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411 • September 2007

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Long Lost Motorcycle Companies

Easyriders BIKE OF THE YEAR

JERRY BURROW'S CLEAR AND PRESENT DANGER



MYRTLE BEACH MADNESS

HOT CHICKS & COLD BEER

MAKIN' MOTORS: Visit The Harley-Davidson Motor Plant

INSIDE: Drivetrain Guide

Bob Phillip's Speedliner

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YOUR BIKE, YOUR GARAGE = YOUR CUSTOM

Custom looks don't have to come from custom shops. Dan Haak of Drag Specialties took a stock bagger and transformed it into this do-it-yourself dream machine with some garage-time and parts from the FatBook.

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Daytona
Two-Up Seat

SUPERTRAPP
Super Elite 3 1/2" Slip-On
Mufflers w/Tapered End Caps

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TakingItEasy

California prisons are so overcrowded that recently the West Tennessee Detention Facility made a video hoping that some of California's inmates would volunteer to be outsourced to Tennessee. The video stressed Tennessee's "larger and cleaner jail cells, 79 TV channels, including ESPN, views of peaceful cow pastures, and... the **'Dorm of the Week'**, in which inmates stay up all night, watching a movie and eating cheeseburgers or pizza." Sounds pretty cush. If they keep that up, Tennessee will have overcrowded prisons, too.

A former vice mayor in Florida took his small daughter to dinner at a restaurant. She wasn't exactly a well-behaved child and kept banging on the window next to another table. The people at the table became annoyed and asked the dad, twice, to please have his child cease and desist her annoying behavior. Well, he didn't take kindly to their reprimand, so he got up and **spit on their table.**

Speaking of less-than-steller behavior, in Serbia, during an operation, the surgeon and anesthesiologist had an **all-out fight in the operating room**, then decided to take their beef outside where they continued punching and slapping each other. And all this was going on during a surgery, so an assistant surgeon had to finish the operation.

To add insult to injury in the wake of Hurricane Katrina, while FEMA was evicting the last victims having been housed in trailers, it let slip that it was stuck with 8,000 mint-condition trailers which sat around vacant for 18 months. And to add **a little more insult to injury**, New Orleans hospitals are still over-crowded even though specially equipped medical trailers (ordered just after Katrina hit and which took eight months to arrive) continue to sit around unused.

The producers of a TV show in The Netherlands decided to call it ***Monster Love.*** It was a reality dating show for the "visibly disfigured." But since the show's goal was to fight prejudice, they decided to change the name to *Love at Second Sight*.

Quotes of dubious interest:

"Some cause happiness wherever they go; others, whenever they go." —*Oscar Wilde*

"His mother should have thrown him away and kept the stork." —*Mae West*

"He inherited some good instincts from his Quaker forebears, but by diligent hard work, **he overcame them.**"
—*James Reston speaking about Richard Nixon.*

Now here are some very kind-hearted people. A brothel in Germany introduced an **early-bird special** for seniors age 66 and up; they offered sexual services for half-price between noon and 5 p.m. Our faith in humankind is restored.

We've all heard of MySpace. Well, this drug dealer was so enamored with his successful cocaine business that he **posted details** of it, along with a photo of himself fondling money. It seems the cops are on Myspace, too, and he's now in prison for 70 years.

That'll fix him. This guy was completing a drug sale and reached into a customer's car to prevent him from **driving away without paying.** But the buyer rolled the window up and the dealer got stuck. The buyer sped down the street and a utility pole sliced the seller in two.

Do you have some relatives you feel less-than-loving about? A guy in Portugal died and his will instructed that his entire estate be divided among 70 people he had **chosen at random** from the phone book. He specifically said in the will that his relatives were to get NOTHING—DAMMIT—NOTHING!!!!

A man was planning to lie face down across two bar stools at a restaurant and then have himself blown across the room by explosives. But when **he applied for a permit** he was denied. The city manager was asked by the local newspaper what kind of permits were necessary for such a performance and the manager said "I have no earthly idea."

Fresh from our "Farout Fetish File": A man was found guilty of felony mistreatment of an animal. Seems he killed a horse so that he could have his way with it. He got 18 months in jail and two years extended supervision. So what does he do when he gets out? He **finds himself a dead deer** and was once again aroused. The judge said, "This is disturbing to the public and it's disturbing to the court."

On the subject of disturbing, a Chilean artist invited some friends to dinner and served a dish of meatballs that he said had been cooked using liposuctioned fat from his own body. He said, "The question of whether or not to eat human flesh is more important than the result. You're not a cannibal **if you eat art.**" This same artist once put live fish in a blender and invited guests to push the button.

A woman in China had her purse snatched. It had her cell phone, bank cards and cash in it. So she decided to send text messages to her stolen phone in hopes of getting through to the thief. Well, she sent 21 messages of a sympathetic nature, and as one might suspect, didn't get a reply. But after the last one she sent, one day she opened her door and there, leaning against the door, was her purse with all its contents intact. And, get this, the thief left a note saying, **"I'm sorry. I'll correct my ways** and be an upright person."

Hope, dear readers, springs eternal.

Easyriders®
ENTERTAINMENT FOR ADULT BIKERS • NUMBER 411 • SEPTEMBER 2007

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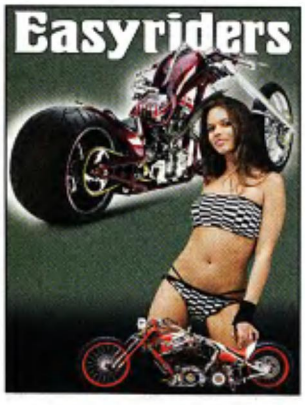
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Jake And Elwood Would
Be Proud.

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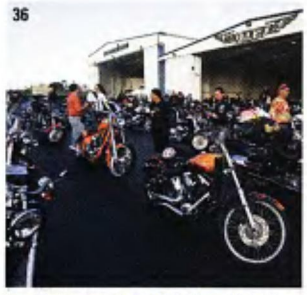
Daren Schafer 128
and his 1994 Heritage Softail.



Jerry Burrow's Bike of the Year shot by Balls. Bob Phillip's Speedliner and darlin' DeVaun shot by Michael Lichter. Special imaging by Jeff Biggs.

The next liver-quiverin' issue goes on sale August 28th, 2007. **Printed in the USA.**

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Mike Chase • Michael Farabaugh • Dino Petrocelli
Chuck Emery • Markus Cuff
Contributors: Michael Dijamco • Jeff Moore • Twiggy
Joe Kress • Paul Garson • Kit Maira
Illustrator in memoriam: David Mann

Advertising Phone Number: 818-889-8740
Director of Advertising: Tammy Porter
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WordMonger



Ready For Deployment

My name is Joe. Here is a photo (*above*) of me, my two boys (L'il Joe and Tony), and my father-in-law, Ken, on our bikes at the Atwater Air Museum. Ken's bike is a '77 shovelhead and mine is a '06 Victory Jackpot. My wife bought this motorcycle for me as a surprise on Christmas day.

I'm now leaving on a six-month deployment and thought maybe you guys would print my picture.

Joe
Oceanside, California

More On Bells

I saw in your May '07 issue a question about the riding bells. I have the real story about these bells. It starts back in the days when the Sturgis Rally was called the Jack Pine races. The bells were given out attached to a small ribbon to pin on your shirt kind of like our stamps and wristbands nowadays—so they knew you had paid. The reason they ended up being attached to bikes was that when some of the riders were heading home and had a breakdown, another brother usually would stop to help. So in return, they'd give the guy the bell to show their appreciation. They would hang them from their rides so they could show that they were someone you could count to help you if you needed it.

Hopefully, by passing this on to you, we will have many more bell-educated bikers.

James C. Boward
Cyberspace

Biker's First Aid Kit

We bikers down here in the swamps of northeast Florida have a critical item in our first aid kits. It's a snake-bite kit and is usually homemade. In it is always a bottle of Jack Daniels (or favorite label), and just in case you can't find a snake when you need one, a rubber snake.

Love your mag. Keep the rubber to the road.

Buzz Provost
Swamps of NE Florida

AM Specialties

Just wanted to send you guys a slice of raisin pie. Bought some seat and luggage accessories from American Motorcycle Specialties and they delivered. Bought a sheepskin butt pad and some tie-downs and they were everything they said they were and not a cheap foreign-made sub.

It's good to know that some of your advertisers actually deliver what they say. Thanks for a good rag to read and lookin' forward to many more miles with you guys.

Lloyd
Santa Fe, Texas

Chilly Ride

Thought you guys might like this picture of my 14-year-old son and me (*Page 7, top left*). We just finished a 100-mile ride the Friday before Easter. When we left in the morning, the temperature was 37 degrees and warmed all the way up to 42 that day. I didn't even have to ask him to go—he was ready before me.



For his 18th birthday he will be getting a subscription to *Easyriders*.

Greg (and Gunnar)
Kaczmarczyk
Wilmington, Delaware

Welcome to the brotherhood, Gunnar.

A Word of Thanks

On April 1, 2007, I was on my way to the Martin County Indian Town rally, I was to meet a few of my friends there and have a great day in sunny south Florida.

On my way to the rally I had a battle with a turning lane that was very unsafe—and lost. My bike went out from under me and I scraped asphalt. I had road rash from head to toe (no broken bones) and I was a mess.

There were four or five bikers riding behind me. I didn't know them, but they were there to help me. They stopped traffic, picked me and my bike up, phoned the EMTs, my friends and wife. If it were not for them, I would have been run over by a cage. They showed me the true meaning of biker brotherhood.

I never did get their names, but I just want to thank them, as well as every other biker who has ever helped another biker in the same position. I am very proud to be a member of this brotherhood.

Steve Tsarnas
Cyberspace

That's what it's all about.

Bobbers Rock!

It's great to pick up a copy of your mag and realize that after 35 years you continue to keep your ever-greasy fingers on the pulse of the industry. *Easyriders* No. 408 (June '07) was no exception. To see not one, but two awe-inspiring bobbers back-to-back with full-fledged layouts was a real treat. I've seen the change from raked-out choppers to these sweet l'il ol'-school bar hoppers coming for a while now. These builders are doing some incredible things to incorporate old-school looks with modern technology. I'm sure hoping to see more of them in the mag in the future as even more and more builders begin to put them in the lineup of customs that they offer.

Thanks again for keeping it real and showing us the latest and greatest trends in this ever-changing world of two wheels. I can't wait to see what we'll be riding in another 35 years when you guys turn 70, but I know we'll see those rides in your pages then, too.

John Hose
Goodyear, Arizona

Check out Steve Broyles' sweet scoot on Page 84. You'll dig it.

Ace's High

I'd like to thank "Thunder" for coming up with such a great product that allows me to ride as much as I possibly can and take my "best buddy," Ace, with me (*shown below*). My dog really seems to enjoy riding on my 2005 Electra Glide trike. The carrier replaces the factory Tour Pak and has a very similar shape. All I had to do was get the dog carrier painted to match my trike.

Ace attracts all the pretty girls so this makes my riding so much more enjoyable! No one should leave his (or her) best friend at home. Take him for a cruise!

Greg Fremeau
Annapolis, Maryland

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Clear And Present Danger

The Name Says It All

Meet our *Easyriders* Bike of the Year. It is very hard to appreciate this mind-boggling scoot in mere photographs because much of it is see through! Check out the rocker boxes, pushrod tubes, tranny cover and oil tank. You can see right through 'em all because they're made of polycarbonate bulletproof glass. Clear, get it? That's Part One of this bike's moniker, "Clear And Present Danger." Now take a look at the primary drive. It's doubtful you've ever seen anything like this before. No belt, no chain, instead there's an intricately crafted lineup of whirring gears there, all right out in the open for the world to see. Those gears are ready to chew up anything that gets in their way, like, say, a pant leg. That's the Danger part of the name and we'll bet that drive also makes perfect julienne potatoes.

This is all the work of Jerry Burrow and company at Roadhawgs in Ford Heights, Illinois. Roadhawgs shares a 10,000-square-foot building with Pick Up's Bar & Grill: a biker bar, motorcycle shop and hang-out all in one. Jerry's been in the business for about eight years now, building all sorts of bikes











Easyriders
BIKE OF THE YEAR



including one-off, way-out rides like this one. Clear And Present Danger earned Jerry the Bike of the Year and Builder of the Year honors at this year's V-Twin Biker's Ball in Daytona Beach during Bike Week. It is also the bike that provided Jerry with the honor of being one of six Pro Class master builders to appear on our Bike Show Tour for 2008. On top of all that, Jud Holmberg of Hering Custom Paint was named Painter of the Year for his very talented effort on this bike.

It's amazing how this whole project came together. Take that gear-drive primary. It began with Jerry drawing a series of circles on the floor and then making it happen in metal. There's no belt or chain, obviously, just that series of five gears, all 4 inches wide and all exposed. It's the only one in the world, and if you think this thing is noisy you're right. This is the result of four month's R&D and a $7,000 investment. Most of the manufacturing was done right at Roadhawgs, though the gears





were cut at an outside company. They're a combination of 4041 steel for the two outboard ones and alumabronze, a self-lubricating metal, for all the others.

The rear wheel was custom machined from a 300-pound block of the same polycarbonate bulletproof glass as the rocker boxes, transmission cover, pushrod tubes and oil tank. All that was done at Roadhawgs as well. If you're thinking that you'd like a little of that bulletproof technology for your own scoot, hold on, some of that clear stuff will soon be available for sale, so stay tuned. It's all kinda fun, Jerry says, because you can actually watch the oil as it makes its rounds coming into the clear rocker boxes and then down the clear pushrod tubes and you can see it dumping back into the oil tank. Everything stays fog-free so you can see it all. That clear transmission cover gives an unobstructed view of the spinning gears inside.

Clear and Present Danger uses a dual-chain drive and a total of 10 sprockets to get the business end of that Patrick Racing 113 motor and its Baker 6-speed to the rear wheel. And right in the middle of all that there's a rotor and caliper from a racing go-cart. That's the rear brake. Roadhawgs did all that and everything else on this bike including the gas tank, all the sheet metal work, even that wicked looking rear fender. "It's a team effort," Jerry says, "with Brian Nelson, Kenny Hanisko, Derek Dembowski, Jamie Solich, Chips, Moondick and Mongo all pitching in." And, believe it or not, it's not a bad motorcycle out on the road, either, although Jerry says he wouldn't want to do much drinking if he had this bike out for the evening—or knew he'd have to make a bunch of U-turns. The bike is 11 1/2 feet long tip to tip. And of course there's the little matter of all those spinning gears on the left side. But then, motorcycles are supposed to be kinda dangerous, right? *—Joe Kress*



Owner: Jerry Burrow
City: Ford Heights, Illinois
GENERAL
Designer: Jerry Burrow
Fabrication: Roadhawgs
Year/make: 2005 Custom
Model: Roadhawgs
Assembly: which time?
Time: 5 months
Chroming: Meclec
ENGINE
Year: 2002 Patrick Racing
Rebuilder: Jerry Burrow
Displacement: 113 cubic inches
Cam: Andrews
Ignition: Dyna
Carb: DaVinci
Air cleaner: Jerry Burrow
Pipes: Jerry Burrow and Deek
TRANSMISSION
Year/make: 2005 Baker Drivetrains
Shifting: 6-speed
PAINTING
Painter: Hering Customs
Color: Brandywine
Type: House of Kolor
FRAME
Year/make: 2005 Roadhawgs
Type: rigid
Rake: 55 degrees
Stretch: compared to what?
Shocks: none
ACCESSORIES
Handlebars: Jerry Burrow and Jamie
Handlebar controls: Eurocomponents
Fenders: Road Hawgs
Headlight: Arlen Ness
Taillight: Jerry Burrow
Speedo: none
Pegs: Roadhawgs
Foot controls: Roadhawgs
Gas tank: Roadhawgs/Jerry Burrow/Derek
Oil tank: Jerry Burrow/Heco Machine
Seat: Jerry Burrow/High End
Mirrors: Paul Yaffe Originals
Grips: Roadhawgs

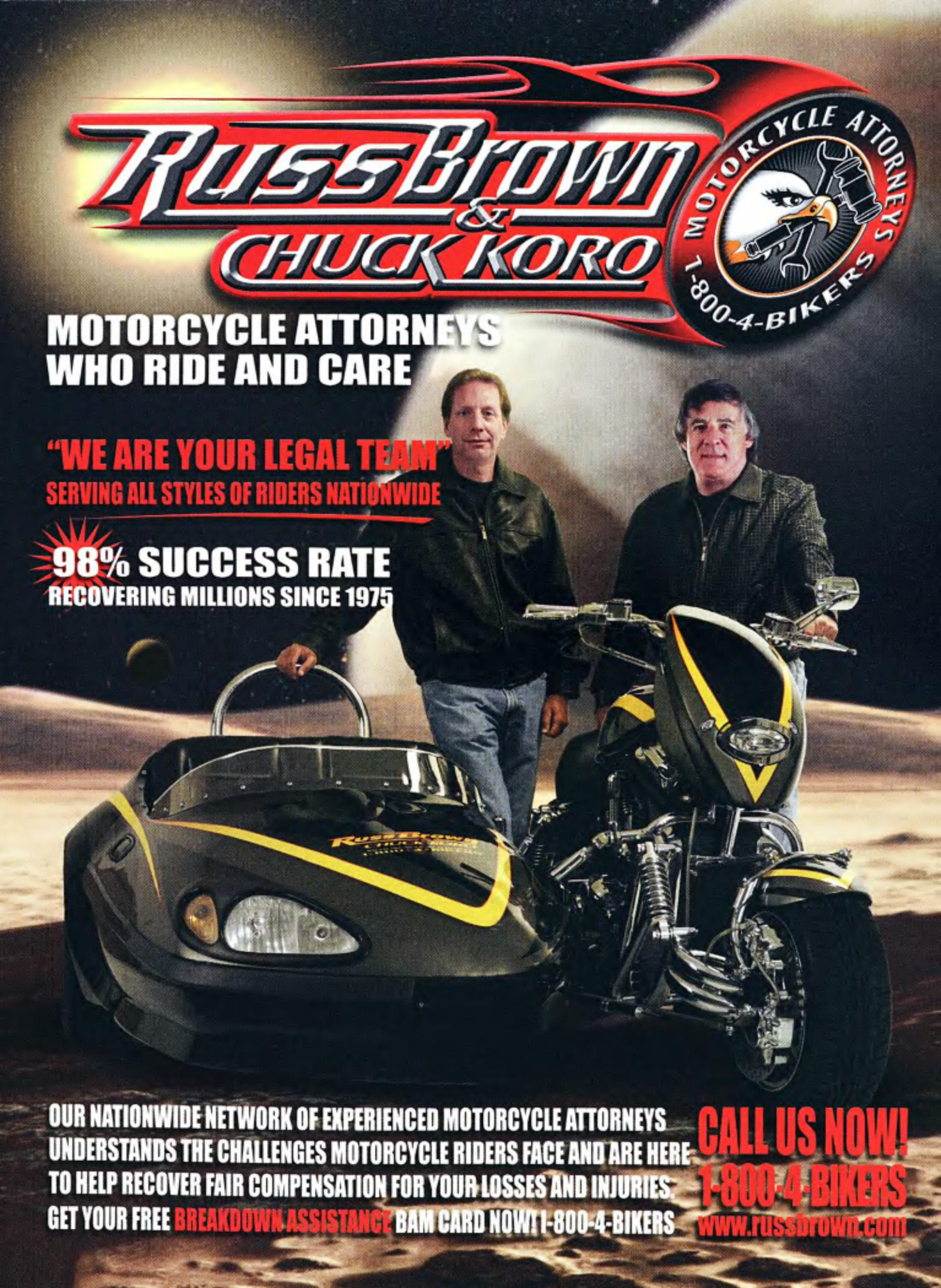






FRONT END
Type: Massive, 18-over
Builder: Exile
WHEELS
Make: Jerry Burrow/Metal Monsters
Size: 21-inch front/18-inch rear
Tires: Avon, 360-rear
Brakes: Performance Machine/custom
Photos: Michael Farabaugh
Contact: Roadhawgs; Ford Heights, Illinois; 708-758-4294; www.road-hawgs.com




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PartsBox



Mobster frame by Carolina Custom Products

Carolina Custom Products says its Mobster frame is built with a 5-inch out and 2-inch down stretch. It's TIG-welded in a configuration that accepts right-side drive setups, has 38 degrees of rake in the neck and comes with internal fork stops with preinstalled Timken Bearings. The Mobster is delivered with stainless steel dust covers and a zinc-plated axle.

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

Black Widow motorcycle ramps

The Black Widow motorcycle ramp was previously available in 8-foot long and 9-foot long versions. The new ramps include a 10- and 12-foot long versions designed for lifted 4x4 trucks, choppers, lowered motorcycles and for riders who don't like driving up steep ramps.

Each lightweight, arched aluminum ramp is powdercoated black and comes with safety straps, a 17-inch wide center section and a pair of 12-inch wide side sections that bolt together to make a 40-inch loading.

Black Widow ramps are available at www.discountramps.com and www.motorcycleramps.com with the 8-foot model starting at $274.99.









Drag Specialties gas caps with paint protectors

These chromed low-profile gas caps feature screw-in paint protectors and a sure-fitting, ratchet-action cap. Available in vented, non-vented and dummy styles, these caps will give you plenty of options. Each cap comes complete with a tool for the paint protector.

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



5 3/4-inch die-cast headlight assembly

It is time to replace that boring headlight with a hot new assembly that comes in a raw aluminum or matte black finish. This headlight comes with a durable die-cast aluminum housing that protects a H-3-style bulb. The housing is 6 inches in diameter. It requires a 3/4-inch mounting block (not included).

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



Click-Slick ball bearing petcock

Golan Products Ball Bearing petcock features detents for quick, effortless switching from On to Reserve to Off. You can now switch petcock positions with confidence, each position having its own, easy-to-feel detent. An O-ring seat prevents leaks from the petcock to the carburator and the petcock handle motion is virtually friction free as it uses an internal ball bearing.

Call Golan Products at 310-630-1666 for information.



Quick Set Up kits for late model V-twins

You can wake up the performance of your carbureted or fuel-injected '03-'07 stock bike with an S&S Quick Set Up kit. By combining the performance gains of an S&S air intake and the new S&S slip-on mufflers (slash and tapered available), you can bolt about 10-12 horsepower onto a bike in one hour or so, according to the manufacturer.

The kit includes jets for the stock CV carb and S&S does recommend you verify the fuel calibration on injected motorcycles.

Call S&S Cycle at 608-627-1497 or go to www.sscycle.com for information.





Double Back header system gives baggers wings

The Double Back dual header system from Klock Werks is made to fit most aftermarket slip on mufflers. Manufactured in cooperation with BUB, it uses Klock's Double Back header design and accepts oxygen sensors to give your Road Glide, Road King or any FLH model a finishing touch that provides more than simple eye candy.

Double Back true duals by Klock Werks are available exclusively through Drag Specialties.

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



B-52 Jet-Pipe by Tailgunner

The new Tailgunner B-52 Jet-Pipe for baggers has axial-flow, dual-stage, static (non-spinning) turbines and a polished thrust-cone, all housed in a machined nacelle that features ventilation holes. The Jet-Pipe is a bolt-on installation for any '86-'07 Harley bagger. It offers classic styling, a deep, throaty sound and proven performance, the manufacturer says.

Engineered to enhance performance and sound, all models are handcrafted in America and finished in show-quality chrome or in a stem-to-stern black finish.

Call Tailgunner Exhaust at 508-693-1944 or visit them on the Web at www.tailgunnerexhaust.com.



Tech Cycle Cyclone open primary system with mid controls

Tech Cycle's Cyclone open primary belt drive takes the manufacturer's high-performance belt drive and clutch assembly and combines them into a strong and lightweight package. The drive comes complete with front bearing support on the Softail and Dyna versions.

The contoured lines of the Cyclone system will complement any Softail, Dyna, or FL, and kits are available in 2- and 3-inch belt widths. The system can also be ordered with an optional mid-control package.

Tech Cycle also manufactures a complete line of H-D starters as well as open primary electric start kits for panhead, knucklehead, shovelhead, Evo and Twin Cam applications.

Call Tech Cycle at 215-702-TECH or go to www.techcycle.com for information.





"What part of 'one night stand' did you not understand?"

Pictured: Bryan, Springer® Softail® Classic owner. © 2007 H-D.

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Hard-Ass Curves

Jack Fehrenz Jackpot Custom

Jack Fehrenz is sitting pretty in Las Vegas. Not only did he exchange the wet world of Seattle for 365 days of bike riding weather, he got a show-winning custom bike in the process. What started out as an "incentive gift" from his wife, Corina, eventually morphed into a show-and-go custom that hit the jackpot with a First Place win at the first Legend Top 50 mega-show.

We spoke with Jack at Paul Stewart's Dynamic Choppers in Las Vegas and learned that the bike prompted a major career move. Jack was employed by a motorcycle parts distributor in Seattle when he spotted Paul's Web site that featured, among other things, his radical "Nightmare" bike.











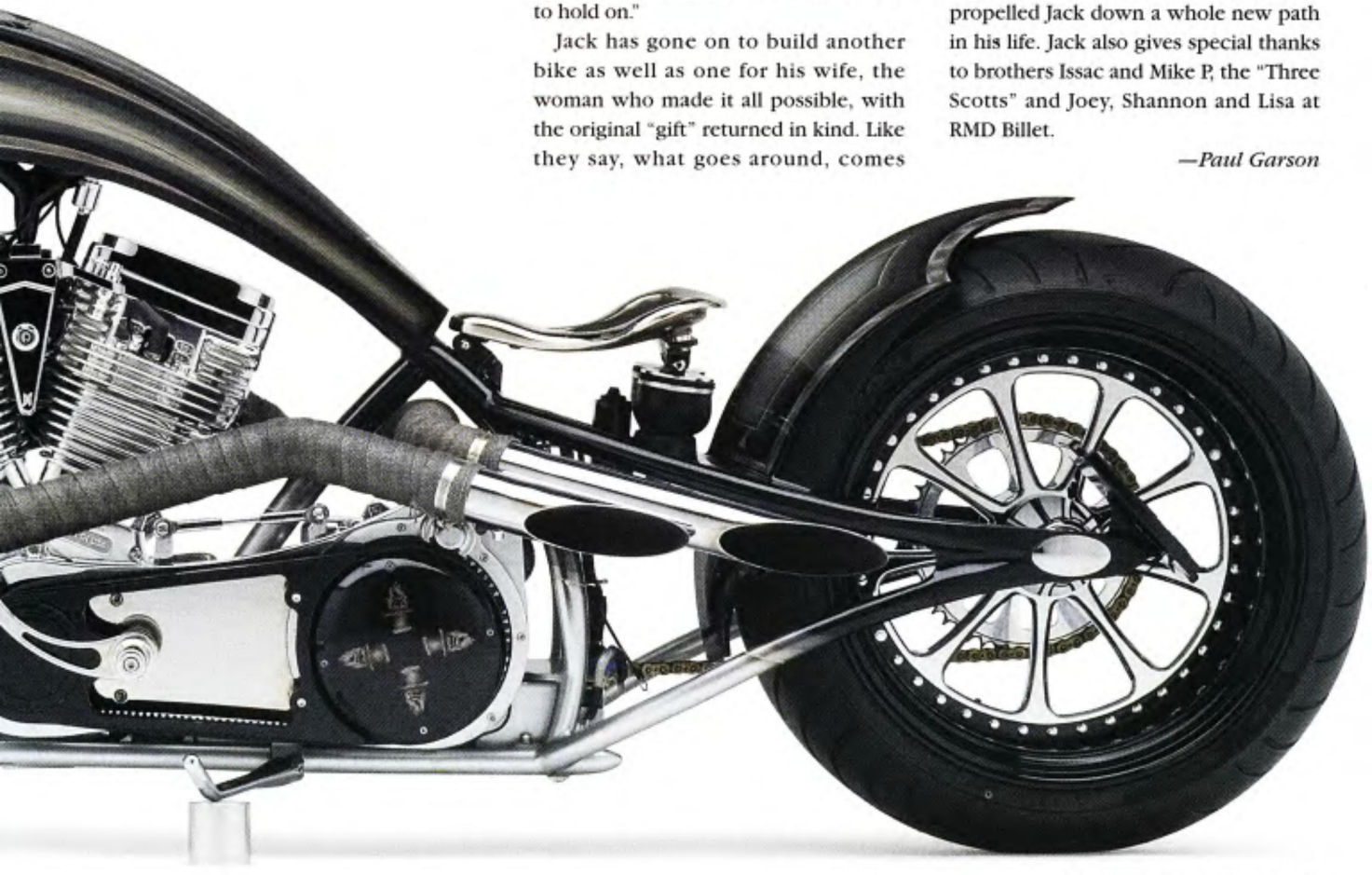
"I knew I wanted Paul to build my bike, but I didn't know it would lead me to joining his team, moving from Seattle to Vegas, and starting a whole new life."

You'll find this "Hard-Ass Curves" scoot proudly on display next to the Octane Lounge in the Excalibur Hotel in Vegas. No doubt someone will hit the slots big time and decide they have to take home the bike as well. The bike started off with an Independent Hardlife frame filled nicely with a TP Engineering 124 powerplant and sporting special features like seamless by Climax Cycle Controls, plus a ProFab/Jaybrake tranny brake—the very first production model of its kind. "I had also seen the RMD billet Smooth 9 wheels in *Easyriders* and had to have them on my bike. The Crime Scene seat with black stingray inserts was something Paul said I just had to have. We matched it up to a Paul Cox Rigidaire system. Thanks to that, riding the bike is a lot more comfortable than it

looks, but with that TP 124 you do need to hold on."

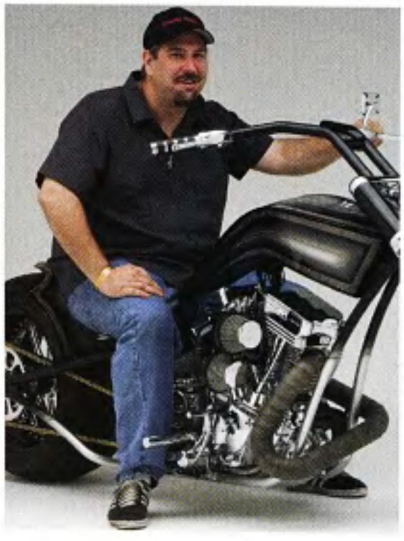
Jack has gone on to build another bike as well as one for his wife, the woman who made it all possible, with the original "gift" returned in kind. Like they say, what goes around, comes around, in this case a motorcycle that propelled Jack down a whole new path in his life. Jack also gives special thanks to brothers Issac and Mike P, the "Three Scotts" and Joey, Shannon and Lisa at RMD Billet.

