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410 • August 2007

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**TEST RIDE:
BMC's Bobber 88**

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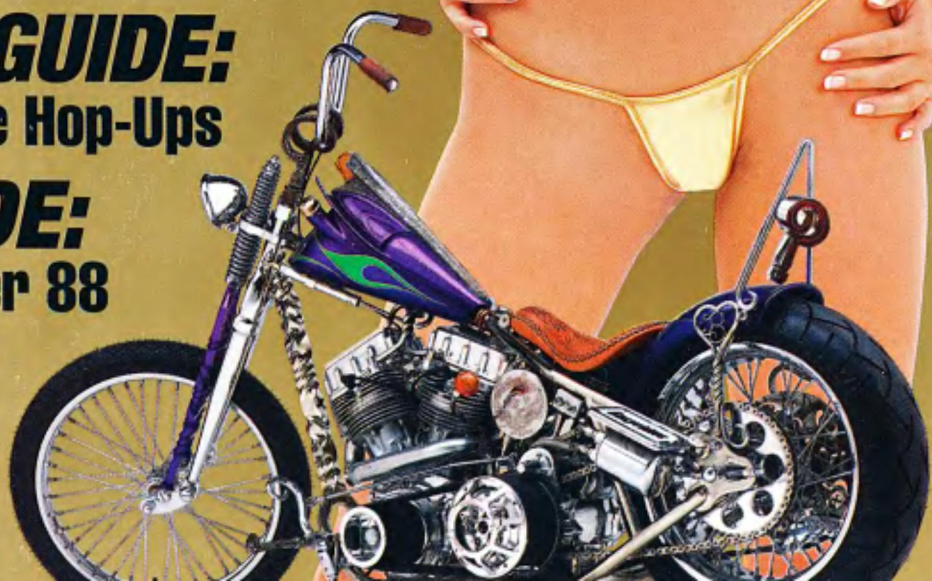
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**PLUS:
Aaron
Greene
Interview**

**Hot New
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**The 5th
Anti-
Laughlin
Run**

**INDIAN
LARRY
LEGACY
LOVE
ZOMBIE**



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Taking It Easy

A bunch of people called the police to report finding a pool of flabby red, orange and green stuff. So, because of fears of toxic waste, experts wearing chemical warfare suits closed the area for several hours. Upon close examination, the substance turned out to be **a pile of Jell-O** that a bunch of Germans had discarded after a wedding party. You just can't be too careful these days.

In England, the author of a book about World War I was told by the local government's tourist information center that it couldn't sell his book in its bookstore unless he could prove he had liability insurance. Now get this—it was not for potentially libelous passages, but in the event readers got **paper cuts** turning the pages. A spokesman said, "We have to cover every eventuality." Sheesh.

We keep reading or hearing in the news about female teachers who are **seducing their young male students**. Well, here's one for you to ponder. An 82-year-old woman pleaded guilty to having sex with an 11-year-old boy in her foster care. That's a very disturbing visual!

While remodeling a prison in London, Britain's Home Office mandated that because of Muslim inmates all the toilets were to be facing perpendicular to Mecca as they took care of their **bodily functions**.

Now here's a headline heard **on the radio in New York**—it's worth thinking about: "Son Gets Six Months Probation for Dismembering Mother." What?

This woman's car jumped a curb and knocked over a light post. She said it was because of "several old coffee cups" and "assorted pieces of trash" that might have accidentally fallen and hit the accelerator. When the police got there, they found the seats filled chest-high with trash. A photo showed the driver's seat uninhabitable and described the mess as **"mountains of trash"** that came down as an "avalanche" on her accelerator.

On the subject of cars, a guy wanted to remove the gasoline from his idle sports car to reduce the fire risk. He saw that some fluid had leaked onto the garage floor. He **wasn't sure if it was water or gasoline** so he lit a piece of paper and tossed it onto the puddle to find out. Guess what? The garage and part of his office next door were destroyed. Know what he said? "One word comes to mind: Dumb."

You want to live longer? Do time! Apparently, inmates in state prisons **die at a rate 20% slower** than people on the outside. And black inmates have a prison death rate that is less than half of those on the street.

Some worthwhile quotes from some worthwhile minds: "Cannot possibly attend first night. Will attend second, if there is one." (*Winston Churchill*) "He is not only dull himself, he is **the cause of dullness** in others." (*Samuel Johnson*) "He is simply a shiver looking for a spine to run up." (*Paul Keating*) "He has the attention span of a lightning bolt." (*Robert Redford*)

This one got us drooling: At a luxurious hotel in Bangkok, six master chefs from around the world were brought in to prepare the most exquisite dinner they could imagine for 40 specially-invited international gourmets who each paid \$25,000 for this most special meal. Here are some of the dishes: **Perigord truffles**, tartare of Kobe beef with imperial Beluga caviar and Belon oysters, crème brûlée of foie gras and 10 of the best wines of the 20th century. Hell, they better be the finest for 25 grand!

In Zimbabwe the inflation rate is *way* over the top (the dollars that bought a brick house with a pool and tennis court in 1990 would today only buy a single brick). But did that stop the president from celebrating his 83rd birthday? Oh no! The party was estimated to have cost the equivalent of about \$1.2 million. So the government, being a wise and thinking one, and in an **attempt to halt inflation**, passed a law declaring it illegal—the "it" being inflation.

Remember the cold war? Well, it seems that when we were vying with Russia on our superiority, there was a struggle between the two countries where scientists were rushing to perform **head transplants**. A Russian scientist working in secret in the 1950s, grafted the head and upper body of a puppy onto the neck of a large dog. Both the large dog and the puppy tolerated each other for four days before the puppy said screw it and up and died. Then, an American scientist transplanted a dog's brain into another dog's neck. Well, that didn't work either so both dogs said screw it and died. All I know is, this is one sick world.

Now here's a quick thinker. He was on trial for "torturing" an ex-girlfriend. He did acknowledge her severe burns but said it wasn't his fault. The two were having sex in a house with no heat so to warm himself up, he ran the flames of a lantern up and down his arm. He said his girlfriend wanted to be warm too, so he obliged and **flamed her up**.

A Chinese businessman went online to offer a job for a "substitute" mistress. He wanted to save his marriage and to do so he had to allow his wife to beat up his mistress. Consequently, he needed **a stand-in** to absorb the whipping to spare the real one—mistress, that is. It all sounds a bit convoluted to me.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 410 • AUGUST 2007

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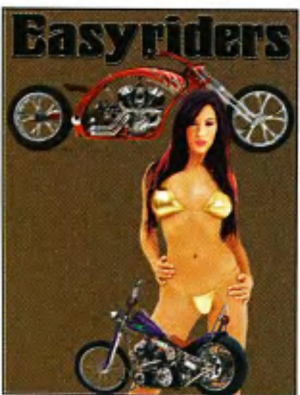
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Mike Pugliese's Knuckle Sandwich and
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Michael Lichter. Jaime shot by Rick
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The next liver-quiverin' issue goes on sale
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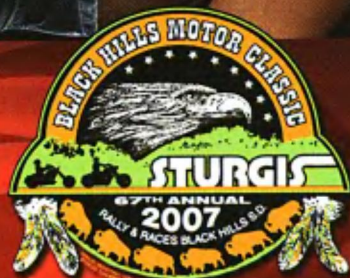
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Indian Larry

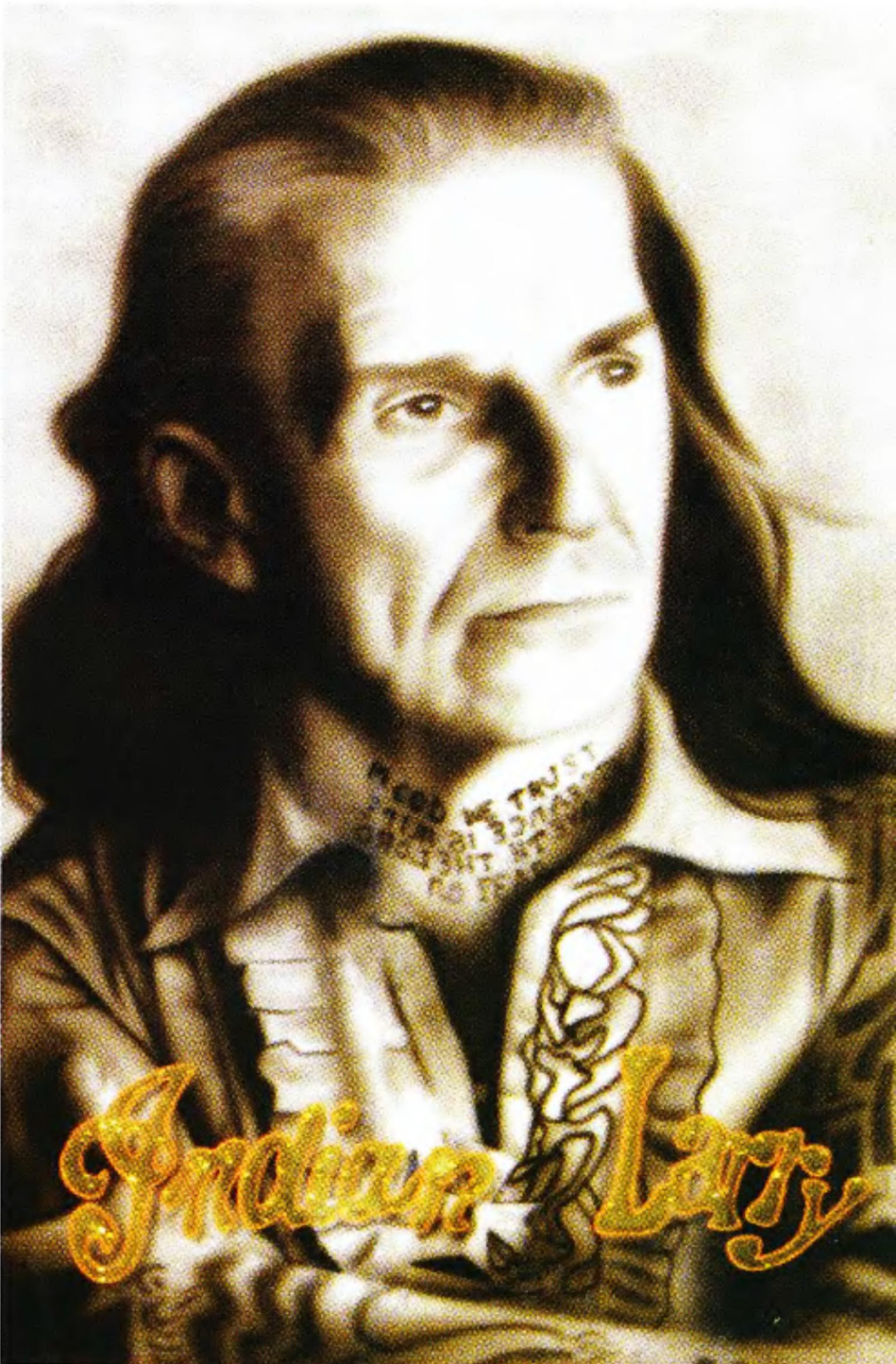
In 2005, at our State Fair, an Iowan artist named Shawn Palek did a painting of Indian Larry. When I walked into the room, it blew me away. He won the big prize. Of course, none of the judges even knew who Indian Larry was. I felt very

obliged to fill them in on what an outstanding, stand-up man Larry was.

Ken Bear
Nevada, Iowa

Trip From UK to Sturgis

Here's a photo (*next page*) of a very nice





young girl who decided she wanted to sit on my motorcycle after washing it at Sturgis this year.

I flew my gold painted V-Rod 2002 to Calgary and rode down through the Rockies to Yellowstone, up and over Beartooth Pass, etc., to Sturgis. From there down to Jackson Hole and up through Idaho and back to Calgary in three weeks (45,000 miles) and had a great time.

The best part of the trip was meeting biker folks again. When my back was to the wall and I had to fix my blown up super charger in Stanley, two amazing people took me in, fed me and gave me somewhere to stay the night (in the middle of nowhere). I love your spirit, patriotism and warmth of friendship—long live America!

John Snelgrove
England

A Reply

Reading the letters in the April '07 issue ("Nothin Like a Sucker Punch" by a dude from Florida) hit a chord in me. How do you qualify bikers? Is it by what they look

like, or if they are wearing sneakers or not?

I'm well into my 50s and have been around bikes my entire life. My dad started to ride with a 1945 Harley 45 surplus war model (WLA). My brothers and I have had most all Harley models since and I've had the pleasure of turning my sons onto the biking world. I've watched them feel the wind in their faces and the stress relief one can get from the ride at the end of a work day, along with the smells of the countryside on a great ride.

I wear sneakers and whatever pleases me, have no tattoos and have short hair and no whiskers. I don't look the biker type, but I've built more bikes than a lot of people will ever own.

I say to all people, before you try to be a biker, first be yourself—whoever you are. If you can't do that, you'll never be a biker. I can talk to a person for five minutes and know his or her knowledge and love of bikes. So what if a person hasn't ridden for a long time. It's easy to look the look. True bikers are themselves first.

Love your magazine and the fact that

you allow people to voice their opinions. Our differences are what defines us.

Schoney
Heppner, Oregon

Well said.

Reply To "The Lifestyle"

I like the Wordmonger letter entitled "The Lifestyle" (May '07 issue). This guy must be a real dumbass, fuckhead, yuppie prince. I'm glad he rides his V-Rod in tennis shoes and shorts. That way, when this dumbass wrecks his yuppie dickhead bike, he'll get to know the real lifestyle—road rash. I hope it has lots of gravel in it.

Guys like this need to quit reading *Easyriders* and go back to *Gentlemen's Quarterly* or *Forbes* where they belong.

Old Timer
Oklahoma

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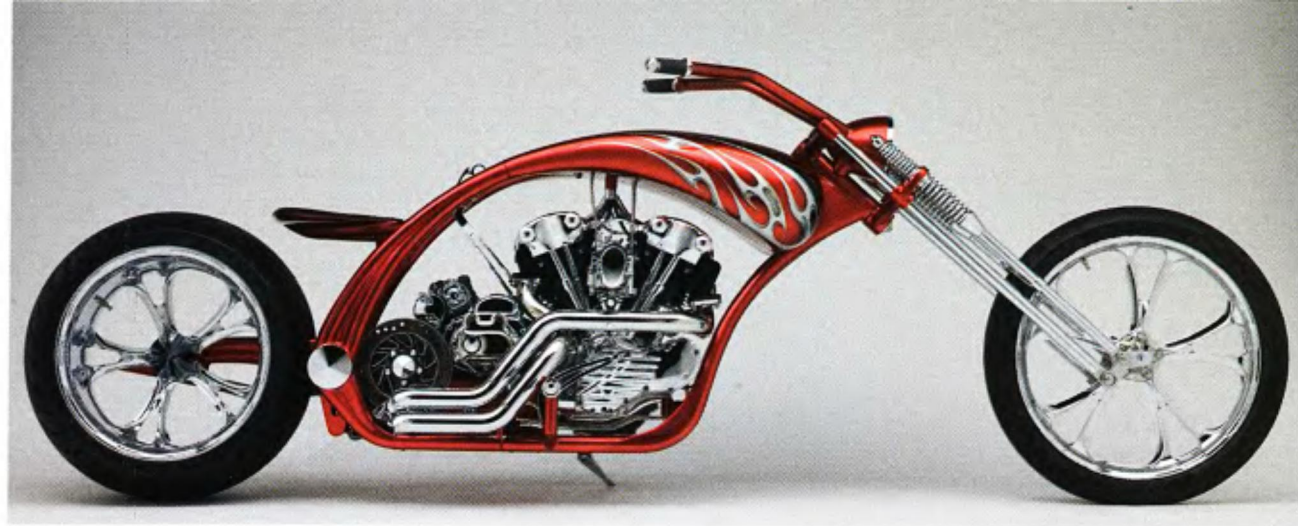
It Isn't Your Regular Scoot, Not By A Long Shot

Knuckle Sandwich!

Mike Pugliese isn't a pro builder, but he sure as hell could be. There's something over-the-top going on everywhere with this bike. For starters it has friction drive, and you read that right. There's a direct drive to the rear wheel with no chains or pulleys. The lone brake is in the middle of the bike, there's a single-sided swingarm, and just try to find the shocks. The transmission is raised way up, high-mounted with a specially made primary, making room to tuck all of the above into the bike.

Not too shabby for a guy who builds houses for a living. And Mike did everything in and on the bike himself: the frame, that friction drive, the front end, the sheet metal, all the controls, the grips, everything. And to make things even more mind boggling, all this happened in two months' time. Mike put it together on a tight schedule for the Heritage Rally. "It's just a hobby," he





says, "but I'm pretty passionate about it." No kidding.

There's innovation all over this bike, some of it already copied and marketed by others. That's all right with Mike. He's not in the business. "Just don't copy my houses," he figures. The goal here was a combo of old-school components slicked up and brought into the 21st Century. So there's the springer front end, a jockey shift and a knuckle-head engine. But all of that's been smoothed off and cleaned off for a more contemporary overall feel. Then we come to all those decidedly new-wave inclusions, the friction drive and centrally located brake. See its single 8-inch diameter rotor mounted on the friction drive? The single-sided swingarm, stylized frame tubes and the swoopy sheet metal melt into the frame. This is one

super-clean machine, made even more so with nothing cluttering the center or either wheel except, well...wheel. There's nothing up on the handlebars either. It's a foot clutch and foot brake with internal throttle control.

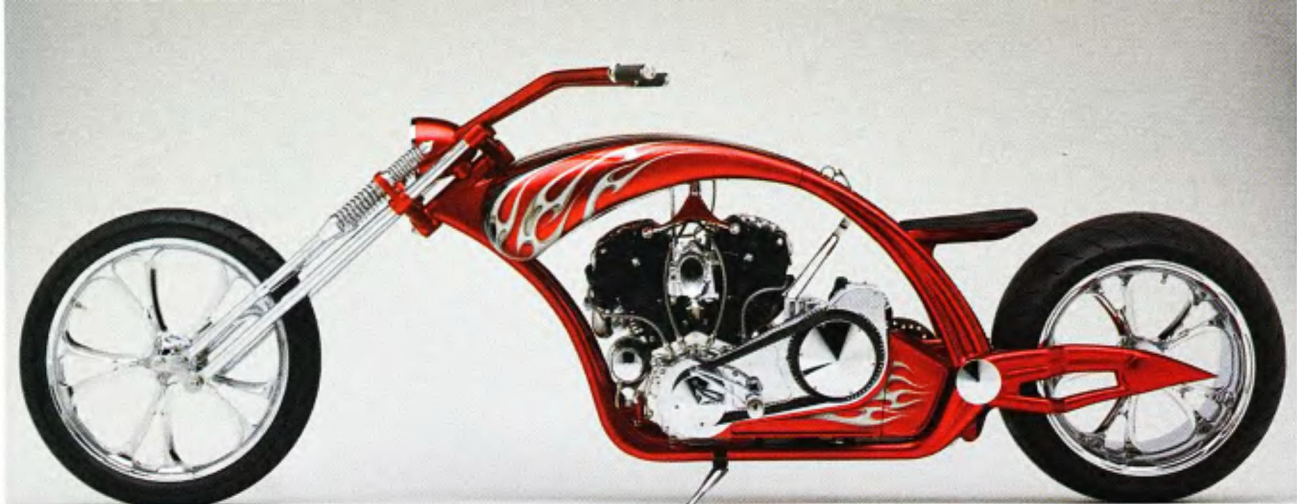
Mike did all this in the two-car garage behind his house. It's a pretty well-equipped little hobby shop. He has a tube bender, a Bridgeport mill, a lathe, a band saw, welding equipment, all the basic stuff. Nothing high tech, no CNCs or anything like that. He builds his bikes to full-scale drawings. He swipes a piece of sheet rock off one of his construction jobs and tacks it up on the shop wall. He'll then lay out the frame and the fenders and everything else and build his bike to match. He's been doing this for 15 years now, completing at least a dozen motorcycles to date. Wild ones

just like this. His efforts have won top honors at the Rat's Hole Bike Show three times.

Spend some time with this one, it's worth it. Take a look at how Mike did the headlight mount, how it wraps around the front end to become part of the top tree. Don't miss those tubular triple-trees, either and take note of how Mike sunk the taillight into the rear of the seat that hangs off the frame tube. And of course, carefully study that friction drive. It uses a specially coated aluminum drum on an eccentric to contact the rear tire. It was a trial and error process getting it right but Mike has it down. It'll do burnouts.

"I like coming up with stuff like this," Mike says. "Anyone can go to a catalog. I like to make what I need—make it different." And that he does. —Joe Kress





Owner: Mike Pugliese
City: Staten Island, New York

GENERAL

Designer: Mike Pugliese
Year/make: '05 Special Construction
Model: Knuckle Sandwich
Assembly: Mike Pugliese/Mike Cupelli
Time: 2 months
Chroming: S&H Plating

Engine

Year and make: 2005 Accurate Engineering
Displacement: 103 cubic inches
Cam: Accurate Engineering
Carb: S&S

Air filter: Mike Pugliese

Pipes: Mike Pugliese

TRANSMISSION

Year/make: 2005 Accessories Unlimited
Shifting: 6-speed

PAINTING

Painter: Mike Terwilliger
Color: Kandy Apple Red
Type: Xotic Colors

FRAME

Year/make: 2005 Mike Pugliese

Type: one-off

Rake: 48 degrees

Stretch: 6 inches

Shocks: Progressive Suspension

ACCESSORIES

Handlebars: Mike Pugliese

Hand controls: Mike Pugliese

Fenders: none

Headlight: CCI

Taillight: Lamberts

Pegs: Performance Machine

Foot controls: Performance Machine

Gas tank: Mike Pugliese

Oil tank: Mike Pugliese

Seat: High End

Grips: Performance Machine

FRONT END

Type: springer, 4 inches over

Builder: Mike Pugliese

WHEELS

Make: Performance Machine

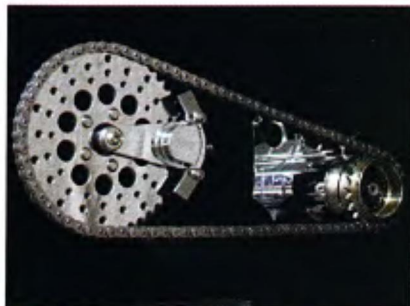
Size: 21-inch front/18-inch rear

Tires: Avon, 360 rear

Brakes: Performance Machine

Photos: Michael Lichter





630 Monster sprocket brake drive kit

The 630 Monster brake drive kit is for bikes with high-output motors and features a polished rotor with a chromed caliper body, a 630-pitch chain with a high-strength transmission sprocket and ARP high-strength polished stainless steel fasteners. It uses a stainless steel brake rotor that offers a large braking area, allowing use of brake pads already available in our industry. Retailing for \$1,395, this kit comes with frame mounting tabs, chain, front sprocket, retaining nut and everything you need to mount it.

Call 3Guyz Customs at 503-645-4898 with your questions.



HDW Apollo-series wheels

HDW presents a product line of Apollo wire wheels featuring seamless construction and smooth profile of the aluminum rim. Wheels are laced on a billet hub and have your choice of polished stainless steel or colored spokes. Wheels are available in 40-, 60-, 80-, 90-, 100-, and 120-spoke configurations.

Contact HDW at 818-887-9065 for more information or see them on the Web at www.hdwheels.com.

Slant cut Fuelie slip-ons

Bassani's Fuelie slip-on mufflers are fuel injection friendly and are compatible with '07 closed-loop fuel injection systems. The mufflers feature rugged, 16-gauge steel construction with a chrome



finish and 4-inch tips. Developed to enhance the appearance and performance of Road King, Road Glide and other dressers, these mufflers fit to your stock pipes using factory hardware. Suggested retail for the Fuelie slant cuts is \$419.

Visit www.bassanipipes.com or call 866-439-4287 for information.



Chopper Guys FL frames

Chopper Guys' stock replacement bagger frame for FL bikes features stock rake and stretch. It will fit a 130 to 150mm rear tire with optional 200mm fitment. The frame accepts all OEM parts, including: stock gas tanks and fenders; stock brackets, covers and accessories; all



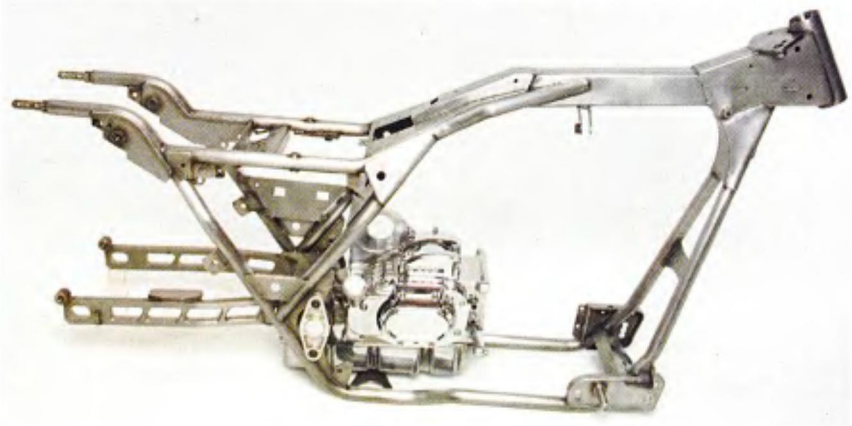
FL-series drivetrains; stock front end and stock or Chopper Guys custom billet swing-arm.

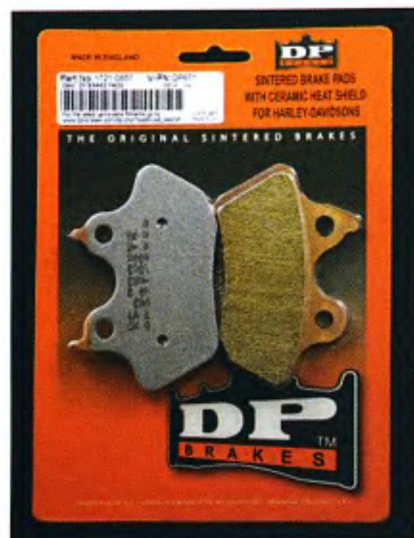
The manufacturer also offers the Fat Guy TCB frame. It shares some of the stock frame features but is modified to allow you to run a 200mm tire and still fit 90% of the stock parts and get service at any dealership.

Call Chopper Guys Biker Products, Inc. at 800-548-CHOP or see their Web site at www.chopperguys.com.

DP Brakes replacement H-D brake pads

DP Brakes' replacement brake pads for newer Harley-Davidsons are designed to provide significant improvement in





performance and durability. Says DP Brakes President Larry Mills, "You will experience fade-free performance under all conditions, plus the fact that all DP Brakes pads are quiet, dust free and non abusive to the rotors."

For more information on brake pads, shoes, rotors and clutch kits, call DP Brakes 716-681-8806, or visit them online at www.dp-brakes.com.

JIMS Powerglide II tappets for Twin Cams

JIMS Powerglide II tappets feature billet body, superior hydraulic unit, roller perpendicularity and a hand-honed hydraulic unit cavity. Total dynamic load capacities are increased by over 30%, Lubrication capacities for the hydraulic unit and valve train are increased by 10%

and lubrication capacities for the roller, cams and cam bearings are increased by 100% to maximize cooling. It is the only oil-fed axle in the motorcycle industry.

