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From Our "Wacky Brits" File

Did you know that topless salesmen are legal in Liverpool, England, but only in fish stores? This opens up a whole slew of questions that we have no time or space to address here.

Dragon Breath

Two men stole an 18-inch-long bearded dragon lizard from a pet hospital. They tried (unsuccessfully as you might imagine) to exchange it for liquor in two beverage stores. Why they thought some proprietor would take a lizard in lieu of cash is a mystery.

A Nail-snortin' Good Time

A man went in for an MRI and it caused him a great deal of pain. He soon coughed up a one-inch long nail that had been lodged in his sinuses for over three decades! The magnetic field in the scanner had pulled the nail loose. The man was a retired carpenter and said he figures he must have inhaled the nail while on the job.

Quotable Quotes

"Every time I look at you, I get a fierce desire to be lonesome."

(Oscar Levant)

"I hate to advocate drugs, alcohol, violence, or insanity to anyone, but they've always worked for me."

(Hunter Thompson)

"In Hollywood if you don't have happiness, you send out for it."

(Rex Reed)

"Underneath this flabby exterior is an enormous lack of character."

(Another from Oscar Levant)

Here's One For Agatha Christie

In Bermuda, in 1975 and 1976, two brothers were killed in extremely similar (how about identical?) accidents. The first was riding a moped when he was struck and killed by a taxi. One year later, the man's brother, riding the same moped, was struck by the same taxi driver who had killed the first man, and the taxi was carrying the same passenger.

The Ol' Eel Up The Ass Trick

Some friends are just not worth having. A man in China had been drinking heavily with his "friends" when they decided to put an eel up his ass, which they did. But the eel liked what it nibbled at and nibbled a bit too much (part of his rectum) which did the man in.

Voice Mail From The Dead

A woman was missing and so was her cell phone. The cops thought her boyfriend might be responsible since he had sent several texts from her phone to convince her friends and relatives that she had moved away. Her relatives said that she didn't send text messages. The police had no evidence to back their suspicions, so they transferred her cell account to a phone they had and sent the boyfriend a text message from her number: "Just wait till I get better." The boyfriend hastily jumped into a car and drove off, inadvertently leading detectives to her decapitated body when he checked to make sure it was still where he had left it.

It's Dino Poop Time

Want to be the first on your block to have a most unusual and sure-to-be-talked-about wristwatch? A Swiss clockmaker created a wristwatch set in fossilized dinosaur feces (with a strap made with skin from an American toad). The price is \$12,000.

Shoe Shenanigans

Apparently, not everyone is hurting for money. Jimmy Choo shoe stores in New York City quickly sold out of its new women's shoes with five-inch heels which light up with every step and cost \$2,495 a pair. The unchargeable battery dies after about 100 uses.

A Date To Detonate

A woman and her husband went out on a date after a marriage counselor suggested the remedy for their rocky marriage. After the date, the woman blindfolded her husband, saying she had a "surprise" for him. She took him to the basement, spun him around until he was dizzy, and then hit him in the head several times with a hammer.

He escaped and fled to a neighbor's house to get help. She pleaded guilty and was sentenced to 30 days in jail. Her attorney said she was happy with the sentence.

Mad As Piss!

A 52-year-old guy had a spat with his disabled father who had used the stove out of turn to boil some potatoes. (One assumes they took turns using the stove.) The guy was so pissed that he dumped the pot of boiling water on his dad and then grabbed the urine cup hanging on dad's walker and dumped that on him too.

New Sport: Amputee Wrestling

A man was charged with beating up his quadruple-amputee girlfriend. He said it was because she had blocked his view of the television. The girlfriend had lost both hands and part of both legs from a childhood illness but none of that stopped her from fighting back. She punched him and dumped her bedpan on him.

Saddam Was A Big Wienie

In 1997 Saddam Hussein filed a libel lawsuit against a Paris magazine in which he was described by various Arab leaders as stupid and incompetent and, among other things, as "an executioner," "a monster," "a murderer," "a perfect cretin" and last, but not least, "a noodle."

Who Wants To Be A Billionaire?

Are you ever overwhelmed by the hundreds of billions of dollars being spent by our government? Ever ponder how much money even one billion amounts to? To help you put things into perspective: If you had one billion dollars and spent one thousand dollars a day, it would take you 2,749 years to spend it all.

A Useless As Tits On A Bull

After a 7-year-old report noted deficiencies under the Americans with Disabilities Act, a courthouse in New York finally installed a handicapped accessible water fountain. The new fountain is on the courthouse's second floor, which is accessible only by stairs.



Johnny Gil's La Ruca panhead and Marc Fantich's Klock Werks Street Glide shot by Michael Lichter. Jeff Hill's rigid hot rod and sexy little Sammy Jo shot by Michael Farabaugh. Cover imaging by Jeff Biggs.

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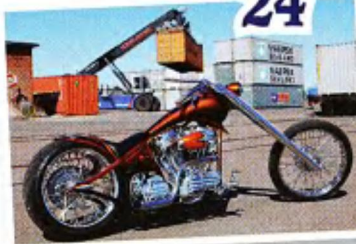
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What Kind Of Woman Reads Easyriders?

Have you ever wondered what kind of women read the world's best biker rag? Women like delicious Daniele here, that's who—women of character and cunning, of brilliance and breeding, women who stand out in any trailer park. I managed to capture this captivating image of Daniele recently while visiting her little ol' love shack in the Shady Dell Trailer Park in Bisbee, Arizona. Hope y'all like it.

Dennis Carver
Arizona

Thanks Dennis. She looks like our kinda gal.

Bikes And Babes Past 'n' Present

So there I was on a dull Saturday afternoon on Stockport in the U.K. when I was skimming through the February 2010 issue of *Easyriders* (my ray of American sunshine). I was admiring juicy Jenny astride possibly the hottest teal blue Harley I've seen this year. Looking closer, I surmised that Jenny had a set of fantastic, God-given and surgeon-enhanced pleasure mounds worthy of your fantastic magazine. I wondered, how would Jenny stack up against girls from yesteryear?

Pulling out my box of *Easyriders* back issues, I gasped in absolute awe at

the foxy lady on the cover of issue #278 (August 1996) and then I picked up #282 (December 1996). OMG!!!! Page 142 begins with a feature on "Double Duty" and features the foxiest white Sportster I've ever drooled over. And then, through the mist of my awestruck vision, I stared upon the double beauty of the twins Cathy and Carni (Cathy being the owner of the featured Sporty). These two highly toned chicks just set my heart racing—the athletic thighs that could crack nuts with just a little squeeze—and their asses, REAL Viking warrior women! Never has a Sportster seat looked so happy.

I salute all at *Easyriders* for giving us the best in bikes and ladies for decades. Long may you continue!

Viking Dan of Stockport
Cyberspace

Thanks for the raisin pie, Viking Dan.

Topless Tech Fan

Lordy, I love that Angie Savage you guys have in Topless Tech. When I see her all lathered up with a wrench in her hands, I just wanna motorboat them big tits o' hers while lubin' up her nether regions. Please keep the Topless Tech comin'! I may not be learning very much, but that visual stimulation sure has me poppin' a mahogany-hard woody every time I see Angie!

Phil Babbett
Tampa, Florida

Glad to be of service.

Sex With A Sheepdog

Just saw the article about Jesse James in the July issue and have to say he still builds some sweet rides. I just want to know one thing: Who do I have to sleep with to get in all the tabloids and magazines out there? I ain't married to no starlet; I'm just a hard working guy trying to keep my shop going in North Carolina. Hell, I'd have sex with a sheepdog if it would get me that kind of publicity.

Tom Elliot
Winston-Salem,
North Carolina

Really? Got any pictures?



David Mann Artwork

I'd love to know if anyone would like to buy this artwork. The first piece is on the front fender of a 1960 Duo Glide (top). There are two more on the lids of the saddlebags (bottom left and right). David Mann painted this for a friend of mine in the early 1970s.

Please respond via email to Bonz at jdye1340@gmail.com.

Jeff Dyer

Out There Somewhere

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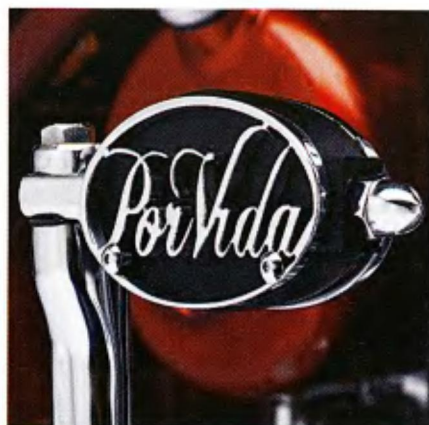
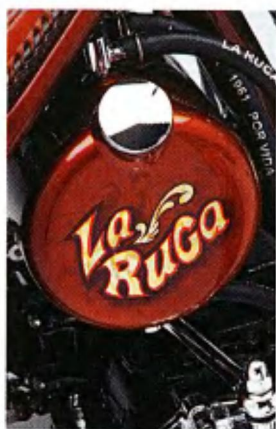
JOHNNY GIL'S SECOND GENERATION PAN

La Ruca

The 1961 panhead carries the name La Ruca... "My Chick." The words "Por Vida," which means "For Life," is water-jet cut into several pieces including the kicker pedal.

By the time this story hits the stands, Johnny Gil will have added another 3,000 square feet to his bike-building facility, Johnny's Custom Shop, located in the Southwestern tip of Texas town of McAllen, just a short putt from the Mexican border. A lot of that south-of-

the-border heritage goes into Johnny's bikes, including the names he chooses for them. The Kandy Root Beer 1961 panhead seen here carries the name La Ruca, which translates to "My Chick." In fact, most of Johnny's bikes carry the names of ladies, for example, Bettie,





Jasmine, and Mora, with many featuring mural artwork illustrating those same lovely lady themes. You may have seen his "Big Bertha" custom that appeared in *Easyriders* a while back.

Johnny believes if you want to do it right, do it yourself and has not only mastered welding and fabrication, but he also takes care of custom paint, pinstriping, molding as well as building engines and transmissions. His unique touches, including traditional gold leaf, engraving, special leather work and high-tech water-jet cutting help set his bikes apart.

La Ruca is actually the second incarnation of a rigid, Wide Glide front end, Fatbobbed purple pan that he built for his dad about a dozen years ago and which he enjoyed for several years. But then Johnny's father was knocked for a loop by a stroke and had some serious downtime recuperating. "He had always wanted a kandy root beer brown chopper with a painting of a *charra* girl on the gas tank," Johnny tells us, "so I went ahead and did a major makeover of his previous bike. A *charro* is a Mexican cowboy while a *charra* is a female version, or cowgirl."

The only components harvested from his dad's original bike were the motor and tranny; everything else new, including the springer front end, was built by Johnny's good friend, Ron Finch. Says Johnny, "As far as the pan



motor, it was stroked to 80 inches and we kept the original heads, cases, and cylinders. It's a suicide shift like most of my bikes. You've got a foot clutch and a hand shift. There's a funny story about the shifter knob. It's from the 1970s, one of those steering knobs gadgets you clamped on your car's steering wheel to help with turning it. This acrylic one came from the deep south of Mexico. A great friend of mine, Gene Cameron, had it in his tool box for many years and gave it to my dad for the new build."

A wealth of detailing went into the bike. The words *Por Vida* which mean "For Life," is water-jet cut into several pieces, including the kicker pedal. The pegs and brake pedals are see-through via water-jet cut scrolling. Even the custom oil lines are detailed with the words "La Ruca - 1961." The artwork continues with Danny Uptmor's leatherwork

on the bike's saddle and grips.

"When my dad's eyesight starting going bad on him, he gave the bike to my oldest son, James, so it's his bike now. He's 13, so not quite ready to ride it yet, but he will. He and his brother, Brian, who's nine, help me out all the time. Both know how to use the lathe and the welding torch as they've been around the shop all their lives. In fact, they had a lot to do with working with my dad on La Ruca. They helped him take it apart, and did a lot of the sanding and polishing. It was a family building thing."

The public and judges agreed that La Ruca rules. It garnered five First Place awards at Sturgis 2008. Johnny's bringing a new "girl" to this year's Sturgis, a bike called Esperanza, but La Ruca will be joining him as well. Say hello to Johnny and he'll introduce you to his special ladies at Sturgis.

—Paul Garson

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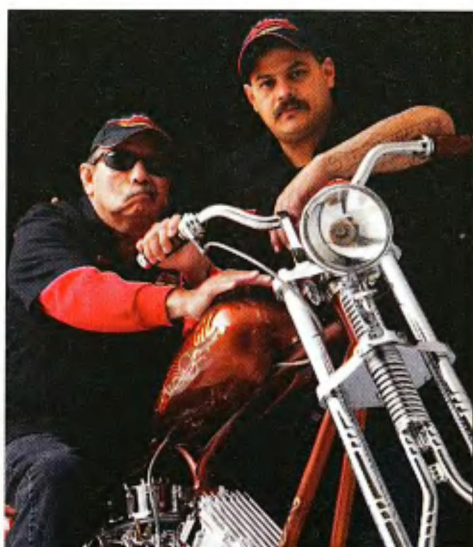
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Johnny Gil with his dad, Santos Gil, seated.



Owner: James Gil
City: McAllen, Texas
GENERAL
Designer: Johnny Gil
Fabrication: Johnny's Customs
Year/make: 1961 Harley-Davidson
Model: FL
Assembly: Johnny Gil
Time: 6 weeks
Chroming: Meclec
Powdercoating: John Chandler
Water-Jet Cutting: Ameida's Machining
ENGINE
Year/make: 1961 H-D Panhead
Builder: Johnny's Customs
Displacement: 74 inches
Cam: Sifton
Ignition: points
Pistons: S&S
Heads: Harley-Davidson
Lifters: JIMS
Carb(s): S&S E
Air cleaner: S&S
Pipes: Johnny's Custom Shop
TRANSMISSION
Year/make: 1981 Harley-Davidson
Modifications: Johnny Gil
Shifting: Suicide
PAINTING
Painter: Johnny Gil
Type/color: House of Kolor/
 Kandy Root Beer
Special paint: airbrush artwork by
 EDS Graphics
FRAME
Year/make: 2007 Dirty South Chopper
Rake: 38 degrees
Stretch: 4 inches up, 4 inches out
Shocks: no way
ACCESSORIES
Bars: Johnny's Custom
Handlebar controls: none
Fenders: rear Kendall Johnson
Headlight: V-Twin Mfg.
Taillight: V-Twin Mfg.
Speedo: don't need one
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Grips: PM/Uptmor Saddlery
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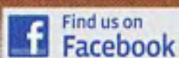
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Toys In The Sun Run

Anyone who ventured south to attend this year's 22nd annual Toys in the Sun Run in sunny South Florida, better have brought out the warm and fuzzy wear. It was chilly at 7 a.m. during the lineup, downright cold for Florida locals. For the first time in all my years as a sun lovin' Florida resident, I saw a young lass knitting a scarf in the lineup. No doubt, her busy little elfin hands were flying to finish that bad boy before the run pulled out.

The annual SFPC Toys in the Sun Run primarily raises money for the Joe DiMaggio Children's Hospital and collects toys for children in need in the South Florida area. Back in 1987, Bob Armchir, then president of the Wings of Gold local chapter, decided it might be a good idea to combine all the smaller toy runs in the area into one massive ride. The Sun Run claims to be the largest toy run in the country. The 26-mile run commences every year at Isle Casino Pompano Park, in Pompano Beach, Florida, and rolls, via police escort, unobstructed down I-95 and I-595 to Markham Park in Sunrise, Florida. Part of the admission to make this ride, as always, is one unwrapped toy for the kids.

Every year this event amazes me. The generosity of local clubs and the individuals attending is overwhelming. Although the economy and possibly





the brisk weather could be blamed for a slight drop in the attendance at the lineup, Dave and Debbie Armchir, the event coordinators since the passing of Dave's father, Bob, raised \$500,000 for JD Children's Hospital and collected 181,000 toys for many of the needy children in South Florida. Even during a tight economy, this run was up \$100,000 from last year and proves that the motorcycle community in South Florida sets the bar when it comes to big hearts at the holidays.

