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459 • September 2011

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Model Student

A high school girl was a member of her school's Model United Nations team, held many honor awards, and competed in several marathons to benefit charity. She was offered several scholarships from Ivy League schools. When she called her mother to ask her to co-sign for a car loan, mom refused. Then our stellar student threatened to kill her mother, came home to pistol whip her, forced her to go to the car dealership, and made her sign for the car. The girl then drove off with her new wheels. Despite the fact that her mother refused to prosecute because of her darling's outstanding performance in school, police arrested the girl anyway, charging her with aggravated assault with a deadly weapon, unlawful possession of a gun by an underage person, and battery. And guess what? The car dealership offered her a position as a sales manager. (Who could ignore such a tenacious go-getter!)

Don't Mess With Texas

Texas is noted for a number of things but putting education on the backburner hasn't been one of them. It seems that while the Texas legislature argued budget cuts that would cost a high school just outside of Dallas at least \$18 million and require layoffs of teachers and other school personnel, construction was continuing on the school's new \$60 million football stadium. *The New York Times* report noted "only football supercedes faith and family among Texans."

Never Shave Your Pussy While Driving

A woman wanted to look her absolute best at the beach so decided to

shave her bikini area. No big deal, right? Well, she made the decision while driving her car and fortunately had her razor with her. So she asked her ex-husband (who, as you guessed, happened to be with her) to steer the car so she could concentrate. He had the misfortune to plow into a truck ahead of them, and when police arrived, he tried to shift his body to the passenger side. After the highway patrol checked into her records, they discovered that the woman didn't have a valid driver license, and the day before had been convicted of DUI and driving with a suspended license. They also discovered that her car had been seized, that she had no insurance or registration, and was on probation.

Little Known Fun Facts

Sixty percent of men spit in public; the average human eyelash lives about 150 days; a person would have to play ping-pong for approximately 12 hours to burn enough calories to lose one pound; a man's testicles produce 72 million sperm a day—enough in six weeks to impregnate the entire world's female population.

A Snortin' Good Time

A man was arrested and charged with "persistent disorderly conduct" after an incident that he said was due to his having snorted "bath salts." He had called the police to help him evict the "30 intruders" in his house, and though none were found, he insisted that the intruders were merely making it seem like they weren't there and that they were actually blending into the surroundings, disguised as chairs or trees. The police finally used a taser on him because he wouldn't stop

running in circles and yelling. When the bath salts were examined by the police, it was determined that the substance was not illegal in Ohio (where the scenario occurred).

High-Priced Spread

Don't go running off to Aspen, Colorado, just to ski; you might want to go just to check out the real estate. The average sale price of a home in 2010 was about \$6 million and the lowest priced home—located in a trailer park—was listed at \$559,000.

Criminal Safety

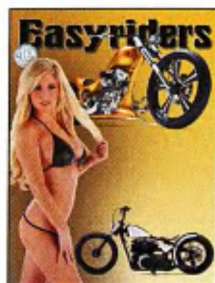
It seems that criminals have gotten the upper hand in England. Police in two counties had been advising homeowners and store owners to avoid using wire mesh on windows because burglars could seriously gouge themselves while climbing through. Also, an electrical engineer said police seemed especially concerned that burglars could be electrocuted if they broke into his workshop and advised him to post a warning sign outside that could be seen in the dark.

Feeling Run Down?

A motorist was waiting for help alongside the road, but when a sheriff's deputy arrived, he accidentally ran over the awaiting motorist killing him. Here is another one: An accident victim was awaiting an ambulance, and the arriving ambulance ran over and killed him.

No Pain, No Gain

A nurse swiped a painkiller from her patient's IV line as he was undergoing kidney-stone surgery, telling him to "man up" when he complained about the pain.



Eddie Trotta's Thunder Cycle shot by Don Rogers. Cole Rogers' 138 Cycle Fab Bobber by Michael Lichter. Tasty Tasha Reign shot by Lumpy. Special imaging by Jeff Biggs.

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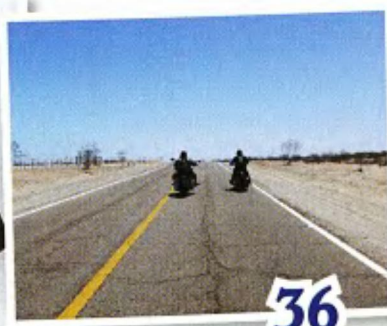
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Associate Editors: Kim Peterson • Kai Raecke
Kit Maira
Copy Editor: Joanne Morris
Photo Editor: John Nielsen
Editorial Assistants: Sandra Pietro • Sandy Chamberlin
Editorial Consultant: Dick Teresi
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Digital Imaging: Jeff Biggs • Mark Evangelista
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Prepress Operations: Billy Thornbury, Manager
Senior Photographer: Billy Tinney
Photographers: Michael Lichter • Rick Husted
Don Rogers • Mike Chase • Michael Farabaugh
Dino Petrocelli • Chuck Emery • Markus Cuff
Contributors: Jeff Moore • Twiggy • Joe Kress
Paul Garson • Bill Bish

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Vice President - Advertising Sales: Wiley Poole
Director of Advertising: Tammy Porter
Advertising Executive: Isidro Romero
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Thank You

Now that my year supporting Operation Enduring Freedom is coming to an end, I decided to write a "thank you" letter to you folks. Your magazine is a big hit over here and helps us stay connected to the real world. Bikes, girls, jokes—you have it all. The best part is that an issue three years old is just as fun to read as a new one. Since I can't remember shit, I can reread an old issue, and it's like I haven't seen it before! Awesome!

Attached is a photo of my wife and me (above) just before I left. Of course I understand that you can't print it because of the "Harley Only" rules. (It's cool—I don't need the press and I don't give a crap about rules!)

Take care and keep up the good work. Thanks again.

Larry
Cyberspace

We don't abide by rules either.

Comments

Thanks so much for publishing my letter and photos of my miniature bikes. Also, thanks to the many encouraging words from fellow *Easyriders* readers.

I must comment on two of the very creative and exciting bikes you featured in the May issue. The mechanics and overall style of Russell Mitchell's sport trike is so unique. This black trike is all

business looking and very aggressive. Most trikes are built along the bagger/touring style. I could ride a bike like this and hope to see more of his trikes in your fine publication.

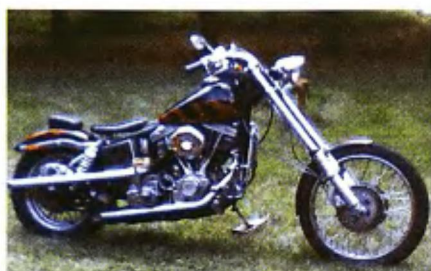
Also, kudos to Kirby Marheine's Gangster pan called Bloodstone. Now there is a one-of-a-kind beautiful paint job! As a casual rock and gem collector, that Bloodstone paint job is really dead on. It looks real. There are other rocks and gems that would make unique paint jobs: marble, malachite, rose quartz, and turquoise would be interesting.

Vivian McAlexander
Socorro, New Mexico

Good Show!

Well I just got off the crapper, readin' your 40th Anniversary edition (June 2011). I've got to tell ya a few things. I clearly and definitely like the girls with da real titties a whole lot more than the gals with da fakies. Da fakies are all shaped the same, and the real ones are unique for every girl. Ya got a billion women on the planet, and if they got real boobs, not a single one of 'em are the same. Sometimes even on the same girl!

The edition was a real good walk down memory lane. Yup, yup, yup. Only thing that was missin' was the letter to Miraculous Mutha from the bro that was out with the stone fox that would hike her leg and rip one of the nastiest farts



ever encountered, and the dude went on about how he thought she might be dead inside, and she would think it was real funny, but the tears in his eyes weren't from laughing so freakin' hard but from the noxious vapors. Don't remember the issue it was in, but it was classic *Easyriders*.

I guess I'll forgive you for the bull crap you do occasionally for the good one you laid out this time. Here's a pic of my home built. It'd be nice to see it in your rag—hint, hint.

Gas Ax
Pleasant Prairie, Wisconsin



Awards Bike

I'd like this picture to be shown in your magazine. This bike has been awarded many plaques and trophies. It was built by Steve Alred, now deceased. I'm the proud owner of the bike (a 1976 Sportster 1000).

Freeman Walker
Cookeville, Tennessee



Clean-Shaven Jokers

This goofball snap was taken last year at the Loop Run during Florida Bike Week. It's of two clean-shaven jokers teasing

their bro, Rick (with a real beard in the middle), with some of the shit that hangs in the trees down there in the Sunshine State. Yuk, yuk.

Well, what the hell, ya gotta get your laughs where ya can these days, right?

Greg Verschoore
Bridgeview, Illinois

Waving Issues

When you're ridin' around in the city, you may see 25 to 200 people ridin' around. Why do they all need to wave? I feel like I need to mount a foam hand to the bars. In Sturgis, ya don't see everyone wavin' at us. Only time I feel a wave might be in order is when you've been ridin' in the middle of nowhere for hours and you possibly see another rider come by. Stop wavin' in the city.

Adam
Out There Somewhere



Loves Rag

Hail to you and yours. I got my May issue of your mag and saw that you're 40-odd-years old. I have loved your rag and stolen it from my uncle, or bought, borrowed, or rented it from others.

Anyway, I thought I'd draw you up something for your birthday! I hope it reaches you in time to make it into your 40th or maybe the month after. It'd be a real honor to see my art (*above*) in your fine rag.

Brad Simpson
Pound Virginia

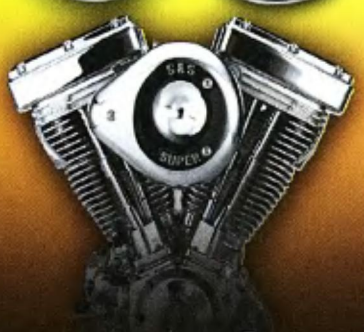
Thanks, Brad. Hey, maybe we should start renting Easyriders. Might be a way to make an extra buck.

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A hot rod to start with, Keith Black pistons and an Andrews cam put some serious bite into the Sportster's bark.





Cole Rogers of 138 Cycle Fabrication.

COLE ROGERS' COMPETITION HOT SPORTY

RAIDER RIDER

"Anybody looking for the fancy stuff, all the doo-dads and add-ons, he's coming to the wrong place if he's coming here." Cole Rogers' 138 Cycle Fabrication, up and running for about four years now in Springboro, Ohio, doesn't do fancy. This shop specializes in clean,

no-frills, all business bobber bikes like this one. "And lately we've been doing a ton of these Sportsters," Cole goes on. "It just seems that's what guys want now—and what they can afford."

As this Sporty was going together, Cole's friends, knowing that he's a football fan, started calling the vintage XLCH his "Raider's Bike." CH, by the way, is Harley-speak for "competition hot," a nice start for a performance-minded build. But team colors aside, you really can't go wrong with silver and black. Heck, most engines are silver and black. It's a great combination. This XLCH, however, as found, was anything but great. "I picked it up because it was a good deal," Cole explains. And it had that CH motor. Found as a roller, a sort of chopper-in-the-works, it was a half-baked father/son project gone awry. The son lost interest and dad was left treading water in the deep end trying



to figure out how to put a motorcycle together. "But the engine was nice," Cole says, "and the title was clean." That scrappy XL motor just happened to be sitting in a hideous custom frame festooned with an assortment of mismatched parts. Nothing worked together, or ever would. "I kept the engine and title and sold off the rest," says Cole. "It worked out to be pretty much free."

The first order of business was

replacing the frame with a new one from Paughco. Cole cut the backbone and downtube to drop the neck about an inch, barely leaving room to slip in that engine, and then, starting at the front of the bike, he used a Sportster front end left over from something else and shortened it by 5 inches. He made the handlebars as well, "paper-boy" bars he calls them, like from when the kid delivering the newspapers outgrew his



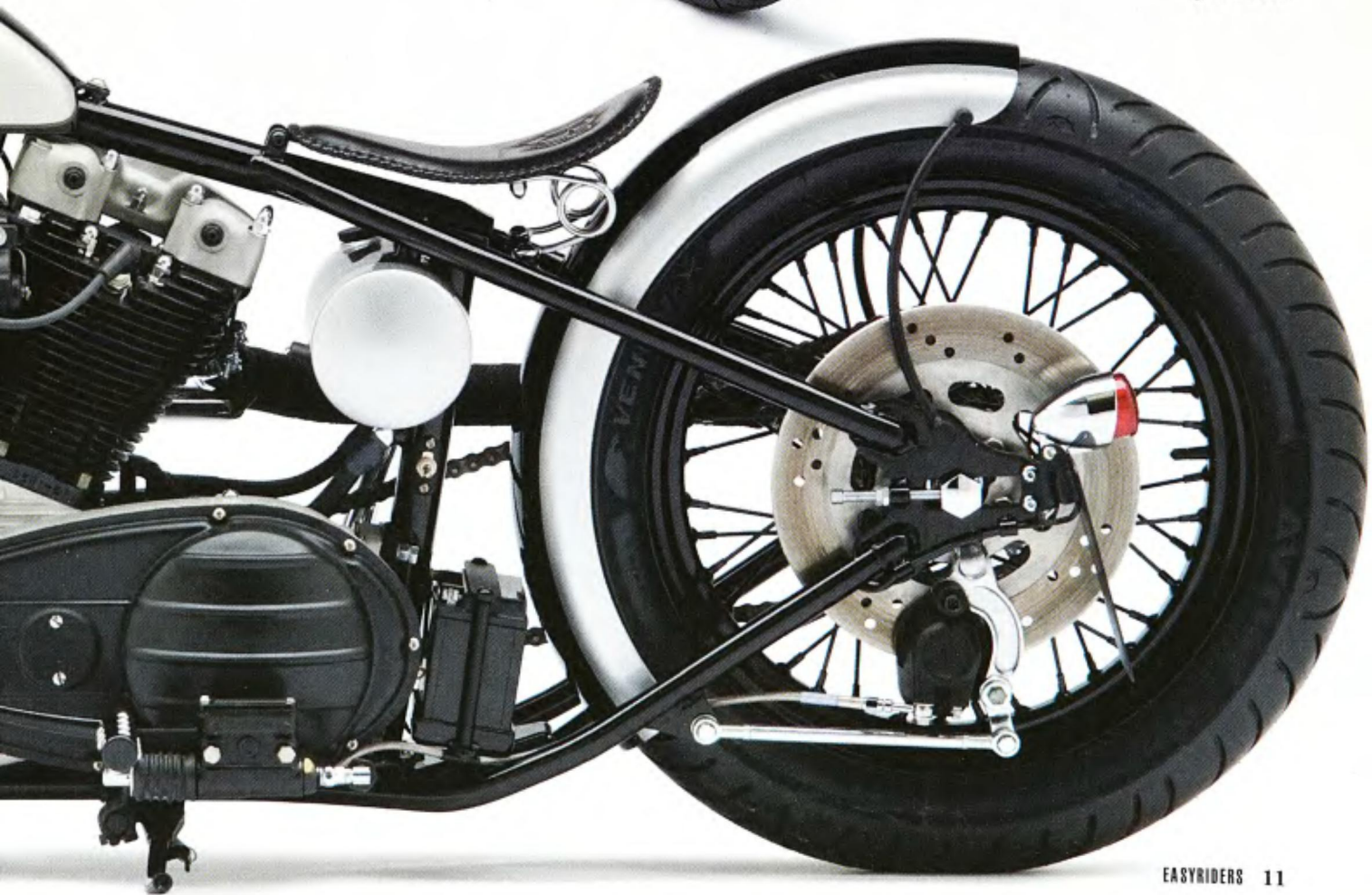


Stingray bicycle and shoved the handlebars forward so he could still fit. It's a cool look.

