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434 • August 2009

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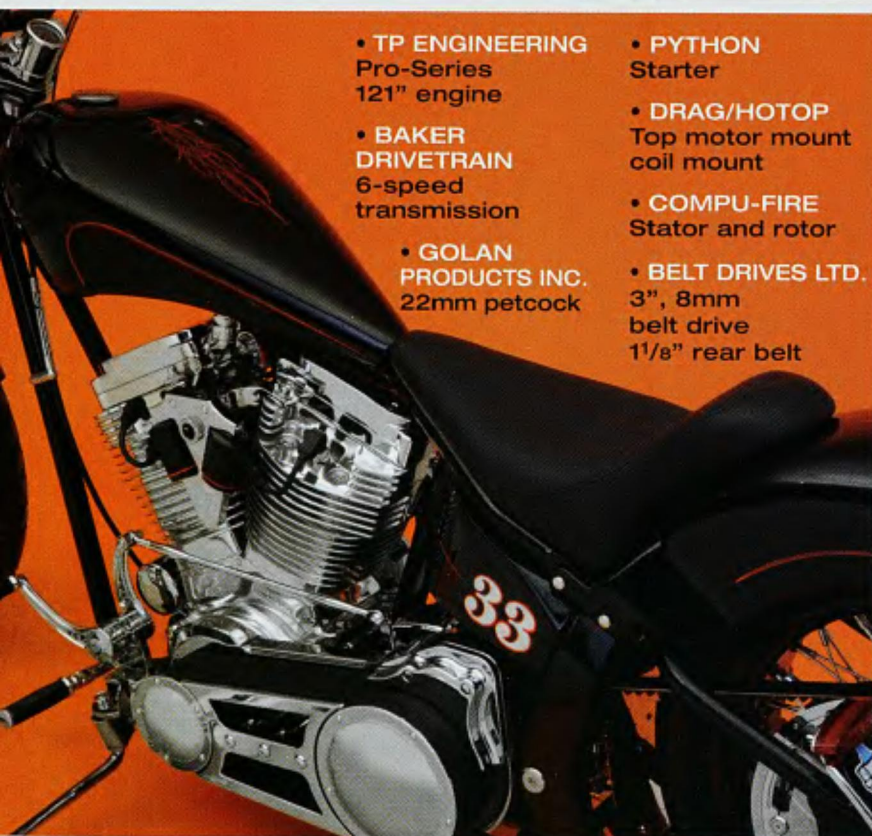
by Don Hotop

After 33 years of building trend-setting customs, Don has taken it back to the beginning. Boasting plenty of power, minimal frills and a blackout paint job, this hot rod reaches back to the drag bikes that got him started. An experienced builder like Don finds the right parts and accessories in the Drag Specialties FatBook. With over forty years experience of their own, Drag Specialties has everything you need to build the ride of a lifetime.

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Don't Try This At Home

A man called 911 after his 27-year-old girlfriend was seriously injured in a bizarre sex toy accident. The man had placed a dildo over a reciprocating saw blade and attached it to the power tool. That's when everything went horribly wrong. When he began to use the kinky new sex toy on his friend the saw blade worked loose, cutting through the plastic penis and severely injuring the woman.

Get Down With Hillary

Journalists seeking a briefing update on the G20 Summit from Hillary Clinton were given a phone number to call, but when they dialed it, instead of the voice of the Secretary of State, they heard another female, not Clinton, asking for a credit card number "if you feel like getting nasty." It seems the phone number published in the press release was actually a number for a sex chat line.

Poison Pals

Two women were found dead in a hotel room in North London after committing suicide by drinking poison together. They left a note under the door saying, "Be careful with the spoon and the glass in the room. Sorry about the inconvenience." How polite.

Good, Clean Murderers

Rafael Cedeno, leader of "The Family," a drug cartel in Michoacan, Mexico, told officers after his arrest that he trained thousands of cartel members with courses in ethics, values and personal improvement. He said they were instructed to avoid drugs, hard drinking and to maintain family unity. The police say Rafael ordered the murder of rivals and ran prostitution rings involving young girls and that the cartel often leaves gruesome messages next to the heads of its decapitated victims. Cedeno was picked up at a family baptism along with 43 others.

Young Stuff

A 50-year-old Saudi man has agreed to divorce his nine-year-old bride after their marriage drew international criticism. The marriage took place when the girl was eight with the approval of the father on the condition that the groom did not consummate the union until the girl reached puberty. Islam does not specify an age for a marriage contract.

Bad Cop, No Donut

A police detective in Germany robbed a bank while using his police-issued pistol, after which he drove off in his unmarked patrol car. He was arrested soon after. A colleague said, "He may as well have just walked into the bank, told them his name and where the police could find him afterwards."

Pinecone Passion

A Serbian woman is recovering from a painful operation after doctors removed a large pinecone from her vagina. The two-hour operation became necessary after the woman tried to have sex with the large seed-pod. The woman said she was lonely and, tragically, the pinecone got stuck when she tried to remove it.

Strip-o-gram

A Los Angeles woman received an invitation to attend her high school reunion; however, she so loathed her high school years that she hired a stripper to attend in her place. She wired the girl with a micro camera and wireless earphone and throughout the evening provided the girl with little secrets that only she would know to keep the deception going. As the drinks started to flow, the stripper acted like strippers will—off came her clothes and madcap hijinks ensued. The woman has written a movie script and is now trying to sell a reality show based on the concept. Stand by for *Rent A Stripper!*

Intruder alert!

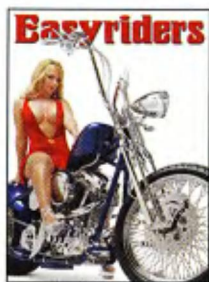
A man in England, fed up with vandals and burglars targeting his business, set up a 30-foot dung-hurling catapult to deter intruders. The police took a dim view of his defenses. British laws frown on weapons, saying the man's catapult did not constitute "reasonable force." After he was forced to dismantle the device, burglars struck his business again, stealing cutting equipment, a plasma TV a laptop and vandalized his workshop during the break-in and heist.

Ya Gotta Love This

A hair stylist in Russia was wrapping up her shift, when a man with a pistol burst into her salon demanding money. The stylist, who was trained in martial arts, punched the man in the chest, flipped him to the ground, tied him up with a hair dryer cord and dragged him to a storeroom. She then cuffed him to a radiator, fed him Viagra and had her way with him several times over the next several hours. When she finally let him go, he had "been squeezed like a lemon." He went to a hospital to have his injured genitals treated and then to the police where he demanded that the woman be arrested. "What a jerk," she said, "I bought him new jeans, gave him food and drink, and gave him 1,000 rubles when he left." She has now filed a report against him for the attempted robbery.

Freshly Scented And Saved

After a hard freeze forced a Norwegian church to shut off its water taps, a priest was forced to improvise for a baptismal ceremony. He grabbed a bottle of lemon soda to substitute for the holy H₂O. The parents were notified of the switch after the ceremony, as the priest must have figured he had a duty to explain the baby's "lingering lemon scent."



Jim Holstein's blue bobber and ravishing Rhonda shot by Terry Jordan. Special cover imaging by Jeff Biggs.

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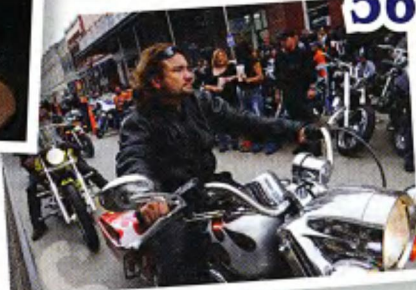
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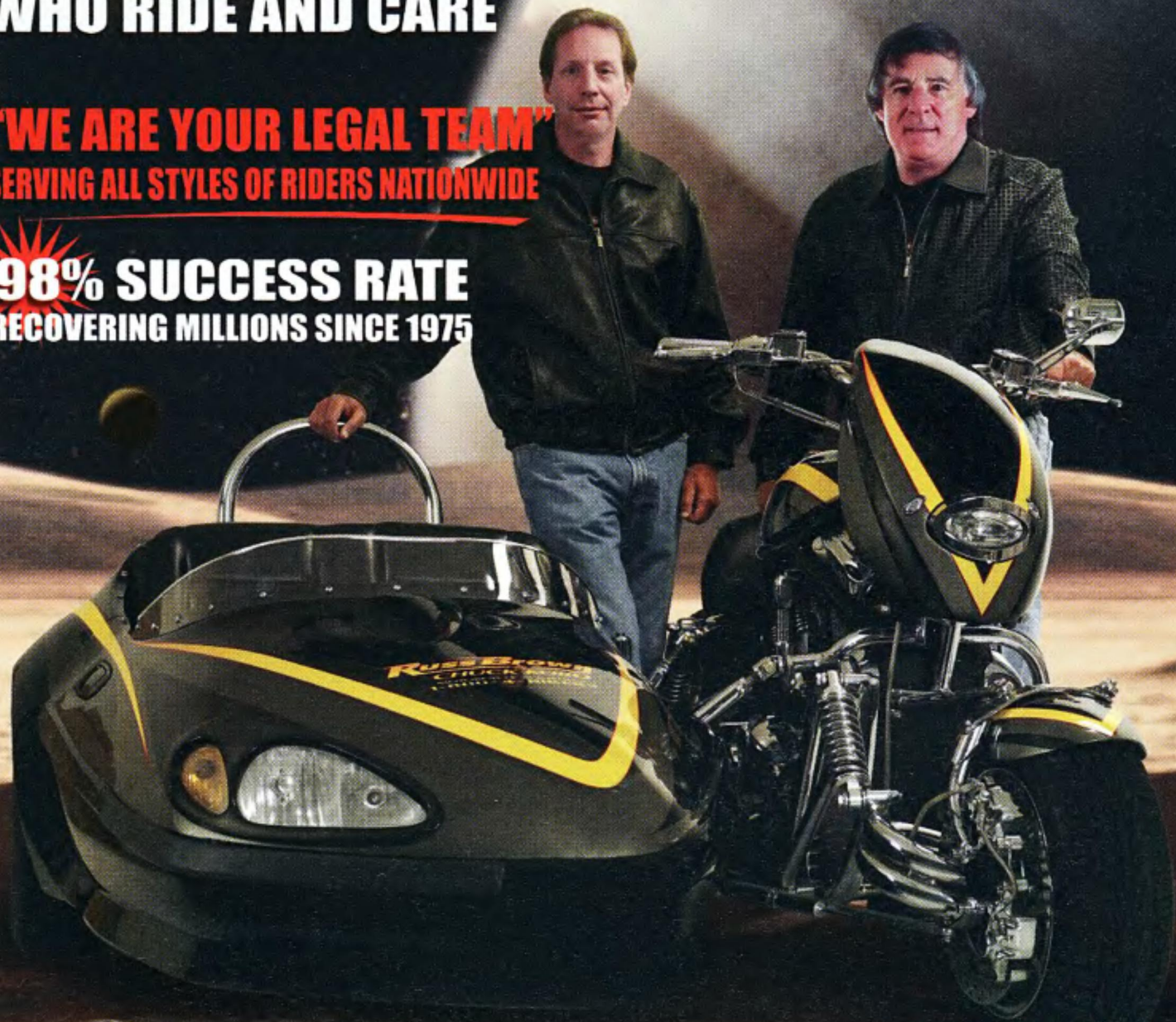
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Mann Fans

I've been a Mann fan for quite some time. I almost cancelled my subscription when you stopped publishing David Mann's artwork. But I stuck it out. I have 45 David Mann Easyriders centerspreads framed under glass in my collection. Glad to see David's work in the April 2009 issue (above).

Looking forward to more David Mann art in Easyriders.

Mike

Basin, Wyoming

I had signed up to get a subscription a few weeks ago, thinking I'd get to see the David Mann painting again—paintings I had collected from the first time they were in your magazine. But when they weren't in the first issue I got, I sent you a note asking that you discontinue my subscription. But when I got home last night and found the April issue, I was delighted to find a David Mann painting right in the middle! Thank you so very much for bringing them back again. Please continue to post them in your mag. Those that I collected before were lost when my old man and I split up. Now, if you keep it up, I can collect them again. They're the best representation of the biker lifestyle I've ever seen.

I may have to buy my brother Road Dog a sub just to prove to him that

those great paintings are back!

Dee "Phoenix" Hudson
Cyberspace

Phoenix, glad you dig the David Mann art in the April issue. If we get enough readers out there that are Mann fans, we might have to bring more of his classics back to these pages.

Help!

Can any American bros help me—please?

I'm looking to rent a motorcycle. I've been riding motorcycles for over 30 years. My girlfriend and I will be staying in Rapid City from August 4 through the 9th and want to see the sights, as this is our dream vacation.

Any help would be greatly appreciated.

Eddie & Marie

Try Black Hills Harley-Davidson at 605-342-9362 or visit their website at www.blackhillsbd.com.

Mid-Life Crisis

My husband has always said he was going to have his mid-life crisis in a Harley shop. Last summer we got our name on the list for Harley-Davidson's new Tri-Glide 2009 and what do you know? It came in on his 50th birthday, so we picked it up and rode it 240 miles home in the rain, loving every minute.



Now, he said, "If I could just get my picture (above) in *Easyriders* that would top it off for the second best birthday I've ever had." We were married on his birthday. So, please...

Mrs. Jeff Randall
Bradford, Maine

Here ya go. Happy birthday and anniversary.

Bikers Are Bikers

First off, I'm a big fan of your magazine. Have been reading it for a little over 30 years now.

I was recently in the Dominican Republic with my ol' lady looking up an old friend. We stayed at a resort and were having a great time, but I missed my bros from the club. Anyway, the third day there I was hanging around the resort and heard a familiar rumble that turned out to be a bunch of bikers from Puerto Rico. I took a ferry, and there I was, smack in the middle of a bike rally. Needless to say, I was in my glory. I watched 300 bikes roll in and began to mingle. We drank, hung out, and had a great time.

What I learned from this is no matter where you are, bikers are bikers and we take care of each other.

Tony Rodriguez
New York

Right on, Tony.

What Happened?

As I have been looking through the last nine issues of your mag, I noticed that in just about every issue you have one of those motorcycles with all the stuff on them—with the big fiberglass suitcases on the back and the bigger "champagne cases" and the big old dashboards with the bigass fairings and such.

Seems to me that the only thing missing on them is the 120 "chicken lights" that the "champagne case crowd" seems to like bending over for. You sure have changed in 30 years.

It saddens me to see all the "custom motorcycle company" bikes and very few machines actually "cut to fit" by the owners. But I guess that is what the Jay Leno crowd likes these days.

Maybe I'm expecting too much from an old friend. Is there another mag you people make that might be more suited to my tastes?

Rat Rider
Pleasant Prairie, Wisconsin

Rat, why not try our sister publication, BIKER. There are plenty of bikes that may fit your liking there.

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"It's really nothing special,
just an in-house build."

— NICK GENENDER

Nothing Special?

Nick Genender of New York City Choppers must have really high standards for himself. When describing this bike he says, "It's really nothing special, just an in-house build." Come again? He built the bike's straightleg rigid frame, the springer front end, the bars, fender, seat pan, as well as the gas and oil tanks, the grips, and nearly every other damn thing all the way down to the foot controls. Just another day at the plant.





Nick says, "There was really no rhyme or reason, I wanted something with board track appeal, with the handlebars down low and a jockey shift. It evolved on the lift, there was never any kind of plan." For a few years now Nick has been marketing an extensive line of custom parts, and many of those featured on this bike have been picked up for distribution by Drag Specialties.

H&L Performance assembled the 96-inch lower end from S&S components. When the S&S SH series came out, there was no certainty what would fit and what would not. Nick had a set of early model rocker boxes that he had split and polished, so he bolted them up hoping that it would work with the S&S heads and internal oiler system. Fortunately this was not a problem. The transmission used is the Baker 6-into-4 with an N1 shift drum and Nick says it is a blast to work the tank shifter with neutral before, instead of after, first gear.

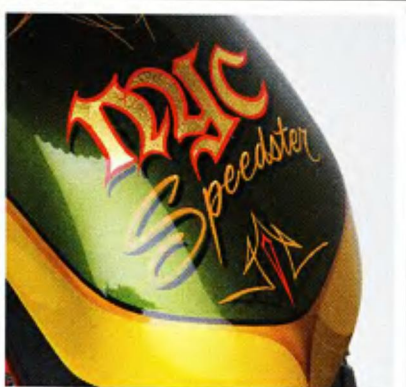
The gas tank is something he had been playing with to sell and it looked like a natural on this bike. It was Mike Terwilliger of Visual Impact Paint who applied the green and gold paint scheme. Nick maintains that these are his lucky colors since each of his bikes painted these colors ends up being featured somewhere. The "Retro" oil bag is another NYC item from their catalog.

Nick designed the straightleg frame specifically with the goal of selling to Drag Specialties. The front end is another NYC Choppers original design that he sells through the shop. The wheels were sourced from Black Bike

H&L Performance assembled the 96-inch lower end from S&S components.



BIG APPLE ATTITUDE



Mike Terwilliger of Visual Impact Paint applied the green and gold paint scheme.

Wheels and Tex, a Hamster from Texas, pinstriped them and painted the tiny NYC skyline graphics.

Two years ago Nick's New York City Choppers was the only custom shop in Manhattan, and he was immensely proud of that fact. Impending fatherhood caused him to reassess his life. He decided to move the shop from the city to Southampton (on the South Fork of Long Island) and says that it has been a great move. "I'm surrounded by water; it's a wonderful thing. You can see the bay from the roof of my building. I knew

there would be work here, but I didn't realize just how much work. It was a good play." At this writing, with more babies, twins, on the way in two months, Nick says he couldn't be happier. "I'm gonna be 57 when they are born, so I figure I don't get to retire—not that I ever planned to. Someone said shame on us, look what we do for a living. Don't get me wrong, there is still a daily grind, but admit it, bike builders do have a little more fun than the average person!"

—Kit Maira

IF IT DOESN'T SAY

GENUINE

HARLEY-DAVIDSON

THEN IT AIN'T

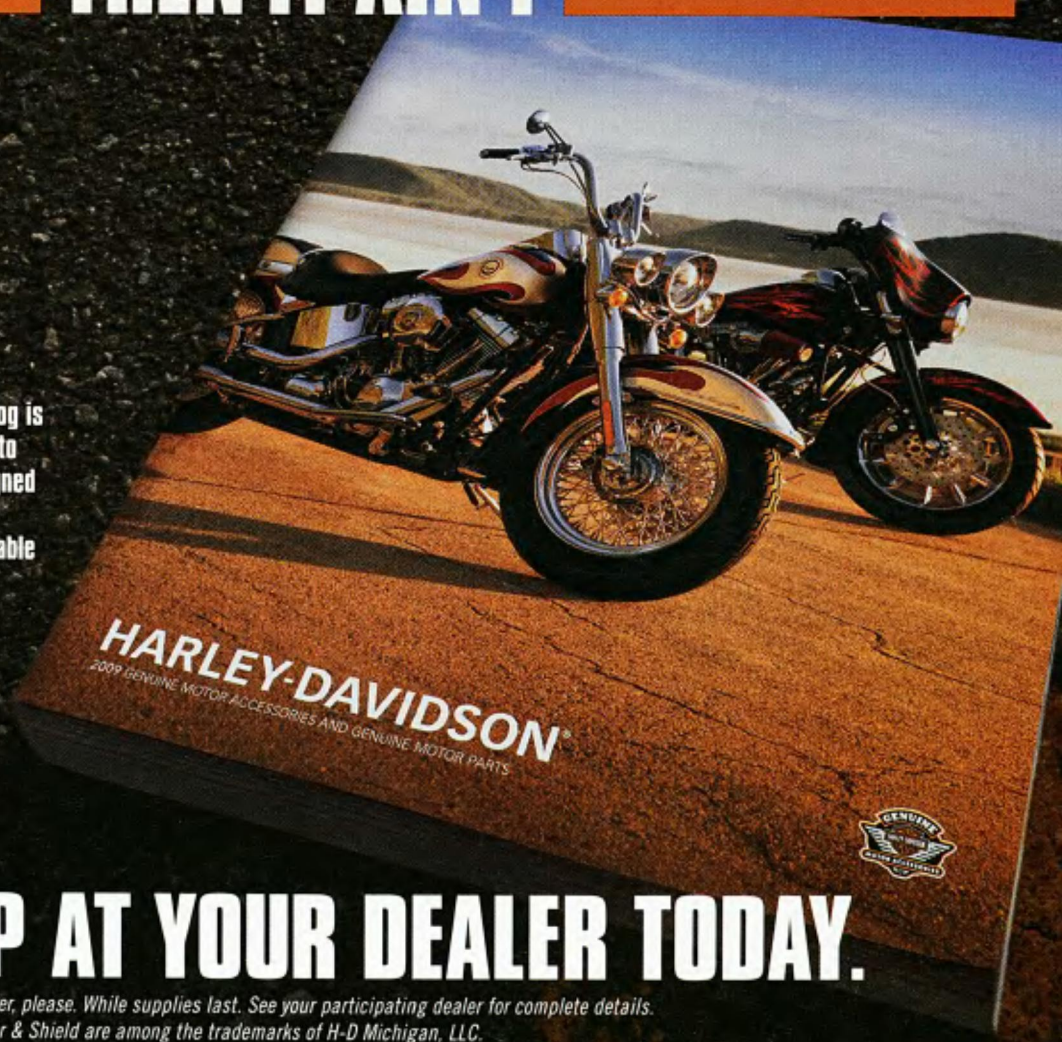


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Owner: Nick Genender
City: Southampton, New York

GENERAL

Designer: Nick Genender
Fabrication: New York City Choppers
Year/make: 2007 New York City Chopper
Model: bobber
Time: 4 months
Chroming: none
ENGINE

Year and make: 2007 New York City Choppers
Displacement: 98 cubic inches
Ignition: Crane
Cam: S&S
Carb: S&S G
Air cleaner: Goodson
Pipes: New York City Choppers

TRANSMISSION

Year/make: 2007 Baker
Shifting: tank

PAINTING

Painter: Visual Impact
Color: green and gold
Type: House of Kolor

FRAME

Year/make: 2007 New York City Choppers
Type: straightleg rigid
Rake: 34 degrees
Stretch: 1 1/2 inches
Shocks: none

ACCESSORIES

Handlebars: New York City Choppers
Handlebar controls: Performance Machine
Fenders: New York City Choppers
Headlight: Alloy Art
Taillight: Fabricator Kevin
Pegs: New York City Choppers
Foot controls: New York City Choppers
Gas tank: New York City Choppers
Oil tank: New York City Choppers
Seat: Duane Ballard
Grips: New York City Choppers

FRONT END

Type: springer
Builder: New York City Choppers
Stretch: stock

WHEELS

Make: Black Bike
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Performance Machine/
 Hawg Halters

Photos: Michael Lichter
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EASYRIDERS' TOP 10 PRODUCTION BIKES

COOLEST RIDES AROUND

What qualifies a production motorcycle to be featured in the *Easyriders* Magazine Top 10 Production Bikes list? For starters it has to be currently available for purchase through a dealer or from the factory; but that's pretty obvious. More importantly, we select motorcycles that we feel are relevant to riders and their needs.

