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428 • February 2009

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TakingItEasy

A Canadian woman was arrested after police found that she had **let her nine-year-old daughter drive** her home after having too much to drink. The child was driving slowly along country roads in southwestern Ontario when the police noticed how tiny she was and pulled her over.

In London, England, a man has been banned from managing food businesses after police found him making kebabs right next to a **male corpse lying on a sofa.** No word on who the corpse was, what he died of, or if his body was destined to be made into ke-Bobs.

The world economy may be a bust, but whiskey is still an excellent investment. Eleven months after the launch of the **World Whisky Index,** an online trade group for single malt whiskies, the average return has seen growth of 26.2%, compared to a 40% decline in the MSCI World Stock Index. Even if these gains prove to be a bust down the line, you still have the booze to drink.

From our **"Rappin' Grannies"** File: A Florida teenager has been sentenced to 18 months for casting his 85-year-old senile grandmother in a Gangsta Rap video. She was seen in the video holding a handgun, wearing a black mask and threatening to shoot "all the pigs." Damn, that's illegal?

A Boston man has sued Amtrak after being zapped with 27,500 volts. It seems that he climbed on top of the train and touched an overhead wire. His lawsuit maintains that Amtrak **should have known that people trespass** and climb on top of trains, so they should have parked it in a less accessible place.

I can't believe they ate the whole thing. A group of Iranians failed to get into the *Guinness Book of World Records* recently for making a **4,921-foot long sandwich** filled with ostrich meat and chicken. Apparently, the organizers didn't count on the appetite of the locals, who pounced on the massive sandwich and ate the whole thing before the *Guinness* representatives could measure it.

An Australian teenager has probably discovered the quickest way into jail. He broke into the cop shop by smashing the front door glass and was found standing in the front lobby. The cops said the teen didn't give any explanation for his actions but surmised "he may have had **a bit too much to drink.**" Ya think?

A man in Indiana was sentenced to 18 years for not reporting the death of his wife. The judge rejected the man's argument that he was trying to revive her but failed. The court noted that the man **did not call 911,** check her vital signs, or perform CPR. Instead his reviving technique consisted of performing oral sex on her, which the judge concluded was merely the fulfillment of a desire that his wife had long denied him.

PETA has asked Ben & Jerry's Homemade Ice Cream to start using **human breast milk** instead of cow's milk for their products. The group said that the health of consumers as well as cows would improve if the company made the switch. A spokesman from the ice cream company applauded their creative approach to the issue but insisted that breast milk is for kids.

Officials in New Zealand had a messy clean-up problem on their hands when a huge, disgusting white blob appeared on their beaches. A rumor started that the blob was ambergris, a form of **whale vomit** used to make perfume. Ambergris is extremely rare and sells for big bucks, so the locals quickly mobbed the beach (seeing a new gold rush) and quickly disposed of the smelly problem.

A teenager in England has legally changed his name to "Captain Fantastic Faster Than Superman Spider-Man Batman Wolverine Hulk And The Flash Combined." He told reporters that, **"I wanted to be unique.** I decided upon a theme of superheroes." Captain Fantastic's grandmother is no longer speaking to him.

A 20-something teacher in Hungary joined in a game of Truth or Dare with her 15-year-old students. They dared her to **show them some pole dancing** and soon she was stripped down to her underwear, until another teacher stopped the show, forcing her to cover up, but not before a student filmed the whole show on his portable phone. The parents were outraged, the students were thrilled and the school declined to sack her because "she is a valuable teacher for our institution." Indeed!

Wife for sale! A man in Romania put his 25-year-old wife up for sale on a Web site specializing in used cars. The ad read, **"Wife for sale.** Model 1983, in good condition. Full options, nice suspensions, spacious boot, second owner. Price is negotiable, comes with three-year-old and five-year-old accessories." He waited until she left on a job in Spain before placing the ad. He says he received several potential takers, but they either offered too low a price or wanted to pay off in installments.

A Frenchman caused a 2-hour train delay when he got his arm stuck down a toilet. It seems that he was trying to retrieve his cell phone. He was trapped up to the shoulder by **the toilet's powerful suction** action on the high-speed train. Sometimes it just ain't worth it, man!

A Japanese woman was furious over being divorced from her virtual husband in an online game, so she got even! She accessed his log in details and murdered her virtual ex in the game. **Virtual world, meet reality.** She may now face charges for stealing his passwords and manipulating his data.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 428 • FEBRUARY 2009

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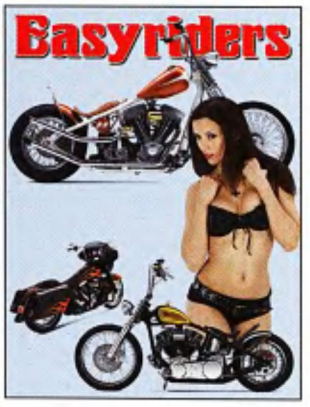

Jeff Cochan's Shovel shot by Michael Lichter. Twisted Throttle's Gaucho Special and kickass Kerri by Don Rogers. Cover imaging by Jeff Biggs.

The next liver-quiverin' issue goes on sale February 3rd, 2009. **Printed in the USA.**

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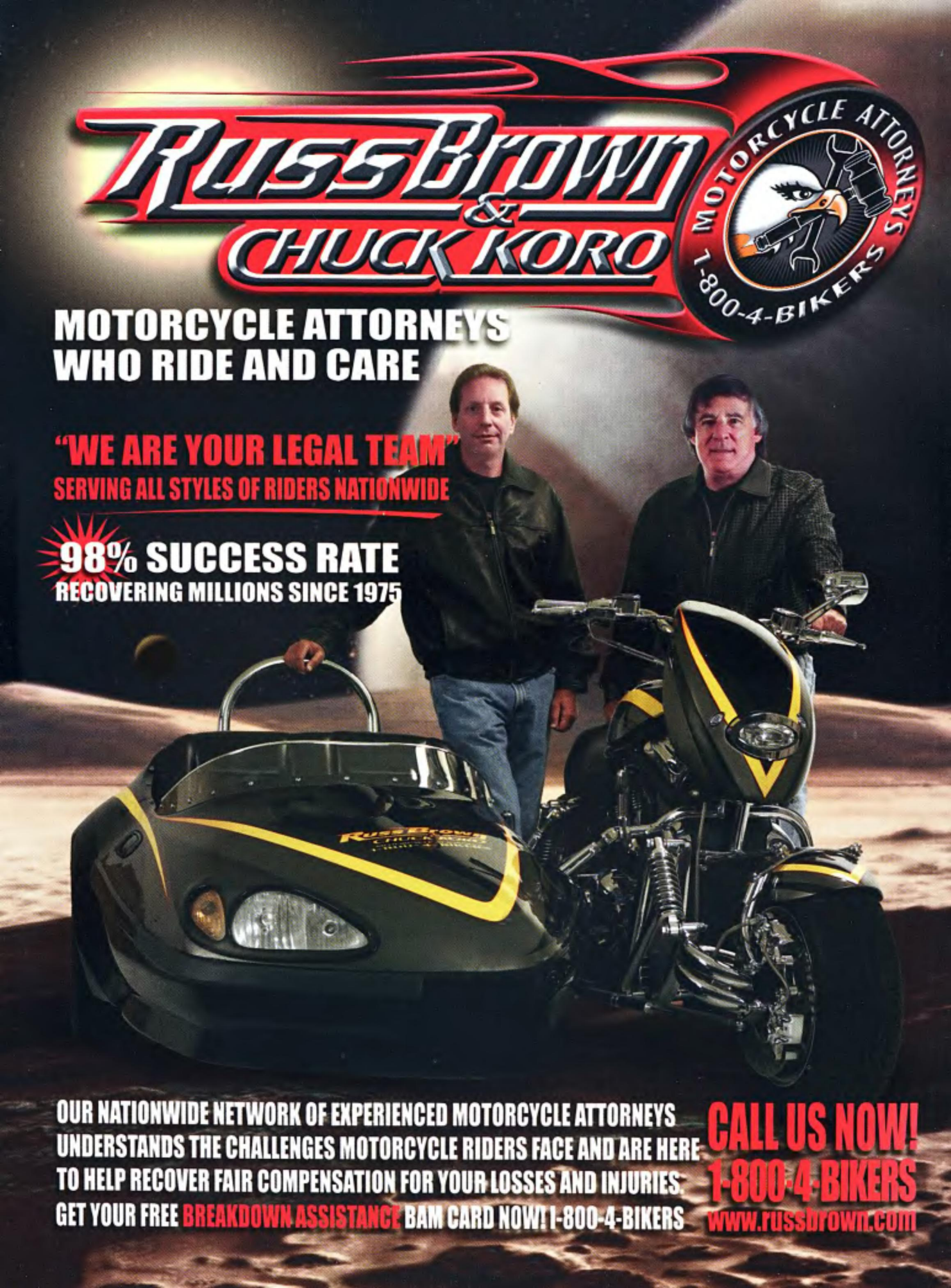
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WordMonger

Ride to The Wall

Here are some photos I took (October 11) when approximately 1,200 bikes rode to The Wall. This one (*above*) is of the National Memorial for fallen service personnel since WWII. The ride is a new event since the memorial was opened last year. It was a very moving experience—and the riders were predominantly on Harley-Davidsons.

I hope it continues and grows.

John Snelgrove
Cyberspace

Big Dog Motorcycles Rock!

I've been reading your magazine for 25 years. Over the years I've had many scoots and, as everyone knows, when the warranty on something is up, the company usually forgets that you had spent a lot of money when you first bought something from them.

About six years ago I decided to spend $30,000 and buy a custom chopper from a company called Big Dog. I figured it was time to treat myself to a special ride. It's been a really good bike that was made by real craftsmen and I've had very few problems with it over the years. But this year at Sturgis I had a huge problem. My swingarm broke in two. I took it down to the Big Dog booth and the field support tech, Richard Romero, bent over backwards to get me in touch with the right people from Big Dog. I called them and sent pictures of the problem. Even though I had no warranty, they saw that the problem was not created by me and went to work with their frame company. Within three weeks the swingarm was powdercoated and shipped to the Big Dog dealer Rollin' Thunder in my home state. It was installed on my bike in one day and I was back on the road.

From experience, I can tell everyone out there that Big Dog is truly a top-notch company that stands behind their products and looks after the people who buy their bikes just like real bikers used to do. Thanks, BIG DOG!

Kelly Olsen
Salt Lake City, Utah

Reply

Since you published a letter from Dusty Harvey in your October issue, people are going to be writing in to criticize him.

I've already written to tell you some things about him. Let me tell you a couple more.

Yes, he sold his custom bike to help a girl get into college. Also, he did a 1929 Chevy Landau convertible. Got it running, put in new carpet, did the interior, made a new top. He took $400 for that job.

He even bought a little pick-up for a

20-year-old girl so she could get back and forth to work.

The man doesn't charge anything to sew on patches. He just asks you to donate to his Christmas Toy Run fund.

Dusty is 62 years old, served our country and is a disabled Vietnam vet. He lives in an old building that he's trying to remodel as his shop. He lives in the back room with a bed and TV. He showers in an old travel trailer that was given to him.

He wakes up every day in a bullshit mood with a firm belief that you just aren't accomplishing a damned thing in your life if you aren't helping someone. I could go on and on about Dusty.

So to anyone who wants to criticize Dusty Harvey, how many of you have done half as much for your fellow man? I may be 76 years old, but you criticize him in front of me and I'll kick your ass.

I still like to ride my trike, and Dusty will close his shop to go riding with an old man, drink a little Jack and flirt with the girls. This crazy guy is my friend.

B. Webster
Okay, Oklahoma

Patriot

I have a patriot story for you. I retired from the USAF and one of my lifelong friends contacted me last month to tell me he was coming by. He was my first roommate in the barracks at Beale AFB in California over 20 years ago. He works for a company in California and after six weeks with them, they give you a 6-week sabbatical.

While Randy was on his sabbatical, he traveled from California to Florida on his 2005 Harley Road King. He stopped at 14 veteran's homes in 13 states to get a wish list from every home. This list is comprised of items that will improve the quality of life and make their stay at the home a little better.

Randy started a Web site. He'll take photos of the veterans and tell their stories on this Web site. The site has shirts and stickers for sale. Randy also takes donations, which is how he can get the items for the vets.

Randy's bike broke down in Georgia, so he decided to get it fixed at a large expense and press on with his mission. All of this is coming out of his pocket. He wants nothing other than to provide the veterans with these items. Please look at www.rememberavet.net. He doesn't know I'm writing this, but I thought it was a great story and wanted to tell you about a true patriot.

Shane McMullen
San Angelo, Texas

Reminiscing

Who said old-school? I paid $2,800 for my '75 Super Glide in 1981. My brother had a '59 panhead at the time, and he says he paid $650 for it. Those were the days. Some 28 years later I have an '81 FLH with an S&S motor.

All I've ever worked on are shovelheads. My brother had a '99 Night Train and was considering the FLHQXYIZTS—whatever the hell it is—blue bike. I told him to have some balls and buy it, which he did. It strikes me funny how I need to turn wrenches to have a little more horsepower every time I snap the wick and he just buys a fucking computer chip.

By the way, I just reread your issue No. 37 when it was $1 and Scooter Mama was the feature. That's what I'm talking about.

I asked my bro if I should send our pics in to you and he said shit, we're not fancy folks, so they won't be printed. I said bullshit, you don't have to be a fancy fucker to be in your rag. It was based on regular Joes like us.

I love to read all the new issues each month about the snivelers—oh, my bike dripped oil or what kinda gas should I use. What a bunch of candyasses. I'll bet those yuppy fuckers would shit their pants if they read issue Nos. 57, 58 and 59 from the '70s. Now that's reading material. David Allen Coe's interview was great in No. 59. Help me out and print the pics.

Joel Kjome
Rockford Township, Minnesota

Here ya go, brother! Just watch what we've got in store for all you old scooter tramps in the next year here at Easyriders. *We're about to bring back some of that good ol' heart and soul.*

Ride 'Til 80

Here's a photo of me on my new trike—a 2007 Dyna with a D.F.T. trike conversion kit which I bought as is from Doc's Harley-Davidson of Shawano, Wisconsin.

My first bike was an off-road Indian. I've been riding Harleys for 45 years, am now 70 years old, and hope to ride until I'm 80!

Nan Mohnen
Hortonville, Wisconsin

Ride on, Nan!

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Second Chance Shovel

Jeff Cochran's Gold Label Chopper

In 2002 Jeff Cochran teamed up with longtime bike building buddy Donny Loos to create the enterprise known as Sucker Punch Sallys, now operating out of several locations including a pair of 16,000-square-foot facilities in Scottsdale, Arizona. Jeff's motorcycle DNA stretches back three generations, thus he tends to express a classic inclination in his award-winning choppers, like the Second Chance Shovel seen here.

Says Jeff, "I built this for a customer about three years ago, and it got ridden pretty much into the ground. Let's just say it was well used. We were able to buy it back and built a whole new bike, way different than the original. The motivation was the Easyriders Bike Show just then coming up, and I figured this would be the project for it. It turned out way better the second time around—better because it got personal."

That motor started out as a 74 pan but was made into 80 inches, built in-house at Sucker Punch with S&S cases, both the first go-around and then in the bike's second incarnation. Says Jeff, "We retrued the flywheels and rebuilt the whole motor back to better than new."

It got a new look as well. Checking out the skyscraping apehangers you notice perched atop the bars what look like brake reservoirs. It turns out they're high-tech Super Moto units. Says Jeff,

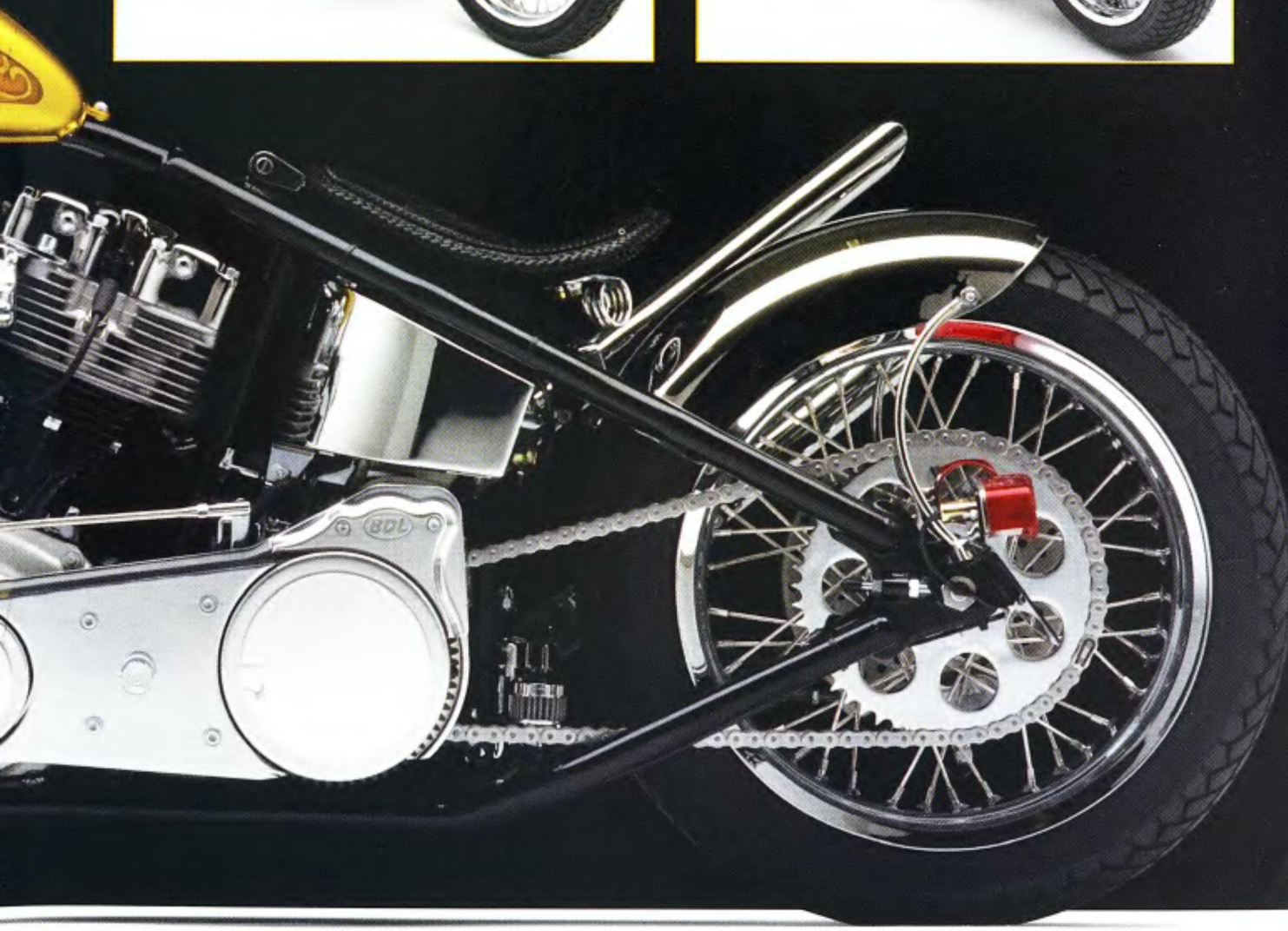
S&S
SUPER G

"They're high pressure and help make for really good brakes since we teamed them up with the PM hydraulic brake. They're also gold anodized and look really cool in the process. The Super Moto thing is also seen in the rear 17-inch wheel we used."

As for the unusual tank, it's a bit of an unknown, an old piece that a friend dropped off as a present one day at the shop. It had been lying on Jeff's shelf until its time came to be fitted on the shovel after being painted in a '60s look gold by Brandon Armstrong. That item seen protruding above the tank is a small crown custom-made by hot rod specialist Greg Westbury and which Jeff then welded to the tank. The seat is a hand-tooled saddle custom fashioned by Dave Theobold while Jeff hand bent the set of pipes that, thanks to the pan's hot camshaft, make very distinctive "cammy" music. Jeff also had the rear fender chromed and then hand fashioned the struts that attach via a bracket mounted behind the seat. "You can stand on that fender," Jeff says, "it's really strong."

Asked to describe the bike's style, Jeff ponders a moment then says, "It's really sleek and agile and runs really strong. With the Super Moto touches and the 17-inch wheel on the back, basically my trademark stuff, I guess you could say the bike's one of my personal pieces. It also goes back to the illustrations of choppers created by Dave Mann that I'd seen over the years in *Easyriders*. As a kid I had his posters all over my room. I think he would have liked this bike."

—Paul Garson



Owner: Jeff Cochran
City: Cleveland, Ohio
GENERAL
Designer: Jeff Cochran
Fabrication: Jeff Cochran
Year/make: 2005 Custom
Model: Sucker Punch Shovel
Assembly: Jeff
Time: four weeks
Chroming: Browns
ENGINE
Year: 2008 Sucker Punch Shovel
Rebuilder: Danny Loos/
Dave Schrand
Displacement: 80 cubic inches
Cam: Sifton
Ignition: points
Pistons: Drag Specialties
Heads: H-D
Lifters: H-D
Carb(s): S&S Super E
Air cleaner: S&S
Pipes: Jeff Cochran
TRANSMISSION
Make: H-D
Year: 2007
PAINTING
Painter: Brandon Armstrong
Type/color: House of Kolor/gold
Special paint: Brandon
FRAME
Year: 2005
Builder: Sucker Punch
Rake: 30 degrees
Stretch: stock
Shocks: none
ACCESSORIES
Bars: apehangers/G.S. Morse risers
Handlebar controls: Super Moto
Fenders: Russ Wernimont
Headlight: CCI
Taillight: bright
Front pegs: Sucker Punch
Rear pegs: no
Electrics: Sucker Punch
Gas tank: Jeff
Oil tank: horseshoe
Oil system: H-D
Seat: Dave Theobold
Grips: Jeff
FORKS
Type: Wide Glide
Extension: under
Builder: H-D/Sucker Punch
WHEELS
Size: 21-inch front/
17-inch rear
Wheels: spoke
Tires: Avon front, Dunlop rear
Brakes: Ultima
Photos: Michael Lichter
Contact: Sucker Punch Sallys
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Bobber Monkey Bars

Paul Yaffe's Monkey Bars have been selling like hot cakes and are now available for only $199. Each bar is 7 inches tall and 32 inches wide from tip to tip, with a 6-inch pullback. Since the bars are intended for custom applications they come without internal wire holes and are shipped in primer, ready to paint to match your project.

Call 602-840-4205 for info or go to www.paulyaffeoriginals.com.

Saddlebag Chaps

Protect your saddlebag lids with these covers made of SaddleTuff. Choose from lid covers only (P/N 3501-0453) retailing for $69.95; or storage bags with lid covers (P/N3501-0454) retailing for $129.95. Chaps feature a soft backside and durable exterior. Storage bags expand and will not interfere with the saddlebag or tour pack.

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Each filter comes with stainless steel lid mounting hardware and a spin-on oil filter, and is machined to accept NPT fittings. Filters are compatible with anything up to a Twin Cam and a variety of mounting and oil line adapters are available to accommodate most applications.

Call 310-353-CHOP (2467) or go to www.lachoprods.com to find out more.

Rapperz air cleaner covers

Dougz Custom Paint & Fabrication offers the Rapperz air filter embellishment for the classic S&S Cycle teardrop air filter. Formed from ABS plastic, the Rapperz are a simple peel 'n' stick item and retail for $39.95.

For more info or to order call Dougz at 608-783-3684 or get it online at www.dougz.com.

News wheels from Xtreme Machine

The Wrenched and Talon wheels are two of six new designs out of Xtreme Machine's Black-Cut wheel series. The wheels start out being cut, then powdercoated, then cut again until they display the awesome custom look you see here. All six new wheel designs are also offered in chrome.

Call Xtreme Machine at 217-291-0200 for more information or visit them online at www.xtrememachineusa.com.

Luxurious Lining Kits

Get the look of a professionally finished hard saddlebag and tour pack interior with a lining kit from Sumax for $99.95. Easy to install with an instruction guide showing step-by step-pictures, each kit includes lining for two lids and two saddlebags, prefit lining for a tour pack box and lid, along with professional spray adhesive. Choose between charcoal or silver gray.

Call Sumax Cycle Products at 800-654-5546 or see them on the Web at www.sumax.com.

EVO-950 belt drive with Top Fuel look

Belt Drives Limited is now offering their 3-inch belt drive assembly with the look of their strictly business Top Fuel system. The company's 8mm open drive provides maximum shaft support for superior performance and reliability. The new EVO-950 goes a step further with its pure attitude appearance and enhanced durability. Designed for '90-'06 Softails running high-torque engines, each kit includes BDL's patented Ball Bearing Lock Up Clutch for minimal clutch pull and positive engagement.

For complete details contact BDL at 714-685-3333 or visit www.beltdrives.com.

