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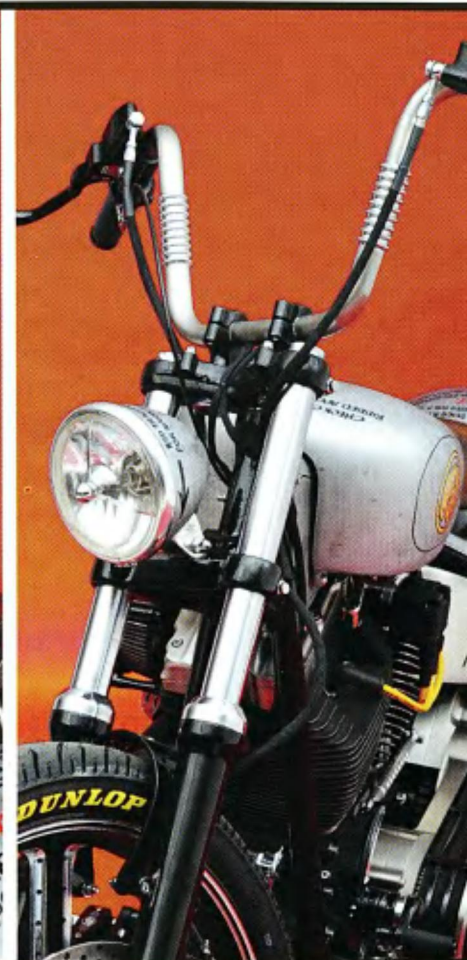
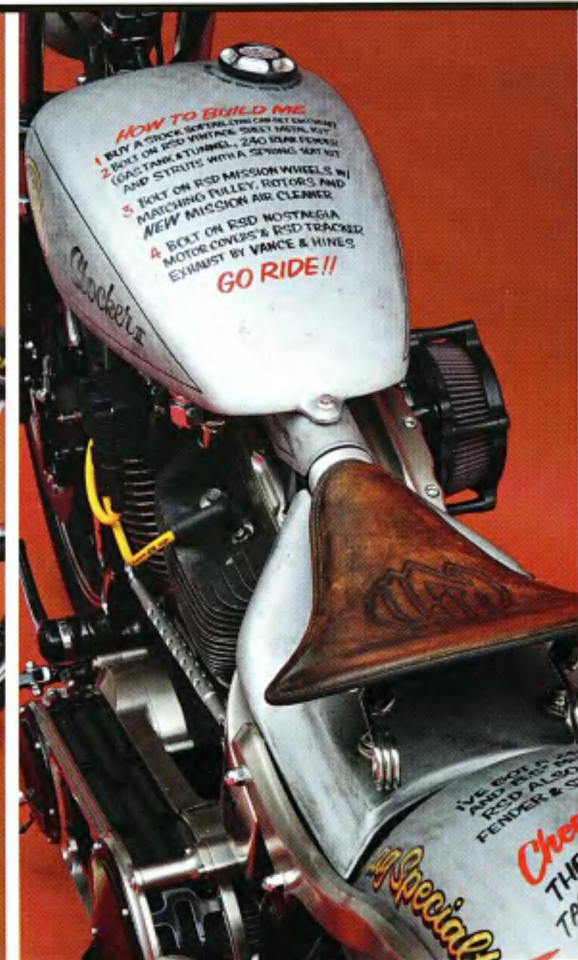


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A couple had a chihuahua named Tinker Bell. They were out playing with Tinker Bell one day when a strong gust of wind (70 mph) came along and literally blew her away. It took two days and help from a pet psychic to find her.

Today's Useless Fact

Did you know that flamingos can only eat with their heads upside down?

Upscale Pig Pen

A woman was sentenced for perpetrating a Ponzi scheme that reaped her \$12 million. One of the items she bought with her ripped-off money was a \$900 tanning bed for her "show pigs."

Polar Bears Are Good Food

A polar bear had two cubs at Quebec's Zoo Sauvaie de Saint-Felicien. She had given birth to another cub the previous December, but she ate it.

But Can They Make A Paper Heart?

Later this year a manufacturer in San Diego will begin shipping its \$200,000 ink jet printers that already create arteries and may one day create living organs for patients needing transplants. The 3-D "bioprinter" works by spraying extracted microscopic cells on top of each other in pass after pass. On the bioprinter's equivalent of a sheet of paper, and under laboratory conditions, the cells fuse together and grow for weeks until an organ substantial enough for research use is created. The bioprinter is faster than growing such organs from scratch, which scientists have been doing for several years.

The Devil Made Me Do It

A two-time convicted bank robber filed a lawsuit against Canada's National Parole Board because the board had released him early from prison from a previous sentence. The board should have kept him inside until that sentence ran out he asserted, and it was thus the board's fault that while on parole, he had robbed another bank and had again been locked up. He said he would have been more mature if he had not been paroled early and wouldn't have robbed again. For the early release error he said they should pay him the equivalent of almost \$1 million.

Your Tax Dollars Pay For These Idiots!

The owner of a carwash was visited by the IRS. Did they want thousands of dollars in back taxes? No! They were there because he owed the government four cents! Because the debt had been outstanding since 2006, it had amounted to \$202.35 with penalties and interest.

Candid Camera

A woman went to the police station and demanded to know why her photo had appeared in local crime news on TV. After questioning, the police established that she was the woman in a surveillance video robbing a beauty shop.

Shaved Pussy Causes Car Crash

A car crash in Florida brought in the highway patrol to check it out. It seems a woman was shaving her twat while her ex-husband (in the passenger seat) steered. They rear-ended another car and drove another half mile. Supposedly her ex-husband then switched seats with her. "She said she was meeting her boyfriend in Key West and wanted to be ready for the visit," the trooper said.

Weird Laws

Here are some old and strange laws that are still on the books:

- In London it is illegal to drive a car without sitting in the front seat.
- It is illegal to drink beer out of a bucket while sitting on a curb in St. Louis, Missouri.
- In Florida, having sexual relations with a porcupine is illegal.
- In Maine you may not step out of a plane in flight.
- In Nebraska it is illegal to go whale fishing.

Another Stupid Drunk

This guy at a restaurant was intoxicated and annoying customers. The manager of the restaurant called the authorities and when the police came, they didn't arrest him but insisted that he call someone for a ride home, which he did. But when he got home he got to thinking. He decided he was insulted at being thought of as intoxicated and drove himself to the police station where he demanded a breathalyzer test. He failed and was arrested.

Burnin' Down The House

A couple had been married for 14 years and decided to call it quits. The biggest problem though was the jointly owned house. They both loved it dearly and she said that he had made it clear that he wasn't going to move out. But to make sure she wouldn't get the house, he poured gasoline around the inside and lit a match. The house went up in flames—and so did he, since he spilled gasoline on himself as well. He died two days later.

We Do The Praying For You

Too busy to pray or talk to God? Well, now there's a website (InformationAge-Prayer.com) that offers a daily service for a prayer of entreaty (using voice-synthesizing software) for Catholics, Protestants, Jews, or Muslims. Starting each day reciting the Lord's Prayer or the Islamic Fajr is \$3.95 a month. Hail Marys are 70 cents a day for 10, and a Complete Rosary Package is \$49.95 a month. Each prayer is voiced individually with the subscriber's name on the screen, and for Muslim prayers, the computer's speakers point toward Mecca.

Blind Cab Drivers?

People wanting to obtain a taxicab license in Portsmouth, England, were officially informed that application forms are available in other languages or in audio, large print or Braille.

Buttered Salvation

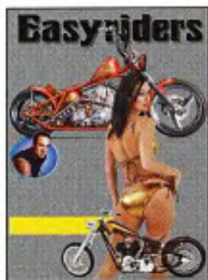
A church in England unveiled an artist's 6-foot-high representation of the crucifixion. It consisted of 153 pieces of toast! The artist browned the bread himself, then painstakingly either scraped (to lighten) or torched (to darken) each piece to fashion the tableau.

The Ol' Dine And Squirt!

A restaurant in Toronto announced that its Valentine's Day promotion this year would not just be a romantic dinner but would also include an invitation for couples to have sex in the restrooms.

Love Piss

A truck driver was "crazy" about a woman but was too shy and frustrated to do anything about it. So what did he do? He peed through her mail slot on several occasions.



Jesse James' and Barry Cooney's bikes shot by Rick Husted. Easyriders model, Melissa, shot by Rick Husted. Cover imaging by Jeff Biggs.

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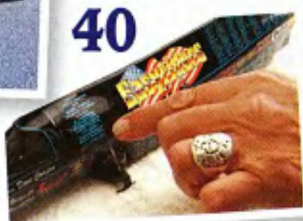
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WordMonger



Neighbor's Bike

My neighbor bought his first Harley last year and really wasn't happy with it (a 1998 Heritage). So with a little convincing, we decided to build a custom.

After all the trials and tribulations, this is what we came up with—not bad for a couple of Illinois boys during a long cold winter.

He's really proud of his project, and I was hoping you could possibly print something (above) to kinda toot his horn a little. Sure would make me feel good.

Blayne Bimm
 Somewhere in Illinois

Well, toot-fuckin'-toot!

Fox Hunt or Cock Hunt?

I've been reading *Easyriders* for a long time! I've got more bikes than most people need to have, and I generally enjoy getting your rag every month.

Now most month's "Fox Hunt" provides me and my buds with at least one "ewww look at that" picture. For some reason half the chicks you have in "Fox Hunt" seem to have saggy, milked out titties—and, well, everyone can't have big, beautiful aftermarket—but WTF? I think that #0505 in the May issue is a

dude. If it ain't, then it was at one point. You guys are sick. I might have to subscribe to *Playboy* just to get that image out of my head.

Big sugar
 Cyberspace

You mean Isabelle? Tell ya what, we'll send her over to your house and you tell us if she has a dick.

Synthetic Oils

In the April issue about synthetic oils ("Product Review" section) and their benefits, my question to you is this: I've heard that certain gasket materials react differently to synthetics than to standard motor oils such as swelling. Is this a myth or reality? Also, is there any maintenance required before changing to a synthetic? I'm sold on the idea—would just hate to screw it up.

Thanks. Keep up the good work.
 Bill 'Sonny' Martin
 Out There Somewhere

I've never heard of synthetic oils causing gaskets to swell. As far as switching over, just drain your bike completely before you refill it with synthetic.



A Brother's Legacy Bike

My older brother Eric Fabris died from the effects of cancer treatment last year. He was just starting to build his dream bike for when he was better, but that day never came.

At the time of his death, I found myself with a frame and two rims and handlebars. As a first VP on Wall Street, I knew NOTHING of what lay ahead in building a dream bike! What I turned to was a stack of *Easyriders* magazines (his passion), and, with my imagination and help from many good friends, we were able to pull off his birthday bike and deliver it to his grave.

The bike was complete with water jet flames and a one-of-a-kind billet knucklehead motor.

I would LOVE to see this photo (above) in your magazine.

John Fabris
Cyberspace

Digs Topless Tech

Love the rag—have been a subscriber of *Easyriders*, *Biker*, and *In The Wind* for almost 20 years. You guys have always put out a fine rag. I like the increased attention to shovels, pans, and knuckles

lately and definitely dig the new Topless Tech. Nice touch.

Bagger
Telsetown

May Issue

Holy crap! After seeing Gloria on the cover of the May issue, my expectations were high for the pictures of her I would find inside and I wasn't disappointed. Well, maybe a little bit because there were only two pictures in the spread. Give us more of her.

I even showed my wife the pictures and told her that if Gloria ever showed up at our front door, she might have to move out. She then told me if Gloria showed up at our front door, I would be the one moving out. My wife found her just as sexy as I did. She would look mighty good on the back of our Screamin' Eagle.

Chopper Mark
Grove City, Ohio

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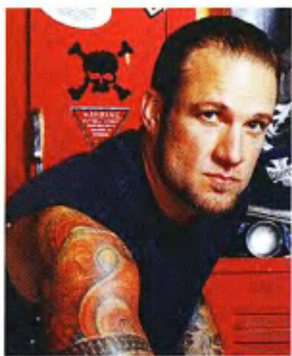
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When it came time to make the one-off gas tank, Jesse beat the sheet metal into submission using his plenishing hammer and English wheel, just like all the world has seen him do on such TV shows as *Motorcycle Mania* and *Monster Garage*.



JESSE JAMES' WICKED RIDE



AMERICA'S BAD BOY

We know what you've heard and probably read about America's number one bad boy, but at *Easyriders*, we care about custom motorcycles and that's what we're here to tell you about. The bike you are lookin' at was built by and for Jesse James, owner of West Coast Choppers in Long Beach, California. You could say it was built for love. Jesse took the time to get his hands dirty and built this special bike himself because it is not only his personal ride but a tribute to two very special friends in his life.

Jesse loves dogs, especially pitbulls and he has had his fair share of pups, in fact, there are always a

few hangin' around the shop. This scooter is a tribute to two of his pitbulls that have gone on to doggie heaven, Cisco and Noodles. You can see their images in the excellent mural work by Fonzy. Talk about unconditional love.

Beginning with a West Coast Choppers Dominator rigid frame, Jesse wedged a mighty 131-cubic-inch H&L Performance motor into place along with a bulletproof Baker 6-speed tranny. The primary side sports a Primo Brute IV drive. Everything on this bike was put together to carry America's bad boy as fast as he wants to go, wherever he wants to go.

Most of what you see as far as





accessories can be purchased directly from the West Coast Choppers website. Everything from the 49mm triple trees and WCC wheels to the cam and air cleaner covers, fenders, seat, mid-controls, kickstand, risers and those wild Nomad stainless steel pipes, are all off-the-shelf items.

When it came time to make the one-off gas tank, Jesse beat the sheet metal into submission using his plenishing hammer and English wheel, just like all

the world has seen him do on such TV shows as *Motorcycle Mania* and *Monster Garage*. The tank had to be special since it would be the focus of Fonzy's tribute murals of Jesse's road dogs. The paint is a unique blend with real glass flakes, a copper/gold concoction by custom paint wiz Hot Doggie. Another nice touch is Tay's expertly engraved cam and air cleaner covers.

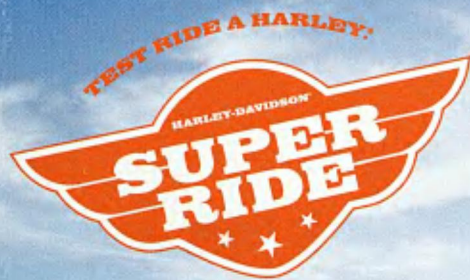
When Jesse called and asked if we'd like to run this bike, we jumped at the

chance. Not because we just wanted to offer a familiar face on the cover, but because Jesse is back to building the bikes we love. And while the roller coaster ride of fame has its ups and downs, you could say that this whole motorcycle thing is about love—love of riding, love of freedom, and the unconditional kind. Cisco and Noodles knew all about that.

Even bad boys have a heart.

—Dave Nichols





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Owner: Jesse James
City: Long Beach, California

GENERAL

Designer: Jesse James
Year/make: 2010 WCC
Model: Dominator
Assembly: WCC
Time: 3 months

CHROMING: Sigma ENGINE

Year/make: 2009 H&L Performance
Model: Blockhead
Displacement: 131 cubic inches
Cam: H&L
Ignition: Dyna
Pistons: H&L
Heads: H&L
Lifters: H&L
Carb: S&S

Air cleaner: WCC engraved by Tay
Pipes: WCC Nomad stainless

TRANSMISSION

Year/make: 2009 Baker
Shifting: 6-speed

PAINTING

Painter: Hot Doggie
Type/color: House of Kolor, copper with glass flake

Special paint: murals by Fonzy
FRAME

Year/builder: 2010 WCC Dominator
Rake: 38 degrees
Stretch: 4 inches
Shocks: rigid

ACCESSORIES

Bars: WCC with billet risers
Handlebar controls: Performance Machine
Fenders: WCC

Headlight: el cheapo

Taillight: Heartland

Pegs: Jesse James billet mid-controls

Electrics: WCC

Gas tank: WCC Sporty

Oil tank: WCC Dominator

Primary: Primo Brute IV

Seat: WCC leather

Grips: WCC Urban Assault

FORKS

Type: 49mm

Builder: WCC

WHEELS

Size: 21-inch front, 18-inch rear

Make: WCC

Tires: Metzeler

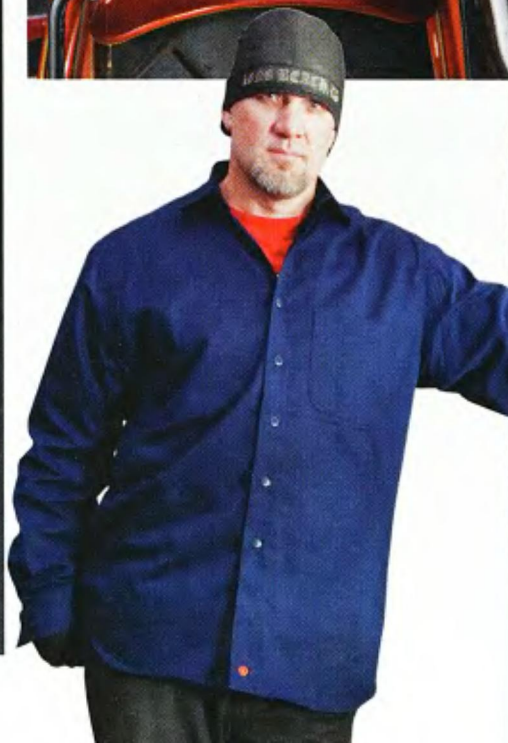
Brakes: Hardcore Calipers

Photos: Rick Hustead

Contact: West Coast Choppers

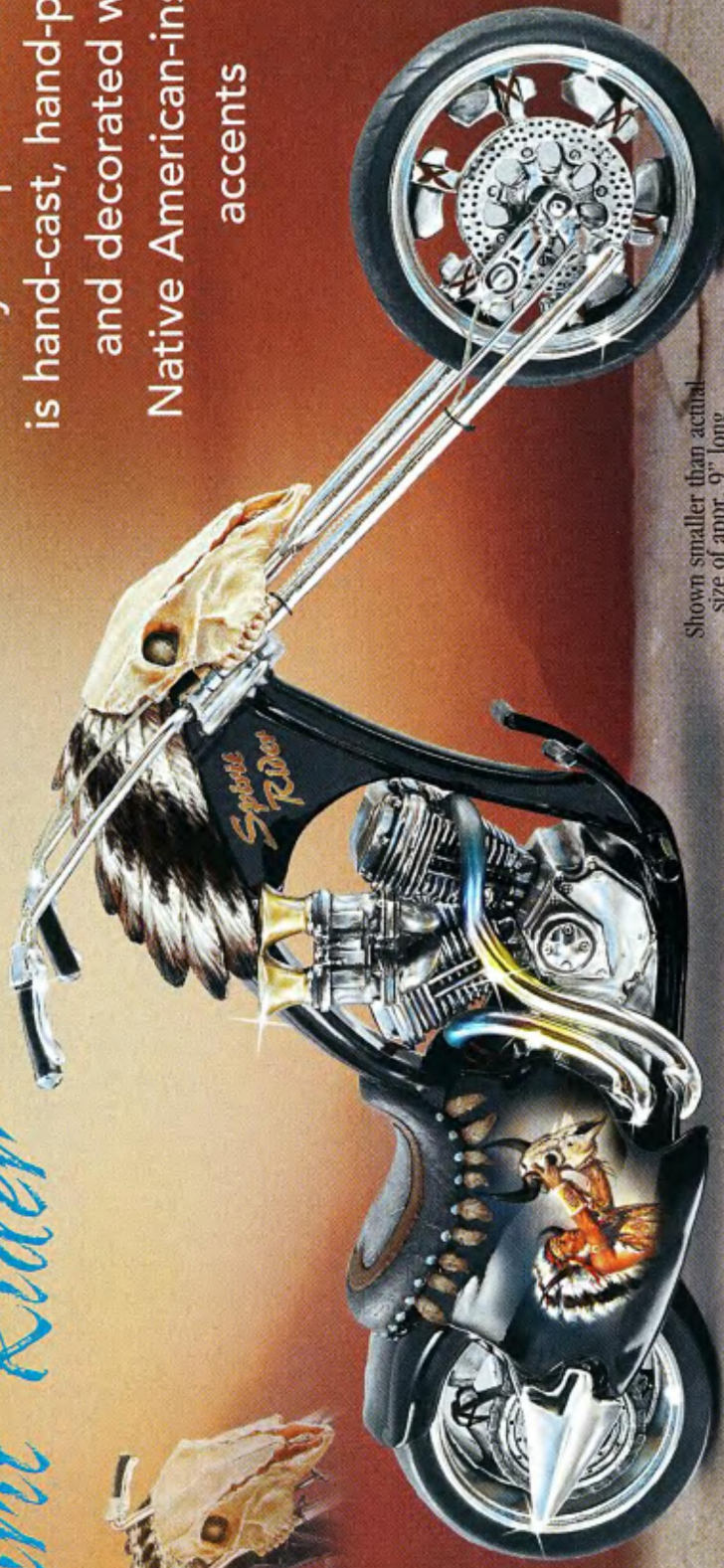
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Doug and Carl Morrow inside their Daytona Beach shop.

