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Beautiful Dreamer

A guy wins the prize for being a heavy sleeper. It seems that while he was asleep, his house caught fire. Part of the house collapsed but he went right on sleeping. Two hours later, after the fire had been extinguished and firefighters were doing a walk-through, they discovered the man, still asleep. Amazingly, the man had no injuries and only required treatment for smoke inhalation. The fire marshal said he was "flabbergasted" that the man survived.

Mummified Happy Meal

Next time you head for McDonald's, keep this information in mind. An artist bought a Happy Meal, photographed it daily, and noted the lack of even the slightest sign of decomposition. Her dog, who circled nearby for the first two days the Happy Meal was out, then ignored it. Food scientists "credited" heavy use of preservative sodium propionate and also the predominance of fat and lack of moisture and nutrients, all of which contribute to shrinking and hardening the burger and fries. So just think what that Happy Meal is up to down there in your stomach.

Getting Laid... Off

A judge ruled that a former police officer deserved worker's compensation even though he had not been "laid off" but rather fired for having an affair with the wife of the chief of police. Although the Civil Service Commission had denied him coverage (based on other derelictions, such as sleeping and drinking on duty and refusing to attend a class on search warrants), the judge said that the dismissal seemed too much like improper retaliation for the affair.

BADABOOM!

A man and his wife were driving around at 2 a.m.. They lit a quarter stick of dynamite to toss out the window to see what would happen but hadn't noticed the window wasn't open.

Here's To Uncle Paddy

A city in Rhode Island issued a license for a new Irish pub in town. The license

was given to the local funeral home and the pub will be inside the mortuary. The locals are really glad to have a place where they can drink while mourning.

Too Much Head Will Kill Ya

The city government in Seoul, South Korea, warned that the local delicacy "octopus head" contains toxic amounts of cadmium and recommended a two-head-per-week maximum.

This Bud's For You

A couple of dudes were sitting on a porch wearing beer bottle costumes. Two passersby saw them and for some reason took offense at their outfits, so they punched the hell out of the human beer bottles.

Pit Stop

After having imbibed in some good stuff, a woman in a motor home went to relieve herself. The door was stuck so she naturally pushed hard against it only to discover too late that it was the exit door, not the bathroom door. Her husband, who was driving, looked back just in time to see her bounce against the pavement.

A True Booby

A guy set a booby trap (a trip wire attached to a shotgun) to deal with trespassers but forgot the location of it. Evidently, he tripped the trap and is no longer with us.

Pampered Pet Resorts

A humane society in California (using private funds) recently began construction of a \$4.3 million dog and cat shelter with towel-lined cages, skylights, microclimate air-conditioning, an aviary, sculptured bushes, "adoption counseling pavilions" in which people can meet with their prospective "companion animals," and a very subdued classical paint scheme. Interestingly, there are four times as many shelters in the U.S. for animals as for battered women.

Stoned Cold

A shop in California that sells ice cream infused with marijuana extract, so cus-

tomers with "medical marijuana" prescriptions can buy Crème De Canna Bananabis Foster or Straw-Mari Cheesecake at \$15 a half-pint. According to the proprietor, one bite supposedly equals five puffs of "really good" weed.

Crabby Snack Machines

Outside several subway stations in Nanjing, China, are vending machines selling live Shanghai hairy crabs for consumption stored in chilled, plastic containers. The cost is the equivalent of \$1.50 to \$7, depending on size.

Sin Tax Syntax

Russia's finance minister urged the Russian citizens to increase their smoking and drinking because the government's new "sin" taxes mean more revenue. The finance minister said, "If you smoke a pack of cigarettes, that means you are giving more to help solve social problems." Alcohol abuse is already said to kill 500,000 Russians a year and to significantly lower life expectancy, which in itself should solve some "social problems."

Reach Out And Touch Someone

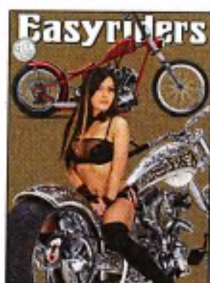
A man using his cell phone to type a location for a map program to find his way to a job interview was obviously distracted. Distracted by the phone, he was killed in a street robbery.

A Bridge By Any Other Name

A town council had a contest to name the new bridge over the Eagle River. They went through 84 suggestions (including "Eagle Crossing") and finally voted to give it the official name "Bob." So now it's "Bob The Bridge."

PINhead

A woman working in a store had her wallet stolen. The thieves got her ATM card, but, fortunately, she hadn't written her PIN anywhere. However, the thieves called the store, said they were from her bank's security department, and asked her for the PIN. They drained her accounts, and since had given them her PIN willingly, there was nothing the bank could do.



Johnny Gil's red rigid shot
by Michael Lichter. Jazzy
Julietta and Eddie Trotta's
Thunderbike by Don Rogers.
Cover imaging by Jeff Biggs.

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The next liver-quirvin' issue goes on sale
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Who Cares What You Think!

This is in response to Tailgunner's comments in the November 2010 issue. Fuck you! I worked hard for the past 45 years, almost 30 of them in the U.S. Army working on M60 and M1 tanks, and if I want to let someone build a bike for me, then that's what I'll do. I'm tired of sore hands and an aching back, and I've earned the right to do as I please. I don't need you or any of your "real deal" buds to tell me what a real biker thinks.

I ride when I want and on what I want, and if you don't like it, then too bad. I enjoy the high-dollar bikes as well as the "Readers Rides" bikes and think the rag does a good job on showing both.

*IBMF
Cyberspace*

Angie Savage

I've been a long time reader of your magazine—way back to the seventies. Gets better all the time. I think you guys should do a photo shoot with Angie Savage on some lucky guy's bike. The "Topless Tech" is great, but all of her on a bike! Awesome!

*S.O.B.
Meadville, Pennsylvania*

That's not a bad idea.

November Issue And Past Issues

I just don't fuckin' get it. I've been wrenchin' on bikes and have built a few here and there. I've built and balanced motors and trannies from knucks to Evos in all displacements for the past 25 years, yet many of the "bike builders" featured in your rag are not builders. They're assemblers. Motors and trannies are rebuilt by some "others" shop(s) and/or purchased new and installed in a frame and painting is completed with chrome doodads or recycled junkyard or garage leftovers.

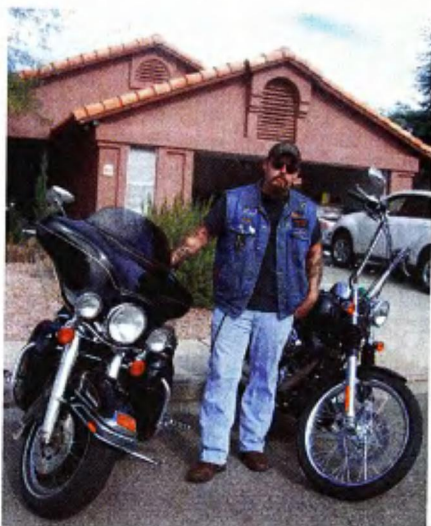
Where are all these bikes? I may see a few at bike shows, but I see very few of them on the road. Some of these bikes get to be high-priced prostitutes, going from owner to owner, going to the highest bidder. Once the excitement (post orgasm) fades away, the reality of

maintaining these bikes sets in. Sell the bitch; grab the cash. Buy a Harley Street Bob (with cash left over), ride into the sunset, and FTW—for a cathartic experience.

How about you guys offering to or making it a requirement for featured bikes to be dyno'd and have horsepower and torque results as part of the "specifications" for us hardcore motorheads. Yes, form, function, beauty, and coolness (artistic license) are in the eye(s) of the beholder, but does she put out? Fancy paints and billet doodads abound like a pretty rainbow, but it's the thunder that gets your attention. One bro to another, man, oh man, she's a "pretty" bike—yeah, but does she put out?

*With all due respect,
Dan "Pork-Chop" Rodriguez
San Antonio, Texas*

What great ideas. Let's fill the world's best custom bike magazine full of stock bikes with big turn signals and mirrors.



Satisfied Customer

I got out of the Coast Guard back in March after almost nine years of service and ended up in Phoenix over at Motorcycle Mechanics Institute because motorcycles are my passion. I've been reading your mag since I was 17 years old and riding just about as long. I've been riding metrics most of that time.

A couple of friends had gotten me on

their Harleys for test rides over the years, but it wasn't until this year that I converted. I walked into Arrowhead H-D in Peoria, Arizona, back in May, and they took my trade-in and sent me rolling with a brand new 2010 FXSTC. Two weeks ago I replaced my other metric with a 1998 Ultra Classic.

I've already got 11,000 miles on the Softail and 1,000 on the Ultra. Truth be told, having been on damn near every scooter out there, there really ain't nothing like being on a Harley-Davidson.

C.W. "Skreech" Streeper
Dickinson, Texas

My Mom And The H-D Family

Here is a picture of my mom, Delores Abbot, and me (below). All through the 1980s, Wednesday night was designated bike night. Just about every spring/summer Wednesday evening we would clock over 100 miles, have a dinner stop for ice cream, then head home.

In September 2008 my mom had a massive heart attack. The doctor told us she wouldn't make it through the night and to make those arrangements none of us like to think about. But mom had other plans! Through the healing process in rehab we had placed her helmet in her hospital room. One day when her cardiologist was examining her pace maker surgery, my mom asked, "When will I be able to get back on my son's Harley? The cardiologist said with hesitation, "Maybe 30 days."

Well 30 days from that day she was back in the saddle again with me flying

down the freeway. Not bad for 87 years old! We should all be so lucky. My mom is truly bad to the bone.

Eric Abbot
Cyberspace



Missing Parts

Just sitting here and reading the rag when I discovered the J&P bike I can win has different footpegs in different pictures. There is also a chain missing and no rear brake caliper. I hope all the parts are in when it's won (by me). No raisin pie for you!

Enclosed are pics (above) of my 1993 FXR I built last winter (no parts missing). Hope you print this and them.

TattooJim
Out There Somewhere

What do ya want for free, Jim? Seriously, the J&P chopper is all together and running, ready for you to win it.

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"I like the look of that skinny frame tubing," Johnny says. "And it has just enough flex to give a little cushion to the ride."

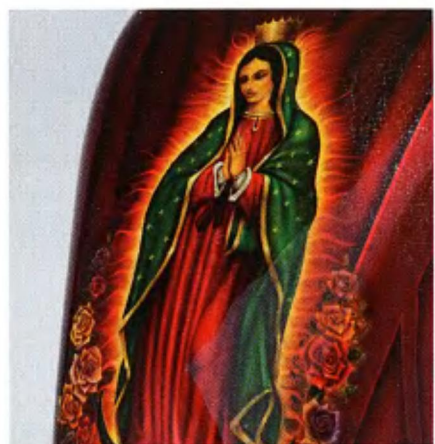
HOPE FROM SOUTH OF THE BORDER

Esperanza!

"I've been riding these jockey-shift bikes for more than 20 years now," Johnny Gil says. "It's become second nature. All my bikes, and I've kept a bunch of them, are jockey shift. Not a one has a hand clutch and four don't even have a front brake. That's just what

I'm used to riding. Of course, it's pretty flat down here in South Texas, so we don't worry about getting stopped on a hill!" Fair enough.

Yes, riding—and building—those stripped-down jockey shifters has become second nature to Johnny. Johnny's



Custom Shop has been open for business in McAllen, Texas, since 1994. Choppers, obviously, are a specialty and business has been good. Just four or five months ago, Johnny and his team had to move into their new, bigger location, a place where they wouldn't be bumping into each other all day long as they do what they do—which is build bikes like this one. Johnny's Customs is one of those do-it-all places. It's a paint shop, a fabrication shop, a machine shop, an assembly shop, and, these days and in these times, the guys are more than able to take it all on, everything from basic service work and performance tunes to cutting up and customizing factory Harleys, and building one-off rides like this Candy Apple creation Johnny put together just for himself.

Esperanza (the moniker, Johnny tells us, is a tribute to his grandmother, it was her name, but it also translates to mean "hope," a nice sentiment either way) has a frame that's all one-inch tubing. It's Johnny's own design. Built to his specs by Texas Bike Works, it's probably the fourth or fifth time he's put together a bare-bones rigid using this configuration. "It's a comfortable ride and a good handler," he says, "a nice overall

performer. And I like the look of that skinny tubing, and it has just enough flex to give a little cushion to the ride. Nothing loosey-goosey, but nothing that's gonna smack you in the butt, either." Going right along with that comfortable, classic look, the engine is a shovelhead, a 2005 S&S version hot-ted-up with some Sifton and JIMS hardware. And that jockey shift Johnny's so used to? It rows through the six speeds of an Accessories Unlimited tranny. The primary drive connecting those two is a Johnny's Custom special, something that started out as an off-the-shelf Primo piece but got the South Texas treatment with some new plates and assorted hardware whipped up in that well-equipped McAllen machine shop.

When everything was ready, Johnny

himself went into the paint booth and sprayed the Candy Apple Red, custom paint being another specialty of the house. Hints of flat black add a touch of toughness. The handlebars, triple-trees, those floral-carved lower legs, the axle covers, and brake caliper all got the flat-black coating.

Not surprising, at our Easyriders Columbus Invitational Bike Show, Johnny





and Esperanza not only grabbed a "1st In Category" win but also went home with "Editor's Choice," "Best Of Show" and one of the "Top 10 Bikes of the Year" honors. —Joe Kress





Owner: Johnny's Chop Shop

City: McAllen, Texas

GENERAL

Designer: Johnny Gil, above

Year/make: 2009 JCS

Model: rigid

Assembly: Johnny Gil

Time: 7 weeks

Chroming: Meclec Metal Finishing

ENGINE

Year: 2005 S&S shovelhead

Rebuilder: Johnny Gil

Displacement: 98 cubic inches

Ignition: Spykes

Cam: Sifton

Carb: S&S Super G

Air cleaner: S&S/Johnny Gil

Pipes: Johnny Gil

TRANSMISSION

Year/make: 2005 Accessories Unlimited

Shifting: 6-speed, jockey

PAINTING

Painter: Johnny Gil

Type/color: SEM's/Candy Apple Red, flat black

FRAME

Year/make: 2009 Texas Bike Works

Type: rigid

Rake: 38 degrees

Stretch: 4 inches up

Shocks: none

ACCESSORIES

Bars: Krome Werks

Handlebar controls: Pro-One

Fenders: Kustom Werks

Headlight: Harley-Davidson

Taillight: Todd's Cycle

Pegs: Todd's Cycle

Foot controls: Johnny Gil

Gas tank: V-Twin Mfg.

Oil tank: JCS

Seat: Uptmor Saddlery

Grips: Todd's Cycle

FRONT END

Type: 41mm, 2 inches under

Builder: Johnny Gil

WHEELS

Make: V-Twin Mfg./Mid-USA, laced

Size: 21-inch front, 18-inch rear

Tires: Metzeler

Brakes: HHI

Photos: Michael Lichter

Contact: Johnny's Custom Shop

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The new Shackle Lock Kit (\$56.95) from Harley-Davidson features a removable shackle with a large inside diameter. The high-security double-deadbolt design and anti-float disc lock cylinder is tough to defeat, and the soft nylon coating protects the motorcycle finish. The blade-style key slot is hidden behind a sliding dust cover for weather protection, and the kit includes a lighted key for nighttime locking. The bright orange color of the lock and the handy reminder cord provides visibility to the user and added theft deterrence. This lock includes the "Key Safe" program that allows you to re-order lost keys and offers optional anti-theft protection that pays up to \$750 if your bike is stolen.

The Security Chain and Shackle Lock



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JIMS
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Kit (94872-10, \$139.95) combines the shackle lock with a 12mm triple-heat-treated, boron manganese, 6-sided link steel chain, surrounded with nylon webbing to protect against scratches. The chain is five feet long.

Harley-Davidson
www.harley-davidson.com

DOUGZ PRO-TOUR 'S' CHIN FAIRING

New from DOUGZ Custom is another one of its high-quality, American-made, hand-laid fiberglass components. The Pro-Tour 'S' chin fairing is specifically created for rubber-mount and rigid XL



models. With H-D offering a half-dozen or more XLs, the market is begging for one-off components and this is the first of many new items that will be flying out of DOUGZ in 2011.

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Sweepstakes Winner

EASYRIDERS SWEEPS WINNER! MIKE GOODMAN WON AND SO CAN YOU!



Photo: Mike Goodman

Michael Goodman (above), of Erie, Pennsylvania, and his wife had just returned from a 2,100-mile motorcycle trip on his 100th Anniversary Harley bagger when he got the phone call that informed him he had won the 2010 *Easyriders* Sweepstakes.

Mike was speechless and it took a while for the facts to sink in. He was our Grand Prize Winner and, as such, had a decision to make: take his choice of new Harley-Davidson motorcycle or \$18,000 in cash! "Man, I really wanted a new Ultra Glide," Mike told us. But a sit-down chat with his wife convinced him that since he already has a bike he loves, the cash would come in mighty handy.

The result of Mike's decision is seen here as he holds the check from *Easyriders* magazine, a winning smile on his mug. Yes, Mike Goodman won big and so can YOU! Just check out the *Easyriders* 40th Anniversary

Sweepstakes ad in this issue and enter today. After all, you can't win if you don't enter. Just do it!

—Dave Nichols

Legalese

BOYCOTT CALIFORNIA?

Ron Fryer, ABATE of Washington's newsletter editor, recently vented his frustration over California's SB 435 by saying, "California's SB 435 was recently signed into law by Governor Arnold Schwarzenegger, making California the first state to succumb to the EPA, a non-elected entity with the power to screw anyone they can in the name of clean air and water. The bill is just another excuse to stop anyone on two wheels and search for any violations that can generate income to California's empty coffers. You can bet that out-of-state motorcyclists will be a prime target for these stops. Not only that, but what passes in California usually migrates to the surrounding states, which will make travelling by motorcycle difficult at best."

—Twiggy

Helmet Laws

NTSB Calls For Nationwide Helmet Laws

The National Transportation Safety Board (NTSB) is calling on all states that do not have a mandatory helmet law to adopt one. The NTSB has a "top ten most wanted" list that never before addressed a motorcycle helmet law, but does now. It is asking for every state to enact a mandatory helmet law for every rider and

passenger on every motorcycle.

This is a disturbing, but not surprising, recommendation by the NTSB. It had a forum in 2007 where it brought in some motorcycle safety professionals and asked them a few questions. It then relied on its motorcycle crash investigations, a whopping six in total crash investigations, to issue some safety recommendations. This pales in comparison to the over 150,000 airline incident investigation and over 90,000 other surface transportation investigations conducted, which does more than qualify the NTSB to issue such recommendations. But investigating just six motorcycle accidents and now they are experts issuing recommendations?

What's also surprising is the fact that motorcycle deaths declined last year. For the first time in 11 years motorcycle fatalities went down, and not just by a few percentage points. They were down 16 percent last year, and it is not because people were riding less. Vehicle miles traveled for motorcycles were down just a half of a percent over the previous year according to the USDOT.

The NTSB has no regulatory ability and no law making ability, just the power to issue recommendations to the states, industry, and the federal government. With such a lack of expertise in the arena of motorcycling and a seemingly nonchalant attitude towards the motorcyclists of this country, we at the MRF are troubled by the NTSB issuing recommendations about anything motorcycle related. —MRF

Events

2010 MEETING OF THE MINDS

Hosted by ABATE of Illinois, the MRF's 26th Annual 2010 Meeting of the Minds held in Peoria, Illinois, had

Continued Next Page

Meeting Of The Minds CONTINUED

more than 400 Freedom Fighters in attendance.

The workshops presented were top notch, and it never ceases to amaze me (as well as everyone else) how "Slider" Gilmore, year after year, pulls another rabbit out of his hat in his presentations. For the first time, the MRF had a sit-down patch holders meeting. The room was packed, and the dialog was positive. This has been long overdue and a breath of fresh air including a major step in the right direction for the MRF.

Our congratulations to longtime Freedom Fighter Jesse McDugald, of Georgia for receiving the MRF's Lifetime Achievement Award, and to Charlie "Chopper" Gilmore of Iowa for receiving the coveted Farmer's Award.

The 2011 Meeting of the Minds will take place in Romulus, Michigan. Visit www.mrf.org for the latest information.

—Twiggy

More On Helmet Laws

NHTSA At It Again

The NHTSA Administrator David Strickland is at it again, telling a senate committee that will be working on the overdue highway spending bill that the best way to stop the motorcycle deaths in this country is with a mandatory helmet law for all riders. Again, NHTSA is not following the direction that Congress has given it. Congress has repeatedly told NHTSA that its priority is to be "crash prevention," and not "injury reduction." A helmet law is an attempt at injury reduction, and helmet laws do not prevent crashes. As motorcyclists, we all know the best way to stay safe on the road is to do all we can to avoid crashing in the first place.

