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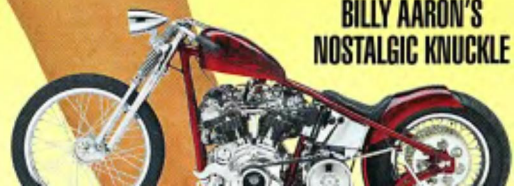
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Taking It Easy

It seems that theme restaurants have spread to other parts of the world. In Taipei there's a restaurant where diners sit around beds and are **served by "nurses."** Their drinks are served from IVs hooked up to "medicine" in containers hung from the ceilings. Sounds good as long as the cook doesn't show up at your table dressed as a surgeon and says, "Now, you may feel a little pressure."

This one should be a good example of why it's an excellent idea to get a second opinion when one has been medically diagnosed. A man in England was diagnosed with pancreatic cancer and given **about a year to live.** So he did what anyone in his right mind would do. He quit his job, stopped paying his bills, and used his life's savings to enjoy his last days. But, oops, he was recently told he only had non-fatal pancreatitis, so now he's not only going to go on living but he's in major debt.

If you want to commit suicide by jumping off a building, at least have the courtesy to do it maybe in the middle of the night when no one is likely to be walking by on the sidewalk where you might land. In Japan, where suicide rates are high, two recent "leapers" **landed on pedestrians**—one a 60-year-old man who, fortunately, was only bruised.

We've probably all witnessed at one time or another—probably on a TV show—an evangelical parishioner who receives the spirit of the Lord, falls to the floor and is caught by another already-saved parishioner. It seems a parishioner **"found the Lord"** and fell to the floor and was caught, but another parishioner was overcome too fast and fell too soon, landing hard on the first woman, breaking three of her ribs. So much for being "saved."

Just when you think you've heard all the ways there must be to get high, here comes another one. Some students donate blood to a blood bank then hit the local bars for a drink or two. They say there's a quicker and more powerful "high" immediately **after blood loss.** One student said, "As soon as the needle's out of my arm, I'm out the door headed for a bar."

A drunk man pulled his pants down and screamed to whoever might be listening, "Who wants some of this?" Then, after hearing no reply, he accidentally fell through a window, landed on a spiked fence and died. Imagine showing up at the Pearly Gates **with your pants down** around your ankles. Let that be a lesson to us all.

A man was found not guilty of the murder of a drinking buddy after he testified to having hallucinations of **bologna and cheese dancing** around in his refrigerator and a green man living in his freezer who told him to, "Catch me if you can." Hmm.

Here are a few thought-provoking quotes from really bad writers: "He was as lame as a duck. Not the metaphorical lame duck, either, but a real duck that was actually lame. maybe from stepping on a landmine or something."; "His thoughts tumbled in his head, making and breaking alliances **like underpants in a dryer** with Cling Free."; and "She had a deep throaty genuine laugh, like that sound a dog makes just before it throws up."

Think this might be a stretch? An entrepreneur in England introduced a product called **Sprayonmud** which is dirty water chemically treated for greater stickiness, mainly for urban SUV owners so they can pass themselves off as all-terrain drivers. This might be great for all the guys that trailer their bikes to Sturgis. They could hose their scoots down with Sprayonmud at their hotel in Rapid City and show up at the Rally like road weary heroes.

Some little known but interesting factoids:

- There are no clocks in Las Vegas gambling casinos.
- When glass breaks, the cracks move faster than 3,000 miles per hour.
- To photograph the event, a camera must shoot at a millionth of a second.
- No piece of square, dry paper can be folded more than seven times in half.
- A 'jiffy' is an actual unit of time for 1/100th of a second.
- Now that last one is worth dropping into an otherwise boring conversation at a cocktail party.

Barney the Doberman Pinscher was being used as a guard at a children's museum in England. Who knows why they use that particular breed of dog at a children's museum. It seems **the dog went nuts** and chewed up almost \$1 million worth of rare teddy bears, including one once belonging to Elvis Presley. Bad Barney.

In India a report has surfaced that a 24-year-old man has **two functioning penises.** Which is perfect because he also has two functioning hands.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 412 • OCTOBER 2007

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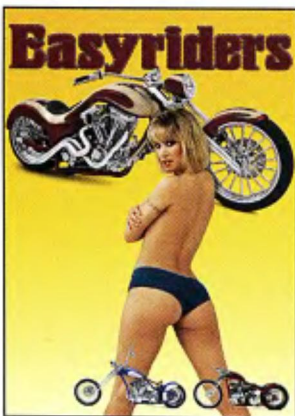
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Jerry Covington's Drag Specialties' Custom shot by Edge Advertising. Fox Hunt winner Shaunda shot by Don Rogers. Cover imaging by Jeff Biggs.

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Palace Cycles

I have enclosed a photo (above) of my latest bike build, but what you guys may find interesting is the garage it is photographed in. My buddy, Vince, has been riding since back in the day and has every single David Mann painting from *Easyriders* on his walls.

The bike is a CFL, built by my company, Palace Cycles, recently relocated from Phoenix to Perth, Western Australia. Great riding here and I hope to keep busy building bikes.

Andy Brown
 Western Australia

Uh huh. Could you send more photos of the girl? We'd like to see her naked.

My Rides

I read your magazine monthly and think you showcase the nicest bikes around.

I also have a few bikes that I think are nice but don't really like to show them off that much. I don't put them in shows nor do I usually have them put in magazines.

Every time I do ride or go to an event, there is a big deal around them. Bill Dodge and Kirk Taylor are a couple of the guys who have helped build the bikes. (Bill Dodge is finishing up my second bike from his shop as we speak.) Nothing is left undone, from the one-off pipes to the Paul Cox and Bill Wall seats.

Here are a few of the bikes. One is a 2002 H-D and the other is a bobber that



was built by Bill Dodge at Bling Cycles. Hope you like them.

Randy Flores
 Cyberspace

As Borat would say, Verry nice.

Fashion Statement

It seems everyone has an opinion on what I should wear while riding MY motorcycle. If everyone should be wearing boots and long pants, then shouldn't EVERYONE be wearing gloves, a riding jacket, and full face helmets all the time? When it comes down to it, it really doesn't matter what anyone else

thinks. It's my bike and my clothes.

Bobitto
New York

45,000 Miles?

On Page 7 of the August 2007 issue, John Snelgrove claimed he rode 45,000 miles in three weeks. I don't know what kind of drugs he has, but they must be good. In order to do that, he would have to average 2,143 miles per day.

If he can average over 2,000 miles a day for three weeks, he truly is a member of the Iron Butt Club. I could never accomplish that feat because I'd stop for a beer now and then.

John Haefemeyer
Waukesha, Wisconsin

He probably meant 4,500 miles; that would average out to 214 miles a day. Much more like it.

Passing Of A Friend

On May 6, 2007, all the bikers in southern Arizona lost a true friend, Paul Breuer. Paul was a past show director and participated in re-enactments for the tourists in Tombstone. Paul was a true friend of all bikers. He was responsible for integrating biker runs with Tombstone's celebrations HellDorado Days and Wyatt Earp Days. Paul was never one to judge a person on looks or how much money they made. He was everyone's friend and would help anyone in need—not for any personal recognition, but only because they needed help. When he told you something, you could believe it. His word was all you needed.

Paul will be missed. Be free my friend.
Slick

Out There Somewhere

Great Little Towns Out There

My wife and I recently loaded up our Road King and headed across the country. We headed out of the Atlanta area up through Cincinnati, Indianapolis, and on to Chicago. From there we took historical Route 66 to Santa Monica. The trip made me realize what great little towns there are in this country and that Americans just don't travel anymore. Sure, we go to Sturgis and Daytona, and families load the kids in the minivan to head out to Disneyland or the beach, but we never really travel and see the people and places along the way.

I understand that you don't always have time to take the side streets, but maybe the next time you head out, if you have to take the interstate, you can take a



little time and go that extra 1/2 mile or mile into town and eat at the local café or diner and stay at the mom and pop motel. Meet the people in the towns and let them tell you about their town. You can meet some great people that way. Don't stop at the chain hotels and restaurants. It will make the trip a journey and make for some great memories.

Scott "Duck" Burks
Georgia

Thanks

With regard to the June '07 issue ("Readers Rides"), I was very excited to see my bike in your rag (Page 134 – the 2001 Deuce). My only problem is that the friends who put their hearts and souls into this build were not recognized. Assembly was done by Mike Gold of the Hawks Pen in Sharon,

Pennsylvania. He is the best machinist in our neck of the woods.

The paint and molding was done by Mark and Becky Pomponio of Cherokee, Arizona. As the article states, it is all hand painted by brush, no airbrush used. The detail is unbelievable (above photos). Becky ranks up there with the best painters in the country. For a reasonable price and a great paintjob, you won't regret it. Go to www.rpmlimited.net.

Thanks again for publishing my bike and giving credit where credit is due.

Guy Seaburn
Sharon, Pennsylvania

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One For The Books

Drag Specialties FatBook Sourced By Jerry Covington

A couple of times a year, the guys at Drag Specialties phone up a builder and order a bike. There's one proviso: the builder has to agree to use parts carried by Drag Specialties,

frame to fenders. This is an advertising deal, and if you've passed by the Drag Specialties display at Daytona, Sturgis, Myrtle Beach or just about anywhere in the country, you've seen some of the



bikes built in the past. These bikes instantly become part of the road show demonstrating what's possible by thumbing through that giant FatBook and picking up the phone. Over the years, Don Hotop, Eddie Trotta, NYC Choppers, Brian Klock and a host of others have gotten the call. This time it was Jerry Covington's turn.

This long and low two-tone beauty is Jerry's first FatBook build and he stayed



with the plan. Everything came straight from the Drag Specialties catalog, or at least most of it did. "Staying 'catalog correct,'" Jerry says, "wasn't easy for us. We rarely leave a part exactly as we found it." But they did here, the result being exactly what Drag ordered up, a spectacular show bike. Lately Jerry's been making news with some wonderfully stretched-out customs. He kept that theme here beginning with Rolling Thunder's Negative Stretch frame—brand-new to the FatBook. With the frame's lowered neck and wide tail, Jerry improved things with some sheet metal magic. All that molding surrounding the seat area and running into the tail expertly blends with the bike to make it flow. The oil tank's been massaged a little to fit inside all that new sheet metal. It adds up to a major change in appearance without changing a thing on the frame. The Wernimont and Nasi fenders and Independent gas tank came with FatBook part numbers, as well.

It's the same story with the drivetrain.

The show-polished Patrick Racing 125 Jerry chose, the JIMS 6-speed, PM wheels and Martin Bros. pipes are all catalog accessible. In fact, most of those parts just listed were on a "preferred parts to use" list that Jerry had at the

beginning of all this—parts that were new to the FatBook and needing a little exposure. No problem on Jerry's end; he says he uses that same hardware all the time. As a little bonus, though, PM had just delivered some new wheel designs





to Drag and Jerry got to use one of them for the first time anywhere. All of this was topped with one killer paintjob—a beautiful two-tone Kandy Red and Pearl White fogged with Creme. The colors tie the bike together perfectly and the paint detail even extends down the frame tubes. There's nothing brassy or loud, it's just pure class and a definite attention getter.

Even playing by those FatBook rules, a few things about this bike are one-off specials, like Jerry's own triple-trees and those stainless steel brake lines. And yeah, a fair number of the catalog parts were modified, but just a little. And there's nothing wrong with that; it's just another demonstration of what's possible working with over-the-counter parts and adding imagination. We are talking custom here and, catalog sourced at its core, this one is definitely a custom. Although it's the first FatBook bike from Covingtons Customs, you can bet it won't be the last.

—Joe Kress



Owner: Drag Specialties
City: Janesville, Wisconsin

GENERAL

Designer: Jerry Covington
Fabrication: Covingtons Customs
Year/make: 2007 Covingtons Customs
Model: FatBook Show Bike
Assembly: Covingtons Customs
Time: 6 months
Chroming: Chrome Masters

ENGINE

Year and make: 2007 Patrick Racing
Displacement: 125 cubic inches
Ignition: Comp-U-Fire
Cam: Patrick Racing
Carb: Mikuni
Air cleaner: Thunder Cycle Death Stack
Pipes: Martin Bros. Blistas

TRANSMISSION

Year/make: 2007/JIM's
Shifting: 6-speed, RSD

PAINTING

Painter: Brian Loker
Color: Candy Apple Red, Pearl White
Type: House of Kolor, DuPont

FRAME

Year/make: 2007 Rolling Thunder
Type: SLX

Rake: 44 degrees
Shocks: Legend Air

ACCESSORIES

Handlebars: Burley bikini
Risers: Alloy Art
Handlebar controls: Joker Machine
Fenders: Russ Wernimont, Jim Nasi. modified
Headlight: Independent Cycle
Taillight: Russ Wernimont
Pegs: Joker Machine
Foot controls: Joker Machine
Gas tank: Independent Cycle
Oil tank: Rolling Thunder
Seat: Tony Manuel
Mirrors: Paul Yaffe
Grips: Joker Machine

FRONT END

Type: custom
Builder: Covingtons Customs

WHEELS

Make: Performance
Machine Domino



Size: 21-inch front, 18-inch rear

Tires: Avon Venom, 300 rear

Brakes: Performance Machine

Photos: Edge Advertising

Contact: Covingtons Customs

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PartsBox



Arlen Ness retro fork boot covers

The Ness retro fork boots feature retro styling and are designed to fit '86-and-later FLT, FLH and Heritage Softail models. Replacing the OEM lower fork leg covers, these boots are machined from forged 6061-T6 billet aluminum and are reminiscent of early off-road fork boots. They are available in chrome or black anodized finish for \$199.95 with an optional diamond-cut design for \$299.95.

See www.arlenness.com or call 925-479-6300 for details.



SoftBrake's sanitary tombstone housing

SoftBrake's tombstone taillight housing does away with the usual protruding peripherals such as license plate bracket and lighting port. It can be used in conjunction with SoftBrake's sanitary license plate. It retails for \$70 without lens and can be ordered by calling 951-549-9954, or go to www.softbrake.com.



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Call 714-901-4516 for information or visit www.toddscycle.com.

Down in the weeds with Shorties shocks

From Lick's Cycles, these Shorties short shocks measure 10 inches from eye to



eye. They are made to lower a stock Sportster seat height to just 24 inches. Low, comfortable and cool, Shorties shocks are a bolt-on replacement for factory units and fit '79 to '07 Sportsters. They are available with chrome or black powdercoated springs and end caps. They accept standard or heavy-duty coil springs. Shorties are also available for FLT, FLH, FXR and V-Rods.

For detailed application information contact Licks Cycles at 413-663-9050 or go to www.lickcycles.com.



Detroit Bros. InsaniTrees

True to their post-apocalyptic building style, Motor City bad boys Detroit Bros. once again is producing unique parts for the builder who likes his bikes rough and brawny. The newest product to come out of the toxic team's shop is a set of narrow-track fork clamps that accept 39mm fork legs, right off a Sportster. These clamps also fit a 1-inch neck stem, so they will work with your big twin frame. The clamps are available in raw or polished aluminum starting at \$449.99.

For more info call 866-DET-BROS or visit www.detroitbros.com.



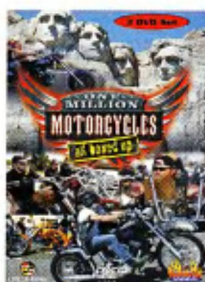
Glass Jaw velocity stack

Bare Knuckle Choppers is very excited to release their new Glass Jaw velocity stack. This velocity stack is made from thick-wall hard glass and is hand-blown



by a tattooed, short-tempered ninja from the near east, they say. Each glass stack is encased in rubber at the mounting area to reduce vibration and eliminate fractures and breakage. Colors currently offered are green, red, blue, and black, and the mounts are chrome-plated aluminum. Mounting is available for S&S Super E & G carburetors, as well as Mikuni and CV.

Call 888-240-NUKL or check out the Web site online at www.bareknucklechoppers.com.



One Million Motorcycles (All Boxed Up)

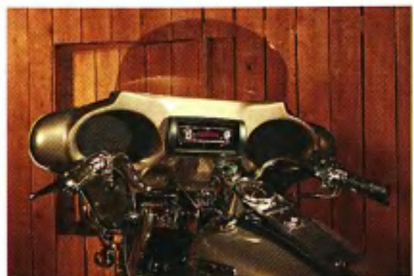
The *One Million Motorcycles (All Boxed Up)* 3 DVD set is a festival of biker footage divided over three movies.

The first, *One Million Motorcycles*, takes you to the Sturgis rally. The second film is *Daytona USA Biker Beach Bash*. The 60-minute DVD is loaded with not just Harley-Davidson biker action, but it is a true celebration of the entire Daytona Bike week experience. The third film in this package is *Hog Heaven River Run Wild*, featuring the Laughlin River Run in Nevada.

The package is available from Full Throttle Video for 29.95. Visit their web site at: www.fullthrottlevideo.com for more information.

Dragonfly Cycle Concepts detachable fairing

Dragonfly Cycle Concepts has a detachable fairing for Harley-Davidson Road King, Heritage Softail and Fat Boy models. It uses high-quality injection molding, a process that outperforms the current standard of hand-laid fiberglass fairings, we're told. Adding huge, 6 x 9 speakers that are mounted internally into the fairing gives the user awesome sound potential with a truly factory look. The



fairing uses your stock docking system and is detachable in just two minutes.

Visit www.dragonflycycleconcepts.com for more information.



Namz connectors for H-D fuel injection

Fuel Injection is here to stay and NAMZ Custom Cycle Products now offers a comprehensive line of Harley-Davidson fuel injection connectors, terminals and wire seals for the Delphi fuel injection system.

NAMZ has been providing electrical components, fluid transfer lines and custom installation supplies for years. Their products are available through Drag Specialties, Custom Chrome, Mid-USA, J&P Cycles, Tucker Rocky, Zodiac, Mid West, or online at www.namzccp.com.

Call NAMZ at 877-277-NAMZ for more information.



Terminal Velocity II closed-loop fuel management system

The Terminal Velocity II Alpha N closed-loop fuel management system from Terry

Components works in conjunction with factory closed-loop systems to provide a 20% increase in horsepower and torque on most bikes. It features as-you-ride active load adjustment. It also replaces costly Dyno time with 50 to 75 miles of riding to properly re-calibrate for modifications specifically made on your bike. The system uses factory-preset calibration tables for fuel ignition coordination and works with factory sensors.



Mid-USA carries a model to fit '01 to '06 Softails and other 5-speed bikes, while the second model is for '06-and-newer Dynas, '07-and-newer 6-speeds and '07-and-newer Sportsters.

Call Mid-USA at 800-527-0501 or go online to www.mid-usa.com.



Retro rides like Jammer parts

Jammer now has a new version of their drilled taillight, featuring a brass housing. It was made to complement other brass items from the Jammer line. The taillight uses a 12-volt, dual filament bulb with license plate illumination and an integral mounting/license plate bracket. It's 2 3/4 inches wide and 1 1/4 inches deep. The drilled brass light retails for \$195.95.

Jammer products are distributed by Custom Chrome. Go to www.jammer-club.com for information or see your Custom Chrome dealer representative.

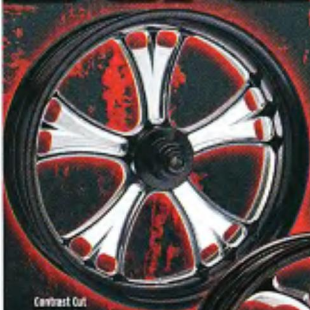


Ultimate petcock and line fittings

KT Components recently developed a collection of custom petcock and carburetor fittings that provide aircraft-quality and dependable, seamless operation. Each petcock fitting is designed to open and close with a push-pull movement to control fuel flow. These valves are joined with high-flow, clear-coated stainless wire braided lines and polished stainless fittings. The units are currently available for Mikuni and S&S applications and fit with a variety of custom hose lengths.

Call KT Components at 714-630-7144 or go to Web at www.kendonusa.com.

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Contrast Cut Torque



Gasser



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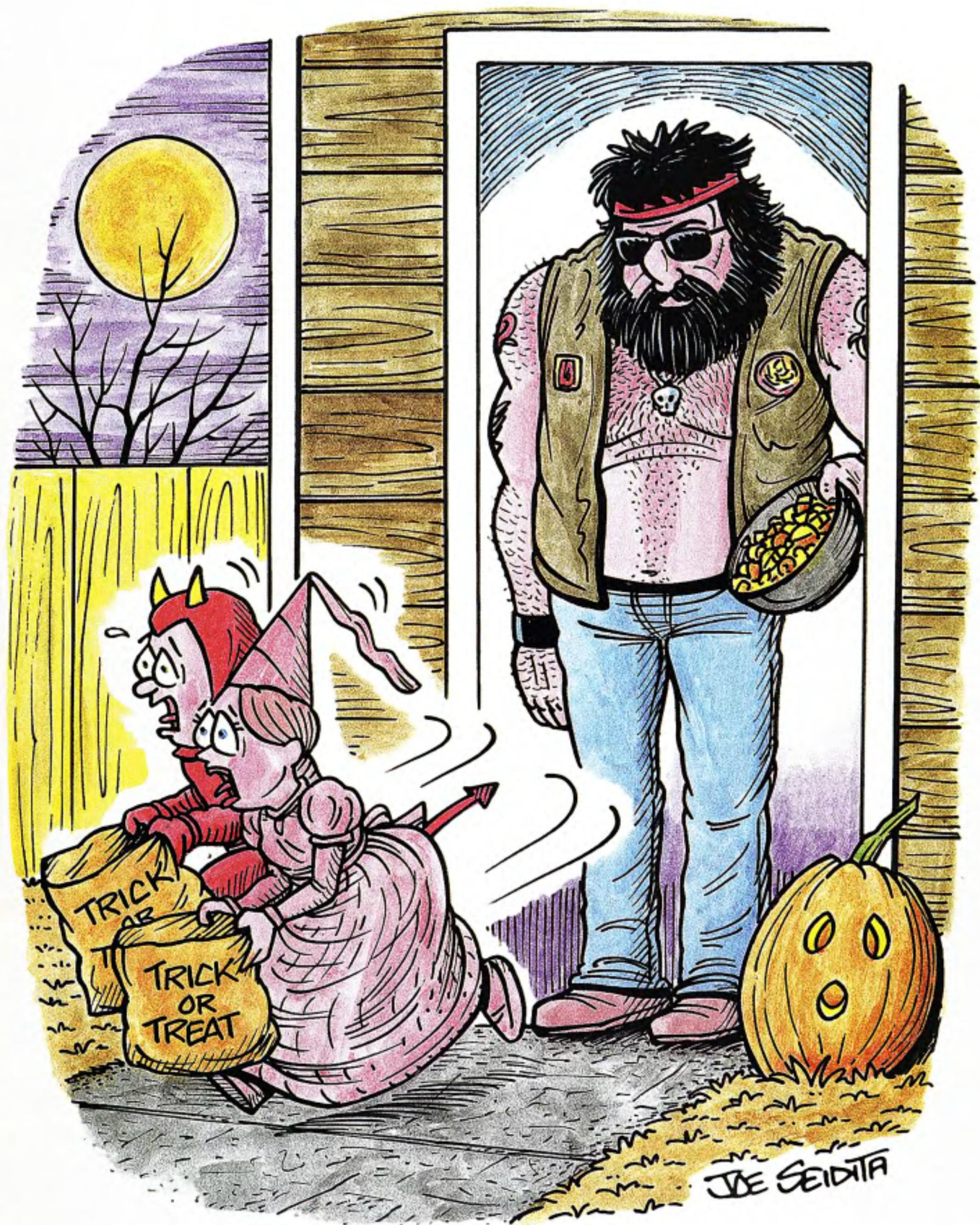
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"I've had panheads and shovel-heads forever, but I've always wanted a knucklehead," says Texas bike builder Billy Aaron, but then he chuckles. "I'll tell you one thing; they're a pain in the ass. I know 'cause I built that motor piece by piece. I never knew a motor could have so many god-damn pieces."

Billy, a veteran of several show-winning bikes, started with just one piece when he launched into his knucklehead project, that part being a 1930 VL Springer front end. "A friend found it on the Internet for sale up in New York and it was all original. That's kinda how that bike got started. We needed something

to put it on. You gotta start somewhere." Billy also tells how to tell a real VL from a later model Springer or reproduction: "You can see the little tinny fender tabs visible on the front. That's the telltale sign it's a real VL."

As for his choice of frames, he explains, "My panhead's in a straight leg frame, so I figured, well, I'll put the knuckle in a '48 wishbone frame so it would be different since, as you know, knuckles weren't built with wishbones."

Billy also opted for a jockey shifter that moves through the Andrews gears he added to a 1962 gearbox and the transmission found at an East Coast swap meet. Other upgrades include a

NOSTALGIC KNUCKLEHEAD

Billy Aaron's Fistful Of Fun

PM rear brake, but as for that VL front end, Billy says, "No front break. That front end is too pretty to cover up with anything. I think it's the prettiest front end Harley ever made."

You might notice the narrow bars; it's Billy's nod to the early boardtrack racers. And if you look closely at the wishbones, the narrowed Sportster tank and the front end, Billy's massaged them to match up their lines to perfection. The tucked-in look enhances the all thrills/no frills overall design of the bike including the candy red paint job that sets off the gleaming knucklehead motor. The Joe Martin paintjob, on closer examination,



features 30 individual drawn skulls. "Yeah, Joe is into the skulls and he was happy when I said go at it."

Billy sounds pretty happy himself

when asked how the bike runs. "It's a real easy kick starting bike, not like my big-inch pan. It helps that the knuckle is 100% stock with a mild Andrews cam. But it can get up and go."

