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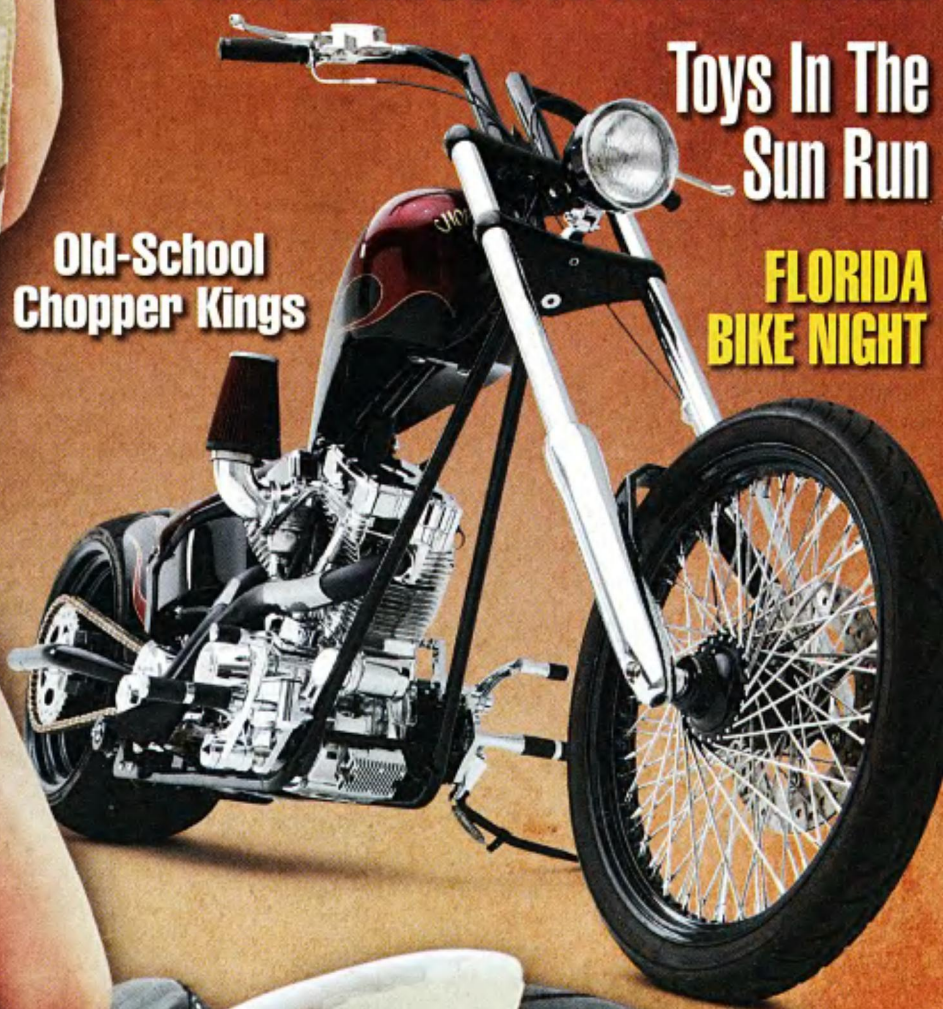
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BACK 2^{THE} BEGINNING

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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What A Great Dad

A man was driving with his teenage son looking for that special someone to help him lose his cherry. They drove by a working girl and he said to his son, "Will she do?" When the boy answered yes, they pulled up to the woman and started negotiating the price for "his first time." As soon as the question was asked, on came the lights and the man was arrested for solicitation. The judge took mercy, noting the man's stupendous character and that he didn't mean any harm to his son, handing the man a 10-month sentence, then suspending it for a year.

They Failed To Mention This Detail In The March Of The Penguins

Satellite images have helped scientists locate 38 new breeding colonies of emperor penguins in the Antarctic... after spotting giant shit stains from space. The scientists say this discovery will revolutionize the way they monitor penguins in the future. "Emperor penguins are quite big birds and it gets quite messy and very smelly."

Enter The Puppetmaster

A man was arrested after neighbors in an adjacent apartment complained that he was standing in his window "manipulating his penis like a puppet with a piece of string." He apparently had prior convictions for indecent exposure.

Coffin Cheaters

A funeral home has had its license revoked after it was found that an employee used an electric saw to hack off the lower legs of a 6-foot-7 deceased man so his body would fit in the too-short casket.

Tractor Tot

After mom turned in for the night, a three-year-old somehow logged into the family's computer and submitted the winning bid on a \$12,000 piece of

earthmoving equipment. The kicker is, she doesn't even like tractors. The mom says, "She's a real girly girl. Even when she goes fishing, she wears frilly dresses."

Dead End

A New York man was discovered decomposing in his van under the Brooklyn Queens Expressway overpass after accumulating dozens of parking tickets during the course of a month from New York's finest, who failed to notice the poor fella in the front seat. His body wasn't found until they finally decided to tow the vehicle and someone noticed a foul odor emanating from the van.

Quick Draw

A man told paramedics that a masked mugger had shot him in the crotch; however, medics saw that there was no bullet hole in his trousers. It was then discovered what really happened. The man was showing off for friends, stuffing his pistol in his waistband. Having forgotten to fasten the safety, the gun discharged, blowing off his manhood.

It's A Cold, Cold World

A despondent man in China was standing on a bridge and threatening to jump. He had already held up traffic for five hours straight when a soldier came along, reached out his hand ostensibly to shake the jumper's hand...and shoved him off the bridge. The suicidal man fell 26 feet into a rescue air cushion where he sustained injuries to his back and wrist.

Bring Back Butt Hole

A Yorkshire, England, street has a new name, Archer Way. This is a vast improvement over the old one, Butt Hole Road, named after a communal water butt used centuries ago. Apparently not everyone is comfortable with the change, as an Internet petition is now being circulated to have the name of the street changed back to the old favorite.

Dog Gone

Some dogs just love to chase squirrels. One nutty terrier took it to the extreme when he chased one up a tree and ended 50 feet up in the canopy. He was trapped for five hours until a tree surgeon could be summoned to climb up the tree after him. Down boy!

Name Your Poison

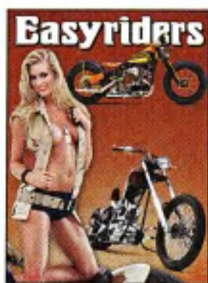
A health craze in China has been stopped by authorities as maybe not so healthy after all. Several restaurants had been serving "poisonous snake-bitten chicken" as a supposed "detoxifying" meal. The cook holds a poisonous snake and forces it to bite a live chicken until it dies, then cooks the chicken and serves it to customers. This really has the PETA folks up in arms, almost as much as the monkey-brains-scooped-from-a-live-monkey videos that came from the same Chinese province several years ago.

Did Ya Miss Me?

A 76-year-old woman was reported missing seven years ago and the case remained unsolved until recently when family members went to the woman's home and discovered her body while cleaning her house to sell it. The speculation is that the woman became trapped by falling debris from the cluttered house, but you gotta ask, if she was missing, don't you think that someone should have gone to her house to see if she was home?

The Truth Hurts

A Croatian politician was elected for telling the truth. During this election, mayoral candidate Josko Risa promised, "All for me, nothing for you" as his campaign slogan. He was elected despite his bizarre campaign. One voter said, "We're going to get ripped off no matter who takes over. At least he's being honest and up front about it." The new mayor explained the facts of life, "I just told them the truth. This town will be like my family business. If I get a little something, so do they."



Bob Carrillo's shovel shot by Rick Husted. Jennifer shot by Brad Patton. Chopper Kings' bike by J.C. Studios. Cover imaging by Jeff Biggs.

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Harley-Davidson Night Train

I was reading the May '09 issue and came across the letter from Kickstart Kenny that says you guys don't show any bikes built by regular people—only from custom bike shops.

Well, I took this '02 Harley-Davidson Night Train (*above*) and built it from stock to what you see—and I am by no means a rich guy or an owner of a custom bike shop. I am disabled and live on a fixed income. I put together this sweet Night Train in a few months for about \$18,000. I have a question as well. How can I get this bike in your magazine?

Frankie Bernardo
Cyberspace

You just did, Frankie.

Reply to Kickstart Kenny and Motopsycho

What a couple of candyass/cry babies (May 2009 issue). You both have forgotten what it was like to hold the REAL THING in your lap. The last time I looked at the newsstand there was nothing that even came close to true biker lifestyle reporting like *Easyriders*, and that has been the case for nearly 40 years.

Old Kickstart Kenny must be a

three-minute nut because he has obviously never made it to the part of the bible called "Readers Rides," which every month shows us homebrewed Harley riders what us common folk are doing to our iron steeds without being a millionaire.

"Wordmonger" even showcases a reader's ride almost monthly when there is a hot sweetie in it or it belongs to one of our brave young men fighting overseas for our right to ride free.

And, Motopsycho—oh, my god. Are you blind? Do you read with a white cane? You never noticed the great coverage of all the Harley rallies with the wet T-shirt contests and sexy girls next door wandering around the campgrounds flashing their twins? Not to mention the annual *Girls of Summer* special. Sure, there might be a couple of professional girls thrown in here and there to spice things up a bit, but my god, you must spend way too much time on your computer (if you know what I mean). If you want to see pictures of girls you know, try sneaking up to their bathroom windows with your camera phone. You obviously don't have any bros to hang with or they would have given you an Elizabethan collar to wear to keep your head out of your ass.



Besides all that, what about all the event news and updates on laws that affect all of us riders. Where can you get anything better? I would seriously like to know.

I am not only a loyal reader, but I'm also a subscriber because I don't want to miss one jam-packed issue filled with hot Harleys and honeys.

Have you guys ever thought about joining a car club or something?

Fuzz

Davenport, Iowa

Thanks, Fuzz. Remind me to buy you a beer at Sturgis.

What's It Comin' To?

Hey, whatdafuck!! There was no "Passin' Gas" in the May 2009 issue. Man, I look forward to having my brain jumpstart by reading some funnies each month. Shit, the rag is barely still a bike magazine and more of a product catalog the way it is. First Miraculous Mutha, then Jody Via's great stories, now no jokes.

Shit, what is this fuckin' world comin' to?

Kenny Bo

Loosenuts, Kansas

Boy, you guys really fucked up the May

'09 issue. Where the hell are the jokes—and the catalog right in the middle? What the fuck, idiots. 'Nuff said.

Mike Johnson

Somewhere in Space

That's what happens when we don't get any jokes. Okay, okay! Passin' Gas is back. Calm the fuck down!

Dennis Kirk Model

Just read "8 Ball's" letter in the April '09 issue, wanting to know who the Dennis Kirk model is. My ol' lady went to high school with her. The blond model's name is C*** *****.

Billy Savoy

Out There Somewhere

Sorry, bro. That info's confidential.

March 2009 Issue

Just a couple of comments about the March issue.

In "Wordmonger" you asked for someone to get some help for "Glen," the guy looking for a dealer who sells itty bitty motorcycle helmets for dogs. I can help. "Glen" just needs to call 1-800-GET-A-SET and ask them to return the set of balls that he gave away sometime ago.

Next, I'm glad you guys are getting so many submissions for "Passin Gas" that you had to dramatically reduce the font size so that you could get all those jokes onto one page. But have you forgotten that most of your readers are greybeards whose vision isn't as good as it used to be? Sure, my bathroom lights are nice and bright, but the font you used in the March issue was so small that I had to stop midway through the old morning constitutional to get my reading glasses.

Tom Martin

SoCal, California

We hear ya, brother. Rather than send out a magnifyin' glass with every issue, we'll pump up the font size for ya.

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BOB CARRILLO'S '57/'67 SHOVEL

Doing The Best Of Show Math

Pipes have been making music since someone sneezed down a hollow piece of bamboo and discovered it made tunes. The straight pipes on the old-school-inspired bobber seen here rival the decibels heard at the walls of Jericho. Its owner and builder, Bob Carrillo of Classic Bobber Chop located in Pomona, California, makes some music of his own. An accomplished harmonica player from way back, he jammed recently at Chopperfest, has jammed with musicians from War, and is in demand to play his mouth harp with other groups. If you look closely, you'll note that Bob modified the shell of a Hohner Blues Blaster harmonica for the bike's tailight.

This '57/'67 shovel gets its name from combining a '57 straightleg H-D frame with a '67 shovelhead motor.



Bob's on a roll, both with his music and his custom builds. He's scored Best of Show wins with a quartet of distinctively different bikes. In 2004, his '62 candy teal panhead took the gold at the San Diego Easyriders Bike Show; in 2007, his '48 flathead won top honors in Pomona; in '08 the shovelhead seen here was No. 1; and in '09, his '47 abalone white and gold knucklehead garnered Best of Show in Sacramento.

This '57/'67 shovel gets its name from combining a '57 straightleg H-D frame with a '67 shovelhead motor. Both were then matched to a military model XA Springer Harley front end and a pair of 18-inch wheels for an overall stout profile and a comfortable ride. "That motor fit in fine, no problem. I had good help from Matt at Felony Fabrication with the welding work. But my machining partner, Eric Quesada, and I spent a lot of time working the metal—about 22 hours just concaving the gas tank and oil tank, plus manually working the diamond pattern cuts into the running boards." Other detailing that adds to the bike's winning personality is the liberal use of finely stitched leather sewn by Bob's buddy Pascal of Riff Raff Leather. His work is seen on the saddle, grips, fork stops, dash panel and tool roll. Setting it all off is a paintjob in black and Sparkle Pearl sprayed by Shane Unkrich, who also happens to be a drummer, and he and Bob like to jam together.



While he's inclined toward vintage iron, at the moment, Bob is building a 1970's-era trike for a buddy, complete with an original Ed "Big Daddy" Roth fiberglass body with plenty of candy metal-flake paint. But, if you like the look of his '57/'67, he'll cook one up for you.

—Paul Garson





The thread that binds us

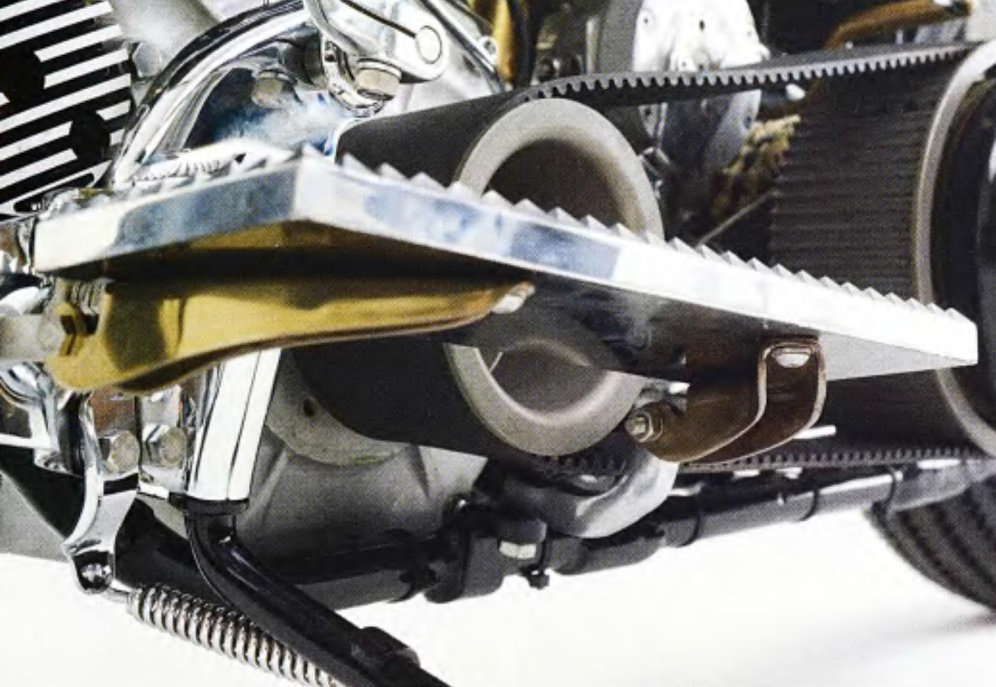
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Bob Carrillo and his Classic Bobber Chop Shovelhead.



Owner: Bob Carrillo
City: Pomona, California

GENERAL

Designer: Bob Carrillo/Classic Bobber Chop
Fabrication: owner and Felony Fabrication
Year/make: 1967 Harley-Davidson
Model: Classic Bobber Chop Shovelhead

Assembly: owner

Time: 7 weeks

Chroming: none

ENGINE

Year: 1967

Builder: Harley-Davidson/

Phil at Cycle Works

Displacement: 77 cubic inches

Cam: Crane

Ignition: points

Pistons: STD

Heads: STD

Lifters: solid

Carb(s): S&S Super B

Air cleaner: Roth

Pipes: Classic Bobber Chop/Paughco

TRANSMISSION

Make: Harley-Davidson

Year: 1965

Modifications: twist clutch

Shifting: foot

PAINTING

Painter: Shane Unkrich

Color/type: House of Kolor/black and Sparkle Pearl

FRAME

Year: 1957

Builder: Harley-Davidson straightleg

Rake: 30 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: Classic Bobber Chop/
Felony Fabrication

Handlebar controls: twist

Fenders: English ribbed

Headlight: Cycle Ray

Taillight: Blues Blaster harmonica

Dash: Classic Bobber Chop/
Riff Raff Leather

Front pegs: custom footboards

Electrics: generator

Oil tank: CBC concaved

Oil system: Harley-Davidson

Seat: Pascal at Riff Raff Leather

Mirrors: none

Grips: leather/Pascal

FORKS

Type: Military XA

Extension: none

Builder: Harley-Davidson

WHEELS

Size: 18 inches

Wheels: Star

Tires: Coker Firestone repro

Brakes: drum

Photos: Rick Husted

Contact: Bob Carrillo;
818-554-0475

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TWENTY-ONE YEARS OF BRINGING JOY TO SOUTH FLORIDA

Toys In The Sun Run



Yes Virginia, there is a Santa Claus. In fact, there are lots of them! Over 30,000 bikers could be seen thundering down I-95, with all manner of toys and goodies strapped to their two-wheeled sleds during the 21st annual Toys in the Sun Run. Our boys in blue shut the highway route down for more than three hours to all but Sun Run participants.

Many of the riders donned traditional Santa outfits for this year's charity ride, making this the longest line of cycle Santas in history. For one day, at least, South Florida's spirit was one of giving. There were fat Santas, skinny Santas and many, oh so nice, sexy Santas spreading Christmas cheer in the form of an estimated 25,000 toys and also raising over \$600,000 for the Joe DiMaggio Children's Hospital Foundation.

The massive pack was led by members of the Seminole Indian tribe, as well as VIP celebrity riders including Dave Perewitz, Donnie Smith, Eddie Trotta, Athena "Vagabond Chickie" Ransom and Ami James with some of his *Miami Ink* crew.

Some 70,000 people opted out of the group ride—thus avoiding the potential overheating issues suffered by more than a few of the riders—and made their way directly to Florida's Markum Park to enjoy all of the post run festivities. At the park, the music flowed from two stages. Hep Cat Boo Daddies, the

There were fat Santas, skinny Santas and many, oh so nice, sexy Santas raising over \$600,000 for the Joe DiMaggio Children's Hospital Foundation.





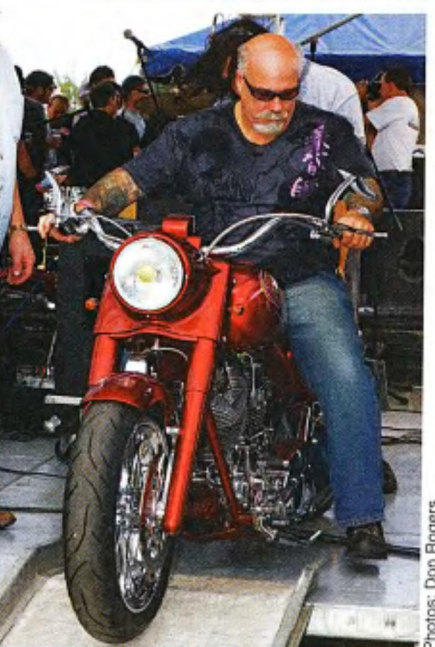
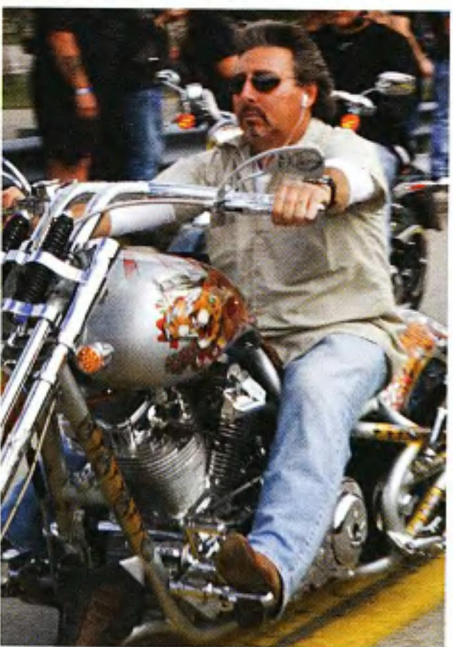
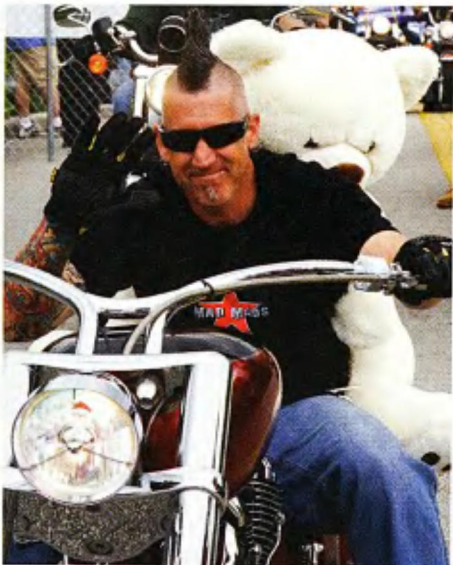


local rockin' favorites, were joined by Not Fragile, Trucker, Rambler and a few other bands providing live sounds throughout the day. Headlining the day's musical entertainment, Big Kenny of Big and Rich performed an acoustic session with singer/songwriters Brett James and Richie Supa, former Aerosmith band members. Racing legend, Kyle Petty also sat in for one surprisingly impressive set. There could be a singing career in that guy's future if he ever tires of the NASCAR circuit. A bike show, car show and 26 acres worth of vendors selling everything from turkey legs to leather jackets made for a jam-packed holiday.