—Paul Garson





Owner: Jack and Corina Fehrenz
City: Las Vegas, Nevada
GENERAL
Designer: Paul Stewart/ owner
Fabrication: Dynamic Choppers
Year and make: 2005 Special Construction
Model: Hard-Ass Curves
Assembly: Dynamic Choppers
Time: 3 months
Chroming: A.P.S.
ENGINE
Year: 2005
Model: TP Engineering
Rebuilder: TP Engineering
Ignition: Crane single fire
Displacement: 124 cubic inches
Lower end: TP Engineering
Balancing: TP Engineering
Pistons: TP Engineering
Heads: TP Engineering
Cam: TP Engineering
Lifters: TP Engineering
Carb(s): Mikuni 45
Air cleaner: Wimmer
Pipes: Dynamic Choppers/Joey
Transmission: Baker 6-speed
Modifications: ProFab/Jaybrake tranny brake
PAINTING
Painter: Tenten Custom Paint
Color/type: black, silver, bronze
Special paint: multi-color pinstriping
FRAME
Year: 2005
Builder: Independent Cycle/Dynamic Choppers
Type: Hardlife
Rake: 40 degrees
Stretch: 7 inches
Shocks: hell no!
Modifications: Dynamic Choppers
ACCESSORIES
Bars: Climax Cycle Control Systems
Handlebar controls: Custom Cycle Controls
Fenders: Dynamic Choppers
Headlight: Adjure
Taillight: Tecbal Motorwerkes
Speedo: why?
Pegs: Independent Cycle
Electrics: as little as possible
Gas tank: Stinger/Dynamic Choppers
Oil tank: Independent
Oil system: Dynamic Choppers
Seat: Crime Scene Choppers/Desert Leather
Mirrors: Iron Cross
Grips: Custom Cycle Control
FORKS
Type: inverted Phantom
Extension: 2 inches/Black Mamba
Builder: American Suspension
WHEELS FRONT
Size: 21 inches
Wheel: RMD Billet
Tire: Avon
Brake: ProFab
WHEELS REAR
Size: 18 inches
Wheel: RMD
Tire: Avon
Brake: Jaybrake tranny brake
Photographer: Michael Lichter
Contact: www.dynamicchoppers.com; 702-367-6543





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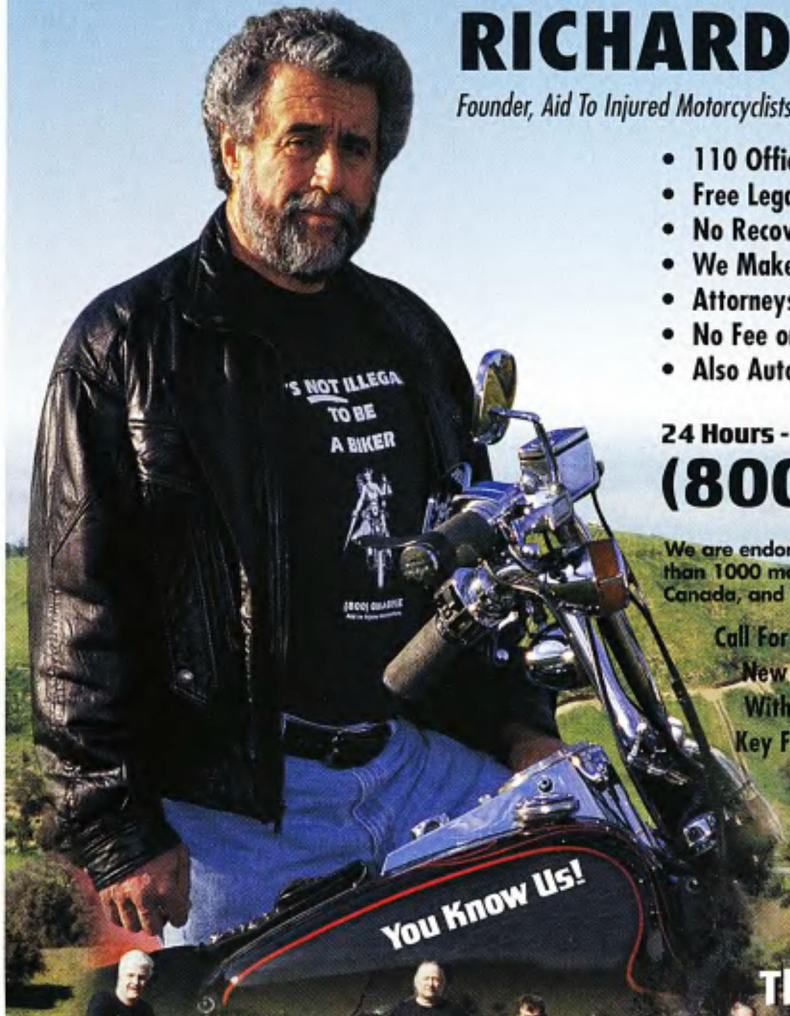
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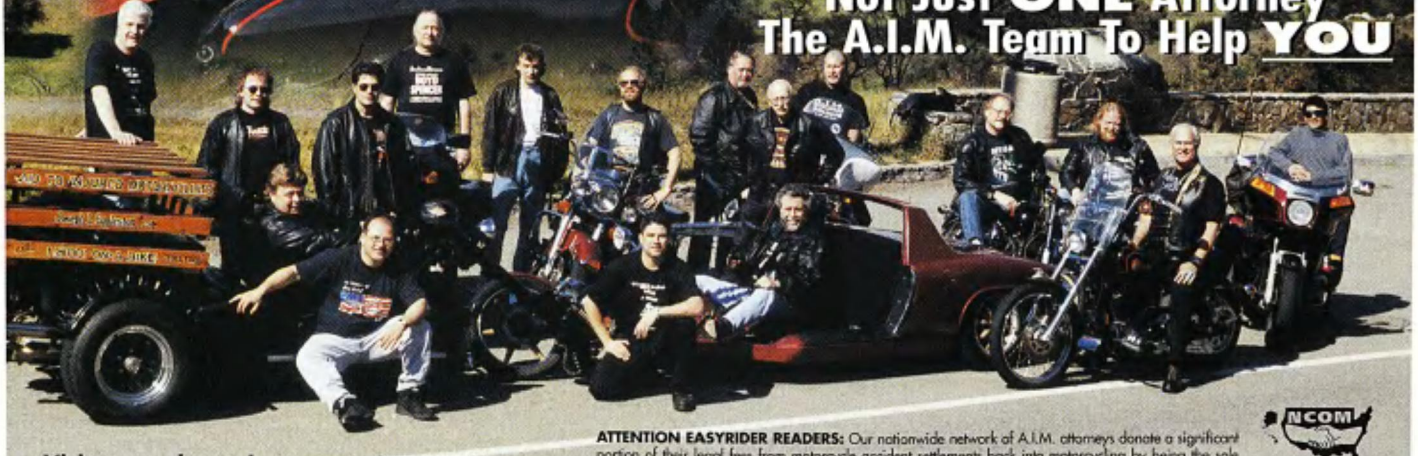
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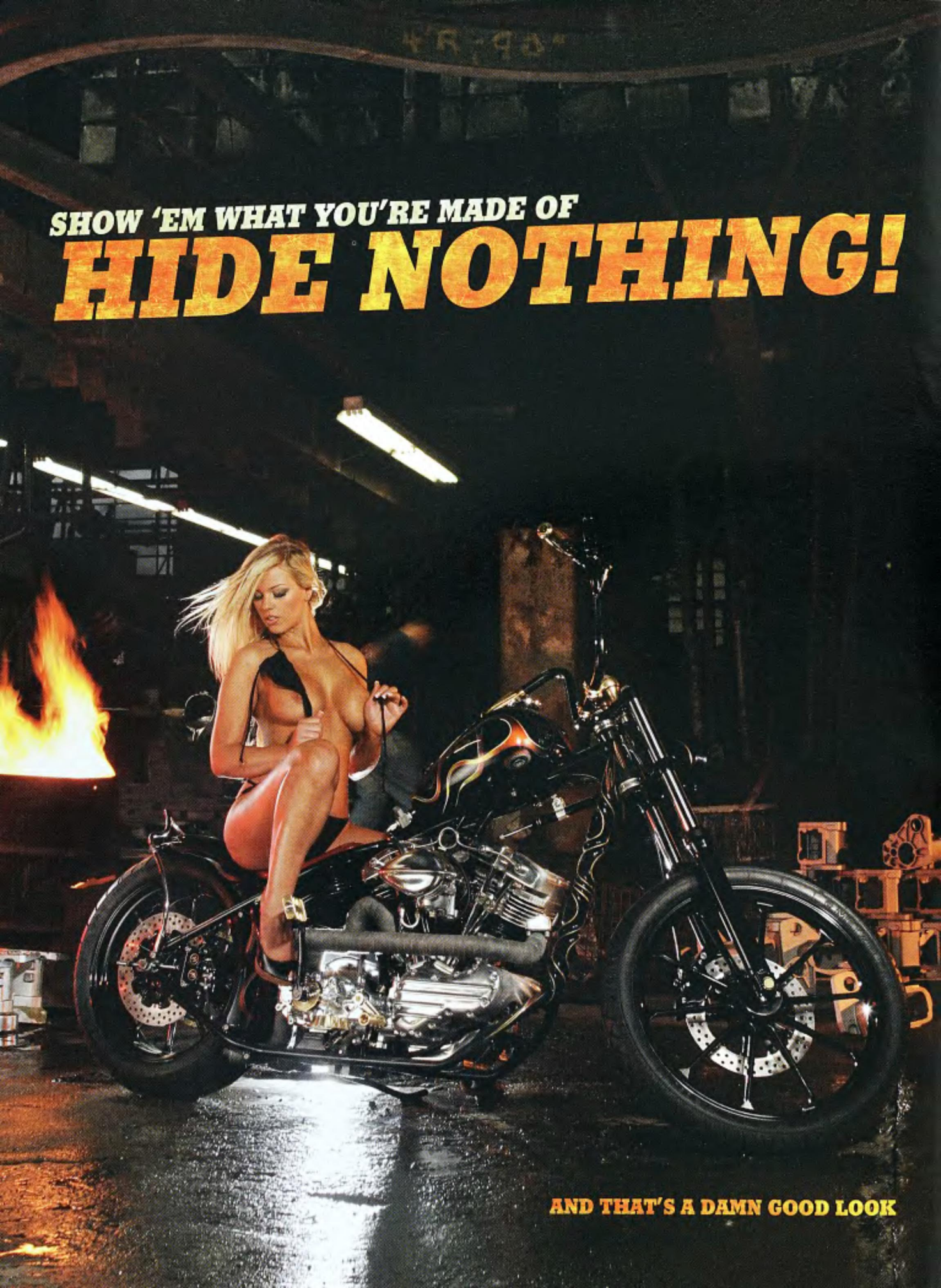
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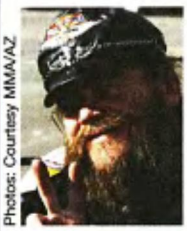
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Hall Of Fame

"HEY, OLD MAN" PAUL "WALDO" STUART OCTOBER, 1955 – MAY, 2007



Photos: Courtesy MMA/AZ

Here in the great desert Southwest, Paul "Waldo" Stuart was our center, our equator and our positive vortex of motorcycling for many years. He was always at the meat of an issue, a group and your heart. But once you met Waldo you wanted to claim him as your own in your heart.

Early in life he dared to be great. At two years of age he skydived (or thought he was) off his second story roof breaking a leg. Just practicing. Waldo was a high school swimmer (individual medley) and high platform diving champion. Answering a call, Waldo went to help his country be free as a Staff Sergeant in the U.S. Army, at Fort Benning, Georgia. He excelled in scuba diving and was with the U.S. Army Special Forces. He was also a member of the elite U.S. Army parachute team, the Golden Knights.

In 1986, he went over backwards on his off-road trike and broke his back. He was technically a "quad" but could use his arms. That same year his daughter Charity Ann Stuart was born. Waldo once said his life was better than ever from that point.

Many of us met Waldo in the early '90s as the single parent and motorcyclists rights activist who was the world's best biker ambassador. Waldo on his H-D with custom sidecar and everybody's sweetheart, Charity, were at every run they could possibly make. For 15 more years, the first thing I ever heard at a run would be "Where's Waldo?" And when he saw you first he would yell out, "Hey, old man." He would rip around the state on his bike



and make three sometimes four runs a day. Together we rode to many businesses on the anti-discrimination runs of the '90s. Waldo knew the cause well.

Waldo reversed the notion of not playing favorites by playing favorites. In fact, we were all his favorites. If you signed up for the MMA, he would talk you into signing up for ABATE and getting your AIM card at the same time. You were broke, but still happy to do it.

Waldo wrote for various publications including the *Banner Gazette* and *Thunder Press*, where he had his own column entitled, "Desert Smoke," and still contributed the events calendar and articles to all newspapers/newsletters of various MROs and other bike publications. His latest gig was as the editor of the Arizona Confederation of Motorcycle Clubs newsletter, *The Spokesman*.

Waldo, you're never to be forgotten. Your charismatic face and voice pop up smoothly into my mind at will. You're so easy on the soul. Bigger than life you were—and you remain. When I wanted to hear that sweet "Hey, old man," I'd just dial you up. Charity Ann is due in July with Waldo's grandson, Shea Phoenix Stuart. We look forward to this great addition to her world and ours.

At the 2000 NCOM convention, both Waldo and Charity were presented NCOM's Silver Spoke award for Freelance Journalism. The 2008 NCOM convention in Houston, Texas, will be dedicated to Paul "Waldo" Stuart. "In-A-Gadda-Da-Vida" forever Bro.

—"Priest", MMA of AZ, Chairman emeritus

Legalese

MRF OPPOSITION TO HR 2093

The MRF reports its opposition to HR 2093, a grassroots lobbying reform bill introduced by Marty Meehan (D-MA). HR 2093 attempts to give more transparency to how grassroots lobby groups legally conduct business. More transparency in our government is most certainly a good thing. However, HR 2093 tramples over many of the constitutional freedoms that our country is founded on.

Like most things in Washington, the devil here is in the definitions. HR 2093 specifically targets "lobby firms." However, what, or better yet, who, is defined as a lobby firm? The Meehan legislation would redefine "lobby firm" as any person or entity who on behalf of a "client" (which can be any other person or entity), "receives income of, or spends or agrees to spend a total of $100,000 in a quarterly period" to engage in paid communications to influence the general public to lobby Congress. Sound like anyone you know of?

So, a single paid individual who directs the spending of $100K from any number of sources on public-influencing activities would become, by definition, a lobbying firm. Once established as a firm, the individual would be required to submit to Congress quarterly reports detailing the public influence campaigns participated in over the past three months. The price of not reporting would be hefty campaign finance fines of up to $200,000 per occurrence! HR 2093 would regulate private communications to and among the general public and would seem to violate five First Amendment rights: speech, press, association, petitioning and religion.

The bill's sponsor initially stated that

CONTINUED NEXT PAGE

HR 2093 CONTINUED

the legislation would close a "Jack Abramoff-type loophole." After reading the text of the legislation, it becomes apparent that neither actions of Jack Abramoff (a lobbyist involved in a United States political scandal) nor the kickbacks to him would have been disclosed under HR 2093. Meehan also claims that the bill is targeted at so-called "Astroturf" lobbying (creating groups that attempt to mimic true, grassroots, but are about corporate money, not citizen power). But the fact remains that the legislation doesn't target, and never even attempts to define, "Astroturf." Instead, it regulated genuine citizen-supported policy communications.

Not only is HR 2093 unconstitutional, it will leave well-heeled lobbyists, lawyers and wealthy special interest laughing all the way to the bank. It also fosters the creation of sham or "straw-man" entities as fronts for corporations and billionaires, yet manages to have many harmful consequences for genuine citizen-supported grassroots causes. The Senate passed similar reform legislation—S 1—earlier this year. S 1 had all of the grassroots reform language stripped out on the Senate floor. Forty-three Senate Dems voted in favor of heavily regulating and punishing grassroots lobby organizations. The MRF encourages you to contact your federal elected officials and voice your opinion on this important issue. *—MRF*

Coast To Coast

Biker News

U.S. SAFETY CHIEF SAYS HELMETS AND RIDER TRAINING SHOULD BE PROVIDED: "It's time to make helmets and training standard equipment for motorcyclists," U.S. Secretary of Transportation Mary E. Peters said during remarks to the Motorcycle Industry Council in Indianapolis on February 19. Peters called on motorcycle manufacturers to provide free or heavily discounted DOT-certified helmets or rider safety training with the purchase of every new motorcycle sold in the United States.

"Helmets and proper training are just as important as brakes or headlights when it comes to the well-being of motorcyclists," Secretary Peters said. "We shouldn't be letting any customer take a bike out of the store without a helmet as part of the package. Safety shouldn't have to be an option when purchasing a motorcycle."

Secretary Peters also said the Department of Transportation was "attacking" the challenge of motorcycle safety on several fronts. Last September, the Department awarded over $6 million in safety grants to states to support motorcycle safety. In addition, the Federal Highway Administration has established a Motorcycle Advisory Council to focus on making roads safer for motorcyclists and will continue work begun by the National Highway Traffic Safety Administration on a Motorcycle Crash Causation Study to identify why motorcycle crashes occur and find ways to reduce the fatality and injury rates.

MOTORCYCLE TRAINING BEING STUDIED: The Motorcycle Safety Foundation has launched a milestone three-year study to determine the effectiveness of periodic involvement in a series of motorcycle rider education and training courses.

"The Longitudinal Study to Improve Crash Avoidance Skills" will study the crash-avoidance skills of motorcyclists who have taken a series of rider training courses, beginning with the MSF Basic RiderCourse, which is the learn-to-ride course, and graduates will be offered, via random sampling, three additional training opportunities at periodic intervals throughout the study.

"We believe a rider's decision-making and crash-avoidance skills can benefit from being refreshed over time," said Dean Thompson, MSF director of communications. "It is important for riders to regularly refresh their knowledge, skills and risk management strategies. We're strong advocates of lifelong learning."

Rider knowledge, skills, attitudes and experiences will be evaluated and measured over time. The University of North Carolina Highway Safety Research Center will provide an independent evaluation of research that will for the first time take a comprehensive, field-based look at the benefits of ongoing participation in a rider education and training system and its subsequent effect on crash avoidance skills and real-world outcomes.



"It's got to be a quickie, you sweet-talkin' thing."

WORLD HEALTH ORGANIZATION LABELS MOTORCYCLE DEATHS "EPIDEMIC": The World Health Organization (WHO) recently expressed alarm over the growing number of accidents involving young people on motorcycles in Asia, warning that the situation has become a public health epidemic.

The WHO noted that young motorcyclists make up a large percentage of injuries and fatalities among road users in many Asian countries, such as Cambodia and Malaysia. "Factors such as speed, no helmets, risk-taking behavior and drunk-driving contribute to the rising trend," according to the WHO regional office, which is based in Manila, Philippines.

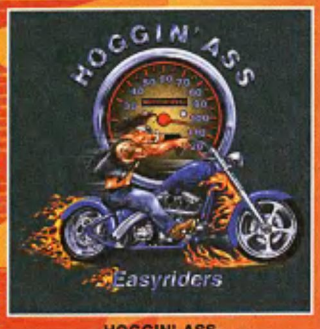
It suggested "simple measures" that could be taken to help make roads safer as the WHO marked observance of the first United Nations Global Road Safety Week, April 23-29. These measures include setting and enforcing appropriate speed and blood alcohol limits, as well as introducing and enforcing mandatory seat belt, helmet and child restraint laws.

NIGERIA BANS WOMEN FROM BIKES: In Africa, the Nigerian state of Kano has banned women from riding commercial motorcycles, according to the official News Agency of Nigeria (NAN), which warned that women who ride risk being arrested.

"The Sharia police, otherwise known as Hisbah committee, have concluded arrangements to commence enforcement of some aspects of the state's Sharia law as passed by the state House of Assembly," the NAN said. The law bans

CONTINUED ON PAGE 30

T-Shirt Season



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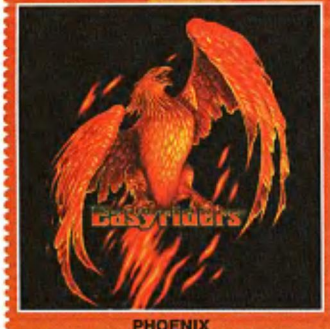
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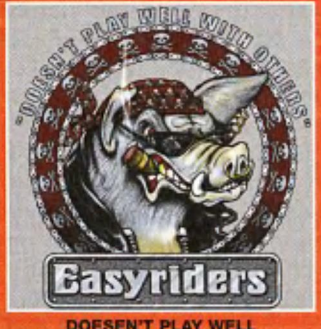
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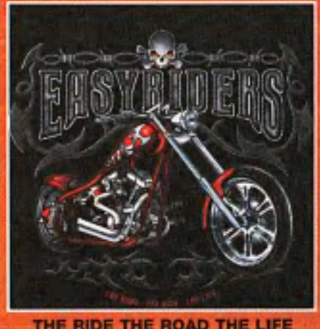
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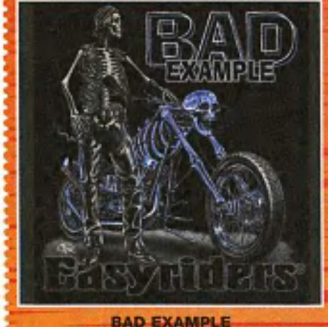
PHOENIX
5065 SM-XL $19.95 • XX $21.95
XXX $23.95



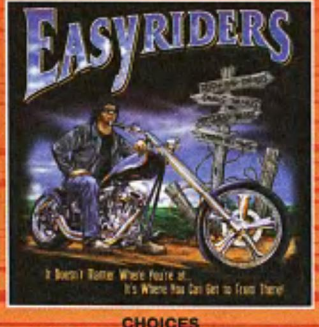
DOESEN'T PLAY WELL
8122 SM-XL $19.95 • XX $21.95
XXX $23.95



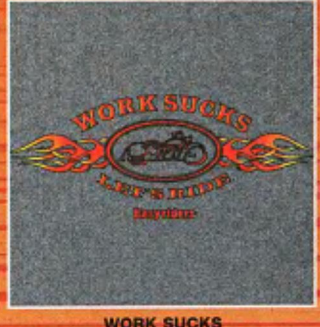
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4318 SM-XL $19.95 • XX $21.95
XXX $23.95



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8945 SM-XL $19.95 • XX $21.95
XXX $23.95



CHOICES
4327 SM-XL $19.95 • XX $21.95
XXX $23.95



WORK SUCKS
8947 SM-XL $19.95 • XX $21.95
XXX $23.95

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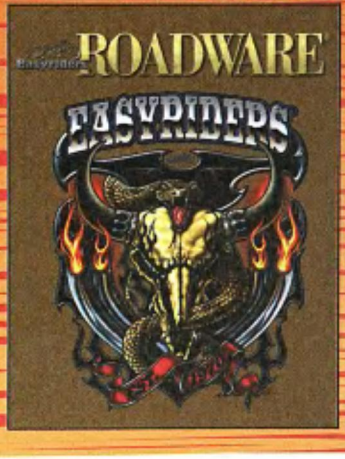
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Biker News CONTINUED

women from riding commercial motorcycles, commonly known as Okada, and also bars Muslim Okada operators from carrying women on their motorcycles.

Other aspects of the Sharia law that would be implemented include the ban on alcohol consumption, hard drugs and prostitution. Kano is just one of 12 states in Nigeria's predominantly Muslim north that adopted the strict Islamic law in 2000.

INDIA MANDATES HELMETS IN CITIES: Wearing helmets is now mandatory within the city limits of six major cities in India, though one large city was exempted from the rule in view of the high daytime temperatures there.

Passengers, or so-called "pillion riders," are also exempted from the helmet requirement.

UNITY IN THE COMMUNITY: "Speeding Into The Future" was the theme for this year's NCOM Convention, held in Charlotte, North Carolina, over Mother's Day weekend. Another near-record crowd attended the National Coalition of Motorcyclists' 22nd annual convention, converging from virtually every state and representing most Motorcyclists' Rights Organizations and Confederations of Clubs across the country.

Hosted by the Concerned Bikers Association/ABATE of North Carolina as well as the Confederation of Clubs of North Carolina, this year's agenda was packed with informative and thought-provoking meetings such as the NCOM Board of Directors Meeting, NCOM Legislative Task Force Meeting, AIM Attorney Conference, AIM Chiefs of Staff Meeting, Christian Unity Conference, Clean and Sober Roundtable, Women In Motorcycling, SMRO President's Meeting, Minority Outreach, and the ever-popular and always informative Confederations of Clubs General Patch Holder Meeting.

Seminars and workshops included: "Government Grants—How To Write & Obtain"; "EPA Effects On Shops And Riders"; "Freedom of the Road & Use of the Courts"; "Loud Pipes"; "Fourth Amendment—And Other Rights Under The Constitution"; "National Transportation Safety Board"; "5 Steps To Freedom"; and "NAFTA Superhighway."

Next year's NCOM Convention will be held May 8-11, 2008 in Houston, Texas, at the Sheraton North at the George Bush Intercontinental Airport. Call NCOM for further details at 800-525-5355 or visit www.On-A-Bike.com.

—Bill Bish, NCOM

NHTSA Report

SAE GOVERNMENT AND INDUSTRY CONFERENCE

The Society of Automotive Engineers (SAE) held a multi-day conference in DC recently that included two technical presentations with motorcycling interests. The first was a presentation by NHTSA of the FARS data from last year. I've seen this presentation by NHTSA dozens of times, but what interested me about this presentation is that it seems NHTSA may now actually be trying to collect some of the data that has eluded it in the past, while not entirely preventing the collection of half-baked numbers.

You see, although it's mandatory for states to report crash data for automobiles right now, it's optional for states to report motorcycle crash data. That hasn't changed, but NHTSA is now urging the states to collect and present "real world" numbers instead of using mathematical equations as they can (and many of them do) right now. For example, some states currently use a formula to determine vehicle miles traveled (VMT) for motorcycles by taking the number of registered bikes and suggesting that since bikes are "X" percent of all vehicles and cars traveled this many miles, then we can assume motorcycles traveled "X" amount of miles as well. Of course, we know that's not how it works. I am sure very little will change when it comes to motorcycle VMT and it's likely that once again, as it has for many years according to NHTSA numbers, no motorcycles will travel in the state of South Dakota this year. Yeah right!

The second SAE session relevant to motorcyclists dealt with novelty helmets. Call them what you want—skid lids, half helmets, beanies—but you know what I am talking about and you probably also know that if you choose head protection, you probably won't find it in a novelty helmet. The good folks at NHTSA couldn't just accept that assumption, so they apparently did a study on novelty helmets.

This study has not yet been released



That's some scary roadkill!

to the public, but NHTSA did hint at it in the session. NHTSA spent who knows how many millions of taxpayer dollars to determine that non-DOT-compliant helmets don't perform as well as DOT-compliant helmets. Seems like a waste of money to me, especially when we can fully fund a crash causation study that is nearly 20 years overdue. Stay tuned for the results of this ground-breaking study.

—Jeff Hennie, MRF

Biker Diapers?

BECAUSE SHIT HAPPENS

Have ya seen the TV commercial for Serenity Guard? It shows a group of grizzled bikers out for a Sunday ride. They roar down the road on their Harleys lookin' badass, they stop for gas and check out a lil' hottie. The whole thing looks like a scene out of *Wild Hogs*. Once the bikers head for home and pull off their helmets we discover that they are in their late 50s, early 60s. One of the men walks into his house and kisses his wife. We then discover that the commercial is for Serenity Guard, the makers of adult disposable diapers for those who suffer from incontinence.

So it seems that we older baby boomer bikers are now being targeted by the makers of senior products. Biker diapers, who knew? It makes us think that the commercial might have used that old Eagles song for the soundtrack. You know the one in which the lyrics intone, "Well I'm rollin' down the road tryin' to loosen my load..." I suppose that the vibration of a Harley might loosen the stool of older riders and cause accidents to happen, not on the road, but in your pants. Well, you know the old saying, "If you're over 50, never assume it's just a fart."

We at *Easyriders* want to suggest a slogan for the folks at Serenity Guard for their next biker-themed commercial. How about, "Serenity Guard, because shit happens."