The riders zipped up and pulled out on time, or as close to "on time" as could be expected. With Santa in the lead, the run takes 3.5 hours to get every rider out of the park and onto the highway safely. All things considered, they generally do a damn fine job of making a flawless exit from the startup point. By the time everyone made it to the final destination, the weather was much more appropriate to South Florida. Once at Markham Park, the riders were entertained by a Christmas carnival that included rides for little kids, rides for big kids, and over 100 vendors selling everything from air cleaners to leathers. There was also a ride-in custom bike show, a custom car show, and three stages for live entertainment. Jimmie Van Zant performed some original as well as some Skynyrd favorites. In all, it was a good day for a great cause.



Photos: Don Rogers

Now Harley! Now Kawi! Now Yami, and Big Dog. On Honda! On Triumph! On Suzi and Beamer!

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—Don Rogers



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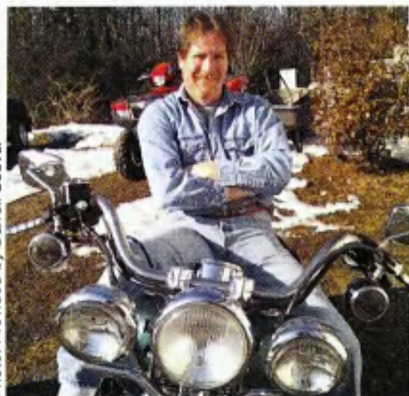
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EASYRIDERS

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

J&P "Build-A-Bike" Contest

J&P "BUILD-A-BIKE" WINNER!



Darrell Seever of Brodheadsville, Pennsylvania.

Each year, your friends at J&P Cycles and *Easyriders* magazine give away a cool custom bike created out of the pages of the mighty J&P Cycles catalog. The winner of last year's contest, picking up a badass custom bagger was none other than Darrell Seever of Brodheadsville, Pennsylvania.

Darrell is proof positive that one of our loyal readers will win the next amazing motorcycle put together for the 2010 J&P "Build-a-bike" Contest that we will be starting soon. Watch for details right here in *Easyriders* and enter to win! —Dave Nichols

99 Crafty Customs Contest

GET YOUR BIKE FEATURED IN EASYRIDERS!

Easyriders wants to prove that you don't have to spend \$20,000, \$30,000 or \$35,000 to build a cool custom motorcycle. We're looking for "brilliance on a budget," and that's why we've started the 99 Crafty

Customs Contest, "where creativity beats cash!" Here's how it works: buy yourself a used 1990 to 1999 big twin Harley-Davidson (there are some good deals out there these days) and turn it into your vision of a custom scooter, spending no more than \$9,999.99, including the cost of the bike. Then send us photos of the bike along with a tech chart showing what you changed and receipts to show how much you spent on parts, accessories, chrome, and paint. Remember, the cost of the bike and customizing cannot exceed \$9,999.99. What you spend on internal performance and repair is not included. In other words, if we can't SEE it, it doesn't count and neither does your own labor.

If we like your bike, we'll feature it in one of our Paisano Publications motorcycle magazines: *Easyriders*, *V-Twin*, *Biker* or *In The Wind*. That's up to 34 chances per year that your bike could be featured! Check out the ad in this issue and then visit www.99crafty.com to register your motorcycle and enter to win a bike feature right here in *Easyriders*.

You can also mail your entry to:

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Easyriders Magazine
P.O. Box 3000
Agoura Hills, CA 91301

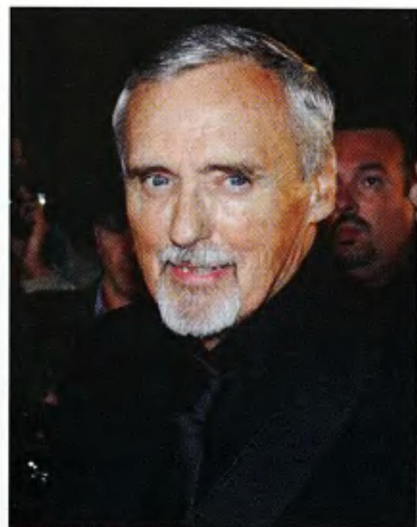
—The Editors

In Memoriam

DENNIS HOPPER

The wild and rebellious spirit known as Dennis Hopper, director and star of the film *Easy Rider*, died on Saturday, May 29 at his home in Venice, California, from complications from prostate cancer.

In a remarkable career spanning over 50 years, Dennis appeared with



Dennis Hopper.

his mentor James Dean in *Rebel Without a Cause* and *Giant* in the 1950s and played wild, rebellious roles in movies such as *Apocalypse Now* and *Blue Velvet*.

But *Easyriders* readers knew Dennis best for his role as Billy in *Easy Rider* alongside Peter Fonda's Captain America. The film still acts as a time capsule for the late 1960s and is considered a cinema landmark for the Woodstock generation.

Hopper became ill last September but continued working almost to the very end, both on his cable TV series *Crash* and on a book showcasing his photography.

Dennis Hopper is survived by four children. He was 74 years old.

—Phantom

Events

25th Annual NCOM Convention

More than 1,500 bikers attended NCOM's 25th Annual Convention in Orlando, Florida, on Mother's Day weekend. I'm not sure if it had record attendance or not, but the place was

Continued Next Page

NCOM Convention CONTINUED

packed. At the Patch Holder's meeting, it was standing room only. If this keeps up, Richard M. Lester will have to secure larger facilities. It was also one of the most well organized NCOM conventions to date. The meetings, workshops and seminars went off without a hitch and were very informative.

The 2011, 26th Annual NCOM Convention will take place in Albuquerque, New Mexico. And no folks, contrary to popular belief, New Mexico, at least to my knowledge is not a foreign country. Stay tuned to EasyNews for details down the road.

—Twiggy

Coast To Coast

Biker News

MOTORCYCLIST FATALITIES INEXPLICABLY PLUMMET: Following more than a decade of steady increases, motorcycle rider fatalities unaccountably dipped by double-digit proportions last year. Motorcyclist deaths dropped by 16% nationwide through the first three quarters of 2009, compared to the same period in 2008 when fatalities reached their highest level of 5,290.

Sponsored by the Governors Highway Safety Association, which represents state traffic safety agencies, the study is drawn from preliminary fatality data from all 50 states and the District of Columbia. While there is nothing in the data to indicate the cause of the sudden decline, the GHSA asked state safety agencies to speculate on reasons for the decline. Several respondents pointed to the economy and underscored that a significant portion of motorcycling is done for recreation rather than transportation.

Other reasons cited in the study for the decline were: Fewer beginning motorcyclists; an increase in priority given to state motorcycle safety programs; an increased awareness of motorcycles by other drivers; and colder, wetter weather in some states during the riding season. It doesn't appear helmet laws played a significant role in the decline.

The popularity of motorcycles has surged in the past decade, particularly among aging baby boomers and women,

nearly doubling to more than 10 million.

During the nine-month period of the comparison, the District and 38 states reported a drop in motorcycle deaths, and 12 states recorded an increase. California had 133, Florida 111 and Ohio had 48 fewer deaths. Only two states, Hawaii and Rhode Island, had double-digit increases. Once numbers for the final three months of 2009 are factored in, the report projects, the annual fatality decline will be at least 10%.

LEGAL CHALLENGES TO MICHIGAN

HELMET LAW: Several members of ABATE of Michigan rode to the Lenawee County judicial building on Tuesday, April 20 to show support for a fellow motorcyclist who is challenging a non-compliant helmet ticket. Ryan Hildebrand, 26, is one of nearly a dozen riders ticketed this spring by Adrian police Sgt. Courington for wearing helmets that the state claims do not meet Federal Department of Transportation standards.

Representing the group of ticketed riders is Aid to Injured Motorcyclists (A.I.M.) attorney Lawrence "Katman" Katkowsky, who filed an appearance for the helmet defendant. A formal hearing is set for June 29 in district court, and Katkowsky said he will try to consolidate all the helmet infraction cases that are being

challenged for the June 29 hearing. "The issues are all the same," he said.

He is taking on the helmet enforcement issue in Lenawee County on behalf of ABATE of Michigan, which also has a lawsuit pending in United State District Court in Grand Rapids, challenging the state's DOT helmet rule.

One of the enforcement issues Katkowsky will raise is regarding probable cause to justify a traffic stop on a civil infraction. ABATE claims in the lawsuit that police have to look inside a helmet to determine if it meets DOT standards and therefore cannot claim plain sight evidence to justify a traffic stop and request to inspect a helmet. No trial date is scheduled.

PATRIOT GUARD RIDERS BARRED FROM MINERS MEMORIAL:

Many of the 29 West Virginia coal miners who died at the Upper Big Branch mining explosion on April 5 were veterans and some rode motorcycles, so bereaved families had requested the Patriot Guard Riders attend the memorial service. PGR is an informal group of motorcyclists that exists to make sure that all veterans are given respectful funerals, but they were barred from attending the service by federal officials who labeled them a security threat.



"They look civilized. They worship the same thing we do."

The appearance of the Patriot Guard Riders at the service at the request of several families had been cleared in advance by West Virginia Governor Joe Manchin, who is also a motorcycle rider. But the day before the service, Joe Cumblidge, the West Virginia State Captain of the Patriot Guard Riders e-mailed the men who were scheduled to participate: "Due to circumstances totally and completely beyond the control of the Patriot Guard Riders and Governor Joe Manchin of West Virginia, we are regrettably ordering a 'stand down' for this mission. Specific details will not be posted here, but we've been told we are not welcome to participate because of certain high-level dignitaries that are scheduled to be in attendance."

Those dignitaries were President Barack Obama and Vice President Joe Biden. A Patriot Guard Rider told WSAZ in Charleston that Manchin had been forbidden to allow them to participate "because of overwhelming security concerns with high-ranking federal officials—it was just not logistically possible for them to be a part of the event."

ANGRY FRENCH MOTORCYCLISTS SNARL TRAFFIC IN PROTEST: Forty thousand motorcyclists demonstrated all over France in protest of a recent government announcement to fine any bikers caught filtering through traffic (lane splitting), and more than 60 cities saw their roads blocked by hordes of angry riders who said *non* to French authorities who propose to treat motorbikes, scooters and mopeds like cars and require them to stay in their lane one behind another.

So, they behaved like cars. On March 13, the La Fédération Française Des Motards en Colère (FFMC - the French Federation of Angry Bikers) urged all motorcyclists to occupy the space of one car in each lane, and within minutes an enormous traffic jam was created that gridlocked the whole of Paris on a busy Saturday afternoon as car drivers were stuck in traffic until late evening.

While bikers blocked the roadways above ground, other protestors went underground bringing the subway system to a grinding halt in response to



a statement made by French Transport Secretary Jean-Marc Belotti, who said "If they (bikers) are not happy, they can take the metro like everyone else."

They inconvenience us; we will inconvenience them, responded the FFMC, which set a fine example of civil obedience to demonstrate the impact of motorcycles on traffic flow, good or bad.

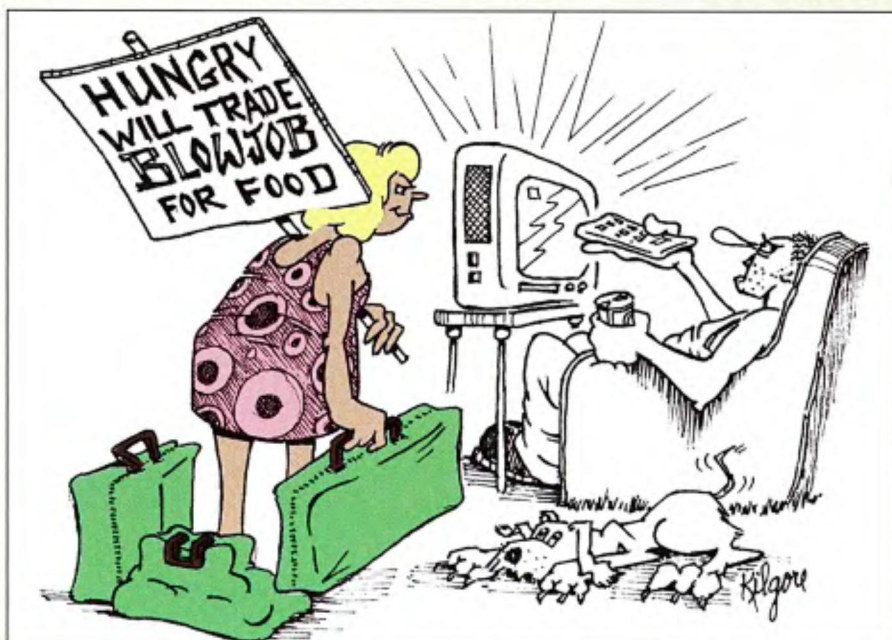
WEIRD NEWS: EASY WRITERS TEXT WHILE RIDING Everyone knows that texting while driving can be dangerous. Now consider this: texting while riding a motorcycle, in heavy traffic! It's not uncommon in Vietnam, where 29 million motorcycles are the primary source of transportation.

Pham Thi Thuy Linh is 21, a college student, and, according to a recent contest sponsored by a mobile phone company, has the fastest fingers in Vietnam. She can text 160 characters in 25 seconds, though she admits she is "about 20 or 30 percent slower texting on my bike." She doesn't much care that texting while riding is both illegal and not too smart.

Tran Van Thanh is a senior official in the government's office of traffic safety. He told National Public Radio that he understands the concerns about texting while driving but says peoples' bad habits will take time to change, and with limited resources it's impossible to crack down on everyone for everything.

Meanwhile, contest-winner Pham says she can't wait to get one of the new iPhone packages. She says it will enable her to text even faster than she does now, from everywhere—including her bike.

—Bill Bishop, NCOM



"Go ahead and leave. You'll be back as soon as your belly starts to growl."



"You say you want a lap dance? There's no room!"