In addition to the yuletide festivities and other goings on at the run, this was the Hard Rock Roadhouse Tour's final stop for 2008. It was your last chance to ogle the sweet customs on this year's now infamous traveling motorcycle road show. The new Roadhouse tour will make its debut at Bike Week in Daytona this year. Don't miss it. The Hard Rock was also the host of the VIP kickoff party Biker's Bash on Friday, prior to Sunday's Toy Run. Additional monies benefiting the Boys & Girls Club were raised via a celebrity auction.

The Toys in the Sun Run is dedicated to the memory of Bob Amchir, who founded the event, and is currently coordinated by Dave and Debbie Amchir (Bob's son and daughter-in-law). For more info on how to participate in next year's run, contact Debbie through the website: www.toysinthesunrun.com.

—Don Rogers



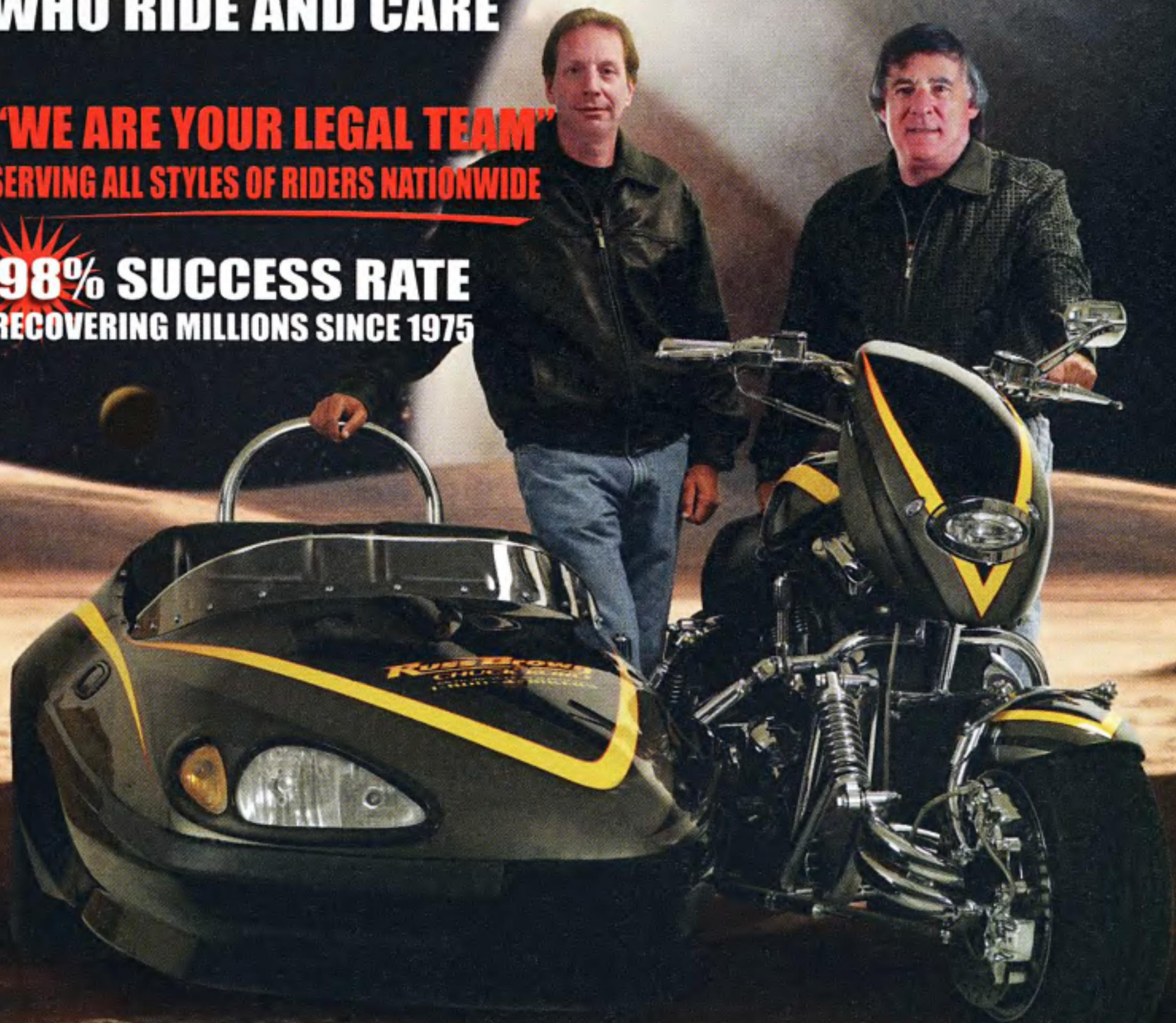
Photos: Don Rogers



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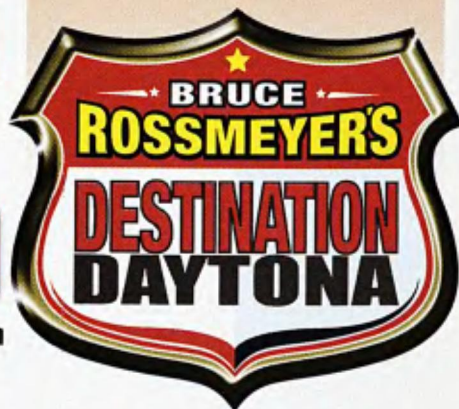
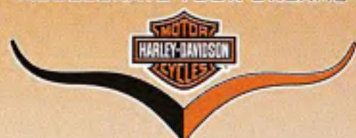
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EASYNEWS

If it's of interest to bikers, we'll print it.

Good News

MONTANA OUTLAWS TICKET CAMERAS

As many of you know, Montana just passed a law outlawing ticket cameras in that state—this following a similar move in Mississippi. Obviously, this is great news. However, what has really bolstered my spirits was the dialogue among state legislators. They are finally starting to get it! They're learning that red light cameras are simply cash machines that are dependent on keeping intersections dangerous by using short yellow lights and

failing to correct other engineering deficiencies.

Right on the floors of state legislatures they are talking about short yellows and how traffic light timing is being manipulated to keep ticket cameras profitable! When Montana legislators learned through a police department memo that one city was considering using short yellows to generate more money, they responded by removing an amendment that would have allowed communities with existing ticket camera contracts to continue the contracts.

On another front, the press is even catching on to the fact that traffic law enforcement is a lot more about revenue generation than it is highway

safety. We've had two reporters for two major papers contact us and ask the here-to-fore unasked question, "Are there any studies that prove writing more traffic tickets actually improves highway safety?" Of course the answer is "no." And why is this? Because our government funding such studies does not want to chance the likely answer that traffic tickets have little bearing on traffic safety, and major ticket writing crusades probably worsen traffic safety.

This may not sound like a major accomplishment, but we are pushing beyond the monotonous sloganeering of nonsense like "speed kills" and the unquestioned acceptance of fine-based traffic enforcement, and opinion leaders are starting to pay attention. It's about time.

—Jim Baxter, President, National Motorists Association (NMA)

Watch For Motorcycles

KILL A BIKER, GO TO JAIL

When Paul Vita announced at the ABATE of Wisconsin Region 1A meeting on May 12, that the 62-year-old woman who appeared in court the day before in a wheelchair to be sentenced for killing a biker during the Harley-Davidson 105th Anniversary was sentenced to 10 years in prison, there was no joy among those of us attending, nor was there applause. The death of Mike Fleming and the sentencing of the drunk driver who killed him was a no-win situation. Mike is gone, and a woman may spend the rest of her life in prison.

As tragic as this whole case is, it

Continued Next Page



"Your horoscope says that you have big tits."

Kill A Biker, Go To Jail CONTINUED

does underscore the point that there are serious consequences to killing a biker and that the activism of Steve Johnson and other members of ABATE of Wisconsin in bringing this matter to the public's attention and showing support for the victim during the court proceedings can make a difference. We need to bring some good to this tragedy by continuing our "Watch for Motorcycles" campaign and by educating the public about the need to watch for motorcycles and consequences of not doing so.

—Tony "Pan" Sanfelipo,
ABATE of Wisconsin

Coast To Coast**Biker News**

MISSOURI HELMET LAW EXEMPTION GOES TO GOVERNOR: The Missouri legislature has passed a bill modifying its mandatory helmet law to exempt persons 21 years of age or older from

wearing protective headgear except when operating or riding motorcycles or motortricycles upon interstate highways.

With little debate in either chamber, the House approved the bill with a vote of 93-65, while the Senate passed the bill with a 23-6 vote. The measure now goes to Governor Jay Nixon for his final signature or veto.

The helmet provision was amended onto SCS/SB 202, an act that provides that operating a motorcycle, in and of itself, shall not be considered evidence of comparative negligence in accident claims. The act also provides that when investigating an accident or settling an automobile insurance policy claim, no insurer, agent, producer, or claims adjuster of an insurer shall assign a percentage of fault to a party based upon the sole fact that the party was operating a motorcycle in an otherwise legal manner. The effective date would be August 28, 2009, and the helmet provision would expire in five years under a sunset clause.

Steve Carroll, a spokesman for Freedom of the Road Riders of Missouri, said passage of the bill is the result of a growing movement. "It's been a long time coming—in the educational process—and I think it's long overdue."

In 1999, then-Governor Mel Carnahan vetoed a similar bill. Governor Nixon has refused to comment on the bill, but if signed into law, Missouri would join 30 other states that allow most adult riders to choose regarding helmet use. Only two of the eight states surrounding Missouri mandate helmet use at all times. Neither Iowa nor Illinois has a helmet law.

CPSC STAYS BAN ON SALE OF YOUTH MOTORCYCLES & ATVs:

Denying a petition from the motorcycle industry to overturn a ban against the sale of youth-model motorcycles and ATVs because of the lead content of some components such as brake parts and battery terminals, the Consumer Product Safety Commission (CPSC) voted on April 17, 2009, to keep the ban in place but granted a two-year stay of enforcement to allow the continued sale of these vehicles while industry attempts to comply with the new federal lead-content rules.

Congress enacted the Consumer Product Safety Improvement Act of 2008 to protect children under 12 from the lead content of toys and other products intended for the youth market, but, intended or not, the ban has crippled a huge segment of the motorcycle industry, costing an estimated \$1 billion a year as more than 13,000 dealers across the country were stuck holding millions of dollars in inventory.

The stay extends through May 1, 2011, at which time the products must be brought into compliance or the industry can demonstrate to the CPSC why it is technologically infeasible to comply.

In the meantime, legislation has been introduced in Congress (H.R. 1587) by Representative Denny Rehberg to exempt youth-sized motorcycles and ATVs from the CPSIA. Help end the youth bike ban permanently by calling your members of the U.S. House of Representatives today and ask their support for H.R. 1587.



HOUSE APPROVES HEALTH INSURANCE PROTECTIONS FOR MOTORCYCLISTS:

The U.S. House of Representatives voted 422 to 3 on March 31 to pass HR 1253, the Health Insurance Restrictions and Clarifications Act of 2009, the bipartisan legislation designed to strengthen health insurance coverage for injuries incurred while participating in legal recreational and transportation activities, such as motorcycling, riding ATVs, snowmobiling and horseback riding.

While the language falls short of closing the loophole that allows insurance companies to deny benefits to motorcycle accident victims, it does prevent them from concealing such coverage exclusions by requiring them to be "explicit and clear" in fully disclosing benefit limitations and restrictions "in a form that is easily understandable" to the enrollee in advance of the point of sale.

The bill now goes to the Senate Committee on Health, Education, Labor, and Pensions, and concerned riders are encouraged to contact their U.S. Senators in support of the legislation.

NEW MOTORCYCLE SALES DECLINE:

Despite six straight years of new motorcycle sales eclipsing the 1 million mark, the sagging economy has impacted U.S. sales in the first quarter of 2009 resulting in a 30.5% decline compared to the same period last year.

According to the MIC, which compiled the results based on sales figures from 12 of the leading brands, the best performing type of motorcycles were affordable, fuel-efficient dual-purpose models, which only dropped by 24%. The off-highway market was hardest hit, falling by 39.7% due in part to the new federal lead-content law that banned the sale of youth models.

Scooters were more popular than ever last year, setting a record of 222,000 sold in 2008, but those too are down 36.7% for the first three months of 2009. The on-highway market declined by 27.3%.

The early year sales decline follows a relatively flat year for motorcycles, with sales estimates for all motorcycles and scooters sold nationwide in 2008 at 1,087,000 units, down just 3.3% from

the previous year. Sales still topped the 1 million mark, and did so for the sixth consecutive year, beating the longest run of million-plus sales during the five years from 1970 to 1974.

MANDATORY REFLECTIVE VESTS URGED

FOR FILIPINO BIKERS: The Metropolitan Manila Development Authority (MMDA) is proposing mandatory training and the wearing of reflector vests for motorcycle riders in an effort to curb rising deaths and injuries.

According to MMDA Chairman Bayani Fernando there is a need to "enhance the skills" of motorcycle drivers nationwide, and further suggested that the government adopt the practice in Bogota, Colombia, where motorcycle drivers are mandated to use reflectorized vests to allow for greater visibility during nighttime and eliminate road mishaps.

There are now an estimated 2.5 million registered motorcycles in the Philippines and motorcycle sales have been growing at an unprecedented rate, driven by high fuel costs and easy-on-the-pocket installment plans. Some 671,588 new motorcycles were registered in 2008, compared with only 46,183 new cars.

WEIRD NEWS: MAN FAKES KIDNAPPING TO FIND STOLEN MOTORCYCLE.

After hours of searching for a toddler whose father claimed that he was attacked by motorcycle thieves who abducted the child, police arrested the Florida man for fabricating the kidnapping to get police to launch an intensive search for his stolen motorcycle.

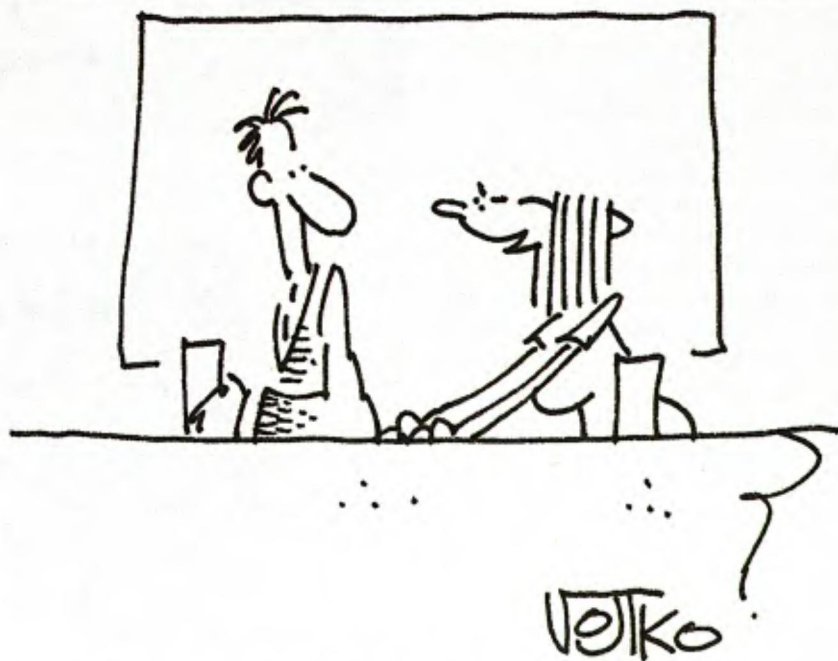
According to *The Gainesville Sun* newspaper, Alachua County deputies took the 37-year old man away in handcuffs for filing a false report after his story unraveled during the manhunt and police learned that the one-year-old was safe with his mother.

Officers believe the man was the victim of thieves who posed as interested buyers and then took his gold-and-black Yamaha, so he told his wife to take their son out of day care and he then called police to report that the child had been taken.

"His thinking was if they [the police] thought my child was missing, there would be a more intensive search than for the motorcycle," a Sheriff's Office spokesman told the paper.

The bike and the thieves are still at large.

—Bill Bish,
NCOM



"You're disgusting! Let's see if you're that way in bed, too."

LINE 'EM UP

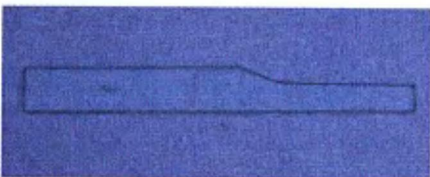
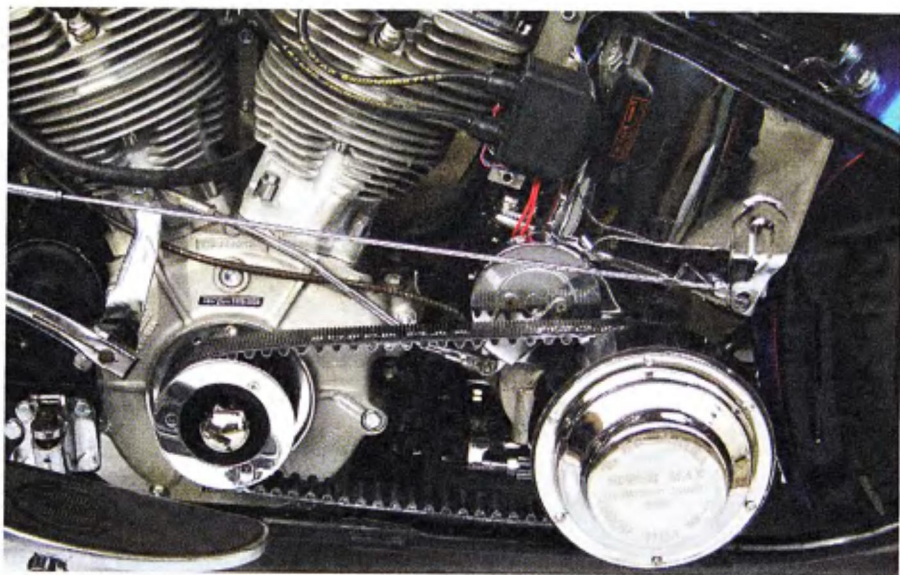
Belt Alignment Tricks From SuperMax

A belt drive that is improperly aligned will chew itself to shreds in short order. The fact is, no motorcycle frame is perfectly straight, so the path to proper alignment is to shim and shift the transmission so that its main shaft is aligned both vertically and horizontally to the output shaft of the engine. This tech tip is for 4-speed bikes ('54 - '84) with spline shaft motors, running open, cast or tin primaries.

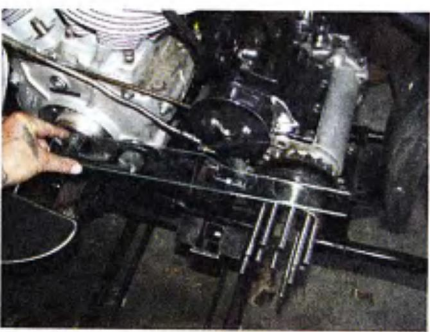
First you'll want to make a special tool. Fortunately, it's only gonna set you back about \$4 to \$5 at a glass shop. Have them cut a strip of glass a 1/4-inch thick, 2 inches in width, and about 17 inches long. It also needs a cutout about 1/3 of the way down its length to clear the riveted alignment disc on the clutch hub (see illustration).

You should also obtain a transmission adjuster kit which has two bolts to allow the transmission to be aligned horizontally, such as V-Twin Mfg.'s P/N 17-6655. These are very common and should run you about \$40. You may have to replace the two forward transmission studs with studs that are 1/4-inch longer to accommodate the extra thickness of the adjuster. Send a self-addressed, stamped envelope to SuperMax for instructions for the 1980-and-later stamped out plates, also for instructions for tapered shaft motors.

