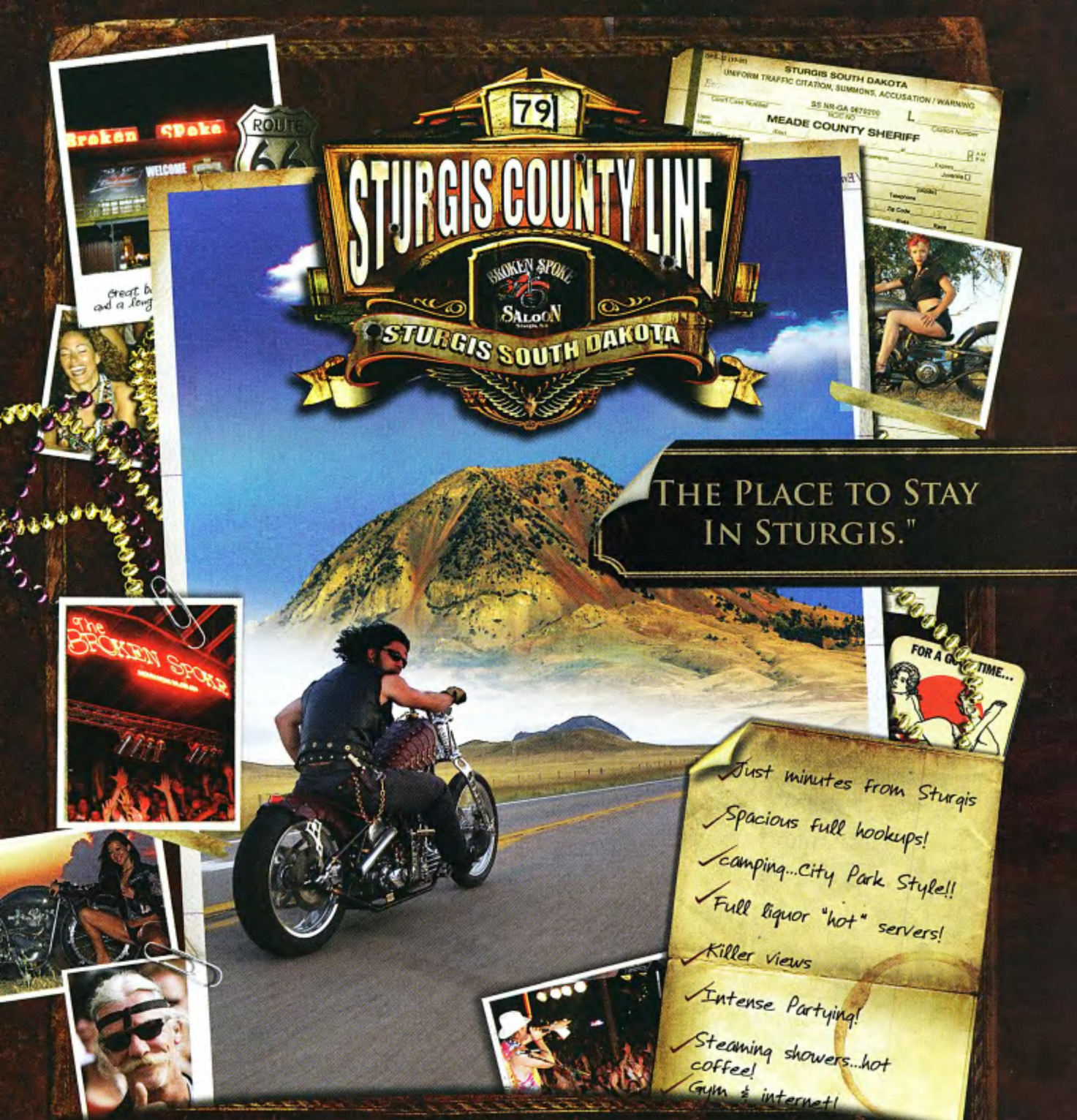
Model's Name: _____
Address: _____
City: _____ State: _____ Zip: _____
Home Phone: () _____ Cell Phone: () _____
Date of Birth: _____ I am _____ years of age
I will pose: ☐ Nude ☐ Topless only
Model's Signature: _____

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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Riding Up A Storm

In More Ways Than One



Built purely for promotional purposes, this lean and mean daily rider came into the world as a concept by a fellow named Bill Wenkman. Bill happens to co-own Throttle Threads, together with his wife, Tana, and as the name implies, their threads are made for riding.

What better way to promote your gear than with a hot looking babe on a cool looking sled? Especially when that hot looking babe is Tana. That's right, wipe that drool off your chin and show

some respect. Tana, among other things, "handles the customer relations for Throttle Threads," is how Bill puts it.

Bill decided to engage the services of a place called Big Easy Custom Choppers down in New Orleans, of course. "I'd met those guys in Myrtle Beach and was really impressed by how they made use of the Pro-Street frame," Bill says of his decision. "That, and they let me send them the parts that I wanted on the bike," he laughs.

The interesting part about this build, he adds, is that this was the last bike to leave Big Easy's shop before Hurricane Katrina hit. In order to procure the parts on the bike, Bill says he worked out a deal with a lot of his good customers' companies like S&S, Weld Wheels, American Suspension, Pro-Street Frameworks and more. "I sent all the parts down to Big Easy, they assembled everything and rushed the bike to me in Sturgis," Bill says. "As soon as they got back to New Orleans, the hurricane hit and they lost everything. It was the very last bike they built before Katrina."

The good folks at Big Easy have since rebuilt and are doing well. In fact, they actually built a post-hurricane bike called "Fuck Katrina." Doing well is also a fellow named Paul Bielik. That's because he now owns the bike and rides it every chance he gets across his

home state of Wisconsin. Considering it's Wisconsin, Paul's riding is very concentrated and limited to short summers. Luckily, he gets to send his winters in Florida, though. So, how did he get his hands on this ride? "I saw the bike at a show and immediately fell in love with it," Paul says. "I'd been looking for a bike just like that for years."

Paul apparently said "Wow!" once too often, which finally melted Bill's heart and convinced him to let Paul have it. The bike, that is. "It's just one of many bikes I've had over the years, but it's definitely the coolest one," he beams. "What I really like about it is the unique

Dragon springer front end and the job they did on the tank; it's just gorgeous."

For having such a long front end, Paul says it handles amazingly and he should know. "This bike is ridden everywhere, from metropolitan Milwaukee to the back roads of Wisconsin and the entire Midwest," he says. "It has a really nice, low center of gravity and is pretty darn comfortable, actually."

And speaking of comfortable: we'd be completely remiss in our obligations to you, the reader, if we didn't show you the way to your own comfort while riding. Yes, with Throttle Threads, of course. Their Web site is where you can check out some nice riding gear and drool over Tana some more.

—Red Baron

Big Easy Custom Choppers

www.bigeasycustomchoppers.com

Throttle Threads

www.throttlethreads.com





Owner: Paul Bielak
City: Madison, Wisconsin

GENERAL

Fabrication: Big Easy Custom Choppers
Year and make: 2006 Softail
Model: Chopper
Assembly: Big Easy Custom Choppers
Time: 4 months
Chroming: some

ENGINE

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

TRANSMISSION

Year: 2005 Baker
Modifications: none
Shifting: 6-speed right side

PAINTING

Painter: Kent Forrest
Color: black with metal flake
Type: House of Kolor

FRAME

Year: 2005
Builder: Pro-Street Frameworks
Type: hidden-shock
Rake: 45 degrees
Stretch: 8 inches up, 5 inches out
Shocks: Legend Air Ride
Other frame alterations: tank MGS

ACCESSORIES

Bars: Big Easy Custom Choppers
Handlebar controls: Jocker Machine
Fender(s): Fat Katz
Headlight: Euro Components
Speedometer: Dakota Digital
Front pegs: Accutronix
Electrics: Dyna
Gas tank: MGS
Oil tank: Pro-Street
Oil system: has one
Primary cover: Big Easy Custom Choppers
Seat: Classic Stitches
Mirrors: Euro Components
Grips: Supreme Legend

FORKS

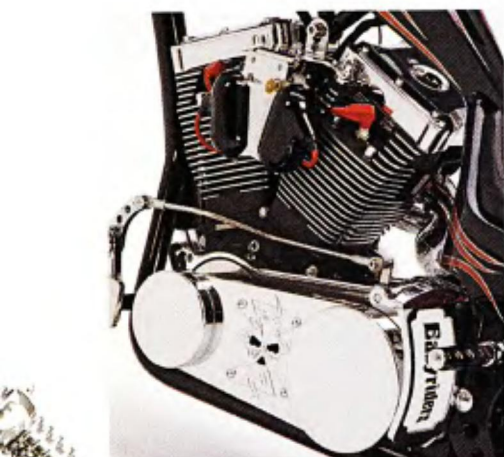
Type: Dragon springer
Extension: 10 inches over
Builder: American Suspension

WHEELS FRONT

Size: 21-inch
Tire: Avon
Brake: American Suspension

WHEELS REAR

Size: 18-inch
Tire: Avon 300mm
Brake: American Suspension
Photos: Michael Farabaugh