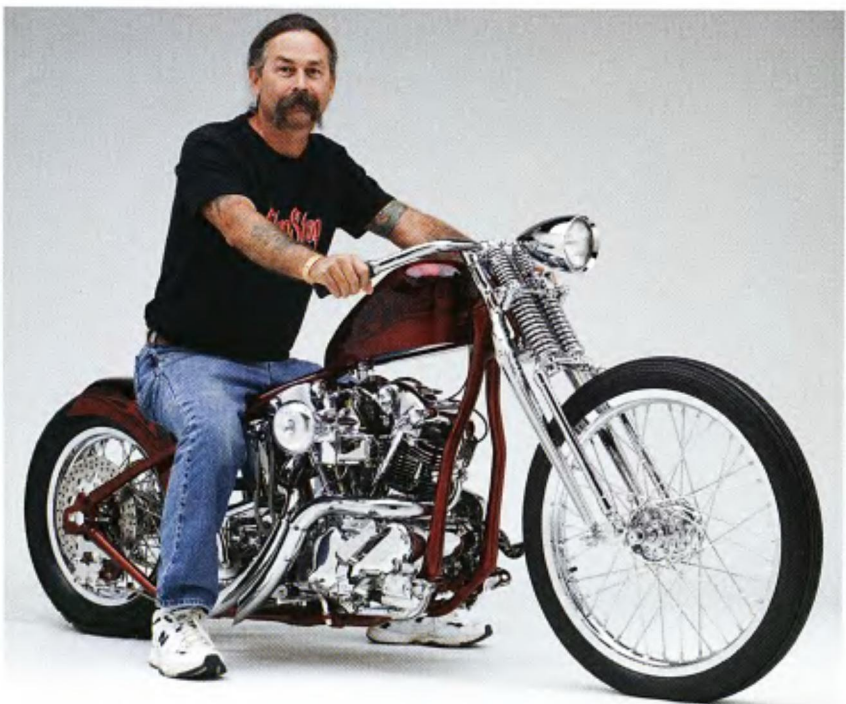
The knuckle has gone home with its share of awards including First Place Engine and 2nd Best of Show at the 2005 Louisiana Bike Expo.

At the moment Billy's been enjoying his daily driver, a 2002 Road Glide, but is also busy plumbing a new bike. It seems that for builders like Billy, the favorite bike project is always "the next one."

—Paul Garson







Owner: Bill Aaron
City: Kerrville, Texas
GENERAL
Designer: owner
Fabrication: owner
Year and make: 2005 Special Construction
Model: Knucklehead Custom
Assembly: owner
Time: one year
Chroming: Brown's Plating

ENGINE
Year: 2005
Model: knucklehead
Rebuilder: Hog Haus
Ignition: Mallory
Displacement: 74 cubic inches
Lower end: S&S & Harley-Davidson
Balancing: Tommy Wideman
Pistons: Wiesco
Heads: Flathead Power
Cam: Andrews
Lifters: V-Twin Mfg.
Carb(s): S&S L body w/air horn
Air cleaner: nope
Pipes: Joe Martin
Transmission: 1962 Harley-Davidson
Modifications: Andrews gears
Shifting: jockey

PAINTING
Painter: Joe Martin
Color: candy red & black
Type: PPG

FRAME
Year: 1948
Builder: Ted's V-Twin
Type: wishbone
Rake: 30 degrees
Stretch: none
Shocks: none

ACCESSORIES
Bars: owner
Handlebar controls: Pat Kennedy
Fenders: West Coast Choppers & owner
Headlight: Headwinds
Taillight: V-Twin Mfg.
Pegs: owner
Electrics: owner
Gas tank: Paughco
Oil tank: Paughco
Oil system: S&S
Seat: owner & Craig
Mirrors: none
Grips: stock Harley-Davidson

FORKS
Type: 1930 VL Springer
Extension: none
Builder: Harley-Davidson

WHEELS
Size: 21-inch front/18-inch rear
Wheels: Harley-Davidson
Tires: Avon
Brakes: Performance Machine
Photographer: Michael Lichter



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SWAP MEET SPECIAL

I started work on my swap meet special early last year. The motor and transmission are from a '68 shovelhead. I bought them complete, but then I had everything rebuilt. I put a 3-inch belt drive on it but not the long bearings that came with the kit. I started it up for the first time yesterday, and it runs great except the clutch was so noisy that I took everything apart immediately. I was going to put the long bearings in, but the clutch drum fit so tightly in the basket that I don't see how it could be causing all of the noise. The reason I didn't put in the long bearings in the first place is that they wouldn't fit and the stock ones seemed to fit perfectly with no slop after I installed a RamJet retainer. Is there anything else I should try before having the basket honed out for the long bearings? Another thing is that I had to adjust the clutch twice because it started grabbing, although I adjusted it by the book and it worked perfectly when I started off.

Roger Wilco
Over and Out

Take a close look at the throw-out bearing and replace it if there is a lot of slop in it. If you adjusted the clutch correctly and left enough free play in the rod that goes through the mainshaft, the rod may be digging into the throw-out bearing. That happens when the machined shoulder on the end of the rod gets a taper worn into it, which lets the rod wedge deeper and deeper into the bearing. You can try the long bearings, but it's a toss-up as to whether they will make your clutch any quieter.

SURE AS SHOOTIN'

My Evo is a 1340cc that has been built to full performance specifications. It Dynos at 90 to 92 horsepower and usually wins the 80-inch class at local Dyno shootouts. The heads have been professionally ported and use roller rockers, it has a Red Shift 576 cam, and the compression ratio is 10.8:1. Mufflers are KhromeWerks AR100s that I remove the baffles from for shootouts. My competition is closing the gap and I was thinking of changing from my S&S Super E to a Super G. The shop that does most of my work says a "G" is too much for a 1340. What do you think? I was also thinking of adding a Thunderjet.

Rod
Busted Nut, Nebraska

Depending on your heads, I'd guess the Super G would be good for 3 to 6 horsepower at high revs. It may not feel as strong as the Super E at low and midrange rpm, but should pull it from 4,000 rpm up. In my experience, most of the gain from a correctly tuned Thunderjet comes in the midrange. However, it could be good for a pony or two on the top end. That could easily be the difference between winning and losing a shootout so I'd say go for it, but plan on several Dyno pulls before your next competition to be sure it's dialed.

SIT ON IT

I want to make a seat pan for my rigid frame chopper. Everybody says use fiberglass, but I hate working with that shit. Is there any reason I can't make the pan out of aluminum or sheet metal?

Seat Man
Internet

Nope. If the metal doesn't do what you want it to, annealing it by beating it with a torch will make it more pliable.

TANKS BUT NO TANKS

Do you know if 1962 panhead tanks will fit my '73 Super Glide? I have a chance to buy a set that has the original emblems.

Robert W.
Out There

The right-side tank won't clear the Shovel rocker boxes. Stick-on '61/'62 emblems should on your stock tanks, and are available from several sources.

JUST STOP IT!

I picked up a pile of Japanese bike brake calipers cheap and want to put one of them on the front of my 1989 FXSTS. I have heard there's a guy who makes brackets for this in Michigan, but I haven't been able to find any information about him. Do you know how I can contact him?

Stoppie Bill
Topanga Canyon, California

We've mentioned him before. That would be my pal Kevin, online at www.fabkevin.com.

STROKIN' IT

I got a deal on a '66 shovelhead. It runs, but I planned on rebuilding it when I bought it anyway. My question is this: I would like to get as much power as I can

out of this classic without compromising the reliability of it for cross-country trips. What is your opinion on stroking? Is this a good idea or trouble? If so, how big should I go?

P. McWhorter
Allentown, Pennsylvania

Stroke away! I'd stay with the stock bore to avoid boring your cases, which means your best choice is 84, 86, or 88 cubic inches. I must be getting soft in my old age, because something tells me to recommend the 84-inch kit for you. You'll have to decide between cast and forged pistons. I'd recommend cast for a couple of reasons. You can set most cast pistons up a little tighter, and the compression ratio is usually lower. Stay on the mild side when choosing your cam, and don't be afraid of solid lifters if the cam manufacturer recommends them for the cam you choose. Solid conversions for the stock lifters are cheap and reliable. You'll want a performance carb and pipes to finish up.

EXTRA LIFT

One of the lifters in my '87 FXR has become noisy. I have been thinking of converting the lifters to solids and wondered if there is an objection to that.

Annie
Get Yer Gun

Not if you want your engine to sound like a clothes dryer with a handful of rocks bouncing around inside. I tried solids in an Evo way back when. They were fine for running around town, but not on the highway where the engine could reach normal operating temperatures. The problem is that aluminum cylinders "grow" when hot, and solid lifters have no way to accommodate that. If your current lifters have more than 20,000 miles on them, replacing all four would be a good plan. Some Evo lifters seem to last forever, but you don't want to take the chance of a roller or roller axle failing and dumping a bunch of metal fragments into your engine.

—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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BAR-HOPPING



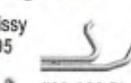
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EASYRIDE

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

Announcement

J&P CYCLES DESTINATION DAYTONA SUPER STORE OPENS



Photo: courtesy of J&P Cycles

J&P Cycles is happy to announce that their Destination Daytona Super Store is now open! Located at the junction of I-95 and US 1 in Ormond Beach (exit 273), the 36,000-square-foot facility opened to the public Monday, June 11 and will now be open daily throughout the year.

J&P Cycles is one of the largest aftermarket retailer of parts and accessories for motorcycles. Headquartered in Anamosa, Iowa, the new store is their first retail outlet. The facility features a 15,000-square-foot showroom stocked with the one of the largest selections of motorcycle parts anywhere in Florida. Thousands of parts and accessories for your Harley, V-twin metric cruiser, Gold Wing and Sport-bike motorcycle, leathers, clothing, helmets, collectibles and other motorcycle accessories are also available in this one-of-a-kind motorcycle super store.

Store hours are: Monday through Friday, 8:00 a.m. to 8:00 p.m., Saturday, 8:00 a.m. to 6:00 p.m. and Sunday, 10:00 a.m. to 5:00 p.m. EST. Order toll-free in the U.S. and Canada at 800-397-4844 or on line at www.jpccycles.com.

—Gator



New David Mann Stamps 2007 SERIES TWO EDITION

Premier Postage, a leading provider of customized postage sheets and collectibles, has announced the release of the second series of customized postage that honors the work of legendary biker artist David Mann.

Series One, released last fall, featured Mann's *Ghost Rider* art on real U.S. postage. The new series features nine *Family* first class postage label designs, plus a rare *Mount Rushmore* design on a highly-collectible 8.5 x 11 postage sheet.

Premier Postage is able to offer these products as a result of the expanded customized postage program from the U.S. Postal Service and has teamed up with Pitney Bowes, an authorized customized postage vendor, to bring these products to the consumer.

The 2007 Series Two edition of the David Mann postage commemorative sheet retails for \$19.99 and is available for purchase for a limited time, after which it will be archived. These sheets are not available in U.S. post offices.

You can purchase the sheets exclusively from Premier Postage by visiting www.premierpostage.com.

—Postal Pete

Events

V-TWIN CHILDREN'S RIDE BRINGS IN BIG DOUGH



Photo: Mike Lichter

Captain Jack searched for crew mates and entertained kids in the cancer ward of Children's Hospital in Seattle.

The V-Twin magazine-sponsored Children's Ride, Gala and Auction was held at the Hyatt Regency Hotel in Bellevue, Washington, this June and was attended by 285 guests. Among the guests were baseball legend Edgar Martinez and custom bike builders Brian Klock, Laura Ellifson and Paul Yaffe. Oh, and the infamous Captain Jack Sparrow!

Among the auction items, was Brian Klock's Klock Werks Custom Harley-Davidson Road Glide which sold for \$67,500 to Greg Foster. Greg purchased the Edmondson custom built bobber and the Paul Yaffe Originals custom at last year's event. After purchasing the Road Glide, Greg turned around and donated his 2006 Road King to the auction. Greg Braun purchased the Road King for \$26,500. (Special thanks to Destination Harley-Davidson for donating the Road Glide for Brian Klock's build.)

Keith Wong built a Shelby Cobra-inspired Zacky's Custom that sold for \$55,000 to Rick Barry. Downtown Harley-Davidson built a custom cycle in

CONTINUED NEXT PAGE

Children's Ride CONTINUED

memory of Russ Tom that sold for \$55,000 to Ron Orr. The bike was designed by Rich Starkweather and built by Jimmy LaPlante and featured an S&S 145-cubic-inch engine. Russ' parents and daughters attended the event.

The Children's Ride Posse had 65 riders who each paid \$500 for a weekend of riding and catered meals. On Saturday, their police escorted ride took them out to Sultan and Skykomish. They ended up at Gordy's in North Bend for lunch. Later that night, The Parlor Billiard and Spirits in Bellevue hosted the group for dinner.

Over 1,000 riders pre-registered for the ride from Qwest Field out to the Pacific Raceways in Kent. The AHRA had to cancel the drag races at 2:00 p.m. due to rain, as the track was too wet to run on. Collectively, the Children's Ride, Gala and Auction brought in \$650,000 for the Seattle Children's Hospital. The money goes toward unsupported care for children with life-threatening diseases.

—Wendy Funicello

Coast To Coast

Biker News

MOTORCYCLE AWARENESS MONTH INTRODUCED IN CONGRESS: For many years NCOM has worked toward getting the month of May officially designated by Congress as Motorcycle Awareness Month nationwide. Although virtually every state and major municipality now issues "Motorcycle Awareness" proclamations, no such Congressional proclamation has ever been passed to bring national awareness to motorcycle safety.

During the mid-1990s the House of Representatives banned such resolutions primarily due to the costs incurred by the public to work hundreds of these special days, weeks and months through the legislative process.

The federal government did officially recognize May 2004 as National Motorcycle Safety and Awareness Month, thanks to the efforts of retiring U.S. Senator Ben Nighthorse Campbell, a member of the NCOM Legislative Task Force whose Senate Resolution 168 was passed by unanimous consent of the U.S. Senate, but this did not provide a permanent solution.

Now, Congressman Michael Burgess of Texas, has introduced House Resolution

339, a non-binding "sense of Congress" measure that supports the goals of a "Motorcycle Safety Awareness Month" in perpetuity. Though barred from setting aside periods on the calendar for a specific purpose or cause, HRES 339 "supports the goals of a motorcycle safety awareness month" without officially designating such a month.

Your help is needed to get the measure enacted. Please contact your Congressional representatives and request that they support House Resolution 339, and make our federal legislators aware of motorcyclists' overwhelming support for this effort.

HELMET-FREE FOR A FEE: Following on the heels of Governor Jennifer Granholm's veto of a helmet law repeal bill passed by the Michigan legislature last year, a new piece of legislation has been introduced that puts a price on freedom by allowing riders to opt out of the state's helmet requirement by paying a fee.

House Bill 4749 was recently introduced by State Rep. Barbara Farrah (D-Southgate), and sponsored by no fewer than 60 representatives, that would allow motorcyclists the opportunity to buy their freedom for \$100 per year or \$200 for a three-year no-helmet permit. Supporters argue that the measure could ring up more than \$25 million for the cash-strapped state.

Under the new bill, Motorcyclists could circumvent the mandatory helmet law if they are 21 or older, have been licensed to operate a motorcycle for at least two years, complete a motorcycle safety course, have insurance or security of \$20,000 for first-party medical benefits in the event of an accident, and purchase an endorsement for their license plate and license.

Michigan is the only Great Lakes state with a helmet law and, according to ABATE of Michigan, the law costs the state about \$1.2 billion a year in tourism as out-of-state riders won't visit because of the helmet mandate.

COLORADO ENACTS KIDDIE HELMET LAW: While 30 states currently allow most adults the freedom to choose when and where to wear a helmet, only three of those states have no helmet requirement for any rider: Colorado, Iowa and Illinois.

Colorado has not had a helmet restriction since 1977, but now Colorado's legislature has passed House Bill 1117 to require helmets for any rider under 18. The Kiddie Helmet Law was signed by Gov. Bill Ritter on June 1, and went into effect on July 1, 2007.

This bill targets minors only and adults 18 and older will still have freedom of choice. HB 1117 creates penalties of \$25 to \$110 (of which \$10 would go to the Colorado traumatic brain injury trust fund) for riders or passengers under 18 who fail to wear a motorcycle helmet.

TENNESSEE PASSES R-O-W BILL: "I am proud to announce that HB1335 (Right of Way Violations) passed the Tennessee House today by a margin of 93-3," exclaimed a jubilant Mike Hays, legislative director for CMT/ABATE, Inc., "and the bill will now go to the Governor for his signature."

The new law will hold motorists more responsible for causing accidents that result in injury or fatality.

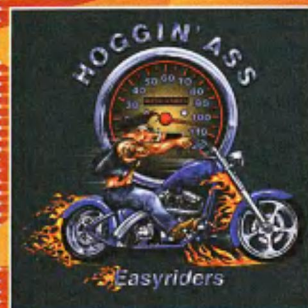
"It will be up to the motorcyclists of Tennessee to educate those who will enforce and prosecute under this new law," added Hays. "Talking with your local police, prosecutors and judges is the best way to make sure the authorities use the new law where applicable."

Meanwhile, the Tennessee General Assembly is wrapping up for the year and HB1283/SB1511, Tennessee's helmet law modification bills, will be rolled into the 2008 legislative session. The helmet law repeal has already passed the Senate and has also passed the House Transportation Committee and will pick up where it left off this session.

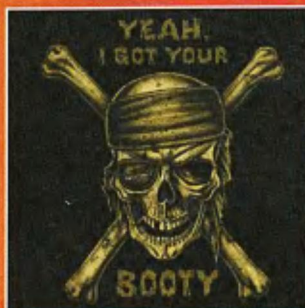
Pointing out that Tennessee's fatality and injury rates are consistently higher than most of the 30 states that allow responsible adults the option of wearing a helmet, bill sponsor State Rep. Curry Todd of Collierville said, "I stand strong on the rights of adults to have freedom of choice. Helmets are sold in the apparel department of dealerships, not the safety department. There is ample evidence to show that as states have repealed helmet laws, injury and fatality rates have declined. I look forward to working with my colleagues in the Tennessee Legislature and the freedom loving motorcyclists of Tennessee

CONTINUED ON PAGE 30

T-shirt Season



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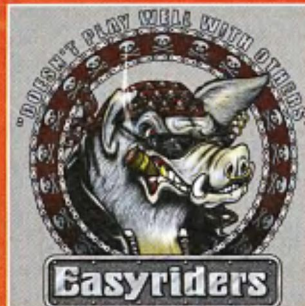
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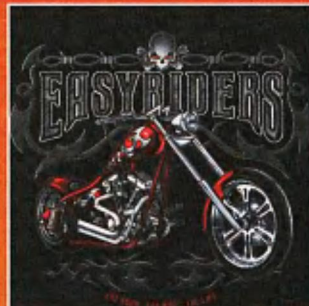
SCREAMING EAGLE MUSCLE TEE
6018 SM-XL \$23.95 • XX \$26.95
XXX \$29.95



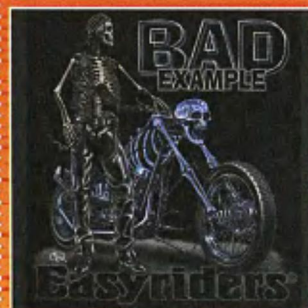
PHOENIX
5065 SM-XL \$19.95 • XX \$21.95
XXX \$23.95



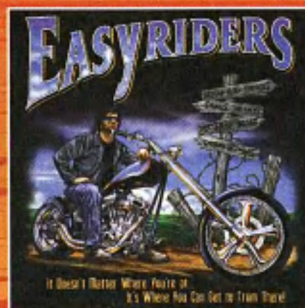
DOESN'T PLAY WELL
6122 SM-XL \$19.95 • XX \$21.95
XXX \$23.95



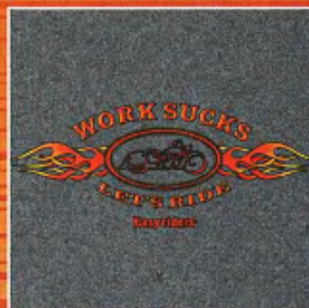
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XXX \$23.95



BAD EXAMPLE
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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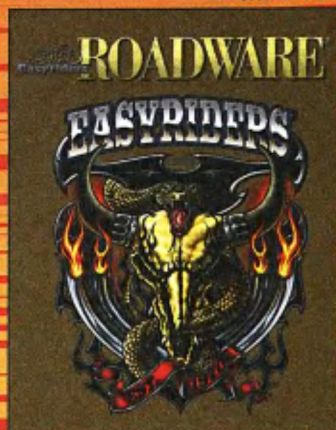
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Biker News CONTINUED

to allow responsible adults the right to choose their riding apparel."

DENVER TELLS BIKERS TO PIPE

DOWN: The Denver City Council has passed an ordinance aimed at muffling motorcycles that have been modified to make them louder, over thundering opposition from local bikers and motorcycle businesses. City Councilman Rick Garcia said he sponsored Council Bill 242 in response to mounting complaints from residents about thunderous hogs rolling through his northwest Denver districts at all hours. But bikers call the new law discriminatory.

The municipal ordinance, Council Bill 242 which passed 8-2, is the toughest noise law in the nation and will allow officers to ticket motorcyclists if a bike made after 1982 has a muffler lacking a mandatory factory U.S. Environmental Protection Agency noise certification stamp certifying that the exhaust system is in compliance, instead of testing the decibel level with a noise meter as previously required.

Peter Boyles, a talk-radio host and avid biker whose show recently focused on the new ordinance, said police were "going to be able to pick and choose whom they want to grab."

Once ticketed, bikers will have two weeks to show a judge they fixed the problem to avoid a \$500 initial fine. Garcia said out-of-towners could vow to never ride bikes with modified exhausts through the city again.

As motorcycles soar in popularity, so do laws that restrict their sound levels. The city of Albuquerque, New Mexico, enacted a similar noise ordinance in 2002, but uproar from the riding community convinced the city to switch to sound-meter testing.

TEXAS GIVES GREEN LIGHT TO TRAFFIC SENSORS:

During a discussion at the recent NCOM Convention regarding the spate of states enacting laws allowing riders to proceed through red lights that fail to cycle, Sputnik of the Texas Motorcycle Rights Association (TMRA-II) and member of the NCOM Legislative Task Force told the audience that "In Texas we decided that instead of giving bikers a legal way to proceed through a non-functioning light, we'd require the state to make 'em work."

True to his word, HB 1279: "relating to the requirement that a detector for certain traffic-actuated electric traffic-control devices register the presence of a motorcycle," was passed and signed into law by Governor Rick Perry on May 25, 2007. Way to go, Freedom Fighters!

— By Bill Bish

NCOM

Biker Spirit**EASTSIDE H-D SAVES THE DAY**

My son's school is right next to a big cathedral. During the three coldest months of the year in Seattle, the church creates a tent city for the homeless. While dropping our son off at school one morning, my wife met a homeless, pregnant girl named Rosa. She has since helped her deliver a perfect baby, and the girl and her boyfriend, VJ, have moved into an apartment. We have helped them get the things they need and to get on their feet.

VJ is a house painter and I have helped him get work since, for some reason, several of my riding buddies are painters. There was just one problem, VJ needed transportation to get to and from the job



Scott Cook of Eastside H-D, VJ and Easyriders editor Dave Nichols check out VJ's new ride.

Photos: Scott Cook

site. That's where Scott Cook and Eastside Harley-Davidson came in. I called Scott and asked him if Eastside might have an inexpensive used motorcycle for VJ. When I explained the situation, Scott said, "Let me call you right back."

After conferring with Eastside H-D's owners, Beverly and Keith Thompson, Scott called to tell me they had a 2000 Suzuki Marader for VJ that only had around 2,000 miles on it. Best of all, they wanted to donate the bike to VJ free of charge. I was blown away by their compassion and brotherhood.

I went through my closet and found an old helmet, jacket and gloves for VJ and drove over to pick him up. Imagine his surprise when I told him that he has a



Safety tip: Always carry a mirror to scare other drivers.

"new" bike from Eastside H-D...at no charge.

Scott Cook and Brian Marsh got the bike all ready and walked VJ through the safety check. He rode off into the sunset one happy camper. Thanks to Eastside H-D, a new family is off the streets and able to pay the rent and keep food on the table. That's what being a biker and being a part of the lifestyle is all about.

—Dave Nichols

MRFs Best of the West

THE ELKO, NEVADA EXPERIENCE

More than 130 attended the MRFs Best of the West in Elko, Nevada, hosted by ABATE of Northern Nevada. These folks were some of the most gracious and accommodating people I've ever met. They rolled out the proverbial "red carpet" for all of us. Granted, Nevada could be considered "the new kids on the block," when it comes to the helmet law fight, but they are not going away and will continue the good fight until it has secured freedom of choice in its state. As John Bland, president of ABATE of Northern Nevada stated, "There's no way any group or individuals could change this law the first go-around. It takes several legislative terms to start to understand the process, to learn what your up against, who your opponents are, and how to play the game."

The fact is Nevada has legalized gambling and prostitution. But since 1972, the state has mandated that motorcyclists wear the plastic. This legislative nonsense has never made any sense to us and is so totally wrong. We sincerely wish ABATE of Northern Nevada good luck in its endeavor.

Back to MRFs Best of the West, the workshops presented were superior with such keynote speakers as MRF VP of government relations, Jeff Hennie; Chuck Abbot, Nevada office of traffic safety; Kirk "Hardtail" Willard, MRF president; Cindy Hodges, MRF, CMT/ABATE of North Carolina; Bruce Downs, ABATE of Colorado; and Mike "Boz" Kerr, MRF, ABATE of Illinois.

In 2008, the MRFs Best of the West will be hosted by the Washington Road Riders Association and ABATE of Oregon. Plans for where it will be held are still underway. Stay tuned for details.

—Twiggy

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.

