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Taking It Easy

As a taxpayer, I'm grinding my teeth—and so will you. Pentagon investigators found that, in August, a small South Carolina company fraudulently collected \$25.5 million in shipping costs, which included one invoice of \$999,798 for sending two washers (cost: 19 cents each) to a base in Texas. It seems the Defense Department supposedly has a policy of automatically and unquestioningly paying shipping bills labeled **"priority."**

Another **teeth-gnasher**: The Senate Finance Committee found that more than 450,000 federal employees and retirees owe back federal income taxes (totaling about \$3 billion), including almost 5% of the employees and retirees of the U.S. Tax Court.

And on it goes. About 30 Iowa school districts had their funding applications for preschool grants trashed because the paperwork was not **double-spaced**, as required.

Now that Internet newspaper sites seem to be replacing many printed editions, a 70-year-old woman told a newspaper that print version of her newspaper is a crucial part of her daily diet, literally. She eats it, in strips, and has for the past seven years because it tastes good. She recently experienced a blockage of her esophagus where the doctors found a ball of paper. That was when she told them of her diet. Doctors said that except for the blockage danger, **newspaper eating** is not harmful to one's health.

A "do-it-yourself" kind of guy tried to eliminate a wasp nest with **a can of Pledge** and a cigarette lighter. In the process he burned down his mobile home, destroying its contents as well as an outbuilding, a boat and a trailer. Yeah, but did he get rid of the wasp nest?

The largest school district in Montreal, Quebec, was mandated by an arbitrator to rehire a teacher whom it had fired for illegally failing to disclose a conviction for killing his wife. The arbitrator **ruled the firing improper** because the homicide is unrelated to the teacher's classroom work.

Iran's state-sponsored news agency announced that its agents had broken up a Western country's **"spy ring"** that employed more than a dozen squirrels trying to bring "spy gear" of foreign agencies into the country. Yes, that's right—squirrels.

An English-language Internet news site in Sweden reported that a couple had just been denied generous welfare benefits because they didn't like the government's work requirements. The husband wanted the payments even though he said: "Conventional work is out of the question for me, both in terms of my conscience and on an intellectual level, as it seems objectionable with regard to both my personal well-being and the well-being of society as a whole. Emotionally, too, conventional work creates **unbearable pain and dejection.**"

An Australian rugby player was complaining of an eye infection and pain so he went to his doctor who found a former opponent's **tooth embedded in his head** after an obviously violent collision.

A man was sentenced only to a small fine for brutally beating his wife. He explained his actions by saying that a **"red mist"** had descended on the room and caused him to lose control.

Britain's chief inspector of prisons included in an inspection report of facilities her advice that prison wardens try to **improve respect for inmates** by having guards address prisoners by their preferred names and knock on cell doors before entering. A guards' association spokesman said the suggestion lacked even a "modicum" of sense.

A guy in Australia went back to court to challenge the "not guilty/insanity" decision against him almost 10 years ago. He claimed that he should have been allowed to call as defense witnesses "higher beings" who had ordered him to bash the victim. And who were these entities? They included the sun god, **"Spacedust"** and the plasma being known as "Kadec." The court turned him down.

Easyriders®

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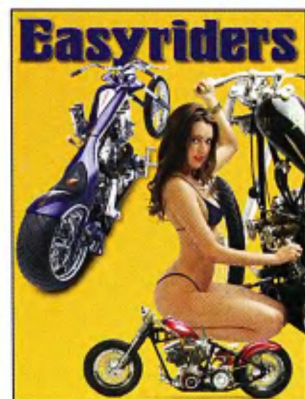
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Streamline Custom shot by Don Rogers. Jerry Burrow's bobber, Phil Hoffman's Pan and Erica shot by Balls. Cover imaging by Jeff Biggs.

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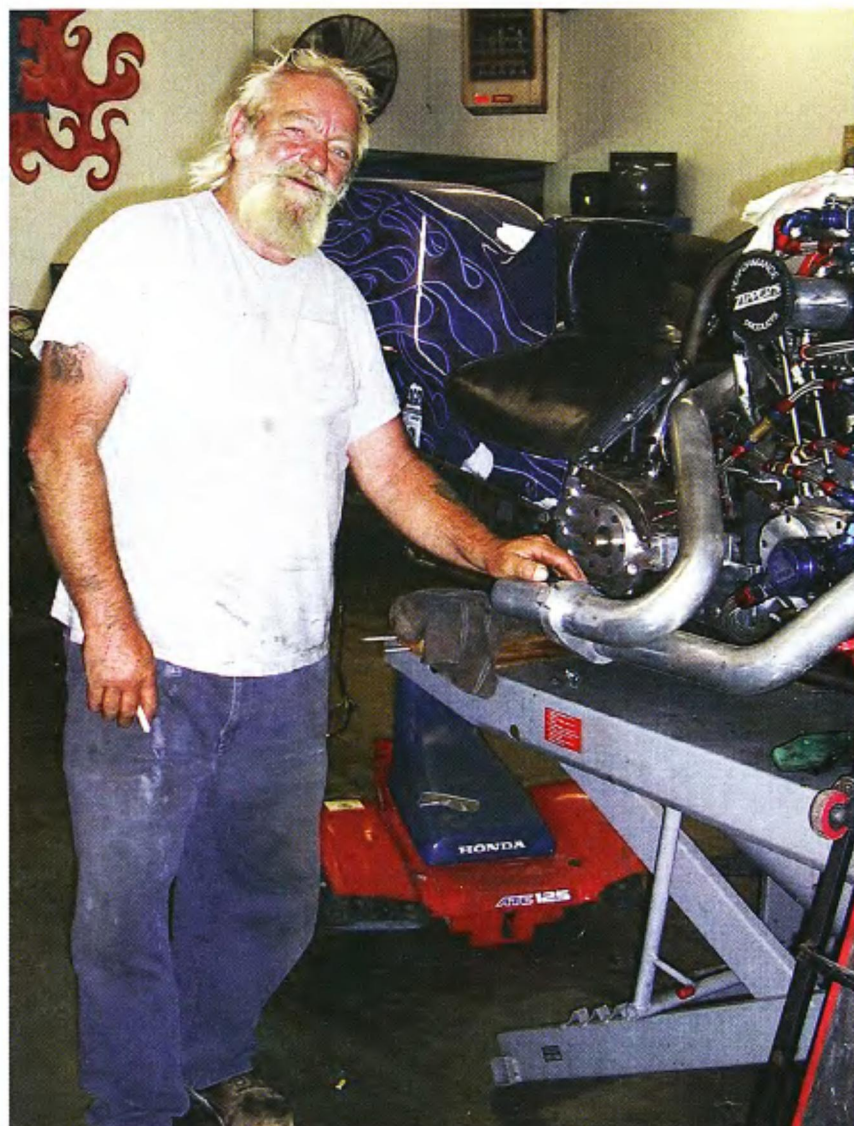
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WordMonger



Thanks, Wayne

I'm sending you a picture of Wayne, a friend of mine. Wayne is the owner of Ray's Cycle Stuff in Nelson, Ohio, which is also the home of Straight Jacket Racing (note the 220 mph Nitro Harley beside him).

I'm writing in the hope of getting Wayne's smiling face put in your rag. He is a true road dog from the old days—he believes in friends, family, and the biker way of life.

Wayne has done a great deal for my family and me (while I've been down). He's done everything from storing my scooter to working on my vehicles so my old lady and kids have transportation—not to mention that he's kept me supplied with

a subscription to *Easyriders* magazine.

Those are just a few of the things this true friend and brother has done for me. I could go on and on about Wayne. There are very few ways to say thank you from behind these walls. You would not only make this convict's day, but it would be a great honor to a biker who really deserves some honoring.

Frank Brooks
Grafton, Ohio

Old Names

The other day I was sitting at work, eating lunch, and checking your rag. I read the staff list to see how many old names I could find. I was a regular *Easyriders* reader from issue No. 69 (my

first) until the mid-'90s when a lot of things changed. The rag changed, I changed, the size of the family changed. I saw Joe, Kim Peterson, Billy Tinney, Michael Lichter, Michael Farabaugh (Met Balls in the early '90s).

My question is why is Hal Robinson not listed under "Illustrator in memoriam" as is David Mann? I know the newbies may not remember Hal (and Mutha), but don't tell me the old road dogs are so P.C. that Hal is no longer respected as one of the founding fathers along with Joe, David, J.J., and all the rest.

My name showed up in "Wordmonger" in No. 121, No. 129, and No. 132. If Hal's name shows up under David's, I'll renew my subscription. Hell, I'll renew it for two years!

Ride free, never forgetting those who came before us.

Edward Kennison
Marlinton, West Virginia

Your point is well taken, Edward. We still run old Hal Robinson cartoons in Easyriders and Biker from time to time. He was one sick, funny cat.

Las Vegas BikeFest Rocks

I'd just like to say the Vegas BikeFest gets better every year. You can expect reasonable room rates, cheap food and beer, along with great people. This year we stopped by Count's Kustoms for an open house and concert. We were greeted by the Count who made us feel right at home. What a party!

Curtis Tirey
Vail, Arizona

Wrong Name

In the December '07 issue on page 126 you got the name of the painter wrong. His name should read "Renkin," not "Reynolds." He is a good friend of mine. Please fix this. Thanks.

Sean Christensen
Cyberspace

You just fixed it, Sean.

Thanks To An Unknown Three

On August 3 my wife, son, and I were leaving Sandy, Utah, on a well-deserved trip to include Sturgis and other great places in the western U.S. A driver more interested in other things (not driving) caused my wife to lay down her bike, breaking her leg in three places, shoulder blade, and two ribs (hope he doesn't sleep—he saw it happen and drove away).

Before I could get off the road there were three people (one off-duty cop, one off-duty paramedic, and one trained in first response) that had stopped traffic and were helping her. Because of the confusion of the accident and my worries, I never got the chance to really thank the people who helped first. We got a copy of the accident report, but it had no names listed so this is my best chance to thank some people who really deserve it (even if they don't ride). So thanks to the unknown three.

Chris Chandler
Sandy, Utah

Only A Sportster

I ride a '06 883 Custom. I do all my own wrenching, and my bike is my primary form of transportation. I've also ridden hundreds of highway miles with my wife on the back. I put more miles on my bike in a month than most weekend warriors do in their weekend leathers in a year.

I'm sick of these yuppies (most of 'em can't even change their own oil), turning their noses up because I ride a Sportster and not a Softail, Dyna, etc. For the record, whether it be an 883 Sportster or a Road King, Harley-Davidson doesn't build junk.

I guess when I start to see these people riding in 35-degree weather or installing their own exhaust kits, I'll pretend to acknowledge them. If you have this attitude toward Sportsters and don't even own a bike or ride some piece of Jap junk, maybe you should invest in a BMX (training wheels optional).

Jason
Iowa

Easyriders Fan

Just wanted to say I love reading your magazine. Years ago, my wife started me with a subscription as a gift. And a GREAT gift I may add. Have gotten lots of tips. Keep up the good work.

Brian
Memphis, Tennessee

Snakes On A Bike

As a new rider at age 59, *Easyriders* is just what I needed. The pics are great, and I buy goods from your advertisers.

Ray Ebbets
Sylmar, California

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Hot Rod

A Brand-New Blast From The Past

Charles Harris captains yachts out of South Florida these days but he grew up with Ed "Big Daddy" Roth, the Rat Fink, and that whole hot rod lifestyle of the 1950s and '60s. About a year and a half ago Charles decided it was high time to maximize his on-shore time with a custom bike, something paying tribute to those classic hot rod choppers of decades past. But he'd do it without being slavishly old-school. Too easy, and besides, it's been done to near death. Nope, this blast from the past would have to be brand-new and incorporate lots of modern thought and design, while not forgetting where it all came from. Not an easy commission for any builder asked to participate.

Austin Weiss at Streamline Designs in Stewart, Florida, was up to the challenge. Just 23, he's hardly old enough to





have been around during the heyday of the hot rods Charles remembers, but Austin's sure made a name for himself with his motorcycles in the last few years. The youngest builder ever picked for the Easyriders Centerfold Builders Tour, his sheet metal magic turns heads everywhere. There was no question about him having the "brand-new" covered for this build. Charles figured he'd have no trouble walking this young gun through the rest, either, schooling Austin in the finer details of hot rod style and pointing him to all the history books and old magazines he'd need with examples of what he was talking about and what he wanted. So the motorcycle became a collaboration—a sweet mix of Austin's new and Charles's old. "He came into the shop looking for that hot rod theme," Austin says, "but wanting it totally off-the-wall, as wild as possible." He got it.

Austin set a Covingtons Limo chassis up on the table as a start and not being one to leave things alone, he cut it all to hell. "I grabbed the Sawsall and went to town for a day." Most obvious is the total elimination of a center seat post.



It's an illusion. "It looks like there's nothing there," Austin explains, "but that sheet metal work in front of the rear fender actually hides some 1/8-inch plate all Yoder-formed to become the braces for the frame tubes top to bottom." Tricky business, that. And talking tricky, take a really close look at the metalwork all over this bike. Intricate to the 'nth degree, the visually simple tin is actually multi-layered with formed-in body lines. Some of the metal is triple layered, some of it quadrupled. For a gas tank, Austin played off the old Sportster, forming an all-new tank but radically stretching it and flowing it along the frame into the seat and rear fender. Chalk that up to the new-school side of the build. Jumping right back into the old, the bike got a genuine

Hurst 4-on-the-floor shift lever for its jockey-shifted Baker transmission. It's topped with a hand-carved shifter knob Charles whittled during his off-hours out at sea—a modern day biker/mariner's version of scrimshaw.

Charles did more than whittle, though. He was adamant that his hot rod bike be a balls-to-the-walls machine able to take on anything. That explains the Kendall Johnson-built Ultima topped with a pair of Weber 48s. There's a beefy 3-inch Barnett primary with a full lock-up clutch, too. Austin made the pipes himself, grabbing the raw materials from a motorcycle junkyard. He started with the megaphone muffler off a sportbike that he cut up, reshaped and then added a Lakes-style tip. The details are all over this one. Austin even had the Accutronix foot controls engraved with the Hurst logos,



continuing the hot rod connection.

You might wonder how and where a guy this young picked up bike-building chops like this. Austin got his working for Eddie Trotta before heading out on his own in 2005. Obviously, he learned well. The bike that Austin built for

Charles Harris isn't just about looks. "Whenever he's in port," Austin says, "you can find Charles out and about on this one non-stop, kicking ass, taking names and rolling up the miles. Sounds exactly what a good hot rod's all about.

—Joe Kress





Owner: Charles Harris
City: Fort Lauderdale, Florida

GENERAL

Fabrication: Austin Weiss
Year/make: 2006 Streamline Design
Model: Hot Rod
Assembly: Tom Keller
Time: 6 months
Chroming: Shineman

ENGINE

Year and make: 2006 Ultima "El Bruto"
Displacement: 127 cubic inches
Ignition: Crane
Cam: Ultima
Carb: Weber
Air cleaner: custom stack
Pipes: Streamline Design

TRANSMISSION

Year/make: 2006 Baker
Shifting: foot clutch/hand shift

PAINTING

Painter: Chad Fister
Color: Cobalt Blue
Type: House of Kolor

FRAME

Year/make: 2006 Covingtons/
Streamline Design
Type: rigid
Rake: 45 degrees
Stretch: 7 inches up, 2 inches out

ACCESSORIES

Handlebars: Streamline Design
Handlebar controls: Hurst
Fenders: Streamline Design
Headlight: Headwinds
Taillight: Streamline Design
Pegs: Accutronix
Foot controls: Accutronix
Gas tank: Streamline Design
Oil tank: Mooneyes
Seat: Jeff Phipps
Grips: Streamline Design

FRONT END

Type: Glide
Builder: Perse Performance

WHEELS

Make: Performance Machine
Size: 21-inch front/18-inch rear



Tires: Avon
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Photos: Don Rogers
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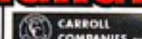


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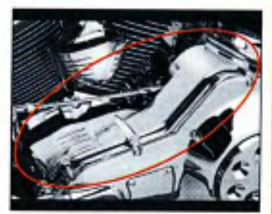
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Billet bag latches

Doherty Machine's billet hardbag latches (top right) are designed as a bolt-on replacement for Harley-Davidson factory units. Each latch is machined from a solid



block of billet aluminum and features hidden mounting screws for a clean look. They're chrome-plated and available in a variety of milled surface patterns, and retail for \$173.95 per pair.

Go to www.dohertymachine.com or call 800-956-9409 for info.

Up-Rise split-open belt drive

American Motorcycle Service offers the 3-inch Up-Rise (below), a split-open belt drive for V-twin applications. It's made to fit the manufacturer's Hot Rod High Rise frames to secure the motor to a 3-inch raised transmission. The pulleys are machined with 2-piece billet rings that bolt together to track the two, 1 1/4-inch belts. Included are Gates belts, a Kevlar clutch, a 3-piece, spring-loaded starter jackshaft, a billet 6061-T6 front pulley and a billet aluminum clutch basket with the option of either a diaphragm or spring-activated pressure plate.

Made in the USA for American Motorcycle Service by Tauer Machine, this belt

drive system is available chromed, polished or powdercoated in black wrinkle. It retails for \$1,895.

Visit www.highly-dangerous.com or call American Motorcycle Service at 866-4-KUSTOM for information.



Old-School tool rolls

Remember the days when you got your new bicycle and it came with a cool, sparkly banana seat? Geoleather is bringing the look back with a collection of colorful tool rolls. Each roll is built around a plastic pipe wrapped with leather and features a wing design. The lid and the sides are decorated in sparkly vinyl. Tool rolls are universal and can be mounted above and below your headlight or on your frame. Available colors include: red, white and blue, with gold and green soon to come.

Go to www.geoleather.com or call 480-560-4132 for more information.

Stationary Gift Items

These novelty items are designed to satisfy a range of different tastes. From the "Live to Ride" picture frames to the "Stars and Stripes" stapler, JBN Custom





gift items would make a perfect addition to any rider's holiday wish list. Prices range from \$7 to \$13.

Call JBN Custom at 713-983-8908 for information.



Talon watch by Marlin

Marlin's new Talon handlebar-mounted clock or thermometer is one of many styles the manufacturer offers for motorcycle applications. The Talon starts at \$49.95 and features an easy-to-read dial and sleek styling. The waterproof Talon watch has shock-resistant components and a soft-tipped, hidden setscrew. This model fits 1 7/8-inch bars and is available with a variety of dial faces including: horseshoe black/silver, brushed aluminum, traditional black and radiant white. Matching Fahrenheit and Celsius thermometers are available.

Go to www.marlinclocks.com or call Marlin Corporation at 800-777-5543 for information.

Biker Essentials catalog

Lifestyle merchandise for every motorcycle enthusiast. From unique gifts, housewares and porcelain signs to cold-weather riding gear and quality leather



items, Mustang's 2008 Biker Essentials catalog has thousands of items, each with a unique motorcycle theme. Mustang's Biker Essentials items are sold through dealers and accessory shops worldwide.

Visit MustangDealer.com for more information or call Mustang Seats at 800-243-1392 or 860-582-9633.

NAMZ handlebar extension wiring kit

NAMZ offers the least expensive and easiest way to extend your handlebar switch wiring in order to install custom handlebars. NAMZ switch extensions are available in four popular sizes: 4-, 8-, 12- and 15 inches for '07-and-newer models.

NAMZ also offers extension kits for '96-'06 models. All wiring kits come complete with OEM colored wire, installed



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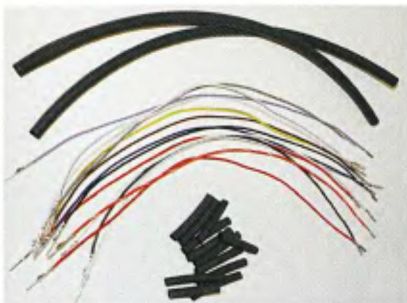
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male and female terminals and heat-shrink tubing.

NAMZ products are available through Drag Specialties, Custom Chrome, MID-USA, Tucker Rocky, Zodiac, Mid-West, J&P Cycles, Motorcycle Storehouse or directly from www.namzccp.com. Call 877-277-NAMZ for more information.

Cheyenne wheel comes with lifetime warranty

Renegade's new Cheyenne billet wheel features a 3-dimensional cut and striking gothic appearance. As with all Renegade wheels, the Cheyenne is precision-machined from a single block of high-grade billet aluminum. Each wheel is polished to a mirror finish and chromed.

All wheels are shipped complete with applicable hubs and bearings and are available in diameters from 16 inches to



23 inches, in widths from 2 1/4 inches to 14 inches.

All Renegade custom wheels carry a lifetime structural warranty. For complete details and interactive fitment chart, you may visit www.renegadewheels.com or call Renegade at 714-998-7241 for info.

Brute 200 wide-tire conversion

Reno Cycle Worx now offers a 200mm rear tire conversion kit for '80-'07 Harley-Davidson baggers.

This kit requires only 7 hours of installation and requires no primary spacing, which maintains stock weight balance. The fender fits the tire properly and bags remain in the stock fender location.



The Brute 200 retails for \$3,495.

Visit www.renocycleworx.com or call 701-232-6095. Dealer and distributor inquiries invited.

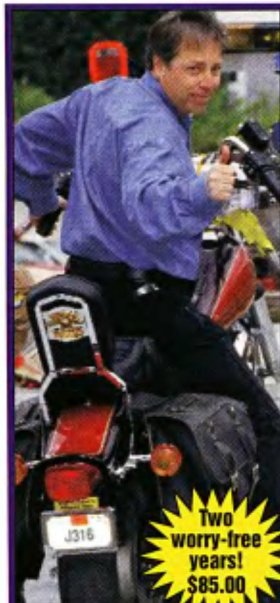


One-piece bagger wheels

Available for '00-and-newer models, RMD Billet's one-piece, blacked-out wheels for bagger applications are offered in six designs and are powdercoated in your choice of black satin or high-gloss black.

All wheel hubs are assembled with sealed bearings and are manufactured for drive side, standard, or sprocket/brake set-ups. The manufacturer offers matching pulleys, sprockets and rotors for each wheel model. The unique contrast look is classy and will make any bagger stand out from the rest. Prices start at \$895.

Visit www.rmdbillet.com or call 507-348-8877 for details.



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YES... BUT YOU
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WORMS



Saturday Nite Special

Jerry Burrow Goes Gunning

Jerry Burrow and his RoadHawgs crew were packing some serious heat when they unholstered their radical 11-foot Clear and Present Danger bike at the Columbus Easyriders Show. They were also toting some back-up in the form of a red hardtail bobber they called "Saturday Nite Special." We caught up with Jerry at his 10,000-square-foot facility located outside Chicago in Ford Heights, Illinois. "We brought the bobber just to be part of our display and to give people an idea of what we build and sell." When the smoke cleared the Danger bike had taken top honors and was awarded Best in Show. Then, much to Jerry's surprise, he hit the bull's-eye again; the red bobber seen here was awarded the prestigious Editor's Choice award.

This bike took form in Jerry's head while he was out riding one day.





"I wanted to build a bobber with a nod to vintage flattrack racing days and I also wanted to put on some chubby tires. I had this 1946 Harley Springer front end that got the whole deal rolling."

Both tires are 16 inchers with a 150-series Avon up front. As to the handling characteristics Jerry says, "It runs great and those handlebars give it a very quick response. You're riding leaning forward and feel like you should be wearing a little leather hat. It's actually pretty comfortable, especially after we added some pads to that aluminum seat."

With the help of ace fabricator Danny Allen, they crafted the svelte, ribbed Mustang gas tank and draped the set of low bars just in time for the bike show. In fact, the name for the bike came from the fact that they were still wrenching on it through Saturday at midnight before the Easyriders Bike Show. "We had the name before we added the .44 dual-shot derringer that pops out from the left side of the oil tank," says Jerry.



The jockey handshifter is actually a true stickshift with an integrated clutch lever—something Jerry came up with based on a 1930s Ferris wheel gizmo. He now offers it with his product line along with that cool gas tank.

Saturday Nite Special now belongs to Dean Armstrong who saw it on Jerry's Web site and had to have it. "He bought it just to ride—and he does. There's also a funny story that goes along with the bike. Dean has this big metal barn in Michigan where he stores his equipment and the bike as well. One day he called me and said that the bike was popping and hard to start. He brought it over to the shop and we tried to fire it up in front of some customers. Then,



suddenly, a whole bunch of birdseed flew out of the exhaust pipe. We looked at each other...what the hell was that? We looked in there and found out that a mouse had stored a winter's worth of seeds in a little condo it made inside that Martin Bros. exhaust pipe and plugged it up. Once we cleared that out, the bike ran fine. The mouse probably wasn't too happy though."

If you're in the Chicago area, drop by any Thursday throughout the year for the RoadHawks Bike Night. Besides Jerry's showroom, there's a full-fledged watering hole set up in an old barn they call the Pick-up Bar and Grill. They've also started up an annual bike event called Roadstock, which is held during the Labor Day holidays. Sounds like the place to be.

As a follow-up, Jerry's Clear and Present Danger bike went on to be chosen as the Easyriders Bike of the Year and joined the 2008 Easyriders/V-Twin Centerfold Tour coming to a town near you.

—Paul Garson





Owner: Jerry Burrow/RoadHawgs
Custom Shop

City: Ford Heights, Illinois

GENERAL

Designer: Jerry Burrow

Fabrication: Jerry Burrow/RoadHawgs crew

Year and make: 2006 RH Special

Model: Saturday Nite Special

Assembly: Jerry Burrow and Mongo

Time: 3 months

ENGINE

Year: 1999

Model: S&S

Rebuilder: Jerry Burrow

Ignition: Crane

Displacement: 96 cubic inches

Lower end: S&S

Balancing: S&S

Pistons: S&S

Heads: IP

Cam: Andrews

Lifters: JIMS

Carb(s): Typhoon

Air cleaner: Typhoon

Pipes: Martin Bros.

