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Taking It Easy

A lower caste in India demonstrated violently, demanding that they be put into an even lower caste (at the bottom of the social ladder) so that they'd be eligible for more government benefits. The demonstrating lower caste said that being one of the government's "**Other Backwards Castes**" is unsatisfactory and that they deserve worse.

We all know about the pleasures of masturbating, but here's a case that seems to go beyond pleasure. This guy was living with a woman who had a three-year-old daughter. He started masturbating in the bathroom but then he moved to the bedroom. The girlfriend pleaded with him to stop (because of the influence on her daughter) and finally, in desperation, stabbed him twice in the shoulder. But did that put a stop to his **grievous pleasuring**? Although wounded, he retreated to the garage where he continued his meat-mangling marathon.

This guy called the fire department to ask them if the "blue flames" he and his wife were seeing every time she lit a cigarette in their yard might be dangerous. They said they'd be right over and not to light another cigarette. But while waiting, the **couple became so anxious** that she lit up once again and POW! The explosion killed her. It seemed there had been a natural gas leak underneath the yard.

A professor led his Summer Explosives Camp for the fourth year with 20 high-school-age kids learning the **techniques for blowing up** such things as a tree stump, a watermelon and a dead chicken. The professor's main goal was to recruit mine-engineering majors to his school, but another benefit was that the school "attracts the kids who might otherwise get into a little bit of trouble and gives them an opportunity for a career."

Some days **it just doesn't pay to get out of bed**. A man was hit by a car one night and hospitalized. He was released the following day but ended up back in the hospital after an intruder attacked him in his house. Then, after that release, he was back in the hospital after police shot him in connection with a robbery.

A man called 911 and told the operator that someone had **"thrown" his truck on top of him**. But he finally admitted he was drunk, had had a one-vehicle accident, was trapped upside-down and was in pain. He faded in and out to the dispatcher for over two hours. The operators kept asking him where he was so they could send a rescue party, but his answer was always the same, "I'm under the fucking truck."

A man was treated at a hospital after shooting himself in the left knee. It seems he felt he had to try something to **end the pain** there—the pain probably caused from his having shot himself in that knee 10 years prior.

Some words just say it all. A woman pleaded guilty to having stolen a lawyer's official ID and impersonating the lawyer so that she could gain access to the jail to visit her **incarcerated boyfriend**. She denied that she and the boyfriend had had sex while they were together. Her attorney said, "There was never any sexual intercourse. There was no thrusting whatsoever."

A jury was deliberating a murder charge and had finally reached a verdict, but guess what? The judge was gone—he had left to attend an Angels/Red Sox playoff game and **wouldn't leave the game** when informed that the jury had reached a verdict. So everyone had to return the following day.

A Florida newspaper profiled a man who drove a car despite having lost both arms and half a leg in a childhood accident. The paper said, "He guides the key into the ignition with his mouth, **turns it with his toes** and shifts with his knee. He bites the headlight switch, jams his stump of a left arm into the steering wheel and whips it around." He was also charged with domestic assault—with his head.

Some questions to ponder: Why do toasters always have a setting that burns the toast to a horrible crisp that no decent human being would eat?

Can a hearse carrying **a corpse drive in the carpool lane**?

Did you ever notice that when you blow in a dog's face, he gets mad at you, but when you take him for a ride, he sticks his head out the window?

Combat ready? No way. Twelve hundred Polish troops were deployed to Afghanistan as part of a NATO buildup to patrol the Pakistan border and look for Taliban forces. But **the Polish commanders** admitted that they wouldn't be combat-ready for several weeks, since the keys to all their Humvees had been stolen.

Prisons are now regularly freeing wrongly convicted defendants—some after many, many years of incarceration. Three men in England were recently freed after 18, 18, and 11 years respectively in prison for murders. In separate trials they were awarded compensation of a total of 2.16 million British pounds (about \$4.2 million US), but the Court of Appeals ruled that they will have to give 25% back to the government as compensation for their **"room and board."**

Texas farmers close to the Mexican border have been installing ladders on their property to allow illegal aliens to **climb over their fences**. This is so they'll stop making holes in the fences that allow the farmer's cattle to escape. But the ladders aren't used much, apparently because the illegals assume there's some catch.



FEATURES

Hand-Built Death Trap 8
A Window Into The Long-Age Past.

New Shoes 18
Klock Werks Kustom Cycles.
Featured on the cover.

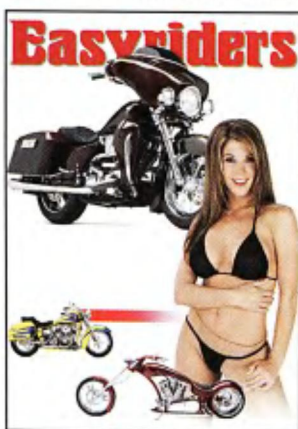
Patent Unpending 56
Eddie Trotta's Thunder Bike.
Featured on the cover.

Speed Demon 74
In The Fast Lane With The
Neighborhood King.

"Bling" For Bob 84
Questions Answered,
Bikes Delivered.

187 Bobber 94
Murder Most Foul.

MEET YOUR NEW BIKE! 122
The J&P Build-A-Bike Is Ready!
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Brian Klock bagger shot by Michael
Lichter. Eddie Trotta's Thunder Cycle
and hot little Amber shot by Don
Rogers. Cover imaging by Jeff Biggs.

The next liver-queverin' issue goes on sale
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SPECIAL FEATURES

30th Annual Redwood Run 36
And The Bands Played On.

Maverick Mechanic:
Eddie Paul 42
The Man Who Fell To Earth.

Holiday Gift Guide 47

THE TECH GARAGE

Negotiable Parts 90
Negotiate Yourself A Cheap Bike.

Easyriders' Motor Guide 100
Hear 'Em Roar!

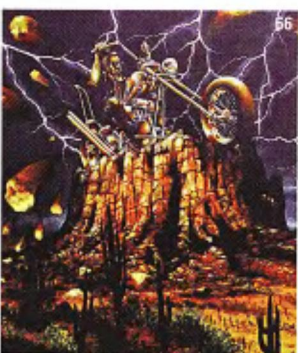
Harley Accessories 128
For Touring Riders.



ARTICLES

Moto Art Of Rod Griffith 52
A Brushstroke In Time.

Gifts No Biker Wants 66
Such As Bath Oil Beads.



DEPARTMENTS

Taking It Easy 3

Wordmonger 6

Parts Box 14

Tech Letters 24

Easynews 27

Toy Runs 2007 32

National MC Laws 34

In The Wind 69

Fox Hunt Contest 80

Fox Hunt Winner, Amber 94

Advertisers' Index 136

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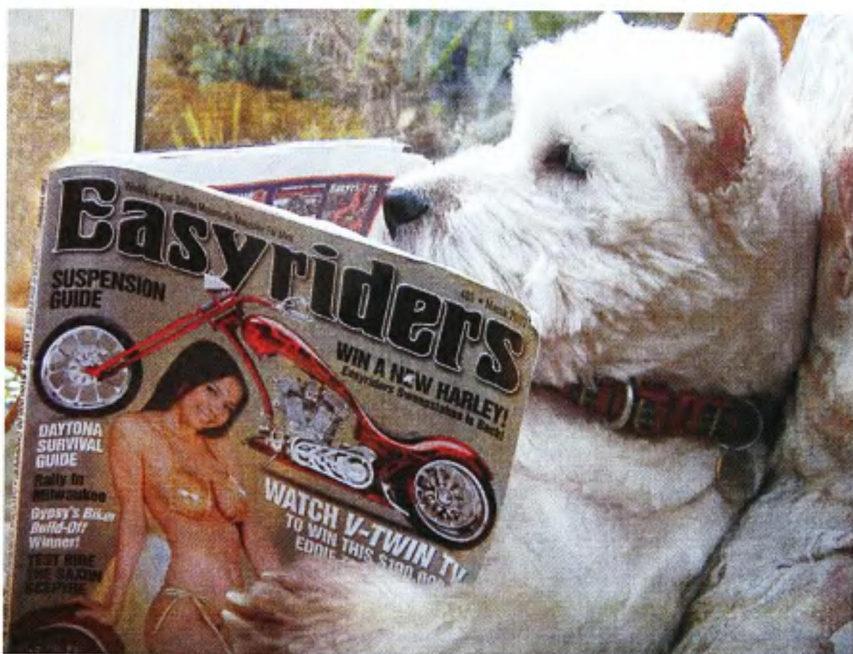
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Harley Hound

As a regular reader of your great mag, just thought you might like to see this picture of my hound—named Harley—hogging my read before I get the chance. No doubt he'll leave it "dog-eared."

Carry on the good work.

Pete Hodgson
England

Freedom of Choice

I couldn't agree more with the "Lifestyle" letter (May '07). Why should I live your version of the biker lifestyle? When I owned a Jap bike, all the Harley guys frowned on me. But you know what? Those fuckers were driving fucking Toyotas and Nissans! Talk about a double fucking standard. So fuck you! You bunch of two-faced cocksuckers. Save your ride American rhetoric, because you guys don't practice what you preach. That's why I don't own a Harley. I had an Indian and now I ride a Victory because of phony fuckers who think I have to ride what they ride, dress and act like them. I'd rather have my individuality and independence. The guy who wants me to wear boots for safety reason probably doesn't wear a fucking helmet. What the fuck dude, being American is about freedom of choice. I am not a fucking lemming. Wrapping yourself in the flag of our great nation without serving it pisses me off too. I served, but I bet the guy who

wrote [the] "Lifestyle" [letter] didn't. But what the hell, I love the bikes in this rag and would be proud to own any one of them, but I'd ride it without a helmet, my wife beater on and my black fucking Nike's. If you don't like it, blow me!

Al Rinaldo
Rockford, Illinois

Sneaker Wearers Unite!

What the hell is the big deal about what someone wears while riding? I am 43 years old, I grew up riding dirt bikes, got my first one at 11 years old, and I still like to ride in the dirt. I got my first Harley about 10 years ago and ride year around here in Pennsylvania. When the road conditions permit, I put on maybe 5,000 miles a year. That said, I wouldn't call myself a "newbie." I always wear whatever I want; if it's hot I am wearing shorts and tennis shoes, I don't care who doesn't like it. I will not sweat my ass off because someone might not like what I am wearing. I never said it was a good idea to wear shorts and tennis shoes, but neither is having a few drinks and getting on a bike, and many of us do that. Do you know why, because it's our choice. I don't know how what I'm wearing can make your ride unsafe. You all are going to keep bitching about this until some politician picks up on it and runs with it—just like the helmet laws. Next thing you know the law will require us to be in

full leathers year around. Then you'll all be bitching about that. I think you all should relax; all that stressing about us in shorts and tennis shoes is starting to wear on you. Maybe you could focus all that anger and energy about us shorts and tennis shoes wearers into some riders' rights organization. Now there you could do some good.

Andrea
Burgettstown, Pennsylvania



Here's Yer Sign

I recently drove my son down to Pennsylvania to go snow tubing. On the way there, I happened to see a road sign for another one of their famous towns and I had to catch a photo of the sign on our return trip.

I think that bikers would really have a great time here, especially if there were a bike meet in this town. You can imagine the thrills once you see the sign.

Fred V.
Upstate, New York

We're THOSE Kind of People

I live in a Townhouse community in Connecticut and have discovered that it is illegal (according to the community's by-laws) "for owners to operate a motorcycle on the property." I guess it's all right for all of you to come visit, but not for me to ride in my own community.

When I approached the Board of Directors about this, they said it was a noise issue. When I reminded them that the community had standing rules concerning noise, specifically that: "Unit owners shall not make, or allow to be made, such noise as to be a disruption within the community," they responded (are ya ready): "We really don't want those kind of people living here." That is a direct quote.

How can this kind of crap still exist in America? Is this the America that I went to Panama, Bosnia, Saudi Arabia and Afghanistan for?

Legislators in the state of Connecticut, I applaud your efforts to erase the statue concerning handlebar height, but is there something you can do about this?

J. Gardner
East Windsor, Connecticut

Bobber Hobnobber

It's great to pick up a copy of your mag and realize that after 35 years you continue to keep your ever-greasy lil' fingers on the pulse of the industry. *Easyriders* No. 408 (June 2007) was no exception. To see not one, but two awe-inspiring bobbbers back to back with full-fledged layouts was a real treat. I've seen the change from monster raked out choppers, to these sweet lil' old-school bar hoppers coming for a while now. These builders are doing some incredible things to incorporate old-school looks with modern technology. I'm sure hoping to see more of them in the mag in the future as even more builders begin to put them in the line up of customs that they offer.

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

John Hose
Goodyear, Arizona

Thanks for the kind words, John. Check out the bitchin' old-school scoots from Trevelen, Warren Lane and Stevenson's Cycles in this issue.

The Truth

Never apologize for saying it the way it really is. It still comes down to riding and friends. I have some acquaintances who own custom bikes; their idea of riding is going three miles to the local coffee shop and parking there for two hours, drinking coffee and checking out every other custom there. I like to ride my 10-year-old bagger 300 miles in a day, stop for a few cold ones and enjoy some good riding and scenery. Need I say more? No, but I bet a lot of other people will feel the same.

Carl Marco
Ajax, Ontario, Canada

Lovin' Myrtle Beach

My wife, three-year-old daughter, Kayla, and I just returned from Myrtle Beach Bike Week. This was our second trip. We went in '05 when Kayla was just one year old. What a great time, and I must say "kudos" to all those involved in organizing such a great event. We left our Road King at home and took our fifth wheel camping trailer and, like last time in 2005, we stayed at the Ocean Lakes Camp Ground which, is more than accommodating to all bikers.

We were right at the hub of the major highway Rte 17 and 544 and each night we would watch the thousands of bikes go by while sitting in our golf cart. The heaviest traffic was heading toward Murrell's Inlet and the great "Suck, Bang, & Blow" bar which no one should miss.

What is so great about this annual event is the fact that everyone who attended should just be thankful that we are in America where a gathering of this magnitude can happen. Everyone from white collar to blue collar, the make believe hardcore, to the real hardcore bikers all gathered and mingled and had a great time with very little trouble, if any.

God Bless America, looking forward to next year.

Grant Dalling
Stratford, Connecticut



Steve's Wife

Just wanted to say I love your rag, best one out there. No gripes here, the reading is good, love the bikes featured. The women are all hot, just keep it coming.

I am sending a pic of my wife. It would be awesome seeing her pic in your rag.

Steve
Cyberspace

We love readers who send in pictures of their girlfriends and wives. Especially near naked pictures of their girlfriends and wives.

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Hand-Built Death Trap

A Window Into The Long-Ago Past

One look at this bike and we're transported back to the ancient days of the *Biker Build-Off*. Remember that TV series? It seems so long ago, yet only ended last year. This particular bike is Trevelene's contribution to the drama and theater the show so ably provided.

Trevelene is, of course, the owner and main wrench at Super Co. Customs in downtown Los Angeles and has become a familiar figure to the fans of old-school bikes over the years. "I was up in Vegas, sitting there with Johnny Chop, when I got word they wanted me to participate and go against Scott Long (of Central California Customs in Santa Cruz)," Trevelene remembers. "And right off the bat, Johnny donated a set of pegs and handlebars and I built the bike around them. That's what inspired the hand-built frame, for instance."

Building a bike from the ground up is always an arduous task, and having to



build it in only 10 days is a killer. But Trevelene got some help from his crew and friends, among them Jimmy Hudson and Li'l Omar, who helped with the fabrication of tank and fender, and Danny D at D&D Design, who laid on the paint. Flathead Power helped out with the knuckle/shovel motor, while Hidecore did the seat and grips and Tarrera did the engraving—all 160 hours worth.

Invaluable help also came from Harley Esparza who is listed in the chart as the bike's owner. Harley owns AA Bail Bonds in nearby Riverside and put up the money for the build. "We were short on funds at the time, so he financed the venture," says Trevelene.

The televised ride went from L.A. to Albuquerque and isn't likely going to be forgotten by Trevelene anytime soon. "We had problems, 'cause the motor wasn't broken in," he says, "so it didn't run right. I scarred the rings and scored the barrels trying to keep up with Scott. His bike was a lot faster. That was tough."

But it was a rough ride in general, he adds. "We hit snow in Flagstaff and it was super cold, and around Gallop, it just got worse. But it was fun anyway."

As for as the bike, it's still around. In fact, Trev says, "It's still sitting here in my shop." A reminder of a time gone by, a relic of yesteryear, Trevelene's "Hand-Built Death Trap" is a window into the past, giving us a glance all the way back to last year!

—Tripper





Owner: Harley Esparza
City: Riverside, California

GENERAL

Fabrication: Super Co. Customs
Year and make: Special Construction
Model: knuckle/shovel
Assembly: Super Co. Customs
Time: 10 days
Chroming: South Bay Chrome

ENGINE

Year: '47 top end/'77bottom end
Model: Flathead Power
Rebuilder: Flathead Power
Ignition: magneto
Displacement: 74 cubic inches
Balancing: smooth
Pistons: S&S
Cases: S&S
Heads: knuckle
Cam: Andrews
Lifters: S&S
Carb(s): S&S
Air cleaner: Bates
Pipes: Super Co. Customs/
Chopperville

TRANSMISSION

Year: 2005
Modifications: Baker 6-in-4
Shifting: suicide

PAINTING

Painter: D&D Design/Danny D
Color: teal & blue
Type: candy

FRAME

Year: 2005
Builder: Super Co. Customs
Type: rigid
Rake: 32 degrees
Stretch: 2 inches out, 2 inches up
Shocks: none

Other frame alterations: hand-built

ACCESSORIES

Bars: Johnny Chop
Handlebar controls: where?
Fender(s): Jimmy Hudson
Headlight: Unity spotlight
Taillight: Mooneyes
Foot pegs: Johnny Chop
Gas tank: Jimmy Hudson
Oil tank: Super Co. Customs
Oil system: Super Co. Customs
Primary cover: Tech Cycles
Seat: Hidecore
Mirrors: none
Grips: Hidecore

FORKS

Type: springer
Extension: 6 inches over
Builder: Mondo/Denver's Choppers

WHEELS

Size: 21-inch front/18-inch rear
Tires: Avon
Brakes: Performance Machine
Photos: Rick Husted

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Go to www.imagemotorcycle.com for information or call Image Motorcycle Products at 800-304-5838.

Tech Cycle 4-speed contour primary

Tech Cycle's Twister new contoured

one-piece motorplates (*below*) for 4-speed trannies combine the strength of a one-piece motorplate with the contoured look of their two-piece start kit.

The Twister is available in a polished or natural finish for both alternator- and generator-style cases. The plates are CNC-machined from a solid chunk of aluminum to exacting tolerances and are engineered to start your bike perfectly with a Tornado start-kit starter. Now you can have the clean look found on Indian Larry's bikes with the extra strength the real world demands

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Battistinis floorboards

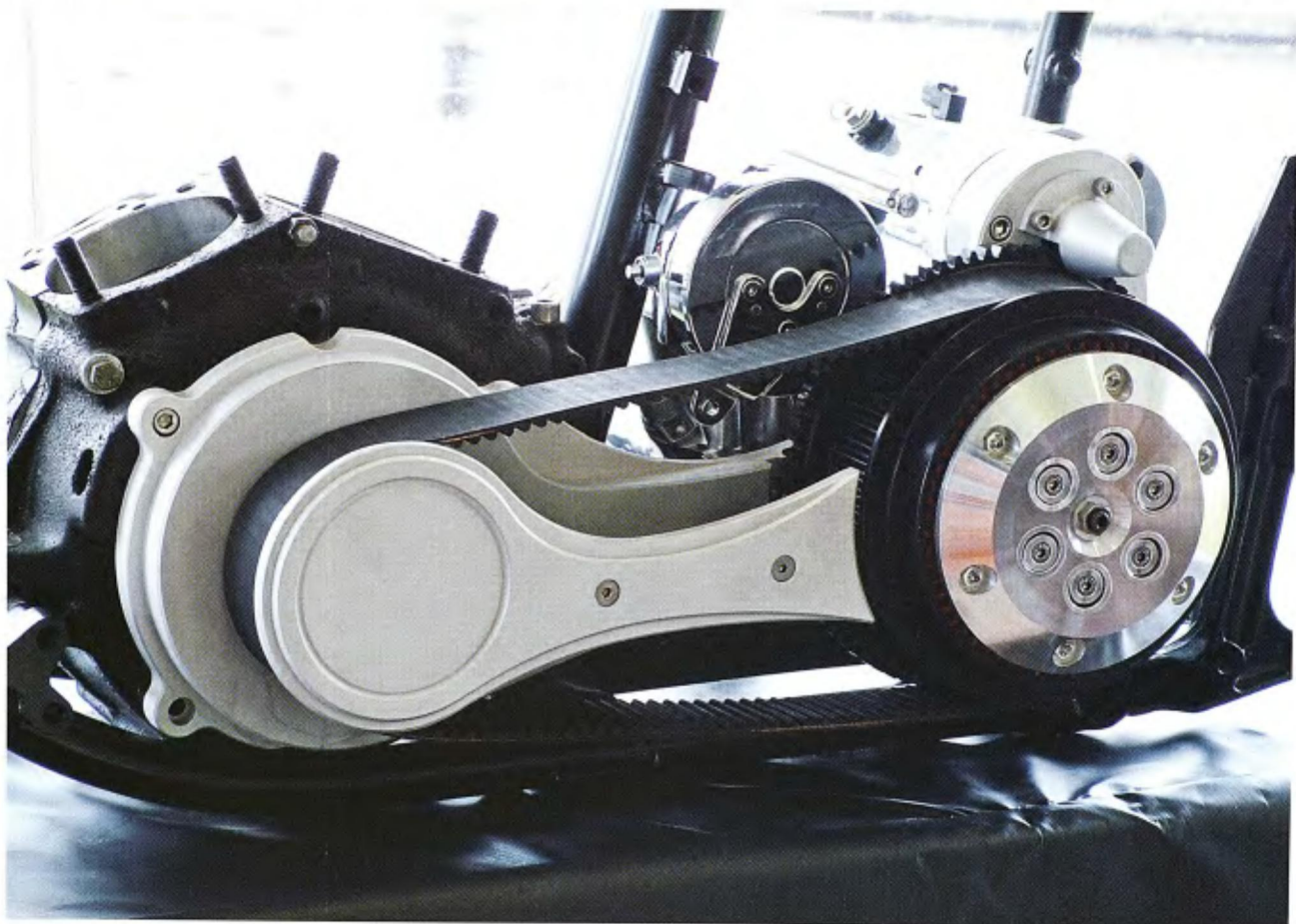
Exhibiting a radical departure from traditional floorboards, these items from Battistinis Custom Cycles are available for both front and rear applications. Floorboards are machined from billet aluminum for strength, drilled to lighten the weight and for style, then chromed for lasting good looks.

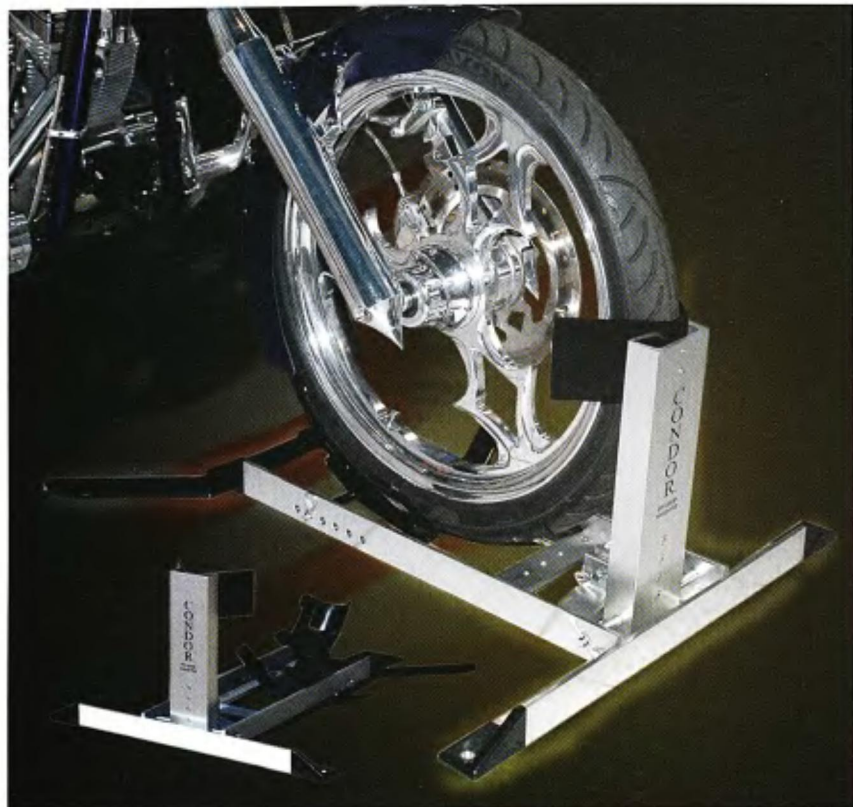
Battistinis floorboards are a straightforward bolt-on replacement for Harley-Davidson units.

Go to www.battistinisusa.com for information or call 925-270-4211.

Chopper Chock

Now any chopper can be transported in a trailer safely and securely in an upright





position with only two tie-down straps and without damaging sensitive suspension parts such as springs and fork seals. The Chopper Chock mechanism requires only one person to load and release the bike for transport.

The Chopper Chock adds additional bracing for optimum stability and comes with the trailer adapter kit and a choice of front wheel cradle sizes (for either 90 or 120 tires). An Ultra Wide Tire kit is also available if securing the chopper with the rear wheel is desired. The Chopper Chock not only works for transporting the motorcycle but can be

used to park the bike for easy servicing or detailing.

Go to www.condor-lift.com for information or call 847-394-2646.

Swingarm conversion retrofit kits

Custom Cycle Engineering brings you these swingarm conversion retrofit kits (*below*) that replace stock Cleve Blo-style swingarm bushings with spherical bearings. They dramatically change the handling and tracking of dresser models, says CCE. Spherical bearings greatly reduce the stiction at the swingarm

pivot, which provides a quicker reaction time to harsh road conditions. The swingarm conversion retrofit kit w/pivot bolt (1302-0208) retails for \$329.95.

Go to www.dragspecialties.com or see Drag Specialties dealer.



Part # 2000, 2001, 2002

Part # 2005, 2006, 2007



Part # 2220



Filter Cooler Cut-A-Way

Feuling oil filter cooler

Achieve cleaner, cooler oil with the new Feuling filtration system. This unit has a microfilter and is designed in conjunction with the stock oil filter.

The filter cooler mounts above the voltage regulator for a clean custom look. It's located between the frame rails in a position where it takes advantage of the airflow from the front tire.

The kit includes filter cooler housing, mounting bracket, offset oil filter adapter, braided steel lines with swivel fittings, K&N spin-on oil filter and all necessary hardware. Kits are available in chrome finish with stainless lines, and black chrome finish with black lines.

See www.feulingparts.com for more detailed applications or call Feuling Oil Pump Corporation at 619-917-6222.

Martin Bros. Sportster pipes

Martin Bros. Bikes introduces a new line of Sportster pipes with four new, distinct styles to choose from: the Trendkills





(pictured), SO-Dals, Blunts and Two-Downs. The Sportster series will fit '04-and-newer Sportster applications. They come with baffles, heat shields and O2 bungs for '07 applications.

Go to www.martinbrosbikes.com or call Martin Bros. Bikes at 972-709-2552 to find out more about these pipes.



Pro-One custom wheels

A sample of Pro-One's current line of wheels include the Zeppelin, Zephyr, Fokker V, Fokker III, P-51 and Gold Finger. Made in the USA, these wheels feature a unique forged billet aluminum one-piece rim. They are CNC-machined and come complete with hub, bearings and mounting hardware. Wheels are available in diameters from 16 inches to 23 inches and widths from 2.15 inches

to 10.5 inches. They can be ordered with a chrome or black anodized finish with mill-cut highlights.

For complete details call 800-884-4173 or visit www.pro-one.com.



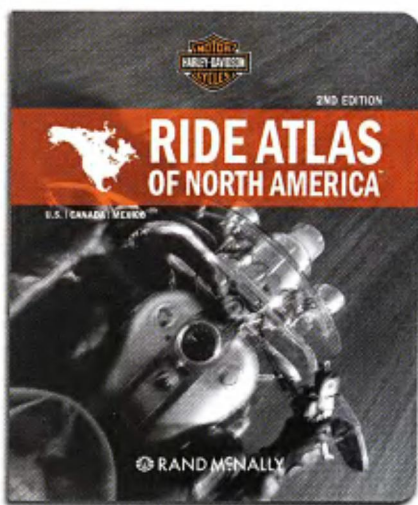
Compact charger extends battery life

Xtreme Charge Motorcycle will charge any 12-volt lead acid battery safely and simply through the application of a patented pulse technology that will increase average battery life by 2-3 times, the manufacturer says. Xtreme Charge Motorcycle retails for \$99.95.

Go to www.xcmotorcycle.com or call 888-287-9314 for information.

Harley-Davidson Ride Atlas

More curves, more roads, more routes; riders asked for them and Rand McNally responded with a 2nd edition of the *Harley-Davidson Ride Atlas of North America*. Feedback from nearly 300 riders helped steer the development of the new book due on dealer and retail shelves in late May. The suggested retail



price for the 336-page book is \$34.95.

This year's release comes with 29 exciting new rides and a 16-page ride log to record journeys. The 2nd edition is also sturdier with a redesigned water-resistant cover, magnetic closure and more durable pages. In addition to the rides, the book includes hundreds of reliable Rand McNally state and city maps.

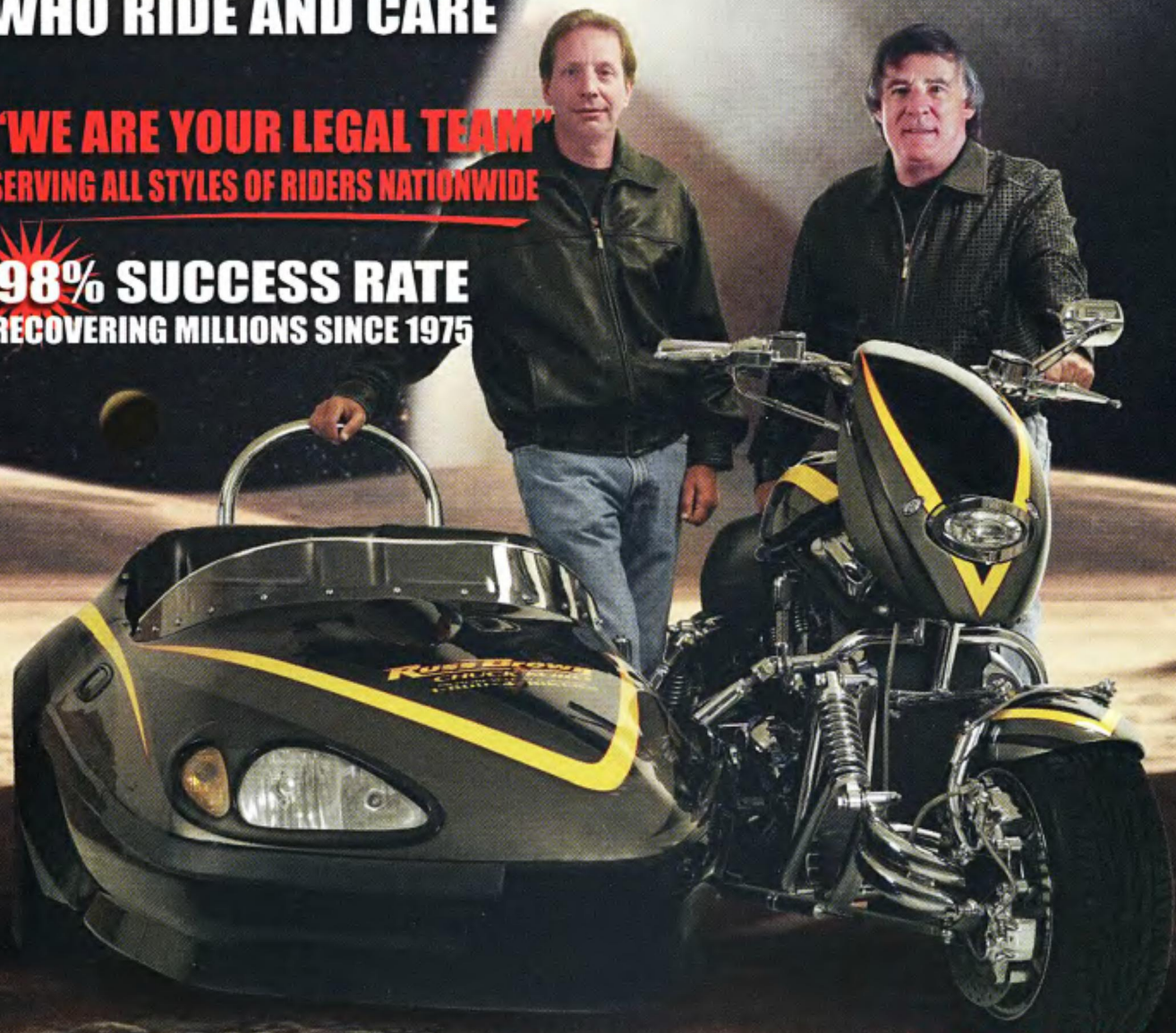
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Klock Werks Kustom Cycles

NEW SHOES



The story of this bike is like the one about the cobbler's kid who never had any shoes. Brian Klock's been building bikes for a living for 10 years and his dad's friends kept asking, "So where's *your* custom bike?"

Everybody is trying to distinguish themselves by building bikes that are "not your daddy's dresser," well, Brian has to acknowledge that this bike is indeed his "daddy's dresser." You see, he built this custom bagger for his dad,





Roger. He says he wanted to do it because his dear, old dad is usually the last to get the really cool stuff.

"My dad is pretty subtle, he likes everything clean," Brian says. "He has always been into cool wheels and big power. He was the one who stopped us from getting graphics. He told us, 'I like it just like that. I love that color and it would be a shame to do anything to it.'"

Brian took the opportunity to work with Custom Valley, the originators of the 200mm wide-tire bagger kit. Their kit is a bolt-on system that allows the owner to retain the saddlebags and stock exhaust. The kit replaces the swingarm, axle, the rear fender and supplies all the necessary spacers and extensions for the conversion.

They also wanted to debut many of the Klock Werks parts they produce for Drag Specialties. They added stretch panels to the gas tanks and their custom dash. Klock Werks ABS undercovers for the H-D Swept Wing floorboards clean



up and streamline the floorboards. The chrome ignition switch cover and the smooth round horn cover are also Klock Werks originals. Their LED turn signals (front and rear) and the oval LED taillight clean up some problem areas beautifully.

The fenders are Klock Werks' as well and the bike was painted by Kyle and Doug of Custom Plus with PPG's new Ruby Slipper finish from their Vibrance collection. The bags are Harley's, and

chrome-plated, and the custom seat was stitched by leather legend Danny Gray.

John Patton at Quigley Motor Werks, Klock Werks in-house motor shop, brought the engine up to 95 inches with diamond cut 3 7/8-inch cylinders. The lower end is stock and they opted for the S&S gear drive set-up with .510 cams. For fuel management, they called in a Power Commander fuel injection module from Dynojet Research. Brian

used the smooth-flowing Klock Werks Double Back exhaust system to finish the powertrain.

