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446 • August 2010

# Easyriders®

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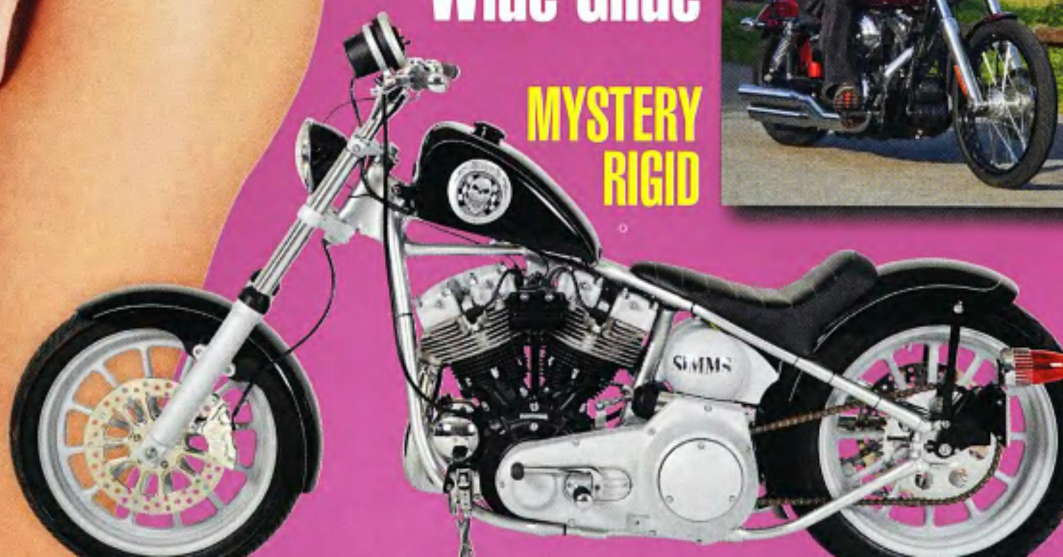
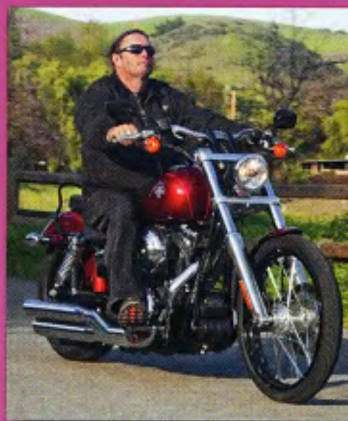
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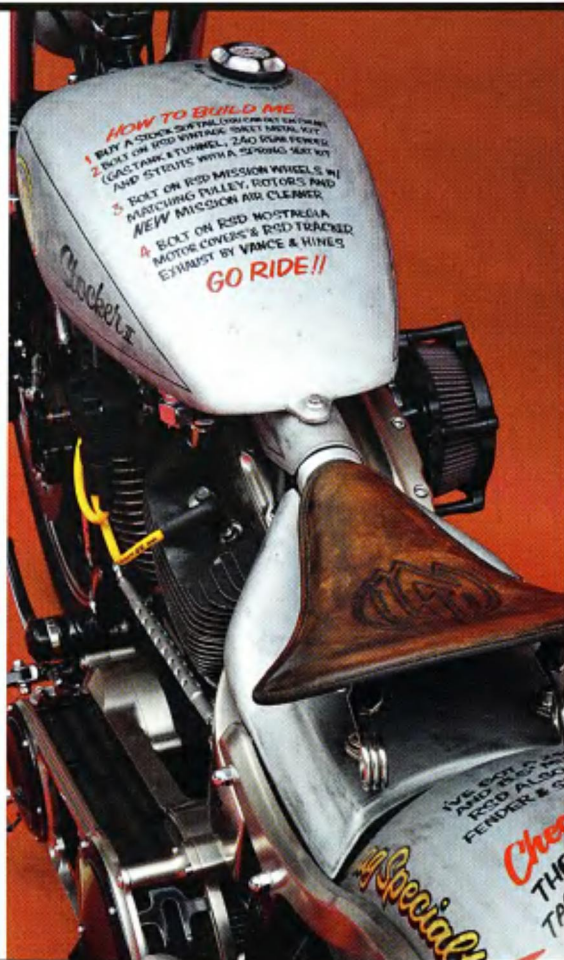


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## Flawed Law

In England, a 14-year-old boy went to a pet shop and bought a goldfish from the owner, a 66-year old great grandmother, who had run the shop for 28 years. She was taken to court, fined £1,000, placed under curfew, and ordered to wear an electronic tag for two months—all this for breaking a new animal welfare law that bans the sale of pets to those under 16 years of age unless accompanied by an adult. The goldfish was later adopted by an animal welfare officer and is in good health.

## Notable Quotes

- "I've never had a problem with drugs. I've had problems with the police." (*Keith Richards*)
- "I just use my muscles as a conversation piece, like someone walking a cheetah down 42nd Street." (*Arnold Schwarzenegger*)
- "Mr. Right's coming, but he's in Africa and he's walking." (*Oprah Winfrey*)
- "If you ever need anything, please don't hesitate to ask someone else first." (*Kurt Cobain*)
- "I wasn't always black. There was this freckle, and it got bigger and bigger." (*Bill Cosby*)

## Attention Prostitutes!

There's a road sign in Italy depicting a woman with a very short skirt and big boobs. Under the woman it says "attenzione prostitute." Apparently, it is meant to warn people of prostitutes in the area. But motorists and pedestrians have complained that the sign is confusing, because they don't know if it means to watch out for crossing hookers or if it means prostitutes operate in the area.

## Marriage Encounter

After an argument, a guy fired a shot at his wife. The police came to find out that the guy was upset when his wife decided to walk out during the argument. This took place at about 1:30 a.m. The guy wouldn't come out of his home to talk with the police, so a SWAT team was called. At 5:30 a.m. police fired teargas into the house, but the guy stood his ground and stayed put. At 7:30 a.m. the SWAT team went into the house and apparently woke him up. It turned out that the guy was 84 years old and had been drinking (which

started the argument). He told the police that he had been married "too damn long."

## Your Tax Dollars At Work

The space agency division that bought snacks for attendees at a conference came under criticism from the NASA Inspector General for the amount paid for the snacks—\$62,611 to the Hyatt Hotel for bagels, cookies, and juice for 317 attendees (about \$66 per person per day for what was called "light refreshments"). Apparently, the agency also didn't bother to price-shop for cheaper locations. A NASA official said the snacks kept attendees from "wandering away." The subject of the conference in question? Training for procurement agents (people who buy goods and services for the Space Administration). Example: "How to determine a reasonable price."

## Get Paid To Stare

On the subject of wasting money, a New York lawyer and real estate entrepreneur is also a full-time schoolteacher, but he has been prohibited from teaching since 2002 because of accusations of leering at female students. He is now a "rubber room" teacher whose union contract requires full salary and benefits even though the school's chancellor has barred him from the classroom as a "danger" to students. The Department of Education pays him \$100,000 a year, plus health care, plus retirement benefits worth at least \$82,000 a year. He reports to "the room" each day but works exclusively on his business affairs.

## Keystone Cops

A man was in court for a hearing on a previous charge. He became unruly and escaped from two different sets of officers despite being tasered. Another court officer tried to stop him outside, but he got loose despite being maced. He locked himself inside a van, but officers surrounded it, broke a window, tasered him again, but couldn't stop him from driving off. After a high-speed chase, state troopers disabled his tires with "stop sticks" but couldn't apprehend him before he reached his home where he barricaded himself. Officers surrounded the house and four of them (plus a police dog) entered, but he once again escaped

and got into another vehicle. F-i-n-a-l-l-y, after another chase, he was forced off the road, tasered a third time, and subdued.

## Anal ATM

This might be a record for storing things inside the rectum. A man was arrested with \$12,300 inside his ass (80 \$100 bills, two \$50s, and money orders worth \$4,200). Prior to this "find," the cash record was believed to be an inmate who had only \$2,000 (and apparently also room for six handcuff keys and an assortment of razor and hacksaw blades in a pouch).

## Tight Spot

You've gotta love New York City to live like this. A woman rents a 90-square-foot apartment for \$700 with a loft bed and has to sit sideways on the toilet. One guy rents a 55-square-foot palatial apartment for \$800 a month. He can almost touch both walls simultaneously and can't easily turn around while showering. A couple purchased a 175-square-foot apartment for \$150,000 with \$800 monthly maintenance fees.

## What Recession?

We're constantly hearing about the sad state of affairs of our economy, so this info should push you over the edge. During the first 18 months of the recent recession, beginning December 2007, the number of federal employees with six-figure salaries went up from 14 percent of the federal workforce to 19 percent. Defense Department civilian executives earning more than \$150,000 went from 1,868 to more than 10,000, and the Department of Transportation, which has only one person earning \$170,000 in December, now has 1,690. The average federal salary is \$71,206 compared with the private sector's \$40,331.

## TV Made Him Do It!

An ex-convict told a judge that he had a full-time job and intended to turn his life around, but had "slipped" when he tried to rob a bank. "If I hadn't been watching the news and seeing other successful bank robberies," he said, "I wouldn't have been tempted." He indicated that one serial robber who had made it look easy by vaulting over banks counters especially impressed him.





Badass blonde Stefanie Blaze and Ron Simms' rigid shovel shot by Jim Gianatsis. Arlen Ness' long lost Sportster shot by Michael Lichter. Cover imaging by Jeff Biggs.

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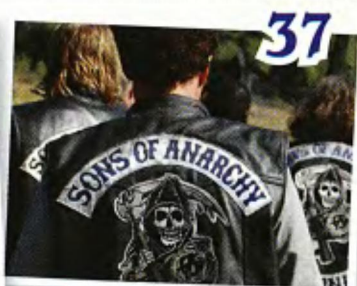
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The next liver-quiverin' issue goes on sale August 3rd, 2010. Printed in the USA.

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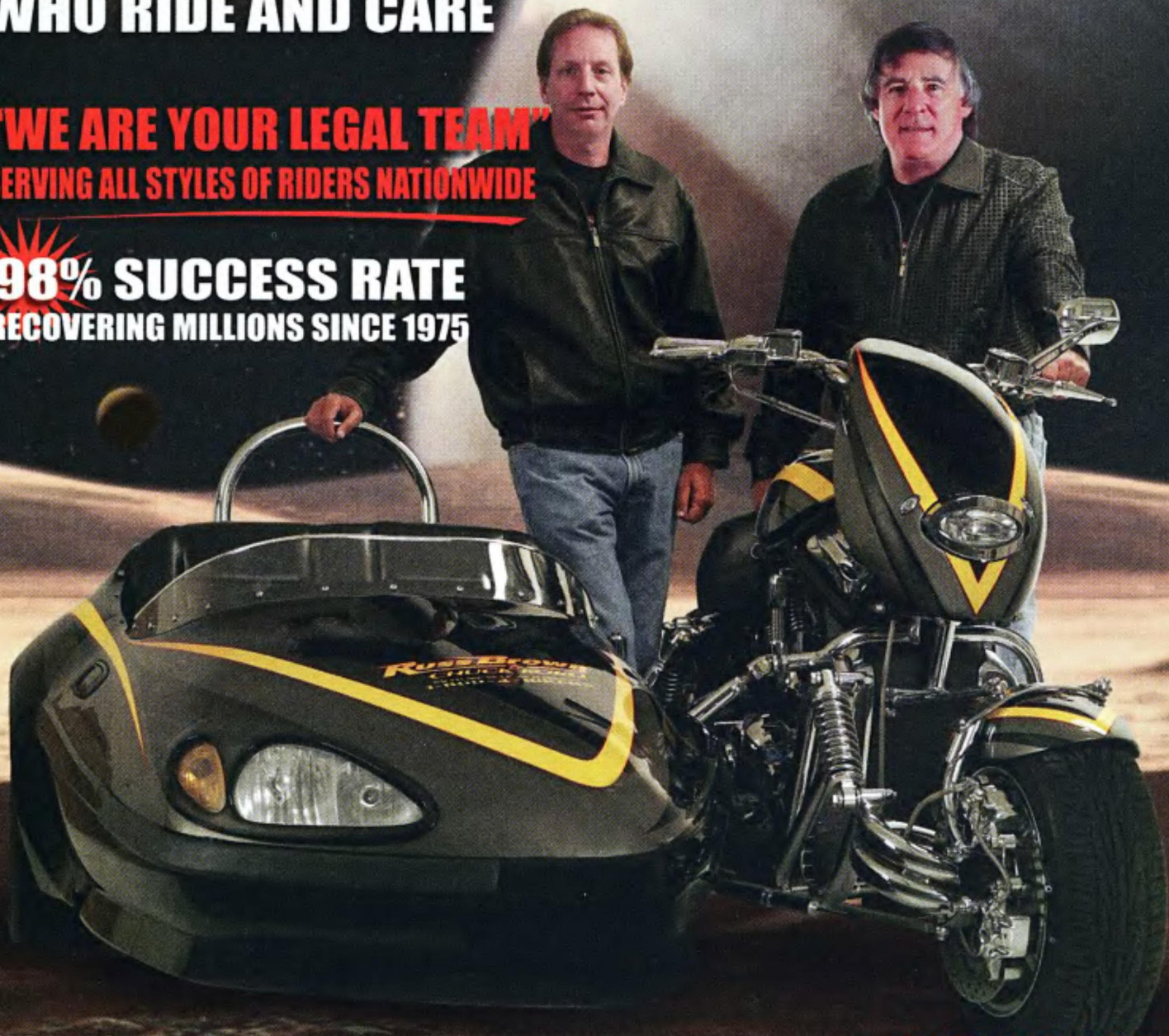




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# WordMonger



## Dream Bike

Back in 2000, I decided I wanted to build the bike I dreamed of having back in the 1970s (above). I knew I wanted a long springer, so I went to Mondo at Denvers Choppers to have the rolling chassis built.

He started with a rigid frame 6 inches up, 4 inches out and that gave it a 49-degree rake for the 30-over springer. This bike rides and corners like a dream. Mondo also built the flat bottom tank and oil bag. I'm not exactly a mechanic, so a riding buddy who was knowledgeable was going to help me build this rolling chassis into my dream bike. Well, by the time it was built, I had a falling out with my buddy, so the rolling chassis sat in my garage for two years while I saved my cash and made a new plan.

Then I met up with Wyatt Chyrchel from BC Cycles in Glendora. He took all my ideas and put them together to help finish what I had wanted for so long. We put in a 113-inch S&S motor, Primo primary, Sampson exhaust, and lots of other goodies. It has everything to keep it somewhat legal, including front turn signals hidden in the footpegs, horn, Dakota speedo. Then we had it painted at Rock and Roll Custom Paint.

This is truly the bike I dreamed of having all these years. I just can't thank Wyatt enough.

*Jim Koscielski  
Azusa, California*

## Thank You!

Thank you! Thank you! Wow! What a surprise I got this morning in the

mailbox. I was sent a copy of April's issue of *Easyriders* and there on page 97 was the bike I took photos of in August of 2008. What a feather in my cap to be able to tell the next victim whose bike is just begging to be photographed that I had pictures published in the number one biker magazine.

Thank you again to everyone at *Easyriders*.

*Michael Gleneickl  
Ontario, Canada*

## A Suggestion

This is a suggestion for "Jason, Out There Somewhere" who recently bought an '03 Heritage Softail. It sounds to me like a previous owner may have set it up for redlight to redlight. Before he spends a lot of bucks on unnecessary parts, I suggest Jason contact his local Harley dealer and find out the exact number of teeth on stock sprockets on a stock bike then count his. It sounds like the problem may be in the drivetrain. Check the number of teeth on the drive belt too.

*Ralph L. Parks  
Denham Springs, Louisiana*

## From Afghanistan

Enclosed is a picture (top right) taken somewhere in Kandahar Province, Afghanistan—April 2010. It is part of my son, Lt. Ross Weinshenker's 82nd Airborne Unit who were kind enough to pose for this picture holding the Doc's Harley-Davidson, Kirkwood, Missouri 55th Anniversary banner. Ms. Patty Bush, the owner, is a strong supporter of the military and also supports





many charitable endeavors. She and Doc's have always been there for so many, and this is to let her know that others appreciate what she and her family have done for charities and the military for the past 55 years.

Thanks, Patty.

*Robert M. Weinsbenker  
St. Louis, Missouri*



#### We Rock

First off, your magazine rocks! Love all the old school-style bikes, and your newly added topless tech is a great addition. All the women in *Easyriders*, from the "Fox Hunt" to the girls at the rallies and bike shows, are super sexy and keep me wanting more.

Here's a photo of my dad (above) on the bike we built from parts we found on eBay and used parts from the local bike shop. It shows that with very little cash, anyone can have a unique bike. We built this one for under \$2,500.

Keep up the great mag—and thanks again for bringing the smile to my face every month.

**BIKER CHICKS RULE!**

*Nicholas Brown, Jr.  
Lancaster, Pennsylvania*

#### Kudos To Bandit Machine Works

I've been reading *Easyriders* since its inception, mostly by subscription. Over the years I've always trusted the rag in regard to current trends, events, laws,

and technical advice, as well as the advertisers.

In 2005 I was shopping for a performance clutch and saw an ad for Bandit Machine Works. After some research and phone conversations with the owner of Bandit Machine, John Magee, I bought and installed one of his Sportsman Super Clutches on my 2003 Road King. The clutch was strong and did its job.

This past winter I decided to install an AIM Corp. (another *Easyriders* advertiser and great product) Reverse Gear Mamba. This unit requires a "clean" neutral to work properly. After getting the reverse kit installed on the Road King, I realized the clutch had too much drag to function correctly. After doing what I could with negative results, I phoned and spoke to John at Bandit on four occasions. John was very generous with his time and finally said if I could get the bike there, he guaranteed he could fix it. I live five hours from his shop but finally got it there. He called a day later and said the fiber plates were glazed over, and he replaced them with updated plates that required one extra than the original pack, giving even more traction.

Now to the point: He wanted no payment for his services even more than five years after my purchase. I insisted on paying him and rode away a very happy biker. What a pleasant experience, and may Bandit Machine please enjoy an entire raisin pie! Also, thanks to *Easyriders* for the solid advertisers!