—Dave Dwyer,
ABATE of WI

Helping Hands

ABATE Of South Carolina Gives Kids A Helping Hand

As the new school year kicked off across America, some less fortunate kids in South Carolina will get a helping hand thanks to members of Dixie Thunder ABATE who held their annual school supply drive and ride-in at Helping Hands of Aiken on Saturday, August 28.

Dozens of motorcyclists paraded to the Helping Hands facility in downtown Aiken; each bike was loaded with at least one shopping bag of school supplies, and many brought more than one bag.

The Dixie Thunder members also passed the helmet among themselves for cash donations while at Helping Hands and gathered more than \$600 to help fund the youngsters' care and education.

"We really needed it this year. We always need it, but we really needed it this year," said Helping Hands Executive Director Carmen Landy. "With all the cuts we've had this year, donations from the community mean even more, and the schools are just as strapped as we are. This is really the year we've needed it the most."

Landy told the Aiken Standard newspaper that the ability to start school with the same arsenal of quality clothing and school supplies as everyone else is vital to the self-esteem of Helping Hands' charges.

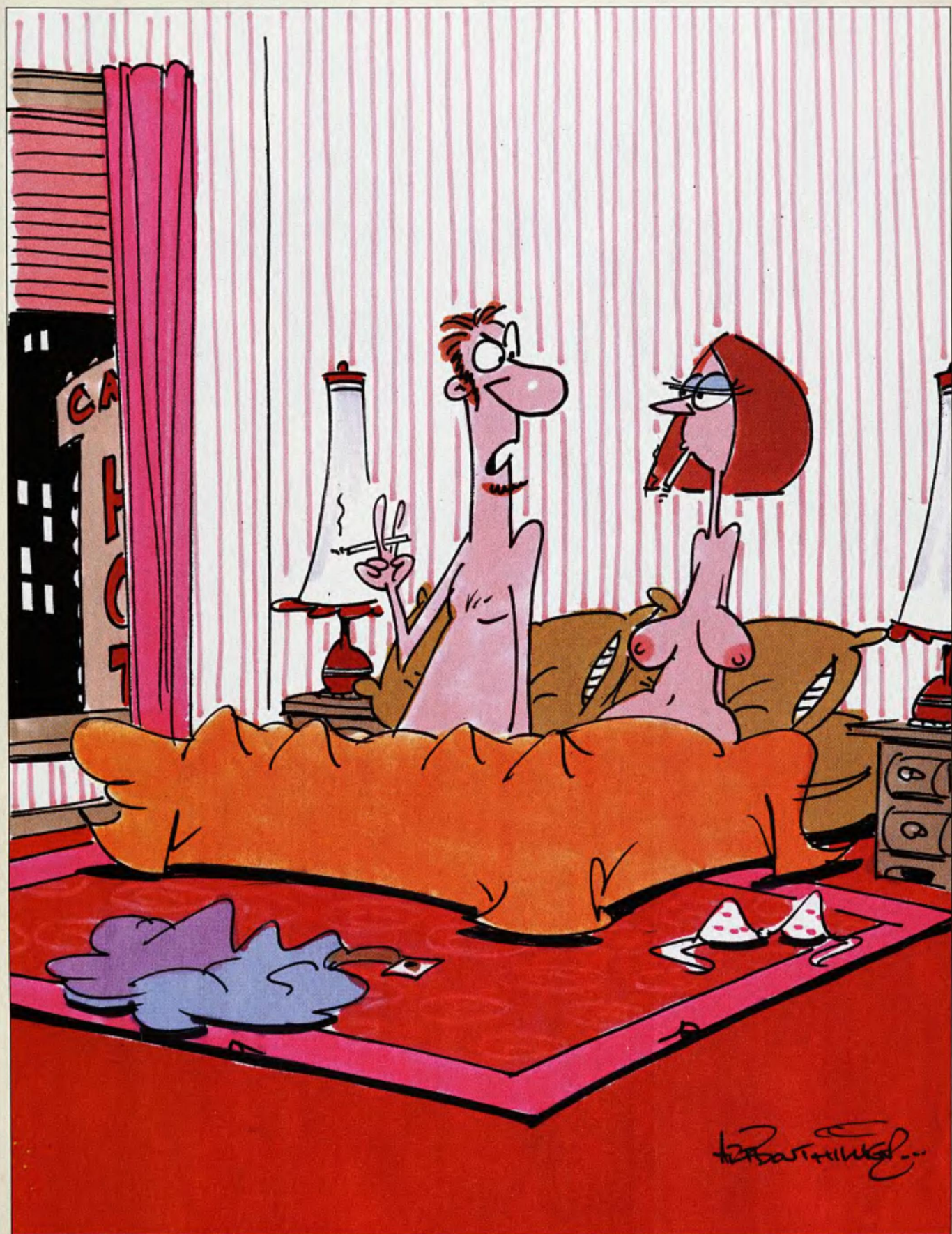
Helping Hands, a United Way non-profit agency, is a 24-hour emergency home for abused, neglected, and abandoned children from birth to age 21. The group home currently has 40 young residents, of which 30 of them are school age.

"We've been doing school supply runs for about 20 years now," said Dixie Thunder ABATE chapter coordinator Mick Prendergrast. "We want to show these kids that they are not forgotten and that we want them to have what they need to succeed. We want them to have everything they need to go to school."

—Bill Bish



"There. That's your two weeks notice."



"I'm PAYING you. I don't have to make you cum."

BIKER INK

Tattoo collector Ray Decker
of Elizabeth, IN.
Photo by Billy Tinney.



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MICHIGAN CHOPPER FEST 4

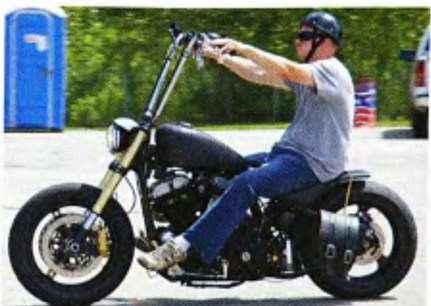
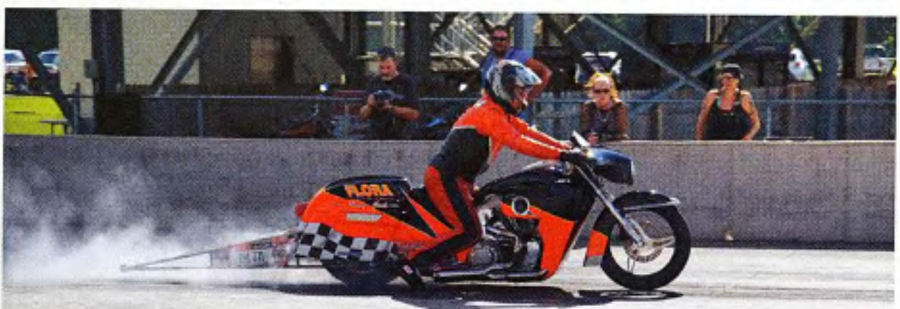
Do you like motorcycles, sexy women, booze and rock 'n' roll? Then Chopper Fest is where ya gotta go! Larry (L.D.)

and Patty Davidson of Davidson Express in Otsego, Michigan, have put on a kick-ass biker party hoedown each year for

the last four years for their friends. Each time, thousands have turned out for four days of killer good times. The goal









is simple: have a whole lotta fun for a little bit o' green. You could bring your RV in for all four days for just 50 bucks or fill a car full of people and party hearty for just \$15 per carload.

This year I joined L.D. and Don Loos (of Don's Speed Shop, formerly of Sucker Punch Sallys) to hang out with like-minded brothers and sisters out at the US131 Motorsports Park in Martin to judge the ride-in bike shows and party our asses off!

Though Thursday night threatened

tornadoes, Joan Jett and the Blackhearts took to the stage and rocked the house with the ultimate light show provided by mother nature's thunder and lightning. Friday was clear and hot for the ride-in bike show and nearly 90 bikes were judged in 20 classes.

Chopper Fest included a Mystery Ride, an antique bike competition, off-the-hook mini-bike races by Xs Speed, helicopter rides, a stunt show, rodeo games, plenty of live music, vendors of all kinds, and onsite camping.

Every campsite became its own themed party place in the evenings with makeshift tiki bars, burnout pits, and mud wrestling. Ladies got naked, dudes got wasted, and a damned good time was had by all. Saturday and Sunday also saw mind-melting drag racing with some of the nation's fastest Harley drag bikes and top riders, including Mike Romine. For ten bucks you could even indulge in grudge match racing to see what your scooter could do on the world-class timed track.

One of the highlights of Chopper Fest this year was the East Verses West Michigan Custom Build-Off. Talented

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local shops built special bikes to garner top honors and a bike feature right here in *Easyriders* magazine. The public voted, as did Don Loos and I. When the smoke cleared late Saturday night, the People's Choice Award went to B.A. for his smokin' hot 1947 knucklehead. First Place Custom went to Weimer Original Designs; Second Place went to Poor Boy

Choppers; and Third went to Native Custom Baggers.

L.D. and Patty put on several great motorcycle events throughout the year as a way to thank their extended friends and family for supporting their business and to keep it real in the riding community—to, as Larry Davidson says, "Ride around, ride around!" To get additional

information, visit the Davidson Express website: www.davidson-express.com.

DISCLAIMER: If you are in any way disturbed by this very American display of freedom and biker brotherhood, you might want to consider a rousing game of bingo down at the Elk's Lodge.

—Dave Nichols



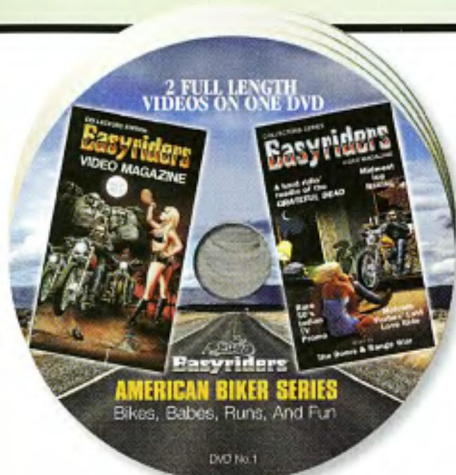
Photos: Michael Farabaugh

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DVD #1 - 4

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DVD 1
"THE GREATEST DECADE" The real Elephant Man, Boozefighters MC, Easyriders Rodeo 1989.

"MODERN DAY LEGENDS" Love Ride, Indian motor factory, Grateful Dead roadie, Tijuana Toy Run, Arlen Ness, Easyriders Grand National Rodeo, Ice Racing.

DVD 2
"WIDE OPEN AND IN THE WIND" Easyriders 2nd Invitational Bike Show, Daytona 1990 coverage, David Mann, Big Al Hogan.

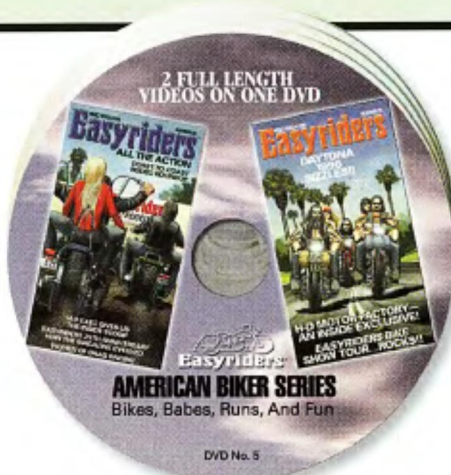
"DAYTONA 50TH" Daytona 1991, hidden camera hijinks, Easyriders Bike and Tattoo show, two great bike features.

DVD 3
"WINTER SPECIAL" Laughlin River Run, World Record Run, David "Mountain" Mann, Skid Row Toy Run.

"STURGIS! STURGIS! STURGIS!" Comedy Safety Tests, Johnny Pag bike feature, Bob Vance, Sturgis Rally 1994.

DVD 4
"RODEO SPECTACULAR" Chrome Magic, Key West Poker Run, Rodeo Rejects, Easyriders Grand Nationals 1995.

"BEST BIKER PARTIES #1" Laconia, Tijuana Toy Run '1994, Bikin' sculptor John Soderburg, Brake-bleeding tech, comedy safety tests, winter Roadware catalog girls.



DVD #5 - 8

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DVD 5
"ALL THE ACTION" 1995 Easyriders Rodeo in Costa Mesa, interview with Harley exec Clyde Fessler, the Women of Drag Racing, Helmet Test comedy skits.

"DAYTONA SIZZLES!!" Daytona 1996, Tour of Harley motor factory, Easyriders Bike and Tattoo show.

DVD 6
"BEST PARTIES ON THE PLANET" Texas Rattle Snake Roundup, Myrtle Beach 1996, Laughlin River Run 1996, Bridgeport Rally, Lee Clemons of Departure Bike Works, Doobie Brothers.

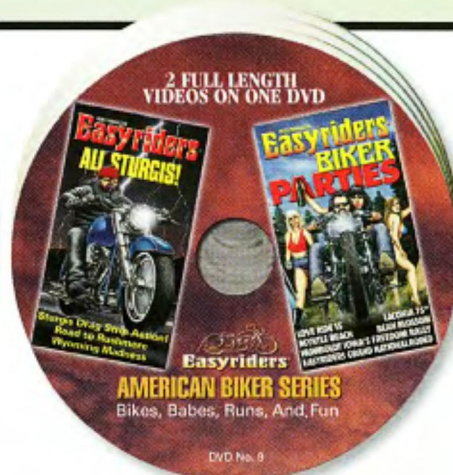
"OUTRAGEOUS STURGIS" Sturgis 1996, Jims Machine, Love Ride #96, Harley racing legend Scotty Parker interview.

DVD 7
"ROLLING THUNDER" Easyriders Rodeo 1997, Rolling Thunder/ Run to the Wall. Easyriders Bike Show in Anaheim, California, Exotic Dancer Poker Run, David Mann's wedding.

"BUSTIN' AT THE SEAMS" 1997's best events. Sturgis, Hollister, Redwood Run, Chicago Toy Run, Easyriders Columbus Bike Show.

DVD 8
"THE CARNAGE CONTINUES" Daytona 1998, Easyriders Bike Show Tour 1998, JIMS Tech Tip.

"SUPER HOT" Laughlin 1998, Michael Lichter profile, Gulfport Blowout, Primo Rivera Tech Tip, Harley VR1000.



DVD #9 - 12

4 pack

DVD 9
"ALL STURGIS" Full coverage of Sturgis, 1998, Jack Pine Gypsies MC.

"BEST BIKER PARTIES #2" Myrtle Beach, Easyriders Rodeo Chillicothe, Iowa Freedom Rally, Laconia, Bean Blossom Boogie, Love Ride 1998.

DVD 10
"HOTTEST DAYTONA COVERAGE EVER" Ten years of Easyriders Video, Complete Coverage of Daytona 1999.

"SHOWTIME" Myrtle Beach 1999, Easyriders Bike Show Tour 1999, Laughlin, Bonehead Enduro.

DVD 11
"STURGIS MADNESS!" Complete coverage of Sturgis 2000. Dumas Brothel Run.

"DESTINATION AMERICA" The best runs of 1999. Red River Run, Redwood Run, Laconia, Easyriders Rodeo, Prospect Pennsylvania, Reading MC Anniversary Party, Trail of Tears Run, Rock 'n Blues Chillicothe, Ohio, and Rip's B.A.D. Ride.

DVD 12
"LAND SPEED RECORD RUN" 1989 Easyriders Streamliner attempt to set the motorcycle land speed record.

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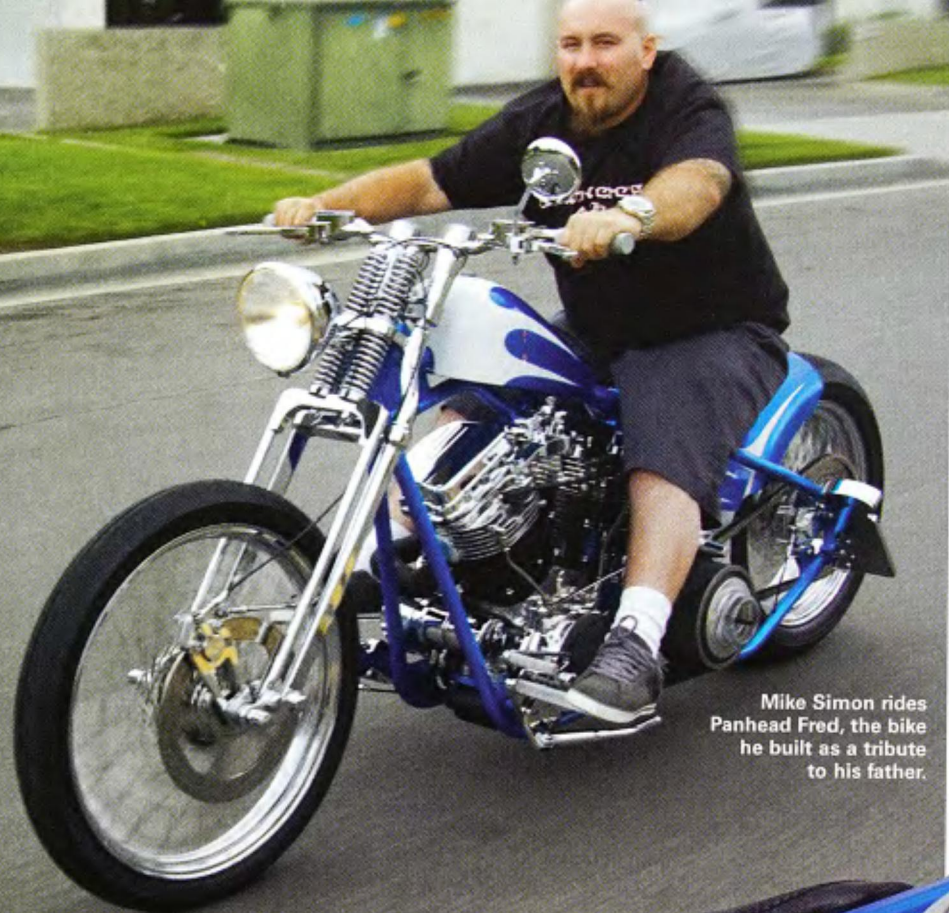
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Mike Simon rides Panhead Fred, the bike he built as a tribute to his father.



SIMON CYCLES' HOT ROD HOMAGE

Panhead Fred

There are two framed photos on the wall of Mike Simon's Reseda, California, shop: two panheads spanning two generations. Not quite twins, but close to it, especially in spirit. One, painted candy blue, was owned and ridden by Mike's dad, Fred Simon, the other, dressed in blue and white, is called Panhead Fred and was built by Mike in homage to his father.

As a kid, his dad's garage was a treasure trove of tricked out knuckles and pans built and ridden by his dad and his brothers, Mike's uncles, several of the choppers award-winning bikes featured in *Easyriders* back in the 1970s. These were the pre-catalog days, so Mike's dad made what he needed, and Mike learned the value of if you want it, then you need to build it. He had his first bike



when he was four years old and later developed into a hotshot off-road competitor, developing his riding skills in the dirt before taking on the mean streets.

"I always loved my dad's blue 1948 panhead, an ex-police bike he turned into a hobber more than 30 years ago," Mike tells us. "I always wanted to build a newer version of it for him, so, in 2006, we started wrenching on it together. He was able to see the first show trophy it won before he passed away. While this bike was inspired by my dad's original bike, I also wanted to upgrade it with

today's technology. Only problem was, when it was all finished, I didn't want to let it loose."

Mike and Simon Cycles are all about hot rod, go-fast motorcycles built by and for guys that ride these machines to their maximum potential. Such was the case with this bike's owner Brendan

Polskamp; both he and his brother are good customers, as well as family friends of Mike. But it almost came to blows over who was going to own the pan. It all worked out when Brendan scored the Panhead Fred bike while his brother locked on to the "Harbor Bomber" custom Mike had built for the History Channel's Chopper Wars TV show. So everybody rode away happy.

The motor for Panhead Fred suited Mike's inclination for hyper-adrenaline

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Engineering's
fearsome
120-cubic-inch
Outlaw pan is a
hyper-adrenaline
rush.**



rushes, the choice being one of Accurate Engineering's fearsome 120-cubic-inch Outlaw pan motors. "That was just a monster motor," Mike says. "Brendan has a bunch of bikes, nothing less than 140 hp, so it fit him to a T. I also built the panhead to showcase what we could do here at Simon Cycles and the bike has some of our first custom pieces, components that we now offer like grips, pegs, gas caps and our knucklebars. It's got one of our bobber frames with a little bit of rake, so it's built as a rider's bike. And the upswept t-pipe setup is similar to my dad's original bike, and they sound awesome. Nothing was held back on this bike. It had the baddest motor I could get: the Baker 6-speed tranny—the best of everything available at that time."