—Phantom

Ask for your FREE Magazine

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

ALABAMA
Biker 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. - Phillpsburg
417-589-4223

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

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

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

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

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

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

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

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

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

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

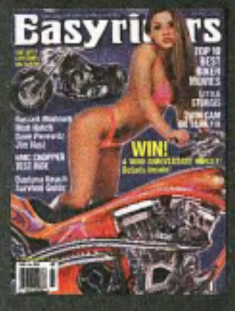
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719 N. Tower - Centralia
360-807-6442

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Mischler's H-D & BMW LLC
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920-887-8425

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







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

Happenings

ALABAMA
Ride For Kids
Date: Sep. 16
Place: Birmingham
Info: 800-253-6530

Faunsdale Fall Bike Rally
Date: Oct. 4-7
Place: Faunsdale
Info: 334-628-6356
faunsdalebikerally.com

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

ARKANSAS
Bikers for Babies Ride
Date: Sep. 8-9
Place: M&M, El Paso
Info: 501-796-7070

Hot Springs Rally
Date: Sep. 13-16
Place: Hot Springs
thehotspringsrally.com

Biggest Little M/C Rally
Date: Sep. 21-23
Place: Clinton
Info: 501-733-5809

Bikes, Blues & BBQ
Date: Oct. 3-6
Place: Fayetteville
Info: 800-766-4626
bikesbluesandbbq.org

MidSouth Ride For Life
Date: Oct. 6
Place: Wynne
Info: 870-238-4329

CALIFORNIA
Western Hey Dey
Date: Aug. 31-Sep. 3
Place: Buck Meadows
Info: 707-793-0251
ama-d36.com

Fryed Brothers Party
Date: Sep. 7-9
Place: Leggett
Info: 707-824-4861
fryedbrothersband.com

Cure Autism Now Ride
Date: Sep. 9
Place: Glendale
Info: 888-828-8476
canridenow.org

End of Summer Run
Date: Sep. 15
Place: Trinity Hall, SLO
Info: 805-712-5546

Nor-Cal Cycle Swap Meet
Date: Sep. 16
Place: Vallejo
Info: 800-875-0068
toppingevents.com

Pony Express Ride
Date: Sep. 17-22
Place: Challenge
Info: 585-768-6054
womensmotorcyclist
foundation.org

Vintage Show & Swap
Date: Sep. 22
Place: Torrance
Info: 805-646-9566
batorinternational.com

Cycle Show & Swap Meet
Date: Sep. 23
Place: Long Beach
Info: 714-557-1846
toppingevents.com

American Heat
Date: Oct. 5-7
Place: Palm Springs
Info: 800-200-4557
road-shows.com

Ride For Kids
Date: Oct. 7
Place: Sacramento
Info: 800-253-6530
ride4kids.org

COLORADO
Salute to Vets Rally
Date: Aug. 17-19
Place: Winter Park
Info: 719-487-8005
pro-promotions.com

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

Thunder in the Rockies
Date: Aug. 31-Sep. 3
Place: Loveland
Info: 970-292-0418
thunderintherockies.com

CONNECTICUT
March of Dimes Ride
Date: Sep. 9
Place: Middletown Elks
Info: 860-812-0080
marchofdimes.com/
connecticut

FLORIDA
35th Key West Poker Run
Date: Sep. 14-16
Place: H-D, Miami
Info: 305-235-4023
petersonskeywest
pokerrun.com

Thunder Beach Fall Rally
Date: Sep. 27-29
Place: Panama City
Info: 850-276-1474
thunderbeach
productions.com

Run To The Heartland
Date: Oct. 5-7
Place: Sebring
Info: 863-471-1227
hra-riders.com

Poker Run
Date: Oct. 6
Place: Vet's Nursing
Home, Panama City
Info: 850-271-2776

GEORGIA
Leader of the Pack Ride
Date: Sep. 30
Place: Six Flags, Marietta
Info: 404-875-2600
atlantahumane.org

ILLINOIS
6th Hogrocktoberfest
Date: Oct. 4-7
Place: Cave-In-Rock
Info: 866-HOGROCK
hogrock.com

INDIANA
Southern Hills Bash
Date: Sep. 14-16
Place: Region 10 ABATE
Info: 812-849-2892

Rebel Yell
Date: Sep. 21-23
Place: Region 09 ABATE
Info: 812-794-2603

Valpo Fest MC Rally
Date: Sep. 26-27
Place: Valparaiso
Info: 800-800-6034
2motorcycleshows.com

BikeToberFest
Date: Sep. 27-Sep. 30
Place: Bean Blossom
Info: 812-988-2116
beanblossom.com

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

17th State Line Rally
Date: Sep. 14-16
Place: Keosauqua
Info: 319-498-4460
statelinerally.com

18th Toys For Tots Run
Date: Sep. 15
Place: Clear Lake to
Freedom Park, Algona
Info: abateiowa.org

Meeting of the Minds
Date: Sep. 20-23
Place: Cedar Rapids
Info: 202-546-0983
mrf.org

23rd Annual Toys for
Tots Run
Date: Oct. 7
Place: ABATE 15
Info: abateiowa.org

KANSAS
ABATE Labor Day Rally
Date: Aug. 31-Sep. 3
Place: Lake Perry
Info: 800-657-5763
abateks.org

LOUISIANA
3rd Labor Day Blowout
Date: Aug. 31-Sep. 3
Place: Gilliam
Info: 318-296-4500
redriverharley
blowout.com

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

MARYLAND
Delmarva Bike Week
Date: Sep. 13-16
Place: Ocean City
Info: 410-629-1560
delmarvabikeweek.com
Ride For Kids
Date: Sep. 23
Place: Baltimore
Info: 800-253-6530
ride4kids.org

IHRA President's Cup
Date: Sep. 28-30
Place: Maryland Int'l
Speedway
Info: 301-884-9833;
wwwmirdrag.com

Dreamcatcher Rally
Date: Oct. 5-7
Place: Ripken Stadium,
Aberdeen
dreamcatcherrally.com

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

Fall Roundup
Date: Sep. 7-9
Place: Heath Fairgrounds
Info: mma-of-ma.com

Lions Bike Run
Date: Sep. 16
Place: Rehoboth Lions
Info: 508-252-3129

33rd Annual Lacey
Packer Toy Run
Date: Oct. 7
Place: MMA D-1
Info: mma-of-ma.com

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

Sturgis Toy Run
Date: Sep. 6-9
Place: Sturgis
Info: 269-659-8632
sturgistoyrun.com

13th Annual Fall Rodeo
Date: Sep. 7-9
Place: Twisting Trails
Clubhouse, Holton
Info: 231-689-0774

Ride to Cover Heads &
Heal Hearts
Date: Sep. 9
Place: H-D, Waterford
Info: 248-674-1630
childrenwithhairloss.us

Walneck's Swap Meet
Date: Sep. 16
Place: Monroe
Info: 630-985-2097
walneckswap.com

14th Annual Toy Run
Date: Oct. 6
Place: ABATE 5
Info: 231-689-0774

Giant M/C Swap Meet
Date: Oct. 7
Place: Grand Rapids
Info: 800-968-4242
motorcycleswap.com

20th Toys for Kids Run
Date: Oct. 7
Place: Fraser VFW Post
Info: 586-354-7715

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

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

FORR Homecoming
Date: Aug. 31-Sep. 3
Place: Pulaksi County
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

Ride For Kids
Date: Sep. 16
Place: St. Louis
Info: 800-253-6530
ride4kids.org

M/C Swap Meet
Date: Sep. 23
Place: Independence
Info: 816-456-4415
jwswapmeet.com

Show & Swap Meet
Date: Sep. 23
Place: Shadow Rock Park, Forsyth
Info: 417-334-0775

Rocktoberfest
Date: Sep. 27-30
Place: Columbia
Info: 573-489-1296
columbia roctoberfest.com

NEBRASKA
28th Annual Toy Run
Date: Oct. 7
Place: ABATE 6, Omaha
Info: 402- 895-9538, 402-578-3379

NEVADA
Street Vibrations
Date: Sep. 19-23
Place: Reno
Info: 800-200-4557
road-shows.com

Las Vegas Bike Fest
Date: Sep. 27-30
Place: Las Vegas
Info: 866-BIKEFEST
lasvegasbikefest.com

Ride For Kids
Date: Sep. 30
Place: Las Vegas
Info: 800-253-6530
ride4kids.org

NEW JERSEY
13th Roar to the Shore
Date: Sep. 6-9
Place: Wildwood
Info: 609-729-8870
roartotheshoreonline.com

Chopper Expo
Date: Sep. 28-29
Place: Atlantic City
Info: 609-748-4167
chopperxpo.com

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

Golden Aspen M/C Rally
Date: Sep. 12-16
Place: Ruidoso
Info: 800-452-8045
motorcyclerally.com

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

Lost Wheels MC 32nd Poker Run
Date: Sep. 9
Place: Fishkill
Info: 845-744-2947
lostwheels.com

Poker Run & Pig Roast
Date: Sep. 16
Place: New Windsor
Info: 845-724-3605
ocnyhog.com

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

Emerald Isle Bike Rally
Date: Sep. 6-9
Place: Emerald Isle
Info: 919-851-3396
emeraldislebikerally.com

Cherokee Survivors Spring Rally
Date: Sep. 7-9
Place: Cherokee
Info: 800-438-1601
cherokeerally.com

Thunder in the Smokies Fall Rally
Date: Sep. 7-9
Place: Maggie Valley
handlebarcorral.com

Fall Rally in the Valley
Date: Sep. 14-15
Place: Maggie Valley
Info: chdda.com

Smokey Mnt. Bike Week
Date: Oct. 4-7
Place: Fontana Dam
Info: 800-849-2258
smokeymountain bikeweek.com

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

4th 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
easyridersevents.com

BRMC Toy Run
Date: Sep. 16
Place: Levettsburg
Info: 330-883-5796
BRMConline.com

Fall Run
Date: Sep. 22
Place: New Lexington
Info: 740-342-3885

15th Annual Pig Roast & Swap Meet
Date: Oct. 7
Place: H-D, Mantua
Info: 216-341-4491

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

Party & Swap Meet
Date: Sep. 28-30
Place: Camp McFadden, Ponca City
Info: 580-491-3600
unclegordo.net

Fall Bike Rally
Date: Oct. 5-7
Place: Spavinaw
Info: 918-787-5638

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

PENNSYLVANIA
Rally on the River
Date: Sep. 6-9
Place: Splash Magic, Northumberland
Info: 410-963-3647
parallyontheriver.com

1st Annual Flight 93 Run
Date: Sep. 8
Place: Curran Fromhold Prison, Philadelphia
Info: 215-708-7928
brothersforflight93.com

Wander Roast
Date: Sep. 8
Place: Cyclone
Info: 814-465-3594
wanderersmc.org

Shanksville Mem. Run
Date: Sep. 9
Place: Highland HD, Somerset
Info: abatepa.org

18th Annual Toy Run
Date: Sep. 9
Place: VFW, Lower Burrell
Info: 412-678-2167

Ride For Kids
Date: Sep. 16
Place: Philadelphia
Info: 800-253-6530
ride4kids.org

20th Annual Toy Run
Date: Sep. 16
Place: Westmoreland ABATE
Info: abatepa.org

37th Freedom Fest
Date: Sep. 21-23
Place: Mumbauersville Gun Club
Info: 215-679-4766
freedomriders.com

Readshaw Raiders Ride
Date: Sep. 29
Place: H-D, Gettysburg
Info: 717-731-8955
abatepa.org; fourscore.org

SOUTH CAROLINA
Myrtle Beach Fall Rally
Date: Oct. 3-7
Place: Myrtle Beach
myrtlebeachharley.com

TENNESSEE
Hawg Holler Bikers Bash
Date: Sep. 7-9
Place: Atwood
Info: 731-571-0125
clayfarminc.com

8th Weasels Booze Cruise
Date: Sep. 20-22
Place: Bikini Beach Bar, Nashville
Info: mcboozecruize.com

Redneck Rumble 2
Date: Oct. 6
Place: Fairgrounds, S Lebanon
Info: 615-364-1828
bikerdesigns.com

TEXAS
Rumble on the River
Date: Sep. 21-23
Place: Mansfield Park, Bandera
Info: 936-334-0558
bikerralliesoftexas.com

West Texas Swap Meet
Date: Sep. 27-30
Place: Abilene
Info: 325-673-2634
thewesttexas swapmeet.com

2nd Ride To The River
Date: Sep. 28-19
Place: Apache Pass
Info: 512-446-3211, 866-300-6370
apachepass.com

Ride For Kids
Date: Oct. 7
Place: Dallas/Fort Worth
Info: 800-253-6530
ride4kids.org

Real Fun Poker Run
Date: Oct. 5-7
Place: Bells
Info: 903-965-4147
abatetexoma.com

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

VERMONT
Killington Classic
Date: Sep. 5-9
Place: Killington
Info: 978-688-8888
kevmarv.com

VIRGINIA
AHDRA Drags
Date: Sep. 21-23
Place: Richmond
Info: 336-924-2095
ahdra.com

WASHINGTON
Rally Week in The Gorge
Date: Aug. 24-30
Place: Stevenson
Info: 206-329-7808
soundrider.com

Ride For Kids
Date: Sep. 9
Place: Puget Sound
Info: 800-253-6530
ride4kids.org

Monroe Fall Swap Meet
Date: Sep. 9
Place: Fairgrounds
Info: 360-599-1409

26th Annual Oyster Run
Date: Sep. 23
Place: Anacortes
Info: 360-671-7575
oysterrun.org

WISCONSIN
26th Tomahawk Fall Ride
Date: Sep. 12-16
Place: Tomahawk
tomahawkfallride.com

Black River Rumble
Date: Sep. 27-30
Place: N. Campground, Black River Falls
Info: 888-345-2267
blackriverrumble.com

WYOMING
25th 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.

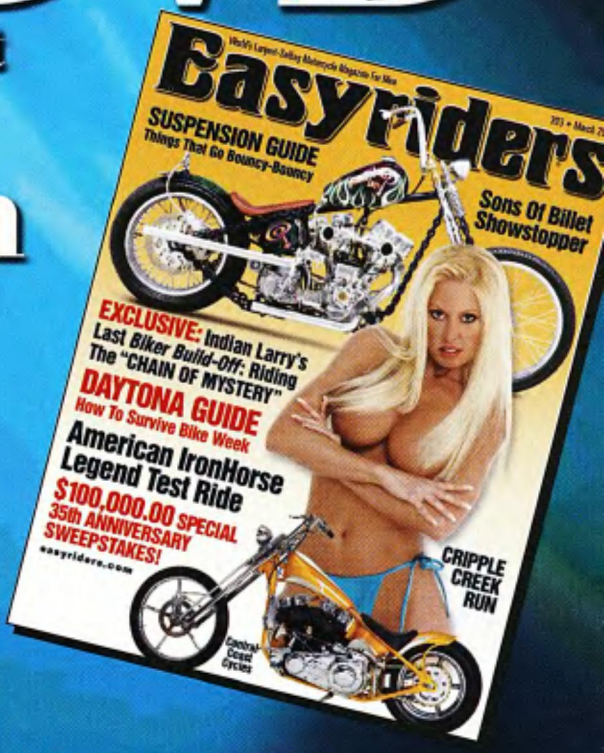
State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	Lane Splitting	Handlebar Height
Alabama	r	a		17	c	c			r			p	34
Alaska	4		15	17	c	c		p	r	r-28		p	34
Arizona	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				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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BIKERS BASH AND SUN RUN

You know that whenever you ride, people are checking you out. Most of them can see the look of contentment and freedom on your face. It's something they can only dream of while they are sitting there in their cars.

All the V.I.P. riders taking part in the 8th annual Fort Lauderdale Harley-Davidson Bikers Bash were definitely the envy of all the cage drivers during the event



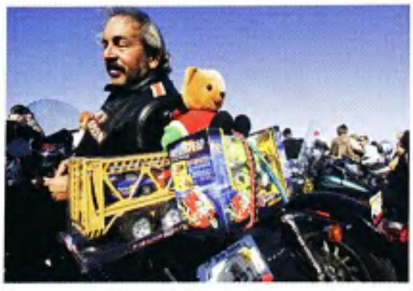
last December 8 through 10. You see, the Bikers Bash features police-escorted V.I.P. rides all weekend. As we whizzed by stopped traffic, we could see all those people in cars wondering who the hell we were to rate such special privileges.

The Bikers Bash is proudly sponsored by *V-Twin* magazine and takes place each year down in sunny south Florida. The special weekend was filled with good























food, great riding, an awesome charity auction, live entertainment and more, all to benefit the Boys & Girls Clubs of Broward County. Chairman Jeff Cheek, honorary Chairs Bruce Rossmeyer and Max Osceola, the Chief of the Seminole Tribe of Florida, made sure that everything was top-notch all the way around.

With over 600 people taking part, the Bash raised over $185,000 with 100% of the proceeds going to the Boys & Girls

















Club, working hard to make the community a positive place for kids.

To top off the weekend, all of the riders were given the opportunity to be at the front of the pack for the "Christmas Toys in the Sun Run," one of the oldest and largest group rides in the country.

The 19th Annual Toy Run was a bittersweet success because the founder of the event, Bob Amchir, passed away just days before this year's run. With nearly













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Photos: Michael Lichter

40,000 riders and over 73,000 people showing up for the ride through Fort Lauderdale, over $576,000 was raised for the Joe DiMaggio Children's Hospital Foundation. Most of the riders had presents strapped to their bikes to make sure that children in need had something to open on Christmas morning.

So next year, when you are looking for a place to ride in December, be sure to remember the Bikers Bash. For more information on next year's Bikers Bash, check out www.bikersbash.org.

—Chuck Matsoff

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FOWLERVILLE FAIRGROUNDS
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GET A HANDLE ON IT
Installing a JIMS 6-Speed Kit

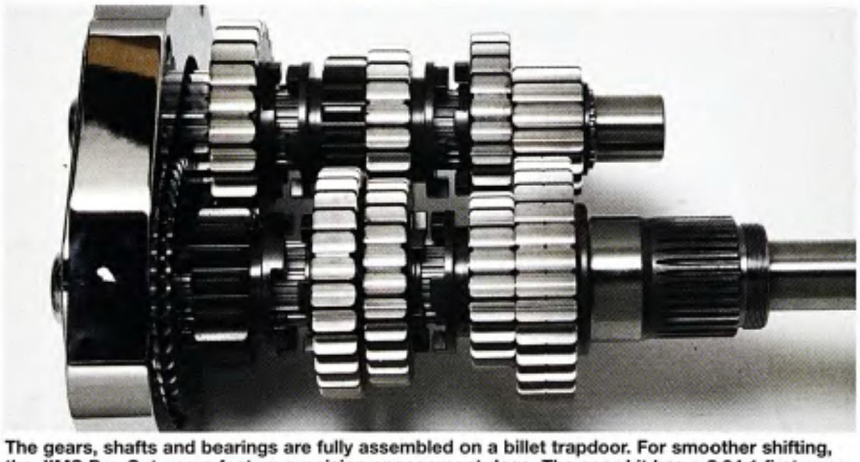
Rolling down the highway at speed is a taxing proposition. At over 70 mph, your motor is spinning up a storm. The factory realized this a while back, which gave them the impetus to equip all the 2007 Harley big twins with a 6-speed transmission. Not that this was something new; the aftermarket has been selling 6-speed trannys for a dozen or so years. They're available as complete transmissions or gear-kits that fit into stock transmission cases.

The Drag Specialties catalog has several pages full of 6-speed transmissions and gear-kits. One, from JIMS (Drag P/N DS-325862), caught our attention. This kit fits all 1991 to 1997 big twins in its packaged form. It can also be adapted to earlier years if the starter assembly is changed to a 1991 and up style, and to later years if the top cover and shift lever are changed to the 1997 parts.

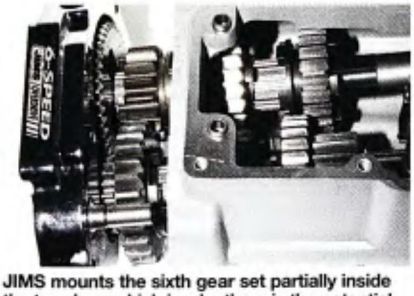
The JIMS gear kit comes with all its shafts and gears pre-installed on a billet trapdoor. Also included are a full set of gaskets, bearings and hardware. Installing the kit in a 1996 Softail transmission case is as easy as doing a stock rebuild. The only catch is that the case must not have any of its casting material sticking in past the trapdoor gasket outline. This could cause interference with the new gears. The case that was used in this article worked just fine, but we've been told that some stock cases have rather fat castings, which must be cleaned up with a die grinder. The 6-speed gear kit can be installed with the trans case mounted in the bike's frame; this install was done on a workbench. For more information go to www.dragspecialties.com.

—John Sullivan

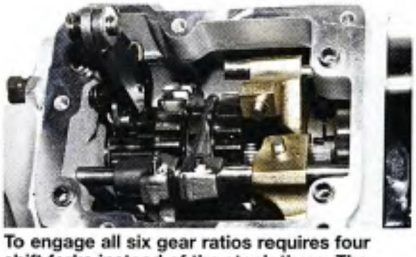




The gears, shafts and bearings are fully assembled on a billet trapdoor. For smoother shifting, the JIMS Pro-Cut gears feature precision engagement dogs. The gear-kit has a 2.94:1 first gear ratio and a .86:1 overdrive sixth gear ratio.



JIMS mounts the sixth gear set partially inside the trapdoor, which is why there is the potential for interference with the inside of the case.



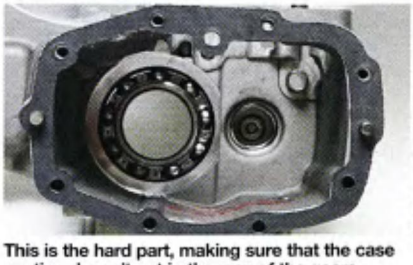
To engage all six gear ratios requires four shift forks instead of the stock three. The additional shift fork rides on a second shift rail that is mounted on the trapdoor.



The kit includes new hardware, shifting components and small parts. The only parts that are reused, are the transmission case, top cover and clutch cover.



The shift drum uses machined steel bearing blocks and detent assembly.



This is the hard part, making sure that the case casting doesn't get in the way of the gears. Install the trapdoor gasket on the end of the case, and then check the upper and left edges of the case. Any metal that is visible inside gasket should be removed with a die grinder.

Photos: John Sullivan

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WHAT THE...

I am building a chop with an STD Tin Top on a '79 Shovelhead bottom end. I know that this is a very stupid question, considering that it's from somebody who has almost finished a motorcycle, but I am stuck by this one stupid little thing. How in the f**k do you get the f**king intake manifold clamps on? I can get the O-rings on OK but then I knock the manifold loose when I try to work the clamps into place. The dealer I got them from said they are from S&S, and that's what it said on the invoice, but the clamps seem too wide. I tried taking the nuts off, opening the clamps, and threading them in around the manifold, but they are too wide to fit.

Phazer,
Internet

*1. Open the f**king clamps and place them around the flanges on the heads with the open ends facing out on the left side of the engine. 2. Put the O-rings on the manifold and roll them over and across the lip so they stay put on the body of the manifold. 3. Slip the manifold in from the left side of the engine, holding the f**king clamps open to let the manifold and O-rings pass. 4. Line the manifold up with the ports and roll the O-rings into place. They will hold the manifold in place if it is the correct length for your engine. 5. Close the f**king clamps, put the nuts in place and tighten the motherf**kers down evenly.*

UNDER PRESSURE

I have a '95 Softail and a '98 Road King on which I have changed the wheels to 18 inchers with Metzeler 880ME tires. I have what I thought was a very easy question to answer. What is the proper air pressure for these tires? I've always assumed that the information on the tire (maximum 42 PSI cold) was correct. After looking it up in the service manual I realized that for a stock tire with a maximum pressure 40 PSI front and 42 PSI rear, the proper pressure is 36 PSI front and 38 PSI rear for solo rider, 36 PSI front and 42 PSI rear for rider with passenger. So what I infer from this is that for normal solo riding on a stock Harley tire "drop the maximum pressure by 4 PSI or 10%" and for two-up raise the back to the maximum. Now back to my question. What is the proper pressure for 18-inch Metzeler's 880ME? The information on the tire says 42 PSI cold front and 50 PSI cold rear. One more question. If you check your air pressure and it measures 32 PSI cold then ride it to a gas station (now the tire is warmed up) and it measures 38 PSI, will adding 4 PSI bring it to the proper level?

Felix B.
Out there, Somewhere

If I think you're asking what you're asking about that I think you're asking, consider this. A very knowledgeable friend, who has moved on, claimed that the difference between the cold and hot pressures of a tire that's correctly inflated is 3 PSI. In other words, if the cold pressure is 35 PSI and it goes up to 38 PSI after a 30-minute ride down the highway, your cold pressure is dead nuts. If the difference is greater, cold pressure is too low. If it is less, cold pressure is too high. This theory has worked fine for me, but I can't promise it will provide optimal braking, handling, or tire wear. To be sure, call Metzeler at 706-368-5826. Have a pencil and paper handy, because they'll probably tell you to call Harley, who will probably tell you to call Metzeler.

IN OUR CLUTCHES

I am 60 years old and have been riding since I was 16. I recently suffered nerve damage that keeps me from extending my left fingers enough to operate a clutch lever. For many years, I rode a flathead with a rocker clutch. However, I would prefer not to go that way if possible. Is there anyone out there who can help me come up with a way to operate a clutch? Any ideas or product information would be greatly appreciated.

John C. Ebey
Torn Lung, Nebraska

Sorry to hear about your bad luck. There are new clutch set-ups that eliminate the need for a lever altogether. They work on centrifugal force, the same as a go-kart clutch and similar in principle to the lock-up clutches that have made their way from the strip to the street. Rivera Engineering sells one that they market as the Centri-Force Auto-Clutch. The "gotcha" is that it's only available with their complete primary belt and chain-drive kits for '90-up models, excluding Dynas. Call them at 562-907-2600 for more information or e-mail tech@riveraengineering.com. A company named Revloc produces an automatic clutch for '94-'06 models. MSRP is $1,300. Call 866-859-9252. If you have a '99-'05 Dyna Glide, Walters Manufacturing in Plano, Illinois, can set you up with a 3-speed automatic transmission. Call them at 630-930-8210. There are probably more, but these should get you started. An Internet search under "disabled riders," "riders with disability," etc. would be a good place to go from here.

MAJOR MOJO

My dad purchased a [*brand deleted*] carb for a Twin Cam. I tried to tell him that, with all the mojo that's on his bike, that carburetor would not be wise. Now he is having trouble in 1st and 2nd gear. It pops, backfires, and sputters when he's at high RPM. He's been back and forth to the dealer and even got the factory involved, but with no improvement. I told him that it could need an accelerator pump adjustment or the float level was too low, or it could be that the ignition timing was messed up or even something small like an air leak. Could it be something else that I'm missing?

Shane Carline
Adrian, Michigan

Deserved or not, the carb you mentioned has a reputation for causing the kind of problems you described. That carb came and went in a blaze of glory. Still, it's entirely possible that something outside the carb is causing your problems. Rev-related misfires, especially when they occur in just one or two gears, are often caused by a vibration that interrupts the flow of electricity to the ignition. Check the ignition switch and the connections at the battery, switch and ignition coil. Also, try replacing the main circuit breaker and the one in the ignition circuit. If all that fails, and it might, try one of the more mainstream carbs, that's been around long enough to earn a solid reputation, and see if that does the trick.

—Tom Johnson

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

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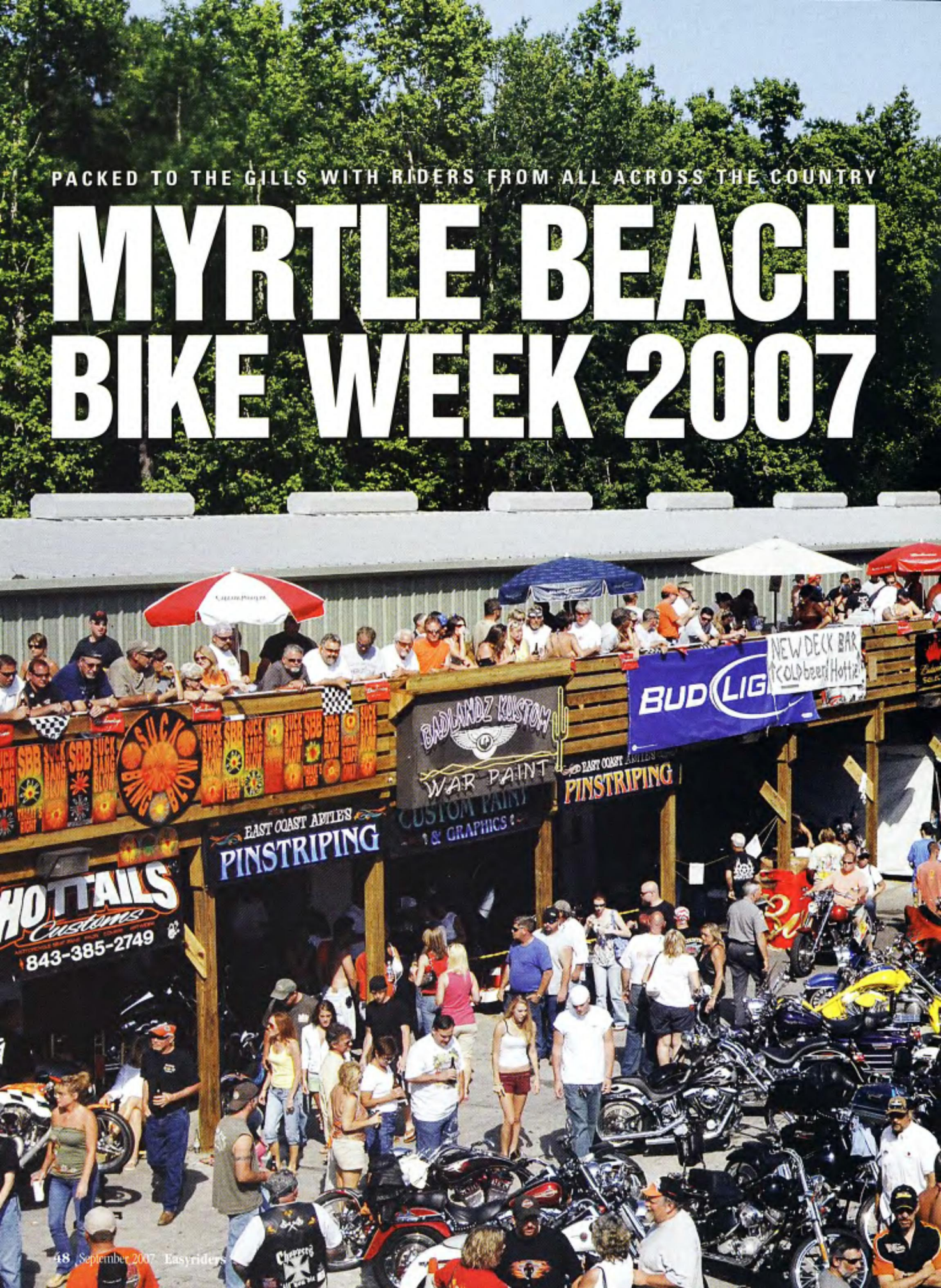


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V-Twin Motorcycles

PACKED TO THE GILLS WITH RIDERS FROM ALL ACROSS THE COUNTRY

MYRTLE BEACH BIKE WEEK 2007



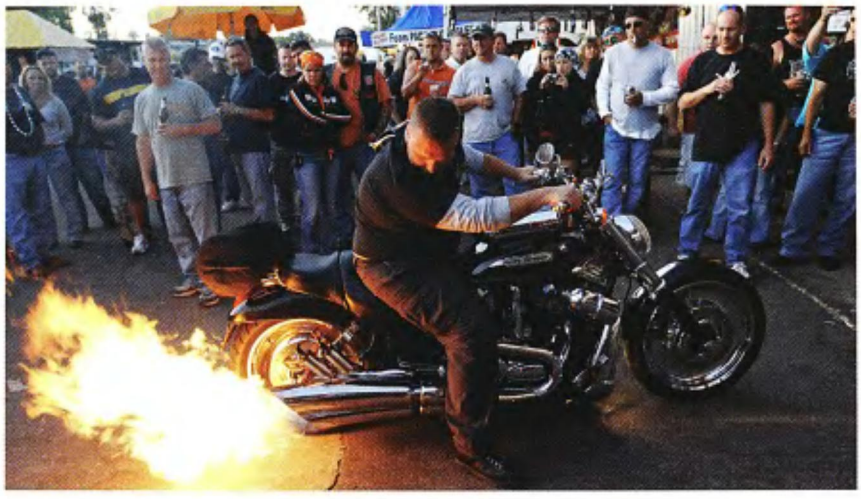


The spread-out biker party known as Myrtle Beach Bike Week has continued to expand over the years and this past May 11-20, riders came from all across the country to be part of a righteous shindig of epic proportions. Warm weather riding and cold beer is always a draw for any biker bash, but when you throw in miles of pristine beaches, gorgeous bikini-clad gals and tasty seafood to the mix, Myrtle Beach has become a favorite hang-out for bikers down south.