*Stacey Bisceglia  
Beaver Falls, Pennsylvania*

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RETURN OF ARLEN'S PRODIGAL SPORTY

# Anniversary Sportster

At a recent 40th Anniversary party for Custom Chrome, guests drank bubbly out of champagne glasses engraved with both the Custom Chrome logo and that of Arlen Ness in celebration of

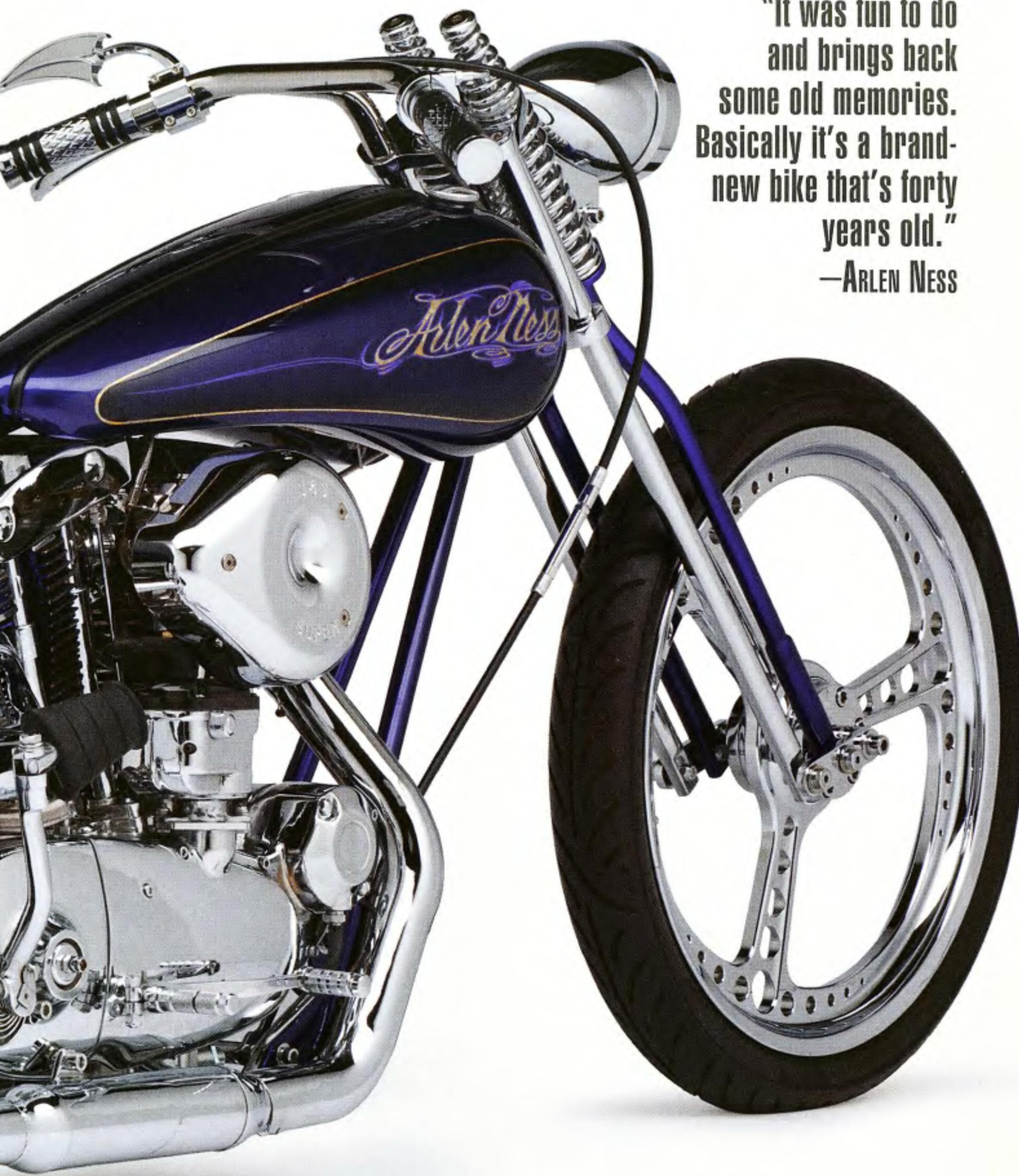
the two industry icons sharing a major milestone.

"Back in the early 1970s I sold a farmer in Fresno enough parts to build a whole motorcycle," Arlen says. "He gave

the body parts to my friend Dickey at Cycle Art to paint and then went about rebuilding the 1969 Sportster motor. The parts included one of our lowrider frames we made back then. The farmer







"It was fun to do  
and brings back  
some old memories.  
Basically it's a brand-  
new bike that's forty  
years old."

—ARLEN NESS





had it all molded and painted really slick and then the parts sat in his barn and he never put it together. Almost 40 years later I got a call from Dickey who wanted to know if I'd like the bike back. I said, 'Yeah, I'll take it.'

Sportsters were first introduced in 1957 and, thereafter, the Motor Company kept improving the breed. The 1969 model featured the first use of the exhaust crossover pipe and stacked duals that was said to increase horsepower by five to 58 hp. There were also new head castings and safety bead wheel rims. Of the XLCH model for that year, some 5,100 bikes rolled out of Milwaukee.

When the bike seen here arrived at

Ness headquarters in Dublin, California, Arlen was pleased to find it was all there, down to the brake rod. But it wasn't exactly in the condition it was when put away almost four decades ago. The chrome was peeling and flaking, there was exterior corrosion on the motor, and the paint was history. But after delving into the innards of the Sporty motor, it was found to be in fine

mettle and a relatively fresh rebuild. "The front end was a bit long, so I shortened it a bit, and we built a new gas tank and added a set of our Battistini 21- and 23-inch wheels," says Arlen. "It was fun to do and brings back some old memories. Basically it's a brand-new bike that's forty years old."

Now the bike is part of the Ness museum collection. The rebirth of this blast from the past has resulted in the re-production of a 40th Anniversary chassis matching the dimensions of the

Sporty's original 1970s

frame but set up to

accommodate Big

Twin motors. Arlen

tells us, "We're hoping

to build three new bikes

with those frames in time for

Sturgis 2010." —Paul Garson





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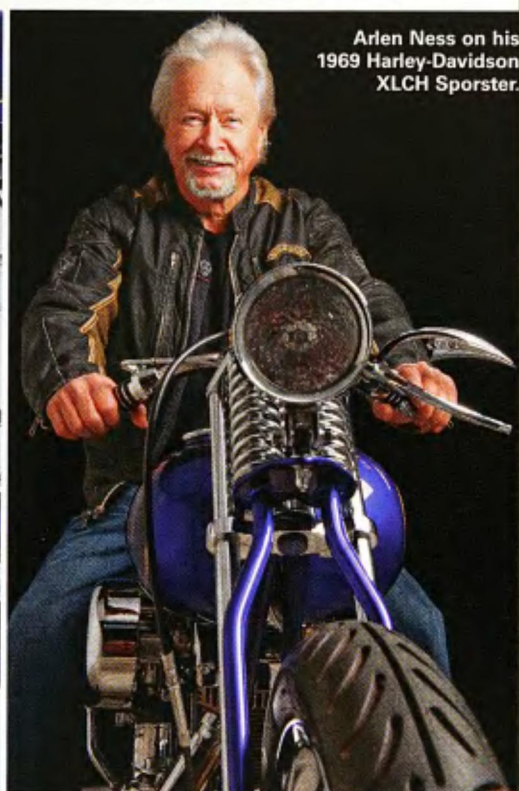
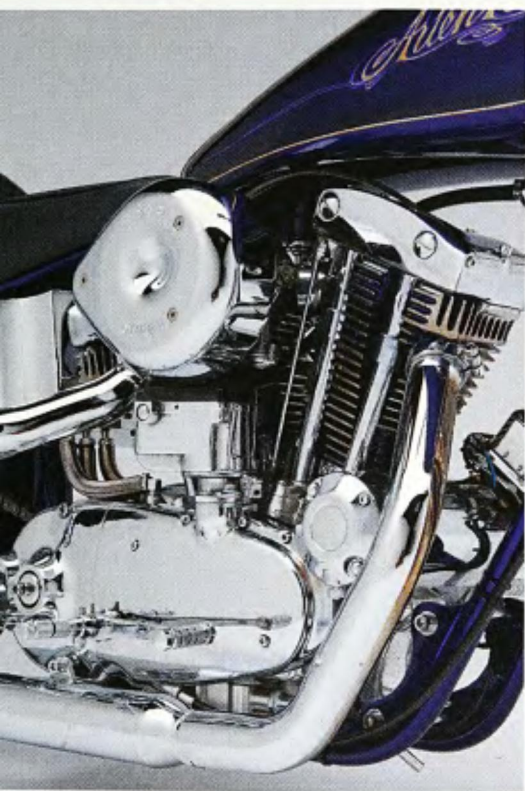
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Arlen Ness on his  
1969 Harley-Davidson  
XLCH Sportster.



**Owner:** Arlen Ness  
**City:** Dublin, California  
**GENERAL**  
**Designer:** Arlen Ness  
**Fabrication:** Team Ness  
**Year/make:** 1969 Harley-Davidson  
**Model:** XLCH  
**Assembly:** Team Ness  
**Time:** 3 months  
**Chroming:** High Lustre

#### ENGINE

**Year/make:** 1969 Harley-Davidson  
**Model:** Sportster  
**Displacement:** 900cc  
**Cam:** Andrews

**Ignition:** magneto  
**Pistons:** factory  
**Heads:** stock  
**Lifters:** Harley-Davidson  
**Carb(s):** S&S  
**Air cleaner:** S&S  
**Pipes:** Ness

#### TRANSMISSION

**Year/make:** 1969 Harley-Davidson  
**Modifications:** stock  
**Shifting:** 4-speed

#### PAINTING

**Painter:** Team Ness  
**Type/color:** House of Kolor/  
Blue Purple  
**Special paint:** Ness

#### FRAME

**Year:** 1970  
**Builder:** Jim Davis  
**Rake:** 38 degrees  
**Stretch:** 5 inches  
**Shocks:** rigid

#### ACCESSORIES

**Bars:** Ness  
**Handlebar controls:** Ness  
**Fenders:** Ness  
**Headlight:** Ness  
**Taillight:** Ness  
**Pegs:** Ness  
**Electrics:** Ness  
**Gas tank:** custom  
**Oil tank:** Ness  
**Oil system:** stock  
**Seat:** Danny Gray  
**Mirrors:** Ness  
**Grips:** Ness

#### FORKS

**Type:** springer  
**Extension:** 2 inches under  
**Builder:** Ness

#### WHEELS

**Size:** 21-inch front,  
23-inch rear  
**Wheels:** Ness

**Tires:** Avon  
**Brakes:** Ness  
**Photos:** Michael Lichter  
**Contact:** Arlen Ness

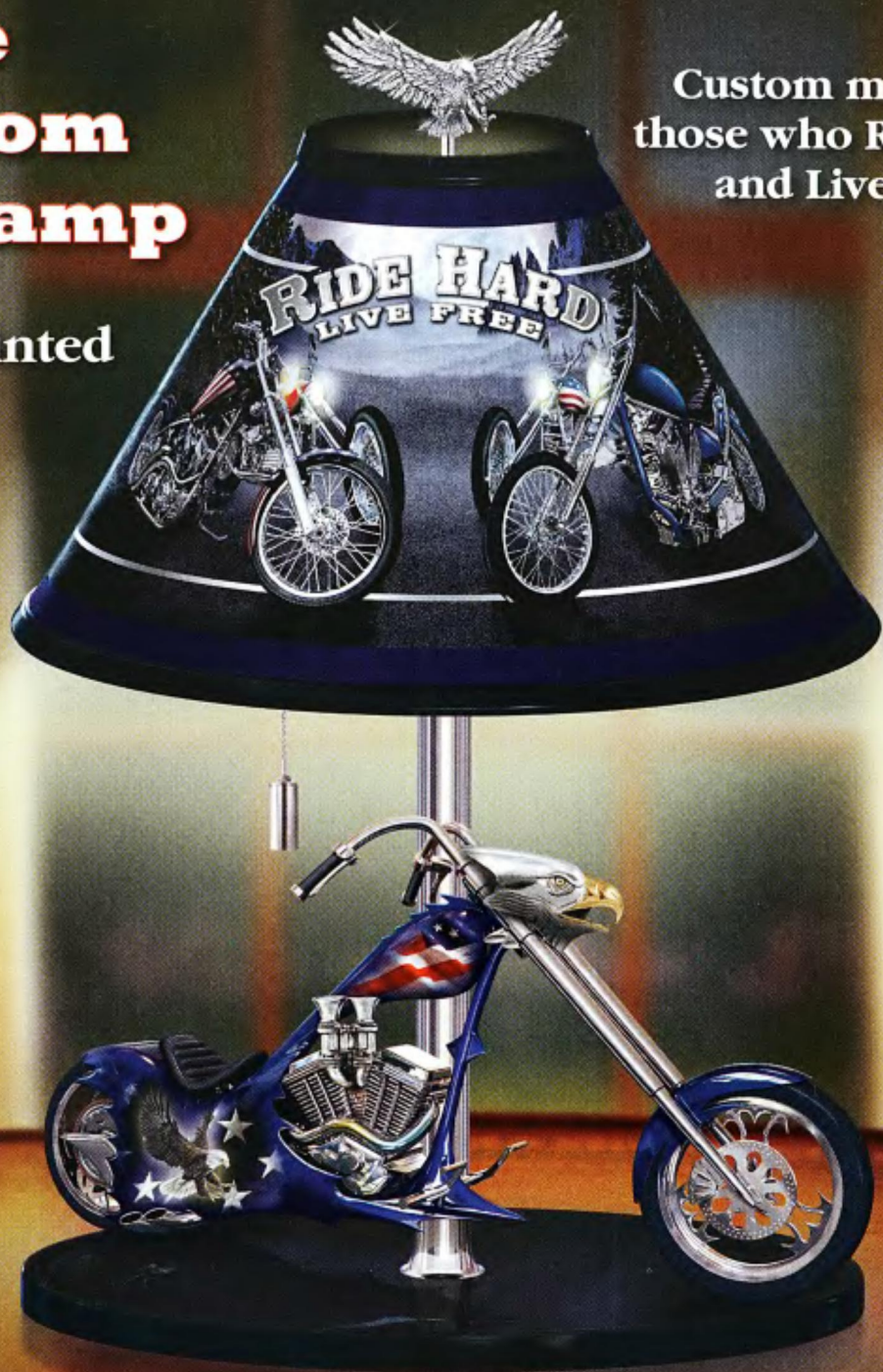
925-479-6350  
[www.arlenness.com](http://www.arlenness.com)



# The Freedom Rider Lamp

With handpainted  
sculpture of  
a custom  
American  
Eagle  
Chopper

Custom made for  
those who Ride Hard  
and Live Free



Shown smaller than actual  
size of 15 inches tall

Requires a 40-watt bulb,  
not included.

## Brighten your room with two-wheel adventure!

The bold splendor of two-wheel freedom machines comes to light in the new *Freedom Rider Lamp* from The Bradford Exchange. Don't miss the opportunity to brighten your home with this handpainted chopper lamp that illuminates your freedom-loving lifestyle every time you give the piston pull-chain a tug.

On the laquered base of this 15-inch tall table lamp stands the American Eagle Chopper, a masterpiece of handcrafted sculpture coated with electroplating and high-gloss paint that gleams in the light. It's decked out with eagle motifs and the Red, White and Blue colors of Freedom. The custom shade is a work of art emblazoned with the motorcyclist's motto—*Ride Hard, Live Free*—and more thrilling chopper art, topped by a sculpted eagle finial.

### Don't miss this limited edition—order today!

Strong demand is expected for the limited-edition *Freedom Rider Lamp*, so act now to acquire yours for three convenient installments of just \$33.33 for a total of \$99.99\*. Your purchase is backed by our 365-day money-back guarantee. Send no money now. Just return the Reservation Application today so you don't miss out on this one-of-a-kind lamp.

RESERVATION APPLICATION

SEND NO MONEY NOW

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BRADFORD EXCHANGE  
—HOME DECOR—

9345 Milwaukee Avenue · Niles, IL 60714-1393

**YES.** Please reserve the *Freedom Rider Lamp* for me as described in this announcement.  
Limit: one per order.

Please Respond Promptly

Mrs. Mr. Ms.

Name (Please Print Clearly)

Address

City

State

Zip

01-09495-001-E66091

\*Plus \$12.99 shipping and service. A limited-edition presentation restricted to 295 casting days. Please allow 4-8 weeks after initial payment for shipment. Sales are subject to product availability and order acceptance.





# Harley's New 2010 Wide Glide

The very first test bike ever reviewed in *Easyriders* was the all-new Wide Glide, in the April 1980 issue. At that time the editors were incredulous at the very idea of doing a test bike feature, but finally acquiesced saying, "...we decided to give the new sled a fair shake...so you don't have to continue to tear apart dressers to build a decent putt."

In 1980, the Wide Glide, coupled a 16-inch tire in the rear with a 21-up front, a bean scoop in the rear, and the slightest wisp of a front fender. Now, thirty years later, there is a 17 in the rear, but the general concept remains the same. The Wide Glide has always been the factory chopper in Harley's stable. Then, as now, it's offered with an optional flamed paintjob and a wrinkle-black finished drivetrain, but 30 years has brought a lot of changes as well.

The 80-inch shovelhead motor of yesteryear has been replaced by the 96-inch Twin Cam in this new incarnation. Riding the bike, I reflected that in 1980 a man on a 96-inch motor was the top of the heap, the big man on campus.

Now 96 inches is the entry level on all the big twins. The 1980 came with a 4-speed tranny, not far removed from the models dating back to the 30s. Today we are blessed with Cruise Drive with six forward speeds, featuring helical-cut gears from 2-6 for smooth and quiet shifting.

The chassis, while retaining some the styling cues of the old FX chassis, the exposed battery, the forward pegs, and swingarm, shares almost nothing technological with its brother from yesteryear. The Dyna rubber-mounting system completely isolates the rider from the drivetrain. Up front, beefy 49mm tubes reside in polished aluminum triple clamps with 34 degrees of rake. These provide excellent handling, by the way.

The laced steel rims, finished in black, feature a single disc front and rear, 4-piston fixed up front, and a 2-piston torque-free floating rear caliper. The front brake left a little to be desired in the stopping department, but with the tiny patch of rubber on that skinny 21 perhaps any more would present other issues. If you



The low-rise sissybar is a chopper essential!



Black rims and polished stainless spokes are a classic touch, and the Brembo front brake provides adequate, if not spectacular, braking.





Harley's new Wide Glide features classic chopper styling in a modern package. The bobbed rear fender is a blast from the past. Love the Wide Glide script on the battery box.



The black-wrinkle finish contrasts nicely with the chrome accents.



Harley integrated the stoplight into the tail-light to clean up the rear section.



Harley chose to side-mount the license plate on a hinge.

use both brakes like you are supposed to, the bike stops fine.

The rear section of the bike utilizes styling cues right out of a custom bike rag. The taillights are integrated into the turn signals, and the license plate is side-mounted with a hinge, a feature that we found curious. More than once we found the plate facing to the rear, which could have resulted in a ticket in this locale. The tiny sissybar is a nice styling touch. We absolutely love the Wide Glide script festooned across the

battery box, very classy.

The Wide Glide is the perfect summer day, weekend cruiser. It handles crisply and dishes up pounds of power to the pavement. Completely bare bones, you won't be carrying anything with you beyond a little honey on the p-pad. Weighing in at a mere 665 pounds, the bike is a hot little rod. Competitively priced, starting at \$14,499, Harley's Wide Glide offers a lot of value for the buck.

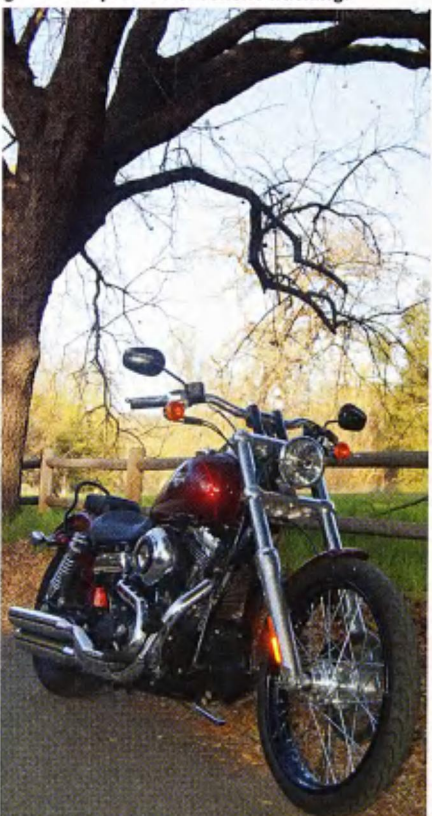
—Kit Maiva



The chrome dash panel is beautifully sculpted.



The 46mm fork tubes with billet trees look great and provide excellent tracking.



It's a beautiful day; let's go riding!

Photos: Kai



Michael Ballard's

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Jackyl

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Contest!

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Our Troops!

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For a full schedule of events go to: [www.fullthrottlesaloon.com](http://www.fullthrottlesaloon.com)



Marshall Tucker Band  
Wednesday



Teresi  
Dyno Drag



The  
Flaunt  
Girls



Micro Wrestling  
Mon, Tues, Thrus



Uncle  
Kracker  
Tuesday

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Rhett Rotten Wall of Death, Human Sling Shot, Beer Belly Contest,  
Burnout Pit, Mechanical Bull, Full Throttle Saloon's Biker Olympics,  
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Full Throttle Saloon!