Panhead Fred went on win lots of trophies including Best of Show People's Choice at the Sacramento Easyriders Bike Show, and by all wheelie-popping reports, Brendan is still riding the hell out of it.

—Paul Garson





Owner: Brendan Polskamp
City: Granada Hills, California

GENERAL

Designer: Simon Cycles
Year/make: 2006 Simon Cycles
Model: Panhead Fred
Assembly: Simon Cycles

Time: 2 months
Chroming: Ace Plating

ENGINE

Year and make: 2006 Accurate Engineering
Displacement: 120-cubic-inch Outlaw

panhead

Cam: S&S

Ignition: S&S

Pistons: S&S

Heads: S.T.D.

Lifters: S&S

Carb(s): S&S

Air cleaner: stack

Pipes: Simon Cycles

TRANSMISSION

Year/make: 2006 Baker

Modifications: 6-into-4

Shifting: forward controls

PAINT

Painter: Rock 'n' Roll/Heavy Metal Plating

Type/color: blue, white

FRAME

Year/make: 2006 Simon Cycles

Rake: 35 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: Simon Cycles

Handlebar controls: Simon Cycles

Fenders: Simon Cycles

Headlight: Headwinds

Taillight: Pro-One

Pegs: Simon Cycles

Electrics: Simon Cycles

Gas tank: Simon Cycles

Oil tank: Simon Cycles

Oil system: S&S

Seat: Riff Raff Leather

Grips: Simon Cycles

FORKS

Type: springer

Extension: 2 inches under stock

Builder: Paughco

WHEELS

Size: 21-inch front, 18-inch rear

Wheels: Black Bike

Tires: Avon

Brakes: Exile/PM

Photos: Rick Hustead

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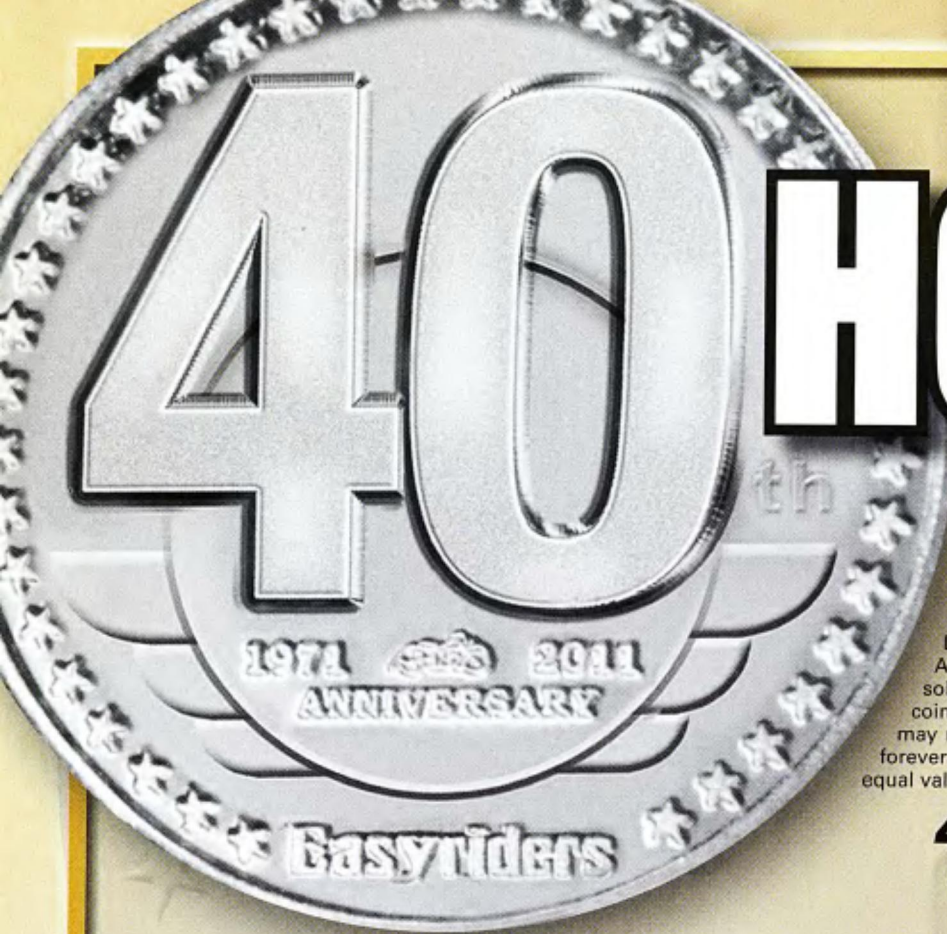
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It seems like only yesterday that we put together the 1st issue of *Easyriders* magazine. Do you know that a mint condition, 75 cent, 1st issue of *Easyriders* magazine is now worth about \$450? All these years later we're still proud to be putting out the best motorcycle magazine ever. In our usual style, we'll be celebrating our 40th year and we want you to join us.

A commemorative, limited-edition 40th Anniversary coin is being minted by *Easyriders*. It will bear the image of David Mann's most famous artwork, *Ghost rider*. Though this coin should go up in value (Remember what issue #1 is now worth!), it is guaranteed to always be worth at least \$29.99 because you can spend it on *Easyriders* product at full value of \$29.99 – forever! By ordering early, you'll have a chance to have your name listed among our loyal readership in a special section of the magazine. We know you'll want to be included.

Thanks for taking the ride with us and join us in celebrating *Easyriders* 40th year.

Joe Teresi
Founder

To get this Special Limited Edition Commemorative Coin, your order must be received by **JUNE 30, 2011**. If you get your order in by **MARCH 15, 2011**, your name will appear in the special section of the June 2011, 40th Anniversary issue of *Easyriders*.

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ORDERS MUST BE MAILED NO LATER THAN MARCH 15, 2011 FOR NAMES TO BE INCLUDED IN THE JUNE 2011, 40TH ANNIVERSARY ISSUE OF EASYRIDERS. Please print your name exactly as you would like it inscribed.

To order, fill in the form completely, insert into a stamped envelope and mail to:

Easyriders, P.O. Box 1025, Agoura Hills, CA 91376-1025

Or call 800-323-3484 or visit www.Easyriders.com.

AC5V56

Passin' Gas

Wife: I dreamed that I went to a dick auction where they were auctioning off dicks. The big ones went for ten dollars and the thick ones went for twenty dollars.

Husband: How about the ones like mine?

Wife: Those they gave away.

Husband: I had a dream too. I dreamt they were auctioning off cunts. The pretty ones went for a thousand dollars, and the little tight ones went for two thousand.

Wife: And how much for the ones like mine?

Husband: That's where they held the auction.

*Ramona Quillin
Santee, California*

While making her teenage daughter's bed, a mom was shocked to discover a large carrot under the pillow. When Mary Jo came home, her mom demanded an explanation for the carrot.

"Mother, I want to be honest with you," she confessed, "for the past few weeks that carrot has been my husband."

"Well," the mother replied, "consider yourself a widow, because your husband just went into tonight's stew!"

*Rocky Meyerson
W. Palm Beach, Florida*

Q How do you know when you're on a really great first date?

A Ya ask the girl to dance and she climbs on the table.

*Joey Hayes
Mesa, Arizona*

Q How can you tell if your date really likes oral sex?

A She hikes up her skirt every time you yawn.

Q What should you do if your girlfriend starts smoking?

A Slow down and use a lubricant.

*Greg Cook
National City, California*

A young couple have just gotten married and are about to spend their first night together. The man says, "There's something you ought to know; I'm hung like a baby."

His bride is disappointed but tells him that sex isn't the important thing; love is what makes marriage special. Hearing this, the husband takes off his pants and the woman faints.

When she recovers, she says, "What the hell was that? You said you were hung like a baby!"

"I am," her husband replies, "It's eight pounds and twenty inches."

*Gary Lowery
Long Beach, California*

Q How can you tell if a biker is thinking about the future?

A He buys two cases of beer instead of one.

Q Why are single bikers skinny and married bikers fat?

A A single biker comes home, sees what's in the fridge and goes to bed. A married biker comes home, sees what's in bed and goes to the fridge.

*Barbara Daniel
Sacramento, California*

As Eddie strolled alongside his pop, he noticed a pair of dogs getting it on. "What are they doin'?" the boy asked.

"Makin' a puppy." His dad responded.

Later that night, Eddie passed the living room and caught his parents on the couch sexin' it up.

"Hey, pop," he called. "What's goin' on now?"

"Well," his father answered, "we're makin' you a baby brother."

"Well, flip her ass around!" Eddie shouted, "I'd rather have a puppy!"

*Mark Glass
Des Moines, Iowa*

One morning a man tells a female co-worker that her hair smells nice. Enraged, the woman storms into her supervisor's office and demands that the man be fired for sexual harassment.

"Come on," says the supervisor. "Don't you think you are overreacting? I mean what's wrong with a guy telling you that your hair smells nice?"

"Normally nothing," the woman says, "but Jack's a midget."

*Virginia Walker
Currituck, North Carolina*



"I want you to put 'We need to talk' where he can't possibly ignore it."



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Programs vary by location. MSAT programs available to those who qualify. Financial aid and VA benefits available to those who qualify. VA benefits not available at all campuses. *MMI cannot guarantee employment. Motorcycle Mechanics Institute is a division of Universal Technical Institute. MMI's Orlando campus is a branch of Universal Technical Institute of Phoenix, Inc. ©2008 H-D, Harley, H-D, Harley-Davidson and the Bar & Shield logo are among the trademarks of H-D Michigan, Inc.

With 70 being the new 50 (or so "they" say), Daytona Bike Week is still as full of energy and enthusiasm as it has ever been—or at least as it was 20 years ago. But who's counting? It's all just a number, and whether you are a thirty-something, a septuagenarian, or any age at all, you'll have a blast. And if

you need some more precise and up-to-date information before you leave for the 70th Bike Week Rally, there are lots of good websites, but the official one is probably the best one: www.officialbikeweek.com.

—Tripper

Daytona Bike Week Guide

DESTINATION DAYTONA

Perched on I-95 and U.S. 1, Exit 273, Destination Daytona has become the place to be during Daytona Bike Week. It has anything and everything the modern biker could possibly wish for, including 109,000-square-feet full of brand-new Harley-Davidsons. Although Bruce Rossmeyer (R.I.P.) may not be around anymore, his Destination Daytona is still the mega biker mall that features the Teresi Dyno-Drags Truck and more vendors than anywhere else during Bike Week.

DAILY EVENTS

Bike Week officially runs from March 4 through 13 this year, but particularly party-prone revelers will have invaded Daytona long before then. As usual, events, their times and dates are subject to change, so check the official Daytona Bike Week Guide when you get there, available at the Daytona Beach Area Convention & Visitors Bureau at (386) 255-0415 or (800) 854-1234. Or check with their official website (which is where we always get our info): www.officialbikeweek.com. E-mail address: info@daytonachamber.com

MARCH 4 – MARCH 13, 2011

70th Running of Bike Week — area-wide — (386) 255-0981

Official Bike Week Welcome Center

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

Daytona International Speedway

Daytona 200 Week — Ticket Info (386) 253-7223; www.daytonainternationalspeedway.com

Thunder Gulch

Black Cloud Saloon & The Watering Hole Patio Bar

Live entertainment, contests, prizes, giveaways, food, beverages, vendors - one mile north of Bunnell on US1; (800) 714-8388

Arlen Ness Custom Motorcycles

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

Banks & Blues Club

The Razorbacks jumpstart Bike Week and headline nightly except Monday. Toots Lorraine & Traffic, Mike Dugan & Blues Mission are opening acts. Mark Hodgson performs final Friday & Saturday afternoon. 701 Main St., Daytona Beach; (386) 252-9877

Barney's Leather

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

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

Breakfast every morning at 10 a.m. Full kitchen, live music, full liquor bar, BBQ, bike wash, secure motorcycle parking. 144 Ridgewood Ave., Holly Hill; (386) 253-3993

Boot Hill Saloon

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

Broken Spoke Saloon

Great drinks, beer specials daily, full liquor bar, contests, free bike parking & live music starting daily at 1 p.m. 1151 N. US1, Ormond Beach; (386) 673-1040

The Chamber, Daytona Beach/Halifax Area

Free literature on area events, free blood pressure checks, first aid, and Valvoline display: Official Motor Oil of Bike Week. Pick up the Official Pocket Guide & 2005 Bike Week Poster, sponsored by Motorcycle Safety Foundation; Kevin Kilian: (386) 255-0981, ext. 230

Cheyenne Saloon

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

Daytona Harley-Davidson

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

Daytona International Speedway

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

Dirty Harry's

Classic & modern rock featuring KGB, Lick & Crashrocket. Contests with cash prizes led by Cowboy, ultimate babe contests, great grub, cigars, and souvenirs. 705 Main St., Daytona Beach; (386) 252-9877

Down The Hatch

Rumble on the Rive serving lunch and dinner daily with live entertainment daily. Indoor or outdoor dining, scenic views, fresh seafood. Front St., Ponce Inlet; (386) 761-4831

First Turn Lounge & Steakhouse

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

Froggy's Saloon

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

Full Moon Saloon

Indoor Stage featuring Kid Ridlyn, Grip & Bad Mannerz, outdoor stage featuring Stone Throw, BroadBentBetty, Hypersona, and

more. Home of \$2 Bloody Marys, \$3 Margaritas, and more. 700 Main St., Daytona Beach; (386) 253-1944

Gilly's Pub 44

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

Gold Wing Getaway Vendor Show

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

Hang Dawg Saloon

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

Harley-Davidson

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

Hilton Daytona Beach Resort

Official hotel of Bike Week located directly on Daytona's traffic-free beach, 7 Restaurants and lounges including Legends Sports Bar (one block from Main St.) and health club and pools. 100 North Atlantic Avenue, Daytona Beach; 386-254-8200 www.daytonahilton.com

Inlet Harbor Marina & Restaurant

Welcome bikers. Bobby Friss every night, Queen of the Harbor, Jack Daniel's girls and Budweiser girls, new Riverfront Sports Bar deck open daily at 11 a.m. South on A1A to 133 Inlet Harbor Rd., Ponce Inlet; (386) 767-5590

Iron Horse Saloon

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

JB's Fish Camp

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

Kickstand City

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

Ocean Deck Restaurant & Beach Club

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

Riverfront Park

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

Smiley's Tap

World Famous \$8.50 BBQ buffet, music, outside beer garden, vendors, awesome food, and nightly bon fires. 1161 N. US1, Ormond Beach; (386) 677-9609

Speed Park Motorsports

201 Fentress Blvd., Daytona Beach (386) 253-FAST
Our facility is here to meet your needs whether you are looking to cruise around one of our three Go-Kart tracks, fly down Nitro Alley in one of our Dragsters topping speeds of 75mph, or enjoy our 7,000-square-foot arcade. Drive 300 horsepower tire-screaming dragsters. At this motor sports venue we also features three of the fastest go-kart tracks in the area. www.speedparkdaytona.com.

Spider's Promotions

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

Sunshine Park Vendor Expo

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

Traders Beach Club

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

Wise Guys Watering Hole

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

The Wreck Riverfront Restaurant

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

Volusia County Fairgrounds Swap Meet

— 9 a.m. - 8 p.m. Parts from around the world with biker games and more. DeLand (386) 252-3101

BARS AND STRIP CLUBS

Art's Place

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

Billy Bob's Country Night Club

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

Boot Hill Saloon

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

Bottom's Up Club

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

Cabbage Patch

Coleslaw wrestling, 12 noon. Samsula; (386) 427-8969

Cheyenne Saloon

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

First Turn

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

Froggy's

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

Full Moon Saloon

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

Gilly's Pub 44

There's something happenin' every day of the week (see Events Calendar). 1889 State Road 44, New Smyrna Beach; (386) 428-6523

Iron Horse Saloon

The 13th annual motorcycle Mardi Gras, free beer hour daily, live bands, events, California Hell Riders and their Wall of Death.

1068 N. U.S. 1, Ormond Beach; (386) 677-1550

Jackson Hole Saloon

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

Last Resort

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

Main St. Cafe/Al's Alley Pub

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

Molly Brown's

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

Pandora's Box

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

Ringside

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

Shark Lounge

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

Shingle Shack

Strippers, etc. 640 N. Ridgewood, South Daytona Beach; (386) 252-3584

Smiley's Tap

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

Sopotnick's Cabbage Patch

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

Squeeze Inn Pub

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

Willy's Motorcycle World

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

SWAP MEETS

Spider's Swapatona Gigantic Motorcycle Swap Meet
Six acres of motorcycle arts and accessories – Daytona Flea Market. I-95 and U.S. 92, Daytona Beach, 1 mile west of Daytona International Speedway. Daily, 10 a.m.-6 p.m.; (800) 262-6946

28th Daytona Beach Swap Meet Jam-On Productions

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

SHOPS & PARTS

Bas Cycles

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

Choppers World

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

Corbin

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

Cycle Accessories of Daytona & Polaris

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

Cycle Goodies

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

Daytona Blackgold Cycles Inc.

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

Daytona Cycle

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

Daytona Harley-Davidson

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

Daytona Import-Export

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

Magnum Cycles

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

Miller's Custom Parts

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

Personal Cycle Service

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

Prinkey's Used Motorcycles

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

Robison's Sales & Service

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

Peen's Precision Motors
420 N. Beach St., Daytona Beach;
(386) 252-9569

Russell's Cycle Care

Where: 2514 N. Dixie Freeway
(U.S.1), New Smyrna Beach;
(386) 427-6001

Slick Cycle Tony's Hacienda

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

SERVICES

Bike Week Welcome Center

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

Bikers Against Manslaughter

Ellis Groceries, 601 Main St.,
Daytona Beach. Open daily;
24-hour free emergency breakdown
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Looking for a terrific tow job?
Nobody does it better than the Bros
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pick you up and dust you off (or dry
you off) are at your beck and call
throughout the 48 contiguous
states, Alaska and parts of Canada.
www.brosclub.org

BIKE TRANSPORTATION

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

J.C. Motors

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

Goldrush Motorsports

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

Federal Company

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

BIKE RENTALS

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

EagleRider

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

Harley-Davidson

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

2Wheel Adventures

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

CAMPGROUNDS

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60-acre campground, includes RV
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(386) 943-9610;
www.abateofflorida.com

Bulow World Famous RV Resort/ Campground

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bands. Flagler Beach;
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West on International Speedway
Blvd. South on Tomoka Farms Rd.
(8 miles); (386) 428-5459

