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437 • November 2009

Easyriders®

Narrow Minded
Panhead

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2009 BLACK HILLS BOOGIE

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From CONCEPT 2 CUSTOM

The concept for a ground-up custom can come from anywhere; in this case, from the creative mind of builder Kim Suter. The parts, however, are all in one location...the Drag Specialties FatBook. With top-quality parts and accessories from the hottest brands in the industry, the FatBook has everything you need to turn an abstract idea into wind in your face. Stop dreaming and start riding.

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Rising cost of living.

The owner of a ski shop in the resort town of Vail, Colorado, was selling his space in a town garage for \$500,000. Too much? After all, it was on the top floor and next to an exit. A bargain at any price, wouldn't you say?

Taking realism way too far.

Two of the best-selling toys of this past holiday season were the \$39.95 Mattel Gotta Go doll and the \$59.95 Hasbro Baby Alice. Why? They both have features that include digestion/excretion functions. Baby Alice comes with its own food: green beans, bananas and a warning "May stain some surfaces." The Gotta Go doll includes a toilet and brings the flushing process to life for your precious little sweetums. An industry insider said that next season's toys would be even more realistic.

Knocked down but not out.

A woman was shoplifting from a TJ Maxx. In her haste to get away, she was knocked down twice by her getaway car. She did manage, however, to get past store security.

Buzz me in.

A man wanted to rob a bank, so he did the obvious by covering his face and holding a shotgun. It was a bank that had to buzz in its customers, but when the employees got a glimpse of him, they figured maybe he shouldn't be buzzed in and called the cops. He was cited for attempted robbery.

No gray area.

The woman who was the head of the Philadelphia chapter of the white supremacist National Association for the Advancement of White People was rebuffed in an attempt to join a Ku Klux Klan-sponsored march. Even though she has been in the NAAWP for at least four years, the Pennsylvania KKK Grand Dragon turned her down for the Klan march because she is

black. "She wanted me to send transportation [to bring her to the rally]," said the Grand Dragon. "She wanted to stay at my house [during rally weekend]. She's all confused, man. I don't think she knows she's black."

To be, or...

A court of appeal overturned a man's conviction. Apparently, he had written a "death threat" against a city council member in the form of a sonnet, and the judge felt that it was more likely just literary expression.

Beat it!

A couple decided they needed an egg-beater, so they found a woman in her kitchen and held her up at knifepoint. They were caught and charged with armed burglary.

Game over.

We have to be ever-alert to the influences of video games. A 15-year-old boy shot his parents (killing his mother) after they took away his violent Halo3 video game. The boy claimed that he was insane at the time because he had confused "killing" cartoon avatars with killing humans. Even though the legal test of insanity was not met, the judge said that the boy "had no idea at the time he hatched this plot that if he killed his parents, they would be dead forever."

Railroaded.

A robbery was reported, so the police hastened to the location. They parked their cruiser and said that it was probably "a little bit on the tracks" after a train crushed it.

Use your head, not your phone.

You gotta watch out for those train tracks—there just might be a train on them. A driver got stuck on some tracks. When she saw a train coming, panic set in. She decided to call 911

on her cell phone rather than exit the car, which turned out to be an unfortunate decision.

Oscar the drunk.

This guy thought he saw someone inside his trash can. And sure enough, he did. It was his neighbor who had had "just three or four drinks" with a client.

Clean money.

The director of the United Nations Office of Drugs and Crime said that during the banking days of September and October in 2008, with the economy as bleak as it was, often the main source available to some banks was drug dealers' steady deposits of money to be laundered.

Lend a helping hand.

A New Zealand healthcare provider ordered its employees to provide (as routine service to developmentally disabled patients who requested it) assistance in masturbating. Five of the employees said fuck that shit and quit.

Where's Junior?

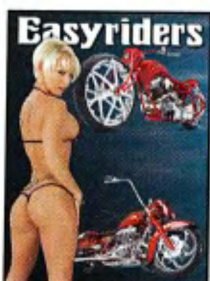
A good example of "caring" parents: A boy's parents recently reported him missing even though they hadn't seen him since 1999 when he was 11. The parents' attorney said his clients were "very worried about him."

Chicken trumps tree.

Armed with only a tree branch, a man tried to rob an Eddie's Fried Chicken in Texas. An employee went after him until the man finally dropped the tree branch and ran for safety but was caught and arrested.

Egghead.

The Happy Egg Company in England changed their packaging for their six-egg cartons to include the prominent warning, "Allergy Advice: Contains Eggs."



Cory Ness' panhead shot by Michael Lichter. Eden shot by Don Rogers. Hogg Pitt's Road King shot by Rick Husted. Cover imaging by Jeff Biggs.

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A Pot Of Gold At The End Of The Rainbow

I've been a long-time reader on and off and now a subscriber for a couple of years. I have always enjoyed the Fox Hunt and all the beauties that grace these wonderful pages.

In saying this, I just received my May issue. My attention was starting to drift off near the back of the issue when lo and behold, the "Beauty of the Month" perched on the bike lift (above) from Rainbow, Texas, caught my eye. My thought was why haven't these guys put this gorgeous woman in a pictorial yet? I'm sure you're working that angle so I'm patiently waiting for the coming issues.

Oh, did I mention that you have the best rag and hottest women and coolest bikes on the planet?

Ken

Somewhere near Iraq

Indiana Motorcycle Handlebar Law

I'd like to inform your readers of a law that has been on the books for many years here in Indiana but has not been enforced. In a nutshell, IC 9-19-7-2 states that handlebars cannot be higher than 15 inches from the rider's seat. Indiana State Police have been told to start enforcing this law and I've been told it is a \$120 ticket.

I contacted my state representatives

concerning this matter and informed them that some brand-new motorcycles with factory specs could not pass this law.

I realize by looking at your magazine that other states have this law also, but if any Indiana riders are reading this and believe, as I do, that this is just another violation of my rights, aka, revenue enhancement, something should be done.

Please contact your state representatives and voice your opinion, as well as contacting ABATE of Indiana.

Jerome Thomas

Somewhere in Indiana

Re "Lost A Friend"

Regarding the letter from Keith Tate in the June issue, I sympathize with you. The two pilots were veterans as well as friends of mine. I worked with both, doing the same job. Both had extended families. While the NTSB has not published a final report, it appears they hit a hawk. This shattered the windshield and probably incapacitated both pilots and caused both engines' throttles to come out of fly position. All of us in the industry want to know the answers, as they were very experienced professional pilots. You can get updates at <http://www.nts.gov/pressrel/2009/090223b.html> if you want them.

Ken Johnson

Cyberspace

"BubbaStank"

Got home from work and before I went in the house, I checked the mail and found my June *Easyriders* mag so hurried to my "reading room" with it.

What do you know? I open the mag to a picture of a blue ax and in big black letters on the top of the page it says "BubbaStank." I don't get it. Wadda ya mean? Is there something he did on the seat that you ain't tellin' us about? Is it related to the type of fuel he uses in it (methane)? I wonder where he gets the stuff or is he makin' it himself? Or could it be something about the work he does? Well, I just don't know but hopefully I can be helpful and offer some advice as to how one might alleviate such a condition. First, you could just take a bath and spray yourself with a bunch of that stuff the little lady uses. Or they have some new kinda shit called deodorant. It's supposed to make ya not stink if you ain't into takin' baths.

But the best thing to do is just take the bike out for a ride with no shirt on in the rain after ya spray yourself real good with brake cleaner. That's the best one I think.

Well, hope I've been of assistance. Maybe tomorrow I'll try remember to grab my reading glasses before I go to the "reading room" and read what you all had to say about the man and his bike and why you all think he stank.

He be GB
Wisconsin

Yeab, readin' the article always helps.

Response

I love your magazine and feel I have to respond to a remark made by one of your readers in the April issue.

I'm so tired of people thinking you can't ride a custom bike with a big, wide rear tire. I own a '03 Big Dog chopper with a 250 rear tire. I presently have 160,000 miles on it. I rode this "trailer queen" (as he calls it) through several states. I once rode from Melbourne, Florida, to just south of Chicago, Illinois,—straight through—22 hours nonstop other than gas. For six days I rode with friends and returned home the same way—22 hours straight

through. It rained all the way back. I don't have a windshield or fairings. Who's the "Queen" now?

I can carry as many clothes and supplies as most baggers and ride as far or farther. I started riding when I was 11 years old. I'm 54 now. It ain't my first rodeo.

Keith Brooks
West Melbourne, Florida

Typical Gearhead

I am a typical gearhead and have been repairing pretty much anything that runs on gasoline. I love to ride, build and drive just about anything I can get my hands on. But right now my problem is that I'm up in the air about whether to purchase a custom build or a Harley-Davidson. The reviews from my buddies are mixed about which is more or less durable, which would last longer without motor problems, etc. I'm a lover of both and hope you guys can shed some light on furthering my decision. I don't want to spend my hard-earned money on something I have to tweak every time I hop on it. I just want to start it up and get rolling.

I plan on riding a lot more than just out for a cruise—it will pretty much be my means of transportation. I've ridden both custom built, or stock, but never owned one long enough to know about long-term effects on the machines (both durability and value).

I figure the best opinion I could possibly get is from you fellas. It's not really so much about looks. I just want to ride and be free. I would really appreciate your knowledge and opinion. Thanks a bunch and ride safe from a very loyal reader and rider. Hope to see you on the road soon.

Mike C.
Philadelphia, Pennsylvania

Do America a favor and buy a Harley-Davidson. A Night Train is a good, solid ride and looks badass. Plus, if you ever have a problem, H-D has your back.

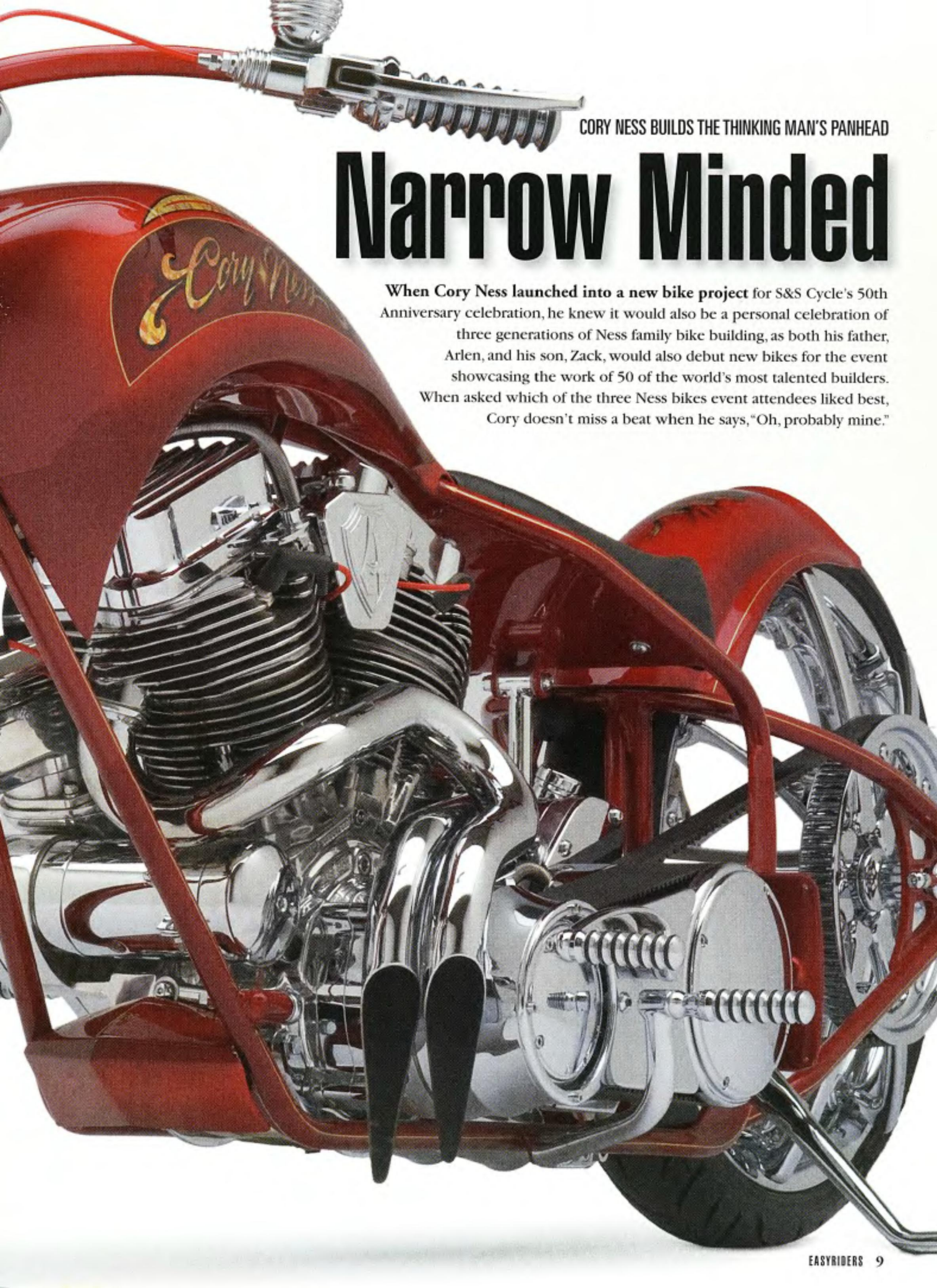
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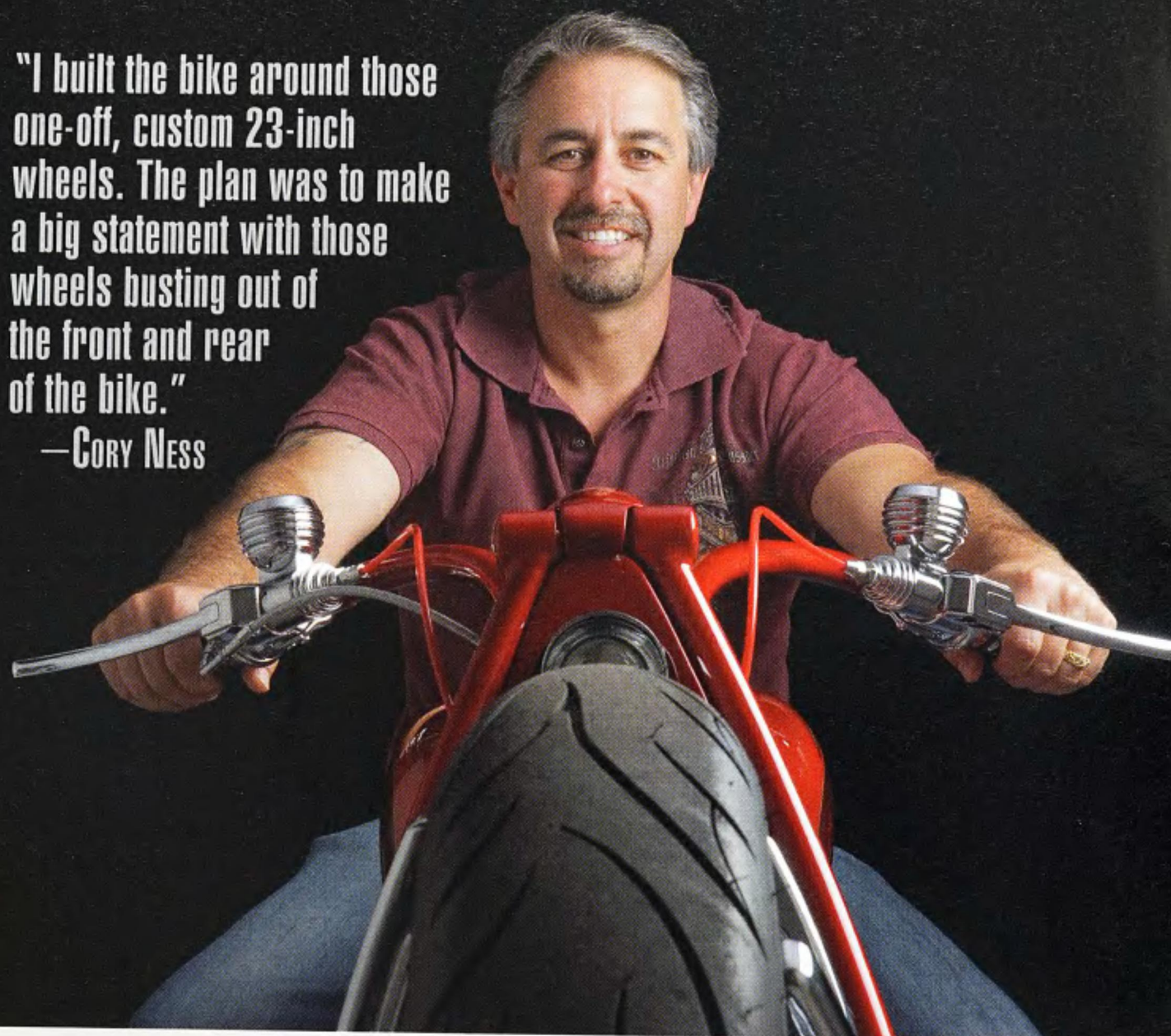
CORY NESS BUILDS THE THINKING MAN'S PANHEAD

Narrow Minded

When Cory Ness launched into a new bike project for S&S Cycle's 50th Anniversary celebration, he knew it would also be a personal celebration of three generations of Ness family bike building, as both his father, Arlen, and his son, Zack, would also debut new bikes for the event showcasing the work of 50 of the world's most talented builders. When asked which of the three Ness bikes event attendees liked best, Cory doesn't miss a beat when he says, "Oh, probably mine."

"I built the bike around those one-off, custom 23-inch wheels. The plan was to make a big statement with those wheels busting out of the front and rear of the bike."

—CORY NESS



Cory's overall concept for the bike he calls Narrow Minded came from the wheels. "I built the bike around those one-off, custom 23-inch wheels. The plan was to make a big statement with those wheels busting out of the front and rear of the bike. I wanted them to look like beach balls rolling down the road and also to keep everything light and spindly looking."

The wheels themselves were very labor-intensive in their creation. Each of the 14 spokes was individually cut to perfection as they were definitely not adjustable and had to be just right for strength and balance. In fact, the Avon tires were first placed around the rims, then the wheels put together and then the spokes attached on the edges of the rim. The brake rotors and pulley are also one-off and serve to further





strengthen the spoke setup. Says Cory, "Changing a flat might take a little longer time than normal."

The wheels and the S&S 93-inch pan-head motor were then housed in a "vintage" Ness rubber-mount frame circa 1980. Asked where he came up with that piece, Cory says, "It was one of our old 7/8-inch lightweight Chrome-moly frames but brand-new and never touched. We widened it to accept the wide rear wheel because of the big hub."

Realizing he needed a front end to complement the lines of the bike, Cory talked to Jesse Rooke about using one

of his girders and then sent him the one-off 23-inch wheel, around which Jesse then designed and fabricated the one-off girder to wrap around them. Cory was also able to seamlessly merge the handlebars to flow into them as if one piece.