Road Tech Zumo

Developed by Garmin for Harley-Davidson Genuine Motor Accessories, the new Road Tech Zumo GPS Navigator (P/N 92357-08, $799.95) features a rugged design and motorcycle-friendly features. For ease of use from the saddle, the Road Tech Zumo has a glove-friendly touchscreen with left-handed controls and a bright, UV-resistant display that's easy to read in sunlight.

The Road Tech Zumo is preloaded with custom City Navigator NT street maps and points of interest such as H-D dealers, motels, restaurants, fuel, and ATMs. The rider can also add custom points of interest. The Road Tech Zumo provides turn-by-turn directions with voice prompts and street names, 3-D mapview, quick auto zoom, panning features, a choice of route setup, and auto re-route, fast routing/re-routing times. The Road Tech Zumo is also compatible with H-D Ride Planner.

See your Harley-Davidson dealer for details.

Fork lowering made easy

Progressive Suspension's new Drop-In fork lowering kits have transformed a once messy and time-consuming install into a 30-minute cakewalk. Take two inches out of the front end of your bike without the hassle of disassembling the forks, pulling the wheel or even changing out the oil; the whole process can be done with basic tools.

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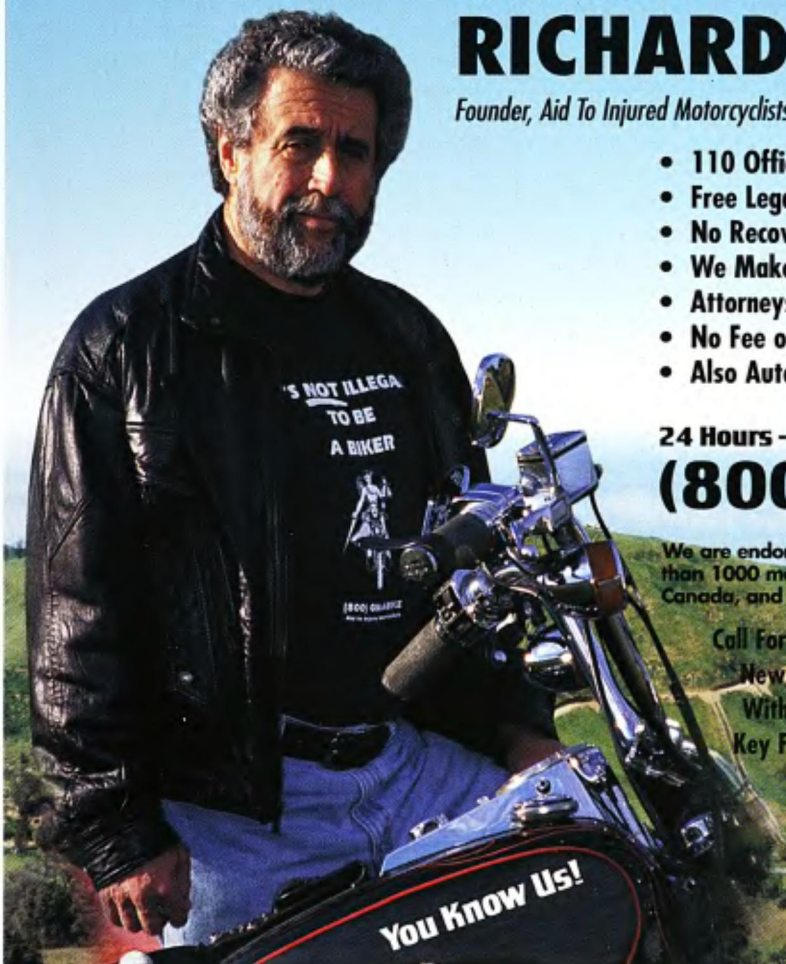

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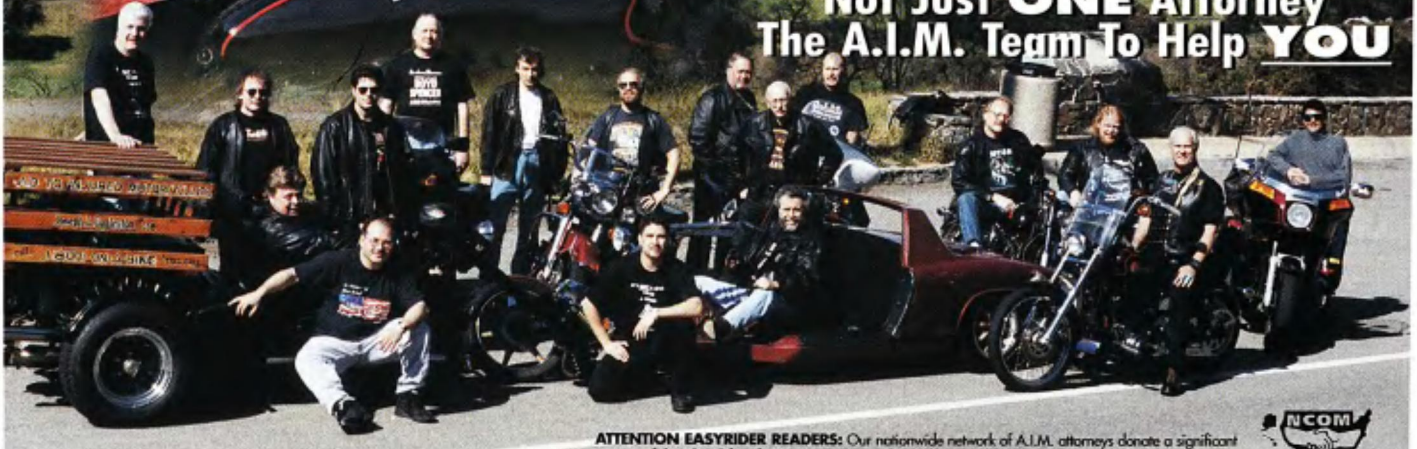

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NCOM

Talking Tech

WELDIN' WORRIES

I need an affordable home welder but don't know which type would be best as far as a gas welder, arc welder, or one of the others goes. Thank you in advance for any help with this matter.

Sparks

For the money, a MIG welder would be hard to beat. MIG utilizes a shielding gas to protect the weld and molten base metal from contaminants in the surrounding air that could weaken the weld. Shielding is available in the form of coated wire or a tank of inert gas, typically a mixture of CO2 and argon. Be sure to read a good welding book and practice, practice, practice before even thinking about trying a structural weld. After your welds start looking good, cut them open to check penetration and inspect them for porosity. Beside the welder, you'll need a MIG/TIG face shield and protective clothing to protect your eyes and skin from spatter and the UV rays MIG welding generates.

KICKER CONUNDRUM

I recently bought a 1986 FXWG, which is a Wide Glide with an Evo engine but has the 4-speed transmission and kickstarter. It is completely stock except for a Screamin' Eagle exhaust and air cleaner. The problem is that I can't get so much as a fart out of the engine when I kick the starter. I would like to master this old art and wondered what I could be doing wrong.

A. Coleman

If the ignition is stock, it's unlikely that you'll ever get that bike going with the kicker because of the delay built into the ignition to make life easier on the electric starter. A mechanical advance ignition such as the Dyna S or Vulcan or an aftermarket electronic ignition like the Crane HI4 with a kickstart mode that fires on the first compression stroke would be a good start. Read the next letter before getting too worked up about kickstarting, though.

MORE KICKER CONUNDRUMS

I have finally gotten my Evo chop together and running pretty good—when it runs. My problem is that I can't get it to start with any reliability. The engine is stock except for an Andrews EV3 cam and pushrods, S&S Super E carburetor, and Dyna S ignition. The Dyna has a Midwest advance kit with the stock springs and is timed exactly by the instructions. The Super E has a .0295 intermediate jet and .074 main jet. I live very close to sea level. It runs great once it starts, but that is the problem. It usually starts with one or two kicks and the enrichener up when it is cold, but it takes 20 kicks or even more after it is hot. Can you help?

Choppie

It sounds like the carb or ignition may need a minor tweak. Start with the carb, since that's easiest. Start the bike and immediately close the enrichener, keeping the engine running with the throttle. Ideally, you'll be able to do this on a warm day when the temperature is 70 degrees or above. Assuming you have already set the mixture screw by S&S's instructions, set the idle speed screw to obtain an idle of 900-1000 rpm. As the engine warms, the idle speed will increase. Turn the idle screw out to lower the idle back to 900-1000 rpm, then kill the engine. Hopefully, the engine will then start with one or two kicks hot. If so, leave the idle screw at that point after the engine is warm, but return it to the original position for cold starts. Replacing the original slotted screw with an 8-32 thumbscrew will make tweaking the screw less of a hassle. If that doesn't help, try advancing the ignition timing 2 degrees. If that doesn't help, go back to the original setting with the timing, replace the .295 intermediate jet with a .031 or .032, and experiment with the idle speed setting as explained above. If you change intermediate jets, you will also need to reset the idle mixture screw according to S&S's instructions.

ALL TORQUED UP

I want more torque from my 2007 96-inch Road Glide and wondered what parts would give me the most performance for under $1,000. I am only interested in torque and acceleration, not a 150mph top speed.

Bill W.

You haven't been paying attention! Just a few issues back, we covered the installation of S&S's EZFI piggyback EFI module, tuned dual-runner air cleaner and slip-on mufflers on an '07 Fat Boy. Seat-of-the-pants performance gains were very impressive across the board. Similar gains are available from the parts of other manufacturers as well. In addition to the S&S parts, research the Power Commander and Zipper's Thundermax EFI controllers, the Doherty Machine Power Pacc Air Cleaner, and the exhaust systems of any reputable manufacturer—BUB, Rich Products (Thunderheader), S&S, Samson, and Vance & Hines, to name a few, and decide which is best for you.

PANDEMONIUM

Is it true that the S&S panheads will fit any shovel engine? Would I lose any torque or power with the S&S pans compared to my stock '82 heads?

Panhead Pete

The P-Series heads will fit shovels, but with a few qualifiers. For starters, you'll have to use the complete head assemblies with S&S's rocker cradles and roller rockers for shovels. You'll also have to use an Evo cam and S&S's V-twin lifters, guides, and pushrods for shovels. If you have chosen the right cam, both torque and horsepower should increase.

BABY NEEDS NEW SHOES

My 2007 Twin Cam has started to shimmy at 80 mph. I have pumped up the tires to the PSI in my owners' manual but that didn't help. What now?

Carl Hungus

I would guess that at least one of your tires needs replacing. Air pressure must have been low since you mentioned re-inflating them. Problems caused by low pressure include overheating, poor handling, and—ta-da—premature wear that can cause handling quirks. Several other potential sources could be causing your handling problems, but the tires are a great place to start looking, especially in a motorcycle that new.

—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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One For The Boss

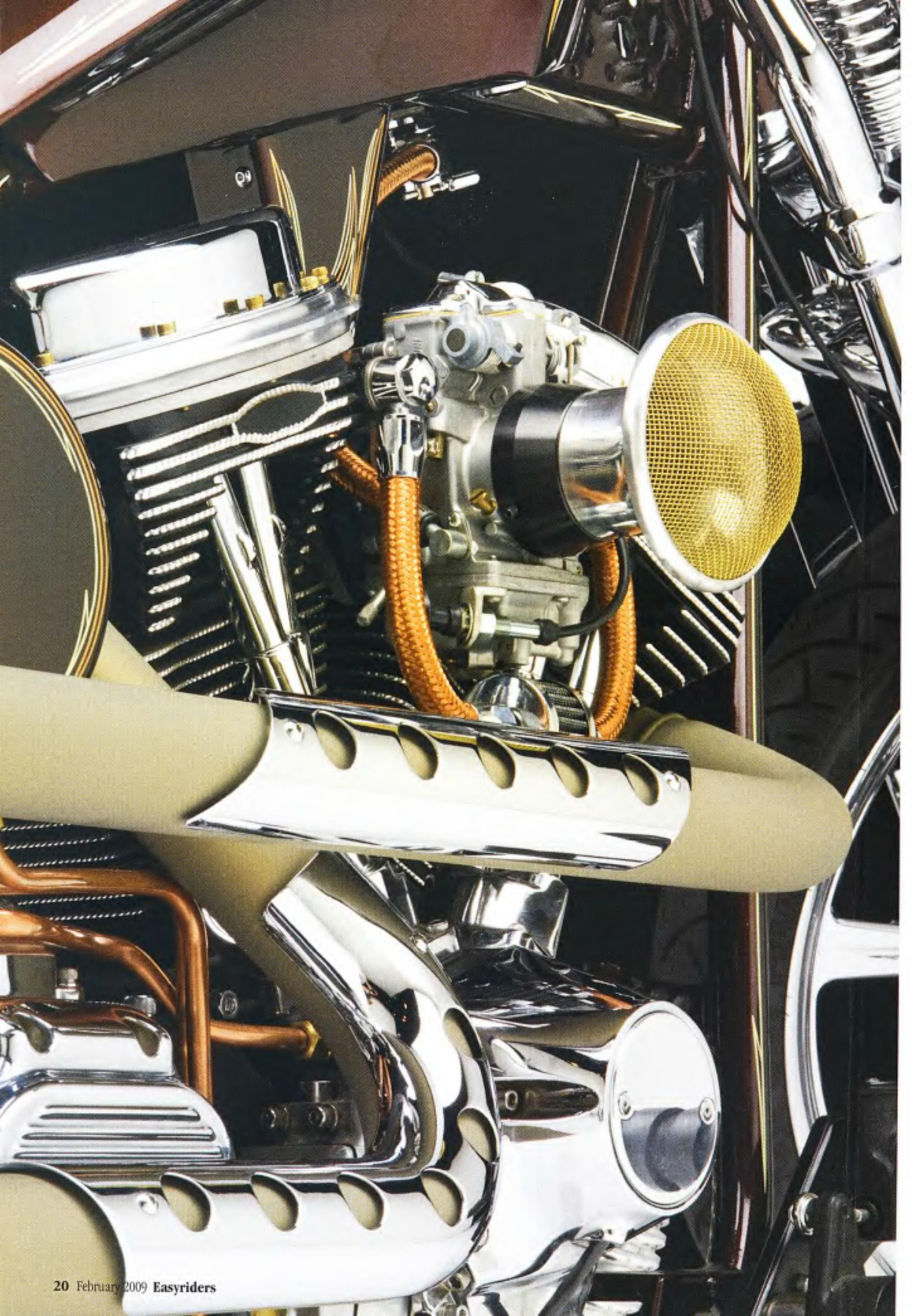
Lisa Taylor's Got One Fine Ride— While She Keeps It

"Man, this has to be the third or fourth bike I've put together for Lisa," says her husband, Kirk Taylor. "She always seems to sell 'em, but I've got a feeling this one's a keeper." It should be. Lisa's latest ride is a classic, a simple little rigid that never fails to draw a crowd, and it's an everyday rider. Kirk says that even when it's mixed in among some really high-end show bikes from their shop, Custom Design Studios, in Novato, California, it's this little bugger that is always getting the nod. "It gets as much, or even more, attention than a full-blown custom," he says, slightly bemused. Lisa was pulling out of a parking lot somewhere, Kirk says, when savvy bike builder Paul Cox came running up screaming, "Lady, that's one badass motorcycle you got there!"

Paul was right, and he would have been even more impressed had he known the full story behind this scoot. Lisa's latest ride was a "slow burn project" Kirk says, built mostly from parts left over from other, more pressing projects around the shop or picked up with barter work. For example, Johnny Chop made the gas tank in exchange for some paintwork. Not a dollar changed hands. The whole bike went together with deals like that, put together with spare parts in spare time and with spare money. "That's why it took us four years

to finish it!" Kirk laughs. "You know the drill. We'd score a front end here, maybe something else there, pick up the wheels on sale. That's how it went."

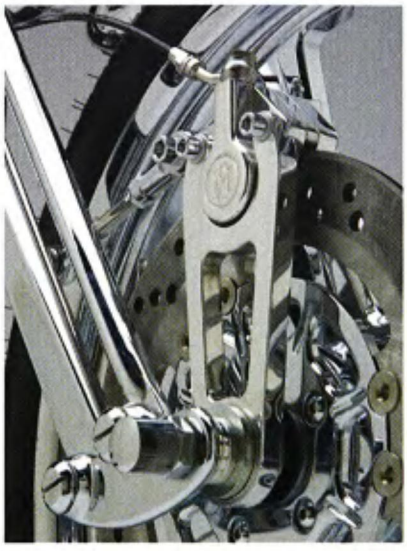
The basics here are a 4-up, 2-out, 35-degree rake frame from Daytec, cleaned up a little and dressed out with CDS touches like that hot rod gusset up at the neck, all drilled out. "That's just kind of my vibe," Kirk says. "I'm into the retro stuff. I like tying together car and



bike pieces. To me a gearhead's a gearhead and it all belongs together."

Check out the fender struts out back. They're Hurst 4-speed shift levers. The engine has that old-timey feel but it's brand-new, a 100-inch RevTech with pan top covers. The transmission behind it is a 5-speed Kirk put together with more parts lying around the shop—a tranny case bought at a blowout price and stuffed with the gear set from another bike that got a 6-speed. The keg-style oil tank came from Midwest and got some extension panels added on the ends to make a home for the ignition switch and so on, and the pipes bolted to that new/old motor are Supertrapps, Paul Yaffe X-pipes. "It's a great looking pipe," Kirk says. He made it even better by changing the outer coating and putting on a ceramic material usually reserved for pistons.

That velocity stack is a new Custom Design Studios piece, just out. "We call it 'Dick's Cool Unit,' Kirk says. A neat little spun aluminum piece with a mesh-screen cover, it works with either a Mikuni or CV carburetor, and works great, swears its maker. "It does away with all that spitting, sputtering and stumbling so common to stacks," Kirk explains. "The screen does a great job of straightening out and evening out the airflow." The piece is timeless and traditional, just like the rest of the bike.



This spare-parts special, took second place "Best of Show" in San Diego and even grabbed a first in class at our Easyriders Bike Show in Kansas City. Not too bad for a bike thrown together on the cheap. The only question now is how long will she keep it? — *Joe Kress*

Owner: Kirk & Lisa Taylor
City: Novato, California

GENERAL
Designer: Kirk Taylor
Fabrication: Kirk & Josh
Year/make: 2007 custom design
Model: Heaven Sent – Hell Bent
Assembly: Kirk & Mike
Time: 2 weeks
Chroming: Meclec

ENGINE
Year and make: 2005 RevTech
Rebuilder: Kirk
Displacement: 100 cubic inches
Ignition: RevTech
Cam: RevTech 510
Carb: Mikuni
Air cleaner: Dick's Cool Unit
Pipes: SuperTrapp X-Pipes

TRANSMISSION
Year/make: 2005 parts box special
Shifting: 5-speed

PAINTING
Painter: Kirk, Josh & Courtney
Color: Ruby Slippers
Type: PPG

FRAME
Year/make: 2003 Daytec
Type: rigid
Rake: 35 degrees
Stretch: 4-up, 2-out

ACCESSORIES
Handlebars: Andy's
Handlebar controls: Performance Machine
Fenders: CDS
Headlight: Lazer Star
Taillight: custom
Pegs: RPM
Foot controls: RPM
Gas tank: Kirk, Johnny Chop
Oil tank: Midwest
Seat: Tommy Thompson
Mirrors: Eight Ball
Grips: Renthal

FRONT END
Type: Springer, plus 3
Builder: Paughco

WHEELS
Make: Meridian
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Performance Machine
Photos: Michael Lichter
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THE HAUNTING AND INSPIRING ART OF SARA RAY

Raising Hell

Sara Ray sees things differently than most. For one thing, she sees the world as flat. "My brain processes everything in a way to draw it," she says, "so I see everything two-dimensionally." Sara also says that she "sees so much in everything" and "even sees some things where they don't belong." As she translates her vision to canvas, which extends beyond

Sara Ray astride the "Saint Michael" masterpiece.

Fortune Favors The Bold on "Fortune Teller."

Images: Sara Ray

Outlaw guitar.

This WWII themed bobber, "Veni Vidi Vici," is the first bike Sara ever painted.

the traditional kind to include things like cars, airplanes, guitars and motorcycles, she always gives her images context. There is always a story behind them.

Having had little formal art training, after graduating high school, Sara spent a lot of time at hot rod events where she met many artists who, impressed by her talent and dedication, gave her lots of advice. She continues to spend much of her time practicing her craft to improve. Fascinated by history and an obsessive book collector (stacks of books with pillows on top serve as most of her furniture), Sara's work is influenced by many things including medieval manuscript illuminations, the work of the European masters, 1940s Stag magazines and even cartoons.

Sara's first opportunity to make motorcycle metal her canvas was quite serendipitous. While visiting Italy, one of Sara's friends—a huge motorcycle enthusiast—had seen a magazine ad for Sucker Punch Sallys and asked Sara about the company. Not familiar with them at the time, she did a little research to learn about them. Some time later, at The Barrett Jackson auction in Arizona, Sara was "hangin' with a friend" while a man poured over her portfolio for about a half hour. Somewhat reluctantly, because she was having good time sitting with her friend, she got up and approached the man. He told her he wanted her to paint his bike. Thinking, yeah sure, because this kind of thing happens a lot, but rarely pays off, Sara took his card. He said he'd call her. She didn't expect that he would, but he did. "He" was Christian Clayton from Sucker Punch Sallys, and, thus, Sara painted her first bike fender and tank for "Veni Vidi Vici"—a WWII themed bobber.

Sara had painted cars and airplanes, but she had to teach herself how to paint a bike. Her work on bikes is a huge success as a result of the technique she developed and she regularly gets e-mails asking for her to divulge it, but she's not telling! Having done several projects for Sucker Punch Sallys, Sara enjoys the collaboration. "Usually, I paint first, then they build the bike around the paint," she says. She also enjoys the free rein they give her. Two of her favorites are the "Fortune Teller" and "Saint Michael."

It is fair to say that her art consumes her, as all of Sara's pursuits including studying history, traveling, hunkering down with her books at home, and watching the Cartoon Network relate to her art. "It is hard to relax at this point in life," she says. "I'm always learning, thinking or processing art in some way." Particularly happy with her depiction of the Devil inspired by a Dürer engraving on the Saint Michael bike she just recently painted, Sara seems to be in heaven by raising hell. *—Joanne Morris*

For more information: www.sararay.com

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UTAH IMPLEMENTS AMERICA'S FIRST TIERED LICENSING SYSTEM FOR MOTORCYCLISTS

In a move that motorcycle rights activists have feared would happen, the first tiered licensing system for motorcyclists has been approved in Utah. American motorcycle rights organizations have been warning for years that Euro-style standards for motorcyclists would come creeping onto U.S. soil. European riders have long been forced to deal with tiered licensing schemes, which require riders to re-test if they move to a bigger bike.

Utah lawmakers recently agreed to let the Driver License Division implement new rules requiring riders to pass a driving test on new categories of larger bikes. Riders previously had to qualify for an endorsement on a bike that was either less than 90cc or more than 90cc. Now, those upper divisions include 249cc, 649cc and street-legal ATVs. If a rider owned a smaller bike or borrowed a friend's smaller bike to pass the test, then wants to ride a bigger bike, that rider must pass another test to legally ride a larger motorcycle.

If a rider takes a motorcycle safety class on a 250cc, successful completion will waive the riding part of the license test for an up to 649cc endorsement. To get an endorsement for motorcycles above 649cc, riders must use a larger motorcycle in the safety class. To use your own bike in a class, you must have a permit, registration, and insurance. If a rider currently rides a motorcycle over 649cc they may obtain a skills test waiver by successfully completing a License Waiver Experienced Rider Course (ERC)—a 5-hour course that costs $85.

—Bill Bish
NCOM

Motorcycle Safety

ABATE MEETS NORTH DAKOTA'S DEMAND FOR TEACHING RIDER TRAINING

Like much of the rest of the country, motorcycle registrations in North Dakota have nearly doubled over the past 10 years, steadily increasing from 16,021 in 1997 to 29,000 or more by the end of this year. Economics may play a part in the increase in motorcycles on the road, with many people looking for fuel-efficient vehicles to combat higher gas prices. Riding a motorcycle offers a release for many people, a chance at adventure for others, an economical vehicle for some, and something different to countless others as motorcycle ownership now seems to cross all professions, ages, economic standings and genders.

"It's hard to put a demographic on it," said Michael Jay, director of ABATE of North Dakota and the North Dakota Motorcycle Safety Program. "Once you get on a motorcycle, you get hooked on it."

Approximately 1/3 of the people taking training courses in the state are female, he said. "Women are tired of sitting on the back," Jay told the *Bismarck Tribune*.

"To help get all those new riders trained and ready to hit the road safely, ABATE contracts with the North Dakota Department of Transportation to provide all motorcycle safety courses in the state," Jay said. In 2007, 2,193 people took the course. This year, Jay estimates more than 2,700 participated, up over 20% in a year. The increases have made necessary an expansion and renovation project at the Bismarck ABATE office which houses classrooms for the training programs.