A N U P D A T E O N A N O L D F R I E N D

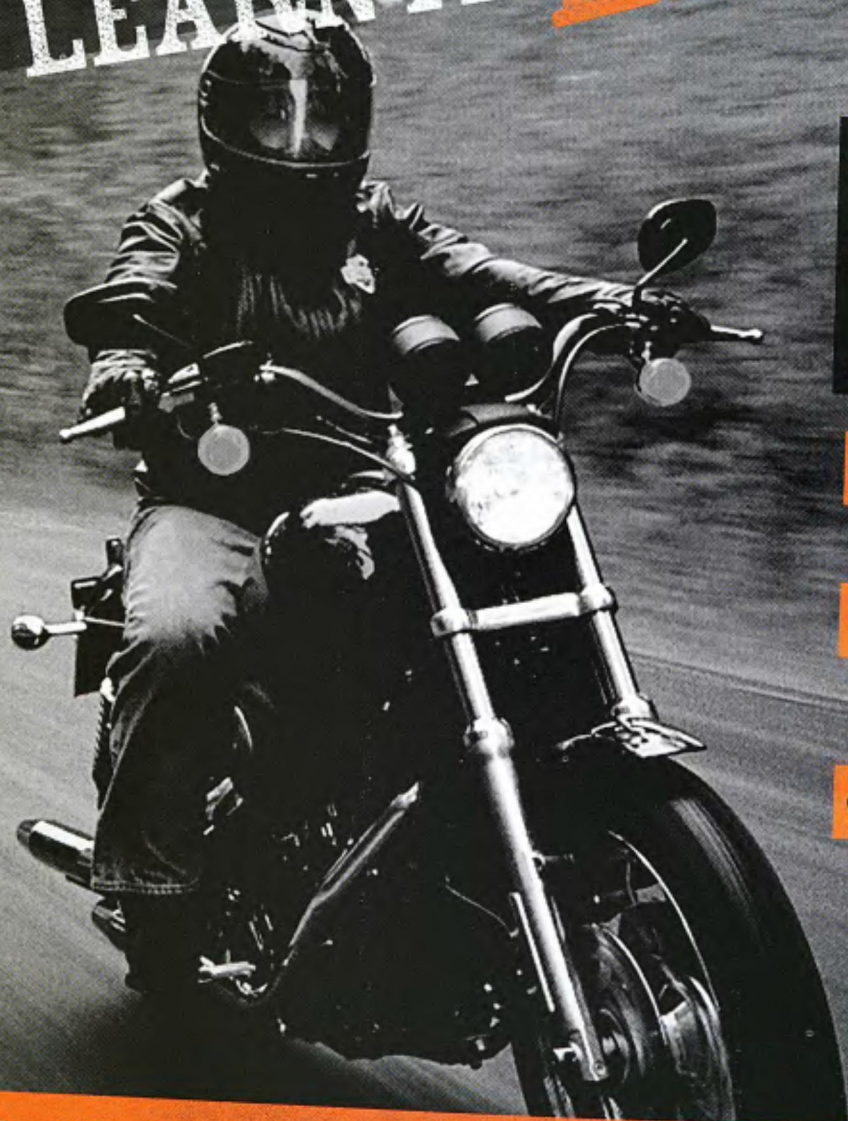
The Wooden Indian

Art is meant to inspire and this *Wooden Indian* is based on a 1937 Chief model and has been and inspiration to many. This wooden sculpture is the work of James Evans of Iva, South Carolina. James is an artist, craftsman and creative genius

who, not so strangely, thinks differently from mainstream artists and sculptors. James believes art is a communion of a man's spirit and soul brought forth into physical substance; his wooden 1937 Indian Chief is an example of that art.



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MSC: 800/809



After spending three years creating this motorcycle sculpture in a 9 x 20 room, James finished the *Wooden Indian* in September 2001. *Easyriders* published a story on the rare wooden sculpture in our May 2002 issue. Afterwards, the *Wooden Indian* traveled to

many museums and art shows in the Carolinas, Georgia and Alabama.

The sculpture has been awarded many trophies and prizes at regional art shows including a first place blue ribbon and cash prize from Moving Sculptures 2004, part of the *Art of the*



Photos: J. Michael Johnson

Motorcycle World show in Spartanburg, South Carolina. This moto masterpiece was once again in *Easyriders*, shown in our May 2005 issue coverage of that event. After the show, James became acquainted with the Friends of the Whitten Center in Gaffney, South Carolina, and showed his work there. The sculpture placed a Best of Show award at the Gaffney Bike Rally. Then the *Indian* made camp with the Vietnam Vets MC of Sanford, North Carolina—a great bunch of guys.

At the Rat's Hole's "Big Daddy Rat Memorial" Bike and Auto Show in Boone, North Carolina, the sculpture bended fenders with a different kind of crowd which was great. The *Wooden Indian* spared two trophies: the Rat Class and Best of Show. Billy Senesac and Rock Doc went with James to the September 2005 Myrtle Beach Bike Week. All had a super good time. You could say that this piece makes friends wherever it goes.

James also did a hometown show with Dennis Harris at his Classic Cycle Shop in Chesnee, South Carolina. Looking at the wooden wonder, Dennis remarked, "Photos give you an idea of how powerful this masterpiece is, but you really have to see the *Wooden Indian* in person to experience the fine workmanship that went into building it."

If you would like to see the *Wooden Indian* in person, you'll find it proudly on display at The Spartanburg Museum of Art, Spartanburg, South Carolina.

—J. Michael Johnson

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"Yeah, Mifkin? I'll need a first class ticket to Honolulu, \$2,000 in per diem, a large box of Cheese-its and a live squid. Don't ask questions Mifkin; your job is to supply me with the means to be creative and to enlighten the masses. Now get me on a plane."



The last time I had been to Hawaii was while acting as the underwater stunt coordinator and scene stealer in *Water World*. No, not the ill-fated theme park in Biloxi, the ill-fated \$100 million-plus motion picture starring Kevin Costner as a very dull amphibian. That trip cost me a marriage, 15 grand and a house. I wondered if I'd get off any better this time around.





The Honolulu airport was awash in mainlanders whose shirts made it look like they all had a bad case of stomach flu. A Philippine-style Jeep arrived and out of it poured two luscious ladies in dripping burnouses. The lighter-skinned damsel wore glasses, the other was a native lovely with those bouncy curves showing through that flimsy burnoose. I was whisked to the top secret jungle training facility which acts as the home of K-Fab Customs. There were bugs—lots of them—and they all wanted my blood.

Roger Kuwahara leapt out of hiding wearing some sort of beekeeper suit and sprayed me with a delousing solution. "You're the one from the magazine?" he hissed in my bleeding ear. His breath smelled of a strange combination of coffee and pineapple.

"Yeah, tell me about the bike."

"Shhh!" Roger hissed. "Not so fast. What's the password?"

Luckily, Mifkin had supplied me with the dossier about K-Fab's odd fascination for secrecy. I grinned a little too wide and a bug flew into my mouth. "GACK! PHOO! Sorry, the password is Manta Ray, now get me some rum and show me the bike."

At once, a large section of foliage moved aside like some massive garage door to reveal the inner workings of the K-Fab Mind Control and Custom Motorcycle Facility. I tried to appear calm though my sphincter was dancing the hoochie koo. The two scantily clad babes floated silently into the pristine laboratory setting and stood on each side of a man wearing a green doctor's operation gown and surgical mask.



"Ah hm Dawweh Ho!" He barked.

"Sorry? I didn't get that."

The man removed the doctor's mask. "I am Darren Ho and this is K-Fab. I hope you enjoyed the ride here Mister..."

"No names. Just show me the bike."

Roger handed me a rusty Boy Scout canteen filled with Captain Morgan's on the rocks. "The fusion bike is here, behind the nuclear reactor which powers our facility."

It was there all right, the brainchild of mastermind George Lindemann. A custom motorcycle so seductive it has to be hidden from public view, for just one glance at the copper machine was enough to drive the average accountant into a gibbering, zombified mass of spastic moto craving. It was the perfect weapon, converting even the straightest citizen into a road-crazed biker with just one touch of its evil throttle. Clever, very clever indeed. If this S&S shovelhead-powered chopper ever made it Stateside, Lindemann would have created a biker nation of tire burning madmen, bent on social destruction and all under his command.

This devastating sled was somehow more than the sum of its parts. Sure, the Martin Bros./K-Fab frame was a miracle to behold. Yes, the insidious copper cloak of paint by Cosmic Airbrush could make even the strongest man weak in the knees. Indeed, the unique seat by Rocky at Pure Custom was enough to make any dentist sing "Born to be Wild." But the mystery and miracle of this monstrous device was its effect on human men and women of every race and creed. This...thing, somehow reached in and grabbed your soul, it... I had to snap out of its vile embrace.

"No one move!" I grabbed at the squishy thing in my pants furiously trying to free it with a sweaty hand.

Darren Ho stepped forward to shield the women. "And just what do you think you're going to do with that live squid, Mister Manella?"

—Sal Manella,
Agent of Homer Security

The above transcript was found in a bottle of rum bobbing off the Malibu coast. The whereabouts of Agent Manella and any details regarding the secret fusion motorcycle in question are unknown at this time.

—END TRANSMISSION—



Owner: George Lindemann
City: Honolulu, Hawaii
Designer: Roger Kuwahara and Darren Ho

GENERAL

Fabrication: K-Fab
Year and make: 2005 K-Fab
Model: Fusion
Assembly: K-Fab
Time: one month
Chroming: Hawaii Plating

ENGINE

Year and make: 2005 S&S
Model: shovelhead
Ignition: Mallory
Displacement: 93 cubic inches
Lower end: S&S
Pistons: S&S
Cam: S&S
Lifters: S&S
Carb: S&S

Air cleaner: Crime Scene
Pipes: K-Fab

TRANSMISSION

Year and make: 2005 Baker
Type: RSD 6-speed

PAINT

Painter: Dennis Mathewson, Cosmic Airbrush
Color: candy copper
Type: Alsa

FRAME

Year and builder: 2005 Martin Bros./K-Fab
Type: Trend Killer
Rake: 47 degrees
Stretch: 6 inches out/1-inch up
Shocks: none

ACCESSORIES

Bars: Legends
Hand controls: Performance Machine
Fenders: Fat Kats/K-Fab
Headlight: Eurocomponents
Taillight: K-Fab
Pegs: Performance Machine
Electrics: Mercury Customs

Gas tank: Tigman/K-Fab
Oil tank: Crime Scene
Oil systems: K-Fab
Primary: Performance Machine.
Seat: Pure Kustom/Rocky
Grips: Performance Machine

FRONT END

Builder: Fred's Frames
Type: springer
Extension: 10 inches over

WHEELS

Make: Performance Machine Casino Contours
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Tires: Metzeler/280 rear
Brakes: Performance Machine
Photos: Raymond Wong