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

Daytona Beach Campground

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

Daytona 200 M/C Camping

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

Flea & Farmers Market Camping

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

Harris Village & RV Park

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

Jackson Hole Campground

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

KOA Campground

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

Moonshine Campground

Primitive camping, no hook ups,
clean restrooms and showers, food,
cold beer. Cost is \$15 per person
per day. No reservations. 24-hour

security; 1725 N. US1, Ormond
Beach; (386) 677-1550

Motorcycles Only Camping

Daytona 200 M/C Clubhouse, 1 mile
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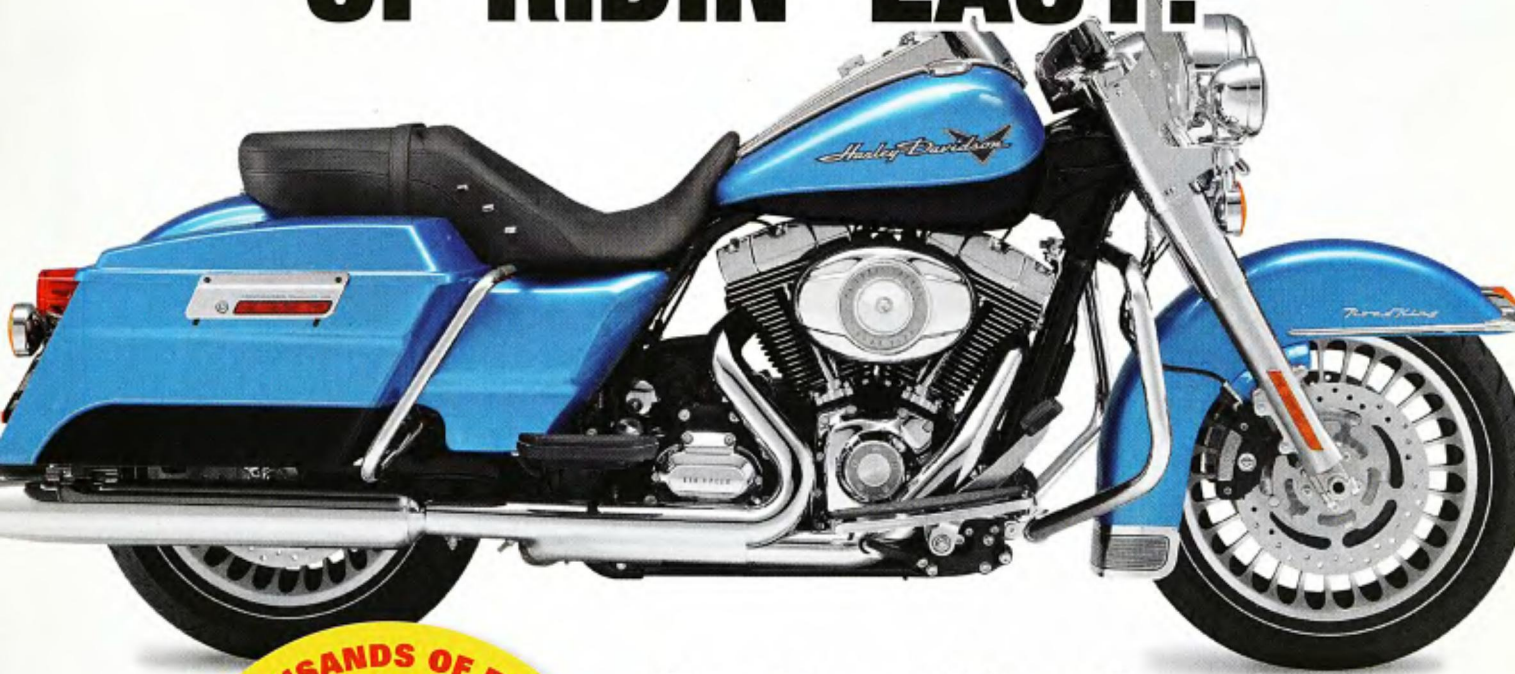
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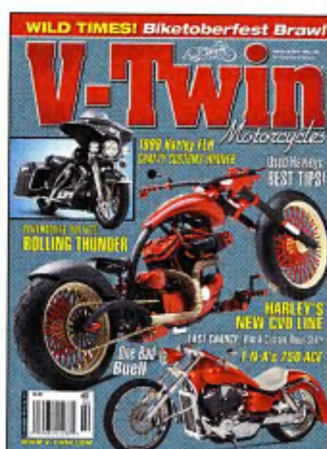
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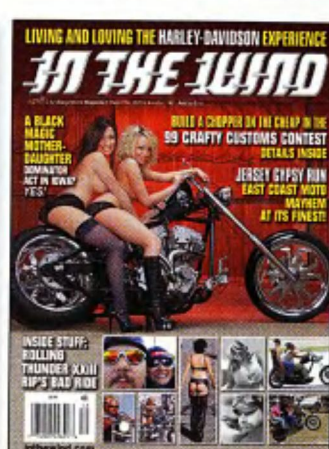
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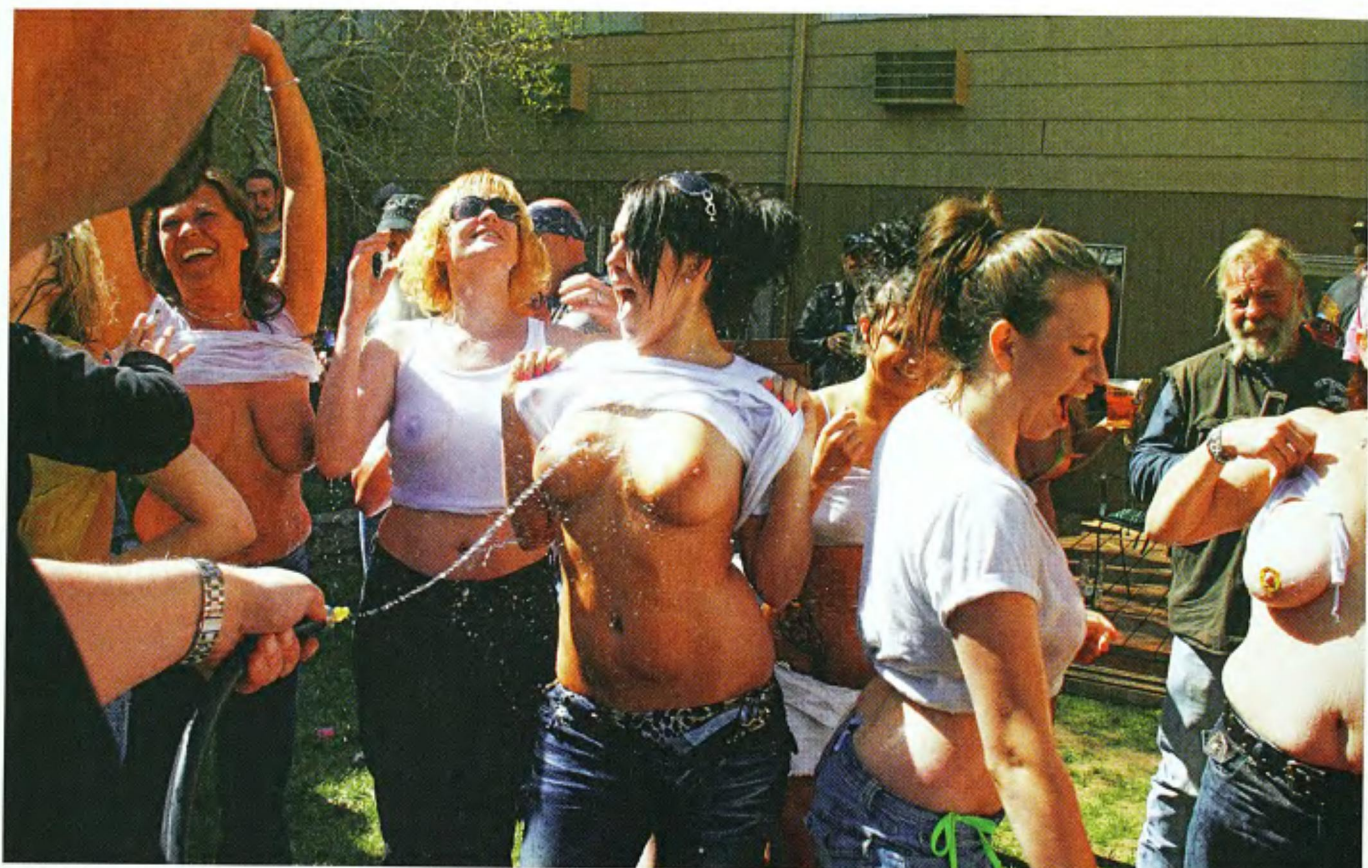
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The case of the unruly hitchhiker at Little Sturgis, Ky.

—Tommy Pittard, Calhoun Falls, S.C.



It don't hurt to squirt at the Wyoming Freedom Rally.

—Jim Boan, Evanston, Wyo.



Nothing can stop him from riding.

—KZ Ric, Rolling Thunder XXII, Washington, D.C.



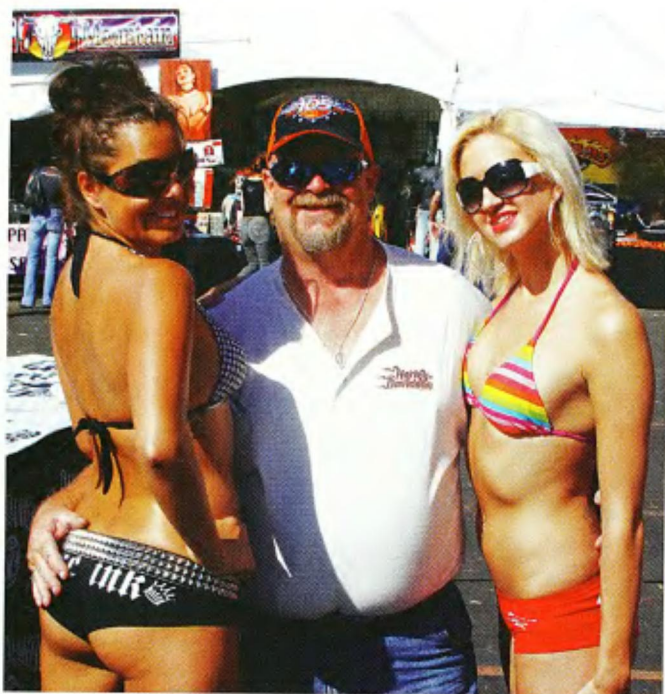
Choppers, tats, and testosterone rule at Sturgis.

—Connie and Munch, Grove City, Minn.



Estrogen alert at Daytona Bike Week.

—Bob Weinshenker, Chesterfield, Mo.



Two for one?

—Greg Freneau, Annapolis, Md.



The good hands guys.

—K.Z. Ric, Dallas, Texas



Bet she's popular.

—Darren Logan, Du Quoin, Ill.



Hot at the ROT...rally.

—James Busch, Austin, Texas



Harley hound.

—Scott Whitver, Elk, Wash.



Just kickin' it.

—Ray Enriquez, Bedford, Texas



For gawd sake, make her stop!

—Trigger, Some circus tent, USA.

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

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THE ARTWORK OF DIXIE OLIN

Hanging With Friends is Dixie's "seven black dogs."

Visual Lies

Artist Dixie Olin stands on a racetrack amidst the stench of nitromethane fumes and the roar of motorcycles preparing to paint. The canvas, oils, and brushwork will come later. Right now she is taking photos right where the racers, who hit speeds up to 200 mph on the ¼-mile track, take off. She has never been to the races before—if she had, she would have worn earplugs. She shoots images as the bikes whiz passed, shaking the ground, blowing her hair, making her eyes water and mascara run, deafening her. People laugh as she walks off the track, but she is beaming, finding the whole spectacle exhilarating. It will

be months, or more, until she transforms any images she has captured into paintings and debuts them.

"I don't have a penis; I don't drink; and I don't own a motorcycle," says Dixie, who feels most at home at bike shows where she displays her paintings, 4x5-foot canvases in oils themed around motorcycles and the lifestyle she loves. "I dated a biker, and when we broke up, I lost the man but not the lifestyle," she says. "Bikers are my family. They are the nicest people." It is the community where she has "the best friends" and an endless source of inspiration for her artwork. Dixie prefers to base her work

in the present using "real people" rather than a nostalgic point of view.

Commissions account for a significant portion of Dixie's work and she enjoys them because they allow for an element of fantasy. For example, one couple she painted sent her an image of themselves seated on a bike, only in their portrait they wanted to be on a different bike with Las Vegas as the background. "That's what's great," says Dixie. "You can create a fantasy, do different things, and be flexible with backgrounds and such. It is interesting to see what people pick." Between commissions, Dixie paints what she wants, which brings her a different kind of joy. Usually she doesn't know her subjects, rather she is drawn to a scene or individual. Sometimes, she meets them later, like Clay, whose image she took that aforementioned day at the races.

"I was watching the guys take off, and I saw the same thing in all their eyes:

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Clay.



quality of sheets on her bed because she kept getting paint on them.)

"There is a saying among artists," says Dixie, "that 'If you can paint seven black dogs in the sun or five white eggs on a white plate, then you can paint.'" *Hang- ing With Friends* is Dixie's seven black dogs. "I paint a lot with black. I have to make black read in your mind as hard and shiny, or warm and soft in the sun, or hard and curved on a helmet, or as leather wrapped around a handlebar," she explains. She points out that this all is achieved on a flat canvas, describing it as "a lie you can get away with."

Dixie's process is painting then letting the piece dry and looking at it—a lot. "I glance back and forth from photo to painting looking at all the little parts and details, then I look at how it all works together as a whole. At the end, I add the details that make you know that the person is a living, breathing being," she says.

Dixie brings her biggest canvases to bike shows, but her work does range in size, beginning at 11x14. She's not afraid to "paint skin," but keeps it tasteful. She was invited by *Easyriders* years ago to submit her work to showcase here. Dixie wasn't ready to "blow the doors off" back then, but we finally got her on our pages. She's the humble sort and



A painter, even as a child, now Dixie Olin (left) enjoys "Capturing the ride you can't forget."

Images: Dixie Olin; Michael Farabaugh

adrenaline and fear. Then this guy came and sat down on his bike. I didn't see any fear in his eyes, just focus." She snapped his picture and later painted it. While displaying her work at a bike show, a woman approached Dixie identifying the rider as her husband, Clay. She told Dixie that before every race he would unzip his jacket, place his hands on his knees, and pray, a ritual that accounted for his focus. Dixie accounts for her ability to capture and reflect the

three-dimensional world on flat canvas as a talent she was born with and one she has cultivated through the years.

"It takes thirty-five years and three months," says Dixie for her to create a painting, meaning it takes her life of painting experience, plus three months for the actual piece. She has painted as long as she can remember. When she was little, she used to paint in bed at night under the covers using a flashlight. (Her mom even downgraded the

has a sense of humor. "I'm just amazed I'm finally getting into *Easyriders* without taking my shirt off!" she says. In some ways, she is still that little girl doing paint-by-numbers under her bed sheets. According to Dixie, "Painting is what I want to do when I grow up."

—Joanne Morris

To see more of Dixie Olin's work or to contact her about your commission, visit: www.artforbikers.com

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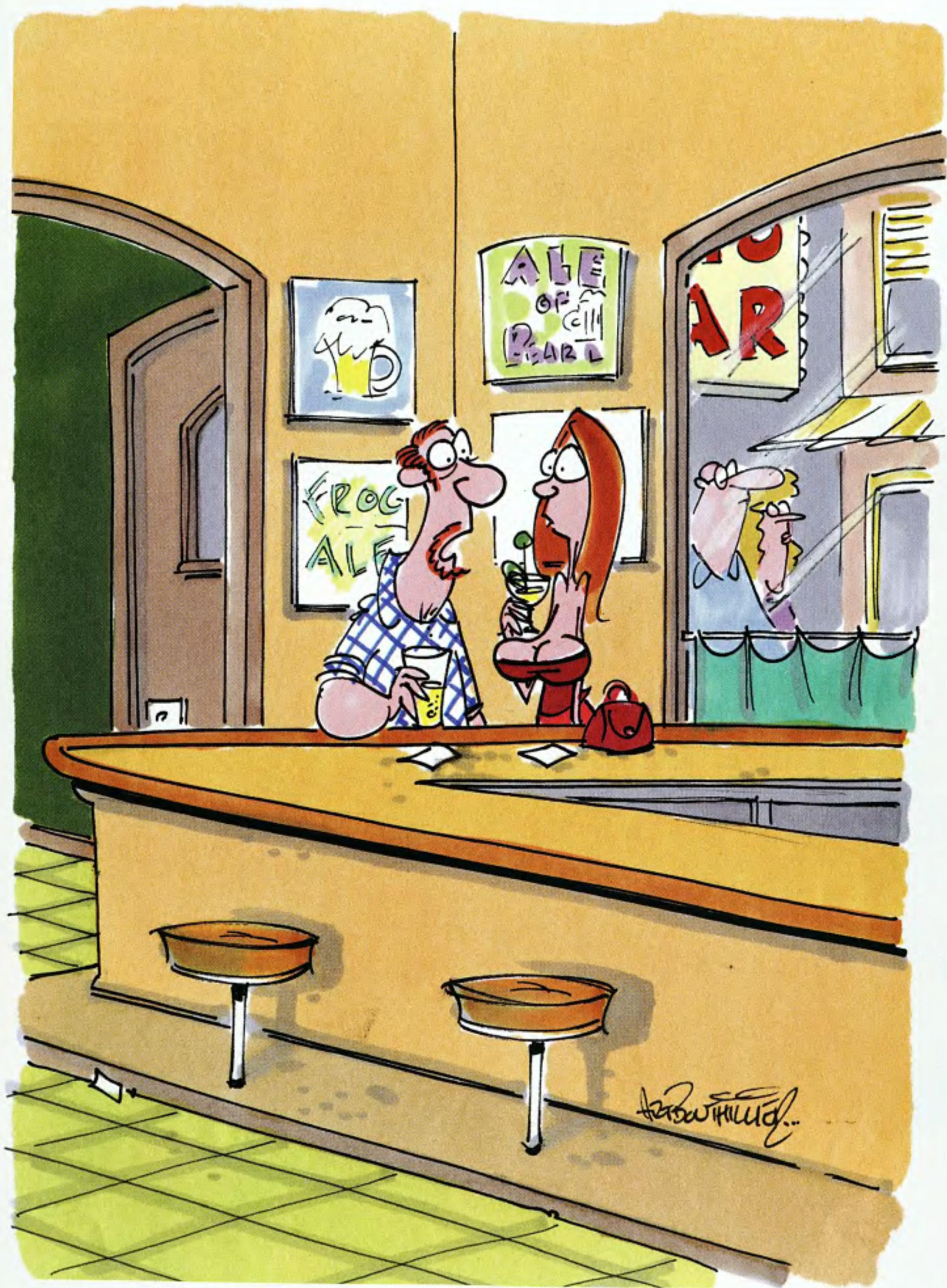
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THE LATEST THUNDER CYCLE

21 Times 2

A 21-inch rear wheel doesn't just fall into place.
Some serious metal moving has to
happen first.

This is a show-stopper that Eddie Trotta is taking to the bike shows now, a year-long project that kicked off with its wheels. Those wheels, a shiny set of custom-machined 21-inch rims, designed by Eddie and made to his specs by Metal Sport, were sitting



unused in the Thunder Cycle Design shop. Coincidentally, TCD was in need of a fresh custom chopper that would "knock 'em dead" on the show circuit.

Mounting a 21-inch rear wheel isn't something new at TCD. Eddie's already built some bikes using that size rim, but





with even bigger wheels up front. To shake things up here, he decided to keep it even—21s front and rear. At first blush this might seem a simple matter. In execution, however, it turns out to be a lot more involved than you might think. A 21-inch rear wheel and its



larger-diameter tire don't just fall into place. Serious metal moving has to happen before the axle gets slipped into the wheel and the bike is ready to roll.

To make room for that big 21, three inches were added to the frame length here, the addition grafted in right

This month's *Easyriders* girl is the supple and amazing Julieta from (appropriately) Kissimmee, Florida. She adds more than a touch of class to Eddie's skull-enhanced slate of white marble motorized perfection.



around the seat area. Another inch went into the swingarm. It wasn't just dimensional necessities that dictated those changes, aesthetically, a 21-inch wheel and tire combo is very tall. "And with the seat as low as we like 'em," Eddie explains, "it can put a severe hump in the profile, a real hiccup in the look." A lengthened frame solved those two problems, but created a third. With the seat shifted rearward, the only rider able to reach the handlebars would

have to have arms like King Kong, so the front of the frame had to be shortened by about 3 1/2 inches.

TCD's Seth and Mario took over for the bodywork and base paint. Then Eddie's paint master, Bones, followed up with the airbrush art. Bones spent almost three months on this masterpiece. In truth, the whole project, worked in around regular TCD duties, went on for about a year. Of course there was no half-stepping on the parts

bolted on for the finish. The engine, for instance, is a fire-breathing 131 from H&L. The transmission with an integral trans brake (better to show off that rear wheel) is from Baker and most everything else is top-of-the-line TCD. The triple trees, gas tank, pipes, grips, mirrors, mini-boards, and plenty more is all Thunder Cycle Design—all to be expected in a show bike, a headliner ready for display anywhere.

—Joe Kress





Owner: Eddie Trotta
City: Fort Lauderdale, Florida

GENERAL

Designer: Eddie Trotta
Fabrication: Thunder Cycle Design
Year/make: 2010 Thunder Bike
Model: Single Side 21, modified
Assembly: Eddie Trotta
Time: 1 year
Chroming: Chrome Masters
ENGINE

Year/make: 2010 Evo
Rebuilder: H&L Performance
Displacement: 131 cubic inches
Ignition: Crane HI-4
Cam: Bobby Woods
Carb: S&S Super G

Air cleaner: Thunder Cycle
Pipes: Thunder Cycle, D-3s

TRANSMISSION

Year/make: 2010 Baker
Shifting: 6-speed

PAINTING

Painter: Seth, Bones, Mario
Type/color: PPG/ white, black, blue

FRAME

Year/make: 2009 Thunder Cycle
Type: single-side hidden-shock
Rake: 45 degrees
Stretch: 2 inches up, 4 inches out

Shocks: EMS

ACCESSORIES

Bars: Thunder Cycle
Handlebar controls: Thunder Cycle
Fenders: Thunder Cycle
Headlight: Motorcycle Product Consulting
Taillight: Thunder Cycle
Speedo: Dakota Digital
Pegs: Thunder Cycle, Mini Boards
Foot controls: Thunder Cycle
Gas tank: Thunder Cycle D-2
Oil tank: custom TCD in chin spoiler
Seat: Tom Nast

Mirrors: Thunder Cycle

Grips: Thunder Cycle

FRONT END

Type: inverted, 6 inches over
Builder: Thunder Cycle

WHEELS

Make: MetalSport
Size: 21-inch front and rear
Tires: Metzeler

Brakes: HHI, Baker Trans Brake

Photos: Don Rogers

Contact: Thunder Cycle Design
954-763-2100

Thundercycle.com

The 99 Crafty Customs Contest

"Where creativity beats Cash!"