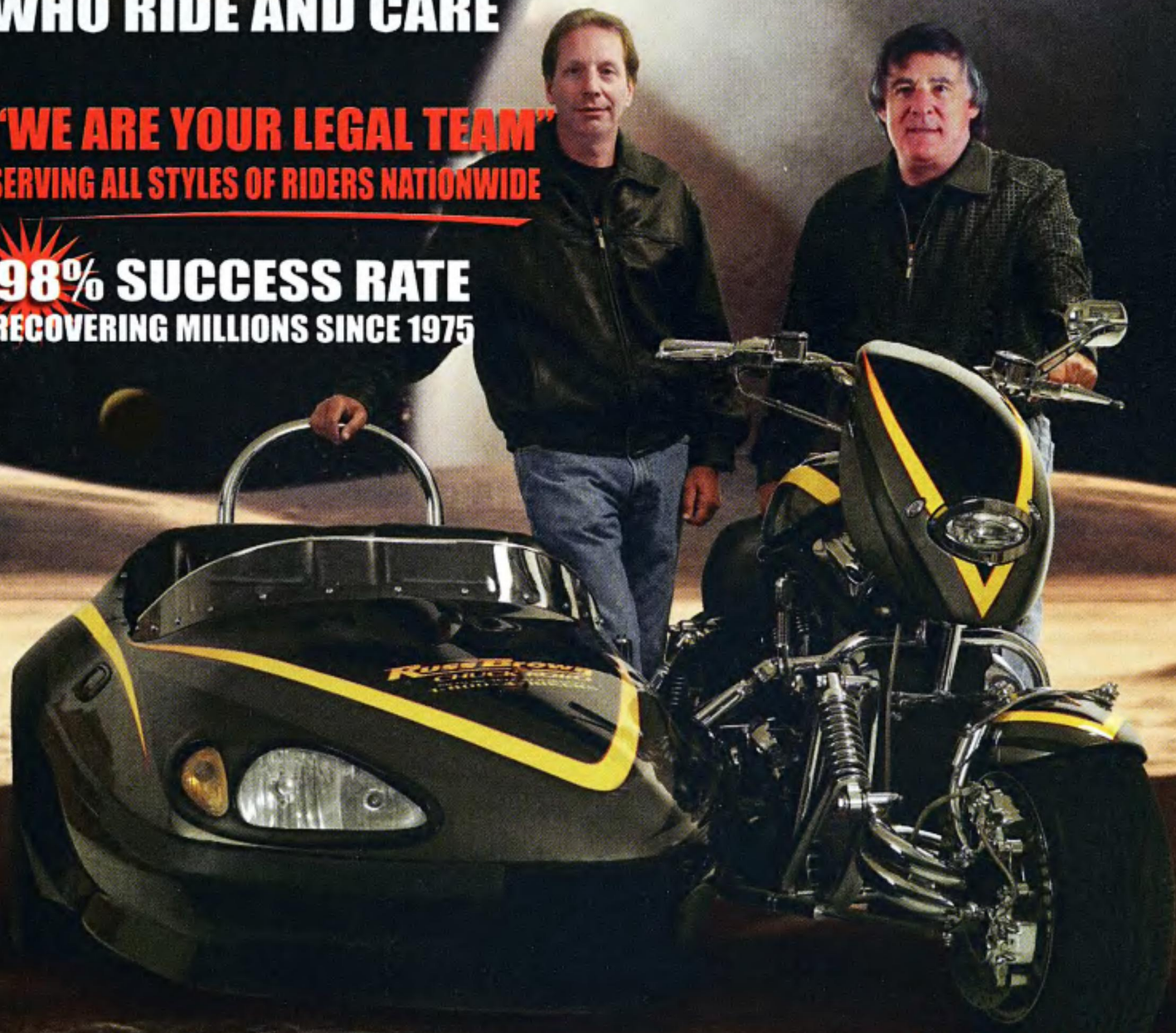
Russ Brown & Chuck Koro



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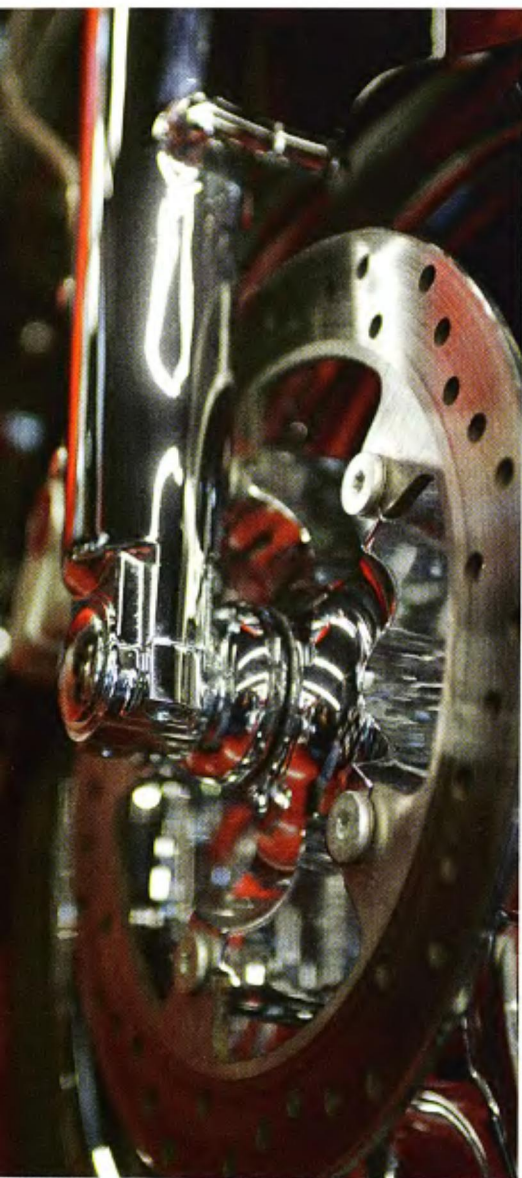
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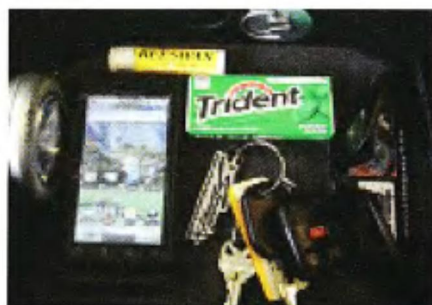


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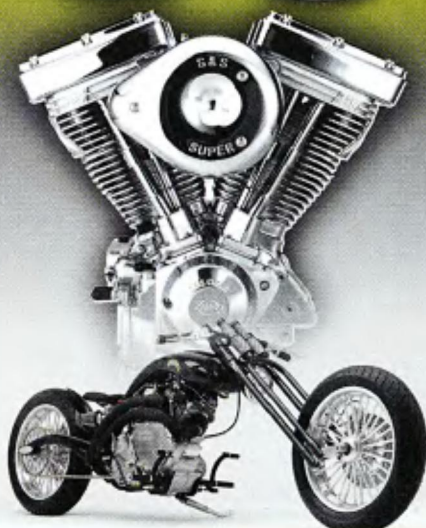
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SWEDEN'S BIKE OF THE YEAR

HI-RETRO

All summer long this extraordinary machine has won bike shows weekend after weekend in Sweden and Norway. But 2009 was to be Mike Jonsson's (left) last season in the spotlight. "I have

built eight bikes in the last 25 years, each one more extreme than the one before. This will be the last one, never another bike project for me!"

The Karlstad, Sweden, resident told





us that success didn't come easy. "I have been working on this project on and off for almost five years," Mike says. "Sometimes I would get completely disgusted with the whole affair, thinking there has to be something wrong with a grown man who stays up nights just to fuss over some little detail of a damn motorcycle. But then after some months of inactivity, it has become fun again."

Mike toils on an offshore oil rig off the coast of Norway, working hard for a couple of weeks straight, then coming home for a week of free time, and then back to the oil rig for another 14-day stretch. That means a lot of things have to be taken care of in the free time. And when Mike and his lady, Marita, bought a summer cottage that needed some repairs, the bike project sometimes felt more like a pain in the butt than a nice thing on which to spend precious time. "I'm turning 50 next year and have promised myself never to get involved with something like this again. Now I will just win all the shows I can while the paint and chrome are still fresh. Then I'm just gonna ride it—and my 2001 Electra Glide."

This bike project began when Mike was talking to his favorite custom painter Frank Brundin in Stockholm. Mike mentioned an idea of building a kind of modern interpretation of an old pan-head bobber or chopper. Frank immediately came up with some sketches and design ideas and they were too good not to turn into reality. "Frank did those little curves in the frame tubes in his sketches," Mike remembers. "Today there are plenty of people who do that,



but, back then, I couldn't remember having seen that trick before."

The Goldammer front end was another important design ingredient. "I just love the craftsmanship. Roger Goldammer could have made it a lot easier on himself, but looking at the detail work, it's obvious he refused to cut any corners." Then there are the special brakes. Hidden inside of what looks like drum brakes are actually discs with little 4-piston calipers, and the pistons are only one inch in diameter. "They are prototypes from Erixon Custom in Västerås, Sweden," Mike says.

"I've had better brakes, but what can you expect from such small calipers? Anyway, they were perfect for the old-style-inspired look I was aiming for."

The cool custom seat is made from real stingray and it took some persuasion to talk the seat maker into using it. "He told me the hide was so tough that the needles kept breaking. I've padded the seat with super-soft gel, but it's still like sitting on a stump of wood."

Christened "Hi-Retro," this may be the last custom bike Mike ever builds. But, then again, you know the old saying, "Never say never." —Charley Charles



Owner/builder: Mike Jonsson
City: Karlstad, Sweden
GENERAL
Designer: Mike Jonsson
Year/make: 2009 Hi-Retro
Assembly: Mike Jonsson
Time: five years
Chroming: Göteborgs Krom & Förmickling
ENGINE
Year /make: S&S generator Evo
Displacement: 96 cubic inches
Cam: S&S
Ignition: Dyna S
Carb: Mikuni HSR 42
Air cleaner: Crime Scene Choppers
Exhaust: Mike Jonsson
TRANSMISSION
Year/make: Baker 6-speed
Primary drive: BDL 2-inch belt drive
Clutch: BDL
PAINTING
Painter: Frank Brundin
Type/color: House of Kolor/gold
FRAME
Year/make: 2009 Mike Jonsson
Rake: 45 degrees
Stretch: 3 inches
Shocks: rigid
ACCESSORIES
Bars: owner
Fender: owner
Headlight: antique bicycle
Taillight: bullet light
Pegs: Kustom Tech
Electrics: owner
Gas tank: owner
Oil tank: owner
Seat: Sybo (stingray leather)
Hand controls: Kustom Tech
FRONT END
Year/make: 2009 Goldammer
Extension: 12.5 over
WHEELS
Make and model: Erixon 60-spoke
Size: 21-inch front,
 18-inch rear
Tires: Metzeler Marathon
Brakes: Erixon "Drum Disc" prototype
Photos: Siwer Ohlsson



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"All I'm doing is taking old shovels and rehabbing them. That's how Sucker Punch Sallys started and that's what I love to do."

—JEFF COCHRAN



Second Shot

NO SUCKER PUNCH, IT'S A SPEED KING.



In 2001, Jeff Cochran had the right idea at the right time. The old-school trend was in its infancy and Jeff was ahead of the curve. Translating his love for clean shovelhead bobbers into a business, Sucker Punch Sallys was born. For this enterprise, Jeff teamed up with bike builder Donny Loos and their business took off like a rocket. "It was a great experience," Jeff says, "but it's time to take the next step."

Successful as it was, Sucker Punch Sallys had become a regular production job for Jeff. He just wasn't having fun. "I couldn't even find time to ride motorcycles all that much," he tells us. "That ain't cool!" So last November, Jeff made the split official. He sold off his interest in SPS and went back to where he started, just building and riding cool motorcycles. "I'm having fun again!" he says.

He's also building some pretty nice bikes. Speed King Racing, Jeff's new one-man gig, has produced seven bikes to date. This one is Number 6 and it really showcases what Jeff Cochran is all about. Working with the help of just one apprentice, the bikes are all built to Jeff's specs and taste. "If someone likes it, they can buy it," he says, "but I'm not going to answer the phone and take a special order for anything. I've done that a couple hundred times and I'm finished with

it." So all the bikes are hardtail shovelheads, the kind Jeff loves. His personal ride is a 1966 and the bikes he's doing now are from around that era, up through the mid-1970s. This one's a little different, though. It's a 1980, although there's not much left of that original Harley-Davidson.

Jeff buys up old Harleys in just about any condition and then gets to work. The bikes are torn down and then rebuilt from scratch, ending up like this green meanie. "All I'm doing," Jeff says, "is taking old shovels and rehabbing them. That's how Sucker Punch Sallys started, and that's what I love to do." While the neck on this 1980 model is genuine Harley-Davidson, with the original VIN number still in place, that's about all that's left of the original frame. The rest is Jeff Cochran. The front end is a 41mm Wide Glide setup with Mid-West triple trees and uses shortened and trimmed legs. Both the front and the rear have 17-inch wheels mounted with medium-fat rubber—a 130 up front. Of course the shovelhead engine got a makeover by Donny Loos and is running Sifton and S&S hardware.

"I just love to work on bikes like this," Jeff says. "I guess it's in the blood. My grandfather had bikes. My father had bikes. My uncles all had bikes.

Jeff and Beverly Cochran.



My brother had bikes. Sucker Punch was a natural after all that. It worked out really well and we had a lot of loyal customers. I met a lot of good people, but now that I've dialed things back, I'm really having fun again, just building bikes I like and then riding them."

—Joe Kress







Owner: Jeff Cochran

City: Cincinnati, Ohio

GENERAL

Designer: Jeff Cochran

Year/make: 1980 Harley-Davidson

Model: FLT

Assembly: Jeff Cochran

Time: 3 months

Chroming: Specialty Plating

ENGINE

Year/make: 1980 Harley-Davidson

Shovelhead

Rebuilder: Donny Loos, Dave Schrand

Displacement: 74 cubic inches

Ignition: points

Cam: Sifton

Carb: S&S "E"

Air cleaner: CCI

Pipes: Jeff Cochran

TRANSMISSION

Year/make: 1980 Harley-Davidson

Shifting: jockey

PAINTING

Painter: Brent at Sprockets

Type: PPG

Color: Green and Black

FRAME

Year/make: 1980 Harley-Davidson, chopped

Type: rigid

Rake: 30 degrees

Stretch: none

Shocks: none

ACCESSORIES

Handlebars: narrowed apes

Handlebar controls: Harley-Davidson

Fenders: Pat Paterson

Headlight: CCI

Taillight: Fab Kevin

Pegs: Jeff Cochran

Gas tank: Detroit Bros.

Oil tank: Pat Paterson

Seat: Dave Theobald

Grips: Jeff Cochran

FRONT END

Type: Wide Glide, 4 inches under

Builder: Harley-Davidson, Jeff Cochran

WHEELS

Make: custom laced

Size: 17-inch

Tires: Pirelli, Michelin

Brakes: Harley-Davidson, Mid-West

Photos: Michael Lichter

Contact: Jeff Cochran

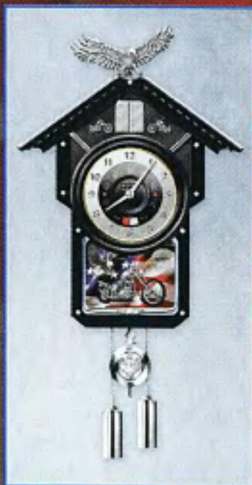
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BOLD STYLE REVS UP EVERY HOUR OF THE DAY

Celebrate the pursuit of freedom and the love of the open road with *Time of Freedom*, a market-first motorcycle-inspired cuckoo clock. The Dramatic black-hued wood case is customized with chrome-finished accents, and topped with a sculpted artist's resin eagle. Vivid montage art recalls a classic American chopper and symbols of freedom. A precise quartz movement powers the speedometer-style clock face, while decorative hanging chains with "pipes" and a gleaming pendulum with the motto "Ride Hard, Live Free" add to the thrill.

And, each hour, the door opens ... as a sculptural motorcycle revs up to mark the time!

STRICTLY LIMITED... ORDER NOW!

Strong demand is expected and orders will be limited to ONE ONLY, so act now to acquire the *Time of Freedom* Cuckoo Clock in five easy installments of \$29.99 each, for a total of \$149.95*, backed by our 365-day guarantee. Send no money now. Just mail the Reservation Application today!



SCULPTURAL MOTORCYCLE
ANNOUNCES EACH HOUR!

RESERVATION APPLICATION SEND NO MONEY NOW

THE
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-HOME DECOR-

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YES. Please reserve the *Time of Freedom* cuckoo clock for me as described in this announcement.

Limit: one per order.

Please Respond Promptly

Signature _____

Mr. Mrs. Ms. _____
Name (Please Print Clearly)

Address _____

City _____ State _____ Zip _____

01-04758-001-E66092

*Plus \$15.99 shipping and service. Limited-edition presentation restricted to 295 crafting days. Please allow 4-8 weeks after initial payment for shipment. Sales subject to product availability and order acceptance.

Clock case shown
much smaller than
actual size of appr.
14" tall x 3" deep;
28" tall with
pendulum and
"pipes."
Requires 2 "D"
and one "AA"
battery, not
included.

A man and a woman were having drinks when they got into an argument about who enjoys sex more.

The man said, "Men obviously enjoy sex more than women. Why do you think we're so obsessed with getting laid?"

"That doesn't prove anything," the women countered. "Think about this. When your ear itches and you put your finger in it and wiggle it around, then pull it out, which feels better, your ear or your finger?"

Meyerson

W. Palm Beach, Florida

Soon after a graybeard went into the retirement home, a young nurse took him out on the veranda where he began to lean to his left. The nurse, thinking he was going to fall, pushed him back upright.

A minute later, the graybeard began to lean to the right. Again the nurse pushed him upright. This scene repeated several times before the nurse finally took him back to his room.

The next day, one of his ol' bros came to check in on him. "So, what's it like here?" asked the bro.

"Not bad, I suppose," said the graybeard. "The food's okay, the bed's not bad, and the nurse is one fine piece of tail, but for some reason they won't let you fart on the veranda."

David Chance

Ogden, Utah

The real reason that we can't have the Ten Commandments posted in a courthouse is this: You cannot post "Thou Shalt Not Steal"; "Thou Shalt Not Commit Adultery"; and "Thou Shalt Not Lie" in a building full of lawyers, judges and politicians. It creates a hostile work environment.

Tim Jennings

Strafford, New Hampshire

A biker recovering from a heart attack was told by his cardiologist, "No more drinking, smoking, or partying for you."

"How about sex?" the bro asked.

"Okay," the doc said, "but only with your wife. I don't want you getting excited."