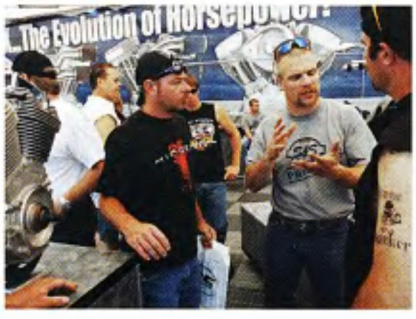
One of the coolest places to hang out was Broadway at the Beach where *Easyriders* and *V-Twin* magazines offer a vendor city showcasing all the latest parts, products and custom bikes from dozens of quality companies and builders. If you couldn't find a cool new gee-gaw for your scoot at this place, you just weren't tryin'.

With nearly 200 vendor booths including Easyriders Roadware and some 30 semis parked along the north lot of Broadway at the Beach, the amusement park/shopping center could easily pass as the center of Bike Week activity, geographically as well as in terms of activity. Pretty much everyone who's anyone was there. We're talkin' names such as Big Dog Motorcycles, Carolina Custom









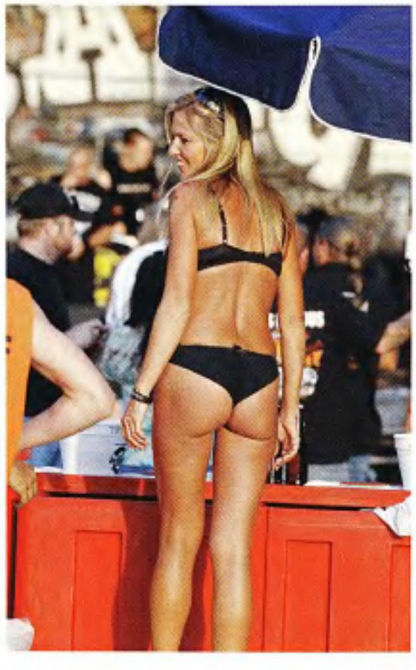












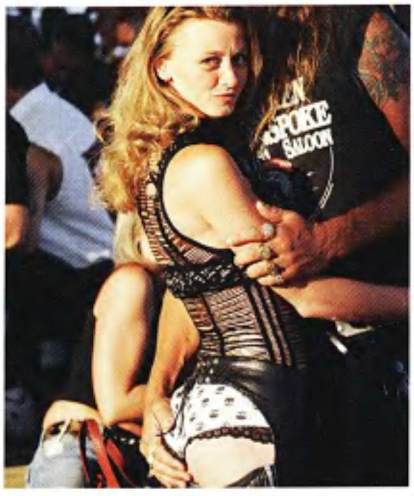




Products, Cycle Exchange, Fat Baggers, Geico Insurance, Grandeur Cycles, Hot Rod Baggers, J&P Cycles, Kustomwerks, Performance Machine, Jim Nasi, S&S Cycle, Jaybrake, Redneck Engineering, RC Components, Thunder Cycle Design, Xtreme Machine, Zipper's Performance and Weld Racing. You could also test ride the latest bikes from Yamaha, Kawasaki, Suzuki, and Victory. Special thanks to Jim and Meredith Betlach for putting on a helluva show.

But Broadway wasn't only about parts and accessories; there were also plenty of other activities. Made to look like a curious mix of Bourbon Street and Disneyland, Broadway at the Beach offered plenty of dining and drinking choices and right in front of the pyramid-shaped Hard Rock Café, the stage was set for live entertainment until the wee hours of the morning.

Just three blocks East of Broadway at the Beach, the Myrtle Beach Convention













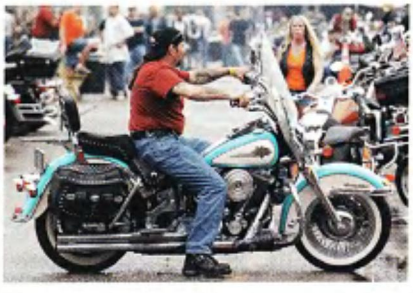


Center hosted the local Harley Dealers Association which pulled out all the stops, even offering test rides of all the models. At the same location, Chrome Marketing created The Sugar Shack, a wild biker bar and hot rod hangout offering up live music and entertainment as well as the chance to meet master bike builders such as the Detroit Bros., Kendall Johnson, Brian Klock, Aaron Greene and Billy Lane.

The Broken Spoke Saloon gathered lots of vendors as well and host Jay Allen sure knows what bikers like. The Spoke is always a great place to hang, have a beer or two and listen to some killer live music. Going back up into Myrtle Beach, you passed the local Harley dealership, which was surrounded by additional vendors. Traffic there was so bad, you could hardly tell the difference between the dealership parking lot and Hwy. 17, despite the fact that local law enforcement was out in full force, trying to











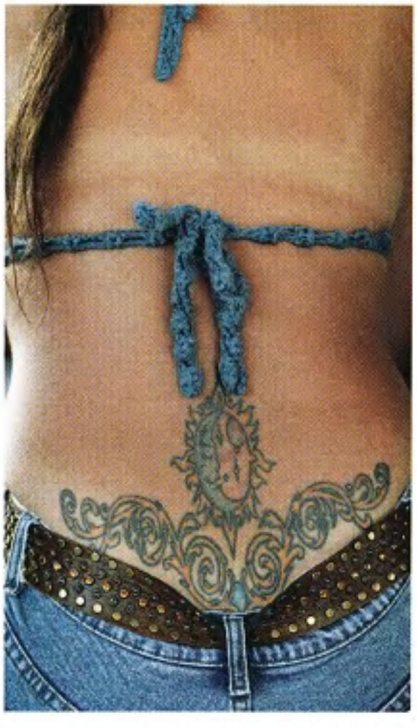


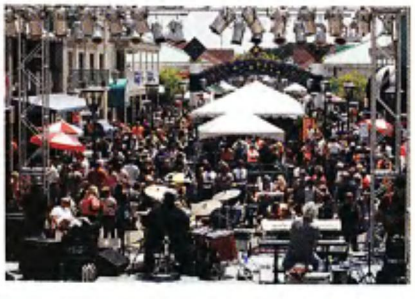




Photos: Michael Lichter









direct a tidal wave. From North Myrtle to South Myrtle and all points in between, bikers jammed every establishment, from the Crazy Horse to the Steel Horse and the Master's Club all the way to the Dead Dog Saloon.

This massive rally goes all the way back to 1936 when America was diggin' itself out of the Great Depression. Harley-Davidson sales were on the upswing and several North Carolina Harley dealerships decided to throw a little two-wheeled party in lovely Myrtle Beach. Now, 71 years later, this run is still goin' strong. This year was officially the 67th Myrtle Beach Rally since the event didn't take place for a few years during World War II.

While Myrtle Beach Bike Week has always been thought of as the little brother to runs such as Sturgis or Daytona Beach, you'd never know it from the turn out. Estimates for attendance ran from 350,000 to 450,000 bikers. We'd say this rally is one of the majors... major fun, that is. *—Phantom*

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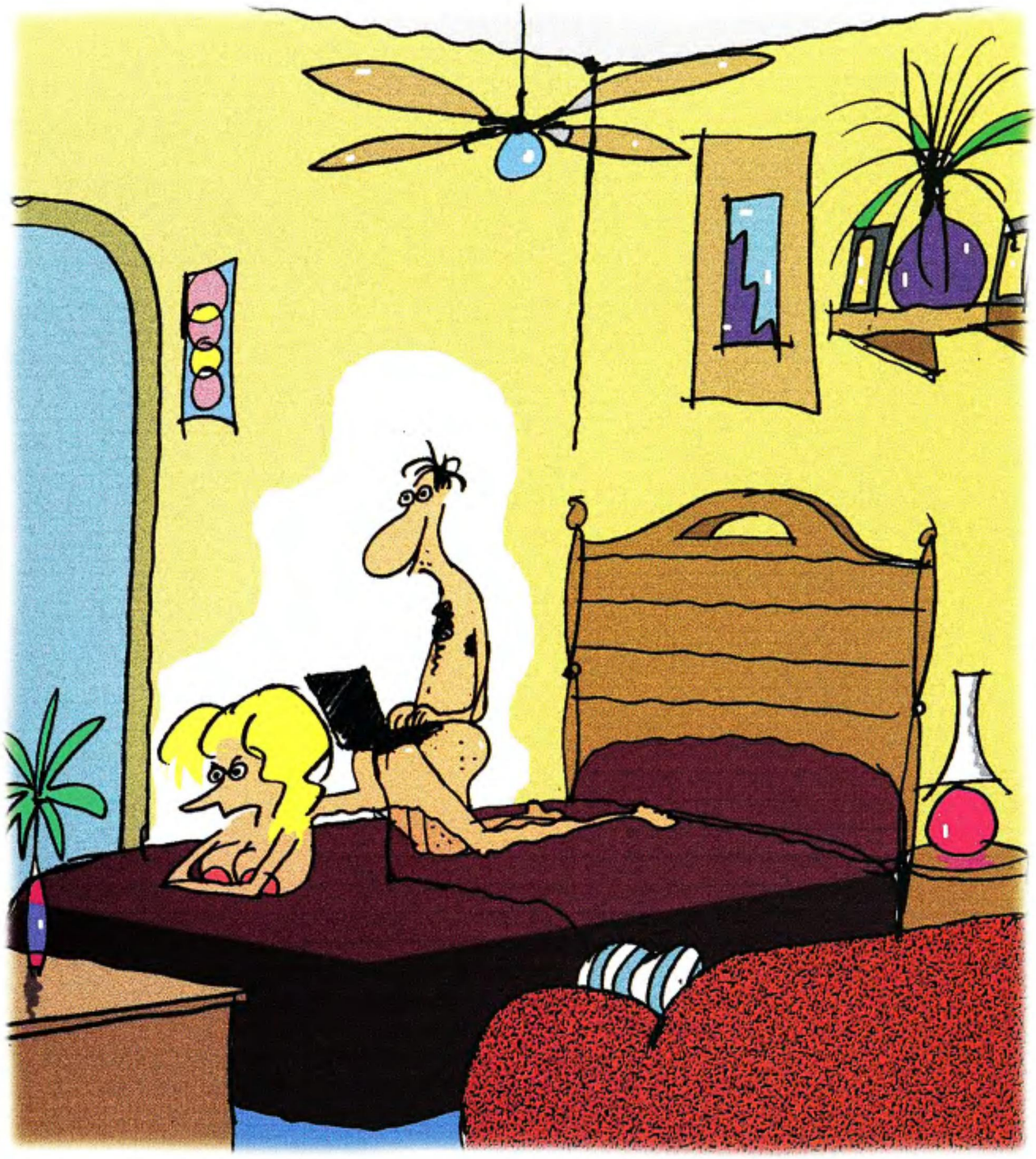
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Never Knuckling Under

Bob Phillip's Speedliner



Bob "The Wizard" Phillip conjures up bikes that illustrate the axiom that "greatness is in the details." He even plants details where you don't see 'em. Case in point: the "Speedliner's" front brake master cylinder from an Aston Martin DB7, yes like the James Bond car. He admits to being a "brass and gas" kinda car guy, his background including racing vintage Ferraris for the Wendy's Hamburgers people, restoring classic Duesenbergs and mixing his mechanical metaphors—auto parts melded into motorcycle accoutrements. More examples include a 1948 Buick headlamp and a 1949 Merc door handle machined out to become the rear license plate light.

In addition, Bob builds everything from his own frames to sheet metal to pegs, including those seen on this bike, and is one of those guys who carry around a scribe, a caliper and a magic wand—a.k.a. his imagination.

"I always liked the old board racers and decided to incorporate one of my new "bottomless" chassis where the engine is a stressed member of the frame," says Bob. "I like the old look rather than following the trend of having everything hidden. I go for the opposite, everything out there to see and enjoy, especially the parts I fabricate and the ones that I find



translate well from vintage cars." For example, under the gas tank which flips up, you'll find, among other things, an electric box from a 1959 Porsche that sends pulses to the front brake.

Speaking of the car parts integrated into the Speedliner, the list includes the springer shock taken from a Dino Ferrari, a section of a Packard grille up on the dash along with a pressure gauge from another Duesenberg Bob had restored years ago. As for that springer, he says, "I looked at the stuff out there and it looked like it was made from a swing set, so I made mine from scratch.

"In fact, everything I make is handmade and tooled. I don't use computers or CNC machines. First, I can't afford them, and second, I don't like 'em. So this is just an old handcrafted bike. But the knuckle is a new one built special for me by Doug, a fantastic guy at Flathead Power. It's a 106-inch motor that gives me some good horsepower, about 150, and it comes on like a turbocharger." The engine is stroked, features Ross Chevy pistons, balanced rods, a massive cam and side port heads plus a 50mm Weber carb so, as Bob says, "It's pretty stout."

Having grown up in an airplane-loving family, he went with a paint scheme based on the famous GeeBee air racer airplane.





The very leggy Devaun is from a small burg in Nevada referred to as Sin City. We're not sure what she does there, but we're willing to go watch!



Summing up the bike, Bob says, "I always liked the word "doozie," a term derived from the fantastic Duesenberg car, and I like to think the Speedliner is a doozie. I just wanted to make it the most elegant, fine-tuned piece of machinery I could, and I believe I did. I ride it all the time."

In order to get it ready for its bike show debut, he put the Speedliner together in one month and 29 days. While originally building his bikes in Scottsdale, Arizona, Bob recently made a business trip to Morgan City, Louisiana, liked it, and ended up making it his new home. There, he's working up a new bike, something powered by a supercharged vintage metric engine and running a Norton gear box. He'll be unveiling it this year in California, and at the Easyriders Bike Shows.

So "The Wizard" is back, and our crystal ball says he's got all the magic spells. And with new bikes in the works, word is that the Speedliner is now up for sale. Who knows, if you play your Tarot cards right, this spellbinding Speedliner could be yours.

—Paul Garson

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


Easyriders



passin' gas

Bambi, a blonde in her fourth year as a college freshman, sat in her U.S. Government class. The professor asked Bambi if she knew what Roe vs. Wade was about.

Bambi pondered the question, then finally said, "Wasn't that the decision George Washington had to make before he crossed the Delaware."

Frank Szynal
Millville, New Jersey

Here's a new twist on the old, "You might be a redneck" schtick. You might be an Okie if you.....

1. think Eartha Kitt is a set of gardening tools.

2. think TuPac Shakur is a Jewish holiday.

3. ever got yourself stabbed in a shoot-out.

4. tried to burn your school down to get out of the third grade.

5. called your best bro to get his phone number.

6. thought you needed a token to get on *Soul Train*.

7. ever sat on the TV and watched the couch.

8. didn't sign up as an organ donor because you only had a guitar.

David Chance
Ogden, Utah

A 75-year-old man and his 21-year-old girlfriend go out to dinner. The waiter tells them the night's special is almond chicken and fresh fish.

"The chicken sounds good. I'll have that," the girlfriend says.

The waiter nods. "And for the vegetable?" he asks.

"Oh, he'll have the fish," she replies.

R. Meyerson
W.P.B., Florida



"Okay, the winner gets the table AND the broad for 30 minutes."



"I think the broad has the hots for us! She's checking out our butts."

Big Red walks into a bar and says to the bartender, "Quick, pour me 12 drinks."

So the bartender pours him 12 shots of the best rotgut.

Big Red starts chuggin' 'em back real fast, one after another.

The bartender says to him, "Damn, you're drinkin' those really fast."

Big Red says, "Well, you'd be drinkin' really fast too if you had what I've got."

The bartender says, "And just what've you got?"

Big Red says, "Seventy-five cents."

M. Nytray
Redding, California

Mother Superior called all the nuns together and said to them, "I must tell you all something. We have a case of gonorrhea in the convent."

"Thank God," said an elderly nun at the back. "I'm so tired of Chardonnay."

Bob Grinch
Ridgewood, New Jersey

After retiring, I went to the Social Security Office to apply for Social Security. The woman behind the counter asked me for my driver's license to verify my age. I looked in my pockets and realized I had left my wallet at home. I told the woman that I had left my wallet at home and would have to come back later.

The woman says, "Unbutton your shirt." So I opened my shirt revealing my curly silver chest hair.

She says, "That silver hair on your chest is proof enough for me," and she processed my Social Security application.

When I got home, I told my wife about my experience at the Social Security office. She said, "You should have dropped your pants. You might have gotten disability too."

B.G.
Ridgewood, New Jersey

A Mexican, an Iraqi and a biker are in the same bar.

When the Mexican finishes his beer, he throws his glass in the air, pulls out his pistol and shoots the glass to pieces. He says, "In Mexico our glasses are so cheap we don't need to drink from the same one twice."

The Iraqi, obviously impressed by this, drinks his beer, throws his glass into the air, pulls out his AK-47 and shoots the glass to pieces. He says, "In Iraq we have so much sand to make glasses out of that we don't need to drink out of the same one twice either."

The biker, cool as a cucumber, picks up his beer, downs it in one draft, throws the glass into the air, pulls out his gun, and shoots the Mexican and the Iraqi. Catching his glass, setting it on the bar, and asking the bartender for a refill, he says, "In America we have so many illegal Mexicans and Arabs that we don't have to drink with the same ones twice."

Flat Tire Bob
Orlando, Florida

A young repairman is working on a middle-aged divorcee's refrigerator. He's wearing a sleeveless T-shirt, he's got rippling muscles and she can't take her eyes off him. He starts sweating and it's driving her crazy. She walks up behind him and starts rubbing his back and neck. She starts grinding against him a bit, and soon enough, she's kissing him. Next thing you know, they're making out and he starts fucking her up against the wall. When they're done, he backs up and zips up his pants.

He gets back to work but notices she's still standing there, wiggling and writhing and moaning.

He says, "What's the matter lady? Ain't you had enough? Ain't I any good?"

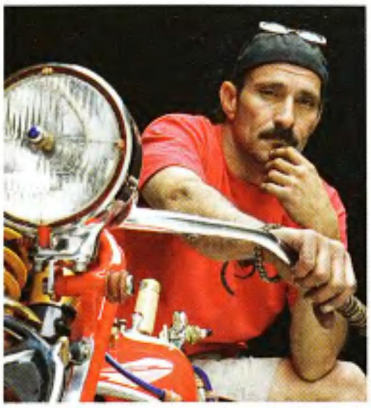
She says, "You were fine. Now will you please help me get this doorknob out of my ass?

Greg Cook
National City, California

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

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Owner: Bob "The Wizard" Phillip
City: Morgan City, Lousiana
GENERAL
Designer: Bob Phillip/ Wizard Cycle Creations
Fabrication: Wizard Cycle
Year and make: 2005 Wizard Cycle
Model: Speedliner
Assembly: Wizard super crew
Time: 1 month, 29 days
Chroming: none
ENGINE
Year: 2005
Model: knucklehead
Rebuilder: New Power
Ignition: Crane
Displacement: 106 cubic inches
Lower end: New Power
Balancing: New Power
Pistons: Doug & Scott
Heads: New Power
Cam: New Power
Lifters: New Power
Carb(s): 50mm Weber
Air cleaner: very clean
Pipes: Wizard Red Peppers
Transmission: yes
Modifications: yes
Shifting: on the fly
PAINTING
Painter: Josh "Pop Corn Shrimp"
Color/Type: 1931 GeeBee
Special paint: flyable
FRAME
Year: 2005
Builder: Bob Phillip
Type: Wizard Cycle Slider
Rake: more than needed
Stretch: a lot
Shocks: Ohlin
Modifications: take a look
ACCESSORIES
Bars: Wizard Cycle
Handlebar controls: none
Fenders: Wizard Cycle
Headlight: 1948 Buick
Taillight: 1949 Merc
Pegs: Wizard Cycle
Electrics: Wizard Cycle
Gas tank: Wizard Cycle
Oil tank: look for it
Oil system: of course
Seat: Kenny
Mirrors: none
Grips: Wizard Cycle
FORKS
Type: Roller Springer
Extension: you wish
Builder: Wizard Cycle
WHEELS FRONT
Size: 21
Wheel: wire
Tire: Metzeler
Brake: Aston Martin
WHEELS REAR
Size: 240 series
Wheel: wire
Tire: Metzeler
Brake: Exile
Photographer: Michael Lichter





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"Love it, love it, love it, I absolutely love it! Thanks to all of you who did a great job on our trailer." -Russell Mitchell, Exile Cycles



"It's the badest ass trailer in the country! We've pulled this trailer over 60,000 miles, never had a problem and wouldn't pull any other trailer. As for PB Choppers' concern, there is no competition for an H&H Trailer." -Jim and Shaun Wubben, PB Choppers

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"Indian Larry Legacy and H&H Trailers...haulin' ass from coast to coast." -Paul Cox, Indian Larry Legacy

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Inside Harley-Davidson's Motor Plant

Harley-Davidson Motorcycle Company is going to sell over 340,000 motorcycles this year. Of that number, 285,000 bikes will be powered by their Twin-Cam motors, which means they must build nearly 300,000 of these Twin-Cam powerplants. When we figured in that the folks at Harley will work about 260 days during the year, they'll have to make over 1,150 motors each day. That's a huge number, which gets even more amazing when you consider that they do this using only one factory.

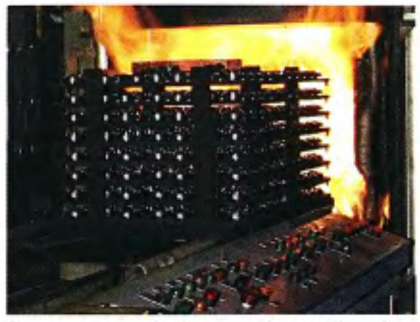
Having seen these numbers in various reports, we wanted to get a first-hand look at their motor factory in operation. We spent a day going through the plant and it was a real eye opener. They do everything there except make the raw castings and forgings. In fact, Harley-Davidson calls it a "powertrain" plant because along with the motors they also make 6-speed transmissions there. The raw parts go in one set of doors and completed powertrains flow out opposite doors; each motor has its matching transmission bolted to it.

Harley's Pilgrim Road powertrain plant covers several hundred thousand square feet; it runs 24-hours a day, five days a week. Inside are hundreds of machines operated by almost 300 workers on each of the three shifts. The machining and assembly operations are broken down into work stations. Each work station has two considerations: the logical unit of work and a 50-second time limit. A logical unit of work is usually based on a number of integrated tasks that involve a single sub-assembly like installing the cams and intermediate drive chain on the cam mounting plate. The 50-second per work station time limit is used so that a completed powertrain pops off the end of the assembly line every minute. This time limit allows for a 10 second cushion from one work station to the next. If a job requires more than 50 seconds, then they have more than one work station for that job—like the final testing of the motors. There is also a silent group of workers inside—they don't even chat around the water cooler. That's because they're robots. We didn't count them but they were all over the place. If a job requires repetitive heavy lifting or handling hot parts, then a robot is more than likely doing it.

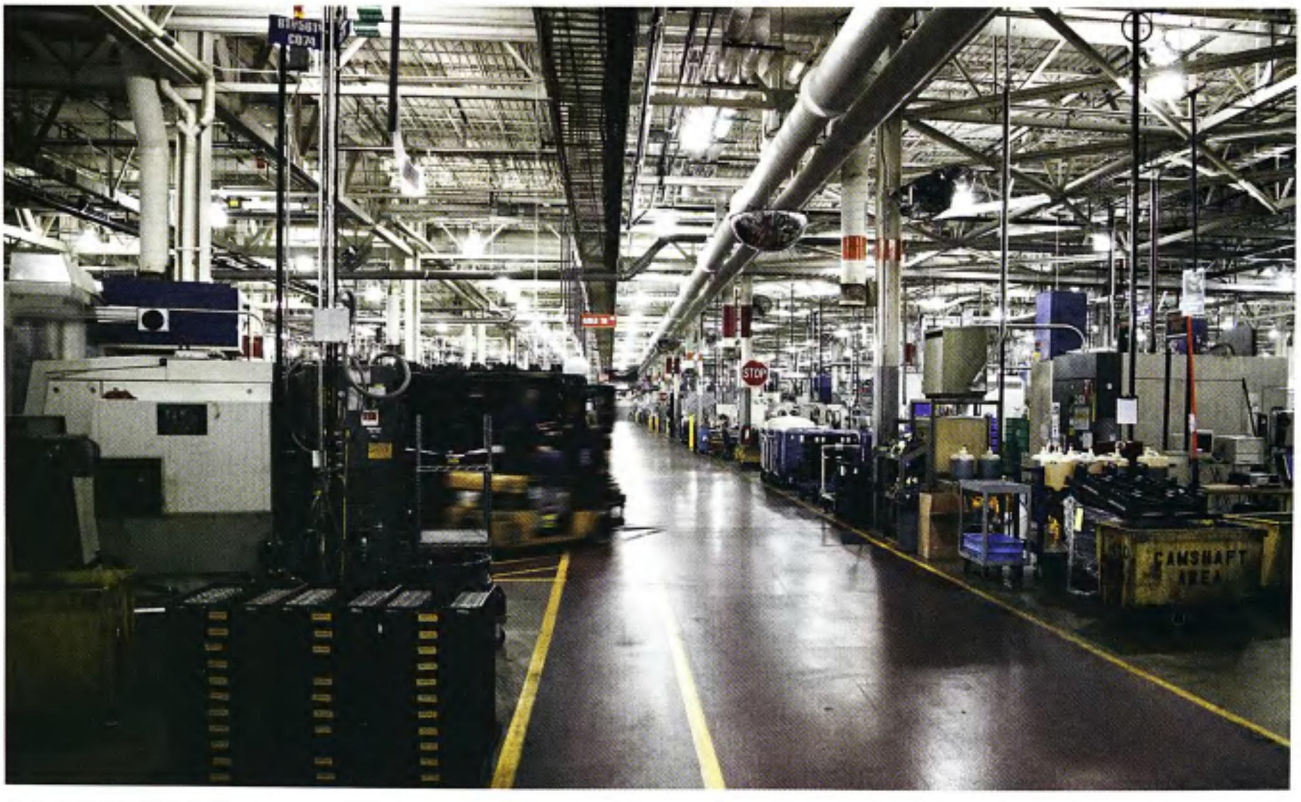
There isn't enough space it this article to show everything going on at Pilgrim Road, but we think you'll get an idea of the immense scope of the operation. Even though Harley-Davidson has spent hundreds of millions of dollars there, we

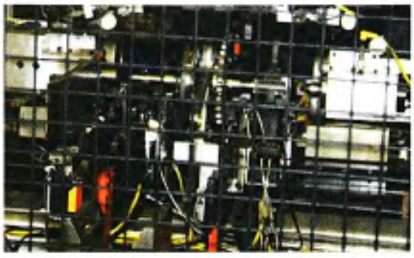


Almost every part in the Twin-Cam motor requires some type of machining. Harley has custom-built hundreds of machines to accomplish this. This one is machining connecting rods.



Some parts require heat treating, so they do that too. The back end of the building has a row of automated heat-treat ovens. This rack of connecting rods is just going into a furnace. For reliability, the cooking temperature and time is computer controlled.

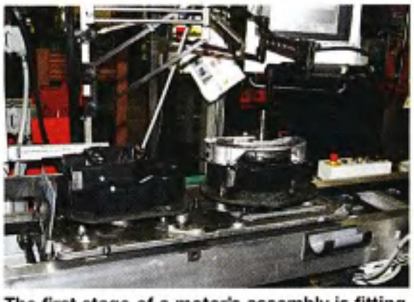




One of the most complex jobs is flywheel straightening. The entire operation is automated. A set of sensors measure the run-out, and then a pair of trunnion blocks apply pressure in a programmed amount to a precise point to correct it. To protect the operator's hands, the operation is done behind a wire fence.



While the transmission and bottom end of the motor are being put together, the cylinder barrels are machined. This is a two-hour supply of cylinders.



The first stage of a motor's assembly is fitting the flywheels and balance shaft assemblies the left-side crankcase. To keep from contaminating the motor's parts, the whole assembly area is meticulously clean.



The engineers have designed fixtures so that the basic parts of each motor fit together without undue fiddling or force. When was the last time you saw a tech put a cylinder on with one hand?



Meanwhile, back at robot land, cylinder heads are machined. The orange thingy in the middle of this shot is a robot that automatically loads a completely automated machining center. The robot moves the heads between the incoming conveyor, three CNC machines and the outgoing conveyor.



Once the right hand crankcase is fitted, a matching transmission is bolted to the rear of the motor. The worker then clamps the complete assembly into a cradle that will go with it all the way until it is installed in a motorcycle chassis.



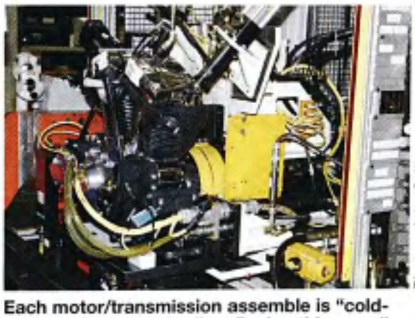
The fully assembled heads meet the motor at just the right time. The parts are timed to show up when needed; this not only keeps the assembly area free from excess clutter, but the parts are less likely to be contaminated by airborne dirt. The whole building is choreographed like a complex dance number.



The oil pump, camshaft-mounting plate, drive chain and cam cover complete the bottom end assembly operation. The electric powered torque wrenches are computer controlled.



The motor's top end is finished off with the installation of the rocker arms and rocker boxes. This woman is using a smart torque wrench; it senses the size of the socket that it is fitted with and adjusts the torque accordingly.