As fewer brands have been able to survive today's challenging economy, you will notice that the playing field has significantly narrowed. Gone are the "me too" manufacturers, quick to jump on the newest trends, always big on branding, marketing, celebrity spokespersons and flashy logos. Also gone are the days when people would use magic money from their re-fi and pay thousands over sticker price for blinged-up billet barges or put deposits on limited-production bikes that didn't even exist yet.

The V-twin world is a bit different today for motorcycle companies, isn't it? The upside to this house cleaning leaves us with manufacturers who, for the most part, were building exciting production bikes before the television-induced custom cruiser craze took America by storm. These guys are still treading the market's choppy waters today, exemplifying the "survival of the fittest" theory. They are in this business for the long run and, as true survivors, understand that the best way to earn people's trust is to offer them more of what they really want and need.

So we followed their expert lead and have assembled for you a comprehensive selection of the best V-twin motorcycles that smart money can buy. Some of them are ideal for the rider interested in an entry-level motorcycle—one that will be the base for future customization. Other bikes come fully equipped and are priced accordingly. There should be something for everyone in our Top 10 (presented, by the way, in no particular order), but if you're left wishing for more, make sure to visit these companies' websites; they probably have the right scratch for your itch.

Borrowing from one of the best slogans we've seen this year, we'll leave you with these words: "Screw it, let's ride!"

—Ben L.



Harley-Davidson XR1200

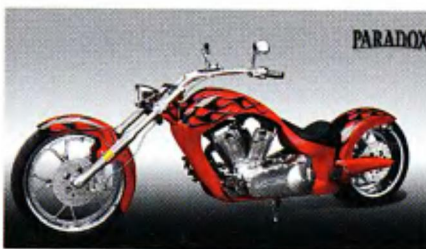
MSRP: \$10,799

A huge bang for your buck, the new XR1200 demonstrates the Harley's intent to introduce their product line to a new kind of buyer. Designed after Harley's legendary dirt track racer, the XR-750, the new XR1200 was originally launched only in European markets. There, it was warmly welcomed by the public and lauded by an enthusiastic motorcycle press, leaving the rest of us stateside feeling like a bunch of benched pimply kids at the prom. Our long faces must have an effect and Harley decided to bring the XR1200 to U.S. riders in late 2008. Yeah!

The XR1200 features a rubber-mounted 1200 cc Evo V-twin engine with performance cams, downdraft fuel injection, precision-cooled cylinder heads and a large-capacity oil cooler. The bike also utilizes a new frame and a cast aluminum swingarm. Other features

include unique body styling, a 3.5-gallon fuel tank with racing-inspired filler, Nissin dual front disc brakes on 43mm Showa inverted forks, 3-spoke alloy wheels and rearset footpegs for additional cornering clearance.

Info at www.harley-davidson.com or see your local dealer.



Big Bear Choppers Paradox

MSRP: \$32,400

A bold design and a radical profile have been defining elements of all Big Bear Choppers production motorcycles. A beautiful custom motorcycle often has to sacrifice comfort and dependability for style, but Big Bear Chopper owner and designer Kevin Alsop chooses not to believe in compromises. This drove him to develop the Paradox.

Awarded Custom Production Bike Of The Year at the 2009 V-Twin Expo, The Paradox rides on 23-inch front and 20-inch rear wheels. It holds an innovative, dimensionally

composite downtube shroud that not only completes the motorcycle's front aesthetic lines, but also acts to hide the clutch cable. The large-capacity oil tank features a concave molding design, and both front and rear fenders feature a ridge that fades away at the halfway point. The motorcycle's exclusive swingarm comes with a stylish cover that conceals the frame structure, axle adjusters and brake line. The Paradox is powered by the famous 100 Smooth motor with an EFI option, or even better, the new 114-inch S&S X-Wedge EFI engine. Get one today and you will be truly riding in style.

Info at www.bigbearchoppers.com or call 888-754-9405.



Victory Motorcycles Kingpin Low

MSRP: \$16,399

From obscure outsiders to respectable contenders, Victory motorcycles have certainly earned their position in the American cruiser market. The manufacturer now offers more models than ever and has a reasonable pricing policy. Here's a Victory bike that got our attention.

Powered by the 85-horsepower 100-inch V-twin and 6-speed overdrive transmission, the Kingpin Low has a lower seat height and more accessible hand and foot controls. It sits 1-inch lower than the Kingpin and is 1 1/2 inches narrower. Floorboards are set 2 inches rearward from the standard Kingpin, putting the controls closer to the rider. The same goes for the handlebars that are also 2 inches closer to the rider's hands. The front brake lever is adjustable and there are no passenger seat/footpegs to give the bike a clean, cool look and optimize a solo rider's comfort and confidence.

Info at www.victorymotorcycles.com or call 800-POLARIS.



Big Dog Bulldog

MSRP: \$39,900

Topping the Big Dog Motorcycle lineup, the Bulldog is a luxurious custom machine that demands attention wherever it shows up, usually preceded by its raked-out, extended



THE STYLE YOU WANT, THE FEATURES YOU NEED

BR3400 BAG (NO SISSY BAR NEEDED)

Saddlemen's all new BR3400 bag defines what convenient luggage is all about. Its unique design features two mounting systems that allow it to be easily attached to your motorcycle's seat, luggage rack or sissy bar, while the quick-detach feature allows it to be removed from the motorcycle in just seconds.

FEATURES:

- Also serves as a backrest, with a backrest pad that can be adjusted to support passenger or driver
- Sturdy grip handle for convenient carrying, and detachable backpack straps for easy off-the-bike jaunts
- Rugged blend of fabric and leather-grained materials look great on any type of motorcycle; internal structure maintains bag shape even when empty
- Two spacious top-loading compartments: one large enough to hold a full-face helmet and another for additional cargo
- Padded laptop storage compartment and organizer pocket
- Five external pockets, two of which can be expanded for added capacity
- Five internal mesh pockets; two outer mesh pockets
- Rain cover with security tether protects the bag from the elements
- Top exterior flap can be adjusted to carry a jacket

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800-397-7709
www.saddlemen.com

front end and flowing fairing with smoked windscreen.

Powered by a proprietary rubber-mount 111-inch V-twin motor with 6-speed BDM Balance Drive transmission, the Bulldog rides in comfort on nitrogen gas shocks, offering two people complete touring capabilities. These include a marine-grade Alpine sound system, leak-proof, locking fiberglass saddlebags, an available two-up seat and sissybar system and passenger floorboards.

If money is no object, you just have to get one of these for your stable (or your kennel).

Info at www.bigdogmotorcycles.com.



Harley-Davidson Cross Bones

MSRP: \$16,999

Raw finishes and an authentic bobber profile have the rider step back in time every time he throws a leg over the Softail Cross Bones.

The Cross Bones features loads of blacked-out components, a gloss black springer front end with a small round headlight, mini ape-hanger bars and many other post-war styling cues. These include a gloss black, round air cleaner cover, sprung solo seat, half-moon rider footboards and chopped front fender. Rounding off this striking package is a pair of massive over-and-under slash-cut chromed mufflers.

The Cross Bones uses a black powder-coated, rigid-mount 96-inch Twin Cam balanced engine with 6-speed Cruise Drive transmission. Polished covers and pushrods highlight the motor and its untreated fins, adding to the bike's vintage appeal.

Info at www.harley-davidson.com or see your local dealer.



Indian Chief

MSRP: starting at \$30,999

The 2009 Indian Chief is powered by a re-designed 105-inch PowerPlus V-twin motor featuring electronic closed-loop sequential port fuel injection. A new charging system provides increased capacity for the EFI. The motor uses Nikasil-plated cylinders that are designed to eliminate the need for cast-iron liners, and a new crankshaft. The exhaust system is a new design with integrated 3-way catalytic converter and heated oxygen

sensors. All body parts, including the frame and swingarm, are e-coated and powdercoated for enhanced corrosion protection.

A 6-speed transmission delivers power through the belt drive to 16-inch wheels out back. Stopping is achieved via Brembo 4-piston calipers, with 11.5-inch dual rotors up front. The standard 5.5-gallon tank helps extend cruising range. Seats are all-leather and built to exacting specifications.

For 2009, Indian offers four Chief models: Chief Standard (\$30,999); Chief Deluxe (\$31,999); Chief Roadmaster (\$33,999); and Chief Vintage (\$35,499). Primary differences between models are in levels of trim, seating configurations, fender design, paint combinations, and included accessories.

Info at www.indianmotorcycle.com or call 877-380-8686.



Victory Hammer S

MSRP: \$18,499

The Hammer S has the same performance as the Hammer but features extra goodies. It has new, exclusive blue X-Factor wheels that are 15.8 pounds lighter than last year's Hammer S wheels. The bike has blacked-out features and custom paint. The muscle car-inspired styling includes Hammer S exclusive custom paint scheme of Boardwalk Blue with white racing stripes and a custom-inspired headlight that's color-matched to the bodywork. Blacked-out items include: engine, handlebars, switch housings, master cylinder, mirrors, speedo and tach, fuel cap, foot controls, passenger peg mounts, strut covers and belt guard. Even the inverted fork tubes are anodized black, and so are the brake rotors.

Info at www.victorymotorcycles.com or call 800-POLARIS.



Big Dog Wolf

MSRP: \$35,900

The Wolf really is the wildest in the Big Dog pack, thanks to its dramatic, sweeping lines and the use of a 121-inch 3-cam V-twin motor with 6-speed transmission. Bikes looking like this would win awards at bike shows if you built them yourself.

Tightly wrapped in flowing sheet metal, the Wolf uses an elegant hidden-shock frame with sweeping lines and 45 degrees of total rake on its billet front end. The low-riding bike also boasts an attractive drive-side rear brake that leaves the left side of the rear

wheel open for good looks. Chromed billet wheels and chromed components are standard features of the Wolf and so is the 20-inch-diameter rear wheel.

Info at www.bigdogmotorcycles.com.



Harley-Davidson CVO Softail Springer

MSRP: \$26,999

This irresistible model from Harley-Davidson is ideal for the rider who likes a totally dependable all-out custom with gobs of brute power. Many manufacturers claim to offer that, but few have 870 dealers across our nation to back it up.

The CVO Softail Springer uses a 240mm rear tire with a wide fender and looks very cool thanks to its color-matched and chromed-highlighted springer front end. It also features a chromed swingarm, a polished and chromed cast aluminum oil tank and a host of other premium components and accessories.

The CVO Softail Springer is powered by an exclusive Screamin' Eagle Twin Cam 110B engine and runs a 6-speed Cruise Drive transmission that will have you looking for the longest possible way home. The CVO Softail Springer is offered in three exclusive color combinations for 2009: Black Diamond with Emerald Ice Flames; Candy Cobalt with Blue Steel Flames; and Sunrise Yellow Pearl with Volcanic Fury Flames.

Info at www.harley-davidson.com or see your local dealer.



Brass Balls Model 1

MSRP: \$15,995

Brass Balls Bobbers' new-for-2009 Model 1 is a custom-production Digger that has everything you need including an 80-inch Harley-Davidson Evo motor, black ceramic-coated exhaust pipes from D&D Performance Enterprises, a Tauer Machine open primary belt drive, Wilwood performance brakes, Hawg Halters hand controls, an Ultima 5-speed transmission, and an embossed leather solo seat.

The Model 1 comes with wrinkle black sheet metal and features antique brass tank badges. The frame is also finished in wrinkle black or black chrome frame.

Info at www.brassballsbobbers.com or call 405-285-0808.

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Motorcycle Art

DAVID MANN STURGIS EXHIBITION

Ron Segal of Segal Fine Art, in conjunction with Monkey Rock Productions, is hosting a David Mann Museum exhibition at Thunder Road during Sturgis Bike Week. These never before seen original paintings used as centerspreads for *Easyriders* magazines will be on display from July 30 to August 9 with no admission charge. Also featured will be a collection of limited-edition fine art prints by David. This is a golden opportunity to view the artist paintings for the centerspreads you grew up with.

Thunder Road is located across from Full Throttle Salon near Glencoe Campgrounds. For further info, contact Ron at 800-999-1297, or via the website at www.motorcycleart.com.

—Dave Nichols



Painting © David Mann

Higher Education

ABATE PRESENTS COLLEGE LEVEL CYCLE COURSE

Taking motorcycle education and training to a whole new level, ABATE of Michigan presented a motorcycle safety workshop to students and the public at Wayne County

Community College, Downriver Campus near Detroit. Numerous state MROs around the country regularly give much-needed motorcycle awareness presentations at high schools and other venues, but this may be the first time motorcyclists have reached out to educate a college level audience. Not only did the course teach how motorcycle awareness can improve motorcyclists' safety on streets and highways, the event also provided skillful demonstrations on how to safely maneuver motorcycles.

Vince Consiglio, president of the ABATE of Michigan and site coordinator for the State of Michigan's motorcycle program, presented safety strategies during the seminar, held March 28, 2009. He has been a member of ABATE since 1995 and has taught motorcycle safety to more than 50,000 students about to receive their motorcycle licenses. Consiglio has more than 30 years of motorcycle riding and safety instruction experience and has received numerous awards and recognition related to his commitment to safe riding.

ABATE and the WCCCD Continuing Education Division partnered to promote motorist awareness, responsible motorcycling and sharing the road during this motorcycle safety workshop.

—Bill Bish

Bailout For Bikers

STIMULUS BENEFITS MOTORCYCLISTS

It's time to RIDE, and if you need any more reason to buy a new motorcycle, look no further than the IRS.

A tax credit is now available to those who purchase new motorcycles in 2009, thanks to language inserted into HR 1, the record \$787 billion economic recovery and stimulus measure that previously only pertained to people buying new passenger cars, light trucks and RVs.

Due to 11th hour lobbying by the AMA, Harley-Davidson and other concerned riders, Section 1008 of the American Recovery and Reinvestment Act signed into law by President Obama on Feb. 17 now includes motorcycles as "qualified vehicles," and individuals purchasing a new

Continued Next Page

Bailout For Bikers CONTINUED

motorcycle will be allowed to deduct the sales and excise taxes on their 2009 federal tax returns. So, now is your chance to stimulate the economy while stimulating your senses; what better excuse do you need?

In addition to the "above the line" tax break for new bike buyers, most bikers probably don't even realize they are enjoying government aid in subsidizing some biker events!

To offset increasing costs of hosting motorcycle events, communities are turning to federal aid. Reportedly the Laconia Rally in New Hampshire received several thousand dollars for security, and the City of Snohomish in the state of Washington also looked to the U.S. Attorney's Office for similar help with its motorcycle show.

—Bill Bish

Coast To Coast**Biker News****NEW MOTORCYCLE AND SCOOTER SALES**

SET RECORDS: Despite the economy, U.S. sales of new motorcycles in 2008 still topped the one million mark and did so for the sixth straight year. That beats the longest run of million-plus sales ever recorded by the Motorcycle Industry Council during the five years from 1970 to 1974. Also, scooter sales last year reached their highest annual level ever.

The MIC's preliminary estimate for all motorcycles and scooters sold nationwide in 2008 is 1,087,000, down just 3.3% compared to 2007. The MIC is currently estimating 2008 scooter sales at 222,000, a new record. Back in 1992, total motorcycle and scooter sales combined were just 278,000.

"All in all, our industry has not declined as precipitously as many others," said MIC President Tim Buche. "Many Americans certainly want motorcycles, both for recreation and transportation. When they aren't buying now, it's down to personal economics, not desire."

While total sales have declined slightly during the past two years, they are following in the tracks of some very big

years. There were 1,124,000 new bikes sold in 2007. In 2006, that number was 1,190,000—the biggest year for motorcycle sales in more than three decades. The record for most new bikes sold in a year is 1.5 million, back in 1973.

CALIFORNIA SMOG CHECK BILL PASSES

COMMITTEE: Most motorcycles would have to pass the same smog inspections as cars and trucks under legislation approved by a California legislative committee. SB 435, introduced by Senator Fran Pavley, passed the Senate Transportation Committee on April 14 and has been referred next to the Senate Appropriations Committee.

The measure seeks to include motorcycles in the state's Smog Check Program beginning in 2012 and would cover about 72% of all motorcycles in the state: year 2000 and newer models with large, class-three engines.

No state currently requires motorcycles to undergo regular emissions testing, since motorcyclists in Arizona

and Kentucky successfully lobbied to end such test procedures.

MANDATORY RIDER TRAINING FOR MILITARY AND CIVILIANS:

Combat injury or death are always possibilities in a war, but last year more U.S. Marines were killed here at home while off-duty and riding motorcycles than from enemy fire in Iraq prompting the USMC to require completion of rider training courses and mandatory use of personal safety equipment on and off base, that all military bases currently require.

Now, in a move encouraged by military leaders at different armed forces bases, a bill is making its way through the North Carolina legislature that would extend the military's mandatory training requirement to civilians, making it tougher and more expensive to get a motorcycle license.

The legislation, Senate Bill 64, passed the State Senate on March 11. It would take effect July 1, 2010, and require would-be motorcyclists to pass a safety class before they can get a motorcycle endorsement on their licenses. The bill, which is currently pending in the state House, would also prevent riders from taking advantage of the "perpetual" learners permit by making it valid for just 6 months with a rider having one year to get a full motorcycle endorsement or quit riding.

It's estimated there are 48,000 motorcycle riders in the Department of the Navy, many of them choosing sport-bikes, which are designed for speed and agility. Nationwide, the military as a whole lost 41 people to motorcycle crashes in 2001. That number tripled to 124 in 2008.

WASHINGTON STATE BIKERS PROTEST

WSP SURVEILLANCE: A motorcycle rights group is demanding answers from the Washington State Patrol. During an annual rally at the Capitol this year in Olympia, a state trooper was seen on video recording the license plates of those visiting their elected officials. The sergeant was seen wandering through the parking lot and using a voice recorder to take down the license plate numbers from motorcycles as their



"Your Honor, my client didn't know the environment would be hurt when he cut beer farts."

owners were inside the statehouse advocating for issues important to them.

AIM attorney Martin D. Fox, a Seattle lawyer representing several local motorcycle groups, is spearheading an inquiry into the incident and wrote an angry letter to Governor Chris Gregoire protesting the WSP's January 22 surveillance activity, noting: "I may be old school, but I always thought that the Capitol was supposed to be a sanctuary for free speech and assembly, and not an opportunity for clandestine intelligence gathering on citizens trying to be involved in the political process."

Fox, also an attorney for ABATE of Washington and legal counsel for the Washington Confederation of Clubs, distributed his letter to numerous Washington media outlets, along with a DVD with images of a trooper "crawling around the bushes of the Capitol to record license plate numbers of motorcycles into his tape machine," the letter reads.

"My concern is anyone going to the Legislature to have their views heard are being put on a list and it's not what we do in America," said Fox. ABATE and the COC are awaiting a written reply. "They want to know why it was being done and where this information was going," said Fox.

AUSTRALIAN GOVERNMENTS BANS BIKIE

"GANGS": Two of Australia's biggest motorcycle "gangs" could soon be banned and their members arrested for associating with one another under new anti-bikie laws passed in response to escalating violence between rival clubs.

The New South Wales government has drawn up emergency legislation that it claims will dismantle the biker gangs and bring the violence to an end. Under the proposals, the police would be able to apply to the courts to have a motorcycle group declared a "criminal organization" and outlawed on the basis of intelligence about its alleged activities.

"The new legislation was about declaring a particular organization a criminal group, and I would say that this is a path that we will now be able to go down," NSW Asst. Police Commissioner

Catherine Burn told reporters.

The two clubs involved in a widely reported fatal brawl at Sydney airport are likely to be the first gangs so proscribed. Police could then arrest any member wearing gang colors or associating with other known gang members.

In the meantime, gang legislation enacted in South Australia last June to dismantle the clubs there has had the reverse effect—serving to unite rival clubs, which for the first time, joined together in protest against the Serious and Organised Crime Control Act, described by the government as being the toughest anti-gang law of its kind in the world.

The alliance known as the FREE Australia Party is only a few application process steps away from forming a legitimate political party. The party's leader, Paul Kuhn, a committee member of the Motorcycle Riders Association of SA and a Justice of the Peace, said the group was formed because of deep concern anyone associated with

a member of a club would be found guilty under the law. "The Government is now controlling and dictating relationships," he said.