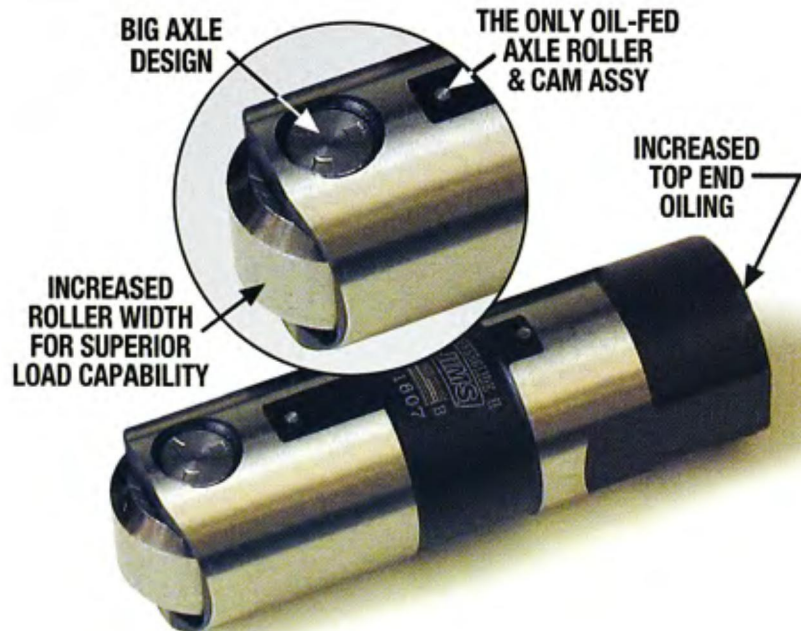
Call JIMS at 805-482-6913, or visit JIMS on the Web at www.jimsusa.com for more information.



This light is no carbon copy

Headwinds' new carbon fiber headlight features a lightweight housing that accommodates 5 3/4-inch SAE lamps, also available from Headwinds. The housing is made from pure carbon and is gel-coated for a glossy finish. The billet aluminum bracket and clamp ring are available either polished or chrome-plated. Made in the USA and easy-to-install, they fit most front ends.

Contact Headwinds at 626-359-8044 or go to www.headwinds.com for more information.



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Martin Bros Shock Waves pipes

Martin Bros Bikes' Shock Waves pipes are made to fit all Harley-Davidson Softail models with standard side drive. They come with removable baffles and heatshields and are available with O2 sensor bungs for '07 models.

Call 972-709-2552 for information or go to www.martinbrosbikes.com.

Mustang DayTripper Comfort

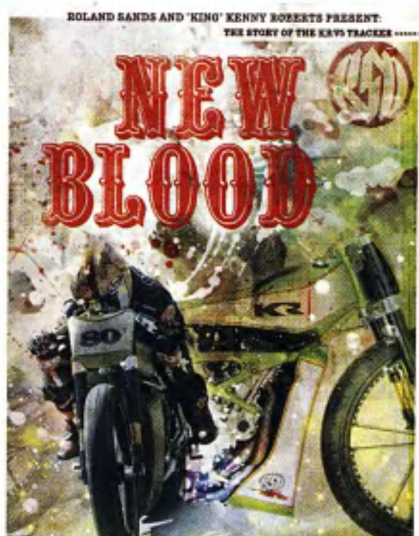
Mustang's DayTripper Comfort seat features detailed stitch work so it stands out

from the fray, while its soft, synthetic cover is highly durable. Shown here on a Softail, Mustang's DayTripper is also available for Deuce, Sportster, Dyna, Road King and FLHT/FLTR models and is priced from \$299 retail.

Contact Mustang at 800-243-1392 for information.

New Blood: Story of the KRV5 Tracker

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Of course I don't know who my baby's daddy is, silly. It's like eating a can of beans...you never know which one made you fart.



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When master builder Jerry Covington sold his 2005 Discovery Channel *Biker Build-Off* bike, he felt the need for a new green custom. While tradition says don't paint a bike green, Jerry's not one to follow anybody's custom bike rules but his own, so green it was. Green, as in the color of money and hence the bike's moniker, "A Fistful of Dollars."

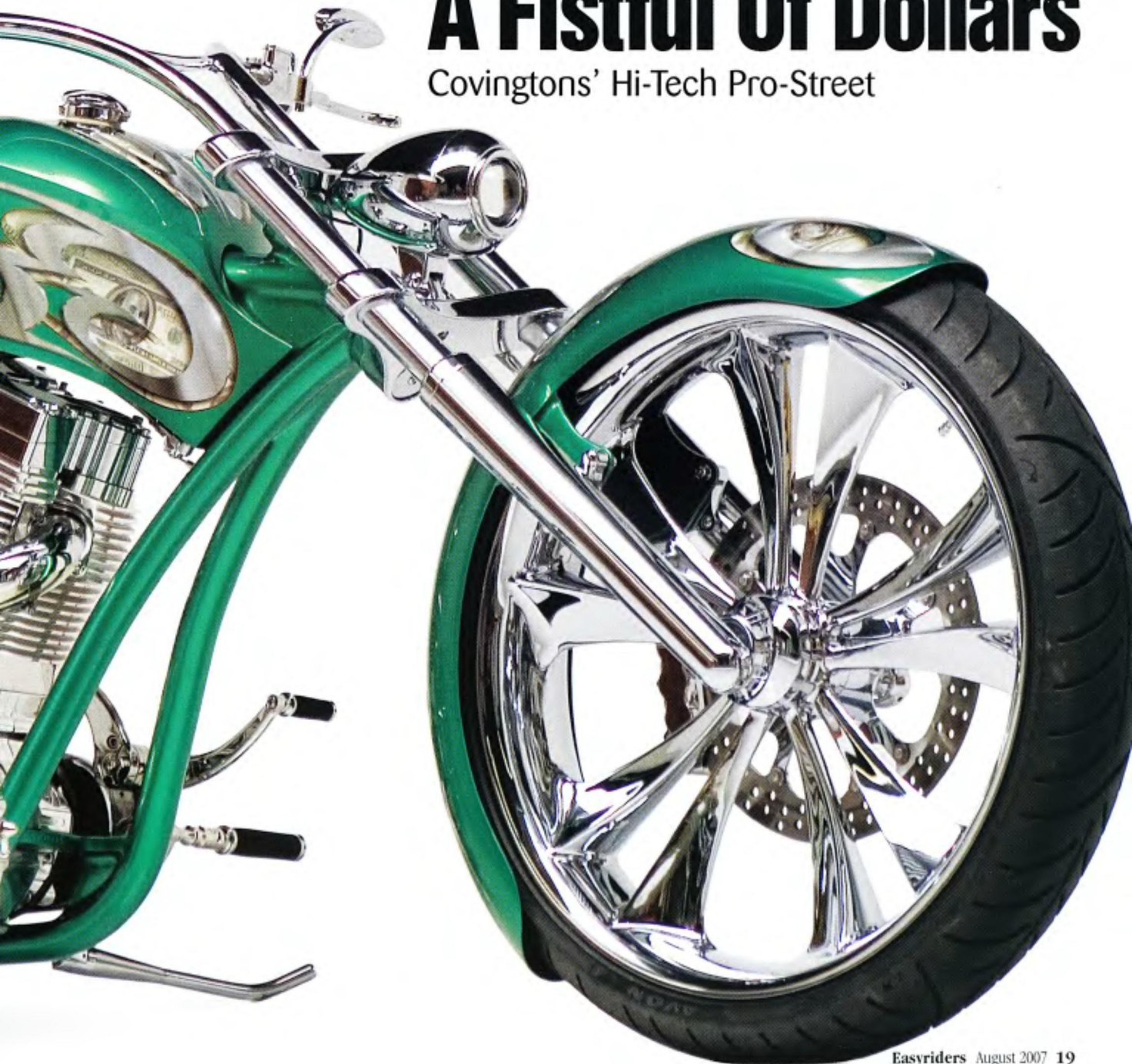
This scooter is similar to Covington's Discovery bike, which was also Jerry's personal rider and carries that bike's low and hi-tech look, the rest of the plan took a different route. According

to Jerry's talented bike building son, David, "While the Discovery bike used one of our frames, this bike was based around one of Rolling Thunder's frames with a single-sided swingarm. While we had used Enginuity's top ends before, this time we used one of their complete 120-inch motors. It has smooth, crisp acceleration and makes good horsepower."

Also showcased on the bike are a set of chromed three-dimensional Metal Motorsport wheels with a 23 inch on the front which imparts a way different

A Fistful Of Dollars

Covingtons' Hi-Tech Pro-Street



look for the bike. "We also added one of those new JayBrake trans brakes where it sits on the transmission sprocket. It does work pretty good," says David. "As far as handling, with the 23-inch wheel, it's a little different and we had to add more rake in our trees to make the trail right. But because of the larger diameter, it's pretty smooth and you hardly feel the road bumps."

As for the paintjob, David laughs and says, "We always paint them green. It's my Dad's favorite color for custom bikes and we were trying to get close to the candy green on his last bike." While the

Covingtons have their own bodyshop and paint booth, they flew in someone very special for this job. The airbrushed graphics were created by an artist known primarily for creating show-winning custom paint on cars and trucks, Charles Armstrong. "He spent 235 hours on it. No stencils and all done by hand," says David. "He started working in the morning and on into the evening every day. He just sat there with a \$100 bill taped to the bike as a model and went at it. If there was the smallest mistake, he'd wipe it all off and start again."

Finished just in time to be displayed at





Michael Lichter's motorcycle museum show in Sturgis, the bike garnered more than its share of attention, thanks to both its hi-tech look and Fistful of Dollars paintjob. David Covington says, "While my Dad's trying to keep it, the right fist full of green stuff will probably take it home. Then we'll just have to build another green bike."

While the old superstition that green bikes are bad luck has fallen by the wayside these days, it sure seems that green bikes are bringing Covington's great good luck.

—Paul Garson



Owner: Jerry Covington

GENERAL

Designer: Covingtons Cycle City
 Fabrication: Covingtons Cycle City
 Year and make: 2006 CCC
 Model: Fistful of Dollars
 Assembly: Covingtons Cycle City
 Time: 2 months
 Chroming: Chrome Masters

ENGINE

Year: 2006
 Model: Enginuity
 Ignition: Crane
 Displacement: 120 cubic inches
 Lower end: Enginuity
 Balancing: Enginuity
 Heads: Enginuity
 Cam: Enginuity

Carb(s): Mikuni 45mm
 Air cleaner: Goldammer
 Pipes: Covingtons Cycle City
 Transmission: Baker 6-speed
 Modifications: Baker top w/JayBrake trans brake
 Shifting: foot

PAINTING

Painter: Charles Armstrong
 Color/type: Indy Green/PPG
 Special paint: green, silver, money

FRAME

Year: 2006
 Builder: Rolling Thunder
 Type: single-sided
 Rake: 44 degrees
 Stretch: 6 inches
 Shocks: Legend Air Ride

ACCESSORIES

Bars: Covingtons Cycle City
 Handlebar controls: PM
 Fenders: Fat Katz/Covingtons Cycle City
 Headlight: Arlen Ness
 Taillight: Lazer Star
 Mirrors: none
 Speedo: Autometer
 Front pegs: Performance Machine
 Rear pegs: none
 Electrics: Covingtons Cycle City
 Gas tank: Covingtons Cycle City
 Oil tank: modified Rolling Thunder
 Oil system: Enginuity
 Seat: Tony Manuel
 Grips: hang on

FORKS

Type: 44mm
 Extension: 3 inches under
 Builder: Covingtons Cycle City/Perse

WHEELS

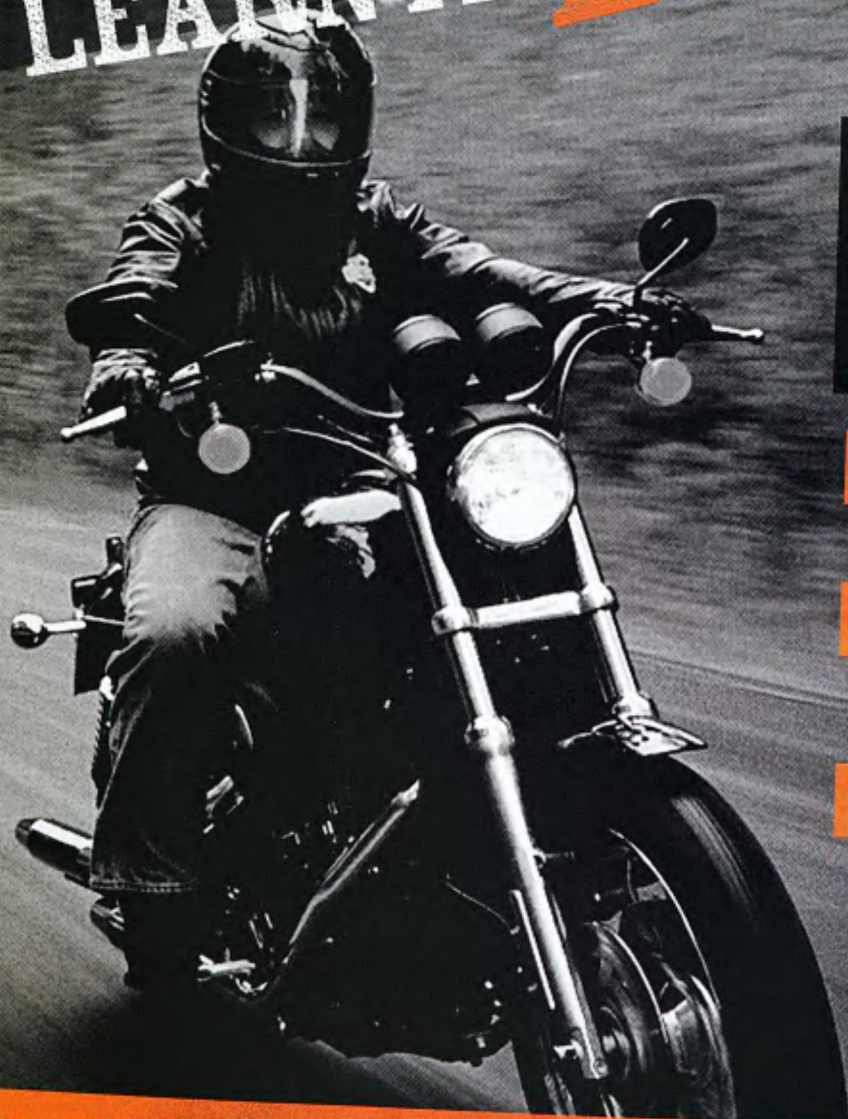
Size: 23-inch front/18-inch rear
 Wheel: Metal Motorsport
 Tire: Avon
 Brake: PM front; JayBrake trans brake rear

Photographer: Darryl Briggs
 Contact: Covingtons Cycle City
 580-256-2939

www.covingtonscyclecity.com



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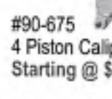


7-Spoke

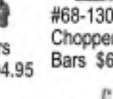
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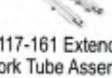
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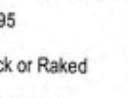
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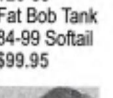
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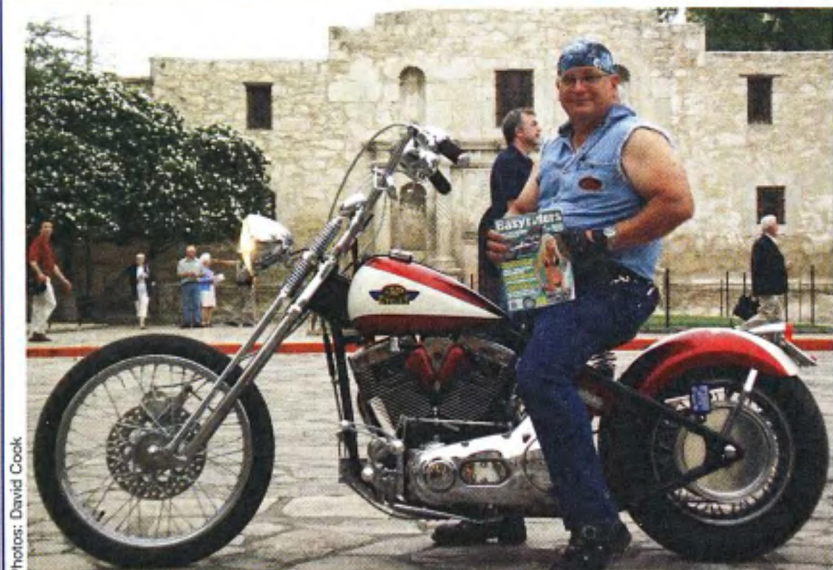
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Photos: David Cook

David Cook Of Texas

J&P CYCLE BUILD-A-BIKE WINNER

Is this a joke?" David Cook of San Antonio, Texas, stood with his cell phone in his ear, figuring one of his friends was playing a cruel prank on him.

"Nope, it's no joke," said *Easyriders* Circulation Manager, Gudy Carver. You won the J&P Cycle/*Easyriders* Build-a-Bike."

"You're kidding me, right?" David stammered into the phone. "You're pullin' my leg."

"Uh, maybe you should sit down," Gudy chuckled. "You just won a motorcycle from *Easyriders*."

David did sit down. It was the week of his birthday when Gudy gave him the good news. What a birthday present. "Oh my gosh, I won?"

As many of you faithful readers know, every year *Easyriders* and J&P Cycle put together a cool custom bike and give it away to a lucky *Easyriders*



reader. This time around, it was David Cook's turn to be the winner of this amazing scooter. David's everyday ride is a 2005 Heritage Softail. He also owns a 2005 Buell that his son, Chris, rides and a 1981 Yamaha 250 that his wife, Linda, is learning to ride. So we've got ourselves a righteous biker family here.

See, David is proof that somebody has to win our J&P Cycle Build-a-Bike and this year it might just be you! That's right, it's time to crank this give-away up once again. Check out future issues of *Easyriders* for details and watch every month as we build your new bike. You'll find all the rules and regulations on how to enter and win in the J&P Cycle ad coming soon right here in the world's best biker rag, *Easyriders*.

—Phantom Dave

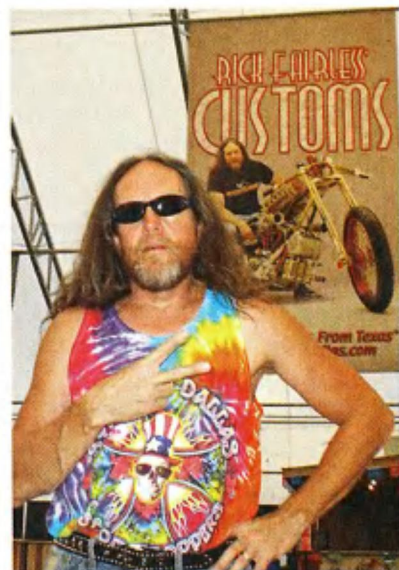


Photo: Stokers Dallas

STURGIS 2007

RICK FAIRLESS AND THUNDER ROAD TEAM UP AGAIN

Rick Fairless will once again take over Thunder Road with his annual Stokers Sturgis set-up during the 2007 Sturgis Motorcycle Rally. Mimicking his dealership/bar & grill combination in Dallas, Stokers Sturgis will have plenty of Fairless' famous "Bikes, Babes and Beer" to last through the week.

The permanent fixture located inside the Thunderdome includes a stage with live music, a full bar, the Stokers Sturgis store, lots of picnic tables and chairs, beer tubs and plenty of custom motorcycles to keep the crowds entertained all week.

This year the Thunderdome will host several bike shows throughout the week. Sunday will kick off the week with the Feel the Thunder race bike show. Monday will continue with *The*

CONTINUED NEXT PAGE

Rick Fairless And Thunder Road CONTINUED

Horse/Backstreet Chopper Sturgis Invasion Bike Show followed on Tuesday by the 5th Annual Metzeler Sturgis V-twin Custom Bike Contest. On Wednesday will be the Sculptures in Steel Bike Show with the Rat's Hole Custom Bike Show on Thursday. Friday will close out the week with Trike Wars: the Power of Three Trike Show.

The Thunderdome has free parking and Glencoe campers enjoy free admission to all events. All non-campers will have to pay the \$5 entry fee.

Rick Fairless also shares the Thunderdome with other Sturgis Bike Week favorites. Motorcycle photography legend, Michael Lichter, will set-up his Motorcycles-as-Art Exhibit *One World*, and Miss Sturgis will be on hand signing autographs and taking pictures all week.

—*Lucky Chump*

Coast To Coast**Biker News****MOTORCYCLE FATALITY SURGE RE-NEWS NATIONAL HELMET DEBATE:**

The debate over whether the nation's nearly 6 million motorcycle riders should, by law, be required to wear helmets is nothing new, but a decade long rise in both registrations and fatalities has rekindled interest in helmet laws, according to two major news outlets: *ABC News* and *USA Today*.

In 1995, Congress repealed a nationwide helmet law mandate and in the ensuing decade, motorcycle fatalities more than doubled, from 2,227 in 1995 to 4,553 in 2005. And while it's true there are significantly more bikes on the road, also nearly doubling from 3,727,738 in 1995 to 6,183,596 in 2005, according to the National Highway Traffic Safety Administration the overall fatality rate has increased by nearly 13%.

Helmet law advocates claim that one-sided, well-organized lobbying at the state level—where for now, this issue is primarily legislated—has largely hampered the creation of new helmet laws or the strengthening of existing ones. Of the 50 states, only 20 maintain helmet laws for all riders, while 27 require helmets for select rider groups, typically those under 18 years old. The states of Colorado, Illinois and Iowa currently have nohelmet laws.

"It's pretty much a single-issue lobby," Barbara Harsha, executive director of the Governors Highway Safety Association, told *ABC News*. "They're very well-organized and they've become very adept at working state legislatures."

But sparked by rising fatality statistics and last year's crash of NFL star Ben Roethlisberger, lawmakers in eight states are pushing for new motorcycle helmet laws, and helmet-law proponents told *USA Today* that it's been a tough fight—bills have already been defeated in six of those states: Arkansas, Colorado, Iowa, Kansas, Montana, and Oklahoma. After he introduced Delaware's first mandatory-helmet bill in more than 20 years on March 14, State Rep. Gary Simpson received e-mails from people vowing to campaign against his re-election. "It's a very strong lobby," Simpson said.

In Oklahoma, according to Tiger Mike Revere, state coordinator for ABATE of Oklahoma and member of the NCOM board of directors, the helmet law was not only defeated, but the bill's author, Rep. Skye McNeil, attended the Confederation of Clubs meeting and apologized for submitting such a bill, affirming that she will never again propose a helmet law and pledged to work together with the riding community on issues to improve motorcycling.

Meanwhile, some bikers' rights advocates are working on legislation to repeal or modify their state's helmet laws. SB 1511 has passed the Tennessee Senate and would roll back the mandatory motorcycle helmet law for adults 21 and older. Likewise, SB 255 in Missouri would allow freedom of choice for riders 21 and older, citing the fact that six of the eight states surrounding Missouri do not require adult helmet usage.

FLORIDA ECONOMIC IMPACT STUDY:

Released April 5, by ABATE of Florida, Inc., the following is an economic impact study done for the first six years, 10 months of Florida's amended helmet law. Motorcycle registration figures are compiled from statistics of the Florida Department of Highway Safety and Motor Vehicles. The fees come from the license registration bureau. From 1999 to April 2007, motorcycle registrations in Florida increased from 198,601 to 509,036; an increase of approximately 157%, and it is rising. The following is

the estimated revenue generated from the registration and bike purchases:

- *310,435 motorcycles* at an average of \$10,000 each = \$3,104,350,000.
- *Sales Tax* at 6% = \$186,626,100.
- *Registration fee* for motorcycles at \$26.40 = \$8,226,528.
- *Change of title* at \$29.75 = \$9,235,441.
- *Buy Tag* at \$10.00 = \$3,104,350.
- TOTAL = \$3,311,343,419**

"This is over \$3 billion in almost seven years that has been brought into Florida's economy. Over \$200 million in taxes alone went into the Florida State Treasury," said James "Doc" Reichenbach II, state director of ABATE of Florida, Inc., and chairman of the board for NCOM.

Doc also points out that this does not include the almost \$4 billion put into the economy from Bike Week and Biketoberfest over the same period.

Registration is annual, so it would increase with each year. There are also over 800,000 people with motorcycle endorsements in Florida and that is \$5 per renewal.

"I hope these figures will help anyone who has heard that Florida motorcyclists don't pay their fair share," concluded Doc.

MICHIGAN MUNICIPALITY RESCINDS MOTORCYCLE BAN:

The Oak Park City Council has unanimously repealed an anti-motorcycle ordinance prohibiting motorcyclists from riding on residential streets between 10 p.m. and 6 a.m.

ABATE of Michigan became aware of this ordinance when one of its members, Oak Park resident David Dolinski, contacted the organization and complained about signs being posted advising of the ordinance. ABATE authorized its attorney, Lawrence S. Katkowsky of Bingham Farms, to look into the matter. Mr. Katkowsky, who also serves as the Aid to Injured Motorcyclists Attorney for Michigan and is legal adviser to the Confederation of Clubs of Michigan, notified the city that the ordinance was illegal under Michigan law and asked that it be repealed before the 2007 riding season.

Apparently, neither the council, city manager, nor city attorney were even aware that the ordinance was on the books and were not aware that it was

CONTINUED ON PAGE 30

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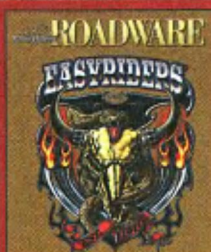
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Biker News CONTINUED

being enforced. Following the council vote, ABATE thanked the mayor of Oak Park, Gerald E. Naftaly, and the other members of the city council for its prompt action to remove this ordinance from its books.

INTERNATIONAL FIRM BARS MOTORCYCLES:

The Multinational firm Johnson Controls Ltd has banned the use of motorcycles "on company business," barring thousands of employees across Europe from riding motorcycles under threat of disciplinary action.

A company spokeswoman said: "Motorcycles must not be used by employees on company business," adding that "The policy covers just under 5,000 Johnson Controls UK-based employees either working in the UK or Europe in the building efficiency business."

She said employees were free to ride bikes in their own time, including to and from work, but said the policy was "for the protection of our people." Johnson Controls employs 136,000 people worldwide.

ROAD PRICING HEATS UP IN ENGLAND:

Opposition to government road charging plans is growing throughout England. An online petition against the pricing signed by half a million made national news. Road pricing would involve a huge infrastructure of a combination of beacons and gantries, or satellites, possibly even all three, to monitor where your vehicle travels and charge you accordingly. The current fear is that road users will have to pay to install the on-board "black box" sensors that are necessary for vehicles to be recognized and their owners charged.

Motorcycle Action Group of the United Kingdom is totally opposed to the level of surveillance and control which the road charging plans represent and questions the motives of the government in proposing it.

MAG-UK points out that it may be no coincidence that the technology required to achieve the level of surveillance necessary to implement road charging could also be used to achieve vehicle speed control and thus automate the enforcement of speed limits.

—Bill Bish,
National Coalition
Of Motorcyclists

Industry News

IS DETROIT BACK?

The new chairman of the House Energy and Commerce Committee is going to do everything he can to bring back the glory days of the Motor City. Detroit is far from the powerhouse it once was, having lost countless jobs and dollars to Toyota and others. Chairman John Dingell (D-MI), a hometown Detroit boy, is often referred to as the Dean of the House, mainly because of his career as a House member for over 50 years.