Photos: John Sullivan

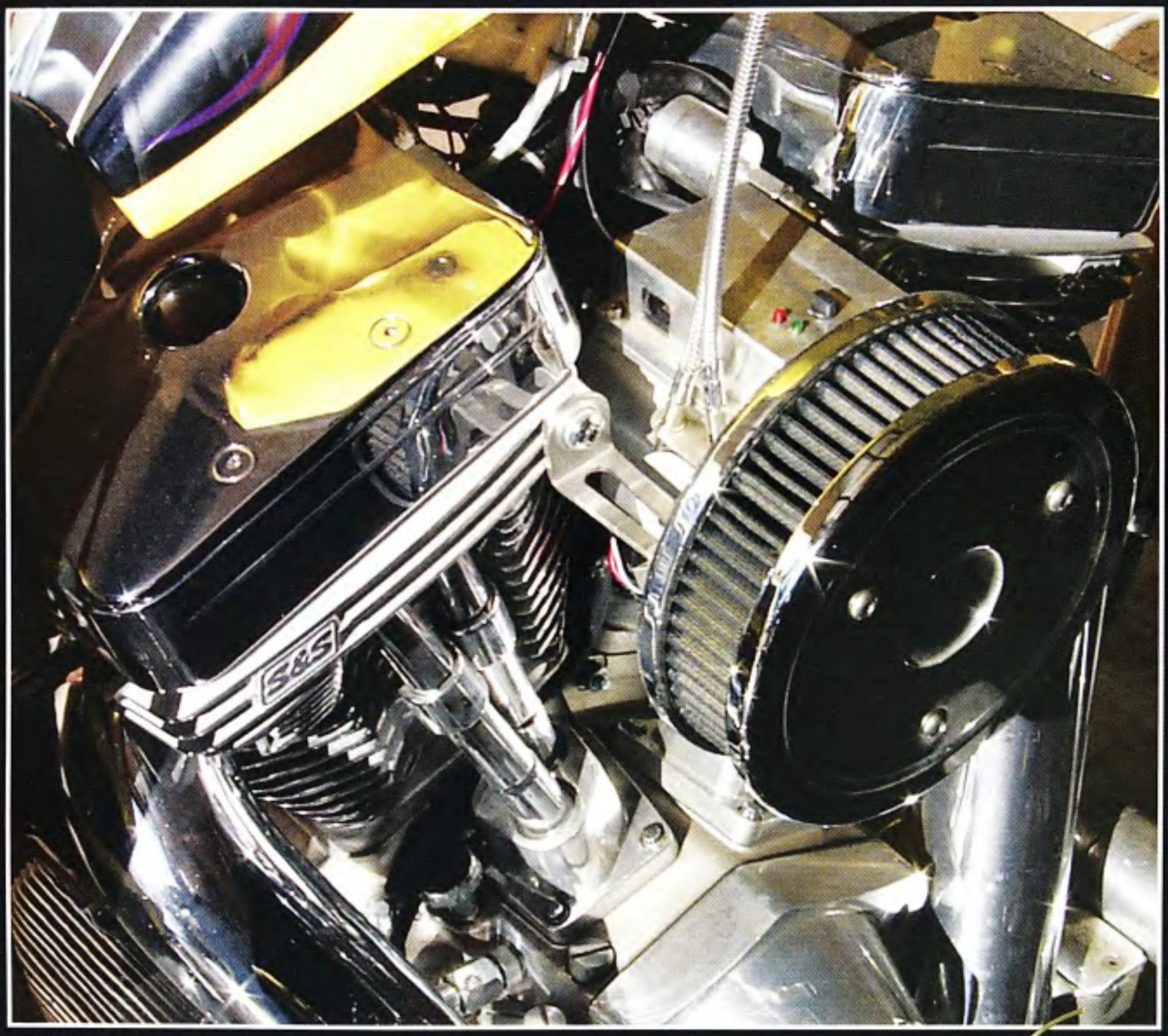
Each motor/transmission assemble is "cold-run" at the end of the line. During this run all of the motor's vital systems are measured. Because this operation takes longer that 50 seconds, they have multiple test stations. Motors that fail to meet any of the test parameters are kicked-out with a printout listing the failure. From here the good motors are loaded into trucks for trips to either the York, Pennsylvania or Kansas City, Missouri Harley-Davidson assembly plants.

came away with a sense that it's the people manning the factory floor that have made it a successful operation. Not only were their areas cleaner than most kitchens, each had taken time to personalize his or her work station. It seemed like a nice place to work.

—John Sullivan

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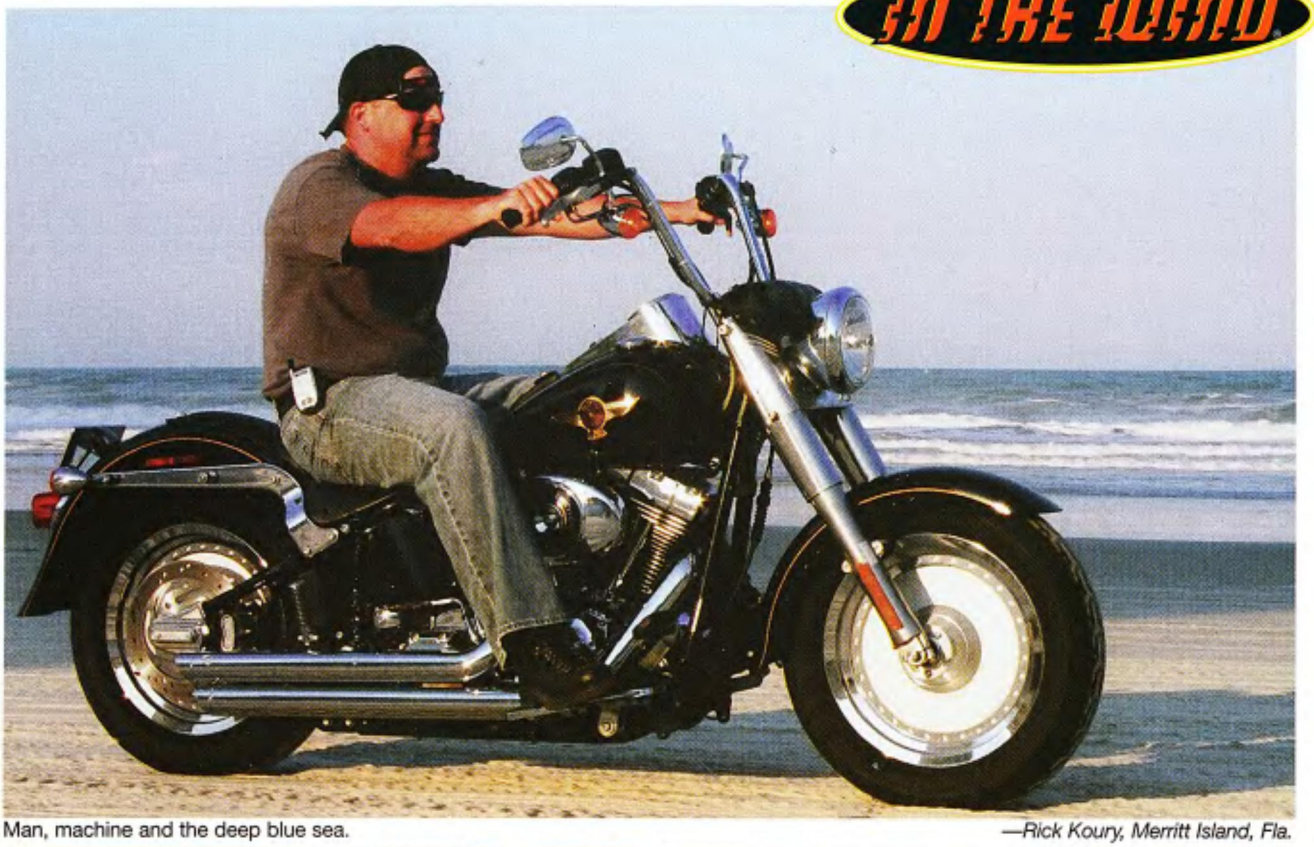


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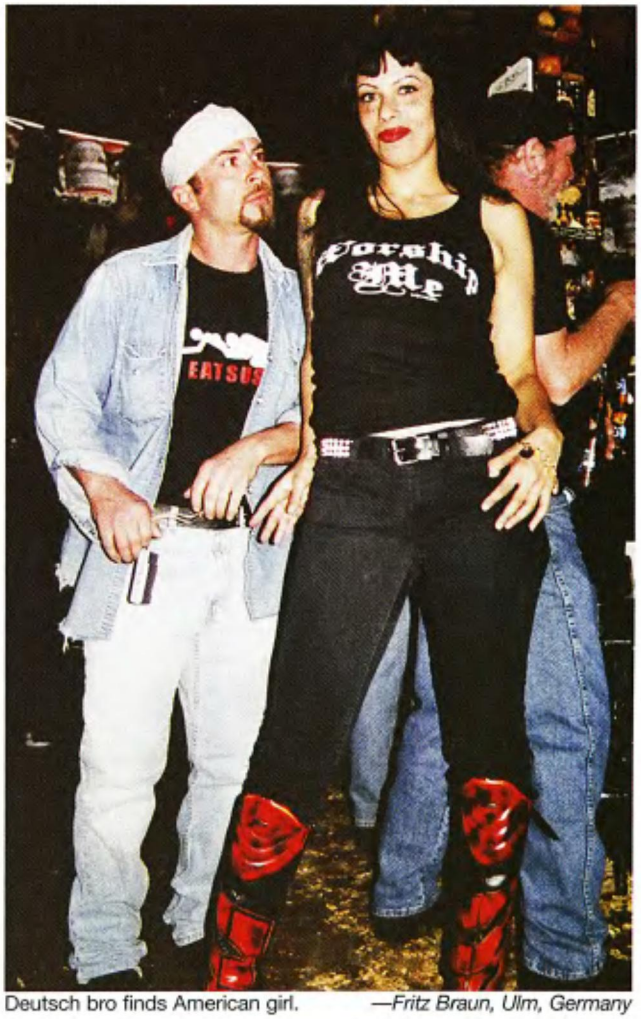
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Man, machine and the deep blue sea. —Rick Koury, Merritt Island, Fla.



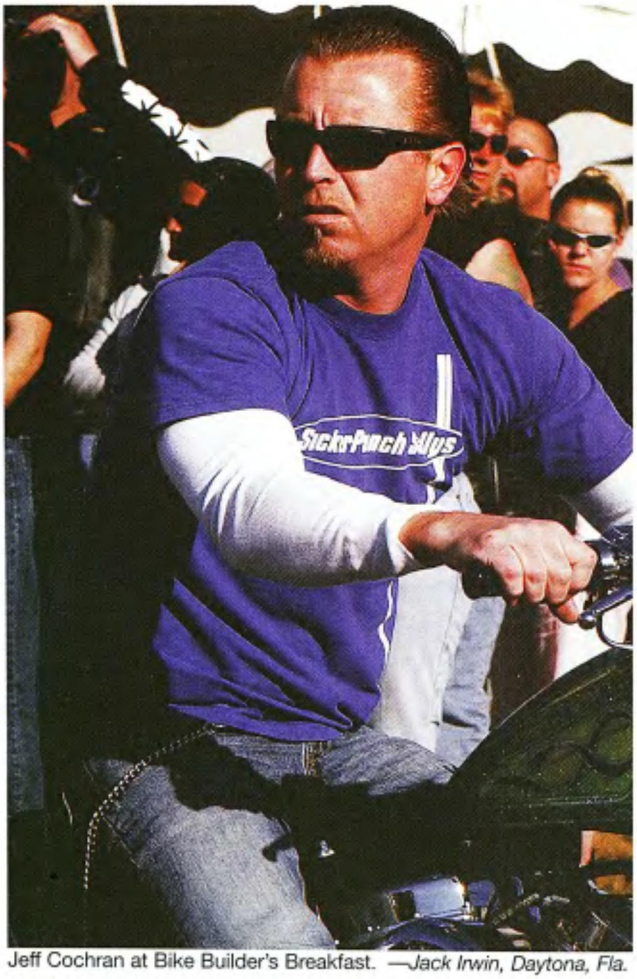
Summer's good in Gettysburg. —Bill Cromwell, Gettysburg, Pa.



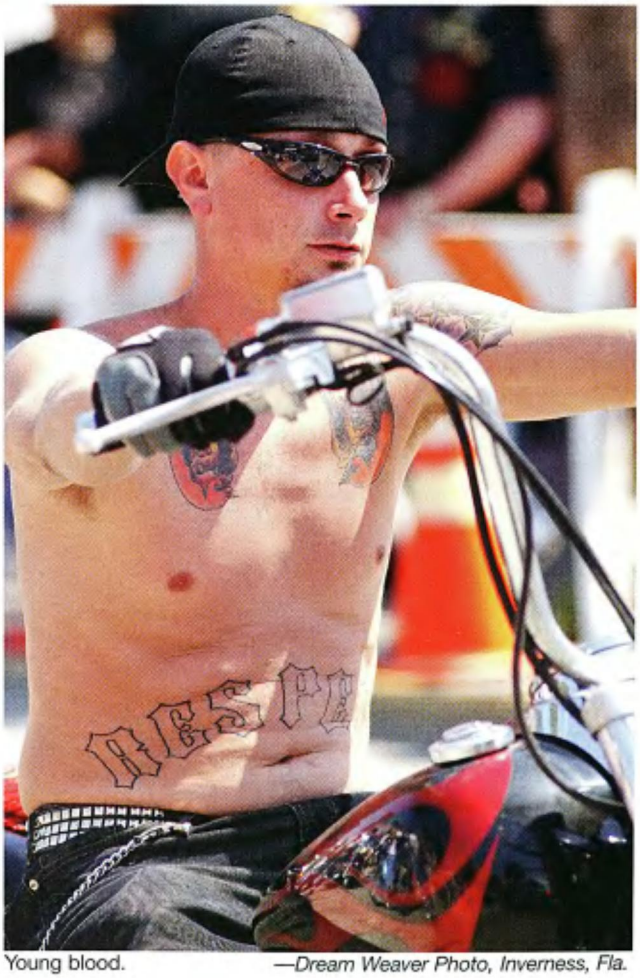
Deutsch bro finds American girl. —Fritz Braun, Ulm, Germany



Hard times are easy with her. —*Fish, Mt. Pleasant, N.C.*



Jeff Cochran at Bike Builder's Breakfast. —*Jack Irwin, Daytona, Fla.*



Young blood. —*Dream Weaver Photo, Inverness, Fla.*



Asian hottie in the Kremlin. —*The Sheriff, Moscow, Russia*



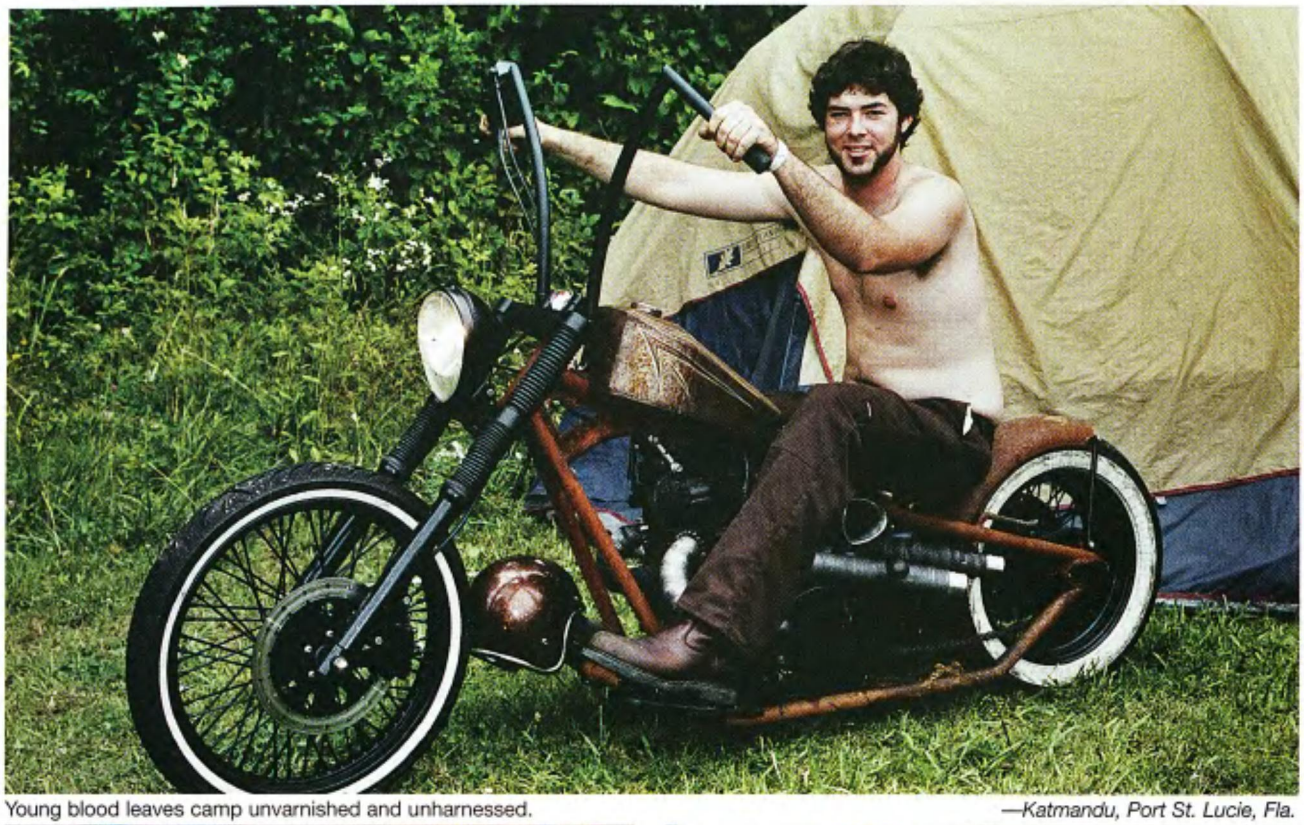
Shaka brah. —*Tim O'Connor, Nathrop, Colo.*



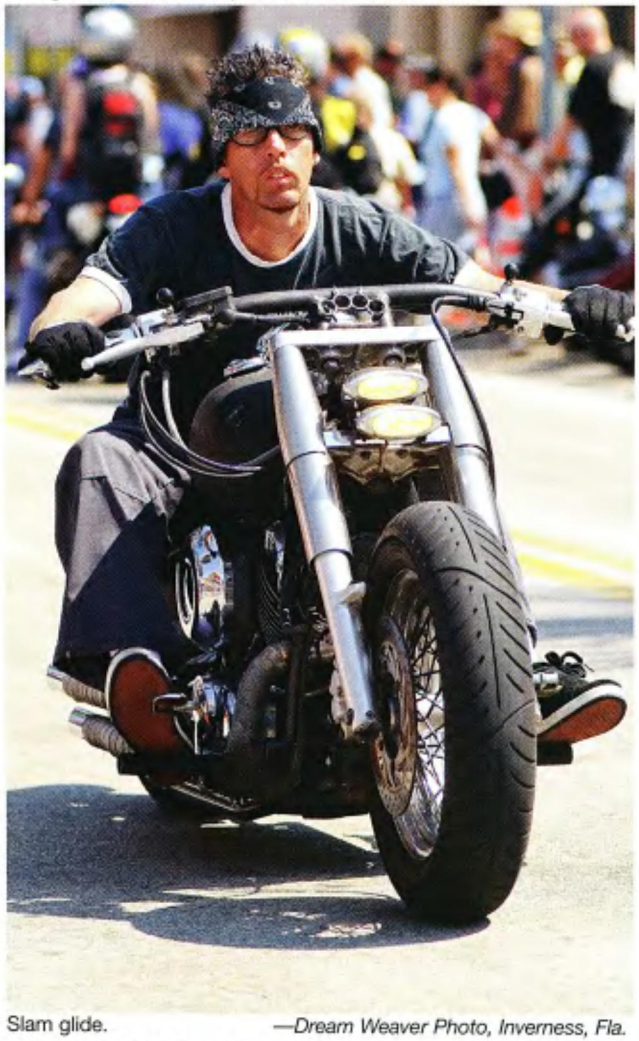
Youth is served. —*Dream Weaver, Daytona Bike Week*



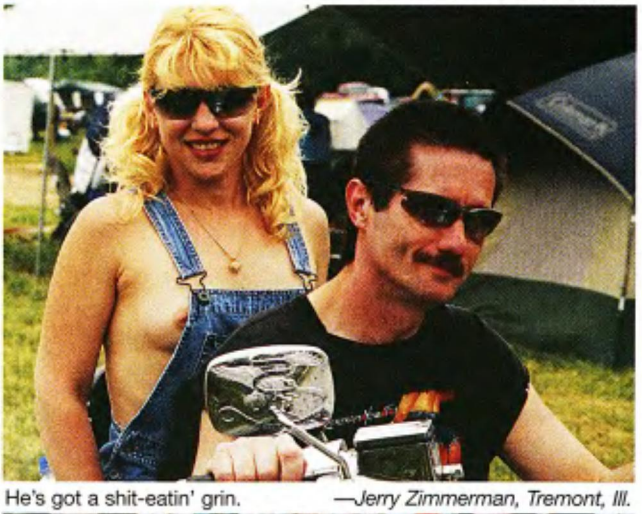
Flippin' fun on the way to Sturgis. —*Rob Thiel, Detroit Lakes, Minn.*



Young blood leaves camp unvarnished and unharnessed. —*Katmandu, Port St. Lucie, Fla.*



Slam glide. —*Dream Weaver Photo, Inverness, Fla.*



He's got a shit-eatin' grin. —*Jerry Zimmerman, Tremont, Ill.*



One lucky bro. —*Jill O. Tully, Daytona Beach, Fla.*



Deb rides Ruthy at CMRA May Day Breakout Run. —*Egg Pesapane, Wallingford, Conn.*

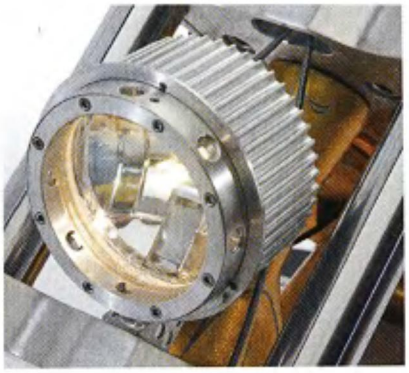


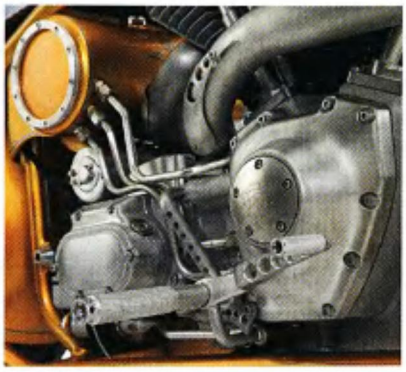
They've got the whole world in their hands. —*Jill O. Tully, Daytona, Fla.*



She's workin' on her "road face." —*Puppy, On the road*

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.





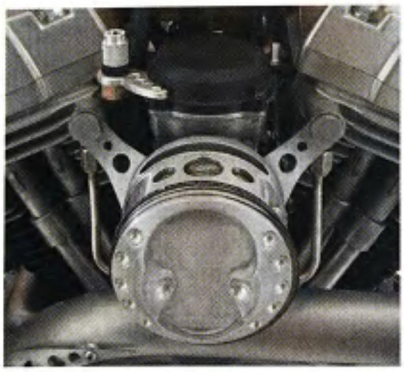
NEWSTALGIA

More Than Meets The Eye From PYO

This little PYO chopper may look a little familiar. Back in '05 Paul Yaffe built a bike very much like this one to ride to Sturgis. A cool little machine, it turned out so well, rode so nicely and was so much fun, Paul went down pretty much the same road when the The Learning Channel called looking for another *Biker Build-Off* project. A clean and simple little chopper, Paul figured, would be just the ticket.

This one went together fast. Paul built it during June and July of 2006. Along with Dave Perewitz, he rode this one to Sturgis for that competition. "And it's just a little miracle bike," Paul says, even better than the first one that inspired it. He counts it as one of his favorites out of all the bikes he's ever done. Paul's not alone in that assessment, either. After Sturgis, the "Butterscotch Chopper" went out on the Easyriders Bike Show Tour for most of the year and everyone who saw it fell in love. At first glance it seems to be just a plain and simple bike, not much going on, all very accessible. But the more you look and the deeper you dig, the more you see, and there are plenty of cool little one-off parts to discover. "We really went out of our way with this one," Paul says.

Start with the fork legs. They're Harley Deuce pieces, custom trimmed and fit with machined axle covers. Then there's the headlight. It's made from the front belt pulley off a Primo primary drive. The air cleaner's a piston from a 95-inch big bore kit. The hand controls are from PM, but they've been so radically re-machined you'd never recognize them as such. And the gas tank, well, while looking similar to a Sportster



tank, it's just that much different and that much better looking than a standard OE tank. So much so, you know it's a one-off special. Then come the wheels, both front and rear. The rims are lightweight aluminum—dirt bike stuff. They've been laced into Harley hubs by Black Bike. The engine here is kinda interesting, too, mechanically and cosmetically. It's a Harley-Davidson Twin Cam that was turned into a 120 incher by JIMS, but Paul also did a little special work and drilled a series of vertical holes through the cylinder head cooling fins giving the new motor an old-timey vibe. There are all sorts of details like that all over the bike, just about anywhere you look. Everything is special. Noticed the oil tank yet? See what I mean?

Bottom line: everything here's been pared down to the minimum, then detailed to the maximum—even that almost-not-there seat with its wafer thin

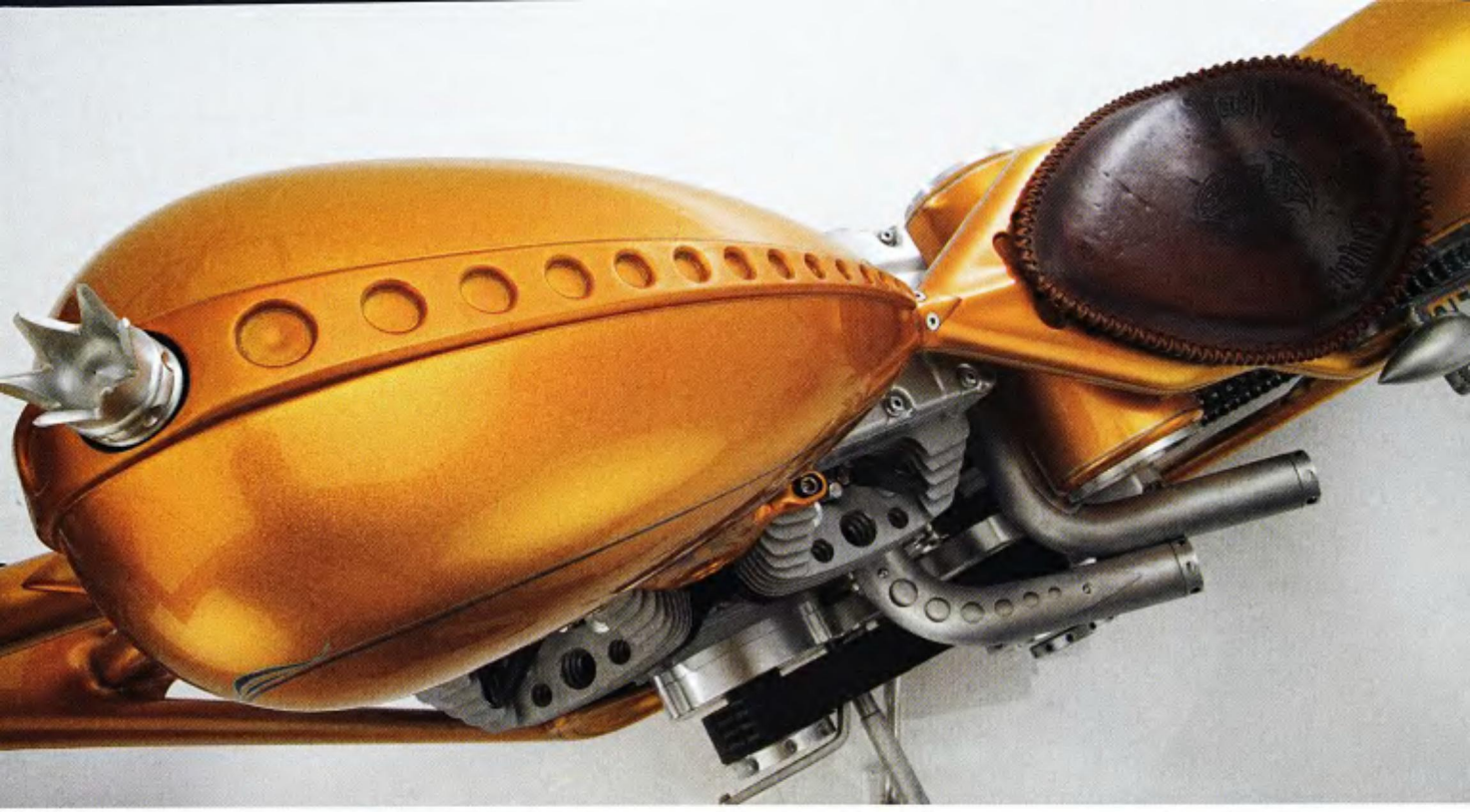




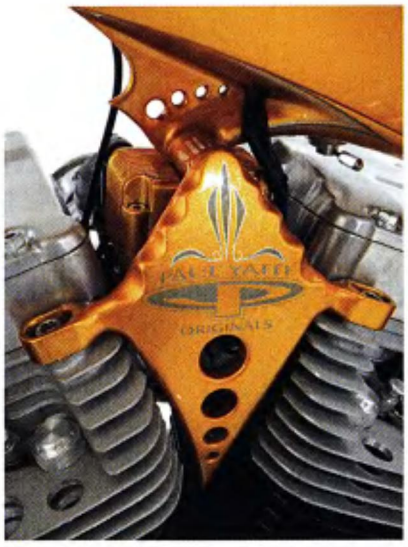


padding. "But you know what?" Paul laughs, "It's comfortable. It feels great, and this bike is so tight and so light, it's just a blast to ride. With the mid-controls everything feels right." And those mid-controls are yet another one-off. So is the cross-over exhaust. You can sample all this for yourself, or even have all this for yourself. The bike, just now coming off tour, is going up for sale. If you're interested, act quickly.

