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415 • January 2008

Easyriders

Seat & Luggage Guide

PT Customs'
Bobber



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INSIDE: Big Bear's
Ride The Mountain



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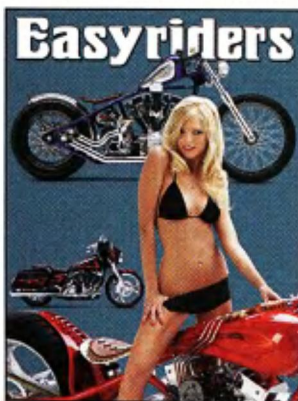
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Don Rogers. Imaging by Jeff Biggs.

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Needs Help

I came across this old bike in 1983 and have kept it all these years, always wanting to fix it and ride it, but I can't find parts.

Does anyone have any information on this bike? I don't have a computer.

I bought a 2004 Sportster in May and really enjoy riding it, but I'd still like to ride this one before I die. The only thing I've been able to find out is that it's a James bike.

Thanks. I enjoy your mag.

Ricky Hughes

121 Braz St.

Bonham, Texas 75418-4845

How about it out there, anybody got a clue?

Motorcycle Wreck Unbelievable

Here are some photos of a motorcycle wreck my boyfriend Paul Richardson had. He was slowing down to pull in to a driveway and a woman in her 70s didn't see him and rear-ended him on his '07 Deuce. Thank god he walked away with a sprained wrist, a badly bruised swollen hip, and an arm with a lot of road rash.

This puts a whole new meaning to watching your back everywhere you go. To get the motorcycle apart, they had to jack the car up and let the air out of the tire. The car was towed off on a rollback tow truck, and the motorcycle was



hailed off in the back of a pickup truck and later taken to the Harley shop.

Mahala Runyon

Athens, Ohio

Pissed Off At Joke

Having been a faithful subscriber to your magazine for many, many years, I feel obligated to write to you regarding a recent "joke" which appeared in your September issue.

The author of same was Flat Bob from Orlando. He attempted to find some humor in a "biker" who shoots the "Mexican and Arab" that he is drinking with. The joke was stupid and inappropriate. I find your staff lacking in many categories to allow such a submission.

I hope you agree.

The Truth

West Bloomfield, Michigan

No, we don't.



Chillicothe Rodeo

Just wanted to write and tell you that my ol' lady and I had a hell of a time at the Chillicothe Rodeo (above). Nothing beats the three Bs — bikes, boobs, and beer! You guys put on one shit hot party. Great music. Good food. Cold beer. Killer scoots and lots of pretty titties!

I do have one complaint though. The excess number of ATVs and golf carts in the campground made riding a bike nearly impossible. If I hadn't known better I would have sworn I was at an ATV convention. My guess is that one in 100 vehicles cruising the campground was a bike until around 3:00 a.m. when the ATVs and golf carts finally slowed down. I love a good time as much as the next guy and hate a lot of rules, but something needs to be done to limit the amount of vehicles other than bikes that cruise the campground. This is, after all, a "BIKE" event.

Keep the shiny side up. See you next year.

Steve Gillen
Middletown, Ohio

The Rodeo's head boncho, John Green, tells us there will be new regulations regarding ATVs at Chillicothe next year. He's fed up with 'em too.

Female Riders

Hey, guys, just wanted to let you know that you have a lot of female riders out there who really enjoy the mag. So we like seein' our stories, pics, bikes, parties, etc.

My club's in its 27th year, and we're well over 100 strong. So please remember us. We're out here, and our numbers are getting bigger every day.

"TakeOff"
Chino Valley, Arizona

Glad to hear it. You sisters are more than welcome. As long as you know your place! Heb, heb, just kidding.

Thanx

Just wanna drop a line and say "Thanx" for keeping my spirits up. I've been an *Easyriders* reader for quite some time and subscribed for regular delivery since I've been over here in Iraq (Mosul).

Had me an '88 Sportster 1200, but the ol' lady (ex now) didn't keep up with the payments, so my scooter got "repoed" because I had used it as collateral. (It was paid for.)

I was in Desert Storm back in 1993 and got out of the army in '97 but re-enlisted in the reserves in 2005. Now



I'm back over here in the sandbox.

Gonna save up enough to get another ride when I get home. This time with no bitches to worry about.

Anyway, here's a photo for you.

Loi Kemple
Cyberspace

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Mix 'n' Match

Something Old, Something New, Something Borrowed And A Whole Lot Of Blue

PT Customs up in Somers, Connecticut, about 20 minutes outside Hartford, is your basic full-service shop tending to everything from an oil change on up. Mike Vlitsch tells us these days it's the baggers getting most of the play and PT does 'em all, modified

stockers to full-blown customs. But the first love for these guys from the Nutmeg State are the bikes like this one, which happens to be Mike's personal ride. He says he usually ends up selling everything he builds—that's why PT's in business—but he's in no hurry to



unload this little bobber, not just yet. Who would be? A lightweight, extra clean point-and-shoot scooter like this is just way too much fun to pass on.

Besides just looking the part, Mike says his Paughco-framed rigid is one "very, very reliable bike that runs like a top, turns on a dime and leaves the stoplights like a bat out of hell." Bottom line: there's loads of big-time around town fun here. Working with that Paughco frame and a brand-new 93-inch S&S generator/shovelhead to provide the push, the rest of the bike is mostly a product



of PT Customs. It all came together in about a month's time with some interesting twists and turns.

Let's start at the front. That's a 21-inch black nickel-plated rim laced to a spool hub, and mounted up with an Avon Speedmaster. It sets a nice tone, especially when coupled with that straight-forward set of forks Mike whipped up. Those are Indian Scout lowers after a PT Customs shave-and-a-haircut to smooth things out. Mike did preserve the option to mount a disc brake up there, should he decide to sell. And speaking of that someday-sale, Mike also included both a starter motor and a kicker: a pedal for when you want to look cool, the button for when you just want to start up and go. But getting back to that front end. The headlight atop all that's an interesting piece. It's a refurbished fog lamp from a '36 Pontiac, and Mike didn't leave the old car swap meet with just that one goodie. The foot controls here are genuine Model A Ford toolkit wrenches, bent and reformed to do a new job. Moving a little further back now, check out the air filter. It's a chrome bonnet from an old hot rod's Stromberg '97 carburetor, and Mike didn't end his automotive

connection there. The rear fender, another classic looking piece, was made from a spare tire cover scrounged from a 1930s-era car. It's covering another Avon, 16-inch, 150-series rubber, this time, big enough to look good, small enough to handle great. Rounding things out from the four-wheel world, those are '63 Corvette flags stuck on a NYC Choppers finned oil tank. Mike polished the whole thing then sprayed some flat black paint between the fins bringing to mind an aftermarket GM valve cover.

Now run your eyes up top. For a gas tank Mike took an old Sportster piece and beat in both sides to a smooth, concave shape. He lowered the tunnel, too. The tank sits high and proud now and holds more fuel. Have you checked out

the brasswork adorning those reshaped flanks? They are ancient skeleton-key escutcheon plates—antique brass pieces unscrewed from a pair of old house doors. One of those doors gave up its brass knob, too; it's now holding the handlebars on—handlebars that PT crafted with internal controls for both the throttle and clutch. The pipes are also PT one-offs and, unlike plenty of pan and shovel bikes, the front pipe here is full-size all the way. It's not crushed down as it snakes between the engine case and the frame tubes. The paint was done right at PT, as well.



Everything first sprayed with metal-flake silver and then followed up with a mix of cobalt blue and oriental blue.

"I'm sure I'll sell it someday," Mike says. "Just not right now. Way too much fun here, man. I love the way this one turned out." He's not alone there.

—Joe Kress





Owner: Michael Vitsch
City: Somers, Connecticut

GENERAL

Designer: Michael Vitsch
Fabrication: PT Customs
Year/make: 2006 PT Customs
Model: The Bobber
Assembly: PT Customs
Time: 3 weeks
Chroming: Allied Plating

ENGINE

Year and make: 2006 S&S shovelhead
Displacement: 93 cubic inches
Ignition: Mallory
Cam: S&S
Carb: S&S

Air cleaner: PT Customs
Pipes: PT Customs

TRANSMISSION

Year/make: 2006 RevTech
Shifting: foot, kicker

PAINTING

Painter: Ben, PT Customs
Color: blue & silver metal-flake
Type: House of Kolor

FRAME

Year/make: 2005 Paughco
Type: rigid
Rake: 34 degrees

ACCESSORIES

Handlebars: PT Customs
Handlebar controls: PT Customs
Fenders: PT Customs
Headlight: PT Customs
Taillight: Model A Ford
Pegs: PT Customs
Foot controls: PT Customs
Gas tank: PT Customs
Oil tank: Paughco
Seat: Allie's Tack & Feed
Mirrors: none
Grips: Harley-Davidson

FRONT END

Type: Indian
Builder: Indian/PT Customs

WHEELS

Make: Black Bike
Size: 21-inch front, 16-inch rear
Tires: Avon
Brakes: Exile

Photos: Dino Petrocelli
Contact: PT Customs;
Somers, Connecticut; 860-749-3780



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The Custom rocker box kit (0940-0677) retails for \$432.95. Talk to your Drag Specialties dealer or visit them on the Web at www.dragspecialties.com.



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Go to www.corbin.com or call Corbin at 800-538-7035 for information.

Bollocks to the big guy in red

It's about that time of year when some fat bastard apparently squeezes his big arse down your chimney and drops off a bunch of useless crap you end up giving to that cousin you never really liked for his next birthday.

Fear not, Exile Cycles is here with a new embroidered work shirt and a rider's jacket, nicely quilted and with elasticated inner sleeves. There are a couple of great-looking new shirts fresh off



the design table too. Rounding things up are a hooded sweatshirt and a bunch of stylish, sexy stuff for the ladies.

So, "Bollocks to the fat bloke in the red suit" they say, Exile loves you and cares that you look badass. Ride the Web to www.exilestyle.com to find out more.



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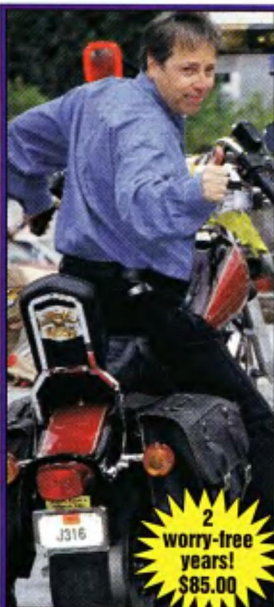
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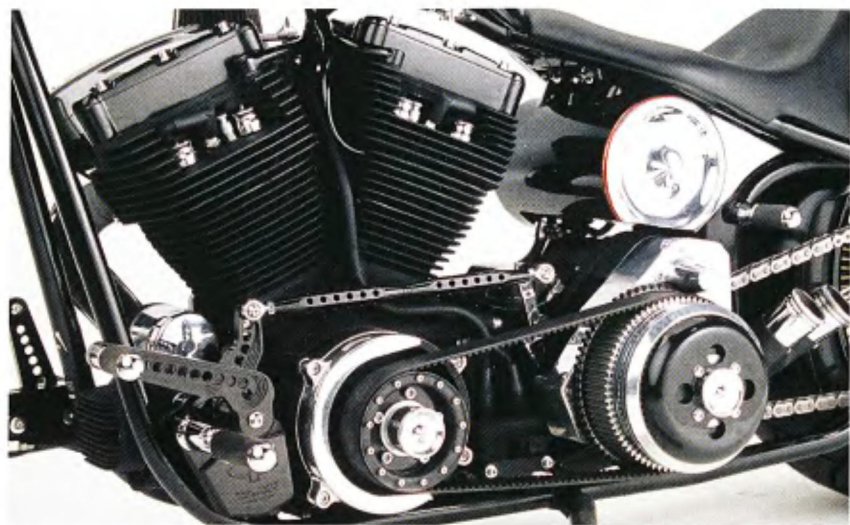
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"After 40 years in the business, I finally learned that sex sells."



Make that a '67 Cadillac Eldorado. Paul adds that this is one of his favorite choppers he's built over the years. A good customer, Ron Whitton, who owns several of Paul's custom bikes, now owns this one, and he's riding all over the place.

Some of the innovative styling elements on this bike, built in 2004, would carry forward onto later PYO bikes because they were so successful. "It was the first bike on which we cut down a belt drive, trimming it from 3 to 2 inches to make it look older, more antique. It was also the first time we drilled a bunch of holes in the heat-shields and that carried forward into

Straight Up Pimpin'

Things To Do In Phoenix When You're Not In Mexico

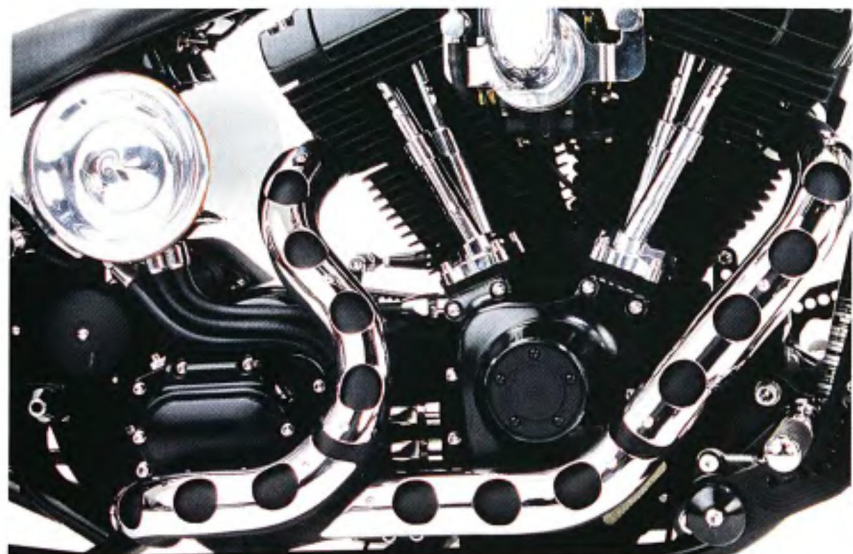
"It was always meant to be kind of a 'pimpy' bike, what with the 120-spoke gold laced wheels and some really tall apehangers," says the bike's builder, Paul Yaffe. Paul was just back from some R&R in Mexico where he enjoyed beautiful sunsets, did some jet skiing and saw the bottom of several Margarita glasses, not necessarily in that order.

Now back in Phoenix and immersed into the maelstrom of work at his shop, he's telling us how he pimped his ride,

so to speak. Talking about the "badboy tuxedo" look of his all black chopper seen here, he says, "It's just got a great little attitude going for it and is really phenomenal to ride. It's actually very comfortable thanks to its overall balance and the smooth Twin Cam B motor. It also has a really tight turning radius because of the narrowed springer front end so you can really whip it around traffic. It looks like it would be hard to ride, but it really rides more like a Cadillac."







a conservative guy. "He's not someone you'd think would be on that bike. But he has a penchant for wild, radical motorcycles. He and his son also race Baja trucks. He's 65 years old and just went to Laughlin for the truck jumping competition and jumped 140 feet or something. I'm also building him a 135-inch hot rod bike that's just about impossible to hold on to. I'm not sure if he's jumped anything with the Pimp Chopper, but he keeps it looking good—although when he brings it in for servicing, I do manage to keep it a couple days longer than necessary, so I can ride it again."

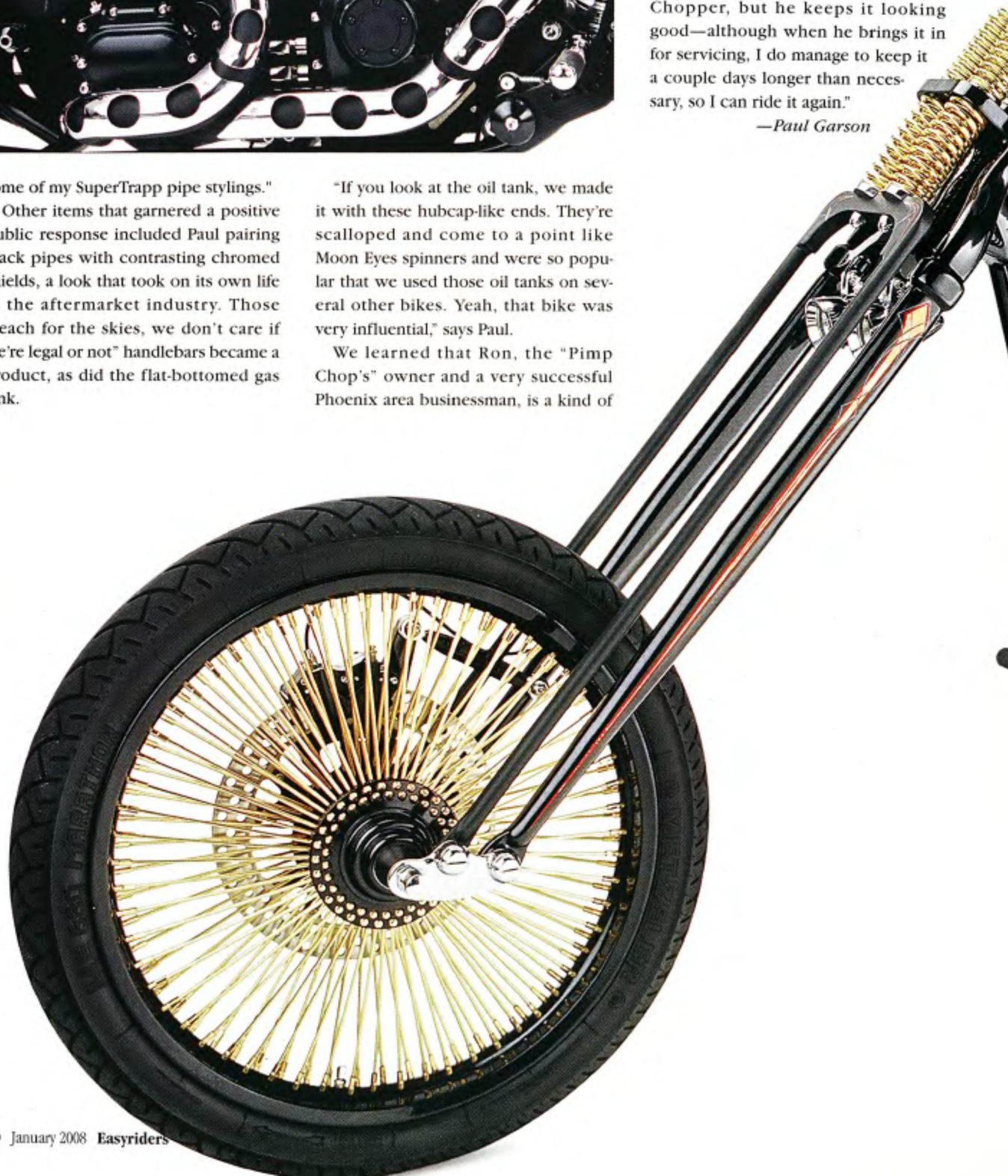
—Paul Garson

some of my SuperTrapp pipe stylings."

Other items that garnered a positive public response included Paul pairing black pipes with contrasting chromed shields, a look that took on its own life in the aftermarket industry. Those "reach for the skies, we don't care if we're legal or not" handlebars became a product, as did the flat-bottomed gas tank.

"If you look at the oil tank, we made it with these hubcap-like ends. They're scalloped and come to a point like Moon Eyes spinners and were so popular that we used those oil tanks on several other bikes. Yeah, that bike was very influential," says Paul.

We learned that Ron, the "Pimp Chop's" owner and a very successful Phoenix area businessman, is a kind of







Owner: Ron Whitton
City: Phoenix, Arizona

GENERAL

Designer: Paul Yaffe Originals
Fabrication: Paul Yaffe Originals
Year and make: 2004 Paul Yaffe Originals
Model: Pimp Chopper
Assembly: Paul Yaffe Originals
Time: 12 months
Chroming: Gold Tech

ENGINE

Year: 2004
Model: Harley-Davidson Twin Cam B
Ignition: Twin-Tech
Displacement: 95 inches

Lower end: Harley-Davidson

Balancing: factory
Pistons: Harley-Davidson
Cam: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): Kehin CV
Air cleaner: Force Downdraft Twin-Tech
Pipes: Paul Yaffe Originals
Transmission: Harley-Davidson 5-speed
Modifications: black finish
Shifting: foot

PAINTING

Painter: Gary Crisp
Color/type: House of Kolor/ black and gray
Special paint: Ron Hernandez

FRAME

Year: 2004
Builder: Paul Yaffe Originals
Type: rigid
Rake: 40 degrees
Stretch: up 6
Shocks: none

ACCESSORIES

Bars: Paul Yaffe Originals Pit Coolers
Handlebar controls: PM
Fenders: no front/rear Paul Yaffe Originals
Fatty 105
Headlight: Headwinds
Taillight: Paul Yaffe Originals Maltese
Dash: Paul Yaffe Originals
Pegs: Paul Yaffe Originals Ali Baba
Gas tank: Paul Yaffe Originals
Oil tank: Paul Yaffe Originals
Oil system: Paul Yaffe Originals oil cooler
Seat: Guy Tieman
Mirrors: Paul Yaffe Originals Cross Eyed
Grips: Paul Yaffe Originals

FORKS

Type: springer
Extension: yes
Builder: Paughco

WHEELS

Size: 21-inch front/18-inch rear
Wheels: Paul Yaffe Originals/Black Bike Pimp
Tires: Metzeler
Brakes: Exile
Photos: Fesler Productions
Contact: Paul Yaffe Originals
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NERVOUS NEWBIE

I read your tips on installing panhead intake manifolds. Could you write something like that for Evo manifolds, too? I am new to wrenching and am still learning the tricks of the trade. Sometimes it takes me two hours to put one on and I am always nervous about stripping the top holes in the heads.

Newbie Bob

Put the bottom bolts in first, but turn them in only four or five threads to leave room for the manifold clamps to slip over them. Put the clamps with the seals and top bolts in place on the manifold. Note that the clamps are marked front and rear. They are not interchangeable. Slide the manifold assembly in until the clamp slots seat on the bottom bolts. Be sure the seals didn't get dislodged. Stick two fingers into the manifold and move it up and down until you feel one of the manifold runners line up with the port. Start the top bolt on that side, align the manifold and port on the other side, and start that bolt too. Tighten all four bolts evenly in a cross-pattern a little at a time. A T-handled ball-end Allen wrench and L-shaped ball-end Allen wrench with the short end ground down to 1/2-inch will make working on those Allen bastards easier. So would swapping them out for 12-point automotive header bolts of the same length and thread pitch.

