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Taking It Easy

Here are some actual sports quotes (names withheld): A football commentator and former player said, "Nobody in football should be called a genius. A genius is a guy like Norman Einstein." An outfielder said (on being a role model): "I wan' all dem kids to do what I do, to look up to me. I wan' all dem kids to copulate me." And yet another one: A coach said, when asked about the upcoming season, "I want to rush for 1,000 or 1,500 yards, whichever comes first."

This chick who had been imbibing decided to try to stop an oncoming train. She thought she could move faster than the train. But, as luck would have it, she couldn't. The engineer hit the brakes, but she was thrown 20 to 30 feet. She did survive and was airlifted to a hospital in critical condition. Despite her crippled condition, she tried to stop the helicopter blades, but, as you might imagine, failed.

Some things just make you shake your head in wonderment. British Airways, in a big high-profile advertising campaign, bragged about its environmental awareness. But it seems it recently flew dozens of planes across the Atlantic empty, spewing forth tons of carbon dioxide. Why? Allegedly the airlines couldn't find enough crew members for the flights, and wanted to keep its valuable use-them-or-lose-them landing spaces at England's Heathrow and Gatwick airports. (The company denied this allegation.)

Federal budget cutbacks raised the price of subsidized birth control at student health services, which prompted protesters to do their thing. One student described the horror: "Students shouldn't have to make a choice between their birth control and their cell phone bill or their birth control and their gym membership."

A man was waiting for the car in front of him to go after the light turned green. Apparently the driver of the car in front had other things on his mind and didn't move, so the man drove into him (a push start?) to wake him up. It didn't seem to occur to the man that the front of his car might get damaged, which it did—it was crunched all to pieces.

A prominent Natural History Museum in the Netherlands, which houses over 300,000 species, announced that it was missing one that they fear may be dying out: crab lice (pubic hair lice). In a science journal article researchers felt that the "Brazilian bikini" was partly responsible, since those who wear this style have to shave their pubes. The museum's curator said, "Pubic lice can't live without pubic hair." Good to know.

The Netherlands always seem to be one step ahead of everyone else—or at least their thinking is. A researcher at a university in the Netherlands believes robots will be so highly developed by the middle of this century that some people might even begin to marry them saying, "Once you have a story like, 'I had sex with a robot' and it was great!" appear someplace like *Cosmopolitan* magazine, I'd expect many people to jump on the bandwagon."

At his divorce hearing, a federal judge said that he had visited strip clubs and on two consecutive nights had run up tabs of over \$3,000. He claims that he didn't know what else happened those nights because he was too drunk.

A man was driving along on a highway, minding his own business, when an airborne 600-pound cow crashed into his car. Apparently, it had slipped and fallen off a cliff. The man was okay, but the car was totaled.

A convent in Italy was closed down after the mother superior was attacked and beaten by two of the nuns who didn't like her authoritarian ways.

Ireland has had calls for more stringent drunk-driving laws, but Roman Catholic priests didn't like the tightening of the current .08 law since it seems they have to celebrate mass more than once a day, which includes communion. "You could be over the limit trying to travel between maybe two or three churches on a Sunday morning and coming back again," complained a rector.

A man was indicted as a result of a traffic stop. He had been driving drunk in oncoming traffic across lanes with an open beer container. He was also driving an uninsured car with an expired safety inspection sticker and was not wearing a seat belt. Neither was his two-year-old daughter nor her playmate who were along for the wild ride.

A man who kept an almost unbelievably detailed personal diary died at the age of 89. For 25 years he kept track of his life in five-minute segments of banalities, leaving 37 million words on paper, filling 91 boxes. His self-described "uninhibited," "spontaneous" work was absolutely amazing in its mundaneness. Here are some examples: Aug. 13, 1995, 8:40 a.m. "I filled the humidifying basin mounted over the Future baseboard heater." 8:45 a.m. "Shaved twice with the Gillette Sensor blade (and) shaved my neck behind both ears, and crossways of my cheeks, too." July 25, 1993, 7 a.m. "I cleaned out the tub and scraped my feet with my fingernails to remove layers of dead skin." 7:05 a.m. "Passed a large, firm stool and a pint of urine. Used 5 sheets of paper."

This guy was sending a text message on his cell phone while driving. When he looked up there was a freight train crossing in front of him, but he couldn't stop in time. The train crew called 911 to report the crash. When the rescue crew got there, they had to pry him loose from his car—he was still conscious. They had to pry his phone out of his hand, and he was still trying to text the message, "Hlp! Ht trn. Nd resq."

A Croatian biker's penis was zapped by lightning when he stopped beside the road to take a leak. Apparently the lightning went through his body and because he was wearing rubber boots, it earthed itself through his penis. He ended up in the hospital, and, believe it or not, his burnt and smoldering dick will be fine.

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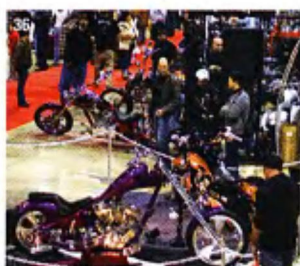
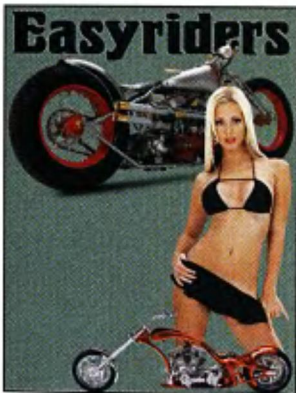
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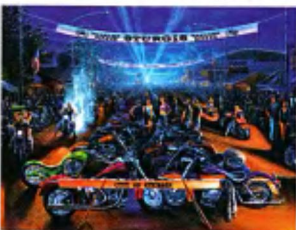
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The next liver-quiverin' issue goes on sale
April 1st, 2008. Printed in the USA.

www.easyriders.com

Easyriders® magazine ISSN 0045-0900 Number 418, April 2008, Vol. 36. Easyriders is published monthly by Paisano Publications, LLC, with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2633, (818) 869-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 869-8740, FAX (818) 869-1252. Web site: www.easyriders.com. Periodicals postage paid at Agoura Hills, California 91301-2633 and at additional mailing offices. Copyright 2008 by Paisano Publications, LLC. All rights reserved. Nothing may be reproduced without prior written permission of the Publisher. Editorial Submission Guide-lines: All submitted letters, articles, jokes, poems, photos and artwork ("Submissions") become the property of Paisano Publications, LLC ("Publisher"). The Publisher is under no obligation to keep or return any Submissions unless a SASE is provided at time of submission. The Publisher has the unrestricted right to print all or any portion of Submissions, to edit same, and to print, re-print, edit, alter or disregard all said materials at its sole discretion, in any medium now or hereafter used by Publisher in connection with its business operations. This includes, but is not limited to, magazines, books, calendars, catalogs, merchandise, advertisements, videos, television and Internet applications. No compensation is payable for letters usage but appropriate photo captions may be given (e.g. your name and city listed) at the discretion of the Publisher. All Submissions must be exclusive to the Publisher who will provide appropriate credit to the author, photographer or artist of published works, and will indicate if same has been excerpted from or materially changed from original content. The Publisher will pay for published articles, jokes, poems, photos and artworks at its standard rates upon publication. Rates can be obtained by calling the editor or photo editor at 818-869-8740. Other terms of usage may apply if in writing and signed by the submitting party. Subscriptions: All correspondence regarding subscriptions and changes of address must be addressed to Easyriders® Subscription Department: P.O. Box 50044, Boulder, CO 80322-0044, (800) 825-7294. One year: \$43.95; two years: \$79.95 in the U.S. and its possessions. Postage: Canada and other foreign orders add \$30.00 (U.S. funds only). POSTMASTER: Send address changes to Easyriders, P.O. Box 50044, Boulder, CO 80322-0044. Advertising: Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, FAX (818) 869-4726. Printed in the USA. The publisher is exempt from the record keeping requirements and disclosure statements mandated by 16 U.S.C. Code 2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in 75.7 (a) (1)-(3) of the pertinent Regulations.



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Technical Editor: Tom Johnson

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Photo Editor: John Nielsen

Editorial Assistants: Sandra Pietro • Sandy Chamberlin

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Digital Imaging: Jeff Biggs • Mark Evangelista

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Prepress Operations: Billy Thornbury, Manager

Senior Photographer: Billy Tinner

Photographers: Michael Lichter • Rick Husted • Don Rogers

Mike Chase • Michael Farabaugh • Dino Petrelli

Chuck Emery • Markus Cuff

Contributors: Michael DiMarco • Jeff Moore • Twigg

Joe Kress • Paul Garson • Kit Maira

Illustrators in memoriam: David Mann

Advertising Phone Number: 818-889-8740

Director of Advertising: Tammy Porter

National Advertising Executive: John Sullivan

Northeast Advertising Executive: Alan Cabral

Advertising Executive: Isidro Romero

Advertising Coordinator: Mandy Dunn

Advertising Production: Savannah Bertram, Manager

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Advertising Administration: Carolyn Emery

Circulation: Sanford Meyers, Newsstand Director

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Newsstand Distribution

Curtis Circulation Company

730 River Rd., New Milford, NJ 07646

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James Motorcycles

I read *Easyriders* here in the U.K. and may be able to help Ricky Hughes ("Wordmonger" No. 415) to establish more details of his James motorcycle.

James motorcycles were made in Birmingham, U.K., although production ceased in the 1960s or '70s.

James manufactured commuter type bikes powered by Villiers 2-stroke engines in nearby Wolverhampton. The engines ranged in size from 125cc to 250cc. From the photo of the motor and the shape of the primary chaincase, I reckon that it is almost certainly a small Villiers motor.

I started riding off road at the age of 13, and one of the first bikes I had was a James 197cc trail bike that I bought for six pounds and 10 shillings—or about \$13 in today's money!

I've been unable to locate a James owners club; however, there may well be one in existence, as most of the old British bike makes have owners clubs still running classics.

The following Web sites may be of help or point Ricky in the direction of someone who can give him more information: <http://www.cybermotorcycle.com/euro/brands/jamesmotorcycles.htm>. Also try <http://www.dropbears.com/bikelines/ClaassicMotorcycles/AtoA/J/James/>.

I currently ride a 1993 1200 XLH Sportster that is a bit of an improvement on the James! If I can be of any further help to Ricky, please tell him to contact me.

Ian Brian

Business Development Mgr.

SG Maintenance Services

Tel: 0121 705 6365

Fax: 0121 711 2477

Thanks for all the info Ian.

The Only Bike To Ride

Here are some photos of my son, Ronald, and me.

I bought the 1977 FXE for \$3,600 from what was the Okoboji Harley dealer at the time. I didn't have a pot to piss in when I got it. The bank loaned me \$3,000, and the Harley store stood me for the rest of it. You can't find anyone like that these days.

Over the years it's had some tough times. I rode it until 1999 when I got tired of its breaking down, so I thought it

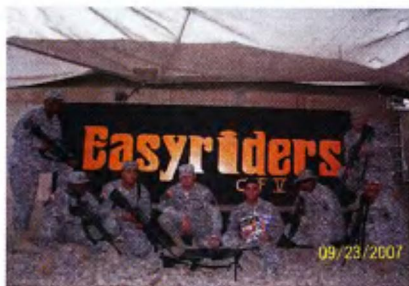


was time for a new one. Now I'm riding a 2007 Road King. I gave the '77 to my son, and with any luck it will be in the family for another 30 years.

Over the years there have been a lot of changes in my life, but one thing has remained the same—a Harley is the only bike to ride.

Art Thompson

Spirit Lake, Iowa



Thanks For The Great Mag

Just wanted to thank you for the great mag. We always look forward to the next issue and would be amazed to see our picture in it.

Thanks again from all of us.

SGT Tubbs

Cyberspace

Our pleasure brother. Come home safe.

2007 Custom Build

I really enjoy your magazine and try to pick up a copy whenever I can. I refer to back issues often when I need inspiration for a project and thought you might enjoy seeing the custom bike I built in my garage most recently. I think there's more to building a bike than just buying and bolting a bunch of parts together. On this project I built everything I could. I made the DOM frame with radial bent downtube stretch, and a total of 40 degrees rake. The oil tank, fenders, handlebars, gas tank, exhaust pipes were all handmade. Some of the parts I did buy and bolt on were an American Suspension front end, Legend



air suspension, 125-inch S&S motor, 6-speed RSD, DNA 80-spoke, rims, and 280mm Metzeler rear.

I enjoy seeing and reading about other handmade bikes in your magazine. I would greatly appreciate seeing my bike in your rag.

Daryn Swails
Cyberspace

Here she is, Daryn.

D. William Denish Books?

I just finished reading the "Molden Metal" letter and reply about how Fast Frank was "focusing on performance" and how it would be a "new trend."

After reading that, I remembered about a series of D. William Denish books that focused on performance but was never able to find them because they were discontinued. I thought I'd search the Internet for these books, since it was only a year ago that I stopped looking. I was shocked, to say the least, because even though the books were listed on many online stores, after e-mailing/calling them, they needed to update their Web pages, since they were no longer carried.

To make matters worse, I did find a couple of crackheads selling them for an insane amount of money. These prices don't include shipping.

V-Twin Tuner's Handbook Volume One - \$235.00 (NEW)

V-Twin Tuner's Handbook Volume two - \$195.00 (USED)

Big Twin High Performance Guide Volume One - \$129.99 (NEW)

I don't care how much I want these books, I'm not sending my money to some lunatic off their meds (probably my ex-girlfriend to add insult to injury, knowing my luck). I hope I'm not the only person who thinks that there's a high demand for them and that D. William Denish will release these books again while finally releasing Big Twin High Performance Guide Volume Two.

Longhair
The Netherlands

A Little Late But...

Take note that back in 1989 I sent and had hoped you would print this flick of my



good friend "Boy" (on the right) and me in any of your rags. You see, he built that fireplace by hand, pulling the rocks out of a running stream in Canada and hauling them in the trunk of a Toyota. They don't have the great luxuries there that we do in the U.S. The eagle was hand-fabricated from a mold Boy made. If you look closely just above the eagle, you can see that he inscribed "The Eagle Soars Alone." He also has that Willy G. quote and eagle tattooed on his inner forearm. It took him all summer—quite a feat. Well, we still get together and still eat and shit H-D and, of course, still read your rags.

Seeing as how I've been so patient for the past 18 years, I am resubmitting this. How about doing it for our longtime supporters? Only this time, instead of the letter you sent then, a confirmation that you will print it and give us a date. Boy has had a mild heart attack and this would be a great thrill for him.

Jack Witkum
Methuen, MA

Here ya go, Jack. Thanks for hangin' in there with us.

Hubby?

What's going on? Flippin' through the rag as usual until I get time for a proper read—like when I get to work. I hit upon the "Fox Hunt" page (always good for a laugh) and there's Cinzia from Canada saying her HUBBY has a chopper! What kind of biker is a fuckin' "hubby." It's about the worst insult I can think of! Apart from that, you're doing great.

Alan
London, England

Hubby is short for husband here in the States. Bikers can be husbands, fathers, even grandfathers. Calm the fuck down dude.

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A Keeper

It All Began As A Fixer-Upper

Coming from a riding family, it was no shock at all when a young Travis Mudloff got his first motorcycle at age 16. That was back in the early '90s and Travis' dad fueled the teenage fire with a fixer-upper Harley, a 1974 Lowrider. Travis has had it ever since. What we're looking at here is the third rendition of that bike.

"Back in the day I wanted an FL look and that's what the '74 got first," Travis says. "At least as much of one as I could put together on a high school budget!" He must have liked the result, because he rode the bike that way for a long time, right up until about four years ago. That's when he and his uncle changed things around again. "My brother had a bobber," he says, "and I loved riding that thing. Light, quick, agile, it was a blast. I had to have one, too." So the old faithful '74 came apart, this time slated to come back up as a bobber. Travis picked up a Paughco rigid frame and the apehangers



and a little Peanut tank. "It was another 'bike on a budget,'" he says, reminiscent of the original go-round, financially speaking.

Right around this time, Travis's family of riders stepped in once again. "My brother, Wayne, and stepdad, Seth Ruhe," Travis says, "had just opened a bike shop in San Benito, Texas, down by Brownsville. During one of their visits back home to [me in] Iowa, they saw what I was up to and, before I knew it, they were taking my bike back to Texas to finish it up there. They wanted to use it as a canvas to advertise 'The Motorcycle Shop,' their new place." Travis didn't ask a lot of questions, but he did tell

his kin about a few things he absolutely had to have on the bike.

Down at The Motorcycle Shop, Wayne and Seth double-teamed the old '74 with a vengeance. About all that remains of the original Lowrider are its engine and transmission. "My brother handmade that new tank," Travis says, "even recessing the sides." All the metal fabrication happened in San Benito. Wayne and Seth made the tank, the rear fender, the oil bag and they came up with a pretty neat battery mount. It's hidden away under the transmission. And Seth twisted up all the fancy metal that's sprinkled throughout, starting at the Harley Springer fork leg and ending

at the passenger's peg. "It's amazing work," marvels Travis. "Every bend and twist is a mirror image of the one next to it." That Springer, incidentally, is one of the things Travis insisted on—that and his apehangers and a request to see if they could maybe sweeten up the jockey shift he'd started. "And for paint I wanted metallic gold metal-flake."

The old shovelhead Lowrider has come a long way since it first rolled into Travis Mudloff's life. It's not leaving anytime soon. This one's a keeper, part of the family. But then it always was. It's just a lot nicer now. "And everything I wanted is right here," Travis says. Fittingly it's all family made. —Joe Kress





Owner: Travis Mudloff
City: Shenandoah, Iowa

GENERAL

Designer: The Motorcycle Shop
Year/make: 2003 Special Construction
Model: bobber
Assembly: The Motorcycle Shop
Time: 3 months
Chroming: Dirty Joe's

ENGINE

Year and make: 1974 H-D shovelhead
Rebuilder: The Motorcycle Shop
Displacement: 86 cubic inches
Ignition: electronic
Cam: Andrews
Carb: S&S

Air cleaner: stack

Pipes: The Motorcycle Shop

TRANSMISSION

Year/make: 1974 Harley-Davidson
Shifting: jockey

PAINTING

Painter: Adam Hernandez
Color: Gold Metallflake
Type: House of Kolor

FRAME

Year/make: 2003 Paughco
Type: wishbone rigid
Rake: 30 degrees

Stretch: none

Shocks: none

ACCESSORIES

Handlebars: 18-inch apes
Handlebar controls: internal throttle



Fenders: The Motorcycle Shop

Headlight: Bates

Taillight: 1934 Ford

Pegs: The Motorcycle Shop

Gas tank: The Motorcycle Shop

Oil tank: The Motorcycle Shop

Seat: Marlo Garcia

Grips: bicycle

FRONT END

Type: Harley-Davidson Springer

Builder: Harley-Davidson/The Motorcycle Shop

WHEELS

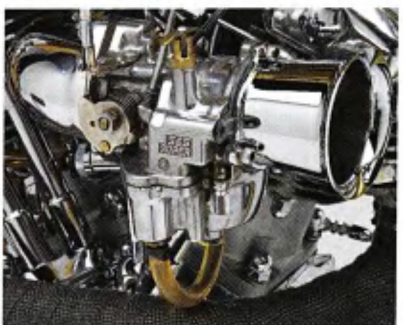
Make: laced

Size: 21-inch front, 16-inch rear

Tires: Avon

Brakes: Exile

Photos: Michael Lichter

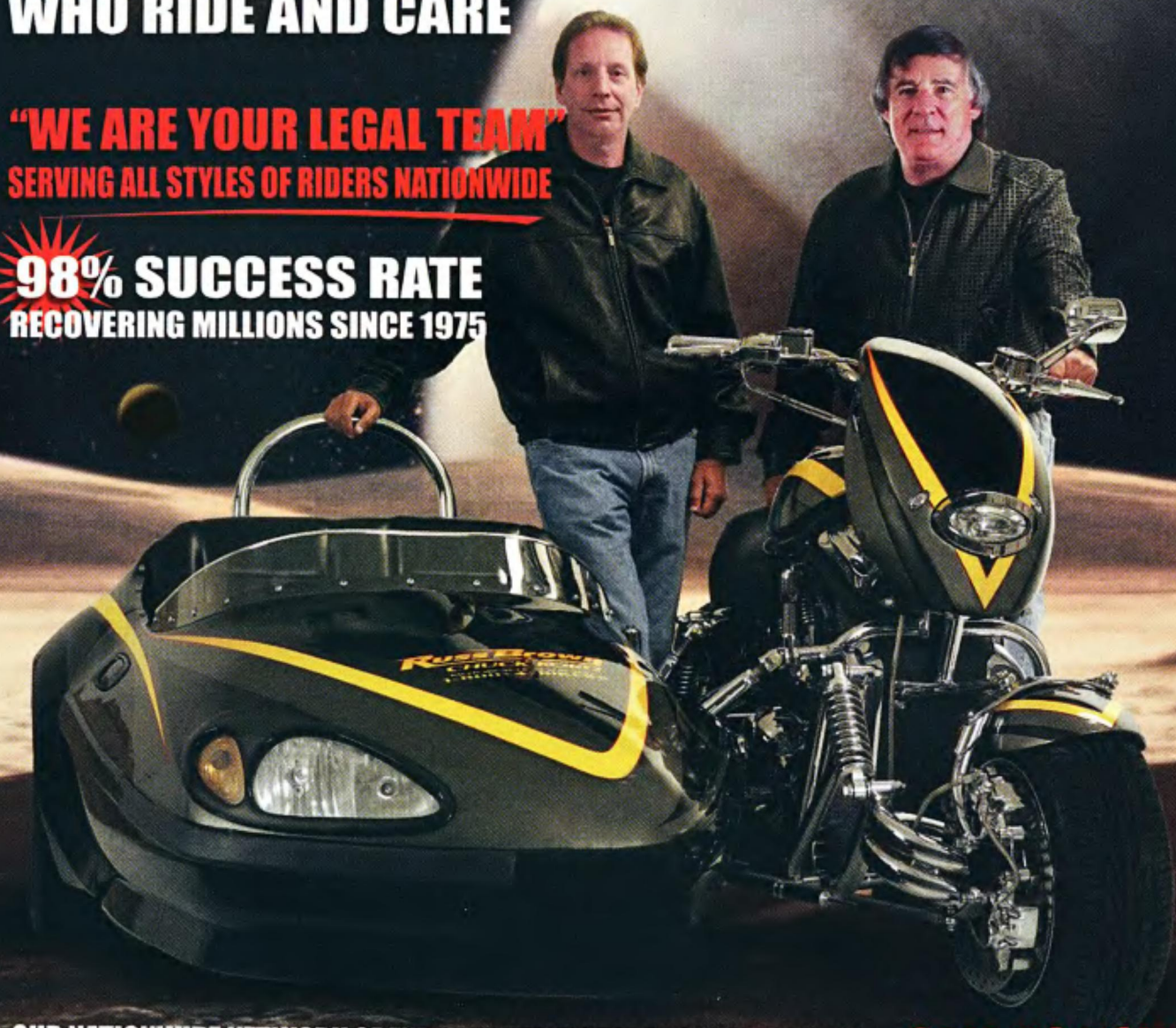




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Screamin' Eagle slip-on mufflers

The new Screamin' Eagle Street Performance Slip-On Mufflers for Dyna Fat Bobs (P/N 80674-08, \$349.95) from Harley produce a throaty tone and offer bold, custom styling. Each muffler has a ballistic inlet shape and embossed Screamin' Eagle logo. The black Blunt Revolver end caps feature cut-out chambers that expose and contrast with the mirror chrome finish of the muffler body. These mufflers are 50-state street legal on stock-displacement 2008 FXDF Fat Bob models.

To find a dealer near you, call 800-443-2153 or go to www.harley-davidson.com.



Chromed Brembo brake calipers

The new Chrome Brembo brake caliper kit (P/N 42012-06A, \$799.95) from Harley-Davidson gives some added shine

to the front brakes of many Harley VRSC and Touring models. The kit includes new original equipment Brembo calipers that have been highly polished and chrome-plated. Fits '06-and-newer VRSC and '08 Touring models.

To find a dealer near you, call 800-443-2153 or go to www.harley-davidson.com.

PIAA crash bar light

PIAA Powersports' crash bar light kits feature two Xtreme White lamps that fit

motorcycles that are equipped with 1 1/4-inch crash bars.

Kits come complete with two PIAA P1000-C (P/N 73090) or 005 (P/N 73054) lamps, pre-terminated relay/switch wiring harness, two brackets, mounting hardware and installation instructions. Lamps on both kits feature 35W/70W H3 bulbs with PIAA's proprietary XTRA technology that produces a greater light output than its power consumption. Both compact lamps feature chrome PPS





housings and glass lenses.

For more on the PIAA crash bar light kits call 503-489-6666 or visit them online at www.piaa.com.

Tuxedo by Black Bike

Black Bike Wheels now offers the Tuxedo custom wheel. The manufacturer combined a black rim and hub to a wide white-wall tire, producing a timeless look of elegance. All Black Bike vintage wheels are direct bolt-on and come with the tires mounted, so the installation is fast and painless and allows you to retain your stock wheels and tires if needed.

Call Black Bike at 818-341-2550 or go to www.blackbikewheels.com to view many more unique wheel opportunities.



Billet Boys' Custom Cushion Grips

Billet Boys is now offering its Custom Cushion Grips. These grips blend chromed billet aluminum and a supple polymer cushion together for great look and an even greater riding experience.

The Billet Boys Custom Cushion Grip shells are fabricated from machined and chrome-plated aircraft-grade aluminum. They feature an exclusive polymer grip surface that's bonded to the shell.

The Custom Cushion Grips are available in three finishes: chrome, gloss black and satin black. They fit all '82-and-newer Harleys. Call Billet Boys at 925-552-7081 or visit www.billetboys.com.

RoadTech Teardrop tool kit

The RoadTech Teardrop tool kit packs a



comprehensive roadside solution into a pouch that's designed to fit into teardrop-style toolboxes. It includes: five combination wrenches; an adjustable wrench; locking pliers; an LED flashlight; five hex and three Torx keys; six-in-one screwdriver; spark plug socket;



electrical tape; spark plug gap gauge; WD-40; mechanic's wire; and cable ties. The centerpiece of the set is a precision 1/4-inch drive ratchet with 48 teeth for very small rotational increments, plus four sockets and a 2-inch extension.

The RoadTech Teardrop retails for \$99.95. Call CruzTOOLS at 888-909-8665 or visit www.cruztools.com.