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# EASYRIDERS

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

## Where Easy Riders Hang

### SLINGERS: AN ALL-AMERICAN POUR HOUSE



Owner Ed Heystee in the pool hall, proudly shows off the Slingers logo.

Ever wonder where the editors of *Easyriders*, *V-Twin*, *Biker* and *In The Wind* hang out, along with Southern California's easy ridin' bikers, hot rodders, and cool kats? Slingers, that's where. The restaurant and bar is the home of some mighty good grub and all manner of liquefied libations along with great live music, pool tables and more. Owners Ed Heystee and his partners Paul, Carlos, and Jeff make sure that the atmosphere is cool and the babes are hot at this Agoura Hills hangout. On weekends, Slingers is packed with hot rods, motorcycles, and folks you can relate to. There are super drink deals on Sundays and Slingers is the perfect place to drop your kickstand after a day of ridin' up to the beach, cruisin' the canyons and bein' seen at The Rock Store.

Check 'em out at 5017 Lewis Road in Agoura Hills, or call 818-889-8476.

—Phantom

## Events

### HARLEY IN STURGIS

Harley-Davidson will move its 2010 rally experience to two all-new locations in the heart of Sturgis, South Dakota, where the Motor Company will celebrate the 70th Annual Sturgis

Motorcycle Rally with customers and motorcycle enthusiasts.

The Harley-Davidson Road Tour with the newly released 2011 Harley-Davidson motorcycles, Genuine Motor Accessories, MotorClothes merchandise, and a H.O.G. members-only pin stop will run from Friday, August 6 through Saturday, August 14 at the intersection of Lazelle and 3rd streets in downtown Sturgis. All Harley-Davidson activities in Sturgis are free of charge.

Harley demo rides for 2011 motorcycles will be available in Sturgis at a location near Interstate 90 at Exit 30. More details on the exact location, dates and hours of demo rides, and other Harley activities in Sturgis will be available in the next few weeks.

"Right smack in the middle of Sturgis seems like the ideal place for Harley-Davidson to spend the week," said Steve Piehl, Harley-Davidson director, consumer events marketing. "We recently made a similar move to an outdoor rally experience for Daytona Bike Week this year and it was extremely popular. We listen closely to our customers and believe that they will love the new Sturgis locations for our Road Tour activities, demo rides and H.O.G. pin stop."

In recent years, most H-D activities for the Sturgis Rally had been located in Rapid City, South Dakota, at the Rushmore Plaza Civic Center. "We really enjoyed working with the staff at the Civic Center in Rapid City and have been very pleased with the service and facility over the years," Piehl said. "We feel that our move to Sturgis will give us the opportunity to reach significantly more rally attendees than we could in Rapid City."

For the most up-to-date information on Harley-Davidson events at the 2010 Sturgis Rally, please visit the Experience section at [www.harley-davidson.com/sturgis](http://www.harley-davidson.com/sturgis). —Hawg

## Harley-Davidson Up

### HARLEY PROFITABLE

Harley-Davidson, Inc. (NYSE: HOG) recently reported first-quarter 2010 income from continuing operations of \$68.7 million, or \$0.29 per share. First quarter earnings included operating income from Financial Services of \$26.7 million, marking a return to profitability for the Harley-Davidson Financial Services (HDFS) subsidiary. Revenue from motorcycles and related products was \$1.04 billion in the first quarter.

Worldwide retail sales of new H-D motorcycles declined 18.2 percent in the quarter compared to the first quarter of 2009, an improvement in the rate of decline from the prior three quarters. In the U.S., retail Harley-Davidson motorcycle sales were down 24.3 percent and in international markets, retail sales declined 2.8 percent, compared to last year's first quarter.

"We are encouraged by our progress in the first quarter," said Keith Wandell, president and chief executive officer of Harley-Davidson, Inc. "We are seeing directional improvement in our dealers' retail motorcycle sales as we enter the key selling season. At the same time, given the global economic uncertainty that still exists, we believe conditions will remain challenging throughout this year, and we will continue to factor that into how we manage the business."

"Our entire team is moving with great purpose and speed as we implement our go-forward business strategy, with its focus on global growth through market and demographic outreach, commitment to core customers, and developing motorcycles that inspire and fulfill dreams. We also

*Continued Next Page*



Harley Profitable CONTINUED

continue to be intensely focused on continuous improvement, looking at all opportunities to drive cost-competitiveness and efficiency throughout our operations," Wandell said. —*Hawg Dawg*

## Coast To Coast

## Biker News

**MOTORCYCLE THEFTS DECLINE:** Motorcycle thefts in the U.S. fell by 13% to 56,093 last year from 64,492 in 2008, the biggest drop since 2007 according to the National Insurance Crime Bureau in an April 13 statement. Honda was the most stolen brand accounting for 24% of the thefts, followed by Yamaha, Suzuki, Kawasaki and Harley-Davidson, said the NICB citing National Crime Information Center data.

The recession prompted lower bike sales and a decrease in production, pushing motorcycle thefts down for a third consecutive year. Sales of new bikes fell 43% in 2009 from the year-earlier period, according to the Motorcycle Industry Council. Likewise, the Japanese Automobile Manufacturers Association reported a 47.4% decrease in motorcycle production last year.

Recovery rates have declined along with thefts, with only 30% of the stolen bikes recovered in 2009, compared with 41% in 2006, NICB data shows.

The top five states for motorcycle theft were warm weather ones: California, Texas, Florida, North Carolina, and Georgia, together accounting for 39% of the total.

It should be no surprise that the summer months of July (6,319); August (6,079); and June (5,672) saw the most theft activity while the fewest thefts were recorded during the winter months of December (2,927); February (3,100); and January (3,570).

The best way to prevent theft is to keep your motorcycle out of sight or covered and secured to an immovable object with a good through-the-frame lock in addition to the steering lock.

**MAINE REQUIRES MOTORCYCLES TO PASS INSPECTION:** Maine Governor John Baldacci signed LD 1675 into law on

April 9, 2010, requiring the state's 50,000 registered motorcycles to carry inspection stickers that are "completely and clearly visible from the rear" starting in 2012.

A bill that started in the state legislature as a broadly worded bill to quiet noisy motorcycles evolved into a measure requiring riders to display inspection stickers when Maine's Transportation Committee concluded that 38% of Maine motorcycles aren't inspected, noting faulty and noisy motorcycle mufflers would fail annual inspections.

The bill also establishes a task force to explore other methods of reducing motorcycle noise (including sound testing) and report to the Transportation Committee by January 15, 2011.

LD1675 passed the Maine House by a vote of 104-33 on March 22. The Senate passed it April 5 with no tally released.

**MOTORCYCLE SAFETY BILL PASSES IN OKLAHOMA:** "Gunner's Bill" has been signed into law by Oklahoma Gov. Brad Henry, providing for the state's first comprehensive motorcycle safety program.

HB 2264, authored by state Rep. Mike Christian and state Sen. Steve Russell, allows the state to add a \$3 fee, designated for motorcycle safety and education, to the existing cost of registering a motor-

cycle. It also establishes a revolving fund into which the money is to be deposited.

Rep. Christian said the legislative action was necessary because motorcycle registrations continue to increase in Oklahoma; therefore, without training and prevention efforts, vehicle crashes involving motorcycles are likely to increase. According to the Oklahoma Tax Commission, there were 115,381 registered motorcyclists in the state in 2008, a 14.3% increase over 2007. Motorcycle fatalities increased 17.6% during the same period, and injuries increased 21.4%.

HB 2264 is known as "Gunner's Bill" in honor of Robert "Gunner" Catcher, a motorcyclist who died after being struck by a pickup in 2009. The driver of the truck said he did not see Gunner.

"I heartily salute each and every one of ABATE of Oklahoma's and the OK Confederation of Clubs volunteer officers and members and look forward to our continued success working together in the spirit of unity to make Oklahoma the best state in which to ride," said Tiger Mike Revere of ABATE of OK and member of the board of directors of the National Coalition of Motorcyclists (NCOM).

Also signed into law was SB 1670—a bill that changes the makeup of the Oklahoma Motorcycle Safety Advisory



"Whenever something doesn't go your way, you bring up divorce!"



Committee. "So, not only will we generate about \$400,000 each year but we will also have a substantial say in how it is spent," commented John Pierce, ABATE Legislative Coordinator.

**MOTORCYCLE ADVISORY COUNCIL SURVEYS ROAD CONDITIONS:** The Motorcyclist Advisory Council (MAC) to the Federal Highway Administration has made recommendations to U.S. Transportation Secretary Ray LaHood and his predecessors on various topics, including 1) Barrier design; (2) Road design, construction, and maintenance practices; and (3) The architecture and implementation of Intelligent Transportation System technologies.

Of special significance was the creation and approval of the yearly Motorcyclist Road Conditions Survey, which can be accessed at <http://tinyurl.com/ykbqsr6>.

The purpose of the survey is to better communicate to the MAC, road construction engineers and transportation safety officials the specific needs of motorcyclists that should be considered when developing new roadways or altering existing routes.

The MAC-FHWA coordinates and advises the Secretary of the Department of Transportation on infrastructure issues of concern to motorcycle riders and is comprised of ten members of the motorcycling community with professional expertise in national motorcyclist safety advocacy. James "Doc" Reichenbach II, state president of ABATE of Florida and chairman of the board of the National Coalition of Motorcyclists (NCOM) serves on the MAC as one of two members representing state motorcyclists' organizations.

#### **ANTILOCK BRAKES MAKE MOTORCYCLES**

**SAFER:** With motorcycle ownership skyrocketing from 4.3 million to 10.4 million over the past decade and a corresponding increase in rider deaths and injuries, two new studies have found that equipping motorcycles with antilock brakes makes them much safer.

The studies, one by the Insurance Institute for Highway Safety and the other by the Highway Loss Data Institute, found that bikes with antilock brakes

are involved in 37% fewer fatal accidents per 10,000 registered vehicles and reported 22% fewer accident damage claims per insured vehicle year.

Stopping a motorcycle is trickier than stopping a car. For one thing, the front and rear wheels typically have separate brake controls. In an emergency, a rider faces a split-second choice to either brake hard, which can lock the wheels and cause an overturn, or hold back on braking and risk running into something. This is when antilock brakes can help by reducing brake pressure when they detect impending lockup and then increasing the pressure again when traction is restored. Brake pressure is evaluated multiple times per second, so riders may brake fully without fear of locking up.

Until lately, such crash-avoidance technology as antilock brakes has primarily been available only on larger, more expensive motorcycles, but is now available on 60 new models.

The National Highway Traffic Safety Administration is considering whether or not antilock brakes should be mandatory on motorcycles.

#### **MICHIGAN HELMET LAW REPEAL RE-**

**PEAT?** Once again, Michigan legislators are moving to repeal the state's 40-year-old mandatory helmet law, but their

governor threatens veto action. In late March, the House voted 63 to 46 to approve an amendment to the current Michigan Helmet Law which would allow motorcycle riders 21 years old and older to operate their motorcycles without a helmet as long as they carry \$20,000 or more in insurance.

The bill now goes to the Senate for consideration. If the democratic-led House and republican-led Senate both approve as they have in the past, the bill would again go to the governor for her signature or veto. Proposals to eliminate or ease the law were passed by the House and Senate in 2005/2006 and 2007/2008, but Gov. Jennifer Granholm vetoed both measures.

ABATE of Michigan and the Michigan Confederation of Clubs continues to hold sway in the legislature using arguments that include personal freedom and economic impact. The democratic governor leaves office next year and is not seeking reelection.

#### **WYOMING BIKERS WORK WITH CITY TO PROMOTE MOTORCYCLE AWARENESS:**

The Casper City Council voted unanimously to pay for motorcycle-safety billboards in the coming months, with Wyoming Central ABATE picking up the campaign halfway through the riding season. The council approved \$5,400 in grant money to pay for four billboards from April through July, when Wyoming Central ABATE would pay for the billboards with its own message to run through October.

The push for motorcycle awareness stems from two high-profile accidents involving motorcyclists last summer, including an ABATE member who was killed by a left-turning Hummer. The accidents prompted Wyoming Central ABATE to meet with city officials and hash out a plan to increase awareness of motorcycles among drivers.

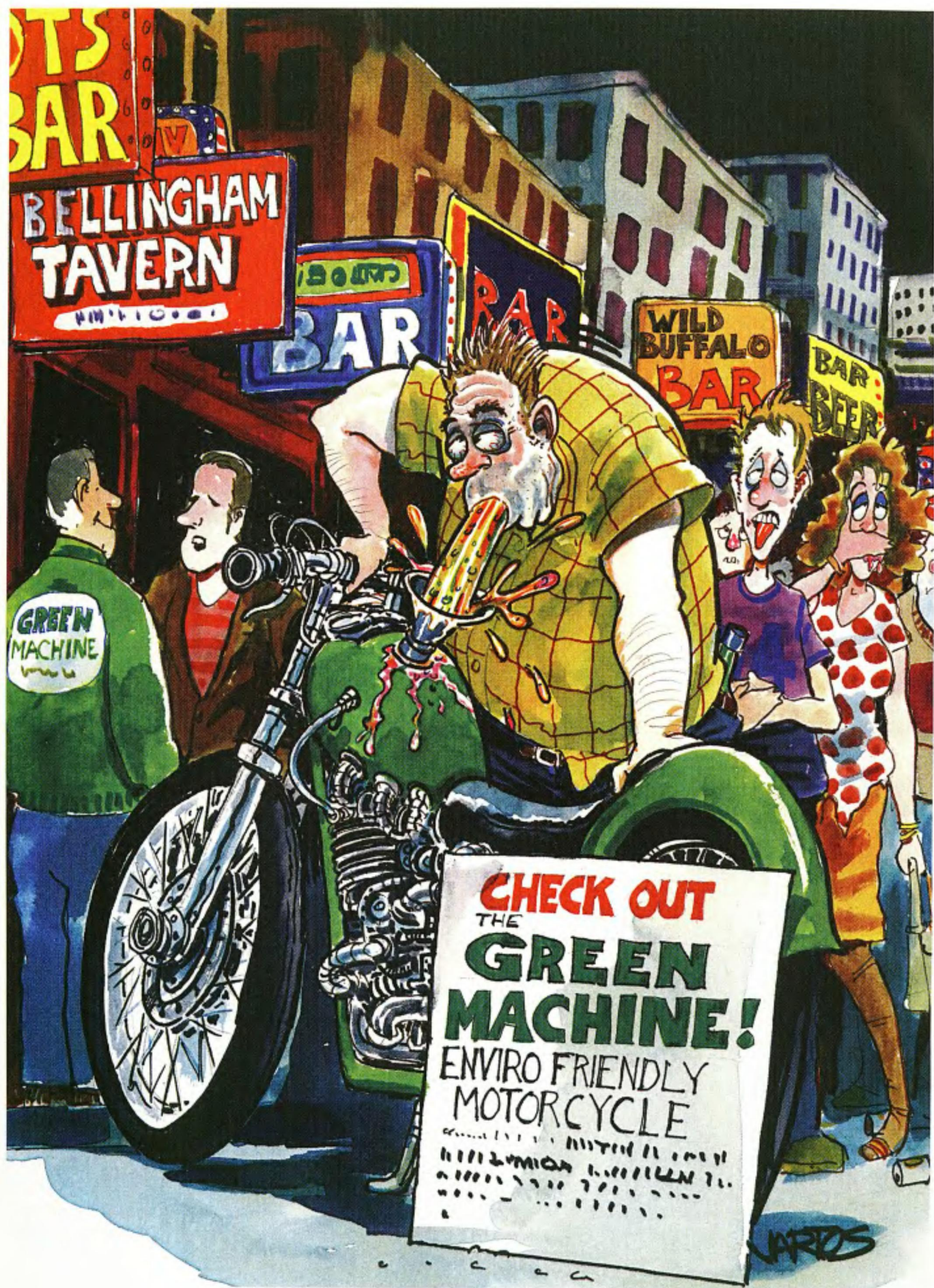
The Casper Police Department applied for grant money from the Wyoming Department of Transportation to be used on a "campaign targeting the reduction of the number and severity of motorcycle crashes in the Casper area," according to a city memo.

—Bill Bishop, NCAM



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*"So, what's it run on?"*



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## NEW BOOM! AUDIO TOUR-PAK REAR SPEAKERS

The new Boom! Audio High-Performance Bagger Tour-Pak rear speakers offer premium audio performance in a motorcycle environment. These two-way speakers have a separate full-range element and grille-mounted tweeter that provides improved high-frequency response and cuts through road and wind noise. Increased speaker sensitivity provides louder output than OEM speakers. Vibration-tested, 5 1/4-inch, waterproof speakers are a direct replacement for the factory speakers. These speakers fit 2006-and-later touring models equipped with the Advanced Audio Radio System. They can be paired with Boom! Audio Fairing speakers.

**Harley-Davidson**  
800-443-2153  
[www.harley-davidson.com](http://www.harley-davidson.com)



## ISR BRAKES FROM SWEDEN

LA County Choprods is the exclusive North American distributor for ISR brakes from Sweden. Shown is the cable-operated clutch lever for 5-speed gearboxes with 1-inch bars and hand control master cylinder. They are offered in a choice of 9/16-inch and 11/16-inch bores, and both clutch and brake levers are available with optional adjustable levers. LACC also carries several styles of calipers from ISR, and all of the offerings are available in either aluminum or satin black finishes.

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310-353-2467 • [www.lachoprods.com](http://www.lachoprods.com)



## ULTRA LIGHT TRANSMISSION PULLEYS

Belt Drives Limited has just released a collection of new super duty, lightweight transmission pulleys for both high-performance and stock applications. These high-tech pulleys are precision-machined to aircraft quality tolerances from super tough 7075 aluminum. Weighing just 2 1/4 pounds, the BDL pulleys are one third the weight of OEM pulleys. The end result is reclaimed horsepower and less wear on bearings. BDL's rugged, yet durable, hard-anodized finish assures years of trouble-free operation. The new pulleys are currently available for 4-speed Big Twins from 1979 to 1983, 5-speed 1986-to-present, and 5-speed Sportsters from 1992-up. They retail for \$115.

**Belt Drives Limited**  
714-685-3333 • [www.beltdrives.com](http://www.beltdrives.com)



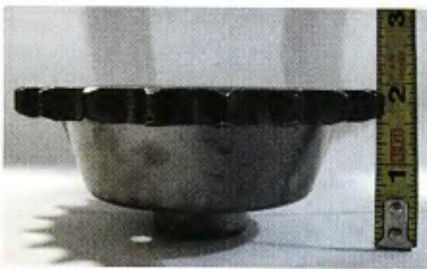


### LE PERA UNLEASHES NEW VILLAIN

Once again LePera has taken seat designing to another level with the introduction of the head-turning Villain for '04-'10 XLs. This truly unique seat will completely change the look of your bike. The Villain was originally designed for touring bikes; however, the demand was so high that LePera created Villain series seats for '04-'10 XLs, Softails, and '06-'10 Dynas. Retail starts at \$488.

LePera

[www.lepera.com](http://www.lepera.com)



### OFFSET TRANS SPROCKETS

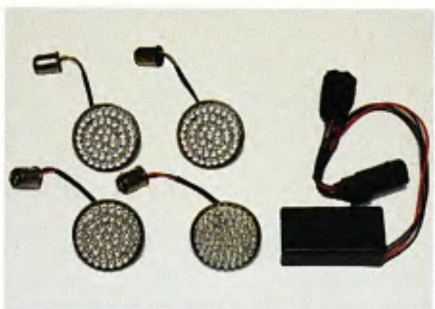
If you want to use a wide tire with a 1957-1991 Sportster engines, you'll need an offset transmission sprocket. MIDWESTIRONHORSE has whipped up these sprockets with a full 1-inch offset, which allow for 200 tires on a stock frame, up to 300 on aftermarket frames, or on weld-on hardtails. Custom machined from top quality American steel, and heat-treated for longevity, these sprockets are precisely CNC-machined

for a smooth balanced ride. They can be set up with an outboard bearing support for track and/or race uses.