Some of the trick details include the stealth oil tank. The electric starter housing over the tranny was converted into the oil reservoir, as the bike is kick-start only, with ignition supplied by a classic Morris magneto.

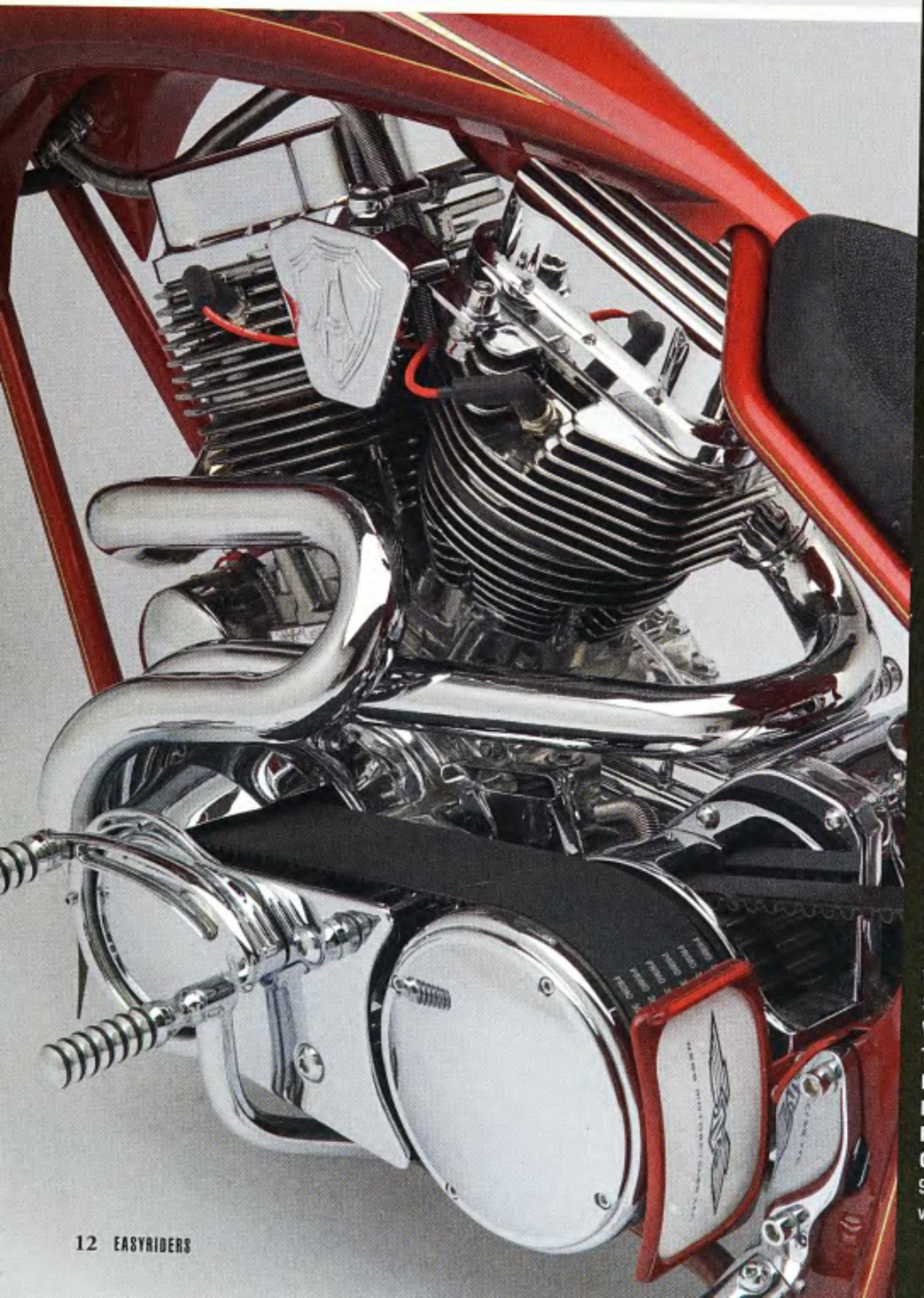
Team Ness crew members Wayne Houk, Jim Jennings and Alex Ramirez took the lead on this project and Eric



and Kurt at Reyes Design handled the paintwork. While "Narrow Minded" has been previously seen on U.S. and European tours, it can now be found in the Ness museum of custom bikes at their Dublin, California, facility. Says Cory, "The more you look at it, the more details you see. It's one of the nicest bikes that ever rolled out of our company."

—Paul Garson





Owner: Cory Ness
City: Dublin, California
Designer: Cory Ness
Fabrication: Team Ness
Year/make: 2008
Model: Narrow Minded
Assembly: Team Ness
Time: 6 months
Chroming: New Age/Hi-Lustre

ENGINE

Year: 2008
Builder: S&S panhead
Displacement: 93 cubic inches
Cam: S&S
Ignition: Morris Magneto
Pistons: S&S
Heads: S&S
Lifters: S&S
Carb(s): S&S

Pipes: custom

TRANSMISSION

Make: Baker
Year: 2007
Shifting: 6-speed

PAINTING

Painter: Reyes Design
Type/color: PPG/candy red
Special paint: gold leaf

FRAME

Year: 1980
Builder: Ness
Type: rubber-mount
Rake: 40 degrees
Stretch: 5 inches
Shocks: Progressive Suspension

ACCESSORIES

Bars: custom
Handlebar controls: Ness Retro
Fenders: steel
Headlight: Headwinds
Taillight: LED
Speedo: no
Front pegs: Ness
Rear pegs: no
Electrics: Team Ness
Gas tank: custom
Oil tank: custom
Oil system: Ness
Seat: Danny Grey
Controls: Ness
Grips: Ness Retro

FORKS

Type: girder
Extension: 2 inches under
Builder: Jesse Rooke

WHEELS

Size: 23 inches
Wheels: Ness
Tires: Avon
Brakes: Jaybrake
Brake: Jaybrake
Photos: Michael Lichter
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inspired for more than a century," said Bill Davidson, Harley-Davidson vice president of Core Customer Marketing. "We are thrilled to offer our customers nine new models and a full selection of products for 2010 that lets their enthusiasm for enjoying great motorcycles continue at full throttle."

For more information, visit Harley-Davidson's website at www.harley-davidson.com.

—Kit Maira

Here are highlights on the top 10 new 2010 models:

As the new king of the Harley-Davidson Touring line, the **Electra Glide Ultra Limited** model (below) delivers the performance upgrade of a Twin Cam 103-cubic-inch motor and features standard equipment items previously offered only as accessories on regular production Harley-Davidson touring models.



The new **Road Glide Custom** model (above) looks lean and mean, with a slammed suspension, 18-inch front wheel and a new 2-into-1 exhaust system.

The **Wide Glide** (below) returns as an all-new Dyna model done in old-school chopper style, with black laced wheels, a chopped rear fender, black wire sissybar, 2-1-2 Tommy Gun exhaust and an optional flame paint scheme. With its price starting at \$14,499, the Wide Glide is a great new value.





The new **Street Glide Trike** (above) brings stripped-down, hot rod styling to the three-wheel category, and joins the Tri Glide Ultra Classic in an all new Trike family for 2010.



Dressed in satin chrome and denim black, the new **Fat Boy Lo** (below) presents a darker and lower interpretation of the motorcycle that still defines the fat-custom segment.

The **2010 Street Glide** model (below) gets even more hot rod soul, with updates that include a larger front wheel, slimmed-down exhaust and a new taillight assembly. Street Glide takes a classic Harley-Davidson Touring profile to a low, light, and lean extreme.





Harley-Davidson Custom Vehicle Operations (CVO) offers four new limited-production models for 2010. The **CVO Softail Convertible** (above) is a versatile urban touring motorcycle, while the **CVO Street Glide** (right) is a high-performance hot rod bagger.



The **CVO Ultra Classic Electra Glide** (above) and **CVO Fat Bob** (right) models are refreshed for 2010 with new paint schemes and styling details. All CVO models are powered by a Twin Cam 110 engine, the largest displacement V-twin offered by Harley-Davidson.



Photos: Harley-Davidson

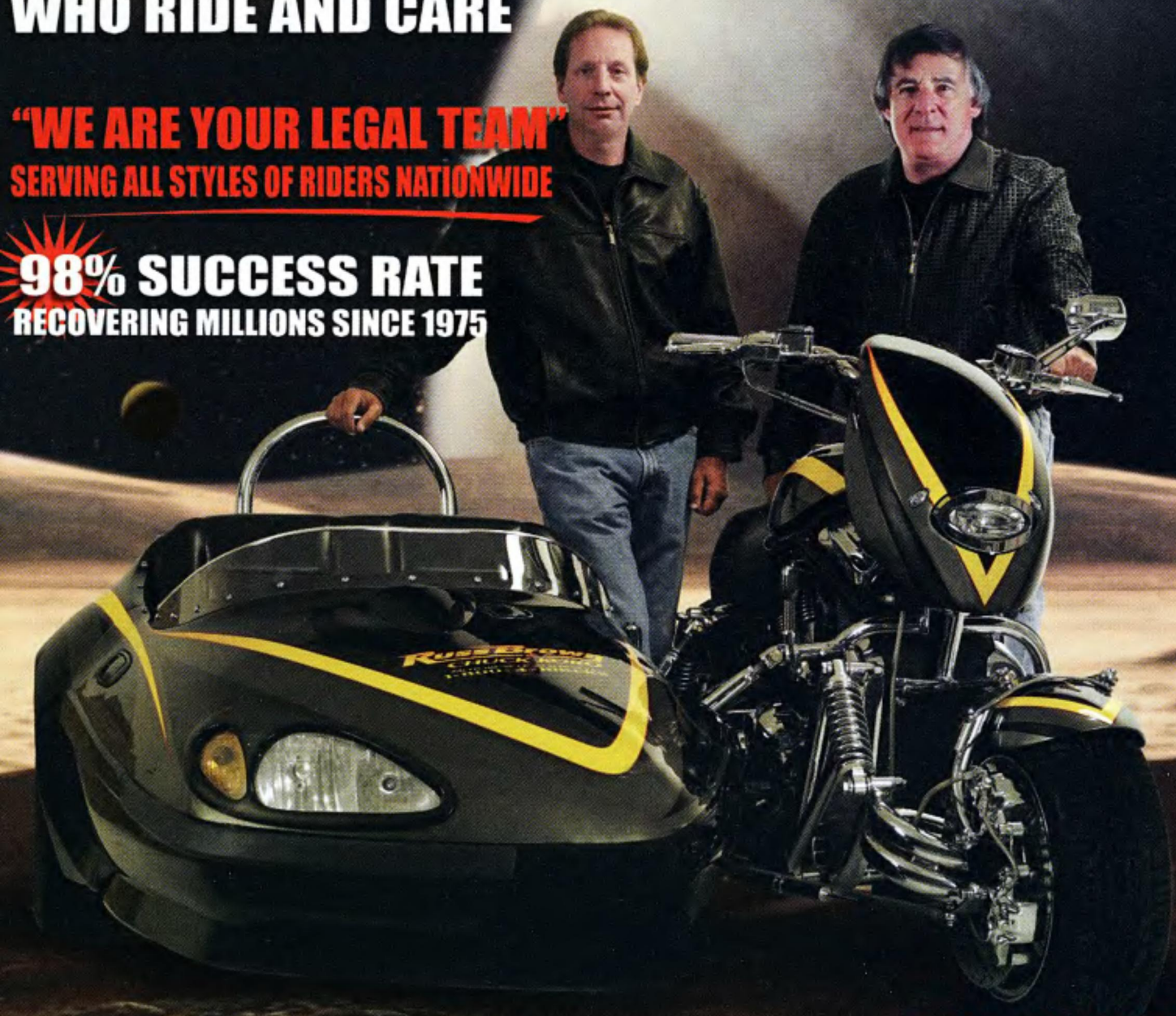
Russ Brown & Chuck Koro



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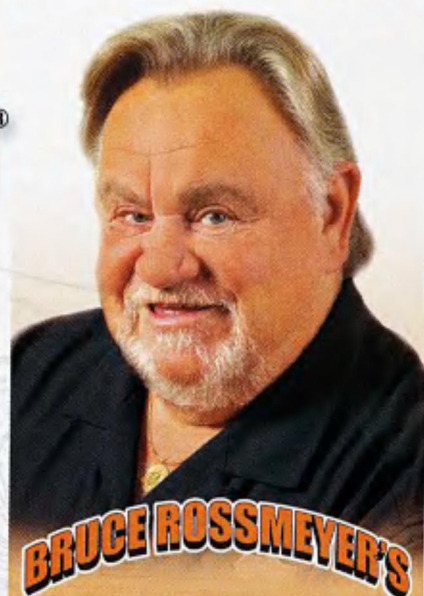
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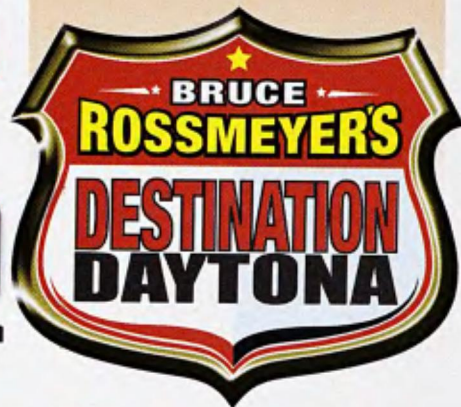
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EASYNEWS

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

In Memoriam

BRUCE ROSSMEYER RIDES ON AHEAD

He had created a motorcycle empire of Harley dealerships and will be remembered as a friend to bikers and a benefactor to many charities. Bruce Rossmeier, age 66, died in Wyoming on July 30 after a motorcycle accident involving a pickup truck pulling a two-axle camper. He was coming from the annual Harley-Davidson dealer meeting in Colorado and was riding west with five friends on his way to Sturgis Bike Week. The accident occurred on Wyoming Highway 28 near Pinedale. The truck driver, Robert L. VanValkenburg, 73, slowed down and

began making a left turn and Bruce had tried to pass him on the left when they collided.

Bruce opened his first Harley dealership in Daytona Beach, Florida, back in 1994 and went on to have 15 dealerships from Florida to Tennessee. Just a few years ago, he opened the massive Destination Daytona, a motorcycle wonderland on 150 acres. But he was perhaps most proud of his work with such charities as Camp Boggy Creek, the Boys & Girls Club of Volusia/Flagler and Broward County, and the Joe DiMaggio Children's Hospital in Broward.

The motorcycle world has lost a great friend. Bruce is survived by his wife, Sandy, five children and seven grandchildren. The family will continue to run the Rossmeier empire.

—Dave Nichols

Industry News

JAY JACKSON NAMED MRF VICE PRESIDENT

Because of the recent and unexpected death of the MRF's Vice President, Michael "Boz" Kerr, MRF Board of Directors member Jay Jackson, has been appointed as the MRF's interim Vice President. "I fear that my communications will not contain the same eloquence or political history lessons of my good friend Boz. Boz possessed such enthusiasm, a remarkable grasp of the political process, and a vast knowledge of the 'who's who' in politics. I long contended that we should send Boz to appear on the TV show *Jeopardy* as we could fund the MRF for years on his winnings as long as the categories were politically based. It's unlikely that we will ever find anyone with his ability to motivate and inspire," said Jay.

Jay, I'm not alone in telling you that you'll have no problem in being Boz' replacement, because of your track record when it comes to the good fight in protecting the rights of bikers is impeccable. Congratulations Jay, you have nothing to worry about; you'll do just fine.

—Twiggy

Coast To Coast

Biker News

MISSOURI GOVERNOR VETOES

HELMET REPEAL BILL: As most bikers across America were celebrating Independence Day weekend, riders in Missouri were reeling from their governor's veto of a bill to partially repeal the Show-Me state's 42-year-old mandatory helmet law to allow freedom of choice for adult motorcyclists.

Continued Next Page



"What's the matter? You've never seen a dwarf before?"

Biker News CONTINUED

Despite overwhelming approval from both the State Senate and House earlier this summer, on July 2, Gov. Jay Nixon vetoed Senate Bill 202, denying riders 21 and older the right to ride without a helmet. In 30 other states, most adult motorcyclists have the right to make wearing a helmet a personal choice.

The legislation also would have prohibited insurance companies from reducing claims from injured motorcycle riders, deeming them at fault solely on the basis that a motorcycle is a hazardous vehicle.

In 1999, Freedom of the Road Riders for Missouri (FORR-MO) and other concerned riders and groups succeeded in lobbying a helmet repeal bill through the legislature and onto the desk of then-Gov. Mel Carnahan, who vetoed it.

HIGH COURT TO HEAR CASE AGAINST MYRTLE BEACH:

Tom McGrath, the Virginia-based AIM Attorney who is personally representing Myrtle Beach, South Carolina, residents William and Carol O'Day and 47 other motorcyclists who received tickets for not wearing helmets in protest of the city's new helmet

law, told *The Sun News* that he is awaiting a decision from the state's high court involving their case.

McGrath, on behalf of the O'Days, filed the first constitutional challenge against Myrtle Beach seeking a court order to stop the city from enforcing two of the myriad new ordinances it passed last fall to dissuade bikers from attending the spring and fall rallies held there for decades, including the mandatory helmet requirement and noise law.

But the O'Days were also among 47 others who received tickets during a February 28 protest ride when the new law took effect, so they are now part of the helmet lawsuits the Supreme Court has agreed to hear. McGrath said there might be little point in moving forward with the Circuit Court lawsuit now that the high court is going to issue a ruling.

The South Carolina Supreme Court became involved after attorney Thad Viers (representing his brother, Bart, in a helmet lawsuit) and the group Business Owners Organized to Support Tourism appealed directly to the state's highest court for a ruling.

The two cases have been combined for the sake of oral arguments before the Supreme Court, and McGrath's and Viers' helmet arguments will be heard at the same time. So far, no court date has been set.

Another case involving business owners suing the city to stop it from enforcing some rally ordinances, including the helmet law, is still pending in federal court. The lawsuit claims some of the 15 new municipal ordinances are unconstitutional because they are vague, chill freedom of speech or infringe on interstate business rights.

SOUTH CAROLINA CONSIDERS LEGALIZING POKER RUNS:

Not all of the news coming out of the Palmetto State is as controversial as Myrtle Beach's anti-biker ordinances, and recent actions by the State Senate could eventually legitimize poker runs.

The South Carolina Senate Judiciary Committee approved legislation in May that would have revised the state's 207-year-old gambling laws which ban "any game with cards or dice."

Although the bill died at the end of the legislative session, bikers were able to educate some legislators that banning all such games is not in the best interest of charities.

Currently, the state's centuries-old gaming laws are enforced at the discretion of the local law enforcement agency and typically only when someone complains. South Carolina's Lions clubs have lost roughly \$500,000 since last year when state law enforcement officers, responding to a complaint, threatened a club that was raffling a motorcycle.