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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

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

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614-224-9400

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TEXAS

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VIRGINIA

Shenandoah H-D
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Waynesboro
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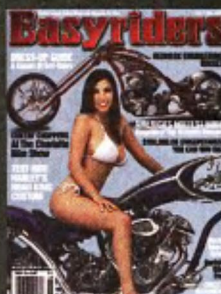
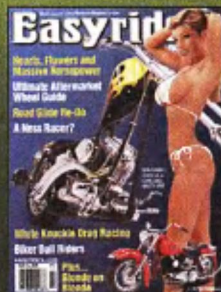
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Suburban H-D
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ext. 1300

Happenings

ALABAMA

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

AHRMA Vintage Festival
Date: Oct. 20-21
Place: Barber Motorsports Park, Birmingham
Info: www.ahrma.org

Bama Bike Fest
Date: Oct. 25-28
Place: Forkland
Info: 334-289-5213
www.bamabikefest.com

6th Annual Angel Ride
Date: Nov. 3
Place: Tanger Outlet Center, Foley
Info: 251-945-7775
www.angel-ride.com

Children's Home Toy Ride
Date: Nov. 3
Place: 1st Methodist Church, Millbrook
Info: 334-590-6700

ARIZONA

Ride For Kids
Date: Oct. 14
Place: Phoenix
Info: 800-253-6530
www.ride4kids.org

Hideaway 9 Year Anniversary Party
Date: Oct. 20-21
Place: The Hideaway Grill, Cave Creek
Info: 480-595-2053
www.hideaway-usa.com

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

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

4th Annual MidSouth Benefit Ride For Life
Date: Oct. 6
Place: Wynne
Info: 870-238-4329

Changing of the Colors Rally
Date: Oct. 17-21
Iron Mountain, Hatfield
Info: www.cmausa.org

CALIFORNIA

32nd Annual Vintage M/C Show and Swap
Date: Sep. 22
Place: El Camino College, Torrance
Info: 805-646-9566
batorinternational.com

Cycle Show and Swap Meet
Date: Sep. 23
Place: Vet's Stadium, Long Beach
Info: 714-557-1846
www.toppingevents.com

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

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

Grand National Bike Show
Date: Oct. 13-14
Place: Cow Palace, San Francisco
Info: www.horsepowerpromotions.com

Hollister Hills SVRA
Date: Oct. 14
Place: Hollister
Info: www.ahrma.org

Nor-Cal Cycle Swap Meet
Date: Oct. 21
Place: Solano Fairgrounds, Vallejo
Info: 800-875-0068
www.toppingevents.com

Ride For Kids
Date: Oct. 21
Place: San Diego
Info: 800-253-6530
www.ride4kids.org

35th Anniversary Griffith Park Sidecar Rally
Date: Oct. 21
Place: Griffith Park
Info: 818-780-5542
www.sidetrider.com

Cycle Show 7 Swap Meet
Date: Oct. 28
Place: Vet's Stadium, Long Beach
Info: 714-557-1846
www.toppingevents.com

AHDRA Drags
Date: Nov. 9-10
Place: Pomona

Info: 336-924-2095
www.ahdra.com

Food and Toy Drive
Date: Nov. 10
Place: Sacramento/El Dorado County
Info: www.boozefighters21.com

DELAWARE

Famous Mike's Open House
Date: Sep. 29
Place: New Castle
Info: 302-658-8800
www.mikesfamous.com

5th Annual Halloween Billy Bob Biker Bash
Date: Oct. 20
Place: Billy Bob's Bike Barn, Milford
Info: 302-684-5800
thebillybobbash.com

FLORIDA

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

4th Annual Run To The Heartland
Date: Oct. 5-7
Place: Sebring
Info: 863-471-1227
www.hra-riders.com

Breast Cancer Poker Run
Date: Oct. 6
Place: Panama City
Info: 850-271-2776

Cotee River Bike Fest
Date: Oct. 13-14
Place: New Port Richey
Info: 727-842-7651
coteeriverbikefest.com

Biketoberfest
Date: Oct. 18-21
Place: Daytona Beach
Info: 866-296-8970
www.biketoberfest.org

State HOG Rally
Date: Oct. 25-27
Place: Cocoa Beach
Info: flstatehogrally.com

Roscoe's Chili Challenge
Date: Nov. 2-4
Place: Lakeland
Info: 863-858-6249
www.roscoeschilichallenge.com

Hogs On The High Seas Rally

Date: Nov. 4-11
Place: Cape Canaveral
Info: 800-444-8795
hogsonthehighseas.com

Ride For Kids
Date: Nov. 4
Place: Sarasota
Info: 800-253-6530
www.ride4kids.org

GEORGIA

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

John Crum Ride
Date: Oct. 6
Place: ABATE Dist 1
Info: www.abatega.com

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

3rd Annual Big Billy Memorial Party
Date: Oct. 19-20
Place: Wingmen MC Clubhouse, Ludowici
Info: 912-545-3304

4th Annual Wingmen MC Helping Hands Parade
Date: Nov. 3
Place: Fred's, Rincon
Info: 912-754-9339

Date: Nov. 10-11
Veteran's Weekend
Place: Tom's Place, Cartersville
Info: 770-386-7755

HAWAII

State HOG Rally
Date: Oct. 12-14
Place: Waikiki
Info: 808-668-8058
www.histatehogrally.com

ILLINOIS

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

Yule Tide Ride
Date: Oct. 6
Place: Embarras Valley ABATE
Info: 217-627-2303
www.abate-il.org

AHRMA Cross Country Series

Date: Oct. 14
Place: Lincoln Trail Motorsports, Casey
Info: www.ahrma.org

21st Annual Toy & Food Run
Date: Oct. 14
Place: LaGrout to Batavia VFW
Info: www.abate-il.org

ABATE Pumpkin Run
Date: Oct. 20
Place: Macon Chapter Just-One-More, Decatur
Info: www.abate-il.org

27th Annual Polar Bear Toy Run
Date: Nov. 3
Place: Monmouth to Galesburg
Info: www.centralilabate.org

INDIANA

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

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

IOWA
Fall Leaf Ride
Date: Oct. 6
Place: Porky's Diner, Des Moines
Info: www.abateiowa.org

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

ABATE Toy Run
Date: Oct. 14
Place: State Capital, Des Moines
Info: www.abateiowa.org

Toy Run
Date: Oct. 20
Place: Eagles, Red Oak
Info: www.abateiowa.org

Halloween Bus Ride
Date: Oct. 27
Place: Twisted Parrot Lounge, Windsor Heights
Info: www.abateiowa.org

ABATE Halloween Party
Date: Oct. 27

Place: Dennis Weber's Garage, Boone
Info: www.abateiowa.org

Harvest Ride Fun Run
Date: Nov. 3
Place: ABATE 15
Info: www.abateiowa.org

IOWA S.T.E.A.M.
Date: Nov. 9-11
Place: Newton Inn, Newton
Info: www.abateiowa.org

LOUISIANA
State CMA Rally
Date: Sep. 21-23
Place: Woodworth
Info: 318-255-4764

Ride For Kids
Date: Oct. 21
Place: Lafayette
Info: 800-253-6530
www.ride4kids.org

Hospice 100
Date: Nov. 3
Place: Denham Springs
Info: 225-791-7775

Veteran's Weekend Biker Party
Date: Nov. 9-11
Place: Ringgold
Info: 866-856-3321

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

Dreamcatcher Rally
Date: Oct. 5-7
Place: Ripken Stadium, Aberdeen
Info: www.dreamcatcher-rally.com

Helmet Law Protest
Date: Oct. 7
Place: ABATE
Info: abate-of-maryland.org

Kennedy Krieger Toy Run
Date: Oct. 21
Place: H-D Baltimore
Info: 410-477-2097

ABATE Halloween Party & Poker Run
Date: Oct. 27-28
Place: Carroll County
Info: abate-of-maryland.org

Bikers With Heart Toy Run V
Date: Nov. 3

Place: Ft. Washington
Info: 301-893-2900
fireupthunder.com

MASSACHUSETTS

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

MICHIGAN

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

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

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

Giant M/C Swap Meet
Date: Oct. 28
Place: Fairgrounds,
Detroit
Info: 800-968-4242
motorcycleswap.com

Giant M/C Swap Meet
Date: Nov. 4
Place: Birch Run Expo
Info: 800-968-4242
motorcycleswap.com

MISSISSIPPI

State CMA Rally
Date: Sep. 28-30
Place: Kosciusko
Info: 601-794-4001

3rd Annual Chautauqua
Bike Rally
Date: Oct. 12-14
Place: Crystal Springs
Info: 601-892-0007
www.csparksandrec.com

MISSOURI

M/C Swap Meet
Date: Sep. 23
Place: Independence
Info: 816-456-4415
www.jswapmeet.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
www.columbia
roctoberfest.com

Hallows Ride Poker Toy
Run and Bike Rally
Date: Oct. 27
Place: Westwood
Billiards, Poplar Bluff
Info: 573-686-4880

11th Annual
Halloween Bash
Date: Oct. 27
Place: Shrine Club,
Ft. Wood
Info: 573-337-0088

17th Annual Branson
Toy Run
Date: Nov. 4
Place: Lodge of the
Ozarks, Branson
Info: 417-334-0775

Toy Run
Date: Nov. 4
Place: Branson
Info: 417-334-0775

M/C Swap Meet
Date: Nov. 11
Place: Fairgrounds,
Sedalia
Info: 816-456-4415
www.jswapmeet.com

NEBRASKA

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

Toy Run
Date: Oct. 13
Place: ABATE 7
Info: 402-821-2817

Toy Run
Date: Nov. 10
Place: ABATE 13
Info: 308-632-7034

NEVADA

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

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

Desert Thunder
Date: Oct. 12-14
Place: Buffalo Bill's,
Primm
Info: 909-312-9676

www.deserthunder.org

5th Annual Run to Fun
Date: Oct. 18-20
Place: Laughlin
Info: 702-298-2535
www.riversideresort.com

Beatty Days Celebration
Date: Oct. 26-28
Place: Beatty
Info: 775-553-2424
www.beattynevada.org

NEW JERSEY

Chopper Expo
Date: Sep. 28-29
Place: Atlantic City
Convention Center
Info: 609-748-4167
www.chopperexpo.com

NORTH CAROLINA

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

AHDRA Drag Racing
Date: Oct. 13-14
Place: Rockingham
Drag Strip
Info: 336-924-2095
www.ahdra.com

OHIO

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

7th Annual Zip it Up Run
Date: Oct. 14
Place: Faces Lounge,
Newton Falls
Info: geocities.com/
abatezero

OKLAHOMA

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

State HOG Rally
Date: Oct. 4
Place: Enid
Info: 877-501-1464
www.okstatehogrally.com

Spavinaw Hills
Fall Bike Rally
Date: Oct. 5-7
Place: Spavinaw

Info: 918-787-5638

M/C Swap Meet
Date: Oct. 14
Place: Fair Park,
Oklahoma City
Info: 816-456-4415
www.jswapmeet.com

M/C Swap Meet
Date: Sep. 30
Place: Claremore Expo
Info: 816-456-4415
www.jswapmeet.com

6th Annual Toy Run
Date: Nov. 3
Place: Big Cabin, Vinita
Info: 918-864-1300

M/C Swap Meet
Date: Nov. 4
Place: Claremore Expo
Info: 816-456-4415
www.jswapmeet.com

PENNSYLVANIA

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

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

SOUTH CAROLINA

Myrtle Beach Fall Rally
Date: Oct. 3-7
Place: Myrtle Beach
Info: www.myrtlebeach
harley.com

1st Annual Ride To
Save a Greyhound
Date: Nov. 4
Place: Jack's Custom
Cycles, Lexington
Info: 803-359-0889

TENNESSEE

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

10th Annual Southern
Hope Ride
Date: Oct. 12-13
Place: Memphis
Info: 901-748-3036
southernhopeide.com

16th Annual Toys
For Tots
Date: Nov. 4

Place: Sevierville
Info: 865-389-5957;
865-850-2110

TEXAS

West Texas Swap Meet
Date: Sep. 27-30
Place: Abilene
Info: 325-673-2634
www.thewesttexaswap-
meet.com

2nd Annual Ride
To The River
Date: Sep. 28-29
Place: Apache Pass
Info: 866-300-6370
www.apachepass.com

12th Anniversary Party
Date: Oct. 28-30
Place: Stroker's Dallas
Info: 214-357-0707
www.strokersdallas.com

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

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

10th Annual Boo Benefit
For Burn Survivors
Date: Oct. 12-14
Place: Jefferson
Info: 903-935-6005
www.BooBenefit.org

Lone Star Rally
Date: Nov. 1-4
Place: Galveston
Info: 281-855-4494
www.lonestarrally.com

Iron Angels
Date: Nov. 9-11
Place: TVE Fairgrounds,
Liberty
Info: 936-334-0558
bikerralliesoftexas.com

UTAH

Fall Color Ride
Date: Oct. 6
Place: Salt Lake ABATE
Info: 801-627-1117

Toy Run
Date: Oct. 7
Place: Davis ABATE

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.easyrider.com

Info: 801-627-1117

Christmas Box House
Ride
Date: Oct. 14
Place: Salt Lake City
ABATE
Info: 801-627-1117

Toy Run
Date: Oct. 21
Place: Weber ABATE
Info: 801-627-1117

Halloween Party
Date: Oct. 27
Place: Davis ABATE
Info: 801-627-1117

Toy Run
Date: Nov. 10
Place: Central Chapter
ABATE
Info: 801-627-1117

Meeting, Auction &
Fundraiser
Date: Nov. 11
Place: Salt Lake City
Chapter ABATE
Info: 801-627-1117

VIRGINIA

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

25th Annual Children's
Hospital Teddy Bear Run
Date: Nov. 3
Place: Richmond
Info: 804-379-3059
www.blueknightsvali.org

WASHINGTON

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

WISCONSIN

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

WYOMING

Toy Run
Date: Oct. 6
Place: Wal-Mart, Casper
Info: 307-577-9165

National Law Chart

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

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

LEGEND:

✓ In effect on designated rural

interstate highways

r Required by law

a Available for all eligible

applicants

p Prohibited

c Required if carrying a passenger

1 Reflectorization required

2 Must have in possession

3 Required for novice riders

4 Required under age 18

5 Required under age 19

6 Required under age 21

7 Required under age 15 with

learner's permit or for one year

after obtaining license

8 Required for passengers

9 Required for instructional permit holders

10 Required under age 16

11 Required for first-time

applicants

12 May waive skills test for

successful completion of rider

education

13 May waive knowledge test

for successful completion of rider

education

14 Required by law unless

equipped with windscreen

15 Required unless equipped with

windscreen that is 15 inches above

handlebars

16 Required at speeds over 35 mph

17 Modulating headlight

permitted

18 Required for vehicles

manufactured after 1/1/56

19 Required for vehicles

manufactured after 1/1/75

20 Required for vehicles

manufactured after 4/1/77

21 Required for vehicles mfg'd

during or after 1978

22 Required for vehicles mfg'd

during or after 1980

23 Prohibits passengers

under age 5

24 Prohibits passengers

under age 7

25 Single earphone only

26 To be used for communication

purposes only

27 Required by inspection

regulations

28 Random

29 Annual emissions, some areas

30 Upon title transfer

31 Optional over 18 with proof of

\$10,000 of medical insurance for

bodily injuries.

32 Not required over 21 with a

minimum of \$10,000 in medical

insurance.

33 Not referenced in Admin.

Code or Statutes

34 Maximum of 15" Above Seat

35 Maximum of 30" Above Seat

36 Top of Shoulders

37 Grips Below Shoulder Height

38 Handgrips Below Shoulder

Height - Maximum Of 15"

39 Maximum 6" Above Shoulder

Seated

40 No Higher Than Eye Level

of The Operator

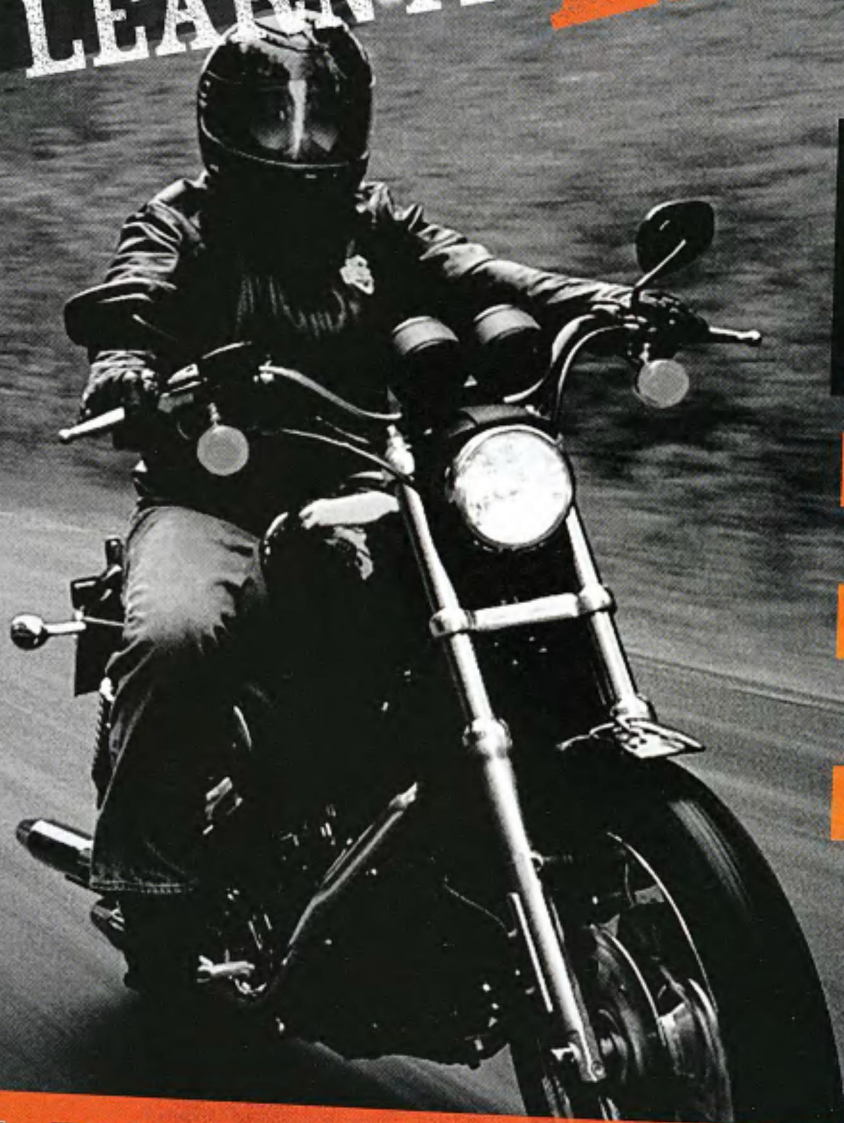
41 Maximum of 10" Above

Fasten Point

42 Maximum of 15" Above

Fasten Point

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MSC: 800/809

A NEWBIE IN NEW HAMPSHIRE

Laconia Bike Week

I wasn't the only virgin at the 2007 Laconia Bike Week. I had company, some traveling from as far away as Australia, France, Germany, and I think one guy from Fiji. Or was it Mount Fuji? After sleeping four nights in a bathtub, and one with a drip, my thought processes were a bit soggy.

While the New Hampshire event, about to celebrate its 85th anniversary, attracts something like 200,000 bikers, for some reason I had never crossed the country to take part. Hailing from SoCal biker heaven, I had a lot of pins on the bike rally map, but none north of New Jersey. Like I said,

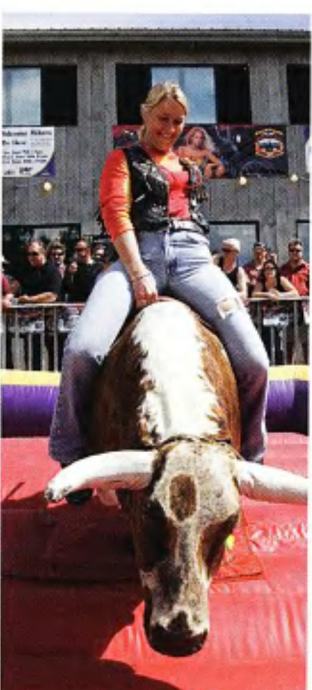
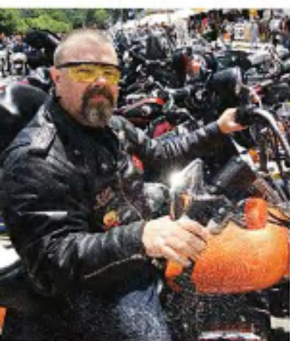
I was a virgin and sometimes virgins get a rude awakening, in my case several dozen.

It wasn't the event or the people, both Grade A in all respects. It was the bathtub at the Motel 5 1/4. It was struggling to be a Motel 6, but they hadn't finished putting in the stairwells or sodas in the vending machines—not to mention it was just a shredded truck tire off Highway 93 and about 20 miles from Laconia. Getting a motel room in Laconia was about as easy as finding weapons of mass destruction in Iraq.

I'm not usually one to whine, but









my traveling companion, a buddy of some 30 years who lived on the East Coast, had caused me to take refuge in that cold motel bathtub. Now I play a mean kazoo out of my nose while sleeping (aka snoring) but my friend, who we will call "Chugger" to protect his identity, produces a decibel rating only heard from F-16's on full afterburners. The only thing louder than his eructations were the open pipes on the Webber carbide Boss Hoss we came across our first day at Weir's Beach—the main drag at Laconia.

To make a long, fairly bleary eyed story short, I sought refuge locked in the motel bathroom with ear plugs and four pillows over my head, cushioned by icy enamel that was about two feet shorter than my body. But there was something to look forward to...soon I would be immersed in my first Laconia Bike Week. Any state whose motto is "Live Free or Die" sounds like motorcycle country to me.

COME FOR THE LAMPREYS, STAY FOR THE BIKERS

Reading the local newspaper, I was disappointed to learn that I just missed New Hampshire's Lamprey Appreciation Day

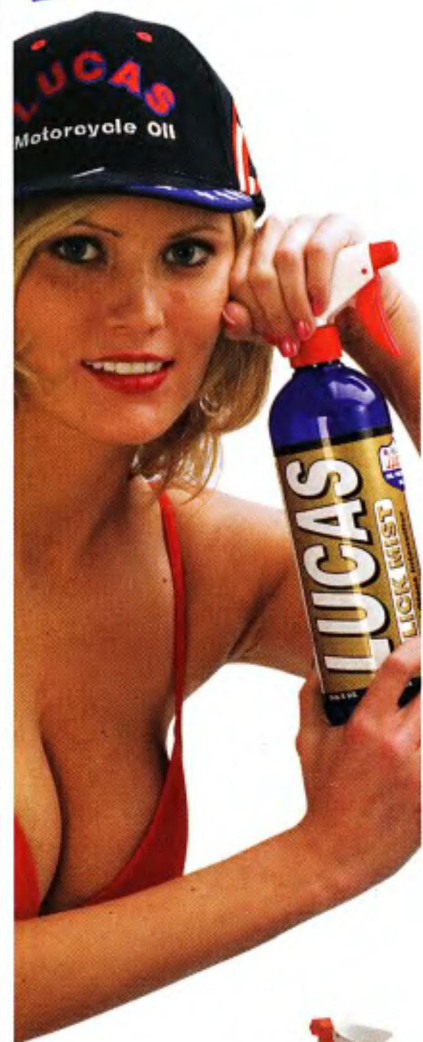
which honors a fairly unpleasant three-foot-long eel-like creature that gets its nourishment latching onto other sea dwellers. But what the hay, if they're not sushi, I'm not interested. It was the people that flock to Laconia that twisted my throttle. It's easy to make new acquaintances at Laconia and many I met had clocked 10, 20, even 30 Bike Weeks. And why did they keep coming back, year after year? The universal answer was, "For the bikes, for the people and for the fun."

Now if you've been to Sturgis or Daytona and walked through miles of motorcycles, Laconia might seem like a smaller event, but only in dimension, not quality. A look at the event calendar/map and you quickly note various activities that are spread throughout the area: bike races and road runs here, hill climbs and vintage racing there, bike gawking everywhere. The focus is centered around Weirs Beach and the road that runs through it. No comfortable shoes needed. You can walk it in about 10 minutes flat.

There's the unpronounceable but beautiful Lake Winnepesaukee on one side where boats, big and small, plow the



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calm surface. On the other side of the street loom legions of vendors hawking food and grub as well as the ubiquitous T-shirts, plus tons of shiny bike parts. You could also avail yourself of a quick tattoo or take a chance on a couple of raffle bikes, the money going to good causes such as the Laconia Kiwanis who were giving away a 2007 Heritage Classic. I bought a handful of raffle tickets along with a handful of earplugs.

The weather was iffy at first, rain-squalls rippling across Weir's Beach but not enough to dampen the spirits or keep people from exploring the hinterlands. After a day, the rains departed and the sun shone bright and toasty.

If you're into history, you can putt over to nearby Concord and spend a few hours in the Museum of New Hampshire History where, among other factoids,



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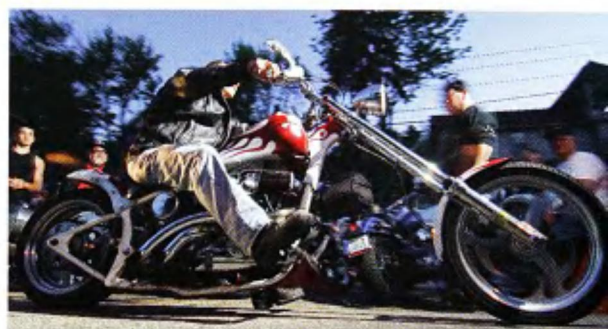
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you learn that some 3,000 Concord stagecoaches that opened the Wild West were built there. Out near the town of Grafton, you can dig around in Ruggles Mine perched on top of the Isinglass Mountain. Besides spectacular views, you find out that the mine, opened in 1803, has produced some \$30 million in minerals. In the nearby 780,000 acre White Mountain National Forest, you'll find endless roads made for motorcycling and all kinds of destinations.

But again, it cycles back to the people you meet, the beers you share and the stories you swap. Like they say, Kodak moments that morph in indelible memories. Don't forget to mark Laconia Bike Week on your calendar next June for the big 85th Anniversary. And, make your plans now, so you don't end up sleeping in a bathtub!