WEIRD NEWS: HELMETS, NOW PLAYING:

A European recycle program could turn music and movie discs into motorcycle helmets. A recycling plan proposed by the Swiss supermarket chain Migros aims to reduce the number of old CDs and DVDs landing in the regular trash by collecting and using them for an unrelated end product.

Collection points will be available across Switzerland, and they plan to shred the disks, using the resulting granular remains to make new products such as motorcycle helmets.

According to a store spokesperson, the discs contain polycarbonate, and far too many of them end up in the regular trash. If the program is successful, an old Madonna CD or Brad Pitt movie could be made into head gear.

—Bill Bish, NCOM



"We're both out of luck. You like big tits and I like men with decent looks."

Storz Performance H-D XR1200 Upgrades Going Past The Bling To Turn A Sportster Into An Exhilarating Riding Beast

Storz Performance has developed a line of accessory upgrades dedicated to improving the look, performance and handling of all '08 and '09 Harley-Davidson XR1200 models.

Before going further though, let's find out what Storz Performance is about and how the company got started. After working three years as a racing mechanic for the Harley's factory dirt track team, Steve Storz left Milwaukee in 1979 and opened Storz Performance in 1980. His business plan was simple: supplying tuning services and parts for AMA Pro Dirt Track competitors riding H-D XR750 racing machines. Since then, Storz Performance has been plugging away, sticking to its plan to make good bikes even better. Entering its 30th year, Storz Performance now has superior suspension and steering components for Harleys, Sportsters and Buells.

About the XR1200 performance line, Steve tells us that people who buy his performance upgrades for Sportsters often aren't cruiser fans. Racing is what brings them in. Many of them remember the days of XR750 bikes ruling flat track races, and they like a spirited performance bike that doesn't look like a spaceship. They can relate to a motorcycle that can still be identified as such, featuring a pair of round wheels with brakes, a telescopic fork and a simple air-cooled engine you can easily point to. In other words, they prefer hot rods to exotic machines.

Harley-Davidson did a bang-up job designing the XR1200 so it would fit the needs and tastes of most riders, and Storz can help you spice the bike up, making it more radical in both looks and performance for those who can appreciate an enhanced riding experience. Let's have a look at what Storz has in store for the XR1200, as well as the other Sportster models. —Ben L.

Storz Performance
805-641-9540 • www.storzperf.com



1 The XR1200's profile changes radically with the 2-into-2 BUB pipes with fixed baffles and fiberglass solo seat tail section. The racy pipes are available chromed or with a black ceramic finish. You won't be able to carry a passenger anymore, and you will need to relocate the footpegs and rear master cylinder—a very small tradeoff for the hot looks and performance gains this system yields.



2 The Storz billet footpeg kit upgrades your stock shift linkage, footpegs, and rear brake lever. On the left side, the stock shift lever and linkage has been replaced with a cleaner, more compact shifter assembly for short precise shifting. On the right side, the footpeg mounting system has been revised with a new mounting plate assembly and the brake fluid reservoir has been relocated. A new billet brake lever and toe peg are included.



3 Unlike the stock fixed damping style shocks, these racing quality YSS shocks (with massive 36mm pistons and 16mm shafts) have individual adjustments for compression and rebound damping as well as a piggyback reservoir with bladder to separate the oil and gas. Spring preload and ride height are adjustable so it's possible to increase the overall shock length from stock if desired. A choice of spring rates is also available. (Solo Seat tail section; Saddlemen seat pad).



4 The racing-quality Storz/Ceriani steering damper is adjustable with 16 positions and mounts to the frame and fork with billet aluminum mounting brackets. The purpose of a steering damper is to dampen oscillations in the front fork assembly (also known as "head shake") when the front wheel is deflected from its normal track by bumps, frame flex, tire reaction, and the like.



5 The Brake Tech 320mm full floating front discs feature a unique aluminum center section designed to control the radial and axial float of the outer discs, which are available in stainless steel or ductile iron. The kit includes CNC-machined billet aluminum caliper adaptor brackets so that they can be used with the stock OEM brake calipers on the stock front fork. Even with the increased diameter, they are still lighter than the stock OEM front brake discs.

Photos: Manufacturer



"It's 4:30...shouldn't you be a LOT happier?"

EASYRIDERS' HOP-UP GUIDE

GOFAAAAAAST!

Admit it, everyone wants his bike to go just a little bit faster than the next guy's. With all of the high-tech gizmos on today's bikes, it's difficult to know which products will make your bike run faster and what will just make it look spiffier. We're here to make that task a little easier by showin' you all of the go-fast goodies in our bag o' tricks. If the sampling here doesn't turn your boat anchor into a rocket ship, we don't know what will.

—Kit Maira



HEAVY BREATHER AIR CLEANER KIT

Now available in a new gloss black, the Screamin' Eagle Street Legal Heavy Breather Performance Air Cleaner Kit (\$299.95) is a high-flow, forward-facing exposed element air cleaner kit that offers improved airflow when compared to the stock or Screamin' Eagle High Flow air cleaner. The washable, re-chargeable filter features a black end cap with a laser-engraved Screamin' Eagle logo. The intake tube and back plate are made from lightweight die-cast aluminum. The back plate features integral breathers and sealed breather bolt plug. All EFI-equipped models require ECM calibration (priced separately). Fits 2008-later Touring, Sportster, Dyna and Softail models. For race use applications, the kit fits with 58mm Screamin' Eagle Pro throttle bodies.

Harley-Davidson

800-443-2153 • www.harley-davidson.com

SCREAMIN' EAGLE BIG BORE KITS FOR TWIN CAM 96

Boost the performance of the Twin Cam 96 engine with a street-legal Screamin' Eagle big bore kit. The Stage I Kit (\$698.95) increases displacement to 103 cubic inches and includes big bore cylinders, flat top pistons, rings, clips, and a Stage I air cleaner kit with 1-piece back plate, integral breathers, all mounting hardware and gaskets. The 110-cubic-inch Stage I kit (\$2,459.95) delivers the same 110- displacement and power output as the 2009 CVO Screamin' Eagle models with these proven Screamin' Eagle components: 4-inch big-bore cast pistons and cylinders, SE-255 camshafts, and Screamin' Eagle cylinder heads with automatic compression release. Compression ratio is 9.3:1 for easy starting. The kit includes all required gaskets (except primary cover) and hardware to complete the install,



plus a Screamin' Eagle Stage I air cleaner kit and CVO mufflers.

Harley-Davidson

800-443-2153 • www.harley-davidson.com



DYNOJET POWER COMMANDER V

The Dynojet Power Commander V combines full fuel and ignition timing control for

each cylinder with a new smaller enclosure. The REV Xtend feature increases the stock rev limiter. Switch between two maps on the fly. Maps can be adjusted on a per gear basis (one map per cylinder, per gear if required). Adjustment of fuel and timing based on engine temperature is provided by the cold start feature. It will power up with USB cable only for programming. Not legal for sale or use on pollution controlled vehicles.

Drag Specialties

www.dragspecialties.com



KB PERFORMANCE FORGED PISTONS

KB has been manufacturing pistons for more than 80 years. These pistons, for 103-inch

high-performance motors, are forged from 4032 aluminum alloy. They are available in 10.5:1 and 9.5:1

compression ratios. These utilize an offset pin design. Each kit contains two pistons with coated skirts, pins, spiro-lock pin clips and Hastings moly rings. They are made in the USA and priced at \$248.95.

Drag Specialties

www.dragspecialties.com



S&S EZFI

The addition of a high-flow air cleaner and slip-on mufflers or a complete exhaust system can alter the flow charac-

teristics of a bike with fuel injection just enough to make the air/fuel ratio less than desirable. Adding or subtracting fuel is a necessity, but the minimal amount may not be enough to justify a complete fuel injection system replacement. This is where the S&S EZFI comes into play. With simple adjustments done with buttons and a screwdriver, you can add fuel where your bike needs it—and remove fuel where you don't. Additionally the S&S EZFI impacts only fuel delivery. It makes no changes to the other stock ECM functions like turn signals, instruments or safety functions. Price: \$189.95

S&S Cycle

866-833-1508 • www.sscycle.com



DAYTONA TWIN TEC

These ignitions are an upgrade from the non-adjustable stock OEM unit and feature advanced electronics set into a

machined billet aluminum housing. Rotary switches are used to set the operating modes (such as single or dual fire), adjust the timing advance, and select the RPM limit. Two diagnostic LEDs indicate the status and the state of the vacuum switch. The status LED is also used to indicate top dead center for easy timing setup. A special feature allows use of the tachometer wire for a link to a laptop PC. Windows compatible software is freely available for download at the company website.

Custom Chrome

www.customchrome.com



THUNDERVOLT50 SPARK PLUG WIRES

Thundervolt50 8.2mm and 10.4mm Pro Race wires offer

a low ohm rating of 50 ohms per foot and high-tech insulation. Using the Thundervolt50 wires is said to result in an easier starting, smoother and stronger running motor with better gas mileage. The manufacturer claims that over a 2 horsepower increase was accomplished on a twin cam motor just by changing the plug wires. You have a choice of 8.2mm wires (\$36.95/set) offered in black, red, or blue or the fat 10.4mm wires (\$51.95/set). The performance is the same for both sets of wires. The 10.4mm wires feature three layers of pure Zimplex silicone giving them 600 degrees F heat protection, as well as 102,000 volts dielectric strength with a tightly woven heat-treated fiberglass braid. The 10.4 wires are black

with gold lettering and black boots.
Sumax
 800-654-5546 • www.sumax.com



ANDREWS CAMS 96-INCH TWIN CAM MOTORS

The 2007 96-Inch Twin Cam motor has a re-

designed cam mounting plate, cam bearing, and redesigned camshaft drive chains and tensioners. Andrews Products, long known for their high-performance cams, has announced the introduction of camshaft sets for these motors. Currently offered are 21H, 26H, 31H, 37H, 44H and 50H, which are all bolt-in cams and feature the same heel radius as the stock cams, so that they will work with stock pushrods.

Andrews Products

847-759-0190

www.andrewsproducts.com



PUNCH OUT YOUR BIG TWIN

Punch out your Big Twin TC88 with V-Twin Mfg's 95-inch big bore kits. The kits are available in black wrinkle or silver finish. The kit comes complete with two pistons, rings and wrist pins. The pistons are pre-fitted to the cylinders to make this a complete bolt-on kit. The cylinders will increase your stock TC88 to a beefier 95 cubic inches and there is no crankcase machining required for installation. V-Twin offers the kit in three different compression ratios from 10.25:1, 9.3:1 and 9:1 with cast or forged pistons.

V-Twin Mfg

800-VEE-TWIN • www.vtwinmfg.com



MIKUNI HSR45-5 CARBURETOR EASY KIT

The Mikuni HSR45 is the perfect carburetor performance upgrade kit for a Harley-Davidson motorcycle or engine using a modified exhaust, cam kit, performance ignition, performance heads and possibly a big bore kit. Easy Kit applications include Harley-Davidson 1999-to-present Twin Cam, and 1990 to '99 big twin Evo models. The HSR45 carburetor is also the perfect choice for other aftermarket high-performance big twin applications. Included in the Mikuni HSR45-5 Easy Kit is a 45mm carburetor, a stock air box adapter, and instructions.

Mikuni American Corporation

www.MikuniPower.com

BETTERSUCKER

The new BetterSucker by Wimmer Custom Cycle offers many options with quality construction at a low cost. The BetterSucker backing plate is machined from solid



billet aluminum, and the air filter is reusable and designed with performance in mind. Options include different filter colors, rain socks, air star covers, and solid faceplates. Wimmer Cycle says independent flow bench tests have reported better gains than similar style air cleaners, and Dyno tests have proven more horsepower than any similar air cleaner on the market. Wimmer Cycle offers a money back guarantee so you can buy with confidence. The BetterSucker will fit almost any V-twin motorcycle and its accessories also fit similar style air cleaners. Made in the USA. Price: \$135

Wimmer Custom Cycle

866-HOT-CYCLE

www.wimmermachine.com



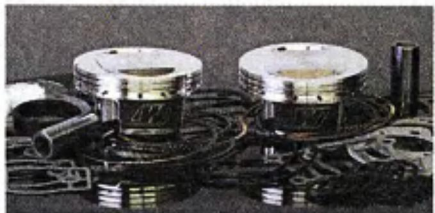
BALANCE MASTERS

Balance Masters clutch adapters are self-adjusting active balancing devices that mount over the stock clutch pressure plate. They use a small amount of liquid heavy metal as a balancing medium, which is

contained inside a self-sealing tube that is secured in the outer edge of the steel clutch adaptor. As the clutch hub rotates, centrifugal force causes the balancing medium to counteract the heavy side of the clutch by moving to its light side, thus keeping the complete clutch assembly in perfect balance. This system not only self-adjusts to the clutch's rotational speed, it also readjusts to the rotating mass of the clutch plates and hub assembly each time the clutch is engaged. Available for big twins and Sportsters from 1938 to present.

Balance Masters

818-882-8431 • www.BalanceMasters.com



WISECO TOP END REBUILD KITS

Wiseco now offers complete top end rebuild kits for many V-twin applications. Currently available are kits for the 1200cc Sportster, Buell 1200, and Twin Cam 88 and 96. Wiseco's pistons are machined from dedicated forgings to provide lightweight and superior strength. Pressure seal grooves maximize ring sealing ability. The chrome-plated piston pin and horizontal slot pin oiler reduce friction and increase scuff resistance. The new ArmorGlide skirt coating is offered on many models. This skirt coating stays on for the typical life of the piston. This permanent coating reduces friction and

reduced friction means increased piston efficiency and horsepower.

Wiseco Piston Co.

800-321-1364 • [Wiseco.com](http://www.Wiseco.com)



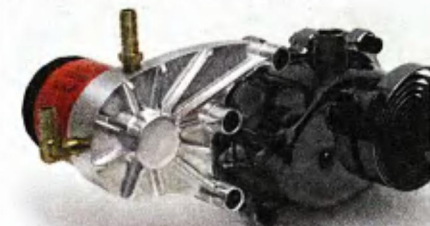
FEULING CAM PLATE

Feuling has just developed a cam plate for Twin Cam engines that's designed to increase engine oil flow and volume by enlarging the

critical oil passages and the oil pump reservoirs. Manufactured, blueprinted and matched to the Feuling oil pump, the Feuling cam plate is designed to exceed the needs of serious high-performance engines. Manufactured from 7075 billet aluminum and hard anodized for superior strength, the Feuling cam plate provides increased oil flow to the pinion shaft and connecting rod bearings as well as reduces engine temperature. This product is for use only with Feuling oil pumps. Distributed by Drag Specialties, Power Twins, Rivera, and Zipper's Performance.

Feuling Oil Pump Corporation

619-917-6222 • www.feulingparts.com



CRIME SCENE CHOPPERS CHILLIN' OIL FILTER/COOLER

The radial fins on the bracket not only look cool, they're designed to draw the heat out of the oil. The bracket is machined from a block of 6061 aluminum with a fine-machined finish and mounts to the back three bolts on a 4-speed tranny (as shown). It accepts a high-tech Fram spin-on element that you can get at any auto parts store. The Chillin' Oil Filter/Cooler comes complete with a filter, fittings and hardware. The unit measures approximately 4.5 inches wide, 5 inches deep and 3 inches high and is for kickstart bikes only. Price: \$179.00

Crime Scene Choppers

831-406-0126 • www.crimescenechoppers.com



BIG SUCKER SUPER HIGH-FLOW AIR FILTER ASSEMBLY

The Arlen Ness Big Sucker is the ultimate in high-flow air filters

for carbureted and fuel injected Harley-Davidson motorcycles. Ness claims Dyno tests have verified an 8 hp increase over the stock air filter on a Twin Cam 88 powered bike. The Big Sucker features a patented breather system that eliminates those leaking fittings used on other air filter back plates. The washable filter element flows twice the air volume of the stock air filter. The back plate is cast with a tuned radius that blends the incoming air into the carburetor or throttle body throat.

Arlen Ness Enterprises

925-479-6360 • www.arlenness.com



FUELPACK BY VANCE & HINES

Installing a high-performance exhaust system is just the first step on the road to increased horsepower. You also need fuel management. The Vance & Hines Fuelpak provides performance upgrades to your motorcycle and adjusts your fuel/airflow ratio to match the changes. Now available for 2009 Harley-Davidson models, the Fuelpak incorporates an "in-line" design that eliminates space issues and simplifies the installation process, making this unit the easiest Fuelpak application ever. Available through Drag Specialties dealers.

Fuelpak

www.fuelpakfi.com



CP FORGED PISTONS FOR TWIN CAM MOTORS

High-performance forged pistons for 2007 Harley-Davidson Twin

Cam motorcycles are now available from CP Pistons. These pistons complement CP Pistons' existing line of standard and big bore kits for the 1999-2006 Twin Cam motors. All of these pistons are offered in a variety of compression ratios and are compatible with oversized valves and higher lift cams. Each piston is forged from high tensile aluminum and is precision machined to ensure uniform thermal expansion for maximum dimensional stability. Along with the introduction of high-performance rings and proprietary treated wrist pins, these pistons come standard with double pin oilers, accumulator and contact reduction grooves for maximum reliability and performance under high-stress conditions.

CP Pistons

949-567-9000 • www.cppistons.com



ZIPPER'S MUSCLE 103 KIT

Give your Twin Cam 96 engine a major workout with Zipper's Muscle 103 engine package. Smooth, linear power is extracted from the Twin Cam with the installation of Zipper's Muscle 103-inch engine kit. This complete performance package includes precision cylinder boring, forged big bore pistons, Zipper's CNC ported heads with oversize valves, red shift cams, adjustable pushrods, and all gaskets. Includes the ThunderMax ECM with AutoTune, ThunderMax 54mm throttle body, high-flow injectors and high-flow air cleaner assembly. Everything you need all in a single part number—all the engineering is done for you. Zipper's keeps exchange

heads and cylinders in stock already modified for super quick turnaround.

Zipper's Performance Products

410-579-2828 • www.zipperperformance.com



TRASK TURBOS FOR '09 HARLEYS

Trask didn't waste any time developing their immensely popular line of turbo systems to fit the new Harley lineup. Trask turbos tuck in close for comfort and an extremely clean appearance. The systems use tried and proven Garrett GT series ceramic ball bearing turbochargers that have been modified specifically for use on '09 machines. A bolt-on install, each kit comes with hard copy and CD instructions. Trask also includes EFI ignition and fuel maps. A Race Tuner, ThunderMax or Power Commander is required, but not supplied in the kit. Each system is finished in black, chrome or mixed, and includes a custom boost gauge kit and intercooler. The complete intercooled system retails for \$5,490.

Trask

866-998-998-7275 • www.turboboyourharley.com



BLACK SUNSHINE CUSTOMS NEW OIL FILTER

Black Sunshine Customs new second-generation oil filter has been CNC machined for accuracy and is now available in machined aluminum or brass. It uses a standard Harley spin-on filter. You have the choice of black or chrome filter and it includes all of the mounting hardware. Please specify weld-on clamp or bolt-on clamp. Bolt-on clamps are available in 1-, 1 1/8-, 1 3/4- or 1 3/8-inch tubing size.

Black Sunshine Customs

217-433-8745

www.blacksunshinecustom.com



REVOLUTION PERFORMANCE PISTONS

The latest new piston kit from Revolution Performance is for

Evo Big Twin 85-inch. Specific features of the new piston are the Auto-Fit Coating, a patent pending, permanently bonded, moly based coating process designed to last for the life of the piston. This coating is applied to 30 micron thickness allowing for tight piston to side-wall clearances for ultra quiet operation. Gas nitride coated rings provide for the ultimate compatibility with NSC plated bores.

Revolution Performance

866-892-2109 • www.revperf.com

PEREWITZ SUPER COILS

These Super Coils are extremely compact, and produce quite a jolt with a capability of high-energy/high-voltage outputs up to 40,000 volts. Available in single- or dual-



output configurations, the coils feature a closed magnetic core producing extremely high energy to the plugs, excellent heat transfer, and rugged mounting. Single output coils come in left and right hand models with options available for use other inputs and CD ignitions. Perewitz Super Coils are the solution for builders looking for maximum performance in a compact package.

Dave Perewitz

508-697-3595 • www.perewitz.com



MAMMOTH HOT ROD SERIES AIR INTAKES

Mammoth's new billet aluminum high-flow Hot Rod series air intakes utilize a K&N high-flow filter with its one million mile warranty.

Get rid of your ugly football air intakes, and bolt on some horsepower. Fitments are for all H-D 88-, 96- and 110-cubic-inch motors. It is a direct mount for fuel injected or carbureted bikes. Comes with all mounting hardware and instructions. Choose from triple show-chrome or black anodized. Made in the USA.

Mammoth Choppers

mammothchoppers.com



JAMES TAPPET BLOCK GASKET SET

Shown here is James Gaskets' latest Tappet Block set for Evos. The kit includes one

front and one rear tappet block gasket. Each is 0.020-inch thick rubber-covered metal with beading on both sides. After beading, the gaskets are coated with a silicone micro-sealer to help seal fine scratches produced from scraping old gaskets away. The sealer also allows for easy release when service is required. No more scraping old gaskets off the case surface and tappet block flange. The 0.020-inch thickness is ideal for 1991 and later Evolution motors. Price: \$7.25.

James Gaskets

775-246-2220 • www.jamesgaskets.com

ROSS PISTONS

These fully machined pistons for big bore 1999-and-later Harley-Davidson Twin Cam powered motorcycles from Ross Racing Pistons are forged from high tensile strength virgin aluminum. The alloy used assures low thermal expansion for correct dimensional stability. For added reliability under high-stress conditions, the pistons feature wrist pin lubrication from the oil ring groove. The included wrist pins are made from gun-drilled steel. The piston kit also includes a set of genuine Hastings moly-piston rings and precision pin locks.