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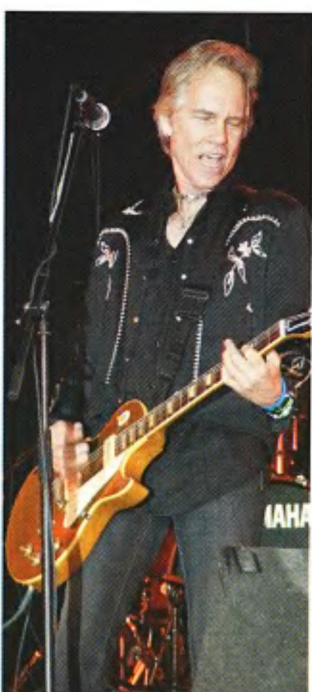
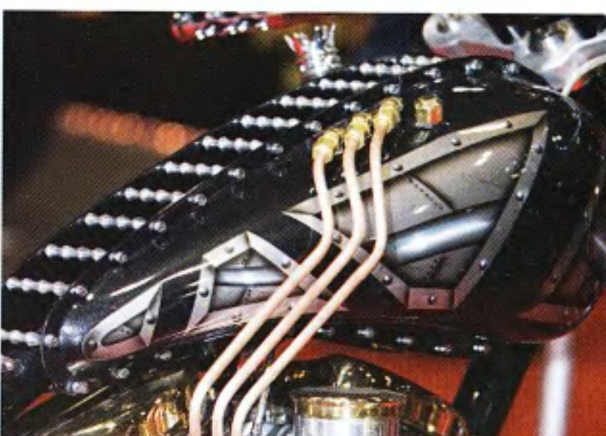
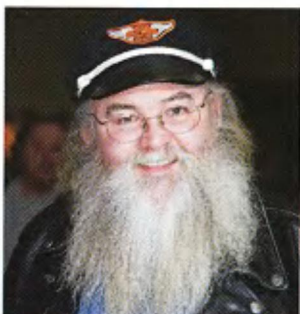
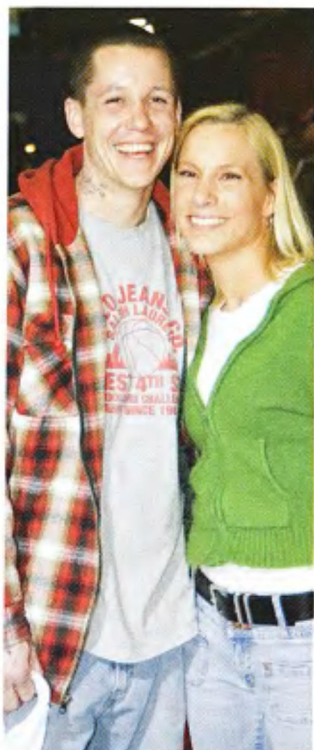


THE WORLD'S BEST BIKE SHOW **KILLER IN COLUMBUS**

If you didn't attend the Easyriders V-Twin Bike Show in Columbus, Ohio, this past February 16 through 18, you missed one helluva good time, a passel of award-winning rides—and some snow. Sure, it was cold, but that's why you go inside the massive Veterans Memorial Hall and warm yourself before the magical glow of hundreds of pristine custom motorcycles. You could also shake off the chill by looking up the skirts of the Purrfect Angelz and by drooling in dazzled awe before the devilishly sultry Jasmine Cain and her badass band of rebel rockers.

Oh yes, there was fun to be had. Bike show maestro John Green knows that life is a banquet. He places the Bike Show Tour before you with a flourish and rings the dinner bell. All you have to do is take big bites! You want more? John gives it to you with both barrels including the amazing spark flying spectacle of watching bike builders Austin Weiss and Ralph Randolph beat a custom scooter into submission. You could also register to win a sexy Carolina Custom Products motorcycle, visit the many fine vendors (including the guy with the





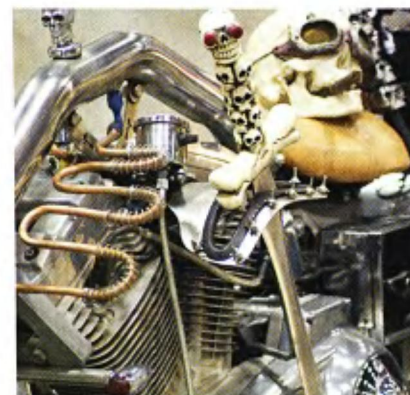


cool critter skulls for sale), and then pour an ice cold beer down your girlfriend's blouse while guffawing uproariously. It was all there for you.

Some of our favorite new custom bikes were the silver dragster by Donny Loos, Bill Dodge's 1946 Knuckle, Devolution Cycles' Panhead, Brewdude's farout Flatty and the chill-inducing pirate bike by Independent Cycle East. Congratulations to the three winners of our Pro Class in Columbus: Pat Briggs of County Line Choppers; Dave Kaye of the Detroit Bros.; and Jamie Strausser.

Make sure to hit the grand finale bike show in Kansas City on May 5 to see which six Pro Class bike builders will be chosen from 33 of this country's best for the honor of joining the Easyriders V-Twin Bike Show Tour next year.

Special thanks to Bruce Mullins and family for the great party over at Skunkworks and to Clean Dean for all the laughs. Hide the rum. —*Dave Nichols*



COLUMBUS BIKE SHOW WINNERS SPECTATOR'S CLASS

Antique/Old-School Class

- 1st** — Gregory Hall, Middletown, OH —
1973 H-D Red Baron Sportster
2nd — Ken Carr, Shelby Twp, MI —
1963 H-D Panhead Duo Glide
3rd — Ron Cupp, Defiance, OH —
1974 H-D Sportster Chopper

Specialty Class

- 1st** — DD Customs, Lake Villa, IL — 2006 DD Punisher
2nd — John Ryle, Columbus, OH —
2004 Custom Softail Bagger
3rd — Arrgo Conley, Sandy Hook, KY —
1947 H-D Knucklehead

Modified Stock Class

- 1st** — Greg Becker, Dorset, OH — 2006 Panhead
2nd — Scott Dodge, Delaware, OH — 1997 H-D Softail
3rd — Rick Gore, Oregon, OH — 1999 H-D Night Train

Street Custom Class

- 1st** — Chris Pryor, Weirton, WV —
2003 H-D Hardtail
2nd — Rick Whitley, Tampa, FL —
2007 Pro-Street
3rd — Gary Payne, Waverly, OH —
2006 Custom Softail

Radical Custom Class

- 1st** — Ron T. Cupp, Defiance, OH —
1971 H-D Shovel Chopper
2nd — Eric Warren, Tampa, FL —
2003 EWD Cycles Chopper
3rd — Jeff Garvey, Parkersburg, WV —
1997 Radical H-D

Best of Show

- 1st** — Ron T. Cupp, Defiance, OH —
2007 Cupp's Customs Dragon
2nd — Tim Franks, Charlotte, NC —
2004 H-D Heritage Softail
3rd — Robert McKinney, Columbiana, OH —
2000 H-D Heritage Springer

JUDGED CLASS

Antique/Old-School Class

- 1st** — Bill Dodge, Bling, New Jersey —
1946 H-D Knucklehead
2nd — Devolution Cycles, Newport, MI —
1961 H-D Flathead
3rd — Sugarcreek MC, Spring Valley, OH —
1977 H-D Sportster Chopper

Specialty Class

- 1st** — Devolution Cycles, Newport, MI —
1951 Panhead Bobber
2nd — Bill Arth, Austinburg, OH —
1957 Sportster Chopper
3rd — Rick Montani, Greenfield, IN —
1974 H-D Bobber

Modified Stock Class

- 1st** — Rich Schweitzer, Dover, OH —
1960 H-D Panhead
2nd — Robert Smith, Oxford, MI —
2005 Road King Classic
3rd — Jon Kane, Hilliard, OH —
2002 H-D Sportster



Photos: Michael Farabaugh

Street Custom Class

- 1st** — Jeff Cochran, Miamitown, OH —
1979 Shovelhead Bobber
2nd — Billy Card, West Milton, OH —
1989 H-D custom Softail
3rd — Stan Fleming, Columbus, OH —
2004 Star V-Star 1100

Radical Custom Class

- 1st** — Independent Cycle East, Hanover, PA —
2006 I.C.E. Lo Life
2nd — Phil Passilla, Meadville, PA —
2006 Custom Hardtail
3rd — Daryl C. McCabe, Ypsilanti, MI —
2005 Special Construction Chopper

BEST DISPLAY

Daas Kemp, Massillon, OH — 2003 H-D Bone Softail

EDITOR'S CHOICE

Donny Loos, Miamitown, OH —
1980 H-D Shovelhead Speedster

BEST OF SHOW

- 1st** — Independent Cycle East, Hanover, PA —
2006 I.C.E. "Pirate" Bike
2nd — Terry Kohler, Cincinnati, OH —
2007 Carolina Custom Pro-Street
3rd — Steve "Brewdude" Garn, West Jefferson, NC —
1945 H-D Flathead