Attendance at training courses continue to rise as more people have answered the call of the open road, but more people putting two wheels on the road has come with a downside: more people have died in motorcycle wrecks so far in 2008 than in any year in the previous two decades.

"It's just an ever increasing, more complex environment out on the roadway," said Jay, noting that the wrecks in North Dakota, by and large, have been preventable or could have been avoided through proper training. In the past, Jay said most fatal motorcycle wrecks could be pinned on motorists who struck motorcycles, but during 2007 and 2008, the vast majority of the fatal motorcycle wrecks in North Dakota have been due to careless driving on the part of cyclists.

Alcohol use was involved in almost half of the crashes, while excessive speed or careless driving on the part of the motorcyclists played a part in over 60%. Several crashes involved inexperienced drivers in conditions they couldn't handle.

Anticipating problems and knowing how to deal with them are aspects of cycling brought up in ABATE's training courses, Jay said. "That's why it's important for people to go through training."

North Dakota riders must also contend with deer, which were responsible for two of 13 fatalities this year. Jay explained that the training courses deal with those and other situations that could be scary for cyclists, from getting caught in a gust of wind from a passing semi to navigating when a beautiful day turns nasty.

Full-time training sites operate during the summer in Bismarck, Fargo, Grand Forks and Minot. Mobile units travel to other North Dakota cities to offer the courses.

Jay predicts the growth of motorcycling will continue, with people from all walks of life getting involved. "The growth of motorcycling is not going to scale down," he said, and neither will the demand for training. According to the MSF, only about 1/3 of motorcyclists nationwide have taken training courses.

—Bill Bish

Coast To Coast

Biker News

AIM ATTORNEY FIRST TO SUE MYRTLE BEACH OVER ANTI-BIKER LAWS: AIM attorney Tom McGrath filed the first lawsuit against the city of Myrtle Beach, South Carolina, challenging the constitutionality of two of over a dozen new anti-biker ordinances passed to shut down the Myrtle Beach motorcycle rallies.

The suit filed September 29 on behalf of two Myrtle Beach residents and motorcyclists, William and Carol O'Day, challenges the city's new helmet law and noise ordinances. The suit questions whether it's within the city's "home rule" authority to supersede state law in both cases.

Both municipal ordinances, according to the lawsuit, are unconstitutional and in violation of South Carolina state law. "It's pretty simple," said Tom McGrath whose Motorcycle Law Group based out of Richmond, Virginia, filed the suit. "It's really a question of whether it's constitutional. Does state law prevail?"

"Home Rule doesn't allow a city to pass laws that are inconsistent with state law in areas where the state has already acted," he explained, "and South Carolina already has a helmet law for riders 21 and younger, and they already have a muffler statute in state law."

Two additional lawsuits, both filed in federal court on behalf of local businesses, have since been filed against Myrtle Beach in response to the city council's unanimous approval of 15 new laws aimed to crack down on a 70-year tradition of motorcycle rallies in the city, which include restricting vendor permits, imposing liability on promoters, limited bike parking, more restrictive loitering and public drinking laws, and other regulations designed to dissuade rally-goers.

The Carolina Harley-Davidson Dealers Association Spring Rally has been a fixture in Myrtle Beach for 68 years and is the oldest continuous running motorcycle rally in this part of the country, but the city council decided to get rid of all bike rallies following complaints from residents, primarily during the Atlantic Beach BikeFest attended mostly by black urban sportbike riders, after efforts to police the event led to several discrimination lawsuits filed by the NAACP, which were settled out of court.

"ABATE of South Carolina abhors these types of totalitarian enactments that remove liberties and freedoms of individuals and eventually will start eroding individual rights granted to us under our Constitution," said the state motorcycle rights organization in a press release. "ABATE of South Carolina challenges the council on the grounds that the municipal power is exceeding the entity's corporate powers, acting as if it is above state law."

DOT PROPOSES NEW FEDERAL SAFETY RULES TO BAR NOVELTY HELMETS: The best-selling motorcycle helmet decals at a popular biker Web site include fake bullet holes, skull and crossbones, the American flag and $1 stickers that say "DOT."

The latter has created a problem for U.S. highway safety regulators, because fake DOT stickers can be used to counterfeit safety certification of cheap novelty motorcycle helmets, which they claim are one cause of rising accident fatalities.

"We're proposing new safety rules to make it harder for vendors to sell unsafe novelty helmets or for riders to get away with wearing them," said Transportation Secretary Mary Peters. "We are proposing to do that by requiring manufacturers to place a larger, tamper-proof DOT label on the back of certified helmets that have been through a wider range of safety tests."

The current federal standard, implemented in 1974, requires a DOT emblem on the rear of the helmet, indicating it passed certification tests. Manufacturer and model data are located on a label inside the helmet. The new proposal calls for a DOT-symbol decal to be applied to the helmet beneath its clear coating, with the manufacturer's name and helmet model added above the symbol and the word "certified" below it.

NHTSA estimates that 15% of the motorcycle riders in the 20 mandatory helmet law states wear "beanie" helmets that don't meet the current FMVSS218 federal standard. "It's become a political statement against the helmet laws," said Eric Anderson, chairman of an industry helmet task force. "It's fashionable to be anti-helmet."

Regulators estimate it would cost manufacturers, who turn out 5.2 million certified helmets annually, only about $.02 each or $100,000 to comply with the new rule.

Motorcycle groups said the time and money would be better spent, and more lives saved, through rider education and motorist awareness programs.

ABATE OF NEW YORK TO PICKET SAFETY CONFERENCE: ABATE of New York announced they would be picketing the NY Highway Safety Conference, held in Syracuse, where the New York State Police are presenting their Motorcycle Safety Roadblock Scenario to more than 350 professionals from local, state, federal and private agencies "involved in the effort to reduce deaths and injuries related to traffic crashes."

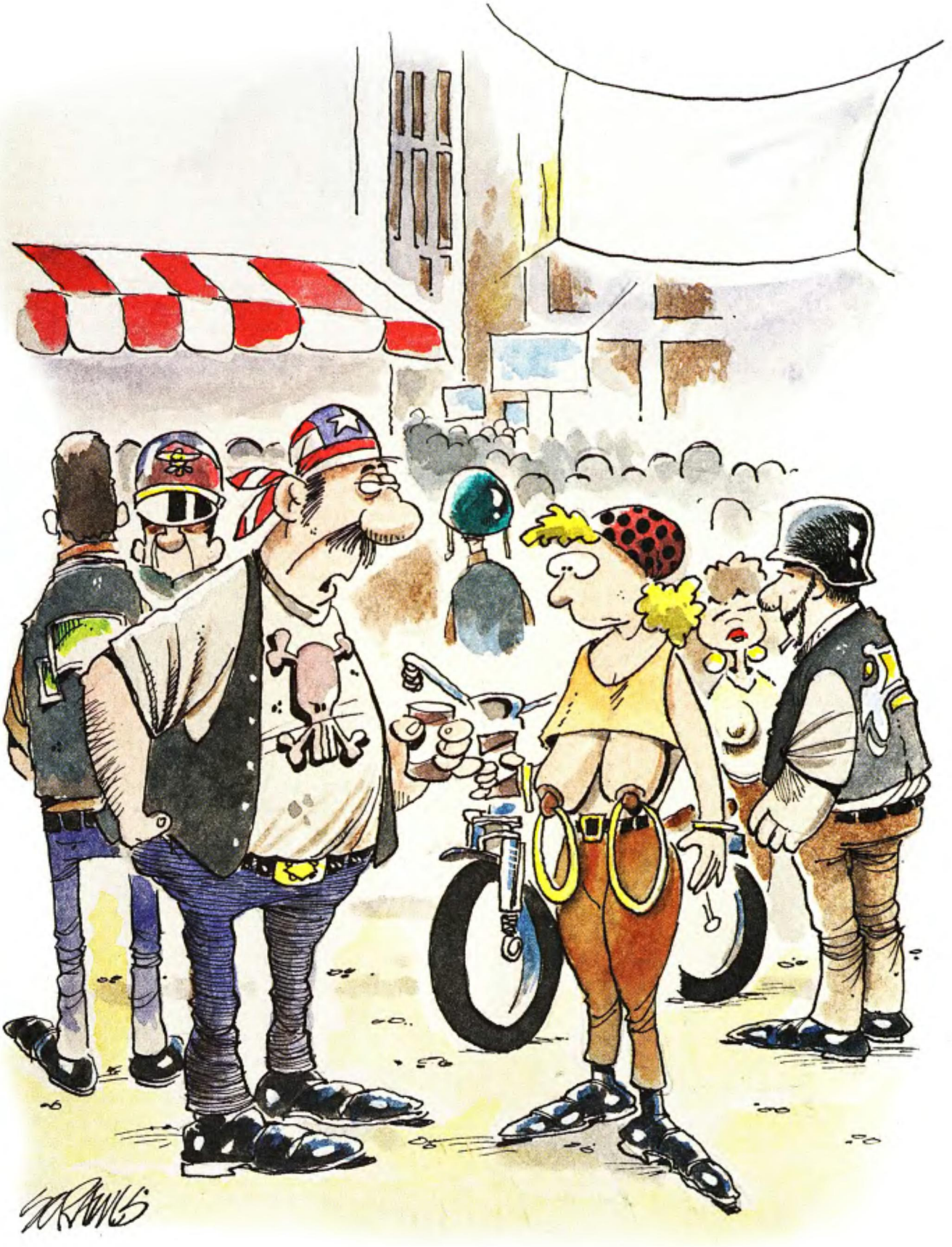
ABATE of New York obtained an all-day public assembly permit to conduct an informational picket/protest outside of the Conference Center to express their dissatisfaction with motorcycle-only roadblocks, as well as draw public attention to the irony of New York State's misdirection of designated motorcycle safety funds to those very same enforcement tactics being promoted at the conference.

With support from ABATE of NY and in cooperation with NCOM, AIM attorney Mitchell Proner recently put the NY State Police and DMV on notice that a class action suit will be filed in protest of the discriminatory road checks being conducted on state highways during events that draw thousands of motorcyclists.

"Since motorcycles operated in New York are already required to pass annual safety inspections, the current NYSP initiative serves only to harass, intimidate and inconvenience motorcyclists, and is an abuse of discretionary power as specifically acknowledged by the New York State Court of Appeals," said ABATE in a statement.

WYOMING BIKERS FEND OFF NOISE ORDINANCE: A proposed noise ordinance is on the "back burner" after scores of motorcyclists flooded the Casper City Council chambers. The council voted unanimously and to a raucous applause to

Continued On Page 30



"Honey, you don't need a boob job, you just need smaller nipple rings."

Biker News CONTINUED

table the proposed change to a noise ordinance, which means it will not be discussed again unless a council member brings it back.

The proposed change read: "No person shall operate any motor vehicle in the city in such a manner that the public's attention is drawn to the noise created by the motor vehicle."

One biker after another spoke before the council to testify how loud pipes save lives. "Loud exhaust keeps drivers aware of bikers and prevent accidents," said Jim Siri, a member of Wyoming Central ABATE. "Many things distract drivers, and if they aren't paying attention they won't always see motorcyclists, but they may still hear them," he told *The Jackson Hole Star-Tribune*.

Abuse of a motorcycle on city streets is unacceptable, but motorcyclists also don't want to be unfairly targeted, said Russ Reddick, vice-president of Wyoming State ABATE and co-director of NCOM in Region 3. He told the newspaper that he wants to educate riders on how to ride respectfully and also educate vehicle drivers on how to become more aware of motorcyclists.

Both motorcyclists and the council plan to work together to help solve the problem of "irresponsible riding" through residential neighborhoods.

—Bill Bish, NCOM

Off The Road

AMA News

THE 2008 AMA CONGRESS gathered October 9 through 11 to consider numerous issues affecting amateur motorcycle competition and recreational riding in the United States. Rule changes passed by the AMA Congress included the regulation of motorcycle sound levels at competitive events, motocross advancement and new event types for road riders. In all, AMA Congress considered 83 rule proposals at the 2008 annual meeting, 47 of which were passed or amended for possible ratification by the AMA Board of Directors. In deference to the needs of local AMA organizers, the AMA and original equipment manufactures, most rules adopted by the 2008 AMA Congress will not take effect before 2010, at the earliest.

Most notably, the 2008 AMA Congress passed a 94 dBA standard for all amateur and Pro-Am motocross and off-road competition, effective in 2011. The new standard will not apply to land speed racing, speed trials or drag racing events. The new level mirrors both the 2009 standard for professional motocross and Supercross racing in the U.S., as well as mandated by the FIM (Federation Internationale de Motocyclisme), which governs international motorcycle competition. Currently, sound limits for amateur motorcycle competition are 99 dBA for closed-course competition and 96 dBA for cross-country racing. "Few issues contribute more to misunderstanding and prejudice against the motorcycling community than excessively loud motorcycles, and this measure addresses the issue head-on," said AMA President and CEO Rob Dingman. "This standard is already in place for professional and international competition, making this one of the most cost-effective and easy-to-implement solutions to the sound problem. That said, AMA Congress understands that amateur competitors may need more time to adopt this new standard and wisely established a reasonable deadline for compliance."

Also at the meeting, AMA Congress passed revised advancement procedures for amateur motocross racers, which are designed to be equitable to C-class riders poised to advance to the B level. On the road-riding side, the AMA Congress considered several proposals, including two that develop new types of events. One is the Bonus Hunt, which is part scavenger hunt and part road enduro. The other provides a more detailed procedure for the popular Vintage Motogiro event, which gives owners of vintage and antique motorcycles a chance to meet and show off their unique machines. *—AMA*

BAKER DRIVETRAIN TRAINS J&P STAFF: After a successful Biketoberfest training session at their Destination Daytona location, Bert Baker and James Simonelli completed the final staff training at J&P's headquarters in Anamosa, Iowa. The 65 person group included sales and tech specialists, product specialists, catalog personnel, purchasing, quality control and marketing staff.

Baker Drivetrain has shown that the more technically savvy the sales staff is, the better the end user is satisfied. The training presentation included a brief Baker company history, a discussion of the similar sales philosophy between the two companies, a full product line technical review, and a Q&A/new products wrap up.

Rather than the typical ho hum PowerPoint presentation normally associated with product training, Bert and James kept things light, entertaining, and amusing in typical Baker fashion. The company's new mission statement "We just

Photo: Found on the web.

"There's nothin' like a tight pussy"

wanna make cool shit and have fun" was also introduced. "I'm really pleased with the outcome of this training," remarked Bert. "We used J&P as a pilot program and can already see a benefit in our sales. We intend to train as many of our distributor rep staff as possible and assemble the strongest sales force in the industry"

John Parham, J&P Cycles president, went on to to say "I want to thank Baker Drivetrain for their training classes in both our Iowa and Destination Daytona locations. J&P Cycles takes pride in offering the best customer support and technical service to our customers. Thanks to this on-site training, our staff is now up-to-date on the newest product offerings and technical aspects of the Baker product line." *—Trish Baker*

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Happenings

ALABAMA

Bama Bike Fest
Spring Rally
Date: Mar. 13-15
Place: Forkland
Info: 334-289-5213
www.bamabikefest.com

Bandit Girls 4th Annual
Thunder Bikefest
Date: Mar. 20-22
Place: Plantersville
Info: 334-413-6632
www.thebanditgirl.net

ARKANSAS

Wild Hog M/C Rally &
Music Festival
Date: Apr. 23-26
Place: Helena
Info:
www.wildhogmusic.org

ARIZONA

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

3rd Annual
All American Poker Run
Date: Mar. 21
Place: FOE, Kingman
Info: 928-681-2640

12th Annual
Arizona Bike Week
Date: Mar. 27-Apr. 5
Place: Scottsdale
Info: 480-704-1142
www.azbikeweek.com

State HOG Rally
Date: Apr. 30-May 4
Place: Tucson
Info: 602-955-2658
www.azstatehogrally.com

CALIFORNIA

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

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

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

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

Polar Bear Run
Date: Feb. 22
Place: ABATE Local 1
Info: 818-361-8800

Long Beach Cycle Show
and Swap Meet
Date: Mar. 29
Place: Long Beach
Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

Hogs On The High Seas
Mexican Riviera
Date: Mar. 29 -Apr. 5
Place: Port of Los Angeles
Info: 800-444-8795
www.hogsonthehighseas.com

Nor-Cal Cycle Show
and Swap Meet
Date: Apr. 5
Place: Solano
Fairgrounds, Vallejo
Info: 714-557-1846
www.toppingevents.com

Arlen Ness Bike Show
Date: Apr. 19-20
Place: San Mateo County
Events Center, San Mateo
Info: 866-907-7790
www.arlennessbikeshow.com

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

COLORADO

31st Annual Motorcycle
Show & Swap
Date: Jan. 31-Feb. 1
Place: National Western
Complex, Denver
Info: www.comotorcycle-
showandswap.com

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

FLORIDA

Miami Tattoo Expo
Date: Jan. 9-11
Place: Miami Beach
Convention Center
Info: 617-418-7385
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

Ride For Kids
Date: Feb. 8
Place: South Florida
Info: 800-253-6530
www.rideforkids.org

2nd Annual
Shovelhead, Panhead,
Knucklehead Show
Date: Feb. 22
Place: Caribbean Club,
MM 104,
Key Largo
Info: 305-289-5442;
southernmost.abateflorida.com

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

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

DeLand Bike Rally
Date: Feb. 28
Place: DeLand.
Info:
www.delandbikerally.com

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

Webster Swap & Show
Date: Apr. 5
Place: Webster Westside
Flea Market
Info: 352-793-9877
www.cyclemeet.com

Ride For Kids
Date: Apr. 5
Place: Northeast Florida
Info: 800-253-6530
www.rideforkids.org

9th Annual Emerald
Coast Bikefest
Date: Apr. 24-26
Place: Emerald Coast
Dragway, Holt
Info: 850-537-7223
www.emeraldcoastbikefest.com

12th Annual
Leesburg Bikefest
Date: Apr. 24-26
Place: Leesburg
Info: 352-365-0053
www.leesburgbikefest.com

12th Annual Thunder
Beach Spring Rally
Date: Apr. 30-May 3
Place: Panama City
Info: 850-276-1474
www.thunderbeachpro-
ductions.com

GEORGIA

Angel City Spring Rally
Date: Apr. 16-19
Place: Angel City, Unadilla
Info: 800-433-7191
www.angelcityrally.com

Top Gun Ride for
Children
Date: APR. 25
Place: Hooters, Kennesaw
Info: 770-333-9447
www.topgunrideatlanta.com

ILLINOIS

Wicked Wheels Weekend
Bike & Car Show
Date: Jan. 10-11
Place: Timber Creek Inn
& Suites, Sandwich
Info: www.wicked-
wheelsweekend.com

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

25th Annual
Cabin Fever Party
Date: Feb. 21
Place: Galesburg
Info:
www.centralilabate.org

21st Annual Broomstick
Pool Tournament
Date: Mar. 21
Place: Monmouth
Info:
www.centralilabate.org

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

Shakedown Run
Date: Apr. 26
Place: Galesburg
Info:
www.centralilabate.org

Date: Apr. 30-May 1
11th Annual Thunder
Beach Spring Rally
Place: Panama City
Info: 850-276-1474
www.thunderbeachpro-
ductions.com

KANSAS

Cruisin' for Rocko
Date: Apr. 25
Place: Alefs Harley-
Davidson, Wichita
Info: www.rockoinc.org

KENTUCKY

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

LOUISIANA

Ride for Autism
Date: Mar. 27-29
Place: Lafayette, LA
to Natchez, MS
Info: 985-237-0429
www.projectindependence.org

6th Annual Meet on the
Creek
Date: May 1-3
Place: Silver Creek
Campground, Mount
Hermon. 985-877-4256
www.silvercreekcamp.com

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

MARYLAND

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

MICHIGAN

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 Finacial 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

Motorcycle Swap Meet
Date: Mar. 29
Place: Fairgrounds, Detroit
Info: 800-968-4242
www.motorcycleswap.com

Motorcycle Swap Meet
Date: Apr. 19
Place: Birch Run Expo
Info: 800-968-4242
www.motorcycleswap.com

Motorcycle Swap Meet
Date: Apr. 26
Place: Deltaplex, Grand Rapids
Info: 800-968-4242
www.motorcycleswap.com

Walneck's Swap Meet
Date: Apr. 26
Place: Calhoun County Fairgrounds, Marshall
Info: 630-985-2097
www.walneckswap.com

MINNESOTA

Metro Chapter ABATE Winter Bash
Date: Jan. 24
Place: Povlitski's, Spring Lake
Info: www.metromn.com

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

Heart of the Lakes Chapter ABATE Pool and Dart Tourney
Date: Feb. 7
Place: Play Time, Perham
Info: 218-849-5021

Donnie Smith Bike Show
Date: Feb. 21
Place: Mayo Center, Rochester

Donnie Smith Invitational Bike Show
Date: Mar. 28-29
Place: Saint Paul RiverCentre
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

11th Annual Freedom of Road Riders Kearney Bike Show
Date: Mar. 30
Place: VFW Post 5717, Kearney
Info: 816-365-9615,
www.forrlocal29.com

M/C Swap Meet
Date: Apr. 26
Place: Twin Drive In Theater, Independence
Info: 816-228-5811
www.jwswapmeet.com

NORTH CAROLINA

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

Outer Banks Bike Week
Date: Apr. 23-26
Place: Outer Banks and Nags Head H-D
Info: 757-397-5550
www.outerbanksbike-week.com

Cherokee Survivors Spring Rally
Date: Apr. 24-26
Place: Fairgrounds, Cherokee
Info: 800-438-1601
www.cherokeerally.com

Thunder in the Smokies Spring Rally
Date: Apr. 24-27
Place: Maggie Valley Festival Grounds
Info:
www.handlebarcorral.com

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. 10-11
Place: Garden State Exhibit Center, Somerset
Info: 386-252-3101
www.cycleprousa.com

NEVADA

Vintage Motorcycle Auction
Date: Jan. 8-10
Place: Las Vegas
Info: 800-473-2324
www.midamericaauctions.com

26th Anniversary Laughlin River Run
Date: Apr. 23-26
Place: Laughlin
Info: 714-694-2800;
800-357-8223
www.laughlinriverrun.com

NEW YORK

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

Skin and Steel
Date: Apr. 19
Place: Dome Center, Henrietta
Info: 585-234-0895
www.skinandsteel.com

OHIO

Easyriders/VTwin 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

Walneck's Swap Meet
Date: Mar. 29
Place: Clark County Fairgrounds, Springfield
Info: 630-985-2097
www.walneckswap.com

OKLAHOMA

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

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

OREGON

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. 24-25
Place: Valley Forge Convention Center, King of Prussia
Info: 973-663-6377
www.fastlanebikershows.com

SOUTH CAROLINA

Wild Heart SC Support Party
Date: Mar. 28
Place: Rock City Lounge, Little Rock
Info: 501-909-9430

TENNESSEE

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

TEXAS

Vietnam Vets Memorial Hwy Run
Date: Mar. 15-17
Place: Ambassador Motel, Perryton
Info: 806-771-5822

6th Annual South Texas Motorcycle Show
Date: Mar. 20-22
Place: Freeman Coliseum, San Antonio
Info: 210-832-8444 ext. 202
www.txbikeshow.com

25th Annual Circuit Riders Campout
Date: Mar. 27-29
Place: Daniel Springs Baptist Camp, Gary
Info: 903-852-5043
www.circuitriderscfm.org

Spring Fling
Date: Mar. 27-29
Place: Stroker's Dallas
Info: 214-357-0707
www.strokersdallas.com

Rendezvous on the Conchos
Date: Apr. 16-19
Place: Fairgrounds, San Angelo
Info: 325-944-2008

Lone Star Rod & Kustom Round Up
Date: Apr. 17-19
Place: Travis County Expo Center, Austin
Info:
www.lonestarroundup.com

25th Annual Crawfish Boil
Date: Apr. 18
Place: Mom's Biker Bar, Longview
Info: 903-236-9132
www.momsbikerbar.com

Ride For Kids
Date: Apr. 26
Place: Houston
Info: 800-253-6530
www.rideforkids.org

3rd Annual Hawgs N Hills Rally
Date: May 1-3
Place: Llano
Info:
www.hawgsnhills.com

13th Annual Hill Country Run
Date: May 1-3
Place: Luckenbach
Info: 830-997-6982
www.hillcountryrun.com

VIRGINIA

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

Bikes and Ink
Date: Mar. 21-22
Place: The Show Place, Richmond
Info: 386-252-3101
www.cycleprousa.com

VERMONT

UMV Annual Harley Raffle Drawing, Dinner & Dance
Date: Jan. 10
Place: VFW, Hyde Park
Info:
www.unitedmotorcyclists.org

WASHINGTON

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

WISCONSIN

ABATE Lobby Day
Date: Feb. 26
Place: State Capitol, Madison
Info: www.abatewis.org

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

National Law Chart

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

LEGEND:

✓ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles 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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Street Glide
Road King Custom
Road King
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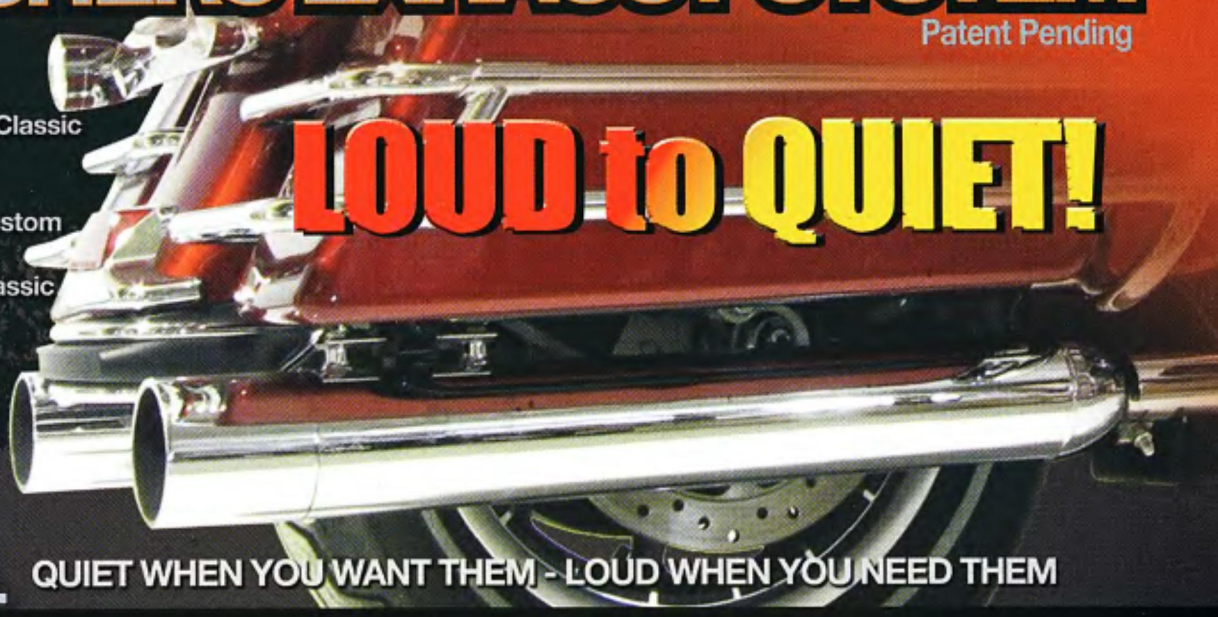

LOUD to QUIET!