In order to check the vertical alignment of the shafts, with the engine and transmission bolted down to the frame, assemble the clutch hub to the main shaft without the clutch hub roller bearings. Clean the bearing surface and also make sure there are no burrs on the sprocket shaft. Lay the wide end of the glass across the splines of the engine shaft and hold in place with your left hand while holding the narrow end across the clutch hub's bearing surface. Apply a film of WD40 (or any light oil) on the bearing surface. You will see that the bubble between the bearing surface and the glass. The bubble will be wider at on one side or the other if the tranny isn't flat. The wide end of the bubble



1 A glass shop can cut this tool for you out of 1/4-inch glass.



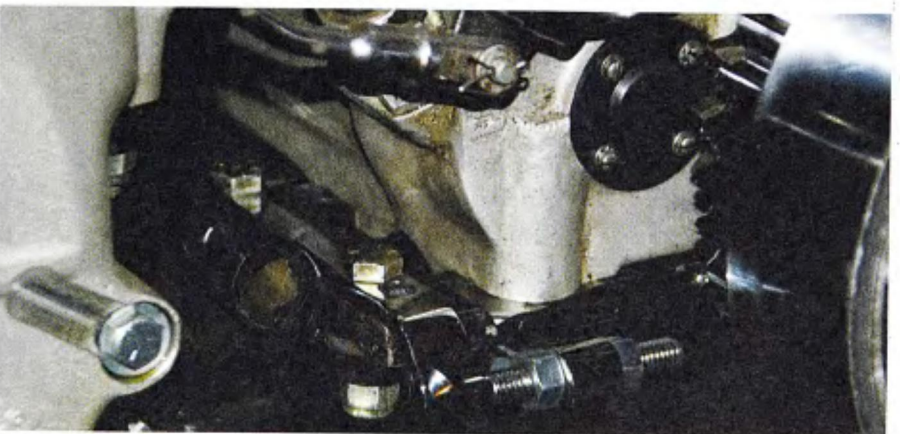
2 Your new tool is placed between the sprocket shaft and bare clutch hub, clearing the clutch alignment disc.



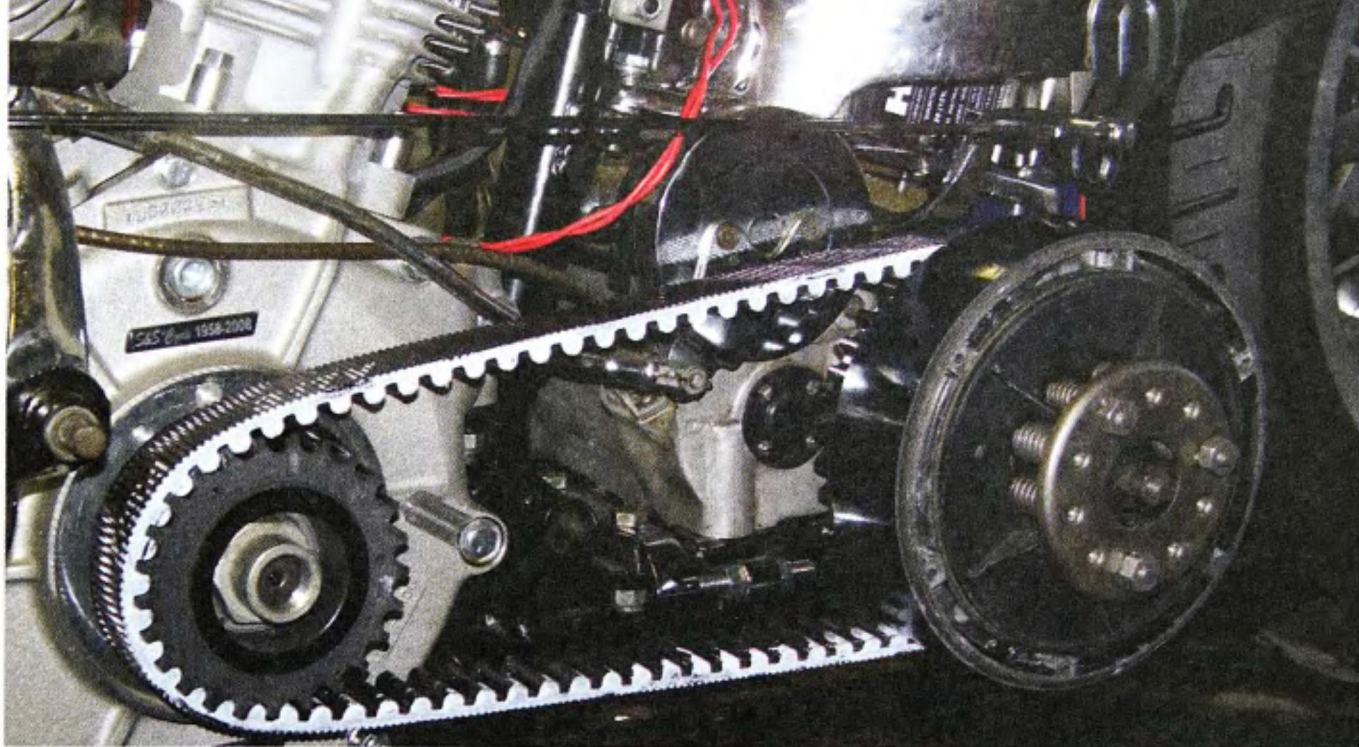
3 Cut some 1 1/4-inch squares of shim stock in various thicknesses with a cutout for the mounting studs to place between trans and plate.



4 After alignment the oil bubble will be uniform across the bearing surface.



5 A two-sided adjuster makes horizontal plane adjustment much easier.



Photos: Kit Maira

6 Paint the outside of the belt and install. After running the engine a few seconds, inspect the belt for signs of rubbing, shift the transmission right or left with the transmission adjuster to compensate, and recheck.

shows the direction the transmission needs to be elevated.

Using steel shim stock in various thicknesses, raise the right or left side of the transmission until the bubble is uniform across the underside of the glass. We had trouble locating shim stock, but Goodson Tools carries a five pack with 4-inch by 6-inch .001, .002, .003, .005 and .010 sheets for \$12.99 in their 2009 catalog. Cut the shims into 1 1/4-inch squares and make a cutout in each to accommodate the transmission studs. Bend the outside of the shims with needle nose pliers for easier management. The shims go between the transmission and the trans plate. Keep adding shims, tightening the trans down between measurements, and recheck the alignment until the bubble is uniform in width across the hub's bearing surface. This might take a few tries. Tap the glass as you get close to make sure there are no wiggles to throw your measurement off. We were able to achieve level at about .025, but your measurement will likely vary.

The next alignment is for straightness on the horizontal plane. First, paint the outer edge of the belt and install it on the pulleys. Then, with the adjuster plate installed and the belt properly tensioned (Phil Ross recommends that his SuperMax belt drives have a full 1-inch of play at the center point between the two pulleys because his poly pulleys have a different expansion rate than aluminum pulleys), start the engine. After a few

seconds, stop the engine and inspect the paint. If the paint is rubbed off, the transmission needs to be shifted forward on the left side. Loosen the transmission mounting nuts and, using the two-sided transmission adjuster, tighten the rear adjuster nut moving the left side forward a few turns. Lock down all the nuts and recheck. When the paint stops being rubbed off by the clutch basket the belt should be aligned.

If you follow these steps, and then periodically inspect the drive for any changes, you should enjoy many years

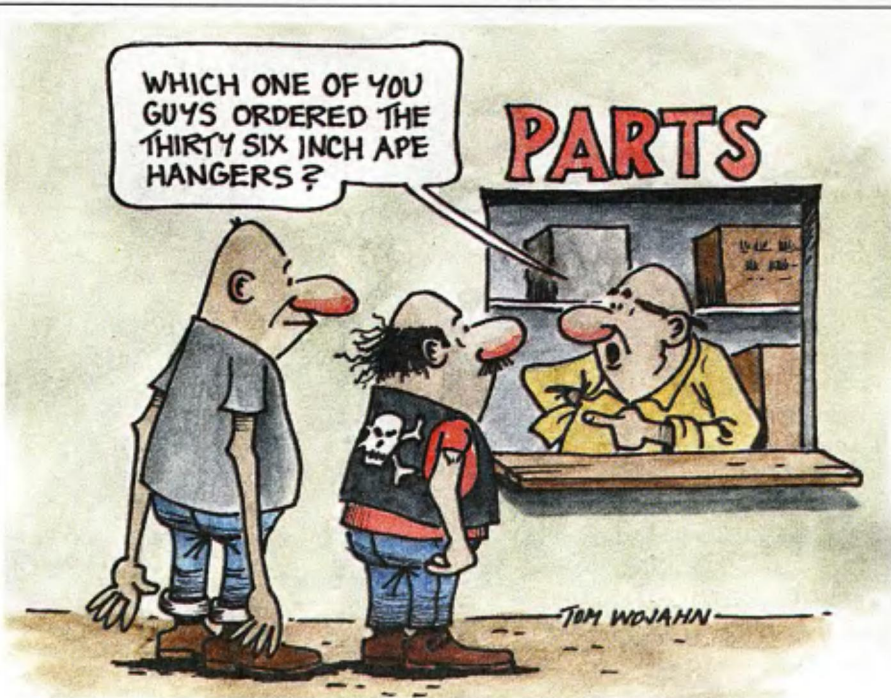
of trouble free life from your belt drive.

—Kit Maira

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EASYRIDERS' DRIVELINE GUIDE

DRIVE DRIVE DRIVE!

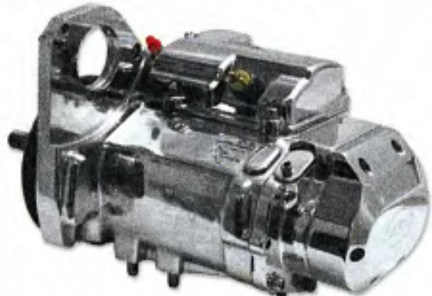
Our focus in this edition is the motorcycle driveline. From belt and chain drives, to transmissions and clutches, these vitally important components transfer the ponies to the pavement. Functional as well as beautiful, we have gathered all the winners into a definitive guide, the best stuff out there.

—Kit Maira



S&S TRANSMISSION

S&S Cycle offers 6-speed all helical gear transmissions as complete assemblies, or gear cassettes for installation in stock transmission cases. Transmissions come in natural, black and polished for 1991-'99 Softail models. Gear cassettes fit all 1991-'06 big twins except 2006 Dyna models. Easy shifting, low noise helical gears, lower 1st gear, and 1:1 top gear ratio make this a perfect upgrade for stockers and a great choice for customs. S&S transmissions and gear cassettes



come with a 34-tooth front sprocket to lower cruising rpm, but 1st gear is still lower than stock.

S&S Cycle Inc.
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S&S CLUTCH

S&S Cycle now offers a clutch that can take the abuse of their high performance v-twin engines. With 10 steel plates and 11 friction plates, the S&S clutch will handle over 150 horsepower. The S&S clutch is available for 1991-'06 models with mechanical or hydraulic actuation, except 2006 Dyna. The early style, 66-tooth ring gear featuring stronger teeth handles the force required to turn over a big-inch engine. Additionally, a new lower price makes this clutch a tremendous value.

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SCREAMIN' EAGLE 6-SPEED OVERDRIVE TRANSMISSION

Harley-Davidson owners can add a reliable overdrive gear to many Evo and Twin Cam-powered Dyna, Softail and Touring models with the Screamin' Eagle 6-Speed Transmission (\$2,799.95), a direct replacement for the standard 5-speed transmission. The Screamin' Eagle 6-Speed transmission incorporates a late-model shifting mechanism and a shift-ring system with forged-steel shift forks for smooth, precise shifting with less effort. Sixth gear is a 0.89:1 overdrive. Chrome side covers feature a laser-etched Screamin' Eagle 6-Speed logo.

Harley-Davidson
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BARNETT SCORPION BILLET CLUTCH

Barnett's Scorpion billet clutch assembly features a billet aluminum pressure plate, steel inner hub and clutch plates that increase the surface area by 100%. The Scorpion also utilizes 6 coil springs for a smooth positive engagement. Extra spring sets of different tension ratings are included to allow you to tune the clutch to your needs. The Scorpion is designed to be run wet or dry, in an open or enclosed primary and will fit into the stock type clutch shell.

Barnett Tool & Eng.

805-642-9435 • www.barnettclutches.com



SCORPION LOCK-UP CLUTCH

Barnett's Scorpion Lock-Up clutch assembly has 6 adjustable pressure arms increase clutch pressure as RPM's increase and allows the use of lighter coil springs for reduced lever effort. Spring sets of different tension ratings are also included to allow you to tune the clutch to your needs. The Scorpion is designed to be run wet or dry and will fit into the stock-type clutch shell. Available for 1936-E'84 and 1990-06 Big Twins.

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JIMS 6-SPEED OVERDRIVE SUPER KITS

Turn your stock 5-speed Big Twin transmission into a 6-speed with a JIMS 6-speed Overdrive Super Kit. The overdrive 6th gear (.86:1 ratio) lowers engine rpm by almost 475 at 75 mph to reduce vibration that creates wear and creates a more relaxing cruising speed. All gear sets use 2.94:1 close-ratio 1st gear that widens bike's speed range in 1st gear and lessens the rpm drop when shifting into 2nd. Installation may



require additional parts and modifications. Made in the U.S.A.

Drag Specialties

www.dragspecialties.com



BDL PRIMARY CHAIN DRIVE KIT WITH BALL-BEARING LOCKUP CLUTCH

BDL's complete chain drive kit featuring a ball-bearing lockup clutch provides approximately 60% more surface contact area than the stock clutch for

smooth, sure power transfer to the rear wheel. The kit includes the rear basket with a BDL ball-bearing clutch, front 25-tooth sprocket, Diamond primary chain and adjuster assembly. Includes BDL's patented compensator for riders who want a lighter, easier to operate clutch. Made in the U.S.A.

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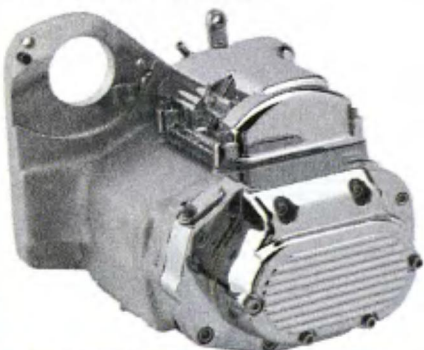


REVTECH 6-SPEED OVERDRIVE

RevTech 6-speed transmissions are ready-to-install in place of the stock transmission with absolutely no modifications. Every transmission features a forged aluminum trap door to withstand the performance demands of high-output motors, and chromemoly steel gears with precision-ground teeth and back-cut gear dogs for smooth engagement. A CNC-machined, radially-uniform shift cam is used for smooth, precise gear shifting and a shift lever throw that is same in every gear. Every RevTech 6-speed uses a close-ratio 2.94:1 1st gear and .893:1 overdrive 6th gear, and have chrome covers fitted to cases with polished or black wrinkle painted finishes.

Custom Chrome

www.customchrome.com



6-SPEED LEFT SIDE DRIVE TRANSMISSION

This great Milwaukee Twins 6-Speed LSD transmission is a great upgrade for 100-plus horsepower engines. Gears

and shafts are made from 8620 steel with pro-cut lead-in ramps for positive shifting. Best of all, it comes standard with a 2-year/20,000-mile warranty.

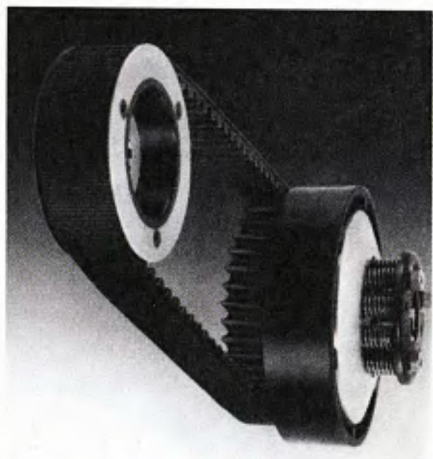
J&P Cycles
800-397-4844
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HIGH TECH 3-INCH BELT DRIVE

The High Tech 3-inch Belt Drive from Milwaukee Twins is built for strength, precision, fit, function and reliability. Sold as a total package, this kit has everything you need for a straight-forward, no hassle installation. The kit focuses on the needs of enthusiasts running big-inch, high horsepower engines and is unique in that it has superior strength and uses advanced materials and manufacturing techniques.

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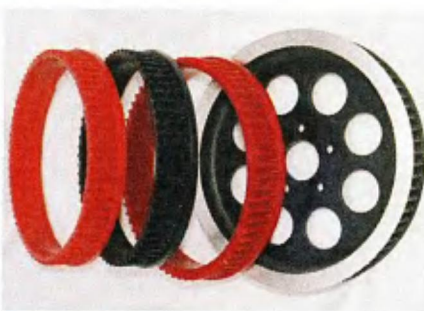


SUPERMAX SILENT DRIVE

The Supermax Silent Drive utilizes a cast polyurethane design and is for kick-start bikes only. These are available in a wide choice of colors: candy or opaque, which can be custom mixed as per your sample. The Silent Drive weighs only 5 pounds, and with the option of a Gates Poly Chain Carbon Fiber belt will hold up to the biggest motors. Super Max also has a similar drive for the electric start market that utilizes a stock H-D

clutch shell converted from a chain to a belt drive.

Supermax
928-649-2836
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SUPERMAX POLY PULLEYS

SuperMax offers the only option to repair worn out metal rear wheel pulleys. SuperMax can replace the teeth on most factory and aftermarket rear wheel pulleys by removing the old teeth from the existing pulley and overlaying new "space age" poly teeth to retain your current pulley design. Offered in your choice of black or a rainbow of other attractive colors, these run very quiet, so the squeal associated with metal pulleys is gone. The poly pulleys are not affected by sand or small debris and should outlast the motorcycle.

Supermax
928-649-2836
www.supermax.net



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Belt Drives Limited's Ball Bearing Lock-Up Clutch significantly lightens clutch pull at the lever while providing slip-free lock up. Each unit incorporates a designated number of steel ball bearings set in a model specific diaphragm assembly. Replacing the factory pressure plate, springs, stock applications use the factory diaphragm spring and associated hardware, the new ball bearing, diaphragm design provides feather light lever control, smoother operation and more positive lock up.

elt Drives LTD
714-685-3333
www.beltdrives.com

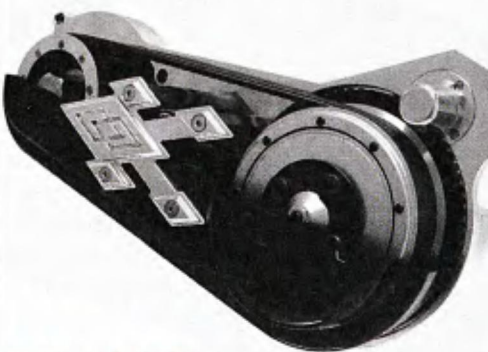


69 MM OPEN DRIVE FOR LATE SOFTAILS

Just released by Belt Drives LTD., this new, model specific, Open Belt Drive system is designed for use exclusively on 2007- 2009 Softail machines. The kit incorporates a 52-tooth front pulley and 69-tooth rear pulley. The custom designed 142-tooth BDL belt is 69mm wide for performance, strength, reliability and durability. Additionally BDL has developed an exclusive ring gear which offers quick, positive starter operation.

The kit includes BDL's Ball Bearing Lock-Up Clutch assembly for smooth, positive engagement and light lever pull.

Belt Drives LTD
714-685-3333
www.beltdrives.com



SLIMLINE BELT DRIVE

The 1-3/4-inch wide, 11mm Slimline kit from Rivera Primo is designed for 1990-2006 Softail models. Featuring the "dense pack" Kevlar polychain primary belt, this belt drive is built around a new, one-piece motor plate with a clean-looking snout covering the jackshaft components. A full coverage carbon fiber guard fully encases the pulleys and belt. The stainless diamond-looking cover crest is both decorative and functional, and conceals mounting for the new optional mid-mount shifting control. Included in this kit is an all-new Pro-Clutch set-up.

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



TECH CYCLE

Tech Cycle now manufactures an open primary belt drive system for '07 Softail or FL and '06-Up Dyna. Kits are available in 2- and 3-inch belt widths. An optional contoured side belt guard is also available along with a high torque gear reduction starter designed specifically for '07 models with the new 96-inch motor. Tech Cycle manufactures High Performance H-D starters, clutches and belt drives as well as open primary electric start kits for pan, knuckle, shovel, Evo and Twin Cam applications.