Merriam Webster: crafty (adjective) 1) Skillful; Clever. 2) Adept in the use of subtlety and cunning

Times are tight and your bros at *Easysiders* 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: *Easysiders*, *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 email address 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, *Easysiders* 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!

"Times are tight and your bros at *Easysiders* 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.'"

Remember, the cost of the bike and customizing cannot exceed

\$9,999.99

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



Bagger



Chopper

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

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99 Crafty Customs Winner



The Schumann family pose proudly with Damon's (standing far right) ground-up custom.



Heart And Soul

DAMON SCHUMANN'S HANDBUILT CHOPPER

Crafty Customs submissions come to us from all over the country and range from near-stock baggers to tastefully done Softails, but this month's winner is truly one-of-a-kind. This special construction chopper comes to us from Damon Schumann of Napa, California. Damon has been collecting parts for this bike from swap meets and by doing some clever trading for over four years, and the build took plenty of his blood, sweat, and tears to complete.

The heart of the beast is a Harley-Davidson Evo motor found online for \$2,650, fitted with an S&S carb and handmade pipes by Don Ross and Damon. The tranny is an early 4-speed with kicker (\$800). One of the true jewels of this chopper is the old John Harmon swingarm frame from back in the 1970s. Damon stretched the neck to 45 degrees so that the BUB Imports Spirit Girder front end mates up perfectly.





Damon hid springs under the minimalist seat, which he also stitched together himself.

Before there was a vast aftermarket to buy parts from, bike builders used to fashion custom parts themselves, in their own garages in order to truly make a chopper their own. That's what Damon has done here. He modified a stock rear fender and hid the fender supports for a flawless custom look and hand-crafted the sleek gas tank himself. He also hid springs under the minimalist seat, which he also stitched together himself. There are plenty more handmade details such as the bracket for the license plate, the stainless front brake lines, even the cloak of black paint was sprayed by Damon. The subtle ghost flames and skulls were handled by his friend Sammy De Leon (\$450). When finished, Damon had less than \$8,000 in this bike.

Now we're not saying that all Crafty Custom winners have to build a bike from scratch, and you should know that Damon has been piecing this bike together for over four years, but we admire the spirit of this machine. It is so much a part of Damon's heart and soul that he has a tattoo of the bike on his left forearm. That's dedication.

Damon proves that a Crafty Custom can be anything you can dream of. Not only has he won a bike feature in this month's contest in *Easyriders*, but he also has the chance to win \$10,000 in cash when we pick our Crafty Custom of the Year in January 2012.

If you have or want to build a Crafty

Custom and become part of two-wheeled history, just visit www.99crafty.com and enter your bike today. The contest is limited to 1990 to 1999 big twin Harley-Davidsons and the value of the bike and all dress-up parts can not exceed \$9,999.99. See the ad in this

issue for details. Your bike might be seen right here in a bike feature in *Easyriders* AND you might just win \$10,000 in cash! —Dave Nichols

The heart of the beast is a Harley-Davidson Evo motor found online for \$2,650.



The 99
Crafty Customs Contest
"Where creativity beats Cash!"

When finished,
Damon had less
than \$8,000
in this bike.



Owner: Damon Schumann
City: Napa, California

General

Year/make: 1999 Harley-Davidson/
Damon Schumann

Model: Special Construction

Assembly: owner

Engine Accessories

Carb: S&S

Aircleaner: S&S

Pipes: Damon Schumann

Painting

Painter: Damon/Sammy De Leon

Color: black with ghost flames

Accessories

Bars: Jireh

Handlebar controls: Performance Machine

Fender: Harley-Davidson modified by Damon

Headlight: Jireh

Taillight: LED

Speedo: Jireh

Seat: Damon

Grips: Legend

Mirrors: Jireh

Wheels

Builder: swap meet spoke

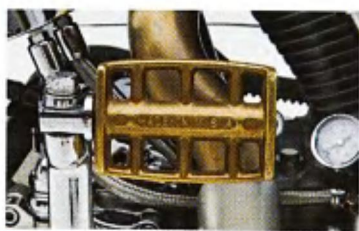
Tires: Avon

Brakes: Jaybrake

Photos: Mike Chase



Before there was
a vast aftermarket to
buy parts from, bike
builders used to fashion
custom parts themselves,
in their own garages,
in order to truly make a
chopper their own.
That's what Damon
has done here.





It's almost time to ride to Daytona Bike Week and David Mann's classic painting, *Hello Daytona* first appeared in the April 1990 issue of *Easyriders*.



David Mann

THE WHO'S WHO OF WHO'S LEFT

2011 New Model Guide

It's now 2011, and the economy hasn't improved all that much over last year's or the year before. The custom motorcycle industry has been hit especially hard, with many custom builders having closed shop or turned to repair and service work to make ends meet. But what does this mean to the average Joe who might still have a regular income and want to parlay his good fortune into a new set of wheels? It means he is in luck. There are certainly plenty of bargains to be had in the used motorcycle market, but because of a current glut in that market, the new bikes are a good bargain as well. Why buy someone else's problems when you can create your very own, right?

To help you do that and more, we are proud to present this year's New Model Guide, a veritable Who's-Who of Who's Left in American motorcycle manufacturing. There are some great motorcycles to be had, and even though a few of the manufacturers, the smaller ones especially, decided to stay with last year's models, there are plenty of 2011 models to ogle. So grab your beer mugs and your Winchesters and follow me as we mosey on down the path of destruction towards the top of the hill to scan the horizon for any survivors. Tallyho!

—Kai R.

ARLEN NESS MOTORCYCLES WWW.ARLENNESS.COM



LOWLINER V

The Lowliner V features a 106 Victory powerplant with a 6-speed constant mesh RSD transmission, Ness calipers, billet wheels, and Avon rubber. The all new Ness Monoshock frame and perfectly balanced motor gives a superior ride. MSRP: \$35,995.



LOWLINER

The Arlen Ness Lowliner features a rubber-mounted S&S 124-cubic-inch polished motor coupled to a Ness RSD 6-speed transmission. A Rivera Pro Clutch, billet wheels with an Avon 300 real tire, and 2-into-1 exhaust round out this offering. MSRP: \$45,995.

HIGHLINER

The Highliner is the Ness chopper, and it features the S&S rubber-mounted 124-inch polished motor and Ness RSD 6-speed transmission. It shares most of the



components of the Lowliner, with a Ness Y2k frame for comfort and stability with a dual shock touring-style rear suspension. MSRP: \$45,995.



SPEEDLINER

The Speedliner features a rubber-mounted S&S 124-cubic-inch polished motor coupled to a Ness RSD 6-speed transmission, a Rivera Pro Clutch, billet wheels

with an Avon 300 real tire and 2-into-1 exhaust, and a Ness Y2k frame with dual shock touring-style rear suspension. MSRP: \$45,995.

BIG BEAR CHOPPERS WWW.BIGBEARCHOPPERS.COM



NEW — BEAR BONES CHOPPER

The 2011 Big Bear Choppers lineup includes the new Bear Bones. The Bear Bones retains all of the quality features that you would expect on a Big Bear Chopper, S&S 100-inch motor, Baker 6-speed, and Performance Machine brakes—all at a bargain price. MSRP: \$19,500.



NEW — RAGE

Big Bear Choppers' new international model, the Rage, features a bold profile and old-school flavor, and the power 100 Smooth engine. It also utilizes a Baker 6-speed transmission, sleek billet primary drive, billet wheels, 4-piston caliper brakes, among many other notable components. MSRP: \$29,900.



GTX

The GTX (Grand Touring X-Wedge) is a stretched pro-street with bagger features designed to be a weekend getaway vehicle. One of the proprietary characteristics of this bike is the position of the passenger sitting in front of the rear wheel. This places more weight in the center of the vehicle to produce better handling and comfort. It is also available as the GTX-F with fairing. Other key features include an additional auxiliary fuel tank located under the seat, totaling 5 gallons. A large-capacity oil tank feeds the optional EFI X-Wedge engine from S&S. MSRP: \$34,900.

PARADOX

The Paradox rides on a 23-inch front and 20-inch rear wheel. It holds a dimensionally composite downtube shroud that not only completes the motorcycle's front aesthetic lines, but acts to hide the clutch cable. The large-capacity oil tank features a concave molding design. The motorcycle's exclusive swingarm comes



with a stylish cover that conceals the frame structure, axle adjusters and brake line. The Paradox is powered by the famous 100 Smooth motor with an EFI option, or even better, the new 114-inch S&S X-Wedge EFI engine. The Paradox is harmony of elegance and strength. MSRP: \$32,400.



ATHENA

Athena bikes are sleek and slammed to the ground, offering a low center of gravity for good handling. The sunken seat allows you to be positioned inside the chassis, adding to the unique sensation of riding low to the ground. The hot rod hole drilled outer skins on the stretched patented frame, her Devil's Tail swingarm with matching rear fender, and the artistically created fuel tank are some of the unique characteristics of the Athena. MSRP: \$33,400.



SLED CHOPPER

The Sled Chopper uses a drop-seat stretched frame with an innovative fuel tank and a 300mm rear tire. Six-inch stretched radius dual downtubes with a low rider rear end gives her a dramatic sinking and flowing profile.

Standard components include the proprietary low-vibration 100 Smooth polished engine in front of a Baker 6-speed overdrive transmission, exclusive primary drive, and chromed front end and controls. MSRP: \$30,900.



SLED PRO STREET

The Sled ProStreet has a dropped seat for a dramatic, long look. This slammed hot rod is the choice for any motorcycle enthusiast who wants the most impressive motorcycle for the money, says Big Bear Choppers. The sunken seat allows the rider to be positioned inside the chassis, boasting more control and adding to the unique sensation of riding low to the ground. The Sled is powered by a 100 Smooth V-twin. MSRP: \$30,900.

BIG DOG MOTORCYCLES WWW.BIGDOGMOTORCYCLES.COM

K-9 250

New for 2011, the K-9 250 (below) takes the award-winning K-9 model a step further. With the K-9 250, Big Dog has created a slightly smaller size chopper with a smaller price tag. It comes with most of the K-9's features as well as a 111 S&S-250 rear tire and right side drive. MSRP starts at \$22,595.



BULLDOG

The Bulldog is Big Dog's high-performance bagger. Incorporating a 111-inch engine with electronic fuel injection standard, an incredible marine grade sound system, locking fiberglass saddlebags, floorboards, nitrogen gas shocks and the 6-speed BDM Balance Drive transmission, the Bulldog is completely tour worthy. All 2010 Big Dog Motorcycles have the new speedometer that has dual trip meters, and the ability for the operator to switch from analog to digital speedometer, and rpm readouts. MSRP: \$39,900.



MASTIFF

The 2010 Mastiff uses a lowered and stretched hidden-shock tubular frame with a raked-out telescopic front end and a 300mm rear tire for a smooth ride. Powered by a 117-inch American V-twin motor mated to a right-side drive 6-speed transmission, the Mastiff will get there and back in style. EFI and chrome package options retail for \$2,000 for each item (all 117-cubic-inch engines only). MSRP: \$28,900.

K-9

The award-winning K-9 has been a staple of Big Dog's chopper stable since it came out a few years ago. At 9 feet long, the K-9 rides on a hidden-shock frame with large-diameter tubing all around. It is powered by a 117-inch V-twin that is mated to a right-side drive 6-speed transmission. EFI and Chrome Package options





retail for \$2,000 for each item (all 117-cubic-inch engines only). MSRP: \$29,900.



WOLF

The Wolf really is the wildest in the Big Dog pack, thanks to its dramatic lines and the use of a proprietary 121-inch, 3-cam X-Wedge motor coupled to a 6-speed transmission. The Wolf also boasts a right-side brake, standard chrome wheels and components, and a 20-inch-diameter rear wheel. MSRP: \$35,900.



COYOTE

Appealing with a sleek design, the Coyote offers optimal handling and agility thanks to a smooth-riding hidden-shock frame and a 250mm rear tire. Priced lower than other Big Dog models, the Coyote is nonetheless using a 117-inch V-twin and right-side drive 6-speed tranny combination. You even get billet wheels with it. MSRP: \$23,900.



PITBULL

Big Dog's Pitbull features distinctive tall wheels (20 inches in the back and 23 inches in the front). The rigid-framed Pitbull mixes the old and new to offer a unique styling of lines in constant motion. Speaking of which, a 117-inch V-twin with right-side drive 6-speed tranny ensures that the Pitbull moves around swiftly. EFI and chrome package options retail for \$2,000 for each item (117-cubic-inch engines only). MSRP: \$26,900.

RIDGEBACK

The strong Ridgeback rigid chopper is a very big dog with very big paws. It rides on a tubular steel frame that



houses a 117-inch V-twin with right-side drive 6-speed tranny and a massive 300mm rear wheel. Up front you will easily find a massive extended front end and pull-back bars. Ridgeback does not have an EFI option, but the chrome package is available for \$2,000 (117-cubic-inch engine only). MSRP: \$27,900.

BOURGET'S BIKE WORKS
WWW.BOURGETS.COM



PYTHON SUPER STRETCH

The 2011 Bourget Python features a newly designed chassis with radius backbones and downtubes, and subtle aesthetic changes to the gas tanks and fenders. Standard for 2011 are 117-cubic-inch S&S engines, JIMS Fat 5 Transmission, Primo Brute IV 3-inch open belt clutch, BBW springer front end, radius license plate bracket with built-in drive-side pulley/brake setup, BBW designed Avon 330 rear tires, leather seats, and BBW billet components. MSRP from \$49,400.

FAT DADDY CHOPPER

The Fat Daddy Chopper (*below*) also features the newly designed chassis and sheet metal. All Bourget's are painted to your heart's desire by Steel Vision Designs artists. The possibilities are endless to customize and personalize your Bourget. MSRP from \$48,400.



COBRA SOFTAIL

The Cobra Softail is the newest addition to the Bourget family. Bourget calls it "10-1/2 feet of Sexy with Suspension." The Cobra softail features the long low look of a rigid with amazing hidden coil-over shock suspension. MSRP from \$74,400.



DRAGON

Dragon Models include a rigid and hidden shock chopper and pro-street. The 2010 Dragons are standard with S&S 113-inch engine, JIMS 6-speed right-hand



drive transmission, and Primo Brute IV Extreme 3-inch open belt drive. MSRP from \$30,900.

BRASS BALLS BOBBERS

WWW.BRASSBALLSBOBBERS.COM



BRASS BALLS ROCKETEER

Brass Balls Bobbers and Choppers' 2011 digger motorcycle, the Rocketeer, is built around a hand-fabricated gas tank with monochromatic graphics applied on the fender and tank. The Rocketeer takes art deco design cues from the 1930s and '40s and integrates them into a fresh interpretation on the classic bobber. The Brass Balls' Rocketeer is built with a 40-degree rake and 1-inch stretch that includes a Crazy Horse 100-inch engine, ceramic coated D&D exhaust, 41mm Meanstreet front end, Excel 4-piston brakes with Wilwood rotors, Inverted MotoX bars, Leroy Thompson grips, BDL transmission, and Wire Plus gauge machined into trees. MSRP from \$21,995.



BRASS BALLS MODEL 1

Brass Balls' the Model 1 is built around the Henry Ford ethos for mass appeal: you can have any color you like, as long as it is black, and zero options are offered. What the bike does provide is a reliable 80-inch genuine Harley Evo motor, an S&S carburetor, Tauer Machine Warlord primary, a D&D dyno-tuned 2-into-1 performance pipe, Excel Component controls, Wilwood brakes, and a Baker 5-speed transmission. Includes a one-year warranty. MSRP: \$17,995.

DIGGER BOBBER

Stripped down to the nitty gritty, the Digger expresses its bad-boy styling with a solo seat and hardtail mechanicals that places the rider just 24 inches above the



tarmac. Bobbed front and rear, fenders expose high-performance donuts. Three engines are available: Harley-Davidson Evo; S&S shovelhead motor, or the unique Crazy Horse V-Plus 100-inch motor. MSRP from \$20,495.

DEEP SOUTH CHOPPERS

WWW.DEEPSOUTHCHOPPERS.COM



SHOCKER HIGH VOLTAGE

The Shocker Series from Deep South Choppers uses the smooth-running Harley-Davidson 80-inch Evo motor and a tough Baker 5-speed transmission. The High Voltage has its fuel tank sitting on top of the frame with riser bars, producing a more relaxed chopper style. Carrera racing shocks, 16-inch diameter wheels, 4-piston caliper brakes, performance Dunlop tires, and a conservative wheelbase make both around-town and wide-open-highway riding equally pleasurable. MSRP: \$19,999



SHOCKER LOW VOLTAGE

The Low Voltage design has the fuel tank sitting low on the frame with drag style bars, creating a sleek profile for an aggressive look and feel. Selling retail direct, eliminates the middleman dealer, driving the price down to an affordable number with direct communication and logistics for each customer. Service and warranty work can be performed at the customer's nearest reputable motorcycle shop. MSRP: \$19,899

DIRICO

WWW.DIRICOMOTORCYCLES.COM

FLYER

Featuring the powerful 1450cc Harley-Davidson Twin



Cam B motor mounted to a Dirico hand-built DOM mild steel chassis the Dirico Flyer delivers power with balance. Incorporating the best of Harley's parts and accessories, like its 5-speed H-D transmission with a standard left-side drive, means that the Flyer is easily serviced at any H-D dealer. The Flyer was designed to evoke memories of yesteryear when motorcycles were basic modes of transportation designed to essentially provide a simple service: point A to point B. MSRP: \$31,900



PRO-STREET

The Dirico Pro-Street's precision performance is delivered through its Harley-Davidson Twin Cam B 103-cubic-inch powerplant embedded in a Rowe Machine, hand-built DOM mild steel frame. Converting serious torque to smooth riding is a Baker 6-speed right-side drive transmission. MSRP: \$38,900



SPEEDSTER

Delivering a full-throttle experience with comfort and reliability is the promise of the distinctively designed and hand-assembled Speedster. The 110-cubic-inch Harley-Davidson Twin Cam B powerplant and Harley 6-speed transmission with hydraulic clutch is the source of its precision performance. Bound by a DOM mild steel chassis, the Speedster offers easy handling and optimal agility. And equipped with primarily Harley parts and accessories, the Speedster is easily serviced at any H-D dealer. MSRP: \$39,900

HARLEY-DAVIDSON

WWW.HARLEY-DAVIDSON.COM



XL 883L SPORTSTER 833 SUPERLOW

The SuperLow is easy to own and fun to ride. Balanced

and responsive handling help rider and machine glide through corners with smooth confidence. The combination of wheel size, radial tires, and front-end geometry contribute to outstanding maneuverability. The final drive ratio is matched to the rear wheel size to provide smooth acceleration. Generous rear-suspension travel, a deeply cushioned seat, and easy-reach handlebar offer outstanding comfort. A low seat height, the broad V-twin powerband, and clean styling complete a package that will make the SuperLow appealing to many riders. MSRP starting at \$7,999.



XL 883N IRON 883

The Iron 883 pushes minimal Dark Custom styling to the edge with a V-twin beat and gritty, old-school garage features. The \$7,999 MSRP makes this model a great starting point for customization. Born on the gritty dirt tracks and drag strips of the 1950s, the Harley Sportster represents the uninhibited essence of motorcycling. MSRP starting at \$7,999.



XL 1200L SPORTSTER 1200 LOW

The Sportster 1200 Low combines performance, agility, and easy-to-handle ergonomics in a long, premium cruiser that is ready for all takers. Born on the gritty dirt tracks and drag strips of the 1950s, the Harley-Davidson Sportster represents the uninhibited essence of motorcycling. Today's Sportster combines soulful styling with the flat torque delivery and distinctive sound of an American V-twin engine. Among the more affordable Harley-Davidson models, Sportster motorcycles, offer a low, comfortable seat, and smooth clutch effort. MSRP from \$9,899.



XL 1200X FORTY-EIGHT

The all-new Forty-Eight is an urban brawler that drips attitude from every element—from the fat, balloon tires to the all-steel peanut tank to the solo seat. Custom

touches define this bulldog of a bike. A slammed speedometer, under-bar mounted mirrors and 26-inch seat height offer a low profile, while the peanut tank and big 16-inch wheels combine for a menacing look that could only come from Harley-Davidson. MSRP from \$10,499.