CARL'S RACING LEGENDS

FORTY-FIVE YEARS OF RECORD-SETTING HARLEY-DAVIDSONS

Are you looking for something out of the ordinary during that next trip to Bike Week or Biketoberfest, something in Daytona Beach other than custom paint, coleslaw wrestling, and chrome? Head west over the Main Street bridge, hook a quick left on Beach Street, and find a place to park. You're looking for Carl's Speed Shop and it's impossible to miss. Greeted by row upon row of shiny new bikes, it's obvious this is a well-run, prosperous motorcycle dealership. What's not so obvious, at least not at first, is that there's real history here.

Carl's Speed Shop didn't just jump

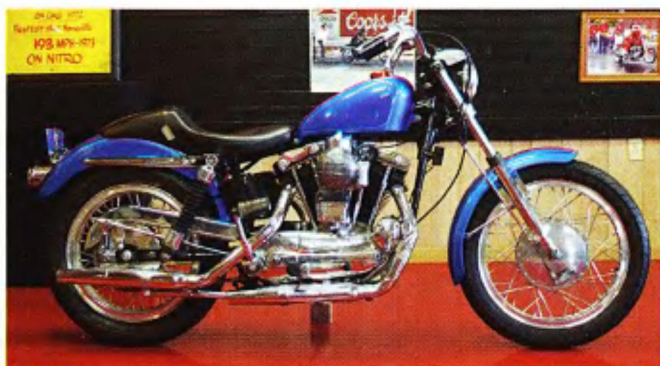
into this business to ride the chopper wave kicked up by TV shows. The motorcycles for sale are something relatively new here. What is not new, and what will begin to show itself when all those plaques and pictures decorating the walls are examined a little closer, is that Carl's Speed Shop is just that, a speed shop, and has been for almost half a century. There are 167 plaques on the walls, if you care to count, each one for a national or world racing record set with a Harley-Davidson. Six of those record-setting bikes are right there at Carl's.

Forty-five years in this go-fast business, Carl Morrow opened his speed shop in November of 1969, sharing a Maywood, California, building with none other than Ed "Big Daddy" Roth. For five years before that, he built his fast Harleys in his garage, starting with a 1965 Sportster he still owns. Eventually moving to Whittier and then Santa Fe Springs, Carl's become a California fixture for the next 20 years. The racing and record setting was nonstop. "We never became total junkies about it, though," Carl says. "We'd set a goal, set our record then back off a little and take care of our customers." Over the years, those goals have included records set at Bonneville, the Maxton Mile, and drag strips coast to coast. There was a period during the 1970s when Carl's Speed Shop held the A/Fuel record for four years running. As a teenager, Carl's son, Doug, started working in the business, too, and piloting those racing bikes. More than 60 of the shop's records were set with Doug in the saddle. More than just a skilled racer, he's become one of the best Dyno tuners in the business. Riders from all over the country bring their street bikes to Carl's Speed Shop to have Doug re-map the EFI, especially during Bike Week and Biketoberfest.

Next time you're in Daytona take the time to check all this out. It's a chance to take a walk through almost a half-century's worth of Harley-Davidson racing history, meeting and talking with the guys who made that history.

—Joe Kress





1965 XLCH Sportster:

This is the bike that started it all. Purchased brand-new in June of 1965 at Santa Monica Harley-Davidson, it stayed stock for exactly one week. Early changes included straight pipes and a Jaguar SU carburetor, a first for that conversion. With flywheels from a KH-model flathead and stroker pistons, the Sportster became a 65-inch, running consistent 11.50s at 116 mph, carrying the front wheel almost all the way through second gear. Always a street bike, with gas and oil added, it would fire right up today.



Drag Racing Circa 1980:

This bright-yellow screamer was built in 1979 for Pat Beyer, tuned and campaigned by Carl's Speed Shop. The XL engine is a big 80-inch with a long 4 13/16-inch stroke. A race winner and record setter right from the start, that SU carburetor conversion was used here, too. The bike ran a best of 9.78 with a 134 mph top end. The frame is stock Harley-Davidson Sportster, cleaned up, lightened up, and raked out just a little.



Top Gun 1:

Built for the AHRDA's Street Pro class, this quarter-mile missile has clocked a 9.11 at 147. That's on gasoline, licensed, and street legal, no wheelie bar, and complete with an electric starter. This bike has set a number of records in a number of other classes, among them a 181-plus mph pass down the Maxton Mile making it the world's fastest street-legal Harley-Davidson. Here again the 131-cubic-inch engine is XL based. The frame is also modified Sportster, although, in truth, there isn't much of that H-D left. While the factory numbers are still on the neck and the bottom cradle is Harley-Davidson, the backbone and most everything else is new. These big-inch engines are considerably taller than a stock XL.



Top Gun 2:

This bike is another variation on that AHRDA Street Pro formula allowing 5 1/2 pounds per cubic inch. While the orange bike uses a slightly smaller engine and weighs less, here the engine is a bigger 139 cubic inches and the bike is heavier. Once again the frame is modified XL. The front end is Buell and the rear shocks are Works Performance. This heavier package actually worked a little better. With a wheelie bar and a true drag slick, there's little doubt this bike would be in the 8s. It ran almost 182 mph at Maxton, and, with a full fairing, 200 mph is certainly within reach.



An Early Bonneville Bike:

Built for The Salt in 1972, here's another Sportster-based racer. This time the engine is a 74-inch and, once again, the frame is XL based. The first time at Bonneville, this bike went 160 mph on gasoline, eventually getting up to 170. The next year, on a 93 percent load of nitro, it went 193 mph. That beautiful H-D road-race fairing was built by the Wixom Brothers in Signal Hill, California, who built all the H-D road-race fairings. It was purchased and used with special permission from Harley-Davidson.



Later Bonneville "2001" Bike:

This bike represents the most effort, and certainly the most expense, of any in this collection. Originally built in 1991 and on loan to the AMA Museum for the past few years, the bike began its racing career just as Carl's Speed Shop moved to Daytona Beach. Built exclusively for Bonneville (the turning radius is almost non-existent), this racer was all over the pages of just about every motorcycle magazine during the early 1990s. With its Kosman frame, Corbin bodywork, S&S power, and custom-machined billet wheels, there are treats and tricks everywhere you look. The fastest it's gone is 187 mph.

Photos: Joe Kress

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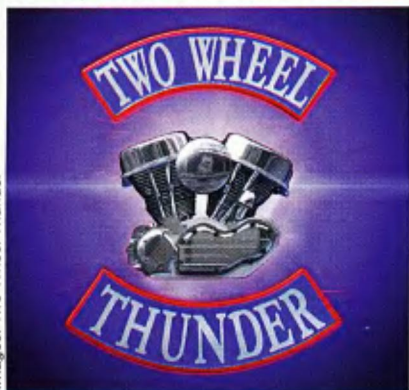
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EASYRIDE NEWS

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

Motorcycle Monday!

TWO WHEEL THUNDER PREMIERES ON DISCOVERY'S HD THEATER, MONDAY, JUNE 7



Images: Two Wheel Thunder

Michele Smith and Jay Barbieri will host a brand-new motorcycle magazine show called *Two Wheel Thunder* on the Discovery network's HD Theater. The two previously hosted *American Thunder* on the Speed Channel, but after fourteen years on air and despite high ratings, Speed decided not to bring the show back.

"After hosting *American Thunder* for eleven years and seeing many changes throughout the industry, one thing that hasn't changed is the love of the motorcycle culture and the loyalty of the fans that have stood by us," Michele says. "The biker community will once again have a TV show that will bring them the latest in the V-twin market and much more."

Jay Barbieri is not only hosting the show this season but is also the executive producer. He has been riding a Harley for over 25 years, has hundreds of thousand miles under his belt, and has attended countless motorcycle rallies across North America. His book the *Bikers Handbook, Becoming Part of the Motorcycle Culture* is in its third printing.



Two Wheel Thunder host Jay Barbieri.

"HD Theater is the perfect place for our show; they get it," Jay says. "I'm very happy that Michele and I can continue to bring our loyal fan base everything the motorcycle culture has to offer. As the executive producer, I have more creative control this year and can respond directly to our viewers requests. It's a win-win for all of us."

Two Wheel Thunder will bring motorcycle enthusiasts an inside look at custom bike shows, coverage from rallies such as Daytona Beach bike week, bike builds, and the best aftermarket products available for V-twin cruisers. Check out *Two Wheel Thunder* every Monday night beginning June 7 on HD Theater. You could call it "Motorcycle Monday!"

—Grona Bearit



Two Wheel Thunder host Michele Smith.

Events

B.A.D. Ride XIII Is Ready to Roll

Remember to put June 13 on your riding calendar for the 13th running of Rip's B.A.D. (Bikers Against Diabetes) Ride in Southern California. The B.A.D. Ride has grown and spawned similar events across the nation as bikers unite to defeat diabetes. If the healthy turnout at a March pre-registration poker run and party at Bartels' H-D in Marina del Rey is any indicator, B.A.D. Ride 13 will be the best yet for fun as well as for continuing to make strides in beating back the disease. For info on starting locations and everything B.A.D., call 888-DIABETES, or log on to: ripsbadride.com. Remember, as Willie G. said: It's good to be BAD.

—Kim

Coast To Coast

Biker News

MORE NOISE ABOUT NOISE: Across the country more and more communities are exploring efforts to silence noisy motorcycles, but in Maine a bill that began as a broad measure to cut back on loud pipes has evolved into a proposal to force motorcycle riders to display vehicle inspection stickers on their bikes.

During hearings, the House Transportation Committee connected the noise problem to reports that nearly 40% of Maine motorcycles aren't inspected. Faulty and noisy mufflers would fail motorcycles in annual inspections, so the measure was amended to require an inspection sticker be visibly affixed to the rear of the bike

Continued Next Page

Biker News CONTINUED

either on a mounting plate or on a rear fender or frame.

A Racine, Wisconsin, city panel has voted 4-0 recommending a newly written ordinance that would create a \$100 fine plus court costs for "disorderly conduct with a motor vehicle." It would outlaw, in a motorized vehicle, "violent, dangerous, abusive, unreasonably loud, or otherwise disorderly conduct." That would include: squealing tires; revving an engine; unnecessarily blowing a horn; sudden veering or acceleration; and popping wheelies on a motorcycle.

The Culpeper Town Council Ordinance Committee has recommended that the Virginia municipality repeal its existing noise ordinance because it is legally unenforceable in light of recent court decisions. "The ordinance can't be enforced the way it is written," Mayor Pranas Rimeikis said of town noise regulations that rely on "a reasonable person" finding a sound too noisy.

The town's movement to repeal its ordinance and possibly replace it with a decibel-based measurement is based on a Virginia Supreme Court ruling from last April that found a similar ordinance in Virginia Beach was unconstitutionally vague. In January, the U.S. Supreme Court upheld the state court's decision, denying a review of it as requested by the city.

HOUSE COMMITTEE APPROVES LANE SPLITTING IN ARIZONA: A bill to allow lane splitting in Arizona has been unanimously approved by legislative committee.

Also known as white lining, or "filtering" as it is commonly referred to in Europe, motorcycles are allowed to weave between lines of cars in heavy traffic. Such practice is legal in the U.S. only in California and Washington, D.C., but HB2475 would allow lane splitting through stopped traffic in Maricopa County beginning a one-year trial of the practice starting next year.

"The biggest factor on this bill is safety and to try and reduce the number of rear end accidents," said Mick Degan, lobbyist for the Modified Motorcycle Association (MMA) of Arizona. "DPS is behind and support of this bill along with AAA."

Also advocating the measure is former California cop Ted Storck who wrote to the Arizona Republic newspaper: "As an ex-Los Angeles police officer, I support House Bill 2475, which would allow Arizona motorcyclists to split lanes. It is allowed in California and has proven to be safe. I never once investigated an accident where a motorcyclist had an accident due to passing other vehicles in the same lane when the freeways were slow or stopped. However, it did result in more and more people riding motorcycles, cutting down on traffic congestion. Even the head of the California Highway Patrol agrees that this California law should remain in effect. He agrees it cuts traffic congestion and has not resulted in any extra risk to motorcyclists or other vehicles."

The lane splitting bill was sponsored by Republican Rep. Jerry Weiers of

Glendale and has already cleared two committees in the House and faces a floor vote before it can be considered in the Senate.

HIGHWAY SIGNS DELIVER A MESSAGE:

Some of the best riding roads are in California, and a new campaign aims to make the roadways safer for motorcyclists by lighting up over 700 changeable freeway message signs saying "Share the road, look twice for motorcyclist."

Following years of lobbying and letter-writing, ABATE of California is now working with state officials to utilize electronic message boards, when not in official use, to display the motorcycle awareness alert to millions of commuters daily.

ABATE Executive Director Anthony Jaime says the joint effort with CalTrans,



"Their culture seems to have been similar to ours in many ways."

the California Highway Patrol, and the California Motorcycle Safety Program "highlights the impact that grassroots organizations like ABATE can have on their government when they actively become part of the process of governance rather than just sitting back and being governed."

The signs would be scheduled to display the messages statewide for a one-week period during peak drive times and serve as an example that other states can easily follow since it doesn't cost anything extra to do.

Similarly, HB2351 would require the Iowa DOT to use electronic message boards on Hawkeye highways to flash "Watch for Motorcycles" during May for Motorcycle Safety and Awareness Month.

PATCH HOLDERS DENIED ENTRY TO FLORIDA FAIR: About 50 bikers from an array of clubs rolled into the Florida State Fair looking for a good time, but because of the patches on their vests, they were refused entry and turned away. Fair rules, enforced by the Hillsborough County Sheriff's Office, ban gang colors or signs, but a lawyer representing the bikers says their First Amendment rights have been violated. "They're trying to stifle people's rights by using a blanket policy," said Florida Aid to Injured Motorcyclists (A.I.M.) Attorney Jerry Theophilopoulos. "It's suppressing their right to associate in public."

The banned bikers belong to a wide variety of clubs, including Christian, outlaw, and clean and sober riders. "The clubs that were with us, none of them have ever gotten into fights at the fair," Theophilopoulos told the St. Petersburg Times. "They're not street gangs, and they are being lumped together." The bikers' lawyer said he called the sheriff's office Saturday to tell the agency the bikers were coming, and he was told that if they wore their colors, they wouldn't be let in. They tried to go anyway. "Sometimes you have to make a statement, to stand up for what you believe in," said Jerry T, who also serves as legal counsel for the local Confederation of Clubs.

POLICE IN ENGLAND ISSUE RIDERS

HIGH-VIS VESTS: Thousands of British motorcyclists are being stopped by police for not wearing high-visibility clothing. Beginning in March, riders will be stopped and given lectures on "being seen" as well as reflective vests to put on over their jackets or leathers.

The Motorcycle Action Group says the tactics are a step towards compulsory high-vis clothing or reduced insurance payouts for riders in dark kit. "We're advising all riders stopped without obvious cause in order to be given these lectures make a stand by lodging formal complaints. If police time is tied up too much, they may soon drop this tactic."

HALF A BILLION E-CYCLES TO HIT THE

ROAD: Worldwide sales of electric powered two-wheeled vehicles are set to explode over the next six years.

According to a recently released study by U.S.-based firm, Pike Research, 466 million e-bikes, e-motorcycles and e-scooters will be on the road by 2016.

"Demographics and economics are aligning to create a strong market opportunity for two-wheel electric vehicles," Pike's industry analyst Dave Hurst told Cycle Canada. "In some countries, these vehicles will be engines of economic growth, while in others they will be signals of broader consumer behavioral shifts."

Not surprisingly Hurst claims that China will dominate the global electric two-wheel vehicle market, representing more than 95% of sales during the next six years. E-bikes will hold a 56% share of the market predicts Hurst, followed by e-motorcycles at 43% and e-scooters in distant third with less than 1%.

— Bill Blah, NCOM



"Stop wiggling your butt, Ms. Higgins, this is a very serious memo."



"I see you eyeing my woman, Earthman!"

