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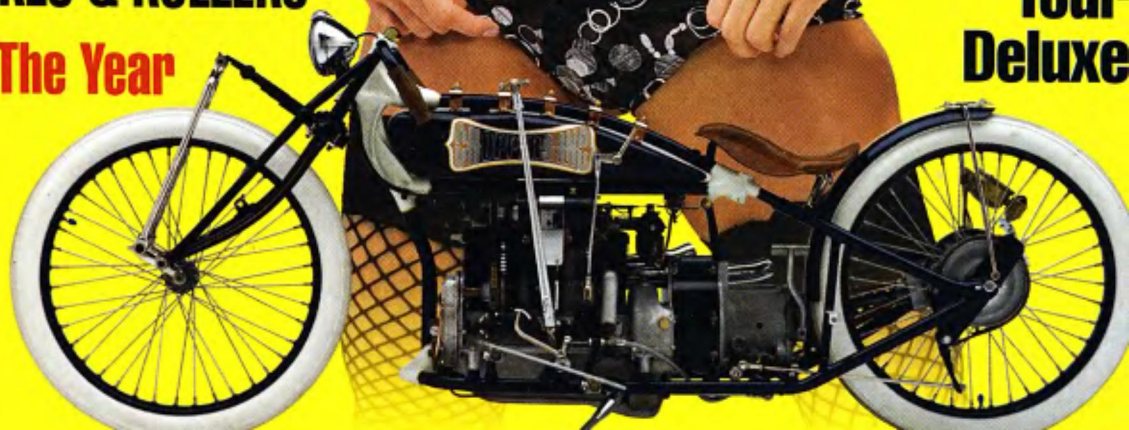
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KUSTOM COOL RIDE

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Finding inspiration was easy for this custom bagger! Kim Suter at KC Creations picked products straight from the Drag FatBook.

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Taking It Easy

An oversized Los Angeles meter maid sued Victoria's Secret after being injured by what she said was a defective thong. The woman claims that while attempting to put on the thong a decorative metal piece flew off the Victoria's Secret **"low-rise v-string"** and hit her in the eye, causing damage to her cornea and causing her to miss a few days work. At least it saved the rest of the world seein' her hugeness in a thong!

From our "Has Rapture Occurred?" file it seems a company called You've Been Left Behind has started offering a service to Christians to notify their friends that they have been ascended into heaven. The company's literature says that for a fee of \$40 a year they will notify up to 62 people via e-mail and store up to 250 megabytes of data including PIN numbers and power of attorney. The site warns that since there will be **no body left behind**, probate might take as much as seven years to clear assets for the next of kin.

Get laid and get gas! Clients of the Shady Lady Ranch will get free gas vouchers for \$50 if they fork out \$300 in services at the brothel in Beatty, Nevada. The brothel's owner says that he has already had to order another \$1,000 in vouchers because of the popularity of the program. He said the business generally slows during the early summer months and **the brothel regularly offers specials** to lure clients. It was his wife who came up with the gas voucher idea for this month.

Maybe the devil made him do it. A New Zealand man recently put his soul up for auction on an online Web site. He described it as "a merry old soul" rather than a **"funky soul brother"** but indicated that he would "like to think there is a bit of funk in there somewhere." The bidding went to about \$189. He said that he had been considering selling his soul for ages. Advice from a lawyer was that the winning bidder would not be entitled to anything but his soul and would not be able to own or control him in any way. The successful bidder will receive a framed deed of "soul ownership."

Amsterdam police say that 15 camels, two zebras and an undetermined number of llamas and potbellied pigs escaped from a traveling circus after **a giraffe kicked a hole in their cage**. The cops said that the animals wandered a neighborhood for several hours and that some of the neighbors fed the animals until dogs rounded them up. The police spokesman said, "You have to imagine somebody rubbing his eyes first thing in the morning and saying, 'Am I seeing things or are there 15 camels walking past?'"

Police in Alton, Texas, say that two inmates tried to escape by crawling through the jail's air conditioning ducts. Unfortunately for the cons, as they made their way through, **the duct gave way**, causing them to fall through the ceiling and into the police chief's office.

In the 1920s, Alabama sheriffs were allotted \$1.75 per prisoner for meals. The sheriffs could pocket any money not spent. It turns out that the policy, including the dollar amount, is still in effect today in 55 out of the state's 67 counties. In fact, in some counties the sheriffs are still **making money on the deal**.

A young man was recently refused entry on to a plane at London's Heathrow Airport because security objected to the design on his T-shirt. The reason? "Sorry, we can't let you through, **you've got a gun on your T-shirt**." The offending article of clothing depicted a Transformer robot holding a gun. Airport officials deny the incident ever took place, but a spokesman did say, "If a T-shirt had a rude word or a bomb on it, for example, a passenger may be asked to remove it. If it's offensive, we don't want other passengers upset."

Why is the rum gone? When a drunken 78-year-old Swedish man discovered he lacked the necessary funds to pay for a ferry ride, he stole a dinghy and tried to row back to Sweden. He decided to row the three miles across the strait of Oresund, but fell asleep halfway. He had quickly grown tired and trusting fortune and the currents to see him safely home, took a snooze at the bottom of the boat where Danish police later found him **out at sea still asleep**. The Strait is one of the busiest shipping lanes in the world. Police said the owner of the dinghy had decided not to press charges.

A woman awoke to find that her beloved miniature Dachshund had gnawed off her big toe. She had fallen asleep and due to complications of diabetes she had no feeling in her feet. The vet says that the toe had been banded because of a healing hangnail. That somehow attracted the dog to **enjoy a late night snack**. Understandably it was the dog's last meal and Fido was euthanized due to safety concerns.

Job seekers surfing the Annapolis Maryland Family Health Administration Web site were mistakenly directed to **a sex hotline** for women seeking sex. The phone number was incorrectly listed not only on the Web page, but also the Yellow Pages and other Web sites as well.

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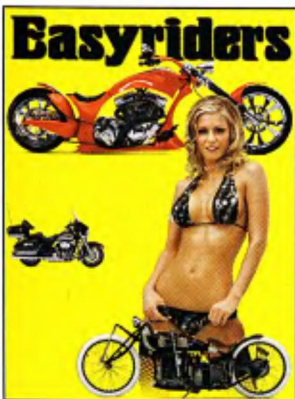
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Billy Lane's Henderson, shot by Michael Lichter. Scott Riggs' Sinkhole Custom and Tosha Lyn, shot by Brad Patton. Special imaging by Jeff Biggs.

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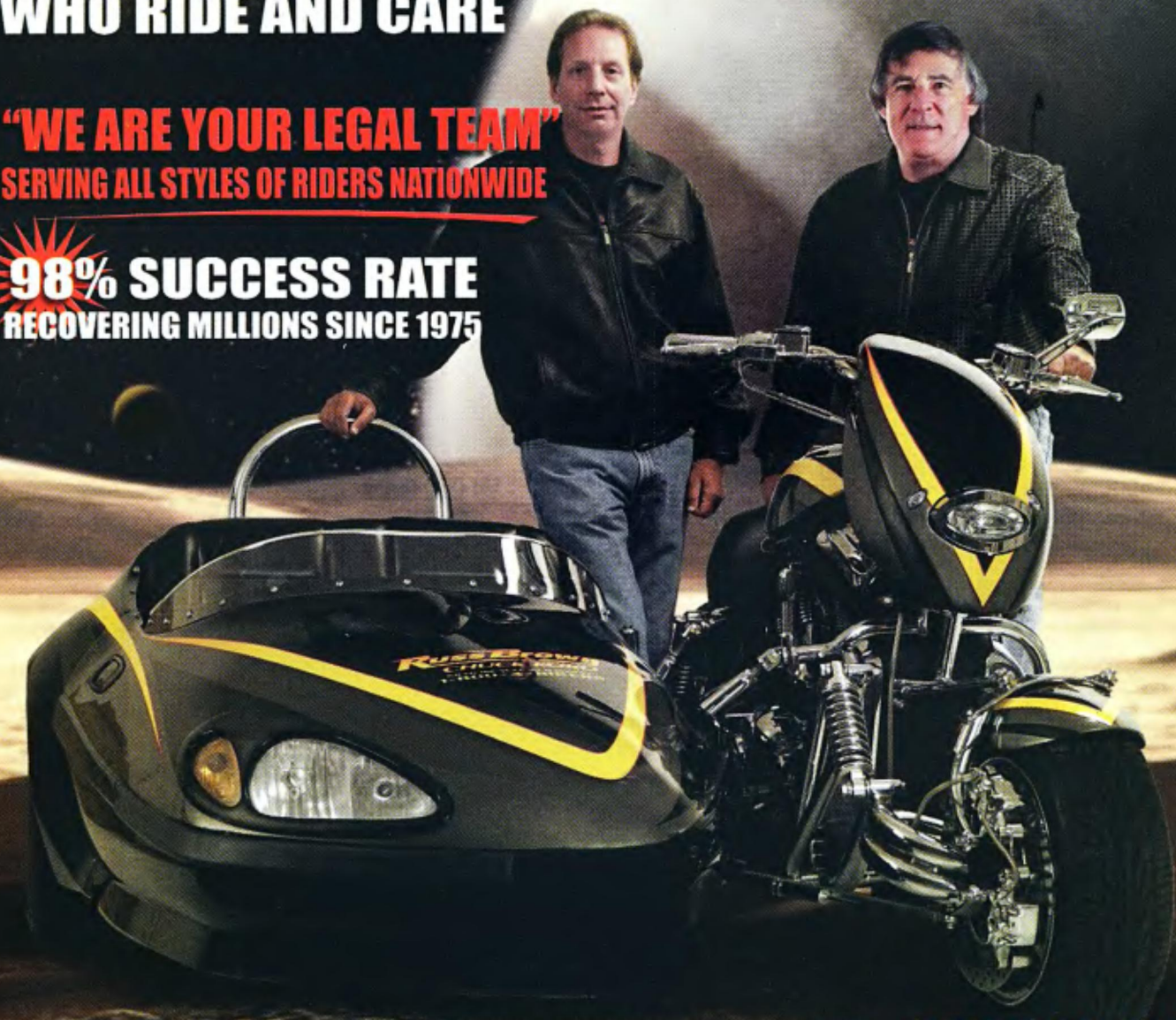




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USS Nassau Motorcycle Club

Just wanted to share a photo of our motorcycle club. In an article in the May 2008 issue there was a group of guys called the Ripper Road Hogs who submitted a photo of their club. The made comment that they could not bring bikes on the flight deck of USS Nassau during a port visit in Florida last year. We currently have around 60 folks in our motorcycle safety club.

David A. Beaver
 Out There Somewhere

June Tattoo Honey

Was paging through your rag and came across your ad on Page 111 in the August issue. What a fine looking woman. Her tattoos reminded me of another girl that resembles her (June issue on Pages 40 and 42). Looks to be the same piece of ass. If so, you should feature her in a future photo spread. Would like to see what the rest of her looks like and to give her a spin instead of the ad wheel.

Rick Behr
 Milwaukee, Wisconsin

Get in line, mate.

Riding Side By Side

I don't know if this question belongs here or on a tech page, so I'll just send it here. Several of us were talking about riding side by side, and I remembered, either reading in your mag or somewhere else, that is it illegal to ride side by side in South Dakota. Is this true? If so, are there any other states that have the same restriction? Would be good info to have during Sturgis or while traveling anywhere.

Ray Millar
 Cyberspace

Every state's laws concerning riding side by side or in a staggered formation are different. Check the AMA's site (www.amaDirectlink.com) or that state's DOT Web site to make sure.

No Substitute

Hello from Iraq. I just wanted to say thanks for putting out a great magazine. It's not sold here due to cultural differences (namely... the hot, naked chicks), so I get it through the mail from some awesome family and friends.

I saw the July '08 issue and had to ask if there is a name and address for the beautiful, busty cop on the top left of Page 42? I can't wait to get back and ride. I'm hopefully heading to the Lone Star Rally in late October, early November.

I appreciate the support you show the troops. Keep up the good work.

Ronnie
 Iraq

Let us know when you're comin' home and we'll try to send her over to your house for a body cavity search.

Help Save Myrtle Beach Bike Rallies

I've been a reader for years and don't know how better to reach our bros better than to send you this e-mail and ask for your support.

The Myrtle Beach City Council is trying to put an end to all the biker rallies and is trying to get all of Horry County to follow suit. I'm trying to get the word out to as many people as possible to get both positive and, I guess, negative points of view.

They say that by making the tax payers foot the bill by increasing their taxes \$4 on every \$100,000 of private property

and \$6 on every \$100,000 of commercial and second home, they will bring in an estimated \$3 million a year in revenue. Well, if you do the math, there were an estimated 300,000 people who attended the May bike rally and, in just one week, if everyone just spent \$1,500 on food, hotels, gas, and stuff like that, it would bring in \$450,000,000—not to mention the jobs.

So any and all help would be appreciated. We've set up a Web site at savembikeweek@yahoo.com. Just drop a line leaving your name, address, and phone along with what you spent while there for just that week. We're gonna put it on a petition that will be sent to the Council. They say they had 1,000 complaints. We're trying to get 10,000 people who said they enjoyed it.

Thanks everyone.

Sean Everhart
Cyberspace

For A Special Son

I've been a reader of your magazine since I was 17 years old. When I was 25, I got a 1967 rigid shovelhead—a nice bike but nothing special. Once they passed the helmet law, I got mad and sold my bike. A month later I regretted it big time. Well, six months ago I bought a 2004 Big Bear Chopper (below) in showroom condition.

I have an eight-year-old son whom I don't get to see 'cause he lives in Michigan. I write to him, and when I do, I send him an *Easyriders* magazine (of course I cut out the topless girls and dirty jokes, but he likes the bikes). I want

to get him started young. Well, anyway I'm sure he'd be proud to see his dad in one of your magazines, so if you can find a spot in one of your issues, it sure would be appreciated—by both of us.

Mark Diaz, Sr.
Santa Barbara, California

Thanks For The Spread

Thanks for the spread on the Top 10 sets of tits in the August edition. Each of your hand-picked selections was superb to say the least. Far be it from me to question authority, but my guess is that I was checkin' out racks when most of your boob experts were still shittin' yellow. I think you must have lost the February '07 issue because the fold-out chick in that edition rocks!

Boodie
Fairfield, New York

Bikes and Boobs

I used to like your magazine—now I really, really like it. Prior, you had mostly bikes and only a few boobs. Now it seems like it's 50/50. I used to be able to read your rag in under an hour. Now it takes three hours because of the stare/ogle/drool factor. You should probably change the name of your publication to *Easyboy* or *Playriders*.

Tom
Phoenix, Arizona

Easyboy? Glad you dig the rag, Tom.

Flag

I usually don't say much about what's

going on in this country. As an old Vietnam vet, I see the troops are being honored and shown a lot of respect—that's fuckin' great. There's a bunch of flag wavin' and all—shit that we as Vietnam veterans never got.

Now here's my bitch. That flag "Old Glory" is NEVER DIPPED! (Page 124, September '08 issue). Maybe the training is lacking in flag-waving. The U.S. flag and the Marine Corps flag are never dipped to man or country.

Ray Rough Rider Harley
Out There Somewhere



Going To Sturgis!

I've been reading your rag since its inception. Great mag! It's been useful over the any years. Fantastic features, tips and articles.

I've had the wind in my face for 40 years and have had all kinds of scoots—street, dirt, enduro. And I've been over the bars a few times more than I care to remember. Right now I'm enjoying a 2000 1200 Sportster. Last year I rode with some friends through the Smoky Mountains for 10 days. What a fuckin' ride! Next year we've decided to go to Sturgis, and I can't wait. This is a ride I've waited all my life for. I'm almost 56 years old and am definitely the worse for wear after all those years in the saddle. Bad knees, bad back and all the goodies that come with age. But what the fuck—WE'RE GOING TO STURGIS!!! I'm planning to have a Road King by then and my honey, Heather, will be taking over the Sporty. Enclosed is a pic of Heather and me in the mountains.

Thanks for the memories and keep up the great work.

Spud
Bowling Green, Florida



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Billy Lane's 1917 Henderson

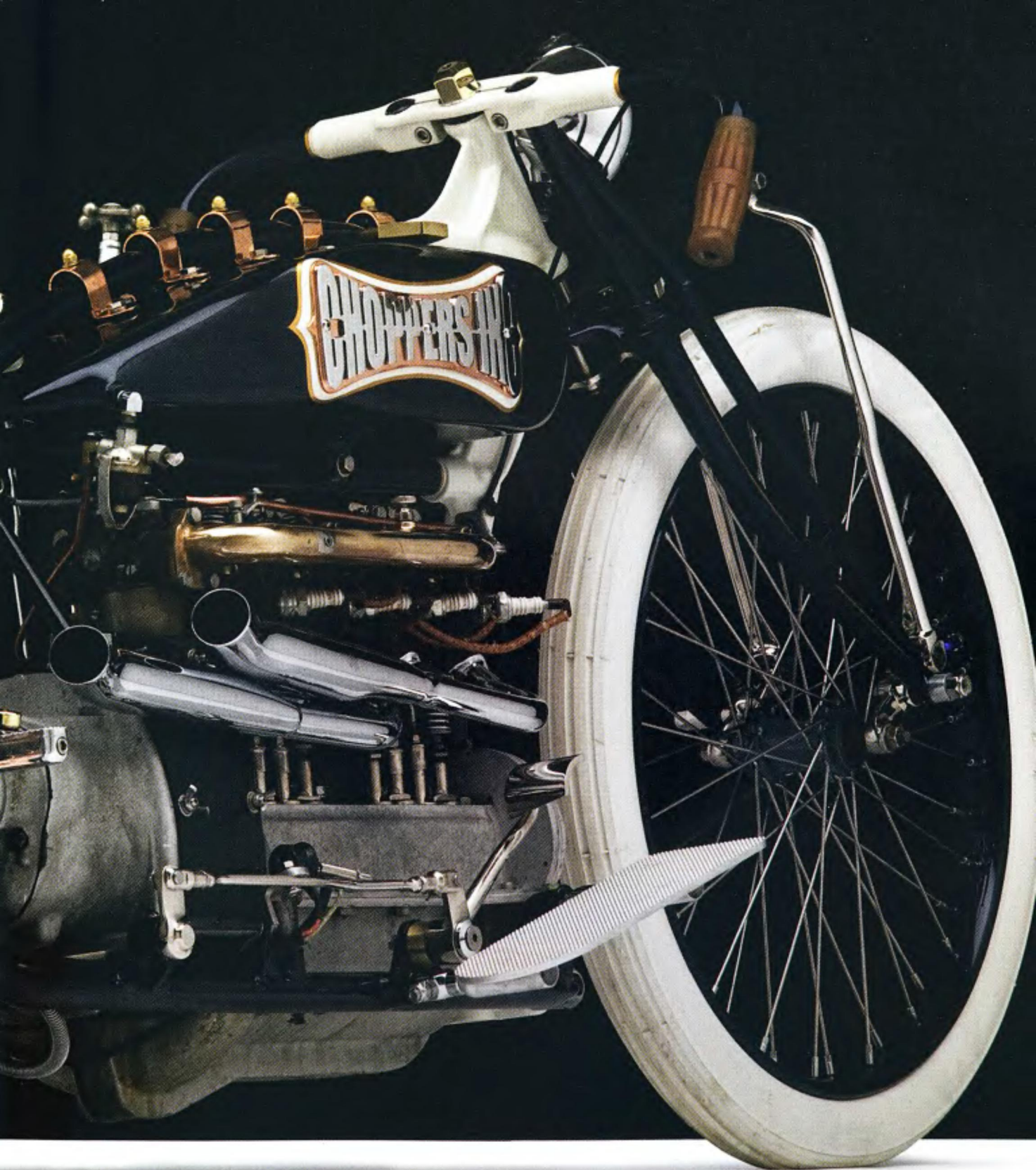
EASYRIDERS' CUSTOM BIKE OF THE YEAR

You're looking at Billy Lane's unique vision of a 1917 Henderson boardtracker. The bike scored top honors at the Easyriders

Invitational Bike Show in Columbus, Ohio, taking awards for Best of Show, Best of the Invitational Judged Class

and 2008 *Easyriders* Bike of the Year.

At the Columbus Invitational, we naturally asked Billy if the bike ran. He



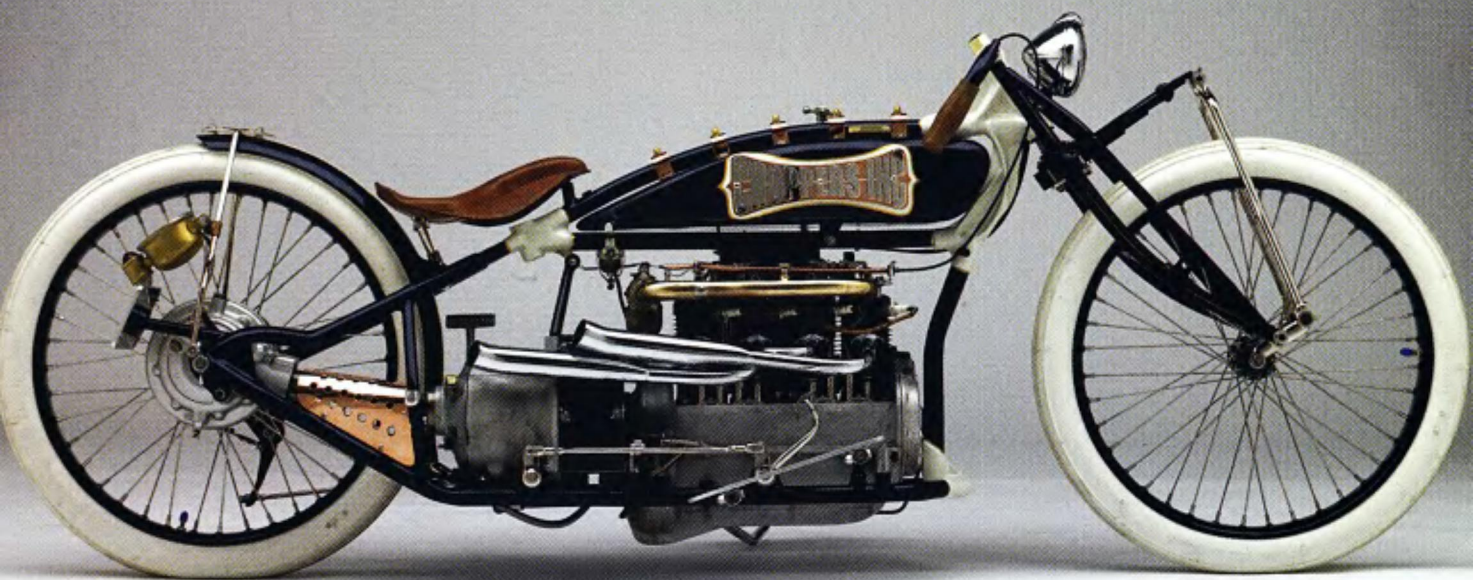
promptly fired her up and took off around the parking lot, a shit-eating grin on his face. As Billy tells the story, the 1917 Henderson 4-cylinder, 1,000cc engine was originally found in a farmer's field where it was being used to pump

irrigation water, a somewhat ignoble fate for one of motorcycling's greatest motors.

A quick scan of the Henderson's history shows us that, in a not so hostile takeover, bicycle mogul Ignaz Schwinn acquired the much vaunted Excelsior

company in 1911. Then in 1917, Schwinn acquired another "trophy" company in the form of the Henderson Motorcycle Co., purveyors of the now iconic Henderson Four seen here.

Tom and William Henderson had

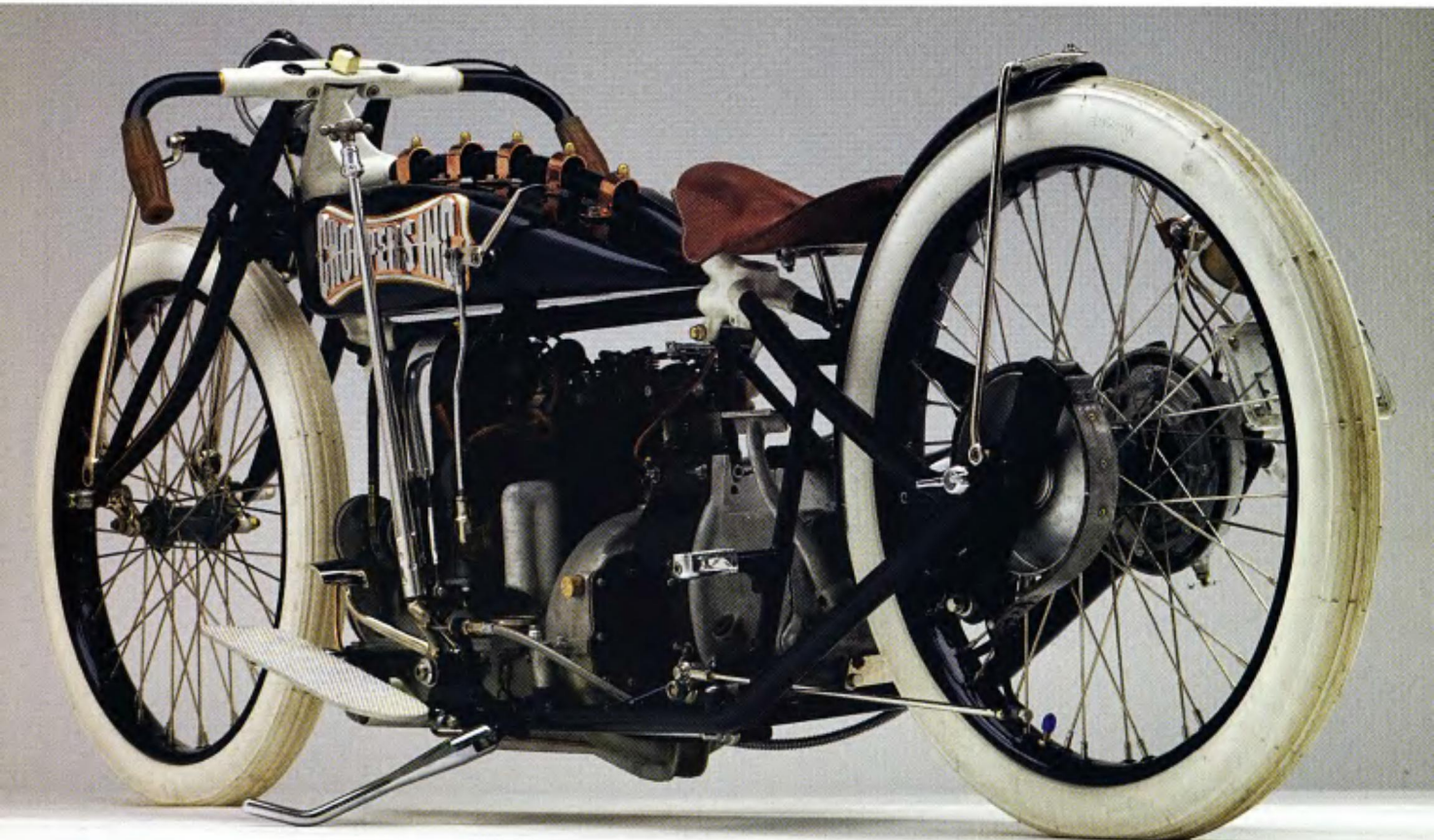


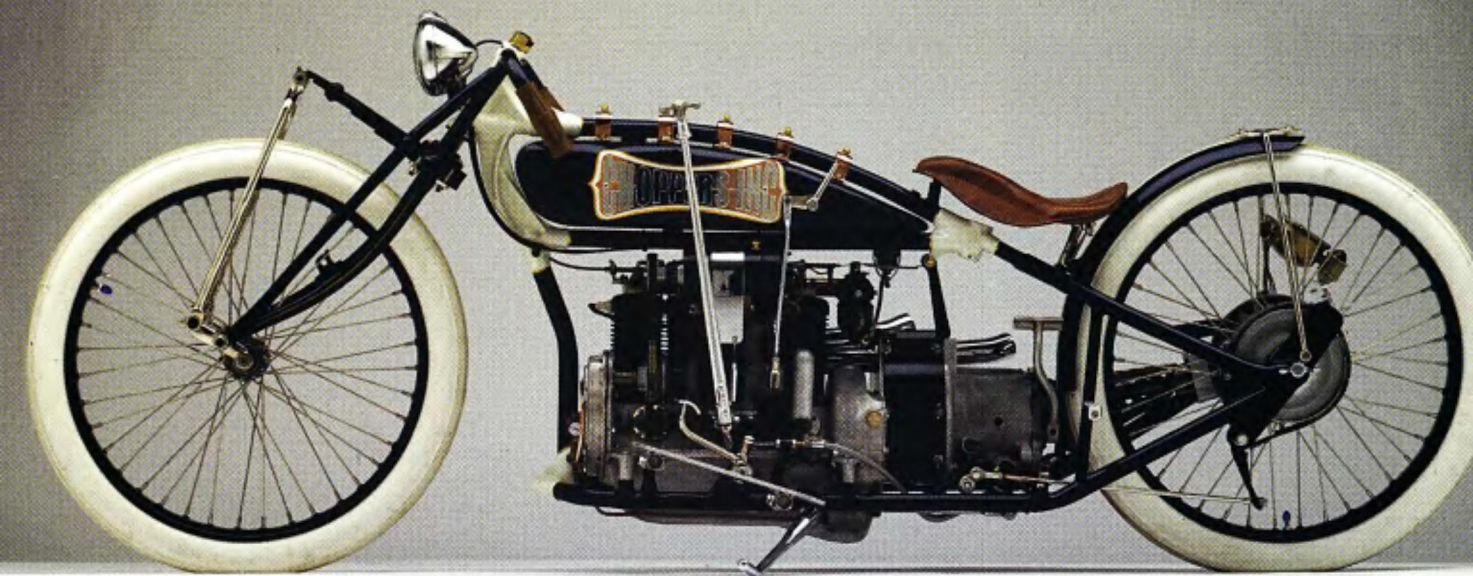
started building their 4-cylinder machines in 1912 in Detroit, those four individually cast cylinders mated to an aluminum crankcase on three main bearings. Instead of a pedal start, standard for the day, the design employed a car-style crankshaft, the very nature of the inline-4 imparting an automotive aura to the long wheel-based machine that exuded elegance, refinement and

grace of movement. It offered the rider the smooth transmission of power, fine handling and easily controllable operation. It would establish a benchmark for others to follow. Today, these bikes are worth their weight in gold.