Exile Cycles trike frame and axle

Exile Cycles has a trike frame and axle kit that's manufactured by Daytec. Frames are available with nearly any desired rake and stretch, while a hidden-shock version is also available. The axle assembly features a limited-slip differential with a 48-tooth drive sprocket in a billet aluminum housing. It comes complete with brakes and rotors and will accept any 5-on-4 1/2-inch hole pattern automotive wheels, although wheels and tires are also available from Exile Cycles.

The rigid trike frame is priced at \$4,499 and the axle assembly at \$5,499. If you buy them together, as pictured, the price is \$9,499.

Call Exile Cycles at 818-255-3330 or visit www.exilecycles.com for more information.



Progressive Suspension 430-Series shocks

Progressive Suspension's street rod-styled 430-Series shocks use a high-pressure gas mono-tube design with deflective disk damping to give riders high-performance ride control. The 430-Series can also be mounted rod up or rod down, depending on your application, and threaded pre-load adjusters allow for on-the-go adjustments without tools.

430-Series shocks are available in chrome or contrast-cut, black anodized finish to match the look of your bike.

Call 877-690-7411 or visit them online at www.progressivesuspension.com.

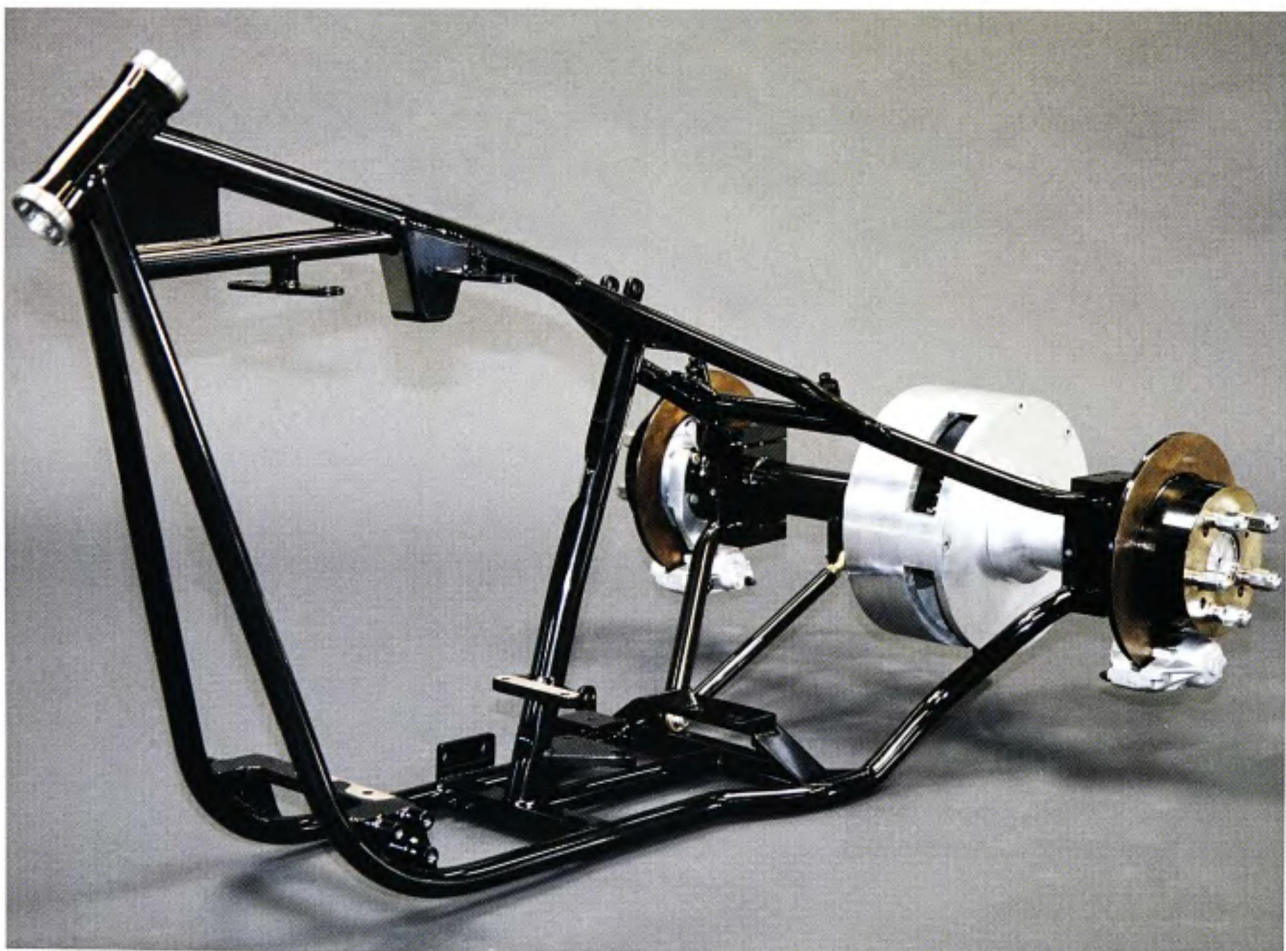


Old-Timer footpegs, control arms

These Old-Timer footpegs are a modern twist on a great vintage idea. Originally designed from an old railroad spike that was heated in the forge, twisted and chromed, these more modern versions are now machined from billet aluminum for Hog Barn Customs.

Hog Barn Customs also had shift rods that are hand-twisted by owner Tony Olson, giving each one its own unique characteristics. All pegs are available in polished or brushed finish.

Footpegs and shift rods are available from Hog Barn Customs or J&P Cycles. Call 715-231-HOGS for information.



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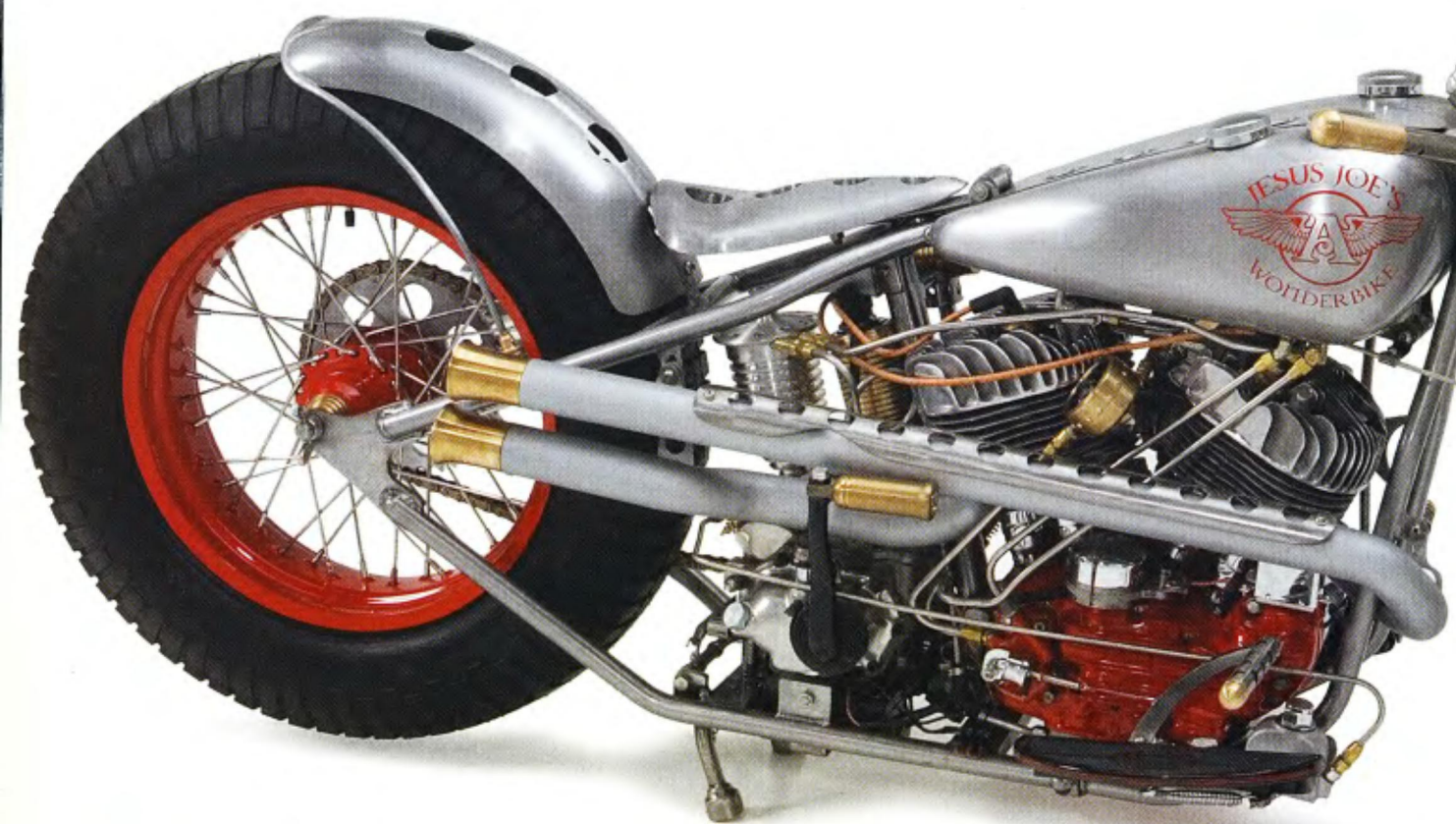
Lynn Ashcroft's '40 Flatty

Every now and then, hot rod and motorcycle builder Lynn Ashcroft makes a judicious decision to hammer out something outside the usual rules of custom bike building. For example, as seen here, it's all perfectly legal to meld an original set of 1940 Indian gas tanks to an original 1940 Harley flathead motor. Lynn doesn't go by the books, although as a Circuit Court Judge, his shelves are full of them.

No doubt you've seen examples of the bikes rolling out of his Salem, Oregon, shop including his Easyriders Bike Show Best of Show winning "Evil Bastard."

Lynn, who happens to be a retired Brigadier General, has been designing and building bikes for the past 15 years. "Joining the military was the best thing I ever did," said Ashcroft. "It gave me the confidence that there is no dream or







concept that I can't accomplish whether it's becoming an officer, a lawyer, a judge, or building motorcycles."

Every year Lynn says he tends to build one "out there" bike that shows off what his shop can produce. "I've also always been a fan of springers and using motors that aren't necessarily big-inch billet. This bike was inspired by a 1930s bare metal Model A truck built by Jimmy Shine of SoCal Speed Shop. I actually started with the original 1940s Indian tanks and the original UL Harley 80-inch sidevalve motor. Colton Hardisson, an amazing metal guy here in Oregon, brought the tanks back to life and they still function as a split gas and oil design."

Lynn machined the front forks and incorporated contrasting custom-made bronze work, choosing it over brass since it doesn't corrode, plus it ages into a nice patina. Originally he had thought about doing the whole bike in red, but the biggest motivation he says for keeping it paintless, besides the SoCal truck, was his shop's painter Joe Miller. "We had reached a deadline, and one day I walked in and took a look at the bike

and said, 'Jesus, Joe, it's a wonder if we'll ever get this bike done.' So we decided to keep it bare metal and name it 'Jesus Joe.'"

In other words, what we're seeing here is a bike named after a painter who didn't paint it.

We also learned another one of those master builder top secrets. Lynn explained that while the bare metal went unpainted or even clear coated, they did treat it with a corrosion-inhibiting solution called Gibb's. It sat for a year and a half, even got rained on without showing any corrosion. But then a photographer put a model on it and lo and behold she left an imprint of her fishnet stockings on it. Go figure.

Rolling on the wire wheels are a set of car tires sourced from Coker and when the bike was mocked up, they stood so tall that they put the bike a foot in the air so. Lynn refabbed the axle plates and lowered the back about 2 inches so that it now had about a 4-inch clearance. He also designed a one-off left-side trans brake where he had to machine a brake rotor that was attached to the chain sprocket on the tranny, then machine-modified a brake caliper that bolted to the transmission.

Lynn is a believer that details make the difference (call it character) and his 1940 custom carries his signature "Ashcroft tool kit," a bronze and steel hammer that hangs off the seat post on the left side of the bike. He also lathes out his own custom headlights, no two alike, just like his bikes.

The Jesus Joe bike went on to win the Editors' Choice Award at the Easyriders Bike Show in Portland in 2007.

—Paul Garson





Owner: Ashcroft MC

City: Salem, Oregon

GENERAL

Designer: Lynn Ashcroft

Fabrication: Ashcroft MC

Make: Special Construction

Model: UL custom

Assembly: Ashcroft MC

Time: 4 months

ENGINE

Year: 1940

Model: Harley-Davidson sidevalve

Rebuilder: Ashcroft MC

Ignition: Crane

Displacement: 80 cubic inches

Lower end: Harley-Davidson

Pistons: Harley-Davidson

Heads: Harley-Davidson

Cam: EV3

Lifters: Harley-Davidson

Carb(s): Harley-Davidson

Air cleaner: Ashcroft MC

Pipes: Ashcroft MC

Mufflers: none

Transmission: 1940 Harley-Davidson

Shifting: foot

PAINTING

Painter: nope

Color/type: none

FRAME

Year: 2006

Builder: Ashcroft MC

Type: rigid

Rake: 48 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: Ashcroft MC

Handlebar controls: Ashcroft MC

Fenders: Ashcroft MC

Headlight: Ashcroft MC

Taillight: Ashcroft MC

Pegs: Ashcroft MC

Electrics: Ashcroft MC

Gas tank: 1940 Indian

Oil tank: Indian

Oil system: Harley-Davidson

Seat: Ashcroft MC

Mirrors: none

Grips: Ashcroft MC

FORKS

Type: springer

Extension: 2 inches over

Builder: Ashcroft MC

WHEELS

Size: 21-inch front,

18-inch rear

Wheels: Black Bike

Tires: Avon front, Coker rear

Brakes: Ashcroft MC

Photos: Mike Chase

Contact: Ashcroft Motorcycles

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TalkingTech

FILTER FOLLY

Could you tell me if an air filter is really necessary? I see so many velocity stacks that I'm starting to wonder. I took the filter out of my stock shovelhead head cover and it doesn't seem to make any difference.

Krunch
Cybersurfing

If your motorcycle goes more than a few hundred miles a year, filters are completely, absolutely, positively necessary. During my brief involvement with drag racing, when I was also spending a lot of time on the Dyno, I left the velocity stack that I used for racing on my bike for about a month while I rode back and forth to work. (It was only good for three horsepower over the S&S teardrop with the stock filter.) I got lazy and didn't think it would hurt anything. Wrong! The top end was toast, and this was in Wisconsin! I'd hate to see what riding in the desert or near the beach would have done to it.

OLD-SCHOOL SPOOL?

I am thinking of putting a spool wheel (no brake) on the front of my chop. I know the argument against them, but wondered if you had experience on this subject and could give me an authoritative answer.

K. Wilson

Here's a test for you. Try riding without using the front brake for a couple of months and see how you do. I like having good front brakes because they permit more aggressive riding. They're also a major convenience when you're tip-toeing through traffic or backing into a tight parking spot somewhere.

PANNING FOR PANHEADS

I saw a picture of S&S' new panhead motor and there is no doubt that I must own one. My chop currently has a tired old 80-inch Shovel motor. Would the 93-inch S&S pan bolt right in?

Rattlesnake John

It would, indeed, assuming that you order the pan for the same year/group as your transmission mainshaft. I'm guessing that you have a late cone shovel since it's an 80-incher and you didn't mention any engine mods. That being the case, you'd want S&S' Custom P-Series motor. Even your pipes should

work since the P-Series exhaust ports have a single-stud shovel exhaust flange. For complete details on converting your shovel to P-Series specs, call an S&S techie at 608-627-8324.

I HEAR YA KNOCKIN'

I recently traded my '02 Ultra in on an '08 Ultra Classic. I pulled the Supertrapp mufflers off my '02. I plan to put the mufflers and, eventually, a high flow air filter on the new bike. Will I be at the mercy of the dealers or will one of the fuel tuners on the market do a good job? I've found three or four different ones that seem to do what I need for about \$250 to \$400, and they don't require a laptop or cutting into the wiring harness.

Also, I would like to make sure that the benefits of the fuel injection won't be compromised by a fuel tuner when traveling to different altitudes or during cold starts. Thanks for any advice.

Kevin
Brighton, Colorado

You could go with a controller that eliminates the factory O2 sensors, meaning your Ultra will no longer operate in closed-loop mode and tune itself. You could go with one of several controllers that work with the factory sensors, or you could go with the Thundermax, which includes wideband O2 sensors to replace the stock narrowband sensors. You'll have to check with Zipper's at 410-579-2828 to see when Thundermax modules for '08 touring models will be available. The cool thing about the wideband sensors is that they will extend the range of closed-loop operation because the OE controller only provides closed-loop operation under somewhat limited conditions. Whether you would do well with an open-loop module depends on your tuning skills. If you tune the bike accurately there in Brighton, I don't think you'll have much trouble other than a minor power loss up to 12,000 feet or so. Going downhill would be a different story since the air-fuel mixture would become leaner as you descend, with the potential for overheating and damaging your engine. I have no idea how far down you could go without problems, but with decent tuning skills and a module that's easy to adjust, you should be ok if you watch out for signs of overheating—elevated oil temps and ignition knock in particular.

PAINTIN' PERILS

After two years, I have finally finished and road-tested my Ultima-powered home garage special. I plan to take it apart for paint and want to paint it myself. I would like something a little nicer than rattle cans and wondered if \$300 would get good enough equipment to do the job right. I already have a 6 CFM compressor with filters.

Bright Boy

Successful DIY paintjobs are mostly a matter of preparation and patience. You have to get the surface baby-butt smooth and perfectly clean and take care to avoid contaminating it with fingerprints. But I'm going to pass the buck at this point, and refer you to the master, Jon Kosmoski. Jon has written several books on painting. You should be able to find most of his titles at Amazon.com. Economical painting equipment is available through most discount supplier like Enco and Harbor Freight, but you should probably check out the Eastwood Company first. Eastwood specializes in paint and bodywork supplies and carries more equipment than you will ever need. Look them up at www.eastwoodco.com. Pay close attention to all cautions and warnings on the paint can labels. Some of that stuff is dangerous, and I don't mean maybe. Without the right mask, adequate ventilation and proper filtration, it will kill your ass dead.

AN AGE-OLD DEBATE

I am considering a new carburetor for my 1998 Road King and wanted your opinion on whether I should get an S&S or a Mikuni. I have researched this a lot on the Internet, but have yet to find a definitive answer.

O.R.
Internet Cowpoker

Both are great carbs. S&S people like S&S' because they're simple. Mikuni people like Mikuni's because they're sophisticated and don't usually mind crappy pipes too much. —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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Hall Of Fame

MICHAEL "TWANGER" L. HAYS — 1955-2007



On November 14, 2007, one of the most respected Tennessee freedom fighters, Michael "Twanger" L. Hays, died at his home in Nolensville of a heart

attack. Twanger was born in Pulaski, Tennessee, on June 17, 1955, to Harold Dean Hughes and Doris Ellen Baker Hughes Hays, who both preceded him in death, along with his respected stepfather, Freeman C. Hays, M.D.

An avid motorcyclists, he was the State Legislative Corporate Director for CMT/ABATE, the statewide motorcyclists rights organization, as well as that organization's lobbyist. He was also a member of the MRF and recently lobbied on their behalf in the U.S. Congress. Mike was also the sole proprietor of his agency Midsouth Talent & Booking. Prior to living in Nashville, Mike had been a radio announcer in Orange, Virginia, and toured with his band, Mike Hays and the Haybailers, and prior to that, had spent many years selling specialty audio equipment. Michael entered the U.S. Navy in 1974, served honorably and, at the time of his discharge in 1978, was a member of the Admiral's band as a singer and saxophonist.

Mike's survived by many immediate family members including his brother, three sisters, and his three grandchildren. Mike will also be deeply missed by his life partner, Carol Simpson of Nolensville, her three children and six grandchildren, and additionally, by a true army of brother and sister freedom fighters and many of his friends in the music industry.

On November 20, 2007, a procession led by the Patriot Guard took Mike's remains to Maplewood Cemetery in Pulaski, where he was laid to rest near his father, Mr. Hughes, and his paternal grandparents. Special memorials may be made to CMT/ABATE, c/o Mike Hays Freedom Fighter Fund, P.O. Box 160223, Nashville, TN 37216-0223.

—Carol Simpson

Industry News

CARS THAT DRIVE THEMSELVES

Yes, cars that drive themselves—even parking at their destination—could be ready for sale within a decade, General Motors Corp. executives say.

GM, parts suppliers, university engineers and other automakers all are working on vehicles that could revolutionize short- and long-distance travel. Recently at the Consumer Electronics Show in Las Vegas, GM Chief Executive Rick Wagoner devoted part of his speech to the driverless vehicles.

"This is not science fiction," said Larry Burns, GM's vice president for research and development, in a recent interview. The most significant obstacles facing the vehicles could be human rather than technical: government regulation, liability laws, privacy concerns and people's passion for the car and the control it gives them.

Much of the technology already exists for vehicles to take the wheel: radar-based cruise control, motion sensors, lane-change warning devices, electronic stability control and satellite-based digital mapping. And automated vehicles could improve life on the road dramatically, reducing auto crashes and congestion.

"Now the question is, 'What does society want to do with it?'" Larry said. "You're looking at these issues of congestion, safety, energy and emissions.

Technically, there should be no reason why we can't transfer to a totally different world."

GM plans to use an inexpensive computer chip and an antenna to link vehicles equipped with driverless technologies. The first use probably would be on highways; people would have the option to choose a driverless mode while they still would control the vehicle on local streets, Larry said. The company plans to test driverless car technology by 2015 and have cars on the road around 2018.

—AP

Legalese

CONNECTICUT LEGISLATIVE UPDATE

Election Day has come and gone, but being an odd number year, the races were strictly local and of no significant interest to the Connecticut Motorcycle Riders Association (CMRA). One notable exception was the Bridgeport mayoral race where former State Senator Bill Finch won an easy victory over his three other challengers. The significance of this race was not the office sought but the office vacated. Senator Finch is a strident proponent of reinstating the adult helmet law, was a member of the Transportation Committee and a democrat, making him a formidable foe. One part of our problem in Hartford will now migrate back to Bridgeport. Of course, it's only a matter of time before a new "Bill Finch" will emerge to take up where the real Bill Finch left off...we'll take the respite.

I recently had a chance to discuss several issues with one of our own in the CT General Assembly: Representative "Zeke" Zalaski, of Southington. He felt reasonably good about the prospect of avoiding a major helmet

CONTINUED ON PAGE 28

Connecticut Update CONTINUED

law battle up in Hartford this coming session. Of course, it's early and that can change like the weather.

More disconcerting to me are the inevitable upcoming changes in the democratic leadership in the House. After the November 2008 election, our longtime friend and ally Jim Amann will no longer be the speaker of the House. His successor appears likely to be current House Majority Leader Representative Chris Donovan from Meriden. He is a strong organized labor supporter. Unfortunately for us we have no relationship with Rep. Donovan because none of our issues over the years have fallen within his domain. Furthermore, inside information has it that he sees no problem with requiring adult riders to wear a motorcycle helmet. Hopefully, his "lieutenants" who are yet to be determined, will be approachable and more open-minded on the issue.

—Richard Paukner,
Legislative Committee Chairman, CMRA

Thinking It Through

Where Are We Going?

A lot of very good sounding and well-intended goals today seem to not be totally thought out. It sure looks good on paper and sounds good, but are the ends going to provide the intended results and what are the consequences going to be? Some laws can be changed and amended, but there are laws of nature that remain. One that comes to mind is: "For every action, there is an equal and opposite reaction." This comes from the field of physics but is also applicable to life as well.

The reason for the Federalist and Anti-Federalist paper during the debate over the Constitution was to show how if one law was enacted then one freedom was lost and measure whether this freedom was worth losing or not. They were looking at where that particular path would take them by looking at lessons from the past. Kind of looking at a road map if you are going to go into unknown territory.

I remember hearing of a group of animal rights activist. They decided to keep a group of seals from being killed for

their fur. To achieve this they decided to splatter the seals white fur with red paint. By doing this it deprived the seals of their only form of defense, which was camouflage. While they achieved the goal of keeping the seals from being killed for their fur, the polar bears made quick and easy meals out of them since they were so easy to spot.

How about the red light cameras that have been a concern to most of us? The thought and intention is to reduce death and injury from collisions from people running red lights. From looking at the history of this in other places, it does reduce the number of people getting hit in the intersections. So the problem's solved...well not really. As those that have followed this issue have discovered,

while the number of side impact crashes is reduced, the number of rear end crashes rise. This is a very bad reaction for those of us on two wheels when faced by a cage bearing down on us.

Or what about government prohibitions? These will, more times than not, lead to an increasing black market for those goods and increase costs, not only to the consumer but also to the government in lost tax revenue and increased enforcement. Prohibition in the 1920s was a boon for organized crime. States that raise cigarette taxes lose the revenue when enterprising individuals smuggle them in and sell them back at inflated markups undercutting tax paying providers. With these examples and

CONTINUED ON PAGE 30



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Feb 8-10	Available
Feb 15-17	Available
Feb 23	Arrowhead Harley-Davidson - Peoria, AZ
Feb 24	Tucson Harley-Davidson - Tucson, AZ
Feb 29-Mar 9	Bike Week - Daytona Beach, FL
Mar 14-16	Available
Mar 22-23	Hilton Head Motorsports - Bluffton, SC
Mar 29	Available
Apr 5	Mt. Cheaha Harley-Davidson - Oxford, AL
Apr 11-13	Available
Apr 19	Harley-Davidson of Louisville - Louisville, KY
Apr 24-27	River Run (Pioneer Hotel) - Laughlin, NV
May 2-4	Roseville Cycle Center - Roseville, CA

May 9-11	Available
May 14-18	Bike Week - Myrtle Beach, SC
	at the HB Spokes Saloon
May 23-25	Party at the Pines - Longview, TX
	(Gregg County Fairgrounds)
May 31	Fink's Harley-Davidson - Zanesville, OH
June 5-7	TN State HOG Rally, Knoxville, TN
June 13-15	Available
June 21	Harley-Davidson of Louisville - Louisville, KY
June 27-29	S&S 50th Anniversary Party - LaCrosse, WI
July 5-7	Smokey Mountain H-D - Marysville, TN
July 11-13	Boston Harley-Davidson - Everett, MA
July 15	Motorcycle Night - Lowell, MA
July 18-20	Carlisle Bikefest - Carlisle, PA
July 25-27	Available
Aug 1-3	Available
Aug 8-10	Full Throttle Saloon - Sturgis, SD
Aug 16	Pigtrail Harley-Davidson - Rogers, AR
Aug 22-24	Liberty, Harley-Davidson - Boston Hts, OH

Aug 30	RT 43 Harley-Davidson - Sheboygan, WI
Sept 5-7	Loess Hills Rally - Council Bluffs, IA
Sept 13	High Country H-D - Frederick, CO
Sept 20	Birds of Prey Harley-Davidson - Caldwell, ID
Sept 26-28	Reno Harley-Davidson - Reno, NV
Oct 3-5	Harley-Davidson - Cartersville, GA
Oct 10-12	Jim's Harley-Davidson - St. Petersburg, FL
Oct 16-19	Biketoberfest - Daytona Beach, FL
Oct 24-26	Harley-Davidson - Shreveport, LA
Oct 31-Nov 2	Stone Mountain Harley-Davidson - Lilburn, GA
Nov 7-9	Space Coast Harley-Davidson - Palm Bay, FL
Nov 14-16	Available
Nov 21-23	Available
Nov 28-30	Available
Dec 5-7	Available
Dec 12-14	Available
Dec 19-21	Available
Dec 25	Merry Christmas

Where Are We Going? CONTINUED

others that you can come up with, I hope that we won't allow ourselves to be caught in what American sociologist Robert K. Merton in 1936 called "imperious immediacy of interest." This is where someone wants the intended consequence so much that they will purposefully choose to ignore the unintended consequences.

