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427 • January 2009

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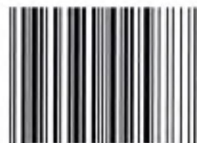
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BAGGER WITH AN ATTITUDE

BY DON HOTOP



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Taking It Easy

A miracle revealed! There is a festival each year in Marino, a town south of Rome, Italy, where the celebration includes a shower of sparkling wine flowing from the town's marble fountain, supplied by the local vineyard. When the mayor, town priests and the locals gathered around the fountain with glasses in hand they were disappointed when only ordinary water flowed. Then, a cry of "**Miracolo**" arose from a house next to the square and the homeowner rushed to the window to show that the wine was flowing from her tap. Soon the whole neighborhood realized that their faucets were flowing with wine so they rushed to fill every empty bucket and bottle. The source of the miracle was revealed when it was realized that an incompetent plumber had connected the pipe that was supposed to flow to the town fountain to the town's main water supply instead.

Another miracle! Beer helps man walk again. A one legged man popped into a pub for a pint. While he was sipping his beer, a doctor, who saw that the man was having difficulty standing, tapped him on the shoulder. The doc, who was visiting relatives, said he noticed the man's difficulty, and remarked he just happened to have a spare £40,000 bionic limb sitting under his desk back in the States. The doc told the man that he could have the prosthesis for nothing.

Fresh from our "A Nudge Is As Good As A Wink To A Blind Bat" file: About 90 elementary school students in Montana are undergoing a series of rabies shots after the mother of one brought a dead bat to the school and let them touch it. It was later confirmed that **the bat was rabid**. The cost of the rabies shots will total over \$150,000. The school has since set a policy requiring that anyone visiting the school obtain a Visitor Pass. Sheesh!

A New Zealand pet food company has come up with a novel way of gauging the public's mood ahead of the elections by marketing **rubber chew toys** of the two politicians vying for office. The promotion? "Which political leader would you like to see fed to the dogs?"

Beware Mad Hog Disease! A woman who kept a 176-pound pig in her house as a pet was held hostage by said porcine for 10 days with his aggressive demands to be fed, including **head butting her bedroom door** at night. She tried beating him off with a broom, but he "snapped it off with his mouth." The pig was described as "big as a Shetland pony" and a handful when he got hungry. Rangers have since removed the pig from the woman's home and he will now be put to work in a piggery on stud duty, thus...saving his bacon.

An Australian zoo has dropped a promotion offering free admission to redheads. The campaign was offered to highlight the plight of the orangutan. In Aussie slang "Ranga" an abbreviation of Orangutan, is **a common nickname** for redheads. Said the zoo's director, "We seem to be getting quite a bit of a negative reaction to that request...People are possibly more sensitive about it than we thought." The zoo will continue to offer free admission to people with red hair for the next two weeks, but will drop the ads. They also won't actually be checking to see if patrons are natural redheads.

A speed-loving driver in Sao Paulo, Brazil, has finally been nabbed. For seven years he has been speeding and running red lights, but was never arrested because he never registered the car in his name. His 12-year-old car, valued at around \$6,500, will be auctioned off if he does not pay **\$1.8 million in fines** in 90 days.

A West Virginia man has been charged with battery after being pulled over because his headlights were out. A Breathalyzer test revealed that he was under the influence. The driver was described as **uncooperative** during the arrest. When the officer was preparing the Breathalyzer machine, the driver allegedly scooted his chair over, lifted his leg, passed gas and fanned it towards the officer, thus netting the battery charge.

The "Gastronomical Festival of the Cat" is in full swing in Peru and animal rights groups are in a tizzy. The locals believe that eating **cat burgers** and fried cat legs and tails cure bronchial disease. They also think feline meat is an aphrodisiac. The cats are specially bred for the event, which takes place on the Day of Santa Ifigenia. Did we mention that cat tastes just like chicken?

A Romanian judge, arrested on corruption charges, has been put in the same jail cell as a man he put in prison for armed robbery. A prison source says that the judge had **"no recollection"** of his cell-mate when he met him in jail, but the convict certainly remembered him.

Bad news from Asia, as **Japanese banks** are the latest to be hit. Apparently,

- Origami Bank has folded.
- Sumo Bank has gone belly-up.
- Karaoke Bank has gone for a song.
- The Bonsai Bank is cutting back its branches.
- Shares in Kamikaze Bank were suspended after they nose-dived.
- Samurai Bank is soldiering on following sharp cutbacks.
- Ninja Bank is reported to have taken a hit, but they remain in the black.
- Furthermore, 500 staff at Karate Bank got the chop.
- Analysts report that there is something fishy going on at Sushi Bank where it is feared that staff may get a raw deal.

An 89-year-old granny was upset with cars parked on her road, so she decided to do something about it. She began **slashing their tires**. Police finally tracked her down and slapped her with a fine. As she had no cash, she offered to knit sweaters for her victims, instead. As soon as she has finished knitting the sweaters, prosecutors say the matter will be settled.

An alleged woman bank robber was caught as she tried to rob the same branch twice. She had gotten away with the first robbery, but her undoing was her **very large backside**. Two weeks later the witness found himself behind the woman in line at the bank and recognized her bottom right away, saying, "He'd never forget something that big." His memory netted a nice reward, while the woman's bodacious booty could earn her 10 years in jail.

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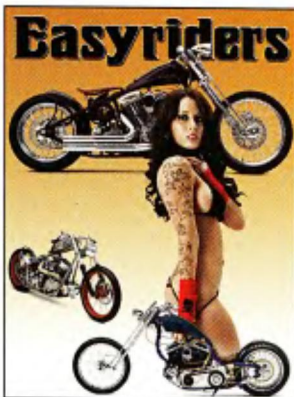
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It's Good To Be The King 122
Harley's CVO Road King.

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One Off Motorcycles 120
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Mario Ruedas 121
and his 2007 Rigid Pan.

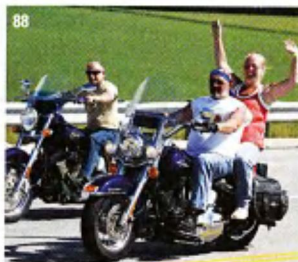
Mike Ruedas 121
and his 2007 STD Panhead.



CCC springer shot by Rick Husted.
Chop Shop Custom by Michael Lichter.
Mighty Mya shot by John Covington.
Special cover imaging by Jeff Biggs.

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6 January 2009 Easyriders

WordMonger



Happiest Man Alive

Here are a couple of shots of my bike, my girlfriend, Stephanie, and me.

My girlfriend and I were walking around H-D of Atlanta when I saw my dream bike. My girlfriend snuck off to have her credit run to see if we could get the beautiful, blue '06 Road King. I couldn't get the bike on my own because I was still trying to pay off my medical bills from a wreck the insurance company hadn't paid off yet. I had no idea she was doing this and, as I was ready to leave, the sales lady (Holly) came up and said we were approved! I was the happiest man alive that day and rode her home. (The bike, not Holly.)

Stephanie is a true woman! I'd appreciate it if you would thank her by putting her picture in your mag.

Now I'm just waiting for January when I get back from Iraq so I can start riding again! Since I've been in Iraq, Stephanie-

has ordered a set of chrome controls and switches, chrome voltage regulator cover, chrome inner primary, chrome transmission cover, and chrome mid frame rails. Now I just have to put them on when I get home. I've already installed a set of chrome passenger floorboard covers, Vance & Hines exhaust and a Viberider for the passenger seat.

Kenneth Peck
Iraq

Sounds like you have a lot to come home to, Kenneth.

Roadblocks

I went to Americade this spring on three separate days—but not on my motorcycle. Living in the Capital Region, I came by automobile to avoid the pre-announced NYS Police road blocks and the very heavy ticketing of parking meters this year in the village of Lake George. This over-policing/ticketing can only have a negative effect on the enjoyment of this or any other rally I can think of.

Bikers that went to AmJam in Cobleskill and to the Mariaville Rally are also subject to roadblocks on or near I-88. I don't think class-action suits as proposed by ABATE of New York are the answer. Isn't it better for our elected officials to get the message across that bikers as a group are certainly more courteous, responsible and law-abiding than many other

sportsmen and women and should not be singled out just because their sport is motorcycling?

Wild Bill
Schenectady, New York

Tattoo Pictorial

In the October 2008 issue of *Easyriders* the pictures in the article about tattoos were all fresh ink. In all fairness, why not show the readers some pictures of old ink, like after 30 or 40 years of use and abuse, saggy tits, and big bellies. Ya know, like real life!

Ordnance Sergeant
Internet

Because real life sucks!

Ad Bike

Over the past months, you've had a one-page ad to subscribe to *Easyriders*. The last one was in the September issue on Page 119. What a great looking bike. Will you ever feature this bike in your magazine? I'd like to know more about it along with the pictures.

Lee Zimmerman
Shippensburg, Pennsylvania

You're talking about our J&P Cycles Ghost Rider Giveaway bike, Lee. We featured it in our last issue (December 2008).

Bodypainted Babes

I'm a long time reader and rider. I really enjoyed the "Bodypainted Babes" article in the September 2008 issue. The body painter did an excellent job matching the ladies to the bikes. I think a calendar would be great showcasing the lovely ladies and great bikes. Just a suggestion.

Thanks for many years of interesting articles and photos.

Angela L.
Kingman, Arizona

Input

I just received my November '08 issue, and after thumbing through the first time, I was a little puzzled. So I started again. I opened to Page 46 and started looking over the new Harleys once more. And lo and behold—you boys forgot the Unicorn. Like the song, I see Road Glides, Electra Glide Classics, V Rods, Sportsters, Dyna, Softails, Night Trains and others for sure. But, oh lord, you boys forgot the Unicorn. Do I foresee a full-page coverage of the Tri Glide Ultra in your December issue?

You guys do a great job and don't make too many mistakes, but this one I caught.



My being a trike owner explains why I caught the missing Tri Glide right off. You guys put my trike in "Readers Rides" in the December 2006 issue.

Keep up the good work—I love everything about your rag.

Easy—The Old Fart—Ryder
Cyberspace

Listen ya old fart, we didn't make a mistake. There are actually a number of new Harley models that didn't make it to the November issue. For instance, we only showed three of the Sportster models. The fact is, we showed off our favorite 2009 models. The Unicorn trike didn't make the cut.

What The ...?

I got my subscription in the mail, read it, and took it to the bar for my bros to scope out. So then I went to the gas station and bought another copy for the same month and what do ya know? In the gas station issue is an *Unswimsuit Special* in the bag with the magazine. But I didn't get one in the subscription you sent to the house. Are you boneheads giving me the old banana on the home sub? Should I cancel and then just get the mag from the fuel stop? What the fuck?

He be G.B.
Pleasant Prairie, Wisconsin

Subscribers don't get the extra outserts (such as the 32-page Unswimsuit Special) or other goodies we offer on the newsstand as a bonus because subscribers aren't paying for them, savvy? That's why it's cheaper to subscribe than to buy the rag off the newsstand.

Good Ol' Days Reminder

I first became acquainted with motorcycles at the age of 21, after returning home at the end of WWII after 42 months in the South Pacific aboard the new battleship U.S.S. North Carolina, from Guadalcanal to Tokyo Bay. My first ride was in the saddle of a military Harley-Davidson WLA. That's all it took to get me hooked! The first bike I owned was a new 1948 Indian Chief, 74 flathead, and I put many wonderful miles under my butt on that one. Since that time, I've been through many bikes from different manufacturers and enjoyed them all.

Now at the age of 83 (*above*), I'm still riding with the wind in my face on a 2004 Harley Sportster XL 1200C (which I purchased new) and have accumulated over 22,000 miles right side up. I'm thinking about a Softail to give this ol' guy a more comfortable ride on the highways and hope to be riding into the sunset when I'm in my 90s. Needless to say, I have enjoyed every minute in the saddle and especially the good people I've met in my travels.

Your magazine is good reading and the girlie pictures remind me of the "good ol' days" when I was on the prowl. Keep up the good work.

Don Scible, Sr.
Petersburg, West Virginia

Thanks Don. Keep yer knees in the breeze.

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Twisted Sister

Chop Shop Custom
Cycles Show Winner

At the Easyriders Bike Show at the Clark County Fairgrounds in Vancouver, Washington, the bike featured here, "Twisted Sister," outpaced all its two-wheeled siblings. It took First in the Pro Class thus earning it a place at the invitation-only Bike Show in Columbus, Ohio, the final show of the season.





Brought from Paragonah, Utah, by its owner, Joe Hudecek, this bike is yet another Chop Shop Custom Cycles bike that has scored wins at Easyriders Bike Shows including the one in Reno in 2005 and the one in Denver in 2006. Bottom line, every bike Joe has built has garnered an award from *Easyriders*. Not bad for a shop that officially opened its doors in 2004 in a town with less than 500 residents.

As far as the bike's name, Joe says, "During the build of that bike, everybody working here at the shop was up and roaring, things were very hectic and it seemed it was a twisted time." He laughs and adds, "There was also my sister who's a bit twisted. So that's how the name got going."

Joe says the twisted frame all started with an idea just to twist the footpegs, but then inspired by his longtime mentor Indian Larry's work, the twisting kept on twisting. The radically low drop-seat design is also one of Joe's signature design elements. "The bike at first look is very deceiving. People say it's too long, too low, you can't really ride it. But when you get on it, it tracks down the road true as could be. It's a very unique sensation. You're actually sitting down there and riding the motor." The 80-inch Evo is fed by a duo of S&S E carbs growling out of set of custom CSCC pipes.

Along with the classic Paughco springer front end, form meets function with the old-school chopper look. For example, the front wheel's narrow drum brake system. While originally a not so efficient cable actuated setup, Joe modified it into a hydraulic design, so the bike stops on a dime now.

Joe not only fabbed the one-off components, including the pegs, gas and oil tanks, forward controls, bars, taillight and pipes, he also sprayed the paint, a vibrant Cobalt blue. Asked to sum it all up, he says, "It's a little taste of Billy Lane, a splash of Indian Larry, add a dash of Paul Cox, shake it all together and out comes me."

—Paul Garson







Owner: Joseph Hudecek

City: Paragonah, Utah

GENERAL

Designer: Joseph Hudecek

Fabrication: Chop Shop Custom Cycles

Year/Make: 2008 Hardtail

Model: 2008 Twisted Sister

Assembly: Tony Ridley/Joe Hudecek

Time: 6 months

ENGINE

Year and builder: 2006 Chop Shop Custom Cycles (CSCC)

Displacement: 80 cubic inches

Cam: H-D

Ignition: RevTech

Pistons/Heads: H-D

Lifters: H-D

Carb(s): S&S Super E

TRANSMISSION

Year and Make: 2008 Trick Shift

Shifting: 6-speed

PAINTING

Painter: Joe Hudecek

Type/Color: House of Kolor/Cobalt

FRAME

Year: 2007

Builder: CSCC

Rake: 32 degrees

Stretch: 0 out

Shocks: none

ACCESSORIES

Bars: CSCC

Handlebar controls: PM

Fenders: CSCC

Headlight: J&P Cycles

Taillight: CSCC

Dash: Billy

Pegs: CSCC

Electrics: CSCC

Gas tank: CSCC

Oil tank: CSCC

Oil system: CSCC

Seat: Bob Ray/CSCC

Mirrors: J&P Cycles

Grips: CSCC

FORKS

Type: Paughco

Extension: none

Builder: Paughco

WHEELS

Size: 21-inch front,

16-inch rear

Wheels: J&P and Trick Shift

Tires: Avon

Brakes: CSCC

Photos: Michael Lichter

Contact: Chop Shop

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Call Wire Plus at 620-221-2417 for info or go to www.wire-plus.com.



Hot Rod taillights

Available in vertical and horizontal models (check local laws before ordering), these custom taillight/tag brackets accept reproduction '32 Ford taillights. Along with many other unique custom parts, they're available from Fabricator Kevin in Clinton Township, Michigan. Have your own ideas in mind? Contact Kevin at www.fabkevin.com, or 586-291-4798 to make them happen.

Saxon Henchman

The new Saxon Henchman rigid weighs 510 pounds and is powered by an S&S



96-inch engine. The bike uses a Primo Rivera 6-speed transmission with left-side chain drive and can be customized with either a telescopic or springer front end. With a rake angle of 35 degrees and 1 1/2 inches of stretch, it uses Brembo brakes.

The Henchman starts at \$18,900 with the telescopic front end and \$19,500 with the springer front end.

Go to www.saxonmotorcycles.com to find out more.



360 Brake goes big

New from 360 Brake, the 6-inch BIG Brake is similar to the manufacturer's original 5-inch hub and is designed to provide increased stopping and thermal capacity. The 6-inch BIG Brake offers safe stopping capabilities for bigger bikes with an added value of replacing OEM dual-front disks by using a single 6-inch BIG Brake instead of two standard 5-inch models.

360 Brake systems utilize circular piston and pads activated by hydraulic pressure delivering 360° of braking pressure to the rotor. The rotor, which is grooved and vented, together with the brake hat's specially designed venting system, effectively eliminates dust and heat buildup

providing superior airflow to the brake.

The 6-inch BIG Brake can be adapted to most billet wheels. Call 317-875-0360 or go to www.360brake.com.



Exile Parts for Stock Softails

Exile Cycles now has a line of bolt-on parts for stock Harley Softails (see details on page 44). Designed by Russell Mitchell, these components will allow you to transform your ride in to a custom with all the toughness and simplicity of an Exile, while maintaining all the function and reliability of the stock Harley. Among the new range are horn and coil relocation kits, various knurled covers, forward control adapter plates, bolt-on kickstand kit, hidden switchgear and open belt primary drives. All parts are available individually as well as in discounted 'make-over' packages.

For more information visit www.exilecycles.com or call 818 255 3330.



Powerbraidz baffles

Powerbraidz are flexible exhaust baffles that fit into curved or radius pipes like Grumpys, Martin Bros, Samson and most other major exhaust manufacturers' products.

Manufactured out of 304 stainless, Powerbraidz are said to last for years and quiet a bike 10 to 15 decibels, while at the same time providing increased horsepower and torque.

Powerbraidz install easily and offer good options if you have loud pipes and baffle laws in your state or plan on visiting somewhere that does. Powerbraidz will bend to 180 degrees and not collapse. They fit 1 3/4-inch and 2 1/4-inch pipes and retail for \$109.99.

Call Powerbraidz at 804-901-8468 for information.

Nashty Ol' Bags

Nashty Ol' Bags are made in the USA from the same cattle you might have seen on your way out to Sturgis. Bags feature brass buckles and are small enough to keep the cool lines of your bike exposed while allowing you to carry a jacket and a few necessities.



They are 14 inches high, 10 inches wide and 3 1/2 inches deep. They come available in left- and right-side and are available in a black or natural leather finish. A small pocket was even sewn on the inside of the bag so you can hide little goodies.

Call Nash Motorcycle Company at 360-693-4225 for details or go to www.nash-motorcycle.com.



Cool new biker jewelry

Ami James Jewelry Co now launches a new line of jewelry called, "Love-Hate Choppers." The line features details taken

from Ami's original logo design. These details will be incorporated into the accents of the new "Love-Hate Choppers" bike that's being built by Sucker Punch Sallys.

The belt buckle is one of the many designs available in this line that includes necklaces, bracelets and lots of other great looking jewelry from Ami James Jewelry Collection.

Go to www.amijames.com to find out more.



A Cool unit

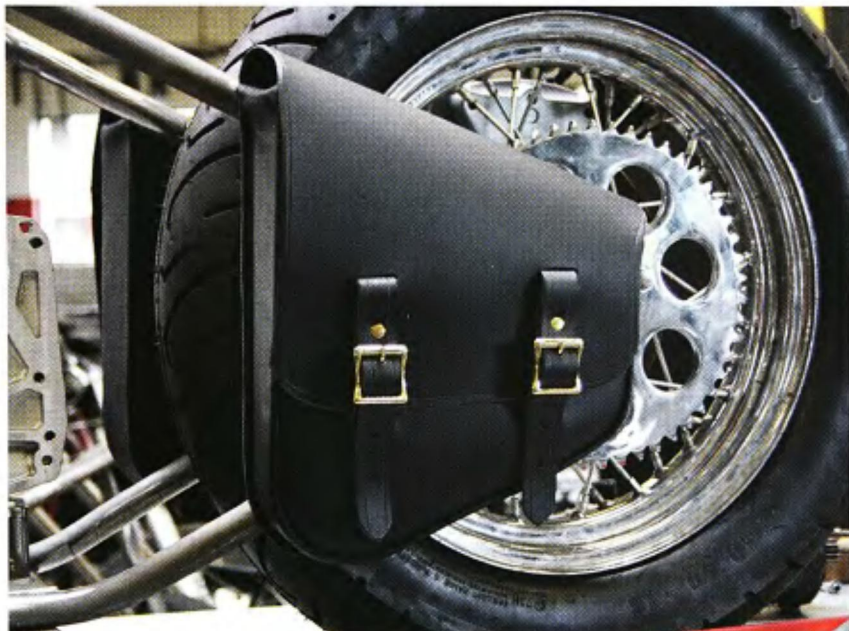
Kirk Taylor and the crew at Custom Design Studio have come up with a new velocity stack called Dicks Cool Unit. Machined from aircraft-grade aluminum, it bolts onto a Mikuni Carburetor. Custom Design Studio also offers an adapter that will allow Dicks Cool Unit to bolt up to CV and S&S carburetors as well as Factory EFI units. The Dicks Cool Unit retails for \$204.99 and the adapter for CV and S&S is \$102.99.

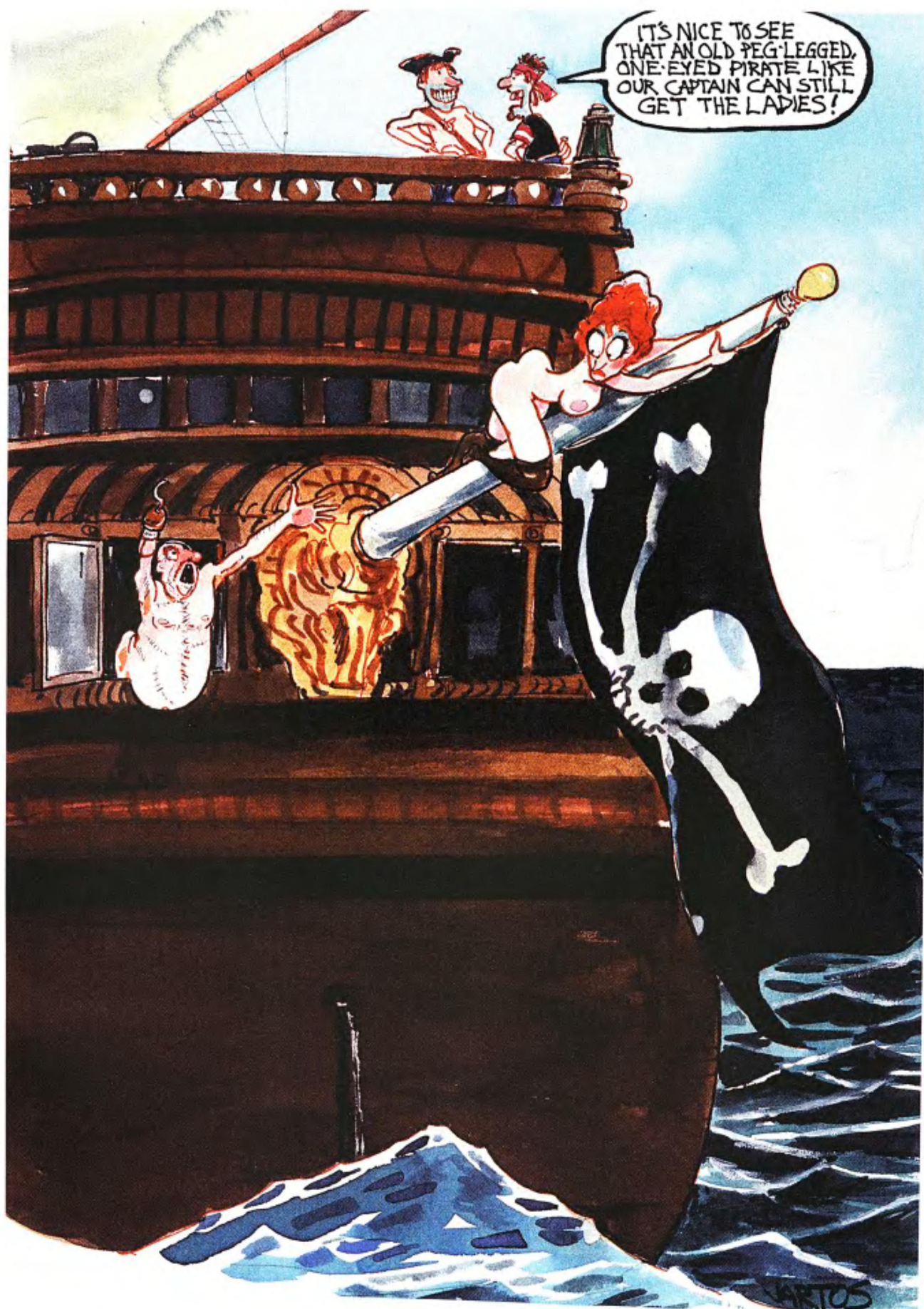
Call 415-382-6662 or send an email to customdesignstudio@sbcglobal.com for information.