The pistons fit stock, Screamin' Eagle, STD, Patrick Racing, Branch and BC Gerolamy cylinder heads.

Ross Racing Pistons

760-366-7879 • www.rosspistons.com



PINGEL CARBURETOR CONVERSION FITTING

Pingel Enterprises now offers a fuel injection to carburetor conversion fitting kit that converts 1995-2001 Harley-Davidson FLH models equipped with Magneti Marelli fuel injection systems to a carburetor system. The introduction of larger bore engines has surpassed the stock fuel injections ability to deliver adequate fuel. This kit replaces the factory tank fittings allowing the use of a high-quality/high-flow Pingel fuel valve to feed the carburetor of your choice. The motorcyclist is no longer saddled with only one fuel delivery option. Price: \$29.95

Pingel Enterprise

608-339-7999 • www.pingelonline.com



JIMS RACE FLOW AIR CLEANER KIT

JIMS' new Race Flow air cleaner kit was developed for JIMS Ellipse and H-D's "throttle by wire" models. JIMS made no compromises and machined it out of solid 6061 billet aluminum, with built-in breather mounts. These backing plates can be installed in minutes and, as an added benefit, o-ring grooves eliminate time-consuming shimming as well as oil leaks found in other backing plates. By just bolting on the supplied air filter, gaskets, o-rings, and hardware gives you a built in crankcase head breather system that helps control oil carry over. This gives you an advanced air breather ported system. Air cleaner covers equivalent to OEM H-D No. 29121-07 can be used.

JIMS

805-482-6913 • www.jimsusa.com

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motorcycle accessories: The 5566 is a New Addition to our Quadzilla Fairing line and has 2- 5" and 2- 6" Marine Speakers. INCLUDES 180 watt JBL "Black Box" Portable Media Edition radio and TWO 5" and TWO 6" coaxial marine speakers USB input port for use with memory stick devices and a Auxiliary input port.



SPORTZILLA

Lowered your bike? We slammed the fairing. Get visibility and style, 5" narrower and 4" lower than the Quadzilla, but keep that great sound and comfort.

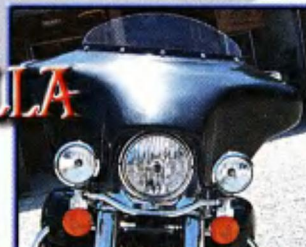
Sportster w/amplified speakers. Comes completely assembled with speakers and a 3' mini jack 3.5mm patchcord to plug in an play and Ipod or MP3.



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(narrow glide front ends)

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Selected Metrics Include: Yamaha Roadstar 1600 & 1700, Royal Star Tour Deluxe, V-Star 1300. Kawasaki Nomad 1500 & 1600, 1600 Classic (with 1600 shield mounts). 2000 Vulcan Classic LT. Honda VTX 1800 & 1300 C, R, & S models. Suzuki C50 & C90

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Visit our website for a full list of options and Pricing.

www.hoppeindustries.com

"In the end, a bike has
to be a solid ride."

— HIRO ISHIHARA

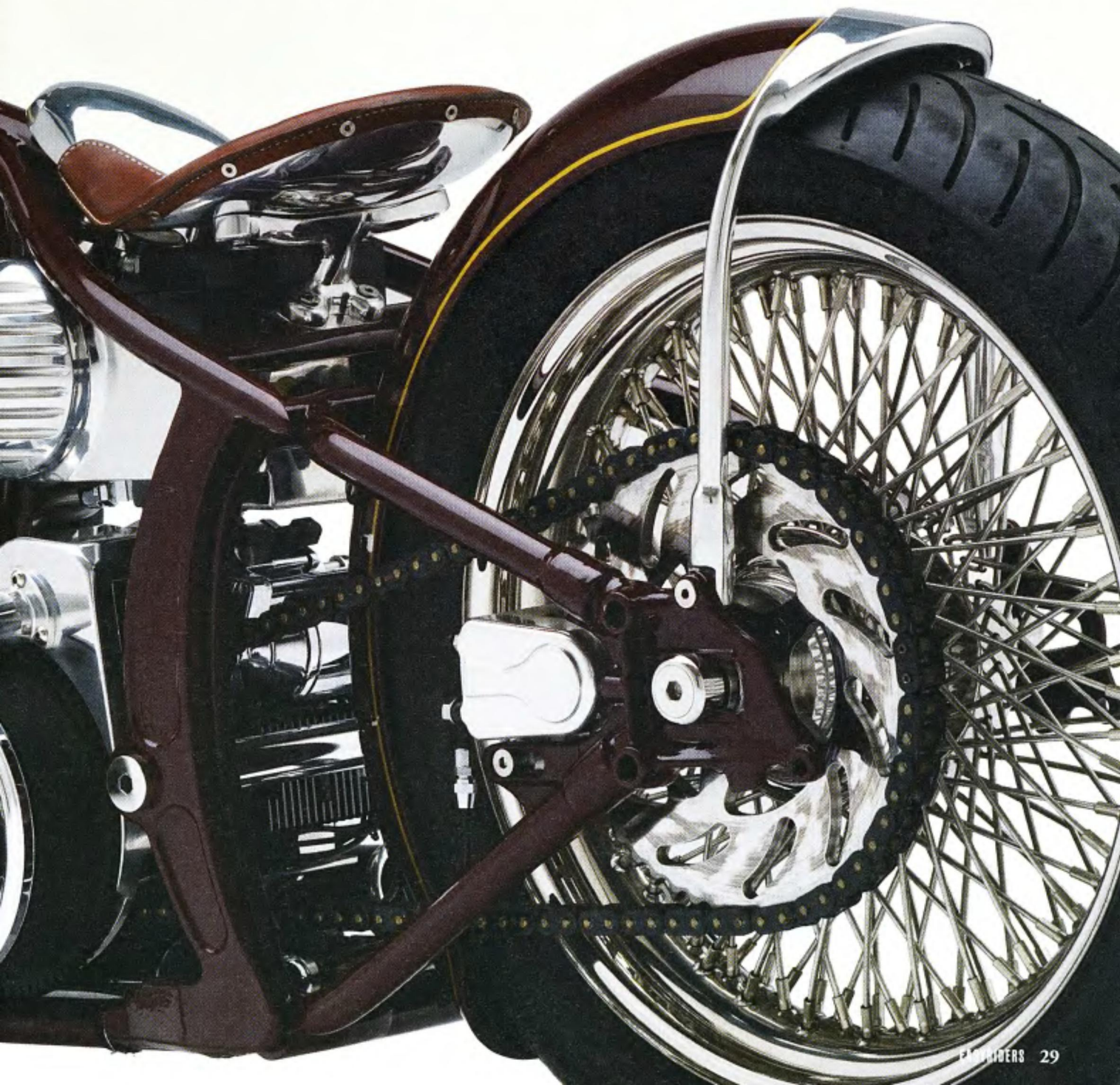


SPEED IS ESSENTIAL

There's an old adage "Use the right tools for the right job." That can mean tooling up your own tools. Such is the case for bike builder and tool maker Hiromichi "Hiro" Ishihara, who, at the age of 18, began developing his design and fabrication skills including a stint in

aluminum welding at one of Yamaha's factories. His travels would eventually take him to Nova Scotia, Canada, where he gained more experience at a custom bike shop before returning to Osaka, Japan, where he opened the doors of his Satsuma Cycle Works in 2005.

The original shop consisted of a 30-year-old lathe, a set of drill presses and a TIG welder. He then picked up an older model, well-used CNC machine and taught himself CAD. He also made himself an English wheel and a planishing hammer for fabrication. While his



focus is on his own full custom bike projects, he also makes such tools for other custom shops.

Having put those tools to good use, Hiro's custom bike skills were quickly recognized by his clients, his peers in the industry and bike mags both in Japan and later on an international scale. For Sturgis 2007, Hiro was contacted by Chica Custom Cycles of California to enter the One World Chopper Show organized by Michael Lichter. Hiro brought the "SCWFF" bike seen here to the event, and the very positive reception it received helped put Hiro and Satsuma Cycle Works on the world bike-building map. Hiro's bike-building philosophy is definitely old-school with a penchant for knuckleheads infused with his special blend of modern performance. As he says, "In the end, a bike has to be a solid ride. Speed is essential."

The SCWFF custom features one of Hiro's signature frames—the hidden-shock rigid offering a compact platform upon which to build. That thinking also drove the engine choice, which started with a complete re-build and polish of 1992 Evo. Inside, roller rockers, valve-springs, pistons and cam were all chosen for their performance attributes. To keep the sleek look, Hiro shaved off the bottom five heat fins and then followed up with polishing. The rocker covers were taken from a Sportster, both frame downtubes shaved to allow the rocker covers adequate space. The frame modifications were made to hug the engine, resulting in the impression of an oversized engine stuffed into a reduced space. To further streamline the look, all wiring runs hidden through the frame while the throttle cable was plumbed through the custom-made handlebars.

Tolerance of fit and assembly was another focal point. Because Hiro CNC-fabbed all the one-off parts from aluminum, the challenge was to maintain strength and durability as they were fitted as tightly as possible to the frame, again to keep the bike as compact as possible. All bolts outside the engine and transmission were also machined with the CNC. That was also true for the brackets, the oil tank fins, the carb cover, the pushrod covers, the side-stand, the headlight, the front brake

caliper, the point cover, the primary cover, jockey shift, and all clips. The seat, tank, rear fender, and primary cover were all hand pounded and formed with the English wheel out of aluminum. Later, a 5-speed hydraulic kickstart was customized and fitted with a CNC-fabbed kickarm and pedal.

Much of the Satsuma Cycle Works current parts catalog stems directly from the SCWFF project including the

weld-on, pop-up gas cap, the side stand, the handmade springer front end and dozens of more components available to the public.

Says Hiro of the SCWFF bike, which is his personal ride, "In the end, this is a bike for riding, plain and simple. It is quick off the line and nimble on the clogged streets of Osaka and Kobe." Or anywhere else for that matter.

—Paul Garson



The frame modifications create the impression of an oversized engine stuffed into a reduced space.



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For more information, call 800-215-3781 or visit MMITech.edu/Harley-Davidson

Programs vary by location. MSAT programs available to those who qualify. Financial aid and VA benefits available to those who qualify. VA benefits not available at all campuses. *MMI cannot guarantee employment. Motorcycle Mechanics Institute is a division of Universal Technical Institute. MMI's Orlando campus is a branch of Universal Technical Institute of Phoenix, Inc. ©2008 H-D. Harley, H-D, Harley-Davidson and the Bar & Shield logo are among the trademarks of H-D Michigan, Inc.



Owner: Hiro Ishihara/
 Satsuma Cycle Works
City: Osaka, Japan
Designer: Hiro
Fabrication: Satsuma Cycle Works
Year/make: 2006 Satsuma
Model: SCWFF
Assembly: Satsuma Cycle Works
Time: 3 months
Chroming: Satsuma Cycle Works
ENGINE
Year and make: 1992 H-D
Type: Evo
Displacement: 88 cubic inches
Cam: EV27
Ignition: Crane
Pistons: H-D
Heads: factory
Lifters: stock
Carb(s): S&S E
Pipes: Satsuma Cycle Works
TRANSMISSION
Year and make: 2006 H-D
Modifications: Satsuma Cycle Works
Shifting: 5-speed jockey
PAINTING
Painter: Fraks
Color: red/brown
FRAME
Year: 2006
Builder: Satsuma Cycle Works
Type: hidden-shock
Rake: 30 degrees
Stretch: none
Shocks: Works Performance
ACCESSORIES
Bars: Satsuma Cycle Works
Handlebar controls: Satsuma Cycle Works
Fenders: Satsuma Cycle Works
Headlight: Satsuma Cycle Works
Taillight: Satsuma Cycle Works
Pegs: Satsuma Cycle Works
Electrics: Satsuma Cycle Works
Gas tank: Satsuma Cycle Works
Oil tank: Satsuma Cycle Works
Oil system: JIMS
Seat: Satsuma Cycle Works
Grips: Satsuma Cycle Works
FORKS
Type: H-D 74/Satsuma Cycle Works
Extension: stock
WHEELS
Size: 23-inch front, 18-inch rear
Wheels: 120-spoke
Tires: Avon
Brakes: H-D front, K-Tech
 single-sided rear
Photos: Michael Lichter
Contact: Satsuma Cycle Works
www.satsumacycle.com

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WE'LL BEAT IT BY A BUCK!



Stealth switch strip

This stealthy rubber switch strip from Exile Cycles can be wired to control all your needs, from turn-signals to horn and high beam. Holding two switches together even operates the starter. The strip can be mounted anywhere but is shown here inset into the grip and directly into the handlebar. Just one small wire exits the bars and this connects to a tiny module that's easily mounted under the gas tank. The hidden switch kit sells for \$325.

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



Black Sunshine

Machined from your choice of aluminum or brass, this nifty oil filter is available from Black Sunshine Custom. Filters accept a standard Harley spin-on filter (your choice of black or chrome) and are shipped with all necessary mounting hardware. You can also opt for a weld-on clamp or a bolt-on clamp.

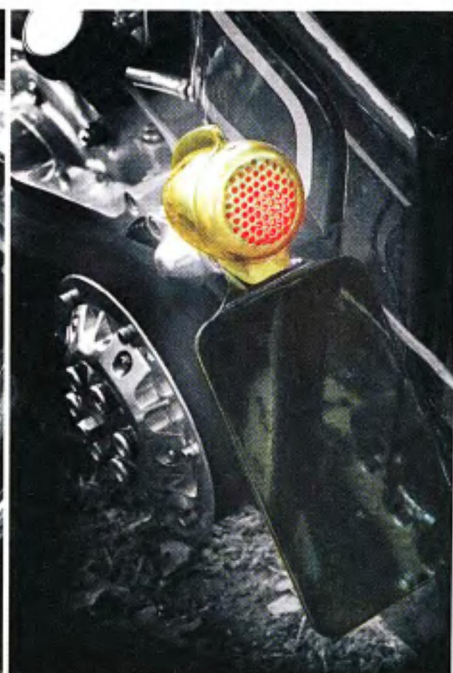
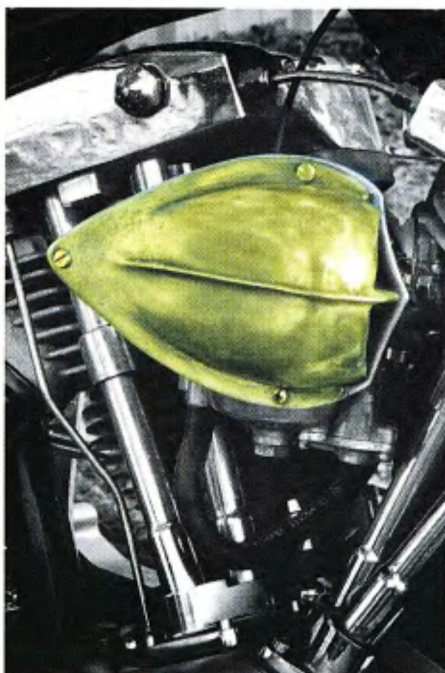
BSC; www.blackssunshinecustom.com; 217-433-8745.



Speedo/Tach combo

Made to fit the '95 to '03 Harley-Davidson FLHR, this neat gauge combines a 120-mph speedometer and 8000-rpm tachometer in a very clean design. The black face matches the stock gauge look and the gauge features an LCD odometer, trip meter, all stock indicator lights and a check engine light. It's made to plug into the OEM wiring harness using stock connectors for a hassle-free installation and is priced at \$249.95.

See your Drag Specialty dealer sales representative for details.



No billet, here!

Shade Tree Fabrications now offers a number of very original cast metal parts made from small treasures found while scouring scrap heaps. These include reproductions of 1950's microphones that make great taillight housings. These are cast in yellow and red brass and aluminum and come complete with LED bulb and tag bracket for \$155. Other neat new/old parts include air cleaners fashioned after intake vents from vintage Chris Craft boats. They are made from yellow and red brass and aluminum with aluminum or brass backing plates and retail for \$250.

More cool old stuff is available from Shade Tree Fabrications, so be sure to visit the website.

Shade Tree Fabrications; www.shadetreefabrications.com; 817-475-1145.



Composite shift links

Combining CNC-machined parts made from aircraft-

quality billet aluminum and carbon, ToughLinks shift links add high-tech, industrial look to any V-twin bike. ToughLinks ship complete with chrome mounting hardware and chromed Teflon-lined rod ends.

Shown here is the Megaphone, featuring black anodized billet aluminum ends that have been machined after anodizing. ToughLinks are offered in two additional profiles: the Bullet and the Aero. Toughlinks are available in custom lengths and retail for \$154.95

Contact Billet Tough Engineering; www.toughlinks.us; 916-207-3216.



Side-mount battery box

This side-mount battery box is designed to allow a standard size battery to

be mounted on the right side above the transmission. The box mounts in three places and uses rubber-isolated mounts for vibration-resistant installation. It comes with mounting provisions to accommodate L.A. Choprods' Mooneyes 3-quart oil tank and mounting brackets. Available in raw steel or solar black powdercoated with your choice of steel or leather battery strap, the battery box retails for \$175, while the oil tank goes for \$275.

L.A. Choprods; www.lachoprods.com; 310-353-2467.



Harley gauges exchange

Nu Image has created a complete line of Harley gauges

for 2000-and-newer Road Kings, Softails and baggers. These awesome new gauge face kits are made in the U.S. with an etched stainless steel face and custom chromed billet bezels. Factory installation is included. No wiring is needed, and since Nu Image installs a gauge kit into your bike's original gauges, the mileage remains unchanged.

Nu Image; www.HarleyGauges.com; 714-746-5497.

Stimulus Package!

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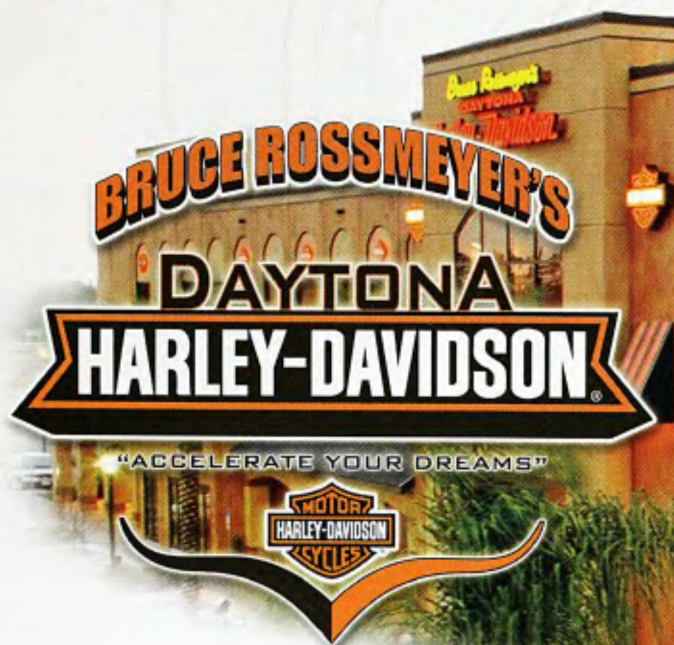
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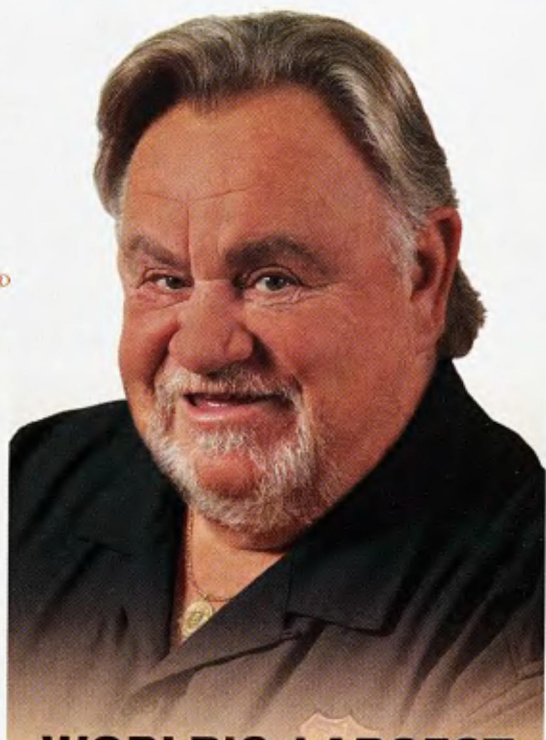
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EASY RIDER TURNS 40

Into the bubbling caldron that was America in the late 1960's, came two maverick filmmakers with a vision. In the summer of 1969, America was a ticking bomb and Peter Fonda and Dennis Hopper lit the fuse with their film *Easy Rider*. It would become the anthem for the Woodstock Generation.

In the film, two tired carnys turn into drug-selling bikers and become icons of America. Captain America, played by Peter Fonda, with his red, white and

blue stars and stripes panhead chopper is the quiet reminder of what this country stands for. He is liberty. Dennis Hopper's character of Billy (as in Billy the Kid) on his flame-painted chopper, is the ugly American, the frontiersman with his pushy ways and rebellious spirit. They are America incarnate as they roll across this country looking for freedom and a bit of the American Dream. The advertising slogan for the film read: "A man went looking for America and

couldn't find it anywhere." And what he did find, freaked him out.

The lesson in this film is that America had sold out—and so did Captain and Billy. Despite the deeper meaning Fonda meant to capture in his film, American youth saw something else. They saw two free spirits on wild Harley choppers bein' gunned down by ignorant Southern rednecks. More than one teenager sewed an American flag onto his jacket and went out and bought a bike



that summer in search of freedom. Did you?