Brian says that the secret of his success is his dad. "He always believed in me; he was always backing me." Whenever he worried that he was never going to have enough business with a shop in Mitchell, South Dakota, it was his dad's friends that would pull up on their baggers needing this or that. It started out



they elected not to stretch them like they do on most of their bikes because there was no sense in hiding that 200 tire. The bike was lowered one inch in the front and rear and features Progressive's Air Ride suspension.

The clean cockpit features Harley's spun aluminum face gauges with chrome trim rings right out of the P&A catalog. The Klock Werks mesh speaker grilles add a bright accent to a normally dark hole. The inner fairing was painted to match the rest of the paint on the bike. The controls and master cylinder are





with bolt-on chrome parts and it's snow-balled from there.

This has been a Cinderella year for Klock Werks, from being the first team to win the late but great *Biker Build-Off* TV series (the final season is currently playing on TLC) with a cool custom bagger, to taking it out to Bonneville and making it the world's fastest bagger with the help of his soon-to-be-wife, Laura. He mostly credits the Klock

Werks design team, saying, "It really is about the team. Every time we work on a bike, we bring the customer in the back and we introduce him to the entire team. Everybody knows who we are working for and what we are working towards. It is very important that we have amassed a group of artisans that actually understand that. I take pride in the fact that we are still a small design team." —*Kit Maitra*



Owner: Roger Klock
City: Emery, South Dakota

GENERAL

Fabrication: Klock Werks
Year/make: 2004 FLHTCI
Model: Electra Glide
Assembly: Klock Werks
Time: 4 months
Chroming: J&D Plating
Polishing: J&D Plating

ENGINE

Year: 2004
Builder: Quigley Motor Werks
Displacement: 95 cubic inches
Cam: S&S .510, gear drive
Carb: EFI with K&N filter
Ignition: Power Commander
Pipes: Klock Werks Double Back

TRANSMISSION

Make: Harley-Davidson
Year: 2004
Shifting: stock

PAINTING

Molding: Custom Plus
Painter: Custom Plus
Color: Ruby Slipper
Type: PPG Vibrance

FRAME

Maker: Harley-Davidson
Type: FLHT
Rake: stock
Stretch: none
Other alterations: Progressive Air Ride

ACCESSORIES

Handlebars: Harley-Davidson
Risers: Harley-Davidson
Handlebar controls: chrome
Fender: Klock Werks
Headlight: Harley-Davidson
Taillight: Klock Werks
Speedo: Harley-Davidson custom
Pegs: Streamliner with undercovers
Electrics: Harley-Davidson
Foot controls: Harley-Davidson
Gas tank: Klock Werks stretched
Oil tank: Harley-Davidson
Oil system: Harley-Davidson
Seat: Danny Gray
Mirrors: Harley-Davidson
Grips: Harley-Davidson

FRONT END

Type: FLHT
Extension: 1-inch under
Builder: Harley-Davidson/Klock Werks

WHEELS

Size: 18-inch
Hub: Weld
Tires: Avon
Brakes: Performance Machine
Photos: Michael Lichter
Contact: Klock Werks Kustom Cycles;
605-996-3700;
www.klockwerkscycles.com

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TalkingTech

DRIP, DRIP, DRIP

I have a '72 FLH shovelhead with a 4-speed and chain final drive. I'm sick and tired of trying to fix oil leaks and I'm tired of hearing people say, "Well, it's a shovelhead and they like to mark their territory." I want to remove the shovelhead motor and replace it with an Evo, anywhere from 80 to 100 cubic inches, depending on what I can afford. I also want to replace the 4-speed with a 5- or 6-speed. What kind of problems would I be facing with this combination? I'm not afraid to modify the frame if need be.

Jake
Hotmail

Baker and several other manufacturers offer 6-speed transmissions for shovelheads, so that's no problem. The engine is a different story. Because of the work involved in setting up a solid-mount shovel frame for an Evo, I'd try to get those oil leaks fixed. If you're using 50 wt. oil, switching to 60 should help. I'd go with dinosaur oil and leave the synthetics for Evos and TC's. It's not the most fun to deal with during teardown, but try sealing leaky gasket surfaces with Threabond 1104 after cleaning mating parts with lacquer thinner and using new, premium gaskets. Apply the Threabond in thin coats so it doesn't squish into oil passages. Be sure your oil lines are routed correctly and free of kinks and that the oil return holes in the cylinders are open all the way down and not blocked by a gasket or manufacturing error. If you have solid lifters, block the tappet-guide oil passages as explained in S&S's Pushrod Kit instructions at www.sscycle.com. If you opt for the Evo instead, you'll need to spread the engine compartment up and out since the Evo engine is both taller and wider than a shovel. I'd buy a '93 S&S or STD shovel engine if I couldn't fix the '72.

DOWNTIME

I'm down for a couple of years, so I have plenty of time to design my next project—a '96-inch '68 shovel. On my '46 knuckle and '63 pan, I ran a generator with built-in regulator to keep the wiring simple. I'm leaning towards a magneto for the shovel, eliminating the battery. My only electrics will be a headlight with hi/lo switch, brake light switch, and brakelight/taillight with three-position switch for "off," "run," and "run w/lights."

What is the best performing and most troublefree mag available? Thanks for your time, and keep up the best rag ever.

Gary Thurrow
Golden, Co.

The wiring will be the same for the shovel as your other bikes, except that you won't need an ignition circuit. The mag operates independently of the electrical system, so it won't need anything except a ground wire and switch attached to the outside condenser stud for shutting the engine off and killing the ignition for prime kicks. I'm guessing that your shovel will be kick only. If that's the case, an auto-advance mag would make life easier. Morris's G5 should drop into your shovel with very little work and I have heard of no reliability or performance issues with any Morris magneto.

PUSHROD PONDERABLE

I've owned a 1995 FXSTC for five years and have handled maintenance including changing the oil and brake pads and am comfortable with mechanical work. I want to install a V-Thunder EVL-3020 cam and adjustable pushrods. I've looked over this procedure in my manual. It looks straightforward, but I wondered if there was an alternative to using a dial indicator for measuring endplay.

Anonymous
Top Secret Location

With the lifter and guides removed, install the cam, thrust washer, shim, and gearcover with the gasket. Tighten the gearcover screws to spec. Push the cam all the way in against the thrust washer and shim. Then pull it outwards as far as it will go and measure the gap between it and the shim with a long, blade-type feeler gauge. H-D endplay specs are more generous, but I'd keep it between .005 and .015 inches. Swapping the existing INA cam bearing for a Torrington should be considered mandatory when installing a performance cam in a '92-later Evo. You should be all set if you do that. After adjusting a lifter, be sure not to turn the engine over until you can spin the pushrod with your fingertips.

SCORPION STING

I have decided to upgrade the clutch in my 103-inch Road Glide and wondered

what you think of the Barnett Scorpion Lock-Up clutch for this motorcycle.

Lane H.
Busted Nut, Wyoming

Good choice. Barnett includes several sets of springs with the kit. These can be adjusted by removing or adding weight in the form of washers; it should handle anything you'll ever get out of that 103. Because the Scorpion Lock-Up sticks out farther than stock, you'll need Barnett's outer primary cover and a spacer to move the left passenger floorboard out to clear the primary. It's available from Pingel at www.pingelonline.com or call 608-339-7999.

eBAY BUMMER

I own a 1987 4-speed Sportster. I bought a five-speed transmission from a '93 model cheap on eBay and am hoping it will bolt in with only some minor work. Will it work?

Sportster Joe
Hyperspace

No.

SWING WITH IT

My '86 FXST Softail with the 21-inch front wheel, has the swingarm with the lollipop wheel adjusters that slide inside of it. One of the sprocket bolts came out and gouged the swingarm. The gouge goes almost all the way through. I found an '88 swingarm with brake caliper that looks like it will fit my Softail. The only difference I can see between the caliper and the wheel adjusters are bolts on the outside of the swingarm, like the old models had. Are there any other differences that would keep the '88 swingarm from working on my '86?

L.J.
Leaky Nard, Nebraska

The best I can tell from the parts book, everything else should work fine. Don't forget to check sprocket alignment when you tighten everything down. And red Loctite those bolts!

—Tom Johnson

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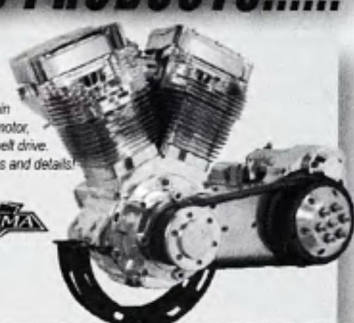
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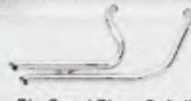
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Special Events

7th ANNUAL STURGIS HALL OF FAME INDUCTION BREAKFAST

The Sturgis Motorcycle Museum & Hall Of Fame opened on June 1, 2001 and in June 2002 moved to their new and permanent location on the corner of Main Street and Junction Avenue in downtown Sturgis. The museum continues to grow through sponsorships and attendance and is someplace that all motorcyclists should visit while in Sturgis.

Each year during the rally, there is a breakfast at the Holiday Inn in Spearfish where new inductees are presented. This year the Hall of Fame inductees were:

Al Nelson received the J.C. Pappy Hoel Outstanding Achievement Award. Born in 1917, Al began riding in 1932. His racing career began in 1935. He ran in many of the Outlaw Races in Sturgis winning most of them and eventually went on to be a Harley factory rider.

Chris Carr began racing when he was just six years old. Chris rode for the Harley-Davidson factory for years. In 2006, he set a new FIM World Speed



Record at the Bonneville Salt Flats, clocking a 354 mph and a two way average of 350.884, making him the fastest man on two wheels.

Kaptain Robbie Knievel, son of "Evel" Knievel, began jumping his bicycle at the age of four and moved to motorcycles at age seven. He toured with his dad for a while and in 1979

went on his own to become the world's foremost motorcycle daredevil.

Linda Peavy had her first ride on a motorcycle in 1968 and went on to work for the Harley factory from 1975 to 1996. She learned to ride her own bike in 1977.

She is best known for developing a program to get more women involved in riding their own motorcycles and in June of 1986 she announced Ladies Of Harley. She also served as editor of *Hog Tales*, a factor publication for HOG members.

Oliver Shokouh has been riding since he was 12 years old. He became a Harley dealer in 1976 in Glendale, California, and later served on the board of the Southern California Harley-Davidson Dealers Association. In 1984, Oliver founded The Love Ride—the largest one-day motorcycle event in the country—and has raised nearly \$19 million for the MDA.

Gary N. Sellers was the recipient of the Freedom Fighters award. Gary has been working for motorcycle rights since the mid 1960s. He has held many positions at the county, region and state levels for ABATE Of Ohio. He was a Charter Member of the Motorcycle Riders Foundation.

Bob Illingworth became involved in motorcycling in the late 1950s and in 1970, when the federal government originally blackmailed states into adopting mandatory helmet laws, Bob became really involved. He started the Minnesota Motorcycle Riders Association, which he eventually ran for over 30 years. He went on to establish the Governor's Motorcycle Advisory Board and became responsible for developing motorcycle safety programs and finding its funding.

Congratulations to all the 2007 inductees and to Pepper S. Massey, executive director of the Sturgis Motorcycle Museum who is now the executive director of the Sturgis Motorcycle Rally.

—Rogue

Coast To Coast

Biker News

BIKERS RALLY TO SAVE SAFETY FUNDS:

When word passed throughout the biker community that the US House of Representatives was considering a major transportation appropriations bill in late July, and an amendment was being proposed to eliminate funding for motorcycle safety funds, biker rights activists nationwide rallied to the call. They managed to save \$6 million in grant money provided to 44 states for motorcycle safety programs.

After being reminded by scores of concerned riders across the country that saving lives is much more important than saving a few dollars, the amendment by Texas Rep. Jeb Hensarling was never introduced. The Section 2010 motorcycle safety funds remained intact as the \$104.4 billion dollar FY2008 Transportation, Housing and Urban Development Appropriations Bill (HR 3074) went on to pass the House by a vote of 268-153. The funding measure now goes to the Senate, where no such surprises are expected.

HELMET LAW DOESN'T SAVE BAYOU

BIKERS: Despite passing a mandatory helmet law in 2004, motorcycle fatalities in Louisiana are on a record pace and on course for one of the worst totals in the country. Highway Safety Commission Executive Director James Champagne told attendees at a safety summit in Baton Rouge.

Champagne told summit attendees that more motorcycle fatalities are projected for this year in Louisiana than in any other year in the state's history. If the trend continues, we will have not only the state's worst year, but also one of the worst totals in the country.

At the Louisiana summit, safety officials attempted to pinpoint reasons for the alarming increase in motorcycle fatalities. One is lack of professional training, and Champagne believes training should be required before a cycle owner or rider can apply for a license.

Ultimately, according to Champagne, almost all the factors that contribute to the problem can be reduced by new legislation, enforcement of existing laws, and mandated education.

PATCH BAN AT STURGIS BAR SPURS BOYCOTT. POSSIBLE LEGISLATION:

A beef with the Hell's Angels could inspire legislation to protect wearing motorcycle club "colors," a state legislator told *Rapid City Journal* columnist Bill Harlan during Sturgis Bike Week. One-Eyed Jack's saloon on Main Street was boycotted during the rally because it is the only bar in town that bans motorcycle club insignias, and they even barred South Dakota State Representative Jim Putnam from entering while wearing the colors of his own dangerous motorcycle club, the Lawmakers.

"If this persists, I'll consider it," said Rep. Putnam (R-Armour) who sometimes wears a Sturgis motorcycle rally necktie during the legislative session. "Putt," as he is known, is not only a long-time biker himself, but is also a long-serving member of the NCOM Legislative Task Force (NCOM-LTF) and anti-biker

discrimination legislation is on their agenda.

Putnam added that legislation protecting motorcycle attire passed the State House in the early 1990s. It failed in the Senate, he said, but a similar Minnesota law has survived court challenges.

Now, Putnam supports a boycott of the saloon. "I'm not going in there," he told the newspaper. But One-Eyed Jack's owner Ray Gold is just as adamant about keeping his new ban on "back patches," which he told the newspaper is to keep out the Hell's Angels, whose Sturgis headquarters is near the bar.

But the ban on patches also angered Louis Nobs of Hibbing, Minnesota, who was barred entry wearing his Soldiers for Jesus colors. "You can't ban patches for just one group," he said. "If you ban them for motorcyclists you have to ban them for bowling

CONTINUED ON PAGE 30



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OR 623-551-1847 OR EMAIL:
Vtwin-expo@Reactionmanagementinc.com

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Biker News CONTINUED

teams, the Knights of Columbus—everyone."

Nobs is on the board of NCOM, and he helped distribute 60,000 fliers calling for the boycott.

LOUD PIPES TICKET DISMISSED:

The first and only ticket that police have issued to a motorcyclist under Denver's controversial new noise ordinance has been dismissed. Attorney Wade Eldridge, himself a biker, challenged the law on behalf of his client, Stuart Sacks, who was pulled over and ticketed for having an "unlawful modified muffler," records show.

"The officer neither inspected his bike to see if it had the stamp nor did he use a sound meter," Eldridge said. "So the most they would have had was the officer's gut feeling that it was too loud, which is not enough."

Designed to curb motorcycle noise, the controversial new ordinance took effect July 1, limiting noise levels to 82 decibels from a distance of 25 feet, and requiring motorcyclists with bikes made after 1982 to have a muffler with an EPA noise-certification stamp.

Eldridge, the AIM Attorney for Colorado and legal counsel for the Confederation of Clubs of Colorado, also claims the noise ordinance is unconstitutionally vague. "The law lends itself to arbitrary and discriminatory enforcement," he told the *Rocky Mountain News*. "The police can stop you for whatever reason."

But the city's decision to drop the case highlighted a fundamental flaw in the law—Denver police aren't equipped with the \$1,000 noise monitors needed to make the charge stick according to Eldridge who said, "In any case in which it's properly challenged, the city has an impossible burden." The reason Assistant City Attorney April Snook cited in her motion to dismiss the case was that the city was "unable to prove the charge beyond a reasonable doubt."

—Bill Bish, NCOM

Dying Stats

LEAVE US ALONE!

Here are some statistics taken from *National Geographic* magazine earlier this year: Your chances of dying from cancer are 1 in 7; from a motor vehicle accident 1 in 84; from being hit

by a car while walking 1 in 626; and from a motorcycle accident 1 in 1,020. There were 43,000 deaths from motor vehicle accidents nationwide in 2004; there were 748 pedestrian deaths in California in 2005, and there were 404 motorcycle accident fatalities also in California in 2005.

I appreciate that the legislature is trying to save lives, but why don't they worry about some of these other folks a little more and motorcycle riders a little less? Based on these above numbers, why don't they make pedestrians wear helmets, or car drivers? Don't even get me started about your chances of being done in by doctors and hospitals!

—Jean Hughes, ABATE of CA,
State PAC Chairman

Jim Lombardo, lobbyist for ABATE of California also had this to say: "Did you know that for the ninth year in a row, the fatality rate per motorcycle accident is higher than before the helmet law began? Do you know what that means? It proves that the helmet law is not saving lives, and it's just about controlling your lives and how you dress yourself when you ride a motorcycle." —Ed

Trivia

CHAMPION SPARK PLUG

The first known spark plug was invented in 1839 by Edmond Berger. France dominated the spark plug market in the early 1900s, supplying gasoline engine manufacturers with only a limited line of plug configurations. They were also known to be quite costly and of sub-standard quality.

Albert Champion was born in France in 1878. In 1889, already a renowned bicycle and motorcycle racer (he was only 11 years old), Champion came to America to compete in a series of races which at the time were known as "motorized bicycle races." He had brought several bicycles and motorcycles, but found parts very hard to find in the U.S. As a result, Champion made his own. To help pay bills and cover expenses, Champion began making spark plugs and sold them to friends. Champion's love of motors slowly turned towards automobiles and he later returned to France to open a shop that manufactured spark plugs and magnetos.

Champion returned to America in 1900, after being hired by Charles Metz



Welcome to Tang's Two-wheeled Tuna Market!

to race bicycles and motorcycles for the Waltham Manufacturing Company. Marsh Metz began with Charles Metz who founded the "Waltham Manufacturing Company" of Waltham, Massachusetts, in the late 1890s. Waltham began by manufacturing bicycles but, by 1903, Charles expanded the company into automobile and motorcycle manufacturing. Waltham Manufacturing's 1898 "Orient-Aster" was America's first mass-production motor driven cycle (motorcycle), which was also known as the "Orient Motorcycle." The "Aster" portion of its name came from the motor that was made by the manufacturing firm of Aster. With the success of the Metz motorcycle, Charles Metz joined into a partnership with Marsh Motorcycle Company of Brockton, Massachusetts, in 1905, creating the "American Motorcycle Company" in Brockton. It was here that the "Marsh-Metz," also known as the "MM" was born.

Champion moved to Flint, Michigan, where he founded Champion Ignition Company to manufacture spark plugs. With the help of investors, Champion was able to turn his racing hobby into a successful business. Unfortunately, problems with the investors soon lead to a break up, and he found himself without a company. The investors continued to manufacture the spark plugs under the Champion name, but Albert Champion was out of a job.

In 1908, with the backing of the Buick Motor Corporation, Champion began a new company called the AC Spark Plug Company. Albert Champion was appointed president. In 1916, Alfred P. Sloan formed United Motors Corporation, and eventually acquired Buick and AC Spark Plug.

On October 27, 1927, Champion died of a heart attack. General Motors purchased the remaining stock held by Champion's estate and took over AC. In December of that year, AC became a full division of General Motors. In 1971, United Motors Service was renamed United Delco Division. A few years later United Delco and the AC Spark Plug Division combined to form the company we know today as ACDelco. Albert Champion's name continues to live on with every AC and Champion spark plug made.

Our thanks to ABATE of Colorado's Tom Jarvis for bringing this enlightening trivia to our attention.

—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.

ALABAMA

Biker Shack 411, LLC
8666 US Hwy 411 - Centre
256-475-3384

CALIFORNIA

Bartels' H-D
4141 Lincoln Blvd
Marina del Rey
310-823-1112

San Diego H-D
5600 Kearny Mesa Rd.
San Diego
858-614-4312

Temecula Valley Choppers
28860 Old Town Front St.
Temecula
951-693-5200

COLORADO

Thunder Mountain H-D
4250 Byrd Dr. - Loveland
970-493-3137

FLORIDA

Cycle Lab
1911 S. State Rd. #7
Ft. Lauderdale
954-587-4392

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

NEVADA

Sinister Cycles
4300 N. Pecos #19 - Las Vegas

NEW JERSEY

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

NEW YORK

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

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

NORTH CAROLINA

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

OHIO

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

TENNESSEE

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

TEXAS

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

VIRGINIA

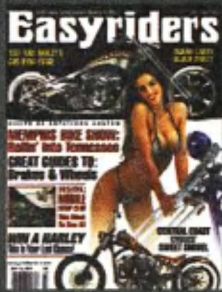
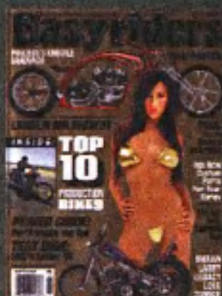
Shenandoah H-D
213 Rolling Thunder Ln
Waynesboro
540-213-7433

WASHINGTON

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

WISCONSIN

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



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

Toy Runs 2007

ALABAMA

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

ALASKA

Christmas Party
Date: Dec. 20
Place: Last Frontier MC,
Casa Grande, Anchorage
Info: 907-522-1017

ARIZONA

3rd Annual Toy Run
Date: Nov. 3
Place: Americans MC,
Prescott Valley K-Mart
Info: 928-237-0029

Verde Valley Toy Run
Date: Nov. 18
Place: WalMart,
Cottonwood
Info: www.vvtr.com

Annual Thanksgiving
Potluck
Date: Nov. 22
Place: The Hideaway
Grill, Cave Creek
Info: 480-595-2053
www.hideaway-usa.com

26th Annual Toy Parade
Date: Dec. 8-9
Place: Sun Riders MC,
Tucson
Info: sunridersmc.com

Annual Christmas Potluck
Date: Dec. 25
Place: The Hideaway
Grill, Cave Creek
Info: 480-595-2053
www.hideaway-usa.com

ARKANSAS

Hot Springs Toy Run
Date: Nov. 1
Place: Hot Springs
Info: 501-939-2067

Rolling Thunder's
Feed the Vets
Date: Nov. 4
Place: Fort Roots, North
Little Rock
Info: 501-305-4845

Thunder & Chrome
Date: Nov. 10
Place: Little Rock
Info: 800-689-6090
www.alzark.org

23rd Annual Toy Run
Date: Nov. 17
Place: H-D, Jonesboro
Info: 870-238-9360

Flame Riders Toy Run
Date: Nov. 24
Place: Backyard
Antiques, Clinton
Info: 501-884-6396

South East Arkansas
Toy Run
Date: Nov. 24
Place: Crossett
Info: 870-364-5563

Boozefighters Toy Run
Date: Nov. 24
Place: Russellville
Info: 479-747-8088

Rodney's Toy Run
Date: Dec. 1
Place: Rodney's Cycle
Shop, Little Rock
Info: 501-796-7070

ABATE Toy Run
Date: Dec. 2
Place: Siloam Springs to
Rogers
Info: 479-443-6567

Conway Toy Run
Date: Dec. 15
Place: Pawnbusters,
Conway
Info: 501-908-6644

CALIFORNIA

4th Annual Toy Run
Date: Nov. 3
Place: Fresno Alano Club
Info: 559-233-7330

Santa Claus Toy Run
Date: Nov. 3
Place: Renegade Classics,
Modesto
Info: 209-549-9071

Toy Run
Date: Nov. 4
Place: G.A. Motorsports,
Visalia
Info: bikerforkids.com

AHORA Drags
Date: Nov. 9-10
Place: Fairplex, Pomona
Info: 336-924-2095
www.ahora.com

California Bike Week
Date: Nov. 9-11
Place: Fairplex, Pomona
Info: www.calweek.com

Food and Toy Drive
Date: Nov. 10
Place: Sacramento/

El-Dorado County
Info: www.boozefight-
ers21.com

ABATE Poker Run &
Spaghetti Feed
Fundraiser
Date: Nov. 10
Place: Fair Oaks VFW
Info: 916-402-7981

4th Annual Toys For
Tots Run
Date: Nov. 10
Place: Maverick Saloon &
Grill, Santa Maria
Info: 805-588-1013
toys4totscentralca.org

Love Ride 24
Date: Nov. 11
Place: Fairplex, Pomona
Info: 818-246-5618
www.loveride.org

11th Annual Toy Run
Date: Nov. 11
Place: The Cactus Inn,
Palmdale
Info: 661-947-3734
www.alleygl.org

Rally in the Valley
Date: Nov. 11
Place: Madera
Info: renegadeevents.com

Santa Claus Toy Run
Date: Nov. 17
Place: Fresno
Info: 800-326-3666

Nor-Cal Cycle Swap Meet
Date: Nov. 18
Place: Solano
Fairgrounds, Vallejo
Info: 800-875-0068
www.toppingevents.com

4th Ironworkers Toy Run
Date: Nov. 18
Place: City of Industry
Info: 310-505-8510

31st Annual MMA
Toy Run
Date: Nov. 25
Place: Sacramento
Info: www.mma-ca.org

Toys For Troops Kids Run
Date: Dec. 2
Place: Sacramento
Info: 916-927-0232
www.realwomenride.com

Cycle Show and
Swap Meet
Date: Dec. 2
Place: Vet's Stadium,
Long Beach
Info: 714-557-1846
www.toppingevents.com

16th Annual Toy and
Food Run
Date: Dec. 8
Place: Eric Rood Center,
Nevada City
Info: 530-470-0697
www.toyrun.org

David Mann Chopper Fest
Date: Dec. 9
Place: Ventura
Fairgrounds
Info: 805-650-6777
www.chopperfestival.com

20th Annual Skid Row
Toy Ride
Date: Dec. 9
Place: Harley-Davidson of
Glendale
Info: 800-866-6601
www.glendaleharley.com

22nd Annual Tijuana
Toy Run
Date: Dec. 9
Place: Sweetwater H-D,
National City
Info: 619-420-7000
sweetwaterharley.com

COLORADO

28th Annual Rocky
Mountain M/C Show
and Swap
Date: Nov. 3-4
Place: Boulder County
Fairgrounds, Longmont
Info: www.hawgwildcc.com

23rd Annual Toy Run to
Children's Hospital
Date: Dec. 2
Place: Aspen Grove
Shopping Center, Littleton
Info: www.rmh-d.com

FLORIDA

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

4th Annual Steel Horse
Stampede
Date: Nov. 3
Place: Ocala
Info: 352-854-5218
hospiceofmarion.com

Hogs On The High
Seas Rally
Date: Nov. 4-11
Place: Cape Canaveral
Info: 800-444-8795
www.hogsonthe
highseas.com

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

Great Teddy Bear Run
Date: Nov. 11
Place: University Park
Info: 941-951-7005
www.rossiterharley
davidson.com

Freedom Ride and Rodeo
Date: Nov. 11
Place: Planet Hollywood,
Orlando
Info: 321-251-7925
www.freedomride.com/
rideandrodeo

7th Annual Bikers on
Parade for the USA
Date: Nov. 11
Place: Santa Fe
Community College,
Gainesville
Info: www.bikerson
parade.com

Car and Cycle Swap Meet
Date: Nov. 18
Place: Fairgrounds,
Palatka
Info: 386-868-3727
floridaswapmeet.com

30th Annual Toys for
"Our Kids" Poker Run
Date: Nov. 18
Place: Daytona Beach
Info: 386-717-1888
www.daytona200mc.com

4th Annual Toy Run
Date: Dec. 4
Place: Gator H-D,
Leesburg
Info: 407-469-2455

17th Annual Toy Run
Date: Dec. 9
Place: South Sheriff's Sub
Station, Ocala
Info: 352-854-1190;
ocalahogchapter.com

Car and Cycle Swap Meet
Date: Dec. 16
Place: Fairgrounds,
Palatka
Info: 386-868-3727
floridaswapmeet.com

7th Annual Bikers for
Kids at Christmas
Date: Dec. 16
Place: Veterans Memorial
Park, Ocala
Info: 352-288-5202

10th Annual Thunder By
The Bay M/C Festival
Date: Jan. 4-6
Place: Sarasota
Info: 941-371-8820
www.thunderbythebay.org

GEORGIA

4th Annual Wingmen MC
Helping Hands Parade
Date: Nov. 3
Place: Fred's on Hwy 21,
Rincon
Info: 912-754-9339
912-247-5953

Bike Show & Swap Meet
Date: Nov. 4
Place: Atlanta Expo
Center
Info: 302-376-5115
www.abatega.org

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

Inaugural Food Drive
Date: Nov. 17
Place: Wingmen MC,
Ludowici
Info: 912-545-3304

17th Annual Toy Run
Date: Dec. 1
Place: Armstrong College,
Savanna
Info: 912-233-3535

17th Annual Conyers
Toy Run
Date: Dec. 1
Place: Conyers
Info: 770-787-2868

HAWAII

2nd CVMAHI Annual
Skivvies for our Vets
Date: Dec. 9
Place: Kapolei Theaters
Info: 808-256-0007
www.hicombatvet.org

IDAHO

Hoodoo Community
Blood Drive
Date: Nov. 10
Place: Spirit Lake VFW
Info: 208-623-2211

ILLINOIS

Walneck's Swap Meet
Date: Nov. 18
Place: Fairgrounds,
Grayslake
Info: 630-985-2097
www.walneckswap.com

27th Annual Polar Bear Toy Run
Date: Nov. 3
Place: Monmouth
Info: www.centralil-abate.org

Turkey Trot
Date: Nov. 17
Place: Embarras Valley
Info: 217-627-2303;
www.abate-il.org

30th Annual Chicagoland Toys for Tots Run
Date: Dec. 2
Place: Chicago
Info: chicagolandtft.org

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

Chili Cook Off
Date: Nov. 17
Place: ABATE D-4,
American Cycle, Grimes
Info: www.abateiowa.org

LOUISIANA
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

Motorcyclists for Kids Run
Date: Nov. 17
Place: Monroe
Info: www.abate-oflouisiana.org

26th Annual Toy Run
Date: Dec. 9
Place: ABATE, Greater New Orleans Area
Info: 888-892-2669
985-419-2890

MARYLAND
Bikers With Heart Toy Run V
Date: Nov. 3
Place: Ft. Washington
Info: 301-893-2900
fireupthundrout.com

MICHIGAN
Giant Motorcycle Swap Meet
Date: Nov. 4
Place: Birch Run Expo
Info: 800-968-4242
motorcycleswap.com

Christmas Party
Date: Dec. 9
Place: ABATE 5,
Landmark Bar
Info: 231-689-0774

MISSISSIPPI
23th Annual Toys For Tots M/C Run
Date: Nov. 25
Place: Cycle Barn,
Waveland
Info: 228-392-1801
www.asgardmc.com

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

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

MONTANA
12th Annual Lorn "Truck" Tysver Memorial
Date: Dec. 7
Place: Shrine Auditorium, Billings
Info: www.roaddogs.org

Roaddogs 23rd Annual Toy Run
Date: Dec. 9
Place: Northside Fire Station, Billings
Info: www.roaddogs.org

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

NEVADA
22nd Annual Toy Run
Date: Nov. 4
Place: Carson City
Info: 702-322-2495

Wild Bunch 3rd Annual Toy Run
Date: Dec. 2
Place: Winnemucca
Info: 702-623-9262
www.wildbunchmc.com

27th Annual Reno Toy Run
Date: Dec. 8
Place: Sparks-Reno
Info: www.nnvoc.com

NEW MEXICO
15th Annual Rio Rancho Toy Run
Date: Nov. 18
Place: Rio Rancho
Info: 505-604-4326
www.rioranchotoyrun.org

NEW YORK
7th Annual Northport Veterans Hospital Run
Date: Nov. 4
Place: Marine Corps League, Massapequa
Info: 516-216-4290
www.leathernecksmc-newyork.com

BACA Toy/Poker Run
Date: Nov. 12
Place: Renegade Classics, Deer Park
Info: www.bacausa.com

Annual Christmas Benefit Party
Date: Nov. 24
Place: Ontario County ABATE, Phelps American Legion
Info: www.abateny.org

NORTH CAROLINA
Red Springs Toy Run
Date: Nov. 10
Place: Red Springs
Info: 910-843-9991

16th Annual M/C Parade & Toy Run
Date: Nov. 10
Place: Canton
Info: www.blueridge-thunder.org

OHIO
14th Annual Fall Swap Meet
Date: Nov. 11
Place: Yankee Lake Ballroom, Brookfield
Info: 724-588-4559
www.yankeelakeswap-meet.com

OKLAHOMA
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.jwswapmeet.com

JL's 5th Annual Toy Run
Date: Nov. 10
Place: Grove
Info: 918-786-4216

Handle Bars & Hot Rods Centennial Rally
Date: Nov. 10
Place: Blanchard
Info: 405-613-42213

M/C Swap Meet
Date: Dec. 2
Place: State Fair Park, Oklahoma City
Info: 816-456-4415
www.jwswapmeet.com

28th Annual Tulsa Motorcycle Toy Run
Date: Dec. 9
Place: Tulsa ABATE
Info: abateoftulsa.com

OREGON
Waco Toy Run
Date: Nov. 17
Place: Washington County ABATE
Info: 503-628-5445

Shriner Toy Run
Date: Dec. 1
Place: Portland
Info: toyrun2007.com

Rogue Valley Toy Run
Date: Dec. 1
Place: D&S H-D, Medford
Info: www.roguevalley-toyrun.com

Salem Toy Run
Date: Dec. 9
Place: Salem
Info: 503-791-1640
www.abateoforegon.net

PENNSYLVANIA
Toys for Kids of PAL
Date: Nov. 10
Place: Outsiders MC, Reading
Info: 610-587-9038

Bros MC Annual Toy Run
Date: Nov. 11
Place: Birdsboro Fire Hall
Info: 610-404-7974

24th Annual Toy Run
Date: Nov. 17
Place: Walmart, Trexlertown
Info: 570-386-8021
lehighvalley.abatepa.org

Toy Run
Date: Nov. 18
Place: Classic H-D, Reading
Info: 610-916-7777
www.classicharley.com

Toys For Kids
Date: Dec. 8
Place: River Valley ABATE
Info: www.abatepa.org

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

27th Annual Toy Parade
Date: Nov. 25
Place: Anderson
Info: 225-7856

TENNESSEE
16th Annual Toys For Tots
Date: Nov. 4
Place: Sevierville
Info: 865-389-5957
865-850-2110

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

15th Annual Pig Roast
Date: Nov. 3
Place: Brotherhood Of The 74, Midland Chapter
Info: www.brotherhood-ofthe74.com

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

15th Annual Tri-County Toy Run
Date: Dec. 2
Place: American Legion 133, Temple
Info: www.tricountytoyrun.org

14th Annual Toys For Tots Toy Run
Date: Dec. 8
Place: Rodeo Grounds, Pasadena
Info: 713-472-2235
toysfortotstoyrun.com

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

Meeting and Auction Fundraiser

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

Date: Nov. 11
Place: Salt Lake City Chapter ABATE
Info: 801-627-1117

Xmas Party
Date: Dec. 6
Place: Northern Chapter ABATE
Info: 801-627-1117

Doty Stein Ride
Date: Dec. 6
Place: Weber Chapter ABATE
Info: 801-627-1117

Sub "4" Santa Ride
Date: Dec. 9
Place: Salt Lake City Chapter ABATE
Info: 801-627-1117

Xmas Party
Date: Dec. 9
Place: Davis Chapter ABATE
Info: 801-627-1117

Xmas Party
Date: Dec. 15
Place: Weber and Central Chapters ABATE
Info: 801-627-1117

VIRGINIA
25th Annual Children's Hospital Teddy Bear Run
Date: Nov. 3
Place: Chesterfield Towne Center, Richmond
Info: 804-379-3059
www.blueknightsviii.org

WASHINGTON
Tattered Flag Run
Date: Nov. 10
Place: Tacoma ABATE
Info: www.abate-wa.org

Olympia Toy Run
Date: Dec. 1
Place: South Sound Center, Lacey
Info: www.olytoyrun.com

28th Annual Toy Run
Date: Dec. 8
Place: Tacoma
Info: www.abate-wa.org

CANADA
Christmas Party
Date: Nov. 24
Place: Vancouver HOG
Info: 604-291-BIKE

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						p	
Kansas	4	a,12	14	21	c	c			r (left)	r-28		p	37
Kentucky	3, 6, 9	a,12	r		c	c			r	29		33	
Louisiana	r	a,12	14	17	c	c			r (left)	r		p	34
Maine	7	a,12,13		r	c	c			r	r		p	37
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		p	34
Massachusetts	r	a,12	14	17	c	c		p	r	r		p	34
Michigan	r	a,4,12	14,16	17	c	c			r	r-28		p	34
Minnesota	4, 9	a,4,12	r	r, 17	c	c		25	r	r-28		p	
Mississippi	r									r		33	41
Missouri	r	a,12		17						r		33	34
Montana	4	a,12		r, 17	c	c			r			p	
Nebraska	r	a,12,13		17	c	c						p	42
Nevada	r	a,12	14	17	c	c			r			p	37
New Hampshire	4	a,12	14	17	c	c			r	r		p	
New Jersey	r, 1	a	9a	17	c	c			r	r		33	37
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		33	
New York	r, 1		r	r, 17	c	c		25	r	r		p	37
North Carolina	r	a		r, 17	c	c			r	r		p	
North Dakota	1, 4	a,10		17	c	c			r			p	34
Ohio	3, 4,9	a,4,12	14	17	c	c			r	r, 28		33	34
Oklahoma	4		14	r, 17	c	c						33	40
Oregon	r	a,12		r, 17	c	c			r	r, 28		p	
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		p	
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		p	34
South Carolina	1, 6		14	r, 17	c	c			r	r		p	
South Dakota	4	a,12,13	14	17	c	c			r			p	34
Tennessee	r	a,12	14	r, 17	c	c			r			p	
Texas	31	r, 4		17a	c				r	r		33	34
Utah	4	a,12		17	c	c			r	r		p	38
Vermont	r, 1	a,12	14	17	c	c			r	r		p	34
Virginia	r	a,12	14	17	c	c			r	r	p	p	
Washington	r	a,4	14	r, 17	c	c	23		r	r, 28		p	35
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		33	34
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		p	35
Wyoming	4	a		r, 17	c	c			r			p	37
Wash. D.C.	r		14	17	c	c			r	r	p	p	34

LEGEND:

√ In effect on designated rural interstate highways

r Required by law

a Available for all eligible applicants

p Prohibited

c Required if carrying a passenger

1 ReflectORIZATION required

2 Must have in possession

3 Required for novice riders

4 Required under age 18

5 Required under age 19

6 Required under age 21

7 Required under age 15 with learner's permit or for one year after obtaining license

8 Required for passengers

9 Required for instructional permit holders

10 Required under age 16

11 Required for first-time applicants

12 May waive skills test for successful completion of rider education

13 May waive knowledge test for successful completion of rider education

14 Required by law unless equipped with windscreen

15 Required unless equipped with windscreen that is 15 inches above handlebars

16 Required at speeds over 35 mph

17 Modulating headlight permitted

18 Required for vehicles manufactured after 1/1/56

19 Required for vehicles manufactured after 1/1/75

20 Required for vehicles manufactured after 4/1/77

21 Required for vehicles mfg'd during or after 1978

22 Required for vehicles mfg'd during or after 1980

23 Prohibits passengers under age 5

24 Prohibits passengers under age 7

25 Single earphone only

26 To be used for communication purposes only

27 Required by inspection regulations

28 Random

29 Annual emissions, some areas

30 Upon title transfer

31 Optional over 18 with proof of \$10,000 of medical insurance for bodily injuries.

32 Not required over 21 with a minimum of \$10,000 in medical insurance.

33 Not referenced in Admin. Code or Statutes

34 Maximum of 15" above seat

35 Maximum of 30" above seat

36 Top of shoulders

37 Grips below shoulder height

38 Handgrips below shoulder height - Maximum of 15"

39 Maximum 6" above shoulder seated

40 No higher than eye level of the operator

41 Maximum of 10" above fastest point

42 Maximum of 15" above fastest point



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30th ANNUAL REDWOOD RUN

For decades the NorCal Redwood Run has attracted riders from all across the western states to the expired logging town of Piercy, California. Piercy sits 200

miles north of San Francisco on U.S. Highway 101, and for 51 weekends a year, is almost a ghost town. The Redwood Run is kind of like a huge magnet

that pulls over 5,000 bikers into one of the great camping weekends and old fashioned biker runs of the year where you can still party like the good old days.