Tech Cycle
215-702-TECH
www.techcycle.com



BAKER DRIVETRAIN POWERBOX

The Powerbox is for those who don't need the torque capacity of

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Baker Drivetrain
www.bakerdrivetrain.com

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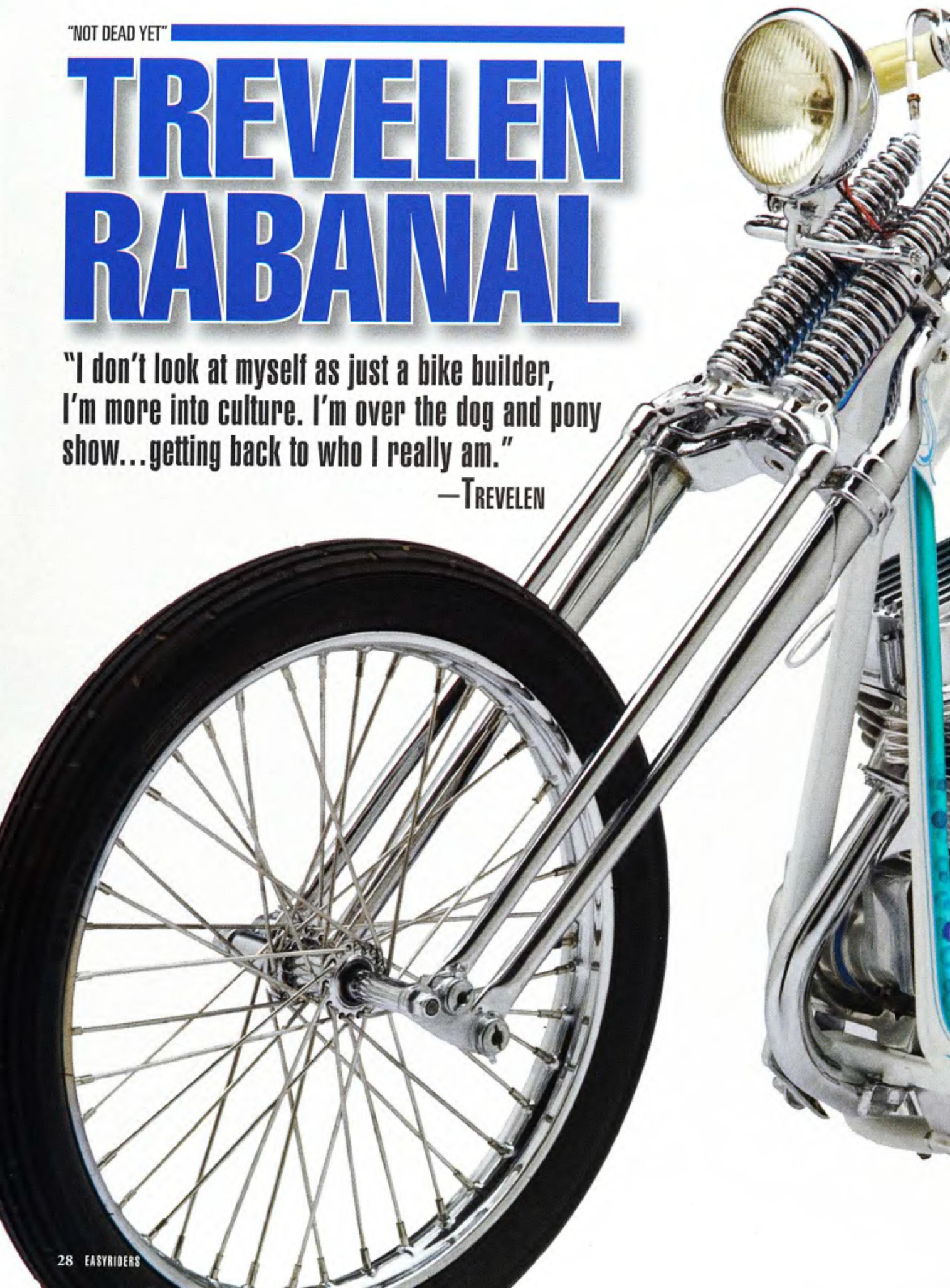
www.hoppeindustries.com

"NOT DEAD YET"

TREVELEN RABANAL

"I don't look at myself as just a bike builder,
I'm more into culture. I'm over the dog and pony
show...getting back to who I really am."

—TREVELEN



When a builder from Germany dropped out late in a competition S&S was holding to generate bike designs for their 50th anniversary celebration, Trevelen of SuperCo. Customs came to the rescue. Trevelen got the call a mere month and a half before the deadline and, even though he knew it would be a tight build, he rose to the challenge.

He was selected to represent 1965 (the last year of the panhead) and the motor shipped to him was an alternator/generator model. To make things even more complicated, it was finished in wrinkle black. By this time Trevelen only had 30 days to finish, so he went through his attic to find all the correct vintage pieces to make it all come together. A 1956 straightleg frame from Jason Wilson of Sacred Steel had been hanging from the rafters, and a pre-'46 in-line Springer was in from the first cut. "Scott Craig and my dad started

messing with it, trying to make it look right. We got it up on some wheels, found an old Sportster tank upstairs and we started building the bike." A call to Bert Baker yielded a 6-into-4 transmission, and Tech Cycles came up with a primary.

Although Trevelen ran into all kinds of problems trying to build a bike in less than a month, he managed to pull it off. Mike Tomas from Kiwi Indian shipped the bike to Wisconsin—though it wasn't running yet, because something was binding up in the drivetrain.



Fathead from Baker and Bill Dodge worked on it some at S&S, and when Trevelen arrived, he and Ted and Al from S&S were elbow deep into it until they found the problem.

Trevelen was adamant that he wouldn't be pushing the bike through the doors; he would be riding it in. He finally did at 10:30 a.m. The presentation had started 30 minutes prior. It was pouring rain and the presenters were already giving their speeches. Trevelen says that he "kinda fucked up one of the speeches," but he did make it.

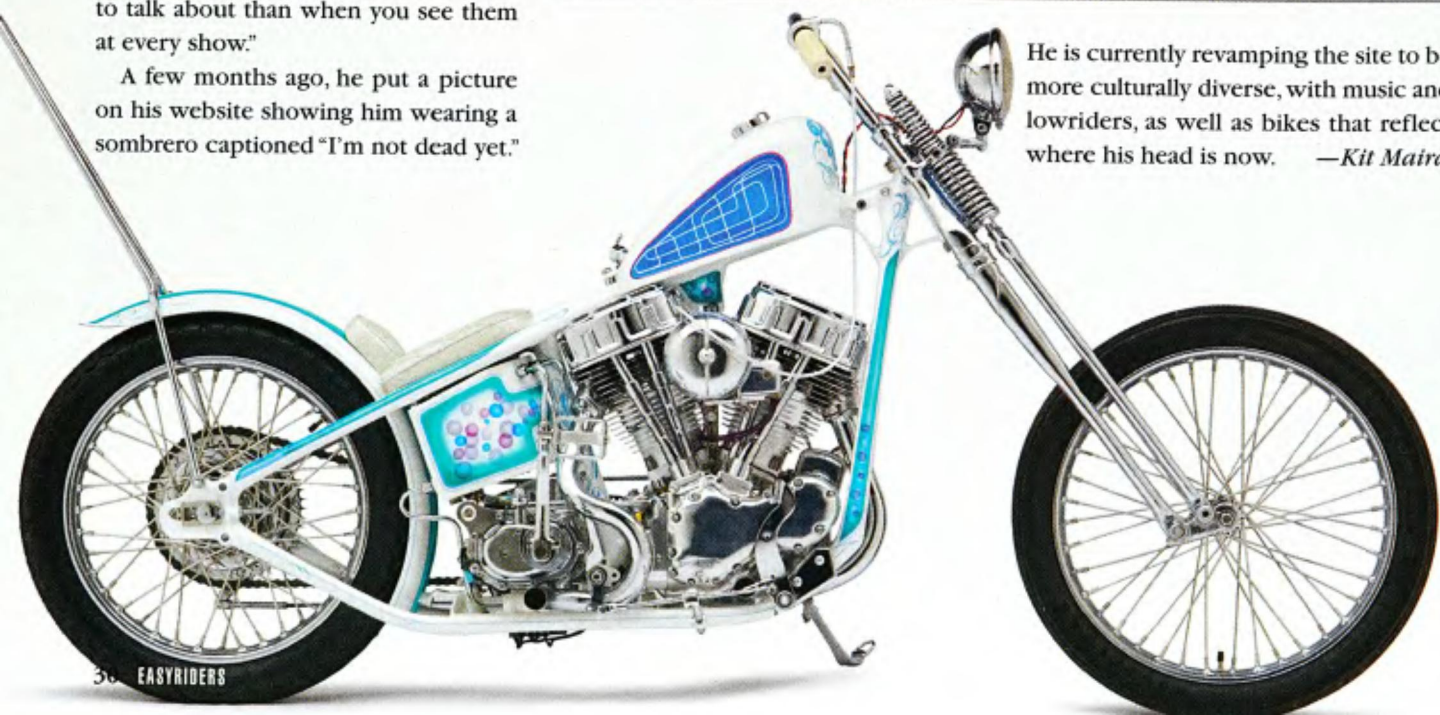
Trevelen has recently moved from his East L.A. shop into a 4-car garage in his new house near Pasadena, California. The new shop is 1,100 square feet and the garage was built in 1911. He says that with the current economy it didn't make sense to keep the commercial space. "I don't look at myself as just a bike builder; I'm more into culture. I'm over the dog and pony show...getting back to who I really am. I'm building more for my own pleasure; I have a few customers and am staying more low-key."

Trevelen is getting back into Brazilian Jiu-Jitsu, training for the World Championships and is working with kids. Although he doesn't think of himself as a mere bike builder, he's completed three new bikes. He laughs when he hears that he has gone out of business, though. "I'm still gonna build cars and bikes. It's kinda cool when people think that you're not around anymore. When you run into that person, you have more to talk about than when you see them at every show."

A few months ago, he put a picture on his website showing him wearing a sombrero captioned "I'm not dead yet."



He is currently revamping the site to be more culturally diverse, with music and lowriders, as well as bikes that reflect where his head is now. —Kit Maira





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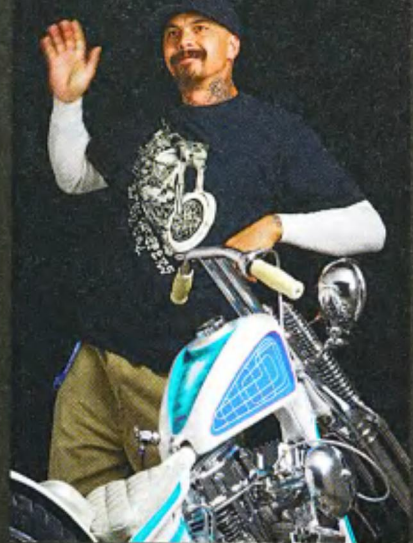
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Owner: Trevelen Rabanal
City: Pasadena, California

GENERAL

Fabrication: Trevelen
Make: Special Construction
Model: panhead
Time: 1 month
Chroming: Supreme Plating
ENGINE

Year and make: S&S P-motor
Displacement: 93-inch
Ignition: Morris Magneto
Cam: S&S
Carb: S&S L

Pipes: SuperCo. Customs

TRANSMISSION

Year/make: Baker
Shifting: 6-into-4

PAINTING

Painter: Trevelen/Sonny at Road Dogs
Color: white

Type: SEM

FRAME

Year/make: 1956 Harley-Davidson
Type: rigid

Rake: 38 degrees

Stretch: none

Shocks: none

ACCESSORIES

Handlebars: SuperCo. Customs

Handlebar controls: throttle

Fenders: Eagle West

Headlight: Griffin (Cushman)

Taillight: works

Pegs: Chopper Dave

Foot controls: minimal

Gas tank: Sportster

Oil tank: horseshoe

Seat: SuperCo. Customs

Grips: cheap

FRONT END

Type: Springer

Builder: Harley-Davidson

Stretch: 6 inches

WHEELS

Make: Black Bike

Size: 21-inch front, 19-inch rear

Tires: Goodyear

Brakes: mechanical

Photos: Michael Lichter

Contact: www.supercompanycustoms.com

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Controls are available with left-side shifter or hydraulic foot clutch and are sold in sets or separately. All footpegs accept 1-inch handlebar handgrips. Starting as low as \$516, the controls fit all 4-speed frames as well as Softails through '99. They will fit '00-and-later Harleys with an adapter kit.

Stevenson's Cycle; 734-641-2200; www.stevensonscycle.com.



Generation riding jacket

Packed with functional features aimed at comfort and convenience, the new men's Generation Leather Jacket from Harley-Davidson MotorClothes (P/N 97132-09VM, \$400) wears as well as it looks. To maximize riding comfort, the mid-weight perforated leather design incorporates pre-curved sleeves and a flexible action back. The removable liner is windproof and water-resistant for varying weather conditions, while pockets at the shoulders and elbow accept light-weight FXRG armor. Six additional pockets provide ample storage space and reflective piping adds visibility.

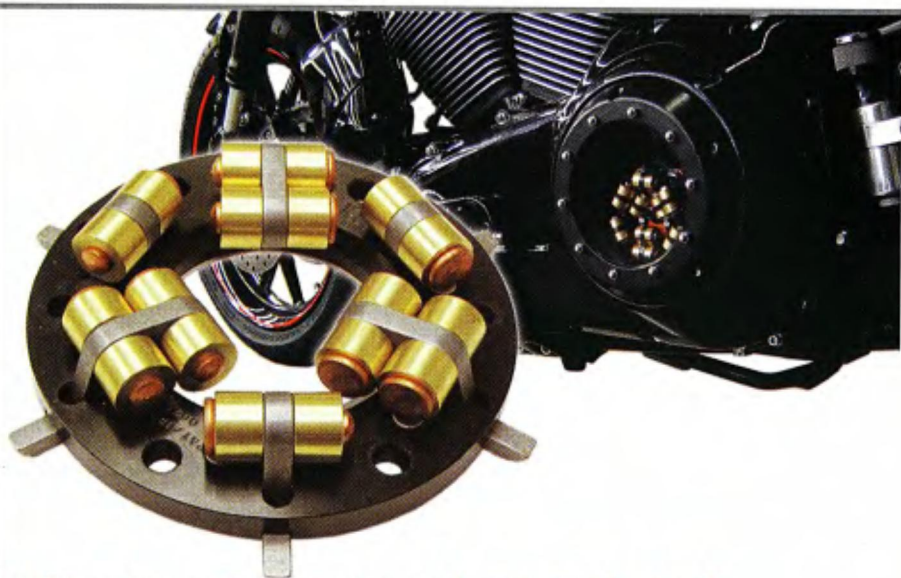
Harley-Davidson; 800.LUV.2RIDE; www.harley-davidson.com, to find a dealer near you.



Keep it real, make it steel

Milwaukee Iron's steel front fenders are manufactured to fit 19- and 21-inch wheels and are great for many Harley-Davidson applications, including FL-series bikes, FXWG and V-Rod. They are also available for custom applications and are made from 11-gauge cold-rolled steel.

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



Enjoy more performance out of your stock clutch

AIM Corp offers the VP92T variable pressure clutch system for '98-and-later Harleys, so they can handle performance engine upgrades. More torque and power can take a heavy toll on stock clutches and often require the use of heavier clutch spring, which make city riding a chore. With the VP92T you can add up to 40% stronger clutch pressure at higher rpm while maintaining a light pull at idle. The operation takes 10 minutes and the VP92T will handle up to 120 foot-pounds of torque when using the stock clutch spring, and up to 150 foot-pounds of torque if you use Screaming Eagle heavy-duty spring.

AIM Corp; 714-848-3030; www.aim-tamachi.com.



Ultra-light and powerful brakes

New 11.8-inch Apex rotors are designed for the '08-and-newer FL-series Harleys. The

state-of-the-art metal composite floating rotors provide improved braking performance: the outer lightweight metal composition friction disc dissipates heat better than stainless steel and offers a considerably higher coefficient of friction. The composite disc is secured to a CNC-machined aluminum center carrier for a total weight of only 1.8 pounds. Center carrier and attaching buttons are offered in a variety of finishes for a custom look and are a direct replacement for factory steel rotors for front or rear fitment.

Lyndall Racing Brakes; 800-400-9490; www.lyndallracingbrakes.com.



Kick it already!

Nothing screams "look how cool I am" more than kickstarting a

bike. Baker knows this well and is on a mission to render every bike kickable. They have kickers designed for everything, from pan, knuckle and shovel-heads to V-twin bikes. The latest bolt-on F5K and F6K kicker kits are unique because they use a ratchet hub that presses onto the shank of the mainshaft, then the O.D. of the ratchet hub presses into the oversized door bearing. This secures it and prevents it from moving or breaking—a common problem with other aftermarket kits. The Baker F5K and F6K kicker kits allow you to put a kicker on any Factory 5- or 6-speed bike.

Baker Drivetrain; www.bakerdrivetrain.com; 877-640-2004.



Light it up!

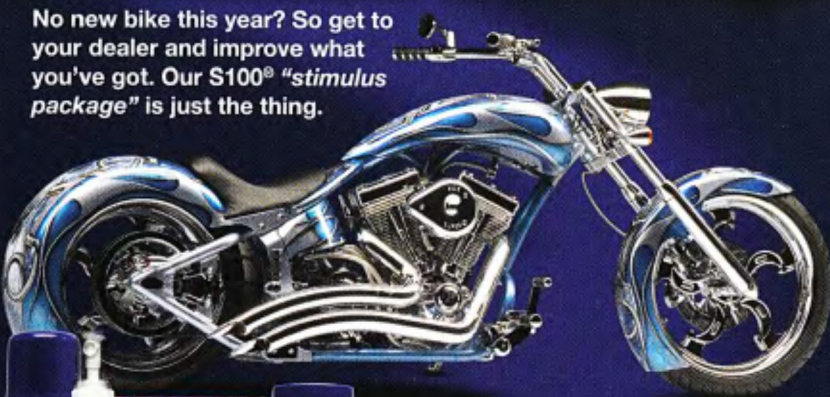
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Headwinds; www.headwinds.com; 626-359-8044.

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Bike photo: www.brunoratsperger.com



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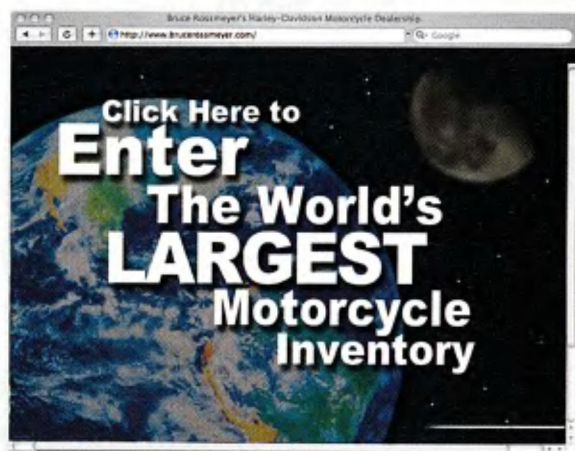
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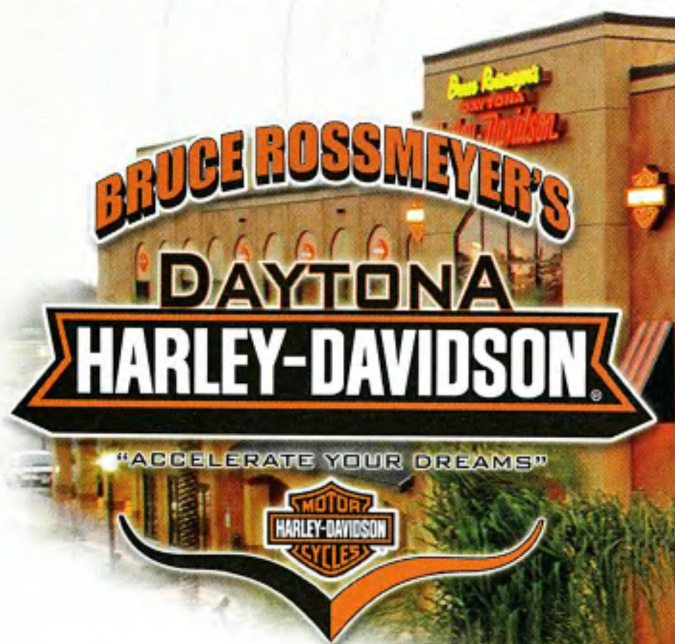
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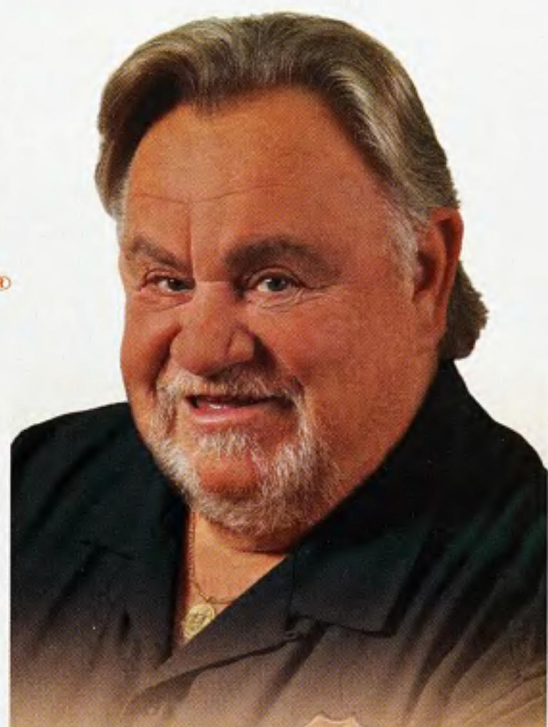


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The Truth About Myrtle Beach

NOT A DIME IN '09!

Where did it all go wrong? Back in June of 2008 the Myrtle Beach City Council (MBCC) raised taxes to fund programs meant to end the Grand Strand's two May motorcycle rallies, the Harley-Davidson Rally in Myrtle Beach and Bikefest in Atlantic Beach. They passed a City Ordinance dictating mandatory helmet usage within the city limit, noise restrictions within city limits and another dictating when a vendor could set up for business and even what they were allowed to sell.

According to the website www.myrtlebeachrallies.com, which bills itself as the official source for all Myrtle Beach bike week events for the past 10 years or so, the Myrtle Beach event was



During this economy, discouraging people to come spend money in a city that relies on the tourist industry seemed ridiculous.



on "...and planned for May 7 through 17... Due to all the publicity and anti-biker sentiment in the media we suspect that the rally for 2009 will be an even stronger rally." They couldn't have been more wrong. In fact, it appears that bikers stayed away in droves.