CRAZED ELECTRONS

I don't understand why instructions always say to remove the wire from the ground side of the battery when it is always the positive one that throws the sparks.

Homeboy

Removing the ground wire is safer than removing the positive one. It is safer to remove the ground wire because if you accidentally brush a wrench against the frame while removing it, and the other end of the wrench is touching the ground side of the battery nothing will happen since that terminal is connected to the frame. Be aware that even after the ground wire is removed, if you bridge the positive terminal to the frame, completing the circuit, sparks will fly because millions of crazed electrons make a mad dash for freedom.

CURIOUS ABOUT CARBS

I'm one of the smart/lucky ones who got a Twin Cam Electra Glide with a carburetor instead of EFI. I want to give it some more juice but without adding 95-inch pistons. I already have SuperTrapp slip-on mufflers and have settled on bolt-in Andrews cams and a Crane ignition, but I can't decide between an S&S Super E carburetor and a Mikuni HSR 42. Which one is better?

Online Joey

It depends mostly on whether you want a teardrop air cleaner or a round one. Seriously, they're both good carburetors. Mikunis have the reputation of being easier to get along with for people who have an iffy cam-exhaust combination but at the expense of being more complicated to tune if they need a tweak. S&S carbs flat out hate stupid exhausts, but they're so simple that Bongo the Chimp could probably tune one if you gave him a stubby screwdriver and a 5/8-inch wrench. Either carb should work fine with the combination you've put together.

GOOD, BAD, OR UGLY

I was thinking of putting an AIM lock-up clutch head in my 80-inch FXR. Have you heard anything about them?

Scarpia

I've heard only good. They work and they're priced right. Pingel and Rivera handle them and both are pretty selective about the products they carry.

FACEFUL OF OIL

I had an S&S 124-inch motor put in my 2002 Ultra Classic. It runs great and has all of the folks I ride with beat by a mile, but there is one thing that bothers me. After 100 miles or so of hard riding in hot weather, I sometimes find a fine film of oil on my faceshield. My old head-breather Evo used to puke oil and make a mess around the air cleaner, but the Ultra is spotless. The only place I can find oil is on my faceshield! The mechanic who put the S&S in can't explain this. He says that the engine vents into the manifold so there is no way for oil to get out. I tried replacing the 20/50 oil with straight 50 wt. That helped but did not completely eliminate this. Do you know what might be causing it?

Oldie but Goodie

It's not unusual for a fine oil mist to escape with the crankcase pressure through the vent system, especially when riding hard and hot. I believe that exhaust reversion is causing stand-off in your carburetor, which pushes a small amount of the oil mist that should pass on through the engine back out the carb and through your air filter. Then, wind draft takes it up to your faceshield.

WHAT'S THAT TICKING?

One of the lifters in my '88 Softail has starting ticking. It is getting worse. I am a machinist and it looks like it would be easy to convert my lifters from hydraulic to solid. That seems like an easy fix that is too good to be true and I wondered what you might have to say about it.

Trent Boyette

No can do, at least not on a road bike. The problem is the aluminum cylinders used on Evos and Twin Cams. They stretch when heated all the way through. Hydraulics expand to keep the pushrods tight, but solid lifters can't do that. Solids would probably work ok in an Evo or TC barblaster, but the noise will drive you nuts on the highway.

MYSTERY MISFIRE

I have an intermittent misfire in my '77 Super Glide that has been going on for years. It only happens when the bike is hot. The lights don't flicker when this happens and I've checked the wiring harness from one end of the Glide to the other. WTF?

Sleazy

Since the lights stay on, the problem has to be in the fuel or ignition system. If you have a fuel filter, lose it for a while and see if the problem goes away. Replace it if it does. Drain your tank and float bowl and de-sludge your pet-cock. Replace your right-side gas in case there's a vent problem. On the ignition side, I think you're looking at bad plug wires or a coil that fails.

—Tom Johnson

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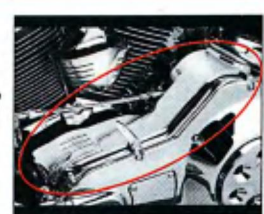
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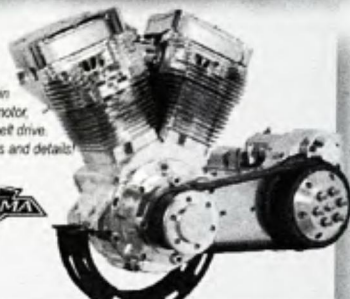
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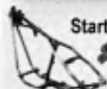


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Photos: Billy Tinney

Adios Augie

TEN GALLON TRIBUTE

Bikers have always taken care of their own. In good times and bad, the brotherhood has come through. The biker world recently lost one of its own and the tribute from riders was truly awesome. The freeway lanes in Houston, Texas, were a sea of motorcycles on Saturday, March 24, as thousands rode to honor the memory of Danney "Augie" Holley. Our senior photographer and longtime friend of Augie, Billy Tinney, called him, "A true American hero."

Augie will be missed by his family and his brothers.

—Phantom



Image: ER Archives

Hall Of Fame

MOTORCYCLE STUNTMAN BUD EKINS DIES

Veteran stuntman and motorcycle collector Bud Ekins died of natural causes on Saturday, October 6. He was 77 years old. Bud was known for being Steve McQueen's stunt double in the film, *The Great Escape*. He was famous for doing the motorcycle jump over a barbed wire fence in that film.

Bud did stunts in such movies as *Earthquake*, *Towering Inferno*, *Animal House*, *The Blues Brothers*, and did Steve McQueen's stunts in the film, *Bullitt*. He also worked as a motorcycle stuntman on the TV series *CHiPs*.

Ekins owned two bike shops in Southern California and collected antique motorcycles, amassing over 150 bikes at one time. He also was the founder of the Baja 1000 race back in the 1960s. He was inducted into the Motorcycle Hall of Fame in 1999.

—Dave Nichols

Coast To Coast

Biker News

"SUPERSPORT" MOTORCYCLES UNDER FIRE FROM INSURANCE

INSTITUTE: A recent media blitz by the Insurance Institute for Highway Safety, an insurance industry trade group, purports that so-called "supersport" motorcycles are nearly four times deadlier than all other types of bikes and have the worst overall insurance losses.

The IIHS study, which basically reviews existing federal FARS (Fatal Accident Reporting System) data and calculates motorcycle fatalities by type of bike, blames the growing popularity of racing platform cycles amongst younger riders in part for a dramatic increase in U.S. motorcycle deaths, according to a September 11 article in *USA Today*.

Motorcycle fatalities jumped 59% from 2000-2005, while overall U.S. motorcycle registrations climbed 51%, but supersport registrations were up 83% and accounted for 28% of motorcycle fatalities while representing about 9% of registered motorcycles. So, while overall fatalities per 10,000 registered motor cycles went up from 7.1 in 2000 to 7.5 in 2005, supersports were credited with 22.5 deaths per 10,000 registrations.

The "sport and unclad sportbike" category of motorcycles, also noted for their speed and agility, posted a fatality rate of 10.7 per 10,000, while "touring" motorcycles were 6.5 and "cruisers and standard motorcycles," which comprise the bulk of motorcycle registrations, were statistically underrepresented at 5.7 fatalities per 10,000.

The study criticizes manufacturers for promoting the speed of supersport bikes, noting that speed was cited as a factor in 57% of the supersport fatal crashes and 46% of the fatal sport and unclad sport motorcycle accidents.

"Short of banning supersport and sport motorcycles from public roadways, capping the speed of these street-legal racing machines at the factory might be one way to reduce their risk," suggests the IIHS report on the study.

In the late-80s the IIHS convinced Missouri Senator John Danforth to introduce a bill in Congress calling for horsepower limits on all motorcycles sold in the U.S., but he withdrew his controversial

"Super Bike Ban" following intense lobbying by motorcyclists' rights activists and the motorcycle industry.

MOTORCYCLE SALES SLOW: The runaway freight train of motorcycle sales may finally be slowing down. For more than a decade, motorcycle dealers have enjoyed record sales figures, often showing double-digit annual increases, defying nationwide economic slowdowns and stock market dips. But for the first half of 2007 the MIC reports that U.S. motorcycle sales are down for the first time since the mid-90s, and were off by 7% compared to the first six months of last year.

Theories abound, with some suggesting the rise in gas prices and bleak economic picture are making consumers cautious. Others say sub-prime concerns in the housing and auto sectors are making loans less available. Others blame a summer of freaky weather. Others say the slight decline in sales nationwide is a blip that won't last, and point out that 2007 will still be the third-largest year for motorcycle sales.

Dealers noted that with supply catching up to demand nationwide, consumers are getting better deals with financing incentives, stable pricing, and value-added features such as anti-lock brakes, fuel injection and other technical improvements for very little additional cost to consumers.

Dealerships have reported seeing an increase in sales of touring bikes and sport-touring models, as graying riders—and their passengers—seek bigger more comfortable rides. Another trend, again driven by the aging biker population, is the move to trikes. New bike buyers are also demanding such add-ons as satellite navigational systems, even though they are relatively expensive.

Motorcycle sales nationally have always been somewhat independent of practical economics. Wade Rice of Rice Honda-Suzuki-Victory told the *Rapid City Journal*. "They say 3% of the population rides motorcycles. That's the bad news," Rice said, but from the dealers' perspective, "The good news is that 28% want them."

SOUNDING OFF ON THE NOISE ISSUE:

As record numbers of motorcycles hit the road, states and localities from Denver to New York are cracking down on cycle

noise. Motorcycles have set new sales records for 14 consecutive years, with 1.2 million new bikes sold last year, but not everybody is happy with the sound of that. As of July 1, riders in New York can get slapped with \$440 in fines for having loud exhaust pipes. Those revving their engines too loudly in Lancaster, Pennsylvania, can get \$150 tickets. In Daytona Beach, a city ordinance prohibits operating "any noise-creating device for the purpose of drawing attention to the source of the noise." Denver now allows police to fine the owners of motorcycles with mufflers that are not certified by the EPA, which sets federal noise-pollution standards.

Colorado AIM Attorney Wade Eldridge successfully challenged the first two tickets issued under Denver's new noise ordinance, largely because the police didn't use sound meters, and ABATE of North Dakota is planning a court challenge and has enlisted the assistance of AIM Attorney Ralph Vinje to fight two citations issued under a new Bismarck municipal noise ordinance, where officers armed with portable decibel meters have been overzealously enforcing the new law since it went into effect August 1st.

Ralph Vinje, who owns a Harley-Davidson with non-stock exhaust, told the *Bismarck Tribune* that if the police order an engine be revved for testing purposes there isn't much choice, but he wouldn't submit to the test voluntarily. "The ability to make noise is not the same as making noise. If they stop me for little or no reason and have you rev up your engine, that's like asking you to break the law."

"My speedometer indicates my vehicle is capable of doing 120 mph, but that doesn't mean I will," added Michael Jay, executive director of ABATE. Ralph and Michael feel that loud pipes do provide extra protection for motorcyclists, announcing their proximity to drivers in enclosed vehicles.

The noise law "lends itself to arbitrary and discriminatory enforcement," said AIM Attorney Eldridge, who is also legal counsel for the Confederation of Clubs of Colorado. "The police can stop you for whatever reason."

CANADIAN COLORS CASE GOES TO COURT:

In what is believed to be a provincial first, a trial date has been set for a Hell's Angels member who was charged

CONTINUED ON PAGE 30

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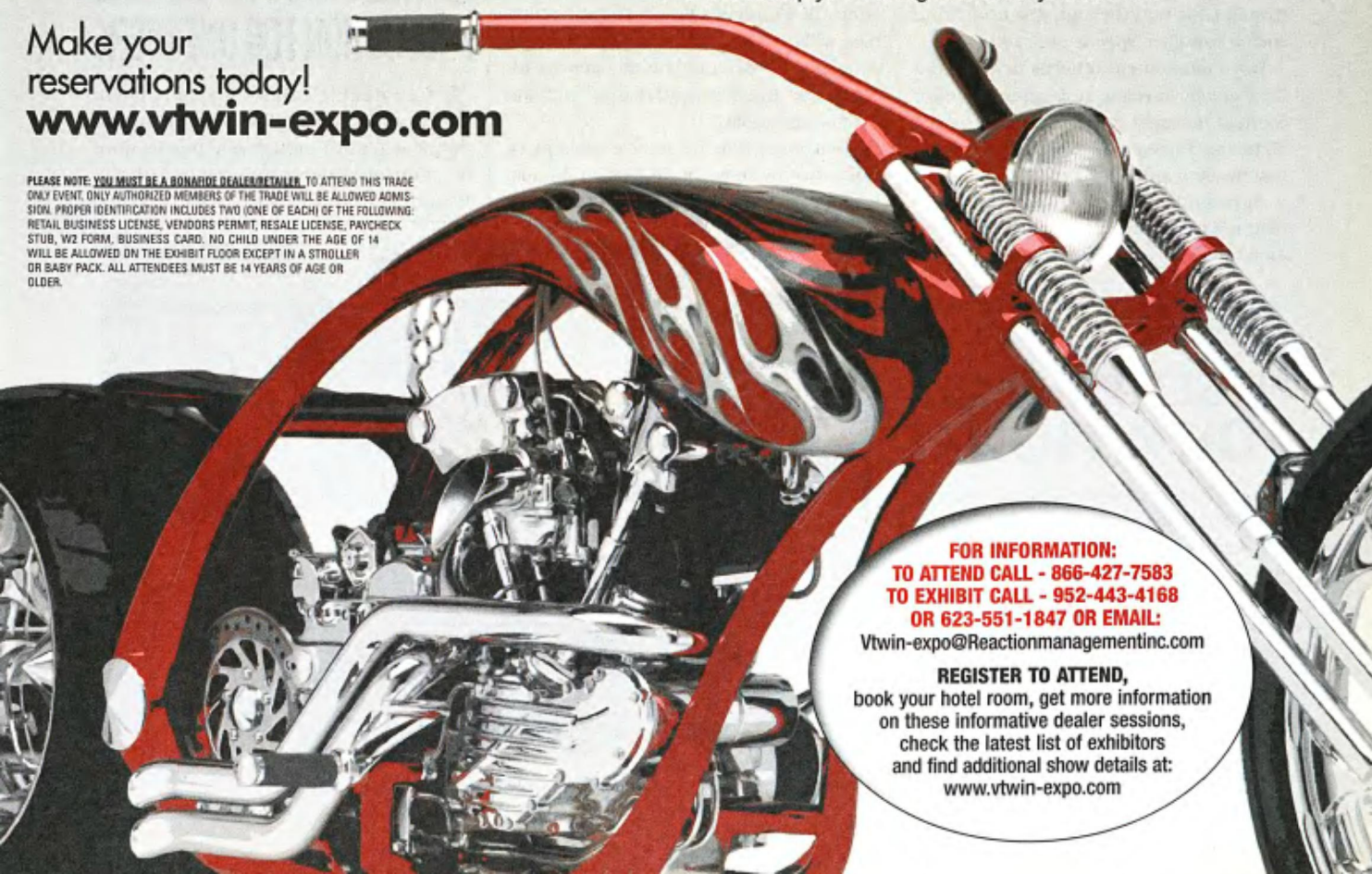
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Biker News CONTINUED

for wearing his club colors in a bar in violation of Saskatchewan's new colors ban.

He was charged with the ticketable offense under a provision of the Canadian Safer Communities And Neighbourhoods Act (SCAN) that makes it against the law to wear "gang colours" in licensed establishments like bars. Under the act, "colours" refers to "any sign, symbol, logo or other representation identifying, associated with or promoting a gang or a criminal organization."

On June 9, during the same weekend as a poker run involving the club, Moose Jaw Police were checking local bars for SCAN infractions when they noticed the biker wearing his colors.

Under SCAN, those found guilty of a first offense under the gang colors section of the legislation face a maximum \$10,000 fine and/or one year in jail. Subsequent offenses carry a maximum fine of \$25,000 and/or one year in jail.

2 WHEELS + 160 MPH + SCHOOL ZONE = 3 YEARS BEHIND BARS:

According to NBC, a 20-year-old Mesa, Arizona, motorcyclist was recently sentenced to three years in prison for riding his 2006 Honda CBR 600 through a school zone and crosswalk at speeds over 160 mph.

Law enforcement officials first spotted the ex-racer traveling at roughly 140 mph through morning rush hour traffic, and a 30 minute pursuit ended with a foot chase that resulted in the man's arrest.

Apparently, his history of reckless driving and riding under a suspended license didn't help his argument in court.

—Bill Bish,

National Coalition Of Motorcyclists

Helmet Fight

NC GETTING READY FOR A FIGHT!

Some freedom fighters around the country suspect a revised effort by both federal and local governments to achieve helmet reinstatement laws in 2008. North Carolina is already in the middle of this controversy. Although North Carolina already has a mandatory helmet law, in effect since 1967, it boasts one of the country's worse safety records. The legislature, in an effort to avoid answering the question about helmet effectiveness, instead passed new legislation requiring

helmets meet the FMVSS 218 standard. Police in North Carolina interpret that as helmets must be DOT approved. Of course there's no such thing in fact or law, but that hasn't stopped the increased enforcement practices, tickets and threats of confiscation of motorcycles by police.

The law doesn't go into effect until January 2008, but police are already out conducting sweeps and roadside stops. BOLT of the Carolinas and CBA/ABATE were able to convince the Senate Judiciary Committee to remove the helmet section from House Bill 563. The author of the helmet section, Rep. Sutton, was able to reintroduce that section into the bill through an amendment offered by Senator Ed Jones. The bill passed and was signed into law by Governor Easley on August 17, 2007.

North Carolina now faces the same battle California has been fighting over the past dozen or so years—the constitutionality of a vague law. Although Rep. Sutton assured the committee there would be a list of approved helmets, no list exists nor probably ever will. Neither NHTSA nor DOT approve helmets. Yet, the police are acting as though they do and a list exists. This needs to be aggressively challenged in court. BOLT advises that each "not guilty" plea will cost North Carolina over \$800 to prosecute. That should be an incentive for every true freedom fighter to go out and get ticketed today.

Some interesting turns have taken place since this the news hit in North Carolina. It seems the new NHTSA director, Nicole

Nason, has put the lid on anyone speaking to NHTSA subject experts. Any questions about policy concerning this issue have to be presented through political appointees now. So much for calling NHTSA and getting them to speak directly to us as we did many times in the past. I don't think they want us knowing too much about how they work. Also, part of the bill that passed in North Carolina contains a section that allows municipalities to selectively restrict citizens from protesting on public streets. What's going on here? Maybe these huge helmet rallies are effective and the government wants to restrict one of our most sacred rights, the right to object or seek redress.

BOLT of the Carolinas has created the Biker Court, a Web site to inform people about helmet tickets and how to fight them. They also created T.I.T.S., the Ticket Information Tracking System, a tool to educate people on how to fight helmet tickets. Visit boltcarolinas.org or go to bikercourt.com. —Tony "Pan" Sanfelippo

Industry News

HARLEY SHUTS DOWN PRODUCTION FOR ONE WEEK

After dealer sales fell sharply in August, Harley-Davidson reports that it will curb motorcycle production by shutting down production at three Wisconsin factories for a week after



Trucks are for sissies.

Thanksgiving. Those plants include the powertrain operations in Wauwatosa and Menomonee Falls and another in Tomahawk. Assembly plants in Kansas, Missouri, and York, Pennsylvania, also will shut down the week of November 26. The company intends to take additional steps to achieve production reductions, but didn't give any details.

The company will not pay its employees during the shutdown, said Bob Klein, a spokesman for Harley-Davidson, but workers laid off during the shutdowns will continue to receive health care coverage. The manufacturer will recall all laid-off workers after the shutdown. Harley-Davidson believes this solution is the best option for balancing the needs of their stakeholders.

—Hawg Dawg

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

TITLE: Easyriders; Publication No.: 0046-0990; Filing Date: 10/1/07; Frequency: Monthly, 12 Issues Per Annum; Annual Subscription Price: \$43.95; Mailing Address: P.O. Box 3000, Agoura Hills, CA 91376-3000; Owners: Paisano Publications, LLC, Joseph Teresi, Ellen Teresi; Known Bondholders: None; Publisher: Joseph Teresi; Editor: Dave Nichols; Managing Editor: Scott McCool; EXTENT AND NATURE OF CIRCULATION: Avg. No. Copies per issue during preceding 12 months/No. Copies of single issue Published nearest to Filing Date: A. Total copies printed - 244,038/221,255; Paid Circulation: 1. Paid/Requested Outside-County Mail Subs - 83,498/73,908; Sales Through Dealers, Carriers, Street Vendors, Counter Sales and other Non-USPS Paid Distribution: 51,614/51,816; C. Total Paid Circulation - 135,112/125,724; D. Total Free Distribution by Mail - 572,673; E. Free Distribution Outside the Mail - 1,941/1,804; F. Total Free Distribution - 2,513/2,477; G. Total Distribution - 137,625/128,201; H. Copies Not Distributed - 106,413/93,054; I. Total - 244,038/221,255; Percent Paid Circulation - 98%/98%.