Mufflers: none

Transmission: 2006 RevTech

Modifications: cut gears

Shifting: stickshift

PAINTING

Painter: Troy Riley

Color/type: House of Kolor/Kandy Red

FRAME

Year: 2006

Builder: Santee

Type: rigid

Rake: 38 degrees

ACCESSORIES

Bars: Jerry Burrow and Danny Allen

Handlebar controls: internal

Fenders: Milwaukee

Headlight: Exile

Taillight: cool

Speedo: Drag Specialties

Pegs: Harley-Davidson

Electrics: Jerry Burrow

Gas tank: Jerry Burrow and Danny Allen

Oil tank: Gatling & Jerry Burrow

Oil system: Jerry Burrow (copper)

Seat: Jerry Burrow

Mirrors: Paul Yaffe

Grips: Ness

FORKS

Type: Springer

Builder: Harley-Davidson

WHEELS

Size: 16-inch

Wheels: 100-spoke American Wire

Tires: Avon

Brakes: Exile and PM

Photographer: Michael Farabaugh

Contact: RoadHawgs

708-758-4294; www.road-hawgs.com





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TalkingTech

RUMBLE RAMBLE

It seems that every vendor's exhaust system outperforms the competition and they all have Dyno sheets to prove it! All I want is a deep, rumbling exhaust that gets decent mileage and doesn't cost an arm and a leg. Two years ago I took off my Screamin' Eagle mufflers and installed a custom setup with no baffles. This created a loud but deep sound. I never changed the jetting but only got 28 mpg! I am assuming I need to rejet the carb. Am I harming the bike by running it like this? I was thinking about adding baffles that the manufacturer also claims are the best things going. For \$76 plus shipping, you get two short baffles about 3 inches long. Are you familiar with that product? I am also going to try a Python 3 exhaust that I bought on eBay.

Alan Shaw

Most pipe manufacturers who have been around for a while put hours of testing into their products. They have to in order to compete in today's market. I have no experience with the baffles you mentioned, but have used baffles from Cycle Shack and Khome Werks. Cycle Shack's XP baffles work great. They should fit your old SE muffs if you still have them. Their universal baffle fits most drag pipes, but I doubt flows as well or sounds as rich as the XP set-up. The HP-Plus baffles from Khome Werks are excellent, too, and also have a nice tone. The Python 3's were designed for modified engines. They might feel a little soft at low revs in your Dyna, but sound good and are worth trying. 28 mpg? I'd guess that your enricher isn't seating, the air filter is dirty, or someone over-jetted your carb in the past. Be sure there's slack in the enricher cable, then check the needle and jets or find a cheap, low-miles, late model replacement carb on eBay. Either carb will probably benefit from a Dynojet jet kit, which includes instructions for installation and tuning. Your mileage reflects a rich carb. Fouled spark plugs are the only problem you're likely to run into with the present set-up.

SHAKE AND RAKE

I ride an '07 Softail Custom and I would like to replace the front end with American Suspension's new Black Mamba D-69 springer. I would like to add some rake and stretch, but I'm not sure how to get the correct measurements. Any other

suggestions will be appreciated. Thanks.

Greg "Shake and Brake" Martin

Too many unanswered questions, Greg! The first question is, how long a fork do you want? Or, to take the opposite approach, how much rake and stretch do you want? You need to either fit the frame to the fork or the fork to the frame. If it were me, I would stick with a stock length fork or maybe go a few inches over or under to avoid altering the frame. Even with that, the Black Mamba, which isn't a springer, by the bye, will add to the looks of your Softail. Radical frame changes create a domino effect of other changes that will be required. I'd suggest that you ride your '07 as it is for a year until you get a clearer picture of what you want. Otherwise, you have a great chance of just cutting the value of your motorcycle in half or tripling your investment in it without accomplishing anything except spending thousands of dollars more than you really have to. Unless you are a skilled fabricator, it's better to know exactly what you want before you make any changes that can't be reversed.

AT THE CROSSROADS

I am contemplating my next engine build and am at a crossroads. Everyone claims that "torque wins races," but I find that a little hard to believe. Is that really true, or is it just another catch phrase that people throw around to sound smart?

Dale B.

A little of both. Anyone can ride a torquey engine well and kick some butt with it, but it takes experience and a properly set-up motorcycle to get the most from a high-rpm, high-horsepower engine. To do well with it, you'd have to use the transmission to keep the engine in the meat of the powerband, which will be narrower than the one in a high-torque engine. Torque can make a motorcycle harder to launch effectively at the dragstrip, but it pretty much rules on the street. If you have a light bike, an aggressive riding style, and don't mind shifting gears a lot, I'd say build for horsepower. If you want to just crank it on and go, build for torque.

THE WHEEL THAT BINDS

I put a custom wheel on my '97 Softail. The problem is that the wheel binds

when I torque the axle nut all the way down. A friend told me to just not tighten the nut so tight and put some red Loctite on it but I don't like the sound of that. Do you have any suggestions?

Hot Wheel

The bearings in your wheel are tapered Timkens. Yours don't have enough endplay, which is determined by the spacer between them. In your case the spacer is too short, which lets the bearings jam into the races as you tighten the axle nut. Measuring endplay is covered in the H-D Service Manual for your Softail. To increase endplay, you need to install a longer spacer or add shims to the one you have. Just blindly adding shims is somewhat hit or miss, but it is "do-able" given patience and the right shims. According to the manual, permissible endplay with the front wheel in the air is .002-.006 inches—just barely perceptible, in other words. You'll need a dial indicator to measure it accurately, which is a good idea considering that the wrong endplay could put you on your face, head, ass, or all of the above.

SU CLUE

I scored an SU carburetor off an old Austin-Healey sports car that I want to put on the old-school panhead that I am gathering parts for. None of the local shops know anything about them or even where I could find a manifold. Can you help me out with this?

Old-School Newbie

Sure thing. You should be able to find a manifold through Rivera or VTwin Engineering, and most other parts that are still available for SUs. I don't think you'll find any in his showroom, but Carl Morrow is a master with SUs. Your favorite dealer should have Rivera and VTwin catalogs handy for your perusal. Contact Mister Carl Morrow via at www.carlsspeedshop.com or give him a call at 386-258-3000.

—Tom Johnson

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



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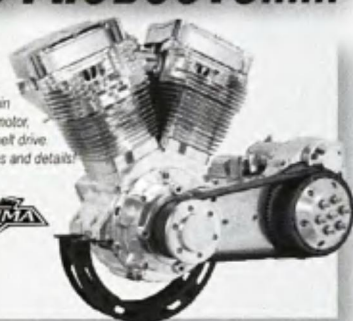
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Is Your State Next?

NEW LAWS FOR MOTORCYCLES

Where can you find the strictest government regulations for motorcyclists in the United States? Not in any of the 50 states, but in the U.S. territory of Puerto Rico. A measure recently signed into law by the governor of Puerto Rico, and already under protest (See Page 28), will require riders to wear not only a helmet, but also gloves, boots, and long pants. After dark, riders must wear a reflective vest, and the law also tightens age restrictions on riders and imposes new testing requirements. In some ways the law is even more restrictive than the requirements on many U.S. military bases.

Legislative sponsors said the law was a response to the increasing number of motorcycle fatalities on the Caribbean island. Between 2000 and 2005, the number of motorcycles and scooters registered in Puerto Rico more than doubled. Several factors encourage motorcycle use, including the year-round riding weather and the concentration of nearly 4 million residents on a 3,500-square-mile island. In general, gasoline is slightly more expensive than in the 50 states, while the average household income is lower than in any of the states. In that environment, in addition to steady sales of full-size motorcycles, sales of inexpensive Chinese-built scooters have boomed in recent years as more residents in the crowded San Juan metropolitan area turned to them for affordable and fun transportation.

"This considerable increase in the purchase and use of motorcycles as an alternative means of transportation has brought with it an unprecedented increase in motorcycle accidents and, at the same time, a dramatic increase in deaths from those accidents," the legislation states.

—AMA and Rogue

Special Events

2007 MEETING OF THE MINDS

With attendance hovering around the 400 mark, the 2007 Meeting of the Minds (MOTM) was hosted by ABATE of Iowa. And once again ABATE of Iowa had everything running like a well-oiled machine. The workshops presented were all superior. Two of the workshop presenters represented NCOM, which was very refreshing to see at the MOTM. They were: AIM Attorney Michael Mandelman; and Thomas "Doc Ski" Wasileski, Ph.D., CBA/ABATE of North Carolina. Even NCOM's Dennis "Big D" Watson was there. However, my personal favorite throughout all the years has to be the legend himself, "Slider" Gilmore. I've never tired of hearing his presentations because they just keep getting better, and more informative. How 'bout it "Slider," still got another 30 years left in ya for workshops?

In the re-match between the Men in Kilts vs. the Men in Bibs Tug-of-War contest, the Men in Kilts won the best two out of three this year. So the score is 1-1. However, there are no losers because the MRF is the winner with

donations being taken from attendees cheering on their favorite team. And the MRF raised some big bucks because of this fun event.

The highlight of the Saturday night awards banquet was when MRF President Kirk "Hardtail" Willard presented John Bolin of the Washington Road Riders Association (WRRRA) with the coveted John "Farmer" Eggers award. Of course, John swore up and down that he didn't deserve it, but the truth of the matter is—John did. John lost his beloved wife Karen Bolin (former President of the MRF) on October 30, 2006. It's been a very emotional year for John and his family.

Another banquet highlight was when Hardtail phoned Jim and Renee Clark, of Trinidad, Colorado, informing them that they had just won the custom MRF Lucas Oil Bike. The Clarks were in total shock to say the least. Congratulations people. We should all receive phone calls like that. In closing, the 2008 MOTM will be hosted by ABATE of Colorado in Denver. Stay tuned for additional details. —Twiggy

MOTORCYCLE HALL OF FAME MUSEUM ANNOUNCES ALL-NEW "MOTOSTARS"

The country's premiere showcase of motorcycling heritage and history, the Motorcycle Hall of Fame Museum in Pickerington, Ohio, will celebrate over 100 of the world's most renowned and recognizable riders in its newest exhibit called "MotoStars: Celebrities and their Motorcycles." Scheduled to open in March 2008, the 8,000-square-foot exhibit will feature unique and often priceless machines, exclusive celebrity memorabilia and tales from their favorite two-wheel adventures—all personally contributed by the featured motorcycle stars.

Throughout history, motorcycles have played a starring role in the public and private lives of many of America's best-known celebrities. Each "MotoStar" has a unique story to tell about what fueled their interest in and love of riding.

"Motorcycling, whether an occasional hobby or lifelong obsession, has always connected individuals from very different walks of life," says Mark Mederski, executive director of the Motorcycle Hall of Fame Museum. "Whether you work in a factory, the corporate suite, or on a Hollywood set, you'll always have a shared bond and make new friends if you spend time on two wheels. For that reason alone, we expect this to be our most popular exhibit ever."

For an online tour of current Motorcycle Hall of Fame Museum exhibits and a schedule of upcoming events and special activities, visit www.motorcyclemuseum.org. —Groana Bearit

Coast To Coast

Biker News

PUERTO RICO SUSPENDS STRICT NEW LAW AFTER BIKERS PROTEST:

Just a day after being implemented, the toughest motorcycle law in the country was suspended by Puerto Rico's legislature after bikers protested the onerous new rules.

The law required riders on the sun-soaked tropical island wear gloves, boots and long pants. In addition, the law also required operators of all two-wheeled motor vehicles, including mopeds and scooters, to wear reflective vests from 6 p.m. to 6 a.m. The U.S. territory already has a helmet law.

The new law also slashes the legal Blood Alcohol Content (BAC) for motorcycle riders to .02, the same as for school bus and commercial truck drivers, down from .08 allowed for car drivers. No one under 18 is allowed to operate a motorcycle, and no one under 12 is allowed to ride as a passenger. The Caribbean island also enacted a tougher licensing process and increased fees for motorcycle endorsements and registrations. Lane-sharing to filter through heavy traffic is now specifically prohibited.

Motorcycle and scooter registrations in Puerto Rico have more than doubled since 2000, and sponsors of the measure say the tougher regulations are in response to increasing numbers of accidents and fatalities.

Governor Anibal Acevedo Vila signed the bill into law on Wednesday, October 10, amid the roar of hundreds of bikers revving by his San Juan residence in protest, and on Thursday, the legislature moved to temporarily suspend the new law. The Senate unanimously backed a moratorium on the law until February 18, 2008 and the House approved plans to delay its implementation for at least three months as legislators told the Associated Press they need more time to consult scooter and motorcycle enthusiasts who object to the stricter rules.

BIKERS BLOCK BIKE BAN: Scores of angry bikers packed into city council chambers October 16 to protest a proposed ban on motorcycles in a fashionable section of downtown Delray Beach in southern Florida and in the end, most

of them came away happy.

After hearing testimony and acrimony from the crowd of leather-clad activists, city officials instead voted unanimously to amend a noise abatement law already in place that would place stiff fines on noisy motorcycles.

The proposed ordinance would have prohibited motorcycles from 7 a.m. to 11 p.m. on five blocks of shops and restaurants along Atlantic Avenue in response to numerous complaints about noisy motorcycles cruising the cafe-lined corridor.

After some deliberation, city commissioners put a call out to motorcycle clubs and associations for help in trying to figure out a solution without resorting to an outright ban on motorcycles.

CONGRESS FORMS MOTORCYCLE

CAUCUS: The U.S. House of Representatives has formed a motorcycle safety caucus, and riders are urged to contact their motorcycle-friendly Reps and ask them to join. A caucus is a group within a legislative body that is assembled to represent a specific interest or influence a particular area of policy. The motorcycle caucus will focus on ways that Congress can improve and advance motorcycle safety efforts.

To become part of this first ever motorcycle safety caucus, interested House members should contact either caucus co-chairs Gabrielle Giffords (D-AZ) or Michael Burgess (R-TX).

A freshman member of Congress and an avid motorcycle rider herself, Giffords said, "We know from national studies that in almost two-thirds of fatal car/motorcycle crashes, the fault was with the driver of the car. We can do more to address this critical problem, and public education is a key to bringing about awareness and a reduction in such accidents."

Burgess is a long-time supporter of motorcycling who said he is looking forward to working with motorcyclists across the country on motorcycle safety, education and awareness issues.

MORE BIKERS WEARING HELMETS:

A new focus on motorcycle safety and increased efforts to encourage seat belt use are paying off according to U.S. Transportation Secretary Mary E. Peters who said new figures released recently show the national seat belt use rate

increased to an all-time high and more motorcyclists are wearing their helmets.

According to the annual National Occupant Protection Use Survey, an additional 3 million Americans wore seat belts last year as seat belt use rose to 82.4%, an increase of 1.2 percentage points. The survey also showed that motorcycle helmet use increased 7 percentage points to 58%.

NHTSA Administrator Nicole R. Nason told a NHTSA conference in Portland, Oregon, that the new data show the greatest rise in motorcycle helmet use occurred in the South, which rose by 13 percentage points to 58%. Helmet use rose by 11 percentage points in the Northeast to 58% and by 5 percentage points in the West to 77%. However, helmet use fell by 1 percentage point in the Midwest to 49%.

ARIZONA TOWN NOT SO CARE FREE

ABOUT NOISE: Carefree, Arizona, has been on bikers' radar screens for its controversial noise ordinance, but now the Town Council has voted unanimously to lower speed limits on its main thoroughfare and elevate noise infractions for first-time offenders from a civil citation to a Class 1 misdemeanor and possible jail time.

The changes were scheduled to take effect in November and target motorcycles that exceed an 85-decibel noise limit. Instead of a \$175 ticket, violators can be fined as much as \$2,500 and sentenced to up to 180 days in jail.

FRENCH MOTORCYCLES TO REMAIN

LESS THAN 100 HP: Bad news for French motorcycle riders. The almighty and powerful European Commission has ruled that France is within its legal right to limit motorcycle power to just 100 horsepower.

The Federation Francaise des Motards en Colere (French Association of Angry Bikers) sued the French state and took it to the European courts, which decided that each country could impose its own restrictions.

Apparently, having uniform laws in Europe only applies to anything except motorcycles said the FFMC about the ruling, countering that an extensive Dutch study showed no correlation between accidents and motorcycles with

CONTINUED ON PAGE 30

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Biker News CONTINUED

more power than 100 horsepower.

So riding in France on a French-registered motorcycle means you can only have 100 horses, while anyone else riding in France can ride whatever they want, on the same road, with the same traffic, and cars are not included in the performance restriction.

HBO ANNOUNCES BIKER TV: The pay cable network giant is working with bikers to beef up its line-up. HBO, which is building a new stable of drama series following the departure of heavyweights *The Sopranos* and *Six Feet Under*, has greenlighted a project from Oscar-nominated writer Michael Tolkin. Tolkin's *1%*, which hails from Management 360's TV division, is set in the world of biker clubs.

"A 1% tattoo has been considered a badge of honor for biker club members, symbolizing life on the fringe of American society," said Tolkin. Yeah, whatever, Michael, you almost got it correct!

— Bill Bish
NCOM

Industry News

S&S ANNOUNCES 50th ANNIVERSARY

On June 26 to 29, 2008, motorcycle industry history will be made as 50 of the best-known custom bike builders in the world come together in La Crosse, Wisconsin, to support the S&S 50th Anniversary celebration. And while they will be there to support S&S, every builder has hopes of winning the \$50,000 Grand Prize by taking first place in the bike show.

"When I think back to 1979 when I joined the business, who would have thought that we would have 50 builders from all around the world building motorcycles to participate in a competition celebrating our 50th," said S&S Chairman of the Board George Smith. "We've worked hard to make good parts for an industry that has been very good to us and we would like to thank all our customers that have supported S&S all of these years."

Judging will be done by the builders themselves, key media members, S&S personnel, show attendees and Internet voters. Each engine category winner will receive the cost of their engine back and the People's Choice winner will win a

brand-new X-Wedge engine.

The engines used in this historic event will be serial numbers from 1958 to 2008 as a tribute to the 50 years of S&S and represent the only anniversary engines built for the S&S 50th. The 51st engine, serial number 2008 will be used in a special S&S project to be revealed later. The builders and future owners of these engines/motorcycles will receive a certificate and medallion commemorating the historic pedigree of their specific serial number.

"This year's project is very special because it involved major commitments from 50 different builders from around the world," said S&S President Brett Smith. "The amount of time and effort involved in making a project like this a success is extraordinary and we cannot thank those that are supporting it enough. Not only are the builders committed, but the entire La Crosse and Seven Rivers Region community, countless sponsors and S&S employees are all working hard to ensure that this celebration is successful and fun for everyone."

The builders will come from Australia, Belgium, Canada, England, France, Italy, Germany, Great Britain, Holland, Japan, the Netherlands, New Zealand Sweden and the United States. This commitment from builders all over the world is truly a testament to the impact S&S has made on the custom motorcycle industry.

—Phantom

Shack Of Shame

CO REP. DIANN PRIMAVERA & SEN. KEN GORDON

Representative Diann Primavera (D) and Senator Ken Gordon (D) found it necessary to create a solution to a non-existent problem in Colorado in 2007. Rep. Primavera introduced an age based, under 18 helmet law in Colorado, after a constituent called her regarding a rider placing his toddler on the gas tank of his motorcycle and riding around him around. If this person had called the police, it is likely action would have been taken addressing child endangerment.

Although Primavera consulted ABATE of Colorado to ask our views, after introducing the bill, her response remained, "If it saves one life, it's worth it." Through non-transparent actions, Sen. Gordon made sure this bill passed through committees. The bill was heard in one committee with a tie vote. One week later, the bill was heard in the "same" committee, moved out of order on the agenda so that one of the committee members against this bill was "not" in the room. We now have a helmet law, and rumor is that we will have an adult helmet bill introduced in 2008. So much for



Live to ride, ride to mow.

Photo: Found on the web.

transparency in government, and to think the citizens of Colorado voted these people into office. It's a shame.

—Terry Howard, State Coordinator,
ABATE of CO

AMA TIDBITS

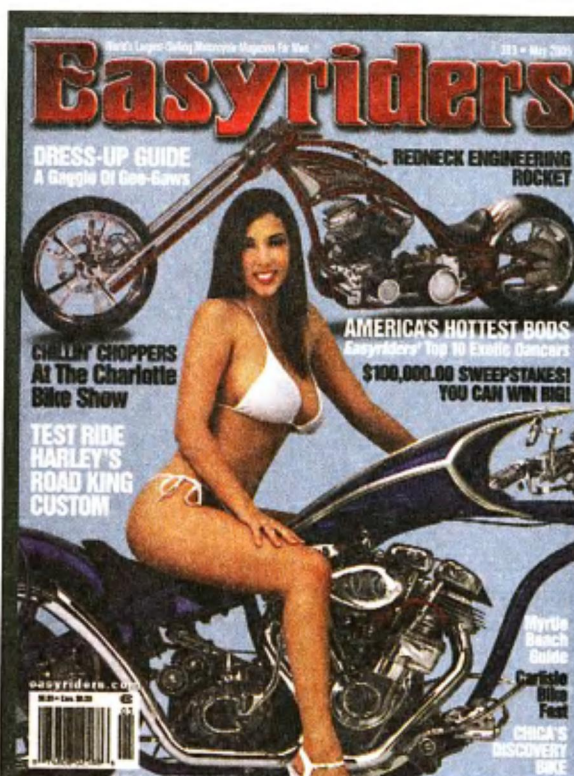
Miller Brewing Company has partnered with the AMA and the Wisconsin Department of Transportation to create a program urging riders to drink responsibly and not ride impaired. The campaign, called "Keep Your Balance," began at the Fall Ride, a rally in Wisconsin, and will go nationwide next year.

Free 20-minute phone cards will be given to riders to be used to call for a safe ride home if needed. On the back of the card are safe riding tips provided by the AMA and the Wisconsin DOT and information on alcohol responsibility from Miller's "Respect the Road" program. T-shirts and other incentives will also be given to riders who sign pledges to ride responsibly. Billboards and banners will promote the campaign at this recent rally. Miller plans to take the campaign nationwide in 2008 by providing materials to distributors across the country. For more, see the Keep Your Balance Web site.

DPS Technical Inc./Chemhelp is now holding technical inspector and land manager sound training classed at the Colton, California, rider education center. This class instructs students on the properties of sound and how to properly test motorcycles and ATVs while correctly using SAE recognized methods and instrumentation. For further information, contact them at 1160 Dewey Way, Suite D, Upland, CA, 91786, by phone at 909-981-5228, or at www.chemhelp.com.

NHTSA recently announced the 2007 list of states that will be receiving motorcycle safety grant awards. The program will award approximately \$6 million to 47 states and Puerto Rico. The grant program, known as "2010 Funds" is funded in the most recent SAFETEA-LU highway bill, written in response to state motorcyclists' rights organizations request for additional safety funding and to direct the funds to motorcycle rider education or motorcycle safety awareness programs. Contact your governor's highway safety representative.

—AMA



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EXT. 1300

ALABAMA
Biker Shack 411, LLC
8956 US Hwy 411 - Centre
256-475-3384

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

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

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

COLORADO
Thunder Mountain H-D
4250 Byrd Dr. - Loveland
970-483-3137

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

Miller's Custom Parts
1863 S. Ridgewood Ave.
S. Daytona
386-761-0658

ILLINOIS
Heritage Harley
2505 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
989-497-5525

MISSOURI
Steele Thunder Custom Cycles
152 York Dr. - Marshfield
666-889-7828

NEBRASKA
Butterfield's M/C Parts
8025 Blondo - Omaha
402-391-3766

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

NEW JERSEY
Kosco H-D
1149 State Route 23 - Kinnelon
973-638-8800

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 Collage 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
931-232-9000

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

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

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

WASHINGTON
Ace of Spades
719 N. Tower - Centralia
360-907-6442

WISCONSIN
Mischler's H-D & BMW LLC
N. 8131 Kellom Rd. - Beaver Dam
920-887-6425

Happenings

ALABAMA

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

ARIZONA

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

CALIFORNIA

Easyriders/VTwin
Bike Show Tour
Date: Jan. 5-6
Place: LA 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

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

Easyriders/VTwin Bike
Show Tour
Date: Jan. 19-20
Place: Sacramento
Convention Center
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: San Jose
Info: 866-907-7790
www.arlenness
bikeshow.com

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

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

COLORADO

Ice Races
Date: Jan. 6
Place: Woodland Park
Info: www.harrys-
roamers-mc.org

Ice Races
Date: Jan. 13
Place: Woodland Park
Info: www.harrys-
roamers-mc.org

36th Annual Poker Run
& Chili Cook-Off
Date: Jan. 13
Place: Denver
Info: 303-295-9546

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

Ice Races
Date: Jan. 20
Place: Woodland Park
Info: www.harrys-
roamers-mc.org

Ice Races
Date: Jan. 27
Place: Woodland Park
Info: www.harrys-
roamers-mc.org

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

Ice Races
Date: Feb. 10
Place: Woodland Park
Info: www.harrys-
roamers-mc.org

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

CONNECTICUT

3rd Annual NE M/C Expo
Date: Jan. 5-6
Place: Fredricksburg

Expo Center
Info: 978-688-8888
www.kevmarv.com

FLORIDA

10th Thunder By The Bay
Date: Jan. 4-6
Place: Rossiter's H-D,
Sarasota
Info: 941-371-8820
www.thunderbythebay.org

Ride For Kids
Date: Jan. 13
Place: Quiet Waters Park,
Deerfield Beach
Info: 800-253-6530
www.ride4kids.org

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

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

Daytona 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: delandbikerrally.com

Orlando Bike Week
Date: Mar. 1-9
Place: Orlando
Info: 407-944-3700
www.orlandoharley.com

ILLINOIS

ABATE Swap Meet
Date: Feb. 24
Place: Springfield
Info: www.abate-il.org

INDIANA

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

MARYLAND

Int'l M/C Show
Date: Feb. 8-10
Place: Fairgrounds,
Timonium

Info: 410-561-7323
www.cycleshow.net

MASSACHUSETTS

8th Annual NE M/C Expo
Date: Jan. 12-13
Place: Wilmington
Info: 978-688-8888
www.kevmarv.com

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

6th Annual NE M/C Expo
Date: Feb. 9-10
Place: Expo, Boston
Info: 978-688-8888
www.kevmarv.com

MICHIGAN

Custom Motorcycle Show
Date: Jan. 19-20
Place: Birch Run
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: Detroit
Info: 800-968-4242
motorcycleswap.com

MINNESOTA

Grounded Hogs Party
Date: Feb. 2
Place: Medina
Info: 763-229-8909
abatelakechapter.org

MISSOURI

Wide Open Bike Show
Date: Jan. 12-13
Place: Kansas City
Info: wideopenbike.com

Wide Open Bike Show
Date: Feb. 9-10
Place: St. Charles
Info: wideopenbike.com

M/C Swap Meet
Date: Feb. 10
Place: Sedalia
Info: 816-456-4415
www.jswapmeet.com

NEVADA

Vintage M/C Auction
Date: Jan. 10-12

Place: Las Vegas
Info: 800-473-2324
midamericauctions.com

NEW HAMPSHIRE

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

NEW YORK

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

NORTH CAROLINA

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

OHIO

Walneck's Swap Meet
Date: Jan. 6
Place: Springfield
Info: 630-985-2097
www.walneckswap.com