XL 1200N NIGHTSTER

Ever since its introduction in 2007, the Nightster model has prowled the streets with a deep, menacing growl. Low, dark, and aggressive, it brought a styling attitude to the Sportster family that had not been seen before—a raw, Dark Custom bike that delivers a 1200cc knock-out punch. With chopped front and rear fenders, side-mounted license plate, combined stop/turn taillights, low 25.3-inch seat height, old-school front fork gaiters, raw-boned graphics, and a unique finish on its Evo engine for a gritty, no-nonsense look, the Nightster is the motorcycle for those who want Sportster performance coupled with an attitude. MSRP from \$9,999.



XR1200X

With a tank and tail section designed to evoke the legendary Harley-Davidson XR750, the king of the gritty American flat-track scene, the XR1200X puts its mechanical character on display. Wide flat-track bars and rear set footpegs position an assertive rider for active control. The XR1200X has a blacked-out powertrain and exhaust, revised tank graphics, and black wheels with an orange rim pinstripe. MSRP from \$11,799.



FXDC DYNA SUPER GLIDE CUSTOM

For riders who want a head start on building their dream custom motorcycle or for those who just want a little more straight from the showroom floor, the Dyna Super Glide Custom model may be the perfect bike. This stylish performer's long, low profile is enhanced by a low-slung, two-up ribbed seat. Steel laced wheels and the Fat Bob fuel tank add to the classic look. A mini

pullback handlebar creates a clean look for the front end, which draws attention to the tank-mounted speedometer/ignition console. With a nimble frame, Twin Cam 96 engine and smooth-shifting 6-speed Cruise Drive gearbox, the Dyna Super Glide Custom is just plain fun to ride. MSRP starting at \$12,999.



FXDB STREET BOB

The Street Bob goes straight back to the minimalist roots of the bobber scene. Stripped down to the bare essentials, and as "naked" as the law allows, the key word here is "pure" with no parts that aren't absolutely necessary. Since its introduction, this attitude-laden motorcycle has taken the custom world by storm with its mini apehanger handlebar, Fat Bob fuel tank, solo seat, mid-mounted foot controls and a big, black Twin Cam 96 engine. MSRP from \$12,999.



FXDF FAT BOB

With forward-mounted foot controls, drag-style handlebar and a sleek, two-up seat, the Fat Bob motorcycle creates an aggressive riding position that commands respect from the road. Truly fat from start to finish, the Fat Bob features a 130mm wide front tire with a gnarly, robust tread pattern, emphasizing the aggressive character of the "fat custom" ride. Out back, the high-performance, chrome-covered, coil-over shocks showcase the beefy 180mm wide rear tire and perfectly complement the Fat Bob's outstanding handling attributes. MSRP from \$19,499.



FXDWG DYNA WIDE GLIDE

Re-introduced in 2010, the Dyna Wide Glide motorcycle is all about attitude. Its tough, dark styling and retro feel, along with a retro price tag, give riders the confidence to sit low and stretch out. The Wide Glide is raw and true to its roots with a chopped rear fender, black rims on 40-spoke laced wheels, a black tank console, "Tommy Gun" exhaust, beefy, raked-out forks,

and a swept back sissybar. Throw in the old-school flame paint scheme and heads are sure to turn. The lowered suspension, internally wired handlebar with 4-inch riser, and forward foot controls offer an awesome ride and the sticker price provides amazing value. MSRP from \$14,499.



FXCWC ROCKER C

With breakthrough design features like a rear fender mounted directly to the swingarm and no visible fender supports, the Rocker C motorcycle is a slammed, sleek and stylish stunner straight from the factory. Chromed out from front to back, it faithfully reproduces the authentic lines of rigid-suspension customs, but delivers a modern, comfortable ride. Designed to turn heads, the Rocker C model boasts style elements like a color-matched frame and swingarm, dual, staggered shorty exhaust, LED stop/turn taillights, a raked-out front fork and ultra-wide rear tire. Perhaps its most notable feature, though, is the innovative solo Trick seat, which conceals struts and a passenger pillion to convert to two-up riding whenever the opportunity presents itself. Add in the exclusive ghost flame paint scheme, and the availability of anti-lock brakes with the new Security Package option, and you have an unbeatable combination of style and function. MSRP starts at \$19,499.



FLSTSB CROSS BONES

With an authenticity that could only come from Harley-Davidson, the Cross Bones combines the pure styling of a historic bobber with modern power and technology. Harkening back to a time when returning soldiers stripped parts off their bikes for performance, and sought fat gas tanks to ride across the country, everything about the Cross Bones is true. Starting with the Springer front end, chopped front fender, and laced wheels, all the way through the sprung solo seat and deluxe, slash-cut exhaust, the styling inspires thoughts of rugged, empty backroads. The distinctive, authentic look also boasts a smooth ride powered by the 1584cc, counter-balanced Twin Cam 96B engine and 6-speed Cruise Drive transmission. MSRP from \$16,999.

FLSTN SOFTAIL DELUXE

One of the most confidence-inspiring big twins, the Softail Deluxe, features an extremely low seat with "collapsing sides," pullback handlebar and riser, and an easy-reach, extended kickstand. The powerful, counter-balanced Twin Cam 96B and 6-speed Cruise Drive transmission are appreciated by many riders. Exquisite style details round out every other corner of this bike,



from the clean front light bar, the tombstone taillight, the chrome grab rail and luggage rack to the laced wheels and wide whitewall tires. The addition of the new security package option means riders have the choice of adding anti-lock brakes, giving even more functionality to all this form. MSRP starting at \$16,799.



FLSTC HERITAGE SOFTAIL CLASSIC

With its smooth performance, comfortable riding position, low seat height, ample luggage space, wind protection, and passenger accommodations, the Heritage Softail Classic is a true custom touring bike. The quick-release Lexan windshield allows for quick conversion to custom cruising. Few bikes capture the spirit of the original dressers more authentically than this beautiful motorcycle. 1940s-style leather saddlebags with quick-detach buckles, full FL front fender, chrome laced wheels and hub cover all pay homage to the past, while the counter-balanced Twin Cam 96 engine, hidden rear suspension and new optional anti-lock braking system all reside at the forefront of modern technology. MSRP from \$16,999.



FLSTF FAT BOY

The legendary Fat Boy motorcycle defined the "fat custom" category and imitators everywhere tried to copy its magic. This original continues to turn heads wherever it rolls, with fat tires, fat bars, a fat fender and a big, powerful, black powdercoated, counter-balanced Twin Cam 96B engine. The Fat Boy model is the very definition of a heavyweight motorcycle, delivering a bold styling statement and a wide, comfortable riding stance. Now, for 2011, this boulevard icon offers a larger readout on the odometer with more information, such as gear and rpm data, plus the new security package option with an anti-lock braking system and Smart Security System. All this technology works seamlessly into the exquisite styling in a way that only Harley-Davidson can deliver. MSRP from \$15,999.



FLSTFB FAT BOY LO

Building on the Fat Boy legacy, the Fat Boy Lo brought a darker, slammed appearance to the world of boulevard cruisers. From front to back, this custom cruiser shows attitude, with custom, black bullet hole wheels, a denim black frame, blacked-out covers and header shields, and satin chrome in all the places mirror chrome would normally reside. A slammed, narrow-cut seat rides just 24.25 inches off the ground, while the forward foot controls and low, 1.25-inch handlebar create a secure stance that inspires a cruising state of mind. With the new addition of anti-lock brakes in the security package option, the Fat Boy Lo truly remains at the head of the pack. MSRP from \$16,299.



FLTRX ROAD GLIDE CUSTOM

The Road Glide Custom is a tough, low version of the shark-nose Harley-Davidson classic, with a big 18-inch front wheel, a 2-into-1 exhaust, and a smooth taillight assembly. This bagger rolls with swagger. The innovative Harley-Davidson Touring chassis is based on a single-spar, rigid backbone frame, and a stout swingarm developed to withstand the demands of long-haul touring riders and today's powerful engines. MSRP from \$18,999.



FLHX STREET GLIDE

The Street Glide is a bagger with street-wise soul, such as stripped down trim and chrome, low suspension, and blackened, cropped wind deflector. Inspired by the street, the Street Glide is ready to roar with attitude. The innovative Harley-Davidson touring chassis is based on a single-spar, rigid backbone frame, and a stout swingarm developed to withstand the demands of long-haul touring riders and today's powerful engines. MSRP from \$18,999.

FLHTK ELECTRA GLIDE ULTRA LIMITED

The Electra Glide Ultra Limited provides the next step for those looking to stand out and upgrade their ride. Redefining "fully-loaded," the Electra Glide Ultra Limited boasts the large, 1690cc Twin Cam 103 engine,



anti-lock brakes, electronic cruise control, Smart Security System, unique two-tone paint schemes, premium Tour-Pak luggage rack, premium, plush removable luggage liners, and heated hand grips as standard features. The innovative Harley-Davidson touring chassis is based on a single-spar, rigid backbone frame and a stout swingarm developed to withstand the demands of long-haul touring riders and today's powerful engines. MSRP starting at \$23,699.



FLHTCU ULTRA CLASSIC ELECTRA GLIDE

The Ultra Classic Electra Glide sets the standard for long-haul touring comfort and convenience. Though many imitators sought to duplicate it, the Ultra Classic Electra Glide stands tall as a benchmark for touring enthusiasts. A four speaker, 80-watt Harmon/Kardon Advanced Audio System, one-piece, two-up Electra Glide Classic comfort stitch seat with passenger backrest, adjustable fairing-mounted air deflectors, vented removable fairing lowers with integral glove boxes, spacious Tour-Pak carrier, and injection-molded hard saddlebags, and standard electronic cruise control, all combine comfort and function as styling touches that make it a Harley-Davidson. MSRP from \$20,499.



FLHRC ROAD KING CLASSIC

The Road King Classic model takes the nostalgic look and feel of the Road King a little further with extra details for this road-worthy touring bike, like leather-wrapped saddlebags, nostalgic chrome fuel tank console, tooled metal detailing on the fender, tank, seat and bags, and chrome laced wheels with wide whitewall tires. The innovative Harley-Davidson Touring chassis is based on a single-spar, rigid backbone frame and a stout swingarm developed to withstand the demands of

long-haul touring riders and today's powerful engines. MSRP from \$19,499.



FLHR ROAD KING

When the original Harley-Davidson Road King motorcycle was introduced in 1994, it didn't take long for it to obtain iconic status with heritage going back to the original 1965 Electra Glide model. It may look like a timeless boulevard cruiser, but it is also a fully equipped, long-distance tourer. The innovative Harley-Davidson Touring chassis is based on a single-spar, rigid backbone frame and a stout swingarm developed to withstand the demands of long-haul touring riders and today's powerful engines. MSRP from \$16,999.



FLTRU ROAD GLIDE ULTRA

The Road Glide Ultra combines the light handling and wind-splitting aerodynamics of a frame-mounted fairing with a full complement of touring appointments for the devoted long distance rider and passenger. The innovative Harley-Davidson Touring chassis is based on a single-spar, rigid backbone frame, and a stout swingarm developed to withstand the demands of long-haul touring riders and today's powerful engines. MSRP from \$22,499.



VRSCF V-ROD MUSCLE

The fast, powerful and aggressive V-Rod Muscle motorcycle is built for riders who want a little extra beef with their horsepower. Big meaty air scoops, muscle-bound mufflers, 240 mm rear tire, fastback-style tail section, and massive airbox complement the power of the 1250 cc liquid-cooled Revolution engine. Ride the V-Rod Muscle and experience the true definition of "power cruiser." This brawny beast is for performance enthusiasts who crave power and control, with a dash of

intimidation, in a package that is all Harley-Davidson. MSRP from \$14,999.



VRSCX NIGHT ROD

Styled for performance-minded enthusiasts who like a blacked-out, no-hassle ride, the Night Rod Special model takes the VRSC family on a sinister trip down a dark alley. It features black wheels, black frame, black fork lowers, triple clamps, swingarm, racing stripes on the airbox cover, and a color-matched speed screen visor. What makes it a true member of the VRSC family are things like the aggressive, drag-inspired riding position, the amazing power of the Revolution engine and the distinctive sound and feel that only Harley-Davidson can provide. MSRP from \$14,699.



FLHXST STREET GLIDE TRIKE

The Street Glide Trike brings two-wheel attitude with three-wheel comfort to the three-wheel category. The Harley-Davidson Trike platform brings original-equipment design, quality and service to the three-wheel motorcycle segment. Trike models utilize a frame and associated chassis structure and geometry engineered specifically to handle the loads generated by the steering forces and weight of a three-wheel vehicle. MSRP from \$27,499.



FLHTCUTG TRI GLIDE ULTRA CLASSIC

The Tri Glide Ultra Classic is a full-feature factory motorcycle built to confidently chase the horizon with long-haul comfort and freedom on three wheels. The Harley-Davidson Trike platform brings original-equipment design, quality and service to the three-wheel motorcycle segment. Trike models utilize a frame and associated chassis structure and geometry engineered specifically to handle the loads generated by the steering forces and weight of a three-wheel vehicle. MSRP starting at \$30,499.

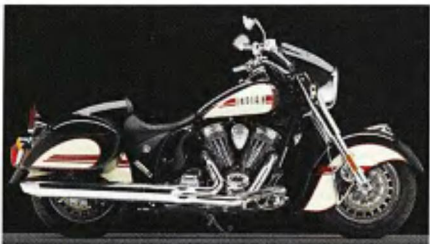
INDIAN MOTORCYCLES WWW.INDIANMOTORCYCLE.COM

INDIAN CHIEF BLACKHAWK DARK

New for 2011, the Chief Blackhawk Dark features a new



mini front fairing, new low seat, Blackhawk seat concho, rear seat cowl with rider backrest, and custom art deco paint scheme in Thunder Black and Indian Red. Also featured are a headdress-inspired mini fairing, 110th anniversary badge and speedo, plus a black-and-polished engine with chrome covers. There are no electrical relays in the system. MSRP from \$29,999.



INDIAN CHIEF BLACKHAWK

Same as the Indian Chief Blackhawk Dark, but with Ivory Cream added to the Thunder Black and Indian Red color scheme, the dark components on the bike including the blacked out headlight, tappet blocks, suspension, engine components, exhaust system, and hand controls make the remaining chrome components stand out. Also starts at \$29,999.



INDIAN CHIEF CLASSIC

The Chief Classic is the entry level Chief, and is the only Chief model that comes standard with short fenders. The long fender is now an available factory option for the Classic model in 2011. The Classic features the Indian script tank logo and is available in standard Indian Red or Thunder Black. Optional colors are Dark Water Blue or Starlight Silver. Pricing start at \$25,999.



INDIAN CHIEF DARK HORSE

The Chief Dark Horse is available in new gloss finishes of Thunder Black and Indian Red, as well as a smoke "matte" finish available in Thunder Black, Indian Red

and Deep Water Blue. The colored headdress on the tank is a new twist on the colored versions of the past. The dark components on the bike including the blacked out headlight, tappet blocks, suspension, engine components, exhaust system, and hand controls make the remaining chrome components stand out. The Dark Horse is priced at \$27,999.



NEW — CHIEF VINTAGE

Chief Vintage is available with long skirt fenders and two-tone paint. The tank features a metal tank badge. Engine guards are standard. The seat and saddlebags are available in black, tan and red leather with fringe. MSRP: \$35,499.



NEW — CHIEF ROADMASTER

The Roadmaster boasts additional driving lights, chrome spoke wheels, and a 2-into-1 three-way catalytic converter with chrome shields. The luxury touring seat is available in black, tan, or red leather, with or without fringe, as are the Roadmaster saddlebags. MSRP: \$33,999.

SUCKER PUNCH SALLYS
WWW.SUCKERPUNCHSALLYS.COM



WORKING MAN'S SPECIAL

The Working Man's Special is a great starter bike with all of the quality and craftsmanship you have come to expect from Sucker Punch Sallys. Based on the traditional bobber, the Working Man offers style that is a little easier on the wallet. It comes with the option of a solid color paintjob and a springer front end. MSRP: \$17,995 (after \$1,000 factory rebate.)

TRADITIONAL BOBBER

The Traditional Bobber is the flagship of the Sucker Punch Sallys lineup. It's a modern take on a traditional classic and as with all SPS bikes, there is no additional



charge for paint, so you can feel free to add traditional flames or go with simple flat black. MSRP: \$19,995.



66 BOBBER

A more aggressively styled version of the Traditional Bobber, the 66 Bobber features a 16-inch wheel up front, Pro-One lowers and triple trees, and superior braking via four piston calipers front and rear. MSRP \$21,995.



HOT ROD

The newly redesigned 2010 Hot Rod is based on a vintage chopped shovelhead that features a 17-inch wheel in the rear 93-inch S&S shovelhead and a raised axle height which provides superior handling. New for 2010 is the narrowed gas tank and SPS H-Bomb oil tank. It is a crowd-favorite with hand-machined brass accents on the foot controls and a 5-speed kicker. MSRP \$27,995.



SLED

The Sled has been redesigned for 2010 with new narrowed dual split tanks and it comes standard with the SPS H-Bomb oil tank, custom SPS mini-ape handlebars, and whitewalls all at the same price it has always been. Talk about value! You can go farther on this rigid and it offers a comfortable ride with mini-apes and classic old-school whitewall style. MSRP \$21,995.

VEGAS 8-BALL

The Vegas 8-Ball has a laid back approach to performance and design, with a streamlined solo seat, lowered seat position and footpegs, all designed so you remain comfortable hours down the road. Solid black: \$12,499.



KINGPIN 8-BALL

The Kingpin 8-Ball is the classic modern cruiser, born out of a passion for throwing a leg over a raw, stylish bike and surging forward with a willing throttle. Solid black: \$12,999.



HAMMER

The Victory Hammer owns the raw, visual aggression that first drew you to motorcycling, but with more precision-powered performance than most bikes. The inverted front fork, 250mm rear tire, and dual-disk brakes is standard for this muscle bike, as is 97 horsepower and 113 foot-pounds of torque. Solid Imperial Blue Metallic: \$17,799.



HAMMER S

The Victory Hammer S takes the same raw, visual

aggression as its brother the Hammer one step further with blacked out custom detail and exhaust, custom painted wheels, and aggressive paint. Suede black and red w/white stripe: \$18,499



ARLEN NESS VISION

If you thought the Victory Vision was already the ultimate bike, check this out. The Arlen Ness Signature Series Victory Vision features the personal custom treatment of this legendary custom builder. Custom paint, graphics, and Ness accessories from nose to tail, this is the ultimate. And it is pure Arlen. ABS black with Ness graphics: MSRP \$27,999.

HAMMER 8-BALL

With a 250mm rear tire, 18-inch fat front wheel and inverted front fork, the Hammer 8-Ball grips the road with a smooth fury that performance junkies can't live without. Solid black: \$14,499.



CORY NESS CROSS COUNTRY

Cory Ness gave a Cross Country his personal styling touch and made the rest of the bikes on the street virtually invisible. The Cory Ness Signature Series Cross Country is loaded with custom Ness accessories, has a custom suede seat, and the paint and graphics are pure Cory. Plus, it has all the outstanding Cross Country touring equipment. Sunset Red with Ness graphics: MSRP \$24,999.



ZACH NESS VEGAS

It is clear that third-generation custom builder Zach Ness has learned well from his legendary grandfather and father, yet Zach's personal design style comes through on the Zach Ness Signature Series Vegas 8-Ball. This understated, but stunning, custom features several Ness accessories, custom paint and graphics by Zach, a custom leather seat, and more. Black with Ness graphics: MSRP \$18,999.

VEGAS JACKPOT

It is the motorcycle that first blurred the lines between custom and stock, bringing with it a new head-turning design, and uninhibited style, and leaving nothing to the

imagination. With new Freedom 106/6 Stage 2 V-Twin, new 6-speed transmission with overdrive, new deeper, more robust exhaust note, new speedometer (which can show mph or kph and features blue backlighting), indicator lights on the gauge face and large LCD that provides clock (viewable at all times), gear position, tachometer, odometer, trip meter and diagnostic read-outs. Solid black: \$18,499.



VEGAS

In 2011, the Vegas (*above*) is back with its legendary versatility for any road you seek out, while adding more power for the ride. With 97 horsepower, the new 106-cubic-inch Freedom V-Twin is at the heart of its long, low profile. The bike that launched a new generation of American-styled cruisers now gives you the ability to own unprecedented performance in a bike with custom style. Solid Crimson: \$14,499.

VISION 8-BALL

The Victory Vision 8-Ball (*below*) is a one-of-a-kind distance cruiser with unmatched handling ability, centered on a CORE technology chassis that gives you as much confidence and control in the curves as you need without sacrificing comfort. Solid black: \$17,999.