He just won his 27th term and is currently the longest-serving member of the House. He has sworn to defend his auto maker constituents, which does seem admirable. However, one of the ways he plans to breathe new life into the Big Three is on the backs of the American consumer and at the expense of the rights of the automobile owner. Last Congress, Dingell was one of the most outspoken opponents of the Right to Repair Act [designed to require timely disclosure of all information necessary for proper vehicle diagnosis, service and repair. It is also designed to encourage competition in vehicle diagnosis, service and repair so customers are not compelled to go to dealers.] He routinely

tried his best to torpedo it in committee and was often persuasive enough to win the support of his Democrat allies. Now they are running the committee with Dingell at the wheel, so don't expect to see any movement on the Right to Repair Act this year, which was HR 2048 in the 109th Congress, or see any protection for smaller, independent repair shops that are struggling to exist alongside a massive dealership network.

—Jeff Hennie, MRF
Vice-President of Government Relations

It seems like this could be just the tip of the iceberg. After all, if Mr. Dingell is so pro car maker, he probably has little interest in moving away from big oil in favor of alternative forms of energy. It's time for the good ol' boy network to end. After all, if we ransom the environment in order to do business in the short term, there won't be a planet to leave our children in the long term. —Phantom Dave

Biker Killed

AIN'T WORTH \$100

I hope that Easyriders will help me to inform all riders out there that Page County, Virginia, has officially put a price on the penalty of running over a biker



Intense training for the Motorcycle Rodeo Ring Toss!

from behind: it's \$100.

My son, owner of Chopperz4life in Luray, Virginia, was on a test run sorting out any bugs on a newly built chopper. He had a short in the battery and was sitting on the shoulder on Route 211 three miles from downtown Luray, when he was struck from behind by a van traveling at 55mph. The owner of the van admitted to a trooper and me that he wasn't paying attention and swerved off the road, striking my son.

We had to beg the state trooper investigating team to recheck their findings so they would eventually charge the driver with wreckless driving so his insurance company would agree to pay his half a million dollars medical bills at University of Virginia Hospital.

To sum this up, the man went to court last week and the judge reduced his sentence to improper driving and fined him \$100.

That's what a biker's ass is worth to the justice system in Page County, Virginia, a fine which is less than that of a speeding or littering ticket. In other words, we are worth less than trash.

Please inform your readers that traveling through the Blue Ridge Mountains may offer beautiful scenery and may be otherwise scooter friendly, but don't let your sorry ass get caught off-guard in Page County, Virginia, because the judge there has declared that the penalty for flattening you is so light that cage drivers should not have the least concern for your welfare or even be aware that you're on the same road with them.

You've been warned! — Wayne Heglar

COLORADO NOW HAS A HELMET LAW: It's May 4 as I write this and the 2007 Colorado legislative session ended today. Almost 650 bills were considered this year. Among those passed and expected to be signed by the governor is HB-1117 (Minors' Mandatory Motorcycle Helmet Law) that goes into effect July 1, 2007. Colorado had been totally helmet law free for decades. The bill amends Colorado Revised Statute 42-4-1502 (riding on motorcycles) by adding subsection (4.5) which includes the words "protective helmet" that targets riders and passengers 18 years of age and under (at least for now) and requires helmets meeting or exceeding FMVSS-218. This incremental phase of government intrusion now places adult free choice at risk as future legislative action to amend and add three simple words: "for all riders" could get us all in Colorado.

—Dave Christy, ABATE of CO

Ask for your FREE Magazine

ALABAMA

Biker Heaven-Freeman Arts
11257 Hwy 101 - Lexington
256-229-9609
877-487-9985

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

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
152 York Dr. - Marshfield
866-889-7828

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

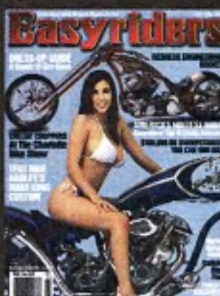
Ace of Spades
719 N. Tower - Centralia
360-807-6442

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

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.



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

Happenings

ALASKA

Poker Run
Date: Aug. 4
Place: Casa Grande,
Anchorage
Info: 907-522-1017

ARIZONA

Rodeo
Date: Aug. 21
Place: Casa Grande
Info: 602-418-9961
soberridersmc.com

ARKANSAS

Watermelon Festival &
Bike Show
Date: Aug. 11
Place: Hope
Info: 870-379-2825

CALIFORNIA

Cycle Show & Swap Meet
Date: Aug. 26
Place: Veteran's Stadium
Long Beach
Info: 714-557-1846
toppingevents.com

AMA 36 Western Hey Dey

Date: Aug. 31- Sep. 3
Place: Iron Buck
Meadows
Info: 707-793-0251
ama-d36.com

COLORADO

20TH Annual Salute To
Veterans Rally
Date: Aug. 17-19
Place: Winter Park
Info: 719-487-8005
pro-promotions.com

Four Corners Rally
Date: Aug. 27-Sep. 3
Place: Southwestern
Colorado
Info: fourcorners
bikerrally.com
fourcorners
motorcyclerrally.com

Ignacio Bike Week
Date: Aug. 27-Sep. 3
Place: Ignacio
Info: 970-759-6715
ignaciobikeweek.com

Sugar Pine Ranch Rally
Date: Aug. 30-Sep. 2
Place: Mancos
Info: sugarpineranch
rally.com

Thunder in the Rockies

Date: Aug. 31- Sep. 3
Place: Ranch Events
Complex, Loveland
Info: 970-292-0418
thunderintherockies.com

CONNECTICUT

7th America's 911 Ride
Date: Aug. 16-18
Place: Fritz's H-D,
Stamford
Info: 877-771-0118
americas911ride.org

The CT United Ride

Date: Aug. 26
Place: Norwalk
Info: 203-852-5046;
ctunitedride.com

DELAWARE

13th Annual
East Coast Ride
Date: Aug. 18
Place: Freedom Cycle,
Newark
Info: 302-378-3701
motorcycleaccident
victims.org

FLORIDA

S. Florida Tattoo Expo
Date: Aug. 10-12
Place: Deerfield
Beach Hilton
Info: 954-343-5585
softtattooexpo.com

GEORGIA

All County Ride 7
Date: Aug. 11-12
Place: ABATE Dist. 1
Info: abatega.com

Free Woman's Ride
Date: Aug. 24-25
Place: ABATE Dist. 1
Info: abatega.com

Dragon Ride
Date: Sep. 3
Place: ABATE Dist. 1
Info: abatega.com

IDAHO

State HOG Rally
Date: Aug. 21-22
Place: Boise, ID
Info: 208-860-2180
idstatehogrally.com

ILLINOIS

3rd Porky Pig Run
Date: Aug. 5-6
Place: Maple Park
Info: 630-267-1101
abate-il.org/dukane

6th Annual Pig Roast

Date: Aug. 18
Place: Des Plaines
Info: 847-279-8710
heraldofthecross.org

Grand National TT Party
Date: Aug. 18
Place: Peoria River Front
Info: 309-694-1860
peo-taz.org

26th Annual Central
Illinois Charity Bash
Date: Aug. 24-26
Place: Knox County
Fairgrounds
Info: centralilabate.org

CowBoy Run
Date: Aug. 25
Place: MVP's, Decatur
Info: abate-il.org

Create a Smile Fundraiser

Date: Aug. 26
Place: ABATE, Marion
Info: abate-il.org

INDIANA

Memorial Ride
Date: Aug. 4
Place: Grant Cnty ABATE
Info: 765-674-4201

Five County Run
Date: Aug. 4
Place: Region 1 ABATE
Info: 574-223-8883

Summerfest
Date: Aug. 10-13
Place: Elkhart ABATE
Info: 574-361-0399

MDA Bike Show
Date: Aug. 11
Place: Washington ABATE
Info: 812-883-0551

Young & Old Bash
Date: Aug. 11
Place: Starke ABATE
Info: 574-772-6842

Iron Butt Ride
Date: Aug. 12
Place: Region 0 ABATE
Info: 260-724-8856

Kickapoo Kick
Date: Aug. 17-19
Place: Region 0 ABATE
Info: 765-426-9412

Bike Show
Date: Aug. 18
Place: Jasper & Newton
Counties ABATE
Info: 219-956-4392

Family Day Picnic

Date: Aug. 25
Place: Region 11 ABATE
Info: 317-271-6647

MDA Ride
Date: Aug. 25
Place: Region 02 ABATE
Info: 219-989-0860

Wings of Angels
Benefit Ride
Date: Aug. 25
Place: Indianapolis
Motor Speedway
Info: 317-536-0250
ambassadorsfor
children.org

MDA Ride
Date: Sep. 2
Place: Region 1 ABATE
Info: 574-223-8883

Blueberry Bike Show
Date: Sep. 1
Place: Marshall ABATE
Info: 574-936-9619

Little Italy Festival
Poker Run
Date: Sep. 2
Place: Clinton
Info: 812-251-0085

IOWA

Too Broke for Sturgis
Date: Aug. 11
Place: Sportsman Park,
Donahue
Info: abateiowa.org

ABATE PAC Run
Date: Aug. 12
Place: Eddy's,
Des Moines
Info: abateiowa.org

Hawstock M/C Rally
Date: Aug. 23-26
Place: Winterset
Info: 515-203-6457
hawstock.com

Thunder In The Sand
Date: Sep. 1-3
Place: Conesville
Info: 319-726-5322;
563-732-2742
circleofpridemc.com

KANSAS

ABATE State Run
Date: Aug. 31-Sep. 3
Place: Lake Perry
Info: 785-597-5140 or
800-657-5763
abateks.org

KENTUCKY

6th Hawg Valley Rally
Date: Aug. 16-19
Place: Isaac Creek
Raceway, Graham
Info: 270-338-7818
hawgvalleybikerrally.com

MAINE

Poker Run
Date: Aug. 11
Place: American Legion,
Topsham
Info: 207-841-5307
ubm-usa.org

Vintage M/C & Antique
Aeroplane Show
Date: Aug. 26
Place: Owl's Head
Transportation Museum
Info: 207-594-4418
ohm.org

MARYLAND

Bike Show & Rodeo
Date: Aug. 4-5
Place: Big Pipe Creek
Park, Taneytown
Info: abate-of-
maryland.org

4th Annual East
Coast Sturgis
Date: Aug. 9-12
Place: Little Orleans,
Maryland
Info: 301-478-3421
eastcoaststurgis.com

IHRA Junior Dragster
Nationals
Date: Aug. 11
Place: Maryland Int'l
Speedway
Info: 301-884-9833;
wwwmirdrag.com

Mid-Atlantic Car, Truck &
Bike Show
Date: Aug. 11
Place: Waldorf
Info: 240-299-5147
fireupthundrout.com

Bike Show
Date: Aug. 12
Place: Carroll County
Chapter ABATE
Info: abate-of-
maryland.org

MASSACHUSETTS

RI-MA State HOG Rally
Date: Aug. 9-11
Place: Hancock
Info: 978-744-6282
maristatehogrally.com

Ride For Kids
Date: Aug. 19
Place: North Oxford
Info: 800-253-6530
ride4kids.org

8th Annual Nelson's Run
Date: Aug. 26
Place: Topsfield
Fairgrounds, Topsfield
Info: 978-388-3629
nelsonside.org

MICHIGAN

Ross Gibson Mem. Run
Date: Aug. 1-3
Place: Mt. Pleasant
Info: 989-268-5888
forgotteneagles.org

Easyriders Rodeo Tour
Date: Aug. 17-19
Place: Fowlerville
Info: 800-962-9857
easyriderserevents.com

Antique Races
Date: Aug. 18-19
Place: Motorsports
Park, Kershaw
Info: ahrma.org

Great Lakes Burn
Camp Parade
Date: Aug. 19
Place: Wings Stadium,
Kalamazoo
Info: wfmc93.org

Hot Rods & Harleys
Date: Aug. 25
Place: Mulliken
Info: 517-649-8869

Ride For Kids
Date: Aug. 26
Place: Ann Arbor
Info: 800-253-6530
ride4kids.org

MINNESOTA

3rd Whispering Pines
Pride Ride
Date: Aug. 25
Place: Pine River
Info: 218-587-4433

19th ABATE State Rally
Date: Aug. 31-Sep. 3
Place: Litchfield
Info: 800-224-6570
abatemn.org

MISSOURI

7th Root Hog Rally
Date: Aug. 17-19
Place: Grassy
Info: 573-624-5321

M/C Swap Meet
Date: Aug. 26
Place: Independence
Info: 816-456-4415
jwsapmeet.com

FORR Homecoming
Date: Aug. 31-Sep. 3
Place: Shrine Park,
Buckhorn
Info: 800-448-FORR

South's Gonna Do It
Again Rally
Date: Aug. 31-Sep. 2
Place: Fat's Place,
Grandin
Info: thesouths
gonnadoitagain.com

NEW HAMPSHIRE
NHVT HOG Rally
Date: Aug. 16-18
Place: Waterville Valley
Info: 603-668-1592
nhvtstatehogrally.com

NEW JERSEY
6th Annual Camp Fatima
Poker Run
Date: Aug. 18
Place: Liberty H-D
Info: 732-850-1728
teamsterma.com

State HOG Rally
Date: Sep. 5-8
Place: Wildwood.
Info: 609-484-0251
njstatehogrally.com

NEW MEXICO
10th Annual Ghost
Ranch M/C Ride
Date: Aug. 24
Place: Santa Fe
Info: 505-946-1039
okeeffemuseum.org

NEW YORK
Ride For Kids
Date: Aug. 5
Place: Hudson Valley
Info: 800-253-6530
ride4kids.org

M/C Rodeo & Ride.
Date: Aug. 5
Place: Rolling Thunder,
Hempstead
Info: 718-429-8225

Royal Flush Poker Run
Date: Aug. 11
Place: Schaghticoke
Info: 518-388-0793
royalflushrally.com
hender-son-s.com

Field Meet
Date: Aug. 25
Place: Niagara County
MC, Cambria
Info: ncmc1940.org

NORTH CAROLINA
Ride For Kids
Date: Aug. 26
Place: Asheville
Info: 800-253-6530
ride4kids.org

NORTH DAKOTA
ABATE Annual Toy Run
Date: Aug. 18
Place: TBA
Info: abatend.com

State HOG Rally
Date: Aug. 24-25
Place: Minot to Medora
Info: ndstatehogrally.com

OHIO
21st Annual Wetzelland
Date: Jul. 27-29
Place: Van Wert
Info: 419-587-3826
www.wetzellandmc.com
Vintage Motorcycle Days
Date: Jul. 27-29
Place: Lexington
Info: 800-MID-OHIO
www.amadirectlink.com

14th Annual Hattie Run
Date: Jul. 29
Place: Akron
Info: 330-896-0116
www.abate.com

American Pride Ride
Date: Aug. 4
Place: Dayton VA Center
Info: 937-361-8463
rollingthunderoh11.com

Xmas for Kids Ride
Date: Aug. 5
Place: Walton Hills PD
Info: 440-232-1313

Scholarship Benefit
Poker Run
Date: Aug. 11
Place: Bob's Pub, Scio
Info: 740-945-5007
jppylesfoundation.com

Ride For The Red
M/C Parade
Date: Aug. 11
Place: Red Cross,
Lancaster
Info: fairfieldcounty-
ohio.redcross.org

14th Annual
Eagleson's Wish Run
Date: Aug. 24-25
Place: Deshler
Info: 419-275-2304,
419-722-0184
eaglesons-wish-run.com

4th Memorial Poker Run
Date: Aug. 26
Place: Quaker Steak &
Lube, Valley View
Info: frmf.4t.com

Easyriders Rodeo Tour
Date: Aug. 29-Sep. 3
Place: Chillicothe
Info: 800-962-9857
easyriderssevents.com

OKLAHOMA
3rd Annual Mudstock
Date: Jul. 27-29
Place: Sparks
Info: 918-866-2543
www.mudstockok.com

M/C Swap Meet
Date: Aug. 19
Place: State Fair Park,
Oklahoma City
Info: 816-456-4415
jwsapmeet.com

OREGON
Run 21
Date: Jul. 27-29
Place: Birkenfeld
Info: 503-760-9015

State HOG Rally
Date: Aug. 23-25
Place: Portland
Info: 503-266-9208
orstatehogrally.com

AHDRA Drags
Date: Aug. 24-26
Place: Woodburn
Info: 336-924-2095
ahdra.com

PENNSYLVANIA
State HOG Rally
Date: Aug. 8-12
Place: Bethlehem to
Gettysburg
Info: pastatehogrally.com

Ride For Kids
Date: Aug. 12
Place: Pittsburgh
Info: 800-253-6530
ride4kids.org

7th America's 9-11 Ride
Date: Aug. 17
Place: Highland H-D,
Somerset
Info: 877-771-0118
americas911ride.org

Blue Knights
Memorial Rally
Date: Aug. 19
Place: Allison Park
Info: 412-264-7944
bkpa7.com

RHODE ISLAND
RI-MA State HOG Rally
Date: Aug. 9-11
Place: Hancock, MA
Info: 978-744-6282
maristatehogrally.com

SOUTH CAROLINA
4th Annual Freedom Ride
Date: Aug. 4
Place: York County
Complex, Rock Hill
Info: 803-493-7994

AHRMA Roadrace Series
Date: Aug. 18-19
Place: Carolina
Motorsports Park,
Kershaw
Info: ahrma.org

SOUTH DAKOTA
67th Annual Sturgis Rally
Date: Aug. 6-12
Place: Sturgis
Info: sturgismotorcycle
rally.com
jackpine-gypsies.com

AHDRA Drags
Date: Aug. 6-8
Place: Sturgis
Info: 336-924-2095
ahdra.com

TENNESSEE
AHDRA Drags
Date: Aug. 10-12
Place: Bristol
Info: 336-924-2095
ahdra.com

4th Annual Parts is
Parts Swap Meet
Date: Aug. 18
Place: Expo Center,
Smyrna
Info: 615-364-1828
bikerdesigns.com

24th Annual HOG
National Rally
Date: Aug. 24-25
Place: Chilhowee Park,
Knoxville
Info: 800-CLUBHOG
members.hog.com

TEXAS
M/C Super Show
Date: Aug. 10-11
Place: Convention
Center, Dallas
Info: 817-498-3631
supershowexpo.com

UTAH
Bikini Bike Wash
Date: Aug. 4
Place: Davis ABATE
Info: 801-627-1117
Family Day
Date: Aug. 11
Place: State ABATE
Info: 801-627-1117

Date: Aug. 18
Ride For Kids
Place: Salt Lake City
Info: 800-253-6530
ride4kids.org

Date: Aug. 18
Heart Run
Place: Weber ABATE
Info: 801-627-1117

Date: Sep. 2-6
4th International M/C
Speed Trials
Place: Bonneville Salt
Flats, Wendover
Info: bubent.com

VERMONT
Date: Aug. 11
21st Annual Toy Run
Place: Montpelier
Info: 802-754-2599,
802-644-5063
unitedmotorcyclists.org

Date: Aug. 16-18
NHVT HOG Rally
Place: Waterville Valley,
(NH)
Info: 603-668-1592
nhvtstatehogrally.com

WASHINGTON
State HOG Rally
Date: Aug. 31-Sep. 3
Place: Bellingham
Info: 360-739-6453
wastatehogrally.com

WISCONSIN
Breast Cancer
Awareness Ride
Date: Aug. 4

Place: K-2's Bar & Grill,
Green Bay
Info: 920-327-0949

Ride For Kids
Date: Aug.
Place: Middleton
Info: 800-253-6530
ride4kids.org

After Sturgis Gathering
Date: Aug. 9-12
Place: Black River Falls
Info: 888-345-2267
blackriverrumble.com

3rd Annual Poker Run
Date: Aug. 11
Place: Lake Emily Inn,
Amherst Junction
Info: 715-824-5684

State HOG Rally
Date: Aug. 17-19
Place: Racine
Info: 866-386-0286
wistatehogrally.com

4th Dump Cancer
Poker Run
Date: Aug. 25
Place: The Dump,
Cambria
Info: 608-698-3112

4th B. Williams
Memorial Ride
Date: Aug. 25
Place: Riverside Park,
Berlin
Info: 920-295-7481
berlinblueknights.com

Harley Shootout Rally
Date: Aug. 25
Place: Union Grove
Info: 262-878-3783,
262-496-3203
harleyshootout.com

22nd Annual
Hardtail Party
Date: Aug. 25
Place: Milwaukee
Info: 414-466-2499

WYOMING
25th Hub City MC End of
Summer Run
Date: Sep. 1-2
Place: Guernsey
Info: 307-836-2004

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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THE 25TH ANNUAL LAUGHLIN RIVER RUN

Fahrenheit 109

Springtime in the Mojave Desert is supposed to be mild but this spring was anything but. On April 27, the temperature in Laughlin, Nevada, hit 109 degrees. The significance of that date is that it was the opening day for the Laughlin River Run. Now, some would say that anything over 100 degrees is a bad thing, but not us, for we long ago discovered that as the temperature goes up, the clothes come off.

The Laughlin River Run takes place in the blue hair gambling capital of the world—that dust bowl along the banks of the Colorado River. For four days each April, bikers chase the octogenarians out of town and have a party. Unlike biker



parties of old, this is not a cheap affair; the price of four days in a local hotel can equal that of the best exhaust system ever made. Over the years, the run has morphed into a semi-spectator event. The people ride in, park their bikes and spend the better part of the weekend walking between the 10 casinos that are nestled on the left bank of the river. So if you combine high temps with walking, you get chicks with very few rags on their bodies, which is why we didn't complain about this year's heat.

If you were looking to cool your body down, all 10 casinos offered air-conditioned comfort, complete with all the gaming and drinking one would expect.



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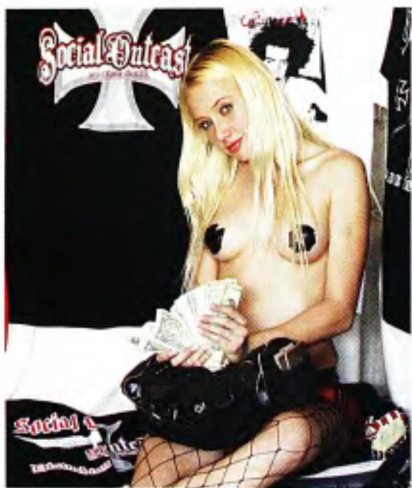
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Because Laughlin is in that fare-thee-well state of Nevada, nothing closes—ever. If you felt like a drink or a couple of quick hands of blackjack at 3:00 a.m., they were waiting for you. In the evenings, the concerts started. This year, the numerous bands included ZZ Top and The Fabulous Thunderbirds.

On the biker side of things, the run

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had hundreds of vendors. Everything from the Harley-Davidson test ride fleet, to more T-shirt peddlers than anyone thought existed. If you wanted to go riding, you could visit the towns of Oatman, Chloride and Bullhead City, just over the river in Arizona.

After all was done, it can be said that we had a hot time in the desert. —Bugle



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Dave

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T H E A N T I - L A U G H L I N R U N

Celebrating The 5th

I felt the gentle tapping on my helmet from my ol'lady and saw the worried gestures and flashing highbeams in my rearview as I lead the pack *past* the turnoff that would have taken us into Laughlin for the River Run. I ignored it all. A few miles down the highway I stopped for gas. As questions filled the air regarding why we were stopping, what we were doing, why weren't we headed *toward* Laughlin, instead of *away* from it, my answer was steadfast: Piss on Laughlin! We're headed to the Piss On The River Poker Run (PORR) in Lake Havasu City, in helmet-free Arizona.

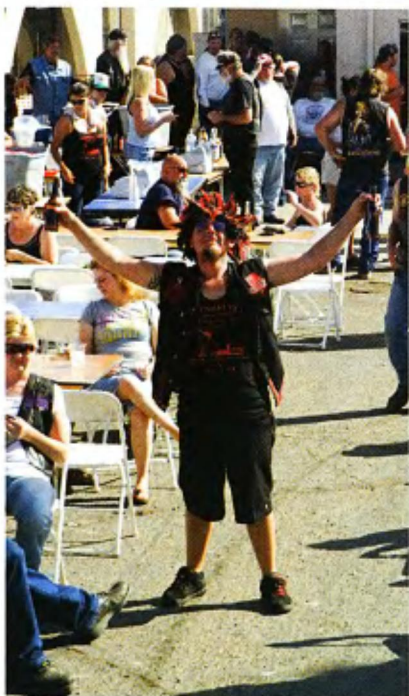
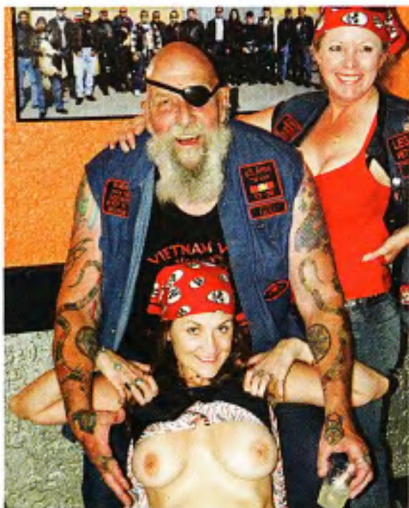
Earlier in the year, I had gathered my trusting group and told them I would be making their room arrangements and handling the duties of Road Captain. What they failed to realize was that I "dislike" Laughlin and was taking them to a



MUCH different event. This year marked the fifth anniversary of a run started by a few people who also felt that the River Run was becoming way too difficult to attend. I don't know how you stomach paying those inflated hotel rates all weekend, just to have a note jammed under your door Sunday morning stating something like, "Stay an additional night for \$39."

What began as an idea with a few hundred attendees has grown, quite nicely, into the kind of event we like to cover. A real Poker Run that makes it impossible for you to NOT have a good time. Hell, when you have a chance to turn your \$20 "Event Fee" (No gambling in Arizona) into a \$1,500 prize...how can you go wrong? There are also chances to bid on auctioned items such as a guitar signed by Eddie Montgomery and Troy Gentry,





of the award-winning country music duo Montgomery Gentry, and a beautiful timeshare being auctioned by the host resort, The Sands (we all stayed there, great rooms at a good price). That one alone raised the roof on all the bids.

The PORR is sponsored by L Chapter of the Vietnam Vets/Legacy Vets MC, of Arizona. Although the proceeds from this run are donated to two charities benefiting veterans, the PORR always makes a local donation as well. This year the recipient was to the local Skate/BMX park in honor of local resident Patrick Tinnell who was killed in Iraq. Two different starting points also make the PORR unique, insofar as you have to do some riding to get back and forth. No matter where you started—the Sandbar in Parker, Arizona, or the Pour House in LHC—you had to check in at the floating bars on the Colorado River. Yep, the Roadrunner and Foxes supply just the right atmosphere for this run. The PORR

takes place in the middle of Spring Break, so there are PLENTY of bikini-clad ladies ready and willing to play with the bikers.

The official ending point of the PORR is the Pour House. There you're fed as much as you can handle, can enter your bike in the Bike Show, rock along to the fun rockabilly band Lonesome Dick and just bask in the sun as you await the announcement of the winning poker hands. Once that ends, the real partying kicks off. Or, you can enjoy a leisurely ride along the water as the sun sets, helmet free, and recall why you're having so much fun. I'll help ya out here: You saved a boatload of cash, had fun riding your bike and partied with some of the coolest people on the planet.

If you absolutely HAVE to go to the Laughlin River Run next year, take a couple of days off and travel down to LHC. Enjoy the lower prices, less attitude and LOTS of good times.