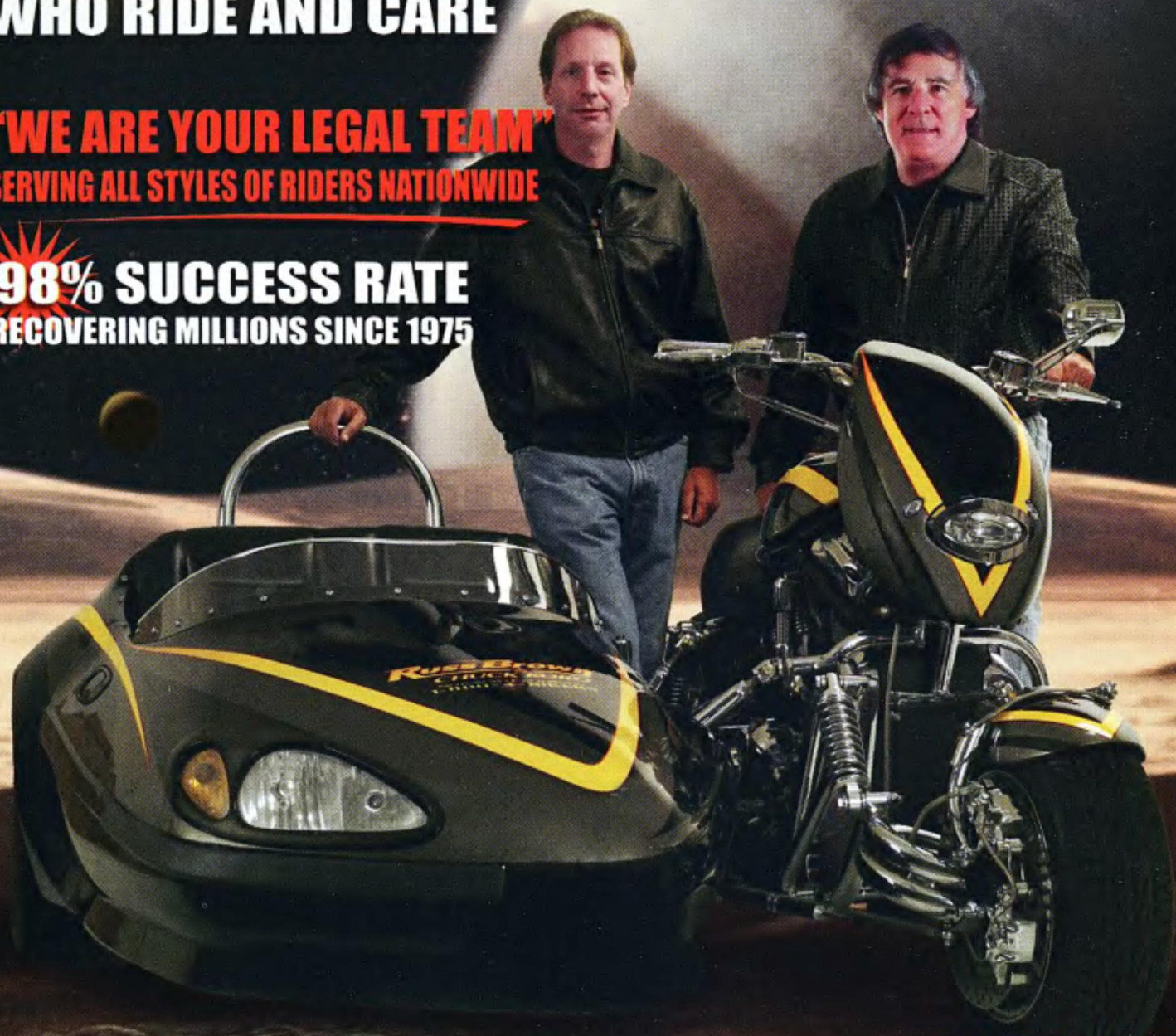
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The BUB 7 FL 2-1 slip-on muffler was designed to give riders of 2010 Street Glides or Road Glide Customs the affordability of a slip-on muffler for their stock 2-1 system, with an excellent performance gain. The BUB 7 muffler allows the muffler to be mounted with the slash up or down. This can be changed as desired to transform the look of your bike. Available with an aluminum end cap in your choice of chrome or black Teflon finish.

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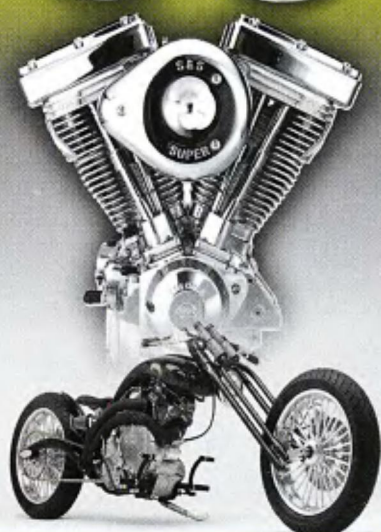
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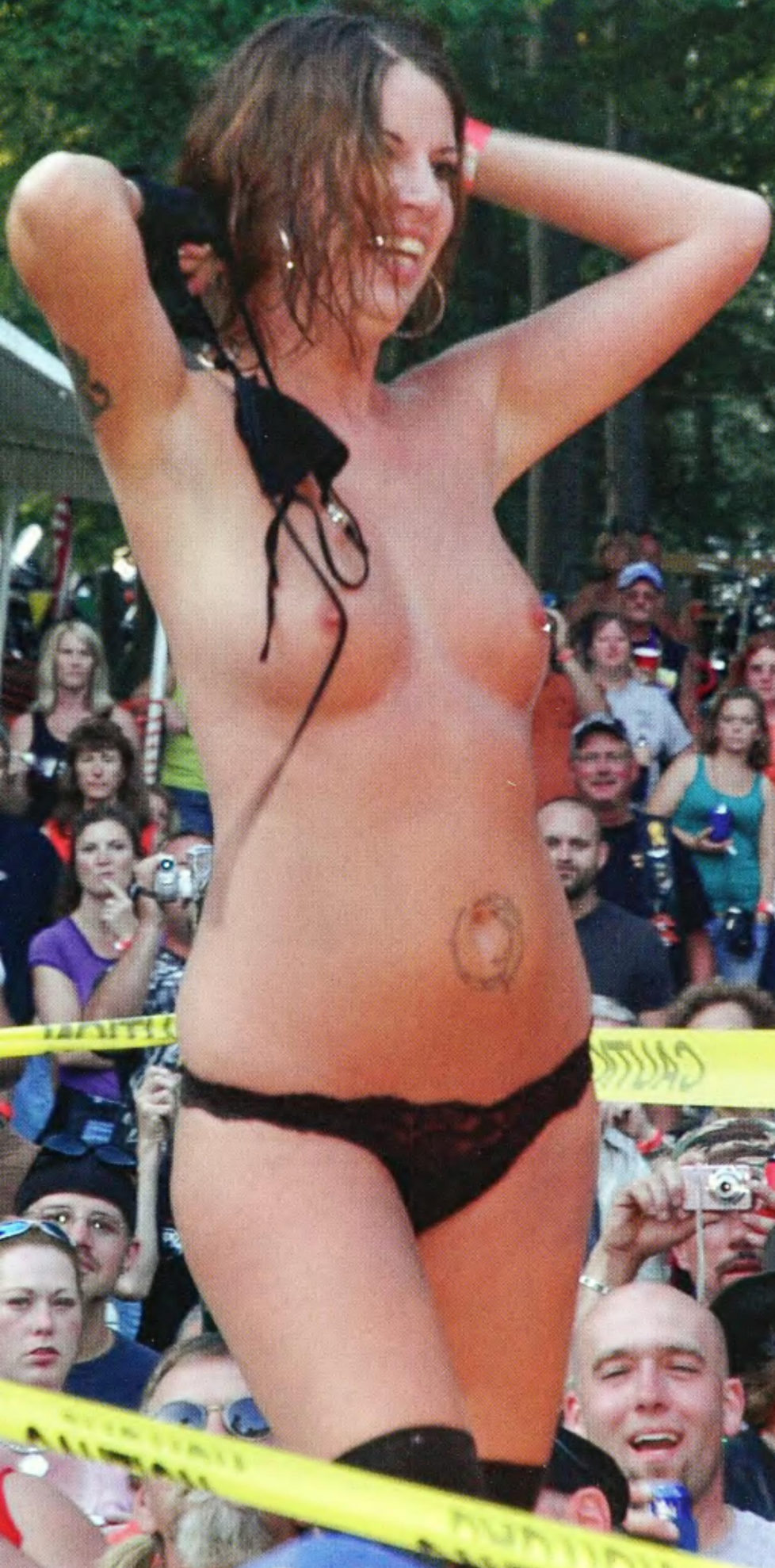
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Bean Blossom Bikerfest

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As we've reported previously, the little biker slice of heaven known as the Bean Blossom Bikerfest held in picturesque Bean Blossom, Indiana, is one of those old-school, roll around in the mud, slap a naked cutie on the ass kinda good times that have all but vanished from this great land. The Farabaugh family hosts this shindig at the Bill Monroe Music Park where there's plenty of room to camp in tents, RVs, and even in quaint cabins, or to just fall asleep in your own vomit somewhere in the woods.







You're looking at photographic evidence of last year's debauchery, the 7th Annual, which took place in steamy September, as it does every year. Folks show up, get their camping spots picked out, then get really loaded, get naked, and roll down a hillside on a weird giant version of a Slip 'N' Slide. No, I'm not kidding. Everybody rides around and around and around the grounds 24 hours a day. Why do they do this? To see all the naked ladies, many of which have had their boobies painted by Smitty the Titty Painter.

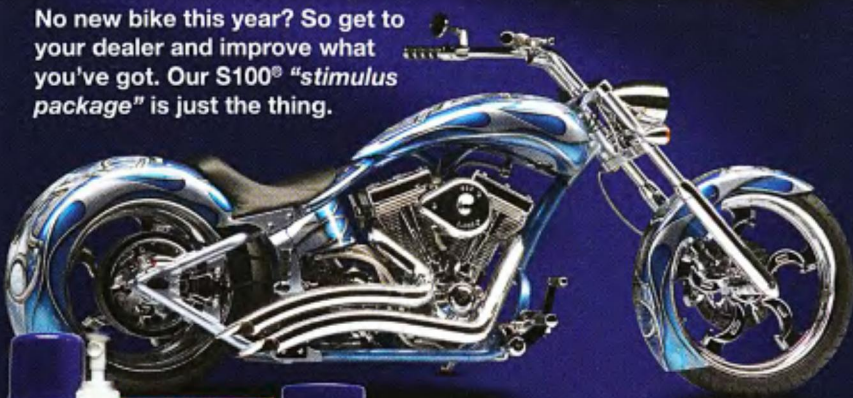
There is every manner of vendor available to sell you parts for your bike, big dildos, buffalo burgers, ice cream and just about every kinda food designed especially for bikers with the munchies. Besides every variety of alcohol known to man and plenty of it, there are pole dancing contests, a biker rodeo, a ride-in bike show, and non-stop kick-ass live music all four days. Get the picture? There's all this adult-type fun *plus* the sexy little Miss. Sammy Jo, our Ms. Bean Blossom Bikerfest. She's what we trained professionals call a good sport.

September 9 - 12, Bikerfest will happen again. Visit www.ballsbiker.com to pre-register and for more info. If you don't make it to this crazy damned party, you ain't got a hair on yer nads!

—Dave Nichols

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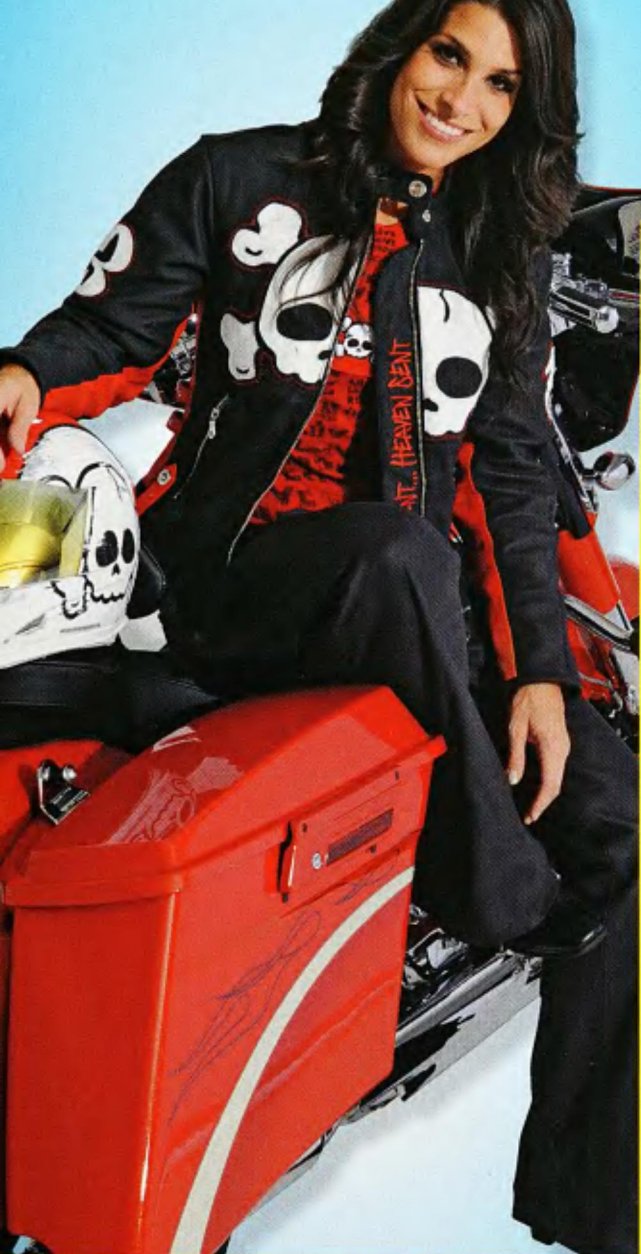
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BILL DODGE BUILT THIS ONE FOR HIMSELF

Bling's Baby

Back in 2004, Bill Dodge came to the conclusion that he'd had about all of California he cared to take, thank you. For the seven or eight years before coming to that realization he'd been shop foreman at Jesse James' West Coast

Choppers building high-profile bikes and cars for high-profile, high-rolling customers—and it was cool, to a point. Bill's more of a low-profile guy himself. What he really wanted to be doing was building simpler bikes for simpler





After years of building high-dollar stuff for high-rollers, Bill Dodge shifted gears. At Bling's Cycles it's simple bikes, affordable to everyone.

Dripping with cool, Bill's personal ride has just enough of the new blended in to keep everything rolling and running without a hitch.

people—cool choppers affordable to the masses. So he closed the lid on his toolbox, packed his bags, said his good-byes and set out to get as far away from the West Coast as he could. He didn't stop until he pulled into Tinton Falls, New Jersey, about 10 minutes outside Asbury Park. Bill had traded the Pacific Ocean for the Atlantic and, once there, opened the doors to his own place: Bling's Cycles, where Bill and his wife, Brittany, are the sole employees.

This bike, Bill's personal ride, is a dead-on representation of the kind of bike that's come out of Bling's ever since. Simple, straightforward and dripping with old-school cool, there's just enough of the new blended in to keep things rolling and running without a hitch. It's all based on one of Bill's own frames, a "Randy Jr." rigid. "Randy Jr.," Bill explains, "was the first customer I built this style of frame for, and any customer who takes the time to live with me through the prototyping of any new product gets to have his name on that product."

For power, Bill used a 93-inch S&S shovelhead engine, setting it up with a Morris magneto. Working with Bert Baker, he linked that up with a Franken-tranny. It's a 6-speed transmission, a regular hidden-shock box, but with a 6-in-a-4 end on it so it's also a kicker. It's the best of both worlds. This one also has a starter motor. "Normally," Bill says, "I'll leave the bike as a kick-only, but for this one I added that motor and a button."

The front end is one of Bill's Narrow Glides: his own triple-trees filled with shaved Sportster tubes and lowers. There is no brake up front, and the wheels are a pair of no-name spokers Bill made up from rims and hubs lying around the shop. Up front is actually a 36-spoke wheel from a dirt bike. Tall, skinny tires were fit to both—a 21-inch front and 18-inch rear.

Finishing all this, the gas tank, oil tank, rear fender and seat pan are Bling's Cycles creations. So are the exhaust pipes. "And that's about normal," Bill says. "A pretty large percentage of the bikes from my shop use parts made right here." Bill and Brittany do it all.

Bob, at French Kiss Customs in



Deltona, Florida, took care of the paint. It is a pale blue two-tone with gold leaf accent with the requisite "Bling's" sparkling diamond logo on the oil tank. The whole thing was ready to run about a year ago. And now Bill, Brittany, and the bike are packing up one more time. Bling's Cycles is getting a new home. This time they are off to the mountains of Kentucky, and, as you read this, they'll be setting up that new shop. While the location has changed, you can bet the bikes built there won't change a bit.

—Joe Kress



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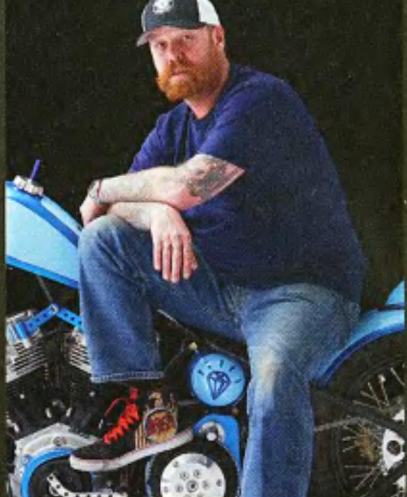
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Owner: Bill Dodge (*above*)
City: Tinton Falls, New Jersey

GENERAL

Designer: Bill Dodge
Year/make: 2009 Bling's Cycle
Model: Randy Jr.
Assembly: Bling's Cycles
Time: 1 month

ENGINE

Year/type: 2009 S&S shovelhead
Rebuilder: Bling's Cycles
Displacement: 93 cubic inches
Ignition: Morris Magneto
Cam: S&S
Carb: S&S

Air cleaner: Goodson

Pipes: Bling's Cycles

TRANSMISSION

Year/make: 2009 Baker
Shifting: 6-speed

PAINTING

Painter: French Kiss Customs
Type/color: House of Kolor/two-tone pale blue, gold leaf

FRAME

Year/make: 2009 Bling's Cycles
Type: Randy Jr.
Rake: 32 degrees

ACCESSORIES

Bars: Pro Taper
Handlebar controls: Brembo
Fenders: Bling's Cycles
Headlight: Bates
Taillight: Sparto
Pegs: Harley-Davidson
Foot controls: Bling's Cycles
Gas tank: Bling's Cycles
Oil tank: Bling's Cycles
Seat: Duane Ballard
Grips: Bling's Cycles

FRONT END

Type: Narrow Glide, 2 inches under
Builder: Bling's Cycles

WHEELS

Make: laced
Size: 21-inch front, 18-inch rear
Tires: Pirelli
Brakes: Brembo
Photos: Michael Lichter
Contact: Bill Dodge
 Bling's Cycles
 562-843-1292
 Blingscycles.com

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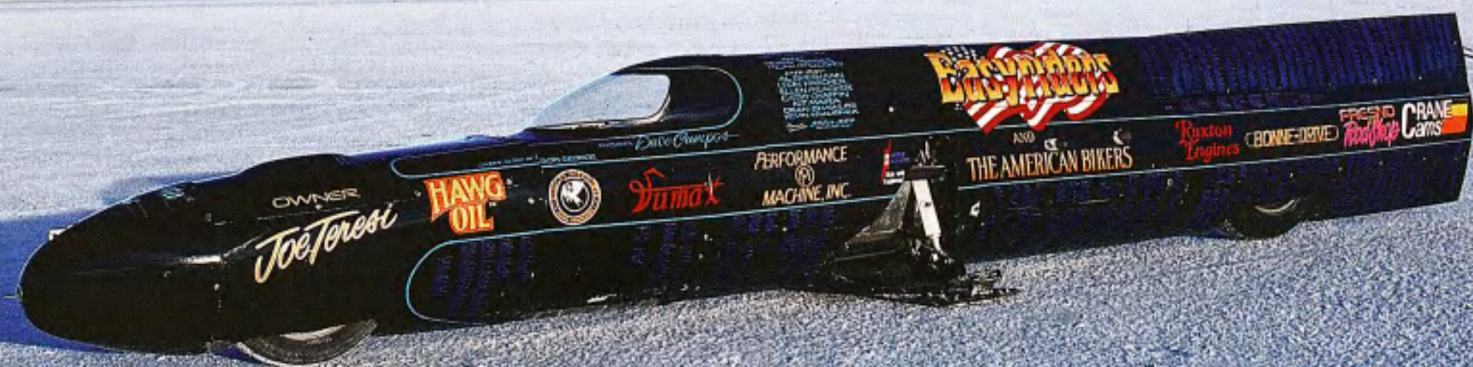
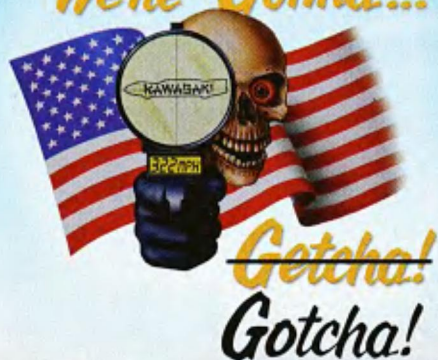
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We're Gonna...



