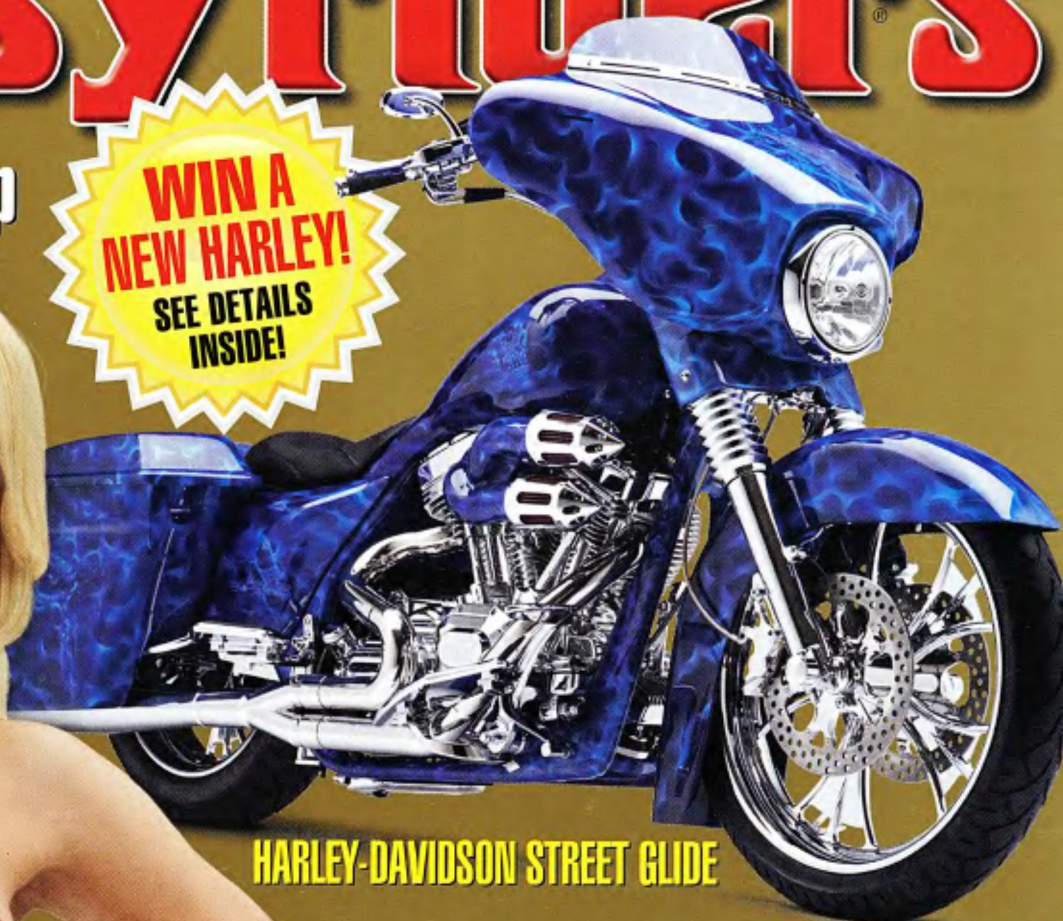


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Customer Service

Bank of America has had its fair share of lawsuits during the current economic situation. Now here's a guy who found a new lawsuit angle. He sued the bank for inadequate customer service concerning his checks' routing numbers and asked for damages of "\$1,784 billion, trillion" plus an additional "\$2,000,164,000." The judge gave him 30 days to explain his complaint, but finally dismissed it. (BBC News reported that the first amount, which is \$1,784 followed by 21 zeros, is more money than exists on the planet.)

The Chosen Woman

A state councilman (and Baptist minister) said that he had no intention of having sex that night when a prostitute tricked him into a motel quickie (as a setup by his political enemies). "I was waiting for God to send me the woman that's destined to be my Christian wife," he said. And since he hadn't had sex since 1989, he said he thought this was the chosen woman.

Not The One Driving

A man was charged with DUI after a sheriff's deputy stopped him and noticed that he was climbing from the driver's seat into the back. The drunk in question said that though he had been drinking, he was not the one driving. (But the deputy noted that there was no one else in the car.)

Fake Hydrants

Apparently, about 2,000 obsolete, nonfunctioning fire hydrants remain on the streets of New York City—each dry for almost 20 years. Their only purpose is to enable the city to collect fines from motorists who park too close to them. Supposedly a contractor will begin removing them soon, but the project may be delayed as it will cost about \$6 million.

Something's Fishy

In 2002, following a hot-and-heavy family debate, the head of the late baseball player Ted Williams was cryogenically frozen in the hope that science will some day learn how to revive dead people. An employee of the lab that stores the head recently disclosed some inside goings-on. According to the employee, to keep Ted's head from sticking to the inside of its

storage carton, the head was placed on an empty Bumble Bee tuna fish can inside the container, but the can itself then stuck to the head and had to be whacked off with a monkey wrench.

Road Trip

A driver, despite having lost both arms and half a leg in a childhood accident and having had his license revoked long ago, just had to drive a car. A newspaper wrote: "He guided the key into the ignition with his mouth, turned it with his toes, shifted with his knee, and bit the headlight switch. He jammed his stump of a left arm into the steering wheel and whipped it around." He was slapped with a reckless driving charge.

Three weeks later he was charged with domestic assault, using his forehead.

Prone To Bizarre Fantasies

After stopping for drinks at a bar, a Zimbabwean bus driver found that the 20 mental patients he was supposed to be transporting had escaped. Not wanting to admit his incompetence, the driver went to a nearby bus stop and offered everyone waiting there a free ride. He then delivered the passengers to the mental hospital, telling the staff that the patients were very excitable and prone to bizarre fantasies. (They didn't discover what had actually happened for three days.)

Use Your Head

A teenager was in the hospital recovering from serious head wounds received from an oncoming train. When asked how he received the injuries, the teen told police that he was simply trying to see how close he could get his head to a moving train before he was hit.

Worth Every Cent

At a cost of \$500,000, two scientists from Britain's University of Oxford, during a three-year study, found that ducks may be even more comfortable standing under a sprinkler than paddling around in a pond.

Bad News And Bad News

Rescuers who were searching for a missing tourist on China's Taishan Mountain didn't find *him*, but inadvertently discovered the corpses of seven other people.

A Sign Of The Times?

Mattel is having an April 2010 release of their newest doll in the Barbie/Ken line—the very well dressed Palm Beach Sugar Daddy Ken—apparently to be seen with a much younger, trophy-type Barbie.

Placenta Teddy Bear

Thank God so far this one is only a prototype. A "Placenta Teddy Bear" was exhibited in London at the design showcase of "sustainable toys" with children's themes. After the placenta is cured and dried, it is treated with an emulsifier to render it pliable and cut into strips with which to stitch Teddy together.

Miss Beautiful Morals

A Saudi beauty pageant is called "Miss Beautiful Morals" where physical beauty is unimportant, replaced by judging of the ladies' observance of traditional Saudi values, especially the honoring of their mothers. But fear not, Saudi Arabia *does* have pageants devoted to physical beauty—contests for camels and goats, based on such criteria as big eyes, long lashes and a long neck.

Not Worth It

When a man ran from the crime scene (a bank robbery) he accidentally tumbled down a steep hill behind the bank, losing control of his stash and his gun during the fall. He broke his leg in several places (he said later that he had heard snapping sounds). At the bottom of the hill, he crashed into a plow blade, slashing himself before dragging his bleeding, broken body to his getaway car with only \$2 left from the robbery.

Not Movin'

A man, protesting a police officer's decision to confiscate his car after a minor accident, lay down in the middle of a busy street refusing to budge. While officers tried to talk him out of his obstinacy, they shielded his body by blocking a lane of traffic with their cruiser. A few minutes later there was police chase headed down the same street and the car driven by the fleeing suspect accidentally rammed the stopped cruiser then drove over the guy lying in the street. While trying to straighten out the car, the perp ran over the guy again. Believe it or not, the guy on the street lived!



Curvy Candy K and Krause
Rigid Shovel shot by Mike
Chase. Cable Street Glide by
Michael Lichter. Perewitz
Flathead by Dino Petrocelli.
Cover imaging by Jeff Biggs.

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The next liver-quiverin' issue goes on sale
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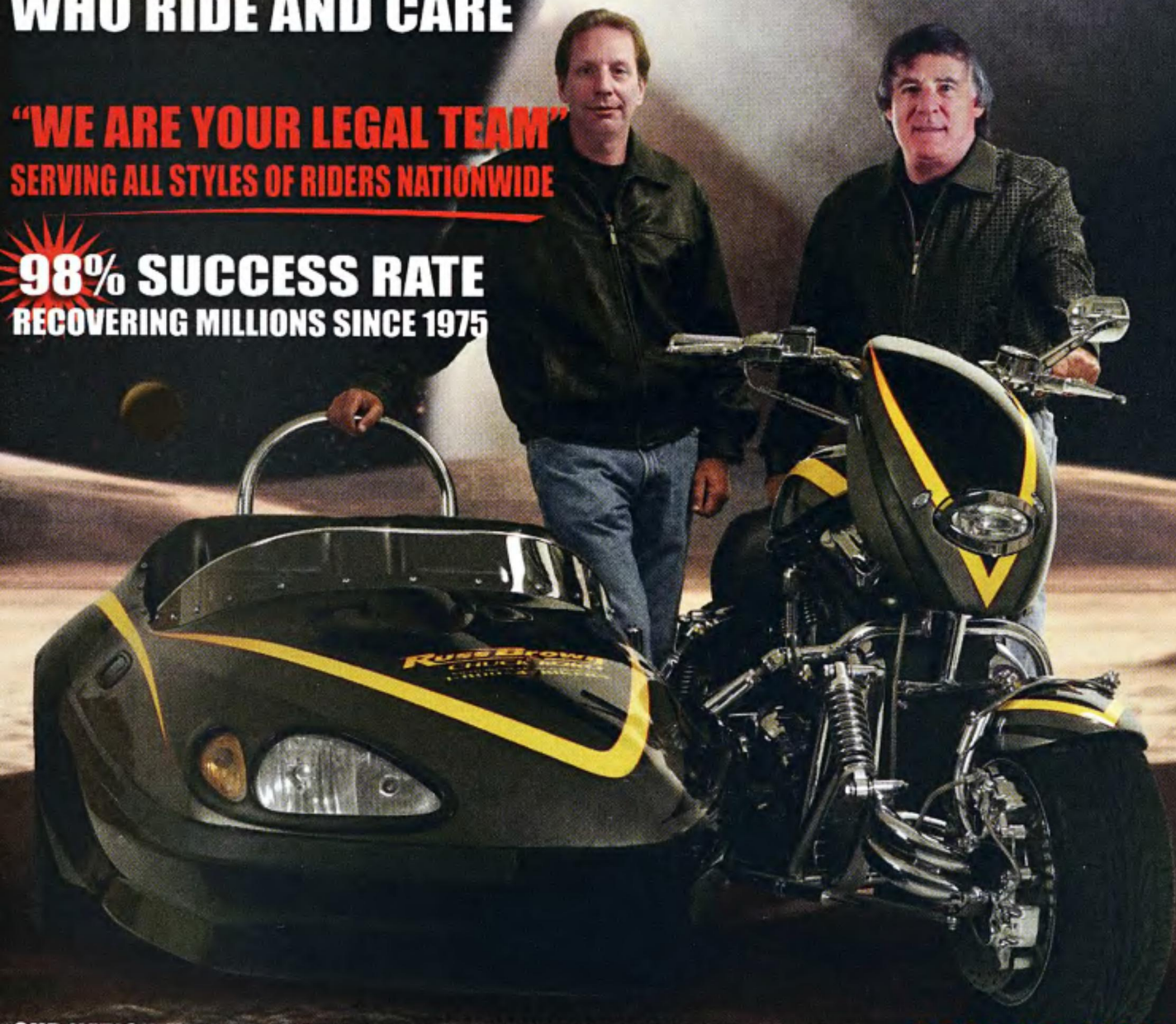
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Fine Trike

My trike (above) never looked so fine.

Greg Fremeau
Annapolis, Maryland

Mann Fan

I can't tell you how happy I was to see you printing David Mann's work again. The painting in the April issue has

always been one of my favorites. I'm now 55. When I was 24, I built a '57 pan that was based on that painting. I had always wished I still had that piece of Dave's work, and now I do. I still have a catalog from 1970 where Ed Roth offered 15 of Dave's first paintings at \$.98 each—complete set for \$6.75. Sure wish I had ordered all of them.

Thank you for printing that and please print more.

Kook
Out There Somewhere

Hoka Hey Motorcycle Challenge

I've been reading your rag for years. Good job, guys.

Has anyone heard of the Hoka Hey Motorcycle Challenge? I'm in it. Key West, Florida, to Homer, Alaska—7,000 miles in 14 days! For information, go to www.hokaheychallenge.com.

Ken Johnson
Cyberspace

Yeah, it sounds righteous! Send us some flicks!

Typical Gearhead

In response to Gearhead, yes, indeed, my brother, buy a Harley! My family has owned them for years. Dad's is an '02 Ultra with 65,000 miles on it, my son is riding my old '99 Sportster with 45,000 miles, my oldest son has an '08 Sportster with 33,000 miles, and I bought an '01 Ultra with 12,000 miles two years ago, and now it's pushin' 35,000. Never have we experienced any type of engine problems or had to do any tweaking to get them to go. As with any machine, preventative maintenance is always a plus.

FYI, if you're on the road and experience any problems, roll into an H-D shop and watch in amazement how you and your ride are treated.

Tim M.
St. George, Utah

Independence Sucks

Some friends and I were cruising on our bikes and we all got pulled over, not for speeding or reckless driving but for having loud pipes. What a bunch of crap.

The cop had no decibel device. He just said he could hear us from 500 feet away. We all got citations that cost \$100 each. This happened in Independence, Ohio. This town obviously isn't a biker-friendly town, so stay out if you ride.

Max
Strongsville, Ohio

New Rag Sucks

I'm 56 years old—retired U.S. Air Force. Been riding Harleys for 40 years and have been reading your rag since day one—have been a subscriber for at least 10 years. Your rag has been enjoyed by myself and my fellow Air Force brothers out on the flightline.

I've never had any reason to write and bitch about anything until lately. You guys really fucked up when you decided to use staples to bind the rag. It doesn't hold together worth a shit. And WTF is up with the separate foldout? I keep all my rags and put them in Ziploc bags so I can see the end of them and know what year and month it is. Now you're getting cheapass to save a buck. I'm not going to cancel my subscription—just wanted to let you know this sucks.

You guys have a habit of not putting shit against your rag in "Wordmonger" so I know this will end up in the shitter, but at least I feel better. Try not to fuck up anything else with the rag because I hate writing e-mails—or you can do what you usually do and tell me to fuck off.

Besides all of this bitching, I still love the rag and know how much it means to all the military guys around the world.

RC
Saint Louis, Missouri

If your letter ends up in the shitter, it will be because you threw this issue of Easyriders in the toilet.

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Flat-out Flyer

PEREWITZ SPRINGS A '37

The rig was parked outside Perewitz Cycle Fabrications while Dave was packing his bags to meet it down in Galveston, Texas, for his umpteenth bike rally. Leaving the cool climes of Bridgewater, Massachusetts, for some Texas sunshine, he'd be meeting an old friend, now 73 years of age but still with the heart of a youngster. That would be his 1937 Harley flathead-powered chopper all duded up in a mouth-watering PPG paint called Watermelon Red. It seems just the right dessert to go along with Texas barbecue.

"It's so lightweight, it's like a little toy," says Dave. "Call it a present. It all started when I did a favor for a guy and he said, 'I'm going to do something for you for helping me out.' One day he shows up with this original '37 motor and hands it to me along with the title. He says, 'I'd like to see you build something with it.' I sent the motor down to my buddy Billy at B&B Racing in New





"It's so lightweight, it's like a little toy."

Orleans for a rebuild, then I started doing the leg work and found out that, in the past, the old Harley 3-speeds weren't worth being a doorstop, so most guys adapted a pre-unit Triumph 4-speed."

But then Dave got talking to his good friend Ron Paugh at Paughco, who told him he had been working up a frame that could handle a 45 motor along with a 4-speed panhead short shaft transmission. The pivotal point was the design and fabrication of a sprocket that would fit on the 45 and accept the primary chain from a big twin. "Ron made that happen, and about six months later I got the first frame," Dave told us. "Now they are in full production and selling very well."

Several other Paughco components went into Dave's '37, including the springer front end, gas and oil tanks, bars and headlight. "I added some skinny tires to keep it old-school. I called Lee Chaffin at Mikuni who fixed me up with just the right sized carb, a 36mm. I also called Bob at BDL belt drives and he said, 'You know, I think there's a lot of potential here, so we're going to make you a beltdrive.' Now they're selling them like crazy, so it turned out to be quite a project for everybody."



You could say Dave blazed some trails here, and he says the bike fires up on the first kick every time. "We put it on the Dyno and it comes back with 17 horse, 24 foot-pounds of torque, but with the power-to-weight ratio, it's pretty peppy and a blast to ride. It's different than anything I've ever ridden. And yep, great gas mileage, too."

"I've already got a line on three or four original Harley motors that I'll have rebuilt," Dave says. "I'd love to build more." So there you have it: if you've got a taste for vintage iron, Watermelon Red or whatever flavor, give Dave a call.

—Paul Garson



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Owner: Dave Perewitz
City: Bridgewater, Massachusetts
GENERAL
Designer: Dave Perewitz
Fabrication: Dave Perewitz/
 Big Ron Landers
Year/make: 1937 custom
Model: W
Assembly: Jay Souza/Perewitz
Time: 3 months
Chroming: Chrome Masters
ENGINE
Year: 1937
Builder: Harley-Davidson/B&B Racing
Displacement: 45 cubic inches
Cam: B&B Racing
Ignition: Mallory
Pistons: B&B Racing
Heads: Harley-Davidson/B&B Racing
Lifters: B&B Racing
Carb(s): Mikuni 36mm
Air cleaner: Paughco
Pipes: Dave Perewitz/Big Ron
TRANSMISSION
Make: Harley-Davidson
Year: 1960
Modifications: stock
Shifting: with ease
PAINTING
Painter: Dave Perewitz/Jay Crone
Type/color: PPG/atermelon Red
WHEELS
Special paint: gold leaf and striping by
 Keith Hanson
FRAME
Year: first-of-its-kind
Builder: Paughco
Rake: 32 degrees
Shocks: rigid
ACCESSORIES
Bars: Paughco
Handlebar controls: Grimeca
Fenders: RWD
Headlight: Paughco
Taillight: V-Twin Mfg.
Front pegs: Jaybrake
Rear pegs: no
Electrics: Jay Souza
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Seat: hand-tooled leather/
 Johnny's Custom Shop
Grips: Jaybrake
FORKS
Type: springer
Extension: stock
Builder: Paughco
WHEELS
Size: 21-inch front,
 18-inch rear
Wheels: DNA
Tires: Avon
Brakes: Jaybrake
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Dave Perewitz on his 1937 Harley flathead-powered chopper.