Dropping the bomb

The Sucker Punch Sallys' H-Bomb oil bag is made to fit most custom applications and comes complete with a weld-on mounting bracket and a spinner oil cap. It can be ordered through Custom Chrome and retails for \$499. For more information you can visit SPS at www.suckerpunchsallys.com or call them at 480-778-9500.



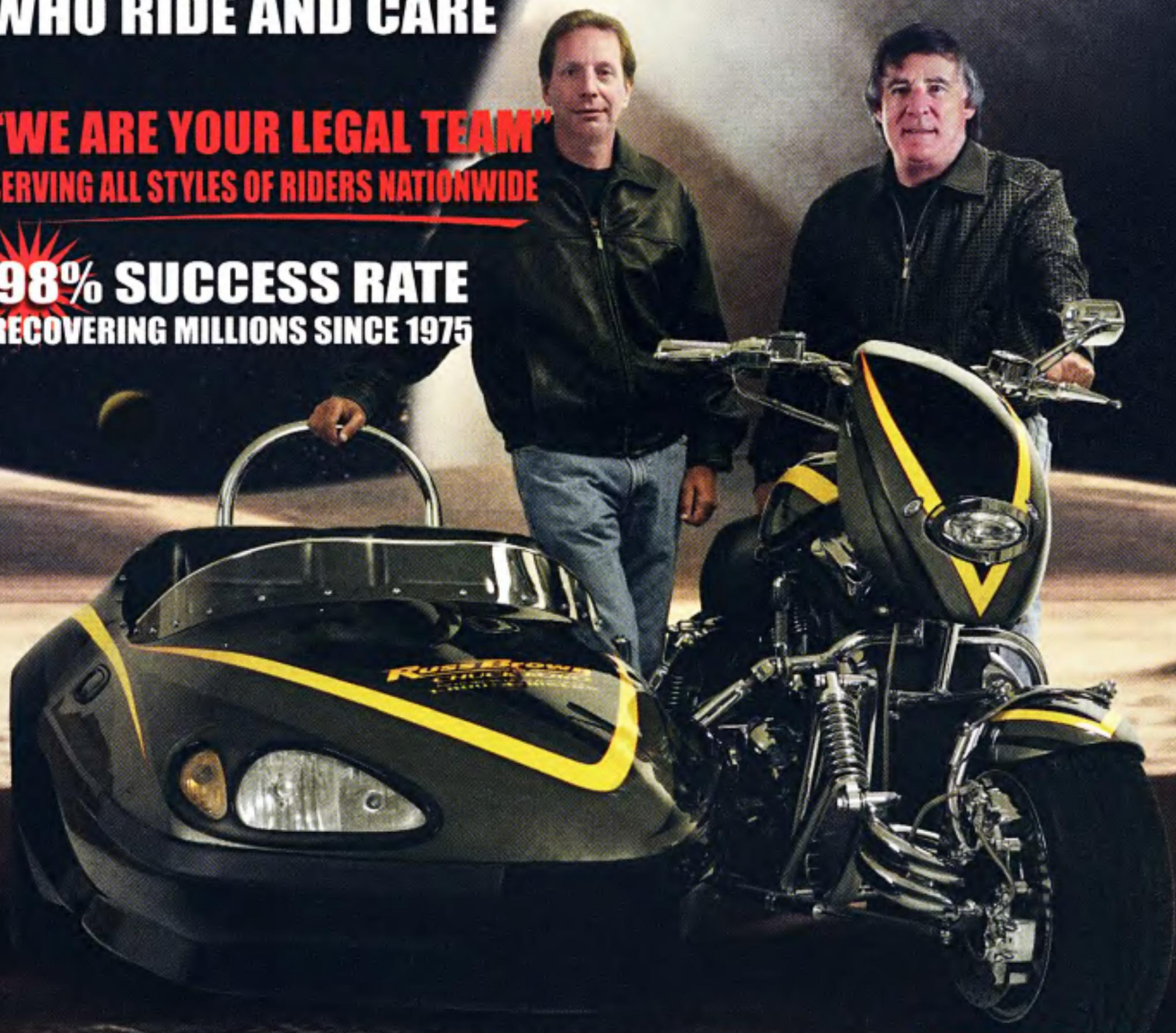




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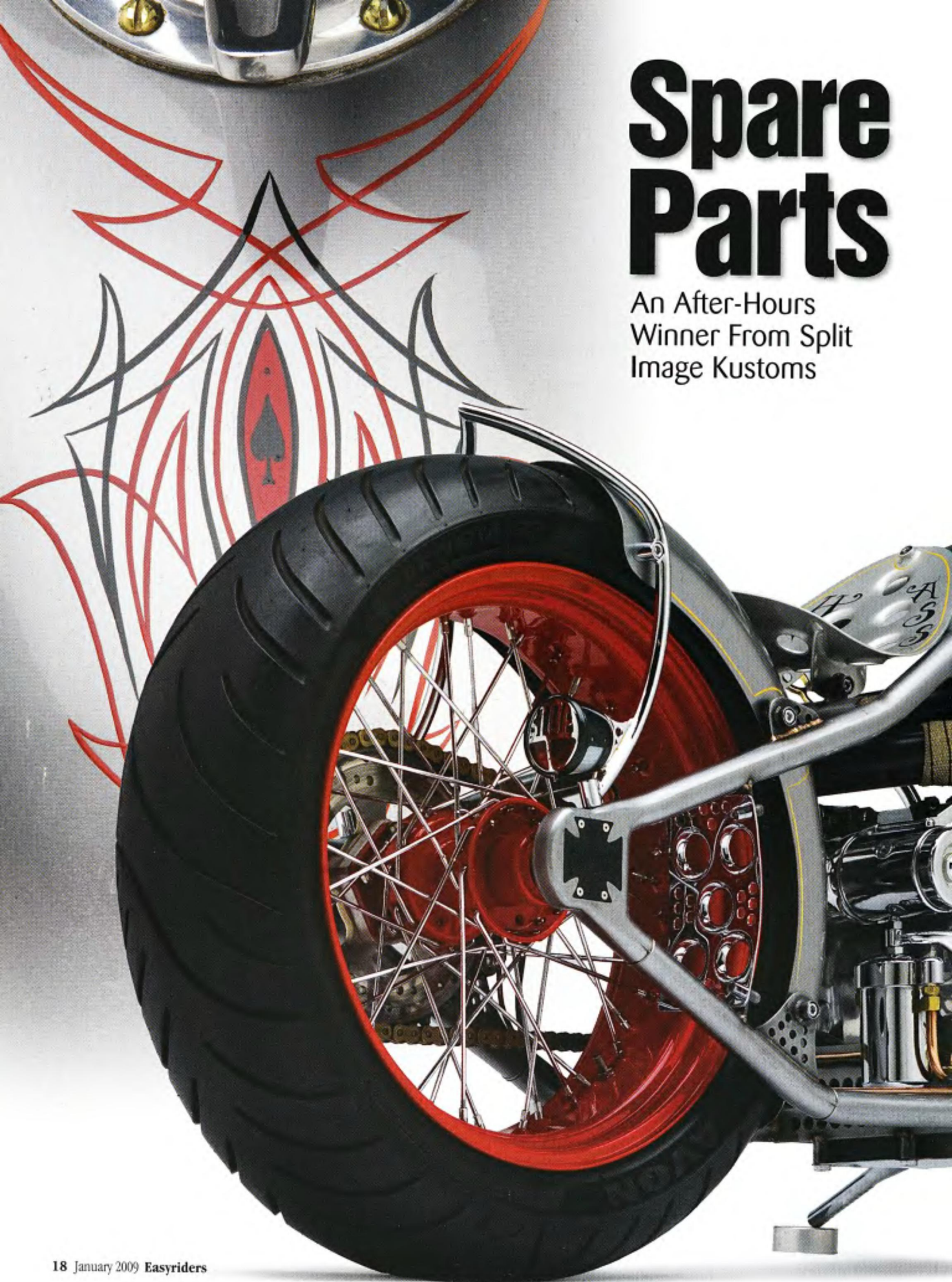


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Spare Parts

An After-Hours
Winner From Split
Image Kustoms



Take a look at the runner-up from last year's Easyriders Centerfold Bike Show Tour. Not bad for a collection of cast-offs put together on the cheap. This little bike came away with second place at the Pomona Show and some more wins

in Sacramento and Kansas City—all proof that it isn't always money that builds a good bike; it's talent and imagination and this one's loaded with both.

Rick Bray and Dalton Walker are buddies going back to their high school

days, who teamed up a couple years ago to start a motorcycle shop called Split Image Kustoms in Lemoore, California, about 30 miles south of Fresno. It's not a full-time deal for either of the guys, though. By day, Rick builds race cars,





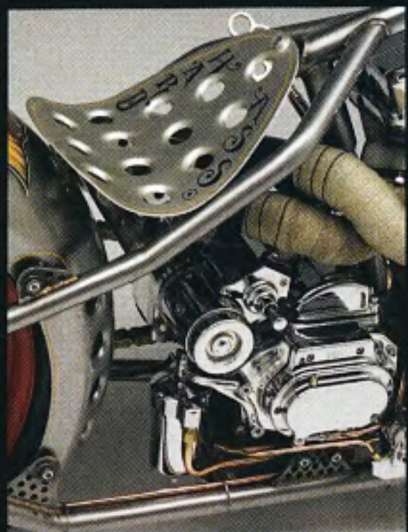
mini-Sprints. At night, his focus shifts to the motorcycles and that, as we see, is laser sharp.

"Another friend of mine," Rick says, "had this frame, front end and wheels sitting in the corner of his garage going nowhere." He picked all of them up on the cheap with the idea of maybe piecing them together into a basic roller for a quick sale. It was definitely a nice collection of goods; the frame was a West

Coast Choppers CFL. But pretty soon after Rick and Dalton started work on their parts pile, the whole thing just kind of took on a life of its own. "It was getting a little out-of-control," is how Rick puts it. "It started to look way too cool to stop halfway with a quick sale," he remembers, "so we went for it."

That they did. Rick had been pretty successful obtaining everything missing to complete a motorcycle, picking up a

part here and a part there. The bike's RevTech Pandemonium engine, for instance, came at a sweet deal. It's one of the early ones, an 88-incher. All the mounts in that WCC frame had to be rebuilt and repositioned for the panhead, though, so while he had the tools out Rick made a neat little gusset at the neck, drilling it for looks. That "drilled" treatment went on the back fender as well, this time with a little added dimpling.



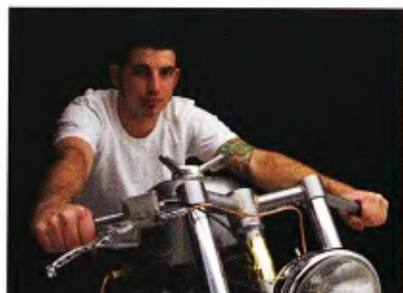
Must be that race car influence. "I just can't stop myself from drilling holes," Rick says. The pipes are another tricky bit of business, snaking through the frame as they do. The tips are stacks off some Hilborn fuel injectors. (More of that sprint car stuff.) Another piece of automotive hardware is that little Moon tank up front, now the bike's oil bag. Plumbing that tank, and plumbing the whole bike for that matter, Rick says,

was probably the most tedious part of the whole build. It's all been done in hard-line copper and there's lots of it. The oil filter, an old FL unit, is way back behind the transmission. For a gas tank the guys modified an old Sportster piece and fit it with a Moon spin-off cap.

As far as actual time invested in all this, Rick says there's probably not more than three months in the assembly. "But that's spread over a year or more," he's quick to

add. "This was no rush to the finish." And speaking of "finish," there's not much of that. All the bare metal was sanded and prepped and all the welds got a second, smooth coat of silicone-bronze brazing rod before everything was sprayed with PPG clear-coat. "It was all just a low-budget deal," Rick reminds us. "Something just for fun." Imagine what would happen if this pair got serious.

— Joe Kress



Owner: Split Image Kustoms

City: Lemoore, California

GENERAL

Designer: Split Image Kustoms

Fabrication: Split Image Kustoms

Year/make: 2006 Split Image Custom

Model: "Hard Ass"

Assembly: Split Image Kustoms

Time: 3 months

Chroming: South Bay Plating

ENGINE

Year: 2006 Pandemonium

Rebuilder: RevTech

Displacement: 88 cubic inches

Ignition: Mallory

Cam: RevTech

Carb: S&S

Air cleaner: velocity stack

Pipes: Split Image Kustoms

TRANSMISSION

Year/make: 2006 RevTech

Shifting: 5-speed, jockey

PAINTING

Painter: Kool Hand Luke

Color: clear

Type: PPG

FRAME

Year/make: 2006 West Coast Choppers/

Split Image Kustoms

Type: CFL rigid

Rake: 38 degrees

Stretch: 2 inches up, 1-inch out

Shocks: none



ACCESSORIES

Handlebars: Split Image Kustoms

Handlebar controls: Split Image Kustoms

Fenders: West Coast Choppers/

Split Image Kustoms

Headlight: Split Image Kustoms

Taillight: Model A Ford

Pegs: Split Image Kustoms

Foot controls: Split Image Kustoms

Gas tank: H-D Sportster/Split Image Kustoms

Oil tank: Split Image Kustoms

Seat: Split Image Kustoms

Mirrors: none

Grips: hockey-stick tape

FRONT END

Type: hydraulic, 2-over

Builder: CCI/Split Image Kustoms

WHEELS

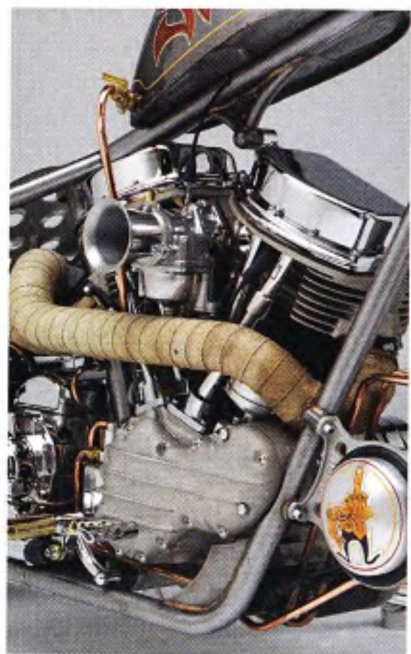
Make: CCI

Size: 21-inch front, 18-inch rear

Tires: Avon

Brakes: Exile

Photos: Michael Lichter



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RevPro™

TalkingTech

'80-80

I bought a 1980, 80-cubic-inch FLH off eBay that was disassembled but mostly complete. I have had the engine and transmission rebuilt as the seller recommended and now have them mounted in the frame, but I can't get the transmission and wheel sprockets to line up. I can't find a spacer that might be missing or anything like that in my parts catalog. What's going on?

Weldon Rod

I'm guessing that you bought a flat wheel sprocket instead of the disbed one that came on your '80, 80. If you stick with 51 teeth, which was stock, and like chrome, any local dealer should be able to fix you up with P/N DS325341 from Drag Specialties. You could also order P/N 6000090 from J&P.

BUSHED

I have an S&S Super B that needs a rebuild because of an air leak around the throttle shaft. S&S has a bushing kit available for these carbs and I am wondering if I can install it with my drill and hand tools. It seems fairly simple and I am pretty good in the garage.

Old Skool Kool

I'd leave that to a pro mechanic or a machinist. The bushings have to be pressed into the carb body, which is all but guaranteed to distort them. To get the correct fit between the new bushings and shaft, you'd need a couple of reamers. It might be possible to drill and hand-ream the new bushings accurately, but it would take hands a hell of a lot steadier than mine. A better idea would be to use a quality drill press or mill. As I said, I'd leave that all to a pro, or you could make S&S happy and buy a new Super E.

THE VALDEZ

When I ride my '92 Electra Glide at a sustained speed for several hours, it develops a slow, constant oil leak around the shaft. The best I can tell it is coming through the inner primary to the clutch.

I have had the bike torn down twice and watched all of the seals, gaskets, etc. being replaced. This is not cheap and seems to provide only a temporary fix. What is causing this? Are the wrench-heads missing something or is the problem a Milwaukee birth defect?

Vaughn Fletcher

It's probably a combination of both. It sounds like engine oil is making its way through the crankcase itself, either around the bearing race insert or through a minute crack that the technician overlooked, and into the primary. Conceivably, a crack could be repaired, but not a leaky insert. There are other possibilities, but those are the ones most likely in an early-'90s Evo. Sorry for the rotten news.

DEEP DISH

I want to dish a gas tank as I have seen in pictures of Indian Larry's motorcycles, but I don't know where to start. Can you help me out?

James Cole

The easy way would be to buy a disbed tank from Paugbco. Check out Page 118 of the online catalog on their Web site www.paugbco.com. If you want to build your own, and there's definitely something to be said for that, make a cardboard template of the dish shape so you get it the same on both sides, assuming that's what you want to do, then trace the outline onto the tank. Carefully following the outline, ding the shape into the tank with the peen end of a ball-peen hammer to form an outline then work the shape farther in with the ball-peen and a rubber mallet. If you're a good enough welder to replace it, cutting the bottom out of the tank would let you access the rough spots with a bodywork hammer and dolly to reduce the amount of filler required. Be sure to pressure-test the tank to 2 or 3 psi before having it painted. A true craftsman would have a better technique, but the down and dirty method I've described should work for the rest of us.

THERE ARE NO STUPID QUESTIONS

This is a stupid question, but I have just bought my first rubber-glide, a 1996 bagger, and can't find where to drain the oil.

Earl R.

The drain plug is in the oil tank, which you'll find below the transmission. There are two drains: one for the engine, the other for the transmission. The one you want is in front, on the left (drive side) of the motorcycle. It's sealed with an O-ring, which you'll want to replace if it's deformed or damaged in any way. Oil and tires don't get along well.

HELP!

My '89 Softail has a 120-inch Ultima motor. It has developed an annoying and dangerous habit that I need to fix very soon. When I am riding along at about 45 mph in 3rd gear, the engine cuts off. Sometime it restarts before I can even pull over, but sometime the bike has to sit for a while. Help!

NYC Sal

I believe your problem is electrical, but check the vent in your right-side gas cap to be sure it's not sticking. More than likely there's a short, a problem in a circuit breaker, or a faulty wiring connection in the ignition circuit. First, replace the breakers. If that doesn't help, give each connection in the ignition circuit a gentle tug to be sure a wire hasn't separated from the terminal beneath the crimp insulation. If you still don't find anything, you'll need to trace every inch of wire until you find a bare or broken spot in the insulation that is contacting ground, be it the frame or somewhere else. Have fun.

—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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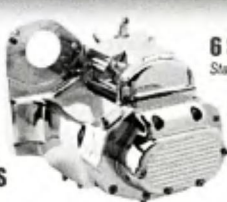


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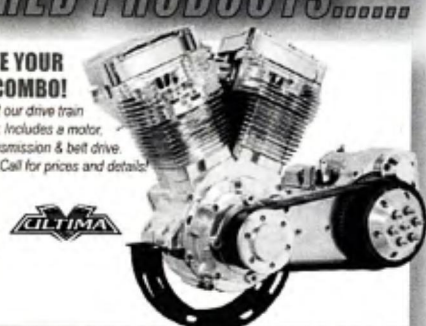


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Photo: Saxon Motorcycles

Industry News

SAXON MOTORCYCLES UNVEILS THE HENCHMAN

Saxon Motorcycle Company recently announced the release of its newest model, the Henchman. This new addition offers Saxon's signature styling, a factory warranty and an impressive parts list all at reasonable price points.

The Henchman upholds Saxon's commitment to affordability, reliability and comfort while offering some customizable features to help buyers personalize their rides. With 35 degrees of rake and 1.75-inch stretch, this 510-pound rigid is fairly lightweight, with the 4-piston front and 2-piston rear Brembo brakes providing extra stopping power to complement the 1,500cc S&S 96 engine. The bike features a Primo Rivera 6-speed transmission with left-side chain drive and can be customized with either a telescopic or springer front end. Customers can choose from several paint colors, but the Henchman's simple paintjob, 200mm rear tire, sculpted leather spring seat and custom handlebars work together

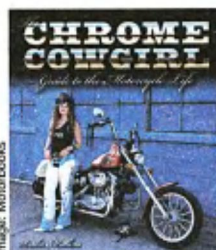
to give this bobber a ride that is nimble and has a stripped down style.

The Henchman starts at \$18,900 with the telescopic front end and \$19,500 with the springer front end. As with all Saxon models, the bike is backed by Saxon's customer service pledge and comes with a one year limited warranty. For more info on Saxon Motorcycles and its model lineup, you can visit their interactive Web site at www.saxonmotorcycles.com

—Spartacus

Book Review

THE CHROME COWGIRL



road in the United States today and represent the fastest growing market segment in the motorcycle industry. Sasha Mullin's new book *The Chrome Cowgirl: Guide To The Motorcycle Life*

provides an amusing primer for women who ride, women who want to ride, and women that want to feel a sense of freedom and live life to the fullest.

Published by Motorbooks International, *The Chrome Cowgirl* is available at bookstores everywhere. —Chaps

Legalese

FEEL SECURE YET?

If you're planning a vacation or thinking about traveling outside the country, know this. According to the ACLU, if you travel outside the U.S., you can kiss your right to privacy, and perhaps your laptop, digital camera and cell phone goodbye. With no suspicion and no explanation, the U.S. government can seize your laptop, cell phone, or PDA as you enter the United States and download all your private information—including your personal and business documents, e-mail, phone calls, and Web history. The Department of Homeland Security confirms that this is the official policy.

So, what happens if you refuse to let the agents download your personal photos, or if you have encrypted your private information? Then the Border Patrol, which is now an agency of the Department of Homeland Security, can simply copy your entire hard drive or even take your device and hang on to it indefinitely.

Unfortunately, seizing laptops and cameras at the border isn't the only travel security measure that infringes on our civil liberties. Recently, the TSA expressed interest in having every traveler wear an "electro-muscular disruption" bracelet that airline personal or marshals could use to shock passengers into submission. Unless something is done, this plan may not be as farfetched as one might think. For more information, visit www.aclu.org. The folks at the *Keystone Motorcycle Press* brought this item to our attention. —Twiggy

Coast To Coast

Biker News

MYRTLE BEACH APPROVES HELMET LAW AND OTHER ANTI-RALLY MEASURES TO DETER BIKERS:

The Myrtle Beach City Council recently gave initial approval to more than a dozen city-wide ordinances specifically aimed to limit bike rallies and dissuade bikers from coming to town.

On September 9, the Council unanimously approved all but one of 15 proposed new laws pertaining to two back-to-back May motorcycle rallies, though the restrictions would remain in place year round.

The proposed ordinances that were passed on first reading ranged from a ban on the operation of motor vehicles that do not have required EPA (federal) stickers on their mufflers, to prohibiting more than one vehicle parked in a single public parking space, to implementing a mandatory helmet law and eye protection requirement for anyone riding a motorcycle within city limits and authorizing authorities to impound their motorcycles. The helmet ordinance also outlaws the sale or use of any non-DOT compliant helmet in the city.

In June, the City Council not only passed a property tax increase dedicated to funding an anti-bike rally campaign, but also started the process to enact

ordinances aimed at ending motorcycle-related vending within city limits.

Another vote on the approved anti-rally measures is required before they can become law, which may take place before riders arrive in Myrtle Beach for the "Pilgrimage" fall bike rally, giving local police agencies an opportunity to begin enforcing the new ordinances.

Former Myrtle Beach Mayor Mark McBride, who once said he'd like to use his car to "nudge" a biker who wore an offensive T-shirt, said he's all for the city strictly enforcing the laws and said the city should bring in as many police officers as it needs. "If they enforce the laws," McBride told the *Sun News* "people will not want to come back if their good time is curtailed."

CAN RISING MOTORCYCLIST FATALITIES BE BLAMED ON LACK OF HELMET LAWS?

Author Jacob Sullum begs the question in his article "Hit & Run" in *Reason* magazine's August 20th online edition, and goes on to answer those who blame the increase in rider fatalities on the repeal of helmet laws in several states.

Citing federal government data that indicates that the number of fatal motorcycle accidents rose in 2007 (for the 10th consecutive year), hitting 5,154, which is 7% higher than in 2006, Sullum writes that "the chief culprit recently seems to be higher gas prices, which

have encouraged people to take advantage of motorcycles' vastly superior fuel efficiency. Motorcycle ridership appears to be rising even as the total miles for all vehicles drops....The highway safety authorities say that about 75% more motorcycles are registered today than 10 years ago. They suspect each motorcycle is ridden more miles, but NHTSA says it does not have a reliable measurement of use. The lack of such data makes it difficult to tell how much of an increase in fatalities following repeal of a helmet law results from less helmet wearing and how much results from more riding."

"While wearing a helmet reduces the risk of certain injuries," continues Sullum, "research suggests the overall impact on fatalities is modest. The unimpressive numbers are one reason motorcyclists have been so successful at defending their right to decide what, if anything, to wear on their heads. 'We are the only industrialized country in the world where there is an organized effort to weaken or repeal motorcycle helmet laws,' complains Russ Rader of the Insurance Institute for Highway Safety. Is that a sign of backwardness or a point of pride?"

Meanwhile, *Forbes* magazine points out that a new study released recently by the U.S. Department of Transportation found that "despite the relaxation of several state helmet laws, motorcycle helmet use in fatal crashes climbed from 55% in 1997 to 57% in 2006."