Billy bought the engine sight unseen on the Internet and set about building a bike around it. "I also found the BMW transmission on the Web, then figured

out the shaft-drive using one from a Yamaha Virago. I handmade the frame, starting with a neck casting from a Harley 45 solo model. The hubs are from a Harley JD," Billy says. Keeping true to the antique origins of the bike, Billy found an original Messingler leather seat as well as an original 1919 Indian leafspring front end and a set of vintage 23-inch Clincher rims. While

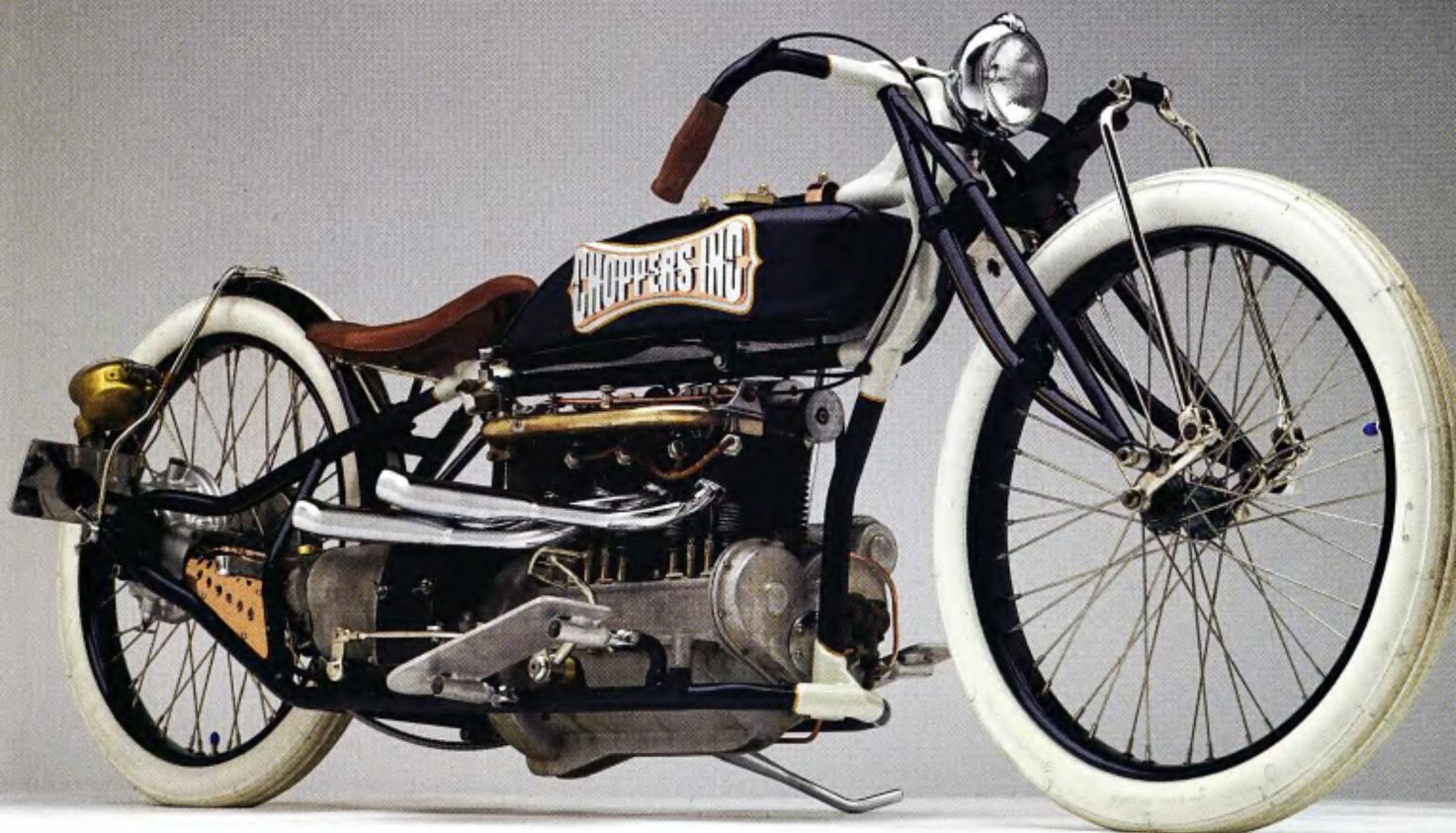


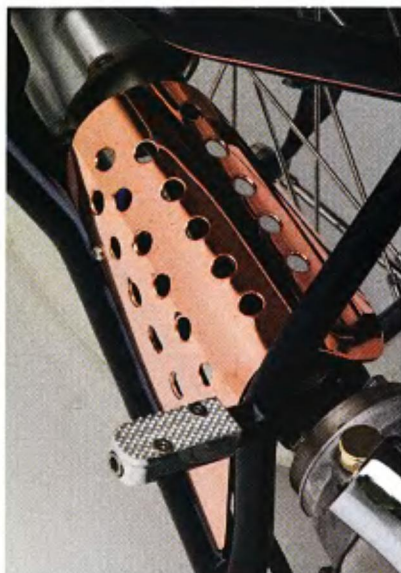
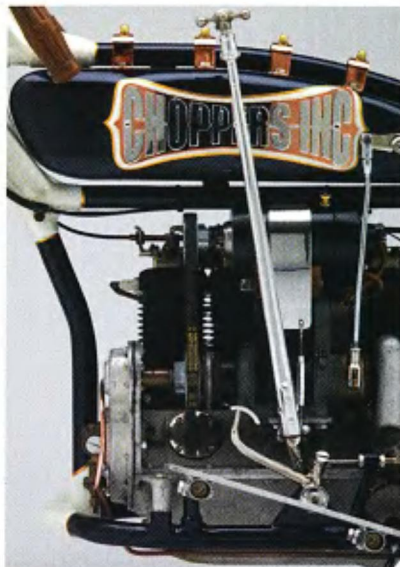


the original means of starting was a hand crank, Billy added a kick-start from a BMW to make things easier. The whole amazing creation is a tribute to Billy's skill as an engineer, machinist, bike builder and innovator.

You can see why *Easyriders* chose this one-of-a-kind two-wheeled thoroughbred as out Custom Bike of the Year.

—Paul Garson





Owner: Billy Lane
City: Melbourne Beach, Florida

GENERAL

Designer: Billy Lane
Fabrication: Billy Lane
Year/make: 1917 Henderson
Model: Detroit-4
Assembly: Billy Lane
Time: 9 months
Chroming: Spacecoast Platers

ENGINE

Year and make: 1917 Henderson
Displacement: 1,000 cc
Cam: Henderson
Ignition: magneto
Pistons: Henderson
Heads: Henderson
Lifters: Henderson
Carb(s): Schebler
Air cleaner: none
Pipes: Billy

TRANSMISSION

Year and Make: 1967 BMW
Shifting: 4-speed

PAINTING

Painter: Ken "Dutch" Heintz
Color/type: blue/House of Kolor

FRAME

Year: 2007
Builder: Choppers Inc.
Rake: 37 degrees
Stretch: 4 inches

SHOCKS

Shocks: none

ACCESSORIES

Bars: Boardtracker by Billy Lane
Handlebar controls: none
Fenders: bicycle/Billy Lane
Headlight: Unity
Taillight: vintage unknown
Dash: Billy Lane
Front pegs: Billy Lane custom boards
Rear pegs: Paul Yaffe Bagger Nation

Electrics: Cycle Electric

Gas tank: Billy Lane

Oil tank: none

Oil system: Henderson

Seat: Messingler

Mirrors: none

Grips: GUM

FORKS

Type: 1919 Indian leafspring

Extension: none

Builder: Indian

WHEELS

Size: 23 inches

Wheels: Clincher

Tires: Firestone

Brakes: H-D JD

external band

Photos: Michael

Lichter

Contact: Billy Lane;

Choppers Inc.;

www.choppersinc.com

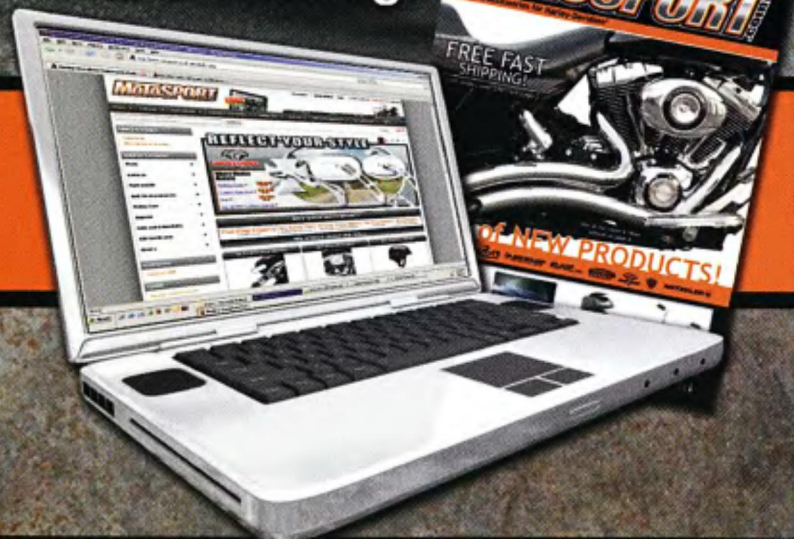


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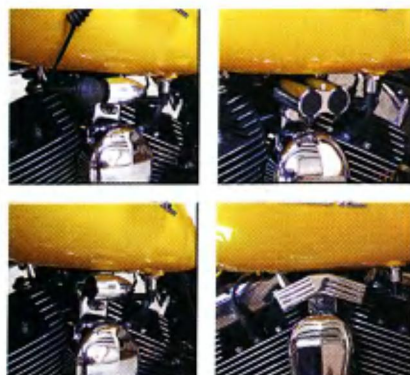
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Power Ports are available in dual-port or single-port and they can be installed in minutes by connecting two wires to your battery and attaching the unit directly on either the horn bolt or to any other location with one bolt mounting.

Power Ports sell from \$69. Call 620-221-2417 for information or go to www.wire-plus.com.



Renegade wheels now in 23-inch size

Renegade Wheels now offers an extra tall 23-inch-diameter version of all their wheels. Manufactured to the company's renowned standards for fit, finish and quality, the rims are available in chrome,

ebony or powdercoated to your liking. The new 23s are priced at \$1,595. All Renegade rims come with applicable hubs and bearings and carry a lifetime structural warranty.

You can view the entire Renegade lineup at www.renegadewheels.com or call 714-998-7241.



Full-Floating Rotors QTM

You can now get QTM/Brembo full-floating rotors in the new Bullet style. Available with chrome or black billet aluminum centers, these rotors will work with most aftermarket calipers, including Brembo.

All QTM/Brembo full-floating rotors have a Brembo stainless steel friction surface that is mounted to a chrome or anodized billet aluminum carrier with QTM's own silent floating hardware. This eliminates the noise that usually accompanies full-floating discs, while still achieving performance.

Call 714-575-5000 for more info.



Tire rotator tool

With JIMS' Tire Rotator Tool you can now put your motorcycle in high gear and turn the rear wheel with one hand while having the internal engine parts rotate. Check tappet adjustments, check cam timing, ignition timing, primary chain adjustments, rear belt or chain adjustments, check spoke torque and install or remove any part or parts that need the engine rotated. It can also be used for finding the air fill and cleaning

the wheel or tire.

Visit JIMS on the Web at www.jimsusa.com or call 805-482-6913.



Grips by Deviant Choppers

Deviant Choppers' new grips use a race-inspired look and have a smaller outside diameter. This makes riding with or without gloves more comfortable. The unique knurled design adds a positive fit and feel for your hands. They are machined from solid billet aluminum in the USA. The grips are available polished, chromed, raw and black anodized. They can be easily installed on all '75-'08 Harley-Davidsons. The grips can be used with single-cable, dual-cable or internal throttle systems.

Call Deviant Choppers at 210-748-3805 or look them up on the Internet at www.deviantchopper.com.



Trask Bro Bars

Trask Performance's new Bro Bars are 1-inch in diameter at the grip and crossover and step up to 1 1/4-inch at the visual section. The crossover is also knurled for a secure, slip-free fit and the bars are pre-drilled for internal wiring. Bro Bars can be ordered in heights of 12 inches, 14 inches or 16 inches, providing a very distinctive look and comfortable riding position. Finished in black powdercoat or chromed, the bars retail for



\$400 or \$350 raw.

Call 866-998-7275 or go to www.TurboYourHarley.com for information.



Maltese Cross Exhaust Tips

Made from die-cast aluminum, these 5-inch-long Maltese cross tips are designed to fit over your exhaust ends. Tips come with flush-mount Allen-head hardware. Sold in pairs, they are available in three cross sizes to fit 1 3/4-inch, 2-inch and 3-inch pipes.

Call 800-527-0501, or go online to www.mid-usa.com for information.

Customize your chain

Insane Chains' patent-pending, custom final drive chains will dress your bike up in a unique fashion. From painted to plated, these smooth chains offer an endless



number of options. Insane Chains can customize any brand of chain, although they use top-of-the-line Diamond XLO-series O-ring chain unless otherwise requested. Save a few bucks and send them your existing chain to get it dressed up.

Check out all the designs available at www.insanechains.com or call them at 407-314-9325.



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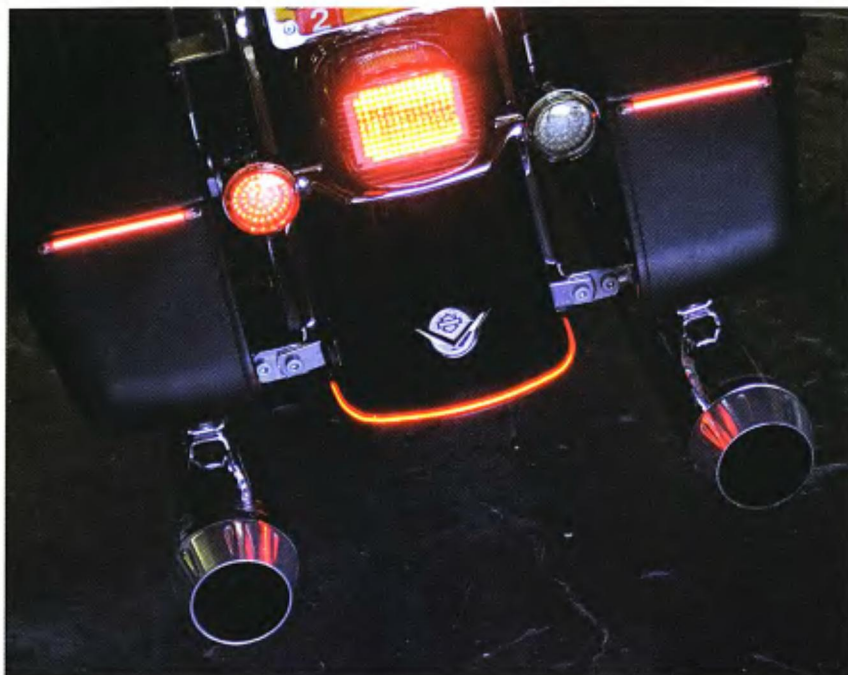
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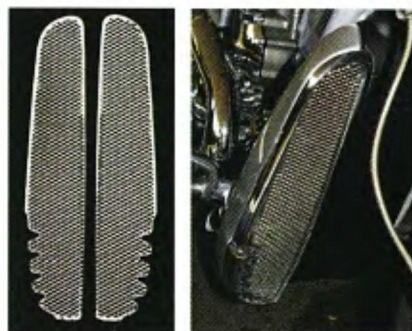


Integratorz Premium LEDs

The Integratorz Premium new dual color (red and amber) flexible LED system packs 200 lights where there used to be 100. The same light strip can be used as a red running light (with a dual element added), a red brake light, and amber turn signals. The LED strip can be broken

down every 5 LEDs and every piece can be used because there are solder pads on the back of the board. The board slides in to a D-channel tube with automotive-grade tape on the back for a peel-and-stick application.

See www.radiantz.com for some video footage of the product or call 877-469-4241.



Vamping Up Your V-Rod

Lil Emery Enterprises' new V-Rod custom grilles are designed to protect your radiator from damaging road debris entering through the air intakes. They also enhance the looks of the front of the bike. Grilles are available in chrome, black and raw. Easy installation requires only hand tools.

Grilles are available through J&P Cycles via their Internet catalog at www.jpccycles.com, starting at \$79.95.



Deth Star Oil Tank

Bare Knuckle Choppers' new Deth Star oil bag is made from 13-gauge steel. It's 8 1/2 inches long and 5 inches in diameter for a capacity of 3 1/2 quarts. The tank features 1/8-inch NPT bungs for your oil lines, 3 threaded mounting bungs for 5/16-18 bolts, and an FTF or OIL cap. The tank is available as the traditional nautical star or as an inverted star.

Call the Bare Knuckle crew at 888-240-NUKL, or visit them at their Web site at www.bareknucklechoppers.com.



iStar HID by Lazer Star

Lazer Star's new iStar internal ballast HID is a high-output, ultra compact HID that can be used as a spot or flood 30-watt HID. It's housed in a compact 2 3/4-inch x 4-inch aluminum casing with the igniter ballast inside.

See more at www.lazerstar.net or give them a call at 800-624-6234. Lazer Star products are also available at your local Drag Specialties, Parts Unlimited Dealer.

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One For "Pearl"

A Texas Original For A Texas Original



A bike like this could only come from one place and one guy—Stokers Dallas and Rick Fairless. The paint alone tells the tale, even if the style of the bike doesn't. "I generally don't build bobbers," Rick says. True enough. Stokers Dallas is better known for stretched choppers. "But honestly," Rick admits, "I like that bobber look." Now he has one.

Every year or so Rick will build a bike just for himself, something for the collection.





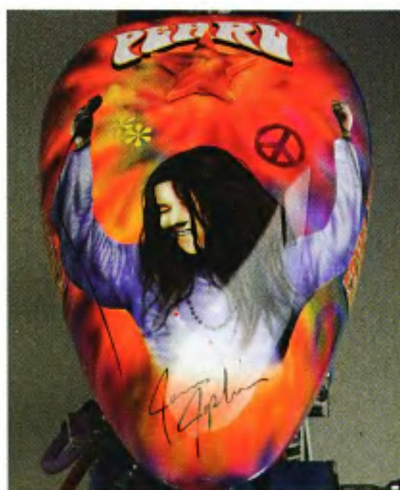
And this time, more than just venturing into bobber territory, Rick wanted to pay tribute to Janis Joplin. After all, she was a Texas girl, and he's from Texas, and has always loved her music. That decision, of course, dictated the paintjob. What could be more '60s psychedelic than tie-dye? Gary Queen, the in-house painter at Stokers Dallas, put on this fantastically detailed paintjob. We're looking at more than 200 hours worth of work. There isn't a surface Gary didn't put his airbrush to.

"When I turn a bike over to Gary I tell him everything I want and I hand him a big stack of photos depicting the

theme," Rick explains. "I'll lay it all out and tell him what I want where and what colors should be dominant." Gary takes over from there. Rick will check in every day or so to make sure they're both still on the same path, "And it never fails," he says. "When we start out, Gary's raring to go. Halfway through the job he's ready to kill me!" Admittedly pretty particular, Rick can see it all in his mind's eye and settles for nothing less. That means plenty of do-overs. "In all seriousness, though," he says, "Gary's great at this. We've been working together for 13 years now and he usually knows what I want before I tell him."

"Pearl," Janis Joplin's nickname and this bike's moniker, turned out great and it's a blast to ride. "Short and nimble, you can weave in and out of traffic without even thinking about it," Rick says. "Just a lot of fun." In fact, when Rick went up to the S&S 50th Anniversary party, this was one of the bikes he brought with him. By all accounts it was also the most photographed bike in town. "Everybody had to take a picture."

Mechanically, Rick says, there's nothing too special going on here. "I just wanted a bike that would evoke that old-school vibe." The engine, an S&S



93-inch shovel, is a nice start. So is the Kustom Works rigid frame and Paughco front end, nice and plain and simple. Fishtail exhausts help, too. You don't get more old-school shovelhead than fishtails. Rick thought they'd look cool coming out even on both sides of the bike, so he made up this pair himself.

Fittingly, this little tie-dyed bobber is slated to take a trip down to Port Arthur, Texas, next January. It'll be an extended stay. The bike's going into the Janis Joplin Museum for a while. It's going home, so to speak. No question, the fans will love it.

—Joe Kress



Owner: Rick Fairless
City: Dallas, Texas

GENERAL

Designer: Rick Fairless
Fabrication: Rick Fairless/Stokers Dallas
Year/make: 2006 Fairless
Model: Janis Joplin
Time: 6 months
Chroming: Advance Plating

ENGINE

Year and make: 2006 S&S shovelhead
Displacement: 103 cubic inches
Ignition: Crane
Cam/Carb: S&S
Air cleaner: Rick Fairless/Stokers Dallas
Pipes: Rick Fairless/Stokers Dallas

TRANSMISSION

Year/make: 2006 Baker

Shifting: 6-speed

PAINTING

Painter: Gary Queen
Color: tie-dye
Type: House of Kolor

FRAME

Year/make: 2006 Kustom Works

Type: rigid
Rake: 35 degrees

Accessories

Handlebars: Rick Fairless/Stokers Dallas
Handlebar controls: Rick Fairless/Stokers Dallas
Fenders: Rick Fairless/Stokers Dallas
Headlight: Bates
Taillight: Drag Specialties
Pegs: Rick Fairless/Stokers Dallas
Foot controls: Rick Fairless/Stokers Dallas

Gas tank: Rick Fairless/Stokers Dallas

Oil tank: Pat Kennedy

Seat: Rick Fairless/Stokers Dallas

Mirrors: Rick Fairless/Stokers Dallas

Grips: Rick Fairless/Stokers Dallas

FRONT END

Type: springer

Builder: Paughco

WHEELS

Make: Drag Specialties, laced

Size: 21-inch front,

18-inch rear

Tires: Metzeler

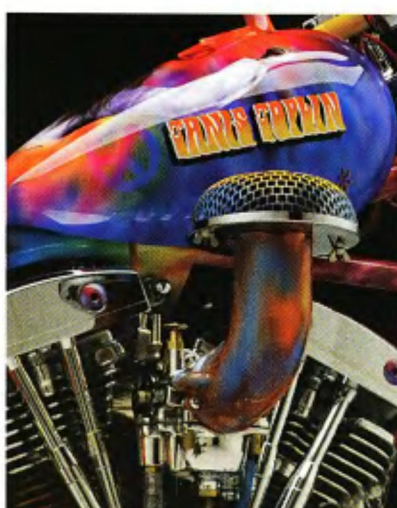
Brakes: Performance Machine

Photos: Michael Lichter

Contact: Stokers Dallas;

214-357-0707;

www.stokersdallas.com



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GOIN' PRO

I have a 2003 Dyna Super Glide that I would like to convert to a pro-street bike. I want to put a 240mm rear tire on it, but I am concerned about the bike's balance. Are there any problems with balance when I make this conversion? I have seen kits that range in price from about \$1,500 to \$3,500. Can you recommend one? What should I be aware of before doing this? I also would like to increase the rake of the bike. What would you recommend? I have seen triple-tree kits that change the rake without cutting the frame. Do I need to be concerned with handling when these kits are used? How long should the forks be, as well? Any information would be appreciated.

Michael Savittieri

Give some more thought to what you want from your motorcycle. If handling is important to you, which it seems to be, leave your motorcycle alone or limit the tire to something in the 180 to 200mm range and stay away from raked trees. If you want more radical looks, I'd have to recommend buying a pro-street frame from a reputable manufacturer such as Chopper Guys (chopperguys.com) or Rolling Thunder (rollingthunderframes.com). They can help you select the best tire size, frame geometry, and front end length for what you're looking for. If it's a pie-in-the-sky titty grabber you're after, the sky's the limit. Otherwise, stay conservative.

MO' POWER

I own a 2006 Street Glide that I purchased brand-new. I installed Vance & Hines True Duals with oval slip-on mufflers and a Power Commander. Everyone is telling me to adjust the Power Commander to get the most from the bike but no one seems to know the correct adjustment. I have been told to increase from 1500 to 3500 rpm and from 10% throttle to 60% throttle and have also been told to adjust from 5% throttle to 60% throttle at 1500 rpm to 4000 rpm. Can you suggest how I should adjust the Power Commander?

Wingnut

Test riding is the key to tuning if you don't have access to a Dyno. Arbitrary changes are mostly a crapshoot, unless you can benefit from the experience of someone who has made exactly the

same modifications to his motorcycle that you have to yours. Usually, fuel-mixture glitches are most apparent under load. For your test ride, beat the engine up to operating temperature, find a moderate-to-steep grade, bring the engine up to about 3000 rpm, roll the throttle all the way open—but do it gradually to avoid ignition knock—and pay close attention to how the engine responds. If the fuel mixture is lean, you will probably experience surging or a cough through the throttle body that sounds like a sneeze. The bike will feel sluggish if it's rich, although a slightly lean mixture may feel sluggish too. When in doubt, richen the mixture slightly and repeat the test. If the glitch seems worse, go back to baseline and then lean the mixture. Fine-tuning consists of repeating the test for the different tuning ranges and adjusting the mixture accordingly. Be careful to avoid overheating, and roll off the throttle immediately if you encounter ignition knock. Ignition knock can be caused by a number of things, one of which is a lean fuel mixture. I first address knock by retarding the ignition timing or softening the advance curve, when possible, but enriching the fuel mixture is worth a try, too. Be sure to record your baseline settings before you start tweaking, make just one change at a time and document each change to avoid confusion. Better yet, turn your motorcycle over to one of the professional tuning centers listed on the Power Commander's Web site at www.powercommander.com and let them do the work.

BRAINIAC

Reducing back pressure in exhaust systems does not reduce horsepower or torque at the rpm. It, the concept, is a misnomer/falsity that's hung on per se by an aged albeit ignorant/misinformed saying/advice. "Resonance lengths/speeds effect (sic) exhaust effectiveness-scavenging or lack thereof." Cutting off triangular tabs/protrusions in "baffles/baffled" exhaust pipes will aid to de-baffle the rider.

Mark Hall

There is truth in your words about the baffles, otherwise I would guess that you have done most of your Dyno work there in the Gulag. Nice drawing of the pipes, but eschew obfuscation, dude.

I SEE THE LIGHT

My question is about a fuel module I bought for my 2002 Road King. The bike is running great and with more power. The only problem is that the check engine light goes on and off, mostly when I am accelerating. When I drop back on the throttle, it turns off. The module is from RevTech.

Anthony Zavala,
Sancho, California

Since your motorcycle is running so well, I doubt you have anything to worry about. Any shop that does much EFI work should be able to read and clear the error code for you.

IDLE THOUGHTS

I have a 2005 FXSTSI and would like to lower my idle rpm to about 900. I have installed 2-inch drags and a K&N high-flow intake. I read that fuel injected TC88s need at least 944 rpm for correct electrical output to run injection. The technician at a local shop with a Dyno says he won't set any idle under 1000 rpm because oil pressure drops to about 3 pounds. Would an upgrade to a high-flow oil pump provide sufficient lubrication and what, if any, changes should be made to satisfy the electrical needs of the EFI?

T.R. Prestwood

If you're hell-bent on having a tater-tater idle, find a tech who will set the idle at 900, with any risk being yours and yours alone, and see what happens. The oil pressure warning light should come on and the lifters will get noisy if the oil pressure drops low enough to matter. Charging problems would be equally obvious. If one is needed, quality aftermarket oil pumps for Twin Cams are available from S&S and Feuling, with charging systems available from Cycle Electric and Compu Fire. Or you could get crazy and just have the idle speed re-set to stock specs if you run into problems. Just remember that oil also cools the engine, especially in traffic where there is little or no airflow.