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608-547-5095

[www.midwestironhorse.com](http://www.midwestironhorse.com)



### CUSTOM DYNAMICS

Custom Dynamics is just announcing a new complete plug and play LED turn signal conversion kit for 2010 Harley-Davidson Street Glides and Road Glides. These new 2010 models do not have the standard square back center taillight with which customers are familiar. With just two bullet turn signals acting as running, brake and turn signals, customers are asking for more rear end visibility. This conversion kit includes four high-power 48 LED clusters for maximum visibility and a signal stabilizer. Customers can select amber or white LEDs for the front, and red is provided for the rear.

Custom Dynamics

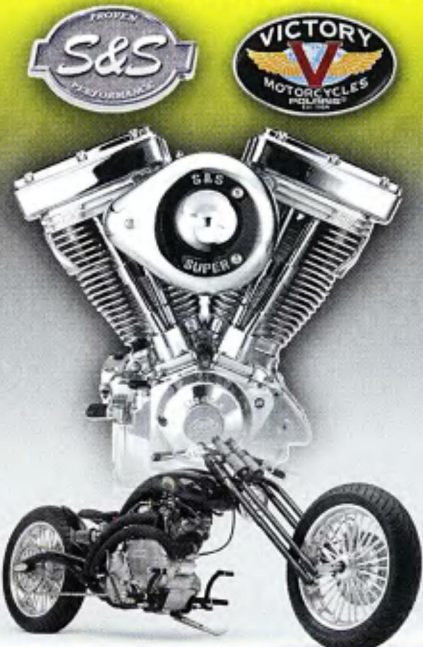
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REG# 71-09-0253T



# Sturgis Survival Guide 2010

SEPTUAGENARIAN RALLY



"Three score and ten years ago, our forefathers brought forth on this continent a new rally, conceived in liberty and dedicated to the proposition that all motorcycle riders are equal." Thus might have commenced the famous Sturgis Address, had there ever been one, for it certainly is not a far stretch of the imagination to picture a bearded man dressed in black and wearing a stovepipe hat sitting a stride an old Indian or Harley-Davidson, uttering those very words and then proceeding to praise the virtues of a rally that all of us know to a degree of varying intimacy.

Many of you have been there, some have not yet, but all of us want to be there at some point in our lives. What better time would there be than this year, when Sturgis celebrates its 70th anniversary? It's as round a number as you'll find, and you know

the Sturgis city fathers, citizens, and everyone else involved in the event will do their utmost to make sure this 70th birthday party will be an unforgettable event. All they require to be successful is your presence.

And who knows, some guy with a strange beard and funny stovepipe hat might even have a few words to say about what great a place Sturgis and the surrounding Black Hills really are. Heck, we do it every year in words and pictures. Of course, we don't have the wherewithal of, say, the Internet where you can glean the latest and most up-to-date info for your "sturgising" pleasures, so we're just bring you what we think might be of particular interest—potential highlights, you might say. For a detailed schedule, go to [www.sturgis.com](http://www.sturgis.com).

—Red Baron

## RALLY INFORMATION AND TOUR

### Pre-Registration

This is where you get all the info. Pick up your own info packet and be prepared to whip out your plastic. Some events need to be prepaid or covered by charge card, whereas the races and tours don't. For more information, call the Sturgis Rally & Races Inc., at 605-347-6570, or e-mail: [premier@sturgisrallynews.com](mailto:premier@sturgisrallynews.com). Once you're in Sturgis, you can register in person at the Rally Headquarters in the Armory on Main Street in downtown Sturgis between the hours of 9:00 a.m. and 10:00 p.m.

This is also the place where you can leave messages for your friends and/or relatives, which will then be posted (the messages, not your friends and/or relatives) on the extremely cramped message boards here or over at the Motorcycle Expo (Sturgis Community Center, 4th and Lazell).

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

Check out [www.sturgis.com](http://www.sturgis.com)

### Harley-Davidson. August 6 - 14

Harley-Davidson is moving its 2010 rally experience to two all-new locations in the heart of Sturgis where you can enjoy their Road Tour, find MotorClothes merchandise, H.O.G. members-only pin stop and demo rides. Refer to EasyNews (page 17) for details.

### 2010 Hall of Fame Inductees

**Nancy Davidson** – Nancy Davidson, wife of Willie G. Davidson, is recognized throughout the motorcycling community as a passionate and devoted ambassador for the sport of motorcycling. While she doesn't ride her own motorcycle, she's been an inspiration to her children (Bill, Karen, and Michael Davidson) and countless women riders as she shared her passion and support for the sport of motorcycling. Nancy Davidson has attended numerous motorcycling events, including some 30 Sturgis Motorcycle Rallies—most times riding to the event from Milwaukee with her husband.

**Roger Schieman, Founders Award** – Roger Schieman has spent countless hours keeping alive the history of motorcycling and the history of the Sturgis Motorcycle Rally. Roger has been a

member of the AMA, and, as a Jackpine Gypsy for 20 years was instrumental in the operation of races in Sturgis throughout the is was a founding partner and board member of both motorcycle museums in Sturgis, and still volunteers his time to help make the Sturgis Motorcycle Museum & Hall of Fame a place where the history of motorcycling and the Sturgis Motorcycle Rally can be shared with visitors from all over the world.

**"Kiwi" Mike Thomas** – "Kiwi" Mike Tomas is the founder of Kiwi Indian Motorcycle Company and is widely recognized as one of the most knowledgeable experts on classic Indian Motorcycles in the world. Kiwi Indian Motorcycle manufactures four new, updated models of classic-styled motorcycles that pay tribute to the classic Indians of years past in addition to over 2,500 different reproduction part numbers. Mike sponsors race teams and even competes in endurance rides to demonstrate the viability of the classic Indian in today's world.

**Stan Simpson** – Stan Simpson's involvement with motorcycles spans 60 years. From his first Indian Scout ride in 1949 to his present work improving the



direction of the American Motorcyclists Association (AMA), Stan has been a force in the motorcycle industry. Stan is one of a rare breed that is fully involved with both on-road and off-road motorcycling. He won his first AMA race in 1957, was a local motocross champion, won a national enduro and was involved in numerous International Six Day Trials (ISDT) teams. Today, Stan serves as chairman of the board of the AMA and works tirelessly to expand and improve the motorcycling lifestyle and tries to ride at least 20,000 miles a year on-road and 10,000 miles a year off-road.

**Ronald McKinley** – Ron McKinley spent 20 years as a South Dakota Highway Patrolman—five of those years as a motorcycle trooper. Both during his time as a trooper and since his retirement in 1991, Ron has dedicated himself to motorcycle safety through talks, seminars and safe riding courses. He is a Motorcycle Safety Foundation instructor, serves as the safety officer for four Harley Owners Group chapters, teaches Riders Edge safety courses, writes a monthly safety newsletter for 18 groups, has served as a Volunteer State Safety Coordinator for Harley-Davidson Motor Company and teaches for the Harley Owners Group Primary Officer Training.

The annual Sturgis Motorcycle Hall of Fame Induction Breakfast is scheduled for Wednesday, August 11 at 9 a.m. at the Rushmore Plaza Civic Center in Rapid City, South Dakota.

Breakfast tickets are available for a \$35 donation, tables of eight for \$300. The museum also has a special offer for breakfast attendees: purchase your ticket and a charter membership together for \$50. Tickets can be purchased through the Museum 605-347-2001 or online at [www.sturgismuseum.com/cart/](http://www.sturgismuseum.com/cart/)

### Michael Lichter Exhibit

World famous motorcycle photographer Michael Lichter will host the 10th annual Motorcycles as Art Exhibition August 7 through August 14 during the 2010 Sturgis Rally. The exhibition will be held at the Buffalo Chip, located four miles east of Sturgis on Highway 34, and will focus on the explosion of interest and the passion for custom motorcycles seen over the last thirty years. Called *Eternal Combustion - 30 in the Wind*, this year's display poses the question, "How is this passion passed on through time?"

Thirty custom motorcycles recently built by 15 pairs of builders tied together

by family, respect, friendship or apprenticeship will be on display at the impressive Lichter Exhibition Hall located on the grounds of the Sturgis Buffalo Chip. Builder teams highlighted within the show include: Arlen Ness & Paul Yaffe; Carl & Matt Olsen; Dave & Jody Perewitz; Donnie Smith & Brian Klock; Eddie Trotta & Todd Silicato; Kevin Baas & his Kennedy High School chopper class; Gard Hollinger & Satya Kraus; James & Dave Kaye; Jerry & David Covington; Kirk Taylor & Brian Schimke; Roland Sands & Drake McGillroy; Ron Finch & Gary Maurer; Ron & Hunter Simms; and Sugarbear & Counts Customs.

In addition, the 6,500-square-foot venue, constructed primarily to house the notable exhibitions Lichter has curated, will for the first time be adorned with Michael's photography. Celebrating his 30th bike week in Sturgis, he will be displaying the best from his archive of limited-edition prints, including many images being premiered.

The most eagerly anticipated exhibition of its kind, the Motorcycles as Art exhibition provides Sturgis rally-goers with an unforgettable experience. Visit [www.motorcyclesasart.com](http://www.motorcyclesasart.com) for more information.

### Party with the Buffalo!

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

The Legendary Buffalo Chip's 2010 schedule of events includes its concert series featuring such favorites as Kid Rock, performing on Tuesday, August 10, while the Doobie Brothers will play the on Saturday, August 14. The Buffalo Chip is the place to be during the Sturgis Rally. For more information and a full party and concert schedule, go to [www.buffalochip.com](http://www.buffalochip.com).

### Days End Camp Ground

The campground is located within 5 minutes walking distance to downtown Sturgis with easy on/off access to I-90. It is also within a one-hour ride to all of the attractions that the Black Hills has to offer including Needles Highway, Crazyhorse and even Mount Rushmore. They have a 5,000-square-foot beer garden with live music (no cover charge), 24-hour food service, and cheap beer!, two very clean bath houses with laundry

facilities, large level RV sites with city water and sewer, acres of tent camping with shady sites, cabins, a fully stocked C-store, 24-hour security, and shuttle bus service to downtown Sturgis and all the other campgrounds if you are taking in a concert.

The Days End is not as rowdy as some of the other campgrounds. This is a mom and pop outfit where the owners really care about their customers, i.e. this is the cleanest campground around. For pictures and more information, check out their website. They hope to see everyone there at the 2009 Sturgis Motorcycle Rally!

Days End Camp Ground: 605-347-2331; [www.daysendcampground.com](http://www.daysendcampground.com).

### Monkey Rock Custom Bike Show!

Join the Penthouse Pets on Thursday, August 12 for an all-day good time at the Lucas Oil-sponsored Monkey Rock Custom Bike Show in the Thunder Dome (right across the street from The Full Throttle Saloon). Bikes will be judged for trophies and prizes by the editors of *Easyriders*, *V-Twin* and *Biker* magazines, Dave Nichols and Dean Shawler. Judging begins at 11 a.m. Don't miss the Penthouse Pets Lingerie Show and one helluva party!

### Rock'n the Rally at Glencoe

Hwy 79, 4 miles east of Sturgis, next to Glencoe

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

### BIKE TRANSPORTS

If you absolutely cannot ride to Sturgis, but want to have your ride there to ride around on once you're there, have your bike shipped. The following companies will be happy to take your bike off your hands and return it to you where and when you want it.

### J.C. Motors

They specialize in motorcycle shipping because they started out as motorcycle shop and wholesalers. Even extra-long choppers and big assed dressers are no problem for them, and they've got a special, patented "pop-up" crate, which they'll ship to customer for easy crating, and then they'll pick it up. JC Motors ships internationally, nationwide, and to





all rallies, including the one in Sturgis. And, if, upon your return home, the old lady's kicked your ass to the curb and ya gotta move all your crap out, they'll do that, too. For more info or to have them ship your ride call: 800-730-3151, or go to [www.motorcycleshippers.com](http://www.motorcycleshippers.com).

#### **Federal Company**

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

#### **Daily Direct**

Their team is composed of transportation veterans who are motorcycle enthusiasts and who enjoy what they do. Whether you need a residential or business shipment, their drivers can receive

your motorcycle—battery connected and fluids intact or drained for storage. They address your special concerns and can deliver 24/7.

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#### **And a couple more:**

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**Ace World Wide Moving and Storage:** 800-929-4223

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**CK5 Transport Services, LLC:** 603-630-2836

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**Dealer Transport:** 800-537-2708

**Harley Haul:** 610-323-4632; 610-716-7515

**Motorcycle Services:** 800-245-8726; 516-682-9220 (Canada & Europe Only)

#### **Old School Motorcycle Transport:**

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**Smartco Express Motorcycle Transport:** 888-764-0185

**Who Let the Hogs Out:** 817-430-8330

**Wizard Motorsport:** 704-263-9993

#### **HOTELS & MOTELS**

There's an overabundance of rooms in the Black Hills area, way too many for us to list them all, so our recommendation is a visit at <http://www.sturgis.com/hotelmotel>.

#### **PRIVATE HOUSING**

If you and your pals feel like renting a whole house together, this is the place to look for that: <http://www.sturgis.com/lodging>.

#### **CAMPGROUNDS**

This is probably the best way to go: close to nature and the ground. There's literally a gazillion campgrounds in



them than hills. Because we're all avid campers ourselves, we offer you a small listing of select campgrounds, but if you need to see more, got to <http://www.sturgis.com/campncabin>.

#### STURGIS

##### A-Ranch

605-347-4664

[www.rallycampground.freesevers.com](http://www.rallycampground.freesevers.com)

##### Bear Butte Creek

605-347-3023

[www.angelfire.com/sd/sturgisrally/index.html](http://www.angelfire.com/sd/sturgisrally/index.html)

##### Bear Butte State Park (RV)

605-347-5240

##### Boulder Park (RV)

605-347-3222

##### Buffalo Chip (RV)

605-892-2200

##### Bull Dog (RV)

605-347-2862

##### Days End Camp Ground

605-347-2331

[www.daysendcampground.com](http://www.daysendcampground.com)

##### Eagles Landing

800-484-9629 ext 2735

##### Elkview Campground

877-478-5162

[www.elkviewcampground.com](http://www.elkviewcampground.com)

##### End of the Trail

888-347-3682

##### Gentle Eagle

605-347-2338

##### Glencoe (RV)

800-272-4712; [www.glencoeecamp.com](http://www.glencoeecamp.com)

##### Hog Heaven (RV)

800-551-1283

[www.hogheaven-campground.com](http://www.hogheaven-campground.com)

##### Ironhorse (RV)

877-700-4766

##### Katmandu Campground

605-347-2451

##### Lamphere Ranch Campground

605-347-5858

[www.rapidnet.com/~lamphere](http://www.rapidnet.com/~lamphere)

##### Lone Star Campground

877-242-1664

[www.sturgisrally.com/lonestar](http://www.sturgisrally.com/lonestar)

##### No Name Campground

605-347-9169

##### Rush-no-More (RV)

605-347-2916

##### Southside (RV)

888-300-9060

##### Vanocker (RV)

605-347-4556

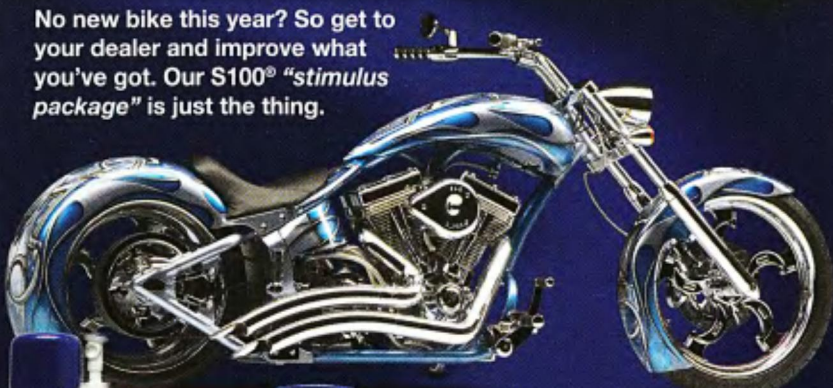
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Keep the rubber side down and a rubber in your pocket. Other than that, just have fun!

Photos: Michael Lichter

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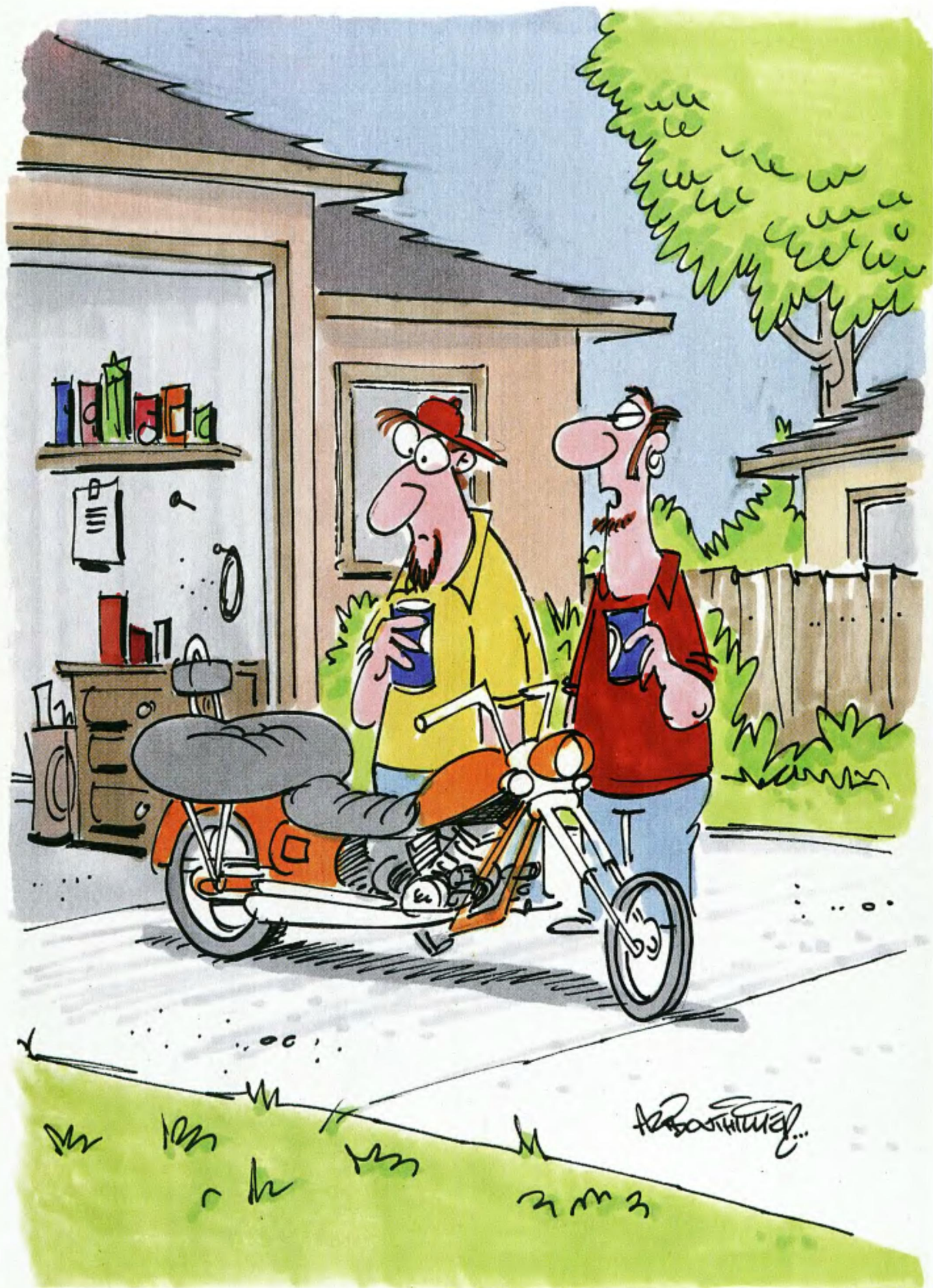
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# Ticket To Ride!