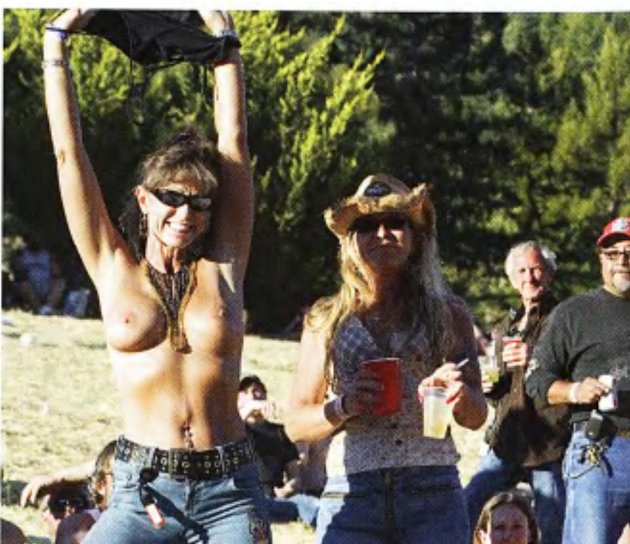
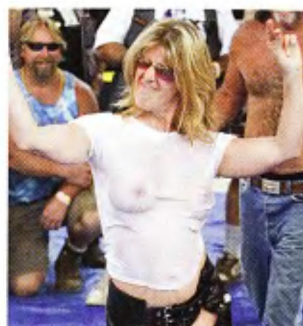
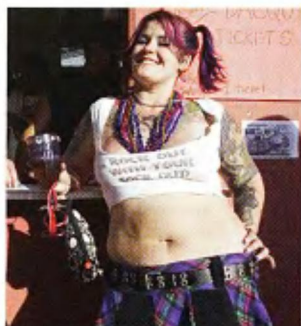


Situated in a forest of giant redwoods, the Riverview Ranch is located on a bend of the Eel River. It is one of those places that city folks read about in travel guides. During the run, this Ranch acts as the base for all the fun and shenanigans.

This run has been sponsored by the local Kiwanis Club for a few years and, as in all the previous years, the 2007 event stayed true to its roots, only motorcycles are allowed inside the grounds. Because this is private property, there are few rules and no cops inside the grounds. It's kind of like when you were a kid and played hide and seek, you had a special place that was called "King's X" where the person that was "it" couldn't tag you. Well, the Riverview Ranch's 65 acres is the bikers' King's X, only it's Johnny Law that's outside waiting for you to ride out. Friday and Saturday night, they must have had every Mendocino County Sheriff at the gate, but we waited them out; when we left on Sunday morning, the coast was clear.

Along with the scenery and partying, the run is also famous for its music. This year, there were 11 bands appearing on stage: six on Friday and five on Saturday. Friday's acts included Joan Jett, Molly Hatchet and Lydia Pense. On Saturday the headliners were Joe Bonamassa and Gregg Allman. Nature, not to be outdone, supplied the Eel River with cool water and temperatures in the mid-70s. The Kiwanis of the Redwoods and other service clubs made sure there was enough beer and other libations, plus good food and entertainment.







We had a great time; if you were there, you know what we're talking about. If not, try to make it next year. The Redwood Run is what biker runs use to be like, back when we had to party out of the public eye. See you in Piercy, June 6 to 8, 2008. For more information, visit www.redwoodrun.com. —Bugle



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THE MAN WHO FELL TO EARTH **MAVERICK MECHANIC EDDIE PAUL**

When Hollywood producers making George Clooney's movie *Leatherheads*, a story about early 1900's football, wanted the hero to putt around on a correct

piece of machinery, they came up with a 1918 Indian motorcycle with a sidecar. The only problem was that when they actually went to buy the real McCoy, they





discovered it was way too expensive. They also realized that an antique motorcycle might be difficult to start and might not ride smoothly or quietly around movie set cameras. Then someone came up with the solution: call Eddie Paul.

When someone not in the know about one of the film industry's legendary stuntmen asked, "Who's Eddie Paul," the reply was: "The man who fell to earth." No, not the science fiction flick starring David Bowie; you see, Eddie Paul's profession goes way beyond stunts and special effects.

Back in his teenage years, Eddie was already busy inventing strange gizmos, in this case a new lightweight, packable hang glider, just when the contraptions were new on the SoCal scene. Eddie climbed atop a local seaside hilltop where a gust of wind suddenly launched him skywards. At 360 feet the experimental hang glider hit severe turbulence and snapped in half, dumping Eddie into the void...minus a parachute. We're talking falling the height of a 36-story building with no airbag waiting below.

To make this a shorter story, Eddie hit the ground feet first. Still conscious and joking on the way to the hospital, he eventually closed his eyes and didn't open them for two weeks. Despite the

doctors' predictions that he was a goner or at least would never walk again, he was back on his feet in a few months and soon became one of Hollywood's leading stuntmen and stunt coordinators. He would go on to build, and crash, hundreds of vehicles in movies including those seen in the original *Grease*, Sylvester Stallone's *Cobra*, and Vin Diesel's *XXX*. For *The Fast and The Furious* films he put together over 200 cars in two months. And when Alice Cooper wanted to add some attitude to his '57 Chevy, Eddie added a pair of machine guns as hood ornaments.

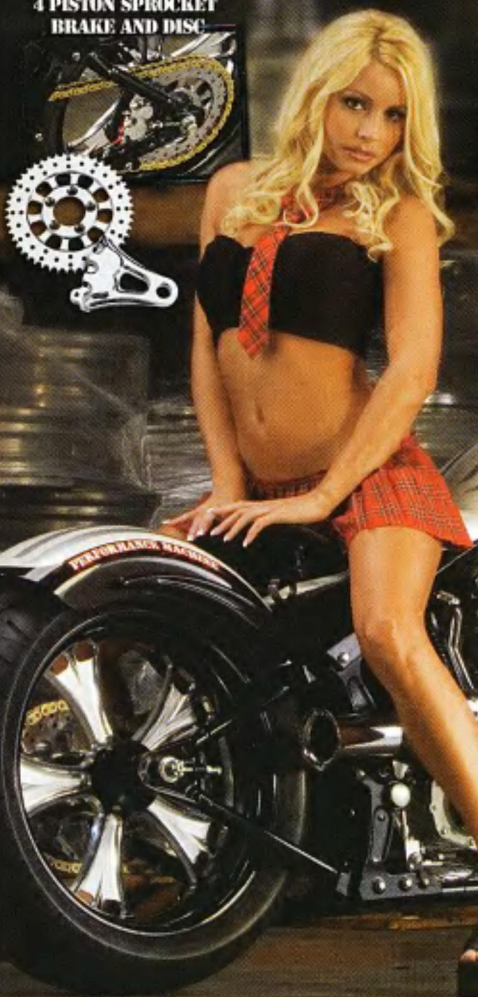
Besides cars and bikes, Eddie's bagged a wide spectrum of patents for everything from a fire dousing water pump the size of a suitcase but equal to a full-size fire truck, to a revolutionary 4-D camera mechanism. Eddie even developed a Deuterium laser for the Department of Defense. Then there's the life-size great white shark suit that you can wear in order to swim with real sharks, something designed for the Cousteau people.

So when the George Clooney movie people needed a replacement for their troublesome motorcycle star, Eddie said, "No problem." But instead of building just one 1918 Indian sidecar combo, he built three of them in just two weeks

TAKE IT TO THE STREET



4 PISTON SPROCKET BRAKE AND DISC

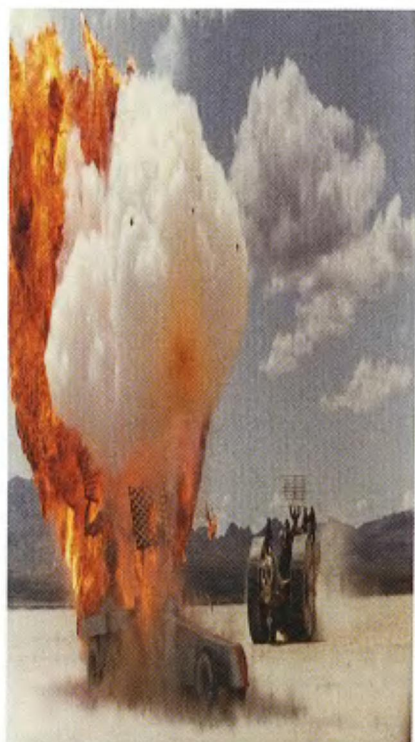
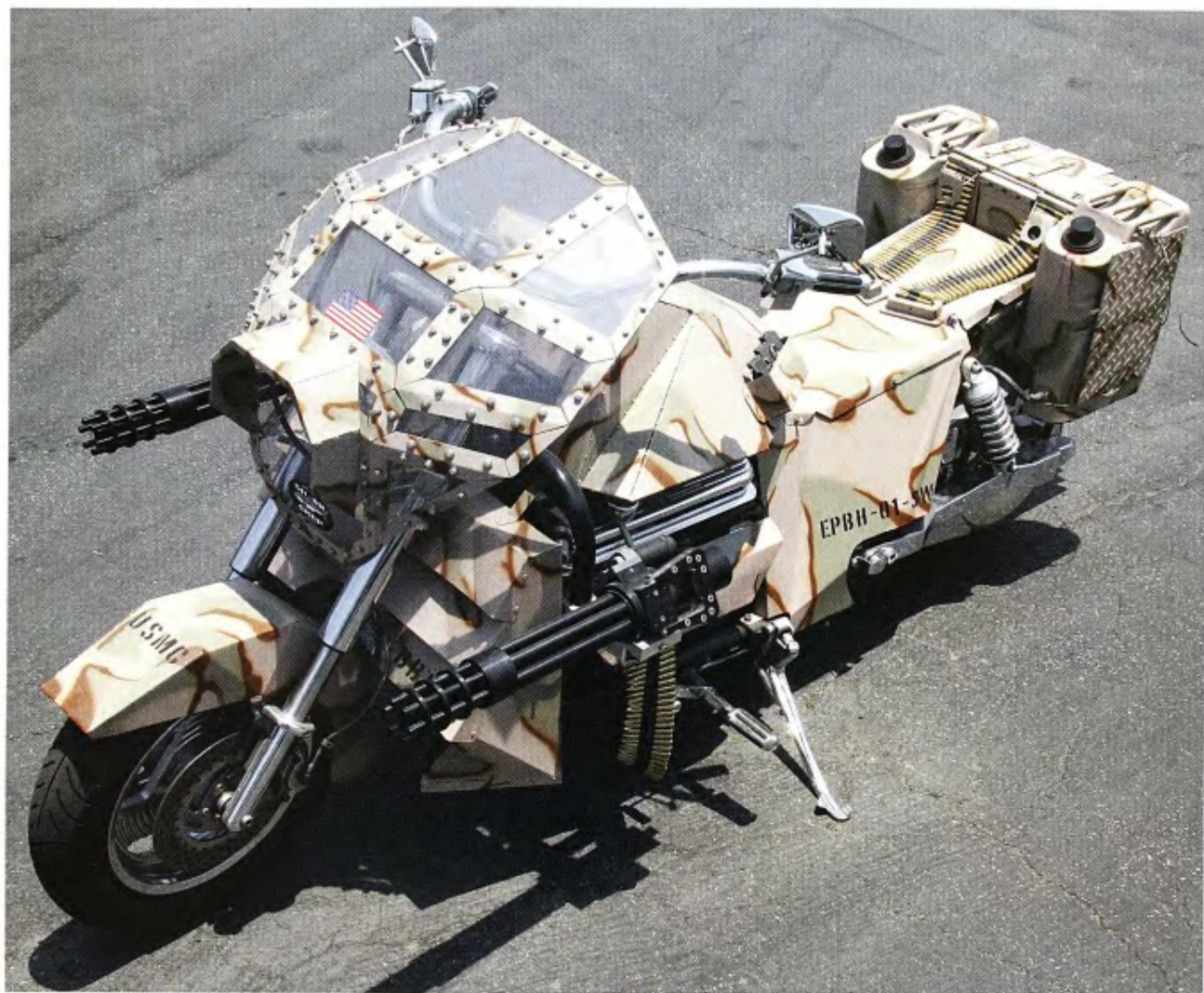


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flat. Using photos of an original Indian snapped at the annual El Camino College Bike Show and Swap Meet, he built the bikes from scratch. He bent his own frames while all the body parts, made from ABS plastic, were fabricated via a process involving CAD drawings fed to a CNC router that made wooden bucks onto which a vacuum forming machine laid the plastic over the bike part patterns. Eddie handled the design and computing, then he and his crew bolted them all together. *Voila*, three replica 1918 Indians.

In the interest of dependability and silent running, all-important when filming, Eddie adapted E-Tec electric powerplants to propel the bikes; 36-volt batteries provided hours of running time. "They aren't the fastest bikes on the block," says Brian Hitano, Eddie's right-hand man and the shop's general manager. "You could call them the world's slowest Indians. They hit about 30 mph, but they looked the part and did the job. Only Eddie could've figured it out so fast and completed the project on such a deadline. The movie people were very pleased."

For his personal transportation, Eddie prefers something with a bit more performance. One of his three Boss Hoss bikes is called "Chopper One" and was built in homage to the President's Air Force One, minus the wings but not the horsepower. The bike comes stock with a 502-cubic-inch big-block Chevy to which Eddie added supercharging and nitrous oxide, good for about 1,700 horsepower. "I figure it's good for about 300 mph, and it gets me to the grocery store just fine," says Eddie, who once rode a bike 268 miles with his hands behind his back for the *Guinness Book of World Records*.

Eddie Paul's name is etched in a number of record books with more successes sure to come. For more info log on to www.deadlineTV.net or give him a ring at 310-643-8515.

—Paul Garson

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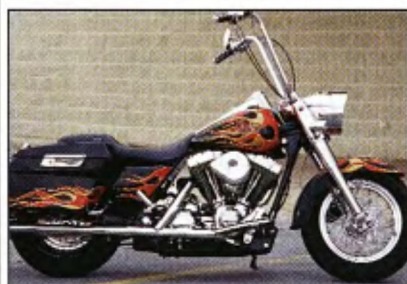
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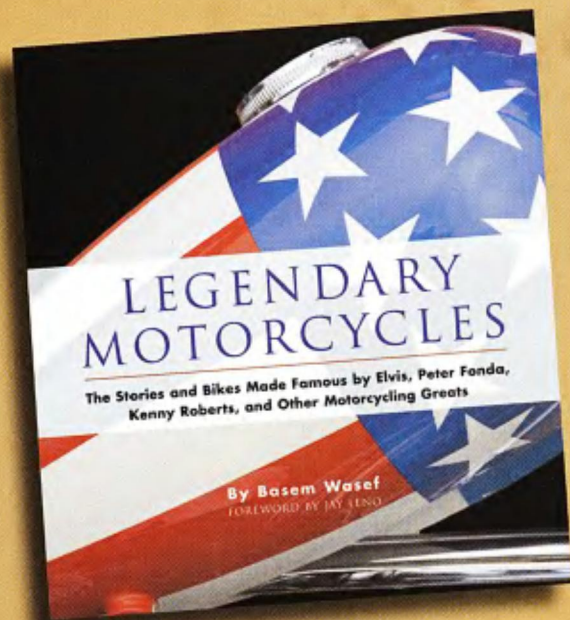


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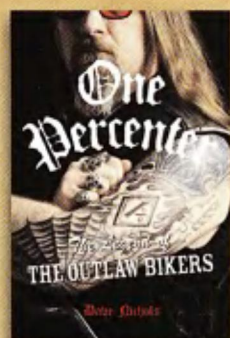


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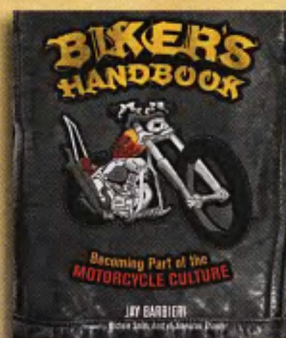
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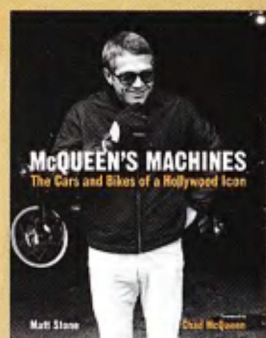


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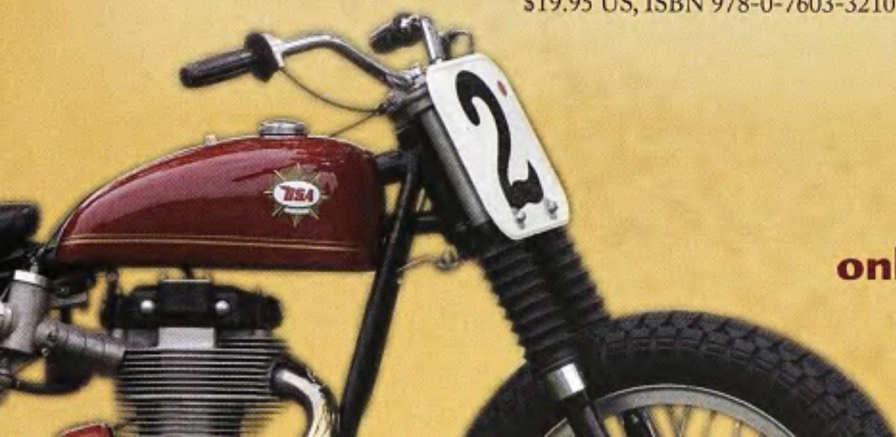


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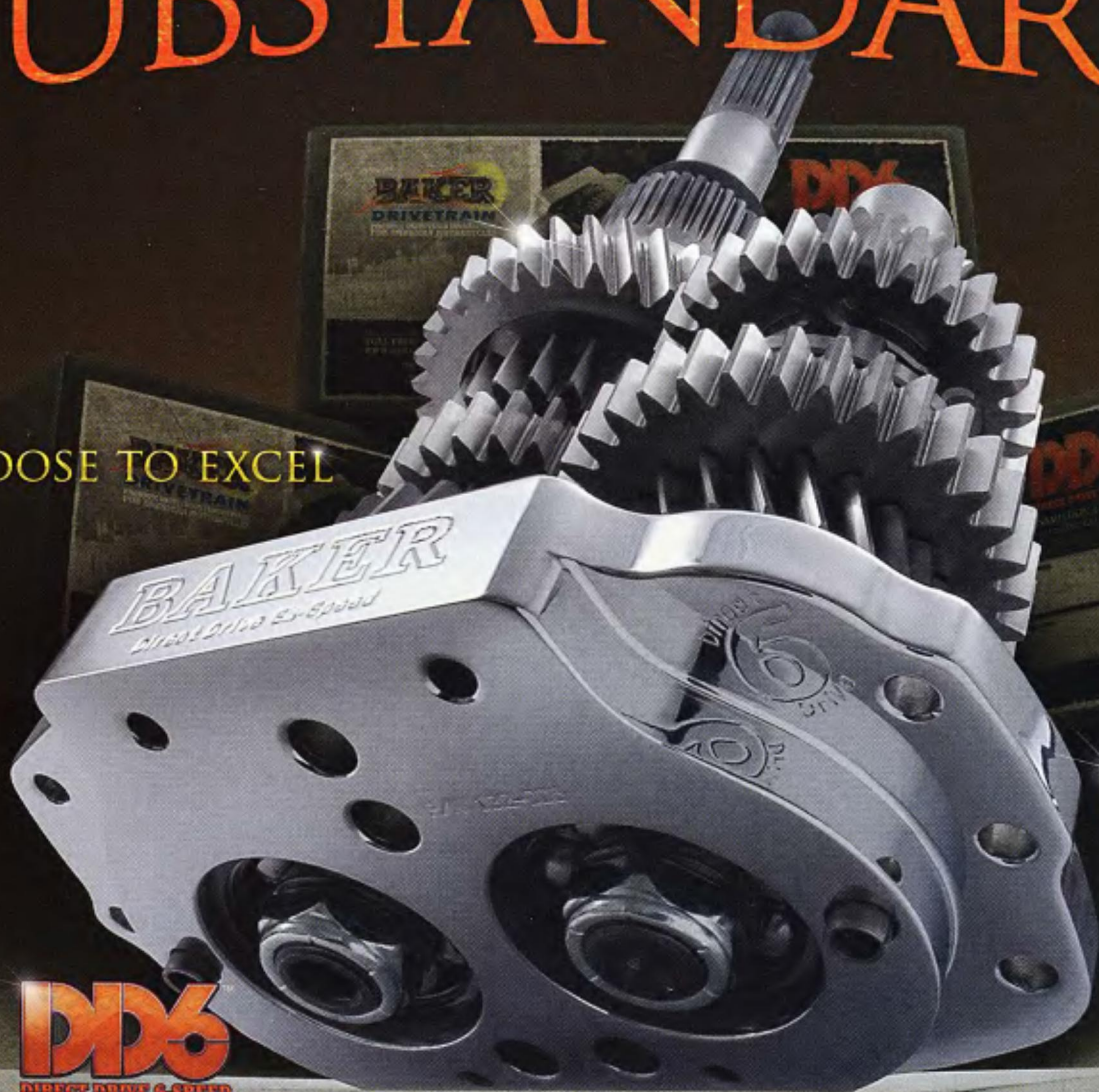


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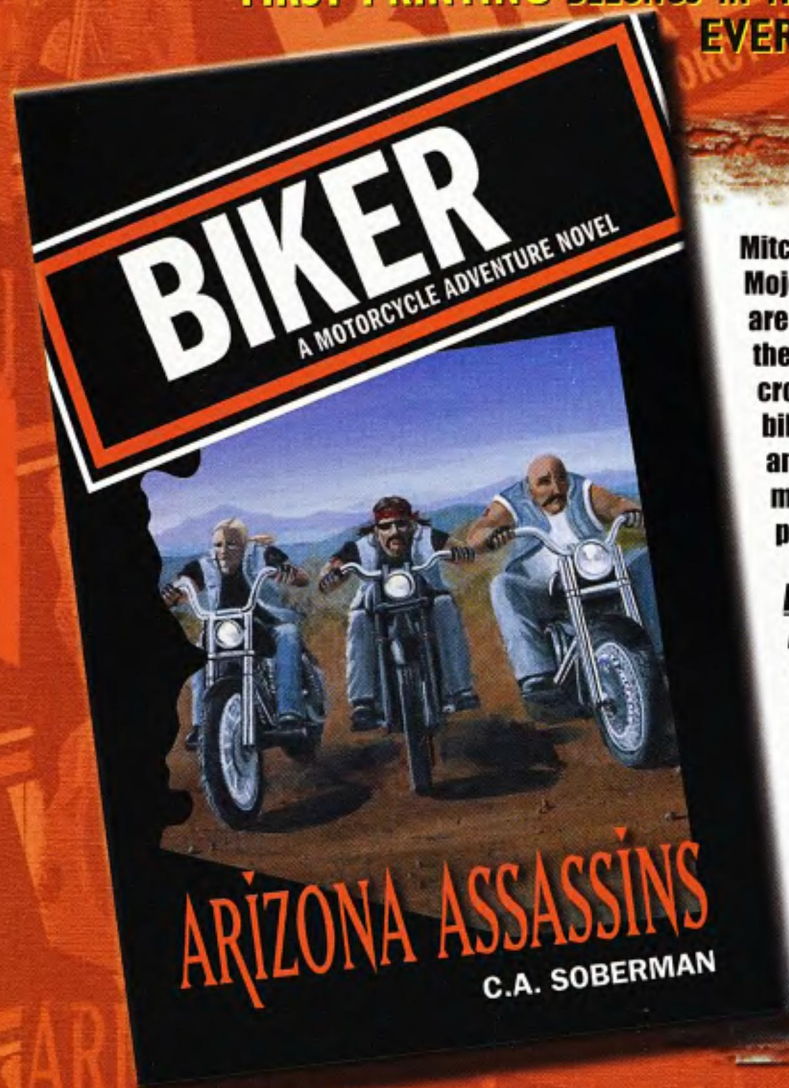
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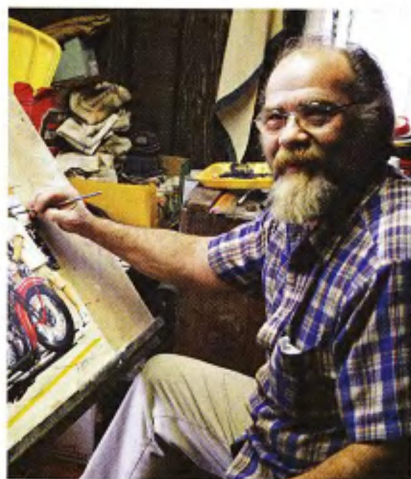


A B R U S H S T R O K E I N T I M E

The Moto Art Of Rod Griffith

Most people find the motorcycle art of Rod Griffith is realistic in its style. His chrome glimmers, his glass reflects, his shadows lurk and, in that sense, his artwork is very realistic. When you look at his paintings you feel like you've been there. But you haven't. The places Rod depicts in his paintings, from country roads to crowded diners, exist mostly in Rod's own mind—until he puts brush to canvas.

"I must admit" says Rod, "at one time, being able to do what the camera is able to do was important to me. That urge has passed. No competition with the camera now, I just want to pass along my stories in color."



Rod, a 58-year-old, self-taught artist, grew up in Detroit, where he developed his passion for art at an early age. His Motor City roots may account, at least in part, for his motor head mentality.

After a hitch in the Navy, where he and others were always fooling around with cars and bikes, Rod owned a body shop in Western Pennsylvania where he also did custom pinstriping and lettering on race cars, show cars, and bikes. Rod is also an accomplished sign painter. Gradually he gravitated toward the custom side of the auto body business and it lead him to more unusual artistic subjects: carousel horses and wooden Santas. One day a customer at his body shop asked him if he





could paint a horse. Rod assumed he meant on canvas. The customer brought in a full-sized carousel horse for restoration. Since then, he has restored hundreds of carousel horses and that led to carving wooden Santas that he has managed to sell worldwide.

Rod has painted on everything from

thumbtacks to slate, but today he paints mostly on canvas with acrylics. "I am especially fond of the 1950's and '60's" he says, and much of his work reflects that. In many of his paintings, you can find a comfortable array of things difficult to find in today's world. The blending driv-
ins and diners with hot rods and Harleys

just seems to come naturally to Rod.

His painting entitled *Brothers* shows a young boy sitting on an old unrestored '46 Indian. The boy's wearing a bulky, oversized leather jacket and holding a U.S. flag while staring at a photograph. The person in the photo is the boy's older brother. Surrounding the boy is a garage full of





Photos: Ernie Copper; Paintings © Rod Griffith

tools, books, memorabilia and bike parts. The older brother won't be coming home. The message is timeless.

From the subtle morning mist seen in *Cascades* to the tire smoke in *Smokin'*, Rod is able to draw viewers into his paintings. He creates settings that bikers can relate to and each painting includes little

details that make us feel at home, like a pair of fuzzy dice, a '57 Chevy tailfin, or an old calendar on the wall in the garage.

Rod looks for bits and pieces that tie a painting together like some unsung song. He tries to paint stories that will outlive him—stories that mean something to the viewer. "I don't want to, or am trying to

be the next Norman Rockwell or David Mann," he told us. "I am me, Rod Griffith, picking up the torch and carrying it a little farther, my way."

Griffith is currently accepting requests for custom work through his Web site. Please visit www.roadhousestudio tripod.com/id2.html. —Ernie Copper

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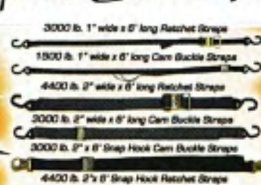
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**HEAVY DUTY
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PATENT UNPENDING

Eddie Trotta's Twice Sold Thunder Bike

It's late Friday night and Eddie Trotta is wrenching on his latest radical custom just a scant few days before its Sturgis debut. We hear him order three cheese





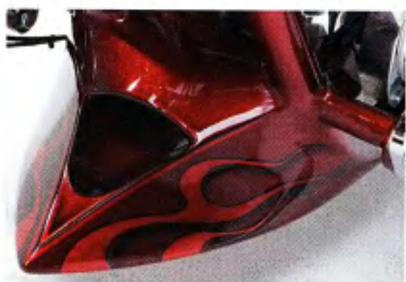


burgers from one of the crew heading out for fast-food. Asking him if he was that hungry, he says, "Naw, the burgers are for my pup, J.J., and I hope he doesn't get upset. He's used to rotisserie chicken and rice." J.J. is one of those 120-pound-type pups, a rare breed called Perro de Presa Canario hailing from the Canary Islands. But no canaries for Eddie.

Case in point, the Thunder Cycle custom seen here and bred at Eddie's Thunder Cycle Design's new, well equipped 30,000-square-foot facility. Built around one of Eddie's single-sided frame options, now built in-house, he planted a 130-inch H&L motor matched to a Baker 6-speed barking through a set of Eddie's D-2 pipes. "That would be 'D' as in dog," he adds.

The bike has some interesting deviations from the norm, for example Eddie's use of a 63mm inverted 10-inch-over front end. Following this train of thought, we move up to the handlebars, custom made for this bike, where he is happy to point out the bike's grips. "Those are my grips....my new patented grips. I was selling those things for three years before people started copying them. Finally, after four years of wrangling, I own the patent on the design. Now I just need to sell 1,000 pair to pay for the lawyers."

Sporting those grips, the red bike was in the shop at the moment the new owner decided he wanted to switch out the black cables for stainless steel lines. This is actually the bike's second owner. The first guy sold it to a friend of his—so you could call it twice sold.



Eddie points out another of its technical aspects, one that relates to his long-time association with Primo whose primaries he uses on all his bikes. "We used their Monster primary on this bike. In this case, the start comes right off the main shaft. As a result, you'll notice right underneath the oil tank it's all very clean, nothing cluttering up that area."

Nothing clutters up anything on this bike. There's a reason Eddie is one of the most successful custom bike builders in the world. In fact, during the three months following Eddie's appearance at Myrtle Beach, Thunder Cycle Designs sold 11 bikes, both to U.S. and overseas customers. Keep in mind his ground-up customs fetch \$50 to \$150K and beyond. Eddie explains the success rate of the shop. "I've got the best crew in the world now. Eleven guys that have the best work ethic and the best skills. I'm really proud of them. We're getting more done than ever before. We're looking at building 40 bikes a year."