—Tom Johnson

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



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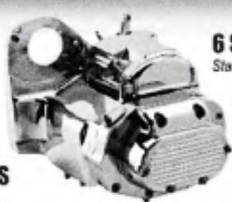
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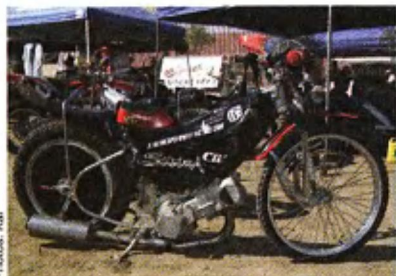
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Photos: Kai

Events

A DAY AT THE RACES

The award-winning Ventura Raceway on the Ventura County Fairgrounds is one of the greatest small racing venues in the country. Where else can you watch a dirt track race and then turn around in the grandstands and stare at the Pacific Ocean in all its splendor?

Trophy Queen Productions, the same folks who each and every year bring you the Back to the Beach event and the Primer Nationals have now taken on the responsibility of bringing the races to you—and you to the races. We're talking some very cool races, like the annual Vintage Outlaw Motorcycle Races that just happened for the 16th time, according to John Parker, head honcho at Trophy Queen. "My wife, Jenny, and I are the third set of promoters doing this, and this is our first year," he says. "So we set out to promote it a

bit differently and try to make an event out of it, which is what we do with our other shows."

Part of making it different is the idea that not only are there vendors behind the track like you would have at the Primer Nationals, for instance, John also brought along some notable racing celebrities for the fans to meet and get autographs from, guys like Bruce Brown, the man behind the movie *On Any Sunday*, and racers such as Mert Lawwill, the 1969 AMA grand national champion; Gene Romero, the 1970 grand national champ; Skip Van Leeuwen, winner of many Ascot TT nationals; as well as Slidin' Slim and Smokin' Snortin' Sunny Nutter, the speedway rider. "We had all these great racers come that night so the kids, especially, could see and meet them."

Not only were the racers on hand, there were also some mighty cool bikes to look at, like the 13 or 14 hand-shift Harleys and Indians that were among the 130 paid racers. "We ran some 13

different classes and paid out \$30,000 in cash prize money and the ambulance didn't move all night—which is always a good thing," John tells us.

To add to the excitement, after the motorcycles were done some time after the sun had gone down, the jalopies got onto the track and raced each other until it was finally time to go home. John says Trophy Queen is planning on adding lots of new and exciting things to what is already a substantial offering. "The racing was great, the track was in perfect condition and the grandstands were packed," John says. "We couldn't have been any happier."

John says four events are scheduled for 2009: two vintage events; a modern TT; and a long-track speedway event for just speedway bikes. For more information and a good idea of what the whole thing looks like, simply hit the Web site at www.primernational.com.

—Red Baron

Events

25TH ANNIVERSARY LOVE RIDE

The 25th Love Ride, the world's largest one-day motorcycle fundraising event, will be bigger and more spectacular than ever this year. Love Ride 25, will take place on Sunday, October 26, 2008 (a change from its original November date). The ride is always capped by a star-studded concert. This year, it will be co-headlined by Rock and Roll Hall of Famers ZZ Top and alt-rock icons The Foo Fighters. The concert, expected to draw a capacity crowd, will start at noon at the Fairplex in Pomona, California, where the crowd will also partake in a barbecue lunch, motorcycle trade show, vendor village, stunts, award ceremonies and more.

Jay Leno will serve as grand marshal and will preside over the 20,000-plus

CONTINUED ON NEXT PAGE

Love Ride Continued

participating riders. The Love Ride has brought in over \$20 million for various charities over the years. Riders will start their engines at 9:00 a.m. at Glendale Harley-Davidson (3717 San Fernando Rd., Glendale, 91204) and parade up Glendale's main drag, Brand Boulevard, before making their way over to Pomona, where the Fairplex gates are scheduled to open at 10:00 a.m.

Love Ride 25 is the centerpiece of California Bike Week (CBW), the state's premiere motorcycle event (Oct. 24 to 26). Another Love Ride 25/CBW highlight takes place Friday evening, October 24, when L.A.'s Petersen Automotive Museum opens especially for a Love Ride reception party with live music, as well as a special preview of the Bonham & Butterfield's motorcycle auction that will be held the next day.

Tickets may now be purchased at Glendale Harley-Davidson and through Ticketmaster (www.ticketmaster.com). For the latest information, log on to www.loveride.org —Groana Bearit

Coast To Coast

Biker News

INTEREST IN MOTORCYCLES SOARS

WITH FUEL PRICES: Motorcycle and scooter sales across the nation are booming as drivers look for ways to conserve in the wake of soaring gas prices, but the rush of inexperienced riders hitting the road has had deadly consequences.

NADA Guides, a well-known book of

used vehicle prices, reported that the number of people researching motorcycle purchases has increased nearly 50% over last year.

Scooter sales jumped 24% nationwide in the year's first quarter, according to the MIC. "While new motorcycle sales were lagging on the whole, those with smaller engines that get better gas mileage saw an upturn," said MIC spokesman Mike Mount, adding that "used motorcycle sales also are climbing."

According to a recent report by the Governors Highway Safety Association, motorcycle sales have tripled from 1997 to 2006, increasing from 356,000 to almost 1.1 million, while during the same decade motorcycle fatalities more than doubled from 2,110 in 1997 to 4,810 in 2006.

Last year, the GHSA asked state highway safety agencies to complete a survey on motorcycle safety activities designed to curb the annual increase in motorcycle crashes. Besides "a patchwork of helmet laws," the surveys revealed that rider training courses have been overly strained due to the influx of new motorcyclists and, as a result, 29 states "indicated they have capacity problems with delays ranging from one day to 12 weeks for training classes. Only three states, Florida, Maine, and Rhode Island require rider education for all riders, regardless of age," according to the association. The report also says many motorcyclists drive without valid licenses: In 2006, 25% of operators in fatal motorcycle crashes did not have a

valid motorcycle license, compared to 13% of drivers of passenger vehicles.

GEORGIA TURNS SPEEDERS INTO FUEL PUMPS

It's a ridiculous concept, reports the National Motorists Association, but somehow it seemed inevitable. Check out this story from *USA Today*: The surging price of gasoline has come to this: a fuel surcharge on your next speeding ticket.

Drivers caught speeding in the north Atlanta suburb of Holly Springs, Georgia, soon will have to pay an extra \$12 to cover the \$4 per gallon gas costs for the police officers who stop them.

Looking to Pizza Hut for inspiration, Police Chief Ken Ball said he was seeking ways to maintain patrols despite record high gas prices. "I was hearing that Delta [Air Lines], pizza deliverers and florists were adding fuel charges to their services, and I thought, why not police departments?"

Unfortunately, it looks as if this isn't going to be an isolated case. Chief Ball says he's being "inundated" by calls from police chiefs and city managers. "I've heard from at least a dozen police chiefs and half a dozen city managers," he says of their municipality's recently passed measure. "They want to know how we did it, and could we send them a copy of the ordinance."

MARYLAND RIDERS LIGHT IT UP

Motorcycle riders in Maryland hope to get more attention from car drivers with a new state law that allows the use of specified auxiliary lighting, which can only be used after dark, thus increasing their visibility to other road users at night.

Senate Bill 713, the "Nighttime Awareness Auxiliary Lighting" bill, passed unanimously through the House and Senate, and was signed into law April 8 by Governor Martin O'Malley.

The new law, which went into effect June 1, addresses the use of LED lights that illuminate the sides of the motorcycle, thus allowing other drivers to see motorcyclists from the side as well as front and rear. The lights cannot be blue or red and cannot blink, flash or oscillate. They can only be directed toward the engine and drivetrain and are specifically prohibited from being on wheels.

CONTINUED ON PAGE 31



This, here's, one of dem redneck houseboats!



TERESI
DYNO-DRAGS

Patent No. 6,123,547 & No. 6,505,503

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

Utilizing a pair of motorcycle dynos, Christmas tree starting lights and a computerized timing system, riders can test their racing skills and find out how fast their bikes really are — all in the safety of a stationary environment.

Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With engines revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drags provides a printout of horsepower for each competitor.

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

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

2008 Become a sponsor and reach over 3 million potential customers.
Sponsorship Information call: 818-416-7320

Jan 4-6	5th Annual Dyno-Drags Nationals - Pomona, CA
Jan 11-13	Available
Jan 18-20	Available
Jan 25-27	Available
Feb 1-3	V-Twin Expo - Cincinnati, OH
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	RGV Harley-Davidson - McAllen, TX
Mar 22-23	Hilton Head Motorsports - Bluffton, SC
Mar 29	Great South Harley-Davidson - Newman, GA
Apr 5	Mt. Cheaha Harley-Davidson - Oxford, AL
Apr 12	Renegade Harley-Davidson - Alexandria, LA
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	Augusta Harley-Davidson - Augusta, GA
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	Bike Time - Muskegon, MI
July 25-27	Carlisle Bikefest - Carlisle, PA
Aug 2	Charlie's Harley-Davidson - Huntington, WA
Aug 8-10	Full Throttle Saloon - Sturgis, SD
Aug 14	Pelphs County Fairgrounds - Rolla, MO
Aug 16	Pigtrail Harley-Davidson - Rogers, AR
Aug 22-24	Liberty, Harley-Davidson - Boston Hts, OH
Aug 27-29	Hal's Harley-Davidson - New Berlin, WI
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	Available
Oct 16-19	Biketoberfest - Daytona Beach, FL
Oct 25	Harley-Davidson - Shreveport, LA
Oct 31-Nov 2	Available
Nov 8	Stone Mountain Harley-Davidson - Lilburn, GA
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

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2009 6TH ANNUAL DYNO-DRAGS NATIONALS

Anyone racing in the 2008 year will qualify for the 2009 Dyno-Drags Nationals.
Cash Prizes ★ Trophy Winners will be featured in V-Twin magazine.
\$10,000 purse. Even last place will get \$1,000!

GEICO
Motorcycle

V-Twin
Motorcycles



2008 SCHEDULE

Biker News CONTINUED

Pat Corcoran, spokesman for ABATE of Maryland, said "Most motorcycle vs. auto accidents, are almost always the fault of the auto driver and, usually, the comment of the driver is, 'I just didn't see him.'"

The law also allows the use of blue-dot taillights, which also increases conspicuity in traffic.

STATES GREEN-LIGHT NEW RED LIGHT LAWS FOR MOTORCYCLES:

Motorcyclists in a growing number of states are being allowed to go through red lights when sensors aren't able to detect they are there.

In May, South Carolina became the seventh state to give motorcyclists license to proceed with caution after stopping when the device that causes the light to change from red to green

doesn't activate, according to a recent article in *USA Today*.

North Carolina passed a similar law in 2007. Wisconsin (2006), Idaho (2006), Arkansas (2005), Tennessee (2003) and Minnesota (2002), all have passed laws the past six years, while similar legislation has been introduced in Georgia, Missouri and Oklahoma.

The traffic lights in question are controlled by devices buried under the road that operate similar to metal detectors, according to Doug Hecox, a spokesman for the Federal Highway Administration. Their sensitivity can be set to detect motorcycles, but the proper balance is difficult to adjust, he said.

California has chosen a technological solution. A law adopted last year requires that when new traffic-activated signals are installed, that they be capable of

detecting motorcycles and bicycles.

"In Texas, we took a different approach," said Sputnik, president of the Texas Motorcycle Rights Association and chairman of the NCOM Legislative Task Force. He told a gathering at the recent NCOM Convention in Houston about a law passed there last year, "When a traffic light doesn't detect motorcycles, they have to fix them, so they do."

BIKER FUNERALS ILLEGAL DOWN

UNDER: Gypsy Jokers from across Australia and abroad gathered in Adelaide for a funeral, which would be illegal under new "anti-bikie" laws enacted by the South Australia State Government.

The bikers were bidding farewell to their club president, Wayne "Chiller" McGrath, 42, a father of four and part-owner of four tattoo parlors, who suffered a fatal heart attack while exercising on a treadmill at his Virginia home. More than 300 people, including more than 100 Gypsy Jokers motorcycle club members nationally and overseas from Germany, Norway and the U.S. attended his funeral. The mourners, who included wives, girlfriends and children, then went to their local clubhouse for a wake to honor their fallen brother.

Legal sources said under the anti-biker laws passed by the government and now taking effect, the funeral and wake would have been declared prohibited events as "bikies" will be prohibited from associating with each other or anyone outside their immediate family once their "gangs" have been declared illegal organizations by the Attorney General.

Anyone who breaches the laws, whether they are bikers or individuals having contact with bikers at least six times a year, can be jailed for up to five years.

The new anti-biker laws, now the strictest in the world, have been attacked by lawyers and civil libertarians as "draconian" and an erosion of individual rights, particularly freedom of association.

WEIRD NEWS—DIRTY DEEDS:

More than 600 emergency workers recently participated in a mock disaster drill simulating an attack on Long Island by a fake biker gang detonating a dirty bomb at a federal courthouse. It was designed to test the abilities of authorities to



"They squat on our land, kill our turkeys, steal our corn... then want us to join them to give thanks?"

handle such a radioactive attack.

Police, firefighters, medical workers and other personnel from 60 agencies converged on the fire academy in Yaphank, New York, and the scenario involved a local biker gang called "El Diablo," which would attack the courthouse with a deadly dirty bomb after federal officials arrested their leaders.

More than 100 people were injured or killed in the fake attack and the injured had to be cleansed and decontaminated before they were actually sent to local hospitals for treatment.

Authorities called it the largest emergency drill in Suffolk County's history. It was funded by the Suffolk County Department of Fire, Rescue and Emergency services with a \$175,000 grant from the Department of Homeland Security. Because, as we all know, bikers are the largest threat EVER to this nation. Why did this drill have to be "caused" by bikers?

— Bill Bish,
NCOM

Industry News

Harley Recall

Harley-Davidson has decided that a defect relating to motor vehicle safety may exist on certain 2008 model year FLHP, FLHPE, FLHR, FLHRC, FLHRSE4, FLHT, FLHTC, FLHTCU, FLHTCUSE3, FLHTP, FLHX and FLTR model motorcycles that were built between May 6, 2007 through December 11, 2007.

These 2008 model motorcycles may experience a cracking of the fuel filter shell leading to a loss of fuel pressure. This loss of fuel pressure can cause diminished performance and, in some cases, may cause an engine stall or a no-start condition. This condition could lead to a crash, which could cause injury or death to the rider.

Harley-Davidson has voluntarily declared this a defect related to motor vehicle safety (Campaign 0135) to allow it to formally recall all affected motorcycles. The remedy is to remove the original fuel filter shell P/N 62229-08 and replace it with a new fuel filter shell P/N 62229-08A. A service bulletin outlining the repair and credit procedure will be forthcoming.

—Hawg Dawg

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800-572-1386
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ALABAMA
Biker Shack 411, LLC
8656 US Hwy 411 - Centre
256-475-3384

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

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

Temecula Valley Choppers
23860 Old Town Front St.
Temecula
951-653-5200

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

FLORIDA
Cycle Lab
1511 S. State Rd. #7
Ft. Lauderdale
954-587-4322

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

ILLINOIS
Heritage Harley
2585 Ogden Rd. - Lisle
630-420-1942

MASSACHUSETTS
Shovelhead's Motorcycle Parts &
Services
104 Richards Av. - N. Attleboro
508-695-0111

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

MICHIGAN
Bubba's Tri-City Cycle
804 S. Huron - Linwood
989-897-5625

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
973-639-8800

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

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

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

TENNESSEE
Chopper Images & Leather
1613 Donaldson Pkwy - Dover
931-232-9000

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

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

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

WASHINGTON
Ace of Spades
719 N. Tower - Centralia
360-807-6662

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

Happenings

ALABAMA

Barber Vintage Festival
Date: Oct. 18-19
Place: Barber
Motorsports Park,
Birmingham
Info: www.ahrma.org

Bama Bike Fest Fall Rally
Date: Oct. 23-25
Place: Forkland
Info: 334-289-5213
www.bamabikefest.com

8th Annual Angel Ride
Date: Nov. 7-8
Place: Oak Hollow Farm,
Fairhope
Info: 251-945-7775
www.angel-ride.com

ARIZONA

SAHR 14th Annual Rodeo
Date: Oct. 17-18
Place: Big Boys Arena
Bar, Benson
Info: www.sahr.org

3rd Annual Bearly
Cruzin' Car & Bike Show
Date: Oct. 19
Place: American Legion
Post #2 Tempe
Info: 602-330-1666
www.legionfamily.com

Hideaway 10-Year
Anniversary Party
Date: Oct. 18-19
Place: The Hideaway
Grill, Cave Creek
Info: 480-595-0358
www.hideaway-usa.com

24th Annual Verde Valley
Toy Run
Date: Nov. 23
Place: WalMart,
Cottonwood
Info: 928-634-1447
www.vtr.com

ARKANSAS

The King Lodge Car
& Bike Show
Date: Oct. 18
Place: Home Depot,
El Dorado
Info: 870-862-0204

6th Annual Toy Run
Date: Nov. 15
Place: Little Rock
Info: 501-258-0239
www.heavenlyriders.com

24th Annual Toy Run
Date: Nov. 22
Place: H-D, Jonesboro
Info: 870-238-9360

South East Arkansas
Toy Run
Date: Nov. 29
Place: Crossett
Info: 870-364-3008

Rodney's Toy Run
Date: Dec. 6
Place: Rodney's Cycle
Shop, Little Rock
Info: 501-796-7070

CALIFORNIA

Ride For Kids
Date: Oct. 21
Place: Mira Costa
College, Cardiff
Info: 800-253-6530
www.ride4kids.org

36th Annual Griffith Park
Sidecar Rally
Date: Oct. 19
Place: Griffith Park
Info: 818-780-5542
www.sidetrider.com

Poker Run/Gypsy Tour
Date: Oct. 22
Place: ABATE 29 to
Laughlin, NV
Info: www.abate.org

AHDA Drags
Date: Oct. 24-25
Place: Fairplex, Pomona
Info: 336-924-2095
www.ahda.com

California Bike Week
Date: Oct. 24-26
Place: Fairplex, Pomona
Info: www.calweek.com

Love Ride 25
Date: Oct. 26
Place: Fairplex, Pomona
Info: 818-246-5618
www.loveride.org

Long Beach Cycle Show
and Swap Meet
Date: Oct. 26
Place: Long Beach
Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

3rd Annual Halloween
Trick or Treat Run

Date: Oct. 26
Place: The Starting Gate,
Los Alamitos
Info: 714-624-0746

12th Annual Toy Run
Date: Nov. 9
Place: The Cactus Inn,
Palmdale
Info: 661-947-3734
www.alleygl.org

5th Annual Ironworkers
Toy Run
Date: Nov. 13
Place: City of Industry
Info: 310-505-8510

Boozefighters Food
and Toy Drive
Date: Nov. 15
Place: PJ's Roadhouse,
Placerville
Info: 530-676-3716
www.boozefighters21.com

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

Long Beach Cycle Show
and Swap Meet
Date: Dec. 7
Place: Long Beach
Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

Toy Run
Date: Dec. 7
Place: ABATE 19
Info: www.abate.org

CPS Toy Run
Date: Dec. 13(tent)
Place: King's County,
Hanford ABATE
Info: 559-584-9063;
559-584-1490

23rd Annual Tijuana
Toy Run
Date: Dec. 14
Place: Sweetwater H-D,
National City
Info: 619-420-7000
www.sweetwaterharley.com

David Mann Chopper Fest
Date: Dec. 14
Place: Ventura

Fairgrounds
Info: 805-650-6777
www.chopperfestival.com

21st Annual Skid Row
Toy Ride
Date: Dec. 14
Place: Harley Davidson of
Glendale
To Fred Jordan Mission
Info: 800-866-6601;
818-246-5618
www.glendaleharley.com

FLORIDA

Biketoberfest
Date: Oct. 16-19
Place: Daytona Beach
Info: 866-296-8970
www.biketoberfest.org

State HOG Rally
Date: Oct. 22-25
Place: Cocoa Beach
Info: 352-383-8673
www.flstatehogrally.com

5th Annual Steel Horse
Stampede
Date: Nov. 1
Place: Ocala
352-854-5218
www.hospiceofmarion.com

Ride For Kids
Date: Nov. 2
Place: Sarasota County
Technical Institute,
Sarasota
Info: 800-253-6530
www.ride4kids.org

6th Annual Hogs On The
High Seas Rally-Western
Caribbean
Date: Nov. 2-9
Place: Cape Canaveral
Info: 800-444-8795
www.hogsonthehighseas.com

Roscoe's Chili Challenge
Date: Nov. 7-9
Place: Lakeland
Info: 863-858-6249
www.roscoeschilichallenge.com

Bikers Bash VIP
Weekend
Date: Dec. 11-14
Place: Fort Lauderdale
Info: 954-563-2822
www.bikersbash.org

20th Annual SFPC Toys in
the Sun Run

Date: Dec. 14
Place: Pomano
Info:
www.toysinthesunrun.com

GEORGIA

5th Annual Wingmen MC
Helping Hands Parade
Date: Nov. 1
Place: Fred's on Hwy 21,
Rincon
Info: 912-754-9339;
912-247-5953

Bike Show & Swap Meet
Date: Nov. 2
Place: Atlanta Expo Center
Info: 770-881-7438
www.abatega.org

18th Annual Savannah
Toy Run
Date: Dec. 6
Place: Armstrong College
parking lot
Info: 912-233-3535

3rd Annual Frosty Bells
Toy Run
Date: Dec. 13
Place: VFW 5408,
Acworth
Info:
www.cvilleusmvmc.us

HAWAII

Halloween Run and
Campout
Date: Nov. 1
Place: Maui
Info: 808-348-3298
www.koapuna.com

Koa Puna MC Hoolaulea
Date: Dec. 6
Place: Oahu
Info: 808-348-3298
www.koapuna.com

Street Bikers United
Hawaii Oahu Toy Parade
Date: Dec. 7
Place: Oahu
Info: 808-216 2040
www.sbuhi.org

Street Bikers United
Hawaii Maui Toy Run
Date: Dec. 21
Info: 808-878 3103
www.sbumaui.org

3rd CVMAHI Annual
Skivvies for our Vets
Date: Dec. 14

Place: Kapolei Theaters
Info: 808-0256-0007
www.hicombatvet.org

ILLINOIS

28th Annual Polar Bear
Toy Run
Date: Nov. 1
Place: Monmouth to
Galesburg
Info: www.centralilabate.org

31st Annual Chicago
Toys for Tots
Motorcycle Parade
Date: Dec. 7
Place: Dan Ryan Woods,
Chicago
Info:
www.chicagolandtft.org

INDIANA

Toy Run
Date: Nov. 1
Place: Region 11 ABATE
Info: 317-271-6647
www.abateonline.org

Chili Cook-off &
Costume Contest
Date: Nov. 1
Place: Gibson County
ABATE
Info: 812-779-7602
www.abateonline.org

Christmas For Kids
Date: Nov. 8
Place: Porter County
ABATE
Info: 219-762-2206
www.abateonline.org

ABATE Toys For Tots
Date: Nov. 9
Place: Kosciusko ABATE
Info: 800-257-8883,
574-527-3686
www.abateonline.org

ABATE Toys For Tykes
Date: Nov. 22
Place: Region 13 ABATE
Info: 812-396-9033
www.abateonline.org

ABATE Toys For Tots
Party
Date: Dec. 6
Place: Marshall County
ABATE
Info: 574-936-9619
www.abateonline.org

ABATE Toys For Tykes

Date: Dec. 6
Place: Lake County
ABATE
Info: 219-365-6521
www.abateonline.org

ABATE Toys For Tots
Date: Dec. 7
Place: Fulton County
ABATE
Info: 800-257-8883
www.abateonline.org

ABATE Toy Run
Date: Dec. 7
Place: Tippecanoe County
ABATE
Info: 765-474-0460
www.abateonline.org

ABATE Toys For Tots
Date: Dec. 13
Place: St. Joseph County
ABATE
Info: 574-234-2670
www.abateonline.org

ABATE Toys For Tykes
Date: Dec. 13
Place: Jasper/Newton
County ABATE
Info: 219-956-4392
www.abateonline.org

IOWA
Pool Tourney
Date: Oct. 18
Place: Southside Lounge,
Boone
Info: 515-460-0080

Halloween Party
Date: Oct. 25
Place: Harris Auto
Racing, Boone
Info: 515-460-0080

Iowa Toy Run
Date: Oct. 19
Place: Eagle Point Park,
Clinton
Info: 563-659-9894
www.abateiowa.org

Halloween Bus Ride
Date: Oct. 25
ABATE D-4, Red Baron
Bar & Grill, Des Moines
Info: 515-210-5668
www.abateiowa.org

LOUISIANA
New Orleans Bikefest
Date: Oct. 17-19
Place: Westwego

Info: 504-274-0217
www.neworleansbikefest.com

Ride For Kids
Date: Oct. 19
Place: SLEMCO, Lafayette
Info: 800-253-6530
www.ride4kids.org

Veterans Weekend
Biker Party
Date: Nov. 8-10
Place: Hog Haven
Campground, Ringgold
Info: 318-347-1020
www.hoghaven.net

Magnolia School Toy Run
Date: Dec. 14
Place: Avondale Truck
Stop
Info: 800-393-5966
www.abateoflouisiana.org

MARYLAND
Halloween Party and
Poker Run
Date: Oct. 25-26
Place: Carroll County
Chapter ABATE
Info: 410-812-2247
www.abate-of-maryland.org

Bikers With Heart Toy
Run VI
Date: Nov. 1
Place: Ft. Washington
Info: 240-299-5147
www.ddcustomseats.com

2nd Chosen Sons
Tattoo Expo
Date: Nov. 8
Place: Baltimore
Info: 410-812-2247
www.myspace.com/csmctattoo

Christmas Party
Date: Dec. 6
Place: Mid-Shore Chapter
ABATE
Info: 410-812-2247
www.abate-of-maryland.org

Chapter Toy Run
Date: Dec. 14
Place: Mid-Shore ABATE
Info: 410-812-2247
www.abate-of-maryland.org

MICHIGAN
Giant Motorcycle
Swap Meet
Date: Oct. 19
Place: Birch Run Expo,

Saganaw
Info: 800-968-4242
www.motorcycleswap.com

Giant Motorcycle Swap
Meet
Date: Oct. 26
Rock Financial
Showplace, Novi
Info: 800-968-4242
www.motorcycleswap.com

Christmas Party
Date: Dec. 14
Place: Landmark Bar,
Muskegon
Info: 231-689-0774

MISSISSIPPI
Car & Bike Show
Date: Oct. 25
Place: Meridian Yamaha
Info: 601-479-5709

24th Annual Toys For
Tots M/C Run
Date: Nov. 30
Place: Cycle Barn, St.
Louis
Info: 228-392-1801
www.asgardmcc.com

MISSOURI
18th Annual Branson
Toy Run
Date: Nov. 2
Place: FORR, Legends in
Concert, Branson
Info: 417-334-0775
www.forr.net

MONTANA
12th Annual Lorn
"Truck" Tysver Memorial
Holiday Jam
Date: Dec. 5
Place: Shrine Auditorium,
Billings
Info: 406-661-5988
www.roaddogs.org

24th Annual Toy Run
Date: Dec. 7
Place: Northside
Firestation, Billings
Info: 406-661-5988
www.roaddogs.org

NEBRASKA
Toy Run
Date: Oct. 20
Place: ABATE 10
Info: 308-632-7034,
308-631-5472
www.abateofne.com

Toy Run/Chili Feed
Date: Nov. 8
ABATE 13, Alliance
Info: www.abateofne.com

NEVADA
6th Annual Run to Fun
Date: Oct. 17-19
Place: Laughlin
Info: 702-298-2535
www.laughlinruntofun.com

Beatty Days Celebration
Date: Oct. 24-26
Place: Beatty
Info: 775-553-2424
www.beattynevada.org

AHDRA Drags
Date: Nov. 14-16
Place: Las Vegas Motor
Speedway
Info: 336-924-2095
www.ahdra.com

NEW MEXICO
16th Annual Rio Rancho
Toy Run
Date: Nov. 16
Place: Rio Rancho
Info: 505-604-4326
www.rioranchotoyrun.org

7th Annual Toy Run
Date: Dec. 8
Place: Brotherhood Of
The 74, Carlsbad
Info: 505-604-4326
www.brotherhoodofthe74.com

NEW YORK
Ugly Poker Run &
Motorcycle Rodeo
Date: Dec. 8-10
Place: Webster
Info: 585-478-4631

6th Anniversary Party
Date: Dec. 6
69'ers MC, Staten Island
Info: www.69ersmc.com

Christmas Party
Date: Dec. 13
Place: ABATE of
Wayne County
Info: www.abateny.org

NORTH CAROLINA
6th Annual Toy Run
Date: Nov. 23
Place: Fieldcrest
Cannon Stadium
Info: 704-979-RIDE
www.speedwayharley-davidson.com

OHIO
20th Annual Toy Run
Date: Nov. 8
Place: Toys R Us,
Columbus
Info: 614-332-0198

OKLAHOMA
JL's 5th Annual Toy Run
Date: Nov. 8
Place: Grove
Info: 918-786-4216

M/C Swap Meet
Date: Dec. 7
Place: State Fair Park,
Oklahoma City
Info: 816-456-4415
www.jwswapmeet.com

OREGON
28th Annual Shriner's
Toy Run
Date: Dec. 6
Place: Portland
Info: 503-255-5415
www.abateoforegon.net

PENNSYLVANIA
Turkey Poker Run
Date: Oct. 26
Place: Lebanon
Info: 717-270-0948

SOUTH CAROLINA
3rd Annual Ride To Save
a Greyhound
Date: Nov. 1
Place: Jack's Custom
Cycles, Lexington
Info: 803-359-0889

Toy's For Tots Party
Date: Dec. 13
Place: Rock City Lounge,
Little Rock
Info: 501-909-9430

TENNESSEE
17th Annual Toys For Tots
Date: Nov. 2
Place: Sevierville
Info: 865-389-5957;
865-850-2110

TEXAS
7th Annual Bikers for
Bikers Halloween Rally
Date: Oct. 24-26
Place: Magnolia Bikers

Park, Montgomery
Info: 281-356-1648
www.bikersforbikers.com

Lone Star Rally
Date: Oct. 30 - Nov. 2
Place: Galveston
Info: 281-855-4494
www.lonestarrally.com

Iron Angels
Date: Nov. 14-16
Place: TVE Fairgrounds,
Liberty
Info: 936-334-0558
www.bikerralliesoftexas.com

14th Annual For the Kids
Toy Run
Date: Dec. 7
Place: Sherman/Denison
Info: 214-334-0558
www.forthekidstexas.com

20th Annual Toy Run
Date: Dec. 14
Place: Texan H-D,
Conroe
Info: 936-447-3025
www.cutnshoothog.org

UTAH
Toy Run and Elections
Date: Oct. 19
Place: Weber Chapter
ABATE
Info: 801-560-9918

Need To Feed Benefit
Christmas Party
Date: Dec. 13
Place: SLC ABATE, Filling
Station, Magna
Info: 801-347-7031
www.abateslc.org

VIRGINIA
26th Annual Children's
Hospital Teddy Bear Run
Date: Nov. 1
Place: Chesterfield Towne
Center, Richmond
Info: 804-379-0578
www.blueknightsva.org

WASHINGTON
Olympia Toy Run
Date: Dec. 6
Place: South Sound
Center, Lacey
Info: www.olytoyrun.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

National Law Chart

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

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

LEGEND:

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

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

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

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

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

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Sturgis 2008

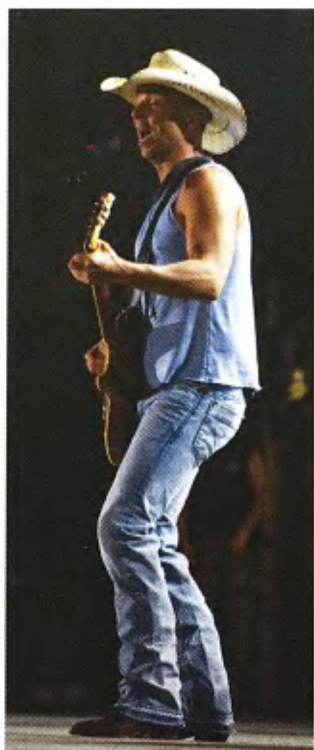
Yes, it's true, the numbers were down at this year's Sturgis Bike Week. There were fewer vendors, too.