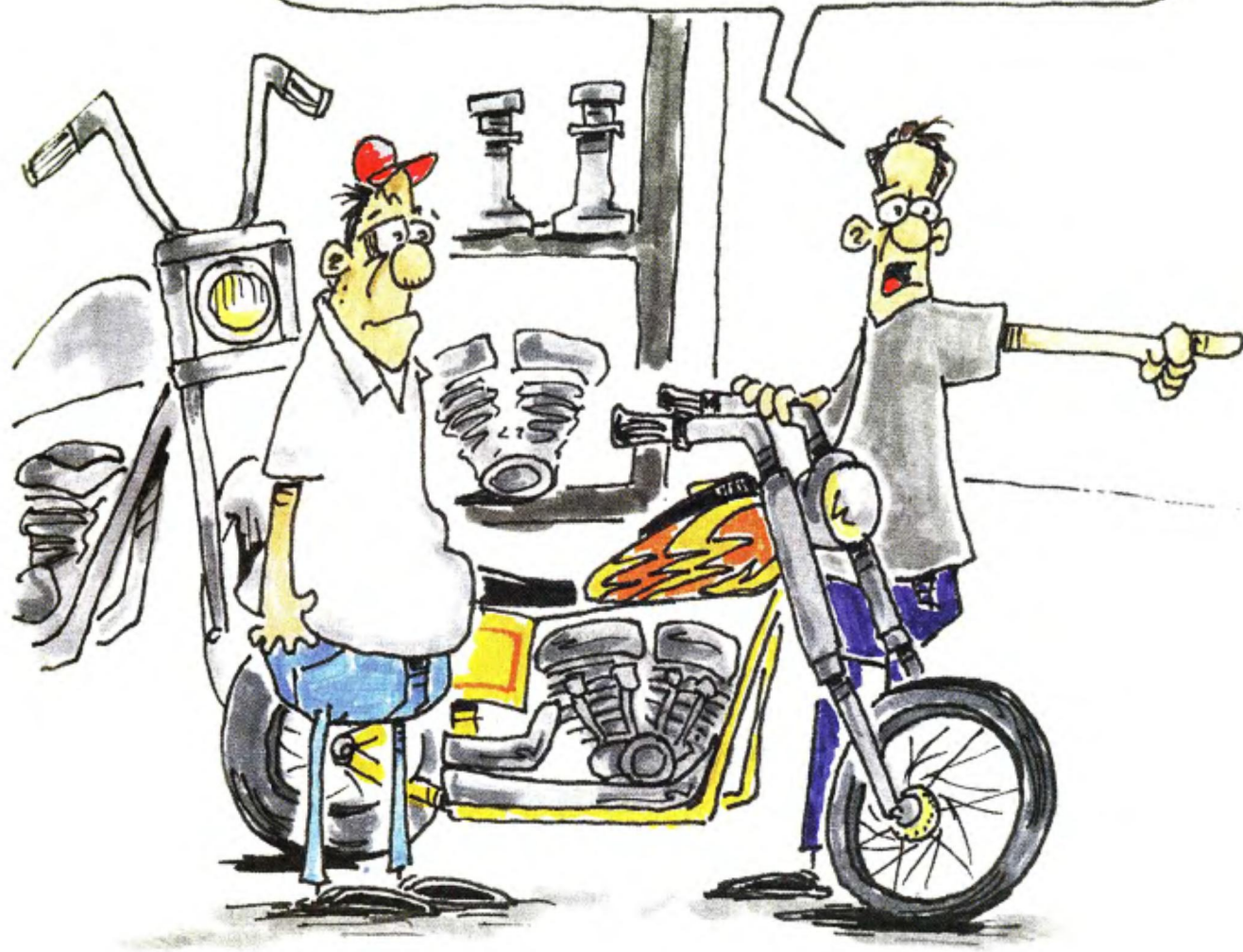
PRO CLASS (Listed alphabetically)

Pat Briggs, County Line Choppers, Phoenix, AZ
2006 County Line Rigid Shovelhead

Dave Kaye, Detroit Bros., Ferndale, MI
2006 Detroit Bros. Shovelhead

Jamie Strausser, Jamie's Customs, Waterford, WI
2007 Low Life Custom

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MY BIKE OVER THERE.



*rick
olson*

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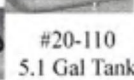
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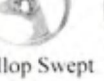
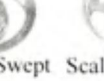
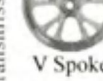
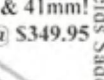
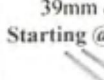
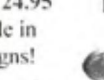
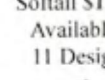
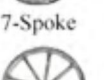
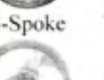
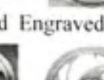
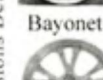
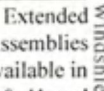
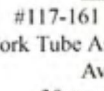
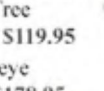
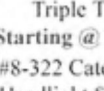
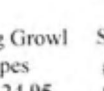
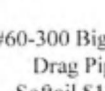
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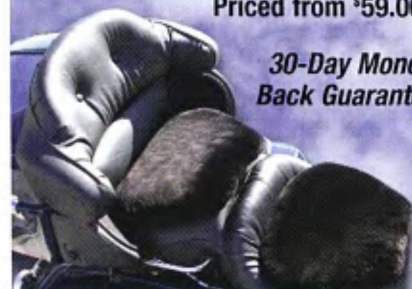
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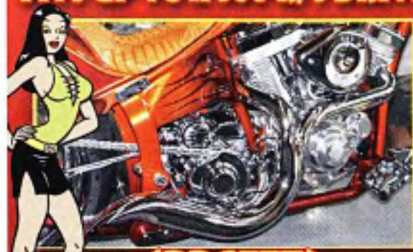
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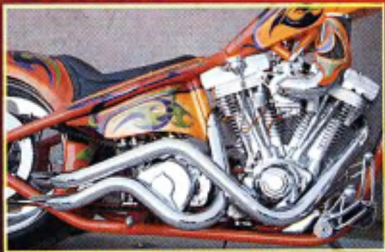
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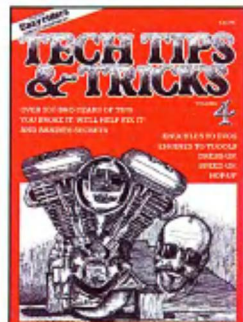


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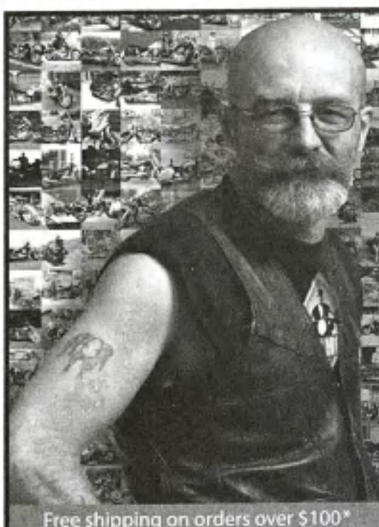
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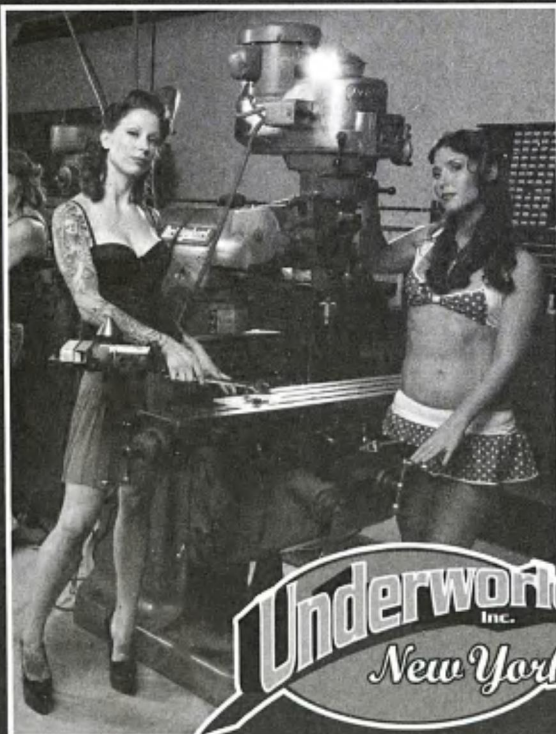
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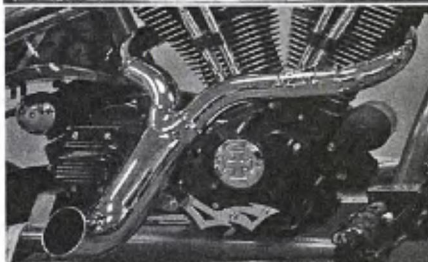
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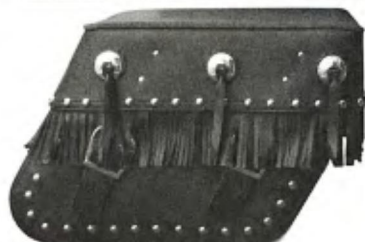
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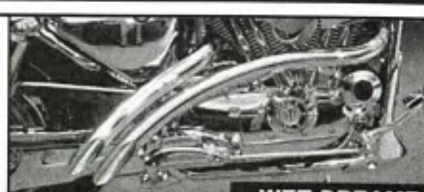
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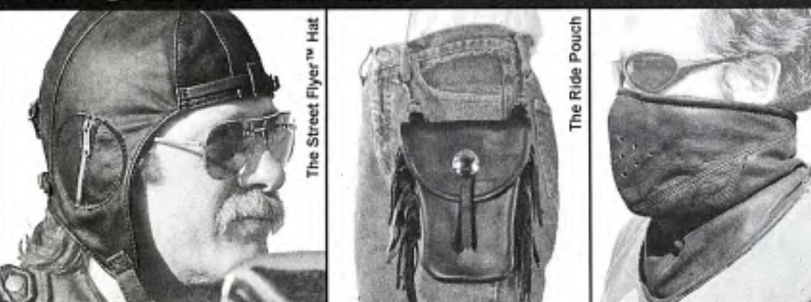
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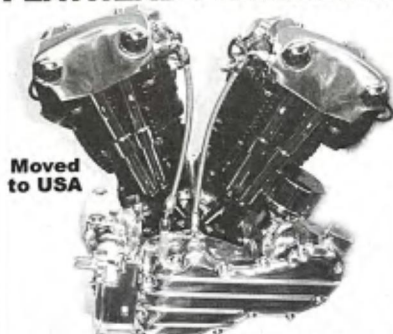
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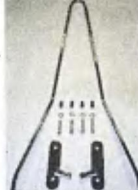
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RIP'S LEGACY LIVES ON **ONE BAD RIDE**

You know that old show biz axiom, "The smell of the greasement, the roar of the crowd?" Well, every year Southern California riders converge with a similar expression, "The roar of the Harleys, the smell of the crowd." Actually, most of the crowd that rides to Rip's B.A.D. Ride smell





like coconut suntan lotion since this event takes place in June of every year.

The idea is to raise a passel of money for Juvenile Diabetes while havin' a heluva party at the same time. It seems to work. This year will be the big 10th Annual B.A.D. Ride (standing for Bikers Against Diabetes). Our own roving reporter Rip Rose started this shindig a decade ago because he had diabetes and knew that this disease was kickin' America's butt. Rip bein' Rip, piled into the fray to fight this damned affliction tooth and nail. Though brother Rip passed away in 2000, his legacy lives on with this kickass charity ride.