The gas tank is one of Cole's—a little 1.9 gallon deal. He also made the rear fender, the oil tank, the license plate/taillight bracket and exhaust pipes. All this is rolling on a rear wheel laced up using a late-model Sportster hub and early 18-inch Sportster rim mounting a skinny 120/90-18 tire. The front wheel is a 21-incher with a spool hub from American Wire Wheel.

"I just flew through this project because it was such a fun bike to build," Cole remembers. And it turned out to be just as much fun when it was finished. That rebuilt XLCH motor, now with Keith Black pistons and an Andrews cam, has some bite and the dropped-down frame actually handles surprisingly well. "You could stuff the thing into the corners and know that you were going to come out just fine," says Cole. He didn't get to keep this fun little ride for very long, though. After just two days on eBay, it was sold for a very reasonable "Buy It Now" price. No surprise there.

—Joe Kress





Owner: Cole Rogers

City: Springboro, Ohio

GENERAL

Designer: 138 Cycle Fabrication

Year/make: 1968 Harley-Davidson

Model: XLCH Sportster

Assembly: 138 Cycle Fabrication

Time: 2 months

Chroming: none

ENGINE

Year/make: 1968 Harley-Davidson

Rebuilder: 138 Cycle Fabrication

Displacement: 1000cc

Ignition: Dyna S

Cam: Andrews

Carb: Harley-Davidson

Air cleaner: 138 Cycle Fabrication

Pipes: 138 Cycle Fabrication

TRANSMISSION

Year/make: 1968 Harley-Davidson

Shifting: 4-speed

PAINTING

Painter: Ramey Restorations

Type/color: PPG/silver, black

FRAME

Year/make: 2009 Paughco, modified

Type: rigid

Rake: 35 degrees

Stretch: 2 inches

Shocks: none

ACCESSORIES

Bars: 138 Cycle Fabrication

Handlebar controls: 138 Cycle Fabrication

Fenders: 138 Cycle Fabrication

Headlight: Mid-West

Taillight: Mid-West

Pegs: 138 Cycle Fabrication

Foot controls: 138 Cycle Fabrication

Gas tank: 138 Cycle Fabrication

Oil tank: 138 Cycle Fabrication

Seat: 138 Cycle Fabrication

Grips: Mid-West

FRONT END

Type: narrow glide, 5 inches under

Builder: Harley-Davidson

WHEELS

Make: American Wire, Harley-Davidson

Size: 21-inch front, 18-inch rear

Tires: Avon

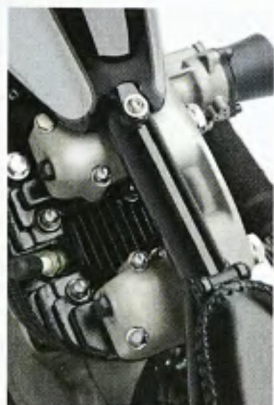
Brakes: Harley-Davidson

Photos: Michael Lichter

Contact: Cole Rogers

138 Cycle Fabrication

937-478-2558

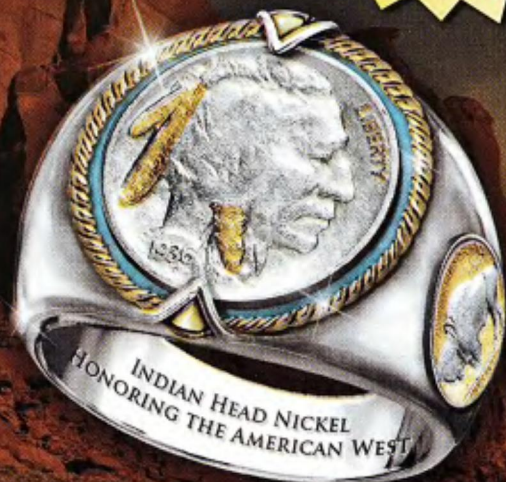


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Headwinds is introducing its new 5 3/4-inch Revolver

Headlight. Seventeen Revolver grooves are milled into the anodized, high-gloss black housing and then are polished to create a stunning contrast. The high-gloss black bezel also features a contrasting flash of bright metal. The headlight is internally threaded, featuring a screw-in bezel that provides a clean, seamless look and frenches (recesses) the lamp. Fits all SAE lamps (also sold by Headwinds) and is supplied with standard 3/4-inch wide mounting bracket. It is made at Headwinds in the USA and is easy to install.

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DRAG SPECIALTIES CENTER JACK

Drag Specialties has just introduced a sturdy, yet affordable, scissor jack for lifting motorcycles for service or cleaning. This center jack has a large footprint to make the jack stable and is strong enough to lift the front, the rear, or the entire motorcycle by itself. To ensure you can reach all of those hard-to-reach areas, the jack lowers and rises from 3 1/2 to 14 1/2 inches. It retails for \$149.95

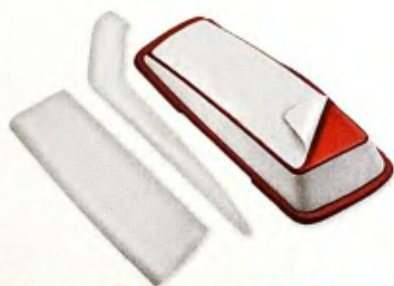
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MAVERICK SMOOTH

LePera's Maverick saddle has become the touring seat of choice for riding enthusiasts worldwide. Perfectly sculptured for both form and function, this serious rider's seat never overwhelms the lines of the bike like so many touring seats on the market. You will find the Maverick's clean lines and deep sculpted bucket create just the right amount of back support while retaining the classic lines. Many riders have asked for a built in backrest only to find the Maverick was all they needed. Another great feature for the driver is the tapered thigh area for stop-and-go comfort. The Maverick is now available in smooth (no stitch) or the standard Maverick stitch.

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NEW TRANSPARENT PAINT GUARD KIT

The new Transparent Paint Guard Kit for Saddlebag Lids (P/N 11100028, \$79.95) from Harley-Davidson is designed to protect saddlebag lids from boot scuffs, road debris, key and jacket zipper scratches. The four pieces of crystal-clear material protect the paint on the lids without changing the look of the bike. Minor scuffs and scratches are disguised due to the optical properties of the material. The application process is similar to that of tinted window film, and the material can be removed and replaced when it is no longer cosmetically appealing. Fits 1993-and-later touring models with color-matched hard saddlebags. Not for use on leather covered bags.

Harley-Davidson

www.harley-davidson.com



MUSTANG LOWDOWN TOURING COMFORT FOR FL

Mustang's new LowDown touring design for 2009-and-up FL touring models sits the driver 1 1/2 inches lower than the stock seat to ensure that your boots can be firmly planted on the ground. For even better stability at stops, not only does the seat place the driver slightly forward, but the nose of the seat has also been narrowed. Mustang's design still provides a deeply pocketed, 16 1/2-inch wide front bucket for the driver, while the passenger also rides comfortably on a fully supported 14-inch wide seat.

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Run-Turn Edge Accents For Batwing Fairing

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HELMET LAWS

NOW THE CDC?

Our role is to identify ways to prevent injury and death and rigorously check what works and what does not work. For motorcycle safety, the research shows that universal helmet laws are the most effective way to reduce the number of deaths and traumatic brain injuries that result from crashes.

—Dr. Thomas Frieden, CDC Director

The Center for Disease Control (CDC) has taken up the fight for universal helmet laws across the nation by wasting our tax money on a publication touting the benefits of such laws. The above quote is from the first page of that publication. This document enlists much of the same old tired and sometimes misleading statistics spouted by NHTSA and other sources that tell only half of the true story—statistics cherry-picked to fulfill their agenda. Many of the studies are from the 1990s. It calls the effectiveness of motorcycle rider education, training, and licensing “uncertain.” It also states as “unknown,” the effectiveness of helmet use promotion programs, helmet law enforcement for non-DOT compliant helmets, alcohol impairment detection and sanction, alcohol impairment communications, conspicuity and protective clothing, and driver awareness of motorcycle programs.

Doesn't it seem convenient for the pro-helmet-law folks to discount the effectiveness of these programs “just because” they haven't done any studies regarding these countermeasures? They insist on portraying helmets as the panacea for the protection of motorcyclists. Just as disturbing is the likelihood that NHTSA, which is

forbidden by law from lobbying the states for helmet laws, is encouraging other entities such as the CDC and the NTSB to do its lobbying for it. It seems wrong for the states, which have a right to their own laws, to be continually subjected to this propaganda from federal agencies. The NTSB investigated only six fatal motorcycle crashes and the CDC cited no investigations done by its department in this latest publication. It's a shame that these agencies, which are capable of doing fine work in their specific fields, are being used as shills for the universal helmet law lobby. Who will be next?

—Lane Triplett, Idaho Coalition
for Motorcycle Safety

Coast To Coast

Biker News

WASHINGTON STATE ENACTS NATION'S FIRST ANTI-PROFILING LAW: Motorcycle riders routinely report being profiled by law enforcement, but a new law in Washington State is intended to prohibit police from singling out bikers for stops without clear and legitimate reason.

Modeled after a 2002 state law outlawing racial profiling by police, the nation's first “anti-profiling” bill passed unanimously through both the House and Senate and was signed by Gov. Chris Gregoire on April 13. Sponsored by Rep. Steve Kirby (D-Tacoma), the new law will force local law enforcement agencies to adopt a written policy designed to condemn and prevent the profiling of motorcyclists, and it institutes training to address the problem.

Motorcycle enthusiasts presented compelling evidence to legislators, including a video of a state trooper crawling through bushes near the

Legislative Building in Olympia two years ago and writing down motorcycle license plates while bikers were holding their annual “Black Thursday” legislative rally and lobby day.

David “Double D” Devereaux, a motorcycle club member and spokesperson for the Washington Confederation of Clubs and U.S. Defenders of Washington State, testified in Olympia that members of every club, and even motorcyclists who aren't in clubs, have been profiled. He said many lawmakers were unaware of the problem until they saw the video of police gathering information on the bikers as they were inside the capitol building ironically seeking sponsorship for a bill that would stop motorcycle profiling.

Also lobbying on behalf of the bill was Donnie “Mr. Breeze” Landsman, Legislative Affairs Officer for ABATE of Washington, who told The News Tribune that he has been denied service at restaurants for wearing a bandana and a leather vest; “Motorcyclists aren't looking for special rights,” Landsman told the newspaper. “We want the same rights that are afforded to every other section of the population as American citizens.”

Double D and his club brother Jeff “Twitch” Burns, who produced an 86-minute video that chronicles the growth of the emerging anti-profiling movement within the motorcycling community, reported their success at the Patch Holder Meeting during the recent NCOM Convention in Albuquerque, New Mexico, to the resounding approval of bikers rights activists and COC reps attending from all across America. “This is something that could be done in every state,” Double D told the enthusiastic crowd... and should be.

CONTINUED NEXT PAGE

Biker News CONTINUED

STATES COMBAT MOTORCYCLE-ONLY

CHECKPOINTS: Calling motorcycle-only roadblocks discriminatory and unconstitutional, ABATE of California is pushing a bill that would ban state and federal funding of such so-called "safety checkpoints."

New York and Georgia have initiated roadside barricades under the auspices and guidance of NHTSA to corral motorcycle riders en route to major motorcycle events to check paperwork and equipment for violations and for other illegal activity.

AB 1047, authored by Kevin Jeffries, vice chairman of the Assembly Transportation Committee, would prohibit the CA Office of Traffic Safety (OTS) from issuing grants to law enforcement agencies to stage motorcycle-only checkpoints and also require the OTS to conduct audits of the safety checkpoint grants to insure that law enforcement is complying.

Similarly, North Carolina is currently considering two bills (H375 & H381) aimed at preventing law enforcement agencies from establishing patterns for vehicle stops at checking stations based on a particular type of vehicle.

In Congress, Rep. Tom Petri (R-WI) and some of his colleagues have authored legislation to defund the check-

points. U.S. House Resolution 904 would prevent the U.S. DOT from providing funds to states to be used for motorcycle roadblocks.

Motorcyclists across the country are also awaiting a court ruling on the constitutionality of the New York checkpoints, being challenged by N.Y. Aid to Injured Motorcyclists (A.I.M.) Attorney Mitch Proner, which could wind up on the docket of the U.S. Supreme Court.

NHTSA UPDATES MOTORCYCLE HELMET STANDARDS:

The National Highway Traffic Safety Administration has updated the federal motorcycle helmet standards (FMVSS 218) in an attempt to stop riders from wearing "novelty" helmets that are not DOT approved. The new standard does not affect the construction of helmets directly, but changes the way they are labeled to make it more difficult to mimic DOT compliance certifications.

Effective immediately under the final rule issued May 13, helmets that conform to Federal Motor Vehicle Safety Standard No. 218 will carry a sticker with the manufacturer's name, the helmet model and the words "DOT FMVSS No. 218 Certified." The move to make non-compliant helmets harder to sell comes after the number of riders

sporting novelty helmets increased dramatically in 2010 over 2009.

According to NHTSA statistics, in 2010, only 54% of motorcyclists wore a DOT-approved helmet. Around 14% wore a novelty helmet, and 32% rode without a helmet. In 2009, those numbers were 67%, 9%, and 24%, respectively. In 2010, 75% of riders who did elect to wear a helmet wore a DOT-compliant one. In 2009, that number was 86%.