Despite Mayor Rhodes proclamations on all the local TV stations that the city was only showing a 10% decline in activity, we noticed a minimum of a 50% decline in activity, with business owners *inside* the city limits reporting losses of up to 90% compared to last year. Several attempts were made to contact Mayor Rhodes during Bike Week, but all requests for an interview were denied. Outside the city limits, vendors and businesses were reporting losses between 40% and 60%, depending on where they were.

All of the popular bars within the city limits were empty. Outside the city limits, there was still some fun stuff going on and, at times, showed some signs of life. When you went back through the city, it looked like a ghost town. Everyone seemed to be hanging out at three or four places outside of MB. Suck Bang Blow, Dick's Last Resort, the Rat Hole and the Colonial Mall seemed to be the places to find people; however, even there, the crowds were nothing like years past.

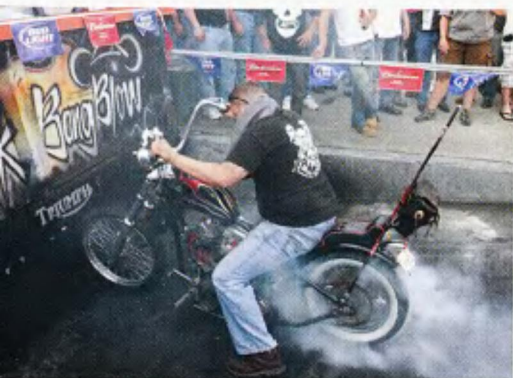
The MBCC waged a very effective propaganda campaign to discourage riders from coming to MB this year. Within the city limits the cops were VERY alert and happy to stop you if you wandered accidentally into the "Helmet Zone" sans helmet. On the record, they had no comment. Off the record, it was a different story. Most city "officials" we spoke to stated that this was the worst mistake the MBCC and all those involved could have made. During this economy, discouraging people to come spend money in a city that relies on the tourist industry seemed ridiculous.

To make matters worse, there was a rumor afloat that some of the local motorcycle dealerships contacted State Officials complaining of "out-of-state motorcycle manufacturers setting up shop and selling motorcycles" within the state of South Carolina, without a State Permit. Granted, that statute has been on the books for forever, but it has never been enforced to this extent. Complaints issued included one from a South Carolina dealer that was not being allowed to sell product away from its



As you can see here, the SMALL portion of the Rally that was affected by the laws...and how absurd it really was! Solution? Stay out of the city limits and party your ass off!





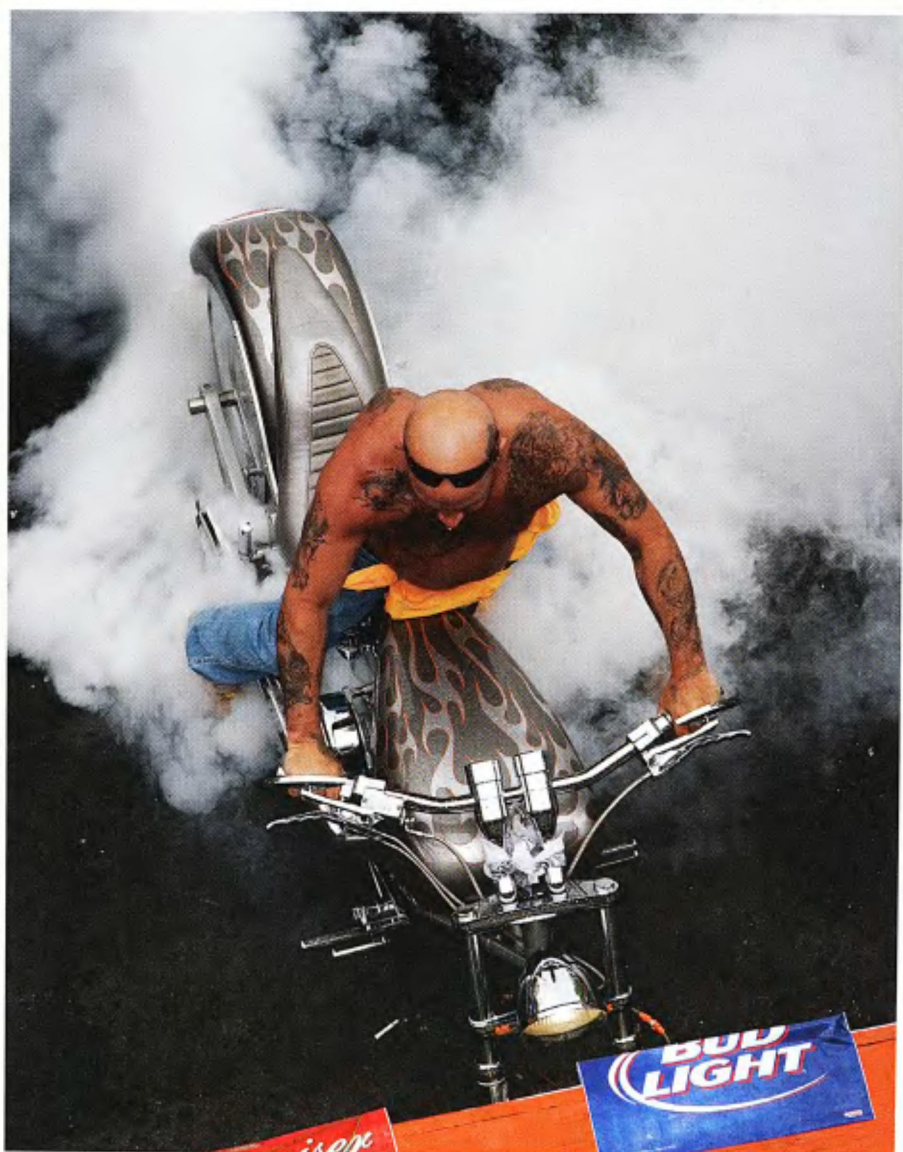


property. Companies like Bourget's, Big Dog, Victory and Sucker Punch Sallys were told to either place "Display Only" tags on all merchandise or to pack up and leave South Carolina. According to John Nasi, director of dealer development for Big Dog, "That move [by the MBCC] cost us BIG money. We sell an average of 100 bikes during that week. We were effectively shut down and lost some major revenue."

On the bright side, the riders who did show up for Myrtle Beach Bike Week this year, found open roads and clear sailing everywhere they went. Because there were helmet checkpoints set up at the city limits, with a little help from a map (ours was provided by Thunder, thank you very much) you could enjoy all the back roads and highways the Grand Strand has to offer...helmet free! In fact, as long as you successfully avoided the Helmet Zone, you could find all kinds of places to hang out and enjoy yourself. We were lucky enough to run across Flynn's Tavern in North Myrtle. They had great food and the owners are a blast to talk with. I can't tell you too much more than that, as I don't remember too much of that night!

So will the vendors, manufacturers and, more importantly, the riders, be back next year? Well, Mayor Rhodes and the rest of the MBCC...pull your heads out of your collective asses and own up to your mistake and let's hope for the best!

—Oil Can



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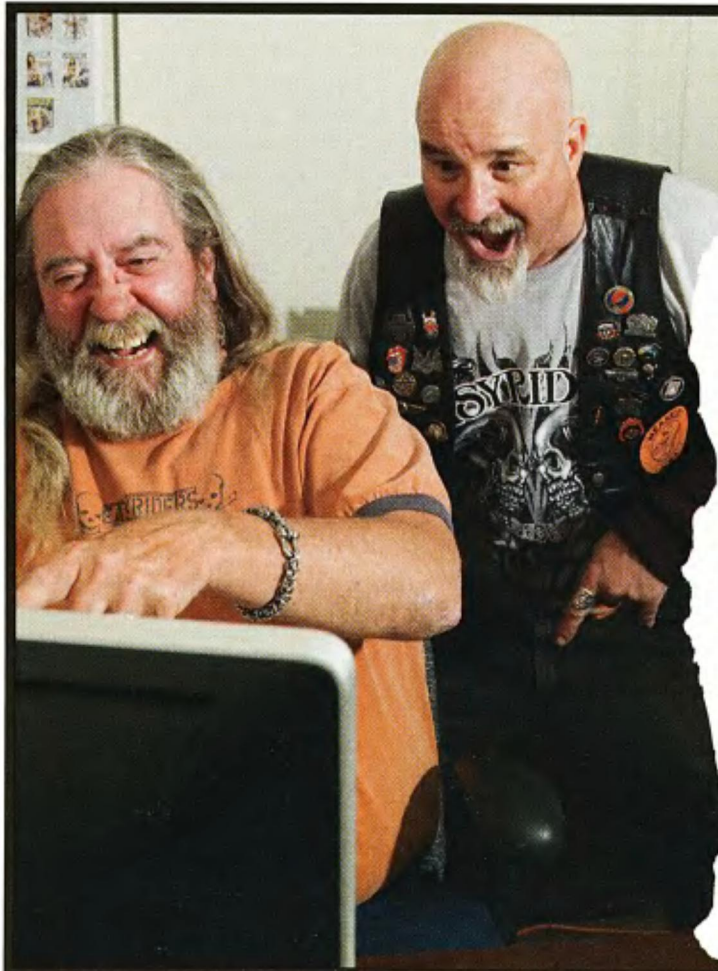
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Passin' Gas

A frumpy, unattractive office worker went to her supervisor and told him, "Well, since every other woman in the office is suing you for sexual harassment, I decided to sue you, too."

"But I never sexually harassed you!" her boss protests.

"I know," the woman explained, "that's why I'm suing you for discrimination."

*Gary Lowery
Long Beach, California*

A construction worker, who's soon to be married, is up on the roof of his new house putting on the finishing touches. He starts thinking of his gorgeous bride to be and gets side-tracked, loses concentration, slips, and falls off the roof breaking his dick. He goes to the doctor for help and says, "Doc, I'm getting married soon and need to be in good shape, what can you do?"

The doctor looks him over snaps his fingers then reaches in a drawer. He pulls out a handful of tongue depressors and tape. Then tapes a few around the guys dick, hands him the roll of tape and some more tongue depressors and sends him on his way.

A few weeks go by, it's the wedding night, and he's in bed in the honeymoon suite. His new wife comes out of the bathroom with some sexy lingerie on says, "See these titties?" She rips her top off. "No man has ever seen these titties! See this pussy?" She rips the panties off.

"No man has ever touched this pussy!"

He gets a hard-on and remembers his taped up dick. He smiles, flings the covers back and says, "Baby, see this dick? This dick's so brand new it's still in the crate!"

*Brad Simpson
Pound, Virginia*

There's an English lesson at school. Each student has to stand up and say a sentence using one of their spelling words. Tommy's word is "love," so he gets up and says, "Sara says she loves me."

Billy's word is "hate," so he gets up and says, "Sara says she hates me."

Little Ronnie's word is "dictate," so he gets up and says, "Sara says my dictate good!"

*Barbara Daniel
Sacramento, California*

An obviously gay flight attendant, who seemed to put the passengers in a good mood as he served food and drinks, was working a flight.

As the plane prepared to descend, he came swishing down the aisle and said, "Captain Marvey has asked me to announce that he'll be landing the big scary plane shortly, so lovely people, if you could just put your trays up, that would be super."

On his trip back up the aisle, he noticed this well-dressed, Arabic woman

hadn't moved a muscle. "Perhaps you didn't hear me over those big brute engines, but I asked you to raise your tazy-poo, so the main man can pitty-pat us on the ground."

She calmly turned her head and said, "In my country, I am called a princess and I take orders from no one."

To which the flight attendant replied, without missing a beat, "Well, sweet-cheeks, in my country I'm called a queen, so I outrank you. Tray up, Bitch."

*Rocky Meyerson
W. Palm Beach, Florida*

Three biker women were sitting around drinking and talking about their love lives. Sissy said, "I call my husband the dentist. Nobody can drill like he does."

Julie giggled and confessed, "I call my husband the miner because of his incredible shaft."

All the while Tracy kept quiet until Sissy asked, "What do you call your husband?"

Tracy frowned and said, "The postman, because he always delivers late and half the time it's in the wrong box."

*Kurt Messner
Verona, Wisconsin*

A bro who had been datin' a shy blonde for a short while decided it was time to have a conversation about sex. "What are your feelings about anal sex?" he asked.

"I could never do that," she said.

A little disappointed, the bro continued, "What do you think about having regular sex?"

The blonde replied, "Oh, I couldn't. I'm waiting until I get married."

"Well then," the scooter tramp asked, "Where do ya stand on oral sex?"

"I don't know why that matters," the blonde answered, "but usually at the side of the bed. And I don't stand, I kneel."

*Paul Brown
Crescent City, California*

Twelve seminary students were about to be ordained as priests. For the final test, they lined up in a row naked. Each student had a small bell attached to his penis. A gorgeous naked



blonde came into the room.

The head master told them that anyone whose bell rang when the woman danced in front of him would not be ordained because he had not reached a state of spiritual purity.

The woman danced before the first candidate, his bell did not ring. She proceeded down the line without incident until she reached the last student. As she danced in front of him, his bell began to ring so loudly that it flew off his dick and fell to the ground.

Embarrassed, he bent over to pick it up then all the other bells started ringing.

*Burt Whitcomb
Palmdale, California*

A lady walks into Tiffany's, looks around, spots a beautiful diamond bracelet and walks over to inspect it. As she bends over to look more closely, she lets out a fart. Embarrassed, she looks around to see if anyone has noticed her accident and prays that a sales person doesn't show up. She turns around to find a salesman standing right behind her.

Cool as a cucumber, he displays all of the qualities one would expect of a pro salesman in a store like Tiffany's, and greets the lady with, "Good day, Madam. How may we help you today?"

Feeling uncomfortable, but still hoping that the salesman may not have been there at the time of her little "accident," she asks, "Sir, what is the price of this lovely bracelet?"

He answers, "Madame, if you farted just looking at it, you're going to shit when I tell you the price!"

*Grinch
Ridgewood, New Jersey*

Vito, sitting in class at school, raises his hand. The teacher asks what young Vito wants.

He replies, "I gotta piss."

The teacher says, "No, Vito, this is English class, the proper word to use is 'urinate.' If you can use it in a proper sentence you can go to the bathroom."

So Vito says, "You're an eight, but if you had bigger tits, you'd be a 10."

*Emrys Stevens
Solidad, California*

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Carolyn Koch sure can rock. —Dirk Behlau, Cologne, Germany



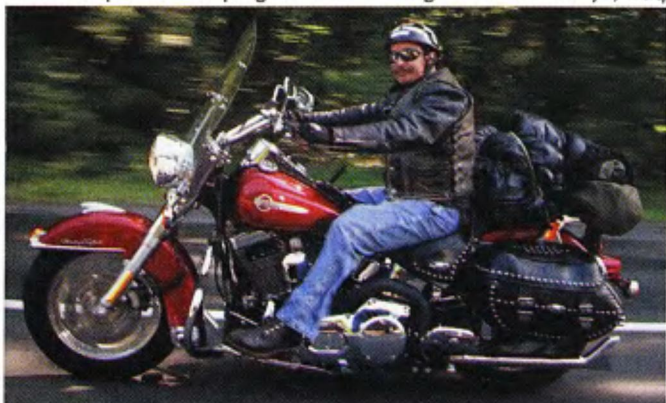
"Doh, I just farted!" —Beadman Bob, Prospect, PA



What keeps our troops goin'. —Sgt. Eric Kowalczyk, Iraq



Another thing keepin' our troops goin'. —Kim G., NY



Louis Lamoureux, RIP. Kim G., Providence, RI



Send her to my tent. —Woody Hayman, Rome, GA



Wet and wild! —Rick Koury, Merritt Island, FL



"It's so embarrassing waking up somewhere without your clothes and just your heels!"

—Kevin Keehnen Fest, Germany

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff, these photos typify the fun, excitement, and freedom of biking. We now pay \$100 for each full-page color photo, \$50 for half-page color photos, \$40 for color photos printed

smaller than half-page and \$30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: **Easyriders In The Wind**, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

**What does a Special Forces
guy do when the Army
gives him some time off?
This one builds bikes.**



SEEKING TRUTH BETWEEN DEPLOYMENTS

VERITAS

"I've been active-duty Army going on 14 years now," says Izzy Izquierdo. Six more to go and this Sergeant 1st Class Special Forces will take retirement—20 and done. Then he'll concentrate full-time on his second love: building bikes. Right now, Izzy's bike-building business, Lefty Bros. Cycles, keeps him pretty busy between deployments. Though multiple combat tours in both Afghanistan and

Iraq have a way of cutting into things, he's got himself set up in a great little workshop on his property near Fayetteville. The shop measures 40 by 50 feet and is stocked with all sorts of neat tools and equipment. English wheels lathes, mills, planishing hammers, TIG and MIG welding equipment—he's got it all.

"I've managed to gather together a pretty good crew," he says, "mostly other



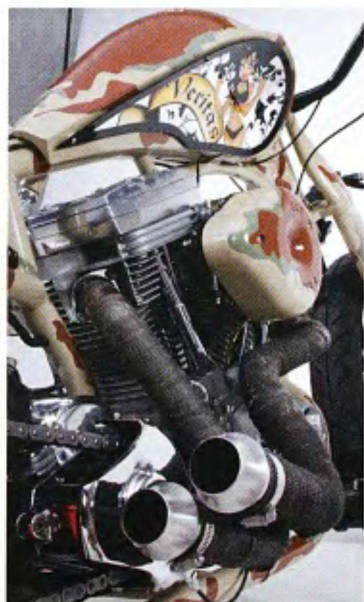
guys from active duty and a couple of retired military." Izzy started the business back in 2004 and says the talent level of the military crew manning it is nothing short of amazing. Electronics, basic mechanical work, fabrication, thinking on-the-fly—these guys have it all and Izzy has all the equipment they need to make things happen. "Before I joined the Army, I restored classic cars and learned sheet metal work from the best," Izzy says. "That's become kind of a specialty around here, the sheet metal." Usually the way it works is that Izzy'll get a bike built and off to paint, and then when he comes back from a deployment, he'll put it all together.

This one was a little different. Just before Daytona last year, Izzy and the guys put together a custom Yamaha R6 for a customer, the first metric bike they've ever touched. It turned out pretty well. The Yamaha brass snagged it for their display and named it to the Top 10 list of custom Yamahas at the event. But that still left Izzy needing something for himself, so he looked around the shop and actually found enough leftovers to put together a complete bike from the "scraps." There was an unused Chassis Design frame and a Kiwi front end, which he dressed up with some sheet metal work. He built some handlebars and pipes and, for power, used a spare Harley-Davidson engine hopped-up a little bit, nothing too wild, maybe 10 or 15 more horsepower. "But," Izzy explains, "there just wasn't time to make up my own gas tank and, to me, that's the centerpiece of any bike. It has to be special." He had Colton Hardison, a metal fab expert in Phoenix, whip up the tank to his drawings and specifications.

Jeff Grammer, a local guy, retired Air Force, did the paint. "Since this was going to be my bike, I wanted it a little military, the camo theme, but I didn't want to make it too military. That's why we added the pinup girl and the 8-ball, kind of mixing it up a little bit." And of course there's the name, "Veritas," the mythical goddess of truth emblazoned on the sides. It's one of the things Izzy and his Special Forces buddies live by as they go about their dangerous missions over there.

—Joe Kress





This month's *Easyriders* Girl is jazzy Jennifer who is easy to spot among the camouflage on this Lefty Bros. rigid.