EASYSIDERS (including V-TWIN Edition) CIRCULATION

	AVG. NO. COPIES PER ISSUE DURING PRECEDING 12 MONTHS	ACTUAL NO. COPIES OF SINGLE ISSUE PUBLISHED NEAREST TO FILING DATE
EXTENT AND NATURE OF CIRCULATION		
A. TOTAL COPIES PRINTED	414,923	372,934
B. PAID CIRCULATION		
1. Paid/Requested Outside-County Mail Subs	114,781	102,007
2. Sales Through Dealers, Carriers, Street Vendors, Counter Sales & other Non-USPS Paid Distribution	84,280	87,672
C. TOTAL PAID CIRCULATION	199,061	189,679
D. FREE DISTRIBUTION BY MAIL	1,087	1,392
E. FREE DISTRIBUTION OUTSIDE THE MAIL	3,191	2,855
F. TOTAL FREE DISTRIBUTION	4,278	4,247
G. TOTAL DISTRIBUTION	203,339	193,926
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PERCENT PAID CIRCULATION	98%	98%



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Biker Shack 411, LLC
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256-476-3384

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
954-587-4352

Miller's Custom Parts
1863 S. Ridgewood Ave.
S. Daytona
386-761-0858

ILLINOIS
Heritage Harley
2535 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
978-744-0125

MICHIGAN
Bubba's Tri-City Cycle
804 S. Huron - Linwood
989-697-5525

MISSOURI
Steele Thunder Custom Cycles
152 York Dr. - Marshfield
866-885-7828

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

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

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
Chopper Images & Leather
1613 Donaldson Pkwy - Dover
631-232-9000

Whittaker Motorcycle Sales
5278 Hwy 45 South - Selmer
731-645-8520

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
Mischer's H-D & BMW LLC
N. 8131 Kallom Rd. - Beaver Dam
608-887-8425

Happenings

ALABAMA

In Country MC 7th Annual Chili Cookoff
Date: Feb. 4
Place: Keys Bar, Montgomery
Info: 334-365-9615
www.alcoc.com

ALASKA

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

ARIZONA

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

2nd Annual Ride to the Ruins
Date: Feb. 23
Place: Coolidge
Info: 520-723-3009
coolidgechamber.org

ARKANSAS

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

CALIFORNIA

13th Annual CHOC Toy Run
Date: Dec. 24
Place: Orange County H-D, Irvine
Info: www.ochog.org

Easyriders Bike Show
Date: Jan. 5-6
Place: L.A. Fairplex, Pomona
Info: 800-962-9857
easyriderssevents.com

Rod, Custom and Motorcycle Show
Date: Jan. 11-13
Place: Cow Palace, San Francisco
Info: 209-744-8090
www.sfcustomshow.com

Long Beach Cycle Show and Swap Meet
Date: Jan. 13
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

Easyriders Bike Show
Date: Jan. 19-20
Place: Convention Center, Sacramento
Info: 800-962-9857
easyriderssevents.com

Grand National Roadster Show
Date: Jan. 25-27
Place: Pomona Fairplex
Info: 877-236-0632
www.rodshows.com

Arlen Ness Bike Show
Date: Jan. 26-27
Place: Convention Center, San Jose
Info: 866-907-7790
arlennessbikeshow.com

Autorama
Date: Feb. 8-10
Place: Cal Expo Fairgrounds, Sacramento
Info: 877-236-0632
www.rodshows.com

Long Beach Cycle Show and Swap Meet
Date: Feb. 24
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

COLORADO

36th Annual Poker Run & Chili Cook-Off
Date: Jan. 13
Place: Sun's of Darkness MC, Denver
Info: 303-295-9546

2nd Annual Firefighter Chili Cook-Off
Date: Jan. 13
Place: Denver
Info: www.sunharley-davidson.com

30th Colorado M/C Show & Swap
Date: Feb. 2-3
Place: National Western Complex, Denver
Info: comotorcycleshowandswap.com

37th Tri-State Swap Meet
Date: Feb. 9-10
Place: Nat. Western Stock Show Complex, Denver
Info: www.tristate-swapmeet.com

18th Super Show & Swap
Date: Feb. 16-17
Place: Phil Long Expo Center, Colorado Springs
Info: 719-487-8005
pro-promotions.com

FLORIDA

3rd Sunday Cycle Show & Swap
Date: Dec. 16
Place: Fairgrounds, East Palatka
Info: 352-793-9877
floridaswapmeet.com

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

Bike Builder Invitational & Motorcycle Expo
Date: Jan. 26-27
Place: Clearwater
Info: 813-814-1505
floridabikebuildoff.com

Concours d'Elegance
Date: Feb. 22-24
Place: Boca Raton
Info: 954-537-1010
www.bocaratonconcours.com

Bike Week
Date: Feb. 29-Mar. 9
Place: Daytona Beach
Info: 386-255-0981
officialbikeweek.com

DeLand Bike Rally
Date: Mar. 1
Place: DeLand
Info: delandbikeralley.com

GEORGIA

9th Annual Brother's Birthday Bash
Date: Feb. 9-10
Place: Wingmen's Clubhouse, Savannah
Info: 912-233-3535

ILLINOIS

Supercycle Show & Parts Expo
Date: Mar. 15-16
Place: Renaissance Hotel & Convention Center, Schaumburg
Info: www.super-cycleshow.com

INDIANA

27th Annual Hangover Rally
Date: Jan. 1
Place: Mid-West MC Clubhouse, Indianapolis
Info: midwestmc.com

Indiana Motorcycle Expo
Date: Feb. 21-24
Place: Fairgrounds, Indianapolis
Info: 317-546-4344
indianamotorcycle-expo.com

MARYLAND

Mid-Atlantic Int'l MC Show
Date: Feb. 8-10
Place: Fairgrounds, Timonium
Info: 410-561-7323
www.cycleshow.net

MASSACHUSETTS
8th Annual Northeast Motorcycle Expo
Date: Jan. 12-13
Place: Shiners Auditorium, Wilmington
Info: 978-688-8888
www.kevmarv.com

Springfield M/C Show
Date: Jan. 18-20
Place: Eastern States Expo, W. Springfield
Info: 413-467-2171
www.osegshows.com

6th Annual Northeast Motorcycle Expo
Date: Jan. 9-10
Place: Bayside Expo, Boston
Info: 978-688-8888
www.kevmarv.com

MICHIGAN

Custom Motorcycle Show
Date: Jan. 19-20
Place: Birch Run Expo
Info: 800-316-9928
www.michiganshows.com

Motorcycle Swap Meet
Date: Jan. 27
Place: Lansing Center
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Feb. 24
Place: Fairgrounds, Detroit
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Mar. 9
Place: Perani's Arena, Flint
Info: 800-968-4242
motorcycleswap.com

MISSOURI

Wide Open Bike Show
Date: Jan. 12-13
Place: 3-Trails Expo, Kansas City
Info: www.wideopen-cycle.com

Wide Open Bike Show
Date: Feb. 9-10
Place: Family Arena, St. Charles
Info: www.wideopen-cycle.com

M/C Swap Meet
Date: Feb. 10
Place: State Fairgrounds, Sedalia
Info: 816-456-4415
www.jwswwapmeet.com

NEVADA

Vintage Motorcycle Auction
Date: Jan. 10-12
Place: Las Vegas
Info: 800-473-2324
www.midamericauctions.com

NEW HAMPSHIRE

11th Northeast M/C Expo
Date: Jan. 26-27
Place: Rockingham Park, Salem
Info: 978-688-8888
www.kevmarv.com

NEW MEXICO

Bike Super Show
Date: Mar. 14-16
Place: Fairgrounds, Albuquerque
Info: 505-363-4455
www.rtf6racing.com

NEW YORK

Am-Jam Tattoo Expo
Date: Jan. 18-20
Place: Holiday Inn, Syracuse
Info: 518-893-2273
www.am-jam.com

NORTH CAROLINA

Easyriders Bike Show
Date: Jan. 26-27
Place: Charlotte Convention Center
Info: 800-962-9857
easyriderssevents.com

OHIO

Easyriders Bike Show
Date: Feb. 15-17
Place: Veterans Memorial, Columbus
Info: 800-962-9857
easyriderssevents.com

OKLAHOMA

M/C Swap Meet
Date: Jan. 20
Place: State Fair Park, Oklahoma City
Info: 816-456-4415
www.jwswwapmeet.com

OREGON

Portland Rod and Custom Show
Date: Feb. 15-17
Place: Portland Expo Center
Info: 877-236-0632
www.rodshows.com

PENNSYLVANIA

1st NE M/C Expo
Date: Jan. 25-27
Place: Reading Expo Center
Info: 978-688-8888
www.kevmarv.com

Pittsburgh Bike Expo
Date: Feb. 9-10
Place: ExpoMart, Monroeville
Info: 386-252-3101
www.cycleprousa.com

TENNESSEE

Easyriders Bike Show
Date: Feb. 2
Place: Cook Convention Center, Memphis
Info: 800-962-9857
easyriderssevents.com

TEXAS

Easyriders Bike Show
Date: Feb. 9
Place: Fairpark, Dallas
Info: 800-962-9857
easyriderssevents.com

VIRGINIA

3rd NE M/C Expo
Date: Feb. 16-17
Place: Fredericksburg Expo Center
Info: 978-688-8888
www.kevmarv.com

WASHINGTON

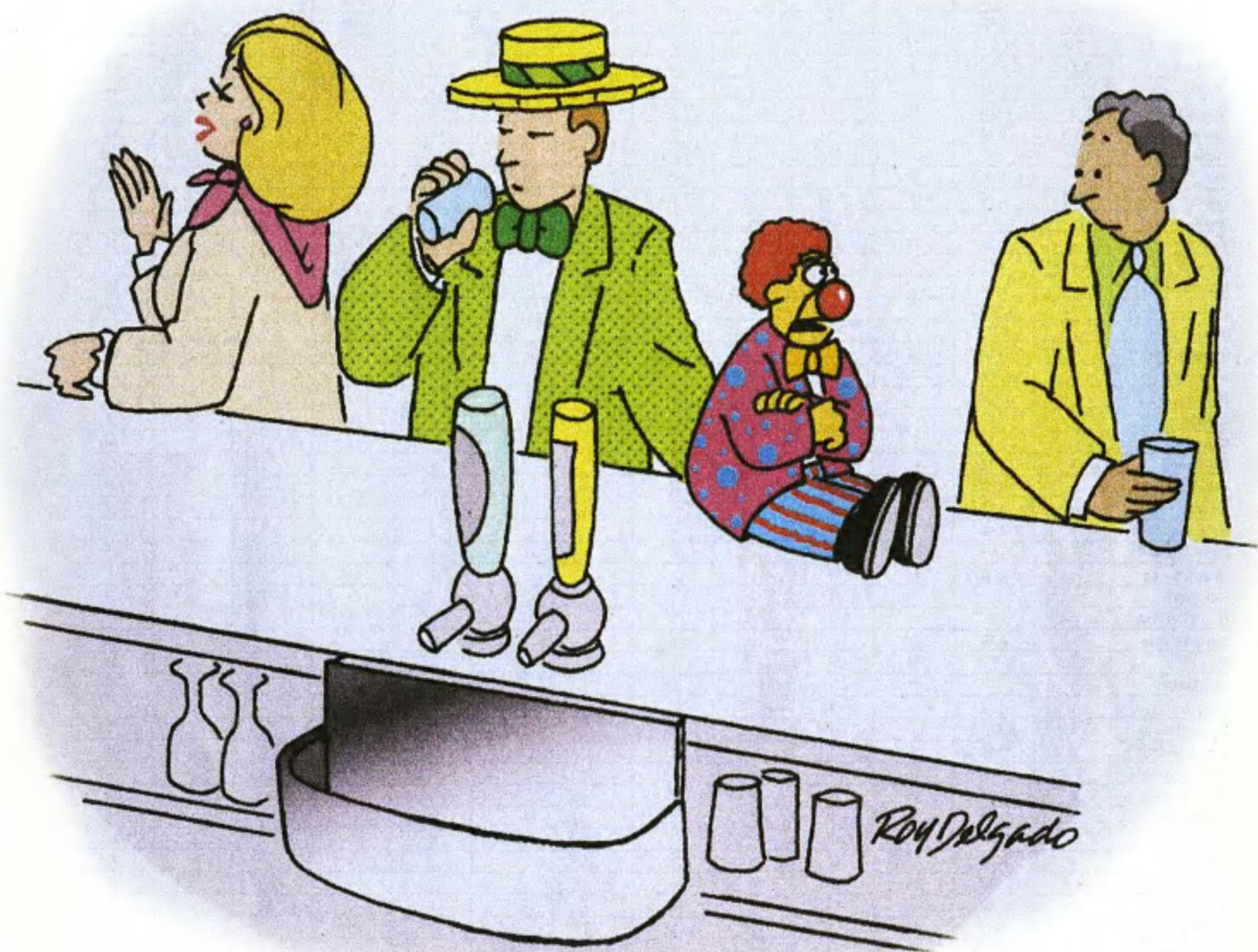
Easyriders Bike Show
Date: Jan. 12
Place: Clark County Event Center, Ridgefield
Info: 800-962-9857
easyriderssevents.com

Seattle Roadster Show
Date: Feb. 29-Mar. 2
Place: Qwest, Seattle
Info: 877-236-0632
www.rodshows.com

WEST VIRGINIA

Motorcycle Swap Meet
Date: Feb. 17
Place: Chester
Info: 724-573-1459

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



"If I really knew anything, would I be here with somebody's hand up my ass?"

National Law Chart

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

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

LEGEND:

√ In effect on designated rural interstate highways

r Required by law

a Available for all eligible applicants

p Prohibited

c Required if carrying a passenger

1 Reflectorization required

2 Must have in possession

3 Required for novice riders

4 Required under age 18

5 Required under age 19

6 Required under age 21

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

8 Required for passengers

9 Required for instructional permit holders

10 Required under age 16

11 Required for first-time applicants

12 May waive skills test for successful completion of rider education

13 May waive knowledge test for successful completion of rider education

14 Required by law unless equipped with windshield

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

16 Required at speeds over 35 mph

17 Modulating headlight permitted

18 Required for vehicles manufactured after 1/1/56

19 Required for vehicles manufactured after 1/1/75

20 Required for vehicles manufactured after 4/1/77

21 Required for vehicles mfg'd during or after 1978

22 Required for vehicles mfg'd during or after 1980

23 Prohibits passengers under age 5

24 Prohibits passengers under age 7

25 Single earphone only

26 To be used for communication purposes only

27 Required by inspection regulations

28 Random

29 Annual emissions, some areas

30 Upon title transfer

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

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

33 Not referenced in Admin. Code or Statutes

34 Maximum of 15" above seat

35 Maximum of 30" above seat

36 Top of shoulders

37 Grips below shoulder height

38 Handgrips below shoulder height - Maximum of 15"

39 Maximum 6" above shoulder seated

40 No higher than eye level of the operator

41 Maximum of 10" above fasten point

42 Maximum of 15" above fasten point



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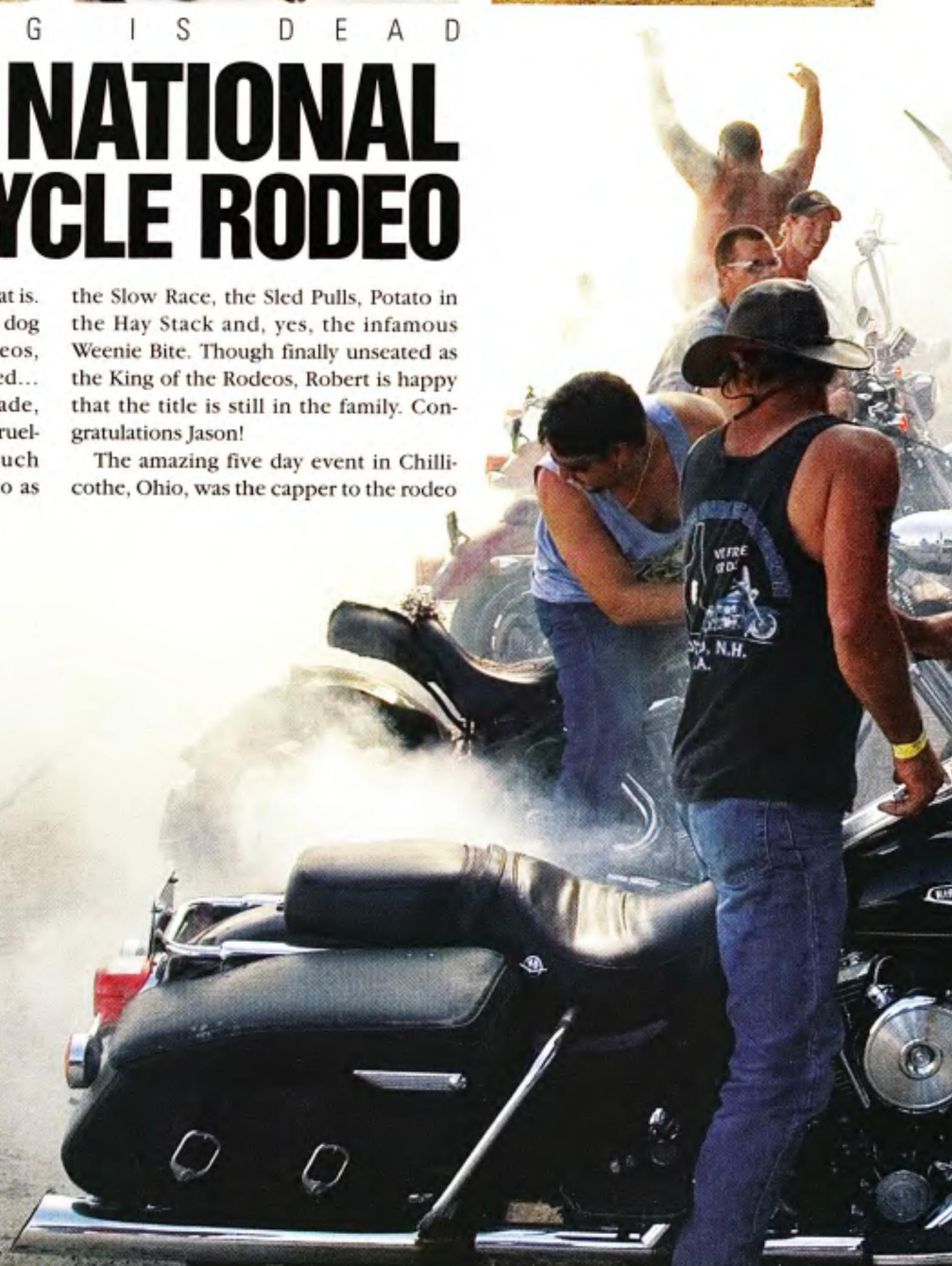
T H E K I N G I S D E A D

GRAND NATIONAL MOTORCYCLE RODEO

Long live the King! The new King, that is. After 10 consecutive years as the top dog at the Easyriders Motorcycle Rodeos, Robert Tabor has finally been bested... by his own son, Jason. For a decade, Robert was the man to beat in the grueling competition that includes such legendary rodeo deeds-of-derring-do as

the Slow Race, the Sled Pulls, Potato in the Hay Stack and, yes, the infamous Weenie Bite. Though finally unseated as the King of the Rodeos, Robert is happy that the title is still in the family. Congratulations Jason!

The amazing five day event in Chilli-cothe, Ohio, was the capper to the rodeo







season this past Labor Day weekend and is always a killer way to spend your time off from work. To quote Easyriders Rodeo's head honcho, John Green, the Chillicothe finale was "Spectacular, suspenseful and thrilling." A huge crowd and, more importantly, perfect weather

made this the ultimate biker party. John wants to thank the local law enforcement for maintaining order without getting in the way of a damned fine party.

While the rodeo action was the main focus of this mini-Woodstock for bikers, kickass live bands included Jasmine Cain,







Blackberry Smoke, Slow Ride, Toyz, and the awesome Jimmy Van Zant. The smokin' guitar work of Magic Red and the VooDoo Tribe was like watching a sharpshooter with a guitar. John Green told us, "I expected his guitar to explode!"

The crazy antics in The Zoo offered up every kind of fun imaginable, though folks got carried away with all the ATVs this year. Expect some new policies next year that will limit the use of these pesky three wheelers. After all, it is a motorcycle event, folks.

Besides a ride-in bike show, tattoo contest and wide assortment of vendors, we gave away two wild custom motorcycles at the Rodeo: a nasty little bobber from Knock Out Motorcycle Company and a sleek pro-streeter by Carolina Custom

Products. Both bikes went to local event-goers from Ohio. Steve Blevins won the Knock Out bobber and Jerold Reynolds won the Carolina Custom.

Though the Rodeo season is wrapped up for this year, we're just getting ready to kick start the 2008 Easyriders/V-Twin Bike Show Tour which kicks off with a two day party in Pomona, California, this January 5 and 6, then travels the country to climax in Columbus, Ohio, for a three day funfest February 15 through 17. Check the ad in this issue of *Easyriders* and make sure to come out and support your local custom bike builders by attending an Easyriders Bike Show near you. It's the best way to get your bike shot for *Easyriders* magazine.

—Dave Nichols



Photos: Billy Tinney

RODEO WINNERS LIST

Top Ten Two-Wheeled Rodeo Cowboys

- 1st Jason Tabor, Canton, Ohio
7,875 points
- 2nd Robert Tabor, Canton, Ohio
5,450 points
- 3rd Danno Simmons, Salisbury, North Carolina
3,525 points
- 4th Dwayne Burgess, Salisbury, North Carolina
2,550 points
- 5th Harold Tabor, Canton, Ohio
1,850 points
- 6th Eddie Austin, Salisbury, North Carolina
1,400 points
- 7th Terry Payton, Newman, Illinois
1,400 points
- 8th Steve Kuzek, East Berlin, Connecticut
1,125 points
- 9th Cornbread, Kadiz, Kentucky
1,050 points
- 10th Jim Albany, Richmond, Virginia
925 points

Top Three Partners

- 1st Nikki Abel, Canton, Ohio
1,100 points
- 2nd Tara V., Canton, Ohio
725 points
- 3rd Pam A., Richmond, Virginia
525 points

Tattoo Contest Winners

- 1st Place Dale Coe, Southington, Ohio
Artist: Thad Minick
- 2nd Place James Hockenberry, Toledo, Ohio

- 3rd Place Dave Russell, New Alexandria, Pennsylvania

Bike Show Winners

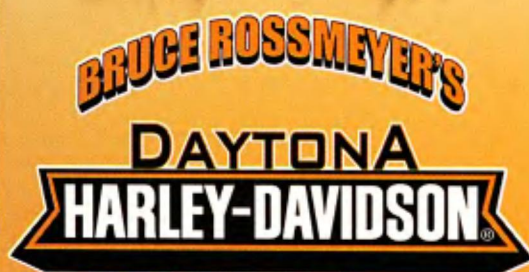
- 1st Place John Cutlip, Scott West, Virginia
2005 Custom Harley
- 2nd Place Bob Klon, Battlecreek, Michigan
2000 Sportster
- 3rd Place Kenny Bray, Middleton, Ohio
1980 Superglide

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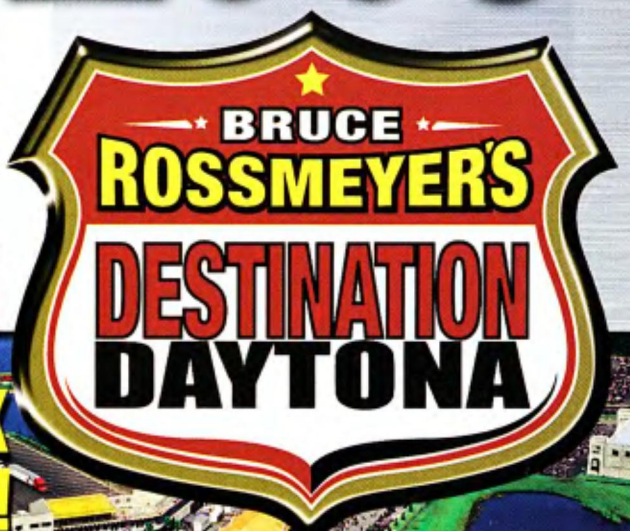
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V-Twin
Motorcycles

Product Review

IRON BRAID Custom Braided Products

Iron Braid can add class to your scooter with their braided leather accessories. Virtually any part of your motorcycle can be braided, from your handlebars to your kickstand. They also offer custom braiding, just send the part to them and they will return it in a week or so. There are 19 different colors available, adding up to a whopping 360 different color options.