Bikers start off from various Harley dealerships and other locations, becoming part of a massive escorted ride out to beautiful Oak Canyon Park in Orange County. It's a day-long party featuring a great barbecue lunch and the rousing sounds of the world's best biker band, the Fried Brothers. There's a vast array of aftermarket vendors, pretty girls, even stunt riders to check out.

Take a look at the photographic evidence from last year's run held June 11, 2006. The 9th Annual B.A.D. Ride was proof positive that bikers can have a good time and do good all at the same time. The American Diabetes Association



sponsors this run and is one of the highlights of the riding year for us here at *Easyriders*.

Did you know that over 18 million Americans have diabetes? An estimated 187,000 will die of the disease this year alone. Diabetes has reached epidemic proportions in our children because of diet, overeating and lack of exercise. The good news is that up to 50% of cases can be prevented by changing eating habits, losing 5% of body weight and exercising for a half an hour, three times a week.

In the last two years there have been incredible medical breakthroughs in the fight against diabetes, but this war ain't over yet. Be sure to join us for the 10th Annual Rip's B.A.D. Ride on Sunday, June 10. For more information, please visit www.ripsbadride.com. —Phantom



Photos: Kim Peterson

D-2'S



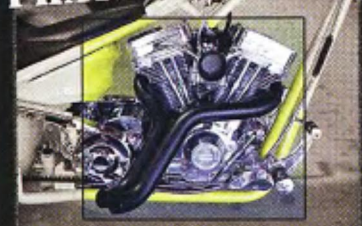
C-4'S



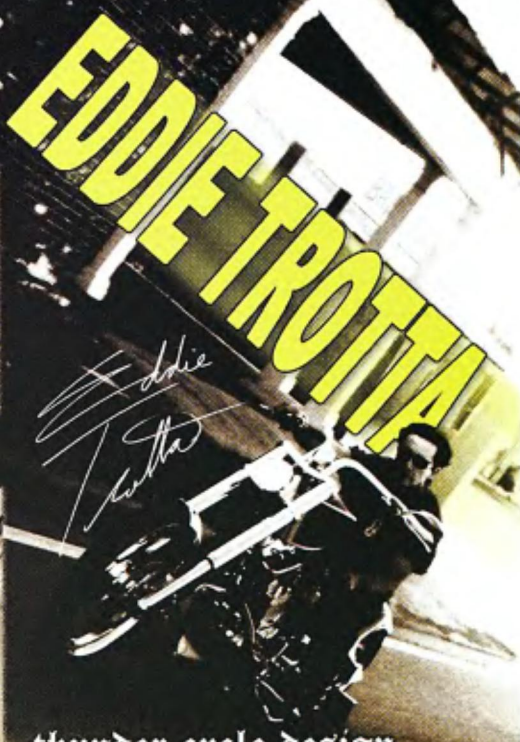
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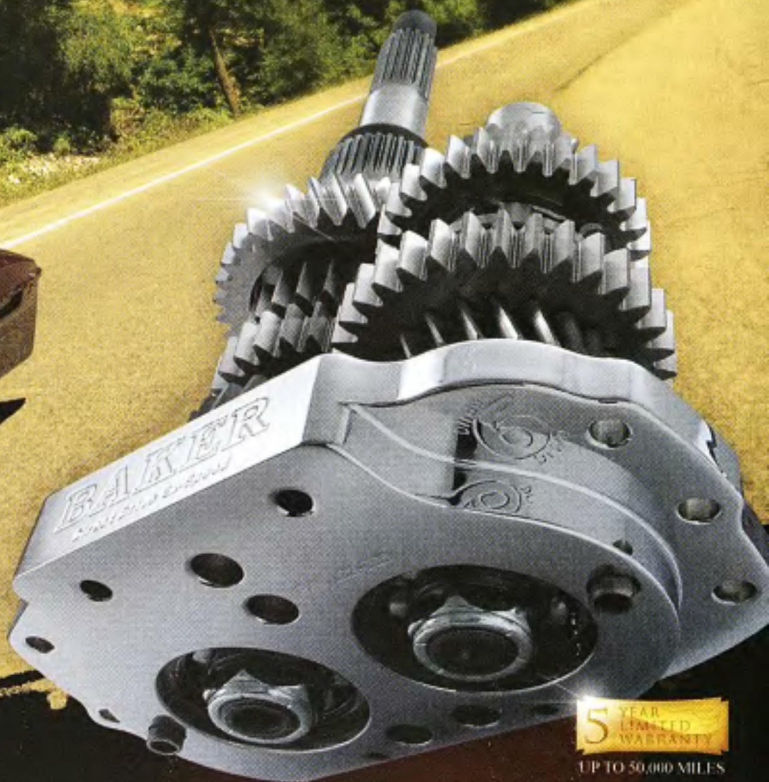
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You say you want to be in control? Then you need the right controls to be in control and your pals at *Easyriders* are here to give 'em to ya. Herein you'll find a pleasing plethora of various hand and foot controls by some

of today's best aftermarket companies. We're also throwing in the handlebars, grips, mirrors and such to finish up the job. Thanks to *Easyriders*, you'll be able to hang out at bars, get a grip and take control. You can't beat that. —Phantom

EASYRIDERS' GUIDE TO BARS, GRIPS & CONTROLS



BIG BEAR CHOPPERS FORWARD CONTROLS

Big Bear Choppers designed these controls for their winning *Biker*

Build-Off Athena bike. The drilled hot rod radius arms and the smooth bolt caps help make these units the new generation of foot controls. Notice the BBC branded brake reservoir tucked behind the peg and ends up next to the frame rail, which allows better ground clearance and a custom, cleaner look.

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



HARLEY-DAVIDSON FLAME HAND CONTROL LEVER KIT

The new Flame Hand Control

Lever Kit from Harley-Davidson Genuine Motor Accessories gives almost any later-model Harley-Davidson a hot custom look. The chrome-plated brake and clutch hand control levers feature an etched flame design across the surface from tip to grip. Flame Hand Control Lever Kit fits 1996-2003 XL models and 1996-later Dyna Softail and Touring models (\$139.95).

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

MR. CLEAN HANDLEBARS

Among the latest offerings from the shops of Grandeur Cycle is the clean bar setup they call "Mr. Clean." Available in polished stainless or raw steel, the bars are supplied complete with Grandeur's roller bearing internal throttle, stainless steel grips, and removable mirror mount. Also unique is the between bar housing that not only hides the supplied throttle cable, but becomes a place to conceal



fittings for a front/rear brake using a proportioning valve setup that allows the use of only your foot master cylinder to control both brakes.

Grandeur Cycle, 877-224-6975; www.grandeurcycle.com



GMA NEW MINI HAND CONTROLS

The GMA master cylinder is small in size, big in performance. It is available in a 5/8-inch bore to accommodate all GMA single disc brake applications. Smaller reservoir design with lower positioning equals a cleaner look. There is a matching cable clutch assembly for '88 and later models. They are made with the same quality you've come to expect from GMA, with a sleeker look. Parts are machined from 6061 billet aluminum and are available in both clear anodized and chrome finishes.

GMA Engineering Inc., 402-330-5105; www.gmabrakes.com

CUSTOM CYCLE ENGINEERING

Custom Cycle Engineering now has custom handlebar risers made for 1 1/4-inch diameter handlebars. They are fashioned from the classic round style glide risers that it has produced for years. The new risers come in three different heights.

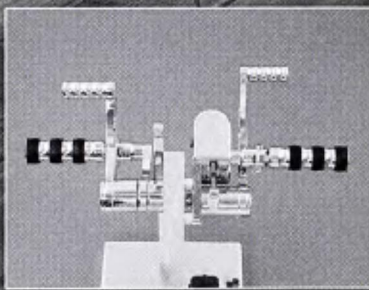
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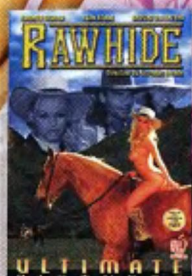
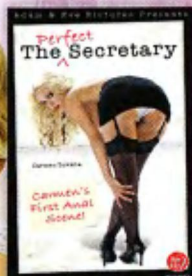
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The first size is a stock Dyna Wide Glide height of approximately 2 1/4-inch handle bar centerline. The other two heights are 4-inch and 6-inch handlebar centerline. Material is 6061-T6 aluminum and they are polished and chrome-plated.

Custom Cycle Engineering,
760-941-6487;
www.customcycleengineering.com



HOLLYWOOD BOBBER BARS

Paughco's new Hollywood Bobber Bars from Custom Chrome fit with a curved cross bar for added rigidity and that bobber effect. The bars are 1-inch in diameter and have 4-inch on-center mounting holes. Designed for use with Paughco and OEM springers, Hollywood Bobber Bars come finished in flawless Paughco chrome or gloss black and are designed for use with external control cables and custom headlight installations.

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



RUCKER PERFORMANCE THRASHER PULL-BACK BARS

Rucker Performance Thrasher Pull-Back Bars are mandrel bent from high-strength steel tubing and a paint or chrome finish option. They fit wide style triple trees for major manufacturers. All control cables are hidden and come with an installation kit, which includes handlebar bolt and bushing. Each Thrasher is designed with a round or rectangular Dakota Digital dash receptacle with a complete Dakota dash as an option. Special orders can be filled for custom bar lengths.

Rucker Performance, 817-838-3200;
www.ruckerperformance.com

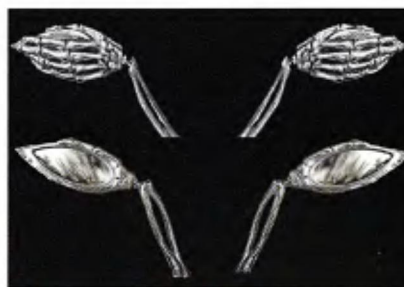
WIMMER GAUGE CUPS

Give your stock or custom bike a clean and custom look for mounting your critical instruments. Wimmer Cycle's line of



gauge cups are designed to mount to a variety of handlebar diameters. These gauge cups work with all popular gauges such as Dakota Digital and AutoMeter, to name a few. Once the appropriate size gauge cup has been selected, they are easily installed by drilling and tapping a 1/4-28 hole into the handlebar. Each gauge cup is finished to a beautiful chrome finish, and CNC-machined from billet aluminum. Other finishes are available upon request.