Now, 40 years after *Easy Rider* debuted in movie theaters and drive-ins across America, our country is paying for the "me generation"—big time. And all these years later, many of us who threw a leg over a motorcycle after seeing *Easy Rider* are a bit long in the tooth but still rebellious under our gray beards. We thought you'd like to see the last remaining "original" Captain America bike to bring back memories of John Kay singing "Born to be Wild" just one more time. This chrome-framed rigid pan belongs to John Parham (J&P Cycles) and the National Motorcycle Museum of Anamosa, Iowa. As you can

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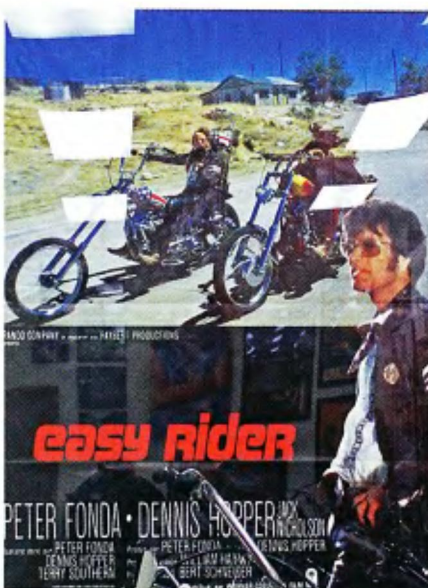


CERTIFICATE OF AUTHENTICITY

I, **PETER FONDA**, 100% guarantee this to be the only, last, original, authentic "CAPTAIN AMERICA" motorcycle from the 1969 movie "Easy Rider". This bike was built and ridden in order to switch back and forth due to the rigors of film production.

This bike was also used in the crash sequence at the end of the movie. When filming was done, I gave the motorcycle to Dan Haggerty as a memento of his work on the film "Easy Rider." Dan later reassembled and restored the bike at his Woodland Hills, California home. No other authentic Captain America motorcycle exists.

Signature *Peter Fonda* Date *8/2/03*
 Witness *[Signature]* Date *8/2/03*



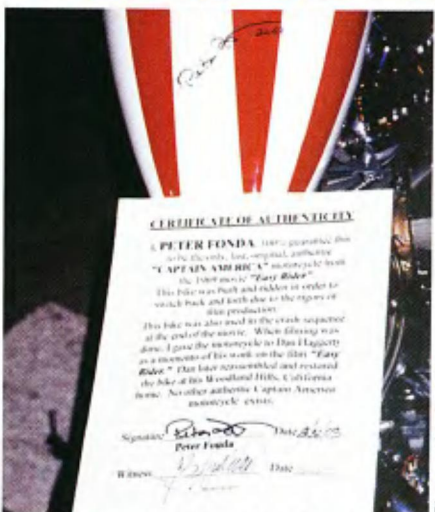
see, John has created quite a nice display for this icon of American rebellion.

As the story goes, the two original choppers that Hopper and Fonda rode in the film were stolen shortly after the movie was made but before it hit the theaters. They were stolen right out of Dennis Hopper's garage and the thieves had no idea that those two bikes would go on to be among the most famous motorcycles ever created. They were likely reduced to a pile of parts and sold off quickly. The only original bike left after the theft was the Captain America chopper that was crashed for the film's fiery finale. That's right, you're looking at the bike that went sailing through the air, crashed and burned all those years ago, now with a shiny facelift and a signed affidavit by Peter Fonda, guaranteeing that this is indeed the one and only last "original" Captain America chopper.

Now in the spirit of the movie that inflamed our quest for adventure and longing for freedom 40 years ago, do us a favor, go out and ride your bike, man.

—Dave Nichols

National Motorcycle Museum
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A signed affidavit by Peter Fonda (above), guaranteeing that this is indeed the one and only last "original" Captain America chopper.

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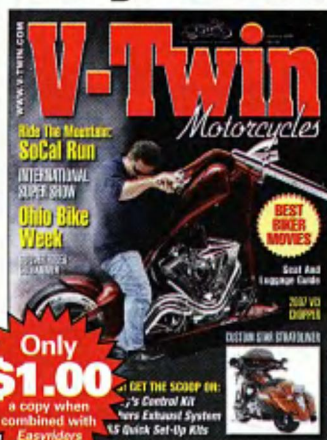
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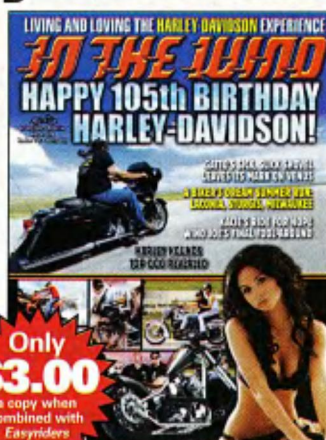
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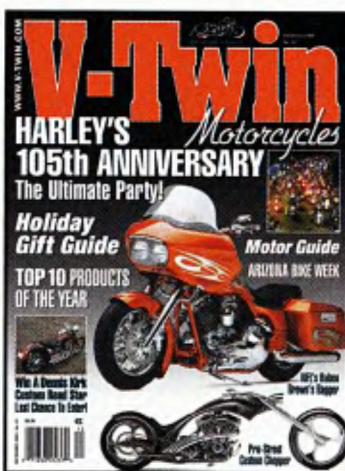
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Use the enclosed Official Entry Form and subscription envelope, or write your name, address, phone number, and EASYRIDERS 2009 ULTIMATE SWEEPSTAKES ENTRY on a 3x5 index card and mail it in an envelope to: EASYRIDERS 2009 ULTIMATE SWEEPSTAKES, P.O. Box 50044, Boulder, CO 80322-0044. Limit: one 3x5 card per envelope. If you wish to subscribe, list the titles you wish to receive on the card, and enclose payment or request billing. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 2009. Easyriders/Paisano Publications, LLC assumes no responsibility for lost, misdirected or late mail.

Prizes are not transferable and not redeemable for cash, except for the cash option associated with the Grand Prize. No substitution of prizes is permitted. Should prizes be unavailable Paisano Publications reserves the right to replace that prize with an item of equal value, the choice of item being solely at the discretion of Paisano Publications. Total approximate retail value of all prizes is \$49,990. You may win one of the following: 1 Grand Prize with a cash alternative; 1 of 10 First Prizes; 1 of 200 Second Prizes or 1 of 1,000 Consolation Prizes. The motorcycles pictured may not be the specific ones awarded.

Winners will be selected by random drawing from all entries received, and validated by Wood, Weisinger, Scodalan & Associates whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 15 days or the prize will be forfeited. In the event that any prize cannot be awarded because the winner cannot be located or refuses the prize, Paisano will offer the prize to up to 2 alternates, selected in the same manner as the original winner. If the prize cannot be awarded after such efforts are undertaken, then Paisano shall have no further obligation to seek out

alternates or to award the prize. THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.

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ALL FEDERAL, STATE, LOCAL TAXES, IF ANY, AND SHIPPING, STORAGE, TRANSPORTATION, REGISTRATION, AND ANY OTHER FEES ASSOCIATED WITH THE PRIZES ARE THE RESPONSIBILITY OF THE WINNER.

Winners will be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders/Paisano Publications, LLC, and none will be returned. Winners grant Easyriders/Paisano Publications, LLC and its agencies the right to use their names and likenesses for advertising and promotional purposes.

For a list of major prize winners, send a separate stamped, self-addressed business envelope to: 2009 Easyriders Ultimate Sweepstakes Winners List, Easyriders/Paisano Publications, LLC, 28210 Dorothy Drive, Agoura Hills, CA 91301.

NO PURCHASE NECESSARY TO WIN.

A guy calls up his boss. "Boss, I'm sick, and I ain't coming to work today."

The boss, "What? Well, how sick are you?"

The guy, "Well, I'm at home fucking my sister, how sick is that?"

Weasel Pete
Norway

A duded-up city rider walks into a seedy tavern in Sturgis. He sits at the bar and notices a grizzled old biker with his arms folded, staring blankly at a full bowl of chili.

After 15 minutes of just sitting there staring at it, the newbie rider bravely asks the old biker, "If you aren't going to eat that, mind if I do?"

The old veteran of 1,000 rides slowly turns his head toward the young pup and says, "Nah, you go ahead."

Eagerly, the guy wearing the shiny new leather fashions reaches over and slides the bowl into his place and starts spooning it in with delight.

He gets nearly down to the bottom of the bowl and notices a dead mouse in the chili. The sight was very shocking and he immediately barfed up the chili back into the bowl.

The old biker quietly says, "Yep, that's as far as I got, too."

Unknown
Somewhere Out There

A man is sitting on a train across from a busty blonde wearing a tiny mini skirt. Despite his efforts, he is unable to stop staring at the top of her thighs. To his delight, he realizes she has gone without underwear.

The blonde realizes he is staring and inquires, "Are you looking at my pussy?"

"Yes, I'm sorry," replies the man and promises to avert his eyes.

"It's quite all right," replies the woman, "It's very talented, watch this, I'll make it blow a kiss to you."

Sure enough the pussy blows him a kiss. The man, who is completely absorbed, inquires what else the wonder pussy can do.

"I can also make it wink," says the woman. "Come and sit next to me," suggests the woman, patting the seat.

The man moves over and is asked, "Would you like to stick a couple of fingers in?"

Stunned, the man replies, "Holy shit! Can it whistle too?"

Rocky Meyerson
W. Palm Beach, Florida

Two men were sitting at a bar and staring into their drinks. One guy got a curious look on his face and asked his friend, "Have you ever seen an ice cube with a hole in it before?"

The friend said, "Yep, I've been married to one for 15 years."

James Overly
Huntingdon, Pennsylvania

Q What's the hardest thing about eating a vegetable?

A The wheelchair.

Barbara Dannel
Sacramento, California

A preacher was seated next to a biker on a cross-country flight. After the plane took off, the biker asked for a beer and a shot of whiskey, which was brought and placed before him. The flight attendant then asked the preacher if he would like a drink.

Appalled, the preacher replied, "I'd rather be tied up and taken advantage of by women of ill-repute, than let liquor touch my lips."

The biker then hands his drink back to the attendant and said, "Me too, I didn't know we had a choice."

Tiger
Milwaukee, Wisconsin

Q What's the best thing about dating a homeless chick?

A You know she's gonna swallow.

Burt Whitcomb
Palmdale, California

It was a simple misunderstanding, your Honor," testified the man charged with indecent exposure.

"You'll explain that statement," the Judge ordered.

"Well, ya see, this girl and I were drinking in a bar, and she asked me what I wanted most in a woman, so I showed her."

Josh Cason
Big Stone Gap, Virginia



Emma was a new recruit in the red light district. After performing her first trick, she described the experience to the other girls. "He was a big muscular biker," she said.

"What did he want to do?" asked the others.

"I told him a straight shag was \$100, but he said he didn't have that much. So I told him a blowjob would be \$75, but he didn't have that much either. He said he only had \$25, so I told him that all he could have for \$25 was a hand job. He agreed, so I pulled it out. I put one hand on it. Then I put the other hand above that one." Raising her eyebrows and smiling, she continued, "Then I put the first hand above the second hand..."

"My God!" exclaimed the others. "It must have been huge! Then what did you do?"

"I loaned him \$75!"
Kurt Messner
Verona, Wisconsin

Top 10 Reasons Why It Sucks To Be A Dick

10. You've got a hole in your head.
9. Your master strangles you all the time.
8. Your head is disproportionate to the rest of your body.
7. You shrink in cold water.
6. You never get a haircut.
5. You always hang around with 2 nuts.
4. Your closest neighbor is an asshole.
3. Your best friend is a pussy.
2. Your scalp gets cut off if you're Jewish.
1. Every time you get excited, you throw up.

Salvator Scuderi
Frackville, Pennsylvania

The World's Shortest Fairy Tale:

Once upon a time, a guy asked a girl, "Will you marry me?"

The girl said, "NO!"

And the guy lived happily ever after and rode motorcycles and went fishing, hunting, played golf a lot, drank beer and Scotch, left the toilet seat up and farted whenever he wanted.

The End
Todd Wigger
Gloucester, Virginia

Bumper Sticker of the Month:
Impotence is Nature's way of saying "No Hard Feelings."

Paul Brown
Crescent City, California

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Battery Tech For the Kickstart Bros

The horseshoe oil tank as used on kickstart-only Harleys has a timeless beauty, but the dimensions of the battery box within is a serious limitation for bros upgrading to 12-volt generators. This is compounded when using an alternator charging system. The modern systems overcharge the tiny Japanese bike batteries that are usually employed—cooking them—and you're lucky to get a full season out of them.

Phil Ross of Supermax contacted us recently because he had found a solution to the small battery blues in this application. He found a 12-volt gel-cell battery that fit in the space and was rated at 5 amp/hours. He wired three of them in series for a total of 15 amp hours, plenty of capacity for a kickstart-only system.

While browsing the battery aisle at Electronic City in Burbank, California, looking to buy this battery for my pan, I spied what I think is an even better solution. Designated LA-12120, this battery is a lead acid sealed type rated at 12 amp/hours and the dimensions are 3.9 by 3.7 inches and just under 6 inches tall. This makes it very close to the dimensions of the old 6-volt battery originally residing in the space, except it is 1-inch or so shorter. These batteries were used for electric scooters so they have plenty of power. The only drawback is the skimpy 1/4-inch F-2 spade terminals, but this is not a problem on a kickstart bike.

Because they are gel cells, these batteries can be mounted in any position. They are made by a variety of different manufacturers and are easy to find on the Internet. I paid about \$60, but look around, some places have them for less.

Be sure to use a rubber mat under the battery and secure it on all sides, so it can't rattle around. When you run the wiring, you may want to make up a set of extra wires so you can connect your trickle charger to it if you plan to let your bike sit for any time. These batteries do not like to be run on empty. However, if you ride it all the time like you're supposed to, this should not be a problem.

—Kit Maira



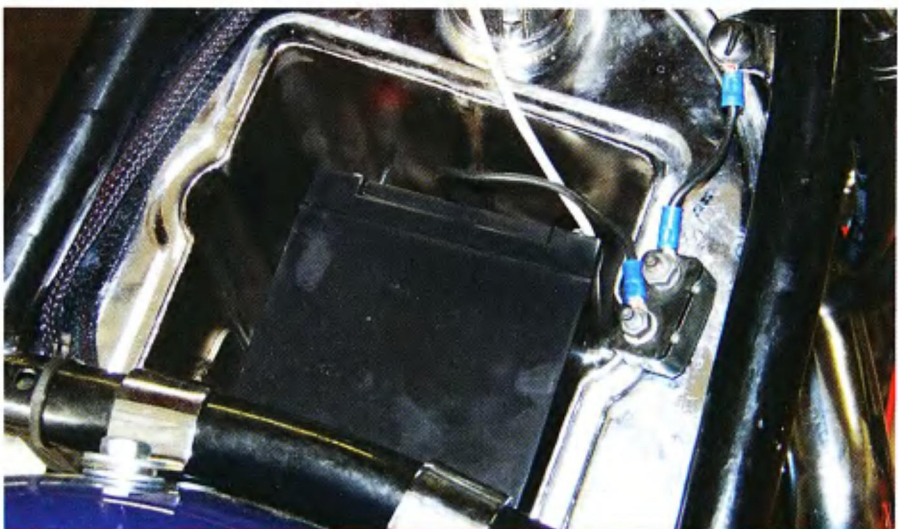
This horseshoe tank is a reproduction from V-Twin Mfg.



The LA-12120 showing the spade terminals.



Battery showing the specs and part number.



Here the battery is installed in the tank.



Shotgun Suicide.

This little, double-barrelled shorty is one of the infamous Suicide Girls. Flip over to page 86 for more!



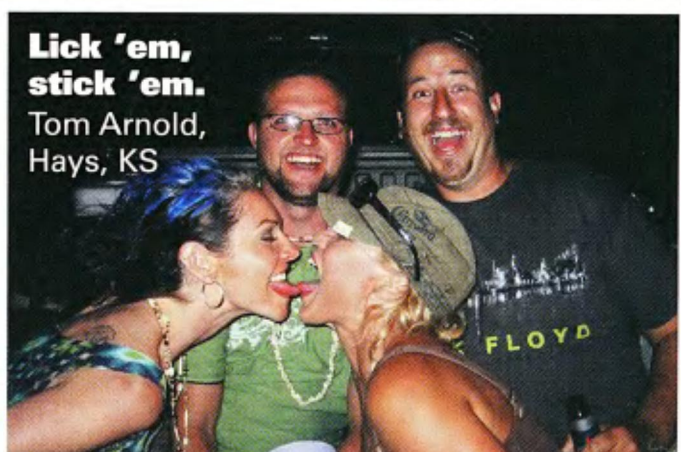
**Cali gal
is loopy for
loonies in
British
Columbia.**

Linda Barbour,
El Dorado, CA



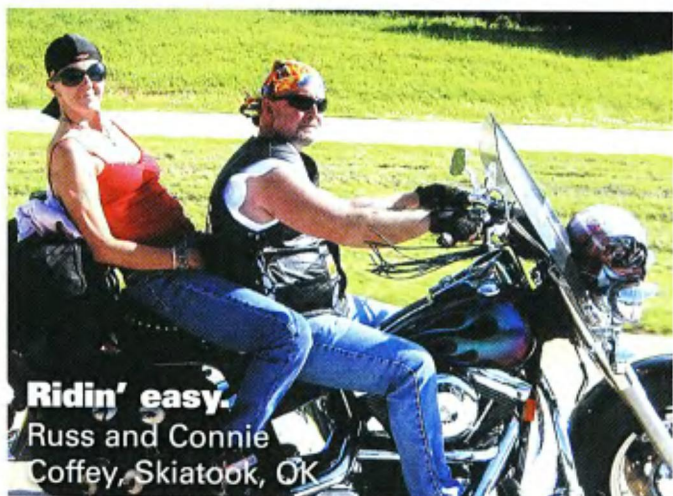
**Viet vet bros
in photo-op.**

KZ Ric White,
Dallas, TX



**Lick 'em,
stick 'em.**

Tom Arnold,
Hays, KS



Ridin' easy.

Russ and Connie
Coffey, Skiatook, OK



Final pit stop.

Billy Bob Bartee,
Butte, MT



**"Look, Ma,
I'm nekkid!"**

Bret Brandt, Iowa
Freedom Rally

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

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First Time's A Charm

A HOME-BUILT WINNER

"This bike all started,"

Jim Holstein says, "right
after I bought a street bob





Our featured *Easyriders* girl this month is ravishing Rhonda Lynn. One look at her and you'll be thinking of sin. Okay, so I'm not a friggin' poet!

BIG & MEATY



Neatly mixing a 300 rear tire into a mostly old-school bike isn't easy. Jim Holstein did it on his first try.



a few years back." A tinkerer from the word go, Jim had that factory Harley scattered all over his garage a month after he bought it. "I wanted to do some customizing," he says. It turned out pretty well. Jim still has the bike. His appetite whetted with that mild job, it wasn't much of a stretch for this Ohio rider to take things to the next step. "I wanted to see if I could build a complete bike myself," he says. Judging by the result, the answer is obvious.

Working in the heating/cooling business, Jim's a pretty handy, mechanically-inclined guy. So everything we're looking at here, start to finish, except the

paint, was done right at home in his garage. What about any headaches or hiccups during this first-ever project? "It was all a headache," Jim can laugh now. "At least it was for me, not exactly used to building a bike from the ground up. Nothing comes with instructions, and nothing fits as it's supposed to, either." But by tapping into the knowledge bank of a few good buddies and getting some good direction from the techs at a couple local Harley shops around Columbus, Jim got it done. "But the wiring," he admits, "was still a major undertaking. I wanted this bike to have everything a production bike would

have—things like turn signals front and rear. All that had to be factored in, wired in, but made to be just about invisible." Check out the directional solution. It's another problem nicely solved.

Jim spent about a year collecting parts and deciding exactly what he wanted to do here, and then devoted another six months to completing the project. Never in love with long and low customs, which he sees as going out of favor anyway, Jim wanted something old-school and timeless that incorporated the one thing he did like about pro-streeters. Combining two seemingly polar opposites, he managed to seamlessly blend a

classic chopper/bobber with a 300 rear tire. The frame from GS Motor Company out of Michigan is a clean little rigid setup for that big rear tire. Most of the parts added to it came from the Midwest "Big Book" catalog and plenty of eBay shopping. "The biggest problem I had collecting all of this," Jim says, "was the lack of brick-and-mortar stores around Columbus, Ohio,—places that might stock and sell custom stuff. There was nowhere I could just go and buy something. Everything would have to be ordered; and heck, I can do that myself."

Jim hadn't planned to include as much chrome as he did, but once he'd installed the polished RevTech 110 motor, one piece of shiny stuff led to another. "I don't think I overdid it, though," he says. "I think it all works pretty well." The original plan was to just build this bike to see if it could be done and then sell it. That thought's out the window. Jim's having way too much fun on this thing to let it go, but one lesson from all of this is that a 110 motor is probably a little more than what was really needed. "An 80-cubic-incher would have been just fine," he says. "But that's something you don't know until you've put a couple of these things under your belt."

Speaking of which, Jim's already cinching up that buckle and planning his next one: a panhead bobber, this time with a decidedly mild motor.