Easyriders/VTwin
Bike Show Tour
Date: Feb. 15-17
Place: Veteran's
Memorial, Columbus
Info: 800-962-9857
easyriderssevents.com

OKLAHOMA

M/C Swap Meet
Date: Jan. 20
Place: Oklahoma City
Info: 816-456-4415
www.jswapmeet.com

M/C Swap Meet
Date: Feb. 23-24
Place: Oklahoma City
Info: 816-456-4415
www.jswapmeet.com

OREGON

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

PENNSYLVANIA

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

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

ABATE Biker's Ball
Date: Feb. 2
Place: Pittsburgh Elks
Info: 412-922-1090
www.allegheenyabate.org

TENNESSEE

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

TEXAS

Easyriders/VTwin Bike
Show Tour
Date: Feb. 9
Place: Dallas Fairplex
Info: 800-962-9857
easyriderssevents.com

VIRGINIA

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

WASHINGTON

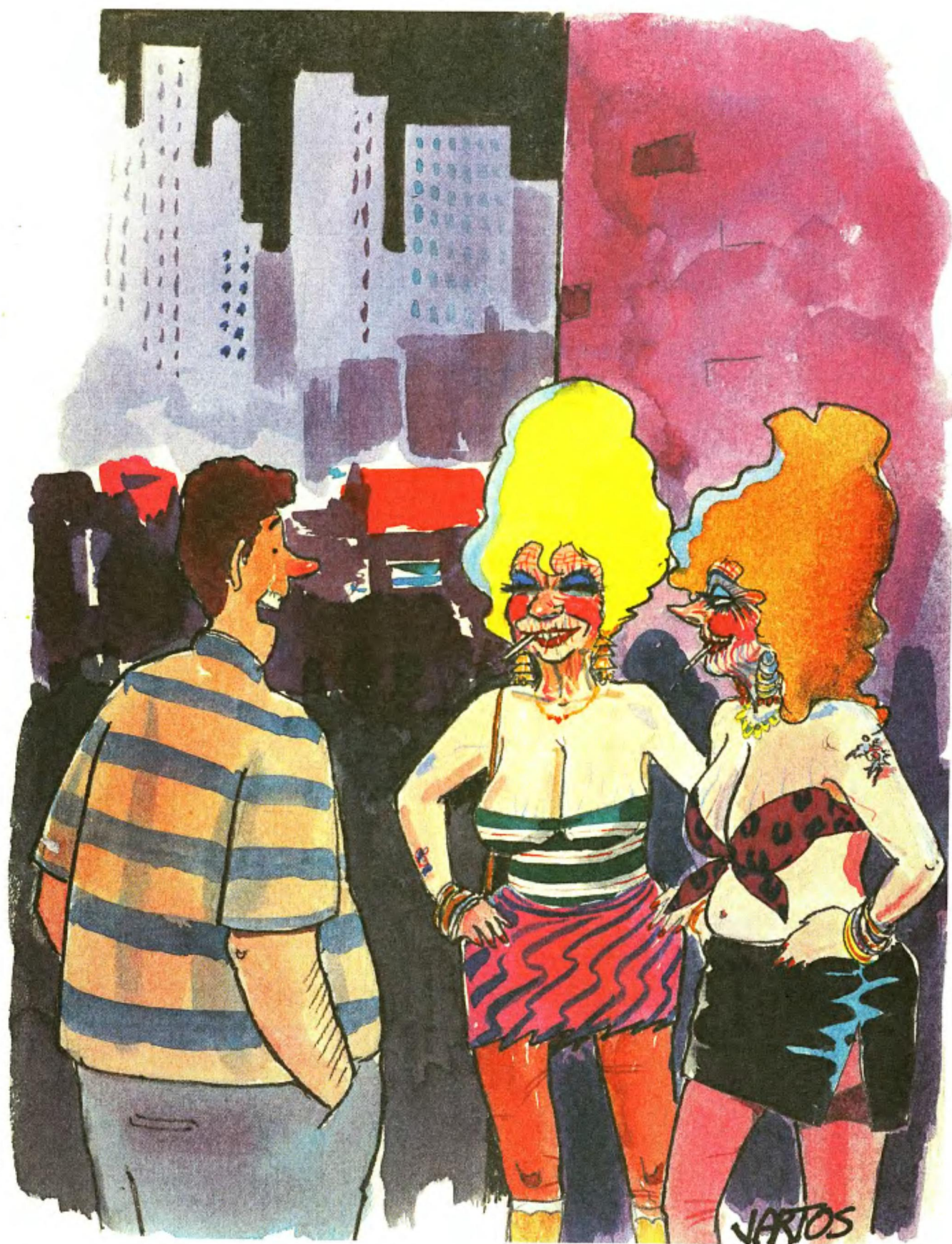
Easyriders/VTwin
Bike Show Tour
Date: Jan. 12
Place: Events Center,
Vancouver
Info: 800-962-9857
easyriderssevents.com

Seattle Roadster Show
Date: Feb. 29-Mar. 2
Place: Qwest, Seattle
Info: hotrodshows.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



"Really, I can't tell the mother from the daughter."

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				33
California	r	a,6,12		17, 21	c	c		25	r	r-28		33	39
Colorado		a,12	r	17	c	c			r	r-28		33	39
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		p	
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		33	34
Florida	32	a,6,12,13	r	r, 17	c	c			r			p	36
Georgia	r	a,12,13	14	r, 17	c	c		26	r			p	
Hawaii	1, 4	a,12	14		c	c	24		r	r		p	34
Idaho	4	a,6		17	c	c						33	
Illinois		a, 4,12,13	14	r, 17	c	c			r			33	37
Indiana	4,9	a,12	4	17,18	c	c						p	
Iowa		a,4,12		17,20	c	c			r			p	
Kansas	4	a,12	14	21	c	c			r (left)	r-28		p	37
Kentucky	3, 6, 9	a,12	r		c	c			r	29		33	
Louisiana	r	a,12	14	17	c	c			r (left)	r		p	34
Maine	7	a,12,13		r	c	c			r	r		p	37
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		p	34
Massachusetts	r	a,12	14	17	c	c		p	r	r		p	34
Michigan	r	a,4,12	14,16	17	c	c			r	r-28		p	34
Minnesota	4, 9	a,4,12	r	r, 17	c	c		25	r	r-28		p	
Mississippi	r									r		33	41
Missouri	r	a,12		17						r		33	34
Montana	4	a,12		r, 17	c	c			r			p	
Nebraska	r	a,12,13		17	c	c						p	42
Nevada	r	a,12	14	17	c	c			r			p	37
New Hampshire	4	a,12	14	17	c	c			r	r		p	
New Jersey	r, 1	a	9a	17	c	c			r	r		33	37
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		33	
New York	r, 1		r	r, 17	c	c		25	r	r		p	37
North Carolina	r	a		r, 17	c	c			r	r		p	
North Dakota	1, 4	a,10		17	c	c			r			p	34
Ohio	3, 4, 9	a,4,12	14	17	c	c			r	r, 28		33	34
Oklahoma	4		14	r, 17	c	c						33	40
Oregon	r	a,12		r, 17	c	c			r	r, 28		p	
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		p	
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		p	34
South Carolina	1, 6		14	r, 17	c	c			r	r		p	
South Dakota	4	a,12,13	14	17	c	c			r			p	34
Tennessee	r	a,12	14	r, 17	c	c			r			p	
Texas	31	r, 4		17a	c				r	r		33	34
Utah	4	a,12		17	c	c			r	r		p	38
Vermont	r, 1	a,12	14	17	c	c			r	r		p	34
Virginia	r	a,12	14	17	c	c			r	r	p	p	
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		p	35
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		33	34
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		p	35
Wyoming	4	a		r, 17	c	c			r			p	37
Wash. D.C.	r		14	17	c	c			r	r	p	p	34

LEGEND:

√ In effect on designated rural

interstate highways

r Required by law

a Available for all eligible

applicants

p Prohibited

c Required if carrying a passenger

1 Reflectorization required

2 Must have in possession

3 Required for novice riders

4 Required under age 18

5 Required under age 19

6 Required under age 21

7 Required under age 15 with

learner's permit or for one year

after obtaining license

8 Required for passengers

9 Required for instructional permit

holders

10 Required under age 16

11 Required for first-time

applicants

12 May waive skills test for

successful completion of rider

education

13 May waive knowledge test

for successful completion of rider

education

14 Required by law unless

equipped with windscreen

15 Required unless equipped with

windscreen that is 15 inches above

handlebars

16 Required at speeds over 35 mph

17 Modulating headlight

permitted

18 Required for vehicles

manufactured after 1/1/56

19 Required for vehicles

manufactured after 1/1/75

20 Required for vehicles

manufactured after 4/1/77

21 Required for vehicles mfg'd

during or after 1978

22 Required for vehicles mfg'd

during or after 1980

23 Prohibits passengers

under age 5

24 Prohibits passengers

under age 7

25 Single earphone only

26 To be used for communication

purposes only

27 Required by inspection

regulations

28 Random

29 Annual emissions, some areas

30 Upon title transfer

31 Optional over 18 with proof of

\$10,000 of medical insurance for

bodily injuries.

32 Not required over 21 with a

minimum of \$10,000 in medical

insurance.

33 Not referenced in Admin.

Code or Statutes

34 Maximum of 15" above seat

35 Maximum of 30" above seat

36 Top of shoulders

37 Grips below shoulder height

38 Handgrips below shoulder

height - Maximum of 15"

39 Maximum 6" above shoulder

seated

40 No higher than eye level

of the operator

41 Maximum of 10" above

fasten point

42 Maximum of 15" above

fasten point

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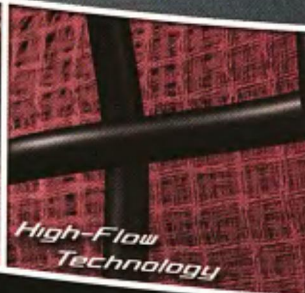
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See your local dealer or contact us at **866-277-9598** or **Kuryakyn.com**

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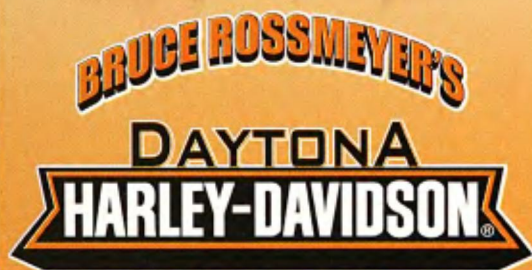
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The DESTINATION For

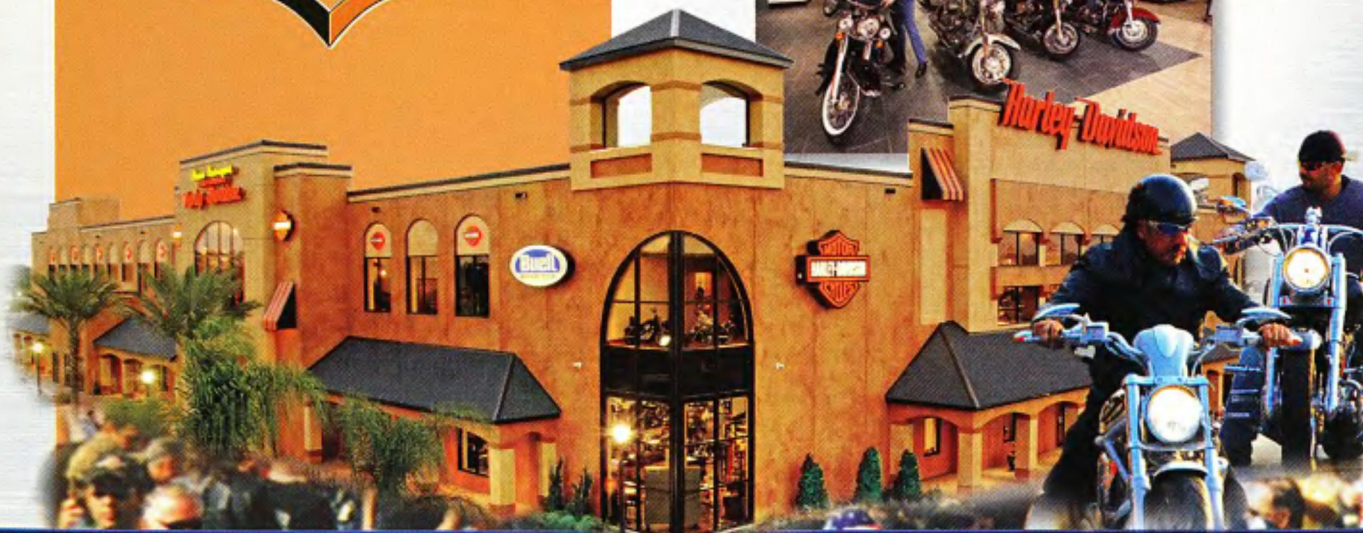
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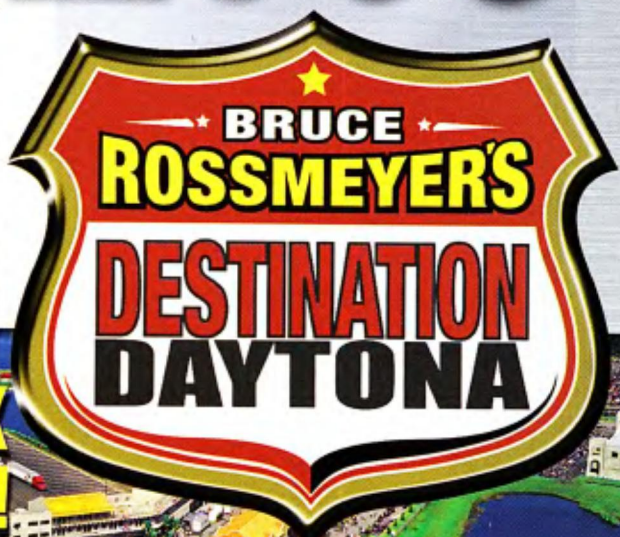
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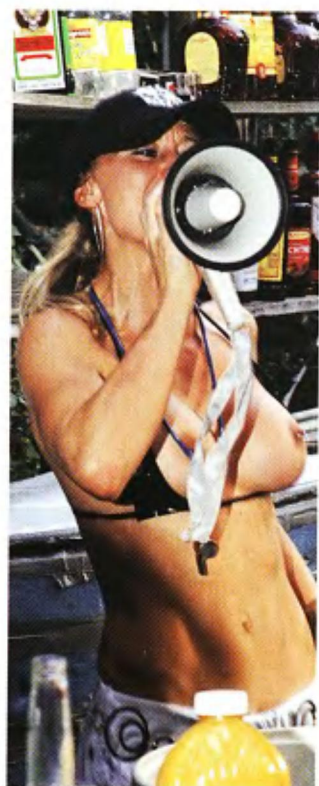
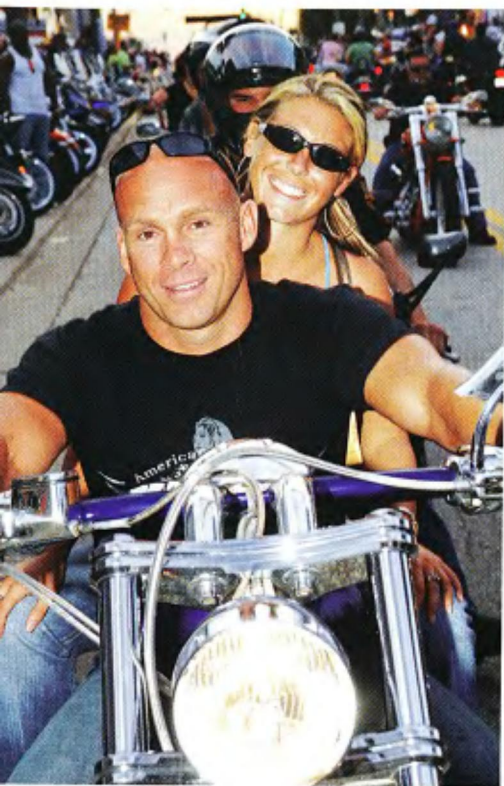
V-Twin
Motorcycles

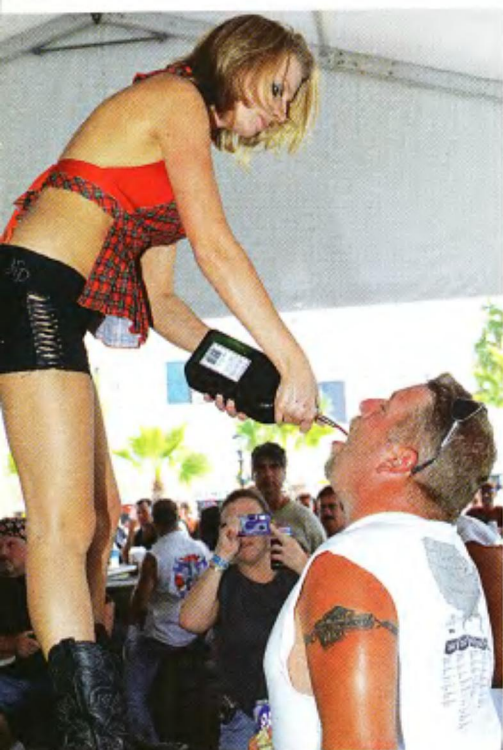


BIKETOBERFEST TURNS 15

It's hard to believe that the bike run known as Biketoberfest has been goin' on for 15 years. It all began as a few days of fun in the Florida sun before winter set in and it coincided with the AMA Fall Races in Daytona Beach. The Daytona Beach Area Convention and Visitor's Bureau created what was then known as the Daytona Fall Tour as a way to grab a few more dollars from bikers. In '93 the event became known as Biketoberfest. Billed as a fun-filled family event, there is still plenty of racing, concerts and traditional biker shenanigans to be had.









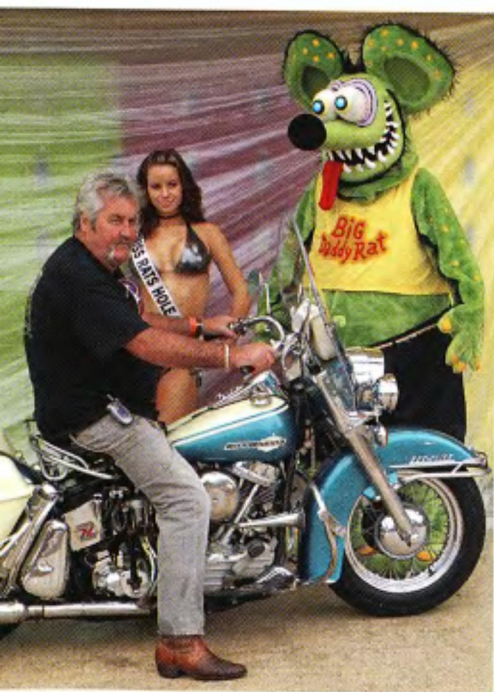
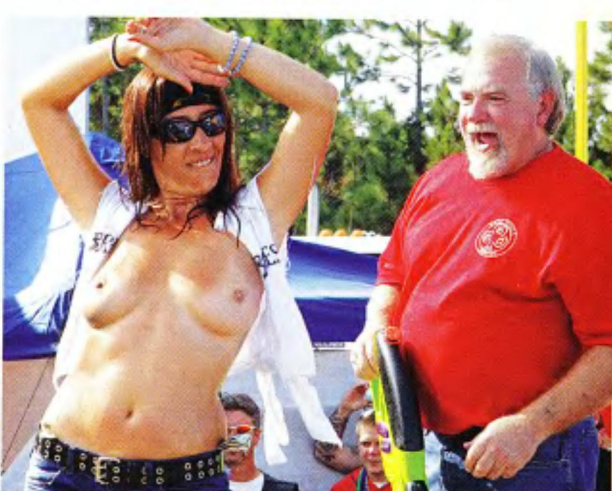
This year's Biketoberfest took place October 18 through 21 and the motorcycle industry showed up in full force. John and Jill Parham held the grand opening of their J&P Cycles Superstore out at Bruce Rossmeier's Destination Daytona and Mike Corbin threw a party at his store on Main Street to celebrate 40 years of bein' in business. *The Daytona Beach News-Journal* presented a massive Motorcycle Expo over at the Ocean Center with over 100 aftermarket vendors showin' off their assorted wares. Free concerts were held across the street at the Bandshell on the Beach behind the Hilton on North Atlantic.

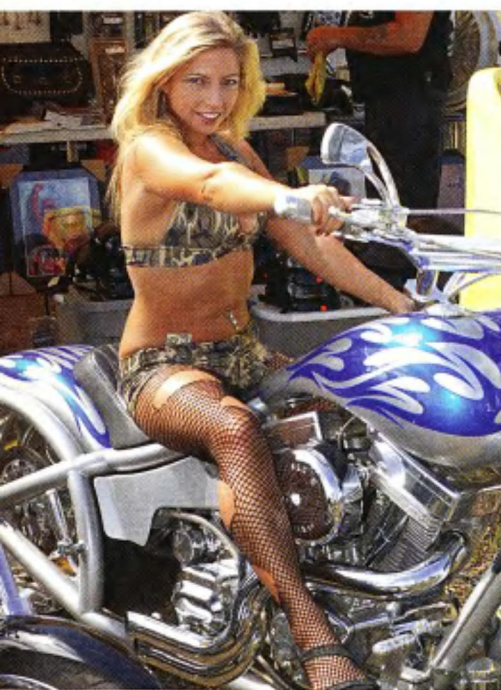
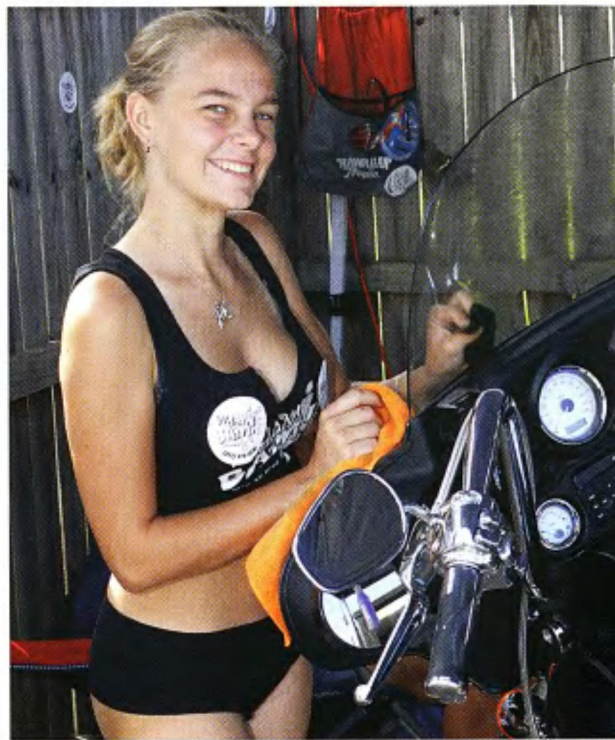




The Boardwalk Classic and Custom Bike Shows were a fun-filled way to get a tan while droolin' over a gaggle of gorgeous motorcycles right on the beach, while the Biktoberfest Motorcycle Classic Bike Show held at the Daytona Lagoon Water Park offered a wet and wild setting to ogle cool customs. If lookin' at all that chrome made ya hungry, the Ragin' Cajun Fest down at the Inlet Harbor Restaurant in Ponce Inlet let riders fill up on New Orleans-style grub. The doin's included a crawfish and crab boil, live music (which is a whole lot better than dead music) and an assortment of







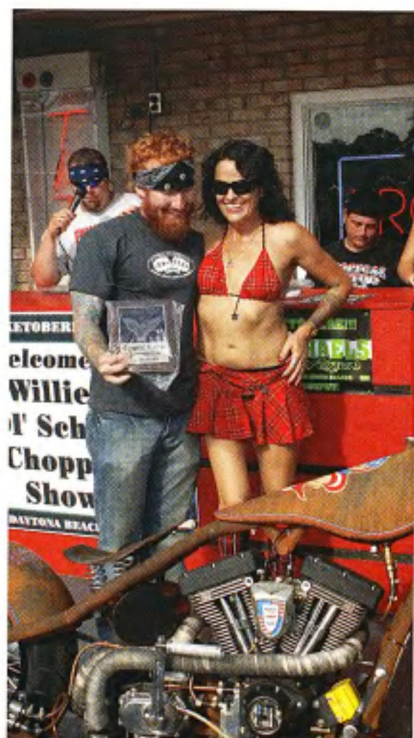
libations which contain a whole lot of rum. Very tasty indeed.

As you might expect, this mini-version of March Bike Week still serves up all the usual madness such as shuffling down Main Street, checkin' out the test rides at the Speedway and visiting such favorite haunts as The Last Resort, The Iron Horse Saloon and The Broken Spoke. By the way, you could do all of these things, except for the test rides, while fairly shit-faced. We do the research so you don't have to.

The highlight for gearheads was the four incredible days of racing action at the Speedway, as the Fall Cycle Scene Championship Cup Series, Race Champions and PACE/Formula USA Championship tore up the track. A bitchin' time was had by all at this 15th annual Biketoberfest celebration. Just take a look at the photographic evidence by our own Don Rogers.

You can bet we'll be on hand next year when Biketoberfest turns Sweet 16!

—Phantom



Florida Week

Though Biketoberfest in Daytona Beach did not officially start until Thursday, October 18, someone must have forgot to tell the rest of the state of Florida. The weekend prior, there were events as far south as Palm Bay, west to the Orlando area and north to Jacksonville. Bikers visited areas outside of the famous beach town as motorcycle dealerships, businesses and bars hosted events to increase attendance in other areas of the state.

One of those towns is Sanford, a short distance from Daytona, where they held their 3rd annual event. The nice weather ensured a good turnout and business at the area bars—like the Bar Out Back—and all around Lake Monroe was good. Parking lots were filled with bikes.

The hottest place in Ormond Beach was definitely Bruce Rossmeyer's Destination Daytona at the intersection of US1 and I-95 with 150 acres of live bands, vendors, bikini contests and much more. Besides the Harley dealership, there is a hotel, a couple of bars, Arlen Ness Daytona, The Trike Shop and the new J&P Cycles Showroom. The 36,000-square-foot J&P facility opened to the public on Monday, June 11, and will be open daily throughout the year.