Traditional motorcycle poker runs, which have historically raised tens of thousands of dollars for local and statewide charities, have been severely curtailed as a result of an attorney general's ruling that the events were illegal under the current state statute.

A separate proposal would ask voters whether the state constitution should be changed to allow nonprofit groups to hold a limited number of raffles yearly. Currently, the only legal raffle is the state lottery.



"I hope you won't think I'm too forward if I ask you for a little kiss."

ENGINE REVVING BECOMES A CRIME IN

ALBUQUERQUE: Revving your engine in downtown Albuquerque, New Mexico, may soon be a crime punishable by a fine of up to \$500, imprisonment, and seizure of your bike or car. Mayor Martin Chavez (D) proposed adding the twist of the throttle to the city ordinance listing "nuisances" that the city uses as a justification to seize automobiles. The city council is expected to vote on the idea soon, and may expand ticketing to the entire city.

"It shall be unlawful for any person to engage in exhibition driving in the Downtown Quiet Zone by operating a vehicle in a manner that willfully creates excessive engine noise because of revving the engine to magnify the engine noise," the proposed ordinance states.

At first, Chavez will ask police set up traps to ticket motorcyclists before going after other motorists.

GOVERNMENT MAY MAKE ANTI-LOCK BRAKES MANDATORY ON MOTORCYCLES:

Citing spiraling motorcycle accident statistics, the National Highway Traffic Safety Administration may require new safety features on bikes. For example, the federal agency plans to decide by next year whether or not anti-lock brakes should be mandatory equipment on motorcycles.

The government report also mentions an insurance industry study that shows that the rate of fatal crashes are 28% lower for bikes equipped with optional ABS braking systems than for those same motorcycles without them.

Though NHTSA frequently enforces the implementation of safety technology into automobiles, their involvement in motorcycling tends to focus more on helmet usage and the prevention of drunk riding.

Anti-lock brakes are now standard on some Harley-Davidsons and optional across a variety of manufacturers on everything from dual-purpose bikes to scooters, and, in many cases, they can be disabled if the rider chooses.

—Bill Bishop,

National Coalition Of Motorcyclists

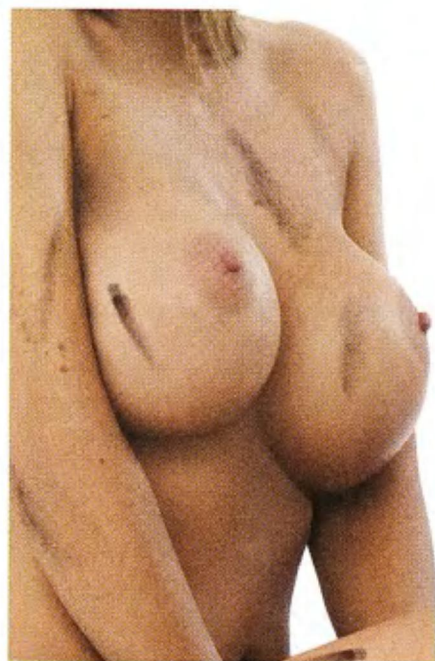
Coming Soon...

T-T-T-TOPLESS TECH TIPS!

For the first time in the history of the world, *Easyriders* brings you "TOPLESS TECH TIPS!" Yes, it's true. These are real, honest-to-God tech tips that teach you how to wrench on your scooter featuring sexy topless girls who will wrench their way into your heart. It's tech so easy that a naked chick can do it, and you can, too.

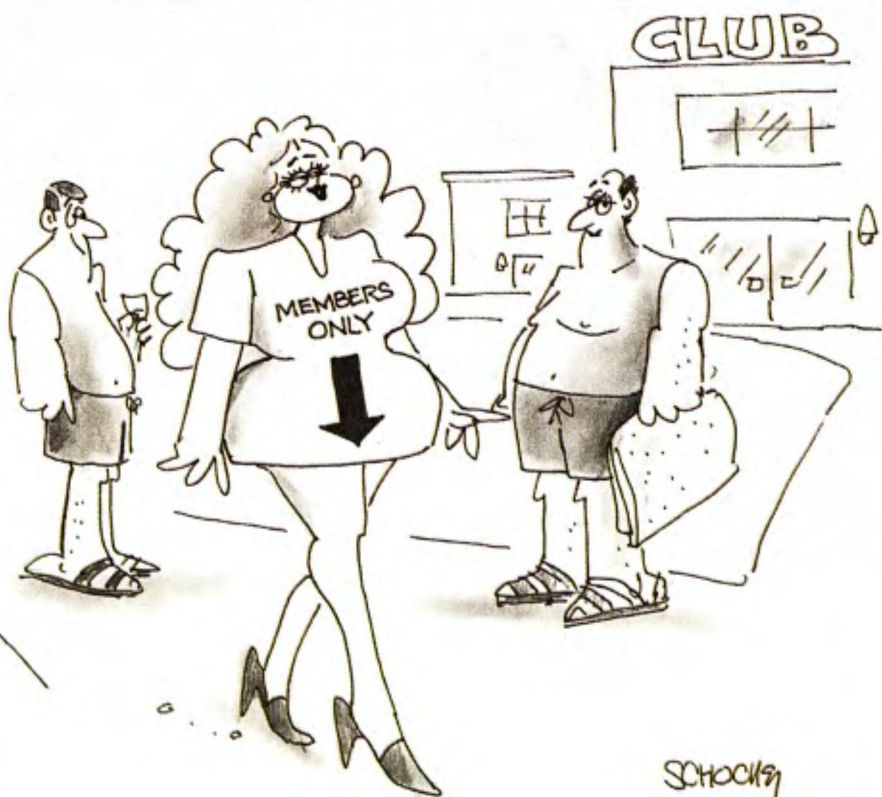
"Topless Tech Tips" will answer such perplexing, earth-shaking questions as, "Can you really gap a sparkplug with your nipples?" "Can you really hide a screwdriver under your boob for easy access?" and "Can you really hang rocker box gaskets from your breasts until you need them, keeping your hands free?"

But seriously, these tech tips are real and full of information; the work is just performed by mouthwatering naked



women! What other motorcycle magazine could bring you "Topless Tech Tips?" No other magazine would dare! Watch for "Topless Tech Tips" right here in *Easyriders* starting in the January 2010 issue, on sale December 1st!

—Dave Nichols



MAKING CUSTOM BRAKE LINES

Drag's New Microbraid Brake Lines

The new Microbraid brake line parts from Drag Specialties are very cool. With its black PVC covering and at a little over 3/16-inch diameter, this brake line all but disappears on the motorcycle. Because you can make the lines to any length, you won't have a bunch of excess brake line flapping out in the breeze. The 2009 Drag Specialties catalog lists the line in 12- and 25-foot lengths with 12 different types of ends available. The ends are black zinc-plated.

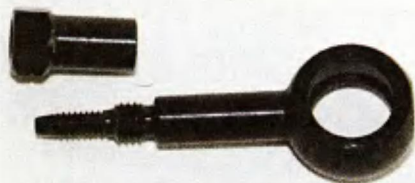
Making up the lines requires only hand tools. You cut the line, trim the PVC sheath off, fit the collar over the end and screw the fitting into the collar. That's it, no swaging, soldering or crimping.

When we made up our test line, it took 15 minutes and looked for all the world like a pro had done it.

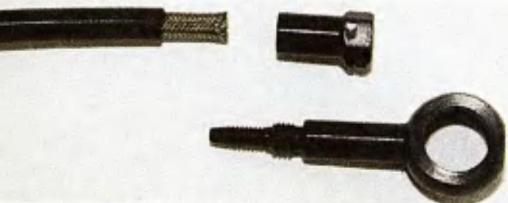
— S. E. Malone

Drag Specialties

www.dragspecialties.com



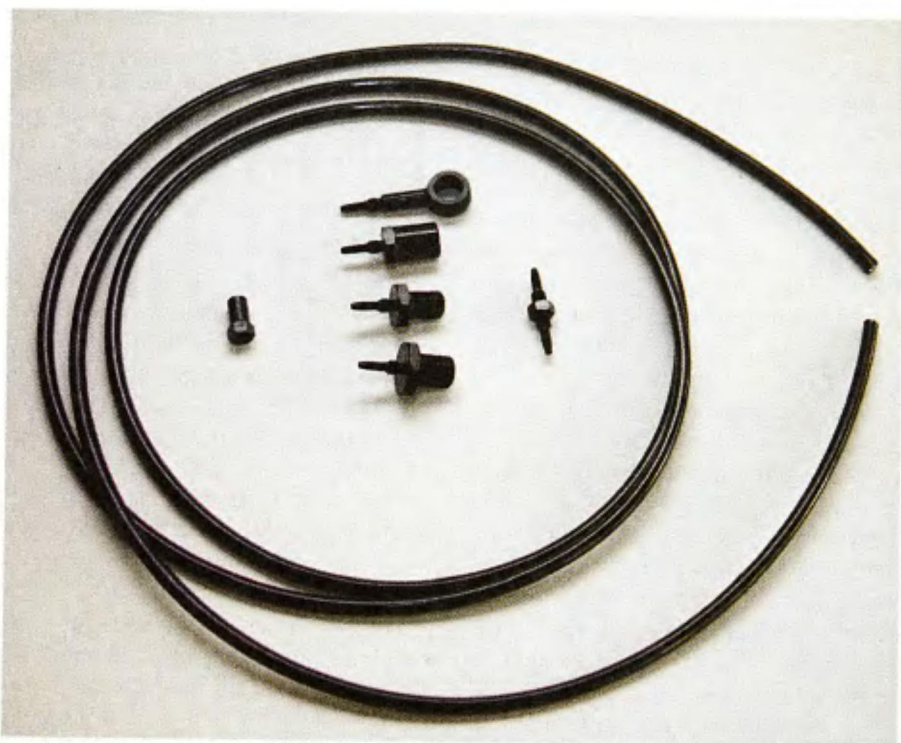
2 For our test line, we installed a 3/8-inch banjo fitting.



3 We used a pair of cable cutters to cut the brake line to the correct length. Then we trimmed PVC sheath 3/8-inch back from the end of the line. The trimmed line was then fitted into the hose collar.



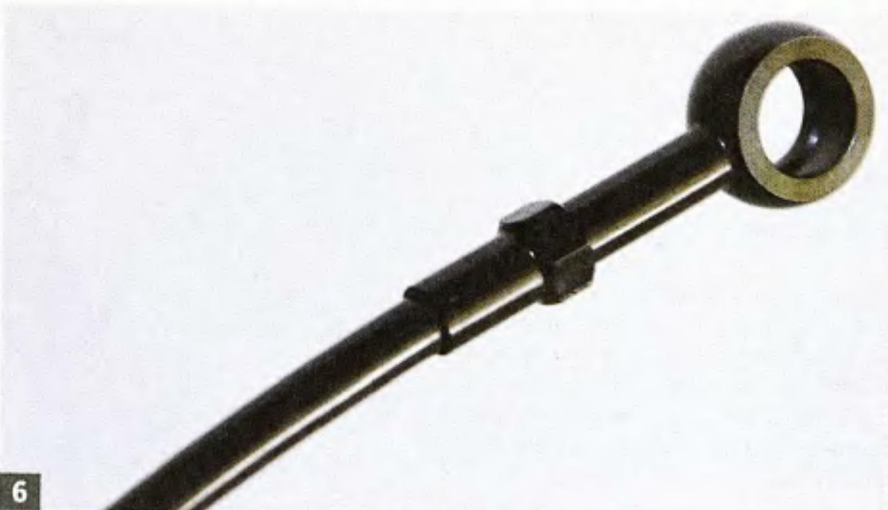
4 We found it useful to push an awl into the end of the line so that the tip of the fitting could be started inside of the Teflon tube.



1 The Microbraid brake line parts from Drag Specialties. The line has a stainless steel braid reinforcement with a black PVC sheath covering and a Teflon inner tube. The fittings are machined steel that is black zinc-plated.



5 The fitting is then screwed into the collar; it expands the line into the collar making a tight seal. Don't tighten the fitting all the way in until you have test fitted the assembled line on your bike; you may need to turn the fitting so that it aligns with your master cylinder/caliper. For a leak-proof seal, you don't want to ever unscrew a tightened fitting.



6 The finished brake line has a custom look. The fittings are very compact.

Photos: S.E. Malone

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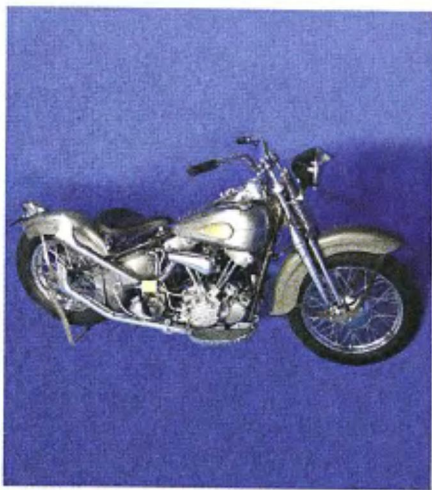
JE SEIDTA

EASYRIDERS' KIT BIKES & ROLLERS GUIDE

BUILD YER OWN AT HOME

The bright side to a rotten economy is that tough times give rise to ingenuity and innovation. Competition for buyer's dollars drives prices down and the leanest and meanest companies survive. Kit bikes and rolling chassis give home bike builders additional options when contemplating their next projects. They also allow buyers to pay as they go, providing the foundation to choose what drivetrains they want to use, whether it be a new, used or rebuilt driveline to fit their budget. It's your bike, and it should be your choice.

—Kit Maira



V-TWIN KNUCKLEHEAD REPLICA

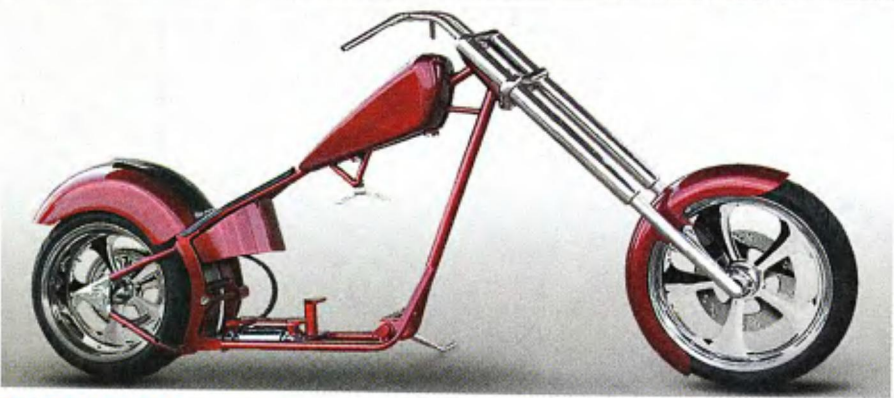
The V-Twin knucklehead replica is recreated with the original bobber styling of the late 1940s. Engine details include cast motor case with relay and number boss, reinforced at cylinder base area for added strength. The knuckleheads are replicated from ductile cast iron with accurately formed valve cover set and plumber manifold. Some of the other components included are the 29-degree V-Twin replica frame, replica knuckle tanks, chopper solo seat, 16-inch rear and 18-inch front wheel, and chrome stock in-line springer fork. The unit is easily assembled with regular hand tools. All components used throughout the assembly have been selected for each particular year of application. The engine is completely assembled pre-run and tested for oil pressure. The transmission comes completely assembled for easy bolt in.

V-Twin Manufacturing
800-VEE-TWIN
www.VTwinMfg.com



REPLICA WISHBONE PANHEAD

V-Twin Manufacturing's replica panhead is available as a complete project kit based on an authentic V-Twin Replica wishbone frame. The complete unassembled kit is available with all parts necessary to complete an entire exemplar panhead reproduction model. The



RC COMPONENTS

Want to build it, but don't know where to start? Look no further than RC Components' line of rolling chassis. Each comes with your choice of frame with any stretch and rake, choice of wheel style and conventional or inverted front end. Shown are the Apache, Comanche and Tomahawk styles.

RC Components
888-721-6495 • www.rccomponents.com

kits are available in either chrome, with chrome-plated components and accessories, or with restoration finishes of black and parkerized components. You can choose hand or foot shift control assemblies for desired configuration. The kit comes with a completely assembled and test run 74-inch V-Twin Mfg. replica panhead engine with either aluminum or chrome detailing, pre-wired dash base assembly, a 4-speed early transmission assembled into the V-Twin replica 4-speed gear box, complete with ratchet top and chrome or resto particulars. A complete parts book and maintenance manual are also included to assist you with your build.

V-Twin Manufacturing
800-VEE-TWIN
www.VTwinMfg.com



NYC CHOPPERS

NYC Choppers offers both kit bikes and rollers. The kit bikes feature NYC Choppers' exclusive wishbone frame, an 80-inch Harley-Davidson Evo motor, 5-speed transmission, a springer front end, wheels (either powdercoated or chrome) peanut gas tank, rear fender, oil tank and mini ape handlebars. All frames are made of 1.25 DOM tubing. These frames and kits can also be supplied to customer's specifications.

NYC Choppers
631-283-1919
www.nycchoppers.com



COVINGTONS CUSTOMS

The bobber rolling chassis kit, new from Covingtons Customs, revolves around the same chassis that is used on their production line bobber. This kit features a Paughco springer front end, chrome billet risers, Flanders apehangers, sporty gas tank, chrome horseshoe

oil tank, flat fender with chrome strut, 21 x 2.15-inch front chrome spoked wheel and 16 x 5.5-inch rear wheel, both with white wall tires and a spring seat assembly. The bobber kit comes disassembled with all necessary hardware and no fabrication needed.

Covingtons Customs
580-256-2939
www.covingtonscustoms.com

FLYRITE CHOPPERS DRIFTER

Flyrite Choppers' newest addition is The Drifter. With The Drifter's raked out 38-degree gooseneck and low profile, FRC re-imagines the motorcycling experience. The Drifter complete motorcycle retails for \$16,499 and features the FRC blackout package standard. As with all



Flyrite bikes, The Drifter is also available as a frame and a roller for those who prefer to build it themselves. The frame retails at \$925, the roller starts at \$2,624 with optional upgrades available.

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

WASHINGTON CHOPPERS

Check out Washington Choppers' Chop Bob rolling chassis. With eight models to choose from, Washington Choppers rolling chassis features a wide 200mm rear tire and 21-inch front tire. The frame has a 1.5 inches of backbone stretch, 4-inch leg stretch, and uses a 4-inch over springer or 4-inch with 6-degree triple tree offset for the front end. Customize your



KIWI INDIAN MOTORCYCLES

Kiwi Indian Motorcycle Company captures the authentic yesteryear/retro motorcycle styling with their classic bobber. Kiwi's own engine is a 84-cubic-inch, 42-degree flathead, right-side drive, oil tank within the right-side gas tank, leaf spring forks and Performance Machine brakes for good stopping power. Kiwi's bobber is available as a rolling kit or fully built up. Other models are also available. Since Kiwi's motorcycles are completely hand fabricated in-house they can build to each customer's taste.