—Oil Can

Photos: Scott McCool

TalkingTech

WHERE'S THE BEEF?

I have a 1993 FXSTC. The owner before me beefed it up with an electronic dual-fire ignition—a Twin Power unit sold by Bikers Choice. It keeps blowing coils. The coil resistance is three. Can you help me?

Jeff Downing
Internet

The first thing I'd suspect is a resistance problem between the ignition and coils. But Biker's Choice recommends three-Ohm coils for dual fire, so you should be ok. If the coil you're using has "+" and "-" markings, be sure the hot wire goes to the "+" terminal. Most electronic ignitions require carbon core spark plug wires. Using the wrong wires is more likely to damage the module than the coil, but I'd still make sure the plug wires are the type recommended by Biker's Choice. If in doubt, use non-spiral carbon core. It's possible that a faulty voltage regulator is causing current surges, which could also damage the coil. Your best bet is to have a dealer contact Biker's Choice and get their feedback. There may be a problem with your module.

POOPED PAN

Last year I bought a custom bike with a 93-inch STD panhead motor in it. It is kick only and usually starts after just one or two kicks. It has never taken more than five or six kicks to get it started. I took the distributor out to get it powder-coated and now it won't run. A bro who is a better mechanic than I am has tried to help me, but we still haven't got it fixed. It is getting plenty of gas and there is good fire, but it won't start. My neighbor who has been riding for a while says I should get the carb rebuilt. It is an S&S Super E, but I don't see any reason that the carb would go bad just from sitting for two weeks.

Pooh Bear
Kinston, North Carolina

Gas and fire are all you need, but you have to get fire at the right time. Your timing is probably off, so go back through the procedure by the book. Points or electronic, the easiest place to slip up when timing an ignition is to get the correct flywheel mark centered in the inspection hole, but have the piston moving up on the exhaust stroke

instead of the compression stroke. Both valves close on compression. You can confirm that the piston's on compression either by popping the front cylinder pushrod covers off and watching the lifter bottoms or putting a finger over a spark plug hole while turning the engine over. Pressure under your finger will skyrocket as the piston comes up on compression. You're right about the carb. Leave it alone.

FRAYED KNOT

I need to replace the handlebar master cylinder on my 1999 Road King. I found a very clean used one from a 2003 Softail that looks the same. Can I use it on my Softail or not?

Thomas Anderson
North Miami Beach, Florida

Fraid not. Most H-D master cylinders for single-caliper applications have 9/16-inch pistons. Those for dual-caliper systems have 11/16-inch pistons. The stroke from the Softail master wouldn't move enough fluid to give your pads a good squeeze.

WANTS A WEDGIE

I am interested in replacing my tired old Evo engine with one of S&S's X-Wedge motors, probably the 140-inch version when it comes out. I have a few questions about it that I haven't been able to get answers to. How tall is it? Are the motor mounts the same as an Evo? Will it accept my existing transmission and primary components? Is it available with a carburetor? Have you had any experience with this engine?

Evo Jim
Calabasas, California

The 117-inch X-Wedge is the same height as a stock Evo, but has a slightly wider spread between the cylinders. That means problems with frame clearance. The motor mounts are different too, which means the X-Wedge would require a custom frame or extensive modifications to your O.E. frame. The new engine will accept stock Evo primary components. It is available with S&S's VFI fuel injection package only. It should be possible to convert to a carb, but you'd have to come up with a flywheel-triggered ignition. Closed-loop VFI is pretty cool and less expensive than a carb and ignition would be.

I had the opportunity to ride a 117-inch X-Wedge in a super-light chassis. It's smooth, even compared to a smaller engine, and makes less mechanical noise than any other V-twin I've ever ridden, with the possible exception of a bonestock, low-miles Evolution. The engineering behind this engine is really something. It's a 3-cammer with two exhaust cams and one intake. The cams are belt-driven, which is one reason it's so quiet. More information is available on the Internet. Start out by visiting www.x-wedge.com.

BEAR 'N PACK IT

I have heard that there is a tool that lets you pack the bearings in shovel and Evo wheels without having to take out the seals. Where can I find this and how does it work?

Skip
Internet

You're talking about Gary's Greaser. Remove the wheel, stick the Greaser into the hub, and give the fitting a few strokes with your grease gun. Gary's Greasers are available from most of the usual sources and through an online eBay store. Go to eBay and search "Gary's Greaser," ok?

BARFY HOLLAR?

Could you explain how they set up the flywheel end play with Timken bearings? I'm not an engine builder, just curious.

Belcher
Barfy Hollar, New Jersey

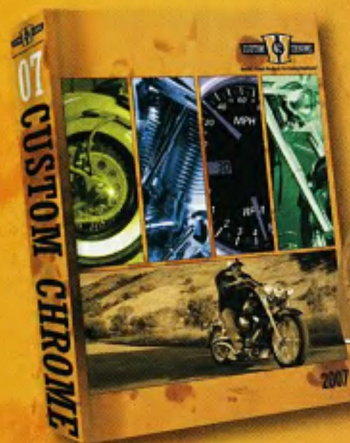
Timken bearings come with matched races and a spacer that goes between the two bearings to set the end play. A narrow spacer reduces end play by letting the bearings seat deeper into the races. A wider spacer increases the end play. Timken bearings are usually pretty close right out of the box, but a finicky builder may want a bit more end play, or less, and will change the spacer accordingly.

—Tom Johnson

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

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Every publication under the sun seems to offer a jubilee of Top Tens. Honestly, we can't begin to imagine what a drag it must be for writers who get assigned to do a Top 10 on computer software, minivans or depilatory creams. Naturally, everyone has to pay for their beans somehow, but there's little doubt that some of us are a tad luckier than others. That's because we work for *Easyriders* and get to put really cool and shiny stuff in our Top 10s. This one is no exception of course: behold the Top 10 American Production V-twins of 2007.

As always, we sent our best scouts on a search to find the most remarkable American production bikes in the land. So off they went, relentlessly blazing from coast to coast with hunger

in their hearts and bugs in their teeth. What we really look for are motorcycles that will make your heart race when you throw a leg over them.

One of the ten bikes we have assembled here is likely to stick out from the others because it seems to relate to you somehow. One of them is more likely to fulfill your dreams of smooth asphalt and clear skies and maybe even fit your budget. Hey, we even took the half-naked honeys out of the picture, so as to not spoil the view of these top 10 most desirable motorcycles, presented in alphabetical order.

You don't have to say thanks, this is what we do.

—Ben L.

EASYRIDERS' TOP 10 PRODUCTION BIKES OF 2007



American IronHorse Slammer

AMERICAN IRONHORSE SLAMMER

The Slammer is American IronHorse's latest model. Powered by an EFI S&S V-twin and 6-speed transmission combination with right-side drive and 300 rear tire, the Slammer is an upscale pro-street bike with air-adjustable single-shock suspension. It has the distinctive styling of a one-off custom bike, featuring split gas tanks that are mounted on either side of a protruding frame spine. The Slammer comes loaded with the best motorcycle jewelry that can be obtained for a base price of \$38,995.

You can see more of the American IronHorse Slammer at www.americanironhorse.com. Call the manufacturer at 817-665-2000 for a dealer near you.



American IronHorse Slammer



Back Road Choppers Street Fighter



Back Road Choppers Street Fighter

BACK ROAD CHOPPERS STREET FIGHTER

Combining old-school styling with 21st Century performance, the Street Fighter is a no-nonsense bobber that uses S&S V-twin power and a 6-speed transmission to get

the job done. Its rigid frame and springer front end with suspended solo seat and pillion define the bike's traditional styling. With a \$21,999 MSRP, the Street Fighter is an affordable dream machine for the rider

who likes it more "vintage."

Call BackRoad Choppers at 209-669-3824 or go to www.backroadchoppers.com to find out more about this and other production bikes available.

BIG BEAR CHOPPERS PRO-STREET SLED

The Pro-Street Sled was built for the rider who likes a stretched out, radically slammed machine that roars its contempt for all other middle-of-the-road two wheelers through a set of loud chromed pipes. To make sure that the message gets across, Big Bear Choppers relies on one of its own 100 Smooth V-twin motors—a powerplant that produces 112 foot-pounds of torque. The engine is mated to a right-side drive transmission and nestled within a patented BBC single-shock frame that's wrapped in BBC sheet metal, luscious paint and tantalizing graphics. Big Bear Choppers wants to build affordable bikes where form follows function. So the Pro-Street Sled will set you back a mere \$30,900, mate!

Call Big Bear Choppers at 909-878-4340 or go to www.bigbearchoppers.com for more information



Big Bear Choppers Pro-Street Sled



BIG DOG MASTIFF

If you think that we'll spare you the usual canine analogies when presenting our pick of the litter from Big Dog Motorcycles, you're barking up the wrong tree, Fido. Behold the Mastiff a massive pro-street bike in the Big Dog tradition, featuring a stretched frame with curved down-tube, single-shock rear suspension, a one-piece tank and tire hugging fenders. The Mastiff rides on an ultra fat 300 rear tire and a 21-inch wheel up front.



Big Bear Choppers Pro-Street Sled

It gets its power from a 117-inch V-twin that feeds into a 6-speed Baker/BDM balance drive and a thin right-side belt drive. The Mastiff starts at 28,900.

Big Dog Motorcycles has been in business since 1994 and has over 100 dealers in the USA. Go to www.bdm.com to find a dealer near you.

Big Dog Mastiff





Harley-Davidson FXSTC Softail Custom



Harley-Davidson FXSTC Softail Custom

HARLEY-DAVIDSON FXSTC SOFTAIL CUSTOM

Powered by the Twin Cam 96B engine and 6-speed Cruise Drive transmission, the FXSTC Softail Custom has the laid-back chopper-inspired style and the comfort of a two-up seat and backrest for riders who like to share their Harley-Davidson experience. The Softail Custom comes with a 200mm rear tire, while the polished stainless steel apehanger handlebar towers over a Fat Bob fuel tank adorned with triple laid custom decals and embossed leather tank strap. Choose from three solid and four two-tone color schemes, plus three two-tone custom color options.

Go to www.harley-davidson.com to find a dealer near you.



Intrepid Steadfast



Intrepid Steadfast



INTREPID STEADFAST

The Steadfast from Intrepid Cycles is a pro-street single-shock road rocket that's powered by a 2-cam S&S motor featuring Intelligent Spark Technology. The Steadfast rides on a 300 rear tire and uses a Baker 6-speed transmission with right-side drive and a Primo enclosed belt drive. This bike is available eleven solid standard base colors and five standard graphic designs. It has an MSRP starting at \$36,995.

Go to www.intrepidcycles.com or call 951-506-8999.

NESS MOTORCYCLES HIGHLINER

Ness Motorcycles currently offers three models all built around a common base: the Ness Y2K rubber-mount frame. All models use a polished 124-inch S&S V-twin, Ness right-side drive 6-speed transmission and 300 rear tire. We picked the Highliner out of the lineup as it represents just how "custom" these production bikes can be. This machine comes with every chrome-plated billet accessory you can dream up or order from the Arlen Ness catalog. For a cool \$44,995, the Highliner could be your ride.

Go to www.arlenness.com and click on the "Ness Production Motorcycles" button to find out more about Ness Motorcycles. You can also call 925-479-6300 for the address of a dealer near you.

Ness Motorcycles Highliner



Ness Motorcycles Highliner



RUCKER PERFORMANCE GAUNTLET

The Gauntlet by Rucker Performance features a drop-seat frame that provides the rider with a low center of gravity for improved handling, stability, comfort and ergonomics.

Boasting a 300 series tire, the Gauntlet has 54mm inverted forks, right-side drive, a fully polished 124-cubic-inch S&S engine and 6-speed transmission.

Customers can choose from a variety of custom wheels, controls and exotic seat skins. Buyers can be custom fitted and measured for riding position, foot controls, handlebar height and pullback at the Rucker Performance factory.

To inquire about the Gauntlet, log on to www.ruckerperformance.com.



Rucker Performance Gauntlet

SAXON VILLAIN

You want a bike with a hair trigger and a bad temper? Saxon has what you need with the Villain, a low-slung pro-street motorcycle with a 300mm rear tire and radical styling. The Villain is powered by a 96-inch V-twin and can be upgraded to a 111-inch engine; it features a right-side drive, stretched custom gas tank, 45 degrees of rake on the sleek, single down-tube frame and a single-shock suspension. The base model of the Villain will set you back \$25,995.

Call Saxon at 970-227-3588 or go to www.saxonmotorcycles.com.



Saxon Villain



Saxon Villain

VICTORY VEGAS JACKPOT

A full-on custom cruiser, the Vegas Jackpot has tons of curb appeal and the chops to back it up. It features styling cues borrowed from the Vegas. Those include the raised spine on the fenders and

on the sculpted, split-tail fuel tank. Powered by Victory's Freedom 100 V-twin, the Jackpot rolls on a 250 rear tire and takes advantage of a 6-speed overdrive transmission to make long rides a pleasant experience. To stop the Jackpot,

Victory relies on 300mm floating disc brakes with multi-piston calipers.

The Jackpot retails for \$17,499. Go to www.victorymotorcycles.com for more information on the Vegas jackpot or to find a dealer near you.



Victory Vegas Jackpot



Victory Vegas Jackpot

Photos: Manufacturers

Biker Civics 101: I Dressed Myself Today

You may read this article by Splatt in your local MRO's newsletter soon, or on a variety of motorcyclist's rights Web sites and e-zines. We felt his thoughts deserved much wider distribution. —The Editors



In 1991, the California legislature endorsed what is, essentially, a "dress code" for motorcyclists. The idea was to keep people from riding—and it worked. In

1991, Pre-Helmet Law, there were 639,388 motorcycle registrations in California. By 1997, that number was down to 391,080. Within 6 years, California lost 248,308 motorcycle registrations. To put that into perspective, California lost more registrations than 44 other states had on record in 2003. That number would have placed 7th in the nation for registrations in 2003. When you visit www.chp.ca.gov, they're telling you that "the number of motorcycle registrations has remained about the same." Looks like somebody flunked second grade math and is now callin' the shots at CHP headquarters.

These retreads from the Gleichschaltung era like to dress it up pretty as something designed to save us from ourselves, but any second grade student doin' an essay on the injustices of nanny-crat government or, what I liken to Goebbels' "Big Lie Theory," pushed by the Socialist Third Reich, can utilize the CHP's Statewide Integrated Traffic Records System to easily refute the lies and misinformation our public officials hide behind to keep you from dressing the way you choose.

It's clear, they want something on your head to keep you from, ta-da—riding. As to what sorta device it is they want on your head, well, that's where it gets a bit fuzzy. See, they tell you to wear a "safety helmet," but they keep it vague and they don't exactly explain what a safety helmet is. They tell you it's gotta be DOT Approved, but the DOT does not approve helmets. Ask the authorities for a list of approved helmets and they can't provide one. Without the CHP's help in navigating the narrow straits of what is and what isn't "approved headgear," many of us became good stewards of the government and began manufacturing our own helmets. As

clearly evident on www.nolistnolaw.com, you can't just "look" at a helmet and assume it's passed DOT testing.

The problem here isn't the officers in the field, so don't take it out on them. There are some pretty cool guys and gals out there on the beat. The problem is their brainwashed superiors that tell them what to do. Moreover, it's the ones with the cushy desk jobs, the ones with a political agenda or some secret vendetta to further that just don't make sense. Do a search on Goebbels at Wikipedia.com, and you tell me he doesn't have a corner office with a window at CHP headquarters. Goebbels' primary rules were: Never allow the public to cool off; never admit a fault or wrong; never concede that there may be some good in your enemy; never leave room for alternatives; never accept blame; concentrate on one enemy at a time and blame him for everything that goes wrong; people will believe a big lie sooner than a little one; and if you repeat the lie frequently enough people will sooner or later believe it.

But it's not only public officials on tax paid salaries that are divvying up the bologna slices of your leftover rights, there are private corporations entrenched in the battle as well. If you look at who lobbies against freedom, it's mostly the big insurance companies who have something to lose that's far more valuable than your freedom: money. You might not like it, but if you're interested in preserving the last of your essential liberties, you might want to consider canceling your membership with the American Automobile Association (AAA). It's really in business to sell insurance to an unwitting public under the auspices of travel. They were there again this year, lobbying against Californian riders' attempts to at least partially restore their lost freedoms with our common sense modification to the helmet law, AB 425. They were there years ago. I remember reading the letter from a woman, an executive at AAA, when she espoused the virtues of all the lives that would be saved by an oppressive lid law. Well, with time under the bridge we now know how wrong she was. Dead wrong.

According to the CHP's own statistics, more people are dying now with helmets than ever died without helmets. So why would AAA be so adamant about takin' us off the road if they didn't have a vested interest here somewhere? Well, they do. They care about losing money when one

of their insured, runs over one of us, and they know less of us ride when a lid law is in place. To them, it's simple math. The more bikes you get off the road, the less maiming they have to pay for at the wheel of their policyholders. The bottom line is, you need to decide which is more precious to you free maps or freedom of choice, because what makes you believe they'll stop with motorcycles? If it makes money for AAA, they're gonna buy into it. Your rights be damned.

Look, this is simple. If you stick a monkey on a bike without any skills, he's gonna crash or get run over. These people honestly think that a monkey rides better if you stick a helmet on his head. They honestly think the helmet will somehow miraculously do the driving for him and he'll live a happy, productive life. Wrong. The monkey still crashes, or becomes a hood ornament because he doesn't know how to ride. People, it's skills and training that keep you alive! If the helmet comes into play, it means you've already screwed the pooch.

So, utilizing our skills and training, a little group of us went on a ride to the state capital today. We were on our way to the California Freedom Rally and we took a scenic ride through the Sacramento Delta to get there. It's clear that California lawmakers want us to wear "something" on our head, so we did. Many of us donned what we consider to be "street legal headgear," or, our perception thereof, taking into account the confusion the CHP has left us with. There were soft helmets with straps, baseball caps with DOT stickers, there were bandanas with polka-dots (DOT, get it?) and then there was mine, the self-certified and, to the best of my engineering know how, "DOT compliant" soft helmet I manufactured for myself back in 1993. We had a wonderful ride, the authorities left us alone and it reminded me of the good old days back before the oppression began. You know what I discovered today? The state didn't need to get out of bed to protect me from myself. I made a choice, all by myself I rode. I survived. And it makes me feel like a grown-up now to know that I dressed myself today. I'm gonna start doing that more often.

—Splatt

Splatt serves as Assistant State Director for ABATE of CA and also sits on the ABATE of CA Board of Directors. Get more info at www.bikernation.com. ■

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This One Goes Straight Up

Standing TALL

There's a good reason why the best bike builders get repeat customers, even when that customer wants a second bike that's nothing at all like the first. That's the case here. Lance Badgwell's first Heavy Cycle Custom was a low, stretched-out hot rod. For a garage-mate and something completely different, he needed a chopper, an old-school rigid but with a clean and elegant look. Mike Maldonado delivered the first time with that hot rod and he did it again here with this chopper.

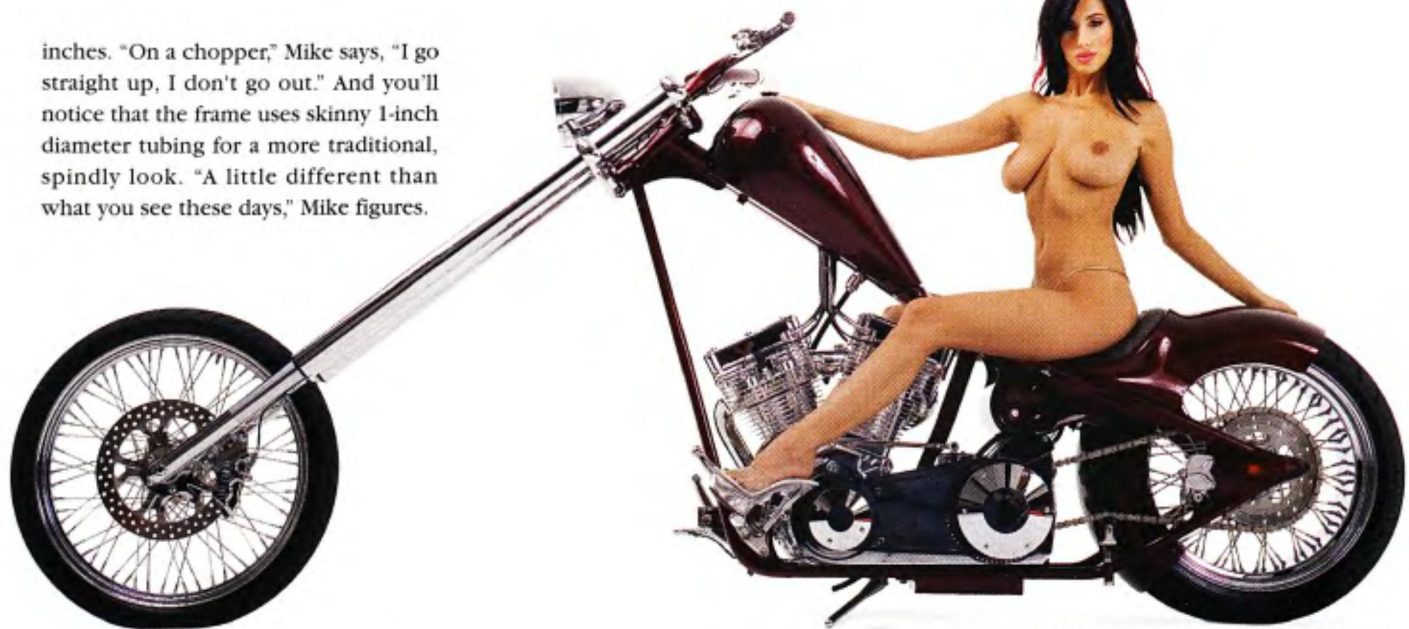
Heavy Cycle Customs is in Capistrano Beach, California, just a stone's throw from Lance in nearby Dana Point. But it wasn't just geographic proximity that hooked him up with Maldonado and his

one-man bike-building show. He already knew what he'd get here. Everything's custom-built, nothing "me too" out of the catalogs. The grips, the pegs, the mounts, the frame, the oil bag (bags, actually, there are two and we'll get to that), fuel tank...everything. It's all hand-formed and one-off. That high-mounted tank, obviously, takes its cue from the old Frisco style of the '70s, the straight-up Bay Area look. It's all set on a Mike Maldonado frame that, itself, is stretched a mile high. The actual length of the downtubes is a whopping 36





inches. "On a chopper," Mike says, "I go straight up, I don't go out." And you'll notice that the frame uses skinny 1-inch diameter tubing for a more traditional, spindly look. "A little different than what you see these days," Mike figures.



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

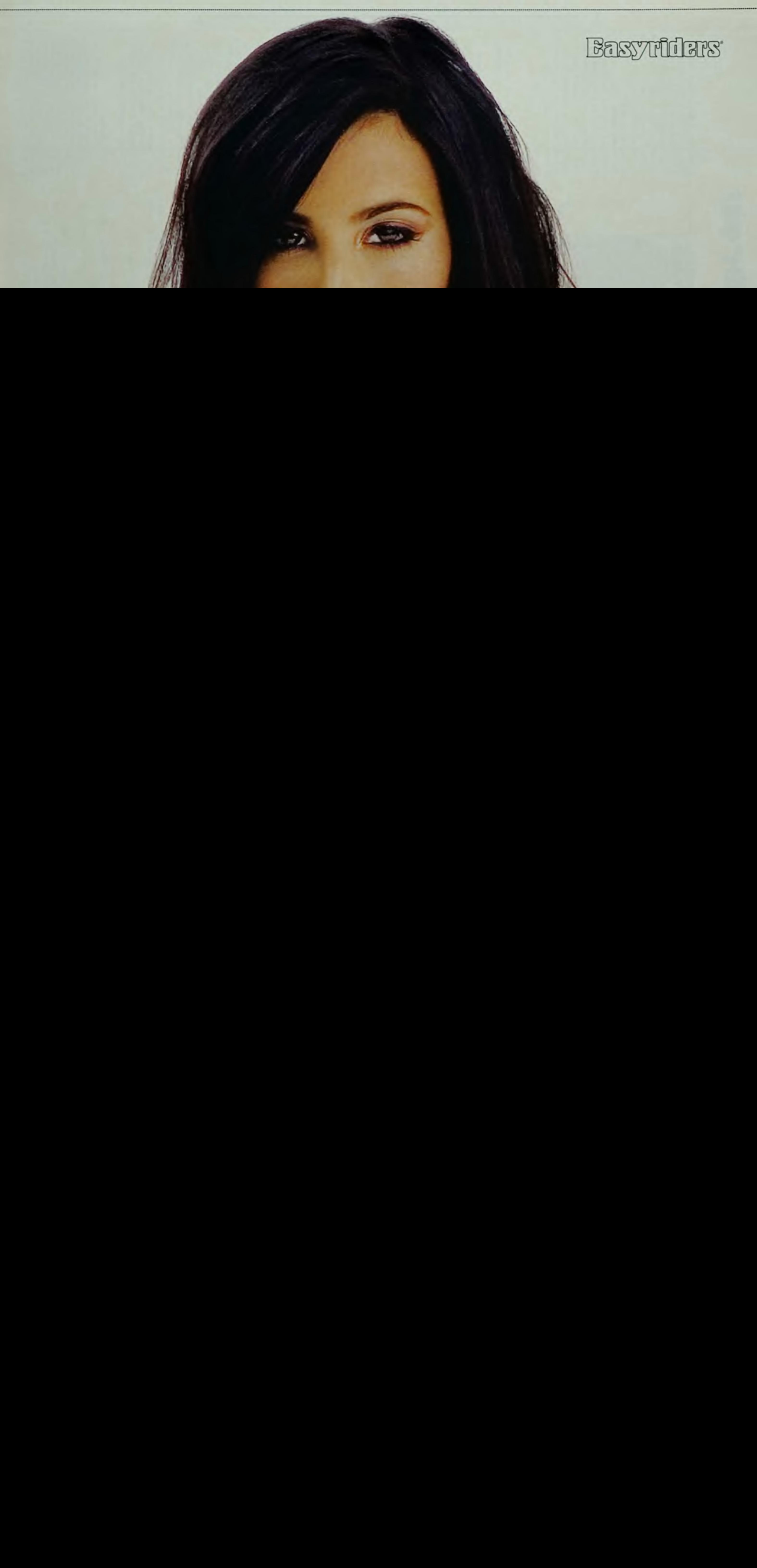
Mike pounded all the sheet metal out from flat sheets then made things baby-butt smooth on the English wheel. That oil bag under the seat is Maldonado-made, as well, and it's a phony. It's the battery box holding not only a full-size battery big enough and strong enough to reliably start the big S&S engine but also to swallow up the ancillary electronics. The real oil tank, also custom formed, is mounted underneath the trans. See it, and the little fill tube on the right side? It's the best of both worlds: an oil tank that actually gets a beneficial cool breeze; and a battery box large enough to hold a battery actually capable of doing something. Form *and* function.

Mike built the exhaust pipes as well. They're over 1-inch in diameter for performance and come with a clean and simple look. "I never exaggerate the exhaust," relates Mike. "That can take away from the look of the bike as a whole." He's right. Some pipes definitely go overboard, quickly becoming the focal point so all you see are pipes and not the motorcycle. To Mike's way of thinking, the bike's gotta be seen and appreciated as a whole, from its overall design to its paint. None of the parts should compete with that or scream out for individual attention.