They also offer pre-braided levers in your choice of 19 colors that are simple bolt-on products to upgrade your motorcycle's appearance. The company stocks braided levers for Harley-Davidson, Honda, Yamaha, and Suzuki models in a variety of styles, and most of these levers are manufactured by Kuryakyn, so you can be assured of their quality and style. They add a no-slip grip for both safety and comfort. All are priced from \$99.95 for a braided pair for clutch and brake.

You can have them add a fringe of up to 16 inches to your levers or grips and, if you request it, they will attach bolos to tame the fringe and add additional style. All braiding is available with up to two colors per braid, with a third color option for the tie off.

Custom work is performed on a "per inch" basis. They generally charge \$7 an inch, but call them at 518-674-0100 before sending in your order. Or look for them at most of the major motorcycle rallies and runs.

—Kit Maira



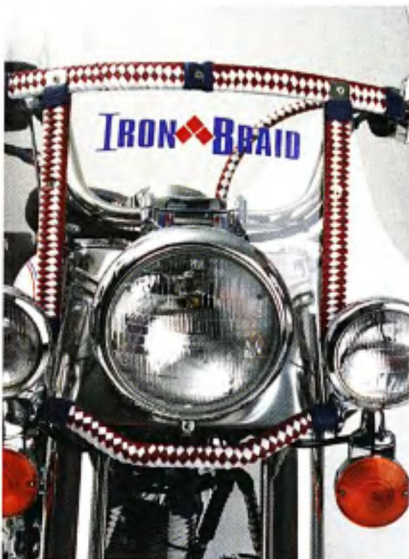
Braided brake lever.



Lever with bolos.



Lever traditional.



Custom braided windshield.



Braided oil lines.



Lever with fringe.



Iron Braid has levers for many brands of motorcycles.

Photos: Iron Braid/John Sullivan



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BIG BEAR CHOPPERS' FIFTH ANNUAL RALLY STRIKES AGAIN!

RIDE THE MOUNTAIN

Bikers from all over Southern California converged at majestic Big Bear Lake this June 2 for the fifth annual Ride The Mountain Rally. Kevin and Mona Alsop and the crew at Big Bear Choppers know how to throw a helluva party and this

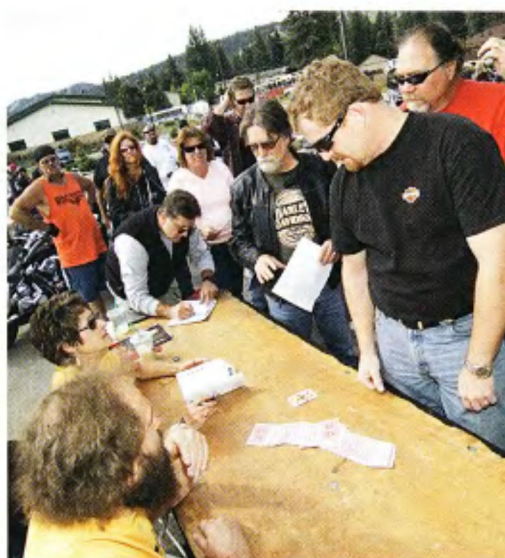
year's run was kickass. The ultra posh Snow Summit Ski Resort was home base for this shindig where there was plenty of grub and suds to keep riders lubed and rowdy.

Ride The Mountain has everything you









need for a righteous biker bash: a ride-in bike show, a killer poker run through the lush lake scenery, and even a live concert by Uncle Kracker. You heard right... Uncle Kracker. Over 100 vendors sold everything from chow to leather to parts





for your scooter. Perfect weather, purdy girls and good attitudes were on hand all weekend. This run is what a biker rally is all about.

For info on next year, ride visit www.bigbearchoppers.com. —Phantom





Photos: Rick Husted

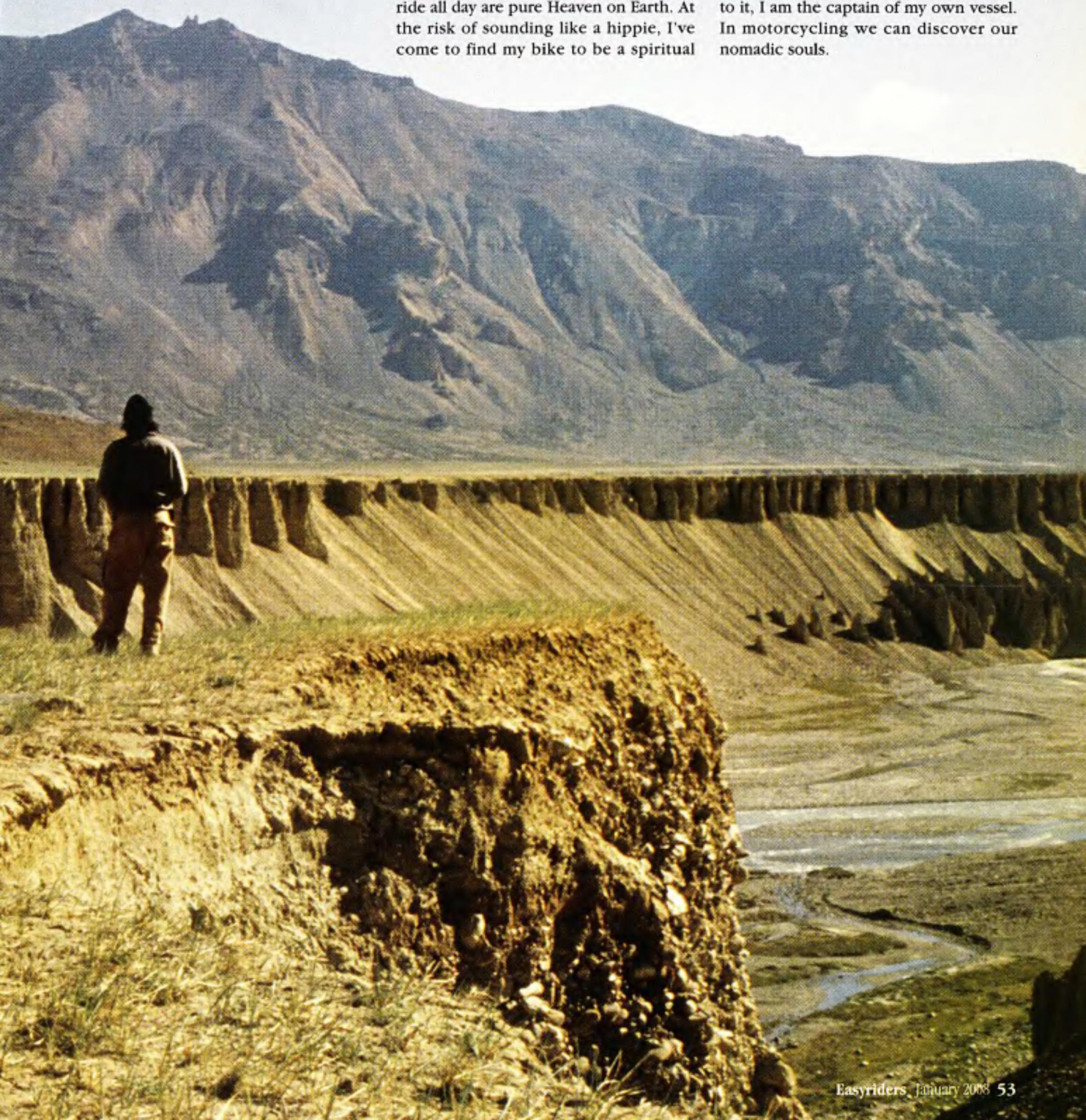


INDIAN FILMMAKER GAURAV JANI'S EXCELLENT ADVENTURE

RIDING SOLO TO THE TOP OF THE WORLD

Hey man, you like to travel on motorcycles? Me too. I swear, the more I ride, the more I want to ride. Trips where all you do for weeks on end is wake up and ride all day are pure Heaven on Earth. At the risk of sounding like a hippie, I've come to find my bike to be a spiritual

tool to carry me closer to whatever that big thing in the sky is. On the road, out there in the perfume and the stink of the world, not as a spectator but connected to it, I am the captain of my own vessel. In motorcycling we can discover our nomadic souls.







Photos: Gaurav Jani

Gaurav Jani is a biker/filmmaker in Mumbai, India, who gets this in the same way that you and I get this. And he's gone and done us one better. He's made a kick-ass award-winning documentary called *Riding Solo to the Top of the World* about his amazing adventure, and I've watched it 17 times.

Gaurav and his bros in the 60kph Club, a mostly Royal Enfield motorcycle traveling club, cooked up the idea of making a big documentary of them taking a long ride to the far outposts of northeast India.

But whoever funds things in India didn't exactly see the coolness of what they were up to and gave them the old biker heave-ho. This left the club with some meager funding from family and friends, but nowhere near enough dough to get the job done.

Not wanting to let down the people who believed in the film, Gaurav decided to go it alone, make the journey and shoot the film himself, acting as cameraman, director, soundman, stuntman and subject—all rolled into one.

On his 350cc Royal Enfield Bullet, he rode from Mumbai to one of the remotest, highest, coldest deserts in the world, the mysterious Changthang Plateau on the northeast border of India and China. He went as a lone biker to beyond where the roads end and had the adventure of a lifetime in an exotic place

frozen in time that most of us never knew existed.

Along the way, he witnessed an ancient Buddhist festival, got lost in truly the middle of nowhere, visited a forbidden Tantric monastery and pushed his bike to the highest motor-able pass in the world, (pushed it, because there's so little oxygen there, fuel wouldn't fire properly in the chamber). Fighting altitude sickness, freezing cold and his own fear, Gaurav presses forward with pure grit and determination. You gotta admire the guts of this guy.

In the high Changthang he hooks up with a tribe called the Chang-Pas, nomadic shepherders who have been on the go for a couple thousand years or so. They adopt him into the family and the film shifts into another gear. It became not so much a road movie, or even a bike thing necessarily, but a poem about the traveling life, the ancient nomads meeting a modern nomad biker and finding that they share the same spark.

Gaurav is not just some hack either; he's a bona fide filmmaker. The camera work is as beautiful as the wild land he was riding through. The photography is brilliant, especially since he was learning to work the camera as he went along. What he went through to set up riding shots proves his dedication to his art. His dedication paid off in spades because

what you've got here is a very professionally crafted documentary about stretching the boundaries of where a bike can take you. It is road inspiration of the highest order. (One DVD tech tip: be sure to turn the subtitles on so you can understand when they're speaking in Hindi.)

For most, it will be real entertaining in a two-wheeled, *National Geographic*, armchair explorer kind of way. However, for someone who feels that call to adventure, it's much more. In such a person, this film could plant a deeper seed. It could make you start to look at your bike in a whole new way, maybe start dreaming about some distant place, some far horizon that calls your name. Answer that call and find faith in action—all motion and moving out there in the sun and rain with discovery, adventure and maybe even some greasy enlightenment as a reward.

If you're online, check out the trailer at: www.dirttrackproductions.com. There are a couple of ways to order this DVD: If you've got Paypal you can buy it directly off the Web site for \$21.99, including shipping from India. Or you could also get it from www.touratech-usa.com with a credit card.

Whatever way you buy it, man, get this thing and check it out.

Ride.

—Steve Werner

Truly Bone-Ah-Fide

From Jerry Burrow, Bike Builder Of The Year

"Jerry Burrow, the chopper you call 'Clear And Present Danger' just won Easyriders Bike of the Year for 2007. What will you do next?"

Building custom bikes on this level means you have arrived.





You are bona fide. In order to stay here you've not only got to bring it, you gotta keep it comin'. Jerry's Ford Heights, Illinois, custom bike shop is known as RoadHawgs, and their ambition, talent, and vision are responsible for unique parts and jaw-dropping designs.



AWESOME OLIVIA

Our Easyriders Centerfold Girl this month is Penthouse Pet Olivia Kent. This vivacious vixen was part of last year's Biker/Penthouse Bike Show and promotion in Sturgis during Bike Week. She sure put a smile on our faces and we hope she'll do the same for you.



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

The technologies that were required to produce their Bike of the Year winner were honed and refined until Jerry was ready to shove all of this glorious goodness together into his newest project. Perhaps you remember RoadHawgs original helicoid gear-drive primary. Jerry wanted to be able to see all five of the gears while they turn, so he stretched them out a bit. This is the only motorcycle in the world with a herringbone gear-drive primary, which kinda makes it "Truly Bone-ah-fide!" And that's what the crew at RoadHawgs named this one. The herringbone pattern serves to minimize axial movement and reduce power loss and heat. According to Jerry, "Truly Bone-ah-fide is bad to the herringbone."

Jerry came up with the design for this drop-dead gorgeous bike and is especially proud of the way the tank came out. Everyone in the RoadHawgs crew had a chance to work on it. Jerry put over two months of time into hand pounding the tin into shape. Derek Dumbowski did the TIG welding, and Danny Allen and Kenny Hanisko made the flat-side plates for the inner sections. Ricky Troy was back on the lathe



making the countless spikes out of dowel pins, while Brian "Grinder-boy" Nelson was busy smoothing away all sins. Without a doubt, the most important support came from John Bodanero, Mongo and MoonDick. Everyone had an equal share in the blessings and curses of Truly Bone-ah-fide, since it was built entirely from donated time and talent.

A ground-up custom bike of this caliber is not something for the squeamish, since it takes more than one hour just to swap out the battery. The rear brake is a very unique and effective component from Baldwin Wilson, known simply as the Baldwin 360. It looks great and it works even better. We couldn't help but

notice that the 280-millimeter wide Avon on the backside is 20 inches in diameter. Avon makes tires this size exclusively for custom applications and Jerry says you will have to make your own rims if you want to run them. RoadHawgs took two automotive rims, sliced them in half and bolted them back together with this piece of Avon rubber in between them. Jerry built the engine out of a bunch of parts that were layin' around the shop. Delkron cases, STD heads, TP cylinders all come on strong when hit by the awesome spark from that mighty Morris Magneto.

RoadHawgs shares their complex and part of the parking lot with a juice joint called Pickups, which is the perfect place to unwind for Jerry and the RoadHawgs crew, especially on Thursday night for bike night. Truly Bone-ah-fide has a growing fan club and you can be sure that there's more coming from RoadHawgs. Maybe not coming so soon, but they were breathing hard. Speaking of...you may recognize the partially clad lady on these pages; she's Olivia Kent, one of the the lovely Pets from *Penthouse*.

—Cheese and Spam





passin' gas

A Tennessee mountain woman went to the doctor and was told to go home and come back in a couple days with a specimen. When she got home, she asked her husband, "What is a specimen?"

He replied, "Danged if I know. Go next door and ask Edith. She's a Registered Nurse."

The woman went next door and came back in about 20 minutes with her clothes all torn and with multiple cuts and bruises all over her face and body.

"What in the world happened?" asked her husband.

"Danged if I know," she replies. "I asked Edith what a specimen was and she told me to go piss in a bottle. I told her to go shit in a jug and then all hell broke loose."

*Rocky Meyerson
S.P.B., Florida*

A Texas rancher and a New Hampshire farmer are talking. "How big is your farm?" asks the Texas rancher.

"Well, my farm is a little over 200 acres," says the New Hampshire farmer.

"Son," bellows the Texas rancher, "my ranch is so big I can get in my truck on one end of it and it'll take me three days to reach the other end of it."

"Uh huh," says the New Hampshire farmer. "I had a truck like that once."

*Greg Cook
National City, California*

A boy asked his mother, "Mom, why are wedding dresses white?"



"Next time I give you a blowjob try not to fart when you cum!"

The mother looked at her son and replied, "Son, a white dress shows your friends and relatives that your bride is pure."

The son thanked his mom and went off to double-check this with his father. "Dad, why are wedding dresses white?"

The father looked at his son in surprise and said, "Son, all household appliances come in white."

*Bob Grinch
Ridgewood, New Jersey*

A woman in a bar inadvertently let loose a loud fart just as a biker was approaching the side of the bar where she was seated. Knowing that every person in the joint must have heard it, she desperately tried to save face by telling the scooter tramp, "Stop that!"

"Sure thing, honey," said the biker. "Which way did it go?"

*David Chance
Ogden, Utah*

Scooter showed up late and cranky for the Daytona Rally. When he went to check into his motel room, he was told it had been given away. Never one to accept defeat, Scooter said, "Listen, if the Queen of England walked in, you'd find a room for her, wouldn't you?"

"Yes, we would," said the clerk.

"Fine," said Scooter, "she's not coming, so I'll take her room."

*Rebecca Stacey
Bakersfield, California*

Pogo's ol' lady approached him and said, "There's some guy at the front door who wants to see you about a bill you owe him. He wouldn't give me his name."

Pogo asked, "Well, whatdafuck does he look like?"

She answered, "He looks like you had damn well better pay him!"

*D. Chance
Ogden, Utah*

A small zoo in Arkansas obtained a very rare species of gorilla. Within a few weeks the gorilla, a female, became very difficult to handle. Upon examination, the veterinarian determined the problem. The gorilla was in heat. To make matters worse, there was no male gorilla available. Thinking about the problem, the zookeeper thought of Bobby Lee Walton, a redneck part-time worker responsible for cleaning the animal cages. Bobby Lee, like most rednecks, had little sense but possessed ample ability to satisfy a female of any species.

The zookeeper thought they might have a solution. Bobby Lee was approached with a proposition. Would he be willing to mate with the gorilla for \$500.

Bobby Lee showed some interest but said he would have to think the matter over carefully. The following day he announced that he would accept the offer but only under four conditions.

"First," Bobby Lee said, "I ain't gonna kiss her on the lips."

The keeper quickly agreed to this condition.

"Second," he said, "You can't never tell no one about this."

The keeper again readily agreed to this condition.

"Third," Bobby Lee said, "I want all the children raised in my religion."

Once again, it was agreed.

"And last," Bobby Lee said, "I'll need another week to come up with the \$500."

*B.G.
Tenafly, New Jersey*

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

Owner: RoadHawgs
City: Ford Heights, Illinois

GENERAL

Fabrication: RoadHawgs
Model: 2006 RoadHawgs
Time: 1 year
Chroming: Meclec Inc.

ENGINE

Year/model: 2006/RoadHawgs
Displacement: 96 cubic inches
Cam: Andrews
Carb: S&S Super G
Pipes: Paul Yaffe/Jerry Burrow

TRANSMISSION

Year/make: 2006 with Jockey shift

PAINT

Molding: Judd at RoadHawgs
Painter: Herring Customs
Type/color: liquid/tangerine
Special paint: Judd Homberg

FRAME

Year/make: 2006/RoadHawgs
Type: rigid
Rake: 50 degrees
Stretch: 4 inches out
Shocks: none
Modifications: RoadHawgs

ACCESSORIES

Bars: RoadHawgs
Risers: RoadHawgs
Handlebar controls: hidden/RoadHawgs
Fenders: RoadHawgs
Headlight: billet
Taillight: Jerry and Derek of RoadHawgs
Speedo: none
Pegs: RoadHawgs
Foot controls: RoadHawgs
Electrics: RoadHawgs
Gas tank: RoadHawgs
Oil tank: RoadHawgs
Seat: RoadHawgs and Last Ride Customs
Mirrors: none
Grips: Ricky Troy of RoadHawgs

FRONT END

Type: wide
Extension: none



Triple trees: 8-degree raked
Builder: Exile and RoadHawgs
Modifications: RoadHawgs
Wheels: Shannon at RMD Billet
Hub: Baldwin Wilson 360 (rear)
Size: 23 x 4-inch front,
20-inch x 280mm rear
Tires: Avon
Brakes: Baldwin 360
Photos: Michael Farabaugh
Contact: RoadHawgs
www.road-hawgs.com



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

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



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

The Best Trailers...



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BIG BEAR CHOPPERS REDEFINES THE MOTORCYCLE

PARADOX

It's a paradox to think that a highly artful motorcycle can perform so well, be so comfortable and so reliable. It's usually a contradiction in the motorcycle world. Big Bear Choppers does not believe in compromising and they call this bike the Paradox. It's the first production motorcycle to roll with the new large diameter wheels (a 23-inch front and 20-inch rear). The Paradox holds an innovative dimensionally molded downtube cover that not only completes the bike's front aesthetic lines, but it also acts to hide the less desirable clutch cable. The oil tank is the signature large capacity unit but with unique concave molding design work. Both front and rear fenders feature a subtle and elegant ridge that fades away at the halfway point. The motorcycle's exclusive swingarm design comes with an inventive stylistic cover, hiding the tubular frame structure, axle adjusters and brake line. The Paradox is powered by S&S Cycle's 100 SMOOTH motor with an EFI option, or with the new 114-inch S&S X-Wedge EFI engine. The bike is available now.

Watch for a full feature on the Paradox coming soon in *W-Twin* magazine.