In an August 25th article titled "Expensive Gas, Dangerous Roads," *Forbes* writer William Pentland says, "Although helmets are undoubtedly decisive in some motorcycle accidents, the fact remains that the fatality rate for helmeted motorcyclists has risen more rapidly than it has for unhelmeted motorcyclists in the past three years. This suggests that factors other than helmet use have fueled the rise of motorcycle fatalities. Enter gas prices."

Pentland's research shows that since at least the 1970s, motorcycle registrations have tracked the rise and fall of gas prices. As prices rose in the 1970s, registrations followed. Similarly, in the 1980s, as gas prices fell, motorcycle registrations did too. During the 1990s, motorcycle registrations remained low and only began rising in 2000 and 2001.



Photo: Found on the web.

"Watch out for sand sharks, Earl!"

CONTINUED ON PAGE 31



"I know we don't have kids, but I think I need a babysitter once in a while."

Biker News CONTINUED

"Last year, the number of licensed motorcyclists hit an all time high of 6,227,146," says Pentland, "While the total number of miles traveled for passenger cars fell in 2007 for the first time since 1994, the total number of miles traveled for motorcycles not only increased, but reached a new record high."

DEPLETED LICENSE PLATES, OVER-BOOKED RIDER ED COURSES: As a sign of the times, with a record number of motorcyclists on the road and increasing numbers of motorcycle registrations, rider training courses in numerous locations across the country have been booked solid and now officials in Kansas have reported running out of motorcycle license plates.

The Hutchinson News reported that the problem is bad enough that counties with plentiful plates are being asked to

share with other counties. "We are out of motorcycle tags, and we don't know when we'll get more," said Reno County Treasurer Clark Miller. "We've begged and borrowed from other counties," he told the newspaper, "but we can't get more."

When the state made its annual tag order, gas prices hadn't reached their current levels and officials didn't anticipate the resulting demand from motorists switching to more fuel-efficient transportation.

At least one motorcycle owner complained to the newspaper of being sent away from the DMV office this week and advised not to drive his motorcycle until it was properly tagged, with no promise of when tags might be available.

NEW ZEALAND BARS BIKER PATCHES: Biker club patches are not welcome in central Timaru and members will have to

remove their colors before entering some businesses.

"Businesses can now place stickers on their front doors stating that gang patches and colours are not permitted to be worn on the premises," reports the *Timaru Herald*.

All businesses have the right to refuse entry as long as it is not seen as discrimination, and the stickers are not classed as discrimination, say officials.

The Chamber of Commerce designed and paid for the printing of 100 stickers and is assisting in the distribution. Chamber Manager Dave Jack said more stickers will be printed if needed.

Timaru Mayor Janie Annear said the stickers were just another tool to stamp out gang activity, adding that they weren't naive enough to think the gang problem was over and were always thinking of new initiatives. "The battle is never totally won."

LOUD PIPES SAVE LIVES! Silent but deadly, a California lawmaker says electric and hybrid cars and motorcycles may be good for the environment, but they're bad news for the blind.

State Sen. Alan Lowenthal, a Long Beach Democrat, has pushed a bill through the legislature to ensure that vehicles make enough noise to be heard by the blind and visually impaired when they're about to cross a street.

WEIRD NEWS: BIKER KILLED FOR HAULING HAMBURGER ON HIS HOG: Luckily, most bikers do not have to worry about being mobbed and killed over carrying some hamburger on their bike, but in India it is a different story.

An angry mob lynched a man in an Uttar Pradesh village in May on suspicion that the man was transporting cow meat on his motorcycle a police officer told Thaindian newspaper.

Riding a motorcycle in different countries carries different risks, but it appears that in India, surviving a bike accident is nothing compared to residents finding out that you are carrying cow meat, because the bovine beasts are sacred to Hindus. This type of incident shows that you should always research the laws or religious practices before you go biking around in other countries.

—Bill Bish
NCOM



"Do you get the feeling that the romance has gone out of our marriage?"

Legalese

UNBIASED POLICE?

In Warren, Michigan, police officer David Kanapsky wrote thousands of tickets, mostly for failure to stop at stop signs, and collected \$21,000 in overtime for his subsequent court appearances despite the steady stream of motorists who insisted that they had indeed stopped at the intersection. The judge routinely ruled that Officer Kanapsky's testimony was credible and that he is an unbiased witness. Defendants routinely plead guilty to a lesser offense and paid \$135 in fines to avoid points and insurance rate hikes.

ABC's John Stossel, in a recent Special Report asked, "Is Officer Kanapsky really unbiased? Last year, the city of Warren made half a million dollars from such fines. Since the story first broke the city has replaced the stop sign where Kanapsky wrote many of his tickets with a yield sign. The results? Between January 16, 2008 and May 21, 2008 there were no accidents reported. In the same time frame in 2007 there were four accidents. Safety or revenue? You decide. —Kit Maira

Source: The National Motorists Association;
www.Motorists.org

Biker Events

2009 BIKER PARTIES

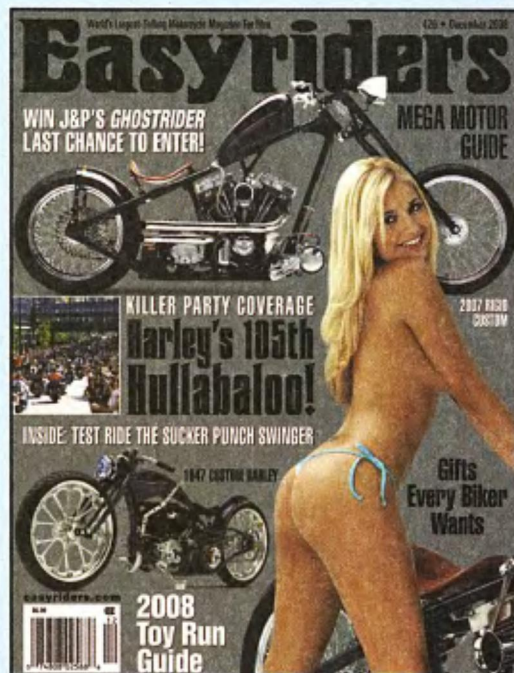
According to the Incas, the world is going to end in 2012. That gives us three solid years to party it up. Let's start now! The spectacular 2009 edition of *Biker Parties* will be included on the newsstands with our April 2009 issue of *Easyriders*, hitting the streets March 3.

The *Biker Parties* outsert is our listing of the most kickass biker parties and events happening around the country from March 2009 to March 2010. It's the party bible that folks carry with them throughout the year.

Submit your events NO LATER THAN December 15, 2008, for a FREE LISTING in this special edition's party calendar. Those groups who had their events listed in the last edition of *Biker Parties* already know how successful they were.

Fax your event schedule to us at: 818-889-1252, snail mail it to: Biker Parties, P.O. Box 3000, Agoura Hills, CA 91376, or jump on the Web and e-mail it to: kmaira@pisanopub.com. —Beatnik

FREE MAGAZINE



Just ask for it

and you've got it...

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

To get your shop listed here call Angela at:

800-572-1386
ext.1300

ALABAMA

Biker Shack 411, LLC
8666 US Hwy 411
Centre
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
616-614-4312

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

COLORADO

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

FLORIDA

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

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

ILLINOIS

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

MASSACHUSETTS

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

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

MICHIGAN

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

NEBRASKA

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

NEVADA

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

NEW JERSEY

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

NEW YORK

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

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
8304 Harry Hines Bl.
Dallas
214-357-0707

VIRGINIA

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

WASHINGTON

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

WISCONSIN

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

Happenings

ARIZONA

36th Annual Kicks For Kids Toy Run
Date: Dec. 7
Place: FOP Lodge #2, Phoenix
Info: 480-446-0306
www.star113.org

Bikers Soar For Wildlife Poker Run
Date: Feb. 15
Place: Phoenix
Info: 480-816-3501
www.azwildlifecenter.net

3rd Annual Ride to the Ruins
Date: Mar. 7
Place: Coolidge
Info: 520-723-3009
www.coolidgechamber.org

ARKANSAS

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

ABATE Toy Run
Date: Dec. 7
Place: Heartland Honda, Springdale
Info: 479-443-6567

Conway Toy Run
Date: Dec. 20
Place: Pawnbusters, Conway
Info: 501-908-6644

CALIFORNIA

International Motorcycle Show
Date: Dec. 5-7
Place: Long Beach
Info: 800-331-5706
www.motorcycleshows.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

19th Annual Santa Claus Inc. Toy Run
Date: Dec. 7
Place: Ontario
Info: www.pomonahog.com

Pala Toy Run
Date: Dec. 7
Place: Oceanside
Info: 619-241-6958

www.vvmc-cai.com

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

25th Annual Toy Run
Date: Dec. 14
Place: Beach Park, Bakersfield
Info: 661-397-8735
www.bakersfieldtoyrun.com

28th Annual International Motorcycle Show
Date: Dec. 19-21
Place: San Mateo County Event Center
Info: 800-331-5706
www.motorcycleshows.com

Ukiah Toy Run
Date: Dec. 21
Place: Ukiah
Info: 707-485-7402
www.ukiahtoyrun.com

CHOC Toy Run
Date: Dec. 24
Place: Children's Hospital, Irvine
Info: www.ochog.org

Easyriders/VTwin Bike Show Tour
Date: Jan. 10-11
Place: LA Fairplex, Pomona
Info: 800-962-9857
www.easyridersevents.com

Easyriders/VTwin Bike Show Tour
Date: Jan. 17-18
Place: Sacramento Convention Center
Info: 800-962-9857
www.easyridersevents.com

Grand National Roadster Show
Date: Jan. 23-25

Place: Pomona Fairplex
Info: 877-236-0632
www.rodshows.com

Long Beach Cycle Show and Swap Meet
Date: Jan. 25
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

Autorama
Date: Feb. 6-8
Place: Cal Expo Fairgrounds, Sacramento
Info: 877-236-0632
www.rodshows.com

Rod Custom and Motorcycle Show
Date: Jan. 20-22
Place: Cow Palace, San Francisco
Info: 209-744-8090
www.sfcustomshow.com

Long Beach Cycle Show and Swap Meet
Date: Feb. 22
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

COLORADO

38th Annual Tri-State Swap Meet
Date: Feb. 7-8
Place: Nat. Western Stock Show Complex, Denver
Info: www.tristateswapmeet.com

18th Super Show & Swap
Date: Feb. 14-15
Place: Phil Long Expo Center, Colorado Springs
Info: 719-487-8005
www.pro-promotions.com

CONNECTICUT

10th Annual Northeast Motorcycle Expo
Date: Jan. 3-4
Place: Connecticut Expo Center, Hartford
Info: www.kenmarc.com

FLORIDA

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: Pomona
Info: www.toysinthesunrun.com

Toy Run for our Kids
Date: Dec. 14
Place: Marion County South Sheriff's Sub Station, Ocala
Info: 352-854-1190
www.ocalahogchapter.com

Webster Swap & Show
Date: Jan. 4
Place: Webster Westside Flea Market
Info: 352-793-9877
www.cyclemeet.com

Miami Tattoo Expo
Date: Jan. 9-11
Place: Miami Beach Convention Center
Info: www.miamitattooexpo.com

South Florida Ride for Kids
Date: Feb. 8
Place: Pompano Air Park
Info: www.SFRideforKids.org

Webster Swap & Show
Date: Feb. 8
Place: Webster Westside Flea Market
Info: 352-793-9877
www.cyclemeet.com

ABATE Bikeweek Campground
Date: Feb. 27-Date: Mar. 8
Place: Volusia County Fairgrounds, Deland
Info: 386-943-9610
www.abateflorida.com

Daytona Bike Week
Date: Feb. 27-Mar. 8
Place: Daytona Beach
Info: 386-255-0981
www.officialbikeweek.com

Webster Swap & Show
Date: Mar. 8
Place: Webster Westside Flea Market
Info: 352-793-9877
www.cyclemeet.com

GEORGIA

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

Hephzibah Children's Home Toy Run
Date: Dec. 6
Place: Harley-Davidson of Macon
Info: 478-952-4940
www.maconhog.com

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

HAWAII

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
Place: Maui
Info: 808-878-3103
www.sbumaui.org

3rd CVMAHI Annual Skivvies for our Vets
Date: Dec. 14
Place: Kapolei Theaters
Info: 808-256-0007
www.hicombatvet.org

ILLINOIS

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

Walneck's Swap Meet
Date: Dec. 21
Place: Kane County Fairgrounds, St. Charles
Info: 630-985-2097
www.walneckswap.com

Motorcycle Swap Meet & Parts Expo
Date: Jan. 31-Date: Feb. 1
Place: McCormick Place, Chicago
Info: www.paragonspromotion.com

INDIANA

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

28th Annual Hangover Rally
Date: Jan. 1
Place: Mid-West MC Clubhouse, Indianapolis
Info: www.midwestmc.com

KENTUCKY

Easyriders Bike Show
Date: Jan. 31
Place: International Convention Center, Louisville
Info: 800-962-9857
www.easyridersevents.com

LOUISIANA

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

Toy Run for Children's Hospital
Date: Dec. 20
Place: Handle Bar, Harvey
Info: 504-348-1854

MARYLAND

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

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

Mid-Atlantic Int'l MC Show
Date: Feb. 6-8
Place: Fairgrounds,
Timonium
Info: 410-561-7323
www.cycleshow.net

MASSACHUSETTS
9th Annual Northeast
Motorcycle Expo
Date: Jan. 10-11
Place: Shiners Auditorium,
Wilmington
Info: 978-688-8888
www.kevmarv.com

7th Annual Northeast
Motorcycle Expo
Date: Feb. 7-8
Place: Bayside Expo,
Boston
Info: 978-688-8888
www.kevmarv.com

Springfield Motorcycle
Show
Date: Jan. 16-18
Place: Eastern States Expo,
W. Springfield
Info: 413-467-2171
www.osegshows.com

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

International Motorcycle
Show
Date: Jan. 2-4
Place: Michigan Rock
Financial Showplace, Novi
Info: 800-331-5706
www.motorcycleshows.com

Motorcycle Swap Meet
Date: Jan. 25
Place: Lansing Center
Info: 800-968-4242
www.motorcycleswap.com

Motorcycle Swap Meet
Date: Feb. 8
Place: Lenawee County
Fairgrounds, Adrian
Info: 517-547-6255

Motorcycle Swap Meet
Date: Feb. 8
Place: Rock Financial
Showplace, Novi
Info: 800-968-4242
www.motorcycleswap.com

Motorcycle Swap Meet &
Parts Expo
Date: Feb. 15
Place: Wing Stadium,
Kalamazoo

Info:
www.paragonspromotion.com

MINNESOTA
Grounded Hogs Party
Date: Feb. 7
Place: Medina
Entertainment Center
Info: 763-229-8909
www.abatelakechapter.org

Donnie Smith Bike Show
Date: Jan. 21
Place: Mayo Center,
Rochester
Info: www.donniesmith-
bikeshow.com

MISSOURI
Wide Open Bike Show
Date: Jan. 10-11
Place: Metropolitan
Community College,
Kansas City
Info:
www.wideopencycle.com

Wide Open Bike Show
Date: Feb. 14-15
Place: Family Arena,
St. Charles
Info:
www.wideopencycle.com

M/C Swap Meet
Date: Mar. 8
Place: State Fairgrounds,
Sedalia
Info: 816-228-5811
www.jwswapmeet.com

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

NEW HAMPSHIRE
12th Annual Northeast
Motorcycle Expo
Date: Jan. 24-25
Place: Rockingham Park,
Salem
Info: 978-688-8888
www.kevmarv.com

NEW JERSEY
Motorcycle
Spectacular
Date: Jan. TBA

Place: Garden State
Exhibit Center,
Somerset
Info: 386-252-3101
www.cycleprousa.com

NEW MEXICO
7th Annual Toy Run
Date: Dec. 8
Place: Brotherhood Of
The 74, Carlsbad
Info: www.brotherhood-
ofthe74.com

NEVADA
Vintage Motorcycle
Auction
Date: Jan. 8-10
Place: South Point Casino
Exhibit Hall, Las Vegas
Info: 800-473-2324
www.midamericauctions.com

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

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

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

Am-Jam Tattoo Expo
Date: Jan. 23-25
Place: Holiday Inn,
Syracuse
Info: 518-893-2273
www.am-jam.com

NORTH CAROLINA
Toys for Tots Run
Date: Dec. 7
Place: Carolina Coast H-D,
Wilmington
Info: 910-791-9997
www.carolinacoasthd.com

Easyriders/V-Twin
Bike Show Tour
Date: Jan. 24-25
Place: Charlotte
Convention Center
Info: 800-962-9857
www.easyridersevents.com

OHIO
Walneck's Swap Meet
Date: Jan. 6
Place: Clark County
Fairgrounds, Springfield
Info: 630-985-2097

www.walneckswap.com
Easyriders/V-Twin
Bike Show Tour
Date: Feb. 13-15
Place: Veteran's Memorial,
Columbus
Info: 800-962-9857
www.easyridersevents.com

Motorcycle Swap Meet
Date: Mar. 15
Place: I-X Center,
Cleveland
Info: 800-968-4242
www.motorcycleswap.com

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

29th Annual Tulsa
Motorcycle Toy Run
Date: Dec. 14
Place: Tulsa ABATE
Info: www.tulsatoyrun.com

M/C Swap Meet
Date: Jan. 18
Place: State Fair Park,
Oklahoma City
Info: 816-456-4415
www.jwswapmeet.com

12th Annual
Motorcycle Show
Date: Feb. 21-22
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

Rogue Valley Toy Run
Date: Dec. 6
Place: D&S
Harley-Davidson, Medford
Info:
www.roguevalleytoyrun.com

Portland Rod and
Custom Show
Date: Feb. 13-15
Place: Portland
Expo Center
Info:
www.hotrodshows.com

PENNSYLVANIA
Meadowlands

Motorcycle Expo
Date: Jan. 10-11
Place: Harman Meadows
Info: 973-663-6377
www.fastlanebikershows.com

1st Annual Northeast
Motorcycle Expo
Date: Jan. 23-25
Place: Reading
Expo Center
Info: 978-688-8888
www.kevmarv.com

Philadelphia
Motorcycle Expo
Date: Jan. 23-25
Place: Valley Forge
Convention Center,
King of Prussia
Info: 973-663-6377
www.fastlanebikershows.com

SOUTH CAROLINA
Toys For Tots Party
Date: Dec. 13
Place: Rock City Lounge,
Little Rock
Info: 501-909-9430

TENNESSEE
Easyriders/V-Twin
Bike Show Tour
Date: Feb. 7
Place: Knoxville
Convention Center
Info: 800-962-9857
www.easyridersevents.com

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

San Jacinto High Rollers
29th Annual Toy Run
Date: Dec. 7
Place: Honda Of Houston
Info: www.nwsjhr.com

Wise County Toy Run
Date: Dec. 7
Place: Decatur
Info: www.wctoyrun.com

14th Annual
For the Kids Toy Run
Date: Dec. 7
Place: Red River Autoplex,
Denison
Info:
www.forthekidstexas.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

15th Annual
Toys for Tots Toy Run
Date: Dec. 13
Place: Pasadena
Info:
www.toysfortotstoyrun.com

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

23rd Annual Big Texas
Toy Run
Date: Dec. 21
Place: Tarrant/Dallas
Counties
Info:
www.thebigtexas toyrun.com

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

VIRGINIA
Mid-Atlantic MC
Spectacular
Date: Feb. 3-4
Place: Dulles Expo Center,
Chantilly
Info: 386-252-3101
www.cycleprousa.com

4th Annual Northeast
Motorcycle Expo
Date: Feb. 14-5
Place: Fredricksburg
Expo Center
Info: 978-688-8888
www.kevmarv.com

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

Seattle Roadster Show
Date: Feb. 27 - Mar. 1
Place: Qwest Field Event
Center, Seattle
Info: 877-236-0632
www.rodshows.com

National Law Chart

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

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

LEGEND:

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

- 10 Required under age 16
- 11 Required for first-time applicants
- 12 May waive skills test for successful completion of rider education
- 13 May waive knowledge test for successful completion of rider education
- 14 Required by law unless equipped with windshield
- 15 Required unless equipped with windshield that is 15 inches above handlebars
- 16 Required at speeds over 35 mph
- 17 Modulating headlight permitted
- 18 Required for vehicles manufactured after 1/1/56
- 19 Required for vehicles manufactured after 1/1/75
- 20 Required for vehicles manufactured

- after 4/1/77
- 21 Required for vehicles manufactured during or after 1978
- 22 Required for vehicles 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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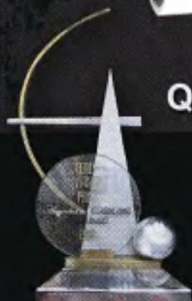
Patent Pending

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Electra Glide Classic
Road Glide
Street Glide
Road King Custom
Road King
Road King Classic

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CHILlicothe GRAND NATIONALS

RODEO ROUNDUP

Another Easyriders Motorcycle Rodeo season has wrapped up boys and girls. This year's tire-shreddin' season began on July 11 in Wilson, North Carolina, proceeded on to a wild weekend in Prospect, Pennsylvania, then on to a frenzy in Fowlerville, Michigan.





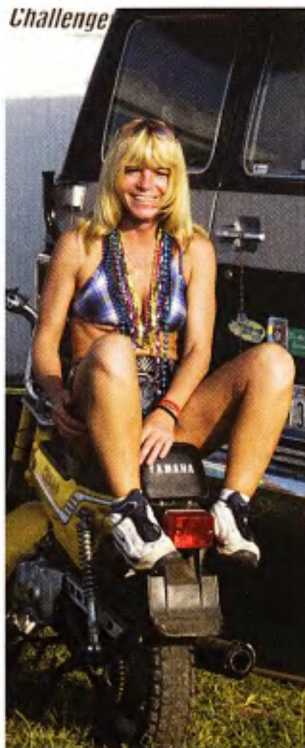
The grand finale took place, as it always does, in Chillicothe, Ohio. Between August 27 and September 1, Ross County Fairgrounds was a blur of righteous rodeo action including: motorcycle exhibits, a ride-in bike show, crazy camping with thousands of your best friends, a drool-inducin' trophy girl contest, barstool races, great live music and all the general depravity that is the Chillicothe Rodeo.

This season's proud Easyriders Rodeo sponsors were Jireh Cycles, S&S Cycle,

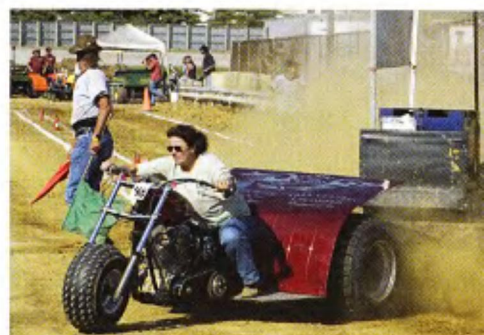




Challenge



Carolina Custom Products, Baker Drive-train and Paul Yaffe's Bagger Nation. All of the above were on hand to make sure event-goers had a helluva good time. From such traditional motorcycle rodeo events as the slow race and wienie bite to the keg derby, tire ride and barrel race, one motorized madman rose to the top of the two-wheeled heap. When the smoke cleared and the final tally was taken, that man was revealed to be longtime rodeo wizard and king of the hill, Robert Tabor.