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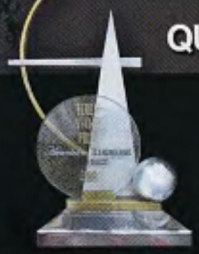

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BIKETOBERFEST 2008

Bike Week Lite?

For many, Biketoberfest has been called Bike Week Lite. From what I've heard, that may have something to do with the fact that Biketoberfest happens in October and, especially in Florida, it tends to rain a little. I said "heard," because in all the years I have worked for this magazine, I have never been to either Daytona Bike Week or Biketoberfest. Over the last year, two of my brothers had moved to Florida and they invited me to come there anytime....so why not for Biketoberfest?

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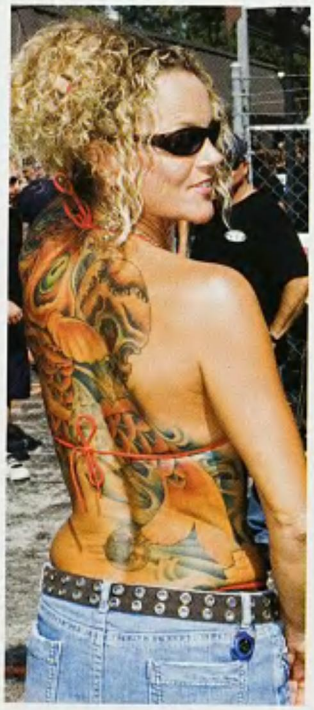

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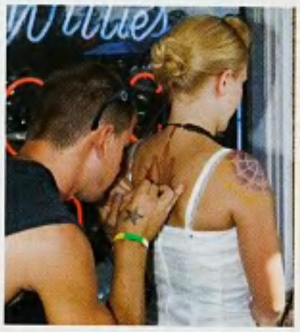
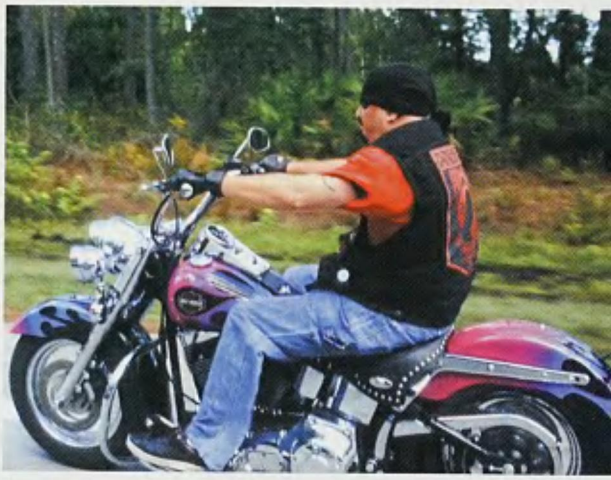


CANS!



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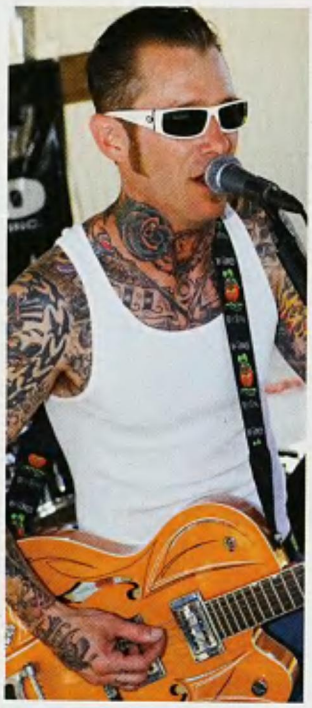
MOON



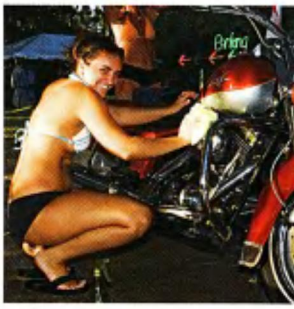
When I arrived in Daytona I figured out, in a hurry, that I was going to need a bike. One of my brothers had told me he had a bike for me and not to worry. "Bro, it's got mini apes, it's low and has a flame paintjob; you'll be styling." At this point I have to say…I love my brother. The bike I was going to be using was his wife's bike. It had apes, low to the ground…and a pink and purple flame paintjob. They affectionately call it "The Flammer." Whatever, it's a bike, the weather was great and I'm riding lidless. It's perfect!

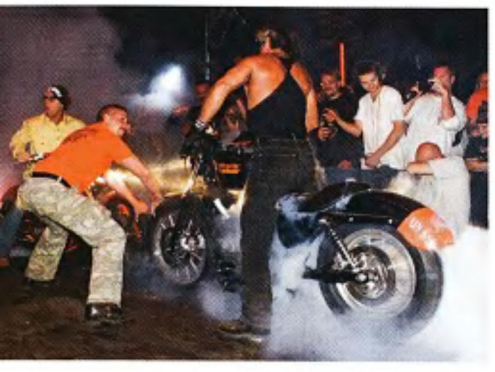
Having never been to Daytona, I was feeling like a tourist. I *had* to go see what all the fuss was about. I was told that we would hit the town later in the weekend, but that there was so much more to see and do than hang out downtown. I was fortunate enough to be camping with the Vietnam Vets MC this week. How is that fortunate? Because for the next three days all these guys did was ride. Meet and be ready to go by noon and don't plan on coming home until 9:00 or 10:00 p.m. then it's party time. Unbelievable. We had anywhere from 10 to 15 guys and wives or girlfriends every time we left. I had a great time…from what I remember. Is it really called sleep if you stay up drinking until 5:00 a.m. then pass out and start all over at noon?

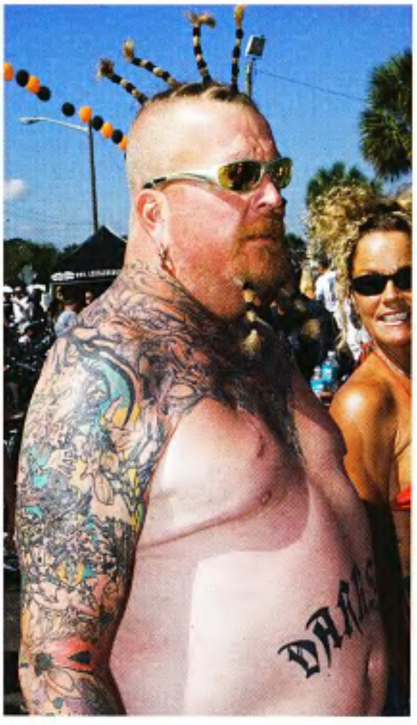
I was told that the numbers were down this year but, having never been here, how would I know? To me, everywhere we went was packed. Starting on Friday you could feel the traffic getting heavier. To break me in slowly, we hit Destination Daytona. Man, if I never got into downtown, I could have been pretty happy. If you're looking for a part, clothing, cigars (like I was) or wanted to hit a good concert, this was the place to be. The massive parking lot of Destination Daytona was turned into a consumer version of our V-Twin Expo with hundreds of aftermarket companies showing their wares. If you needed something for your scoot, no matter what it was, you could find it right there.

There was also something for everyone in the live music department. Kansas opened the concert series on Thursday, followed by Jo Dee Messina on Friday, leaving Saliva and Drowning Pool to close out the weekend on Saturday. And, by the time the concerts were ready to start, Destination Daytona was its own little city.

But, as I said, there's a lot more than hanging out here. We made the rounds down Main Street. May I suggest that you PARK your bike on Main and walk up and down? This year the coppers were out and seemed a tad pissy. Sound meters on







every other corner. Bust the limit, get a ticket. Are you wearing colors? Not riding down Main you're not. Many club members were "ushered" off Main and told they could *walk* down Main, just not ride. What-the-fuck-ever. After getting an eyeful of everything in town, we got out and started hitting the other places. As you should, we hit every place you've ever heard of: Boot Hill; The Iron Horse; Dirty Harry's; Smiley's Tap; The Broken Spoke; The Last Resort; and the Dog House to mingle with all the infamous builders from Perewitz to Huze and crews like Sucker Punch Sallys and Ralph Randolph Designs.

But if you're looking for something outside of town and want to get in some great riding, then you have to hit Hwy 17 and drop into places like White Eagle (where you can get a great barbecue dinner for $1…yes, $1) and the Dog Pound Saloon in Bunnell. Skip over to O.B.'s in Deland and then down to Trader Jack's in Deleon Springs. After all that riding, you are gonna want to hang out and socialize, so hit the Cabbage Patch in Samsula. Coleslaw wrestling! Nothing says relaxing biker-style more than watching girls go at it in in the humidity in a ton of slaw. Plus there are tons of vendors and food at this place.

After all that, if you're not worn out and have a face that looks like a raccoon, you weren't trying hard enough. Give yourself a couple of extra days for riding and mark your calendars. Next year's dates are October 15 through 18.

—Oil Can

Photos: Don Rogers

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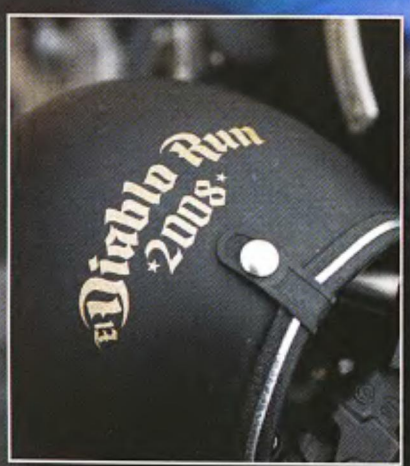
El Diablo RUN

RUN WHAT YA BRUNG AND LEARN AS YA GO

Have you seen the movie *Wild Angels*? The 2008 El Diablo Run across 125 miles of barren beauty from the U.S. border south to San Felipe in Baja, California, was a close parallel to that 1960s biker flick. The run featured all the motorcycles, action and partying of the movie minus the plot. Like anyone knew what the plot was, even then.

On a Thursday morning, my crew and I loaded our bikes with the tools we'd need, bedrolls and the clothes on our backs. Then we hauled ass to Calexico from San Diego to the first rendezvous point, met up with some other rat bikes and continued toward San Felipe. The road was plenty rough with no gas stops, and potholes everywhere that turned long, straight sections of crumpled blacktop into a mogul-ridden slalom course. If a guy lost his concentration for a moment, he'd end up on one side of the road and his crashed bike would be on the other.

The destination was Ruben's Resort, where we lurked for a couple days. Everybody slowly trickled in, pack by pack. Ninety percent of the bikes were choppers. Real choppers, the kind where a guy takes a stock motorcycle and chops it all up. All makes, models and years of



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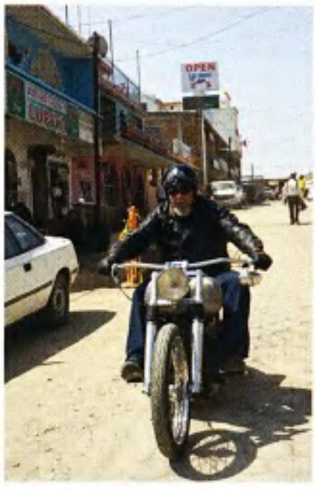


bikes were there. Not too long after we arrived, a welder was busy fixing broken bikes. This wasn't a run for your local H.O.G. member; it was ride it and fix it, or suffer—just like the old days.

Things started to get ugly (the good kind), with burnout contests erupting in camp, in the streets, in front of bars and in front of cops. The *policia* chased us around in an effort to curtail our fun and, unfortunately, they did. We called it a night.

I awoke the next morning to that old familiar poppin' sound of the day's first beers being cracked, followed by guys yellin' to get up for the flat track races. Someone had graded a dirt lot for racing and let's just say they broke up the hard pan a bit. Granite boulders and chunks of cement were everywhere. Perfect! I'm pretty sure we all crashed, except for Jake, who won the race. He got $100 and a sick El Diablo helmet.

Later that afternoon, some hard riders out of Sonora, California, put on a little show. By noon they were pullin' wheelies, burnouts and motocross-style airborne launches performed on choppers! Riding old shovels, pans, Triumphs, Hondas and Sportsters, these hammerheads were the real deal. Covered in grease,

with full beards, perpetually holding a beer in one hand and a wrench in the other, they never thought twice about helping others.

Later that night things proceeded to get ugly, again. Fireworks are legal and plentiful in Mexico. They were bought, brought and lit off all over the place. After a few hours of explosive fun, we peeled out of Ruben's and headed to Ensenada. By then, the ride was one big posse and high fives at every turnout. Yeah, a couple of guys crashed, but luckily, they made it out with only a little road rash.

This was a motorcycle enthusiast's run for those of us who like the adventure of riding our scooters, but not knowing for sure if we'll make it all the way there and back. It was well organized, with sponsors Ruben's Resort and Biltwell Choppers putting in the time required to make it smooth. Everybody rode their unreliable, sketchy, ratted-out rigid chops for the pure fun of it and had a blast.

Thinking about riding the El Diablo next year? Do it, but remember, this is a motorcycle ride. If you prefer a trailer for your 2004 Softail, go to Sturgis instead.

—Johnny da Ponz

Photos: Michael Lichter

The stance of your custom motorcycle is completely determined by your frame. For a clean minimalist approach, a rigid frame is just the ticket; for a short racer, a pro-street chassis is the way to go. If your taste is for a super comfortable ride, there are manufacturers out there that are even building bagger frames. Whatever the posture preference, there is a frame manufacturer out there that will meet every need. Check out the offerings presented here and get ready to build your dream bike.

—Kit Maira

EASYRIDERS' GUIDE TO FRAMES

PRO FRAME KITS

Shown here is just a sample of the latest chassis kits in Pro-One's lineup. Each of the Quad kits is based on the company's awesome FAT 300mm Pro-Quad frame while the SFT models are offered with the trend setting FAT 300mm hidden-shock frame. Each kit comes with all of the hardware shown and then some. Backbones are offered with stretch up to 5 inches and 4 inches in the front leg. Rake measures 40 degrees, and each is set up for RSD. Pro-One gas tanks are 16-gauge steel fit with pop up caps and the steel fenders feature a strutless rear. You get a custom fit Pro-One oil bag, side mount license plate bracket, pointed top motor mount, polished stainless rock guard and massive 2-inch single leg, 300mm chassis. All frame kits are sold in raw steel but there is a long list of paint and powdercoat options.

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

CHOPPER GUYS 240 DROP SEAT FRAME KITS

This Chopper Guys 240 Drop Frame features 28 degrees of rake and is set up to run Twin Cam "A" or Evolution drivetrains with a 240 wide tire and dropped seat. Kit features include a 2 ½-inch square backbone, side rails that have been lowered 2 inches, 1 1/4-inch frame rails, dual swingarm shock mounts and a billet swingarm. The frame accepts stock or aftermarket FXR model components. It features both forward and mid control

mounts and accepts custom side covers, stock oil tanks and stock or aftermarket gas tanks. CNC-milled mounts and brackets are precision formed. A 1/2-inch offset chain drive is required.

Drag Specialties; www.dragspecialties.com

CUSTOM CHROME STOCK-STYLE SWINGARM FRAMES

These frames are similar to those of the 1970s and 1980s 4-speed models. These frames accept any big twin engines accept Twin Cam 88 used in conjunction with either a 4-speed or 5-speed hidden-shock transmissions. All frames come with flatside tank mounts and include a chrome swingarm, pivot shaft, and rear axle. Frame kits include frame, chrome swingarm, pivot shaft, and rear axle.

REPLACEMENT FRAME FOR TOURING MODELS

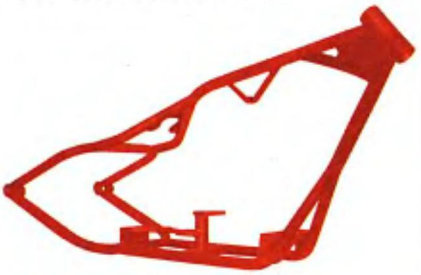
Built to fit 1994 thru 2006 touring models with no stretch and 26-degree neck rake. Accepts Twin Cam 88 and Evolution engines with matching touring model transmissions. Accepts all stock sheet metal, forks and suspension. Kits include frame and swingarm, which is designed to use 2000-2001 rear wheels with 3/4-inch bearings

SANTEE RIGID FRAMES

These Classic Santee frames are the perfect start to any old-school build. Available with the classic look of either wishbone or straight leg downtubes. Frames accept any big twin engines except Twin

Cams (including strokers and Evolution motors). Frames are set up for disc brakes and include rear axle kit. There are also models available to accept tires up to 180mm with a belt, and 200mm with a chain.

Custom Chrome; 800-729-3332; www.customchrome.com



RC COMPONENTS 330 FRAME

RC Components' 330 Dropseat frame is available in either a rigid or hidden-shock model and comes with your choice of any rake and stretch. The 300 Dropseat is so named because they are designed to fit the super wide 330 tires. Plus, all hidden-shock models feature RC's exclusive phantom swingarm.

RC Components; 800-931-0324; www.rccomponents.com

NEW CUSTOM RUBBER-MOUNT FRAMES FOR X-WEDGE

S&S offers two new frame styles for the X-Wedge. One is a rubber-mount sportbike frame, and the second is a rubber-mount touring frame. These frame styles are set up as special order items and offer a number of options for tire size, transmission style, downtube stretch, backbone stretch, and rake. S&S will take the orders for the frames, allowing customers to spec out the style and dimensions of the frame they want. The frames will then be custom-made and drop-shipped directly from the Rolling Thunder factory. There is also a custom solid mount frame available that is similar to the currently available Rolling Thunder 200X chassis for the X-Wedge engine.

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

V-TWIN RETRO RIGID

The V-Twin Replica Retro Rigid frame features original style construction including forged parts in the neck, sidecar mounts and rear axle areas. The frame is also available in wishbone or straight leg. You can use a shovel, Evo or Twin Cam engine package; the frame will accept all three by utilizing a separate motor spacer. You can also choose to run a 4-, 5- or 6-speed transmission. The frame utilizes standard oil tanks and '84 – '99 flatside 5-gallon gas tanks. You can further customize your Retro Rigid by how fat you want to be, as the frame will accept a 230 rear tire with chain or a 200 rear tire with a standard 1 ½-inch drive belt. The frame also has a 2-inch over raised neck with a stock rake for better handling.

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

BIG BEAR CHOPPERS

All Big Bear Choppers frames are designed and manufactured in house at the BBC facility in Big Bear Lake. Every frame component is CNC-cut, and the frames are constructed of 100% DOM seamless tube and 100% TIG welded for a clean, strong, precise fusion. There are four hidden-shock designs with their trademark strutless rear fender setups: The Sled (shown here); Devil's Advocate; Reaper; Venom; and two rigid models, the Screamin Demon and the Merc.

Big Bear Choppers; 909-878-4340; www.bigbearchoppers.com

SAT MOTORSPORTS

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

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

EXILE CYCLES FRAMES

Exile Cycles frames are manufactured by Daytec, and are available in rigid, hidden-shock, and rubber-mount configurations with nearly any desired rake and stretch. Manufactured in the USA using DOM steel, Exile utilizes 1 1/8-inch tubing and 1 3/4-inch backbones on their frames. Exile

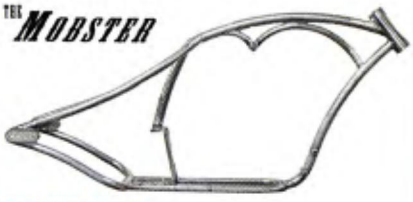
frames also come standard with a pro-street neck. Match this with a hideaway fork stop kit and keep your front end super-clean. Many frames are kept in stock and available immediately; custom specs may be delivered in less than one month.

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

FLYRITE CHOPPERS SMOKIN GUN FRAMES

The Flyrite Choppers Smokin' Gun Frame for the Sportster has 33 degrees of rake, 0 inches of stretch, accepts 130mm rear tires and is set up to receive either 1986 - 2003 Sportster or 1957 - 1981 Ironhead Sportster drivetrains. Just like all of Flyrite's frame offerings, they are manufactured in-house at FRC and feature 1-inch DOM mild steel tubing. Pricing starts at $775.

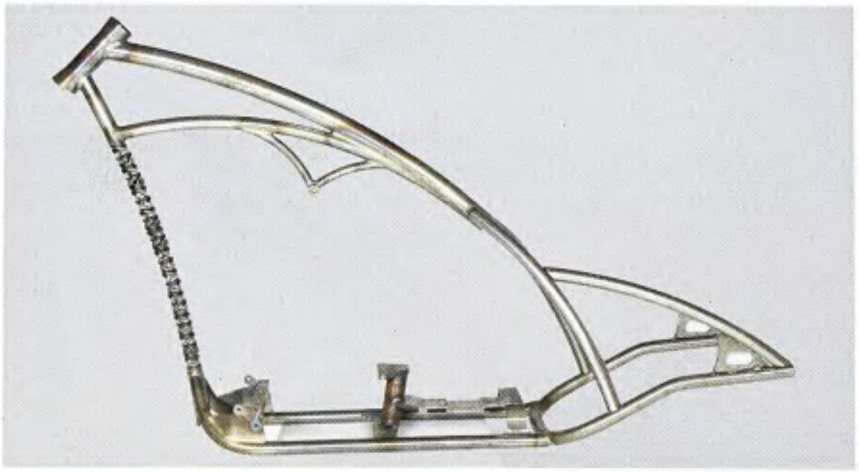
Flyrite Choppers; www.flyritechoppers.com



THE MOBSTER

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

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



PENZ FRAMES

Austrian frame manufacturer PENZ now has stock custom frames, which are tailor-made directly to order. Penz is adding a complete line of new rigids to his already huge-hidden shock frame program. The state-of-the-art frames can be built to order, varying in rake, stretch, height, and widths for all types of engines. By using RSD technology, even the widest wheels run exactly centered in the frame, balancing the bike perfectly. Penz frames are all precision TIG-welded, fulfilling even the strictest quality standards.