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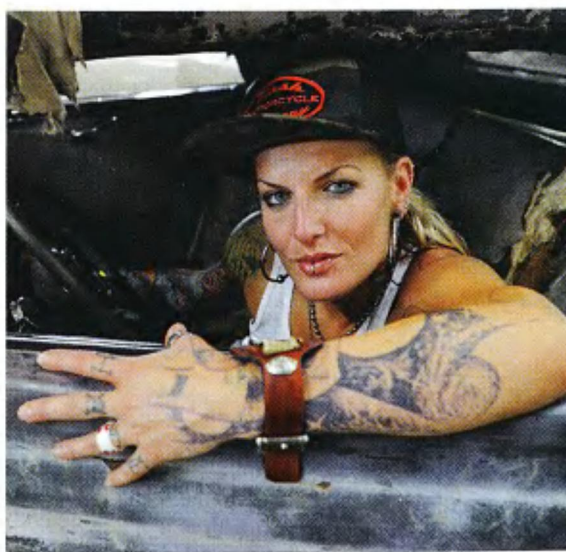
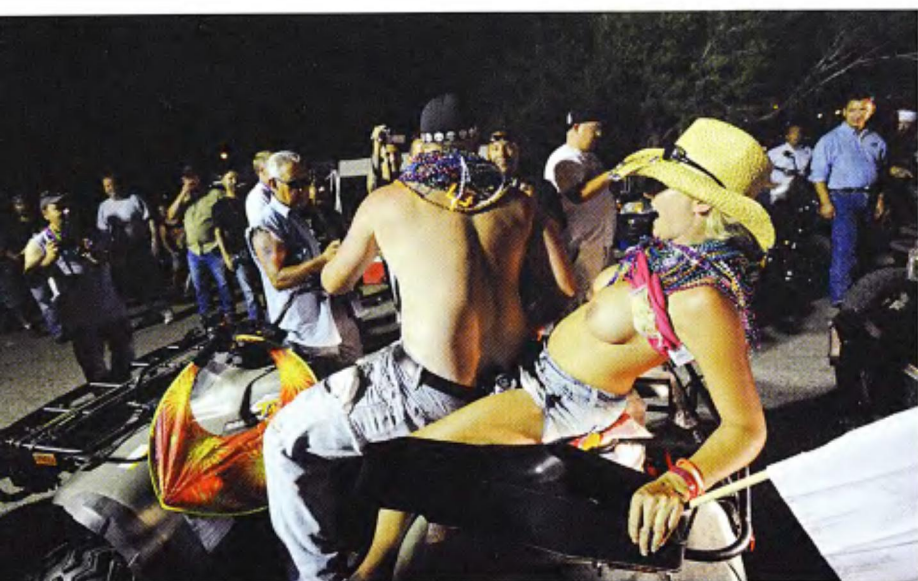


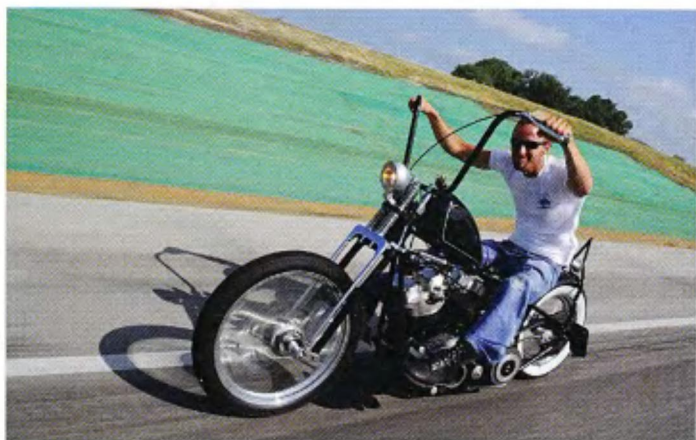
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THE ROT RALLY

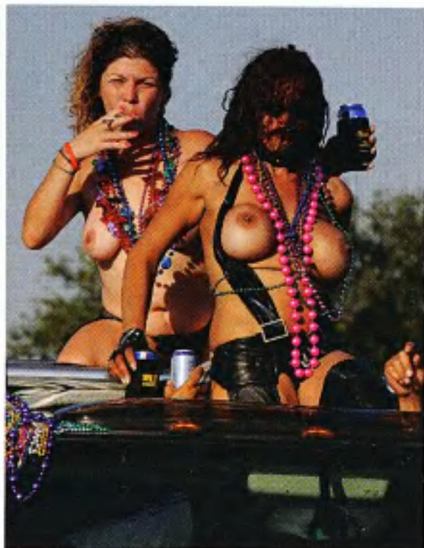
THAT'S REPUBLIC OF TEXAS TO YOU AND ME

The 2009 Republic of Texas (ROT) Rally was the perfect excuse to visit Austin, Texas, voted one of the best American cities in which to live for having the "best people" in the country and for being one of the best college towns anywhere. The city has proclaimed itself the "Live Music Capital of the World" having hosted the *Austin City Limits* TV show for more than 30 years and now with the SXSW (South by Southwest) music festival where more than 1,400 performers play at 80 venues.

Locals refer to Austin as "The People's Republic of Austin," and have come up with the unofficial slogan "Keep Austin Weird." Plus, it's the only major Texas city that has no ordinance against women appearing topless in public. It sounds

like the perfect place to host a party for the 50,000 bikers that showed up.

While the ROT Rally is a four-day event, most of the festivities take place on Friday and Saturday. After checking out a bit of Austin (and the Austin Speed Shop) Friday morning, we witnessed "The Greatest Little Show on Earth," midget wrestling from the Micro Wrestling Federation down at the Travis County Expo Center. There was plenty to see on the 350-acre rally grounds, including bike builders Paul Yaffe, Jeff Nicklus, Rick Fairless, Joe Martin, Brian Klock and Jaxon Fyffe. We took a close look at the Big Texas Chop-Off of Champions bikes and visited the four onsite biker bars for a few cold ones.



We headed downtown in the "Longest Parade of Motorcycles Known to Mankind" (2006 *Guinness Book of World Records* certified). The weather was changing and it was getting dark as the parade left the ROT grounds at 7 p.m. Thousands lined the 11-mile route. The final turn from 1st Street onto Congress was impressive with all the bikes and the Texas State Capital completing the view. The city was ready, not only for the parade, but to accommodate tens of thousands of bikes, bikers and spectators, a stage for bands, street vendors and the finale: a Robbie Knievel jump.

All the bikes made it into town just as the sky broke with a Texas-style storm—big and strong—sending everyone for cover under awnings and into shops, bars and restaurants. When it finally subsided, the streets filled and the party started. Then the anticipation started building with a focus on the end of the street where "Kaptain" Robbie Knievel was to attempt a 180-foot jump over Budweiser semi's. Despite the wet streets and jump ramps, he pulled it off perfectly with great Knievel style. It was a great cap to the evening, or near cap, since there was still time to participate in the nightlife on 6th Street.

Saturday morning was the perfect time for a ride as we joined Rick Fairless and a small group of friends for a detour to the fairgrounds through the countryside and small towns. By the time we did get to the grounds, the rally was in full swing.

Now was our chance to check out the bars, music, "Bag Lady Sue" and the Texas-style craziness we'd heard so much about. Of course, it was hard to beat the people-watching as a constant parade in which anything with wheels (pedaled conveyances to four-wheelers pulling stripper pole trailers) passed by. There was no dress code. For that matter, there was hardly any dress. By early evening, the spontaneous parade was so intense we couldn't tear ourselves away to get to the stage for the giveaway of three limited-edition Evel Knievel bikes (signed by the late Evel)—and who knows what else we missed? One thing we couldn't dare miss was the killer live concert by Hank Williams, Jr.

The ROT Rally is *big* in every way. But then, what else would you expect from Texas? If all this whets your run appetite, the 2010 ROT Rally is scheduled for June 10 to 13. Visit www.rotally.com for more info.

—Michael Lichter



Photos: Michael Lichter

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ATTENTION: OUR NATIONWIDE NETWORK OF A.I.M. ATTORNEYS DONATE A SIGNIFICANT PORTION OF THEIR FEES FROM MOTORCYCLE ACCIDENT SETTLEMENTS BACK INTO MOTORCYCLING BY BEING THE SOLE FINANCIAL SPONSOR OF THE NATIONAL COALITION OF MOTORCYCLISTS.



Battistini Big Foot

Just in from Battistini Custom Cycles is the extended heel and toe setup that sits 1 1/2-inch longer than stock and allows riders who have larger feet more space between pegs for comfortable riding.

A perfect accompaniment to the new extended setup is a set of Battistini full-length footboards, which will enable the use of the full board for extra foot positions, providing enhanced comfort during riding.

All Battistini products are made in the USA from billet aluminum and are CNC-milled, fitting all Harley-Davidson models from 1984 to 2010 as a simple bolt-on.

Battistini USA
925-828-7854
www.battistinisusa.com



Bagger Nation Slider Covers

Paul Yaffe's slider covers for your front forks match his cool exhaust tips. These bad boys are CNC-machined from a solid block of 6061-T6 aluminum and chrome-plated or black anodized and accent machined. They're an easy bolt-on product that will dramatically change the look of your bagger.

Paul Yaffe's Bagger Nation
602-840-4205
www.baggernation.com



CruzTOOLS

Motorcycles make widespread use of set and cap screws that require Allen or Torx wrenches. CruzTOOLS has introduced three new sets for motorcyclists: a 10-piece Inch Hex Bit Set (\$24.95); an 8-piece Metric Hex Bit Set (\$22.95); and a 10-Piece Torx Bit Set (\$29.95). The quality is comparable to top professional tools, with polished chrome bodies and heat-treated chrome vanadium bits that exceed ANSI specifications. All sockets are 3/8-inch drive for compatibility with the most common ratchet and T-Driver sizes and contain an easy-to-read reverse laser imprint of size for quick identification.

CruzTOOLS products are lifetime guaranteed, but more importantly, are absolutely dependable when needed. They are available through most motorcycle dealers.

CruzTOOLS
888-909-8665 • www.cruztools.com



Express Cruis'n Tool Pouch

Need a pouch to carry those tools you might need on the road that is easily accessible and affordable? Saddlemen has many options for you to choose from. One is this Express Cruis'n Large Tool Pouch (Model: 3510-0039).

It has smooth, clean styling and matches the Cruis'n line of saddlebags and large sissybar bag. Easy-open lid features lockable twist-lock (lock included) supplemented by hook-and-loop, and straps included for secure mounting. Dimensions are 11 inches long, 3.5 inches wide and 4.5 inches high. Saddlemen products are available at your nearby Drag Specialties retailer for around \$29.95.

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



Comfort Max Ortho-Deluxe Gel Seat Pad

American Motorcycle Specialties new Ortho-Deluxe gel pad's unique

cutout section eliminates painful pressure on the tailbone and helps your spine relax. Designed for large cruiser and touring riders, the Ortho-Deluxe gel pad measures 18 inches wide and 17 inches long.

The pad is made of advanced Viscoelastic molded gel, which is used in medical and sports applications. The rubberized grip bottom prevents the pad from sliding off the seat and does not require the use of permanent straps. You just put the pad on the seat and ride away. The covers are available in Neoprene or genuine sheepskin.

American Motorcycle Specialties
800-710-7237

www.amspecialtiesusa.com



Drag Specialties Forward Controls

These high-quality billet aluminum forward controls from Drag Specialties have a stunning chrome finish. The kit includes a master cylinder, knurled shift peg, knurled brake peg, and mounting hardware. Footpegs and FXSTD adapter kit are available separately. Retail is \$574.95.

Drag Specialties

www.dragspecialties.com



Wimmer Air Cleaner

The latest from Wimmer Custom Cycle is this totally

old-school looking S&S replacement air cleaner. Simply remove the teardrop cover and place in the filter adapter and new, oversized filter along with the new cover. This CNC-machined billet intake fits all S&S carburetors and is available in satin, wrinkle black or satin nickel. You can mix and match. The lifetime filter is easy to service and rain protection is available. Prices start at \$225.

Wimmer Custom Cycle
866-Hot-Cycle

www.wimmermachine.com

WINNER OF THE 2009 TERESI PRODUCT AWARD

HOPPE

INDUSTRIES

MOTORCYCLE PRODUCTS
DESIGN & MANUFACTURE

515 11th Place Kenosha, WI 53140 • Phone (262) 552-2770 Fax (262) 552-2778



MODEL PICTURED ABOVE IS THE 5566

Part of Hoppe's line of premium fiberglass

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

Innovator of the First and Original multi-speaker, Quick Detachable Fairing!



QUADZILLA

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.

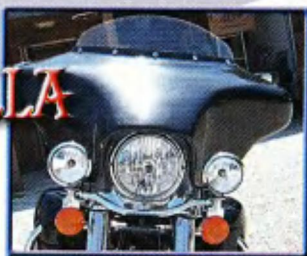
Sportster w/amplified speakers. Comes completely assembled with speakers and a 3' mini jack 3.5mm patchcord to plug in an ipod and MP3.



VANILLAZILLA

Plain, need not be boring. Complete inner and outer shell. Let your imagination

run wild. Available for Road King, Fat Boy, Heritage, Softail Deluxe, selected Metrics and Sportster/ some Dyna's.



(narrow glide front ends)

ALL NEW!! ACCENTS AND ACCESSORIES



The Hoppe Air Max's very unique design, is virtually unnoticeable when installed and waterproof when closed. Works with or without glove boxes. (Vents only).

Custom Speaker Grills & Bagger Chrome switch & radio accents. Polished stainless steel, these will add a real custom look to your ride. Several designs to choose from on the grills. Call for more details or visit our web site for additional designs and applications. Add a clean look to your bagger. It's a Triple threat. Holds most beverages, acts as a heat shield, and hides your ugly starter. Style and substance with one easy piece. Fits all Twin Cam FLH/FLT.

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

Ask about our fairing options: We can add built in Sirius satellite capability, XM option, ipod tuner/changer, Aux. Audio input, 12-volt accessory power socket, chromed speaker and radio bezel, polished stainless windshield trim, windshield pouch's, Blue Tooth.

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

www.hoppeindustries.com

DAYTONA BIKE WEEK 2010

With 69 truly being a favorite on a lot of people's lips these days, those numeric aficionados have ample reason to congregate and celebrate at Daytona this year: it's Daytona Bike Week's 69th anniversary.

That's right, prime your pucker, get those juices flowing, do whatever it takes to prepare yourself for this year's special occasion. Be among those who will be able to proudly say they did a Daytona 69!

There will be plenty of opportunity to party with strangers and make them your friends, or vice-versa, as sometimes happens. But fear not, whether you come solo, with your significant other, or with your entire crew, the key is to relax and let things happen and a good time will be had by all. That's how it always goes.

And if you need some more precise and up-to-date information before you leave for the Big '69, there are lots of good websites, but the official one is probably the best one: www.officialbikeweek.com.

—Tripper

Destination Daytona

Still there on I-95 and U.S. 1, Exit 273, Destination Daytona has become the place to be during Daytona Bike Week. It has anything and everything the modern biker could possibly wish for: dining options, bars and pubs, specialty shops, biker wedding and vow renewal packages, real estate offices, the WyoTech Institute, and even 109,000-square-foot full of brand-new Harley-Davidsons (just in case you've got your heart set on one). Although Bruce Rossmeyer (R.I.P.) may not be around anymore, his Destination Daytona is still the mega biker mall of the future and, as such, it may have something other malls have, too, but no other mall in the world has this: the Teresi Dyno-Drags Truck.

Daily Events

Although Bike Week officially runs from March 1 through 7 this year, particularly party-prone revelers will undoubtedly invade Daytona the weekend before. As usual, events, their times and dates are subject to change, so check the official Daytona Bike Week Guide when you get there, available at the Daytona Beach Area Convention & Visitors Bureau at (386) 255-0415 or (800) 854-1234. Or check with their official website (which is where we always get or info): www.officialbikeweek.com. E-mail address: info@daytonachamber.com

March 1 – March 7, 2009

69th Anniversary of Bike Week – area-wide – (386) 255-0981

Official Bike Week Welcome Center

Free literature on area events; pick up the Official Pocket Guide & 2007 Bike Week Poster – 9 a.m. – 6 p.m. – Riverfront Park – Beach Street – (386) 255-0981, ext. 230; www.officialbikeweek.com

Daytona International Speedway – Daytona 200 Week – Ticket Info (386) 253-7223; www.daytonainternational-speedway.com

Thunder Gulch

Black Cloud Saloon & The Watering Hole Patio Bar – Live entertainment, contests, prizes, giveaways, food, beverages, vendors – one mile north of Bunnell on US1; (800) 714-8388

Arlen Ness Custom Motorcycles

Outside vendors, all motorcycle related products, T-shirts, trailer sales, sunglasses, custom bikes and choppers, custom wheels and much more – 420 N. Beach St., Daytona Beach; (386) 271-1981

Bank & Blues Club

Home of the Razorbacks, the best in Rockabilly – mezzanine-style historic bank building – 701 Main St., Daytona Beach; (386) 252-9877

Barney's Leather

Vending, food, beer, music and T-shirts – 438 N. Beach St., Daytona Beach; (386) 677-7674

B.F.F.A.R. (Bikers for First Amendment Rights)

Formerly Whiskey Pete's 8 a.m. – 2 p.m.; live entertainment, full liquor bar, food, secure motorcycle parking – 144 Ridgewood Ave., Holly Hill; (386) 253-3993

Boot Hill Saloon

Two Locations to party – Main Street location: bands inside & outside – 310 Main St., Daytona Beach, Ormond Beach location: live music daily, Wall of Death, 1081 N. US Hwy 1; (386) 257-2007; www.boothillsaloon.com

Broken Spoke Saloon

Great drinks, beer specials daily, full liquor bar, contests, free bike parking & live music – 1151 N. US1, Ormond Beach; (386) 673-1040

Carl's Speed Shop

Harley Performance Center – computerized dyno jet 250i dynamometer installations of power commanders – visit our showroom & real performance shop – high-performance parts & accessories – clothing & apparel center – 9 a.m.-7 p.m. – 390 N. Beach St., Daytona Beach; (386) 257-3777

The Chamber, Daytona Beach/Halifax Area

Free literature on area events – Free Blood Pressure Checks, First Aid & Valvoline display; Official Motor Oil of Bike Week – Pick up the Official Pocket Guide & 2005 Bike Week Poster – Sponsored by Motorcycle Safety Foundation; Kevin Kilian; (386) 255-0981, ext. 230

Cheyenne Saloon

Outback bar, BBQ ribs & smoked turkey legs, games, contests, live bands – Breakfast buffet daily 7 a.m.-11 a.m. – East Palatka, FL; (386) 328-9216

Daytona Harley-Davidson

Outside vendors, all motorcycle related products, clothing, leather goods, chrome & much more – 290 N. Beach St., Daytona Beach; (386) 253-2453

Daytona International Speedway

Demo Rides from Honda, Kawasaki, Suzuki, Triumph, Buell, Yamaha, Aprilia, Moto-Guzzi, BMW, Harley-Davidson, Victory, Boss Hoss, and Bourget Bike Works; riders must hold a valid motorcycle drivers license and have a DOT-approved helmet to participate; (386) 254-2700

Dirty Harry's

Music, food, drinks and fun; 705 Main St., Daytona Beach; (386) 252-9877

Down The Hatch

An authentic Florida Seafood Restaurant – Live music, outdoor deck & scenic view – Front St., Ponce Inlet; (386) 761-4831

First Turn Lounge & Steakhouse

Live rock & roll bands, tiki bar, contests, karaoke, food, liquor & beer – 5236 N. US1, Port Orange; (386) 788-5434

Froggy's Saloon

Music day & night, food, souvenirs & more; 800 Main Street, Daytona Beach; (386) 254-8808; www.froggyssaloon.com

Full Moon Saloon

Home of the \$2 bloody marys,

\$3 margaritas and more; 700 Main St., Daytona Beach; (386) 253-1944

Gilly's Pub 44

Blow-out party every day; live bands noon – 2 a.m., including national recording artists; games, dancing, food & drinks, vendors, contests; 1889 SR 44, New Smyrna Beach; (386) 428-6523; www.pub44.com

Gold Wing Getaway Vendor Show

9:00 am - 6:00 pm, pin striping, airbrush artists, tires, accessories, food and more; presented by Chapter FL1-H Gold Wing Riders Assoc.; New Smyrna Beach Airport, US1; (386) 673-6176

Hang Dawg Saloon

Live music daily by Fireball from England, Hogwild Honeys, bike wash, bull riding, contests; 1065 US 1N, Ormond Beach; no phone

Harley-Davidson

10 a.m. - 5 p.m. – Indoor Show, other activities tbd; Ocean Center Arena; (386) 254-4500

Inlet Harbor Marina & Restaurant

Live music daily, fresh local seafood, steaks, cold beer & tropical drinks – Party on the areas largest torch lit deck – South on A1A to 133 Inlet Harbor Rd., Ponce Inlet; (386) 767-5590

Iron Horse Saloon

Food, vendors, Wall of Death, burn out pit, live entertainment – 1068 N. US1, Ormond Beach; (386) 677-1550

JB's Fish Camp

Rustic dining on the river, Key West style sunsets, full bar, outside dining, & live music nightly – A1A South, beachside New Smyrna Beach; (386) 427-5747

Kickstand City

Overnight parking throughout Daytona 200 Week by Honda; (386) 254-2700

Ocean Deck Restaurant & Beach Club

Reggae Beach Bash with oceanfront views – great food and drinks; 127 Ocean Ave., Daytona Beach; (386) 253-5224; www.oceandeck.com

Riverfront Park

9 a.m. – 8 p.m., Major manufacturers' motorcycle displays, food court, live entertainment, official merchandise and official Welcome Center; across from Harley-Davidson; (386) 677-9609

Smiley's Tap

World Famous \$7 BBQ Buffet, music, outside beer garden, vendors, awesome food & nightly bon fires – 1161 N. US1, Ormond Beach; (386) 677-9609

Spider's Promotions

Bike Week Campground, hot

showers, Volusia Speedway Park, located on Rt.40, 15 miles west of I-95; (888) 438-2729

Sunshine Park Vendor Expo

8 a.m. - 6 p.m.: free admission – 2400 S. Ridgewood Ave., South Daytona; (386) 677-6749

Traders Beach Club

Live music nightly, contests with cash prizes, no cover charge – 317 Flagler Ave., New Smyrna Beach; (386) 428-9141

Wise Guys Watering Hole

Great entertainment, food, best view in town – 415 Main St., Daytona Beach; (386) 253-8251

The Wreck Riverfront Restaurant

Located directly on the river; 510 Main St., Daytona Beach; (386) 226-3000

Volusia County Fairgrounds

Swap Meet – 9 a.m. - 8 p.m. – Parts from around the world with biker games & more – DeLand (386) 252-3101

Bars and Strip Clubs

Art's Place

5115 N. Hwy. 17, DeLeon Springs Off the beaten path. Burgers, bands, bonfires, barbecue, horseshoes, miniature golf, poker runs, etc.; (386) 985-5151

Billy Bob's Country Night Club

2801 S. Ridgewood Ave. (U.S.1), South Daytona; (386) 756-0448

Boot Hill Saloon

310 Main Street, Daytona Beach There is something happening in this place each and every day. Check daily events schedule for more info.; (386) 258-9506

Bottom's Up Club

2396 N. U.S. 1, New Smyrna Beach; Strippers; barbecue in the back; (386) 427-0364

Cabbage Patch

Coleslaw wrestling, 12 Noon – Samsula; (386) 427-8969

Cheyenne Saloon

Outback bar, BBQ ribs & smoked turkey legs, games, contests, live bands – Breakfast buffet daily 7 a.m. – 11 a.m. – East Palatka; (386) 328-9216

First Turn

5236 U.S. 1, Port Orange; Free Beer Hour every day, plus live bands daily, LA Knockout Oil Wrestling, Miss Bare Chaps, and more fun stuff; (386) 760-378

Froggy's

800 Main St., D.B. "The biggest party on Main Street" with lots of stuff going on night and day; (386) 253-0330

Full Moon Saloon

9 S. Wild Olive, Daytona Beach; (386) 257-8661

Gilly's Pub 44

1889 State Road 44, New Smyrna

Beach. There's something happenin' every day of the week (see Events Calendar); (386) 428-6523

Iron Horse Saloon

1068 N. U.S. 1, Ormond Beach
The 13th annual motorcycle Mardi Gras, free beer hour daily, live bands, events, California Hell Riders and their Wall of Death; (386) 677-1550

Jackson Hole Saloon

1081 N. U.S. 1, Ormond Beach; (386) 673-6996

Last Resort

5812 Ridgewood Ave. (U.S. 1), South Daytona; Daily live bands, vendors, and entertainment; (386) 761-5147

Main St. Cafe/Al's Alley Pub

821 Main St., Daytona Beach
A busy place, lotsa music; (386) 257-2323

Molly Brown's

542 Seabreeze Blvd., Daytona Beach; Strippers, strippers, strippers...; (386) 255-5966

Pandora's Box

319 2nd Ave., Daytona Beach
Strippers and more; (386) 252-9163

Ringside

116 E. Dunlawton Ave., South Daytona
Boxing ring, Miss Daytona Bike Week contest, cheap beer, BBQ and much more; (386) 756-0230

Shark Lounge

730 Int'l. Speedway Dr., Daytona Beach. Strippers galore; (386) 258-1230

Shingle Shack

640 N. Ridgewood, South Daytona Beach. Strippers etc.; (386) 253-584

Smiley's Tap

1161 N. U.S. 1, Ormond Beach
Just like last year: lotsa stuff happening; (386) 677-9609

Sopotnick's Cabbage Patch

549 Tomoko Farm Rd., New Smyrna Beach
Daily bands, 2-wheel camping, and much more; (386) 427-2659

Squeeze Inn Pub

5005 S. Ridgewood Ave. (U.S. 1), South Daytona; Drink specials, bands and contests; (386) 760-2564

Willy's Motorcycle World

566 Ballough Rd., Collector-bikes on display; (386) 253-2100

Swap Meets

Spider's Swapatona Gigantic Motorcycle Swap Meet
Six acres of motorcycle arts and accessories - Daytona Flea Market. I-95 and U.S. 92, Daytona Beach, 1 mile west of Daytona International Speedway.