Easyriders Motorcycle Rodeo Tour 2008 • August 28 - Sept. 1, 2008
Ross County Fairgrounds, Chillicothe, Ohio

EVENT/PLACE/NAME	CITY/STATE	POINTS
SLOW RACE		
1. Robert Tabor	Canton, OH	200
2. Jeff "Cornbread" Lester	Cadiz, KY	150
3. Troy Snider	Barryton, MI	100
4. Tom Soter	Miamisburg, OH	(non-ARROW)
WIENIE BITE		
1. Robert Tabor	Canton, OH	100
Nicki Abel	Mogadore, OH	100
2. Jason Tabor	Canton, OH	75
Tara Valerio	Canton, OH	75
3. Cornbread Lester	Cadiz, KY	50
Jina Lester	Cadiz, KY	50
4. Troy Snider	Barryton, MI	25
Carrie Snider	Barryton, MI	25
POTATO HAYSTACK		
1. Jim Albney	Richmond, VA	100
Pam Albney	Richmond, VA	100
2. Michael Hardesty	Chillicothe, OH	(non-ARROW)
Mandy Hardesty	Chillicothe, OH	(non-ARROW)
3. Troy Snider	Barryton, MI	50
Carrie Snider	Barryton, MI	50
4. Steve Kuszek	Cromwell, CT	25
Jenni Clouser	Cromwell, CT	(non-ARROW)
KEG DERBY		
1. Robert Tabor	Canton, OH	200
2. Jeff Lester	Cadiz, KY	150
3. Jim Albney	Richmond, VA	100
4. Brandon Cook	Pekin, IN	(non-ARROW)
BARREL RACE		
1. Robert Tabor	Canton, OH	200
2. Troy Snider	Barryton, MI	150
3. Jason Tabor	Canton, OH	100
4. Jim Albney	Richmond, VA	50
SURPRISE EVENT		
1. Jeff Lester	Cadiz, KY	100
Jina Lester	Cadiz, KY	100
2. Robert Tabor	Canton, OH	75
Nicki Abel	Mogadore, OH	75
3. Kevin Arnold	Washington CH, OH	50
Robyn Arnold	Washington CH, OH	50
4. Jason Tabor	Canton, OH	25
Tara Valerio	Canton, OH	25
SOLO SLED		
1. Jason Tabor	Canton, OH	700
2. Eddie Austin	Salisbury, NC	400
3. Dave Mullins	New Holland, OH	300
4. Aaron Medley	Canton, OH	150
GAS TRIKE		
1. Dwayne Burgess	Salisbury, NC	700
2. Pam Albney	Richmond, VA	400
3. Tara Valerio	Canton, OH	300
4. Harold Tabor	Canton, OH	150
FUEL TRIKE		
1. Jason Tabor	Canton, OH	1000
2. Dano Simmons	Kannapolis, NC	600
3. Eddie Austin	Salisbury, NC	400
4. Jim Albney	Richmond, VA	200



TIRE RIDE		
1. Robert Tabor	Canton, OH	125
Nicki Abel	Mogadore, OH	125
2. Jason Stevens	Perkins, IN	(non-ARROW)
Jenny Stevens	Perkins, IN	(non-ARROW)
3. Cornbread Lester	Cadiz, KY	50
Jina Lester	Cadiz, KY	50
4. Troy Snider	Barryton, MI	25
Carrie Snider	Barryton, MI	25
RIDE-IN BIKE SHOW		
1. Jonathan Stevens	Chillicothe, OH	2008 Custom
2. Bob Klon	Battle Creek, MI	2000 H-D Sportster
3. Kenny Bray	Middletown, OH	1980 H-D Super Glide

RODEO TOP COWBOYS		
1. Robert Tabor	Canton, OH	
2. Jason Tabor	Canton, OH	
3. Jeff "Cornbread" Lester	Cadiz, KY	



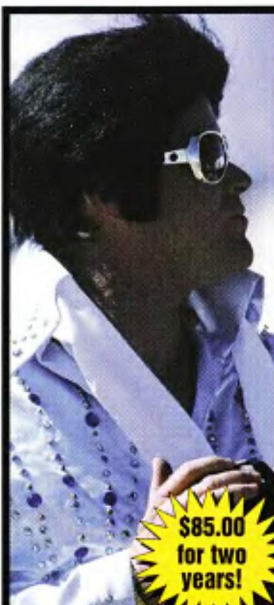
Photos: Billy Tenney

The Tabor family has been ridin' hard and partyin' harder with us for over a decade. After being the reigning rodeo cowboy since time out of mind, Robert's son, Jason, stole the crown from his dad last year. The old man came back strong in 2008 and regained the throne. First Place Top Cowboy Robert Tabor was followed by Jason Tabor in second place and then Jeff "Cornbread" Lester pulled up in third place.

Other Chillicothe first place winners included Jim and Pam Albney for the potato haystack, Jason Tabor in the solo sled pulls and trike fuel class, and Dwayne Burgess in the trike gas class. A first place trophy in the ride-in bike show went to Jonathan Stevens for his 2008 Custom and Carrie A. Severs earned top honors in the tattoo contest.

If you've never been to an Easyriders Motorcycle Rodeo my friend, you owe it to yourself to throw a leg over your scooter and ride to one this coming summer. In the mean time, check out our Easyriders Custom Bike Shows. The schedule for our Centerfold Tour may be found on page 54 or see the ad in this issue.

—Dave Nichols



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BEST BIKER FILMS

Of the scores of "chrome pony operas" made between 1954 and the present, the following dozen stand out as noteworthy in the eyes of bikers everywhere. Though most are B-movies to be sure, each offers a bit of that illusive spark capturing the spirit of the road and the freedom of riding.

Depending on your point of view, these movies comprise the best, or worst biker films of all time.

1. THE WILD ONE - 1953

The movie that started all the ruckus and created a new genre of film is over 50 years old, yet still manages to convey the rebellious spirit of early motorcycle clubs. Though pretty tame today, *The Wild One* sure stirred things up when it debuted in the '50s; it was even banned in England. Trivia buffs might like to know the last name of Marlon Brando's character of Johnny. It's only mentioned once in the film: Johnny Stabler.

2. THE WILD ANGELS - 1966

"Their credo is VIOLENCE—their god is HATE!" The definitive '60s biker flick. A Pre-*Easy Rider* Peter Fonda as Heavenly Blues and Bruce Dern as the Loser lead the ill-fated "Angels" from San Pedro on a series of rumbles and road trips. Tragedy strikes when a rumble gets broken up by the cops and Dern is shot while making his escape on a stolen cop bike. The gang busts him out of the hospital and of course he croaks, leading to the most insane drug-soaked funeral orgy of all time.

Made in 1966 by cheapskate genius filmmaker Roger Corman, this is really the flick that launched the biker movie craze. Lot's of real bitchin' bikes and riding scenes in this one, and you get to drool over a nubile Nancy Sinatra.

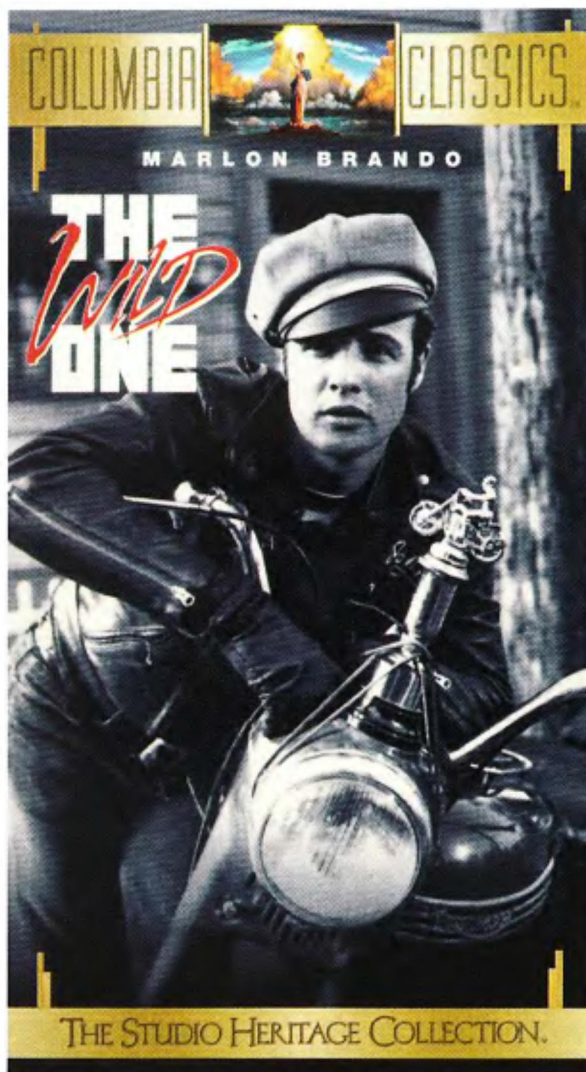
3. HELLS ANGELS ON WHEELS - 1967

The opening sequence in this movie is one of the most powerful visions of the biker world there is. Jack Nicholson

plays "Poet" a drifting loner who tangles with, joins and then quits the Hells Angels. The action that ensues is some of the greasiest fun you could ever see. They fight, they love and they ride like friggin' maniacs.

4. REBEL ROUSERS - 1967

Jack Nicholson, Bruce Dern and Harry Dean Stanton lead their gang into a little desert town for some sociopathic good times. Cameron Mitchell and Diane Ladd are a couple of squares who stumble onto the gang's psycho beach party (this ain't Frankie and Annette) and are taken as prisoners. Naturally, Nicholson is great as "Bunny," the demented loose cannon with the coolest pants in town.



5. SAVAGES FROM HELL - 1968

"Their motors are flaming, their mamas are on fire...they're dogs on the loose!" Bikers, beach parties, body painting, death by dune buggy, interracial lust, and a good old-fashioned cat fight all gleefully collide in this bit of cycle celluloid. Made by Mexican kiddie horror kingpin K. Gordon Murray and once called "the Ben Hur of biker flicks," this one pits the outlaw bikers against migrant farm workers, with a good looking babe caught in the middle.

6. EASY RIDER - 1969

The ad campaign for *Easy Rider* proclaimed, "A man went looking for America and couldn't find it anywhere." But the movie that became the anthem for the Woodstock generation wasn't just about a couple of drug dealers turned hippy bikers who get blown away by southern red-necks. *Easy Rider* was about getting the easy ride and selling out. The term *easy rider* is southern slang for the boyfriend or husband of a hooker because he gets the easy ride. Throughout the film Peter Fonda as Captain America and Dennis Hopper as Billy are given chances to settle down and be about something. By the end of the film Fonda has

figured out that they are on a road to nowhere and tells Hopper that "We blew it."

Beautiful riding shots by cinematographer Laszlo Kovacs featuring gleaming choppers set to great rock music inspired a whole generation to go out, buy a motorcycle and ride to get a little taste of freedom.

7. CC AND COMPANY - 1969

Football legend Joe Namath teams with Ann Margaret in this tale of a smooth-talking drifter CC Ryder (Namath) who rides with a gang called the Heads. When the gang attacks a New York fashion writer (Margaret), Namath breaks ranks and goes on the lam with Ann from his former gang. Yeah, like you wouldn't! Danger, passion and suspense build with each

narrow escape until the final race to settle the score.

8. THE BLACK ANGELS – 1971

An epic exercise in bad acting, the flick centers around an ongoing gang war between two cycle mobs, the Choppers, (a real Southern California black MC) and Satan's Serpents. Best of all, the Black Angels contains one of the best lines in cinema history, "I'm gonna kill you, you no-good egg-suckin', finger-lickin', snot-pickin', scuzzy-faced rat!" Gotta love it.

9. HELLS ANGELS 69 – 1969

Starring the real Oakland Hells Angels, this casino heist caper is just weird from beginning to end. Jeremy Slate (who wrote the screenplay) and Tom Stern play a couple of bored jet-setters who concoct a truly stupid plan to rob a Las Vegas casino by posing as members of a fake motorcycle gang (the Witches from Salem, Mass.). They hook up with the Angels for a few weeks of riding and scheming. The story here is totally retarded. What's cool is the Angels not really acting but being themselves. And Terry the Tramp RULES. The final chase scene, well, let me just say...PATCH HOLDERS ON DIRT BIKES.

10. ANGEL UNCHAINED – 1970

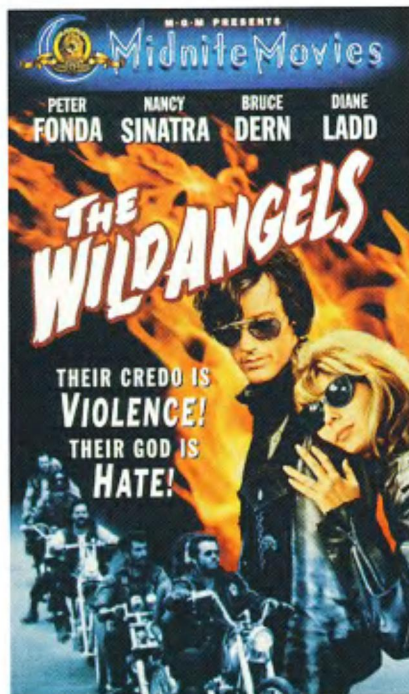
Bikers versus townies in defense of hippies. Don Stroud plays "Angel," a wandering biker who rides into a small town looking to leave his past behind. He finds compassion from a young Tyne Daly who lives at a hippy commune just outside of town. The townies, of course, hate the hippies and tear them up relentlessly. Angel recruits the help of his old gang, which then rides in like a freak cavalry to save the day.

11. BORN LOSERS – 1967

This is the movie that introduced the character Billy Jack to the world. Tom Laughlin plays the aforementioned Billy, a half-breed Indian who single-handedly kicks the living shit out of a bike gang as they plot their reign of terror on small-town America. The gang leader, played by Jeremy Slate, has the goofiest big white sunglasses you ever did see.

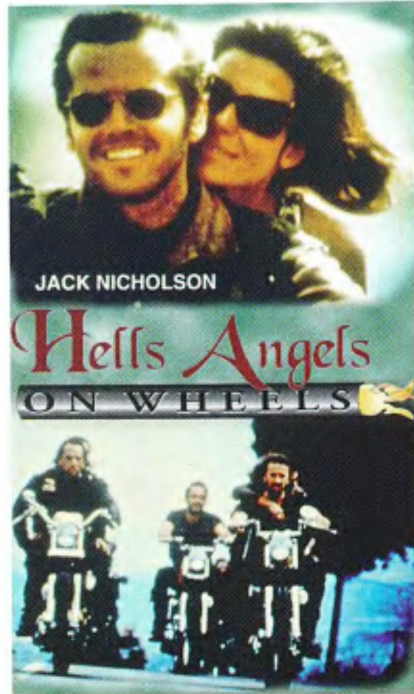
12. STONE COLD – 1991

This action-packed flick brings the vibe of old biker films into the modern age. Football dude Brian Bosworth plays John Stone, an undercover cop assigned to infiltrate a notorious bike gang led by "Chains," (Lance Henriksen). Henriksen gives a badass performance, as does



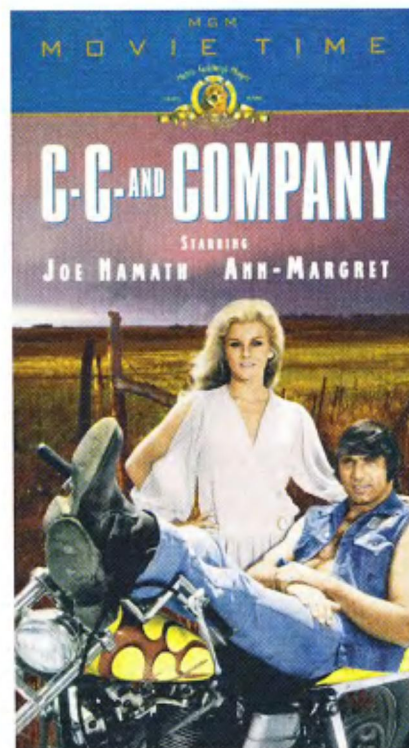
William Forsyth as his second in command, "Ice." The plot thickens as we learn the gang's plan to rescue a member on trial with a full military assault on the state capitol. Check it out. There was a similar movie that came out at about the same time called *Beyond The Law* with Charlie Sheen, but this one is way better.

There are lots of other two-wheeled treats that almost made this Biker Movie List. *The Wild Rebels*, *She Devils On*



Wheels, *Run Angel Run*, *Chrome And Hot Leather*, *Werewolves On Wheels*, and *The Loveless* are all worth a viewing and are available through Whitehorse Press. Also, if you're into the whole cycle cinema thing, read Mike Seate's excellent book *Two Wheels on Two Reels*, also available through Whitehorse Press.

These movies and a killer collection of books about motorcycles can be obtained at www.whitehorsepress.com, or call 800-531-1133.



Images: Whitehorse Press



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EXILE WANTS TO SEX UP YOUR SOFTAIL ATTITUDE SERVED HERE

Russell Mitchell of Exile Cycles has designed a complete makeover kit for your stock Softail to add massive custom sex appeal. The bike shown is a 2007 Softail Standard that has undergone a complete transformation to Exile style. No cutting or welding is required and all of the stock sheet metal was used.

Exile Fatbars with integral risers are used with internal throttle and billet grips. These grips are supplied with four buttons to control right and left turn signals, horn and high-low beams. Push two at the same time and they operate the starter. Exile Sani-trees bolt right up with hidden steering stops and they even allow the use of the stock steering lock. An SJP headlamp and Lazer-Star turn signals handle the lighting at that end. The front wheel is a 21x3.5 Exile Monster with Exile rotor and caliper completing the set. The front axle is treated to a set of Exile knurled covers and these are evident throughout the bike appearing also on the rear axle, swingarm pivot bolts, motor bolts and oil-pressure switch. These complement the knurled Exile gas-cap skins and oil-bag cap.

The stock 96-inch motor was tweaked with a Screaming Eagle Cam and push-rods, a Terry's Fuel Management system,

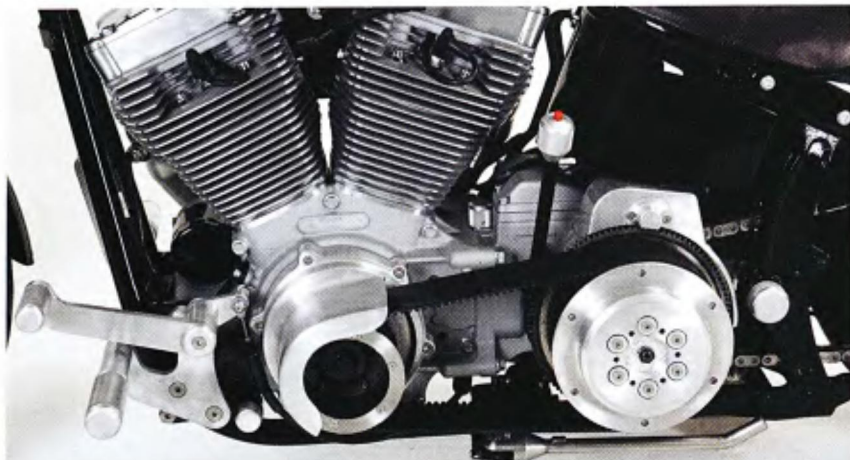


Russell with his latest endeavor featuring the brushed stainless SJP trees and headlight, and Exile apes with integral risers and internal throttle.

S&S air cleaner kit with Exile cover and a set of Exile Monster Shotgun pipes. One of the obvious custom features on this bike is the beautiful Exile 3-inch open belt primary. This particular bike has a jockey shift, and sports a centrifugal clutch, which acts like an automatic when stopping and starting and makes

riding with a foot-clutch a breeze. Exile forward control adapter plates allow a Twin-cam frame to accept Exile forward controls and pegs. The bolt on kickstand kit really cleans up an eyesore on the stock bike.

The coil and horn relocation kits place these items cleanly out of sight for a very



The 3-inch open primary, centrifugal clutch and jockey shift. Note the bolt-on kickstand and clean forward controls.



The billet "switchgrips" handle all of the lighting and starting chores from the handlebar.



Knurled swingarm bolt cover.



Knurled oil tank cap.

sanitary look. The stock fake seat post is removed and a knurled cover dresses up the transmission boss. The stock 6-speed transmission is fitted with an Exile transmission sprocket, which drives a chain final drive linked to the ever-popular Exile Sprocket Brake. Their new clamp-on caliper anchor means that this too is a bolt-on conversion. A 15x6 Exile Monster rear wheel with 200 tire gives a suitably beefy look to the rear. Exile's taillight bracket for bobbed fenders incorporates an LED taillight and turn signals. Finish off your ride with a seat featuring custom leatherwork. A removable pillion pad is



The brushed gas cap covers complement Exile's other billet covers.



Creating a super clean look, the Exile bracket for bobbed fenders incorporates Lazer-Star turn signals and a LED taillight.

also available with passenger pegs that install in under a minute.

Exile can sell you the parts individually, or in a makeover package for \$9,000 that includes the vast majority of the above. They can also work the magic for you on your own bike, and will even source a Softail and build you a complete "Exiled" bike. The beauty of this package is you get the style of an Exile custom with a Harley title and warranty for easy financing, service, and insurance. —Kit Ma

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Canada's Super Show

Up in the Great White North of Toronto, Ontario, Canada, each January, a whole bunch of bikers get together for what is known as the Super Show.





SUPERSHOW 2006
MOTORCYCLES

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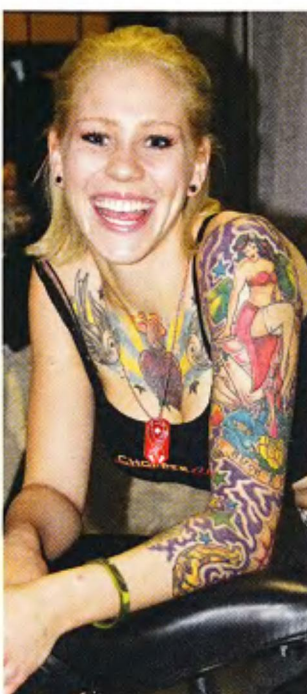
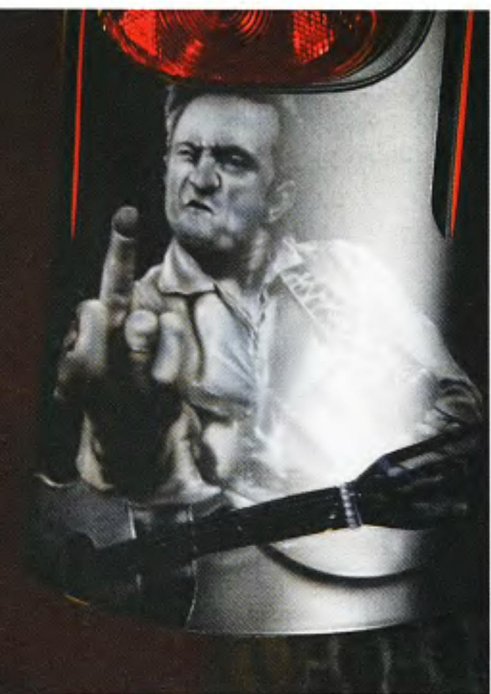
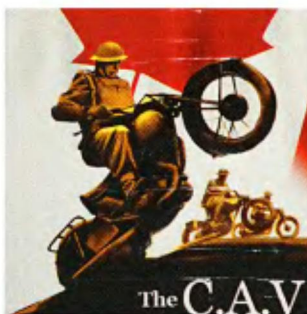
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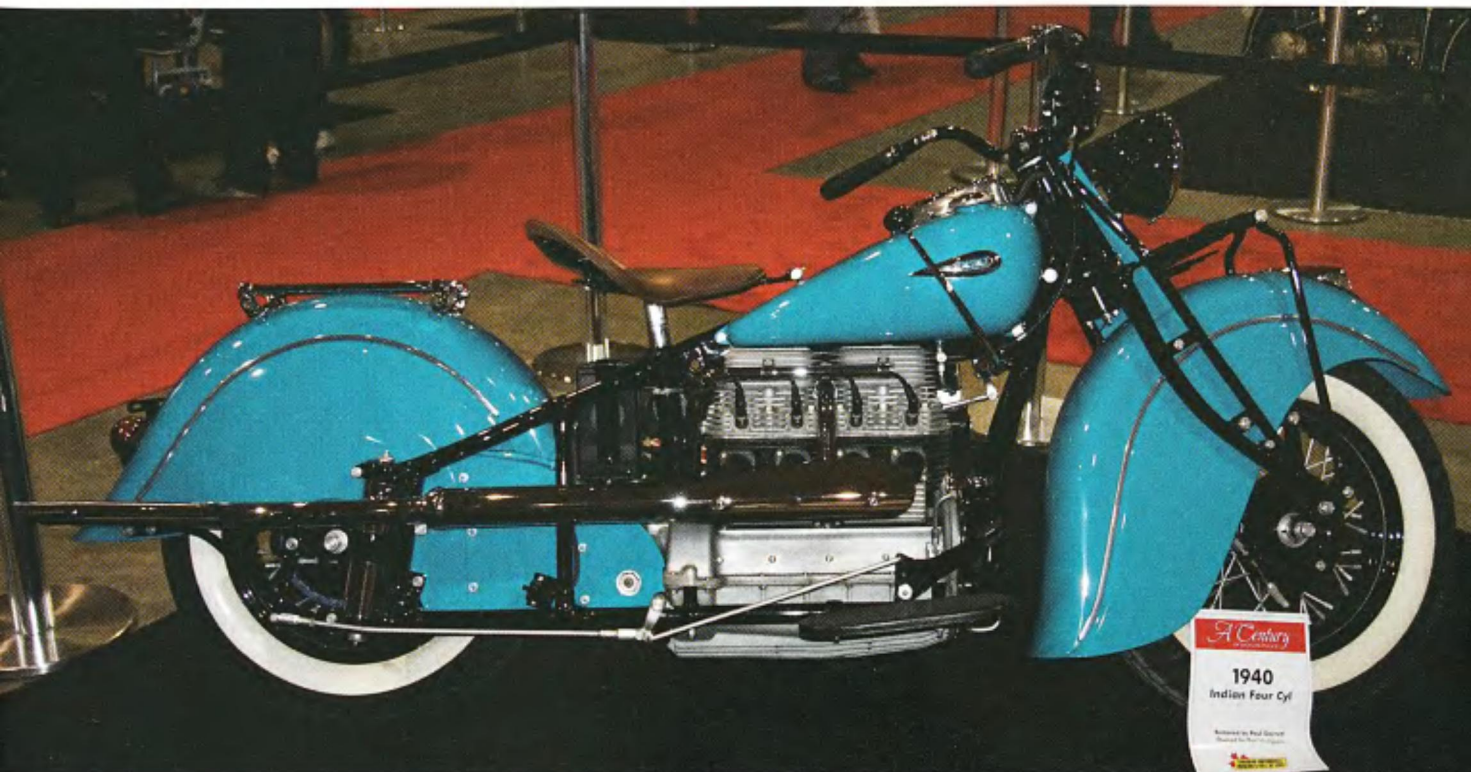
FREE
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The entire name of the show would make for a very large business card since it is The North American International Motorcycle Super Show. In 2008, the show was held January 4, 5 and 6 in the massive Toronto International Centre. How massive is this facility? The show space equates to over 425,000 square feet of motorcycle mania.