20th Anniversary of the *Easyriders* Streamliner World Land Speed Record STILL THE WORLD'S FASTEST HARLEY!

Like anything worth doing, breaking a Land Speed Record ain't easy. We were reminded of that fact repeatedly during the 16 days spent at Bonneville in 1990. We wore out tires, parachutes, engines, transmission gears, and brakes, ran out of sparkplugs, chains, oil, and fuel, and even blew a piston out of the tow car! About the only thing that didn't give up was the team spirit of the crew.

Twenty years ago on July 14, 1990, the *Easyriders* Streamliner rocketed down the Bonneville Salt Flats at 322.870 mph for a return-trip, two-way average of 322.150 mph. This brought the title of World's Fastest Motorcycle back to America! *Easyriders* and the American Bikers (10,000 individual sponsors) held that Absolute Land Speed Record for 16 glorious years and the twin-shovelhead-powered Streamliner is still the World's Fastest Harley!

Back in the 1970s and '80s Don Vesco



Joe Teresi (left) and Streamliner Rider Dave Campos (right).

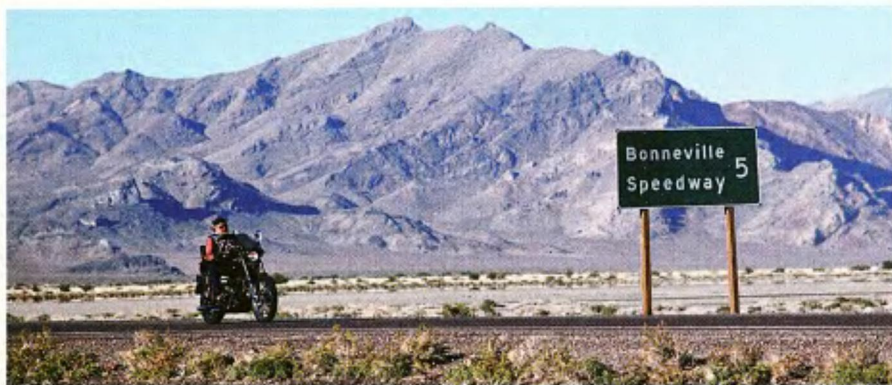
held the Fastest Motorcycle record with Yamaha- and Kawasaki-powered bikes. Joe Teresi, owner of *Easyriders* magazine, vowed to bring the title back to an American-made motorcycle. In 1989 Joe put a crew together for the undertaking.

Streamliner Rider Dave Campos and Joe were the only ones on the crew with Bonneville experience. A new class record of 284 mph was achieved with the *Easyriders* Streamliner, but a blowout and bad weather ended the season. A determined, salty crew left the speedway with big plans for the return trip in 1990.

Easyriders magazine offered individual sponsorships to its readers. For \$25 you could get a "We're Gonna Getcha" T-shirt, a certificate of sponsorship, your name on the side of the Streamliner and admittance to the salt flats for the run. Ten thousand individuals stepped up as sponsors, and a few hundred of them actually ventured out to Bonneville to witness the Land Speed Record attempt. Corporate sponsors were Custom Chrome, Crane Cams, House of Horsepower, Morris Magnetos, Performance Machine, Fresno Rod Shop, and Sumax. No one has rallied the American Bikers



Ten thousand individuals stepped up as sponsors, and a few hundred of them actually ventured out to Bonneville to witness the Land Speed Record attempt.



The *Easyriders* Streamliner crashes at over 300 mph but lives to run another day to set the record at 322 mph.



Photos: ER Archives

to participate like this before or since.

The *Easyriders* Streamliner was 23 feet long, weighed about 2,500 pounds, had a 14-foot wheelbase, and was powered by two 91-cubic-inch Ruxton Harley-Davidson motors. Each engine was fed a huge nitro load with 2 1/16-inch Hilborn injectors. The engines were linked by a Performance Machine Bonneville Drive, the transmission was an air shifted Muncie M-22 with low gear removed (3-speed), and it used a hydraulic released Tilton Indy-model clutch. This was no fancy, computer programmed, high-tech deal; this machine was all about brute force, baby!

The 1990 World Land Speed Record victory wasn't an easy thing to accomplish. On Friday, June 29, the first run was made and the team started working out the bugs. On the third day the 'Liner went into a lock-to-lock high-speed wobble at around 300mph. It rose into the air, flipped, slammed to the salt and rolled. Dave Campos was okay, but the Streamliner was thrashed. Anyone in his right mind would have given up and gone home, but being bikers, we didn't know any better. The crew was a bone-tired bunch, just working on fumes when the Streamliner broke the world record 13 days later.

The 'Liner's last front tire blew out while sitting on the trailer an hour after the run was over. It was a realization to the crew just how lucky we were to achieve our goal. In the end, it took sheer determination and a bunch of bikers not

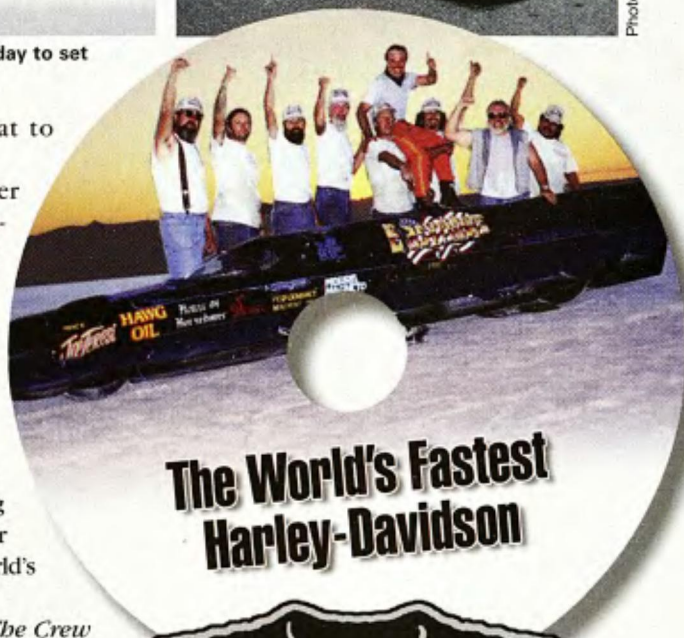
willing to accept defeat to bring the record home.

Easyriders Streamliner crew members are planning a 20-year reunion in mid-July. Bench racin' and bullshittin' will be the plan of the day, with maybe a little fishin' and celebratin' too.

Thanks to all of our loyal *Easyriders* readers and supporters for making a legend that has lived for 20 years and is still the World's Fastest Harley-Davidson!

—The Crew

For you fans and sponsors whose old Streamliner video tapes have worn out and whose Streamliner T-shirts are thread-bare, visit www.easyriders.com to get a new "World's Fastest Harley-Davidson" T-shirt and commemorative DVD — this full-length documentary powerfully captures it all: the spectacular crash (that almost ended it all), the excitement, the frustration, and the dedication — from Day One to the Final Victory! The new T-shirt and commemorative DVD are available at: www.easyriders.com



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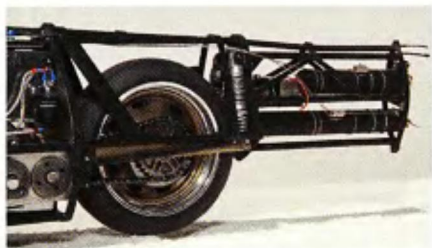
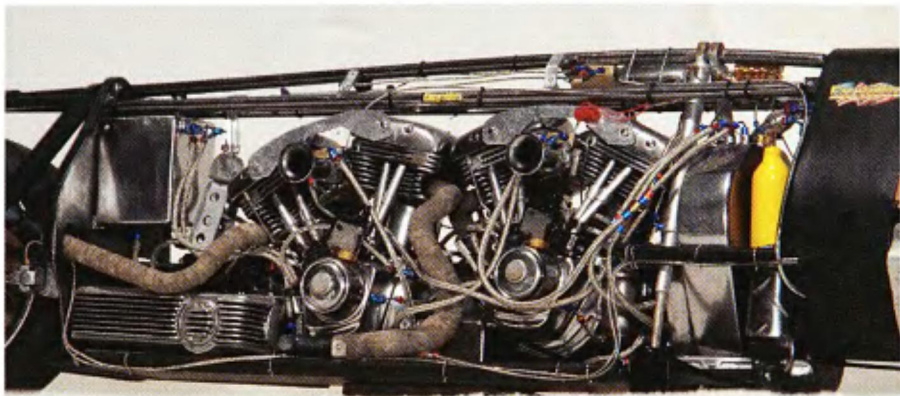
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JOHN TERESI'S TRIBUTE MODEL ONE COOL LI'L 'LINER

The *Easyriders* Streamliner was a huge passion of John Teresi's father, Joe Teresi, so for Joe's birthday and the 20th Anniversary of breaking the World Land Speed Record, John built him this scale model of the original record-setting Streamliner.

This mini Streamliner is approximately 1/12th scale and John's reference was entirely from viewing photos printed in *Easyriders* magazine. Its accuracy is amazing. He started with two engines from Revell plastic model kits but had to be modify the Evolution heads and



barrels to appear as shovelheads. The wheels are also from a Revell's Batman and Robin bike kit. The frame and body was constructed with Styrene: a heated and formed modeling plastic. John's good friend and fellow modeler John Hilkert, aka Fuelish Spectator, helped the accuracy of the project by creating laser printed decals for the crew, sponsors and logos that adorn the body.

The Streamliner model has already won Best of Show awards at the Santa Clara 2010 NNL West and the Second Annual 2010 Citrus Nationals model shows and was featured in *Model Cars Magazine*.

Check out John's website at www.wix.com/JohnTeresi/2009-Season-Page for a custom model build of your machine. John's passion is drag racing but, as you can see, he's a self-made modeler and can build most anything on any scale.

—Clean Dean

John Teresi (right) examines his 1/12 scale model of the *Easyriders* Streamliner that won Best of Show awards at the Santa Clara 2010 NNL West and the Second Annual 2010 Citrus Nationals model shows and was featured in *Model Cars Magazine*.



Photos: Kim Peterson

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A girl says to her boyfriend, "I read a study that said 90 percent of all men masturbate in the shower every morning and the other 10 percent sing."

"Really?" says the boyfriend.

"Yes, and do you know what song they sing?" asks the girlfriend.

"No," replies the boyfriend.

"I didn't think so."

Joey Hayes

Mesa, Arizona

A priest gets a flat tire fixed. As the car's coming down off the lift, the priest asks the mechanic, "Are the lug nuts tight?"

The mechanic says, "Tight as a nun's cunt."

The priest says, "You better give them another turn."

Fred Race

Strongsville, Ohio

A 5-year-old boy went to visit his grandmother one day. Playing with his toys in her bedroom while grandma was dusting, he looked up and said, "Grandma, how come you don't have a boyfriend now that Grandpa went to Heaven?"

Grandma replied, "Honey, my TV is my boyfriend. I can sit in my bedroom and watch it all day long. The religious programs make me feel good and the comedies make me laugh. I'm happy with my TV as my boyfriend."

Grandma turned on the TV, and the reception was terrible. She started adjusting the knobs, trying to get the picture in focus. Frustrated, she started banging the backside of the TV hoping to fix the problem.

The little boy heard the doorbell ring, so he hurried up to open the door and there stood Grandma's minister.

The minister said, "Hello son is your grandma home?"

The little boy replied, "Yeah, she's in the bedroom bangin' her boyfriend."

Rocky

W. Palm Beach, Florida

A husband had just finished reading a new book entitled *You Can Be The Man of Your House*.

He stormed up to his wife in the kitchen and announced, "From now on, you need to know that I am the man of

this house and my word is law. You will prepare me a gourmet meal tonight, and when I'm finished eating my meal, you will serve me a sumptuous dessert. After dinner, you are going to go upstairs with me and we will have the kind of sex that I want. Afterwards, you are going to draw me a bath, so I can relax. You will wash my back and towel me dry and bring me my robe. Then, you will massage my feet and hands."

"Then tomorrow, guess who's going to dress me and comb my hair?"

The wife replied, "The fuckin' funeral director would be my first guess."

Unknown

Somewhere Out There

It's Tripper's first day in the carpool. The driver honks the horn in front of Tripper's house, and he comes running out. He gets about halfway down the walk when he hears the sound of his wife's foot tapping on the porch. He turns around and there she is scowling at him. He runs back to the steps, spreads open her bathrobe, bends over, kisses her on the snatch, runs back down the walk, and hops in the car.

They ride in silence for a few minutes, until Spider, the driver can't stand it. "Tripper," he says, "I don't mean to pry, but my curiosity is killing me. Why did you kiss her down there?"

Tripper says, "Man, you should smell her breath in the morning."

Fred Race

Strongsville, Ohio

Heaven is when you have barrels of beer and tons of girls.

Hell is when you find out that the barrels have holes and the girls don't.

Q. Why did the former porn actor get fired from his job as a gas station attendant?

A. Right before the tanks were full, he would pull out the nozzle and spray gas all over the car.

Q. Why do men name their penis?

A. They like to be on a first name basis with the one making most of their decisions.

Rocky Meyerson

Florida

A circus owner runs an ad for a lion tamer and two people show up. One is a 72-year-old biker, and the other is a gorgeous blonde in her mid-twenties.

The circus owner tells them, "I'm not going to sugar coat it. This is one ferocious lion. He ate my last tamer, so you two had better be good or you're history. Here's your equipment: a chair, a whip, and a gun. Who wants to try out first?"

The girl says, "I'll go first." She walks past the chair with the whip and the gun and steps right into the lion's cage. The lion starts to snarl and pant and begins to charge her. About halfway there, she throws open her coat revealing her beautiful naked body.

The lion stops dead in his tracks, sheepishly crawls up to her and starts licking her feet and ankles. He continues to lick and kiss her entire body for several minutes and then rests his head at her feet.

The circus owner's jaw is on the floor. He says, "I've never seen a display like that in my life." He turns to the old biker and asks, "Can you top that?"

The tough old biker replies, "No problem, just get that lion the hell out of there."

Unknown

Cyberspace

A prospect is walking through his apartment lobby when he bumps into a gorgeous woman wearing a very loosely tied robe.

She begins flirting with him, and after a minute she places her hand on his chest and says, "Let's go to my place. I hear someone coming."

He follows her into her apartment, and once inside she immediately slips off her robe.

"Tell me," she purrs, "what do you think is my best feature?"

"Um, I guess that would be your ears," he replies nervously.

"My ears?" she says. "How can you possibly think that the best part of this body is my ears?"

"Well," he stammers, "back in the hall you said you heard someone coming? That was me."

Joey

Mesa, Arizona

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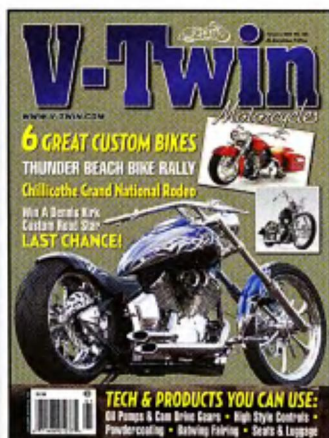
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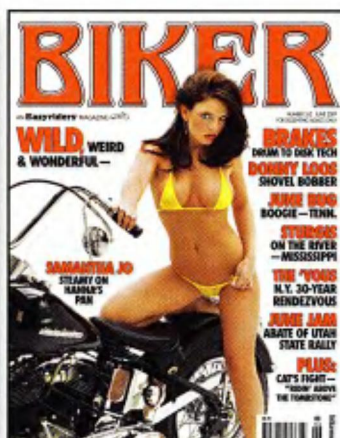
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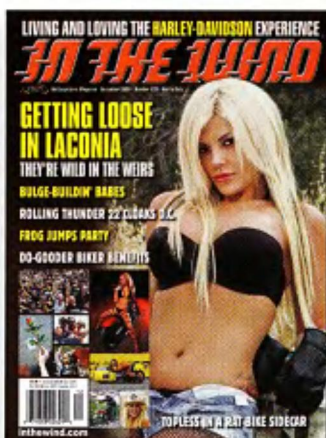
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HOW TO ENTER: If you do not wish to subscribe, write your name, address, phone number, and LIVE THE DREAM \$100,000 ANNUAL SWEEPSTAKES Entry on a 3x5 index card and mail it in an envelope to: LIVE THE DREAM \$100,000 ANNUAL SWEEPSTAKES, 28210 Dorothy 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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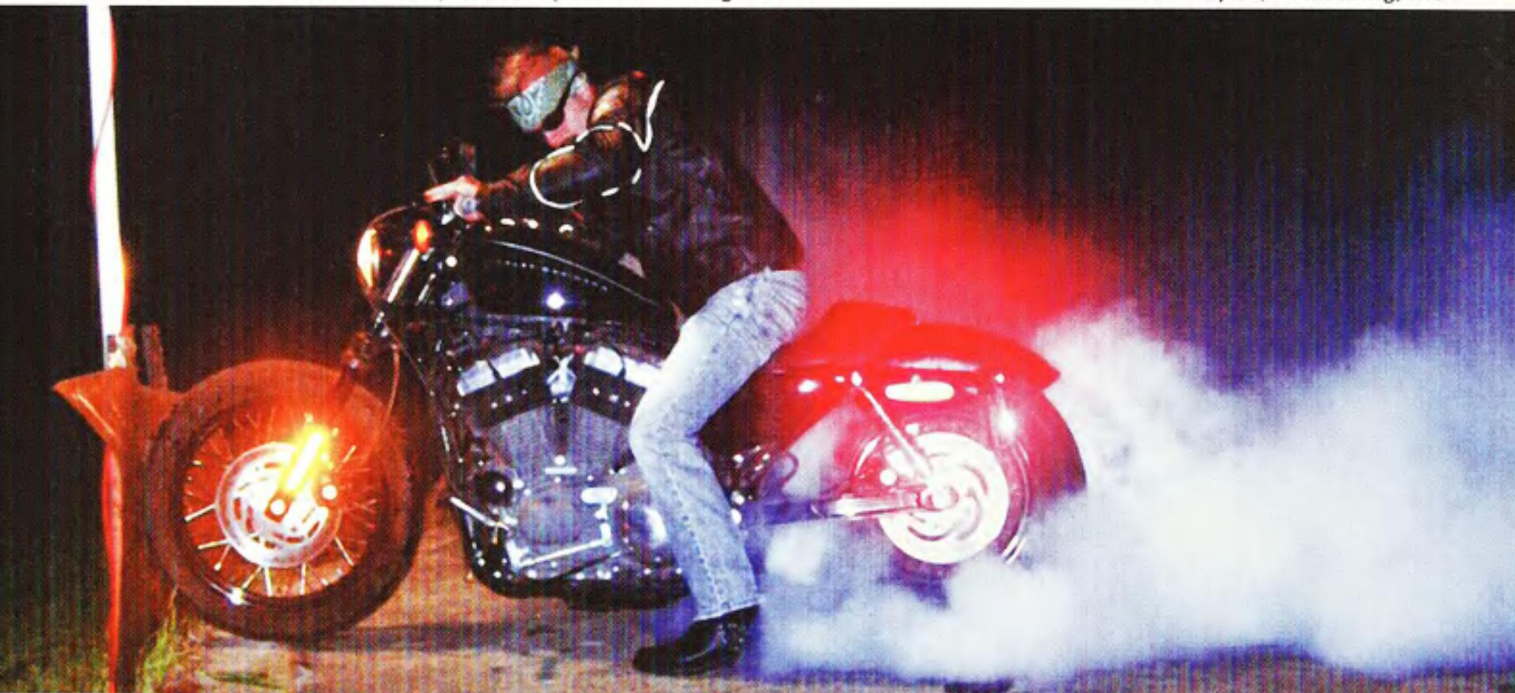
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Today we rode to the Grand Canyon and I spit a mile—straight down.