Burt Whitcomb

Palmdale, California

A woman got married and had 13 children then her husband died. She married again and had seven more children. Again her husband died. She remarried and this time had five more children. She finally died after having 25 children.

Standing before her coffin, the preacher prayed for her. He thanked the Lord for this very loving woman and said, "Lord, they're finally together."

One mourner leaned over and quietly asked her friend, "Do you think he means her first, second, or third husband?"

The friend replied, "I think he means her legs."

Faye Rae

North Ft. Myers, Florida

Dirty Dean sat down at the bar looking very dejected. His good pal Fat Mark asked what was wrong.

"It's my mother-in-law," Dirty Dean said. "I have a real problem with her."

"Don't worry," his bro replied. "Everyone has problems with their mother-in-law."

"Yeah," Dirty Dean said, "but I got mine pregnant."

Barbara Daniel

Sacramento, California

His rugrat says to Mongo, "Pop, I wish I had a little brother."

Trying to be funny, Mongo says, "Boy, you do have a little brother. You just don't see him because when yer comin' in the front door, he's always leaving through the back door."

The rugrat thought about this for a minute, then said, "You mean like my other daddy does?"

Joey Hayes

Rancho Cucamonga, California

Forgive me Father for I have sinned," said a pretty young woman. "Last night I had sex with six different bikers, six different ways."

The priest was silent for a moment and then said, "Go home and suck the juice out of six lemons."

"Will that make me pure again?" she said surprised.

"No, but it will probably wipe that satisfied smile off your face."

David Vida

Pontiac, Illinois

An inebriated man walked into a bar and after staring some time at the only woman seated at the bar, he walked over to her, placed his hand up her skirt and began fondling her.

She jumped up and slapped him silly.

He immediately apologized and explained, "I'm sorry, I thought you were my wife. You look exactly like her."

"Why you drunken, worthless, insufferable asshole!" she screamed.

"That's funny," he muttered, "you even sound exactly like her."

Rocky Meyerson

W. Palm Beach, Florida



"The staff pooled their money so you can get your tits fixed."

The 99 Crafty Customs Contest

"Where creativity beats Cash!"

Times are tight and your bros at *Easyriders* want to prove that you don't have to spend \$20,000, \$30,000 or \$35,000 to build a cool custom motorcycle. We're looking for "brilliance on a budget," that's why we've started **The 99 Crafty Customs Contest**.

Here's how it works: buy yourself a used 1990 to 1999 big twin Harley-Davidson (there are some good deals out there these days) and turn it into your vision of a custom scooter, spending no more than **\$9,999.99** including the cost of the bike. Then send us photos of the bike along with a tech chart of what you changed and receipts to show how much you spent on parts, accessories, chrome and paint.

Remember, the cost of the bike and customizing cannot exceed **\$9,999.99**. What you spend on internal performance and repair is not included. In other words, if we can't SEE it, it doesn't count and neither does your own labor. If we like your bike, we'll feature it in one of our Paisano Publications motorcycle magazines: *Easyriders*, *V-Twin*, *Biker* or *In The Wind*. That's up to 34 chances per year that your bike could be featured!

Want to save more money on your Crafty Custom? Visit www.99crafty.com, go to **"The 99 Bargain List"** link and use our sponsors for special rates and savings on parts and accessories for your project bike.

To sign up, go to www.99crafty.com

Upload photos of your bike before and after your customizing changes and give us your e-mail so we can get in touch. If we like your bike and you can prove you did the deed for under 10 Grand, your bike might just be featured!

Or snail mail your entry to:
The 99 Crafty Customs Contest

Easyriders magazine
P.O. Box 3000, Agoura Hills, CA 91301

THE RULES:

The 99 Crafty Customs Contest bikes are limited to street legal and registered 1990 to 1999 Harley-Davidson big twin motorcycles for now – watch for Sportster and Metric bikes in the future. If you already own a 1990 to 1999 Harley big twin, we'll use the N.A.D.A. value for current average retail (we will use the '95 prices for '90 – '95 bikes).*

Your total cost for the motorcycle, dress-up parts, accessories, chrome and paint cannot exceed \$9,999.99. We expect you to provide receipts to show us what you spent on parts, accessories, chrome and paint. If we can see it, we want to see a bill for it.

We will pick one 99 Crafty Customs Contest winner per issue so get crackin'! We'll also pick a Crafty Custom of the Year at a 99 Crafty Customs Invitational Bike Show, and that bike owner will win \$10,000.00! (Voting will be by our editors and the public.) We retain the sole right to make all decisions about what bikes and modifications qualify for Contest consideration, and anything else concerning these rules and the 99 Crafty Customs Contest.

If you've got a bike that fits the rules or if you're building one now, we want to see it. Send in your photos today!

When times are tight, American bikers are some of the most ingenious people on Earth. Let's see what you've got!

Harley-Davidson Production Numbers from 1990 through 1999 ("Customs" indicate Softail and Dyna big twin models combined.)

*Note: N.A.D.A. Motorcycle value prices are based on "Current Average Retail" and only go back to 1995.

Year/Type	# Produced	Average Value	Year/Type	# Produced	Average Value	Year/Type	# Produced	Average Value
1990			1994			1998		
Sportsters	16,119		Sportsters	26,466		Sportsters	33,892	\$1,800
Customs	34,579		Customs	52,046		Customs	77,434	\$6,800
Touring	11,760		Touring	17,299				
Total	62,458 (19,320 were exported)		Total	95,811 (29,313 were exported)		Dyna Low Rider		\$4,950
1991			1995			Electra Glide		\$6,000
Sportsters	18,735		Sportsters	29,625	\$1,725	Total	150,818 (39,916 were exported)	
Customs	39,550		Customs	54,456	\$6,175	1999		
Touring	10,341					Sportsters	41,870	\$1,940
Total	68,626 (21,633 were exported)		Touring	21,023	\$4,490	Customs	87,806	\$7,400
1992			Total	105,104 (32,076 were exported)	\$5,225			
Sportsters	17,623		1996			Dyna Low Rider		\$5,700
Customs	48,177		Sportsters	31,173	\$1,750	Electra Glide		\$6,475
Touring	10,695		Customs	63,198	\$6,375	Total	177,817 (41,573 were exported)	
Total	76,495 (23,253 were exported)					TOTALS		
1993			Touring	24,400	\$4,350	Total Production Harley-Davidson motorcycles from 1990 to 1999		
Sportsters	22,247		Total	118,771 (34,657 were exported)	\$5,300	by model type:		
Customs	49,004		1997			Sportsters	= 269,203	
Touring	10,445		Sportsters	31,453	\$1,775	Customs	= 576,974	
Total	81,696 (24,513 were exported)		Customs	70,724	\$6,550	Touring	= 223,074	
						Total	= 1,069,251	
			Touring	30,108	\$4,650			
			Total	132,285 (36,069 were exported)	\$5,450			

www.99crafty.com

The 99 Crafty

Where creativity

Merriam Webster: crafty (adjective) 1) Skillful;



Bagger

"HERE'S HOW IT WORKS:

buy yourself a used 1990 to 1999 big twin Harley-Davidson and turn it into your vision of a custom scoot, spending no more than **\$9,999.99!**"

"If we like your bike, we'll feature it in one of our Paisano Publications motorcycle magazines. Go to www.99crafty.com to enter to have your bike considered for a feature in one of the magazines."



Custom Cruiser

"Times are tight and your bros at *Easyriders* want to prove that you don't have to spend \$20,000, \$30,000 or \$35,000 to build a cool custom motorcycle. We're looking for 'brilliance on a budget'."



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Customs Contest

beats \$\$\$\$\$\$\$\$

ver. 2) Adept in the use of subtlety and cunning

Remember, the cost of the bike and customizing cannot exceed

▶ **\$9,999.99**

To sign up, go to www.99crafty.com



Chopper

Win!
Win!
Win!
Win!
Win!

"Send us photos of your bike along with a tech chart of what you changed and receipts to show how much you spent."



2000-1999 BIG TWIN
(Any Model)

Bobber



Win!
Win!
Win!
Win!

Win a bike feature in our magazines, prizes and trophies.

"We have added a new Crafty Custom Class to the Easyriders/V-Twin Bike Show Tour."

Prize money

For Crafty Custom of the Year

▶ **\$10,000.00**



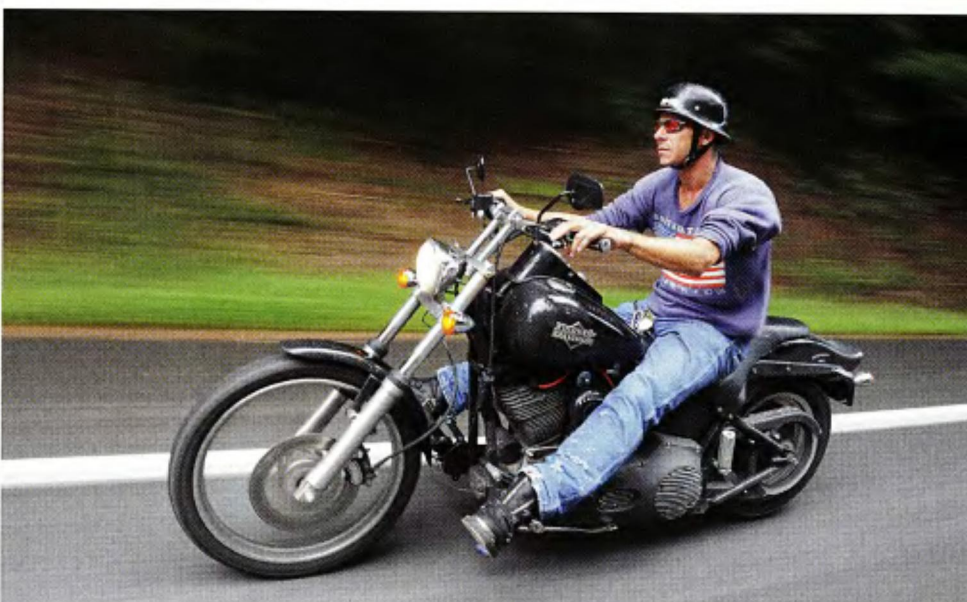
The Gypsy Run

IT'S ABOUT THE RIDE

The East Coast Gypsy Run was started back in 2007 by a bunch of East Coast riders who were inspired by the no nonsense, old-school El Diablo Run. These like-minded guys came together on the Internet and planned out what they call a "traditional run." What the hell is a traditional run, you ask? According to the Gypsy Run website, "Simply put, a traditional run is high mileage and low drama. While the modern run is essentially a forty-mile coffee run with a lot of bolt-on chrome complements, a traditional run is riding, camping, and a hell of a good party. A traditional run is geared toward the rider who feels out of place at a 'major rally' or anywhere you find H.O.G. patches and H-D branded socks."

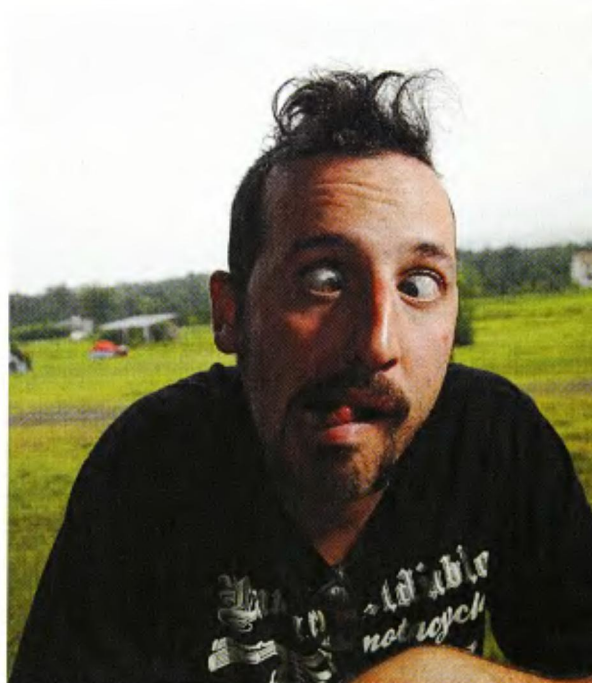


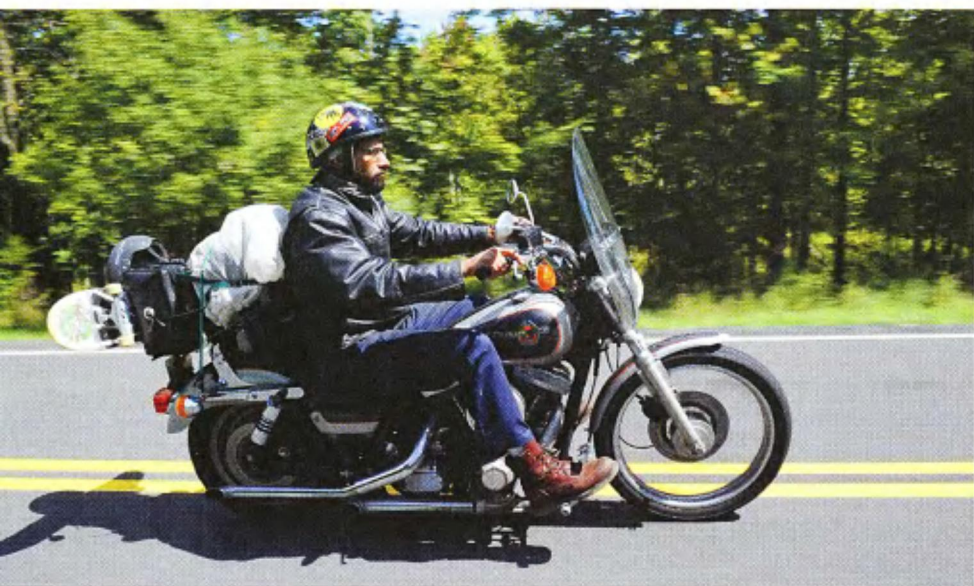




Sound like your kind of fun? All that is required is that you have your shit together, enjoy being around like-minded folks, and like to ride. The Gypsy Run is open to all kinds of bikes, although most of the scoots on last year's run were older Harleys and garage-built choppers. The first year of the run, panheads outnumbered shovelheads. But all makes and models have rolled on the Gypsy Run, from Ducatis and sportbikes, to baggers, Triumphs, Evos and Twin Cams. The whole point is, as long as you can hang, you are welcome. It is the person that makes the bike cool, not the other way around.

The run starts on a Friday in August each year in Bergen County, New Jersey. It's a 500-mile ride that ends back in Jersey on Sunday afternoon. The Gypsy Run dates, once set, are not changed due to inclement weather, for the Gypsy





Run credo is, "rain dates are for pussies." The 2009 run had its share of rain and wet riding, but the weather broke on Sunday and the route was incredible as seen in Mike Lichter's crisp photos.

The dates for the 2010 Gypsy Run are August 26, 27, 28 and 29, and, this year, the run will be sponsored by Kickstart Cycle Supply, Biltwell and *Dice* magazine. According to the organizers, "We will continue the tradition of the run being an event for folks who love to ride. We will be fixing what needs to be fixed and further improving the good stuff. Just wait till you hear what we have in store for this year. It will be epic. We're not exaggerating. If you miss this year's run, you will most likely be hospitalized for severe depression. It is gonna be that good."

We believe it. Stay tuned for the latest at www.gypsyrun.com —Dave Nichols

Photos: Michael Lichter

Pamper Your Feet

WITH HARLEY-DAVIDSON'S FINEST FOOTWEAR

"Feet don't fail me now" may have been a familiar and frequently uttered phrase for you for a variety of reasons, some of which you may not even want to discuss in public. But it is also a phrase that will never have to cross your lips again. Harley-Davidson's footwear can make sure of that, because with H-D boots your feet will feel like they're ready for anything, especially if it involves riding a motorcycle.

Harley-Davidson has some brand-new models available, in all different sizes and for both men and women, and we are more than happy to introduce some of them to you. They are as stylish as they are practical, and it's difficult to imagine you'd look out of place with them anywhere, except maybe in bed.

At any rate, come with us now as we delve into Harley-Davidson's wonderful world of footwear. And for more information on these or any other fleet-footed gems, go to www.Harley-Davidson.com or visit your nearest Harley-Davidson dealer. It's a feat your feet won't regret.