—Paul Garson



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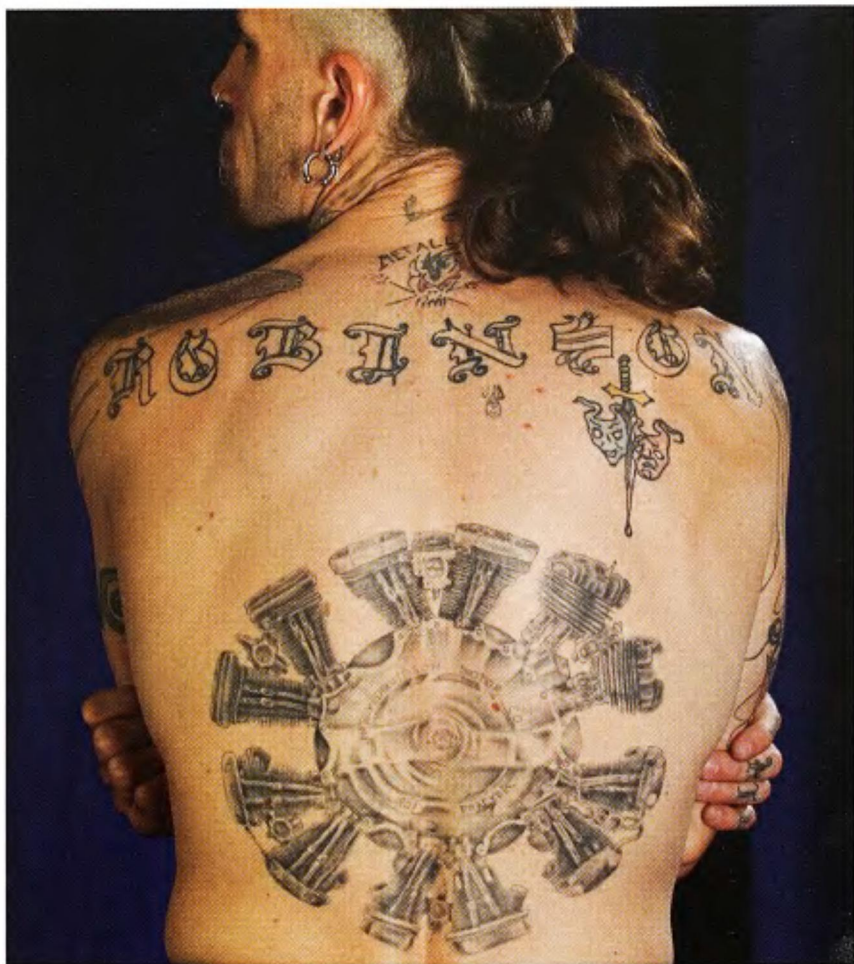
ANNUAL TATTOO SPECIAL

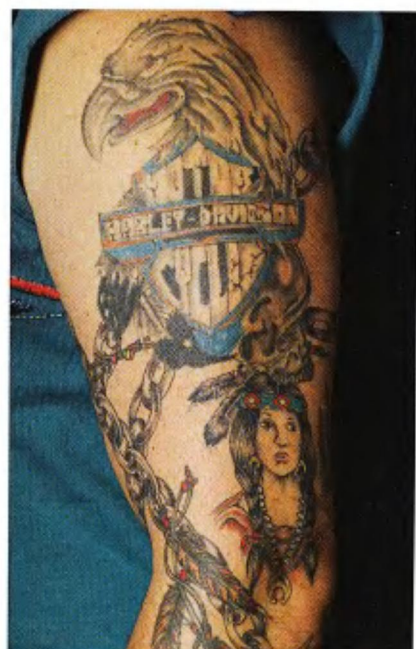
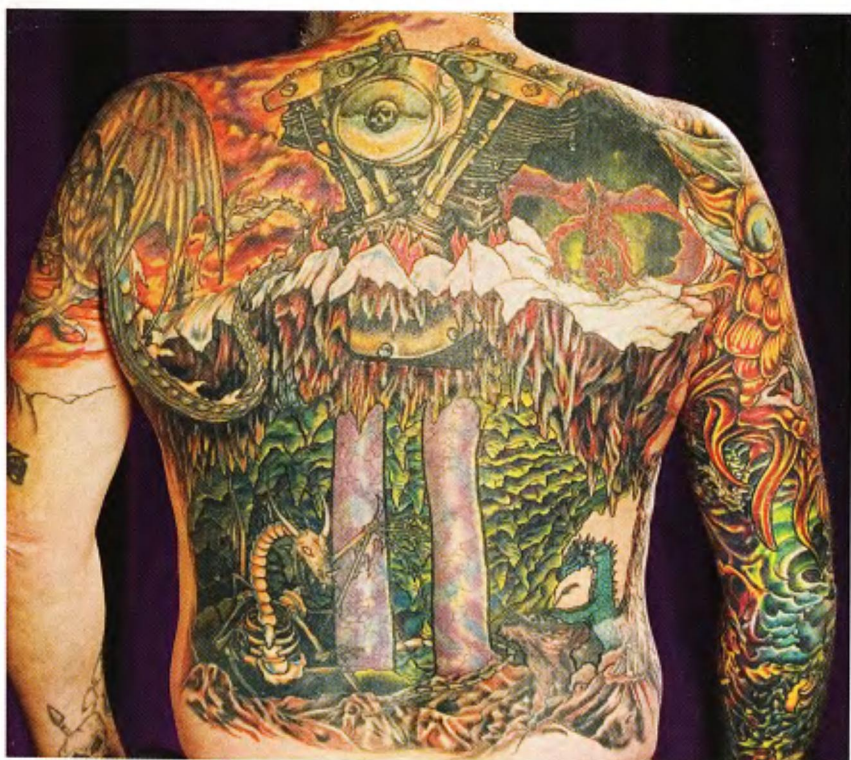
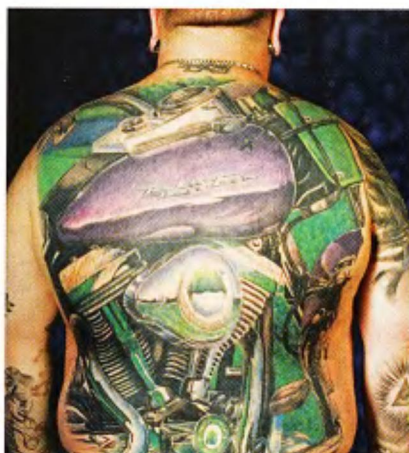
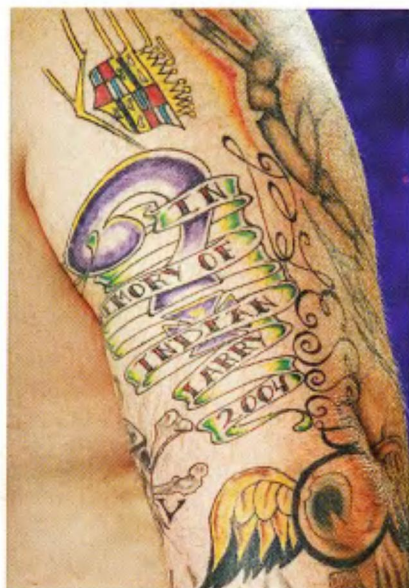
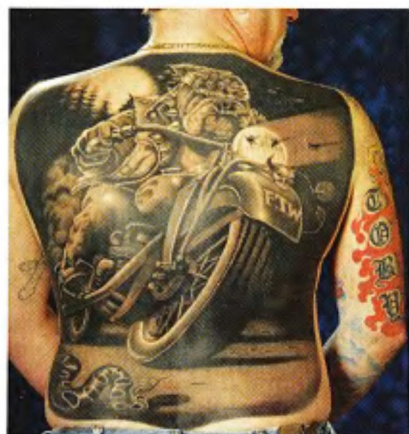
BIKER INK

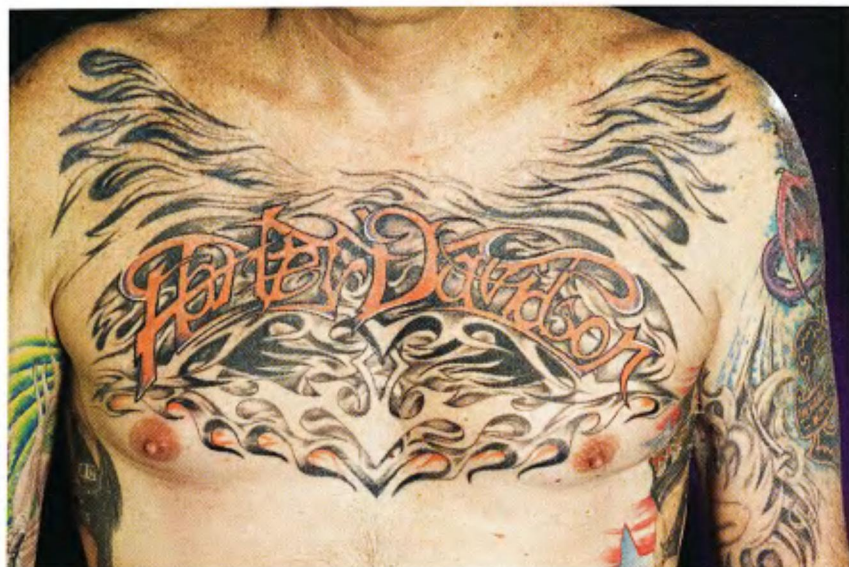


What is the first thing you do when you move into a new pad? After you open some of the boxes to find the beer and peanut butter, adjust the furniture and plug in the TV, you usually put up a few pictures to make the place feel like home. It's no different with tattoos. Skin art is body decoration that allows you to make your own statement. Certainly tattoos have marked rites of passage, but they have also been used by some tribes of people as identifying marks so that God will recognize them in the afterlife. There are also those who believe that a tattoo will keep you out of heaven. Guess they'll be pretty lonely up there since tattooing has gone so mainstream today.

In the biker world, tattoos followed the sailor brand of birds, skulls, ships and pinup girls back in the 1940's. That made







perfect sense because many tattooed servicemen returning from World War II became bikers. Today, biker tattoos run the gamut from old-school sailor brands, to flames, skulls, hot rods and engines, with even some flamboyant Japanese styles thrown in for good measure.

Of all the popular biker tattoos seen on leather clad road warriors at motorcycle runs and rallies these days, there's no doubt that one of the most enduring

and heartfelt dermagraphic images to the faithful is the Harley-Davidson logo. Whether the classic bar and shield, the Harley eagle or simply the words Harley-Davidson, no other brand name can boast such widespread and passionate a following seen etched in human skin.

Each year in our October issue, we offer up some of the very best biker ink as seen through the lens of our senior photographer Billy Tinney. Billy scours



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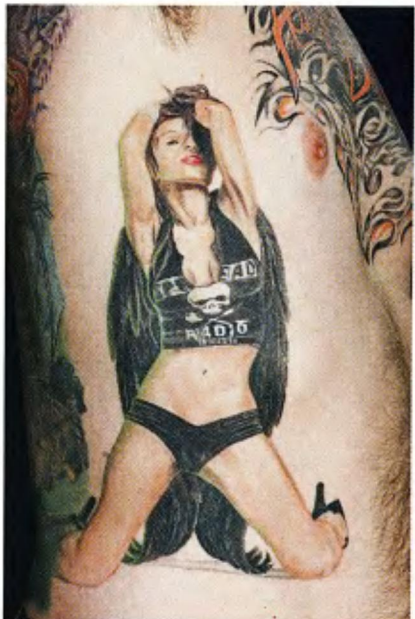
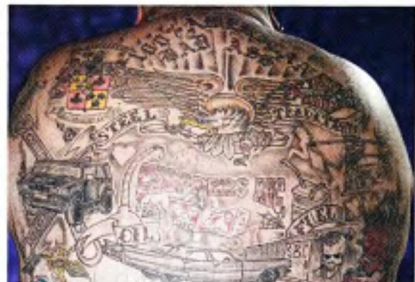
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Dennis Kirk

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—Phantom Dave

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BARGAIN BIKES

Unless you're listed as one of the Top 10 richest people on the planet, you're always looking for a bargain. Ya know what, those Top 10 people are, too. From shopping for your everyday groceries, all the way to buying a new motorcycle, all of us want the most we can get without paying with an arm and a leg, and possibly our first born. Although, for some of you, I'm sure giving that one away seems like an awfully fair deal.

With gas prices streaking closer and closer towards shattering the glass ceiling and some folks looking to jump on the Al Gore and Leonardo DiCaprio global warming hybrid bus, motorcycles are once again beginning to strike a chord with the American buying market. It's been shown that motorcycles emit less harmful amounts of toxins into the air and that they are a bit more fuel-efficient than the luxury SUV you don't really need; however, with sales beginning a steady increase, it looks as though the days of the great deals are starting to decline.

Unless you happen to be one of those people that "stumbled across this old farmer with a 1948 panhead in perfect condition in his barn," kinda folk—believe me, those are few and far between—you're looking for a bike that's not going to bring you a couple months of pleasure before sending you screaming to the Poor House like your ex-wife just did. You want something reliable that doesn't cost that "arm, leg, first kid" thing. But where do you start?

Let's get this out of the way: Now, just because you put \$10,000 of chrome and shit on your bike, doesn't drive the value of that bike higher. To you it might, but not to the market as a whole. Unless that bike is a limited edition production run, or has some other significant value (first/last model panhead, anniversary edition, etc.), the bike will bring what the market will bear. So, before you go looking, know thy enemy. To know what you're looking at, get a current copy of the Kelley Blue Book (www.kbb.com) and the N.A.D.A. (National Auto Dealers Association) Guide (www.nadaguides.com). Both of these books are what dealers look

The screenshot shows the NADA website interface. At the top, there's a navigation bar with links like 'Home', 'About Us', 'Contact Us', 'Privacy Policy', 'Terms of Use', 'Site Map', 'Feedback', 'Advertise', 'Partners', 'Sponsors', 'Press', 'Media', 'Investors', 'Careers', 'Franchise', 'Dealers', 'Retailers', 'Wholesalers', 'Manufacturers', 'Buy a New Bike', 'Sell a Used Bike', 'Trade-In', 'Lease', 'Finance', 'Insurance', 'Maintenance', 'Accessories', 'Parts', 'Tools', 'Books', 'Magazines', 'Videos', 'Audio', 'Software', 'Services', 'Events', 'Shows', 'Races', 'Trials', 'Enduro', 'Cross-Country', 'Adventure', 'Touring', 'Commuter', 'Cruiser', 'Harley-Davidson', 'Honda', 'Kawasaki', 'Suzuki', 'Yamaha', 'Victory', 'Ducati', 'BMW', 'Triumph', 'KTM', 'Aprilia', 'MV Agusta', 'Benelli', 'Moto Guzzi', 'Malaguti', 'Piaggio', 'Vespa', 'Kymco', 'SYM', 'Husqvarna', 'Kawasaki', 'Suzuki', 'Yamaha', 'Victory', 'Ducati', 'BMW', 'Triumph', 'KTM', 'Aprilia', 'MV Agusta', 'Benelli', 'Moto Guzzi', 'Malaguti', 'Piaggio', 'Vespa', 'Kymco', 'SYM', 'Husqvarna'. Below the navigation bar, there's a large banner for 'NEW POWERSPORTS' and 'USED POWERSPORTS'. The 'NEW POWERSPORTS' section lists various models like 'ATV', 'Motorcycles / Scooters', 'Snowmobiles', 'Personal Watercraft', 'Utility Vehicles', and 'Side-by-Side'. The 'USED POWERSPORTS' section lists 'Motorcycles/ATVs', 'Snowmobiles', 'Personal Watercraft', and 'Motorcycle Trainers'. There's also a 'SPONSORED SHOWCASE' for 'ALL-NEW HONDA FX-6R'. At the bottom, there's a 'New Powersports by MAKE' table.

MAKE	MODEL	MSRP	FINANCING	SALES	SALES	SALES
ATV	ATV	\$1,100	None	None	None	None
Motorcycles / Scooters	Motorcycles / Scooters	\$1,100	None	None	None	None
Snowmobiles	Snowmobiles	\$1,100	None	None	None	None
Personal Watercraft	Personal Watercraft	\$1,100	None	None	None	None
Utility Vehicles	Utility Vehicles	\$1,100	None	None	None	None
Side-by-Side	Side-by-Side	\$1,100	None	None	None	None

www.nadaguides.com

at if they are going to "buy" your bike, say, as a trade-in. This is what YOU should be looking at as well. You also might want to subscribe to a company called Carfax.com. That'll provide you with all the available history on the vehicle once you provide the Vehicle Identification Number (VIN).

Yes, there are many factors that also come into play (mileage, condition, original parts), but by and large the price is...what the price is. Having sold motorcycles for many years, I can attest to that fact. For example, most everywhere across the country, the price for a Harley shovelhead ranges between \$6,000 and \$8,000 with a title. However, people try and sell the bike as a Harley when the motor and trans have been switched or the frame has been swapped out. I'll tell you right now: If you buy such an animal, all those numbers better match, or it'll be your ass doin' the "I think I'll stand here in the corner while I wait to get bail" dance. So where can you find a good deal? How

about the Internet? Maybe. Maybe not.

INTERNET SURFING

We'll talk about Internet auction sites in a minute. For now, we'll concentrate on your basic Internet search. Depending on where you live, there are probably countless places advertising bikes for sale. Between dealerships, shops, and the local newspaper, if you're looking for something right now, relatively close by, you should be able to find something that you can actually go see and look over before buying. Another great idea is www.Traderonline.com. As resources go, Traderonline is much bigger than your local paper. Traderonline can provide you with references from all over the country. The big drawback is that you're totally buying on faith. In fact, almost every deal you make online is a faith-based deal. You'll have to consider shipping or delivery, even whether or not you can bring the motorcycle into your state...oh yeah, it happens. For example: In California, if you purchase an out-of-state motorcycle, there must be over 7,500 verifiable miles on the bike, prior to you taking ownership. Don't think you can buy the bike, ride it around for 7,500 miles, then waltz into Cali...ain't gonna happen. However, there are some good deals out there if you're willing to look for them. So we did.

Choosing a town in the middle of Kansas, we found a few bikes for sale. One that caught our attention was a 2005 Harley Lowrider with fuel injection (FXDLI), no mileage listed, for \$12,995. According to the NADA, the average retail on this model is \$13,000. Further research (actually calling the owner) revealed the bike had over 35,000 miles on it in just less than two years of riding. That means the previous owner rode the damn thing! We were also told that there was no warranty and the bike was being sold "As Is." Bringing that up immediately in the conversation threw up a red flag. We asked for the VIN and the seller gave it to us. Running it through Carfax we found an accident on the VIN, prompting another call to the seller. He told us that, yes, the bike had been in a "decent" accident, but that everything was repaired,

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☐ FLOODED?	☐ ROLLED BACK?	☐ FIRE DAMAGE?	☐ TAXI / POLICE?
☐ REBUILT?	☐ BROKEN?	☐ STOLEN?	☐ FLEET CAR?

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"the best he could." Say what?

We made him an offer, based on NADA's Low Retail price of \$9,500, which he said he'd think about. Now if we were really interested in that bike, we'd have wanted a LOT more info on that "decent" accident...and then some. In our opinion, this was NOT going to be a good deal.

INTERNET AUCTIONS

Internet auction sites are NOT the best place to look. Why? The seller usually has some weird reason why his high mileage 1982 FXR is worth \$20,000. They place a reserve (the minimum amount the seller will accept) on it of \$15,000, which, by the way, you'll never know about, then try and get and keep the bidding going

higher. If the reserve is not met they usually pull it off the site and try somewhere else. Sure, you can contact the seller and talk to him about the bike, but you don't get to see it or know more than what he wants to tell you about. Plus, if you get into a bidding war, it just may be the seller's retarded cousin bidding against you just to drive up the price.

LIVE AUCTIONS

Live auctions are a good place to look for deals. At a live auction there is still a reserve you have to meet, but at this type of auction the bike is right there in front of you. If you come prepared to an auction, you can make out like a bandit. For example: A seller puts his bike up with a

price and the bidding doesn't even hit the reserve. The guy is now vulnerable to you with cash. The seller has realized that nobody was bidding and is feeling a bit crushed. Seek him out and butter him up before rubbing salt in his wounds.

With a KBB or NADA in hand, you can make an offer based on those numbers and the fact that the bidding never reached what the guy wanted. If he's desperate to sell, you may get yourself a decent deal. However, always ask to see the paperwork, first. Just because he says it's a first-year shovelhead, doesn't mean it is one. Live auctions get shaky as many people bid on emotion, rather than common sense. If a bidding war starts, it's likely to have the bike go for way more money than it's worth. If you're prepared and know how much the bike is worth and what you're willing to pay, you'll get out of the bidding in more than enough time to save your shirt.

POLICE AUCTIONS

Many police departments around the country hold auctions. The items being auctioned off are items that have either not been claimed by an owner, items from a solved case that cannot be returned to the owner, or property that's been seized by the police. Having attended such an auction, I can tell you that not all the vehicles are in tip-top shape. Many had damage. The extent varied, however, and the deals were there. For example: a 2005 Harley Softail, with 12,000 miles, went for \$2,000. Yeah, there was damage. I followed the progress of the bike and found the owner had to put a little over \$6,000 into the repairs, tax, title and registration. Time and money spent: close to \$10,000. According to the NADA, Low Retail for this model is \$10,500 and High Retail is \$14,975.

I would consider this a good deal: A two-year-old bike, with 12,000 miles on it, for a 10 grand investment. With the cosmetic work completed, this bike was sold for \$14,500 a few months later. Again, you have to know what you want, what you can afford and what you're willing to deal with. More info on auctions can be found on Page 66 of this issue, as we cover the Manheim Motorcycle Auction.

In future issues, we'll be taking a more in-depth look into each of these various ways to hunt down your bargain bike. In the meantime, do your homework and come to class prepared to wheel and deal. There's a bike out there waiting for you to buy.

—Oil Can



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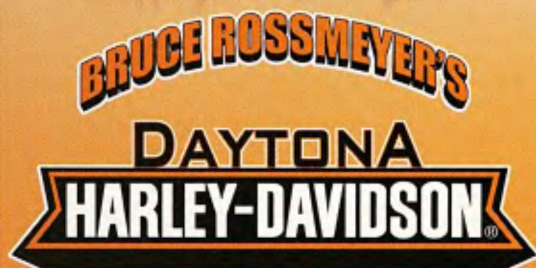


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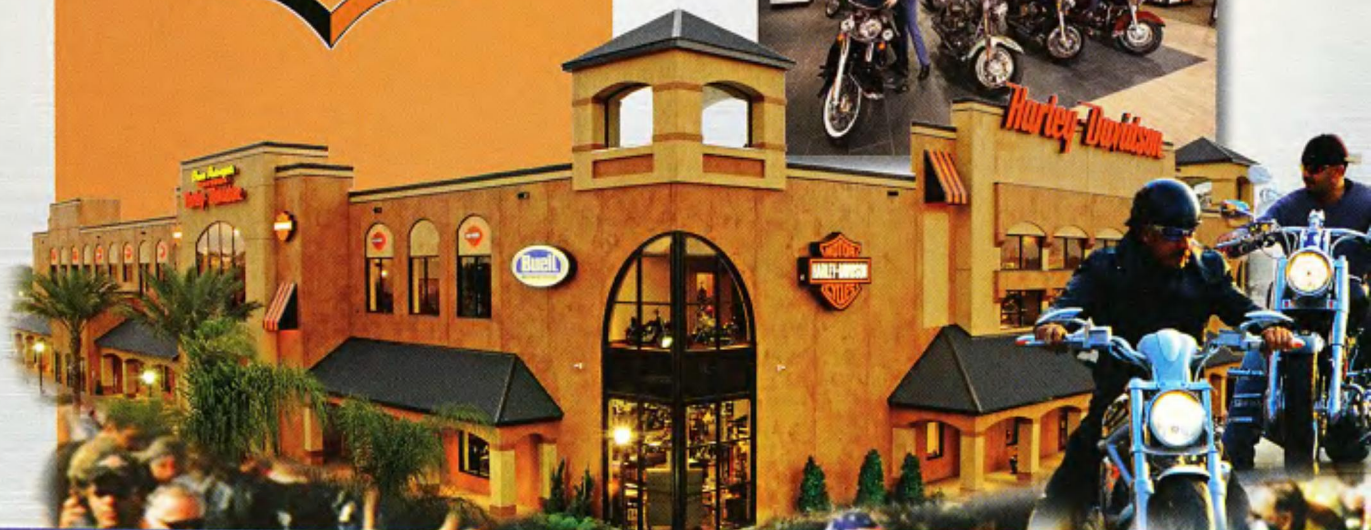
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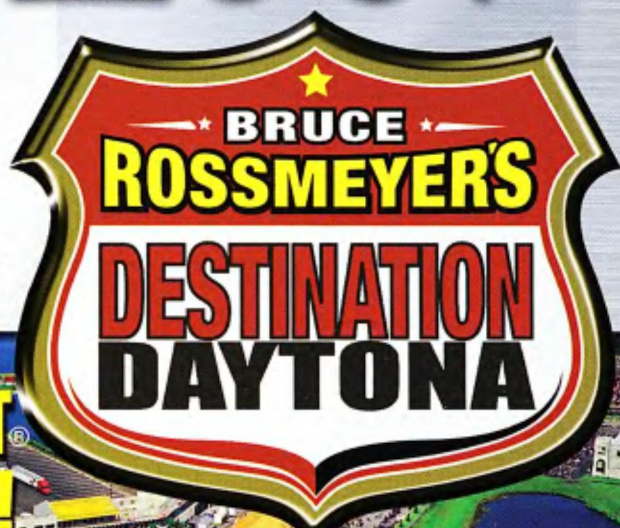
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It Takes A Lickin'

One "No Shit" Chopper

Leapin' monkey nuts, there's a 300-series tire on this chopper! Weston Choppers in Plantation, Florida, says that one of the character traits of any of their scoots is a massively wide back tire. This bike is owned by Orlando Lago who met Rei Gonzalez of Weston Choppers a few years back at a trained dog exhibition. (Do trained dogs and big-ass tires somehow go together?) They managed to keep in touch, and when the subject turned to motorcycles, Orlando let Rei in on his dream to build a simple, little black chopper.

When Orlando started talking about a stripped down bike, the rear tire width became an immediate topic of discussion. Rei's business partner is Manny Sanchez, and after tag teaming Orlando





about ideas for his project, an Avon 300 tire was selected. Brighton Bike Works made the perfect frame for this one-off build, and Orlando can be seen riding it regularly to Hooters bike night in nearby Sunrise.

Rei shared the secret to one of his favorite tricks. "One of the coolest things about most show-winning bikes is the way builders have to be continually creative at hiding the wiring." Routing nearly everything from the front, back under the tank and into a special under-seat stuffing box only looks easy. Rei says, "You might not want to try this one at home." Orlando can be especially proud of the way every aspect of his bike's design works in unison. Rei and Manny make sure everything flows together so well that no one part sticks out in front of any of the others.

Though we couldn't get him to pick his favorite part, Rei said the gas tank was really fun to make. Concave side panels became the perfect canvas for Jean-Claude Del'hebre of Yek Designs



who molded and sprayed a glowing base for the tasteful artwork created by his talented wife, Auri.

Weston Choppers took both First and Second Place trophies for best Trike at Daytona in 2007 and that ain't no accident. Manny's experience as a Trans-Am racing driver and his business savvy are a good match for Rei's background in engineering. These old friends help to redefine the meaning of the words "state-of-the-art" by using their expertise to create some of the highest quality machines out there.

For Rei and Manny, building incredible bikes is only part of the challenge. They are committed to making bikes available for affordable prices—real show-quality machines that won't break the bank and keep on tickin'. This month's Fox Hunt winner, Shaunda, should have a Timex tattoo, 'cause we heard she can take a licking and keep on ticking. No Shit! —Cheese Peanut





passin' gas

Why did the prospect spend all night outside the whorehouse? He was waiting for the red light to turn green.