—Joe Kress

**Home-built all the way,
this one was a real
learning experience.**



Owner: Jim Holstein

City: Hilliard, Ohio

GENERAL

Designer: Jim Holstein

Fabrication: Jim Holstein

Year/make: 2008 special construction

Model: 300 custom bobber

Assembly: Jim Holstein

Time: 6 months

Chroming: came with the parts

ENGINE

Year and make: 2007 RevTech

Displacement: 110 cubic inches

Ignition: RevTech

Cam: Andrews

Carb: Mikuni

Air cleaner: RevTech

Pipes: Santee

TRANSMISSION

Year/make: 2007 Accessories Unlimited

Shifting: 6-speed, RSD

PAINTING

Painter: Paintz by Sam

Color: Vivid Blue Pearl

Type: BASF

FRAME

Year/make: 2007 GS Motor Company

Type: rigid

Rake: 34 degrees

Stretch: none

Shocks: none

ACCESSORIES

Handlebars: 18-inch apehangers

Handlebar controls: BDL

Fenders: custom, rolled

Headlight: 7-inch, stretched

Taillight: billet

Speedo: Auto Meter

Pegs: BDL

Foot controls: BDL

Gas tank: peanut

Oil tank: chrome, 3.5-quart

Seat: solo

Mirrors: ball milled, round

Grips: diamond billet

FRONT END

Type: springer

Builder: DNA

WHEELS

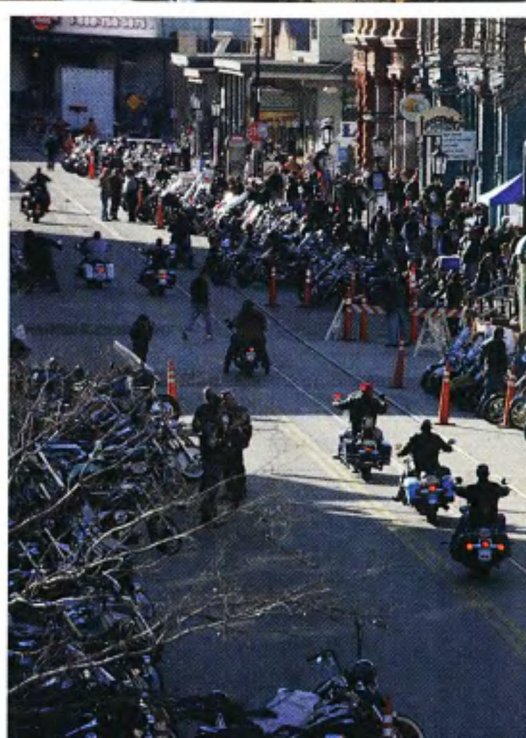
Make: Midwest, laced

Size: 21-inch front, 18-inch rear

Tires: Avon 120/70-21, 300/35-18

Brakes: BDL

Photos: Terry Jordan





Lone Star Rally

The Lone Star Rally—the four-day biker free-for-all—took place in Galveston, Texas, on Galveston Island just south of Houston last December 11 to 14. It is becoming one of this country's major bike runs, drawing over 300,000 roaring motorcycles to the area. The Rally was held later than usual last year due to a little problem called Hurricane Ike. The Galveston Rally was actually a rebirth and "coming-out party" for the city of Galveston, still reeling after the destruction from the hurricane.

Organizers were a little worried over the weather in December, since it snowed in Galveston the week before the event was to take place. Though a bit chilly, riders came out in force to support the city and show true biker spirit, and the run was a huge success.

One of the true attractions to this free event is the great riding in and around the area. Heading over the causeway to Galveston Island and then taking a putt

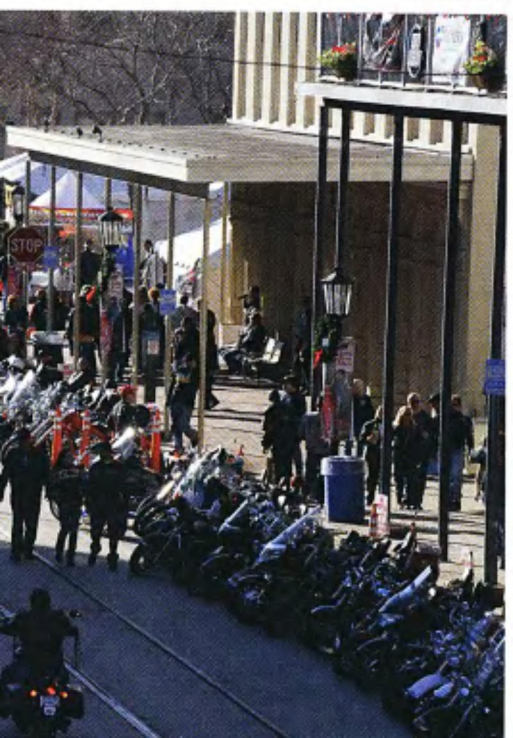
on the beach is a lot of fun. You also have to ride down Strand Street right in the middle of all the action just to say you did it. You can drink on the street, so it's just one big party at the Strand and over at the Sea Wall.

Attractions include live concerts, motorcycle racing, a tattoo contest, demo rides, poker runs, a Miss Lone Star contest and over 400 vendors with every biker goodie imaginable. Because the island is a major tourist beach, there are more bars and restaurants per square block than at any biker rally we can think of.

This year, the Lone Star Rally will host the world's largest Halloween party and parade with a pirate theme. You can even win Jean Lafitte's Treasure. It'll all happen October 29 to November 1. You can bet this run will be bigger and better than ever, so head your scooter south or visit www.lonestarrally.com for more information.

—Dave Nichols

Photos: Michael Lichter



The Galveston Rally was actually a rebirth and "coming-out party" for the city of Galveston.

Inked

BOB WILKINSON'S TATTOOED ROAD KING

In 1983 Bob Wilkinson finished his tour of duty in the U.S. Air Force and then returned home to upstate New York. "I got one look at the snow and headed to Florida where I had been posted for a while, and I've been here ever since." He found his way to a tasty little town called Orange City and soon teamed up with Chris Cruz, one of the industry's most



"We fabricated the saddlebags and rear fenders so that the dragon's skull incorporates the brake and taillights."

— BOB WILKINSON



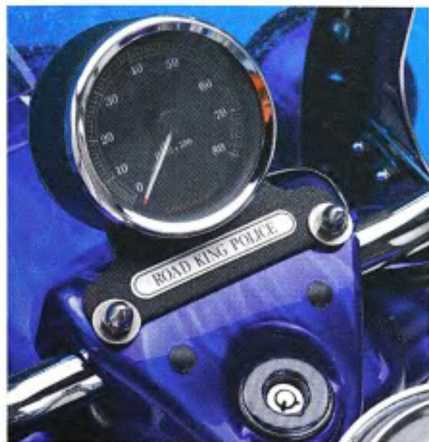
prolific and talented custom painters/artists. Chris Cruz Artistry is located in nearby DeLand, Florida, just around the corner from Daytona. The shop is famous for airbrushing custom paint on bikes, cars, airplanes, dragsters, boats... wherever paint will stick.

Bob's had two wheels under him since the age of 14, so when the doc's told him he couldn't ride his old-school kickstart stroker panhead until a medical issue was resolved, he went looking for something more "low impact" with a push-button starter. "I found this Daytona Beach police bike the department was selling with less than 1,500 miles on it. It had been used as a trainer and they rotate them every year. The nubs on the tires were still there. The only thing wrong with it was that the bottoms of the floorboards were worn."

During a six-month period when the doc's wouldn't let him ride at all, Bob decided to take the bike apart and have Chris do up some custom work plus a paintjob. "I'd always been into dragons and also happened to have a bunch of tattoos, so we came up with the images. The girl with the dragon coiled around

her that's painted on the right saddlebag is actually a copy of the tattoo that covers my whole back." It turns out that Bob has collected some 100 hours of ink. He says, "I've been a custom painter for 25 years and have a lot of friends who are tattoo artists, so I've got a lot of bartered ink."

Checking out more of the "Tattooed Road King" we learn that the girl painted on the bike's front fender is a rendering of the image on Bob's rib cage, while the girl appearing on the left saddlebag can be found etched into his left leg. To maintain the dragon theme and for something with an aggressive appearance, Bob and Chris coiled another dragon around the gas tank. Says Bob, "It was also the first time we tried a 3-dimensional paint treatment. Under the cobalt blue candy paint, we added all these ghost images of women and skulls. And on the back end of the bike is a scene of a graveyard with more skeletons. We also fabricated the saddlebags and rear fenders so that the dragon's skull incorporates the brake and taillights. I got the idea when my granddaughter Brie and I were watching one



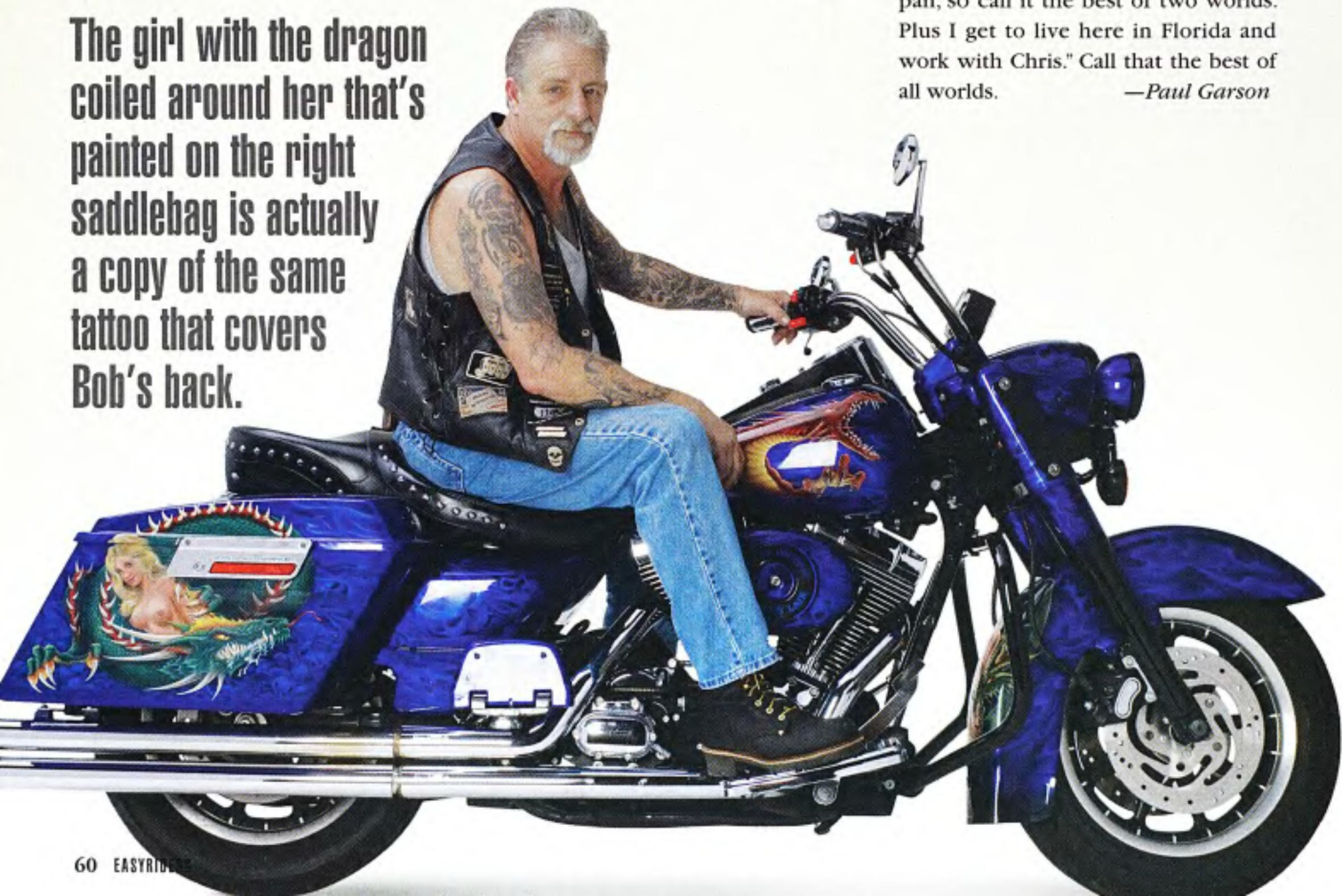
of the Harry Potter movies where they had a skeleton of a dragon in one of the classrooms. She loves that motorcycle."

Bob estimates that he and Chris spent some 50-60 hours on custom fabrication and also poured some 200 hours into the complex and multi-layered paintjob. Bob entered the ink-inspired Road King in the Rat's Hole competition during Bike Week and came away with a tenth place. "It's the perfect 'business card' bike; people asking me about it wherever I go."

Now that Bob's fully recovered he says, "I've got the Road King and the pan, so call it the best of two worlds. Plus I get to live here in Florida and work with Chris." Call that the best of all worlds.

—Paul Garson

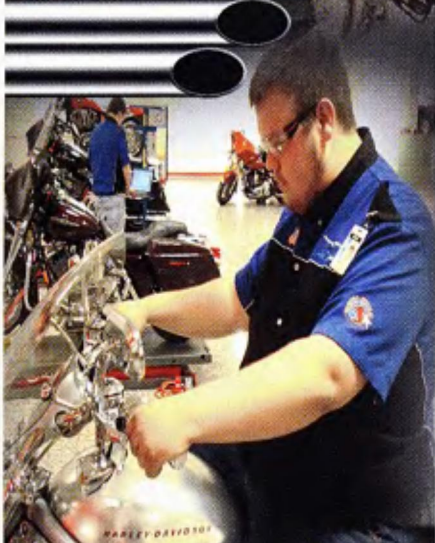
The girl with the dragon coiled around her that's painted on the right saddlebag is actually a copy of the same tattoo that covers Bob's back.





Owner: Bob Wilkinson
City: Orange City, Florida
GENERAL
Designer: Owner
Fabrication: Owner
Year/make: 2003 Harley-Davidson
Model: Police Road King
Assembly: Bob and Chris
Time: 300 hours
Chroming: Harley-Davidson
ENGINE
Year/make: 2003 Harley-Davidson
Displacement: 88 cubic inches
Cam: factory
Ignition: stock
Pistons: Harley-Davidson
Heads: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): stock
Pipes: stock
Mufflers: Santee
TRANSMISSION
Year/make: 2003 Harley-Davidson
Shifting: foot
PAINTING
Painter: Chris Cruz
Color: multi
Paint: House of Kolor
FRAME
Year/make: 2003 Harley-Davidson
Type: Road King
Rake: stock
Stretch: stock
Shocks: Harley-Davidson
ACCESSORIES
Bars: stock
Controls: Harley-Davidson
Fenders: Bob Wilkinson
Headlight: Harley-Davidson with custom paint
Taillight: Bob Wilkinson/Chris Cruz
Speedo: stock
Pegs: Harley-Davidson
Electrics: factory
Gas tank: stock
Oil tank: stock
Oil system: Harley-Davidson
Seat: Corbin
Mirrors: Kuryakyn
Grips: Harley-Davidson
FRONT END
Builder: Harley-Davidson
Type: FLH/painted
Extension: stock
WHEELS
Size: 18-inch
Wheels: Harley-Davidson
Tires: Avon
Brakes: Harley-Davidson
Photos: Don Rogers
Contact: Chris Cruz Artistry
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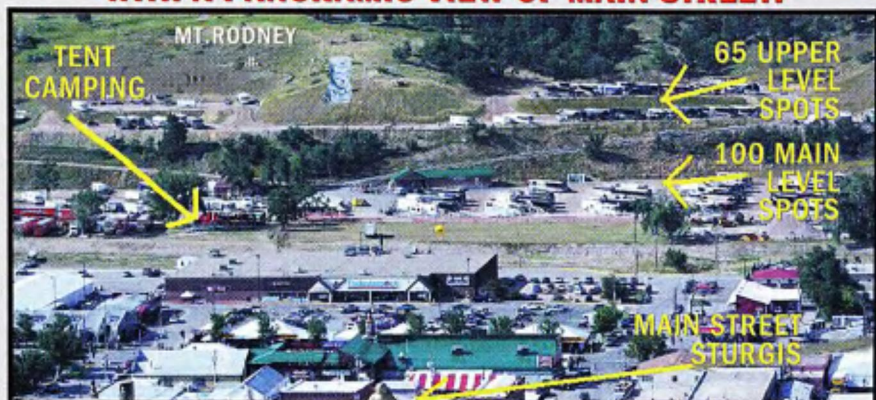
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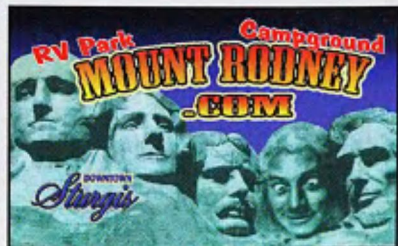
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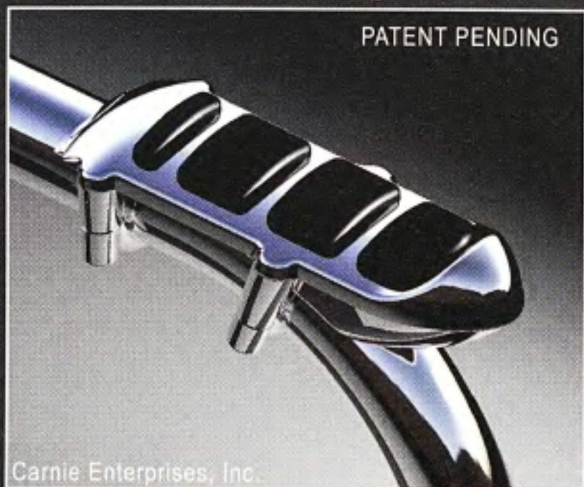
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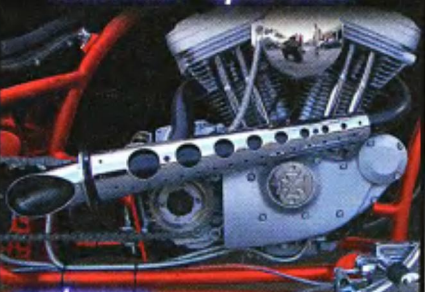
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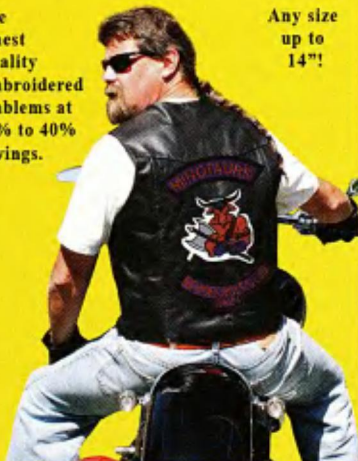
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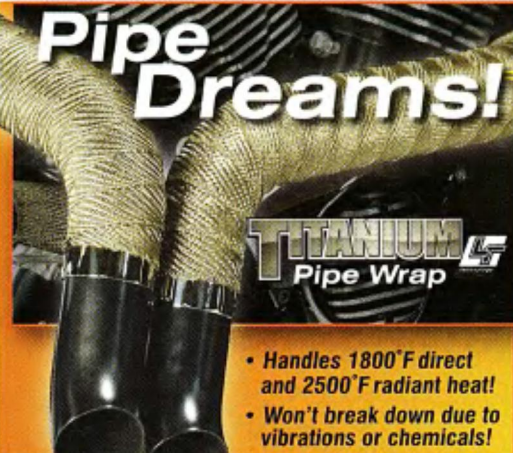
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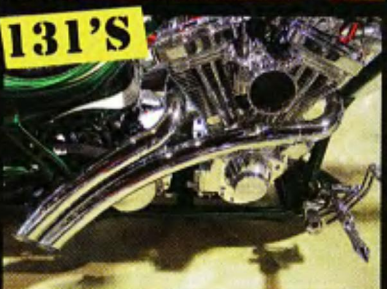
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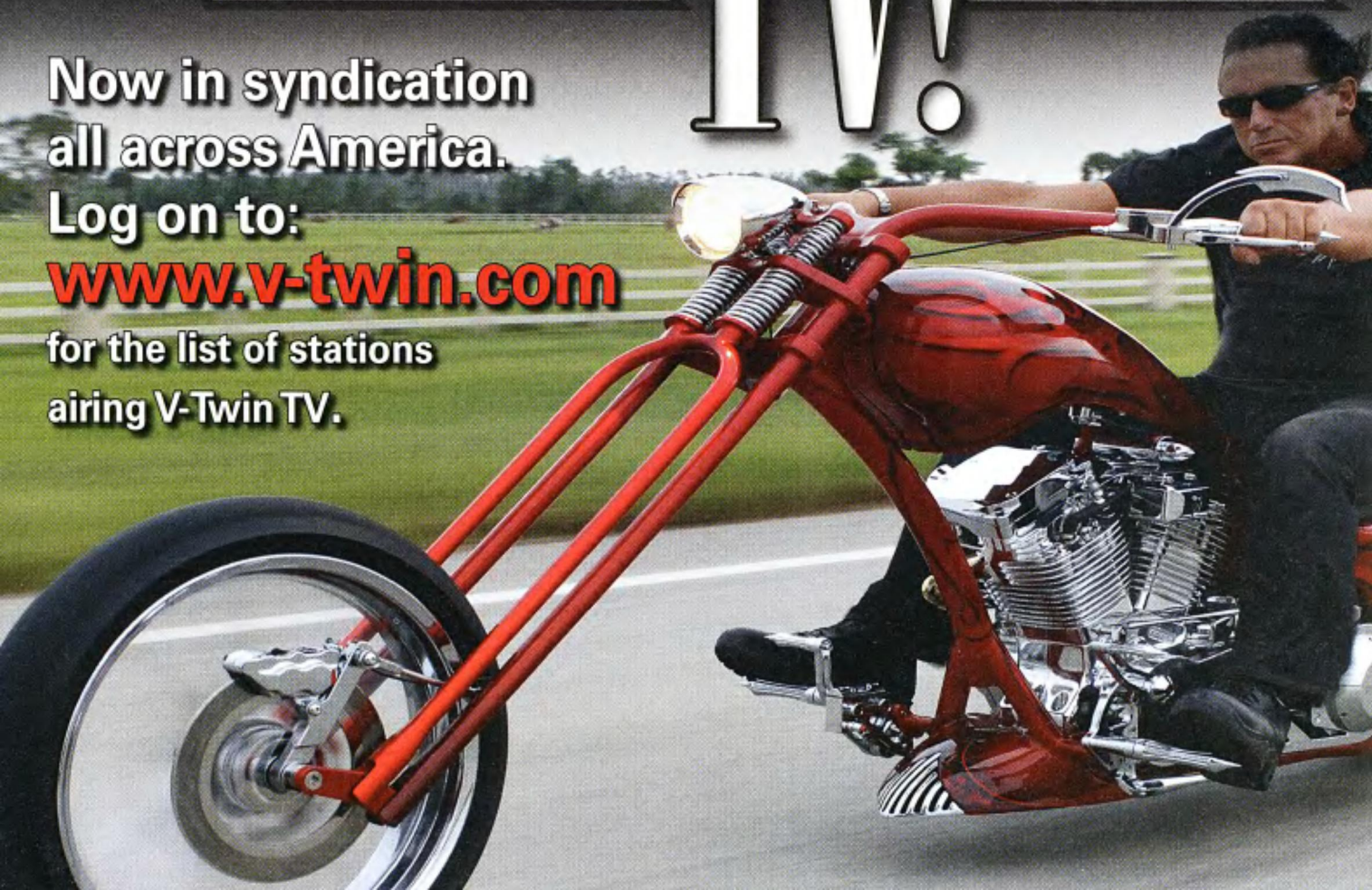
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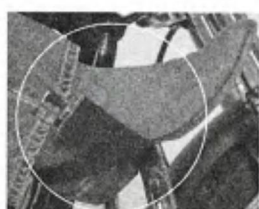
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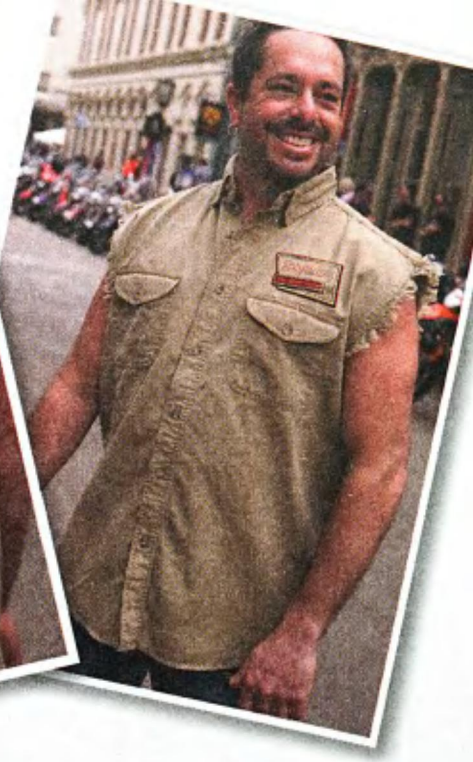