As we finished our chat, Eddie had to get back to work on the new Sturgis bike set to leave in three days. He does have a few parting words, though. "I've got to keep building bikes so I can feed my dog. He's got expensive tastes," laughs Eddie. In the background we hear J.J.'s distinctive, very loud woof-woof. "Uh-oh," says Eddie. "They forgot the pickles."

—Paul Garson





passin' gas

A blonde and her date drove to Lover's Lane and began making out. The man thought he might get lucky so he asked her if she wanted to climb into the back seat. "No," she said.

The man figured she wasn't ready yet, so he kept kissing her. Things got pretty hot and the man thought he should try again. "No," the blonde replied a second time.

Before long, the blonde was down to her bra and panties. "Do you want to get into the back seat yet?" the man asked.

"For the last time, no," the blonde said.

Frustrated, the man asked, "Well, why the hell not?"

The blonde looked up at him and said, "Because I want to stay up here with you."

*Burt Whitcomb
Palmdale, California*

Young Timmy O'Shaughnessy goes in for confession and said, "Bless me, Father, for I have sinned. I have been with a loose girl."

"And who might be the girl you were with?" the priest asked.

"I can't tell you," Timmy said. "It would ruin her reputation."

"Was it Brenda O'Mally?" the priest asked.

"No, father."

"Was it Patricia Fitzgerald?"

"No, father."

"Lisa O'Shanter?"

"No, father."

"Very well," the priest said. "Say five Our Fathers and four Hail Marys."

Timmy went back to his pew and his friends asked, "What did you get?"

Timmy smiled and said, "Five Our Fathers, four Hail Marys, and three good leads."

*Tim Jennings
Stratford, New Hampshire*

Why is air a lot like sex? Because it's no big deal unless you're not getting any.

*Greg Cook
National City, California*

MASSAGE PARLOR



"I don't care what you heard.
A massage will cost you \$50 extra."



"She must have really been mad! I've never seen one tied in a knot before."

A man and a woman were driving down the road, arguing about his deplorable infidelity. Suddenly, the woman reached over and cut off the man's penis! Angriely, she tossed it out the car window.

Driving behind the couple was a man and his six-year-old daughter. The little girl was chatting away at her father when, all of a sudden, this penis smacked their car's windshield, stuck there for a moment, then flew off.

Surprised, the daughter asked her father, "Daddy, what the heck was that?"

Shocked, but not wanting to expose his little girl to anything sexual at such a young age, the father replied, "It... it was only a bug, honey."

The daughter sat with a confused look on her face, and after a moment said, "Sure had a big dick, didn't it?"

*Bob Grinch
Ridgewood, New Jersey*

A biker walks into a convenience store at about 2:30 in the morning. He walks up to the cashier and asks, "Where are your tampons?"

The clerk says, "Right down on aisle three, on the end to the left."

The biker disappears down the aisle and about 45 minutes later returns, carrying toilet paper and cotton balls.

The cashier starts to ring him up and says, "You know, I know it's none of my business, but I thought you were here for tampons."

The bikers says, "Well, last week I sent my ol' lady out for smokes and she came back with Zig-Zags and tobacco. By God, the fucking bitch can roll her own too!"

*G. Cook
National City, Pennsylvania*

A prospect walked into a bar and ordered a beer. The bartender placed a coaster and a beer on the countertop. A few minutes later the prospect ordered another beer and when the barman brought it, he noticed the coaster had disappeared so he gave him another one. A couple of minutes later, another beer, and again, the coaster was missing. This time he put the beer down without a coaster.

"Hey!" cried the prospect. "What about my cookie?"

*David Chance
Ogden, Utah*

John was visiting a friend in the hospital. He recently quit smoking and was chewing on an unlit cigar when he got on the elevator.

A woman on the elevator said to him with a snarl, "Sir, there's no smoking in here!"

"I'm not smoking, lady," replied John.

"But you have a cigar in your mouth!" the woman said.

"Lady," John answered, "I'm wearing Jockey shorts too, but I'm not riding a horse."

*R. Meyerson
W. Palm Beach, Florida*

John the farmer is in the fertilized egg business. He had several hundred young layers (hens) called pullets and 10 roosters whose job it was to fertilize the eggs (for you city folks).

The farmer kept records and any rooster that didn't perform went into the soup pot and was replaced. That took an awful lot of his time, so he bought a set of tiny bells and attached them to his roosters. Each bell had a different tone so John could tell from a distance which rooster was performing. Now he could sit on the porch and fill out an efficiency report simply by listening to the bells.

The farmer's favorite rooster was old Butch and a very fine specimen he was, too. But on one particular morning, John noticed old Butch's bell hadn't rung at all! John went to investigate. The other roosters were chasing pullets, bells-a-ringing. The pullets, hearing the roosters coming, would run for cover. But to Farmer John's amazement, old Butch had his bell in his beak, keeping it from ringing. He'd sneak up on a pullet, do his job, and walk on to the next one.

John was so proud of old Butch, he entered him in the County Fair. He became an overnight sensation among the judges. The result was that the judges not only awarded old Butch the No Bell Piece Prize, but they also awarded him the Pullet-surprise as well.

Clearly, old Butch was a politician in he making: Who else but a politician could figure out how to win the most highly-coveted awards on our planet by being the best at sneaking up on the populace and screwing them when they weren't paying attention!

*J. Martinez
Dallas, Texas*

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

▼ To remove poster, first, carefully crease at perforation, tear out gently, then lick until your tongue turns blue. ▼



Owner: Eddie Trotta/
Thunder Cycle Designs
City: Ft. Lauderdale, Florida
Designer: Eddie Trotta

GENERAL

Fabrication: Eddie Trotta/Dustin/Craig
Year and make: 2006 Thunder Cycle
Time: 4 months

Chroming: Chrome Master

ENGINE

Year and make: 2006 H&L
Ignition: Crane
Displacement: 130 cubic inches
Lower end: H&L
Balancing: H&L
Pistons: H&L
Heads: H&L
Cam: H&L
Lifters: H&L
Carb(s): S&S G
Air cleaner: Thunder Cycle velocity stack
Pipes: Thunder Cycle D-2

Mufflers: none
Transmission: Baker 6-speed

Modifications: none

Shifting: smooth

PAINTING

Painter: Bones
Color/Type: Brandywine over white/
silver leaf

Special paint: yes

FRAME

Year: 2006
Builder: Thunder Cycle
Type: one-off
Rake: 45 degrees
Stretch: 9 out and 2 inches up
Shocks: shocking

ACCESSORIES

Bars: one-off
Handlebar controls: Performance Machine
Fenders: Thunder Cycle
Headlight: Headwinds
Taillight: Thunder Cycle

Speedo: plenty-o

Pegs: Thunder Cycle

Electrics: Thunder Cycle

Gas tank: Thunder Cycle

Oil tank: Thunder Cycle

Oil system: Thunder Cycle

Seat: Jeffrey Phipps

Mirrors: none

Grips: Eddie's patented customs

FORKS

Type: narrow
Extension: 10 over
Builder: Thunder Cycle

WHEELS

Size: 21-inch front/18-inch rear
Wheels: Thunder Cycle Number 5's
Tires: Metzeler
Brake: HHI front/PM rear
Photographer: Don Rogers
Contact: Thunder Cycle Design
954-763-2100
www.thundercycle.com



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

The Best Trailers...



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Every year, girlfriends, wives, house mouses and ol' ladies find themselves with the same daunting problem... what to get the biker in their life for the holidays. You could say that a man who owns a Harley is a man who has everything, except that there's always one more piece of chrome that he might want to add sparkle to his bike.

We here at *Easyriders* decided to help

you ladies out this year by making sure you know how to avoid the pitfalls of a lousy present for the biker you love. First, we must explain that if you go to your local Harley dealer and buy him a sweatshirt with the Harley logo on it or a Harley belt buckle, you're pretty safe. There isn't a biker worth his salt that couldn't use a new H-D sweatshirt for those winter months or a gleaming H-D

belt buckle to help keep his drawers up.

But once you get away from the safety of all the goodies found at the dealership, what can you safely buy for your man? It is actually easier for us to tell you the things that a biker doesn't want at this point. This will also help you get into his head to understand him a little better. So, here is our list of "Gifts No Biker Wants." Trust us on this. —Phantom

GIFTS NO BIKER WANTS

- Gift certificates to Bed, Bath and Beyond.
- Tanning sessions or spa treatments.
- The Spice Girls' *Greatest Hits* CD.
- *Doctor Phil: Season Three* on DVD.
- Anything by Oprah.
- A Chia Pet.
- The complete box set of Zampiri's pan pipe tunes.
- The Thigh Master.
- The *Lawrence Welk Holiday Album* CD.
- Art Linkletter's *Kids Say The Darndest Things* book.
- ANY self-help book about how to get in touch with your feelings.
- Tickets to stage shows *The Vagina Monologues* or *Mama Mia*.
- Gift cards to Abercrombie & Finch.
- Tennis lessons, squash lessons, polo lessons.
- *Will and Grace* episodes.
- Yard gnomes.
- Argyle socks.
- Tickets to ANY opera or musical.
- An iPhone.
- Rollerblades.
- Anything by Ralph Lauren.
- Dinner at a vegan restaurant.
- Golf club socks.



- Nothing that says "Dancercize."
- *The Pride and Prejudice* DVD.
- *The Gilmore Girls* DVD Box Set.
- IZOD polo shirts or any respectable clothing of any kind.
- The complete works of Jane Austin.
- Cell phone dangles and charms.
- Any movie, book, story or play by Jane Fonda.
- Seaweed wrap treatments.
- An origami kit.
- Just because they are called "biker shorts" doesn't mean we want the rainbow-colored, Spandex fuckers.
- In fact, bikers don't wear shorts, period. It's just wrong.
- The leather jacket from Michael Jackson's *Thriller*.
- The *Canapè Cookbook*.
- An autographed photo of Fabio.
- Anything having to do with a "fun" holiday get-together with the in-laws.
- Nose hair clippers.
- Any dog that fits in a teacup and no cats, period!
- Loafers.
- Potpourri.
- Free tickets to the TV show, *The View*.
- Metrosexual products, including facials, hair gel and waxing products.
- A helmet.

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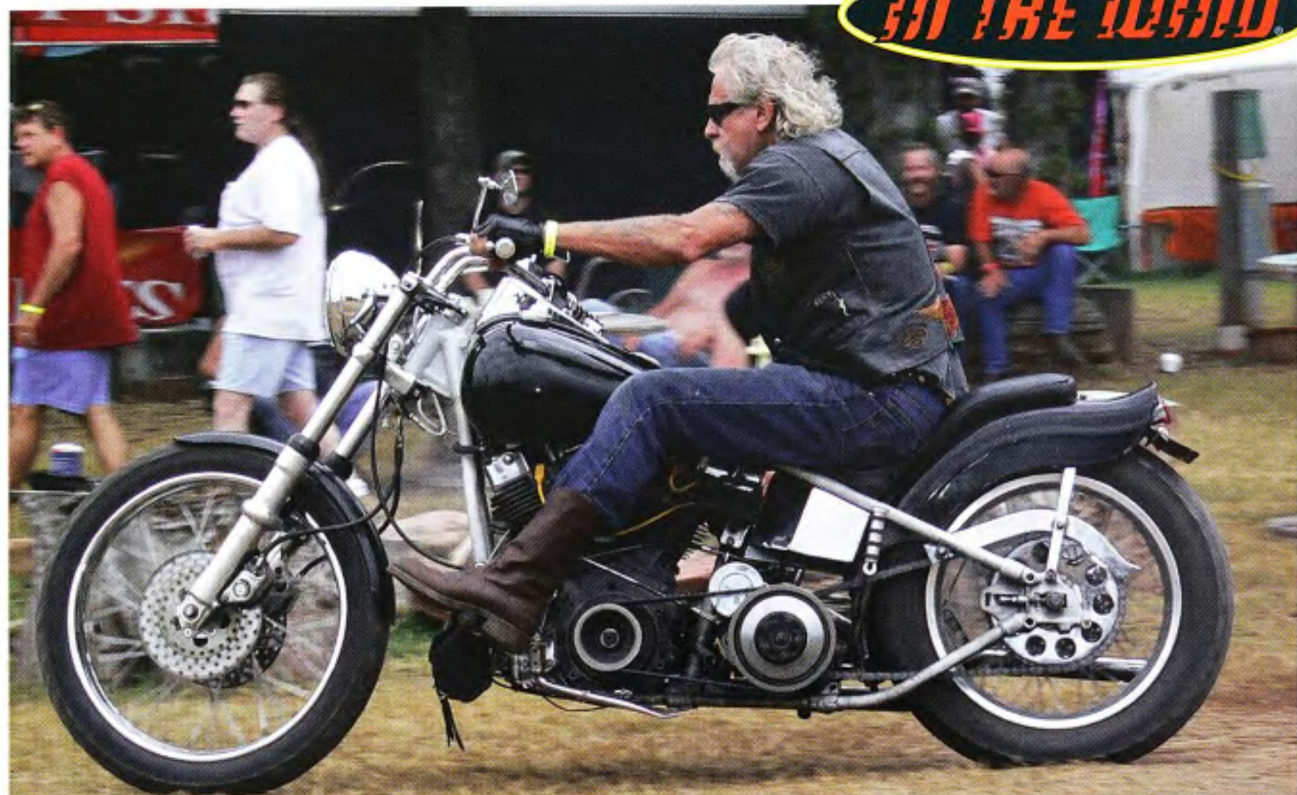
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—Stripe, Oklahoma Bike Week, Sparks America



Arrest me, Officer. —David G. Pierre Photography, Las Cruces, N.M.



Straightaway to Barb's H-D. —Lou Camerota, W. Collingswood, N.J.



Top-dollar dolls. —Mark Sherman, Valley Rendezvous, Madera, Calif.



Ridin' da plank. —Dream Weaver Photography, Brooksville, Fla.



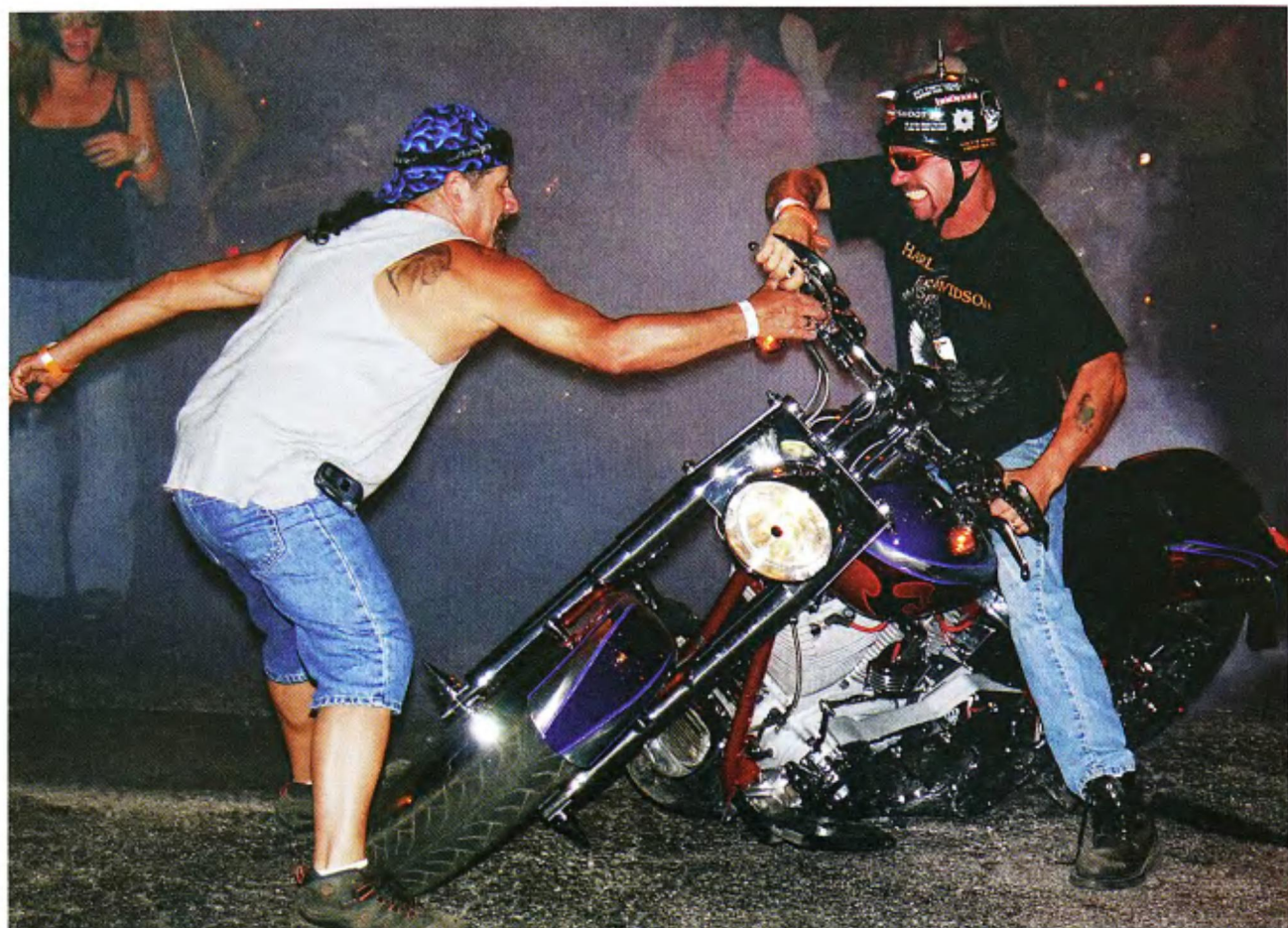
What's so damn funny? —Bill Cromwell, Taneytown, Md.



Push-up pals at Biketoberfest '06. —Judy Brown, Daytona, Fla.



Congrats, kids! —Nancy and Glenn Anderson, Hwy. 1, Calif.



Party at the Pike, and a bro finds another great way to throw your back out!

—Bill Cromwell, Gettysburg Bike Week, Pa.



Ridin' her own.

—Barbara Blankenship, Elsberry, Mo.



Stylin' and profilin'.

—Judy Brown, Salisbury, N.C.



Steve Stirewalt on a neon CMX choppa.

—Fish, Mt. Pleasant, N.C.



Wedding riders.

—Charlie and Denise Bergeman, E. Greenville, Pa.



"No, they're real...honest." —T.W. Banks, Monteagle, Tenn.



Now, these are real...right? —Loner, Freedom Rally, Algona, Iowa



Set those puppies free! —Mark Sherman, Hanford, Calif.



Poker Run 50/50 winner/partiers. —Betty Mitchell, Wayne, Neb.



Why bikers love Jack. —Doc Miller, No. 10 Saloon, Deadwood, S.D.



Never forget.

—KZ Ric White, Washington, D.C.



Grabbin' some fun, gettin' a smile.

—Notch, On da road, Tenn.



Front page news.

—Dream Weaver Photography, Leesburg, Fla.



Whole lotta bull shakin'.

—Alan Abbott, Groton, Conn.

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



"I feel sooo liberated!"

—Bill Cromwell, Gettysburg Bike Week

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.



Speed Demon

In The Fast Lane With The Neighborhood King

Owing its name to the thrill you experience when riding it, Warren Lane's "Speed Demon" has always been one of the fastest bikes in the neighborhood. Warren tells us this bike always had him blazing in and out of the South Florida traffic. He said, "The way you sit into the bike rather than on top of it makes it easy to hang on and go crazy fast, like you really shouldn't be doing."

Warren recently lessened his chances of getting a speeding ticket when he sold Speed Demon to his buddy J.J., who is now every bit as hard to catch. This badass custom started out as a nice, butt-ugly, out-dated chopper from 1997. By not worrying too much about what the finished bike will look like until it is done, his projects freely evolve into truly artistic machines like this one. His





shop is not open to the public. He does not build bikes for other people and he does his own thing, which means he gets to use all the ideas he really likes.

The idea for the main modification Warren did came from his shop's junk pile. Harvesting one of several derelict sets of crash bars, Warren had a great idea to cut one of them apart, recycling some already chromed metal into newly appointed duty as frame members for the slam-dropped seat rails. First hand experience with the failures of store-bought components led Warren to build some of the most functional and simple foot controls ever. They have a tight, precise feel that makes 'em great for riding, and they are one of Warren's favorite parts to weld in place. Warren crafted Speed Demon's taillight housing from a chunk of stainless steel exhaust

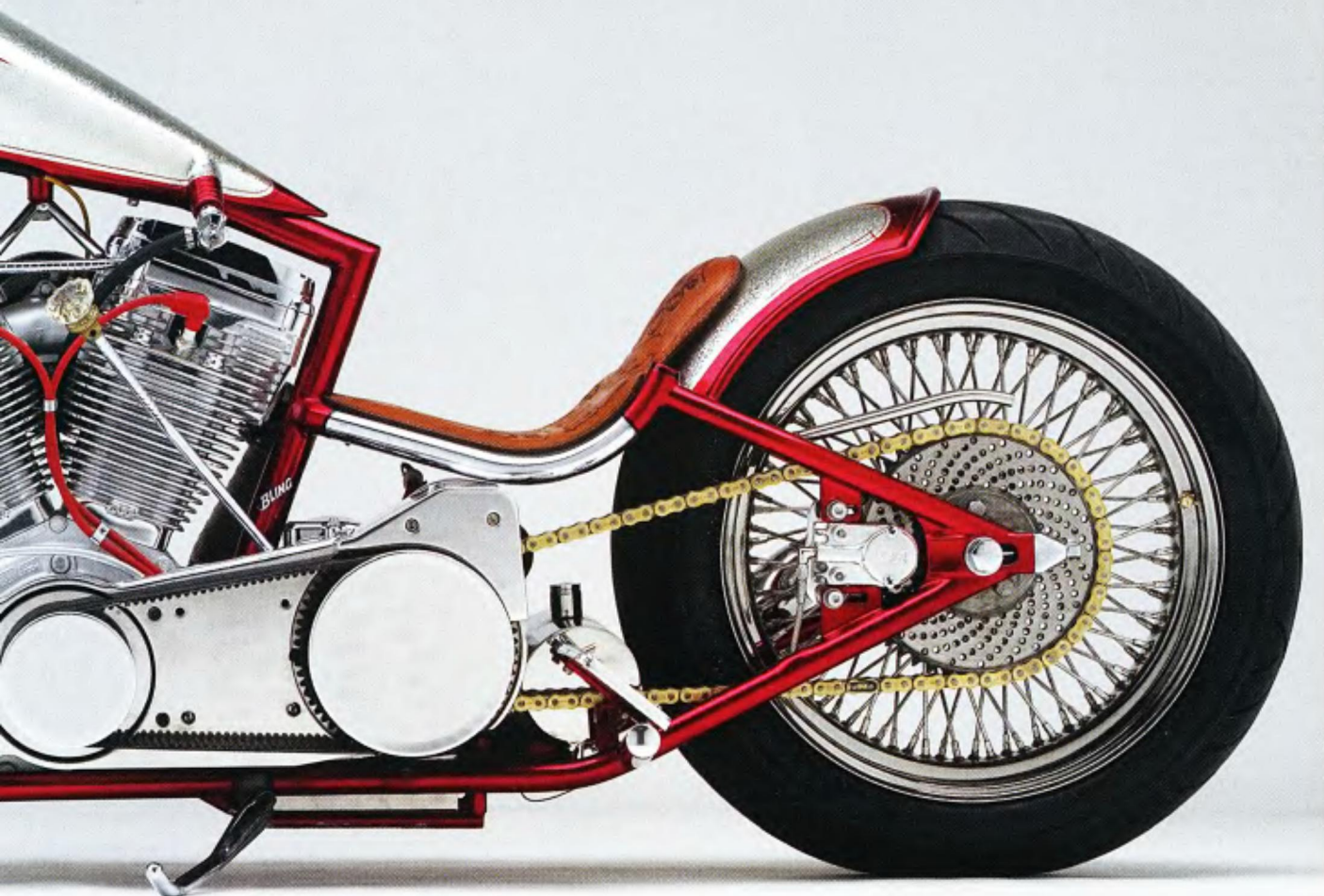
tubing and shoved on a beacon lens from a 1954 Cessna. This old Sundance front end came in with a broken shock. Warren shortened it and knocked the shock off before he built the bars and grips using his brother Billy's parts.

Not everyone knows that Warren sprays all of his bikes flat black while he is building them. Makes it easier for him to change anything he doesn't like. Once everything is road proven, he tears them down for paint and chrome. After all, it takes a mistake or two when you are going for perfection. Take the first try at getting Speed Demon painted as an example. After one painter returned Speed Demon's sheet metal and frame, Warren knew it was nothing like he wanted. He took Speed Demon's frame and tins to Robert Pradke of Custom Auto Design who gave him

exactly what the Neighborhood King wanted. Robert not only specializes in skillfully and artistically resurrecting kustom kulture from days gone by, he always delivers on time in a most professional way.

Warren takes pride in the fact that he bought only the wheels and either handmade or modified everything else himself to bring it from what it once was to all that it now is. He told us, "You could have built this bike in 1955, except for those wheels." Speed Demon rolls on all stainless steel custom wheels, and these 23 inchers are, as Warren says, "Not for kids."

The bike's new owner, J.J., rides the dog shit out of this bike and is usually rolling around South Beach looking for other riders and bikes with the balls to try and keep up. —Cbeese Demon



Owner: J.J.
City: Miami, Florida
Fabrication: Warren Lane
Model: 1997 Custom
Time: 3 months
Chroming: SPS, Hialeah, Florida

ENGINE

Year/model: 1997/S&S
Ignition: Crane
Displacement: 98 cubic inches
Cam: S&S
Carb: S&S Super E
Pipes: Warren Lane

TRANSMISSION

Year/make: 1997/JIMS 5-speed

PAINT

Molding: Robert Pradke
Painter: Robert Pradke@customautodesign.com
Type/color: House of Kolor/red, silver
Special paint: Robert Pradke

FRAME

Year/make: 1997/Atlas
Type: rigid



Rake: 40 degrees
Stretch: 5 inches back
Modifications: Warren Lane
ACCESSORIES
Bars: Warren Lane
Risers: Warren Lane
Handlebar controls: Performance Machine
Fenders: Warren Lane
Headlight: Nash 1950
Taillight: 1954 Cessna beacon modified by Warren Lane

Pegs: Warren Lane
Foot controls: Warren Lane
Electrics: Warren Lane
Gas tank: Warren Lane
Oil tank: Warren Lane
Seat: Paul Cox
Grips: Warren Lane

FRONT END

Type: springer
Extension: 4 inches under
Builder: Sundance
Modifications: Warren Lane

WHEELS

Hub: Warren Lane, stainless
Size: 23 inch front, 18 inch rear
Tires: Avon 200 rear, Zee rubber front
Brakes: Jaybrake front, Tolle rear
Photos: Michael Lichter



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Meet July's Winner

The dictionary defines "naive" as: Having or showing a lack of experience, judgment, or information; credulous: *She's so naive she believes everything she reads.* Now I'm not saying that your July winner is that naive, however, I do think that someone this hot who strolls into our photog's studio and asks (ever so coyly), "So what's everybody doin'?" does show a little lack of information. That's how the beautiful Amber got her initial photos taken and, after that, how she wound up here, once being declared July's contest winner. In this case, being a little naive works...for everybody. Why? Well, besides the fact we got this hot 20-year-old to show off her perfect frame and those really nice tits...we've also found a new house mouse for the office! Honest, honey, we have your check...it's in the mail. Really!

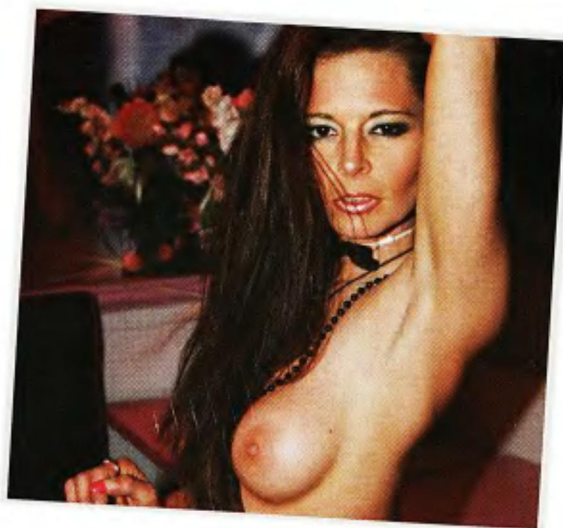
—Oil Can



Cinzia—Canada

#1201

"My first ride on the back of my hubby's chopper was like...WOW! The freedom and the vibration felt awesome! Plus, he had these pressing on his back."



Cynthia—Massachusetts

#1202

"I have never felt more free in my life as when I rode on a Harley for the first time. Of course there was that one time in band camp when I learned about the flute..."

Win \$1,000!



Linda-Tennessee

#1203

"It was on the back of my cousin's bike at the age of 10. I've been hooked on Harleys ever since."



Lisa-North Carolina

#1204

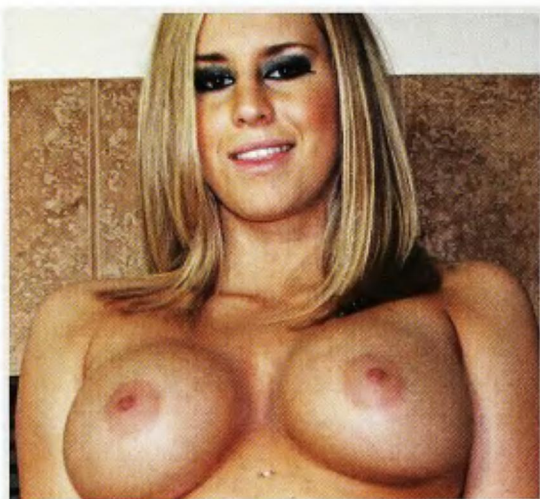
"I was scared to death, but once I got used to it, it was the best ride of my life!"



Mandy-Florida

#1205

"My first ride on a Harley was the thrill of my life. The feeling it gave me was nothing I had ever experienced before. My whole body was tingling down to my toes. The ride gave me an orgasm. My pants were so wet."



Marisa-California

#1206

"I was 12. My parents were taking me to Sturgis. I begged my mom to let me ride with one of the guys and she reluctantly said 'yes.' I wasn't scared at all."

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 #414 *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), November 1, 2007. The voting deadline for this month's crop of cuties is November 30, 2007. We'll announce the winner in the April 2008 issue.



Diana, the smokin' hot little Latina spinner, is your August Fox Hunt winner. C'mon back next month as this little south of the border taste pays us a visit!

414

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

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

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

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

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

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

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

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"Bling" For Bob

Questions Answered, Bikes Delivered

A couple of Daytona Bike Weeks back, Steve Broyles, Sr. was crossing Seabreeze Bridge on a stripped-down little bobber he'd just finished. The thing is, folks on both sides of the river were flagging him

over to the side of the road for a closer look. Steve and his son, Steve, Jr., had already built up a couple of these minimalist bikes and they'd been featured in the magazines. Working out of their Wayne,



Michigan, shop, the Broyles boys hit that happy medium combining classic bobber lines with the right amount of flash. They'd put it all together into a bike that's actually fun on the road and people noticed. No surprise, they began getting requests to duplicate that effort in a "for sale" model, even to the point of being pulled off the road in Daytona. Well, they've done it. Have a look at the Stevenson's Cycle Bling Bobber. It's about as much good-looking, old-timey fun as \$23,000 can buy.

"Since we've put this first one up," Steve, Sr. tells us, "we've sweetened the deal. Switching parts around, we can chop that 23 grand down some if that's what a rider needs." Swapping out a few things, like using less expensive 40-spoke wheels instead of the 60-spokers, and maybe not opting for a Paughco springer, can reduce the out-the-door tab for a bike to around \$19,500. "We

won't compromise on any of the big stuff, though," he says. "Things like the engine and the brakes or frame. But we can work to a budget."

That "budget" can deliver a sweet little ride. The idea here was to assemble a package that, no matter where you are or where you've ridden to, can be serviced by just about anyone if the need presents itself. Even an H-D dealership would be comfortable taking the wrenches to this custom. The engine is an out-of-the crate Harley 80-inch Evo, the clutch is based on a '96 H-D replacement. It's the same thing with the brakes and the controls, hand and foot—all H-D hardware. And what isn't sourced from Harley is all top-of-the-line aftermarket, American-made. The Paughco frame and front end, American Wire Wheels, and a Baker 6-speed trans, all of it geared towards ease of service and trouble free fun.





"The most important thing in this business," Steve explains, "is to deliver the kind of bikes people can actually get out on and ride. That's what it's all about, right? Isn't that why we're here?" And these little bobbers, checking in at just a little over 450 pounds soaking wet, are all about riding. "It has to be about the most agile thing you'll throw a leg over," Steve says. A 150 Metzeler rear tire—more quality parts—has a lot to do with that. Big enough to look cool, it's also about as big a tire as Steve, Sr. says he likes to put on a bike. "One-fifty,

that's max for me. Anything larger just wouldn't work."

Bling Bobber Number One debuted at the Dallas Easyriders Bike Show and this black and silver beauty was sold right then and there. "And, knock on wood," Steve says, "once we've delivered any of these bikes we haven't heard from the customer again, at least not with any complaints or troubles." That was the plan, hatched right there on the Seabreeze Bridge. Offer a quality little bobber at a good price.

—Joe Kress



Owner: Stevenson's Cycle

City: Wayne, Michigan

GENERAL

Designer: Steve Broyles, Sr./Steve Broyles II

Fabrication: Stevenson's Cycle

Year/make: 2005 Stevenson's Cycle

Model: Bling Bobber

Assembly: Stevenson's Cycle

Time: 1 month

Chroming: Dynamic Metal Finishing

ENGINE

Year and make: 2005 Harley-Davidson

Displacement: 80 cubic inches

Ignition: Dyna

Cam: Andrews

Carb: S&S

Air cleaner: S&S

Pipes: Paughco

TRANSMISSION

Year/make: 2005 Baker

Shifting: 6-speed

PAINTING

Painter: Ed Jaworski

Color: black and silver

Type: House of Kolor

FRAME

Year/make: 2005 Paughco

Type: rigid

Rake: 30 degrees

ACCESSORIES

Handlebars: Flanders



Handlebar controls: Harley-Davidson

Fenders: Stevenson's Cycle

Headlight: 6 1/2-inch

Taillight: CCI

Pegs: Harley-Davidson

Foot controls: Harley-Davidson

Gas tank: Stevenson's Cycle

Oil tank: Stevenson's Cycle

Seat: Bates

Mirrors: V-Twin Mfg.

Grips: Harley-Davidson

FRONT END

Type: springer

Builder: Paughco

WHEELS

Make: American Wire Wheel

Size: 21-inch front, 16-inch rear

Tires: Metzeler

Brakes: Harley-Davidson disc

Photos: Michael Farabaugh

Contact: Stevenson's Cycle

734-641-2200; www.stevensonscycle.com



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NEGOTIATE YOURSELF A CHEAP HARLEY **NEGOTIABLE PARTS**

For many of us working stiffs the lack of funds is the biggest hurdle to owning our own scooter. Too often we hear good bros say they bought brand X, Y or Z because they just couldn't make the price tag attached to a nice piece of American iron. It doesn't have to be that way. The lack of big bucks is not an obstacle to a classy ride. Any man can put together a nice bike on a budget, he just has to do it one piece at a time.