—Dave Rytell, Hattiesburg, MS



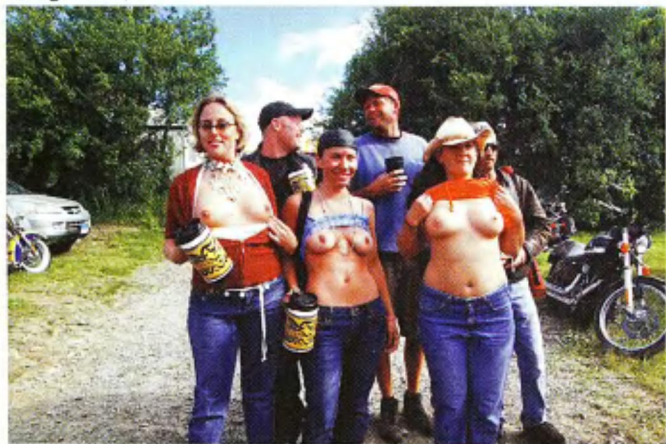
I wish our band would buy a smoke machine.

—EZRIDIN Rod Duncan, Fargo, ND



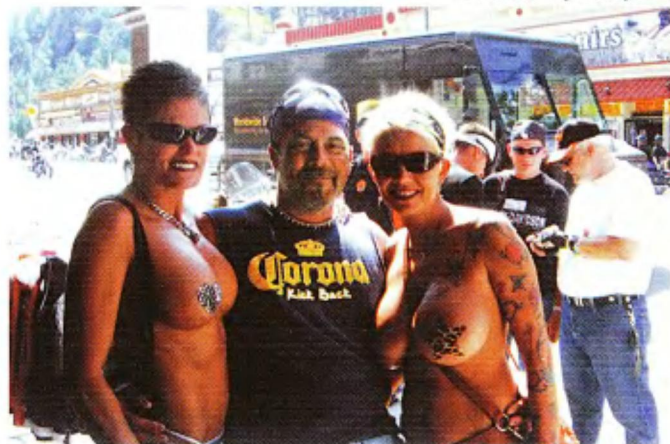
Hang loose, brah.

—Freddie B, Bear, DE



It's beer-thirty!

—Scott Southwick, Easthampton, MA



Kickin' it in Keystone.

—Alan Setzer, Springfield, IL



He got a B.A. in Bad Ass.

—Scott Whitver, Elk, WA



Angel's mighty milkers!

—Tim O'Connor, Nathrop, CO



Topless bike wash anyone?

—Vic Pecorino, Huffman, TX

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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Hardcore Knuck

BARRY COONEY'S 35TH ANNIVERSARY RIDE TO STURGIS

"I like to ride fast, 80-90-100 mph on the open roads."—BARRY COONEY



"No Stock Bikes" reads the script on one side of the oil tank found on Barry Cooney's very non-stock hardtail chopper. Maybe the other side should say "Always Knuckle Under." Barry, so it seems, is more than partial to the classic beauty of the Harley-Davidson knuckle-head engine. He even has a knuckle-head engine shooting flames tattooed on his upper left arm.

Barry's knuckle has extra punching power as the original design has benefited from Accurate Engineering's 21st century upgrades in metallurgy and technical refinements. "An original knuckle could be ridden 50-60 mph, but at the end of the day you'd be re-tightening parts of your bike that shook loose," Barry tells us. "I like to ride fast, 80-90-100 mph on the open roads when I head out for Sturgis. With this bike, at the end of the day, I won't need to take out my wrenches and spend the night working, instead I get to enjoy the nearest watering hole with my buddies."

Barry's buddies include his best friend and longtime Sturgis riding partner Arlen Ness. In fact, at the time you read this, Barry will be preparing to take off for his 35th anniversary ride to Sturgis, his first taken in 1975 with Arlen. Since that year, a number of Barry's bikes have appeared in the pages of *Easyriders*. It wouldn't be a

stretch to characterize Barry as one of those iconic images of motorcycling, his bike-building career spanning four decades and counting.

While he's usually designing customs for other people, recently he decided that for his next venture out to South Dakota, he wanted a new bike and a knucklehead at that. "Rather than rely on a 70-year-old motor, I got on the phone and called my friend Barry Wardlaw at Accurate Engineering. He said he always wanted me to build a bike with one of his brand-new knuckleheads, so he built me a 103-inch motor. While I wanted to build it in the old style—like I would've 35 years ago—I wanted it to be at least half-way comfortable as a rigid chopper, so this time

I went for a 6-speed transmission and electric starter. It's still a rigid frame with a rigid mounted engine, but I won't need to be tightening things back up since it runs so smooth and that sprung seat also helps smooth out the road. I did the bike with mid-controls

because I like sitting in the jockey position on my bikes, because, like I said, I usually feel the need for speed. I'm really looking forward to riding this bike to Sturgis this year." Barry adds, "At age 65, I'm waiting to see if I'm as tough as I remember."



Knowing Barry, there's no doubt he will be leading the pack. But even he says he might not be riding back on it. "My last bike was at Danny Gray's shop getting its custom seat and a guy walked in and just had to have it. That bike was literally sold out from under me. Someone might buy the knuckle when they see it at Sturgis. It's happened a couple times before, but this time I'm definitely not selling it until I ride it to the rally. After that it could be available to another knucklehead nut."

—Paul Garson

This month's *Easyriders* girl is mouth-waterin' Melissa from sunny Southern California.





Owner: Barry Cooney (above)

City: Escondido, California

GENERAL

Designer: Barry Cooney

Fabrication: Barry Cooney/Russ Wernimont

Year/make: 2009 Cooney Custom

Model: knucklehead

Assembly: Barry Cooney

Time: 8 months

Chroming: Sanchez

ENGINE

Year/make: 2008 Accurate Engineering

Displacement: 103 cubic inches

Cam: Accurate Engineering

Ignition: magneto

Pistons: Accurate Engineering

Heads: Accurate Engineering

Lifters: Accurate Engineering

Carb(s): S&S Super

Air cleaner: Wimmer Machine stack

Pipes: Cooney Design

TRANSMISSION

Make: had it in the shop

Year: 2008

Modifications: yes

Shifting: PM mid-controls

PAINTING

Painter: Norton Custom Design

Type/color: burgundy

Special paint: naturally

FRAME

Year/make: 2008 Daytec

Rake: 42 degrees

Stretch: 4 inches

Shocks: rigid

ACCESSORIES

Bars: Sportster

Handlebar controls: Ness retro

Fenders: custom

Headlight: Adjure

Taillight: RWD Design

Pegs: PM

Electrics: Barry Cooney

Gas tank: Cooney/Wernimont

Oil tank: yes

Oil system: S&S

Seat: Danny Gray

Grips: very

FORKS

Type: Wide Glide

Extension: 6 inches

Builder: w/Ness 4-inch triple trees

WHEELS

Size: 21-inch front, 18-inch rear

Wheels: billet

Tires: Avon

Brakes: Ness Tech

Photos: Rick Hustead

Contact: Barry Cooney

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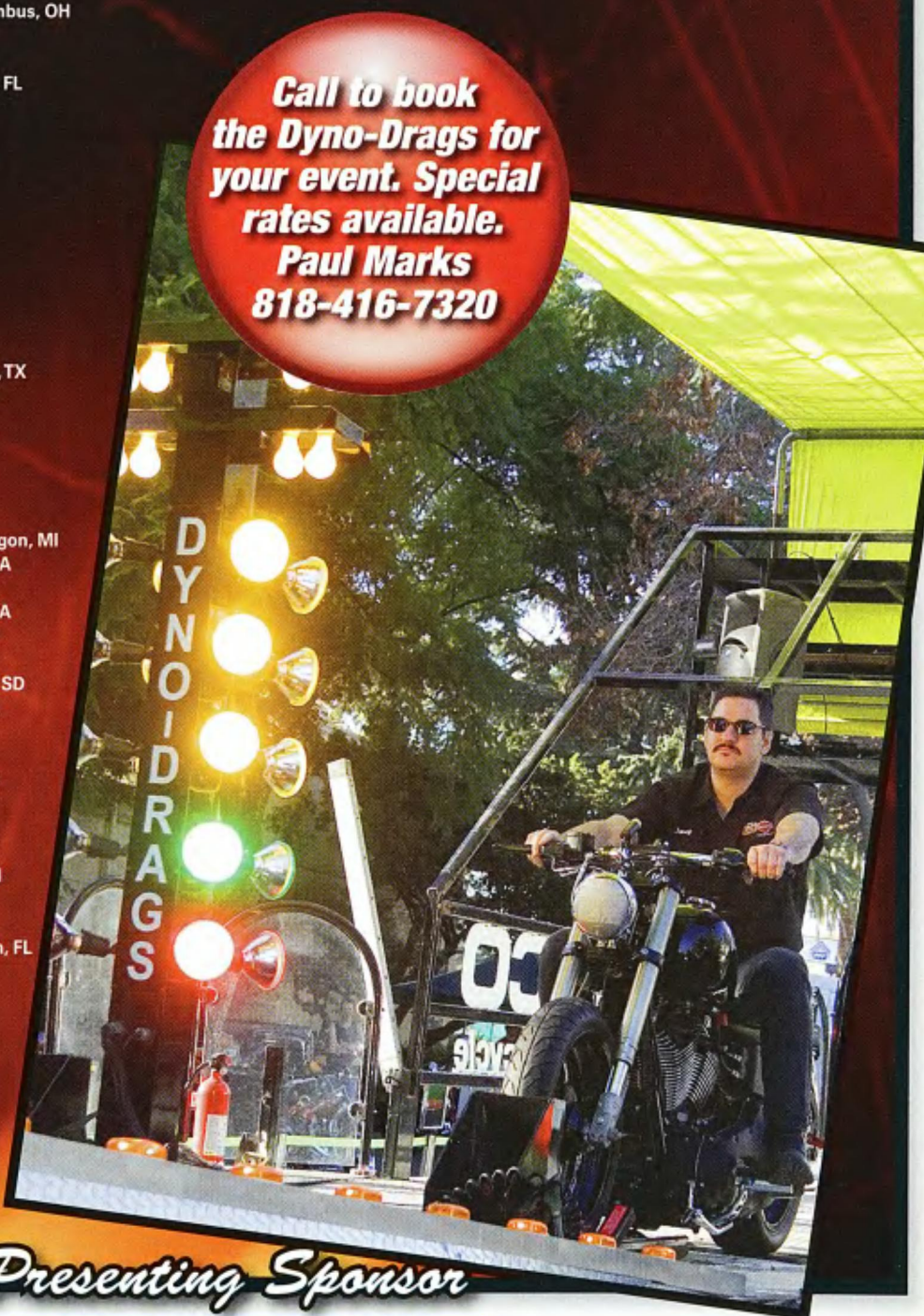
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Dyno-Drags 2010 Season Schedule

February 6-8	V-Twin Expo, Cincinnati, OH.
February 12-14	Easyriders Bike Show, Columbus, OH
February 19-21	Available
February 25-26	Available
February 27-March 7	Orlando Bike Week, Orlando, FL
March 12-14	Available
March 20	Available
March 26-28	Available
April 2-4	Available
April 9-11	Available
April 14-18	Available
April 22-26	Available
April 30-May 2	Available
May 8	Available
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	Available
July 2-4	Available
July 9-11	Available
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 Harley-Davidson, St. Charles, MO
August 8-15	Full Throttle Saloon, Sturgis, SD
August 20-22	Four Rivers Harley-Davidson, Paducah, KY
August 27-29	Available
September 3-5	Winchester Harley-Davidson, Winchester, VA
September 10-12	Available
September 17-19	Available
September 24-25	Bike's On The Bricks, Flint, MI
October 1-3	Available
October 8-10	Available
October 14-17	Biketoberfest, Daytona Beach, FL
October 22-24	Available
October 29-31	Available
November 5-7	Available
November 12-14	Available
November 19-21	Available
November 26-28	Available
December 3-5	Available
December 10-12	Available
December 17-19	Available
December 24-26	Merry Christmas!
December 31-Jan 2	Happy New Years!

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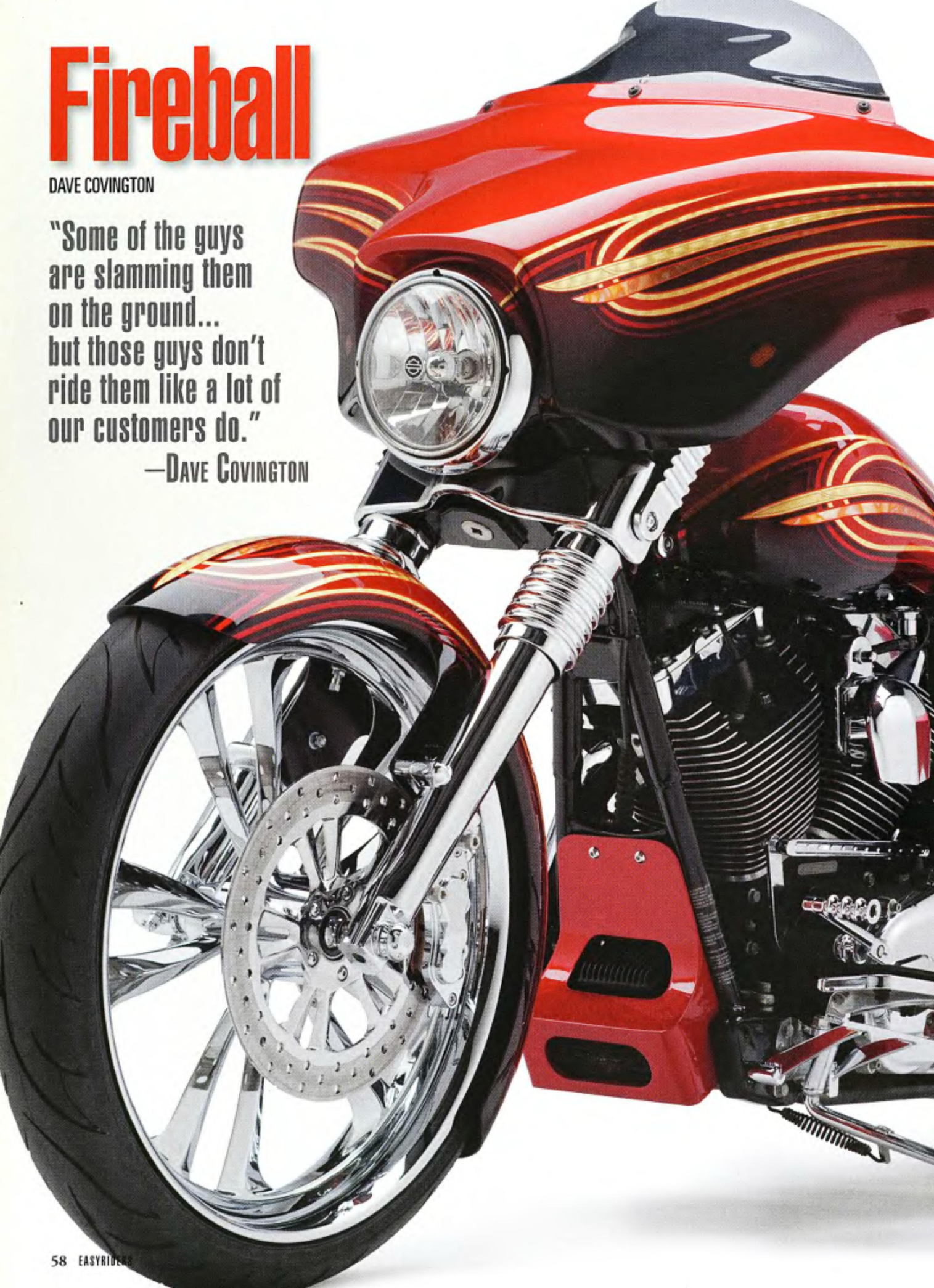


Fireball

DAVE COVINGTON

"Some of the guys
are slamming them
on the ground...
but those guys don't
ride them like a lot of
our customers do."

—DAVE COVINGTON





Dave Covington of Covingtons Cycle City has become one of the "old guard" of motorcycle customizing, just like his father, Jerry Covington (*above*). Long known for his innovative customs, Dave is increasingly being sought out for his custom parts and accessories for baggers. Anyone who owns a bagger will tell you that they didn't buy it because they wanted to ride less, and Dave stresses rideability as one of the prime motivations behind his creations, saying, "Some of the guys are slamming them on the ground, giving them an inch of suspension, which looks really cool, but those guys don't ride them like a lot of our customers do."

This bike started as 2007 police bike with only 4,000 miles on the clock. Dave kicked out the rake slightly to give it a low stance and incorporated the taller 23-inch front wheel. He wrapped the wheel in a Fat Katz fender, which he shortened in the front. Since 2007 Harleys don't have the wide tires of the later models, he fabricated a stretched and widened rear fender to cover the 18 x 160 rubber. He also frenched-in





some LED lights for a clean appearance out the back.

The bike is nicknamed Fireball because of the monster fireball flake used in the bike's elaborate paint scheme executed by Dusty Brown and Brian Loker. Being a police bike, it didn't come with a stereo, so Dave used a Biketronics Kit with a superior Sony head unit to kick out the jams.

The cop bike came standard with Harley's 103 powerplant so was already a good performer. A high-flow air cleaner, Stage 1 download, and Bassani pipes with Covingtons signature end caps, along with a Terry Components "Terminal Velocity -3" fuel injection controller complete the performance mods. Dave says that the Terry unit is a



good choice for bikes with minor modifications, because it doesn't require Dyno tuning. It reads off of the O2 sensors and tunes itself.

Most of the bikes Dave builds are used to showcase Covingtons parts at bike shows, and he usually sells his customs quickly, raising dough for the next project. This bike makes extensive use of his finned components including the air cleaner cover, reservoir caps, ignition cover, derby covers, axle covers, spacers, custom dash, and speaker grilles.