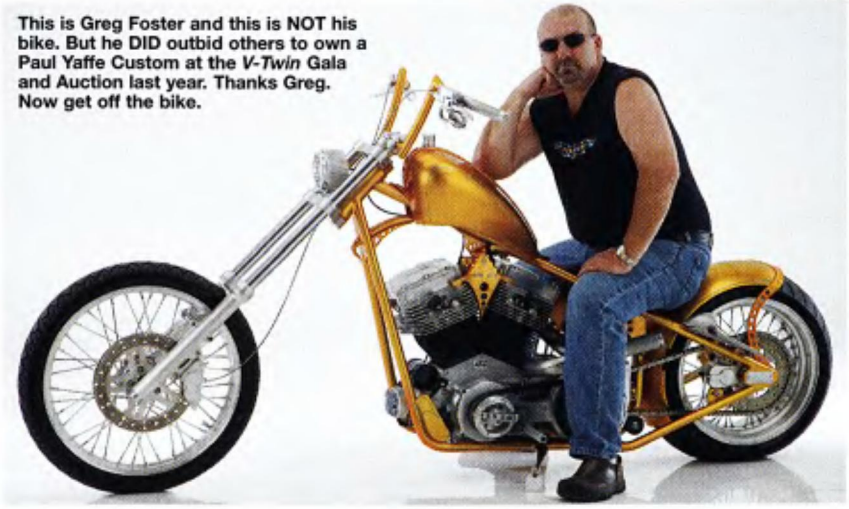
—Joe Kress



Owner: Paul Yaffe
City: Phoenix, Arizona
GENERAL
Designer: Paul Yaffe
Fabrication: Paul Yaffe Originals
Year/make: 2006 Paul Yaffe Originals
Model: Newstalgic
Assembly: Paul Yaffe Originals
Time: 10 days
Chroming: none
ENGINE
Year and make: 2006 Harley-Davidson TC
Rebuilder: JIMS
Displacement: 120 cubic inches
Cam: JIMS
Ignition: Daytona Twin Tec
Carb: Mikuni
Air Cleaner: custom
Pipes: Paul Yaffe Originals
TRANSMISSION
Year/make: 2006/Baker Drivetrains
Shifting: 6-speed
PAINTING
Painter: Crisp Creations
Color: custom butterscotch
Type: DuPont
FRAME
Year/make: 2006 Paul Yaffe Originals
Type: Newstalgic Rigid
Rake: 40 degrees
Stretch: 4 inches up
Shocks: none
ACCESSORIES
Handlebars: Paul Yaffe Originals Monkey Bars
Handlebar controls: Performance Machine
Fenders: Paul Yaffe Originals Shadow
Headlight: Paul Yaffe Originals Primo
Taillight: Paul Yaffe Originals Soncy mount
Pegs: Paul Yaffe Originals
Foot controls: Paul Yaffe Originals
Gas tank: Paul Yaffe Originals
Oil tank: Paul Yaffe Originals
Seat: Duane Ballard
Grips: Paul Yaffe Originals
FRONT END
Type: Narrow Glide
Builder: Harley-Davidson
Modifications: Paul Yaffe Originals
WHEELS
Make: Black Bike
Size: 21-inch front/ 17-inch rear
Tires: Metzeler, 210 rear
Brakes: Performance Machine/Exile
Photos: Paul Markow
Contact: Paul Yaffe Originals;
Phoenix, Arizona; 602-840-4205;
www.paulyaffeoriginals.com



This is Greg Foster and this is NOT his bike. But he DID outbid others to own a Paul Yaffe Custom at the *V-Twin* Gala and Auction last year. Thanks Greg. Now get off the bike.



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FoxHunt

Meet April's Winner

You'll never feel more safe or secure than in the arms of your April Fox Hunt winner, Karen. This little nymph-like spinner actually has a job that's classified under National Security. Unfortunately we can't tell you where she works, or what she does, but we can tell you that she can fight and can shoot a really big gun! We found out the hard way that challenging this spinner only got us bruised...but we were still smilin'! Hey, you usually have to pay extra for that kind of abuse. Anyway, in between bouts, Rick Hustead was able to snap some pics of Karen aboard an 8-Ball Customs sled. Karen was having such a good time with us that she let us challenge her to "clothing barred" wrestling matches for the rest of the day. Talk about your "win-win" situations! Flip over to Page 94 and catch all the clothed action! *—Action Jackson*





Amy—Georgia

#0901

"On my first ride I was nervous as hell! Once I got settled, I was thrilled beyond belief. Ever since then, I've become totally addicted."



Diamond—North Carolina

#0902

"It was with my dad! It was a very special moment in my life. I will never forget my arms around him and the wind in my face. I'm still waiting for my next ride! Any takers?"

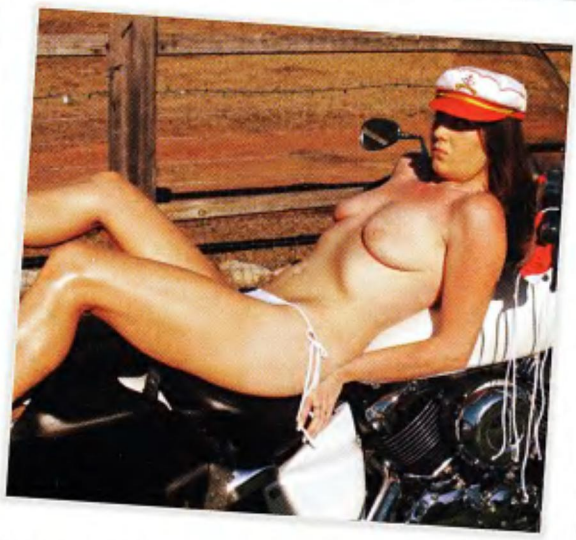
Win $1,000!



Jamie—Nevada

#0903

"It was so cool, I didn't ever want it to end. So peaceful and badass...I can't wait to go again and again...."



Kimberly—Alabama

#0904

"I was 18 and crazy about Harleys. I got to ride off into the sunset in Miami and loved it!"



Naomi—Florida

#0905

"I'm originally from Cuba and, there, there's nothing like riding whatever bike you can find on winding roads, ending with a cool drink and a good smoke."



Rebbecca—Kentucky

#0906

"The ride on the Harley made me feel very sexy and part of a tradition where sexy women ride and are looked at by passing men in cars."

FoxHunt

Win $1,000!

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

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

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

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

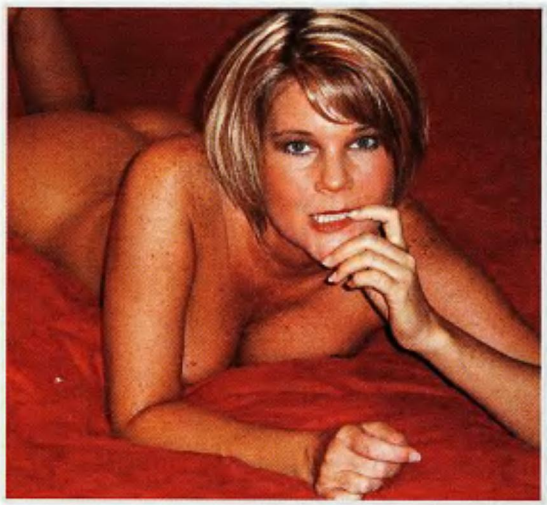
Please submit three to five color prints, color slides, or digital images (4x6 300DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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

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

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard — or on the back of a sealed envelope — and mail it to #411 *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), September 1, 2007. The voting deadline for this month's crop of cuties is September 30, 2007. We'll announce the winner in the September 2007 issue.



THIS, is how every man needs to be greeted at the end of the work day, right? Well, your May Fox Hunt winner, Shaunda, thinks it is. Come back next month for more!

411

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

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

Model's Name:
Address:
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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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Fast Forward To The '70s

THE PIKE NUT

Steve Broyles, Sr. was elbow deep into a top end job when a guy walked in off the street and asked if he was interested in a basketcase he had in his truck. Thinking that it was another faceless Evo, Steve asked the guy to hang out until he finished up. When he finally had a moment to take a look, he was surprised to see a panhead motor in the midst of all the parts. This spurred his interest.





He bought the guy's pan and immediately started to plan the design of the bike in his head. Ultimately, the bike was to become Steve's daily rider, so function was a primary goal. "The bike had to be a runner and not just some showpiece," Steve says. "That has always been my rule; if I build a bike it has to run and function besides looking cool."

Back when Steve started building bikes in the late '60s, "They were just bikes, with no labels like today," Steve remembers. "It seems like now every production bike is an ol'-school bobber or chopper... Does it really matter if your bike is old-school or not? Does it matter if you call it a chopper, bobber or a ground-up custom? New-school, old-school, it's all rock 'n' roll to me.

"When you build a customer's bike, you're always constrained by the fact that it's his bike and he has certain design requirements and physical limitations that prevent you from building it the way you'd like it. The pan, which became known as 'Pike Nut,' allowed us to do it our way... and have fun with it." [*Pike Nuts, for those of you that have forgotten, are those pointy fasteners that are found in abundance on this scoot.* —Ed]

Steve used a lot of ol' timey chopper accessories when constructing the bike. The steel fender is a Bates from his "archives," which envelops the vintage style Avon rubber. Drum brakes are used front and rear, so you really have to think ahead when you need to stop. The front end is not a reproduction. When







Steve first inspected it, the lower legs were covered in Bondo, hiding some holes that needed immediate attention. He cleaned up the legs and now you would never know there was ever a problem.

Steve is renowned for his engine work and built the '59 pan up to 88 cubic inches with an S&S lower end. The cases and heads are still Harley and he used an Andrews 1 grind cam, S&S E carb and the Mallory ignition. The trans is a Baker 6-speed with a Tech Cycles electric start conversion.

When Steve was a kid, he used to hang out at Dot and Earl Robinson's Detroit Harley-Davidson. Earl had a HiFi Blue panhead with a Goulding sidecar (Goulding was Dot's maiden name and her father made the sidecars for Harleys back in the day), which he used to park on the showroom floor. Earl used to let Steve sit on the bike and dream, "I bet I put 1,000,000 miles on that thing and never left the showroom," Steve chuckles.



While Steve professes his love for his 1995 Road King, he confesses that it has been sitting under a tarp for the last two years. He takes this panhead everywhere. "Ever since I built this bike it has been the one I've been riding. I took it to Sturgis; I took it to Daytona; I just like it. It brings the kid out in me again."

—Kit Maira





Owner: Steve Broyles, Sr. and Steve Broyles II
City: Wayne, Michigan
GENERAL
Fabrication: Stevenson's Cycle
Year/make: 1959 Harley-Davidson
Model: bobber
Assembly: Stevenson's Cycle
Time: 12 weeks
Chroming: Dynamic Metal Finishing
Polishing: Dynamic Metal Finishing
ENGINE
Year: 1959 panhead
Rebuilder: Stevenson's Cycle
Displacement: 88 cubic inches
Cam: Andrews No. 1
Carb: S&S E
Ignition: Mallory
Pipes: Stevenson's Cycle
TRANSMISSION
Make: Baker
Year: 2004
Shifting: 6-speed
Special Features: Tech Cycle electric starter
PAINTING
Painter: Ed Jaworski
Color: black
Type: PPG
Special paint: orange flames
FRAME
Maker: Paughco/Stevenson's Cycle
Type: rigid
Rake: 30 degrees
Stretch: none
ACCESSORIES
Handlebars: Flanders
Risers: dog bone
Handlebar controls: early type
Fender: Bates
Headlight: 6 1/2-inch springer
Taillight: Stevenson's Cycle
Speedo: none
Pegs: floorboards
Electrics: Cycle Electric
Foot controls: basic
Gas tank: Mustang/Stevenson's Cycle
Oil tank: Stevenson's Cycle
Oil system: S&S
Seat: solo
Mirrors: Goblin Millworx
Grips: Harley-Davidson
FRONT END
Type: Springer
Extension: none
Builder: Harley-Davidson
WHEELS FRONT
Size: 21-inch
Hub: steel
Tire: Avon
Brake: drum
WHEELS REAR
Size: 16-inch
Hub: steel
Tire: Avon
Brake: drum
Photos: Michael Lichter
Contact: Stevenson's Cycles; 734-641-2200; www.stevensonscycle.com





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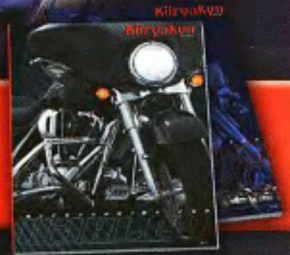
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LONG LOST AMERICAN MOTORCYCLE COMPANIES

The following is an alphabetical list of about 300 American motorcycle and scooter companies that built bikes at one time or another in the USA (mostly pre-WW II). The name listed that's either the brand name of the bike or the manufacturer. Note how many appeared in 1903 or thereabouts and how many only lasted a few years. When the Indian Motocycle Company (that's how they spelled it) closed its doors in 1953, only one American motorcycle company remained... Harley-Davidson.







Ace	Philadelphia, PA	1918-24
Ace	Blossburg, PA	1925
Ace	Detroit, MI	1926
Airman	Chicago, IL	1948
AMC	Chicago, IL	1912-15
America	La Porte, IN	1904-06
American	Hartford, CT	1904
American	Rahway, NJ	1903
American	Denver, CO	1907-11
American	Chicago, IL	1911-14
American	Louisville, KY	1921
American Rocket	Monterrey Pk., CA	1952
American X	Chicago, IL	1910-30
Anthony	Colo. Springs, CO	1903
Apache	Denver, CO	1907-11
Argyle	Memphis, MO	1957-61
Armac	St. Paul, MN	1905
Arrow	Chicago, IL	1909-14
Atco	Pittsburg, PA	1912
Austin (steam powered)	Wintrop, MA	1868
Auto-Bi	Buffalo, NY	1903
Autobike	Chicago, IL	1915-16
Auto Car	Pittsburg, PA	1899-1904
Auto Four	Chicago, IL	1971-72
Autocycle	Philidelphia, PA	1907
Autocylette	New York, NY	1921
Autoette	Detroit, MI	1911
Autoped	New York, NY	1915-21
Badger	Milwaukee, WI	1919-21
Barber	Brooklyn, NY	1900
Barr (steam)	Middletown, MI	1940
Bayley Four	Chicago, IL	1913-17
Baysdorfer Dumbleton	Omaha, NE	1903
Bean	Boston, MA	1903
Bearcat	Rochester, NY	1950
Beard & Abel	Boston, MA	1903
Bi-Auto-Go	Detroit, MI	1908-12
Bi-Car	Detroit, MI	1911
Bonanza	San Jose, CA	1967-69
Blackhawk	Rock Island, IL	1911-12
Black Diamond	Philadelphia, PA	1905
Boland	Rahway, NJ	1903
Bowman	New York, NY	1905
Bradford	Bradford, PA	1907
Bradley	Philadelphia, PA	1903-12
Breed	Bay City, MI	1912
Briggs & Stratton	Milwaukee, WI	1919
Buckeye	Columbus, OH	1905
Buffalo	Buffalo, NY	1984
Caille	Detroit, MI	1933-37
California	Camden, NJ	1906-08
Camden	Camden, NJ	1906-08
Centaur	New York, NY	1961
Century	Chicago, IL	1917
Champion	St. Louis, MO	1911-13
Chicago 400	Chicago, IL	1905
Clark	Torrington, CT	1903
Clemcut	Hartford, CT	1905-09
Clement	Hartford, CT	1903-09
Cleveland	Hartford, CT	1902-04
Cleveland	Cleveland, OH	1915-29
Clinton Tower	Cleveland, OH	1895
CMC	Gilroy, CA	1997-2001
Columbia	Hartford, CT	1900-05
Comet	Elwood, IL	1911
Commando	Minneapolis, MN	1950
Copeland (steam)	Phoenix, AZ	1885
Crawford	Hartford, CT	1906
Crescent	Hartford, CT	1906
Crocker	Los Angeles, CA	1933-42
Crosley	Cincinnati, OH	1943
Crouch	Stoneham, MA	1904
Crown	La Porte, IN	1910
Culp	Columbus, OH	1903
Curtiss	Hammondsport, NY	1902-12
Cushman	Uncoln, NE	1936-57
CVS	Philadelphia, PA	1911
Cyclone	St. Paul, MN	1912-16
Cyclone	South Gate, CA	1947-48
Cyclemobile	Toledo, OH	1917
Cyclemotor	Rochester, NY	1916-27
Cycle Scoot	Indianapolis, IN	1953-55
Day	Lake View, NY	1903
Dayton	Dayton, OH	1911
Delaware	Delaware, OH	1908
Delong	Phoenix, NY	1902
De Luxe	Chicago, IL	1912-15
Detroit	Detroit, MI	1910
Doodlebug	Webster City, IA	1954-58
Driver	Philadelphia, PA	1903
Duck	Stockton, CA	1905
Duesenberg	Rockford, IA	1903
Dukelow	Chicago, IL	1913
Dyke	St. Louis, MO	1903-06
Dynacycle	St. Louis, MO	1949-53
Eagle	Minneapolis, MN	1909
Eagle	Chicago, IL	1910-15
Eagle	St. Louis, MO	1911
Economy	Detroit, MI	1908
Elk	Elkhart, IN	1911
Emblem	Angola, NY	1908-25
Erie	Buffalo, NY	1905-06
Erie	Hammondsport, NY	1907-11
Eshelman	Baltimore, MD	1954
Evans	Rochester, NY	1911-24
Excelsior	Chicago, IL	1908-31
Excelsior-Henderson	Belle-Plaine, MN	1995-2001
Fellbach	Milwaukee, WI	1912-15
Flanders Four	Pontiac, MI	1911-14
Fleming	White Plains, NY	1901
Flying Merkel	Pottstown, PA	1910
F&M	Columbus, OH	1902-07
Fowler Four	Cleveland, OH	1924
Fowler-Manson-Sherman	Chicago, IL	1905
Francke-Johannsmieyer	Milwaukee, WI	1905
Franklin	Mount Vernon, WA	1899-1900
Geer	St. Louis, MO	1903-09
Gerhart Four	Harrisburg, PA	1915
Globestar	Joliet, IL	1946-49
Greyhound	Aurora, IL	1907-14
Greyhound	Buffalo, NY	1910-14
Greyhound	Reading, PA	1924
Harley-Davidson	Milwaukee, WI	Since 1903
Hampden	Springfield, MA	1903
Harper	New York, NY	1908
Hartford	Hartford, CT	1907
Hausmann	Milwaukee, WI	1918
Haverford	Philadelphia, PA	1909-14

Hawthorne	Chicago, IL	1912
Hemingway	Gleenwood, IL	1905
Henderson	Detroit, MI	1912-16
Henderson	Chicago, IL	1917-31
Herring	St. Joseph, MO	1899
Herring-Curtiss	Hammondsport, NY	1910
Hercules	Hammondsport, NY	1903-04
H&H	San Diego, CA	1902-03
Hilaman	Moorestown, NJ	1906-12
Holley	Bradford, PA	1902-11
Hudson	Middletown, OH	1910-11
Indian	Springfield, MA	1901-53
Indian	Gilroy, CA	1999-2003
Industrial	Syracuse, NY	1903
Iver-Johnson	Fitchberg, MA	1907-15
Jeepette	Los Angeles, CA	1943
Jefferson	Jefferson, WI	1905-12
Joems	St. Paul, Mn	1910-16
Kaestner	Chicago, IL	1903
Kaye-Pennington	Racine, WI	1895
Kenzler-Waverly	Cambridge, WI	1910-14
Kieffer	Buffalo, NY	1909-11
Kirkham	Bath, NY	1903
Kokomo	Kokomo, IN	1909-11
Kulture	Rochester, NY	1909
Landgraf	Chicago, IL	1906
Langford	Denver, CO	1917-21
La Rey	Milwaukee, WI	1946-48
Leader	Milwaukee, WI	1906
Leo	Oakland, CA	1905
Lewis	Brooklyn, NY	1901
Liberty	WI, IL & MA	1918
Light-Thor-Bred	Pottstown, PA	1901-08
Lightning	Joliet, IL	1948
Lunford	Marble, NC	1916
Mack	Jefferson, WI	1905-12
Maltby	Brooklyn, NY	1903
Mansen-Marsh	Brockton, MA	1906
Manson	Chicago, IL	1905-08
Marathon	Hartford, CT	1910
Marks	San Francisco, CA	1896-1902
Marman	Inglewood, CA	1948
Marsh	Brockton, MA	1899-1905
Marvel	HanyTiordsport, NY	1910-13
Maxim	Hartford, CT	1893
Mayo	Pottstown, PA	1903
MB	Buffalo, NY	1903
McDonald	Chicago, IL	1905
Meadowbrook	Hempstead, NY	1905
Mears	Brooklyn, NY	1903
Mecky	Philadelphia, PA	1903
Menns-Van Horn	Boston, MA	1903
Merkel	Milwaukee, WI	1902-09
Merkel	Pottstown, PA	1910
Merkel	Middletown, OH	1911-22
Merkel	New York, NY	1917-22
Motor Wheel	Springfield, MA	1922
Metz	Waltham, MA	1903-06
Michaelson	Minneapolis, MN	1908-15
Michigan	Detroit, MI	1911
Militaire	Cleveland, OH	1911-17
Militor	Buffalo, NY	1913-19
Militor	Springfield, MA	1919
Minneapolis	Minneapolis, MN	1908-15
Mitchell	Racine, WI	1901-06
MM	Brockton, MA	1907-13
Monarch	Hartford, CT	1902-04
Monarch	Oswego, NY	1912-15
Monark	Chicago, IL	1950-55
Mon-Auto	New York, NY	1915-17
Monnot	Canton, OH	1903
Montgomery-Ward	Chicago, IL	1911-12
Moore	Indianapolis, IN	1917
Morgan	Brooklyn, NY	1902
Morris-Corkhill	Rochester, NY	1903
Morse-Beauregard	Detroit, MI	1912-17
Motopede	Rutherford, NY	1921
Moto-Scoot	Chicago, IL	1946-48
Mustang	Glendale, CA	1946-71
Nelk	Palo Alto, CA	1905-12
Ner-A-Car	Syracuse, NY	1922-27
New Era	Dayton, OH	1909-13
Nioga	Whitney Point, NY	1903
NSU	New York, NY	1908
Nyberg	Chicago, IL	1913
Oakes	Johnstown, PA	1916
OK	Brooklyn. NY	1916
Orient	Waltham, MA	1900-06
Paramount	Columbus, OH	1917
Parkin-Lef lern	Philadelphia, PA	1903
Patee	Indianapolis, IN	1901
Peerless	Boston, MA	1912-16
PEM	Jefferson, WI	1905-12





SLICK IT UP!



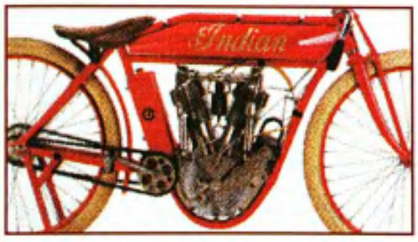
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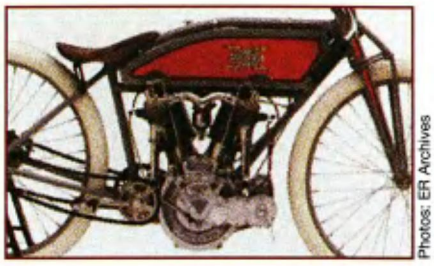


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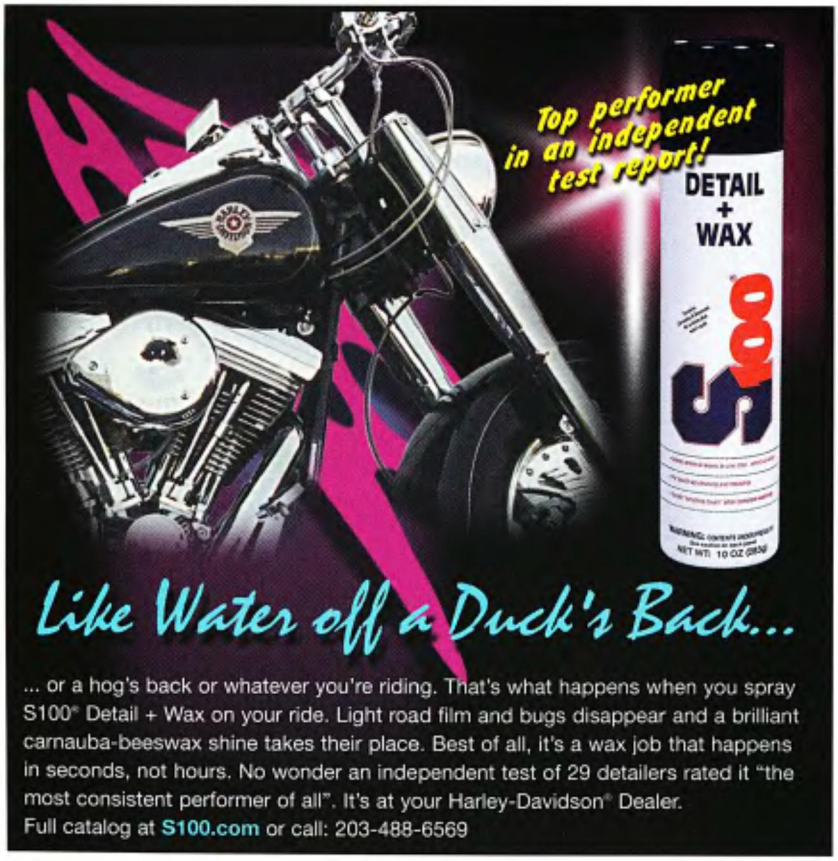
Pennington	Trenton, NJ	1894
Phoenix	Milwaukee, WI	1906
Pierce	Buffalo, NY	1909
Pioneer	Jersey City, NJ	1903
Pioneer	Worchester, MA	1908-10
Pirate	Milwaukee WI	1911-15
Playboy	Oakland, CA	1956
Pony	Clarkston, MI	1955
Pope	Hartford, CT	1908-18
Powell	Compton, CA	1939-52
Pratt Four	Elkhart, IN	1911-12
Rambler	Hartford, CT	1903-14
Ranger	Chicago, IL	1938
Razoux	Boston, MA	1903
Regas	Rochester, NY	1900-02
Reliance	Addison, NY	1904
Reliance	Oswego, NY	1905-06
Reliance	Elmira, NY	1907-15
Riotte	New York, NY	1895
R&H	Brockton, MA	1905
Rocket	Columbus, NE	1962
Rollaway	Toledo, OH	1919-21
Roper (steam)	Roxburg, MA	1869
Royal	New York, NY	1901
Royal	Worchester, MA	1908-10
R-S	Reading, PA	1903-24
Ruggles	Brooklyn, NY	1903
Safficycle	La Crosse, WI	1946-50
Salisbury	Chicago, IL	1895
Salsbury	Oakland, CA	1936-42
Salsbury	Pomona, CA	1946-51
SBM	Brooklyn, NY	1910-11
Schickel	Stanford, CT	1912-15
Scout	Detroit, MI	1911
Sears	Chicago, IL	1912-16
Shaw	Galesburg, KS	1912
Skootmobile	Chicago, IL	1938
Slattery	Brooklyn, NY	1903
Smith Motor Wheel	Milwaukee, WI	1914-24
Snell	Toledo, OH	1905
Spake	Indianapolis, IN	1911-14
Spiral	New York, NY	1896
Stahl	Philadelphia, PA	1910-14
Starlin	Tonanwanda, NY	1903
Steffey	Philadelphia, PA	1903-10
Stormer	Hartford, CT	1907
Suddard	Providence, RI	1905
Super-X	Chicago, IL	1924-31
Thlern	Columbia Hts., MN	1903
Thomas	Buffalo, NY	1907-08
Thompson	Beverly Farms, MA	1909
Thor	Aurora, IL	1903-16
Thoroughbred	Reading, PA	1904
Tiger	New York, NY	1909
Tinkharn	New Haven, CT	1898-99
Torpedo	Whiting, IN	1907
Torpedo	Geneseo, IL	1910
Torque	Plainsfield, NJ	1946
Tourist	Newark, NJ	1906-07
Tribune	Hartford, CT	1903-14
Trimoto	Hartford, CT	1900
Triumph	Chicago, IL	1908-10
Triumph	Detroit, MI	1912-13





Photos: ER Archives

Twombly	Portland, ME	1895
Vard	Pasadena, CA	1944
Victor	Cleveland, OH	1911
Wagner	St. Paul, MN	1901-14
Warwick	Springfield, MA	1903
Wasson	Haverhill, MA	1903
Waverly	Jefferson, WI	1905-12
Westfield	Westfield, MA	1916-18
Westover	Denver, CO	1912-13
Whipple	Chicago, IL	1903-05
Whizzer	Los Angeles, CA	1947-62
Widmayer	New York, NY	1907
Williams	New York, NY	1912-20
Williamson	Philadelphia, PA	1903
Willis	New York, NY	1903
Wilson	Witchita, KS	1910
Wisconsin Wheel Works	Racine, WI	1903
Woods	Denver, CO	1914
WoodsMeagher	Richmond, VA	1896
Wysecycle	Dayton, OH	1947-50
Yale-California	Toledo, OH	1902-15
Yankee	Chicago, IL	1922-23
Yardman	Jackson, MI	1959
Zimmerman	Cleveland, OH	1950





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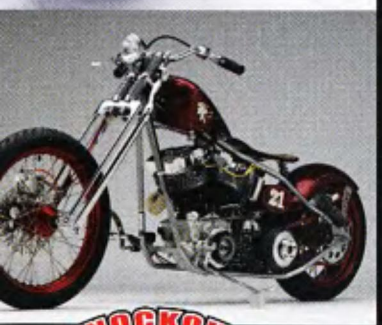
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8-Ball... Side Pocket

Chalk This One Up To Experience

When Dave Kite tells you this is the most comfortable rigid chopper he has ever ridden, it is *not* the only rigid he has ever ridden. He has enough wild rides in his garage so that he is never at a loss for a motorcycle. This guy's no weekend warrior; anyone who knows him will tell you that he's a true rider. The guy you see out on the freeway or on the back roads who loves to spend the day riding Cali's Ortega Highway or along Cook's Corner up to Lake Elsinore for a laid-back cool down at a roadhouse called Hell's Kitchen. That guy is Dave.

The smooth ride is a testament to the work done by Stefan Amann and the crew at Eightball Rods and Choppers in Placentia, California, but what Dave is most proud of is the style of this bike. Four years before it was completed, Dave knew exactly



what he wanted—a bike that was a little bit frightening to some people. During that time, he was busily gathering parts for one concept or another and he scored this incredible knucklehead motor from Accurate Engineering. He rode and commissioned several cool scoots, but they just weren't quite scary enough. Dave finally took the engine, together with a pile of parts and a frame from Ace's Frames, to Eightball where they began the mock-up of a rolling chassis.

Dave runs a roofing demolition company and business is booming well enough that he had plans to put this project together as a bonus for his VP of operations, Hector Diaz. Dave stopped in one day to have a look at the progress and someone had this tank from T-Rod at Illusion Cycles in Santa Ana that was just sitting there on the bike's frame. It was love at first sight and Dave said, "We're gonna have to get another one for Hector, this one's mine!" [*Look for Hector's bike, "*Mas Chingone*" in an upcoming issue of* Biker *magazine.* —Ed] T-Rod's tank is a work of art that really makes this bike all it can be, and it is easily Dave's favorite hand-fabricated part. This tank holds only 2 gallons of gas, so Stefan made a custom 1-gallon aluminum fuel can. A guy who calls himself





"Back Drop" made the seat as well as the matching, triangular leather "Side Pocket" for stashing the can away.

According to Dave, the frame geometry is perfect and the proof is there are not many 10-foot-long choppers that handle as well as a stock bike. The guys at Eightball worked out another trick for "Side Pocket" with their cool looking, sweet shifting rocker clutch set up. Stefan started out by modifying a stock-styled rocker shift linkage mechanism to fit where forward controls usually mount and then he added a ratchet shift feature that makes it great when riding with mid-controls. Dave says it looks cool to people who are watching you ride when you move your left foot forward to the rocker clutch as you shift. He's mighty proud to be riding this rigid frame, kick-start, Harmon Girder front end, no front brake death trap—and Stefan is glad he could build a machine that a guy like Dave is happy with.