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



roller with a handmade La Rosa seat. Rollers range between \$3,195-\$3,495.

Washington Choppers

360-671-1916

www.WashingtonChoppers.com



SUCKER PUNCH SALLYS

Sucker Punch Sallys' No-Rake No-Stretch rolling chassis accepts panhead, shovelhead and Evo motors, and 4-, 5- and 6-speed transmissions. Includes frame, front end, headlight, handlebars, risers, cups and bearings, front and rear wheels, tubes, rim strips and tires, front and rear axles and spacers, and a 2.4-gallon sporty tank. The price is \$2,950 plus shipping. Note: paint, assembly and grips not included.

Sucker Punch Sallys

480-778-9500

www.suckerpunchsallys.com

SAT MOTORSPORTS

SAT Motorsports has been building top-of-the-line frames (*top right*) for many



years, and they're now doing the same for rollers. All of the rollers start with a custom built frame of your specs, then they add the parts that you want. They will custom build one for you in any rake and stretch you want, in any tire size from 200mm to 360mm. Give them a call and they will help you build the bike you have been dreaming about.

SAT Motorsports

417-796-2131

www.satmotorsports.com

ULTIMA

The Ultima DDT250 Roller is a double-downtube 250 Series frame with hidden shocks for the swingarm. All hard parts are manufactured by Ultima and include chrome domed oil tank, billet forward controls, 60- or 80-spoke wire wheels with rotors and tires, 4-piston



brake calipers, hand controls and ape-hanger bars with risers, chromed aluminum spun headlamp and billet front end assembly. Be sure to check out the Ultima Showbike pages to see how far you can build within budget with Ultima parts. Ultima Products are distributed exclusively through Midwest Motorcycle Supply.

Ultima Products

www.ultimaproducts.com

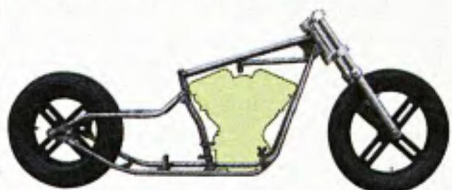


SCULPTURE CYCLES

Turn your existing V-Rod into a Radical European Street Fighter. Sculpture Cycles offers kits to modify your existing bike from stock to sick. All parts are made in Germany. Fiberglass parts like the air box cover, seat and radiator cover come out of precision molds; they are gel coated and ready for paint. All aluminum parts like the front end and wheels are CNC-machined from aircraft quality billet. Kits (including: seat, air box and radiator cover, fender, footpegs, hand levers, risers, handlebars and slip-on mufflers) range from \$5,000 to over \$30,000.

Sculpture Cycles

480-833-0998, • www.sculpturecycles.com



THE DETROIT BROS. COMBAT ROLLER

The Combat Roller features the Detroit Bros.' signature Insani-Trees on a narrow front end with new Detroit Bros. Eliminate wheels and a choice of Dunlop, Metzler or Avon tires. Special options include wheel sizes, tire types, wheel finishes, frame styles, neck style and neck rake. The Combat Roller's versatility makes it able to accept any big twin engine except Twin Cams, and is also available for most Sportster models excluding rubber-mounts. All stems, axles, and bearings are included. Basic models start at \$4,500. The frame comes unfinished and ships unassembled. Wheels ship in raw aluminum unless upgraded. Every Combat Roller is handcrafted and made to order by the Detroit Bros. personally.

Detroit Bros.

866-DET-BROS

www.detroitbros.com



DEEP SOUTH CHOPPERS

Deep South Choppers' new Shocker frame utilizes DOM (Drawn Over Mandrel) seamless tube for a very strong material, due to the high strength from the cold working process. The backbone of the frame is .250-inch wall tubing and heavy-duty tubing throughout, to dissipate and hold up to the vibration for better rider comfort and overall vehicle reliability. They designed the chassis to have 5.5 inches of ground clearance and added Carrera performance shocks. The Shocker's sheet metal was designed with old-school flavor: peanut fuel tank, bobbed rear fender, and Mooneyes aluminum spun oil tank. Finish with two mag wheel choices, Dunlop tires and DSC's own controls.

Deep South Choppers

225-272-7798

www.deepsouthchoppers.com



KUSTOMWERKS HERITAGE ROLLER

The Heritage Roller package offers a nostalgic look that isn't otherwise widely available. Kustomwerks offers a variety of roller packages from bobbers to choppers to stock styles. The Heritage Roller that features a stock width, hidden-shock frame, tank, fenders, wheels, rotors front end, tins, handlebars—everything pictured. Want to change the bars? No problem. Want to change the wheels? No problem. Substitutions are allowed. Frame accepts V-twin engines and allows for bigger displacement motors (up to .120-inch taller cylinders). Build your own and get exactly what you want.

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www.kustomwerks.com

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Quick Detachable Fairing!

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Our Fairings Come
Completely Assembled
Not as a KIT!!



SPORTZILLA

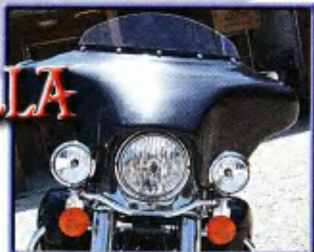
Lowered your bike? We slammed the fairing. Get visibility and style, 5" narrower and 4" lower than the Quadzilla, but keep that great sound and comfort.

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



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

www.hoppeindustries.com

"I didn't get into bike building because I wanted to get rich; I'm into this because I wanted to build bitchin' motorcycles."

—BART SENNELMANN



Bobber Shop Bike FOR A KIWI

Alan Richards has spent a lifetime of building and riding vintage Triumphs, but for his first V-twin, he asked Bart Sengelmann of the Bobber Shop in Newbury Park, California, to do the honors. Alan was living in New Zealand at the time, so the build was mostly done over the phone. (Alan recently moved to Calgary, Alberta, Canada, where he opened his own shop to build the classic Triumph bobbers he loves.) He wanted a bike comfortable enough that he could ride anywhere, so Bart made up a custom hidden-shock frame to give it a rigid look, with plenty of suspension travel.

The bike has mid-controls, little rake,

and short apes to add to the comfort factor. Alan loves the look of old mills, so Bart recommended the reliable 93-inch S&S SH motor. A JIMS 5-speed is more than up to the task of handling the horsepower and 4-piston Hawg Halters stop the bike "plenty good." Bart likes to use them because they don't have company logos emblazoned all over them, and they work as well as higher priced alternatives. Alan flew in from New Zealand for five days, while Bart perfectly fit the seat, controls and handlebars to him.

According to Bart, the biggest challenge was the exhaust pipes. Coming from the Triumph world, Alan had his

heart set of the trumpet mufflers. Because they were long and heavy, it was difficult to find an anchor point where they didn't vibrate like a tuning fork. This was not an easy task, but the photos reveal the elegant solution. The paint was turned over to Buck, owner of Buckwild Designs. Alan had a vague notion that he wanted the bike black and silver, with scallops and the number 07 on the oil bag. Buck performed a masterful interpretation.





After graduating from MMI in 1992, Bart busted his chops working at shops all over SoCal. He says that he never really liked the big tire, stretched out bikes that he built for the other shops' customers. His preference is for short, rideable bikes with minimal rake and stretch, sporting only the bare necessities, nothing more—"simple bikes that are turn-key reliable and don't have a lot of foo-foo trendy parts."

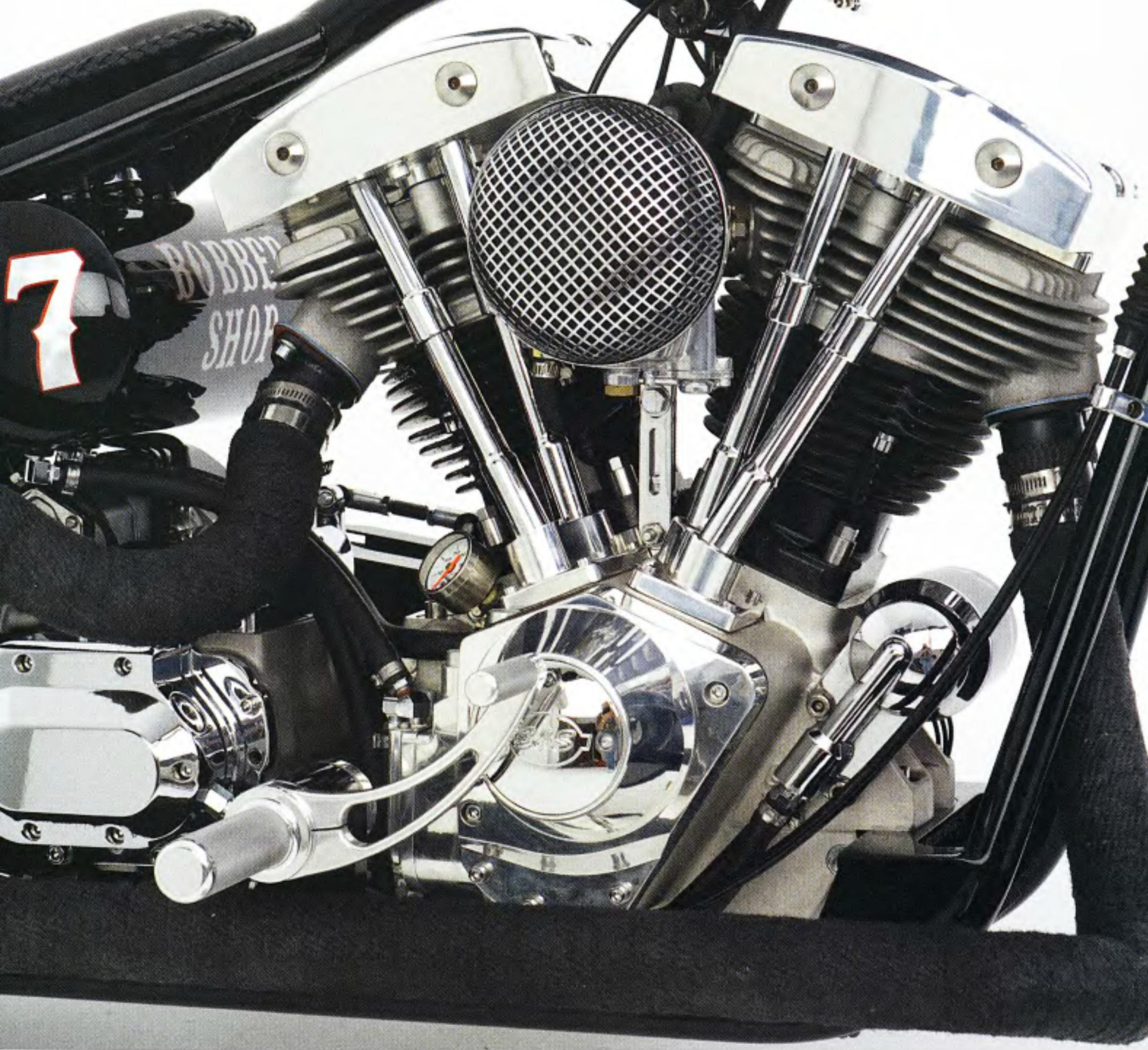
Bart's Bobber Shop has found a niche in bobbing stock Softails. He likes them because they are a "great all-around bikes and there are so many years of them out there." Bucking the trend of lowering and thus destroying their ride,

he cuts the fender horns off the frames and welds the fenders right to the rear swingarms to give them a low look without compromising comfort. The bikes retain maximum travel for a cushy ride and excellent ground clearance for cornering.

Talking with Bart reveals a very down-to-earth guy. He says, "I didn't get into bike building because I wanted to get rich; I'm into this because I wanted to build bitchin' motorcycles. I'm not trying to pump out five or six bikes, trying to rush them to make money. I'm building one bike at a time and making sure it is perfect in every way."

—Kit Maira







Owner: Bobber Shop
City: Newbury Park, California

GENERAL

Designer: Bobber Shop
Fabrication: Bobber Shop
Year/make: 2007 Special Construction

Model: bobber

Time: 6 months

Chroming: none

ENGINE

Year and make: 2007 S&S Cycles

Displacement: 93-inch

Ignition: Crane

Cam: S&S Cycles

Carb: S&S E

Air cleaner: Drag Specialties

Pipes: Bobber Shop

TRANSMISSION

Year/make: 2007 JIMS

Shifting: foot

PAINTING

Painter: Buckwild Designs

Color: Black/Silver

Type: House of Kolor

FRAME

Year/make: Rolling Thunder

Type: hidden-shock

Rake: 32 degrees

Stretch: none

Shocks: Works Performance

ACCESSORIES

Handlebars: apes

Handlebar controls: GMA

Fenders: Bobber Shop

Headlight: small

Taillight: Bossley

Pegs: Top Shelf

Foot controls: Top Shelf

Speedo: removable

Gas tank: Bobber Shop

Oil tank: Bobber Shop

Seat: S&S Cycles

Sissybar: none

Mirrors: 3-inch

Grips: rubber

FRONT END

Type: wide telescopic

Builder: H-D/Custom Cycle Engineering

Stretch: 2 inches under

WHEELS

Make: Black Bike

Size: 21/18

Tires: Metzeler

Brakes: Hawg Halters

Contact: www.bobbershop.net;

www.kiwikustomcycles.com.

Photos: Rick Hustead



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Cedar Pass reversible jacket

The new men's Cedar Pass reversible jacket (P/N 97498-10VM, \$160) from the Harley-Davidson MotorClothes line can change based on your mood or the weather. Its olive green side is constructed from 100% cotton canvas with two chest snap pockets and two hand-warmer pockets with zippered side entry. On its black side, a cotton/nylon blend with two snap hand-warmer pockets and one chest pocket offer reprieve from the elements. Both sides feature embroidered graphics and appliqué. It's available in S-5XL and Tall sizes.

The Cedar Pass Reversible Jacket is available at Harley-Davidson dealerships.



Going Tribal

The Tribal Collection accessories for 1996-2007 touring models from Harley-Davidson are inspired by ancient tribal art. Tribal Collection Hand Grips (P/N 56254-09; \$89.95) have a smooth, black rubber surface that rises above the cast-in recesses of the jet black shell and feature a glueless design that can be removed for service. Tribal Collection Mirrors (P/N 92398-09 black, P/N 92410-09 chrome; \$129.95) feature cast-in recesses of the tribal design which highlight the details in the metal work.

This collection includes a matching shifter peg, footpegs and large and small brake pedal pads and are also available to fit other models. See a dealer for details.



Variable Pressure made easy

Selecting a variable pressure clutch kit used to be complicated; you had to figure out your existing spring clutch tension to make the right choice. With so many motorcycle models out there, it could be a hassle. But AIM Corp is now making it easier for you: they offer VP Performance kits that come with their own custom clutch spring; no more guessing. Just install the VP Performance kit onto your stock clutch and it will handle up to 182 foot-pounds of torque, says AIM Corp.

These VP Performance kits are great for any high-performance engine and are available in four different stages for various engine specifications.

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



Roller Sissybar Bag

Smooth rolling wheels and retractable handle make this the perfect bag for airline travel. It comes with an adjustable sissybar mounting system that goes on in seconds over any size and style sissybar pad.

The bag's rigid construction holds its shape even when empty and it has top cargo straps for attaching Saddlemen roll bag (optional) or for strapping on your jacket, rain gear, etc. There's a top pocket office organizer with lockable zipper pulls and a built-in pocket with raincover. The Roller Sissybar Bag (P/N 3515-0079) retails for \$165.95.

See your Parts Unlimited and Drag Specialties retailer.



BuckLite Max Knives

BuckLite Max knives are lightweight but durable fixed-blade and folders. There

are three BuckLite Max fixed-blades, all with full-tang skinning blades made of Buck's performance-rated 420HC stainless steel. The soft, textured black Alcryn rubber handles have grip ridges and finger grooves for a comfortable, sure grip. There's a lanyard hole in the handle and a heavy-duty nylon sheath for carry options. Blades on all made-in-America BuckLite Max knives are finished with Buck's proprietary Edge2x technology, and the knives are backed by Buck's respected Forever Warranty.

Buck Knives, 800-326-2825;
www.buckknives.com.



Renegade Savannah

Kenji Nagai, one of the great V-twin bike builders in Japan, and Renegade's in-

house design team joined forces in developing the new Renegade Savannah. This latest creation is available as a rugged and durable one-piece wheel and can be ordered in diameters 16 inches to 23 inches and widths from 2.15 up to a massive 14 inches for the new 360 tires. All are available in chrome, black ebony and black powdercoat. Prices have actually dropped substantially and now start at \$1,150 for specific one-piece chrome styles.

Renegade; 714-998-7241;
www.renegadewheels.com.



Shift it

Covingtons Customs has a shift linkage to replace the stock unit for all H-D FX-Softail

models, 1998-and-earlier FL models, or 1999-and-newer FL touring models including, Road Glide, Street Glide, Electra Glide, and Road King. These CNC-machined shift linkages feature built-in swivel hardware for a clean look and smooth shifting, and measure 12.25 inches in length. Linkages are available in a variety of styles and are made in the USA.

Covingtons Customs; 580-256-2939;
www.covingtonscustoms.com.

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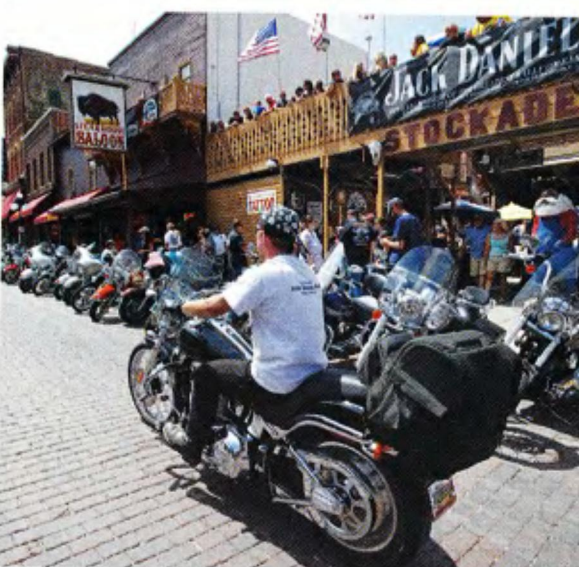


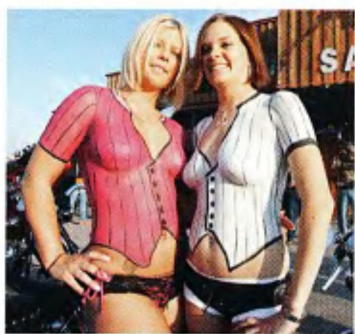
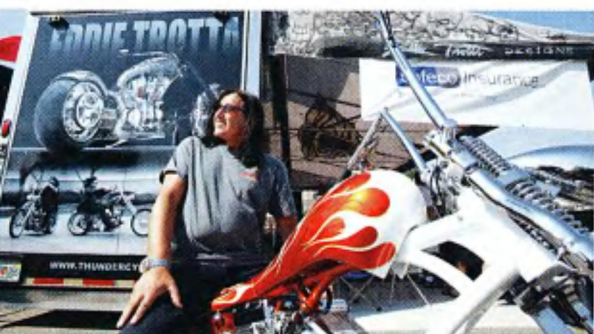


Sturgis 2009: Coming Home

Sure, it has been said a million times before, but Sturgis Bike Week is a homecoming like no other. It has been called the one week of the year that makes all the other weeks of the year bearable.