Dave says that right now they are pushing the 23-inch front wheels and little frame modifications to keep these bikes low without sacrificing handling and roadworthiness. And at Covingtons Cycle City, keeping your bike on the road is what it's all about. —Kit Maira



Owner: Covingtons Cycle City
City: Woodward, Oklahoma

GENERAL

Designer: Covingtons
Fabrication: Covingtons
Year/make: 2007 Harley-Davidson
Model: Street Glide
Time: 4 weeks

Chroming: Chrome Masters
ENGINE

Year/make: 2007 Harley-Davidson
Displacement: 103 cubic inches
Ignition: Terry Components
Cam: Harley-Davidson
Intake: Fuel injection
Air cleaner: Harley-Davidson/Covingtons
Pipes: Bassani/Covingtons

TRANSMISSION

Year/make: 2007 Harley-Davidson
Shifting: 6-speed

PAINTING

Painter: Dusty Brown/Brian Loker
Type/color: House of Kolor/
 Fireball Brandy Flake

FRAME

Year/make: 2007 Harley-Davidson
Type: FL
Rake: 43 degrees

Stretch: 1 3/8-inch out, 3/4-inch up
Shocks: Harley-Davidson

ACCESSORIES

Handlebars: Harley-Davidson
Handlebar controls: chrome
Fenders: Fat Katz front/Covingtons rear
Headlight: Harley-Davidson
Taillight: Hitech
Pegs: Covingtons
Foot controls: Harley-Davidson
Dash: Covingtons
Speedo: stock
Gas tank: Harley-Davidson
Oil tank: Harley-Davidson
Seat: Danny Gray
Mirrors: Joker Machine
Grips: Avon

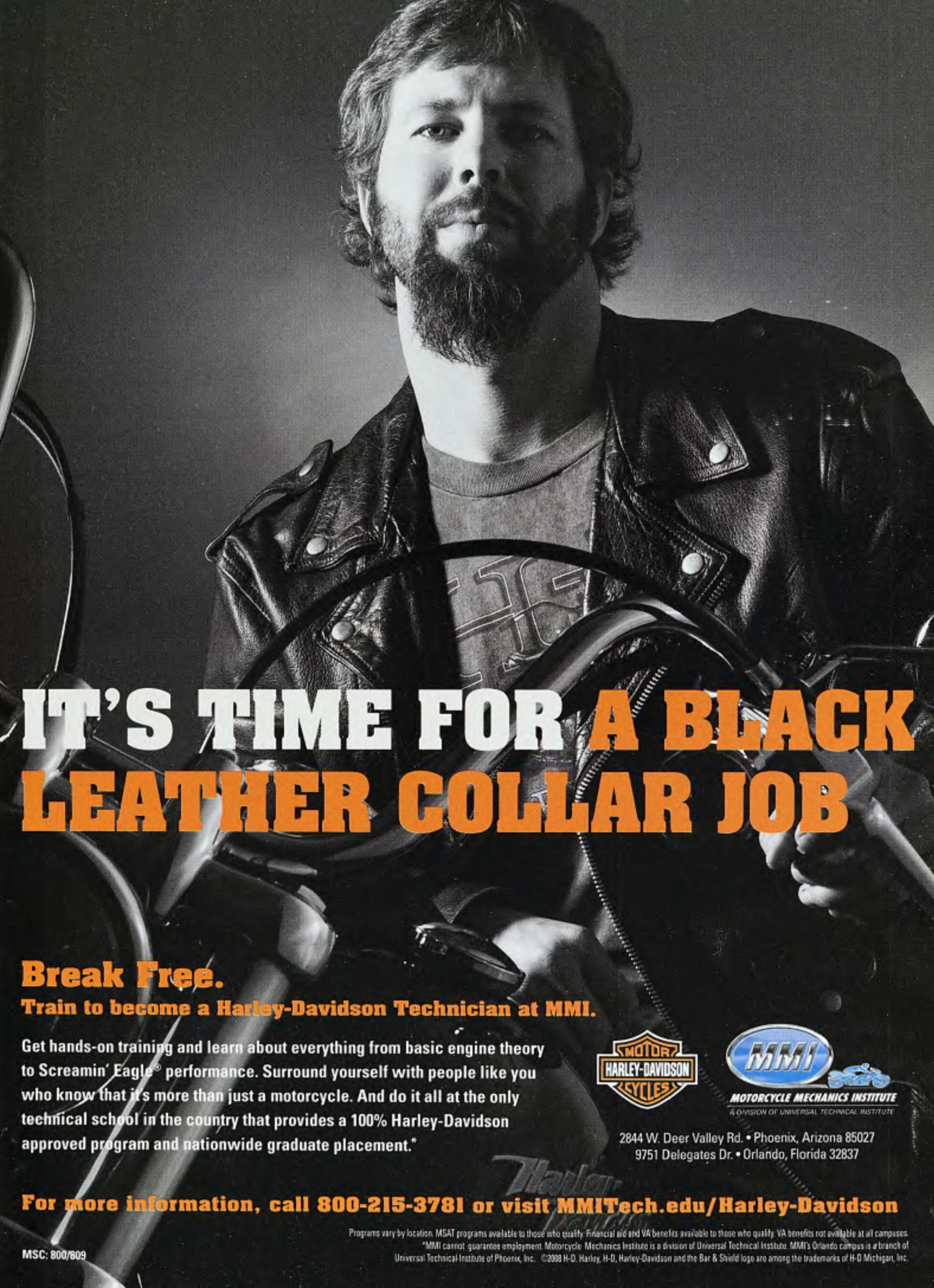
FRONT END

Type: Glide
Builder: Harley-Davidson
Stretch: none

WHEELS

Make: Renegade
Size: 23-inch front, 18-inch rear
Tires: Avon
Brakes: Jaybrake
Photos: Michael Lichter
Contact: Covingtons Cycle City
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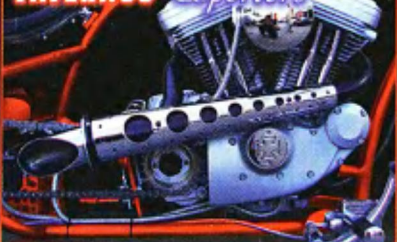
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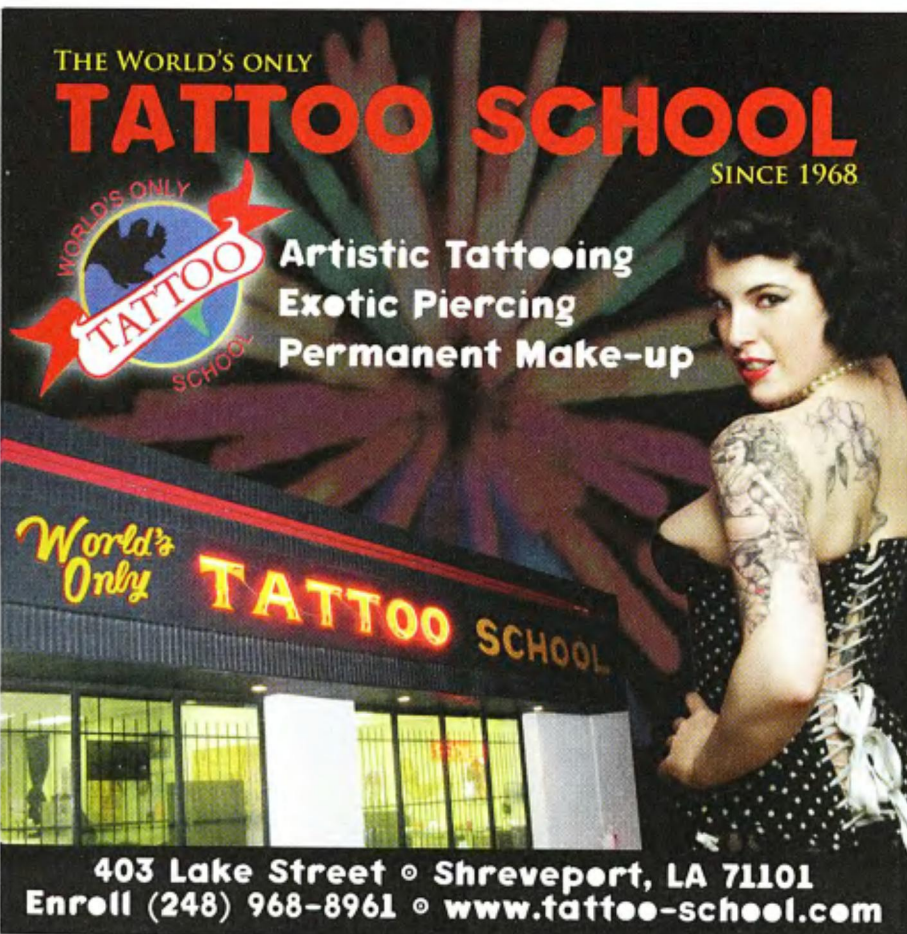
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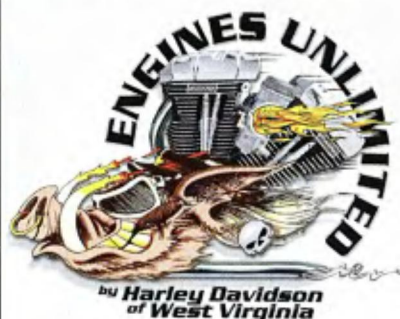
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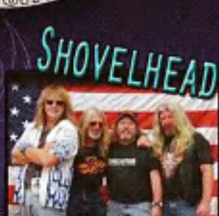
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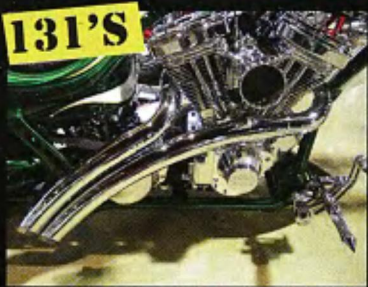
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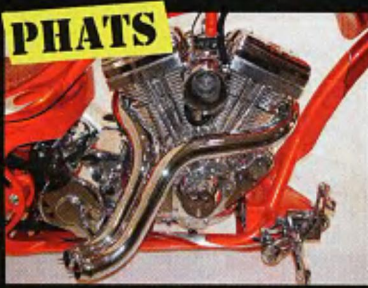
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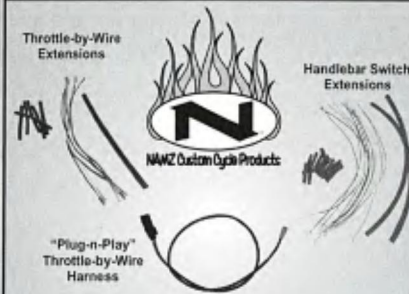
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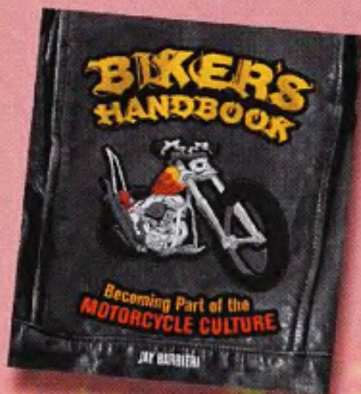
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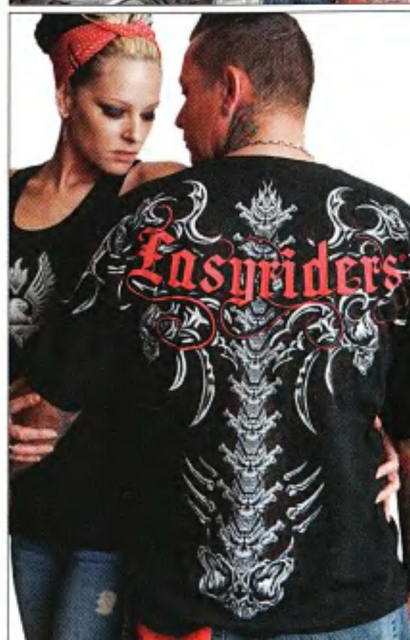
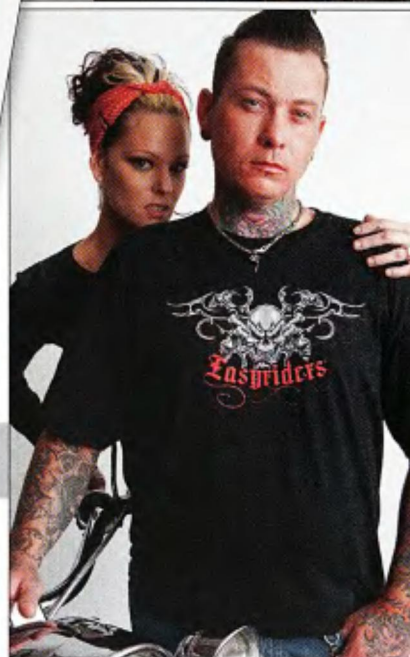
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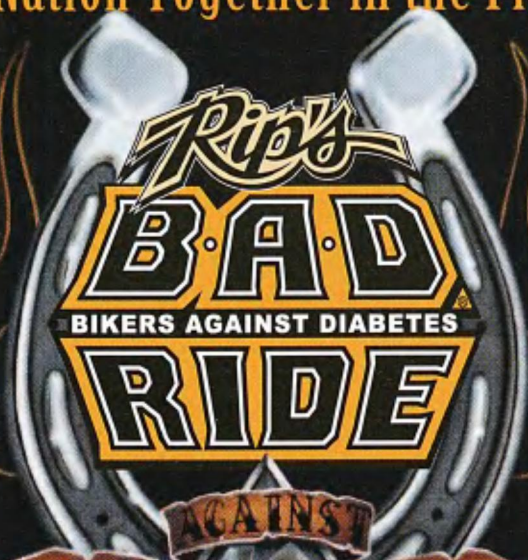
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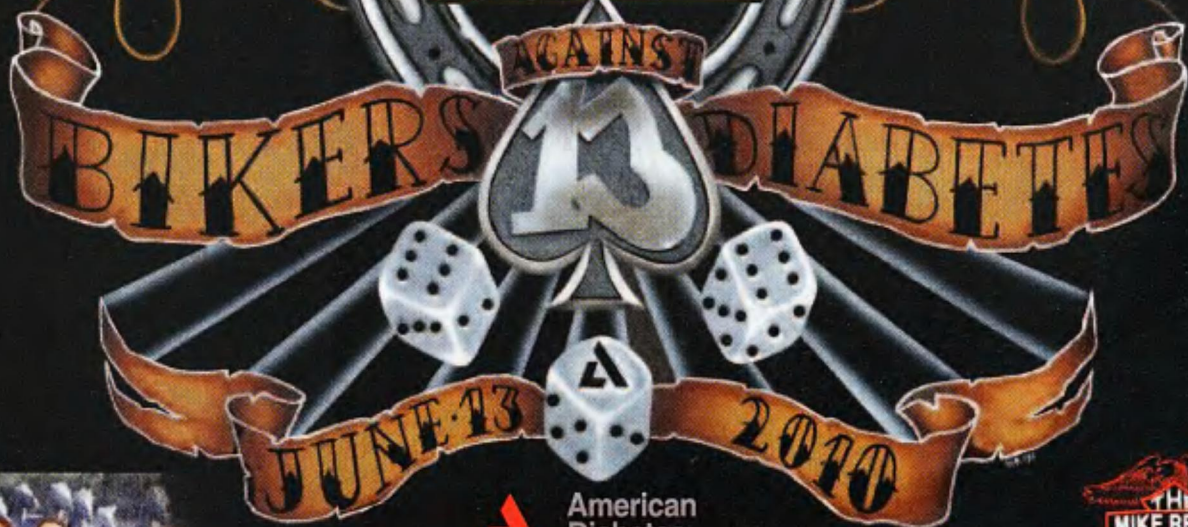
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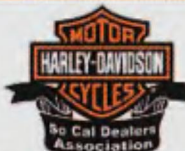
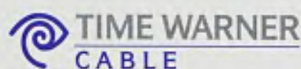
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SPEED'S SOLUTIONS

Tech Tips From The Tuning Pros: Keeping Cool

When Harley-Davidson has to offer a dealer-installed software upgrade for the Engine Idle Temperature Management System (EITMS) that cuts fuel to the rear cylinder during idle in an attempt to keep the cool, you know there's a concern over engine heat with the new 96-inch Twin Cams. Riders on these bikes, particularly FL baggers, are most susceptible and don't need to be told these things tend toward the warm. They can feel it. It's partly because the 96s are bigger than the 88s and partly because these engines are factory calibrated with a significantly leaner fuel mixture. The guys at Speed's Performance Plus have battled this problem right from the start as they traveled the country coast-to-coast fixing and tuning motorcycles, and they've come up with a three-step approach to keep the cool and tame the heat in those new Harleys. Not only does it make the bike more comfortable for the rider and passenger, it does wonders for the motorcycle itself.

The first step to setting things right is to get that TC96 tuned right. That means fitting a better air filter and exhaust for improved breathing and then performing a fuel-injection re-map for a richer, cooler running fuel mixture. It's that basic "Stage I" setup we've detailed in previous columns and along with a welcome boost in horsepower, torque and performance, it also results in cooler running. Making the switch from standard petroleum-based oil to a quality synthetic is the second step in the SPP cool down. Speed's has found that the Lucas Synthetics they've chosen not only do a better job overall, holding their viscosity longer and doing a vastly superior job of lubrication, those synthetic oils really take off the heat. An air-cooled engine, remember, is also oil cooled. Running a full-synthetic Lucas Oil 50 wt., as Speed's has found, dramatically drops the oil (and thereby engine) temperature. A temperature drop in the range of 15 to 25 degrees isn't uncommon.



Photo: Speed's Performance Plus

Making those two moves, that Stage I tune and switching to Lucas Oil 50 wt. Synthetics goes a long way toward controlling the heat problem in a new Harley. But the SPP techs have found that taking just one more step cools things down even more—adding oil capacity to that Harley. More oil onboard means more oil available to remove more heat, and that adds up to an even cooler running motorcycle. Speed's achieves this with the Baker Drivetrain "Plus One" oil pan. It's available for 1993-and-later FL Harleys and adds, as the name implies, one additional quart of oil. It's become a regular in the Speed's Performance bag of tricks. Besides adding that extra quart of oil and dropping oil temperature by as much as another 10 degrees the Plus One, offered as either a one-piece cast unit or a two-piece billet assembly, brings other benefits to the work table. Where the stock H-D oil pan positions the feed and return within two inches of each other in the front of the pan, the Plus One bases the feed in the rear for more complete circulation. The Plus One also incorporates multiple internal aluminum baffles to eliminate the stock plastic baffle and a final bonus it comes with an integral boss for installation of either the Alloy Art TXR

stabilizer or the True Track stabilizer.

While it's certainly possible for a mechanically savvy rider with a well-equipped garage to put that Plus One in place it's lots easier to let the guys at SPP do the work. The job entails removing the rear wheel, possibly the exhaust system, removing the swingarm pivot and jacking up the engine to get the necessary clearance for removal of the stock oil pan and installation of the Baker Plus One replacement. Granted it's not brain surgery but it's not exactly a slam-dunk, either.

Late-model FLs run hot. A Stage I tune and a switch to Lucas Synthetics goes a long way towards cooling things down. The Baker Plus One pan finishes the job. Check out the Speed's Performance Plus website for their 2010 calendar. Chances are they'll be at an event nearby during the season and this entire hot-Harley cure—that Stage I tune, the synthetics, and the Baker Plus One installation—can happen while you wait.

—Speed's Performance Plus

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EASYRIDERS' GUIDE TO WHEELS, TIRES & BRAKES

THE LATEST STUFF FOR YOUR SCOOT

This month we have found some bitchin' new wheels for your scooter. When you've dressed out your rolling stock, you will surely need some fresh rubber for them to wear. Once you set those new wheels into motion, occasionally you might want to slow down or even come to a stop, so we threw in some great lookin', great stoppin' brakes for your perusal. Check out our latest guide for all the latest stuff for your scooter.

—Kit Maira



DRAG SPECIALTIES FAT DADDY BLACK, 50-SPOKE RADIALLY-LACED WHEELS

Transform your touring bike's look with a set of Drag Specialties Fat Daddy wheels. These wheels sport 50 of the biggest spokes you've seen with a black finish and a distinctive radially-laced pattern. Spokes that are this fat cry out for wide rims, and Drag Specialties answers: front wheels are available in 18 x 3.5-inch or 21 x 3.5-inch sizes and rear in 18 x 3.5-inch or 18 x 4.25-inch. All sizes feature hubs machined from billet aluminum, steel rims with a polished chrome finish, and custom nipples. Fat Daddy's design includes a sealed rim, so switching from your stock wheels won't mean giving up tubeless tires.