Don't be scared! Chalk your cue and rack 'em up! This sled is a winner from the opening break. Speaking of winning racks, this month's little spinner, the lovely Karen, who we found willingly peeking out from behind the mesh with only the slightest provocation, is also your Fox Hunt winner.

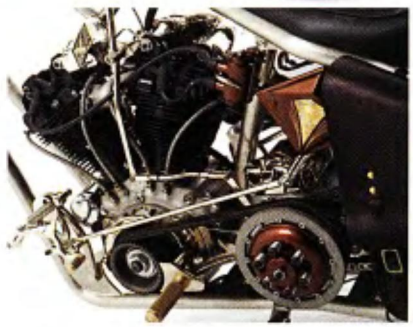
—Cheeseball







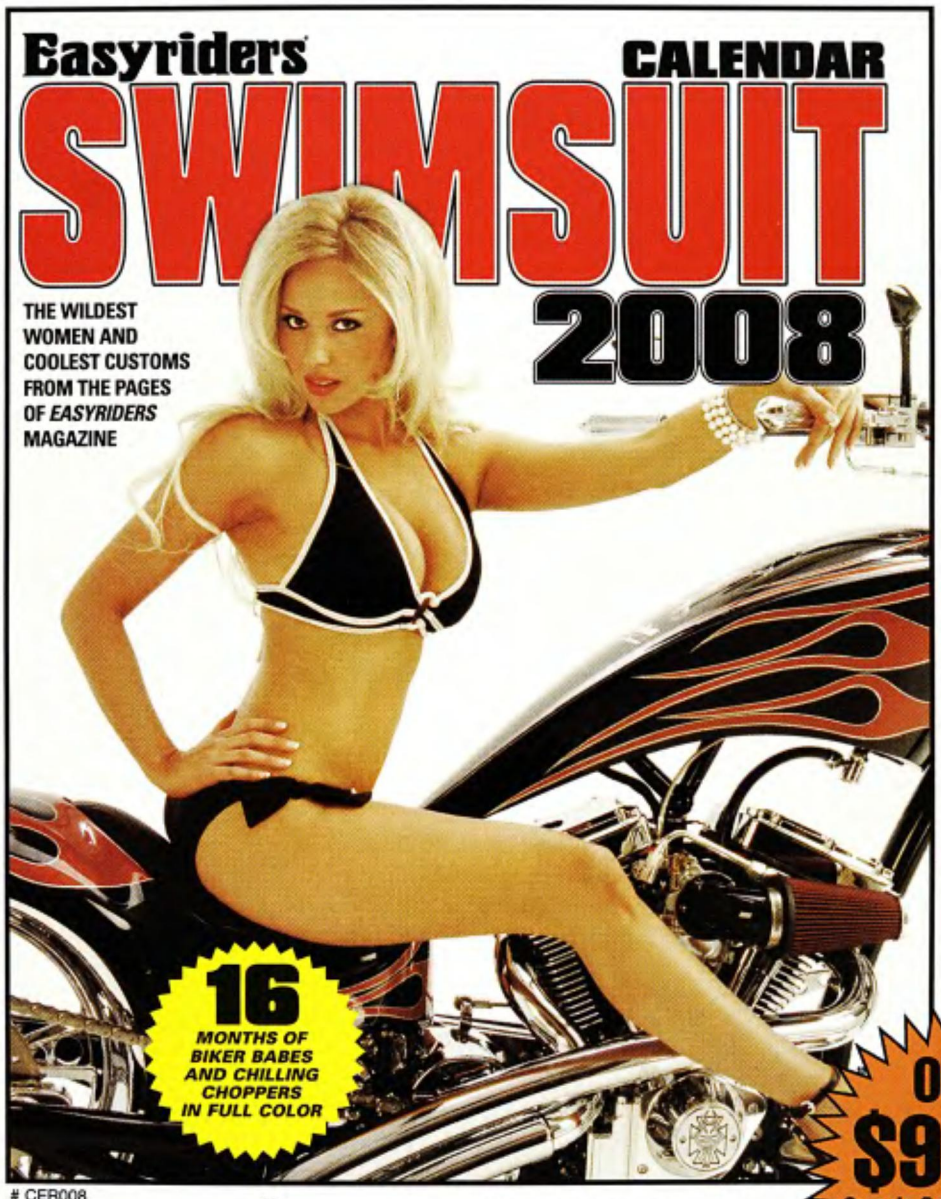
Owner: Dave Kite
City: Orange, California
Fabrication: Eightball Rods and Choppers
Model: 2007 Eightball
Time: 6 months
Chroming: Eightball Rods and Choppers
ENGINE
Year/Model: 2007/Accurate Engineering
Displacement: 80 cubic inches
Cam: stock
Carb: S&S Super E
Pipes: Eightball
TRANSMISSION
Year/make: 2007/Baker 6-into-4
PAINT
Molding: none
Painter: Eightball
Type/color: House of Kolor/ Root Beer and Gold Leaf
Special paint: Van Demon
FRAME
Year/make: 2007/Ace's Frames
Type: rigid
Rake: 45 degrees
Stretch: 8 inches up/4 inches out
Modifications: Eightball Rods and Choppers
ACCESSORIES
Bars: Eightball Rods and Choppers
Risers: Japanese
Handlebar controls: none
Fenders: Chica
Headlight: Aries
Taillight: V-Twin Mfg.
Pegs: Eightball Rods and Choppers
Foot controls: Eightball Rods and Choppers
Electrics: Eightball Rods and Choppers
Gas tank: T-Rod at Illusion Cycles
Oil tank: Eightball R & C



Seat: Back Drop
Mirrors: none
Grips: V-Twin
FRONT END
Type: Harmon Girder
Extension: 23 inches
Triple trees: 3 degrees
Builder: Harmon
Modifications: Eightball
WHEELS
Hub: V-Twin Mfg. front, Drag Specialties rear
Size: 21-inch front, 16-inch rear
Tires: Avon
Brake: Performance Machine
Photos: Rick Hustead
Contact: Eightball Rods and Choppers; www.eightballrodsandchoppers.com



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The vast array of drive systems out there in the world is mindbogglin'. You've got your right-side and left-side belt or chain drives, your centrifugal, diaphragm and coil spring and wet or dry clutches. There are 4-, 5-, or 6-speed transmissions. Holy crap, it's like a menu at a New York deli, too many choices—and all of them good.

So how do you make sense of all this? You do your homework and check out this here *Easyriders'* Guide to Drivetrains. Go to these companies' Web sites and pester them for more information. Be sure to tell 'em you saw it in *Easyriders*.

Note: Companies marked with a are advertisers in *this* issue. Check out the ad index on Page 136 for more info on the company and its products.

—Kit Maira

EASYRIDERS' GUIDE TO DRIVES, CLUTCHES & TRANSMISSIONS



PRIMO CENTRI-FORCE

Primo's Centri-Force centrifugal pressure plate assembly instantly hooks up just off the idle for no slip clutch action when used with the Brute IV or Brute V open belt drive systems. The clutch handle stays against the hand grip at idle, but goes to its normal stand-off position when accelerating. The Centri-Force can be shifted normally or shifted using the power off technique. Easy to install, the Centri-Force replaces the original Primo Brute IV and V pressure plate, diaphragm spring, spring and retainer. Requires 6 holes to be drilled and tapped on the lip of the clutch basket prior to installation.

Rivera Primo; 562-907-2600; www.riveraengineering.com



SCREAMIN' EAGLE 6-SPEED OVERDRIVE TRANSMISSION

Harley-Davidson owners can add a reliable overdrive gear to many Dyna, Softail and Touring models with the Screamin' Eagle 6-Speed Transmission ($2,699.95), a direct replacement for the standard 5-speed transmission. The Screamin' Eagle 6-Speed Transmission incorporates a late-model shifting mechanism and a shift-ring system with forged-steel shift forks for smooth, precise shifting with less effort. Sixth gear is a 0.89:1 overdrive. Chrome side covers feature a laser-etched Screamin' Eagle 6-Speed logo. See dealer for fitment details.

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



DRAG SPECIALTIES PRIMARY DRIVE KITS

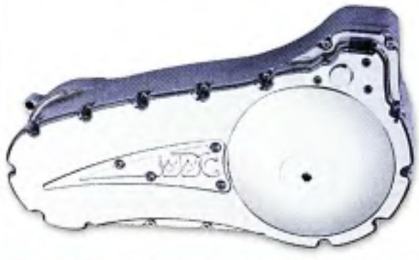
Replace a worn-out primary drive with one of these high-quality kits from Drag Specialties. Made for big twin models, each includes a compensating sprocket assembly, chain adjuster assembly and complete clutch assembly with next-generation Kevlar friction plates. Primary chains sold separately. Suggested Retail $639.95 to $719.95.



BAKER DRIVETRAIN TORQUEBOX 6-SPEED TRANSMISSIONS

Make the jump from 2 1/2-inch trans standard to a full 3-inch center-distance between the two shafts by adding this torquebox 6-speed transmission. The torque handling capacity will also be increased to 250 foot-pounds by adding this torquebox. The torquebox features a billet transmission case, 2-inch diameter shift drum, a ratchet pawl with overshift inhibitor and 65% larger shaft, and a top-mounted ignition kill and neutral switch for easy adjustments. Available for both right- or left-side drives.

Drag Specialties; www.dragspecialties.com



BIG BEAR CHOPPERS PRIMARY DRIVE

Big Bear Choppers states this primary drive is approximately 200% stronger than most other manufacturer's primaries with its machined-forged aluminum inner and outer cases. The dense aluminum material makes for a unit that does not flex under heavy torque and absorbs most engine vibration. Another great attribute is the triple seal design on the main shaft (as opposed to an industry standard single seal), ensuring virtually no leaks. The starter motor accessory plate is removable for an easy starter change-out. The internals utilize an easy-to-replace standard-type clutch basket and a compensating sprocket for a smooth power transfer. Comes in a high polish finish with all necessary hardware.

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

PM CONTOUR CLUTCH SLAVE FOR 6-SPEED HARLEY-DAVIDSONS

With the addition of 6-speed transmissions in all new Harley's the aftermarket has had to redesign their hydraulic clutch slaves to fit. Naturally, Performance Machine was one of the first to market with an updated version of its proven



parts. Machined from solid aluminum, the fluted clutch slave is designed to work perfectly with its line of Contour master cylinders. Ultra smooth and effortless clutch action and machined aluminum beauty. Get yours in polished or chrome finish.

Performance Machine, Inc.; 714-523-3000; www.performancemachine.com



REVTECH 6-SPEED OVERDRIVE TRANSMISSION ASSEMBLIES

Freeway cruising on Evo motors becomes more enjoyable with reduced vibration and increased gas mileage while keeping the engine in the heart of its torque band. These units are complete and ready-to-install in place of the stock transmission with absolutely no modifications required. They feature forged aluminum trap doors to withstand the performance demands of high-output motors, and gears made from 8620H Chrome-moly steel with precision-ground teeth and back-cut gear dogs for smooth and accurate engagement. The shifter forks are investment-cast for both strength and durability. Every RevTech 6-speed uses a close-ratio 2.94:1 1st gear and .893:1 overdrive 6th gear, and have chrome covers fitted to cases with polished or black wrinkle painted finishes. A chrome end cover with the RevTech 6-speed logo laser-etched into its surface is also included. Available for most Evo models from 1990 thru 1999.

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

BALL BEARING LOCK-UP CLUTCH

Belt Drives LTD Ball Bearing Lock-Up clutch is said to significantly lighten clutch pull at the lever while providing slip-free lock-up. Each unit incorporates a designated number of steel ball bearings set in a model-specific diaphragm assembly. Replacing the factory pressure plate and springs, stock applications use the factory diaphragm spring and associated hardware. The new ball bearing



diaphragm design provides feather light lever control, smoother operation and more positive lock-up. For racing applications, BDL offers heavier carbide bearings which can be used to literally "tune" the clutch for varied applications.

Belt Drives Limited; 714-685-3333; www.beltdrives.com



TP ENGINEERING PRO-SERIES TRANSMISSIONS

TP Pro-Series solid and rubber-mount transmissions use TP's own cases which are designed with extra material in high stress areas and are cast in the USA from A356-T6 aircraft-grade aluminum. TP precision-machines them on its CNC mills for consistency so they are interchangeable with original equipment transmissions. TP uses only heavy-duty American-made close-ratio gear sets capable of standing up to the torque produced by its Pro-Series engines. The 2.94:1 1st gear ratio closes the gap for 1st-to-2nd shifting and adds about 5 mph more 1st gear speed. TP Engineering says their exclusive precision bearing-placement process eliminates gear deflection resulting in the smoothest shifting transmissions money can buy.

TP Engineering; 866-873-6446; www.tpengineering.com

THE ULTIMATE DRIVETRAIN

Baker has finally unveiled all the final pieces to the ultimate drivetrain system for stock Evo Softails. To accompany the mighty Torquebox transmission, that handles 250-foot-pounds continuously, and their massive 3 hp Firestarter, Baker Drivetrain releases the Function-Formed Primary (FFP) and the King Kong Klutch



(KKK) that's built to withstand the most extreme performance situations. The FFP is a high-performance wet primary drive that is designed to fit stock applications—including the clutch. It can be upgraded upon purchase or later on to house the outer bearing support only for the KKK. The KKK is the final conclusion to Baker Drivetrain's extensive R&D journey in developing a wet clutch with the highest torque capacity for stock big twin applications. The result has 20 huge proprietary clutch plates that are pushed out tight against the ring gear. Tuners have the ability to choose between a 35-, 36-, 37- and 38-tooth clutch sprocket.

Baker Drivetrain; 877-640-2004; www.bakerdrivetrain.com



KEWLMETAL CLUTCH KITS

This kit was made exclusively for KewlMetal by Energy One Performance Clutches and Racing Clutches. Energy One has over 50 years experience in the motorcycle and automotive industry manufacturing internal transmission parts such as clutch plates and springs. All clutch plates are manufactured in-house for control of quality. All materials are made in the USA and are made of either 6061-T6 or high tempered steel with Energy One's own Race proven Kevlar material. Each plate design was tested so maximum performance is achieved. Different groove patterns were designed for maximum oil circulation and heat dissipation. The steady flow of lubricant will cool and determine the longevity of your clutch. All big twin kits

are packaged with frictions and steels, and a pre-measured stack height for easy installation. Available in 8-, 9- and 10-plate kits.

Kewlmetal Inc.; 623-298-7181; www.kewlmetal.com



J-FOUR TRANZBRAKE

The J-Four Tranzbrake is the next generation of its original two-piston design. The J-Four has the same Jaybrake quality with improved performance and lever feel. This brake is designed to mount to right-side drive transmissions, replacing the need to clutter your rim with a rotor and caliper. The direct bolt-on design allows for easy installation. The new J-Four design comes with an integrated, progressively sized four-piston caliper, 23-tooth sprocket and all necessary stainless steel hardware. Requires: right-side drive transmission, hydraulic hand and foot clutch (preferably Jaybrake's), chain drive and rear tire 300 mm or less. MSRP Polish: $1795.95.

JayBrake; 716-592-0554; www.jbrake.com

SUPERMAX POLY PULLEYS (BELOW)

Phil Ross of SuperMax can replace the teeth on most factory and aftermarket 65- and 70-tooth rear wheel pulleys, increasing their life span indefinitely. SuperMax removes the old teeth from your existing pulley and overlays new poly teeth to retain your current pulley design. It offers these new overlays in a rainbow of attractive colors. Pulleys run very quietly, so the squeal associated with metal pulleys is gone. These poly pulleys are not affected by sand or small debris. The manufacturer says these pulleys should outlast the motorcycle, as long as the recommended tension and alignment are maintained. Send your old pulley to SuperMax and they will perform the conversion for you.

Supermax; 928-649-2836; www.supermax.net



GMA ENGINEERING

The BPST Brake Pulley System from GMA Engineering is now available in a right-side drive version as shown here with the GMA W-7 wheel. GMA mirrored the caliper mounting bracket to work on custom and modified bikes that are running the Baker RSD transmission. The brake pulley comes completely assembled, and will include a weld-on frame tab and universal braided stainless brake line.

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



SPYKE TRANSMISSION GEARS

Spyke gears are made for extreme durability on most 5-speed and 6-speed applications. They are precision-ground gears for durability with matching dogs for 100 percent engagement. A close ratio first gear and a .86:1 overdrive help extend an engine's life.

Spyke, Inc.; 562-869-9333; www.spykeinc.com



JIMS FAT 5 OVERDRIVE

JIMS says their Fat 5 Overdrive is the ultimate for big engine and big tire custom bikes. This transmission has all the added features of a 6-speed transmission but has been completely re-designed with oversized gears for today's increased torque loads. Basically, JIMS designed an all-new overdrive 5-speed transmission around the ratios of today's 6-speed. In a nutshell, you don't have to shift as much but still end up with that comfortable cruising speed of an overdrive for highway riding. This added "space" was used to increase the surface area of all gears for added strength. The Fat 5 Overdrive also incorporates shift rings for a precise and accurate shift every time. This just in, all JIMS transmissions are now backed by a 6-year, 60,000 mile warranty.

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



EVIL ENGINEERING HT BELT DRIVE

Evil Engineering's new performance belt drive is built with their patented HOT (Helical Offset Tooth) set-up to handle your performance motor. The HOT set-up is said to handle more horsepower by design than the same size straight tooth, while still offering reduced belt-drive associated noise. It's primary offers the 7-inch clutch used in their 4-inch HT counterpart. The bobber style is available raw or polished with a right-side drive option and a drop starter option. Offsets are available for those that want to go wide. Coming soon, HT Stretch, featuring a 17-inch center distance.

Evil Engineering LLC; 800-372-8612; www.evil-engineering.com





SPEED DEMON TIMES 6

This V-twin conversion kit gives you everything you need to upgrade your 5-speed transmission to 6-speed. It comes complete with a pre-assembled York transmission and lots of chrome. The kit also includes inner and outer covers, clutch pack and a 2.0 KW chrome starter assembly. All hardware is included. Choose right- or left-side drive and either black, polished or alloy case.

V-Twin Mfg.; 800-VEE-TWIN; www.vtwinmfg.com



SOBO CUSTOMS

SOBO Customs rear pulleys are precision-machined from billet blanks and finished with show-quality chrome. They are topped off with powdercoated inserts and the stainless steel hardware of your choice. SOBO Customs represents four generations of experience and expertise in manufacturing engineering and metal fabrication. All products are made with pride right here in America.

SOBO Customs; www.sobocustoms.com

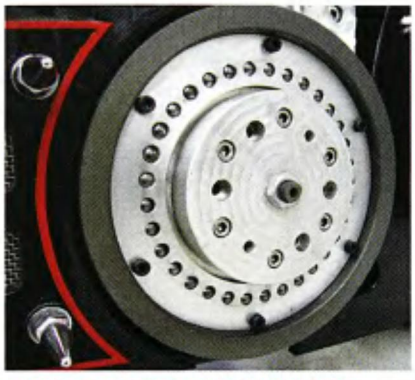
JX HYDRAULIC CLUTCH ACTUATORS

Joker Machine's hydraulic clutch actuator is completely CNC-machined from a solid block of billet, polished, then given a top quality chrome-plated finish. The thickness is only 1 3/4-inch to give your bike clean lines and eliminate exhaust pipe clearance issues. Includes all necessary chrome mounting hardware including their new billet dipstick and AN-3 hydraulic line fitting. With its new trick feature, easy line bleeding is possible because of its recessed "speed bleeder" type bleed screw. Just loosen the screw half a turn, pump the master cylinder lever until adequate pressure is achieved,



then re-tighten. It is an excellent combo when used with JX clutch master cylinder assemblies. Internals include a hard anodized piston for smooth action and long life. Retail $269.95

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



GRANDEUR SUPER AUTO CLUTCH

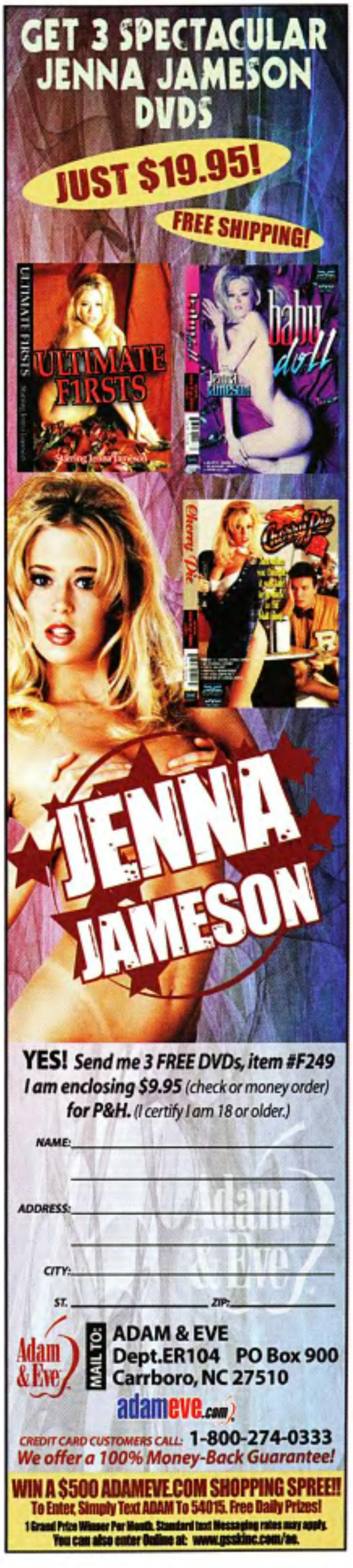
Imagine riding up to a stoplight with your bike in gear and not having to hold the clutch in. When the light turns green, twist the throttle and ride away. Ready to upshift? Pull the clutch lever and shift as usual, except the clutch lever can be pulled with just one finger. Downshifting is achieved using the same procedure. Want neutral? Pull in the clutch and shift into neutral; you won't believe how easy it is to find. By replacing your clutch pressure plate with a new unit which works by applying centrifugal pressure to your clutch pack, engine speed does the work that is normally done by springs. Now when you pull the clutch lever, you are only releasing the pressure plate, not the clutch pack.

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



EASY PULL CLUTCH

Is your clutch hard to pull? Easypull says their device makes it about 50 percent easier to pull your clutch lever. Fits all 1994-2007 Sportys, 1987-2007 Softail



and Touring models and 1991-2007 Dyna models. Comes with illustrated instructions for this very simple installation, even for the not so mechanically inclined. It installs inside the clutch inspection cover on Sportsters, or tranny cover on Big Twins and Dynas, so it's not seen. It just bolts on, and your done.

Easy Pull; www.easypullclutch.com



CLASSIC PRIMARY COVERS

Paughco offers builders a complete line of custom and replacement primary covers. No matter whether you're restoring a machine as early as 1936 or looking for something a little different to put on that resto-rod, Paughco has you covered. Shown here are the company's original steel inner and outer primary covers. These precision, reproduction pieces were first manufactured by the company in 1968 and many believe they were responsible for launching the custom and restoration aftermarket parts industry. Precision-stamped for a perfect fit, the covers are flawlessly chrome-plated by Paughco and thoroughly inspected prior to shipping. Backed by Paughco's no-nonsense warranty, these beautifully detailed covers are perfect for customs and restoration projects alike.

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



PRO-ONE BELT DRIVE COVERS

Pro-One is now manufacturing a collection of designer billet belt drive covers that feature interchangeable, custom designed faceplates. Now you can fit your scooter with an enclosed cover fit with any one of a number of custom faceplates. These 2-piece covers are machined from 6061-T6 aluminum and are available in show-quality chrome or anodized black. Covers are offered for Roadmax, Pro-One, Primo and BDL drives and can be ordered with any of the designs shown. Order several different inserts and change with your attitude.

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



POWER CLUTCH

Eurocomponents says their new power clutch will make your clutch 40% softer and, thanks to its special design, you will have superb improvement in clutch feel, with improved comfort and reduced effort. Power Clutch fits in place of the stock component and works in conjunction of the stock clutch cable. Installation is said to be easy. Available for Evolution and Twin Cams, Sportsters and Buells.

Eurocomponents, Inc.; 386-274-5729; www.eurocomponentsusa.com



DP ENGINEERING CLUTCHES

DP Brakes clutch components have been designed to provide extended service life along with smooth, fade-free power delivery. The components are packaged in the same high quality plastic container used for all DP Brakes clutch lines. The friction plates are ready to go with no need to pre-soak in oil and perform well in a wet or dry clutch. The steel drive plates will not swell, unlike aluminum plates, or fade. The increased weight, versus stock plates, adds fly-wheel effect, improving starting and traction.

DP Brakes; 716-681-8806; www.dp-brakes.com





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Prowler 6-Speed transmissions are perfect for transferring the high torque and horsepower of your engine into ground-pounding, rubber-burning strength. By utilizing superior materials and world-class manufacturing techniques, Prowler 6-Speed transmissions are known as a testament to pure quality. Prowler transmissions are available in left-side or right-side drive and sport completely forged shafts and gears made with 8720 Chrome-moly. They are equipped with ground, crowned and shaped close ratio gears, a roller shifter for smooth shifting and polished cases with chrome or black side/top covers for style. Every Prowler 6-Speed transmission is pre-run and flushed to ensure the highest quality product possible.

American Engineering Company; 562-803-1700; www.goprowler.com

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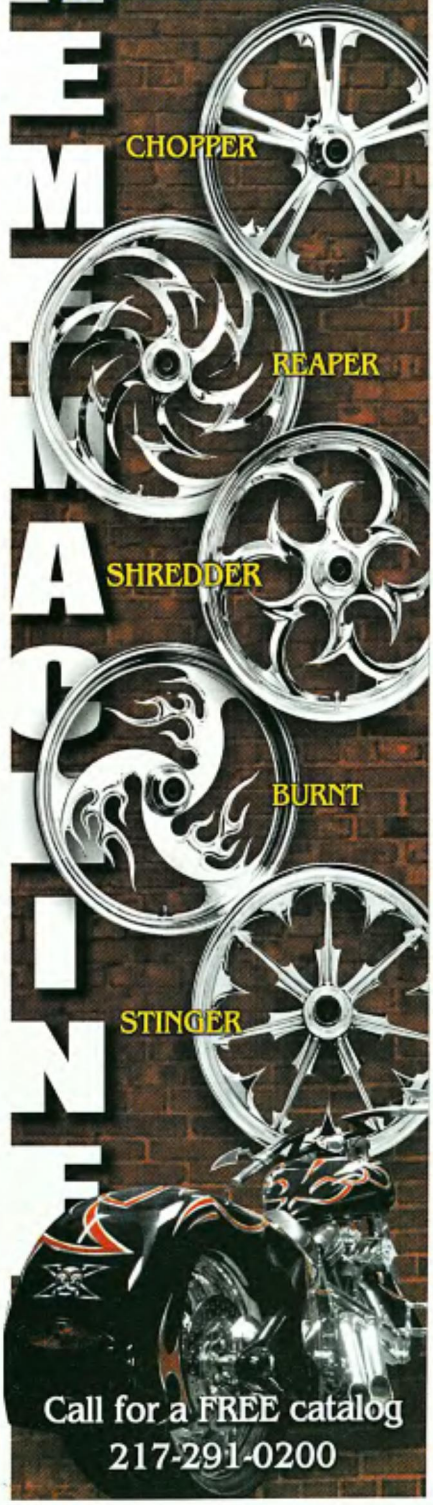
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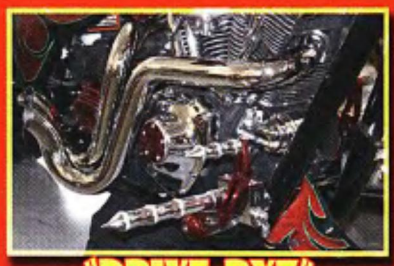
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Dresser/Road King - 180,200mm
V-Rod - 240mm
FXR - 180, 200mm
FX Shovelhead - 200mm

Kits include big swingarm, offset kit, tire and fender (except V-Rod)

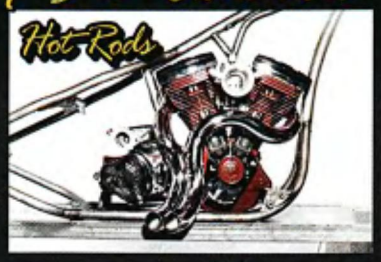
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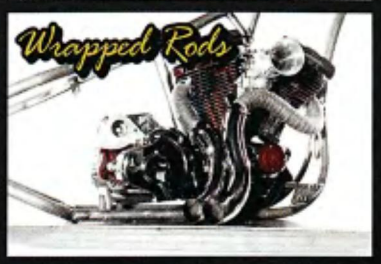
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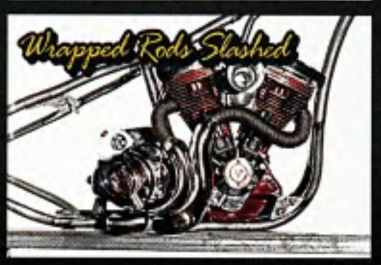
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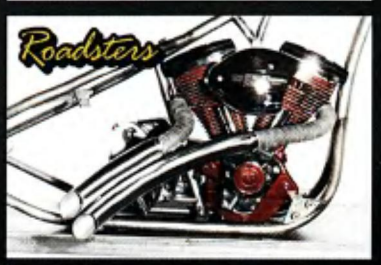