Daily, 10 a.m.-6 p.m.; (800) 262-6946

28th Daytona Beach Swap Meet Jam-On Productions

9 a.m. - 6 p.m.; Daytona Flea Market, corner of ISB & Tomoka Farms Rd.; buying, selling & trading motorcycles and all the accessories; parts new & used; daily bike shows; live entertainment, good food and cold beer; (301) 336-2100

Shops & Parts

Bas Cycles

1842 S. Seagrave St. South Daytona; (386) 767-1993

Choppers World

618 Main St.; Daytona Beach; (386) 252-1922
www.choppersworld.com

Corbin

814 Main St. Daytona Beach; (386) 258-8191
www.corbin.com

Cycle Accessories of Daytona & Polaris

712 N. Beach St. Daytona Beach; (386) 255-4255
www.polarisofdaytona.com

Cycle Goodies

300 Ridgewood Ave. Holly Hill; (386) 258-5691

Daytona Blackgold Cycles Inc.

541 Ballough Rd. Daytona Beach; (386) 258-8020

Daytona Cycle

333 Carswell Ave. Holly Hill; (386) 255-0566

Daytona Harley-Davidson

290 N. Beach St. Daytona Beach; (386) 253-2453
www.harley-davidson.com

Daytona Import-Export

1633 State Ave. Holly Hill; (386) 673-1921

Magnum Cycles

612 N. Ridgewood Ave. Daytona Beach; (386) 253-1398

Miller's Custom Parts

1863 S. Ridgewood Ave. South Daytona; (386) 761-0858;
www.commercemarketplace.com/pages/millers

Personal Cycle Service

594 Ballough Rd. Daytona Beach; (800) 435-7039
www.pcdaytona.com

Prinkey's Used Motorcycles

5840 S. Ridgewood Ave. Port Orange; (386) 322-5533

Robison's Sales & Service

508 W. International Speedway B, Daytona Beach; (386) 255-6788

Peen's Precision Motors

420 N. Beach St. Daytona Beach; (386) 252-9569

Russell's Cycle Care

Where: 2514 N. Dixie Fwy (U.S. 1),

New Smyrna Beach; (386) 427-6001

Slick Cycle Tony's Hacienda

207 Dunlawton Ave. (U.S. 1 and Rt. 421); Port Orange (386) 760-4456

Services

Bike Week Welcome Center

503 Main Street, Daytona Beach
Sponsored by the Daytona Beach Chamber of Commerce
Open daily from 10 a.m.-10 p.m.
Check out their website: <http://www.officialbikeweek.com>
(386) 255-0981

Bikers Against Manslaughter,

Ellis Groceries, 601 Main St., Daytona Beach. Open daily; 24-hour free emergency breakdown and legal assistance; free membership cards; (800) 4-BIKERS

Towing/Bros Club Service

Looking for a terrific tow job? Nobody does it better than the Bros Club. You won't have to worry about a little thing like a break-down turning into a major headache for you, because by joining the Bros Club, you are ensuring yourself the best help a rider on the road can have. 24 hours a day, seven days a week. All ya gotta do is call (800) 325-9028, and you'll have access to more than 12,000 affiliates able to pick you up and dust you off (or dry you off), fill your tank, and are at your beck and call throughout the 48 contiguous states, Alaska and parts of Canada.
www.brosclub.org

Bike Transportation

If you can't ride to Daytona, but have to have your bike there, shipping is the way to go. The following companies will be happy to take care of that for you.

J.C. Motors

J.C. specializes in motorcycle shipping, because they started out as motorcycle shop and wholesalers. Even extra-long choppers and big-assed dressers are no problem for them, and they've got a special, patented "pop-up" crate, which they'll ship to the customer for easy crating, and then they'll pick it up. JC Motors ships internationally, nationwide, and to all rallies. And if the old lady's kicked your ass to the curb and ya gotta move all your crap out, they'll do that, too. For more info or to have them ship your ride, call (800) 730-3151, or go to www.motorcycleshippers.com.

Goldrush Motorsports

They'll ship your bikes from anywhere, USA, to Daytona, provided it's more than one. So if you and your buddies don't have the time to ride, just call Ken, and he'll handle it for you. Their phone number is (310) 963-1701, or visit them on the web at www.goldrushmotorsports.com.

Federal Company

As an agent for Allied Vans, they'll ship your bike pretty much anywhere within the continental U.S. They'll pick up individual bikes or groups, and the more bikes, the more of discount rate you'll get. Just make sure you call 'em about three weeks before you want the bike in Daytona, or a month, if you live in the boonies. They'll even take your bike in Daytona for the return trip and drop you off at the airport. For more info call (800) 747-4100, ext. 217. Or check 'em out at www.federalcos.com

Bike Rentals

There are so many bike rentals out there these days, it's impossible to list them all. Here's only a smattering of rental places. If you don't like these, find your own by surfing the net. You'll be overwhelmed.

EagleRider

EagleRider pioneered the Harley-Davidson motorcycle rental concept and the guided motorcycle tour business in 1992. Today, they're the world's largest motorcycle tourism company specializing in rentals of motorcycles, ATVs, dirt bikes, scooters, snowmobiles, and watercraft. EagleRider even has one-way rentals between franchise rental facilities located in the most desirable tourist destinations in the USA, Mexico, France and Spain.
www.eagleriders.com

Harley-Davidson

Yes, the Company rents Harleys, too. They have 20 outlets in Florida alone, with Daytona H-D being the closest on to the action, of course. However, if they're all out of bikes by the time you call 'em, surf on over to www.harley-davidson.com to see where else you can pick up your tool of mischief.

2Wheel Adventures

They're an independent motorcycle travel agent for several rental and tour companies worldwide. They say they don't own the bikes, but they'll try to get you on the one you're looking for! Call 'em at (866) 990-RENT or find 'em at www.quant-rill.com.

Campgrounds

Abate of Florida, Inc.

60-acre campground, includes RV sites, hot showers, beverage, food, vendors, 24 hour security, no hook-ups - Volusia County Fairgrounds; (386) 943-9610; www.abateofflorida.com

Bulow World Famous RV Resort/Campground

Food and beverage - contests - live bands; Flagler Beach; (800) RV-BULOW

Cackleberry's Lot Next Door

RV and tent camping, food,

entertainment, games, beverages, vendor space available - West on International Speedway Blvd. South on Tomoka Farms Rd. (8 miles); (386) 428-5459

Crazy Horse Campground

Daytona's largest campground catering to bikers - 90 acres of clean level camping - hot showers, Mailing address: 910 South Beach Street, Daytona Beach, FL 32114; Street address: 1425 Tomoka Farms Rd., Daytona Beach, FL 32124; (888) GET-CRAZY

Daytona Beach Campground

4601 S. Clyde Morris Blvd., Daytona Beach, FL 32119-1220 (386) 761-2663

Daytona 200 M/C Camping

Motorcycles only camping, clean restrooms, showers, full kitchen, security. 3-1/2 miles west of I-95; (386) 677-2061; www.daytona200mc.com

Flea & Farmers Market Camping

Tent & RV sites, hot showers, RV water fill-up, no full hook-ups - 2987 Bellevue Ave., Daytona Beach; (386) 253-3330

Harris Village & RV Park

Eagles Nest Beer Garden & Eatery; Food, Beer, Wine, Vendors, T-Shirts, Custom Choppers. Happy hour 2 for 1 beer every-day between 5 p.m. - 6 p.m. Full hook-up RV Park - 1080 N. US1, Ormond Beach; (386) 673-0494

Jackson Hole Campground

4 miles from US1 strip - primitive camping is available - Call Sandy for reservations & directions; (386) 673-0617

KOA Campground

Bikers Welcome - Breakfast restaurant, hot showers, good rates - I-4 exit 114, DeLand/Orange City; (386) 775-3996

Moonshine Campground

Primitive camping, no hook ups, clean restrooms & showers, food, cold beer - \$15 per person per day - No reservations - 24-hour security - 1725 N. US1, Ormond Beach; (386) 677-1550

Motorcycles Only Camping

Daytona 200 M/C Clubhouse, 1 mile west of I-4 on Hwy. 92, Daytona Beach. Clean restrooms, showers, food available - Camping by donation. (386) 672-3927 - Contact Frank Whitacker

New Smyrna Campground

West of I-95 (Exit 249) on Hwy. 44 & 415, across from New Smyrna Speedway; 386-527-6010

Nova Family Campground

24 hour guarded primitive tent camping, campfires permitted - Camp store, firewood, LP - 1190 Herbert St., Port Orange; (386) 767-0095; www.gocampingamerica.com

Orange Isle Campground
3520 South Nova Rd., Port Orange
FL 32127; (386) 767-9170

Primitive & RV Camping
1000 feet from Daytona Harley-Davidson - 312-360 Mary McLeod Bethune Blvd.; (386) 252-5338 day; (386) 255-3019 evening

Spider's Cycle City
Bike Week Campground - Hot Showers - Volusia Speedway Park - On Rt. 40, 15 Miles West of I-95; (888) 438-2729

Sunshine Holiday Camper Resort
1701 North U.S. 1, Ormond Beach; (904) 672-3045 - Contact Linda Ward

The Lot Next Door
Corner of SR415 and Pioneer Trail; next door to the Cabbage Patch; Samsula - <http://www.daytonachamber.com/lotnext.htm>; (386) 428-5459
Contact Frank Luznar III

Thunder Gulch Campground
Black Cloud Saloon & The Watering Hole patio bar - Live entertainment, contests, prizes, giveaways, food, beverage & vendors, one mile North of Bunell - (800) 714-8388

No-tell Hotels & Motels
A1A DAYTONA BEACH CONDOS
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BEACON BY THE SEA
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(386) 255-3619

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(386) 672-0990;

www.surfsideresorts.com
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(386) 252-0584

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(800) 767-9738 or (386) 767-2821;
www.dreaminn.com

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www.palmplaza.com

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(386) 767-2551

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(386) 761-2335

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(386) 252-1692

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(800) 356-3273

SILVER SANDS INN
2119 South Atlantic Ave., Daytona Beach Shores, FL 32118
(386) 258-1012

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SUPER 8 - SPEEDWAY
2992 W International Speedway Blvd., Daytona Beach, FL 32124
(386) 253-0643

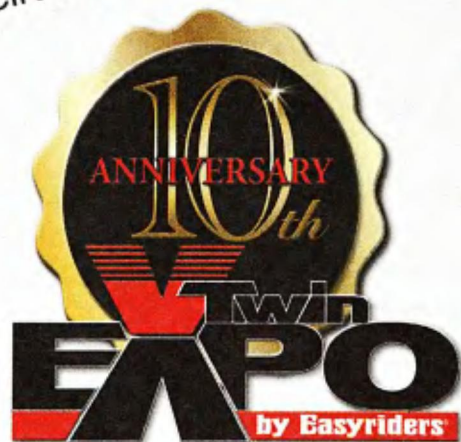
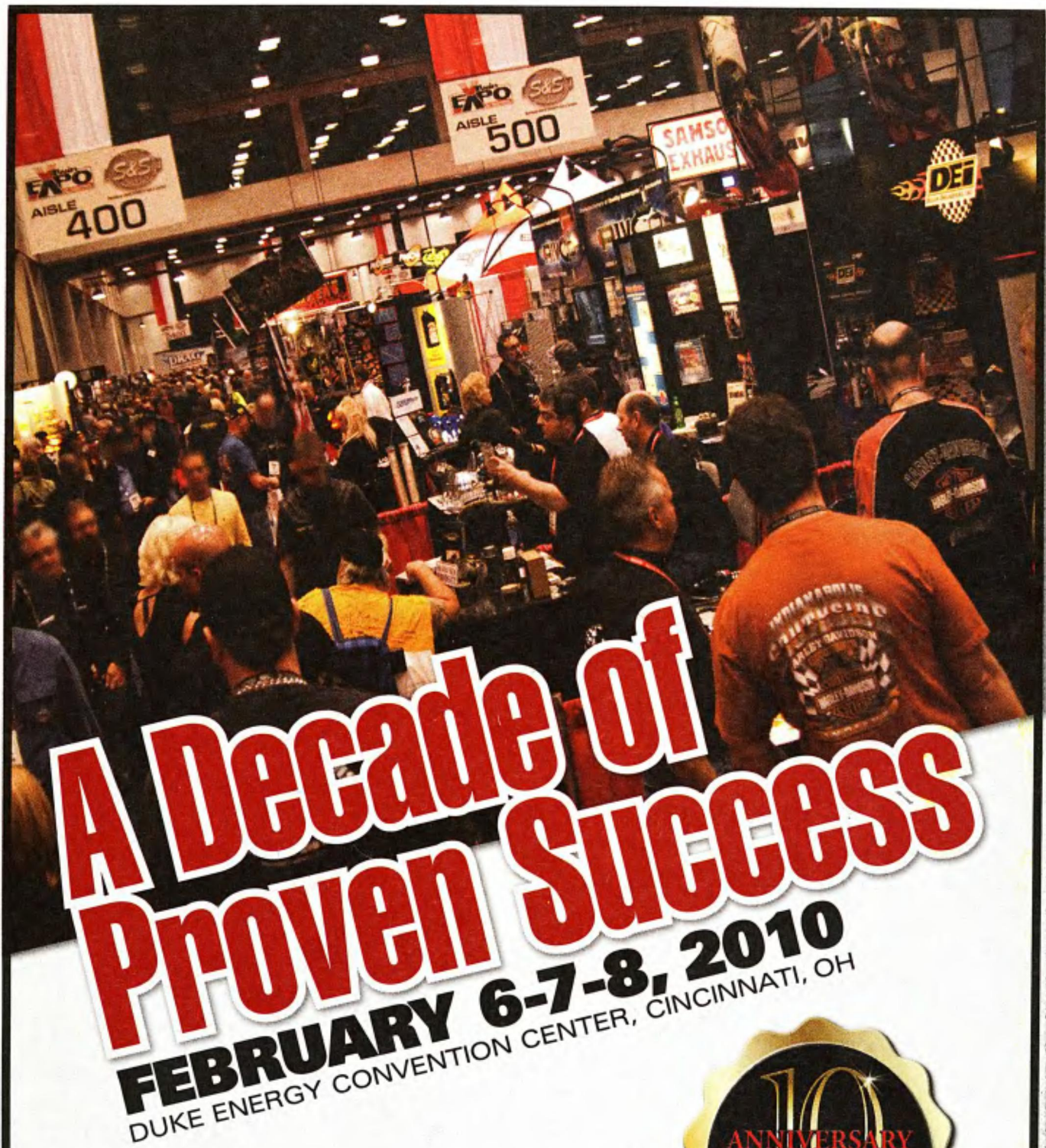
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(386) 672-8510

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2025 S Atlantic Ave., Daytona Beach Shores, FL 32118; (386) 255-8371

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2237 S Atlantic Ave., Daytona Beach Shores, FL 32118
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Passin' Gas

A little boy says to his mother, "Mommy, why am I black and you're white?"

His mother replied, "Don't even go there! From what I can remember about that party, you're lucky you don't bark!"

Rocky

W. Palm Beach, Florida

A first grade teacher was starting a new lesson on multi-syllabic words. She thought it would be a good to ask a few of the children for examples of words with more than two syllables.

One pupil stood up and said, "mas-tur-ba-tion." Shocked and trying to retain her composure, the teacher said, "Wow.

Four syllables. That certainly is a mouthful."

"No, ma'am," he replied. "You're thinking of blowjob. That's only two syllables."

James Overly

Huntingdon, Pennsylvania

A man comes home after a day at work to find his wife crying at the kitchen table.

"What's wrong?" he asks.

"I went to the store today, and a horrible man looked up my skirt. He said, 'I'd like to fill that with beer and drink it.' She sobs. "I wish you'd been there to kick his ass."

"Listen, honey. I've repeatedly told

you to wear panties every day," replies the husband. "And there's no way I'd mess with anyone who could drink that much beer."

Robert Ruiz

Iowa Park, Texas

One day a woman bought an old mirror at a second hand store. She got home and as she was hanging up the mirror she noticed a sign on the back that read: "If you make a rhyme and a wish, all your dreams will come true." So she figured, what the hell.

She placed the mirror on the door and said, "Mirror, mirror on the door, make my tits a 44." And poof, she got



nice, round, size 44 tits.

Suddenly she heard her ol' man's motorcycle in the drive so she laid down on the bed topless. Her old man came in the room and as he's taking off his leathers, he noticed her new tits. "What the hell?!" So she explained about the mirror.

So he, being the dirty mother he is, stood in front of the mirror and said, "Mirror, mirror on the door, make my dick hit the floor!" And poof, his legs fell off.

Nathan Brightman
Monroe, Washington

While watching a program about fashion models, Tiny's ol' lady

turned to him and said, "I'd love to have a body like that."

"Why?" he asked. "You'd only stretch it out."

Joey Hayes
Mesa, Arizona

Lefty, the 70-year-old rough neck biker goes to the doctor for an annual check-up. He's a bit deaf so he brings the ol' lady along to help out.

The doctor says, "To do the correct tests, I'll need to see a urine sample, a feces sample, and a sperm sample."

Rough neck Lefty can't hear shit so he cups his hand to his ear and yells, "What... what did you say?"

His ol' lady shouts, "The doctor says

he wants to see your underwear!"

Barbara Daniel
Sacramento, California

A priest is pulled over for speeding. Smelling alcohol on the priest's breath and noticing a wine bottle on the passenger's seat in the car, the highway patrolman asks, "Father, have you been drinking?"

"Just water," the priest replies.

"Then why do I smell wine on your breath? The patrolman asks.

The priest looks down at the bottle and exclaims, "Good Lord, he's done it again!"

Virginia Walker
Currituck, North Carolina



"You're really killing my boner over here, Angela."

EASYRIDERS' GUIDE TO SUSPENSION

BASICS TO SOFTENING YOUR RIDE

Springs, hydraulics, or a combination of the two are the basic choices when it comes to softening your ride, but how you get there is another matter altogether.

There are a number of manufacturers with their unique variations on the perfect forks and shocks for your custom ride. Mild to wild, the choices are nearly endless. Whether you are looking for the latest in high-tech motorcycle suspension or prefer the vintage look of a bygone era, there is a fork or a shock for you in this collection.

—Kit Maira



ALLOY ART AIR OVER GAS PERFORMANCE SHOCK KITS

High-quality air ride system specifically designed for Harley touring models. Chrome Bilstein shocks have custom valves with top mounted heavy-duty spherical bearings. The chromed CNC-machined billet aluminum top shock cover adds a custom finished look. Shocks are Firestone factory wrapped with an air ride purpose-built Firestone air bag. Kits are available with or without a compressor kit, which mounts out of sight with custom bracket and easy plug-n-play wiring harness. Made in the USA.

Drag Specialties
www.dragspecialties.com



PROGRESSIVE SUSPENSION MONOTUBE FORK CARTRIDGE KIT

This kit converts dual damper rod and damper rod/cartridge forks ('02 to '05 models) to high-performance cartridge forks. It contains a pair of high-performance, gas-charged mono-tube fork cartridges, improving resistance to front brake dive, front end stability, cornering, and bottoming control. It is a direct internal component replacement and no modification of the forks is required. For 1997 - 2010 FLT/FLHT/FLHR/FLHX/FLTR models.