PENZ Custombikes; +43 (0) 7723-44690; www.penz-custombikes.com

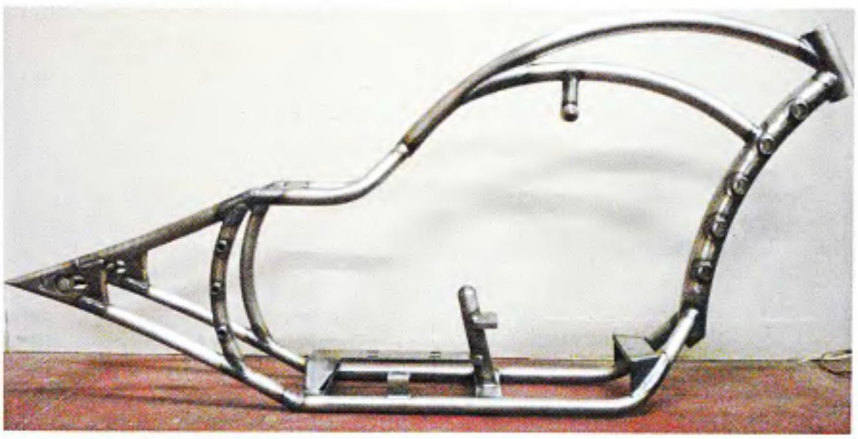
LEROY-THOMPSON

Leroy-Thompson's new Sport frame complements Leroy-Thompson's new line of parts and wheels. The Sport frame is built for housing up to a 150mm rear tire. Manufactured from 1/8-inch and 3/16-inch DOM tubing for strength and durability, this frame reflects high quality at a very affordable price. It is available with a 27-degree rake, a standard low seat height and is available for a Sportster or Big Twin platform

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

NESS Y2K-300/330 RUBBER-MOUNT FRAME KITS

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



a chain drive and a custom fabricated strutless rear fender.

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

KIWI INDIAN

Kiwi Indian keeps cranking out cool stuff for old-school motorcycles. With over 17 years of experience working exclusively with old-school motorcycles, they produce the real thing. This time it's their retro frame, which is available in either rigid or spring frame configurations. All frames are made in house from DOM tubing and are TIG welded and any neck angle can be made to order. Their retro frame has a very wide appeal since it's the only frame suitable to build an authentic old-school Indian chopper, bobber or custom. Kiwi's frames are held to the highest standards and far exceed OEM.

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

SINKHOLE CUSTOMS

Sinkhole Customs signature 300 RSD pro-street frame comes with a radius backbone and downtube to give you the racy, stretched pro-street look. The suspension is an airbag style (compressor included) that eliminates the shocks underneath the tranny allowing space for the oil tank (included). The battery will fit behind the oil tank. The swingarm pivot point is in the inside of frame allowing for a slender seat area that helps expose the massive swingarm that will house your 300mm tire. The specs on the frame are 5 inches out, and 0 up with 45 degrees rake in the neck.

Sinkhole Customs; 877-SHC-BIKE; www.SinkholeCustoms.com

WEST COAST CHOPPERS CFL FRAME KIT

With the new CFL frame kit from West Coast Choppers, you'll get beautiful handmade frames with excellent welds in a 38-degree rake and 2- or 4-inch downtube stretch design. The CFL frame kit comes with side fill cylinder style aluminum oil tank (WCC logo on both sides), spider web style battery box with chrome bracket, axle kit with WCC logo covers, spider web gusset and internal fork stop feature. The unique frame neck front is covered by a brass WCC logo. The CFL frame kit can be used with V-twin drive trains and 180 – 200-series rear tires and has a suggested retail price of $1,999.99 to $2,099.99.

Custom Chrome; 800-729-3332; www.customchrome.com

U.S. CHOPPERS BOARDTRACK RACER

U.S. Choppers Boardtrack Racer frame features a single cradle design and low slung weight distribution for incredible lean angles and an insanely fun ride. It fits most '39-later Big Twins up to 124 inches (excluding shovelheads). The frame comes complete with internal fork stop kit, rear axle and rear axle eccentrics. An integrated gas/oil tank is available separately. These frames are available through MC Advantages.

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

DRAG FRAME FOR 280/300 TIRES

This hidden-shock frame from Eurocomponents features a drop-seat position, which gives the bike a very low and aggressive dragster look. Seat height is 4inches lower than standard Harley Softails. Frame parts and swingarms are constructed with a 3D CAD system and assembled on QM system 9001. Frames are designed to fit stock and most aftermarket V-twin engines and Twin Cam B engines. Drag frames can fit up to 300 tires. The Drag frame is available with any rake and stretch for left- or right-side drive. Now available also with single downtube.

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

360.913 MPH MOTORCYCLE WORLD LAND SPEED RECORD

Raising The Bar

Many of you loyal Easyriders *readers may have been part of our World Land Speed Record success back in July of 1990. Bikers from all over the world sponsored the Keith Ruxton twin shovelhead-powered* Easyriders *Streamliner to its winning run of 322.150 mph on the Bonneville Salt Flats with pilot Dave Campos at the controls.* Easyriders *and the American bikers held the Absolute World Land Speed Record on two wheels for 16 years and, in fact, still hold the fastest time with a streamliner operating on American-made V-twin engines.*

In 2006, Rocky Robinson stole our thunder with a 342 mph run on the Ack Attack Streamliner, but that success was short-lived when Chris Carr on the BUB Streamliner went 350 during the five-day Speed Trials.

This year at Bonneville, a new two-wheeled World Land Speed Record of 360 mph was set by the Top 1 Ack Attack team streamliner piloted once again by Rocky Robinson. We asked Rocky to tell us the story of setting the new record in his own words. Our hats are off to ya, Rocky. Let's hope that the good-natured rivalry between American V-twins and metric motors will live on for many years to come (and hopefully land another American-powered two-wheeler in the top spot someday). —Ed

This year, 2008, started out as a rebuilding year for the Top 1 Ack Attack team, literally. On September 3, 2007, we made two runs on a substandard course that had patches of wet, loose salt. After a 300 mph shakedown run, we made a spirited attempt at the record, which resulted in horrific crash that nearly ended our race program. I walked away unharmed, but the Ack Attack streamliner wasn't so lucky.

Late rains were the cause, forcing the promoter to run a shortened course of only 9 miles in length. By comparison, in 2006, the ultimate two-wheeled record fell twice during the five-day BUB Motorcycle Speed Trials, in no small part due to 11 miles of rock-hard salt and favorable wind conditions.

Dave Campos had a 16-year reign as top dog in land speed racing with the *Easyriders* Streamliner, and we were honored to be the first to finally relieve him of his post. It was no easy task, and Dave will always be a hero in my book. He likened owning the World Land Speed Record to standing on a block of ice with a noose around your neck with your hands tied behind your back. No sooner had I taken my place on the proverbial cube, rope-burn set in. My record only lasting two days.

The BUB machine with Chris Carr at the helm would get its turn atop the cube. In 2006, history was made three times in a single meet. Dave's 322 record was bumped to 342 by the Ack squad, and then bumped again to 350 by Chris. Sam Wheeler made a single pass at over 355 mph, but a tire failure kept him from making a return run and ultimately a new world record. A 349 mph final run got us close, but still wasn't enough.

At the end of the 2007 season, Mike Akatiff, Ken Puccio, and Frank Milburn tore into the heavily damaged streamliner and began the rebuilding process. The body was replaced, as were the Hayabusa engines which, literally, had the motor mounts torn from their castings. The chassis was damaged and the electrical was hammered with salt. Motorcycle streamliners are complex machines and the Ack Attack was no exception.

I paid a visit to Mike's shop two weeks before the 2008 BUB meet to see how things were coming. The new body was mounted but only had a basecoat of paint. Some of the wiring had yet to be done and there were problems with the radios. There would be no time for testing. Part of racing is the all night thrashing in the workshop and this would be no different. In the end, they got everything done and the final coat of paint and graphics were applied and left to dry on our way to the Salt Flats.

We didn't set the world on fire at BUB, but paid our dues and came away with a better understanding of what was going to be needed to get the job done. We had the top time of the meet but were way off the mark, our best run being slightly over 315 mph. Along with diagnosing numerous salt gremlins, I got in some valuable "seat time" and was optimistic about our chances heading into the Top 1 Shootout. This meet was a first of its kind; only the world's fastest cars and motorcycles were invited to attend.

We pitted between the Nish Motorsports streamliner (a 596-cubic-inch V-8

which recently topped the SCTA/BNI sanctioned Speed Week event with a 371.080 average through the lights), and the Küryakyn nitro burning 181-cubic-inch V-twin, piloted by Leo Hess and tuned by Mike Roland. Leo holds 10 Land Speed Records and wanted nothing more than to leave the Shootout with top honors as the world's fastest motorcyclist.

Sam Wheeler wasted little time getting his Kawasaki EZ-Hook Streamliner up to speed entering the lights at a blistering 352 mph before handling problems sent him off course forcing him to abort the run. An unusual incident forced me to back out of the throttle on our first pass. The Top 1 Ack Attack was hit by a powerful side-wind that had me dodging timing lights and course markers doing everything I could to keep the thing right side up and on course. Turns out the winds were calm...the culprit was a helicopter hovering nearby assisting the media in getting that ultimate shot!

Like Sam, we were experiencing handling issues of our own. Every time I pushed hard, the bike became unstable and would fishtail down the course. I couldn't stay on the throttle when this would happen which was discouraging for the team and me. On one run I opened the tail doors to deploy the parachute and realized the stability had suddenly returned. With the doors open, I raced through the lights at full throttle, the first time I was able to do so since the doors were added. Needless to say, when I returned to the pits they were immediately removed.

We broke the main shaft on the front motor within the first mile on our next pass. As frustrating as it was, the crew pulled the motor and replaced it with a spare, working into the wee hours of the night. By midmorning we were staged and ready to go. I took off from the far end of the course and knew immediately something was wrong. The engine backfired, bending the shaft in the turbo and warping the butterflies in the intake. A loose ground wire was to blame. Repairs were made, but the Ack Attack crew and their machine were now running on the ragged edge. We were running out of time, parts, and patience.

The meet was scheduled to end on Friday and it was now Thursday afternoon. We followed the Küryakyn team to the far end of the course determined to get our record. A lingering weather front brought unsettled winds. We staged and waited for the nitro burning V-twin to run, hoping to seal the deal before the weather turned sour.

They seemed to struggle to stay in line during their tow up. When Leo released, he got on the throttle and moments later darted off course to the right. It looked like the bike went sideways and then high-sided, tumbling violently. The canopy, body panels and other chunks of debris tore from the machine as it pounded against the salt. Leo went down hard at the end of the first mile around 100 mph.

His injuries were severe, mostly to his lower extremities. Emergency crews rushed to the scene. Leo was transported by helicopter to a nearby trauma center. The meet was closed for the rest of the day. We examined his machine and the marks on the salt. The skids hadn't been retracted and probably contributed to the accident.

The winds picked up that evening and it seemed that our window for getting the record was slowly closing. Friday would be our final chance. If the wind gods were good to us, we would run. If not, it was over. We arrived on the salt before sun up and staged at the far end of the course. The sunrise was spectacular: a fiery sky of orange and red with wisps of white...if only we had the time to relax and take it in.

The meet officially opened at 7:30 a.m. to calm winds and cool air. We wanted to run as early as possible before the weather changed. We pushed off under darkened skies—exaggerated by the Ack Attack's tinted windshield. This was it. I throttled away, cautiously at first, until clearing the loose salt at the end of the course. Then I rolled on the throttle, pushing the powerful streamliner to the edge of traction. It didn't take long before the mile markers were lining up and flying by at 10-second intervals at top speed.

Through the measured mile, the canopy popped open catching me off guard. Swirling air filled the cockpit. I backed out of the throttle not sure what would happen next. I coasted down for about a mile and a half before deploying the parachute. Our decision to remove the rear doors had paid off. The bike was stable and I was able to run full throttle. I could hear the crew whooping it up in my headphones as I continued to scrub off speed. I couldn't make out what they were saying, but I knew it had to be good.

The Top 1 Ack Attack entered the timed mile at over 361 mph. Our return run had similar results. The canopy opened again at high speed, but it wasn't enough to keep us from topping the current Land Speed Record by over 10 mph! Our two-way average would read 360.913 mph... pending ratification by the FIM congress; this will be the new motorcycle World Land Speed Record. —*Rocky Robinson*

The right sheet metal on a custom ride can make it or break it as far as looks go. Sure, it's just a combination of gas and oil tanks and fenders. But choice makes a bike your own unique statement and there are a bunch of choices to check out here. You'll find something that'll work just right, whether you're building a rigid barhopper or a sleek pro-street pavement pounder.

—Kit Maira

EASYRIDERS' GUIDE TO SHEET METAL

NEW LIMITED-EDITION FUEGO RADICAL CUSTOM PAINT SET

The new Fuego Radical Custom Paint Set ($2,499.95 to $2,699.95) from Harley-Davidson features an airbrushed skull of flames breaking through the black night. Matching gusts of hollow flames that start strong and finish even stronger frame the block H-D logo. The entire paint set is executed in non-glossy, denim paint for a more dramatic effect. The Fuego Radical Custom Paint Set is available for the 2008-later Dyna Fat Bob and Dyna Street Bob, and the following 2008-later Softail models: Night Train, Softail Custom, Rocker and Rocker C, and Cross Bones. The Fuego is one of 10 new radical custom H-D paint sets for 2009, each limited to 200 examples. Each set includes a tank and front and rear fenders.

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

ROLAND SANDS DESIGN VINTAGE GAS TANK KIT

This steel tank rests on a clever tunnel that hides the OEM wiring and holds the stock ignition switch to deliver a clean look. Available for fuel-injected models, it includes an RSD "Gas It" fuel injection kit that installs with simple hand tools—no fabrication required. The tank holds three gallons of fuel. The Roland Sands Design Gas Cap is sold separately. Made in the USA.

Drag Specialties; www.dragspecialties.com

PAUL YAFFE ORIGINALS "THINNY" AND DEI FRONT FENDERS

This classic West Coast style fender is the perfect addition to the front of any bagger when installing an 18-inch or wide 21-inch wheel. Deep drawn from 12-gauge steel, these babies will last as long as the bike. Each fender is shipped raw and un-drilled so you could slam it as close to the tire as you dare. Additional fender spacers are required. Sold separately.

Custom Chrome; www.customchrome.com; 800-729-3332

SUMAX STREET SWEEPERS

Get down, draw a crowd with a pair of very cool funky looking Sumax Street Sweeper Fenders. Lightweight composite glass fenders are rated at 28,000 PSI before they will break. That's stronger than most steel fenders. Rear fenders feature convoluted tubing for ease and safe running of rear lighting. A primer gel coat finish makes them ready to sand and shoot. All Sumax fenders are manufactured at their facility in upstate New York.

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

BIG BEAR CHOPPERS SHEET METAL

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

Big Bear Choppers; 909-878-4340; www.bigbearchoppers.com

B'COOL 24 AND 26-INCH FRONT FENDERS

B'COOL Products recently released their new 24- and 26-inch front fenders for both Metzeler and V-Rubber tires with the assistance of Metalsport Wheels. They are CNC-spun from 12-guage cold-rolled steel and TIG welded. Fenders can be purchased pre-cut (as shown) or in builder blanks for builders to add their own creativity. Like all B'COOL Products' fenders they are full guaranteed.

B'COOL Products; 613-925-0704; www.bcoolproducts.com

RC COMPONENTS GAS TANKS

RC Components is a distributor of Independent Gas Tank Company's custom gas tanks. Handcrafted from 16-gauge cold rolled steel, each tank is TIG welded and pressure tested to assure you receive the highest quality product. Each tank comes with your choice of pop-up or standard gas cap. With six styles to choose from, there is a style to meet any of your custom project needs. Tanks are in stock and ready to ship.

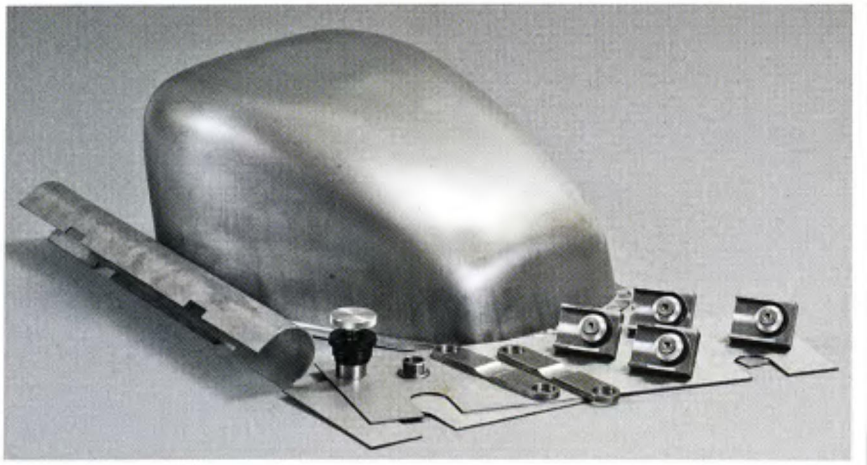
RC Components; 800-360-0915; www.rccomponents.com

TROJAN FENDERS

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

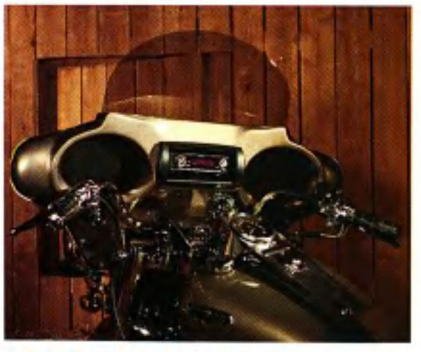
CLASSIC TANKS

These classic tanks (next page) start life



as an oversized sporty-style tank stamping in heavy 14-gauge steel. They are individually fabricated so you can dictate height, width, and tunnel depth, as well as gas cap and petcock location. Finished tanks come complete with pop-up stainless gas cap and weld-on frame brackets with rubber bushings and mounting hardware. Weld-it-yourself gas tank kits are also available.

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



DRAGONFLY CYCLE CONCEPTS

Dragonfly Cycle Concepts' fairings are the first detachable fairing with a full inner shell for the Harley-Davidson Road King, Heritage Softail and Fat Boy. The new design utilizes high-quality injection molding, a process that easily outperforms the current standard of hand-laid fiberglass fairings. Adding huge, 6 x 9-inch speakers internally mounted into the fairing gives awesome sound potential with a truly factory look. Fitted using your stock docking system, these detachable fairings go on or off your bike in just two minutes.

Dragonfly Cycle Concepts; www.dragonflycycleconcepts.com

STAMPEDE GAS TANK

New from the Stampede sheet metal line are these one-piece stretched custom gas tanks. They are 14-gauge deep-drawn mild steel joined with smooth welds that ensure an effective seal and save prep time. Installed brackets mount to the gas tank using a recessed grommet mounting system that isolates the tank from vibration and optimizes the sleek custom look. Etch coat sealer prevents corrosion and provides ideal primer/paint adhesion. This is a builder's tank kit, complete with frame-weld brackets, grommets and mounting hardware, stainless filler bung, stainless 13/16-inch (22mm) petcock bung, stainless breather tube and stainless rear mounted gas crossovers tapped for 1/8-inch NPT unions. Ideal for custom applications, these tanks are available in several sizes, each in your choice of pop-up or screw-in gas cap bung (cap not included, sold separately). Tanks hold 3-1/2 to 4 gallons depending on part number.

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

H-BOMB OIL BAG

The Sucker Punch Sallys' H-Bomb Oil Bag is for custom builders who want to stand out with a unique looking oil tank. It's made by Sucker Punch Sallys, fits most custom applications, and comes complete with a weld on mounting bracket and spinner oil cap. It can be ordered through Custom Chrome and retails for $499.

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

BUILDER'S DASH

Dave Perewitz is making things a lot easier for custom builders with little access to metal fabrication equipment. The Perewitz Builder's Dash provides the foundation for construction of a custom dash panel to fit just about any style tank. Hand formed from mild steel the raw dash can be shaped and massaged to fit your requirements and is supplied without any preinstalled brackets. The Builder's Dash is a real time saver and retails for just $69.95.

Dave Perewitz; 508-697-3595; www.perewitz.com

WCC DIY FENDER BLANKS

West Coast Customs is now offering their Do-It-Yourself Fender Blanks for just 150 clams. These steel blanks are available in 4 ¾-, 6-, 7 ¼-, 8 ½-, 9-, and 10 ½-inch widths and can be adapted to just about any application. Additionally WCC will be offering the steel fenders for the hot new 23-inch front and 20-inch rear rubber. Hatched and hammered in Long Beach California, WCC components offer customers QC that's second to none and "I want it NOW sucker" turnaround times.

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

CAROLINA CUSTOM PRODUCTS

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

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

FAT KATS

Fat Katz has now been around for 20 years and their latest offerings are these slick new fenders for dressers. Two models to fit either a 21-inch like a glove, or the latest 23-inchers. Both come predrilled and include chrome mounting hardware and spacers. They also offer a line of gas tanks including this hot flame designed tank, handmade from flat sheet.

Fat Katz Inc.; 877-432-8528; www.fatkatz.com

FATTY 3 REAR FENDERS

Eurocomponents rear fenders are made of GFK fiberglass, reinforced with a 3mm steel plate molded inside. The total thickness of the fenders is 9mm. Width at seat base is 12 inches. Since they are wider than stock fenders, they allow the installation of fat tires. These are the original

strutless and self-supporting rear fenders. Installation is very easy: just drill holes on the fender and bolt it directly onto the frame. Frames are to be modified by cutting off fender struts (the steel plate inside the fender replaces them). Ready for prep and paint.

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

WILDCARD CHOPPER GAS TANK FROM KUSTOMWERKS

These gas tanks incorporate joggle lap and lap joints through out instead of the usual butt welded construction they. This results in a much stronger gas tank without the worry of compromising the structural strength while providing a smooth surface finish. The joggle lap joints also allow the tunnel plate to be sunken below the bottom surface of the tank making grinding of the welds unnecessary. The tank is mounted to the frame using the supplied weld on brackets using a recessed rubber mounting system, which isolates it from vibration and gives a nice flush look. The gas tank has a grey phosphate etched finish to help prevent corrosion and to give a good surface for primer.

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

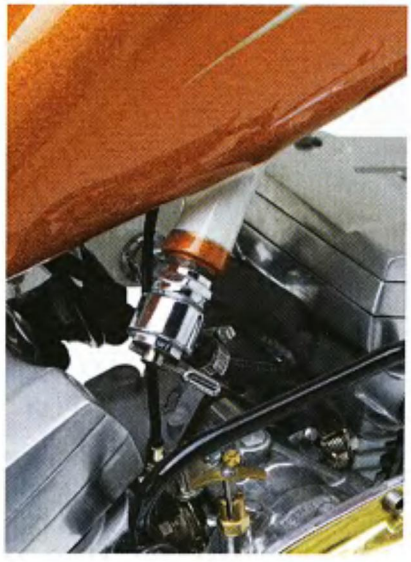
The Gaucho Special

A Twisted Throttle Chopper

Located about 30 miles outside Atlanta, the town of Grayson, Georgia, is home to Twisted Throttle Choppers and a bike called the Gaucho Special. As TTC's honcho Jamie "Bubba" Camp explains,

"We got that name from Mark Green who used to be our shop manager. He was a bull rider in rodeos and all the guys called him Gaucho, like one of those South American cowboys. One day we decided we wanted to build an old-school bike so we talked about it and agreed to call it the Gaucho Special. He and I designed the bike and Mark also made the hand-tooled leather saddle. He's a wonderful dude and taught me a lot about my metal fabrication, just one of those guys that can do about anything. Now Mark's moved on to being a tattoo artist in Atlanta."

The project got a kickstart when a guy walked into the shop carrying an old Fatbob tank and wanted to unload it.



Mark ended up doing the tank and sissybar and Bubba fabricated the oil bag fender, bars, drilled out the controls and bent the pipes. Asked about those tune makers, Bubba laughs and says, "They are fuckin' loud! That's the only way I build them. If I could develop a pipe that could blow out the side window of a car, I would."

The Evo crate engine was ordered from a Harley dealership in West Virginia while the tranny came from RevTech. The bike tracks via a springer front end about which Bubba says, "I'm a big believer in Paughco. That's all I use. Riding that bike is a dream, very nimble. It's fun to take it up in the hills and blast those whitewall tires through the twisties. The bars aren't too high where it drains all the blood out of your knuckles. And thanks to those pipes, you can't hear yourself think, but that's one of the reasons you get on a bike like that."