—Griz

Photo: BBC



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TREVELEN RABANAL
Super Company Customs



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LA FAIRPLEX

VANCOUVER, WA

January 12

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January 19&20

SACRAMENTO CONVENTION CENTER

CHARLOTTE, NC

January 26&27

CHARLOTTE CONVENTION CENTER

MEMPHIS, TN

February 2

COOK CONVENTION CENTER

DALLAS, TX

February 9

DALLAS FAIRPARK

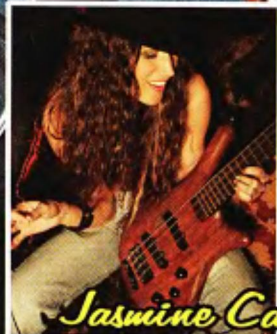
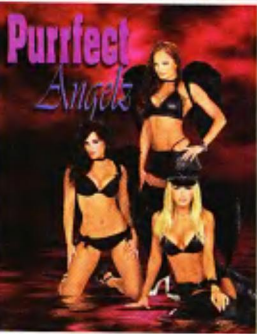
THE CENTENNIAL HALL

COLUMBUS, OH

February 15-17

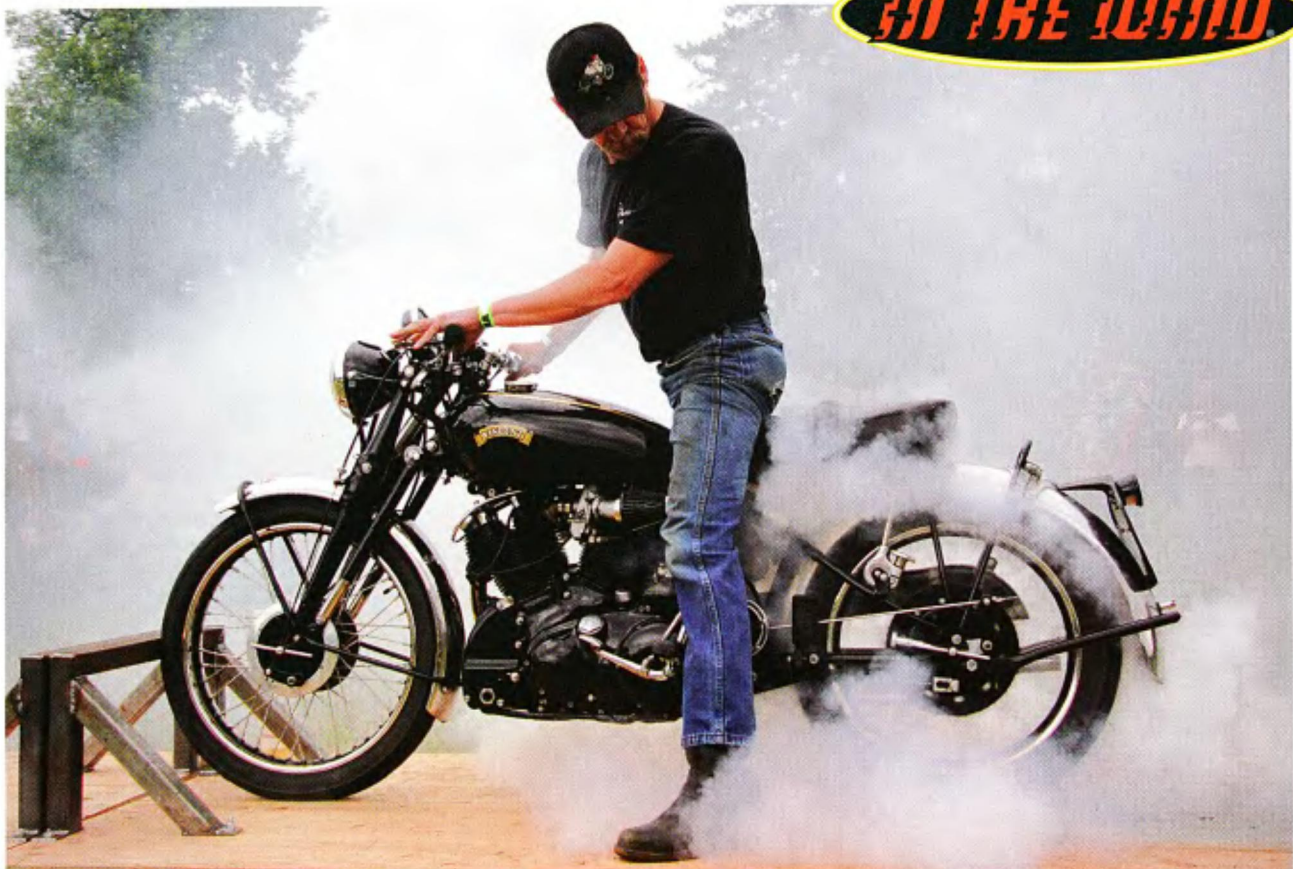
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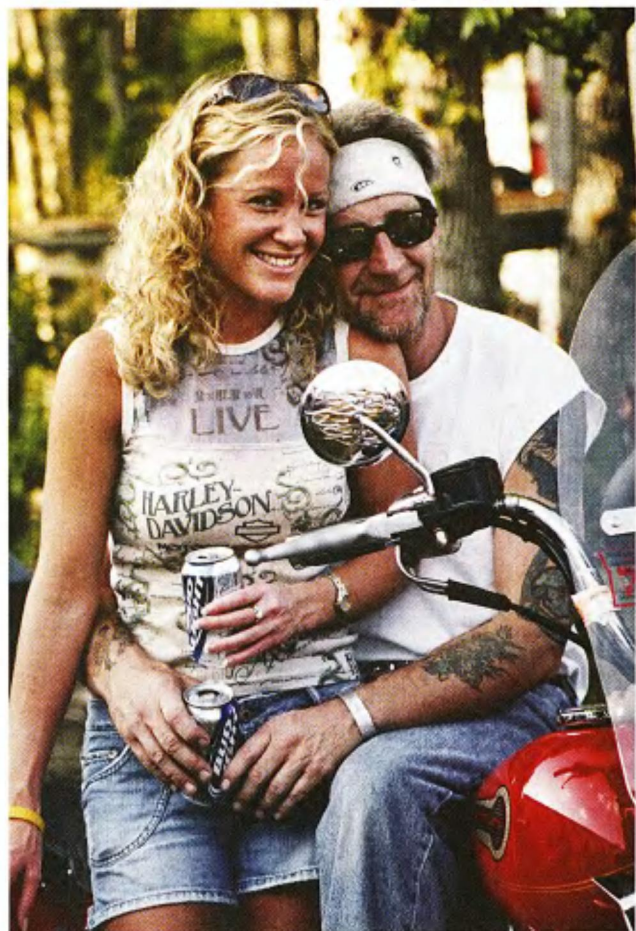
Still the baddest of all, the Vincent Black Shadow.

—Felicia Morgan, Hawgs In Hay, Lebanon, Ore.



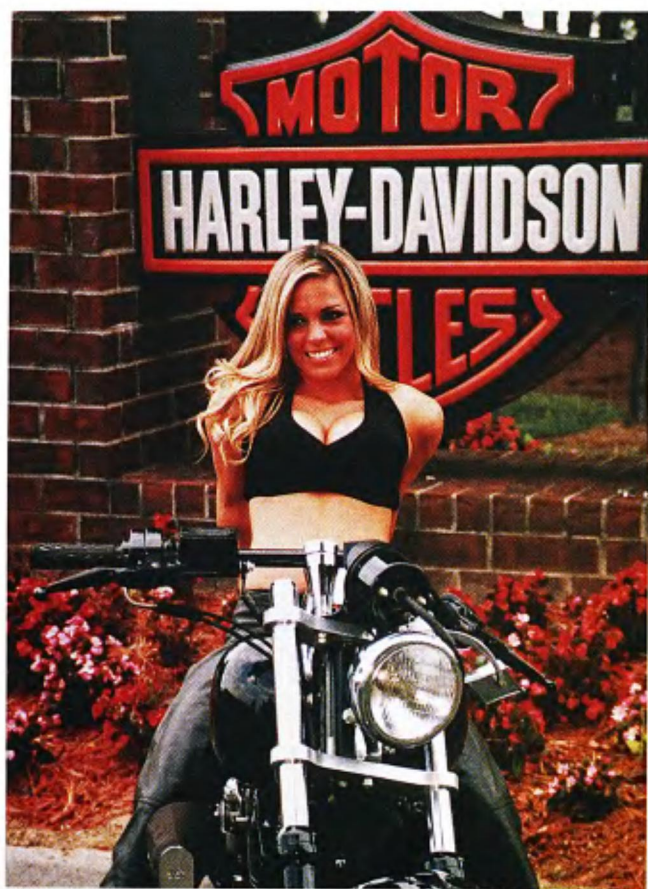
Patriotic Blowout babes.

—Sharon Dorton, Gulfport, Miss.



It's still about bikes, babes and beer.

—Katmandu, Dothan, Ala.



Shave her and send her to my tent. —T.W. Banks, Lithia Springs, Ga.



Lather 'em up, little lady!

—Bret Brandt, Algona, Iowa



She's all we want for Christmas.

—Beadman, Irwin, Pa.



Peek-a-boob!

—Robt. Schrecongost, Dayton, Pa.



Down but proud.

—Mark Schiller Sr., Salem, Ore.



Crushing tin at East Coast Sturgis, M/C Demolition Derby.

—Bill Cromwell, Little Orleans, Md.



Womb-broom lover.

—Robert Schreconost, Dayton, Pa.



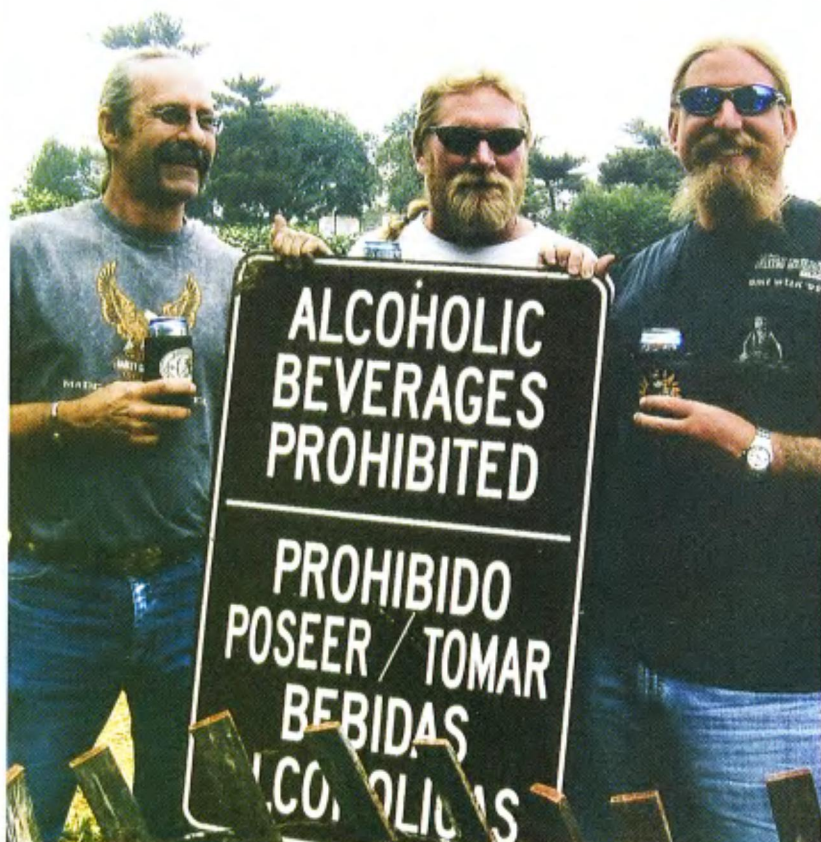
He's ROT-ready (Rep. of Tex. rally). —Ila Robison, San Angelo, Texas



Cece and Don Vito, Radiance Rally. —Vic Pecorino, Huffman, Texas



Silly fuck. —Bill Cromwell, Little Orleans, Md.



Fuck the rules.

—Chris and Malinda Darber, Cumberland, Md.



Michelle Smith, one badass babe.

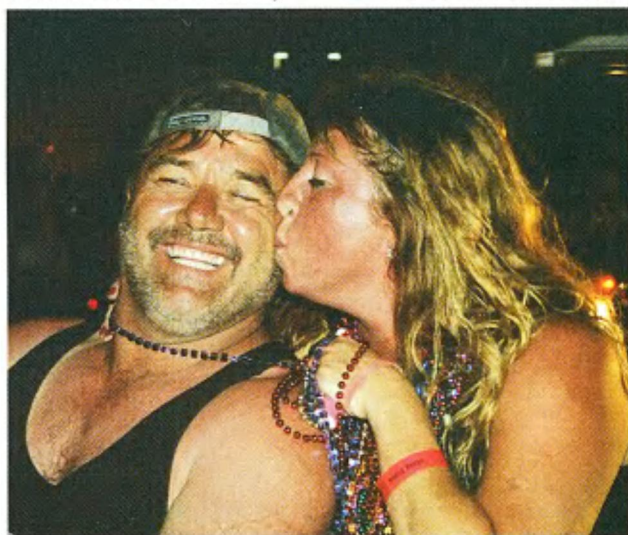
—Greg "Fat Boy" Freneau, Annapolis, Md.



Strokin' home from ROT Rally. —Ila Robison, San Angelo, Texas



Smokin' youth...at play. —Robert Schrecongost, Dayton, Pa.



"Take me home, big boy." —Robby Robison, Austin, Texas



The '50 pan ball-bearing blues. —Bootz Rideout, Kansas City, Mo.



Stylin' in Music City. —Greg Pierce, Nashville, Tenn.

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



"We were cool in the '80's." —Katmandu, Salisbury, N.C.

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.



OBNOXIOUS

BY TRIAL AND ERROR

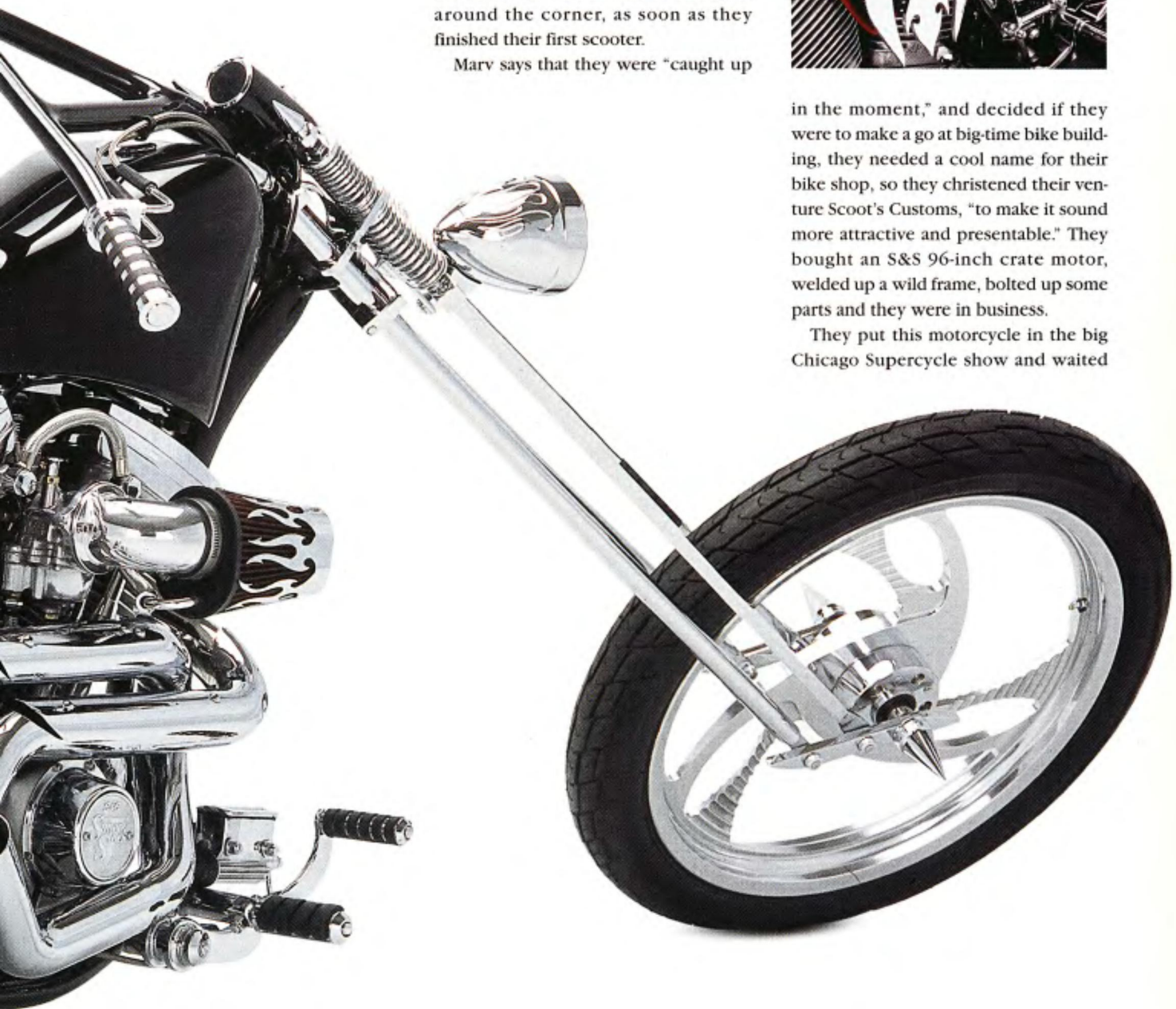
Oh, for those heady days when everybody and their brother was going to be a bike building TV star on the Discovery Channel. Marvin Harkins and his partner, Scoot, watched those TV shows and saw fame and fortune just around the corner, as soon as they finished their first scooter.

Marv says that they were "caught up



in the moment," and decided if they were to make a go at big-time bike building, they needed a cool name for their bike shop, so they christened their venture Scoot's Customs, "to make it sound more attractive and presentable." They bought an S&S 96-inch crate motor, welded up a wild frame, bolted up some parts and they were in business.

They put this motorcycle in the big Chicago Supercycle show and waited



for Hugh King and the *Biker Build-Off* TV show to come knocking on their door. They waited a long time. Finally Marvin went back to his day job in public works where he is a community service officer, while Scoot headed off to parts unknown.

Marvin calls the bike Obnoxious, because "it is just an obnoxious looking bike and it is obnoxious to try to ride it." Currently, it sits under a tarp in Marvin's garage since the combination of a 60-degree rake and the hand shift/clutch arrangement left the bike "very hard to ride," according to Marvin. He was building the bike as a "bar hopper type of bike to ride around and put in shows.

But you have to have an arm like Schwarzenegger just to hold up the front end."

Marvin and Scoot welded up the frame, mostly by "trial and error." There was a "whole bunch of hand-bending, cutting and welding." They built a homemade jig to line up the desired rake. The frame is a hidden-shock, but with only 1/8-inch of travel, so it might as well be a rigid. The front end was scavenged off of Marv's Sporty, and they machined new rockers and an axle to mate it to the Sturgis Wheel. Parts, like the gas and oil tanks, pipes, fender and handlebars, were also fabricated by the boys to showcase their talents.





brake to the front wheel to make it more "rider friendly."

Marvin tells us that he is 64 years old and has been riding since 1960. He still has his first bike—a '62 Sportster. Over the years, he estimates that he has accumulated over 500,000 miles on many motorcycles. Surely that is a hell of a lot more impressive than appearing on some flash-in-the-pan TV show will ever be. Plus, the boys achieved the ultimate... they got their bike in *Easyriders* magazine.

—Kit Maira

They painted the bike themselves, using Kandy Black Cherry, Brandywine and flake, all from House of Kolor. They also made the seat pan, then had D&E, a local upholstery shop, do up the leather work.

The experience of building the bike was just "two people working side by side," until they got it to where they liked it. There were many nights where

they worked on it 20 hours at a stretch and they were both happy that the bike was a crowd pleaser when they finally were able to present it to the public at the big Chicago Supercycle show.

Currently Marv is considering reworking the scooter to make it more rideable, putting a hand clutch on the bars and using a conventional foot shift. He is also planning to fit the new 360





Owner: Marvin F. Harkins, Sr.
City: Frankfort, Illinois

GENERAL

Fabrication: Scoot's Customs
Year/make: 2004 Special Construction
Model: Obnoxious
Assembly: Scoot's Customs
Time: 7 weeks

Chroming: American Chromers

ENGINE

Year: 1999
Builder: S&S

Displacement: 96 inches

Cam: S&S

Carb: S&S

Ignition: Spyke

Pipes: Scoot's Customs

TRANSMISSION

Make: JIMS

Year: 1999

Shifting: 5-speed

Special Features: hand shift, hand clutch

PAINTING

Molding: Scoot's Customs



Painter: Scoot's Customs

Color: Kandy Black Diamond, Brandywine

Type: House of Kolor

FRAME

Maker: Scoot's Customs

Type: hidden-shock

Rake: 60 degrees

Stretch: 4 inches out

ACCESSORIES

Handlebars: Scoot's Customs

Risers: integral

Handlebar controls: throttle only

Fender: Scoot's Customs

Headlight: Adjure

Taillight: Scoot's Customs

Speedo: Dakota Digital

Pegs: Scoot's Customs

Electrics: Scoot's Customs

Foot controls: rear brake

Gas tank: Scoot's Customs

Oil tank: Scoot's Customs

Oil system: S&S

Seat: Scoot's Customs/D&E

Mirrors: none

Grips: Arlen Ness

FRONT END

Type: springer

Extension: 16 inches over

Builder: Scoot's Customs

WHEELS

Size: 21-inch front, 16-inch rear

Wheel: Sturgis Wheel Image

Tires: Avon

Brakes: Performance Machine

Photos: Nate Ullrich



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Meet August's Winner

Have you ever been lost on the road? You have one brother telling you to go East, another telling you to go West, both pointing in a different direction and neither of them caring how goofy they look? I have. I doubt our August Fox Hunt winner Diana has, although she may know what it feels like. Especially when we took her out of her home in Texas to fly her to our NorCal studios to pose on Dan Deworken's (yeah, he was never called names in school) old-school-style scooter for photog Mike Chase. With Mike telling her one thing, Dan asking for more pics, one going West, one going East...it's amazing these shots came out as well as they did! But, that's why we're professionals. Don't try this at home. But if ya do...make sure we get copies.

—Oil Can



Christine—Minnesota

#0101

"What can I say that hasn't already been said here 1,000 times? I love to ride and pose naked on bikes!"



Victoria—North Carolina

#0102

"There's nothing like taking a long ride on a warm summer night in the South. Especially if your lucky enough to have my tits pressed up against your back!"

Win \$1,000!



Tina-Nevada

#0103

"I was 16 my first ride and my mom and dad told me only bad girls ride bikes. I love being a bad girl!"



Elizabeth-Arizona

#0104

"It was just last year and it was great. The wind in my hair, sun on my face, vibes between the thighs..."



Nancy-Virginia

#0105

"My first ride was on my 18th birthday on a 1200 Sporty. The vibrations between my legs, wind in my hair and my arms around Mike's waist...wow! I ride every chance I get and can't wait to tear up the road on my own."



Tina-Florida

#0106

"Ten years ago I met a man in New York who took me for an all day ride through the mountains. We got married and still ride together."

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 #415 *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 30, 2007. The voting deadline for this month's crop of cuties is December 30, 2007. We'll announce the winner in the May 2008 issue.



September's Fox Hunt winner, Naomi, was VERY quick to call and point out our fuck up of calling her Cuban. She's from the Dominican Republic and she's proud to show it off. There's just something about that "temper"....