NHTSA says 5.2 million helmets are sold annually. Twenty states require all motorcycle riders to wear helmets, but only 13 states specify that the helmets must meet federal standards.

"DEAD RED" LAW ALLOWS RIDERS TO RUN STOPLIGHTS:

Motorcyclists in several states have been given a green light to run red lights, and now riders in Kansas can proceed with caution through a stuck signal if it has failed to change to green within a reasonable amount of time due to a malfunction or because it failed to detect the cycle.

HB 2192, The Dead Red Law, has been signed into law by Governor Sam Brownback and goes into effect June 1 for intersections across the state with sensors. Traffic sensors imbedded in the roadway normally tell the light to change when a vehicle approaches, but motorcycles often aren't heavy enough to trigger it. ABATE of Kansas argued in support of the legislation.

The measure was packaged with a series of road-related measures, including provisions raising the state's maximum highway speed to 75 mph.

Nine other states currently allow motorcyclists to proceed through a signal that fails to detect their presence, and similar legislation is being considered in Illinois where HB 2860 passed the House 104-0 and is awaiting further action in the Senate.

MOTORCYCLE FATALITIES CONTINUE DECLINE:

Motorcycle fatalities declined in 2010 by at least 2%, according to a new state-by-state report released on April 19 by the Governors Highway Safety Association (GHSA).

Based on preliminary data, GHSA's motorcycle fatality report projects that deaths declined from 4,465 in 2009 to



"I guess it's just an occupational hazard."

4,376 or less in 2010. The projection is based upon data from 50 states and the District of Columbia for the first nine months of 2010. The decline comes on the heels of a 16% drop in 2009, which followed 11 straight years of steady increases in motorcycle deaths which mirrored annual increases in motorcycle sales and registrations.

GHSA is projecting declines in approximately half of the states, with notable declines in many. In Texas, for example, based upon data for the first nine months of 2010, motorcycle deaths are expected to be down 16%, while Oregon and Oklahoma are down 27% and 30%, respectively.

But fatalities had started to climb back up during the last three months in the study, prompting fears that the improving economy and surging gas prices would lead to increased motorcycle travel and thus increasing exposure to risk.

MOTORCYCLE SALES STOKED BY GAS PRICES: Motorcycle sales in the U.S. rose 7.2% during the first quarter of 2011, compared with the same period a year earlier, says the Motorcycle Industry Council. In its retail sales report, which tracks sales among the 18 leading brands sold in the U.S., the industry trade group said scooters posted the biggest sales increase of nearly 50%. Sales of dual-purpose motorcycles, which are designed for highway and off-road use rose almost 25%, attributed in part to the segment's overall fuel efficiency.

In a separate but related report, a recent survey of Harley-Davidson dealerships suggests that retail sales improved in the first three months of the year. According to an analysis by Raymond James & Associates, 55% of the dealerships surveyed said they had a year-over-year sales increase in the quarter, and nearly all reported that inventories were "ideal" or "light."

The MIC also reported that tire sales, which it says are an indicator of motorcycle use, also rose in the first three months of the year. Motorcycle and scooter tire sales increased 29%, while sales of tires for on-highway bikes rose 28%, and scooter tires jumped 49%.

The industry council's owner survey

estimates the number of motorcycle miles traveled rose 5% to 27.6 billion miles from 2008-09. The percentage of U.S. households with at least one motorcycle grew to 6.8% in 2009 from 5.4% in 2003.

—Bill Bish, NCOM

Helmet Laws

MRF Meets With USDOT Secretary

The MRF, along with a few members of ABATE of Illinois, recently met with nation's highest ranking transportation official United States Department of Transportation Secretary Ray LaHood. LaHood also had his top safety staffer, National Highway Traffic Safety Administrator David Strickland, in on the meeting. The MRF urged Strickland and LaHood to back off on the controversial motorcycle-only roadside checkpoints recently funded by the agency. Administrator Strickland did his best to defend the checkpoints. Other topics of discussion included asking Strickland to change his 2012 budget request, specifically the modification to what is now known as the 2011 motorcycle safety grant program. In his budget request, he

asked that the program be opened up to not only fund rider education and share the road campaigns but also be used for helmet use promotion and helmet use promotion laws.

The MRF told Strickland that if he wants to fund helmet campaigns to please find another pot of money to raid as this program was created by motorcyclists for motorcyclists. Out of his \$850 million dollar budget request, to attack this \$7 million dollar program is just wrong. Certainly, he could find another source of cash for his helmet hunt. The MRF does have some praise for Strickland. He recently successfully completed the Motorcycle Safety Foundation's Basic Rider Course. He had good things to say about the experience and now has a deeper sense of value for proper and affordable rider training.

The group then encouraged LaHood to reinstate the Motorcycle Advisory Council, whose charter ended last fall. LaHood seemed willing to do so. The council has met twice a year for four years and advised the Secretary on infrastructure issues as they relate to motorcycling. The MRF looks forward to continuing to work with Secretary LaHood and his staff in the future.

—MRF



"No Ms. Thomas, you can't use them as references."

BIKER INK

Tattoo collector Jeff Watson of Kokomo, Indiana, shot by Bryce Barnes.



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Leesburg Bikefest is fast becoming known as the friendliest and most welcoming rally in the lower 48 states. That welcoming attitude is arguably the absolute and number one reason for this rally's success. The overabundance of entertainment and cool places to visit in the area is running a close second. The entire city of Leesburg, its residents, the police and fire departments, and business owners are all on-board for this one. Unlike some other rallies, one has to try pretty hard to get the attention of the po po during the long weekend's festivities. If you're not an absolute idiot and exercise common sense, it's all good fun.

15th ANNUAL



LEESBURG BIKEFEST



This year the fun actually was cranked up a little earlier than usual. Many rally goers from previous rallies have expressed a burning desire for this event to become a four-day rally. Why not? You can't have too much fun, right? So, the folks at Gator Harley kicked off this year's bikefest a day early with its usual lineup of vendors, along with some new ones, and some jammin' live entertainment. Anyone arriving early and in need of a place to play could go to the famous Rat's Hole Bar, open for an all-nighter on Thursday evening in the downtown district.

On Friday, with 15 of the scheduled 40 bands performing, bikes started lining up on the streets, the crowds started filling up approximately thirty blocks that is Leesburg's downtown historical district, and the real party got started. Five stages set up within the confines of downtown came alive with free music, contests, and lots of pretty, scantily clad girls parading on them.

It is mighty toasty down there in Central Florida, and there is a tendency for the Southern gals there to wear as little as possible to beat the heat while trying hard to stay within the confines of that common sense that was mentioned earlier. Some of these lovely's succeed, while others, well, not so much! However, they all provide a certain amount of viewing pleasure.

Among the 40 bands performing free concerts, the 1990s rock group Slaughter and Southern rockers Jackyl headlined the entertainment on Friday and Saturday (respectively). The crew from American Motor Dome and their Wall of Death were among the wide variety of entertainment, along with rider skills shows, the Team Extreme stunt riders, and demos. Miss Leesburg Bikefest 2011 was crowned with the aid of a very attentive audience. A crowd favorite, the Miss Rat's Hole contest followed the Rat's Hole Custom Bike Show, which showcased some of the South's greatest customs and their builders.

For the second year, The Tried and True Tattoo Expo was held in conjunction with bikefest. Tattoo artists from all over the country were present to showcase their talents and apply some color to anyone who desired a lasting memory of this year's rally.

If that wasn't enough, several self-guided rides and three poker runs provided the opportunity to explore the area and enjoy the beautiful scenery,



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including lakes and cypress trees.

A few rallies we have all frequented are falling by the wayside. Some say it's the economy and a temporary thing. Others say they will never return and only the really big rallies will survive. Meanwhile, Leesburg grows every year and shows no signs of fading anytime soon. Check it out next year and then tell everyone about this awesome rally where the only entertainment you had to pay for was your beer.

—Don Rogers



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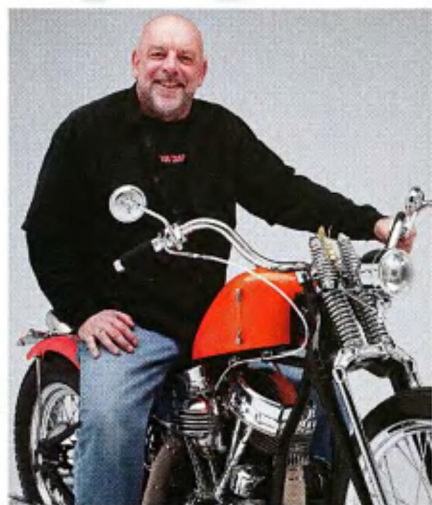
—KEN CARR



KEN CARR'S 1952 "ORANGE DELUXE" BOBBER

Out Of The Flying Pan

Though the Michigan builder Ken Carr, (right) lives a short 20-mile putt from the Motor City, he's not churning out his bikes on a Detroit assembly line. Obviously quality supersedes quantity, and basically all of his bikes have been honored with accolades in local, state, regional, and national competitions. His 1952 orange and black panhead bobber aka "Orange DeLuxe," for example, was recently voted one of *Easyriders'* Top Ten Customs of the Year. The previous year his torch red 1956 pan took top honors as Best of Show at the Columbus Invitational Bike Show.



Ken has a warm spot for Harley panheads. Back in 1952, buyers of new panheads had the option of a hand clutch/foot shift in addition to the standard hand shifter. It's the "original" shifting method that Ken Carr prefers as seen on his bobbified '52, the left-side hand shifter connected to an original '52 tranny rebuilt to stock.

Also rebuilt to O.G. stock was the pan motor, the renovation turned over to Rob's Cycle Repair in Utica with whom Ken delved into the internals replacing anything worn with new stock components. "This time I wanted to try something different and built myself a little bobber, just salvaging the engine and frame from a donor bike then making a few one-off parts and bolting on a springer front end," Ken tells us. "It's just something simple but people seem to like it."

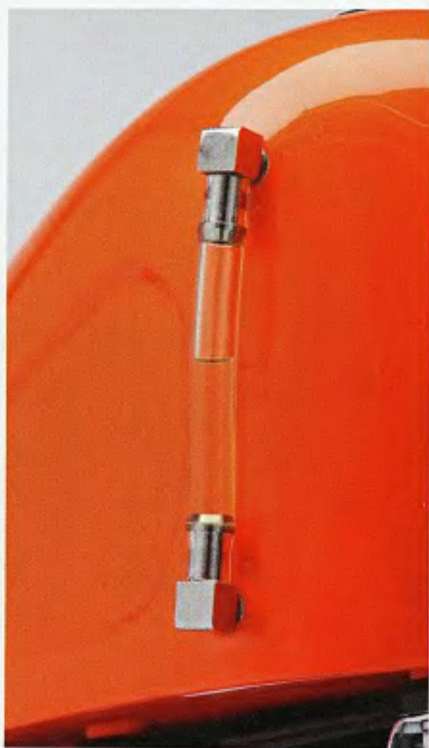
Asked where the bike was at the moment, Ken says, "I'm sitting here looking at it in my garage. I'm going to ride around, take it to some local shows and bike nights, and have some fun with it. Then I want to bring it and a couple of other bikes to the next *Easyriders* Columbus Bike Show."

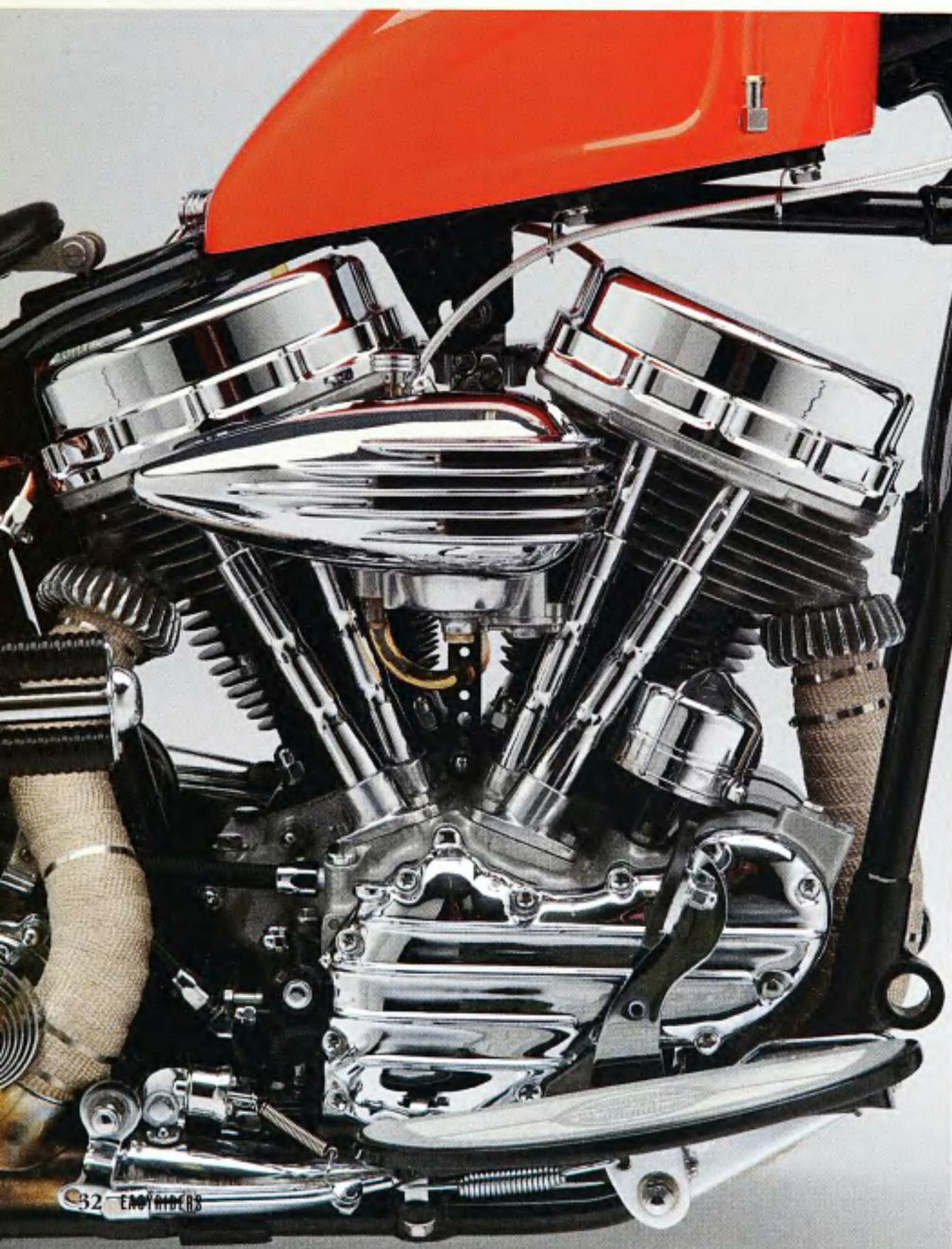
As far as the eye-catching color, Ken says, "I looked through some books and was thinking either yellow or orange but went with the orange because I think it looks good against the powder-





coated black frame and really pops in the sun. My buddies at Gentiles Collision did a great job with the paint, and QC Coating really helped me with the frame, the front forks, the cylinders, the cases, about everything that's black or needed cleaning up. Voodoo Choppers gave me a lot of pointers and help with the frame, fender struts, and tank." Ken adds, "It's a good thing I have the hand-shifter and no front brake as I'm getting older and it keeps me going a little slower. But not much." —Paul Garson