We sat down with our local trash to treasure expert, Tim, a "scrapper" who owns Negotiable Parts Inc., and asked him to tell you how to build your very own junkyard hog. At Negotiable Parts you can literally trade parts you don't need for the parts you do need, or even

approach Tim with a big basket of stuff you found at his place and negotiate a price, hence the name. Here's what he told us.

—Kit Maira

"Everybody buys used parts. One of the first of the major bike builders I started trading stuff with was Jesse James. He called me one day about some belt drives and it started as a trading thing, not a money thing. He had a lot of parts in the back room, stuff that he took off of other bikes to put his parts on, or stuff that they were experimenting on, prototype stuff, and it was just a cool thing. At the time he was coming up and getting real famous. I would take my son,

Tim, over and it was like Christmas with the toys he has, and Jesse would trade us all kinds of stuff that I would take to the swap meets. I gave him a really nice panhead once, original, and it sits in his showroom now. Over the last 10 years, I've given him half a dozen bikes.

"Billy Dodge introduced me to Eddie Trotta one day at Daytona Beach and I started going to Ft. Lauderdale to clean out his backyard. The last time I was out there, there must have been 50 sets or more of Big Dog pipes. He would put his pipes and other parts on the bikes for the customers and throw the other parts in the back room. There was a treasure trove like Bourget stuff, that you could only get with a Bourget bike, all kinds of high-dollar scrap I call it, but if you went to buy it, it would be big money new. I'd take it straight to Daytona and sell it.

"I have dealt with Chica for years, selling him cool stuff, and now he calls me to come pick stuff up. The trading thing



seems to work better for everybody. They have parts they don't use and don't have time to sell, and that is what I do. I get them what they want and trade 'em.

"A lot of the manufacturers have new models and they aren't building the old ones anymore, so they end up with some excess inventory from the old bikes. We buy a bike for 20% of what they paid and sell it for 50%. A lot of it is new stuff, or might have a small scratch on it. They accumulate big piles, so they call in two or three of us scrappers and we bid on them. It is a big write-off for them. When we resell it, the customer is saving at least 50%.

"I think that this is where choppers came from in the beginning. People didn't have a lot of money, so they would cut and weld and grind; [they] did whatever they had to do to make what they had work. They didn't just walk into a custom bike shop and buy a part. For guys that rode all the time it was a way of

life. They still do it today. People come here because they can dig and find what they need, and even if it is not the correct part, they take it and make it work. If they can pay \$20 here instead of paying \$100 or \$200 for a new part, why wouldn't they?

"There are a lot of guys like me buying up old parts and selling them. Paul Bethell up in Fresno has tons of stuff for newer bikes like Big Dogs and Indians. He also has a lot of old stuff, but he doesn't sell the old parts. I've probably sold him 100 motors in the last 10 years, but if you ask him if he has a panhead motor he'll tell you 'No.' But you can buy a brand new chopper that he built from parts he bought from Indian and Panzer and other companies that went out of business. He regularly buys from companies that went belly up, which is what I try to do too, but he does it on a bigger scale than me. There are many people like us around the country: Bud's in Texas; Moon's Cycle Repair in the Midwest; Billy Shotgun in Ohio; Joe Lupo in Daytona and Milwaukee; and others.

"Parts trading on eBay auctions is definitely the happening thing. It is taking over the whole swap meet scene. There is also Craig's List, George's Antique Motorcycle Trader...people buy and sell parts on these lists on the Internet every day. There are also online swap meet forums such as www.choppersandpunkrock.com, that are filled with old builder dudes that have been around for years like CJ Allen, Irish Rich, Fabricator Kevin, Chopper Dave, they all go on there. You have to fill out an application to be accepted. People from all over the world go on that site. It has a tech board as well as the board for exchanging parts. It is a good place to get advice with what you are doing.

"Buying and selling at swap meets is still a good way to go, but sometimes for the vendor it has been hard to even cover the cost of the booth space and I think the Internet has a lot to do with it. I don't know how many times I have heard, 'Why should I pay \$100 when I can buy it on eBay for \$50?' One day I heard some guys say that they 'couldn't believe that swap meets were still happening now that there is eBay'; and it clicked with me and now I'm selling parts on eBay. The buyer can sometimes end up with real bargains buying on auctions. If the item is listed with no reserve and you bid \$10 and nobody else bids on it, you own it.

"There are still cool swap meets all over, in California and Arizona. Denver has a big one every year, Chicago, New

York, Daytona, they are all over the country. Not everything is a bargain though. At a lot of the vintage swap meets I go to you'll find all the same guys year after year with the same parts—and the same high prices. It is almost as if they go to show off their parts. I guess it's just like fishing, they're waiting until the right guy comes along. When the dealerships show up at the meets blowing off stuff like crazy, it's a great way to pick up late model stuff.

"With eBay, instead of going to a swap meet and dealing with a few thousand people, you are dealing with millions of people all over the world. It's a beautiful thing. We seem to be doing okay, and are steadily selling stuff. I used to buy piles of parts at the swap meet, and turn around and sell them there. Now I call my eBay guy, he takes pictures and that afternoon we have them on eBay.

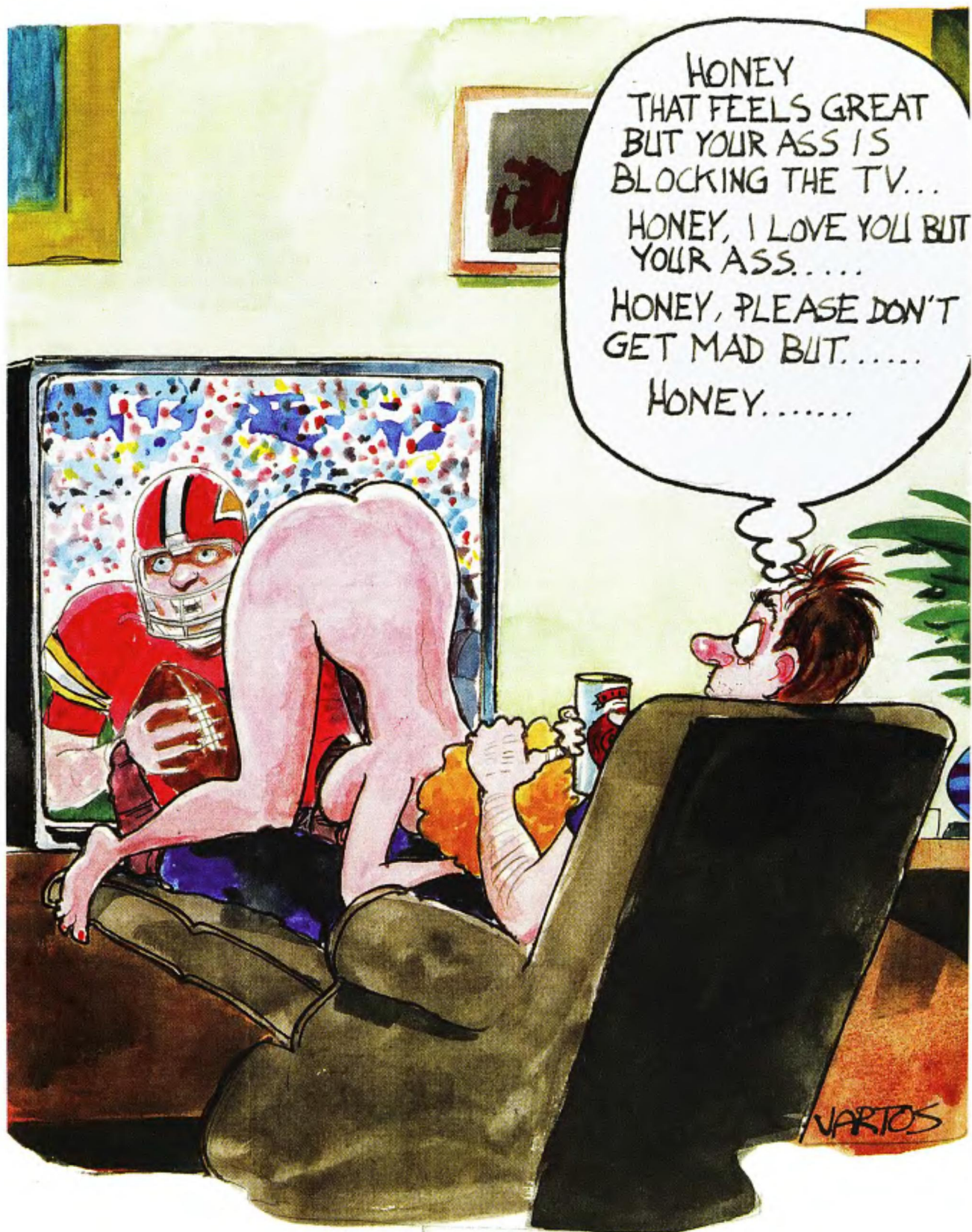
"Of course there is still an advantage to being able to handle and look at a part at the swap meet, where on eBay you look at a picture, so you have to rely on the reputation of the seller to some extent. Another thing you have to consider is the shipping. A lot of people charge a lot for shipping and handling. Sometimes that charge might be more than the cost of the part. You also have to be careful. I have heard of some people getting ripped off. A friend just transferred \$20,000 into someone's account for an '03 Fatboy and now the seller has disappeared. To protect yourself, Paypal is supposed to guarantee a safe transaction. Most of it is legitimate; we do a straight up thing and get positive feedback every day.

"One important thing for buyers to consider, whether buying on the Internet or at swap meets, is that you really need to know what fits what. There are swap meet guys out there that, if you ask them what the part fits, they'll say, 'What kind of bike you got...Softail? Yeah that'll fit.' That's the guy that doesn't pass out the business cards. The customer really has to know what they are buying. When you can, bring your broken part with you so you can match it up.

"Even with the popularity of online auctions, I don't think that swap meets will ever go away. I like to go to them just to deal with people straight one-on-one."

Tim is the owner of Negotiable Parts, 3651 Oakley Ave., Riverside, California. The phone number is 951-683-4304. He also runs an on-line eBay store at stores.ebay.com/califswapmeet

Photo: Kit Mallia



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1990			201				205	206		208		210
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2004	367	368	369	370	371	372	373	374	375	376	377	378
2005	379	380	381	382	383	384	385	386	387	388	389	390
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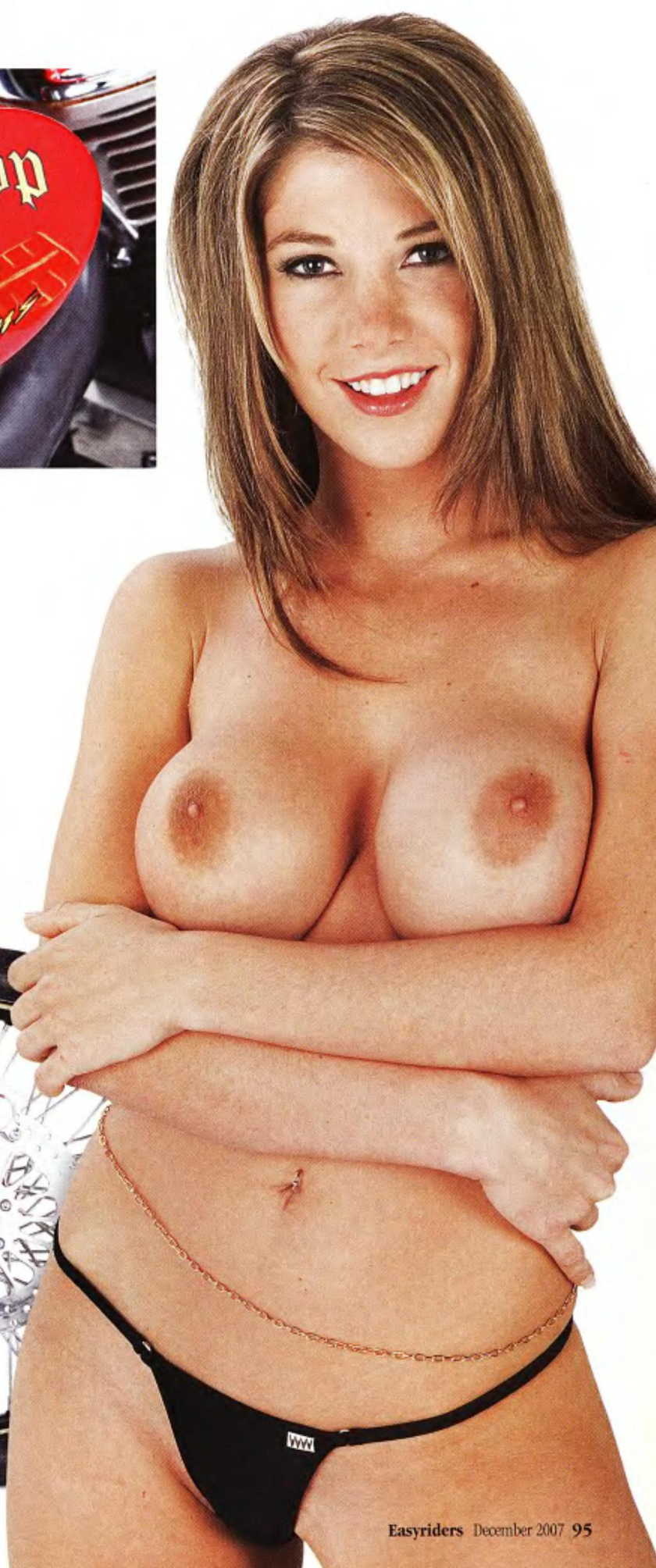
187 BOBBER

Murder Most Foul

Most people do not believe that this bobber is a production bike. Bernie Irizarry lives in Pompano Beach, Florida, and he told us that most of the custom bikes in South Florida are smooth, long, radical, polished machines. His shop is called Chop Shop Customs, and he started it by designing bikes that were his own concept, based on the rockabilly hot rod styles popular in the late 1950s.

Bernie is living his dream and has a 1931 Ford hot rod because he says you can't feel what a style is about unless you live it. Bernie is not making as much money as everyone seems to think, but he is really havin' some fun. He goes to sleep every night knowing





that tomorrow he gets to listen to punk rock music all day while he is building the bike of someone's dreams.

This project is called the 187 bike, as 187 refers to the police code for murder, and there's plenty about this scooter that will slaughter your image of what a bobber is "supposed" to be. What that means to the Chop Shop Customs crew is that all the old-school stuff is there, but as Bernie puts it, "No bike looks cool stalled in the middle of an intersection." That's why every Chop Shop Custom is as reliable as it is rideable.

Bernie likes the shovelhead engines from S&S, panheads from S.T.D., and will not rule out the ever-popular Evo either. There are 240 millimeters of rubber under the backside of the Chop Shop's 187 bikes, and there's a kick-start, or you could just thumb the starter button if you need to. Further proof that old-world style can exist harmoniously with new technology comes from the guy who just bought this bike. He has already ridden it from Fort Lauderdale to Key West and back. Twice.

Chop Shop Customs knows that the guy who buys an old-school custom scooter is making a statement about his attitude. Bernie loves the design of his 187 bikes almost as much as everyone else, and this one took third place in bobber class at the Rat's Hole Show in

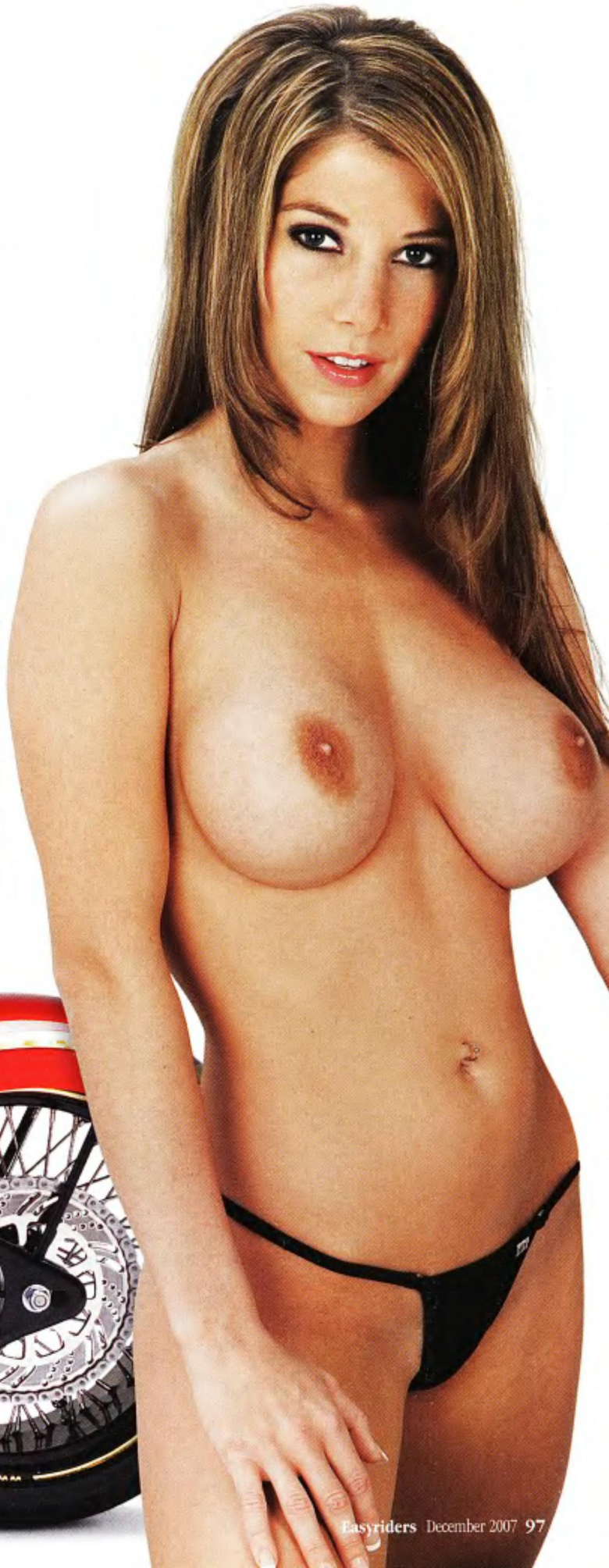
Daytona Beach Bike Week. That's right, a production bike almost won its class.

From the time you place an order with them, the Chop Shop can deliver a stock order in around 50 days. Bernie's secret to success is that he has enough experience to design bikes that are a matter of tasteful planning rather than a collection of something haphazardly cobbled together from a selection of catalog parts. All Chop Shop bikes are complete with a manufacturer's title and are listed in the NADA and the Kelly Blue Book. Riding other bobbers will have you believing that there is just cause for this kind of murder—their lack of reliability, "Needed killin'."

Speaking of killer beauty, this month's Fox Hunt winner, the lovely Amber, has at least a couple of things that are just to die for!

—Cheese Death







Owner: Bernie Irizarry
City: Pompano Beach, Florida

GENERAL

Fabrication: Chop Shop Customs
Model: 2007 Bobber
Assembly: Brian Gifford
Time: 45 days
Chroming: VMA Specialties

ENGINE

Year/model: 2007/STD pan
Displacement: 88 cubic inches
Ignition: Mallory
Cam: Crane .585
Carb: S&S Super E
Pipes: Paughco modified by CSC.

TRANSMISSION

Year/make: 2007/RevTech 5-speed kicker

PAINT

Molding: Dave Londono of Flawless Custom
Painter: Dave Londono
Type/color: House of Kolor/Kandy Red and Gold Leaf
Special paint: Dave Londono

FRAME

Year/make: 2007/Chop Shop Customs
Type: Gooseneck rigid
Rake: 38 degrees
Stretch: 1-inch out
Shocks: none
Modifications: Chop Shop Customs

ACCESSORIES

Bars: Mini Apes by Chop Shop Customs
Risers: Chop Shop Customs
Handlebar controls: Performance Machine
Fenders: Kustomworks
Headlight: retro by Chop Shop Customs
Taillight: retro by Chop Shop Custom
Pegs: Stampede
Foot controls: Stampede
Electrics: Chop Shop Customs
Gas tank: Chop Shop Customs
Oil tank: Chop Shop Customs
Oil System: S&S
Seat: LePera
Mirrors: none
Grips: Vintage

FRONT END

Type: springer
Extension: 2 inches
Triple trees: stock angle
Builder: Paughco
Modifications: Chop Shop Customs

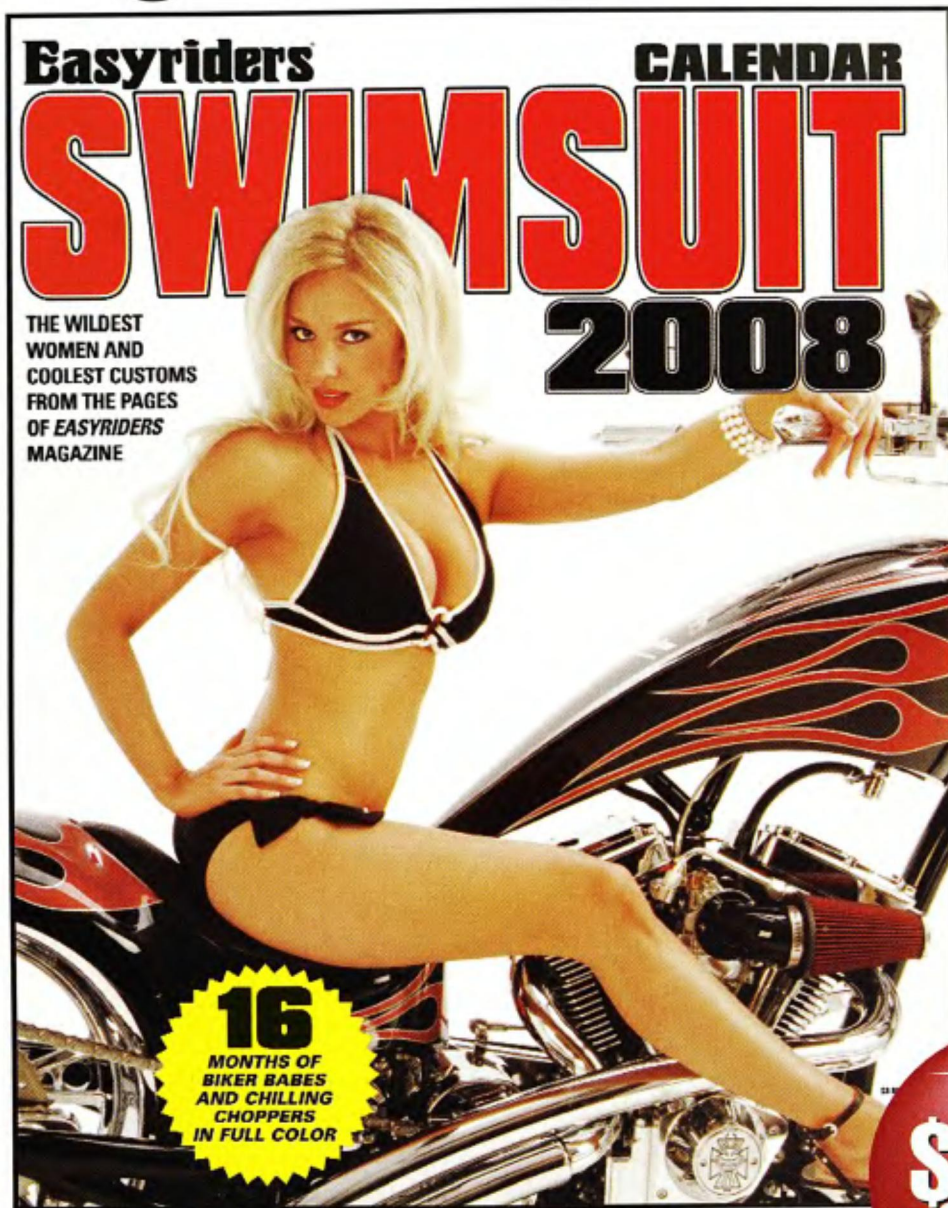
WHEELS

Hub: DNA, powdercoated
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: HHI

Special thanks: Brian Gifford, shop manager and assembly Guru

Model: Fox Hunt winner, Amber
Photos: Don Rogers
Contact: Chop Shop Customs
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bikes are more exciting than ever. From retro styling to the latest high-performance technology, the incredible variety of engines in this guide will rock your world. —Kit Maira

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S&S P-SERIES ENGINES ARE HERE

Building on the worldwide success of the S&S SH-Series engines, S&S looked a little further into the history of the V-twin engine. What better project than to build an engine that was in production when George and Marge Smith started S&S? These engines are not reproductions of the old, they are built to be ridden many reliable miles and deliver all the power you could want. They are available in three designs: 1954-'64 (also for 1948-'53 with a tin primary); 1965-'69 applications; and an alternator/generator version that fits 1970-'99 frames. P-Series engine are ready to run in 93-cubic-inch, 93-cubic-inch high-compression and 103-cubic-inch high-compression models.



S&S NEXT GENERATION V-TWIN—X-WEDGE

With EPA and CARB restrictions becoming more and more prevalent, S&S Cycle

looked to the future and designed a new OE specific engine to address them. This V-twin is a departure from S&S' traditional engine design and is a step toward the future of air-cooled, pushrod operated V-twins. The 56-degree, closed-loop fuel-injected, three-cam, overhead valve V-twin motor is designed to deliver high-performance, but still comply with EPA laws. One key engineering feature is the versatility of the design to create a range of engine sizes. The new engine utilizes three serpentine belt-driven, large base-circle cams. Two exhaust cams and a common intake cam achieve almost straight pushrod angles which combine with automotive-style rockers and roller tappets.

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



HARLEY-DAVIDSON REMAN 95-INCH UPGRADE

The Harley-Davidson Engine Remanufacturing Program can add some extra muscle to a 1999-2005 fuel-injected Twin Cam 88 or Twin Cam 88B powertrain. Highly trained factory technicians at a state-of-the-art facility rebuild, repaint, and hot-test the customer's engine which is now factory-upgraded from 1450cc to street-legal Screamin' Eagle Stage I Big Bore 1550cc specifications. The engine comes with a Screamin' Eagle Pro air cleaner and breather kit. This engine is street legal when installed with original equipment mufflers. ECM recalibration is required. See a Harley-Davidson dealer for details.



HARLEY-DAVIDSON SMART START EVOLUTION ENGINES

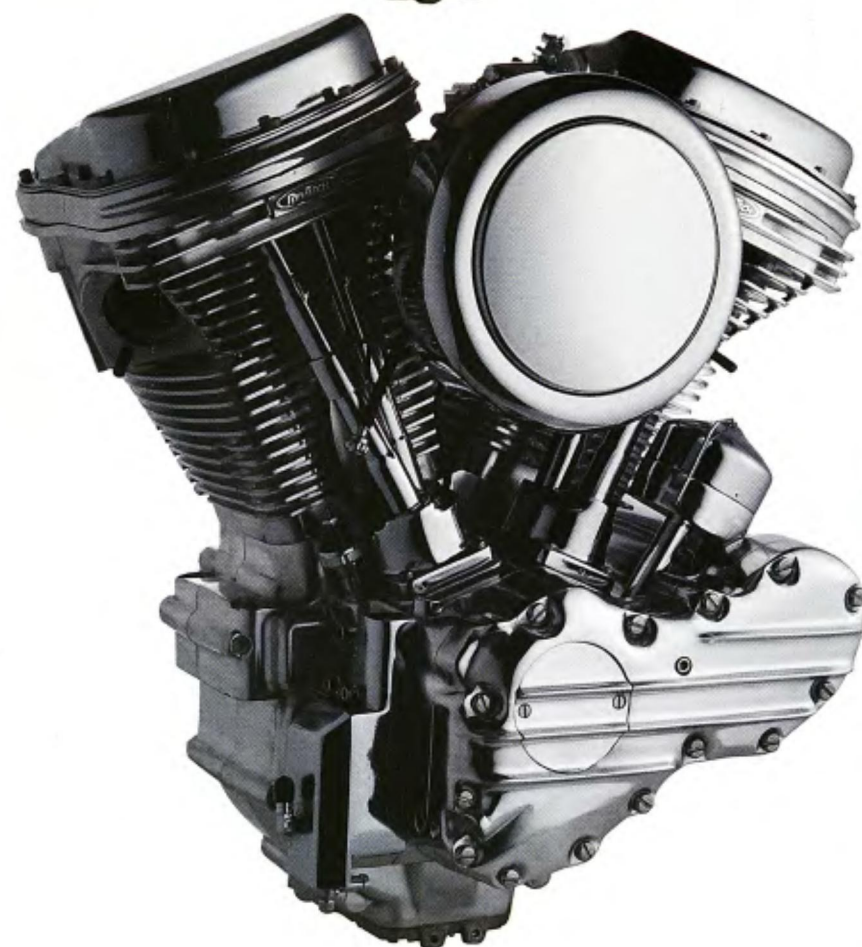
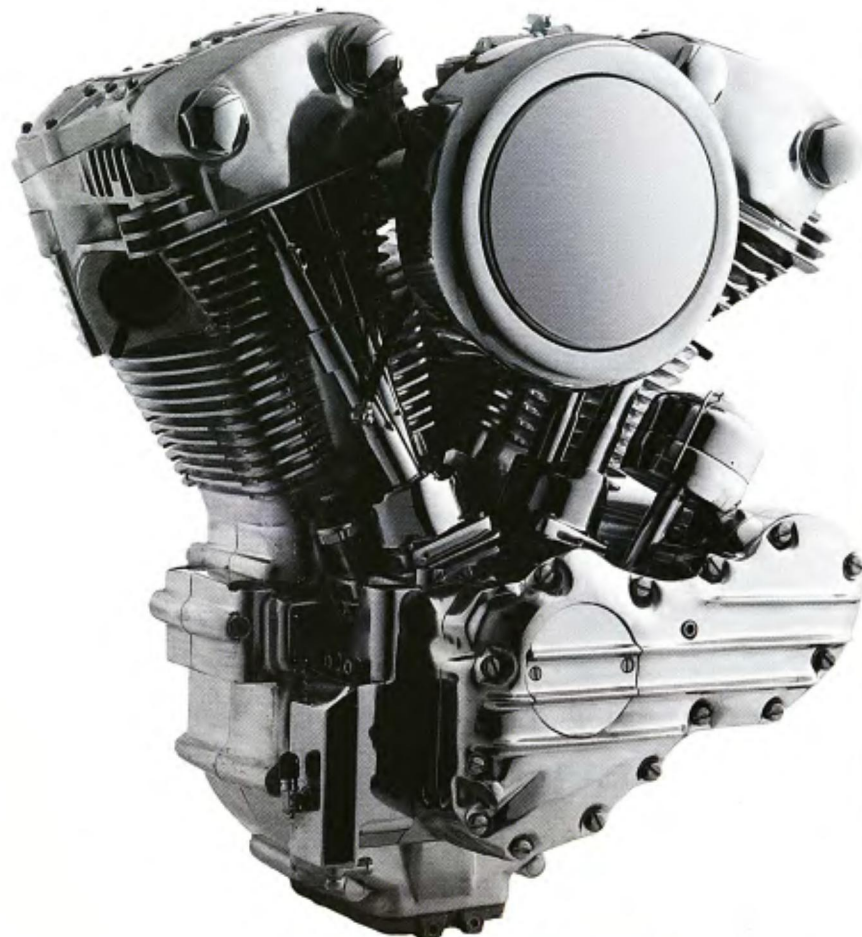
The Harley-Davidson Smart Start Engine Program offers brand new, factory-tested 1340cc Softail Evolution engines which can be used as a replacement engine or to power a custom project. Available in black and chrome (\$3,995.00), silver and chrome (\$3,495.00) or silver and polished (\$2,995.00) finishes. Carburetor, manifold, and timer cover are not included.

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



V-TWIN MFG.

V-Twin Mfg offers a complete 74-inch replica panhead Long Block. Their engines come complete with replica type heads with stock exhaust ports and V-Twin cases. The 1948 - 1954 style engines use plumber intake manifolds; 1955 - 1961 models use an O-ring intake manifold. Each engine is built using a



cast iron oil pump. The OE number boss is provided blank on the left side of the case. The actual numbers are on the right side of the case. A 1936 - '64 style stock 4-speed transmission sprocket shaft is also supplied. The engines also come in either chrome or alloy style finish with a manual or automatic distributor.

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

XZOTIC 100-INCH 4X4 AND 110-INCH ENGINES

Xzotic engines (*shown left*) are RevTech engines from Custom Chrome that have been assembled using Custom Chrome's popular Xzotic generator-style cam covers, distributors and either panhead or knucklehead rocker covers. Each engine comes completely assembled and ready to go. They come in polished, black, and natural finishes. Polished and black engines styles come with highly polished Xzotic components, while the natural comes with semi-polished for a tougher look. They are compatible with Original Equipment and custom frames that accept Evolution engines.



REVTECH ENGINES OFFER POWER AND DEPENDABILITY

RevTech 110-inch and RevTech 100-inch 4x4 engines offer a powerful, dependable, beautiful motor to inject fresh muscle into your ride. Custom Chrome's engineers and technicians spent thousands of hours developing the RevTech 110 with three major goals: high performance; exceptional reliability; and good looks. For the 100-inch they began with the solid foundation of the RevTech 110 powerplant and refined it further to produce a motor for most everyone. By shortening the stroke to 4 inches, excellent balance with less vibration was



achieved. Both engines are available in EPA 49 state legal models.

JIMS 131-INCH TWIN CAM RACE ENGINE

JIMS new line of 131-inch Twin Cam Race Engines (*below*) fits into all stock and aftermarket frames with plenty of room for all in-frame service work. It features the same 4 1/2-inch stroke as JIMS 120, but carries a larger bore diameter of 4 5/16 inches. The CNC-ported heads were developed for effortless airflow. JIMS upgraded the oil pump, which is found in all current production Harley-Davidson Twin

Cams. These enhancements were made to increase performance, but they also decrease engine temperatures. Throw in a brand-new billet cam support plate, which utilizes Harley-Davidson's new hydraulic cam chain tensioner, and finish it off with the latest in high-performance tappets: the new JIMS Powerglide II.



JIMS 131-INCH TWIN CAM EVOLUTION MOUNT RACE ENGINE

JIMS also has a 131 Twin Cam engine (*above*) that bolts directly into V-twin frames. The reliability and performance of Twin Cam technology is now available

for most OEM Harley-Davidson applications back to 1991, as well as most custom V-twin frames.

JIMS; 800-482-6913;
www.jimsusa.com
Custom Chrome;
www.customchrome.com



R&R CYCLES, INC. BILLET ENGINES:

From crankcases to rocker boxes, R&R Cycles billet engines (*above*) are 100 percent 6061-T651 billet. R&R billet engines are state-of-the-art and are manufactured using all American made parts. The manufacturer says they have "The appearance of fine exotic jewelry, the craftsmanship of a Swiss watch and the structural integrity that only 6061-T651 wrought billet aluminum can have." R&R billet engines are available in raw, polished or chrome finish. All R&R Cycles, Inc. billet engines are available EPA certified, from the 113-inch through the 155-inch. Retail prices start at \$9,200.

R&R Cycles, Inc.; 603-645-1488
www.rrcycles.com

ULTIMA

Ultima has put together its first high output engine packages (*opp. page, top left*)





for the most demanding performance rider. All engines feature heavy-duty C355 castings and dynamic balanced press pin crank shafts. These engines are available in both assembled complete and unassembled long blocks. Ultima engines are made in the USA, so you can save big and still keep your American swagger. Ultima Engines are available in 97-, 107-, 113-, 120-, 127-, 130- and 140-cubic-inch displacements.