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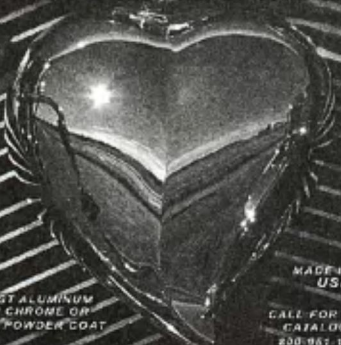
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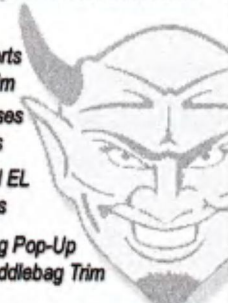
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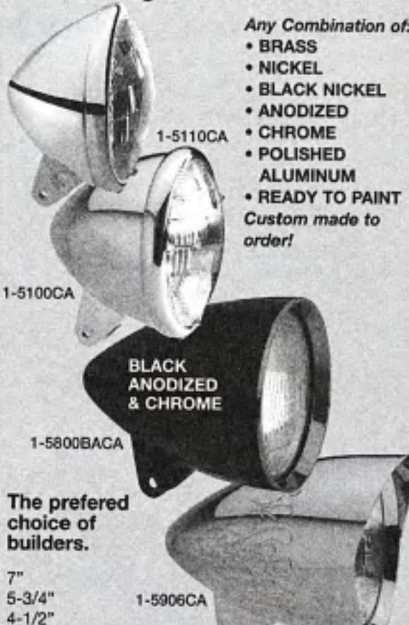
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Dyno-Drags 2009 Season Schedule

Date	Location	Date	Location	Date	Location
February 7-9	V-Twin Expo, Cincinnati, OH	May 30	Biker Bob's H-D, Taylor, MI	September 12	Longhorn H-D and Buell, Grand Prairie, TX
February 13-15	Easyriders Bike Show, Columbus, OH	June 5-7	Louisville H-D, Louisville, KY	September 18-20	AVAILABLE
February 20-22	AVAILABLE	June 12-14	AVAILABLE	September 25-26	Pig Trail H-D, Rodgers, AR
February 27-28	Seminole H-D, Sanford, FL	June 19-21	AVAILABLE	October 1-5	Myrtle Beach Fall Rally, Myrtle Beach, SC
March 1-8	Destination Daytona, Daytona Beach, FL	June 23	Motorcycle Night, Lowell, MA	October 9-11	AVAILABLE
March 13-15	AVAILABLE	June 27-28	J & P Cycles, Anamosa, IA	October 15-18	Destination Daytona, Daytona Beach, FL
March 20-22	AVAILABLE	July 3-5	AVAILABLE	October 23-25	AVAILABLE
March 27-29	AVAILABLE	July 10-11	High Desert HD, Meridian, ID	October 30-Nov. 1	AVAILABLE
April 3-5	AVAILABLE	July 17-19	Muskingum Bike Times, Muskegon, MI	November 6-8	AVAILABLE
April 11	Laidlaw H-D, Baldwin Park, CA	July 23	AVAILABLE	November 13-15	AVAILABLE
April 17-18	H-D of Salt Lake City, UT	July 25	Roeder H-D, Sandusky, OH	November 20-22	AVAILABLE
April 22-26	River Run, Laughlin, NV	August 1-2	St. Charles H-D, St. Charles, MO	November 26-29	Happy Thanksgiving
May 1-3	AVAILABLE	August 3-9	Full Throttle Saloon, Sturgis, SD	December 4-6	AVAILABLE
May 9	American Legion Poker Run, Champaign, IL	August 14-15	Pike's Peak H-D, Colorado Springs, CO	December 11-13	AVAILABLE
May 15-17	8th Annual Branson MC Rally, Branson, MO	August 22	Grand Nationals Weekend, Peoria, IL	December 18-20	AVAILABLE
May 22-24	Party at the Pines, Longview, TX	August 29	Bike Fest, Frankfort, NY	December 25-27	Merry Christmas!
		September 3	3 Boomers RoadHouse Waterford, MI		

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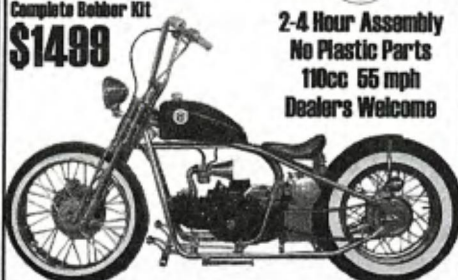


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Sturgis, South Dakota and the Sturgis Rally, held for the 69th time this year, should by all rights and, at least temporarily, be declared the 51st state of these United States. Considering that the annual rally attendance has hovered around half a million over the past few years, which is about the same as Wyoming's resident population right next door—I don't need to draw the conclusions for you, do I?

But statehood is probably not going to happen anytime soon, so you might as well just go visit the beautiful Black Hills and enjoy all the fun and frivolity of Sturgis Bike Week. To that end, we've prepared the following Sturgis Survival Guide of stuff you've just got to know before your trip to this righteous rally. Obviously, we don't have the room to print everything going on and won't even claim to be accurate, so to get the latest info we suggest a visit to www.sturgismotorcyclerrally.com. —Tripper

Sturgis Survival Guide 2009

Center, 4th and Lazell).

Here at the Headquarters, you can even get your vendor info packet (if you're a vendor or wanna be one). It'll tell you about anything from rental sites and prices to product selling, including all-important city, county, and state ordinances. Check out www.sturgis.com

Ride With The Mayor, August 3

The Sturgis Rally Department recently announced that last year's Mayor's Ride raised \$18,000 for the Sturgis Volunteer Fire Department and \$2,000 for the Sturgis Police Department Reserves. So what's a mayor to do? Do it again, of course! So come join Sturgis's Mayor Maury LaRue and his friends as they travel the beautiful byways of the Black Hills for the 7th Annual Mayor's Ride originating at the Sturgis Community Center on Monday.

For more information or to register,



Rally Information and Tour Pre-Registration

This is where you get all the info. Pick up your own info packet and be prepared to whip out your plastic. Some events need to be prepaid or covered by charge card, whereas the races and tours don't. For more information, call the Sturgis Rally & Races Inc. at 605-347-6570, or e-mail: premier@sturgisrallynews.com. Once you're in Sturgis, you can register in person at the Rally Headquarters in the Armory on Main Street in downtown Sturgis between the hours of 9 a.m. and 10 p.m.

This is also the place where you can leave messages for your friends, and or

relatives, which will then be posted (the messages, not your friends, and or relatives) on the extremely cramped message boards here or over at the Motorcycle Expo (Sturgis Community

click your way over to www.sturgismotorcyclerrally.com, or call 605-720-0800 for reservations.

Michael Lichter Exhibit

Motorcycle photographer Michael Lichter will host the 9th annual *Motorcycles as Art* Exhibition August 1 - 8 during the 2009 Sturgis Rally. This year's exhibition will be held at the Legendary Buffalo Chip, located four miles east of Sturgis on Highway 34, and will explore motorcycle culture through a thematic presentation of motorcycles and graphic arts.

Michael has chronicled the Sturgis Rally through his photography since 1979 and has served as curator of the



exhibition since its inception in 2001.

"The exhibition serves as a way to showcase the work of the industry's top talent under one roof, and we're excited about this year's change of venue," says Mike. "The space being built for the exhibit, combined with the legendary Buffalo Chip's unique atmosphere is sure to make this the best exhibit yet."

The Lichter exhibit will be on display at the Legendary Buffalo Chip from Saturday, Aug. 1 through Aug. 8. Admission is free. More information available at www.buffalochip.com.

Party with the Buffalo!

The Buffalo Chip is the Sturgis Rally's best-known hot spot. Since 1982, the Chip has become internationally famous for the performances on its four stages, hot bartenders and special events presented "by bikers, for bikers."

The Legendary Buffalo Chip has been featured on one 13-episode television series and 5 television specials, some of which remain in current broadcast rotation. Its 2009 schedule of events includes a 9-day concert series (free to campers) featuring such favorites as Aerosmith, performing on Wednesday, August 5, while Creedence Clearwater Revisited will play the Legendary Buffalo Chip Campground on Sunday, August 2, in a double headline show with George Thorogood & The Destroyers. The Buffalo Chip is the place to be during the Sturgis Rally.

For more information and a full party and concert schedule, visit them at www.buffalochip.com.

Days End Camp Ground

The campground is located

within 5 minutes walking distance to downtown Sturgis with easy on/off access to I-90. It is also within a 1-hour ride to all of the attractions that the Black Hills has to offer whether it be Needles Highway, Crazyhorse or even Mount Rushmore. Days End has a 5,000-square-foot beer garden with live music (no cover charge), 24-hour food service and cheap beer, two very clean bath houses with laundry, large level RV sites with city water and sewer, acres of tent camping with shady sites, cabins, a fully stocked C-store, 24-hour security, and shuttle bus service to downtown Sturgis and all the other campgrounds if you are taking in a concert.

They are not as rowdy as some of the other campgrounds. This is a mom & pop outfit where the owners really care about their customers, i.e. this is the cleanest campground around. For pictures and more information, check out their website at www.daysendcampground.com. Phone: 605-347-2331

Rockin' the Rally at Glencoe Hwy 79, 4 miles east of Sturgis, next to Glencoe.

There's always a ton going on at Glencoe where they now have two stages of free live music, a full bar, a full-menu restaurant, pool tables, and the hottest bar maids around. Check 'em out at www.glencoecamp.com

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Plenty Star Ranches:
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Texas Embassy RV Park:
605-673-2570
Wheels West RV Park:
888-813-5138

Deadwood/Lead (12 miles)

385 Rally Park:
605-787-6207
Boondocks:
605-578-1186
Custer Crossing:
800-699-6010
Deadwood KOA:
605-578-3830
Fish N' Fry:
605-578-2150
Hidden Valley:
605-578-1342
Ox Yoke Ranch Inn, Nemo:
605-578-2708
Recreational Springs Resort (RV): 605-584-1228
Trout Haven:
605-341-4440
Wickiup Village Cabins:
605-584-3382
Wild Bill's Campground:
605-578-2800

Hill City (60 miles)

Black Hill Camp & Breakfast:

877-255-4455

www.blackhill.com

Blue Spruce Valley:

605-574-2366

Crooked Creek Resort:

605-574-2418

Harney Camp Cabins:

605-574-2594

Horse Thief (RV):

605-574-2668

Lazy S (RV):

605-574-2649

Mt. Rushmore KOA:

800-562-8503

Slate Rock Ranch:

605-574-2687

Three Forks (RV):

605-574-4546

Rafter J Bar Ranch:

605-574-2527

Hot Springs (84 miles)

Across From the Golf Course

(RV): 605-745-3593

Hide Away Cabins:

605-745-6449

Hot Springs KOA (RV):

605-745-6449

Larive Lake Resort (RV):

605-745-3993

Rolling Resort Ranch:

605-745-3020

Keystone (50 miles)

Battle Creek:

605-666-4557

Elk Haven:

605-666-4856

Holy Smoke Resort:

520-855-6918

Kemps Kamp:

605-666-4654

Miner's RV Park (RV):

605-666-4638

Old Home Cabins (RV):

605-255-4428

Rushmore Resort (RV):

605-666-4605

Spokane Creek Resort (RV):

605-666-4609

Wildcat Valley Campground &

Resort (RV):

605-255-4059

Piedmont (13 miles)

Dakotah Spirit Campground:

605-787-5981

Elk Creek Resort:

605-787-4884; www.elkcreek.org

PJ's Camping (private):

605-787-9842

Tilford Gulch Campground:

800-484-9495 ext 1573

www.tilfordgulch.com

Uncle Don's Campground:



605-787-5888

Valley Campground:

605-787-7059

Rapid City (30 miles)

Berry Patch (RV):

605-341-5588

Happy Holiday:

605-342-7365

Horse Creek Inn:

605-574-2908

Jellystone Park:

605-341-8554

Lake Park Campground:

800-644-2267

Moonies Hog Farm:

605-787-5885

Mystery Mountain Resort:

800-658-2267

Rapid City KOA (RV):

800-852-2946

Rockerville Trading Post (RV):

800-450-0496

Rushmore Shadows Resort (RV):

605-343-4544

TeePee Campground (RV):

605-343-6319

Whispering Pines (RV):

605-341-3667

Spearfish (25 miles)

Boondocks (RV):

605-578-1186

Centennial: 605-642-7941

Chris' Campground (RV):

800-350-2239

Mountain View:

605-642-2170

VFW Post No. 5860 (RV):

605-642-3266 or

307-896-2908

Wall (80 miles)

Arrow Campground (RV):

800-888-1361

Circle 10 (RV): 605-433-5451

Western Dakota Ranch:

605-279-2198

Beulah, Wyoming

(45 miles)

Buffalo Jump RV Park/

Campground:

307-643-2248

Sand Creek Trading Post (RV):

888-BeulahW

Four Corners, Wyoming

(45 miles)

Four Corners:

307-746-4776

Moorcroft, Wyoming

(80 miles)

Keyhole Marina & Motel (RV):

307-756-9529

Newcastle, Wyoming

(65 miles)

Buckhorn Bar & Grill (RV):

307-746-9487

Sundance, Wyoming

(50 miles)

Hawken Guest Ranch (RV):

800-544-4309

Mountain View after 5 PM:

800-792-8439

Private Lodgings

Some of you might want to insist on the amenities only found in someone else's house. There are private lodgings available throughout the Black Hills, and they're so numerous, we've given up listing them after the first 143 entries. For more information, check out the Premier Rally Services website at www.sturgismotorcyclally.com.

Meet Your March Winner

Here she is, bros, your March Fox Hunt winner...Shotgun Suicide. No, we didn't make up the name. This little, double-barrelled shorty is one of the infamous Suicide Girls you can find all over the Weird World Web. You all just happened to answer her requests for your votes and now you're stuck with her. I mean, we've already shot her and used her up; now it's your turn! We're such givers. Flip over to Page 86 and check out the results of our desert shoot from our Arizona ace photog John Covington.

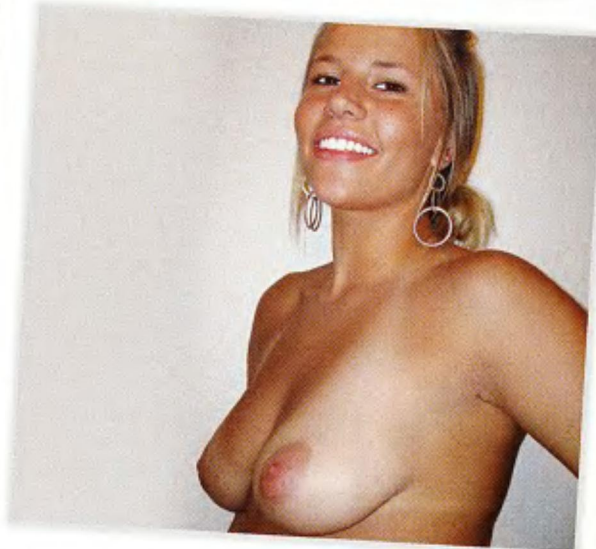
—Paul Smecker



Christina — Ohio

#0801

"I'll always remember my first ride on a Harley. It was the day I lost my virginity. There is nothing like straddling a big one and going for a hard ride!"



Ashley — Texas

#0802

"I was 20 when the salesman at my job at Ft. Worth Harley took me for my first ride. I had the time of my life!"

Win \$1,000!



Katie — California

#0803

*"My first ride felt just like an orgasm. What a rush!
Definitely a huge turn-on for me."*



Danelia — Massachusettes

#0804

*"My favorite biker felt it was time for me to learn to
ride... so he put me on his Softail and I've been hooked
ever since. Born to ride!"*



Valerie — Michigan

#0805

*"My first ride was with Wild Man Brunner.
His shovelhead was vibrating, I was tingling...
next thing I know, my top was off!"*



Trouble — Florida

#0806

*"I was 4 years old sitting on the gas tank on my dad's
'74 Ironhead Sporty. That ride turned into a lifestyle
that has lead me to own my own 2005 Sporty."*

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 driver license.
- A photograph of the model holding the signed release form and her driver 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 #434 *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), July 7, 2009. The voting deadline for this month's crop of cuties is July 31, 2009. We'll announce the winner in the December 2009 issue.



Here she is, your April Winner, Angela. Come back next month and see if this spicy little chili pepper can't make your eyes water...just a little!

434

FOX HUNT

P.O. Box 3000,
Agoura Hills, CA
91376-3000

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

Model's Name: _____

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.

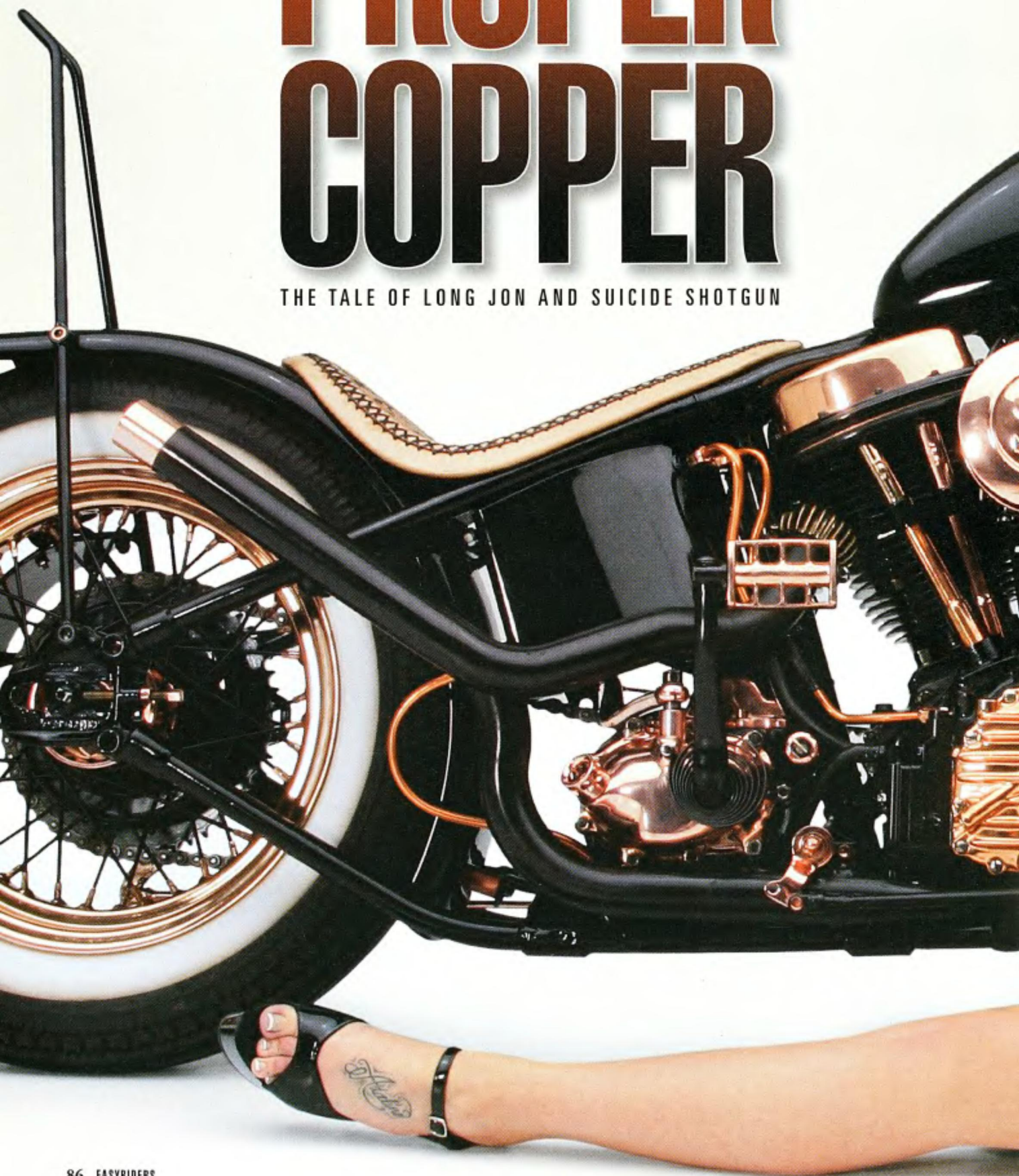
In the space below, or on a separate page, tell the staff about your first ride on a Harley:

Remember, an application can also be submitted online, 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!**



PROPER COPPER

THE TALE OF LONG JON AND SUICIDE SHOTGUN



Believe it or not, this black and copper bobber has never been in a bike show. It had over 5,000 miles on it before it was photographed for our rag. Long Jon (LJ for short) is a very talented tattoo artist who runs a shop called Sacred Skin Roadshow. He bought this 1950 Harley-Davidson as an incomplete basket case seven years ago from a guy who needed money for his family during the winter holidays. Long Jon was riding another panhead at the time and the basket of parts sat around for over



four years before he got around to bringing the bike to life.