Drag Specialties
www.dragspecialties.com

41MM FORK LEG ASSEMBLY REBUILD KIT

The complete rebuild kit for 41mm fork legs includes all parts needed for one set of 41mm front fork leg assemblies including: two fork boots; two oil seal caps; two oil seal retaining rings; two fork O-ring caps; four damper tube seal



NEW PERFORMANCE SUSPENSION FOR XR1200

Optimize the handling performance of the Harley-Davidson XR1200 with the new XR1200 Performance Suspension kit (P/N 54530-10, \$1,499.95). The kit includes a set of adjustable Showa Big Piston Front forks that enhance feedback and deliver smooth action. The BPF design eliminates many of the internal components of a standard cartridge fork and results in a lighter weight front suspension. The new forks offer convenient rebound and compression damping and spring pre-load adjustment to fine-tune the suspension to rider preference.

The kit also includes upgraded Showa rear shock absorbers with 36mm pistons and piggyback, nitrogen-charged reservoirs. Compression is adjusted with a knob on the reservoir, while rebound damping is adjusted with a thumb wheel on the lower clevis. Spring pre-load can be adjusted to achieve optimal sag. Fits 2008-later XR1200 models.

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



rings; two fork slider washers; two lower fork tube bushings; two fork slider oil seals; two fork slider upper bushings; two dust seals; two fork tube cap O-rings; and two oil seal retaining rings. For '86-'10 FLST; '84-'10 FXST; '93-'05 FXDWG; '85-'86 FXWG; '84-'01, '06-'10 FLT, FLHT, FLHX, FLTR; '94-'10 FLHR (P/N 0403-0022).

Drag Specialties

www.dragspecialties.com



AIR TRACKER SHOCKS

With an adjustment range from a 150- to a 500-pound rider and load, the new Air Tracker allows you to set up your bike specifically to the rider and their riding conditions. At the heart of the new design is a high-pressure gas-charged, 7075-T6 aluminum shock. A corrosion resistant, stainless steel pressure cylinder takes the place of springs and yields a smooth, uncluttered look to your bike. Internally, the shock features a floating piston to separate the nitrogen gas from the damper fluid. It is available in 12-, 12.5- and 13-inch lengths for Sportster '88-'09, FXR '82-'94, Road Kings, FL/FLH '58-'72, FLH/FLT models '80-on and Dyna models. Made entirely in the USA.

Works Performance Products

818-701-1010

www.worksperformance.com



41MM WIDE GLIDE TRIPLE TREES FOR DRESSERS

Custom Cycle Engineering has developed a brand-new top triple tree for all the Harley-Davidson FLH Touring models. The new billet aluminum top plate is designed to replace the old stock steel forged top tree that Harley has been running from 1950 up through the 2009 models. The new top plate is a pinch bolt and offers over 2-1/4 inch of clamping stability to the front forks. The new pinch bolt design is a break away approach that dramatically improves handling, tracking and overall stabilization. Because the fork tube is now engaged into the triple tree, custom length fork tubes are supplied to maintain stock ride height. The kit includes anodized billet aluminum pinch bolt top plate, new fork tube nuts and longer custom length 41mm fork tubes.

Custom Cycle Engineering

800-472-9253

www.customcycleengineering.com



AMERICAN SUSPENSION SPRINGER

The American Suspension D-66 Dragon Springer has been given an even more sinister look. These forks can now be ordered with the addition of their new Sabertooth covers with the lethal looking Scary Sharp pointed caps and the hidden brake line. These forks are available in black, chrome, copper, or raw in all lengths with triple trees for any application.

American Suspension

714-899-7076 • www.asforks.com

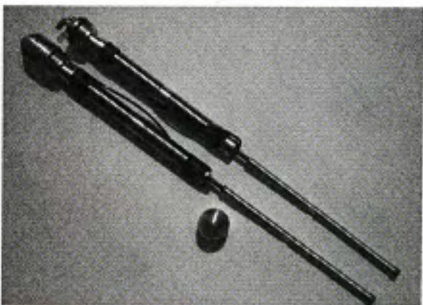


3-GUYZ BUILDER'S SPRINGER

3-Guyz' new raw-finish steel Builder's Springer is assembled using 100% CNC-machined components and all stainless steel hardware to give the builder the option of creating the finish they prefer to match their project with all the quality details at a steal of a price. You can get any length, wide or narrow, your choice of chrome or parkerized springs, and 3-Guyz will optimize the trail for each application ordered. It is weldable, and comes complete with a stainless steel axle. Typical time to ship is 2 1/2 weeks upon receipt of order. Made in USA

3-Guyz

503-645-4898 • www.3guyz.com



FRONT END AIRRIDE

AirFX Air Suspensions announces the arrival of their long awaited Front End Airride. The system is designed to be installed without removing the fork tubes, cutting installation time in half! they are constructed of the highest quality components, and features include adjustable rebound and lowest point settings to make it a safe and comfortable ride at any height.

AirFX Air Suspensions

800-210-1454

www.airfxairride.com



FL108



LEGEND AIR SUSPENSION

Legend Air Suspension's exclusive Gates Kevlar Air Spring technology is now available for 2010 Harley-Davidson models. Systems are available in black or chrome finishes. Standard in the complete kit are: two Legend Air shocks that install in the stock location so no modification is necessary; exclusive Thomas on-board air compressor; rider-friendly black handlebar mounted control; airline; tubing cutter; solenoid valve; all necessary mounting hardware; and a full color instruction guide to navigate the user through everything from the simple color coded plug and play wiring to the basic hand tools needed for this easy installation. The system is made in the USA and is backed by a limited lifetime warranty.

Legend Suspension

605-390-3262

www.legend suspensions.com



HAGON NITROS

Hagon Nitros are now available in lengths up to 15.75 inches (400mm). With stainless steel bodies and springs and your choice of anodized alloy fittings in black, silver, blue or gold, you can customize your shocks to suit your ride. Made in England, Nitros can be fully rebuilt and have a 2-year unlimited mileage warranty. They come with all adjusting tools.

Dave Quinn Motorcycles Inc

203-393-2651

www.davequinnmotorcycles.com



SCULPTURE CYCLES

Sculpture Cycles imports these absolutely awesome looking front ends made in Germany by NLC. Everything is CNC-machined from aerospace grade billet aluminum, and they use the latest technology in inverted damping. Unlike any other front end, these have covers

that come all the way down, past the axle, giving them that massive and tough look. These front ends are wider than stock and allow up to 200-series tires. They are available for Big Twins and V-Rods with 3 and 5 degrees of rake. You can choose between a polished and a black finish.

Sculpture Cycles

480-833-0998

www.sculpturecycles.com



STORZ

Storz Ceriani Inverted forks are the ultimate in high-grade suspension for Harley-Davidson applications. Available in bolt-on kits for Harley Softail, Dyna, FXR, and Sportster applications, features include: internal cartridge damping system; progressively wound fork springs; built-in lowering kit; and true one-piece billet lower legs with integral brake mounting lugs. They are available in chrome, polished black, or satin black finish with mid or wide triple trees.

Storz

805-641-9540

www.storzperf.com

SEEGER CYCLE CHOPPER CONVERSION KIT

Seeger Cycle offers a safe and affordable system that turns your Harley-Davidson into a custom chopper. The chopper conversion kit actually changes the steering head angle on your stock frame without cutting or welding, and



provides the same trail measurement as stock. This patented set of triple trees, bearings, fork tubes and offset components will add 13 degrees of rake with 8-inch-over tubes while providing the correct geometry for a smooth, safe, enjoyable ride, guaranteed. It includes full instructions and can be installed in 6 to 8 hours. The kit is available for Softail, Dyna, and Sportster models in both wide and narrow width.

Seeger Cycle

440-353-2667

www.seegerchopper.com



DURFEE'S WIDE-CLASSIC GIRDER

Adding to Durfee's lineup of classic round and square girders, the Wide-Classic is a modification of girders the company built in 1960s and '70s, and still builds today. The flared Chrome-moly legs allow the use of any wide width hub, rim and tire. Brake mounts for single or dual discs, two mounting points for headlights, and even hidden controls fitting are available. If you're looking for something better and different than the same old glide that everyone else is using, Durfee has taken their famous girder and enhanced it with modern technology to produce this high quality, reliable custom front. Also, if you're interested in becoming one of

their dealers, please send them an e-mail to: info@durfeegirders.com

Durfee

800-971-1008

www.durfeeGirders.com



BLACK SUNSHINE CUSTOMS

BSC Super Narrow Springer Front End measures 3.5 inches between the down legs and 6 inches to the outside. It's made from 1 1/4-inch USA-made Chrome-moly tubing on the down legs. It has pressed in oil-impregnated bushings in the rockers. All bushings can be greased. You will have to run a spool front wheel on this springer. BSC also makes a 5.5-inch ID, 8-inch OD that will accept a front brake. They come in sizes from 2 inches under stock to 16 inches over stock in 1-inch increments, raw. Powdercoating and chroming are also available.

Black Sunshine Customs

217-433-8745

www.blacksunshinecustom.com



GREG'S INVERTED FRONT FORK

Greg's Custom Cycle Works' new Deep-sickness inverted front end has an external air shock assembly and a stabilizer link for added control and performance.

This gives it a mechanical look. Stock mounting handlebar fitment gives the customers a broad range in handle bar selection. This product is available in wide variety of custom colors available in raw or powdercoated finish with air shocks and billet rockers. A list of accessories may be added, including gas charge shocks, a driving light package, a headlight, and mounting kit.

Greg's Custom Cycles

727-461-4840

www.gregscycles.com



ADJUSTABLE RAKE TRIPLE TREES

Eurocomponents' billet wide adjustable triple trees fit all Harley Softail models with 41mm fork tubes and all Sportster and Dyna models with 39mm fork tubes. For the 39mm version, a full conversion kit, with wheel axle, disc spacer, fender spacers and all necessary hardware is sold separately. They can be set at +0, +2, +4, +6, +8, +10 degrees of rake. They supply all the necessary information as to how to find the perfect trail of your bike in order to avoid speed wobble. Trees are available also with fixed, built-in rake. They are available chromed, polished, or black.

Eurocomponents

386-236-1210

www.eurocomponentsusa.com

Kiwi Leaf Spring Forks

Kiwi Indian Motor Cycle Company has created another cool version of their leaf spring forks with custom Heim joints on the front connecting links, which attach to the leaf pack. This version creates a smaller open area between the tire and leaf pack. Forks come with a 1-inch neck for a direct no fuss fit to Harley, aftermarket and British frames,



and accepts wheels from 16- to 23-inch diameters. A top crown is offered as an option to accept any style aftermarket handlebars. Kiwi's forks are made in-house with extensive jiggling, are TIG-welded for the highest quality possible, and can be found on many award winning bikes around the world. Forks come in bare steel finish and accept left- or right-side brakes.

Kiwi Indian Motor Cycle Company

800-601-KIWI

www.KiwiIndian.com



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Coast To Coast

Biker News

MOTORCYCLE EMISSIONS TESTING:

The state of Arizona is asking the federal government to lift emissions testing requirements for motorcycles in the Phoenix metro area. Following prolonged and extensive lobbying by statewide motorcycle rights organizations, the Arizona Department of Environmental Quality has petitioned the U.S. Environmental Protection Agency to exempt motorcycles from such testing.

According to lobbyists for ABATE of Arizona, the Modified Motorcycle Association (MMA) of Arizona and the Arizona Confederation of Motorcycle Clubs (ACMC), Phoenix is the only major metro area in the U.S. where motorcycles are required to be tested for emissions. The biker advocacy groups have already fought successfully to exempt motorcycles from emissions testing in the Flagstaff area and, several years ago, the Kentucky Motorcycle Association succeeded in exempting motorcycles from such testing.

The ADEQ told the *Phoenix Business Journal* that motorcycles make up only 3.5% of vehicles tested in the Valley and not only are emissions failure rates among motorcycles down, repairs to put them in compliance do not substantially help air quality. Tailpipe emissions remain a significant contributor to metro Phoenix's air quality problems, which include dust and ozone pollution serious enough to trigger health advisories throughout the year.

The Arizona Legislature passed a bill in 2008 to let the state drop motorcycle emissions tests if the U.S. EPA approved the request by July 1, 2010.

ADEQ Director Benjamin Grumbles said the rule change is in line with Arizona Gov. Jan Brewer's request to

streamline government.

"This is a great example of how our agency can make the lives of state residents simpler and still ensure Arizona has clean air to breathe," he said.

The EPA requires metro areas and regions of the U.S. with air pollution and air quality problems to test cars, trucks and other vehicles for emissions. EPA would need to approve an exemption before next July for it to take effect.

INCREASED MOTORCYCLIST DEATHS BLAMED ON BAD ECONOMY:

Since gas prices increased, experts say more inexperienced riders have hit the road—literally. Because of the fuel efficiency of motorcycles, more drivers are switching from four wheels to two, and what used to be a symbol of freedom and adventure is now also a symbol of thriftiness. "Last year, our sales were the best we ever had in 33 years," said Al Lamb, owner of Dallas Honda, pointing out that bike sales peaked last year before dipping and rising again this year.

But Dr. Fernando Wilson, a professor at the University of North Texas Health Science Center, said for every dollar increase in gas prices, 1,500 more motorcycle riders die each year nationwide.

Many say car drivers need to hang up their cell phones and pay more attention, but many bikers attribute the higher crash rates to the influx of new, inexperienced riders on the road.

"If you mess up on a motorcycle, it's probably a lot more tragic than in a vehicle," motorcyclist Stephen Dutcher told TV-33 News, recommending that new riders should get trained beyond state testing requirements. "I would recommend everyone to take the Motorcycle Safety Foundation course."

STRICTER MOTORCYCLE EMISSIONS STANDARDS TAKING EFFECT:

As 2010 motorcycles hit dealer showrooms, new EPA emissions standards will be making them greener—both environmentally and economically. Starting next year when stricter EPA guidelines on motorcycle emissions come into effect for all new two- and three-wheelers built or sold in the U.S., the EPA projects a 50% reduction in pollutants emitted from their tailpipes, but such drastic reductions come with a bigger price tag. According to a 2003 EPA report, the average estimated cost per highway motorcycle to meet the 2010 standards is \$45, which is likely passed along to consumers. At the same time, motorcyclists are likely to save money at the pump as the new technology brings with it better fuel efficiency.

Increased use of technologies, such as the catalytic converters, secondary air injection and electronic fuel injection systems, are expected to decrease harmful emissions according to a 2003 EPA report. The report also reads, however, that the standards will not result in universal use of catalytic converters.

Catalytic converters are pollution control devices that reduce nitrogen oxides, hydrocarbons and carbon monoxide, and while not specifically required by the EPA rules, catalytic converters will have a hand in reducing emissions in the new standards.

"We already have the 2010 models coming in, and they all have the catalytic converters on them," Steve Tuschmidt, Sr., owner of Mid-America Harley-Davidson. "That's new."

The more stringent EPA standards won't affect existing motorcycles. The emissions limits will only apply to motorcycles and scooters manufactured after the effective date.

—Bill Bishop, NCOM



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"The Hollywood
Cruiser brings a
legend to life.
David Mann painted some
great motorcycles—
Yaniv Evan's
building them."



DOIN' PROUD BY DAVID MANN

Hollywood Cruiser

There was a time years ago when every issue of this magazine was graced with a centerfold illustration by the late, great David Mann. Those monthly paintings defined the biker lifestyle and, to this day, they adorn the walls of countless shops and garages everywhere. The "Hollywood Cruiser" bike shown here was inspired by one of those centerfold bikes—a timeless painting of two guys rolling down the Hollywood Freeway. The background sign on the hill read

"Hollyweed." It was classic Dave Mann. Now, this bike isn't exactly like the one David envisioned. Some liberties were taken. The pipes are just a little different and, of course, this bike has that late-model Evo crate motor, but the profile, the paint and most definitely the overall vibe are right on the money.

Yaniv "Neevo" Evan at Powerplant Choppers in—where else?—Hollywood, California, built this classic tribute, and he did it on a tight budget. "An

old pal, Shane Markland, wanted a bike," he says. "He wanted it to be a '60s/'70s-style chopper." At first the cash-strapped Shane was thinking about maybe putting together a budget Triumph, but one year at Christmas time his girlfriend surprised him with a Santee wishbone-rigid frame and a springer front end. That was the start of the Hollywood Cruiser.

There was never a question as to the direction this project would take.

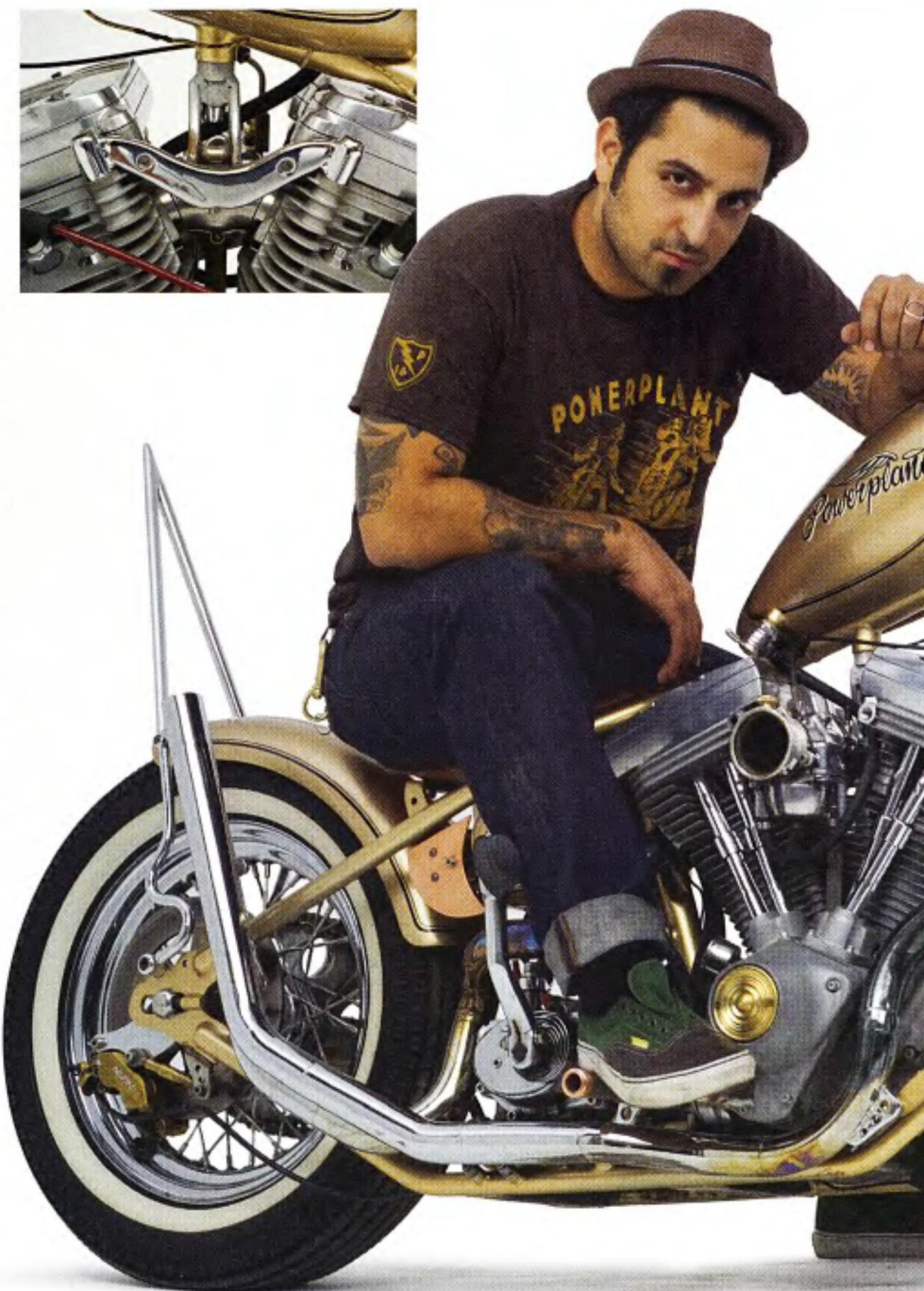
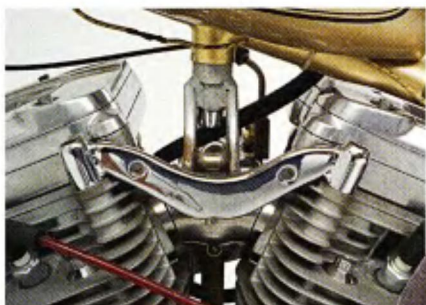
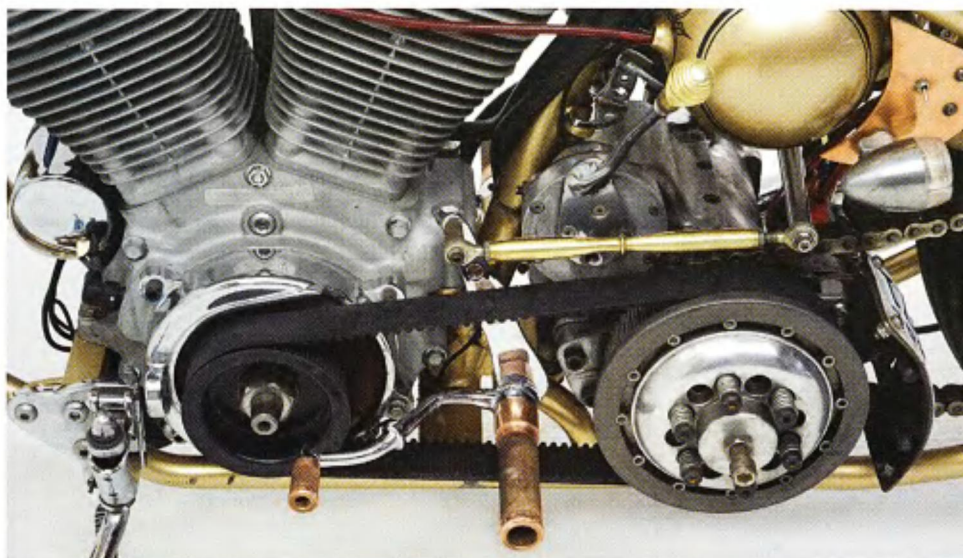