Another area that is always busy is the section of US1 that runs through Ormond. That's where all the famous bars such as The Broken Spoke, Boot Hill Saloon and the Iron Horse are located. Those who wanted to get away from the crowds in Daytona could head south on US1 to visit the Last Resort Bar and No Name Saloon (famous for creamed corn and pudding wrestling).

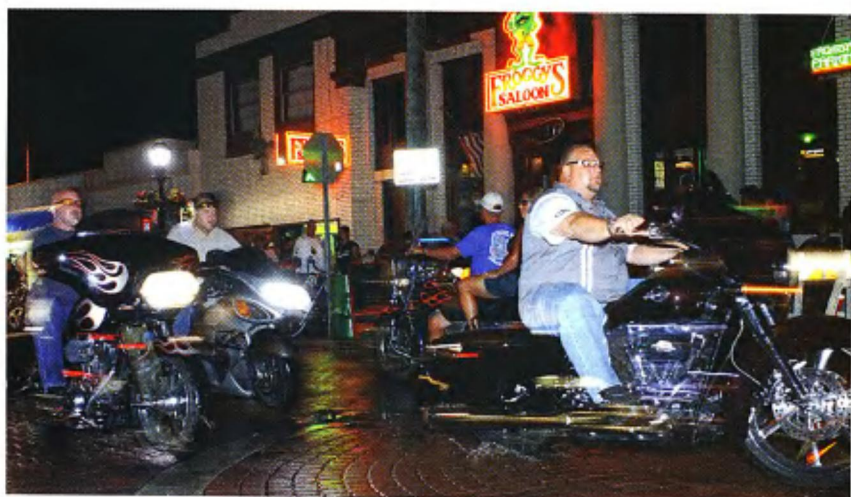
We are seeing many riders these days coming to Florida before Biketoberfest actually starts and other groups staying after. One H.O.G. Chapter held their annual event in Coco Beach the week following Biketoberfest.

While stopping for some gator tail at JB's Fish Camp, I spoke to some riders who told me they prefer to ride around Florida and take in the scenery but that they would make a stop in Daytona for a day of Biketoberfest fun before heading home. Many ride down to St. Augustine to see the famous fort or even all the way down to the Keys to waste away in Margaritaville for a few days.

As motorcycle riders change, so do bike events, and Biketoberfest is no exception. Maybe we should just call it Florida Week.

—Rogue

Photos: Don Rogers



PICTURE
CITY

CYCLES





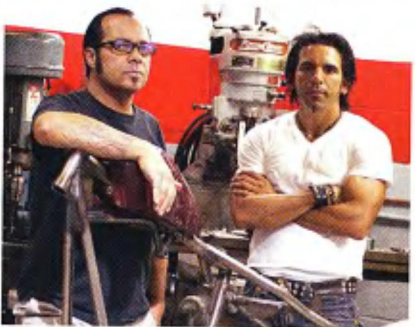
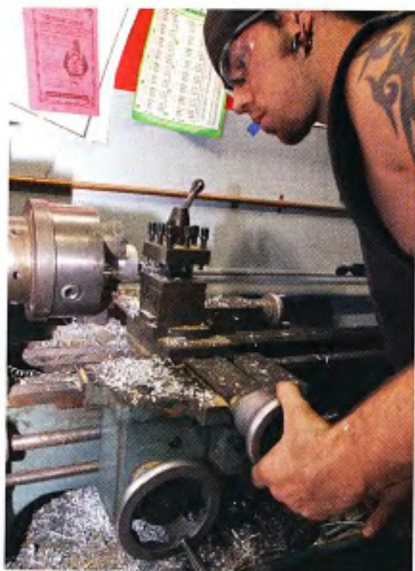
EVERY BIKER NEEDS A CLUBHOUSE PICTURE CITY CYCLES

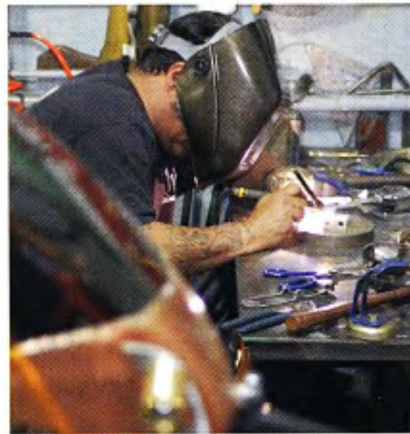
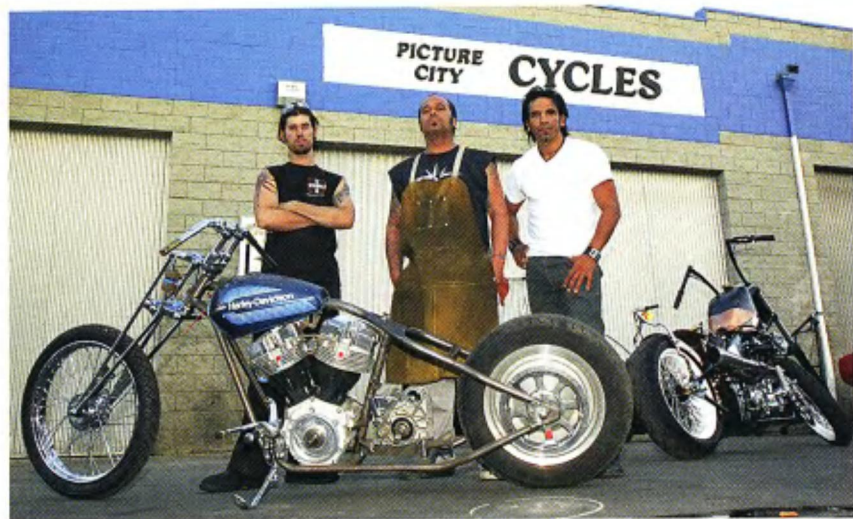
When I was a young, impressionable kid, and new to motorcycles, I quickly figured out that I didn't already know everything there was to know about building and maintaining my motorcycle. Actually, it soon became apparent that I didn't know squat. I was fortunate that a friend of mine had a father who was a biker and who rebuilt old Harley motors in his garage. His partner was a master with the a welding torch and a wiz at fabricating one-off parts. I used to hang out there a lot and saw some really innovative shit roll into, and out of, that backyard. I know that they rolled their eyes at the dumbshit that would come out of my mouth at times, but Sam and Burt were supportive and provided a place where some of the scooter tramps in the area would hang out and share their talents, ideas and spare parts. There was a sense of community in those days, the late '70s, when a trip to a factory dealer would elicit a look that questioned, "Why is it, exactly, that are you in here...boy?"

There are some dealerships that are free with useful advice when a biker

wants to gain a little knowledge about his bike. Many however, just ask us to "roll it in the back, come pick it up in a week," and the problem will be mysteriously solved. Most shops need to maintain a hands-off policy towards customer participation from a strictly economic and safety standpoint. I get it. They have a lot of overhead and their mechanics have families to support, and their healthcare doesn't cover you when you drop a motor on your toe. Modern bikes are sophisticated machines requiring specialized and expensive tools and equipment to repair and maintain. The result is that the dealerships function as a sort of guild, locking up the know-how to a privileged priesthood. One of my best friends is a member of that priesthood, so I ain't knocking them.

The one thing that is missing in the equation, however, is the sense of community that the smaller shops provide for their friends and the willingness to communicate of that knowledge to the next generations. This is not to say that the little guys don't face the same pressures





as the dealerships, it is just that in order to compete with the big guys they have to offer an alternative business model.

Here at *Easyriders* we have been able to observe this phenomenon close up, in a very small, very cramped and very busy custom bike building shop, which is perched practically on our doorstep. Picture City Cycles is owned by Vincenzo "Vince" DeFalco, and Eric "Rico" Ortega. The shop is only about 800 square feet of mechanic space, but is crammed to the ceiling with vintage, metal working equipment, bikes on lifts and usually a dozen or more motorcycles in various states of disassembly parked out front.

There is a spirit of camaraderie at the shop, and it is infectious. The local riders have made it their launching pad for weekend rides and riders can always be seen hanging around, shooting the shit, getting advice and working on their bikes in the parking lot. They will order a part for a customer and usually be able to offer a discount from the list price. They also design and fabricate their own parts for customers.

Picture City Cycles is active in the larger "citizen" community as well. The

first bike they completed was donated to the local elementary school to raise funds that the district didn't have. Many of the local riders dropped in during the build, providing ideas, parts or a helping hand to get the project done in time for the raffle.

Vince and Rico have always been generous with their time, often lending us a hand or a tool when needed and, as you may have noticed, they have helped us out on many a tech tip and product review published both here in *Easyriders* and our sister mag, *V-Twin*, when called upon. We thought it fitting to return the favor with a plug in the rag. But in a larger sense, this is also a plug for all the small shops out there. The mom and pop shops who not only keep our scoots rolling, they support and respect their customers and the biker community at large.

We offer our thanks, because every biker needs a clubhouse. —Kit Maira

Picture City Cycles
28118 Dorothy Dr.
Agoura Hills, California
818-889-1199
www.picturecitycycles.com



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DALLAS FAIRPARK

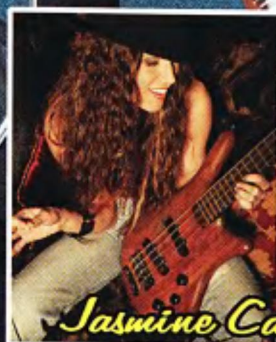
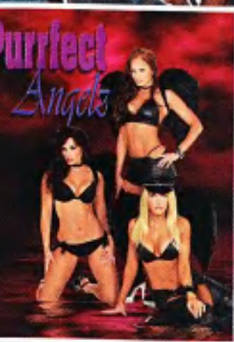
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new chopper, bobber, bagger, or whatever your dream scooter looks like. There are some great choices here, but if what you see below doesn't fulfill your wish list, the links to their Web sites surely will.

—Kit Maira

EASYSRIDERS' GUIDE TO FRAMES

TWO FRAMES FOR S&S X-WEDGE

Since the S&S X-Wedge engine is an all-new design, it will require a frame specific to the more robust case design it features. Two new frames are available, one from S&S and another from Rolling Thunder. The Rolling Thunder frame is in stock right now and the S&S frame will be available at the beginning of 2008.



S&S ST

The S&S ST frame includes the oil tank, weld-on gas tank mounts and features 30 degrees of rake, 2 inches of stretch and room for a 200mm rear tire. This frame accepts most stock or aftermarket, brake, and suspension parts designed to fit 2000-up Harley Softail models. One exception to this is that the frame accepts 1984-'99 forward controls. Frame kit includes "stock" and custom style gas tank mounts that may be welded on in any location the builder requires.

S&S Cycle; 866-833-1508;
www.sscycle.com



ROLLING THUNDER 200X

The rake of the Rolling Thunder 200X frame is 34 degrees for a narrow wheel base and tight nimble ride. The 2-inch diameter backbone has a mild radius and a 2-inch forward stretch that provides a simple, yet elegant, profile. The under-chassis-shock frame and swingarm includes a 1-inch hidden axle as well as weld-on stock and custom brake tabs to suit various build requirements. Included

with the 200X frame is a center fill oil tank with a 4-quart capacity that allows for a full size battery box. This frame positions the engine directly on center line, and the transmission is offset by 1-inch, requiring a 1-inch primary spacer. The 200X is designed to accommodate a 200mm rear tire with a 1 1/2-inch final drive belt.

Rolling Thunder Frames;
www.rollingthunderframes.com



BIG BEAR CHOPPERS

All Big Bear Choppers frames are designed and manufactured in-house at the BBC facility in Big Bear Lake. Every frame component is CNC-cut, and the frames are constructed of 100% DOM seamless tube and are 100% TIG welded for a clean, strong, precise fusion. There are four hidden-shock designs with trademark strutless rear fender setups: the



Sled, Devil's Advocate, Reaper, and Venom; and two rigid models: the Screamin' Demon and the Merc.

Big Bear Choppers; 909.878.4340;
www.bigbearchoppers.com

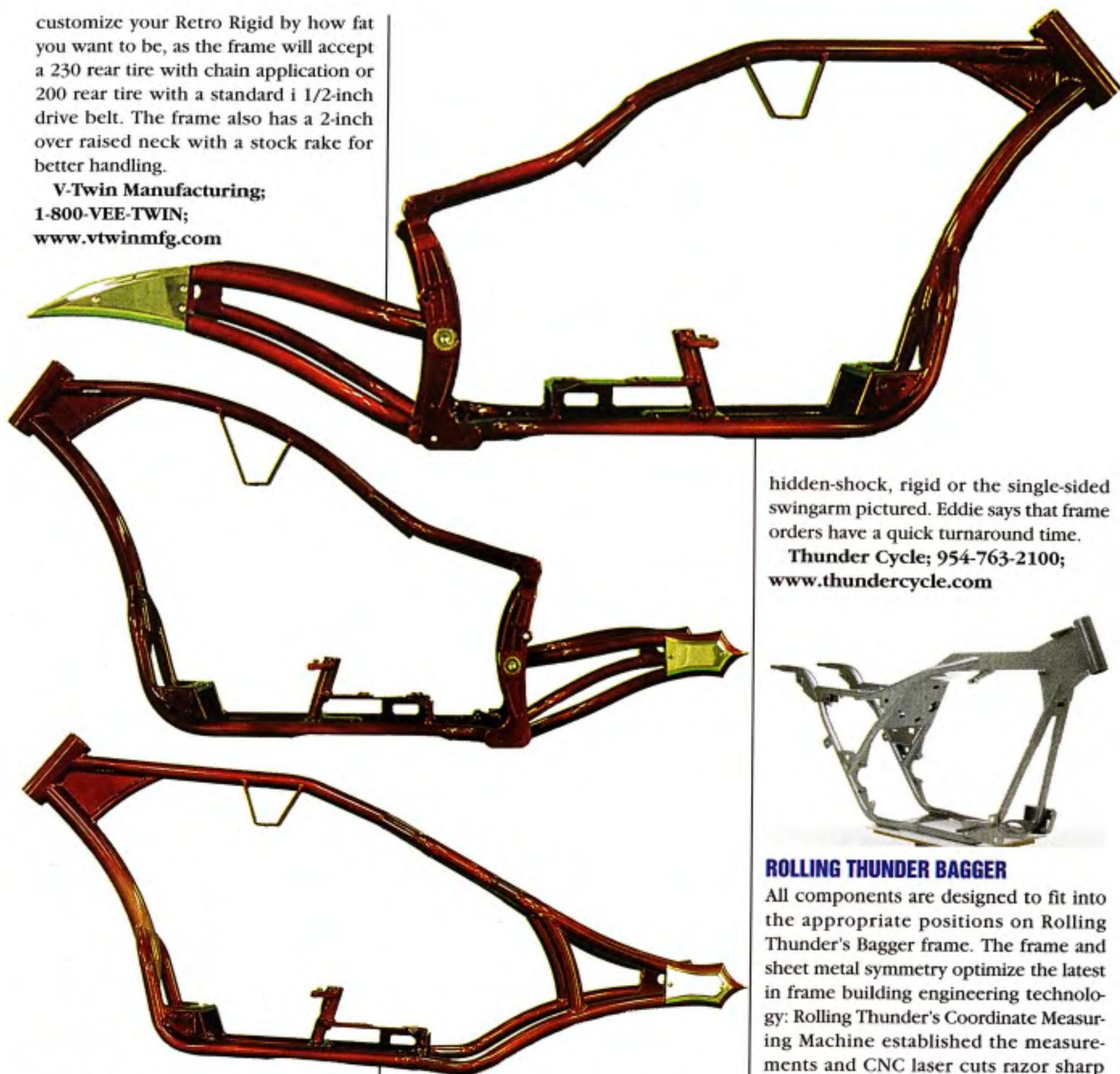


V-TWIN RETRO RIGID

Now you can combine that old-school look with early or late model horsepower. The V-Twin Replica Retro rigid features original style construction including forged parts in the neck, sidcar mounts and rear axle areas. The frame is also available in Wishbone or Straight Leg. You can use a shovel, Evo or TC88 engine package, the frame will accept all three by utilizing a separate motor spacer. You can also choose to run a 4-, 5- or 6-speed transmission. The frame utilizes standard oil tanks and 84-99 flat side 5-gallon gas tanks. You can further

customize your Retro Rigid by how fat you want to be, as the frame will accept a 230 rear tire with chain application or 200 rear tire with a standard 1 1/2-inch drive belt. The frame also has a 2-inch over raised neck with a stock rake for better handling.

V-Twin Manufacturing;
1-800-VEE-TWIN;
www.vtwinmfg.com



hidden-shock, rigid or the single-sided swingarm pictured. Eddie says that frame orders have a quick turnaround time.

Thunder Cycle; 954-763-2100;
www.thundercycle.com



ROLLING THUNDER BAGGER

All components are designed to fit into the appropriate positions on Rolling Thunder's Bagger frame. The frame and sheet metal symmetry optimize the latest in frame building engineering technology: Rolling Thunder's Coordinate Measuring Machine established the measurements and CNC laser cuts razor sharp time and again. Available as a direct replacement frame or as a 200mm tire application, it accepts stock OEM drivetrain components and plug ins for up to 2005 wiring harnesses and modules. Other features include improved neck configuration, as well as provision for fork OEM lock mechanisms. For custom applications, this frame is also available with a tubular backbone for flexibility on down-tube and backbone stretch and rakes.

Rolling Thunder Frames;
450-699-7045;
www.rollingthunderframes.com

GAMBLER MOTORCYCLE COMPANY

Gambler Motorcycle Company is releasing an all-new cutting edge line of custom frames and rolling chassis for 2008. The Gambler Original series of frames utilize the latest CAD/CAM equipment technology and state-of-the-art seamless aviation-grade steel in their construction. Proprietary oil tanks, radial bent, laser jigged, machined neck stems, and low seat heights for lower center of gravity are just some of their innovative features. Available in various neck rakes, stretches and engine and trans configurations such as Harley Twin Cams and Evo's, as well as S&S motors including the X-Wedge. Depending on model, these frame designs also accept, 200mm, 240mm, 280mm, and 300mm rear tires.

Gambler Motorcycle Company;
615-826-7777;
www.gamblermotorcycles.com



THUNDER CYCLE

Eddie Trotta's Thunder Cycle drop-seat frames are 1 1/2-inch drawn over mandrel tubing with a 2-inch downtube. They are available in any dimensions the builder desires, both up and out, and in any neck rake. Thunder Cycle come in

EXILE CYCLES FRAMES

Exile Cycles frames are manufactured for Exile by Daytec and are available in rigid, hidden-shock and rubber-mount configurations; with nearly any desired rake and



stretch. Manufactured in the U.S.A. using DOM steel, Exile frames utilize 1 1/8-inch tubing and 1 3/4-inch backbones. Exile frames also come standard with a pro-street neck; match this with a hide-away fork stop kit and keep your front end super-clean. Although many frames are kept in stock and available immediately, custom specs may be delivered in less than one month. Prices start at \$1,999.

Exile Cycles; 818-255-3330;
www.exilecycles.com

KIWI INDIAN

Kiwi's retro frame (*below*) is available in either rigid or spring frame configurations. All frames are made in-house from DOM tubing and are TIG-welded and any neck angle can be made to order. The Kiwi retro frame has a very wide appeal

since it's the only frame suitable to build an authentic old-school Indian chopper, bobber or custom. Mike Tomas at Kiwi says his frames are held to the highest standards and far exceed OEM.

Kiwi Indian MotorCycles;
800-601-KIWI;
www.KiwiIndian.com



SAT MOTORSPORTS

SAT Motorsports newest frame is the Fitz-G. This frame has 7 inches of stretch in the back bone and 2-inches in the downtube with 45 degrees of rake. All frames are built from 1020 DOM tubing, heavy wall 1 3/4-inch tubing is used in the backbone and downtube to prevent breaking with high horsepower engines. Fork stops, billet bearing cap for the top of the neck, and a 1-inch axle come standard with all the frames. Tire widths range from 200 to 360mm, and both LHD and RHD using 5- or 6-speed transmission. Frames come in two forms of completion: the first is a fully assembled

TIG-tacked frame so you can finish the welding; the second is fully TIG-welded. All frames come in any stretch or rake you want.

SAT Motorsports; 417-796-2131;
www.satmotorsports.com



PRO-ONE 300-SERIES QUAD FRAMES

Pro-One's latest collection of unique custom frames includes a pair of new additions to their exclusive Quad series. Shown here, they include the 300 Pro-Street Pro-Quad and 300 Chopper Pro-Quad. Designed for massive rear tire applications and an excellent ride, these chassis allow builders a choice of styles fit with the same awesome suspension.



Both can be ordered with a single curved or dual straight downtubes and all frame tubing is 1 1/2-inch diameter. Each style has 5 inches of stretch in the backbone, and accepts engines with strokes to 4 3/4-inch. They come with polished stainless rock guards and swingarm pivots. Pointed top motor mounts are standard as are CNC-machined brackets and tabs, solid transmission mounts with fifth mount and much more. The 300 Pro-Street Pro-Quad carries 38 degrees of neck rake and the 300 Chopper Pro-Quad runs 40.

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

RIDE HARD WITH THE CFL 140

If you're lookin' to build a chopper you can "ride like ya stole it," then you've got to get back to some basics. With the CFL 140 (*below*), West Coast Choppers has addressed the fat tire issue. Wide rears may look way cool, but lay one of those 300 "fatties" into a hard corner or fast sweeper and things get a little squirrely. Simply put, combine the wide meat with common chopper frame rake, stretch, extended forks and narrow front rubber and you get a machine that pretty much tells you to kiss off when trying to run the canyons or hook a quick turn into the local tavern. The new, narrow CFL 140 was designed for jammin' and makes those weekend runs more than just a photo opportunity. Available in a variety

of configurations, they are offered separately or in kit form.

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



BILLY LANE'S DOUBLE D FRAME

The Double D is the classic chopper frame, fabricated after Billy's famous Blue Death Trap bike, also known as the bike that started Choppers Inc. The Double D frame dimensions are 6 inches up, and 4 inches out, with a 45 degrees of rake. This frame will accommodate a 200-230 series tire with belt drive, or a 240-250 series tire with a chain drive. Made in the U.S.A.

Chopper's Inc; 321-757-7262;
www.choppersinc.com

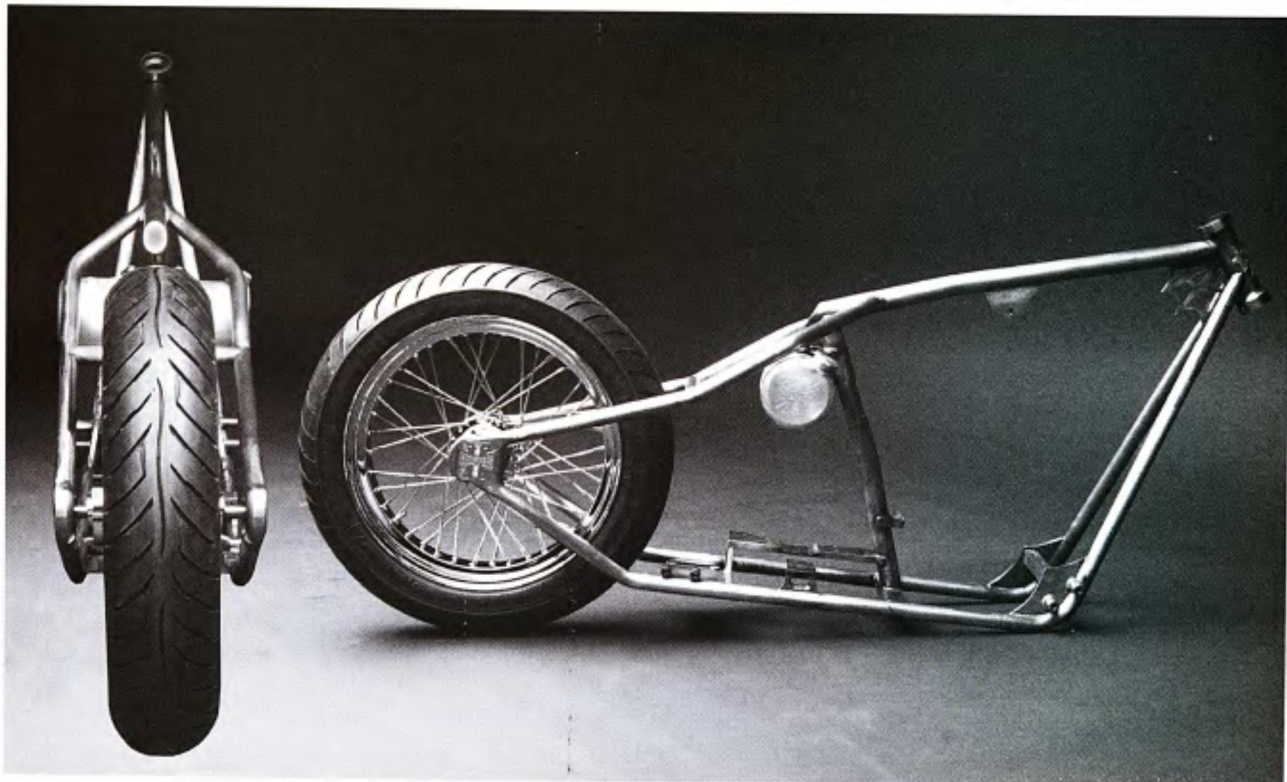
CHOPPER GUYS REPLACEMENT BAGGER FRAMES

The Chopper Guys say that their stock replacement bagger frame is the closest to stock in the industry. It is designed to



accept all OEM parts without any modifications needed. This frame is also hand-crafted using the highest quality CNC and laser components promising the builder a painless bike build. It accepts FL drivetrains, Twin Cam or Evo, and tires from 130-150mm. They also offer a wide tire variant that allows up to a 200 tire. It uses 90% of OEM parts, using Chopper Guys swingarm and fender, and there is no motor or tranny offset when using this frame. Chopper Guys frames are available through Drag Specialties.

Chopper Guys Biker Products,
Inc.; 800-548-CHOP;
www.chopperguys.com



THE MOBSTER



THE MOBSTER

The Mobster, from Carolina Custom Products, comes in a 5-inch out, 2-inch down, 38-degree rake, right-side drive setup and features 100% TIG-welded construction. Internal fork stops with pre-installed Timken bearings, stainless steel dust covers, and zinc-plated axle are all included. Just like CCP's Hard Times line of frames, Sportster and Buell components are compatible with The Mobster.