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**Thug Custom Cycles' Tom Keller** says he is staying plenty busy these days. He's even expanding his Plantation, Florida, shop. "We just need more room to work," he says, and that's because of bikes like this one, a Thug Custom specialty of the house. "These little bobbers just look like a lot of fun," Tom says. And they are. More than that, in today's tough market they're also affordable. Something like this one would roll out the door for \$23,500, a price kissin' close to what you or I would have to cough up for just the parts to put something like this together and here it's painted, gassed up, and ready to ride—complete with a manufacturer's title that makes registering and getting insurance for it a breeze.

"We're all about quality and service here," Tom goes on. And, it would seem, some killer looking, no-frills rides.

Thug Custom Cycles opened about seven years ago, just as bobbers started regaining their popularity, and today there are four guys working along with Tom turning out the bikes. "But I'm still



on these builds head-to-toe," Tom's quick to point out. "I'm the first guy to set a frame up on the table and I'm the one who'll test ride the bike before handing it over to its new owner."

Pretty much everything for this black-and-white beauty came right out of the Thug shop. The frame, the controls, the seat, the pipes, the air cleaner, the accessories, it's all Thug and it's all pretty classy looking and dead simple. For this bike, Tom went with the S&S 93-inch Indian round motor. "I was a little skeptical about that at first," he says. "I'd never used one before." But it turned out to be a great choice. "It runs as smooth as a sewing machine," Tom says. "It has tons of power and it's a great highway cruiser. With this motor you don't even know you're on a rigid." And mounted in such a light bike, the whole thing probably weights a total of 415







pounds soaking wet; the little bobber easily runs with the big boys and out-handles most of them. It all went together in about three month's time, and that engine, delivered with a glossy blackout finish, set the theme for the bike's black-and-white look.

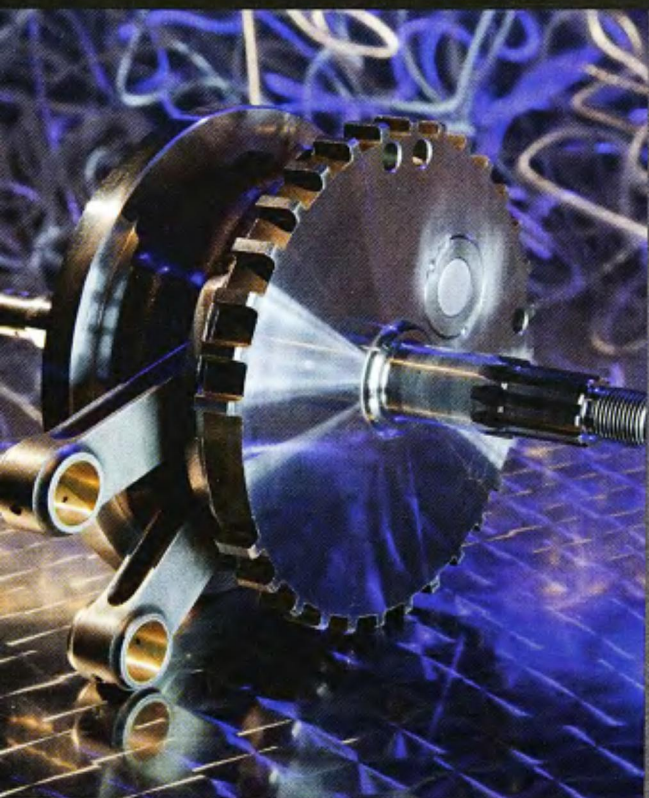
We love how tight the rear fender sits over the tire. "I do that on all my bikes," Tom says. "I can get away with it by using Metzeler tires. Those things simply don't grow." Tom tucked the battery under the transmission, something else he always tries to do. "I think it cleans up the look," he says, "especially when I move the oil tank up front." For that, this one got a modified Mooneyes piece set on its end with relocated bungs and mounts. Tom found the headlight's a mini 4-incher in a hot rod market and, tiny as it is, "it puts out all the light you need" and just about disappears into the bike. The gas tank is an old-school peanut, with a Crime Scene cap that actually cost more than the tank itself. "But it's sure cool, and definitely worth the price."

Put all this together and it's hardly surprising that this little bike's picked up its share of trophies along the way, although that was never the intent. It's a looker, absolutely, but more importantly it's a fuss-free runner. Just everything you need, and nothing more.

—Joe Kress



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**Owner:** Thug Custom Cycles

**City:** Plantation, Florida

#### **GENERAL**

**Designer:** Tom Keller

**Fabrication:** Thug Custom Cycles

**Year/make:** 2008 Thug

**Model:** bobber

**Assembly:** Thug Custom Cycles

**Time:** 3 months

**Chroming:** Melimar Plating

#### **ENGINE**

**Year/make:** 2008 Indian S&S

**Displacement:** 93 cubic inches

**Ignition:** Crane

**Cam:** S&S

**Carb:** S&S

**Air cleaner:** Thug Crown

**Pipes:** Thugster

#### **TRANSMISSION**

**Year/make:** 2008 RoadMax

**Shifting:** 6-speed

#### **PAINTING**

**Painter:** Jayson Gray

**Type/color:** PPG/black, white

#### **FRAME**

**Year/make:** 2008 Thug

**Type:** rigid bobber

**Rake:** 32 degrees

**Stretch:** 2 inches out

**Shocks:** none

#### **ACCESSORIES**

**Bars:** Todd's Cycle

**Handlebar controls:** Brembo

**Fenders:** Russ Wernimont Designs

**Headlight:** 4-inch

**Taillight:** LED

**Pegs:** Stampede

**Foot controls:** Stampede

**Gas tank:** D-nut/Thug

**Oil tank:** Mooneyes

**Seat:** Thug

**Mirrors:** 8-Ball

**Grips:** Performance Machine

#### **FRONT END**

**Type:** springer, 2 inches over

**Builder:** Paughco

#### **WHEELS**

**Make:** Ride Wright, laced

**Size:** 21-inch front, 18-inch-rear

**Tires:** Metzeler

**Brakes:** HHI

**Photos:** Don Rogers

**Contact:** Thug Custom Cycles

954-581-1801

Thugcustomcycles.com





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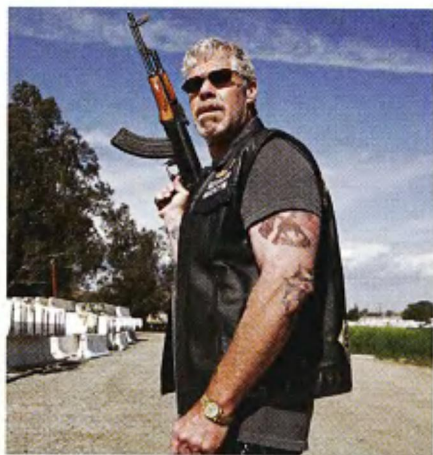
ON THE ROAD TO STARDOM

## SONS OF ANARCHY, TV'S HOTTEST SHOW

If you were pitchin' a quasi-reality show about a gun-running biker gang protecting the virtues of a small California town named Charming to a room full of TV studio execs, half of whom were playing with their iPods, the other half worrying if their personal assistants got them a good table at Spago's for dinner, what chance in hell would the series have to get the nod for production? Apparently several chances in hell. Well, sorta. It helps that one of the lead characters, that of the bike club's honcho, is portrayed by Ron Perlman, star of the hit films *Hellboy I and II*. Ron made a name for himself in a slew of films including *Alien Insurrection*, *Star Trek Nemesis* and *The Island of Dr. Moreau*, most of the time playing creatures of one sort or the other. Now he has been let loose on a motorcycle as Clay Morrow, the take-no-prisoners chieftain of the Sons of Anarchy MC who ride roughshod over even less politically correct bad guys, namely neo-fascist supremacists and the occasional meth dealer. Bottom line, the SOA chopper-hopping outlaw vigilantes are a close-knit family, oftentimes dysfunctional like the rest of us, but now, for a change, hardcore bikers are getting the thumbs-up.

Bringing the TV series into being was no easy matter, like any show, but its creator Kurt Sutter came locked and loaded and was able to score a bull's eye with his proposal to the leading edge movers and shakers at the FX Network. Sutter, the show's creator, writer, and executive producer, grew up in New Jersey glued to a TV all day watching violent cartoons, but apparently was not brain damaged as he graduated from the prestigious Rutgers University with a degree in film. He also had some study time in NYPD holding cells, acted off-Broadway, taught acting, earned an MFA fellowship at Northern Illinois University, and then migrated to L.A. in 2001, eventually becoming the executive producer of the award-winning FX series *The Shield*. Been there, smacked that, so he's able to bring a gritty street feel to his new hit series.

The show's press kit offers a sound-byte that sums it up: "FX's original series *Sons of Anarchy* is an adrenalized drama with darkly comedic undertones that explores the desires of a notorious outlaw motorcycle club to protect their livelihood while ensuring that their simple, sheltered town of Charming, California, remains exactly that: charming.



Club Prez Clay Morrow, aka Ron Perlman.



Jax, club VP, aka Charlie Hunnam.



To achieve this, the MC must confront threats from drug dealers, corporate developers, and overzealous law officers. Behind the MC's familial lifestyle and legally thriving automotive shop is a ruthless and illegally prosperous arms business."

In addition to Clay Morrow, the cast of SOA characters includes: his stepson Jackson "Jax" Teller (played by Charlie Hunnam); and Gemma Teller Morrow, Jax's mom and Clay's wife, (played by Katey Sagal famous as Peg Bundy in *Married with Children* and also Kurt Sutter's wife in real life). A full menu of U.S. and overseas veteran actors add punch to their characters, the SOA club members tagged with names like "Tig," "Bobby," "Chibs," "Half-Sack," "Juice," "Happy," "Opie," and "Piney." Bad Guy status goes to the supremacist leader Ethan Zobelle (sveltely portrayed by Adam Arkin, son of actor Alan Arkin). The female interest and tough ladies team includes the lovely Maggie Siff, who plays Jax's sweetheart, Dr. Tara Knowles. (There are many other great characters played by great actors; check them out at the show's website.)

The various sound stages, including the SOA clubhouse, were constructed at the North Hollywood's Occidental Studios. Step into the SOA clubhouse "set" and you can smell the beer and hear the billiard balls clacking. It's as real as it gets. Authenticity is a hallmark of the show and that includes a fully stocked bar, a strip-club dancing pole, and a meeting room complete with real wood table carved with the club's signature logo—stuff you see when watching the show. The details you may not see on the tube are all meticulously placed by the art director and production designer. Both are focused on adding depth of realism and it shows big time. The wood-paneled walls are covered with all kinds of real biker photos, awards, letters, notes, and paintings. If you didn't look up and discover all the supporting framework, lights, shields, cables, and such, you'd never know you were in a make-believe place.

So why has SOA become such a major hit with audiences both in the U.S. and overseas? The show's publicist Dominic Pagone offers this explanation. "I think a lot of people enjoy living vicariously through the characters in *Sons of Anarchy*. Someone mouths off to and you think, I'd love to smack that guy... well, the people in this show just do it.



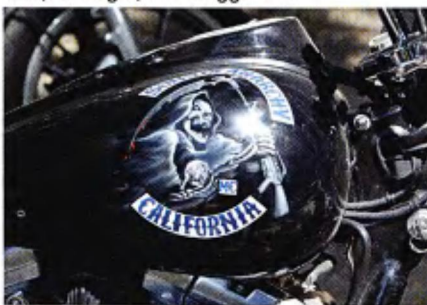
Ethan Zobelle, aka Adam Arkin.



"Tig" club enforcer, aka Kim Coates.



Tara, Jax's girl, aka Maggie Siff.



Tank art: the SOA logo.



Wall art in the SOA club house.



SOA work tools.



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"Chibs," aka Tommy Flanagan.

We're not saying these are the good guys, they run guns and drugs and shoot people, but maybe the appeal is that they protect a small town in Americana and they are intensely loyal to their extended family, the club, so call it a new spin on family values."

Another major "draw" has been the bikes: Harley-Davidsons, the show's two-wheel actors and certainly characters unto themselves. The majority of the bikes ridden by the SOA cast are Dynas: Dyna Wide Glides; Dyna Super Glides; and Dyna Lowriders model years 1999 to 2007. Different scenarios for the show's segments also require bikes ridden by other clubs or as "stand-ins" and if you watch the series you'll be able to pick out panheads, knuckleheads, Sportsters, custom bikes, baggers, and one of the SOA guys even rides the new Tri Glide trike. Says the show's chief mechanic John Landon, "All our stunt bikes are real Harleys, even our crash bikes, and they're all real-world motorcycles—all registered that we've bought from shops, individuals, rental agencies."

Just like make-up and costumes for the human actors, the bikes get personalized as well. Chris Gorden, picture vehicle coordinator, tells us, "Kurt Sutter writes it, then I find the bike and build it for the show. The bikes are personalized for each character, like the tank art for the club's president has the full SOA California MC patch, while the VP's bike, Jax's ride, features only the reaper with the crystal ball and the M-16 with the scythe blade, the club's logo."

The bike ridden by the SOA member "Happy" is portrayed by David Labara who is a certified mechanic himself.



SOA in motion.



"Happy," aka David Labrava, and his bad bike.



A close up of JT's bike and accessory.

In the show he rides the "Reaper of Death" bike that also happens to be his personal ride that he's outfitted to his personal specifications. A 2009 Dyna Super Glide it's stuffed with a 124-inch motor, a lock-up clutch and a Sputhe motor kit.

*Sons of Anarchy* is currently the hottest show on cable, gearing up for the next season of programming and is certain to keep scorching the ratings. (More than 4.3 million viewers tuned in to last season's finale.) Following in the



Vehicle Wrangler Chief Chris Gorden.



SOA coming for you...

tread marks of preceding classic biker movies and TV series, it's already burned its place in the history books and left indelible images in the public's eye. The official TV MA Ratings Advisory says it "may be unsuitable for people under the age of 17 and that each episode will also carry one or more of the sub-ratings codes: V for Graphic Violence; S for Explicit Sexual Activity; and L for Crude Language."

Hellfire, what more could you want?

—Paul Garson



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# Passin' Gas

A blonde, a brunette, and a redhead are riding in an elevator from the 14th floor to the lobby.

The redhead notices a spot on the elevator wall and says, "That looks like a cum stain."

The brunette leans over and smells the stain. "Smells like a cum stain," she says.

The blonde leans over and tastes the spot, then says, "Well, it's nobody from this building."

*Rocky Meyerson*

*W. Palm Beach, Florida*

Mongo runs into his ex ol' lady at a bar. "I had sex with another woman last night," he tells her. "But I was thinking of you the whole time."

"Miss me that much, huh?" says his ex.

"No," replies Mongo. "It kept me from coming too fast."

*Joey Hayes*

*Mesa, Arizona*

Little Shirley came home from school with a smile on her face and told her mother, "Frankie Brown showed me his wienie today at the playground!"

Before the mother could raise any concern, Shirley went on to say, "It reminded me of a peanut."

Relaxing with a hidden smile, Shirley's mom asked, "Really small, was it?"

Shirley replied, "No...salty."

*Unknown*

*Cyberspace*

Q How is a thong like a barbed-wire fence?

A It protects the property without obstructing the view.

Q Why is sex like a card game?

A If ya ain't gotta good partner, ya better have a good hand.

*Burt Whitcomb*

*Palmdale, California*

A man and woman are about to have sex when she decides she needs to get up and refresh herself. While she is in the bathroom, the man decides he is going to try to save some time and go ahead and put on a condom while he

waits. He's sitting on the bed putting it on when their son walks in. The man crosses his arms and tries to cover up what he is doing.

The boy asks, "What ya doin', Dad?"

The man starts looking around on the floor and says, "I'm trying to catch a mouse that I saw run out from under the bed."

Then the boy asks, "What ya gonna do, fuck it?"

*Wes Craft*

*Jonesboro, Arkansas*

Q What does a biker chick say after multiple orgasms?

A So, do y'all belong to the same club?

Q Why do blonds wear such tight skirts?

A To keep their legs together.

*David Chance*

*Ogden, Utah*

A tending a wedding for the first time, a little girl whispers to her mother, "Why is the bride dressed in white?"

"Because white is the color of happiness and today is the happiest day of her

life," the mother replies.

The little girl thinks for a moment and then asks, "So why is the groom wearing black?"

*Tim Jennings*

*Stratford, New Hampshire*

A biker's kid asked his ol' man, "What's the difference between confident and confidential?"

The biker replies, "You are my son, I'm confident about that. Your friend next door is also my son, but that's confidential."

*Rodney Cullins*

*Okmulgee, Oklahoma*

A pharmacist arrives at work to find a pale-faced and frightened-looking man leaning against a wall. "What's wrong with him?" the pharmacist asks his clerk.

"He wanted cough medicine, but I couldn't find any, so I gave him a good laxative."

"Laxatives won't cure a cough!" yells the pharmacist.

"Sure they will. Look at him, he's afraid to cough cause he'll shit himself."

*Kennith Stoebr*

*Sioux Falls, South Dakota*



"For the hundredth time, Eugene....no, I'm NOT bot yet."



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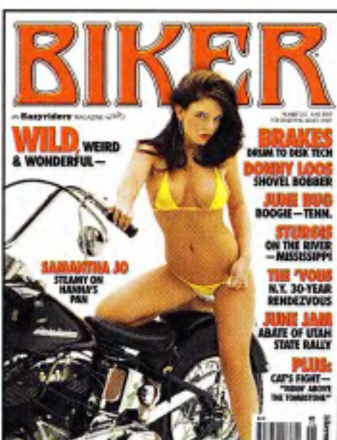
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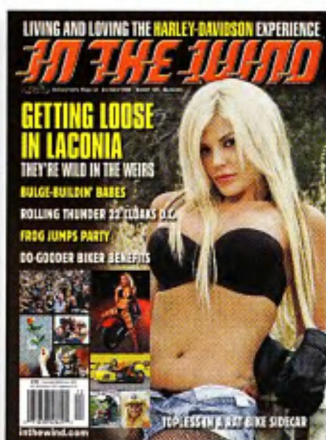
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—Garbo and bros, USS Ronald Reagan



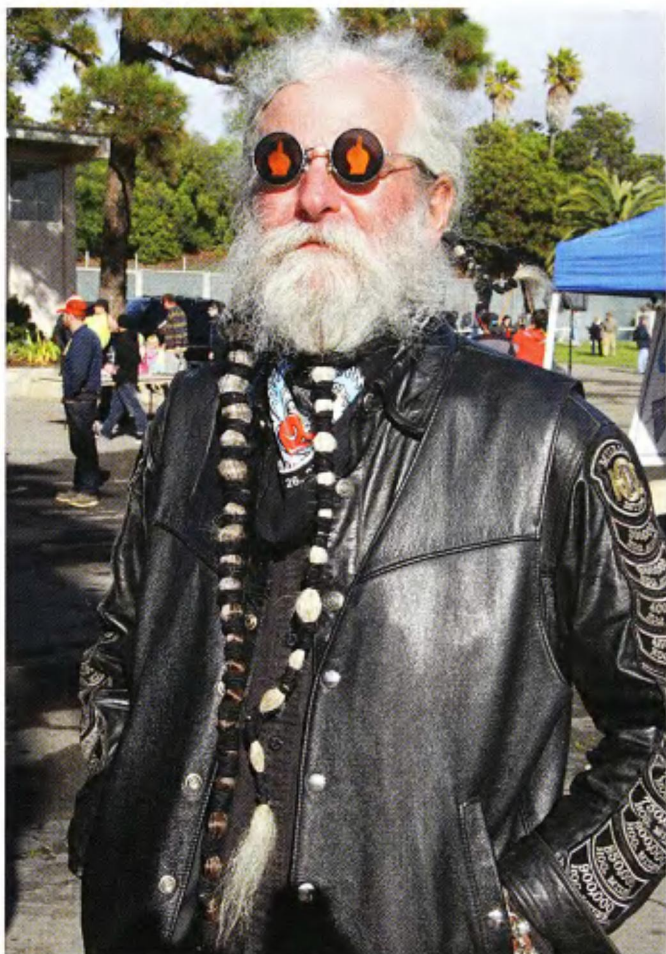
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—Jerry and Vicky Gunter, Grandin, Mo.