Burt Whitcomb
Palmdale, California

A Polish immigrant went to the DMV to apply for a driver license. First, of course, he had to take an eyesight test. The clerk showed him a card with the letters "C Z W I X N O S T A C Z."

"Can you read this?" the clerk asked. "Read it?" the Polish guy replied, "I know the guy."

Bob Grinch
Ridgewood, New Jersey

A guy was sitting at a table in his favorite restaurant one evening when he spotted a beautiful babe across the room eating by herself. He called the waiter over and asked for a bottle of their most expensive wine to be sent over to the lady. The waiter delivered the wine, saying it was from the gentleman over there. She looked at it and sent a note saying, "For me to accept this, you need to have a Mercedes in your garage, \$1 million in the bank and seven inches in your pants."

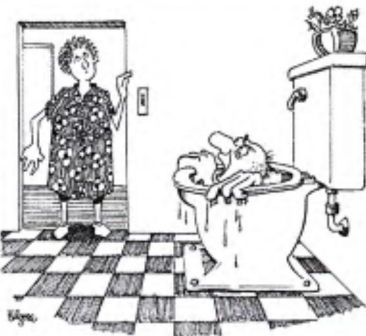
After reading the note, the man replied with his own note, saying, "As it happens, I have a Ferrari Testarosa, a Maserati Shamal, and a Mercedes 600 SL in my garage, and I have over \$10 million in the bank. But not even for a woman as great looking as you would I cut three inches off. Just send the bottle back."

David Chance
Ogden, Utah

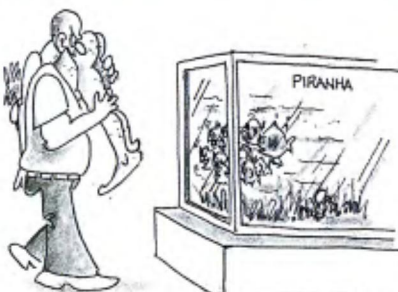
How is the Wonder Bra like a cattle drive?

They both head 'em up and move 'em out.

R. Stacey
Bakersfield, California



"Never mind how it happened, go get the plunger!"



"Dinner time!"

Little Johnny goes to school. His first class is English and the teacher wants the kids to say what they ate for breakfast and to spell it.

The first girl says, "Toast — t-o-a-s-t."

Then a boy says "Eggs — e-g-g-s."

Little Johnny says "Fucking nothing — f-u-c-k-i-n-g n-o-t-h-i-n-g."

The teacher stands him in the corner until lunchtime. After lunch, little Johnny is allowed to take his seat. The first class after lunch is geography. The teacher wants to know where the Polish border lies.

Little Johnny raises his hand and says, "He's at home on top of my mom. That's why I got fucking nothing for breakfast."

Rocky Meyerson
West Palm Beach, Florida

A bus full of politicians was driving down a country road when all of a sudden the bus ran off the road and crashed into a tree in an old farmer's field. The farmer went to investigate. After a look-see, he dug a hole and buried the politicians.

A few days later the local trooper saw the crashed bus and asked the farmer where all the politicians had gone. The old farmer said he had buried them. The trooper then asked the old farmer if they were all dead. The old farmer replied, "Well, some of them said they weren't, but you know how politicians lie."

Greg Cook
National City, California

A man is sitting at home when he hears a knock on the door. He opens the door and sees a snail sitting there on the porch. He picks up the snail and throws it as far as he can.

Three years later there's a knock on the door. The man opens the door, and there sits the same snail.

The snail says, "What the hell was that about?"

G.C.
National City, California

The Reverends Jesse Jackson and Al Sharpton, while visiting a grade school class, found themselves in the middle of a discussion related to words and their meanings.

The teacher asked both men if they would like to lead the discussion of the word "tragedy." Reverend Jackson asks the class for an example of a "tragedy." One little boy stood up and offered, "If my best friend who lives on a farm is playing in the field and a runaway tractor comes along, runs over him and kills him dead, that would be a tragedy."

"No," says the Rev. Jesse Jackson, "That would be an accident."

A little girl raised her hand and said, "If a school bus carrying 50 children drove over a cliff, killing everyone inside, that would be a tragedy."

"I'm afraid not," explains Rev. Al. "That's what we would call a great loss." The room goes silent. No other children volunteer. Reverend Al searches the room. "Isn't there someone here who can give me an example of a tragedy?"

Finally at the back of the room little Johnny raises his hand. In a stern voice he says, "If a plane carrying the Reverend Jackson and Sharpton were struck by a missile and blown all to smithereens, that would be a tragedy."

"Fantastic!" exclaims Jackson and Sharpton. "That's exactly right, and can you tell me why that would be a tragedy?"

"Well," says little Johnny, "Because it sure as hell wouldn't be a great loss, and it probably wouldn't be an accident either."

S. Kratochvil
Agoura Hills, California

A little kid writes to Santa: "Please send me a brother."

Santa writes back: "Please send me your mother."

R. Meyerson
West Palm Beach, Florida

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but what-dahell, 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: Orlando Lago
City: Plantation, FL
Fabrication: Weston Choppers
Model: 2006 Weston Vader 300
Time: 14 weeks
Chroming: Melimar Metal Finishing

ENGINE

Year/Model: 2006/Patrick Racing
Displacement: 120 cubic inches
Cam: Patrick Racing
Carb: Mikuni 45
Pipes: Frankie Cerrano Designs

TRANSMISSION

Year/Make: 2006/Trik Shift 6-speed
polished RSD

PAINT

Molding: Yek Designs
Painter: Jean-Claude Del'hebre
Type/Color: PPG/black and sapphire
blue pearl
Special paint: Auri Del'hebre

FRAME

Year/Make: 2006/Brighton Bike Works
Type: rigid
Rake: 45 degrees
Stretch: 4 inches out, 4 inches up
Shocks: none

Modifications: Weston Choppers

ACCESSORIES

Bars: Todd Cycles

Risers: Accutronix
Handlebar controls: Performance
Machine
Fenders: Weston Choppers
Headlight: Drag Specialties
Taillight: Drag Specialties
Speedo: none
Pegs: Accutronix
Foot controls: Accutronix
Electrics: Weston Choppers
Gas tank: Weston Choppers
Oil tank: Brighton Bike Works
Seat: Jeffrey Phipps/
Weston Choppers
Mirrors: Todd Cycles
Grips: Accutronix

FRONT END

Type: springer
Extension: 12 inches over
Triple trees: zero rake
Builder: American Suspension
Modifications: Weston Choppers

WHEELS

Hub: Drag Specialties
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: Performance Machine front,
HHI rear
Photos: Don Rogers
Contact: www.westonchoppers.com



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"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

The Best Builders...



"H&H Trailers has become part of the Rooke Customs family. H&H has carried Rooke Customs across the country and never left us with anything less than 100% satisfaction..." -Jesse Rooke, Rooke Customs

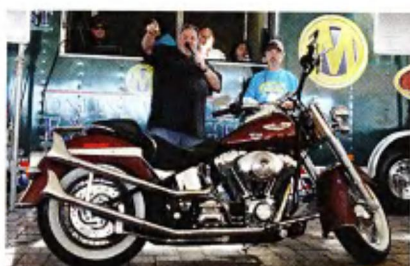


"Indian Larry Legacy and H&H Trailers...haulin' ass from coast to coast." -Paul Cox, Indian Larry Legacy

The Best Trailers...



www.hhtrailer.com



DESTINATION DAYTONA THROWS THE HAMMER DOWN Manheim Motorcycle Auction

Bike Week in Daytona Beach, Florida, is a world-renowned event that celebrated its 65th anniversary this year. Those that go every year are loyal to this particular motorcycle rally for many reasons and keep those 10 days in March permanently marked on their calendars. The pounding of the ocean waves and the roar of V-twins create a hypnotic melody that soothes the soul of the savage biker. Of course, being bikers, we need the rowdy renewed as well. Fortunately, adrenaline-pumping action is in abundance in and around Daytona Beach.

Destination Daytona in Ormond Beach has become a hot spot during Bike Week. Sexy beer-tub girls on every corner, bikini contests on stage, live music and great food are just a few of the reasons that

bike parking fills to capacity by the end of the rally. Toss in the 109,000-square-foot Harley-Davidson dealership, the on-site V-Twin Expo offering interactive demos and displays, the Teresi Dyno-Drags truck and world-class bike builders and you've got a rally within a rally.

This year Bruce Rossmeyer teamed up with Daytona Auto Auctions to offer his loyal fans the opportunity to bid on the bike of their dreams during the 1st Annual Manheim Motorcycle Auction for Bruce Rossmeyer's Destination Daytona. On Monday, March 5 at 8:00 a.m. the public was allowed to preview 168 bikes going before the gavel, hand selected from Rossmeyer's inventory. The selection included: 113 Harley-Davidsons in years ranging from 1994 to 2007;

23 American IronHorse models; 13 Hell-Bound Steel models; three Big Dogs; and two Arlen Ness customs. Bikes by Buell, Titan, Rucker Performance, Independence, Honda, Suzuki, Yamaha and even Vento Scooters were all available to bid on as well.

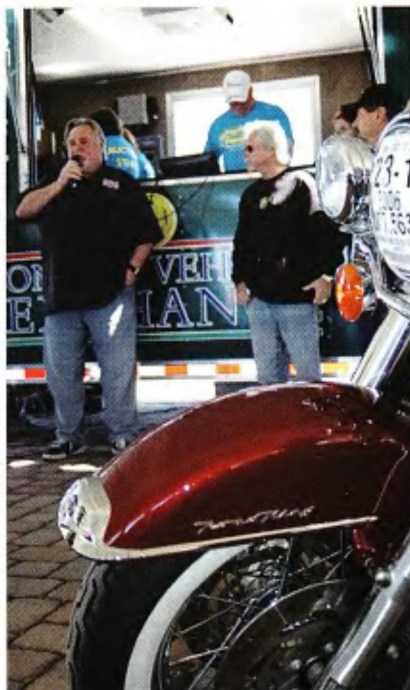
During the preview stage, Manheim staff members were on hand to answer questions regarding the rules and the bidding process and to sign-up bidders. Manheim specializes in dealer auctions that are closed to the public, so this was a rare opportunity to bid against the pros. In order to bid, a public bidder was required to pay \$100 for a Bidder Card. The money was to be applied to the purchase of a bike and was non-refundable. All items were sold "As Is, Where Is"

without warranty or guarantee and payment in full was required at the time of purchase. Cash, cashiers check and credit cards were all acceptable methods of payment. There was even financing available through Manheim Automotive Financial Services to those bidders who qualified.

Promptly at noon, Bruce Rossmeyer and Arlen Ness were introduced to the audience and officially announced the start of the auction. The first bike up for bid, a 2006 Harley-Davidson FLHRCI, was started up and ridden to the auction block. Jay Lloyd and Steve Briggs began the singsong cacophony that is the auctioneer's trademark. Instantly, the energy inside the tent skyrocketed as cards were flashed and spotters started screaming, pointing and jumping around. Bikes and money began to roll, highlighted by the flash of the cameras.

In the midst of the organized chaos, you could spot the pros. Calm, cool and collected, the big bidders sat back and appeared relatively unfazed by the whirlwind going on around them. These dealers and pros were assigned "babysitters" that kept a watchful eye on them the entire auction to ensure every bid was counted. A restaurant/bar owner out of North Carolina made the journey with every intention of purchasing 25 bikes that day. Another big bidder came from Ontario, Canada, to score big at the auction.

Throughout the event, a television monitor displayed vehicle information including; year, make and model, VIN, color, options, seller and tax ID number. The monitor also displayed the high bid



and flashed different colors when an online bid came in. Manheim offers an Internet simulcast for its dealers at www.manheim.com to unite buyers and sellers when physical representation is not possible. In order to accommodate the large numbers of bidders, each online bidder was represented by a different color. Of the 100 bikes sold during the auction, 24 of them were sold online.

Halfway through the auction, Bruce Rossmeyer had a red Harley-Davidson Softail Deluxe rolled out to the auction line. The crowd went silent and all eyes were focused on a huge silver barrel located at the back of the tent and the young girl who was peeking out of it. The B.A.D.D. (Bikers Against Drunk Driving) barrel had been accumulating tickets for the bike giveaway all day and was nearly full. After a bit of digging, a skinny arm emerged with the winning ticket in hand. Jerry Harris of Jacksonville, Florida, was the lucky winner of the stunning Softail Deluxe. However, the Softail was just one of seven bikes that Rossmeyer had donated to the cause. One of the bikes was a Harley Fat Boy autographed by ZZ Top and James Gandolfini of the award-winning HBO TV series, *The Sopranos*.

This auction day of two-wheeled glory wrapped up at 4:30 p.m. and was deemed a huge success by all. The 2nd Annual Manheim Motorcycle Auction at Bruce Rossmeyer's Destination Daytona will take place during Bike Week in 2008. See you there!

—Pauline Ortiz y Piño



Photos: Pauline Ortiz y Piño

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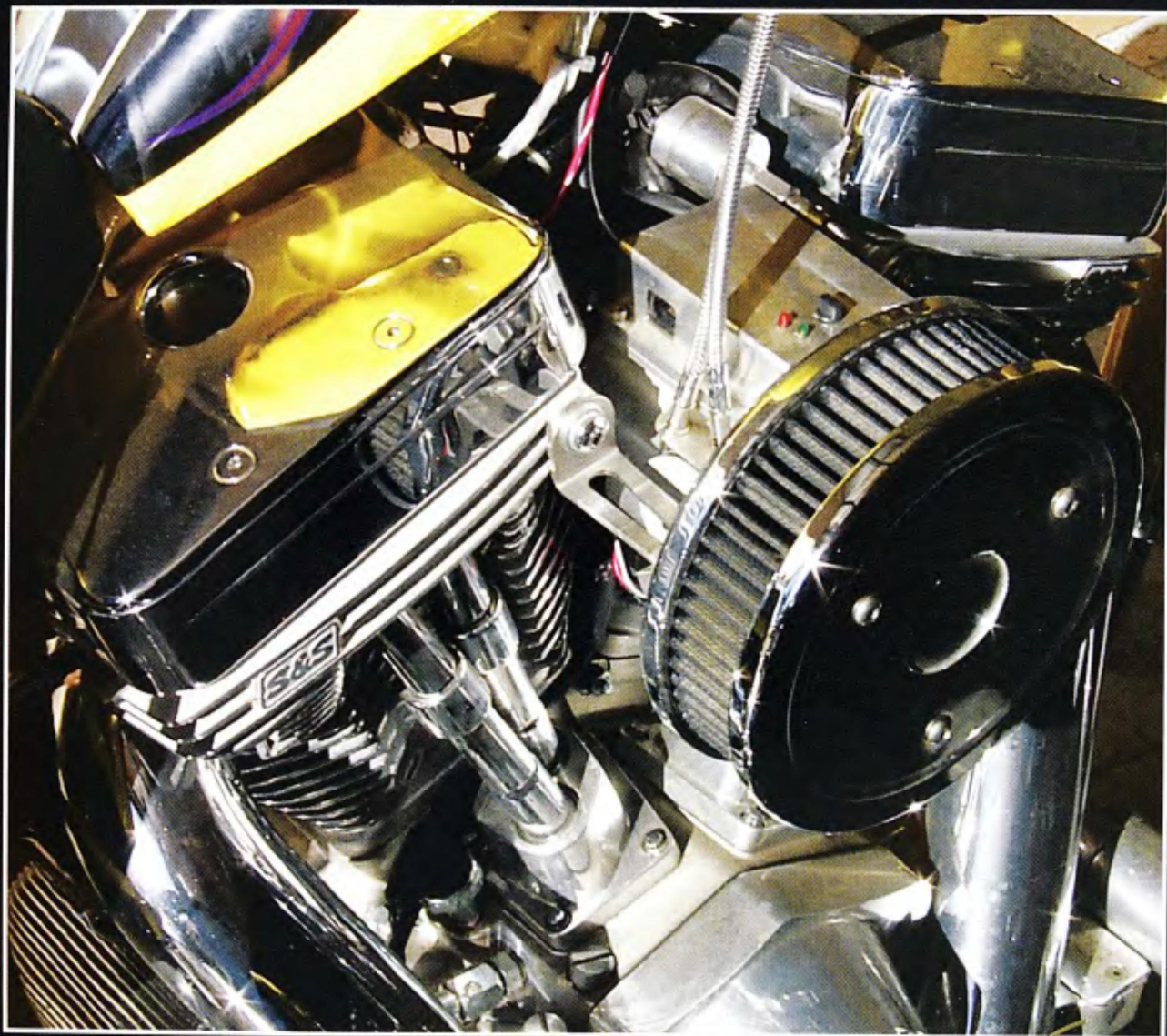
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Tennessee Jake does it hoggie style.

—Mike Timmerman, Alda, Neb.



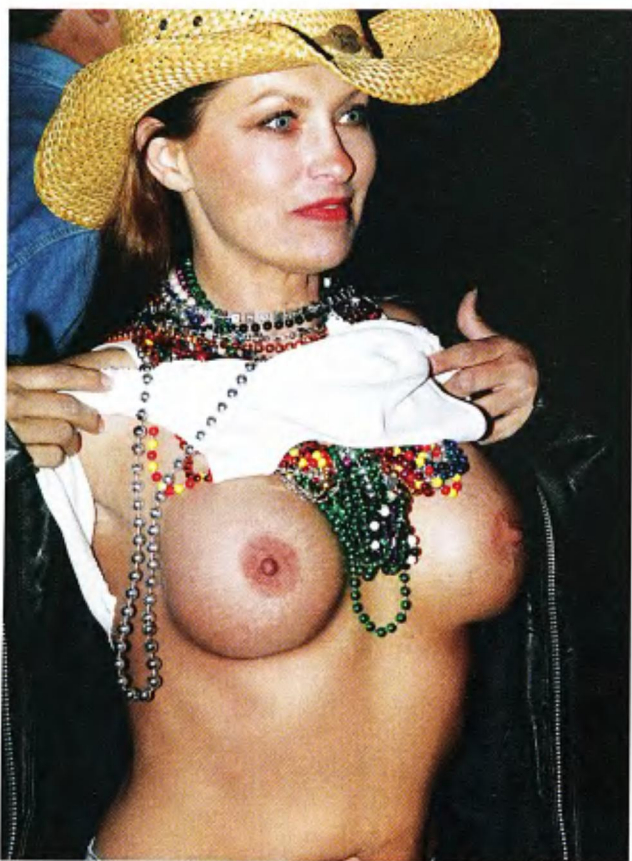
Righteous rust bucket.

—Fish and Camille, Mt. Pleasant, N.C.



Boozy, beaded, biker babe.

—T.W. Banks, Milledgeville, Ga.

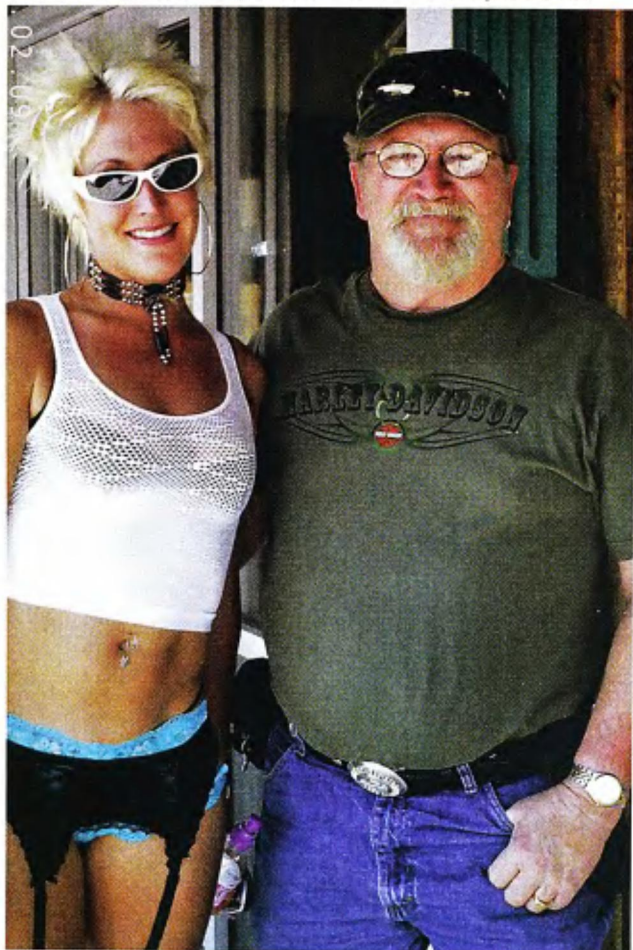


A gal can't have too many beads. —T.W. Banks, Reynolds, Ga.



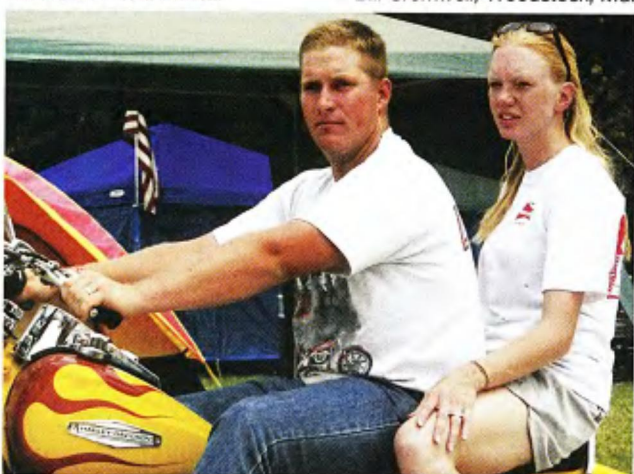
Ladies love their bikers.

—Bill Cromwell, Woodstock, Md.



Tell me she's your daughter.

—James Del Pino, Granbury, Texas



All red, all the time.

—Bret Brandt, On the road, Iowa



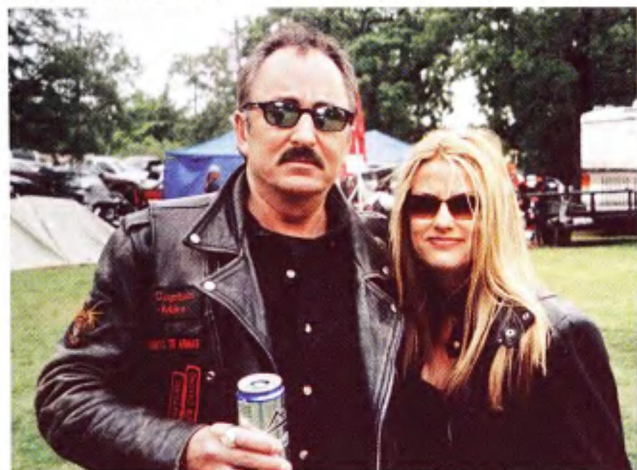
Her pan ain't just in the kitchen.

—Mike Ekberg, Fort Collins, Colo.



Fred Flintstone's woody.

—Joe Insonia, Gloversville, N.Y.



Cap'n Mike and Kim enjoy a coldie. —Vic Pecorino, Huffman, Texas



Smack that ass. —Bill Cromwell, Woodstock Bike Show, Md.



Sexy social outcasts.

—Rick Western, Beaver Dam, Wis.



Southern gals are "udderly" fabulous.

—T.W. Banks, Riverdale, Ga.



Smokin' hot in Sturgis.

—Vic Pecorino, Huffman, Texas



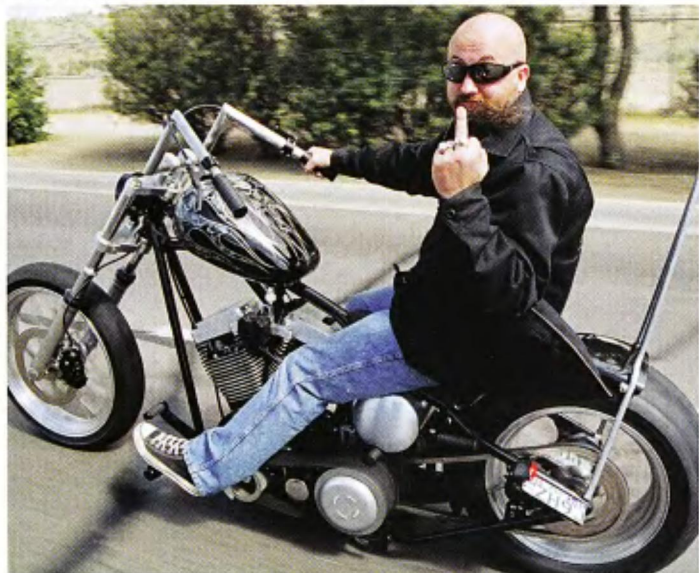
Li'l sis, shifting her jockey.

—Mike Ekberg, Fort Collins, Colo.



Barry and the bros at the Circle D in Cave Creek, Arizona

—Pauline Ortiz y Pino, On the road, USA



Johnny "Flippin'" Goodson of Insane fame.

—She Devil, Hellbound



Blondes do have more fun.

—LowLife, Welcome, N.C.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay \$100 for each full-page color photo, \$50 for half-page color photos, \$40 for

color photos printed smaller than half-page and \$30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.



The Time Traveler

Straight From The '70s, Only Better

"The whole idea here," Duane Jordan says, "was to do a bike like we used to do 'em, back before the aftermarket took over, when guys had to make what they needed." And that's pretty much the way this one went together. There isn't much here that came out of a catalog. Of course, Duane Jordan's got more than three decades of experience at this. Born and raised in Visalia, California, back in the '60s and '70s, he and his Central Valley buddies put together lots of bikes like this one. With his new company, Surf Cycle Designs, he's making it possible for all

of us to do it again. We'll get to that, later. First, let's review a little about this almost-not-there bike. "Anorexic," as Duane calls it, is all skin and bones.

The idea for this little trip back to the '70s hatched about seven years ago with Duane deciding to build something with a downsized frame, something with the tubing measuring no more than 7/8-inch, a size popular with frame builders of the past. "Tom McKibben was building those 7/8-inch frames and setting them up with his spindly single-spring front ends and that's just what I wanted," Duane says. He went out and





bought the tubing to do it. Then he stumbled onto this frame, a little Ness piece that people say was a Jim Davis design, built from '72 to around '76. He found it at a motorcycle swap meet and it had never been used. "It was exactly what I needed."