Carolina Custom Products;
704-592-2355;
www.carolinacustomproducts.com

THE WOOLLY HARDTAIL FRAME

This 300mm rear tire double curved downtube (*below*), right-side drive frame comes with a deep drop-seat and 1 1/2-inch DOM steel tubing (TIG-welded). A 3-quart oil tank and a front and rear fender are also included. The straight backbone makes this Mammoth frame easy to mount any custom tank. Comes with a MSO. Builders can choose any rake and stretch for \$2,495.

Mammoth Choppers;
800-235-0272 ;
www.mammothchoppers.com



FLYRITE CHOPPERS FRAMES

Flyrite Choppers frames are manufactured in-house of DOM mild steel tubing. You'll only find 1-inch diameter tubing on Flyrite's frames, just like the originals. Available in: 30 degrees rake with no stretch or 33 degrees with 2 inches of stretch for 130 or 180 rear tires for big

twins; 30 degrees no stretch, 130 rear for Sportsters; 29 degrees no stretch 130 rear for Triumph drivetrains. Frame shown is 33-degree/2-inch stretch, 130 rear tire. Pricing starts at \$535.

Flyrite Choppers; 512-918-2467;
www.flyritechoppers.com



LEREY-THOMPSON CHOPPERS

The Ethyl is a low and sleek frame with all kinds of curves, built for housing a 250mm tire. All Leroy-Thompson Choppers' frames are manufactured with 1/8- and 3/16-inch DOM tubing for strength and durability, and the Ethyl has a bent and drilled downtube for killer looks. The Ethyl is available 3 inches out with either a 30- or 40-degree rake and 31-inch neck height, and in either a Sportster or Big Twin platform. Like all Leroy-Thompson frames, the Ethyl is also available as a rolling chassis. Everything is machined in-house, including the axle covers and neck.

Leroy-Thompson; 440-266-1635
www.leroythompsonchoppers.com





NEW SINGLE DOWNTUBE CHASSIS

Paughco is now offering all of their stock and wide tire rigid frames in a single downtube configuration. Shown here, the single downtube for Sportsters comes complete with your choice of straight or curved 1 3/4-inch downtube, 1 3/4-inch backbone, hidden axles and chopper neck for 1-inch bearings. Custom built to each order, the frame with single downtube and hidden axle assembly starts around \$1,500. The standard double downtube chassis, available with stock or custom rake and stretch, starts at \$1203.95.

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



NESS Y2K-300/330 RUBBER-MOUNT FRAME KITS

Arlen Ness Y2K rubber-mount frame kits for Dynas feature updated radial styling and now accepts up to a 300-series tire. Frame includes all the features that made the Y2K-250 frames famous. These frames accept EV2 or Twin Cam engine with appropriate RSD transmission. Use of right-side drive transmission eliminates the use of offsets while centering the engine and transmission. Use either 1 1/8-inch or 1 1/2-inch rear belts (133T with 65T pulleys or 135T with 70T). A 13-inch rear fender is required for a 300mm tire. Each kit includes: frame, swingarm, battery box, billet aluminum fender struts, 12-inch Progressive Suspension shocks, 1-inch Chrome-moly axle, billet hidden axle covers and billet aluminum regulator mount. A 330mm tire will only fit with the use of a chain drive and a custom fabricated strutless rear fender.

Arlen Ness; 925-479-6350;
www.arlenness.com

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FREE CATALOGS

Black Magic

Phil Hoffman was fresh from boot camp when he fell under the influence of some cool panhead riders and their chicks at a watering hole. This veteran builder now runs a noisy little shop of wonders in Sandwich, Illinois, called Black Magic Customs and was among the very first to be selected as an Authorized Lucas Motorcycle Oil Pit stop. The entrance of Black Magic Customs is a very nice retail store, but the enchantment takes place out back in the shop. Phil loves what he does so much that he does not draw a paycheck. He taught his wife to ride back in 1980. Riding and building panheads together is what Phil and Lynn do. Jesse James



Working That
Old Spell Works
Best After
All This Time



calls Phil the "panhead freak." Ya might say Phil favors pans. The secret is that he built this bike in his head hundreds of times in the past 15 years. Here's rolling proof of the amazing things American bikers can do in a cornfield, 60 miles east of Chicago.

Phil always wanted a Missouri-style de-raked radical scoot and he tells us that this is the one everyone said no one could build. Inspired by the works of Dick Allen, Jesse James and Billy Lane, Phil calls it "Kill Thrill."



It began life back in 1952 when most bikes were rigid by design. Looking to smooth out the ride, Harley-Davidson incorporated a new technology known as the vibration bar. Phil put a modern day twist on the bar by using it as a frame stiffener, and that didn't make the project easy. Check the way these pipes snake around beneath, through and beyond. It took seven sections of pipe to build the rear exhaust pipe and 13 sections for the front. The heads on Phil's pan have a story taken from the early pages of motorcycle drag racing history. George Smith of S&S fame made only 50 sets of these special racing heads and they were designed for dual carburetors, or individual induction. Each cylinder can breathe and live independently of the other since things like torque cones, specialized filtration, or even equal length pipes were not always available in those days. These highly sought after heads are desirable not just because they perform like no others on Earth, but because only seven sets are currently accounted for as remaining in existence. S&S Cycle will celebrate their 50th anniversary in June, and Phil says George Smith's old-school speed charm is still in full effect.

The motor had a cracked case so it was taken to Advanced Cycle Machine



SOUTHERN COMFORT

Our *Easyriders* centerfold girl this month is the ever-enticing Erica from Mississippi. With her sweet southern accent and sharp hazel eyes, this pert 22-year-old reminds us of a splash of Southern Comfort in a mint julip. Both go down mighty easy.



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

in Superior, Wisconsin, where Phil Runser converted the bottom end of the 1952 EL to a '58-'64 model Timken ball bearing crank set-up. Bringing something like this roaring back to life is a big part of what makes Phil tick. This stroked-out panhead breathes through a set of "bird deflector" air intakes, fabricated by Randy Smith of Custom Cycle

Engineering, and the ratchet-top 4-speed handshift suicide clutch combination ain't for beginners.

Roger Eldred is the genius behind the pegs and internal controls. Rotating the left grip pulls a lever actuating the crossover mechanism that pushes a Performance Machine master cylinder used for a front parking brake. Phil says

it takes someone who lives, breathes, eats, sleeps, and dreams bikes 24-7 to come up with shit like this. While Phil is happy with the attention, he is most proud of using all American parts, American sweat, and American heart to breathe new life into an old piece of American history.

—Blue Cheese



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passin' gas

A sign in the window of a restaurant in Phoenix reads: "The best piece of chicken you'll ever get without being a rooster."

R.M.
WPB, Florida

A young man starts working at a department store. After his first day, the manager asks him how many sales he had made.

"Only one, sir," the salesman says.

The boss yells, "Pathetic! How much was it worth?"

"It was \$300,000," he replied.

"Young man, that's the store's biggest sale ever! How did you do it?" asked the boss.

"Well, first I sold him a small fishhook, then a medium one and finally a large one. Then I sold him a rod and reel. First a short one, then a medium one and after that, a long one. Then I sold him a 20-foot powerboat and a new Hummer so he could tow the boat and his gear.

"And the guy only came in for a fishhook?" the manager asked.

"No," the salesman said, "He came in for tampons for his wife. I said, 'Well, your weekend is fucked. You might as well go fishing.'"

Tim Jennings
Stratford, New Hampshire

A boy went up to his father and asked him, "Dad, what is the difference between potentially and realistically?"

The father thought for a moment, then answered, "Go ask your mother if she would sleep with Brad Pitt for \$1 million. Then ask your sister if she would sleep with Brad Pitt for \$1 million, and then ask your brother if he'd sleep with Brad Pitt for \$1 million. Come back and tell me what you learn from that."

So the boy went to his mother and asked, "Would you sleep with Brad Pitt for \$1 million?"

The mother replied, "Of course I would! We could really use that money to fix up the house and send you kids to a great university!"

The boy then went to his sister and asked, "Would you sleep with Brad Pitt



"Yes Sidney, there are times you can be TOO careful!"

for \$1 million?"

The girl replied, "Oh my God! I LOVE Brad Pitt. I would sleep with him in a heartbeat. Are you nuts?"

The boy then went to his brother and asked, "Would you sleep with Brad Pitt for \$1 million?"

"Of course," the brother replied. "Do you know how much stuff \$1 million can buy?"

The boy pondered the answers for a few days, then went back to his dad. His father asked him, "Did you find out the difference between potentially and realistically?"

The boy replied, "Yes, potentially, you and I are sitting on \$3 million, but realistically, we're living with two whores and a queer."

Scott Armstrong
Marietta, Ohio

A little boy and a little girl are playing. The little boy pulls down his shorts and says, "I have one of these and you don't."

The little girl starts crying and runs home to her mother.

The next day the little boy and girl are playing together again. And once again, the boy points out his private parts and says, "I have one of these and you don't."

But the little girl just kept on playing. "How come you're not crying today?" says the boy.

"My mother told me that when I get older, with one of these," says the little girl pulling up her dress, "I can get as many of those as I want."

Greg Cook
National City, California

An old Italian Mafia Don is dying and calls his grandson to his bedside. "You lissin'-a-me. I wanna for you to take my chrome-plated .38 revolver so you'll always remember me."

"But grandpa, I really don't like guns. How about you leave me your Rolex watch instead?"

"Shuddup an lissin. Somma day you gonna runna da business, you gonna have a beautiful wife, losta money, a bigga home and maybe a couple of bambinos. Somma you gonna come home and maybe find you wife inna bed with another man. Whadda you gonna do then? Pointa to you watch anda say, 'times up?'"

G. Cook
National City, California

After many years as a streetwalker, Juicy Lucy decided to get out of the life and settle down with a nice guy. Since she had spent so many years screwin' every kind of pervert imaginable, she swore that she would marry only a virgin male who was around her age, which proved easier said than done.

She took out personal ads in every major paper in the world, looking for a male virgin around 60 years old. She finally narrowed it down to a guy who lived in the Australian outback. She flew Down Under to meet him and, after a brief courtship they were married.

On her wedding night, Lucy went into the bathroom to change into her negligee. When she returned, she saw that her new husband had taken all the furniture in the room and stacked it in the corner. Thinking somethin' kinky was about to happen, she said to her new husband, "I thought you'd never screwed a woman before."

"That's true, love," replied the old Aussie, "but if it's anything like fuckin' a kangaroo, we're gonna need all the room we can get."

B. Whitcomb
Palmdale, California

After his last rugrat is born, Spike's ol' lady tells him they need to cut back on expenses. Spike gives up drinking beer, which he loves.

One day the ol' lady comes home from shopping, having spent \$45 on makeup.

Spike says, "Wait a minute. I've given up beer and you haven't given up anything."

She says, "I buy makeup so I can look pretty for you."

Spike says, "What the hell do you think the beer was for?"

Rebecca Stacey
Bakersfield, California



"Everybody seems to like the new adjustable stools."

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 whaddahell, 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 PainsanoPub@aol.com.

▼ To remove poster, first, carefully crease at perforation, tear out gently, then fold it into the world's first topless paper airplane. ▼

Owner: Phil Hoffman
City: Sandwich, Illinois

GENERAL

Fabrication: Black Magic Customs
Model: 1952 Harley-Davidson
Time: 4 years
Chroming: Meclec Inc.

ENGINE

Year/model: 1952/Harley-Davidson EL
Displacement: 84 cubic inches
Cam: S&S .514
Heads: S&S hand built by George Smith
Carb: dual Linkert
Pipes: Ray at Black Magic Customs

TRANSMISSION

Year/make: 1952/Harley-Davidson

PAINT

Molding: Black Magic Customs
Painter: Tommy at Black Magic Customs
Type/color: House of Kolor hand mixed
by Jon Kosmoski/black
Special paint: pinstripes by Matt Jelinek
from Ol' Skool Kustomz

FRAME

Year/make: 1952/Harley-Davidson
Type: rigid
Rake: 38 degrees
Stretch: 9 inches up, 4 1/2 inches out
Modifications: Bill and Phil at Black Magic
Customs

ACCESSORIES

Bars: Opee at S&S for Black Magic Customs
Risers: Black Magic Customs
Handlebar controls: Roger Eldred for
Black Magic Customs
Fenders: West Coast Choppers modified
by Black Magic Customs
Headlight: Drag Specialties
Taillight: Doubleshot by Fab Kevin
Pegs: Roger Eldred for Black Magic
Customs

Foot controls: Roger Eldred for Black
Magic Customs

Electrics: Black Magic Customs

Gas tank: Choppers Inc. modified by
Black Magic Customs

Oil tank: Jesse James

Seat: Dream Evil/Black Magic Customs

Mirrors: none

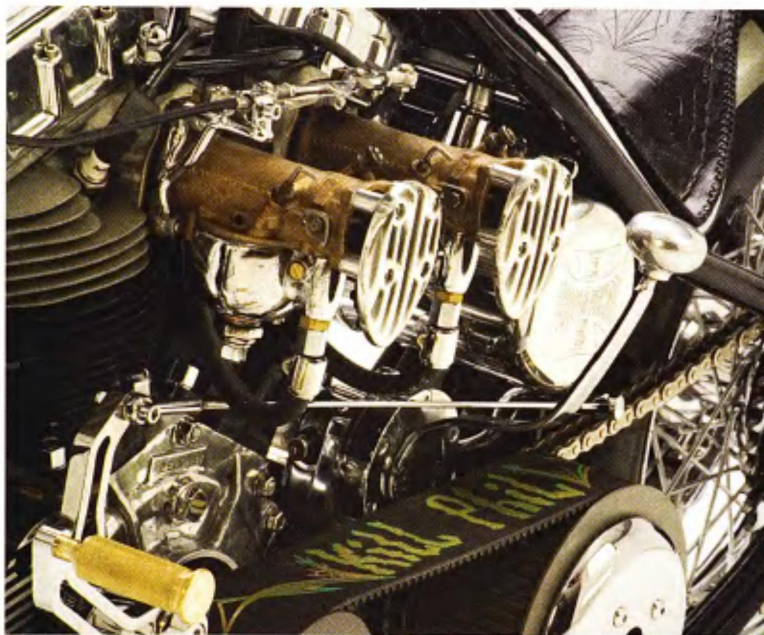
Grips: Roger Eldred for Black Magic
Customs

FRONT END

Type: Harley-Davidson Wide Glide
Extension: 9 inches forking by Frank
Triple trees: stock FL
Builder: Black Magic Customs
Modifications: Black Magic Customs

WHEELS

Hub: Black Magic Customs 40-spoke
Size: 21-inch front, 16-inch rear
Tires: Metzeler
Brakes: Performance Machine/Fab Kevin
Photos: Michael Farabaugh
Contact: Black Magic Customs
www.blackmagiccustoms.com



The Best Bikes...



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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 Shawn Wubben, PB Choppers

The Best Builders...



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



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

The Best Trailers...



www.hhtrailer.com



A Burn Camp Run With Extra Burn

Each year Wind & Fire Motorcycle Club Inc., an international group of firefighter/Harley-riders, hosts over two dozen motorcycle events linked to charity. The majority of these benefit burn-injured or terminally ill children.

One such event, a Burn Camp Run (BCR), has been held in California annually since 1994. The run supports Champ Camp, an activity of the Alisa Ann Ruch Burn Foundation. Each year, a pack of motorcycles heads from Fresno towards Kings Canyon to Wonder Valley for a visit with burn-injured kids who are spending the week there at a special summer camp. The California BCR mimics other such runs held nationally and internationally by the club. The ride's goal is to donate money and entertain the kids with some Harley-iron and a touch of the biker lifestyle. The campers sit on the bikes, pose for their Kodak-moment keepsake and afterwards, chow down with the riders at lunch.

The casual atmosphere of the event enables the campers to relax, forget



about being self-conscious and just be kids. There is a kinship firefighters share with the campers stemming from their lifelong choice to battle the devastating effects of fire.

About 60 bikes rode into camp this year, close to the ideal number the camp can handle. W&FMC presented the burn foundation with two checks totaling \$23,150. Besides that money, additional funds were donated to provide backpacks and sunglasses for the kids and travel assistance for one of the camp counselors. The club's Barbary Coast Chapter (San Francisco FD) was

the major contributor, having raised over \$17,000.

About here, the story usually ends: the guys ride off into the sunset. Some run up to Bass Lake for a campout and barbecue and the others trek home. This year a real "burn" happened as a now smaller pack of two dozen firefighter bikers were heading away from Wonder Valley on the back roads of the Sierras. Rounding a curve, they were first on the scene where just off the road, flames were pouring from a burning SUV that had touched off a perimeter fire in dried out grass.

The pack instantly pulled off the road, dismounted and headed over to take the offensive. The damage was far along and the lack of resources for an adequate attack on the vehicle fire was evident. One local citizen was using a chemical fire extinguisher—to no avail at this point—trying to extinguish the SUV and the grass. Another bystander was using a garden hose in a failed attempt to get some "wet stuff on the red stuff."



Photos: Jerry Ellbert

The firefighters called out to the locals for shovels. The first shovel was quickly put to use to scratch a line in the grass. Other club members stomped the grass, threw dirt, and worked a large piece of cardboard along the fire's edge in an attempt to smother it and aid the "black line" construction.

Just when the aggressive ad hoc effort was beginning to get a handle on the spreading grass, the wind kicked up. The fire jumped the scratch line and belched flame heights high enough to force everyone to back off. It looked like the burn was headed for the hills, but then the wind died. Seizing the moment, the guys jumped back in for a second attack and snuffed the blaze.

Not more than two minutes later, the California Division of Forestry fire engine crew arrived to extinguish the SUV. One of the W&FMC members handed the engine captain a business card and quipped, "This fire put out by Wind & Fire Motorcycle Club."

— *Evo Red*

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Only you can prevent brothers from ridin' rice.

—Sonny Grillo, Big Foot Day 2007, Happy Camp, Calif.



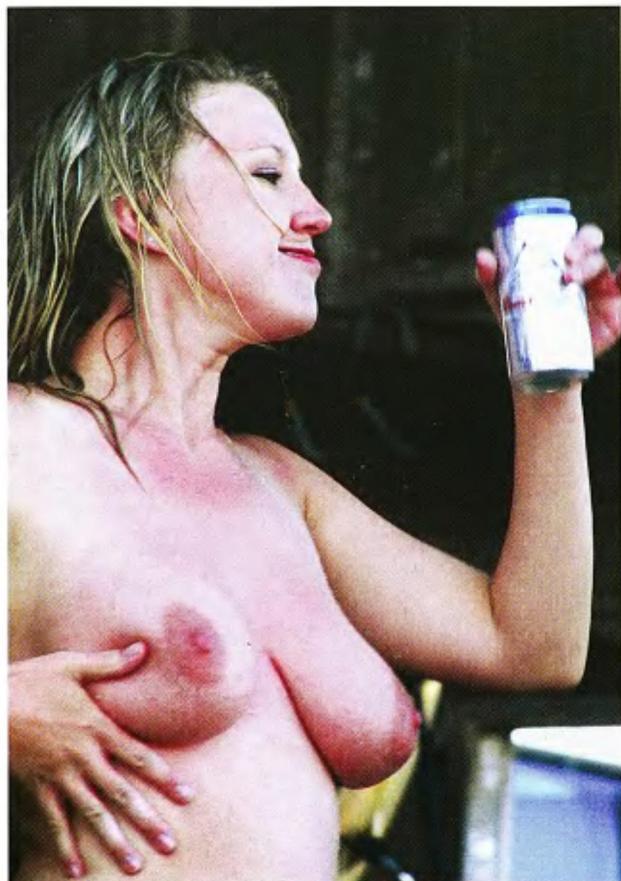
This is what happens when the cameraman drops his pants. Smiley's Tap, Daytona Bike Week 2007.

—Cindy Skvarce, Beach Park, Ill.



That is pudding, right?

—T.W. Banks, Rockmart, Ga.



Ahh, beer and boobs.

—Bret Brandt, Iowa Freedom Rally



Happily wedded riders (again, 28 years later).

—Lauretta and Andy, Pacific Grove, Calif.

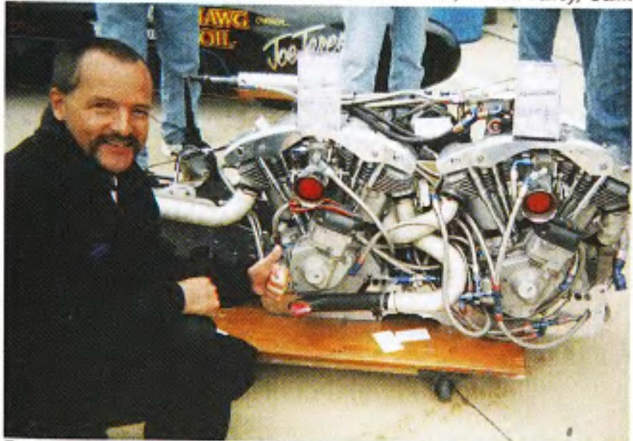


Ready for a star-spangled putt at the inaugural Kacie's Ride For Hope/End Domestic Violence Run.

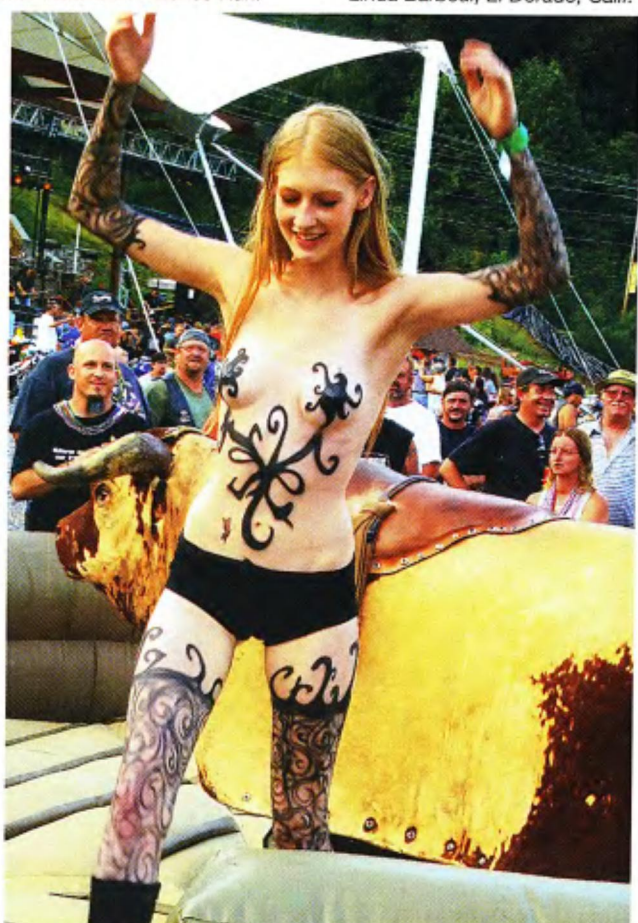
—Linda Barbour, El Dorado, Calif.



Matt Hotch holds court at Hollister. —Mike Cantu, Yucca Valley, Calif.



Reed's seeing double at J&P Cycles. —Kurt Messner, Verona, Wis.



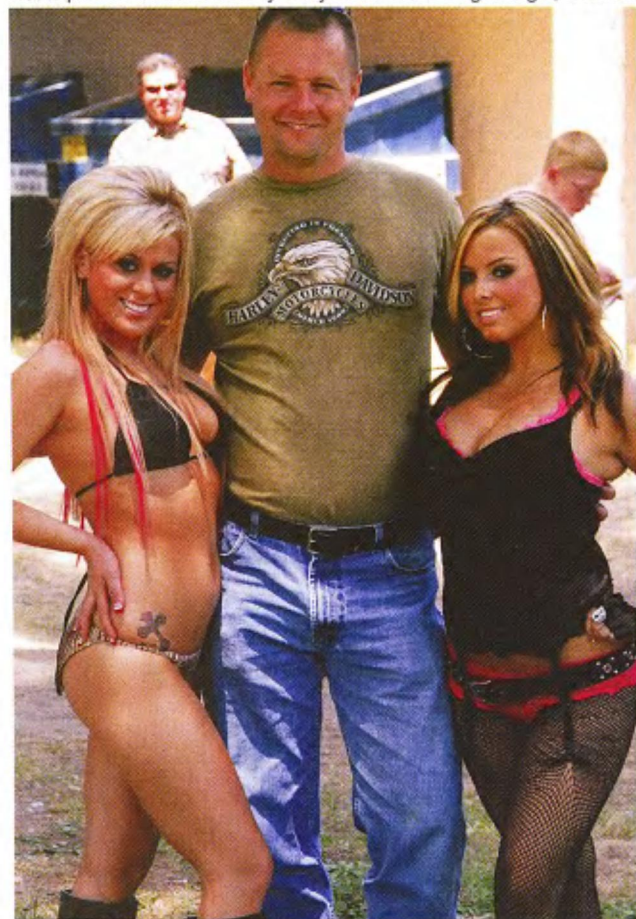
Ink-spotted at Survivor Rally.

—Alan Holloway, Cherokee, N.C.



Visual proof: Alcohol makes ya silly at the June Bug Boogie, Cookville, Tenn.

—Stacy Harp, Baxter, Tenn.



They found their biker stud.

—Mark Sherman, Madera, Calif.

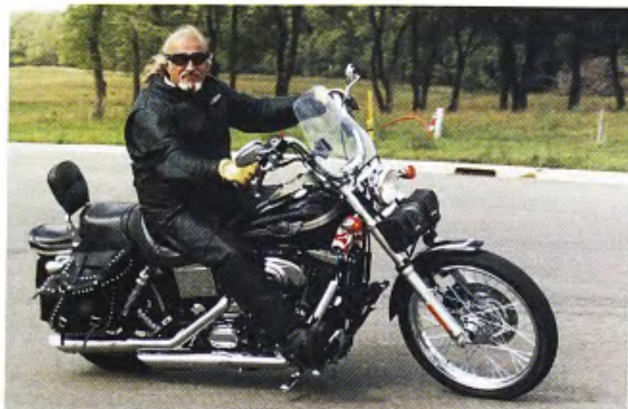


Good bros, good times at Sturgis 2007. —Larry Himle, Upton, Wyo.



If looks could kill...

—Tim Anderson, Edgewater, Colo.



A stylin' 'glide.

—Connie and Munch, Grove City, Minn.



Somethin's fishy at Fish Tales Bar. —Bill Cromwell, Ocean City, Md.