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Lookin' sharp! — Felicia Morgan, Chop Fest 6, Ventura, Calif.



Death Raider art by Che Eccles. — Ray Enriquez, Bedford, Texas



Burnt River Band fan. — Kathy Moreland, Elm Inn, Ohio



Mule and Jody in Arizona. — Lemial Whitefield, Culver City, Calif.





Righteous Renegades Lorenzo and Eddie on the loose.

—Katmandu, Key West, Fla.

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

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





Photo artist Jim Lightfoot proves that two graybeards on shovelheads beat the trailer crowd any day. (No baggers were harmed for this photo.) See more at [www.jimlightfoot.com](http://www.jimlightfoot.com).



RON SIMMS 1959 SHOVEL

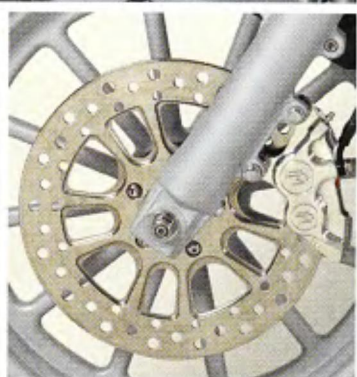
# Rooster's Re-Ride

Forty years in the bike building trenches has earned Ron Simms all the industry accolades and a very loyal customer base. But for Ron, what counts is sticking to your guns and staying true to your roots.

Passion and the roots of motorcycling run deep with the bike seen here. It is often the case that there is a good story behind the building of a custom bike, and this one is no exception. As Ron relates it, an older fellow had been dropping by Simms headquarters in Hayward, California, and talking about this chopper he was building. This "work-in-progress" tale had been dragging on nearly 20 years.









A blonde woman with long, wavy hair is posing with a motorcycle. She is nude, wearing only a thin black strap around her waist. She is leaning against the motorcycle, which is a chopper-style bike with a large front wheel and a smaller rear wheel. The background is plain white.

"...a cool-looking  
bike that took about  
30 more years for the  
style to catch on."

—RON SIMMS

This month's *Easyriders* girl is heart-stoppin' Stephanie Blaze, a California cutie who proves that old song lyric to be true, "We wish they all could be California girls!"

The fellow, now 78, told Ron he wouldn't be finishing the project and wanted to know if Ron wanted to buy it. "I went over to have a look and it was all apart, but you could tell it had been a chopper at one time, the frame all raked out with a long front end," Ron remembers. "It was a 1959 shovel with a pan-head top end and the motor had probably been rebuilt but never started."

Ron carted the bits back to the shop with a plan to sell the motor, but the parts sat around for a while until he thought of a whole new plan. Ron remembered a particular bike built back in the 1970s by a friend named Rooster who had died in the early 1990s in an





To keep things as authentic as possible, the frame was taken to Chicago Joe, who had originally worked on Rooster's bike decades earlier. He de-raked and massaged the frame and also fabricated the gas tank, fenders, and pipes. Apparently he even had some original parts belonging to Rooster that went into the rebuild. As luck would have it, Ron found a set of the same style vintage Performance Machine mag wheels lying around the shop for the past 20 years. As for the big mutha of a tach sitting up where a speedo

might have rested, that was Ron's addition. "To me it was a cool touch, and I used a big car type tach because that's what they had back in the day."

Ron sums up the resurrection of Rooster's 1959 shovel saying, "It just shows that some things are timeless. That bike always stuck in my mind. The rebuild was a joint venture, an all-round feel-good thing to do as a way to pay tribute to a close friend and his ahead-of-its-time bike."

—Paul Garson

auto accident. Rooster's shovelhead was way ahead of the game back then. It sported mag wheels, a round oil bag, had a belt drive, and was painted black, while Rooster had bead blasted the wheels and side covers a contrasting silver gray. Says Ron, "It was a cool-looking bike that took about 30 more years for the style to catch on. Rooster was a pretty good friend and some of his buddies were still working with me, so I told them I was thinking about building this bike but with some updates, and they got pretty excited about the project. One of the guys even sent me a magazine from back in the day that had Rooster's bike on its cover."







Some original parts went into the rebuild. Ron found a set of the same style vintage Performance Machine mag wheels lying around the shop for the past 20 years. As for the big mutha of a tach (below) sitting up where a speedo might have rested, that was Ron's addition.



**Owner:** Jessie Webb  
**City:** Hayward, California  
**GENERAL**  
**Designer:** Ron Simms  
**Year/make:** 2009 Simms Custom  
**Model:** Rooster's shovel/

pan

**Assembly:** Simms

**Time:** 6 weeks

**Chroming:** Meclec

**Powdercoating:** Farben

**ENGINE**

**Year/make:** 1959 Harley-Davidson

**Model:** pan/shovel

**Displacement:** 74 inches

**Cam:** Harley-Davidson

**Ignition:** electronic

**Pistons:** factory

**Heads:** stock

**Lifters:** Harley-Davidson

**Carb(s):** Mikuni

**Air cleaner:** stack

**Pipes:** Chicago Joe

**TRANSMISSION**

**Year/make:** 1959 Harley-Davidson

**Shifting:** Simms mid-controls

**PAINTING**

**Painter:** Horst

**Type/color:** black

**Special paint:** naturally

**FRAME**

**Year and make:** 1959 Harley-Davidson

**Type:** hardtail

**Rake:** 32 degrees

**Stretch:** none

**Shocks:** rigid

**ACCESSORIES**

**Bars:** CCI Super Bars

**Handlebar controls:** PM

**Fenders:** Chicago Joe

**Headlight:** Trick Shift

**Taillight:** small

**Speedo:** no, a big Sun Tach

**Pegs:** Simms

**Electrics:** Simms

**Gas tank:** Chicago Joe

**Oil tank:** Trick Shift

**Oil system:** Harley-Davidson

**Seat:** Corbin "Asphalt"

**Grips:** PM

**FORKS**

**Make:** Harley-Davidson

**Type:** Wide Glide

**Extension:** 4 inches under stock

**WHEELS**

**Size:** 18 inches

**Wheels:** PM

**Tires:** Metzeler

**Brakes:** PM

**Photos:** Jim Gianatsis

**Contact:** Ron Simms

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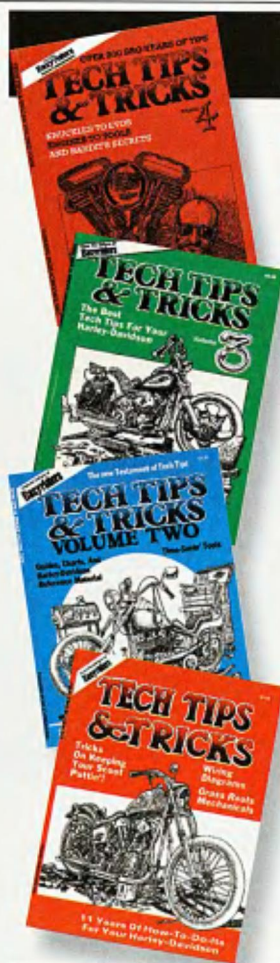
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THIS 1941 WL IS ALL ABOUT SECOND CHANCES

# HARD KNUCKLES WILLIE

It was just dumb luck, Ron Warner tells us, that he ended up with a pretty cool piece of Harley-Davidson history, a 1941 WL. Indianapolis has an annual automotive swap meet put on by the Model A Club and Ron, who builds a lot of hot rods and muscle cars in his Neoga, Illinois, garage, was wandering the aisles when he literally stumbled over this bike. Of course the little flat-head didn't look a thing like it does here. Dragged from the barn where it sat for who knows how many decades, it was a tired, rusty wreck. Ron couldn't pass it up.

"The old boy selling the bike called himself 'Hard Knuckles Willie' and said that he bought the bike just before the Japanese bombed Pearl Harbor in December of 1941," Ron says. "It was







Restoration purists be damned.  
The name of the game here is fun.







Ron Warner (above) wasn't looking to buy a motorcycle when he found this one. Two years of TLC and the 1941 WL is back in the game.

his main source of transportation until he decided to give up riding because, as he put it, 'It was too dangerous in my line of work,' a job he never described." Exactly when Willie parked the bike is unclear, but it was still fairly new when he leaned it up against a wooden post in the center of his barn. When the back half of that barn fell down in 1992, Willie decided it was time to pull the bike out and try to get some cash out of it before the rest of the barn fell down. That's when Ron entered the picture.

Abandoned for all those years, the 45 was pretty rough. Besides all the rust and general deterioration, something heavy had landed on the Harley. Its headlight and handlebars were crushed. The tires were rotted off the rims and the rims themselves were rusted through. "You could still see some original color peeking through the sheet metal, though,"

Ron says. "But just barely."

By no means a by-the-numbers restoration, Ron brought the WL back to life as a reliable runner. He was no slave to parts authenticity, either. Unable to find a good Linkert carburetor to replace the roached original, he used a Mikuni. Those wasted rims were replaced with late-model Heritage Softail hoops. A Headwinds headlight took the place of the crushed 1941 original; the bent handlebars were switched for FLH bars, and Ron used plumbing pipe to build a muffler-less exhaust. The engine and transmission, however, are completely stock, and by that we mean 1941 stock. A wrench has never been put to them.

A new set of points and that Mikuni, some fresh gas in the tank, a few healthy kicks and the thing fired right up. "It smoked to beat the band for a while," Ron says, "but after four or five miles of running it cleaned right up and it's been

fine ever since." The clutch is the original, as well. Going through the rest of the bike, Ron replaced all the brake shoes and wheel bearings, rebuilt the springer with all new bushings, kept the original brake drums and spools, and laced those Softail rims with new stainless steel spokes. Nothing fancy. "Basically," he says, "I just built a rider. It's a neat old bike and it cleaned up pretty well. It runs just fine, too."

Revisiting Willie, his vocation, and his decision to park his bike, when it came time to paint, Ron brought in some help and as the rear fender was being prepped, one of the painters asked about an extra hole above the license plate bracket. It was a bullet hole. "Hard Knuckles Willie" wasn't kidding when he said it was too dangerous to ride a motorcycle in his line of work—whatever that work might have been.

—Joe Kress





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**Owner:** Ron Warner (*above*)

**City:** Neoga, Illinois

#### GENERAL

**Designer:** Ron Warner

**Fabrication:** Harley-Davidson/Ron Warner

**Year/make:** 1941 Harley-Davidson

**Model:** WL

**Assembly:** Ron Warner, John Meek, Bob Meek

**Time:** 2 1/2 years

**Chroming:** accessory shops and swap meets

#### ENGINE

**Year and make:** 41 Harley-Davidson

**Displacement:** 45 cubic inches

**Ignition:** Harley-Davidson, points type

**Cam:** factory

**Carb:** Mikuni

**Air cleaner:** Harley-Davidson

**Pipes:** plumbing pipe

#### TRANSMISSION

**Year/make:** 1941 Harley-Davidson

**Shifting:** jockey

#### PAINTING

**Painter:** Jay Romack, Bill Douglas

**Type/color:** PPG/Turquoise

#### FRAME

**Year/make:** 1941 Harley-Davidson

**Type:** WL

**Rake:** stock

**Stretch:** none

**Shocks:** none

#### ACCESSORIES

**Bars:** 1980 FLH

**Handlebar controls:** Harley-Davidson

**Fenders:** stock

**Headlight:** Headwinds

**Taillight:** Harley-Davidson

**Speedo:** Harley-Davidson

**Pegs:** factory

**Foot controls:** stock

**Gas tank:** stock

**Oil tank:** stock

**Seat:** Harley-Davidson

**Grips:** Harley-Davidson

#### FRONT END

**Type:** springer

**Builder:** Harley-Davidson

#### WHEELS

**Make:** Harley-Davidson

**Size:** 16-inch

**Tires:** Coker

**Brakes:** Harley-Davidson

**Photos:** Michael Farabaugh



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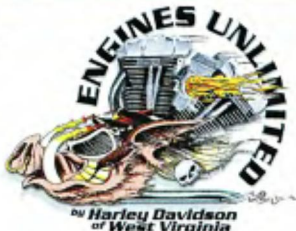
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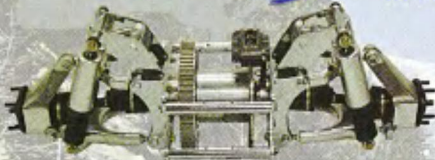




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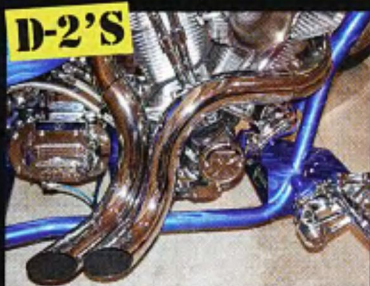
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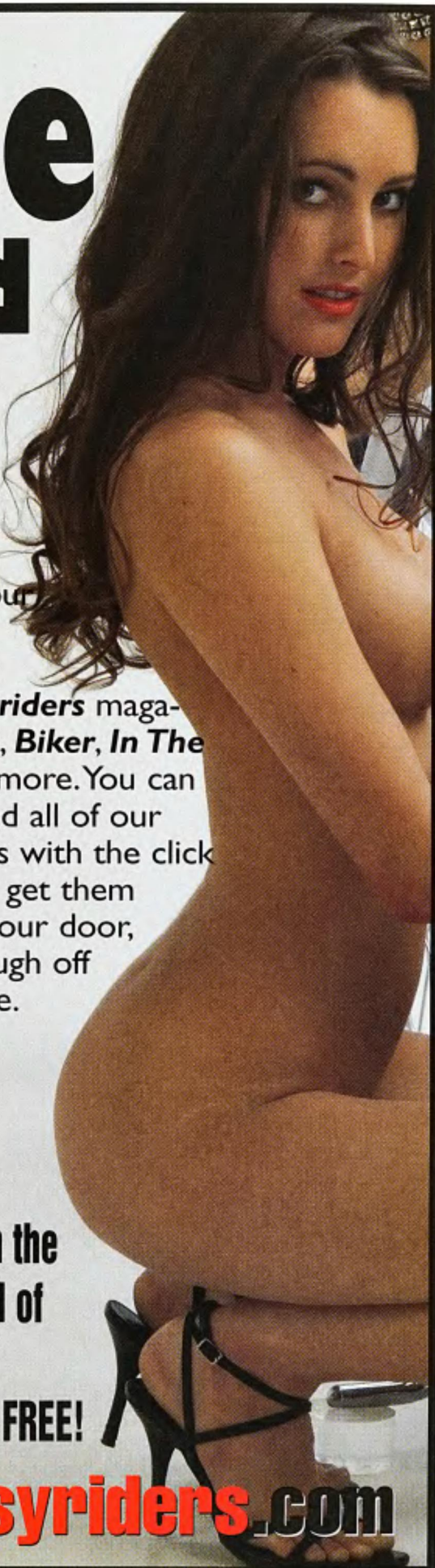
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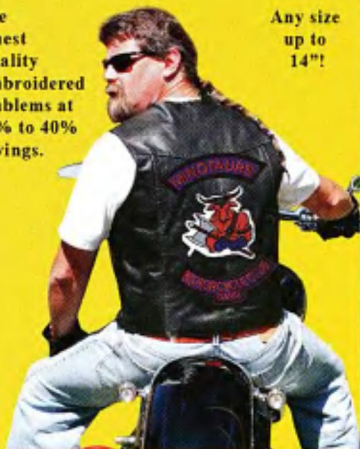
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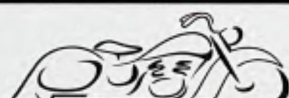


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### Tech Tips From The Tuning Pros: How Big Is Big Enough?

Okay, it's truth time. Be honest, what do you really need in a performance engine? Does it always have to be a 124, or a high-compression 131? If we're talking about a motorcycle ridden just a few times a month and only to bike nights at that—okay, maybe that big, nasty engine makes sense. It'll deliver the bragging rights. But for an everyday bike you plan to use regularly, when the real goal is spirited street performance, plenty of passing power, and more oomph overall, something a little more reasonable is in order. So how big do you have to go for this? And how much are you really willing to spend?

The answer for most riders comes down to a bolt-on big bore kit. Taking that 88-incher out to a 95 or a 98, or opening up a newer 96 to 103 or 107, is plenty enough. Once you start inching up into those mega-inch/mega-power ranges, you'll need everything behind that engine beefed up to match, and the dirty little secret owners of these things don't like to talk about is that once you start putting out serious horsepower, up in the 140 to 150 areas, you can count on breaking parts—regularly. That's unacceptable in any bike you need to rely on, which brings us back to those bolt-on big bores.

Speed's Performance does plenty of these "Stage II" big-bore conversions. It's the next step after pipes, cams, filters, and a Power Commander and Speed's has worked out a great combination of parts to get the job done. That's important. When everything selected works as a package, the result can be impressive—and reliable. The key to streetable power, as noted when we talked about choosing cams, is building to an acceptable corrected compression ratio, the real-world compression taking into account valve overlap. That's true for those giant-inch engines and it's true for the everyday big bores. Speed's strives to keep this in the 9.3 to 9.4 range, tops. As for displacement, newer bikes with



Photo: Joe Kress

those 96-inch engines can easily be turned into a 103, or, using Revolution cylinders, into a 107. And it's a straight bolt-on. The engine doesn't have to come out of the frame. That big-bore conversion, along with the right cams and Speed's cam plate to go with them, will easily produce 110-plus horsepower with a torque number to match. That's fun. And it's still an everyday engine. Granted, the clutch might need some upgrading with a heavy-duty spring, but everything else behind that engine can well handle the added power. This is a job that can be done right at a show, too. While you wait.

For the older 88-inch motors it's the same story, this time with a conversion to a 95 or with those Revolution barrels making it a 98. And it's pretty easy to get these engines producing 100-plus horsepower and 115 foot-pounds of torque.

Of course, none of this makes any sense without a good Power Commander Dyno tune after the work. Setting the fuel injection, fuel delivery, and ignition timing in sync with all those new components is critical.

Here's something else to think about.

Whenever you're spending good money on your motorcycle, it makes sense to be protected should the unthinkable happen. If that bike gets stolen or wrecked, you could be out some serious cash if the upgrades aren't covered. Check your insurance. Progressive, for one, offers the option to cover the additions, performance parts included.

For some riders, that big bore kit just isn't sufficient. These are the folks who really want that bike-night killer motor and know what they're getting into. Speed's has some thoughts as to what makes sense and what doesn't. Whether it's a 114, 117, 121, 124, or 131, there's a lot to talk about. It's a subject for a later time and we'll get to it. For most riders, though, check out those big bore kits. It'll be plenty. And check out Speed's. Most likely we'll be at an event close by, wrenches at the ready.

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to allow for an adjustment table based on factors like boost or temperature and much more. The unit reads the engine temp through the bike's ECM, allowing the tuner to choose how much fuel to add, which, in turn, makes it much more controllable and easy to adjust during cold starts. The Power Commander V features a built-in two-position map switching function (switch not included) and gives you the option to switch and toggle between two different fuel/timing maps.

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#### FEULING BEEHIVE VALVE SPRINGS

Feuling endurance BeeHive valve springs are machined from a premium grade high-tensile chrome silicon single conical ovate wire, shot-peened with a specially processed thermal heat treat and super NexTex finish to give these valve springs the needed fatigue life to exceed the high demands of V-twin engines from stock to performance.

Kits include: Feuling endurance BeeHive valve springs; lightweight 7-degree super titanium heat treated retainers; machined chrome-moly spring seats and valve locks; and a set of premium Viton valve seals equipped with a spring loaded valve stem wiper system.