Lance Badgwell agrees with all of the above. That's why this is his second bike from Capistrano Beach. As wild as this one is, it's also perfectly understated. Although that is NOT the case with our little hardbelly, Jaime. With her around, I can think of something else that's... standing tall!

—Joe Kress







A gorilla is walking through the jungle. He parts the bushes by the watering hole and sees a lion taking a drink of water with his butt sticking up in the air. The gorilla thinks to himself that it would be really funny if he snuck up behind the "King of the Jungle" and slipped him the ol' Liberace. So the gorilla sneaks up on his tiptoes behind the lion, grabs him by the hips and starts fucking him up the ass as hard as he can. Then he pulls out and runs away, laughing his head off. He thinks it's the funniest thing he's ever done in his life—fucking the "King of the Jungle" up the ass.

The lion is pissed and runs after the gorilla.

Now, the gorilla can't run very fast and the lion keeps getting closer and closer. So the gorilla ducks into an empty safari camp, puts on a set of safari clothes with the pith helmet, picks up a paper, sits down with the paper held up to his face, and makes like he's reading it.

Just then the lion walks in. "Rrrrooaaar!" he says. "Did you just see a big gorilla run through here?"

The gorilla starts shaking the paper. "Uh, you mean the one that just f-fucked the lion up the ass?" he stutters.

The lion sits up with a start and says, "Jesus! It's in the paper already?"

*Greg Cook
National City, California*

Once upon a time there was a female brain cell that, by mistake, happened to end up in a man's head. She looked around nervously because it was completely empty and quiet.

"Hello?" she cried but got no answer. "Is there anyone here?" she cried a little louder—still no answer. Starting to feel alone and scared, the female brain cell yelled at the top of her voice "Hello! Is anyone around?"

Then she heard a faint voice from far away saying, "We're down here!"

*Burt Whitcomb
Palmdale, California*



"Yes, I've been a very naughty girl. I am also a very RICH girl!"



Hillary, Bill Clinton and Al Gore die in a car accident and suddenly find themselves in heaven. God addresses Al first. "Al, what do you believe in?"

Al replies, "Well, I believe I won that election, but that it was your will that I did not serve. And I've come to understand that now."

God thinks for a second and says, "Okay, very good, come and sit at my left."

God then addresses Bill. "Bill, what do you believe in?"

Bill replies, "I believe in forgiveness. I've sinned, but I've never held a grudge against my fellow man, and I hope no grudges are held against me."

God thinks for a second and says, "You are forgiven, my son. Come and sit at my right."

God then addresses Hillary. "Hillary, what do you believe in?"

Hillary says, "I believe you're in my chair."

*Bob Grinch
Ridgewood, New Jersey*

Stomper just got a bitchin' custom paintjob and a shitload of chrome on his '68 panhead and was watchin' his green pretty close. But he got really pissed while showin' off his ride at a local bike rally when he popped into a port-a-potty to pinch one out. To his disappointment he lost seventy-five cents in the urinal. "Shit, I'll be in the poor house at this rate."

Stomper went to his bros. "Hey, can you guys lend me \$20?"

"Sure man." They happily forked it over, knowing about his money problems.

"What's it for, a stripper or somethin'?" Pacer grinned.

"Nope, I'm gonna chuck it into that there head," he said, pointing to the big blue piggy bank.

"What the hell for? Ya goin' nuts?" asked a bro.

As Stomper rolled up his sleeves, he said, "Ya don't think I'm goin' down there for a lousy seventy-five cents, do ya?"

*Grumpy George
Cambridge, Iowa*

A little boy walks into his parents' room to see his mom on top of his dad, bouncing up and down. The mom sees her son and quickly dismounts, worried about what her son saw. She dresses quickly and goes to find him.

The son sees his mom and asks, "What were you and Dad doing?"

The mother replies, "Well, you know your Dad has a big tummy, and sometimes I have to get on top of it to help flatten it."

"You're wasting your time," said the boy.

"Why is that?" the mom asked, puzzled.

"Well, when you go shopping, the lady next door comes over, gets on her knees and blows it right back up."

*B.G.
Ridgewood, New Jersey*

Pogo and his dog walk into a bar. The bro proclaims, "I'll bet you big bucks that my dog can talk."

The bartender says, "Sure. You're on."

So the bro says to his dog, "What covers a house?"

"Rroof!"

Then he asks, "How does sandpaper feel?"

"Rrough!"

Then he says to his dog, "Who was the greatest ballplayer of all time?"

"Rrrruth!"

The bartender, annoyed at this point, throws both of them out.

Sitting on the sidewalk, the dog looks up at his owner and says, "Or was it Mantle?"

*Fred Race
Strongsville, Ohio*

A woman called a repairman to fix her television. Just as he finished, the woman heard her husband's key in the lock.

"Hurry," she said to the repairman, "You'll have to hide. My husband is insanely jealous."

There was no time to run out the back door so the repairman hid inside the TV console. The husband came in and plopped down in his favorite chair to watch some football. Inside the TV, the repairman was all squashed up and getting hotter and hotter. Finally, he couldn't stand it any more. He climbed out, marched across the room and out the front door.

The husband looked at the TV set, looked at his wife, looked back at the set again and said, "I didn't see the referee send that guy off the field, did you?"

*R.M.
W.P.B., Florida*

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdabell, 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: Lance Badgwell
City: Dana Point, California

GENERAL

Designer: Mike Maldonado
Year/make: 2006 Special Construction
Model: Sancho
Assembly: Mike Maldonado
Time: 6 months

ENGINE

Year/make: 2006 S&S
Rebuilder: Spyke
Displacement: 113 cubic inches
Cam: S&S
Carb: S&S Super G
Pipes: Mike Maldonado

TRANSMISSION

Year/make: 2006 Spyke

Shifting: 6-speed

PAINTING

Painter: Mike Maldonado
Color: Candy Brandywine

Type: House of Kolor

FRAME

Year/make: 2006 Mike Maldonado
Type: rigid

Rake: 54 degrees, total

Stretch: way up!

Shocks: none

ACCESSORIES

Handlebars: Mike Maldonado

Handlebar controls: Performance

Machine/Mike Maldonado

Fenders: Fat Katz/Mike Maldonado

Headlight: Mid USA

Taillight: Mike Maldonado

Pegs: Performance Machine

Foot controls: Performance Machine

Gas tank: Mike Maldonado

Oil tank: Mike Maldonado

Seat: Mike Maldonado/Mauriso

Grips: Mike Maldonado/Goya

FRONT END

Type: inverted

Builder: Spyke

WHEELS

Make: Black Bike

Size: 21-inch front/18-inch rear

Tires: Avon, 250 rear

Brakes: Performance Machine/Exile

Photos: Rick Hustead



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The Best Trailers...



www.hhtrailer.com

Be sure to visit the owners of H&H Trailer Co. and some of the top bike builders at the best party in Sturgis from August 6-12, 2007

GREASE MONKEY MAYHEM 08th & Lazelle!

Behind The Artistry Of Aaron Greene

In every technology, there are a remote few "Doogie Howsers" out there leading the pack. Aaron Greene is one of those unique young innovators, leading the technology of today's motorcycle building. This past July, he was inducted into the newly founded International Bike Builders Association Hall of Fame. He joins a small, but elite group of builders that stand out in the industry, portraying what it means to be a master bike builder. Building radical custom bikes from the ground up, Aaron has not only mastered all of the aspects essential for the job, he has invented a few of his own. At the ripe old age of 31, he holds three U.S. machine patents. For over a decade, he has run Paramount Cycles in Reno, Nevada, which now spans three buildings and employs 23 people, including members of his family.

With TV spots coming up on SPEED Channel's *American Thunder*, other media interviews, endless bike shows and running a busy business, catching up with Aaron is not an easy task. However, we managed to sit him down for an interview recently and found a fascinating and thoughtful guy at the helm of Paramount Custom Cycles. — Ed.

Easyriders: I've been told that you've been in this business for over a decade, but you don't look old enough to claim that.

Aaron: I turned 31 on June 11, so I've been building bikes for 13 years now.

Easyriders: So you've been building bikes your entire adult life; how old were you when you started riding them?

Aaron: I've been riding and racing dirt bikes since I was a little kid. I excelled at racing dirt bikes and had the chance to race pro. A motorcycle and me go together very well.

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

Aaron: I sure as hell wouldn't be building this many! It would be great to take some of the pressure off and just build them for fun.

Easyriders: Is riding still a passion of yours? Do you still find the time to ride much?



Aaron: I like just packing up the bike with all of my camping and fishing gear, food for five days and heading up into the mountains. I live in Reno, which is on the edge of the Sierra Nevada Mountains. I can jam down through Yosemite, or around Lake Tahoe. There are a lot of good roads all around me.

Easyriders: What kind of fishing do you do?

Aaron: I love all types of fishing. I fly fish for trout at home, but I also do guided fishing tours up in Alaska for King Salmon.

Easyriders: I know that your bikes are set up at all of the major rallies. Do you find the time to ride to the rallies?

Aaron: Some of the best times I have are riding to Sturgis every year and camping the whole way. The past couple of years, I have gone out with five guys from my shop. It's the most fun destination for me because we rent a house and get to stay for 15 days, so there is a lot of time to do different things and the riding is beautiful in the Black Hills.

There have been some great little rallies in my area where they shut the whole town down and we get to do whatever the fuck we want to do, burnouts and whatever. But after a few years, those rallies seem to disappear.

Easyriders: How do you feel Daytona compares to those rallies?

Aaron: Well, it's hot and humid as hell, but you can't complain about the beautiful Florida women. In Sturgis we all have to fight over the bartenders!

Easyriders: Do you have a favorite bike that you prefer to ride?

Aaron: I own a few different bikes, but my rigid bike is my favorite. That is the one I rode in the Discovery Channel show that I did with Billy Lane. I went down there and helped him build that bike, and then we rode from Melbourne, Florida, to Dallas, Texas, against Rick Fairless. It's a raw bike, no paint on it, no nothing. It has all of my chassis work and everything.

Easyriders: You and Kendall Johnson seem to be hanging out today; Do you guys ever work together and ride together?

Aaron: Not normally, no. But Kendall is a tremendous engine builder. He's probably the best. He gets more power out of a motor than anyone I know, and he is really fun to ride with. Kendall and I ride real hard. We do lots of crazy stuff on bikes. I did a little video scene a while back where I jumped my rigid chopper about 35 feet through the air and about three feet off the ground.

Easyriders: Do you prefer riding with a group of friends or riding solo?

Aaron: If I can find the time to get out and go fishing and camping I'll go solo, or bring some girl with me.

Easyriders: Some girl? So, I guess you're a single guy?

Aaron: Well, I've *been* married, so I guess technically that makes me divorced.

Easyriders: A lot of people have this image of bikers as being crazy and fearless. Do you have any secret fears?

Aaron: I've been riding motorcycles a long time, so nothing about a motorcycle scares me at all. I can make the bike do a lot of things very easily. I grew up ski racing on the mountain in Tahoe, so nothing about speed scares me. That's all we fucking did. We were on that hill at

2:00 p.m. everyday, and I had the opportunity to do movies and go in that direction with snowboarding. So as far as bikes and speed and fear go, I don't have a lot of fear. But snakes, I don't like any snakes. Am I afraid of snakes? I wouldn't get up and walk away if I saw a snake, I would just want to kill the fucking thing. I'd grab it and cut its head off. It's about that simple.

Easyriders: What would you be doing if you weren't a bike builder?

Aaron: I like building things, so no matter what, that's what I'd be doing—creating and engineering things non-stop. I build all of my custom bikes, all of my chassis. I do sheet welding and machining—all of it.

Easyriders: With the popularity of bike building on Discovery Channel, do you feel a responsibility to set a good example for the kids that are looking up to builders now as role models?

Aaron: I guess that comes about more and more as you climb up the ladder of fame. People start checking out what you're doing and watching all of your actions. I liked doing the Easyriders Bike Show Tour and interacting with the kids. But do I watch what I say? You know, I have a hell of a time not cussing. Every other fucking word is...fuck. I think when we are doing a show, we try to keep it as appropriate as possible. But at the rallies, we're fucked up a lot of the time and do things that aren't necessarily good role model material.

Easyriders: What do you think about helmet laws? Do you wear a helmet when you ride?

Aaron: I don't wear a helmet when it is not required. But it is the law where I live in Nevada. It's retarded, because gambling is legal. Drinking, smoking and prostitution are all legal, but you can't ride a motorcycle without wearing a helmet.

Easyriders: What is your biggest extravagance? What do you spend your money on?

Aaron: I've always been into building hot rods and cars as well as motorcycles. Any extra money I have usually goes into that. My favorite hot rod is my '56 Chevy. It's red and black. Everything I have is red and black.

Easyriders: What sets your bikes apart from the other bike builder's styles? Do you have a signature stamp?

Aaron: My bikes are definitely not old-school style. They are very mechanical and edgy in style. It's my own style, my own gig. I think they represent the next generation of bike building. Very hot rod oriented, very drag racy, they are fun-to-ride motorcycles.

Easyriders: You've achieved a lot in your 31 short years. With all that you do have, what's missing, what's next?

Aaron: Next, is just to be very successful at it. As much as we travel around and gain fame and recognition, this industry is still very hard to make a dollar at. It would be nice to know that my payroll is not in jeopardy, so that is what I'm focusing on. Just getting to a level where everything runs smoothly and I won't have to worry and stress about it. I'd like to reduce the stress level.

Easyriders: You don't seem stressed out.

Aaron: But I am!

Easyriders: We all like to know that even successful people are human and have vices like anybody else. Any secret vices you'd care to share?

Aaron: I can't say.

Easyriders: For the record, let it be known that Aaron Greene refuses to admit to any vices. Okay then, any advice to your fans and our readers?

Aaron: This business is not something you should get into if fame or money is your motivation. The love of riding and working on bikes is the only reason to be involved. It's hard work and long hours. But when something is your passion, then it won't make a difference if you only end up with \$12.50 an hour at the end of a long day.

It may seem that Aaron has already reached the top of his profession, but we have a feeling we've only seen the tip of this iceberg's artistry. If you'd like to know more about Aaron Greene, contact Paramount Custom Cycles by calling 775-324-2445 or visit them online at www.paramountcycles.com.

—Betsy Huelskamp

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Tire-shreddin' horsepower at the Harley drags.

—Tim Anderson, Edgewater, Colo.



Sundrenched Dawn and Bonnie make for a tasty two-wheeled twosome at Daytona 2007.

—Bernie and Dawn, Las Vegas, Nev.



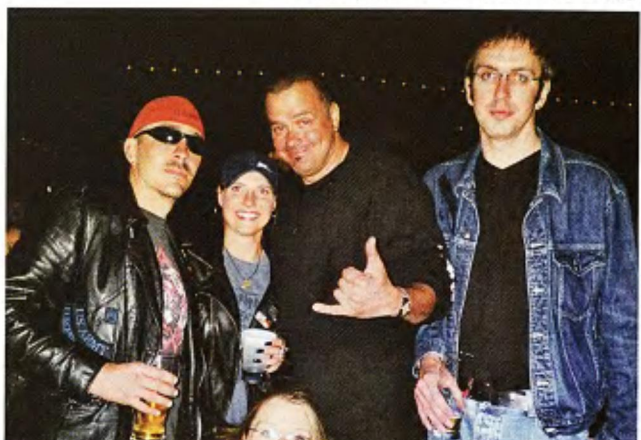
Like two rams buttin' heads.

—J. Steel, Chillin' 'n' burnin' on the road



Look what we found in our fishnet.

—Jackman, Daytona 2007



Hangin' at Euro Bike Week.

—Nightmare Coldwell, Villach, Austria

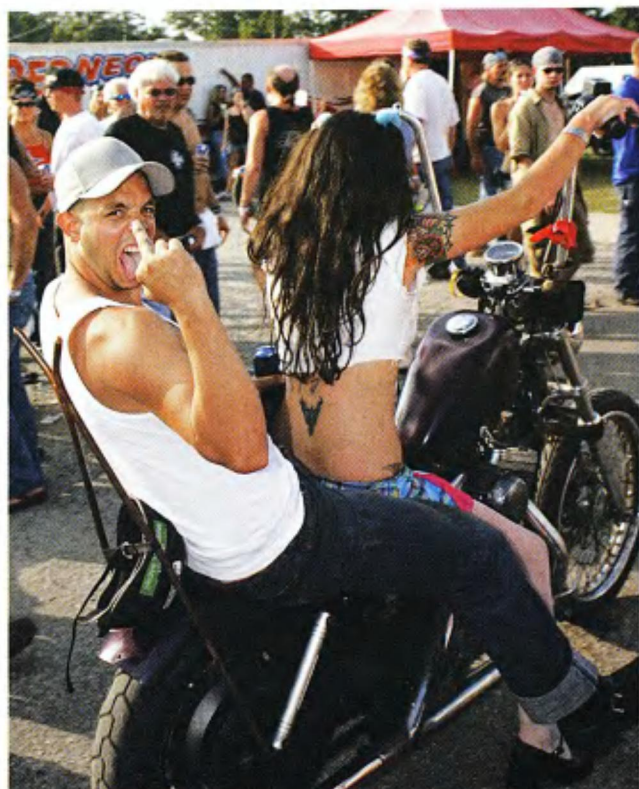


No roadside squatting allowed at the burnouts!

—J. Steel, out there, in here.



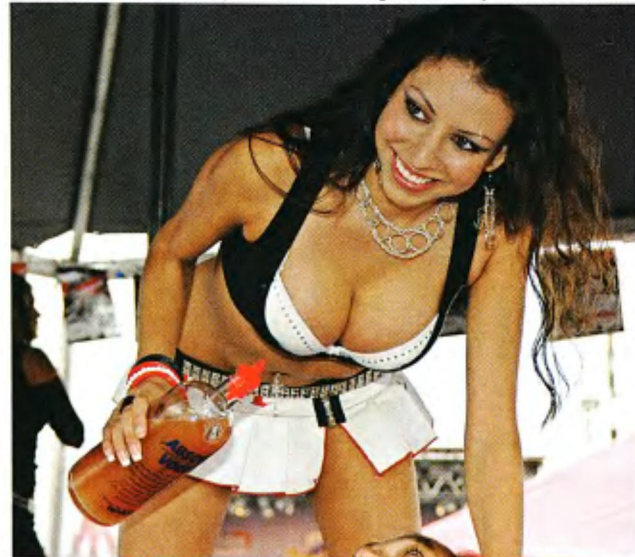
Love those outdoor showers. —Puppy, Daytona Bike Week 2007



Seconds before falling off. —LowLife, Carolina Backroads



Fringe keeps bugs away. —James "Mug" McGuffey, Savannah, Ga.



Pourin' a wee dram at Bike Week. —Jackman, Daytona 2007

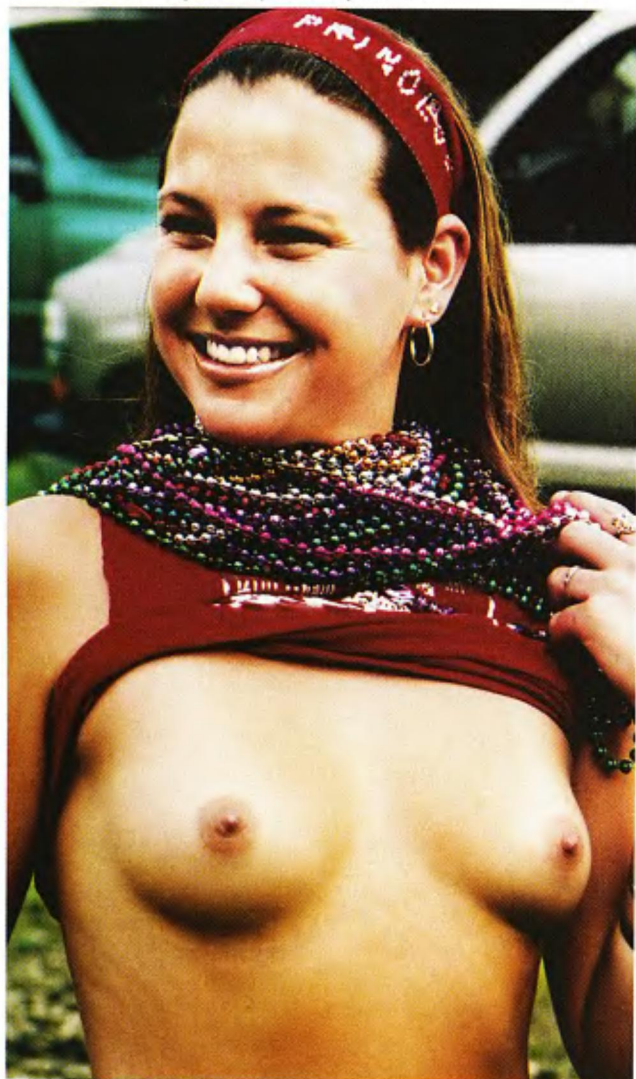


Ridin' her own in Daytona. —Jill Ring, West Carrollton, Ohio



Father and son—righteous panhead partners.

—Jesse Janelle and Eli McIntosh, Huffman, Texas



"I got these beads for free!"

—Bill Cromwell, Westminster, Md.



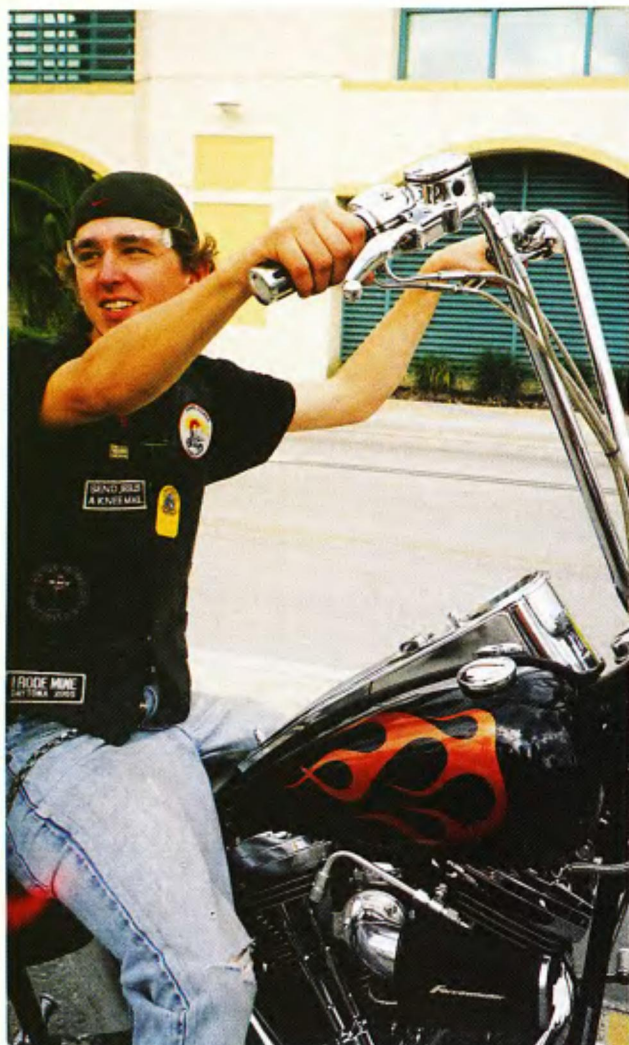
He eats at the Y.

—Chantal Foguth, Bluffton, S.C.



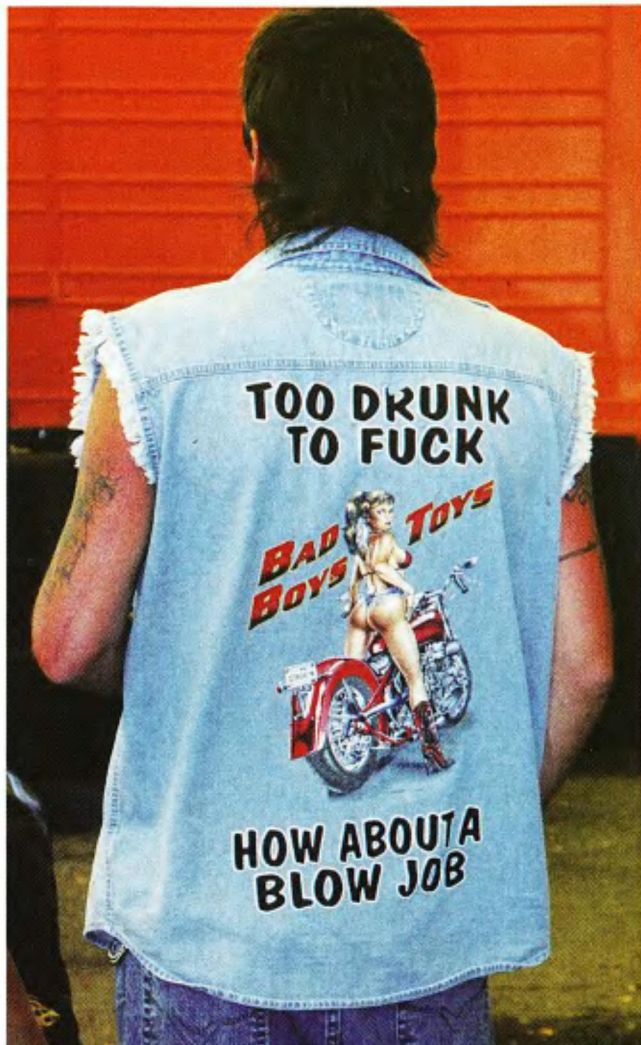
Shayna gets in her licks.

—Joe Baker, Adrian, Mich.



Dry off them arm pits, Junior.

—Judy Brown, Salisbury, N.C.



Too drunk for that, too.

—Kevin Hensley, Spartanburg, S.C.



"Yes, Officer, we just found them like that."

—Ray Owens, Salisbury, N.C.

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.





While the bike's name may sound like Quentin Tarantino's next movie, it's actually a labor of love by several of the country's leading bike builders. Many talented hands went into building this homage to custom bike legend Indian Larry including Kendall Johnson, Billy Lane, Paul Cox and Keino. Many others contributed to the bike's craftsmanship and unique artistry including sculptor Jeff Decker and engraver C.J. Allan.

The bike's building, to their credit, was orchestrated by the people at Original Productions, the producers of the *Biker Build-Off* TV series in association with both The Discovery Channel and The Learning Channel. "They were incredibly

supportive as was everyone in the industry after Larry's passing," says Paul Cox, who adds, "It was really their idea to build something to give everybody some closure and with the knowledge that it was done in his memory." The plan also included auctioning off the bike with the proceeds going to Larry's wife, Bambi.

The team of builders were given 10 days on camera to build the bike and basically lived, breathed and dreamed the project. All the guys were sequestered in a hotel for two weeks and got up every day to work on the bike under the TV lights and the pressure of a deadline. "We were all close friends before this all happened, so that's what made it

LOVE ZOMBIE

Homage To Indian Larry

the right thing to do and helped make it work," says Paul.

Working together in the spirit of the old barn raising tradition, the team modified a Paughco frame/springer front end combo into which was planted an 88-inch Pandemonium RevTech motor tweaked by engine gurus Kendall and Keino. The bike carries an eclectic assortment of custom features, components and design elements including the special bronze handlebar risers fashioned by Jeff Decker and awesome engraving by C.J. Allan, while master painter Robert Pratke sprayed on the Purple Metal Flake paintjob.

Keino adds, "It was a very emotional time building that tribute bike just after Larry died. And building that bike with Kendall and Billy and Paul was quite an experience, something that brought us all closer together."