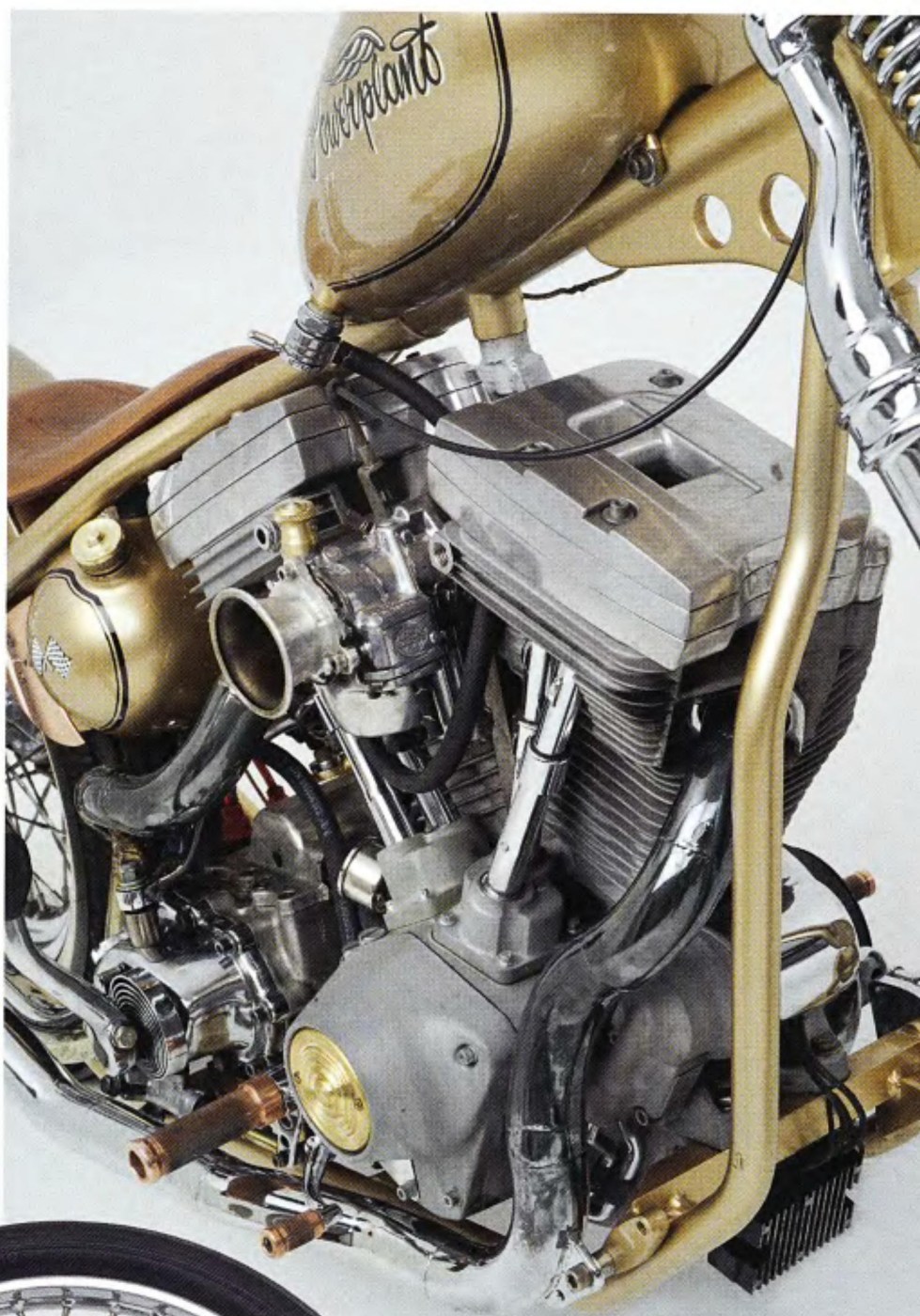
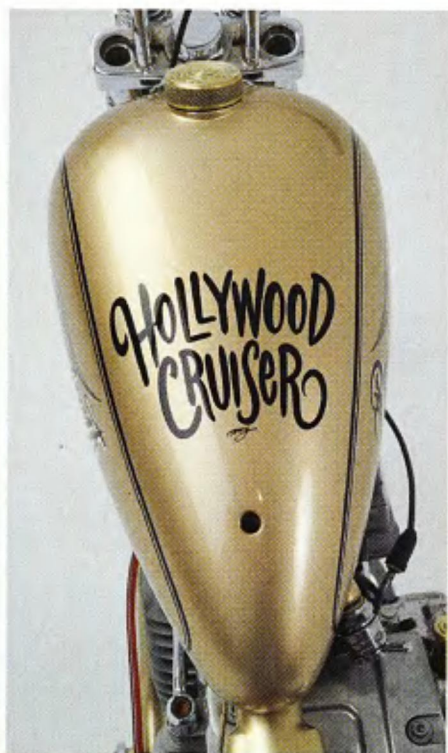
A huge David Mann fan, "At one point I thought I'd like to build every bike he ever painted," says Neevo. "I love them all and every painting is so detailed, you can see exactly what it would take to build the real thing." That is what happened here. Working with that Christmas-present frame and another from the swap meets, Neevo increased the rake a bit and added a neck gusset. He swapped out Shane's springer for something better, as well, an original Harley military set—a late-'40s piece that is actually 2-over as delivered. Because of the budget situation Neevo and Shane settled on a stock Harley engine, beefed up with a performance cam and S&S carb. "Sometimes I wish we'd had the bucks for a pan, a knuck or maybe even a shovel," Neevo says. "This bike has that look. But then again," he goes on to say, "it's hard to knock the reliability of that Evo. It takes commitment to live with a vintage engine."

True to the David Mann style, this cruiser is as basic as they come. The pipes, the seat, the handlebars, the shifter and the mid-controls were all custom machined out of stainless. The oil tank is custom-made, with the coil sitting underneath and running its plug wires right up through frenched-in tubes set into the tank—kind of like sunken antenna mounts in a custom car. The little Mustang gas tank got some custom work, as well, and it's topped with a cap Neevo machined up along with another for the oil bag. The rear fender is a chopped down '36 Ford spare tire cover.

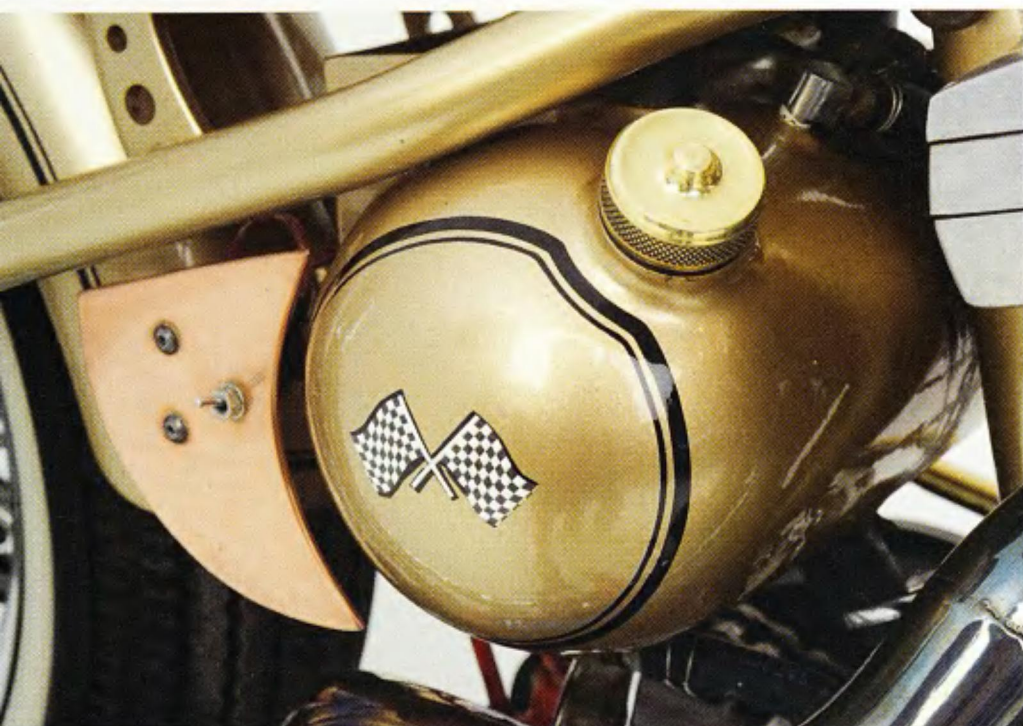
Neevo's had Powerplant running for about seven years now. Sitting right on the Melrose strip. The specialty of the house is bikes like this. Along with those bikes, Neevo fools around with classic hot rods when he has the time. His shop truck is a '37 Ford, he's building a Deuce 5-window coupe, and tucked away in the corner is a Harry Westergard '36 Ford—a priceless lead-sled of the '40s. It's waiting for a restoration. But first there are all those old *Easyriders* centerfolds to deal with and all the David Mann bikes on them, every one just begging to come to life.

—Joe Kress





Yaniv Evan on the Hollywood Cruiser, inspired by one of David Mann's centerfold bikes—a timeless painting of two guys rolling down the Hollywood Freeway.



Owner: Shane Markland
City: Hollywood, California

GENERAL

Designer: Yaniv Evan
Fabrication: Powerplant Choppers
Year/make: 2005 Special Construction
Model: Hollywood Cruiser
Assembly: Powerplant Choppers
Time: 6 months
Chroming: Faith

ENGINE

Year and make: 2000 Harley-Davidson
Displacement: 80 cubic inches
Ignition: Crane
Cam: Harley-Davidson
Carb: S&S

Air cleaner: Powerplant Choppers
Pipes: Powerplant Choppers

TRANSMISSION

Year/make: 2000 Harley-Davidson
Shifting: 4-speed

PAINTING

Painter: Jim Bruns
Type/color: House of Kolor/Solar Gold

FRAME

Year/make: 2000 Santee
Type: wishbone rigid
Rake: just a little
Stretch: none

Shocks: none

ACCESSORIES

Handlebars: Powerplant Choppers
Handlebar controls: none
Fenders: '36 Ford tire cover
Headlight: swap meet
Taillight: swap meet
Pegs: Powerplant Choppers
Foot controls: Powerplant Choppers
Gas tank: Mustang
Oil tank: Powerplant Choppers
Seat: Powerplant Choppers/Backdrop
Grips: Harley-Davidson

FRONT END

Type: Harley-Davidson Springer
Builder: Harley-Davidson

WHEELS

Make: Harley-Davidson, laced
Size: 21-inch front, 16-inch rear
Tires: Avon
Brakes: Japanese/Powerplant Choppers
Photos: Rick Hustead
Contact: Powerplant Choppers;
 323-658-6711;
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2010 Harley-Davidson FLHX Street Glide

Harley-Davidson made sweeping changes to the FL line in 2009, so it is not surprising that the changes to the 2010 models are more of a refinement than a revolution. That said, the redesigned chassis introduced last year is surely the most significant in the last decade. The handling is superb. While riding the famous Mullholland Highway in Malibu, I found myself leading a pack of sport-bikes around a few miles of twisties and

for the first time, these guys didn't find it necessary to pass me like an old man.

The frame is now a two-piece affair with a bolt-on forged rear section that lends considerable stiffness to the design. The new swingarm is formed with a two-piece, deep-drawn shell with a forged pivot section. The extra beefiness undoubtedly contributes to the stoutness of the package and the much-improved handling over earlier models.



The Harman/Kardon stereo provides AM/FM/WB as well as CD/MP3 plus accessory connectivity.





The 2010 Street Glide has a clean, custom appearance.

The new engine isolation system incorporates twin front isolators with a single tie link, reducing vibration at low rpms. This new frame is also said to provide an increase of 70 pounds of carrying capacity over the 2008 models.

The front tire has been changed for 2010 to a 130/18, and the rear features a 5-inch wide rim and a 180/65-16 Dunlop tire, plenty of meat for the ground. The new Dunlops are said to extend tire life by 25%. The brakes are by Brembo, and our bike was equipped with the optional ABS system. The discs are semi-floating with one button for flexibility without introducing annoying rattles that often develop over time.

There are no surprises with the Twin Cam 96-inch motor, just plenty of power and smoothness, and the 6-speed cruise drive performed smoothly and quietly. This year, Harley adopted a helical cut fifth gear to improve the sound, making the entire transmission now all helical. All I noticed is that, besides being quiet, it worked—perfectly. The electronic throttle control eliminates any play in the handgrip and integrates the cruise

control for near-perfect speed management. All the wiring from the throttle-grip sensor is completely routed through the handlebars.

The factory did make a couple of styling changes. The 2-into-1 exhaust system was very quiet, eliminating a pet peeve of mine, parking at the curb no longer results in a scratched exhaust. If a louder note is desired, the user can install a slip-on muffler without compromising the catalytic converter which is located upstream of the muffler. Other styling change are the elimination of the taillight; new rear turn signals that are now always on; and a new chrome bracket with a lighted visor illuminates the low mounted license plate. A three-line LED rear fender tip light gives added visibility. A wider rear fender accommodates the 180 rear tire.

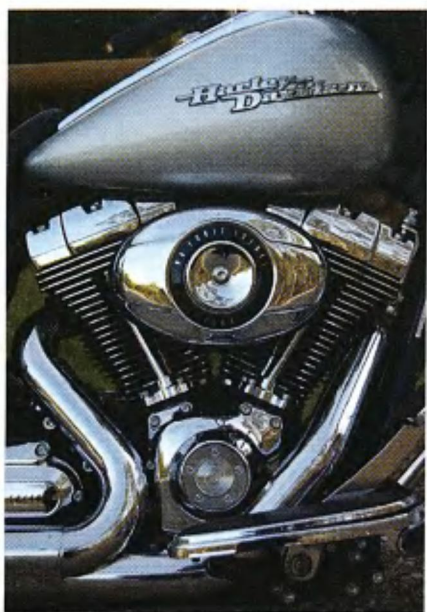
There are five solid color options for 2010: Vivid Black, Scarlet Red; Brilliant Silver Pearl; Black Denim; Red Hot Sunglo; as well as two custom two-tone finishes: Merlot/Sunglo; and White Ice Pearl/Black Ice Pearl. The 6-gallon fuel tank and 6-speed transmission provide

extended range between fill-ups. The fuel economy we experienced over a mix of highway and city riding was approximately 38 mpg. It would be much better if I could keep my hand off the throttle, but it is so much fun! The odometer has an interesting feature: a fuel/miles remaining reading, which is an useful addition to the fuel gauge.

The view from the rider's seat is very clean. The short smoked mini windshield gives the bike the look of a sleek custom. The instruments feature white faces that glow orange at night, and are easy to read under most lighting conditions, the exception being just before sunset, with the sun behind the bike. The 40-watt Harman/Kardon stereo system is adequate, if not overkill, at freeway speeds.

Every aspect of riding this Street Glide was a pure pleasure. The handling, performance, the fit and finish and the styling are all superb, and in my subjective opinion the 2010 is the best bagger that Harley has ever made. I'll have a hard time giving it back. At a base price of \$18,999, it is the bargain of the year.

—Kit Maira



The 96-inch powerplant provides plenty of get-up-and-go.



The redesigned 6-speed cruise drive uses a new helical cut fifth gear.



The view from the cockpit is clean and uncluttered. The white-faced gauges are attractive.



The completely redesigned frame has a forged rear section and a new swingarm, which dramatically improves handling.



The Brembo brakes with the semi-floating disc provide good stopping power. The optional ABS is invisible, but effective.

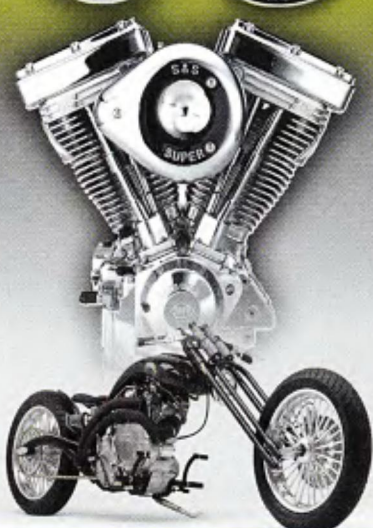


The change in the taillight is an interesting new look.

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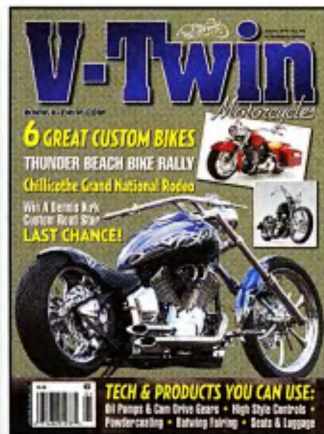
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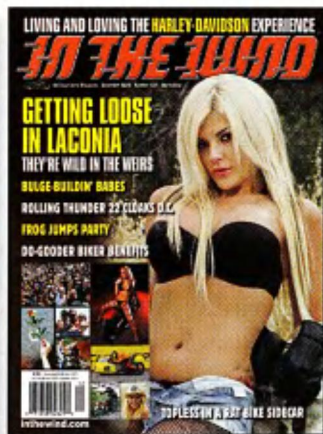
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HOW TO ENTER: If you do not wish to subscribe, write your name, address, phone number, and LIVE THE DREAM \$100,000 ANNUAL SWEEPSTAKES Entry on a 3x5 index card and mail it in an envelope to: LIVE THE DREAM \$100,000 ANNUAL SWEEPSTAKES, 28210 Dorothy Drive, Agoura Hills, CA 91301. Limit: one 3x5 card per envelope. Entry form must be legible and completed in full to be valid. Sweepstakes begins February 2, 2010 and all entries must be received by August 31, 2010. Easyriders/Paisano Publications, LLC assumes no responsibility for lost, misdirected or late mail.

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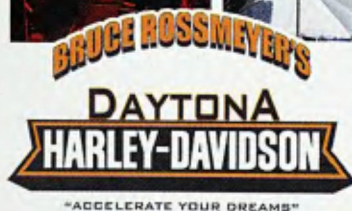
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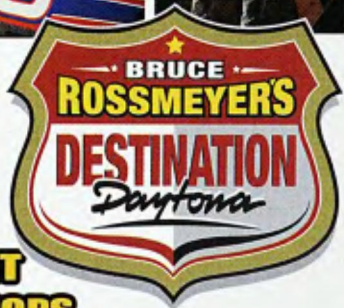
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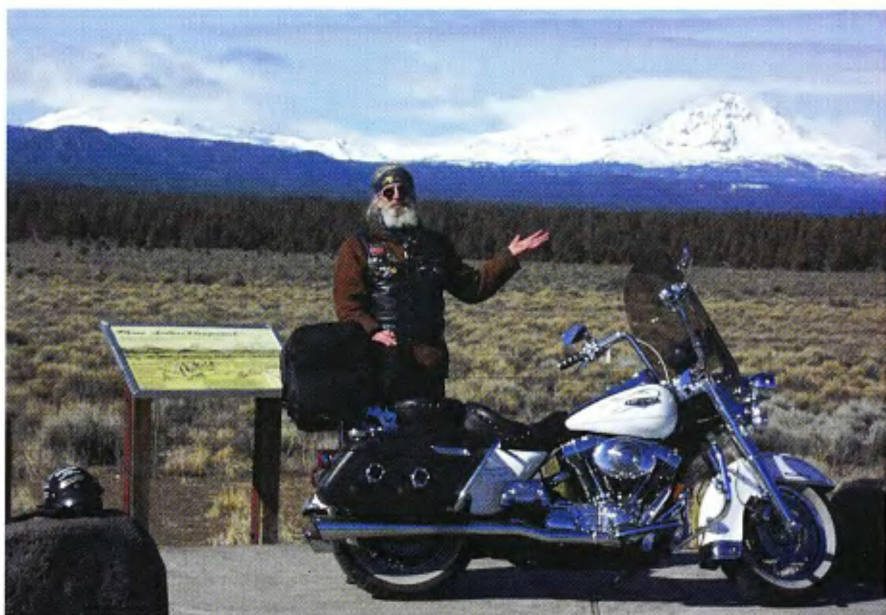
A woman with long dark hair is shown from the waist up, wearing a white t-shirt and yellow bikini bottoms. She is pouring beer from a glass bottle over her head, with the liquid cascading down her face and torso. The background is dark with some purple light streaks.

IN THE WIND

She's wasting a perfectly good beer!
—George Childress, Phoenix, AZ



Sweet! —Jae Lawrence, St. Cloud, FL



Serene scene at Three Sisters.