Feuling Parts

619-917-6222

[www.FeulingParts.com](http://www.FeulingParts.com)

#### TRASK PERFORMANCE CHARGER TURBO SYSTEM

Designed for 1993-and-later carbureted EVO/TC or the 2002-and-later EFI baggers, the Trask Charger is said to provide heavy weight 88- and 96-inch baggers





# TERESI®

## DYNO-DRAGS™

Patent No. 6,123,547 & No. 6,505,503

# Dyno-Drags 2010 Season Schedule

|                                     |                                                                     |
|-------------------------------------|---------------------------------------------------------------------|
| February 6-8                        | V-Twin Expo, Cincinnati, OH                                         |
| February 12-14                      | Easyriders Bike Show, Columbus, OH                                  |
| February 27-March 7                 | *Orlando Bike Week, Orlando, FL                                     |
| April 29-May 2                      | Thunder Beach, Panama City Beach, FL                                |
| May 22                              | Roll On Columbus, Arena District, Columbus, OH                      |
| 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                          | Iron Titans Motorcycle Rally, Tazewell, VA                          |
| June 26-27                          | *JP Cycles, Anamosa, IA                                             |
| July 1-4                            | *MS Bike Fest, Gulfport, MS                                         |
| 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<br>Finals-The Dyno Drag Shoot-Out |
| August 20-22                        | Four Rivers Harley-Davidson, Paducah, KY                            |
| August 28                           | The Edge Memorial Ride, Woodhaven, MI                               |
| September 3-4                       | Winchester Harley-Davidson, Winchester, VA                          |
| September 10-12                     | Available                                                           |
| September 18                        | Signature H-D, Peerysburg, OH                                       |
| September 24-25<br>and September 29 | Bike's On The Bricks, Flint, MI                                     |
| October 2                           | Bikes, Blues, & BBQ, Fayetteville, AR                               |
| October 8-10                        | Available                                                           |
| October 14-17                       | Hogtoberfest, Orlando, FL                                           |
| December 24-26                      | Merry Christmas!                                                    |
| December 31-January 2               | Happy New Year!                                                     |

\* Qualifying Event

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the Dyno-Drags for  
your event. Special  
rates available.  
Paul Marks  
818-416-7320**



For updated information go to:  
[www.easyriders.com/dynodrags](http://www.easyriders.com/dynodrags)

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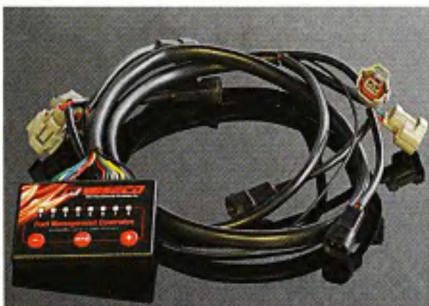


with a usable power boost that straightens out steep mountain grades, makes passing a breeze, and packs heavy loads a pleasure. When installed and tuned properly, the manufacturer says you can expect your bagger to produce between 100 and 130 horsepower and 100 to 130 foot-pounds of torque. This system requires the use of an SE Racetuner (P/N 32107-01G), not supplied. The system retails for \$4,995.

**TRASK**

623-879-8488

[www.TurboYourHarley.com](http://www.TurboYourHarley.com)



#### WISECO FUEL MANAGEMENT CONTROLLER

Wiseco has introduced a new fuel management controller that allows you to fine-tune your EFI to maximize the performance of modifications made to your bike, such as high-compression pistons, exhaust, intake, or camshafts. These controllers are simple to use, with no Dyno or computer needed. With the touch of a button, you can easily adjust three basic zones of operation similar to a carburetor: a "pilot jet" zone to set your idle and cruise; a "needle jet" zone for acceleration; and a "main jet" zone for heavy loading and wide open throttle. In addition, Wiseco has controllers that are California legal.

**Wiseco Piston Co.**

440-951-6600

[www.wiseco.com](http://www.wiseco.com)



#### DFO GENERATION 3.5 ADJUSTABLE FUEL INJECTION TUNER

The RevTech DFO 3.5 is a load-based fuel injection module that is a direct plug-in unit. DFO modules come pre-loaded with base maps for different models which can then be fine-tuned for each individual's riding style and bike with three buttons. Tuning is so easy that laptops and Dynos are not required to maximize your motorcycle's performance.

The DFO Gen 3.5 detects the exact amount of load on the engine at any rpm and any road speed and delivers the perfect amount of fuel to the engine for optimum performance. The tuner comes in 49 state- and CARB-compliant models. Ask your dealer about specific fitment for your fuel-injected H-D.

**Custom Chrome**

800-729-3332

[www.customchrome.com](http://www.customchrome.com)

#### JIMS RACE FLOW AIR CLEANER KIT

This new Race Flow Air Cleaner Kit was developed for JIMS Ellipse and H-D throttle bodies that are "throttle by wire" models. Even some of the best backing plate designs on the market break in high horsepower conditions. JIMS machined this one out of solid 6061 billet aluminum with built-in breather mounts. These backing plates can be installed in minutes, and JIMS boasts they are the



ultimate in strength and rigidity. O-ring grooves eliminate the need for time-consuming shimming and eliminate oil leaks found in other backing plates.



#### JIMS ELLIPSE FUEL INJECTION

Hidden inside the Ellipse is an elliptical intake track that's been optimized for performance without sacrificing low-speed riding. These throttle bodies are sold with or without electronic components, so you can save money by using your stock components.

Available in sizes ranging from 53mm to 62mm, JIMS offers a throttle body combination for engines ranging from 96- to 131-cubic-inch displacements. Bore sizes are available for almost any combination, and these are compatible with cable-style throttle bodies using Delphi components.

**JIMS**

805-482-6913

[www.jimsusa.com](http://www.jimsusa.com)



#### NAMZ O2 SENSOR ADAPTERS

So you have an exhaust system for a 2009 FL and you want to install it on a



new 2010 Glide model? NAMZ offers a pair of O2 sensor adapters that allow the use of the smaller 2010 O2 sensors with a 2009 style pipe along with a 100 percent "Plug-n-Play" front harness extension. The adapter is simple to install and available through Drag Specialties. NAMZ Custom Cycle Products  
877-277-NAMZ  
www.namzccp.com



#### MIKUNI HSR45-5 CARBURETOR EASY KIT

The Mikuni HSR45 is the perfect carburetor performance upgrade

kit for a Harley-Davidson motorcycle or engine also using a modified exhaust, cam kit, performance ignition, performance heads and possibly a big bore kit. Easy Kit applications include Harley-Davidson 1999-to-present Twin Cam, and 1990 to 1999 Big Twin Evolution models. The HSR45 Carburetor is also the perfect choice for other after market high-performance Big Twin applications.

Mikuni

323-728-5407

www.MikuniPower.com



#### MORRIS MAGNETO

Morris Magneto offers a complete line of rare-earth magnet magnetos. For those of you familiar with the old-style magnetos, or if you've never run a magneto, these magnets are much stronger; stronger magnets equal hotter spark and less starting woes. The magneto is an independent ignition system needing no battery or wiring, and the classic old-school look of the magneto has been retained. Morris Magneto offers two types, manual/auto and fully auto-retard for easy starting, kick or electric, for any size motor. Morris Magnetos are available for all Harley big twins, Indians, and XLs—machined-billet or polished finish.

Morris Magneto

www.morrismagneto.com

## IMPROVED PERFORMANCE

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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dragspecialties.com



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www.easyriders.com and click on:

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We'll e-mail you a gut-bustin' joke, photo, cartoon or video each month from our infamous V-Twin Vault of twisted two-wheeled shenanigans. **IT'S ALL FREE**, so send 'em along to your friends to enjoy, too! Laughter is infectious and these biker cut-ups are downright viral!



## Easyriders

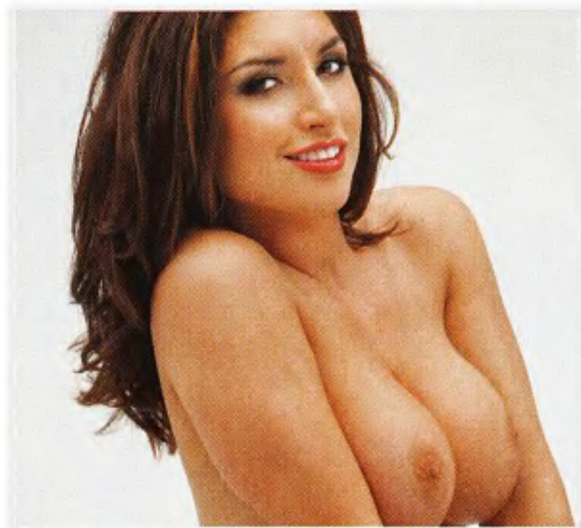
Visit [www.easyriders.com](http://www.easyriders.com) and we'll give you something to laugh about!



## Meet Your March Winner

Here she is, brothers, your marvelous March Fox Hunt Winner, awesome Amanda from Southern Florida. Our down South photographer Don Rogers enjoyed Amanda's laidback, easy-goin' attitude as she posed on Brian Dopirak's K&K Cycles rigid shovel. The bike wasn't the only thing that was rigid by the end of the shoot, if ya get my drift. Check out the entire shoot on page 86.

—Russell Upsomgrub



Glenn-Marie — California

#0801

*"My first ride on a Harley was refreshing and sexy, like having sex underwater."*



Ashley — Ohio

#0802

*"We jumped on his bike and he gave me no warning before he went 120 mph! It was such a rush. I've wanted my own bike ever since."*



# Win \$1,000!



Jennifer — Indiana

#0803

*"The first time I rode made me want to get a bike of my own."*



Tammy — Arizona

#0805

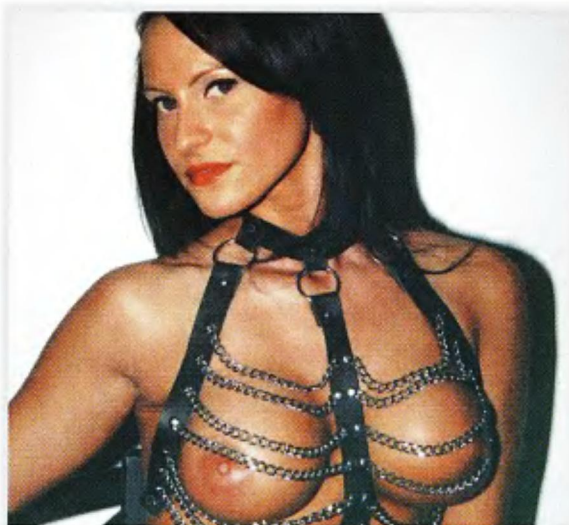
*"My first ride was on a date. I loved the smell of burning rubber and the sound of the pipes. I haven't gotten off the bike since."*



Christina — California

#0804

*"Back in the 10th grade my girlfriend's brother built a sportster in shop class, and he gave me a ride home on it. I'll never forget it. What a wild ride."*



Katelyn — North Carolina

#0806

*"The wind in my hair, a powerful V-twin between my legs, the large pipes with their suck, bang, and blow will always keep me ridin'."*



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 #446 *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.



Here she is, your April winner, Bella Valentine of Arizona. Come on back next month and make her your special Valentine.

446

**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!**





*"Wow! You shaved your pussy!"*



**K&K Custom Cycles  
builds every bike to fit  
each individual rider.**

# HOME RUN

**BRIAN DOPIRAK'S K&K BOBBER IS OUTTA HERE!**

**This twisted tale all began** when AAA Division Toronto Bluejays' first baseman, Brian Dopirak was jonesin' for a cool, little bobber, and he just had to start with an Indian Larry frame and tank.

K&K Custom Cycles in Palm Harbor, Florida, is named for the father-and-son team of Ken and Kyle Boyle. Brian selected them to meet the challenges of creating this dream ride, one of which was keeping the front end completely

sanitary. The only hand control on the bars is the internal throttle. Everyone asks Ken and Kyle how the brakes work. We'll tell ya their secret.

To make sure Brian is squeezing both brake calipers just the right amount for safe stopping whenever he tromps on the right side foot pedal, they had to use a proportional valve for the brakes. K&K removed the foot shifter control by removing









the foot lever, and re-machining the backing plate so that it matches the one on the other side of the bike. Ken had wanted to build a hydraulic clutch jockey shift for a long time and it came together on this project. Now Brian's bike shifts by hand with the shift arm pivoting off of a combination coil mount and motor mount bracket.

K&K doesn't work on any long-term projects that just sit around the shop these days. Ken told us, "It does not make sense in this economy." K&K builds every bike to fit each individual rider. This scooter is a prime example of that; it fits Brian's 6-foot-5, 235-pound frame perfectly. Chopper Shox matches the weight of the rider to the preload of the springs on their seats, so it rides as perfectly as it fits him. Brian has a tattoo of pinup girl Betty Paige that he had Tony Cilluffo of Soft Touch Studios duplicate on top of the tank. The 22







karat gold leaf was Tony's idea, and it adds a touch of class as do the LED lights molded into the back of the frame rails to indicate both direction and deceleration.

Brian is really into retro-looking rides, especially this one. Since going to bat with K&K Custom Cycles, Brian has a

bike that is knockin' 'em out of the park.

Speaking of home runs, this month you selected Amanda as your Fox Hunt Winnin' girlie. This home advantage hottie looks primed for practice. Choke up on the bat, baby girl.

—Cheese Moose











Brian has a tattoo of pinup girl Betty Paige that he had Tony Cilluffo of Soft Touch Studios duplicate on top of the tank.



**Owner:** Brian Dopirak  
**City:** Palm Harbor, Florida  
**Fabrication:** K&K Custom Cycles  
**Year/make:** 2008 K&K Custom Cycles  
**Model:** bobber

**Time:** 4 1/2 months  
**Chroming:** Southern Plating  
**ENGINE**

**Year and Make:** 2008 S&S S-Series  
**Displacement:** 103 cubic inches  
**Ignition:** S&S  
**Cam:** S&S  
**Carb:** S&S

**Pipes:** Detroit Bros.

#### TRANSMISSION

**Year/make:** 2008 RevTech 5-speed  
**Molding:** Soft Touch Studios  
**Paint:** Tony Cilluffo of Soft Touch Studios  
**Type/color:** Matrix/Vivid Black and cream  
**Special Paint:** 22 karat gold leaf and Betty Paige airbrushed pinup art on tank

#### FRAME

**Year/make:** 2008 Indian Larry  
**Type:** rigid  
**Rake:** 30 degrees  
**Stretch:** stock  
**Shocks:** none

#### ACCESSORIES

**Bars:** Carlini Gangsta 16-inch apes  
**Handlebar controls:** K&K Custom Cycles hydraulic jockey shift  
**Fender:** Jesse James  
**Headlight:** Headwinds  
**Taillight:** K&K Custom Cycles  
**Pegs:** Arlen Ness Rocket  
**Foot controls:** Arlen Ness Rocket  
**Electrics:** K&K Custom Cycles  
**Gas tank:** Indian Larry  
**Oil tank:** Midwest Oval  
**Primary:** Ultima 3-inch belt  
**Seat:** Chopper Shox  
**Mirrors:** none  
**Grips:** Arlen Ness Rocket

#### FRONT END

**Builder:** Jeri's Springer  
**Type:** twisted  
**Extension:** stock

#### WHEELS

**Make:** Drag Specialties Fat Daddy  
**Size:** 16-inch front, 18-inch rear  
**Tires:** Metzeler  
**Brakes:** HHI  
**Photos:** Don Rogers  
**Contact:** K&K Custom Cycles  
[www.kandkcustom.com](http://www.kandkcustom.com)



K&K Custom Cycles' father-and-son team, Ken and Kyle Boyle, with Fox Hunt Winner Amanda.



# The AMERICAN BIKER SERIES

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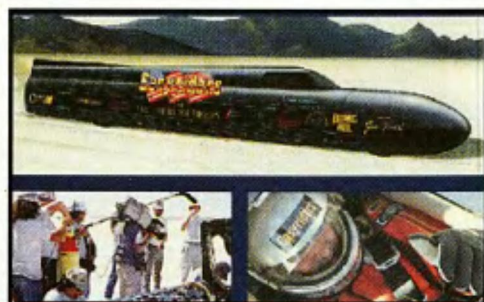
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**Hurry, because, like this 4-part DVD series,  
this deal will soon be history.**



## AUTO-TUNE OR AUTO-ADJUST?

### Thunder Max Fuel Injection Controller

Over the last few years, we have heard about several electronic fuel-injection controllers being described with the words "auto-tune." It's a great phrase, but it should be: "auto-adjust." The basic idea is the same; it is just that the word "tune" used in conjunction with an internal combustion engine conjures up images of replacing spark plugs and air filters. Both of these phrases are being directed toward the Delphi electronic fuel injection (EFI) system that has equipped many 2000 - 2006 and all 2007-up Harleys.

There are two types of auto-adjust EFI systems: piggyback and designed from scratch. The piggyback system adds an outboard module to the factory EFI electric control module (ECM), while a designed from scratch system completely replaces the factory ECM. The idea behind these high-performance EFI systems is to have oxygen sensors, which are fitted inside the exhaust pipes, tell the ECM if the air-fuel mixture is rich, lean, or just right. Based on the oxygen sensors' reading, the ECM adds or subtracts the amount of gasoline that is being injected into the air stream in the intake manifold. We have installed both types of systems, and found them to function well.

Here we are looking into the Zipper's Performance designed-from-scratch ThunderMax EFI system. The ThunderMax system incorporates 4-wire, self-heating, wide-band oxygen sensors and a third-generation self-adjusting ECM that is equipped with a block-learn memory mapping feature. This technology was started by the automotive industry back in the mid-1980s and has progressed in step with modern computers. The system auto-adjusts by reading the voltage that the oxygen sensors put out; 1-volt is correct—anything over is rich, anything under is lean. The ECM can change the fuel ratio at the speed of light, but the key to the system is in the ECM's ability to remember the correct amount of fuel for all the other inputs



**1** The Zipper's ThunderMax EFI controller is a high-powered third generation fuel injection computer. The wire harnesses connect to the oxygen sensors and the auto-adjust data port, respectively.



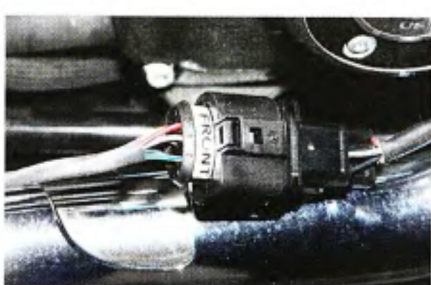
**2** The controller fits in the stock location in the motorcycle's electrical panel, which is under the side cover on the right side of the motorcycle.



**3** The new oxygen sensors were installed in place of the stock units in the exhaust head pipes.

from the engine and controls. This block-learn system is the adjustment in the system's ability to self-adjust.

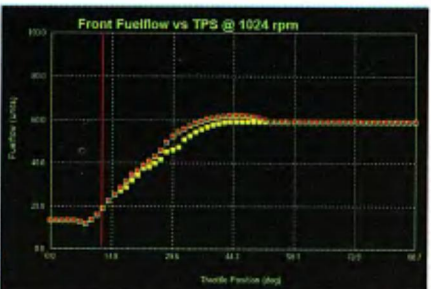
We installed the ThunderMax system in a mildly hopped-up 2009 FLHTC. We followed the Zipper's instructions to the letter. It took a full day, including pre-reading the instructions and comparing them to the factory service manual. We also used a laptop computer to install the ECM's software and check the fuel ratio



**4** Because the Zipper's oxygen sensors have four wires, the new harnesses were run from the ECM out to the sensors.

| Address  | Byte(s)  | Size | Unit | Value    | Comment |
|----------|----------|------|------|----------|---------|
| 00000000 | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 00000004 | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 00000008 | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 0000000C | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 00000010 | 00000000 | 4    | Word | 00000000 | ECM ID  |
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| 00000018 | 00000000 | 4    | Word | 00000000 | ECM ID  |
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| 00000020 | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 00000024 | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 00000028 | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 0000002C | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 00000030 | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 00000034 | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 00000038 | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 0000003C | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 00000040 | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 00000044 | 00000000 | 4    | Word | 00000000 | ECM ID  |
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| 000000B8 | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 000000BC | 00000000 | 4    | Word | 00000000 | ECM ID  |
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| 000000D8 | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 000000DC | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 000000E0 | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 000000E4 | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 000000E8 | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 000000EC | 00000000 | 4    | Word | 00000000 | ECM ID  |
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| 000000F4 | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 000000F8 | 00000000 | 4    | Word | 00000000 | ECM ID  |
| 000000FC | 00000000 | 4    | Word | 00000000 | ECM ID  |

**5** We went into the base map folder in the ThunderMax software and selected the correct fuel map for our motorcycle and engine combination.