After the Discovery Channel airing of the tribute show documenting the team effort to build the bike, the Love Zombie toured around the country for about a year. Says Paul, "It really

allowed people to touch something that was linked to Indian Larry and feel a real connection towards him."

If you've seen Indian Larry's work you can appreciate what this bike stands for and how it carries a sense of his spirit, both unique by design and rich in character.

To find out more about Indian Larry, read the Motorbooks International book, *Indian Larry: Chopper Shaman* available at most quality book stores.

—Paul Garson







Owner: A Lucky Collector
City: Somewhere in Canada

GENERAL

Designer: Indian Larry Legacy
Fabrication: Kendall Johnson, Billy Lane, Paul Cox, Keino
Year and make: 2004 Special Construction
Model: Love Zombie
Assembly: Kendall, Billy, Paul, Keino
Time: 10 days
Chroming: Wileo

ENGINE

Year and Make: 2004 RevTech
Model: Pandemonium
Rebuilders: Kendall and Keino
Ignition: Morris magneto
Displacement: 88 cubic inches
Lower end: RevTech
Balancing: RevTech
Pistons: S&S
Heads: STD
Cam: Andrews
Lifters: RevTech
Carb(s): S&S Super B
Air cleaner: Ed "Big Daddy" Roth
Pipes: Kendall and Keino
Transmission: Baker
Modifications: 6-in-4
Shifting: foot

PAINTING

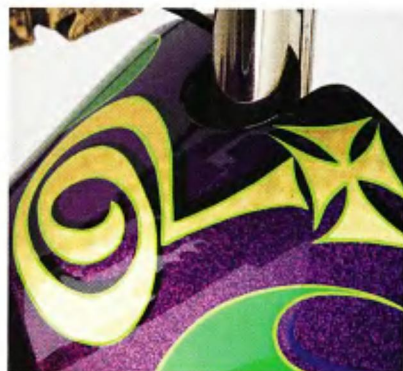
Painter: Custom Auto Design
Color/type: Purple Metal Flake
Special paint: Robert Pratte

FRAME

Year: 2004
Builder: modified Paughco
Type: rigid
Rake: 30 degrees
Stretch: 2 1/4 inches
Shocks: Rigidaire by Paul Cox

ACCESSORIES

Bars: 10-inch mini-ape
Handlebar controls: internal throttle
Fenders: West Coast Choppers
Headlight: 4-inch
Taillight: Kendall Johnson
Speedo: none
Dash: none
Front pegs: LIRR
Rear pegs: none
Electrics: yes
Gas tank: Billy Lane
Oil tank: Jason Wroblewski
Oil system: hope so
Seat: Paul Cox
Sissybar: of course
Mirrors: no
Grips: Paul Cox



FORKS

Type: modified Paughco springer
Extension: 2 inches
Builder: Kendall, Billy, Paul, Keino

WHEELS FRONT

Size: 21-inch
Wheel: spoked
Tire: Metzeler
Brake: none

WHEELS REAR

Size: 18-inch
Wheel: spoked
Tire: Metzeler
Brake: Performance Machine
Photographer: Michael Lichter

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Meet March's Winner

I bet ya never woulda guessed that by casting your vote for Terri in March that you were choosing the honorary mayor of Rayne, Louisiana, did ya? Neither did we. Terri received that honor as her last name is also Rayne. Did you also know that the city of Rayne is the frog capital of the world? I'm not saying anything about the French; I'm talking about the hippity, hoppity frogs. It's true, we looked it up. We were able to locate Mayor-ette Terri on a fact finding trip in SoCal, so we rushed her to our studios for the shoot with our black-belted photog, Rick Hustead, aboard Bob Carillo's 1948 panhead. Honestly, Terri is NOT an honorary anything. However, Rayne, Louisiana, IS the frog capital of the world. Terri, just has some of the biggest tits we've seen in a while and I needed to kiss her ass a little before I mentioned THAT fact. Damn, those things are HUGE!

—Ineda Pupie



Rebecca—North Carolina

#0801

"Living in the Carolinas, there are many places to go riding. My first ride was very hot. In fact, the bike was pretty hot, too."

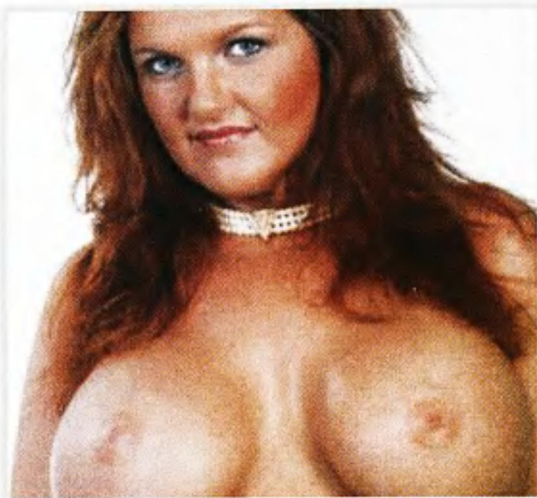


Diana—Texas

#0802

"Aside from the bugs that flew in my face, I loved the feeling of the wind blowing in my face and hair and the pulsation between my legs."

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Holli—Massachusetts

#0803

"I had never felt anything like it. Ten months later, I was riding my own at Laconia Bike Week."



Sandra—Ontario

#0804

"I fell in love with the vibration. I got off the bike soaking wet! Ever since, I only ride Harleys."



Kimberly—Tennessee

#0805

"I can still remember that great sensation after my first ride. Every time I think about it, and I can't find someone to take me, I just work it out on the pole!"



Vanessa—Tennessee

#0806

"It was with my man. I instantly fell in love! The vibration and the wind in my hair and across my face...oh, yeah, I eventually loved HIM, too."

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 #410 *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.



Attention on deck! Believe it or not, your April winner, Karen, has a little something to do with our national security. I, for one, already feel more secure, don't you? Come back next month to see more!

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

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

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

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

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

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

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FATHER & SON

San Fernando Valley Style

Traveling 'round the country with the Easyriders Bike Shows is an eye opener for us because we get to see all the regional styles of bike building that flourish around the country. One building style we are intimately familiar with is the "San Fernando Valley" style. Products of the lowrider car culture, these sexy scooters are distinguished by a combination of full fenders, high bars, laced wheels and often sport lush candy paintjobs.

Bill Losoya and his son, Bill, Jr., spent a year and a half scouring swap meets around Southern California looking for vintage parts to finish this award-winning '55 panhead. Do you know how hard it is to find an original '55 taillight? When all the parts were gathered, they painstakingly assembled the machine

over eight months. When told by some yuckster that the soup of the day is the bobber, they bucked "popular opinion," went with their guts and their roots and built this full fender vision.

Bill's cousin, Danny Santana, owns Santana Cycles a San Fernando shop that has been around for about three years. They have an affection for the old style bikes, but are interested in building all styles. They also repair a lot of older bikes. "Other people don't like working on those old dinosaurs, you know," Bill chuckles.

This '55 straight leg frame is a highly sought after item and it is not a reproduction. For the sake of the style, a '48 stock-length springer has been mounted up front with an original drum brake. Both sport gleaming chrome from V&C





Metal Polishing in North Hollywood. A 21-inch Akront aluminum rim was laced to the original star hub. The rear star hub has been fitted with a juice drum brake setup and an 18 x 5-inch Akront rim as well, with a 200 rear tire to give the dropped rear fender just the right amount of tuck. They used diamond cut twister spokes front and rear, which glisten wildly in the sunlight as they roll down the road.

Bill, Jr. did all the bodywork, frenching in the split between the gas tanks and removing the bulky stock brackets from the Softail front fender, mounting it to tabs welded to the front legs to drop it closer to the tire. Look closely and you will see that he embossed a tip into the front fender to match the rear. He's also responsible for the gorgeous House of Kolor, Butterscotch Kandy finish as well.

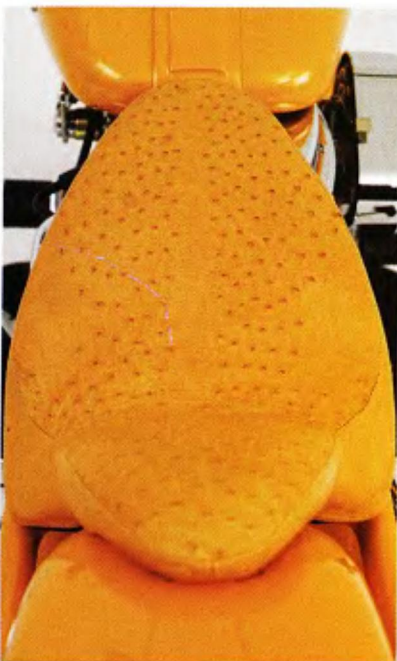
The motor started as a '55 and was rebuilt in-house with 80-inch Evo wheels and STD heads. The STD heads allow a greater variety of pipes to be used. The tranny was rebuilt by Ron Grygus with Andrews gears, a ratchet top, jockey shift and suicide clutch.

Bill, Sr. made the one-piece handlebars, dash and those crazy pipes. If they seem long and sharp now, Bill tells us that he actually ended up taking 10 inches off them after he stabbed himself in the back when he wasn't paying attention. They look dangerous and are, plus, they're really loud!

We like 'em dangerous and loud. High bars and loud pipes forever. —Kit Maira







Owner: Bill R. Losoya
City: San Fernando, California

GENERAL

Fabrication: Bill R. Losoya
Year/make: 1955/2007 Special Construction
Model: panhead
Assembly: Bill Losoya, Sr.
Time: 8 months

Chroming: V&C Metal Polishing

Polishing: V&C Metal Polishing

ENGINE

Year: 1955/2007
Builder: Santana Cycles
Displacement: 80 cubic inches
Cam/Carb: S&S
Ignition: Dyna 2000
Pipes: Bill Losoya, Sr.

TRANSMISSION

Make: Harley-Davidson
Year: 1955
Shifting: ratchet top, jockey shift
Special Features: suicide clutch

PAINTING

Molding/Painter: Bill Losoya, Jr.
Color: Butterscotch
Type: House of Kolor

FRAME

Maker: Harley-Davidson
Type: straight leg rigid
Rake: 30 degrees
Stretch: stock

ACCESSORIES

Handlebars: one-piece, 14-inch apes
Risers: top clamp
Handlebar controls: Harley-Davidson
Fender: Harley-Davidson
Headlight: Paughco
Taillight: Harley-Davidson
Speedo: Harley-Davidson
Pegs: running boards
Electrics: 12 volt
Foot controls: Harley-Davidson
Gas/Oil tanks: Harley-Davidson
Oil system: S&S
Seat: Saddleman
Grips: Harley-Davidson

FRONT END

Type: Springer
Builder: Harley-Davidson

WHEELS FRONT

Size: 21-inch
Hub: stock, star
Rim Width: 3.5-inch
Tire: Metzeler
Brakes: stock drum

WHEELS REAR

Size: 18-inch
Hub: stock, star
Rim Width: 5.5-inch
Tire: Metzeler
Brakes: juice drum

Contact: Santana Cycles, 818-365-3151;

www.santanacycles.com

Photos: Rick Hustead

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Adios Señorita

Gone But Not Forgotten



Right off the bat, I'm gonna piss some people off. Ready? Here we go: There's a theory that American women are...spoiled. Nothing wrong with that, it's just our culture, as opposed to others, that makes many men seek out the exotic. The allure of having a wife or girlfriend from another country is very strong. I mean, why else would there be so many mail order bride companies out there? No, not because these men are losers, some are, but because in many cultures women are raised to cater to the male population and not be so aggressive in their pursuits of career, money and fame. They're brought up to make family their top priority, so that the "bread winner" can do just that. Which brings us to the very lovely and exotic Ms. *Easyriders* 2006.

Martha Aguilar is the hot Latina that graced us with her exotic and caring presence all of last year. She spent 2006 traveling between the *Easyriders* Bike Shows and other bike events across the country and spending time on sandy beaches, photo shoots and television shows in the laid-back atmosphere of her home in Rosarito Beach, Mexico. Although many times our staff is "forced" to cater to the every whim of the newly crowned Ms. *Easyriders*, Martha was a

breath of fresh air. Instead of us making sure she had everything she needed, she was the one making sure we weren't working too hard, ate when we were supposed to, called home when we were on the road, and all while showing us that with her work ethic, she didn't need a babysitter.

Many of you found that out for yourself at several events. As she warmly

greeted you for photo shoots and the like, no one walked away unhappy. Now that she's "retired," Martha will be going back to living the more laid back lifestyle she's accustomed to. While her husband is out in the world working at one of the hottest clubs in Rosarito, Martha will be back at home exercising, surfing, modeling and...taking care of her man. Lucky motherfucker. Speaking of a lucky motherfucker, let's talk about the owner of this bike, David Casian

David built his bike the old-school way: By himself, in his garage, just like he'd seen his uncle do when David was growing up. "My uncle used to ride with a club called the Freewheelers MC," David says. "When I was growing up, I'd watch him build and fix his pan-head and I grew up wanting to emulate him. He's one of my heroes and I just wanted to have a ride like his." David's desire to have an old-school chopper, rather than just a rigid bobber took some time and effort. David makes his living as a Housing Inspector; however, this guy knows his way around a blowtorch. Lucky for him, because building a bike isn't as easy as it looks on TV.

"First, I have to thank my girl CJ for her patience," he states. "I knew there were going to be times that nothing fit



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on this bike, but it seems like there were more of those times than I anticipated. CJ was always there to calm me down. I couldn't have made it through the build without her."

Ahh, that's so sweet. The bike took about a year to complete. It takes some serious dedication to put in a 12-hour day at your regular job, then come home and work on your project 'til ya can't see straight. Throughout the process—from the welding and fabricating to the paintjob—David kept his focus. "I wanted pride in ownership. Building this from the ground up, scrounging and saving for parts, the whole experience. I'm really proud of this bike and, yes, it *is* my first project." With all the love and patience from his woman, how did having Ms. *Easyriders* posing on the bike go over?

"I'm waiting for CJ to see it in print, then she'll understand the Shrine." I'm sorry, the what? "I was so excited about having Ms. *Easyriders* pose with my bike that the bike now sports a new seat. The original is enshrined in a airtight cabinet in my living room." That's right, he said airtight. Yes I *do* know what that means.

With that, we leave you with the knowledge that somewhere in Rosarito, Martha is surfing her heart out, her hubby is well taken care of, and David...well, David is either riding his rigid around SoCal, or playing with one in front of his Shrine. —Oil Can



Owner: David Casian
City: Newhall, California
GENERAL
Fabrication: owner
Year/make: 2006 Special Construction
Model: rigid chopper
Assembly: owner
Time: 1 year
Chroming: huh?

ENGINE
Year: 2006 panhead
Rebuilder: STD
Ignition: Compufire
Displacement: 94 cubic inches
Lower end: S&S
Pistons: S&S
Cam: Andrews
Lifters: JIMS
Carb: Mikuni
Pipes: Paughco

TRANSMISSION
Make: Harley-Davidson
Year: 1977
Shifting: foot
PAINTING
Painter: owner
Color: Kandy Red
Type: House of Kolor
Molding: None
FRAME
Year: Unknown
Builder: Harley-Davidson
Type: rigid
Rake: 38 degrees
ACCESSORIES
Handlebars: apes
Handlebar controls: PM
Fenders: Paughco
Headlight: KC International
Taillight: CCI
Speedo: none

Pegs: Harley-Davidson
Electrics: owner
Foot controls: Harley-Davidson
Gas tank: Harley-Davidson Sportster
Oil tank: Harley-Davidson
Oil system: JIMS
Seat: Bar Enterprises
Mirrors: Harley-Davidson
Grips: Harley-Davidson
FRONT END
Type: springer
Extension: plus 3 inches
Builder: Paughco
Wheels
Size: 21-inch front/16-inch rear
Hub: Harley-Davidson
Tires: Metzeler
Brakes: KC International
Photos: Rick Husted



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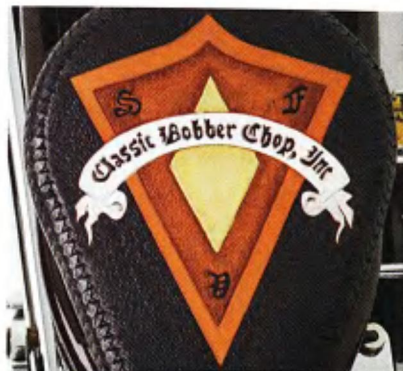
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Forty-Eight Flatty

Drum Brakes And Milk Chocolate Flakes



This bike was brand-new in 1948, and its builder Bob "Imperial" Carrillo of Classic Bobber Chop told us that everyone seems to be impressed with how fresh it looks today. Bob builds what he wants the way he wants to build it. Ya gotta love the way this guy does his own thing, the same way he rides—his way. He doesn't care what you call it, because to Bob, it's the only school there is. He builds what he has

not seen on the streets or at bike shows, and that is Bob's secret to designing rides this righteous. When Bob has a vision, he gets out into the shop and makes it happen. His advice to aspiring bike builders is to be different and build what you want to ride.

Bob has a special pot brewing for the rare occasion he encounters someone who doesn't agree with the bikes he rides and builds, "How about a nice cup of shut

the fuck up!" Now there's a line for ya that's an instant classic, just like Bob's milk chocolate bobber. Bob is man of many talents and many hidden wonders. Peeling back each layer reveals more of how Bob brought this luscious forty-eight flatty back to life. This repro frame from Ted's Cycle has 30 degrees of rake, and in the stretch and slice department, Bob says this one's a natural because there's, "Nothing added, and nothing taken away."

Paul Wheeler is a SoCal purveyor of every manner of necessary materialization concerning smokin' hot two-wheeled rides from days gone by. Bob and Paul have been friends since Bob was a kid and Paul was very happy to dispense priceless advice, help with tires, horse-trade for some primo antique parts and he even laced up the rims. That's one hell of a gas tank and Bob seems to think it is an early model Bates tank. Fab Matt of Felony Fabrications modded it to fit just right and Bob is more proud of that tank than he would be of a new pair of riding boots. Matt also helped with the application of a flat-sided rod that was welded and molded onto the fender. Don't ya just love the way it flips up on the end? *(Like our Fox Hunt winner.—Ed)*





Among the many hidden details on Bob's little chocolate wonder-bike is the shift knob that his buddy Eric machined for him. What started out as a shift arm from an old junk Chevy now looks really cool and has a stash box built right in so you always have a place to keep necessary, umm, papers out of the weather.

Bob is a brick mason by trade and his son, Robert, is learning the ropes about bricks and bikes from one of the best. Bob is also the harmonica player in a local band called Upshot. He gets to play as loud as he wants and his painter, Shane Unkrich, is on drums. Upshot also includes two chicks and the bass and guitar guys.

Bob was riding a sweet Softail but lost it to his ex after she took him "halfway to assville." Building this bike was the real remedy for Bob and he loves to ride in the mountains and canyons along PCH, where one of his favorite stops is Malibu Beach. Riding a trick pony like this to a place like that is gonna keep Bob either into or out of as much trouble as he can handle. Bob wants to serve a slice of raisin pie to everyone who helped with this project. Providing a sharp contrast to Bob's flatty is this month's Fox Hunt winner, the bountiful Terri Rayne, who gives us plenty of new reasons to sign up for the pie of the month club.

—Cheese Hardtack







Owner: Bob Carrillo
 City: San Fernando Valley, California
 Fabrication: Classic Bobber Chop, Felony Fabrications
 Model: 1948 Harley-Davidson UL
 Time: 3 months
 Chroming: Astro
ENGINE
 Year/model: 1948 Harley-Davidson/UL
 Displacement: 74 cubic inches
 Ignition: points
 Cam: Harley-Davidson
 Carb: Linkert
 Pipes: Classic Bobber Chop

TRANSMISSION

Year/make: 1948/Harley-Davidson 4-speed
 Shifting: jockey
PAINT
 Molding: Bob and Shane
 Painter: Shane Unkrich
 Type/color: custom mix/Milk Chocolate Candy Flake
 Special paint: Shane Unkrich

FRAME

Year/make: 1948/Ted Cycle Repro
 Type: wishbone rigid
 Rake: 30 degrees
 Stretch: none
 Shocks: none
 Modifications: Classic Bobber Chop

ACCESSORIES

Bars: Classic Bobber Chop
 Risers: Classic Bobber Chop
 Handlebar controls: Exile internal
 Fenders: Classic Bobber Chop
 Headlight: 4-inch blue dot
 Taillight: swap meet, 50's era
 Speedo: none
 Pegs: early British
 Foot controls: Harley-Davidson
 Electrics: Classic Bobber Chop
 Gas tank: Bates/modified
 Oil tank: Ted Cycle
 Seat: Pascal at Riff Raff Leather
 Mirrors: none
 Grips: Pascal at Riff Raff Leather

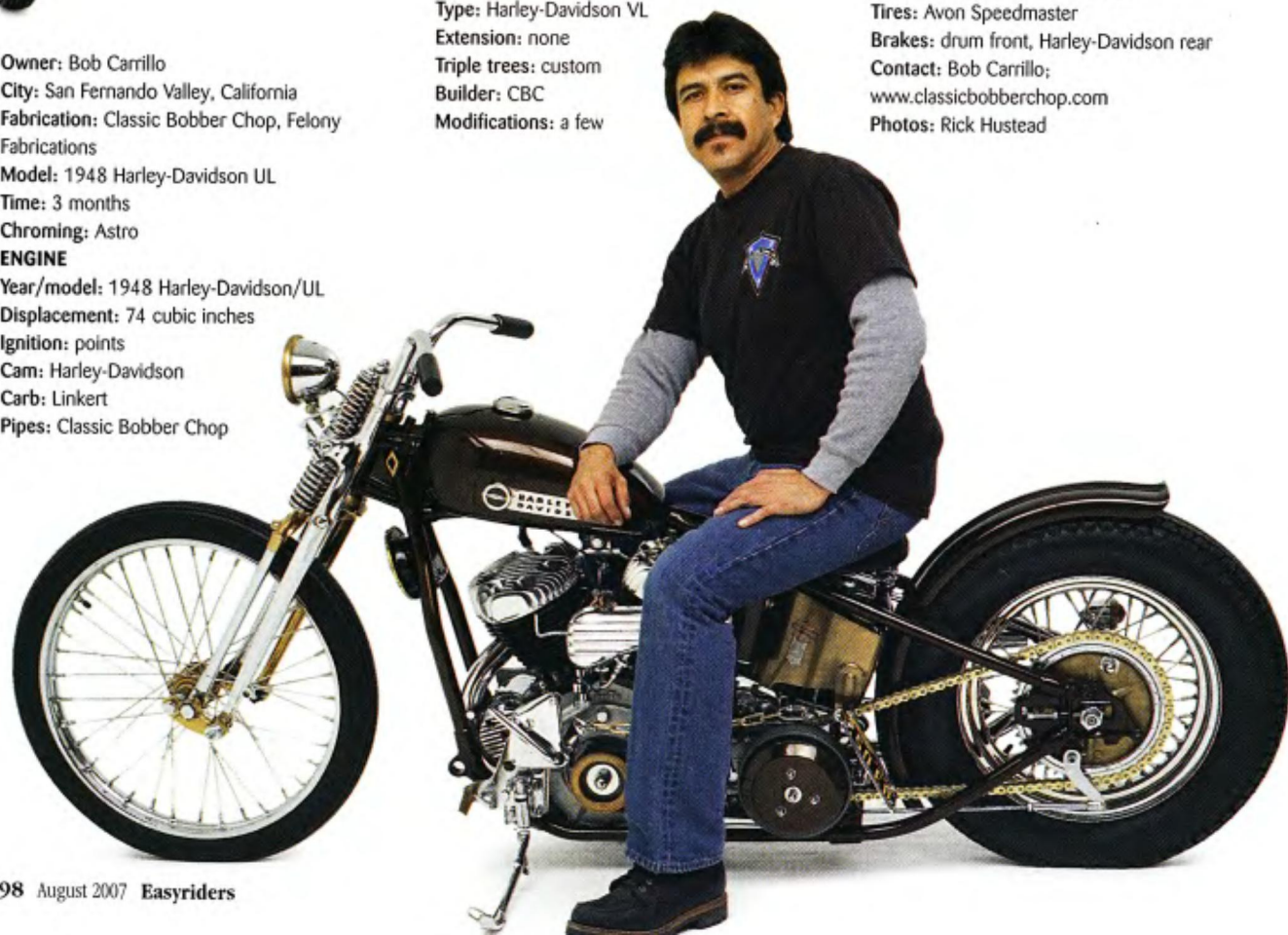
FRONT END

Type: Harley-Davidson VL
 Extension: none
 Triple trees: custom
 Builder: CBC
 Modifications: a few



WHEELS

Hub: English front, Harley-Davidson rear
 Size: 21-inch front, 16-inch rear
 Tires: Avon Speedmaster
 Brakes: drum front, Harley-Davidson rear
 Contact: Bob Carrillo;
www.classicbobberchop.com
 Photos: Rick Husted



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Product Review

GET A HANDLE ON IT

Harley-Davidson Accessories

Here's a quick showcase of Harley's accessories focusing on the handlebar and controls area of your bike. Harley offers an impressive variety of custom options when it comes to enhancing the look of your stock motorcycle.

See your local dealer for info about these and many more Harley-Davidson Genuine Motor Accessories.

—Ben L.

FAT BAR RISER SET

The Fat Bar Riser Kit (56916-07, \$99.95) from Harley-Davidson Genuine Motor Accessories replaces the original-equipment riser on models with 1 1/4-inch handlebars, or can be used with most accessory 1 1/4-inch bars. It's chrome-plated and features hidden fasteners for clean, seamless styling. This riser can be used on most Sportster, Touring, Dyna and Softail models (except FLSTF and FLSTC models with original-equipment handlebars).

The kit includes all necessary mounting hardware. All models require separate purchase of additional installation components.

DIAMONDBACK CLUTCH AND THROTTLE CABLES, AND BRAKE LINES

Harley-Davidson's Diamondback braided cables are available in a variety of lengths both for clutch and throttle/idle applications. Designed to complement chrome hand controls, premium Diamondback cables and matching Diamondback brake lines feature a micro-fine wire braiding and a tight weave pattern. Diamondback cable kits offer smooth, precise action with internal anti-friction inserts and cable pre-lubrication to ensure long life and consistent performance.

Diamondback multi-length modular brake lines are a two-piece design that uses common lower brake lines and multiple length upper brake lines in one to two-inch increments up to 34 inches. The completely assembled upper lines come in three different banjo angles allowing for automatic banjo clocking. With only one hidden JIC connection, these brake lines are visually streamlined at the sight points and match all other Diamondback cables. They are available to fit a wide variety of Harley-Davidson





models and custom installations. Diamondback kits include all necessary mounting hardware.



TALLBOY HANDLEBARS

The Tallboy handlebar (56964-07, \$129.95) from Harley-Davidson Genuine Motor Accessories fits Electra Glide models and is shaped to provide a comfortable reach for a rider with longer arms. This 1-inch diameter, chrome-plated handlebar is approximately 1 1/2 inches taller and locates the hand controls about 2 inches further from the rider than the original equipment Electra Glide handlebar.

The Tallboy Handlebar fits 1997-later Electra Glide models (except FLHX and models with fairing-mount mirrors). Installation requires separate purchase of model-specific clutch and throttle/idle cables and a brake line kit.