But guess what? The riders who made it to this year's Black Hills Classic were treated to one helluva party and the best time of their lives. Imagine a Sturgis where you could get around on your scoot and actually find a place to park it. Imagine a Sturgis where you could eat or drink without standing in a line for half a bloody hour. Imagine blue skies and the gorgeous Black Hills, just you and your machine humming a tune that only you know. Imagine a Sturgis where all the lookie-loos of the past decade have moved on to make way for the bikers. Imagine a Sturgis in which vendors said, "Wow, less people but more sales." You are imagining Sturgis 2008.

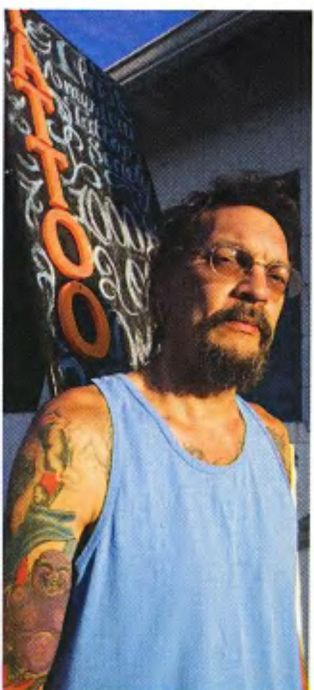
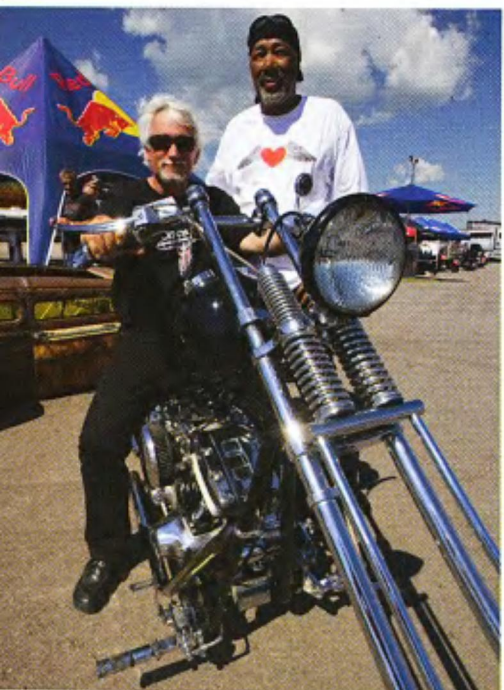
COME RIDERS!

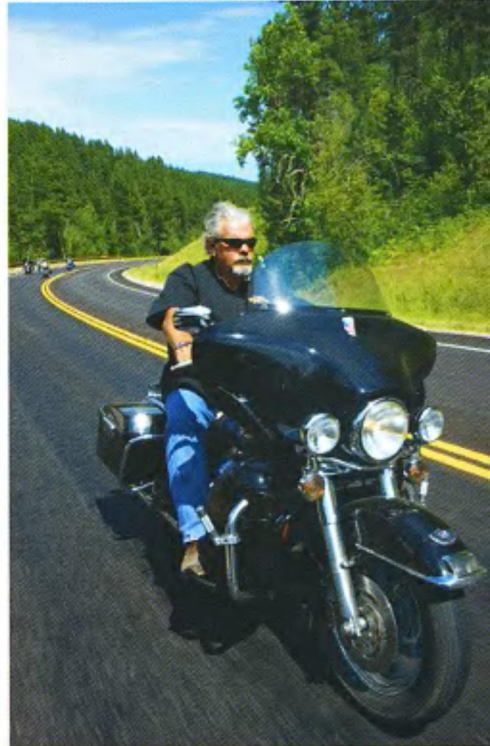




Want proof? John and Jill Parham of J&P Cycles told us that they had their biggest Monday and Wednesday ever at this year's rally. The reason was obvious. Say you break down and need a part for your bike. Ever try going over to the local bike shop? "Nope, we can't install your part. Heck, we don't even have your part. Wanna buy a T-shirt or mug?" Well guess what? J&P had your part.

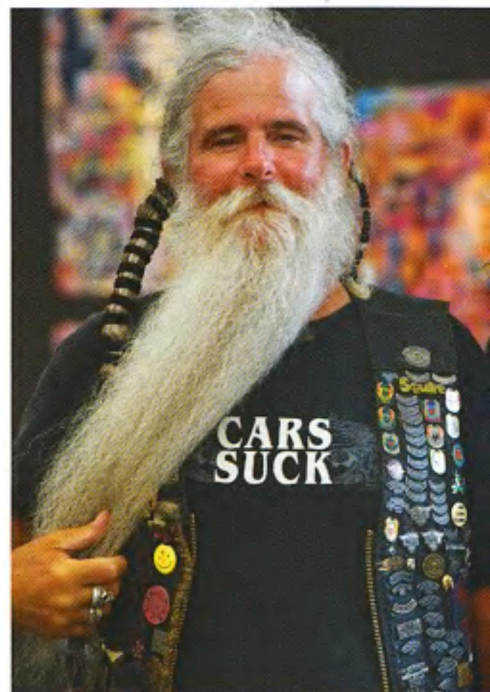
Let's say you did a big smoky burnout and popped your rear tire. The Dunlop





booths at the Rapid City Convention Center at Black Hills Harley and in Sturgis were on hand to pop a new one on for ya or to change your oil in a blink. Lucas Oil would also happily change your oil over at the Broken Spoke while you waited. This year's run could be summed up by saying, "Better service, fewer people, less bullshit...more fun!"

You have to understand that when you hear someone say that numbers are down when it comes to motorcycle





rallies, they are basing their assumption on sky-high figures that don't bear up under any real scrutiny. For instance, in the past, the Sturgis Chamber of Commerce would base their rally numbers on how much trash was generated. Some rallies actually had people with clickers trying to figure out how many bikes were riding by on a popular street. It took them a while to realize that the same four guys were riding up and down the street 100 times a day.





When someone says numbers are down, you have to ask, "Down compared to what?" Down from when it was so bloated and crowded that nobody was having any fun? That's why we say less is more, as in more fun. Ask the riders who made it to the Builder's Breakfast at the Broken Spoke on Tuesday morning if shaking hands and getting autographs from over 25 of the world's top bike builders without waiting in a massive line was fun. Hell yeah it was. Ask the folks who went to the Metzeler Bike Show and Michael Lichter's *Stay Gold* Exhibit on Tuesday night if they missed the dizzying crowds of years past. Although, huddling inside the Thunder Dome tent during the tornado drill was a new experience.

Ask the bikers who rode their old oil drippin' panheads and shovelheads into the *Easyriders/Biker Ride In Show* at the Spoke on Wednesday if they had a righteous good time. Can I get a hallelujah?

Another way you could tell that there were more bikers with a true passion for two wheels in Sturgis this year was to attend the Jackpine Gypsies' short track races or Hill Climbs. The stands were PACKED, boys and girls. That is a good sign that the state of the biker nation is secure.

Everywhere you went at this year's Sturgis Run, there were new friends to meet and good times to be had. From checkin' out all the new Harleys and test ridin' 'em in Rapid City, to live concerts by Kid Rock, Lynyrd Skynard and ZZ Top at the Buffalo Chip, from puttin' through Deadwood and losin' a few hands at Blackjack, to hangin' out with Jay Allen and Steven Tyler at the world's largest biker-friendly swimmin' pool at Sturgis County Line, it was a solid week of rubber burnin' good times.

Sturgis is always a great place to check out the latest parts, products, accessories and new motorcycle models. This year we were highly impressed by the new Indian Motorcycles on Lazelle Street. The fit and finish of these iron stallions is somethin' else. Main Street continues to be the crossroads of America,



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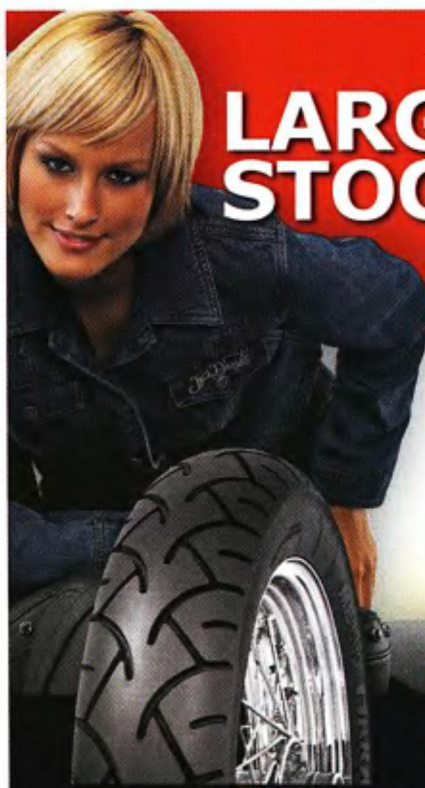
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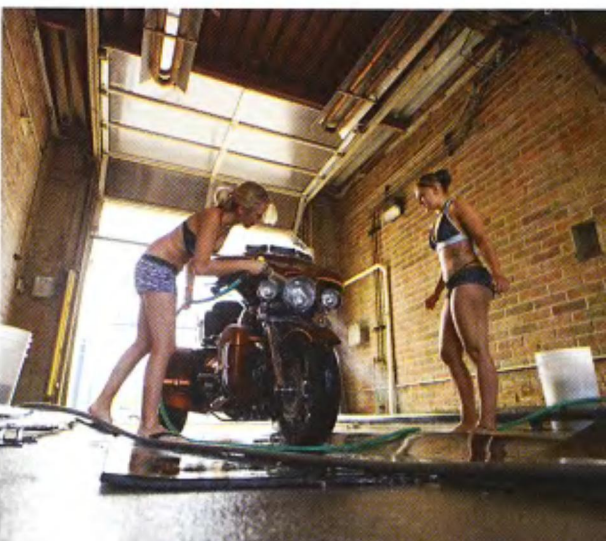
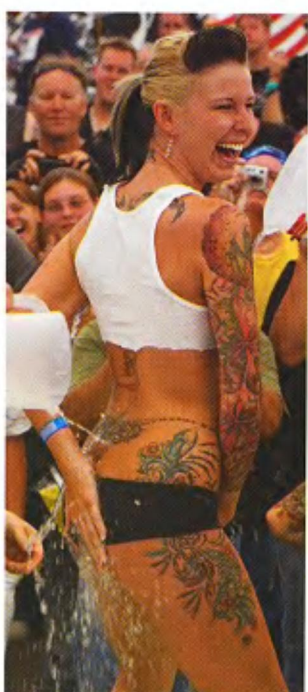
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where you'll meet riders from every state in the nation. Look at all the bikes, listen to that sweet thunder, smile at all the pretty girls... hell, have a beer.

Friends, the bottom line is this: I could tell you 100 good reasons why this year's Sturgis Rally was the best in many years but the only way you'll know for yourself is to show up next year and party with us.

But please.... Don't tell anybody I told you. We like it the way it is. —Dave Nichols



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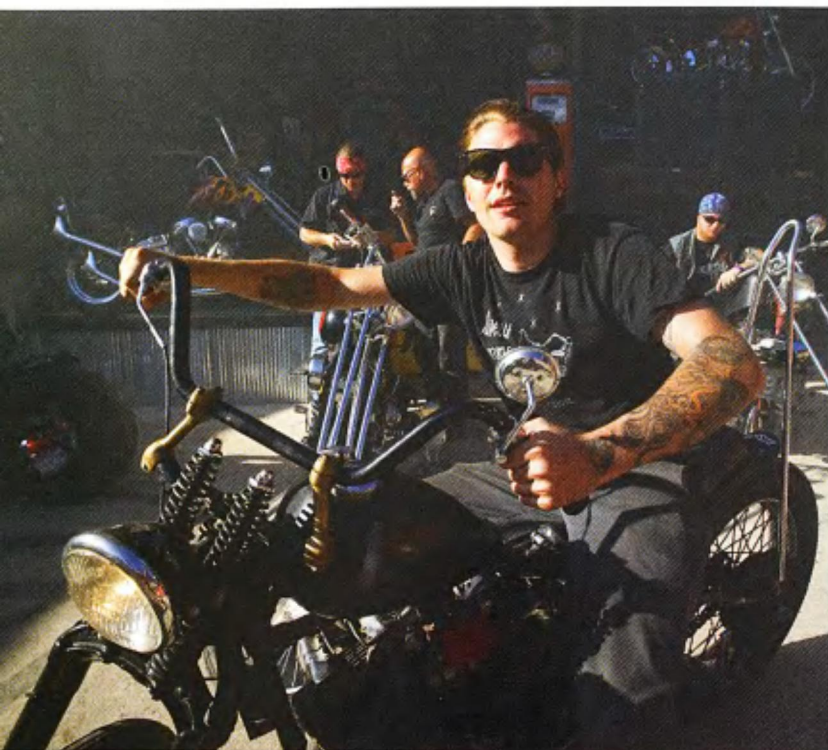
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**WINNERS OF THE FIRST ANNUAL
EASYRIDERS/BIKER RIDE-IN OLD-SCHOOL
BIKE SHOW AT THE BROKEN SPOKE**

Of the dozens of outstanding rides that showed for this first-ever event, the following were judged as the cream of the custom crop. Best of Show winners will be given a bike feature in their corresponding magazines.

Best Knuckle

Dan Carr, 1939 Knuckle Chopper

Best Pan

Neil Widmer, 1948 Panhead

Best Shovel

Steve Bonk, 1953 Pan/Shovel Chopper

Best Evo

Michael Crome, 2005 RevTech Rigid Chopper

Best Sportster

Armond Kinser, 1979 Sporty Chop

Best Brit Bike

Bruce Sharpe, 1968 Triumph Chopper

Best of Show – Easyriders

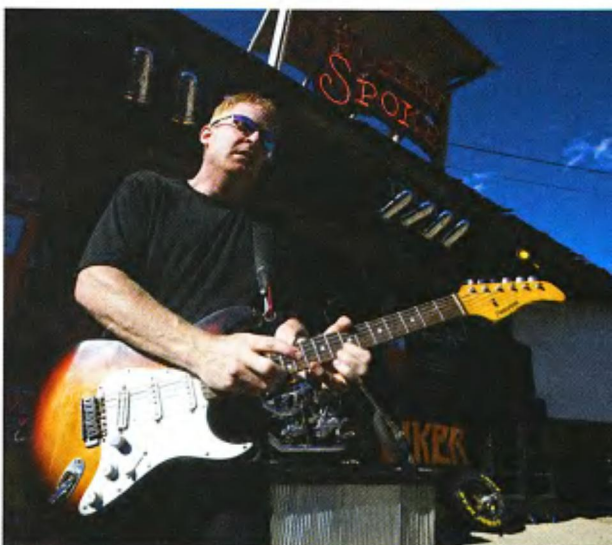
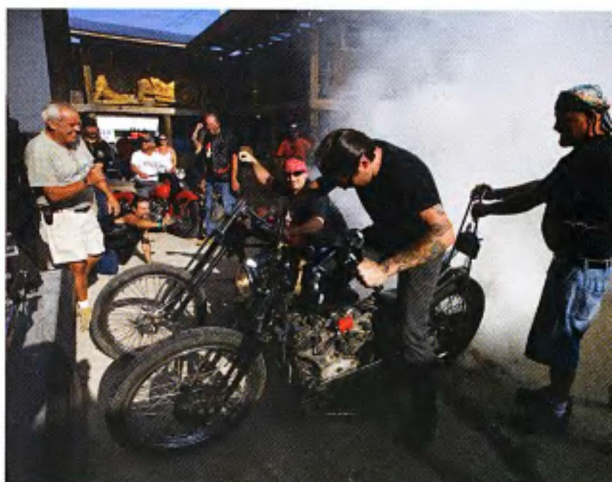
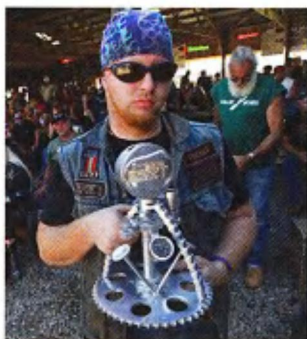
Steve Broyles, 1959 Bike Nut Panhead

Best of Show – V-Twin

Mark Stevens, 1980 Rigid Shovel

Best of Show – Biker

Jerry Kellogg, 1975 Swapmeet Sally



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CHARLOTTE CONVENTION CENTER

LOUISVILLE, KY
January 31
KENTUCKY INTERNATIONAL
CONVENTION CENTER

MEMPHIS, TN
February 7
COOK CONVENTION CENTER

COLUMBUS, OH
February 13-15
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Shannon Davidson
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John Dodson
Gangster Choppers

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The big news from Harley-Davidson is that the Milwaukee manufacturer is bringing you not one, not two, but seven entirely new touring bikes for '09. Strangely though, all seven of these slick baggers look very similar to what they did last year. Not so strange if you listen to H-D Core Custom Marketing Vice President Bill Davidson, "There is likely no profile on the American road more distinctive than that of a Harley-Davidson touring motorcycle, and (with the '09 touring bikes) we were able to retain the character of each model while significantly improving the riding experience in many ways." What Mr. Davidson is

referring to of course is a brand-new chassis that now supports the rejuvenated touring line this coming model year.

Not content with giving the baggers a sturdier foundation, Harley-Davidson also welcomes a new member to the V-Rod family: the V-Rod Muscle. A brawnier, more square-jawed, all-American two-wheel hot rod, the V-Rod Muscle joins the V-Rod and the Night Rod as the third iron in Harley's sport cruiser fire.

And speaking of things that come in threes, three wheels is what you find under the new Tri Glide Ultra Classic—an honest-to-goodness factory trike. With the Tri Glide, Harley believes that it will

appeal to a more mature segment of the riding population that enjoys the particular qualities that the platform has to offer.

The CVO program is offering four hand-built, ultra-accessorized and hot rodded Harley models, with two new comers: the Road Glide and the Fat Bob. On the regular production line, two models, the Dyna Street Bob and the Heritage Softail Classic, receive a significant styling makeover for '09, while a number of notable changes affect other models as well, as you will see in the model-by-model showcase that follows.

Go to www.harley-davidson.com or see your local dealer. —Ben L.



Rounding Up The 2009 Harley-Davidsons

NEW CHASSIS FOR ALL TOURING BIKES IN '09 AND A MORE MUSCULAR V-ROD



TOURING BIKES

To maintain their leadership in the touring bike segment, Harley-Davidson has implemented radical mechanical improvements to the bikes' platform. Basically the touring line may appear the same to the untrained eye, but you are indeed looking at new motorcycles from the tires up. The company designed a new frame, swingarm, engine mounting system, wheels and tires—all going under the familiar sheet metal and sculpted shapes of the baggers we all know. This way, the distinctive character and mechanical beauty of each touring model is preserved.

KEY FEATURES OF THE '09 TOURING BIKES:
Anti-Lock Braking System (ABS): Offered as a factory-installed option on all '09 touring models, ABS is designed to help the rider maintain control during

braking events that happen in less than optimal conditions. The ABS components have been designed to be virtually invisible to preserve an uncluttered styling of the area around the wheels. The Harley-Davidson ABS is not a linked system, so the rider maintains full control of both front and rear brakes.

Electronic Throttle Control: Electronic Throttle Control (ETC) replaces mechanical cables on all Touring models. All wiring from the throttle-grip sensor is routed through the handlebars. The ETC enables an easy upgrade to a cruise control system, and unclutters the handlebar area for cleaner styling.

Factory-Option Cruise Control: Available for all models that do not come equipped with cruise control as standard equipment.

Isolated Drive System: The Isolated Drive System reduces noise and vibration to the rider for improved ride quality under acceleration, shifting and cruising. It is now integrated into the rear wheel hub for a cleaner look.



FLHR Road King

Harley-Davidson styling heritage meets long-range riding comfort in the Road King. The large, detachable windshield and hard-shell saddlebags make this a versatile motorcycle suitable for touring or commuting. Classic styling touches include the chrome Hiawatha headlamp and clear-lens auxiliary passing lights, chrome engine covers, a deep-skirted FL front fender and white-stripe tires. The seat has been restyled for '09 with chrome accents and a new low-mount license bracket locates the plate below the taillamp, with new LED license plate illumination.

Price starts at \$16,999.

FLHRC Road King Classic

Rolling nostalgia you can ride over the horizon, the Road King Classic incorporates styling elements from the past in a touring motorcycle with modern technology. The '09 Road King Classic retains its 16-inch front and rear laced steel



wheels and wide-whitewall tires. Tooled leather covers the seat trim and the leather saddlebags. Touring features include a large detachable windshield, auxiliary passing lights, and standard cruise control. Two-tone fender graphics are new for '09, and a new license bracket locates the plate above the tail lamp.

Price starts at \$17,999.



FLHX Street Glide

A stylishly stripped-down dresser, the Street Glide features lowered rear suspension, a smoked mini-wind deflector, and Tri-line LED lighting at the bottom of the rear fender for a low, lean profile. A traditional "bat wing" fairing holds a 40-watt Advanced Audio System by Harman/Kardon. A stretched, chrome fuel tank console and Streamliner footboards, brake pedal and passenger pegs finish the custom treatment. Newly restyled Black Slotted Disc cast aluminum wheels are exclusive to the Street Glide. A new low-mount license bracket locates the plate below the tail lamp, with new LED illumination.

Price starts at \$18,999.



FLTR Road Glide

Identified by its "shark nose" frame-mounted fairing, the Road Glide gobbles up the highway with rakish style. Hard shell saddlebags, electronic cruise control, and the

THE NEW TOURING ROLLING CHASSIS EXPLAINED

The new Harley-Davidson touring chassis is based on a single-spar, rigid backbone frame that supports an increase in load capacity of 70 pounds. This allows for a 5-pound increase in each saddlebag and the Tour-Pak, (good to know for those with an inclination to overpack). A new swingarm contributes significantly to the overall system. The engine-isolation system has been revised to reduce engine and vehicle vibrations at idle speed.

The wheel-and-tire package has been updated, with front wheel diameter increased to 17 inches from 16 inches (except for the Road King Classic) while the width of the 16-inch rear wheel is increased to five inches from three inches. All touring models will be equipped with new Dunlop D407 multi-tread rear tires that offer up to 25% more rear tire tread life. The wider rear wheel accommodates a new 180/65-16 rear tire. The new front tire is a 130/80-17. Front and rear suspension has been recalibrated to match the dynamics of the new chassis, wheels and tires.



An entirely new frame now supports all seven touring models.



The stiffer swingarm was engineered to work alongside the frame to deliver improved handling.



Larger, 17-inch wheels combined with model-specific Dunlop tires are used on the touring line except for the Road King Classic that retains 16-inch wheels and whitewall tires.

40-watt Advanced Audio System by Harman/Kardon are standard equipment. Dual covered headlamps and back-slash muffler tips are back for '09, while the graphics on the fairing, fuel tank and saddlebags are new. A new low-mount license bracket locates the plate below the tail lamp, with new LED illumination.

Price starts at \$18,599.



FLHT Electra Glide Standard

Equipped with key touring features, the no-nonsense Electra Glide Standard is a basic long-haul motorcycle. It's also an ideal base for customization that's been explored by many aspiring and pro builders alike. Standard equipment includes locking hard saddlebags, a fork-mounted touring fairing with full instrumentation and auxiliary lamps. A new low-mount license bracket locates the plate below the tail lamp, with new LED illumination. The passenger pillion has been reshaped for additional passenger comfort.

Price starts at \$16,999.



FLHTC Electra Glide Classic

The Electra Glide Classic features an adjustable Tour-Pak, 40-watt Advanced Audio System by Harman/Kardon, and full instrumentation, plus additional fender and saddlebag trim. New for '09 is a brighter, long-lasting LED rear fender tip light and a shorty radio antenna that will clear a seven-foot garage door. The Tour-Pak rack has been redesigned with no pierced holes in the tubes for Tour-Pak attachment. The Tour-Pak capacity and saddlebags are increased by five pounds each, and it is easier to adjust the Tour-Pak fore and aft for passenger comfort.

Price starts at \$18,999.



FLHTCU Ultra Classic Electra Glide

The ultimate touring model from Harley-Davidson, the Ultra Classic Electra Glide, is fully equipped for a life on the road. Electronic cruise control, 80-watt Advanced Audio System by Harman/Kardon with passenger sound system, vented fairing lowers and adjustable fairing wind deflectors, luggage liners, and CB radio/intercom are all standard equipment. The Tour-Pak and saddlebag load capacities are increased by five pounds, and it is easier to adjust the Tour-Pak fore and aft for passenger comfort. New features for '09 include shorty dual antennas that will clear a seven-foot garage door, mid-frame air deflectors that project radiant engine heat away from the rider, and a brighter, long-lasting LED rear fender tip light.

Price starts at \$20,999.



V-RODS

The new V-Rod Muscle joins the VRSCAW V-Rod and the VRSCDX Night Rod Special in the '09 Harley-Davidson VRSC arsenal. Each is powered by the Revolution V-Twin liquid-cooled engine. All V-Rod models also feature a fat, 240mm rear tire, high-performance Brembo triple-disc brakes with available ABS, and a race-bred clutch with "slipper" action that helps ease drivetrain effort during downshifting.

KEY FEATURES OF THE '09 HARLEY-DAVIDSON V-RODS:

1250cc Revolution V-Twin: Standard on all '09 VRSC models, the 60-degree Revolution 1250cc V-twin is liquid-cooled and features Electronic Sequential



Port Fuel Injection (ESPFI), dual overhead cams, 4-valve heads, and a 5-speed transmission. The engine is rubber-mounted in a hydroformed steel perimeter frame. The engine is tuned to produce up to 125 horsepower at 8250 rpm and up to 85 foot-pounds of torque at 7000 rpm.