Wimmer Custom Cycle, 866-468-2925;
www.wimmermachine.com



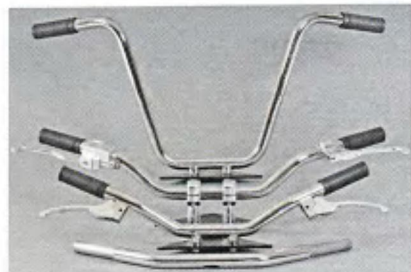
REAL HEADLIGHT COMPANY

Completely designed and produced in-house, these limited edition Skeleton Hand and Arm Bone Mirrors are made of quality 319 aluminum with extreme detail. Each is handcrafted, are made in the USA and features left and right hands holding a sleek cat eye shaped mirror in palm and a realistic forearm bone stem, with 5/16-inch female tap at base for easy mounting. Surface options include polished aluminum, triple chrome, and powdercoating.

Real Headlight Company, 888-451-7553;
www.realheadlight.com

EXILE FATBAR HANDLEBARS

These beefy Exile Fatbar 1 1/4-inch bars are available in four different styles from apes to dragbars. Each stainless steel bar blank is manufactured at Exile and is customized according your specs. Options include weld-on or traditional risers, internal throttle, twist clutch, sleek weld-on perches with aluminum levers, and traditional clamp-on clutch and brake controls. Each set may be polished,



ScotchBrite®d, or powdercoated in a variety of satin and gloss colors.

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

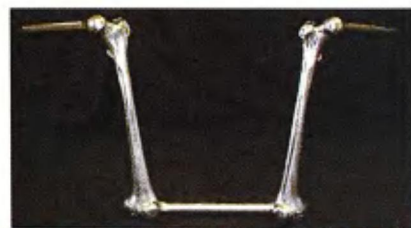


BARNETT THROTTLES AND LEVERS

Looking for a throttle or levers for an old-school

chopper or bobber you're building? Barnett Tool & Engineering, manufacturer of the world's finest clutches and cables, also manufactures throttles and levers. Barnett's chrome-plated steel clutch and brake levers are available for Big Twins and Sportsters through 1983. Barnett also offers a standard single pull throttle and a fast action dual pull throttle. Both throttles come with chrome-plated housings and are available for 7/8-inch or 1-inch handlebars. All Barnett products are made in the USA. To order, please contact your dealer.

Barnett Tool & Engineering, 805-642-9435; www.barnettclutches.com



THE CRYPT THIGHBARS HANDLEBARS

The Crypt Custom Cycles new highly detailed Thighbars handlebars feature detailed thighbones as the uprights and measure 16 inches tall, 33 inches wide, and have 8 inches of pullback. These bars are available in chrome or raw finish, or call for custom finishes. More exciting new parts will be available soon.

Crypt Custom Cycles, 334-705-0283; www.thecryptcycles.com

WEST COAST CHOPPERS FTW MIDS

The James Gang over in Long Beach has just introduced a mid-mount version of their way nasty FTW controls. Boasting

Revolutionary 4 INTO 1 PIPES

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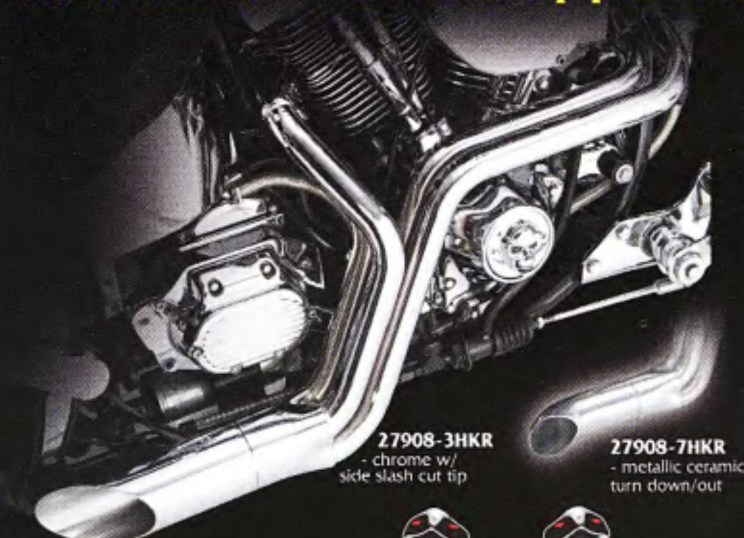
Never before has anything like this been done and definitely never mass produced - Hooker FourBidden series V-Twin headers! Hooker's heritage as the winningest header manufacturer in automotive drag racing history comes alive in these V-Twin headers. Developed in conjunction with bike builder Scott Hall at Corrupted Concepts, dyno testing of the FourBidden header added 13 HP* to a stock 2005 Softail! Hooker's experience in welding slamese 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

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®	27908-6HKKR
FourBidden 4into1, Silver (metallic ceramic), turn tip	Softail®	27908-7HKKR
FourBidden 4into1, Darkside (black ceramic), side slash cut tip	Softail®	27908-3DHKKR
FourBidden 4into1, Darkside (black ceramic), turn tip	Softail®	27908-5DHKKR

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

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the same extremely creepy appearance and US steel construction as the company's forward mount set up, these controls are designed for use with both BDL and Primo 3-inch open belt systems. Ripped and CNC-machined to precision tolerances for smooth transition and long life, there's no "foo-foo" polished billet whatever here. The Brembo master cylinder provides performance and a raw no BS appearance. Lock Jaw pegs are can be purchased separately for fitting to foot peg mounting hardware.

West Coast Choppers, 562-983-6666; www.westcoastchoppers.com



JX HAND CONTROLS

Controls with switches feature water-proof switches for brakes, turn signals, horns, and kill switch functions. They are available in show-chrome or deep black anodize finishes and master cylinder sizes 9/16-inch or 11/16-inch. They are designed with a bushing that doubles as a mirror shaft mount for an extra clean look or a stylish solid stainless steel pivot pin for non-mirror applications. Available with or without brake switches. Separate switch housings for turn signal, horn, start and kill functions available. Features a ball bearing-actuated Delrin piston for more precise feel and longer life. Installs on handlebar with integrated pinch clamp system to provide a trim and clean look.

Joker Machine, 909-613-0028; www.jokermachine.com

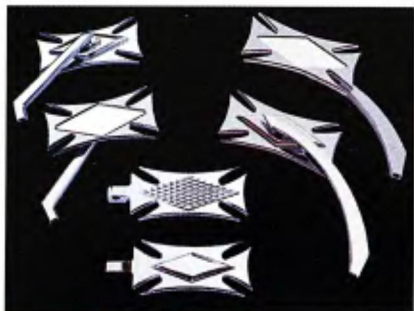
CCP SPORT BARS

Carolina Custom Products has unveiled their newest handlebar creation. Referred to as "sport bars" these new handlebars include 1 1/4-inch steel tubing for a fatter appearance and a superior feel. The base of the bars is encased in a billet shroud available in either a chrome or polished finish and houses



an optional Dakota Digital HLY-3012 mini-speedometer.

Carolina Custom Products, 704-592-2355; www.carolinacustomproducts.com



HOLLYWOOD CHOPPERZ

Hollywood Chopperz, Inc. line of mirrors and footpegs are fashioned after their logo. The products are milled from billet aluminum and triple plate show-chromed. Mirrors are available in both long and short stems. Check out their Web site for more custom parts and accessories.

Hollywood Chopperz, 909-877-9245; www.hollywoodcustomchoppers.com

CYRIL HUZE Z-BARS

New from Cyril Huze are totally cool Z-bars that you can ride because they are very comfortable. They measure: 8-inch center width, 30-inch wide, 5 1/2-inch pullback, with a 3-inch rise. They look bitchin' when used on a chopper or bobber with Cyril Huze full line of Spikee risers, grips, pegs, mirrors, gas caps etc. Available raw, or chrome-plated. Shown here with Cyril Huze risers and grips.

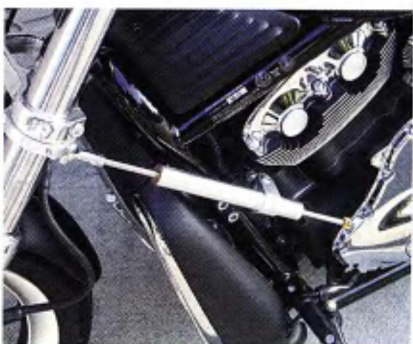
Cyril Huze Custom Inc., 561-392-5557; www.cyrilhuze.com



VENOM-FX

These custom handlebars are new from Vicious Cycle Works for raked and stretched customs. Handlebar components are CNC-milled after mandrel bending. TIG welded and fixture cooled for strength, the welds are blended for show. Finally a 5-stage mirror polishing is applied for a show-quality finish. They are constructed using 304 seamless stainless steel because of its corrosion-resistant properties and its ability to be polished to a mirror finish. The bars are drilled for wires and cables and will fit 42 to 50 plus degree raked and stretched customs.

Vicious Cycle Works, 724-662-0581; www.viciouscycleworks.us



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The latest addition to the Storz steering damper line is a complete bolt-on steering damper kit for Harley-Davidson V-Rods. The kit includes a racing quality, rebuildable Storz/Ceriani steering damper with 16-position adjustment for damping force. The damper mounts to the left-hand fork tube using a CNC-machined aluminum clamp. The damper is available in chrome or satin finish.

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



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Product Review

VICTORY VISION **A Preview Of Victory's** **Revolutionary Tourer**

With pomp and ceremony befitting the occasion, Victory Motorcycles unveiled to the motorcycle press its new vision of motorcycle touring's future, aptly entitled, the Vision, which will be available to the public in 2008.

For a couple of years now we've been hearing rumblings from Victory Motorcycles out of Medina, Minnesota, about their new luxury touring bike. They definitely needed one. In the last few years, as they rolled out the awesome Vegas, Kingpin and Jackpot lines, their old touring stalwart, the V92-TC just kept looking more and more like a relic of ancient history. It was a good functional bike but it's starkly basic styling had all the sex appeal of a Polio leg-brace.