A week of riding in the Black Hills is what keeps the Harley faithful going. We work and live so that we can play for that one sweet week of spiritual solitude and pulse-pounding excitement that is Sturgis.





This year's run was a wonderful combination of high adrenaline and non-stop partying at the kind of old-school, slow bike event that takes us all back to our biking roots. The 69th Sturgis Rally had something for everyone, no matter what your taste. From the mild mayor's ride on August 3 and the wonders of the opening of Mike Lichter's *Motorcycles As Art* exhibit at the Buffalo Chip on Tuesday to the wild ride-in *Biker* magazine Old-School Chopper Show at the Broken Spoke on Wednesday, every day and every moment there was a different party to attend.

You could soak up the sun in the pool at Sturgis County Line, party at the Chip all week, hang at the Full Throttle, or head into downtown for all the fun and madness that has been awaiting Sturgis alumni since time out of mind.

It's a week to ride, ride, ride your ass off, come out of the sweltering heat to play Blackjack in Deadwood's air-conditioned casinos, or step back outside to see girls wearing hardly nothin' while saunterin' down Main Street. Blast by bison on the road to Mount Rushmore. Buy a critter skull at a vendor booth. Kiss a sexy stranger while dancing to live music at The Broken Spoke, or take

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in a savage cage fight over at The Knuckle Saloon. Yell at the top of your lungs while watching the Jackpine Gypsies' Hill Climbs. Sing along with all the tunes at any of the dozens of live concerts available. Watch Steven Tyler fall off the stage mid-concert at the Buffalo Chip. Smoke a cigar while honoring the spirits of Native Americans at Bare Butte, or have a cold beer while watching a lightning storm over Beulah. Hug brothers and sisters you only meet up with once a year. Have an ice cream at Wall Drug before hitting the Badlands, or kick back in your sleepin' bag under a star-filled South Dakota sky.

Sturgis has it all, rain or sleet, hot or cold, pimpin', livin' large or busted. It has always been about the ride brothers and sisters, and Michael Lichter's photos prove once again that this is the rally to attend when all else in life fails you.

And when all else fails you...ride!

—Dave Nichols

Photos: Michael Lichter

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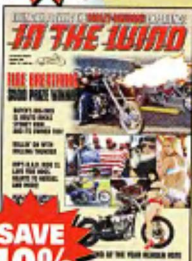
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Actual bike not shown

TechGarage

YOUR CUSTOM BAGGER!

The Easyriders/ J&P Cycles Custom Bagger Sweepstakes

As you can see from these photos, your friends at *Easyriders* and J&P Cycles are building you a cool custom bagger and it is coming along nicely. J&P's in-house bike builder Kody Wisner (*top left*) and right hand man Tony Lueck (*top right*) are busy at work wrenchin' together a stylish ride just for you.

Kody collected parts for the bike in the massive J&P warehouse having let his fingers do the walking first through the mighty tome known as the J&P Cycles catalog. He had some help along





the way by some of the motorcycle aftermarket's best companies. Your custom bagger will sport a Kraftech frame, a Baker transmission, a Primo belt drive and a LePera seat. There's a WiresPlus harness and speedo, Battistini hand controls, foot controls, grips, pegs and shifter linkage, Progressive Suspension Airtail shocks and compressor, Hawg Halters triple trees and Performance Machine brakes. The list goes on and includes Milwaukee Twins wheels on Avon tires, Daytona Twin Tec ignition, a Spyke starter, Custom Chrome sheet metal, a Memphis Shades fairing and a Headwinds headlight.

After initial assembly, Kody and Tony will tear her down for a custom paint-job. Watch for that next month. In the meantime, shouldn't you take a minute to enter this contest? After all, you can't ride this bad boy unless you enter to win. Just check out the special J&P Cycles ad in this issue of *Easyriders* or visit www.jpccycles.com for more info. Enter today!

—Dave Nichols



Photos: Andrea LaRonde/J&P Cycles

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Passin' Gas

A woman awakes during the night to find her husband was not in their bed, so she puts on her dressing gown and goes downstairs to look for him. She finds him sitting at the kitchen table with a hot cup of coffee in front of him, and he appears to be in deep thought—just staring at the wall. She watches as he wipes a tear from his eye and takes a sip of his coffee. "What's the matter, dear?" she whispers as she steps into the room. "Why are you down here at this time of night?"

The husband looks up from his coffee, "I am just remembering when we first met 20 years ago and started dating. You were only 16. Do you remember back then?" he says solemnly.

The wife is touched to tears thinking that her husband is so caring, so sensitive. "Yes, I do," she replies.

The husband pauses. The words were not coming easily. "Do you remember when your father caught us in the back seat of my car?"

"Yes, I remember!" said the wife, lowering herself into a chair beside him.

The husband continues. "Do you remember when he shoved the shotgun in my face and said, 'Either you marry my daughter, or I will send you to jail for 20 years?'"

"I remember that too," she replies softly.

He wipes another tear from his cheek and says, "I would have been released today."

Lee Dancer

Taylor, Michigan

My new girlfriend and I were making love last night when she looked up at me and said, "Make love to

me like in the movies."

So I turned her over on all fours, stuck it in her ass, pulled out, flipped her back over and came all over her face and hair. Man was she upset. I guess we don't watch the same movies.

Rocky Meyerson

W. Palm Beach, Florida

A deaf mute walked into a pharmacy to buy some condoms, but he had trouble communicating with the pharmacist and couldn't see any condoms on the shelf. Frustrated, he eventually unzipped his pants, placed his dick on the counter, and put a \$5 bill next to it.

The pharmacist looked puzzled for a second but then he unzipped his pants, placed his dick on the counter, put down a \$5 bill next to it, picked up both bills and stuffed them in his pocket.



Exasperated, the deaf mute cursed the pharmacist in sign language.

"Look," said the pharmacist, "if you can't afford to lose, you shouldn't bet."

Greg Cook

National City, California

Q Why did God give women orgasms?

A So they would have something else to moan and groan about.

David Chance

Ogden, Utah

A biker walked into a doctor's office without an appointment. "Would you like to tell me your problem?" asked the pretty little receptionist.

"Well, er...I need some information from the doctor," the big bro said. "Ya see...it's rather embarrassin', I have a large and almost constant erection."

"Well, Doc is busy today," the receptionist cooed, "but maybe I can squeeze you in."

Burt Whitcomb

Palmdale, California

A sex researcher calls a survey participant to check on a discrepancy. "Sir," asks the researcher, "In response to the question of frequency of intercourse, you answered 'twice weekly.' Your wife on the other hand answered 'several times a night.'"

"That's right," the man replies, "and that's how it's going to be until my new Harley is paid off!"

Barbara Daniel

Sacramento, California

Raskull and his ol' lady are having another bitter argument, Raskull yells, "When you die, I'm getting you a headstone that reads, 'Here lies my wife—cold as ever.'"

"Yeah?" she replies. "Well, when you die, yours will read, 'Here lies my husband—Stiff at last!'"

Joey Hayes

Mesa, Arizona

Q What do you get when you cross a donkey with an onion?

A A piece of ass that brings a tear to your eye.

Q How would you describe a blonde shade of paint?

A It's not very bright and spreads pretty easy.

Rebecca Brack

Orangevale, California

Jake was dying. His wife sat at the bedside. He looked up and said, "I have something I must confess."

"There's no need to," his wife replied.

"No," he insisted. "I want to die in peace. I slept with your sister, your best friend, her best friend and your mother!"

"I know," she replied. "Now just rest and let the poison work."

Frank Szydal

Millville, New Jersey

Big John is talking to his bro when a cop car races past with its siren on full blast. After it passes, Big John says, "Bro, I really hate that sound. I hate the sound of a cop car. My first ol' lady ran off with a cop and every time I hear a

siren I get real nervous thinking he might be bringing her back."

Daniel Bartosh

Crescent City, California

This bro walks into the bar where he's been a regular for years and tells the bartender, "Give me a beer, anything but a Bud Lite."

Bartender says, "You've been drinking Bud Lite for a long time, why ya changin'?"

The dude says, "I ain't never drinking Bud Lite again!"

Bartender asks, "Why?"

Dude says, "Last weekend I was out with the boys and I drank a two whole cases of Bud Lite, when I got home I blew chunks."

Bartender laughs and says, "That's okay, everybody does that once in awhile."

The guy exclaims, "You don't understand man, Chunks is my dog!"

John Yeater

Grafton, Ohio

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Circling the wagons near Bear Butte. —Michael Lichter, Sturgis 2009.



Caned, but able.

—Bonnie Eccles, Callender, IA



Lone Star riders.

—Ila Robison, Somerville, TX



Never forget our Vets.

—KZ Ric, Washington, D.C.



Khaki'd hardbody on a Softie.

—Lou Camerota, Daytona 2009



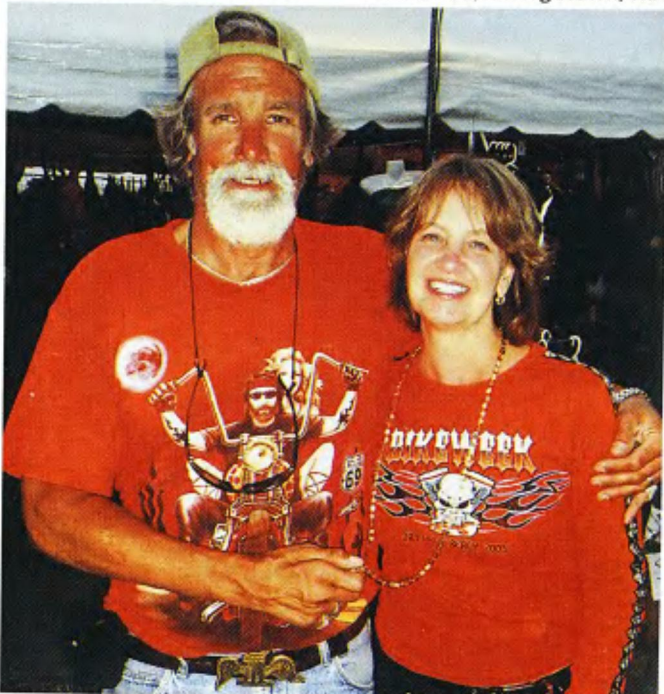
Armed and dangerous.

—Rick Koury, Daytona Bike Week 2009



Baby Bell in burnout mode.

—Gale Bell, Georgetown, MA



Long time riding partners.

—Kim and Lori G., Providence, RI



A tantalizing titty trifecta at Bean Blossom Bike Fest 2008.

—Brian Dean, Greensburg, IN

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.

Dais'd But Not Confused

CJ Hanlon of Guilty Customs had the kind of problem bike builders love. His Dais'd bobbers, a nice little lineup of production customs built in conjunction with Rick Krost of

GUILTY CUSTOMS' "PLATFORM" PROTOTYPE





Starting at \$23K, the Dais'd bobbers look a lot more expensive than they are. Maintaining a one-off appearance, lots of H-D hardware keeps the price down and the quality up.

This month's *Easyriders* Girl is awesome Eden from sunny Southern Florida. Talk about forbidden fruit! She sure dresses (or undresses) up this guilty pleasure of a ride.



USChoppers, were rolling out the door about as fast as his crew in Orlando, Florida, could complete them. "Nice for business," he says, "but it left us with nothing to point to at the shows." And, at a starting price of \$23,000, these plenty affordable bikes deserved a good look.

Naturally, CJ and Rick set out to correct that little glitch, building a bike that could tour the shows as a promotional calling card. These guys have known each other for years—they've done a fair amount of collaborative work over those years—and CJ's shop is the East Coast distributor for those USChoppers. The Dais'd bikes are based





on a new USChoppers frame, blending that company's board track offering with a classic bobber look. It's something new and, obviously, popular. This silver edition shows off all of that, along with the mechanical work possible at CJ's shop, Guilty Customs.

Splitting duties, Rick did all the handcrafting out in California, building the frame, the oil tank and the gas tank. He did the final paint and even came up with an engine, a classic 74-inch 1965

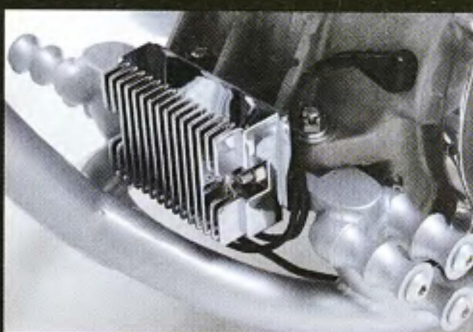
model shovelhead that had been hanging around the shop. Rick fit it with 1982-model heads with split rocker boxes and matched it with a vintage Harley-Davidson 4-speed. From there, everything went into a big box that was shipped to Orlando for the guys at Guilty Customs to take over.

The team at Guilty Customs started by building a rear fender and then cleverly adapted a whole list of Harley hardware. The handlebars, for instance, are stock Harley-Davidson. They're from an old Springer model, along with the headlight. The handlebar controls and grips are Harley-Davidson and the pegs were lifted from a Nightster, matched with handmade foot controls. The front end, however, is strictly custom. It's from Spartan Frame Works in Washington. It's an I-beam springer fabricated completely from flat stock using Harley-Davidson springs. Beautiful, but so time and labor-intensive it just wasn't a viable product for the market. For wheels, the bike got a 60-spoke stainless set with Metzeler tires, a 200 sitting on the rear. The full brake system, master cylinders to rotors, is all Performance Machine.

Guilty Customs has been building bikes like this for five years, answering an industry shift toward more economical and rider-friendly custom builds without sacrifices. And there's more.

CJ's just opened a new shop in SoCal, a place to specialize in those old-school vertical twin bobbers using Triumph, Yamaha, and maybe even Kawasaki engines. They'll be mounted in all-new rigid frames designed specifically for them.

—Joe Kress



Owner: Guilty Customs

City: Orlando, Florida

GENERAL

Designer: CJ Hanlon/Rick Krost

Fabrication: Guilty Customs/USChoppers

Year/make: 2008 Guilty Custom

Model: Dais'd Bobber

Assembly: Guilty Customs

Time: 4 months

Chroming: Chrome Masters

ENGINE

Year and make: 1965 Harley-Davidson shovelhead

Rebuilder: Rick Krost

Displacement: 74 cubic inches

Ignition: Harley-Davidson

Cam: Harley-Davidson

Carb: S&S

Air cleaner: Guilty Customs

Pipes: Harley-Davidson Sportster, modified

TRANSMISSION

Year/make: 1965 Harley-Davidson

Shifting: 4-speed

PAINTING

Painter: USChoppers

Type/color: House of Kolor/Silver Metallic

FRAME

Year/make: 2008 USChoppers

Type: street platform

Rake: 38 degrees

Stretch: from what?

Shocks: none

ACCESSORIES

Handlebars: Harley-Davidson

Handlebar controls: Harley-Davidson

Fenders: Guilty Customs

Headlight: Harley-Davidson

Taillight: Custom Works

Pegs: Harley-Davidson

Foot controls: Guilty Customs

Gas tank: USChoppers

Oil tank: USChoppers

Seat: Azteka Customs

Grips: Harley-Davidson

FRONT END

Type: custom springer

Builder: Spartan Frame Works

WHEELS

Make: Ride Right, 60-spoke laced

Size: 21-inch front, 18-inch rear

Tires: Avon

Brakes: Performance Machine

Photos: Don Rogers

Contact: Guilty Customs;

407-453-0844;

www.guiltycustoms.com



Chopper Wars

CHOPPER KING'S LATEST TV SHOW

Most of you will remember the Discovery Channel's *Biker Build-Off* series. The show pitted bike builders against each other and the clock, to build custom bikes then ride them to some destination where the public would vote on them and pick a winner. The Discovery Channel pulled the plug on two-wheeled TV in favor of shows such as *The Deadliest Catch*, so the *Biker Build-Off*'s producer/director, Hugh King (known as the Chopper King) went shopping for a network that would be interested in reviving the idea of a *Biker Build-Off* but with a new twist.



Jason Wilson of Sacred Steel on his chopper based on the famous P-51 Mustang.

Hugh began working with Half Yard Productions on a new series about lumberjacks (*Axe Men*) and talk turned to other projects. He came up with the idea of taking two talented builders and having them each build a motorcycle in just

two weeks that would capture the spirit of a famous war machine from history. Since military history had entered into the concept, the show found a home on The History Channel under the name *Chopper Wars*.



Left to right: Smitty Smith, Dave Nichols, Arlen Ness and Hugh King.

The pilot episode was filmed back in April, centering around the old-school talents of Jason Wilson of Los Angeles-based Sacred Steel and Mike Simon of Reseda, California's Simon Cycles. The war machines chosen for this competition were World War II fighter planes. Jason had to build a bike based on the famous P-51 Mustang and Mike Simon had to build a chopper reminiscent of a Japanese Zero.

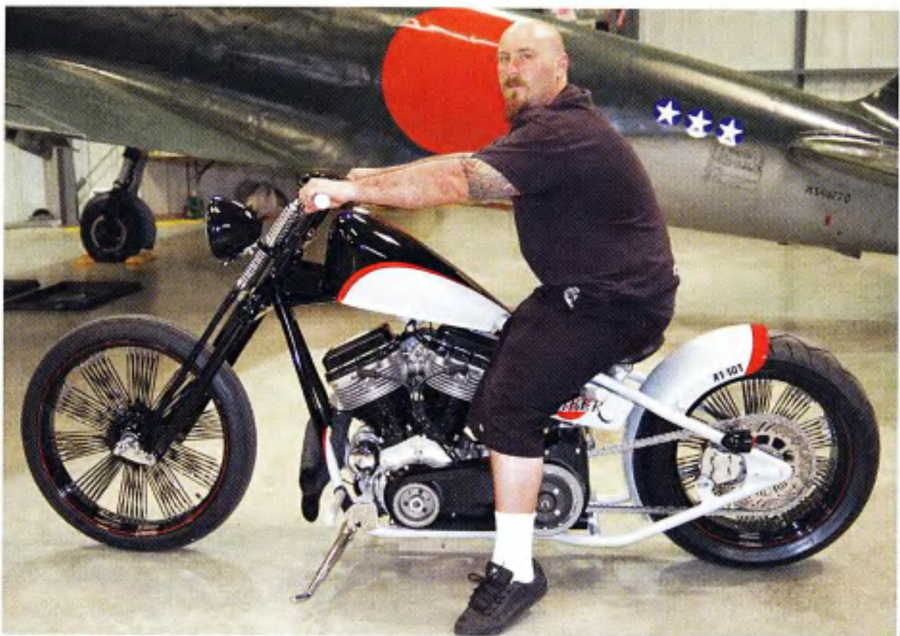
Besides the time limit, the builders had to create motorcycles that could compete in four areas: performance, agility, fit and finish, and spirit. Performance was determined by strapping the bikes to the Teresi Dyno-Drags truck, running the best two out of three 1/4

miles to win. Agility was determined through a series of slalom courses. Fit and finish had to do with the attention to detail on the bikes (the kind of thing we look for when judging bikes in our Easyriders/V-Twin Bike Shows). Finally, spirit was determined by which bike best captured the spirit of the war bird it exemplifies.