Optional ABS: Each VRSC model is available with optional, factory-installed anti-lock braking system (ABS) designed to work in conjunction with high-performance Brembo triple-disc brakes. Unlike many motorcycle ABS, Harley-Davidson ABS is not a linked system, meaning the rider maintains full, independent control of both front and rear brakes.



VRSCF V-Rod Muscle

Looking like a V-Rod that's spent the summer in a body building boot camp, the new V-Rod Muscle enters the power cruiser market with the subtlety of a Transformer in full destruction mode.

The V-Rod Muscle sports new 5-spoke rims and a 240mm rear tire that's accentuated by a new broad rear fender featuring a combination stop/tail/turn LED

light. The side-mount license plate leaves the fender surface smooth and uncluttered. Front end styling balances the rear, with a trimmed fender that's blacked out behind satin-finished inverted forks and LED turn signals integrated into the mirror stems. The radiator shrouds are restyled and color-matched to the rest of the bodywork, while the new airbox side covers incorporate air scoop inlets.

A new deep seat holds the rider firmly in place while the foot controls remain in a forward position. A new handlebar with internal wiring features integrated risers and is topped by a model-specific dashboard. The distinctive V-Rod teardrop reflector optic headlamp is housed in a satin black bucket and the long profile of a 34-degree fork rake is stretched visually by new "sidepipe" dual exhausts in satin chrome with huge, turn-out mufflers exiting behind the rear axle.

Price starts at \$17,199.



VRSCAW V-Rod

The '09 V-Rod rolls on a 240mm rear tire. It features a sweeping exhaust that ends in bright chrome slash-cut mufflers. The scooped seat cradles the rider 26 inches off the pavement and the pull-back handlebar frames the clamshell instrument pod and teardrop reflector optic headlamp. Raked out to 36 degrees, the 49mm telescopic forks hold an anodized aluminum Profile laced front wheel.

Price starts at \$14,999.



VRSCDX Night Rod Special

An all-black Revolution V-Twin engine, fork legs, swingarm and other blacked-out components give the VRSCDX Night Rod Special a raw, street-tough attitude. A nacelle surrounds a round reflector-optic headlight. The brushed aluminum Straight-shot Dual mufflers have black end caps and exhaust shields. Drag bars

and forward foot controls put the rider in a stretched-out posture and a contrasting racing stripe traces the length of the bike. Black Slotted cast aluminum wheels have a fine orange stripe on the rim. With a seat height of just 25.2 inches, it's the lowest V-Rod available.

Price starts at \$16,699.



SPORTSTERS

Harley-Davidson's little hot rod continues its evolution for '09 with several new notable features like a retuned suspension and a new, reshaped front fender that better matches the radius of the tire for improved looks.

Sportster models are powered by the electronic sequential port fuel injection (ESPFI) XL Evolution V-twin powertrain, rubber-mounted in the frame to reduce vibration and tuned to deliver a flat torque curve for responsive performance. Among the most affordable Harley-Davidson models, Sportster motorcycles offer a low, comfortable seat, smooth clutch effort, and a durable carbon fiber reinforced final drive belt.

NEW SPORTSTER FEATURES FOR '09:

Enhanced Suspension: The suspension is upgraded on the 883 Custom, 1200 Low and 1200 Custom. Springs and dampening rates have been recalibrated and new damping devices were installed to provide superior ride quality. We only made room for two Sportster models below, but more of them can be seen at www.harley-davidson.com.

New Front Fenders: All Sportster models get a new low-profile front fender that hugs the tire for a streamlined, custom look.

New Rear Wheel on Custom models:

The 883 Custom and 1200 Custom models receive new rear wheels that weigh four pounds less while maintaining stiffness and durability. The lighter wheel improves ride quality by reducing unsprung weight. The 1200 Custom has a new chrome cast aluminum slotted disc rear wheel, while the 883 Custom rear wheel is a silver cast aluminum solid disc.



Nightster

The retro-bobber Nightster returns for '09. The Nightster takes the Sportster legend in a dark direction with rat rod styling. Black finish covers wheel rims and hubs, forks and handlebar, hand and foot controls. A low suspension puts the rider at seat height of just 25.3 inches. The new smaller front and rear fenders show more of the black laced steel wheels. The soulful 1200 Evolution engine growls through a Chrome Slash-Cut Staggered exhaust.

Price starts at \$9,899.



Sportster 1200 Custom

Packing plenty of power and the right mix of chrome, the Sportster 1200 Custom stays true to its name. With a new lighter weight chrome slotted disc cast aluminum rear wheel, chrome laced steel 21-inch front wheel with new fender, chrome engine highlights, chrome handlebar and headlight, and a polished fuel tank console, the 1200 Custom shimmers with style. Forward controls and a pull-back handlebar riser give the rider a cool-for-cruising position in the saddle.

Price starts at \$9,999.



DYNAS

With deep roots in the factory-custom revolution of the 1970s, the Harley Dyna

family is comprised of five motorcycles that pair Big Twin performance with an extended FX front end. Dyna has always had a reputation for great handling, with loads of attitude that appeals to riders with a strong inclination for independent thinking.

All Dyna models feature a new silver faced speedometer with fuel range read-out, a new low-profile front fender and a new fuel sender. A 1584 cc Twin Cam 96 powertrain with electronic sequential port fuel injection (ESPFI) mated to the 6-speed cruise drive transmission cranks out 92 foot-pounds of torque at 3000 rpm.



NEW ON DYNAS FOR '09: Restyled Street Bob: With new bobbed and blacked-out features, the

redesigned Street Bob is a pure and minimally styled bobber for the ages.

Silver faced speedometer with fuel range read-out: The new Dyna speedometer stands out in silver and adds a functional fuel range read-out.

New fuel sender: The speedometer range read-out is the result of a new fuel sender.



Low profile front fender: The gap between tire and fender tightens with the cool look of a new low-profile front fender.



Refreshed FXDB Dyna Street Bob

The Dyna Street Bob is stripped down to the edge of street-legal trim. On the '09, the rear fender is chopped higher and topped with a retro LED taillight. The solo seat gets redesigned, and new laced wheels feature gloss black rims. Internally wired mini-apchangers bars, the authentic Fat Bob fuel tank and wrinkle-

black trim complete the minimalist Street Bob profile.

Price starts at \$12,999.



FXDF Dyna Fat Bob

The Dyna Fat Bob rides on big tires with an aggressive tread pattern mounted on 16-inch slotted cast aluminum wheels. New features include high-performance, chrome-covered coil-over rear shocks, and silver faced speedometer with range count-down. Forward foot controls and flat drag bars create a cool and comfortable ride.

Price starts at \$14,999.



FXD Dyna Super Glide

This is Dyna in its purest form. The Super Glide offers Twin Cam 96 power under a solo seat, cradled in a nimble Dyna chassis. This most affordable example of the Big Twin breed is an inviting canvas for extreme and creative customization.

Price starts at \$11,999.



FXDC Dyna Super Glide Custom

With a low-slung, two-up ribbed seat, Fat Bob fuel tank, laced wheels and plenty of chrome, the Dyna Super Glide Custom stands out on the street. A mini pullback handlebar over a tank-mounted chrome console give the front end a clean look. The low and long Super Glide rides on a silver powdercoated Twin Cam 96 engine.

Price starts at \$12,999.



FXDL Dyna Low Rider

The aptly named Dyna Low Rider provides low center of gravity with 25.8-inch seat height, stylized low-profile suspension and raked-out forks. Pull-back handlebar riser, mid-mount foot controls and standard highway pegs add to functional ergonomics and long-range comfort.

Price starts at \$15,099.



THE SOFTAILS

As diverse as they are stylish, Softail bikes exemplify what happens when a motorcycle manufacturer sets out to offer a custom bike for nearly every type of customer.

Named for its rear-suspension design, which mimics the lines of a vintage hard-tail frame but offers the comfort of modern suspension, every Softail has clean lines, a low seat height, and a rigid-mounted, counter-balanced Twin Cam 96B powertrain.

Each Softail model also features the 6-speed cruise drive transmission for outstanding mid-range torque and relaxed engine speed when cruising. Electronic sequential port fuel injection (ESPFI) enhances engine efficiency, provides crisp throttle response and easy starting, and self-adjusts for changing environmental conditions to maintain performance.

FLSTC Heritage Softail Classic

The Heritage Softail Classic receives a number of styling changes and new components that shift this popular model in a new, retro direction. The beefy FL front end features a front fender and chrome nacelle with clean new styling cues, while taller handlebars change the rider's profile. The fuel tank has new glass-filled, 3-D badges and is topped with a classic Cat Eye console and matching retro speedometer face. Half-moon rider foot-



boards and a large oval foot brake pad also nod to the past. The passenger seat and backrest have been revised for more comfort, while the sissybar has new trim that matches the new two-tone leather console panel. Both the revised saddlebag and seat trim have been restyled. The King-Size windshield can be quickly detached for more streamlined cruising.

Price starts at \$17,999.



FLSTSB Softail Cross Bones

The Cross Bones cuts the profile of an authentic custom bobber and features a gloss black Springer, plus loads of post-war styling cues. The adjustable two-position pan saddle rides at a height of 26.6 inches. The rider rolls arm high, gripping gloss black mini apehanger handlebars. The gloss black oil tank features a Willie G. autographed skull graphic.

Price starts at \$16,999.



FXCW Rocker

The Rocker's Rockertail rear section mounts a wide fender directly to the swingarm, just an inch over a big 240 mm x 18-inch rear tire. The Rocker rear fender and wheel move in unison as the Rockertail glides through 3.4 inches of rear suspension travel. A new monochromatic silver stainless steel powdercoated paint scheme highlights the custom look.

The solo seat is just 24.5 inches off the ground. The stop and tail lamp functions are integrated with the rear turn indicators, eliminating the need for the traditional tail lamp on the rear fender.

Price starts at \$17,399.



FXCWC Rocker C

A chromed-out version of the Rocker, the Rocker C, also features a trick seat design, which hides a passenger pillion and struts under the solo seat. Many components are chrome-plated, including the headlamp, the handlebar riser, the fork lowers, and the tank console and speedometer. The finned aluminum oil tank, frame and swingarm are color-matched to the sheet metal, which features flame graphics.

Price starts at \$19,499.



FXSTB Night Train

The Night Train features a blacked-out powertrain and wrinkle-black trim on the engine covers, air cleaner, oil tank, rear fender supports, drive belt sprocket and fuel tank console. The long FX front end and narrow 21-inch laced front wheel counter a beefy 200mm rear tire on a slotted cast disc under a Bobtail fender. A new low-profile front fender hugs the 21-inch laced front wheel and tire.

Price starts at \$15,899.



FXSTC Softail Custom

The Softail Custom comes with a tufted

king/queen seat, has chrome buttons and flows up an integrated aluminum one-piece backrest, providing a comfortable perch for rider and passenger. A new low-profile front fender hugs the 21-inch laced front wheel and tire. A 200mm rear tire and Bobtail fender add authority to the rear end, while chrome details on the powertrain and oil tank contrast the black powdercoated engine.

Price starts at \$16,999.



FLSTF Fat Boy

Size and stature second-to-none define the Fat Boy. This bike rides on a 200mm rear tire and 17-inch front wheel with a bright chrome fork nacelle. Unique premium components like bullet hole disc aluminum wheels and fat front forks identify this Softail as the iconic Fat Boy.

Price starts at \$15,999.



FLSTN Softail Deluxe

For 2009, the Softail Deluxe has a redesigned, narrow-profile rider seat with collapsible pockets in the shell that make the seat narrower. An easy-reach pull-back handlebar and riser package, lowered suspension, extended kickstand and exclusive integrated luggage rack make the Softail Deluxe a more functional ride.

Price starts at \$17,449.



CVO BIKES

2009 marks the 10th anniversary of the Harley-Davidson CVO program. The Harley-Davidson CVO line for 2009 includes the CVO Fat Bob, the CVO Road Glide, the CVO Softail Springer and the CVO Ultra Classic Electra Glide.

Make sure to check them out online or at your local H-D dealer.



S&S's tuned-runner air cleaner in all its glory. "Yes, my boy, that there's a race-tune blowjector off a Formula 1 Stromboli Indy car."



That's why they're called slip-ons. Slipping the new ones on is usually easier than slipping the old ones off.



The quieter-than-expected sound and traditional looks of the tapered S&S mufflers may help keep the Noise Nazis at bay in problem areas.



Technician-at-large Jamie "Cigar" Scott got the stock air filter off in less time than it takes to tell.

Tuning EFI The EZ Way

S&S'S QUICK SET-UP INTAKE/EXHAUST KIT AND EZFI MODULE

A few weeks ago, I happened to be at Jere's Cyclecraft, in Moreland, Georgia, when an old pal named Jim Lawson came cruising in on his '07 Fat Boy. He'd just bought it, and you know the rest of the story. Jim was looking for changes that would make the white Fat Boy his white Fat Boy and, with luck, add a few ponies in the deal. Shop owner Jere Hall, another long-time pal, who happens to be a staunch supporter of S&S products, mentioned S&S's Quick Set-Up kits. Consisting of a low-restriction air cleaner assembly and slip-on mufflers, the Quick Set-Up typically provides about ten horsepower more than the stock parts they replace.

The mufflers are available in tapered and slash-cut styles, with preference based on appearance. Always a good choice, S&S's ever-popular teardrop air cleaner assembly is one of two air cleaners available with the kit. But the alternative, a unique tuned dual runner assembly boosted from S&S's state-of-the-art VFI fuel-injection system, caught Jim's eye. The chromed teardrop is always a class act and flows plenty of air, but the dual

runner system has a wild racetrack look that causes many of those unfamiliar with it to mistake it for a complete, high-dollar custom induction system. Most who spot the dual runner intake for the first time either love it or hate it. Whichever the case, the tuned runners and additional filter area are good for a 1-3% performance edge over the tried-and-true teardrop and most of its competition.

Jim quickly settled on the tapered mufflers and dual runner filter, but was rightfully concerned about how the additional airflow they provided would affect his Fat Boy, and if the '07's partially self-tuning ECM (Electronic Control Module) would supply the additional fuel necessary to maintain the correct air-fuel ratio (AFR). For the record, most sources consider approximately 14.6 parts air to one part fuel to be "stoichiometric," meaning that it provides the best combination of power, fuel economy, and exhaust emissions. Performance tuners generally shoot for 13:1 or so, local laws permitting.

Jere has had good results with performance mufflers on '07 and '08 closed-

loop EFI models like Jim's. They utilize oxygen sensors in the exhaust system to determine the AFR by analyzing exhaust gases. Then, utilizing input from the sensors, the ECM's adjust fuel delivery to maintain the factory-set AFR under normal riding conditions—not the case with earlier EFI units, which lack sensors and can't adjust the AFR if it's thrown off by performance modifications.

Performance-oriented ECM's and "piggyback" accessory modules that can be added to alter the stock ECM's fuel delivery have been available from the aftermarket for several years. Some are reasonably user-friendly, but others require specially trained technicians and expensive test equipment that is beyond the reach of most small and medium-sized shops, not to mention home mechanics who do their own work. Realizing that its sophisticated VFI fuel injection resided in that category, S&S recently added the carburetor-simple EZFI piggyback module to its growing line of fuel-injection parts. With an MSRP of \$189.95, Jere felt it would be ideal for Jim's energized Fat

Boy. He noted, "Slip-on mufflers don't usually cause a big problem with EFI, but tuning can become an issue when an aftermarket air cleaner is added, especially one that flows as much air as the S&S." The EZFI module can't alter ignition timing and isn't as flexible as VFI and similar units, but Jere felt it would be ideal for addressing any tuning issues likely to rear their ugly little heads on Jim's Fat Boy.

As witnessed by your humble correspondent, the installation was simple and straightforward, requiring about three hours of shop time. The only delay, and it was a small one, came while switching five Deutsch connectors to wire the EZFI unit and adapter harness into the stock harness. No cutting or other irreversible changes were required. "Harley's closed-loop EFI is a good system," Jere explained while tucking the S&S EZFI module away beside the battery. "It can handle most minor tuning issues by itself, but being able to change the AFR if the stock ECU needs help is mandatory when you start making performance upgrades. The EZFI is priced right and it works great with basic bolt-on packages like Jim's, but anyone who goes farther with headwork, radical cams, or more compression or displacement will probably need something else, whether it's a Power Commander, a Thundermax, or the S&S VFI. They're more adjustable, but they cost a lot more and are more complicated to work with than the piggyback units. Piggybacks like an EZFI are the way to fly if they're all that's needed. They're actually easier to tune than a carburetor, and you won't need a laptop for them."

It took only a little persuasion for Jim to let me ride his Fat Boy before and after the Quick Set-Up/EZFI installation. I'd never ridden a 96-inch Twin Cam before, and I'll have to admit that I was surprised at how peppy it was, especially acceler-

ating through the gears at wide-open throttle. I noticed only a few weak spots. The bike felt soft coming off idle, throttle response was mediocre, and the bike clearly ran out of steam at 95 mph when going up the test hill. My first "after" ride with the S&S parts installed, but no adjustment to the EZFI module, revealed that the bike pulled better off idle and on top end, but throttle response was unchanged and the bike actually felt slightly weaker accelerating through the gears. That led us to believe that the Fat Boy's un-tweaked ECM wasn't supplying enough fuel to maintain an acceptable AFR with the additional airflow made possible by the S&S parts.

S&S points out in the instructions that Harley's closed-loop ECM's will override most tuning changes made by the EZFI, but with a few important exceptions. In a nutshell, the stock module shifts into open-loop mode, which allows AFR changes made with the EZFI to take over, between 1250 and 6500 rpm at throttle openings greater than 50%. That was big news, since the only tuning glitch we encountered with the Quick Set-Up kit—a power loss when accelerating hard through the gears between approximately 1500 and 4000 rpm—occurred within those parameters.

I'll explain what Jere did to the EZFI in a sec, but first a few words on adjustments. A rotary mode-selector switch provides 9 zones for AFR adjustments. Each zone is defined by a combination of throttle position and rpm except Zone 9, which permits the ECM's accelerator-pump function to be adjusted separately. The EZFI instructions explain that in closed-loop models, like Jim's '07, adjustments in Zones 1-3 will be overridden by the stock ECM, which would then be operating in closed-loop mode. However, and that was a big "however," changes made in Zones 4-9, which would cover

the area where I noticed the power loss, would remain effective because the ECM shifted from closed to open-loop mode in those zones, ignoring input from the O2 sensors.

With Jim's Fat Boy back in the shop, Jere removed the seat. Engaging modes 4 through 7 individually, he adjusted the EZFI to add 10% more fuel to each by selecting the zone and then pushing the "up" button to add fuel. (A "down" button can be used to remove fuel.) Although simple and somewhat minor, those changes were quite apparent during the next test ride. The bike pulled smooth and strong all the way from idle to 105 mph, where it was more than willing to keep pulling, but I wasn't—those narrow, tree-lined Georgia backroads can be intimidating if you're not used to them. Jim's response after riding his newly modified Fat Boy was more concise. If I remember correctly, he just said, "Wow!" Later, he added that putting a passenger on the modified Fat Boy took nothing away from its performance, whereas performance with a passenger aboard had definitely suffered in the stock configuration. The S&S mufflers were a little quieter than he had expected, but considering the legal climate in some communities, that's not necessarily a bad thing.

After stressing the importance of bringing an engine up to normal operating temperatures before tuning it, Jere mentioned that the EZFI was easier to install and adjust than the other piggyback units he had used. Along with the Quick Set-Up mufflers and air cleaner, it had much more of an impact on the closed-loop Fat Boy's performance than he had expected, as well. I was impressed too. I converted my '03 Electra Glide from EFI to carb and ignition not long after I bought it. If EFI technology had been where it is today, my E-Glide would still be injected.

—Tom Johnson



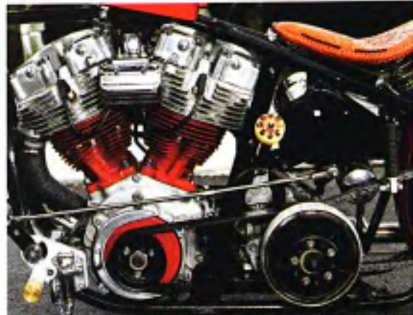
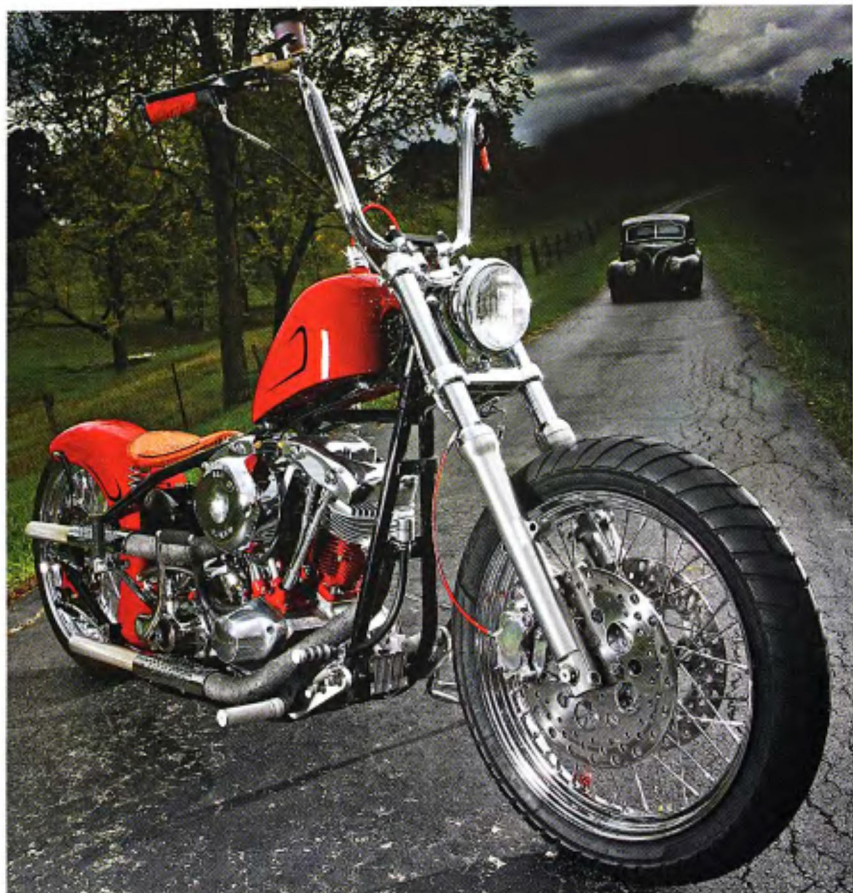
According to Jere, keeping up with current technology is at least as important for small shops as it is for the big boys.



The EZFI, basic tuning knowledge, and a little experience makes EFI adjustments a breeze for most bolt-on modifications.

Photos: Tom Johnson





Photos: Jeff Cochran

SUCKER PUNCH SALLYS' JEFF COCHRAN KNOWS WHAT YOU WANT

A KUSTOM EYE

Some people seem to have the perfect life. Take Jeff Cochran, the co-owner of Sucker Punch Sallys along with his friend and partner Donny Loos. Since childhood, Jeff has had an eye for design and a deep passion for all things with motors. These great loves turned into much more than simple hobbies, for Jeff is both the designer and builder of righteous rides such as the little red bobber seen here and is also known for his talent behind the camera.

Jeff takes most of the pictures for the Sucker Punch Sallys' brochures and Web site. So we thought we'd showcase the two things Jeff loves most right here in his favorite magazine, *Easyriders*.

This bobber is a 1978 Harley-Davidson shovelhead that's been sandwiched into a "de-framed" Harley swingarm chassis. This is Jeff's personal ride and many of the parts for it were just layin' around the shop or were presents, such as the little Sporty tank. He put the whole thing together on a tight budget and rides the snot out of it.



Bein' an all-American, red-blooded biker at heart, Jeff just had to shoot his bike with a hot honey astride it. He enlisted the help of bashful Beth here for the bendin' and stretchin' chores. Way to go, Jeff!

The moral of this story is simple: do what you love and the rest will follow.

—Dave Nichols

Owner: Jeff Cochran

City: Miamitown, Ohio

GENERAL

Designer: Jeff Cochran

Fabrication: Jeff Cochran

Year/make: 1978 Harley-Davidson

Model: Sucker Punch Sallys

Assembly: Jeff Cochran

Time: a little here and there

Chrome: Brown's Plating

ENGINE

Year and make: 1978 Harley-Davidson shovelhead

Displacement: 74 cubic inches

Rebuilder: Donny Loos, Dave Schrand

Ignition: Harley-Davidson

Cam: Sifton

Carb: S&S

Air cleaner: S&S

Pipes: Jeff Cochran

TRANSMISSION

Year/make: 1978 Harley-Davidson

Type: suicide

PAINTING

Painter: Brandon Armstrong

Type/color: House of Kolor/red

FRAME

Year/make: 1978 Harley-Davidson

Type: de-armed swingarm

ACCESSORIES

Handlebars: narrowed Apes

Handlebar controls: Super Moto

Fenders: Sucker Punch Sallys

Headlight: CCI

Taillight: Fab Kevin

Foot controls: Jeff Cochran

Gas tank: gift... old R&D

Oil tank: Sucker Punch Sallys

Seat: David Thebald Designs

Mirrors: spare parts

Grips: red

FRONT END

Type: Harley-Davidson Hydro trees

Forks: 39mm Harley-Davidson

WHEELS

Size: 19-inch front, 18-inch rear

Tires: Avon front, Continental rear

Brakes: Ultima front, Fab Kevin rear

Photos: Jeff Cochran

Contact Sucker Punch Sallys;

513-353-1446;

www.suckerpunchsallys.com



NASCAR Goes 2-Wheeling

Scott Riggs Dives Into Sinkhole Customs

The Hard-driving, highly competitive mega-buck sport of stock car racing is second only to football in TV audience popularity and counts some 75 million enthusiastic fans. Its largest sanctioning body, NASCAR, conducts over 1,500 races at 100 tracks in 39 states, Canada and Mexico, the events broadcast to over 150 countries.

While it's an international sensation, most NASCAR teams can still be found in North Carolina as NASCAR has its roots in the southeastern United States. The story behind the radical 124-inch custom seen here echoes that theme, getting back to your roots for both the owner and builders.

Its owner is NASCAR Sprint Cup Series driver Scott Riggs, who campaigns the #66 State Water Heaters Chevrolet Impala SS for Haas CNC Racing. His high-speed roots go back to competitive AMA motorcycle racing that began at age 14 with Scott going on to win the North Carolina State Championship two



years in a row. At the age of 17, he bumped up to four-wheeling in the NASCAR mini stock division, winning a two-time championship at Southern National Speedway. Then, in 1999, he made his major league NASCAR debut. Three years later, Riggs moved to the Busch Series (now Nationwide Series) earning him Rookie of the Year honors and also the Most Popular Driver Award. He's been burning rubber ever since.

About a year ago, Scott had the opportunity to get back on two wheels, something street friendly with NASCAR attitude. At this point, Brent and Ginger Nevil of Sinkhole Customs entered the picture. The husband and wife bike building

team is headquartered in Statesboro, Georgia, about a 45 minute putt northwest of Savannah and a hop, skip, and launch off the starting line from Scott's home in Bahama, North Carolina.

Scott had seen Brent's style of bikes and jumpstarted the project with only a couple of requirements. "The only thing Scott specified was that he wanted it orange like his race cars from his early years of racing and wanted the long, slick look of a bike we built for a guy in Iceland—and he wanted it to go fast. So we went from there, first custom designing the frame. Then Ginger called her friend, Kendall Johnson, to obtain a special built 124-cubic-inch engine."

The drivetrain consists of Speedway



Choppers trans-brake setups matched to a Baker RSD 6-speed. Both components were bolted onto a pro-street frame equipped with rear air bag suspension to accompany the air over hydraulic front end. The frame was built for Sinkhole Customs, according to their specifications, by 8-Ball Mfg. It is now available to the public, as are numerous other components such as rolling chassis, wide-tire kits, and other custom built parts.

Once the build began with Brent molding sheets of metal into a motorcycle sculpture, Scott never set eyes on the bike until it was delivered to his home. Says Brent, "Scott was surprised, as it was more than he expected, and has been enjoying it ever since."

By the way, the shop's name, Sinkhole refers to the rural community where Brent and his family live. It's peppered with limestone sinkholes, but not the house-swallowing kind. It was in their home garage that they built their first two bikes, and while they've expanded to new headquarters, Brent says, "I wanted to keep the name because that's where we have our roots."

—Paul Garson



TOSHA LYN

This month's *Easyriders* centerfold girl is the very tempting Tosha Lyn, a sweet Georgia peach who looks damned fine naked. Most people don't ya know... look good naked, that is.



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





While Spider was at work, his ol' lady, who's not much of a rider, took his Harley for a spin. Later when he came home she said, "Honey, there's trouble with your Harley. It has water in the carburetor."

"Water in the carburetor? That's ridiculous."

"I tell you it has water in the carburetor."

"You don't even know what a carburetor is. I'll check it out. Where is it?"

"In the backyard, in the pond."

Rocky Meyerson

W. Palm Beach, Florida

Roscoe arrived at an old friend's house for dinner. He found that his buddy called his ol' lady every cutesy name in the book: honey, darling, sweetheart, pumpkin, baby.