Owner: Lefty Bros. Cycles (Izzy Izquierdo, seated)

City: Fayetteville, North Carolina

GENERAL

Fabrication: Lefty Bros. Cycles

Year/make: 2008 Special Construction

Model: custom rigid

Assembly: Lefty Bros. Cycles

Time: 3 months

ENGINE

Year/make: 2006 Harley-Davidson

Rebuilder: Nelson Dyno

Displacement: 96 cubic inches

Ignition: Crane High 4

Cam: Crane

Carb: S&S E

Air cleaner: S&S

Pipes: Lefty Bros. Cycles

TRANSMISSION

Year/make: 2007 Ultima, RSD

Shifting: 6-speed

PAINTING

Painter: Jeff Grammer

Color: Camo

Type: PPG

FRAME

Year/make: 2008 Chassis Design

Type: drop-seat rigid

Rake: 36 degrees

Stretch: 2 inches

Shocks: none

ACCESSORIES

Handlebars: Lefty Bros. Cycles

Handlebar controls: Jaybrake

Fenders: Lefty Bros. Cycles

Headlight: Headwinds

Taillight: Lefty Bros. Cycles

Pegs: Outlaws

Foot controls: Lefty Bros. Cycles

Gas tank: Lefty Bros. Cycles

Oil tank: Lefty Bros. Cycles

Seat: Lefty Bros. Cycles/Roberti Custom

Mirrors: Arlen Ness

Grips: Xoprodex

FRONT END

Type: leaf spring

Builder: Kiwi Indian

WHEELS

Make: Southern Motorcycle Works

Size: 21-inch front, 18-inch rear

Tires: Avon, 250 rear

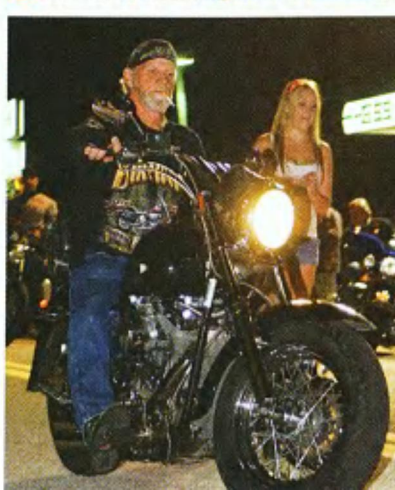
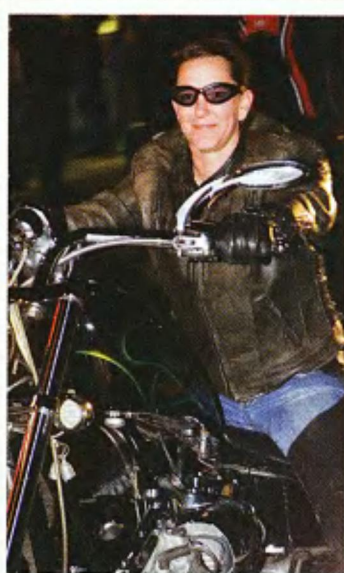
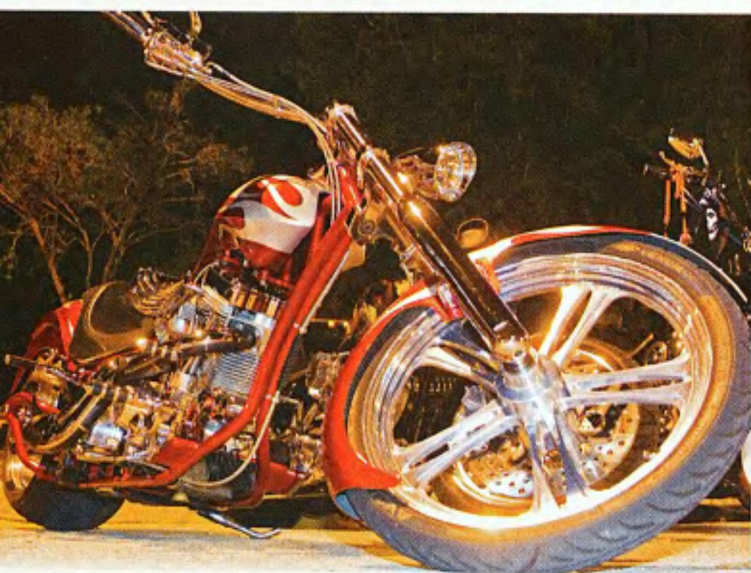
Brakes: Tokico

Photos: Brad Patton

Contact: Lefty Bros. Cycles;

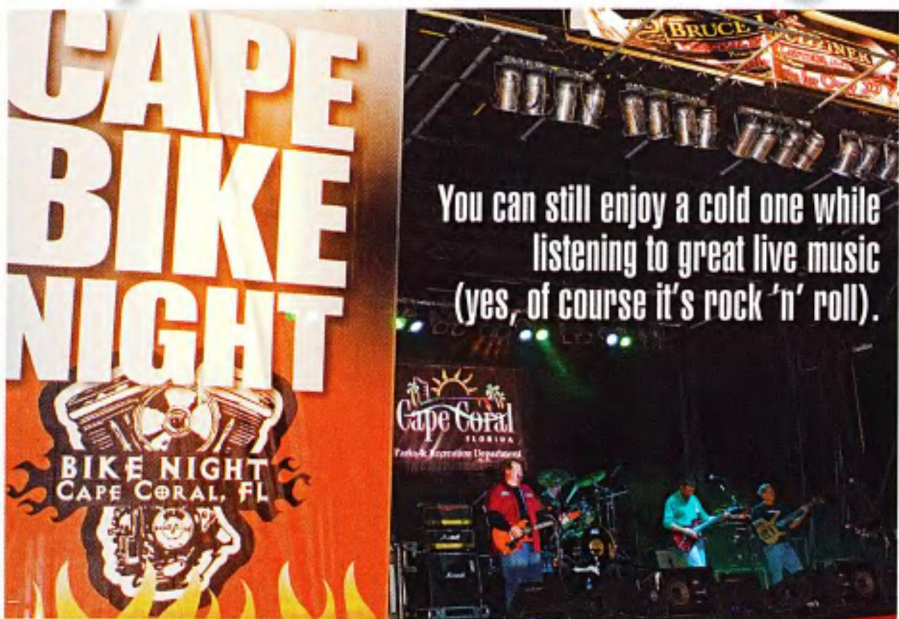
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TAKING IN THE NEW BIKER SCENE

Cape Coral Bike Night



Man, the times, they are a changin'. All but gone are the days of beer drinkin' and hell raisin' as a proper component of bike night. There are signs posted at most events prohibiting the wearing of club colors; there are noise ordinances aimed at silencing that rumble we like so much; and many states enforce helmet laws to keep us safe from ourselves. However, it seems that "the Man" isn't the only one changing things.

A longtime friend and fellow motorcycle enthusiast who lives in the quiet retirement city of Cape Coral, Florida, describes the state of bikerdom. "The bike scene is very different these days. It's unlike anything we ever thought it would become," he says. "Honestly, I think everybody got jobs, then went out and grew up on us!" My best friend went on to tell me of one recent evening out as a grown-up biker dude in Southwest Florida. Urged strongly by his fellow biker buddies, he was convinced to join their small group for a night out to raise a little motorcycle hell. A guy's night out featuring leather, loud pipes, tequila shots, beer and strip joints with lots and lots of wild women. Anticipating the worst, a preemptive warning to the wife followed, "Keep the bail money at arms reach and don't worry your pretty little head if I'm not back before sunrise."

It had been some time since his last run with the boys. Their first stop was a

local pizza place to put something in their bellies, obviously needed to soak up all that booze that was to be consumed shortly. The next stop was a cigar bar. Okay, that sounds reasonable, who doesn't enjoy a good cigar now and again? After polishing off a couple of Cohibas, one of the guys expressed a desire for some ice cream from this place that just happens to be right around the corner. "They have the best rocky road ice cre..."

The expletives emanating from my pal's lips were probably heard in three of the four surrounding counties as he hollered, "If you guys start exchanging recipes, I swear I'll start shooting!"

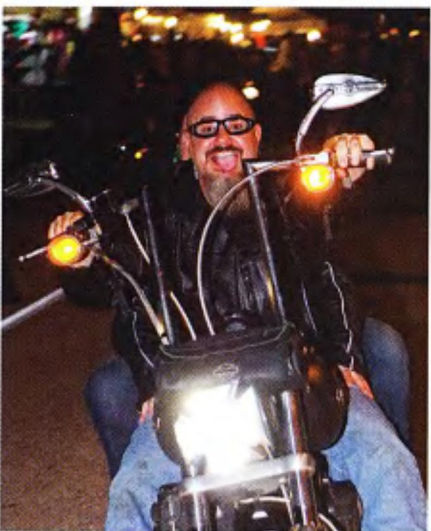
While it may be true that many of the wild ones have turned into the mild ones, baby boomer bikers have found a great excuse to hang out and party at their local bike night. Move over Sturgis and Daytona, Cape Coral, Florida, is now the place to be. Four nights a year, this quiet, coastal town, where my pal now chooses to live, turns their downtown streets into party central for anyone who owns, dreams of owning, or just wants to experience motorcycles.

Bike night in Cape Coral isn't just a ride to one bar as is the norm for most towns. Taking cues from their larger, more experienced counterparts, they shut down the streets for bikers. The local government running this city and

the Cape's Bike Night have recognized the changing times surrounding their motorcycling population. Attendance is surely proof enough. An average bike night on the Cape draws in about 35,000 bikers—not a bad turnout for a quiet retirement community.

Although, you probably won't see burnouts in the streets or any boobies being flashed; there will likely be no brawling or even any raucous behavior, you can still enjoy a cold one while listening to great live music (yes, of course it's rock 'n' roll), trying your skills at a slow ride competition, or visiting the many motorcycle vendors and custom builders with scoots on display. Take a moment, smoke a cigar on the park lawn, and take in this new biker scene. By the way, after having your fill of the foods that are generally served on a stick and making the rounds perusing all those vendor booths, I found this place right around the corner that has the best rocky road ice cre... Sorry, I lost my head there for a moment.

—Don Rogers



Photos: Don Rogers

A detailed close-up of the rear section of a custom motorcycle. The focus is on the rear wheel, which features a black tire with a deep tread pattern. The spokes are made of polished brass, and a perforated disc brake rotor is visible. The fender is black and has a custom license plate that reads "EASYRIDERS" in a stylized font. Above the fender is a round headlight with a gold-colored frame and a red lens. The seat is made of brown leather with visible stitching. The overall aesthetic is a blend of classic and custom motorcycle styling.

"I had seen a lot of glitz and glitter in the industry
and was tired of chrome."

A detailed photograph of a custom motorcycle. The fuel tank is black with a small, illegible badge. The engine is chrome with various brass-colored pipes and fittings. The front wheel is a wire wheel with brass spokes. The handlebars are black with brass-colored grips. The overall aesthetic is a classic custom bike with a focus on brass and black paint.

PANHEAD PHIL'S '53 PANSHOVEL

Badass Brass

Music City Motorcycle is well named, since it's located smack in the heart of Grand Ole Opry-land. The Nashville custom bike shop was founded by Phil Hipsher (aka Panhead Phil), who earned his moniker because of his penchant for pans and who has spent some 35 years wrenching motorcycles.

Phil grew up in the small town of Sparta, Tennessee. After a stint in the U.S. Navy, Phil set down his roots in Nashville and begun working as a professional trucker, clocking many miles. He still keeps his hands on the wheel, and when we caught up with him, he was piloting a band bus in San Diego. "I've been working with a group called Low Cash Cowboys," says Phil. "They've got a record deal and are on their way up. We're driving up to L.A. for a photo shoot. Then I'll be heading back to Nashville and the shop."

The elegant blend of old- and new-school seen here in contrasting flat black and polished brass is currently on display at Coyote Ugly in Nashville. "They've been very good to us—great supporters of motorcycling," says Phil. "In fact, we've sold three of our bikes out of there." At the moment "Badass Brass Bobber" is still available, but probably not for long.

The project started when Phil found a 1953 pan with a shovel top and then, with help from Charlie Southgate at Inglewood Machine, did a full rebuild. He came up with the next component when a buddy who is the Chief Deputy Sheriff of his hometown asked him to come see what he had in the back of his Tahoe. "He opened the doors and there were two legs and two springs from a 1946 Springer front end. He said, 'I just want you to have these so you can make something pretty out of them.'" The

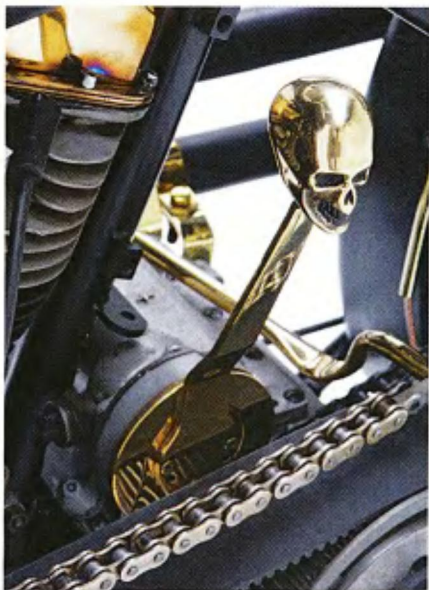
motor, along with a '36 hand shift 4-speed trans and front end were matched to a Santee rigid Wishbone frame sourced from Custom Chrome.

As for the chrome-free styling, Phil says, "I had seen a lot of glitz and glitter in the industry and was tired of chrome. When I was in the Navy, I had the opportunity to polish a lot of brass, so I thought I'd see if I could find someone in the area that did brass work. Sure enough, I found Bubba Leonard's Plating here in Nashville, one of the last brass platers in the Southeast. So I decided that we're doin' this bike all flat black and brass."

The bike's tank is a functional gas and oil combo. Other distinctive details include a headlight donated by Mike Brown of Amen Motorcycles. "Mike is one of the innovators of the wide tire, helping to introduce the 230, 250, 300 and 360 to the industry and was also one of the firsts to have a double hub-less bike. He donated his slotted open headlight because I wanted something retro for the bike. Mike told me to see if I could rattle it apart off the bike," says Phil, "but so far, so good."

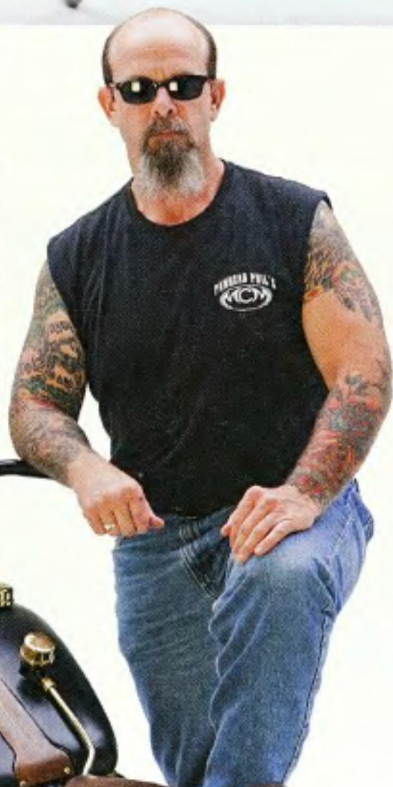
Of how the bike feels to ride, Phil says, "It reminds me of my early days when I couldn't afford a cushy bike, when I used to ride old scruffy pan-heads, which is how I got my name. However, this one is a bit nicer in the looks department."

—Paul Garson





Panhead Phil with his bobber which is currently on display at Coyote Ugly in Nashville, Tennessee.



Owner: Panhead Phil
City: Nashville, Tennessee

GENERAL

Designer: Panhead Phil/
Music City Motorcycle
Fabrication: Panhead Phil/
Music City Motorcycle crew
Year/make: Special Construction
Model: Badass Brass Bobber
Assembly: Music City Motorcycle
Time: one year

Chroming: Leonard's Plating
ENGINE

Year: 1953
Builder: Harley-Davidson/
Southgate Machine
Displacement: 74 cubic inches
Cam: Andrews
Ignition: D points
Pistons: K-B
Heads: Harley-Davidson
Lifters: Sifton
Carb(s): S&S E
Air cleaner: S&S
Pipes: Music City Motorcycle

TRANSMISSION

Make: Harley-Davidson
Year: 1936
Modifications: minimal rebuild
Shifting: hand

PAINTING

Painter: Rod Fuchs & Rick Spalin
Color/type: flat black

FRAME

Year: 2005
Builder: Santee rigid wishbone
Rake: 35 degrees
Stretch: none

ACCESSORIES

Bars: Lance Dodson
Handlebar controls: twist
Fenders: Music City Motorcycle
Headlight: Mike Brown/
Amen Motorcycles
Taillight: GM replica
Pegs: Harley-Davidson NOS
Gas tank: Music City Motorcycle
Oil tank: Music City Motorcycle
Oil system: Harley-Davidson/
brass hard lines
Seat: Lance Dodson/T.J. Buckley/
Music City Motorcycle
Grips: V-Twin Mfg.

FORKS

Type: Springer
Extension: none
Builder: Harley-Davidson/David Orr

WHEELS

Size: 21-inch front,
16-inch rear
Wheels: H-D spool
Tires: Avon

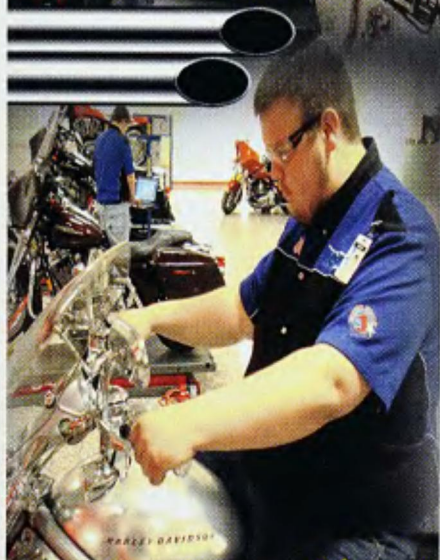
Brakes: GMA rear

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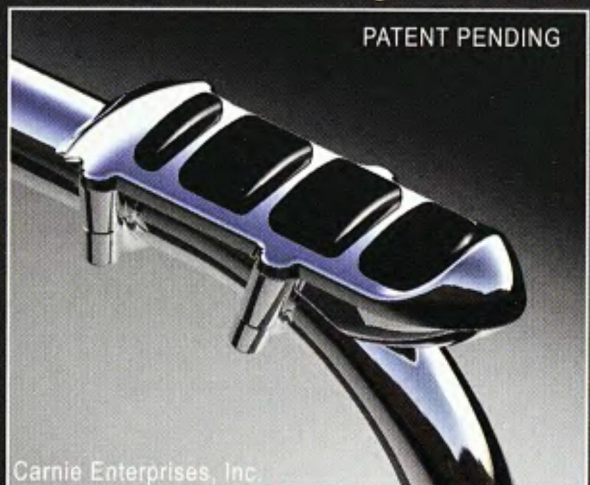
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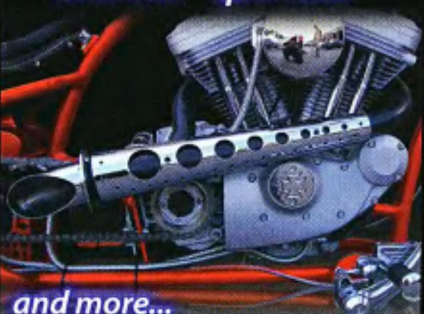
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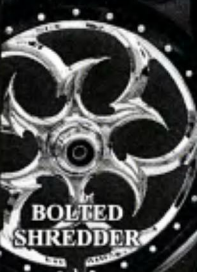


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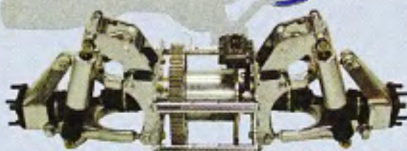
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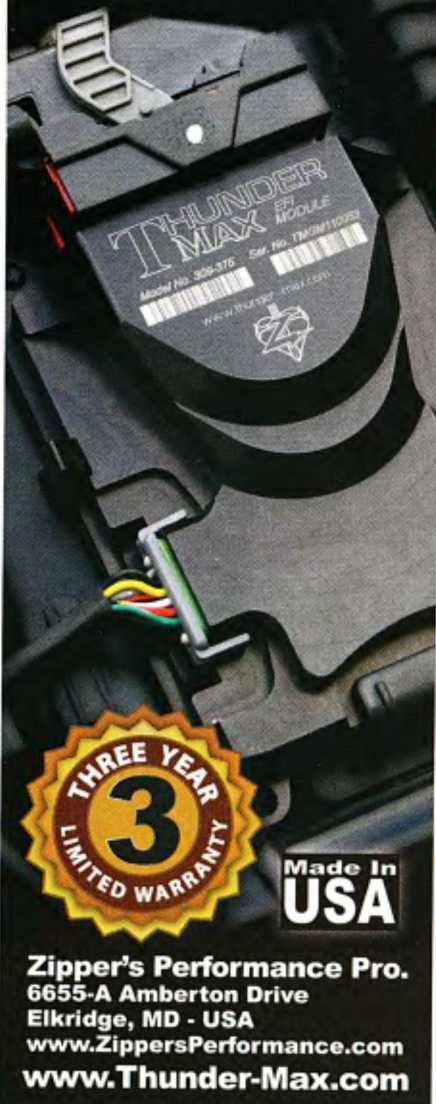
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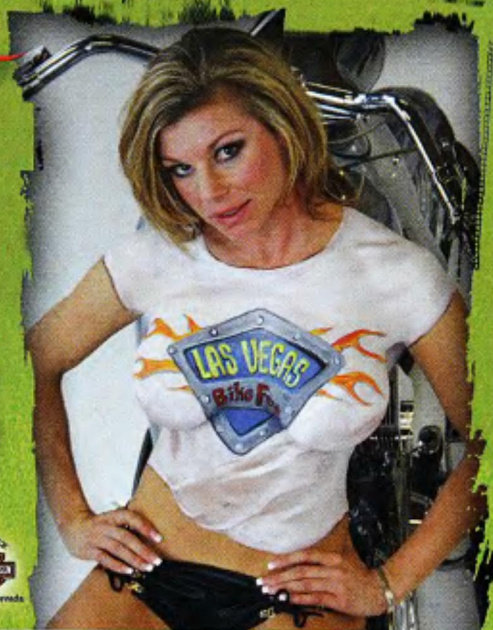