—Bruce Williams, Bend, OR



Screw Winter! —Ridingshots.com



Par-tay! —Jae Lawrence, St. Cloud, FL



Arizona Run. —George Childress



The Four Hos of the Apocalypse!

—George Childress, Phoenix, AZ



Super stars!

—George Childress

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

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Every biker dreams of leaving winter behind and riding to Daytona Bike Week. In *Easy To Pack* by Jim Lightfoot, a Harley hottie proves she can pack light for the road.

A blonde woman with long hair is posing with a black motorcycle. She is nude, wearing only a red string bikini bottom and high-heeled sandals. She is crouching next to the motorcycle, which has a large orange headlight and a black fuel tank. The background is white.

**"...a bike that looks
hardcore but you can ride
anywhere, and a bike that
gets respect from
all angles."**

THUGIFIED 103-INCH SHOVEL

Goldie

Miami-based Lui Caballero describes himself as the "silent partner" of Tom Keller's Thug Custom Cycles located nearby in Plantation, Florida. But there's nothing silent about his 4-plug headed Thug 103-inch shovel bobber they've named "Goldie." You could say it's worth its weight in the shiny stuff, since there's real gold leaf in abundance on the gas and oil tanks.

Thug Custom Cycles

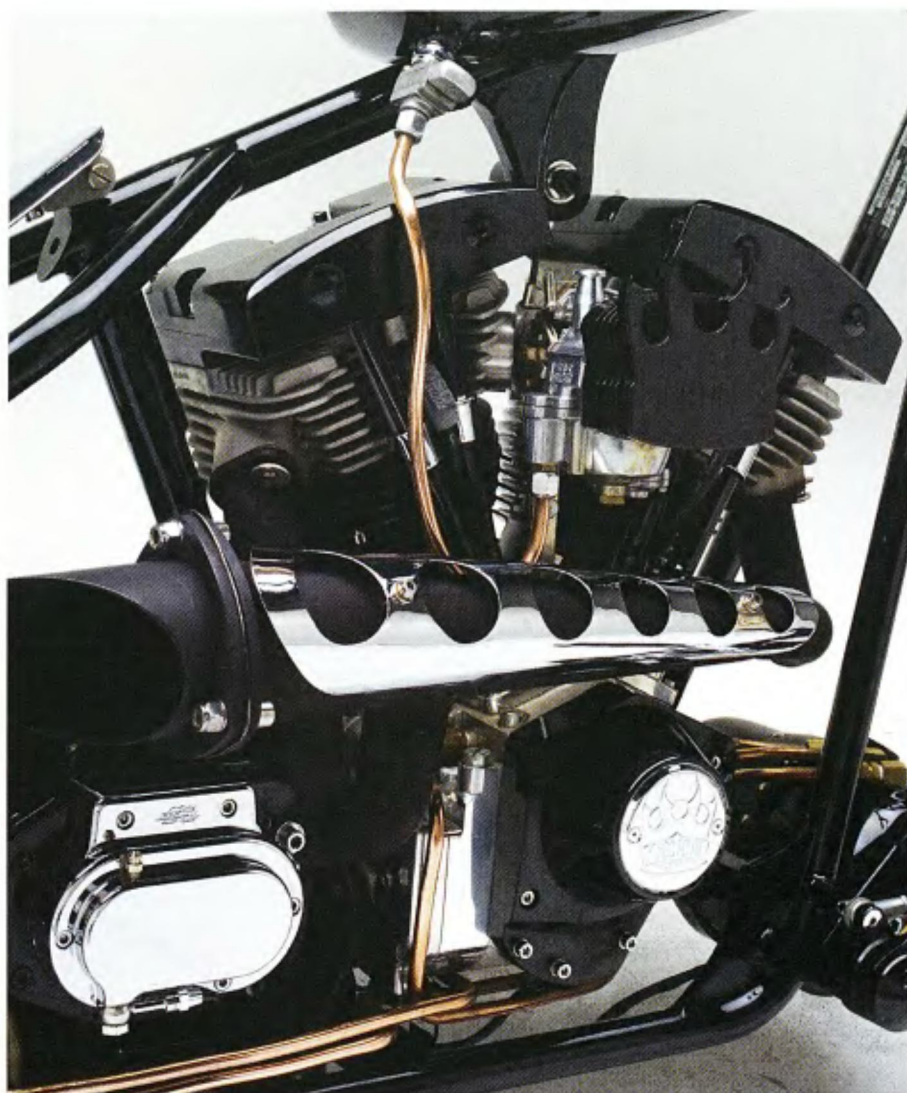


builds everything from blower bikes to fat-tired 300 kits as well as custom CNC and handmade one-off parts that run the gamut from old-school to new-school. At this point, Thug has built seven bikes in conjunction with Lui, the Goldie bike is lucky seven.

Speaking with Lui and Tom gets interesting. Lui is of Cuban heritage and Tom is from an Italian family, a combination making for colorful conversation, especially when collaborating on a bike design, like the one seen here. Lui is in the aircraft business via the famous Cessna company, so he's into flying whether in the sky or

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on the ground. He's also not fond of things that vibrate apart. "I came off metric bikes, and when I first got on a chopper a while back, the thing shook so much that I said 'no way.' But then I fell in love with the design and the nostalgic aspect. Eventually I teamed up with Tommy and starting building the kind of bikes I like."

Components from West Coast Choppers were gathered for the project since Lui is a big fan of Jesse James' work and he also had to have an Indian Larry gas tank, a springer front end plus a set of Black Bike wheels. "I saw the whole bike in my head," says Lui. "Tom went about making it happen."

It seems Tom grew up with tools in his playpen. His dad was in the specialty tool rental business for some 30 years—"Diesel, two-stroke, four-stroke, whatever stroke, you name it," says Tom who was also jet skiing World Champion in 1995. "My father told me all the time that good customer service was number one—giving the customer exactly what he wants. That goes for Thug in general, and for the Goldie bike in particular. It looks hardcore but you can ride anywhere, and

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Owner: Lui Caballero/
Thug Custom Cycles
City: Miami, Florida
GENERAL
Designer: Tom Keller/
Lui Caballero
Fabrication: Noah/Thug
Year/make: 2007 Thug
Model: Thug Bobber
Assembly: Thug
Time: three months
Chroming: Melimar
ENGINE
Year: 2007
Builder: Thug Shovel
Displacement: 103 cubic inches
Cam: .665+1
Ignition: Twin Jets
Pistons: yes
Heads: on
Lifters: up
Carb(s): Thug Mod
Air cleaner: Thug
Pipes: Thugger by Thug
TRANSMISSION
Make: Baker
Year: 2007
Modifications: Thugified
PAINTING
Painter: Custom Coatings
Color/type: black and gold leaf
Special paint: Scotty
FRAME
Year: 2007
Builder: WCC/CFE/Thug
Rake: 36 degrees
Stretch: some
Shocks: Electric
ACCESSORIES
Bars: Thug Dirt
Handlebar controls: Brembo
Fenders: WCC
Headlight: small
Taillight: even smaller
Speedo: on sunny days
Dash: plenty
Pegs: near feet
Electrics: with wires
Gas tank: Indian Larry/Thug
Oil tank: Thug
Oil system: copper lines
Seat: hard
Grips: Todds Cycles
FORKS
Type: springer
Extension: stock
Builder: Thug
WHEELS
Size: 21-inch front,
18-inch rear
Wheels: Black Bike
Tires: Metzeler
Photos: Pat Wright
Contact: Thug Custom Cycles
954-581-1801
www.thugcustomcycles.com

This month's *Easyriders* girls is mighty Mia from the Sunshine State. She proves once and for all that gold is a girl's best friend. Screw diamonds!





a bike that gets respect from all angles."

Tom refined a stock production 103 shovel, and gave it one of his special tuning jobs to maximize the engine's full potential. "We tuned the hell out of this one. It works great and also sounds great with our Thugger pipes," he says

Riding in South Florida is some of the best riding in the country. Lui rode the bike to the annual Key West rally where it won Best of Show in the Bobber Class, and has taken it far as Myrtle Beach, turning heads wherever it goes.

—Paul Garson



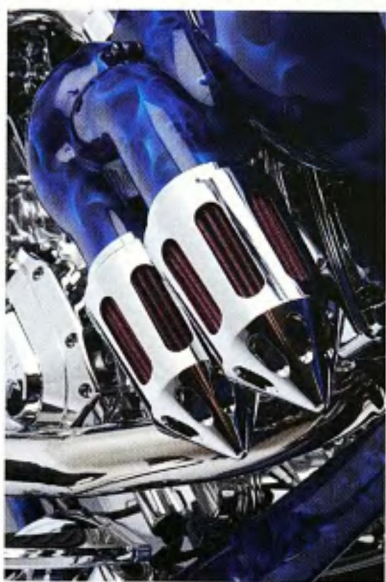
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Bag It!

WORKING WITH WHAT THE
FACTORY GAVE YOU



Here's a bagger concept that's been pretty well forgotten. Instead of just replacing the fenders and tanks and saddlebags and whatnot with someone else's idea of a bolt-on upgrades, how about taking that Harley-Davidson and customizing it by reworking what the factory gave you? Jimmy Cable took that road less traveled when he sliced, diced, stretched, widened and lengthened all those bits on his '06 Street Glide, and now everything's sized and shaped the way he wanted.

Granted, Jimmy has the wherewithal to do this. He owns a body shop in North Carolina and has been in the same place and on the same corner in Gibsonville for the past 25 years. He knows how to move metal around and how to pull the trigger on a spray gun. No stranger to sharp-looking motorcycles, Jimmy's the go-to guy for the custom paint on most of the top runners in AHDRA, Ray Price and all the rest. Jimmy's latest personal ride is this reworked Street Glide, and it's not his first bike to hit these pages. Back in the early '80s, Jimmy's yellow shovel-head was an *Easyriders* favorite and a consistent show winner. But now, as

TOPLESS TECH PAGE 94





There's nothing like watching an episode of *The Simpsons* on your in-dash DVD player while blasting along at 80 mph.

"Good looks,
touring comfort and a
nitrous-booster 124—
what's not to like!"





that saying goes, it was time for something completely different.

With eight months of spare time effort, Jimmy worked over his '06, a bike he's owned since new, front to back. The Street Glide didn't stay H-D original for long. One run to the Myrtle Beach Rally as a stocker was about it. Following that maiden ride, most everything was modified to one degree or another.

Jimmy stretched the tank, he built a new dash, he completely reformed the fenders and on and on it went. All the base sheet metal under those custom shapes is original H-D, now sliced and diced, widened and stretched. Even the saddlebags are Harley-Davidson. Jimmy worked his magic on the side panels, as well, and there's even some tricky sheet metal work on the frame. Jimmy didn't miss a lick.

There are plenty of details that you really have to ferret out to appreciate, to get right down on your knees and search for, like the area behind the engine and even underneath the bike. Everything's been filled, cleaned, smoothed, molded and painted. No surprise, the fairing is also stock, but he relocated

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the running lights and directionals and shortened and painted the windscreen. Jimmy did an equally crafty job hiding the rear lights in the saddlebag covers.

To top all this off, Jimmy sprayed the bike in the same shade of blue that it wore when it left the factory, but now all that's been accented with candy and pearl and lots of Ricky Pollock's intricate artwork. The effect is anything but factory blue.

Jimmy didn't stop with just those new looks; the nitrous-boosted 124-inch engine from Star Racing was part of the plan from the get-go. This is one custom that's still a Harley, only now it's lots better than when he found it, and that's got to be the understatement of the century. —Joe Kress



Owner: Jimmy Cable
City: Gibsonville, North Carolina
GENERAL

Designer: Jimmy Cable's Bodyshop
Fabrication: Cable's Bodyshop
Year/make: 2006 Harley-Davidson
Model: Street Glide
Assembly: Three Stooges Cycles
Time: 2 years
Chroming: Atlantic Coast Plating
ENGINE

Year and make: 2007 Harley-Davidson
Rebuilder: Star Racing
Displacement: 126 cubic inches
Ignition: Twin-Tec
Cam: Star 640
Carb: 104mm Throttle Body
Air cleaner: S&S
Pipes: ComFab

TRANSMISSION

Year/make: 2006 Harley-Davidson
Shifting: 6-speed, Pingle

PAINTING

Painter: Jimmy Cable/Ricky Pollock
Type: PPG/House of Kolor
Color: blues, candy and pearls

FRAME

Year/make: 2006 Harley-Davidson
Type: FL

Rake: stock

Stretch: none

Shocks: Legend Air

ACCESSORIES

Handlebars: Harley-Davidson

Handlebar controls: factory

Fenders: stock H-D/Jimmy Cable

Headlight: Harley-Davidson

Taillight: Jimmy Cable

Speedo: stock

Pegs: Performance Machine

Foot controls: Performance Machine

Gas tank: Harley-Davidson/Jimmy Cable

Oil tank: Harley-Davidson

Seat: Danny Gray

Mirrors: Performance Machine

Grips: Performance Machine

FRONT END

Type: Street Glide

Builder: Harley-Davidson

WHEELS

Make: Performance Machine

Size: 21-inch front/18-inch rear

Tires: Metzeler

Brakes: Performance Machine

Photos: Michael Lichter

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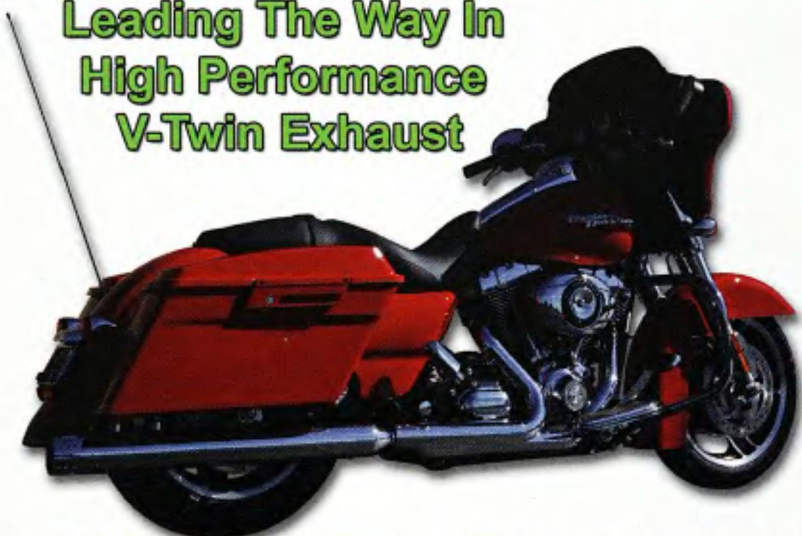
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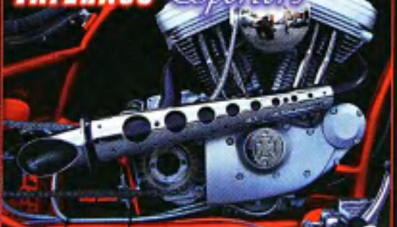
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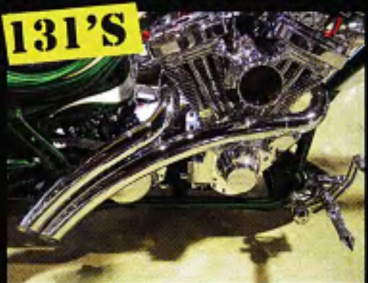
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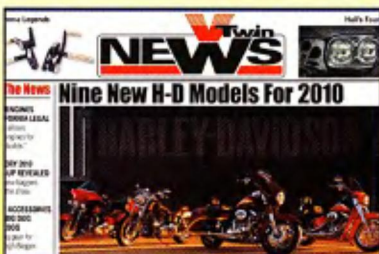
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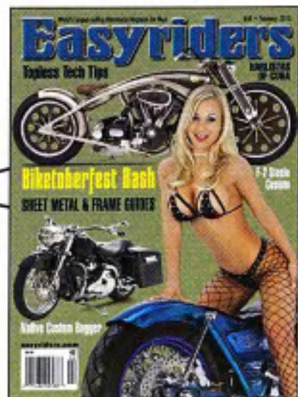
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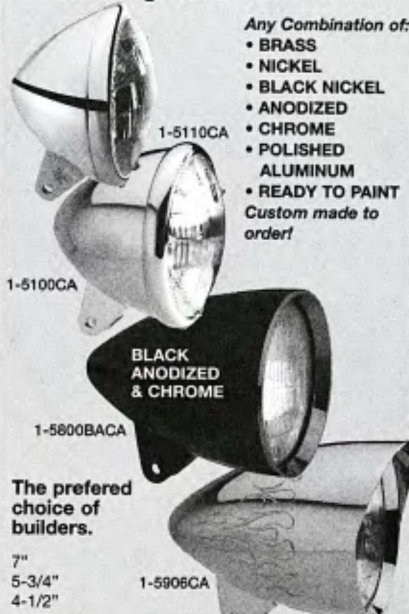
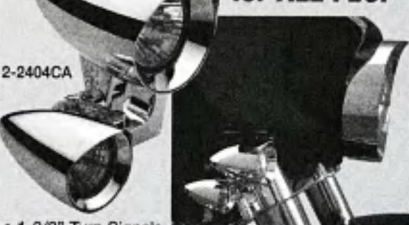
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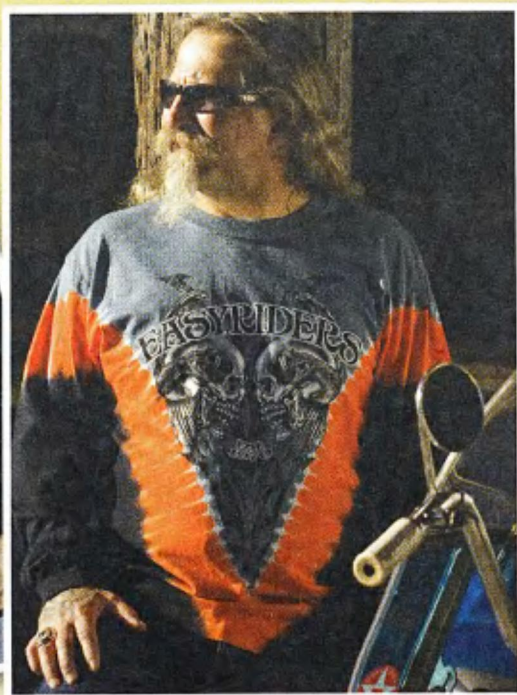
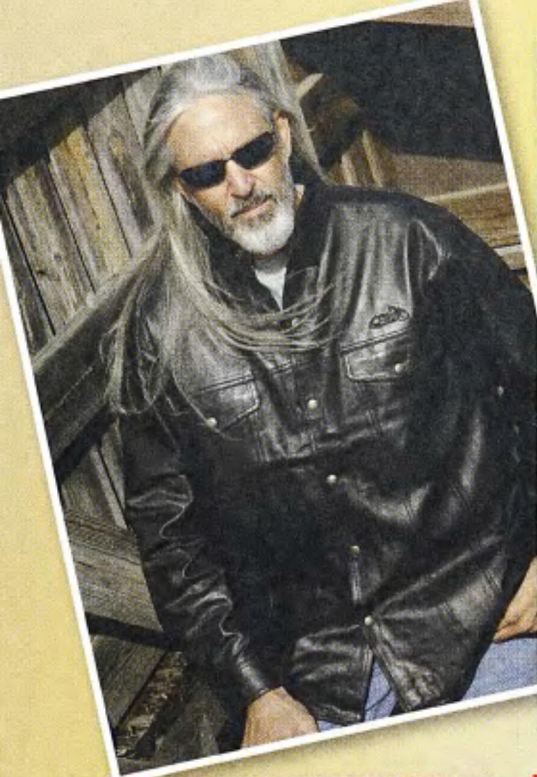
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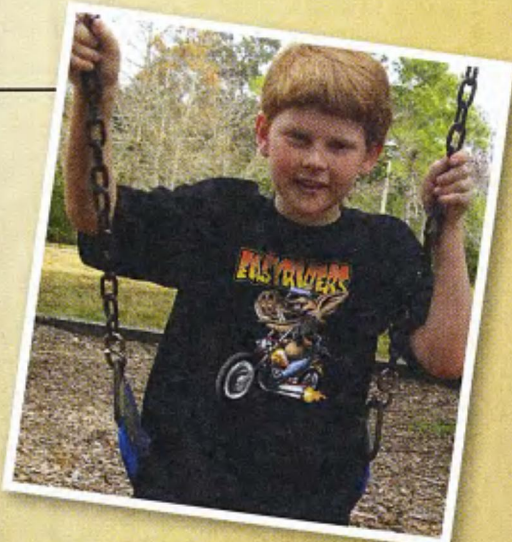
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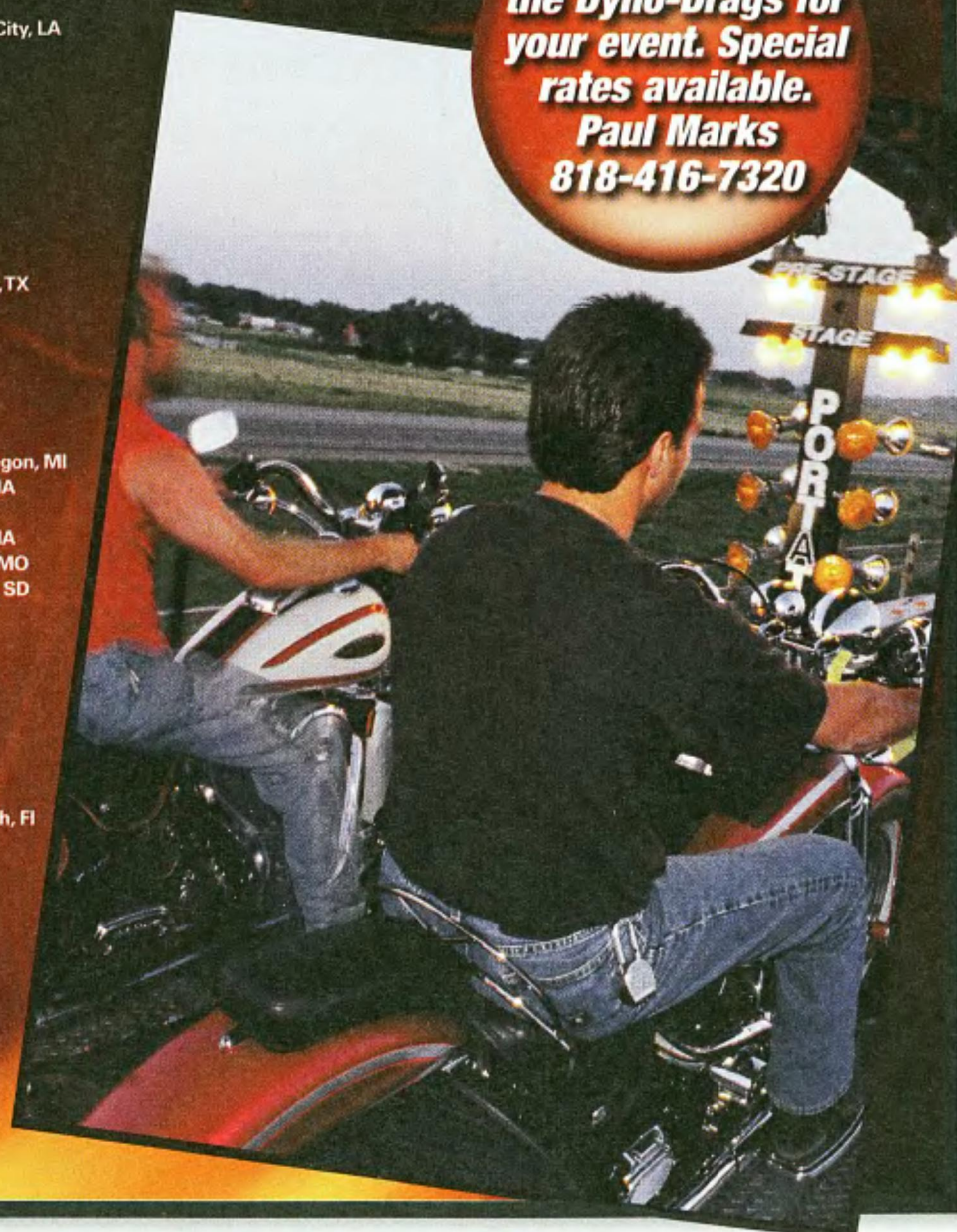
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March 26-28	Available
April 2-4	Available
April 9-11	Available
April 16-18	Available
April 23-25	Available
April 30-May 2	Available
May 8	Mt Creek H-D, Dalton, GA
May 14-16	Available
May 21-23	Available
May 28-31	Party in the Pines, Longview, TX
June 4-5	Louisville H-D, Louisville, KY
June 11-13	ROT Rally, Austin, TX
June 18-20	Available
June 26-27	J & P Cycles, Anamosa, IA
July 2-4	Available
July 9-11	Tifton H-D, Tifton, GA
July 16-18	Muskegon Bike Time, Muskegon, MI
July 20	MotorCycle Night, Lowell, MA
July 23-25	Available
July 27	MotorCycle Night, Lowell, MA
July 30-August 1	St. Charles H-D, St. Charles, MO
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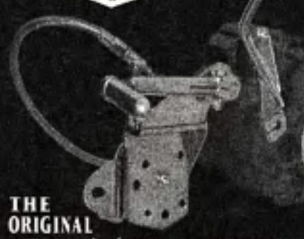
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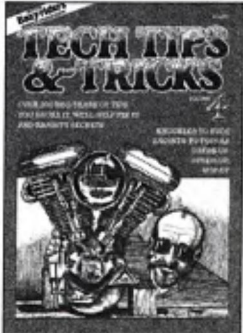
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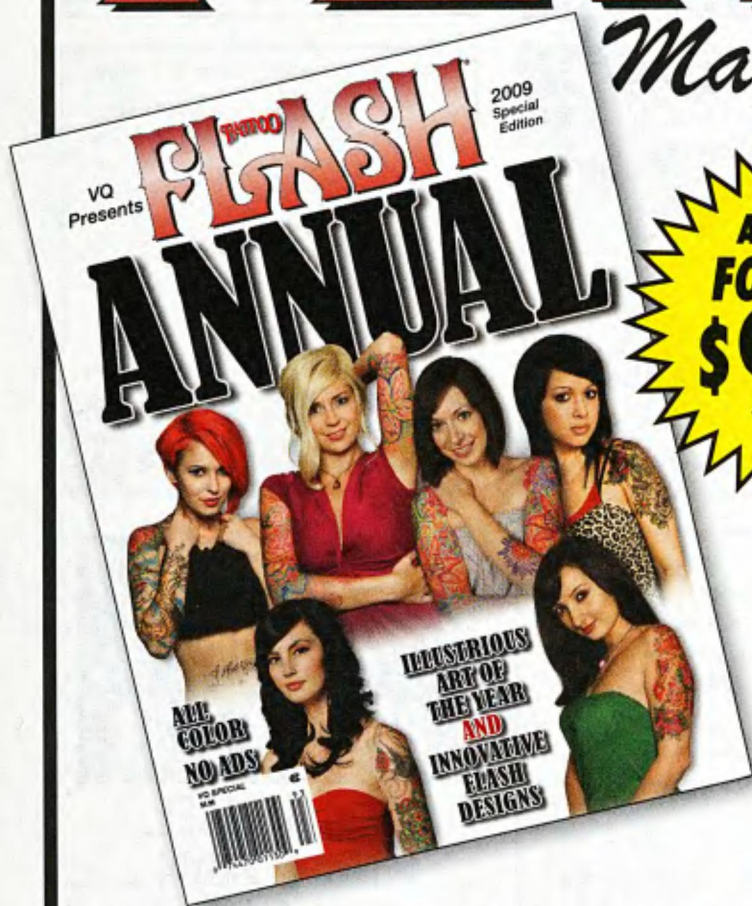
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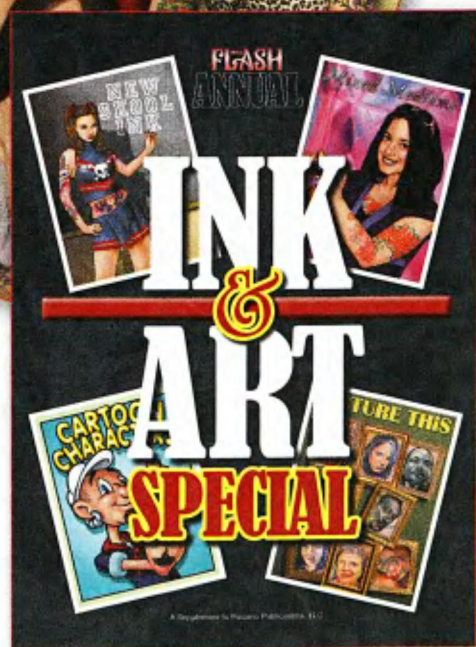
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SPEED'S SOLUTIONS