So that was the beginning. Then there was that front end to track down, something else Tom McKibben used to build back in the day. Skinny little things, he probably built only 10 or 12 sets and these days they've become real collector's item. "But I found this guy named Bryce Cole," Duane goes on. "He'd built one like it back in the '70s and never used it. It hung on his garage wall for 30 years." Duane got it, chromed it and used it. "And I have no idea where this gas tank came from," he says. "One of my buddies tells me I'd dropped it off at





his house about 30 years ago and he gave it back to me. I guess I didn't like it back then, but it sure worked for this project, especially now with everyone trying to hide their gas cap, we thought we'd just stick two of them right in their face!" Duane already had the motor—had it for a while. "Since at least '73," he says. It's a "warmed-up" little pan-head—a 74-inch using Wiseco 10:1 pistons and an Andrews cam.

The bike's been finished for about two years now and Duane can't believe the response this little chopper generates. Must be a case of something that's right once being right forever. "And there's really nothing new or innovative about anything on this bike," Duane says. "Everything done here has been done thousands of time before." The bike is straight out of the '70s—old tricks maybe done just a little neater this time around. Butch Reed helped Duane put it all together, even completing



some major reshaping of the rear fender to make it fit. It's a WCC piece that Butch worked over to match the radius of the 17-inch wheel and tire. He cut it in seven places.

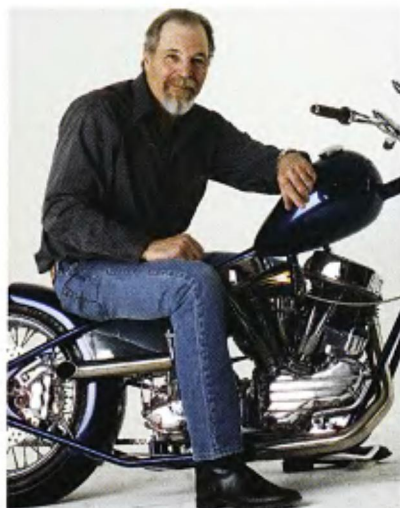
"And you know," Duane says, "as small as this bike looks, for some reason it just seems to fit everyone. It doesn't matter if you're 5 foot 8 or 6 foot 4, everyone fits, everyone's comfortable and everyone looks good. It's really kind

of amazing." Not really. Right once, right forever, remember?

Oh yeah, about Surf Cycle Designs and those cool, old-style parts. Duane's started building and selling these frames and front ends under the skin and bones name Anorexia, just like the bike. "We make 'em out of 4130 Chrome-moly and we have designs for these McKibben-style front ends, too." Interested? You're not alone.

—Joe Kress





Owner: Surf Cycle Designs

City: Visalia, California

GENERAL

Designer: Surf Cycle Designs

Fabrication: Duane Jordan,

Butch's Metal Magic

Year/make: 1953 Harley-Davidson

Model: FL

Assembly: Butch & Ryan Reed

Time: 6 months

Chroming: Meclec

ENGINE

Year and type: 1953 FL

Rebuilder: Cajun Motors

Displacement: 74 cubic inches

Ignition: Morris magneto

Cam: Andrews, A grind

Carb: S&S

Air cleaner: that's a secret

Pipes: stainless, by Electric Jack

TRANSMISSION

Year/make: 1953 Harley-Davidson

Shifting: hand

PAINTING

Painter: Chris Lacy

Color: midnight sapphire

Type: PPG

FRAME

Year/make: 1972 Ness

Type: rigid

Rake: 40 degrees

Stretch: just enough

ACCESSORIES

Handlebars: custom, 7/8-inch

Handlebar controls: Limey

Fenders: Butch's Metal Magic

Headlight: CCI

Taillight: Drag Specialties

Pegs: Butch's Metal Magic

Foot controls: Butch's Metal Magic

Gas tank: peanut

Oil tank: Butch's, aluminum

Seat: Dan Lozano, Ron Santos

Mirrors: none

Grips: Dan Lozano, Ron Santos

FRONT END

Type: springer, 6 inches over

Builder: Bryce Cole

WHEELS

Make: laced, Billet Boys hubs

Size: 21-inch front, 17-inch rear

Tires: Metzeler

Brakes: HHI, PM

Photos: Rick Hustead

Contact: Surf Cycle Designs

Visalia, California

www.Surfcycledesign.com

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Meet May's Winner

So what's it really like livin' below the Mason-Dixon line? Just ask Southern Bell, Shaunda, your May Fox Hunt winner. This natural beauty hails from South Carolina, home of Myrtle Beach Bike Week, Hiltonhead, Charleston, and more golf courses than you can shake a nine-iron at! Boys, there ain't nothin' like gettin' close to a Southern woman like Shaunda here and havin' her talk all nice and quiet in your ear, all flirty, with that Southern accent. Mainly she's bein' nice and tellin' you to leave her alone before she hurts ya, but, what the fuck...it's still fun. We found that out as we threw her on a bus to our studios in Florida and teamed her with the boys of Weston Choppers and our photog, Don Rogers, as you saw on Page 56. He said she was all kinds of hot! See, told ya.

—Uncle Remus



Hailey—Colorado

#1001

"I've been on them since before I can remember. The feeling is amazing and serene...it's like a dream. I must admit it turns me on. I love it!"



Kristina—British Columbia

#1002

"My dad bought his first Harley the year I was born and by the time I was two I was going for short rides, sitting in front of my dad. My love of bikes is because of my dad!"

Win \$1,000!



Michele—New York

#1003

"When I was younger, I was afraid of the bikes because of the noise. I'm older now and know how hot they are."



Alicia—Florida

#1004

"I was 18 my first time, and I still get shivers up my spine when a big Harley goes roaring by."



Jane—Kansas

#1005

"I was in high school and hung out with a lot of older bikers because it was cool and the vibration from the bikes when I'd ride got me so horny. The rumble and the tough look is what makes me want to ride."



Timea—Nevada

#1006

"I enjoyed my first ride so much, I made sure I got my own ASAP! I love riding my own bike which is so much fun. I like the power."

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 #412 *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 February 2008 issue.



Tantalizing Tara is your June Fox Hunt winner and boy is she happy. We actually pulled her out of a raging California brush fire for her shoot. Both the ground and our lenses are still smokin'!

412

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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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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Ray's Ruby Slipper

Welcome To The 21st Century

This fast scooter was built by its owner Ray Schager and Mil Blair.

We know what you're thinking, "Why is this bike called Ray's 'Ruby Slipper' when the scoot appears to be dark burgundy or maybe black cherry in color?" Look, in the sunlight it looks like a

friggin' ruby slipper, ok? Now, let's move on. Mil Blair has always possessed a great technical mind for V-twin performance. Over the years, he has created many of the early products for our choppers back in the day. He's never rested in his quest for speed.



Ray is a chopper pilot who had been tooling around on a jockey shift shovel-head for the last 25 years. He expressed a desire to enter the 21st Century in style, so he and Mil started designing this high-tech sled.

Lately, Mil has been knocking around with Dr. Stewart Prince of Cal State Northridge on a few high-speed projects. Together they developed the Pegasus Fuel Injection System. Mil's ecstatic about the product and says that 20% gains in torque are possible, and it gets you where you're going 1,500 rpms quicker. Mil told us that people are typically scared off by fuel injection at first, because of the need for specialized equipment to service it. The Pegasus System is different because it's infinitely adjustable with any laptop computer and the supplied software. Mil jokingly says, "When your old lady pisses you off you can go in the garage and talk to your bike." You can adjust anything that you want, including adjustments in timing, fuel mixture, phasing between the cylinders, and so on. There are probably 50 different adjustments in all that are possible to fool with.

The electronic wizardry is not confined to the engine. All of the wiring on this bike is well hidden. The handlebars, made by Ray, incorporate Dr. Prince's electronics for the relays, turn signals and flasher in a box that just measures



1 x 1 x 3 inches. All of the wiring on the bike is hidden within the tubes. The fuel pump is also concealed behind the oil tank. Mil says that the idea was to make everything as stealthy as possible.

The frame is from Kraft Tech. Ray is a fabricator and welder by trade and made a number of modifications to it, adding and subtracting brackets where necessary. He also stretched the gas tank and lengthened the rear fender, adding skirts to the sides. A set of inverted front forks by American Suspension were fitted which incorporate hidden calipers for the brakes.

A 113-cubic-inch S&S motor was used for this project. Out of the box they put out somewhere around 90 horses, which is nothing to sneeze at. With the Pegasus Fuel Injection System and careful tuning, Mil says he was able to coax 118 ponies out of this beast, delivering 122 foot-pounds of torque.

Neck snapping performance comes at a price and everything downstream from that motor needs to be seriously



stout. Mil discovered that the motor accelerates so fast that he wasted three alternator rotors in an hour on the Dyno. Apparently, the splines sheared right off. Through some experimentation with several brands, he found that Cycle Electric rotors are one brand that is up to the task. He says they also have particularly strong magnets, which boost the charging rate. Next down the path of destruction is the primary drive. Mil chose the bulletproof BDL unit and augmented it with their ball bearing centrifugal clutch. Of this combination Mil says, "It works really bitchin'."

Ray was playing in Laughlin this year, and while riding down the main street somehow managed to get into a drag race with two other riders. Ray says he gave them a little head start, then passed them like they were standing still. When it was all over, the cops who were writing up their \$180 tickets remarked, "I have never seen a bike that big accelerate that quick." Heh, heh. Thanks officer, mission accomplished.

—Kit Maira





Owner: Ray Schwager
City: Sun Valley, California

GENERAL

Fabrication: Ray Schwager/Mil Blair
Year/make: 2005 Kraft Tech
Model: Special Construction
Assembly: Ray Schwager
Time: 5 months
Chroming: Gil Gomez
Polishing: Gil Gomez

ENGINE

Year: 2005
Builder: S&S Sidewinder
Displacement: 113 cubic inches
Cam: S&S
Carb: Pegasus Fuel Injection
Ignition: Pegasus Fuel Injection
Pipes: Ray Schwager

TRANSMISSION

Make: Roadmax
Year: 2005

Shifting: foot

PAINTING

Molding: Sanchez Brothers
Painter: Sanchez Brothers
Color: ruby slipper red
Type: Deltron 2000

FRAME

Maker: Kraft Tech
Type: hidden-shock
Rake: 38 degrees
Stretch: 8 inches
Other alterations: Kustom Werks shocks

ACCESSORIES

Handlebars: Ray Schwager
Risers: integral
Handlebar controls: Belt Drives Limited
Fender: Kraft Tech
Headlight: Kustom Werks
Taillight: Kustom Werks
Speedo: Dakota Digital
Pegs: Daniel Boone
Electrics: Dr. Stewart Prince
Foot controls: Kustom Werks
Gas tank: Kraft Tech
Oil tank: Kraft Tech
Oil system: Mil Blair
Seat: LePera

Mirrors: Kustom Werks

Grips: Kustom Werks

FRONT END

Type: inverted
Extension: 10 inches over
Builder: American Suspension

WHEELS FRONT

Size: 21-inch
Wheel: Daniel Boone and Co.

Rim Width: 2.15 inches

Tire: Metzeler

Brakes: Kustom Werks disc/
American Suspension integral caliper

WHEELS REAR

Size: 18/240

Wheel: Daniel Boone and Co.

Rim Width: 8.5 inches

Tire: Metzeler

Brakes: Kustom Werks disc/caliper unknown

Special Thanks: To my friend Mil for all the time he put into this bike, showing me what to do and what NOT to do.

Photos: Rick Husted



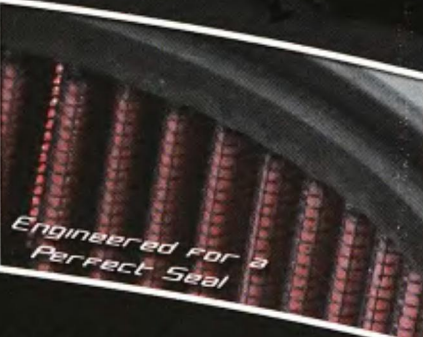
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ER_1007



Alan brilliantly executes an unlimited range of subjects on the bikes he paints, but he enjoys doing pinup-style portraits the best.

Pastrana Unlimited

Pastrana Unlimited is an apt name for artist Alan Pastrana's business. It's apt because it speaks to the range of his work (and enterprise), which truly is unlimited. Alan, who has an art degree from the Fashion Institute of Technology (FIT) in New York, uses an airbrush to lay some amazing paint on some amazing bikes. His repertoire includes typical chopper fare like skulls and flames, which he expertly executes, but it's his other work, which really pushes the limits. One of the best examples is his Demon Bike.

The Demon Bike (aka the Porn Bike) was one of those rare, but ideal, commissions. When asked how he translates a concept from mind (his or the client's) to metal, Alan describes three scenarios. The first is clients who bring in images they want reproduced exactly. The second is the kind of client who has more specific ideas. In one case, the client knew he wanted a Roman theme with soldiers and a battle scene and that he wanted to use the colors red, silver and gold, then let Alan take it from there. The final scenario is the dream client. "It's rare, but it happens. You get a guy who doesn't know what he wants, doesn't

care how long it takes and doesn't care how much it costs—he just let's me run with it," says Alan. For the Demon Bike, the only parameters given to Alan were that it had to have demons, girls and dollar bills. They say the devil is in the details and the details got pretty interesting on this motorcycle.

According to Alan, when bike owner Milton Vanorse viewed the completed tank, he said, "I love the artwork. Everything is awesome, but I wish you had taken it farther." "Theme bikes require research," says Alan who visits the bookstore, uses the Internet and even consults his old art history text books to make sure the scenes he creates are "accurate and realistic." To "take things farther," Alan was compelled to do some X-rated research, buying related magazines and visiting the Internet on his home computer much to the chagrin of his wife, Emily. "Honey, it's just research," Alan explained. The completed bike is so incredible that "When all was said and done, she liked it," notes Alan. "It's great to sit back at bike shows and watch the reaction as people view it," he says. Incredible, too, because this artist once considered art just a hobby.



A self-described "mixed media artist," who works on traditional canvas as well as metal, Alan says he uses watercolors, oils, airbrush and acrylics all on the same piece. "I use whatever means necessary to get the job done with the best quality and best results."





The Demon bike was built by Peter Bishop, owner of Rock City Cycles in Rockland, Maine, and commissioned by bike owner Milton Vanorse. Alan is an accomplished illustrator and mixed media painter, but airbrushing has enabled him to push limits.

Born in Queens, Alan has been drawing since age four. His father, an architect, used to take him to museums, which influenced Alan's affinity and appreciation for art. Considering art a pastime, Alan skipped art classes in junior high and high school and finally took his first after being accepted to FIT. While other applicants brought beautifully assembled portfolios and laminated samples of their work for the school to review, Alan arrived with a stack of loose papers with his work. "They weren't even 8 1/2 x 11," he laughs.

At FIT Alan learned color theory, design, composition and anatomy. He believes it is his art education and illustration background that helps set him apart as an airbrush artist because he incorporates it into his style and technique. "What I do isn't just T-shirt style airbrushing," says Alan, who began work in the advertising industry and later created "oversized murals" on buildings. He got into airbrushing bikes, because people who saw him airbrushing the murals would ask if he would paint their bikes. "I got tired of saying no," he says. Airbrushing was taught at FIT, but just as an intro class, so Alan mostly learned by practicing and by reading instructional articles in *Airbrush Action* magazine. Obviously proficient now, Alan uses a specific process before laying paint on any bike.

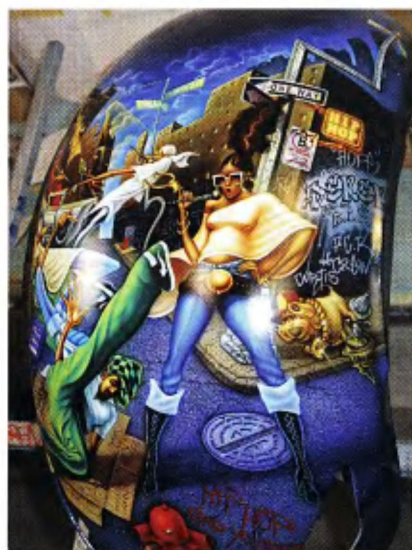
Each concept begins with research and sketches. Alan then uses Photoshop to refine the design and fit it to the tank or

fender. His most challenging and rewarding piece to date is the Hip Hop Bike, which took a year to create. Wanting a piece that reflected the '70s and '80s, Alan spent hours and hours researching his subject for accuracy from break dance poses to fat-laced Adidas. The sketches alone took 1 1/2 months to produce. Alan Pastrana doesn't like limits, and he did what he needed to make this "one of his best [bikes] to date." Yet, according to Alan, that's just the beginning...

Alan has many plans for his work and his business. He already teaches art for both *Airbrush Action* magazine and via private classes at his shop. Besides branding his name, he plans sell prints of his paintings, an instructional DVD, and T-shirts and other clothing online. Alan does not work alone. He says of colleagues airbrush artist Honorio Reynolds and paint and bodywork expert John Kaplan, "These guys are instrumental to the success of Pastrana Unlimited." Alan has another important masterpiece in the works—one he created with his wife, Emily, who is expecting their first child, Isabelle, any day. Yes, Pastrana Unlimited is indeed an apt name.

—Joanne Morris

Alan Pastrana
Pastrana Unlimited, LLC.
 131 Whiting Street
 Plainville, CT, 06062
 860-747-6633
www.pastranaunlimited.com



Images: Alan Pastrana

Jeff Coles, owner of One Shot Racing and builder of the Hip Hop bike, waited a year for the finished product which Alan views as one of his greatest challenges and accomplishments. Artwork for the Hip Hop bike was designed by Alan "from the ground up" and was inspired by the works of Justin Bua, Frank Morrison and David Garibaldi. The preliminary sketching phase took 1 1/2 months alone. All the work is hand drawn, and then further refined in Photoshop. He even created vinyl cutouts and stencils for this job.

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One Crazy Fast Cracker

Tom Foster Launches
The Techno-Bobber

Having clocked some 20 years in the custom bike building world, Tom Foster is what they call a "contradiction in terms." While he labels himself as the "CrazyFastCracker," wearing tons of tats and fistfuls of gnarly rings and building old-school "purist" bikes,





he happens to be an engineering scientist working at Boeing's Integrated Defense Systems, his "day job" delving into the company's Space and Communications Division projects. When he calls the bike seen here a "Techno-Bobber," he not only bridges the gap between the past and the present, he shatters the "biker" stereotype and once again demonstrates the multi-faceted talents found within American custom bike builders.

On a recent TV documentary profiling the photo session for this bike, Tom explained, "I was always into fabrication. I was a mechanic and good with my hands. Bikes, like the spacecraft we work on, have got to be light, fast and be able to withstand hard launches. You gotta have something that will hold

together if you want to keep up, and I like to keep in front."

As for the genesis of the Techno-Bobber, he says ideas for the scooter first appeared as highly detailed visual images in his head. "I can see every nut and bolt before I even start working." As for the influences on style, "I like those early magneto kicker bikes, something I cut my teeth on."

Starting with a one-off Chopper Guys frame, Tom says, "It's the best frame I've ever had. There's not a shake in the drivetrain and it lays out the line I wanted for the bike." In that frame Tom stuffed a 120-inch motor from Engenuity well fed by a Zipper's Stage 3 racing carb and hooked up to a 5-speed right-side tranny with a new primary design from Baker. Shifting is via a trick stainless jockey

shifter Tom conjured up, while the rear brake is a prototype radial mount design created by Tom's friend, Roland Sands.

Getting into the bodywork, more specifically the bike's tank, Tom sliced and diced a stock Sportster fuel bag, then sent it on to his buddy Dennis Sanchez for the invisible welding chores, and then plumbed it back into the frame using his very own, very cool hidden motor mount system.

Laying on the right colors on the tank and the rest of the bike focused on accenting the bike's "retro rocket science" look. To get it right, Tom relied on Rich Evans Designs at Huntington Beach Bodyworks who sprayed the James Bondish Aston Martin teal green pearl base set off by the silver panels and special filigree inserts.

Tom picks some cool components to add personality to his hardcore, hi-tech machines. For example, the H-Bomb oil-bag from Sucker Punch Sallys. Another cool deal is the taillight, a small but important detail since it's what most people will see blasting past them. It was made by another of Tom's buddies, Gary Griffen, who fashioned it from an antique microphone. As for "greatness being in the details," one component says it all. "The handlebars were given to me by my homeboy Johnny Chop before he died, and because they're on this bike, I'll keep this bike forever."

—Paul Garson





Radical Rena is a local SoCal gal who enjoys long walks on the beach and carries a chainsaw with her where ever she goes.



Owner: Tom Foster

City: Los Angeles

GENERAL

Designer: Tom Foster

Fabrication: Christian Cognini/Tom

Foster/Dennis Sanchez

Year and make: 2006 Foster custom

Model: Techno-Bobber

Assembly: Tom Foster

Time: 16 weeks

Chroming: Orange County Plating

ENGINE

Year: 2006

Model: Engenuity

Builder: Engenuity

Ignition: CompuFire

Displacement: 120 cubic inches

Lower end: Engenuity

Balancing: Engenuity

Pistons: Engenuity

Heads: Engenuity

Cam: Engenuity

Lifters: Engenuity

Carb(s): Zipper's Stage 3

Air cleaner: Roland Sands

Pipes: Matt Hotch

Mufflers: none

Transmission: Baker 5-speed

Modifications: kicker

Shifting: jockey shift

PAINTING

Painter: Rich Evans Designs

Color: Aston Martin LeMans Green/Silver

FRAME

Year: 2006

Builder: Chopper Guys

Type: one-off

Rake: 36 degrees

Stretch: 1-inch up

Shocks: rigid

Modifications: of course

ACCESSORIES

Bars: Johnny Chop

Handlebar controls: Exile internals

Fenders: Tom Foster

Headlight: Headwinds

Taillight: Gary Griffen

Speedo: plenty

Front pegs: PM mid-controls

Rear pegs: none

Electrics: Tom Foster

Gas tank: Tom Foster/Dennis Sanchez

Oil tank: Sucker Punch Sallys

Oil system: Engenuity

Seat: pan by James Crosby/upholstery by

Bitchin' Rich

Mirrors: none

Grips: Performance Machine

FORKS

Type: inverted

Extension: some

Builder: Storz

WHEELS

Size: 21-inch front, 18-inch rear

Wheels: Performance Machine

Tires: Metzeler

Brakes: Performance Machine

Photographer: Rick Hustead

Contact: www.CrazyFastCracker.com



Ouch! She wants to ride ...

... and I'm stuck here cleaning.

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

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

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If Biketoberfest were a girl, she'd be celebrating what south of the border is called her *quinceañera*, her 15th birthday. A quincy...I mean keensay...well, that thing I just said...is a very special birthday for her, because she turns 15 and, as we all know, you only do that once in your life. After that, a lot of women seem to celebrate certain birthdays many times over.

Anyway, Biketoberfest isn't a young girl, so we don't have to worry about bringing any special presents to Daytona this October. Just bring yourselves and your friends and it'll be a party you won't forget soon. With any luck, you might not even remember it.

To help you pick the right place and event for your special birthday celebration, we've put this nifty guide together for

you, enduring long hours of endless research. To get this accomplished, we had to remember what we did there last year, and ironically, none of us here at the magazine were able to recall anything. Must have been some wild partying!

Luckily, there's the Internet, and on it, there are what's commonly referred to as Web sites, some of which actually deal with Biketoberfest matters. And even though it was a trifle early to consult these sites, we did anyway and came away with very little. So, in order not to look completely stupid, we'd suggest you check out some of those sites yourselves, because by the time you read this, there surely must be more up-to-date information about the goings-on at this year's Biketoberfest.

Hasta la vista, baby!

—Tripper

BIKETOBERFEST GUIDE

FIFTEEN YEARS OF BIKES, BABES, AND BEER



Destination Daytona

Located on I-95 and U.S. 1, Exit 273, Destination Daytona is the perfect starting point for your Biketoberfest adventure. It has anything and everything the modern biker could possibly wish for, even 109,000 square-feet full of brand-new Harley-Davidsons (just in case you've got your heart set on one). Or, as our intrepid, fun guru, Phantom Dave, puts it, "Bruce Rossmeyer's Destination Daytona is a mega biker mall!" It includes the new Arlen Ness facility along with the massive Harley-Davidson Superstore, restaurants, a hotel, condominiums, a truck stop, outdoor vendors by the score, and the Teresi Dyno-Drags Truck (above). All this place needs is a ferris wheel. There'll also be live entertainment, a huge manufacturers display, and an on-site V-Twin Expo.

Events Calendar

Oct. 16
13th Annual Harley-Davidson Ride for Children

Join hundreds of riders in a police escorted ride to benefit Paul Newman's Camp Boggie Creek. For information call 386-253-2453.

Oct. 18 - Oct. 20
Veterans Golf Tournament Benefiting Vietnam Veterans Assistance Fund. To be held at both LPGA Golf Courses - Champions & Legends. For information call Golf Daytona Beach at 800-544-0415 ext. 136 or email info@golfdaytonabeach.com or visit www.golfdaytonabeach.com.

Oct. 18 - Oct. 21
Biketoberfest - Motorcycle Expo. An estimated 100 vendors and exhibitors offering pinstripping, product and services, motorcycle displays, seminars, demonstrations; presented by The Daytona Beach News-Journal; 10 a.m. - 6 p.m. Ocean Center, 101 N. Atlantic Ave., Daytona Beach. Free. For more information call 386-672-0723 or visit www.dbnjshows.com.

Oct. 21 - Oct. 24
Biketoberfest Rajun Cajun Fest New Orleans-style Biketoberfest event including a crab and crawfish boil, live music and more. Inlet Harbor Restaurant, 133 Inlet Harbor Road, Ponce Inlet. Free admission. For more information call: 386-767-8755.

Biketober Motorcycle Classic Bike Show

One of Daytona Beach's newest attractions. Open to all makes and models of motorcycles, sidecars and trikes. Show bike categories will feature everything from Harleys and Indians of the 1920s and 30s to Triumphs and BMW's of the 1960s and 70s to modern Suzuki and Kawasaki sport and race bikes, as well as wild customs and choppers. 4 p.m. - 10 p.m. For information call 386-254-5020 or visit www.daytonalagoon.com. 601 Earl Street, Daytona Beach (next to the Ocean Center).

Biker Bash on the Beach
Free concert at noon in the

Historic Bandshell located behind the Hilton Daytona Beach Oceanfront Resort. 100 North Atlantic Avenue, Daytona Beach. For information call 386-254-8200.

Boardwalk Classic Bike Show - Boardwalk Custom Bike Show
Registration: 8 a.m. - 11 a.m.; Show: 11 a.m. - 4 p.m. Twenty classes with three trophies per class and a \$500 grand prize. Oceanfront, Boardwalk Walkway, Daytona Beach. For information call 386-253-0254.