Checking out some of the details, we noticed an unusual air cleaner deal. It turns out it's a custom piece made by Hank Young who happens to be about 40 minutes from Bubba's place. Now getting ahold of one of those trick air cleaners is no easy matter. You can wait three months to get one. Says Bubba, "Luckily I know him and he seems to like me, at least he talks to me when I

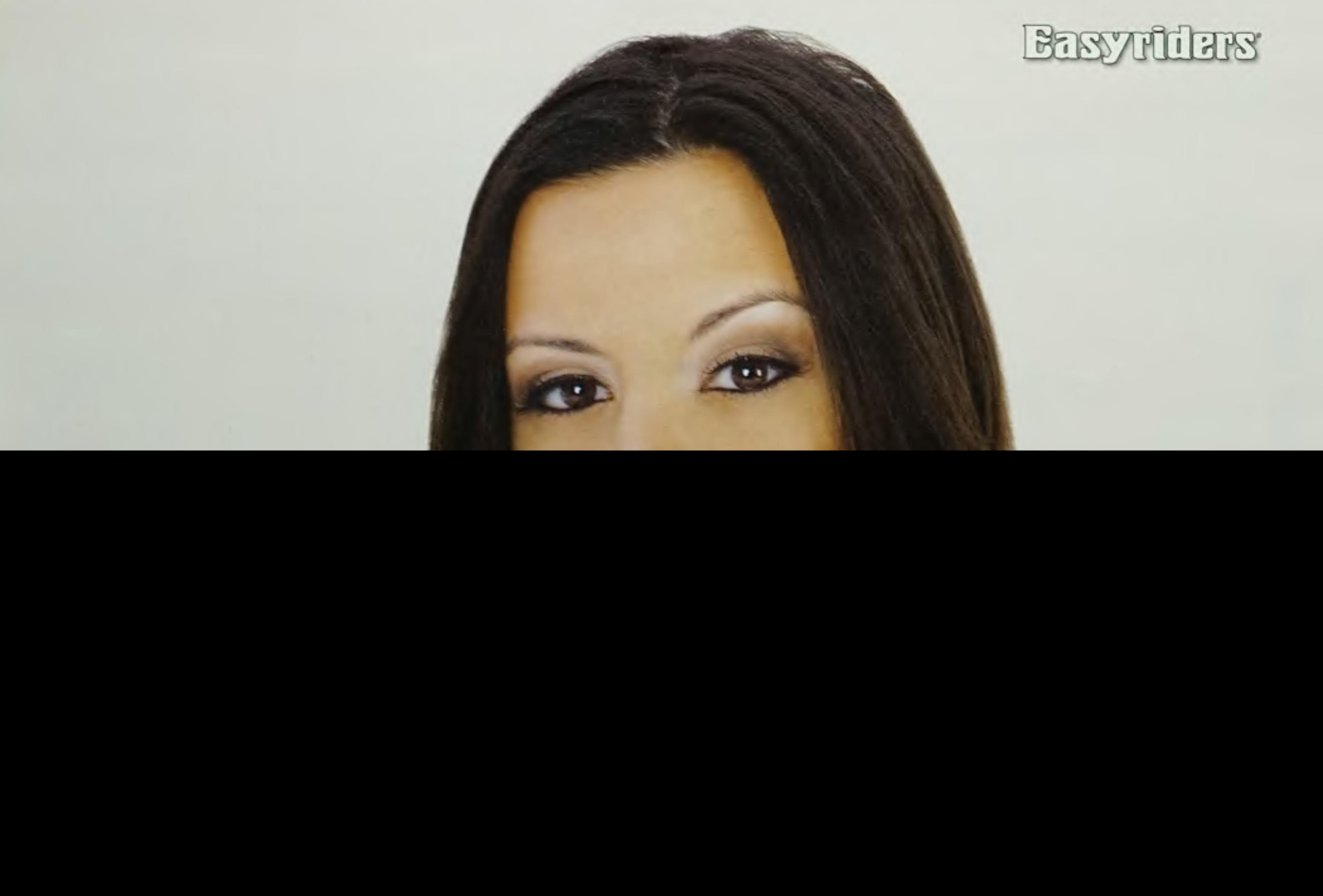
see him. That, and I pestered the shit out of him and got one. I just wanted to mix things up on that bike and that seemed to fit. I wanta say that Indian Larry has been a big influence, a real artist and a genuine human being who inspired me into stretching my fabrication work. You could say some of him is in this bike."

—Paul Garson

KERRI

This month's *Easyriders* centerfold babe is kickass Kerri, a fine Southern Florida filly with a firm set of oranges. We could have said a fine set of coconuts, but oranges are better for you.

First crease at perforation, then remove poster at right.


Easyriders

Easyriders

passin' gas

Larry gets home one night and his wife, Linda, says, "Where in the hell have you been?"

Larry replies, "I was out getting a tattoo."

"A tattoo?" she frowned. "What kind of tattoo did you get?"

"I got $100 bill on my dick," he said proudly.

"What the hell were you thinking?" she said, shaking her head in disgust. "Why on earth would an accountant get $100 bill tattooed on his dick?"

"Well, one, I like to watch my money grow. Two, once in a while I like to play with my money. Three, I like how money feels in my hand. And, lastly, instead of you going out shopping, you can stay right here at home and blow $100 anytime you want."

Larry is recovering in room 233 at the local hospital.

Trevor Hopkins
St. Paul, Minnesota

A psychiatrist is conducting a group therapy session with four young mothers and their small children. "You all have obsessions," he explained.

To the first mother, Mary, he said, "You are obsessed with bikers, you even named your first son Harley."

He turned to the second mom, Vicky. "Your obsession is with money. Again, it shows itself in your child's name, Penny."

He turns to the third mom, Joyce. "Your obsession is alcohol. This too reveals itself in your child's name, Brandy."

At this point, the fourth mother Peggy, quietly got up, took her little boy by the hand and whispers, "Come on Dick, we're leaving, your brother's Peter and Willy are waiting for us."

Lonnie Carney
Tennessee Colony, Texas

A man boarded an airplane in New Orleans with a box of frozen crabs. A female crew member took the box and promised to put it in the crew's fridge.

"You're gonna have to leave the nude beach. Too many people are throwing up."

"I don't know, Jimmy, it looks like a lot of work to me."

The man firmly advised her that he was holding her personally responsible for the crabs staying frozen, and proceeded to rant at her about what would happen if she let them thaw out.

She was annoyed by his behavior and shortly before landing in New York, she announced over the intercom to the entire cabin, "Would the gentleman who gave me the crabs in New Orleans, please raise your hand?"

Rocky Meyerson
West Palm Beach, Florida

The third grade teacher asked her class to say some three-syllable words and use them in a sentence.

Little Bobby shouted out, "BEAUTIFUL!"

"Very good," said the teacher. "Now use it in a sentence."

Little Bobby said, "Mrs. Crabtree, you are beautiful."

"Thank you Little Bobby. Now who else can say a three syllable word?"

"URINATE!" shouted out Little Johnny.

"Oh very good Little Johnny. Odd, but it is a three-syllable word. Can you use it in a sentence?"

Little Johnny says, "Urinate, but if you had bigger tits, you'd be a 10."

T. Scott Forbes
Elkridge, Maryland

A man walks into a drug store with his 10-year-old son. They happen to walk by the condom display and the boy asks, "What are these, dad?" To which the man matter-of-factly replies, "Those are called condoms, son. Men use them to have safe sex."

"Oh I see," replied the boy pensively. "Yes, I've heard of that in health class at school."

He looks over the display and picks up a package of three and asks, "Why are there three in this package?"

The dad replies, "Those are for the high school boys, ONE for Friday, ONE for Saturday, and ONE for Sunday."

"Cool" says the boy. He notices a 6-pack and asks, "Then who are these for?"

"Those are for college men," the dad answers, "Two for Friday, two for Saturday, and two for Sunday."

"Wow!" exclaimed the boy. "Then who uses these?" he asks, picking up a 12-pack.

With a sigh and a tear in his eye, the dad replied, "Those are for married men. One for January, one for February, one for March..."

Frank Szynal
Millville, New Jersey

One day a cucumber, a pickle, and a penis were sitting around talking about how much their lives sucked. The cucumber says, "Man, my life sucks. When I'm big, fat and juicy, they cut me up and stick me on a salad."

The pickle looks at him and says, "You think you have it bad? When I get big, fat and juicy, they stick me in vinegar, put spices on me and stick me in a jar."

The penis looks at him and says, "You think you have it rough? When I get big, fat and juicy, they stick a rubber strap on my head, stick me in a dark room and bang my head against the wall until I throw up and pass out."

Quintinn Mays
Punta Gorda, Florida

Q What's the definition of trust?
A Two cannibals giving each other blow jobs.

Q What's the difference between your wife and your job?
A After five years your job still sucks.

Claudia Redden
Spring, Texas

A young couple becomes engaged and visits their priest to ask for his blessing. After speaking with them, he tells them they must go an entire month without having sex. After the month is up, the man returns alone to tell the priest how the abstinence went.

"Well, the first week wasn't too bad," he says. "The second week was really tough, and then the third week got a bit easier. Unfortunately in the fourth week my girlfriend bent over and I just couldn't help myself. I stuck it in her."

"They won't like that up in Heaven," growls the priest.

"I kind of figured that," the man replies. "They didn't really care for it in the local supermarket either."

Warren Henry
Tennessee Colony, Texas

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

To remove poster, first, carefully crease at perforation, tear out gently, then count the number of holes in Kerri's stockings.

Owner: Twisted Throttle Choppers
City: Grayson, Georgia

GENERAL
Designer: Twisted Throttle Choppers
Fabrication: Twisted Throttle Choppers
Year and make: 2007 TTC Custom
Model: Gaucho Special
Assembly: Twisted Throttle Choppers
Time: 6 months
Chroming: Chromemasters

ENGINE
Year and make: 1999 Harley-Davidson
Displacement: 80-cubic-inch Evo
Cam: Harley-Davidson
Ignition: Crane Hi-4
Pistons: factory
Heads: stock
Lifters: Harley-Davidson
Carb(s): S&S
Air cleaner: Hank Young

TRANSMISSION
Year and make: 2007 RevTech
Shifting: 6-speed

PAINTING
Painter: M.P.A.
Color/Type: metal-flake orange/white
Special paint: Shane

FRAME
Year: 2007
Builder: Krafttech/Twisted Throttle Choppers
Rake: 34 degrees
Stretch: 1 ½-inch backbone/ 4 inches down
Shocks: rigid

ACCESSORIES
Bars: Twisted Throttle Choppers
Handlebar controls: TTC
Fenders: Twisted Throttle Choppers
Headlight: Drag
Taillight: V-Twin Mfg.
Dash: Billy
Gas tank: Twisted Throttle Choppers
Oil tank: Twisted Throttle Choppers
Oil system: H-D
Seat: Mark Green
Grips: yes

FORKS
Type: springer
Extension: 3 inches over
Builder: Paughco

WHEELS
Size: 21-inch front, 16-inch rear
Wheels: 80-spoke
Tires: Avon whitewall
Brakes: Exile
Photos: Don Rogers

▼ To remove poster, first, carefully crease at perforation, tear out gently, then count the number of holes in Kerri's stockings. ▼

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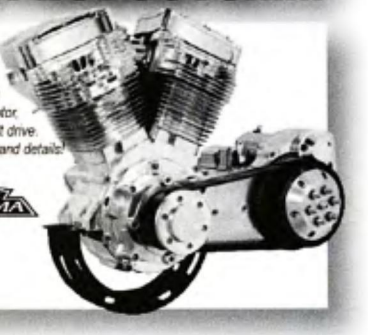

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IT'S ONE FOR THE KIDS

THE BOGGY CREEK RUN

The 14th annual Boggy Creek Run was a huge success for everyone involved. The riders in attendance won double. They got a great, escorted ride through the picturesque back roads of Central East Florida, as well as all the warm fuzzies they could handle as the group rolled into Camp Boggy Creek.

Boggy Creek is a campground that gives kids with chronic/life-threatening diseases a chance to be just that—kids. Whilte at Boggy Creek, these kids do the things many healthy children their age take for granted. Due to their illnesses, most of these boys and girls don't get an opportunity to go to camp or enjoy many outdoor activities. Going fishing, riding a horse for the first time, canoe trips, archery and other summer camp activities fill their days. Just hanging out with other kids, who just happen to be dealing with circumstances very similar to their own, helps them cope through the friendships made and the knowledge that they aren't alone in their fight for life. Volunteer medical staff dedicate their time to making sure the health needs of all the

Photos: Don Rogers

children at the camp are met and oversee the Camp's activities. Whether physical or mental, the camp's goal is to give these kids the time of their lives, all at no cost to their parents. The camp's year round activities are supported and run solely by volunteers and donations.

Donations for the Camp Boggy Creek are raised by events such as the Daytona Harley-Davidson's Ride for the Children. Bruce Rossmeyer started the ride in 1994. At that time, he pledged at the first ride, to raise $1 million for the camp in 10 years. That goal has since been met—and surpassed.

The event starts with a kick-off pre-ride party the night before the actual ride. Aside from the usual festivities, live music and great food; the party offers the participants an opportunity to meet some of the fellow bikers including some riding celebrities who regularly attend the ride.

The Daytona Ride for the Children is described as "the ride that means the most" since 100% of the money goes to the upkeep and running of the Camp's programs. "They do a really good thing here and we're proud to be a part of it every year," proclaimed South Florida local bike builders Eddie Trotta and Billy Lane, two of the ride's grand marshals and VIP riders. Also in attendance as grand marshals for this year's ride were Vinnie DiMartino and Cody Connelly from V-Force and Mr. Dave Perewitz of Perewitz Cycle Fab.

The ride itself is limited to 1,000 riders and it'll cost you a small donation to participate: $50 for a basic rider package or $150 as a VIP rider. It all begins from Destination Daytona in Ormond Beach, and proceeds for 60 miles through Florida's scenic highways ultimately finishing at Boggy Creek Campground in Eustis. Anyone who has gone to Daytona Bike Week and actually left that city to ride knows the highways I speak of. After a two-hour tour through Florida's back roads, the riders are greeted with welcome and thank you signs along with a lot of cheering and waving by the camp's residents. Right about here is where all those warm fuzzies come into play. "These kids make this ride one of our favorites and worth every penny of the registration fee," expressed a couple that traveled here from Georgia. "We come every year to Biketoberfest and started making this part of our week three years ago. We wouldn't miss this for the world." That is the consensus shared by everyone at the end of this ride.

A buffet lunch and liquid refreshment provided by Outback Steak House and Miller Brewing Co. gets this post ride party started. A benefit auction including donated guitars from some major players in the music business, excellent motorcycle art and even some special memorabilia is brought forth by the biker celebs in attendance. For instance, if you ever wanted to get your hands on the one and only hammer used by Billy Lane in the *Biker Build-Off* TV series, this was your chance. All the winning auction bids were matched dollar for dollar by Bruce Rossmeyer and Destination Daytona. This year's ride raised a total of $500,000 for the Camp and the kids.

For more information about Camp Boggy Creek and attending this ride, visit both www.rideforchildren.com and www.boggycreek.org.

—Don Rogers

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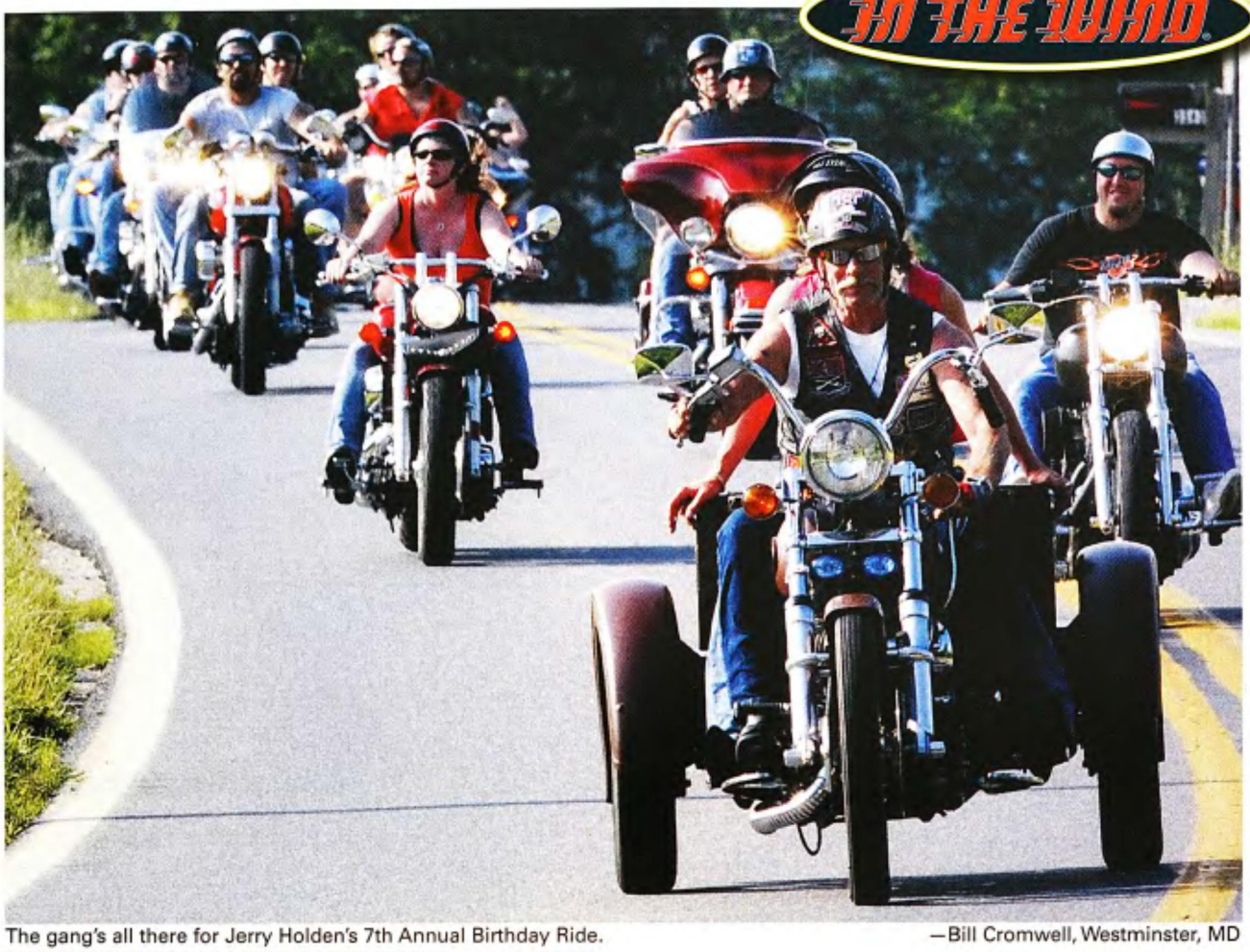
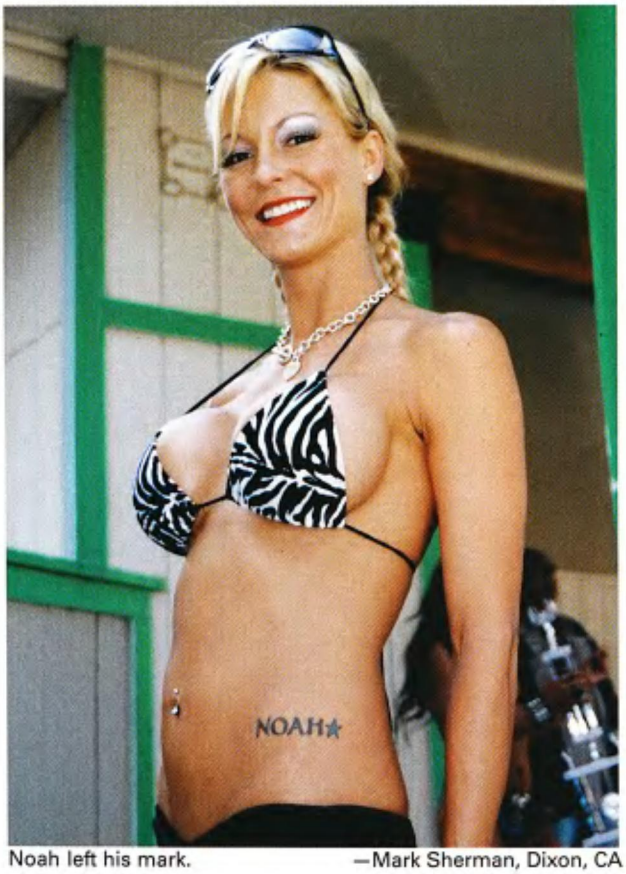
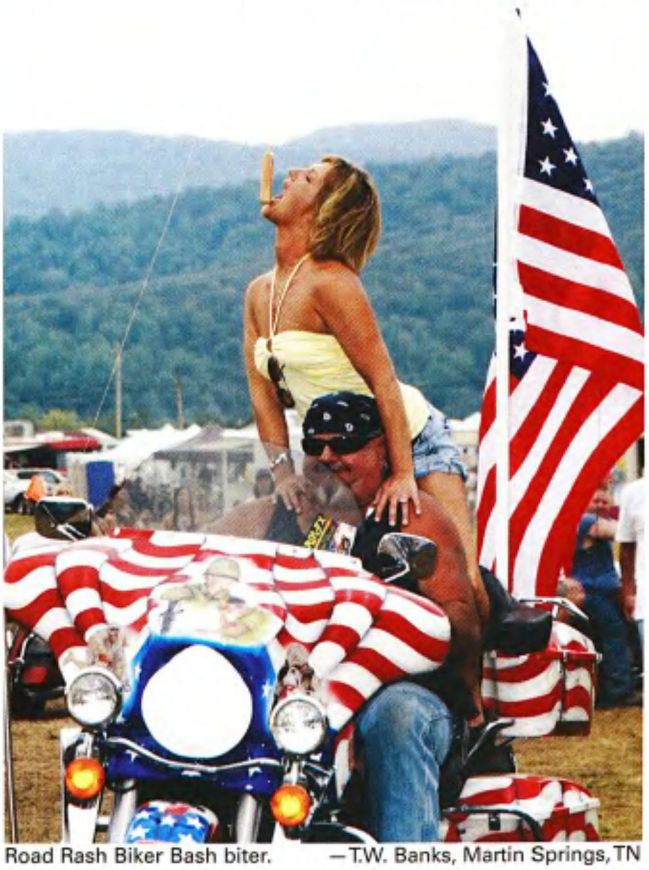


The gang's all there for Jerry Holden's 7th Annual Birthday Ride. —Bill Cromwell, Westminster, MD



Noah left his mark. —Mark Sherman, Dixon, CA



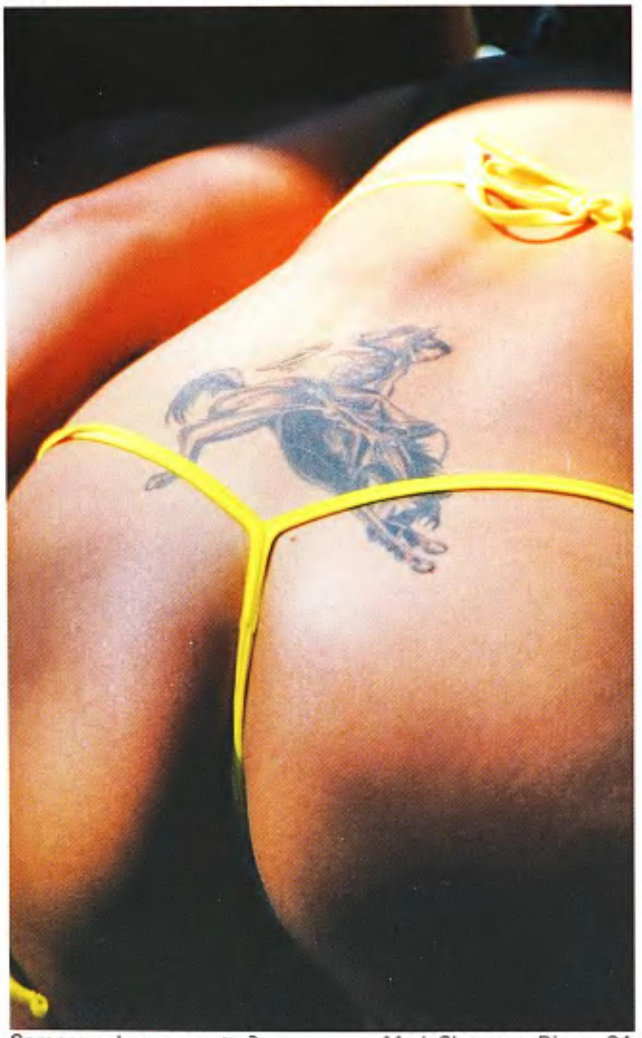
Road Rash Biker Bash biter. —T.W. Banks, Martin Springs, TN

A crew with one thing in mind...make that two things: pussy and freedom. —David Ellingson, Lompoc, CA

He got sum at ABATE of PA's Thunder in the Valley Welcome Party. —Beadman Bob, Johnstown, PA