Owner: Ken Carr
City: Shelby Township, Michigan

GENERAL

Fabrication: Ken Carr
Year/make: 1952 Harley-Davidson
Model: panhead EL bobber
Assembly: Ken Carr
Time: one year
Chrome: Dynamic
Powdercoating: QC Coating

ENGINE

Year/make: 1952 Harley-Davidson panhead
Rebuilder: Rob's Cycle Repair
Displacement: 74 cubic inches
Cam: factory

Ignition: stock
Pistons: Harley-Davidson
Heads: Harley-Davidson
Lifters: stock
Carb(s): S&S Super G
Air cleaner: Crime Scene

Pipes: Ken Carr

TRANSMISSION

Year/make: 1952 Harley-Davidson
Modifications: rebuilt to stock
Shifting: hand shift

PAINTING

Painter: Gentiles Collision
Type/color: House of Kolor/orange

FRAME

Year/make: 1952 Harley-Davidson
Type: wishbone
Rake: none
Stretch: none

Shocks: rigid

ACCESSORIES

Bars: Ken Carr
Handlebar controls: just the throttle
Fenders: Ken Carr/Voodoo Choppers
Headlight: 4-inch
Taillight: the right one
Floorboards: Deluxe
Electrics: Cycle Electric (12V)
Gas tank: Voodoo Choppers
Oil tank: V-Twin Mfg.
Oil system: stock pump
Seat: Fab Kevin
Mirrors: round
Grips: Custom Chrome

FORKS

Type: springer
Extension: none
Builder: V-Twin Mfg.

WHEELS

Size: 21-inch front, 16-inch rear
Wheels: spokes
Tires: Avon
Brakes: hydraulic H-D rear
Photos: Michael Lichter



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A blonde orders a beer. The bartender fills the mug and slides it down the bar. It hits the blonde in the boobs and sloshes all over them. The bartender goes over, retrieves the mug and licks the beer off her boobs.

Each time the blonde calls for another beer this happens. So after the third beer, a bro decides he's gonna help out the bartender.

The next time the bartender hits her boobs, the bro jumps up and starts to lick her breasts and she decks him.

He is lying on the floor moaning, "Jeez lady. Why do you let the bartender do it?" he asks.

"Duh," says the blonde, "he has a licker license!"

*Andy Anderson
Peyton, Colorado*

A priest answers his phone. "Hello, father, this is the IRS. Do you know a man named Patrick O'Brien?"

"I do," answers the priest.

"Is he a member of your congregation?"

"He is."

"Did he donate \$20,000 to the church?"

"He will."

*Virginia Walker
Currituck, North Carolina*

A biker came home after a hard day on the road and found his wife in the kitchen, her hair disheveled and wearing only a sexy nightgown. He figured she must have been cheating on him, but when he looked around, he couldn't find anyone in the house. He suddenly saw a man running down the street, so he picked up the refrigerator and threw it out the window in the direction of the runner.

Up in Heaven at the Pearly Gates, three men are waiting in line to get in when St. Peter asks the first man, "What happened to you?" The first man explains that he threw a refrigerator out of the window in his home, and subsequently died of a heart attack from the strain.

St. Peter allows the first man to enter Heaven and then turns to the second fellow and asks, "What happened to you?"

The second man explains, "I was running down the street trying to catch a train when suddenly a refrigerator landed on me." St. Peter allows the second man to enter Heaven.

Then St. Peter asks the third man what happened to him. "I really don't know," the man replies. "I was just sitting in a refrigerator minding my own business and here I am."

*Herm Albright
Indianapolis, Indiana*

There was a virgin who was going to get married. She asked her mother if it hurt when you had sex. Her mother said, "Not really, but to help, you can use Vaseline." So the virgin goes and buys a jar and puts it in her suitcase.

At the hotel room on her wedding night, she is lying in bed while her husband is in the bathroom getting ready. She decides to rub a little Vaseline on.

He comes out of the bathroom and she says, "Oh my!" and rubs a little more on.

He gets halfway across the room and she says, "Oh my god!" and rubs a little more on.

He gets right beside the bed and she says, "Holy shit!" and puts the rest of it on.



"He said something about burying a stiff."

Her husband stands there for a moment and takes a look. He then walks over to her suitcase, takes her rosary beads out and starts to wrap them around his penis.

She says, "What the heck are you doing?"

He replies, "It looks a little slick. I thought I'd put some chains on."

*Rocky Meyerson
W. Palm Beach, Florida*

One evening at a bar, a rich man and a poor man got into a discussion about the Valentine's Day gifts they planned to buy for their wives.

"This year I am buying my wife a diamond necklace and a Mercedes-Benz," the rich man said.

"Why are you buying her two gifts?" the poor man asked.

"Because," the rich man replied, "that way, if she doesn't like the diamond necklace, she can drive her Mercedes to the jewelry store to return it."

"Well," the poor man said, "I am getting my wife a pair of flip-flops and a dildo for Valentine's Day."

"Why are you buying her those gifts?" the rich man asked, intrigued.

"Because," the poor man replied, "That way, if she doesn't like the flip-flops she can go fuck herself."

*David Vida
Pontiac, Illinois*

Two biker chicks were havin' lunch one day when one of them started to brag about her new ol' man.

"His penis is really small, but the sex is wonderful," she said.

"So," her friend said, "What you're sayin' is he's got a lot of dough."

"Exactly," the first chick winked.

*Burt Whitcomb
Palmdale, California*

Sex is like math. Add the bed, subtract the clothes, divide the legs, and hope ya don't multiply.

A recent study found that 48 percent of women have used vibrators. The other 52 percent have new ones.

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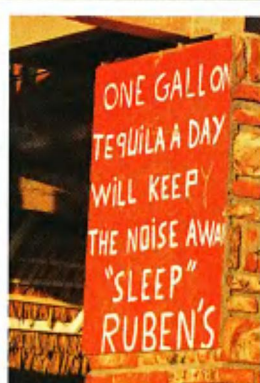
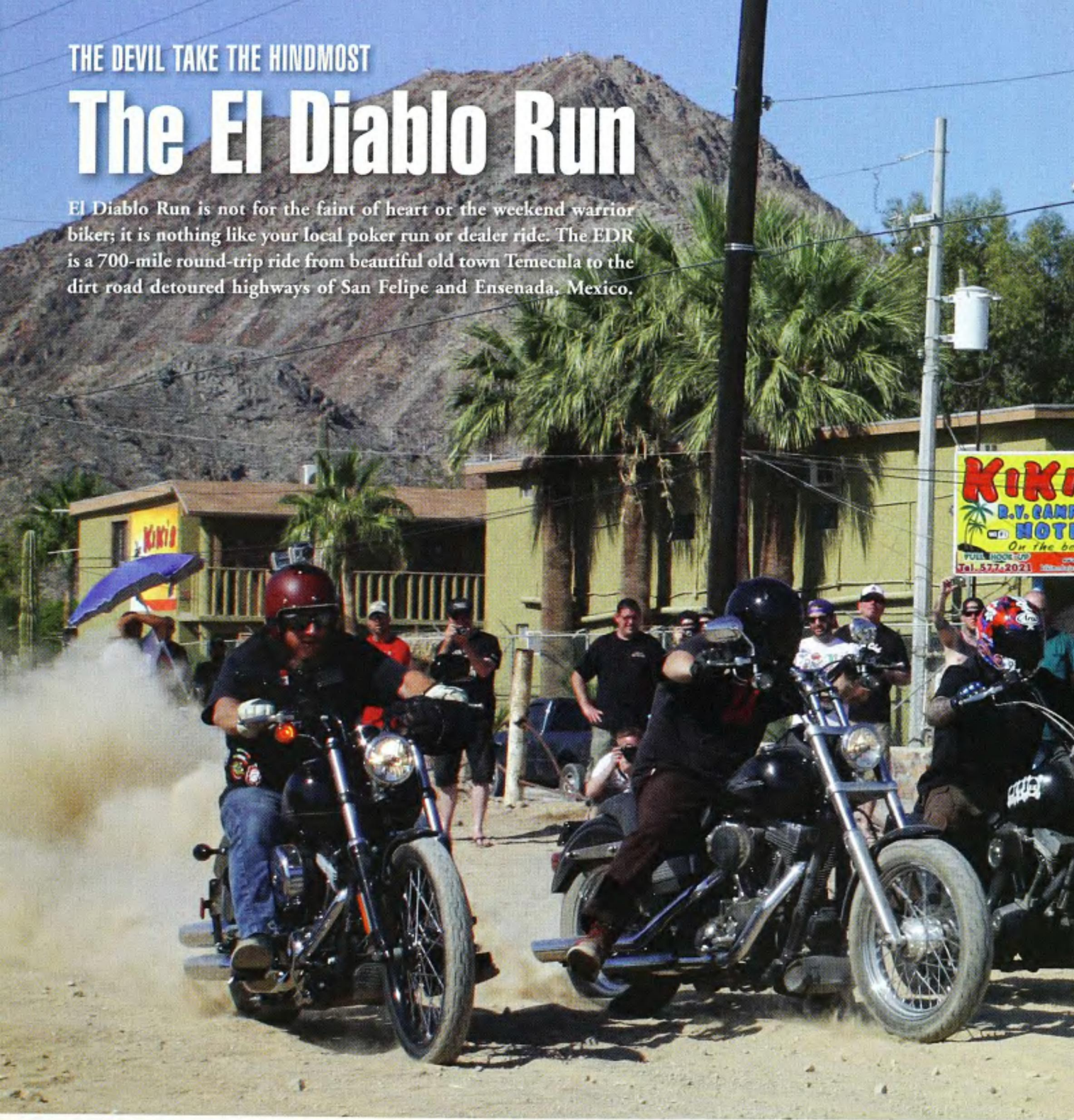
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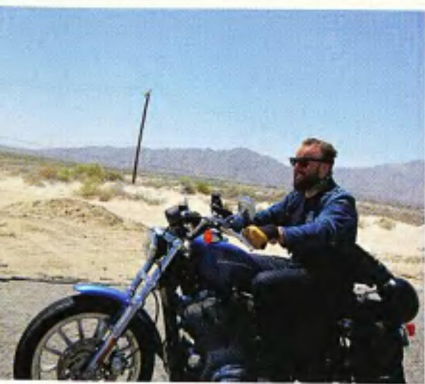
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THE DEVIL TAKE THE HINDMOST

The El Diablo Run

El Diablo Run is not for the faint of heart or the weekend warrior biker; it is nothing like your local poker run or dealer ride. The EDR is a 700-mile round-trip ride from beautiful old town Temecula to the dirt road detoured highways of San Felipe and Ensenada, Mexico.





Every rider must be self-sufficient enough to get to two destinations in Baja. It sounds easy enough if you're on a new bagger, Dyna, or something else with an electric start and a six-speed, but the EDR was started with the idea of building or chopping your own bike and becoming one with your two-wheeled freedom machine.

Now, we're not hating on the new bikes that did the ride, at least they had the balls to cross the border. This was my third EDR, and I lost count of how many people each year promised they would go but backed out at the last minute. "I didn't get my passport," "I couldn't get the time off work," and my favorite, "I don't want to get kidnapped or be-headed." Lame! Everybody had plenty of time to get their shit together. Oh well, there is always next year.

A small group of us left Duarte at 6:00 a.m. Thursday morning to meet up with a few more guys along the way. After a few minor delays, we all got to the Biltwell meeting spot about 8:30, 30 minutes late. Everybody was already gone and on their way. Everyone that is, except one lonely tattooed rockabilly lookin' guy with an accent. Turns out, Martin was from Denmark and not rockabilly at all. We quickly jumped him in to our gang, ate some bacon, then hit the road. Before we could get to the twisties of Highway 79, we ran into another group of old friends from Vegas and Texas. We combined forces and hurried to the next gas stop. With every gas stop Martin's story became more and more interesting. In short: he flew in from Denmark, bought himself a nice little used Sporty from the H-D dealer in Anaheim, and rode to Temecula hoping to find his way to Mexico. Amazing! Some of my friends couldn't make it from Los Angeles.

Once we hit the last stop before the border, we took a long needed pizza and beer break. With a full tank of gas and a belly full of pizza and beer we said goodbye to the good ol' US of A. We also had to say goodbye to our "escorts." (A few of our L.A. friends couldn't make the whole trip, so they decided to tag along with us to the border.) Once we crossed the border, it didn't take long to figure out that there is no Caltrans in Mexico. On several occasions the highway that we were traveling along at 80mph suddenly detoured down the slope and onto a semi-graded dirt road. A few hours and several frosty cervezas later,



we arrived in San Felipe.

If you haven't been to San Felipe you haven't lived my friends. Cheap beer, cheap food, cheap lodging, and, of course, cheap strippers, what more could you ask for? Lucky for us we didn't have any bike problems on the way, which freed us up to take a nice long ride further south. We were about 50 miles south of San Felipe when we spotted a dilapidated hand-painted sign

which read "Panchos Place - 2.2 miles." The only problem was the 2.2 miles was on a sketchy dirt and sand road. Desperately in need of a piña colada in a pineapple, we went for it. Big mistake! The sand quickly got softer and deeper—so we kept going. Everyone in the group went down at least once, but suffered no major damage. When we came to a fork in the road, we sent Frank to find out which way we should go. He never



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came back. *He's either stuck or getting drunk without us*, we thought. A few of us went after him and found him walking away from his buried bike. Lucky for us ol' Denmark was some sort of a Thor-esque Viking warrior. He picked up the back of Franks bike and got it turned around. After that whole ordeal, we all figured it would be a good idea to head back, besides the *Círculo de la Muerte* race was about to start.