While winter kept Toronto frosty outside, the inside of the Centre, was packed





with over 500 exhibitors in seven halls. All the new motorcycle models from every manufacturer were present to throw a leg over, some 1,000 bikes in all. There were motorcycling seminars, the Canadian Motorcycle Heritage Museum and Hall of Fame, three stages with live music, pinstriping demos, three used bike markets, and every part and accessory company known to man had their wares on display. The Super Show is home to





the famous Canada Cup Championships custom bike show showcasing the hottest customs from all across Canada competing for a \$50,000 jackpot. Since most bikers dig bikes and babes in equal amounts, there was even a weird bike that looks like a babe...a nakedn babe at that.

The 2009 Super Show will take place January 2 - 4. Visit www.supershow-events.com for more info. —NW Jack



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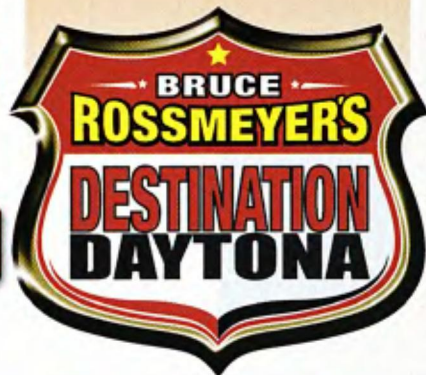
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BIKER KARMA

Many long-time Easyriders readers may remember Greg White. He's a biker from the Great White North who occasionally sends us a glimpse of his own weird and wonky world. Greg came up for air recently and put pen to paper on the subject of biker karma. Here's what he has to say. — Ed

Life is weird. One minute you're enjoying a nice walk, the next minute a seagull shits on your head. You're riding down a country road, enjoying the wind in your hair and the sun on your face, when you inhale a live wasp up your nose. You try to help an old lady cross the street, only to discover that she didn't want to cross the street, and you end up having to explain to the cops that, despite her cries for help, you weren't trying to kidnap her. If you can relate to this stuff you know that occasionally bad shit happens to decent biker folk.

I guess you could call it crappy luck, fate, or bad timing, but I wonder if there's more to it. I've been looking into the whole karma idea and think I might have an answer. Karma is basically the idea that you get back what you put out. The reason the bird shit on your head wasn't just deadly aim but rather some kind of payback for something you did. Maybe some time in your past you got drunk and ate a seagull. I'm not here to judge.

In an effort to prevent as many of life's little mishaps as possible, I've been trying to do things to improve my own karma. I've been putting out a lot of good vibes in order to get good vibes in return. But being decent isn't easy when it's not what you're used to.

Here is a bit of a guide for improving your karma. If it works, great. If it doesn't, don't go sending me any bad mojo. I have enough problems of my own.

Be nice to children... but not too nice.

Anyone who is around rugrats knows they can be a pain, especially other people's spawn. However, karma-wise, it's important to treat kids more like people and less like stray dogs. If you're at a bro's place, make sure to compliment his kids. Say things like, "That's a real well-behaved kid you have there. You must be very proud." However, you have to be careful not to go too far. For example, don't say something like, "That's one purdy little girl you got there. Would she like a piece of candy?" Things can get taken out of context and lead to some pretty fierce beatings.

Be nice to old people.

Old people aren't like regular folks and have to be treated differently. They move slower, tend to get crotchety and enjoy eating dinner at three in the afternoon. Because they're kinda weird and fragile, you have to handle encounters with them in a more restrained fashion. If you see an old lady making her way through a revolving door, don't rush her. And definitely don't see how many times you can get her to spin around in there before she flies out. Sure, it might be fun, but that kinda karma is worth about 10 years of finding pubic hair in your burgers and toenails in your beer. And re-read that opening part about crossing the street. Hey, we live and learn.

Help ladies in distress... even ugly ones.

It's easy for us to find the energy to help a hot girl change a flat tire or carry something heavy from the store to her car, but even less attractive women need help sometimes, too. I think you actually gain more karmic points by helping ugly women—at least I hope you do—otherwise, what would be the point? Damsels

in distress create a unique opportunity to not only create good karma, but possibly get some other kind of reward. A grateful woman is much more likely to show you her tits than an ungrateful one. At least that's how it works in my favorite movies. But then, in my favorite movies, all the pizza delivery guys are constantly having three-ways with hot, horny blondes and I'm not sure how often that really happens.

Be civil to strangers.

There are endless ways people can piss you off, but if you can learn to go with the flow and not react in a violent manner—you're doing better than I am. People are constantly cutting you off in traffic, phoning you and trying to sell you shit you don't want and coming to your door to try to convince you to convert to some religion that's apparently so unpopular it has to be marketed like a freakin' vacuum cleaner. When things get aggravating, it's easy to lose your cool and slip out of your karmic state of mind. I find the best way to stop people from annoying you is to use a sense of humor. Next time someone comes to your door bother you, answer the door with no pants on. I guarantee that will change the thrust of their conversation. But make sure it's not the Girl Scouts selling cookies. That'll create some serious bad karma and probably get your picture on the local news.

As you can see, creating good karma is not that difficult. It's all about attracting more good stuff and less bad. I think it's definitely worth a try. After all, what have you got to lose? If you can stop even one bird from crapping on your head, it's worth the effort, right? Or, I guess you could just wear a hat. I dunno...I'm still trying to figure out some of the details.

— Greg White

A MOTORCYCLE MANIFESTO BY ZEPHYROS MAJOR

THE SHOVEL REVIVAL

Hey, how's it going? Everything cool? Are you pretty happy with the way things are going? Satisfied with the state of Moto-culture? Yeah, me neither. There's a cancer in our scene, man. I know a lotta people that feel the same way, too. Something happened and it's something we oughta start talking about. About rescuing bikerdom from going up its own asshole, like what *Gidget* did to the surfer scene.

In the '50s in California there were a handful of guys who surfed. There weren't too many of them and it was a sort of paradise for them. Then a movie called *Gidget* came out in 1959 and destroyed their whole scene. Almost overnight, every swingin' dick from Arkansas to Saskatoon moved to Cali to be a "surfer." It became a commodity—an advertising slogan, a cartoon of itself, a victim of its own popularity. Surfing disappeared up its own ass where it remains to this day—a corporate sales brochure dressed up as bohemia. Sound familiar, brother?

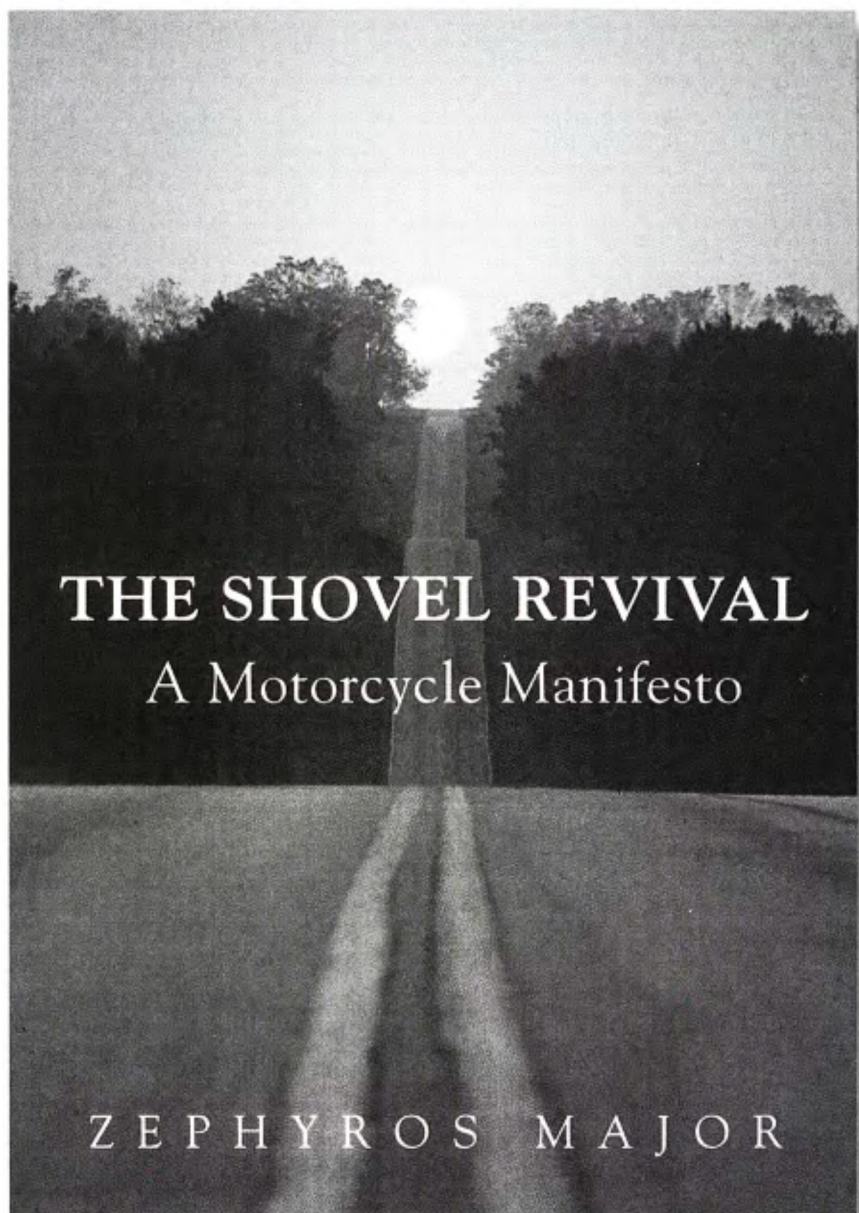
So anyway, we get all kinds of books here to check out. Wrench books and chopper art coffee table books, famous builder books and snitch books. (We will never run a snitch book.)

The Shovel Revival: A Motorcycle Manifesto is just a little thing, 45 pages. I checked it out. It didn't seem like much, another loping neophyte guidebook to show the tourists which vest to buy. But it wasn't that at all. It's about the stuff a lotta guys I know have been thinking about as this thing has grown from a beautiful freak weirdo activity to a big business corporate circus.

Zephyros Major, whose 1978 shovel-head daily rider still goes coast to coast, has been thinking about this stuff and written these words, which really struck home. It's about where we are and where we can go if we want to. It's the truth.

Beginning with our own *Gidget*; the movie *Easy Rider*, with Captain America and the blown American dream, the author delves deep into how we got from there to here and how to get back.

By "there," I mean the days when there were no trailers in Sturgis, no lame reality TV shows, no Wal-Mart West Coast Chopper shirts or credit card bolt-on billet style, when the biker lifestyle was a grass roots thing.



By "here," I mean the days when we are adrift in a sea of new guys that have bought into the grand marketing plan. Guys that are perfectly satisfied to go no deeper than the latest beer ad and buy every bit of chrome crap that gets heaved at them. Zephyros suggests a directional shift away from the sway of corporate cultural co-optation and back to a place where a lot of us already are anyway. A lot of cats started out right a long time ago and never lost what the biker life is about.

It's a scholarly piece of work with plenty of philosophy, history and literature

thrown in there, but Zephyros is an ol' greasy gearhead, so it's still a fun read and not excessively high-falutin'. It's about burnouts, beer and freak flags flying.

Real bikers read our magazine. I'm talking to you. It's up to us to reclaim our scene. It's about keeping the soul of the biker nation alive. If biker culture means more to you than the latest BS TV craze, read this book.

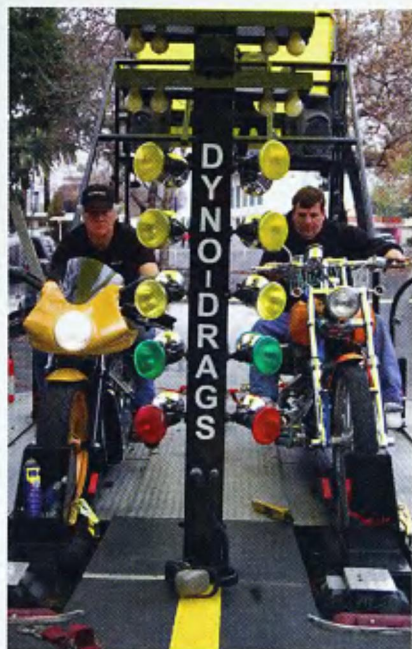
You can score it from Amazon.com, or ask your local bookstore.

Ride free, and never, ever trust The Man.
—Beatnik



The Easyriders Bike Shows Are Comin'!

It's that time of year again, time to ride to the Easyriders Bike Show near you to check out all the latest in cool custom motorcycles, swill down some frosty suds and eat a chili dog. Okay, you don't have



to eat a chili dog, I'm just trying to conjure up a mood here. But seriously, as winter winds howl across this great land, there's no better way to stay connected to the biker lifestyle than to get out of the house and head over to one of our killer bike shows.

For the 2009 Easyriders/V-Twin Bike Show Tour we'll bring you a passel of pleasin' putts and gorgeous gals to drool on, kickass live music and the 2009 Centerfold Bike Builders featuring: Erick Ackley and Dave Sekman of Tempest Cycles; Jerry Burrow of Roadhaws; Shannon Davidson from The Chopp Shopp; John Dodson of Gangster Choppers; and Bruce Mullins of Skunkworx.

Best of all, the Easyriders Bike Shows offer the best way to get your bike shot for *Easyriders*, *V-Twin*, *Biker*, and *In The Wind* magazines. That's right, put your custom creation in one of our bike shows and if our editors (who are the judges) like your scooter, we might have it professionally shot for a bike feature in the best damned biker rags on the planet!

So tell all your ridin' buddies to come out and party with *Easyriders*. Check the dates and locations below for the 2009 Easyriders Bike Show Tour.

—Dave Nichols

Pomona, CA
January 10 and 11
LA Fairplex

Sacramento, CA
January 17 and 18
Sacramento Convention Center

Charlotte, NC
January 24 and 25
Charlotte Convention Center

Louisville, KY
January 31
Kentucky International
Convention Center

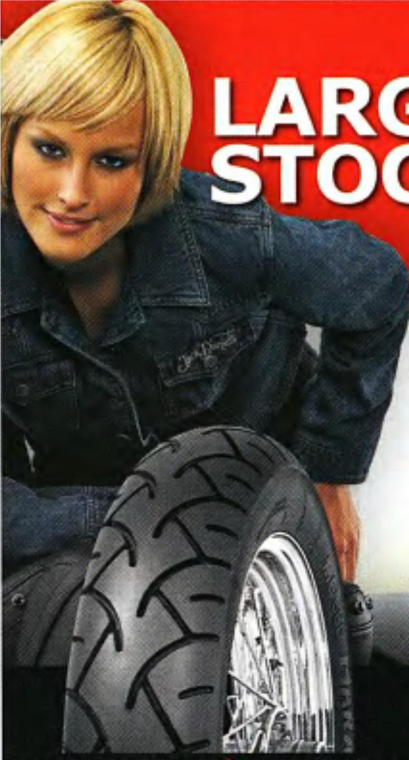
Knoxville, TN
February 7
Knoxville Convention Center

Columbus, OH
Three-day Grand Invitational!
February 13, 14 and 15
Veteran's Memorial



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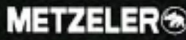
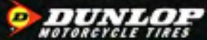
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Nico's Budget Badster

Central Coast Cycles Springer Special

Nico Cianciarolo, a Santa Cruz, California general contractor and bike fan, knew about Scott Long of Central Coast Cycles by seeing Scott's work on TV and in bike magazines. One day while working out in the same gym, he introduced himself to Scott and said he was interested in starting a bike project. He was looking for something with muscle

and attitude. He'd already purchased a frame, a set of wheels, an aftermarket springer and a RevTech motor at a good price and now wanted Central Coast to bring them together. Says Scott, "He knew what he had, some budget parts, but that it got him in the door, so he was ready to step up to all the custom sheet metal and all the other handmade pieces."







One of the cool design elements of the bike is the fabrication of the gas tank/frame—something that has the look of a 1930s German art nouveau-ish Zundapp. “Yeah,” says Scott, “my head gets wrapped around the old stuff and he was kind of liking the idea, too, so we went with it.”

Other unique touches include the hand-tooled seat, which comes from a surprising source. Derol Frye, who made the saddle, is also Central Coast Cycles’ Web design guy. Scott had built a bike for him that was previously featured on the cover of *Easyriders*. That bike sported the first seat Derol ever made. It was after finding out how much it cost to have a custom leather seat that he went and got a book and some tools then sat down and made his own. It turned out so well, he has done more seats for

Central Coast including the one seen here on Nico’s bike.

To complement the unusual seat, Scott had Adam Johnson paint the bike chameleon ruby red flake. “It gets a green-red tint to it, especially when the sunlight filters through the clouds and hits it just right,” says Scott. “Then I had Real Ralph come over and add the gold leaf striping that set it off just right.”

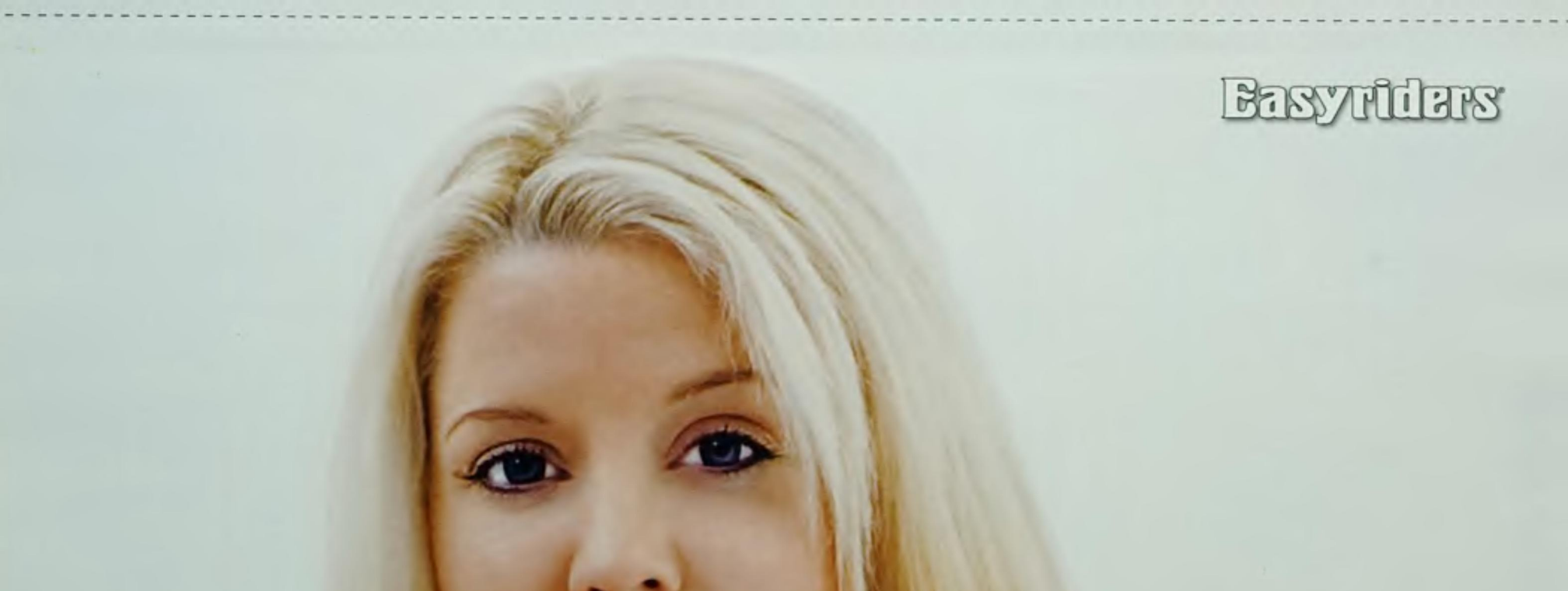
Asked for his riding impressions, Scott says, “It’s got pretty decent power with the 110 RevTech and handles great as well. Nico rides around with a big ol’ smile on his face. While the bike’s design is real simple and clean, it’s got attitude, that kinda pissed-off look. It gets a lot of attention.” That “attitude” also impressed the judges at the Sacramento Easyriders Bike Show where it won best in its class.

—Paul Garson

BRANDI

The *Easyriders* centerfold girl is badass little Brandi here. She makes Beverly Hills her home and that definitely makes her the high-priced hottie!







A woman walks into an accountant's office and tells him that she needs to file her taxes.

The accountant says, "Before we begin, I'll need to ask you a few questions." He gets her name, address, social security number, etc. and then asks, "What is your occupation?"

"I'm a whore," she says.

The accountant is somewhat taken aback and says, "No, no, no, that won't work. Let's try to rephrase that."

The woman says, "OK, I'm a high-end call girl."

"No, that still won't work. Try again."

They both think for a minute, then the woman says, "I'm an elite chicken farmer."

The accountant asks, "What does chicken farming have to do with being a prostitute?"

"Well, I raised a thousand little peckers last year."

The accountant responded, "Chicken Farmer it is."

Rogue

Melbourne, Florida

Joe met Suzi in a nightclub. They enjoyed each other's company very much and at the end of the evening Suzi invited Joe to her place where they quickly got involved in a very passionate and



"My name is Carl, and I'll be bringing you the shit from the kitchen."

energetic session in bed together. Finally, tired and satisfied, they both lay back in the bed and snuggled up close to each other. After a short while, Suzi began tenderly stroking Joe's manhood.

Surprised but appreciative, Joe commented, "Surely you can't be ready for more?"

Suzi replied, "No, but every now and then I get a bit nostalgic, and I miss the days when I had mine."

Rocky Meyerson

W. Palm Beach, Florida

After Chelsea returned from a date, Hillary asked her if she had a good time.

Chelsea said she had a wonderful time and she thinks she's in love.

Hillary said, "You didn't have sex, did you?"

Chelsea replied, "Not by Dad's standards!"

Barbara Daniel

Sacramento, California

Slick takes a woman he just picked up back to his house to have sex, but on the doorstep he warned her, "I still live with my parents, and my eleven-year-old brother and I share bunk beds, so we'll have to be quiet. I've thought up some code words we can use. If you want me to change positions, say lettuce, and if you want

me to go faster, say tomato."

Stealthily they climbed into the top bunk and began screwin'. As the passion heightened, the girl began moaning, "lettuce, lettuce, tomato, lettuce, tomato, tomato, tomato....."

Suddenly, Slick's kid brother on the bottom bunk called out, "Can ya stop makin' sandwiches? Yer getting' mayonnaise all over me!"

Gary Lowery

Long Beach, California

Panhead Pete gets a new ol' lady. That night during sex she asks him to slow down and enjoy it. Pete finishes quickly and falls fast asleep.

The next evening Pete arrives at home from work and finds a plate of lettuce and carrots for dinner. "What is this?" he exclaims. His ol' lady says, "If your going to fuck like a rabbit, you can eat like a rabbit."

Lonnie Carney

Rosbaron, Texas

A city hooker is hitch hiking in the country. A farmer picks her up in his truck and they park along side a river and have sex.

After they've finished, the hooker says, "I didn't tell you, but I'm very fertile and every time I have sex I get pregnant, so what shall we name the baby?"

The farmer reaches down to his dick, takes off a condom, makes a knot in it, throws it in the river and says, "If he can get out of that, we'll name him Houdini."

Cliff Ballway

Syracuse, New York



"It's our new policy. I'm afraid you're going to have to leave."

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 molderly oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.



Owner: Nico Cianciarolo
City: Scotts Valley, California

GENERAL

Designer: Nico/Central Coast Cycles
Fabrication: Ken Montes/Scott/Roddy/
Henry

Year/make: 2007 Central Coast Cycles

Model: 2007 Rigid

Assembly: Tony Bertao

Time: 3 months

Chroming: Meclec

ENGINE

Year: 2007

Builder: RevTech

Displacement: 110-cubic-inch Evo

Cam: RevTech

Ignition: RevTech

Pistons: RevTech

Heads: RevTech

Lifters: RevTech

Carb(s): Mikuni

Air cleaner: v-stack

TRANSMISSION

Make: H-D

Year: 2007

Shifting: foot

PAINTING

Painter: Adam Johnson

Color: Ruby Slippers

Special paint: Real Ralph gold leaf striping

FRAME

Year: 2007 rigid

Builder: Chopper Guys

Rake: 35 degrees

ACCESSORIES

Bars: Central Coast Cycles

Handlebar controls: Exile

Fenders: Central Coast

Headlight: catalog cheapo

Taillight: catalog cheapo

Pegs: Bob Dice

Electrics: Tony Bertao

Gas tank: Central Coast

Oil tank: Bob Dice

Oil system: Central Coast

Seat: Central Coast/leather by Derol Frye

Grips: yes

FORKS

Type: Springer

Builder: DNA

WHEELS

Size: 21-inch front, 18-inch rear

Wheels: DNA

Tires: Metzeler

Brakes: PM

Photos: Rick Hustead

Contact: Central Coast Cycles

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Brothers in arms, forever remembered.

—Jack Irwin, Morristown, Pa



Ripe southern peach!

—Eric Haney, Kannapolis, NC



One Triumph-ant chop.

—Bret Brandt, Waterloo, IA



Still showin' some fuckin' attitude!