—Tripper

MEN'S STYLES

Hustin Waterproof

This is the performance-enhanced update of the popular Hustin. The men's Hustin Waterproof will help keep your feet dry when Mother Nature tries to spoil your riding fun. Made with waterproof full-grain leather, these performance riding boots feature a full length cushion sock lining for added comfort. The boot's Goodyear welt construction provides added durability and longevity, while the oil-resistant rubber outsole helps to increase stability. An embossed Harley-Davidson logo subtly brands the top of the 11-inch classic harness boot.

They also feature a waterproof full-grain leather upper, YKK locking inside zipper, and oil-resistant rubber outsole. Their shaft height is 11 inches, they have 1.5-inch heels, and they come in sizes 7 to 13.



Charleston

With its clean, curved lines and sleek full-grain leather uppers, these men's Charleston boots are a standout in Harley-Davidson Footwear's street wear. The seven-and-a-half-inch boot features an aggressive rubber outsole and an updated harness. A YKK locking inside zipper and a removable full length cushion sock lining provide easy entry and added comfort. They, too, come with waterproof full-grain leather upper, YKK locking inside zipper, and oil-resistant rubber outsole, as well as an 11-inch shaft height and 1.5-inch heel height.



Flux

Big Foot would love these if only they came in something bigger than size 13. Fortunately, you have the right size foot, so you can benefit from these classy and cool looking boots with full grain leather upper and full-length cushion sock lining. It has a shaft height of 6.5 inches and a 1.75-inch heel height and comes with YKK locking inside zipper and Velcro flap closure as well as a rubber outsole. And it's made of durable Goodyear welt construction.



Auburn

For you lady riders who don't want to sacrifice style for performance, the Auburn is the way to go. Featuring unique stitching and metal studs running up the shaft, leather whip-stitching along the harness and an embossed Bar & Shield logo on the heel, the Auburn is an updated version of a classic western style. The boot is also built to last with a full-grain black or brown leather upper and Goodyear welt construction providing added durability and longevity, while the oil-resistant rubber outsole helps to increase stability. They're available in brown or black and come in sizes 5 to 11. They have a 9-inch shaft height and a 1.5-inch heel height.



Coral

This Coral slip-on wedge offers style and attitude, and you don't even have to wear socks (or clothes) to look good in them. Featuring stud detailing on both the shoe and the wedge heel and a Bar & Shield logo, the Coral is ready to hit the town. With its 4-inch heel height, they say you'll look like an Amazon. Or was that "amazing"?



Ava

For a full 3 1/2-inch elevation, check out the Ava. Sleek in design and downright dangerous looking, this women's boot commands attention on and off the bike. A thick leather cuff with a silver buckle, delicate studding and a metal Bar & Shield adorn the shaft of the full-grain leather boot. The sexy boot also features a full-length cushion sock lining, YKK locking inside zipper and lightweight rubber outsole with a wrapped heel. It's got an 8.5-inch shaft height and is available in sizes 5 to 11.



Hennie

Men, whatever you do, don't let your woman give you this boot. It looks like it could really hurt you. That's because it's a cement construction boot. But it's also waterproof and made from full grain leather with a mesh upper and full-length sock lining. It has a shaft height of 7 inches and a 1.75-inch heel height and comes with YKK locking inside zipper and Velcro flap closure as well as a Hypo Guard waterproof membrane and Vibram rubber outsole. Available in sizes 5 to 11. Ouch!

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AND MORE CUSTOM ITEMS AVAILABLE.....

322MPH STILL THE WORLD'S FASTEST HARLEY!

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

This full-length documentary powerfully captures it all: the spectacular crash (that almost ended it all), the excitement, the frustration, and the dedication-from Day One to the Final Victory!

For you fans and sponsors whose old Streamliner video tapes have worn out and whose Streamliner T-shirts are threadbare, order your "World's Fastest Harley Davidson" T-shirt and commemorative DVD here.



To order log on to:

www.paisanopub.com/streamliner



Smothered by breasts—what a way to go?!

—D-Dez, Shelbourne, N.H.



"Yahoo! My bike was stolen."

—Tommy Pittard, Jackson, Ga.



Bros pay tribute to fellow biker Tim Wooddruff, father of six.

—Frank Gibala, Pinconning, Mich.



The Grinch who stole Doris.

—Dan Richards, Tucson, Ariz.



Wardrobe malfunction.

—Kathy Moreland, Waynesburg, Ohio



"Time for a li'l rib ticklin'!"

—Bill Cromwell, Little Orleans, Md.



"For gawd sake, stop it!"

—Garrett Moore, Virginia City, Nev.



The latest biker barbecue.

—Dentine, Vermontville, Mich.

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. 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.



Prison Release by David Mann, first appeared in the August 1982 issue of *Easyriders*.

Jeff's Black Eye

A HILL'S PERFORMANCE HOT ROD

During the early 1980s, Jeff Hill was contributing his wrenching skills to a number of shops then went solo opening Hill's Performance in 1992. His one-off custom bikes literally put his hometown of Ney, Ohio, on the map. Ney resides in the northwest corner of the Buckeye State right in the middle of Toledo and Fort Wayne. "We're kind of in the blink of nowhere with a population of 299 people," Jeff tells us, "but thanks to the good press we get, we've got customers from all over the country and even showed up in a Brazilian magazine."





"I've always liked the hot rod look of flat black and Moon Eyes. I've seen a lot of red and black, so I chose the green accents for something a little different." —JEFF HILL

This month's *Easyriders* girl is sexy little Sammy Jo, last year's Ms. Bean Blossom Bikerfest. This little spinner is a barrel o' fun and a real good sport when it comes to whippin' off her top. All ya gotta do is yell, "Let's see them titties!" and out they pop...like so much ripe July corn.



We do everything from frame-up vintage restorations, to bodywork, to full-on customs. Fortunately, the economy hasn't affected us. We're crazy busy and that's the way we like it."

The bike seen here is known as "Jeff's Black Eye" and it has nothing to do with getting punched out. "It just has to do with the black color and the Moon Eyes that gave me the idea. I wanted to build a bike for myself and my wife, Salina, something that was a blast to ride and designed with the old-school look but with new technology."

It's not a stretch to say that Jeff succeeded in his goal, creating a bike you could describe as the quintessential *Easyriders* chopper. As for the "hybrid mix-and-match motor" Jeff explains that

the Evo-pan started with a bottom end taken in trade from one customer and cylinders and heads from other trade-outs. Since he wanted the old-school look, he went looking for vintage pieces. He found the panhead covers and rocker boxes, then managed to put all the pieces together. The powerplant has the look of a vintage pan, but the updated functionality of an Evo. It took a bit of maneuvering to run an oil filter where the generator had once resided.

Everything seen on the bike, except for chrome and paint, was done in-house at Hill's Performance. As far as the choice of colors, Jeff says, "I've always liked the hot rod look of flat black and



The Evo-pan motor started with a bottom end taken in trade from one customer and cylinders and heads from other trade-outs.

Moon Eyes. I've seen a lot of red and black, so I chose the green accents for something a little different."

One of Jim's neighbors, body shop owner Rex Hasch, painted the bike while Delbert Denmore did the graphics. Delbert's shop is located on the corner of a nearby cornfield. Living in a small town does have its advantages. Jeff also added rear pegs to what appears to be a solo bike and says the bike is "rear passenger friendly." He pops on a suction cup pillion seat and the bike becomes a two-up for his wife to come along.

You'll often find Jeff and Salina riding along with good friend Michael Farabaugh, the photographer who snapped these photos among many for *Easyriders*. You might see them at Sturgis this year; Jeff and Salina will be bringing several bikes including Jeff's Black Eye. He says he'd prefer to keep the bike, but can always build more, just give him a hollar. —Paul Garson



Owner: Jeff Hill (left)

Hill's Performance

City: Ney, Ohio

GENERAL

Designer: Jeff Hill

Fabrication: Hill's Performance

Year/make: 2009 Hill's Performance

Custom

Model: Jeff's Black Eye

Assembly: Hill's Performance

Time: 3 months

Chroming: Brown's Plating

ENGINE

Year: a little of this, a little of that

Builder: Hill's Performance

Displacement: 80 cubic inches

Cam: Andrews

Ignition: Harley-Davidson

Pistons: .010

Heads: Harley-Davidson

Lifters: Harley-Davidson

Carb(s): S&S

Air cleaner: Force/

Hill's Performance

Pipes: Grumpy's

TRANSMISSION

Year/make: 2008 Harley-Davidson

Modifications: yes

Shifting: PM

PAINTING

Painter: Rex Hasch

Type/color: black and green semi-flat

FRAME

Year: 2008

Builder: Hill's Performance

Rake: 35 degrees

Stretch: two inches

Shocks: hell no!

ACCESSORIES

Bars: Hill's

Handlebar controls: PM

Fenders: Fat Katz/Hill's

Headlight: 5 3/4 inches

Taillight: Hill's

Speedo: don't need one

Pegs: PM

Electrics: Hill's

Gas tank: Hill's

Oil tank: SPS/Hill's

Oil system: S&S

Seat: Krist/Hill's

Mirrors: Kuryakyn

Grips: PM

FORKS

Type: springer

Extension: none

Builder: Harley-Davidson

WHEELS

Make: RC Components

Size: 21-inch front,

18-inch rear

Tires: Metzeler

Brakes: RC Components

Photos: Michael Farabaugh

Contact: Hill's Performance

419-658-2658

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"I decided to do this bike because of the strong tie between bikers and the military."

—MARC FANTICH





The Medal of Honor is the highest decoration for valor that can be awarded to anyone serving in the armed forces of the United States. Introduced in 1861 and signed into law by Abraham Lincoln, there have been only 3,446 recipients to date. This is heady stuff, something reserved for only the best and the bravest, honoring their valor in action against an enemy force. This bike is a tribute to that medal and to all who have received it. Marc Fantich, who wanted an American theme for his first-ever Harley, couldn't have picked anything better.

"I decided to do this bike because of the strong tie between bikers and the military," Marc says. The owner of an ad agency in McAllen, Texas, way down south on the Mexican border, Marc, a longtime motocross racer, is new to the street. To hit the street, he chose a 2007 Street Glide. On the advice of a friend, he phoned up Mike Learn to toss around some ideas. As it turned out, Mike had some similar ideas of his own and had motorcycle art he'd been saving for the right time.

A Picasso with the airbrush and a legendary custom paint artist, Mike embraced this project right from the start. Besides the mechanical work, bolting on all the custom pieces that would come later, the majority of the time it took to build this bike was spent in research. It took Mike a couple of months to brainstorm the whole Medal of Honor idea and come up with all the correct images to depict it. All the warriors on the bike and all the names on the dashboard are of actual people, both dead and alive, who have received the Medal of Honor.

Meanwhile, Marc was enjoying his time on the street, riding his new bike to Sturgis. Strolling the endless aisles of vendors there, he eventually bumped into a beautiful woman named Laura Klock. She was standing next to a poster of herself and her daughters—a poster celebrating their Land Speed Racing exploits at Bonneville. “I was fascinated by all this,” Marc says. “Listening to this stunningly beautiful woman tell me how fast she rode motorcycles and then go on to say she built custom motorcycles, as well, I was mesmerized.” Talk quickly turned to Marc’s Street Glide project and, before long, Marc and Laura were picking out parts. “I told her I wouldn’t know a cool wheel if it rolled over me,” he says, so he asked for some help. Laura pretty much did all the parts

selecting and then the Harley went to Brian Klock and the Klock Werks Team for its makeover and assembly.

Marc’s Medal of Honor Street Glide has been finished for about five months now. It’s been to only one show so far, where it was awarded its own medal: First Place Best of Show, beating almost 200 custom cars as well as all the motorcycles. “So I guess at this point we are one for one,” he says. “Undefeated!” It’s only fitting.

—Joe Kress



Marc Fantich, above, on his Medal of Honor Street Glide.







Owner: Marc Fantich

City: McAllen, Texas

GENERAL

Designer: Mike Learn, Marc Fantich, Klock Werks

Fabrication: Klock Werks

Year/make: 2007 Harley-Davidson

Model: FLHX Street Glide

Assembly: Klock Werks

Time: 3 months

Chroming: powdercoating by QWD

ENGINE

Year/make: 2007 Harley-Davidson

Displacement: 96 cubic inches

Ignition: Harley-Davidson

Cam: factory

Carb: Harley-Davidson fuel injection

Air cleaner: Performance Machine

Pipes: Klock Werks Double Back

TRANSMISSION

Year/make: 2007 Harley-Davidson

Shifting: 6-speed

PAINTING

Painter: Mike Learn Airbrush

Type/color: PPG urethane/Valor Blue and graphics

FRAME

Year/make: 2007 Harley-Davidson

Type: FLH

Rake: stock

Stretch: none

Shocks: Harley-Davidson

ACCESSORIES

Handlebars: Klock Werks Ergo

Handlebar controls: Harley-Davidson

Fenders: Klock Werks Benchmark

Headlight: Harley-Davidson

Taillight: Hi-Tech

Speedo: Harley-Davidson

Pegs: Streamliner w/undercovers

Gas tank: Harley-Davidson,

Klock Werks dash

Oil tank: factory

Seat: Harley-Davidson

Mirrors: Harley-Davidson

Grips: Harley-Davidson

FRONT END

Type: Harley-Davidson, 1-inch under

Builder: Harley-Davidson, Klock Werks

WHEELS

Make: Performance Machine "Heathen"

Size: 18-inch

Tires: Metzeler

Brakes: Performance Machine

Photos: Michael Lichter

Contact: Klock Werks Kustom Cycles

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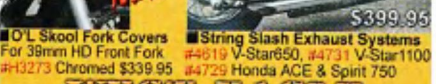
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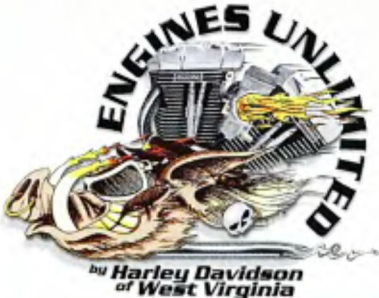