415

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

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

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

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

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



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Feb 8-10	Available
Feb 15-17	Available
Feb 22-24	Available
Feb 29-Mar 4	Bike Week - Daytona Beach, FL
Mar 11-16	Arrowhead Harley-Davidson - Tucson, AZ
Mar 22-23	Hilton Head Motorsports - Bluffton, SC
Mar 29	Mt. Cheaha Harley-Davidson - Oxford, AL
Apr 4-6	Available
Apr 11-13	Available
Apr 18-20	H-D of North Texas - Carrollton, TX
Apr 24-27	River Run (Pioneer Hotel) - Laughlin, NV
May 2-4	Roseville Cycle Center - Roseville, CA
May 9-11	Available

May 16-18	Bike Week - Myrtle Beach, SC at the HB Spokes Saloon
May 23-25	The Harley Shop of LP - Longview, TX (Gregg County Fairgrounds)
May 30-Jun 1	Fink's Harley-Davidson - Zanesville, OH
June 6-7	TN State HOG Rally, Knoxville, TN
June 13-15	Ale's Harley-Davidson - Wichita, KS
June 20-22	S&S Event
June 27-29	Harley-Davidson - Louisville, KY
July 4-6	Harley-Davidson - Dothan, AL
July 11-13	Available
July 15	Motorcycle Night - Lowell, MA
July 18-20	Carlisle Bikefest - Carlisle, PA
July 25-27	Liberty Harley-Davidson - Boston Hts, OH
Aug 1-3	Milwaukee Horsepower Rally - Milwaukee, WI
Aug 8-10	Full Throttle Saloon - Sturgis, SD
Aug 15-17	Pigtrail Harley-Davidson - Rogers, AR
Aug 22-24	Doc's Harley-Davidson - Kirkwood, MO
Aug 30	RT 43 Harley-Davidson - Sheboygan, WI

Sept 5-7	Loess Hills Rally - Council Bluffs, IA
Sept 12-14	Ozark Harley-Davidson - Lebanon, MO
Sept 19-21	Bird of Prey Harley-Davidson - Caldwell, ID
Sept 26-28	Reno Harley-Davidson - Reno, NV
Oct 3-5	Harley-Davidson - Cartersville, GA
Oct 10-12	Jim's Harley-Davidson - St. Petersburg, FL
Oct 16-19	Biketoberfest - Daytona Beach, FL
Oct 24-26	Harley-Davidson - Shreveport, LA
Oct 31-Nov 2	Stone Mountain Harley-Davidson - Lilburn, GA
Nov 7-9	Space Coast Harley-Davidson - Palm Bay, FL
Nov 14-16	Extreme Power Sports - Columbus, GA
Nov 21-23	Available
Nov 28-30	Available
Dec 5-7	Available
Dec 12-14	Available
Dec 19-21	Available
Dec 25	Merry Christmas



Blast From The Past

Lou Hansell Turned Back His Personal Motorcycle Clock

Chica just kinda laughs when it's mentioned that this Candy Apple Red 1970s-style throwback sure has a different look than anything he's been associated with lately. "Maybe so," he says, "but we'll build whatever the customer wants." And this is what Lou Hansell wanted, a tribute



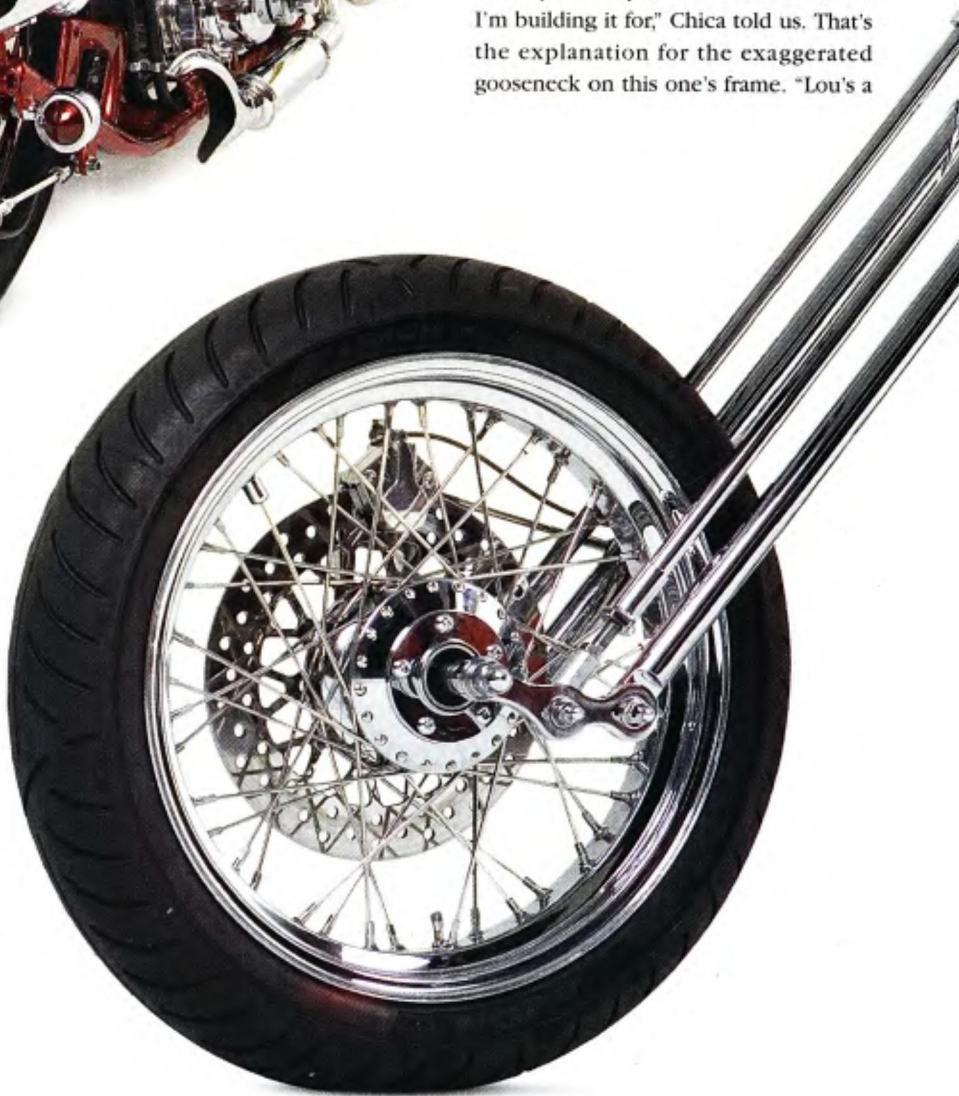


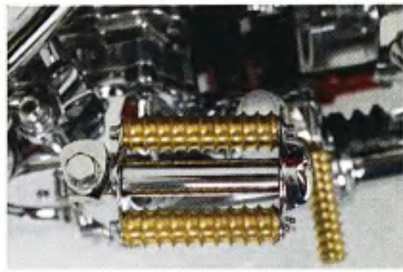
Lou didn't have any photos of his old bike that he could show Chica, but he sure remembered it well enough, right down to the smallest detail and that's what he provided as a starting point—his memories. Chica took it from there, hand-fabbing just about everything—beginning with the frame and front end and continuing right through to the gas tank, the oil tank, the rear fender and that proud and tall sissybar. Those pipes, exaggerated fishtail shotguns bolted onto a stock 93-inch S&S shovel-head, are Chica originals, too. Chica also made the seat pan and then had the guys at Saddlemen foam and cover it, incorporating their ultra-comfortable SaddleGel padding into the job. Every little bit helps when it comes to cushioning the ride of a rigid—especially when it's one being built for a guy wanting to relive a little of the past, minus the backache.

"I try to really fit the bike to whoever I'm building it for," Chica told us. That's the explanation for the exaggerated gooseneck on this one's frame. "Lou's a

machine to the late-'70s/early-'80s. Living in Indiana now, this is exactly the kind of bike Lou grew up on and it's what he wanted once more. Chica delivered.

Heading to Chica Custom Cycles in Huntington Beach, California, might at first seem an odd choice for a bike with this look. In fact, it was just the opposite. It was inspired. "Like I said," Chica goes on, "we'll build whatever a customer wants." And Chica, obviously, has the chops to create just about anything. "I have my own old-bike style," he explains, "but I don't try to shove that down the throat of whoever comes through the door." It's inevitable, of course, that some of that Chica flavor will come through, but that's a good thing and it's here, as well. The Chica touch is sprinkled all over Lou's '70s-style chopper.





lot taller than I am," says Chica, "so I pushed things out a little more up there. It's too long for me, but it's perfect for Lou." Continuing along that line, Chica added some other rider-friendly touches to this memory-lane bike, additions that wouldn't change the look, flavor, or feel but made Lou's 21st century version of his original just a bit more usable and more comfortable. "For instance," Chica says, "I worked in some extra footpegs on the bike. Now Lou has the option to change positions and move around a little. Being stuck in just one place, especially on a rigid, isn't fun."

Once the decks were cleared in his SoCal shop, Chica didn't waste any time fulfilling Lou's dream. Three months after the first piece of tubing was pulled off the rack to start bending up a frame, Bob at Buck Wild Design was spraying on the Kandy Apple Red paint and Lou Hansell had his own personal "wayback machine." So who says you can't go home again? It sure as hell not Lou Hansell. He's there. —Joe Kress

Owner: Lou Hansell
State: Indiana

GENERAL

Designer: Chica
Fabrication: Chica's Custom Cycles
Year/make: 2006 Chica's Custom Cycles
Model: Lou's Custom
Assembly: Chica's Custom Cycles
Time: 3 months
Chroming: South Bay Chrome

ENGINE

Year and make: 2005 S&S shovelhead
Displacement: 93 cubic inches
Ignition: Crane
Cam: S&S
Carb: S&S
Air cleaner: S&S, modified
Pipes: Chica's Custom Cycles

TRANSMISSION

Year/make: 2005 Baker
Shifting: 6-in-4

PAINTING

Painter: Buck Wild Design
Color: Kandy Apple Red
Type: House of Kolor

FRAME

Year/make: 2005 Chica's Custom Cycles
Type: Gooseneck rigid
Rake: 36 degrees
Stretch: 6 inches out
Shocks: none

ACCESSORIES

Handlebars: Chica's Custom Cycles



Handlebar controls: Performance Machine

Fenders: Chica's Custom Cycles

Headlight: CCI

Taillight: CCI

Pegs: Chica's Custom Cycles

Foot controls: Chica's Custom Cycles

Gas tank: Chica's Custom Cycles

Oil tank: Chica's Custom Cycles

Seat: Saddleman

Mirrors: CCI

Grips: Super Sixties

FRONT END

Type: springer

Builder: Chica's Custom Cycles

WHEELS

Make: DNA, laced

Size: 16-inch

Tires: Avon

Brakes: Performance Machine

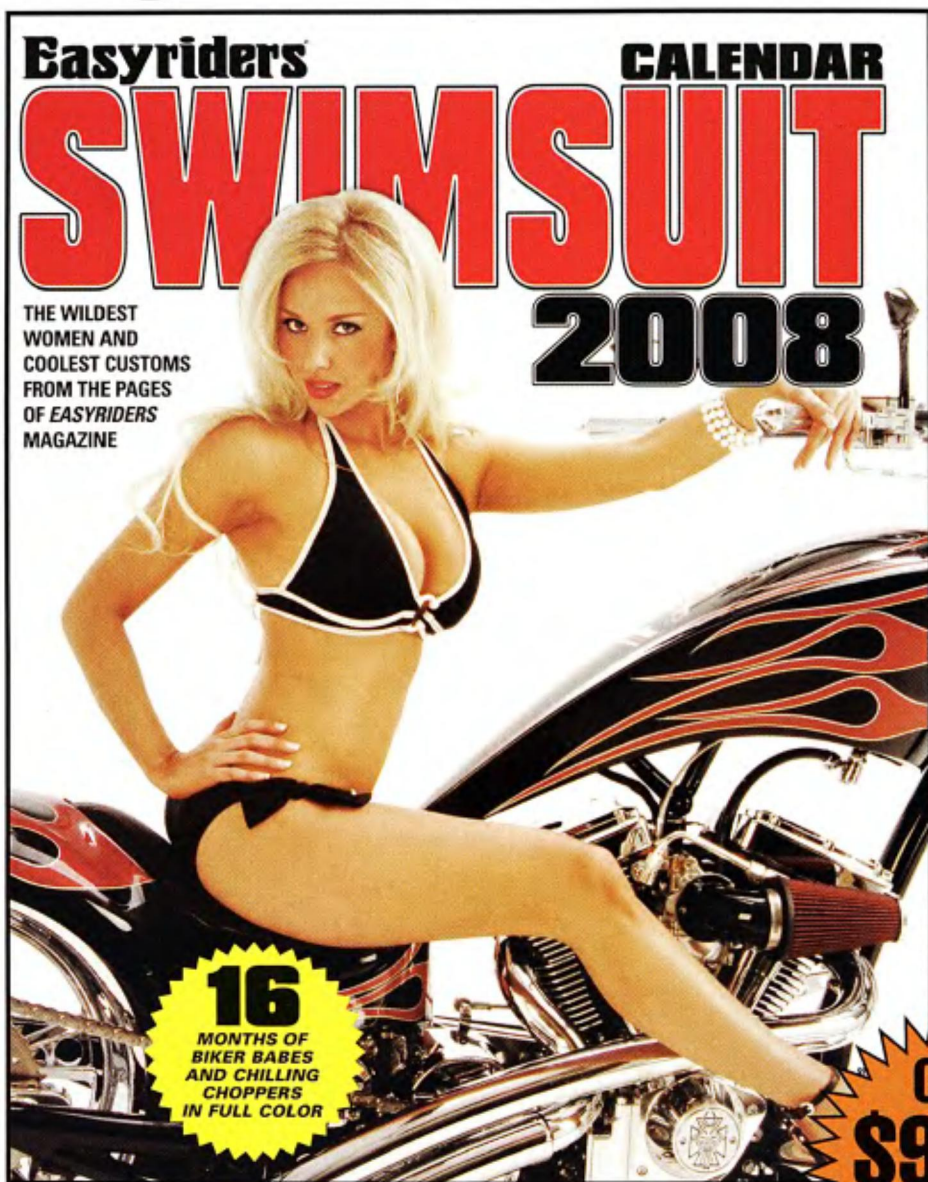
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Intrepid Steadfast Test Ride

Intrepid Cycles launched a line of custom production bikes at the 2007 V-Twin Expo. Not ones to put the cart before the horse, Intrepid first made sure their production bikes were both EPA and CARB approved using an S&S two-cam V-twin motor, allowing these beauties to be registered and licensed a lot easier.

"We've taken our decision to become

a custom manufacturer very seriously," said Mike McGinley, who, before co-founding Intrepid, ran a custom bike shop for over 20 years. "We've invested a lot of time and resources into setting up a facility and creating motorcycle designs that offer something special for enthusiasts."

Currently in production at Intrepid are two different models. The Resolute

is a chopper with a 300mm rear tire and a 54-degree raked frame (seen here in blue), and the Steadfast is a low-lying pro-street cruiser that also flaunts a 300mm back tire (seen in red).

We decided to hit the road with the Steadfast, putting this eye-grabbing cruiser through the wringer on a variety of riding surfaces ranging from the dreaded L.A. freeway system to canyon twisties,





ending up with a show-off parade down Malibu's Pacific Coast Highway.

The Steadfast is a massive, loud and masculine machine with a commanding presence, but that's just what the manufacturer was going for and we like that.

Beyond good looks, the ergonomics of the bike seem to welcome both short and tall riders. The low and comfortable saddle inspires confidence, while the combination of pullback handlebars and forward controls set the stage for a

much more relaxed riding position.

With that said, the Steadfast isn't light on its feet at low speeds and you may need to muscle it into submission while negotiating slow turns. As always we point the finger to the 300-series rear tire combined with the pronounced front end rake. But as long as you know what you're getting into and are okay with fat-tire bikes, fun things are sure to happen as you grab a handful of throttle.

This is when your surroundings rapidly blur as you're being served ungodly amounts of "wow" by a big S&S two-cam V-twin that dumps its torque into an RSD Baker 6-speed tranny via an enclosed belt primary drive. All of a sudden the bike feels much lighter with the assistance of all this power, and the experienced rider will undoubtedly have a ball power shifting through all 6 gears on the Baker transmission—always a treat. A stiff frame and adequate braking from the Hawg Halters brakes combine to make riding this bike a really enjoyable experience once you get to know its ways. Keep in mind that the Steadfast rides low when hitting fast corners as you may scrape the heels of your boots or something shiny and expensive on the pavement.



The Intrepid's Steadfast base model retails for \$36,000 and can be further customized with a variety of wheels, graphics and engine upgrades. There are currently seven Intrepid Cycles dealers in California and Arizona, with more dealers on the way throughout the country. Visit www.intrepidcycles.com or call Intrepid Cycles at 951-506-8999 for more information.

—Ben L.



Photos: Intrepid Motorcycles



Root Beer FLOAT

U.S. Kustoms Proves
That Enough Is Enough

It's not too much, not too over the top. That's why folks have said Dan DeWorken's bike is their favorite project from Charlie Montgomery and the guys at U.S. Kustoms. This is especially surprising to Charlie since Dan's "Root Beer Float" just came together in a mere four months from start to finish. Because of the close attention to detail and high level of one-off fab work, most U.S. Kustoms projects require nearly a year. Charlie describes this project as being "just enough" and the reaction it creates made Charlie recall his school days when he would slave for hours over his class work. It seemed the longer he toiled the worse his grade would be. Finally Charlie told his professor, "I'm going to put no more than five minutes into my next assignment!" Charlie's work got the highest mark yet,





and his professor said, "That's what I've been wanting from you all along."

Dan got the idea for this design from a vintage style build he saw on television. Root Beer Float is a sweet ride that began brewing at another bike shop, but many of the details that Dan was planning began tasting like rutabaga rum. When Dan talked with Charlie about U.S. Kustoms taking over the project, all answers were yes. From Dan's perspective Charlie simply does not have the word "can't" in his vocabulary. Dan wanted a vintage looking bike without sacrificing any modern technologies. The tank and dash were of utmost importance to Dan, so Charlie took it all very seriously, which is proven by the



very low height it takes along the top line of the tank. Look at the special treatment U.S. Kustoms gave these billet wheels to make them look like they came off of an old fire engine. That's what we're talking about. U.S. Kustoms has the experience to create most any

machine you can dream of, from simple to supercharged and everything in between. Charlie has been doing fab and paint work since he was a kid. He did it right when he made the jump from hot rods to custom bikes. Charlie paid his dues, did his homework, and is





always respectful of the legendary builders who laid the groundwork for everyone else.

Charlie pulled the proverbial rabbit from his hat to match an ergonomically correct riding position with as much vintage styling as he could throw at it. One of the slickest moves happened when Charlie took a tank from CCI and used a cateye silhouette to re-shape it. Dig those tank emblems too. Charlie saw a similar design on an old root beer keg and CNC machine met with bronze

to fashion a way for all to know this is Dan's Big Chief. Just picture yourself on Root Beer Float, riding out from its home in Concord, California, and heading east towards Lake Tahoe. That's what Dan and his wife, Cheryl, do.

We heard that Charlie is busy building a ground-up custom just for Cheryl and soon she'll be on an even cooler looking bike than Dan. Charlie worked very closely with Dan, the same way he does with all of his customers. Charlie gets the chance to build every rider his or

her very own tasty dream. Speaking of tasty dreams, this month's Fox Hunt Winner is the delicious Diana from Texas. You'll notice she's completely devoid of clothing on the upper half of her torso save for a long, gold chain, thereby showing off her tasty titties. She floated into the palatial photo-compound of Mike Chase for this photo shoot, read our tea leaves, drew a few Tarot cards and we found out what you have to do to pull her chain. The gold one, that is.
—Cheese Gypsy





Owner: Dan DeWorken
City: Concord, California
Fabrication: U.S. Kustoms
Model: 2007/U.S. Kustoms
Time: 4 months
Chroming: Meclec Inc.

ENGINE

Year/model: 2006/S&S/Indian
Displacement: 92 cubic inches
Ignition: Crane Hi-4
Modifications: Diablo V-Twin
Cam: S&S
Carb: S&S Super G
Pipes: Hacker/U.S. Kustoms

TRANSMISSION

Year/make: 2006/Baker 5-speed

PAINT

Molding: U.S. Kustoms
Painter: Charlie Beter
Type/color: PPG/Vanilla Shake
and Root Beer Brown
Special paint: Charlie Beter

FRAME

Year/make: 2007/Daytec
Type: hidden-shock
Rake: 30 degrees
Stretch: stock
Shocks: Progressive
Modifications: U.S. Kustoms

ACCESSORIES

Bars: White Bros./
U.S. Kustoms
Risers: Specific Alloy Components
Handlebar controls: Performance Machine
Fenders
Front: U.S. Kustoms
Rear: Russ Wernimont
Headlight: CCI
Taillight: Russ Wernimont
Speedo: VDO
modified by U.S. Kustoms
Pegs: UMI
Foot controls: UMI
Electrics: U.S. Kustoms
Gas tank: CCI
modified by U.S. Kustoms
Oil tank: Daytec
Seat: Dan DeWorken
Mirrors: Joker Machine
Grips: Vintage Jammer

FRONT END

Type: springer
Extension: none
Triple trees: stock
Builder: DNA
Modifications: U.S. Kustoms

WHEELS

Hub: Deja Vu by Tight Customs
Size: 18-inch
Tires: Avon
Brakes: Performance Machine
Photos: Mike Chase
Contact: U.S. Kustoms
www.us-kustoms.com

BARGAIN BIKES

Lately we've been writing some articles on how to find "bargain bikes." In our October 2007 issue (No. 412), we gave you a brief overview of both live and Internet auctions; however, we didn't get too specific. In this issue we're going to take a little closer look at the whole "buy it at auction and save" philosophy and see if there really are actual bargains at auctions. To help us out on this one, we recruited some professional assistance. Before we seek out the advice of our Pro, let's review what we know (or don't) about live auctions.

Before you can even bid on a bike at an auction, you have to pay to play. Once that's established, you're ready to raise your hand like a big boy. Most auctions offer either a preview day or special time prior to the actual auction for you to "inspect" your potential purchase. Then the bike goes on the chopping block. The seller has placed a reserve on his bike with the auction house. This is the minimum amount he is willing to take for his bike. The bidding will usually start below the reserve and hopefully go well above that to make a profit. So you have your bidding card and you're all set, right? Not so fast, says our Pro.

Glen Bator, of Bator International, is what's referred to in this business as a broker. He buys and sells bikes at auctions, has his own events in California (the Hanford Show and Swap and the El Camino Show and Swap), and is both well known and respected in the auction business for his knowledge and integrity. So are we all ready to bid on that '76 shovel in extremely good condition on the block right now? "Not so fast," says Glen. "At an auction, many sellers are very vague about their property and don't always disclose everything they should." Good thing we know Latin, I hear the chiming of *Caveat Emptor* (Let the buyer beware) ringing in my ears.