Rather than just slap something together fast, the Victory crew did something very smart. They undertook a

massive two-year homework project that took them all across the country talking to every rider they could corral about what they were looking for in a modern American touring bike. They did focus groups, polls, showed sketches, poked, prodded, probably everything short of anal probes.

What they found is that folks wanted something entirely new for an American bagger. Not just another Harley clone but something with a style all its own—something more forward in design and radically different. What folks wanted was the ultimate in comfort, dependability, style and function. The Victory Vision is the culmination of all that research.

With American touring bike design firmly stuck in about 1955, it's high time someone had the guts to do something different. Victory scrapped everything retro and stomped boldly in the other direction. Part Euro, part Buck Rogers and 100% American V-twin, the Vision is staking its claim to a whole new territory

that an American motorcycle has not gone before. It's progressive styling beholds nothing to the past and everything to the future.

The Vision is built around Victory's powerful and bomb-proof Freedom V-twin motor, with EFI closed-loop fuel injection connected to a 6-speed tranny with true overdrive, so right out of the box it will pack the muscle to go the long haul. With two versions to choose from, the Tour model and the Street model, (essentially the same but without the tour pack), whatever style of touring you prefer they've got you covered.

With Victory's dedication to ergonomics, performance, functionality and rideability, one thing we know is it will be comfortable as hell and handle like a dream. Its 26.5-inch seat height makes it the lowest bike in its class giving new hope to every road-dog not nicknamed "Stretch." It also has oodles of storage space. Naturally, the Vision features a full array of onboard electronics from GPS





Photos: Victory Motorcycles

navigation to a premium sound system with MP3 support. One really cool feature is the windshield, which raises on the fly from just above the fairing to head-high with a push of a button on the handlebar. Very groovy.

The two Visions shown at the press preview were not available for the press to ride, but you can bet we'll grab some seat time at their "official" press ride in June and bring you a full report. We can't wait to get ahold of one of these babies and get it on the road. Looks like the 21st century is gonna be a gas. Bring it on.

—Steve "Beatnik" Werner

Victory Vision Street & Tour Preliminary Specifications

(Note: more specifications will be available after June 2007)

Final Drive: carbon reinforced belt

Rake/Trail: 29 degrees/5.4 inches

Front Tire Size: 130/70-18 radial

Rear Tire Size: 180/60-16 radial

Wheelbase: 65.7 inches

Width: 44.9 inches

Length: 104.9 inches (Victory Vision™ Tour) /

103.5 inches (Victory Vision™ Street)

Seat Height: 26.5 inches

Front Brake Type: dual-disc, 3 pistons per caliper, 300mm floating rotors

Rear Brake Type: single-disc, 2 pistons per caliper, 300mm floating rotor

Fuel Tank Capacity: 6 gallons

Total Storage Volume: 6750 cubic inches

(Victory Vision™ Tour) /

3370 cubic inches (Victory Vision™ Street)

Colors: Black, Super Steel Gray, Midnight Cherry



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ReadersRides

Guy Seaburn

Sharon, Pennsylvania

2001 Harley-Davidson Deuce

What a good guy Guy is! Despite his life-long passion for motorcycles, Guy, who is a single parent, gave it all up to raise his family. For an entire 15 years, he pretty much sacrificed his sanity and walked the straight and narrow, but now he finally sees the light at the end of the proverbial tunnel.

That's right, Guy's back in the saddle. Literally. Here's Guy's saddle and the iron horse that comes with it. Yes, it's a handmade saddle with extended front, covering the backbone all the way to the gas tank with a removable passenger backrest, commonly known as sissybar.

Guy's saddle is riding on a Deuce, albeit one that's anything but stock. "I began working on this bike to customize it for me!" Guy says emphatically, adding that due to finances and time constraints, it took him two years to get the whole thing finished.

But he's done a lot. Just look at it: there's the frame, extended 4 inches up and 6 inches in the backbone. There's the cut and widened swingarm to



handle the 200 tire and give Guy an extra three inches. Legroom, that is. There's the Vance & Hines Big radius exhaust, Kodlin High Flow air cleaner, the Crazy Car front fender and the custom-made strutless rear fender with the built-in license plate, brake light and turn signals.

Guy also molded everything as smooth as a baby's butt before giving his ride that crazy paintjob with the approximately 100 images: clouds, ghosts, devils, faces, etc. "It's all painted

by hand, no airbrush, and the images are hidden in the clouds," he says.

And just to make sure, he's also installed a hidden alarm and GPS so that even if he hasn't a clue where he might be, the bike always knows. Or is that the other way 'round?

Anyway, Guy's finished with his first bike and already hunkering down with a second one. "My plans are to build one for my son."

Life is good again for our guy, Guy.

—Tripper



Photos: Owner

Michael Scheel
Norwalk, Ohio
1996/2004 Custom Softail

Talk about the easy way out. "This is basically the bike I've always wanted to build, right down to the paintjob" says Michael, thereby causing visions of a sweat and grease covered guy with wrench in hand to crawl across our mental garage floor.

But the story is quite a different one. "It's a funny story," he chuckles emphatically. "I accidentally ran across it somewhere in North Carolina, and I decided that if I wasn't gonna buy it then, I was never gonna get it, 'cause I also drag race and stuff."

That's funny?

Of course not. The funny part happened earlier. "Well, last year, my wife wanted to stop into a local Harley shop and I thought, naw, I can't go in there," Michael laughs. "But there was this Screamin' Eagle V-Rod and that's what got the ball rolling. I got home and started looking on the internet and ran across this."

That's funny?

"Well, that's really the kind of bike I



always wanted to build and..."

Yeah, we know. Folks in Ohio seem to have a somewhat have a different sense of humor, I guess. But the bottom line really is that Michael, funny or not, was very happy with this bike and has only made some minor cosmetic changes, like covering the open primary and adding a chain guard and "those little chrome spike things that come off the axle." He also purchased a P-pad for when he goes riding with the wife.

The bike, Michael says, started life as

a '96 Softail, believe it or not, but the previous owner had it rebuilt with a Daytec frame with a 2-inch stretch and 35 degrees of rake and a whole bunch of other little delicacies. Nowadays, the 88-inch S&S Super Stock with Andrews cam, Crane Hi-4 ignition, and nitrous system puts an awesome 90 to 95 horses under Michael's rear end. I can just picture the missus holding on for dear life.

And that, finally, is funny!

—Tripper



Photos: Owner



Photo: Owner

Hal Weaver
Palm Bay, Florida
2001 Harley-Davidson Sportster

"Down here in Florida, we ride 364 days out of the year," says Hal, who owns this rambunctious little Sporty, admitting that "yeah, there's one day we gotta rest."

A lot of Hal's riding is to bike shows and soon after he bought his bike from a friend (about five years ago), he decided that he wanted to be more like the guys taking home trophies than the ones who just get a handshake and a warm thank you. "The first thing I thought of was going with the wide tire," says. "I did all the fabrication myself; in fact, I did the whole build, everything."

The only thing he left stock was the oil bag on the side of the bike. Hal cut the Harley frame, extended the original Wide Glide front end by 6 inches, added a 7-degree tree and chopped the back end off so he could attach the custom swingarm for the 240 rear tire. He also added the Samson Bone Shakers and the



oil cooler on the downtubes with the overflow tank underneath.

Cutting the frame lowered the bike by at least three inches, although the Progressive shocks helped that process a bit, too. Hal also fabricated the seat and had it skinned over and dyed black. "It's only about a 1/2-inch thick, so you need an iron butt when you ride it," he laughs.

But ride he does, and fast, although he didn't really do anything to the motor and runs it with a stock carb, plus a venturi. "I've had this thing up to 120 MPH on the

interstate," he laughs nervously.

Oops! I wasn't supposed to talk about that. You see, Hal works as a deputy sheriff and... Oh, he must have been in pursuit of a suspect, right! "That's right," he laughs. "I was chasing somebody at the time!"

Well, there you have it. It's all part of the job. And besides, this bit of knowledge might get me out of a jam one day, should I ever make it to that part of Florida where they ride 364 days a year...

—Tripper



Easyriders says.... "Why buy a truck?"