The Official Biketoberfest Event

Welcome Center

Visitor Information Centers
Complete listing of all events, activities and loads of information. Sign in and pick up an official event poster or 2007 wallet card. Visitor Information Center inside Daytona USA. 1801 West International Speedway Blvd., Daytona Beach and located inside Bruce Rossmeyer Harley Davidson, U.S. Hwy. 1, Ormond Beach. For information call 386-255-0415 ext. 117 or visit www.biketoberfest.org.

Main Street Rally

The place to see and be seen. Festival fun, vendors, manufacturers display. For information call: Main Street Merchants Entertainment 386-252-1922 or 386-255-9525.

No Name Saloon Biketoberfest Bash

Three live bands daily, vendors, funny contests, great food. 9 a.m. - 3 p.m. 2001 South Ridgewood Avenue, Edgewater. For information call 386-428-9229.

United Way 2006 Heritage Softail Classic Give-away
Tickets by donation 10 a.m. -

midnight at the Full Moon Saloon (700 Main Street, Daytona Beach) and at the Iron Horse Saloon (1068 North US 1, Ormond Beach). For information and to purchase tickets visit www.uwinaharley.com.

Biketoberfest Fall Cycle Scene Championship Cup Series

Race of the Champions motorcycle races and Formula USA Championship final rounds, 8 a.m. - 5 p.m. Daytona Beach International Speedway, 1801 W. International Speedway Blvd., Daytona Beach. For tickets and information call: 386-252-2453.

Crusin' Cafe

Live Bands, DJ, souvenirs, T-shirts, daily entertainment and full course meals. 2 South Atlantic Avenue, Daytona Beach. For information call 386-253-5522 or www.cruisincafe.com.

American Legion Post 270 "Legion Riders"

Biketoberfest® Blast
Music, backyard BBQ and horseshoes. 119 Howes Street, Port Orange. For information call 386-788-6800.

Spider's Cycle City

Biker central on Beach Street from 9 a.m. - 9 p.m. 320-354 North Beach Street, Daytona Beach. For information call 304-877-6946 or www.spiderspromotions.com.

Boot Hill Saloon

Biketoberfest Party
Live music, food, exhibits & more. Live music, outdoor bar, exhibits, food, T-shirt and logo sales. 310 Main Street, Daytona Beach. For information call 386-257-2007 or www.boothillsaloon.com

Hot Leathers Biketoberfest Giveaway
Drawing by raffle at Noon on October 23rd, 801 Main Street, Daytona Beach. For information call 386-238-1048.

Florida Lions Conklin Center for the Blind
Get your 2006 Bike Week Antique Motorcycle raffle by donation tickets. Iron Horse Saloon, 1068 North US1, Ormond Beach. For information or to purchase tickets call 386-258-3441 or visit www.conklincenter.org.

Biketoberfest Festival at Riverfront Park
International motorcycle designers showing off their latest creations, official event clothing and water for sale, corporate giveaways, manufacturer displays, live entertainment, food and beverages, visit with Daytona Beach Mayor Yvonne Scarlett-Golden, motorcycle parking onsite. For information call 386-248-0580, 866-605-4276, 386-671-3420, or rigerh@codbus.com or www.tomcellie.com.

Daytona Beach News-Journal Biketoberfest Motorcycle Expo
Beachside, Ocean Center. Free admission. Expo with motorcycle and after market vendors, ride-in shows, tattoo contests and events. HOG pin stop. 10 a.m. - 6 p.m. daily. 101 North Atlantic Avenue, Daytona Beach. For information call 386-677-4262 ext. 2242 or www.dbnjs.com.

Saddle Jacks Bar & Grill
Live entertainment, DJ's, contests and more. Live entertainment 6 p.m. - 10 p.m. Breakfast buffet 7 a.m. - 11 a.m. Mechanical bull, foam party, DJ's/Emcee's, games, prizes and giveaways. 1545 US 1, Ormond Beach. For information call 386-615-8511.

Boot Hill Bar - Ormond Beach
Live music, vendors, contests and more. Outdoor bar, live music, Wall of Death, food, tattoos, T-shirts, vendors, contests and more. Shades of Purple will be playing from 9 p.m. - 1 a.m. on 10/20, 10/21 and 10/22. 1081 North US 1, Ormond Beach. For information call 386-257-2007 or www.boothillsaloon.com.

316 Main Street Station Restaurant & Saloon
Daily activities, food & more. 316 Main Street Daytona Beach. For information call 386-248-0085.

Last Resort Bar
Music, vendors, food. Horse magazine OI Skool

Chopper Show.
5812 Ridgewood Avenue, Port Orange. For information call 386-761-5147.

Barney's Leather/Tattoo's R Us - Ormond Beach
Great food, great tattoo's, great vendors. 9 a.m. - close. 1148 North US 1, Ormond Beach. For information call 386-252-7770.

Barney's Leather - Daytona Beach
Come join the fun: food, vendors and more. 9 a.m. - 8 p.m. 438 North Beach Street, Daytona Beach. For information call 386-252-7770 or www.barneysleather.com.

Beach Clubs
Conch Shack
(at Beachcomer Resort)
2000 N. Atlantic Avenue
Daytona Beach, FL 32118
386-252-8513

Ocean Deck
127 S. Ocean Ave.
"Live island music directly on the beach."
Daytona Beach, FL 32118
386-253-5224

Racing's First Turn
4511 So. Atlantic Ave.
Daytona Beach Shores,
FL 32118
386-322-3258

Splash Bar and Grill
100 N. A1A
Daytona Beach, FL, 32118
386-254-8200

Waves Beach Bar
(Hyatt Resort)
"Tropical pool deck."
100 N. A1A
Daytona Beach, FL 32118
386-254-8200

Blues Clubs
Bank and Blues Club
"Top regional and national blues bands." (First Sunday of the month only.)
701 Main Street
Daytona Beach, FL 32118
386-257-9272

Boot Hill Saloon
"Order a drink and have a seat. You're better off here than across the street."
310 Main Street (across from cemetery)
Daytona Beach, FL, 32118
386-258-9506

Comedy Clubs
Bonkerz Comedy Club
Located inside Hook's Lounge at the Treasure Island Resort Bonkerz Comedy Club will be open every Friday & Saturday night at 9:30 p.m. Admission is only \$5.00.
For reservations, call 386-255-8371. (*Must be 18 years old or older to attend shows.)

Dance Clubs

600 North
"Where the professionals party."
600 North Atlantic Ave.
Daytona Beach, FL, 32118
386-255-4471, ext. 116

Razzle's
"High energy dance club with unbelievable light shows."
611 Seabreeze Blvd.
Daytona Beach, FL 32118
386-257-6236

River Deck
"Directly on the Intercoastal with a million dollar view."
2739 S. Ridgewood Ave
Daytona Beach, FL 32118
386-761-0022

The Groove
118 N. Beach St.
Daytona Beach, FL 32114
386-252-7600

Fuel Entertainment Complex
640 N. Grandview Avenue
Daytona Beach, FL 32118
386-248-3151

Ice Cream/Desserts
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2411 N. Atlantic Avenue
Daytona Beach, FL (beachside)
386-615-7870
www.gigisices.com

Internet Cafes

Connect Café
Connect Café is a gourmet coffee and tea cafe that is so comfortable, you may not want to go home! Delicious desserts, fresh-baked pastries, breakfast sandwiches and soups/sandwiches.
1500 Beville Road, #410
Daytona Beach, FL 32114
386-238-3920 - phone
386-238-8466 - fax
rkgriffin@usa.net

Karaoke

The Green Turtle
2301 S. Atlantic Ave.
Daytona Beach Shores, FL 32118
386-255-2677

Plaza Club (Located at The Plaza Resort & Spa)
600 N. Atlantic Ave.
Daytona Beach, FL 32118
386-255-4471

The Penthouse Lounge (at Best Western La Playa Resort)
2500 N. Atlantic Ave.
Daytona Beach, FL 32118
386-672-0990

Ocean Deck
"Live island music directly on the beach."
127 S. Ocean Ave.
Daytona Beach, FL 32118
386-253-5224

Lounges

Beaches Sand Bar
203 E. Granada Blvd.
Ormond Beach, FL 32176
386-671-1711

Bootsie's Hideaway (Formerly Embassy Lounge)
"Come as strangers ... leave as friends."
3400 South Nova Road
Port Orange, FL 32127
386-788-5532
embassy@bellsouth.net
Open 7 a.m. Mon - Sat
11a.m. Sun
happy hour 4-7 p.m.

Clocktower Lounge
"An ocean view with live piano music."
100 N. Atlantic Ave.
Daytona Beach, FL 32118
386-254-8200

Dirty Harry's
705 Main St.
Daytona Beach, FL 32118
386-252-9877

Fat Tuesday's
100 N. Atlantic Ave.
Daytona Beach, FL 32118
386-253-3305

The Love Bar
116 N. Beach St
Daytona Beach, FL 32114
386-252-7600

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Daytona Beach, FL 32118
386-254-8808

Full Moon Saloon
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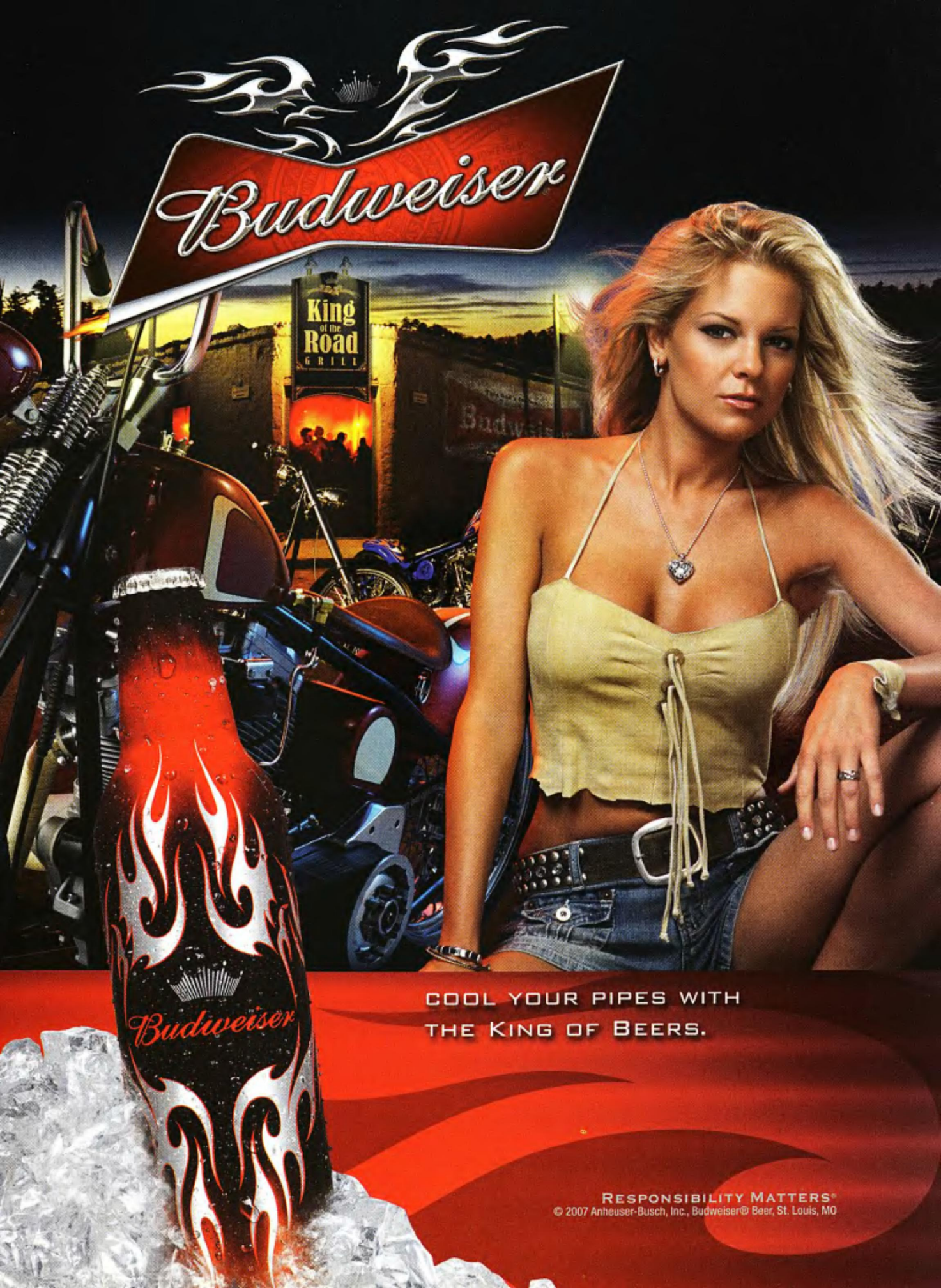
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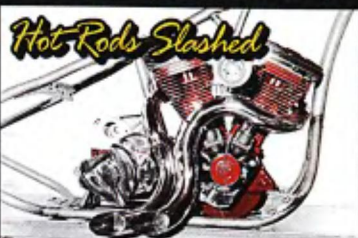
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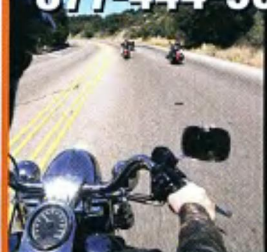
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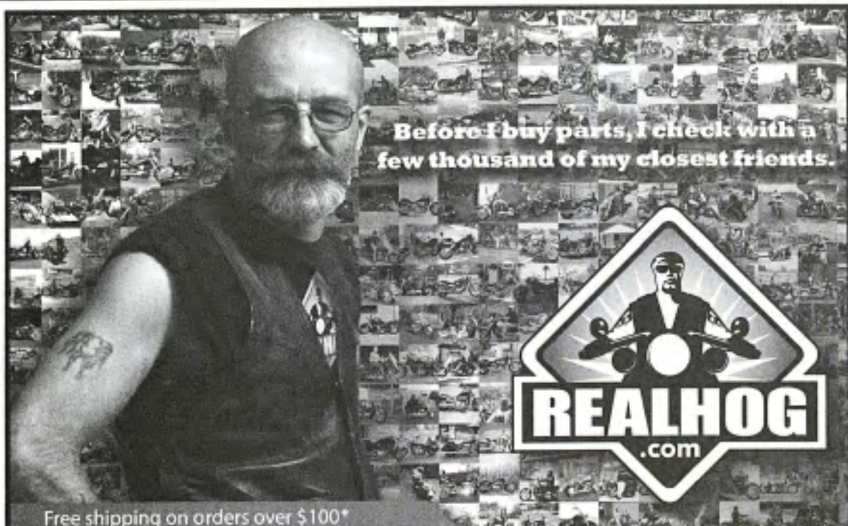
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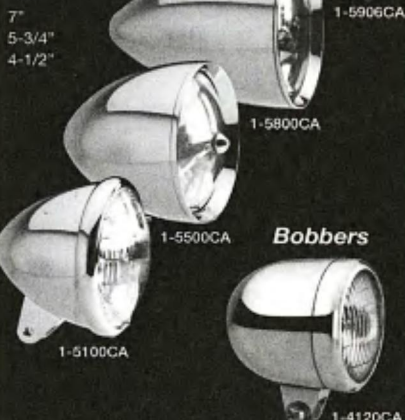
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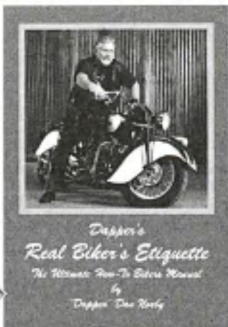
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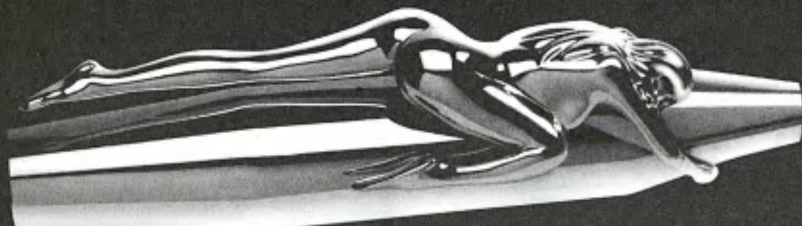
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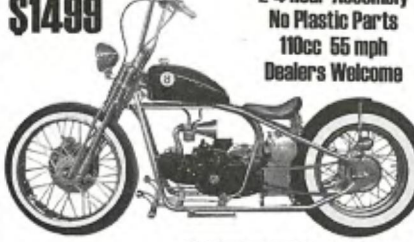
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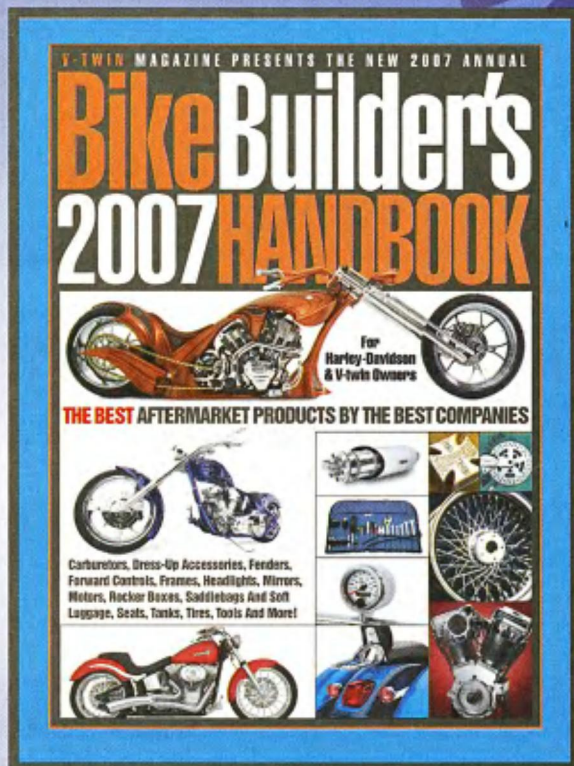
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J&P BUILD-A-BIKE SWEEPSTAKES Puttin' It All Together – The First Time

Last month, we left you drooling over all kinds of parts being used to build this year's *Easyriders*/J&P Cycles Sweepstakes Bike. You've seen parts like the Vance & Hines pipes, the Rivera/Primo belt drive set-up, the rubber-mounted Santee frame and tons of other interesting delicacies.

This month, we'll tell you how J&P's head wrench on this project, Jeff Wiley, and his crew put all those parts together to create a cohesive and functional piece of art that one of you lucky readers will eventually call his or her own. Jeff has, of course, done this type of thing once or twice before, so he knew right off the bat which parts to order to make this bike not only look cool, but also run like a bat out of hell.

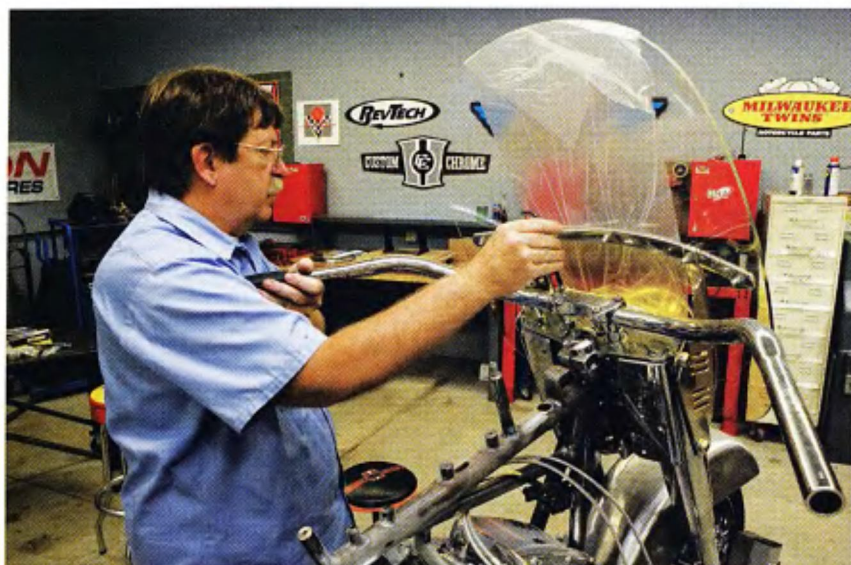
Or maybe not. Turns out, he had to exchange a couple of things during the

assembly portion, like the above-mentioned pipes. "The original pipes we picked didn't fit quite right," says Jeff, "so we've opted for a set of Pythons, a dual set-up on the right side. We were also undecided what we were gonna put on for a windshield at this point. We had a Memphis Shade at first, but the color we picked clashed with our final paint design. So that's still a work in progress as well at this point."

The pipes are going onto a RevTech motor, which has slightly different







dimensions than a stock Evo motor. "The RevTech sits about a 1/4-inch taller than an Evo," says Jeff, "but that was enough to throw off the exhaust pipe fitment."

Whenever you do a custom build and mix parts from several different manufacturers (in this case, building the entire bike with parts found in the J&P Cycles catalog), you will normally end up changing a few components, according to Jeff, because while on paper it is easy to pick out the components to build your perfect dream bike, it is another thing for them all to fit together exactly as you thought.

The combination of parts for this project was picked to build something that's a bit out of the ordinary. This proved to be somewhat of a challenge because, as Jeff puts it, "Harley stopped building the FXR back in 1994 (except for special CVO models), so there's not really a huge selection of parts out there anymore for it. I was able to find everything I needed, but I had to work a little harder to get them all to fit together." Despite that, no major fabrication or modifications had to be done, aside from a couple of mounts for the dash and for the coil. According to Jeff, "almost everything here is bolt-on stuff."

The only other challenge was coming up with a chrome inner primary cover for the Rivera/Primo belt drive set-up. "It was an item that we actually did not have in stock, and we were on a deadline, so rather than order one in we ended up having a raw one plated locally to save time," said Jeff.

It is comforting to know that even a seasoned pro like Jeff runs into mix-and-match problems occasionally; it makes the beginners among us look not quite as stupid, doesn't it? Jeff worked with a few of his fellow expert J&P technicians and got everything ironed out.

At any rate, right now, all the sheet metal was out getting painted by Chad Renken at Def Air Custom Paint, so we'll have all that waiting for you in the next issue. "The ideal situation is to have the bike completely done and then take it apart for painting. Then you know that the final assembly will be smooth and everything will fit perfectly," Jeff says. "In this case, we had everything together except for the wiring and some of the plumbing. We'll do that during final assembly."

And with that, we'll advise you to stay tuned and make sure you check out the J&P Cycles Sweepstakes ad on Page 121 or visit www.jpccycles.com for more information. After all, you can't win the bike if you don't enter the contest.

—Tripper

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ReadersRides

Tom Casias Federal Way, Washington 2006 Bobber

Here we are, in the age of the retro bobber. With all this old-school and retro stuff going on these days, one has to wonder what comes next... neo-retro-old-school-new-skool-been-there-done-that-doin'-it-again stuff?

I'll leave those heavy thoughts for other, better qualified people to ponder, like the panhandling wino at the liquor store around the corner. He's got all the time in the world. Me, I've got to tell you about this bobber, whatever school it might have gone to at some point.

Designed and built by Brian Gifford, who, according to Tom here, has been "a professional bike builder since 1991," this little hot rod has a factory Harley motor with single-fire ignition, shotgun drag pipes, and an S&S carb. "Pan rocker box covers and painted cylinders help give the engine a retro look," Tom tells us. Sounds like he



might have the makings of a truly great salesman.

The 5-speed transmission is from Andrews, the frame is pre-1957 with stock specs and rigid. It was built by Kustom Works, powdercoated and outfitted with a custom backbone to hide the cable-actuated front brake master cylinder, which gives the handlebars a very clean look. Again, I am quoting our master salesman here.

The brake calipers from Hog Halters are chrome-plated and the rotors and sprotor are super-polished stainless steel, as are the axle spacers. Fuel is delivered through a bras petcock, "Aiding the early retro look," says Tom, adding that the same goes for the olive drab paint, the same that was used on those old board track racers from the '20s. The wheels are billet-hubbed with stainless spokes; the rear tire is a 200/16 series, while the front one is a 120/21 radial, "allowing the bike to handle and ride very well."

There goes that darn salesman again...
—Tripper



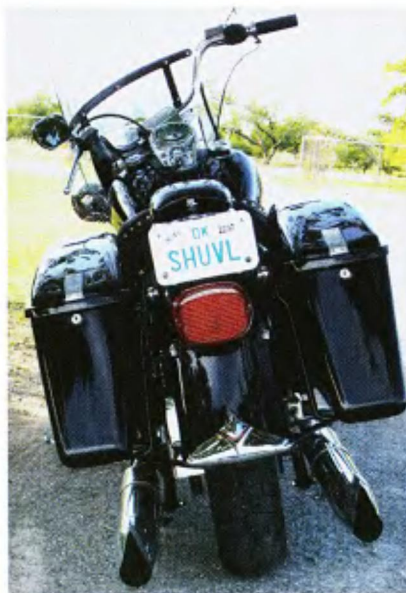


Ed Beckman
Lawton, Oklahoma
1970 FLH

Ed says he traded his wife and an old goat for this FLH... or was it his old wife and goat? Either way, we all know he's kidding, right? Because it's illegal to make this kind of deal in the US of A. Maybe 100 years or so ago, sure, but today it's considered cruelty to animals.

But let's just hear what Ed has to say about all this. "I bought this 1970 FLH in May of '05," he says, thereby completely refuting my earlier claim. "It had been in storage for about five years. I had to bolt the motor back in and rebuild both master cylinders. Also, the front fork was upgraded to disc brakes and the back swingarm has a disc also."

Ed then went on to rebuild the Bendix



carburetor, had an electronic ignition installed and a windshield put on, just in time for Sturgis. "I rode 1,200 miles from Lawton with no problems," he says nonchalantly. "Nothing but kick-start it all the way. I've had an electric starter installed since then."

Just when you thought that real men do still ride... Oh well. That's also when Ed switched from the trusty Bendix to an S&S carb and got himself some saddlebags, that wussie! "I found the hard bags at a swap meet in Oklahoma City and had them painted to match," he says, completely oblivious to how sissified all this makes him. "I've put a little over 7,000 miles on this old shovelhead since I bought it and I try to ride it every day."

As if that's gonna change anything now, right?