Nice presentation.

—Wes Snider, Burton, Mich.

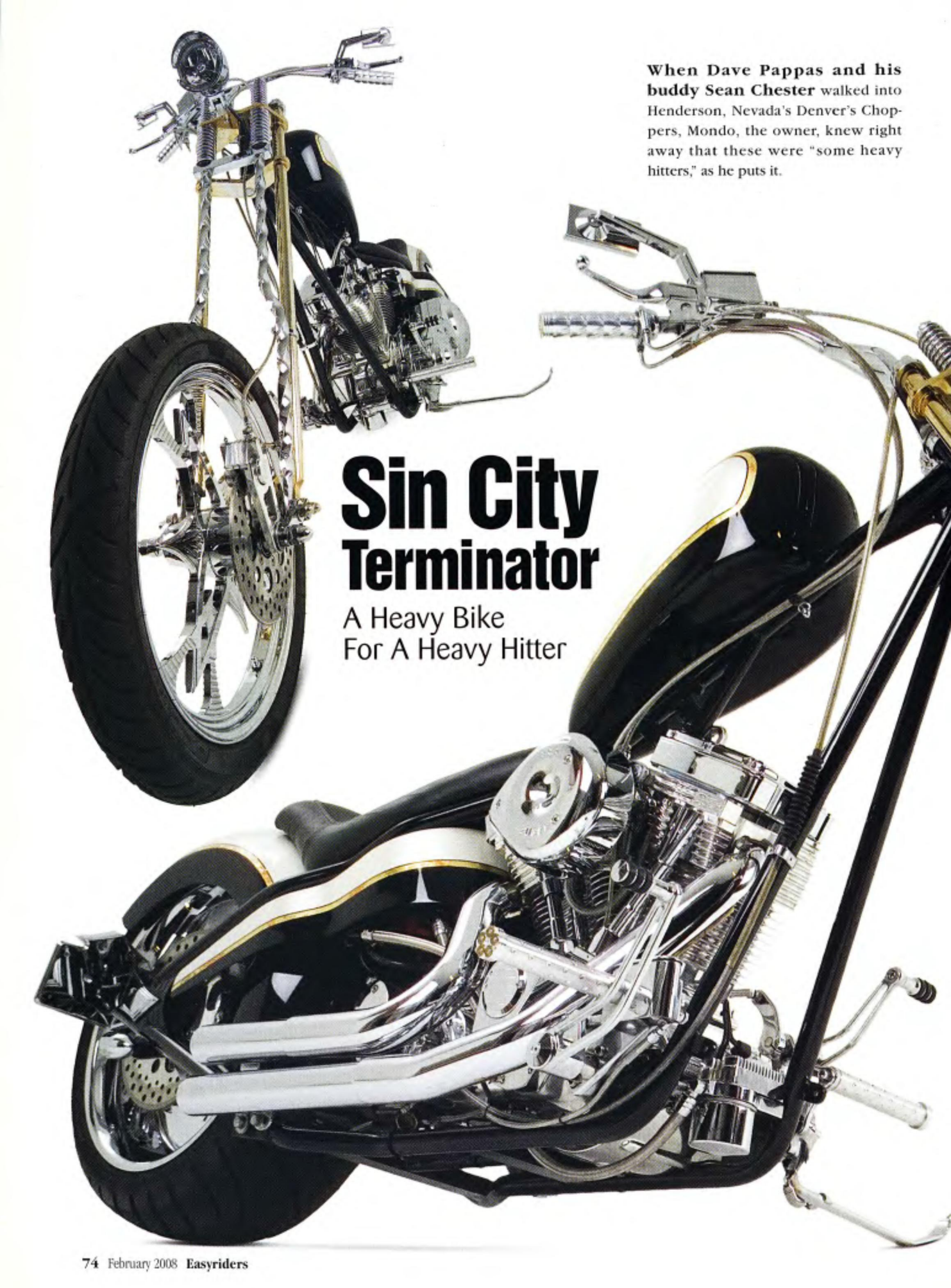


If you ain't ridin', you ain't livin'.

—Frank Brooks, Nelson, Ohio

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

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



When Dave Pappas and his buddy Sean Chester walked into Henderson, Nevada's Denver's Choppers, Mondo, the owner, knew right away that these were "some heavy hitters," as he puts it.

Sin City Terminator

A Heavy Bike
For A Heavy Hitter



Of course, Las Vegas is full of heavy hitters, some heavier than others, but what Mondo couldn't have known simply from their demeanor was how heavy they were going to hit him. "They walked into the shop and said, 'We want to buy a couple of Denver's bikes,'" says Mondo.

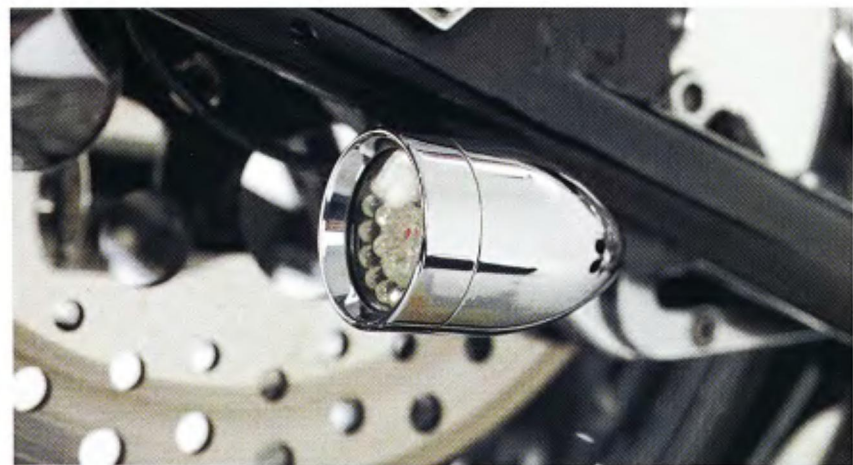
Ordinarily, this sounds like good news to anyone listening in on this conversation, but Denver's isn't exactly the type of place where they'll just have whatever you might want at the ready anytime. It's a custom shop and things are done "custom" for its customers.

But when heavy hitters walk through your door, with heavy cash burning heavy holes into their heavy pockets, you've got to be able to respond with some counterweight yourself. And Mondo was ready. "Dave, I realized, is one of the vice presidents at the MGM



Grand and in charge of the high rollers and whales," he says. "And Sean is a high roller who's involved with Tryst, that nightclub at Wynn's Casino. So when they came into the shop and said they wanted to buy, I knew I had a rigid chopper on the floor, and I knew I had the 'Terminator.'"

The Terminator is named after the ex-girlfriend Mondo had built it for, but she wasn't able to ride. "Whoa!" you interrupt. "Back up!" you say. "An ex-girlfriend? That's got to be a good story!"



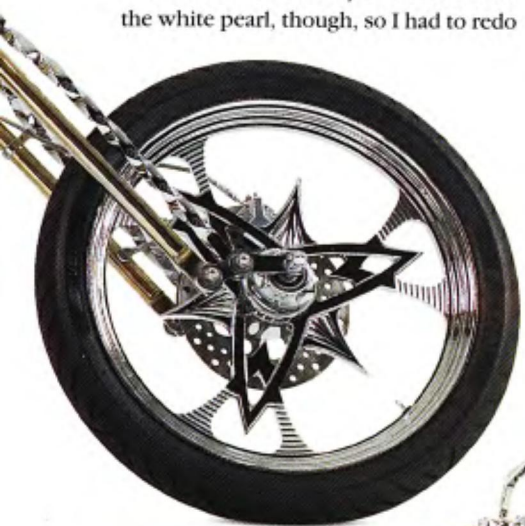
It really is, but libel laws mandate that we don't tell you anything other than to say that Mondo went through hell and back and, fortunately, escaped not only with his sanity intact, but also with this bike, while the ex-girlfriend ended up with... but I've already said too much.

Anyway, the bike was specifically built for the aforementioned girlfriend, right down to the gold-plated front end and the stingray seat, which Mondo says was originally done in white ostrich leather. "She didn't like the way it blended with the white pearl, though, so I had to redo

the seat with stingray." He can't help but give it a quick chuckle here. "We were gonna cut up a Gucci bag for her and make a seat out of it," he continues, "but in hindsight I'm glad it never came to that."

Dave is probably glad, too. He and Sean liked what they saw and did what heavy hitters do best: they struck. A deal, that is. "After we sold them the bikes, we went out front to the parking lot and gave them a couple quick lessons on how to start 'em up and ride 'em," Mondo says. "Next time I saw them, they had leathers on and boots and totally looked the part."

Mondo calls this a case of "the yuppies going chopper and the executives going Denver's." Seems like an apt allegory, but whatever you might want to call it, you have to be impressed by the fact that within a very short time, two choppers left Mondo's shop. That's some heavy hitting indeed. —Tripper





Owner: Dave Pappas
City: Las Vegas, Nevada

GENERAL

Fabrication: Denver's Choppers
Year and make: 2005 Denver's Choppers
Model: Terminator

Assembly: Toby

Time: 3 months

Chroming: APS

ENGINE

Year: '05

Model: polished

Rebuilder: RPM

Ignition: Crane HI-4

Displacement: 96 cubic inches

Lower end: S&S

Balancing: Accurate

Pistons: S&S

Cases: S&S

Heads: S&S

Cam: S&S

Lifters: Crane

Carb(s): S&S E

Air cleaner: S&S

Pipes: Sampson

TRANSMISSION

Year: 2005 RevTech

Modifications: polished

Shifting: stock

PAINTING

Painter: Omar the Painter

Color: black & pearl white/gold leaf

Type: House of Kolor

FRAME

Year: '05

Builder: Erwin Graham

Type: rigid

Rake: 40 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: Denver's Choppers

Handlebar controls: Billy

Fender(s): Denver's Choppers

Headlight: RPM

Taillight: RPM

Speedometer: none

Pegs: Billy

Electrics: Toby

Gas tank: Mondo

Oil tank: Mondo

Oil system: S&S

Primary cover: stock

Seat: Mondo

Mirrors: Pro-One

Grips: Billy

FORKS

Type: springer/Denver's Choppers

Extension: 14 inches over

Builder: Mondo

WHEELS

Make: RPM

Size: 21-inch front/16-inch rear

Tires: RPM

Brakes: Performance Machine

Other modifications: gold-plated front end with wishbone twist

Photos: Rick Hustead

Contact: Denver's Choppers

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Meet September's Winner

Besides some of the best cigars you can get your hands on, what else is the Dominican Republic known for? How about Merengue and Bachata music, MLB stars like David Ortiz, Albert Puljos, Manny Ramirez and Sammy Sosa, and this gorgeous Latin hottie—your September winner—Naomi. Currently residing in sunny Florida, this little lady was the first to call us and rip us a new asshole for calling her Cuban. Sorry, it'll never happen again. You can't help but be attracted to the kinda hot passion that emanates from these women. Of course, that's only sexy when the passion is directed at you, not when they're pissed off and directing all that "passion" toward you, while holding a machete! Lucky for us, Naomi was happy to be posing for us and we'll make sure to keep her that way from now on!

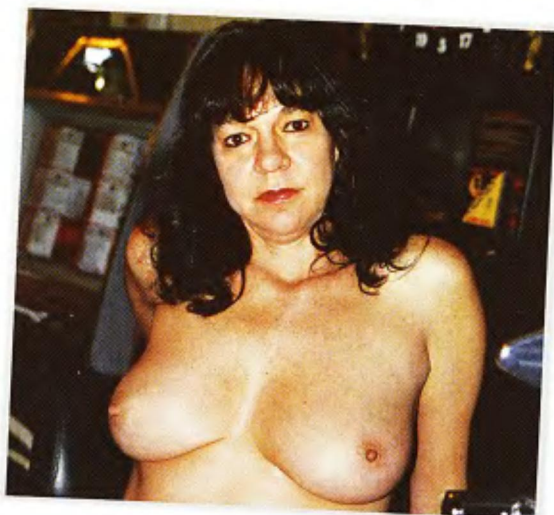
—Oil Can



Chauna—California

#0201

"I never really knew what an orgasm was until he popped it into 2nd gear!"



Angie—Idaho

#0202

"I started working at a biker bar called The V-Twin and my boss gave me my first ride. I was so scared, but I really loved it. Now I want my own."

Win \$1,000!



Rebecca-Georgia

#0203

"All it took was me jumping on the bike and feeling the rumble between my legs and I was hooked."



Bobbi Jo-Ohio

#0204

"It was awesome! Last year, my man bought a new bike and rode me all around Michigan. I now ride my own, but still enjoy riding with him."



Casey-Utah

#0205

"I got my first Harley in 2005 before I even knew how to ride. It's become a love of mine that I know I will hold onto for the rest of my life. When I am on it, it's my peace, my escape and one thing that makes me happy."



Violet-Illinois

#0206

"I used to ride all the time with a club in Texas. One time, I rode in front of the guy and he had me act as if I was driving it and then he just let go!"

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 #416 *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), January 1, 2008. The voting deadline for this month's crop of cuties is January 30, 2008. We'll announce the winner in the June 2008 issue.



The ultra cute Canadian, Khristina, racked up the most votes in the October issue, so we stole her away from the Great White North to showcase her talents just for you in next month's issue. C'mon back for a gander!

416

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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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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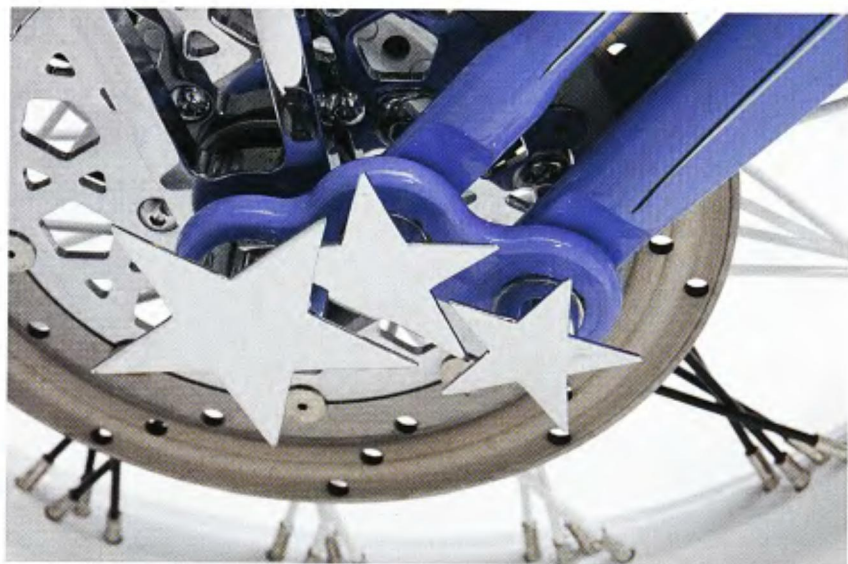
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Jan 18-20	Available		at the HB Spokes Saloon	Sept 12-14	Available
Jan 25-27	Available	May 23-25	Party at the Pines - Longview, TX	Sept 20	Birds of Prey Harley-Davidson - Caldwell, ID
Feb 1-3	V-Twin Expo - Cincinnati, OH		(Gregg County Fairgrounds)	Sept 26-28	Reno Harley-Davidson - Reno, NV
Feb 8-10	Available	May 31	Fink's Harley-Davidson - Zanesville, OH	Oct 3-5	Harley-Davidson - Cartersville, GA
Feb 15-17	Available	June 5-7	TN State HOG Rally, Knoxville, TN	Oct 10-12	Jim's Harley-Davidson - St. Petersburg, FL
Feb 23	Arrowhead Harley-Davidson - Tucson, AZ	June 13-15	Available	Oct 16-19	Biketoberfest - Daytona Beach, FL
Feb 24	Tucson Harley-Davidson - Tucson, AZ	June 20-22	Harley-Davidson of Louisville - Louisville, KY	Oct 24-26	Harley-Davidson - Shreveport, LA
Feb 29-Mar 2	Bike Week - Daytona Beach, FL	June 27-29	S&S 50th Anniversary Party - LaCrosse, WI	Oct 31-Nov 2	Stone Mountain Harley-Davidson - Lilburn, GA
Mar 14-16	Available	July 5	Bud's Harley-Davidson - Evansville, IN	Nov 7-9	Space Coast Harley-Davidson - Palm Bay, FL
Mar 22-23	Hilton Head Motorsports - Bluffton, SC	July 11-13	Boston Harley-Davidson - Everett, MA	Nov 14-16	Extreme Power Sports - Columbus, GA
Mar 29	Mt. Cheaha Harley-Davidson - Oxford, AL	July 15	Motorcycle Night - Lowell, MA	Nov 21-23	Available
Apr 4-6	Available	July 18-20	Carlisle Bikefest - Carlisle, PA	Nov 28-30	Available
Apr 11-13	Available	July 25-27	Available	Dec 5-7	Available
Apr 18-20	H-D Bowling Green - Bowling Green, KY	Aug 1-3	Milwaukee Horsepower Rally - Milwaukee, WI	Dec 12-14	Available
Apr 24-27	River Run (Pioneer Hotel) - Laughlin, NV	Aug 8-10	Full Throttle Saloon - Sturgis, SD	Dec 19-21	Available
May 2-4	Roseville Cycle Center - Roseville, CA	Aug 16	Pigtrail Harley-Davidson - Rogers, AR	Dec 25	Merry Christmas
		Aug 22-24	Liberty, Harley-Davidson - Boston Hts, OH		





Peacemaker

In Memory Of Mattie Stepanek

In his short time on this Earth, Mattie Stepanek made one mighty big impact. Before his untimely passing due to muscular dystrophy, this child poet became a friend of former president Jimmy Carter, had published a number of his "Heart Songs" compilations, appeared regularly on TV with Jimmy Carter and was the National Goodwill Ambassador for the Muscular Dystrophy Association (MDA). "Peacemaker" by Cyril Huze is a tribute to that life. When it's ultimately raffled, it will raise funds for the MDA.

"When the Lynn Jones Foundation came to me about building this bike," says Cyril, "I knew it was going to be an emotional challenge." Mattie had just died and his latest book of poems had just been released. Nevertheless, a week later Cyril had worked up a preliminary sketch illustrating the overall shape of the bike and outlined its main components. "It was a tightrope walk," he says, having to remember all along that the bike had to be a tribute to the memory of Mattie Stepanek, one very special kid, but the primary objective here was to







raise the largest amount of money for the MDA. The project had dual roles, projecting both Mattie's spirit and the taste and sensibilities of some unnamed adult who would ultimately buy the bike and want to ride it. "After reading Mattie's books," Cyril says, "I knew I had to name it 'Peacemaker,' the nickname Jimmy Carter had given Mattie. I also knew that the bike would have to have smooth lines along with a celestial and peaceful theme and color."

Cyril began with a simple Santee rigid frame with only 3 inches of stretch in the backbone and a mild 38 degrees of rake for easy handling. The bike would have an overall "junior" feel to it, almost undersized, along with a visual lightness. The gas tank, although extended, was kept small enough to fit the proportions, and Cyril's unconventional

attachment here includes two bolts running straight up through the frame backbone. He also welded the petcock bung on the left side of the tank and included a flush-mount filler so as not to interfere with the line of the emblems (impalas once again emphasizing the aerial/dreamy feel for this project) he installed up top and on the rear fender. A 114-inch V-twin engine from TP Engineering was mostly powdercoated glossy black offering bold contrast to the pale sky blue chosen as the main color. Custom laced wheels were powdercoated white with contrasting white and black spokes forming a star pattern. Completing the theme, Cyril covered the heart-shaped seat pan with black stingray upholstery in which a solid black leather note was stitched to mimic Mattie's "Heart Songs" logo. All this was finished

in February 2006, coinciding with the release of Mattie's last book, *Just Peace*.

Mattie's mother, Jeni Stepanek, marveled at Cyril's creation right from the start. When she saw it completed, she commented that it looked exactly like something Mattie would have wanted had he lived long enough to get his own rider's license. Jeni, meanwhile, has just finished her own book about her remarkable son and is set to go out on tour with it this year. The bike will go with her, most likely appearing on *Larry King Live* with Jimmy Carter. The pair will appear on *Oprah* as well, after which Peacemaker will be raffled off. Cyril Huze says this was one of the toughest assignments he's ever received—an emotionally draining experience, but Mattie Stepanek would have approved, whole heartedly.

—Joe Kress





Owner: The Lynn Jones Foundation Assoc.

GENERAL

Designer: Cyril Huze
 Year/make: 2006 Cyril Huze Special Construction
 Model: Peacemaker
 Assembly: Cyril Huze Customs
 Time: 6 months
 Chroming: Chrome Masters

ENGINE

Year and make: 2005 TP Eng. Pan/Evo
 Displacement: 114 cubic inches
 Ignition: TP Engineering
 Cam: TP Engineering
 Carb: S&S "G"
 Air cleaner: Cyril Huze
 "Little Breather"
 Pipes: Precious Metals

TRANSMISSION

Year/make: 2006 TP
 Shifting: 6-speed

PAINTING

Painter: Chris Cruz
 Color: light blue

FRAME

Year/make: 2005 Santee/Chica
 Type: rigid
 Rake: 38 degrees
 Stretch: 2 inches

ACCESSORIES

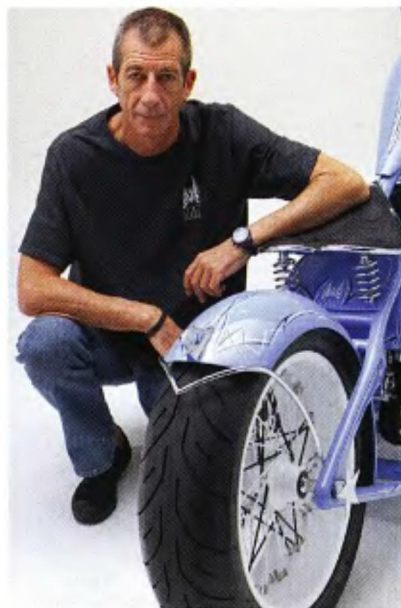
Handlebars: Cyril Huze Customs
 Handlebar controls: OPM/Huze
 Fenders: Cyril Huze Customs
 Headlight: Headwinds
 Taillight: Cyril Huze Customs
 Pegs: Cyril Huze Customs
 Foot controls: OPM/Huze
 Gas tank: Choppers, Inc./Huze
 Oil tank: Killer Chopper
 Seat: Jeff Phipps
 Mirrors: none
 Grips: Cyril Huze Customs

FRONT END

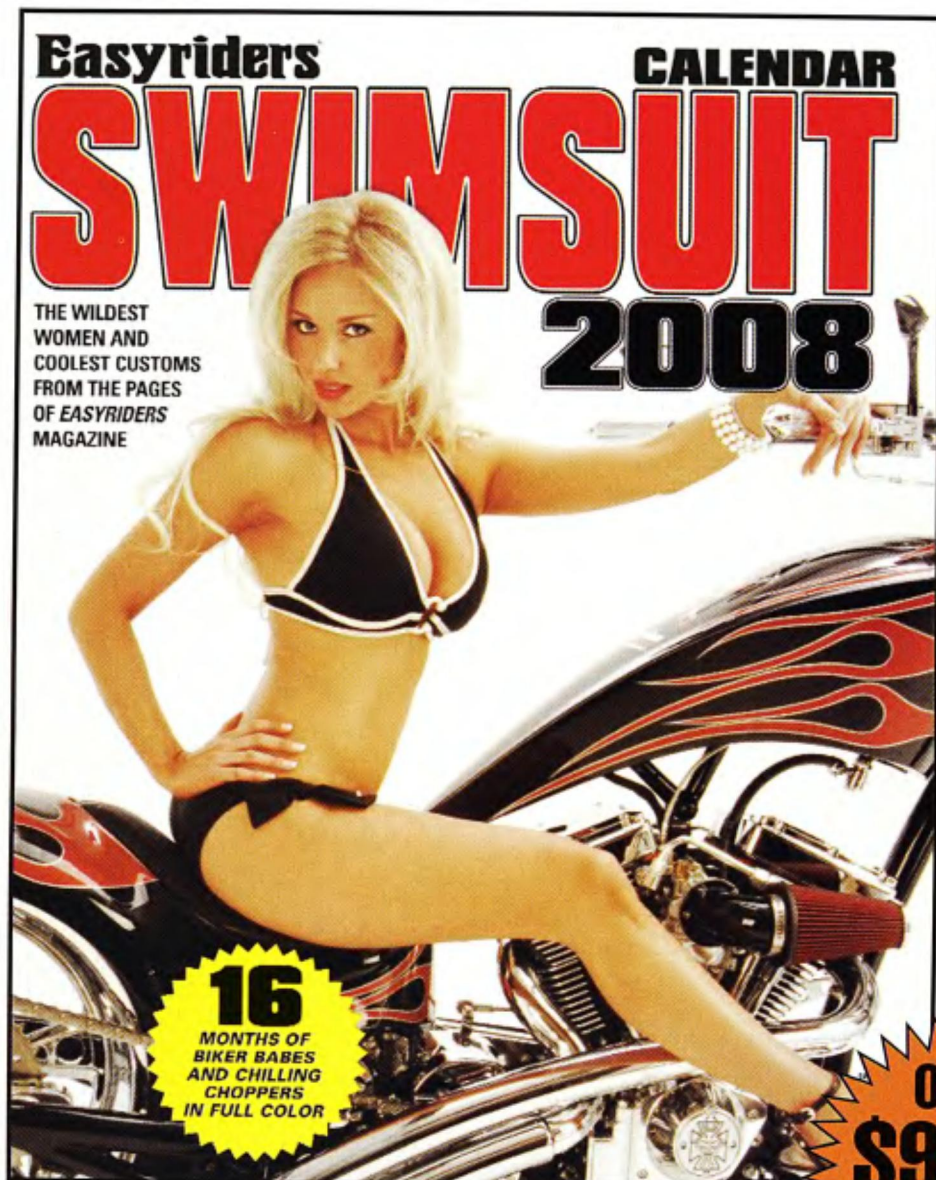
Type: Narrow Glide Springer
 Builder: Killer Chopper

WHEELS

Make: H-D Wheels, 60-spoke
 Size: 21-inch front/18-inch rear
 Tires: Avon, 180-rear
 Brakes: Exile
 Photos: Don Rogers



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I T ' S E N S E N A D A O R B U S T

El Diablo Run

Here's how a run should advertise: "If you like to collect commemorative pins, shop for licensed accessories, pay someone else to change your oil or wear fringe denim, the El Diablo Run won't be your scene." So said Bill Bryant one of the founding fathers of the run, who, along with fellow chopper rebels Chris Collins, Mike Collins and Harold McGruther, made it happen again this year.