—Ken Macdonald, East Haven, CT



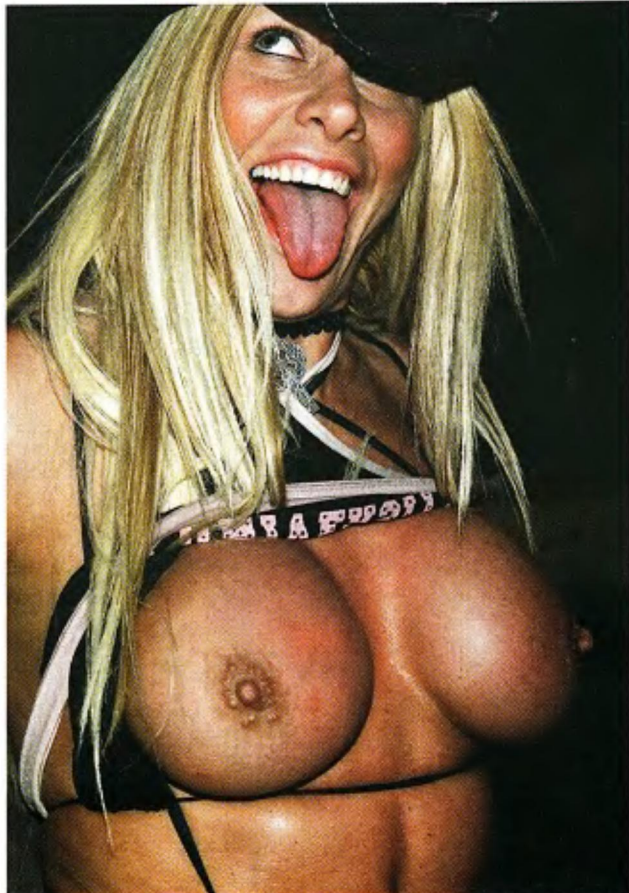
"Anyone getting the feeling we're bein' watched?"

—Scott Whitver, Elk, WA



Just jammin'.

—Kurt Messener, Verona, WI



I'll have what she's drinkin'.

—John Lupperger, Vineland, NJ



Two for the road.

—Judy Brown, Salisbury, NC



Dreamin' of being in the mag...seconds before the chiggers got her.

—Connie & Munch, Grove City, MN

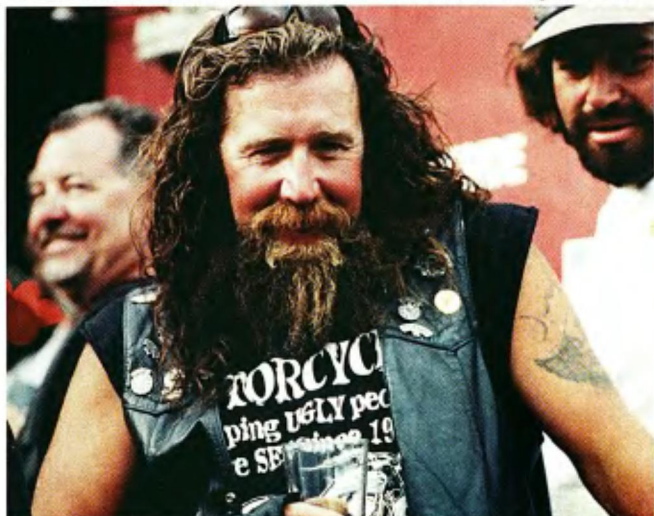


"Ain't this where ya wait for the aliens?"

—Kurt Messner, Verona, WI



Size DOES matter, to a Sox fan! —Gale Bell, Georgetown, MA



Brother Wooley Boogey! —Tim Anderson, Edgewater, CO



"Ya like them, boys?" —John Lupperger, Vineland, NJ



Neither rain, nor sleet, nor crashin' into choppers will stop the US Mail!

—Christine Brzostowski, Roselle Park, NJ

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.

No Skool



HERE'S WHAT A TOP-SHELF CUSTOM USED TO LOOK LIKE

Showtime: 40 Years Later!

"A lot of the younger guys," Rick Hudson says, "look at this bike and figure it's another build in the 'bobber' trend. It's not. This is the way it used to be done and it's a look that's been around forever."

He's right, of course, and riders of a certain age know it. Maybe the stripped-down Harley look went away for a while but it's back now, and there's no better example of the style and technique than the bike right here. Sure, this one's

brand-new, but it's as authentic in appearance as it gets, right down to its Bosch voltage regulator and those Paughco pipes.

"This is the kind of 'high-end' bike I was seeing at the shows back in the early '70s," Rick says. The period-perfect details are everywhere, like the little dentist's mirror up on the handlebar. That was a hot trick of the day. The '47 Cateye dash on the '70s-era tank is another, and getting it there was no easy trick—then or now. Making those two pieces meet took at least 30 or 40 hours of custom metal massaging. Here's another blast from the past: the rear rim is an original Akront, 1971. "Most of the parts for this bike," Rick says, "were kicking around our shop here at American Motorcycle Company. The only things I really had to go out and buy were the frame and the oil tank."





Rick opened his company in Bowling Green, Kentucky, way back in 1979. He's been around Harleys for quite a while. Being in business so long he's also squirreled away some pretty cool parts. "We started looking at them all," he says, "and got the idea to put it all together into a bike like a real custom would have been built back in '69 or '70. We gathered everything up and took off from there." Now, a lot of the parts in this bike are reproductions, but they've been used and modified as new ones would have been 35 years ago. That's an original VL front end, too, something only the top-line show bikes would have had. The front wheel is another coveted original. It's a 21-inch, 7-spoke Invader, first introduced by Jammer way back when. "The first time I ever saw one," Rick says, "was in 1974." The handlebars are another rare bit. They're 1949, with the original H-D internal throttle. This was the only year Harley used this style handlebar. The engine, or at least most of it, is an original 1952 panhead, a motor that had been kicking around the shop for years. It's probably been to Sturgis three or four times mounted in various motorcycles, says Rick.

It's quite a collection of parts, old and new. But both Rick and Todd McClendon (head wrench at American Motorcycles) have been around this game long enough to know what to use, what looks good, what to put on, what to leave off. Even the color is just right. Look somehow familiar? It's an exact match to a Mountain Dew soda can. Gotta love that caffeine buzz, right? "We've shown the bike a lot since we've finished it," Rick says, "and everywhere it goes it seems to win." No surprise, but Rick's looking to put a quick stop all that. "I'm getting ready to ride this thing," he says. Show bikes, even the high-end ones, did that back in '69.

— Joe Kress







Headlight: Harley-Davidson Springer

Taillight: Model A Ford

Speedo: Harley-Davidson

Pegs: Harley-Davidson

Foot controls: Harley-Davidson

Gas tank: Harley-Davidson

Oil tank: V-Twin

Seat: 1955 H-D Hummer Repro

Mirrors: No.5 dental

Grips: Harley-Davidson

FRONT END

Type: Springer, 1934 VL

Builder: Harley-Davidson

WHEELS

Make: Invader

Size: 21-inch front, 16-inch rear

Tires: Avon Speedmaster

Brakes: Harley-Davidson drum, rear only

Photos: Michael Lichter

Contact: American Motorcycle Company

Bowling Green, Kentucky

270-799-3313

Owner: American Motorcycle Company

City: Bowling Green, Kentucky

GENERAL

Designer: American Motorcycles Company

Fabrication: American Motorcycles Company

Year/make: 1952 Harley-Davidson

Model: FL modified

Assembly: Rick Hudson, Todd McClendon

Time: 9 months

Chroming: Graves Plating

ENGINE

Year: 1952 Harley-Davidson

Rebuilder: Todd McClendon/Rick Hudson

Displacement: 74 cubic inches

Ignition: points-type

Cam: 412 Sifton

Carb: Linkert

Air cleaner: Harley-Davidson

Pipes: Paughco

TRANSMISSION

Year/make: 1952 Harley-Davidson

Shifting: 4-speed

PAINTING

Painter: Larry Coffey

Type/color: House of Kolor/
metal-flake green & black

FRAME

Year/make: 1952 Harley-Davidson/V-Twin

Type: rigid

Rake: 30 degrees

Stretch: none

Shocks: none

ACCESSORIES

Handlebars: '49 Harley-Davidson

Handlebar controls: '49 H-D internal throttle

Fenders: V-Twin, bobbed



Patent No. 6,123,547

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



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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	Phelps 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 Bluff, 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 11	Abernathy Harley-Davidson - Union City, TN
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
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Nov 28-30	Available
Dec 5-7	Available
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2008 SCHEDULE



Renee and her personal bike.

R S C U S T O M P A I N T I N G Master Painter Renee Schröder

Renee Schröder spent her formative years immersed in a world of art. Her mother is an accomplished painter and sculptor and Renee attended the Academy of Arts of Los Angeles. There she was exposed to sculpture, oil painting, live drawing, illustration, and even designing latex movie masks.

She has always had an appreciation for automotive art, so at the age of 17 she offered to apprentice herself to Barris Kustoms in North Hollywood, California, to learn bodywork and automotive painting. She was surprised to find they wanted her to start painting right away. At the

time she was barely acquainted with automotive paint and immediately enrolled in classes at Coast Airbrush to learn about the medium.

While working in the Barris body shop, she learned the techniques of welding, plasma cutting and body restoration. Soon she was being asked to airbrush designs on one of George's personal vehicles. She painted the winged demon on the side of Barris' Kargoyle, a metal-flake purple suicide door hearse that he takes to car shows across the country.

Renee continues to work with Barris on special projects but also went on to



Renee starts with a photograph, which is transferred to self-adhesive paper and affixed to the fender. It is a self-portrait.



She cuts out the details, peeling back the layers.



Renee always refers to the original.



Renee has also painted a number of bikes with NASCAR themes.



The red is airbrushed over this stencil.



The stencil is removed leaving sharp details.



The same technique is used to color the eyes.

work for a number of custom painters doing both production and custom work until she decided to cut the cord and go to work for herself.

Along the road she has landed some weird gigs. Perhaps the strangest is when she hooked up with Vidal Herrera at 1-800-AUTOPSY to apply makeup on corpses prior to open casket ceremonies. She says, "It was nice, cool work, and the best thing about it is the dead don't complain!"

Vidal has developed a sideline to his autopsy business, converting 10-gauge steel coffins into custom furniture, and Renee has painted several of these coffins with her real fire technique, as well as her airbrushed graveyard scenes.

As you might think, Renee's favorite themes for her paintjobs run to the dark side. She finds the interplay of light and dark interesting. Her favorites are medieval castles, vampires and pinup girls, although her designs are not limited to these themes at all. She has done a substantial amount of production work for Harley-Davidson where she and a team of artists had to reproduce dozens of their designs exactly and repeatedly on paint sets for the dealers.

While in art school, Renee did a lot of live drawing and her instructor put a lot of emphasis on human anatomy. Starting

with the skeleton, they would add layers of musculature, learn where the fatty deposits lie and drew skin over them. This knowledge allowed Renee to render extremely detailed bodies and portraits that are completely realistic. She was most gratified when she received praise for her pinup girls from some mothers and families at a car show who said they loved her work because the girls were "classy, not trashy."

Renee has accomplished quite a body of work and has been featured on the Discovery Channel's *Monster Garage* and the cover of *Easyriders*. When Renee finds herself getting claustrophobic in her paint booth, she also has a side business to fall back on, painting faux finishes and murals in high-end homes.

At the age of 25 Renee has accomplished what many painters achieve in a lifetime. She wants to abolish the common perception of painters being flakey. She says that her goal is to get paid, and you don't get paid until you deliver the work done right. With this principle always in mind, Renee makes a point of consistently delivering quality work with a quick turnaround.

—Kit Maira

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The finished portrait.



Some of Renee's other work.

Images: Renee Schröder

Meet August's Winner

When I first heard that Mya had won the Fox Hunt contest, I was like, "Holy Shit! How the fuck did Universal allow their Grammy-winning, multi-platinum artist to appear topless in *our* mag?" Oh, not *that* Mya? Well who is this? It's none other than Mya McKay, a happy, healthy, good Irish girl who likes to shake her ass on the Internet as well as in local clubs around the Pheonix area. So, this is just as good, if not better! Face it, you're never gonna meet the other Mya, but at least this hottie will come and talk to you!

—Rocky Balboner



Brandi-California

#0101

"My most memorable ride was in October '06 on the back of my boyfriend's Softail. I remember feeling free with the hard wind blowing against my body."

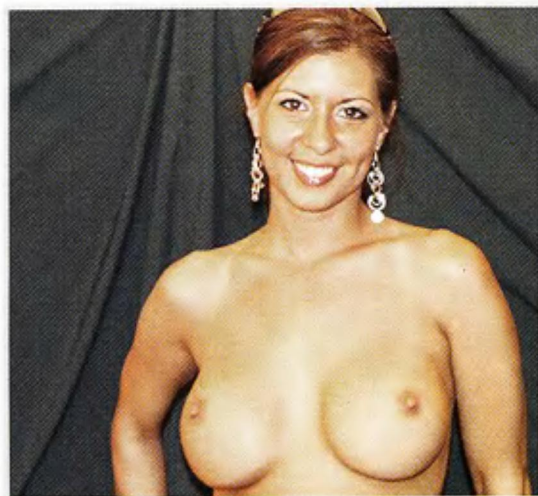


Denise-Michigan

#0102

"My first ride was a dream come true. She was a complete work of art. Feeling her power, it was breathtaking adventure I will never forget."

Win \$1,000!



Alesha-Utah

#0103

"All I can say was that it was the best power between my legs I've ever experienced!"



Amy-Arizona

#0104

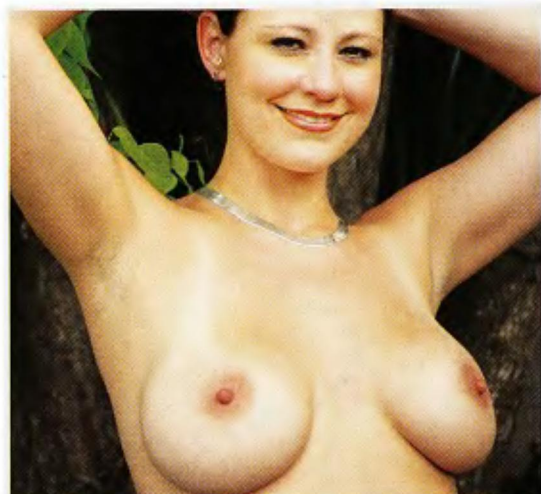
"My first ride was on a first date. I loved the smell of the rubber and the sound of the pipes. I haven't gotten off (the bike) since!"



Kristen-Massachusetts

#0105

"I was 20 and a friend told me to hop on and go for a ride. I was wearing a skirt with no panties. He didn't know it, but it was one of the best breezes I've felt in my life."



Melissa-Texas

#0106

"My first ride was with my dad. I love the feeling it gave me, along with the loud noise and vibration. To this day, I ride as much as I can."

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 #427 *Easyriders*, Fox Hunt, P.O. Box 3000,

Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at www.easyriders.com (then click on Fox Hunt), November 25, 2008. The voting deadline for this month's crop of cuties is December 30, 2008. We'll announce the winner in the May 2009 issue.



Your September winner is none other than the barely legal but absolutely stunning Micaela. Come back next month to get an eyeful!

427

FOX HUNT
P.O. Box 3000,
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91376-3000

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

Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: () _____ Cell Phone: () _____

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: () _____ Evening Phone: () _____

Photographer's Signature: _____

Important: 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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Johnny's 103

The Pan That Windmills
and Lego Built

In these times of the falling U.S. dollar and of jobs being outsourced to foreign lands, it's good to know that we Americans still lead the pack when it comes to something; in this case we're talkin' about building cool custom bobbers and choppers.

This bobber's owner Johnny Nielsen, hails from a town just north of Copenhagen, Denmark's capital, and he had to fly all the way to Los Angeles to bring this scooter home. When we asked Johnny why he didn't have a local builder in Denmark

do the bike, the 35-year-rider told us, "You can't find this kind of bike in Europe. I wasn't interested in a big fat-tired bike with a bunch chrome and flashy paint. I wanted something long, low and old-school with a vintage motor. I had an original '49 pan and broke my leg badly using the kicker, so needed something with an electric starter. Then I heard about the 50th Anniversary new P series 103 pan-head from S&S and knew that was what I wanted....new technology along with the



look of a vintage Harley motor in an old-style gooseneck frame and with a springer front end."

Johnny knew what he wanted and also knew which builder he wanted to build it. "I had read many magazine articles about the Garage Company and a year ago I visited L.A. to see some friends who introduced me to Yoshi. I took one look at his retro-bobbers and knew I'd found the right place."

The Garage Company bob job utilizes

some way cool hidden components. For example, while you see a kicker pedal protruding from the classic Gooseneck framed rigid, what you don't notice is the state-of-the-art Tech Cycle electric starter stealthily concealed behind some custom-made alloy fins. There's also a Baker 6-speed transmission down there nestled inside a 4-speed case. No, this isn't your grandfather's panhead.

A filmmaker back in Denmark, Johnny has produced a number of TV commer-

cials for everything from high-tech electricity-generating windmills to Lego toys. He's currently working on a made-for-TV-movie about the original 1908 auto race from New York to Paris. In his off time, you'll find him puttin' on his pan together with a couple of dozen buddies on old Harleys and Indians who call themselves "Killer Bobber."

This new killer bobber by the Garage Company oughta' fit right in back home.

—Paul Garson



Owner: Johnny Nielsen
City: Copenhagen, Denmark

GENERAL

Designer: The Garage Co.
Fabrication: Kiyo/Garage Co.
Year and make: 2008 GC
Model: custom pan
Assembly: GC
Time: 3 months
Chroming: Supreme Plating

ENGINE

Year: 2008 S&S
Model: panhead (w/alternator)
Ignition: S&S
Displacement: 103 cubic inches

Lower end: S&S

Balancing: S&S

Pistons: S&S

Heads: S&S

Cam: S&S

Lifters: S&S

Carb(s): S&S G

Air cleaner: old style

Pipes: GC custom

Transmission: 2008 Baker 6-speed

Modifications: in 4-speed cases

Shifting: Ted's V-Twin Cycle

PAINTING

Painter: Emilio

Color/Type: black/grey

Special paint: Emilio

FRAME

Year: 2008

Builder: Santee/GC

Type: rigid custom single tube gooseneck

Rake: 35 degrees

Stretch: yes

ACCESSORIES

Bars: GC/Kiyo

Handlebar controls: Tedd Cycle

Fenders: West Eagle Rib

Headlight: CCI (halogen)

Taillight: GC

Speedo: in kilometers

Pegs: GC

Electrics: GC

Gas tank: panhead/GC/Kiyo

Oil tank: Drag Specialty

Oil system: S&S

Seat: leather/Backdrop USA

Grips: old

FORKS

Type: 74 Springer

Extension: 1-inch under

Builder: Ted's V-Twin Cycle/GC

WHEELS

Size: 18-inch front, 16-inch rear

Wheels: H-D

Tires: Avon

Brakes: drum

Photos: Paul Garson

Contact: The Garage Company

310-821-1793

www.garagecompany.com



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TEN DAYS OF RIDIN', ROCKIN' AND RACIN'

Ohio Bike Week

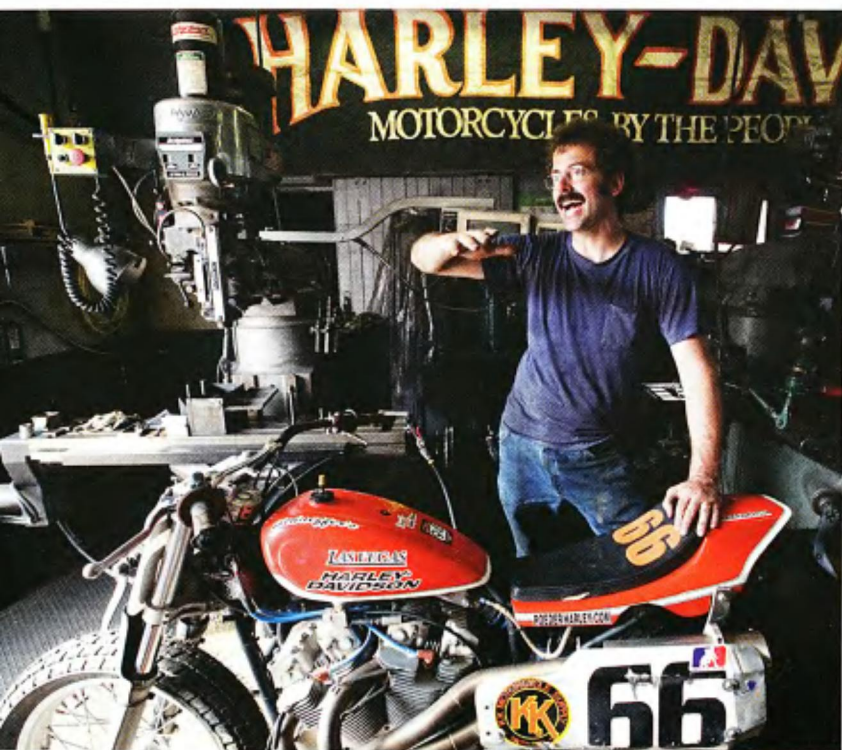
Have you noticed that there are more and more regional motorcycle events these days? Makes sense because folks are saving gas money and going to events closer to home. It's also good for local economies. One such event is Ohio Bike Week, which began after the success of the Ohio State H.O.G. Rallies in 1999 and 2000. Community interest in motorcycle rallies in Sandusky led to the formation of The North Coast Thunder Rally in 2001.



By 2006, the rally was renamed Ohio Bike Week and has been growing each year.

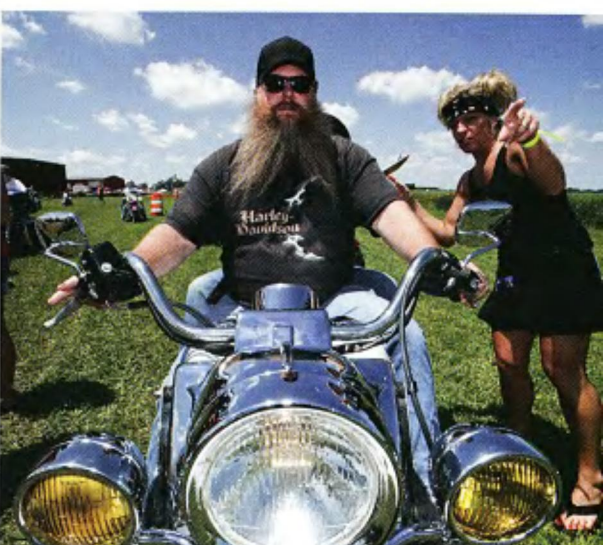
The event is a 10-day festival planned around the Roeder Harley-Davidson AHDRA Buckeye Nationals. Combining the rally with this drag race venue appeals to riders of all kinds as well as the general public. Ohio Bike Week offers an amazing array of activities, entertainment and rides. For instance, Jay Allen created a local version of his famous Broken Spoke Saloon for the rally, there was a Celebrity

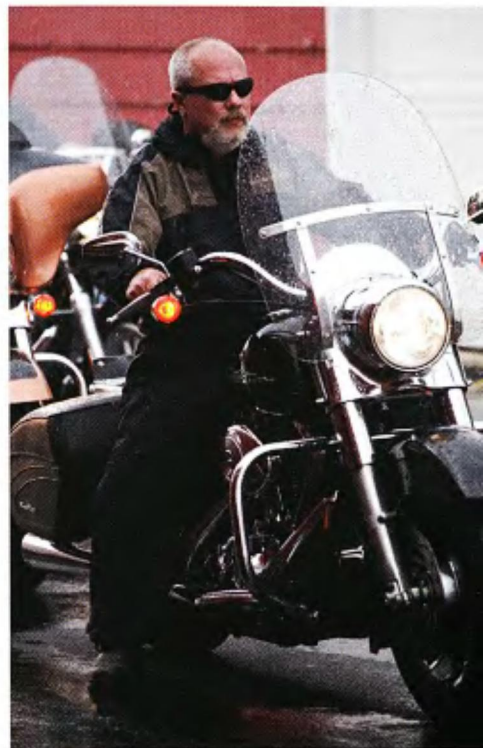
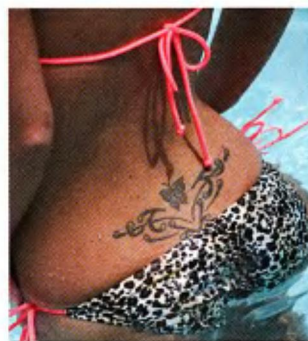
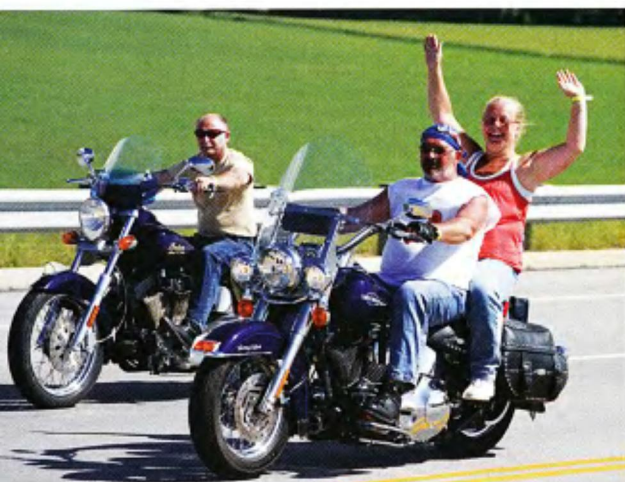




Bike Builder Ride and a Founder's Day Ride from Roeder's Monroeville H-D dealership to the downtown Sandusky Block Party.