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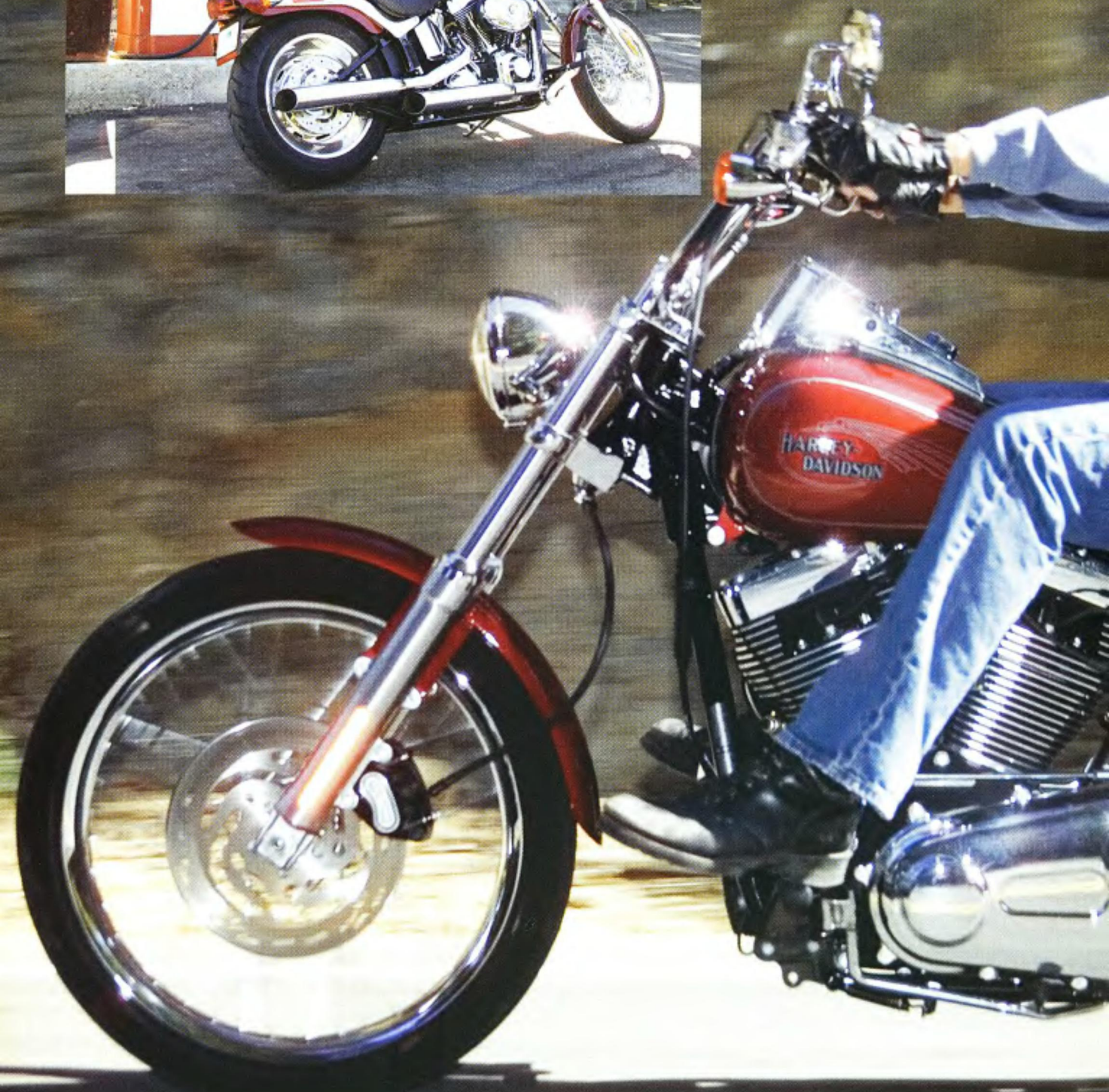
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2007 SCHEDULE

Jan	5-7	4th Annual Dyno-Drags 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, NC
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	15-19	Bike Week - Myrtle Beach, SC at the HB 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 Harley-Davidson - Lebanon, NH
June	22-24	Available
June	29-July 1	Spring Car & Bike Rally - Batesville, AR
July	5-7	Harley-Davidson - Dothan, AL
July	12-14	Ogemaw Hills Bike Week - West Branch, MI
July	17	Motorcyclenight - Lowell, MA
July	20-22	Bikefest - Carlisle, PA
July	27-29	Liberty Harley-Davidson - Boston Heights, OH
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 Harley-Davidson - New Berlin, WI
Aug	31-Sep 2	Abate of Minnesota - Litchfield, MN
Sept	7-9	Loess Hills Rally - Council Bluffs, IA
Sept	14-16	Latus Harley-Davidson - Galdstone, OR
Sept	19-23	Reno Harley-Davidson - Reno, NV
Sept	28-30	Bird of Prey Harley-Davidson - Caldwell, ID
Oct	6	Harley-Davidson of Atlanta, GA
Oct	13	Jim's Harley-Davidson - St. Petersburg, FL
Oct	17-21	Biketoberfest - Daytona Beach, FL
Oct	27	Shreveport Harley-Davidson - Shreveport, LA
Nov	3	Stone Mountain Harley-Davidson - Lilburn, GA
Nov	10-11	Space Coast Harley-Davidson - Palm Bay, FL
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





A man with long brown hair tied back and wearing sunglasses and a light blue button-down shirt is riding a red Harley-Davidson FXSTC motorcycle. The motorcycle is shown from a side profile, moving towards the left. The background is a blurred landscape, suggesting motion. The motorcycle has a black seat, chrome accents, and a large rear wheel.

Harley-Davidson's 2007 FXSTC

EASY RIDER STYLE

As if on a trip down memory highway, the Softail Custom takes the rider straight—without any detours—back to the heyday of motorcycle customizing. During those glorious times, which we call the '70s, all you needed was some rudimentary knowledge of mechanics and metal fabrication, a couple of six-packs, some likeminded friends and, most of the time, your ride would come out looking something like what you're seeing on these pages. It's easy to see why the

top brass at Harley called this bike their *Easy Rider*-style Softail when it was debuted at the national dealer meeting last year.

The folks at Harley know how to make their bikes look like they didn't just come out of someone's garage. For example, the bottom frame tubes actually run parallel to the ground. Harley is well-versed in handling technology and keeps the trail on this bike at a very manageable five inches, which gives the custom outstanding handleability.

Of course, 30-plus years of technological progress can make a big difference in other areas, too. This definitely is not your grandfather's driveline. The old 74-inch and 80-inch motors plus 4-speed trannies have been continually upgraded over the years and most recently replaced by a much smoother running, fuel-injected 96-cubic-inch mill and a far less clunky and much quieter 6-speed Cruise Drive transmission.

You won't find any tin primaries here, either. Totally redesigned, the drive and

its case now entail a new auto-adjust primary chain tensioner, which does away with the need for any manual adjustments. Consequently, the access door on the outer cover has also "disappeared," eliminating yet one more possibility for the bike to "mark its spot."

In order to keep with the styling of that much revered era, Harley decided to retain certain aspects, like the external oil lines, but it's really the nifty king/queen seat with its one-piece backrest that gives this bike its particularly





nostalgic charm. It is as plush and comfortable as it looks and once you swing your legs over it and rest your feet on the highway pegs, you can feel the past rushing right at you and, thanks to the lack of a windshield, hitting you right in the face.

But you don't care, because the ride is what you've come to expect from today's Harleys: smooth and easy, quite unlike what you might have experienced on those bone-rattling rigid frames of yore. The Softail's suspension

system has been around for a good 20 years now, which is plenty of time to have proved itself. Why, even the electrical system has long since been upgraded from the puny 6-volt variety of those good old days, which means you can run more than just your headlight.

The FXSTC, you could say, is the grown-up version of what many among us tried to accomplish on our own back then. As we've grown in girth and wisdom, the FXSTC has come just in time to let us relive the past with the technologically induced fervor with which we tend to cling to those good old days. It's a fair guess that once you swing a leg across the FXSTC and twist that throttle a bit, you too might take a deep breath.

You quickly find yourself shifting through the gears as you head out onto the open highway. "Yeah, that's exactly what it used to be like," you might think as your memories flicker across your mental screen like some classic biker movie starring you as Peter Fonda.

—Tripper



GENERAL

Fabrication: Harley-Davidson

Year: 2007

Model: FXSTC

Assembly: Harley-Davidson

ENGINE

Year/Model: 2007

Builder: Harley-Davidson

Ignition: Harley-Davidson

Displacement: 96 cubic inches

Bore & stroke: 3.75 x 4.38 inches

Torque: 87.9 ft. lbs. @ 2,750 rpm

Cam: Harley-Davidson

Fuel System: Electronic Sequential Port

Fuel Injection (ESPI)

Pipes: chrome, staggered shorty duals

Compression Ratio: 9.2:1

TRANSMISSION

Year: 2007

Gear Ratio (overall):

1st: 9.312

2nd: 6.421

3rd: 4.774

4th: 3.926

5th: 3.279

6th: 2.790

PAINTING

Color: two-tone black denim

FRAME

Type: Softail

Rake/Trail: 32.0 degrees/5 inches

ACCESSORIES

Handlebars: profile apehangers with bare knuckle risers

Gas tank: 5.0 gals.

Oil system: 3.0 quarts

Seat: button-tufted king/queen seat

Mirrors: Harley-Davidson

Grips: Harley-Davidson

Front End

Builder: Harley-Davidson

Instruments: redesigned gauges with enhanced features: electronic speedometer (tank-mounted) with odometer, clock on odometer; resettable trip meter, fuel gauge with low fuel warning light; low oil pressure indicator light; diagnostic readout; LED lights; 6-speed indicator light.

WHEELS FRONT

Type: chrome aluminum profile laced

Size: 21-inch

Tire: MH90-21 54H

Brakes: 4-piston

WHEELS REAR

Type: slotted, forged piston aluminum disc

Size: 17-inch

Tire: 200/55R17 78V

Brakes: 4-piston

Unique features: king/queen seat with new, integrated aluminum air-foil, one-piece chrome backrest; new 200mm rear tire; new chrome bullet head lamp; black powdercoated engine with chrome covers.

Photos: Rick Hustead

Coming At Ya

The July issue of *Easyriders* (No. 409) is hotter than a Polish grill on kielbasa night. Feast your eyes on Scott Long's latest shovelhead; a wild chop by Zach Parham; an old-school pan chopper by Angelo Delraso at Dickhead Choppers; a mind-blowing trike from Exile Cycles; and a silver pro-street scooter by Kim Suter of KC Creations. We'll also give you the skinny on Harley-Davidson's new CVO Dyna AND show you a crazy chop by Strip Club Choppers!



This issue brings you the most radical rides in the country as we visit the *Easyriders* Invitational Bike Show in Kansas City. We'll also ride to the Third Annual Indian Larry Block Party in beautiful Brooklyn and, out in the tech shed, we've got two big aftermarket guides; the latest brake components, and a passel of custom wheels.

On the newsstands we'll set yer loins afire with our 32-page separate magazine dedicated to the *Best Babes Of Easyriders*.

On sale June 5.



The April issue of *V-Twin* (No. 72) brings you all the coolest custom bikes from our Sacramento Bike Show. We'll show off the Top 10

Metric Cruiser Models for 2007, go Behind the Scenes at NYC Choppers and meet master builder Darrian Tefft. Check out the latest from Custom Dynamics and Wimmer Machine, get a real Guide to Myrtle Beach Bike Week as well as our Tool and Lubricants Guide. You'll also find 10 of the finest custom bike features ever to grace our pages. All this and more is just a short ride away at your local newsstand!

On sale now!

June's *Biker* is jammin' into summer! Dig Jay's 1986 Harley with hot li'l Lisa. Also, a prism gas tanked, 6-over, old-style, Sporty. Party hard at the Iowa Freedom Rally and more! On sale May 8.



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

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