The EDR is a hardcore chopper ride into the heart of Baja, Mexico—not a

pancake fundraiser with the local H.O.G. There are no clubs to join, dues to pay, deadlines to meet or waivers to sign. To ride on the El Diablo Run, just get on your bike and ride.

With the long Colorado winter still looming, we loaded the bikes and headed west. With two fresh bike builds in the trailer I figured I'd need to stand on my head and juggle three lucky rabbits feet to summon the shovelhead gods if we were going to make it a successful





ride. After unloading the bikes in SoCal we were ready to blow out the cobwebs and tune the carbs for sea level. With a few kicks, the shovelhead gods were summoned. Several miles up the freeway, however, the Triumph gods turned on my bro as the fresh little motor was scuffing up pistons and rings.

Over 200 riders attended this year's run. There are no road captains on the EDR. If you don't like the pace of the guy in front of you, pass his ass. As we rumbled out of Temecula, we were quickly overtaken by the pack. With Tat2 John on a '46 Indian and my old rigid shovelhead, our pace was slow but enjoyable. Jacob was on the Sporty with high bars bringing up the rear and making sure we wouldn't lose too many important parts.

After crossing the border at Mexicali, I thought for sure we were the rear end of this donkey train. Then we ran across a few stragglers trying to push start a chopper. With a chase truck, a 55-gallon drum of gas, water and a huge cooler full of *cervezas*, we (and our new best friends) blazed down the rugged road for the journey into San Felipe.

After a few hours of dodging potholes, moon craters, chopper killers or what ever the hell you wanted to call the big holes in the earth, it was time to let the old bikes cool down and wet our whistles. One broken kickstand, a huge burn out and few empty bottles later, it was time to hit the road. It was way after dark before we pulled in the campground to meet with the other EDR runners.

After a couple days of rest for the

ponies (not us), we were already lagging behind as the EDR runners cracked the throttles at the break of dawn to the ride to Ensenada. Despite more than a few broken bottles of tequila, a couple empty coolers and two sets of missing keys, we needed get on the road. Our Baja crew picked up another straggler, a crazy bloke named "Taco" Jimmy, who shipped his Exile bike all the way from London.

While the rest of the pack was already drinking beers in Ensenada, we were just leaving with one pony, extra camera gear and the chase truck behind us. The site of the military checkpoint made us shake the dead brain cells out and snapped us back into reality. After that, the pace became a little slower, the potholes bigger and there was no gas station in sight. Tensions were high as we finally rolled into a petrol station for some much need gas and rest. However, neither was to be found, since the station had been dry for two days. With the fear of the pack eating up the rest of gas down the road in mind, it was time for new game plan. We sent the biggest, meanest guy out to find us gas. "I'd sell you gas for \$20 U.S. a gallon...if I had any," Big Ben reported once back from his mission. With a rumor there was gas "10 something" away on the right we headed out. Was it 10 miles, kilometers, or Mexican minutes away? No one spoke, we just saddled up and hit the pavement.

The three-hour detour ended with some success as three of the bikes got refueled on a stop on the Baja 1,000.

With my bike on reserve and with a severely loose chain, we were off to dodge more potholes. By the time our asses were numb again, we found a sweet, old señora selling tortillas (and the much need gas) by the side of the road in the middle of nowhere.

With tanks and bellies full and smiles on all our faces, the crew was off on the final leg into Ensenada. It wasn't far down the road when a pothole got the best of Jacob. He was going to light a fire and wait it out for us to come back with a truck. A few bends later we somehow managed to convince a couple locals to go back and pick up Jacob and the stranded Sporty.

Jacob and the Sporty were in the beat-up, old truck, as the sun was going down. With two mountain ranges to cross, we were in for a long dangerous night ride into the city. We convinced the drivers to take the bike to The Mission Santa Isabel Hotel by the grande Mexican flag in Ensenada.

After the long night riding and drinking into the early morning hours, we finally got the Sporty running better than ever with the help of one the EDR runners. With some last minute repairs in the parking lot, the rest of the EDR crew was ready to return to the International border crossing. It was an adventure to the very last minute as 50 or more riders split lanes in TJ all the way to the border.

My ass is still hurting and bike is still dripping with oil and I can't wait till next year!

—Curt Lout



Photos: Curt Lout

SHOTGUN WEDDING

South Florida
Choppers' Foxhunt
Fandango

Rolling along for over 16 years, Dennis Colon and Mike Pruss get a big charge out of being on the open road. Dennis is a mortgage broker and Mike is the builder of some mighty fine one-off customs. Judging from the looks of Dennis's new bike, when these two







guys start talking choppers, things get extreme. Each bike from Mike's shop in West Palm Beach, Florida, shares only the characteristic of being one-of-a-kind—no design is replicated. South Florida Choppers loads more sick tricks into their rideable radicals than you'll find anywhere.

This month's Fox Hunt winner is the very bouncy Naomi, who is quite rideable according to Dennis, and he ought to know. A week before we talked with Mike about this bike, Dennis and Naomi tied the knot. (Normally, we would say, "We have a Bro down", but in this case...)

Mike put a call in to Pro-Street Frameworks looking for a frame that would run this Monster 360 millimeter wide tire from VEE Rubber, and imagine his surprise to discover that they didn't have one in stock at the time. He got hold of a frame that was made to fit a 300 tire and began hacking and slashing. What came next is a 360, single-sided swingarm, air suspension, fast ridin',

cool lookin', knuckle draggin' bike.

The big challenge was to match up the already massively offset right-side drive transmission an additional 1.750 inches without throwing the rest of the drivetrain off balance. Mike had to take a second trans apart, cut and weld gears and mash the whole thing back together to pull it off. Sure it works, the same way Naomi is workin' your, er, heart muscles. Just look at the top section of



the chain and see how it passes through the frame with ample space. Mike had the most fun fabricating these seriously interesting "hot rod" air vents just in front of the rear wheel. Keith Kleber is Mike's right-hand man.

Specializing in assembly and procurement, Keith is the guy who answers the phone and is usually able to obtain the very part Mike requires at the precise moment of need. Mike is most proud of how the boys at South Florida Choppers came together, made this bike happen, and kept yet another of their customers ecstatically happy. Dennis and Naomi love to take off for the beach and ride the strip on A1A. You'll see Naomi on a fine custom scooter Mike and the South Florida Choppers crew whipped up just for her. If they meet up with someone holding a fat stack of Benjamin's, Dennis might be convinced to part with this awesome ride of his, but we shouldn't try knocking the smile off of his face just yet.

—Cheeseit





Owner: Dennis Colon
City: Coral Springs, Florida

GENERAL

Fabrication: South Florida Choppers
Model: South Florida Choppers Pro-Street
Time: 3 months
Chroming: Malomar

ENGINE

Year/model: 2007/Kendall Johnson S&S
Displacement: 117 cubic inches
Cam: Kendall Johnson
Carb: dual Webers
Pipes: Hooker Headers, modified by South Florida Choppers

TRANSMISSION

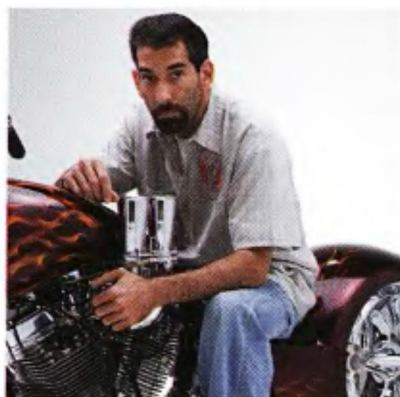
Year/make: 2007/Baker 6-speed RSD

PAINT

Molding: South Florida Choppers
Painter: Jam Customs
Type/color: Dupont/red candy
Special paint: Jeff at Jam Customs

FRAME

Year/make: 2007/Pro-Street Frameworks
Type: single-sided air suspension



Rake: 45 degrees

Stretch: 2 inches up, 4 inches out

Shocks: Air FX

Modifications: South Florida Choppers

ACCESSORIES

Bars: Paul Yaffe Originals

Risers: Paul Yaffe Originals

Handlebar controls: South Florida Choppers

Fenders: South Florida Choppers

Headlight: South Florida Choppers

Taillight: South Florida Choppers

Pegs: Hurst

Foot controls: South Florida Choppers/Hurst

Electrics: South Florida Choppers

Gas tank: South Florida Choppers

Oil tank: South Florida Choppers

Seat: Seats by Tommy

Grips: Hurst

FRONT END

Type: springer

Extension: 8 inches

Triple trees: raked 5 degrees

Builder: Tricky Air

Modifications: South Florida Choppers

WHEELS

Hub: Metal Monsters by Chip Foose

Size: 120/70 x 23-inch front,

360 x 18-inch rear.

Tires: Monster by VEE rubber

Brakes: Performance Machine

Photos: Don Rogers

Contact: South Florida Choppers

www.southfloridachoppers.com



MÜELLER POWER CLUTCH Goodbye Kung Fu Grip

After a month long test of a 2007 Electra Glide test bike from Harley's fleet center, I returned it and rode home on my 2005 Electra Glide. I was struck by how much stiffer the clutch lever was on the '05 compared to the test bike. John Sullivan, our tech editor, suggested that I try the Mueller Power Clutch booster, which is available from Drag Specialties.

The Mueller Power Clutch booster fits '87 to '05 big twins and is ideal for riders with smaller hands, such as our female friends. It is especially useful in the city, where we are constantly up and downshifting in traffic.

We pointed our bike towards our friends at Peak Performance Motorcycles, in Simi Valley, California, and they helped us with the install. Before installation, we attached a fish scale to the clutch lever at the ball end and measured the amount of force needed to apply the clutch until just before it touched the grip. This revealed that it required 22 pounds of force, our base point.

We drained the transmission oil, unbolted the right muffler from the saddlebag support and the exhaust pipe was loosened and rotated down to gain access to the clutch release cover. This was greatly simplified due to this particular motorcycle's true dual exhaust system. On completely stock motorcycles, with the crossover pipe, it would be slightly more involved, but still no big deal.

The clutch cable was disconnected at the lever, the clutch release cover removed, and the cable unscrewed from the cover. We replaced the OEM cable with a new Drag Specialties stainless braided cable. After removing the retaining clip, the stock clutch release mechanism was removed and replaced with the new Mueller ramps, which were installed using the OEM ball bearings. A dab of grease was applied to the sockets to retain the balls and provide lubrication for the unit once in operation. The clutch cable was reattached and the cover bolted to the transmission using the original bolts with blue locking compound.

Turning to the left side of the motorcycle, the clutch inspection cover was removed and the adjusting screw loosened to loosen the cable allowing the



Our fish scale reads 22 pounds to start.



Clutch release cover removed revealing stock release mechanism.



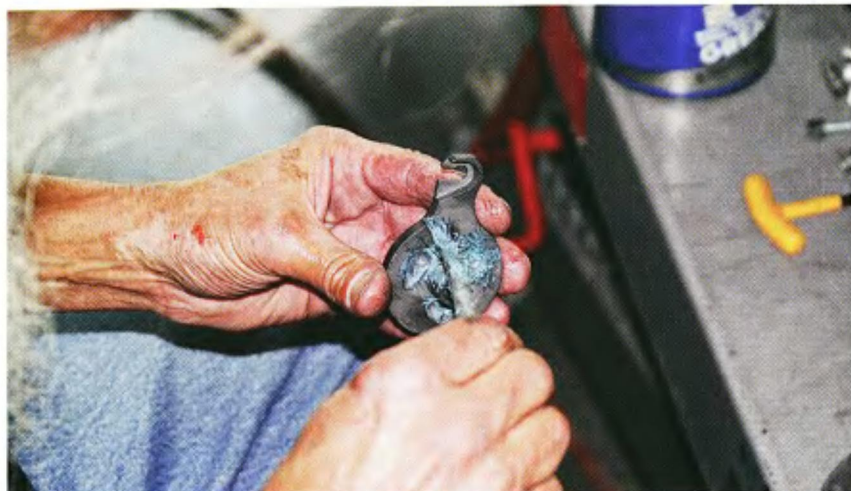
Remove the snap ring and the ball and ramp assembly.



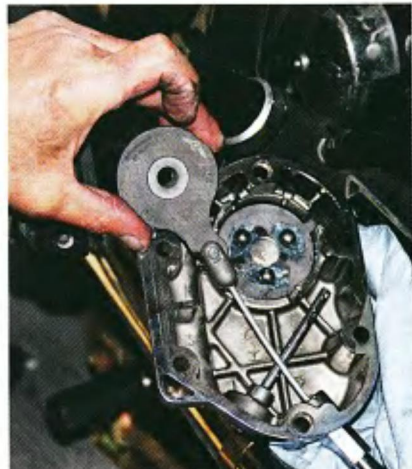
The Mueller Power Clutch compared to the OEM. Note that the ramps are located closer to the center, and the ramps are steeper than stock.



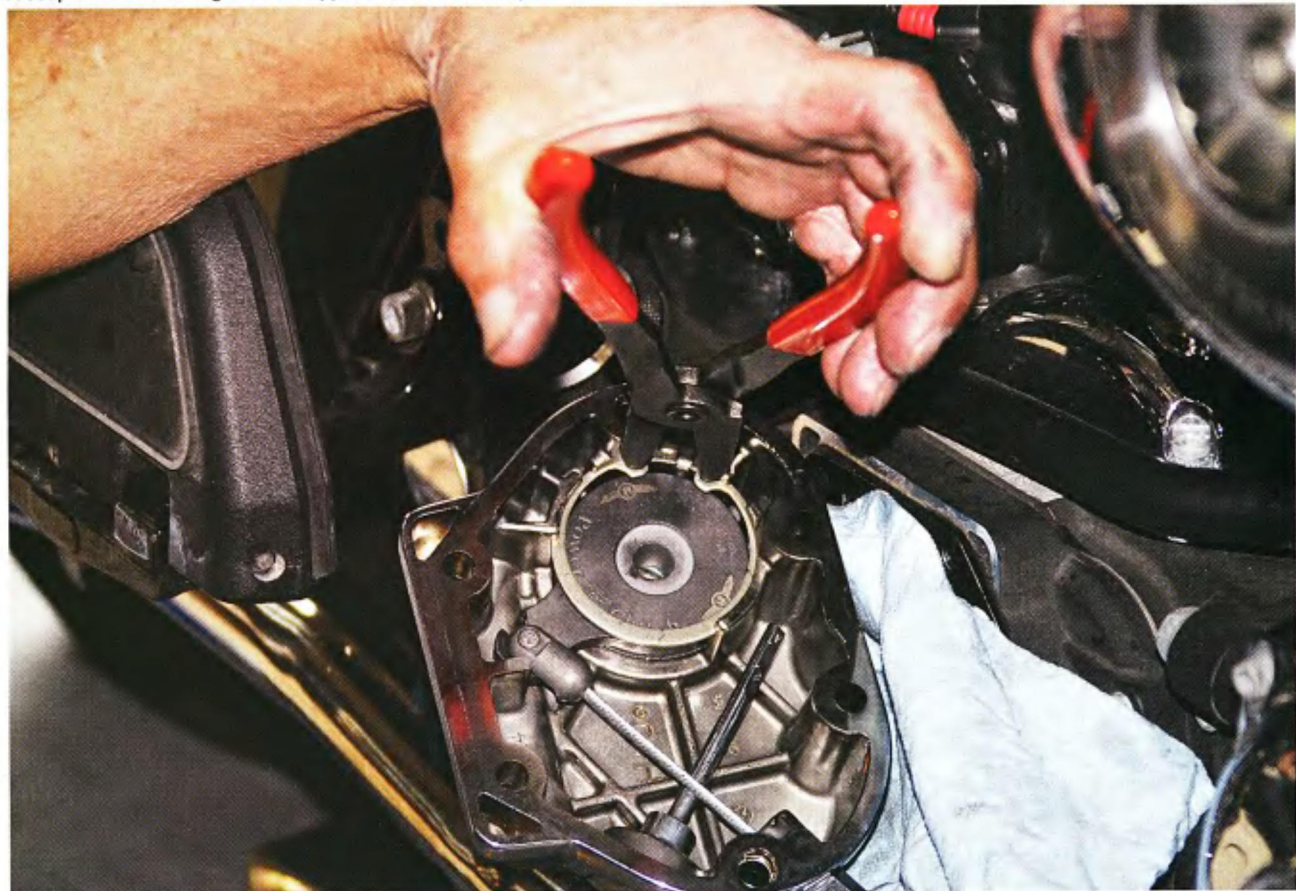
The outer ramp is installed and a dab of grease is used to lubricate and hold the bearings in place.



A couple more dabs of grease are applied to the lever ramp.



The cable is attached and the halves are assembled. Then, reinstall the snap ring (below).



lever to be installed. The adjusting screw on the clutch is adjusted to 1/8th turn out per instructions from Müller. The stock adjustment is a half, to one full turn, so this is very important to note. Lock the adjustment with the lock nut. The clutch cable is then adjusted to take up all but 1/8-inch of free play at the clutch lever.

We used Marvel Mystery Oil to lubricate the cable and put a dab of grease to the pin and rubbing block before reassembly.

We then reassembled the rest of the

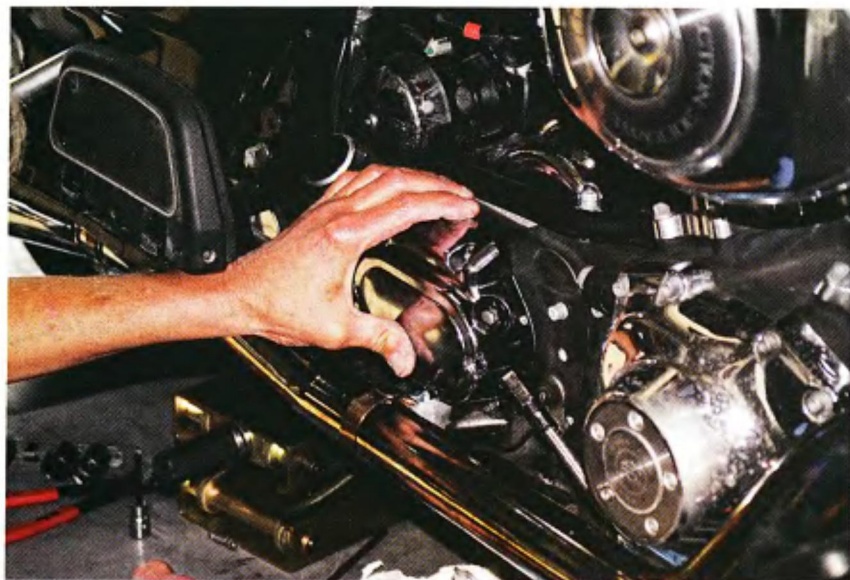
exhaust system. When everything was buttoned up, the effort necessary to actuate the clutch lever was again measured. The force required was reduced to 17 pounds, a full 5 pounds less than stock. Two weeks later, after the parts had a chance to break in, another measurement was taken. This reading showed an amazing improvement, the force required was now 13 pounds, a 9 pound decrease over stock. Our bike uses a 21-degree ramp, some earlier models use 19 degree ramps. These models should experience an even greater

decrease in hand pressure required with this unit.

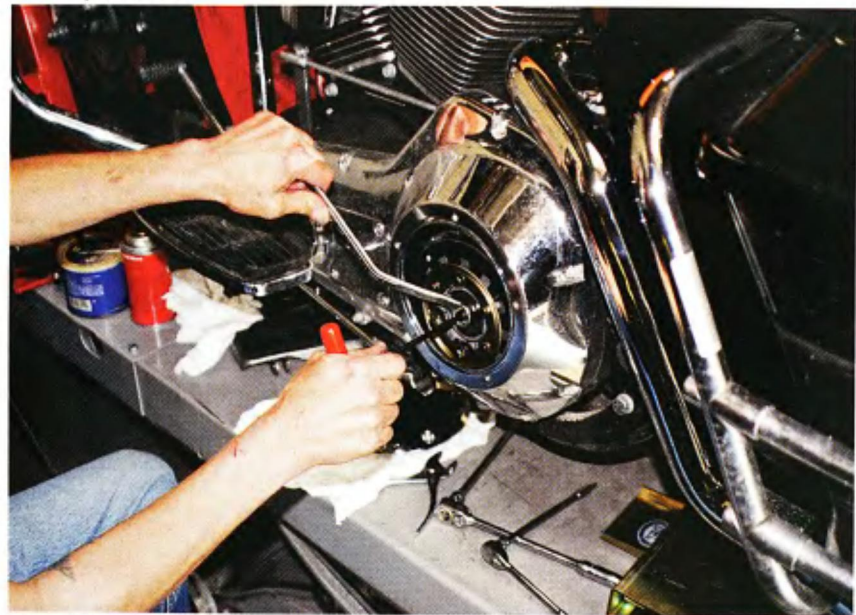
The Müller Power Clutch retails for \$169.99 and is available through your Drag Specialties dealer. —Kit Maira

Drag Specialties
www.dragspecialties.com

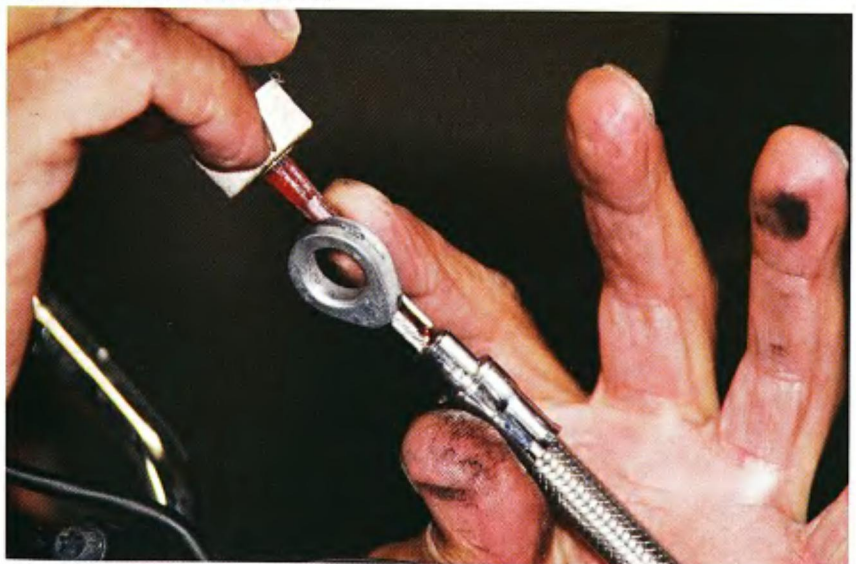
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Button up the cover.



Adjust the clutch to 1/8-inch turn out.



Lube the clutch cable.



Apply grease to the clutch lever pivot and rubbing block and assemble lever.



Adjust the clutch cable.



After the unit is assembled, there is a 5-pound decrease in pressure required to actuate the lever.

Photos: Kit Maira



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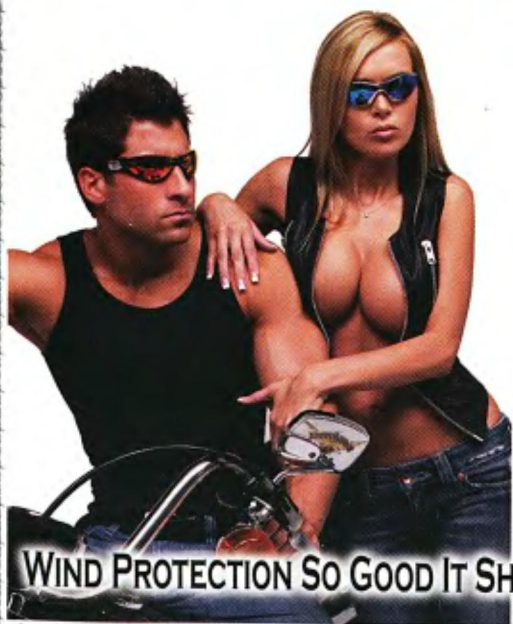


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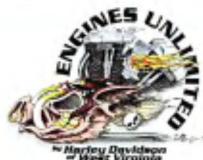
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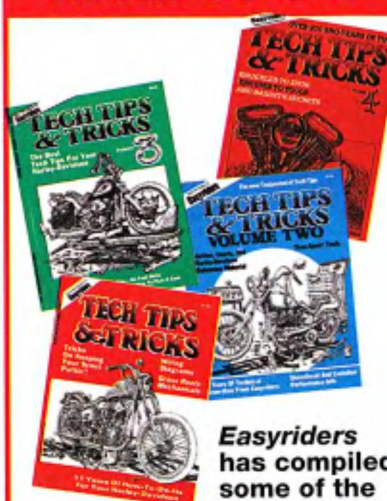
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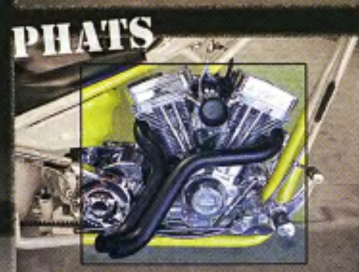
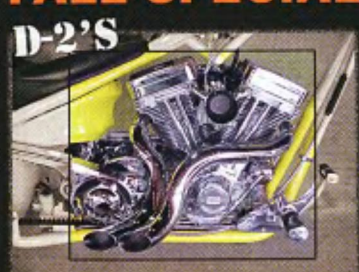
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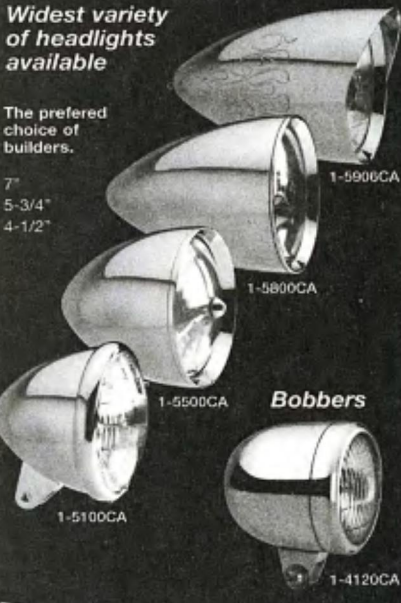
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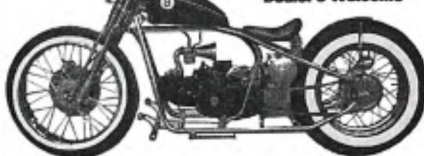
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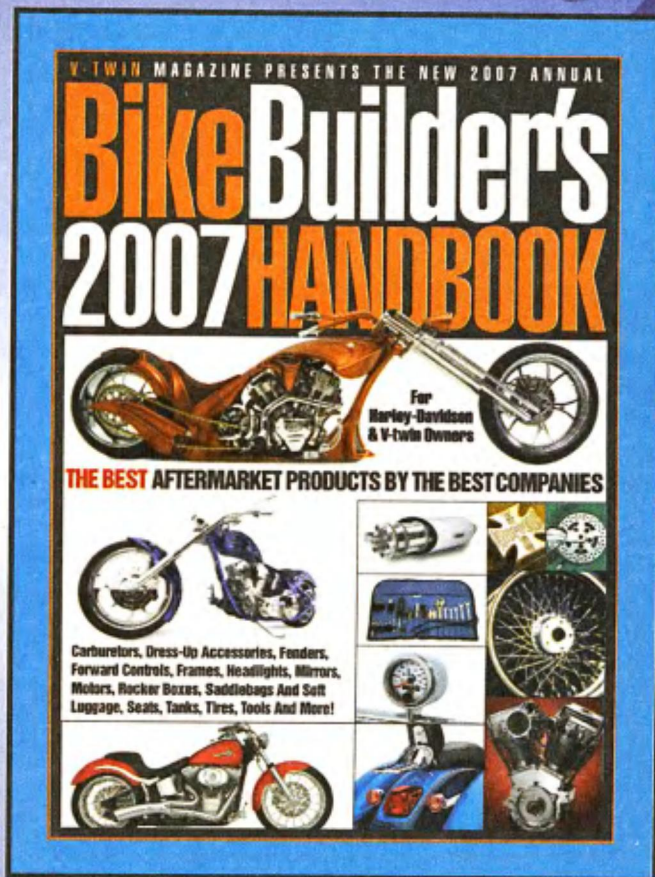
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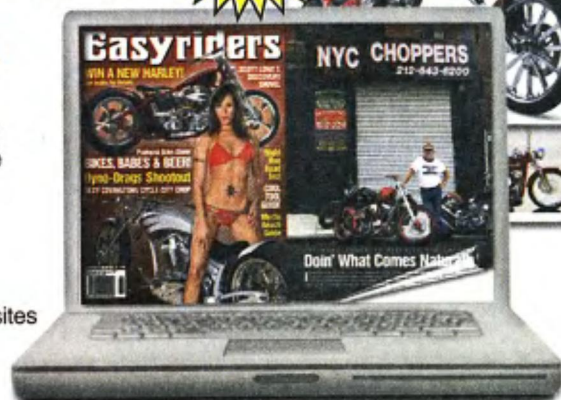
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The choices builders and riders have to personalize their scoots are nearly endless. Take this month's sterling crop of tanks, fenders and sheet metal. You just can't beat this mix.