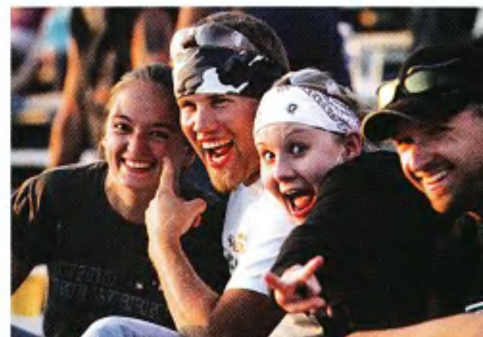
The two major party headquarters are the Erie County Fairgrounds and downtown Sandusky itself. Between the two, you get a real slice of Americana that is hard to beat. Live music headliners included Ted Nugent, Travis Tritt and Jimmie Van Zant. Plus for all you scooter scallywags out there, this year's Ohio





Bike Week was "Pirate Themed" to showcase the hidden treasure that can be found around the shores of Lake Erie and the Lake Erie Islands. From June 6 through the 15th, Sandusky and surrounding areas were awash with Milwaukee thunder and more than a few bikers trying to talk like a pirate.

Just so you know, yelling "ARRRRRR!" is not how to talk like a pirate. In fact, most pirates would ask you if you have indigestion if they hear you yell "ARRRRRR!"



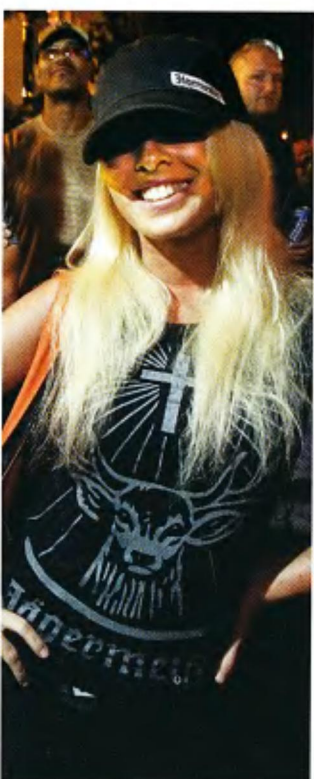
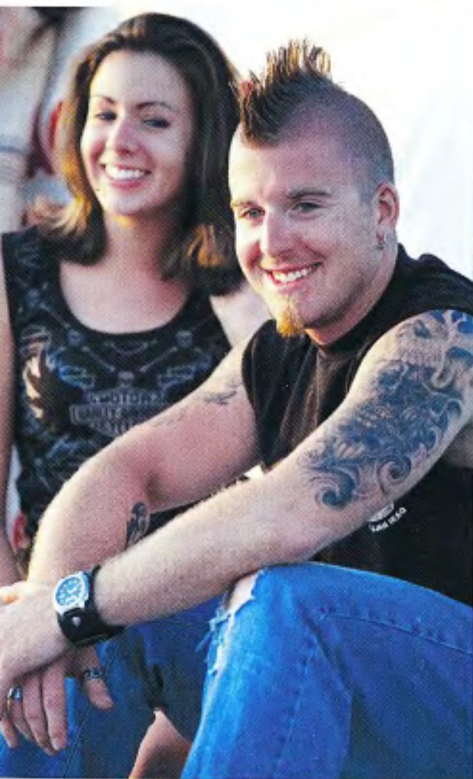
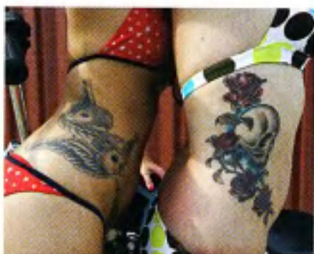


If you really want to talk like a pirate, memorize the following: "Aye, split ye from porthole to pissar we will, sez I. Oh, and blast me for a Spaniard, else, sez you. And a pox on ye, ya scurvy pack o' cochroaches, wot all, wif a curse!"

Sorry. It had to be said. For info on this coming June's festivities visit www.ohio-bikeweek.com.

—NW Jack

Photos: Michael Lichter



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Superhero

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A Cape

When you were nine years old, it probably seemed like a swell idea to steal your mom's tablecloth for a cape





and sneak off into the backyard to defend Earth from giant space monsters, sinister aliens and other superhuman threats. Most of us have never outgrown the urge to be our own versions of "super." Thanks to this recent project from Jim Nasi Customs called, "Superhero," Mom's tablecloth is safely stowed once again.

Jim likes 'em long and low. Always has. And most Jim Nasi Customs fall into the high end of the radical classification. This one is one of his "Afterlife Series"



that are still ultra special, but not as expensive as top-dollar rides. Bending and shaping 13-gauge sheet metal around a roadworthy Independent Lowlife chassis, these very special "series" projects offer great fit and finish. It takes the very best plating company several tries to get a black chrome finish that meets Jim's approval. Showing off the shape and symmetry of Nasi's fabrication artistry is best showcased with solid, classy colors. Jim Nasi Customs prefers to keep graphic paintwork off of their bikes. Jim says,

"You don't see flames and skulls painted on Ferraris."

Check out the rear section of this bike to see Jim's favorite part of Superhero. Requiring more than 30 hours of machining from a solid chunk of aluminum, the solid billet single-sided swingarm is only one of many Jim Nasi Customs signature parts you can get for your very own. It has wiring grooves and mounting pods machined right in, making it easy to run LEDs and hide wiring.

When he gets the chance, which isn't

often enough, Jim will take a day off from a bike event to get away and clear his head. "Like when I go to Sturgis, I'll take a day to explore Spearfish Canyon and take in some of the less crowded sights." We hear ya, Jim.

Keeping the Superhero theme of this scooter, this month's fine little Fox Hunt Winner, the lovely Mya, is sure super in all the right places. Wonder if she can bend steel with her bare hands?

—Cheddarman







Owner: Jim Nasi Customs
City: Phoenix, Arizona
Fabrication: Jim Nasi
Model: 2007 Jim Nasi Customs
"Afterlife"

Time: 4 months
Chroming: Meclec Plating

ENGINE

Year/Model: 2007/
S&S Super Sidewinder
Displacement: 124 cubic inches
Ignition: Dyna 2000i
Cam: S&S

Carb: S&S Super "G"
Pipes: Jim Nasi Customs

TRANSMISSION

Year/make: 2007/
Baker 6-speed show chrome

PAINT

Molding: Jim Nasi Customs
Painter: Deer Valley
Type/Color: PPG/
Jaguar Galaxy Grey
Special paint: Deer Valley

FRAME

Year/make: 2007/Independent
Type: Lowlife
Rake: 40 degrees
Stretch: 7 inches
Shocks: Legend Air Ride
Modifications: Jim Nasi Customs Billet
Swingarm

ACCESSORIES

Bars: Jim Nasi Customs
Handlebar controls: Performance Machine
Fenders: Jim Nasi Customs
Headlight: Headwinds
Taillight: Jim Nasi Customs
Speedo: Dakota Digital
Pegs: Performance Machine
Foot controls: Performance Machine

Electrics: Jim Nasi Customs

Gas tank: Jim Nasi Customs
Oil tank: Jim Nasi Customs
Primary: Jim Nasi Customs
Seat: Jim Nasi Customs
Mirrors: Jim Nasi Customs
Grips: Jim Nasi Customs

FRONT END

Type: 41 mm
Extension: 4 inches
Triple trees: raked 6 degrees
Builder: Perse
Modifications: Jim Nasi Customs

WHEELS

Hub: Performance Machine
Contour "Casino"
Size: 21-inch front, 18-inch,
280 rear

Tires: Metzeler

Brakes: Performance Machine

Photos: John Covington
Contact: Jim Nasi Customs
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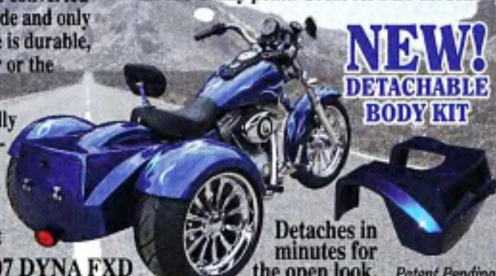
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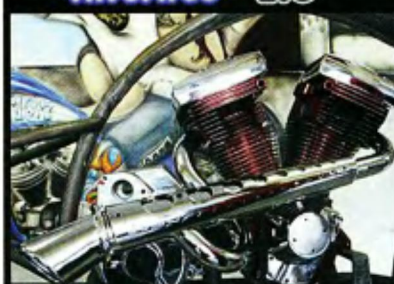
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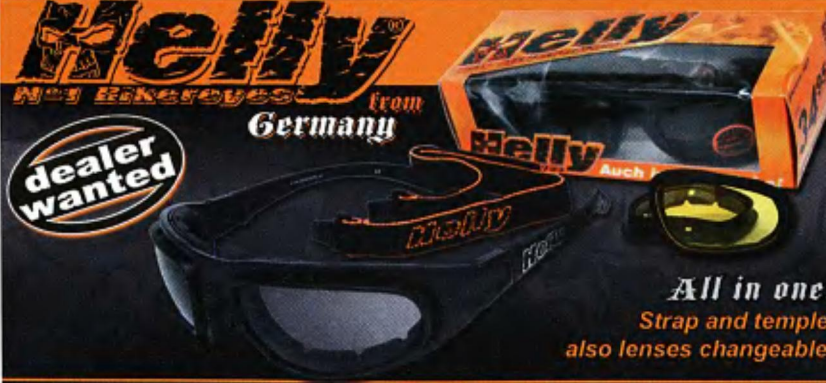
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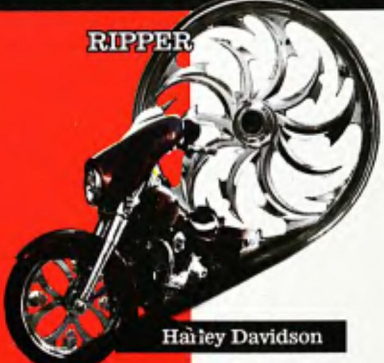
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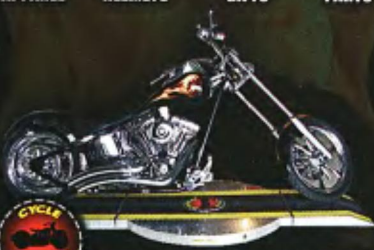
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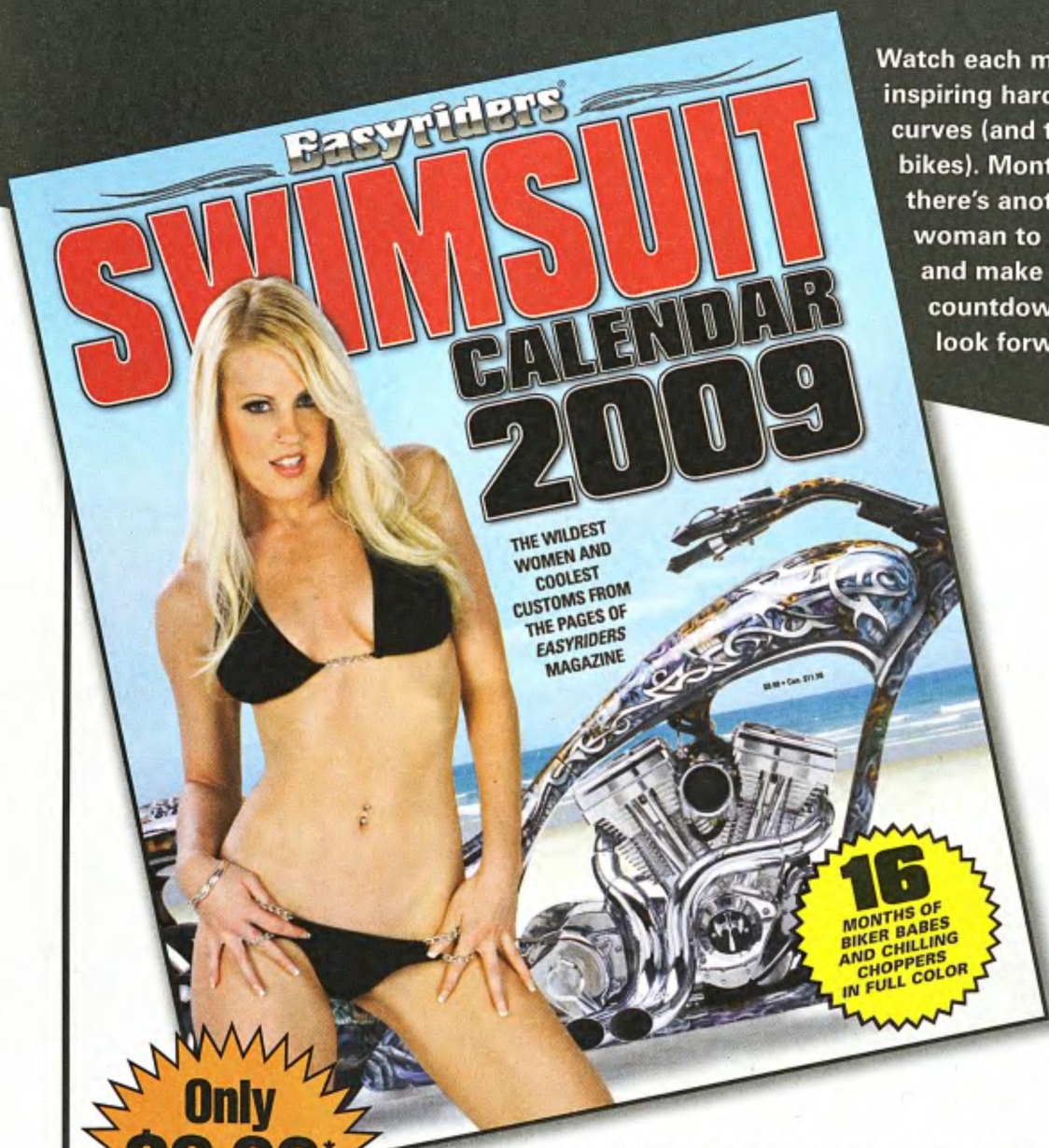
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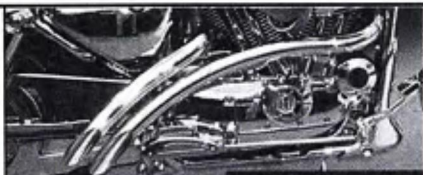
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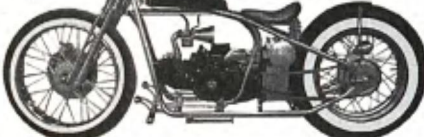
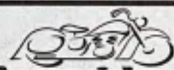
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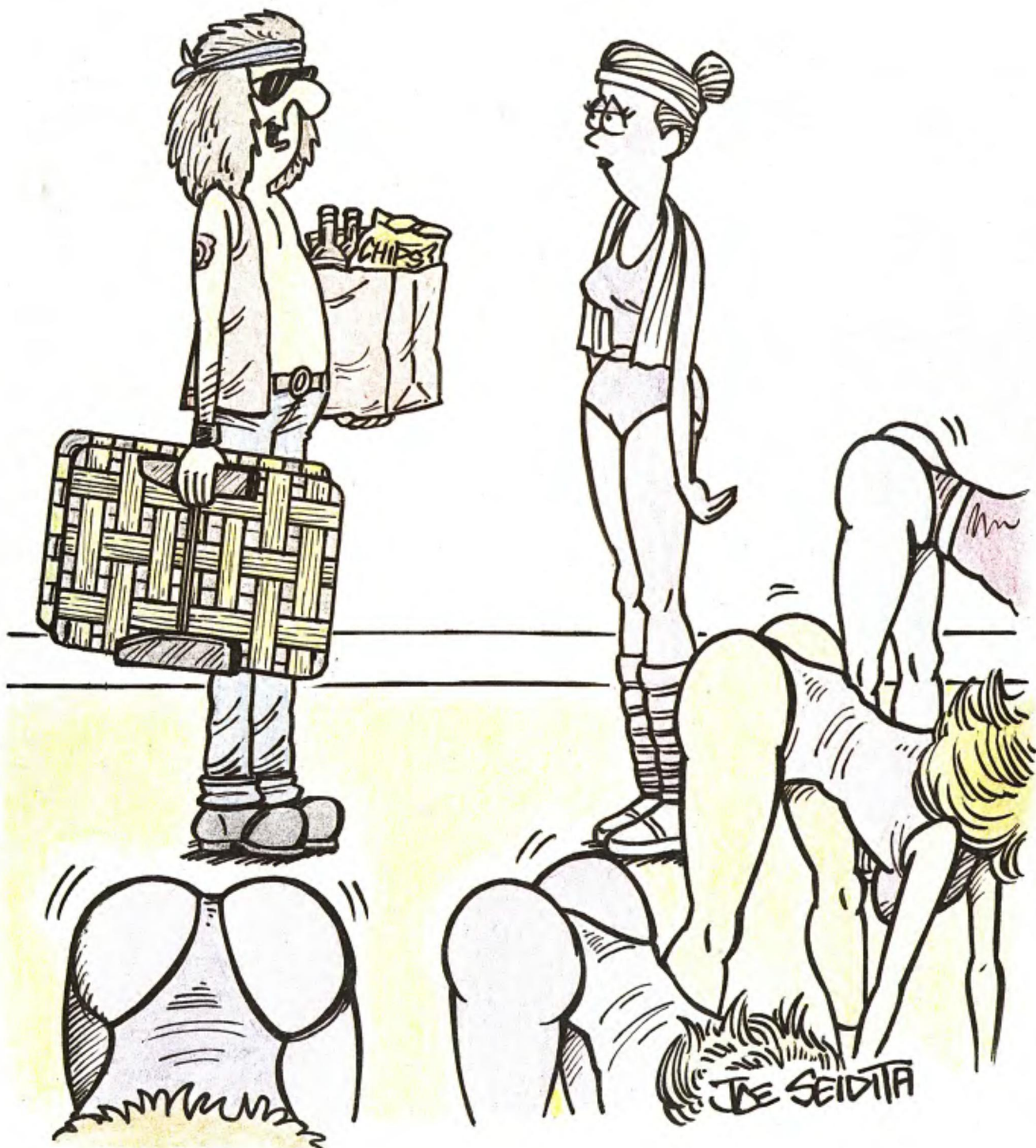
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"I'm just here to watch."

ProductReview

SICK BOY Giving Customers What They Want

The whole plan behind Sick Boy Motorcycles is to give customers what they want. Sick Boy sells bitchin' clothes with cool skull designs on them, hip shoes with flames, plus they play a lot of righteous music in their booth at motorcycle events. Sick Boy has been around for a decade now and their recipe for success has to do with treating people right. Sick Boy guarantees that you won't be treated like a sheep. Their friendly staff even say thank you.

Visit www.sickboy.com for a list of bike events that Sick Boy will attend in 2009.

— Some Sick Dude



Photos: Sick Boy

SLIM AND SWEET Turned Lower Legs

As belts and wallets tighten, riders are looking to the past for inspiration when it comes to customizing their bike. A lot of this inspiration comes in the form of low buck modifications to existing stock parts, for example: the lower sliders on a Harley-Davidson front end. Harley-Davidson sliders have big bulky knobs for the fender and caliper mounts. Not sleek at all, especially if you're intending to run a spool front hub...it just doesn't look right.

The easy custom touch is to turn down the sliders or lower legs (as they are sometimes referred to) to smooth "knob free" polished aluminum tubes. Of course, you have to think this operation through before you start cutting on your sliders—not having a front brake may be illegal in your state for your year and model of bike. And no front fender may also be an issue with the DMV, so check first, then cut, and have an alternate plan.

We visited Chopper Dave's Casting Company to learn more about the process and discovered a lathe capable of spinning a slider is the tool to have for turning. During that visit, we had the pleasure of watching as Chopper Dave went through the procedure of taking a set of stock sliders and turning them sleek and sweet.

—G. R.

Chopper Daves Casting Company
12020 Centralia, Unit H
Hawaiian Gardens, CA 90716
562-756-1954
www.chopperdaves.com

J.D. Polishing
11908 Woodruff Ave.
Downey, CA 90241
562-803-0797



This is a set of late model Harley-Davidson sliders with a single-sided brake slider that someone had started trimming.



A band saw is used to whack off the big lumps of aluminum like the fender mounts.



The slider is mounted in the lathe for turning. The cutter is moved back and forth taking a cut on each pass. There is also a way to turn your lower legs and retain features like the disc brake caliper mount, Dave calls it "step turning."



Depending on the slider casting and how it turns on the lathe, Dave employs a bunch of tools to smooth the "meeting" of turned to cast areas of the slider. Here a die grinder with a sanding disc is the tool for the job—this is where experience comes into play.



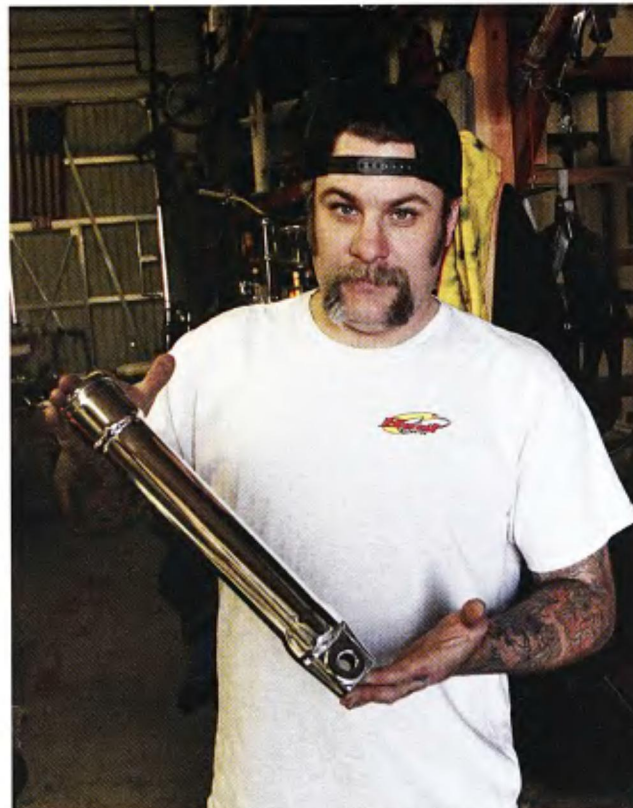
Dave is hand blending the lower axle area to the body diameter. Here he is using a two for a dollar fingernail board from the corner liquor store to contour the transition.



Here we go...both sliders turned, blended, smoothed and ready to go to the polishing shop and then for cleaning before being returned to the customer ready for reassembly.



The only process not done in-house is the polishing. For that operation Dave uses J.D. Polishing in Downey, California. Here one of the sliders is receiving some love at the polishing wheel.



This is what we're talking about: smooth sliders that are show-polished and ready to go back on your bike. This is one of the actual sliders that Dave turned while we were at his shop, just back from the polishers.

Photos: Gilbert Relsiak

It's been said that there is a seat for every ass, and looking at the offerings in this listing you can be assured that this is the absolute truth. For good measure we have included some great storage solutions for your bike as well. Whether it is a throne

for your keister, or a bag to stash your crap, have a gander at the goods pictured below, we're sure you'll find what you've been looking for.

—Kit Maira

EASYRIDERS GUIDE TO SEATS & LUGGAGE



PREDATOR 2-UP SEATS

Drag Specialties Predator 2-Up seats feature solar-reflective (cool) leather in the seating area and automotive-grade vinyl on sides. Molded polyurethane foam provides maximum comfort and styling. A 3/16-inch ABS thermoformed seat base is used for a perfect fit. Eight rubber bumpers and fully carpeted bottom protect your paint. These fit with all Drag sissy-bars and include all mounting hardware. These seats are 1 1/2 inches lower than stock and measure 30 1/2 inches long by 11 inches wide. Made in the USA.



T-BAGS ROLLER DEKKER

The Roller Dekker doubles the Tour Pak's capacity and features a pull-out handle and smooth ball-bearing blade wheels. The bag includes four quick-release security straps for solid mounting. This bag has three convenient top pockets, two external pockets and seven internal zipper storage compartments. The dimensions are 27 inches wide, 11 inches high and 15 inches deep. Contact your Drag Specialties dealer to order.

Drag Specialties
www.dragspecialties.com

TALLBOY SEAT FOR HARLEY-DAVIDSON TOURING MODELS

Tall riders can dial in long-range comfort



with the new Tallboy Seat (\$299.95) from Harley-Davidson. Designed for 2008 Touring models, this new Tallboy seat moves the rider back two inches to provide additional arm and leg room for the long-limbed rider. The seat height is similar to stock, and the slight bucket shape offers additional lower back support. Passenger comfort is maximized with the Tour-Pak Luggage mounted in the rear-most position. Seat width is 16 inches; passenger pillion width is 14 inches. Seat does not accept rider backrest. Does not fit with Passenger Grab Rails. Harley-Davidson offers a selection of Tallboy seats for VRSC, Touring, Softail and Dyna models.



PREMIER LINERS FOR TOUR-PAK AND HARD SADDLEBAGS

Enjoy even more convenience when traveling with the new Premier Liners for King Tour-Pak and Hard Saddlebags from Harley-Davidson. Each is designed to function like traditional luggage and to fit perfectly inside the King Tour-Pak or Hard Saddlebags. Both the Premier Liner for King Tour-Pak (\$124.95) and Premier Liner Kit for Hard Saddlebags (\$165.95) feature a durable carrying handle, heavy-

duty zipper, a removable shoulder strap and rubber feet. The interior features cross straps with a secure clip to keep clothes in place, and a mesh section for toiletries. Each bag is accented with an embroidered Bar and Shield logo on the exterior pocket.