Tech Tips From The Tuning Pros: Stage I: The Basics

Right now, many of us are leaving those new bikes right where they are in the showrooms. That's hardly a secret these days. Yet there isn't a rider who doesn't lust after more than what he already has. We're all looking for a step up in the fun factor: improved performance, enhanced rideability, maybe even better fuel mileage.

It doesn't take a new bike to get any of that. The fact is, the bike we already own, maybe just a couple years old now, is a perfect candidate for some low-budget work that'll make it a better performer than any of those EPA-choked stockers. Interested? Hang around. We'll be getting the no-bull lowdown on this from some of the best in the business, guys who make their living by making Harleys better. Some of the changes outlined in the coming months you'll be able to do yourself. Some will take the expertise of a pro. Either way, you'll learn enough to steer clear of false starts and wasted effort and your wallet will be coming out only once.

If you've been to any of the big rallies over the past 15 years you've probably noticed the Speed's Performance Plus mobile shop and tuning center. Wayne Hanson and his sons Jamie and Jason go everywhere—Laconia to Laughlin, Sturgis to Daytona Beach. (For Daytona Bike Week they'll be right next to J&P Cycles.) They performance-tune thousands of bikes every year, and that doesn't take into account all the big-inch engine builds, transmission upgrades and other work done both on the road and in one of their three shops. Suffice to say that they see it all. They know what works and what doesn't, and this is the expertise we'll tap into. As good a place as any to start is with what they call a basic Stage I tune.

According to the Speed's team, the vast majority of bikes coming in, are near-stock Harleys brought in by riders looking for crisp throttle response, smoother and cooler running and, of course, the extra "oomph" that a boost in low- and mid-range torque can deliver. "These guys aren't racers," Wayne Hanson says. "They



Photo: Joe Kress

don't need, and will never use, the kind of power found only at wide open throttle. What they want is low- and mid-range performance, and we've found a straightforward combination to give them exactly that, the kind of grunt they'll feel every time they crack the throttle."

The first area addressed is the air filter. OE filters and air boxes are a major impediment to performance. "Ideally," Jamie Hanson says, "nothing smaller than a 2 3/4-inch wide filter should be fit." Bigger is better, and if a stock look is desired that free-flow filter should be mounted in an open-back cover. There are plenty around, including Speed's own Speedy Flow, a filter and backing plate not only letting in enough air for Stage I but compatible with any further performance mods. Properly venting the engine and lowering pressure under the pistons, produces power, too, benefiting everything from gasket life to fuel mileage. Speed's own vents incorporate a check-ball, which effectively vents the crankcase and eliminates misting.

Next up is the exhaust. "In our experience," say the Speed's tuners, "a 2-into-1 with a collector is the most efficient pipe you can install." Don't like that look? The second-best choice is a set of equal length staggered duals, preferably with a crossover or connecting chamber. Following that are the free-flowing slip-ons. Whatever the choice you'll need to adjust the fuel delivery now, matching it to the enhanced airflow from that new filter and exhaust.

Factory Harleys are set up lean, a fact of EPA life. With a restricted intake and exhaust this works reasonably well, but increase the airflow and more fuel is

required. On carbureted bikes going one, maybe two sizes up with the low speed jet pays huge dividends, and, at Stage I, the main jet can usually be left alone. Injected bikes can be fine-tuned even further and the aftermarket is filled with tuning modules, replacement ECUs and software for the work. Dynojet's Power Commanders, for instance, allow custom calibration of that too-lean factory FI, delivering the precise amount of added fuel at precisely the right time. Unlike simple push-button FI tuners the Power Commanders allow calibration at every degree of throttle opening and at 200 rpm increments from idle on up. A performance ignition curve can be simultaneously mapped and, of course, all this happens on the Dyno at the hands of a seasoned pro. But do it once, and you're good to go.

On their best days, a stock Twin Cam might make 59 or 60-something horsepower with a bit over 70 foot-pounds of torque. It'll probably spit back every once in a while, surge at cruise, and run way too hot for its health. Stage I bolt-ons and a Dyno tune can go a long way towards fixing all that. Horsepower jumps to 70 or better, torque goes up to an impressive 80-plus foot-pounds and the overall fun factor is increased exponentially. You'll love it. Already set up at Stage I? Like we said, hang on because there's lots more to come right here in *Easyriders*!

—Joe Kress

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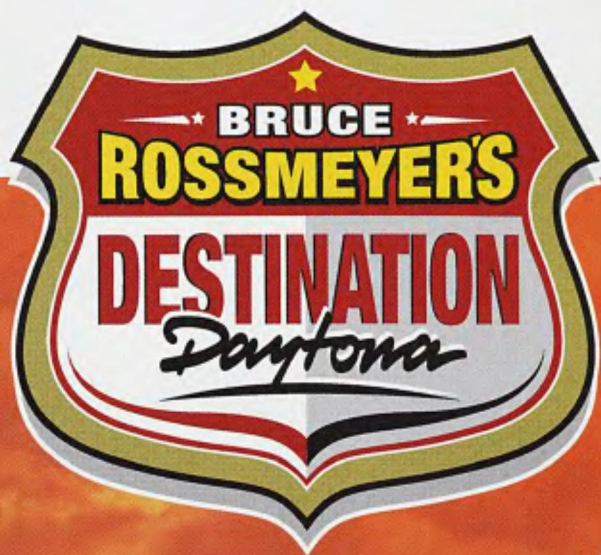
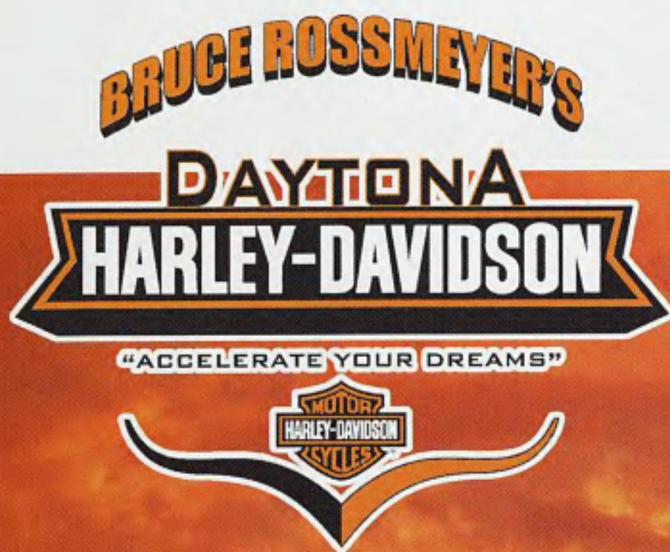
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Meet Your October Winner

Here she is, bros, your October Fox Hunt winner, Candy! For the band The Cars...it was Candy O. For us...it's Candy K! For me, personally...it's Oh dear Lord, thank you for blessing me with this lovely woman! I know I've sent you 1,000 e-mails professing my love to you, but please give me a second chance. Speaking of second chances, most of the girls this month are entering for their second time. Give them all your undivided attention and make those votes count.

—Mad Max



Melissa — Texas

#0301

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

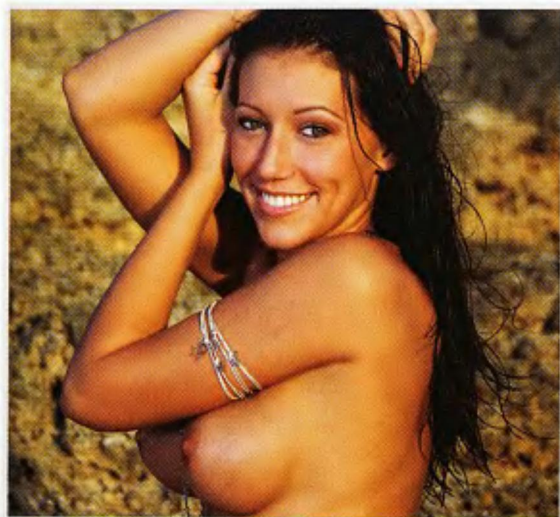


Kim — Florida

#0302

"I was 11 and my dad's friend had a new black Road King. A couple of years ago I bought my own 2005 custom 1200 Sporty—now I'm ready for a new one!"

Win \$1,000!



Amanda — Texas

#0303

"The wind in my hair, freedom of the open road and the power between my legs. It was the ultimate joy ride."



Amanda — Florida

#0305

"My first ride reminded me of what it feels like after great sex; your legs are wobbly and it's hard to walk normally for a few minutes!"



Maria — California

#0304

"Living in SoCal, you would think there would be offers for rides everywhere, right? So why do they all want me to take my clothes off and pose on their bike instead?"



Karen — California

#0306

"The wind in my hair and the thunder of the engine...I was hooked."

After 39 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 #441 *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), February 01, 2010. The voting deadline for this month’s crop of cuties is February 28, 2010. We’ll announce the winner in the July 2010 issue.



Here she is, your November winner, Chelsea! Make sure you come back next month and see this Arizona hottie in action.

441

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

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

Model’s Name: _____

Address: _____

City: _____ State: _____ Zip: _____

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

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model’s Signature: _____

Photographer’s Name: _____

Address: _____

City: _____ State: _____ Zip: _____

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

Photographer’s Signature: _____

Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.

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

Remember, an application can also be submitted online, and guys, you can now vote for your favorite girl that way, too. To do either, just go to **www.easyriders.com** and click on Fox Hunt. **Don’t forget to vote! These girls are depending on you!**



"You're the classiest woman I've ever known."

JUST A LITTLE BIT COULD BE TOO MUCH

Snatch

Satya Kraus was born in Brazil and his family moved to the rain-soaked town of Cazadero, California, before he was even a year old. He is inspired by the art of everyday life, and the sounds of Jimi Hendrix and Led Zeppelin are what moves his mind and hands.

Satya's shop, Kraus Motor Company, creates custom machines that truly defy anything conventional. For this project, Satya wanted to build a bike that rode so well people would see it and want to ride it. "When I build stuff, I like to build a spirit into the machine

that makes it feel warm and comfortable," Satya says.

During the build, Satya was so deeply obsessed with every aspect of the build that he named this bike "Snatch," since it snatches time away. Of course a bike like this doesn't just fall together from a stack of parts catalogs. Dave Hurley did some things to the motor that very few others could or would have, and Obie Beaver put a righteous stitch job on the seat. Trip Fuchs is the guy who always keeps everyone in good spirits when everything is in a time crunch, plus he is really good at polishing (and Satya truly hates polishing). Bryan Schimke of TPJ Customs and Satya have done a few bike shows together. When Bryan heard about Satya's new project, he showed up to help Satya make a few pieces, but



"If you're worried, chances
are you're wrong,"
Satya tells us. "The thing is to
get out there and go!"



nearly cut his finger completely off on the band saw.

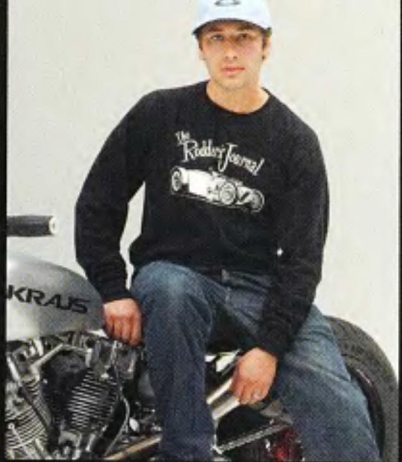
There is no paint on this scooter. Its sheet metal is brushed aluminum, the wheels are anodized and the frame is bronze coated. For the frame, bronze wire was fed into a machine that sprays out molten bronze, instantly bonding to anything it hits. Once it cooled, the bronze was sanded to knock down the high spots. A patina is achieved through Kraus' proprietary process, and it is then polished for that golden glow.

You can see the RevTech conventional cases were mated to some 1971 Harley heads, but it's a little tougher to see how Satya's favorite hand-fabbed part came together. The sprocket spider adapter is tucked between the sprocket and this Moto Guzzi aftermarket hub, which required a very special adapter plate. Half-inch stainless steel rods were specially machined, jig-welded and re-balanced to make a unique piece. Yet another secret that escapes even those with trained eyes is the way Satya rotated the motor and transmission 7 degrees forward in the frame to give it the stance of a big cat ready to pounce. His advice to fledgling builders is to close the books and try to spend as much attention on each piece as needed. "Ask 'Why is this here? How do we make it function and then make it look as if it actually belongs?'"

Our Fox Hunt Winner, Candy K from Arizona sure seems to belong on Snatch. Hmm..., nah, you're probably way ahead of us already.

—Cheesey Snatch





Owner: Satya Kraus (above)

City: Cazadero, California

GENERAL

Fabrication: Kraus Motor Company

Model: 2008 Kraus Custom

Time: 5 months

Plating: California Metal Spray

ENGINE

Year and Make: 2007 Harley-Davidson

Model: shovel /Evo RevTech

Displacement: 91 cubic inches

Ignition: Daytona Twin Tech

Cam: Andrews

Carb: S&S Super E

Pipes: Kraus Motor Company

TRANSMISSION

Year and Make: 2008 Baker 6-speed

Powerbox

Paint: none

FRAME

Year and Make: 2008 Kraus Motor Company

Type: Kraus Rocker

Rake: 28 degrees

Stretch: none

Shocks: Fox Float MXR

ACCESSORIES

Bars: Kraus custom track bars

Handlebar controls: Kraus twist brake and hydraulic twist clutch

Fenders: Kraus Motor Company

Headlight: Kraus custom 4.5 inch

Taillight: Kraus custom Lazer LED

Pegs: Kraus Motor Company Rubber

Foot controls: Kraus hidden master cylinder controls

Electrics: Kraus Motor Company

Gas tank: Aluminum Kraus Custom

Oil tank: Aluminum Kraus Custom

Primary: Chopped BDL

Seat: Obie Beaver of Beaver Leather Craft

Grips: Kraus Motor Company billet rubber

FRONT END

Type: Kraus Motor Company springer

Extension: none

Builder: Kraus Motor Company.