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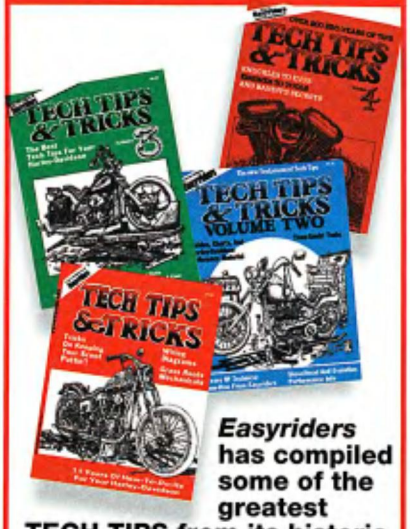
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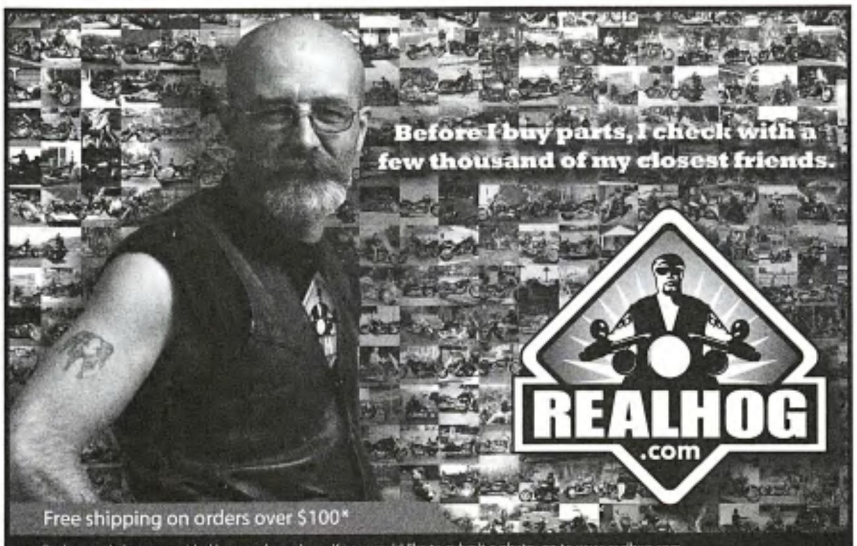
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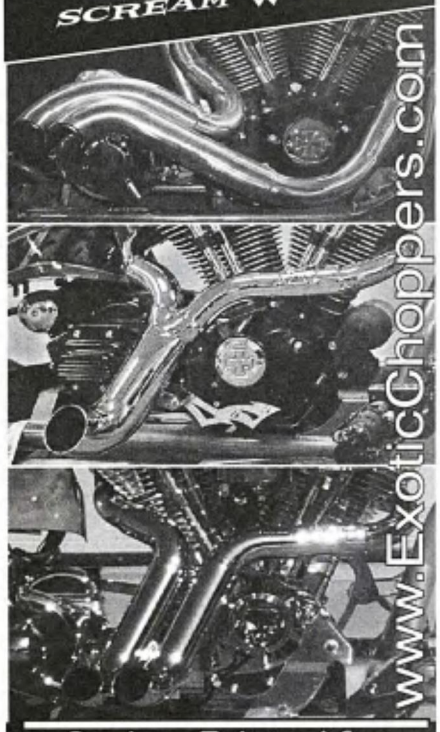
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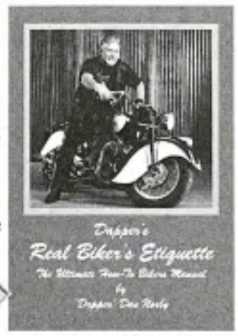
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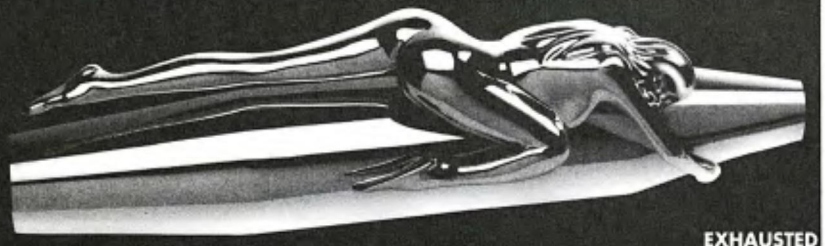
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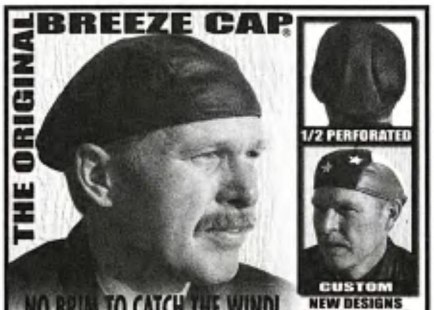
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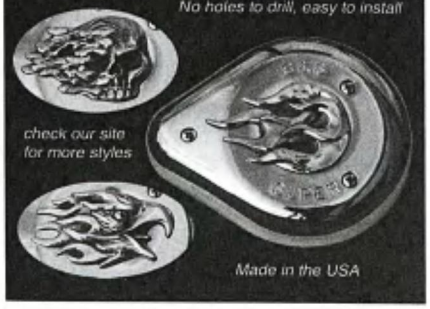
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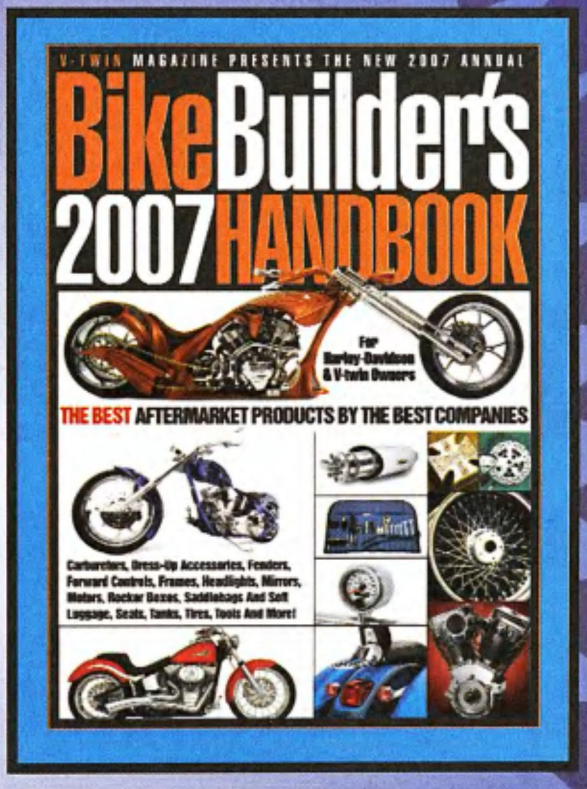
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Feb	24	Fort Lauderdale H-D - Ft. Lauderdale, FL
Feb	25	Sunrise Harley-Davidson - Sunrise, FL
Mar	3-11	Bike Week - Daytona Beach, FL
Mar	16-18	Available
Mar	23-25	Hilton Head Motorsports - Bluffton, SC
Mar	31	Mt. Cheaha Harley-Davidson - Oxford, AL
Apr	6-8	Yamaha of Gastonia - Gastonia, NC
Apr	13-15	Harley-Davidson of Fremont, TX
Apr	20-21	H-D of North Texas - Carrollton, TX
Apr	25-29	River Run - Laughlin, NV
May	4-6	Roseville Cycle Center - Roseville, CA
May	11-13	Wabash Valley Harley-Davidson - Terre Haute, IN
May	15-19	Bike Week - Myrtle Beach, SC at the HB Spokes Saloon
May	25-27	The Harley Shop of LP - Longview, TX (Gregg County Fairgrounds)
June	1-2	Doc's Harley-Davidson - Kirkwood, MO
June	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
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Aug	31-Sep 2	Abate of Minnesota - Litchfield, MN
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J&P BUILD-A-BIKE SWEEPSTAKES
Building A Bike Just For You

It's that time of the year again when all the good boys and girls gather around the Christmas tree to smell the nitrous and see who's been bad and who's been the baddest of 'em all. It's also the time when the folks at J&P Cycles and Custom Chrome, in a sort of Santa-esque generosity frenzy, want to make sure somebody among you will ride into the winter on a brand-new custom motorcycle. No, they won't donate the necessary long johns and heated gloves, you'll have to come up with your own, but they will give you a killer ride that'll make Santa's sleigh look like Cinderella's pumpkin.

In order to achieve this goal, they have decided for the first time since they've started this giveaway so many moons ago, to not use a CCI bike kit and to design the bike themselves, from the ground up. That's right, you are guaranteed a J&P Cycle in the truest sense. But even more rewarding than having J&P's master wrenches knit you a sled to die for, are the parts that will go into this wonderful creation.

The centerpiece of this one-off is the 100-inch RevTech polished engine, which works extremely well with a RevTech 6-speed transmission (it might have something to do with the name being the same). Both of these beauties are nicely framed and rubber-mounted by Santee, and to make the ride just a tad softer, the good people at J&P decided to spoil your ass with a set of Progressive shocks. So far, this promises to be pretty damn awesome!

Of course you'll need wheels, two of them, in fact. Even here, J&P won't skimp. Two Dominator wheels, 18 inches in diameter, 3.5 inches in width and garbed by Avon (Venom in the front, Road Rider in the rear), will roll you gently down the road. These wheels will be propelled via a Primo chain primary drive and a belt final drive and can be stopped by Dominator brakes, front and aft.

So you've got the basics so far, the essence of what makes a cool bike, but you do need to be able to actually ride it, right? A set of Lindby highway bars will help you steer your way to where you want to go, while a Nology ignition coil, an Accel spark plug wire set, a Compufire Gen III hi-performance starter and a Big Boar battery provide the necessary electricity.

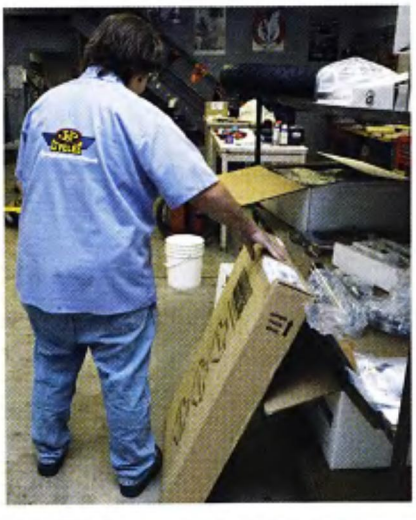
Next you'll want to put some gas somewhere and what better receptacle than a flatside set of gas tanks to make sure you get as far as the perfect combination of utility and style will let you? There are none that come to mind are there? Didn't think so.

The only thing left that's still needed is something to let you ride in comfort. Not too much, mind you, because you don't want to go to sleep while riding, but just enough to keep the 'roids happy, and a Mustang seat, especially this Mustang seat, hugs your rear end, caresses it, practically makes love to it.

There are a few other parts and pieces, like Barnett's clutch parts and cables, a Bob Dron fairing kit, Vance & Hines pipes, a Wireplus wiring harness, saddlebags from Tedd's V-Twin, fenders, dash kit and sundry little things to complete the entire assembly, but as you can imagine, this is going to be something unique.

And so there you are, on an amalgamation of marvelous parts that combine to manifest what's commonly known as a killer ride and it can be yours for the taking. What do you have to do to get it?








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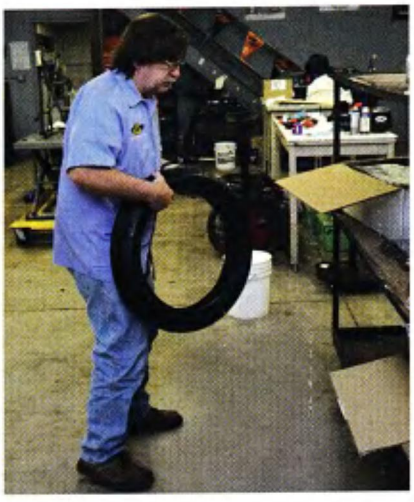





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Watch for the *Easyriders*/J&P Cycle sweepstakes ad on Page 121 of next month's *Easyriders* and simply tell the rest of the world not to buy the October through December issues of this fine magazine, because that's how long the sweepstakes will last. Go ahead now, get started. It might take you a while to do it, but it'll definitely be worth your effort.

You might also tell everybody not to get on www.jpcycles.com, because that's also where they could sign up to win your Dream Bike. You wouldn't want that!

So, stay tuned. And believe! We're rootin' for ya. —*Tripper*





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Photos: Ethan Fry



ReadersRides

Ryk Sorensen
Edmonds, Washington
2002 Fat Boy



Pure luck is how Ryk got his Heritage so nice and shiny; bad luck, that is. You could say he crashed right into his chrome fortune. "I was driving along stopped freeway traffic, exiting the freeway, and somebody pulled out of their stopped lane about 15 feet in front of me, while I was doing 60," Ryk describes what turned into a subsequent series of very unfortunate events.

But every cloud has silver lining, they say. Ryk's just happened to be chrome-colored and in the shape of Vance & Hines pipes, some cowbells and tons of other shiny goodies he got to bolt onto his dilapidated Heritage. "Yeah, the accident pretty much rounded off all the prickly stuff on the bike," is how Ryk describes the damage.

Luckily, and with the settlement he got out of the event, the Heritage recovered nicely, thank you very much. Aside from the aforementioned pipes and cowbell, Ryk loaded his bike up with "Pretty much everything Harley offers in the way of chrome," he says.

Oh yeah, Ryk's broken hands and feet and shoulder healed, too, in case anyone cares. But, he says, more difficult than the mending of his broken bones proved to fighting the chrome fever that struck him afterwards; he hopes to leave the treatment center soon, he says.

As soon as he was able to get back in the saddle, Ryk immediately went on a poker run benefiting another member of his seemingly not-so-lucky group who had gotten into an accident of his own and shattered his legs. "Arne Ternsen, get well real soon!" Ryk shouts.

Could it be a call for more chrome?

—Tripper



Photos: Owner

Juan C. Romero
Miami, Florida
2006 Viper



Talk about having come a long way: Juan not only came from Cuba to the US, but he's also stepped out of a raft and into the saddle of this awesome, Weston-built chopper. Not in one fell swoop, mind you (it took him 13 years), but you get the idea. "What I used to ride in Cuba is a bicycle with a little motor compared to this thing," he says through his wife, Maggie, who translated for him.

Juan's had this bike for eight months now, having traded an Eddie Trotta custom for it in the process of gaining ownership. "He saw it at Weston Choppers and fell in love with it," Maggie says. "Especially the 360 rear tire and the colors, they're really amazing. They change in the sunlight."

It's easy to see why Juan fell in love; with its 125-inch Patrick Racing motor and Baker 6-speed tranny, all nicely wrapped up in a Brighton rigid frame with 52 whopping degrees in the neck, it would make any aficionado's head spin and even make Florida's famously "mature" population take a second look or three. "Oyvay, Moitl, did you see that vildeh chiyah on his mishuggenah motorcycle?"

Luckily, Juan doesn't speak Yiddish. He probably wouldn't care anyway, as Maggie usually rides right beside him on her own Weston Choppers chopper, a Pro-Street built for a woman, "Black and red, with a corset look on the tank," she laughs.

What will the neighbors say?

—Tripper



Photos: Owner

ReadersRides



Daren Schafer
New Richmond, Ohio
1994 Heritage Softail

It may be a while yet before a '94 can be considered an antique, but apparently that can't happen soon enough for Daren. But then, he's a bit jaded that way."

You see Daren restores antique and classic cars for a living, so his predilection comes with the territory. On top of that, he'd wanted to get his hands on a Harley for quite a while, so when he finally did, the result was almost predictable.

He stretched the front fender 5 inches, put corners in the rear of it, welded 1/8-inch beading around the edge and created a scoop light. And then he got serious.



Photos: Owner

"I stretched the rear fender 4 1/2 inches, added corners and frenched a 1956 Chevy taillight and license plate holder like the old custom hot rods used to have," he says. "On the gas tank, I welded beading down the sides and top and a bar and shield which protrudes out of the tanks."

Then he custom-made the exhaust tips and the rack atop the rear fender, with the rack's tips coming from a piece of wrought iron furniture. "It was painted by my father, Lou, the way he did it back in the '60s—with 100% coverage of polyester metal flake and 34 coats of clear over the flake. The flames are candy-apple red and the Clay Cams woodpecker's beak is brass and gold leaf."

Daren's won first place at many a show, but more importantly (we think), it's won itself a page in this rag…

—Tripper



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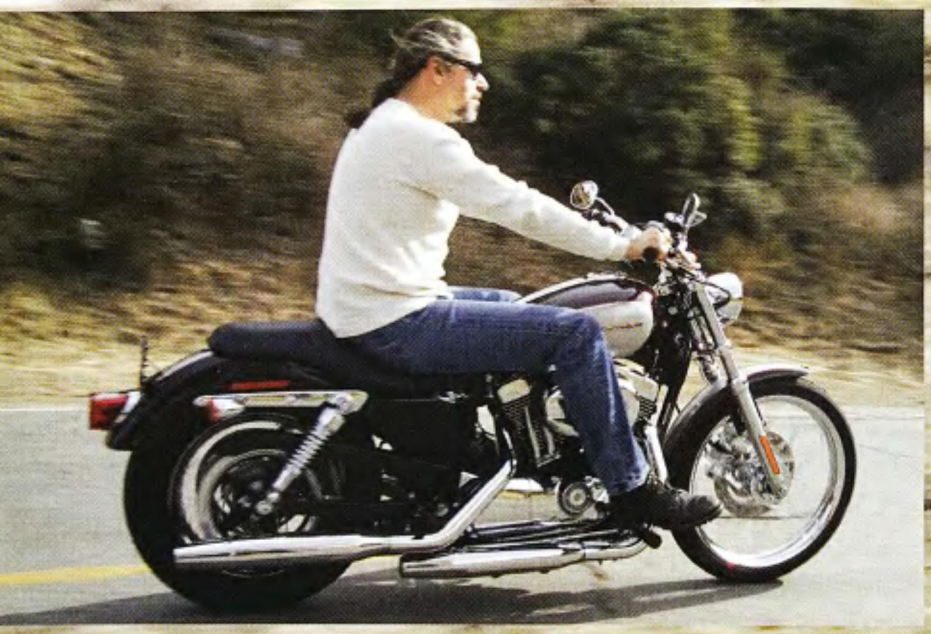
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XL 1200C Test Ride

Jake And Elwood Would Be Proud



While many among our readers look askance at the entire Sportster line as bikes for women, Harley-Davidson obviously doesn't share that sentiment. Granted, anyone 6 feet tall and above may look (and feel) a bit silly on the diminutive cousin of the Big Twin. But the fact is that the Sportster was born as Harley's answer to the British Invasion of American race tracks back in the '50s and to this day carries that racing heritage proudly into the future.

The Sportster—any Sportster, but in this case the Custom version of the XL—is characterized by a powerful weight-to-torque ratio, coming in at well under 600 pounds with an impressive 79.1 foot-pounds of torque at 4,000 rpm. An almost 10:1 compression ratio





doesn't hurt, either; this puppy has plenty of get-up-and-go, whether it's at the traffic light or the Christmas tree.

But the "woman's bike" fallacy is particularly noticeable in the seating position. At 28 inches (or 26.5 inches laden), this Sportster is much taller than a Fat Boy or even a Street Bob, so your average "5-foot-2 with eyes of blue" would have a hard time stopping at a red light and getting her feet firmly planted on the ground.

On the other hand, some credence is lent by the ease with which the Sporster can be handled through turns and around corners. Its light weight, quick response (thanks to fuel injection), and very generous ground clearance of 4.4 inches make it a thrill to ride on curvy canyon roads or, if you happen to live in the Midwest, on any straightaway, no matter how long.

This is also where the Sportster's incredible gas mileage comes in handy: at 57 miles to the gallon and blessed with a 4.5-gallon gas tank, this Custom Sportster will take you a whole...oh,



what the heck, you figure out how far those gas stations can be apart before you have to push. It's a long way.

I could inundate you with a whole barrage of technical data, but who really wants that? Do you really care that this Sportster's piston configurations are pretty much the squarest among the Harley bunch? And what the effects of shorter piston travel are? I didn't think so. Besides, the Sportster hasn't really changed all that much from last year, or the year before.

You want to know that this Sportster ran like a bat outta hell and yours truly had a blast test riding it for you, right? Well, I did.

One thing I did want to mention, however, is that among the many color combinations available for this or most other Sportsters (the Nightster being the rare exception), the folks at Harley-Davidson added a new one for this year: two-tone Jake blue sunglo and Elwood blue sunglo! You certainly can't accuse the folks at Harley of not having a sense of humor.

—Tripper





GENERAL
Fabrication: Harley-Davidson
Year: 2007
Model: XL 1200C
Assembly: Harley-Davidson

ENGINE
Year/Model: 2007
Builder: Harley-Davidson
Ignition: Harley-Davidson
Displacement: 1200cc/73.2 cubic inches
Bore & stroke: 3.50 x 3.81 inches
Torque: 79.1 ft. lbs. @ 4000 rpm
Cam: Harley-Davidson
Fuel System: Electronic Sequential Port Fuel Injection (ESPFI)
Pipes: staggered shorty duals
Compression Ratio: 9.7:1

TRANSMISSION
Year: 2007

GEAR RATIO (OVERALL)
1st: 9.315
2nd: 6.653
3rd: 4.948
4th: 4.102
5th: 3.517

PAINTING
Color: two-tone black cherry and pewter

FRAME
Type: swingarm
Rake/Trail: 30.1 degrees/4.7 inches
Stretch: none

ACCESSORIES
Handlebars: drag-style, pullback risers
Gas tank: 4.5 gals.
Oil system: 3.6 quarts
Seat: pretty comfy
Mirrors: Harley-Davidson
Grips: Harley-Davidson

FRONT END
Type: stock
Builder: Harley-Davidson
Instruments: redesigned gauges with enhanced features: electronic speedometer with odometer; time-of-day clock on odometer; dual resettable tripmeter; speedometer with low fuel warning light; low oil pressure indicator light; diagnostics readout; LED lights.

WHEELS FRONT
Type: steel-laced
Size: 21-inch
Tire: MH90-21 54H
Brakes: dual-piston

WHEELS REAR
Type: chrome cast aluminum slotted disc
Size: 16-inch
Tire: 150/80B16 71H
Brakes: 4-piston
Unique features: black powdercoated engine (including cylinders and cylinder heads) with chrome covers; forward-mounted foot controls; chrome bullet headlight
Photos: Rick Hustead

ComingAtYa



The October issue of *Easyriders* (No. 412) is crammed fulla crazy customs by the likes of Billy Aaron, Jerry Covington, Tom Foster, Duane Jordon and Mil Blair. Come along for all the farout fun of the annual Laconia Rally, America's oldest run. This is our *Biker Tattoo Special* and we'll take the wraps off of some astounding skin ink. Ride with us to the Manheim Motorcycle Auction, where the right ride can be had for the right price, meet master painter Alan Pastrana and find out how to locate a Harley for less in our look at Bargain Bikes.

We've got two great guides in this issue, one is our Event Guide to Biketoberfest and the other is a Tech Guide to Lighting up your scoot. This issue includes Part Two of our J&P Cycles Build-a-Bike. It's a custom motorcycle that we're building for YOU! Find out how to win this ride by checkin' out the J&P ad. Find all this and more in the October issue of *Easyriders*. *On sale August 28th.*



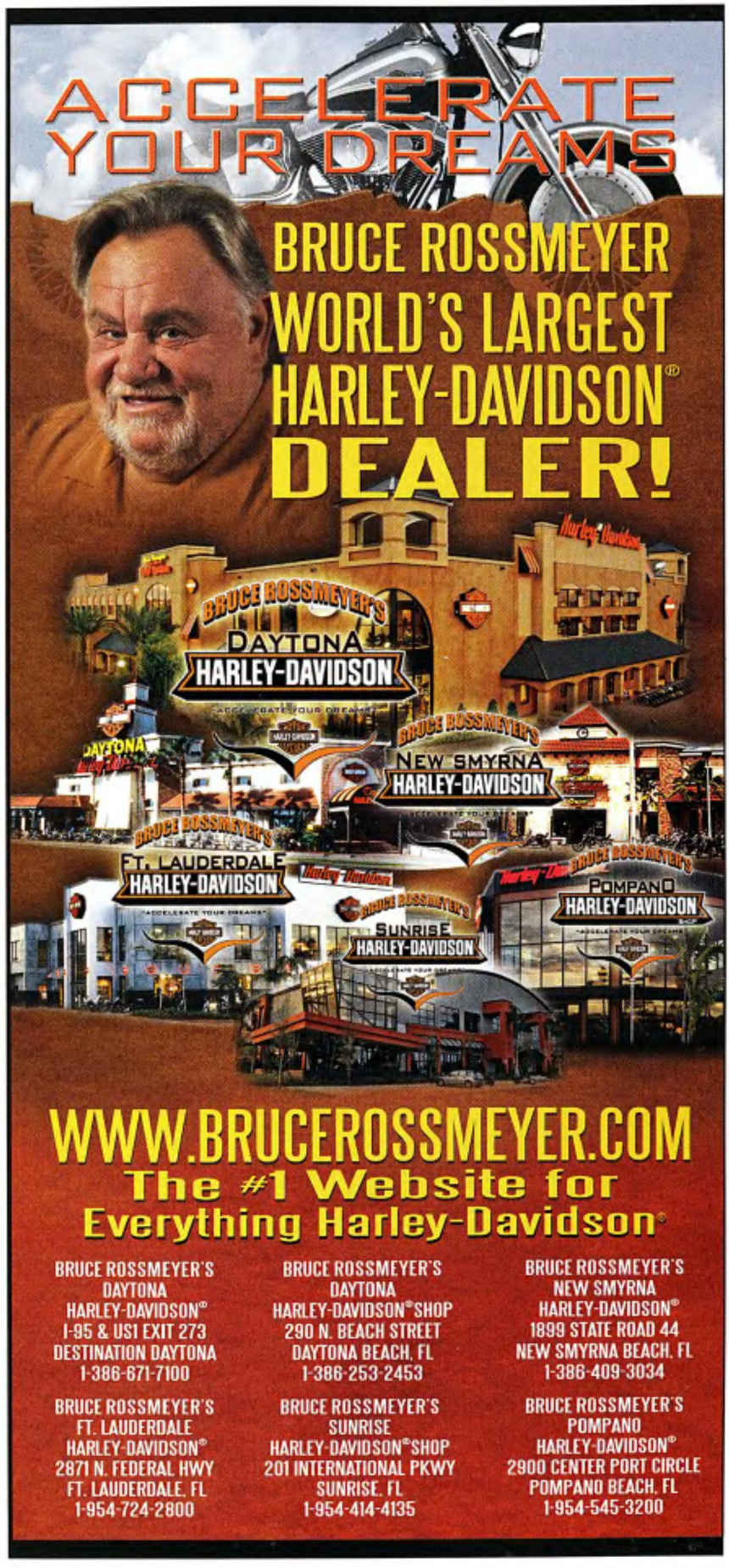
The mighty August issue of *V-Twin* (No. 76) shows off all the latest parts and products for your bike found at this year's Laughlin Run. Meet master builders Paul Cox and Keino from Indian Larry Legacy, see Jaxon Fyffe's wild Speedliner, and get a great Guide to Hop-Up Parts to add a few horses to your scoot. We'll dress up a Metric bike with cool stuff, ride Victory's Hammer S, and bring you our Top 10 Production Bikes of the Year. All this plus 10 tempting custom bike features and more is blastin' your way in the August issue of *V-Twin*. *On sale now!*



September's *Biker* has some lovely tattooed sweeties, bitchin' bikes and wild damn event coverage such as the MMA Fall Roundup and the Hawg Valley Rally. *On sale now!*



To kick off the holiday season, Dec.'s *In The Wind* will focus on biker benefits and the good things we do. Mix in photos of Rolling Thunder XX, Keith Scarboro's rigid '49 pan and Kelly at a biker reality show and it's all rockin'! If it's out there, it's in here. *On sale Aug. 28.*



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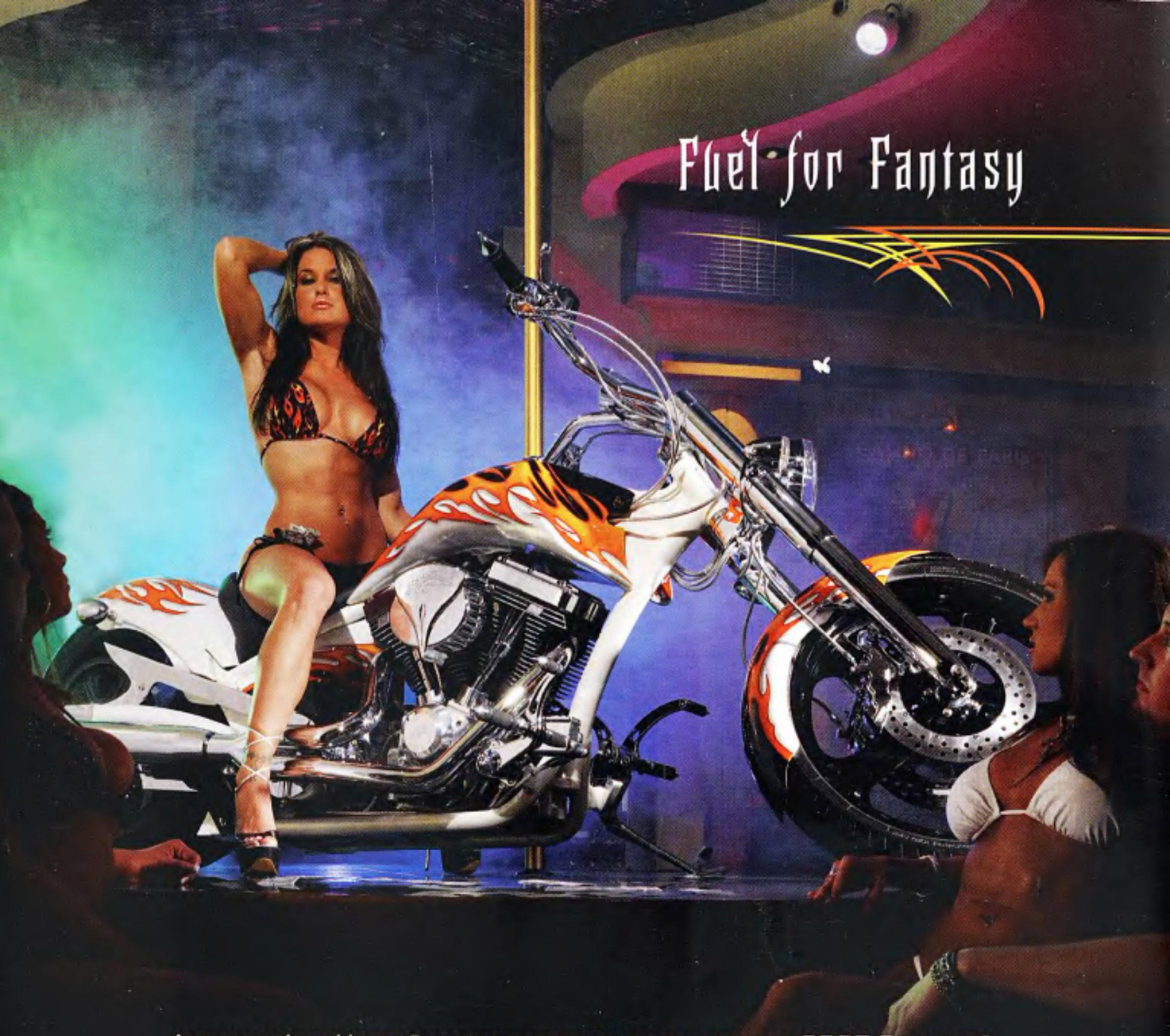
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