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February 27-March 7	*Orlando Bike Week, Orlando, FL
April 29-May 2	Thunder Beach, Panama City Beach, FL
May 22	Roll On Columbus, Arena District, Columbus, OH
May 28-31	*Party in the Pines, Longview, TX
June 4-5	Louisville H-D, Louisville, KY
June 11-13	*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 24-25	R&R Cycles Open House, Manchester, NH
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 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 and September 29	Bike's On The Bricks, Flint, MI
October 2	Bikes, Blues, & BBQ, Fayetteville, AR
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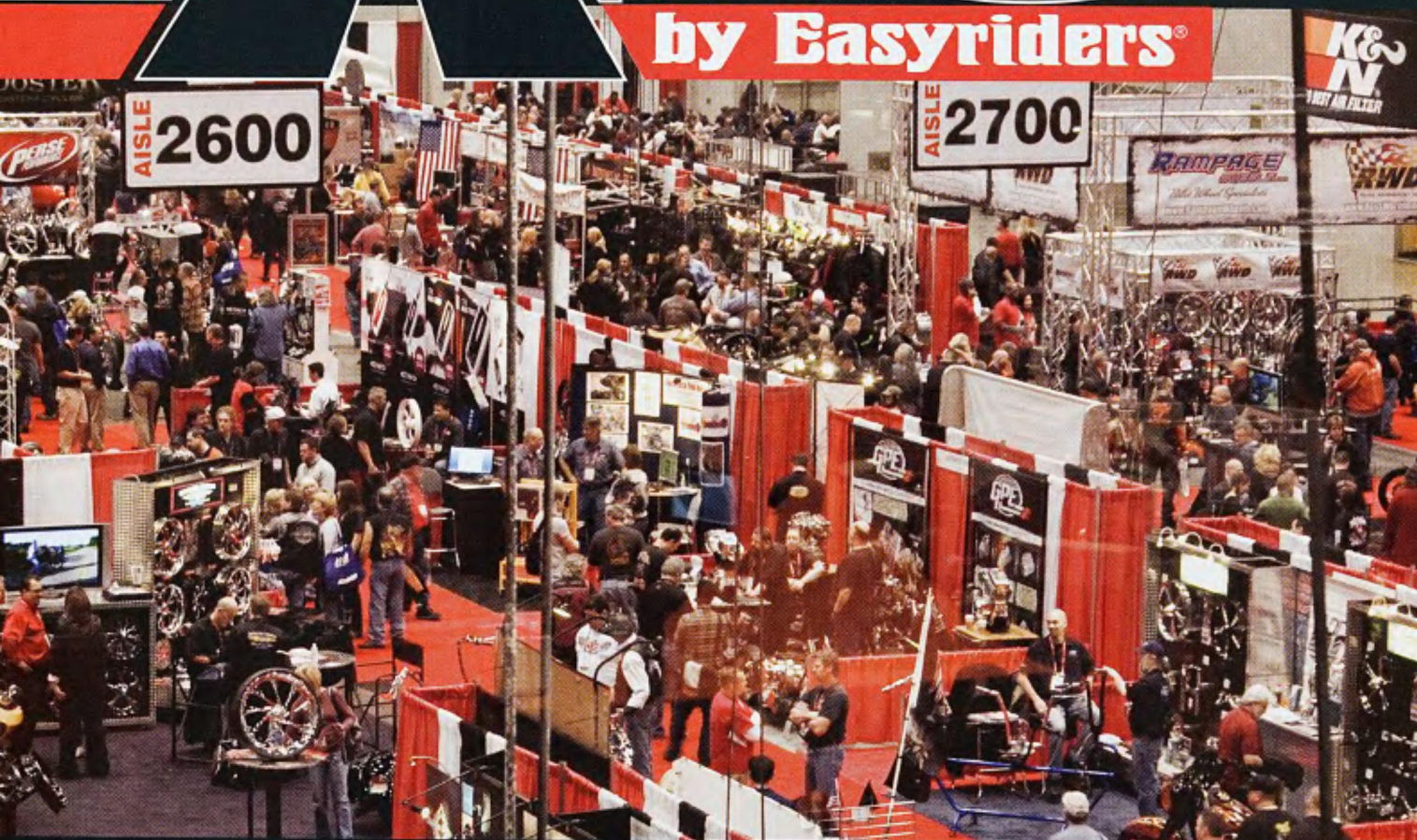
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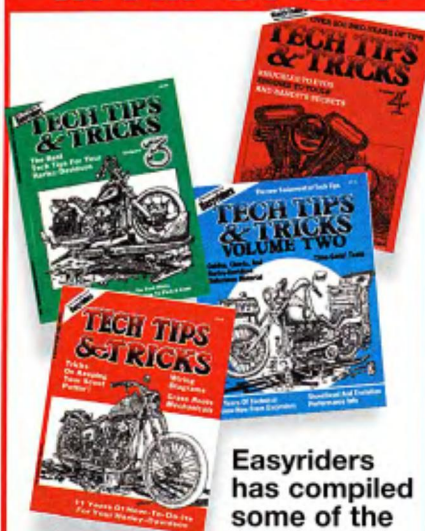
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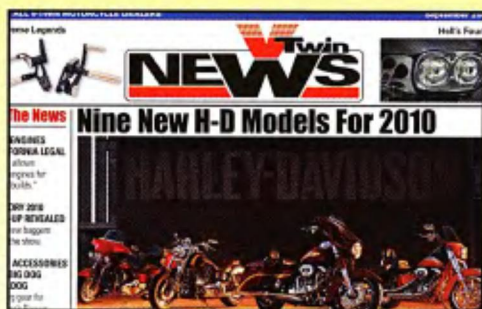
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SPEED'S SOLUTIONS Tech Tips From The Tuning Pros: Gearing To Go

Over the past few months we've talked about all levels of performance tuning a Harley-Davidson. We've covered the Stage I setups, adding new pipes, filters and a re-mapped FI fuel delivery. We've talked about picking out and installing the right camshaft set using the updated Speed's Performance cam support plate and we've talked about adding displacement with big-bore kits. Now is a good time to take a look at the gearing. You want major bang for the buck? Here it is, a quick and easy performance swap that's not going to break the bank.

It is no surprise to anyone who rides one that a new Harley-Davidson is geared pretty tall. That might help the fuel mileage, but it can also make the bike sluggish off the line, lazy around town, and then out on the highway you have to be rolling along at 85 or 90 miles per hour before top gear becomes useable. With factory gearing, roll-on power in 6th speed is pretty much non-existent. By switching sprockets in the primary, dropping the gearing down by just one tooth, you'll be amazed at the results.

"We've done this a lot," say the guys at Speed's Performance. "It's quick; it's easy; and it's affordable. And the payoff is immediate." Lowering the primary gearing is actually part of the Baker DDS6 and DDS7 conversions (which we'll get to in a minute), but it's something that also works with a stock transmission. The SPP team has proven it. By swapping in that new compensating sprocket 6th gear on a late-model Harley actually becomes usable. All the lower gears get lots snappier, as well. Takeoffs are easier, and the bike is more pleasant around town. All around it's just a much better deal. Granted, this is a modification that's going to drop the absolute top speed by about 8 to 10 miles per hour, give or take. But who rides the highways at wide open throttle? Doesn't it make more sense to have snappy response everywhere else, and a



Photo: Joe Kress

6th speed that's actually in the engine's powerband at realistic road speeds? By gearing down by 1 tooth in the primary, the engine will be spinning in its wheelhouse at 70, 75, maybe 80 miles per hour. When you grab some throttle for passing power, that bike is going to jump.

What is the cost for all this? Figure on spending a few hundred bucks, give or take. Generally the stock H-D primary chain can be retained. There's usually enough adjustment available to take up the slack. Ideally, though, along with that new sprocket, a slightly shorter chain can be used. And all this work can be done at a show. Speed's Performance techs can make the swap while you wait and for anyone wanting to do the work himself, Speed's has all the parts for the job on the truck or available from the website.

Make no mistakes, this is the most cost-effective way to a gearing swap. It's certainly far less costly (and a lot easier) than changing the final drive pulleys either at the transmission or the rear wheel. That rear pulley alone can set you back \$400 or more.

While we're talking money, if the

budget permits, one of those aforementioned Baker transmission kits, either the DD6 or DD7, is the most elegant way to change the gearing. Both of these replacement gear sets offer big improvements in more ways than just adding one more gear, making a 5-speed a 6-speed and a 6-speed a 7-speed. Both kits shorten the lower gears for that noticeable improvement in acceleration; top gear is direct drive ("DD") and the shifting is lots smoother and more positive overall. The DD7 even uses a new linear roller ball detent as part of its billet top cover, technology first seen in Baker's TorqueBox transmissions. It's also technology that's going to set you back about \$3,200, installed.

Swapping a sprocket in the primary, however, is a good move, too. It's affordable gearing to go, and the guys at SPP do it all the time. Give them a call, set up a date or pick up the parts. It's time and money well spent.

Speed's Performance Plus

www.speedsperformanceplus.com

605-695-1401 — Minnesota

605-695-2272 — South Dakota

386-405-7898 — Tennessee

EASYRIDERS' DRIVELINE GUIDE

BACKSTORY BLOCKBUSTERS

For every wicked-powerful V-twin powerplant, there is a whole cast of supporting characters behind the story. Belts, chains, clutches, transmissions, and pulleys are all costars in this high-speed drama. Herein lies the backstory behind the making of a motorcycle masterpiece, the blockbusters of driveline products.

—Kit Maira

PERFORMANCE MACHINE CONTRAST CUT CONTOUR BELT DRIVE

Many "one-off" Contrast Cut versions of the Performance Machine primary have been featured on PM custom bikes in the past couple years. So, by popular demand, PM decided to offer a production version of the Contour Belt Drive Primary in the Contrast Cut finish. The same quality internals are housed in black with carved aluminum windows in the primary covers exposing raw aluminum edges. The primary is also offered in a chrome finish. Retail prices start at \$2,799.95.

Performance Machine

714-523-3000 • www.performancemachine.com



DRAG SPECIALTIES PRIMARY CHAIN DRIVE KITS

Broken primary drive? Drag Specialties can help get you back out on the road. Kits are available for 1990-2006 Big Twin (except 2006 Dyna), and each kit comes with a compensating sprocket assembly, a chain adjuster assembly, and a complete clutch assembly that has been upgraded with Kevlar friction

plates. That's right, Kevlar—the same material used to make bulletproof vests. Suggested retail is \$639.95-\$699.95



DRAG SPECIALTIES REAR DRIVE BELTS

Featuring the latest in design and technology, these Goodyear-engineered Falcon SPC (Sport Plus Carbon) drive belts feature carbon fiber reinforcement for improved strength over the standard aramid reinforced belt, high-temperature rubber compound for excellent flex, and fabric reinforced belt tooth surfaces for

improved wear resistance. All this heavy-duty construction is used in the design of these belts, so you know you're getting a drive belt made to withstand belt-penetrating debris without breaking.

Drag Specialties stocks a full range of drive belt sizes for all popular models. Retail is \$149.95-199.95.

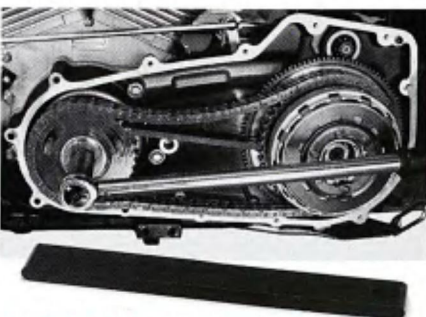
Drag Specialties

www.dragspecialties.com



HARLEY'S SCREAMIN' EAGLE 6-SPEED OVERDRIVE TRANSMISSION

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



HARLEY'S SCREAMIN' EAGLE PRIMARY DRIVE LOCKING TOOL

The new Screamin' Eagle Primary Drive Locking Tool (\$34.95) from Harley is designed to prevent the primary drive system from rotating during installation and removal of the clutch hub nut or the compensator sprocket nut. The tool is easily inserted into the primary drive system and wedges in place to restrict movement without damaging the sprocket teeth. For use on 2006-later

Dyna and 2007-later Softail models.

Harley-Davidson

800-LUV-2RIDE

www.harley-davidson.com



S&S HIGH-PERFORMANCE CLUTCH

The S&S High-Performance Clutch is available for 1991-'06 models with mechanical or hydraulic clutch, except 2006 Dyna. The S&S clutch features an early style 66-tooth ring gear because the larger, stronger teeth on this gear are better able to stand up to the force required to turn over a big inch engine. They are also less likely to be sheared off in the event of a backfire. An early style starter pinion gear, available from S&S and other sources, is required for all 1994-'06 models. Despite of the tremendous power and torque handling capacity of the S&S high-performance clutch, it is only slightly larger than stock and can be used in stock primary cases with only minor clearance operations which are not visible when the primary is assembled.



S&S/GATES HIGH-STRENGTH FINAL DRIVE BELTS

How many final drive belts have S&S engines broken? Yes, a lot of power can break things, so what's the solution? S&S has teamed up with Gates Corporation, a leading manufacturer of power transmission belts, to offer a series of secondary drive belts for many popular V-twin models. These belts feature Gates' super strong X3N carbon cord material, which is significantly stronger than the Aramid material used in many OEM final drive belts. S&S final drive belts by Gates are available with 14mm pitch in 1 1/2-inch and 1 1/8-inch widths.

S&S Cycle Inc.

www.sscycle.com



SUPERMAX POLY PULLEYS

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

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HYDRAULIC TRANSMISSION COVER

Jaybrake has designed this hydraulic transmission cover to look great, function flawlessly, and fit without having to adjust your pipes for clearances.

The hydraulic transmission cover has the same sight glass design used on Jaybrake primary and cable clutch covers. This design eliminates the need for a dipstick, which reduces the overall thickness to two inches. It will directly mount on 1987-2006 (except 2006 Dyna) Big Twin models.

The Banjo fitting and bleeder have been relocated to the bottom of the cover with use of unique internal porting, which results in clean uninterrupted top lines. Covers are machined from billet aluminum and come in polished, chrome, or black-anodized finishes.

Jaybrake

716-592-0554

www.jbrake.com



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Hi-Performance PX3 75W90 Synthetic Gear Oil is said to increase miles per gallon. It contains a limited slip additive to reduce friction and heat in the drivetrain, resulting in increased horsepower and torque. It is formulated to exceed the most stringent performance requirements of all motorcycle gearboxes and provides maximum resistance to breakdown from extreme heat, high horsepower, and extended high-speed operation. The synthetic formula effectively lowers gearbox temps and helps prevent excessive wear.

It is said to extend gear life and is recommended for all high-performance, racing, and street vehicle applications. Retail is \$14.99.

Sumax

800-654-5546

www.sumax.com



69 MM OPEN DRIVE FOR LATE SOFTAILS

Just released by Belt Drives Ltd., this new, model-specific open belt drive system is designed for use on 2007-2009 Softails exclusively. The latest conversion kit incorporates a 52-tooth front pulley and 69-tooth rear pulley. The custom designed 142-tooth belt is a full 69mm (2.72 inches) wide for a perfect combination of performance, strength, reliability, and durability. Additionally BDL has developed an exclusive ring gear, which offers quick, positive starter operation.

The kit includes BDL's Ball Bearing Lock Up Clutch assembly for smooth, positive engagement and light lever pull. A signature billet aluminum rear pulley cover, side guard, installation hardware, and instructions complete the package.

Belt Drives Ltd.

714-685-3333

www.beltdrives.com



RENEGADE BILLET PULLEYS

Renegade is offering a complete line of belt drive pulleys to match their unique wheel designs, including the Cheyenne shown here. Available in all popular sizes, the drive pulleys are precision-machined from 6061 billet aluminum and plated in a super rugged, show-quality chrome. Additionally, each pulley features a one-piece billet front lip. These pulleys retail for \$450.

Renegade

714-998-7241

www.renegadewheels.com



THE BAKER 12 STEP PROGRAM

BAKER Drivetrain has just introduced the BAKER 12 Step Remanufacturing Program. Its techs can repair or completely remanufacture your existing BAKER or Big Dog transmission with original BAKER parts. They can also repair or completely remanufacture your H-D transmission with your choice of H-D or BAKER parts. Depending on the age or condition of your transmission, you may decide to upgrade with a DD5, DD6, or OD6 builder's kit; the choice is yours. The transmission technicians at BAKER Drivetrain are among the most knowledgeable in the V-twin world at a shop rate that offers a great value.

BAKER Drivetrain

www.bakerdrivetrain.com

REVTECH 6-SPEED OVERDRIVE

RevTech 6-speed transmissions are sold complete and ready-to-install in place of



the stock transmission with absolutely no modifications required. Every transmission features a forged aluminum trap door to withstand the performance demands of high-output motors, and gears made from 8620H chrome-moly steel with precision-ground teeth and back-cut gear dogs for smooth and accurate engagement.

Quieter operation is achieved with mainshafts and countershafts that feature major diameter fit splines, and the shift forks are investment cast for strength and durability. In addition, a CNC-machined, radially uniform shift cam is used for smooth, precise gear shifting and a shift lever throw that is same in every gear. Every RevTech 6-speed uses a close-ratio 2.94:1 first gear and .893:1 overdrive 6th gear, and have chrome covers fitted to cases with polished or black wrinkle painted finishes. Fits Softail models from 1990-1999.

Custom Chrome

www.customchrome.com



JIMS HIGH-PERFORMANCE BILLET CLUTCH

Whether your bike is stock or modified, street or strip, the JIMS clutch has what it takes to get the job done. These billet aluminum clutches feature a 100 percent increase in clutch surface area compared to stock. Each clutch includes: a CNC-machined billet aluminum pressure plate; friction plates; steel plates; a steel inner hub; and additional sets of coil springs (40, 58, or 82LB) to allow you to tune your clutch to your needs. The JIMS high-performance clutch can

also be run wet or dry in an open or enclosed primary.



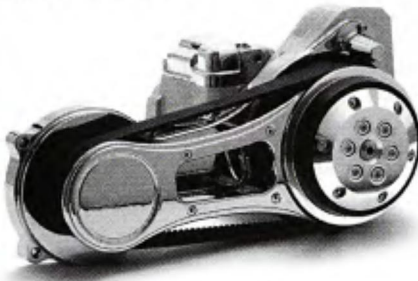
JIM'S FAT 5 OVERDRIVE

The Fat 5 Overdrive transmission has all the added features of a 6-speed transmission, but has been completely redesigned with oversize gears for today's increased torque loads. Basically, JIMS designed an all-new overdrive 5-speed transmission around the ratios of today's 6-speed. In a nutshell, you don't have to shift as much, but still end up with that comfortable cruising speed of an overdrive for highway riding. This added "space" was used to increase the surface area of all gears for added strength. The Fat 5 Overdrive also incorporates shift rings for a precise and accurate shift every time.