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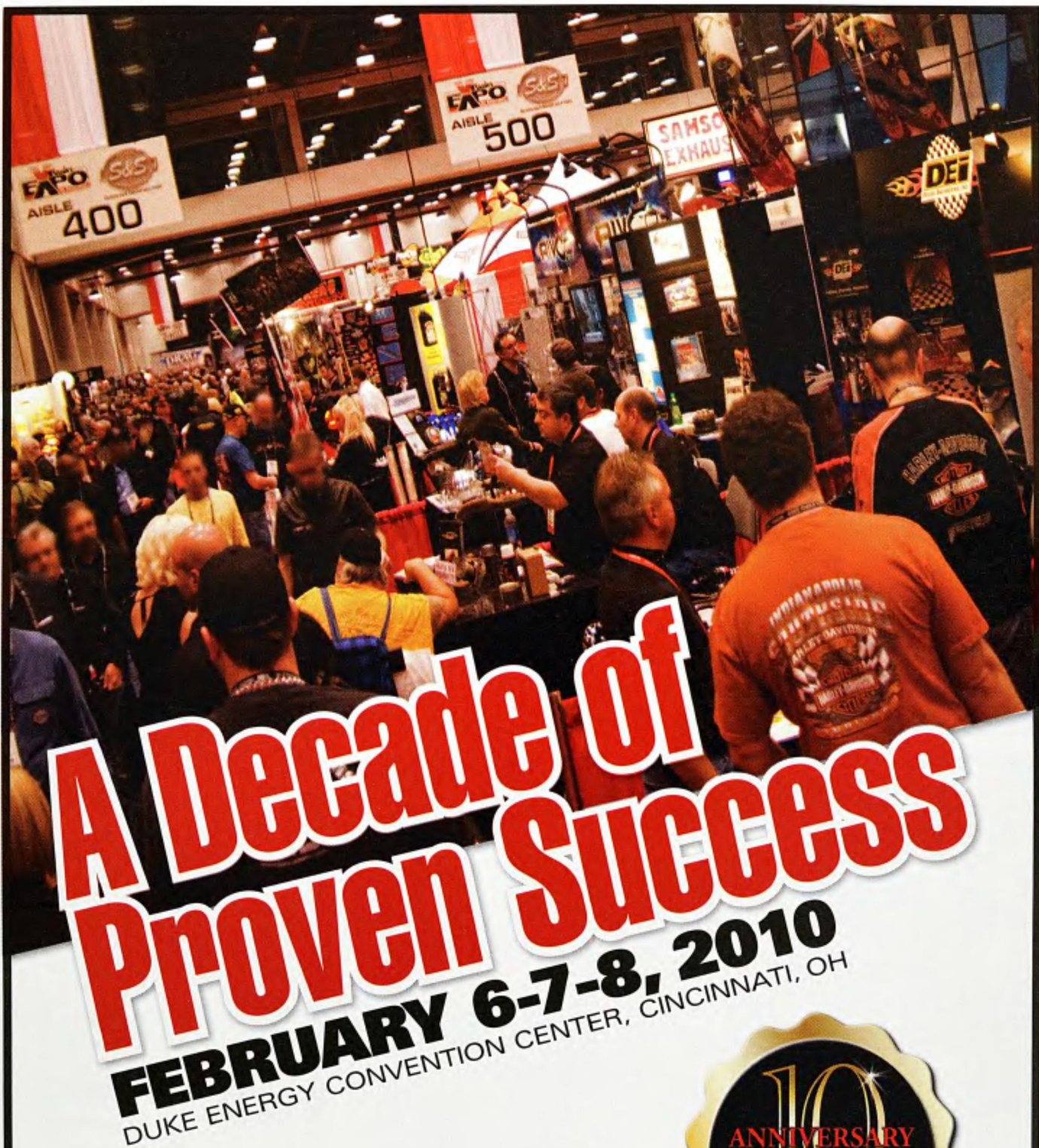
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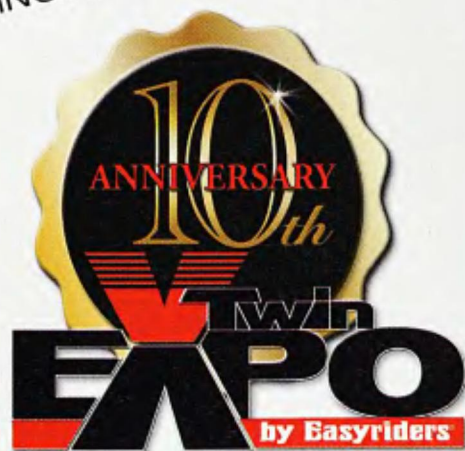
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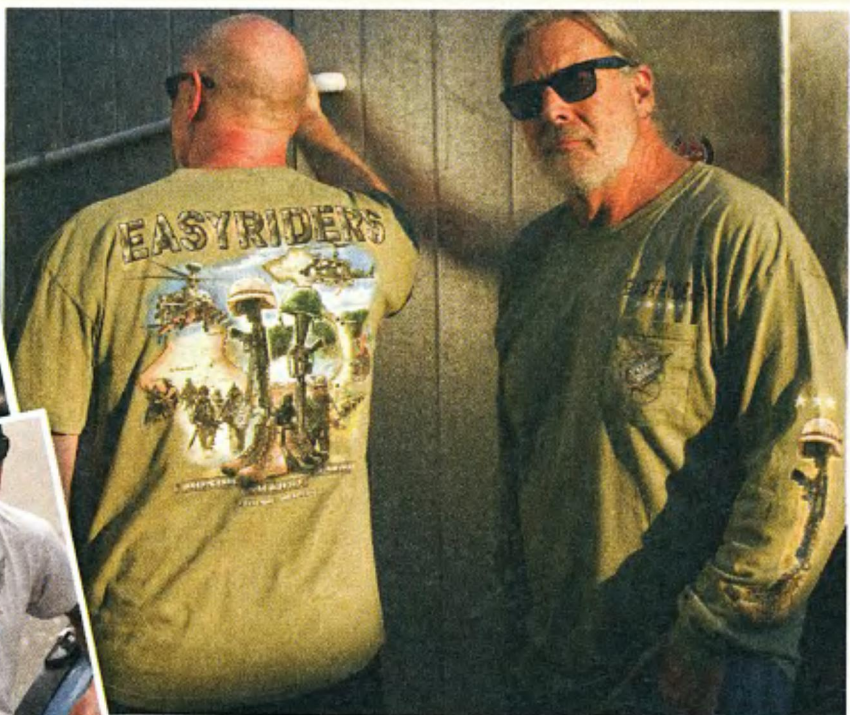
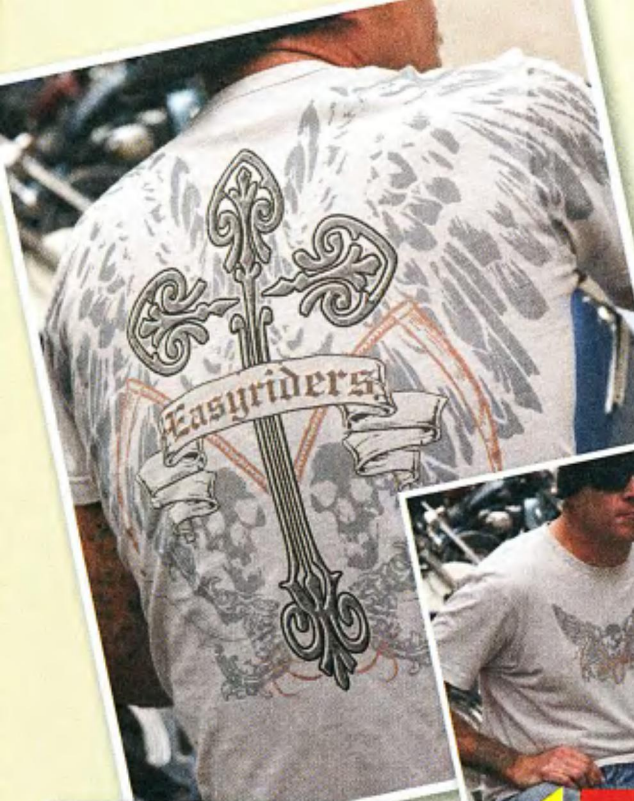
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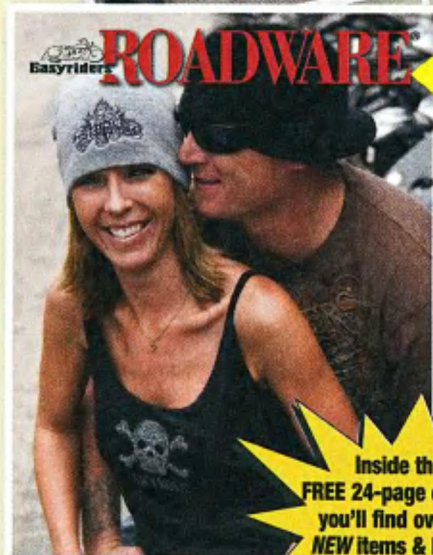
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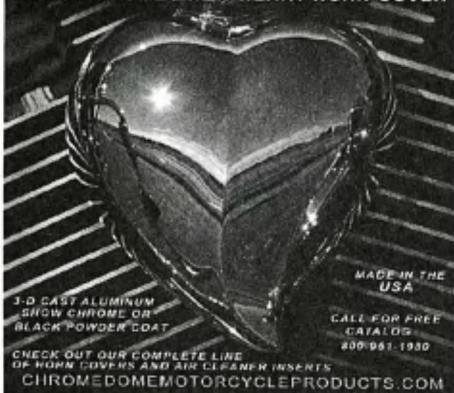
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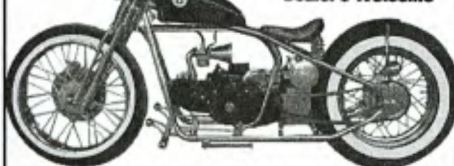
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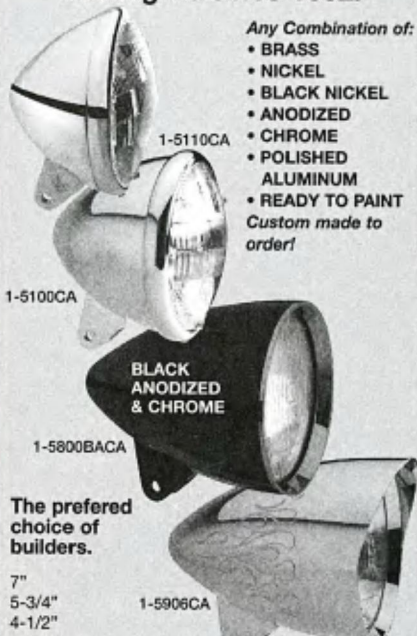
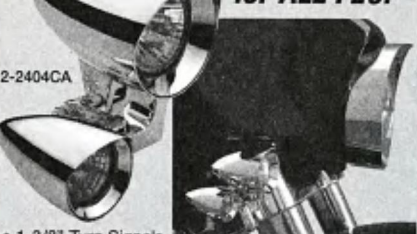
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Date	Location	Date	Location	Date	Location
February 7-9	V-Twin Expo, Cincinnati, OH	May 30	Biker Bob's H-D, Taylor, MI	September 12	Longhorn H-D and Buell, Grand Prairie, TX
February 13-15	Easyriders Bike Show, Columbus, OH	June 5-7	Louisville H-D, 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	Harley-Davidson Sales Co, Cleveland, 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, Frankfurt, NY	December 25-27	Merry Christmas!
		September 3	3 Boomers RoadHouse Waterford, MI		

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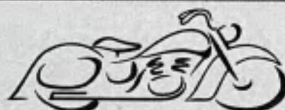
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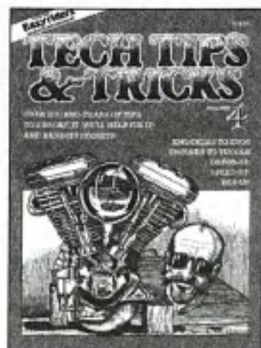
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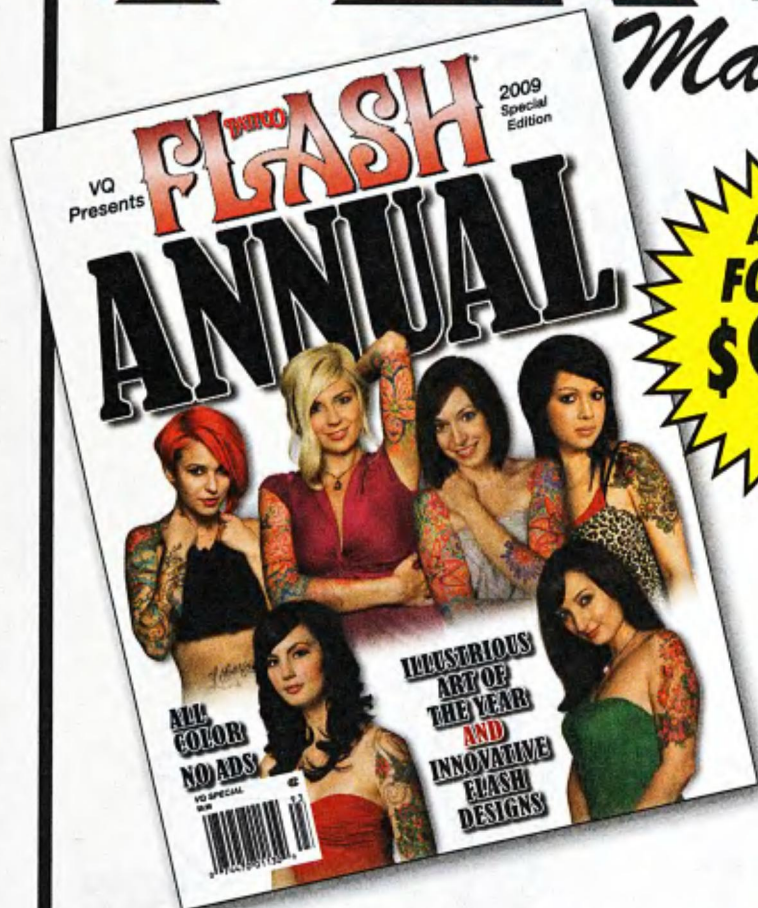


"Oh, good. You shaved your pussy."

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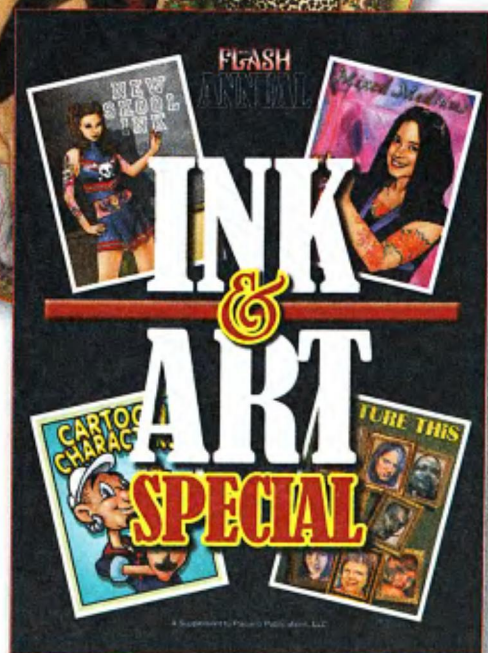
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LONG TIME COMIN'

SOLLIS JANUS BUILDS A KEEPER



You know things are tough when you get hauled into the principal's office for throwing snowballs at the statue of Lenin. You remember him. He's that guy that came up with the little idea called Communism that has since fallen considerably out of fashion. The snowballs plastering the statue of Lenin were being tossed by a young boy by the name of Sollis Janus in his hometown of Kaunas, Lithuania, a country once under the control of the USSR. With the fall of the Soviet Union, Kaunas regained its national freedom, enabling Sollis to emigrate to the U.S. and build bikes in Chicago, Illinois.

A couple of years ago, Sollis began building a bike in the Windy City but got an offer to head out to warmer climes in SoCal to work on custom bikes and cars. He trailered a bike-in-progress cross-country to Los Angeles. "I worked every day at a custom bike



shop and then was allowed to bring in my own bike every Saturday to work on it," Sollis tells us. "So for months, every Saturday, I would load it on my trailer, haul it to the shop, work on it, then load it back up and haul it home—back and forth, back and forth. I took another job at Greg Westbury's shop up near San Francisco, so again I boxed up the parts, trailered the bike up to Concord and started working on it weekends until I finally got it finished."

Sollis hand-built much of this scooter, including the frame, gas and oil tanks, handlebars, rear fender, seat pan and pipes. "I like those pipes because, here in Cali, you can split lanes and they're loud enough to make the car drivers pay more attention. That's also why I built those mini-apes for good clearance, so I don't hit mirrors. I built the bike to ride. Everything was built to the minimum and everything was built for a reason."

The engine started as a Milwaukee marvel that Sollis revived into a stout 89-incher including Zipper's heads, pistons and flywheels. "I built the motor for a lot of mid-range that is good for loping around city traffic and also high-speed cruising. It's got a lot of torque and comes on strong at 3,000 rpm. Riding the bike with its WCC mid-controls gives you a real feel for the bike, more sport bike control."

Sollis says, "People say it looks like a barhopper, but I don't go to the bars. I now like to explore and ride all over the NorCal area, like Diablo Mountain out near where I live. People have also told me that the bike looks expensive, and it's true, my previous bikes have been pretty high-end, but this time I decided to build an inexpensive one for myself. So, now, I have some money left over for gas."

—Paul Garson





Owner: Sollis Janus

City: Concord, California

GENERAL

Designer: Sollis Janus

Year/make: 2008 custom

Model: bobber

Assembly: Sollis Janus

Time: 1 1/2 years

Chroming: satin

ENGINE

Year: 1993

Builder: Harley-Davidson/

Zipper's Performance

Displacement: 89 cubic inches

Cam: Zipper's Performance

Ignition: Dyna single fire

Pistons: Zipper's Performance

Heads: Zipper's Performance

Lifters: Zipper's Performance

Carb(s): S&S E with Thunderjets

Pipes: Sollis Janus

TRANSMISSION

Make: Ultima

Year: 2008

Shifting: 6-speed

PAINTING

Painter: Andrew

Color: blue

FRAME

Year: 2008

Builder: Sollis Janus

Type: rigid

Rake: 40 degrees

Stretch: whatever looked good

Shocks: none

ACCESSORIES

Bars: Sollis Janus mini-apes

Handlebar controls: Brembo

Fenders: Sollis Janus

Headlight: Drag Specialties

Taillight: Drag Specialties

Pegs: West Coast Choppers

Electrics: Sollis Janus

Gas tank: Sollis Janus

Oil tank: Sollis Janus

Oil system: Harley-Davidson

Seat: Sollis Janus pan

Grips: rubber

FORKS

Type: narrow

Extension: 2 inches over

Builder: Mean Street

WHEELS

Size: 21-inch front, 18-inch rear

Wheels: 80 spokes

Tires: Metzeler

Brakes: PM/Sportster front, Brembo rear

Photos: Paul Garson

Meet Your April Winner

Welly, welly, welly, well. To what do we owe the extreme pleasure of this surprising visit? It's none other than your April winner, Angela! Angie's a total *Clockwork Orange* fan. So much so that there was a time she enjoyed having her eyes forced open to watch the movie on a continuous loop. In fact, she actually recites the lines better than Malcolm McDowell! Check out her latest work with Greg Rath's ride by Chopper Kings under the watchful lens of John Covington.

—Alex DeLarge



Lady Battikah — Alaska

#0901

"I'd just got married during Bike Week in Sturgis. We rode home through a thunder and lightning storm. It was the best experience of my life."



Sara — California

#0902

"About my first ride. . . I've always felt that if you have to explain something this simple. . . people just won't understand."

Win \$1,000!



Jessica — North Carolina

#0903

"I really enjoy fast hard things between my legs."



Judith — Georgia

#0904

"My first ride was the best feeling of being free that I've ever felt. Nothing beats being on a Harley and not having a care in the world."



Paige — Texas

#0905

"I was working at the Buffalo Chip and rode around the grounds in a black evening dress sitting backwards and upside down!"



Barbara Lee — Oklahoma

#0906

"I was 10 years old and loved riding on the back of my dad's Harley with the wind blowing through my hair as we rode really fast all over town."

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.

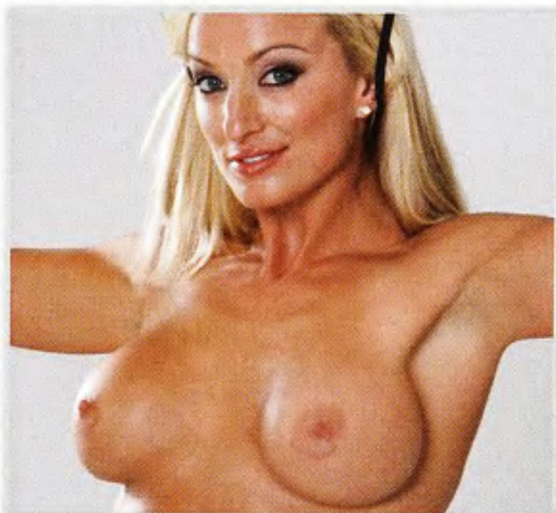
The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

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 #435 *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), August 4, 2009. The voting deadline for this month's crop of cuties is August 30, 2009. We'll announce the winner in the January 2010 issue.



Here she is, your May winner, Jenny! This Cali cutie is poised to pose all over a great-looking scooter from Cole Foster. Come back next month to see her!

435

FOX HUNT

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

Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

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!**



AND THE WINNER IS...