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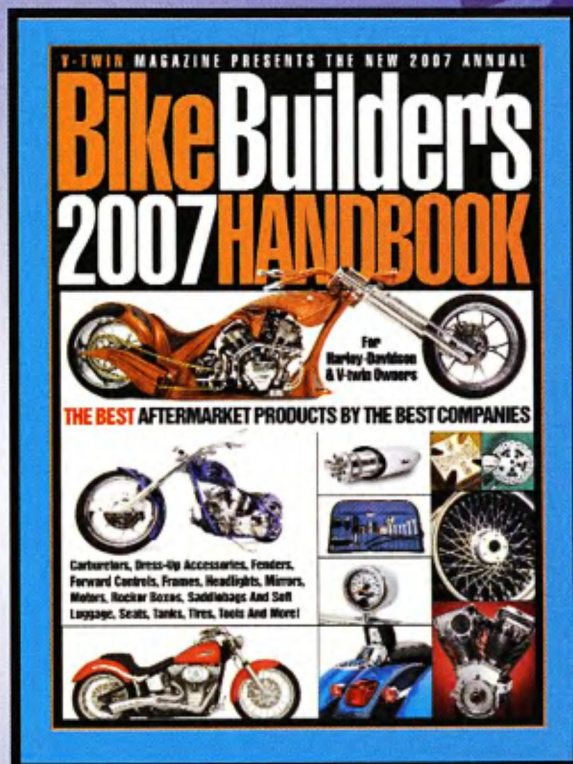
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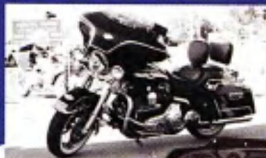
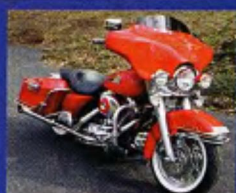
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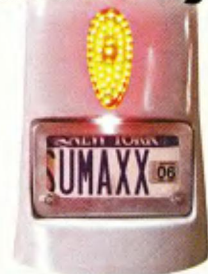
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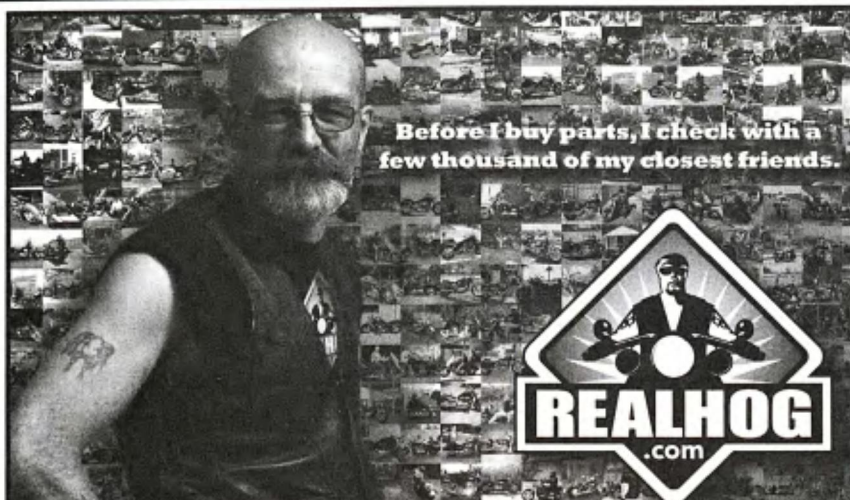
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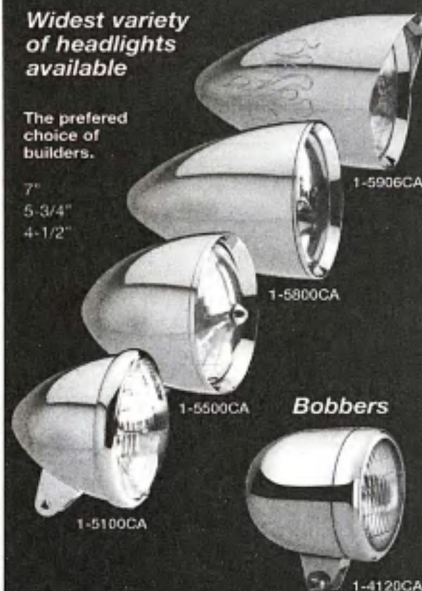


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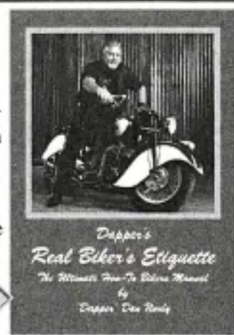


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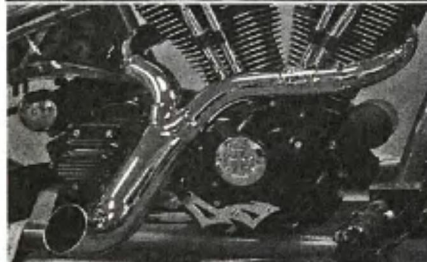
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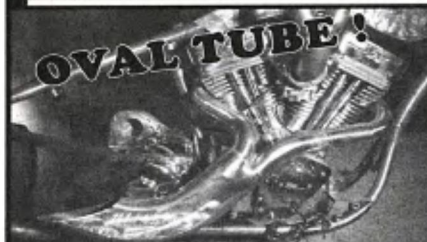
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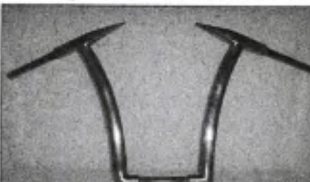
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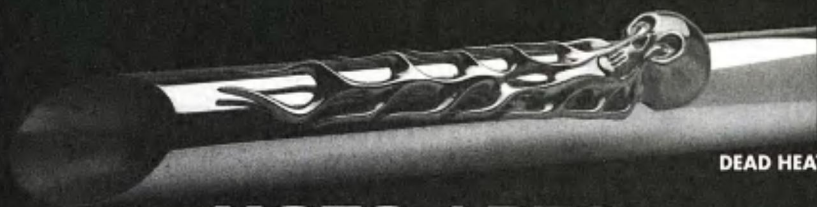
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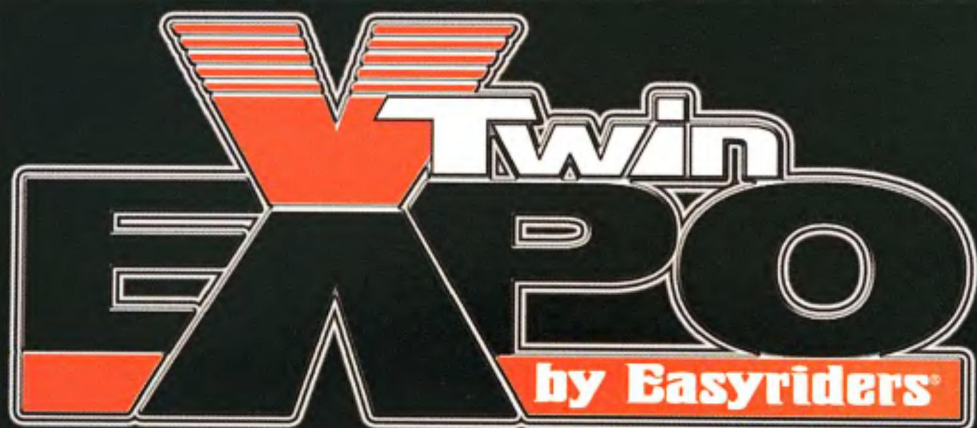
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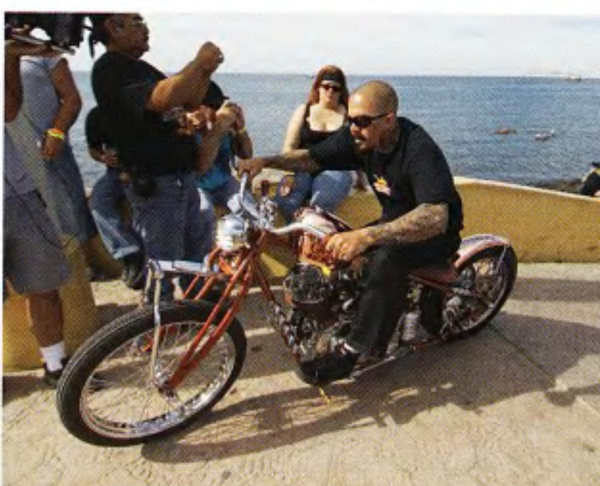
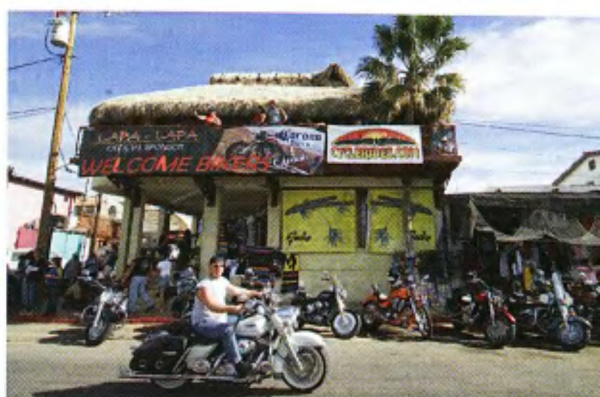
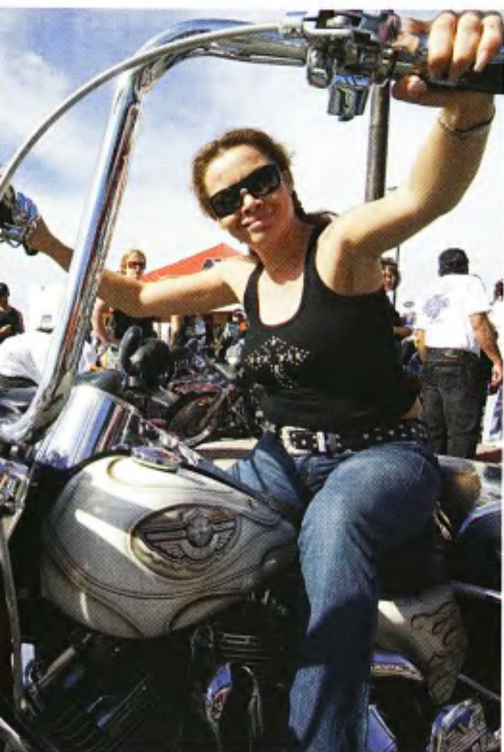


One Rockin' Rally

THE 2006 ROCKY POINT RALLY

Imagine getting on your scooter and riding south of the border down Mexico way. The sea of Cortez calls with promises of balmy breezes, cold tropical drinks and hot Latino honeys. What the hell, let's go!

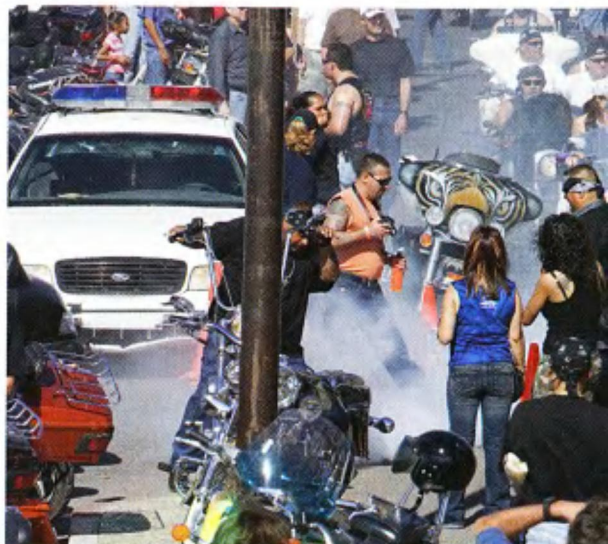
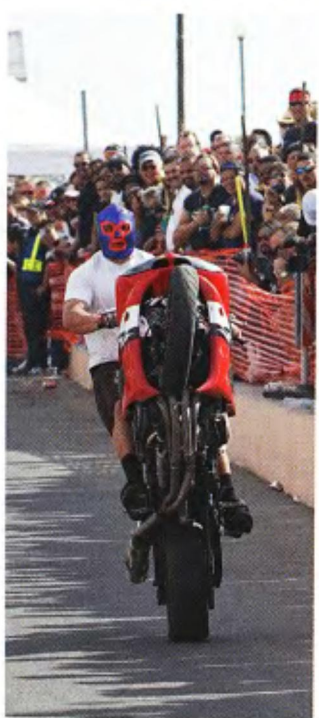


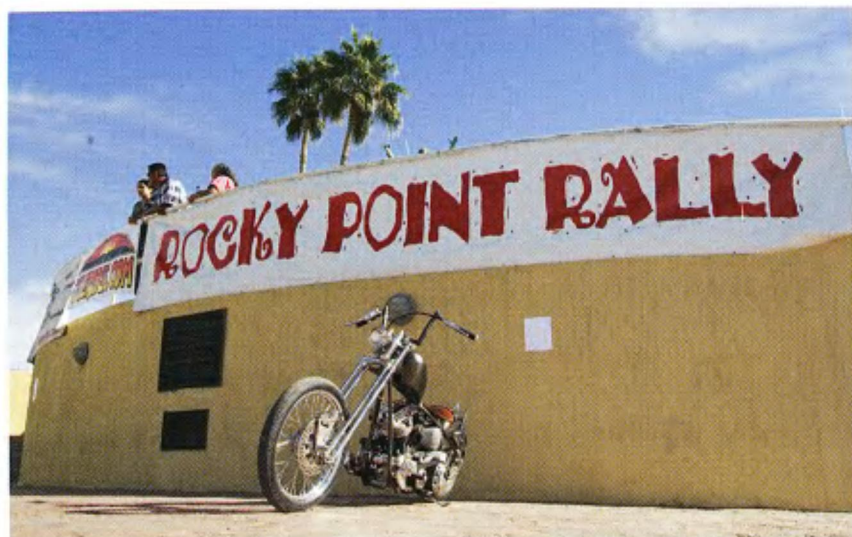


The 7th Annual Rocky Point Rally down in beautiful Sonora, Mexico, was the place to be last November and we're lettin' you know this in plenty of time to make the ride down there this year for the Rally November 8 - 11.

Sure, there are a lot of different motorcycle events to contend with these days and it can be difficult to decide which one to spend your hard-earned money to go to. This one is a no-brainer. The locals want your business, they are friendly and ready to party, and it's about 80 degrees down there. Any questions?

You'll have a whole new group of best friends and drinkin' buddies after this Rally. There's always a killer party on Friday night at the Playa Bonita where you can dance your ass off with the sexy Tecate Girls. Saturday's events are held out at the Malecon area, packed with one bigass party. A Malecon is basically beachside boardwalk lined with restaurants, bars, cafes, live music and entertainment. You get the idea.





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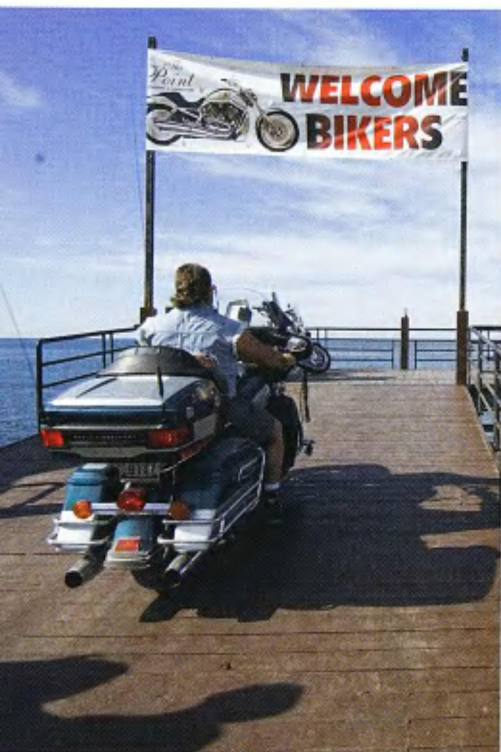
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We hung out at the Viña del Mar and had a great view of the proceedin's including live bands, amazing food and mouth-waterin' women.

Di Mata holds a great ride featuring biker challenges including: bite the Taquito from your bike; the slow race; and the "don't fall off the plank" contest. If you win all three contests, you can win yourself a motorcycle. Pretty cool, eh? There was also a bitchin' Poker Run for cash prizes, a wild Motorcycle Stunt Show and the lovely Miss Rocky Point to vie for your attention.

This is a rally that a lot of people haven't heard of yet, but it sure is a blast. In fact, you could say that the Rocky Point Rally is the best rally you've never heard of. Local condos and hotels sell out mucho early, so give Synergy Reservations a call at 800-569-1797. To see photos from the last seven years, visit www.rockypointrally.com.

—Phantom Dave



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We have found some great products here that can give you that magic combination. Some are brand new to the market, while others are tried but true.

When you give 'em a call, be sure to let them know you saw it here in *Easyriders*.
—Kit Maira

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S&S CYCLE QUICK SET UP KITS

Wake up the performance of a stock bike with an S&S Quick Set Up Kit. By combining the performance gains of the famous S&S Teardrop air intake and the new S&S slip-on mufflers, you can bolt about 10-12 horsepower onto a bike in an hour or so. An S&S Quick Set Up Kit will add some sound to your bike, a bit of style with the S&S Teardrop and best of all, more power to the rear wheel. The kit includes jets for the stock CV carb and S&S does recommend you verify the fuel calibration on injected motorcycles.

S&S Cycles; 608-627-1497;
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R&R crankcases are made from 6061-T6 double wrought billet. They feature a Timken bearing on both sides of the crank along with



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LCD DISPLAY ACCESSORY FOR POWER COMMANDER III USB

The LCD display accessory for the Power Commander III USB by Dynojet, connects to any Power Commander USB via a "quick-disconnect" cable. It will display all available data from the Power Commander when connected. The display stores and switches between multiple maps in the on-board memory. You can log data for later analysis and increase data storage for maps and logging by adding a SD memory card, sold separately. It uses an Active matrix TFT LCD 240 x 320 16-bit screen. The suggested retail is \$299.95

Drag Specialties;
www.dragspecialties.com

SCREAMIN' EAGLE 103 STAGE I KIT FOR EFI TOURING MODELS

The new Screamin' Eagle 103 Cubic Inch Stage I Kit for EFI Models (\$2,999.95) from Harley-Davidson Genuine Motor Accessories is 50-state street-legal. The Kit combines all the proven components of the engine used in CVO Screamin' Eagle Touring models: the 4



3/8-inch stroker fly-wheel assembly, 3 7/8-inch big-bore cast pistons, big-bore cylinders, SE-253 camshafts, cylinder heads, air cleaner assembly and cover insert, and replacement catalyst mufflers. The Screamin' Eagle 103 cylinder heads and cast piston combination offer a 9:1 compression ratio for easy starting. This kit fits 2004-2005

EFI Touring models. Separate purchase of muffler end caps to achieve the desired custom style and recalibration of the ECM is required.

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



WILD THINGS FUEL INJECTION CONTROLLER

Wild Things has teamed with Dobeck Performance

to bring you an easy and affordable way to adjust your fuel injection system to accommodate modifications to your motorcycle's exhaust system, air cleaner, or engine components. The Wild Things Fuel Injection Controller is load based. Aside from reading throttle position and rpm, it also takes into account the load the engine is under. Even though you may encounter the same throttle positions at the same rpm's in different riding situations, the engine's fuel requirement may not be the same because the engine may not be under the same load. The Wild Things Fuel Injection Controller allows you to tune the fuel injection much the same way you jet a carburetor. Wild Things Fuel Injection Controllers offer plug and play installation. There is no need to compromise the integrity of the stock wire harness.

Kuryakyn; 866-277-9598;
www.kuryakyn.com



JIMS POWERGLIDE II TAPPETS

For over a year, JIMS R&D team has been developing a tappet

built for today's engine dynamics. Big power, big torque, increased spring weights, greater piston speed, etc. mean increased demand on the tappet and tappet roller. The new Powerglide II tappet has undergone extensive development to increase its load, lubrication,

hydraulic and life capacities. JIMS has been manufacturing tappets for over 30 years, and is the only aftermarket manufacturer that manufactures tappets in-house. The Powerglide II has all the advantages of its predecessor—billet body, superior hydraulic unit, roller perpendicularity held to .0002-inch, hand-honed hydraulic unit cavity and now includes the following advantages: total dynamic load capacities have been increased over 30 percent straight across the board; lubrication capacities for the hydraulic unit and valve train (top end) have increased 10 percent; and the lubrication capacities for the roller, cams and cam bearings have increased 100 percent to maximize cooling. It also features the motor-cycle industries only oil-fed axle.

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



TAYLOR THUNDERVOLT50 SPARK PLUG WIRES

According to Sumax, using Thundervolt50 wires will result in

an easier starting, smoother and stronger running motor with better gas mileage. This is accomplished by a specially designed core that ignites the unspent gases that normally end up fouling your plugs. As your bike sits there idling, your plugs will be cleaned. Certified Dyno tests show over 2+ horsepower increase was accomplished on a twin cam motor just by changing the plug wires. Riders find a 2-3 mpg increase. Thundervolt wires come in two styles. The 8.2mm wires are available in red, black, and blue. The 10.4mm wires are available in black only. The only difference is in the insulation thickness. Wires come either as a Universal set where you cut and terminate or a Custom Fit set ready to plug in for all Harley models.

Sumax; 800-654-5546; www.sumax.com



JAMES' S&S SUPER MOUNTING KIT

James Gaskets recently introduced an S&S Carburetor Mounting Kit that offers builders all the benefits of today's sophisticated

materials and advanced manufacturing techniques when mating these popular carburetors to early Harley-Davidson engines. Developed for fitting S&S Super E and Super G carburetors to panhead, shovelhead and Ironhead Sportsters, these model-specific kits provide a perfect seal with materials developed for maximum strength, durability and longevity. Retail price for the kit is just \$12.97.

James Gaskets; 775-246-2220; www.jamesgaskets.com



98-CUBIC-INCH MOTOR KITS FOR TWIN CAM MOTORS

Revolution Performance has released their 98-

inch kits for 1999-up Twin Cam motors. The kits feature their big bore Nik-A-Sil-plated

cylinders. This high-tech material is applied directly to the aluminum cylinder bore, which does away with the need for steel liner. Not only can these Revolution Products cylinders handle a larger bore, 3.9375-inch, but because there are no dissimilar metals used in constructing them, they also dissipate heat better. The kits include high-performance 10.5:1 compression forged pistons, wrist pins, pin locks and gaskets.

Revolution Performance; 920-892-2109; www.revperf.com



PEGASUS FI

Pegasus Fuel Injection is a total fuel and ignition management system developed for use with most popular V-twin engines.

Designed for turnkey installation, all components required for managing both the engine's fuel requirements and corresponding ignition are included. Each Pegasus Fuel Injection kit includes a massive 53mm billet throttle body, common/replaceable automotive fuel injectors, ECU, sensors, fuel pump and ignition coil. A complete wiring harness with Teflon coated silver alloy wires and weatherproof connectors is also supplied. The new system is said to provide noticeable increases in horsepower and torque, smooth crisp throttle response, easier starting and total adjustability via rotary switch, PDA or laptop. Features include: advanced semiconductor electronics; sequential timed injection; single fire ignition; and enhanced fuel atomization.

Pegasus Fuel Injection; 714-685-3331; www.pegasusfi.com



REVTECH 95-INCH BIG BORE KITS FOR TWIN CAM 88 MODELS

There's no replacement for displacement. These 3 7/8-

inch big bore cylinders with forged pistons increase displacement to 95 inches and raise compression to 9.38:1. Bolts to stock stud location with no machining required. Includes: RevTech cylinders with machined fin edges in black-wrinkle or natural finishes; molycoated Wossner forged slipper-skirt pistons with rings; and complete Cometic top-end gasket kit. For Twin Cam 88 models from 1999 to present.

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



FLO HEADWORKS

FLO Headworks' philosophy is to "accentuate the positive" and improve the characteristics that were

inherently designed into the H-D engine. It says that starting at 2000 rpm on the Dyno curve, its Performance Kit can give you more horsepower and foot-pounds of torque per cubic inch of engine displacement than any other high-performance kit. The focus is on the potential improvement on the lower rpm range where the Harley-Davidson engine was designed to

perform. Simply put, you can't get performance at both ends of the power spectrum. Low end power, low end torque is what your engine was designed to produce. Take that away and you destroy the "fun to ride" factor.

FLO Headworks; 805-481-6300; www.HarleyHeads.com



GRANDEUR TURBO KIT

Grandeur Cycle's Turbo Kit is carefully designed to bolt straight onto a stock H-D with no other engine modifications needed. Installation will take approximately nine hours to complete and no special tools are required. The kit comes with every part needed to complete the installation except oil. This kit retains complete stock-like drivability and is very well mannered under boosted conditions. The system is built with only the best materials, such as a ceramic-coated header pipe, chrome exhaust, and braided stainless hoses with A/N fittings. A stock Harley produces about 60hp at the rear wheel, Grandeur claims with their turbo kit a stock TC88 will make around 110hp.

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



ANDREWS CAMS FOR 2006 DYNA TWIN CAM MOTORS

All 2007 Twin Cam motors have a redesigned cam

mounting plate, cam bearing, camshaft drive chains and tensioners. Andrews Products, long known for their high-performance cams, has announced the introduction of camshaft sets for these motors. They currently offer their #21H, 26H, 31H, 37H, 44H & 50H. These are all "bolt-in" cams and feature the same heel radius as the stock cams so that they will work with stock pushrods.

Andrews Products; 847-759-0190; www.andrewsproducts.com



KNIGHT PROWLER SILENT BELT DRIVE SYSTEM

Wood Performance, after extensive R&D involving Goodyear, CV Products and Horsepower, Inc., will be releasing its revolutionary New Knight Prowler Silent

Belt Drive System for all Twin Cam engines. Features include: camshafts that can be advanced or retarded 10 degrees; unique one-piece 5mm steel billet crank hub with removable flange; hard anodized aluminum 5mm

cam gear, steel billet adjustable spider gear; a one piece billet aluminum face plate with Viton seals and a quick removable belt guard with clear Lexan cover. Inside there is a super high torque carbon fiber reinforced 5mm belt designed exclusively for Wood Performance. Available polished or chrome-plated.

Wood Performance; 205-525-4949;
www.woodcarbs.com



WIMMER SPIKE AIR CLEANER ASSEMBLY

Get improved performance and style from this new intake. As with all Wimmer Intakes, the unit is modular so you can upgrade an existing Wimmer setup or go with the complete package. The Elbows will index 360 degrees so no adapters are needed if you want to change the direction of the mount. They are made from billet aluminum so there is no casting, which provides better strength and a better product. This unit is said to outflow any stock set-up or their competition. There are multiple filter colors to choose from to get you the look you want, and, of course, they are designed to fit almost all of the most common V-twin motors and carburetors—including fuel injection.

Wimmer Custom Cycle; 215-721-4110 ;
www.wimmermachine.com



TRASK TURBO SYSTEMS

Trask Turbo kits will provide a substantial increase in horsepower with no engine modifications to stock engines. The kits come complete with a ceramic-coated and polished modified Garrett turbo. Also included are an 8-pound internal waste gate; all intake, exhaust and plenum manifolds; and an installation CD that provides you with one of Custom Performance's fuel and ignition maps. Custom Performance has Trask Turbo kits for V-Rods, FL Touring bikes, Dyna's and Softails. All of this performance for a special package price of \$4,995 plus shipping and handling. For as little as \$250 more, you can upgrade your turbo kit to a black package. (Black or chrome on the V-Rod kit.)