JIMS

805-482-6913

www.jimsusa.com



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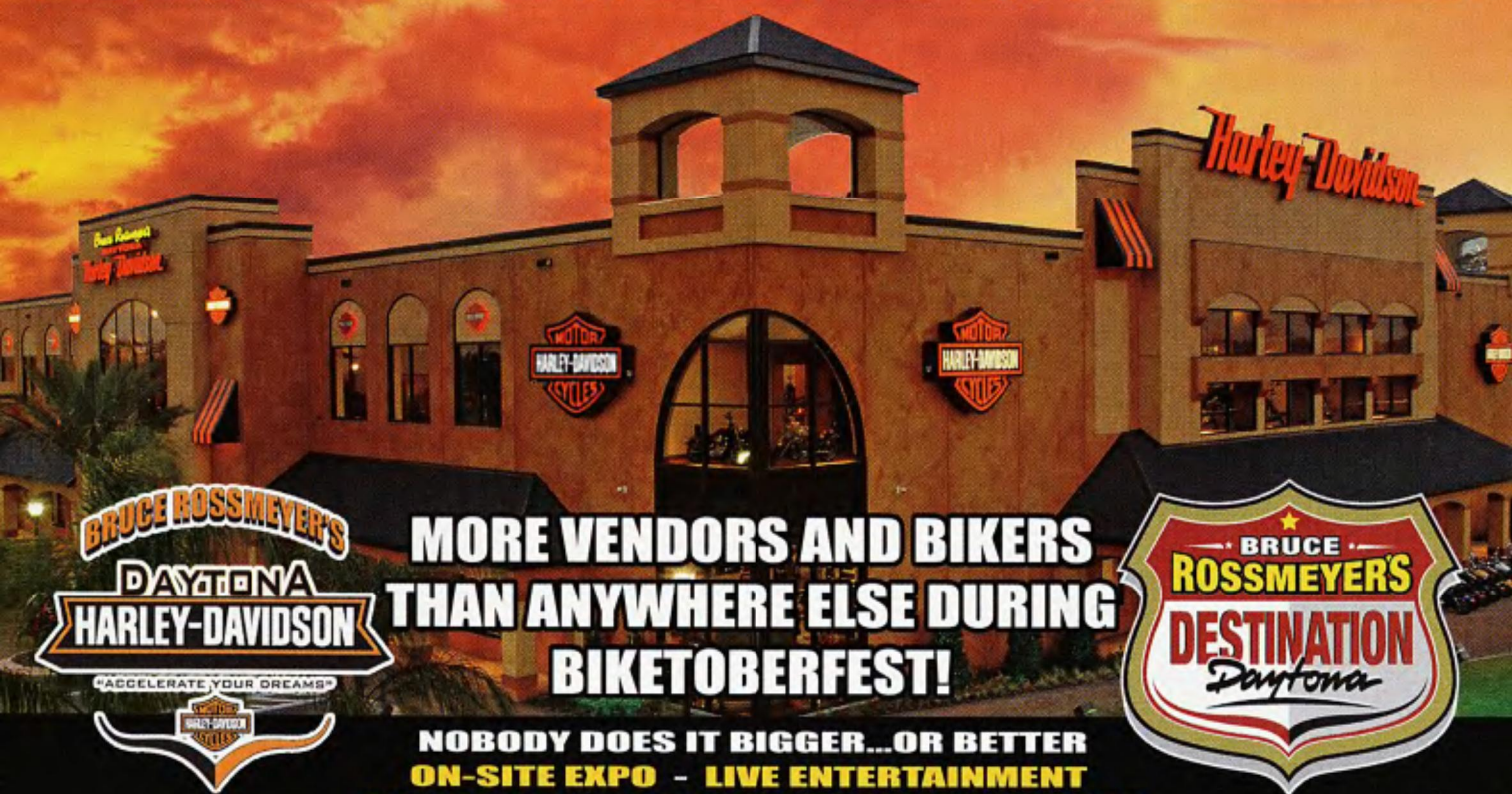
Tech Cycle's Contoured 5-Speed Motorplate is designed from the ground up to complement Tech's Cyclone Primary Drive, the 5-Speed Contoured Motorplate offers a completely different look in the world of primary belt drive systems.

This motorplate provides excellent "torsional" and lateral support due to its solid one-piece construction from 6061-T651 aluminum. It comes standard with Tech's Cyclone open primary belt drive system in 2- or 3-inch sizes. The setup is

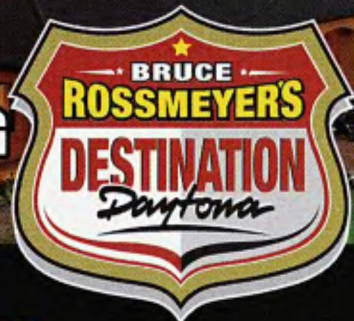
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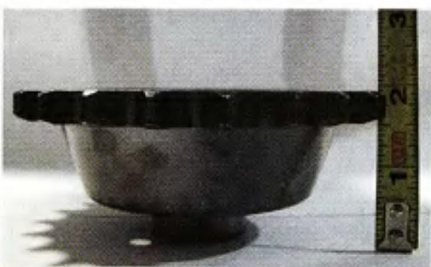
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Midwestironhorse
608-547-5095
www.midwestironhorse.com

ENERGY ONE CLUTCHES

Having trouble with clutch disengagement, finding neutral, or clutch slippage on your Big Twin 1990-1997, Sportster 1991 to present or Buell through 2002? Energy One Clutches offers a complete clutch kit to eliminate the double riveted steel plate and the annoying rivets that work themselves loose. This kit eliminates the double-riveted steel plate, and adds a friction and steel plate making it a high-performance extra plate kit. The kit includes 9 frictions, 8 steels and



a 15 percent stronger diaphragm spring. This kit also includes the diaphragm clutch spring compression tool. The price is \$160.

Energy One Clutches
562-698-7809
www.energyoneclutches.com



EXILE OPEN BELT PRIMARY FOR TWIN CAMS

Exile Cycles offer a 3-inch open belt primary drive for both 5- and 6-speed Twin Cam applications. The great-looking kit includes everything you need: pulleys; belt; diaphragm clutch; starter ring-gear; starter/bearing support plate; and front pulley cover. The price is \$1,999 in polished or satin finish and \$2,149 in wrinkle black powdercoat. The bike pictured has the optional centrifugal (semi-automatic) clutch which adds \$699.

Exile Cycles
818-255-3330
www.exilecycles.com



BIG TIRE TRANSMISSION PULLEY OFFSET KIT

If you plan to put a big rear tire on your V-Rod, you need to offset your transmission pulley. Sculpture Cycles imports these kits from Germany, which are machined from billet aluminum and implement a state-of-the-art bearing which supports the output shaft right behind the pulley. Depending on the size tire you plan to

use, you can get offsets from 33mm all the way up 68mm for the 360 series tire. No modification to your transmission housing is necessary. The kits come complete with billet aluminum housing, bearing, pulley flange, and hardware.

Sculpture Cycles
480-833-0998
www.sculpturecycles.com



RIVERA BRUTE IV EXTREME 2007 TOURING

Primo's new Brute IV Extreme 2007 Touring Open Belt Drive is just a two inches wide, but it can hold the power. The special 8mm Kevlar corded belt included with the kit was specifically designed to hold in excess of 150 horsepower. The drive's electric start feature utilizes a 66-tooth ring gear for maximum longevity. It also features a modular heel toe shifter linkage support, so you don't have to figure out how to run your linkage. The super light pull of the Pro Clutch actually holds 120-plus hp. For those who have more horsepower than you know what to do with, you can add the TPP Variable Pressure Clutch Assist that works like a mini lock-up, holds over 200 hp, and still has a super light pull. Fits 2007 later touring models. Retail for \$2,321.92



RIVERA PRIMO REVIVES ART

The ART brand conjures up images of high-performance racing parts that worked exceedingly well. ART is now reborn under the Rivera Primo banner with the same fine quality performance parts. The new ART branded polished billet aluminum 4-speed hydraulic transmission end cover with kicker hole is beautifully sculpted from aircraft quality 6061 billet aluminum and is the perfect addition to a 4-speed electric start and kick or kick-only where the benefit of a kicker is required but the flopping clutch cable is not. The ART unit requires a 5/8-inch master cylinder to function properly and works with and without electric start capability.

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



ILLUSION 6-SPEED BAR TRANSMISSIONS

The new Illusion Bar 6-Speed Transmission was developed as part of the company's latest EPA- and CARB-approved driveline packages. Possibly the most notable feature of the Illusion box is the fitting of a unique steel "bar" support brace between the main and countershafts, and bearings instead of the traditional bushings. The bar virtually eliminates any flex in the transmission under the most severe loads. The end result is smooth, precision shifting in any riding environment and extended life expectancy. Also important to note is the upgraded first and sixth gears, which have been changed from five cogs to four, giving these gear boxes much greater durability. They are available in both left- and right-side drive models, the Illusion transmissions are available in either chain or belt drive configurations.

Illusion Motorcycles

714-894-1942

www.illusionmotorcycles.com



MYSTERY DESIGNS

Mystery Designs new 72 Tooth Rear Drive Pulley addresses the tall gearing on stock '07-'08 big twins, providing more torque than stock pulley for quicker acceleration and better bottom end performance. This particularly benefits those looking to convert to a trike, increasing performance while decreasing wear to vital drive train components due to the added rolling mass of the trike.

Mystery Designs

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Easyriders

Visit www.easyriders.com and we'll give you something to laugh about!

Meet This Month's Winner!

Here she is, that talented gymnast and clever contortionist from the far flung Isles on Lingerham, the trim and tight Bella Valentine! Actually, your Fox Hunt Winner, little Miss Bella, hails from arid Arizona, but there's something about her sultry looks that makes us think she should have a Russian accent and a whip. Yeah, like maybe she's a lion tamer from a traveling Russian Gypsy Circus.

In the real world, we sent Bella to see ace flick snapper (or snapper flicker) John Covington to be shot on Justin Umbs' midnight ride. Check out both Bella and the bike on page 86.

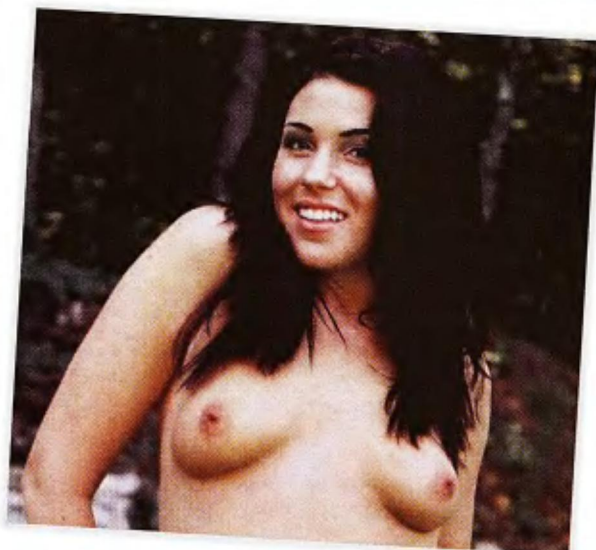
—Vlad Turnyrbadnkoff



Christine — North Carolina

#0901

"After a night of riding, bar hopping, and a wet T-shirt contest, I gave him the ride of his life!"



Danelia — Massachusetts

#0902

"My favorite biker felt it was time for me to learn to ride, so he put me on his Softail and I've been hooked ever since."

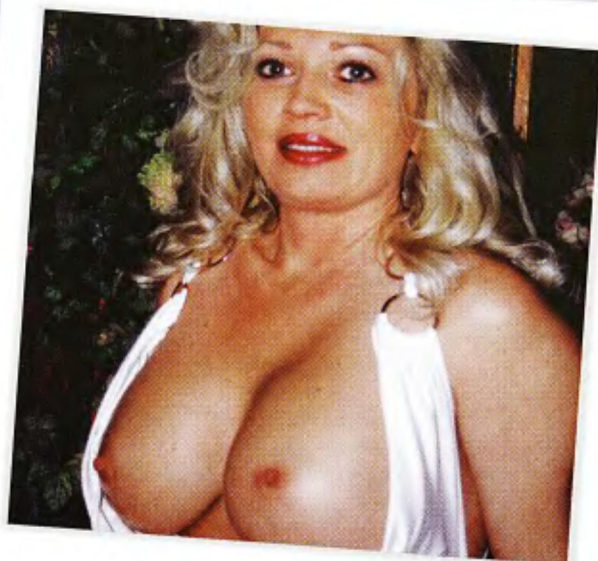
Win \$1,000!



Diane — Massachusetts

#0903

"I was 18 and thought I'd be terrified, but I had the time of my life!"



Jo Ann — Virginia

#0905

"My first ride was on a hot August day. I woke up the next day sunburned but happy."



Lenora — Nevada

#0904

"You could say I was born to ride. My dad picked my mom and me up from the hospital on his bike when I was born."



Kelly — Wisconsin

#0906

"I've been riding my own bike since 1999 and my nipples get hard every time I ride my scooter!"

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.

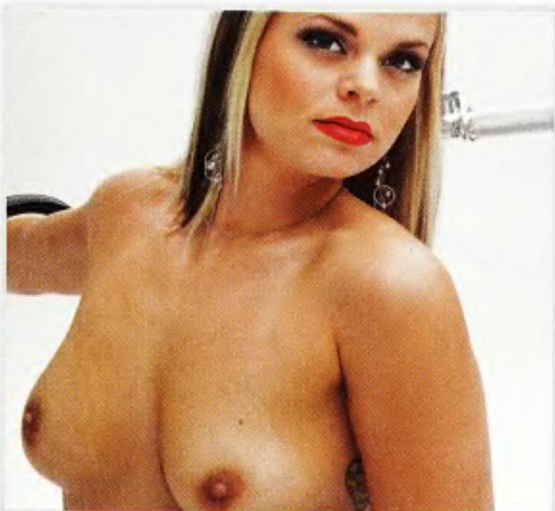
The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

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 #447 *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's next month's Fox Hunt Winner, high-class lass and Sacramento sweetheart, Jennifer. Come on back next time and see if you can find her secret tattoo.

447

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!**

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CUDA CUSTOM

JUSTIN UMBS' SOFT-RIDIN' HARDTAIL

Phil Cuda and bike owner Justin Umbs built this sexy black custom in Phil's specially equipped two-car garage only six months after mocking

up the Redneck Engineering springer front end and rigid frame for the first time. Phil takes on a few projects such as this each year, but it's Justin who gets



Phil mounted the Matt Hotch kickstand on the right side and the handmade exhaust pipes sweep around the left side of the bike.