—Tripper

Photos: Owner

ReadersRides



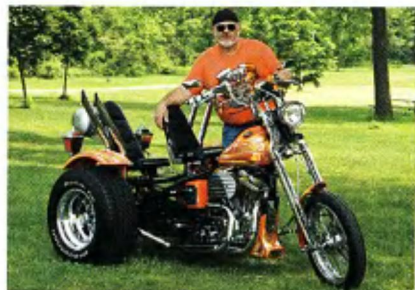
Harvey Guenther Roseville, Michigan 1959 Servi-Car

It's hard to believe this futuristic-looking contraption started out once as a lowly yet functional servi-car, but there it is, coach lamps and all. I'd love to tell ya all about how Harvey put this whole thing together in a matter of three years, painstakingly and with an eagle's eye to detail, but the list of pieces and parts he

made alone would take up a whole page.

So let's just say that what's 1959 here is pretty much the frame with its 4 shocks—2 coil springs and 2 leaf springs for the carriage. Jon D'Iamico painted the frame black, while Sam Radoff, the "flame doctor," laid down the candy orange, yellow, white and tangerine with gold leaf.

The motor is a '94 Sportster with Buell S-1 heads, a 1200 Screamin' Eagle kit, rebuilt by Jeff Viola, while the tranny is a



Photos: Bud Scheele

latter day 5-speed. Bassani Pro Street pipes, Doug's mufflers, and a modified CV carb round out the driveline section.

But this is where it gets spiffy (can I say that here?); all the stuff Harvey's built himself, starting with the handlebars, the above-mentioned coach lamps, the gas tank and oil tank, the seat pan, most if not all bracketry and spacers, the windshield, fork rocker oil light bushing, front axle, coil and master cylinder covers, carriage trim covers and air cleaner cover, the electrical panel cover the leaf spring mounting pins, the riser blocks, the wheelie bars...

Wait! The wheelie bars? Holy shit! Can you imagine this trike on a drag strip? There can't be too many of those.

Like I said, there's a gazillion things Harvey built, but most impressively is how he put the whole thing together into one cohesive, beautiful and, yes, odd looking trike. Hey, at least the battery box looks somewhat familiar...

—Tripper



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—Kit Maira

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A must for the serious touring rider, PIAA Powersports Xtreme White driving lamps are designed to make night and inclement weather driving as safe as possible. Each lamp kit comes complete with mounting brackets, wiring harness and pre-terminated relay/switch designed for ease of installation. Shown here is the 005 Xtreme White model. There are a number of different models, and they are available through your Drag Specialties dealer.



DRAG SPECIALTIES CUSTOM LED TURN SIGNAL KIT

Drag Specialties carries these custom front and rear LED turn signals which feature chrome signal housings, smooth smoke lenses and dual-function bulb-style LEDs. The front amber signals include chrome mounting clamps and chrome mounting stems. The rear red signals include hollow mounting stems. They retail for \$114.95.

Drag Specialties;
www.dragspecialties.com 



LED LAY-DOWN TAILLIGHTS FROM BILLET BOYS

The taillights are available in two configurations: standard running/brake lights; and running/brake lights w/built-in turn signals. Billet Boys says that its Super-Brite LEDs are four times brighter than many others on the market today. The taillights come fully assembled and wired with factory-type connectors. They bolt on to the stock taillight housing on all 1999-up Harley-Davidsons. The Billet Boys lay-down LED taillights are fabricated from high quality epoxy-glass circuit boards and mil-spec Super-Brite LEDs. The individual parts are flow-soldered and conformal coated for moisture and vibration proofing.

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



CUSTOM CHROME 4-INCH TWIN HEADLIGHT ASSEMBLY

CCI's uniquely-styled headlight assembly contains two headlamps: an H4 12-volt 60/55 watt lamp on the left-side and a H7 12-volt 55watt lamp on the right-side. The unit is bottom mounted and the housing is of chrome-plated steel. It lists for \$129.99

Custom Chrome;
www.customchrome.com 



TWO AND THREE BUTTON SWITCH HOUSINGS

Jaybrake has added to its bar switch options by designing two and three button switch housings with an integrated throttle assembly. It machines these housings from solid billet aluminum to fit onto

1-inch diameter handlebars to work with any of Jaybrake's hand controls. Both set-ups (two or three button) use 3 amp contact buttons. This means that you will need to run relays for the starter, high/low beam, and kill switch. The entire line is available polished, chrome, or black anodized.



BILLET BRAKE LIGHT SWITCH

Jaybrake also offers a clean new approach to unsightly brake light switches. The brake line has everything sealed internally with no ugly tabs or connections for the elements to attack. Available with either 1/8-NPT ports or 3/8-24 threads with crush washer and AN-3 fittings, the designs should fit the needs of all. Both switches are machined from billet aluminum and available in either polished, chrome or black anodized. Each unit tested and packaged with hardware. Although designed to bolt anywhere, a weld on tab is also included just in case.

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



CUSTOM DYNAMICS ECLIPSE LED FRONT TURN SIGNALS

The Eclipse front turn signals offer a 48 bulb LED cluster for full contrast from running lights to turn signals. Custom Dynamics says unlike the stock factory turn signals, Eclipse will make your bike stand out. Whether you're cruising or signaling for a turn, you'll be seen. Eclipse front turn signals are available as a simple plug-in for all Harley and Yamaha cruisers. A universal Eclipse is available for all other applications; it may require slight modifications to front turn signals.

Custom Dynamics; 800-382-1388;
www.customdynamics.com 



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side-mount stock Harley cowbell and V-Rod cover. Its latest additions are the Evil Twin Skull and the American Bald Eagle. Each cover is made of high-grade aluminum and is offered in show-chrome or a variety of polished or hammered aluminum finishes. You can also get optional LED lighted eyes with your choice of eight colors. All of its products are designed by sculptor John Ketner and are made in the USA.

Chrome Dome Motorcycle Products;
800-951-1980; www.chromedomemotorcycleproducts.com



MEGA Grenade on bottom of left hand controls.



BOOGIE LIGHTS MEGA LED PODS

Boogey's new MEGA TNT pods deliver bright, smooth light using the latest LED

technology and a patented lens design. It says that they have measured their brightness (in lumens) and have found them to be up to eight times brighter than other motorcycle LED pods. MEGA TNT Sticks are available in all the popular colors and are perfect for lighting the wheels and the front of the engine, while the new MEGA Grenades (shown) are used to light areas adjacent to any flat mounting surface. The 180-degree light pattern emitted from the MEGA Grenades provide awesome lighting on a Boss Hoss or Sportster engine.

Boogey Lights; 800-846-1382;
www.boogey.com



COOL LIGHTING FROM LICKS

Licks Cycles new Model "A" style taillight assemblies are rugged, with a fully chrome-plated housing and antique face plate and a traditional red glass lens. Providing both running and stop light functions, the lens is embossed with amber STOP lettering. Additionally, the housing has a cut out and clear lens on the

underside for license plate illumination. Licks Model "A" style lights are currently available with any of the three lens configurations shown including: Plain, Stop and Stop with Blue Dot insert. There is also a lens available for the hardcore enthusiast that replaces the "Stop" embossment with a more forceful statement, (see Web site for details). The new lights retail starting at \$59.95.

Licks Cycles; 413-663-9050;
www.lickscycles.com



LAZER STAR HID LIGHTS

Lazer Star's new iStar HID light features aluminum construction with internal igniter ballast, all wrapped up in a compact 2 3/4-inch diameter by 4-inch long housing. HID features 6000k color temp. The ultra efficient 30watt bulb only draws 2.3 amps and puts out 110 watts of equivalent halogen light. Almost too much for those city streets, but they guarantee that you will be seen.

Lazer Star; 800-624-6234;
www.lazerstar.net



lights, which feature the quality and distinctive look you would expect from Pro-One with the latest in LED lighting technology. All lights are finished in show-quality chrome and incorporate a license plate light. They are available from Pro-One dealers, and these unique lights start at just \$62.95.

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



SOFTBRAKE'S SANITARY TOMBSTONE HOUSING

Tombstone taillights are cool but those units with the license plate illumination light on top and fixed license plate brackets just don't quite cut it. The engineers at SoftBrake have designed an all

new Tombstone Taillight Housing that eliminates the garbage, while retaining the classic Tombstone lines. Shown here the new housing is a direct bolt-on replacement for stock Tombstone lights and utilizes the original hardware. It eliminates the plate bracket and license light lens completely so you can mount your plate any place you like. It really looks hot when used with SoftBrake's sanitary license plate relocating mounting system. Designed to fit '97 to present Heritage Springer and Deluxe models. The housing retails for \$70.00 without lens.

SoftBrake; 951-549-9954;
www.softbrake.com



DETROIT BROS. MENACE

The new Detroit Bros. Menace headlight is CNC-machined from T6 aluminum and houses a single high intensity GE spotlamp that is incredibly bright, even with the grille. The front grille is held in place by six stainless steel setscrews, which means the grille can be run vertically or horizontally—it's up to you. Designed for custom applications only, the mounting block is included. Priced at \$143.99, you can also choose either raw aluminum or high polished (\$20.00 extra). A matching air cleaner/velocity stack is also available.

Detroit Bros.; 866-DET-BROS;
www.detroitbros.com



TOXIC CHOPPERS

Toxic Choppers now offers its classic styled license bracket/taillight with two new designs. Precision CNC-cut, they are formed from 11-gauge (1/8 inch), 304 stainless steel instead of standard steel that can crack or rust. These brackets are available in right- or left-side mount for 3/4 or 1-inch axles. Several taillight designs are available including: the classic "Model A" duolamp design with stainless steel body and red glass lens; the vintage inspired "Vincent" style "STOP" taillight; and the ever classic "Caddy" torpedo style taillight. The brackets can be run in the natural stainless steel, or can be painted any color to match your ride.

Mirror polishing is also available on request. Prices start at \$119.00.

**Toxic Choppers; 866-50TOXIC
(1-866-508-6942);
www.toxicchoppers.com**



BILLY LANE'S TORPEDO FINNED LIGHTS

No matter what model H-D you ride, the Torpedo Finned Lights work and give

your bike a hot rod style and look. Hand-machined from billet aluminum, the Torpedo Finned light snaps right on your stock taillight lens base. It installs in 30 seconds and fits most stock H-Ds. Made in the USA, they sell for \$132 (set of 2).

Billy Lane's Choppers Inc.; 321-757-7262; www.choppersinc.com



BADLANDS FLAMETHROWER SEQUENTIAL TURN SIGNALS

The Flamethrower series of sequential turn signals from Badlands Motorcycle Products are real attention getters. Super bright LEDs combined with patented sequencing circuitry produce a turn signal that cannot be ignored. They are available in three versions: bolt-on front signals that mount to the mirror stem; rear license plate frame signals; and super-cool signals integrated into the mirrors. Coming soon are bagger versions that integrate into the factory bags. As with all Badlands products, the Flamethrowers all use billet aluminum housings, show-chrome plating (contact them for other finishes), highest quality electronic components, and are made in America.

**Badlands Motorcycle Products, Inc.; 775-359-4450;
www.badlandsmotorcycleproducts.com**



TURN SIGNAL GRIPS

Eurocomponents' billet aluminum

handlebar grips feature integrated turn signals for a cleaner and sharper look. The kit includes billet grips, billet caps, lenses for caps, bulbs, sockets, necessary

wiring and hardware. Everything is pre-assembled and ready for installation; you just need to make the wiring connections inside your bars. Available chromed or polished, they are for 1-inch bars only.

**Eurocomponents; 386-236-1210;
www.eurocomponentsUSA.com**



CYCLE ELECTRIC CHARGING KITS

When adding electrical accessories, it is important to consider the added load on the charging system. If ampere usage exceeds the charging systems ampere output the battery will not reach proper charging voltage of at least 13.8. If not, you may need to upgrade to a larger charging system. Cycle Electric Inc. offers 27 charging kits for American big twins to cover them all from 1936 to 2007. All Cycle Electric Inc. products are made in the USA and have a full 2-year guarantee.

**Cycle Electric Inc.; 937-884-7300;
www.cycleelectricinc.com**



ALL BALLS STARTERS

All Balls offers a complete line of high-performance starters. Its Starter Motors are manufactured with all new components that have been fine tuned to start the H-D V-twin engine. Clutches utilize 20 percent oversize rollers and idler gears are manufactured from cold-headed steel. The 1.4kW starters are a great stock replacement starter that also works with big-cube engines up to 124 cubic inches with compression releases. The 1.6kW starters were designed for highly modified engines or large cube engines without compression releases. This motor was designed around a 300CCA battery and will produce more torque and shaft speed than many motors with higher kW ratings. All starters are supplied with a 10/32 threaded output shaft and a conversion bolt for the earlier

1/4-20 threaded output shafts, covering all big twins from 1989 through 2005.

**All Balls; 888-228-3323;
www.GOallballs.com**



MERCURY CUSTOMS PROWIRE

Mercury Customs ProWire has been designed to simplify the internal wiring task for any type of custom motorcycle. Designed in a streamlined 1 x 4-inch footprint, this specially designed circuit board allows for easy hidden mounting wherever the builder wants to place it. The power distribution terminal block is labeled and provides power and ground for up to nine electrical functions. In addition, an industry standard micro starter relay is included which allows connections to any low power starter button. The relay can be removed if no electric starter is required. Mercury Customs includes a detailed suggested wiring diagram with each ProWire unit.

**Mercury Customs; 949-453-9300;
www.mercurycustoms.com**



WIRE-PLUS DIGITAL SPEEDO

Wire Plus Powersports Electronics' new, state-of-the-art digital instrument panel features a speedometer, tachometer (bar graph tach on rectangle shape only), trip, odometer and all indicator light functions. Wire Plus instrument panels feature super bright display technology for true daylight readability with a built-in light sensor for auto dimming for night riding. All electronics are onboard and no external brain box is required. The rectangular unit measures 2 inches wide, 3.35 inches long and is less than 1-inch deep. Various mounting options are available including a flush mount in your gas tank.

**Wire Plus; 620-221-2417;
www.wire-plus.com**



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

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

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

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

2008 5TH ANNUAL DYNO-DRAGS NATIONALS

Anyone racing in the 2007 year will qualify for the 2008 Dyno-Drags Nationals. Cash Prizes ★ Trophy Winners will be featured in V-Twin Magazine. \$10,000 purse. Even last place will get \$1,000!

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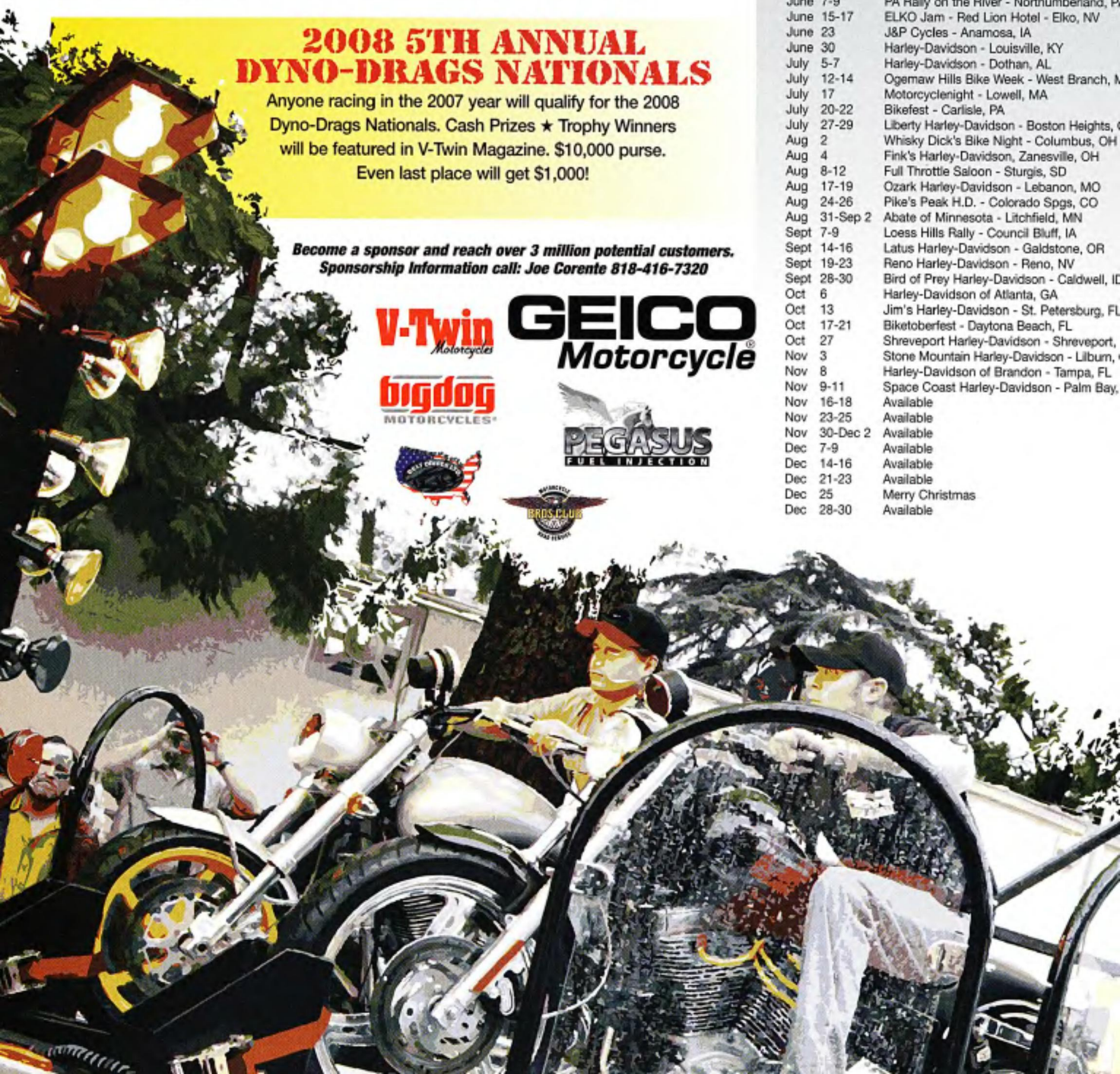


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2007 SCHEDULE

Jan	5-7	4th Annual Dyno-Drags Nationals - Pomona, CA
Feb	2-4	V-Twin Expo - Cincinnati, OH
Feb	9-11	Available
Feb	16-18	Available
Feb	23	Pompano Harley-Davidson - Pompano, FL
Feb	24	Fort Lauderdale H-D - Ft. Lauderdale, FL
Feb	25	Sunrise Harley-Davidson - Sunrise, FL
Mar	3-11	Bike Week - Daytona Beach, FL
Mar	16-18	Available
Mar	23-25	Hilton Head Motorsports - Bluffton, SC
Mar	31	Mt. Cheaha Harley-Davidson - Oxford, AL
Apr	6-8	Yamaha of Gastonia - Gastonia, NC
Apr	13-15	Harley-Davidson of Fremont, TX
Apr	20-21	H-D of North Texas - Carrollton, TX
Apr	25-29	River Run - Laughlin, NV
May	4-6	Roseville Cycle Center - Roseville, CA
May	11-13	Wabash Valley Harley-Davidson - Terre Haute, IN
May	15-19	Bike Week - Myrtle Beach, SC
May	25-27	at the HB Spokes Saloon
June	1-2	The Harley Shop of LP - Longview, TX (Gregg County Fairgrounds)
June	7-9	Doc's Harley-Davidson - Kirkwood, MO
June	15-17	PA Rally on the River - Northumberland, PA
June	23	ELKO Jam - Red Lion Hotel - Elko, NV
June	30	J&P Cycles - Anamosa, IA
July	5-7	Harley-Davidson - Louisville, KY
July	12-14	Harley-Davidson - Dothan, AL
July	17	Ogemaw Hills Bike Week - West Branch, MO
July	20-22	Motorcyclenight - Lowell, MA
July	27-29	Bikefest - Carlisle, PA
Aug	2	Liberty Harley-Davidson - Boston Heights, OH
Aug	4	Whisky Dick's Bike Night - Columbus, OH
Aug	8-12	Fink's Harley-Davidson, Zanesville, OH
Aug	17-19	Full Throttle Saloon - Sturgis, SD
Aug	24-26	Ozark Harley-Davidson - Lebanon, MO
Aug	31-Sep 2	Pike's Peak H.D. - Colorado Spgs, CO
Sept	7-9	Abate of Minnesota - Litchfield, MN
Sept	14-16	Loess Hills Rally - Council Bluffs, IA
Sept	19-23	Latus Harley-Davidson - Galdstone, OR
Sept	26-30	Reno Harley-Davidson - Reno, NV
Oct	6	Bird of Prey Harley-Davidson - Caldwell, ID
Oct	13	Harley-Davidson of Atlanta, GA
Oct	17-21	Jim's Harley-Davidson - St. Petersburg, FL
Oct	27	Biketoberfest - Daytona Beach, FL
Nov	3	Shreveport Harley-Davidson - Shreveport, LA
Nov	8	Stone Mountain Harley-Davidson - Lilburn, GA
Nov	9-11	Harley-Davidson of Brandon - Tampa, FL
Nov	16-18	Space Coast Harley-Davidson - Palm Bay, FL
Nov	23-25	Available
Nov	30-Dec 2	Available
Dec	7-9	Available
Dec	14-16	Available
Dec	21-23	Available
Dec	25	Merry Christmas
Dec	28-30	Available



The nasty November issue of *Easyriders* (No. 413) is our *Sturgis Special* offering up all the best scooters, hooters and cute pooters from this year's Black Hills Classic. We'll bring you a blast from the past chopper by metal magician Ron Finch, an East L.A. Harley by Danny Santana, an old-school chopper called "Gang Green" from John Dodson, a PT Customs bobber and a wild ride from Jeremy Kavan.



If you've been waiting with bated breath to see what Harley-Davidson has up its sleeve for 2008, wait no longer. We'll showcase all the new Harley models in this issue. Plus we'll ride across America with Kyle Petty for a good cause, we'll bring you some badass boots as we check out the latest Harley footwear and give you a great Guide to Kit Bikes.

All this and more will be roaring your way in the November issue of *Easyriders*.
On sale September 25th



Check out our next issue of *V-Twin* (No. 77) for 10 tantalizing bike features as well as all the southern-style fun of Myrtle Beach

Bike Week. We'll unveil the wild new S&S Cycle X-Wedge customs including a Cobra-inspired wonder bike by Rucker Performance. Meet the master builders of Sucker Punch Sallys, Donny Loos and Jeff Cochran and see the latest hardbags by Corbin for the Star Motorcycle line-up. Get a True Road Tale, find out how to prepare your bike for touring and we'll also offer our Guide to Drivelines.
On sale now!

Biker's October issue has Hanna Hilton on Dozer's Green FXE. We also visit wild parties across the country and all the good weird shit you've come to expect.
On sale September 11.



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 now!

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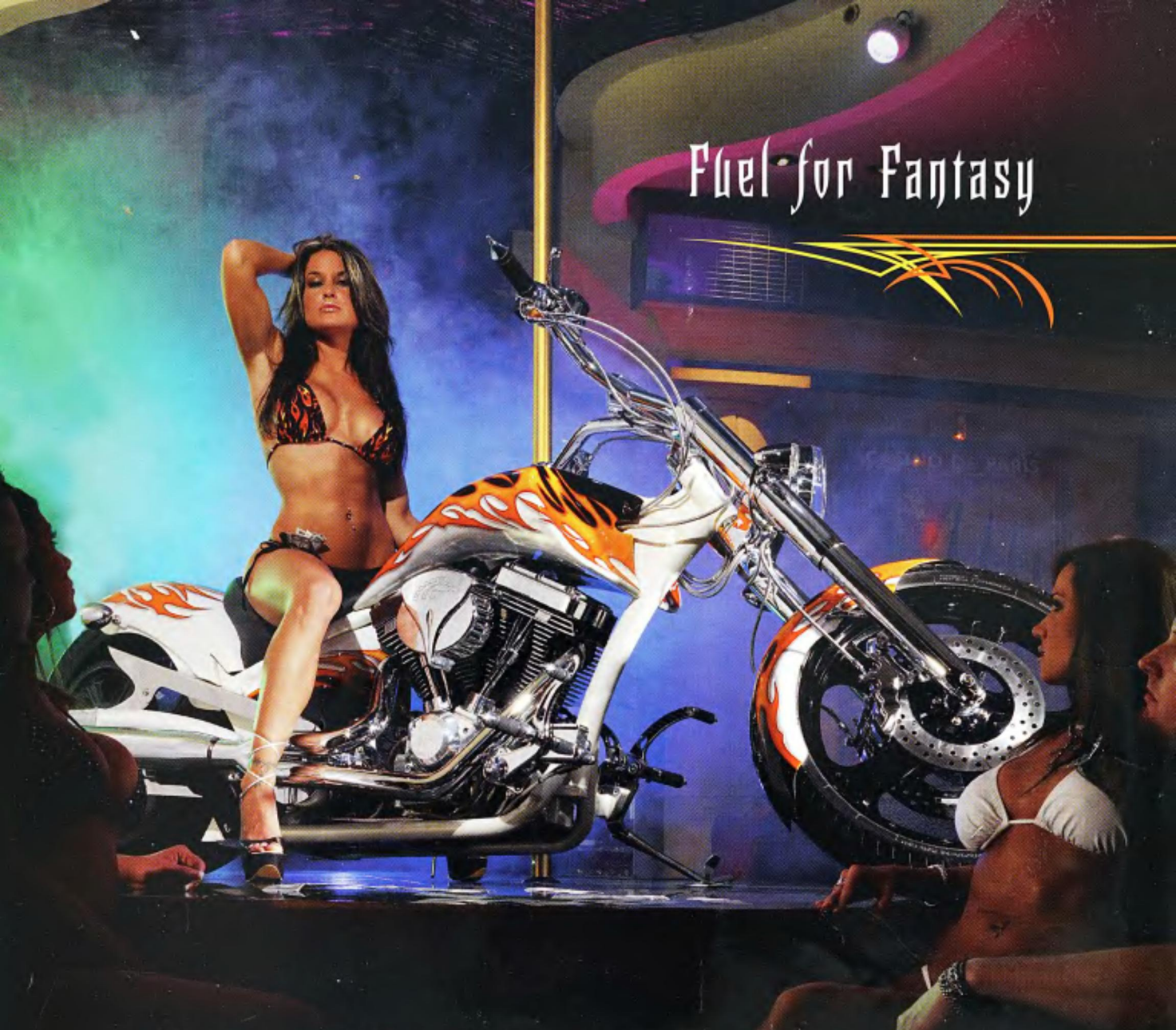
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