WHEELS

Hub: Kraus/Alpina

Size: 17-inch front and rear

Tires: Metzeler

Brakes: Brembo 4-piston

Photos: Mike Chase

Contact: Kraus Motor Company;

www.krausmotorco.com

Case For A Headcase

After learning the ropes and paying his paint spraying dues, Casey "Headcase" Johnson graduated to stints at bike shops like West Coast Choppers. More recently, he stepped into the national spotlight when one of his custom paintjobs won top honors at the National Roadster Show. For the past seven years he's been laying on the candies and carving out the artwork on anything that will hold paint, now working out of his shop Headcase Kustom Art located in Pasadena, California.

"I got tired of just painting other people's bikes, so, a couple years ago I decided to build my own ride. I had to stick to a budget, plus I didn't have any major mechanical skills at the time, so I decided to start out with a Triumph.

I wanted something with pizzazz, a Triumph that was the opposite of every Triumph I'd seen, so on my birthday I bought myself a '67 Triumph frame and took it over to Chica Custom Cycles since the shop I worked at was doing some work for him. I had wanted to make a couple changes, but next thing I know we're cutting the whole thing apart, and about a month later, I left there with a bitchin' roller. I couldn't have had a better teacher. He did the welding and bending, but then showed me what I needed to do and had me do it myself, so I learned a lot. Chica also happened to have a springer on the shelf and it just fit the frame like a glass slipper."





"Not only was it my first bike build, it was my first street bike. Taking Editor's Choice at the Easyriders Pomona Bike Show was totally unexpected."





While working over at West Coast Choppers, he engineered out the rest of the bike, everything pretty much hand-made and one-off. Casey's buddy at Cali Choppers in Santa Fe Springs came up with the oil tank and forward controls. "I adapted a brake master cylinder off a Ducati to make the controls work with my brake setup. I got really lucky meeting the right people who had the right parts." As for the primary, he didn't want a fully open cover so went with the MAP Cycle dry clutch system and cut a slot in the original cover and did the black and aluminum contrast thing. "It's still nostalgic, but a bit modernized up. And, since I really wanted a straight-up L.A. '70s lowrider feel, I went for the cream soda, roses and scrollwork paint scheme."

From the time he bought the frame to the day he got it running was exactly two years. "Taking Editor's Choice at the 2009 Easyriders/V-Twin Bike Show in Pomona was totally unexpected. Not only was it my first bike build, it was my first street bike."

Asked if he's planning more projects, Casey says that a definite. What about wicked Triumphs for customers? "I'm primarily a painter of bikes and will paint anything, but if someone likes what I've done and wants a custom along those lines, I'm up for it." —Paul Garson



Casey "Headcase" Johnson cruisin' on his 1967 Triumph Kustom.



Owner: Casey "Headcase" Johnson
City: Pasadena, California

GENERAL

Designer: owner
Fabrication: owner/
Headcase Kustom Art
Year/make: 1967 Triumph Kustom
Model: chopper
Assembly: owner/Hoops
Time: two years
Chroming: some
ENGINE
Year: 1967

Builder: Triumph/Four Aces
Displacement: 750 cubic inches
Cam: Triumph
Ignition: Triumph
Pistons: Triumph
Heads: Triumph
Carb(s): JRC
Air cleaner: yep
Pipes: Simmon Cycles/
Headcase Kustom Art

TRANSMISSION

Make: Triumph
Year: 1967
Shifting: forward controls
PAINTING

Painter: Headcase Kustom Art
Type/color: House of Kolor/
Cream Soda/Flame
Special paint: Headcase Kustom Art
FRAME

Year: 1967ish
Builder: Triumph/Chica Custom Cycles/
Headcase Kustom Art

Rake: 40 degrees

Stretch: 3 inches

Shocks: rigid

ACCESSORIES

Bars: Z-bars
Handlebar controls: Performance Machine

Fenders: Chica Custom Cycles

Headlight: Bucket

Taillight: Harley-Davidson

Pegs: Cali Choppers

Electrics: clean

Gas tank: Mustang

Oil tank: Cali Choppers

Oil system: Triumph

Seat: Headcase Kustom Art/Pat Johnson

Mirrors: Todd's Cycle

Grips: Headcase Kustom Art

FORKS

Type: springer

Extension: 4 inches over

Builder: Chica Custom Cycles

WHEELS

Size: 21-inch front,

18-inch rear

Wheels: Sporty/Star

Tires: Avon

Brakes: Brembo

Photos: Rick Hustead

Contact: Casey Johnson;

www.headcasekustomart.com



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ToplessTech

PUMPING FORK OIL

Follow The Bouncing Boobies

This month we caught up with Angie Savage, our ToplessTech sweetie, over at Cycle Works Etc. We snuck up on her as she was changing the fork oil on a Dyna Low Rider. Unfortunately, we startled her, which made her spill a little oil on her tank top, but not to worry, she nixed the top.

According to Angie, changing the fork oil is not just a drain and refill deal. She says, "Before you ride your bike with new fork oil, the fork tubes should be compressed to get the oil passed the dampening valves in the lower fork legs." So, pay attention, and follow the bouncing boobies. In fact, if you flip Pages 61 to 53 (like the Flip Books you had as a kid), you will see just how she pumps the forks. Boing, Boing, Boing.

—Bugle

Cycle Works Etc.

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1 When we showed up at Cycle Works Etc., Angie was busy removing the drain plug from the left fork leg. We were just admiring the way she sits on that stool; we didn't mean to startle her.



2 Once the drain plug was out, the oil splashed into her drain pan and all over everything that got in the way!



3 Which just happened to be her.



4 Oh well, another pink tank top goes south, such a shame.



5 To fill the fork tubes, Angie had to get the top tube nut off.



6 She poured in a measured amount of Motor Factory Fork Oil from Custom Chrome. The side of the bottle has a window with ounces marked off.



7 To get the fork oil down into the lower legs, Angie straddled the tank and pumped the handlebars.



8 She pushed down with all her might...



9 ...until the fork tubes bottomed.



10 She pulled up on the bars, which sucked the fork oil past the dampening valves.



11 Looks like fun!



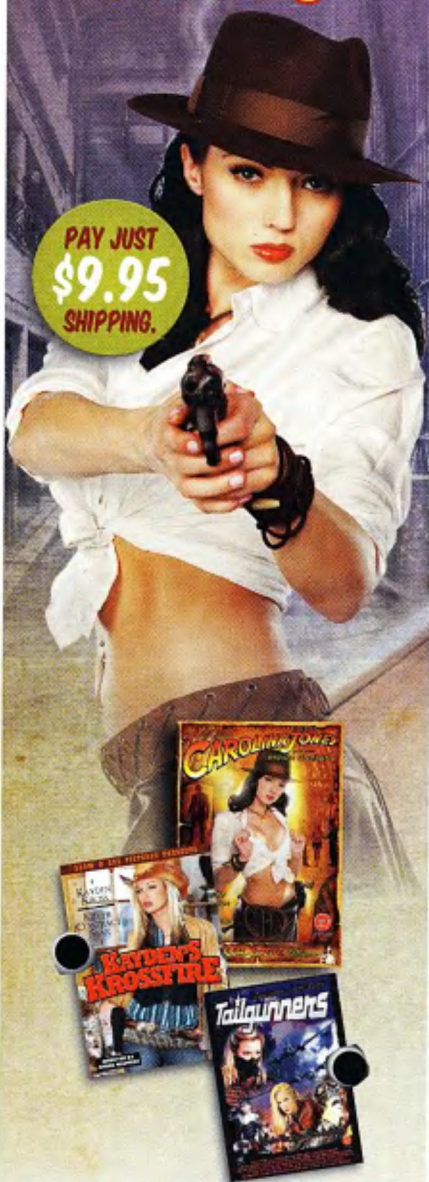
12 So she did it some more.



13 Now them legs are full.

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ReadersRides

Brent Cross

Milton, Ontario, Canada
1947 Knucklehead

If this bike looks familiar to you, you may have watched too many episodes of *Happy Days*, and if you're like Brent, you also know that Fonzie rode this knuckle during the very first season before switching to the more familiar Triumph and other bikes he had during the many years the show was on the air.

Brent, in fact, is what most of us might call a fanatic, though he refers to himself merely as a "*Happy Days* buff." He not only named his shop after one of several the Fonz worked in, Bronko's, he's also outfitted the shop with a number of items relating to *Happy Days*, and, to top it all off, he proceeded to build this knuckle as the culmination of his "buffness" for his 40th birthday a couple of years ago.

This replica of the Fonz' knuckle features a panhead primary, a cool little mousetrap, and a 4-speed transmission.



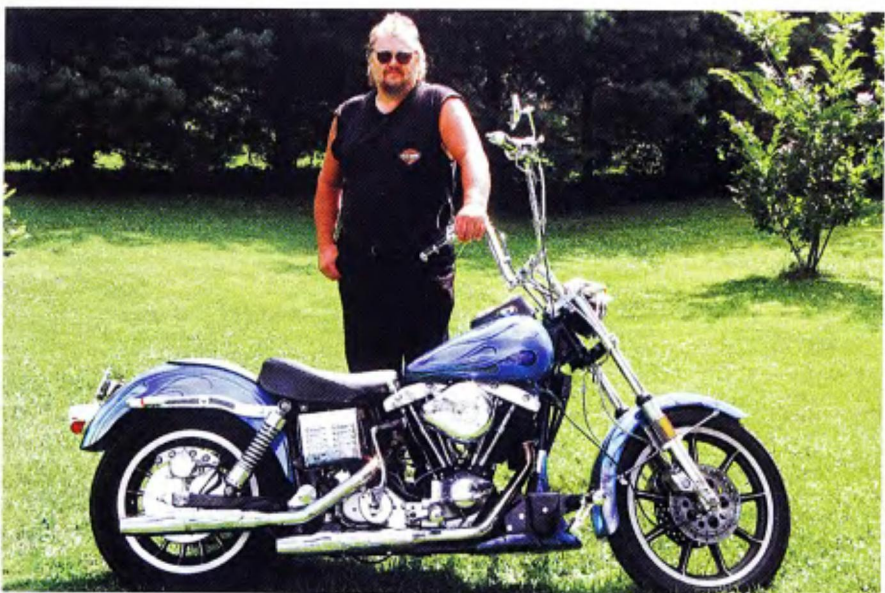
Of course, not everything is true to the way it was, because the cam is an Andrews and the cases are from S&S, while the heads are from Flathead Power and the lower end is from Truett & Osbourne. The handlebars are Flanders Classic No. 1s, the taillight is from

an old Triumph, and the gas tank was salvaged from a '48 Hummer, while he floorboards are period-correct H-D. "I tried to build it to look the way it did, but with modern amenities because it's a daily rider," Brent says.

—Tripper



Photos: Owner



Edward Anderson Bluefield, Virginia 1988 Shovelhead

After riding the shovelhead he'd bought brand-new for some 20 years, Ed lost it in a fire in 1999, so he went out and bought himself a brand-new FXRZ, which he still rides. However, the '79 shovel just wouldn't leave his heart or his mind, so when the opportunity presented itself in the form of a '79 low-rider ("Almost a basket case," he says) he simply had to seize it.

He started taking apart and putting back together the bike that "had been in my head for many years." It was in pretty good running condition, with an S&S carburetor and a dual RevTech ignition plus electric and kick starter, original oil cooler,

and some other stuff that he got rid of and replaced with what you see here.

He also liked the idea of a flame paint job, and it struck him that flames would be a good theme for the bike, what with his old shovel burning up and all. "I kept everything clean and simple," Ed sums up his build. "There's a solo seat and a bib for the rear fender, apehangers and all new controls, cables and lines, and I always liked those mag wheels, so I kept those."

After a few months of wrenching, "Bubba" was finally finished. "I almost forgot how much fun it was to ride an old shovelhead," he says, "especially one that had been in my dreams for so long."

Just goes to show ya, not everyone dreams of Jeannie.

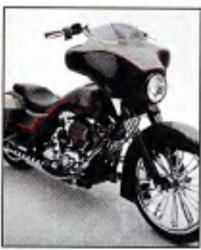
—Tripper



The April issue of *Easyriders* (No. 442) is chock full of badass custom bikes by the likes of Evilspirit Engineering, Stevenson's Cycles, Tim Quick, Chopperworks and Sinister Industries. Ride with us to the J&P Cycles 30th Anniversary Open House in Anamosa, Iowa, get a Survival Guide to Laconia Bike Week and an Aftermarket Guide to Tools and Lubricants. Speaking of lubricants, check out the latest Topless Tech by naked wenches with wrenches who should know better than to run around a shop in the nude!

All this and more is an April fool away in the madcap next issue of *Easyriders*.

On sale March 3rd



The February issue of *V-Twin* (No. 106) is our *Custom Bike Special*, packed with kickass customs. We'll take you to the annual Biketoberfest run in Daytona, offer up two great After-

market Guides filled with parts for your Harley-Davidson and metric cruisers. Meet featured builder Bill Steele, read a True Road Tale that hits home and enjoy six sexy bike features.

On sale January 12th.

Biker's February issue is packed with hotties and bikes. We've got Serena Meadows, with her one tattooed titty, warming your cockles—as well as this Hellrude Metals Choppers' panhead!

On sale now!



The March *In The Wind* is loaded from stem to stern with hot babes and sizzlin' scoots, primarily from the Black Hills of South Dakota, as the 69th annual Sturgis Rally comes to life. A truly twisted custom from Top Dead Center is our feature ride.

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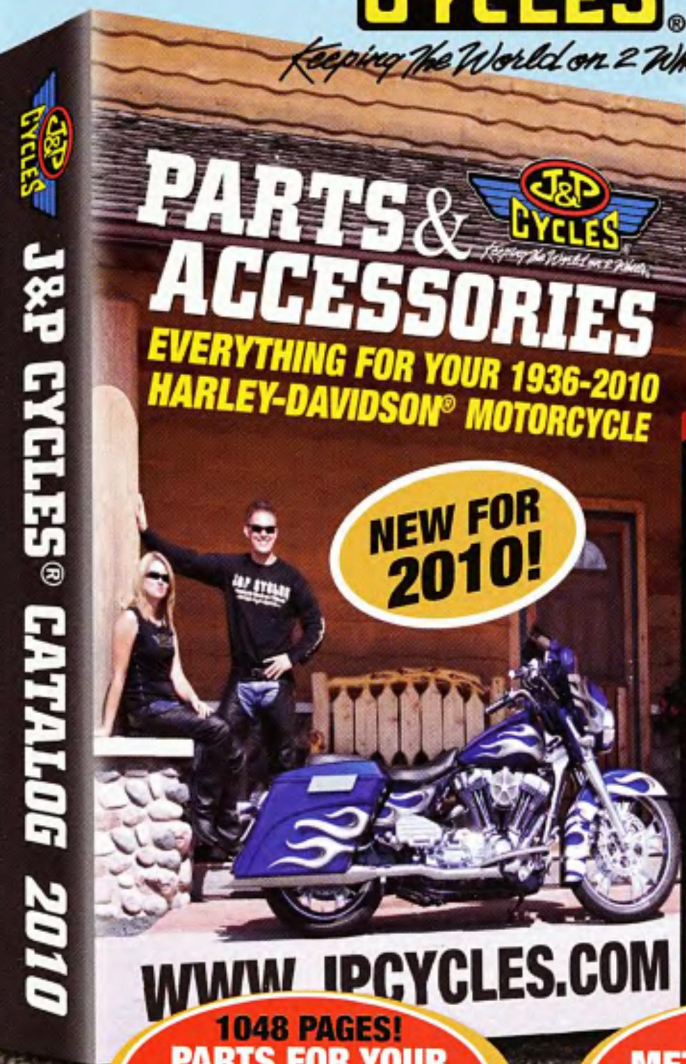
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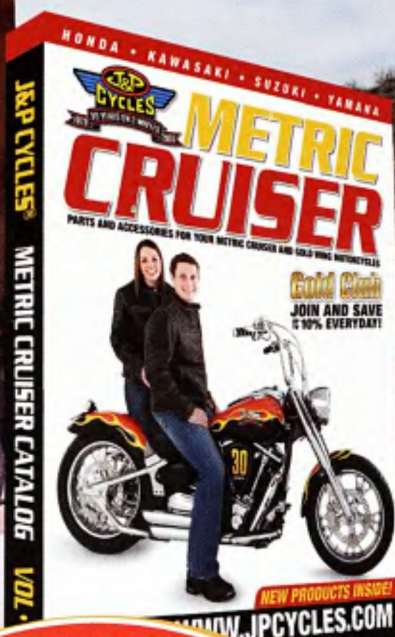


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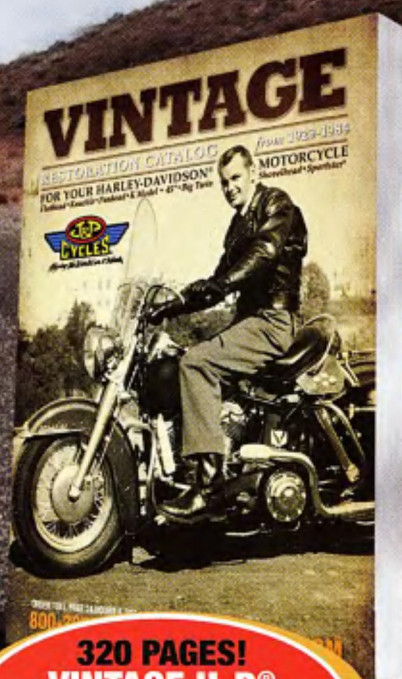
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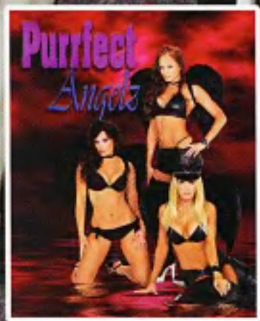
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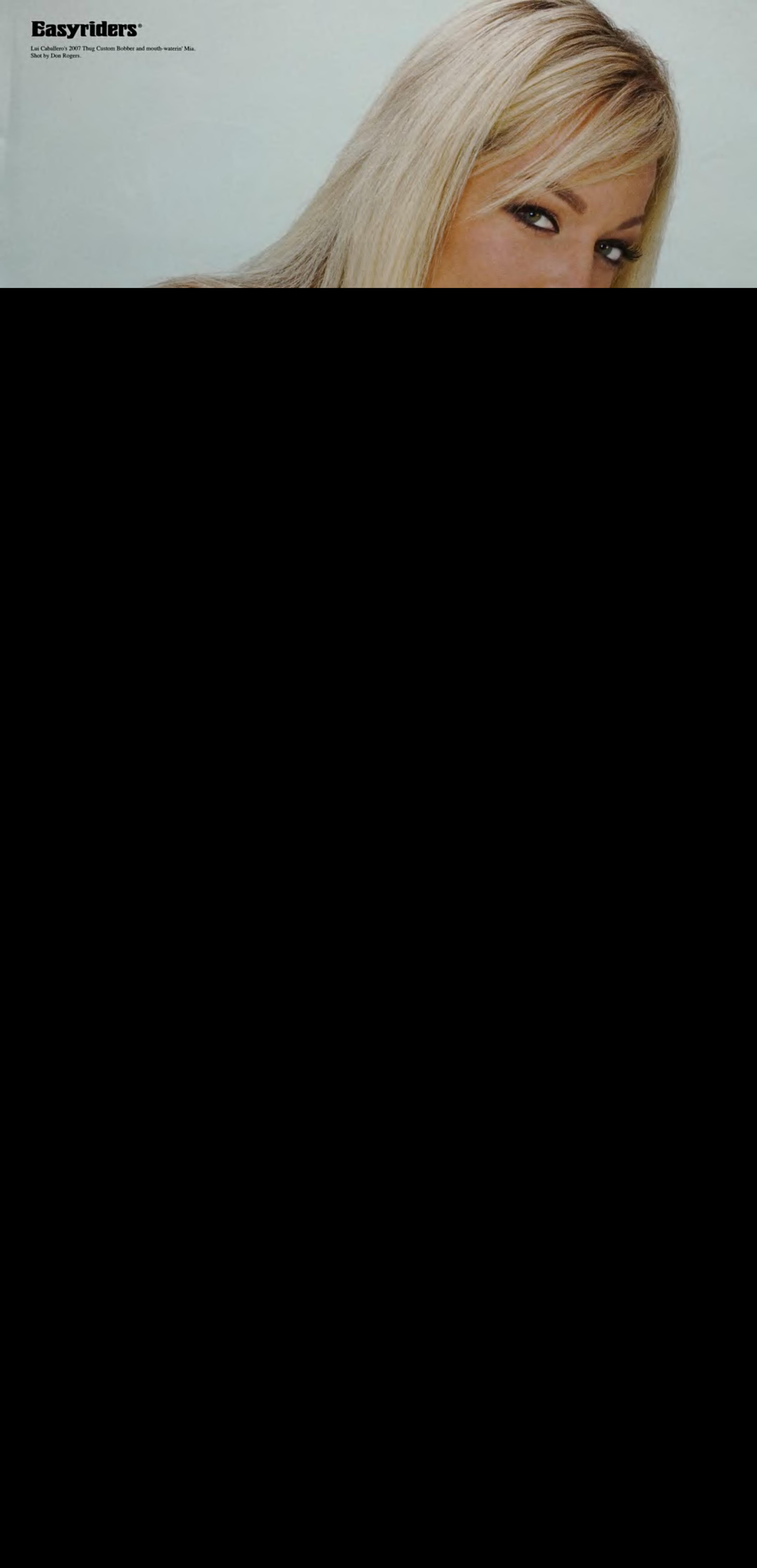
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