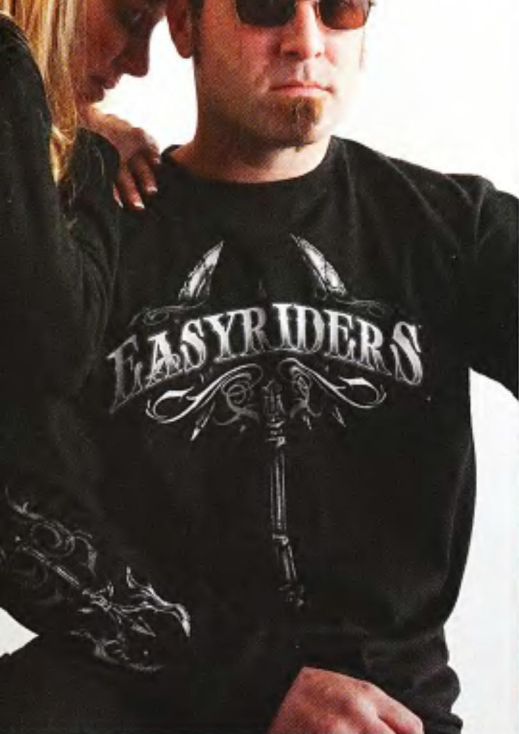
**6** After the ECM was powered up and the software loaded, we rode the motorcycle for a couple of hours. Everything worked fine, but had it not, we could hook up a laptop computer and make corrections to the fuel curve.

to throttle position curve. Once the system was up and running, we rode the bike to let the system do its adjusting and it did an amazing job of it.

The ThunderMax system worked very well. It is hard to understand how just changing the computer and oxygen sensors could have had such a major effect on our motorcycle's engine performance, after all, we didn't change the cams, just the mufflers and air filter. It appears that the wide band oxygen sensors and self-adjusting of the ECM keep the engine's air-fuel ratio correct in the intake system.

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## MOBILE GUITAR — OR — MUSIC TO OUR EYES

This month we found our Tits 'n' Tools sweetheart, Angie Savage, still on her bike trip. Not only did she go camping for the fresh air, she also wanted to get away so she could bone-up on her music. Among the Moto-Camp goods she loaded onto her Softail was an ultra-light electric guitar and battery-powered traveling amplifier, which are just perfect for motorcycle travel. She says that the mini guitar made by Traveler Guitar works just like the big ones and the Fender '57 Mini Twin-Amp has lots of volume and features like tone and drive knobs. And speaking of knobs (Sorry, couldn't resist...).

Everything fit on the back of Angie's Softail. The guitar has a nylon carrying case and the amp fit nicely into a saddlebag. Being used to waking up with music, she likes starting her mornings off with a couple of Black Sabbath riffs!

According to Angie, getting out in the wild has its benefits, but you need to take a bit of rock 'n' roll with you. She says, "You can change your scenery, but you should take some of the things with you that make life cool" and the mini guitar and traveling amp are it for her. So, pay attention, and follow the bouncing boobies; this is how you can make music in the middle of nowhere.

—Bugle

### Moto-Camp

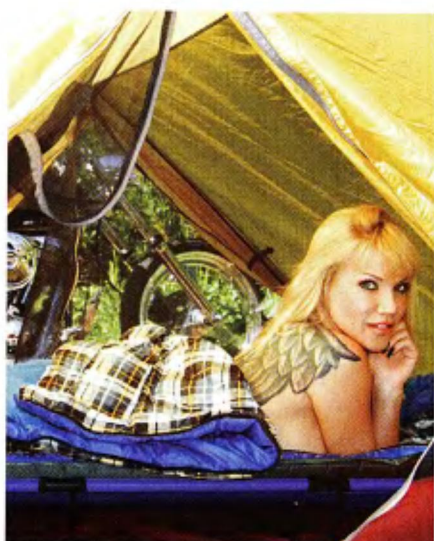
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**1** Ah, nothing like a bike and the call of the wild. Along with her camping gear, Angie brought a complete electric guitar setup.



**2** Angie's Traveler Guitar came with its own nylon case.



**3** Waking up in the silence of nature has its good points, there's no traffic noise, but you need a little rock 'n' roll to get your day going.



**4** Angie's Traveler Guitar and battery-powered amp sure got the birds 'n' squirrels dancing. Wonder what else she brought that's battery-powered?



# ReadersRides

## Bob Baxter Piperton, Tennessee 2007 Springer Softail

"Bob," Bob's letter begins, "has seen the evolution of the motorcycle customization..." It is a long letter because it discusses important aspects not only of custom bike building in general but also of Bob's relationship with, and influence on, Harley-Davidson, as well as his own custom bike experience, which is profound.

To quote, "When Bob set out to construct his own version of a classic, he wanted the main elements of the 1960s style, yet with some modern updates. Most importantly, he wanted to emphasize the talents of artists and craftsmen who were local to the Memphis custom motorcycle scene."

"The '07 FLSTSC," according to Bob, "had the 'bones' for customization to be an old-school bobber," so that's what he took to Bumpus H-D in Memphis, where they promptly tossed the wheels and replaced them with 17-inch P.M. contrast cut wheels, belt pulley and brake rotors. Next came Metzeler tires, P.M. brakes, and Paul Yaffe X-pipes as well as



a Wimmer Supersucker Shorty velocity stack that almost demanded a Race Tuner package to be added and some Dyno tuning for improved horsepower and throttle response.

With custom cables, P.M. levers, Arlen Ness mirrors, Battistini grips, a SewCool custom seat, and a CycleVisions sissybar, the floodgates had opened and the mighty Mississippi was coming through. The coup de grace, the royal touch, the crème of the crop? A paintjob that kingdoms are traded for. Bob enlisted the help of a pair of professional comic



book illustrators in New York: Barry Blair and Colin Walbridge, as well as Mitch Omar of O's Paint, all of whom he joined to create the "unique and risqué biker themes" you can admire here. Bob, spiffily clad here in a shirt from Tater Red's on famed Beale Street, thought, "I doubt anyone has this quality of pinup work; it's time to take Bob's bobber to bike night and enter some bike shows."

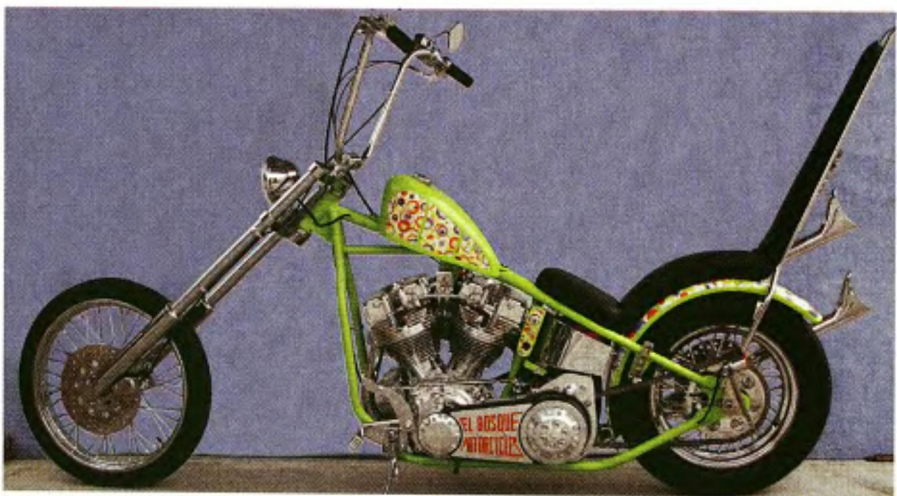
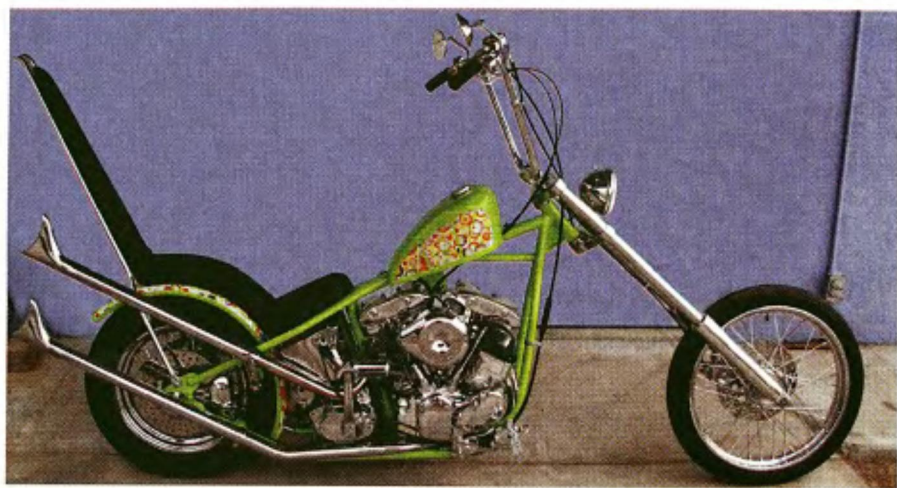
As one would expect, Bob won and now most graciously lets us admire the fruit of his cerebral labor. All hail Bob!

—Tripper



Photos: Brad Jones





Photos: Owner

## Mario Ruedas La Mesa, New Mexico 2009 Rigid Shovel Chopper

Like an acid flashback from days of yore, Our Captain sears the membranes of our already badly abused gray matter with a look that screams.... Well, let's just say it screams. Hippiesque stoner color schemes blend "hemi orange," "plum crazy," and "limey green" into a gnarly flower power high on wheels that attacks our unsuspecting neural sensibilities like a time-distorted visit with the Fabulous Furry Freak Brothers.

Our Captain is, of course, the name of the bike, and the look is quite deliberate, according to Mario, who, together with his brother, Mike, is responsible for this somewhat unusual construction. "Our trade is painting," Mario says, "so big brother picks the colors and little brother lets himself loose with them."

Mario makes no bones about liking that 1970s look for the bikes they build; in fact, they encourage this sort of behavior by routinely "wiring through the Paughco frame, welding the exhaust and rear peg brackets, and building the electrical box where our coil would call home." Yeah, I know. Where does a coil call home? And what are these guys smoking?

Anyway, The brothers also smoothed all the welds, and cut out the seat pan and had a local upholstery shop sew it up to their specs. "And the primary cover has [the name of] our band cut into and painted in hemi orange!"

Pretty much the only thing giving it away as a modern creation is the bike's 93-inch STD shovelhead motor. Other than that, Mike and Mario have pretty much succeeded in fashioning a time warp on wheels. Groovy, man!

—Tripper

The September issue of *Easyriders* (No. 447) will take you to Southern Florida's amazing Sun Run and then to the Gypsy Run south of the border for all the party action. We'll also showcase the talents of such custom bike builders as Johnny Gil, Jeff Cochran, Hill's Performance, Brian Klock and Bill Cuda.



Out in the Tech Shed we have a complete Guide to Drivetrains, from belt and chain drives to transmissions and clutches. Speed Performance will show you how to get a few more horses out of your bike and we'll bring you another Topless Tech, making wrenchin' more stimulating.

All this plus leg-wettin' laughs, naked girlies, and even Sweden's Bike of the Year. It's all rockin' your way in the September issue of *Easyriders*!

On sale August 3rd.



The August issue of *V-Twin* (No. 112) brings you a Survival Guide to the Sturgis Rally with everything you need to know for your trip to Motorcycle Mecca. There's also a Guide to Hop-Up parts, more tech you can use, and six sexy bike features. All this, plus we'll road test a new Harley.

On sale July 13th

*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 unfuckingusual entertainment!

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

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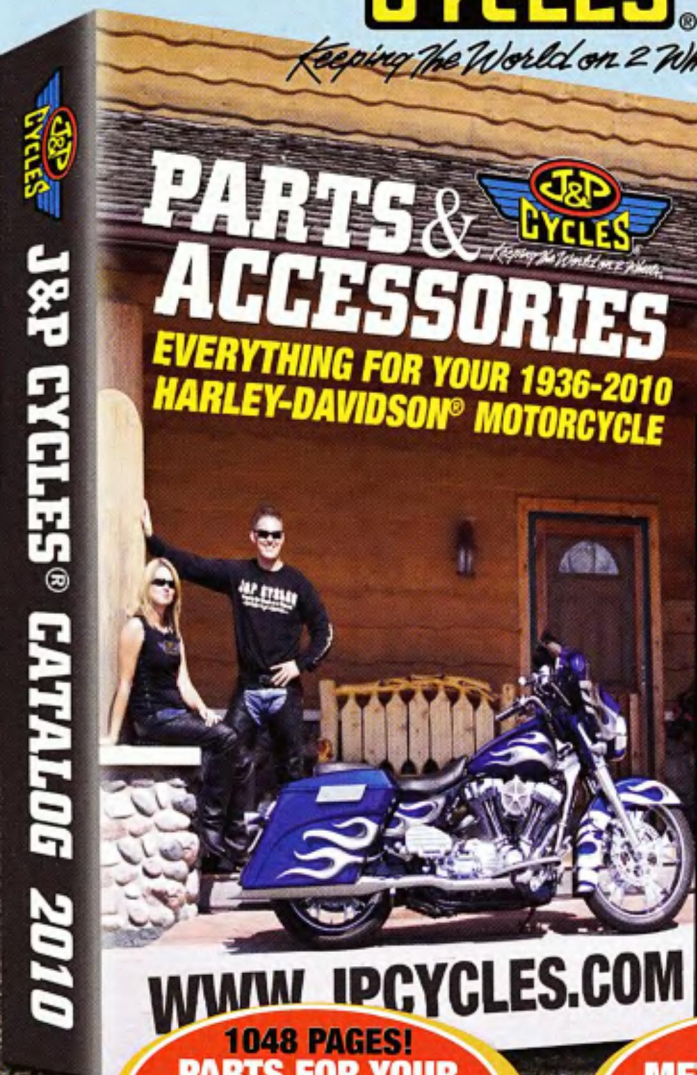
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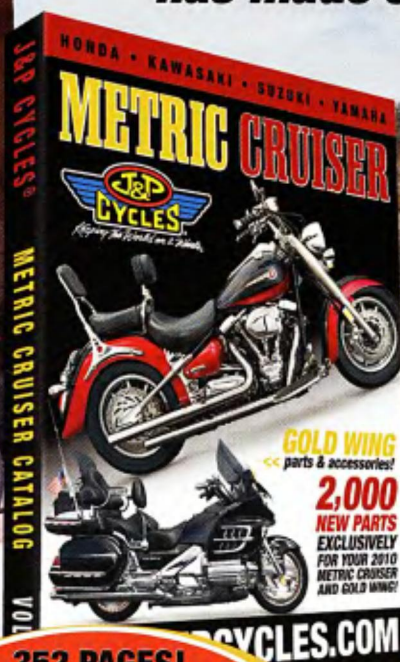
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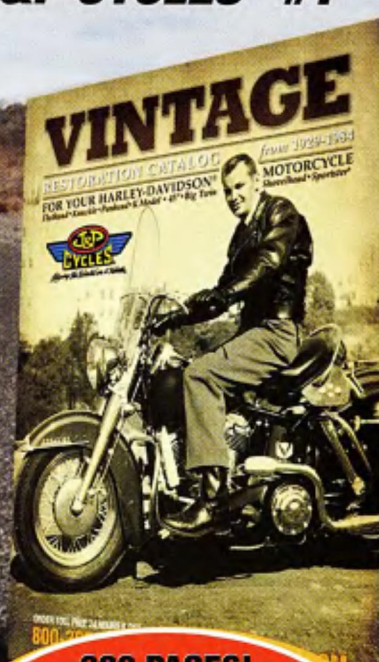
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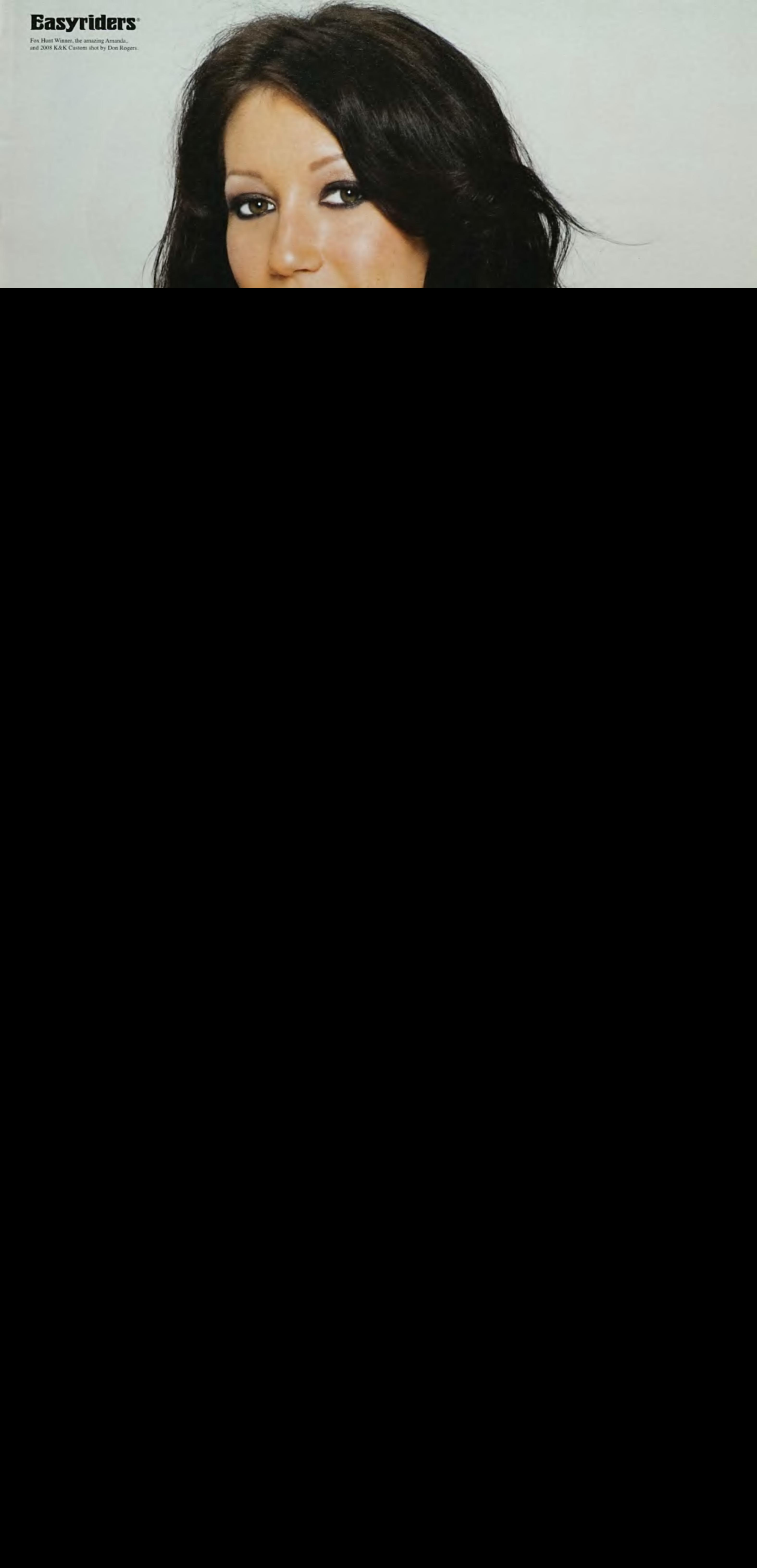


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