Midwest Motorcycle Supply;
www.ultimaproducts.com

TP ENGINEERING

TP's 2007 Pro-Series engines (right) are available in 114-, 121-, and 124-cubic-inch displacements. All have the new Pro-Series cylinder heads featuring their new performance top-end. TP innovations include: patented Smart Pump which routes oil to the oil filter before it enters the engine and delivers a constant flow of oil to the top-end and bottom-end of the engine at all times; single-fire ignition with crankshaft-position sensor; patented Pro-Vent chromed billet rocker



boxes; exclusive Scramjet air cleaner; 7075-T6 billet lifter blocks; forged coated pistons; two-piece billet cam cover; push-button compression releases; forged steel roller rocker arms; and the Mikuni 45mm carburetor. All engines are available either tuned for high-performance or to be compliant with EPA and CARB regulations in all 50 states. Engines

are available in a variety of finishes.

TP Engineering, Inc.;
 203-744-4960;
www.tpengineering.com



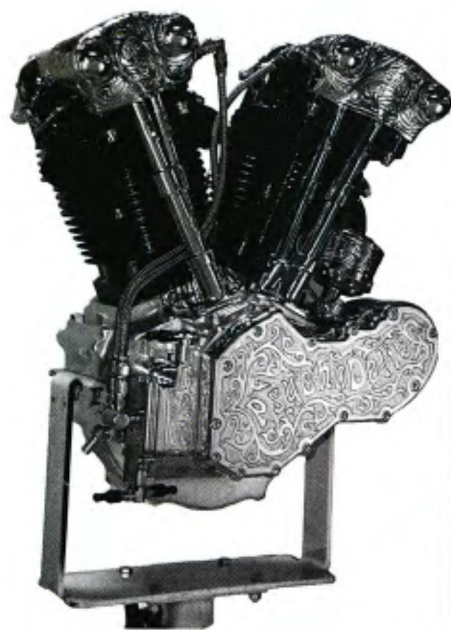
PATRICK RACING MOTORS FROM DRAG SPECIALTIES

Patrick Racing motors are fully show-polished to the base of each cylinder and head fin for award-winning beauty. They also feature polished carburetor with chrome cover, chrome cam cover and lifter blocks. Choose from 113-, 120-, 125- and 128-inch motors. As powerful as they are beautiful, the motors feature Patrick Racing billet CNC-ported T6061 heads, Mikuni carburetor, dynamically balanced crankshaft assembly, JE-forged pistons and Patrick Racing custom-designed cam with .602-inch lift and 266-degree duration. More features include JIMS roller rockers, roller lifters, billet lifter blocks, billet rocker boxes, billet cam cover and billet oil pump. Motors have Sumax billet pushrod tubes and Crane HI-4 ignition. All motors have a 10.25:1 compression ratio. The 128-inch motor comes with electronic decompressors; all others have manual decompressors. Made in the USA.

Drag Specialties;
www.dragspecialties.com

ACCURATE ENGINEERING'S AWARD-WINNING ENGINES

Accurate Engineering says no matter what your imagination desires, they can build it. All machining, welding, polishing, coating and assembly are done in-house. Any of their standard engine configurations are available for the customization and cosmetic package of your dreams. Choose everything from fasteners and plating to painting and



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Accurate Engineering;

334-702-1993;

www.accurate-engineering.com

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STD builds ready-to-run, pre-tested and pre-tuned complete engines (*bottom*) in either 97-cubic-inch or long rod 100-cubic-inch configurations. Each engine is carefully machined and assembled to exacting tolerances and comes complete with all the finest performance components, including full electrics, and a Mikuni carburetor with air cleaner, oil pressure sending unit, and an oil filter mount with filter. Also available are 74 to 120-inch Big Twin Retro Pan/Shovel and shovelhead motors.

STD Development; 818-998-8226
www.stddevelopment.com

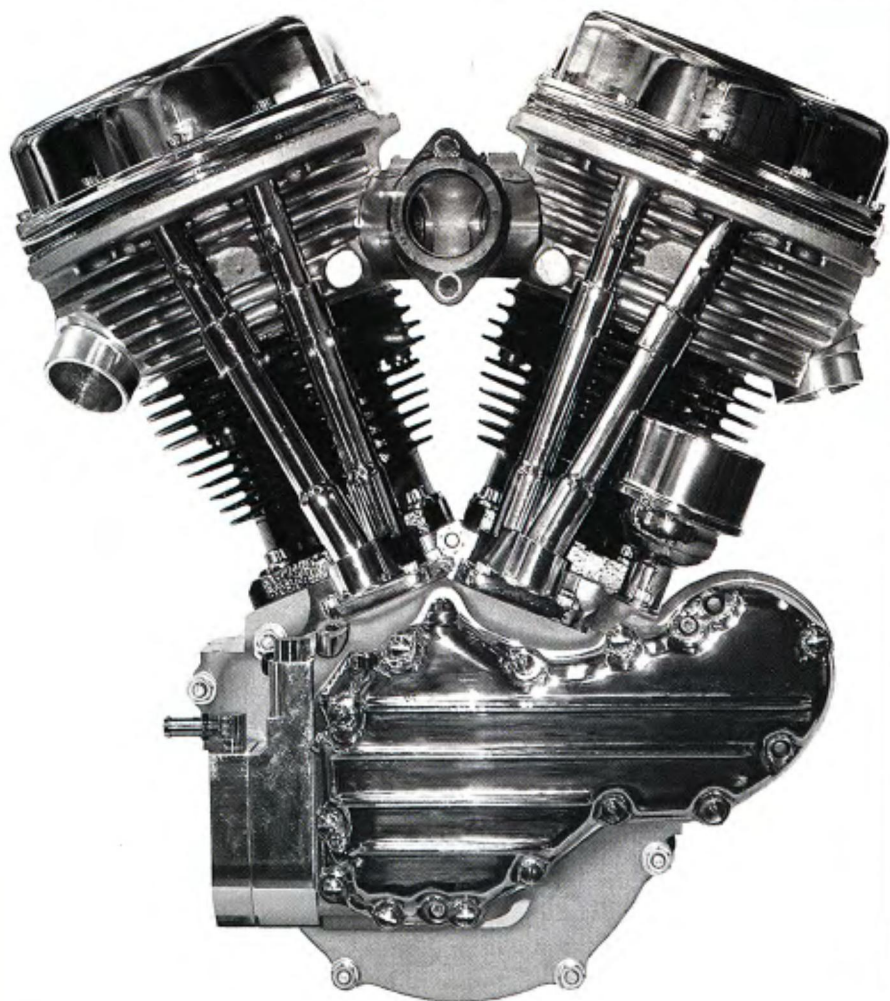
KIWI MOTORCYCLE COMPANY

Kiwi Motorcycle Company manufactures complete custom flathead engines for old-school bobbers, choppers, board-track racers and custom motorcycles. Their engine is a 42-degree, 84-cubic inch V-twin configuration. Bore and stroke is 3 1/4 x 5 inches. Engines come in cast or polished finishes for your custom touch. Engines are also available complete with



transmission, primary and clutch or are designed to hook up to Evo transmissions. Kiwi's engines are designed for durability and reliability and feature a compact design. A unique motorcycle, it has to begin with a unique motor. Why be normal. For something exciting contact:

Kiwi Motorcycle Company;
951-788 0048;
www.KiwiMotorCycles.com



CRAZY HORSE MOTORCYCLES V-PLUS

Crazy Horse Motorcycles introduced the V-Plus air-cooled 45 degree V-twin engine earlier this year. The V-Plus is a distinctive, powerful and reliable V-twin manufactured using superior grade components and craftsmanship. Its instantly recognizable retro styled round cylinders and serrated edge rocker boxes have earned it the nickname "Bottlecap." This motor offers the perfect blend of vintage styling and modern engineering. These engines are available in standard or high-performance versions, with a choice of either carburetor or fuel injection and Thunderheart or cone style ignition triggers. The Altoona Special includes dual intake manifolds and ported heads. Complete engines are test run.

Crazy Horse Motorcycles;
253-872-3602;
www.crazyhorsemotorcycles.com

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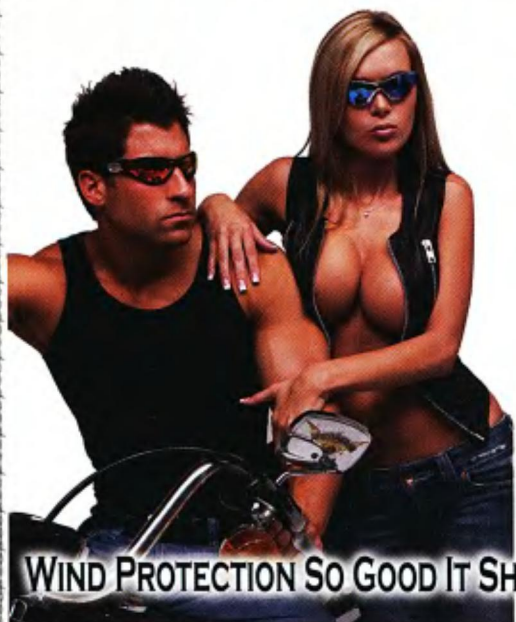
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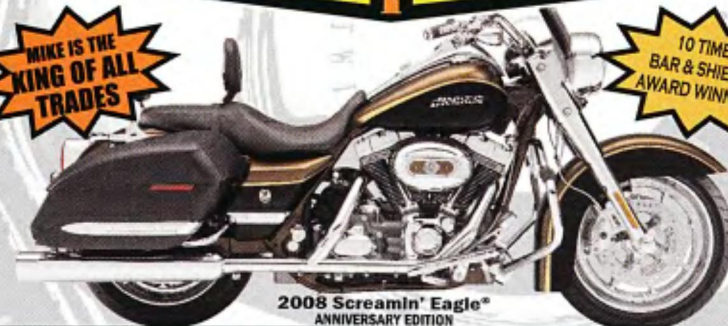
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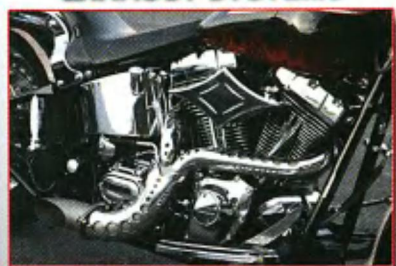
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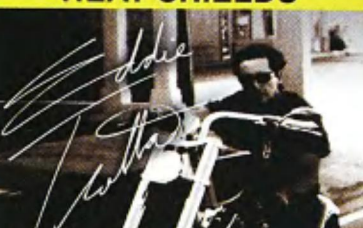
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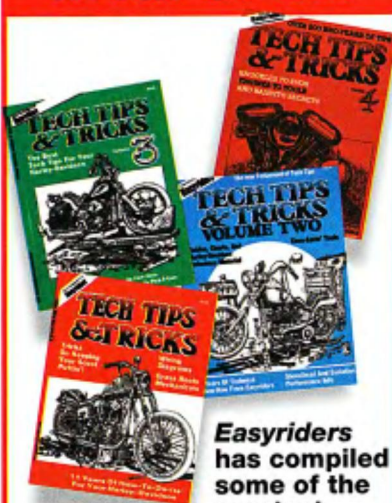
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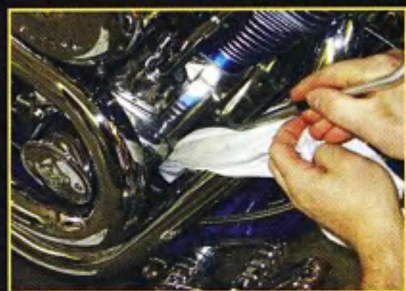
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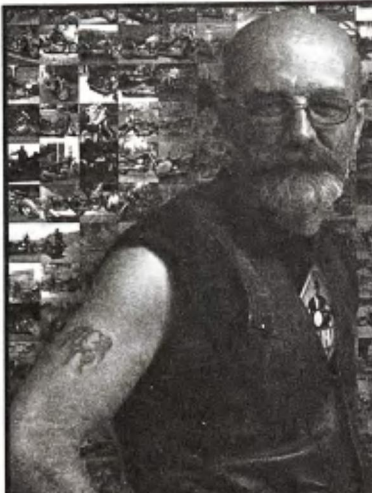
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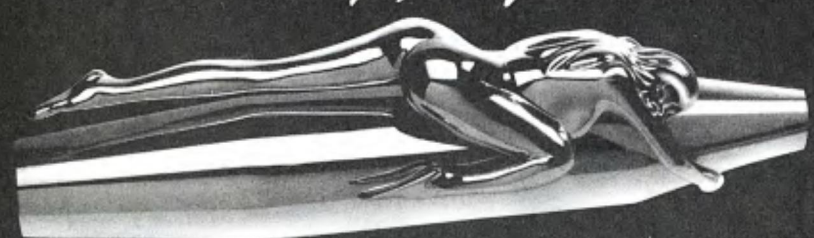
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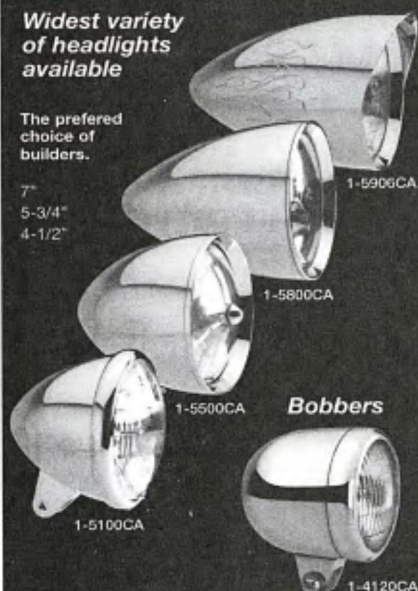
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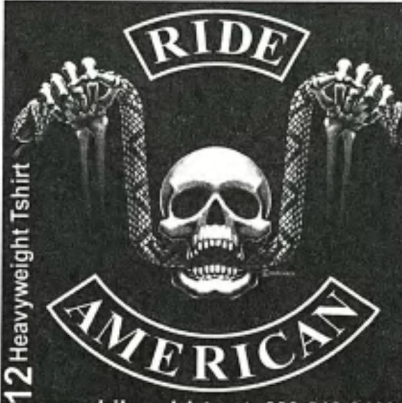


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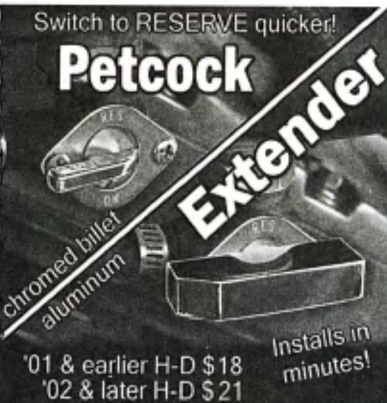
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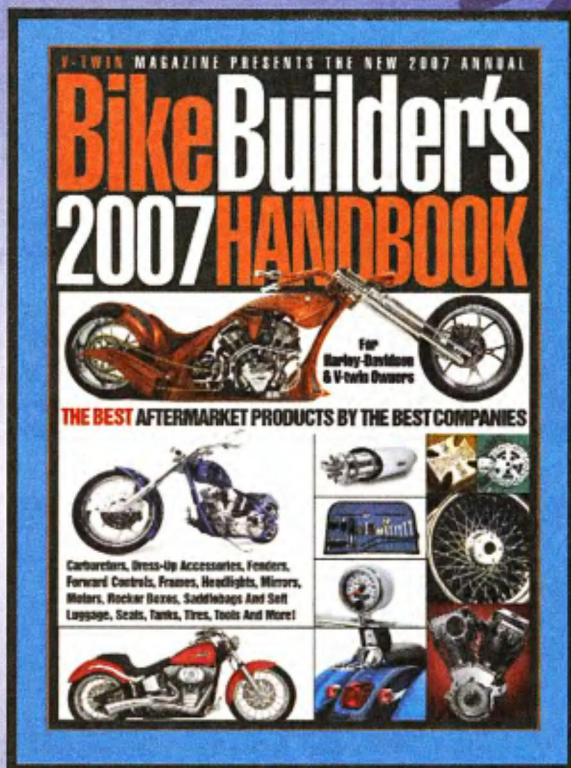
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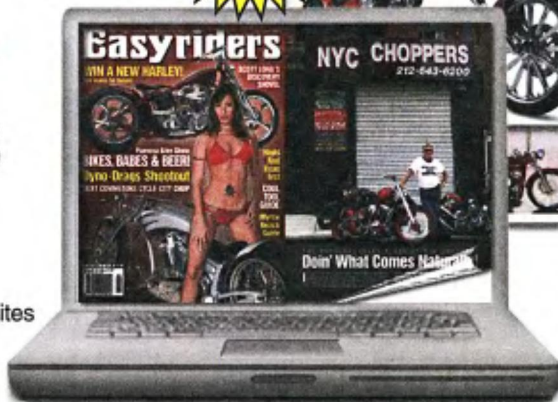
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Winner will be selected by random drawing from all entries received, and validated by Wood, Welsinger & Saccalar & Assoc., whose decisions will be final. Prize winner will be notified by mail within 60 days of the closing date and must acknowledge notification within 30 days or the prize will be forfeited and an alternate winner selected. In the event that the prize is not claimed, a random drawing will be held from among all entries received to award unclaimed prize. THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.

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CHROME

Easyriders



MEET YOUR NEW BIKE!

The J&P Build-A-Bike
Is Ready

Over the past few issues we have shown you this year's *Easyriders*/J&P Cycles Build-A-Bike coming together. We followed along from the first parts arriving at the J&P build facility from Custom Chrome, to watching the bike being



assembled by head wrench Jeff Wiley. We watched as Chad Renkin painted your new custom bagger a glorious shade of yellow with blue and silver striping. You can bet that rubber-mounted RevTech motor is dyin' to have you start 'er up.

After final assembly, the bike was taken to the J&P Cycles store in Sturgis, South Dakota, to debut before the two-wheeled masses on hand for the annual Sturgis Rally. Bikers were able to give the bike a good look and enter to win it. Ahh, but we saved this bagger just for you. Yep, we're sure that this scoot was made especially for YOU, yes, YOU there! But you can't win if you don't enter. So, be sure to check out the J&P Cycles ad in this issue of *Easyriders* and enter today. It would break our hearts to see someone else ride off on your new bagger. Don't let that happen; enter right now, dammit!

For more details visit the Web site at www.jpccycles.com. —Dave Nichols





Owner: Could be YOU!

Designer: Jeff Wiley, Kody Wisner,
J&P Cycles

GENERAL

Fabrication: Jeff Wiley & Kody Wisner
Year and make: 2007 J&P Build-A-Bike
Model: Special Construction Bagger
Assembly: Jeff Wiley, Kody Wisner,
J&P Cycles
Time: 4 weeks

ENGINE

Year and make: RevTech polished
100-inch engine
Model: RevTech 4 x 4
Ignition: RevTech
Displacement: 100 cubic inches
Lower end: RevTech
Balancing: RevTech
Pistons: RevTech
Heads: RevTech
Cam: RevTech
Lifters: RevTech
Carb(s): Mikuni
Air Cleaner: RevTech
Pipes: Python

TRANSMISSION

Year and make: 2007 polished RevTech
6-speed
Shifting: foot

PAINTING

Painter: Chad Reynolds, Marion, Iowa
Type/color: Dupont/yellow with blue scallops
and silver accents

FRAME

Year/make: 2007 Santee
Type: rubber-mount
Rake: 30 degrees
Stretch: none
Shocks: Progressive Suspension

ACCESSORIES

Bars: Burly Brand
Handlebar controls: Milwaukee Twins
Fender(s): Milwaukee Twins
Headlight: Milwaukee Twins
Taillight: J&P Cycles
Speedo: VDO
Pegs: J&P Cycles
Electrics: Wires Plus wiring harness
Gas tank: Indian Spirit 5-gallon
Oil Tank: Santee from Custom Chrome
Oil system: RevTech
Primary cover: J&P Cycles
Seat: Mustang solo seat
Mirrors: J&P Cycles
Grips: J&P Cycles

FORKS

Type: Custom Chrome
Extension: none

WHEELS

Size: 18-inch
Make: RevTech laced spokes
Tires: Avon
Brakes: Milwaukee Twins
Photos: Ethan Fry



"No, son, motorcycle cops don't get to have a 'bitch' to ride on the back."

Product Review

HARLEY-DAVIDSON ACCESSORIES

Improve Comfort And Convenience For Touring Riders

Harley-Davidson currently offers one of the most comprehensive lines of accessories to help riders personalize and improve their bike. The number of bolt-on parts the company compiled in the 900-page Harley-Davidson Genuine Motor Accessories catalog is absolutely staggering; it almost guarantees that no two Harleys will ever look alike once you start customizing.

Aside from making your bike look better, many accessories also serve a more functional purpose, like the adjustable air deflector and the center stand showcased on these pages. —Ben L.

Adjustable Air Deflector Kit

A smart new accessory, the adjustable air deflector kit (PN 57804-07, \$89.95) from Harley-Davidson is designed to help keep riders cool in hot weather. A spring-loaded detent system locks in four different positions. The vent can be closed to direct airflow around the fairing, or opened to maximize airflow to the rider on hot days. The kit includes the left and right deflector and all mounting hardware you'll need. The air deflector kit fits '96-and-newer Electra Glide and Street Glide models.

Also, mid-frame air deflectors (P/N 58022-07, \$89.95) attach to the frame below the seat and direct engine heat away from the rider to improve comfort in hot weather. Designed for extreme temperature applications, the black GTX thermal deflectors are painted to match the inner fairing and fit all '01-'07 Harley Touring models.

Chrome Center Stand For Touring Models

The new chrome center stand (P/N 91573-06, \$329.95) from Harley makes it possible to lift '99-and-newer Touring models upright and off the side stand for more-convenient cleaning and servicing. It also reduces the space required for parking the motorcycle. The feet are adjustable and can be set to lift the rear tire clear off the pavement, or to keep the rear tire on the ground for reduced lifting effort. The center stand attaches directly to the frame, works with all original-equipment suspension and profile



The adjustable air deflector is shown here in its closed position, directing air away from the rider.



The deflector is now open to help direct more air toward the rider. Note the placement of the mid-frame air deflector near the frame's seat post.



Photos: Harley-Davidson

lowering suspension kits, and does not reduce the bike's lean angle on the road. The lifting lever is tucked away below the passenger footboard and works with all Harley-Davidson footboard and exhaust configurations.

For additional information on Harley-Davidson Genuine Motor Accessories, see your local H-D dealer or visit their Web site at www.harley-davidson.com. To find a dealer near you, call toll free 1-800-443-2153 in the U.S.A. or Canada.

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ReadersRides

Mountin' Magic Customs Ripley, West Virginia 2007 Custom Dragon

If you can dream it, they can build it. Don't believe it? You should, because Mountin' Magic Customs (MMC) is located in Ripley, Virginia, the home of...oh, never mind!

MMC opened its doors back in '98, and they've been building some very nice customs—among other things, of course—ever since.

This beauty, for instance, is what they call their "Dragon," and it's not because anything might be draggin', either. The brawny Ultima El Bruto with its 127 cubic inches of brute force makes sure of that. It took a Carolina Custom frame to contain the beast, but with its 41-degree rake and 6 inches up and out, the frame doesn't look as beefy as it actually is, especially since there's an additional 5 degrees in the triple trees. Together with the 10-over front end, this makes for a very slender, long-legged look. The bike's Accutronix hand and foot controls only serve to enhance the appearance of



the Dragon, as do the 4-inch Kenny Boyce belt drive and 21-inch front wheel with its 18-inch counterpart in the rear.

The boys at MMC did a lot of fabricating, like the fenders and the oil tank, as well as the hidden-mount gas tank that gives the Dragon its sort of "dragony" appearance. MMC's own horned back crocodile seat does its share to help out in that area.

In order to be able to rein in the El

Bruto a bit, MMC hooked up a set of Hawg Halter brakes, but don't let that fool you: with its Wimmer intake, its Crane HI-4 ignition and dual Dyna coils, this puppy breathes fire through the S&S Super G carb.

For more info on the Dragon and some of the other bikes to come out of them Magic boys' shop down in Ripley, just go to www.mountincustom.com, believe it or not!

—Tripper



Photos: Dave Anderson

Mark Monroe
Wichita, Kansas
2001 H-D TwinCam

If motorcycles were like dogs, a lot of what's out there on the roads would be considered mutts. Very few would be pedigreed, especially as pedigreed as this "stock" Harley-Davidson with its obvious long line of regal ancestry.

But wait! Did I say "stock"? Let me quickly be taught a lesson here: "While the engine is stock, I have at least added panhead rocker box covers to it, which gives it a very nice look," says Mark. "I have been told by many custom builders that it is the nicest Harley they have ever seen. Tony Massaro, chief judge at the Rat's Hole, told me it is the nicest stock Harley he has ever seen in all his years of judging bikes."

Hmm, seems we're not alone here. Pointing out the bike's virtues, Mark tells us, "The bike has won 75 bike shows in 11 different states. I am not talking about small 'bike night' type bike shows with limited competition (although bike



nights are a lot of fun). The bike has been in many large type events."

He is glad to elaborate. "It has won two 1st Place awards in the Easyriders Regional Bike Shows (Dallas and Kansas City) and three 1st Place awards at the Rat's Hole Custom Bike Shows (Sturgis, Loveland, and Daytona Beach). It has also won many People's Choice Awards and Best of Shows, which were voted on by

spectators. It is always a crowd pleaser because of its uniqueness, nostalgic look, and creativity. It makes many people believe it is a bike from the 1950s and people seem to like that."

See, with all that praising and extolling, I have no room left for all the fine parts that adorn this beauty. Oh well, you get the picture.

—Tripper



Photos: Owner

ReadersRides



Nathan D. Gauntt
Pembroke, New Hampshire
2006 Bonehead

When life gives you lemons, build a custom bike. That could be Nate's motto after the harrowing experience he had leading to the creation of this beauty. A victim of a 91-year-old's (no, I didn't transpose the digits) illegal left turn with a Lincoln Towncar, Nate found himself stuck in the hospital with a broken tail

bone, shattered wrist, and severe hematoma in his left leg. "And scrapes and scars that'll tell stories for a lifetime," he adds.

But for Nate, good things started happening right away, such as a much closer relationship with his family and an offer from his best friend. That friend happened to be Tom McNeil, Jr., the owner of Bonehead Designs. "When he and I were discussing the tragic event, I told him that I still wanted to ride and also



Photos: Owner



"The new 2008 Choppasaki offers MORE storage space."

build a bike together with my dad, something I'd wanted to do since I was a kid."

Once Nate was well enough to start realizing his dream, he and his dad "put our hearts and souls into this bike." He says, "This being our first build, I must say, we are quite proud of it."

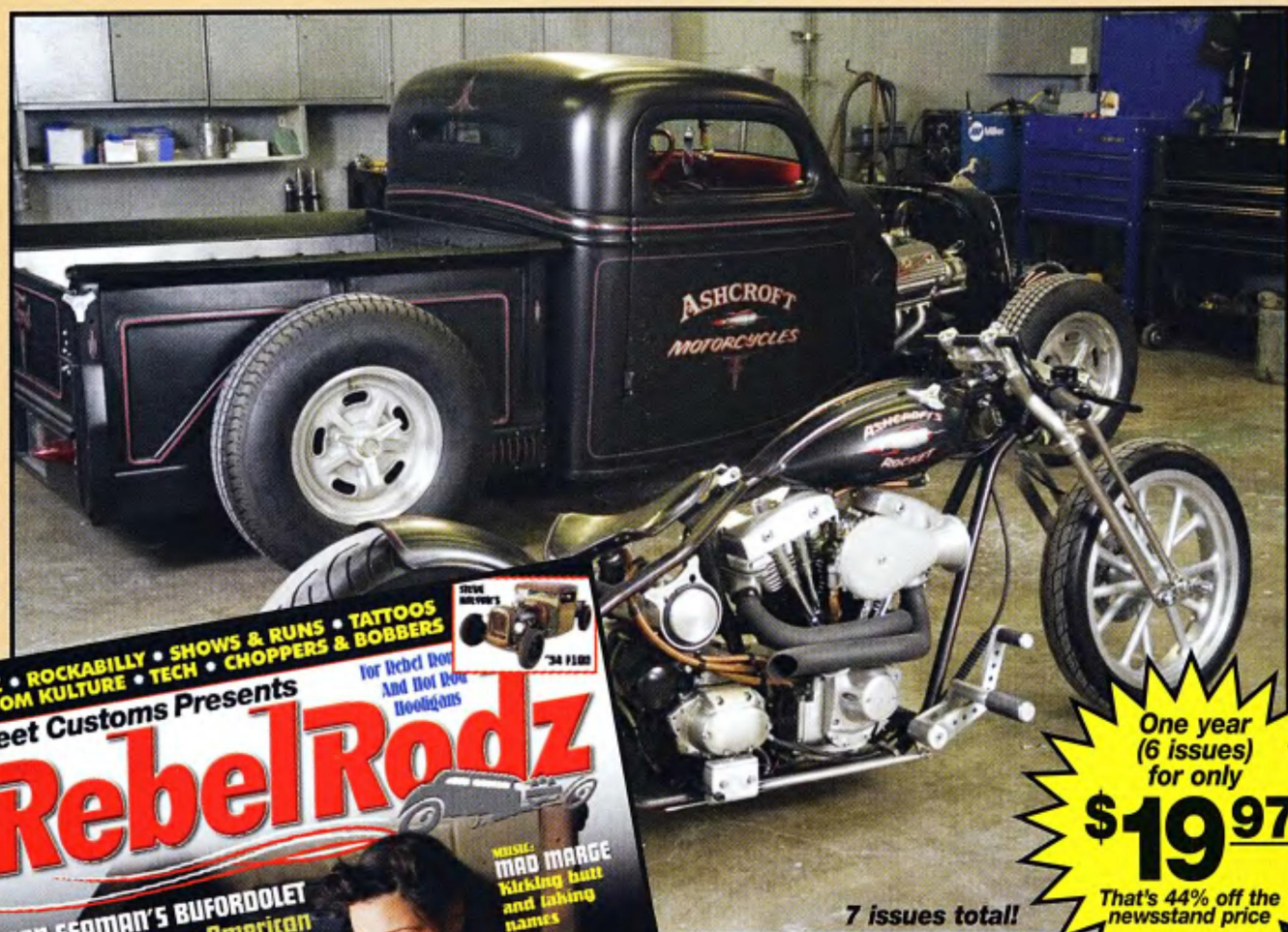
Tom helped, too, with hours upon hours of labor and a paintjob Nate calls "the sickest he's ever done."

The healing process was a long one for Nate, and building this bike with his dad was definitely a big part of it. And to top it all off, Nate now gets to admire his own bike in this here rag, something, he says, "I've always dreamed about."

Two dreams fulfilled in one fell swoop.

—Tripper

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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.

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

Coming At Ya

The January issue of *Easyriders* (No. 415) is bustin' out with cool custom bikes by the likes of Paul Yaffe, the PT Customs crew, Scott's Customs, Chica, and Jerry Burrows. We'll also show off an Everyday Rider bagger by Eddie Trotta.

Roll in the mud with us at the *Easyriders* Chillicothe Motorcycle Rodeo, check out Big Bear Choppers' Ride The Mountain event at Big Bear Lake, California, and visit the folks at Intrepid Motorcycles.

We'll offer up our humorous list of stuff we'd like to do in the New Year, say so long to a righteous biker legend and discover ways for you to buy a bike on the cheap.

Out in the tech shed we've got a complete Buyer's Guide to Seats and Soft Luggage as well as a look at Hot Shot Motors.

All this and more will be blazin' your way in the January 2008 *Easyriders*.

On sale November 27th.



The next scoot-packed issue of *V-Twin* (No. 79) brings you eight custom bikes, from mild to wild. Meet the feature builders at Miami Choppers, check out the 2008 Harley models and visit the Kansas City Invitational Bike Show for all the latest custom trends. We'll show you how to get more horses out of your Harley, bring you a Guide to Bike Kits and Rollers and offer the latest new parts and products for your bike. All this plus killer coverage of the Sturgis Rally makes this issue a must have!

On sale now!

November's *Biker* brings ya ravishin' Randi on a wicked '69, plus a Stinger custom, a Buell bobber, a Biker Bash in Florida and the SoCal David Mann Chop-perfest.

On sale now!



Kick off the holidays with *In The Wind's* December issue as we focus on do-gooder biker benefit gigs. Plus, mix in Rolling Thunder XX coverage, Keith Scarboro's '49 FL pan with Kelly at an Internet biker shoot and yer rockin'!

Hey, if it's out there, it's in here. On sale now!

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LANDMARK MOTORCYCLE ACCESSORIES.....	800-497-0312	landmarkmfg.com	109
LBV ENGINEERING, INC.....	630-860-9966		116
LEATHERWORKS INC., THE.....	209-983-9200	leatherworksinc.com	48
LUCAS OIL PRODUCTS.....	812-988-2116	lucasoil.com	41
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MBI PUBLISHING INC.....	800-826-6600	motorbooks.com	49
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MIAMI CUSTOM EXHAUSTS.....	305-463-9300	miamixhausts.com	112
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MOTO SPORTS.....	866-668-6431	motospport.com	25
MOTO-ARTS.....	818-957-1059	motoarts.com	115
MOTORCYCLE MECHANICS INSTITUTE.....	800-215-3781	MMImoto.com	35
MR. B'S LIFESTYLE.....	631-261-8097		114
MUSTANG MOTORCYCLE PRODUCTS, INC.....	800-243-1392	mustangseats.com	109
OUTLAW EYEWEAR INC.....		outlaweyewear.com	105
PERFORMANCE MACHINE, INC.....	800-757-3685	performancemachine.com	43
PIMP STIXXX.....	888-524-0351	pimpstixxx.com	111
PIPE DREAMZ.....	714-920-1588	pipedreamz.biz	115
PREMIER POSTAGE.....		premierpostage.com	48
REAL HOG.....	877-682-7788	realhog.com/M-ER	113
RICHARD M. LESTER.....	800-531-2424		5
RUSS BROWN, JR.....	800-4-BIKERS	russbrown.com	17
SAT MOTORSPORTS.....	417-796-2131		116
SPEED & SPORT CHROME PLATING.....	713-921-0235		116
STREET WALKER EXHAUST.....	602-391-8488	streetwalkerexhaust.com	109
SUMAX CYCLE PRODUCTS.....	800-654-5546	sumax.com	105
SUPER PATCH USA.....		patchusa.com	116
SUPERIOR GRAPHICS.....		edecals.com	117
THUNDER CYCLE DESIGNS.....	954-763-2100	thundercycle.com	110
THUNDER ROAD LASER GRAPHICS.....	401-223-0904	thunderroadlaser.com	113
UNDERWORLD, INC.....	516-342-9031	underworldnewyork.com	111
VIBERIDER.COM.....	877-842-3743		117
V-TIME.....	951-676-8047	v-time.com	105
V-TWIN EXPO.....	623-551-1847		29
V-TWIN NEWS.....	818-889-8740		110
WORLD'S ONLY TATTOO SCHOOL.....	248-968-8961		116
WYOTECH.....	866-504-5077	go2wyotech.com	67
XTREME MACHINE.....	217-291-0200	xtrememachinusa.com	107


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ROADWARE®

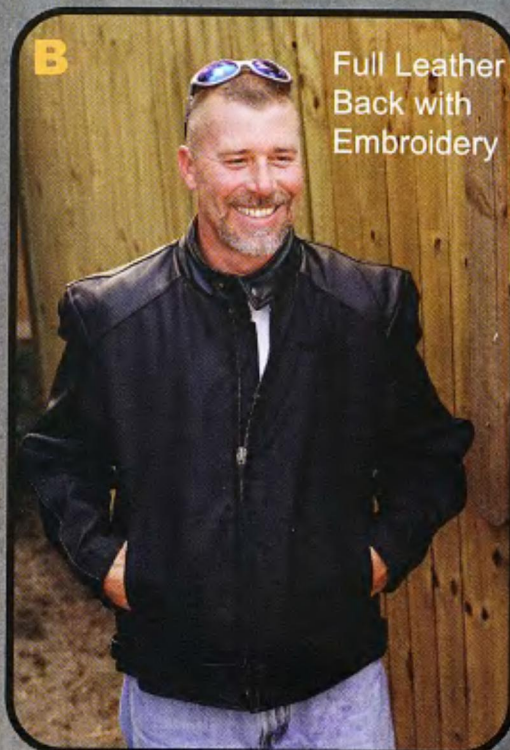


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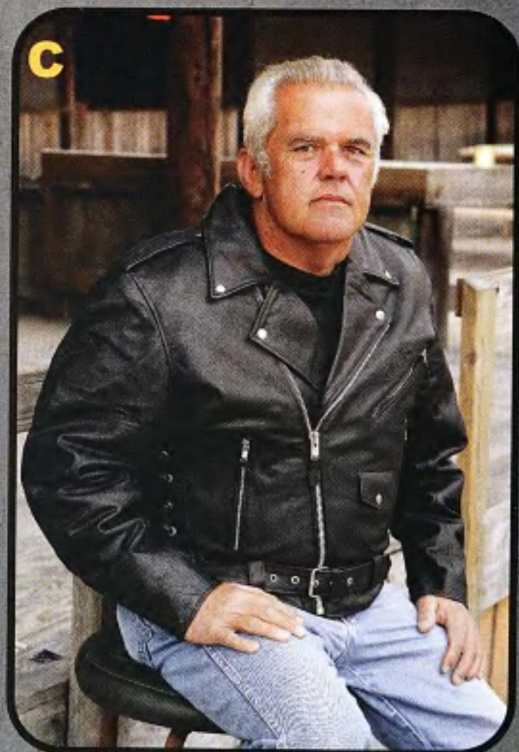
LEATHER



INSIDE POCKET & 2 OUTSIDE W/ ZIPPER
ADJUSTABLE SIDES, FULLY LINED.