We all made it back in one piece with just a few minutes before the race. I sooo badly wanted to ride the panhead in the race, but my better judgment took over. An open primary, jockey shift, foot clutch, no front brake, 53-year-old motor probably wouldn't have been able to keep up with the Twin Cams that were in the race. Way to go Jake the Snake! It was his second year in a row winning the race. Bill from Biltwell took a close second on his free trial Black Line H-D. (I bet they never let him try a new bike again.) Once the race was over and the dirt settled, it was time for some serious drinking and partying. It was our last night in San Felipe and we had to make it count.

Along with the dark came the debauchery. First were tacos and bull riding. After tacos came titties! Holy shit, naked girls plus drunk bikers equals a great fucking time. There seems to be a lot fewer rules in the clubs in Mexico compared to the U.S. Members from various motorcycle clubs were out of control, getting pulled up on stage and stripped naked, spraying beer everywhere, and setting off fireworks until the sun came up. It was chaos I tell ya. The next morning it was go time for the ride over the peninsula from San Felipe to Ensenada. A cup of coffee, some huevos rancheros, a few aspirin and we were off in a cloud of dust.

Everything was going well on the way to Ensenada. The mountains of Baja are beautiful; yes I said mountains. I led the pack of 20 or so chopper dudes through the twisty, pothole-riddled roads of Carretera Federal 3. We took it easy so we could take it all in. Thank god we did. There were a few patches when there was zero visibility due to the Baja Race that was going on. There was also a lot of construction on the highway that led to some near crashes. It was especially sketchy coming out of the mountain and into the city. In the end, we all got to the hotel in Ensenada safely and thirsty. Biltwell teamed up with



Photos: Cary Brobeck

Peligroso tequila and proceeded to get everyone feeling really good. The shenanigans that we all got into poolside will haunt me forever—good times!

As night fell and the wolves started making their move out for some more titty bar fun, we decided to take it easy. We didn't get into much that night in Ensenada; we were pretty burned out by then. Watched the fight, had a few beers, then hit the sack to get ready for the ride home. I think there was an

award ceremony the next morning, but we didn't stick around to find out.

It was an amazing trip once again. With over 200 bikers, there were only a few arrests, a few broken bikes, and one black eye from a stripper,—not bad. If you have a home-built chopper or are just looking to put some miles on your stocker, I would highly recommend you make this trip next year. You won't be sorry. Just be prepared to dodge potholes, sky-rockets, and STD's. —Cary Brobeck

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J.R.'S HARLEY-POWERED HOT ROD

A FOUR-WHEELED HARLEY?

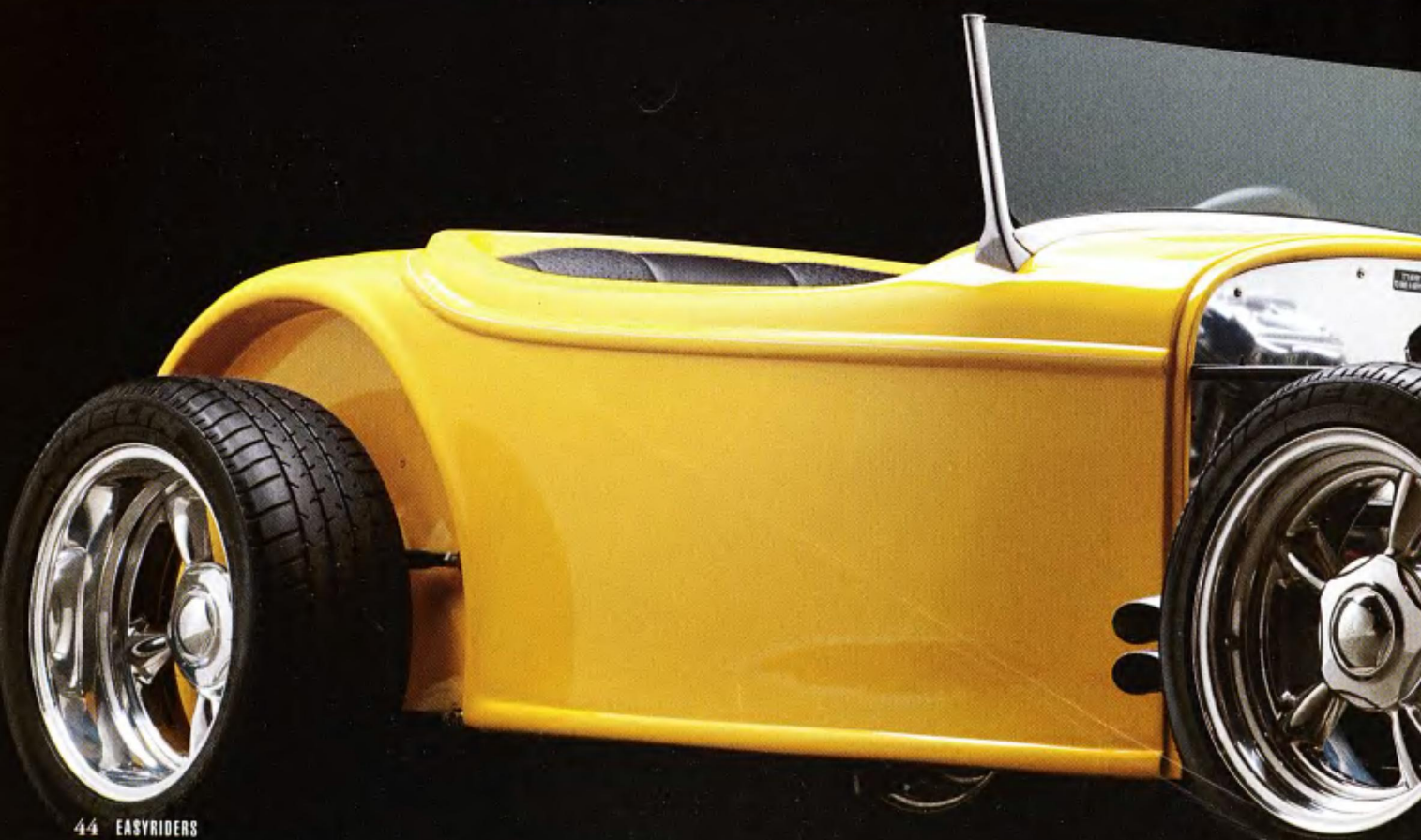
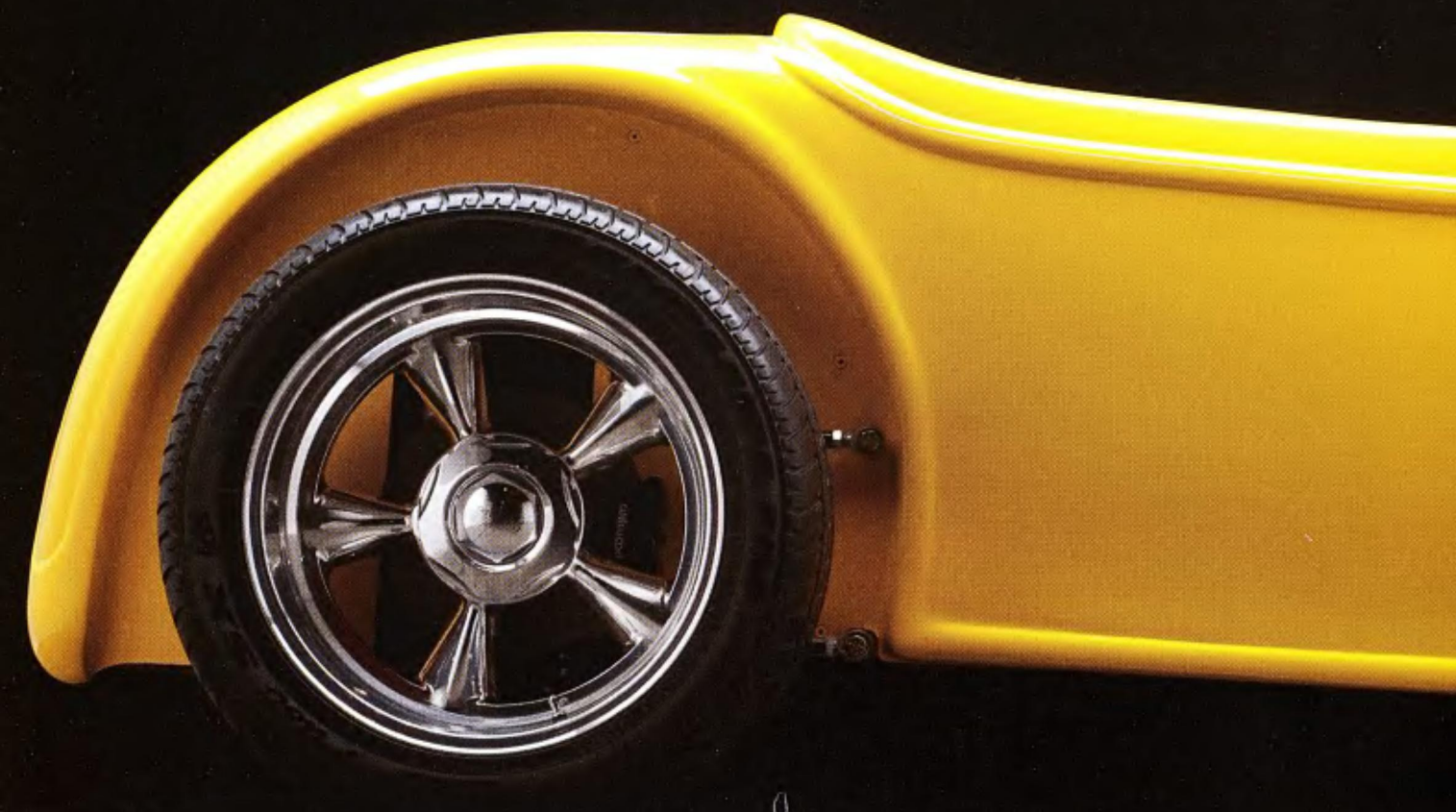
This screamin' yellow zonker is based on a reproduction 1932 Ford Roadster fiberglass body wrapped in black Ostrich skin.

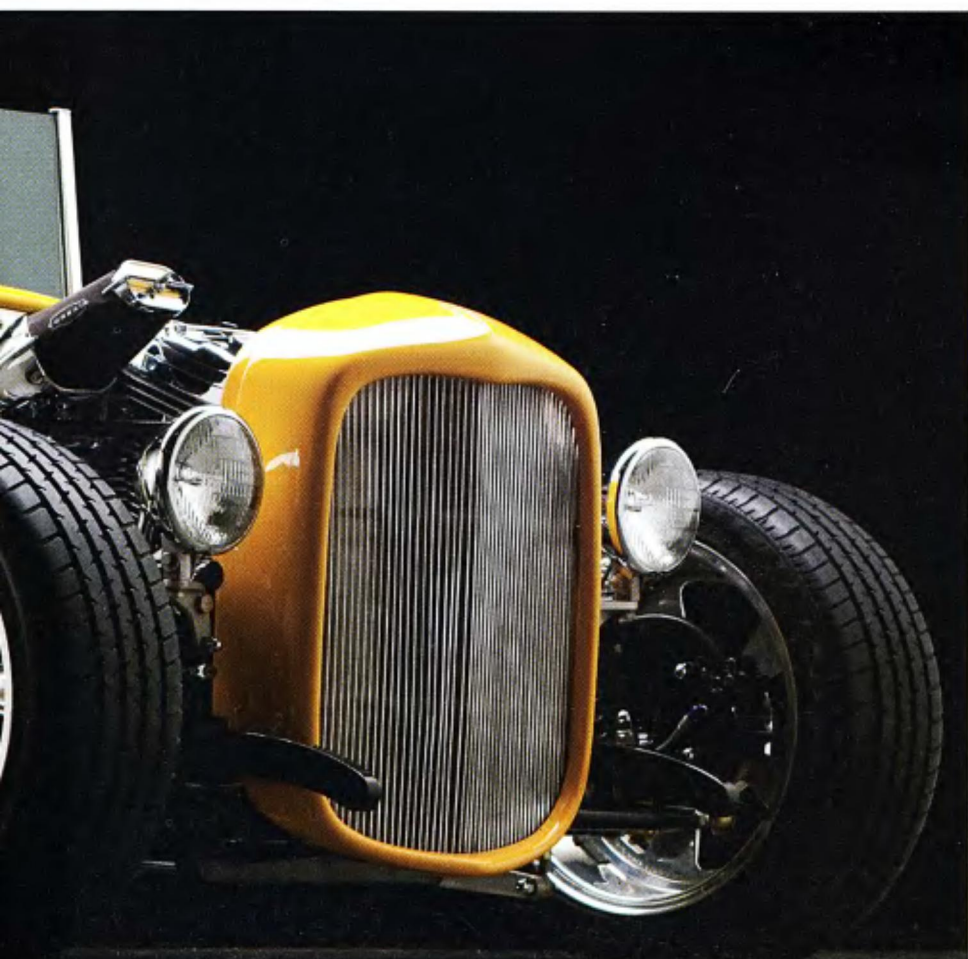
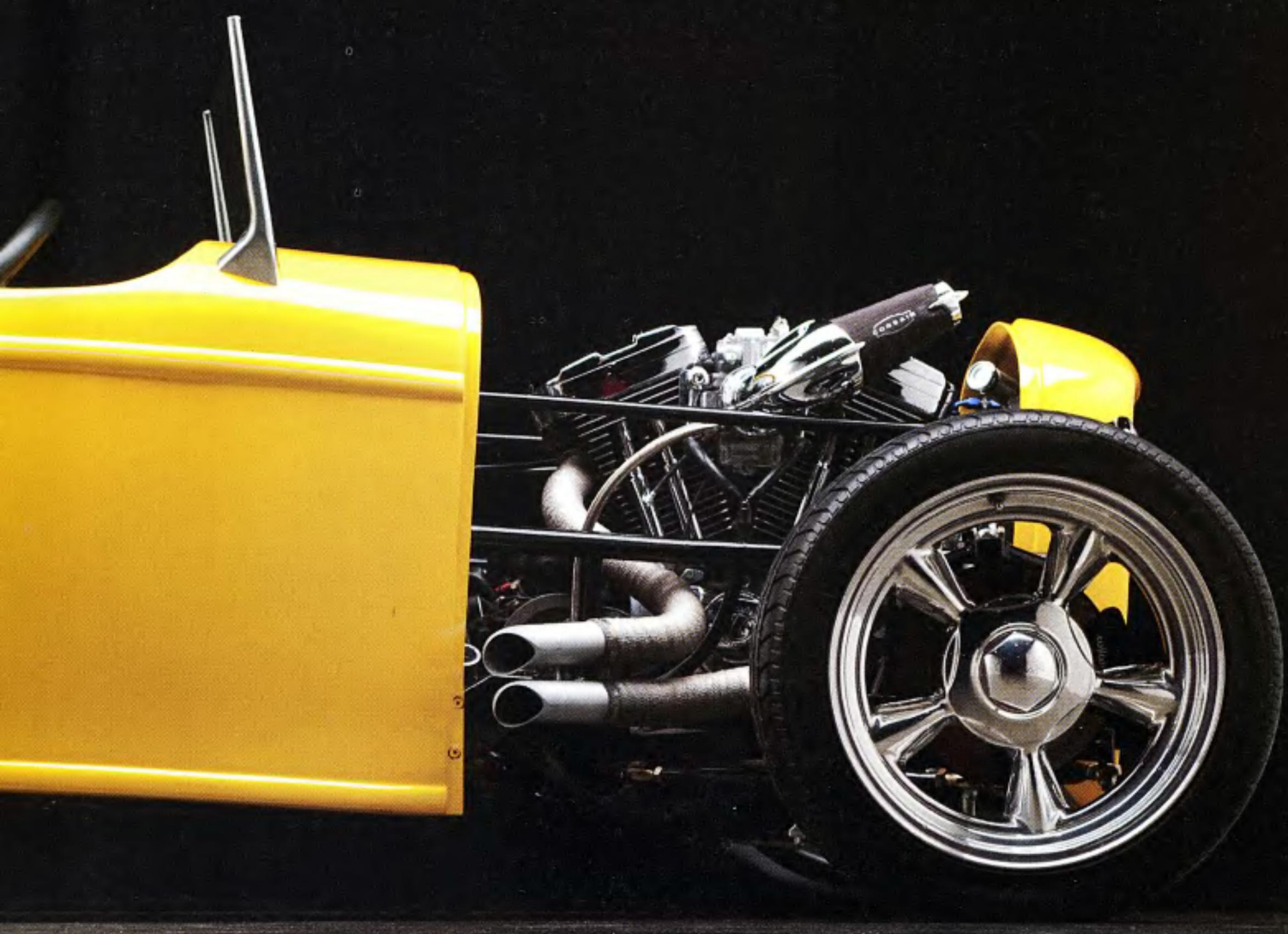