Have a look and you too will know what I'm talking about. And, it isn't just sheet metal anymore, new shapes and materials abound to make your custom dreams come true. —Kit Maiva

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with black flames. Each Edge Flame Kit includes a complete set of painted sheet metal and body panels, custom-painted to factory-quality specifications. Available for Sportster, Softail, Dyna and Touring models, some kits may require additional components.

Harley-Davidson; 800-443-2153
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CUSTOM ONE-PIECE STRETCHED TANKS

Are you looking for a way to give your stock Softail

a custom look? Then look no further. Custom Chrome has just what you're looking for. These tanks are stretched 2 inches and have all the tabs to mount your stock dash. They accept late model screw-in gas caps, have provisions for the stock



fuel gauge and are available for both fuel injected and carbureted models.

LOW-PROFILE DASH FOR TOURING MODELS

If you're looking for a way to add a little more style to the stock tank on your bagger without having to spend a fortune on a new tank, then Power Products has come up with the perfect solution for you. Their



new Low-profile dash is constructed of hand-laid fiberglass and is a direct replacement for the bulky chrome stock unit. It comes in a black gel coat finish that is ready to scuff and paint. Installation requires an additional purchase of a 2-piece gas cap. Fiberglass dash, rubber trim, and lower mounting bracket included.

Custom Chrome;
www.customchrome.com



CAROLINA CUSTOM PRODUCTS

Carolina Custom Products rear fenders are handmade, cold rolled, 11-gauge steel. They are internally strutted which provides a hidden strength to support a passenger. These hidden struts also give your bike a slick, smooth look you can't imitate. Just like all of their products, these fenders are designed to bolt onto their hidden-shock and rigid frames without any modifications. They match the radius of the rear wheel for a precise look and have a built in splash guard.

Carolina Custom Products;
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GAS TANK FOR DRESSERS

Russ Wernimont Designs one-piece gas tank for Dressers is 1 1/2 inches wider than stock a tank, features a 3-inch stretch and offers a custom-styled curved bottom. The tank has a powdercoated primer finish, is factory sealed on the inside and includes a raw dash panel to replace the existing dash. The 6-gallon tank accepts the OEM fuel-pump assembly and uses a L96-07 non-vented gas cap.

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Drag Specialties and Tuff Cycle custom frame side panels offer a full-bodied look to the sides of your bike by replacing OEM side covers and filling in around the front of the saddlebags. Side panels are available with a cut-out to fit with OEM passenger floorboards and mounts, or smooth for use without passenger



floorboards or pegs. Constructed of paint-ready ABS plastic, they are easy to form or trim if needed. They must be used in conjunction with Carlini floater bars or H-D OEM saddlebag support kit. Installation requires drilling and tapping the frame.

Drag Specialties;
www.dragspecialties.com



BIG BEAR CHOPPERS SHEET METAL

Big Bear Choppers is going the extra mile to manufacture their sheet metal to the best possible quality. Unlike the industry standard spun technique, every piece is deep drawn, which results in a very accurate shape with a smooth finish. BBC fuel tanks use leak proof, flush mount pop-up gas caps. All of the fuel and oil tanks are pressure tested. BBC used 12-gauge steel for their front and rear fenders; rear fenders come with fender struts. Order the fenders cut, welded and ready to go, or buy a fender donut and cut it out yourself.

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docking system, these detachable fairings go on or off your bike in just two minutes.

Dragonfly Cycle Concepts;
www.dragonflycycleconcepts.com

LED SLEDZ FENDERS

Led Sledz fenders by Sumax are cool, swoopy, low down ground pounders. Now you can give your bike the long fender look with a variety of composite glass fenders. Based on the length of a Heritage fender, the Loboy is 2 1/2 inches longer, the Loboy Sweeper is 5 inches longer and the Street Sweeper is 7 1/2 inches longer. Models are available to fit Dynas, Sportsters, Softails and FLHT series. Universal fit fenders are also available in 7 1/4-inches, 8 1/4-inch and 9-inch widths. Fenders are available with 4

by 7-inch frenched in license plate areas and LED lighting. Matching front fenders are available for wide and narrow glide front ends. Sumax composite glass fenders are comprised of a diverse combination of woven fabrics making them exceptionally strong yet very easy to modify and work with. Fenders have been structurally tested to withstand 28,000PSI before they will break. All rear fenders feature convoluted tubing for easy wiring and come with a soft sandable primer gel coated finish.



BAGGER FENDERS

Sumax offers you bagger fenders for Softails and FLHT series touring bikes. Rigid composite glass fenders lay right over your existing fender to fill the gap between your bags and stock fender. Fenders are available with bright LED plug-in lighting with run, stop, and turn functions, or plain so you can add your own lighting. Chrome and stainless mounting hardware is included. Sumax has a line of saddlebags to go with their bagger fenders. All Sumax glass products are made at their facility in upstate New York.

Sumax; 800-654-5546;
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RC COMPONENTS GAS TANKS

RC Components is now a distributor of Independent Gas Tank Company's custom gas tanks. Handcrafted from 16-gauge cold rolled steel, each tank is TIG-welded and pressure tested to assure you receive the highest quality, top-of-the-line product. Each tank comes with your choice of pop-up or standard gas cap. With six styles to choose from, there is a



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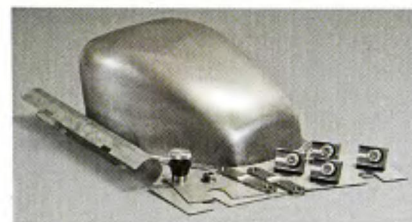
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B'Cool fenders are made from 13-gauge cold rolled steel; rear fenders are made from 10- or 11-gauge cold rolled steel for rigid and hidden-shock applications respectively. B'Cool fenders are CNC-plasma cut, and TIG-welded. They are metal finished and ready for paint with minimal prep. Front fenders are available for all 21-inch and 23-inch tires, as well as FL mounts for baggers without special off-set brackets. Rear fenders are available for 200mm hardtails through 330 soft applications. All fenders are available in pro-builder, pre-cut or custom cut styles for personalized styling. All B'Cool fenders are fully warranted against cracking, twisting and fit for complete customer satisfaction.

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EXILE TROJAN FENDERS

Exile's Trojan fenders fit tires like a second skin. These fenders are spun on tooling designed to be a perfect match to the contour of the tread, and then laser cut for a perfect shape. They are supplied as full half-circle fenders, but heavy 14-gauge steel construction allows them to be trimmed to any desired length or shape. Exile's Trojan fenders are available in widths from 8 inches up to 11 inches.

Exile Cycles; 818-255-3330;
www.exilecycles.com



FATTY 3 REAR FENDERS

Eurocomponents rear fenders are made of GFK fiberglass reinforced with a 3mm steel plate molded inside. The total thickness of the fenders is 9mm. Width at seat base is 12 inches. Since they are wider than stock fenders, they allow the installation of fat tires. These are the original strutless and self-supporting rear fenders. Installation is very easy: just drill holes on the fender and bolt it directly onto the frame. Frames are to be modified by cutting off fender struts (the steel plate inside the fender replaces them). Ready for prep and paint.

Eurocomponents, Inc.;
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Designed for 21-inch applications, the fenders from Pro-One are shaped from rugged 14-gauge steel using a deep draw process. This cutting edge fabrication process provides a single cohesive structure capable of dealing with real world road use. There are six styles including the Long and Longshot (shown on bike), Stubby, Cobra, Stretched and Custom Claw. Individual models are offered in widths from 4 1/4 to 5 1/2 inches and



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**Pro-One; 800-884-8473;
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These gas tanks incorporate joggle lap and lap joints throughout instead of the usual butt-welded construction. This results in a much stronger gas tank without the worry of compromising the structural strength and provides a smooth surface finish. The joggle lap joints also allow the tunnel plate to be sunken below the bottom surface of the tank



making grinding of the welds unnecessary. The tank is mounted to the frame using the supplied weld-on brackets using a recessed rubber-mounting system, which isolates it from vibration and gives a nice flush look. The gas tank has a gray phosphate etched finish to help prevent corrosion and to give a good surface for primer.

**Kustomwerks; 336-996-8690;
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ReadersRides

Dave Wender Iron Mountain, Michigan Pro-Street Custom

Not often does a reader's ride look so radical and yet so professionally built. This is, however, what Dave brings to the table and Dave doesn't have the wherewithal of an Arlen Ness or Dave Perewitz. On the other hand, he had the foresight and smarts to use some of the finest parts and accessories available to bike-building man.

Starting with the Pro-Street Frameworks frame—stretched a whopping 7 inches in the backbone and “un-stretched” 4 inches in the downtube—with single-sided swingarm and drop-seat, to which he attached an 18-inch 280 Assault rear wheel from Tight Customs, an Ultima El Bruto 127-inch motor and a right-side drive Trick Shift 6-speed tranny, Dave decided to go all out with the rest of the build, too. Just take a look at the Tricky Air rear suspension, or the American Suspension front end, which helps leans this ride into the curves with a total rake of 51 degrees (that's a whopping 45 degrees in the neck and an



additional 6 degrees in the trees)!

And what Dave didn't buy, he built himself, like the dangerous-looking handlebars, into which he molded a Dakota Digital speedo-tach unit. He also shaped the Fat Katz fenders and hooked up more goodies like the Kalin seat, BDL belt drive, HHI brake calipers, Headwind headlights and much, much more.

Topping it all off is the awesome paintjob from Billy Streeter at Streeter Artwork Paint using nothing but House of Kolor ingredients.

If this is what comes out of one man's garage, it's hard to fathom where it leaves the professional bike builder. He'd basically have to reinvent the wheel. Or something.

—Tripper



Photos: Owner



Photos: Owner

Jim Puffer
St. Catharines, Ontario, Canada
2005 Special Construction

Jim calls this bike his "Swap Meet Special," and says he's put it together in his garage all by his lonesome. "I'd heard about a half-started frame and some other parts," he says about the sort of ignominious beginning of this beauty. You can guess what happened next.

That's right, he went to get it and finished it off with supports, mounts and brackets. "Then I was ready for the fun to begin," he says.

List in hand, Jim and his best friend, expertly impersonated by his lovely wife, raided their piggy bank and headed to the local swap meet, where they found 90% of what they needed right off the bat. "After bending and hammering and shaping sheet metal into fenders, tanks, a dash and a chain guard, the dynamic duo raided some more swap meets for

the rest of what they needed. "After spraying on a base coat of PPG Omni Yellow and Gold Pearl, I was off to the painter, Custom Paint by Dennis, who's a friend of my brother's," Jim says. "And after that, I cleared and polished it."

While the sheet metal was out, Jim busied himself with assembling everything that needed assembling and hid the wiring, bent the stainless hardlines for the oil and brakes and gave the seat its final touch. "Then I was ready to see if it would fire," he says.

Turns out, it did, and Jim got to take it around the block and then some. Now all that was left to do was to thank his best buddy, which we're certain he did in his own, inimitable way. His final words of whatever gratitude he showed her, however, were, "Thanks, honey, until the next one."

And yes, last we heard, the dynamic duo can be seen at a swap meet near you.

—Tripper

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ReadersRides



Photos: Owner

Mark's Hot Rodz & Hogz Cottonwood, California 2006 Bar Hopper

When you've got a shop that builds hot rods, you can't afford to be seen on a bike that looks like Barney Fife might have owned it. For one thing, there's an image to uphold, and for another... hot

rods and mopeds just don't complement each other easily.

As if to underline that fact, the crew at Mark's Hot Rodz & Hogz threw one of their latest creations at us, their steroid-fed version of a bar hopper, appropriately called "Bar Hopper" (go figure). "The bike was built hot rod-style," says Mark, pointing out that "On the left side of the

bike, there's a custom jackshaft holder, heim joints between motor and tranny and an external oil filter—which was on my panhead in 1980."

"The taillight lens cover is a black-out Army version from 1942, and Mark built everything else himself," he adds, "like the flip-up seat, the exhaust pipes on the right side of the bike, the heat shields, oil tank, even the air cleaner. The heads breath off a banjo on top."

Although I'm not sure how many bars there are in Cottonwood, I do know that Highway 36, which runs within spitting distance past Cottonwood, is one of the most scenic highways in NorCal. With a bar hopper like that, I can only hope that the local bars are as far away from each other as possible.

But with its Xtreme Cycle Designs hidden-shock frame hooked up to 4-inch-over hydraulic front end, the bike, painted a sexy flat black by Mark Burkett, doesn't just perform well on the road, it also did very well at the last Easyriders Bike Show in Sacramento last year. "We took Third Place in Specialty Class," Marks says proudly.

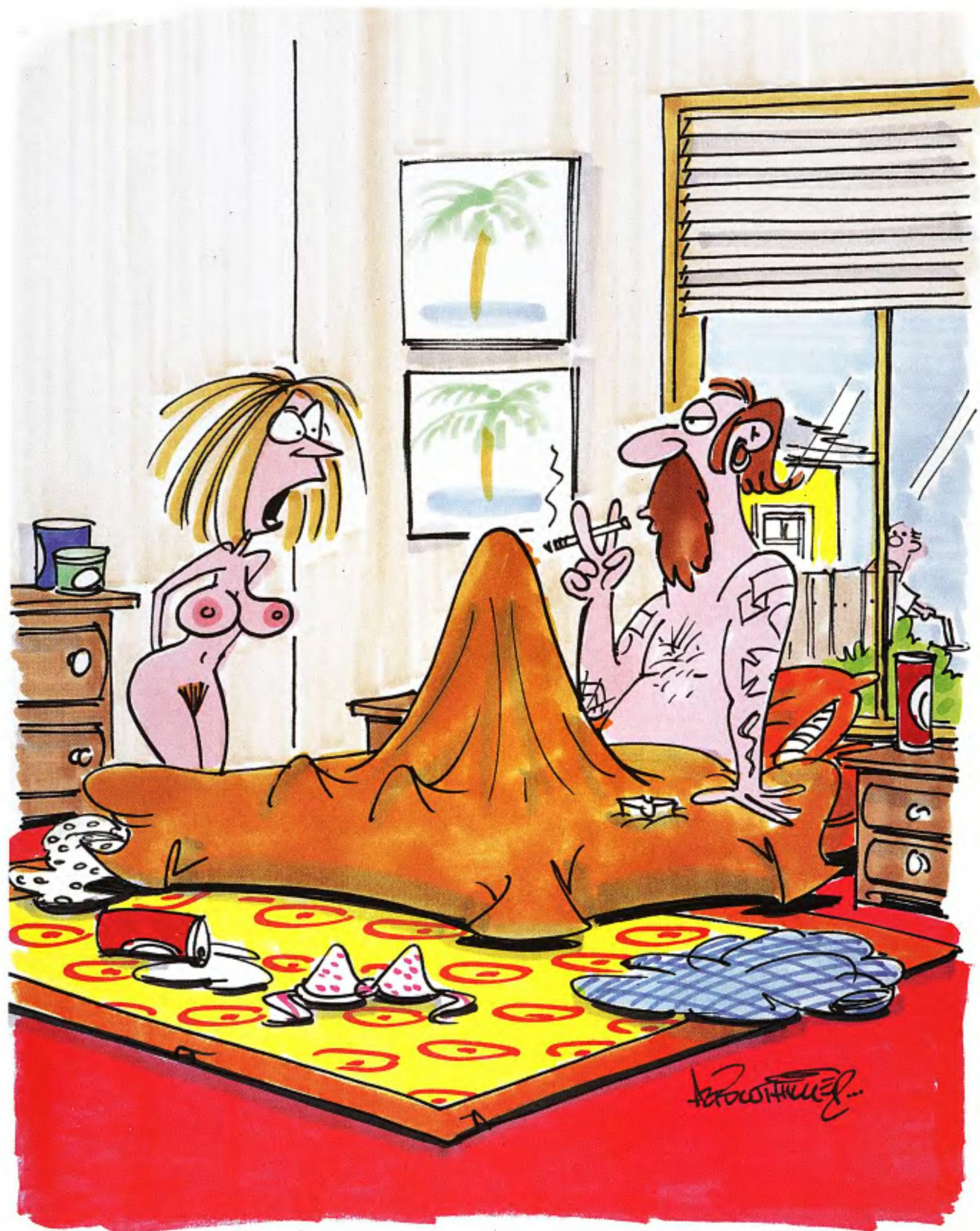
Just goes to show ya, no matter what anyone else says, those *Easyriders* editors are no Barney Fifes. They do know what they're looking at...

—Tripper



Photo: Found on the web.

"If yer chopper's made out of wood...you might be a redneck."



"Sit down?! You have a telephone pole shoved up YOUR ass and see if YOU wanna sit down!"

Pulsing With Power

Dar Holdsworth's Brass Balls Bobber

Custom bikes come in all flavors from conservative vanilla to chunky funky to pavement pounding peppermint, and, for the most part, are set apart from one another by frame modifications, front ends, bodywork and paint. Motors come in the V-twin as well as metric configurations. To satisfy his own craving, Dar Holdsworth of Brass Balls

Bobbers located in Edmond, Oklahoma, developed a new recipe. To do so, let's say he bought a ticket not for Milwaukee, Wisconsin, but for Springfield, Missouri. We're talking about the Indian PowerPlus motor. Its distinctive look makes it a standout from the get-go and a central point of attention getting. Isn't that what it's all about?







Now you're thinking, hey, didn't that Indian Motorcycle Company in Gilroy, California, go belly up a while back? True enough, and just when it had introduced its own all-new motor, an updated version of the original early 1900s Indian PowerPlus, a cool looking piece of retro metal indeed. However, the powerplant had suffered from some production gremlins. Those problems were totally remedied after a company called Rolling Thunder, LLC, formed

Crazy Horse, LLC, which took over production of the new generation of 100-cubic-inch PowerPlus motors.

The Brass Balls Bobbers enterprise got started while Dar was building an old-school bike for his father and, as a result, teamed up with chassis builder and Top Fuel record holder Sam Wills (the first guy to run 200 mph). Says Dar, "Sam had one of the Indian PowerPlus engines on hand and it looked great in the bobber frame. When it all came

together, we thought, hey, this is great and as a result it became the prototype for our production models. Then, when we got the opportunity to build a bike for *V-Twin TV*, I decided to build a Brass Balls Bobber for myself. When you're forced to build a bike in four days, it sure motivates you to get things done."

Asked how it was to ride, Dar says, "It's awesome... very agile and very torquey. The whole bike, loaded up, weighs 498 pounds and the stock motor





puts out about 94 HP with a 105 foot-pounds of torque. A lot of Sam's racing technology went into its performance characteristics. It is quick."

As a licensed manufacturer, Brass Ball Bobbers is the only company offering a manufactured model featuring the Indian PowerPlus motor. (They also offer an entry level bike with an 80-inch Evo as well as an S&S 93-inch shovelhead version.)

The bike's equally distinctive finish was based on a frame that's raw sandblasted for a sharkskin effect then powdercoated clear. The bodywork is hit with a grinder that imparts a flame-type swirl pattern followed by a "tattooing" of the BBB logo via a Dremel tool. There are also some skulls ghosted into the metalwork, plus the bike's look is further enhanced by several brass elements including grips and pegs.

Among its accolades this Brass Balls Bobber recently won Fifth Place in the prestigious AMB World Championship of Bike Building in the Production Class. By the time you read this, the bike will have a new owner as it was placed on eBay going to the highest bidder with a portion of the proceeds given to the Wounded Warrior Project—an organization that comes to the aid of our military injured while serving in Iraq. It's something close to Dar since he is a veteran of Desert Storm.

Not to worry if you didn't make that winning bid, Brass Balls Bobbers is currently building more of the PowerPlus bobbers. They start at around \$19,500...depending on what flavor you'd like.

—Paul Garson





Owner: Dar Holdsworth
City: Edmond, Oklahoma

GENERAL

Designer: Dar Holdsworth
Fabrication: Dar
Year and make: 2006 Brass Balls Bobbersr
Model: BBB100
Assembly: Dar
Time: one week

ENGINE

Year: 2003
Model: Indian PowerPlus
Rebuilder: Brass Balls Bobbers
Ignition: Crane
Displacement: 100 cubic inches
Lower end: Indian PowerPlus
Balancing: Indian PowerPlus
Pistons: Indian PowerPlus
Heads: Indian PowerPlus
Cam: S&S .561
Carb(s): 42 Mikuni
Air cleaner: Crime Scene-Speedlines
Pipes: Brass Balls Bobbers-race tuned
Transmission: Rev-Tech

PAINTING

Painter: Airwerks Anonymous/Aaron Glen
Color/type: gnarly custom/PPG

FRAME

Year: 2006
Builder: Dar/Brass Balls Bobbers
Type/Rake: rigid/36 degrees

ACCESSORIES

Bars: Brass Balls Bobber drag
Handlebar controls: Performance Machine
Fenders: flat 7.5 inches
Headlight: Custom Chrome
Taillight: Havoc
Pegs: Todd's Cycle
Electrics: Brass Balls Bobbers
Gas tank: Sporty Styles/Brass Balls Bobbers
Oil tank: Brass Balls Bobbers
Seat: Rock Phillips
Grips: Todd's Cycle

FORKS

Type: Spring
Extension: 2 inches under
Builder: DNA

WHEELS

Size: 21-inch front/18-inch rear
Wheels: wire
Tires: Metzeler
Brakes: PM front/Exile rear

Photographer: Michael Lichter

Contact: Brass Balls Bobbers
405-285-0808; www.brassballsbobbers.com



Coming At Ya

The mad March issue of *Easyriders* (No. 417) takes you to the 50th Anniversary of the Hollister Rally and Races to visit the town that many people consider to be where the biker lifestyle was born. Check out the latest custom builds by world-class masters and backyard builders alike. We'll show off wild scooters from Warren Lane, TPJ Customs, Mitch Bergeron, Gangster Choppers and take a stock Harley from stock to shock with Eastside H-D.



We'll visit Puccio Welding for a little biker history, meet the custom paint master at Painted Horses and ride to the annual J&P Open House in Anamosa, Iowa, for a down home good time. You'll also get a patriotic True Road Tale, an Aftermarket Guide to Suspension for your bike and we'll offer our Daytona Beach Survival Guide. If you're planning on making this year's pilgrimage putt to the Sunshine State, you'll need this action-packed issue of *Easyriders*.

On sale January 29th



The next way killer issue of *V-Twin* (No. 82) will bring you eight truly amazing custom bike features, from mild to

wild. Ride with us to Daytona's Biketoberfest and to put a new Victory motorcycle through the paces. Get great Aftermarket Guides to Frames and Sheet Metal, check out the new 2008 Big Dog models and visit Star Days. Go behind the scenes with T-Bags, Big Bear Choppers, JC Motors, Danny Gray, BMS Choppers and Intrepid Motorcycles for a look at their the latest products.

On sale January 15th

Biker's January issue brings you these big ol' titties on a tattooed lady on a sanitary shovel. We've also got some wild-assed spring rallies cuttin' loose.

On sale January 15th



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 sultry Shana.

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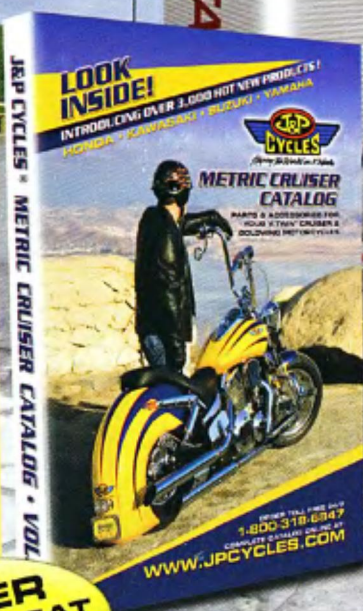
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