The judges were King of Customizers Arlen Ness, yours truly, and expert on

WWII fighter planes Smitty Smith, curator of the Flying Leatherneck Aviation Museum, the only museum dedicated to U.S. Marine Aviation. Hugh King was the show's enigmatic host. The *Chopper Wars* winner will get a bike feature in *Easyriders* or *V-Twin* magazine. Who's the big winner? Watch to find out. The show is airing as you read this, so check your TV listings for dates and times.

—Dave Nichols



Mike Simon of California's Simon Cycles on his chopper reminiscent of a Japanese Zero.

Photos: Kai Raacke



FRESH FROM THE HOGG PITT

Royal Road King

Like they say, if you want something done right, ya gotta do it yourself. Taking that advice back in the day, Bo decided he wanted to customize his bike. So, he went and bought a set of H-D parts and service manuals and started wrenching. "I got so excited from that point that I just wanted to keep coming up with new and creative ways to build things," says Bo from his shop American Hogg Pitt Customs in Inglewood, California, from which a line of bikes continues to roll with an emphasis on performance baggers and choppers like the royally appointed Road King seen here.

As for the name of the shop, Bo says, "I love my country, first off, and the idea

of liberty to create whatever comes to mind. As for the 'Hogg' part of the name, well, that's self-explanatory, another name for Harley-Davidson big twins. And instead of 'shop,' I thought of 'Pitt' like an arena where all the Hoggs get together...and you can just take it from there."

From the get-go, you notice the radical 23-inch bars and massive Weber carbs in the mechanical department. As far as the eye candy department, there's the candy apple red paint work sprayed by Bo and his crew that really pops against the show-chromed frame and the flame graphics created by Rene Shroeder, her work seen on many a show-stopper.

"It sounds like a mix between dragons and lions hissing and growling together."

—BO FROM AMERICAN
HOGG PITT CUSTOMS

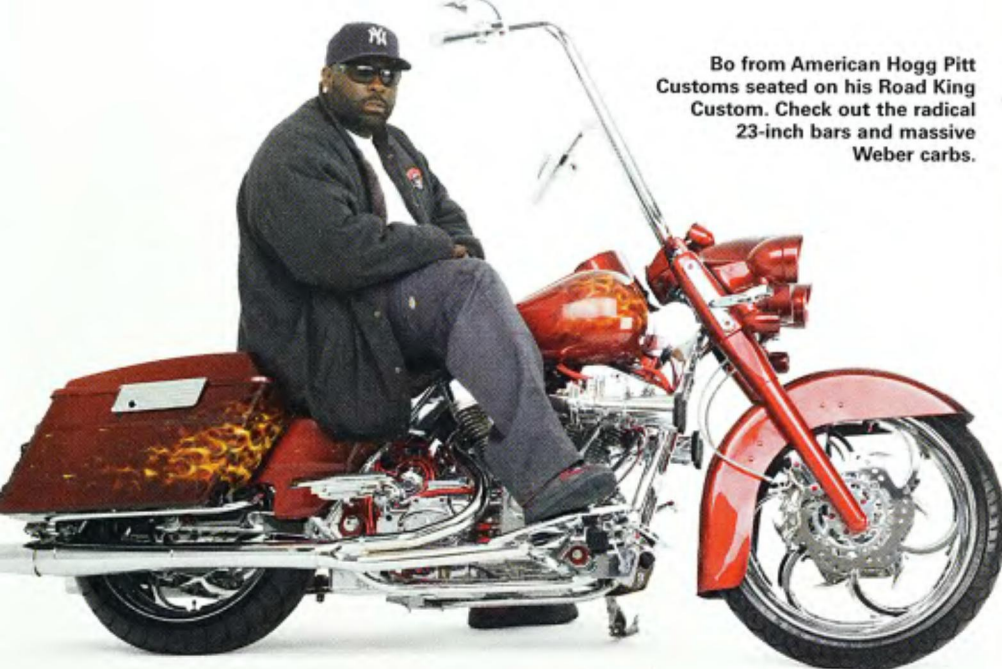




"If you feel the need for speed, we've got you covered," says Bo. "That's a JIMS 116 with a set of Wild Things heads that had been dyno'd—the best available. As for those Webers, we called in a specialist to dial them in just right." One thing you won't notice is wiring. Everything is internal, including the entire wiring harness as well as

throttle, clutch and brakes. You'll notice the custom seat, handmade by Loga Reese from his shop on Melville and Robertson Avenue where he's known for his custom leather apparel. Says Bo, "We have an exclusive motorcycle seat deal with him, and he also stitches matching bike jackets to go with his seats that a customer can order along





Bo from American Hogg Pitt Customs seated on his Road King Custom. Check out the radical 23-inch bars and massive Weber carbs.

with his bike. You could say we fully customize the customer."

Asked how it feels to ride the bike, Bo says, "It's like the world is at your feet. When you ride by, people just stare. They can't believe there are two sets of dual-barrel Webers. It sounds like a mix between dragons and lions hissing and growling together."

The Hogg Pitt Customs beauty treatment is also more than skin deep. All the bolts have been first chromed then

powdercoated candy apple red to match the paint. Now that's detailing with flair. About those bars, AHPC sells them in a choice 18, 21 and 23 inches, but also offers custom bar services as well as a tasty menu of parts and the rear 200-series kit seen on this bike. If you're ready for the AHPC royal treatment from mild to wild, you can bring in your bagger for a major makeover. Just dial in the level of radical and let Bo have at it.

—Paul Garson



Owner: Bo/American Hogg Pitt Customs
City: Inglewood, California
Designer: Bo
Fabrication: American Hogg Pitt Customs
Year/make: 2005 Harley-Davidson
Model: Road King Custom
Assembly: AHPC
Time: 3 months
Chroming: Supreme Plating
ENGINE
Year: 2006
Builder: JIMS/AMHPC
Displacement: 116 cubic inches
Cam: Wild Things
Ignition: Dyna
Pistons: J&E
Heads: Wild Things
Lifters: Feuling
Carb(s): Dual Webers
Pipes: Thunderheader
Mufflers: Thunderheader
TRANSMISSION
Make: Baker
Year: 2006
Modifications: 6-speed
PAINTING
Painter: JT's Customs
Color: candy apple red
FRAME
Year: 2005
Builder: Harley-Davidson
Type: Road King
Rake: stock
Stretch: stock
Shocks: Progressive
ACCESSORIES
Bars: AMPC 23 inches
Handlebar controls: Custom Cycle
Fenders: Harley-Davidson
Headlight: Headwinds
Taillight: custom LED
Speedo: Digital Dakota
Electrics: Harley-Davidson / AHPC
Gas tank: Harley-Davidson
Oil tank: Harley-Davidson
Oil system: Harley-Davidson
Seat: Loga Resse
Controls: Custom Cycle Controls
Mirrors: Arlen Ness
Grips: Custom Cycle Controls
FORKS
Type: Perse
Extension: stock
WHEELS
Size: 21-inch front, 18-inch rear
Wheels: Xtreme Machine
Tires: Metzeler
Brakes: Performance Machine
Photos: Rick Hustead
Contact: American Hogg Pitt Customs;
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www.hoggpittcustoms.com



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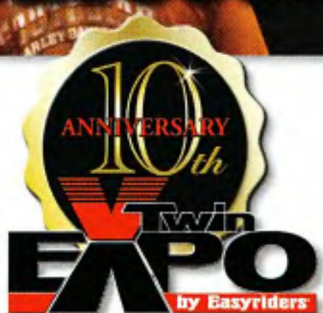
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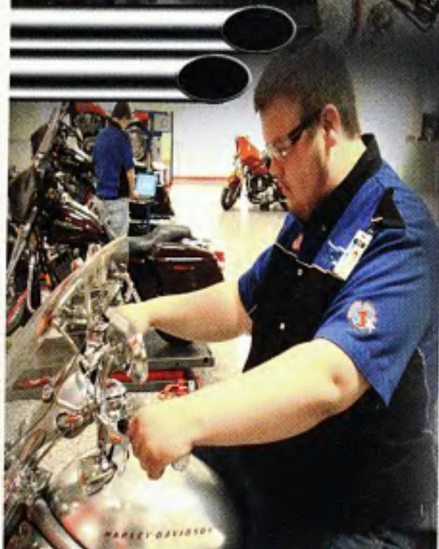


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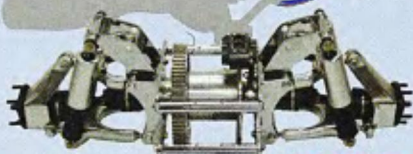
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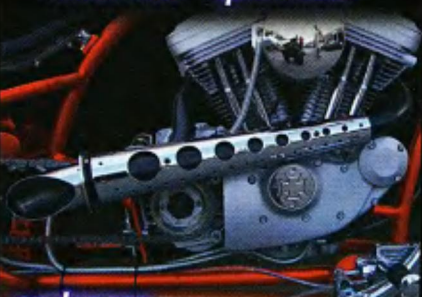
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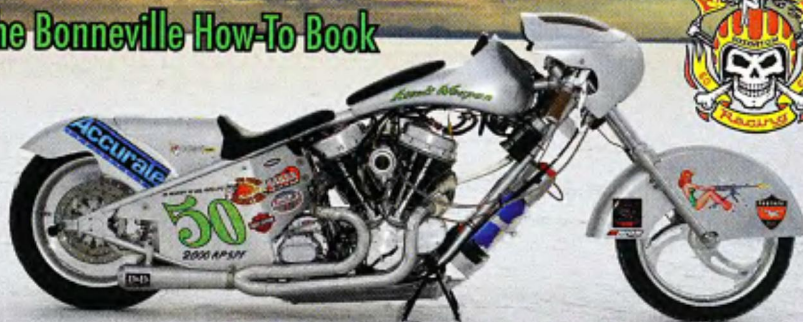
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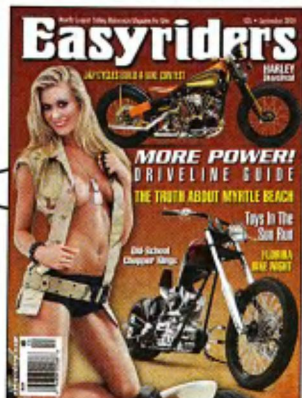
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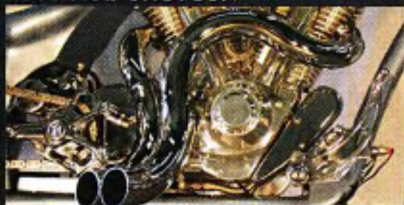
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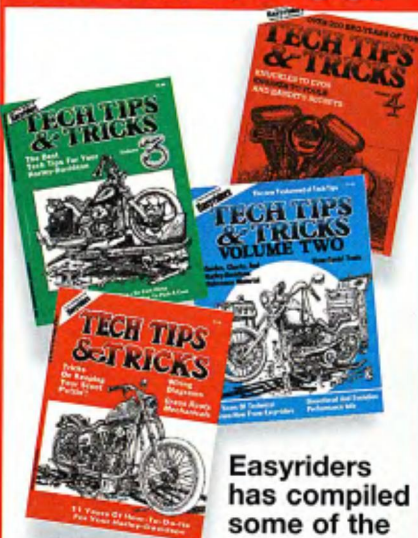
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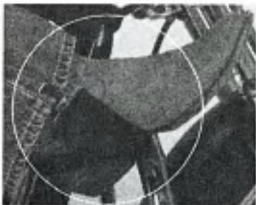
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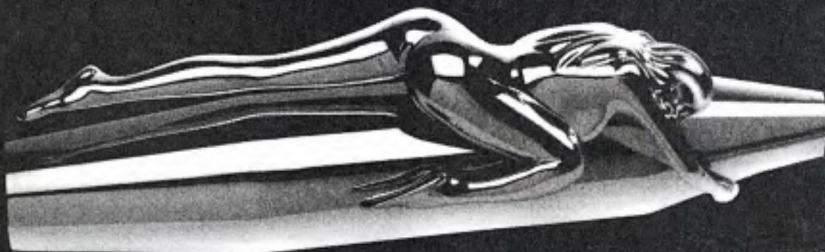
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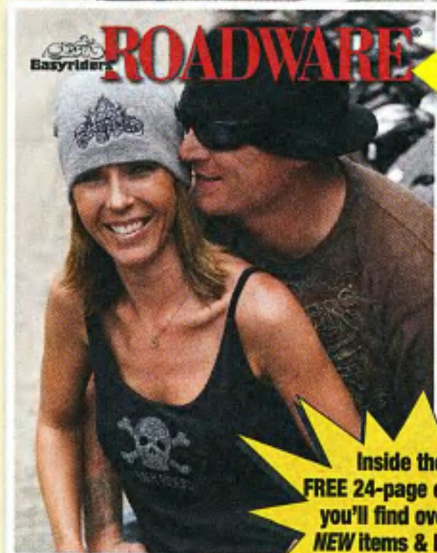
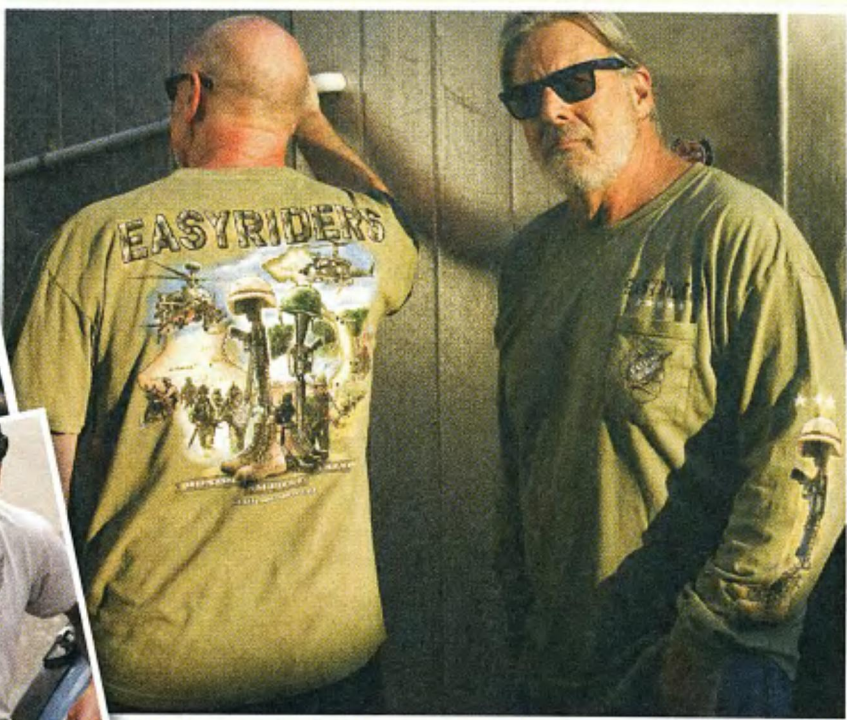


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Dyno-Drags 2009 Season Schedule

Date	Location	Date	Location	Date	Location
February 7-9	V-Twin Expo, Cincinnati, OH	May 30	Biker Bob's H-D, Taylor, MI	September 12	Longhorn H-D and Buell, Grand Prairie, TX
February 13-15	Easyriders Bike Show, Columbus, OH	June 5-7	Louisville H-D, Louisville, KY	September 18-20	AVAILABLE
February 20-22	AVAILABLE	June 12-14	AVAILABLE	September 25-26	Pig Trail H-D, Rodgers, AR
February 27-28	Seminole H-D, Sanford, FL	June 19-21	AVAILABLE	October 1-5	Myrtle Beach Fall Rally, Myrtle Beach, SC
March 1-8	Destination Daytona, Daytona Beach, FL	June 23	Motorcycle Night, Lowell, MA	October 9-11	AVAILABLE
March 13-15	AVAILABLE	June 27-28	J & P Cycles, Anamosa, IA	October 15-18	Destination Daytona, Daytona Beach, FL
March 20-22	AVAILABLE	July 3-5	AVAILABLE	October 23-25	New Orleans Bike Best - New Orleans, LA
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 BikeTimes, 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, Frankfort, NY	December 25-27	Merry Christmas!
		September 5	Laconia H-D, Laconia, MI		

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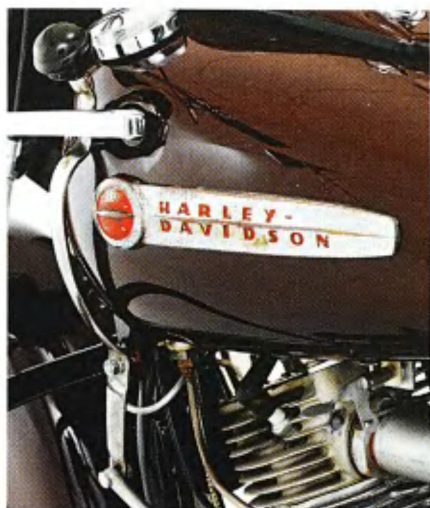
A Wing And A Prayer