The legislature will be back in session January, and it's certain they'll be looking out for the best interest of all of us. No matter which liberty or freedom they have to remove in order to protect us from ourselves, remember there are some laws that cannot be amended or repealed. If you don't believe that, try changing the law of gravity.

—Jeff Coleman,
ABATE of SC State Coordinator

Legalese

CONFISCATED

Florida Legislature House Bill 137 (HB-137) will allow motorcycles to be confiscated for driving offenses. It now has a companion. Senate Bill SB 802.

Both Bills are in the first steps to becoming law and it is very important for everyone who has an interest in motorcycling to contact their representatives

and let them know you are against both of these bills.

There are plenty of laws already on the books that allow for the punishment of those that violate traffic laws that include loss of license, fines and even imprisonment. And certainly there is no reason to take a persons property for violating any of them.

If you think this does not apply to you, you had better think again. I can see it now, "Pretty nice Harley ya got. I think I will say I saw you not sitting on it correctly and take it. One of my buddies is looking for a bike..." Maybe that's not as far-fetched as it sounds. Do you really want to take the chance?

I know I don't. I'll be contacting my Legislators. What are you going to do?

—Rogue

Thinking It Through

2008 NCOM Convention

Hosted by ABATE of Texas, the Texas Motorcycle Rights Association (TMRA-II) and the Texas Confederation of Clubs, the 23rd annual NCOM Convention will be held on May 8-11, 2008, at the Sheraton North Houston—George

Bush Intercontinental Airport, located at 15700 JFK Boulevard, Houston, Texas 77032. The room rate is \$79 per night for a single/double and includes all the usual amenities. For reservations call the Sheraton at 281-442-5100. NCOM's Bill Bish would like to remind everyone that this is expected to be the largest NCOM Convention ever. So please make your reservations ASAP. For those of you flying into and out of the George Bush Intercontinental Airport, the Sheraton provides transportation 24-7. We'll see you there.

—Twiggy

Time To Move On

THE INDIAN LARRY TEAM SPLITS UP

In September 2004, four friends and partners of Indian Larry got together to form an organization with one goal in mind... keeping Indian Larry's memory alive. This collaboration known as Indian Larry Legacy has continuously grown to produce outstanding motorcycles, custom parts and an expanding line of cutting edge apparel.

This year there will be some changes to the organization in that the Legacy partners Bobby Seeger, Elisa Seeger, Paul Cox and Keino Sasaki will all be branching out to follow various independent pursuits in the motorcycle industry.

Bobby Seeger and Elisa Seeger, major players in the bike shop and the driving force behind the creative and diverse line of Indian Larry merchandise, will continue to offer the public an opportunity to own something special. The time they have spent as Larry's friends and partners has led them to produce a quality group of accessories. These items continue to be offered at various shops as well as on www.indianlarry.com. They will also focus on Grease Monkey Mayhem, an event started in Sturgis 2006, which has brought together the most talented builders and artists to showcase their work.



Photo: Found on the web.

"There's nuthin' like a game of redneck horseshoes."

Keino Sasaki, an eager young builder from Japan, is launching his own shop in Brooklyn, New York, named Keino Cycles. Having been greatly inspired by Larry's philosophy, Keino's sights are aimed towards advances in motor configuration, frame work and sheet metal, and a look that is unique and stylish.

Paul Cox, long established as a leather craftsman and fabricator, will be expanding his independent company Paul Cox Industries. The primary focus will continue to be handmade motorcycles, along with custom parts and leather work. He will remain in Brooklyn and continue to build in the mechanical style shared with him by Indian Larry.

For more information and updates on each, check: www.indianlarry.com, www.paulcoxindustries.com, and www.greasemonkeymayhem.com.

—Greased Monk

Just Call It Cross Bones

Harley's New SOFTAIL

A new member of Harley's "Dark Bike" family, the FLSTSB Cross Bones Softail rides on a 200mm rear tire. Up front, a bobbed fender hugs the painted steel spoked wheel that's nestled between the blacked-out arms of a traditional Springer fork. Cross Bones uses a Twin Cam 96B motor with standard electronic fuel injection and a 6-speed tranny.

Harley is hoping that Cross Bones will seduce a younger customer base enthused with the custom culture and in search of a wickedly fun and emotional riding experience.

Don't miss the next issue as we take a closer look at Cross Bones.

—Ben L.



Photo: Harley-Davidson

World's Largest Selling Motorcycle Magazine For Sale

Easyriders

411 • March 2008

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HOLLISTER HOOLIGANS

Secrets Of The Wild One

easyriders.com

Bergeron Hot Rod

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

To get your shop listed
HERE call ANGELA AT:
800-572-1386
EXT. 1300

ALABAMA
Biker Shack 411, LLC
8666 US Hwy 411 - Centre
205-475-3384

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

San Diego H-D
5600 Kearny Mesa Rd.
San Diego
619-614-4312

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

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

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

Miller's Custom Parts
1803 S. Ridgewood Ave.
S. Daytona
386-761-0858

ILLINOIS
Heritage Harley
2595 Ogden Rd. - Lisle
630-420-1942

MASSACHUSETTS
Shovelhead's Motorcycle Parts & Services
104 Richards Ave. - N. Attleboro
508-656-0111

Dave Frank M/C Sales
81 Bridge St. - Salem
978-744-0125

MICHIGAN
Bubbe's Tri-City Cycle
804 S. Huron - Linwood
969-693-5525

MISSOURI
Steelie Thunder Custom Cycles
152 York Dr. - Marshfield
866-883-7828

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

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

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

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

Zack's V-Twin Cycles
799 Violet - Hyde Park
845-228-1177

NORTH CAROLINA
Big Dog of Greensboro
106 College Rd. - Greensboro
336-292-4252

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

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

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

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

Happenings

ALABAMA

Faunsdale Bike Rally
Date: Apr. 17-20
Place: Faunsdale
Info: 334-628-6356
faunsdalebikerrally.com

5th Annual Crawfish Boil & Bike Show
Date: Apr. 19
Place: Biker Shack,
Centre. 256-475-3384
www.bikershack411.net

ARIZONA

12th Arizona Bike Week
Date: Mar. 27-Apr. 6
Place: Scottsdale
Info: 480-704-1142
www.azbikeweek.com

Hideaway Bike Week
Date: Mar. 28-Apr. 6
Place: Cave Creek
Info: 480-595-0358
www.hideaway-usa.com

AHDRA Drags
Date: Mar. 29-30
Place: Firebird Int'l
Raceway, Phoenix
Info: 336-924-2095
www.ahdra.com

Ride For Fallen Officers
Date: Mar. 30
Place: Tasor, Scottsdale
Info: 480-905-2090,
800-978-2737
www.takingtheride.com

Firefighters Poker Run
Date: Apr. 4
Place: Superstition H-D,
Apache Junction
Info: www.firefighters
pokerrun.com

Motorcycle Poker Run
Date: Apr. 6
Place: Sabbar Shrine,
Tucson
Info: 520-743-8650

3rd Rodeo by the River
Date: Apr. 14-16
Place: Lake Havasu City
Info: 928-854-1550
www.desertthunder
customs.com

46th Yuma Prison Run
Date: Apr. 18-20
Place: Yuma Fairgrounds
Info: www.yumaprison-
run.com

Fire & Thunder Chili Fest & Bike Show
Date: Apr. 19
Place: Casino Del Sol,
Tucson
Info: 520-591-4009
www.casinodelsol.com

Piss On The River Run 6
Date: Apr. 26
Place: Lake Havasu City
Info: 928-208-1479;
928-486-1789
www.vnvmc-caa.com

BACA 100 Mile Ride
Date: Apr. 26
Place: H-D, Peoria
Info: www.bacausa.com

6th Annual Screw Laughlin Run
Date: Apr. 26
Place: Butcher Hook
Saloon, Tonto Basin
Info: 623-693-4932

ARKANSAS

Highways and Hedges National Rally
Date: Apr. 18-20
Place: Cypress Creek
Bluegrass Park, Adona
Info: 501-455-5144
www.highwaysand
hedgesministry.com

Motorcycle Mania
Date: Apr. 19
Place: Clear Channels,
Little Rock
Info: 501-796-7070

Ride Rally Ride
Date: Apr. 22-26
Place: Eureka Springs
Info: 800-870-2529

Wild Hog M/C Rally & Music Festival
Date: Apr. 24-27
Place: Helena
Info: wildhogmusic.org

CALIFORNIA

Cycle Show & Swap Meet
Date: Apr. 30
Place: Solano
Fairgrounds, Vallejo
Info: 714-557-1846
www.toppingevents.com

VNVMC F-Troop Vung Tau
Date: Apr. 6
Place: Camarillo Springs
Park, Camarillo
Info: 818-749-3764
Vendors: 818-429-9234

Harley's and Hot Rods
Date: Apr. 6
Place: Butch's Custom
Cycles, Simi Valley
Info: 805-522-8400
butchscustomcycles.com

AHRMA Roadrace Series
Date: Apr. 11-13
Place: Willow Springs
Raceway, Rosamond
Info: www.ahrma.org

Leather Meets Tie Charity Fund Raiser
Date: Apr. 12
Place: San Diego
Automotive Museum
Info: 760-644-2118
www.ridefortheheart.com

Hogs On The High Seas Mexican Riviera
Date: Apr. 13-20
Place: Port of LA
Info: 800-444-8795
hogsonthehighseas.com

Freedom Rally
Date: Apr. 14
Place: State Capital,
Sacramento
Info: www.abate.org

Vegas 650
Date: Apr. 18-20
Place: LA to Vegas
Info: 888-457-1115
www.vegas650.com

MMA 8th Annual Bike Show and Party
Date: Apr. 20
Place: Harper's Bar,
Northridge
Info: 818-779-0989

Cycle Show & Swap Meet
Date: Apr. 27
Place: Vet's Stadium,
Long Beach
Info: 714-557-1846
www.toppingevents.com

18th Annual Pacific Coast Dream Machines
Date: Apr. 27
Place: Half Moon Bay
Info: 650-726-2328
www.miramarevents.com

DELAWARE

301 Cycle Swap Meet
Date: Apr. 12
Place: Middletown
Info: www.301cycle.com

FLORIDA

10th Annual Party
Date: Mar. 30
Place: Vero Beach
Info: fiascobrothers.com

Sahib Motor Corps Poker Run
Date: Mar. 30
Place: Sarasota
Info: 941-355-6646

Ride for the Animals
Date: Mar. 30
Place: Miami Zoo, Miami
Info: 305-905-1860
ridefortheanimals.org

6th Rock & Wheels
Date: Apr. 3-5
Place: Suwannee
Campground, Live Oak
Info: 386-792-1777
hoganentertainment.net

8th Annual Bikes & Blues
Date: Apr. 5
Place: Ormond Beach
Info: 386-566-6991
rockonproductions.us

Freedom Rights Rally
Date: Apr. 11-14
Place: Tallahassee
Info: 386-943-9610
www.abateflorida.com

Miami Motorcycle Salon
Date: Apr. 19-20
Place: Fair Expo, Miami
Info: 305-529-2842
themotorcycletour.com

Motorcycle Rally
Date: Apr. 19-20
Place: Tampa
Info: www.tampabay
motorcyclerrally.com

Fun in the Sun Rally
Date: Apr. 19
Place: Ft. Myers
Info: 239-772-8550

8th Annual Emerald Coast Bikefest
Date: Apr. 25-27
Place: Emerald Coast
Dragway, Holt
Info: 850-537-7223
www.emeraldcoast
bikefest.com

12th Leesburg Bikefest
Date: Apr. 25-27
Place: Leesburg
Info: 352-365-0053
leesburgbikefest.com

5th Annual Ride with Fire
Date: Apr. 26
Place: Fire Department,
Glen St. Mary
Info: 904-259-0231

10th Annual Thunder Beach Spring Rally
Date: May 1-4
Place: Panama City
Info: 850-276-1474
www.thunderbeach
productions.com

GEORGIA

Chariots of Thunder
Date: Mar. 28-30
Place: Blue Ridge
Info: 706-946-3333

Bike Show & Swap Meet
Date: Apr. 6
Place: Expo Center,
Atlanta
Info: 770-881-7438
www.abatega.org

All Harley Drags
Date: Apr. 11-13
Place: Silver Dollar
Raceway, Reynolds
Info: www.bigjohn
harleyrace.com

Angel City Spring Rally
Date: Apr. 17-20
Place: Angel City, Unadilla
Info: 800-433-7191
www.angelcityrally.com

Horsepower at the Park
Date: Apr. 18-20
Place: Conyers
Info: 678-957-6749
www.horsepower
atthepark.com

Top Gun Ride for Children
Date: Apr. 18
Place: Hooters, Kennesaw
Info: 770-333-9447
topgunrideatlanta.com

Freedom Ride
Date: Apr. 19
Place: Augusta
Info: 706-825-9151
www.freedomrideusa.org

HAWAII

3rd CVMAHI Former POW Recognition Day
Date: Apr. 9
Place: Moanalua Gardens
Info: 808-256-0007
www.hicombatvet.org

ILLINOIS

Walneck's Swap Meet
Date: Apr. 20
Place: McHenry County
Fairgrounds, Woodstock
Info: 630-985-2097
www.walneckswap.com

INDIANA

Bun Thaw Run
Date: Apr. 12
Place: Decatur County
Info: abateonline.org

Spring Thaw Run
Date: Apr. 12
Place: Region 10 ABATE
Info: abateonline.org

Swap Meet
Date: Apr. 13
Place: Marshall County
Info: 574-936-9619
www.abateonline.org

Bids For Kids
Date: Apr. 19
Place: Madison County
Info: abateonline.org

Bike Show & Swap Meet
Date: Apr. 20
Place: Lafayette
Info: 765-426-9412
www.abateonline.org

Bare Bones Ride
Date: Apr. 20
Place: Tipton County
Info: abateonline.org

Spring Thing
Date: Apr. 26
Place: Region 3 ABATE
Info: 260-519-2077
www.abateonline.org

Spring Thing
Date: Apr. 26
Place: Bartholomew
County ABATE
Info: 812-546-5949
www.abateonline.org

Membership/Safety Run
Date: Apr. 26
Place: Region 9 ABATE
Info: 812-595-5544
www.abateonline.org

April Fools' Ride
Date: Apr. 26
Place: Marion County
Info: 317-238-9246
www.abateonline.org

Ride for the Troops
Date: Apr. 27
Place: Region 3 ABATE
Info: 765-457-6378
www.abateonline.org

IOWA

Blessing of the Bikes
Date: Apr. 20
Place: Dublin Bay, Ames
Info: 515-460-0080

KANSAS

ABATE Spring Swap Meet
Date: Mar. 29
Place: Gardner
Info: 913-709-7330
www.abateksdist5.org

Cruisin' for Rocko
Date: Apr. 26
Place: Ales Harley-
Davidson, Wichita
Info: www.rockoinc.org

KENTUCKY

AMRA Drag Races
Date: Mar. 29-30
Place: Bowling Green
Info: amraonline.com

LOUISIANA

Blast on the Bayou Rally
Date: Apr. 17-20
Place: Blackham
Coliseum, Lafayette
Info: 337-365-4277
www.blastrally.com

5th Meet on the Creek
Date: Apr. 25-27
Place: Silver Creek
Campground, Mount
Hermon
Info: 985-877-4256
silvercreekcamp.com

ABATE Rally
Date: Apr. 27
Place: State Capitol
Info: 800-393-5966;
225-337-1113
www.abateoflouisiana.org

MARYLAND

Date: Apr. 11-13
IHRA Pro Am Tour
Place: Maryland Int'l
Speedway
Info: 301-884-9833;
www.mirdrag.com

Easter Run
Date: Apr. 12
Place: Mid-Shore ABATE
Info: abate-of-
maryland.org

MASSACHUSETTS

MRF Beast of the East
Date: Apr. 18-20
Place: Peabody
Info: 781-537-5566
www.mrf.org

MICHIGAN

Motorcycle Swap Meet
Date: Mar. 30
Place: Deltaplex,
Grand Rapids
Info: 800-968-4242
motorcycleswap.com

5th Annual Motorcycle
Swap Meet & Parts Expo
Date: Apr. 5
Place: Cadillac
Info: 800-800-6034
www.cadillacswap.com

Motorcycle Swap Meet
Date: Apr. 13
Place: Fairgrounds,
Detroit
Info: 800-968-4242
motorcycleswap.com

Walneck's Swap Meet
Date: Apr. 27
Place: Marshall
Info: 630-985-2097
www.walneckswap.com

Motorcycle Swap Meet
Date: Apr. 30
Place: Birch Run Expo
Info: 800-968-4242
motorcycleswap.com

MINNESOTA

Donnie Smith Invitational
Bike Show
Date: Mar. 29-30
Place: Saint Paul
RiverCentre
Info: www.donniesmith-
bikeshow.com

MISSISSIPPI

Great Southern
Motorcycle Expo
Date: Mar. 29-30
Place: Fairgrounds,
Jackson
Info: 601-939-5861

MISSOURI

10th Annual FORR
Kearney Bike Show
Date: Mar. 30
Place: VFW Post 5717,
Kearney
Info: 816-365-9615,
www.forrlocal29.com

AHDRA Drags
Date: Apr. 19-20
Place: Gateway Raceway,
St Louis
Info: 336-924-2095
www.ahdra.com

M/C Swap Meet
Date: Apr. 27
Place: Twin Drive In
Theater, Independence
Info: 816-228-5811
www.jwsapmeet.com

14th Annual FORR
Spring Swap Meet
Date: Apr. 27
Place: Shadow Rock
Park, Forsyth
Info: 417-334-0775
www.forr.net

NEBRASKA

Early April Run
Date: Apr. 12
Place: ABATE 10
Info: 308-632-7034,
www.abateofne.com

NEVADA

25th Anniversary
Laughlin River Run
Date: Apr. 23-27
Place: Laughlin
Info: 800-357-8223
laughlinriverrun.com

NEW HAMPSHIRE

CMA Season of
Refreshing
Date: Apr. 18-19
Place: Shilo, Durham
Info: 207-934-1622

NEW JERSEY

Bike Blessing
Date: Apr. 26
Place: St. George's,
Helmetta
Info: 732-727-6987

NEW MEXICO

Ride For Kids
Date: Apr. 20
Place: Journal Pavilion,
Albuquerque
Info: 800-253-6530
www.ride4kids.org

NEW YORK

Skin and Steel
Date: Apr. 20
Place: Dome Center,
Henrietta
Info: 585-234-0895
www.skinandsteel.com

8th Food Bank Run
Date: Apr. 26
Place: Spider Grove,
West Falls
Info: 716-649-0797
www.cyberspokes.com

NORTH CAROLINA

Outer Banks Bike Week
Date: Apr. 24-27
Place: Outer Banks and
Nags Head H-D
Info: 757-397-5550
outerbanksbikeweek.com

Cherokee Survivors
Spring Rally
Date: Apr. 25-27
Place: Fairgrounds,
Cherokee
Info: 800-438-1601
www.cherokeerally.com

Thunder in the Smokies
Date: Apr. 25-27
Place: Maggie Valley
Info: www.handlebar
corral.com

Rally at the River
Date: Apr. 25-27
Place: Salisbury
Info: 704-223-2944
www.rallyattheriver.com

OHIO

Walneck's Swap Meet
Date: Mar. 30
Place: Clark County
Fairgrounds, Springfield
Info: 630-985-2097
www.walneckswap.com

15th Annual Swap Meet
Date: Apr. 13
Place: Little Quaker
Bingo Hall, Salem
Info: 330-788-2886

6th Rally for the Troops
Date: Apr. 20
Place: Cleveland H-D
Info: 440-327-6966

OKLAHOMA

Thunder Run
Date: Apr. 4-6
Place: OKC Thunder
Cycles, Oklahoma City
Info: 405-751-3706
okcthundercycles.com

M/C Swap Meet
Date: Apr. 13
Place: State Fair Park,
Oklahoma City
Info: 816-456-4415
www.jwsapmeet.com

Cruisin the Chisholm
Trail Poker Run
Date: Apr. 19
Place: Duncan
Info: 580-252-8696
mainstreetduncan.com

OREGON

Seasons of Refreshing
and Bike Blessing
Date: Apr. 18-20
Place: Springfield
Info: 503-390-4426

PENNSYLVANIA

Freedom Riders
Spring Dance
Date: Mar. 29
Place: Red Hill FC, FRMC
Info: 215-679-4766
www.freedomriders.com

12th Bike Blessing
Date: Apr. 20
Place: Murrysvalle
Info: www.murrysvalle
alliancechurch.org

Freedom Fighters Run
Date: Apr. 27
Place: Red Hill, FRMC
Info: 215-679-4766
www.freedomriders.com

Poker Run
Date: Apr. 27
Place: Lebanon
Info: 717-270-0948

Proclamation Ride
Date: May 3
Place: Lawrence County
Info: www.abatepa.org

SOUTH CAROLINA

Carolina Motor Madness
Date: Mar. 29
Place: Knight Stadium,
Fort Mill
Info: 704-363-6568
www.carolinamotor
madness.com

8th Annual Myrtle Beach
Bike Week
Date: May 9-18
Place: Myrtle Beach
Info: www.myrtlebeach-
bikeweek.com

SOUTH DAKOTA

ABATE Swap Meet
Date: Mar. 29
Place: Sioux Falls
Info: www.abatesd.com

19th Heartland STEAM
Date: Apr. 25-26
Place: Best Western
Ramkota, Aberdeen
Info: 605-371-1131
www.abatesd.com

TENNESSEE

6th Annual Bike Show &
Swap Meet
Date: Mar. 29
Place: Cal Sonic Arena,
Shelbyville
Info: 615-364-1828
www.bothbarrelspro-
motions.com

Devil's Triangle Rally
Date: Apr. 25-27
Place: Briceville
Info: 423-324-9653
www.devilstriangle
bikerrally.com

TEXAS

South Texas M/C Show
Date: Mar. 28-29
Place: Freeman
Coliseum, San Antonio
Info: txbikeshow.com

5th Annual Circuit Riders
Lone Star Campout
Date: Apr. 4-6
Place: Daniel Springs
Baptist Camp, Gary
Info: 903-852-5043;
www.circuitriderscfm.org

Thunder in the Hill
Country
Date: Apr. 4-6
Place: Mansfield Park,
Bandera
Info: 936-334-0558
bikerralliesoftexas.com

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

24th Annual Easter Run
Date: Apr. 4
Place: Jim's, Axtell
Info: 254-395-4640

Bay Area Rally
Date: Apr. 10-13
Place: Space Center,
Houston
Info: 888-725-5989
www.bayarearally.com

River City Bike Fest
Date: Apr. 11-13
Place: Rosedale Park,
San Antonio
Info: 210-356-0619
rivercitybikefest.com

AHDRA Drags
Date: Apr. 19-20
Place: Motorplex, Ennis
Info: 336-924-2095
www.ahdra.com

Ride For Kids
Date: Apr. 27
Place: Pasadena
Convention Center
Info: 800-253-6530
www.ride4kids.org

UTAH
Warm & Fuzzy Ride
Date: Apr. 6
Place: Davis ABATE
Info: 801-663-4760

VERMONT

Spring Swap Meet
Date: Apr. 20
Place: Rutland
Info: www.swfrvt.com

WASHINGTON

Fun Run & BBQ
Date: Apr. 26
Place: Tekoa Tavern
Info: 509-284-3037
www.tekoafunrun.com

WISCONSIN

Swapmeet & Bike Show
Date: Apr. 26
Place: Monroe Co.
Fairgrounds, Tomah
Info: www.abatewis.org

CANADA

23rd Annual Classic &
Vintage Swap Meet
Date: Apr. 27
Place: Tsawwassen, BC
Info: 604-299-0020
www.classicbike
swapmeet.com

National Law Chart

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

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

LEGEND:

✓ In effect on designated rural interstate highways
 r Required by law
 a Available for all eligible applicants
 p Prohibited
 c Required if carrying a passenger
 1 Reflectorization required
 2 Must have in possession
 3 Required for novice riders
 4 Required under age 18
 5 Required under age 19
 6 Required under age 21
 7 Required under age 15 with learner's permit or for one year after obtaining license

8 Required for passengers
 9 Required for instructional permit holders
 10 Required under age 16
 11 Required for first-time applicants
 12 May waive skills test for successful completion of rider education
 13 May waive knowledge test for successful completion of rider education
 14 Required by law unless equipped with windscreen
 15 Required unless equipped with windscreen that is 15 inches above handlebars

16 Required at speeds over 35 mph
 17 Modulating headlight permitted
 18 Required for vehicles manufactured after 1/1/56
 19 Required for vehicles manufactured after 1/1/75
 20 Required for vehicles manufactured after 4/1/77
 21 Required for vehicles mfg'd during or after 1978
 22 Required for vehicles mfg'd during or after 1980
 23 Prohibits passengers under age 5
 24 Prohibits passengers under age 7

25 Single earphone only
 26 To be used for communication purposes only
 27 Required by inspection regulations
 28 Random
 29 Annual emissions, some areas
 30 Upon title transfer
 31 Optional over 18 with proof of \$10,000 of medical insurance for bodily injuries.
 32 Not required over 21 with a minimum of \$10,000 in medical insurance.
 33 Not referenced in Admin. Code or Statutes
 34 Maximum of 15" above seat

35 Maximum of 30" above seat
 36 Top of shoulders
 37 Grips below shoulder height
 38 Handgrips below shoulder height - Maximum of 15"
 39 Maximum 6" above shoulder seated
 40 No higher than eye level of the operator
 41 Maximum of 10" above fasten point
 42 Maximum of 15" above fasten point



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Inject your ride with some Kuryakyn coolness! Take it to the next level all at once or one piece at a time. Widow, Flames, Zombie, Stiletto, and Maltese Cross theme parts are this summer's blockbuster hits. Chrome, comfort and attention to detail like no other will get your ride grooving this hot summer. **Get Bitten in 2008!**

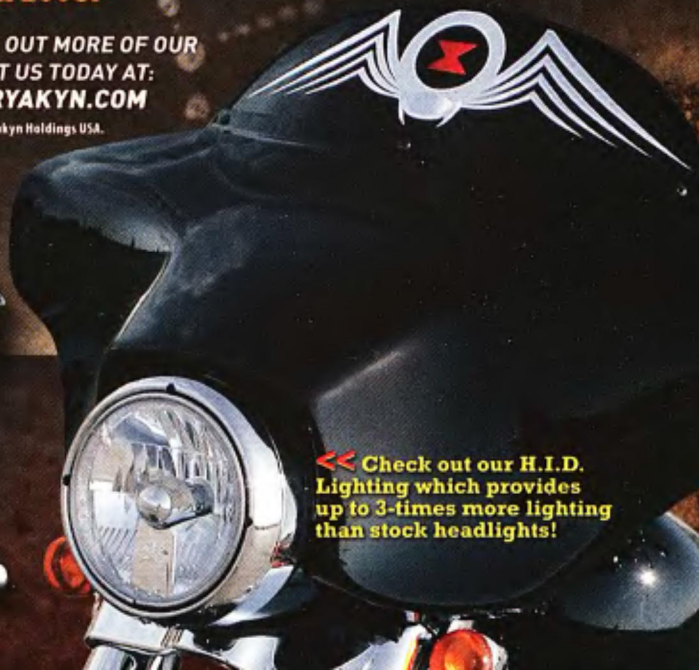


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RESTROOMS →

COLD BEER

END

**BIG BEAR
CHOPPERS**

**BIG
CHOP**





POURIN' IN POMONA

When it rains in Southern California what are ya gonna do? That's easy, go to the Easyriders Bike Show. The Pomona show is the kick-off of the Easyriders Centerfold Tour each year, and this time around rainy skies cooled down the mammoth Fairplex—though the custom bikes inside were still sizzlin'.