When she was in the kitchen, he leaned over and said, "I think it's nice you still call yer ol' lady all those pet names."

"To tell ya the truth, bro," his friend said, "I forgot her name about three years ago."

J. Hayes

Rancho Cucamonga,
California

A man and his wife are sittin' in a swing. The old man reaches over and grabs his wife's tits and says, "You know, if them worked, we could get rid of the cow."

Then his wife grabs his dick and says, "You know, if that worked, we could get rid of your brother."

Greg Lott

Lexington, Oklahoma



"I once pulled a train."



"Don't worry... He'll obey!"

Little Johnny came into the bathroom while his mother was taking a shower. He asked, "Mommy, what's that between your legs?" She told him that was her squirrel.

Later he was in the bathroom again while Grandma was taking a shower and he asked, "Grandma what's that between your legs?" She said, "That's my squirrel."

Then little Johnny said, "Mommy has one too, but hers is not as gray as yours."

Grandma replies, "Well your mommy's hasn't cracked as many nuts as mine has!"

Sonya Sneathen

Artesia, New Mexico

The U.S. Marine Corps decided to offer early-retirement bonuses to its personnel. The rule was that a volunteer had to pick two spots on his body and receive \$1,000 for every inch between.

One officer asked to be measured from the top of his head to the tip of his toes. He was six feet tall and got \$72,000.

The second, smarter officer asked to be measured from the tip of his raised hand to his toes. He earned \$97,000.

The third man who was volunteering for early retirement was a grizzled old master sergeant. "Measure me from the tip of my dick to the bottom of my balls," he demanded.

The medical officer in charge explained that this might not be terribly profitable. But the master sergeant insisted. He dropped his

trousers and the medic placed the tape measure on the tip of the sergeant's penis and began to work back.

"My God!" the medical officer gasped. "Where are your testicles?"

The master sergeant replied, "Basra, Iraq."

David Chance

Ogden, Utah

A couple whose busy schedules permitted them to have sex only once a month bought a box of a dozen condoms so they would be set for a year. Three months later, the wife went to get one and found the box empty. "What happened to the other 10 condoms?" she asked.

He replied nervously, "Uh-h-hm, I masturbated with them."

Later she shared the story with a male friend and asked, "Have you ever done that?"

"Yeah, a couple of times," he told her.

"You mean you've actually masturbated with a condom on?" she asked.

"Oh," he said, "I thought you were asking if I'd ever lied to my wife."

James Overly

Huntingdon, Pennsylvania

Q. Who is the most popular guy at the nudist colony?

A. The guy who can carry a cup of coffee in each hand and a dozen donuts.

Q. Who is the most popular girl at the nudist colony?

A. She's the one who can eat the last donut.

Bob Grinch

Ridgewood, New Jersey

How come Barbie never ever got knocked up?

Ken always came in a different box.

Burt Whitcomb

Palmdale, 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 PaisanoPub@aol.com.



Oil tank: 8-Ball Mfg.

Oil system: S&S

Seat: Sinkhole Customs

Mirrors: Badlands Mfg. Co.

Grips: Pro-One

FORKS

Type: hydraulic

Extension: none

Builder: American Suspension/

Bike Builders Bible, Inc.

WHEELS

Size: 21-inch front,

18-inch rear

Wheels: Don Juan

Tires: Metzeler

Brakes: Speedway Choppers

Photos: Brad Patton

CONTACT: Sink Hole Customs

877-742-2453

www.sinkholecustoms.com



PAINTING

Painter: Jamie Holt-Preferred

Collision Center

Color/Type: Lambo orange/black/PPG

Special paint: Jamie

FRAME

Year and Builder: 2007 8-Ball Mfg./

Sinkhole Customs

Rake: 45 degrees

Stretch: 5inches

Shocks: Air-Ride

ACCESSORIES

Bars: Sinkhole Customs

Handlebar controls: Pro-One

Fenders: Sinkhole Customs

Headlight: Headwinds

Taillight: Hi-Tech

Speedo: Badlands Motorcycle Products

Pegs: Billet Concepts

Electrics: Bullet Proof

Gas tank: Sinkhole Customs

Owner: Scott Riggs

City: Bahama, North Carolina

GENERAL

Designer: Brent Nevil/Sinkhole Customs

Fabrication: Sinkhole Customs

Year/make: 2008 Sinkhole Customs

Model: hidden-shock

Assembly: Sinkhole Customs

Time: one year

ENGINE

Year and make: 2007 S&S

Displacement: 124 cubic inches

Cam: S&S

Ignition: Spyke Single-Fire

Pistons: S&S

Heads: S&S

Lifters: S&S

Carb(s): S&S "G"

Air cleaner: K&N

Pipes: Exotic Choppers

TRANSMISSION

Year and Make: 2007

Baker RSD

Modifications: Speedway

Choppers Trans Brake

Shifting: 6-speed





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BUILD A "BOBBAH" FOR THE CURE

Garage Girls

Bike builder, photographer and artist Sara Liberte first met Jody Perewitz through her famous dad, Dave Perewitz. Sara had photographed Dave as part of her photo series, *Builder and Machine* (black and white portraits of top custom motorcycle builders), which was featured here in *Easyriders*. Dave and Sara always stayed in touch and would see each other often at dealer shows, events, and rallies. Jody Perewitz works at the family custom bike business, Cycle Fab, and it wasn't long before Sara and Jody became friends and partners in custom crime.

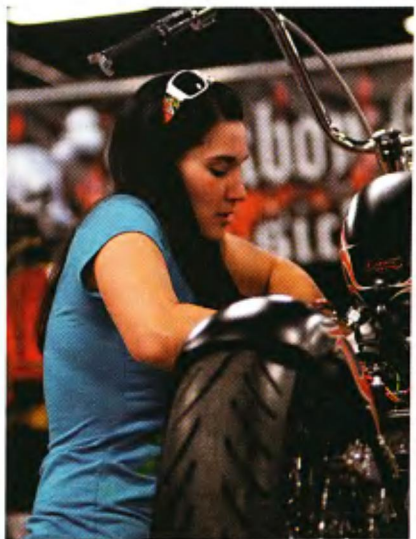
"I grew up in Massachusetts, so Jody and I have the same sense of humor and our work ethic is a lot alike," Sara told us. "Jody has a great eye for cool looking bikes and the 1963 panhead that she built is wicked cool. We get along really well, have a lot of the same interests and we both speak the same language, you know, Boston-speak."

Sara had been developing a concept she called "Garage Girls" for some time when, in the fall of '07, Kevin Clement of Kev Marv Productions asked Jody and Sara if they would be interested in building a bike together at some of his motorcycle events. The build was to benefit

Bikers For The Cure (BFTC), a non-profit organization of dedicated motorcycle riders and volunteers focused on raising funds for the Susan G. Komen Breast Cancer Foundation to assist in the fight against breast cancer. "We were both up for it and I thought that since we worked so well together, we should team up to further develop my Garage Girls concept," Sara says.

Garage Girls precisely describes what Jody and Sara are all about. "We both grew up in a gearhead world. My dad was into cars and he ran a steel business, so hanging out in a scrap yard was my playground. Jody also had motorcycles as her playground—lots of bikes and very cool bikes to top that off," says Sara. "So years down the road, we both now work in motorcycle shops, Jody at Perewitz Cycle Fab in Bridgewater, Massachusetts, and me at RT's North Hills Cycle out of Pittsburgh, Pennsylvania."

"When I first got into bikes I had to take the initiative and learn most of this stuff on my own," Sara recalls. "I felt it was time to get the information in front of other women, no matter what their age, who wanted to know more about motorcycle maintenance. Jody and I both felt strongly about this and decided



to move forward with Garage Girls and created the Garage Girls Web site."

The site strives to meet the needs of the ever-growing number of women riders who want to learn to maintain their bikes themselves. Garage Girls accomplishes this by providing quality content including demonstration videos focused on motorcycle maintenance ranging anywhere from changing fluids, battery care, tire care, tool information, new product testing and ways to individualize or customize motorcycles," says Sara. "We also focus on keeping up a healthy lifestyle (from exercise to recipes to overall health info), beauty products, fashion and general interests such as movies, books and music."

As for the Garage Girls' "bobbah" (that's 'bobber' to you and me) project, Jody and Sara have been building the bike onstage at four of the Northeast Motorcycle Expo events. "During the shows Jody and I take the stage and start assembling the extremely sick-looking bobbah," Sara tells us. "We create an inviting atmosphere talking with the crowds and taking the time to answer questions about what we are working on and parts we are using. Sometimes we even have a few helpers join us up onstage; Jody's niece, Tyara, lent a hand and my niece and nephew, Rachel and Anthony, were also happy to take a turn helping out."

The bobbah is set on a Paughco rigid frame with a Paughco springer front end. Bruce Rossmeyer's Boston H-D donated the 80-cubic-inch motor and Spyke helped out with a 5-speed transmission and charging setup. A BDL slim open belt drives the bike along with a set of Black

Bike blacked out wheels. JayBrake's rear brake and foot control setup keep the bobbah looking clean and classic. Making the RWD sheet metal stand out is a flat black PPG paintjob with some killer red flames by Jody's dad. Last but not least, is a cool handcrafted seat by Duane Ballard featuring the Garage Girls logo. Al Goram of Mac Tools chipped in a toolbox chock full of the tools needed to get the job done. Gardner Westcott pitched in the necessary hardware and Barb of Barb's H-D helped out as well. Over a two-day period, Jody and Sara built the bike starting with a bare frame, taking time to pass out some freebies, sign autographs and ask the crowd motorcycle trivia questions. "On the last day of the show we fired the bobbah to life and that got the crowd cheering and rooting for the Garage Girls," Sara says. "All weekend long while were onstage building, Bikers For The Cure staff were on-hand selling raffle tickets for \$10 and the bike was raffled off at BFTC's annual motorcycle ride and benefit that happened August 10, 2008, in Wallingford, Connecticut. All proceeds collected were donated to the Connecticut affiliate of Susan G. Komen Breast Cancer Foundation."

Special thanks to: Dave and Sue Perewitz; Dave and Diane Liberte; the whole crew at Perewitz Cycle Fab and Ron at RT's North Hills Cycle; Drag Specialties; aunt BB and De; Kevin and Lo-Ann Clement and staff; Mike Keegan Photography; the staff at Bikers For The Cure; and all of the crowds that show up and show support for the Garage Girls.

For more info, please check out our Web site www.garage-girls.com

—Phantom Dave and Sara Liberte



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Photos: Michael Keegan

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The image shows a promotional graphic for a magazine. The main magazine cover is tilted and features a woman with vibrant red hair and extensive tattoos on her arms, wearing a white dress with large orange and green floral patterns. The magazine title 'Amusin' Kruisin'' is prominently displayed in large, stylized fonts. Above the title, it says 'TAILGATE PRESENTS' and 'ALL COLOR - NO ADS'. Below the title, it mentions 'From The Publishers of RebelRodz Magazine'. To the right of the main cover is a vertical sidebar with four sections: 'RAT RODS' (showing a blue rat rod), 'KUSTOM KULTURE' (showing a group of people), 'TATTOOS' (showing various tattoo designs), and 'RALLIES' (showing a car rally). A red starburst graphic at the bottom right contains the text 'Watch for it on newsstands everywhere!'. In the bottom left corner, there is a call to action: 'Reserve your subscription today! Only \$16.95 for 4 issues. Call Now! 1-800-666-4880'. A barcode with the number '0 174808 01114 8' and a price tag of '\$6.99' is located at the bottom left of the magazine cover.



There's nothing like a long ride.

—Bill Cromwell, Westminster, Md.



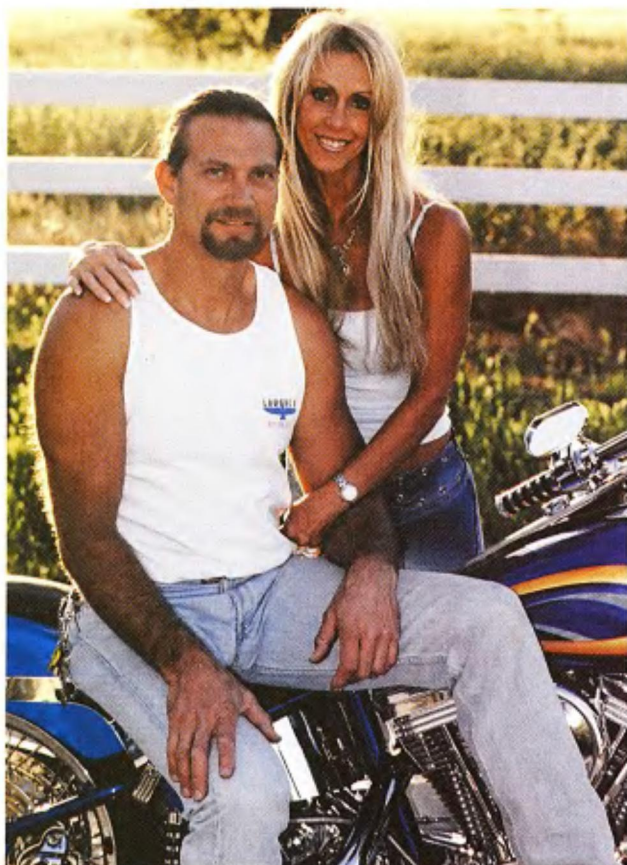
The eagle has landed.

—Woody Hayman, Rome, Ga.



THIS is your bike on drugs.

—Katmandu, Pt. St. Lucie, Fla.



Two-wheeled love. —Mike and Lorraine, Thousand Oaks, Calif.



Don't try this at home!

—Judy Brown, Salisbury N.C.



Never tease a Weasel.

—Sonny Grillo, Anderson, Calif.



Every biker's dream.

—Katmandu, Pt. St. Lucie, Fla.



John, Marcy and Bert as Cousin It! —Mike Ekberg, Denver, Colo.



She wants us. —Bret Brandt, On the road, Iowa



They love you long time. —T.W. Banks, Monteagle, Tenn.



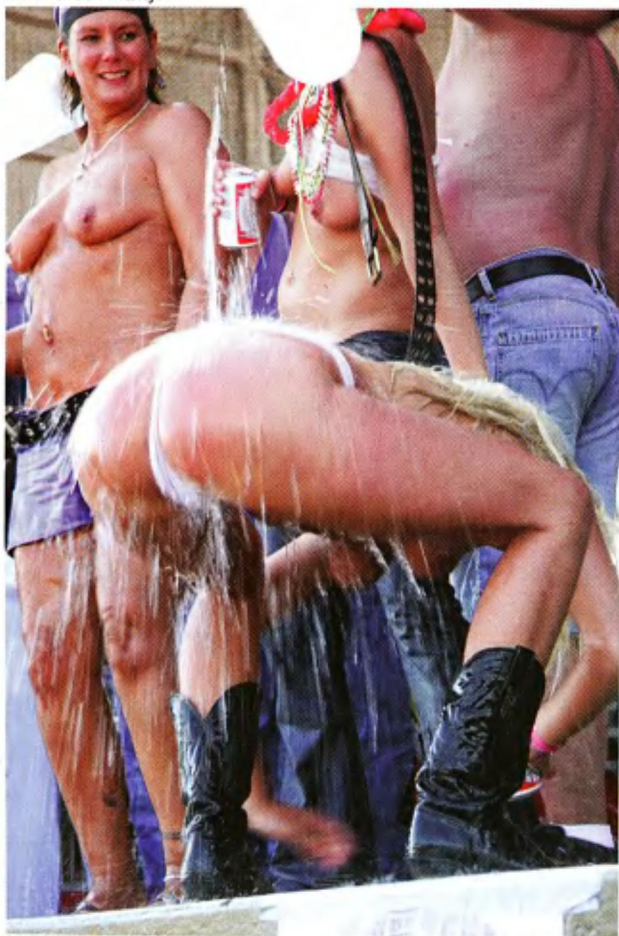
Elements of the 82nd Airborne keepin' us free.

—Steve Richardson, Babylon, Iraq



One farout Flatty.

—Bill Cromwell, Westminster, Md.



She cleans up nice!

—Natanic Nate, Algona, Iowa



Those are ripe!

—T.W. Banks, Riverdale, Ga.



Look, Ma...no brains

—Psycho Phil Evel Arm, Liberty, N.Y.

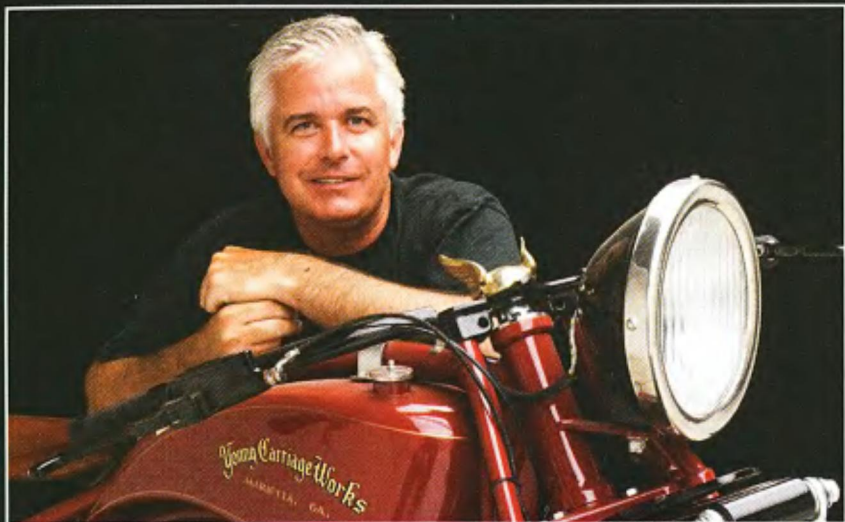


The Adventures of Frontier Proctologist.

—Bill Cromwell, Westminster, Md.

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.



Classic Deception

A Perfect Reproduction Of What Never Was . . .

Ever since "The Flying Pan," Hank Young's one-off take on retro styling hasn't gone unnoticed. Always using a clever mix of true vintage hardware and unrestrained





imagination, Hank's bikes manage to evoke memories of classic motorcycles that really never actually existed. Marty Beouliau of Boston is just one of many admiring all this and, a few years ago, made the trip to Marietta, Georgia, to place the order for something he remembered, or wished he remembered. A panhead-powered Indian, sort of, is the result.

"Marty came in with some definite ideas of his own," Hank says. "I just sort of took it from there." For starters, Marty wanted one of those I-beam downtubes—a Hank Young signature piece.

He wanted the Indian leafspring front end, too. For the overall look, he wanted the bike to be more antique than modern. Almost Brass Age—early 1900s. He did, however, insist that some kind of unobtrusive disc brake be worked into this mix. The bike would be ridden and Marty wanted to make sure it would stop.

Hank keeps a pretty good stash of

antique parts on hand to satisfy requests just like this. Rounding up the essentials for Marty's bike wasn't too tough. Scouring the swap meets and eBay nets some of that vintage stock, but over the last few years people from all over the country who run across vintage motorcycle parts think of Hank and point him toward lots of good finds.





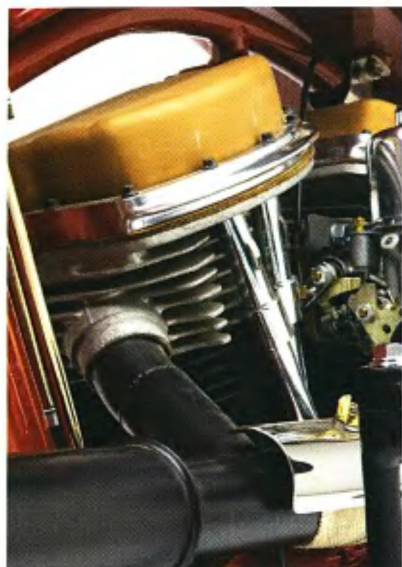
Marty's "never was" re-creation has a big, kinda chunky look to it and that's intentional. The truth of the matter is that the oversized and muscular look was dictated by the headlight choice. Marty loved the look of a Model-T Ford headlight and wanted one, but that's a pretty big piece to lead off with. The rest of the bike had to be built in proportion. That's why the tank and the seat are bigger than usual. The headlight couldn't dwarf everything else. For power, Hank dug into the parts bin and came up with a genuine '62 Harley-Davidson engine. "That's just my preference," he says. "If you're going to build an antique looking bike it's going to have a genuine, antique engine. It just seems a lot more authentic to run a real motor and transmission." In fact, Hank tries to use as many original parts in his absolutely-authentic-but-never-were builds as he can. Marty's bike

is loaded with them, everything from that Model-T headlight up front to the 1931 Western Auto taillight out back to the 1936 Ford spare tire cover that's now a fender. Even the luggage rack is an antique bicycle part. As for that must-have front disc brake? Hank included that using a Performance Machine caliper and a little 8-inch rotor from CCI.

When it came time for color, of course the choice was Indian Red, to go with that Indian-style front end. That color was carried through to the trans and engine cases, a nice touch. To keep the antique look going, Hank used a little gold leaf detail, including a "Young's Carriage Works" logo on the flanks of the gas tank. Like everything else, it's perfectly old-timey—calling to mind a motorcycle company that never was but maybe should have been.

—Joe Kress





Owner: Marty Beouliou
City: Boston, Massachusetts

GENERAL

Designer: Hank Young
Fabrication: Young Choppers
Year/make: 2006 Young Special
Model: Special Delivery
Time: 3 months
Chroming: Pro Plating

ENGINE

Year and make: 1962 Harley-Davidson
Displacement: 74 cubic inches
Ignition: Harley-Davidson
Cam: Harley-Davidson
Carb: SU

Air cleaner: Young Choppers
Pipes: Young Choppers

TRANSMISSION

Year/make: 1962 Harley-Davidson
Shifting: 4-speed

PAINTING

Painter: Terry Southern
Color: Indian Red
Type: PPG

FRAME

Year/make: 2006 Young Choppers
Type: rigid

Rake: 30 degrees
Stretch: 3 inches
Shocks: none

ACCESSORIES

Handlebars: Young Choppers
Handlebar controls: Performance Machine
Fenders: '36 Ford spare-tire cover
Headlight: Model T Ford
Taillight: '31 Western Auto accessory
Pegs: Young Choppers
Foot controls: Young Choppers

Gas tank: Young Choppers

Oil tank: Young Choppers

Seat: Outlaw Custom

Mirrors: none

Grips: Performance Machine

FRONT END

Type: Leafspring

Builder: Kiwi Indian/Young Choppers

WHEELS

Make: laced

Size: 21-inch front, 18-inch rear

Tires: Avon

Brakes: Hank Young custom front/
Harley-Davidson mechanical rear

Photos: Michael Lichter

Contact: Hank Young;

770-425-1305;

www.youngchoppers.com



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Meet June's Winner

Your June winner, Daisy Dover, hails from a spot in Arizona nicknamed The Valley Of The Sun. The city is also home to the Diamondback's stadium and Alice Cooper's restaurant, as well as many other establishments and historical places. Another well-known enterprise in this city would be the proliferation of adult dancing establishments, and the independent contractors within them that prefer to be recognized as Profession Pole Manipulators (PPMs for short)...such as Daisy. In this issue you'll find her for less money than at her night job, posing with Christian Clayton's Sucker Punch Sallys' custom, shot by our desert photog, John Covington. By the way, PPM Daisy charges per shift and does not give estimates.

—Jack Hammer



Sarah-Arizona

#1201

"My first ride was the most fun a girl can have with all her clothes on! The farther we went, the tighter I held on. Poor guy, I had to revive him at the end."



Laila-California

#1202

"My first ride was two years ago, when I rode to Sacramento on a warm, sunny day. We had lunch at the Squeeze Inn and rode back home."

Win \$1,000!



Karen-California

#1203

"The wind in my hair and the thunder of the engine... I was hooked."



Sara-Connecticut

#1204

"I'm doing this in loving memory of my friend Gary N, a.k.a. G-Money. R.I.P."



Lisa-Pennsylvania

#1205

"My first ride was 22 years ago. I never knew a little throttle control could mean so much to a woman! I married that guy and now I think the sexiest part of a man is his wrist!"



Christina-New Hampshire

#1206

"My first ride was with my dad when I was little. I've never forgotten the rumble of the engine. . . there's nothing like it."

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 #425 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at www.easyriders.com (then click on Fox Hunt), September 30, 2008. The voting deadline for this month's crop of cuties is November 30, 2008. We'll announce the winner in the March 2009 issue.



Frankly, Scarlet....oh hell...I DO give a damn! Check out the funbags on this Floridian hottie! Evidently you have, as you've made her your July winner. Nicely done, by the way. C'mon back next month and see more!

425

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Model's Name: _____
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I will pose: ☐ Nude ☐ Topless only
Model's Signature: _____

Photographer's Name: _____
Address: _____
City: _____ State: _____ Zip: _____
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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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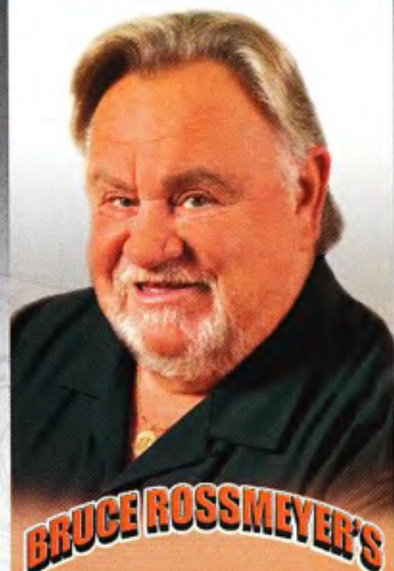
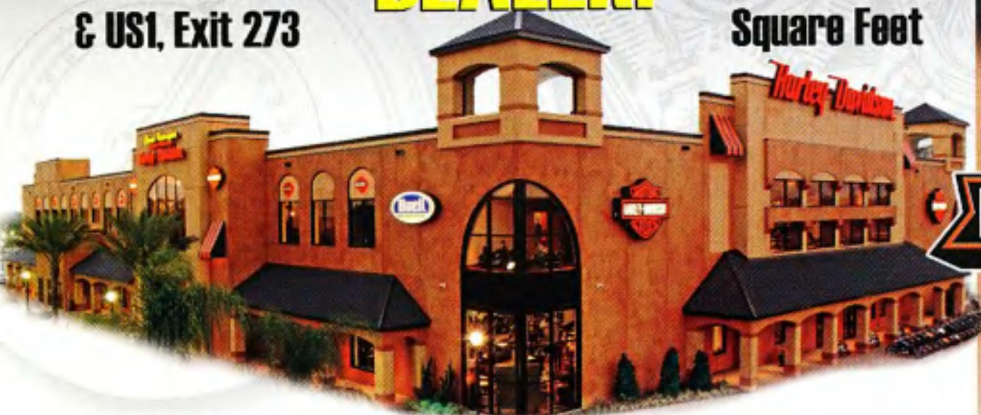
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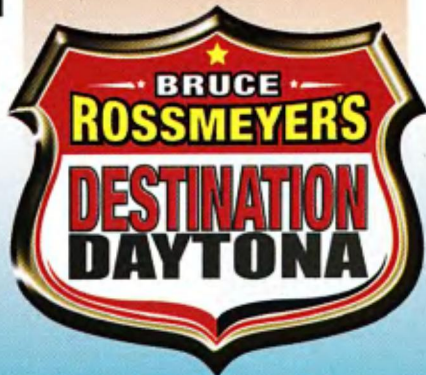
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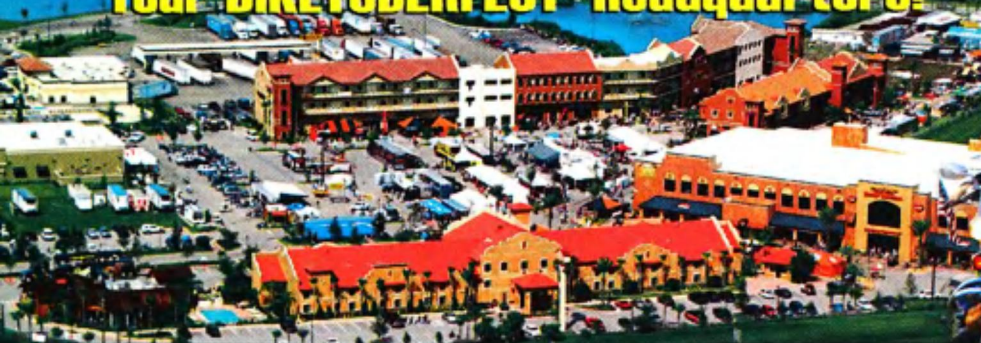
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SIN CITY

Dickhead Choppers Rolls The Dice

Tony Jurkis was always looking for a panhead from the year of his birth, so when a mismatched set of cases, frame and a title from a '55 became available, he just had to snatch them right up.





"It was one of those things; I'm sitting in a bar, a guy shows up and the next thing I know I'm writing him a check." The motor went immediately to Greg Ponto at Dragon Cycles for a set of S&S stroker flywheels and a complete build up. Tony snagged some beater heads and had the fins restored before sending them to Greg. In the process, lifters from JIMS, a Leinweber cam, a trusty magneto and an S&S Super B carb were added to the mix to keep the old pan reliable for road use.