Custom Performance; 623-879-8488;
www.TurboYourHarley.com

FORGED PISTONS FOR TWIN CAM MOTORS

High-performance forged pistons for 2007 Harley-Davidson Twin Cam motorcycles are now available from CP Pistons. These pistons complement CP Pistons' existing line of standard and big bore kits for the 1999-2006 Twin



Cam motors. All of these pistons are offered in a variety of compression ratios and are compatible with oversized valves and higher lift cams. Each piston is forged from high tensile aluminum and is precision machined to ensure uniform thermal expansion for maximum dimensional stability. Along with the introduction of high-performance rings and proprietary treated wrist pins, these pistons come standard with double pin oilers, accumulator and contact reduction grooves for maximum reliability and performance under high-stress conditions.

CP Pistons; 949-567-9000;
www.cppistons.com



BEEHIVE VALVE SPRING KIT

The folks at Comp Cams say that the Beehive valve spring technology has taken automotive performance enthusiasts by storm. They claim these valve springs provide increased valve train stability and revving capability and are now offering that same technology for your Harley-Davidson engine. They were engineered to maximize "harmonic resistance" through reduced mass and unique coil spacing. With highly reduced internal spring harmonics, engines equipped with these state-of-the-art Beehive valve springs rev higher and live longer as compared with other "performance" springs.

VThunder/Comp Cams; 800-967-1066;
www.vthunder.com



PEREWITZ SUPER COILS

These Super Coils by Dave Perewitz combine form and function. Extremely compact, the mini Super Coils produce quite a jolt with a capability of high energy/high voltage outputs up to 40,000 volts. Available in single or dual output configurations, the coils feature a closed magnetic core producing extremely high energy to the plugs, excellent heat transfer and rugged through hole mounting. Single output coils come in left and right hand models with options available for use other inputs and CD ignitions. Perewitz Super Coils are the perfect solution for builders looking for maximum performance in a compact package.

Perewitz Cycle Fabrication; 508-697-3595; www.perewitz.com

PROCHARGER

The new Intercooled ProCharger System for American V-twins is now available for the '01-'06 Softail, '04-'05 Dyna and '02-'06 Touring Harley-Davidson Twin Cam models with fuel injection. This bolt-on system is said to deliver 50-65 percent more power to stock or modified motors and easily installs in 2-3 hours with standard hand tools. Featuring the



coolest charge air temperatures available, the manufacturer says this system delivers the industry's largest power gains and best engine longevity. The exclusive design does not affect drivability, idle quality or rider position and is available with a 3-year supercharger warranty. Standard equipment includes a highly effective and high flowing intercooler system combined with the exclusive new self-contained, gear-driven B-1 supercharger using an innovative power take-off for ultimate reliability.

ProCharger; 913-338-2886;
www.procharger.com



MICRO-PVD TITANIUM VALVES

Since 1991, Stealth engineering and Technology has led the automotive and motorcycle performance and racing markets with titanium engine components. Three years ago, Stealth discovered a new coating technology called Physical Vapor Deposition (PVD). Stealth's new Micro-finished PVD coated Titanium valves offers a stress riser free super polished surface with oxidation protection up to 1650 F. Micro-PVD offers high lubricity and oxidation protection. Micro-PVD valves are available in all sizes for V-twin and powersport applications including custom sizes.

Stealth Engineering; 800-854-4545;
www.stealth-engineering.com



THUNDERMAX EFI ECM WITH CLOSED-LOOP AUTOTUNE

ThunderMax EFI with AutoTune takes the hassle out of tuning your EFI Harley-Davidson motorcycle. All of the original benefits of the ThunderMax ECM—user adjustable ignition, fuel, idle, rev limit, large base map selection, etc. are now enhanced with automatic wide-band fuel map corrections. Installation is simple thanks to new bolt-on, plug-in modular

design and uncomplicated initial set up. Throw a leg over the bike and let the AutoTune tune as you ride. Easy to use SmartLink software allows you to set specific target air/fuel ratios for the entire rpm range, and the entire system is Internet based for updates and future enhancements—you'll never outgrow it. Fits all Delphi EFI H-D's from 2001-2007.

Zipper's Performance Products;
410-579-2828; www.Thunder-Max.com



THUNDERBOLT 50 SPARK PLUG WIRES

Sumax says using Thunderbolt 50 wires will result in an easier starting, smoother and stronger running motor with better gas mileage. Certified Dyno tests show over 2+ horsepower increase was accomplished on a Twin Cam motor just by changing the plug wires. They also claim riders find a 2-3 mpg increase. Thunderbolt wires come in two styles. The 8.2mm wires are available in colors red, black, and blue at \$34.95 a set. The 10.4mm wires are available in black only at \$49.95 a set. The only difference is in the insulation thickness. Wires come either as a Universal set where you cut and terminate or a Custom Fit set ready to plug in for all Harley models.

Sumax; 800-654-5546; www.sumax.com



VENTILATED BILLET OIL COOLERS

Pro-One's new Ventilated Billet Oil Coolers are said to provide

wide 360 degrees of flow through air circulation and a reduction in running oil temperatures. The ventilated body is machined from billet aluminum and finished in show-quality chrome. Each Pro-Cooler comes complete with chrome A/N type fittings and a universal chrome billet aluminum clamp. The rugged yet stylish mounting clamp makes for sanitary installation to all popular size front down-tubes. Pro-Coolers are available with smooth polished end cap or superior quality VDO oil pressure gauge.

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



95-INCH TWIN CAM PERFORMER RPM POWER PACKAGE

The Performer RPM Package will supply all of

the necessary components to upgrade your 2006 95-inch Twin Cam motor. The kit is designed to provide the correctly matched components necessary to achieve Edelbrock's advertised power levels. The kit includes round port cylinder heads, camshafts, pistons, adjustable pushrods, and all gaskets needed for the kit installation. Utilizes the stock throttle body/manifold assembly. Includes: Performer RPM cylinder heads; camshafts, Edelbrock/JE forged pistons; adjustable pushrods; high-flow 8-inch EFI air cleaner; and all gaskets needed for upgrade.

Edelbrock; 310-781-2222;
www.edelbrock.com



PISTONS FOR 95-INCH TWIN CAM MOTORS

Ross Racing Pistons is offering forged high-performance pistons for big bore 1999 and later Harley-Davidson Twin Cam powered motorcycles. The pistons are available with a flat top crown configuration for a 9.3:1 compression ratio or a pop-up crown for 10.5:1 compression. They fit stock, Screamin' Eagle, STD, Patrick Racing, Branch and BC Gerolamy cylinder heads. These fully machined pistons are forged from high tensile strength virgin aluminum. The alloy used assures low thermal expansion for correct dimensional stability. For added reliability under high stress conditions, the pistons feature wrist pin lubrication from the oil ring groove. The included wrist pins are made from gun-drilled steel. The piston kit also includes a set of genuine Hastings moly-piston rings and precision pin locks.

Ross Racing Pistons; 760-366-7879;
www.rosspistons.com



FEULING RACE LIFTERS

Feuling Performance hydraulic roller lifters provide increased and critical oil flow to the top end. They are recommended for use with the Feuling High Volume oil pumps. They are CNC-machined and precision ground. These drop-in replacement lifters for A & B Twin Cam engines are Dyno-developed and track tested. The part number is 4050.

Feuling Oil Pump Corporation;
619-917-6222; www.feulingparts.com

CYCLE-RAMA PERFORMANCE KITS

Designed for 2007 Harley Twin Cams, the new Cycle-Rama 103-cubic-inch forged pistons feature full piston coating. Included are heavy-duty wrist pins and circlips along with a performance ring package. The pistons are set up



for big valves and high lift cams yet can still be used for more mild applications. Their cams have short seat timing, slow initial opening and closing with fast ramp speed to limit reversion and build more port velocity to start filling the cylinders sooner. Cycle-Rama performance lifters will handle the extreme conditions of performance applications with quiet operation. The bored throttle body and ported intake are designed to add quick throttle response along with top end power. Hi-Velocity ported heads have the optimal cross sectional area and port velocity to make massive low end torque and horsepower within the designed rpm limitations of the Harley-Davidson engine.

Cycle-Rama, Inc.; 727-546-0889;
www.cycle-rama.com



POWERPACC EFI SUPER

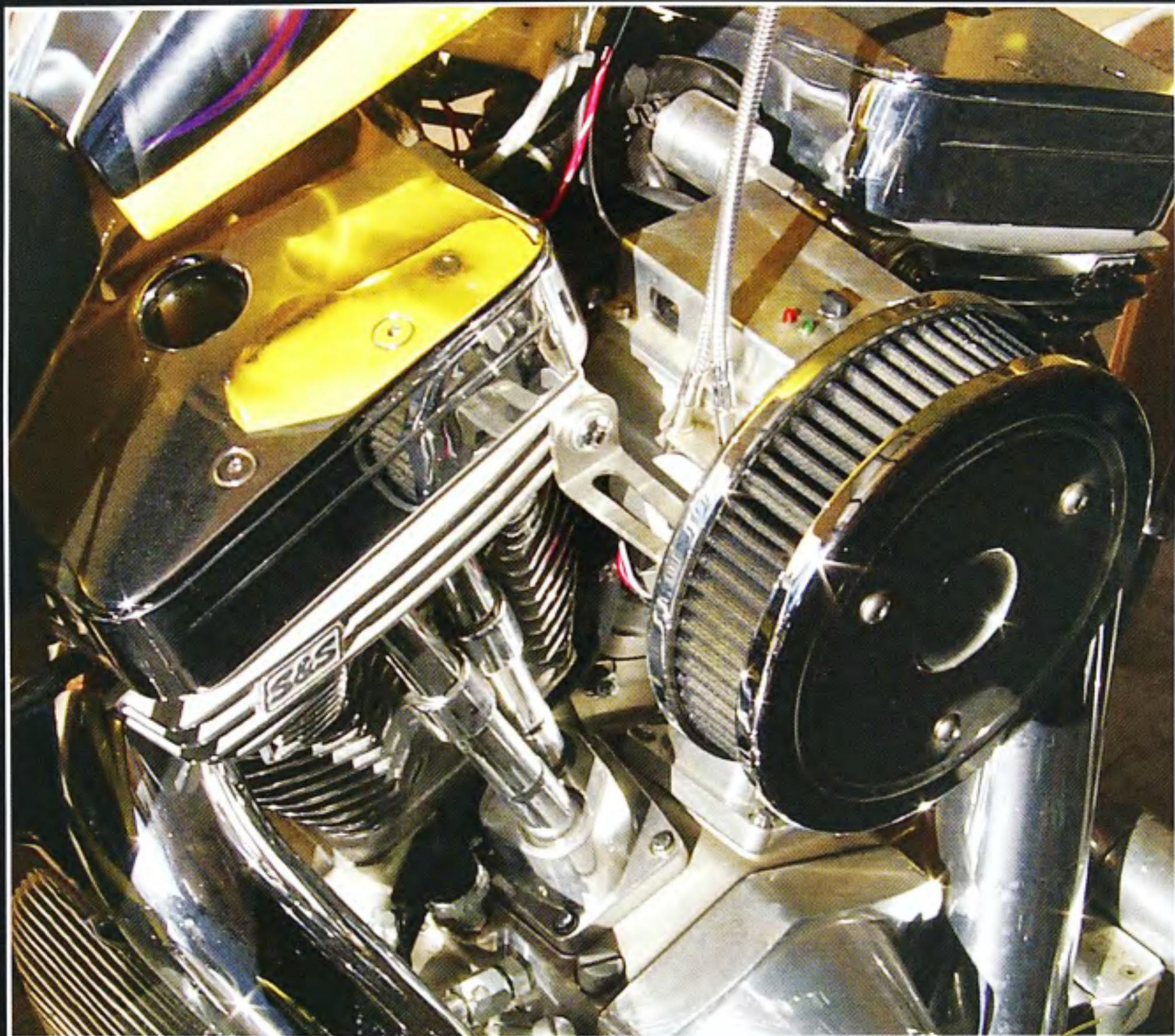
Doherty Machine's latest version of the Power PACC intake system is for all Delphi EFI equipped machines. This upgraded version incorporates numerous improvements which provide increased efficiency and longevity. Doherty's snap in venture has been updated and machined for the EFI application. This specially designed venturi creates an induction path which provides a 100 percent unobstructed air flow. The combination is said to produce an increase in both horsepower and torque with overall gains of up to 15 percent. Each system is CNC-machined from solid billet and polished to a show-quality finish. All associated hardware is polished aircraft quality stainless steel. Easily installed, the new Powerpacc EFI Super is compatible with stock or aftermarket, round and oval air cleaner covers.

Doherty Machine; 800-956-9409;
www.dohertymachine.com

The First Truly Rider-Adjustable Electronic Fuel Injection System

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msrp



- High-Flow 53mm Billet Throttle Body
- Bullet-Proof Electronic Control Module With Built-In Single-Fire Ignition Controller
- Two Mode Rider Air-Fuel Ratio Adjustment, Increases Mileage and Usable Horsepower
- Complete System Including:
Throttle Body, High-Flow Air Filter, Fuel Pump, Petcock, Pick-up Assembly, Coil and Program CD
- Available for Small and Large V-twin Motors '65 or Later and Most Aftermarket V-twin Motors



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2005 Winner of the Jerest V-Twin Prize

ReadersRides

Harry Clermot Ashburnham, Massachusetts 2002 Road King

All too often it's out with the old and in with the new, but here we have one of those rare cases where both old and new manage to coexist peacefully, perhaps even mutually benefitting each other. That is to say Harry, recently retired and finding himself with plenty of idle time on his hands, decided to nip boredom in the bud—or perhaps the butt—and fill his life with the type of adventure and excitement only a brand-new motorcycle can offer.

That's why you're looking at Harry's Screamin' Eagle Road King, to which he's applied his time and talent, as well as a considerable portion of his retirement funds. "There's a new flame horn cover that lights up, flame handgrips, the footboards, highway pegs and flame saddlebag latch kit, all to match the factory flame paintjob," he says. "I put on an Eagle Claw kickstand, because it's a Screamin' Eagle bike."

There's also the new Mustang seat, because "the old lady bitched too much about the factory Gunfighter seat," as



Harry lovingly puts it. He also added a shift linkage engraved with the name "Road King," because you never know what folks might possibly think you're riding. I guess.

For performance stopping power, Harry got himself a set of PM brakes and disks to match the nice looking PM wheels and that obey his whim via a set of silhouetted brake and clutch levers.

Additionally, it has a new oil cooler, brake light, turn signal kit, custom auxiliary forward lighting bracket kit (say that fast five times) and, last but not least, a dip stick with LED read-out.

For a member of the muesli generation, Harry's got a lot of spunk and we hope he gets to ride into the sunset for a long time to come.

—Tripper





Cat Doege
Brooklyn Park, Minnesota
2006 Bobber

If you treat your customers well, chances are, they end up working for you. That was Greg Klopp's experience at any rate, in whose shop, Pro-Performance in Brooklyn Park, Minnesota, this very intimidating bobber was built. Seems Cat Doege came into the shop one day to have a bike built. "We worked together on everything, on the design, the tank and so forth," Greg says. "We looked through magazines for cool ideas and I'd throw out different ideas, which she sometimes didn't like..."

She? This is a girl's bike? "Oh sure!" says Greg, "and it runs like a rocket ship with the '01 Dyna Sport TwinCam motor all hot-rodged up to 95 inches and fully ported Screamin' Eagle HTCC heads and pistons; Woods TW9-BG cams run through S&S 1.7 roller rocker arms and a polished 45 Mikuni Pro-Back carb with a B.C. Overflow air filter. I do all the motor work in-shop, you know, and I used to build all the motors for Pat Matters at Minneapolis Custom Cycles."

With its '04 Choppers Unlimited 304 stainless steel rigid frame and Harley Bad Boy Springer front end, the 40-



Photos: Owner

spoke front wheel and 160-spoke rear wheel (both from East Coast Wheels), Cat's bike looks bad to the bone, and the fact that everything that isn't stainless is black merely emphasizes the badness of this scoot. I mean, even the cylinders are powdercoated black!

The one true "old-school" part is the seat. It was hand-made by the late Keith Nybo years ago. Further increasing the badness factor are the Flanders bars, the absence of a front fender, Exile Cycles' rear fender and the homegrown, Pro-

Performance, stubby sissybar. It makes you wonder just what kind of badass broad Cat is—or can be for that matter.

Greg starts laughing. "She was hanging around so much, I'd ask her, 'Hey, you wanna do this, you wanna do that for me?' Before you knew it, she was working here."

Cat now runs the front of Greg's shop, so she has to be friendly to the customers. But out on the road, you know she's still one bad kitty...

—Tripper

ReadersRides



Robert Leavitt Tooele, Utah 2006 APG Chopper

Robert "Don't call me Bob" Leavitt approached the construction of this awesome chopper in true mason's fashion: one brick at a time. Or, in this case, one part at a time. This may have something to do with the fact that Robert is a mason by trade and as such, is a very patient man. "I've been riding bikes since I was

eight years old," he says, "and I've been wanting a chopper for the past 30 years."

In order to build this bike, Robert had been buying and storing parts for quite a while before going to APG Customs to have Adam Griffith build him a frame. To make a long story short, Robert ended up doing the build in Adam's shop, with Adam helping out quite a bit with the fabrication. "The bike's design is pretty much mine," Robert says, briefly waxing poetic. "The springer came from Mondo at Denver's



Photos: Owner

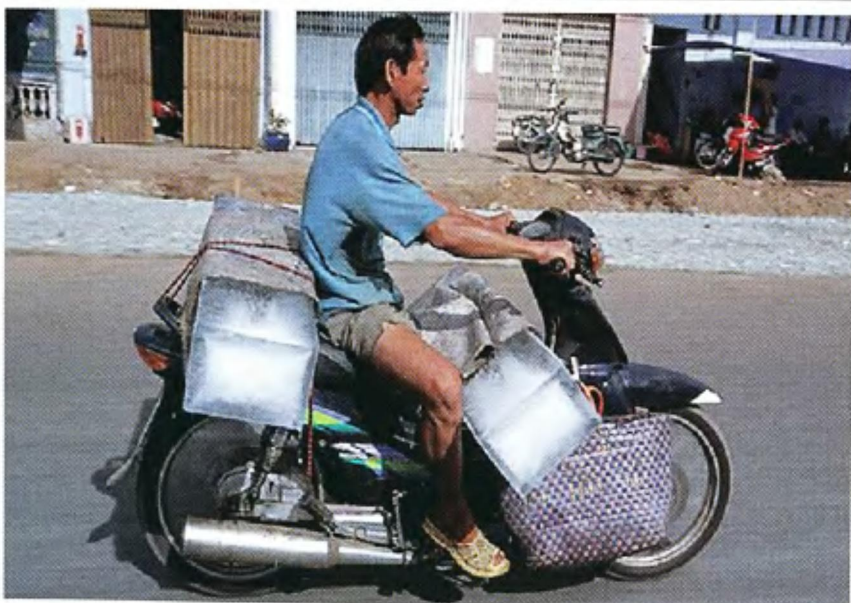
Choppers in Las Vegas, the motor is an Ultima 113, the tranny's from Rivera, the belt drive from BDL and the frame, like almost everything else, was made by APG."

Among those items are the handlebars, the fenders, various mounting brackets and the frame. That's an APG frame and the decorative metal work on the downtube as well as the motor mount was water-jetted. The paintjob, done by Dean Whitehouse, comes out of a Marvel Comics strip called *The Silver Surfer* (soon to appear in the new *Fantastic 4* movie).

Robert says he'd been collecting parts for quite a while; he bought the Ultima, for instance, back in '05, so he registered the finished bike as an '05, but, he says, "We actually finished building the bike in March of last year. Building the bike took us eight weeks, but it took me a couple of years to get all the parts together."

Consequently, he adds, "I own the bike, not the bank." It's the mason's way.

—Tripper



Who says you can't have AC on a motorcycle?



TERESI[®]

DYNO-DRAGS™

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

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

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

Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With

engines revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drags provides a printout of horsepower for each competitor.

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

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

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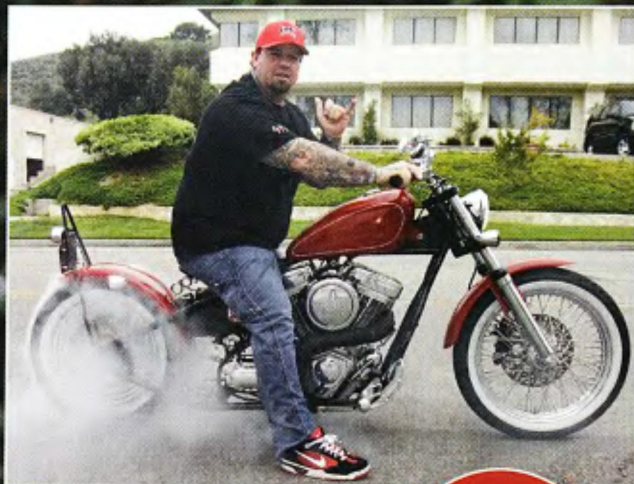


GEICO
Motorcycle



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
May	25-27	at the HB Spokes Saloon
		The Harley Shop of LP - Longview, TX (Gregg County Fairgrounds)
June	1-2	Doc's Harley-Davidson - Kirkwood, MO
June	7-9	PA Rally on the River - Northumberland, PA
June	15-17	ELKO Jam - Red Lion Hotel - Elko, NV
June	23	J&P Cycles - Anamosa, IA
June	30	Harley-Davidson - Louisville, KY
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	2	Whisky Dick's Bike Night - Columbus, OH
Aug	4	Fink's Harley-Davidson, Zanesville, OH
Aug	8-12	Full Throttle Saloon - Sturgis, SD
Aug	17-19	Ozark Harley-Davidson - Lebanon, MO
Aug	24-26	Available
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	Available
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



BOBBER 88

The BMC Bobjob

When we say "Bobjob" we're not speaking about Ally, the girl shown on this bike. Although I have it from a reliable source that she.... Sorry, never mind. Ally actually can and does ride. Although a little more comfortable tearing up the canyons on her Buell, she agreed to ride this one for a while and let us know what she thinks. In true male form—we didn't listen to her. We rode the bike after she returned it and here's our report on BMC Choppers' Bobber 88.





The history behind the making of BMC Choppers has been well-documented. Like a phoenix rising from the ashes of a failed motorcycle company, BMC Choppers reinvented itself in Bend, Oregon. Big Mike, the heavily tattooed man behind the company name (Big Mike's Choppers), is pumping out the production bikes like heavy reps in the weight room—lots of them at a steady pace. The Bobber 88 is just another bike in BMC's line of rigid and hidden-shock bobbers priced to sell.

As you can see in the tech sheet, BMC is using RevTech motors in their models. According to the HMFIC at BMC, "With all of the EPA regulations out there, I've been able to manufacture my bikes using this motor, trans and exhaust set-up and am having no hassles with the EPA like some of the other builders out there." BMC has been a licensed manufacturer for some time and knows how to get the job done when it comes to making sure your bike is a 50-state-legal scooter. "We've had to install a converter into the California bikes, but it isn't anything that

compromises the performance," says Big Mike. We'll see about that.

Once we kicked Ally off the bike and got ready to ride it, we did find one problem. Because of the converter, it was a little harder to start and is easily flooded. Once we figured that out, we rode away with Ally in hot pursuit and this bike handled about as we expected. Look, there's nothing fancy here. This is

a bobber in every sense of the word. Or, at least as true as you're going to get. It's a rigid. Although you won't feel *every* nook and cranny on the road, you're going to notice them. But, again, there's no suspension... figure it out.

Once we finished tearing up the SoCal highways and byways for a few days, we happily returned the bike to its rightful owner and prepared for our





tongue lashing from Ally. Again, we have it on good authority she received her own tongue lashing...but that's a story for the Internet! With a \$15,995 MSRP, this bobber is ready for you to ride away on and not feel the pinch in your wallet. However, if you're planning on taking this bike from Ally, you will feel the girl's boot upside your head. Who knew she was a black belt in Tae-kwondo and an alternate on the U.S. Olympic Team...we do now!

—Oil Can





Owner: Could Be You
City: Your Hometown, USA

GENERAL

Fabrication: BMC Choppers
Year/make: 2006 BMC Choppers
Model: Bobber 88
Assembly: BMC Choppers
Time: 2 days (kidding)
Chroming: Bend Plating

ENGINE

Year: 2006
Builder: RevTech
Displacement: 88 cubic inches
Cam: mid-lift
Carb: Mikuni
Ignition: RevTech
Pipes: Santee Shooters/black exhaust wrap

TRANSMISSION

Make: RevTech
Year: 2006
Shifting: 5-speed

PAINTING

Molding: none
Painter: Gary Tandy/ BMC Choppers
Color: red
Type: PPG
Special paint: white pinstripe

FRAME

Maker: BMC Choppers
Type: rigid wishbone
Rake: 32 degrees
Stretch: in the morning



ACCESSORIES

Handlebars: CCI drag bars
Handlebar controls: CCI
Fenders: BMC Choppers
Headlight: CCI
Taillight: BMC Choppers
Speedo: Auto Meter
Pegs: BMC Choppers
Electrics: BMC Choppers
Foot controls: BMC Choppers
Gas tank: CCI

Oil tank: BMC Choppers
Oil system: BMC Choppers
Seat: Jammer spring seat
Mirrors: CCI
Grips: Harley-Davidson

FRONT END

Type: 41mm
Extension: 2 inches under
Builder: CCI

WHEELS

Size: 19-inch front/16-inch rear
Hub: DNA front and rear
Tires: Maxxis 19/100/90 front; 130/90/16 rear
Brakes: Brembo
Photos: Rick Husted



Coming At Ya

The spectacular September issue of *Easyriders* (No. 411) is filled with custom creations from Jerry Burrows, Stevenson's Cycles, Bob Phillip, Dynamic Choppers, Paul Yaffe and we'll test ride Harley's cool new Sportster model.

Ride with us to southern Florida for the annual Sun Fun Run, the biggest toy run in the nation and also join us for all the southern-style doin's of Myrtle Beach Bike Week. We'll tour Harley's Motor factory and take a look at over 300 American Motorcycle Companies which have come and gone in the past 100 years.

Out in the tech shed we'll bring you an Aftermarket Guide to Drivelines including primary drives and transmissions. And it's time for our annual J&P Cycles Build-a-Bike contest. You could win a nasty new custom scooter. Find out how in this issue! All this and more is rockin' your way in the September issue of *Easyriders*.

On sale July 31st



The July issue of *V-Twin* (No. 75) gets you ready for summer riding with a complete Guide to Brakes and Wheels, plus we'll go behind

the scenes at BMS Choppers and Dragon Motorcycles. Meet the master building Baron at Baron's Customs, ride with us to party in sunny Ft. Lauderdale, Florida, and discover the latest parts and products for your bike. All this as well as 10 tantalizing custom bike features including three amazing metric bikes and a one-off Victory from Arlen Ness. It's all roarin' your way in the July *V-Twin*.

On sale now!

August's issue of *Biker* is packed with bikes like this 1973 shovel. You'll also dig you some Harley Rendezvous and Thunder In The Cascades.

On sale now!



Our lovely model, Kim, welcomes you to the *In The Wind* Bike Show Special. Besides a look at this year's cool scoots, we'll ride to Daytona Bike Week for all the action. Newsstand buyers get 32 pages of bonus Bike Show coverage.

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