While judging all the custom bikes at our Easyriders Charlotte Bike Show, we ran across this too-damned-cool little roadster built by J.R. Drake. J.R. owns Kick Ass Rod Shop located in Hickory, North Carolina, and brought some of his hot rods and rat rods to our show, including a wild prison bus that he converted into a rolling strip club.

"My twelve-year-old granddaughter came up with the name of my shop," J.R. tells us. "She said, 'I think you should call it Kick Butt Rod Shop, but use that other word.'" The name stuck, and J.R. hasn't looked back since.







The screamin' yellow zonker seen here is based on a reproduction 1932 Ford Roadster fiberglass body wrapped in black Ostrich skin. The stock motor is from a 2000 Harley 1200 Sportster. The whole thing sits so low to the ground and is so light that it's like driving a Lotus Seven. You can bet this baby is a gas to throw into corners. I know, I know, you want this little hot rod in your garage. Me too.

Well, the good news is that J.R. is thinking about building more of these. "I took the roadster to Daytona and it was hot! I have eight orders to fill already," J.R. says. We think he's about to have a whole lot more orders once folks see this killer kustom rod in *Easyriders*. "The cars will be available in five colors to choose from and will retail for between \$38,000 and \$40,000."

We can't wait to see what J.R. comes up with for next year's Charlotte Bike Show. For more information about his Harley-powered Roadster call 828-713-3006 and be sure to see this Kick Ass Rod over at the Full Throttle Saloon during Sturgis Bike Week. —Dave Nichols

Photos: Michael Lichter



"Actually, it says 'Harley.' The other letters are in there somewhere."

IN THE WIND

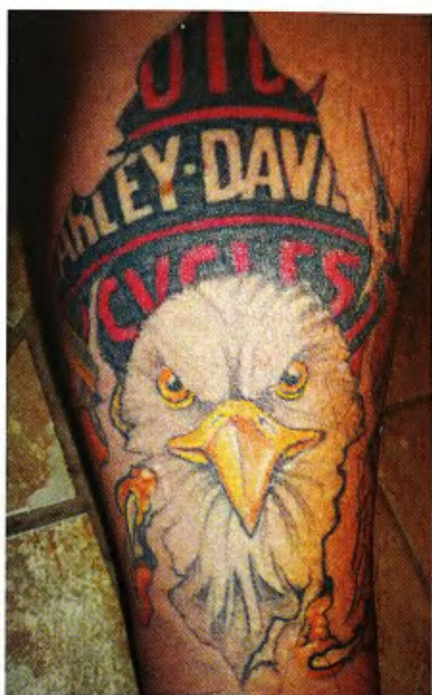


May the wings of liberty never lose a feather. —Goose Garrett, Goodland, Kan.



"How ya like me now?"

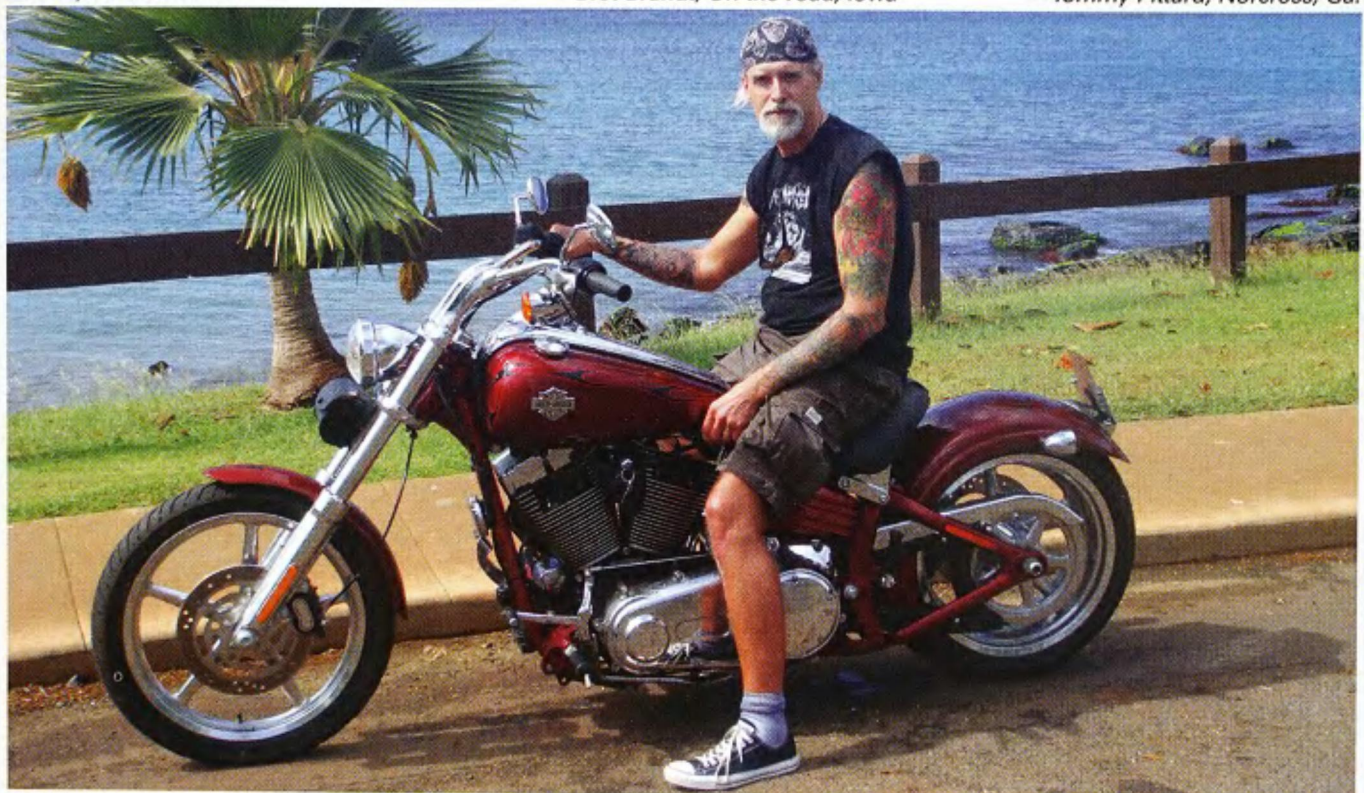
—Bret Brandt, On the road, Iowa



—Roberta Mendoza, Oakdale, Calif.



—Tommy Pittard, Norcross, Ga.



Nothin' better than ridin' a Softail in summer.

—Mack Diesel, Licking, Mo., in Maui.



Look what we caught in the net!

—Mark Sherman, *Renegade Rendezvous*, Dixon, Calif.

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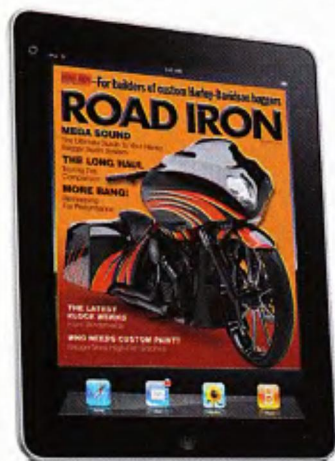
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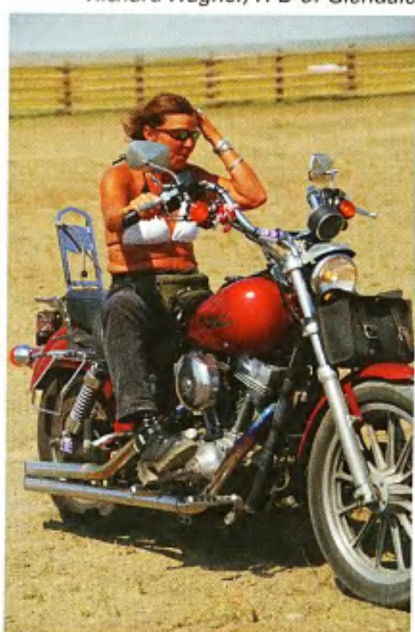
Kickin' it at the Rock Store.

—Richard Wagner, H-D of Glendale



Party people in the Black Hills.

—Rusty Childress, Sturgis Rally 2009



—Kat Wright, Sturgis, S.D.



Burt "The Squirt" Hanson on latest ride at Wally World.

—Lester Roberts, Oakridge, Ore.

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. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff, these photos typify the fun, excitement, and freedom of biking. We now pay \$100 for each full-page color photo, \$50 for half-page color photos, \$40 for color photos printed smaller than half-page and

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NASTY

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"The more I looked at it," Eddie Trotta says, "the more I thought it needed a front fender." It has one now.



"Everyone seems to really like the look of this bike," says its somewhat bemused builder. "Even people who don't normally go for our Thunder Cycles." There's definitely something different going on here, though, as Eddie Trotta's discovered. "It's still our drop-seat frame," Eddie says, "the same style of single-sided-swingarm build we've used lots of times, but I guess there's a sparse look to this one. Maybe it's a little more muscular, a little shorter, almost pro-street I guess." Whatever the assessment, it works. And none of this has gone unnoticed. Here's the kicker: this bike isn't even finished, or at least Eddie wasn't finished tinkering with it when these photos were taken.

"Yeah, the more I looked at it," Eddie says, "the more I thought it really needed a front fender." So it has one now, and slipping a full-wrap fender into this inverted narrow glide and around the bike's 23-inch wheel and tire took no small amount of effort. It was a tight fit. "I wasn't in love with the handlebars, either," Eddie continues. "From the side they looked great, but when the wheel was cocked, something just didn't seem right to me. I couldn't leave that alone." So the handlebars have been changed,



Easyriders®

This month's *Easyriders* girl is Sunshine State sweetie Lynn, shot on Eddie Trotta's Thunder Cycle. Photographed by Don Rogers.





and who knows? Eddie Trotta might not be finished yet.

The frame, of course, is one of the standard Thunder Cycle Design drop-seat models with really no extra work on it except the addition of an oil tank up front. That chin spoiler is actually the oil reservoir. More than just a cosmetic add-on, there's function here. What's nice about putting the oil up front like this is that it takes away all that heat from under the seat, and of course the oil stays lots cooler up there



in the breeze. Plus, the whole system now holds almost five quarts, darn near doubling the capacity. "We used to do this on just the really expensive bikes," Eddie says, but now all the TCD builds get the treatment.

The guys at Thunder Cycle put the engine together, buying the parts and then assembling the motor right there at the shop. The result was a 120-inch fire-breather. "Doing it ourselves means

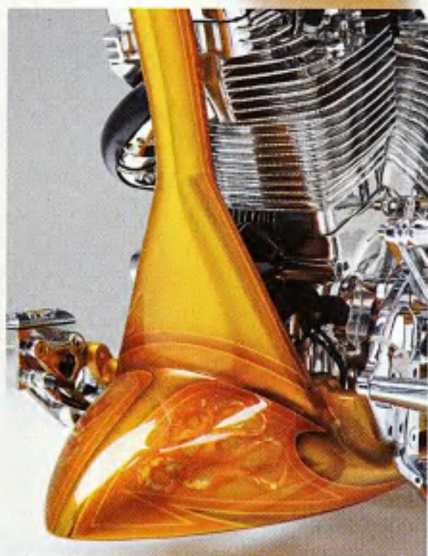
we can make those motors a little special," Eddie tells us. Something else special here is the addition of a transmission brake. Going with the overall clean, uncluttered look leaves the rear wheel just about wide open.

The paint covering all of this, of course, was also done right at the TCD shop. It's a candy Pagan Gold over a heavy metallic silver base. Talk about visual pop. The accents, subtle panel-

work with some variegated gold leaf flames in the background, add interest. All those black accents scattered around the bike, like on the wheels, heat shields, triple trees, and handlebars, play well against the Pagan Gold. They don't hurt that muscular look, either, and that, you can bet, is something Eddie is leaving alone. Some things you just don't mess with because when they're right, they're right.