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



TAKE IT ON TOUR

Need more storage space? Kuryakyn has you covered with the Ultra Tour Bag. With its large center compartment and two large end compartments per side, you can pack away. Still need more room? Expand each end compartment an additional 2 inches. With its semi-rigid construction this bag holds its shape no matter how much gets packed into it. Perfectly sized to provide back support for rider when mounted on passenger seat. Plenty of sturdy D-rings allow additional items to be bunged to the bag. The retail price is \$139.99.

Kuryakyn; 866-277-9598;
www.kuryakyn.com

SADDLEMEN ROAD SOFA TOURING SEAT

All Saddlemen Road Sofas for Harley-Davidson touring bikes feature a new, soft pillowtop design, and exclusive center Ergo-Channel to relieve perineal pressure. The seat also features Saddlemen's exclusive split cushion, which separates the lumbar and seating areas to eliminate the "hammock" effect of conventional seats, relieving pressure on the tailbone. SaddleGel is built into the seat, which is designed to distribute the rider's weight evenly across the seat's surface, applying uniform pressure and eliminating "hot spots" that come from localized pressure



points (hip bones, tailbone). Road Sofa seats are available in long-lasting, luxurious Saddlehyde or in genuine, glove-soft leather. An adjustable, removable rider's backrest is also an option, which includes a push-button adjustable air bladder for fine-tuning your comfort. Prices start at \$529.95.



SADDLEMEN QUICK-DISCONNECT SADDLEBAGS FOR DYNA

Saddlemen's specific-fit saddlebags for all Dyna Glide models feature quick-disconnect rigid mounting hardware so you can go from bare to bagger in under a minute. Hidden quick-connect buckles allow quick entry to the bag with the security of a built-in locking system. The unique Shock Cutaway design allows fitment of bigger bags while still keeping them close to the bike. Suggested retail price is \$449.95 and \$459.95 (studs).

Saddlemen; 800-397-7709;
www.saddlemen.com

NEW XL BARE BONES

If you're looking for a subtle way to set your late model XL apart from the mainstream, LePera's cool Bare Bones may be just the ticket. Designed for quick and simple installation to '07 and later XL Sportsters, the new solo is one of the thinnest and narrowest seats on the market. The model shown here is LePera's LFK-006 with a 3.5 tank. The LCK-006 fits



larger tanks. Base price is \$190. The materials and craftsmanship are exactly what you would expect: superior. Other models are available for the late model XL's.



BEAUTIFULLY EMBOSSED ITALIAN LEATHER

LePera is now offering virtually any of their unique seat designs covered with Italian embossed premium grade leather. The embossed leather is available black or tan in several patterns. Shown here is their Black Tribal Embossed pattern featured on the King Cobra seat with black leather sides. As shown, the seat retails for \$612.

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

SUMAX EXTENDED SADDLEBAGS

Sumax now offers their stock width and extra wide saddlebags extended. This gives you the long look with additional storage capacity. Lid options include hinged and lift off using Harley OEM latches. Interiors are completely finished with a charcoal trunk lining. Sumax uses an environmentally friendly closed mold



composite fiberglass process that eliminates seams. Optional installed ready to "Plug In" lighting features "Run, Turn & Stop" functions. The bags are finished in a primer gray gel coat. Extended Bagger fenders are also available.



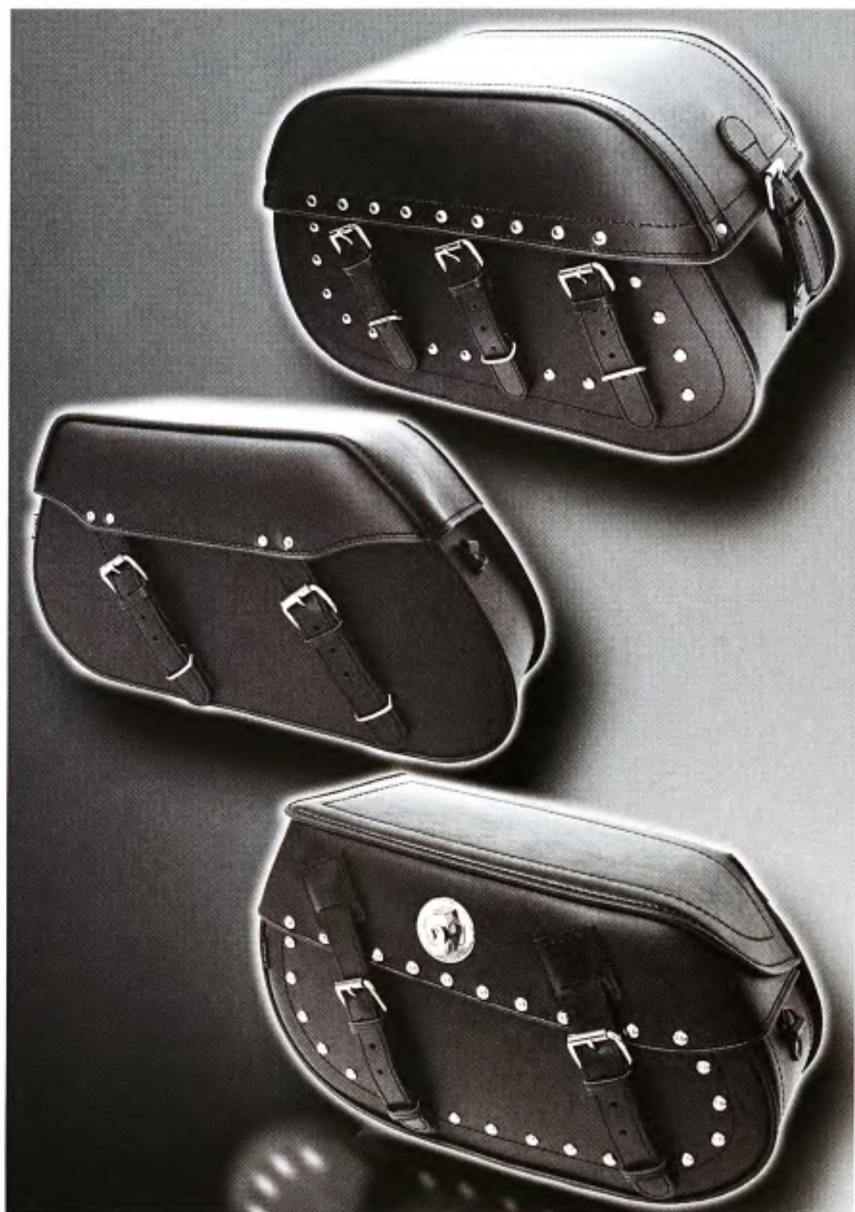
SUMAX LUXURIOUS LINING KITS

Get the look of a professionally finished, hard saddlebag and tour pack interior. This is the same luxurious lining Sumax uses in their saddlebags. Easy to install with instruction guide showing step-by-step pictures. Clean with standard rug cleaner. Sumax lining kits include: computer aided design cut and fit lining for 2 lids and 2 bags for saddle bags and a pre-fit lining for tour pack box and lid along with professional spray adhesive. Choice of colors: charcoal or silver gray. Kits are reasonably priced at \$99.95.

Sumax; 800-654-5546;
www.sumax.com

EDGE SADDLEBAGS

EDGE saddlebags are completely reinforced in all critical points. They scream leather, yet function like hard bags. Most other bags only look good on the showroom floor, but the moment they end up on your bike, they start sagging under their own weight, even before you put your gear inside. The EDGE bags, designed



with attention to both function and look, will hold their shape and attractive finish for unsurpassed longevity. The ultra strong, quick-release buckles and internal pocket add often overlooked convenience. These bags are universal and will work on almost any bike and with almost any hard mount saddlebag system. Combine with Edge's quick detachable saddlebag and you'll enjoy easy two-second mounting.

Edge by CAO; 866-789-5539;
www.edgeleather.com

CORBIN FLEETLINER

Evolving from his Beatle bags of a few years ago, Corbin has created the Fleetliner Saddlebag Setup. Clean, flowing art deco aesthetics disguise the fact that these integrated bags have a generous 40 liters of storage capacity per side. The



redesigned rear fender (included) allows the saddlebags to be built higher and completely cover the rear frame rails for a much cleaner look. For Harleys or metric models, installation requires no cutting or welding. Integrated locks and taillight/license plate frame keep the look clean. Fleetliner kits include: saddlebags; rear fender; side covers; and taillight/license plate frames. Side exit exhausts (not included) are available from Samson

and, of course, Corbin has a full array of complimentary seat models to match.

Corbin; 800-223-4332;
www.corbin.com



LICKS RUNNIN' LIGHT SOLO BAGS

Check out these cool and compact Solo Bags now being offered by Licks Cycles. Not only are they downsized for riders who don't have a need for those bulky units, they also allow you to keep a clean sanitary look while providing a stash for your basics. Made in the USA, Licks solo bags are not a mass production item. Each set is meticulously handcrafted to order from high-quality tanned black leather with hand-stitched black or red piping. Other features include rugged quick-release buckles, Indian Head pressed nickel Conchos and Licks logo stamped inside to ensure authenticity. The way cool bags are designed for '82 through '08 Sportsters, Big Twin Softails and a wide variety of rigid applications.

Licks Cycles; 413-663-9050;
www.lickscycles.com



SAC TOUR SACKS

From bar bags to tail packs, SAC has a sack for any application. The bar bags are fully insulated to keep their shape and designed to face the rider so that you can



reach in from the saddle. SAC says they are perfect for either handlebars or passenger seat applications. In addition to being water resistant, they also have two generous side pockets to fit that much more in for touring types.

SAC Roadstore; 877.746.9722;
www.coolsac.com

FL EXTENDED BAGS

Sleek yet aggressive in appearance, these new bags from Trask Performance will change the personality of any bagger more than just about any other bolt-on modification you can make. Fabricated of rough and rugged, high-quality fiberglass, the bags are as durable and user-friendly as they are eye-catching. The new bags are full depth, providing substantially more storage space. Trask extended FL bags are easily installed and utilize your stock lids, latches and lid mounting hardware. Additionally they can be ordered with round dual, single or no exhaust cut outs. Trask extended bags are supplied in a gelcoat finish ready for prep and paint.

Trask Performance; 623-879-8488;
www.TurboYourHarley.com



MUSTANG SEATS

Mustang Motorcycle Seats offer unparalleled riding comfort with optional built-in or removable driver backrests for Harley-Davidson and metric cruiser models. Shown here on a Softail, Mustang's deeply pocketed front bucket sits the driver at the ideal cruising angle. The driver backrest is fully adjustable, folds flat and removes without tools. The wide rear seat provides support and comfort with no more passenger complaints. Mustang's Wide Studded Solo with driver backrest sells for \$499; the passenger seat is only \$209; both are available without studs or Conchos.

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

IRON RIDER CRUISER LUGGAGE

DOWCO's Iron Rider Cruiser Luggage consists of a main bag, large roll bag, overnight bag, roll bag, commuter briefcase and garment bag. Stylish and durable, each bag offers generous storage for clothing, personal items, riding gear and more. Interior storage compartments, zipper pulls and handles add convenience; a rain hood and special zipper design help protect valuables. Easy-to-use and secure attachment mechanisms connect the bags to one another, allowing riders to build and stack more storage as needed. Generous web strapping allows secure attachment to virtually any luggage rack or backrest.

DOWCO Inc.; 800-558-7755;
www.dowcopowersports.com



ReadersRides

One Off Motorcycles Warren, Illinois 2008 One Off Rigid

As you can see in these photos, practicality and style are truly married in the "White Mamba," as this bike is called. Equipped with a convenient carrying handle right above the gas tank, the Mamba relieves the rider of the pressure of constantly having to watch the gas gauge, for example. Should you ever run out of fuel, simply dismount the bike, grab its handle, and tote it to the nearest gas station.

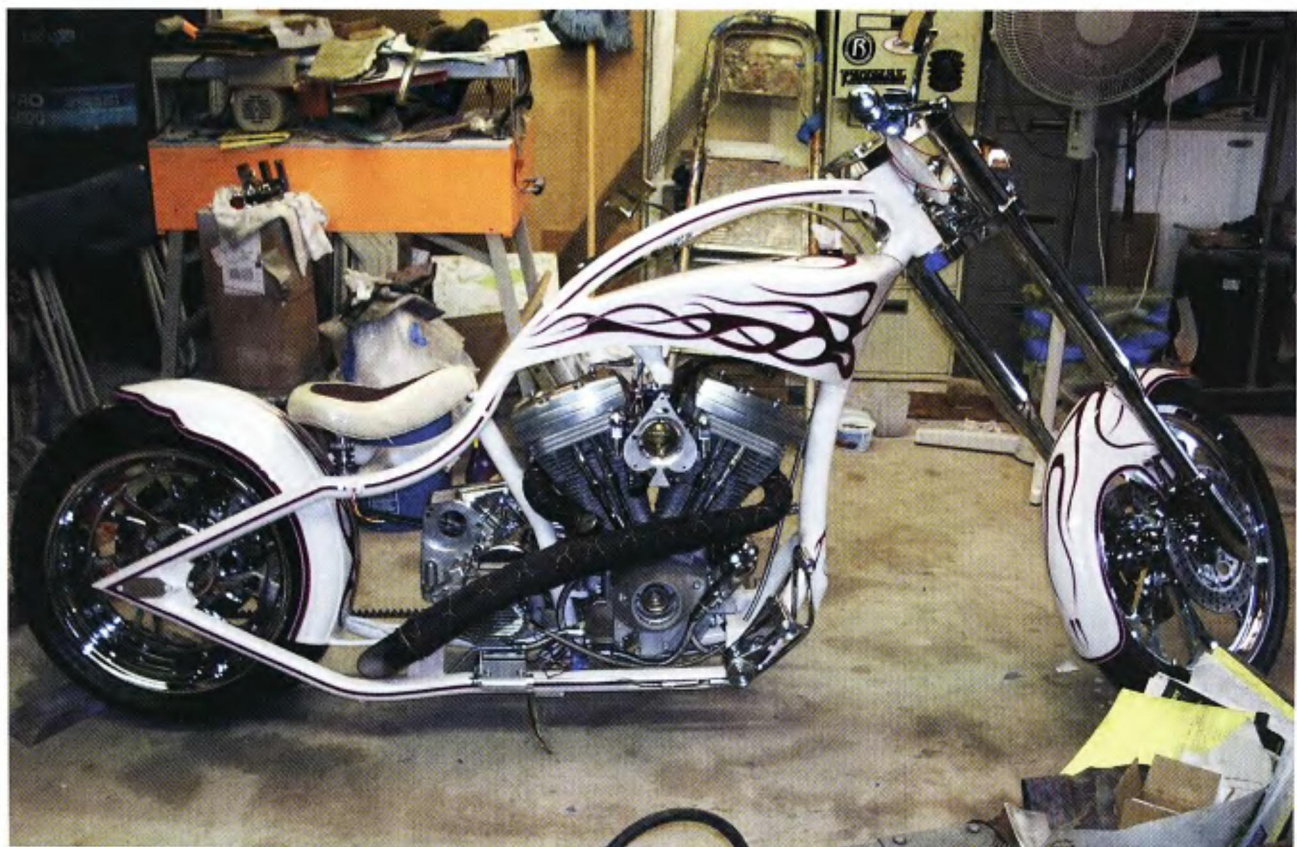
There are, of course, other conveniences that make the Mamba a joy to own, especially if you are, like the bike's true owner, a 28-year-old female art director whose previous riding experience came from an 800cc Suzuki Intruder. With its forward control and low riding position, there's no need anymore to scrape her knees in a particularly tight turn. With a 3-inch stretch in the frame and a 36-degree rake in the neck, plus an additional 5 degrees in the triple trees, such turns are simply best avoided all together.



Also, the extra-wide handlebars, custom-built by OOM and strategically mounted on the lower of the trees, have a camouflage effect and cause anyone seeing the bike approach to wonder where its rider might be. This has the desirable effect of making car drivers and pedestrians alike take considerably more notice of it than they would of more typical motorcycles, leading to a decrease in potential accidents. The added benefit: lower insurance rates.

On second thought, the conveniences may be negated by such luxury items as the alligator seat with designer pearl on suede or the Ness kickstand. Nonetheless, the cigar-like wrapped 2-in-1 pipes give it a very distinct (dare I say Mafia-like?) appearance that is only enhanced by the white pearl with multi metal-flake over burgundy candy flames and violet pinstriping.

No matter what, this White Mamba definitely looks intimidating. —Tripper



Mario Ruedas
La Mesa, New Mexico
2007 Rigid Pan

If Nintendo ever decided to put the Mario Brothers on a set of custom bikes, they couldn't do any better than taking a page from the life of a real Mario and his brother (Mike, not Luigi, though) and basing the stories on them.

Just take a look at these two pages: Here's Mario's bike, nicely decked out in yellow with some color schemes on the bike's dash that are very reminiscent of those healing flowers from the game. And while Mario and Luigi made their living as plumbers and spent their free time rescuing annoying princesses, Mario and Mike, both contractors by trade, would much rather paint prisons and court houses then create some amazing custom bikes while their paint brushes are drying.

Just look at their creations. Being brothers and very close ones at that, both Mario and Mike opted for the same look: rigid Paughco frames with polished '07 STD pan motors and 4-speed transmissions represent the brothers' love for



Photos: Owner

old-style choppers. "We hadn't ridden in 20 years," is how Mario explains this sudden resurgence of motorized nostalgia. "We both used to ride a lot, but then certain responsibilities changed our priorities and took us off the bikes."

"But those responsibilities are all grown up now," he adds, giving Mike and him ample opportunity to travel back in time. And that's exactly what they did, even to an equal degree. At first glance,

the bikes look identical, and they pretty much are. Apart from the above-mentioned items, both bikes also boast Mikuni carbs, apehangers (although Mario's are an inch taller than Mike's), and Paughco gas tanks.

But these brothers are not identical twins, and exhibit subtle differences in taste and, consequently, in style. While Mario's bike...

(continued below)

Mike Ruedas
La Mesa, New Mexico
2007 STD Panhead

...as we were saying (above), while Mario's bike sports a 41mm Wide Glide front end, Mike likes the truly nostalgic style of a Springer fork. The same goes for the pipes: although both prefer upsweeps, Mario likes fishtails while Mike has a thing for trumpets. Mario uses Harley's brake setup; Mike goes for GMA brakes. Mike also built his very own shifter and linkages for the suicide clutch, while Mario...well, he's less suicidal.

The list goes on, but not endlessly. Both bikes have a 30-degree rake in the neck, and neither one is stretched. And that's the way the brothers like it. "We worked 9 months on these bikes," says Mario, "and now we're riding the hell out of them any chance we get."

Aiding them in the build was the fact that they not only live close to one another, they also have a close relationship. "And thanks to the build, we are even closer now," says Mario.

What started so innocently as an attempt to recapture their youth has



Photos: Owner

blossomed into much more than a hobby. "After we'd finished these bikes, we built three more, and we're still building more," says Mario. "We can't seem to stop ourselves."

How many will they build before their garages will burst? Mario laughs. "Who knows?" he says. "But we have enough people in the family for every bike to find a rider."

And besides, who would expect anything else? After all, didn't the Mario Brothers come out with one game after another and eventually turn into the Super Mario brothers? This is not really a case of life imitating art, though. It's more the concept of discovering something you really enjoy doing and simply wanting to do it all the time.

—Tripper

IT'S GOOD TO BE THE KING

Harley's CVO Road King

Before you say anything, yes, this is last year's CVO Road King. "Why don't you guys, write about the current year's CVO bikes," you ask? Simple.





At this writing, we had yet to get last year's to you, and our friends at Harley have not graced us with a CVO to showcase this year...yet. We try and get these to ya as fast as possible, but sometimes... shit happens.

By now you all know about Harley's CVO program and how they add all the bells and whistles to certain models, then make them available to you...the riding consumer. What? You don't know about the CVO program? OK, then go back a couple of sentences and read it again...there, feel better? Now you're up to speed.

It's great living in SoCal. The average temp is 75 degrees year round, and taking a ride up or down the coast is not only relaxing, but it's almost like a mandatory riding assignment. And what better way to do it than on a bike? Especially if the bike doesn't belong to you (so you can rack up all the miles you want) and you get *paid* to do it? Ah, what a life.

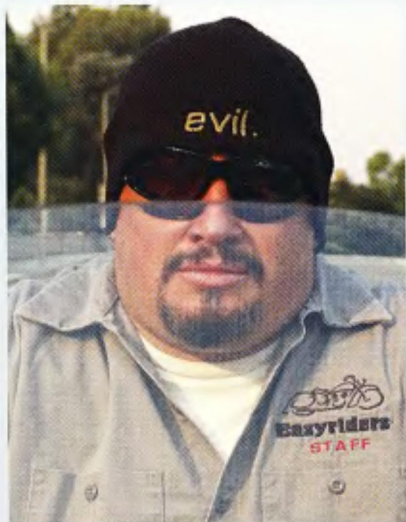
Harley's Road King is almost the perfect match between cruiser and bagger. (The perfect match, in my eyes, is the Road Glide...but I digress.) Throw in the extra Harley gee-gaws on this CVO and you're ready to take off for the weekend, which is just what we did. I had a great idea to take the ball and chain with me, until I decided against it. It wasn't for the lack of *want*, as much as a lack of space.

There are two problems with the CVO King. The first deals with the saddlebags. The softer version of these bags look great, but space is at a minimum, when you consider the larger hard bags that were available. My ol' lady understands the "If it don't fit in one side...it ain't going," rule. Unfortunately (for her) I wasn't all that willing to "share" the extra room on my side. I dunno, maybe I had a bout of PAWS going on...who knows (Pissed At Women Syndrome—if they get PMS, I can get PAWS). All I can tell you was it was nice to get away for the weekend and ride...by myself.



The second problem is, what seems to be, Harley's new windscreen. The current screens appear more convex than previous screens. The problem resides in the fact that a quick glance through your screen may make it appear as if the road curves slightly...when it doesn't. Take a look at the pics; you'll notice that the road is fairly straight, however, where the screen hits your eyes, it appears to turn to the right. That could be a tad hazardous if you're unfamiliar with your surroundings or if it's late in the day and the sun is playing tricks with shadows. You know what I mean.

I'll tell ya what *is* nice. Having the extra horses beating the pavement



under me, while my trusty sidekick, "Leon the Large," tried keeping pace on his stock Road King. "Want to trade bikes for awhile...bro?" Nope, I'm good, thanks. And that being said, I *am* good. It's nice having a clean ride that is customized enough to pull away from the stock herd while allowing you enough room to go farther with your customizing if you want to. The CVO bikes start around \$25,995, but they're limited editions and worth the extra cash, especially when you figure in the custom paint, gee-gaws, seats and upgraded motors.

For 2009, Harley will be producing CVO bikes using the Fatboy, Springer Softail, Road Glide, and Ultra Classic lines, complete with 110-inch motors. Get in to your dealer now and see what lies in store for you in 2009. —Oil Can



Comin' At Ya

The February 2009 issue of *Easyriders* (No. 428) is packed with sexy scooters by the likes of Sucker Punch Sallys, Kirk Taylor, Twisted Throttle, and we'll show off a badass bagger by Paul Yaffe.

Ride with us for killer coverage of all the best bikes, babes and good times of Daytona's Biketoberfest. Check out bikers doing good for a good cause at the Boggy Creek Run and also blast down south of the border as we bring you the El Diablo Run. Meet amazing Moto Artist Sara Ray, and get two great Aftermarket Guides to Sheet Metal and Frames.

It's all roarin' your way in the February issue of *Easyriders*.

On sale December 30th



December's issue of *V-Twin* (No. 92) will take you to Harley's 105th Celebration in Milwaukee as well as bringing you our pick of the Top 10 Products of the Year for your ride!

Check out Baker Drivetrain's new 7-speed, visit a custom show in France, and meet the Featured Builders at Sucker Punch Sallys. Get a great Guide to Motors, eight incredible bike features and, this issue is your LAST CHANCE to win a custom Road Star by Dennis Kirk and Donnie Smith! Get in on all the action!

On sale now!

The February issue of *Biker* (No. 259) features Jesse Bassett's shovel, with the Angel of Dawn astride 'er. Arizona Bike week is but one of the events we'll be coverin'!

On sale December 16.



The March issue of *In The Wind* (No. 136) features Laconia, Harley's 105th, Sturgis and Kacie's Ride For Hope to help end domestic violence. We hit Wino Joe's Final Fool-Around and get a glimpse of our New York vixen, Venus, aboard a Shane Gatto-built shovel.

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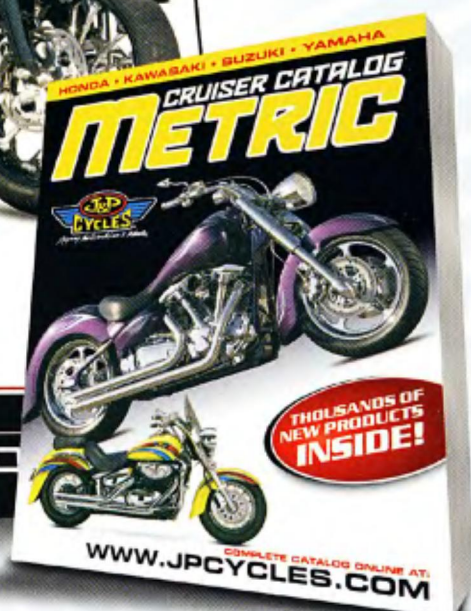
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