In years past all the categories of trophies included first, second and third place winners; this year fourth place was added. This made the judges happy since we always wish we could give every bike builder in the show a prize for showing

off their awesome custom creations. Of the motorcycles on display in the Judged Class, a Dick Allen chopper by Trevelen of SuperCo. blew us away. It looked like it did back in the bad ol' seventies. Watch for a feature on it here in *Easyriders*.

Besides the jumpin' gyrations of the Purrfect Angelz, poundin' rock from Jasmine Cain was worth the price of admission alone. That girl can rock! The Pomona Show was a two-day event this year, allowing TV producer Jay Barbieri plenty of time to capture the magic of the show for SPEED Channel's *American*

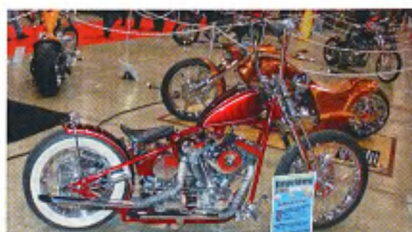




Thunder. Hey, if you were there, you might just see your cheesy mug on television. Other great draws included the Annual Dyno-Drags Nationals where the top eight fastest riders in America were brought in to run their machines for a \$10,000 purse. The top pilot this year was Chuck Jones from CycleRama of Pinellas Park, Florida. He had a scorchin' quarter mile time of 9.348 seconds.

The Bike Show Tour is a great place to meet your favorite builders and this year's Centerfold Builders includes such diverse and talented customizers as Jerry Burrow, Shannon Davidson, the Detroit Brothers, Christian Dotson, Jaxon Fyffe, Paul Yaffe and Trevelen. Some of America's top builders entered their bikes in the Pro Class in hope of being chosen for the honor of joining the Tour next year.







Peace of Mind on Every Ride

Most motor clubs and insurance companies don't focus on service exclusively to motorcycle riders, but we do... For over 30 years we've specialized in assisting people who ride motorcycles. Our claims people are riders and since 1991 we've been the primary motor club for Easyriders readers, through The BrosClub~CycleServices Motor Club & Insurance program.

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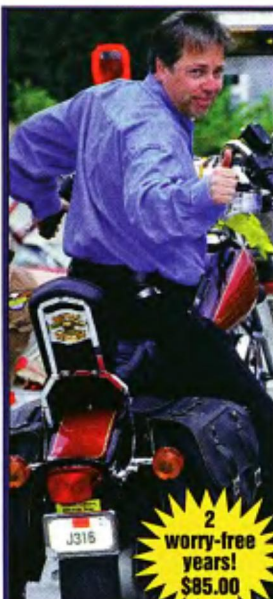
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Option #3 for insurance quotes

or visit us on the net at: www.brosclub.org



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 years!
\$85.00



ON-LINE INSTANT QUOTES are available 24 hrs a day and phone quotes are available 10am - 6pm Central Time, Monday through Saturday 800-547-2767 (option 3) BE SURE TO ASK YOUR LOCAL SHOP OR DEALER ABOUT MEMBERSHIP IN the Bros Club-CycleServices Motor Club. Program administered by United Agencies, Inc. CA License #0252636. Other state licenses available on request. Sorry, coverage is not available in HI, MA, NJ, or NC

Besides a slew of vendors offering everything from classic leathers, wild T-shirts and fake skulls, there was great food, plenty of frosty beer and you had the chance to sign up to win a big buck custom by Carolina Custom Products. Kudos to Bruce, John, Sandy and the entire crew. The Easyriders Bike Shows are what the lifestyle is all about.

—Dave Nichols



POMONA WINNERS LIST

Spectator Class

Antique/Old-School

- 1st Leonard Sims, Lake Forest, CA
2008 Rigid Evo
- 2nd Loren Minnis, Lake Elsinore, CA
2007 Shovel Chopper
- 3rd Kirk Dannenberg, Bloomington, CA
2005 Evo Bobber
- 4th Paul Sprenger, Orange, CA
1976 H-D FLH Shovel

Specialty Class

- 1st James Turner, Covina, CA
2006 Arlen Ness Sportster
- 2nd Dion Davis, Hemet, CA
2007 Bagger Chopper
- 3rd Billy Colombini, Garden Grove, CA
2004 Road King
- 4th Michael Nakama, Cucamonga, CA
2005 Special Construction

Modified Stock

- 1st Tommy Disario, Alta Loma, CA
2000 Road King
- 2nd Hogg Pitt Customs, Inglewood, CA
2003 Road King
- 3rd Road Dog Customs, Sante Fe Springs, CA
2004 Road Star
- 4th Pacita Fejeran, Santa Ana, CA
2002 H-D Sportster

Street Custom

- 1st Vic Garcia, Simi Valley
2007 Pro-Street
- 2nd Brian Beyer, Glendora, CA
WCC CFL
- 3rd Road Dog Customs, Sante Fe Springs, CA
1981 H-D Shovel
- 4th Chopper Dave, Hawaiian Gardens, CA
2007 X-Wedge Chop

Radical Custom

- 1st Rob Gonzalez, Claremont, CA
2007 BBC Venom
- 2nd Joe Zwack, La Habra, CA
2005 Chopper
- 3rd Jeff Chirino, Diamond Bar, CA
BBC Venom
- 4th Road Dog Customs, Sante Fe Springs, CA
2007 Chopper

Best of Show

- Gilbert Martus, Colton, CA
2003 H-D Springer
- Juan Salcedo, Corona, CA
2008 J.S. Customs Chopper
- Carlton McMiller, Lynwood, CA
2003 Road Kill Softail

Judged Class

Antique/Old-School

- 1st Jamie Notebloom, Hemet, CA
1971 Triumph
- 2nd Top Shelf Customs, Huntington Beach, CA
2007 Panhead
- 3rd Harry Scott, La Mirada, CA
2006 Shovel Bobber
- 4th Brian Breeland, Pomona, CA
2007 Outlaw Kustom Twin Cam



Photos: Kai R.

Specialty Class

- 1st Deano's Motorcycle Company, Las Vegas, NV
2008 Pan/Knuck
- 2nd Ray Ziglari, Alta Loma, CA
2004 VTX 1800
- 3rd Oscar Fragoso, Long Beach, CA
1950 Triumph Thunderbird
- 4th James Davidson, Colton, CA
2006 Trike

Modified Stock

- 1st Gary Hummel, Corona, CA
2007 Street Glide
- 2nd Hogg Pitt Customs, Inglewood, CA
2005 Road King
- 3rd American Cycle Works, Pico Rivera, CA
1998 Softail
- 4th Nick Diaz, Chula Vista, CA
2005 Road King

Street Custom

- 1st Top Shelf Customs, Huntington Beach, CA
2008 Shovelhead
- 2nd Robert Brunson, Canyon Lake, CA
2001 Evo Rigid
- 3rd Brian Breeland, Pomona, CA
2006 Outlaw Kustom Twin Cam
- 4th George Mirzolian, San Fernando, CA
2006 Sick Custom

Radical Custom

- 1st Bernt Karlsson, La Habra, CA
2005 TP Eng. Pro-Street
- 2nd Lucky 7 Motorsports, Rancho Cucamonga, CA
2007 L7PS
- 3rd Bruce Weibelt, Huntington Beach, CA
2007 BBC Sled
- 4th Lucky 7 Motorsports, Rancho Cucamonga, CA
2007 L7SB

Best Display

- Jason Hurlburt, Covina, CA
2005 WCC "Life's A Beach"

Editor's Choice

- Todd's Cycle, Huntington Beach, CA
Quick Draw Sportster

Best of Show

- Trevelen, Los Angeles, CA
SuperCo. Dick Allen Chopper
- Todd's Cycle, Huntington Beach, CA
Rigid Evo "Brasshole"
- Bob Carrillo, Pacoima, CA
1967 Shovel Bobber

Pro Class

- Troy Powell, Alley Rat Custom Cycles,
Las Vegas, NV; 2008 Jack Daniels Bike
- Jose Benitez, JB Customs, Wildomar, CA
2007 Special Construction
- Hirokyu Hirata, Custom Factory BB,
Los Angeles, CA; 1947 Knucklehead Racer



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Rumor had it for a while, that the Myrtle Beach Bike Week wasn't going to be anymore. Apparently, Rumor was wrong (that's what Rumor gets for listening to the wrong people). And so, against all odds and despite Rumor's efforts, the Myrtle Beach area will once again welcome (more or less) America's bikers into its midst.

From May 9 through May 18, South Carolina's sandy beaches, beer drenched pubs and sultry strip clubs will be overrun by

two-wheeled mavericks and their posses—or entourages, if they're really important. But no matter how important or unimportant you are in the scheme of things, there's plenty of fun to be had by all, and we're here to help you find that fun. And for your funning pleasure, we've enlisted the help of Thunder, a local biker, artist and cartoonist who knows his way around the beach and to the best hangouts.

—Tripper

Myrtle Beach Madness

THE ULTIMATE GUIDE TO MYRTLE BEACH BIKE WEEK

MAPS AND EVENT INFORMATION

As with most major rallies, having a map can be essential. Be sure to pick up your copy of the Bikers Pocket Guide at most locations throughout Myrtle Beach or download ahead of time at www.bikerspocketguide.com for times of events at various biker related places, along with area maps. For primo locations and the best large map of the Myrtle Beach area, you can pick up a free 11x17 map by Thunder in most bike shops and bars. Other maps and info available throughout the city.

DAILY ACTIVITIES

If Myrtle Beach is about anything, it's about playing golf. But there's a week each year when golf actually takes a back seat—a P-pad, if you will—and the area around Myrtle Beach pays homage to the American biker.

Well, actually it's the other way around, isn't it? The American biker pays the Myrtle Beach area lots of cash to let him have some fun and rebel. I mean, revel. But no matter what, there are a lot of places to rebel and revel, and we have the pleasure of being able to enlist a true "native guide" for some excellent partying advice. So, without further ado, here's Thunder's list of most excellent party places in and around Myrtle Beach:

BEST BIKER BARS

"There are way too many to list," Thunder says, "but here's a few on the must hit list."

Dog House South on Bus. 17 and 6th Ave. S. Party all the time here. Open early with big late night crowds. V.I.P. area and you never know who you'll see there. Large outside deck, beer tubs and plenty of bike parking.

Dog House North at 9814 N. Kings

Hwy. in the North Myrtle Beach area. Vendors, live music, outside decks and extreme motorcycle stunt shows. Next door is Secrets Cabaret with some fine dancers and some very comfortable surroundings.

Steel Horse Saloon on Hwy. 501 & 3rd Ave. S. Full time biker bar with great prices. Not as crowded as downtown with plenty of parking.

Iron Gate Saloon. Cool place with lots of vendors just south of the Harley-Davidson main shop on Bus. 17/Kings Hwy. Outside deck, bars and sometimes dancing girls on the bars.

It's Beer 30... need I say more? Local party place with live music and great prices in Surfside next door to Chrome & Gears motorcycle parts store just south of Jamin' Leather on Bus. 17.

The Sandy Monkey. Ya'll gotta see this laid back bar. Inside cool with great seating and large outside covered deck. On Bus. 17 in Garden City area.

Broken Spoke Saloon in Garden City on Bus. 17. Open twice a year for Bike Weeks. Everyone knows the Spoke. Now with paved parking. Party on!

McAdoos Beach Bar. About the only place in Myrtle where you can park by the beach and see the ocean while you drink. Music, booze & a great view! Ocean Blvd. and 3rd Ave. S. downtown.

Rat Hole just off Hwy. 707 Socastee Blvd. Little hard to find but worth the effort. Vendors, games, contest and motorcycle rodeo. Cold beer and mechanical rat to ride!

Beaver Bar... an all time local's favorite. Live music, vendors, great prices and

wet T-shirt contest each day. Open 9 a.m. until late night. \$2 bottle beer. Tons of motorcycle parking. Don't go home without your Beaver apparel and this is the place to get it! Located next to Suck Bang Blow in Murrells Inlet.

Suck Bang Blow Original. Too big to miss, with vendors, live music, hot bartenders everywhere inside and out, plus giant burnout pit in the back. Next to the Beaver Bar just inside of famous Murrells Inlet.

SBB 4 Corners on By-Pass 17 & Tournament Blvd. in the Murrells Inlet area. Major size bar with live music, vendors, burnouts and Maiko's famous Dyno. Can't miss this place!

Anvil Tavern in Murrells Inlet just south of Suck Bang Blow. Live music, large outside deck, great locals hangout. Biker owned and operated.

Surfside Patty's on the Garden City Connector just off By-Pass 17 in the Food Lion Center. Cool locals bar and plenty of parking. Another break from the large crowds.

Broadway at the Beach. Whatever you do, there's simply no riding by Broadway at the Beach. With more than 100 shops, 20 restaurants, 15 fun attractions, 10 nightclubs, and 3 hotels, it's sort of like a little town within another town, and you can get just about anything your motorcycling heart desires, from T-shirts to leathers, and from all kinds of parts to whole motorcycles. There's also an open-air stage set up right in front of the pyramid-shaped Hard Rock Café for music-filled evenings.

HB Spokes Saloon
The dynamic Teresi Dyno-Drags will be

there from May 14 through 18, so make sure you have your V-twin rocket tuned and ready to hit the stationary drag strip.

If you've never been to Myrtle Beach before, or even if you've been there many times, this is the perfect jumping-off place for exploring the local flora and fauna, and it's the perfect aperitif, so to speak, for when you're done feasting on the sights.

The HB Spokes Saloon is at 1111 Highway 9 E in North Myrtle Beach.

OTHER THINGS AND PLACES

People don't come to Myrtle Beach to sit still. They wanna ride! And that's pretty much the theme at Myrtle Beach: ride, ride, ride! There are plenty of roads, too, with lots of scenery and things to do. For a detailed map, either check out Sonny's Web site, www.myrtlebeachbikeweek.com or get yourself a map from one of the local gas stations when you get there.

If you are into shopping, vendors and watering holes alike are lined up along the thoroughfares and not so thoroughfares. If it's anything like past years, you'll also see folks like **Drag Specialties, Bourget's, Edelbrock, Crane Cams, Kerr Leathers, Merch Machines, Milwaukee Iron, Performance Machine, S&S, RC Components, White Brothers, Victory**, and many more.

Oh yeah, and **Harley-Davidson**. They even have a dealership there and you'll find a lot of happenings going on at that location, too. They're at 4710 South Kings Highway, and you can reach 'em at 843-369-5555 to see what they're up to.

There'll be tons of poker runs to go on, which automatically sets you up for a ride along the coast. "The Lone Star Steakhouse will be a sponsor this year," says Sonny, "and so is Medieval Times."

The Lone Star Steakhouse will have also a daily breakfast buffet. Four Hooter's will beckon you. The **Motorcycle Expo** is right at the Inlet Square Mall, next to Hooters in Murrells Inlet, and the **Carolina Motorcycle Tours & Lone Star Steakhouse & Saloon** in Murrells Inlet will once again sponsor poker runs on a daily basis from this location.

Medieval Times of Myrtle Beach is also a sponsor of several other events offered during Bike Week. Tours of the Castle at Myrtle Beach are part of the Poker Runs during Bike Week, organized by Carolina Motorcycle Tours. And there's what the locals call the

"Jolly Roger," sort of a Columbus-type, full sailing ship, which takes people out along the coastline for about an hour and a half.

For more info on the poker runs, guided tours, the Jolly Roger or any other jocularities going on during the Myrtle Beach Bike Week, again, give Sonny Productions a call at 336-643-1367, or surf on over to www.myrtlebeachbikeweek.com.

OTHER IMPORTANT STUFF

Rally Information

Myrtle Beach Chamber of Commerce
800-356-3016
843-626-7444

Myrtle Beach Harley-Davidson
4710 Kings Hwy. Business 17
Myrtle Beach
843-651-5555

Durham Harley-Davidson
819 N. Miami Blvd.
919-682-6695

Sonny Productions
336-643-1367
Check their Web site,
www.myrtlebeachbikeweek.com, for
updated info before you head into the
Carolinas. You'll be grateful you did.

Rally Headquarters
Myrtle Beach Convention Center
Oak St. at 21st Ave. Open to the public
10 a.m. - 5 p.m. Free admission.
There will be demo rides for all you
guys and gals who wanna check out
Harley's and Buell's new line of miracle
machines. Plus, there'll be plenty of
vendors at your service.

House of Blues
4640 Highway 17 South
843-272-3000
There'll be something happening every
night during rally week. All day and well
into the evening, you'll hear lots of
music on two stages, some of it even for
free, and if you're hungry, they'll feed
you lots of southern-inspired dishes.
Can't beat that! Call 'em for more info.

Murrell's Inlet
That's a quaint little town about eight
miles south of Myrtle Beach, and its
claim to fame is a ride-through bar
called Suck, Bang & Blow! Yes, you can
ride your hog up to the barkeep, and
while orderin' a coldie, compete in the
burnout contests goin' on around
the clock.

BUILD IT FIX IT RIDE IT



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GIRLIE CLUBS

If all this revvin' of motors and smokin' of pipes is getting to your sensitive head, step into the coolness of one of the many fine Gentlemen Lounges, where some of the finest lasses of the South will be there for your viewing pleasure. Don't forget your dollar bills, and belly on up to the stage. Don't worry, they don't bite, unless you want them to. But that's gonna cost you extra.

Crazy Horse

3102 Highway 17 South
843-272-4009

There's a daily bikini contest happening, with the finals on Saturday, so you know that's gonna be hot! And of course, there'll be plenty of vendors and lots of good tunes.

Dangerous Curves

716 Seaboard St.
843-448-4098

Derriere's Gentlemen's Club

804 Seaboard St.
843-946-6615

Pink Pony

2851 Highway 17 S.
843-357-2299

Show House

2554 Highway 501
843-626-0192

The Dollhouse

9719 North Kings Hwy.
843-449-3655

The Gentlemen's Club

4707 Hwy. 17, Bypass S
843-293-2028

REGULAR NIGHTCLUBS

Like any establishment in the area, these clubs will be packed, too, during Bike Week. That's not a bad thing, though, because when you're standing there like a sardine in a tin can, is it your fault that your groin just happens to be pressed against some flatbelly's luscious assets?

Crocodile Rocks

843-444-2096

Daddy D'zz

843-626-9092

Fat Tuesday

843-444-3255

Froggy Bottomz

Jazz & Blues
843-444-3500

Revolutions Retro

Dance Club
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Secrets Cabaret

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843-497-6600

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843-444-0006

Gilley's Texas Cafe

843-448-3378

Hard Rock Cafe

843-946-0007

Joe's Crab Shack

843-626-4490

Johnny Rockets

843-448-8575

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Landrey's Seafood House

843-444-1010

Liberty

Steakhouse & Brew Pub
843-626-4677

NASCAR Cafe

843-946-7223

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843-448-7427

Tripp's

843-626-6455

The Dog House Bar and

Grill North
843-692-9663

HOTELS, MOTELS & CONDOS

Our Tip of the Month: book early or sleep in the bushes.

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Myrtle Beach, SC 29577
843-444-0346

Beach Cove Resort

4800 S. Ocean Blvd.
North Myrtle Beach,
SC 29582
800-369-7043

Beachcomber Inn & Suites

1705 South ocean Blvd
Myrtle Beach, SC 29577
800-262-2113

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Myrtle Beach, SC 29578
888-627-3767

Cabana Shores Hotel

5701 North Ocean Blvd
Myrtle Beach, SC 29577
800-277-7562

Charleston House

2105 South Ocean Blvd
Myrtle Beach, SC 29577
800-443-7050

Cherry Grove Beach Houses

513 C. Sea Mountain Hwy
N. Myrtle Beach, SC 29582
800-418-9279

Condotels South Beach & Bike Vacations

Oceanfront & Fairway
Condo Rentals
600 Garden City Connector
Surfside & Garden City
Beach, SC 29576
877-777-0846

Courtyard Myrtle Beach

Barefoot Landing, Hwy. 17,
1000 Commons Blvd.
Myrtle Beach, SC 29572
843-361-1730
877-502-4653

Crown Reef Resort

2913 South Ocean Boulevard
Myrtle Beach, SC 29577
877-435-9125

Elliott Beach Rentals

401 Sea Mountain Hwy
North Myrtle Beach,
SC 29582
843-249-1406

Grande Shores Ocean Resort

201 77th Ave N.
Myrtle Beach, SC 29572
843-692-2397

Holiday Inn West On the Waterway

101 Outlet Blvd
Myrtle Beach, SC 29579
800-847-2707

Holiday Sands South

2411 South Ocean Blvd.
Myrtle Beach, SC 29577
800-448-4439

Landmark Resort

1501 South Ocean Blvd
Myrtle Beach, SC 29577
800-845-0658

Meridian Plaza

2310 North Ocean Boulevard
Myrtle Beach, SC 29578
800-323-3011

Myrtle Beach Holiday Inn Express

9551 Hwy 17
North Myrtle Beach, SC 29572
877-553-5859

Ocean Plaza

1005 South Ocean Blvd
Myrtle Beach, SC 29577
800-322-2166
843-448-7191

Plantation Resort

1250 US Highway 17 N.
Surfside Beach, SC 29575
843-913-5000
800-845-5039

Polynesian Resort

1001 South Ocean Blvd
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Quality Inn & Suites

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803-547-2615

The Viking Hotel
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843-448-4355

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Illinois Freedom Run

War... It's always a touchy political and societal subject. Regardless of what anyone's opinions may be, the fact of the matter is that we currently have soldiers overseas putting their lives on the line every day.

Throughout our country's history, one thing is certain: win or lose, we as American citizens need to support our troops and their families. The Vietnam conflict made this lesson very clear. Although many folks oppose today's conflicts, the phrase "Support Our Troops" is still seen and spoken all across this great land.

Support for our troops was expressed with something as small as a red, white, and blue pin on a biker's tattered leathers or as obvious as "Old Glory" alongside the Illinois River in the small northern Illinois town of Marseilles. While most people are familiar with the Vietnam

War and the World War II Memorial in D.C., unbeknownst to most, the Middle East Conflicts Wall has been standing in Marseilles for over four years. The wall lists names of all service members killed in Mid-East conflicts since 1980, including Operation Desert One, The Lebanon barracks bombing, Operation Desert Shield/Storm, the USS Cole attack, and the current wars in Afghanistan and Iraq.

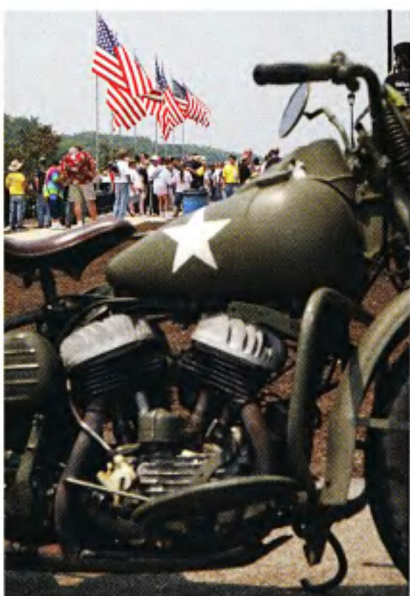
Co-founders Tony Cutrano and Jerry Cooch conceived the idea of the wall after hosting the first Illinois Freedom Run in 2003. With a distaste for war protest, Tony felt the need to organize a motorcycle run to show support for our troops, so the first run was put together with high hopes of attracting at least 500 bikes into the town of St. Anne, Illinois. Word got around quickly and with the numbers ranging in the area of 7,000



bikes that day, it was obvious that patriotism was strong, and the thunderous roar of motorcycles let it be known.

After the overwhelming show of support, Tony and Jerry wondered what they could do to top this, and that's when the idea of a memorial surfaced. The two moved forward with the idea full steam ahead and in just one year's time, their idea became a reality. Numerous volunteers assisted with the design and construction of the memorial, and Illinois Valley Cellular donated the land rights on the river. Unlike the Vietnam Wall, the Mid-East Conflicts Wall is separated into 6-foot-tall panels that are placed next to each other at a slight inward arch. The Wall started with five panels, expanded to seven, and the eighth and ninth panels were unveiled at this past year's Freedom Run.