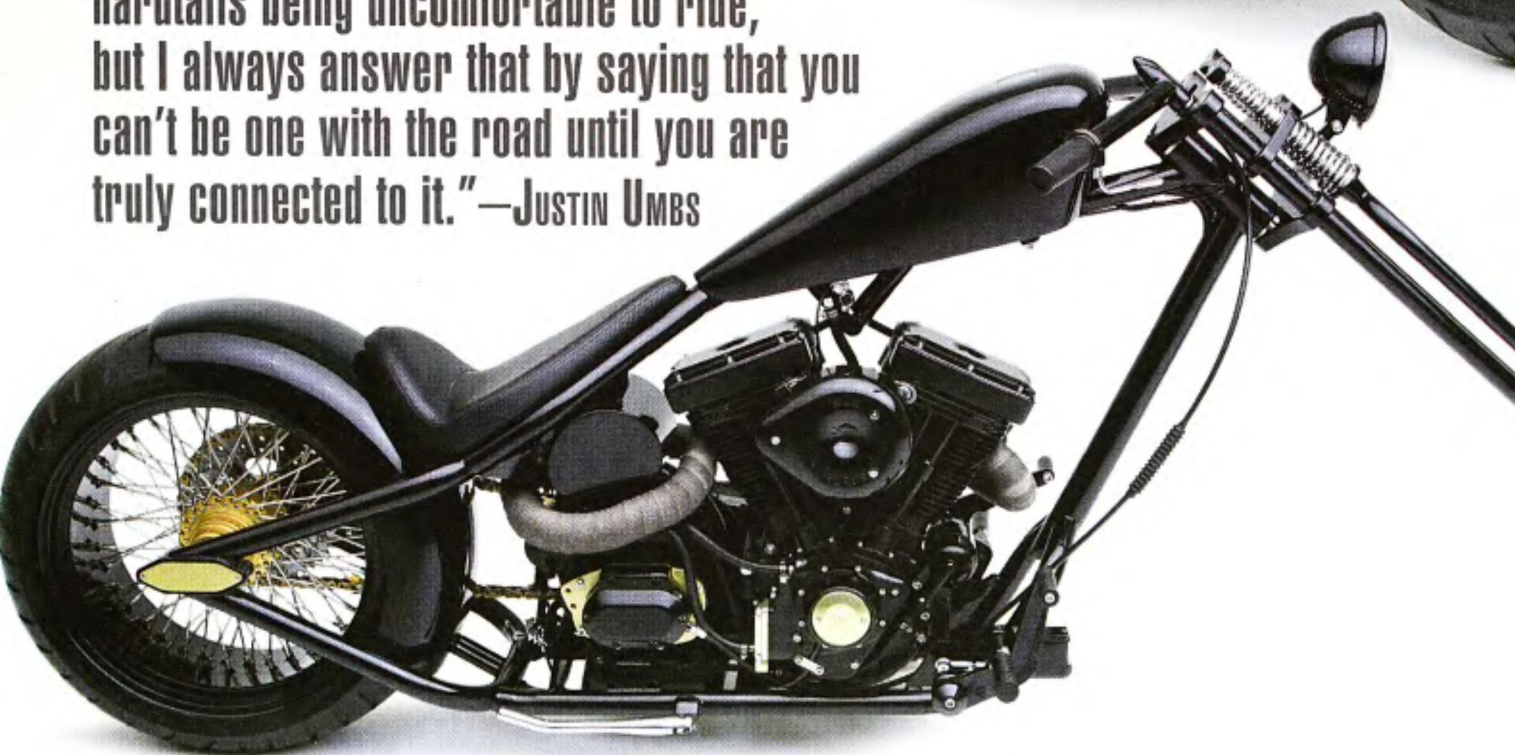


to do all the riding and hear all the oohs and aahs. "Sometimes I'll hear a comment about hardtails being uncomfortable to ride," Justin says, "but I always answer that by saying that you can't be one with the road until you are truly connected to it."

The idea for running a chain final drive comes from Justin's idea that "Belts are for pants, not final drives!" Among the hand-fabricated parts on this scooter is the old Sportster tank Phil scored and on which he decided to



"Sometimes I'll hear a comment about hardtails being uncomfortable to ride, but I always answer that by saying that you can't be one with the road until you are truly connected to it."—JUSTIN UMBS



weld in a flush mount bung for the billet cap. The finished product has been flattened, stretched, widened, and tunneled to perfection.

The custom shift linkage was built from an old chain with its links TIG welded together. Attention-getting details include the fact that Phil mounted the Matt Hotch kickstand on the right side and that the handmade exhaust pipes sweep around the left side of the bike.

Justin has ridden this bike throughout the West Coast for five years with no mechanical issues and no spinal problems. There are other things that can make a man vulnerable, however. Vampiric vixen and Fox Hunt winner Bella Valentine from Romania is known to suck the life juices out of her hapless victims. Okay, we made that up, but with a name like Bella, we figured there's probably a vampire in the woodshed somewhere. —*Twilight Cheese*







Owner: Justin Umbs

City: Chandler, Arizona

Fabrication: Bill Cuda

Model: 2004 Hardtail

Time: 6 months

ENGINE

Year/make: 2004 S&S

Displacement: 107 cubic inches

Ignition: Accel

Cam: Andrews

Carb: S&S Super G

Pipes: Bill Cuda

TRANSMISSION

Year/make: 2004 S&S 5-speed

Paint: Hotrods by Glen

Type/color: PPG/UA Black

FRAME

Year/make: 2004 Redneck Engineering

Type: rigid

Rake: 54 degrees

Stretch: 6 inches out, 4 inches up

Shocks: none

ACCESSORIES

Bars: Bill Cuda

Handlebar controls: Jaybrake

Fender: Redneck Engineering

Headlight: CCI

Taillight: LED

Pegs: Jaybrake

Foot controls: Jaybrake

Electrics: Bill Cuda

Gas tank: Bill Cuda

Oil tank: RE

Oil System: S&S

Primary: Primo

Seat: custom

Mirrors: CRG bar end

Grips: Harley-Davidson Rubber Vintage

FRONT END

Builder: Redneck Engineering

Type: springer

Extension: 16 inches over

WHEELS

Hub: Black Bike

Size: 16-inch front, 18-inch rear

Tires: Avon

Brakes: Exile Sprotor

Photos: John Covington



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this deal will soon be history.**

ToplessTech

TOOLS O' THE TRADE

Since our ToplessTech sweetheart, Angie Savage, is the head wrench at Cycle Works Etc.; she knows what tools work and how they should be used. With that thought in mind, we asked her to give our readers a little lesson on tools, in her own special way.

So keep your eyes on the teacher and pay attention, cause you ain't gonna get info like this in any other biker rag.

—Bugle

Cycle Works Etc.
805-778-9212
www.cycleworksetc.com



1 Angie says, "There's a tool for every job and the quality of the work depends on how the tools are used."



2 "Allen wrenches come in the cheap L shapes and as attachments to fit on the end of a ratchet. Say, who was this guy Allen? He named a wrench after himself! How about an Angie Wrench? I can put things together!"



3 "If you have nuts that are a little on the tight side, make sure that you use the box end of the wrench, 'cause the open end might slip off and bust your knuckle."



4 "Some parts need special handling, like spark plugs. Using a regular deep socket can crack their porcelain insulator. Spark plug sockets have a soft inner lining."

Continued on page 95



FREE CATALOG!

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5 "The open end of a combination wrench is for close quarters; you know, when everything needs to be a tight fit."



6 "Speaking of spark plugs, don't try to set their gap by banging them on the workbench! The ground electrode needs to be a certain distance away from the center electrode; bend it with care."



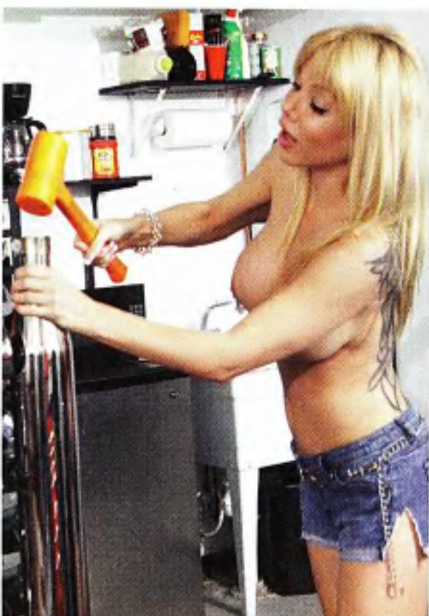
7 "There are very few times when you need a big adjustable wrench, but tightening the fork tube plugs is one of them. I like to keep a good fitting wrench around. I don't want to blow the job."



8 "Sometimes you need two wrenches, one to hold and one to move."



9 "All tools aren't made out of metal. Some tools are liquid; some are for cleaning; and some are for lubricating."



10 "If you gotta force something, use a hammer that has protection. Dented chrome is hard to fix."



11 "Other tools are to keep you safe. If you damage your eyes, you can't watch what I do."

Photos: Bugle

ReadersRides

Brian Peterson **Astoria, Oregon** **1997 Custom Creation**

Way back in 1997 when Brian wanted a custom bike, he ordered a frame through an ad he found in a magazine, speculating on his state of mind at the time by adding that all too familiar phrase, "I had no idea what I was doing!"

In fact, he had never even owned a bike before, but not one to be easily discouraged, Brian says he simply started ordering parts as money would allow and began piecing his bike together. Alas, one hurdle after another popped up. "Children, a broken ankle, a new house, and college for the oldest son," is how he puts it.

"It took ten years to finally finish the bike, but it looks so sweet and rides so well that it was worth the wait."

The frame is a Wynn Wide Ride 34-degree, 1/4-inch stretch, hidden-shock frame. "I put in a 96-inch S&S Evo motor with a RevTech 5-speed tranny," he says, already sounding like a pro builder (sort



of). He also added 10-inch oversized baby apes with Jaybrake controls and brakes. The primary is a 3-inch Ultima, and the pipes are from BUB.

Add to that a set of Ceriani inverted mid-glide forks and a set of Avon slickers, and you've got yourself a bike that, frankly, seems as if it presents another

hurdle for poor old Brian.

That's Brian's wife, Kari, sitting on the bike, wearing little more than a devilish grin that seems to imply that Brian built the bike just for her. Good luck, Brian. Looks to me like you may just have to build another one.

—Tripper





Photos: Owner

Chris "Fester" Rammling New Windsor, Maryland 2009 Rigid Evo Chopper

"I have custom-fabricated everything on this bike, with the exception of the motor, trans, belt drive, wheels and tires, etc.," Fester opens his missive. He then continues with a long list and description of what he did, which we'll have to shorten radically to make it fit here.

He started with a Mid-USA frame with a 38-degree rake and split the seat post into a "Y" so the seat dropped into the frame, giving his ride an admirably low 22-inch seat height. "I made the footpegs from railroad spikes with stainless steel inserts," he adds, "and the forward controls are hand-fabricated with roller bearings for smooth operation."

The right foot operates the clutch, while the left one operates the front drum and rear disc simultaneously and shifting is done with the left-hand roller bearing mounted handle. The man obviously has a thing for adrenaline. "The oil

tank was made from fire alarm bells," he says, "and each end is held in place by a custom bracket that looks like a skeleton hand lifting it into the frame."

The skeleton hand theme continues on the exhaust pipes, hand-made from stainless steel, with each pipe twisting around the other and being held up by said hands, one mounted to the frame and the other to the custom-twisted sissybar. And if that's not enough for you, there's another skeleton hand just to the right side of the oh-so-apropos coffin-shaped fuel tank right above the rear cylinder, and it's holding up the speedo.

With all those bones and death-themed items permeating the bike's design, there seems to be one question that festers in the casual observer's mind: "What makes Fester tick?"

We'll probably never know, and that's not necessarily a bad thing. We'll just let his art fester, I mean, foster his thoughts on life and death.

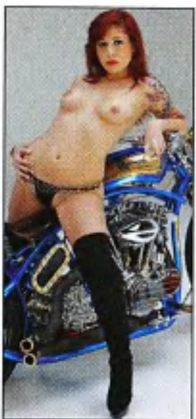
—Tripper

The October issue of *Easyriders* (No. 448) is our annual Tattoo Special featuring a dazzling display of biker ink found from coast to coast. Ride with us to Myrtle Beach Bike Week and stop in at the Boggy Creek Run in Florida, for all the action.

Our stable of custom bikes in this issue runs the gamut from a righteous panhead by Mike Simon, to a wild After Hours pro-street. See what Shane Gatto can do with a stock Harley dresser and prepare to be amazed by the latest killer chopper by Ben Jordan of Jordan Designs.

Out in the Tech Shed we'll show you the first step in building our J&P Cycles giveaway bike, offer up a complete aftermarket guide to Lighting and watch sexy Angie Savage shuck her duds for yet another Topless Tech Tip.

All this plus a barrel fulla naked ladies in the *Easyriders* October issue. On sale August 31st.



The August issue of *V-Twin* (No. 112) brings you our annual guide to the Black Hills Rally, better known as Sturgis, as well as a complete Guide to Hop-Up parts to add a few ponies to your ride. Go behind the scenes on the *Sons of Anarchy* set, get more tech tips you can really use and six sexy bike features plus our road test of Harley's new Wide Glide. On sale now!

October's *Biker* (No. 270) has pretty li'l Christy Lee to study as well as Sam Gainey's naked chopper, the Best of Show winner at Bean Blossom Bikerfest, one of a dozen or so legwettin' events also in this issue. On sale August 17.



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

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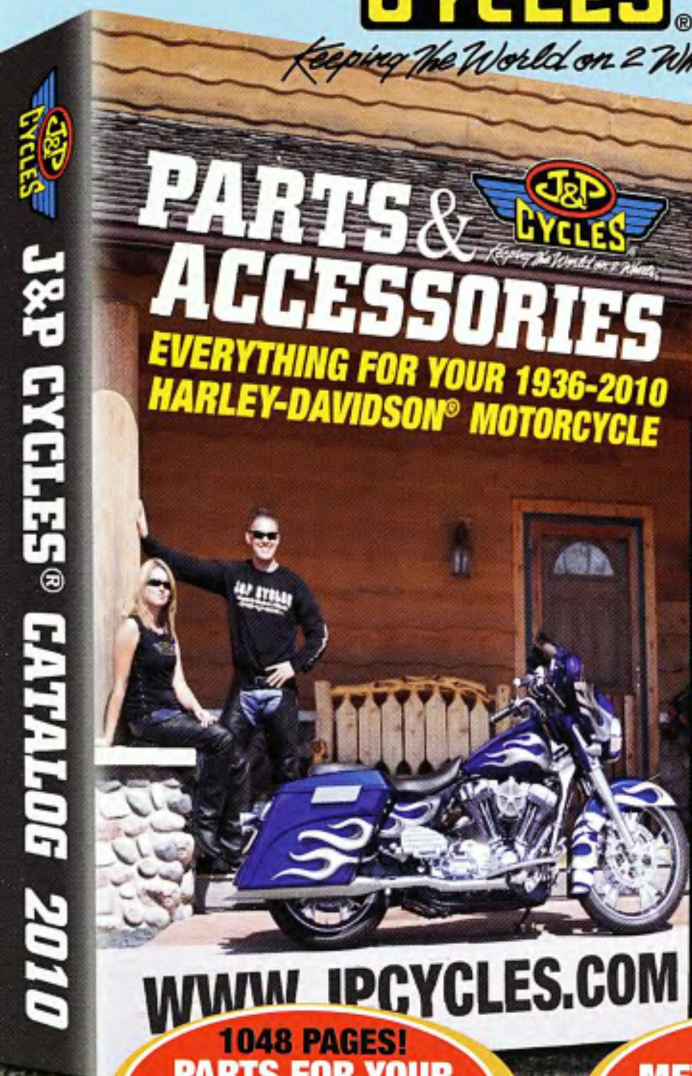
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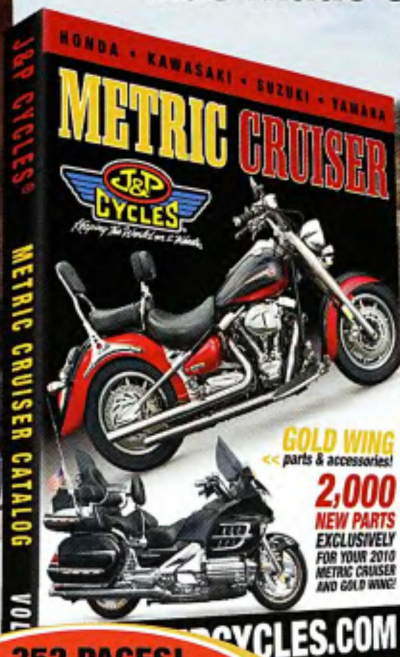
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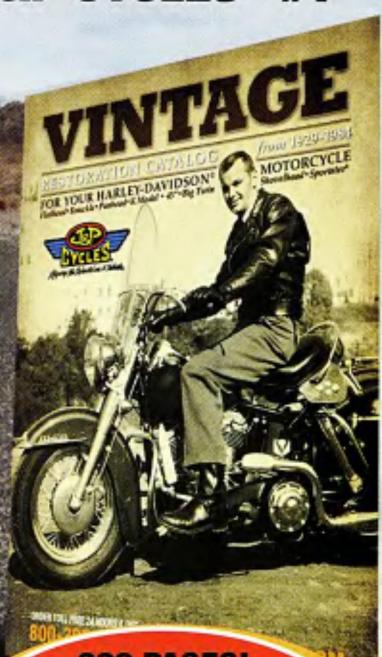
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