"You aren't going to be able to start the bike or, obviously, ride it. For all you know, the motor may not have any guts," Glen tells us. In actuality, there is very little accountability in auctions. I can bring in something, call it whatever I want and try and convince someone to buy it?

Glen clears some of this up. "Although some auctioneers know that there may be problems or that the '76 shovel is neither a '76 nor a shovelhead, they feel it's not their responsibility and do not disclose those facts prior to the bidding." There are many auctioneers and auction houses that will not pull this sort of stunt, right? "Sure there are. There's a guy out there named Gerry Wood. He's one of the most honest guys I know and won't pull any punches if he smells a rat."

So, are there really any bargains or great deals to be had at an auction? According to Glen, "If you're smart, pay attention to what's out there, or take someone more knowledgeable than you to the auction, you can find a deal. It all depends on what you're looking for." Glen goes on to give us the following example on a Vincent, Series "B," Black Shadow—one of only a few made between 1946 and '49. "Two years ago I was bidding for a customer on this and it eventually sold for \$72,000 [including the reserve]. That was fairly inexpensive and the buyer knew it. Later, my customer told me to offer the buyer \$90,000. The guy turned me down. Last year, I called the buyer and made the offer [for my customer] of \$110,000... the buyer was more than happy to accept. You tell me who knew how to play the game."

So our previous advice on knowing your budget, taking the NADA and Kelly



"I'd rather you not call your visits your 10,000 farts check up."

Blue Books, and not bidding with your heart was good advice? "Absolutely," says Glen. "Know what you're going after and what it's worth. There's good and bad in any auction." What about police auctions? Don't those have greater accountability? "Not really," Glen says. "Those old-school police auctions are fading away in many parts of the country. It used to be you could go to a real police auction and get a great deal on a cop bike or something like that, but recently, much of the auction-appropriate material is being bought by auction houses and being sold off at a 'police auction' when it's not the local cop shop doing the auction. Again. It's hit and miss."

So, bottom line, is it better to go to an auction and expect to find a great deal? According to our Pro, it is if you do your homework. "Are there bargains at auctions? Yes. But, you have to be there, or have someone there for you that knows more about it than you do." Sometimes that seems like a hard pill for people to swallow. "It is," admits Glen, "however, because you can't ride or start the bike, if you don't know what you're looking for, you run the risk of getting taken for a sucker."

So what if you do get taken? "There is a glimmer of hope there. No auction house wants a bad rep. You can take the purchase back and claim fraud. If you're able to prove it, you can get your money back, but you better be able to prove it." So the "buyer's remorse" clause is not in effect at these things? "No, if you win, the bid it's yours," Glen laughs. He also cautions that you better be able to pay on the spot, otherwise you could end up getting banned from that particular house.

We'll leave it up to you to decide if there really are deals to be had at a live auction. However, if you follow Glen's advice: do your homework; know your budget; know the "product"; and don't bid with your emotions, you could walk away with the bike of your dreams.

—Oil Can

For more information call Glen Bator at 805-646-9566 or visit his Web site at: www.Batorinternational.com.

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Product Review

SLIPPERY BAGGERS

A New Look For Harley-Davidson FLH Models With Corbin's Bolt-On Fleetliner Bag Set-Up

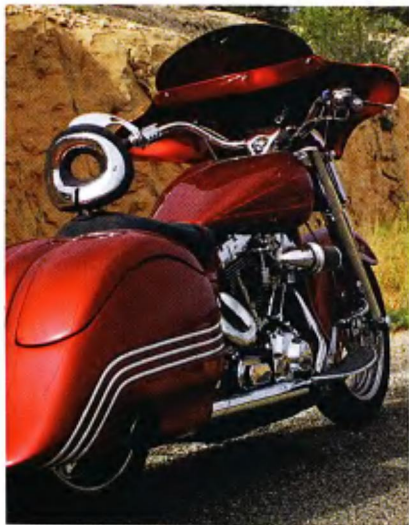
The new Fleetliner bag set-up from Corbin is a true bolt-on that's designed to help you take your Harley-Davidson dresser to entirely new levels of style and artistry. The whole set-up was made to fit '97-and-newer Harley Electra Glide, Road Glide, Road King or Street Glide models.

Corbin designed the Fleetliner bag set-up around a longer and taller rear fender; it allowed the engineers to work out the remainder of the components without having to bother with the constraints dictated by the original frame rails. Achieving complete integration of all the parts used in the kit, Corbin brought the lines of the bike forward with a set of elongated side frame covers and through the liberal use of decorative chrome strips.

Notice the lack of apparent hardware or bulky brackets to hold the bags in

place. This goes even further as Corbin was able to hide the saddlebag latch brackets by integrating them into the heel pads located at the front of the bags. The heel pads can be covered in a variety of materials to coordinate with the paint or seat cover options.

The bags are said to feature 40 liters of storage per side (compared to 26 liters of the OEM). Each bag features a spring-loaded latch pin that pops the door open slightly when the release is pulled. This allows both doors to flow rearward





Photos: Corbin

smoothly in an uninterrupted arc, Corbin says.

The bag latches lock to safeguard your belongings, and the doors hinge forward so they won't accidentally spring open while riding. Your valuable contents are also protected against shocks and the elements thanks to a full lining and a thick rubber seal.

The rear fender included in the set comes with a color-matched insert that covers the passenger seat mounting location. Because of the complete redesign of the rear fender, stock seat or existing aftermarket seats will no longer fit and will need to be replaced.

A license plate holder and taillight are also included, giving you a custom, flush look thanks to the integration of turn signals, license light and taillight.

Fleetliner bags work well with the OEM front fairing as demonstrated on the black bike, but they really shine when combined with Corbin's Fleetliner fairing, front fender and chin spoiler, as seen on the red bike.

The Fleetliner series of accessories for dressers is suitable for installation by the average home mechanic and includes: side covers, saddlebags, rear fender and license plate frame/taillight. Required—but not included—to complete the installation are: rider seat, passenger seat and side exit exhaust. The Fleetliner Bag set-up is available in primer for \$2,499 or can be ordered painted to match OEM paintjobs (including CVO).

Go to www.corbin.com for details or call Corbin at 800-538-7035.

—Ben L.



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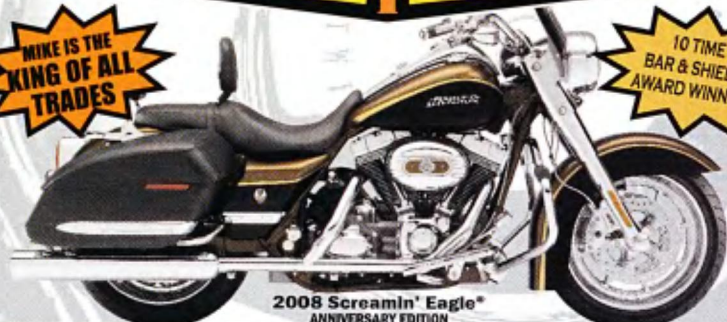
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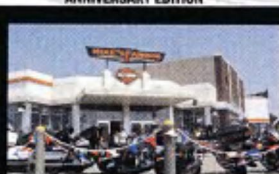
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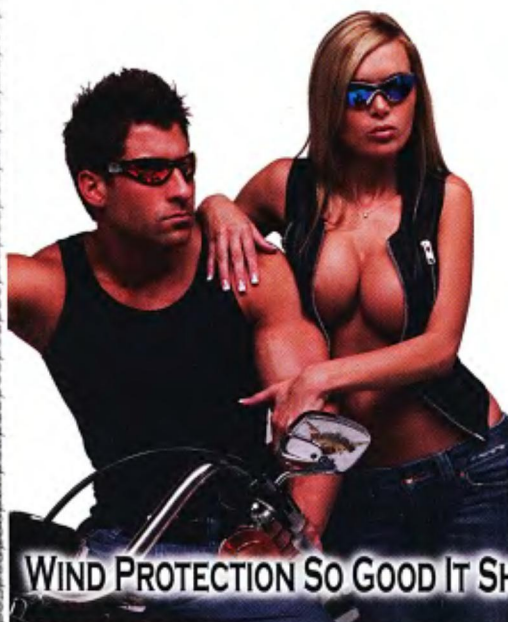
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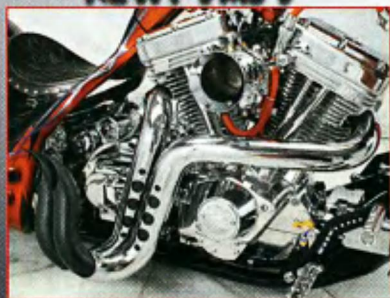
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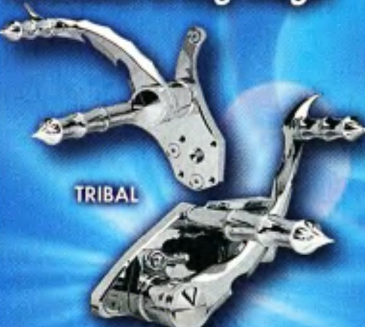
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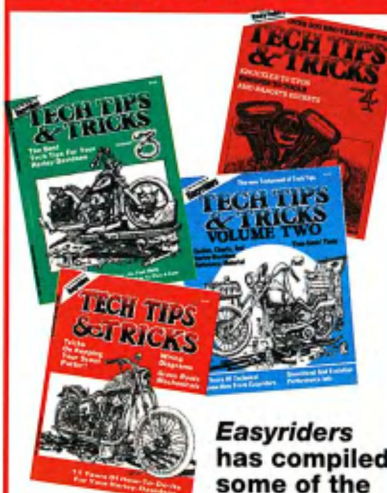
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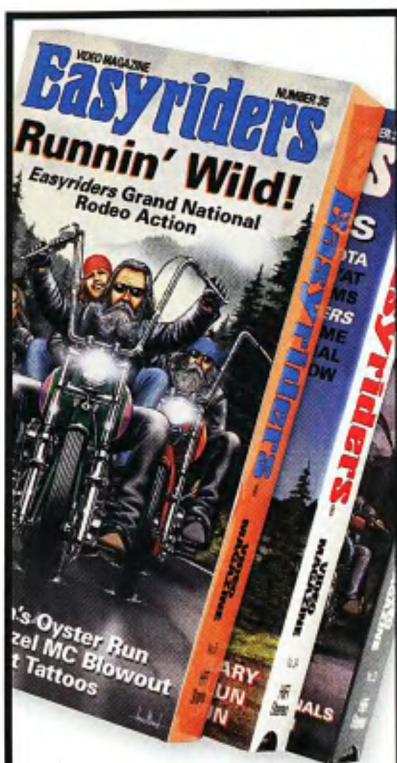
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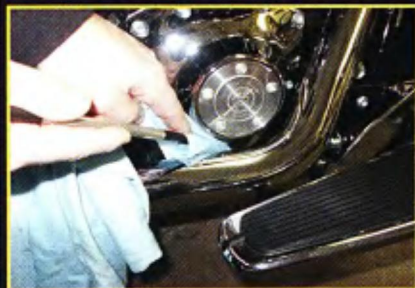
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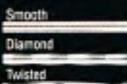
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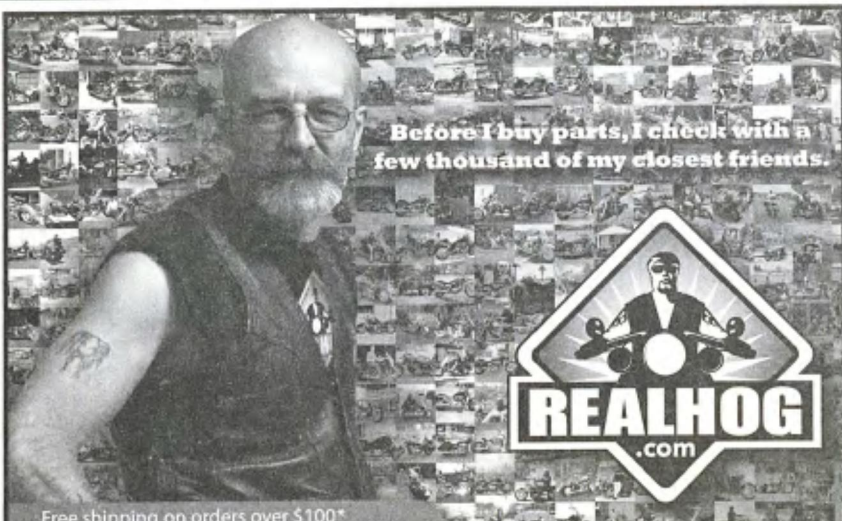
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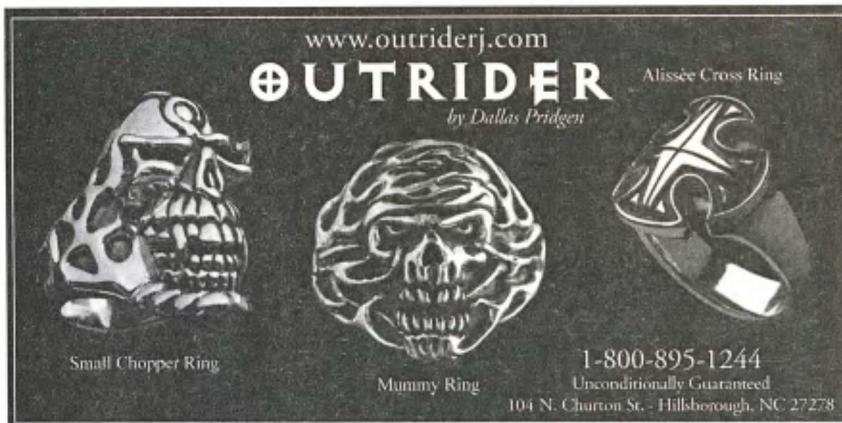
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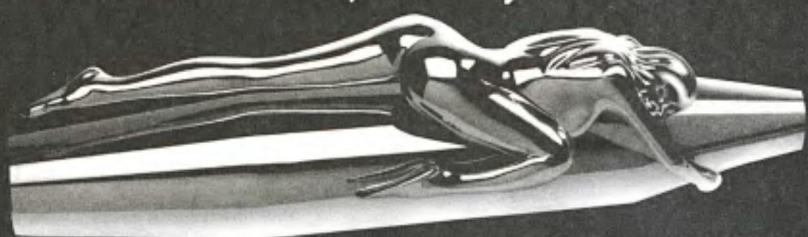
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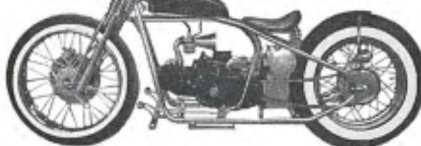
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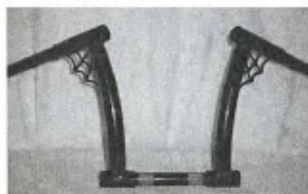
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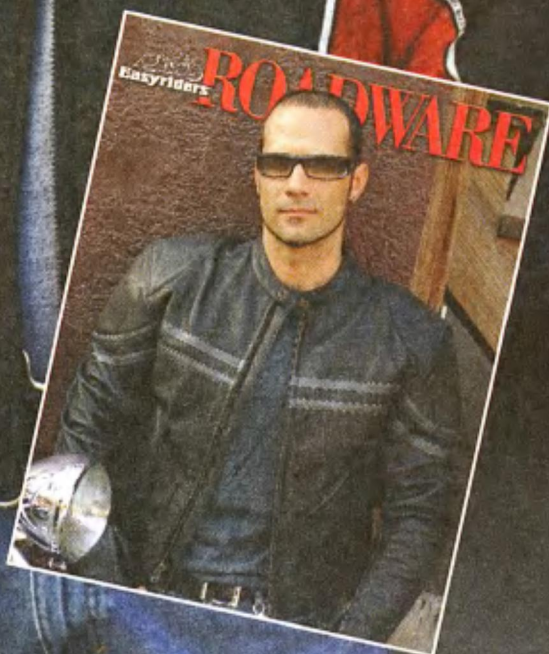
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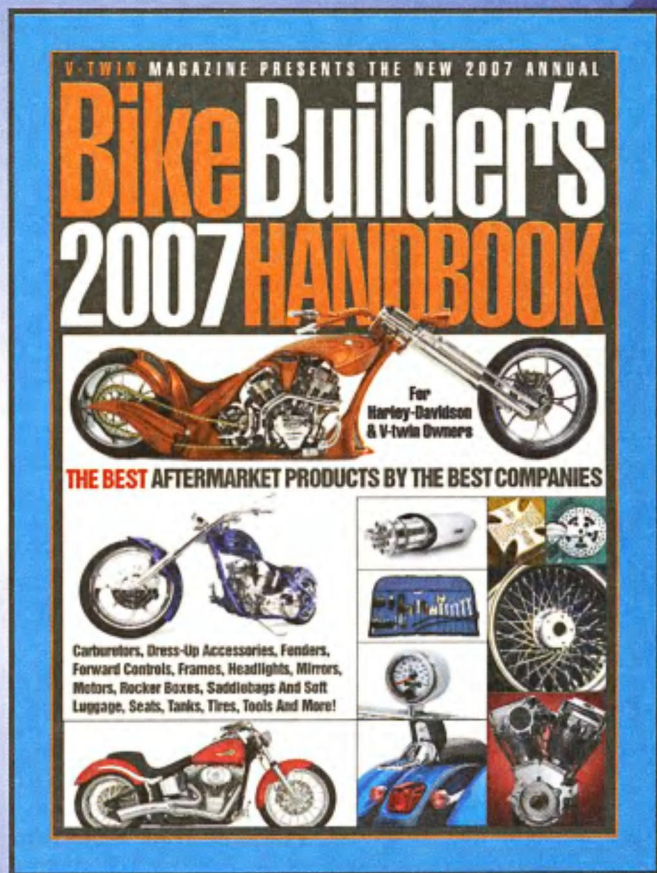
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A place to sit and a place to put all your crap—this is the theme of this month's handy product guide. Way back when, finding a seat that didn't look like a lump, and feel like one too, was nearly impossible. Now there are so many choices that the biggest problem is figuring out which one out of the thousands out there you like best. Whether you are a

touring rider looking to eke out a few more miles before stopping for the night, or a chopper rider who wants the teenie tiniest seat available, we think we have you covered.

Likewise, when you are travelin' down the road, a little extra carrying capacity is almost heaven-sent. Check out these roomy bags and we're sure you'll see something you like. —Kit Maiba

EASYSIDERS' GUIDE TO SEATING AND LUGGAGE



HARLEY-DAVIDSON SIGNATURE SERIES SEAT WITH RIDER BACKREST

The new Signature Series Seat (\$499.95) from Harley-Davidson combines proprietary foam density and a new shape in a comfortable seat for long-haul touring. The narrow nose keeps rider legs closer together when straddling the motorcycle. The removable rider backrest folds down for easier passenger mounting. The rider backrest has a 5-position height adjustment with 1 1/2-inch range, and a wide range of forward/back angle adjustment with the quick twist of the control knob. An embossed Bar & Shield logo completes the smooth seating surface. Fits a number of late-model Softails.



HARLEY-DAVIDSON EXPRESS RIDER LEATHER SADDLEBAGS

New Express Rider leather saddlebags for Sportsters from Harley-Davidson (\$499.95) offer traditional throw-over styling enhanced with a modern, rigid mounting structure. These 1200-cubic-inch saddlebags have convenient quick-release clips under conventional buckles, and the riveted leather patch carries an embossed Bar & Shield logo. Fits

2004-later XL models (except XL1200N) and requires separate purchase of Turn Signal Relocation Kit.

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



DRAG SPECIALTIES LOW-PROFILE SEATS WITH DRIVER BACKREST

These low-profile seats include solar reflective leather in the seating area, automotive-grade vinyl on the sides and

molded polyurethane foam for maximum comfort and styling. The driver backrest includes a sewn-in pouch, forward-to-rearward and vertical adjustment. It will fit with all Drag Specialties sissybars and has a 1/2-inch lower seating position than stock seats. Suggested retail \$599.95. Made in the USA.

VINTAGE SEAT CONVERSION KIT

This vintage seat conversion kit (*below*) was inspired by the Softail conversion Roland Sands Design created and dubbed El Borracho. The seat kit includes a fiberglass battery cover, billet seat pivot, steel supports, seat springs and a steel seat pan. It is designed to seamlessly fit with the RSD gas tank kit and 200mm fender kit. All necessary mounting hardware is included. Suggested retail \$599.95. Made in the USA.

Drag Specialties; www.dragspecialties.com





MUSTANG COMFORT

Discover the difference that comfort makes. Offering numerous design improvements over the stock Road King seat, Mustang's 16-inch wide, deeply pocketed solo sits you at the ideal cruising angle. The optional driver backrest is fully adjustable, removes without tools and folds flat. The sleek 11-inch wide passenger seat is supported by Mustang's unique internal support wings which hold up the full width of the foam. No more sagging at the edges and no more passenger complaints. Mustang builds seats for Harley-Davidson, metric cruisers and Victory models. Mustang seats are proudly handcrafted in the USA. View their complete catalogs online or call for your free copy because when it hurts to ride, it's not fun anymore.

Mustang Seats; 800-243-1392;
www.MustangSeats.com



SADDLEMAN S220E EXPANDABLE SISSYBAR BAG

This conveniently sized expandable sissy-

bar bag by Saddlemen is perfect for any trip as it can expand to carry all of your gear. It includes a fully adjustable sissybar mounting system that can be installed in seconds and will fit over any size and style bar pad. The top carrying handle, backpack straps and shoulder strap allow for easy toting when off of your bike. Measures 18 x 15 x 8 inches, and is expandable to 18 1/2 inches wide. Available through your Drag Specialties dealer \$139.95.