CASEY'S LAST HURRAH

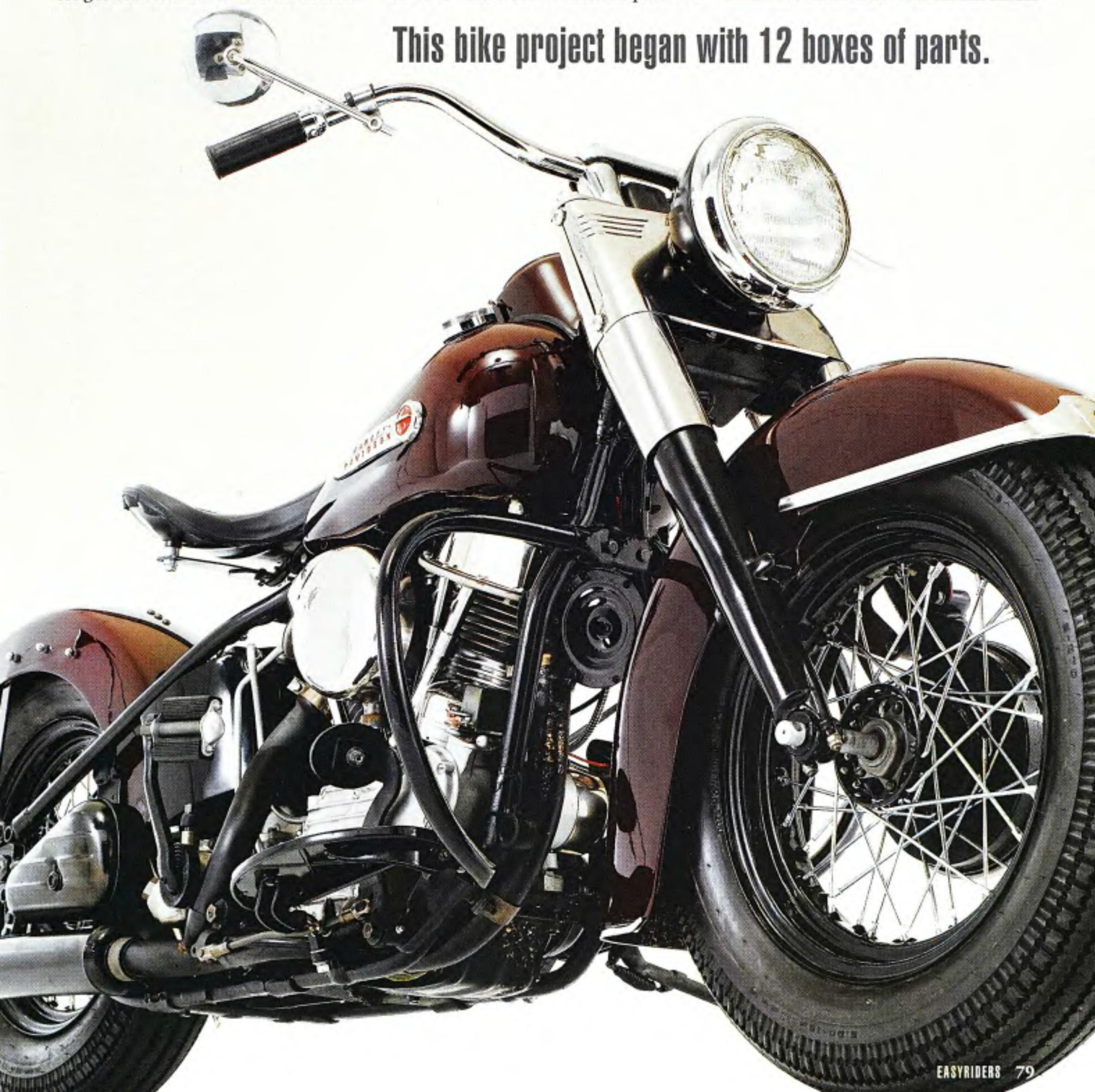
Casey Wing has been riding Harley-Davidsons since 1974. His first bike was a 1972 shovelhead. He was an ironworker and welder back then, but started hangin' out at Harley dealerships, checking out the bikes and meeting people and figured out that if he did a little work checkin' in freight at the place, he could get parts at a discount. He got laid off as an ironworker and has

been working behind the counter at Harley dealerships ever since (four dealerships since 1980).

He's owned around 35 Harleys in the last 35 years and still has a 1951 and 1952 pan (he's owned the '52 for over 20 years), a 2008 Street Glide, and the gorgeous 1949 panhead seen here. This is a very special bike. Ya see, EL models in 1949 had a lot of unusual parts on



This bike project began with 12 boxes of parts.





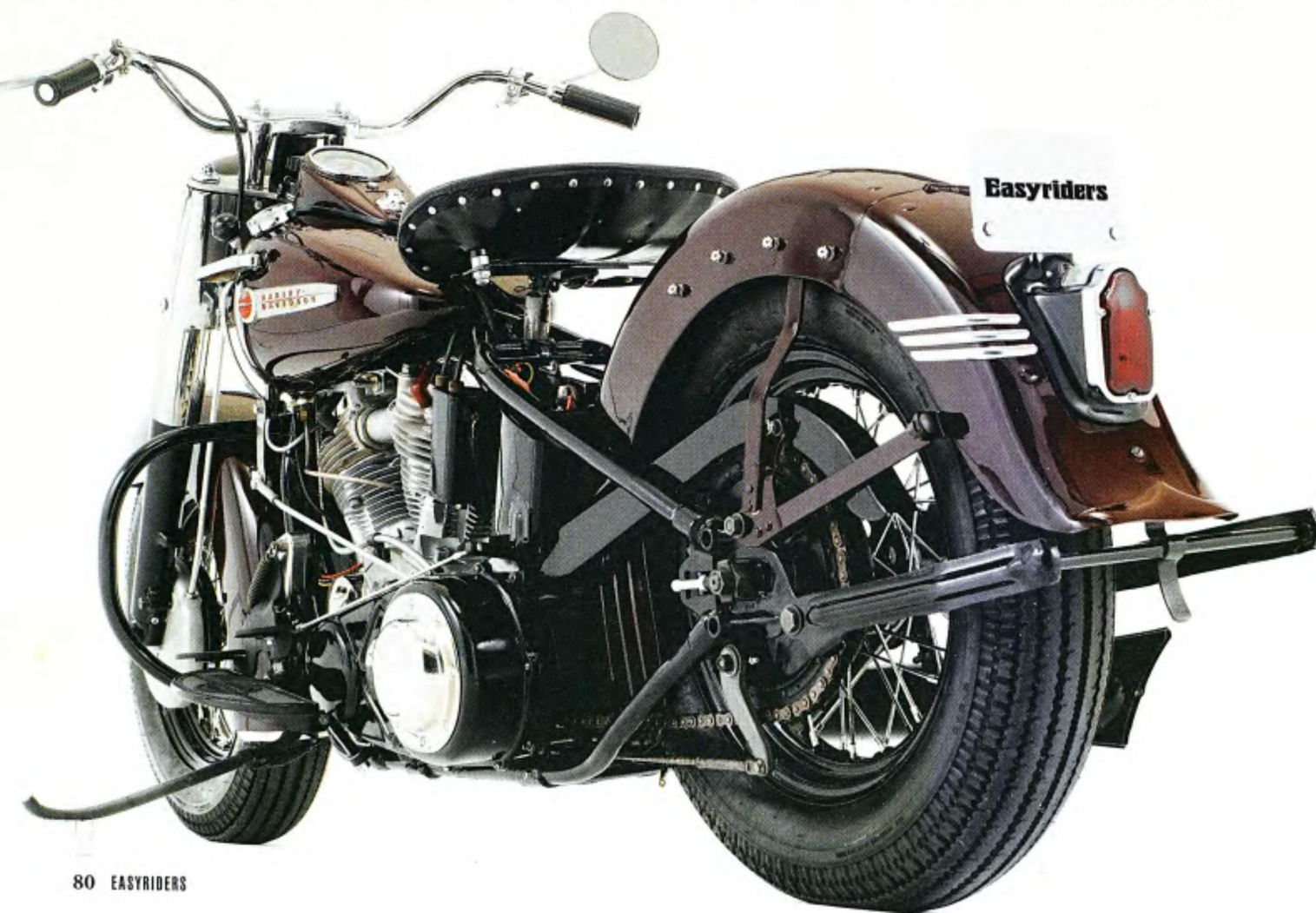
'em. It was the first year for the Hydra Glide and was called the "stainless steel year" since most of the covers, from the pan top, to the primary and derby cover, were stainless steel and only appeared on that year.

That being the case, the parts for this scoot are as rare as wooden turds from

merry-go-round horses. A friend of Casey's, Steve Gunst, who is the parts manager for Destination H-D in Tacoma, Washington, wanted to put together a 1949 and started collecting parts. He went on finding stuff for the bike for seven years. One day Casey asked him how the '49 was coming along and

Steve said he had lost interest in the project. "Well, what are you gonna do with all that stuff?" Casey asked.

"I'm gonna give it to you, so you can build it," was Steve's reply. So it began. Twelve boxes of parts were sent to Casey over at Eastside H-D in Bellevue, Washington, where Casey has worked



for the past 20 years. "I was born in 1949," Casey says, "so this bike has special meaning to me." Since many of the parts only existed for this year, it made the build extra special...and a real pain in the ass. "The 1949 front fender has no rivets on it," Casey tells us. "The front end is unique in that it has sand cast front legs." Rare indeed.

"I got real frustrated a couple of times," Casey remembers. "I finally realized that I was building this bike for me, and then it all started to fall together." Being traditionally more of a chopper and bobber builder, Casey called in the help of friends to assemble this pup. "Bob Gage of Custom Cycle in Clearview has owned a lot of knuckles and pans and really helped a lot," Casey says. "Michael Rowe of North West Custom Cycles of Snoqualmie was also a big help." Bob Kelly set the lower end up and the paint was done by Klassic Auto—the rest is all Casey.

"It turned out better than I could ever have imagined," Casey says. "I've got 68 miles on it so far and it runs like a dream! You could say it's my last hurrah."

Two-and-a-half years in the making, this bike is a dream come true for Casey and so is this bike feature. Casey Wing has been given less than a year to live by doctors, but he'll live to see his prized '49 panhead in the pages of *Easyriders*. Thanks to Scott Cook and the crew at Eastside H-D, we were alerted to Casey's condition and put this feature on the front burner.

Ride free, brother, your dream has come true.
—Dave Nichols



Casey Wing on his '49 Harley EL panhead.

Owner: Casey Wing
City: Woodinville, Washington

GENERAL

Fabrication: Harley-Davidson
Year and make: 1949 Harley-Davidson
Model: EL panhead
Assembly: owner
Time: two years

ENGINE

Year and model: 1949 EL
Rebuilder: Casey and Bob
Ignition: Harley-Davidson
Displacement: 61 cubic inches
Lower end: Casey and Bob
Balancing: Bob
Pistons: Dixie
Heads: Loren
Cam: Harley-Davidson
Lifters: Harley-Davidson
Carb: Linkert
Air cleaner: stock
Pipes: Ted's V-Twin

TRANSMISSION

Year: 1949 Harley-Davidson
Modifications: none
Shifting: hand

PAINT

Painter: Klassic Auto
Color: burgundy
Type: House of Kolor
FRAME

Year and builder: 1949 Harley-Davidson
Type: wishbone

Rake: stock
Stretch: stock
Shocks: none

ACCESSORIES

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Electrics: factory
Gas tank: stock
Oil tank: stock
Oil system: Harley-Davidson
Primary cover: Harley-Davidson
Seat: Harley-Davidson
Mirrors: stock
Grips: Harley-Davidson

FORKS

Type: Hydra Glide
Extension: none
Builder: Harley-Davidson

WHEELS

Size: 16-inch
Hub: Star
Tires: repos
Brakes: Harley-Davidson
Photos: Pat Wright

Meet Your June Winner

Here she is, bros, your June Fox Hunt winner, Miss Brandy! All the way from North Carolina, this little Southern Belle with the big brown....eyes captivated us with her smile and that lovely Southern accent that, when whispered just right in your ear, will make ya melt like ice on hot asphalt. Check out how she smolders all over Phil Dawson's knuckle under the watchful lens of photog Rick Hustead.

—Sherwood O'Dunner



Chelsea — Arizona

#1101

"As a registered nurse I know exactly what makes your heart race and riding on a Harley does it for me!"



Jody — Ohio

#1102

"My first boyfriend took me for a ride to see how fast his Harley would go. He got it up to 110 and got my heart beating faster than that."

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Lenora — Nevada

#1103



Amanda — Massachusetts

#1104

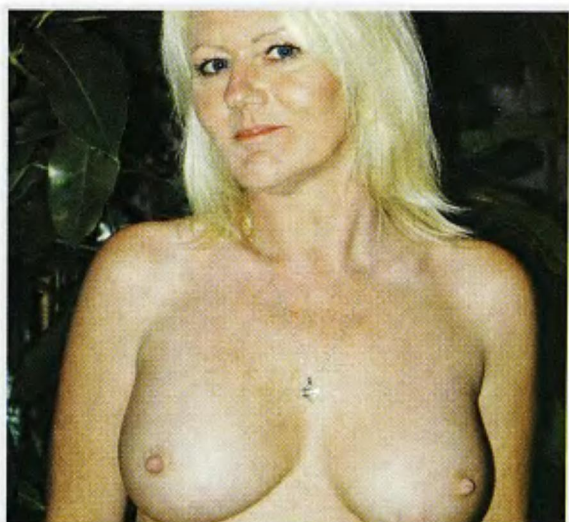
"When I was born, My dad picked my mom and me up from the hospital on his bike! I was born to ride."

"My first ride was at a very young age. I own a sportbike, now, but am ready to upgrade to a Harley."



Rebel — North Carolina

#1105



Pam — Texas

#1106

"I was seven years old on the back of my uncle's chopper. We took off leaving a hellacious black mark on the street... I was hooked."

"I was just a little girl. I remember the excitement, the thrill and the wind. I'm all grown up now and riding as hard as ever."

After 38 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 #437 *Easyriders*, Fox Hunt,

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

For this issue you may begin sending in your votes, either by mail or online at www.easyriders.com (then click on Fox Hunt), September 29, 2009. The voting deadline for this month's crop of cuties is October 30, 2009. We'll announce the winner in the February 2010 issue.



Here she is, your July winner, the amazing Amanda! Straight outta the Kentucky woods comes this doe-eyed beauty. C'mon back next month and see her caught in our lights.

437

FOX HUNT
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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: _____

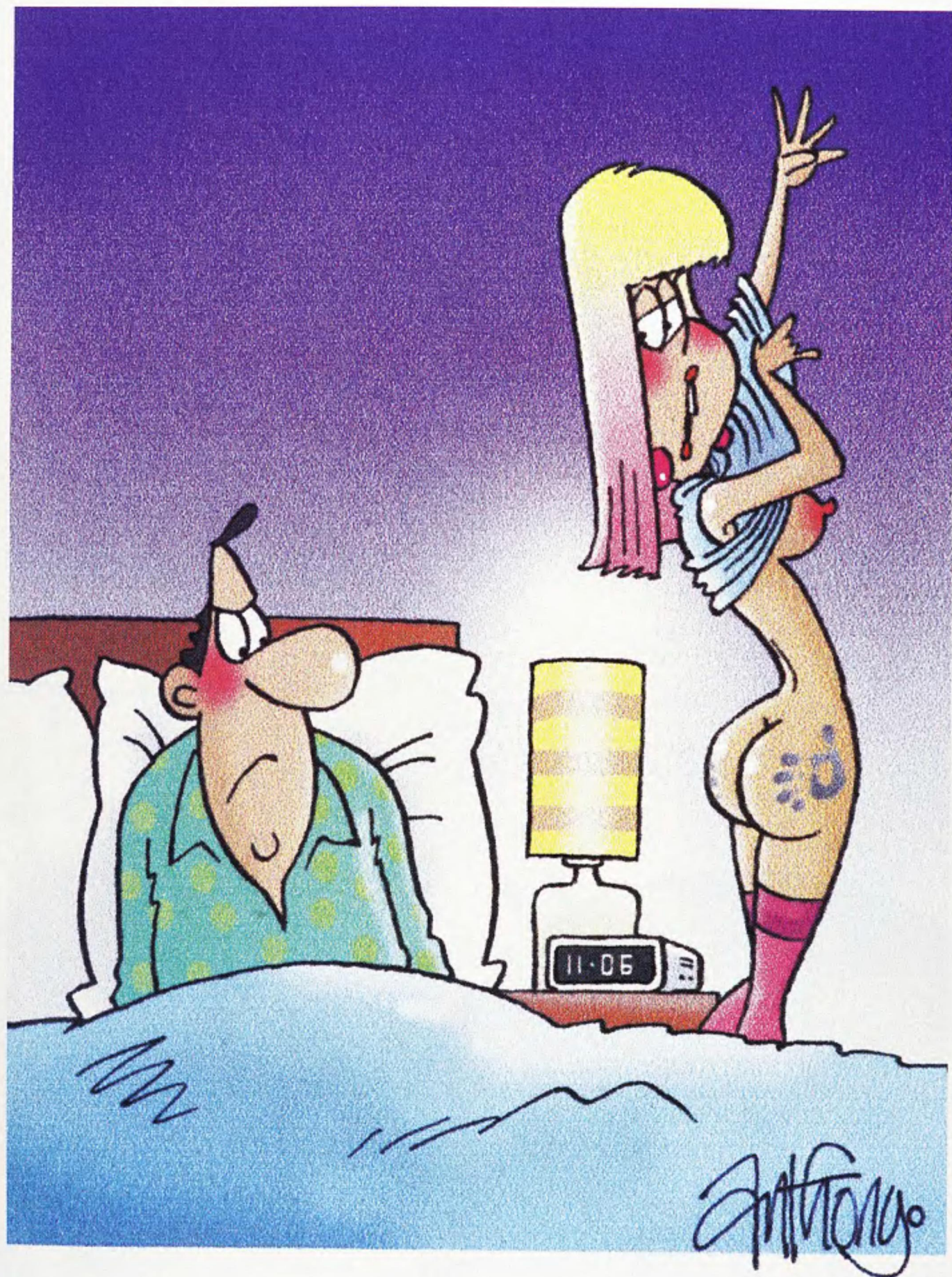
Daytime Phone: () _____ Evening Phone: () _____

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 just what makes you think I've been bangin' out with bikers again?"



wife, Claudia, about the events surrounding the piece of paper, she started in on him about the bike—because he didn't go over to see it right away. She has an unusual philosophy: You can never have too many motorcycles.

Seems Claudia's loveliness is only exceeded by her intelligent choices, and Phil is just plain damn lucky. He first called his bike builder friend Paul Wheeler. Paul related to him numerous first-hand accounts of guys he knows who missed out on rare scooters by only a few minutes. Wrangling the phone from its rest, Phil dialed the

A STEAL OF A DEAL

Widow's Wonder

One day back in 2004, Phil Swanson found a mysterious slip of paper with only a phone number on it. Calling the number put him in touch with a kindly widow looking for someone to buy a forgotten motorcycle that had been sitting in her garage for more than 20 years. After she told him she thought it was a Harley-Davidson, they agreed to meet the next day. When he told his







widows' number—five times. He got in touch with her before she left for the evening and brought Paul along for the ride. Arriving at the widow's garage, they found this rusted and dented 1943 knuckle chopper. It was a pearl in basket case condition with a crappy paintjob and you could tell the earlier owner rode her hard. There were lots of motor parts in boxes and coffee cans, but it also had a clear title. Phil upped the ante just enough to strike an accord and took off for home with his loot.

The bike had such details as a ribbed fender, Sporty tank and railroad spike footpegs. Check out those fishtails, the Maltese cross sissybar and that air cleaner is really the bomb! Paul breathed new life into this old knuck, converting it into a period perfect chop from 1967. Every December, Ventura, California, is host to the David Mann Chopper Fest—a truly righteous party and bike show held in honor of perhaps the finest artist to ever create motorcycle lifestyle paintings. Since this bike that Paul built for Phil best represented the type David's eye. David's, wife Jacquie, presented Phil with the David Mann Memorial Award at the show.