In 2004, when the wall was first seen, the Freedom Run had grown to 11,000 participants. The ride started off at the crack of dawn with bikes lined up at the



Chicagoland Speedway in Joliet. A small donation of \$10 was asked of each rider, which helps maintain the Memorial and enables names to be added to the panels every Memorial Day and Labor Day. The Freedom Run organization has also donated money to Illinois veterans homes and hospitals, as well as to family members of fallen soldiers. In the three years since the unveiling, the numbers of participants has grown to about 53,000.

For the 2007 Freedom Run held on June 16, bikes started rolling at 10 a.m. sharp and made the 50-mile ride west down I-80 to Marseilles, where bikers were rolling into town for nearly two hours. Six hundred and seventy volunteers, along with the USO, did their part to counter the 90 something degree heat by handing out free bottled water to the crowds. The wall was closed off so relatives of the soldiers whose names had been most recently added could view the wall and the two newest panels were unveiled. Meanwhile, the Pledge of Allegiance was recited, the National Anthem was sung, Taps was played, there was a 21-gun salute, and Amazing Grace was sung before every one of the 1,050 newly-added names was read aloud. The wall was then opened to the families of our fallen heroes.

Like other war memorials, pictures, letters, dog tags, combat boots, and numerous other memories are left at the wall by loved ones. Images of those visiting other memorials often show older veterans, many times fellow bikers, overcome by the moment. This is similar at the Mid-East Wall, except that the visiting fellow veterans are often barely old enough to vote, and usually not even old enough to drink. This memorial is the only one in our nation to honor fallen soldiers of a current conflict. It took over 20 years to erect the Vietnam Wall and over 60 years to complete the WWII memorial. Therefore, the age difference for veterans of this newest generation is very evident, but their emotions remain the same. Seeing these young veterans struggling with their emotions is evidence of their pain and should remind all of us to support these young men and women. As Tony Cutrano said, "It's every American's obligation to ensure that every veteran and their families are not forgotten." Truer words have never been spoken.

The Illinois Freedom Rally is always held on the 3rd Saturday in June. For more information on the event, or to make a donation, visit the Web site at www.illfreedomrun.org. —Natanic

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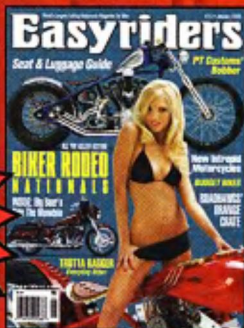
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PAUL YAFFE: SWITCH-OUT ARTIST Sheet Metal Trade Out

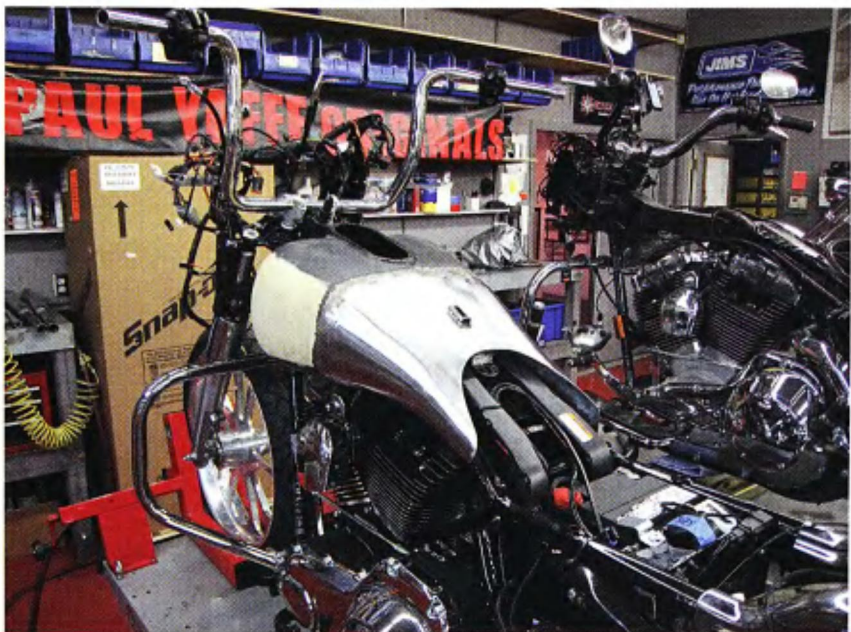
It's a fact of our lifestyle: Long hauls mean ya need more space to carry your crap. Which, in turn, means you're gonna need either a full dresser or some type of bagger to get all your stuff to your final destination. However, most of these baggers look exactly alike and, unless you're one of the select few "in the know," dressing up a bagger is not always that easy. Not all the cool parts fit on baggers, relocating the bags is a bitch, and getting the lighting down... don't even get me started. Fear not, help has arrived.

Lately, more and more companies such as CCI and Drag Specialties have been offering parts and accessories for your bagger; however, none are as cool as Paul Yaffe Originals Bagger Nation. Having recently purchased a Road Glide from San Diego Harley-Davidson, I went on the prowl for cool parts and accessories. Most of the bling I'll throw on will be provided by Harley and we'll showcase that in a future article. The things that I wanted to be different from everything else I've seen were the tank and fenders. So, with PYO's launch of Bagger Nation, I was on the hunt.

"Having dressed-up a few baggers, I saw a real need for cool custom parts and a way for people to trade out their old stuff for new stuff. That's why I started our Tank Exchange Program," says Paul. A quick trip to the Web site was enough to sell me on the idea. "It's simple. Just fill out a work order request and send us your parts. We'll hand-stretch your tank, fit one of our totally cool low profile dashes, add our trick little pop-up gas cap, nickel plate the tank, perform all needed bodywork and primer and then ship it right back to you ready for paint."

So, that's exactly what I did. The process took about four weeks from start to finish. Paul keeps the bodies of Harley's dressers and Glides in-house to make sure your sheet metal fits after they stretch it. I also sent my seat in and had them shave it down and fit it to the new tank. The rear fender also received the Bagger Nation treatment. But what about all that lighting in the rear? PYO has taken care of that, too.

"One of the most crucial steps in





cleaning up the lines of a bagger is ridding the bike of stock lights, plate holders, turn signals and all that clutter," Paul says. "A great way to accomplish this is to shave, pinch and drop the front fender and shave and relocate the lights on the rear fender. Whether you're running a 16-, 18- or a 21-inch wheel conversion, the front fender looks a million times better when it's slammed like a '40s fat fendered street rod. And, nothing looks cooler than a smooth rear fender with the lights frenched into the saddlebags." Turn around time is usually a couple of weeks and PYO also has their Bag Light kits to complete that smooth, stretched hot rod look. I went with Paul's newest lights for the rear bags.

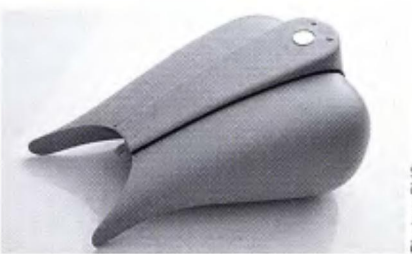
So what's it cost, right? Considering what you get for the money, it's a great deal. The tank stretch starts at \$899. If you want the entire Bagger Nation set-up (and why wouldn't you), you're looking at approximately \$1,599. The fenders run you \$250 each and there are a couple of different seat options that run you anywhere from \$175 to \$475.

At Bagger Nation everything from bodywork to exhaust is taken care of. I settled on just the bodywork and some lighting. Check back to see how it all



turned out in a future issue. For now, look at these pics, then head over to the Bagger Nation Web site and start customizing your bagger. —Oil Can

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Mo Street

Another Sickasso One-off Wonder

Every bike that Tako rolls out of Sickasso Cycles is completely different from the one before it and won't even remotely resemble the next. That's just the way things are with this builder and that's definitely the case here with Mo Vaughn's "Mo Street" machine. It's a one-of-a-kind custom built for a one-of-a-kind Red Sox slugger. And, it started with a sidewalk conversation.

"We were photographing another bike I'd just finished," Tako says. "While we were down there in South Beach doing the photo shoot, this guy walks by and we started talking bikes. A friend of his, he said, was really into customs and would dig something like what we had there that day. He asked if he could bring his friend by the shop so I gave him my number." Sure enough, the very next day that guy called and said he and his buddy were on their way. Turns out that South Beach acquaintance was Mo



Vaughn's personal trainer and Mo Vaughn, that Red Sox slugger for more than a decade, was the guy interested in a new bike.

Tako's a one-man show now. He builds his bikes out of a new shop set up a right next to his new Florida house. "It's great," he says. "I no longer have to worry about the quality of anyone else's work. I'm doing it all." Tako's built custom cars since he was a kid, custom bikes for almost a decade now, and once he and Mo got talking about this latest project one thing became clear: Mo Vaughn wanted his bike low and he wanted it long. He got both. This one stretches the tape to 13-feet, 2 inches, tip to tip.

He started with a frame put together up at Brighton Chassis in Boynton Beach. "They let me take my frame





designs up to their shop and set up on their tables. I let them bend the tubes to my specs and weld it all up." Tako took off from there. "I think my real creativity," he says, "is in the sheet metal and the overall design of the bikes, making sure that every one's completely different than the one before it."

"As radical as Mo's bike looks, it's really pretty comfortable to ride," Tako told us. That was another goal. "I didn't go crazy with the motor; I made the bike very rideable and completely functional." So this isn't just a looker that's a nightmare to sit on and try to hustle down the road. "I wanted to make it as cool as possible but still keep it real, make it a usable motorcycle." That he did.

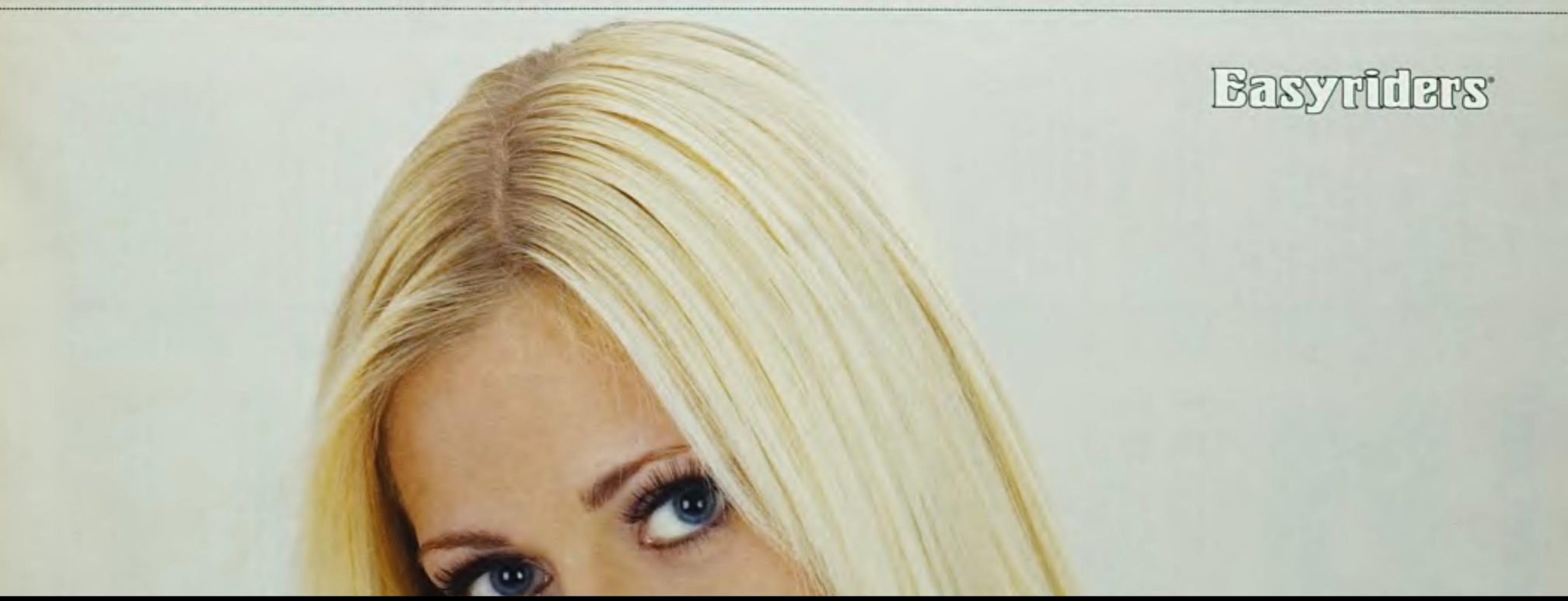
Tako doesn't just envision all this sculpted metal and then work it into shape; he also paints his creations. He put on this PPG Candy Orange, with Sonny DePalma following up with the air-brushed graphics. As this is written, Mo Vaughn hasn't even taken delivery. This bike is brand-new; it hasn't even been to a show. Mo's seen it, of course, lots of times, during construction. And who knows, now that it's done maybe someone else will, and that'll lead to another conversation and another one-off build at Sickasso Cycles. "Always seems to work that way," Tako says.

—Joe Kress

MARVELOUS MELYNDA

Our *Easyriders* centerfold girl this month is mouth-watering Melynda of the perfect hooters. I mean, sheesh, check 'em out. Whether they are fresh from God's orchard or created by some skilled surgeon, either way, who wouldn't spend a fortnight suckling at those luscious melons. Plus mighty Mel is a working rocket scientist. Okay, I made that last part up.







passin' gas

The captain called the sergeant in. "Sarge, I just got a telegram that Private Jones' mother died yesterday. Better go tell him and send him in to see me."

So the sergeant calls for his morning formation and lines up all the troops. "Listen up, men," says the sergeant. "Johnson, report to the mess hall for K.P.; Smith, report to Personnel to sign some papers. The rest of you men report to the Motor Pool for maintenance. Oh, by the way Jones, your mother died, report to the C.O."

Later that day the captain called the sergeant into his office. "Hey, Sarge, that was a pretty cold way to inform Jones his mother died. Couldn't you be a bit more tactful next time?"

"Yes, sir," answered the sergeant.

A few months later, the captain called the sergeant in again with, "Sarge, I just got a telegram that Private McGrath's mother died. You'd better go tell him and send him in to see me. This time be more tactful."

So the sergeant calls for his morning formation. "Okay, men, fall in and listen up. Everyone with a mother, take two steps forward." "Not so fast, McGrath!"

Rocky Meyerson
West Palm Beach, Florida

A plane is on its way to Houston when a blonde in economy class gets up and moves to the first class section and sits down. The flight attendant watches her do this and asks to see her ticket. She then tells the blonde that she paid for economy class and that she will have to sit in the back.

The blonde replies, "I'm blonde, I'm beautiful, I'm going to Houston. And I'm staying right here."

The flight attendant goes into the cockpit and tells the pilot and the co-pilot that there's a blonde sitting in first class who belongs in economy and that she won't move back to her seat.

The co-pilot goes back to the blonde and tries to explain that because she only paid for economy, she will have to leave and return to her seat.

The blonde replies, "I'm blonde, I'm beautiful, I'm going to Houston, and I'm staying right here."

The co-pilot tells the pilot that he probably should have the police waiting when they land to arrest this blonde woman who won't listen to reason.

The pilot says, "You say she's blonde? I'll handle this. I'm married to a blonde. I speak blonde."



"I can't get it up because you're wearing imitation leather."



He goes back to the blonde and whispers in her ear, and she says, "Oh, I'm sorry," gets up and goes back to her seat in economy.

The flight attendant and co-pilot are amazed and asked him what he said to make her move without any fuss.

"I told her first class isn't going to Houston."

Frank Szynal
Millville, New Jersey

A city slicker pulled into a one-street town in the middle of Wyoming. The place seemed deserted, apart from an old timer sitting on a rocking chair at the front of the general store.

"What do you folks do around here?" asked the city slicker.

The old timer replied slowly, "We don't do nothin' but hunt 'n' fuck."

"What do you hunt?"

"Somethin' to fuck."

Greg Cook
National City, California

A doctor was explaining to the blonde how nature compensates for certain physical disabilities. "For example," he said, "If a woman is blind, she develops a keen sense of hearing and touch. If she completely deaf, she develops other senses."

"Yeah, I know just what you mean," replied the blonde. "I've noticed that if someone has one short leg, then the other one is always a bit longer."

David A. Chance
Ogden, Utah

Ol' Lugwrench is in the pharmacy rummaging through the condom section when the pharmacist a little timidly approaches and asks, "Sir, is there something I can help you find there?"

Lugwrench gruffly replies, "Yeah, I'm looking for some rubbers what has that there insecticide in 'em!"

The little pharmacist, trying not to laugh, says, "Sir, I think you mean spermicide, not insecticide."

Ol' Lugwrench growls back with, "No, gawd dammit! I mean insecticide! My ol' Lady's got a bug up her ass and I'm going in after it!"

Doyle Debra Petrey
Somewhere

Two prospects were drinking in a bar at night. "I like your black leather jacket, leather pants and boots," one remarked.

"Thanks," the other replied. "It was a surprise present from my ol' lady. I came

home early last night and found them all on the bedroom chair."

Burt Whitcomb
Palmdale, California

Optimistic biker: One who thinks a housefly is looking for a way out.

Another optimistic biker: A bro who takes his date to a restaurant without a dime and figures on payin' for the meal with the pearl he's sure to find in the oyster.

David Chance
Ogden, Utah

Why don't women's vaginas fall off? Because the vacuum in their brains creates a natural suction.

Greg Cook
National City, California

The government announced today that its new emblem is going to be a condom since it more clearly represents what the government does. A condom stands up to inflation, halts production, destroys the next generation, protects a bunch of pricks, and gives you a sense of security while it's screwing you.

Greg Cook
National City, California

Maddog told his ol' lady, "I like kinky sex. How about I cum in your ear?"

"No," said his old lady, "I might go deaf."

Maddog replied, "I've been cumming in your mouth for 10 years and you're still talking."

Rebecca Stacey
Bakersfield, California

A bro calls home to his wife and says, "Honey, I've been asked to go fishing at a big lake up in Canada with my boss and several of his friends. We'll be gone for a week. This is a good opportunity for me to get that promotion I've been wanting. Would you please pack me enough clothes for a week and set out my rod and tackle box? We're leaving from the office, and I'll swing by the house to pick up my things. Oh, please pack my new silk pajamas."

The wife thinks this sounds a little fishy but, being a good wife, she does exactly what her husband asked.

The following weekend he comes home a little tired but otherwise looking good.

The wife welcomes him home and asks if he caught many fish. He says, "Yes! Lots of walleye, some bass, and a few pike. But why didn't you pack my new blue silk pajamas like I asked you to do?"

"I did, they're in your tackle box."

Greg Cook
National City, California

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

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Owner: Mo Vaughn

City: NYC

GENERAL

Designer: Sickasso Cycle Creations

Year/make: 2007 Sickasso

Model: Mo-Street

Assembly: Sickasso

Time: seemed endless

Chroming: VMA

ENGINE

Year and make: 2007 TP Engineering

Displacement: 124 cubic inches

Ignition: Crane

Cam: TP Engineering

Carb: Mikuni

Air cleaner: Sickasso Cycle Creations

Pipes: Martin Bros.

TRANSMISSION

Year/make: 2006 Baker

Shifting: 6-speed

PAINTING

Painter: Sickasso Cycle Creations

Color: Candy Orange

Type: PPG

FRAME

Year/make: 2006 Sickasso Cycle Creations

Type: rigid

Rake: 52 degrees



Stretch: 24 inches overall

ACCESSORIES

Handlebars: Sickasso Cycle Creations

Handlebar controls: Ness

Fenders: Sickasso Cycle Creations

Headlight: custom

Taillight: custom

Pegs: Accutronix

Foot controls: Accutronix

Gas tank: Sickasso Cycle Creations

Seat: Hi-Tech

Grips: Thunder

FRONT END

Type: wide, 10 inches over

Builder: American Suspension

WHEELS

Make: Xtreme Machine

Size: 21-inch front, 18-inch rear

Tires: Avon, 300 rear

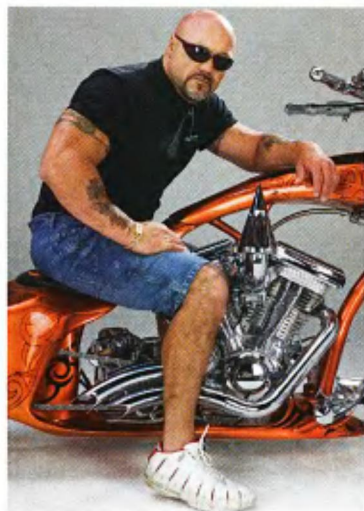
Brakes: Eurocomponents

Photos: Don Rogers

Contact: Sickasso Cycles;

954-868-8617;

www.sickassocycles.com





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"I figured that would be a bigger draw than 'Garage Sale.'"

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The Best Trailers...



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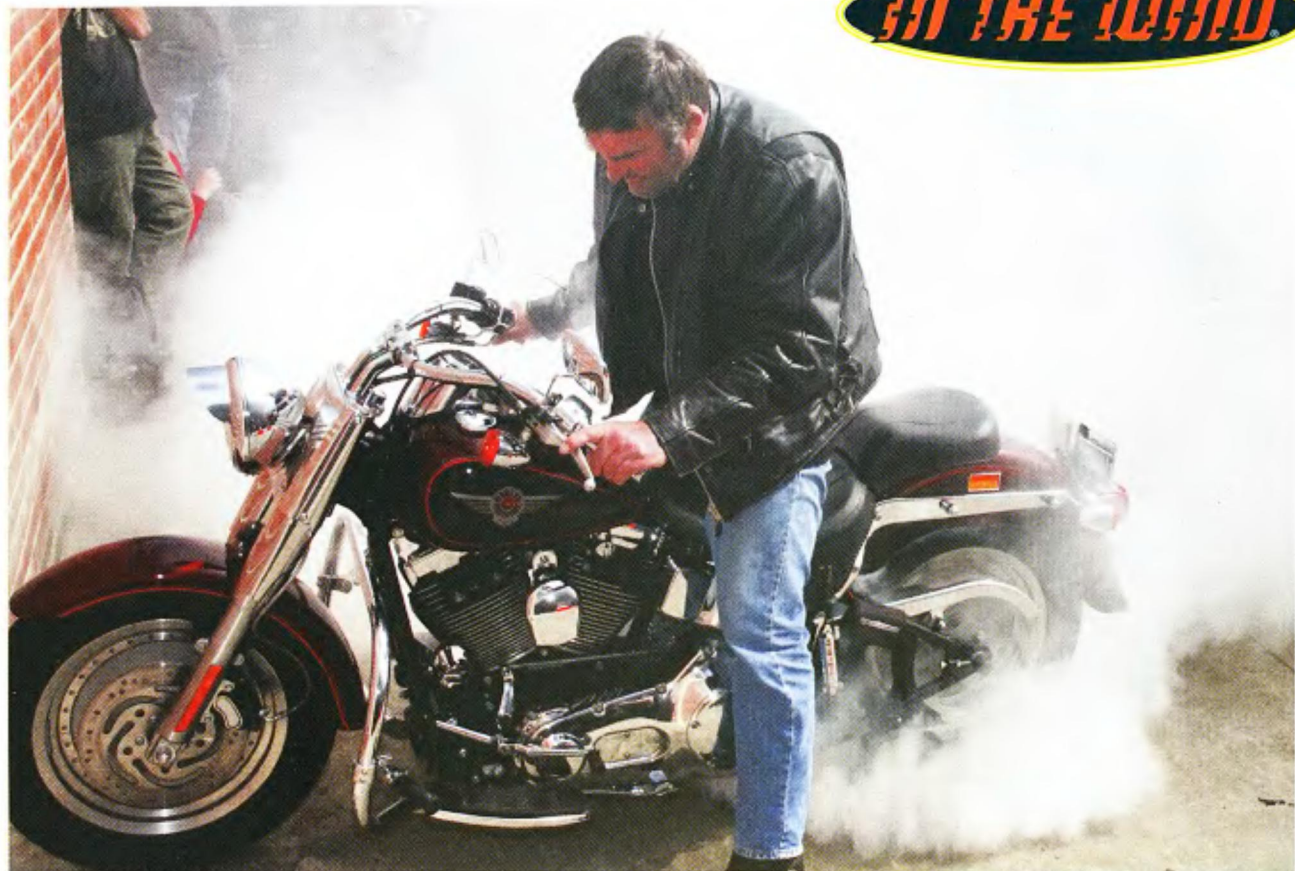
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"Funny, it didn't do this at the dealership."

—Brian Winter, Rangiora, New Zealand



Flashing the light of freedom for the guys who fought for her right to pursue it.

—Walt Nutter, Boyce, La.

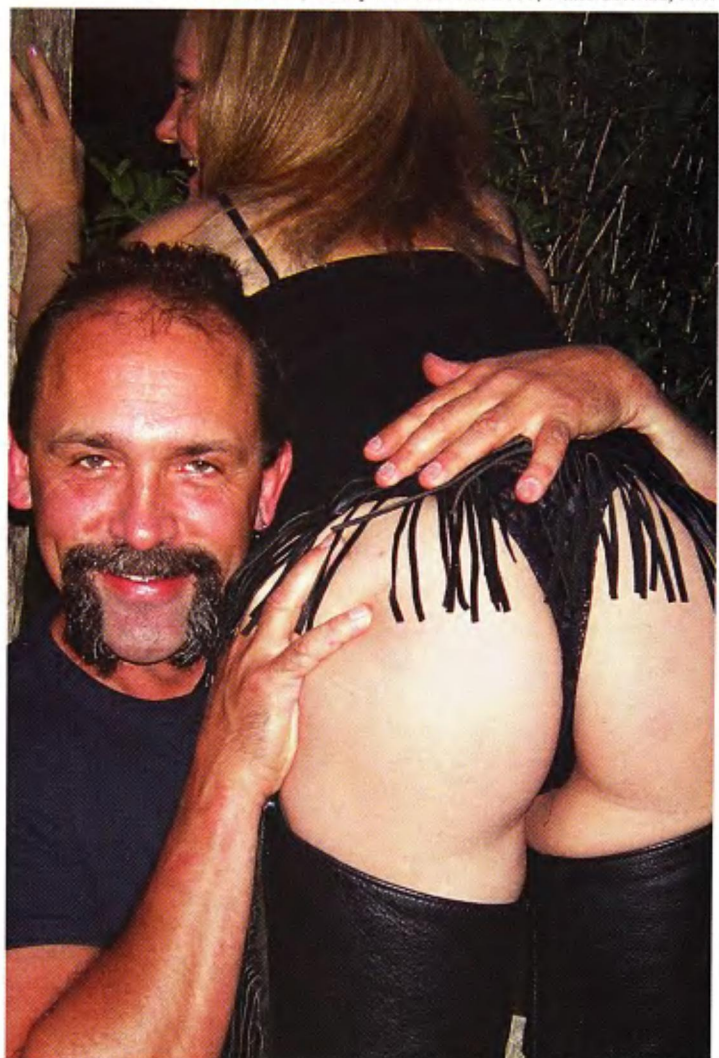


It's all about the brotherhood.