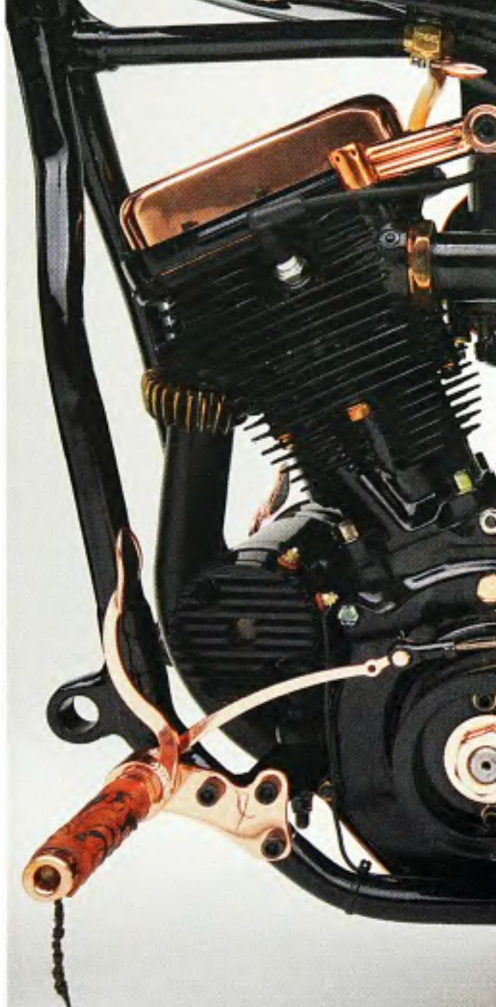
IJ calls this one "Proper Copper," but many people mistake its powdercoated copper for gold plating. The Proper Copper project was originally intended to be a low-budget custom, and since IJ's other pan is an early 70's style bob job, he wanted this one to harken back to the late 1950's, early 60's. Except the Performance Machine grips, there's nothing on it that you couldn't get back then.

Whenever IJ rolls this scoot to a stop, folks stop and stare. "The crowd hunkers down around this Proper Copper like stink on shit," IJ tells us. No doubt

they're gawkin' at such hand-fabbed details as the radiused tag mount that is also the chain guard and part of the sissybar, too. IJ is especially fond of the truly one-off forward controls that his bro Sideshow made from a couple of accelerator pedals from a race car.

But putting this custom together was far from painless. IJ says, "It was just like a great tattoo, since working through the pain is usually worth it." And now IJ is taking his tattoo business

Long Jon's handmade tag mount is also part of the sissybar and the chain guard.



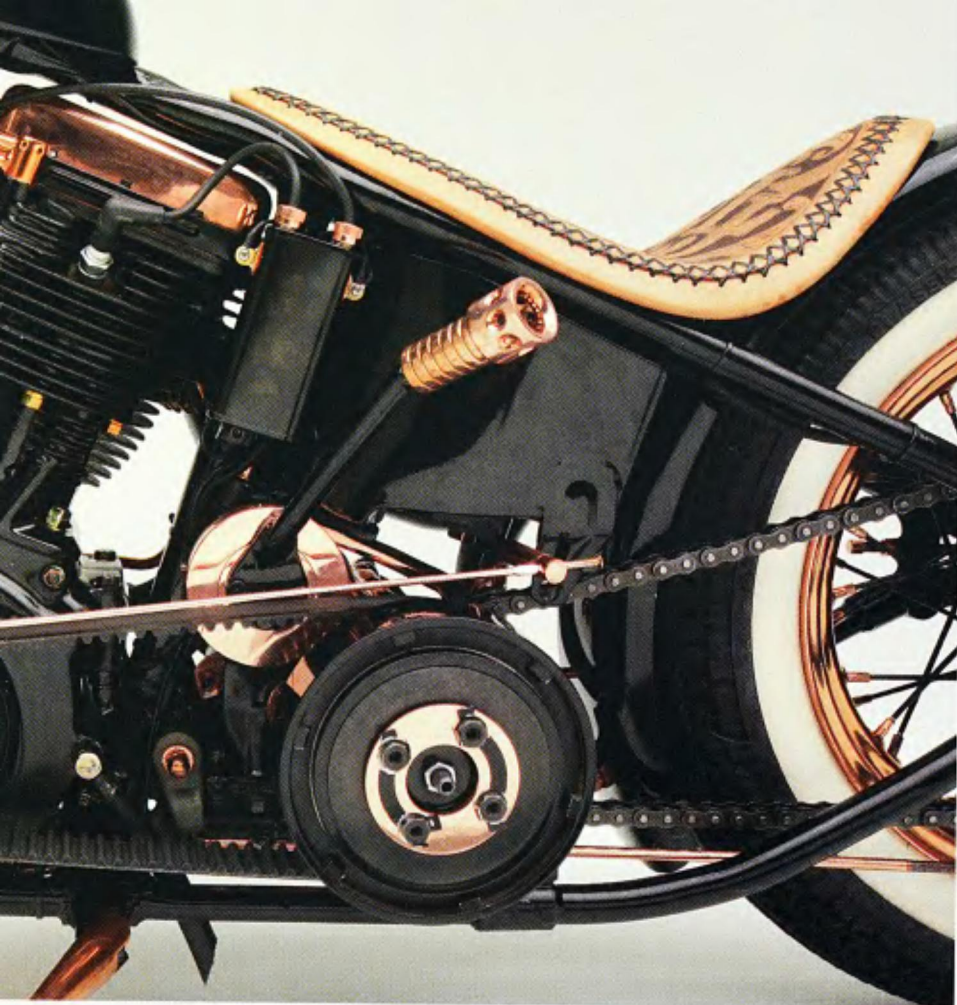
PANDEMIC



The forward controls are made from the accelerator pedals of a race car.

on the road by way of a 35-foot trailer that's been turned into a skin art studio on wheels.

Speaking of skin art, this month's Fox Hunt Winner, the mind-melting Shotgun Suicide of the infamous Suicide Girls, adds her own brand of attitude to Long Jon's sweet ride. She hails from East Liverpool, Ohio, and makes naked skin an art form all its own. —Rancid Cheese



Owner: Long Jon
City: Phoenix, Arizona

GENERAL

Fabrication: Sideshow
Model: 1950 Harley-Davidson
Time: 18 months
Chroming: Kerr West

ENGINE

Year/model: 1950/Harley-Davidson panhead
Displacement: 74 cubic inches
Ignition: Mallory
Cam: H-Grind
Carb: SU

Pipes: Sideshow

TRANSMISSION

Year/make: 1950/FX Shift pattern

PAINT

Painter: Chip
Type/color: custom mix/black

FRAME

Year/make: 1950/Harley-Davidson
Type: wishbone rigid
Rake: stock

Stretch: none

Shocks: none

ACCESSORIES

Bars: Flanders
Handlebar controls: Harley-Davidson
Fenders: Sideshow

Headlight: big and old

Taillight: little and new

Pegs: Sideshow

Foot controls: Sideshow

Electrics: Sideshow

Gas tank: Harley-Davidson

Oil tank: Harley-Davidson

Primary: Sideshow

Seat: Mark DelMaestro

Mirrors: Sideshow

Grips: Mark DelMaestro and

Performance Machine

FRONT END

Type: springer

Extension: none

Builder: New Old Stock

WHEELS

Hub: Star

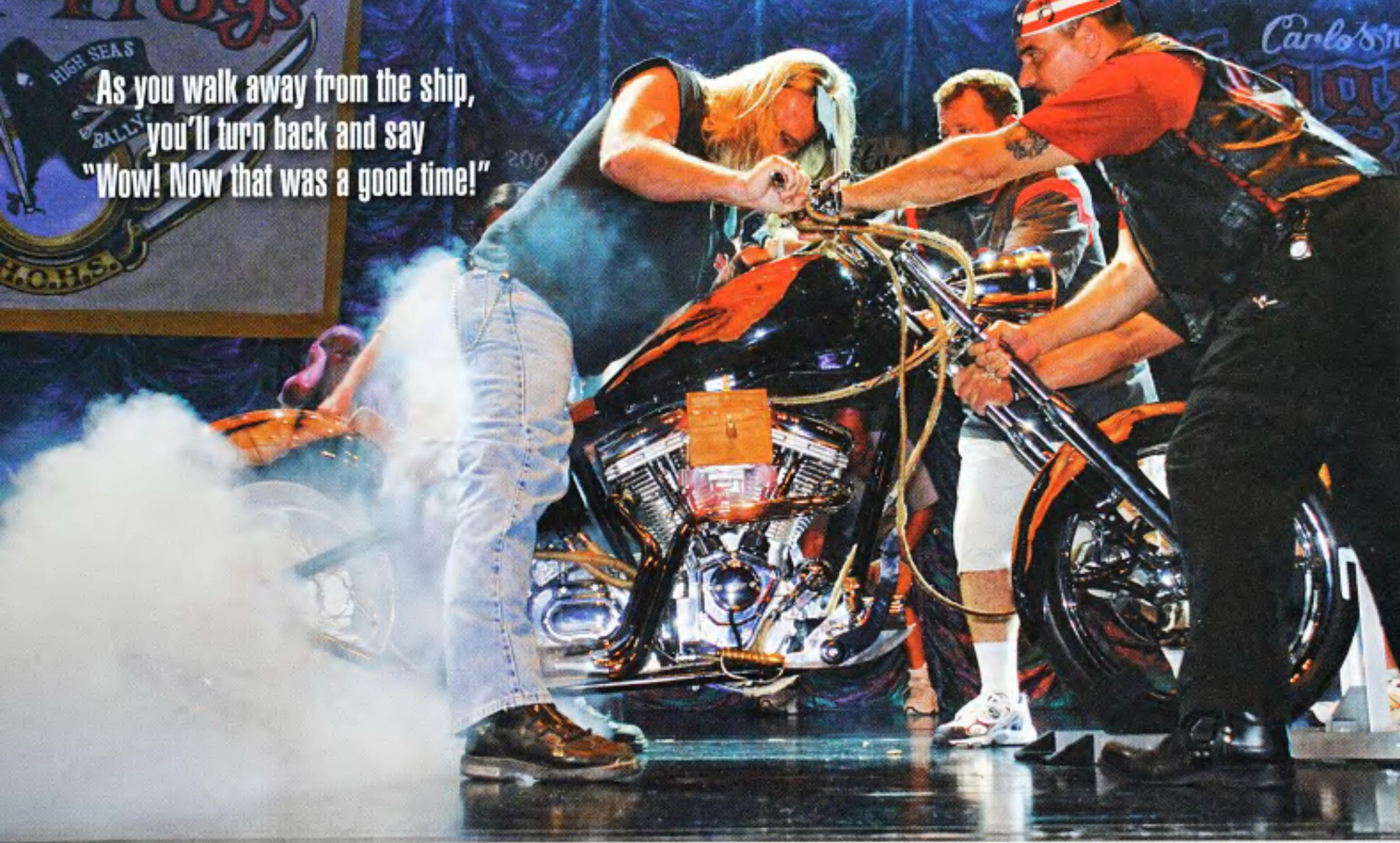
Size: 16-inch

Tires: Coker

Brakes: Harley-Davidson drum

Photos: John Covington

As you walk away from the ship,
you'll turn back and say
"Wow! Now that was a good time!"



Hogs On The High Seas A PIRATE'S LIFE

Sick of roadblocks and sobriety checkpoints while ridin' to your favorite bike event? It's time for you to hit the high seas! Hogs on the High Seas (HOHS) has become a huge success as an alternate way to rally. Relax in the sun, explore the islands or visit some favorite party locations like Margaritaville, Hard Rock Café and Carlos' n Charlie's. Ports of call include Haiti, Jamaica, Grand Cayman, and Mexico. It was truly humbling to witness bikers from all over the world, socializing like lifelong friends. Just about every state in the U.S. was represented as well as Australia, Belgium, Canada, New Zealand, the U.K., and Mexico.

Hesitant to travel on a huge ship like Royal Caribbean's Mariner of the Sea, our fears of being seasick or drowning quickly disappeared. Throughout the week, about 20 vendors filled the on-board Conference Center to proudly display their paintwork, bike bags, wheel chocks, fairings, artwork, handlebars, leather goods and jewelry.

Friday was Pirate Bingo night. If you weren't lucky enough to win some of that bounty totaling thousands of

dollars, there was also a casino on board. Saturday night was the big bang of the whole week. Rising up through the stage floor, came a rumbling, badass bike, complete with eerie-looking fog effects. The audience went wild as the smoke subsided and the ship's Captain, Per Kristoffersen, appeared, sporting a leather top hat, sitting tall and proud while revving the engine of the grand prize giveaway bike. Aptly named "Pirate's Promise," the bike (conservatively priced at \$30,000) was meticulously crafted by Nightmare Custom Cycles of Summerville, South Carolina. It represented the HOHS in its paint scheme of pirates, maps and treasure

chests. Presented along with the winning bike was a custom-made gold necklace carrying a 1/2-karat diamond, surrounded by several other gems. The holders of the winning ticket were Steve and Christine of North Carolina.

It didn't take long to figure out the bonus package involved in this cruise. Behind the scenes, money was being raised for kidney dialysis through 50/50 raffles, a poker walk, 2009 cabin raffle giveaways, generous vendor prizes and a very competitive auction. In addition, there was a T-shirt Swap, a Topless Man contest, and a HOHS Tattoo Contest. By week's end, the total raised for the dialysis fund was more than \$120,000. This trip allowed 16 patients the opportunity to travel and still have the necessary dialysis, airfare, and cabin free of charge and still have some spending money. We also had the privilege of meeting 66-year-old Chickie Buchanan from Long Island, New York. Her daughter Elizabeth and son-in-law, Kenny, sponsored her. Although undergoing dialysis for 31 years, she maintains a wonderful sense of humor and says she would love





Photos: Irv the Perv



to be able to compete in a scooter race next year.

Throughout the cruise, Roy Riley, the talented MC and comedian, expertly kept almost 1,600 bikers entertained. He hosted the one-eyed staring contest, complete with a side of chopped onion, to ensure mucho tears; pirate wenches paraded around vying for the treasured chest contest. The belly smacker contest was a very painful way for 10 men and one woman to get cooled off, not to mention eject lots of water from the pool. The best beard contest saw everything from a hairy bearded skull tattoo, to braided/beaded ones and a very popular Santa look alike. By the end of the cruise, the grand total cash and prizes awarded for all games and contests totaled more than \$216,000.

Put this one on top of your wish list. I promise you'll turn back toward the ship as you walk away and say "Wow! Now that was a good time!"

For more info, contact the coordinators Debbie and Dean Anderson via the website www.hogsonthehighseas.com.

—JAC

Readers**Rides**

George Miller **Austin, Texas** **1982 Shovelhead**

We're always a bit slow on the uptake, but we do try hard to get things right. Really! So we missed George and his wife Kim's 30th anniversary by a year, but at least we're getting the month right—August. But then, what's a year among friends or spouses, right?

Seems George, a carpenter and mason by trade, bought this bike some 20 years ago, and she's been his mistress ever since, which is probably why his marriage is such a happy one. You know what they say about a man having such a mistress and, apparently, so does his loving wife. "He's built and rebuilt pretty much everything on her," Kim says, not a trace of jealousy in her voice, "especially after he totaled her (and himself) in an accident back in 1992."

According to Kim, George does all his own mechanical work because he



wouldn't even think of letting someone else touch the bike. Heck, he even did the paint by himself and pinstriped everything. He made the metal pieces on the footboards, primary cover and the battery cover, shaping them with small jewelry hand tools. Obviously not jealous and, in fact, quite open to the occasional threesome, Kim says she loves going on two-wheeled vacations

with her man and his mistress, or just riding around the countryside, meeting up with fellow bike lovers. "We find it encouraging when we meet couples or individuals that are ten or twenty years older than we are and they are still out there riding," she says.

So here's a happy 31st for you, and may the three of you go on forever.

—Tripper





Donnie Riggs Monroe, Oklahoma 1964/2007 Servicar

A trike of fate is what this vehicle might be called. In its more than 20 years of existence, it has seen and accompanied the Riggs family through some good times, but also some very trying ones.

Originally built for Donnie's wife of 33 years, Danielle, the trike came into being haltingly, and in stages, with Donnie first coming across a '64 Servicar frame in their hometown in Pennsylvania. "Then we moved out to Oklahoma in '96 and I bought a big block frame and took the 45-cubic-inch motor off the old frame," Donnie wrote in a lengthy letter describing in great detail everything that was done to and altered on this trike.

Obviously, there's way too much that was done to mention it all, but the main



part of his letter mentions that his son, Donnie Ray, Jr. was killed while walking down a very straight piece of road when hit by a speeding car driven by his (Jr's) best friend. Consequently, the trike was dedicated to the son's memory.

Sadly, late last year, Donnie himself passed away, and now this trike stands as a memorial on wheels not only to the son, but also to the father. It also serves as a testament to a man's dedication to his family and his passion, motorcycling. May both Donnies rest in peace.

—Tripper

The September issue of *Easyriders* (No. 435) will bring you amazing old-school scoots from Bob Carrillo, the Lefty Bros., Trevelen, Chopper Kings, and Pan-head Phil. Ride with us to Myrtle Beach Bike Week, and take in the action of the massive Florida Toys in the Sun Run.



We're building you a killer custom bagger in the J&P Cycles Build-A-Bike Contest. Find out how to win it in this issue! You'll also find a dazzling Driveline Guide including everything from clutches and belt drives to the latest and greatest transmissions.

All this, PLUS, the usual collection of drool-inducin' naked babes, liver-quiverin' humor and sexy choppers as only *Easyriders* can bring 'em to ya!

On sale August 8th



The July issue of *V-Twin* (No. 99) offers up an in-depth aftermarket Guide to Tires, Custom Wheels and Brakes for your bike. We'll ride to the Trail of Tears Run, bring you tech tips you can really use and showcase six thrilling custom motorcycles from all across the country.

On sale now!

Biker's hot August issue brings you Miss Marina on Mark Marry's '65 pan. We've got Portland ABATE's Run 21; Bama Bike Fest; and the Iowa AMLR Heartland Romp all in the next leg wet-tin' issue.

On sale now!



The September issue of *In The Wind* (No. 138) takes you to the 68th running of Daytona Bike Week; as well as a Swedish Viking's view Our feature bike is a bobber built Tim Scates with the exotic Silvia. The 2009 *Easyriders* Bike/V-Twin Show Tour is profiled in the outsert.

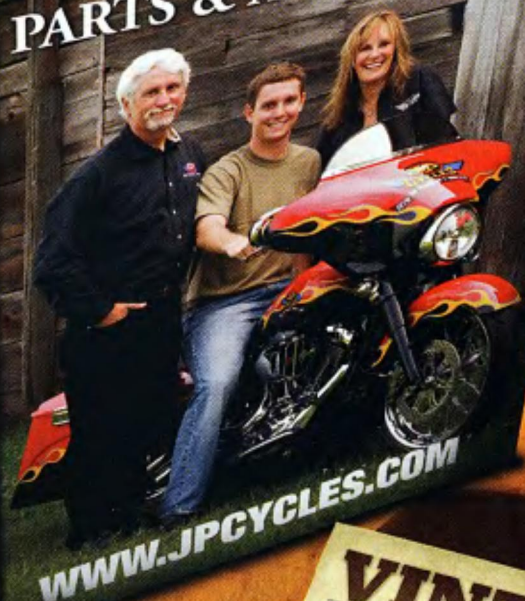
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Jim Holstein's 2008 Bobber and rowdy little Rhonda Lynn,
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