—Joe Kress





Owner: Eddie Trotta

City: Fort Lauderdale, Florida

GENERAL

Designer: Eddie Trotta

Year/make: 2011 Thunder Cycle Design

Model: DSST

Assembly: Thunder Cycle Design

Time: 4 months

Chroming: Chrome Masters

ENGINE

Year and make: 2011 Evo

Rebuilder: Thunder Cycle Design

Displacement: 120 cubic inches

Ignition: Crane

Cam: Andrews

Carb: Mikuni 48

Air cleaner: Thunder Cycle Design

Pipes: Thunder Cycle Design, D-2

TRANSMISSION

Year/make: 2011 Baker

Shifting: 6-speed

PAINTING

Painter: Seth, Thunder Cycle Design

Type/color: PPG/Pagan Gold

FRAME

Year/make: 2011 Thunder Cycle Design, DSST

Type: drop-seat

Rake: 38 degrees

Stretch: 3 inches

Shocks: Progressive Suspension

ACCESSORIES

Bars: Thunder Cycle Design

Handlebar controls: HHI

Fenders: Thunder Cycle Design

Headlight: Thunder Cycle Design

Taillight: Thunder Cycle Design

Speedo: Dakota Digital

Pegs: Thunder Cycle Design

Foot controls: Thunder Cycle Design

Gas tank: Thunder Cycle Design

Oil tank: Thunder Cycle Design

Seat: Thunder Cycle Design

Mirrors: Thunder Cycle Design

Grips: Thunder Cycle Design

FRONT END

Type: inverted, 2 inches over

Builder: Thunder Cycle Design

WHEELS

Make: Renegade

Size: 23-inch front, 18-inch rear

Tires: Metzeler

Brakes: HHI

Photos: Don Rogers

Contact: Eddie Trotta

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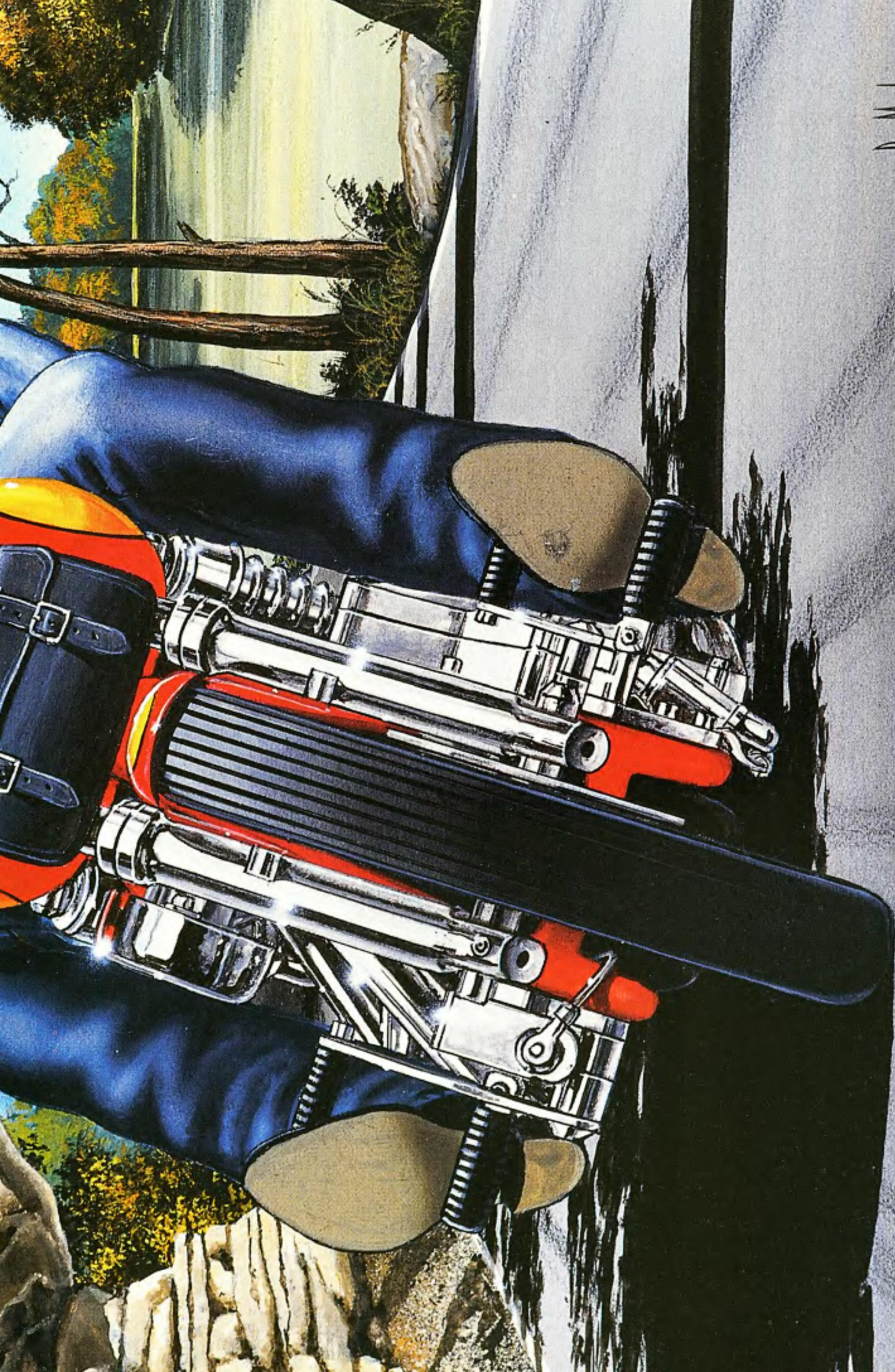


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David Mann's *Good Day To Ride* first appeared
in the October 1996 issue of *Easyriders* (No. 280).



ToplessTech

A RIDE AS SMOOTH AS ANGIE'S SKIN

As always, we found our Topless Tech sweetheart, Angie Savage, wrenching away at CycleWorks Etc. She was installing a set of shocks from Progressive Suspension (P/N 440-4020B) on a well-ridden 2005 FLHTC.

"One of the most enjoyable things in life is a long ride where you don't get tired of just hanging on," says Angie. "Progressive Suspension's best-riding direct replacement shocks are its 440 IAS series. They are adjustable for the traveling weight that the bike is carrying: rider, passenger, and gear."

The only problem Angie encountered was with one of the hard bags; its lid reached out and grabbed her top. Not being one to put up with any crap, she ditched the garment and proceeded to install the shocks.

Angie maintains that installing the shocks doesn't require any special tools. "Just be careful with those hard bags and the big wrenches," she warns.

So, pay attention, and follow the bouncing boobies; this ain't hard, but it is important.

—Bugle

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1 Angie says, "If you want a smooth ride, the Progressive Suspension shocks are much more satisfying than getting bounced around." (And, we think Angie knows a thing or two about riding!)



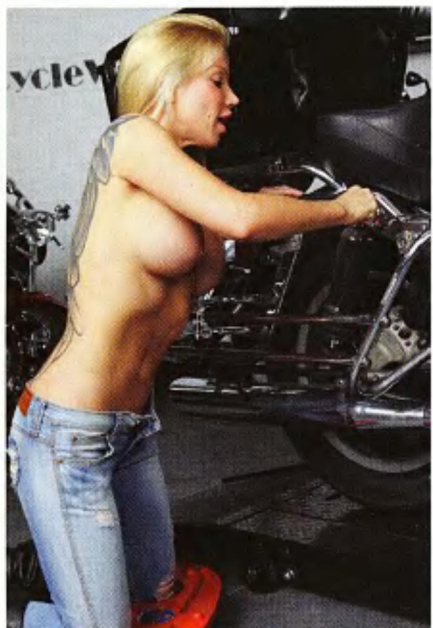
2 Angie and saddlebag lids have a long history. This one reached out and grabbed her. She didn't want to ruin her new top, so she ditched it. Aren't we lucky?



3 Angie used her form-fitting creeper while she jacked-up the rear of the bike.



4 She says, "You will need a big box wrench to remove the shock mounting bolts. Be careful of the bag protectors, they're cold."



5 The upper shock bolts might be tight; it helps to kneel down to see them.



6 Old shocks off; notice Angie's big smile. She says, "I thought that getting them off might be harder than this."



7 The new shocks have several different bushing choices; to get it right, Angie read the instruction sheet.



8 Angie says, "The mounting bushings are a tight fit; it's best to give them a little lubing."



9 Angie inserted the bushings into the eyes at the ends of the shocks. Those eyes got a hell of a view!



10 Installing the shocks was just a matter of fitting them to the bike and screwing them on. Angie has one hell of a set of wings, doesn't she?



11 All done! We even give you a view of the new shocks.

Photos: Dan Madsen



"You sit on the right, I'll sit on the left."

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!

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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 '96 prices for '90 - '96 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

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

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



Custom Cruiser



▶ START WITH A '90-'99 BIG TWIN (Any Model)

Stay tuned for Sportsters and Metrics



Bobber

Win! Win! Win!

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

To learn more, go to:
www.99crafty.com

Win a bike feature in our magazines, prizes and trophies.
"We have added a new Crafty Custom Class to the *Easysiders/V-Twin* Bike Show Tour."

"Our sponsors offer special pricing: **99** ways to save"

Prize money **▶ \$10,000.00**
For Crafty Custom of the Year



www.99crafty.com

99 Crafty Customs Winner



Keith Butler transformed his 1999 FXSTC Softail into a very sleek sled.



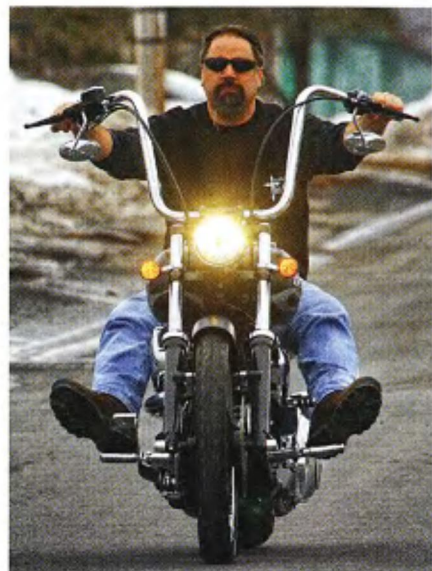
DERRY KING

KEITH BUTLER'S REAL DEAL SOFTAIL

Opening the ol' Crafty Customs email is like a box of chocolates as you never know what you're gonna get. This month, we got a winner of a ride from Derry, Pennsylvania. Keith Butler has transformed his 1999 FXSTC Softail into a very sleek sled with badass looks thanks to a set of West Coast Choppers fenders and Paul Yaffe X pipes. "Those pipes and the back wheel are what started this bike project," Keith tells us. "I was over at my friend Mark McClain's shop, Jam Cycles, and he had those parts laying there, and I thought they'd look great on a bike. Mark found the pipes at a swap meet for a hundred bucks."

The Softail itself was a sweet deal. Another friend of Keith's sells bikes that have been damaged, and he got this Harley with a crunched rear fender for \$6,300. "Another friend of mine, Dennis





The NADA value for a 1999 FXSTC is currently \$6,000 to \$6,615.



Details include the frame-hugging LePera solo seat. Most of the rest of what you see is bone stock, proof positive that you can turn a stock Harley into a great-looking custom without breaking the bank.

Nicholson, did the paint for just \$350," Keith says. Other details include the powdercoating by Mike Hauer on the wheels, the frame-hugging LePera solo seat and 16-inch apehangers, which gives the bike that old-school chopper look. Most of the rest of what you see is bone stock, proof positive that you can turn a stock Harley into a great-looking custom without breaking the bank.

The NADA value for a 1999 FXSTC is currently \$6,000 to \$6,615 and there are plenty of good, low mileage used Harleys out there these days to inspire you to create your own Crafty Custom just like Keith did.

To enter the 99 Crafty Customs Contest, you must have a 1990 to 1999 Harley-Davidson big twin. The NADA value for your motorcycle, coupled with what you spent to make the bike look

killer cannot exceed \$9,999.99.

We pick contest winners for every issue of *Easyriders*, *V-Twin*, *Biker*, and *In The Wind*, and those winners get a bike feature like this one. As you can clearly see, Keith Butler has proven that you can create a brilliant custom scooter on a budget. He won himself a bike feature and best of all, as one of our 99 Crafty Customs winners, he has a chance to win \$10,000 in cash when we pick our Crafty Custom of the Year.

If you have or want to build a Crafty Custom and become part of motorcycle history, visit www.99crafty.com and enter your bike today. See the ad in this issue for details. Your scooter might be seen right here in a bike feature in *Easyriders* AND you might just win \$10,000 in cash!

—Dave Nichols



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



Owner: Keith Butler

City: Derry, Pennsylvania

GENERAL

Year/make: 1999 Harley-Davidson

Model: FXSTC Softail

Assembly: Mark McClain

ENGINE ACCESSORIES

Carb: CV

Aircleaner: Screamin' Eagle

Pipes: Paul Yaffe

PAINTING

Painter: Dennis Nicholson

Color: black, silver

ACCESSORIES

Bars: 16-inch apes

Handlebar controls: stock

Pegs: Kuryakyn

Gas tank: stock

Oil tank: Custom Chrome

Fenders: West Coast Choppers

Headlight: Custom Chrome

Taillight: LED

Seat: LePera

Grips: Harley-Davidson

WHEELS

Type: Harley-Davidson

Tires: Avon

Brakes: stock

Photos: Dino Petrocelli



EVERYTHING TO IMPROVE YOUR RIDE **BIKE BUILDER'S HANDBOOK**

We hope this Bike Builder's Handbook will be a great help in designing your dream ride. The companies contained herein are the best in the business, and we are proud to present them here for you.

We had a lot of fun finding all of these parts and learned a lot while doing it. So enjoy, learn, and let's get to building, because this is the stuff dreams are made of!