—Scott Southwick, Harley Rendezvous 2007, Pattersonville, N.Y.

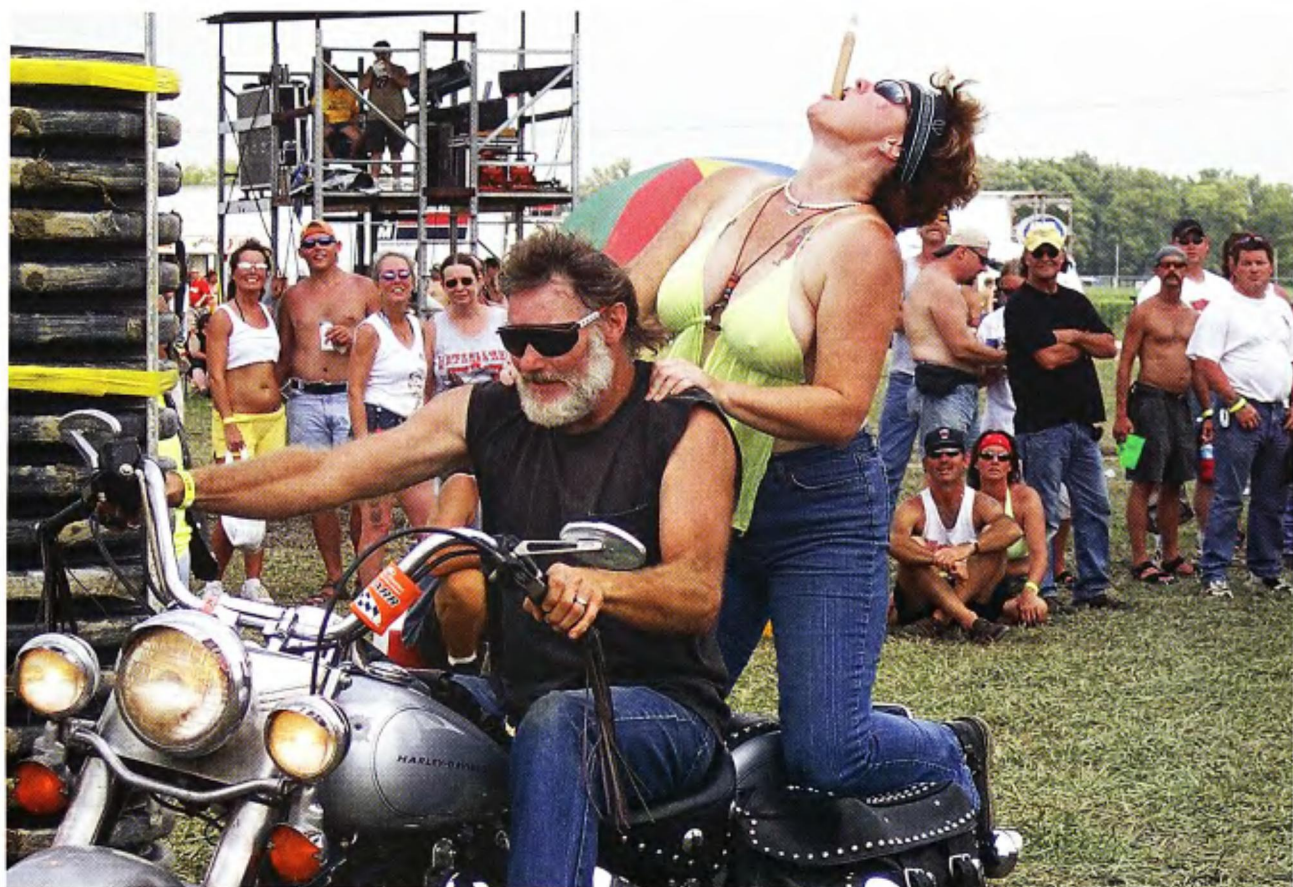


Scooter trash shower. —The Beadman, ABATE of Pa.



That's USDA prime!

—Greg Helton, Lenoir, N.C.



"I wish they used Grey Poupon on the wienie bite at the ABATE of Ind. Boogie party."

—Alma Humphrey, Edon, Ohio

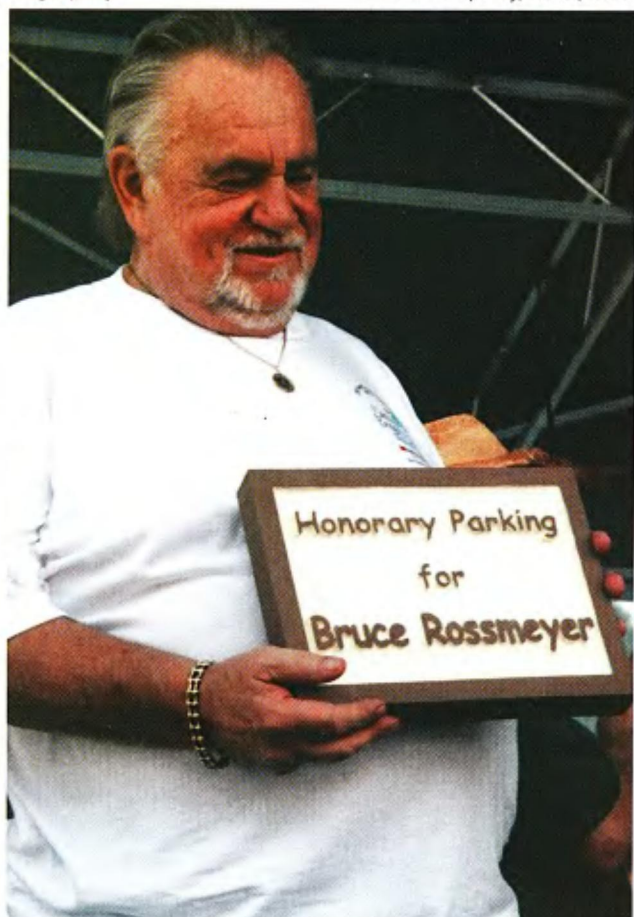


Four MILFs for every biker.

—Mark Sherman, Hanford, Calif.



Newlyweds... '82, Ft. Huachuca, Ariz. —Pete Adamski, Hampton, N.J.



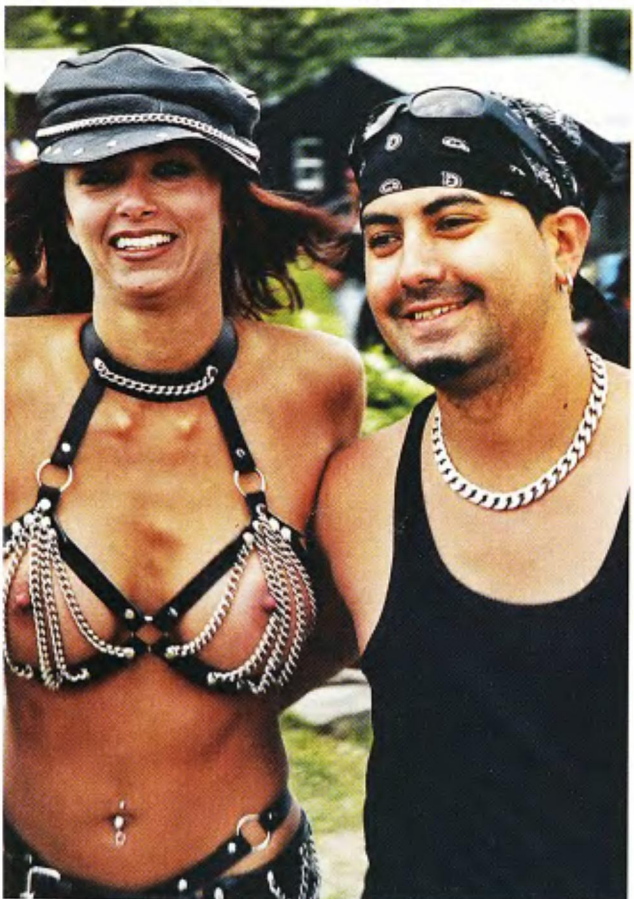
Preferred parking at McDonald's. —Rick Koury, Biketoberfest 2007



She's got a five-ply poly belt pal. —Mark Sherman, Madera, Calif.



Ma'am, you left your headlights on. —Ken Morse, Sturgis 2007



Heavy metal melons. —Adam Lempel, Harley Rendezvous



Just before he was launched. —Katmandu, Eustis, Fla.



She's not there for the gas...or grass. —Katmandu, South Fla.



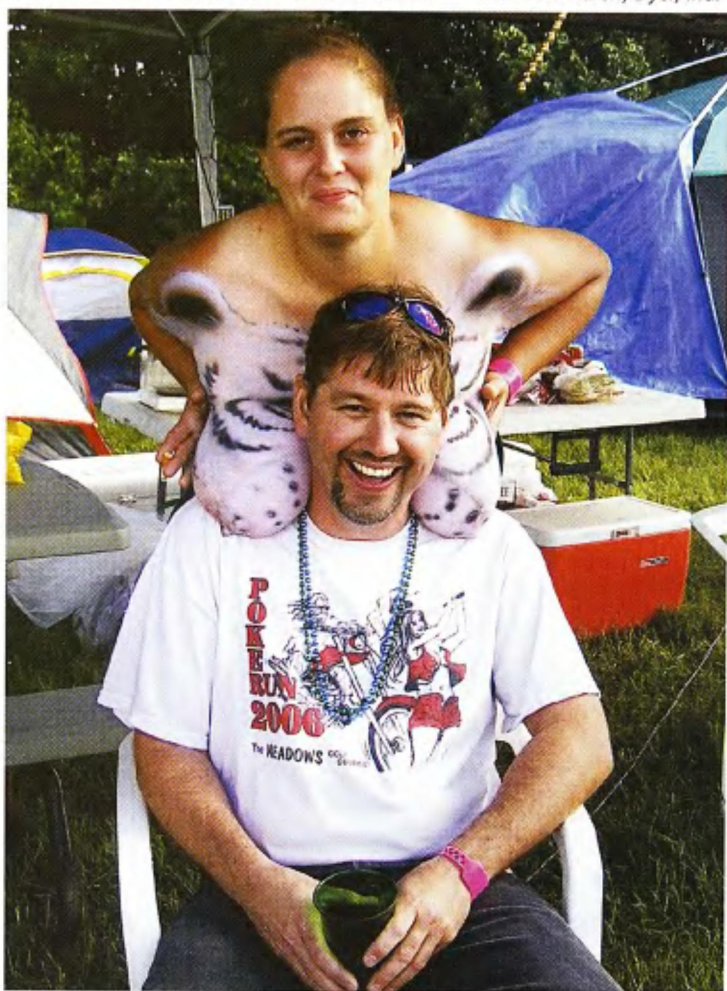
Steph smiles over Billy on Sylvie's butt. —Adam Lempel, Laconia, N.H.



Boobs, beer and...sunburn. Ouch! —Mike and Karen, Dyer, Ind.



Hardbelly hootennanny! —Scooby, ABATE of Ind. Boogie



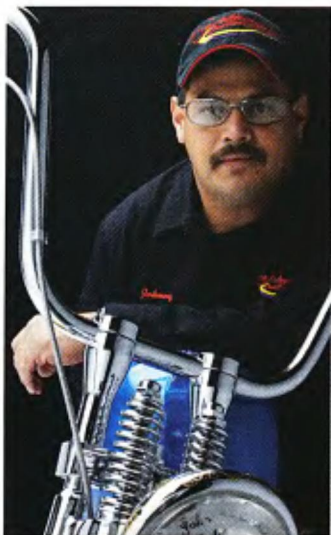
Pendulous meat pelts.

—Scott Southwick, Harley Rendezvous

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.





Johnny Gil says that his father, a certified welder, taught him everything he knows about welding—starting from back when he was a little kid. To this day, he still describes his dad as his best friend. They used to work on old cars when he was growing up and this education is what steered him in the mechanical direction from an early age.

Johnny was pondering his options for building a new bike for the Easyriders Bike Show in Dallas, and a well-worn '73 shovel motor he had on the shelf reached out to him like a beacon. After disassembly revealed no internal damage...and a set of S&S stroker flywheels, a rebuild was soon in progress. After shaving the lower fins on the cylinders, he sent them out with the cases and heads for powdercoating. He reassembled the lower end and rebuilt the heads in-house after being fitted with a shiny new set of S&S rocker boxes.

The new rigid frame was ordered from Santee. Upon delivery, Johnny decided it needed a little help to improve its plain Jane lines. The rake and stretch were perfect for a bobber project, but to add interest, he applied the Sawzall treatment to sections

Bella Vieja

Johnny's Beautiful Old Woman



of the frame and replaced sections of tube with turned stock in the cross member and the rear section to give them touch of style.

A DNA springer was shortened 4 inches and the front legs were replaced with new turned legs to match the work done to the frame. The 21-inch front wheel is also from DNA, fitted with an Avon thin whitewall tire. Turning to the rear, he went with the Avon Gangster wide whitewall on a DNA rim mated to

an Exile sprocket brake to provide the bike's sole stopping power.

Johnny drew his inspiration for the bike from its early '70s heritage. The "Class of 73" on the oil tank refers to the 1973 Harley-Davidson engine used to build this custom bike and is a tribute to the shovelhead motor and to the era. In those days, heavy metal-flake paintjobs, gold leaf and engraving were all the rage. Johnny has been applying custom paintjobs to his sleds for 14 or 15 years,

and had that end amply covered. He enlisted the artistry of Edgar Solis of EDS Graphix to apply the Von Dutch inspired pinstriping, airbrush graphics and variegated gold leaf lettering.

For the '70s inspired engraving, he turned to a well-respected engraver in the Dallas, Texas, area, Gilbert Cortez. Gilbert is well known for his work on lowrider cars. The seat pan was made in the shop and covered with carved cowhide by Duane Ballard from his shop



up in New Ipswich, New Hampshire.

Johnny has a longstanding tradition; he names all of his bikes with affectionate terms for women. He has named them Roxi, La Ruca, Bettie and others. This bike he calls "Bella Vieja," Spanish for "beautiful old woman," which is what a Spanish-speaking gentleman might call his wife and sweetheart of many years. A very fitting name for a gracious old lady brought back to life.

—Kit Maira



Owner: Johnny Gil
City: McAllen, Texas

GENERAL

Fabrication: Johnny's Custom Shop
Year/make: 1973 special construction
Model: shovelhead
Assembly: Johnny Gil
Time: What is time?
Chroming: Show and Go

ENGINE

Year: 1973
Builder: Johnny's Custom Shop
Displacement: 88 cubic inches
Cam: Sifton
Carb: S&S
Ignition: Dyna
Pipes: Johnny's Custom Shop

TRANSMISSION

Make: Baker
Year: 2005
Shifting: hand
Special Features: hand made linkage and controls

PAINTING

Molding: Johnny Gil
Painter: Johnny Gil
Color: Kandy Blue
Type: House of Kolor
Special paint: Edgar Solis

FRAME

Maker: Santee/
Johnny's Custom Shop
Type: rigid

Rake: 32 degrees
Stretch: none

ACCESSORIES

Handlebars: 12-inch apes
Risers: 4-inch
Handlebar controls: none
Fender: V-Twin Mfg.
Headlight: 5 3/4-inch
Taillight: V-Twin Mfg.
Pegs: Johnny's Custom Shop
Electrics: Johnny's Custom Shop
Foot controls: Johnny's Custom Shop
Gas tank: Johnny's Custom Shop
Oil tank: Accessories Unlimited
Oil system: Johnny's Custom Shop
Seat: Duane Ballard
Mirrors: none
Grips: Duane Ballard

FRONT END

Type: springer
Extension: 4 1/2 inches
Builder: Johnny Gil

WHEELS

Size: 21-inch front, 16-inch rear
Hub: Johnny Gil
Tires: Avon
Brakes: Exile
Photos: Michael Lichter
Contact: Johnny's Custom Shop;
956-687-4256;
www.johnnyscustomshop.com





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Meet November's Winner

Your November winner, little Jenny Jen-Jen here, sports some quality measurements! At 34-31-39, this little house mouse has an ass we can really get behind. And, with Jen wearing those hot little booty shorts and heels, it's no wonder that our Rocky Mountain photog, Curt Lout, sent us so many pics of her...from behind! It's OK, I hear Sean Yontz, the owner of the cool little chopper she "danced" on, was just as happy. In her spare time, given the shots she sent in for this contest, we ASSume Jen has a rocking career in the costume business. We have Marine pics, cop pics, nekkid biker chick pics...lots of pics. Of course, we're not sharing any. If she's not a costume designer, her old man is one happy, lucky sumbitch! But as the saying goes: No matter how hot she is, there's a guy out there sick of her shit! We're willing to test out that saying.

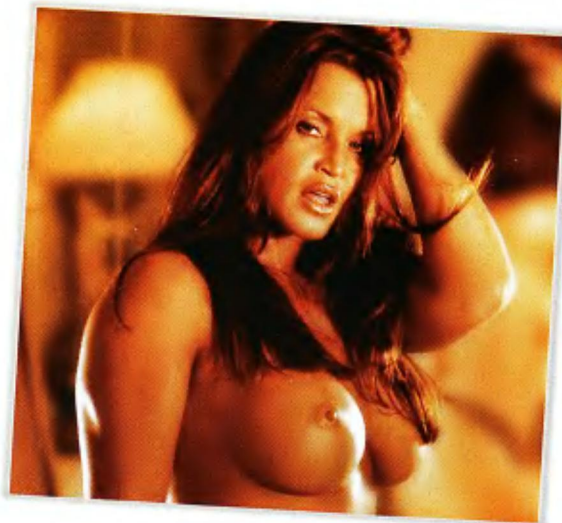
—Dirk Diggler



Leayla-California

#0401

"I was SO turned on by the bike and pressing myself up against my man, I knew I wanted to experience this for the rest of my life...I married that man."



Chellee-New Jersey

#0402

"My first ride was like the saying: Today is the first day of the rest of your life. I can tell you that it was the first day I felt truly FREE!"

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Jennifer—Pennsylvania

#0403

"It was amazing. I loved it so much, I went out and bought my own motorcycle!"



Sheena—California

#0404

"Once the engine was started, the vibration of such power between my legs was like nothing I had experienced before. Ladies, do it on a Harley!"



Brandi—Texas

#0405

"I'm a Texas girl. If you take me for a ride, you better be ready for someone that KNOWS how to hold on with her thighs. Riding a horse isn't much different than a bike, and I haven't fallen off either one yet!"



Valerie—Alaska

#0406

"My first ride on a Harley was just three years ago. I was scared to death, excited as hell, and it made me feel like I was 18 again!"

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 #418 *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), February 26, 2008. The voting deadline for this month's crop of cuties is March 30, 2008. We'll announce the winner in the August 2008 issue.



This little forest nymph, Mandy, is your December Fox Hunt winner. Make sure ya come back next month to find out what 15 hours in an airport with her is like!

418

FOX HUNT

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

Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

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Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

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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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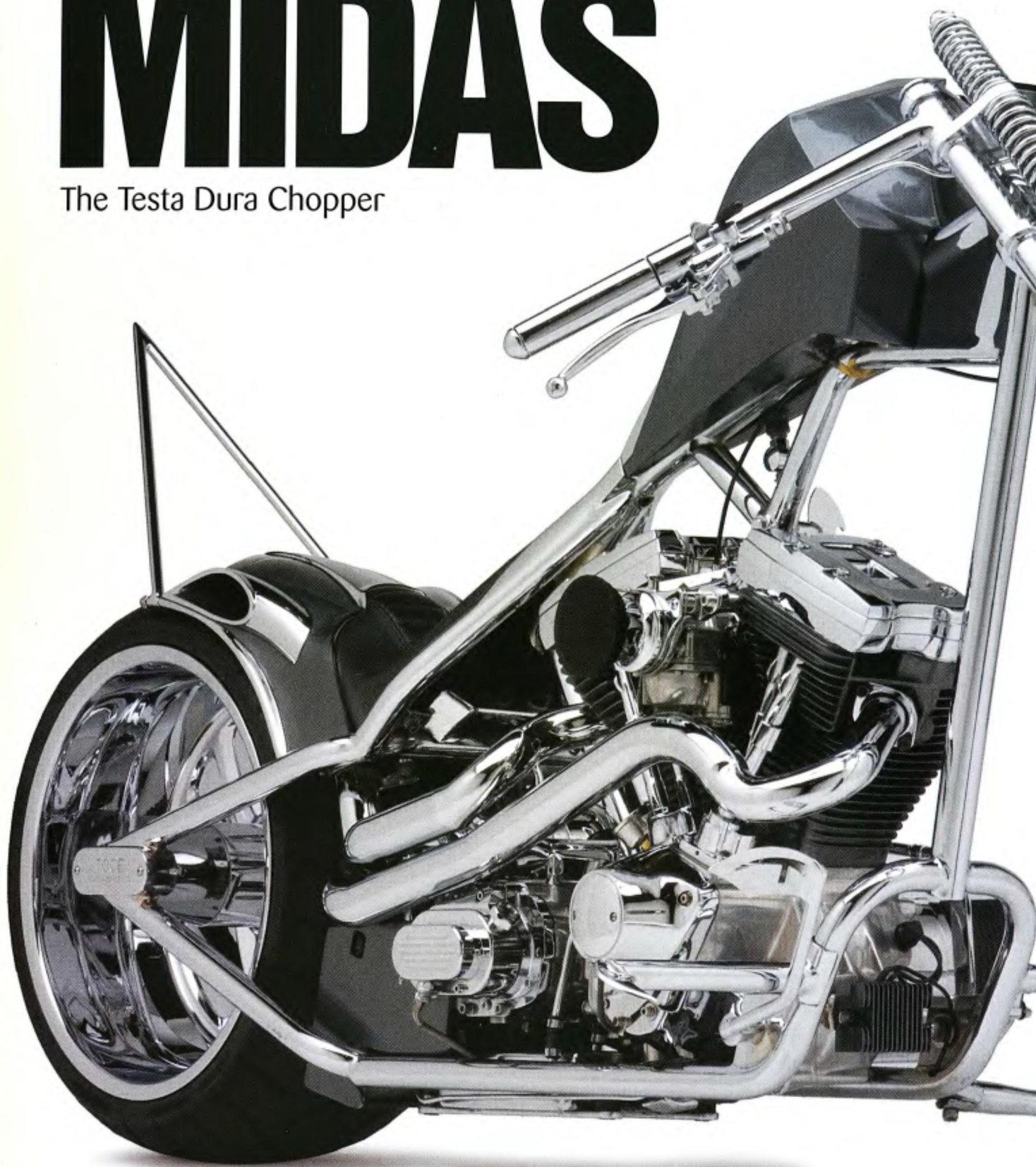
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MIDAS

The Testa Dura Chopper





Dan Toce has the Midas Touch or close enough. Everything he touches turns to chrome. For the last 20 years, he and his brother, Joe, have run a chrome shop, Allied Metal Finishing, in South Windsor, Connecticut. In fact, Dan just had his 40th birthday the day we called. When asked if somebody gave him a motorcycle, he laughed and said, "Hey, all I got were cards. I had to build this bike for myself, and it was my first ground-up fabrication. My brother, Joe, and my dad, Dan, Sr., also helped with the bike."

We found out the reason Dan hadn't got around to building his own scooter. "When you have a chrome shop, you're always doing favors for your friends—that's how it works. I had one friend, Shayne, whose bike kept breaking and I'd fix it for him and would just chrome whatever it was without charging. Then

one day at his daughter's birthday, Shayne brings out this frame and says, you'll always fixing other peoples' bikes, now you can build your own. And that's how this bike got started."

Learning at the elbow of his father, Dan's been into welding his whole life and is thus capable of building about everything seen here, including the bars, fenders and primary as well as the gas and oil tanks. Dan says he was influenced by Billy Lane's bike designs. "When you see one of his bikes go by, it's got such a cool stance. That was what I was going for. I also like springer front ends and fat rear tires. I really wasn't going to chrome the frame but my brother and my friends all said, 'Hey, you just gotta have a chrome frame.'"

Dan was building the bike in the dead of a Connecticut winter, so he ended up taking the bike inside his house, but





that was cool since his wife and kids were very supportive of his first-time project—even that super long 19-inch-over front end.

"The crazy thing about that bike is that since day one I've ridden it like it was a brand-new Harley you bought off the showroom floor. And yes, it is a little long and I had to get used to that, especially since I was used to sportbikes since my brother and I also run something called Toce Performance, which is all Japanese bikes. For us everything is cool. We're into hot rods, dragsters, rat rods, all kinds of bikes, you name it."

Dan also painted this bike a nice understated pearl gray that contrasts nicely with the chromed frame. The

only thing he didn't make was the springer—from Denvers' Choppers—and the seat by his friend Lou Meloni. He also says he actually found the taillight at Wal-Mart and added some tweaking.

Bottom line, Dan Toce is the only guy we know who doesn't have to worry about losing parts at the chromer. He's got that covered. His bike debuted at the Rat's Hole Show in Daytona at the urging of his father. Late at night while hitting 50 mph, a brake line let loose and he went down.

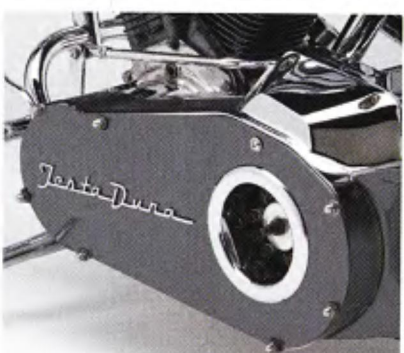
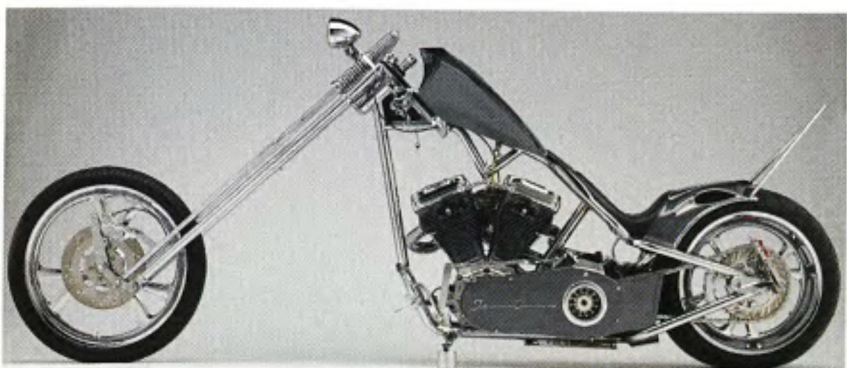
"My dad said put it in the show anyway. It still managed to take an 11th place. When I got home, I had to take it all apart and rechrome everything." The bike

would go on to win Best of Show at the Hartford Easyriders/V-Twin Bike Show. Dan rode the bike to the show and back in a cold driving rain. By the way, "Testa Dura," the name of the bike, translates from the Italian to mean "hard headed."