Happy. —Haskel Combs Jr., Wilmington, OH

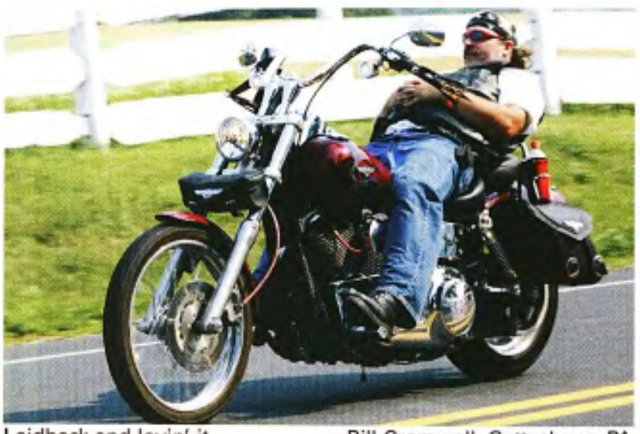
Doin' their best "O" face. —Bret Brandt, Algona, IA



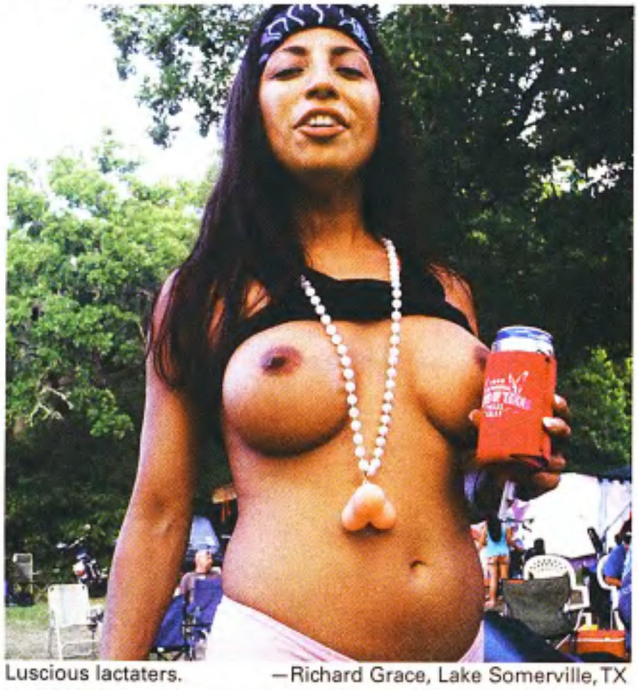
Someone drop a quarter? —Mark Sherman, Dixon, CA

Pirate packaging. —Crash Stevens, Laconia, NH

'05 Peace Officer Edition Road King. —Chris Linsenbigler, York, PA



Laidback and lovin' it. —Bill Cromwell, Gettysburg, PA



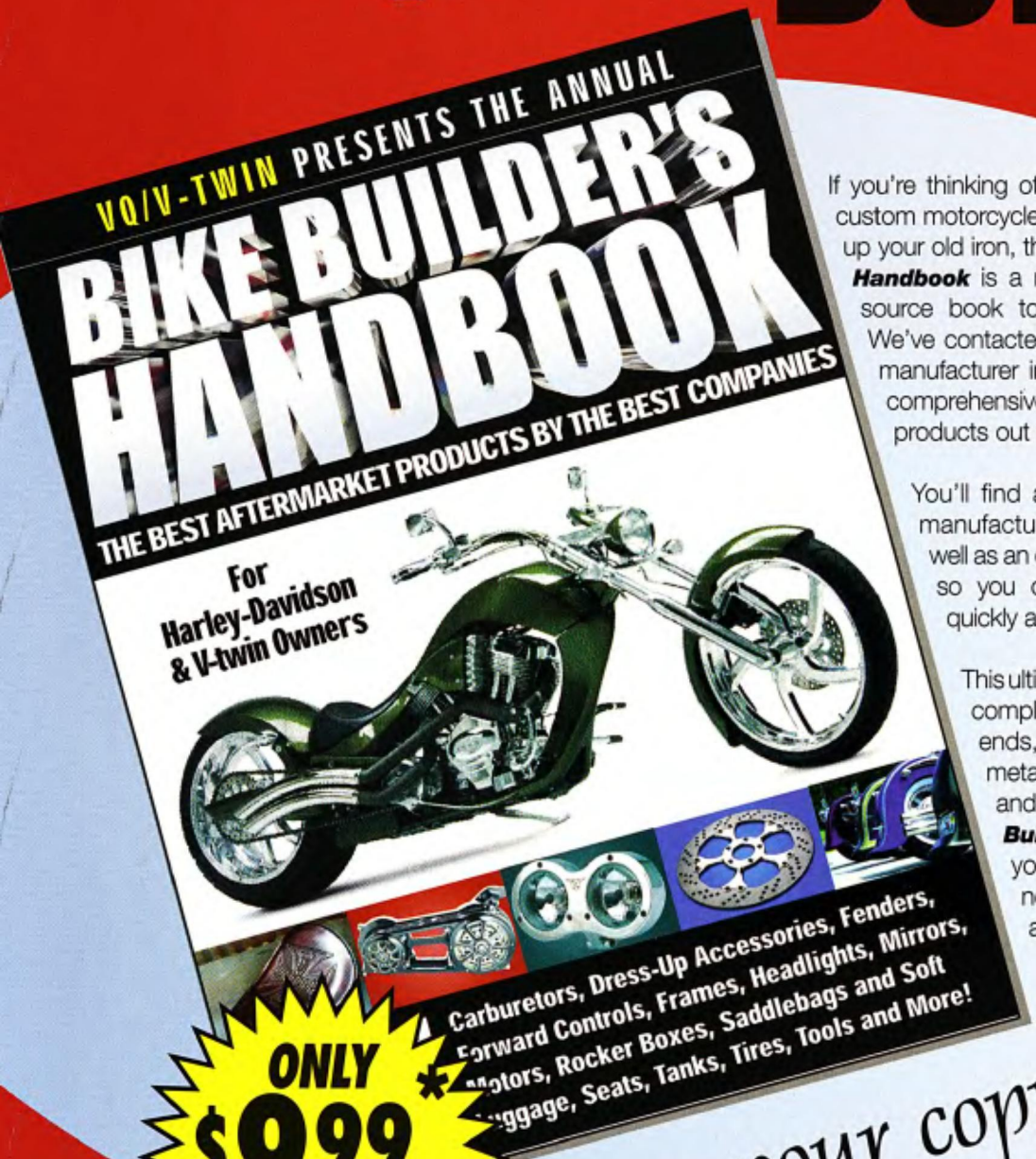
Luscious lactaters. —Richard Grace, Lake Somerville, TX

Blonde Baroness of Boobville. —Beadman Bob, Johnstown, PA

Wilmette weekend warriors livin' it up at a roadhouse in Plano, Illinois. —Judy Boden, Wilmette, IL

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.

Ready, Set, Build!



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Mean-Green Jet

It's All About Football And Fighters

Erodtech Rides (the name derived from Enterprising Rod Technologies) builds some extremely wicked custom motorcycles and custom cars in Argyle, New York, way upstate near Lake George and Saratoga. Pete Knight's been doing it going on 10 years now, and the shop does a little bit of everything. Once you hear what has been done with this bike, guaranteed, you're going to gain some real respect for the talent available at Erodtech. This bike is absolutely jam-packed, chock-full of the sort of mind-boggling details you almost have to see to believe.

For starters, Fred Olli, a car customer at Erodtech (Pete's built him a few sports cars), wanted a motorcycle this time and, a diehard New York Jets fan, he wanted that bike to capture some of his favorite football team's passion. Pete, with a background in design, talked Fred into playing off a jetfighter theme instead, giving him the colors and some hints of his favorite football team but being extra careful to avoid making the motorcycle a cartoon-like theme piece. "We wanted this one to stand on its own," Pete says, "even without the Jets logos on it."

The build started with an Independent Cycle East Lowlife frame, one of Jesse Jurren's creations, but it was modified quite heavily. While the basic dimensions

remained unchanged, Pete changed the look completely with custom sheet metal work just about everywhere, inside and out. The frame downtubes, for example, were totally sheathed in custom-formed sheet metal—all hand-formed—and that was just the beginning.

As for some of those details you might not notice, we'll start with the rear seat and its power-operated "canopy" that shifts forward and rear atop the fender to form either a good-looking solo seat or a solo with pillion. All of that works on an internal track system that is push-button operated. And right below that, down under the exhaust canisters—which themselves were shaped and positioned to emulate a fighter plane's turbines—there are power operated floorboard/flaps that swing down to expose power-operated passenger pegs. There are hundreds upon hundreds of fabrication hours involved in just those two details, all worked out with CAD programs and incorporating bearings, and motors and swivels and who knows what else.

Check out the belt-tensioner system; it keeps the drive belt perfectly tensioned and positioned throughout the entire suspension travel, whether the air ride is pumped up or down. That is intricate work, and that same kind of

intricacy was lavished on things as seemingly mundane as the front fender. A seemingly simple fender, Pete actually made it from a dozen separate pieces with mounts that wrap around the fork legs—again all formed by hand with mallets and shot bags, as was every other piece of sheet metal on the bike. Pete took real pains to balance the look of the bike side-to-side, too, with both the intake and exhaust on either side.

Fred's bike was in the shop a total of 14 months and just about everything was done in-house at Erodtech—all the fabrication, all the paint, everything except the preliminary CAD work giving direction to Peter's designs. Take a close look at this one. It's worth it.

—Joe Kress

Owner: Fred Olli
City: Latham, New York

GENERAL
Designer: Erodtech Rides, Peter Knight/ Adam Hennessy
Fabrication: Erodtech Rides
Year/make: 2005 Independent
Model: "Retro-Jet" Low Life
Assembly: Erodtech Rides
Time: 1 year
Chroming: none

ENGINE
Year and make: 2005 S&S
Rebuilder: Erodtech Rides
Displacement: 124 cubic inches
Ignition: S&S
Cam: S&S 640
Carb: S&S "G"
Air cleaner: Erodtech Rides
Pipes: Erodtech Rides

TRANSMISSION
Year/make: 2005 Baker
Shifting: 6-speed

PAINTING
Painter: Erodtech Rides/Pete Knight
Color: Vibrance Green
Type: PPG

FRAME
Year/make: 2005 Independent Cycle
Type: Lowlife
Rake: 40 degrees
Stretch: a lot!
Shocks: Legend Air Ride

ACCESSORIES
Handlebars: Erodtech Rides

Handlebar controls: Performance Machine
Fenders: Erodtech Rides
Headlight: Erodtech Rides
Taillight: Erodtech Rides
Speedo: Dakota Digital
Pegs: Erodtech Rides/Performance Machine
Foot controls: Independent
Gas tank: Erodtech Rides/Fat Katz
Oil tank: Independent Cycle
Seat: Erodtech Rides/ACD
Mirrors: Eurocomponents
Grips: Performance Machine

FRONT END
Type: Inverted/"Fat Bottom II"
Builder: Storz Performance

WHEELS
Make: Erodtech Rides
Size: 21-inch front, 18-inch rear
Tires: Metzeler, 300-Series rear
Brakes: Performance Machine
Photos: Dino Petrocelli
Contact: Erodtech Rides
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Meet September's Winner

There are days that I hate my job. Then there are days I can't wait to get to work. The days following your pick of Micaela as your September winner and leading up to her photo shoot were a blur. Coming from the NorCal area, we sent her to Mike Chase and now *I* needed an excuse to be there! Riding to NorCal at lightning speed, I got there in time to try and convince this youngster that we needed *several* "pre-shoot" photos to get the lighting right...then after finding out this wasn't her first shoot, my pup tent and I settled for watching the shoot from the corner. Flip to Page 98 for the shoot results, or, check her out at www.myspace.com/missmicaela for more shots of this barely legal cutie!

—Rock N. Rolla

Heather—North Carolina

#0201

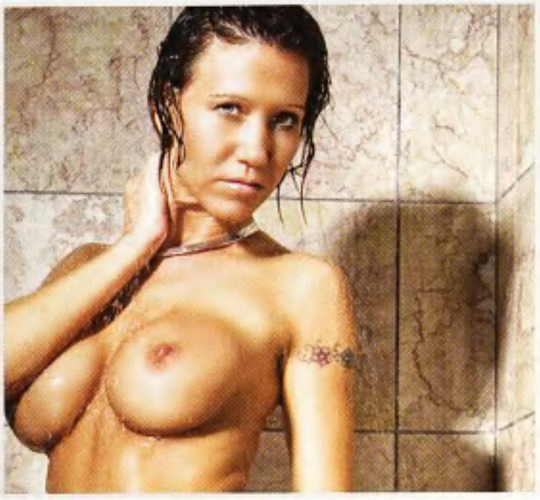
My first ride was very memorable. The sun was gleaming down on me and the breeze was in my face. I felt a sense of freedom like never before.

Malloy—Florida

#0202

My first ride was during spring break on South Padre Island in Texas. My girlfriends and I rode topless from one side of the island to the other. It was a blast!

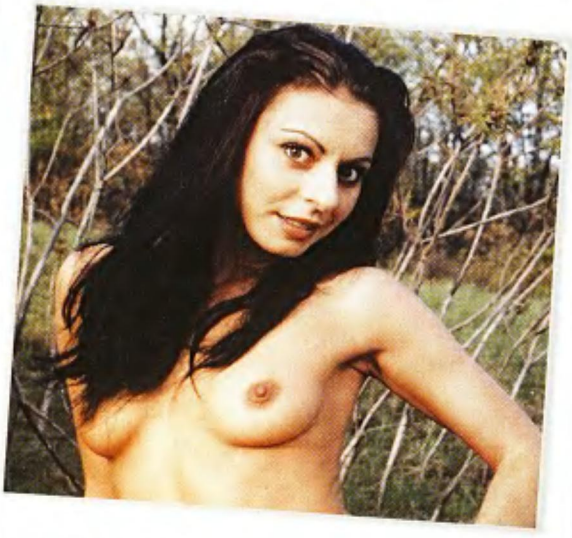
Win $1,000!



Kayla–North Carolina

#0203

It was interesting. I got on and he told me to hold on tight. I felt the vibration and was even more excited.



Diana–Massachusetts

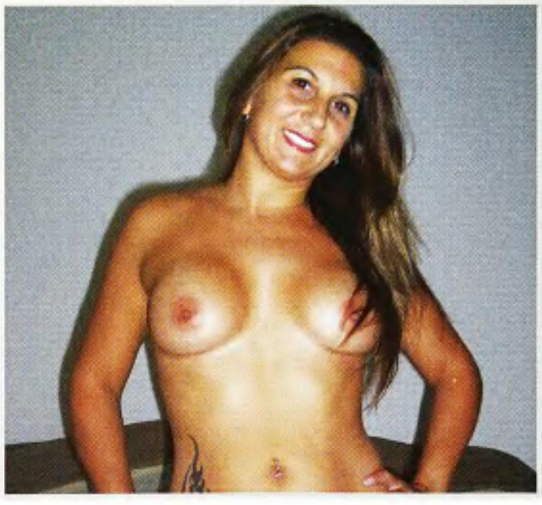
#0204

I was 18 and this guy took me through the streets of Boston. I thought I'd be terrified, but I had the time of my life.

Jaime–Oregon

#0205

In 2005 I went to my first Redwood Run. It was just the open road, the sun on my face and the wind in my hair. I can see why people fall in love with this, even if it's behind your man squeezing him tight.



Kim–Florida

#0206

I was 11 and my dad's friend had a new black Road King. Afterwards I felt on top of the world! A couple of years ago, I bought my own 2005 custom 1200 Sporty. . . now I'm ready for a new one!

FoxHunt

Win $1,000!

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

For this issue you may begin sending in your votes, either by mail or online at www.easyriders.com (then click on Fox Hunt), January 1, 2009. The voting deadline for this month's crop of cuties is January 31, 2009. We'll announce the winner in the May 2009 issue.

Come on back next month and catch a better glimpse of your October winner Andrea...you know you want to!

428

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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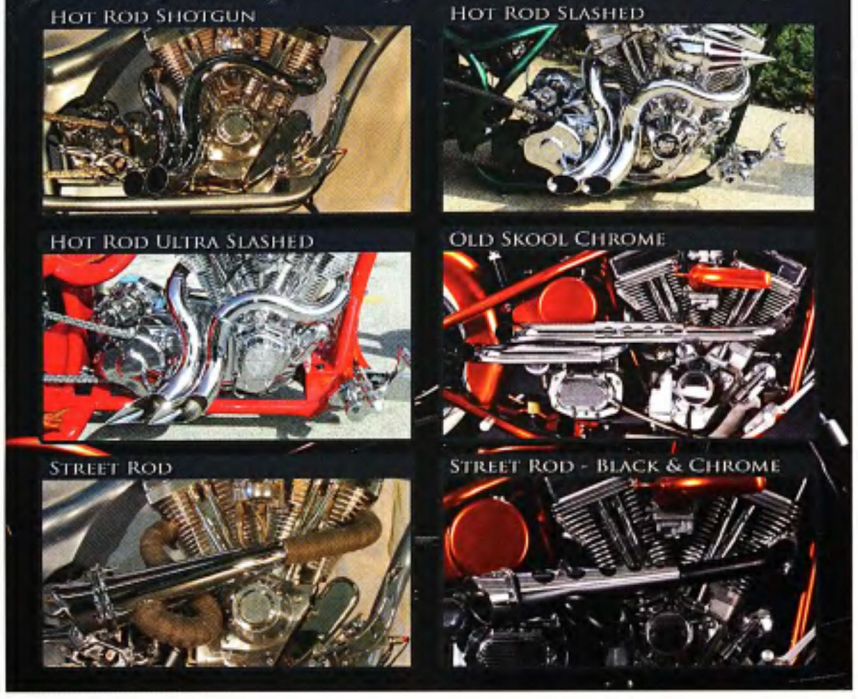

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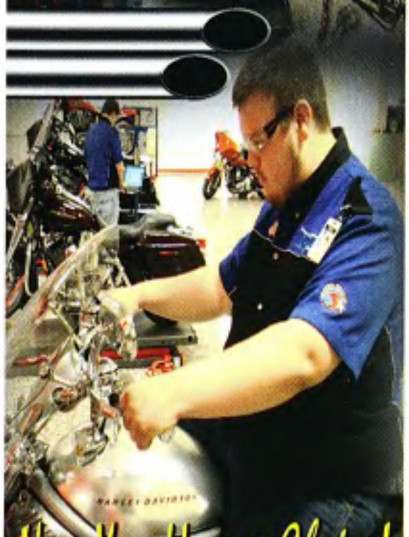

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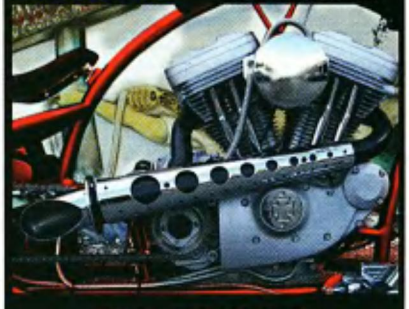

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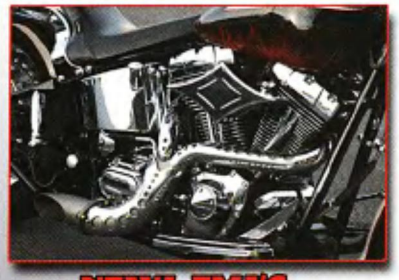

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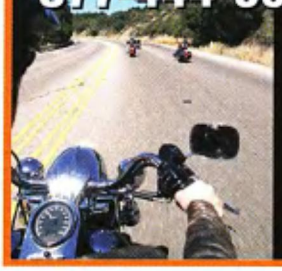

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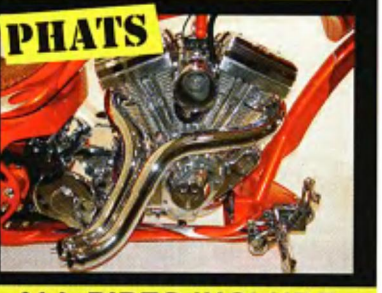

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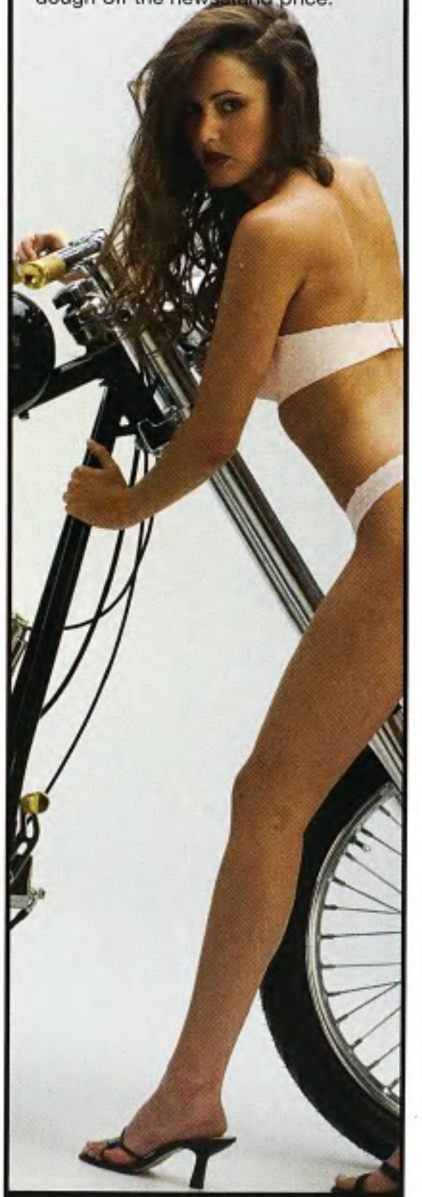

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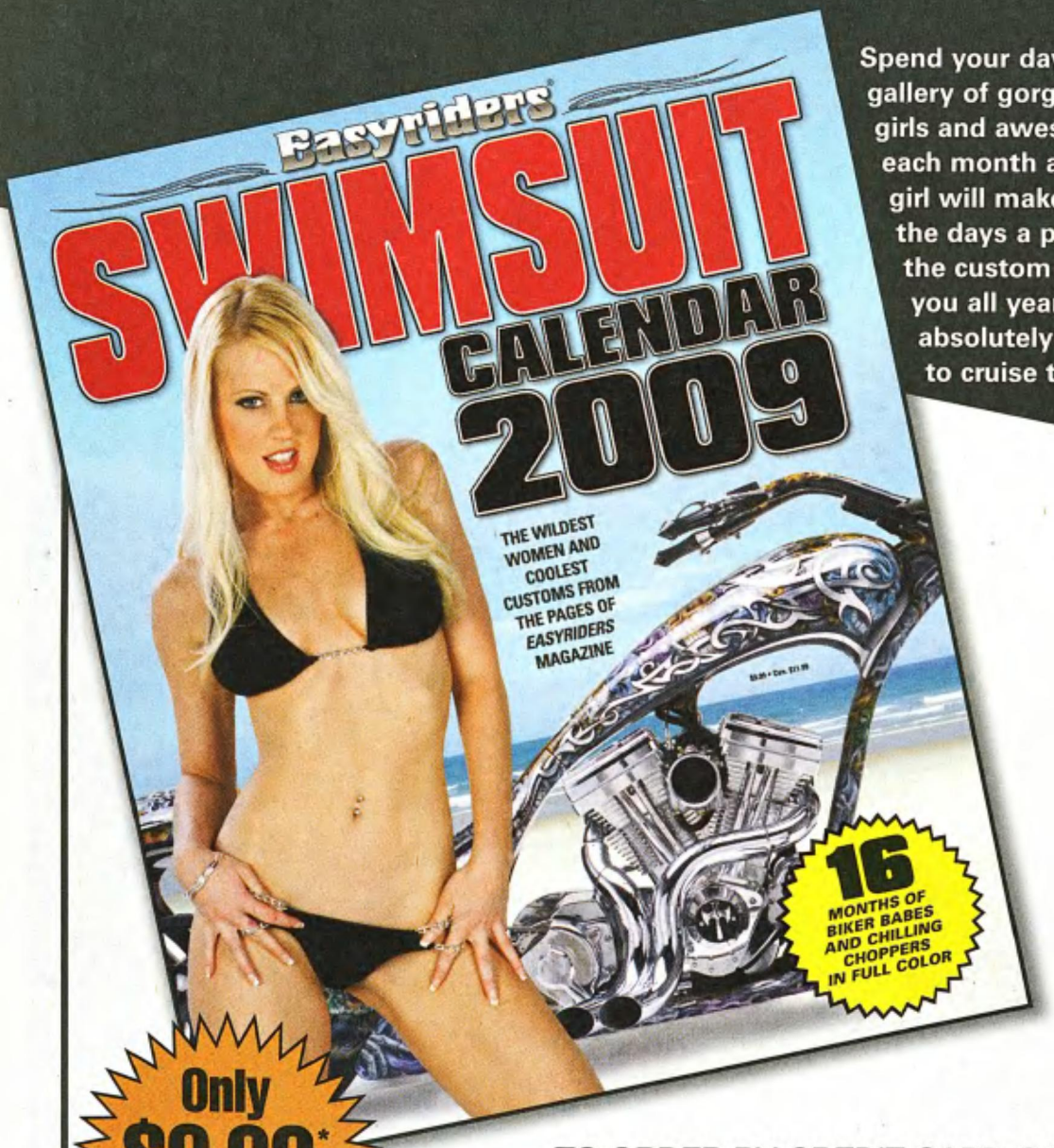