Tony cut the old Harley frame off at the sidecar mounts and seat post and built a completely new top section and neck. He said he might have felt a teensy bit guilty about cutting up a stock frame, but says that the neck on the frame had been raked...poorly, and the sidecar mounts and tank mounts were missing, so it was really no big deal in this case.

He scored a Gambler girder front end, adding a spool hub wheel, Akront rims, and an Avon Speedmaster tire. He grafted a '67 rear wheel and hydraulic drum brake setup to the rear with another



Akront rim and a 150mm Metzeler tire. In order to keep the look "old timey," he kept the mechanical style brake pedal and fashioned a mount for a master cylinder under the transmission to actuate the juice drum.

Tony's brother, Doug, narrowed the sporty gas tank one inch and stretched it a bit. An oil tank was fabbed up to look like a pair of rolling dice and Travis Fleck laid down the black paint on the tanks, frame and fender. Jive then added his pinstriping magic to the bike.

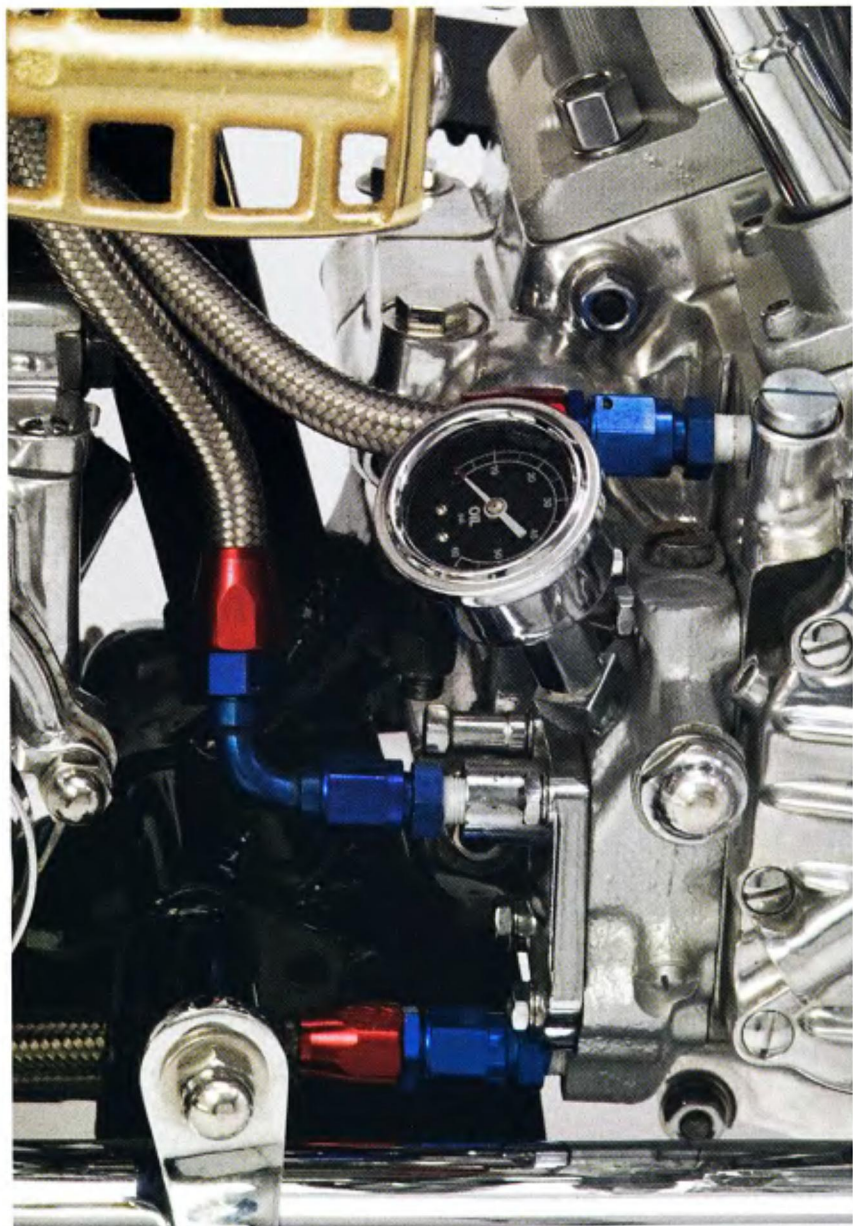
Tony is one of the "Dickheads" that





own Dickhead Choppers in Joliet, Illinois. All of these guys—Angelo, Doug, Lep, Travis and Greg—have decided to keep their day jobs and operate the shop as a hobby, because of the uncertain economic climate. That way, they keep chopper building fun rather than a business. The overriding ideal that Tony and the crew wanted for the bike was for it to be “homemade, one-off, like it should be.” In the six months they spent building the bike Tony says that there were also copious amounts of beer consumed. The Dickheads have no allusions about being a motorcycle club, far from it. Tony says that they are a drinking club, a band of brothers that just happen to like building cool custom old-school choppers.

—Kit Maira





Owner: Tony Jurkas
City: Joliet, Illinois

GENERAL

Designer: Dickhead Choppers
Fabrication: Tony Jurkas, DJ
Year/make: '55 panhead
Model: chopper
Time: 6 months
Chroming: polished by "Leprechaun"

ENGINE

Year and make: 1955 Harley-Davidson
Displacement: 88 cubic inches
Ignition: magneto
Cam: Leinweber
Carb: S&S Super B
Air cleaner: knuckle snout
Pipes: Dickheads

TRANSMISSION

Year/make: 1956 Harley-Davidson
Shifting: jockey

PAINTING

Painter: Travis Fleck/
pinstripping by Jive
Color: Black with pinstripping
Type: shiny

FRAME

Year/make: Harley-Davidson/Dickheads
Type: rigid
Rake: 48 degrees
Stretch: 6 inches down, 3 inches back
Shocks: none

ACCESSORIES

Handlebars: Dickhead Choppers
Handlebar controls: Dickhead Choppers
Fenders: Dickhead Choppers/Chica
Headlight: Bates
Taillight: '30 Model-A
Pegs: Dickhead Choppers
Foot controls: Dickhead Choppers
Gas tank: Dickhead Choppers
Oil tank: Dickhead Choppers
Seat: Dream Evil Designs
Mirrors: generic
Grips: Dickhead Choppers

FRONT END

Type: girder
Builder: Gambler
Stretch: 16 inches over

WHEELS

Make: Akront rims
Size: 21-inch front/16-inch rear
Tires: Metzeler Marathon rear,
Avon Speedmaster front
Brakes: hydraulic drum rear
Photos: Michael Farabaugh
Contact: Dickhead Choppers;
www.dickheadchoppers.com







Death's Head

Sara Ray Gets Sucker Punched



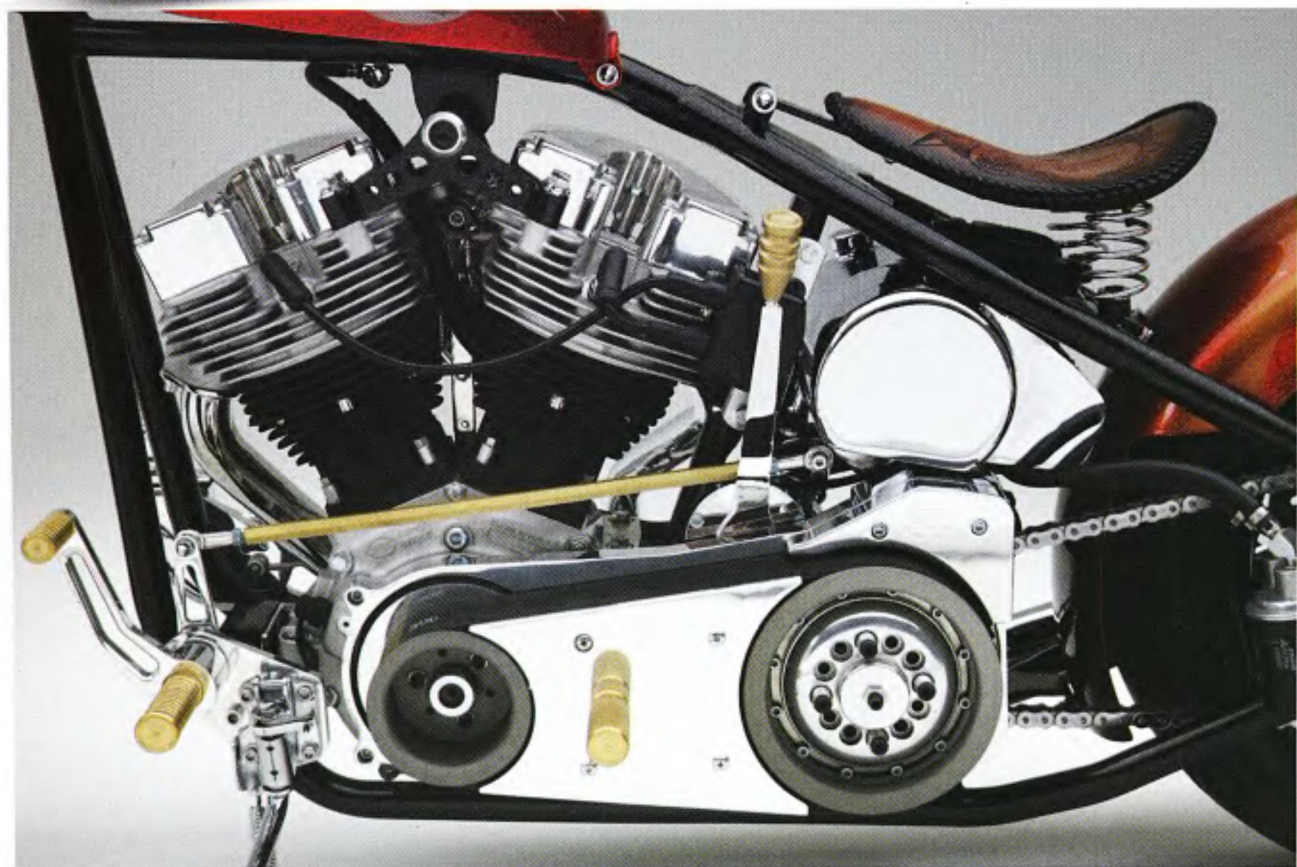
When Christian Clayton of Sucker Punch Sallys met kustom kulture artist extraordinaire Sara Ray, a cold feeling eerily crept over them both. An ancient force was working behind a seemingly innocent exchange of mutual admiration for the visual delights of their respective creations. Behold the Death's Head Moth bike, its fateful idea materialized when Christian asked Sara Ray if she would be interested in painting a tank for one of his bikes. The lady honored his humble request and the results of over 80 hours of her labor was so inspirational that Christian decided to actually build an entire bike around the tank.

When asked if she would rather paint on canvas or on a motorcycle, Sara Ray said, "A bike any day. Paintings sit on a wall, but a bike can go everywhere." The tank was carefully stored out of harms way so the Sucker Punch Crew could do their will to unearth an all-new bike worthy of showcasing Sara Ray's work. They shoehorned an S&S shovelhead into the freshly flaked frame, turned some one-off brass pegs and grips on the lathe, and began the task of boosting their bodacious bobber formula to the next level. Not only is this the very first Sucker Punch Sallys bike to sport Sara Ray's wondrous touch of hand painted destiny, it is also the debut of Sucker Punch



Sallys' own genuine billet wheels.

If you want Sara Ray's art on your ride, you'll have to get your order in at Sucker Punch Sallys since she is their exclusive graphics artist. Coupling Sara Ray's unique artistry with the old-school coolness of a Sucker Punch Sallys creation was pure wickedness. The original idea was to roll out no more than ten of these slick Daddy-O rides,



but Christian told us, "Y'all just keep those cards and letters comin' in," which means there will be more to come, all very unique in the spirit of the one that started 'em all.

This month's Fox Hunt Winner, the very naughty Daisy Dover from Arizona, adds just the right sense of wrongness to our Sucker Punch photo shoot.

—Mystery Cheese





Electrics: Daniel Duryea
 Gas tank: Sucker Punch Sallys Sporty
 Oil tank: round
 Seat: David Theobald
 Mirrors: none
 Grips: Sucker Punch Sallys brass
FRONT END
 Type: springer
 Extension: 3 inches over
 Triple trees: stock

Builder: Paughco
 Modifications: Sucker Punch Sallys
WHEELS
 Hub: Sucker Punch Sallys
 Size: 21-inch front, 16-inch rear
 Tires: Avon
 Brakes: Ultima, Sucker Punch Sallys
 Photos: JC Studios
 Contact: Sucker Punch Sallys
 www.suckerpunchsallys.com

Owner: Christian Clayton
 City: Scottsdale, Arizona
 Designer: Christian Clayton
 Fabrication: Sucker Punch Sallys
 Model: 2007 Sucker Punch Sallys
 Time: 3 months
 Chroming: none

ENGINE

Year/Model: 2007/S&S
 Displacement: 93 cubic inches
 Cam: S&S
 Carb: S&S

Pipes: Sucker Punch Sallys

TRANSMISSION

Year/Make: 2007/jockey shift

PAINT

Molding: Sucker Punch Sallys
 Painter: Sara Ray
 Type/Color: House of Kolor/Red Flake
 Special paint: Sara Ray

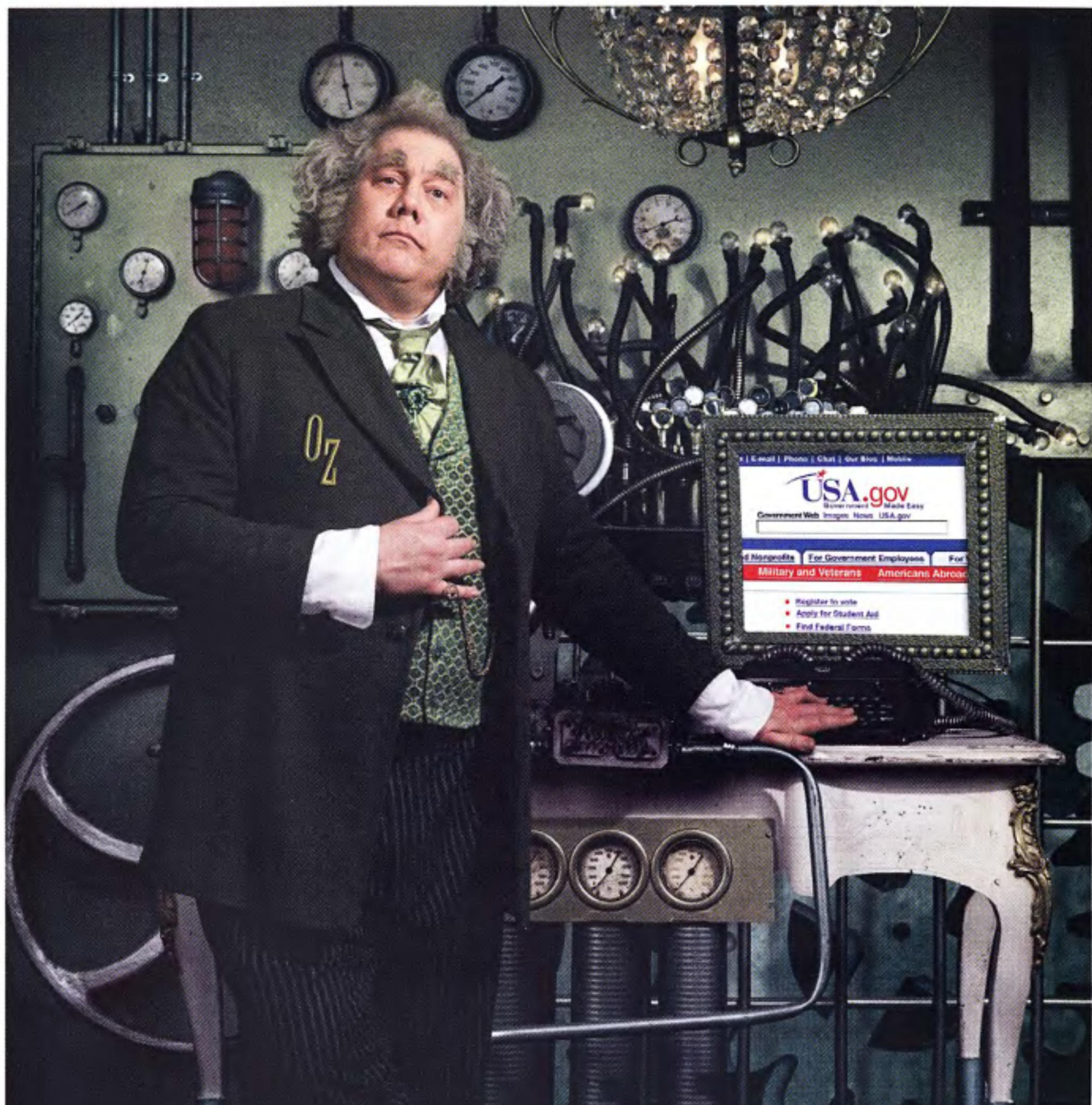
FRAME

Year/Make: 2007/Sucker Punch Sallys
 Type: Rigid as all hell
 Rake: 39 degrees
 Stretch: 2 degrees
 Shocks: none

ACCESSORIES

Bars: Paughco
 Handlebar controls: Sucker Punch Sallys
 "Brass Knuckles"
 Fenders: Sucker Punch Sallys
 Headlight: Modified Sucker Punch Sallys
 Taillight: Jammer brass
 Pegs: Sucker Punch Sallys brass
 Foot controls: Sucker Punch Sallys





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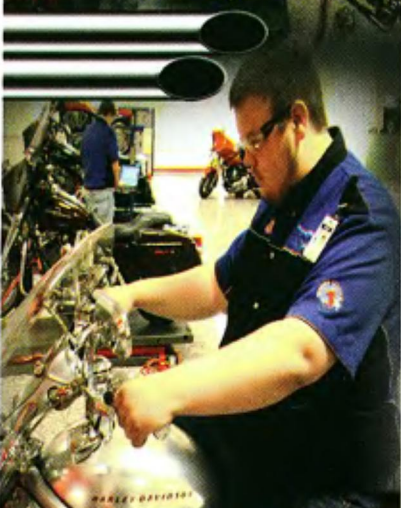


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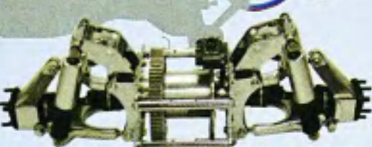


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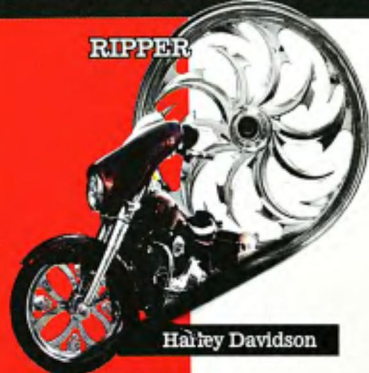
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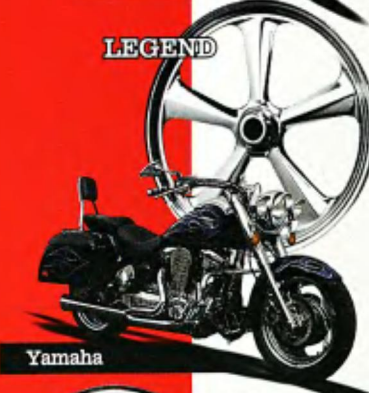
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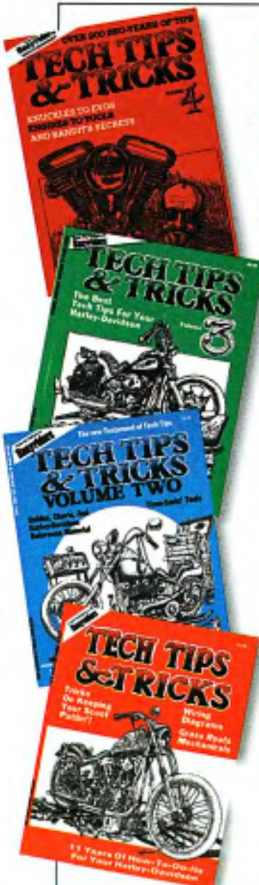
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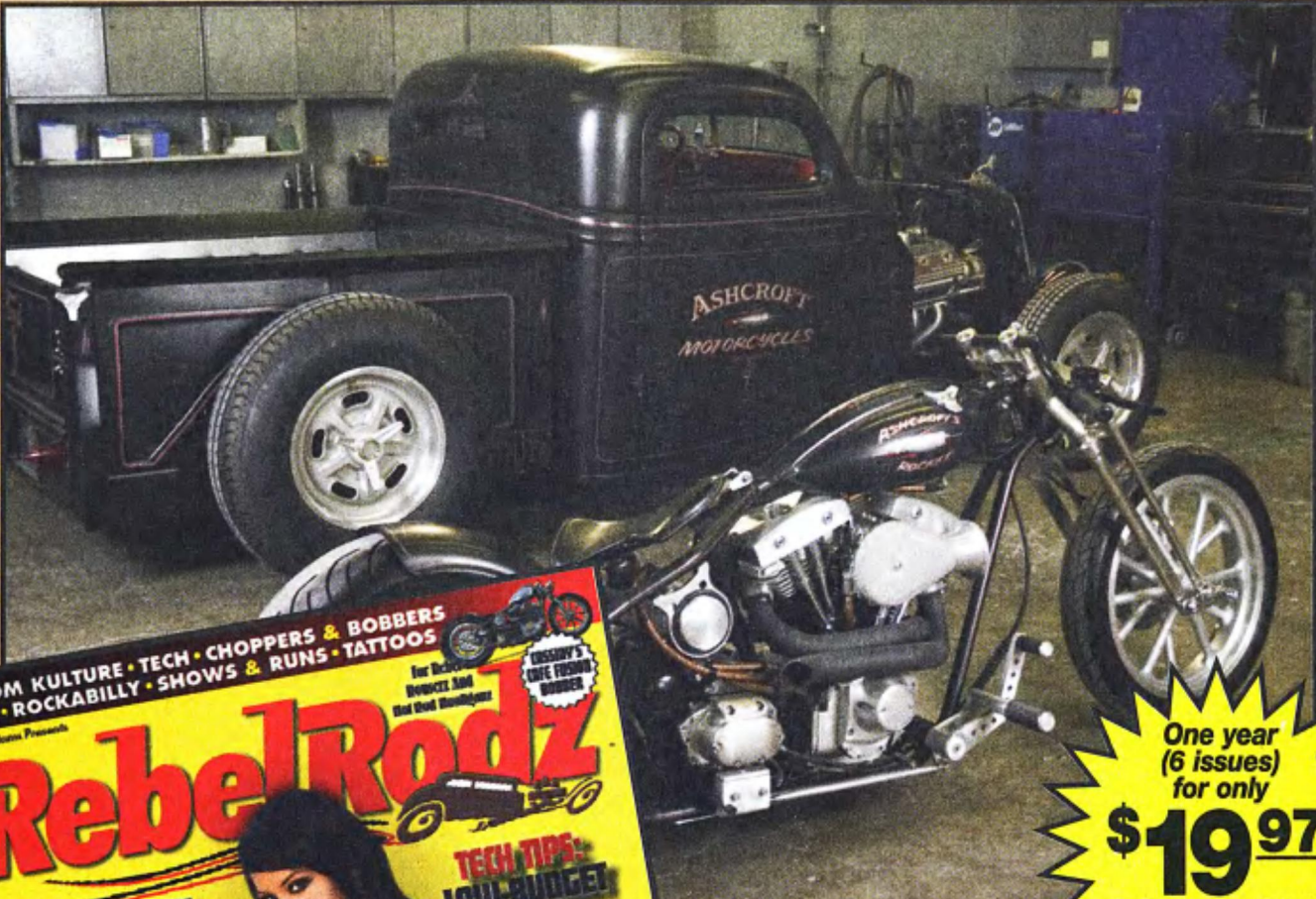
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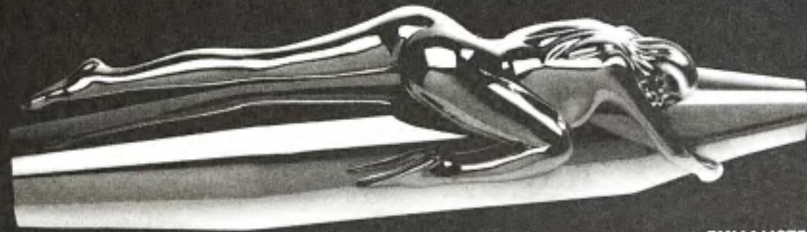
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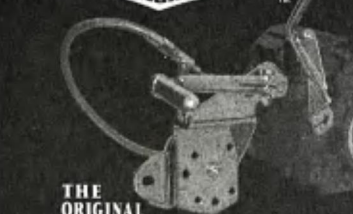
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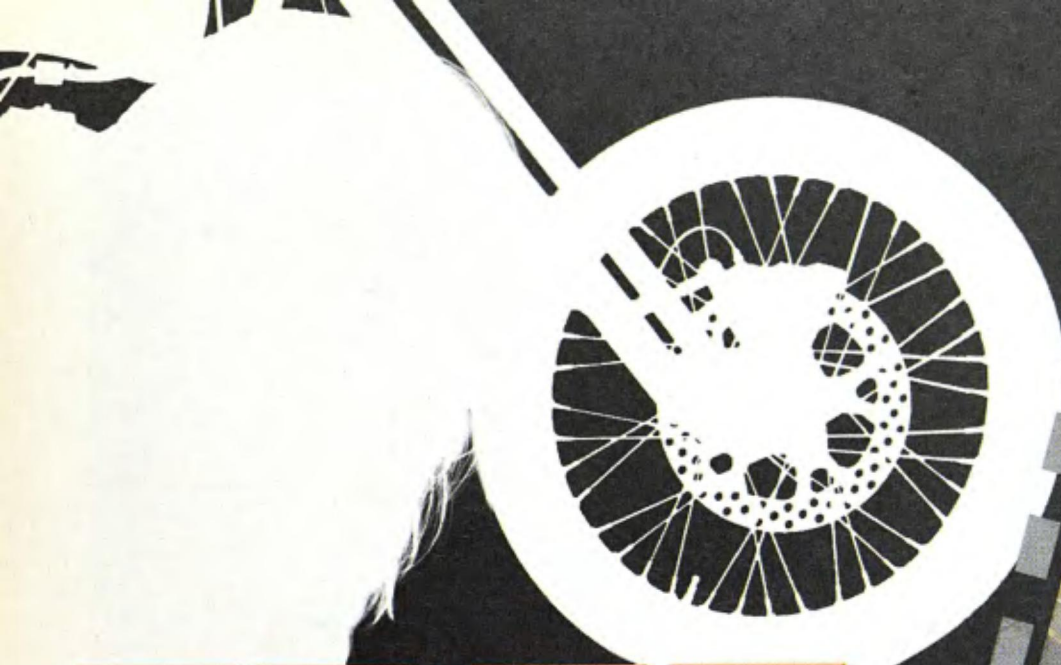


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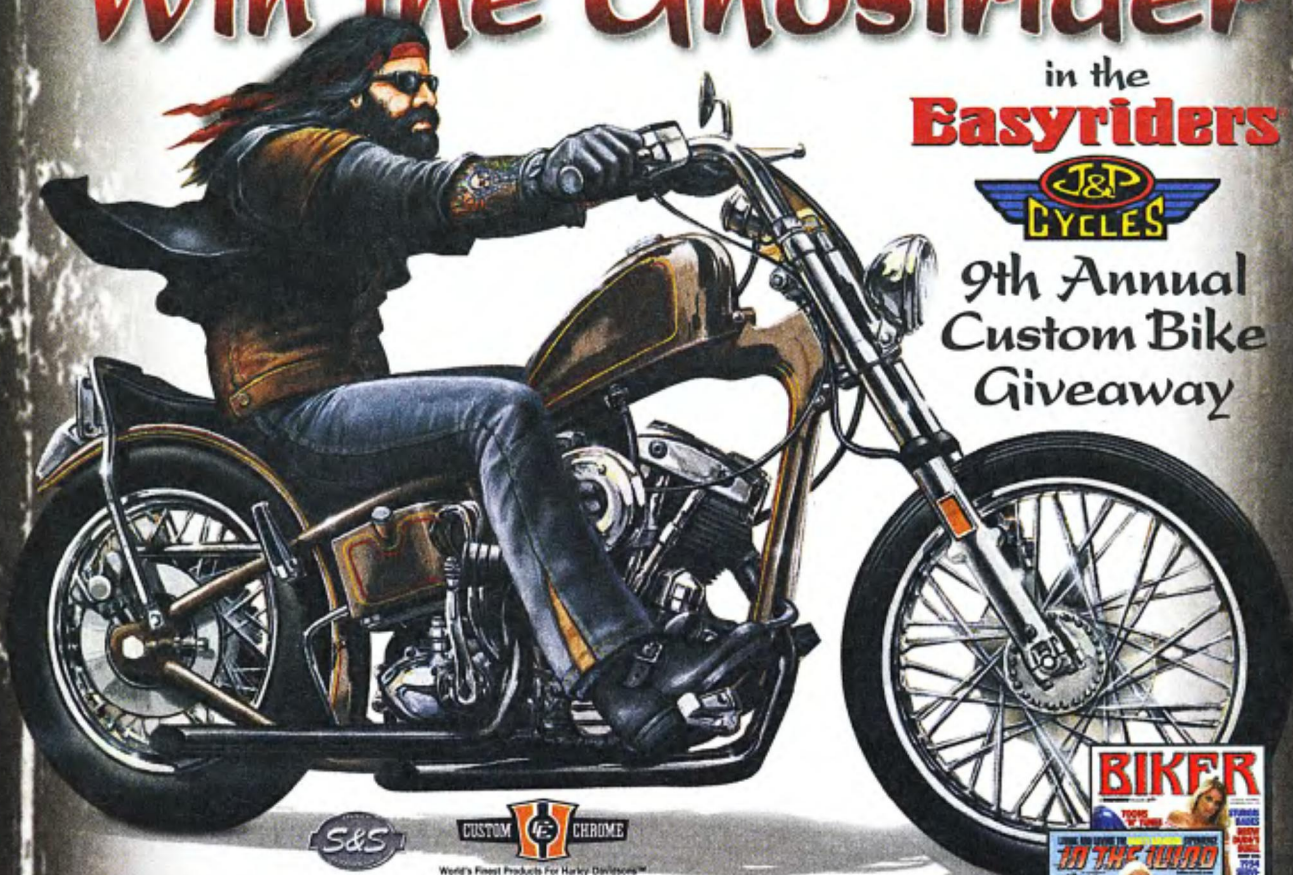
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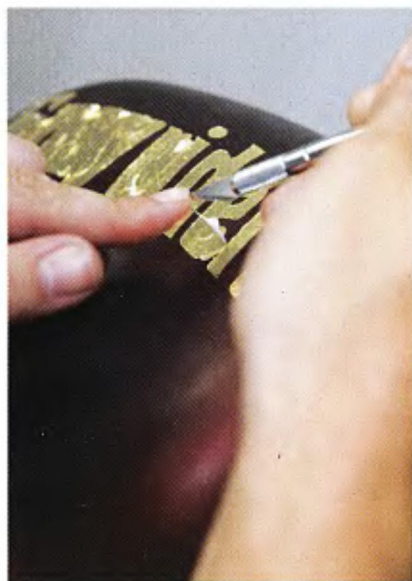
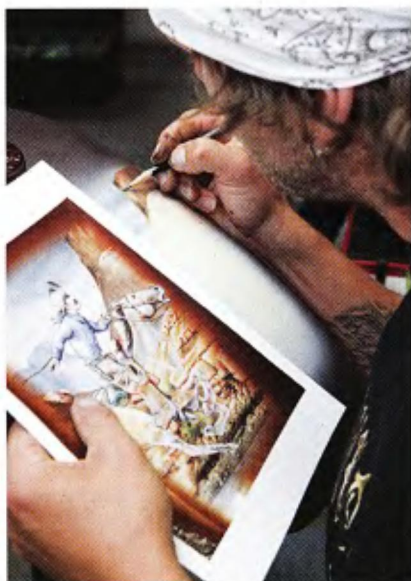
For the past few months we've been showing you this year's *Easyriders*/J&P Cycles Custom Bike Giveaway scooter coming together. We wanted to do something truly special for the 9th Annual Giveaway and settled on the idea of recreating one of the most famous custom bikes in history.