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THE LUXE FROM PERFORMANCE MACHINE FOR 2010

The Luxe from Performance Machine features a timeless design with five carved spokes that emerge from the hub, split, and flow back into the smooth rim lip. The spokes meet dramatic machined grooves on the outer lip resulting in a sublime motorcycle wheel.

Naturally, a wheel as exquisite as the Luxe is deserving of the contrast-cut platinum finish. The detail of the Luxe is accentuated by the contrast of the black-anodized and polished finishes creating several points of reflection when the wheel is in motion. The Luxe

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The new Cut Back Black Typhoon Custom Wheels (21-inch or 19-inch front, and 17-inch rear; \$449.95 each) from Harley-Davidson are finished in satin black with the edges of the spokes and rims "cut back" to reveal the underlying aluminum. These wheels feature nine arching spokes that spin outward from the hub and blend seamlessly with the rim. The flat-profile spokes and carved webs add visual intensity. They fit many 2000-later Harley-Davidson Dyna and Softail models. Installation requires

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The new floating brake rotors from Harley-Davidson are styled to complement original equipment or custom wheels. Floating rotors feature a steel inner carrier that is shaped to accent the wheel, and the polished and drilled stainless steel outer disc is precision riveted in place. Fits 2008-later touring models (except Trike). Price: \$159.95

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RC Components

800-360-0915

www.rccomponents.com



GMA BY BDL

Since their acquisition of GMA, Belt Drives Limited has made some significant upgrades to their brake calipers in both style and design. They are now offered in both smooth black anodized, and show-quality chrome. Multiple styles include the classic GMA look and new smooth finish to accent just about any style scooter. While the internal design has not been changed, it is, as are all BDL products, continuously being fine-tuned to provide the utmost in real world performance and unmistakable appearance. BDL/GMA calipers carry

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Belt Drives Limited

714-685-3333

www.belt drives.com



XTREME MACHINE SKULLCAP

The Skullcap is part of the new Bolted Tattoo series wheels and are truly unique. They use four different elements: powdercoat; chrome; decorative bolts; and a special colored hard coat process to produce an amazing wheel. The Bolted Tattoo wheels are offered in seven designs, feature matching accessories, and fit most stock Harley's.

Xtreme Machine

217-291-0200

www.xtrememachineusa.com



BILLET BOYS

These super smooth spoked wheel assemblies from the Billet Boys feature the legendary Akront rims and Billet Boys aluminum hubs. The DOT-approved rims have Akront's custom "MTR" cross-section design. The hubs are machined from 7075 aircraft grade aluminum; their spoke flanges are designed to handle today's high-horsepower motors. The rims and hubs are available with either show-chrome or polished finish. They can be laced with several styles of custom heavy-gauge spokes in 40-spoke configurations. They are available in 16- to 21-inch diameters and in widths from 2.15 to 5.5-inches.

Billet Boys

866-930-1014

www.billetboys.com



BAGGER STIMULUS PACKAGE

Pro-One has just announced their "Bagger Stimulus Package" that comes complete with a free set of Avon tires at the factory-direct price of \$1,995. These packages are for 1995 to 2010 Street Glide, Road Glide, and Road King baggers, and are available in four styles: Goldfinger; Tight-18; P-51; and the all-new Twisted Sister. These packages are in stock and ready to ship. You have a choice of chrome, black with machined accents, and totally blacked out. They're ready to bolt on with hubs, bearings, and rotors completely installed and ready go. The package includes a 21 x 3.5-inch front wheel, two matching front rotors with billet centers, and an 18 x 4.25-inch rear wheel for all models up to 2008, or an 18 x 5.5-inch rear wheel for 2009-and-later models. ABS brakes are no problem either. The front tire will be a 120/70-21 Avon, while the rear tire will be either a 150/70-18 or 180/55-18 depending on application. Packages for Softails and other popular models are also.

Pro-One

800-884-4173

www.pro-one.com

AVON COBRA

Avon applied advanced manufacturing techniques from its sport technology to the Cobra designed for power cruisers, tourers, and customs. WTCA (Wide Custom Tread Arc) is Avon's new tire profile that gives Cobra nimbleness once reserved for agile race bikes. To improve handling in wide sizes, Avon used its A-VBD (Advanced-Variable Density Belt). This technology utilizes a jointless belt of ultra-strong material. Around the carcass, strands are wound closely at the tire's center for stability and wear resistance. On the shoulders, fibers are



progressively spaced, giving compliant contact at lean. Fits Harley's V-Rod, new Softail, Screamin' Eagle, and customs.

Avon Tyres

www.avonmotorcycle.com



LYNDALL APEX PERFORMANCE ROTOR

The APEX Performance Rotor is an ultra-light friction ring fully CNC-machined from functionally gradient metal composite material that uses a patented lug drive system to fit flush and a 6061-T6 billet aluminum carrier. The assembly locks with a spiral retaining clip in the back, giving the clean uninterrupted look of a solid rotor with all the performance of you've come to expect from Lyndall Racing's line of full floating high-performance rotors. The entire 11.5- and 13-inch fully floating rotor weighs 1.6 pounds and is available in a variety of styles and patterns to accent your bike's style. Retail prices start at \$499 each.

Lyndall Racing Brakes

714-241-9991

www.lyndallracingbrakes.com

LANDMARK WHEELS

Landmark spoked wheels have been a popular choice for many years because of the high-quality and wide variety of configurations they offer. In addition to their chrome finish wheels, customers may now choose from 28 different factory matched powdercoat color options to complete a bikes custom look.



This option adds just \$150 to any of their 80-, 40- or fat 40-spoke wheels. All Landmark spoked wheels are built with billet aluminum hubs and spun steel rims along with polished stainless steel spokes. Landmark uses stainless steel because it will not peel, chip, rust, or discolor and holds a high polish for a long-lasting, great-looking wheel.

Landmark Motorcycle Accessories
800-497-0312
www.landmarkmfg.com



AMERICAN WIRE WHEEL

American Wire Wheel's entire product line is now available in direct fitments to most 1984-and-up Harley-Davidson, Indian and Victory fitments. Direct fitment means not needing custom spacers, shims and/or any additional parts for installation. These wheels get the rider in and out of the shop and back on the road with ease, since the shop's time is focused on the job, rather than making one-off parts.

American Wire Wheel
800-543-5553
www.americanwire.com



METZELER ME880

The Metzeler's ME880 family of tires is an icon for V-twin upgrades. Available in 79 sizes to fit all Harley-Davidsons and most customs, the ME880 tires perform with outstanding feel, feedback, comfort, and confidence. With zero growth at speed, they're the only option for

slamming fenders to the maximum, and with rear widths to 300 and diameters to 21 inches, a set of ME880s make any V-twin a custom upgrade.

Metzeler's Alphanumeric is the perfect upgrade for Harley riders, having all the popular features of ME880s but in the exact sizes and load indexes required for Milwaukee's Iron. They are available in whitewall and narrow white stripe, and a whitewall 21-inch front, for an old-school look on Dynas and Softails.

Metzeler
www.us.metzelmoto.com



RIDE WRIGHT WHEELS FOR TRIKES

Ride Wright Wheel is the first to offer matching wheels for Harley trike customers. They offer 21 x 3.5 with chrome steel front rim, aluminum hub, and stainless spokes, which can be powdercoated to match the bike's color. For the rear, they offer an 18 x 7-inch aluminum rim with stainless spokes powdercoated to match the bike. Also available are matching billet aluminum wheel sets for the front and the rear.

Ride Wright Wheels
www.ridewrightwheels.com



RENEGADE PHANTOM R2 SERIES

Shown here, the Phantom Racine from the Renegade Phantom R2 Series is just plain smokin' with its 9 fluted spokes,


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cross-cut rim, and imposing black-anodize with machined highlights finish. Unlike similar designs, these spokes are not overpowering but do make a distinctive impression. Additionally, the slender spoke pattern provides a significant weight reduction and less rotating mass. Pricing for the new Phantom line starts at just \$899. Rims are available in 16- to 20-inch diameters and widths from 2.15 up to a massive 14 inches. The rims are also offered in Renegade's mirror-like chrome and a wide variety of powdercoat colors.

Renegade
714-998-7241

www.renegadewheels.com



VEE RUBBER

Vee Rubber will be introducing the VRM 302 whitewall available in all sizes for baggers. This tire offers a completely new design and compound for maximum mileage and superb grip in dry and wet conditions. Its sidewall is specially constructed for 2-up riding and maximum weight carrying capacity for all large displacement motorcycles. It is H rated and, as with all Vee Rubber products, it is priced very competitively giving the consumer the best value for their money.

Vee Rubber
www.veerubber.co.th



KINGS TIRES FROM MID-USA

Now you can have the best of both worlds—that is exceptional quality at an economical price. These tires are

available for both front and rear applications in a variety of sizes and tread patterns, including a ribbed style reminiscent of the golden age of the chopper. These tires feature bias ply nylon reinforced construction and have a C load rating with an H speed rating. Pricing for front tire applications starts under \$35 and under \$100 for the rear.

Mid-USA
800-632-0024
www.mid-usa.com



HHI BRAKE CALIPERS AND ROTORS

Hawg Halters offers a complete line of 4- and 6-piston brake calipers for your American V-twin. These calipers are engineered for maximum braking performance and show-quality looks. HHI's front caliper applications are direct bolt-on for 1984-and-up models, including all 2010 H-D models, and are available in polished, chrome, or black-anodized finishes.

HHI floating rotors provide superior heat dissipation under extreme braking conditions for a significant performance advantage over stock rotors and feature replaceable friction rings mounted to either chrome or black centers to match a variety of wheel styles. These floating rotors are available in 11-, 11.8- and 13-inch diameters.

Hawg Halters
877-442-5837
www.HawgHalters.com



STORZ WHEELS

Available as individual components or complete wheels for 2000-and-later H-D Dyna, Sportster, and XR1200 models,

these wheels feature made-in-USA billet hubs, polished stainless steel spokes, and Excel rims in 17- or 18-inch diameters. Optional rim finishes include: polish only, polished and anodized black, or gold color.

Storz
805-641-9540
www.storzperf.com



KUSTOMWERKS

These Polished Excel 6-piston calipers from Kustomwerks feature a single point bleed-through system, hidden bolts, a clean design, proportional piston sizing to increase braking pressure, a wiper boot on each piston that helps to eliminate contaminants getting into the O-ring area, and are polished. The manufacturer says these offer whole lot of stopping power at a budget price.



SMW TESTAMENT BLACK ANODIZED WHEELS FROM KUSTOMWERKS

These SMW Testament black-anodized wheels for baggers are USA-made billet wheels to fit 1986-and-later bagger models. Made with precision CNC-machined 6061-T6 aluminum, they are available in 16-, 18-, and 21-inch sizes and are the latest item for completing the "blacked out" look on your bagger.

Kustomwerks
www.kustomwerks.com



PIRELLI NIGHT DRAGON

Developed on the race tracks of World Superbike competition, the Pirelli Night Dragon line of tires is a premium performance product designed for high-powered Harley-Davidson and metric cruisers. The Night Dragon is blended for grip from full throttle to full lean; its profile is shaped for confident transitions from straight up to aggressive cornering; and its carcass is structured for stability, feedback, and comfort.

Adding to these features is the Night Dragon's tread cut, which differs from front to rear, and provides high traction in wet weather. The Night Dragon performance product range is now further enhanced with Plus 1 and Plus 2 options available soon, for riders requiring maximum grip.

Pirelli
www.us.pirellimoto.com



3 GUYZ

3 GUYZ standard sprocket brake kit features a ground finish rotor with an anodized finish caliper body. The sprocket brake rotor is CNC-machined from ground 400 series heat-treated stainless steel using a large swept braking area to allow use of industry available brake pads. The kit features high-strength stainless steel fasteners and double-acting caliper with all the quality details at a steal of a price. At \$595 retail, this kit includes frame mounting tabs and everything you need to mount it in place on your project. It is available in both 530 and 630 Monster pitch, and 3-tooth sizes.

3 GUYZ
 503-645-4898
www.3GUYZ.com

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Drag Specialties Batteries are specifically designed for high-performance engines that need that extra cranking power. Their superior engineering features a radial grid design for maximum cranking amps while maintaining a high resistance to vibration.

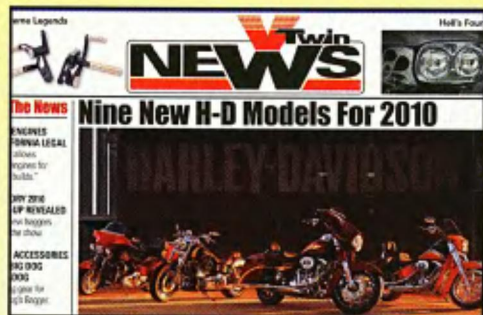
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Meet Your February Winner

Here she is, bros, your February Fox Hunt winner, Gena from Pennsylvania. Standing tall at 5-foot-1, Gena makes the perfect little spinner!: Just tall enough to go on all the rides, but small enough to spin her around on your... well you get the idea. We flew this little box of TNT down to Atlanta to shoot under the watchful eye of our lensman, Don Rogers, aboard Freddie Arnold's little red hot rod. Check out the shoot on Page 86.

—Howie Feltersnatch



Lisa — Nebraska

#0701

"My first ride was at Sturgis with a hot guy. I was so turned on that on my second ride, I rode buck nekkid! Now, THAT was awesome!"



Mary Alice — Texas

#0702

"On my first ride, I was a little scared. Twenty minutes later I felt in love with the excitement and the adventure of carefree riding. I am addicted to riding!"

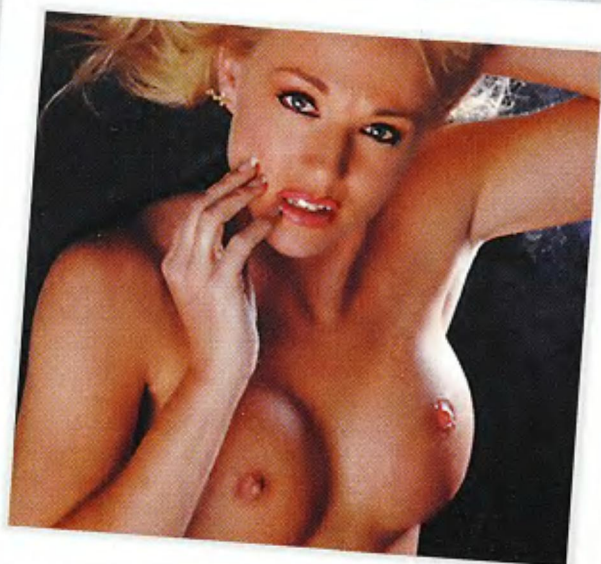
Win \$1,000!



Marissa — Arizona

#0703

"My first ride was the thrill of a lifetime, even when I burned my leg on the exhaust. Stop laughing!"



Denise — Michigan

#0705

"My first ride was a dream come true. She was a complete work of art. Feeling her power was a breathtaking adventure I will never forget."



Kim — Florida

#0704

"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!"



Casey — Utah

#0706

"I'm tired of hearing these chicks talk about their first ride being 'orgasmic.' Having a 'biker' boyfriend doesn't make you a 'biker babe,' it makes you his bitch!"

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 #445 *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), May 01, 2010. The voting deadline for this month's crop of cuties is May 31, 2010. We'll announce the winner in the October 2010 issue.



445

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!**



"I convinced the wife that it was cheaper than therapy."



FREDDIE'S HANK YOUNG DREAM COME TRUE

Little Red Hot Rod

Freddie Arnold found an unrestored Harley-Davidson FLH and knew at first glance that it was gonna be the vehicle (pun intended) for making a longtime dream come true. He remembered back to his early ridin' days when



This is the bike Freddie would have built if he could have afforded it back in the day.

he was chopping British bikes because he couldn't afford a Harley. Before you, this skillfully crafted bike is the one Freddie would have built if he could have afforded it back then. It's what he really always wanted: a little red hot rod bike like they used to build in the 1960s—sort of a cross between an old bobber and a hot rod car.

To translate the custom vision in Freddie's head into a real, roaring motorcycle, he went to a bike builder known for his fabrication skills with



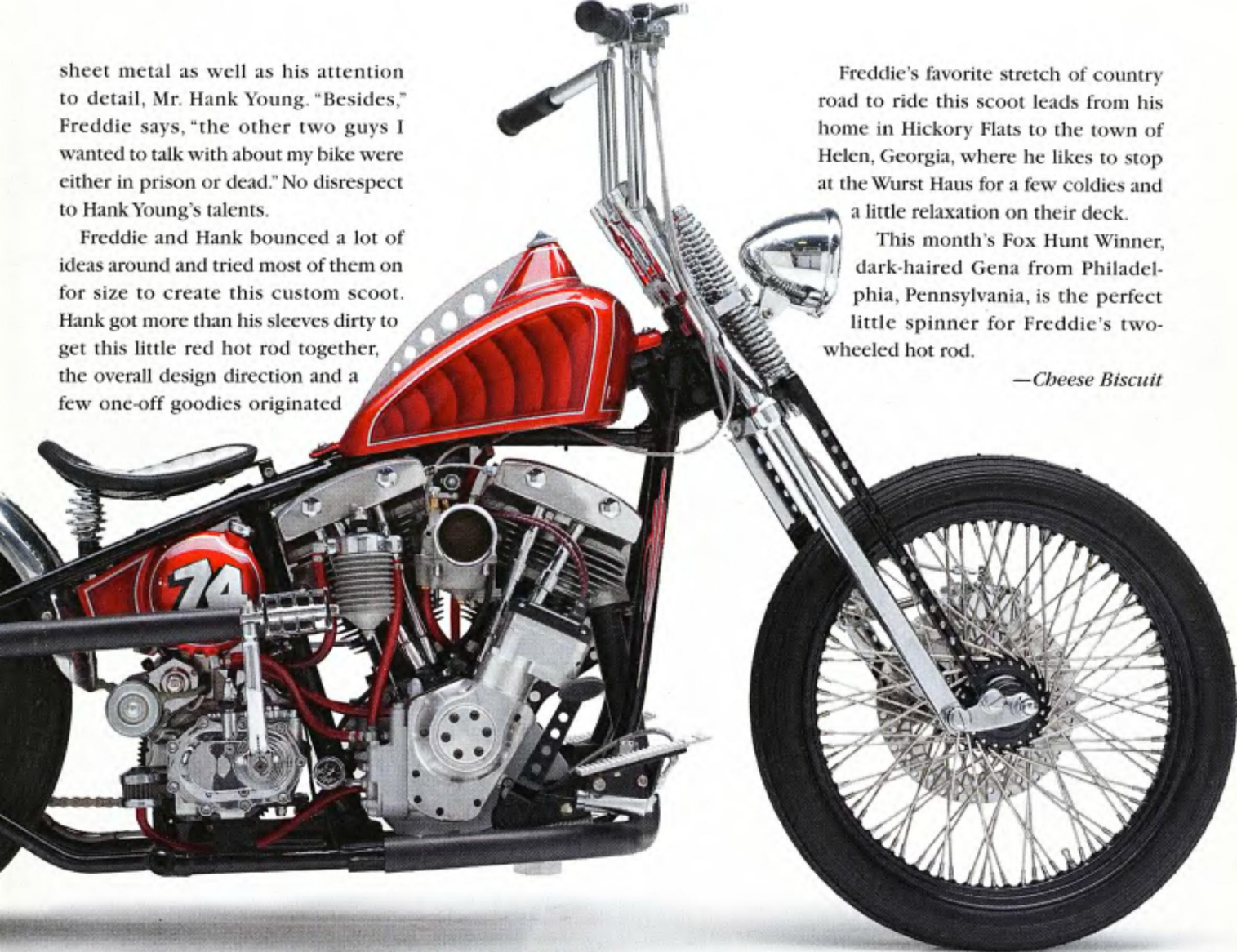
sheet metal as well as his attention to detail, Mr. Hank Young. "Besides," Freddie says, "the other two guys I wanted to talk with about my bike were either in prison or dead." No disrespect to Hank Young's talents.