KINGPIN

The Victory Kingpin (*above*) adds more force to its flair. The classic cruiser not only powered up with an new 106-cubic-inch Freedom V-Twin, it also added an all-new 100k transmission. It joins Victory's other models in performance prowess while keeping its one-of-a-kind, flared fender style. Everything you want in classic cruiser. Solid Crimson: \$14,999.

VISION TOUR

The Victory Vision Tour is the most progressive luxury touring bike out there, loaded with state-of-the-art features designed specifically to make you feel guilty when



you're not running up the odometer. Every inch of this touring machine is designed to keep you out doing what you love the most. ABS Crimson & black: \$23,699.



CROSS ROADS CUSTOM

Choose your color, saddlebags, windshield, and tip-over protection. Custom in minutes. With 48 different custom combinations, the Victory Cross Roads Core Custom is the bike you can personalize while you're at the dealer. No wasted stock parts. No waiting. And no reason not to get right out on the road. Black with Softbags starts at \$14,999.



CROSS COUNTRY

It's the bold road warrior that comes with class-leading storage, best-in-class cargo capacity, extra long floorboards, a windshield for added protection, and unmatched comfort with the lowest seat height in its class. This is a pure American touring icon that cruises ahead of the pack in every area, from more storage and comfort to superior performance and price. Solid black: MSRP from \$17,999.



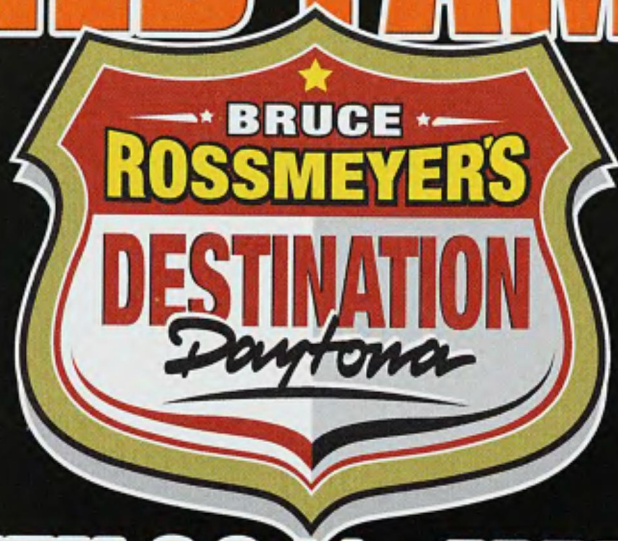


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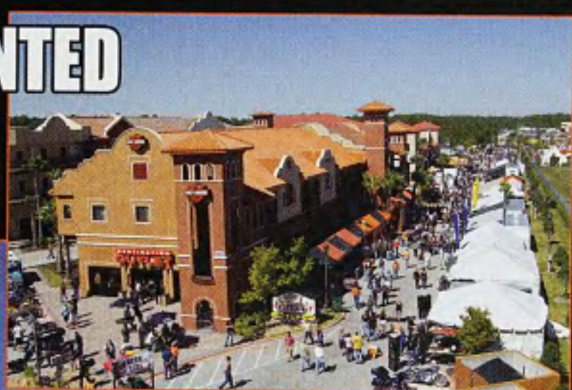
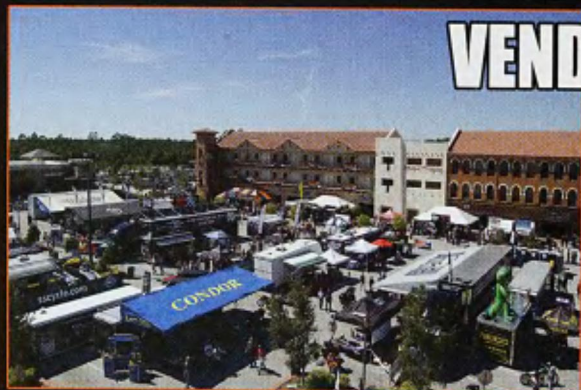


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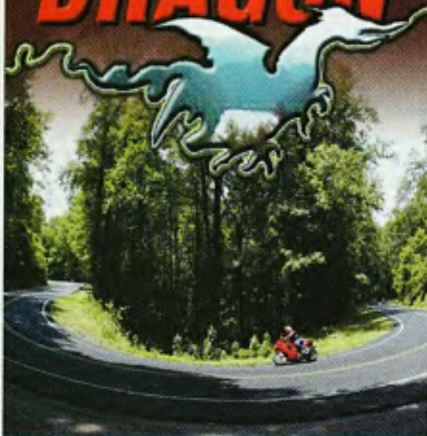
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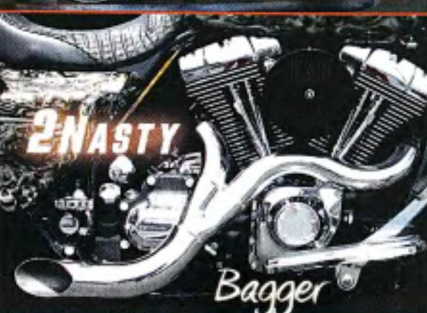
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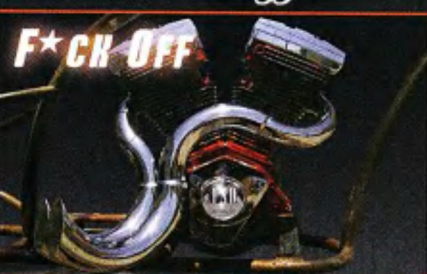
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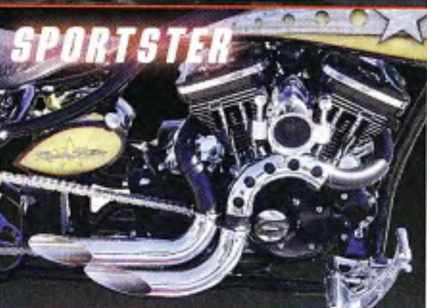
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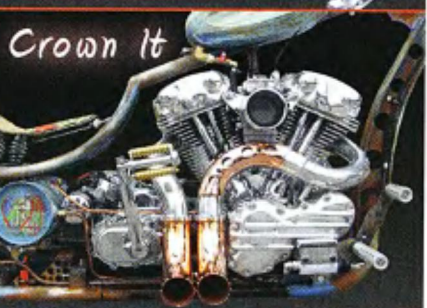
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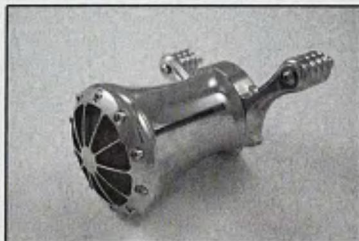


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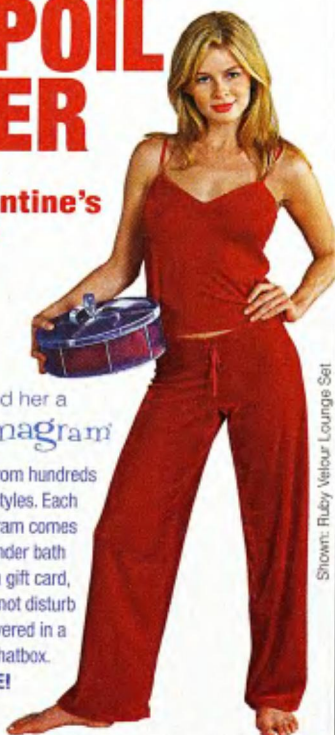
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Maximum Performance Triple Trees



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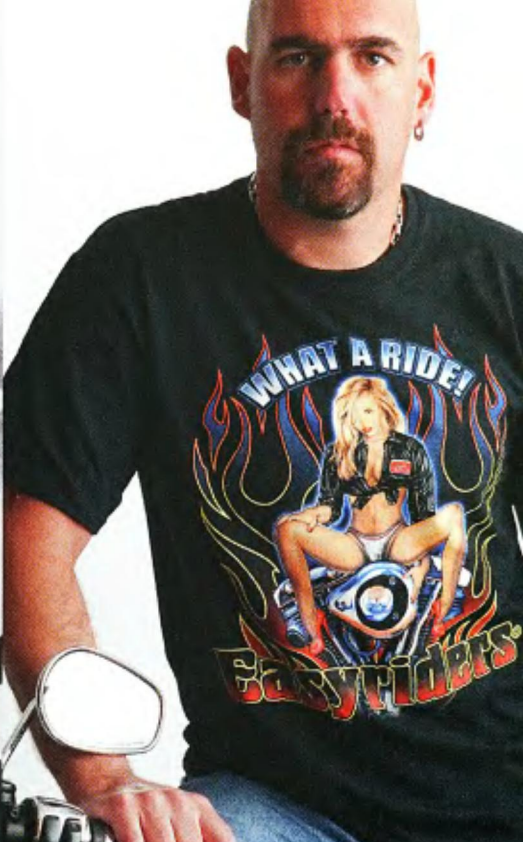
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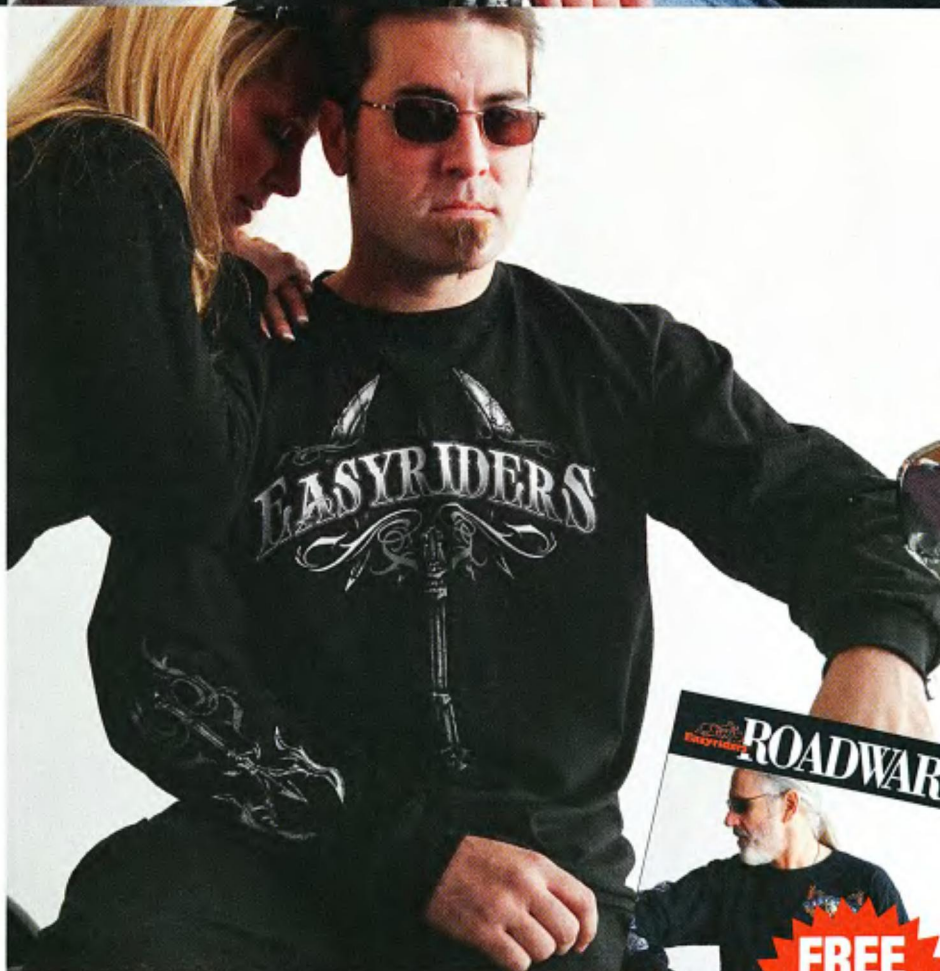
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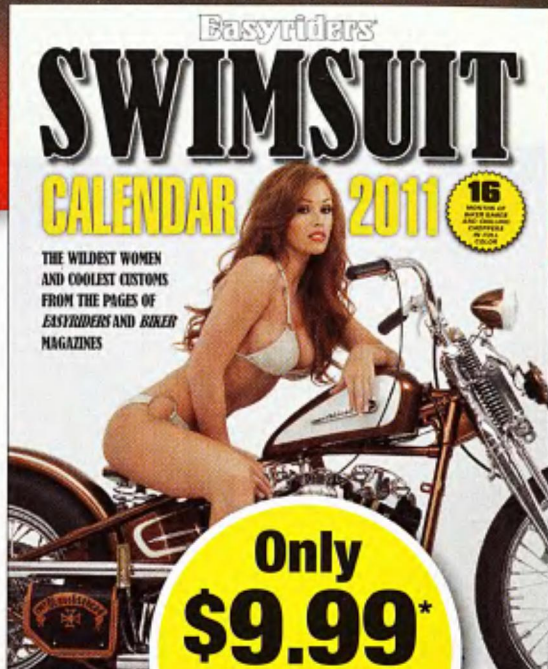
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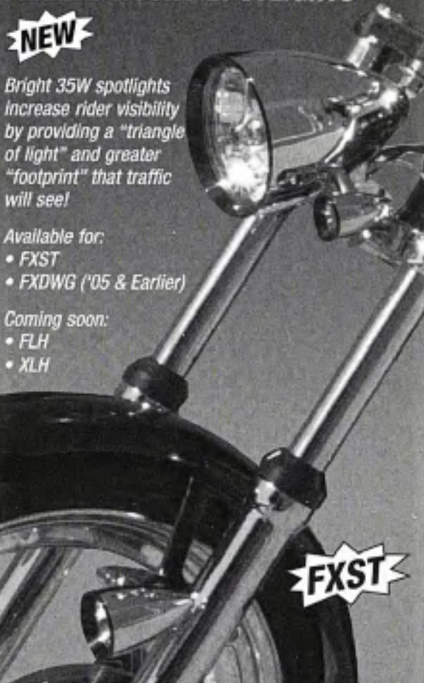
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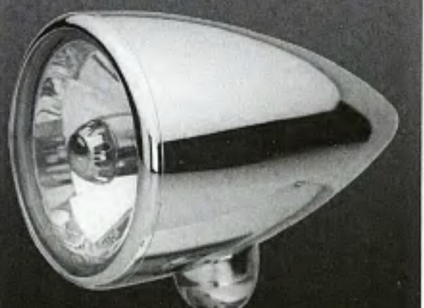
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Shock bodies feature sturdy steel construction with multi-stage velocity-sensitive hydraulic dampers. For a more controlled ride, progressive rate springs resist bottoming out better than stock springs, while providing improved damping rates. To give these shock absorbers more style, covers and springs are chrome-plated. These babies retail for \$224.95.



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DURFEE'S WIDE-CLASSIC GIRDER

Adding to Durfee's lineup of classic round and square girders, the Wide-Classic is a modification of girders the company built in the 1960s and 1970s. The flared chrome-moly legs allow the use of any wide glide width hub, rim, and tire. Brake mounts for single or dual discs, two mounting points for

headlights, optional fender mounts, and even hidden control fittings are available. If you're looking for something better and different than the same old glide that everyone else is using, Durfee has taken their famous girder and enhanced it with modern technology to produce the highest quality and most reliable custom front end for your motorcycle.

Durfee

800-971-1008

www.durfeeGirders.com



HAGON NITROS

Hagon Nitros from Dave Quinn Motorcycles are now available in lengths up to 15.75 inches (400mm). With stainless steel bodies and springs and your choice of anodized alloy fittings in black, silver, blue or gold, you can customize your shocks to suit your ride. Made in England, Nitros are fully rebuildable and have a 2-year unlimited mileage warranty. The price is \$494 a pair and they come with all adjusting tools.

Dave Quinn Motorcycles Inc

203-393-2651

www.davequinnmotorcycles.com



BLACK SUNSHINE CUSTOMS

BSC's super narrow springer front end measures 3.5 inches between the down legs and 6 inches to the outside. It is made from 1 1/4-inch USA made chrome-moly tubing on the down legs. It has pressed in oil-impregnated bushings in the rockers. All bushings can be

greased. You will have to run a spool front wheel on this springer. BSC also makes a 5.5-inch id, 8-inch od that will accept a front brake in sizes from 2 inches under stock to 16 inches over stock in one-inch increments. It comes raw and the cost is \$995. Powder-coating and chroming are available.

Black Sunshine Customs

217-433-8745

www.blacksunshinecustom.com



GREG'S INVERTED FRONT FORK

Greg's Custom Cycle Works' new Deepstickness inverted front end has an external air shock assembly and a stabilizer link for added control and performance. This gives it a mechanical look. Stock mounting handlebar fitment gives customers a broad range in handlebar selection. This product is available in wide variety of custom colors available in raw or powdercoated finish with air style shocks, billet rockers. A list of accessories may be added on, such as gas charge shocks, a driving light package, a headlight and mounting kit.

Greg's Custom Cycles

727-461-4840

www.gregscycles.com



DETROIT BROS. TRIPLE TREES

These narrow glide triple trees from the Detroit Bros accept 39mm fork legs from a Sportster or Dyna. They also use a 1-inch neck stem, so they will also work

with your big twin frame. They feature full clamp-on mounting for maximum stability.

Detroit Bros

866-DET-BROS

www.detroitbros.com

KIWI LEAF SPRING FORKS

Kiwi Indian MotorCycle Company has created another cool version of its leaf spring forks with custom Heim joints on the front connecting links that attach to the leaf pack. This version creates a smaller open area between



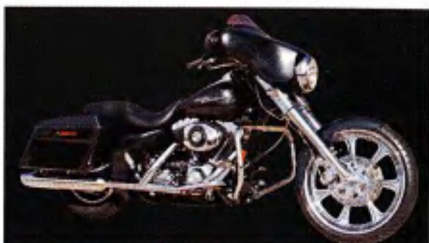
the tire and leaf pack. Forks come with a 1-inch neck for a direct no fuss fit to Harley, after market and British frames, and accept wheels from 16- to 23-inch diameters. A top crown is offered as an option to accept any style aftermarket handlebars.

Kiwi's forks are made in house with extensive jiggling and TIG welded for the highest quality possible, and can be found on many award-winning bikes around the world. Forks come in bare steel finish and accept left- or right-side brakes.

Kiwi Indian Motor Cycle Company

800-601-KIWI

www.KiwiIndian.com



KEWL METAL PRO-STREET KIT

No disassembly or modifications to the OEM front forks is necessary to install KewlMetal's new 45-degree triple tree kit, and extended fork tubes are not required. The extra front fork length needed to keep the bike at the stock ride height is built right in.

All components are machined in the USA from high-quality billet 6061-T6 aluminum (and steel where required) CAD designed and CNC-machined to exacting specifications. The triple plate chrome is show quality, period. The kit also includes brand-new upgraded steering bearings. New front brake lines, front fender, and wheel may be required to complete the install of this kit.

Kewl Metal

623-298-7181

www.kewlmetalstore.com



THE AVALON SPRINGER

The Avalon springer is a work of art at any angle. Mean Street has evolved the Avalon's sleek line into one of the most stunning springers ever produced. Sculpted form solid billet with a touch of steel, the Avalon springer features show-polish or black anodized finishes, stainless steel axle shaft and stem, and is available in

most custom lengths. Trees are available with 0, 3, 5, 6, or 7 degrees of rake.

Mean Street Products

915-592-6887

www.meanstreetproducts.com



SCULPTURE CYCLES

Sculpture Cycles imports these absolutely awesome looking front ends. According to some, these are the toughest looking front ends on the market today. They are made in Germany by NLC.

Everything is CNC-machined from aerospace grade billet aluminum. The latest technology in inverted damping has been used to create these

front ends. Unlike any other front end, these have covers that come all the way down, past the axle, giving them that massive and tough look. These front ends are wider than stock and allow up to 200-series tires. They are available for big twins and V-Rods, with 3- or 5-degree rake. You can choose between a polished and a black finish.

Sculpture Cycles

480-833-0998

www.sculpturecycles.com



STORZ / CERIANI FORKS

These complete bolt-on fork kits for Softail, Dyna, FXR, and Sportster frames are designed by Italian suspension legend Enrico Ceriani but made here in the USA by Storz Performance. Features include: Inverted design for precise handling; cartridge damping systems; built-in lowering kit; true one-piece billet lower legs; are available in mid or wide trees in black or chrome finish.

Storz Performance, Inc.