COMFORTABLE CORDURA/ LEATHER JACKET
W/ FULL LEATHER BACK, 2 INSIDE POCKETS
& 2 OUTSIDE, ZIP OUT LINING & ADJUSTABLE SIDES.



CLASSIC STYLE W/ SIDE LACES, HALF BELT, FULL
ZIP OUT LINING, 2 INSIDE POCKETS AND 4 OUTSIDE.

TO ORDER CALL: 800-247-6246 OR FAX: 386-673-8266

**A. Double Stripe
Leather Jacket**

8004 Sizes M-XL/2X-3X
\$299.95/\$309.95

**B. Cordura & Leather
Jacket**

8001 Sizes M-XL/2X-3X
\$249.95/\$259.95

C. Belted Biker Jacket

8005 Sizes M-XL/2X-3X
\$199.95/\$209.95

**D. Mens Leather Chaps
with Jean Pockets**

6126 Sizes S-XL/2X/3X
\$195.00/\$199.00/\$204.00

E. Snap Front Vest

5165 Sizes S-XL/2X
\$99.00/\$104.00

**F. Long Sleeve Leather
Shirt**

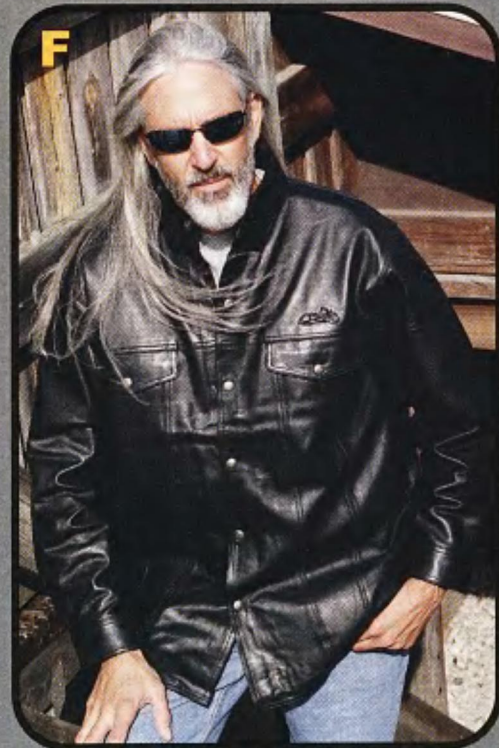
3310 Sizes S-3X
\$222.00



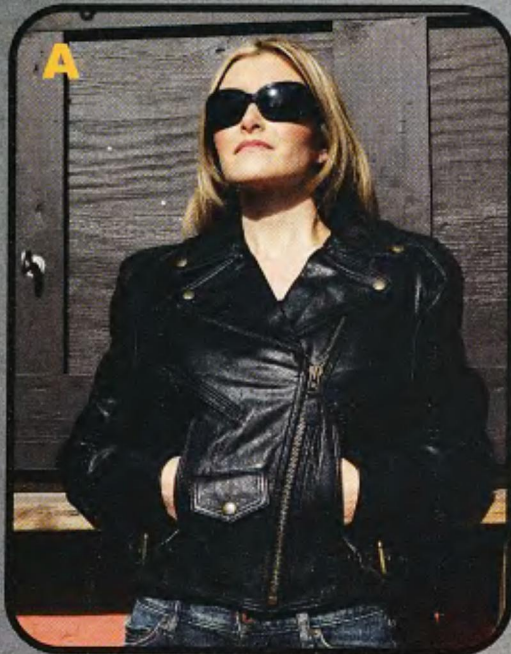
RUGGED ALL-WEATHER CHAPS W/ 2 POCKETS,
IMPROVED ADJUSTABLE BUCKLE, LINED.



CLASSIC LEATHER VEST W/ 3 OUTSIDE POCKETS &
2 INSIDE, ADJUSTABLE SIDES, LINED.



SOFT & COMFORTABLE W/ SNAP DOWN COLLAR
AND FRONT POCKETS, FULLY LINED.



HEAVY DUTY LEATHER JACKET W/ 4 OUTSIDE POCKETS & 1 INSIDE! SNAP DOWN COLLAR, ADJUSTABLE SIDES, FULL ZIP OUT LINER.



SLEEK & SEXY LEATHER JACKET W/ 2 OUTSIDE POCKETS, SNAP DOWN COLLAR, FULLY LINED.

A Ladies Biker Jacket

4588 S-M-L \$279.00

C Ladies Basic Leather Vest

3764 S-XL \$109.95

B The Sleek One

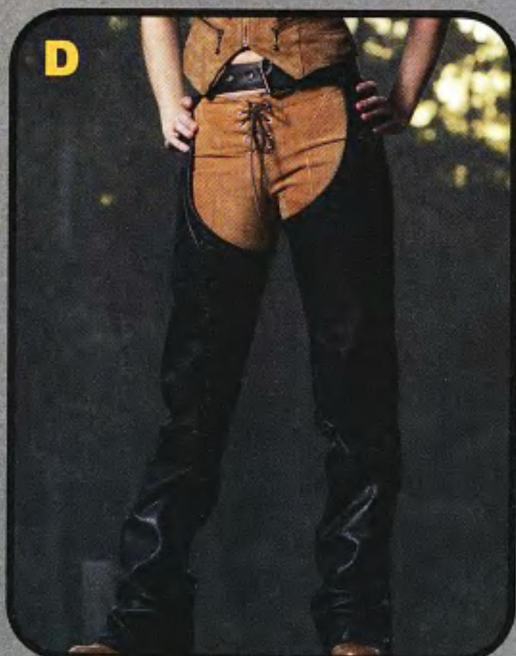
3763 S-XL \$249.00

D Ladies Leather Chaps

6150 S-XL \$199.95

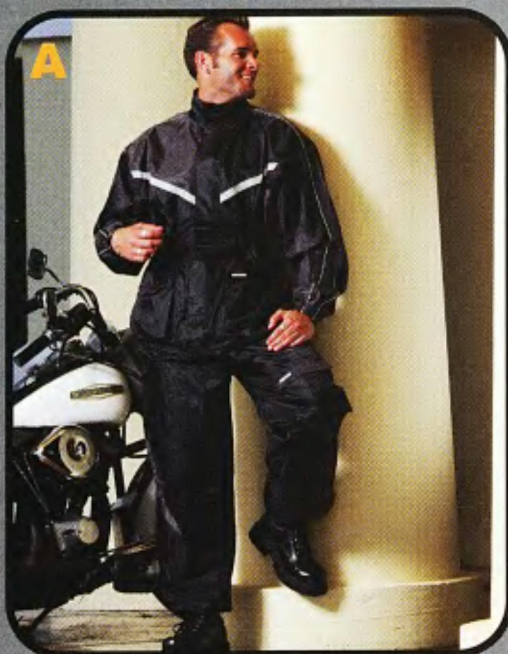


LINED LEATHER VEST W/ 2 FRONT POCKETS.

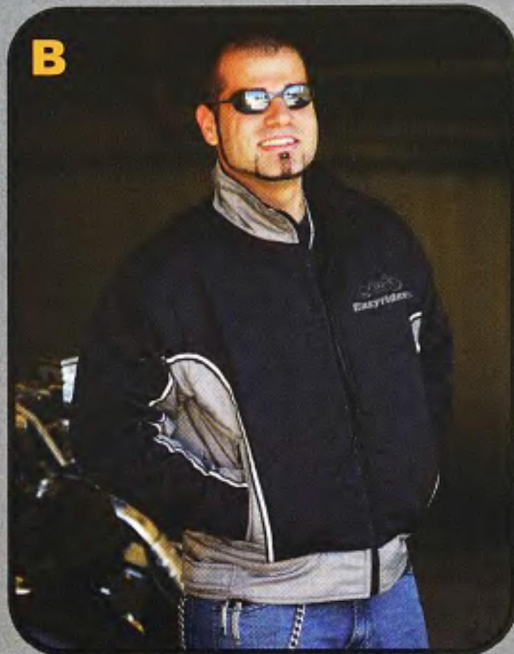


FULLY FINED W/ SNAP BOTTOM, ONE ZIPPER POCKET AND ONE CHANGE POCKET.

TO ORDER CALL: 800-247-6246 OR FAX: 386-673-8266



WATER RESISTANT W/ REFLECTIVE TRIM. ELASTIC CUFFS & ANKLES. LOTS OF POCKETS, VELCRO CLOSURE OVER ZIPPERS.



HEAVYWEIGHT NYLON POLYESTER W/ LINING & REFLECTIVE TRIM FOR SAFETY. 2 INSIDE POCKETS W/ ZIPPER.

A Two Piece Rain Wear

4710 M-2X \$79.95

C Cordura Flame Jacket

Ladies 6805 S-XL \$109.95

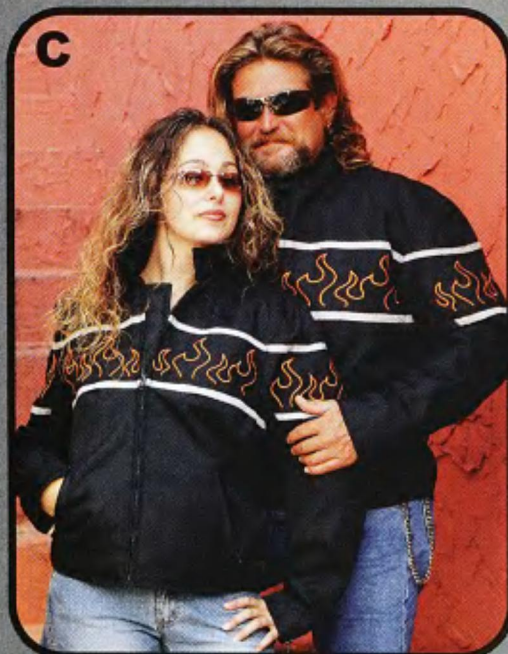
Mens 6807 M-XL/2X \$119.95/\$124.95

B Water Resistant Jacket

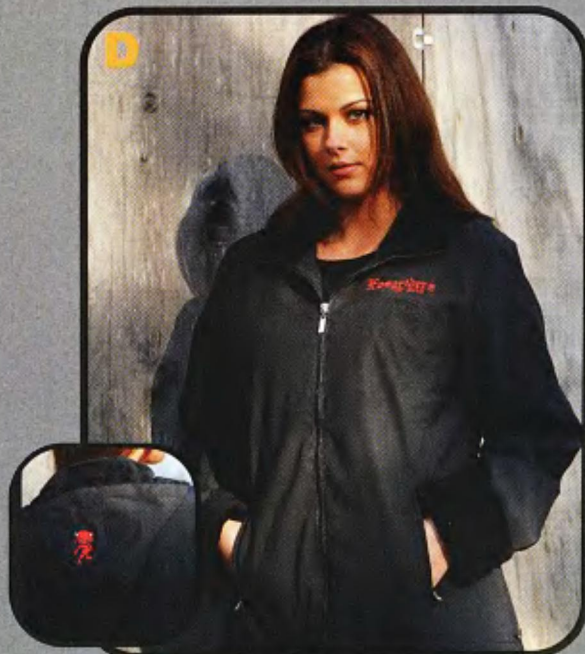
5029 M-XL/2X/3X
\$84.95/\$86.95/\$88.95

D Minx Coat

6810 S-XL/2X
\$99.95/\$104.95

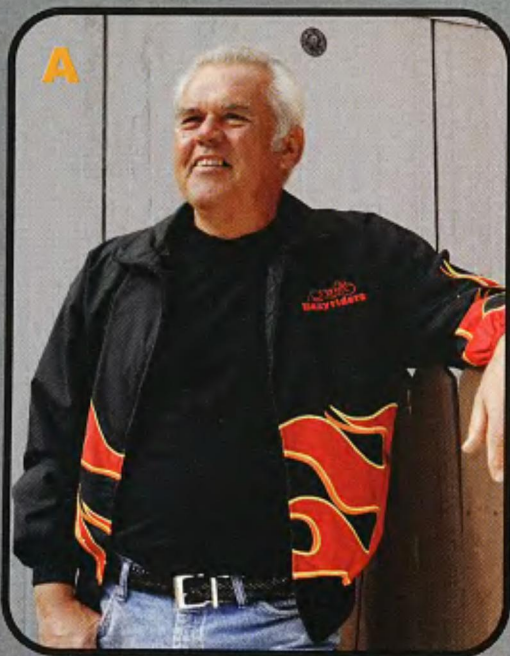


FULL EMBROIDERY ON FRONT & BACK, ZIPOUT LINING, 2 OUTSIDE POCKETS W/ ZIPPERS, 1 INSIDE POCKET AND ADJUSTABLE SIDES. VELCRO COLLAR.

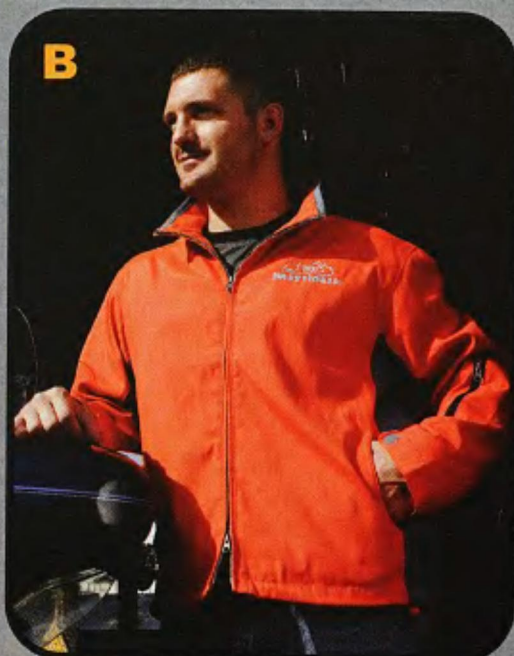


SOFT TWILL W/ DOUBLE KNIT LINING AND FAUX FUR TRIM ON HOOD< CUFFS AND TOP HALF OF BODY.

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WATER REPELLANT NYLON WITH FULLY EMBROIDERED FLAME APPLIQUE ON FRONT, BACK AND SLEEVE.



CORDURA BODY WITH PERMANANT LINER, CONTRASTING PANELS ON BODY AND SLEEVES WITH LOTS OF POCKETS.

A Nitro Jacket

6811 M-XL/2X/3X
\$89.95/\$91.95/\$93.95

B Ultimate Jacket

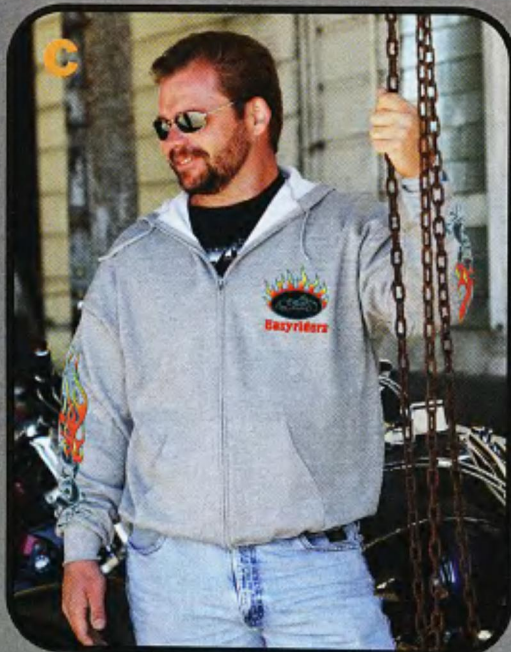
6812 M-XL/2X/3X/4X
\$89.95/\$91.95/\$93.95/\$95.95

C Zip Hood Sweatshirt

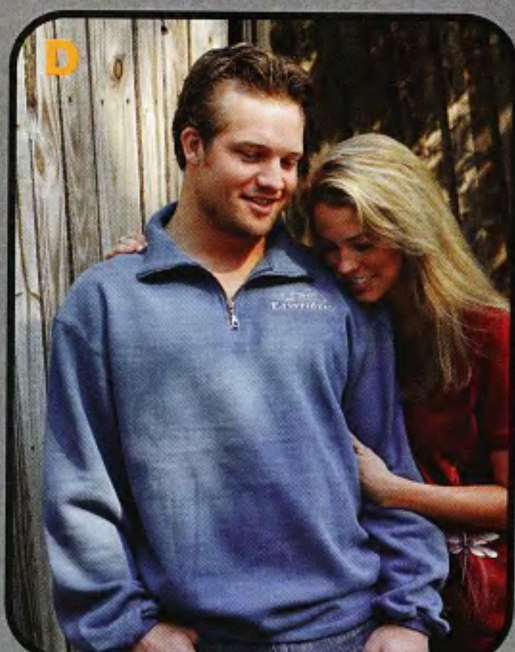
5060 M-XL/2X/3X
\$38.95/\$40.95/\$42.95

D Sueded Pullover

6611 M-XL/2X/3X/4X
\$49.95/\$51.95/\$53.95/\$55.95



7.5 OZ. 50/50 COTTON-POLY FLEECE.



9 OZ. 90/10 SUEDED COTTON-POLY FLEECE WITH EMBROIDERED LOGO.

TO ORDER CALL: 800-247-6246 OR FAX: 386-673-8266



WOMENS CUT, 8OZ. 50/50 FLEECE WITH
EMBROIDERY ON FRONT AND BACK OF HOOD.

A Zip Hood Sweat BLACK

3111
\$39.95/\$41.95

S-XL/2X

B Zip Hood Sweat GRAY

3112
\$39.95/\$41.95

S-XL/2X

C Chill Pill

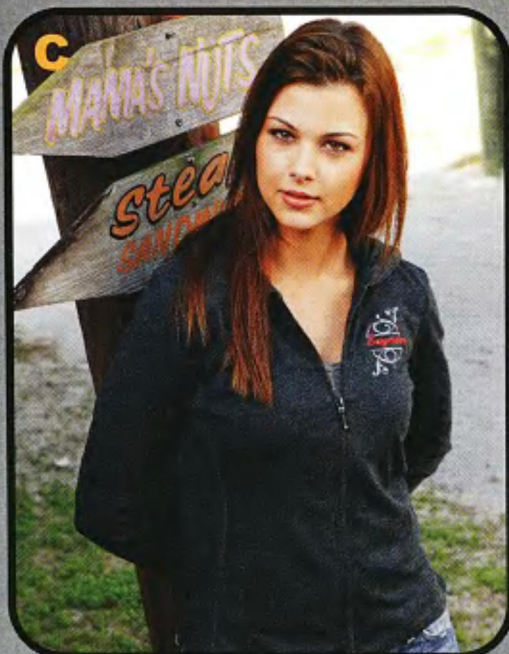
3142

S-XL

\$29.95

D Polar Express SWEATER

3143 S-XL/2X \$39.95/\$41.95



JUNIOR CUT, FITTED JERSEY KNIT WITH HOOD
AND 2 WAY ZIPPER, EMBROIDERED LOGO.



WOMENS CUT, STRETCH POLAR FLEECE, WITH
EMBROIDERY ON FRONT AND HOOD.

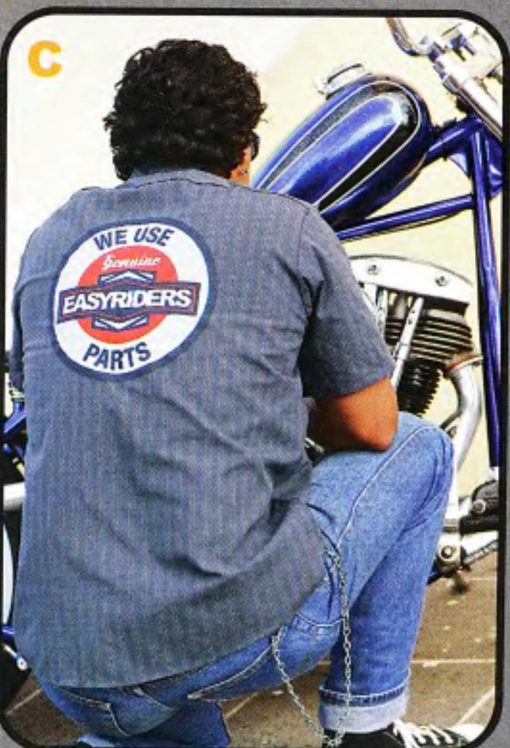
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A

55/45 COTTON-POLY WITH STAIN RELEASE
& EMBROIDERED LOGO.

B

100% VINTAGE WASHED COTTON
WITH EMBROIDERED LOGO.

C

65/35 POLY-COTTON WITH STAIN RELEASE.

TO ORDER CALL: 800-247-6246 OR FAX: 386-673-8266

A. Risky Business

6512 Sizes M-XL/2X/3X/4X
\$45.95/\$47.95/\$49.95/\$51.95

**B. Authentic Military
Fatigue Shirt**

6509 Sizes M-XL/2X/3X
\$59.95/\$61.95/\$63.95

**C. Genuine Striped
Workshirt**

6500 Sizes M-XL/2X/3X
\$38.95/\$40.95/\$42.95

**D. Eagle and Skulls
Dragonfly**

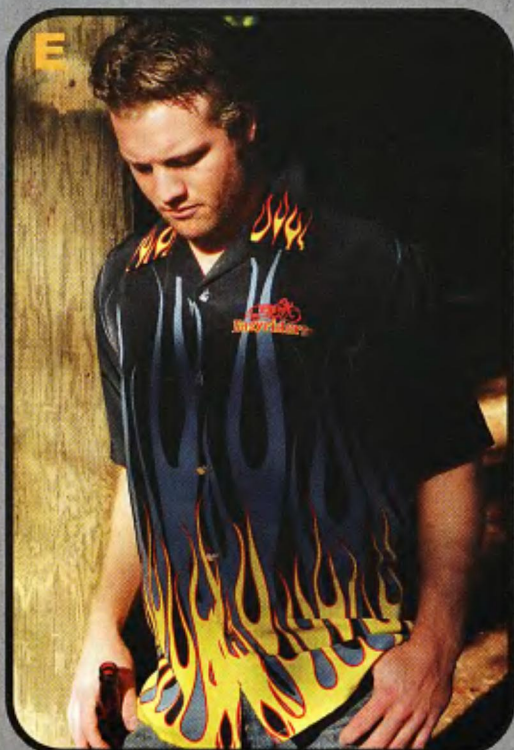
7522 Sizes M-XL/2X/3X
\$54.95/\$56.95/\$58.95

**E. Yellow and Grey
Flames Dragonfly**

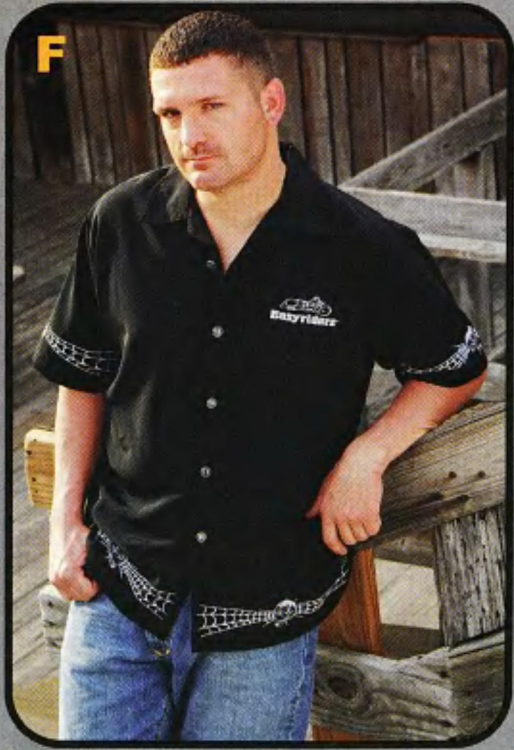
7502 Sizes M-XL/2X/3X
\$54.95/\$56.95/\$58.95

F. Web Skull Dragonfly

7527 Sizes M-XL/2X/3X
\$54.95/\$56.95/\$58.95



ALL DRAGONFLY SHIRTS FEATURE 100% SILKY POLYESTER
FABRIC WITH CUSTOM BUTTONS AND EMBROIDERY.



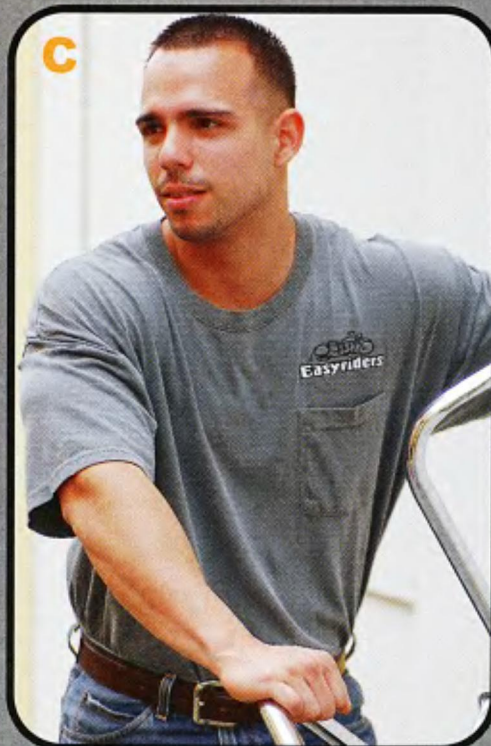
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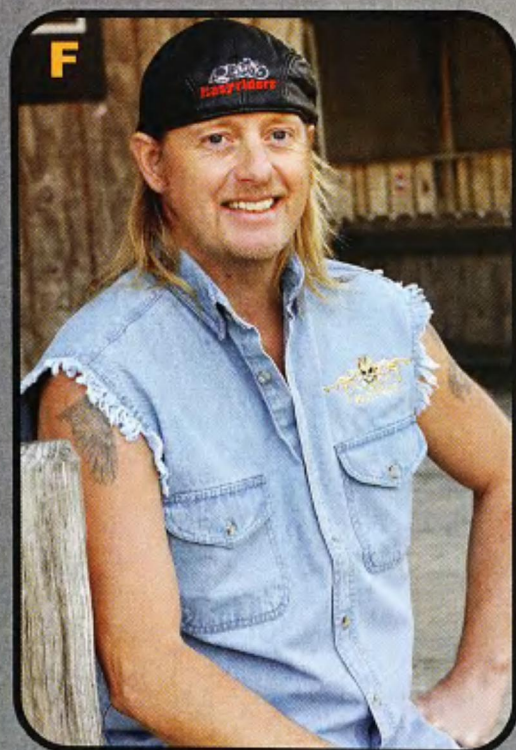
A

90/10 COTTON-POLY.

A. Razor Blade5089 Sizes M-XL/2X
\$31.95/\$33.95**B. Trinity**4122 Sizes M-XL/2X/3X
\$23.95/\$25.95/\$27.95**C. EZR Pocket Dye Tee w/ Emb.**4304 Sizes M-XL/2X
\$24.95/\$26.95**D. Screaming Eagle Muscle Tee**6018 Sizes M-XL/2X/3X
\$23.95/\$26.95/\$29.95**E. Screaming Eagle Long Sleeve Pocket**5095 Sizes M-XL/2X/3X
\$29.95/\$32.95/\$35.95**F. Washed Blue Denim Sleeveless w/ Emb.**9148 Sizes M-XL/2X
\$34.95/\$36.95**B**

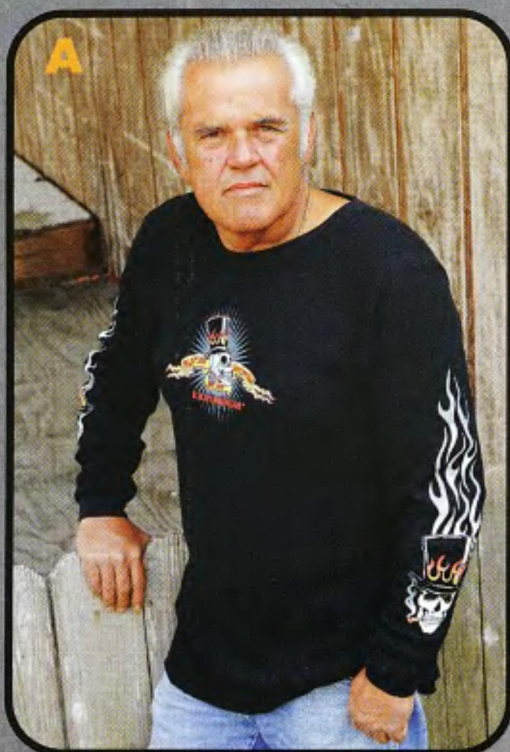
90/10 COTTON-POLY.

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70Z. 100% COTTON.

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A. Top Hat Thermal

5092 Sizes M-XL/2X

\$31.95/\$33.95

B. Dave Mann's Ghostrider Sweatshirt

6609 Sizes M-XL/2X/3X

\$32.95/\$34.95/\$36.95

C. Let The Good Times Roll Long Sleeve Pkt

8172 Sizes M-XL/2X/3X

\$27.95/\$29.95/\$31.95

D. Mens Camo Tee

4120 Sizes M-XL/2X

\$23.95/\$25.95

E. Ladies Low Rise Paratrooper Pants

3600 Sizes M-XL

\$54.95.95

F. Mens Vintage Paratrooper Pants

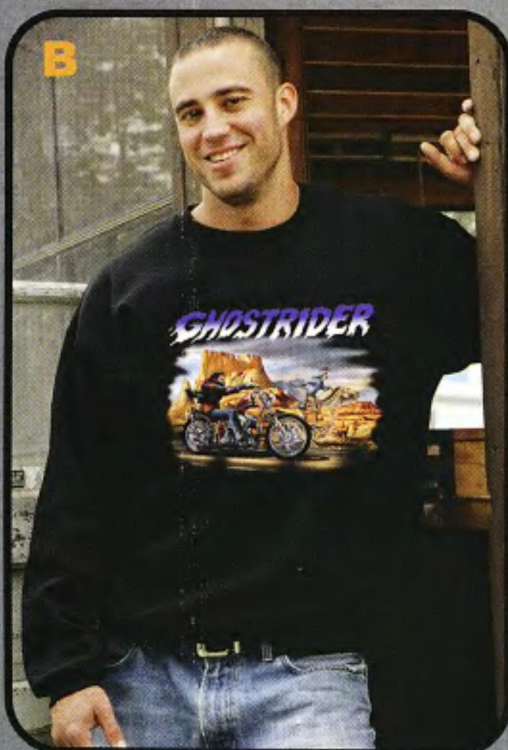
6700 Sizes M-XL/2X

\$54.95/\$56.95

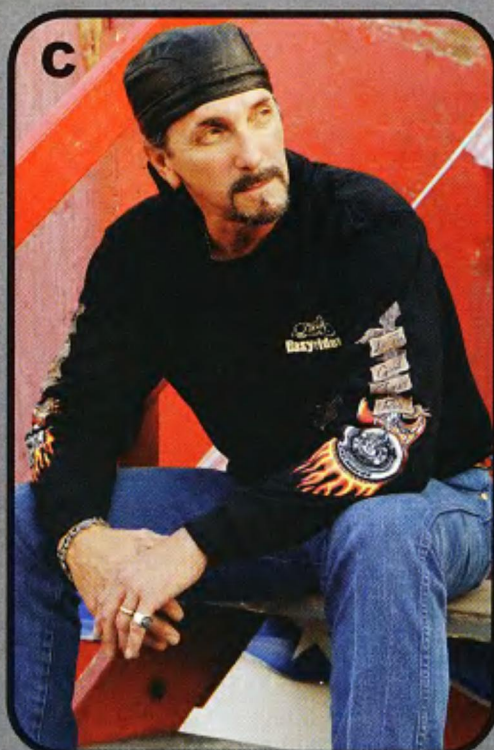
G. Commando Sweater with Patch Details

6613 Sizes M-XL/2X/3X/4X

\$59.95/\$61.95/\$63.95/\$65.95

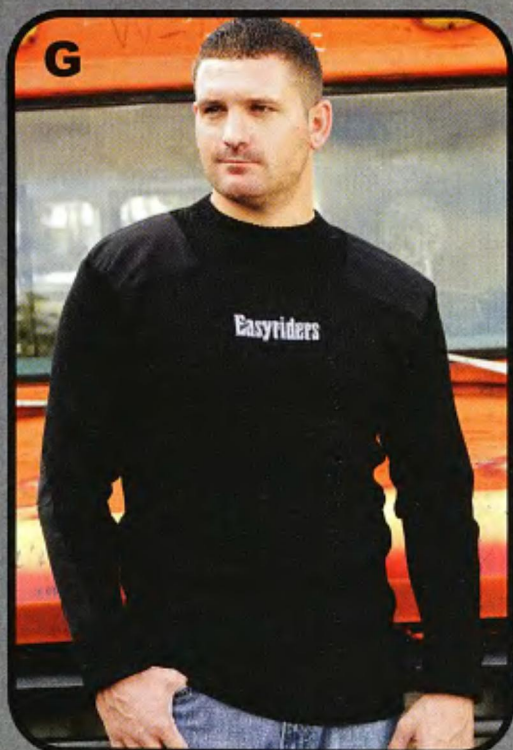
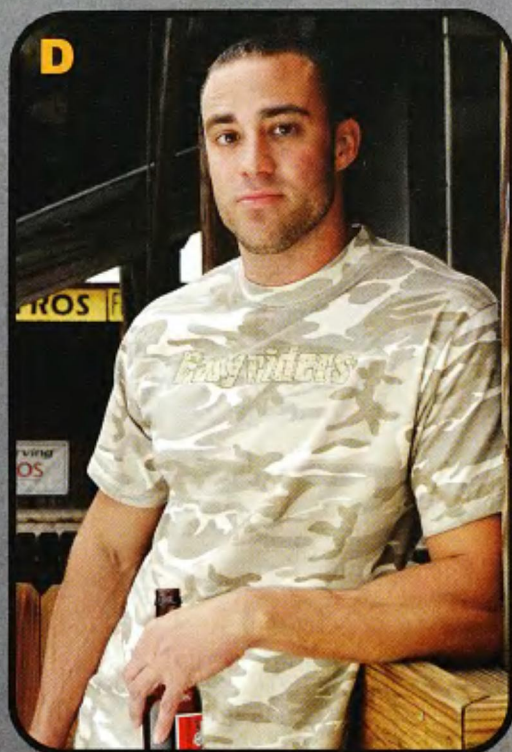


10 OZ. 90/10 COTTON-POLY.



TO ORDER CALL: 800-247-6246 OR FAX: 386-673-8266

AUTHENTIC MILITARY APPAREL



Waist Sizes

Ladies

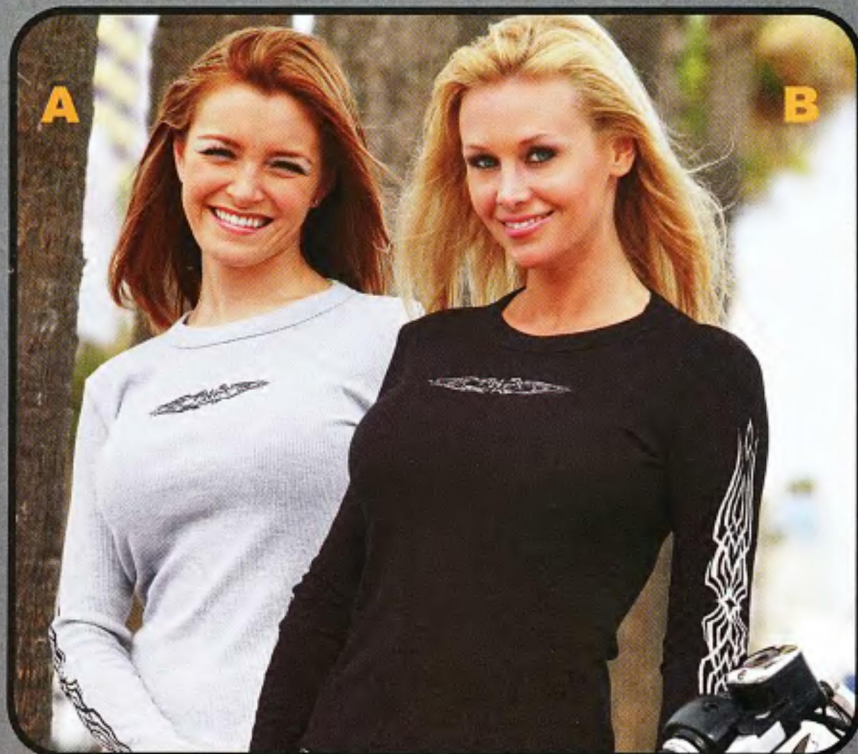
S	27" - 31"
M	31" - 35"
L	35" - 39"
XL	39" - 43"

Mens

M	31" - 35"
L	35" - 39"
XL	39" - 43"
2X	43" - 47"

100% ACRYLIC KNIT W/ PATCH DETAIL AND EMBROIDERY.