Feelin' Lucky

You might think that the bitchin' scoot in front of you got its righteous stance and old-school manners from owner, Greg Rath. Nope. Greg lives by the creed that he would rather be "lucky" than "good" any day. As it

turns out, Ol' Greg has the good fortune to have won his bike in a drawing. What did he do next? Ride the bitch like a rented mule, of course! He didn't have to make payments on this machine, so it doesn't qualify as garage furniture,

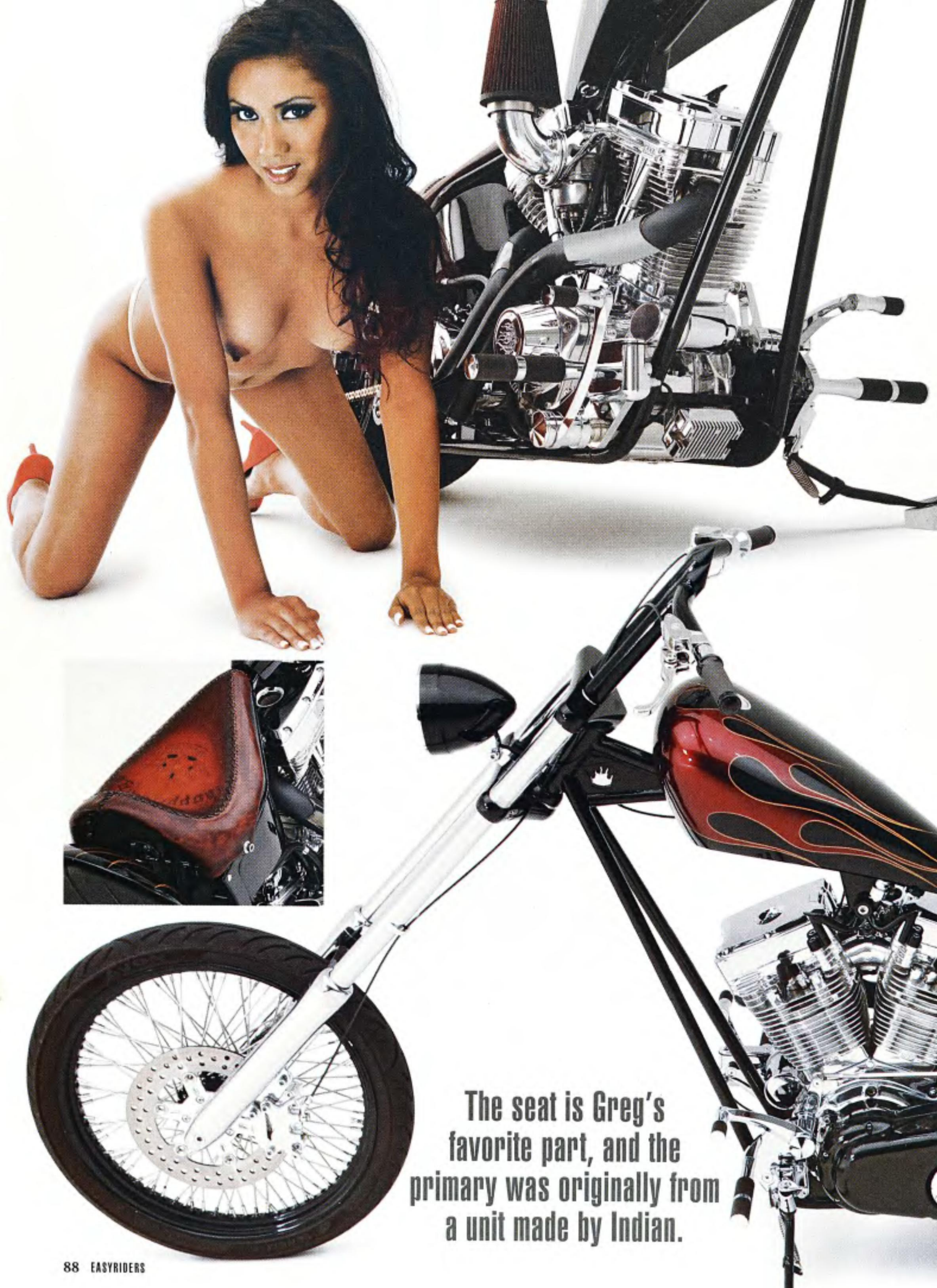




right? Actually, the talented folks over at a local Phoenix establishment known as Chopper Kings twisted these parts together in their own unique style and offered it up for a charity that they truly believed in.

Greg began riding Harleys in 1997 and soon became the director of a H.O.G. Chapter. Ten years later, he and his brother, Richard, were cursed with the desire to build their own custom inspired by the famous Captain America bike from the movie *Easy Rider*. When





The seat is Greg's favorite part, and the primary was originally from a unit made by Indian.



they needed help honing it to perfection, they got acquainted with Chopper Kings. Greg told us, "When you take your bike to Chopper Kings, you know it is going to be done right and it will be safe." Greg and his wife, Melissa, like to point the front tire of their '97 Heritage Springer towards Colorado when the weather is nice. There's nothing better than a blast over to the old copper mining town of Jerome where they stop in to cool off at The Spirit Room where they find the "best Bloody Marys in Arizona!" They attend as many charity rides as they can—especially around the holidays. Their favorite one has always been a local poker run with a big-ass party at the end, known as Darrell Jr's Charity Ride. Greg had no idea he would buy the one ticket at that run that would win this ground-up custom

by Chopper Kings. Funny old world, ain't it?

Taking home trophies from a half dozen bike shows, the one burning question that most people have for Greg about his Chopper Kings bike is, "How do you ride that with a bikini fender, no backrest and a really stretched out riding position?"

Greg tells 'em, "Just hang on."

There are lots of one-of-a-kind parts here, but Greg's favorite thing about his bike is the custom-tooled seat from Don McGraw. Get yourself to Darrell Jr's Charity Ride this November and buy some tickets to ride. The only thing you will have left to ask yourself is "Do I feel lucky?" One look at our hot Fox Hunt winner, the lovely Angela has us wishing we could get lucky. No big surprise there.

—Cheddar



Owner: Greg Rath
City: Phoenix, Arizona
Fabrication: Chopper Kings
Model: 2007 Chopper Kings
Time: a man-made concept
Chroming: Kerr West
Engine
Year and make: 2008 S&S
Displacement: 113 cubic inches
Ignition: Crane
Cam: S&S
Carb: S&S Super G
Pipes: Chopper Kings
TRANSMISSION
Year and make: 2007 Baker 6-speed RSD
PAINT
Molding: The Paint Shop
Painter: The Paint Shop
Type/color: House of Kolor/black
Special paint: flames
FRAME
Year and make: 2006/Diamond Chassis
Type: hidden-shock
Rake: 42 degrees
Shocks: DNA
Modifications: Gussets added by Chopper Kings
ACCESSORIES
Bars: Greg Rath
Handlebar controls: Performance Machine
Fenders: Chopper Kings
Headlight: DNA
Taillight: DNA
Pegs: Accutronix
Foot controls: Accutronix
Electrics: Chopper Kings
Gas tank: Chopper Kings
Oil tank: Daytec
Primary: Indian Motorcycles
Seat: Don McGraw
Grips: Performance Machine
FRONT END
Type: hydraulic
Extension: 8 inches over
Triple trees: stock
Builder: Pro-One
WHEELS
Hub: 60-spoke
Size: 18-inch
Tires: Avon
Brakes: Goodson Sprotor rear
Photos: John Covington
Contact: Chopper Kings;
www.chopperkings.com



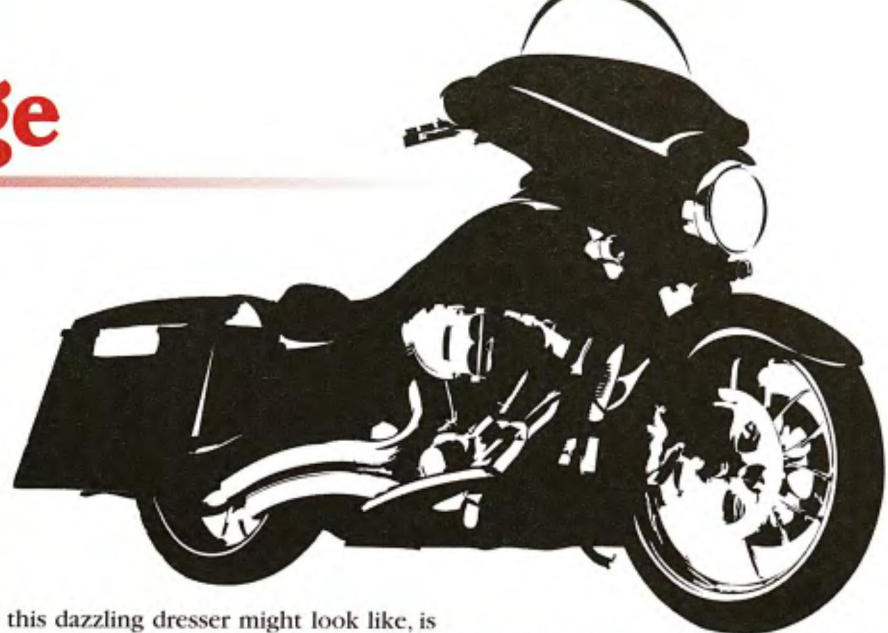
TechGarage

WIN A CUSTOM BAGGER!

In the *Easyriders*/ J&P Cycles Custom Bagger Sweepstakes

It's that time of year again; time to enter the sweepstakes to win a cool custom motorcycle from *Easyriders* magazine and J&P Cycles. This year marks the 10th year we have put together this killer contest. It's also coming up on *Easyriders*' 40th anniversary of creating the world's wildest chopper magazine and is J&P Cycles' 30th anniversary of offering great parts and products.

To celebrate all of the above, John and Jill Parham of J&P Cycles decided to create a one-of-a-kind custom bagger just for you! An artist's rendition of what



this dazzling dresser might look like, is seen here. Kody Wisner built last year's J&P *Gbostrider* bike for our contest and he is back at it again this time around, taking a touring bike to the limit with the best aftermarket parts and accessories in the known universe. He scoured the 1,144 page J&P catalog for all the coolest stuff out of over 35,000 products! Watch this space over the next few

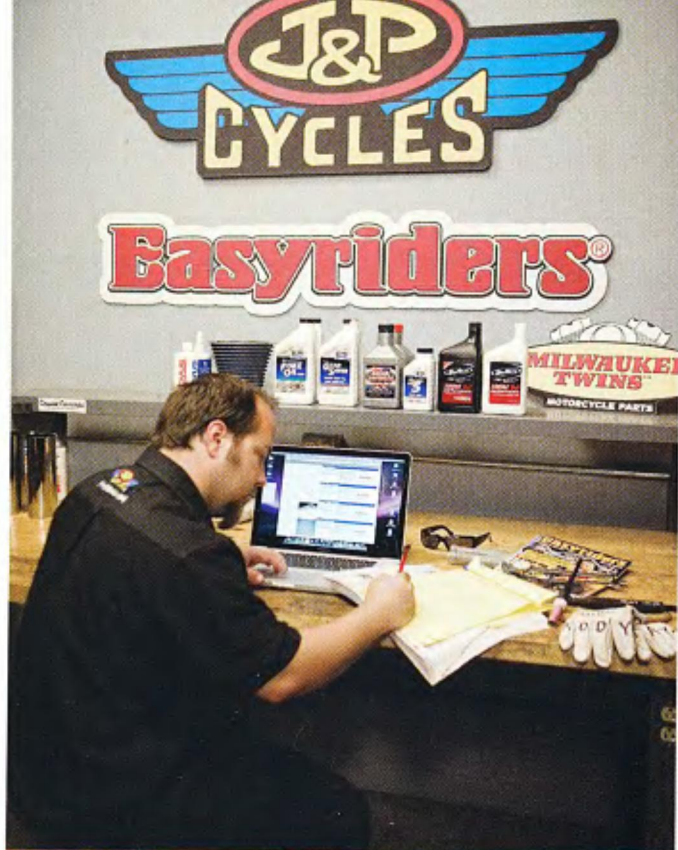
months as we get together all the parts and build your custom bagger.

Winning is the easy part. Simply check out the special J&P ad in this issue of *Easyriders* or visit www.jpccycles.com for more information. This custom bagger can be in your garage, but only if you enter. Do it today!

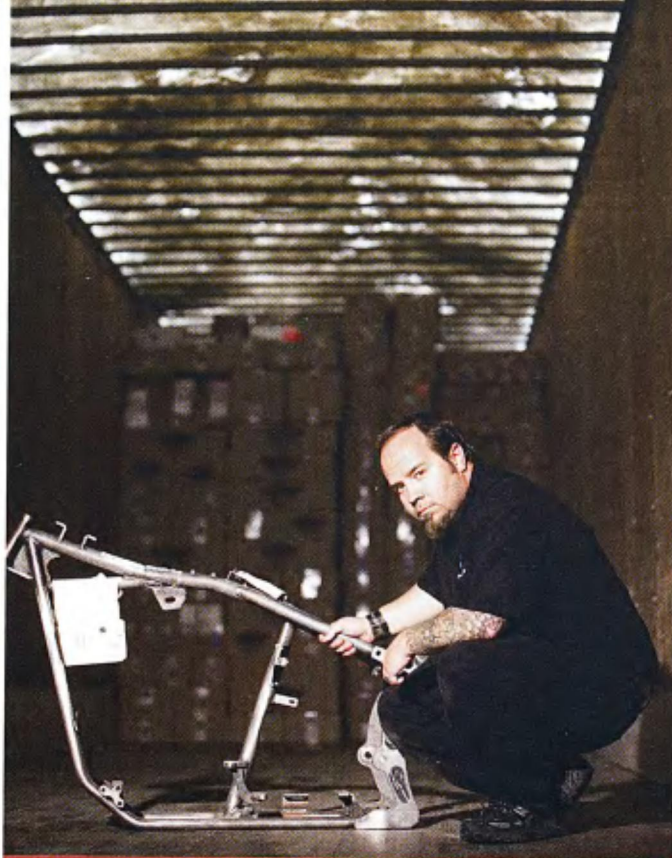
—Dave Nichols



Your bike builder, Kody Wisner, searches through the massive J&P Cycles warehouse for just the right parts for your bagger.



Searching over 35,000 products from the J&P Cycles catalog.



A Kraftech hidden-shock frame acts as a starting point.



Your bagger needs Avon tires. Hmm. Better get a bigger cart.

ReadersRides

John Moreira Santa Clara, California 2007 Special Construction

Designed and built by its owner—with some fabricating help from a fellow named Frank Simas—there is much that makes this bike look special. It's not just the nifty Ness frame that holds everything together, or the CCI transmission, or the bodacious-looking belt drive cover with its stylishly engraved flames, or the cool Kerker pipes bellowing forth mirthful flatulence.

No, there's more, much more, like the very round 18-inch P.A.B. wheels, front and rear, sporting mellifluous Metzlers, replete with PM brakes (double disc front and single disc rear) and a custom alligator seat, for instance. Or how about the spiffy Dakota Digital 7100 gauges that go so well with the forward pointing Dominator air cleaner?

But I think you'll agree that despite all the hard work and tremendous effort that went into this masterpiece of two-wheeled motoring, the *coup de grâce*, the *pièce de résistance*, the thing that makes this beauty stand out more than



anything, is the paintjob, surpassed in beauty and elegance perhaps only by the painter herself.

I'm speaking of the lovely Daneen, widely known, not only for her motorcycle art, but also for her adornment of

instruments and, uh, toilet seats. Her 3D custom paintjob features a skull on the gas tank that's got rubies for eyes and a diamond tooth. Yo! Why do I suddenly feel like breaking out in rap?

—Tripper





Sara Brown Pittsfield, Massachusetts 1983 Shovelhead

Some people, myself firmly included among them, feel that the combination of Granny Smith Green and Summer Punch (or almost fuchsia) is somewhat of an acquired taste, like maybe deep-fried maggots on a sesame seed bun. Others have no problem facing what I would consider the difficult challenge of combining said colors in their cerebrums without suffering severe, acid-like flashbacks that would leave them momentarily paralyzed.

Fortunately for us, the additional black nickel on everything that used to be chrome, along with the sparingly tasteful (and thus effectively applied) pinstriping, gives the bike's appearance

an ever so slightly more balanced appearance. But who am I to criticize anything? I used to wear Birkenstocks—I can't afford 'em anymore, though.

Anyway, Sara loves her bike, as she should. And from what she tells us, it sounds like it was much worse before...I mean, it was very different before Sara's husband rebuilt it. "It looked like it could have been Elvis's old bike, and now my husband has redone the whole thing to my color choices."

Ah, yes, one can only wonder what color scheme hubby would have used, had he had a choice. Maybe a deep, exotic sort of black? Or how about a rich, subtle and handsome dark blue? I suppose safety was foremost on his mind when he agreed to Sara's choice. She'll most definitely be hard to miss.

—Tripper

The October issue of *Easyriders* (No. 436) brings you our annual *Tattoo Special* offering up the best biker ink from *Tattoo* magazine. We'll ride up to Laconia, New Hampshire, for our nation's oldest bike rally and also check out all the wild doin's of the Easyriders/V-Twin New Orleans Bike Show and party.

We've got farout custom bikes by Scott Long, Bill Holland, Mike Hale and County Line Choppers, along with some mighty sexy Sallys to wrap long legs around 'em.

Out in the tech shed we're building you a dream bike in Part 2 of the J&P Cycles Build-A-Bike contest and rustle up an enlightening Lighting Guide to brighten your ride.

All this and more is jammin' at ya in the October *Easyriders*!

On sale September 1st.



The August issue of *V-Twin* (No. 100) features a guide to hoppin' up your bike and a look at the massive Lone Star Rally. Besides six sizzlin' custom bike features, we'll also bring you our list of the year's Top 10 Production Bikes and newstand buyers will get a showcase of 100 of the very best bikes from *V-Twin* history! On sale now!

Biker's hot October issue is bringing you more chicks and bikes. Besides the lovely Lindsey on Steve Read's '53 pan, we're bringing you the sexiest biker babes from all over the USA. On sale August 18th.



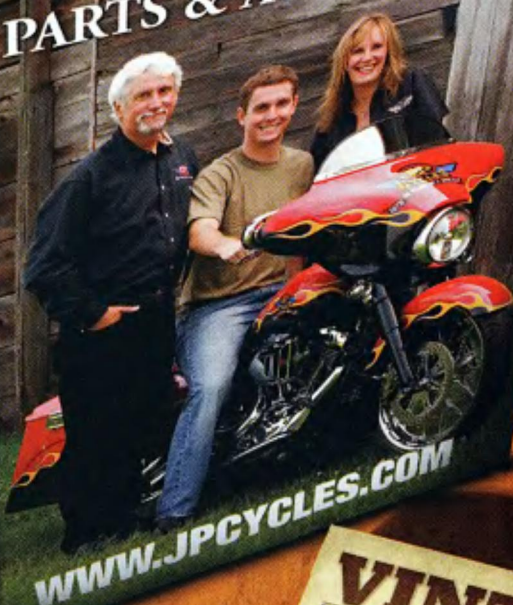
December's issue of *In The Wind* (No. 139) takes a lighthearted look at a summer fantasy ride on a rat sidehack. We'll also romp off to Laconia; the Frog Jumps in Cali; and Rolling Thunder XXII in D.C. You'll also get lots of photos from the readers and more. On sale August 25th.

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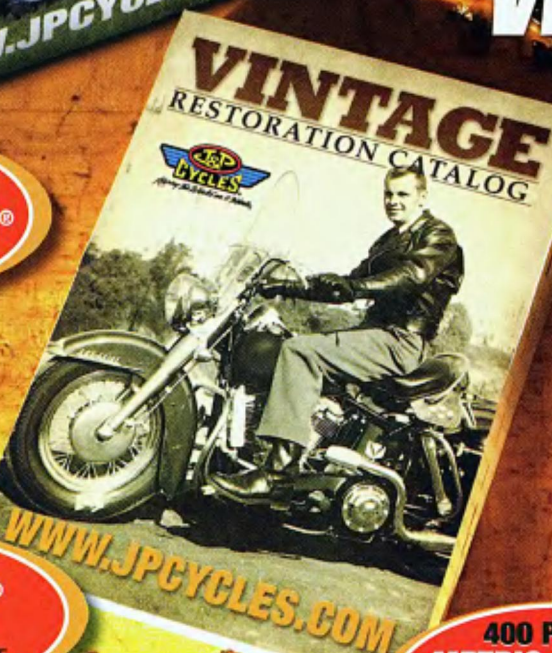
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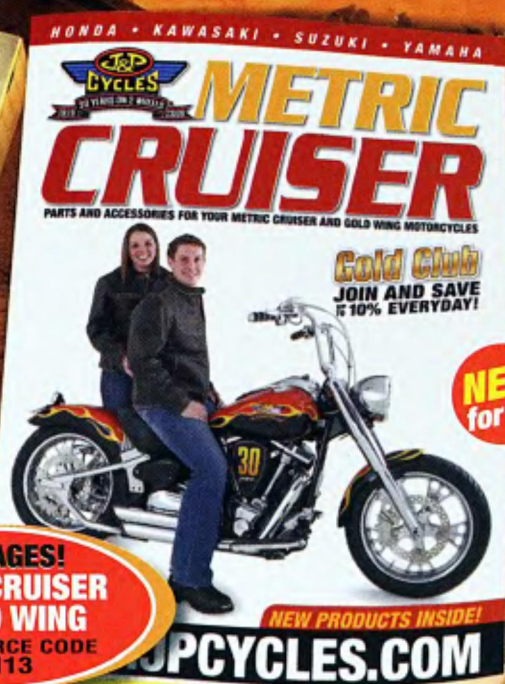
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