805-641-9540

www.storzperf.com

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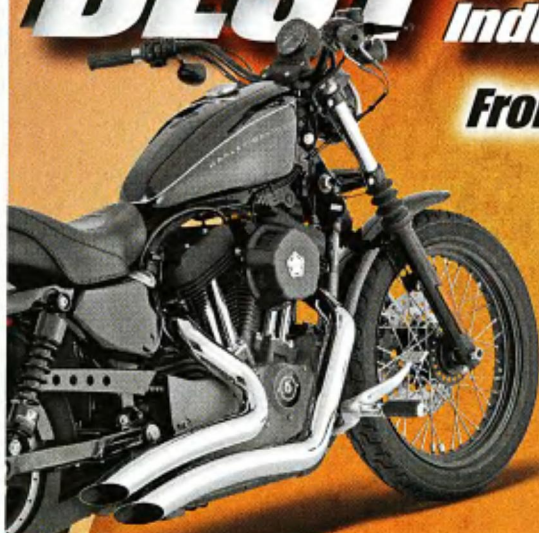
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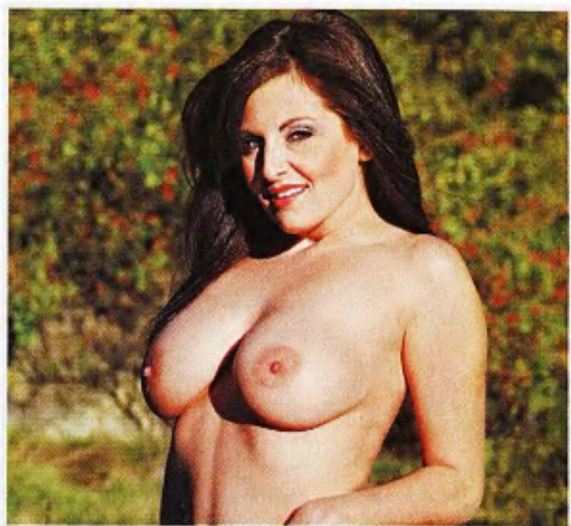
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**DENNIS
KIRK**
WE SHIP TODAY!

Meet This Month's Winner!

Here's your dad-gummed Fox Hunt winner gal, juicy Jennifer from Phoenix, Arizona. We see a lot of nekkid cuties around the ol' *Easyriders* shop, but little ol' Jen sure was a passel of fun and looks damned good in a bikini—or out of a bikini for that matter. After a dozen shots of Te-killya, she made little snorting sounds when she laughed. Check out her fine stuff as she struts all over Glen Bolz' hot rod shovel on page 86.

—Slappy Pud



Lola — Pennsylvania

#0301

"The first time I got on, I was so wet! It was because I got caught in a rainstorm!"

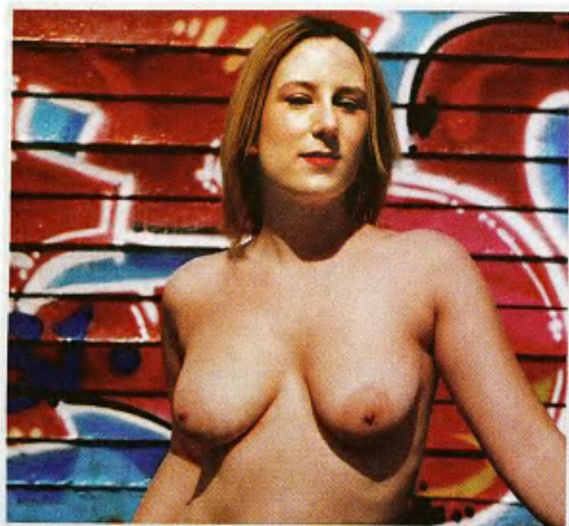


Monika — Texas

#0302

"My first ride was with my boyfriend, now my husband. I love feeling the wind in my hair and [hearing] the sound of a Harley."

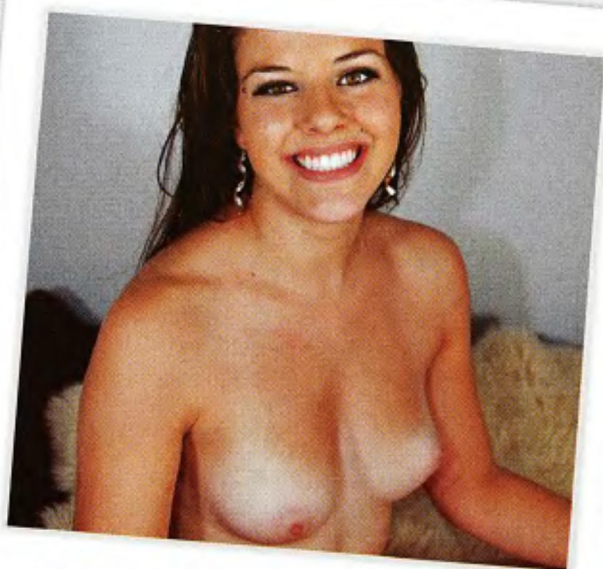
Win \$1,000!



Serena — New York

#0303

"I'm in heaven every time I get on the back of a bike."



Audrey — Arizona

#0305

"The feeling of riding in the wind on the back of a bike is the most exhilarating sensation in the world!"



Isobel — Virginia

#0304

"My first ride ended up with me and my biker boy skinny dipping down at the ol' swimmin' hole."



Kelly — Ohio

#0306

"I asked for the ride of my life and he delivered. Then I gave him the ride of his life."

After 40 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 *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). The voting deadline is one month after the on sale date of this issue. We'll announce the winner in a future issue of *Easyriders*.



Here's next month's Fox Hunt Winner, killer Kelsey from the Sunshine State. See her spread a little sunshine next month on a Jesse James hardtail.

453

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: _____

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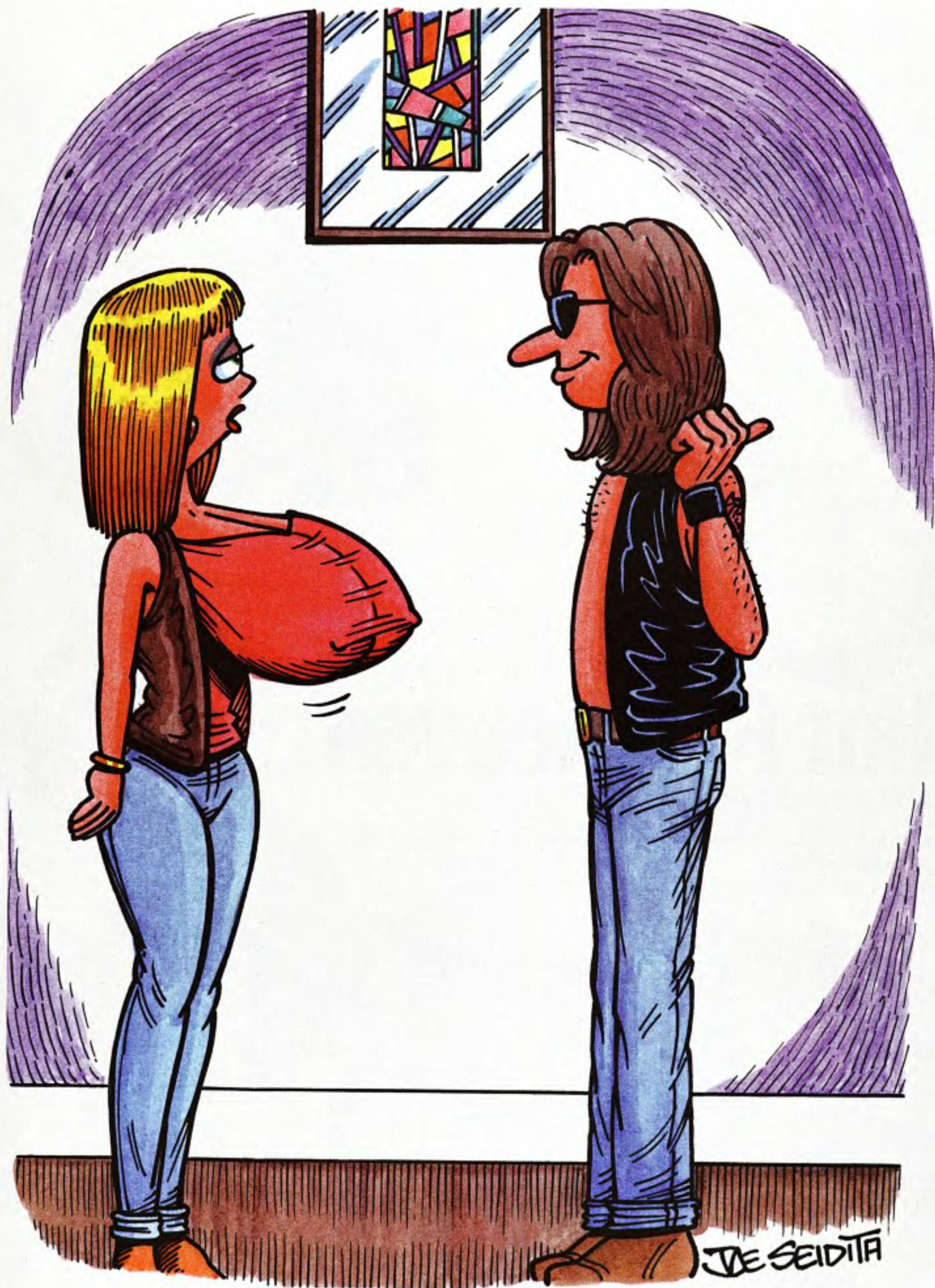
Daytime Phone: () _____ Evening Phone: () _____

Photographer's Signature: _____

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

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

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



"I can't ride on the back of motorcycles...my arms are too short."



"Look Ma,
no key,
no battery,
no starter!"

Hot Rod Heaven

GLEN BOLZ' MINIMALIST MACHINE

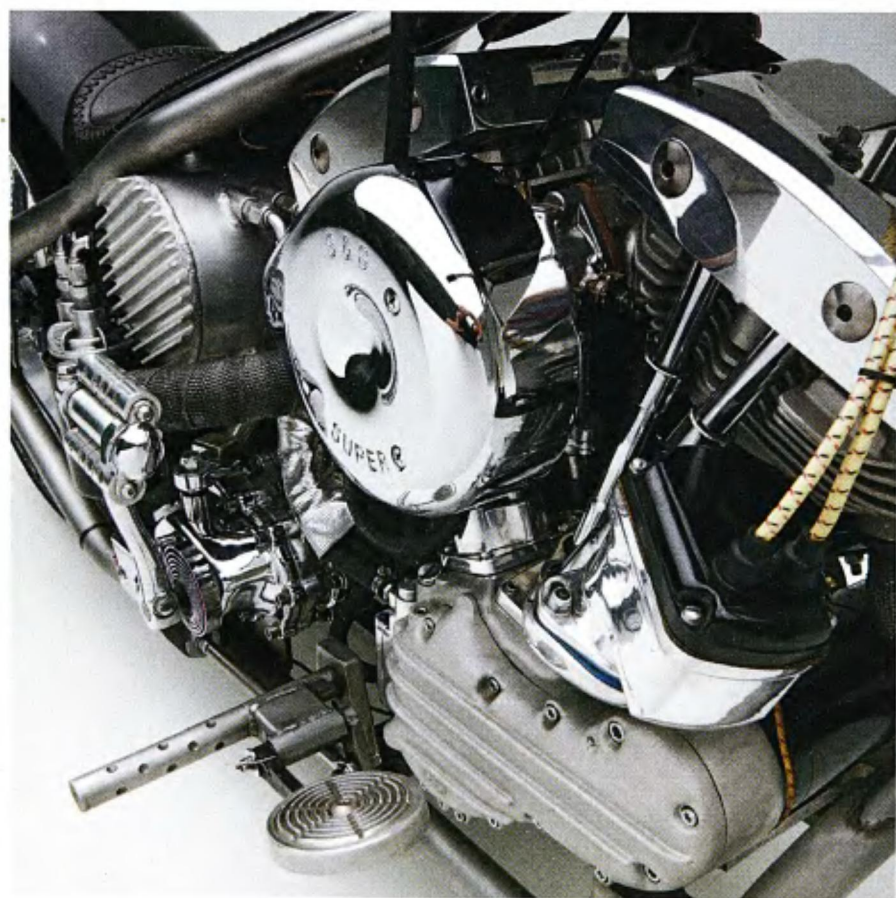
Glen Bolz feels more at home building custom projects than kicking tires around custom shows on weekends. After tiring of the local hot rod car scene, the time seemed right for Glen to take on a custom bike project.





This one sure gets a lot of attention with people pointing to stuff Glen made with his own two hands and asking, "Where'd ya get that?"

For instance, you can't help staring at the oil tank and wondering about the filler cap. Glen took apart an aluminum flashlight he had sitting around and converted it into an alloy bung and pre-machined oil cap. He cut out and raised the fuel tank tunnel so that it would sit



down low on the backbone, then he dished it in. Glen also did every bit of the molding. The bike's velvety smooth paint is high-gloss PPG black with a special de-glossing agent.

Glen bought some shiny crystal vintage doorknobs at an antique store in his Oklahoma hometown and gave them a second life as shifter knobs. Foot pedals were rescued from previous duty as rumbleseat step plates on a

1928 Ford model A automobile.

One thing you can't see is the trick inside of Glen's transmission from Bert and the gang at Baker transmissions. It is a neutral bottom 6-speed. Glen says that it cost a bit more, but asks how much would it be worth to you if you never had to hunt for neutral again? Ever. "With neutral on the bottom, you will find it an absolute must for jockey shift setups."

The bike's Morris Magneto is another trick that Glen appreciates every time he starts it up. "You don't have to kick it," Glen says. "Just push it through the compression stroke, and it fires right up." There is no battery, no ignition switch, and no key. There is no front brake either, but by now you may have realized Glen's bike became what it is by being what it is not.

— Jeff Moore



This month's Fox Hunt winner, the lovely Jennifer from Arizona will happily show you the way to Hot Rod Heaven. She's easy to get started, too.



Owner: Glen Bolz, above
City: Chandler, Arizona
Fabrication: Hot Rods by Glen
Year/make: 2007 Special Construction
Time: 41 years

ENGINE

Year/make: 2007 S&S
Displacement: 93 cubic inches
Ignition: Morris Magneto
Cam: S&S
Carb: S&S

Air Cleaner: S&S

Pipes: Hot Rods by Glen

TRANSMISSION

Year/make: 2007/Baker 6-speed
 bottom neutral

Paint: Hot Rods by Glen

Type/color: PPG/black

FRAME

Year/make: 2007 Santee

Type: rigid

Rake: 43 degrees

Stretch: 4 inches out, 6 inches up

ACCESSORIES

Bars: Hot Rods by Glen

Handlebar controls: none

Fender: Exile

Headlight: swap meet

Taillight: 1932 Ford

Pegs: Hot Rods by Glen

Foot controls: Hot Rods by Glen

Electrics: Hot Rods by Glen

Gas tank: WCC Villain modified by Hot Rods by Glen

Oil tank: Hot Rods by Glen

Oil System: S&S

Primary cover: Primo

Seat: XIAN Leather

Grips: Hot Rods by Glen

FRONT END

Type: spring suspension

Extension: 10 inches over

Builder: Parks

WHEELS

Hub: Black Bike

Size: 21-inch front, 16-inch rear

Tires: Avon

Brake: Flyrite

Photos: John Covington

Contact: Hot Rods By Glen

www.hotrodsbyglen.com





No More Polybags

It has been brought to our attention that some stores are not removing a sample copy from the polybag so that you can browse before buying.

That was never our intention.

We will stop using polybags soon, so watch for it and browse away.

There's a lot of great stuff in each and every issue!



ReadersRides

Joe Kronenberg
Medford, Oregon
2003 Harley-Davidson Deuce

Joe, who works for Lithia Paint and Body Shop and consequently knows his way around sheet metal and paint, says he put a lot of homemade parts on his almost camouflaged-looking Deuce, including an air cleaner, the oil bag cover, the rear fender with its raised devil tail, the pipes that he says he made out of two sets of pipes and, of course, the paint. "And I'm not a professional painter," he adds.

He may not be a pro, but he does have taste, and taking a closer look at what might have been mistaken for camouflage from afar turns out to be a she-devil on his gas tank, surrounded by some hellish flames. With her cowgirl boots and lasso-like tail she looks quite captivating.

Of course, a fella can't be expected to build everything himself, so there are some purchased parts as well, such as the Ness 18-inch handlebars, the Heartland rear fender strut kit, and the seat.



The rear wheel is a 2004 Road King option. "I moved the rear taillamps to the axle cover, polished the rotors, and lowered the bike with Progressive shocks," Joe adds.

Living in Oregon isn't always a picnic,

but Joe insists that, "I ride my bike every day, rain or snow, or shine. I've put 25,000 miles of fun on it and love riding."

And with such a sexy she-devil riding shotgun, as it were, you can't really blame Joe, can ya? —Tripper



Photos: Owner



Photos: Owner

Rainer Schaab Germany 1973 Shovelhead

A fan of Harleys since his early teenage years, Rainer, after working his way up over the past 30 years from mopeds and Japanese bikes, has owned this shovelhead for 10 years. It didn't take long for him to catch the customizing bug, and just look at where it got him. "Two months ago I won a silver trophy in the 'Dream Machines' competition Bike Show in Germany," he says.

Shortly after his purchase, he began changing things around, little things, like the mirrors, handlebars, footpegs, and so on. "But when one has once caught the customization virus, there is usually only a hold if it is discovered that the fridge is empty and chromed parts cannot be eaten," he soon learned.

After spending several weeks in the U.S. and noticing all the wide tire bikes

here, he went back to Germany and started looking for a wide tire over there, which wasn't easy and took a long time. That's when the real work began. Because he wanted to keep the kicker, he installed a 1986 5-speed transmission, which he had to move over some 65mm, so things would align properly again.

There was way more work involved than we could possibly talk about here, but let's just say that Rainer was able to do some milling and other things at the company "where I sacrifice myself daily." For a final touch, he added spikes to the bike strategically to match the "evilness" of the gas tank. "The bloody tufts of hair that accumulate from time to time at the sharp spikes when I do repairs on the bike can be simply cleaned with water," he adds.

Rainer's final comment? "I really do not know what else to change."

—Tripper

The April issue of *Easyriders* (No. 454) is a Fool's Parade of folly from a wild custom knuckle by Chris Richardson to an old-style chop by T-N-A Customs. Ride with us for all the brain-dunking madness of the R.O.T. Rally



wherein Texas proves that when it comes to biker madness, it is the biggest and best in the nation. Then blow what's left of your mind at the Greenville Easyriders Bike Show, the first stop in our new tour of custom creations and we'll also bring you an upclose interview with The Doobie Brothers' lead singer, guitarist, and biker Pat Simmons.

When it comes to tech, Angie Savage knows how to turn a wrench while topless, and we also have a killer Guide to Tools and Lubricants sure to get you wet around the edges. And we'll also bring you another Crafty Customs winner. Yes, you still have the chance to win \$10,000! All this and more in the next issue of *Easyriders*. On sale March 1st.



The February issue of *V-Twin* (No. 118) takes you to all the sunny glory of Florida's Biketoberfest as well as the Rolling Thunder tribute to vets. Two great

aftermarket guides look at frames and sheet metal, and we'll showcase Harley's special CVO lineup. It is also your last chance to win a Custom Road Star from Dennis Kirk. All this, plus tech you can really use and six sizzlin' custom bike features! On sale now.

October's *Biker* (No. 270) has pretty li'l Christy Lee to study, plus 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 now.



December's *In The Wind* (No. 143) is loaded with photos from you, the reader, plus Mike Lichter's pics from the Jersey Gypsy Run, a look at Rip's B.A.D. Ride 13, Phil Hoffman's impressive Black Magic Customs Jesse James enhanced ride, a mother/daughter duo from Iowa, and Rolling Thunder 23. On sale now!

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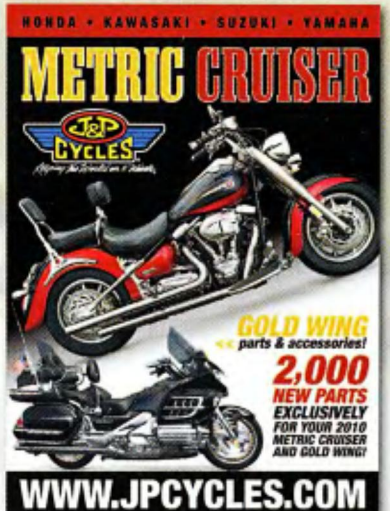
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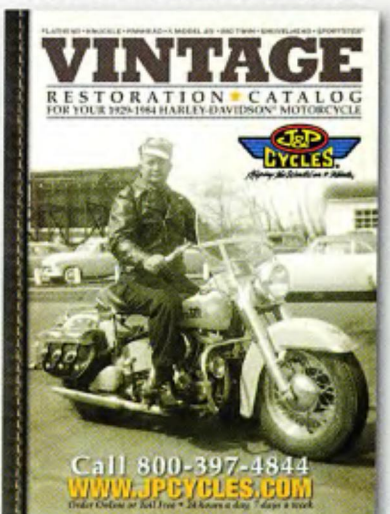
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