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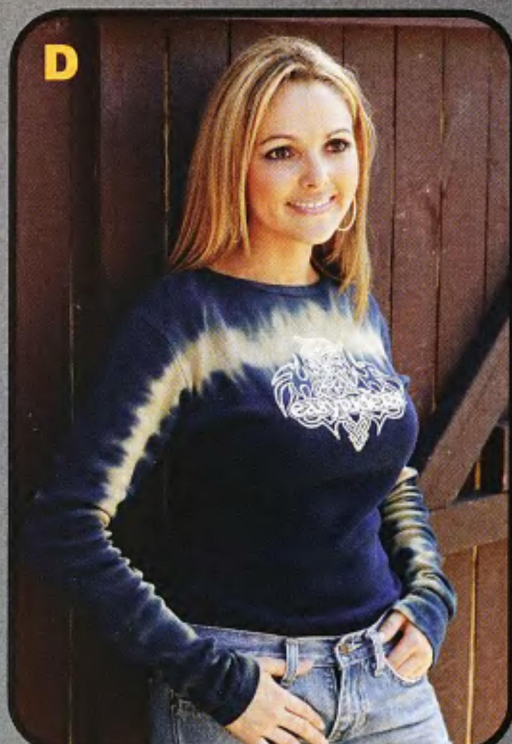


BOTH TOPS ARE WOMENS CUT, 90/10 RIBBED COTTON POLY.

LADIES LONG SLEEVES



WOMENS CUT, 7.5 OZ. 50/50 COTTON-POLY.

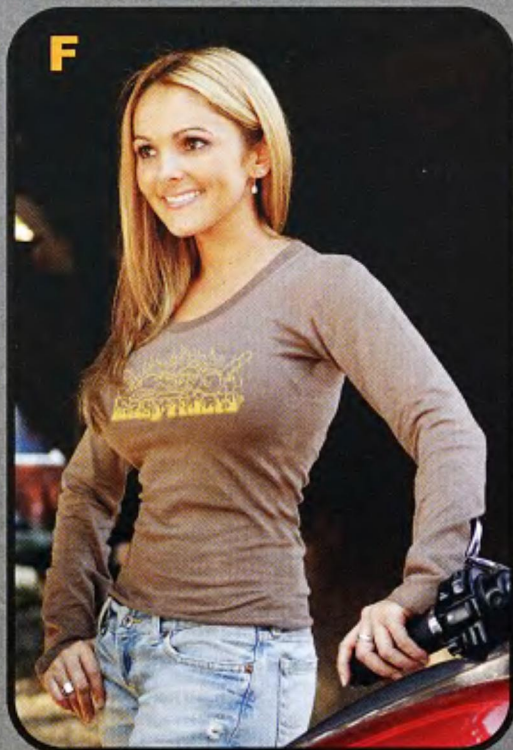


WOMENS CUT, 100% COTTON.

TO ORDER CALL: 800-247-6246 OR FAX: 386-673-8266



WOMENS CUT, 100% COTTON.



JUNIOR CUT, 100% GARMENT DYED COTTON.

A TWO BY TWO HEATHER THERMAL
LS 3024 S-XL/2X \$32.95/\$34.95

B TWO BY TWO BLACK THERMAL
LS 3025 S-XL/2X \$32.95/\$34.95

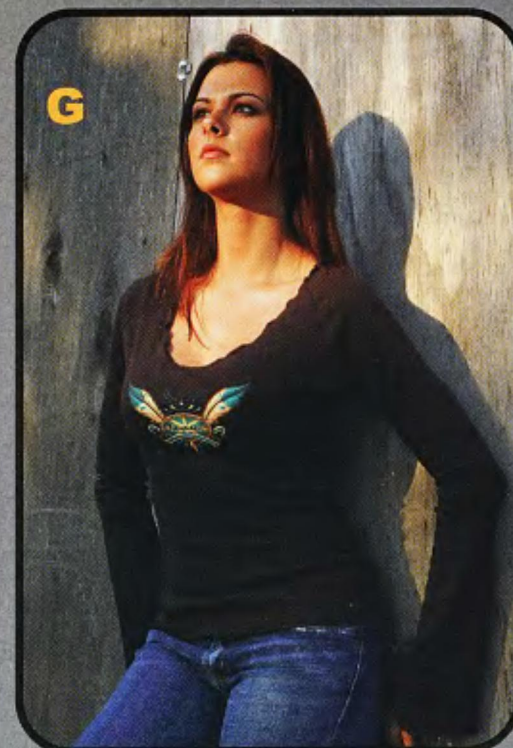
C RUFFLED FEATHERS SWEATSHIRT
LS 3140 S-XL/2X \$29.95/\$31.95

D CELTIC KNOT TIE DYE
LS 3101 S-XL/2X \$29.95/\$31.95

E WILD AT HEART TIE DYE
LS 3145 M-XL/2X \$29.95/\$31.95

F HOT COCOA
LS 3133 S-XL \$25.95

G RUFFLED FEATHERS LONG SLEEVE
LS 3144 S-XL/2X \$27.95/\$29.95



JUNIOR CUT, 100% COMBED COTTON.



BOTH TOPS ARE JUNIOR CUT, 100% COTTON

A GOOD TO BE BAD

SS 2126 S-XL \$19.95

C FAST & FURIOUS

LS 3028 S-M-L \$31.95

B GOOD TO BE BAD

LS 3141 S-XL \$23.95

D STUD MUFFIN

LS 3147 S-XL/2X
\$38.95/\$40.95



JUNIOR CUT, 90/10 COTTON-SPANDEX.

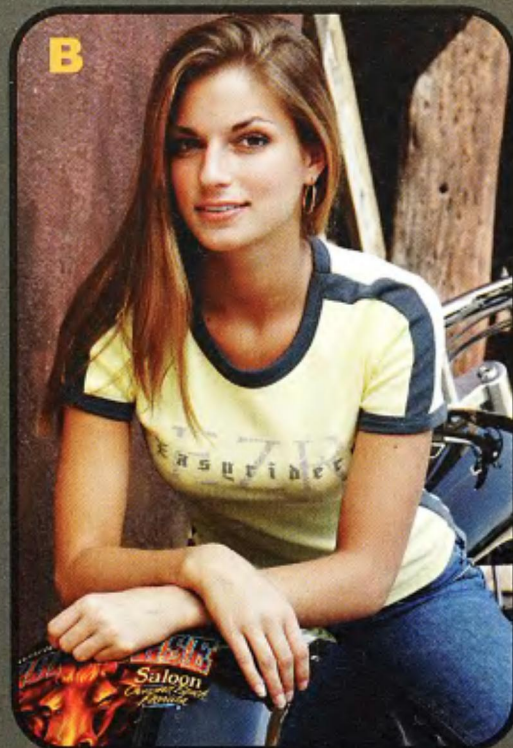


WOMENS CUT, 90/10 COTTON-SPANDEX.

TO ORDER CALL: 800-247-6246 OR FAX: 386-673-8266



JUNIOR CUT, 90/10 COTTON-POLY.



JUNIOR CUT, 100% COTTON INTERLOCK.

A WIND BENEATH MY WINGS

SS 2106 S-XL/2X \$23.95/\$25.95

B SUNNY SIDE UP

SS 2128 S-XL/2X \$24.95/26.95

C LADIES WORK SUCKS

SS 2133 S-XL/2X/3X
\$19.95/\$21.95/23.95



WOMENS CUT, 100% COTTON.

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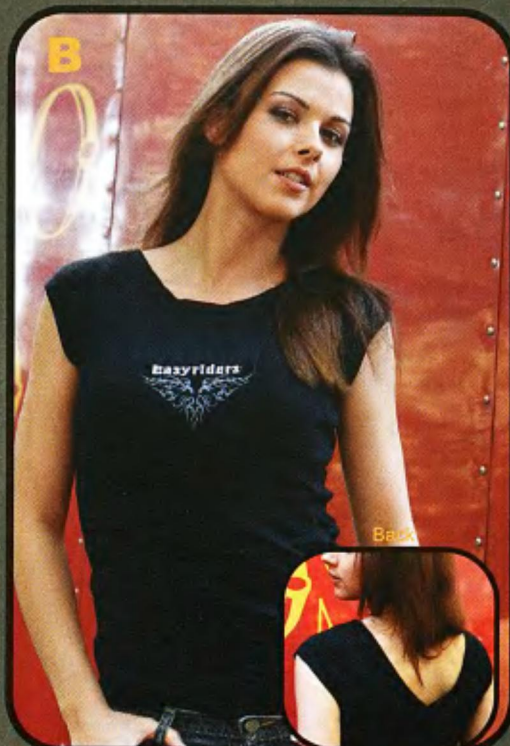
JUNIOR CUT, 100% COTTON

A BROWNIE POINTS

SS 2131 S-XL/2X \$19.95/\$21.95

C CAT TAILS

LS 3146 S-XL/2X \$25.95/\$27.95



JUNIOR CUT, 100% COTTON

B BACK IN BLACK

2129 S-XL \$28.95

D CAT TAILS

SS 2127 S-XL/2X/3X
\$20.95/\$22.95/24.95



BOTH TOPS ARE WOMENS CUT, 100% COMBED COTTON

TO ORDER CALL: 800-247-6246 OR FAX: 386-673-8266

A

WOMENS CUT, 100% COTTON.

A BUTTERFLY TIE DYE

SS 2101 M-XL/2X \$26.95/\$28.95

B PRETTY IN PINK

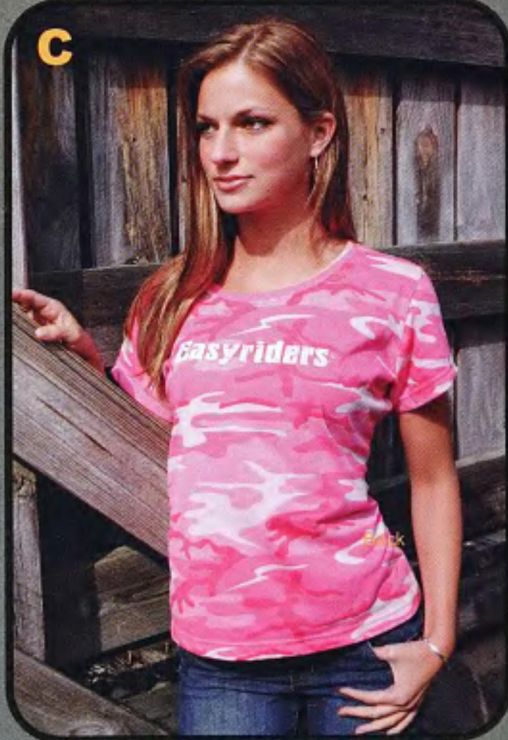
SS 3057 S-XL \$19.95

C LADIES CAMO TEE

SS 2130 S-XL/2X \$22.95/24.95

B

JUNIOR CUT, 100% COTTON

C

WOMENS CUT, 100% COTTON.

WWW.EASYRIDERS.COM

ALL T-SHIRTS ARE HEAVYWEIGHT 100% COTTON

A

Front

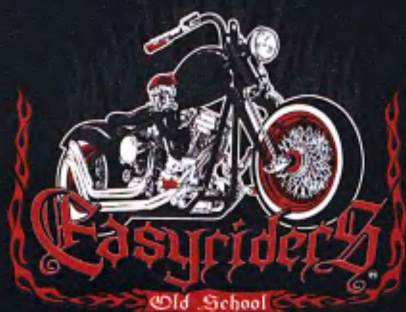


One Day I'm Gonna Just Keep Ridin'...



B

Front



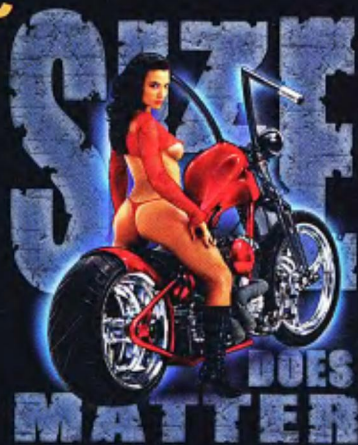
A HARD CORE

SS 4111 M-XL/2X/3X
\$19.95/\$21.95/\$23.95

B OLD SCHOOL

SS 5055 M-XL/2X/3X
\$19.95/\$21.95/\$23.95

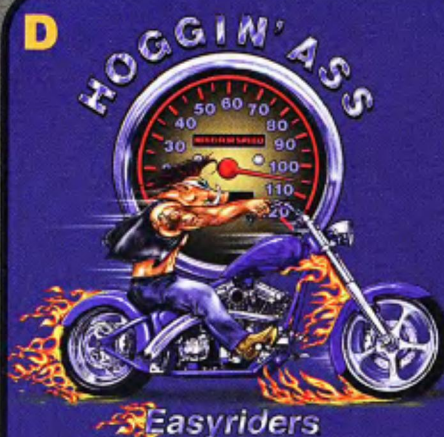
C



GOT SOMETHING LARGE BETWEEN YOUR LEGS?
Basyriders



D



Easyriders



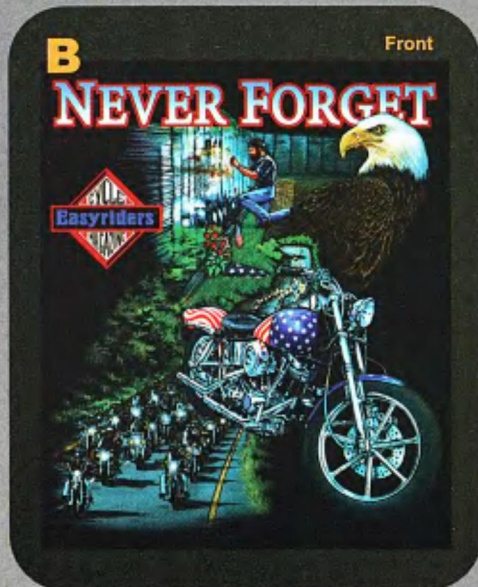
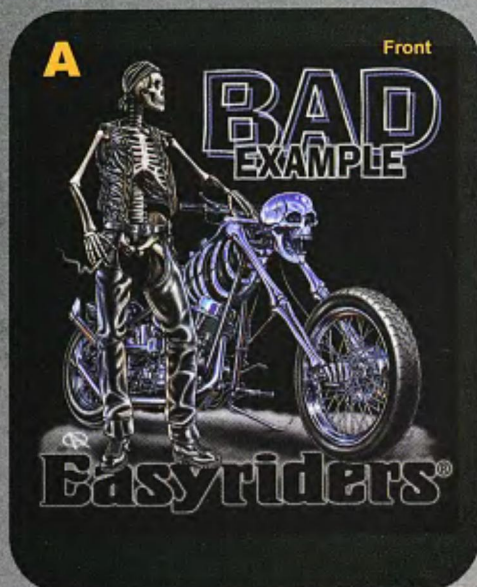
C SIZE DOES MATTER

SS 4133 M-XL/2X/3X
\$19.95/\$21.95/\$23.95

D HOGGIN ASS

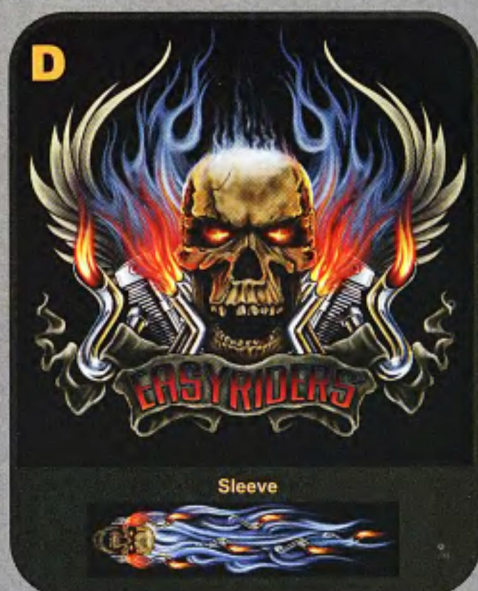
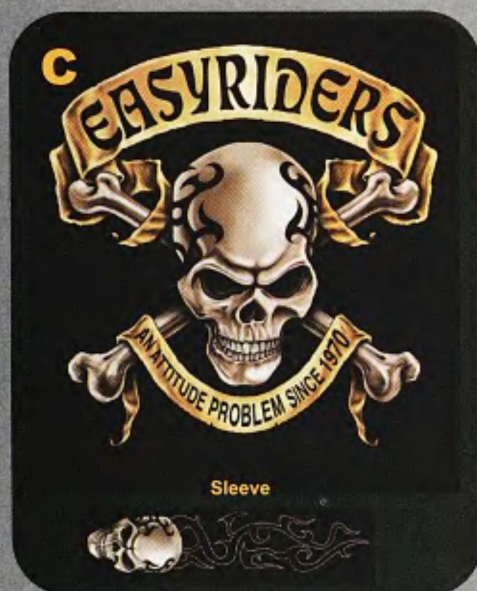
SS 5056 M-XL/2X/3X
\$19.95/\$21.95/\$23.95

TO ORDER CALL: 800-247-6246 OR FAX: 386-673-8266



A BAD EXAMPLE
 SS 8945 M-XL/2X/3X
 \$19.95/\$21.95/\$23.95

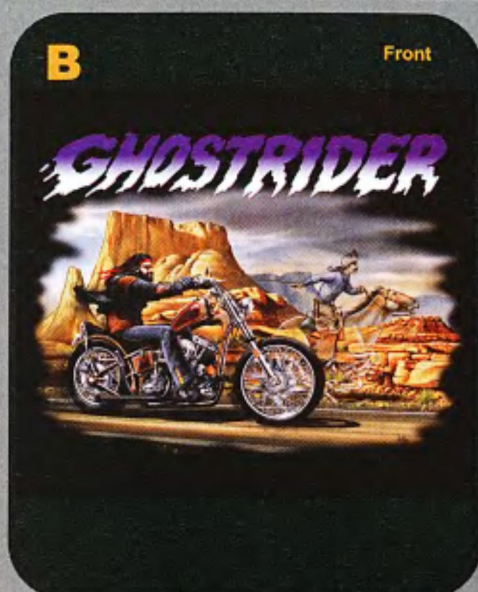
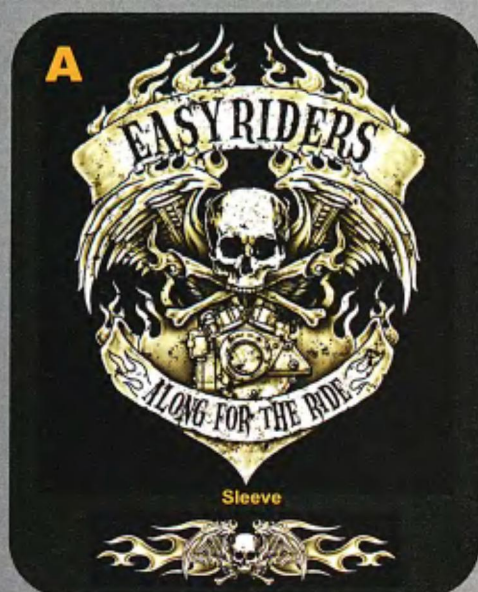
B NEVER FORGET
 SS 8715 M-XL/2X/3X
 \$19.95/\$21.95/\$23.95



C ATTITUDE POCKET TEE
 SS 4108 M-XL/2X/3X
 \$20.95/\$22.95/\$24.95
 LS 5086 M-XL/2X/3X
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D FIRED UP
 SS 4102 M-XL/2X/3X
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SS 4134 M-XL/2X/3X

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LS 5098 M-XL/2X/3X

\$27.95/\$29.95/\$31.95

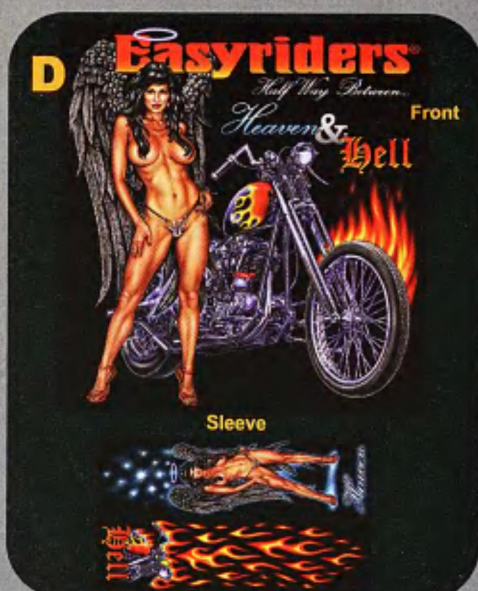
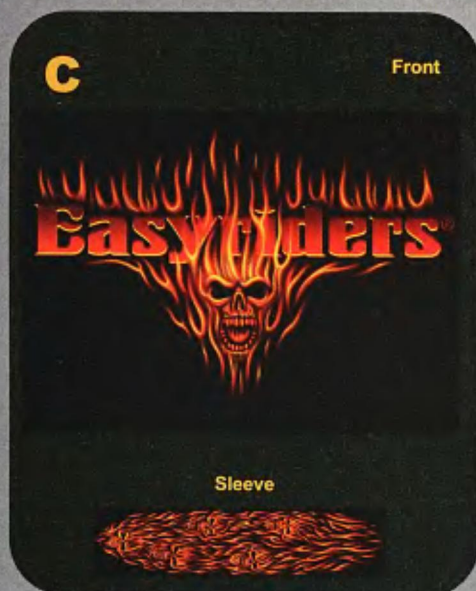
B GHOST RIDER

SS 8580 M-XL/2X/3X

\$19.95/\$21.95/\$23.95

SWEAT 6609 M-XL/2X/3X

\$32.95/\$34.95/\$36.95



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SS 8949 M-XL/2X/3X

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SS 8943 M-XL/2X/3X

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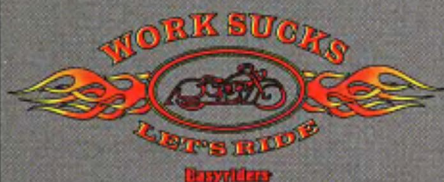
LS 8219 M-XL/2X/3X

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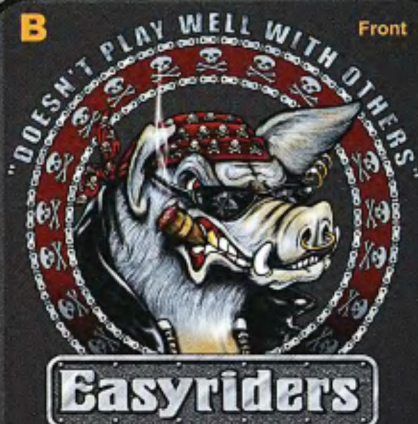
Front

**A WORK SUCKS**

SS 8947 M-XL/2X/3X
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B

Front



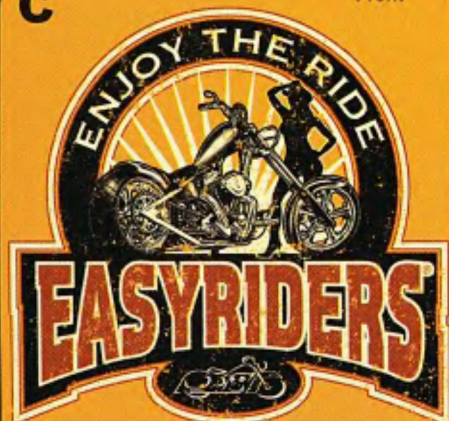
Sleeve

**B DOESN'T PLAY WELL**

SS 8122 M-XL/2X/3X
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LS 8129 M-XL/2X/3X
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C

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Thermal 5091 M-XL/2X
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D

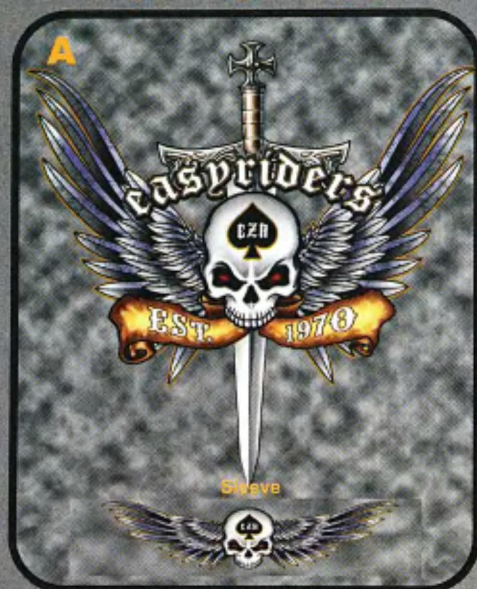
Front

**D PIN-UP**

SS 4141 M-XL/2X/3X
\$19.95/\$21.95/\$23.95

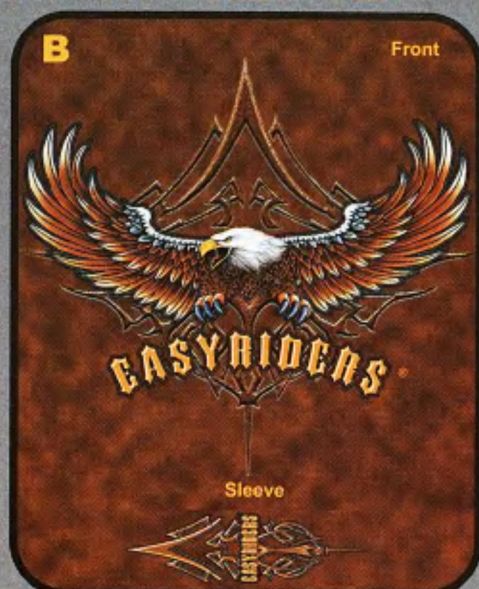
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TIE DYED



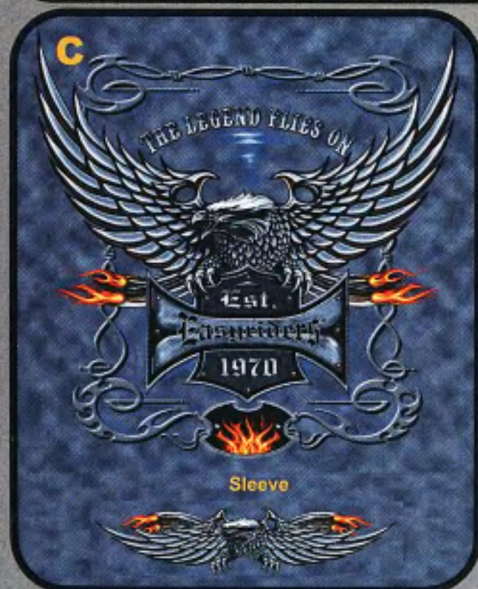
A BITE ME TIE DYE

SS 4109 M-XL/2X/3X
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LS 5085 M-XL/2X/3X
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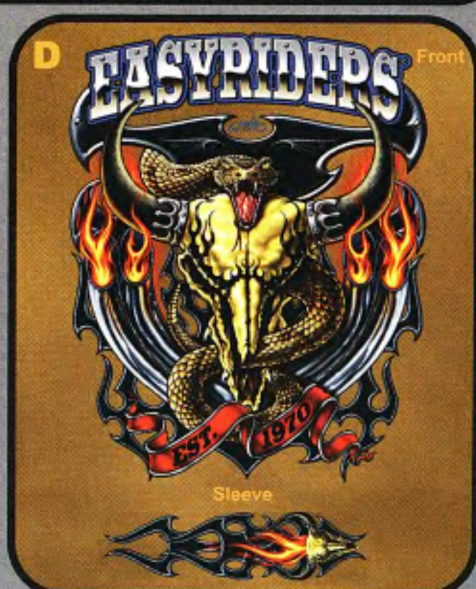
B BRONZE EAGLE TIE DYE

SS 4308 M-XL/2X/3X
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LS 5306 M-XL/2X/3X
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C CHROME EAGLE TIE DYE

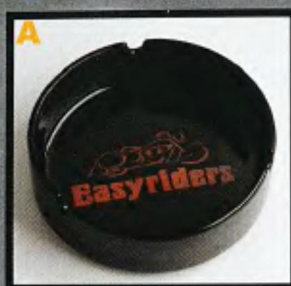
SS 4123 M-XL/2X/3X
\$23.95/\$26.95/\$29.95
LS 5093 M-XL/2X/3X
\$29.95/\$32.95/\$35.95



D BUFFALO SNAKE TIE DYE

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7215

D. Fired Up

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E. Ghost rider

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7217

G. Fired Up

7218

Logo Shot Glasses

H. Clear

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I. Black

610000 \$5.00

J. Tall

610004 \$5.00

K. Stainless Travel Mug

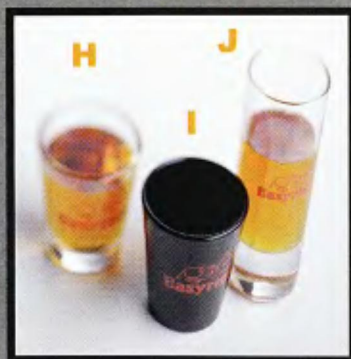
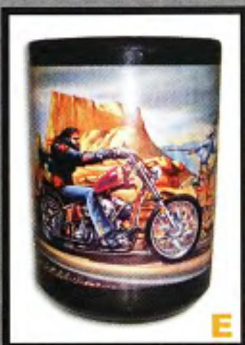
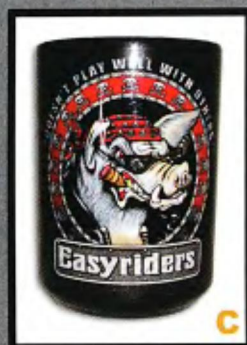
7205 \$8.95

L. Collapsible Koozie

7203 \$3.95

M. Zippered Bottle Wrap

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H. Tye-Dye Woodstock

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I. Ruffled Feathers

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J. Fired Up

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K. Iron Cross Beanie

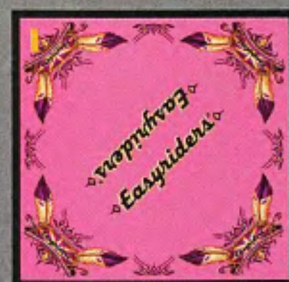
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L. Stripe Beanie

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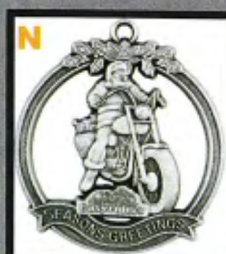
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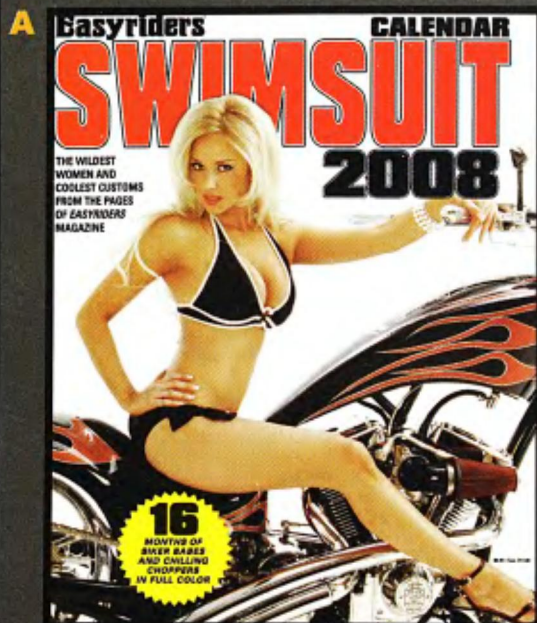


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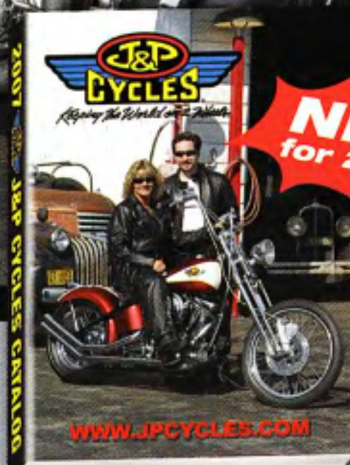
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