And now we end with a major tip from Dan. "We only use green liquid Turtle Wax on our chrome. The reason is that chrome is like the desert, [with] all kinds of microscopic cracks and plateaus, and the wax gets down into the cracks and protects it from oxidation."

By the way, since the chrome was "free," Dan built this bike for under nine grand. "That's less than some people spend on their bike show displays," Dan says.

—Paul Garson



Owner: Toce Brothers
City: South Windsor, Connecticut

GENERAL

Designer: Dan Toce
Fabrication: Dan Toce
Year and make: 1989 Special Construction
Model: FXR chopper
Assembly: Dan and Joe Toce
Time: 3 months

ENGINE

Year: 1989
Model: Harley-Davidson Evo
Rebuilder: Toce Bros.
Ignition: Crane
Displacement: 1,340 cubic inches
Lower end: Harley-Davidson
Balancing: Dan Toce
Pistons: Harley-Davidson
Heads: Harley-Davidson
Cam: EV3
Lifters: Harley-Davidson
Carb(s): S&S
Pipes: Toce/Legere
Transmission: 1989 Harley-Davidson FXR
Modifications: S&S case
Shifting: smooth

PAINTING

Painter: Dan Toce
Color/type: pearl gray/ditzler

FRAME

Year: 1989
Builder: Shayne Thompson/Dan Toce
Type: custom
Rake: 45 degrees
Stretch: 4 up/6 out
Shocks: none

ACCESSORIES

Bars: Toce Brothers
Handlebar controls: rice rocket
Fenders: Toce Brothers
Headlight: Toce Brothers modified cheapo
Taillight: Wal-Mart
Pegs: Toce Brothers
Electrics: Dan Toce
Gas tank: Toce Brothers
Oil tank: Toce Brothers
Oil system: Toce Brothers
Seat: Lou Meloni
Sissybar: Toce Brothers
Mirrors: from the hardware store
Grips: Toce Brothers

FORKS

Type: springer
Extension: 19 inches over
Builder: Mondo at Denvers' Choppers

WHEELS

Size: 21-inch front/18-inch rear
Make: Weld
Tires: Avon
Brakes: Hawg Halters
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SECRET WINDOWS

HIDDEN STORIES OF GREG BENSON

Storytelling is an old art, possibly a dying art, but Greg Benson makes it fine art. Using a paintbrush, canvas and oil paints he creates dramatic landscapes to tell stories, rich with history, about America and its people. Ironically, it is what he hides in his paintings that helps tell each story best.

Greg's paintings are all about nostalgia

and detail. His landscapes generally depict beautiful scenery as a backdrop for a glimpse into a simpler time and place. Farms, cottages and cabins accessible by stone or wood bridges and the people who live in or near them are typical subjects—as are motorcycles.

Incorporating hidden images in his paintings is one technique Greg uses to add detail to his paintings. "Hidden images can be seen on French postcards from the 1500s," says Greg. "It's a cool idea and helps me tell the story behind the painting." That's because the hidden images are those of historical figures, landmarks and subjects related to the history of whatever scene Greg has laid out in his work. Extraordinary detail is found in all aspects of Greg's works. His piece,



Greg balances his time between painting and cruising the country on his bike. "Riding," he says, "gives an incredible sense of freedom and I try to show that in my paintings."

Main Street Sturgis, is an outstanding example—just look at all the bikes. It took Greg approximately 2,000 hours over the course of a year to complete that piece.



This painting captures the excitement of being on Main Street at night in Sturgis. The amount of detail is stunning, and Greg's creative use of hidden images adds even more levels to this story painting. The first Sturgis motorcycle event was organized by "Pappy" Hoel (hidden image in sky to right) in 1938 to generate attention and interest in his Indian motorcycle dealership. Racing was soon added (hidden images trees on left). The first rally, which was attended by about 20 people, included a group ride to Mount Rushmore (hidden image in sky on left). Today, Sturgis draws upward of 400,000 people from around the world. Main Street is only one aspect of the Sturgis experience. The Black Hills is a beautiful area rich with wildlife (buffalo hidden in the center sky) and has a dramatic historic past. If you look closely at the smoke from this engine revving burnout, you can see the spirit of Crazy Horse.

Images: Greg Benson



In *Echoes of the Past*, Greg first combined his lifelong love of motorcycles and riding with his art. Tremendously well received, this painting, and his other motorcycle-themed pieces that followed, enabled Greg to make a living as an artist full time.

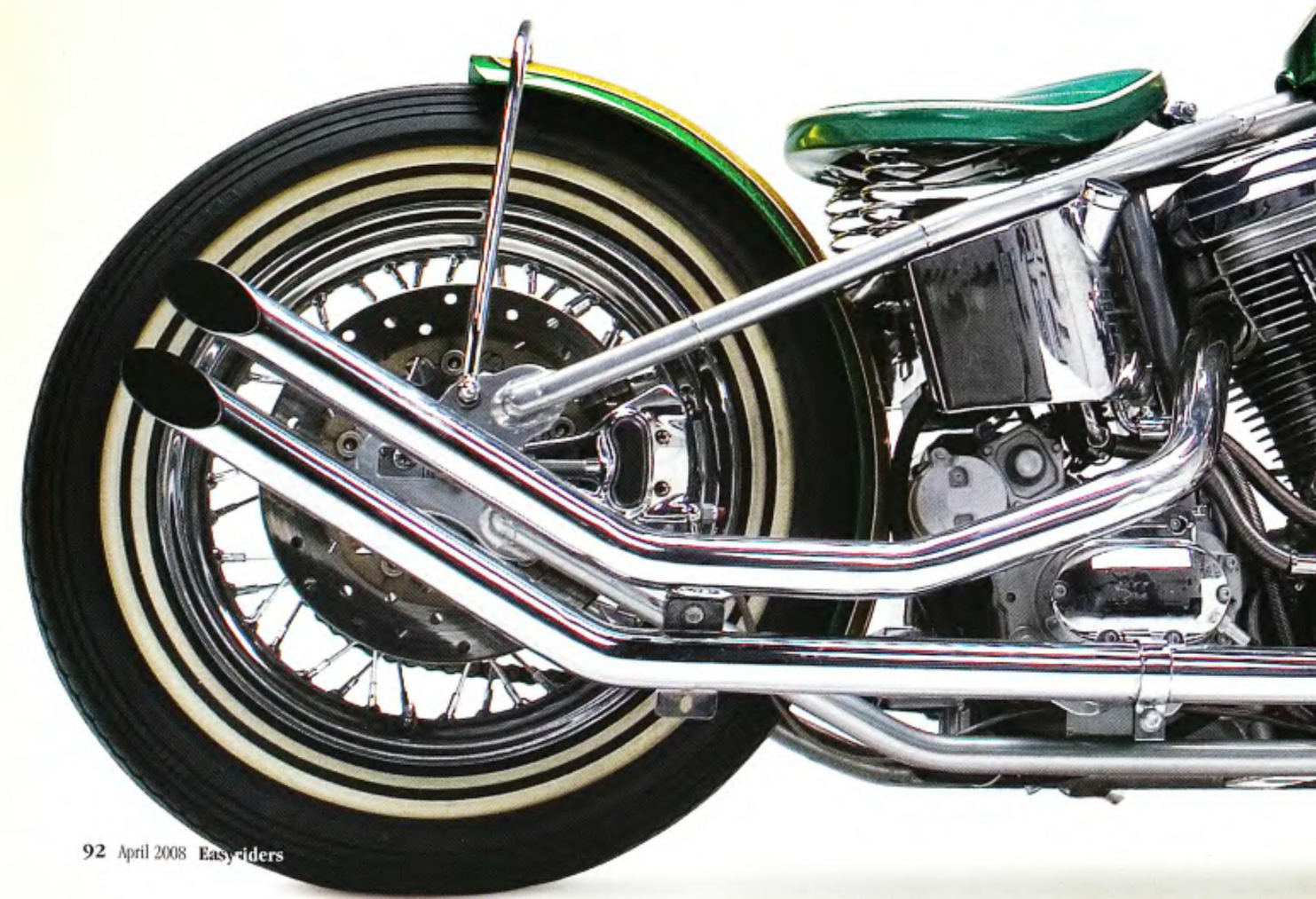
A self-taught artist who has drawn and painted throughout his life, Greg has dabbled in other media, but chooses to

work exclusively in oils. "The colors render true and I like the techniques I can do with oils. The old masters used

them—it's very traditional," says Greg. He is "very happy" with his *Sturgis* piece, but when asked if he has any other favorites, Greg says, "My favorite is whatever the new one is." His passion is in the details, which explains why he produces one or two paintings annually. "I have more ideas than time," says Greg who gets most excited about the work at the start when he is developing his ideas and again at the end when incorporating the detail. "The details at the end make it really fun."

—Joanne Morris

To explore more of Greg Benson's amazing motorcycle art, go to www.motorcycle-art.com or call Benson Fine Art at 800-249-0356.



Green Onions

Late Nights And Cactus Juice

You might think working as a Harley-Davidson Certified Mechanic would give a person more than their fill of wrenchin' and ridin', but for scooter wrench Lucas Creamer and best friend Sean Yontz, there's never enough saddle time. Lucas works at Sun Harley-Davidson in Denver but spends evenings working on custom bikes in his garage most nights until the wee hours.







Lucas and riding buddy Sean usually bounce around some ideas for custom projects or wash down the daily dirt with shots of cactus juice.

Original plans called for a reliably powerful machine the Denver citizens could recognize as "Sean's bike." His new ride sure gets plenty of attention, but it is more about Sean than the old-school culture it symbolizes. Sometime around the middle of July each year, Sean coordinates an annual art show consisting of local, hand-built everyday rider customs called, "Love Thy Chopper." Though he has displayed his bike at a few art shows, Sean built it to be ridden, and it honestly has never actually been in bike show competition. With a style resurrected by Sean's many miles on rigid framed panhead-powered choppers, the green essence of his bike peers out from behind golden graphics like ancient artwork. Clint Williams is the painter responsible for all that flaky goodness. Sean considers Clint's work to be his bike's brightest blessing.

Not everyone knows Sean had full input in every aspect of building his green and gold chopper, sweating the details right alongside his buddy Lucas. Working together, these two guys



would witness the fate of a 1989 Harley-Davidson as it would die and be reborn into the machine of his destiny.

Once the radical scooter was completed, Sean didn't know how difficult it might be to ride, but after a couple of primo rides he realized it was everything he wanted. Sean's Genuine Harley-Davidson 80-inch Evo motor is really fast and reliable when compared to his pans from the past.

Capturing the cool factor from older bikes and spinning it into the modern machines of today is more than clever, it's art. Speaking of things that spin, we bet you'll not soon forget this month's Fox Hunt winner, the lovely little Ms. Jennifer from South Carolina. She put a new twist on things around here and we've still got vertigo from it all.

—Cheese Wizz

Owner: Sean Yontz
City: Denver, Colorado

GENERAL

Fabrication: Lucas Creamer
Model: 1989 Harley-Davidson Chopper
Time: 4 months
Chroming: Alert Polishing and Plating

ENGINE

Year/model: 1989/Harley-Davidson
Displacement: 80 cubic inches
Cam: Andrews
Carb: Harley-Davidson

Pipes: Baby upsweeps from Paughco

TRANSMISSION

Year/make: 2005/Harley-Davidson 5-speed

PAINT

Molding: Clint Williams of Hellbound

Choppers

Painter: Clint Williams

Type/color: House of Kolor/gold and green metal-flake

Special paint: Clint Williams

FRAME

Make: Paughco

Type: rigid

Rake: 35 degrees

Stretch: 2 1/4 inches out

Shocks: none

Modifications: Lucas Creamer

ACCESSORIES

Bars: mini Z bars

Risers: Lucas Creamer

Handlebar controls: Harley-Davidson

Fenders: Lucas Creamer

Headlight: custom

Taillight: custom

Speedo: none



Pegs: Chica

Foot controls: Lucas Creamer

Electrics: Lucas Creamer

Gas tank: peanut

Primary: Belt Drives Limited

Oil tank: Harley-Davidson

Seat: Metalflake solo by LePera

Mirrors: none

Grips: Super Sixties metal-flake

FRONT END

Type: Springer

Extension: 6 inches over

Triple trees: stock rake

Builder: Lucas Creamer

Modifications: Lucas Creamer

WHEELS

Hub: Tedd's

Size: 21-inch front, 15-inch rear

Tires: Coker

Brakes: Harley-Davidson rear, none front

Special thanks: Lafores Motorcycle Shop

Photos: Curt Lout





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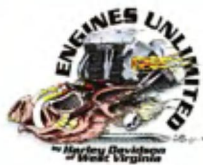
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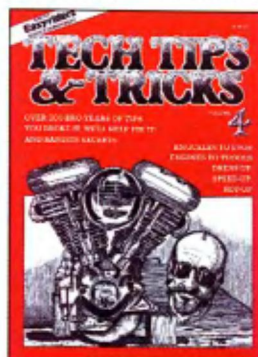
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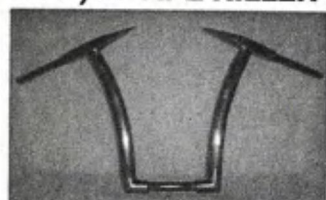
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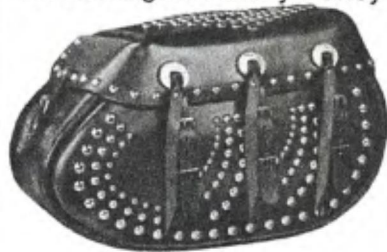


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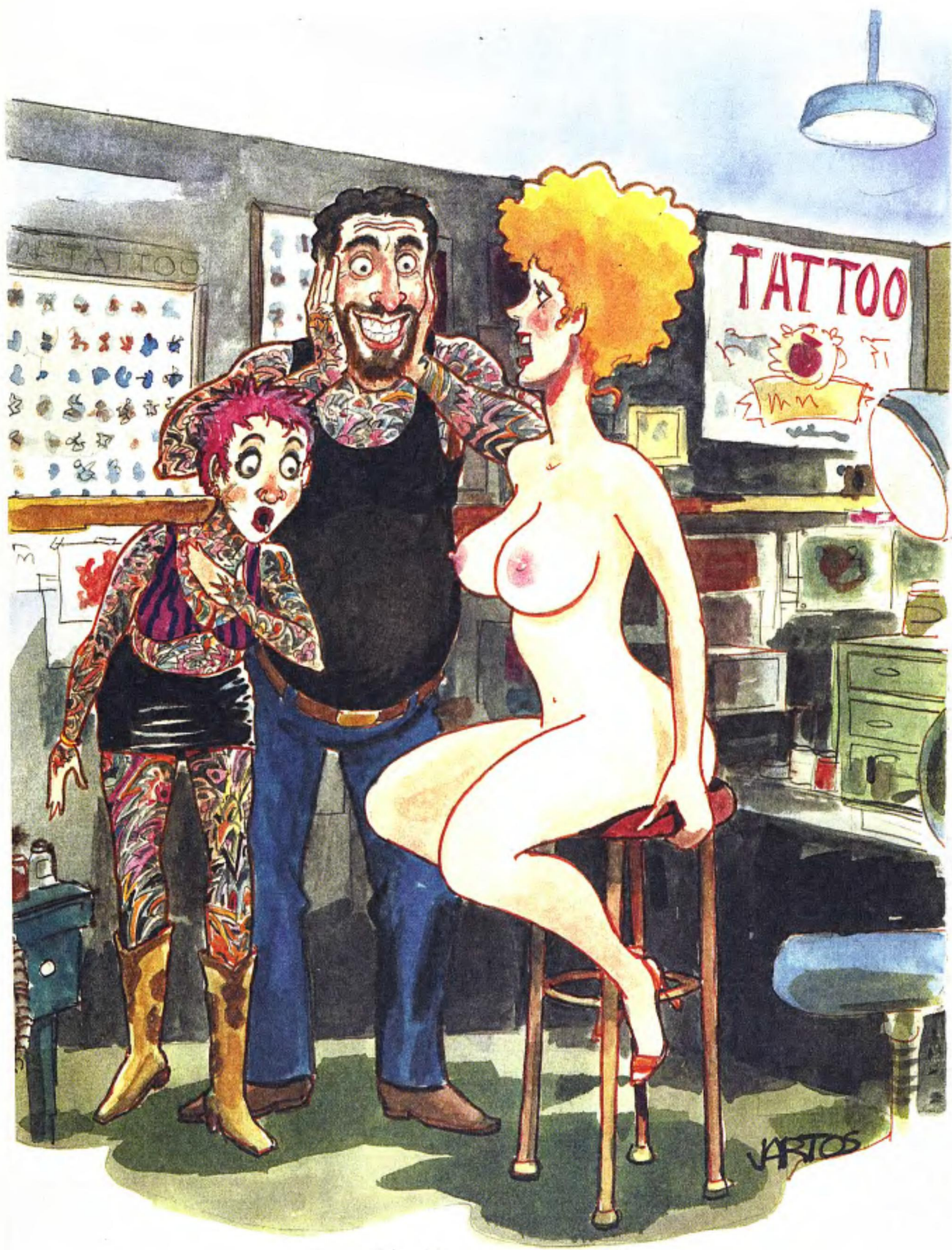
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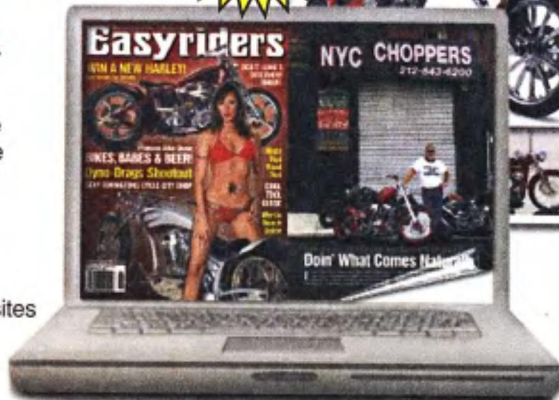
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EVERYDAY COOL

Customs Carrying
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Eastside Harley-Davidson/Buell has the dealership custom game down pat. Take their Signature Series '07 FLHX, no one's going to lose sight of this one in the parking lot.


EASTSIDE HARLEY-DAVIDSON
BELLEVUE, WA
(800) 823-6614
www.eastsideharley.com

In fact, it's the bike most likely to have a crowd gathered around it. And underneath all those good looks it's just a stock Harley—almost.

Eastside's Signature Series program actually boils down to the various department heads at that Bellevue, Washington, Harley store. Each guy picks a brand-new bike out of stock and then customizes it as he sees fit. They'll use nothing but bolt-ons and paint, and maybe a little shaving and smoothing here and there. This one came at the hands of Eastside's parts manager, Sebastian Bularz. The bike was heavily inspired by something Performance Machine had already put together to showcase a few of their parts. Sebastian saw that one on the show circuit and fell in love. This is his interpretation.

The changes on this bike include Performance Machine wheels, Metzeler tires, a new exhaust system and paint.





Plus, the engine's been worked over a little. It's now a 103-incher with Screamin' Eagle heads, .640 gear-drive cams, that bigger 50mm Screamin' Eagle throttle body and a SE Race Tuner kit. The FL runs just as sweet as it looks, all done with factory parts. If there's any trick to this bolt-on custom approach, the guys at Eastside Harley have found that it's the wheels and tires. Those will

instantly transform any motorcycle, turning stock into not.

Another Eastside trick is to clean up the right side lower leg so you can really see that new wheel. To retain good braking, Sebastian fit a 13-inch rotor and 6-piston caliper on the left side. It's an easy enough change; just grind the mounts off that one leg then send both out for re-chroming so they

match. And here's something else. That trick looking front fender is the stock H-D piece. It's just been tilted forward a little, over a 21-inch wheel. It gives the bike a totally different look, and it's just the stock fender carefully repositioned. Then there's the paint. This bike was originally silver—Harley's silver denim to be exact. Ken Kiefer at Klassic Auto

changed all that when he covered the motorcycle with multi-hues of blue in a sort of panel motif.

Once they're finished, which usually takes a month or so, these Eastside Harley Signature Series bikes become the builder's personal demo ride. He gets to keep it until a customer comes along who just can't live without it. The

guys at Eastside even make a little competition out of this, seeing who can customize a Harley that sells the quickest. This one didn't stay around long. It's already got a new home. So Sebastian Bularz wins, as he loses his demo bike. But you can bet there are lots more to come, every one a bolt-on looking anything but.

—Joe Kress





Owner: Eastside Harley-Davidson
City: Bellevue, Washington

GENERAL

Designer: Sebastian Bularz
Fabrication: Eastside Harley-Davidson
Year/make: 2007 Harley-Davidson
Model: FLHX

Assembly: Eastside Harley-Davidson
Time: 2 months
Chroming: Art Brass

ENGINE

Year and make: 2007 Harley-Davidson TC103
Rebuilder: Eastside Harley-Davidson
Displacement: 103 cubic inches
Ignition: Harley-Davidson
Cam: S&S
Carb: Screamin' Eagle intake system
Air cleaner: K&N

Pipes: D&D

TRANSMISSION

Year/make: 2007 Harley-Davidson
Shifting: 6-speed

PAINTING

Painter: Klassic Auto
Color: custom-mix blues
Type: PPG

FRAME

Year/make: 2007 Harley-Davidson
Type: FL

Rake: stock
Stretch: none
Shocks: Harley-Davidson

ACCESSORIES

Handlebars: stock
Handlebar controls: chrome
Fenders: stock
Headlight: Harley-Davidson
Taillight: Kuryakyn
Speedo: Harley-Davidson
Pegs: stock

Foot controls: stock
Gas tank: Harley-Davidson
Seat: Corbin
Mirrors: Harley-Davidson
Grips: Performance Machine

FRONT END

Type: Harley-Davidson, lowered 2 inches
Builder: Eastside Harley-Davidson

WHEELS

Make: Performance Machine
Size: 21-inch front,
18-inch rear
Tires: Metzeler
Brakes: Performance Machine
Photos: Pat Wright

Contact: Eastside Harley-Davidson;
425-702-2000;
www.eastsideharley.com

There comes a time for many bikers when they decide that possessing every tool needed to work on their bike is an essential life goal. A trip to the local dealership often reveals that for the same money, a guy can buy the tools to do the job himself, and have them for life. Of course this requires more than a little know-how and strict adherence to sound

mechanical principles, but do-it-yourself repairs and maintenance are not outside the realm of the average biker.

We have been accumulating lots of information about useful tools and maintenance items for the well equipped biker to keep his bike on the road, so take a gander at this stuff and you can "Do It Yourself!"

—Kit Maira

EASYSRIDERS' TOOL AND LUBE GUIDE



K&L TIRE BEAD STARTER

This all-in-one answer to stubborn tires looks like a good investment for the guy who changes his own tires. The tire bead starter makes it easy to get tire beads started and seated. After mounting the tire to the wheel, position the bead starter, cinch down the three buckles with the ratchet lever for even pressure needed to seat the bead. Add air until bead begins to engage and then slowly ease belt tension as more air is added.

Drag Specialties;
www.dragspecialties.com

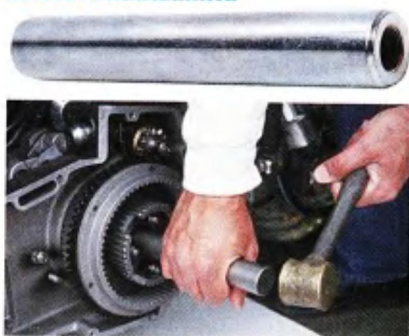


S&S ANTI-ROTATION BRACKET

Sometimes you need an extra set of hands, which aren't always available. Case in point, keeping engine components still while working on the motor. The S&S Anti-Rotation Bracket bolts to the back of your cases and holds things still while you install pistons and cylinders and it costs less than an average T-shirt. The S&S Anti-Rotation Bracket works for just about any operation where you don't want the crank to rotate while you work on your engine. This simple device makes so much sense you will wonder why you didn't think of it yourself. The good news is the retail price for the S&S Anti Rotation Bracket is just \$10.45—so cheap you can just buy one and not waste time trying to make one.

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

THREE HANDY TOOLS FROM RIVERA ENGINEERING



TAPERED SHAFT HUB REMOVER

This tapered hub removal tool is designed for all applications. Simply mount the tool on the left hand threads of the transmission main shaft and give the end of the tool a sharp tap with a medium weight hammer—the hub pops right off. It is available for all tapered shaft clutch hubs.



TAPERED SHAFT HUB PULLER

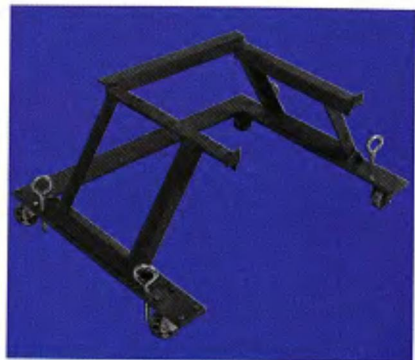
This Rivera tapered shaft hub puller quickly attaches to all Rivera Engineering Pro-Clutch or Primo Belt Drives diaphragm-spring clutch hubs to allow quick easy removal.



CLUTCH HUB HOLDER

This handy tool engages and holds clutch hub splines to allow the correct torque specification to be applied to the clutch hub nut (left-hand thread) when installing a Pro-Clutch or Primo Belt drive. Holds clutch hub for removal as well.

Rivera Primo Inc.; 800-872-1515;
www.riveraengineering.com



BIKE DOLLY

Don't tie up your lift while building your custom. Build it on V-Twin Manufacturing's custom Roller Dolly. This dolly can be used as a building stand or work station and allows you to move your custom build. The dolly is 16 inches tall and straddles all V-lifts, Moto Jack and Moto Shop lifts, allowing most frames to be lowered onto the dolly. The dolly comes complete with two swivel and two fixed wheels and also includes four eye bolts on each corner which act as floors levers and also help secure the motorcycle. The Roller Dolly is proudly made right here in the USA.

V-Twin Manufacturing;
800-VEE-TWIN; www.VTwinMfg.com



HARLEY-DAVIDSON SHOCK ADJUSTMENT SPANNER

This new universal Shock Adjustment Spanner (\$10.95) from Harley-Davidson Genuine Motor Accessories is small enough to carry in your Harley-Davidson tool kit and can be used to adjust spring pre-load on all mechanically adjustable

H-D rear shock absorbers.