Phil has ridden choppers since the early 1970s in the San Fernando Valley (SFV) and is a member of a group called Early Riders. Their motto is "High Bars; Low Cars in SFV." Phil loves rolling to Death Valley with a group of more than 50 other bikes. He told us, "There's nothing like being on your favorite stretch of road with all your brothers and sisters."

—Cheese





This month's Fox Hunt Winner is badass lil' Brandy from the Tar Heel State, North Carolina. She was more than happy to straddle Phil's righteous retro chopper.



Owner: Phil Swanson (above)
City: Sylmar, California

GENERAL

Assembly: Paul Wheeler
Fabrication: Larry Sellars
Model: 1943 Knucklehead
Time: 4 years
Chroming: Ramos/Astro

ENGINE

Year/model: 1943/Harley-Davidson
Displacement: 61 cubic inches
Heads: Ron Grygus (RIP)
Lower end: R.J. Motors
Cam: Andrews

Carb: M-74 Linkert
Pipes: upswept fishtails

TRANSMISSION

Year/make: early ratchet suicide shift/
 Harley-Davidson

PAINT

Molding: Little Designs
Painter: Dave Little
Type/color: PPG Vibrance/
 custom mixed yellow

Special paint: blue with lime pinstriping

FRAME

Year/make: 1943/Harley-Davidson
Type: rigid

Rake: 34 degrees
Stretch: 3 inches down

Modifications: Larry Sellars

ACCESSORIES

Bars: drag
Fenders: ribbed
Headlight: Bates
Taillight: Lucas
Pegs: railroad spikes
Foot controls: Paughco clutch and brake
Electrics: Paul Wheeler
Gas tank: Sportster
Oil tank: Harley-Davidson
Primary: Harley-Davidson Diamond
Seat: LePera
Mirrors: Acme Dental Supply

Grips: Bates

FRONT END

Type: Springer
Extension: 6 inches
Triple trees: stock
Builder: Harley-Davidson

WHEELS

Hub: Harley-Davidson Star hub front,
 custom spool rear
Size: 21-inch front, 16-inch rear
Tires: Avon Speedmaster
Brakes: Harley-Davidson
Photos: Rick Husted

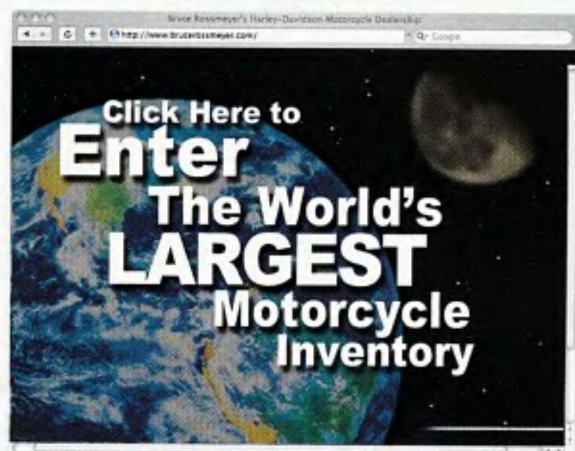
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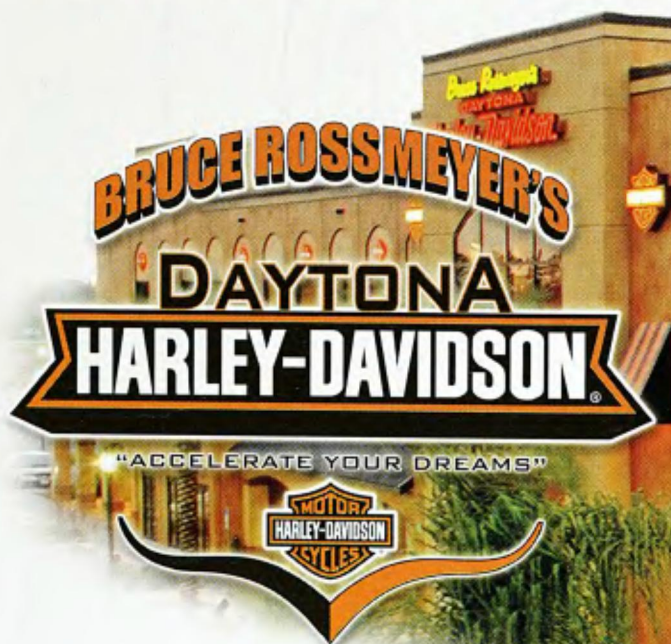
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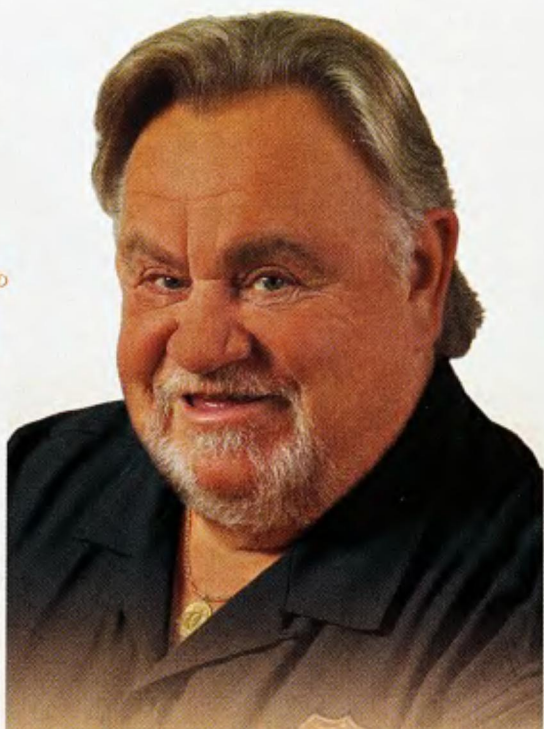
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ReadersRides

Troy Rowsey
Sacramento, California
2007 Road Rage Rigid

Despite what you may have heard recently on the news or from your friendly highway patrol officer, road rage is a good thing—and the proof lies right here.

This bike was commissioned by Troy to be built as a show bike to complement his business called Renegade Classics, which sells (who would have guessed it) leather goods and riding apparel. Once finished, the bike was debuted before an awestruck public at the Renegade Classics Valley Rendezvous back in '07 in Madera, California. Yeah, well, it takes us a while to catch on sometimes.

Inquiring minds want to know what they're looking at, of course, so here goes: it's got a 2006, 93-inch S&S motor armed with a velocity stack; a set of homegrown pipes; a JIMS 6-speed tranny; and lots of other S&S goodies, like the ignition, carb and cam. The frame is from Santee and has a 35-degree rake with a 4-inch stretch up and a 2-inch

stretch out; the front end is a springer and the handlebar grips are old-school white. Visually, the most intriguing aspects ought to be the CCI apehangers and the sky-high, balls-to-the-walls suicide shifter. That is, aside from the leather wrappings so tastefully applied on the pipes and the shifter. And let's not forget the leather seat made by

Roberti Customs in Houston. Who wouldn't want to put his ass on a mad clown's grin and the words "Smile!" and "Be Happy!" above the face?

All of this was tastefully assembled by Matt Beal at Road Rage Performance in beautiful Fresno, California. See? I told you Road Rage is good!

—Tripper



Photos: Owner



Photos: Owner

Kurt Cason Bakersfield, California 2006 Sportster

Kurt has set out on a serious quest and seems bent on getting answers to his questions. "I am interested in seeing how much money I really need to get to the Kool Zone on a budget," he muses. "Where would be a good place to start customizing a Sportster like this?"

Of course, he doesn't really expect us to answer this; instead, he set out to find his own answers by jumping right into the customizing game and, more importantly, by keeping track of all his expenses, including the \$10,355 he spent purchasing this bike from a local dealer in Bakersfield. He didn't assign a monetary value to the time he spent building it—all of three weeks in his own shop, HillBilly Customs. Luckily, it seems, he didn't have any actual customers to worry about.

But for the Krylon wrinkle finish black he paid a whopping \$14! He says that the stock engine was even a freebie. But then the pennies quickly started to add up: spark plug wires \$28.55; 39mm fork boots \$39.95; 8-ball gas cap \$8.95; and so on.



Before he knew it, Kurt had spent a vast fortune on his bike: \$904—not counting the bike's purchase price mentioned earlier. "Yes," you say, "that's not a bad deal, but it is a Sportster, after all, and only sissies or girls ride those!"

To which Kurt, of course, has his own comment at the ready. "Not all of us have big twin bucks, and there are a swarthy bunch of us riders that like the Sportster."

So, stick that in your tailpipe and choke on it! But what about the cool factor so eagerly sought by Kurt in the first place? All I can say is, logic dictates that Kurt's bike must be cool—and it definitely is. After all, why else would it be in this rag?

—Tripper

The December issue of *Easyriders* (No. 438) will bring you a Holiday Parts Parade of killer accessories and products for your scooter. Check out all the latest goodies that every biker wants under the tree. Ride with us to the mighty Iowa Freedom Rally for all the farout fun; get a Guide to Toy Runs around the nation; and feast your eyes of the finished J&P Cycle Build-A-Bike. It's your last chance to win this sweet custom bagger!

We'll bring you cool custom bikes by Tom Gleason, Jerry Burrow, Seth Slagiel of Top Dead Center, Rob Izaro, and a sick little Triumph by Phil Dziedzic. Plus, get our Guide to Motors offering up a pleasing pick of awesome engines.

All this plus the kind of sick humor and hot honeys that makes *Easyriders* your favorite bike rag. On sale November 3rd.



The November issue of *V-Twin* (No. 103) takes you to the 69th annual Sturgis Rally. Get a guide to the new 2010 Harleys and take a look at the latest aftermarket rolling chassis and bike kits to build your dream bike. Speaking of dream bikes, find out how to win a custom Dennis Kirk Road King we're building with your name on it! Meet painting master Kenny Morris, and get six sexy custom bike features. On sale now!

Biker's December issue brings you this 93-inch shovel of Luke Richard's with Miss Scoria attached to it, Bone Yard Bike Works' pan/shovel and a 101-inch monster chop by Johnny Rotten.

On sale now!



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

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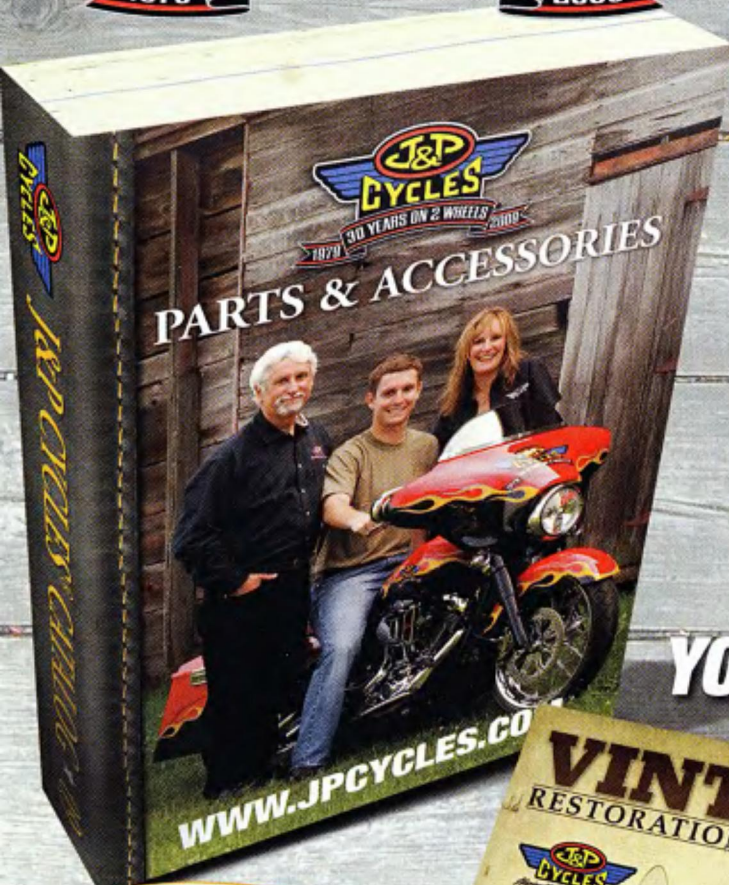


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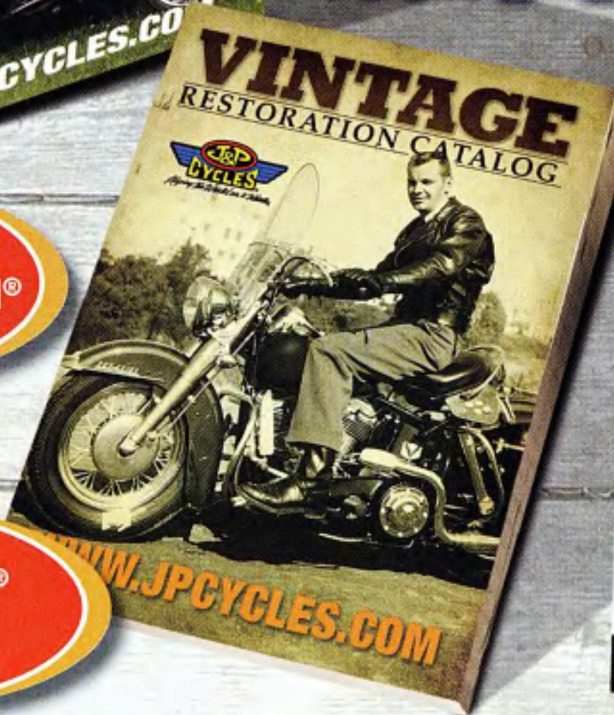
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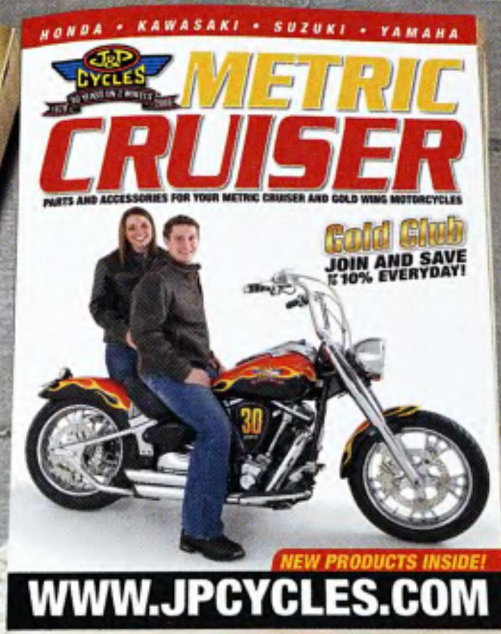
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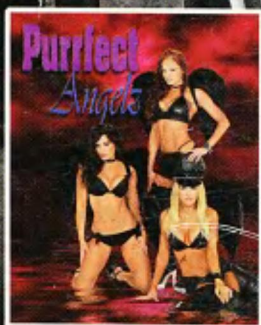
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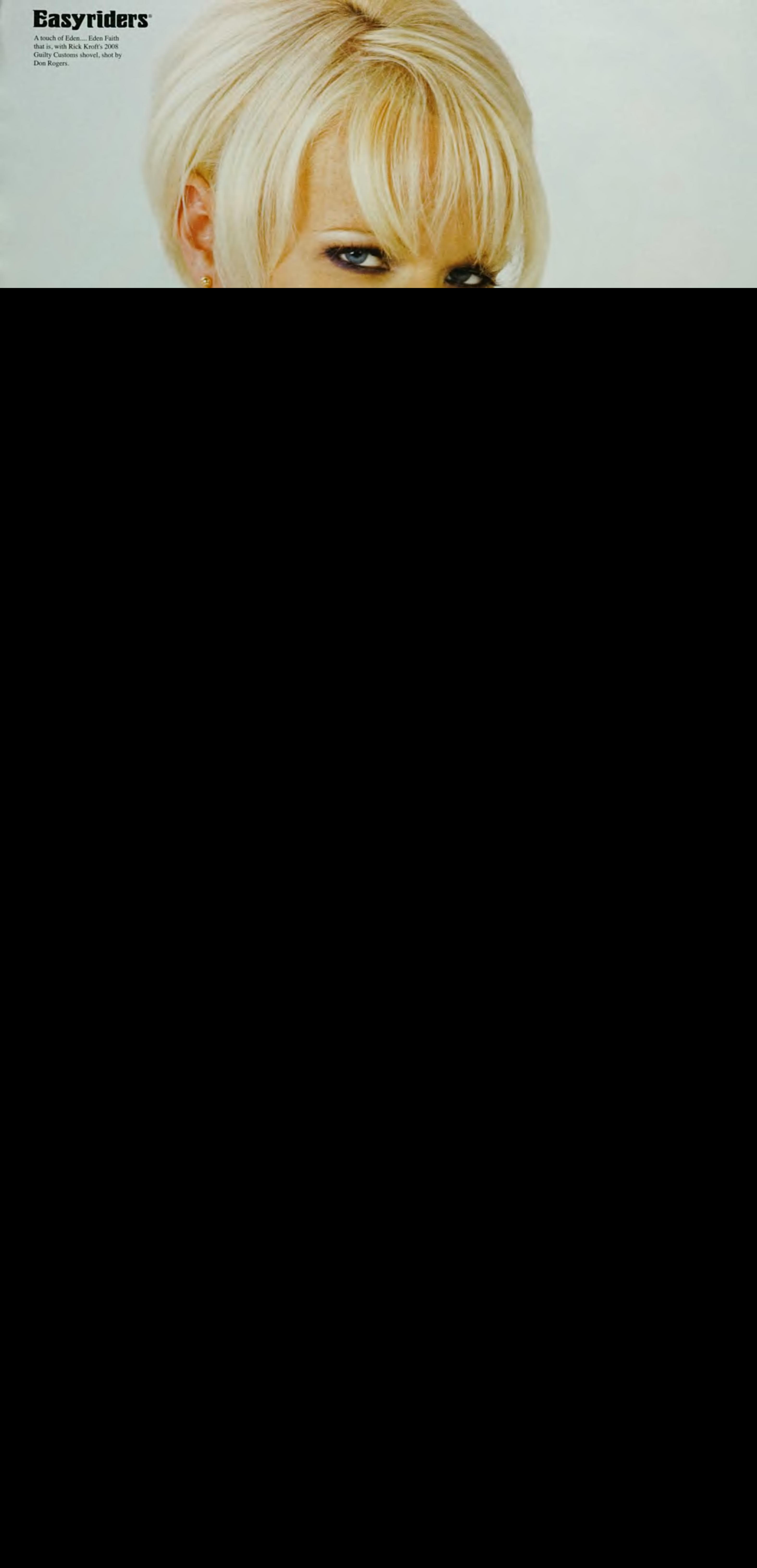


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