Saddlemen; www.saddlemen.com

KÜRYAKYN ULTRA TOUR BAG

You need major storage? Here is the answer (*below*). With its large center compartment and two large end compartments, pack away! Still need more room? Expand each end compartment 2 inches for that extra room. With its semi-rigid construction, this bag holds its shape no

matter how much you pack. Perfectly sized to provide back support for rider when mounted on passenger seat. Lean back and enjoy. Plenty of sturdy D-Rings allow you to bungee additional items to the bag or lock the side pocket zippers if needed (Small padlock not included.) Use the convenient shoulder strap for carrying the bag after a long day of riding. Price \$139.99



CLASSIC TOUR BAG

This is not your traditional roll bag. The new Classic Tour bag is perfectly sized for overnight or day trips. Zippered ends and large hatch allow access to main compartment from almost all sides. Expandable side compartments provide extra room when you need it and keep the bag narrow when you don't. New waterproof zippers have large, glove-friendly pulls. Also includes a rain cover for added protection. Semi-rigid construction provides support so the bag retains its shape—even when empty. It is perfectly sized to provide lumbar support for the rider when mounted on passenger seat. Lean back and enjoy. Price \$139.99

Kuryakyn; 866.277.9598;
www.kuryakyn.com





DANNY GRAY ADDS BACKREST MODELS TO THE BIGSEAT SYSTEM

Danny Gray has added two all new backrest models for its expanding BigSeat system. These backrests easily insert into a small steel base plate that has been integrated into the fiberglass seat pan. The backrests have three height positions with variable angle articulation and incorporate a spring mounted hinge that allows the backrest to fold forward. The BigSeat with BackRest is available for a comprehensive line of Harley-Davidson fitments including most 2007 models. At the core of this system is the BigSeat itself. A solo seat with deep double buckets and positive contour, wide radius hip flair, aggressive leg passes and a narrow nose section, all combine to give the rider extraordinary lower back support, seat comfort and control. BigSeat is offered through Drag Specialties and personalized seats with exotic leathers and hardware are offered directly through Danny Gray.

Danny Gray; 888-443-2669;
www.dannygray.com



SOLO COMBO SEAT

This solo combo from Corbin-Gentry features a three-button design and comes in

a Naugahyde finish. It is specially designed with a metal baseplate and can be mounted in various applications, depending on the mounting kit. The front seat is well padded for maximum driver comfort and measures 12 x 12 inches. The base of the seat has threaded inserts to accept bolts or studs to mount springs and nose bracket. The rear passenger pad is also comfortably padded and measures 7 x 11 inches. All Corbin-Gentry seats are made right here in the USA. and V-Twin carries a complete line of seats for XL, FX, Softails and big twins. They also carry a wide variety of seats for various chopper and custom applications. V-Twin Manufacturing is proud to be the exclusive distributor for Corbin-Gentry seats.

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



C&C MOTORCYCLE SEATS

C&C Motorcycle Seats has a new line of Harley bagger seats featuring removable driver backrests. For '96-'07 H-D Touring models, they offer a new solo seat along with three different two-up styles. The new line of seats will lower you at least an inch and pocket you within the frame for a comfortable ride. Five different stitch patterns are offered in your choice of thread color in vinyl or leather or you can match your custom graphics.

C&C can build you a new bagger seat from mild to wild with exotic hides.

C&C Motorcycle Seats; 866-775-2100; www.ccseats.com



LEPERA SORRENTO

As with all LePera seats, the Sorrento is constructed around a stamped, formed, welded and powdercoated steel baseplate fit with soft, yet durable, carpet on the bottom and metal reinforced vinyl trim around the edges. A specially developed custom molded Marathon foam ensures comfortable all-day cruising. LePera's intricate stitching is legendary and every inch features double stitching with bonded polyester thread. Each LePera seat can be custom made to order and all are available in a wide variety of traditional and exotic materials, colors, custom stitching and with or without the revolutionary Biker Gel and new Air Gel. Sorrento seats by LePera are available to fit most Harley models.

LePera; 818-767-5110;
www.lepera.com



WCC CHOPPER SEATS

Shown here is just a sample of the unique designs and exceptional quality you can expect in any of West Coast Choppers beautifully handcrafted seats. No mass production here, WCC seats are made to order from the finest hides in black, tan and natural. You can even order the raw seat pans ready for your finishing touch or fully show-chrome plated. Three seat logo impressions are currently offered including: Pay Up Sucker; West Coast Choppers (WCC); and Choppers For Life (CFL). A sanitary plain pattern and other styles are in the works and will be available soon. All WCC seats carry the company ID tag and are individually hand made in Long Beach, California.

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



ZOOM CYCLE

Zoom Cycle offers a full line of seats made in the USA. Featured is a solo seat and rear pad combination made with a button design and high quality black Naugahyde. The baseplate is contoured steel and allows for a close fit to the frame. The front seat measures 10 x 20 inches. The rear pad measures 6 x 10 inches, and both the seat and pad are 3 inches thick. Smaller style allows for custom applications. Available for rigid and swingarm models.

Zoom Cycle; 888-316-1994;
www.Zoom4parts.com

ULTIMA SADDLES

Ultima Saddles High Noon solo spring mounted seats are available in black or brown leather or choice of rugged vinyl. Gel inserts are a comfort option as well. Available in 9-inch or 13-inch widths and a new pillow style called Dusk to Dawn has been added to the line-up.

Midwest Motorcycle Supply;
www.ultimasaddles.com



IRON BAGS

Grab some attention with these loaded out saddlebags from Iron Bags. They have plenty of hauling space plus Cargo Lid Straps for any extra gear. They are constructed with 12-14 oz. top grain American saddle leather, steel reinforcing to help retain shape, and a contoured fiberglass backing that fits this bag snug to the chassis. Saddlebags are available from plain to totally decked out and come with all mounting hardware. Made with pride in the USA.

Iron Bags; 715-835-4557;
www.ironbags.com

THE LEATHERWORKS

The Leatherworks saddlebags, tool bags and sissybar bags are made from 10-oz. American tanned leather using industrial strength materials. They feature Indian head nickels, quick release buckles, long straps to carry cargo on top and the metal clips for bungee cords. The Leatherworks bags can be customized with chrome or colored studs, conchos,



pockets, colored piping, handbraiding, basket weave or different color leather. Saddlebags can be made throw over zipper-detachable or bolt-on ready to use with the quick release Easy Brackets.

The Leatherworks, Inc.; 209-983-9200; www.leatherworksinc.com



NELSON-RIGG CTB CRUISER BAGS

The Nelson-Rigg CTB Cruiser luggage line is made of UV-treated Tri-Max polyester. The line-up features twelve models

loaded with features, superior manufacturing and Nelson-Rigg's "Full-Nelson" Mounting System. With a lifetime warranty and prices starting at \$29.95, it's no wonder these backs are the perfect traveling companion.

The complete line of Nelson-Rigg motorcycle luggage, covers and rainwear can be seen on their Web site and is sold through quality dealers nationwide.

Nelson-Rigg;
www.nelsonrigg.com



REMOVABLE PHANTOM PASSENGER PADS

The perfect solution to temporary passenger accommodations on today's super sanitary custom scooters and bare bones choppers, these new Removable Phantom Seat Pads from Pro-One are both

sleek and functional. Designed to fit virtually any Harley, metric cruiser or custom rear fender, the Removable Phantom Seat Pads are offered in "Stitched, Smooth" and "Two-Tone Stitched" leather. Each seat features dual cavity suction cups, a non-abrasive neoprene fender liner, A.B.S. baseplate, space-age shock-absorbing foam and a special coating to help protect the leather from UV rays. These unique and extremely convenient butt cushions for your favorite passenger measure 10 x 8 1/2 x 1 3/4 inches.

PRO-ONE; 800-884-8473;
www.pro-one.com

CRUISELINER HARD SADDLEBAGS FROM NATIONAL CYCLE.

Cruiseline saddlebags (below) are made from a durable polymer material and are primed and painted with high quality gloss black paint ready to bolt on to the bike. For a custom look, you can easily paint or add airbrush details by painting directly over the black. The key lock permanently attached lid is hinged in the front, and swings forward for easy access to items. Cruiseline bags are secured to the motorcycle with quarter turn fasteners inside the bag for a no-tool removal of the saddlebags from the frame.

National Cycle, Inc.;
877-WSCREEN;
www.nationalcycle.com



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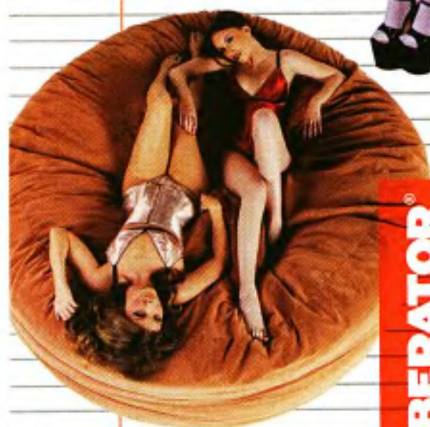
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ReadersRides

Jason Dufour Greene, Maine 2006 L. I. Bullet

Jason and his dad, Don, opened a small bike shop in the middle of nowhere, also known as Maine, where they, together with their hired help (or wrenches), Neal Gagne and Brian Blanchard, handle whatever custom needs might arise in their neck of the nor'eastern woods. At Lewiston Iron, they don't have any "Fancy machinery or all the money in the world to make a shiny bike that doesn't get used," says Jason.

Accordingly, this bike, which the fellows call "The Bullet," is fully functional. "Yeah, we rode it all around Florida during Biketoberfest this past year and all

over town here," Jason continues. "This bike has some miles on it!"

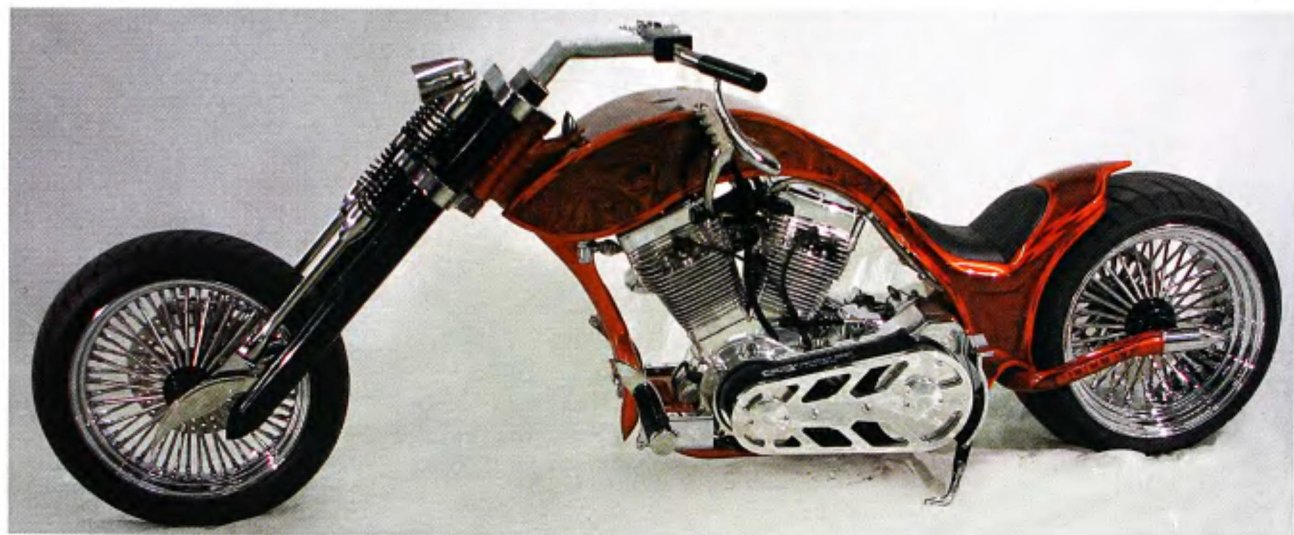
It also has a lot of other things on it, like the homegrown front end, controls, grips, riser, gas tank, motor mounts and fender. They also handcrafted the handle for the jockey shift and modified the frame holding the 120-cubic-inch El Bruto motor, while the wheels are from Ride Wright. "The rear wheel is the first they ever made to hold a 300mm tire," Jason says. "And although we didn't do the paintjob on this one (East Coast Signs did), we're now set up to do our own paint."

Of course, there's a kicker to all of this. Jason's dad has been reading *Easyriders* since before Jason was born, "But he doesn't know I sent you all this info and the pics," Jason says, adding that it would be "a



great honor to be featured in your rag."

What can I possibly say to this? Maybe, "Jason, just you wait 'til your father finds out!"
—Tripper



Photos: Owner



Photos: Owner

Carl Harr
Fresno, California
2004 Custom

Back in medieval times, being a dragon slayer must have been a cool job to have. Not only did you get to fight wicked, fire-breathing monsters, you also got to marry the king's daughter, if you survived.

It's not so easy anymore these days. For one thing, nary a dragon is left and the critters that might look like one (like Nessie, for instance) have gone into hiding so successfully, they've become figments of our imagination. So now what's a fellow to do when he's got a shit load of testosterone and no oversized lizard to bash? He builds himself a dragon, of course. No, wait. He builds himself a Dragon Slayer... or has one built for himself.

But never mind the logic here. What Carl has in his garage does have the trappings a latter-day dragon might sport: green, scaly skin luxuriously spread out over a long and elegant chassis, with the inkings of wings emerging from the top

end and "growing" (if you will) aerodynamically over and across the handlebars. This dragon is also tastefully "tattooed" with some of the fiercest dragon images known to mythical man. On the gas tank, the fenders and the oil tank, this drago dragonis is presented in a most awe-inspiring way.

Of course, there's more: Matt Beal at Road Rage Performance, who, wizard-like, designed and built this monster, knew that a fearsome dragon like this needs to be fearsomely equipped. The 113-inch S&S motor goes a long way toward that, as do the Ness pipes, handsomely modified by Matt, and the raked (42-degree) Diamond Chassis frame. And what hip dragon would want to be seen without 120-spoke Avon-shod wheels from American Suspension? None, I tell you.

The list goes on and on, like a dragon's tail, and according to unsubstantiated rumors, Carl has been inundated with fair maidens across the land who want to become princesses.

—Tripper

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ReadersRides



Photos: Owner

Dwayne Scruggs
Williamston, South Carolina
2007 FXDSE

This is what happens when you don't know your ass from a hole in the ground:

you put a stock bike in a magazine like this and call it a custom.

No, wait! Let me rephrase that. This is what happens when you put a custom bike in a magazine like this and then find out it's actually what Harley-Davidson

calls a CVO bike: a shining example from their Custom Vehicle Operations. That sounds a little better. Dwayne Scruggs bought one of the very first of these awesome bikes from the company back in June of last year and says he's invested close to 40 grand into it. "They only made about 2,400 of these," he gives as the reason for his attempt at having something pretty darn rare.

With its 110-inch Twin Cam motor fed by fuel injection, this potent street machine is all Screamin'-Eagled-out and boasts a slew of custom accessories. There's a new 43mm inverted fork with chrome tubes and triple clamps highlighted by a 21-inch Road Winder wheel and a swept-back custom fender. There are also Screamin' Eagle grips, footpegs, a brake pedal, shift peg and lots of other pieces from the Knurled collection to unify the performance theme. And that's just the front!

It's a bona fide rocket on wheels with a slammed rear suspension and custom seat topping the attractions. At least that's how Dwayne feels about it. And as for any holes in the ground, Dwayne's been deftly avoiding them wherever he rides this beauty.

—Tripper



"With these new air bags, I am invincible!"



"There is no surgery to fix 'skank.'"

Everyday Rider

Eddie Takes It Easy

Eddie Trotta's Bolt-Together Bagger

Baggers are hot stuff right now, so when Eddie Trotta took in a virtually new '06 Harley Street Glide with something like 400 miles on it, that bike didn't sit around too long before Eddie started looking at it with a customizer's eye. "I wanted to see what I could do without pouring a ton of money or work into it," Eddie says. "Just make some easy changes, see if it could be spiced up a little." As is evident, it could be. Better yet, all the changes Eddie made to this bike are, indeed, mostly bolt-ons. In fact, it's the sort of stuff anyone could do anywhere to any bike, but not with Eddie's touch.









made especially for 21-inch tires on baggers. "I did go a little overboard with that gas tank, though," Eddie admits. While the stretching was simple enough, installing a pop-up filler cap became a chore. "Keeping all that fuel injection stuff that's in there still accessible through a pop-up cap became more involved than I'd hoped for," Eddie discovered. He ended up having to make it so the top would actually come off so all those lines could be fit back into the tank. "It's all removable, but still with a flush-mount cap. It wasn't easy."

The wheels and tires, however, went on without a hitch and immediately made a huge difference. The wheels are a Thunder Cycle design manufactured by Weld; the Metzlers on them are ME88s with a 140 at the rear. "And you know, on a bagger you don't see that rear tire all that much anyway. It's a lot of work and expense to fit in a big rear tire and I don't think it's necessary. I've ridden baggers with 240s on them and it's usually not much fun. A 140, maybe 150 at the most, is plenty. It looks good and it handles good." Eddie's custom Street Glide got more help in that all-around performance department from Bert Baker. "While we were doing all this," Eddie says, "Bert came into town to film a TV ad about installing one of his 6-speed transmissions. I offered my bike as the

guinea pig! I got a Baker 6-speed overdrive out of the deal, and that really sweetened things up on the highway."

Since the bike still had its stock black frame—and absolutely nothing was done there except for a lowering kit up front—the rest of the bike was painted black to match, then heated up with some tangerine flames applied by Matt right in Thunder Cycle's paint shop. The pipes came out of the Drag Specialties catalog and Jeff Phipps stitched up a new seat. "I did end up making a new air cleaner, though," Eddie says. "We finished the whole bike and it still had the stock cover on. Looked horrible. I took one of my other air cleaners and made up a new backing plate to fit it to the throttle body. Much better, huh?"

That assessment applies to the whole bike. Eddie Trotta's bolt-together bagger came out a roaring success on all counts. And, as good as it looks, it found a new home fast when Eddie decided to sell. "I put it up on eBay and it was gone right away," he says. "It was the week right before Sturgis, too, and I was really hoping to use this one to ride around up there." Well, there's always next year, Eddie. And now it seems as Eddie has found the custom bagger formula. It starts with a Street Glide.

Stay tuned for more.

—Joe Kress

"You don't always have to rework things completely to have a cool looking motorcycle," Eddie says, and a Street Glide, he feels, is a great starting point for a custom bagger. "Much more nimble and lighter feeling than those bigger Road Glides," he says. "Those always feel top-heavy to me. I think this is the best bagger Harley's ever built. It's so agile and it seems to be balanced just about perfectly." And with just a few changes, it can look as good as it goes.

While plenty of folks go crazy on a bagger, that wasn't the plan here. This one would get the light touch—a little bodywork, some paint and some bolts. The workup began with a stretched gas tank and some filler panels to take up the space between the rear fender and the bags. Eddie sunk a pair of LED lights into the back of those bags. The front fender is a replacement. Right off the Thunder Cycle Design shelf, it's





Owner: Eddie Trotta
City: Fort Lauderdale, Florida

GENERAL

Designer: Eddie Trotta
Fabrication: Thunder Cycle Design
Year/make: 2006 Harley-Davidson
Model: Street Glide
Assembly: Thunder Cycle Design
Time: 2 months
Chroming: Chrome Masters

ENGINE

Year and make: 2006 Harley-Davidson
Displacement: 88 cubic inches
Ignition: Harley-Davidson
Cam: Harley-Davidson
Carb: FL

Air cleaner: Thunder Cycle Design
Pipes: Drag Specialties

TRANSMISSION

Year/make: 2006 Baker
Shifting: 6-speed

PAINTING

Painter: Thunder Cycle Design
Color: black
Type: House of Kolor
Special paint: Tangerine flames

FRAME

Year/make: 2006 Harley-Davidson
Type: Street Glide



Rake: stock

Shocks: Legend Air

ACCESSORIES

Handlebars: Mini Apes
Handlebar controls: Thunder Cycle Design
Fenders: Thunder Cycle Design
Headlight: Harley-Davidson
Taillight: Drag Specialties
Speedo: Harley-Davidson
Pegs: Thunder Cycle Design
Foot controls: Thunder Cycle Design
Gas tank: Thunder Cycle Design
Oil tank: Harley-Davidson
Seat: Jeff Phipps
Mirrors: Thunder Cycle Design
Grips: Thunder Cycle Design

FRONT END

Type: Street Glide
Builder: Harley-Davidson

WHEELS

Make: Weld/Thunder Cycle Design
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Performance Machine

Photos: Don Rogers

Contact: Eddie Trotta's Thunder Cycle Design
Fort Lauderdale, Florida
954-763-2100

www.thundercycle.com

Coming At Ya



The February issue of *Easyriders* (No. 416) will bring you the best new custom bikes on the planet. See the latest creations by Streamline Design, Phil Hoffman, Denver's Choppers, Cyril Huze, Jerry Burrow, plus an Everyday Rider by Brass Balls Bobbers.

Ride with us for all the fun and hangovers of Daytona Beach Biketoberfest, catch up with the Wind & Fire MC as they do good for kids in need, and twist the wick for some wicked times at the El Diablo Run.

This issue will also offer up two aftermarket guides, one dedicated to frames and another filled with tanks and fenders. All this and more is barreling your way in the February *Easyriders*. On sale January 1.



The next too cool issue of *V-Twin* (No. 80) offers up wild Metric marvels and true two-wheeled terrors from some of today's hottest

builders. Meet master builder Jaxon Fyffe, visit Carolina Custom Products, and add some horsepower to your bike with the latest Hot Shot Kit. Discover what's new at Saddlemen Seats, see the latest custom bikes in Europe, and check out our Top 10 Products for 2007. All this PLUS our amazing Motor Guide.

On sale now!

December's *Biker* brings you the lovely Lux on an Evilspirit shovel, Chica's Acid Trip, a panhead that'll really freak ya out! Plus frolicking bikers and tits.

On sale December 4.



Jumping into 2008, March's *In The Wind* (No. 132), begins our 30-year anniversary festivities. Join us for the 67th Sturgis Rally, with photos from staff and readers. You'll see H-D's latest long-range rider, the 105th Anniversary Ultra, with—slurp—sultry Shana. On sale now!

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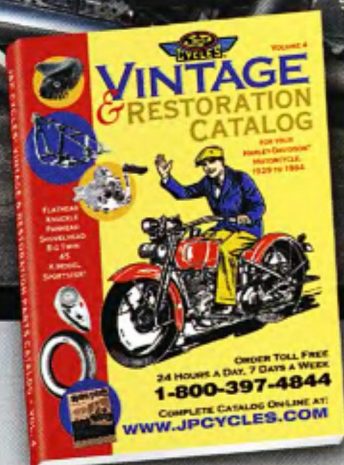
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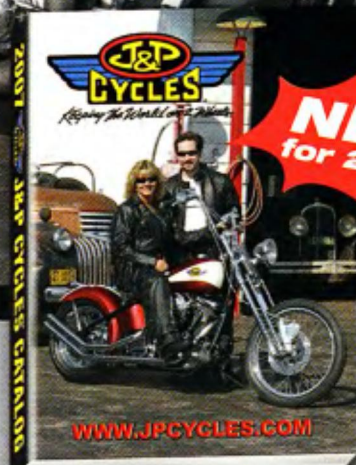
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