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



CRUZTOOLS TEARDROP TOOL KIT

The CruzTOOLS RoadTech teardrop tool kit is specially designed for the Harley rider. The RoadTech teardrop pouch is designed to fit neatly inside the popular retro style teardrop toolboxes. It includes: five combination wrenches, an 8-inch adjustable wrench, a 1/4-inch drive socket wrench with four sockets and 2-inch extension, locking pliers, a three LED flashlight, five hex and three Torx keys, a 6-1 screwdriver, spark plug socket, electrical tape, WD-40, mechanic's wire, and cable ties. CruzTOOLS are guaranteed for life and dependable when called upon in the middle of nowhere.

CruzTOOLS; 888-909-8665;
www.cruztools.com



EZ-UP CENTER STAND

Now available at J&P Cycles from the Wheeldock Co. is this new center stand for your Harley-Davidson touring bike. With the EZ-UP center stand, it is simple to stand your Harley up without even getting off the bike. Your passenger can also safely get on or off without you having to hold the bike up. Getting your bike back off of the stand is as easy as putting the bike in gear and driving forward. This stand is simple to install and comes with hardware and illustrated instructions. Great for changing oil, cleaning and parking in tight spots. Plus, by simply placing a spacer under the stand you can lift the

rear tire free of the ground for cleaning the rear wheel. No frame modification is required and installation takes about five minutes. Made in the USA, the EZ-UP fits 1989-2008 FL's with a bow tie weld under the transmission.

J&P Cycles; 800-397-4844;
www.jpccycles.com



POWERTYE FAT STRAP TRAILER KIT

The Fat Strap Deluxe includes heavy-duty, wide 1 1/2-inch ratchet, rubber-coated Quik-Safe hooks to ensure bike stability under all conditions and a genuine Sheepskin Soft-Tie sewn in to protect delicate paint and chrome finishes. Each tie-down is manufactured in the U.S. using high-quality components, and every ratchet is run through a strict quality control program to ensure the absolute best performance. Powertye's Fat Strap Trailer kit contains everything needed to tie down one bike. Included in the kit are four 1 1/2-inch Fat Strap Deluxe Ratcheting Tie-downs (with Sheepskin Soft-Tie sewn in), as well as a durable Cordura Nylon Storage to keep everything organized when not in use. The kit retails for \$74.95 in either orange or black and is available now through Drag Specialties/Parts Unlimited Dealers or directly through Powertye's Web site, www.powertye.com

Powertye Mfg.; 800-659-0575;
www.powertye.com



JIMS GASKET LOCATOR TOOL SET

This tool will assist you in aligning the gaskets to avoid misalignment and oil leaks. Primary cover, cam cover and transmission end cover gaskets are just a few of the possible applications. Install the locator tools into the gasket surfaces 1/4-inch-20 threaded holes, slip on the gasket and the cover over the pins. Next, install a few cover mounting screws and

snug down. Recover the tools and finish off with the remaining screws. Use on all models with 1/4-inch-20 threaded gasket surface mounting holes. Three-piece set. Made in the USA, this tool is available through Drag Specialties.

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



NEW SUPERPREMIUM5 OIL FILTER FROM HARLEY-DAVIDSON

The SuperPremium5 oil filter from Harley-Davidson offers an industry-leading level of filtration performance. Utilizing synthetic filter media, the SuperPremium5 oil filter provides nominal 5-micron filtration to retain dust, soot and solid matter with low internal pressure loss. Tested and certified by Harley engineering, the SuperPremium5 filter also features an integral pressure-relief valve and an integral anti-drain back valve. The SuperPremium5 oil filter is available in black (\$8.95) or chrome (\$13.95) and fits 1999 and later Twin Cam and Evolution Harley-Davidson models.

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



S100 CYCLE CARE SET

The S100 Cycle Care Set includes S100's famous Total Cycle Cleaner and Drying Towel to finish off the wash. Their top-rated Detail & Wax gives your bike a "virtually instant wax job." Finish Restorer touches up the chrome, and Corrosion Protectant stops rust and corrosion. Available at your Harley-Davidson Dealer.

S100; 203-488-6569;
www.s100.com



HOWARD'S HOG HORNS

Howard's Hog Horns' Tranny Sprocket Socket is designed to remove the main-shaft locknut. The socket is a thick-walled, 6 1/2-inch long shaft, with 1 7/8-inch hex, 12-inch drive, and is heat treated for strength and durability. Works on 1936 to 2005 big twin and Twin Cam 88 A and B. Tool includes an alignment collar to keep socket aligned to nut. Socket and collar are both chrome-plated. Howard's has great introductory pricing on this new item, making it very affordable for techs and home mechanics.

Howard's Hog Horns; 770-992-0034; www.howardshorns.com



KAL-GARD LUBRICANTS

The famous Kal-Gard name has returned to motorcycling after a brief hiatus when it concentrated on expanding its aerospace and aviation lubricants and coatings. Now Kal-Gard brings their highly advanced, state-of-the-art formulations and technology from those extremely demanding applications to you and your bike. At present, there are eight new Kal-Gard lubricants in the line: Clear Chain Kote; aerospace-grade molybdenum disulfide Chain Kote; 30/30 all-purpose lubricant; De-Greaser; Contact Cleaner; Silicone Spray; and Filter Cleaner.

Kal-Gard Lubricants; 661-824-8101; www.kalgard.com

GEORGE'S HASSLE-FREE FORK SEAL INSTALLER

It's just what its name implies and George says it works so well, you'll be running around just looking for fork seals to install. George's Garage, has just released this super handy Fork Seal Installer. Developed for 41mm fork legs, the 2-piece tool is precision-machined from solid steel and is fit with steel locating dowels for quick, precise alignment.



Weighing in at a hefty 2 1/2 pounds and knurled for a firm grip, this slider-style installation tool makes for quick and accurate fitment of seals into the lower legs. Anodized black and retailing at \$45, George's fork seal installer is a must have component for any serious mechanic's tool arsenal.

George's Garage; 909-843-7043; www.georges-garage.com



DRAG SPECIALTIES BIG TWIN GEAR OIL

Drag Specialties formulated this transmission lubricant to promote easier shifting and quiet the transmission of big twin models that call for hypoid-type gear oils. It extends the lives of

components by protecting against wear and shock loads and provides excellent thermal stability over a wide range of temperatures. Drag's gear oil meets and exceeds all manufacturers' requirements. Sold in quart bottles.

Drag Specialties; www.dragspecialties.com



ROWE USA WHEEL TRUING AND BALANCING STAND

True and balance those spoked wheels for this summer's riding. True your wheels on precision centers or the V Slot, and balance your wheels on the optional ball bearing rollers. This unit is

very easy to use and comes with a Rowe Super Six, 6-size spoke wrench. This is the same tool used in Harley-Davidson mechanic schools. The part number for the truing stand is 09-0003, with balance rollers it is 09-0004.

Rowe USA; 805-349-1932; www.roweusa.com



DON'T RIDE NAKED

Moto-Mask is a temporary barrier for touring. On a good ride, not-so-good gunk like road grime, grit, Love Bugs, and Canadian Soldiers end up on your bike. Bike

Brite Moto-Mask On is a translucent temporary barrier that sprays onto fairings, front fork tubes and all painted metal, plastic, fiberglass and chrome surfaces. It blocks grit and sand to prevent light road abrasion. Bugs and road grime can't penetrate the mask, so they don't stick. After the ride, the mask and dirt wipe away with Bike Brite Moto-Mask Off. Arrive at shows or rallies with a freshly detailed look. Moto-Mask Off buffs to a high shine with no residue. It can even be used alone as a quick detailer. Moto Mask On and Moto Mask Off each have a suggested retail price of \$9.99.

Bike Brite; 800-927-4833; www.bikebrite.com



SPROCKET SHAFT BEARING TOOL

Installing the crankshaft into the Timkin bearing is handled easily and with precision using this tool from Paughco. It is made in the USA at the Paughco factory in Carson City, Nevada. The sprocket shaft bearing tool allows you to pull the crankshaft through the bearing with precise accuracy. Manufactured from heat-treated tempered steel, it is available directly from Paughco and retails for \$109.95.

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



WHEEL GREASING MADE VERY EASY

With Gary's Greaser Tool available from MC Advantages, wheel greasing has become easier than ever before. Simply insert the tool into the wheel and push grease through with a standard grease gun. Gary's Greaser tool will pack the grease without breaking the seal and creating a mess. Save time and money.

MC Advantages; 800-726-9620;
www.MCAdvantages.com



DICO PRODUCTS

Dico Products, Inc. has four new liquid polishes they say are guaranteed to make your bikes "shine like no other." Multi-Shine is designed to clean, polish and restore any metal surface to a like-new finish. The company has also introduced a chrome polish/restorer. Plastic will remove minor scratches from all plastic surfaces, including lexan and plexiglass. The company also introduced Clear Coat, designed to give maximum shine to any painted surface. The product contains a small amount of carnauba wax, but is actually designed to be a protectant which helps eliminate fingerprinting and water spotting.

Dico Products; 315-797-9088;
www.dicoproducts.com

MOTION PRO'S HEX PRO AND STAR PRO WRENCHES

The Hex Pro and Star Pro wrenches from Motion Pro are similar in proportion to a common L-angle Allen or Torx wrench, but there is a pivot at the place where a solid 90-degree bend used to be. These wrenches can reach tight areas like a ball end wrench, but you can employ higher torque without damaging the tool or the fastener. Star Pro and Hex Pro wrenches are made from heat treated alloy tool



steel, and have a chrome-plated finish for durability and a high-quality look. The Hex Pros are available in both metric and SAE, and the Star Pros fit the most common Torx sizes. Each set comes with a handy storage pouch to keep them organized. Suggested retail is \$49.99

Motion Pro; 650-594-9600;
www.motionpro.com



FIX MY HOG

Fix My Hog produces DVDs that will help you become proficient in Harley-Davidson maintenance and performance.

Learn techniques from factory-certified mechanics who demonstrate how to maintain your H-D and how to increase its performance. High-quality video and audio will bring you right into the shop and make following the factory service manual a snap. Start wrenching and start saving. DVDs start at \$39.95.

Fix My Hog, Inc.; 619-269-9321;
www.fixmyhog.com



PERFORMANCE IN A BOTTLE

American V-twin motorcycle engines require lubrication capable of addressing excessive load operating temperatures and high performance stress like never before. LAT High Performance Full Synthetic motorcycle oil claim superior levels of wear protection, high stability and exceptional resistance to thermal breakdown. Consisting of group IV and V base oils treated with LAT extreme pressure additive, LFR, the new lubricant is said to provide superior, sustained high rpm protection, high flash point and extreme wear protection for maximum horsepower and torque. Additionally, during

independent tests LAT was shown to provide significant increases in horsepower and torque while reducing running temperatures. It is currently available in 20w/50 for American V-Twins.

LAT; 888-LAT-OILS;
www.lubeatech.com



CTEK BATTERY CHARGERS

CTEK battery chargers utilize a multi-mode, fully automatic charging and maintenance system that is ideal for keeping your battery in optimal condition. Simply plug it in and forget about it. Unlike a typical trickle charger, the CTEK "smart" charger brings your battery up to full charge then keeps it at ideal conditions.

CTEK; 330-963-0981;
www.ctek.com



PROFESSIONAL POLISHING FOR THE DO-IT-YOURSELF

Enkay Polishing has developed three polishing kits to introduce the art of professional polishing to the DIY bike and automotive markets. The kits are designed for the beginner as well as the experienced polisher. They include professional grade buffs in standard and custom shapes to tackle the odd shapes and curves found on bikes and cars. Each kit also includes professional grade, U.S. manufactured polishing compounds and step-by-step polishing instructions. All contents of the kits are for use with any standard electric drill and will achieve mirror-like finishes from aluminum, stainless steel, plastics, and even wood. Retail prices range from \$35 to \$45. Available directly from Enkay or from dealers nationwide.

Enkay Products Corp;
718-272-5570;
www.Enkaypolishing.com

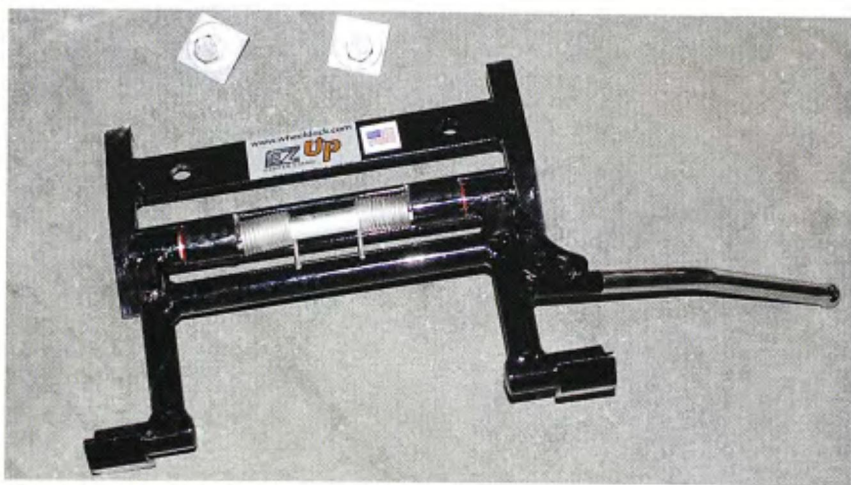
ProductReview

WHEELDOKK

EZ Up Center Stand Offers Stability

A fully loaded down dresser's kickstand really gets a work out, especially when your passenger is mounting the bike. One of our art directors rides a European dual-sport bike and has been touting the extra stability that his center stand provides. When a press release for the Wheeldock EZ-Up center stand arrived in our mailbox, we wanted to see if the benefits would translate to Harley touring bikes.

Our first inspection revealed a nicely finished product, completely assembled in the packaging. No assembly of the components was required. There are two large square nuts with centering washers attached that slip into the two large holes in the "bow tie" in the frame right underneath the transmission.

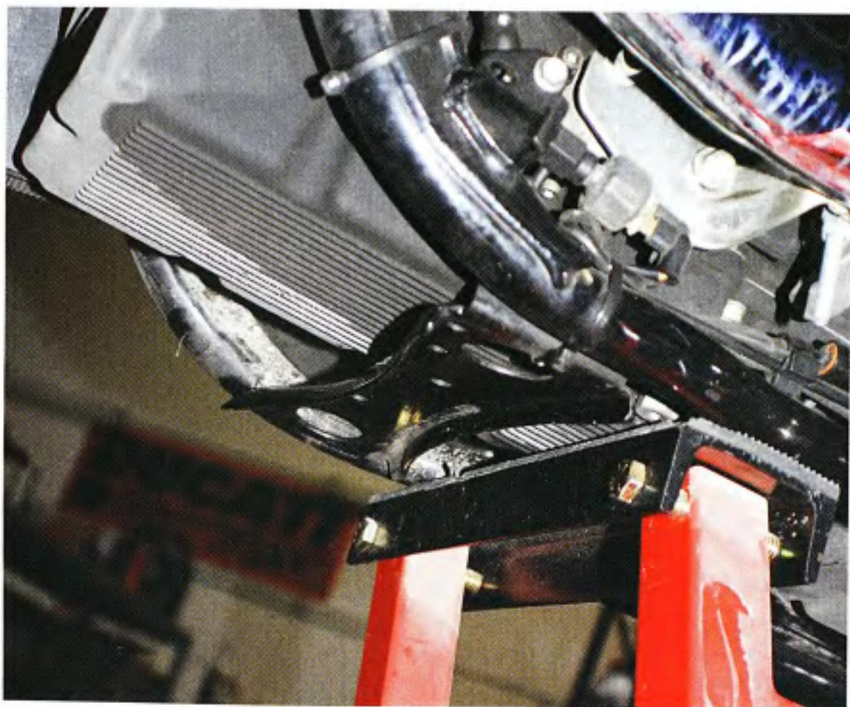


EZ-Up center stand upon arrival.

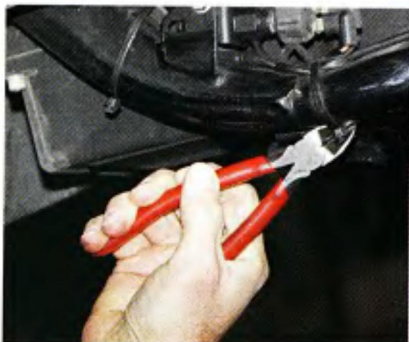
Note that if you are using a True-Track or other suspension stabilizer that bolts to this cross member, you may not be able to use the EZ-Up center stand. We have been told that some brands of stabilizers

do not have this particular problem.

There is a wire tie that goes through the right hole in the cross member on our target bike that has to be relocated. This is no big deal. The nuts are placed



It mounts to the "bow tie" cross member.



This wire tie needs to be relocated.



Position the stand under the bike.



Two large nuts and two 1/2-inch bolts with washers secure the stand.



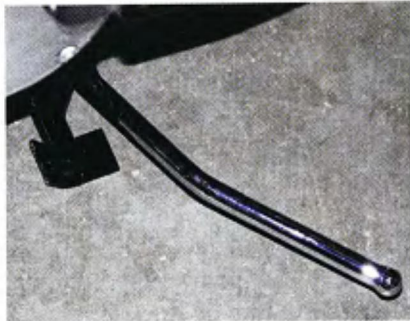
The nuts drop into the matching holes in the cross member.



Bolt the stand to the nuts.



With the bike on the ground, torque the bolts to 35 foot-pounds.



Here's the lever. Place your foot on it and back the bike up as it lifts onto the stand.



Photos: Kit Maira

I thought I cleaned the bike before I took this picture of it up on the stand! Wrong-o.

in the holes and the center stand is bolted to the underside of the frame to the nuts with a 3/4-inch wrench. It helps to jam a wrench between the transmission and the left side nut to keep it from turning when you put the first bolt in. Once the stand is partially on, the second bolt is no problem. You can hold the right nut with your fingers. Torque both bolts to 35 foot-pounds and you are done. The installation only takes five minutes tops. We performed the install at a local shop, Peak Performance Motorcycles in Simi Valley, California, but this is one that you can easily do on your own.

Operation of the stand is easy if you are standing on the left side of the bike. With the handlebars straight, just grab the crash bar, put your right foot on the foot lever and rock the bike rearward. The instructions say that the rider can operate the stand while sitting on the bike, but this 5-foot-9 rider found it hard to perform, maybe a taller rider would have an easier time.

Raising the stand is easy, just ride off. The EZ-Up center stand doesn't lift the rear wheel completely off the ground; it just provides a very stable set of legs to keep your heavy bike from falling over.

With the EZ-Up center stand, packing the bike and loading a passenger are much easier, and it is also useful when maintaining the bike, checking primary fluids and chain tension etc. Wheeldock makes three models of the EZ-Up, one for stock height bikes, and also has two designs for lowered bikes. If you ride a Street Glide or other factory lowered bike, be sure to take that into consideration, but Wheeldock has you covered. There is also an option of a chrome foot lever, which we liked a lot.

You can currently purchase the EZ-Up center stand directly from Wheeldock, or from your friendly neighborhood Drag Specialties or Kuryakyn dealer.

Wheeldock
405-743-8080 • www.wheeldock.com

Love Artists'

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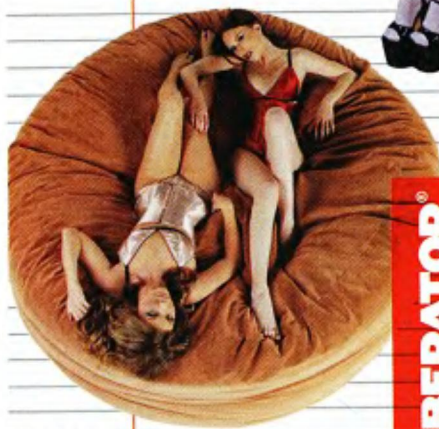
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ReadersRides

Wayne Nowicki Pasadena, Maryland 2006 Special Construction

Sometimes you have to wonder what makes people tick or do certain things. In Wayne's case, I had to read his missive all the way down to where he says, "I have been building bikes since the early '70s when I got out of the military."

Aha! It's his military training at work here, and who better than a former military man to make sure your bike is camouflaged to the point of being almost completely invisible? If it were not for the chrome on the pipes, the 113-inch motor and the Denver's Choppers springer front end, you would think you're looking at someone's front yard with a small koi pond in the middle. In fact, I still can't tell if those bushes are growing out of the ground or sprouting, Chia pet-like, from the bike's gas tank and fenders.

But all of this greenery comes with technology, like a custom wiring box made from billet on top of the triple



trees (no pun intended). "The front brackets and twisted stop rods were made by me; in fact, many of the mounting brackets and holders were all custom-made to make all the parts fit on the frame and motor," Wayne informs us. "And the turn signals and other lights have been have been fabricated into the

tach/oil brackets, also made by me."

The paint, by the way, is candy "with much art work," as Wayne puts it; so it isn't a koi pond, after all! Actually, pretty much the whole bike was done by Wayne, who also happens to own a bike shop in Pasadena. It is very appropriately called "In The Weeds." —Tripper



Vic Stewart
Sidney, Ohio
2006 Rigid Chopper

You don't have to cross oceans to get to Sidney; and you don't have to subscribe to our rag to build a very cool chopper. Or was that the other way around? Let's just say that Vic, who runs a shop called 250 Engineering, does subscribe to *Easyriders* from which, he says, "We get a ton of ideas from the featured bikes and tech tips from other builders."

Based on some of those ideas, Vic and his crew plopped a 127-inch Ultima motor into a homemade frame with a 45 degrees of rake, 6 inches in the down-tube, and 4 more in the backbone. "We seldom build complete bikes as our company manufactures custom motorcycle frame jigs to build frames and frame parts," he says, "but we do occasionally get the itch to build, and when we do, we go all out!"

Also hooked to the frame is a 6-speed right-side drive tranny, a set of Spike wheels from Southern Motorcycle



Works, and some fine sheet metal: Russ Wernimont on the rear and Jesse James' WCC Diablo in the front. Oh, there's also a 4-inch stretched Mainstream gas tank feeding the monster in the middle, and the bike's front shoe is a 21-inch Avon, while the rear is a much beefier 250 Avon.

There are no gauges or any other unnecessary items, but there is a seat, which was covered by Futrell in Dayton, Ohio. He apparently also did the nice little Maltese cross. "The project took eight months to complete," Vic says, "and, as you can see, it turned out to be an impressive chopper." —Tripper



Photos: Owner

ReadersRides



Randy Hodges
Nevada City, California
2006 FXDBI Street Bob

Randy's friends call him Iron Hawk, and with one look at him, we can easily surmise why. Or maybe it's just Randy who calls himself that, in which case I have no clue why he would do so. Either way, though, he seems to be a man of very few words. Other than indicating that he's a Vietnam Vet who's worked for CalTrans

for some 30 years and who's been riding for 40 of those, Iron Hawk left us only a tech chart from which to glean any and all necessary information about this bike.

Apparently, he bought the bike new and did all ensuing work on it himself, including the paint and the etching—which give us a pretty good idea of how little there is to do in Nevada City for a retired person.

Accordingly, almost everything was changed, altered, modified, customized and what have you. Randy cut down the



Photos: Owner



Photo: Found on the web.

Like ants, Honda riders can carry 200 times their weight.

dash, relocated the front blinkers, the saddlebag supports and the covers for the saddlebag supports. He also did all the etching. Did I say that already?

He installed a Thunderheader Stage I Remap exhaust system, put on a fork brace from Custom Cycle Engineering and added the Progressive fork springs. He also painted the bike a deep cobalt pearl, but someone named Rick added the Kawasaki Green flames.

There's also a set of custom handlebars sporting ISO grips from Kuryakyn, while a J&P Cycles headlight brightens Randy's future. What's in the past is illuminated briefly by a Kuryakyn LED next to the laid-down license plate and a set of Bullit rear blinkers.

Randy also travels quite a bit, because he's got a pair of Saddlemen saddlebags along with a Mother Well luggage rack underneath the J&P sissybar upon which to tie his belongings.

Hamsters, Weasels, and other rodents beware: The Iron Hawk has taken flight.

—Tripper

Coming At Ya

The May issue of *Easyriders* (No. 419) is a bloomin' Spring treat filled with awe-inspiring customs by David Covington, Wayne and Seth Ruhe, Paul Yaffe, Bill Dodge, and we'll test ride Harley's nasty little Nightster. See the best bikes the south has to offer at our Charlotte Bike Show, ride to Washington State for the Oyster Run and hit Sin City for the Vegas BikeFest.



Out in the tech shed we'll bring you a slew of new custom dresser accessories from Bagger Nation, and we'll serve up a heaping helping of pleasing parts for your putt in our annual Dress-up Guide and Exhaust Guide.

Plus, we'll get you ready to ride with our look at all the sexy Girls of Summer. We found a bevy of biker beauties at runs all across the country and we get 'em naked just for you. It's all in the May issue of *Easyriders*.

On sale April 1st

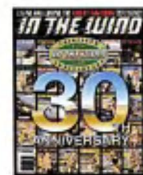


The inspiring April issue of *V-Twin* (No. 84) offers a sea of cool custom creations from today's very best bike builders. Ride with us to the Vancouver Bike Show, get a

great Guide to Myrtle Beach Bike Week and you'll also find an Aftermarket Guide to Tools and Lubricants. See that latest bagger parts from Paul Yaffe's Bagger Nation, go Behind The Scenes at RC Components and find out how to build a legal custom scooter with the S&S EPA package.

On sale March 11th

Biker's March issue brings you a Road Rage Performance masterpiece, events like the Meet & Greet, Hide & Ride and Fuck & Suck (Well, ok, maybe not). Anyways, On sale now!



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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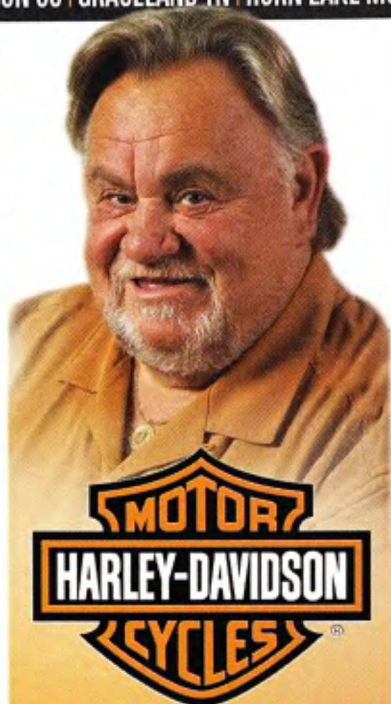
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