Freddie and Hank bounced a lot of ideas around and tried most of them on for size to create this custom scooter. Hank got more than his sleeves dirty to get this little red hot rod together, the overall design direction and a few one-off goodies originated

Freddie's favorite stretch of country road to ride this scooter leads from his home in Hickory Flats to the town of Helen, Georgia, where he likes to stop at the Wurst Haus for a few coldies and a little relaxation on their deck.

This month's Fox Hunt Winner, dark-haired Gena from Philadelphia, Pennsylvania, is the perfect little spinner for Freddie's two-wheeled hot rod.

—Cheese Biscuit



from the talents of Freddie, who rolled up two sheets of aluminum and riveted them together to form the rear fender. Hank drilled and riveted the headlight to match. When asked where he got the idea for the design of the fuel tank, Freddie told us, "I just dreamt that shit up one day and drew it on a cocktail napkin...I still have that napkin!" Painter Bob Bordeaux gave Freddie the idea to paint only the gas tank to make it look more like a shiny jewel sitting up there on a black frame.

Freddie was riding the finished bike, but the front end was bothering him. It handled great but was all chrome. He pulled up to Hank's shop, walked inside and said, "This won't do. It doesn't match the rest of the bike." Hank milled and drilled some square stock; they took it to Miller's Powdercoating and the new and perfect front legs of his springer suspension came to life. Freddie could not be more pleased.



The overall design direction originated from the talents of Freddie, who rolled up two sheets of aluminum and riveted them together to form the rear fender.



Painter Bob Bordeaux gave Freddie the idea to paint only the gas tank to make it more like a shiny jewel sitting up there on a black frame.



Owner: Freddie Arnold (above)

City: Hickory Flat, Georgia

GENERAL

Fabrication: Freddie Arnold/Hank Young

Model: 1974 Harley-Davidson FLH

Time: one year

Powdercoat: Miller's powdercoating
ENGINE

Year/make: 1974 Harley-Davidson

Model: FLH Shovelhead

Displacement: 74 cubic inches

Ignition: Joe Hunt Magneto

Cam: Harley-Davidson

Carb: S&S Super E shorty

Pipes: Hank Young

TRANSMISSION

Year/make: 2009 Rev-Tech 4-speed

Molding: French Kiss Kustoms

Paint: French Kiss Kustoms

Type/color: House of Kolor/
Kandy Apple Red

Special Paint: Bob Bordeaux of
French Kiss Kustoms

FRAME

Year/make: 1974 Harley-Davidson

Type: FLH

Rake: factory

Stretch: stock

Shocks: none

Modifications: Hank Young

ACCESSORIES

Bars: Z-bars

Handlebar controls: Hank Young

Fender: Freddie Arnold

Headlight: Headwinds/Hank Young

Taillight: Catseye

Pegs: Moon dragster gas pedals by
Hank Young

Foot controls: Hank Young

Electrics: Hank Young

Gas tank: Hank Young

Oil tank: Ultima

Primary: V-Tech

Seat: West Eagle

Mirrors: none

Grips: Jackhammer

FRONT END

Type: springer

Extension: 2 inches under

Builder: DNA/Hank Young

WHEELS

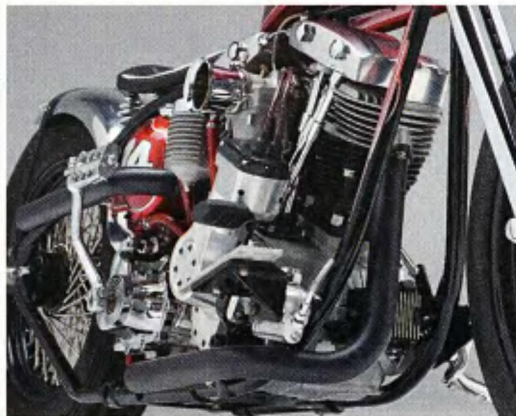
Hub: DNA

Size: 21-inch front, 16-inch rear

Tires: Avon/Shinko

Brakes: DNA

Photos: Don Rogers



The AMERICAN BIKER SERIES Limited Edition *Easyriders* DVDs



The '90s biker lifestyle was a wild, wide open throttle ride and *Easyriders* Home Video chronicled all the white knuckle thrills of this very American phenomenon. **Now, for a limited time you can own this 4-part DVD set.** Each DVD contains two digitally re-mastered original "Rides of the '90s" *Easyriders* Home Videos, with nearly two hours of biker fun on each DVD! Take a ride to America's wildest biker runs and rallies, check out the coolest custom bikes, the hottest babes and leg-wettin' humor as only *Easyriders* can bring it to you!

**1 DVD is \$9.95* or
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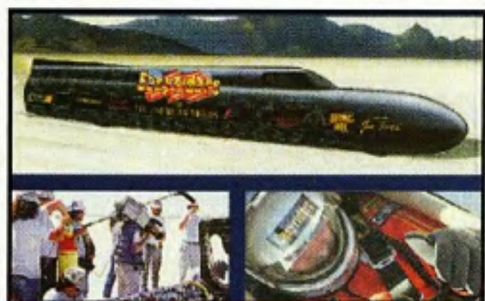
To Order Call:

800-323-3484

Have your credit card ready (AMEX, M/C, VISA, DISC)

*Postage and handling for each shipment: \$3.00 for 1 DVD; \$8.95 for the set.

California residents add 9.75% sales tax. Canada/Foreign shipping to be determined.



SPECIAL FREE BONUS

DVD #1 includes the full-length documentary on the *Easyriders* Streamliner which held the world record as the fastest motorcycle in history (322 miles per hour) for over 16 years!

Check them out before
you buy. Preview the
American Biker Series at:

www.easyriders.com

**Hurry, because, like this 4-part DVD series,
this deal will soon be history.**

ToplessTech

TAKING A BIKER TRIP — OR — HOME ON DERANGED

This month we found our Tits 'n' Tools sweetheart, Angie Savage, doing something different; she's taking a trip on her bike. This ain't no hotel/motel deal; she's going camping. She loaded up with gear from Moto-Camp and is off in search of nature. She says that the Moto-Camp stuff is designed for a compact load, which is just perfect for motorcycle travel.

She fit everything she needed on the back of her Softail, even a guitar so she could croon for the wild animals! Once she got to her mystery spot, it was time to enjoy the outdoors, which of course meant she did not want to be encumbered with excess clothing. It sure was a warm day, so Angie shucked her top!

According to Angie, setting up camp took about an hour, which left her lots of time to enjoy the outdoors. She says, "If you can change your scenery on a regular basis, you will have a fuller life." So, pay attention, and follow the bouncing boobies; this is how to enjoy the good life.

—Bugle

Moto-Camp
626-359-8044 • www.moto-camp.net



1 Ah, nothing like a bike and the call of the wild. Angie couldn't wait to get back to nature. Her camping experience started by shedding excess clothing.



2 Angie's fit all of her Moto-Camp gear on the back of her Softail.



3 The Hubba-Hubba brand tent took up about as much room as two pairs of underwear and came in a small nylon carrying bag.



4 The first order of business, was laying out the ground cloth. Angie, set it down over a semi-smooth flat spot.



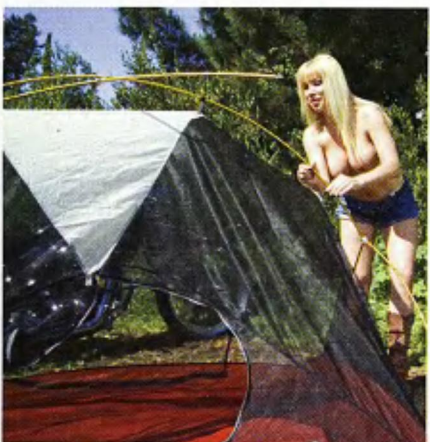
5 Next she spread the tent over it.



6 The tent frame is comprised of carbon fiber rods and a hub assembly.



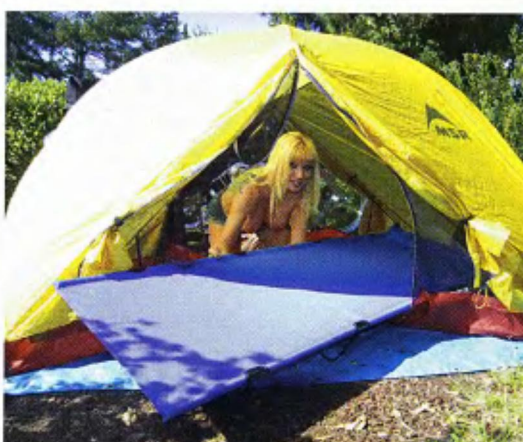
7 Unlike most tents, the support rods go outside of the tent covering.



8 Angie had her little house up in no time. The support rods fit through loops that are sewn into the outside of the tent.



9 What could be better, a sunny day, and a tent? How about a place to comfortably recline?



10 Her folding cot measures 6 x 2-feet when extended—more than enough room for her body to relax on.



11 To cuddle her body, Angie got a semi-self-inflating mattress; she did have to blow into it a little, just enough to get it started.



12 All finished, Angie settled down for an afternoon nap. She was ready for a weekend in the wild, and best of all, everything seen here was carried in on her scooter.

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Readers**Rides**

Fred Carlbom **Auburn, Washington** **Bad to the Bone**

We have two skull-and-bones Reader's Rides this time around. Here's "Bad to the Bone," a skeleton bike and "iconic image that has been used by graphic artists in the motorcycle business for years," according to Fred, who owns it.

"Why, Tripper," the gentle reader might muse, "how does one ride this bony creature? And is it a male or female skeleton? If I had to ride it, it better be a woman's bones!"

No red-blooded heterosexual biker would want as much as to appear to be in a suggestive pose involving another man, skeletal or not, so your musings are understandable. Fortunately, no one needs to ride this bike at all because, as Fred points out, it is first and foremost a promotional tool. Whew!

Fred and his friend, Jim, who owns Jims Big Twin & OCD Motorsports put this bike together after Fred had discovered a skeleton bike such as this and inquired about building his own at



The Crypt Custom Cycles in Opelika, Alabama. Fred ordered a rolling chassis from The Crypt Custom father-and-son team and had Jim assemble the bike after purchasing an S&S Super Stock 113-inch motor, a Baker 6-speed transmission, a set of Landmark wheels, a Wyatt Gatling velocity stack, a Classical Gas seat, Exile Cycles brakes and throttle, and various other fine parts that any skeleton would be proud to own. The bike's graphics are by Killer Paint.

Admittedly, owning, and especially riding, such a bike is an acquired taste and may not be for everyone, but if you happen to be of a "skeletal" mind and are eager to find out more about owning your own, www.cryptcycles.com may be your gate to ecstasy.

Unfortunately, the Crypt Custom website does not indicate whether or not the skeleton frames are available in "male" and "female."

—Tripper





Dallas Hageman Fort Collins, Colorado 2000 Road Glide

Reminiscent of a prickly pear on wheels, Dallas's aptly named "Spiked Punch" is, he is proud to point out, his very own creation. "I am not a motorcycle enthusiast," he explains. "I am a biker nut." The reader may decide for him or herself where the emphasis ought to lie.

Aesthetically painful, the spiky bagger seems to belong to an equally spiky rider who says his Road Glide was designed to "fly in the face of customization" and considers his work of art "a middle finger to the crowd that wants to fit in."

Too many baggers, Dallas adds, "are

customized without being rideable, but this one has a few tricks up its sleeve, and I just finished a 7,000-mile ride coast-to-coast on this bad boy! The engine has been gone through and redone and the only thing that is still stock is the frame. There are way too many things done to this motorcycle to go through and list, but if you're interested and want to know more ..."

Quite frankly, Dallas, this bike scares the hell out of me, so I (and the readers) will just enjoy looking at it from a safe distance and live vicariously through you as you conquer new territory on your skull-and-bones festooned and spike-tipped vessel, roaring ebulliently into the sunset. May your finger guide your way!

—Tripper

The August issue of *Easyriders* (No. 446) is a sizzlin' summer showcase of some of the best bikes found at our Easyriders Bike Shows across the country. We'll go on the set of the *Sons of Anarchy* TV series, offer up a road test on Harley's new Wide Glide and bring you our annual Sturgis Survival Guide to this year's Black Hills Rally and Races.

Out in the tech shed we've got a gaggle of go-fast parts and products in our Hop-Up Guide, another tech tip from Speed's Performance and a mouth-waterin' Topless Tech Tip by our near naked wench with a wrench, Angie Savage.

All this plus a passel of kickass custom bike features and some purdy girls all lubed up and gyratin' all over 'em. Sorry, got carried away there.

On sale July 6th.



The June issue of *V-Twin* (No. 110) has killer coverage of the Daytona run to the sun. We take in the annual V-Twin-sponsored Children's Run for a good cause.

Get a great guide to

Hand and Foot Controls and Handlebars for your bike and a big bag of tech tips that will save you in a pinch! All this plus 6 sexy bike features and the custom iron fresh from our Columbus Bike show.

On sale now!

Biker's June issue features Rachel's perfect rack complementing this killer bike that Butch built. We'll take you to some wild parties, killer runs and our unfuckin'usual entertainment!

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September's *In The Wind* (No. 142) is filled with views of bikers doin' what comes naturally—partying! From Bike Week in Daytona to the David Mann Chopperfest in SoCal, to ogling Ms. Roxxx on Tom Gomez' bobber. The 2010 Easyriders/V-Twin Bike Show Tour is the special outsert.

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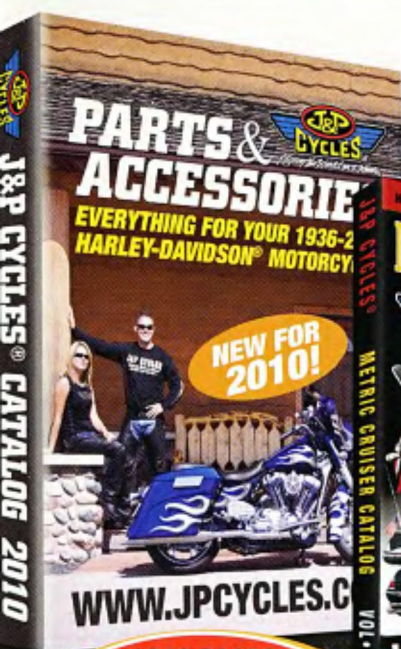
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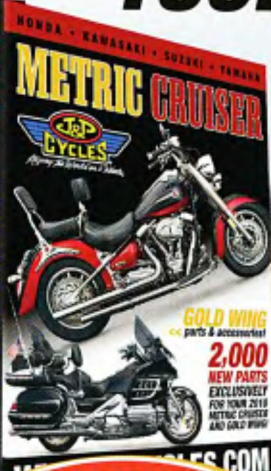
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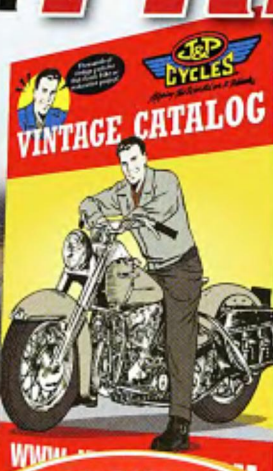
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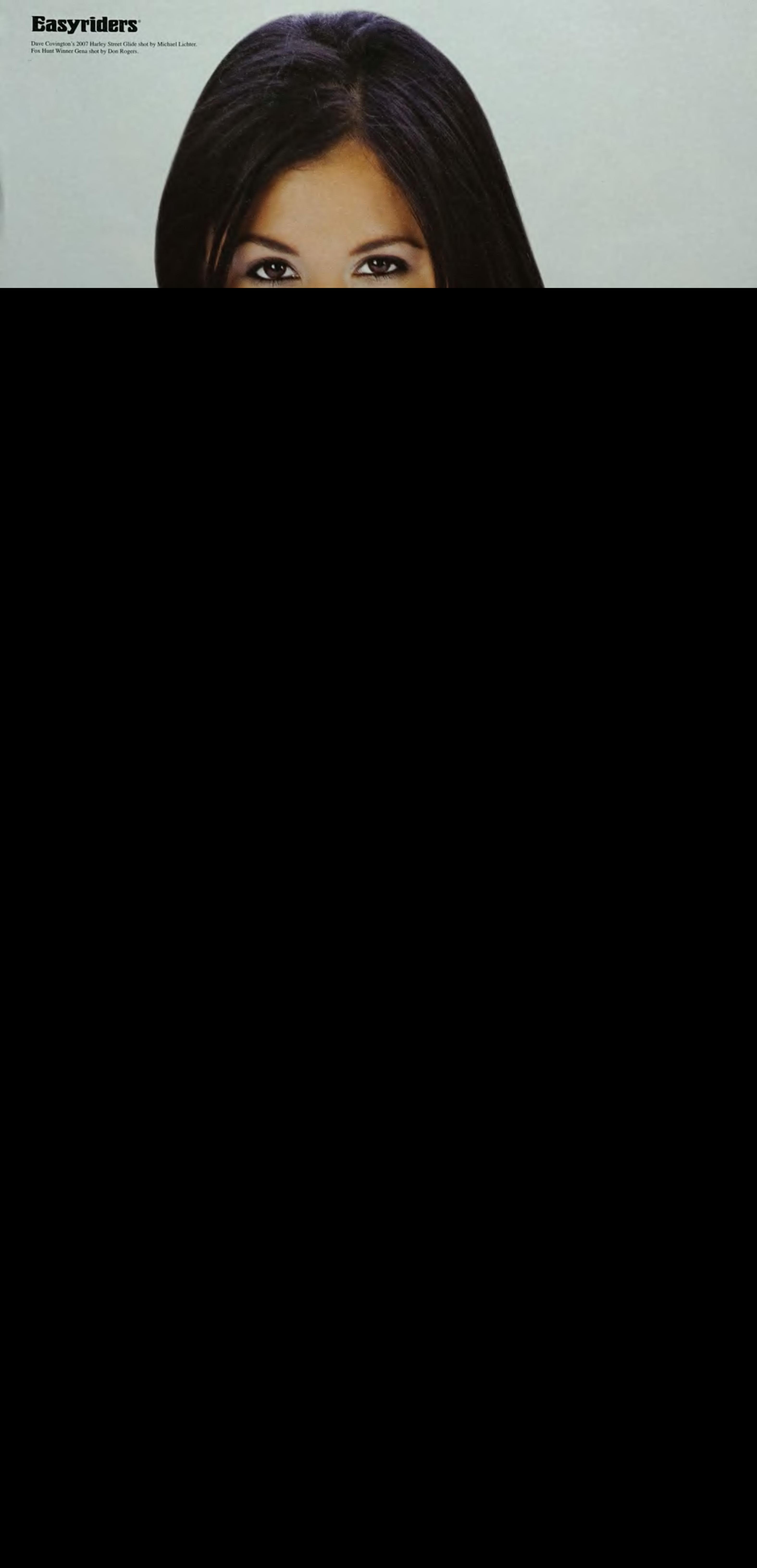
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Dave Covington's 2007 Harley Street Glide shot by Michael Lichter.
Fox Hunt Winner Gena shot by Don Rogers.





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