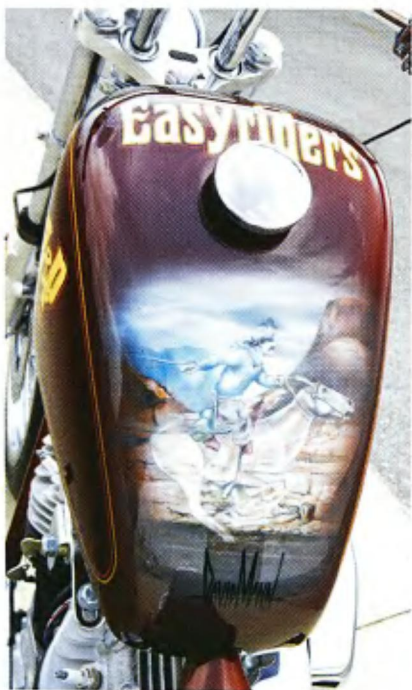
David Mann painted his famous *Ghostrider* painting for the November 1983 issue of *Easyriders*. The painting shows a biker on a rigid shovelhead blasting through the desert. The ghost of a pony express rider is caught in an eternal ride beside the biker, expressing the freedom of our lifestyle. J&P Cycles' resident bike builder, Kody Wisner is a lifelong biker and *Easyriders* fan. He came up with the idea of building a modern day replica of the *Ghostrider* for this year's Custom Bike Giveaway. The idea put big smiles on our faces here at the magazine and also pleased J&P Cycles' head honchos John and Jill Parham.

Last month we showed the slim Paughco frame wearing a new S&S Cycle shovelhead motor and Kody assembled the whole bike to make sure everything fit properly. John and Kody strolled through the 1,144-page J&P Cycles catalog to find all the parts and pieces needed to recreate this one-of-a-kind ride. As you'll see in next month's bike feature on the *Ghostrider*, major sponsorship for the bike came from our friends at Custom Chrome, Paughco, S&S Cycle, and of course J&P Cycles.

This time around we're showing off the awesome paintjob by Underground Art Studios. First the crew sprayed the bike a rich root beer color and prepped the gas tank for some very special graphics. The airbrushed rendering of David Mann's pony express ghost on the tank is nothing short of miraculous. It really looks like David did the art himself. Hat's off to everyone at Underground Art for the topnotch job.

As we do every year, the *Easyriders* and J&P logos show up on the bike for all the world to see. Good ol' fashioned pin-striping was expertly laid down by hand before everything was cleared and shined up for Kody to assemble on the scooter.





The end result is a custom bike that any of us would be proud to own. Best of all, you can WIN this incredible *Ghostrider* bike... but only if you enter the contest. See the J&P Cycles ad in this issue or visit www.jpccycles.com for details and enter to win a piece of two-wheeled history! —Dave Nichols



Photos: Grant Cushman

With a little help from your friends, you don't have to be content with a store bought sled; you can build your own. Whatever your style: chopper, bobber, pro-street,

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EASYSRIDERS' GUIDE TO BIKE KITS & ROLLING CHASSIS



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Sporting a price tag in the low 30s with the looks of a \$60,000 custom motorcycle, the Athena Chopper was designed and built on the Discovery Channel *Biker Build-Off* televised competition. BBC turned the one-off chopper into a production bike along with a ProStreet sibling. The stretched frame with the Devil's Tail swingarm with a rear fender to match, and an exclusive fuel tank are some of the design features. The sunken seat allows the rider to be positioned

inside the chassis, adding to the unique sensation of riding low to the ground. The 100 Smooth low-vibration powerplant adds to the reliability of the bike with a high comfort level of the rider without sacrificing power and price.

BBC THE SLED PROSTREET

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www.detroitbros.com**



KUSTOMWERKS

People love bobbers because they love the simplicity of reducing the bike to the basics, and bobbers offer the least expensive way to get into a kit bike. Kustomwerks' Springer Bobber Kit offers a 180mm Tire Kraft/Tech Frame, and the Springers are available in black or chrome finish. It features 80-spoke chrome wheels, a 9-inch Wild Card rigid fender with a fender brace that can actually support a two-ton ho, polished billet forward controls, mini apes, raw finish oil tank, an sportster gas tank and many

other features that are used by some of the top bike builders in the country. Want to change the wheels? No problem. Want to change the bars? No problem. Substitutions are allowed.

**Kustomwerks; 336-996-8690;
www.kustomwerks.com**



KIWI INDIAN MOTORCYCLES

Kiwi Indian Motorcycle Co captures the authentic yesteryear/retro motorcycle styling with their classic bobber. Kiwi's bobber separates the innovators from the imitators, as it's the real thing. Kiwi's own engine is a 84-cubic-inch, 42-degree flathead, with right-side drive, oil tank within the right side gas tank, leaf spring forks and PM brakes for good stopping power. Kiwi's bobber is available as a rolling kit or fully built up. Other models are also available.

**Kiwi Indian Motorcycle Company;
800-601-KIWI; www.KiwiIndian.com**



COVINGTON'S CUSTOMS

The Bobber Rolling Chassis kit, new from Covington's Customs, revolves around the same chassis that is used on the production line bobber. This kit features the Paughco springer front-end, chrome billet risers, Flanders apehanger, Sportster tank, chrome horseshoe oil tank, flat fender with chrome strut, 21 x 2.15 front chrome spoke wheel and 16 x 5.5 rear wheel, both with whitewall tires and a spring seat assembly. Bobber kit comes disassembled with all necessary hardware and no fabrication needed.

**Covington's Customs;
580-256-2939;
www.covingtonscustoms.com**



DRAG FRAME FOR 280/300 TIRES

If you want nothing less than the highest level of craftsmanship and innovation Eurocomponents Drag frame will be the perfect starting point for your custom project. Thanks to its innovative design this hidden-shock frame features a drop-seat position, which will give the bike a very low and aggressive dragster look. Seat height is 4 inches lower than a standard Softail. Frame parts and swingarms are constructed with a 3D CAD system and assembled on a QM system 9001. Frames are designed to fit Evo and Twin Cam B engines. Drag frames can fit up to 300 tires. Available with any rake and stretch for left- or right-side drive. Now available also with single downtube.

Eurocomponents, Inc.;
386-236-1210;
www.eurocomponentsUSA.com



SUCKER PUNCH SALLYS

Sucker Punch Sallys No Rake No Stretch Rolling Chassis accepts panhead, shovelhead and Evo motors, and 4-, 5- and 6-speed transmissions (you supply the tranny plate). It includes a frame, front end, headlight, handlebars, risers, cups and bearings, front and rear wheels, tubes, rim strips and tires, front and rear axles and spacers, and a 2.4 gallon sporty tank. Paint, assembly and grips are not included, and the chassis ships unassembled. The No Rake No Stretch Rolling Chassis retails for \$2,950 plus shipping. Additional options are available.

Sucker Punch Sallys; 480-778-9500;
www.suckerpunchsallys.com

SPCN MOTORCYCLES BIKE KITS

Special Construction Motorcycles bike kits for 2008 are exclusively distributed through Bike Builder Warehouse. The product line continues to grow as everything from bobbers to choppers to baggers is now offered. Standard bike kits start at \$9,999 with 49-State EPA/DOT compliant kits starting at \$11,999. SPCN



Motorcycles designs their kits to be assembled by the average dealer/builder in 30-40 hours. No welding is required and every kit includes a finished wiring harness, completed front end and mounted tires/wheels. All kits come unpainted and unassembled with all hardware and fasteners included (complete painting/assembly is available). No two bikes are the same with many options offered, including: springer front end; hidden-shock frame; 250 rear tires; different style gas tanks, fenders and handlebars; RevTech, S&S or Ultima engines.

Bike Builder Warehouse;
949-722-6111;
www.bikebuilderwarehouse.com



EXILE BIKE KITS

Exile Cycles offer any of their super-clean custom bikes and trikes in complete bike kit form. In fact, Exile will supply you with anything from a footpeg to a turnkey machine, but their most popular kit request is for a project with all the fabrication completed, ready to go to paint. The Exile Cycles Web site offers a great deal of information about choosing, purchasing and assembling such a kit and their helpful phone staff are just a call away.

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

CALIFORNIA CUSTOMS

Joe Cree from California Customs aka "The Bobfather" specializes in old-school bobbers and choppers. California Customs offers everything from frames and rollers to complete custom designed build-it-yourself kits for both bobbers and choppers. You can choose from one of California Customs' production frames or rollers or have something totally custom built to your specs. California Customs is a licensed manufacturer and can custom build just



about anything you can imagine.

California Customs; 408-954-8972;
www.calcustom.com



FRC SCORCHERS ROLLING CHASSIS

Flyrite Choppers Scorchers Rolling Chassis features the Scorchers gooseneck rigid frame with 39 degrees of rake and 3-inch stretch in the backbone. Also includes: chrome springer, bearing cup set, 40-spoke wheels, front black wall tire and dual thin whitewall rear tire, tubes/rim strips, tank, fender, NeverRust fender strut, FRC solo seat with hardware, Superbars, risers, axles, headlight/bracket, and Flyrite's own grips. Available for Big Twin & '86-'03 Sportster drivetrains, starting at \$2,799.

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



MILWAUKEE IRON

Milwaukee Iron's antique style racer rolling chassis with 1920s look features a single loop frame with a 2-inch stretch and a 30-degree rake. The gas tank is a Milwaukee Iron J-Model with a flush mount gas cap. A Paughco chrome springer front end is used with the distinctive Milwaukee Iron 1-inch bars and 3-spoke 21-inch mags or 21-inch spoked wheels with polished rotors and sprocket, along with Avon 120 tires mounted. Designed for Evo motor and tranny, it can be modified to fit others.

Milwaukee Iron, Inc.; 434-385-1044;
www.milwaukeeiron.com

A man with a goatee and sunglasses is wearing a black leather motorcycle jacket and a black leather cap with the Easyriders logo. He is sitting on a motorcycle. The background is blurred, showing what appears to be a parking lot or street.

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ReadersRides

Joshua Majors Colorado Springs, Colorado 1961 FLH Chopper

Behold the traditional chopper. As an heirloom, it has taken the place of expensive jewelry or even real estate in some circles. In fact, this particular chopper was even a family project over the years, having been touched by many a hand that belongs to Joshua's kin. "My uncle purchased the bike in 1981 and rode it extensively throughout L.A.," Joshua says, "until an accident forced him to park it in the mid-'90s."

And there it sat until 2005, when Joshua's dad bought the bike with the

intention of restoring it to "better than original condition," according to Joshua. Benefiting from the free labor one will usually find in family members, the J-man's dad ordered the bike to be completely stripped and taken apart so that older components could be exchanged for some more up-to-date counterparts. Then the 86-cubic-inch stroker, comprised of a panhead crankcase and a shovelhead top end, was rebuilt while Toxic Choppers in Colorado Springs refurbished the original 20-inch-over front end, mounted the Mustang gas tank and fabricated the rear fender, sissybar and seat. Platinum Powder Coating of Colorado Springs coated the creation

with a silver-based, translucent red powder, a color virtually identical to Joshua's dad's very first custom Harley.

"Nearly every member of my family helped reassemble the bike," Joshua adds, "with several scenes eerily similar to those played out in the *American Chopper* TV show." Boy, who wouldn't want to be part of that family!

The bike blends Joshua's father's and uncle's old-school style sensibilities with several of Joshua's own new-school ideas, we are told. "Yet the essence of the bike goes beyond its aesthetics," the J-man adds, "encompassing the camaraderie and love within my family."

Hankies, anyone?

—Tripper

Photos: owner



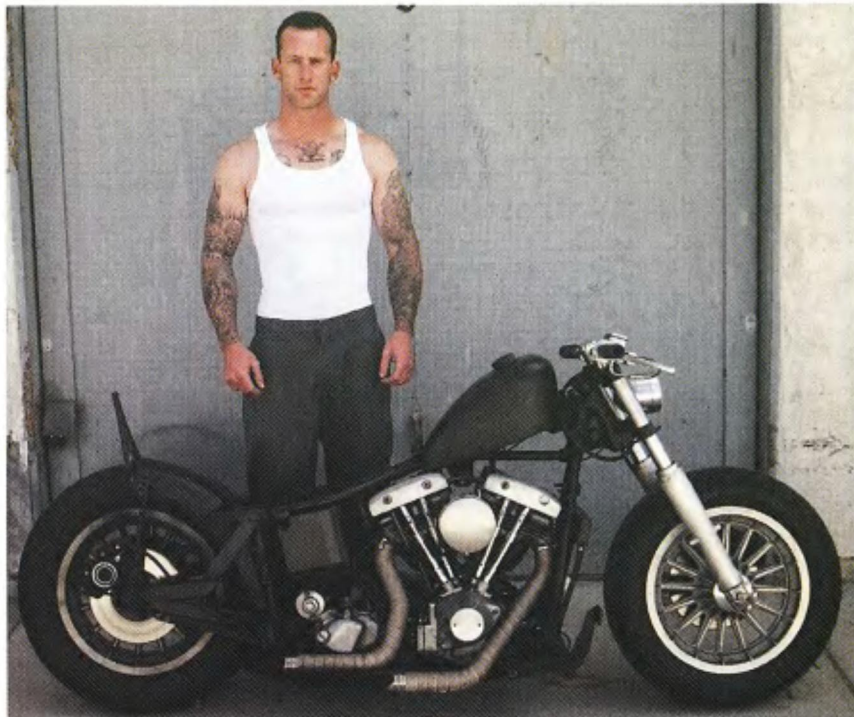
Alex Thorpe
San Diego, California
1977 Shovelhead

We would never espouse domestic violence, of course. Beating up on your wife is one of the most cowardly ways of trying to make up for your own shortcomings known to man, but there *is* something to be said about a wifebeater. The shirt, that is. A man wearing a wifebeater exudes confidence, no matter how ill-conceived it may be, and confidence is always a good thing, right?

Alex here demonstrates oodles of confidence, not only because of his shirt, but also because he rides a shovelhead. You have to have balls these days to ride a shovelhead, because simply by definition, any true shovelhead is an antique. And looking at this particular specimen, we see that Alex is an adventurous soul to boot. We know this because his shovelhead has a jockey shift married to a 4-speed transmission. When was the last time you've been on anything that only has four gears?

"This shovelhead was built and modified by me," Alex says. "I built it as a beach cruiser to match my style."

"Aha!" you say. "He likes the beach," you say. And that's a good thing, because Alex lives in San Diego, where they have miles of beach. It would suck if Alex would



rather live in the desert instead. Who'd be impressed by his wifebeater shirt there? The gila monsters or rattlesnakes? Certainly not any beach bunnies.

Anyway, Alex has plans, big plans. He's obviously counting on the fact that at the beach, bike building makes more fun and is more lucrative, especially for what he

wants do in the future. "I'd like to get into the business some day building old-school bikes," he says. "Or maybe just get a little space in your magazine one day with my bike."

Now that's the kind of confidence only a man wearing a wifebeater shirt possesses.

—Tripper



Photos: owner

Paul Yaffe Bags One

George Matzu's Frequent FLHer

This is the first custom dresser collaboration between Rick Hatch of Hacienda Harley-Davidson and Paul Yaffe's Bagger Nation. "It was initially a copy of a well-received bagger I built for myself for Sturgis," says Paul from his headquarters in Phoenix. "Hacienda had expressed some interest in the bike as we developed the Bagger Nation brand, one part of which involves taking stock bikes from dealerships and customizing them. As it turned out, this bike was the first of

our Tour Deluxe models. Rick was thinking of keeping this bike for himself once we built it, but then I think it lasted one day on the Hacienda showroom floor before it got sold," says Yaffe. "He called me back and said, 'Oh well, build me another one!'"

Elaborating on the Bagger Nation *modus operandi* Yaffe explains the process involved in creating a PYO Signature Series custom. It starts with a dealership either sending him the





complete bike or all the parts off the bike. He applies custom paint and puts on custom wheels, floorboards, pipes—the whole makeover package. What starts off as a stock bike returns to the showroom floor a whole different story, a "Tour Deluxe." In addition, a special kiosk is located nearby displaying information about the various Bagger Nation components that went into the bike's transformation, which may be purchased separately by a rider who wants to take things one step at a time.

The completed bike serves as rolling billboard for what can be done via PYO's comprehensive list of custom bagger parts. "Not everybody can afford a \$35,000 bike, but they sure can afford the new handlebars or wheels. The parts literally go flying out the door when people see that display," says Paul. This particular bike went flying out the Hacienda Harley-Davidson door after George Matzu, owner of a local car dealership, got one look at it. He's been riding it around all over the area, but has brought it over to PYO for some additional modifications.

So far, PYO has built about 30 of these custom baggers for dealers around the country. "Basically a dealer can send me

a bike, say one with a not too appealing stock paintjob, one that's not exactly jumping off the showroom floor, and then I do our PYO Tour Deluxe thing and it's sent back ready to rock and roll."

"As far as our paint schemes go, no two are alike. I've done 400 different ones and must have another 400 in me," Paul tells us. "We also customize them to the demographics of the particular dealer. Like one sells a lot of yellow and chrome bikes and another one's doing very well with all blacked out bikes, so no problem, we tailor them to their requirements. As far as the people buying them, it's guys getting off their choppers and looking for something more comfortable. Now they can get the same ego gratification and the same local bar-hopping satisfaction but also ride to Sturgis in comfort. You got saddlebags, a windshield, a radio, a girl on the back that's comfortable and happy. It's a bagger that's still got attitude going for it."

The latest news from Paul's Bagger

Nation is their new raked front end kit. "We figured out how to give baggers a 42-degree rake while keeping the same exact trail and then add 23-inch wheels. They handle great. Maybe we'll call it an Extenda-Glide."

You heard it here first.

—Paul Garson







Owner: George Matsu

City: Phoenix, Arizona

GENERAL

Designer: Paul Yaffe

Fabrication: Paul Yaffe crew

Year/make: 2007 Harley-Davidson

Model: FLHX

Assembly: Paul Yaffe crew

Time: 8 weeks

Chroming: Concours

ENGINE

Year and make: 2008 Harley-Davidson

Twin Cam

Displacement: 103 cubic inches

Cam: Harley-Davidson

Ignition: Screamin' Eagle

Pistons: Harley-Davidson

Heads: Harley-Davidson

Lifters: Harley-Davidson

Carb(s): EFI

Air cleaner: Bagger Nation

Pipes: SuperTrapp/Yaffe/Klock

TRANSMISSION

Year and Make: 2007 Harley-Davidson

Shifting: 6-speed

PAINTING

Painter: Gary Crisp

Color/Type: PPG/black/orange/silver

Special paint: Gary

FRAME

Year and make: 2007 Harley-Davidson

Rake: stock

Stretch: stock

Shocks: Harley-Davidson

ACCESSORIES

Bars: Bagger Nation

Handlebar controls: Harley-Davidson

Fenders: Bagger Nation

Headlight: Harley-Davidson

Taillight: Bagger Nation

Speedo: Still doesn't wear 'em

Dash: none

Front pegs: Bagger Nation

Rear pegs: Bagger Nation

Electrics: Harley-Davidson

Gas tank: Bagger Nation

Oil tank: Harley-Davidson

Oil system: Harley-Davidson

Seat: Bagger Nation

Mirrors: Bagger Nation

Grips: Bagger Nation

FORKS

Type: hydraulic

Extension: none

Builder: Harley-Davidson

WHEELS

Size: 21-inch front, 18-inch rear

Wheels: Bagger Nation

Tires: Metzeler

Brakes: Harley-Davidson/Bagger Nation

Photos: Paul Markow

Contact: Paul Yaffe's Bagger Nation;

602-840-4205; www.paulyaffeoriginals.com;

www.baggernation.com



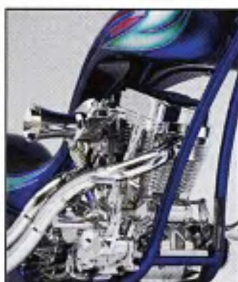
Coming At Ya

The December issue of *Easyriders* (No. 426) will deck the halls with killer customs by the likes of Custom Factory BB, Larry Curik, Devilution Choppers, Guilty Customs and we'll show off YOUR new dream bike. Yep, we'll pull the wraps off of the *Easyriders* J&P Cycle 9th Annual Custom Bike Giveaway. It's a *Ghost Rider* tribute bike that you can win! We'll also test ride the snot outta a Sucker Punch Sallys Swinger model.



This is our holiday issue, featuring a special Toy Run Guide as well as our Annual Holiday Gift Guide of cool yule products for your scooter. Ride with us to Harley's 105th Anniversary party in Milwaukee, then to Arizona Bike Week. Feast your eyes on the mad moto art of Michael Knepper, find a complete Guide to Aftermarket Motors and check out a wacky bike run in Colorado known as the Nut Run.

All this and more is barrelin' your way like a runaway sled in the dazzlin' December issue of *Easyriders*. On sale November 4th.



The next issue of *VTwin* (No. 89) will take you to Myrtle Beach Bike Week for all the motorized action. Get a complete Guide to Harley's 105th Anniversary, take a first look at

the new V-Max, and check out the latest Harley-Davidson Motorclothes. Travel with us to the Mooneyes Japan Show, meet Featured Builder Sam Nehme and get an Aftermarket Guide to Drivelines from belt drives and clutches to the latest transmissions. All this, plus, eight awesome custom bike features. On sale August 12th.

The October issue of *Biker* (No. 258) brings you nasty Jessie Tattoo givin' this '51 pan a good lickin'. Also, check out the titties and chili at Roscoe's Chili Challenge!



On sale now!



The December issue of *In The Wind* (No. 135) features this bobber-roided 127-inch rigid and Baltimore dancing babe, Sydney Vain. Ride with us to the SoCal B.A.D. Ride and the LAFD Fire Hogs Memorial Run. Newsstand buyers get our 32-page *Unswimsuit Special*. On sale now!

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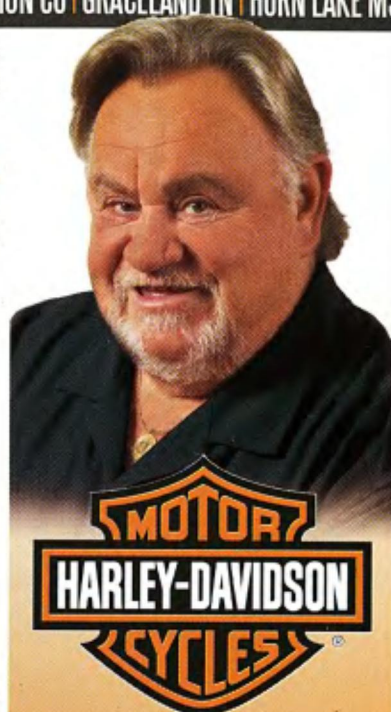


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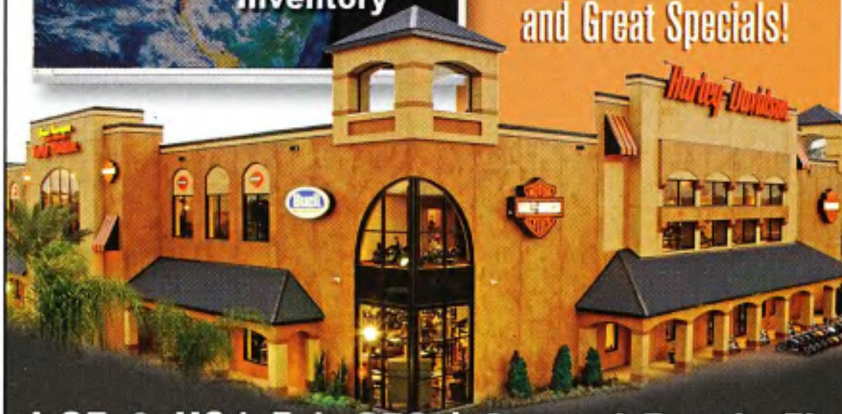
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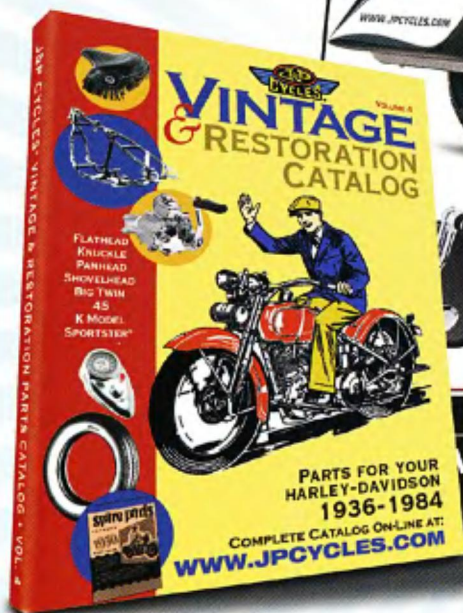
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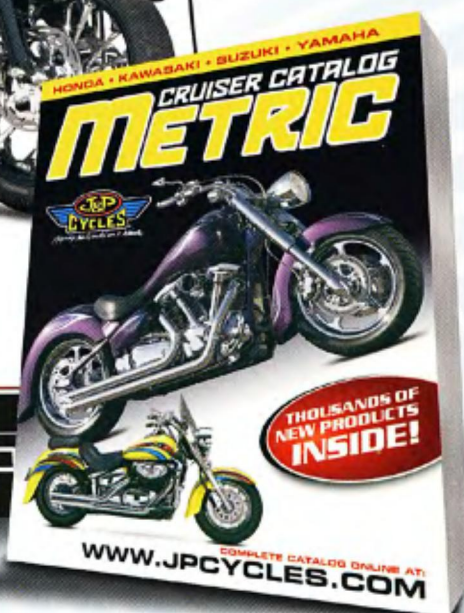
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