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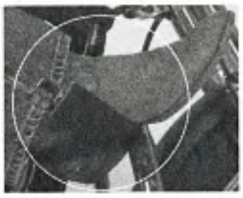

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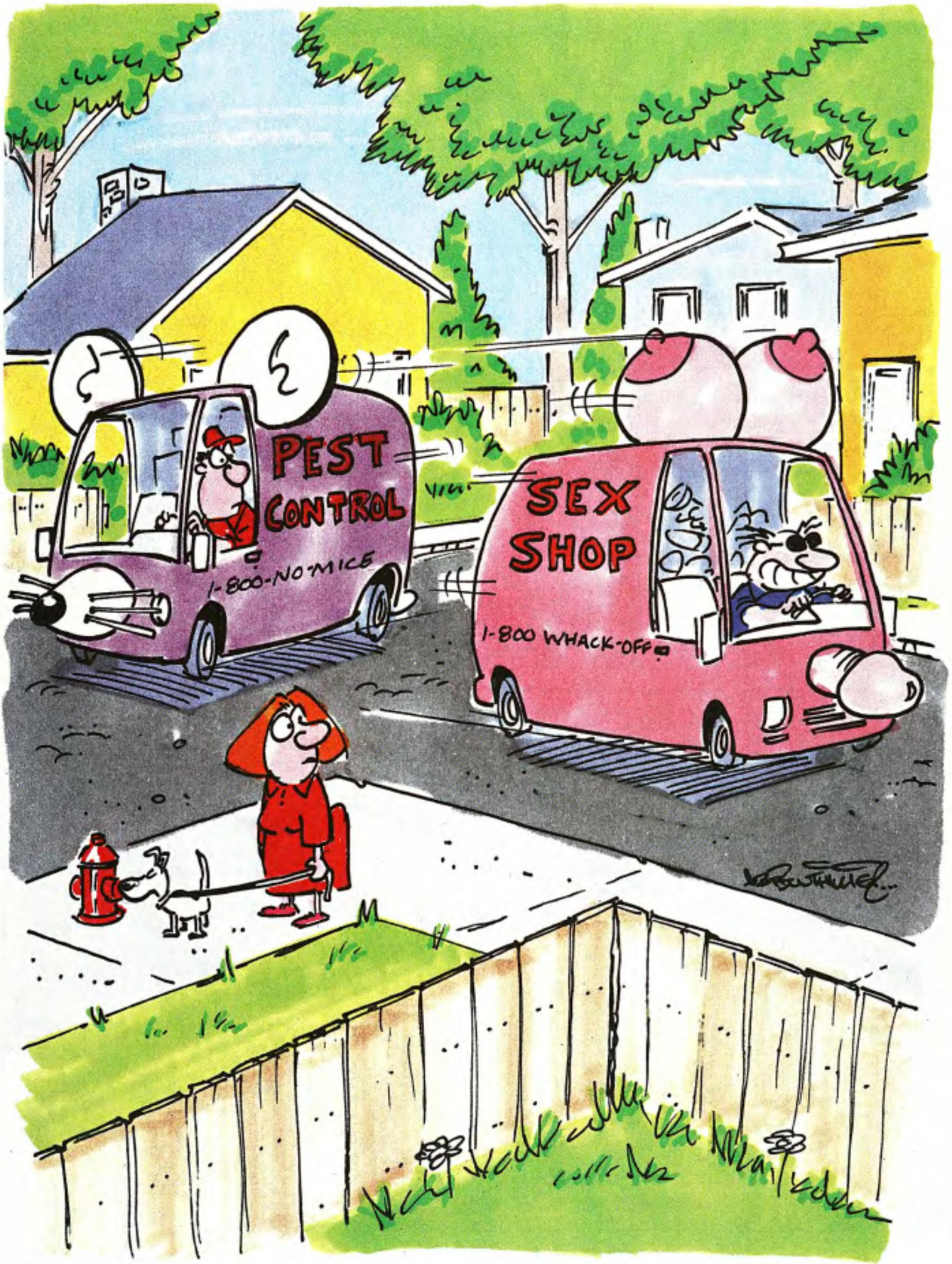
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7 IS MORE THAN LUCKY
Baker Drivetrain's New DD7

Do you remember back not that many years ago when Harley introduced the 5-speed transmission? It was hot stuff. Then back about ten years ago, Baker Drivetrain came up with the 6-speed box. Well, in 2007 the factory saw their raise and met the bet with their own 6-speed Cruise-Drive transmission. Now, here we have Baker's new DD-7 transmission. So is this just a new bet in the game of V-twin hold'em or does Baker's upping the anti have merit?

If you have spent any time in the saddle of a factory 6-speed bike, you probably noticed that when it's rolling down the highway, the motor feels and acts good,—lower rpm, less buzzing in the handlebars. But in the lower gears, sometimes there is a feeling that the motor is lugging off the line and when you roll the throttle on in third gear, the motor bogs down. This is because Harley not only added a sixth gear, they also changed the ratio of the primary drive.

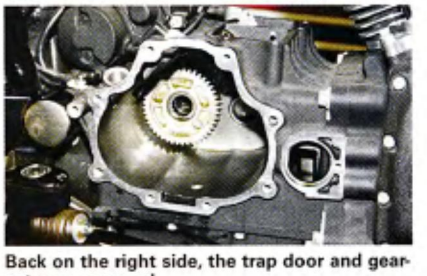
Baker calls all of this activity,"gear ratio management."They say that in the factory's layout the steps between the lower gears have been widened to accommodate the higher cruising ratio. Their new DD-7 transmission was developed to address these problems. The DD-7's ratios start at 3.76 in first (compared to 3.34 for the stock box) and work up to 1-to-1 in seventh. Each gear has a smaller step to the next gear, thereby making for a smoother transition as the bike builds speed.

So, how difficult is this conversion; do you rip the complete transmission out and start with a complete new assembly? As a matter of fact, nothing could be further from the truth! The new DD-7 comes as a complete factory assembled gear-set. It is mounted on a billet trap door with the shift mechanism installed. All you do is remove the stock gear-set and bolt the DD-7 in its place. Because there are a couple of special tools involved and you are working with precision parts, the install should be done at a motorcycle shop by a technician who is familiar with late model Harleys.

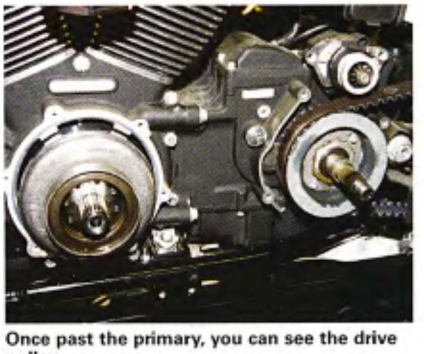
We observed as the gang at County Line Cycles in Simi Valley, California, installed a DD-7 in a 2007 Dyna Street Bob. The job went without a hitch; the only tough part was removing the pulley-retaining nut from the output gear. Assembly and adjustment was straight bolt in, no grinding or filing. —*S.E. Malone*

This is the Baker DD7 gear-set. The shift drum and shift are already installed on the trap door.

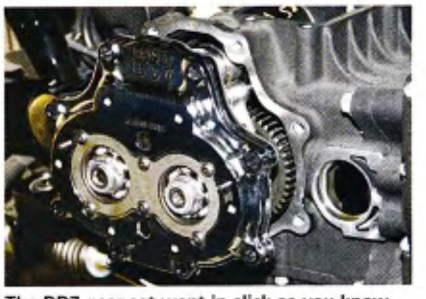
The beginning, the exhaust and footpegs are removed.



Back on the right side, the trap door and gear-set was removed.



Once past the primary, you can see the drive pulley.



The DD7 gear-set went in slick as you know what. Everything was fully explained in the instructions. After that, it was just a matter of installing the stock primary drive parts. Did we mention that we used a new pulley-retaining nut? You don't want to reuse the old nut because it looses its thread-locking compound when you remove it.

The stock clutch cover and clutch release parts bolt right up the DD-7 trap door. The oil fill spout and exhaust clear the new trap door.

Photos: S. E. Malone

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HAYSEED

Rolling In It

Brothers Joe and Wayne Rakisits are two hay-haulin' hillbillies who fiddle around with some bikes out in the sticks of Grenada, California. Wayne wrenches on

the hay trucks and Joe drives a hay rig all over the place to broker the hay. The machines they love most are those that, in their opinions, best exemplify the rat rod. You are presently checking out their latest efforts to keep old-school alive.

They call this scoot "Hayseed" and it came together with some help from friends by working together after hours in their shop called J&W's Old Skool Garage. Joe had a vision of what he

wanted from the start; still there was lots of swappin' going on around in the garage. He describes the result as, "Really low and not the easiest bike to ride" and says, "but it sure ain't hard to look at."

Joe and Wayne created this look by embracing the technologies of the old-world masters of custom street machines. Although they didn't make everything, Joe is rightfully proud of all the handmade parts that help make Hayseed look so good. There are many brass pieces, copper oil and fuel lines, and foot pedals stolen from a 1-ton 1938 Ford pick-up truck. It even has a Briggs and Stratton glass fuel bowl under the tank off of their dad's old welder from back in the '50s.

Taking a tip about old motors from Indian Larry, the boys went to their friends at Tech Cycle to clean up the starter area on a custom pan top. Joe and Wayne stuffed in a Baker 6-in-a-4-speed trans, retaining the kick functions. The choice of powdercoating the tinwork on their Hayseed is further proof that these guys make machines that will get

Owner: Joe Rakisits
City: Grenada, California
GENERAL
Fabrication: Joe and Wayne Rakisits, Darrin Joling, Mike Sandahl
Model: 2006 Redneck Bobber
Time: 6 months

ENGINE
Year/model: 2006/S.T.D. Panhead
Displacement: 93 cubic inches
Ignition: Spyke
Cam: Andrew's
Carb: S&S Super E
Pipes: Joe Rakisits
TRANSMISSION
Year/make: 2006/Baker 6-into-4
PAINT
Painter: Joe Rakisits
Type/color: Powder/orange and black
Special paint: pinstriping by Chaz Ling
FRAME
Year/make: 2006 Redneck Engineering
Type: bobber
Rake: 38 degrees
Stretch: 2 inches back
Modifications: everyone
ACCESSORIES
Bars: Joe Rakisits
Handlebar controls: used
Fenders: Joe Rakisits
Headlight: cheap
Taillight: Ford circa 1932
Pegs: Joe Rakisits
Foot controls: Joe Rakisits/FoMoCo
Electrics: Joe Rakisits
Gas tank: Redneck Enginuity
Oil tank: Redneck Enginuity
Primary: Tech Cycle
Seat: Joe Rakisits/Rod Murphy
Mirrors: Arlen Ness
Grips: rubber

their share of riding time. They enjoy their local scene where a handful of guys are running around on cool looking rods and bobbers. Joe and Wayne would love to organize a trip to Sturgis, but you can usually find 'em at Jolly's Club in Yreka, or the Corner Club in Montague.

Wherever they ride, it's easy to see they truly believe having fun is what it's all about. We were thinking that there are a few things of ours (yours, too) that this month's Fox Hunt winner, the lovely. just barely legal, Micaela, could jumpstart. If you can't, you have much bigger problems. *—Bad Cheese*

FRONT END
Type: springer
Triple trees: Redneck Engineering
Builder: Redneck Engineering
WHEELS
Hub: Black Bike
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Exile rear, none front
Photos: Mike Chase

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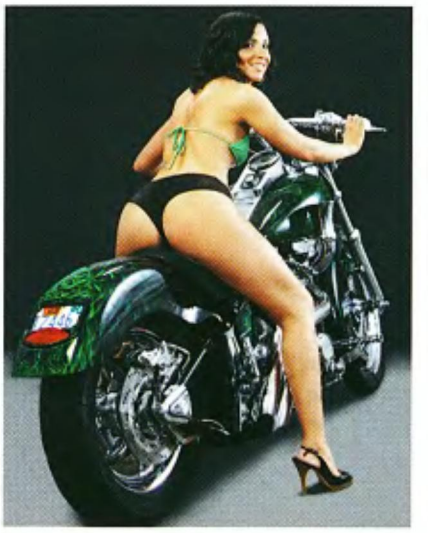
Steven DeMello
New Bedford, Massachusetts
1999 FXST

Showing us the best side of both his ride and his wife, Steve makes it difficult to decide what should be paid attention to here. The bike's not bad, of course. It's your basic, mildly customized bar hopper that's very pleasing to the eye and might even make you want to take it for a test ride. And then there's Carla, Steve's wife. She, too is your basic, more or less stock bar hopper, very pleasing to the eye and she, too, might make you want to take her for a test ride.

Wait, did I just say that? My apologies, Steve, but it's your own damn fault. Why do you have to put your half nekkid, sexy wife on display like that? And even under the guise of patriotism, with the flag so prominently displayed in the background?



The nuts and bolts of the bike, it can safely be said, are a bit different then Carla's: although mostly stock, there's a front fender from Big Bear Choppers, a rear with frenched-in license plate and taillight from Drag Specialties, grips and pegs from Arlen Ness and wheels, rotors, and pulley from Pro-One. Oh yeah, and a custom ostrich leather seat from Corbin.

Carla, on the other hand, is also mostly stock but wears a fine two-piece ensemble from the fine folks at Fuckifiknow and not much else, which is just as well, because that's how we like our women. Her attractive seat, by the way, is apparently homemade, while her front end seems to be organic, a true rarity these days.

And thus it can be said that Steve is indeed a lucky fellow, being able to call two such beauties his own. I didn't ask him, but I think it's pretty much a rhetorical question which of the two would be less maintenance.

—Tripper

Photos: Owner

Loren Minnis
Lake Elsinore, California
2007 Custom Chopper

Photos: Owner

It may appear at the first glance of the bike's oil bag that the owner is currently "indisposed." But that is fortunately not the case, according to Loren, who built this beauty at his shop, Menace Motorcycle. "Actually, it refers to the idea that the shovelhead is kind of doing time these days; its not around much anymore," he says.

That may be true in general, but this particular shovelhead is alive and well, thank you very much. In fact, it still sits in Loren's shop and does a lot of advertising for it at various shows and what have you. That's because even though it was originally built for a customer, said customer had to disengage, so to speak, thus leaving Loren and his men with a fine yet unsold steed to feed.

With its '07 86-inch motor sitting proudly in a Wyatt Gatling frame marked by a 34-degree rake and 4-inch stretch, the bike features tasty treats like a Drag Specialties exhaust system, a RevTech 5-speed transmission with electric/kick starter and a beautiful set of Landmark 80-spoke wheels, just to mention a few things.

None other than Bill Willes laid on the tasteful black/orange/tan paintjob with the gold pearl overlay and placed the Harley-Davidson lettering on the King Sportster tank. Oh yeah, he also did the oil bag.

Menace, by the way, is currently expanding to include a bar/restaurant within the shop, so you can have lunch and a beer while watching your ride get tuned up or built. For more info or maybe even to check out "Doing Time," go to www.menacemotorcycles.com. And tell 'em Tripper sent ya.

—Tripper

Bob Garza
Mahwah, New Jersey
2004 Low Rider

Photos: Owner

If the following sounds like an extended version of a classified ad, it's because it is. Bob, who bought this bike new, apparently not only knows a thing or two about marketing, he also seems to know his market, which is why he's sent us the following details about his bike.

After purchasing the bike, Bob says he immediately set about changing over to a bigger air cleaner, a Vance & Hines Straight Shots exhaust system, a Premium oil cooler, braided stainless steel cables and lines, chromed forward controls and hand controls, Kustom Worx drag bars, CCI mirrors, a polished front rotor, chrome lower fork legs (with a Progressive Suspension dampener tube an springs in the front end).

"Wow!" you say, pulling your checkbook or wallet out of your back pocket, ready to lay out whatever bills or fill in any amount necessary to obtain this two-wheeled marvel. But wait, as they say, there's more! "I used only the best parts, even platinum plugs and synthetic oils," says Bob, giving his spiel even more momentum. "I also got a custom paintjob from Tribal Iron Custom Choppers in Fairlawn, New Jersey! T's won a few first-place trophies at bike shows. It looks good and runs great!"

As you're scribbling feverishly inordinate amounts on the check and negotiating a hefty "advance" from your uncle, the loan shark, Bob takes dead aim at your burning desire to own this phenomenal ride with these words, slowly, to let them sink into your gray matter irretrievably. "I even got an extended warranty, too!"

That's it! You're sold. You want this bike. You need this bike. You've got to have this...

Hmm, looking at the postage of Bob's missive, I realize it's been a year since Bob sent it to us. The bike is probably long gone by now. Oh well, I tried, didn't I?

—Tripper

Flame Thrower

Bagger Nation Street Glide

"When you glance into your mirror, it looks like a ball of flame is flying toward you," says Paul Yaffe, describing the effect of the paintjob snapping and crackling off this Bagger Nation custom 2007 Street Glide. "That orange really lights up when the light hits it."

The bike was originally called "Suzy Q II" as Paul had previously built another custom bagger called "Suzy Q" as a tribute to his girlfriend Suzy. When she decided she'd rather ride with Paul on his bike, instead of this one, the Suzy Q II became available for a new home. Kent Miller, a Cleveland, Ohio-based State Farm insurance agent, snapped it up. We're not sure if he offers fire protection insurance policies, but this bike will certainly encourage his clients to bump up their coverage. The Fahrenheit 451 level paintjob was created by PYO paintmeister Gary Crisp.

Elaborating on the Street Glide's makeover Paul says, "We wanted to go for a kind of dark and sinister look so we blacked out the legs and bars and did

the cool exploding ball of fire paintjob that makes it a kinda get-out-of-my-way kind of bike."

The process included the PYO crew shaving the stock Harley rear fenders and incorporating their Stealth license frame (a very small unit that wraps around the fender) and then the rest of the rear end lights were transferred to the saddlebags via one of Paul's Bagger Nation kits, in this case the Spade models. Other Bagger Nation signature components include their GT wheels, custom front fender, stretched gas tank with their cool dash with pop-up fuel caps, Phantom bagger pipes, PYO high-flow air cleaner for added performance, and chromed 12-inch apehanger bars to help keep your hands clear of the flames fanning the front fairing.

The bike is similar to the custom conversions Bagger Nation is making for dealers—they always have a nice selection of '09 Street and Road Glides on hand. Suzy Q II ranks up on the top end of that food chain and is similar to what you can order through your local dealer for $18- to $20K and built to order in about eight weeks with engine performance kits also available.

In this case, Suzy Q II's new owner had Paul add cruise control and a bank of spotlights to the front of the bike. Says Paul, "This is Kent's first bike from us. He's the nicest guy and we're glad the bike went to him. We get a letter about once a month telling us how much he's enjoying it and that when he parks his bike he can hardly get near it because of the crowds that swarm it. He even went out and got custom plates for it that say "Suzy Q II." —*Paul Garson*

Owner: Kent Miller
City: Cleveland, Ohio

GENERAL
Designer: Paul Yaffe
Fabrication: Paul Yaffe's Bagger Nation
Year/make: 2007 Harley-Davidson
Model: Street Glide
Assembly: Paul Yaffe crew
Time: 8 weeks
Chroming: Concours

ENGINE
Year: 2007 Twin Cam
Builder: Harley-Davidson
Displacement: 96 cubic inches
Cam: Harley-Davidson
Ignition: Screamin' Eagle
Pistons: Harley-Davidson
Heads: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): EFI
Air cleaner: Paul Yaffe Originals
Pipes: SuperTrapp/Paul Yaffe Originals

TRANSMISSION
Make: Harley-Davidson
Year: 2007
Shifting: 6-speed

PAINTING
Painter: Gary Crisp
Color/type: DuPont/black/orange flames
Special paint: Gary Crisp

FRAME
Year: 2007
Builder: Harley-Davidson
Rake: stock
Stretch: stock
Shocks: Harley-Davidson/lowered

ACCESSORIES
Bars: Bagger Nation
Handlebar controls: Harley-Davidson
Fenders: Harley-Davidson/shaved
Headlight: Harley-Davidson
Taillight: Bagger Nation Spade
Speedo: still doesn't wear 'em
Pegs: Bagger Nation
Electrics: Harley-Davidson
Gas tank: Bagger Nation
Oil tank: Harley-Davidson
Oil system: Harley-Davidson
Seat: Bagger Nation
Mirrors: Ness
Grips: Harley-Davidson

FORKS
Type: Harley-Davidson/blacked out
Extension: 2-inch lowered
Builder: Harley-Davidson

WHEELS
Size: 21-inch front, 18-inch rear
Wheels: Bagger Nation GT
Tires: Metzeler
Brakes: Harley-Davidson/Bagger Nation rotors
Photos: Paul Markow
Contact: Bagger Nation;
602-840-4205;
www.baggernation.com

Comin' At Ya

The March issue of *Easyriders* (No. 429) is coming in like a stock Harley and going out like a fire-breathin' drag bike—or something like that. We're packed with cool, custom scoots by Shamrock Fab, EWD Cycles, Eddie Trotta, Don Hotop and a wild Every Day Rider Road Glide by San Diego Harley.

Ride with us to Iowa's Freedom Rally and the Hollister Run. Check out the Moto Art of John Adams and visit the AMA's *MotoStars* Exhibit. We'll also bring you a complete Guide to Daytona Bike Week.

Out in the Tech Shed we'll tell you the story of a small high school project that turned into a killer custom bike and also offer up a Guide to Suspension Parts to keep you ridin' easy.

All this and more is tearin' up the asphalt in the March issue of *Easyriders*.

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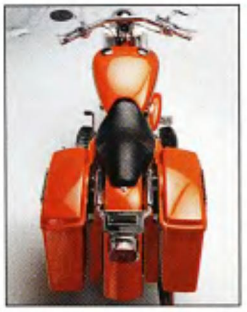

The February issue of *V-Twin* (No. 94) will take you to Biketoberfest and the Boggy Creek Run in Daytona Beach. Check out kustom kulture painter Sara Ray, go Behind the Scenes at Balance Masters and meet Featured Builder Kirk Taylor. You'll get great Aftermarket Guides to Sheet Metal and Frames. All this plus eight cool custom bike features is coming your way in the February *V-Twin*. *On sale January 13th.*

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'!

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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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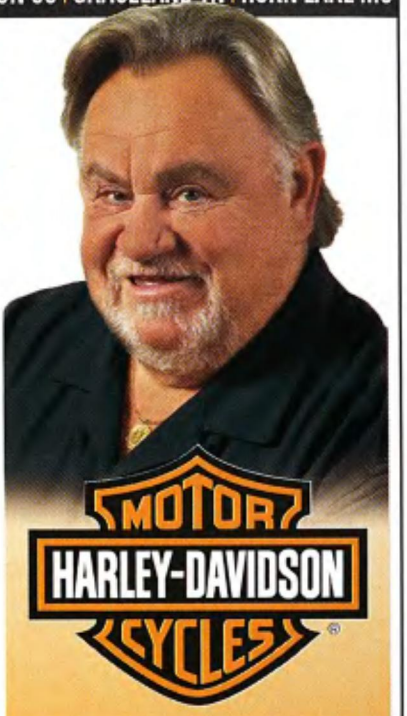

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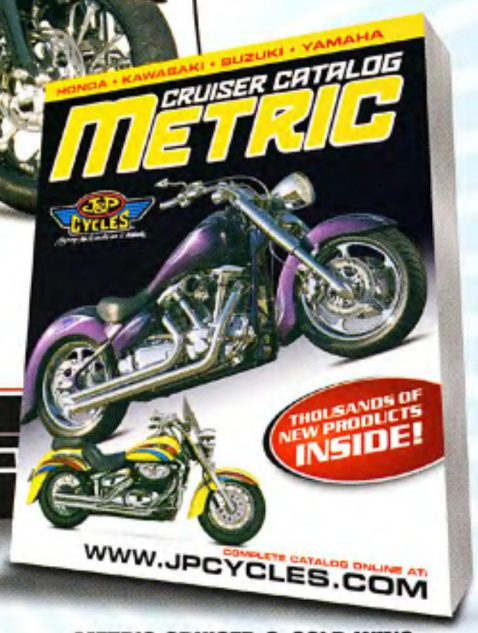

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