— Kit Maira

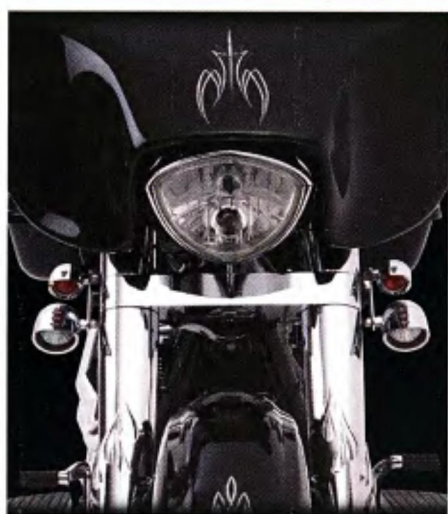


Lighting and Electrical

CYCLE ELECTRIC 50 AMP THREE-PHASE ALTERNATOR

Cycle Electric is now producing 50 amp three-phase alternator kits. These kits produce an amazing 30 amps at 1000 rpm and 50 at 2500 rpm. That is a lot of extra power for accessories like lights, stereo, and heated clothing. The CE-81A kit is for 1989 - 1998 FLH-FLT; the CE-84T-99 kit is for 1999 - 2003 FLH-FLT; and the CE-84T-02 kit is for 2004 - 2005 FLH-FLT. Cycle Electric manufactures all of its generators, regulators, rectifying regulators, and stators at its Brookville, Ohio, factory. Cycle Electric components are designed to deliver better output and increased durability.

Cycle Electric • 937-884-7300



KEWMETAL BULLET LIGHTS

These lights are unique in the motorcycle market place. These are CAD designed and then perfectly cut by a precision CNC from T6-6061 billet aluminum and then triple chrome-plated. They have a completely concealed clean assembly; no screws are used to hold these together for a super slick and clean custom look. They are

for use as a turn signal or taillight or whatever your imagination can come up with. This kit comes with 8mm hollow mounting bolts and fits all motorcycles. Please specify lens color when ordering.

KewlMetal • 623-298-7181 • www.kewlmetalstore.com



HOT ROD BAG AND FENDER LED LIGHTING

Sumax offers complete hot rod-style LED lighting kits for your 1996-and-up Harley bags and fenders. Fifty very bright LED bulbs light up the retro tear-drop glass lens, which is available with or without blue dots. Fender kits feature "run and stop" functions that plug into your rear harness. Bag kits light up; both bags feature "run, turn, stop" functions with control module that plugs into your rear harness. No wiring is required. Sumax also offers a large line of fenders and bags with lighting already installed.

Sumax • 800-654-5546 • www.sumax.com



NEW ELECTRA GLO FOOTBOARD INSERTS FROM HARLEY-DAVIDSON

Display a bike in dazzling color with the new Electra Glo Rider Footboard Inserts (\$179.95) and Electra Glo Passenger Footboard Inserts (\$149.95) from Harley-Davidson. The molded-rubber insert appears to be charcoal black during normal operation, but when the bike is parked and the ignition is turned to the accessory setting, the surface explodes with 36 brilliant LED lamps, washing the surface in light and reflecting off of the chrome engine and exhaust trim. Available

color options are red, blue, purple, or amber LEDs, which match the corresponding Electra Glo Light Pods. The inserts fit 1986-and-later Harley-Davidson touring models with "D-shaped" footboards and are easy to install with wiring that plugs into the factory harness.

Harley-Davidson • www.harley-davidson.com



WHAT'S BUZZIN'?

Headwinds' new Beehive Rocket Headlights are finished in Headwinds famous black pearl (black chrome). Its ridges continue uninterrupted around the housing giving it the look of a beehive. It is the same top-of-the-line Headwinds quality with a new look. You can order the black pearl finish on any size Headwinds headlight, spotlight, or turn signal housing. Made in the USA.

Headwinds • 626-359-8044 • www.headwinds.com



Motors

SMART START EVOLUTION ENGINES

The Harley-Davidson Smart Start Engine Program offers brand-new, factory-tested 1340cc Evolution V-twin engines at an unbeatable price. Configured to fit 1999 Softail models, these engines are offered in silver and polished trim (\$2,995), black and chrome trim (\$3,995), and silver and chrome trim (\$3,495). Matching Smart Start Softail transmissions are available in black and chrome (\$1,569) and silver painted (\$1,395).

Harley-Davidson • www.harley-davidson.com



S&S P-SERIES ENGINES

S&S P-Series engines are not reproductions of the old; they are built to be ridden many miles and deliver all the power you could want. They are available in three designs: 1954 - 1964 (also for 1948 - 1953 with a tin primary); 1965 - 1969 applications; and an alternator/generator version that fits 1970 - 1999 frame styles. P-Series engines are ready to run in 93-inch, 93-inch high-compression, and 103-inch high-compression models. Prices start at \$8,274.

S&S Cycle • 608-627-1497 • www.sscycle.com



ACCURATE ENGINEERING

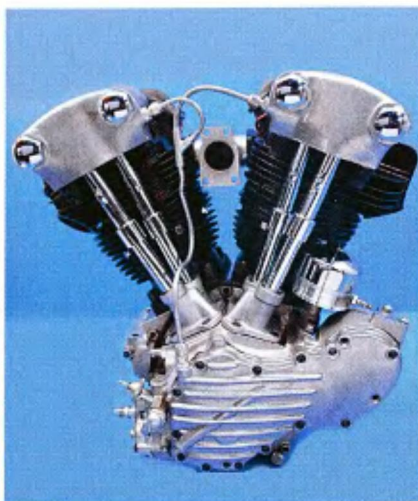
Through reworking, modifying and updating traditional designs, Accurate Engineering produces classic engines with innovative changes and the latest in materials and coatings. All of Accurate's engines are complete turn-key units and include ignition and charging systems, spark plugs, wires, and the carburetor/air cleaner of your choice. Each engine is pre-run, timed, and tuned to ensure a perfectly running engine right out of the crate.

Accurate Engineering • 334-702-1993

REVTECH 125-INCH ENGINE

The RevTech 125-inch features more power, dynamite looks, and greater dependability than ever before. These masterpieces are assembled in the USA with parts sourced from some of the biggest and best names in the business. Increased fin area on the cylinders and heads and state-of-the-art internal piston oilers create maximum temperature control and increased engine life. The traditional breather system with gear has a long proven track record, specially designed D-shaped intake, and manifold ports provide exceptional controlled airflow—and the 45mm Mikuni carburetor provides the 125-inch monster all the fuel it needs. These new engine assemblies will replace 1984 - 1999 V-twin engines.

Custom Chrome • www.customchrome.com



BE A KNUCKLEHEAD

V-Twin Mfg. offers a replica knucklehead long block engine, shipped fully assembled less carburetor and generator. The engine is manufactured right in V-Twin's NY motor shop and is shop tested for oil pressure. The replica V-Twin Mfg. crankcase with authentic cast profiles includes relay and number bosses. The engine utilizes Truett and Osborn cast iron flywheels with stock rods

and Torrington rollers. The valve train includes solid tappet assemblies with a Sifton Lightning Cam. The cylinders are cast iron and are fitted with 8.5:1 cast pistons. Retail starts at \$8,690.

V-Twin Mfg. • 800-VEE-TWIN



Seats and Luggage RIGID LEATHER LOCKING SADDLEBAGS

The new Rigid Leather Locking Saddlebags (\$699.95) from Harley-Davidson are made of premium-textured leather over a hard shell that retains its shape in

all kinds of weather. The push-button latching swing-out lid is easy to operate with one hand and lock for security. Styled to complement the sleek, narrow Sportster profile, these bags offer plenty of storage for a trip across town or across the country. The kit includes reflectors and fits 2004-and-later Sportster models. Installation may require turn signal relocation kit or other accessories. The luggage capacity is 2,400 cubic inches.

Harley-Davidson • www.harley-davidson.com



SADDELMEN EXPLORER G-TECH SEATS

Saddlemen Explorer G-Tech seats incorporate SaddleGel and Gel Channel technology to keep you on the road longer. SaddleGel reduces vibration and eliminates pressure points by evenly distributing weight across your seat's surface. That means no more "hot spots" where you lose circulation at your hip bones or tailbone. The Gel Channel combines SaddleGel with a channel in the seat foam covered by a flexible and breathable fabric to eliminate perineal pressure that causes numbness and discomfort. These seats also use memory foam that conforms to your shape for the ultimate in lasting comfort. Priced from \$399.95.

Drag Specialties • www.dragspecialties.com



FLT SOLO TOURING RACK

This heavy-duty rack is made of thick-walled steel tubing and is designed to carry whatever you can fit on the deck. Unlike most add-on racks, the Solo Touring Rack is situated over the rear axle, an area that can easily bear the weight of another rider. The rack is fitted with a sissybar to accommodate a backrest (not included) and slots in the side plates for securing bungees or tie downs. The Solo Touring Rack is simple to install (less than 5 minutes) and utilizes Harley "docking hardware." The only caveat with this product is that you must run a Road King Rider Seat. Not only is this rack a brute, but the low-profile and style is a perfect fit to the dresser models.



Custom Cycle Engineering • 800-472-9253



MUSTANG WIDE TRIPPER COMFORT

Mustang has extended their popular Tripper line of seats to include its new one-piece Wide Tripper with a full 14-inch width for the driver and 11 inches for the passenger. Now you can ride on a sleek, low seat and still be comfortable. The optional driver backrest provides superb back support for those longer rides. It adjusts forward or back, up and down, and pivots to your back angle. The backrest can be quickly added or removed without tools and easily folds to store in your saddlebag. The Wide Tripper seat with backrest fits FL 1997-and-up models and sells for \$579.

Mustang Seats • 800-243-1392



SUMAX BIG ASS BAGS

Get 30 percent more cargo space with Sumax's composite glass saddlebags designed for 1993-and-newer Electra Glides, Road Glides, Street Glides, and Road Kings. They are lightweight, yet very strong and durable. The interior is finished with a rich charcoal trunk lining. The exterior is a sandable premium primer gel-coat finish. These bags accept your Harley bag hardware, so they open to the side. They are priced at \$900.

Sumax • 800-654-5546 • www.sumax.com



Frames and Sheet Metal KRAFT TECH RIGID FRAMES FOR BIG TWIN

Kraft Tech's new rigid frames are available in two sizes: for a 130 tire or 180 tire with 1 1/2-inch belt; or for a 200 tire with chain. These frames are constructed of 1 1/4-inch DOM steel tubing,

are mandrel bent, and TIG/MIG welded. Each frame has a 30-degree rake and 0-degree stretch and is designed for 4-, 5- and 6-speed transmissions. The transmission plate is sold separately. These frames use a stock 1986 - 1999 Softail oil tank and rear brake caliper (sold separately) and will accept Evolution, shovelhead, and panhead motors with a clearance for cylinders up to .200-inch taller than stock.

Drag Specialties • www.dragspecialties.com



DAYTEC RAPTOR FOR X-WEDGE

The Daytec Raptor frame for the S&S X-Wedge is a right-side drive, under-chassis shock design. The frame features 38 degrees of rake with 5 inches of top tube stretch, a single downtube, and a 1-inch dropped neck. This chassis is constructed of 1 1/2-inch diameter tubing overall, except the 2-inch diameter front downtube. The swingarm has a 2-inch stretch and will accommodate 280 to 300 width rear tires. The Raptor chassis is compatible with stock and aftermarket components for 1998-and-earlier Softail models. Kit includes the frame, stealth swingarm, aluminum rear motor mount, front shock mount, polished stainless steel rock guard kit, forward adapter plate right and left, bump stop, pivot axle and bolt kit, pivot axle bearings (installed), rear axle kit and axle block cover kit.

S&S Cycle • 608-627-1497 • www.sscycle.com



STREET COMP DROP-SEAT FRAME

Because the feel and rideability is so unique, the drop-seat frame is quickly becoming a best seller. Each drop-seat frame is available with any rake and stretch, Phantom swingarm only, and your choice of four of five downtube offerings (dual unavailable). Order as 250 RSD, 300 RSD, or 330 RSD.

RC Components • 888-721-6495



EXILE CYCLES FRAMES

Manufactured for Exile by Daytec, these frames are available in rigid, hidden-shock, and rubber-mount configurations with nearly any desired rake and stretch. Manufactured in the USA

using DOM steel, Exile frames utilize 1 1/8-inch tubing and 1 3/4-inch backbones. Exile frames also come standard with a pro-street neck; match this with a hideaway fork stop kit and keep your front end super clean. Although many frames are kept in stock and are available immediately, custom specs may be delivered in less than one month.

Exile Cycles • 818-255-3330



TEXAS BIKE WORKS RETROFRAMES

The Texas Bike Works Fusion frame integrates vintage 1970s small-diameter tubular members with modern-era wide tires. It's constructed of rugged 100 percent TIG-welded 0.120-inch wall AISI 1026 DOM tubing with a 5-inch forward by 3-inch up stretch and a 40-degree rake. Also featured are 7/8-inch frame rails with a 1 1/2-inch backbone and seat post, and a welded-in LSD 5/6-speed transmission plate with 1/2-inch offset for acceptance of today's popular belt-driven 180mm or chain-driven 200mm tires.

Texas Bike Works • 817-326-0288



Suspension DRAG SPECIALTIES FRONT FORK ASSEMBLY

This complete replacement assembly for 2000 - 2006 FXSTD models from Drag Specialties features high-quality components throughout and includes chrome triple trees, chrome fork legs with satin fork tubes, axle with spacer, and all necessary internal components (except fork oil, top tree nut and washer, or fork pinch bolts). Priced at \$909.95, the assembly is an economical upgrade over stock FXSTD assemblies and is designed to accept FXSTD risers or standard risers when used with riser inserts (not included) to make it very convenient to use.

Drag Specialties
www.dragspecialties.com



NEW PREMIUM LOW SHOCKS FOR H-D TOURING MODELS

Introduced on the CVO Street Glide, the Premium Ride Hand-Adjustable Low Touring Shocks (\$499.95) from Harley-Davidson utilize a single-tube, nitrogen-charged design that offers enhanced compression and rebound damping when compared to the air-adjustable shocks that are original equipment on other Harley-Davidson touring models. The result is a plush, controlled ride with reduced chance

of bottoming. The compression and rebound damping is split between the two shocks—a soft spring and compression on the right side and a stiff spring and rebound on the left—to balance the load of each shock. A simple knob behind the left saddlebag allows the rider to conveniently change the spring preload via a hydraulic adjuster. Shocks fit 2009-and-later touring models (except Trike).

Harley-Davidson • www.harley-davidson.com



TRIPLE TREES

Custom Cycle Engineering started building custom triple trees back in the late 1960s, offering the widest variety and fitment of aluminum triple trees on the market and covering all standard Harley fork sizes with three different center-line widths: narrow, mid, and wide glide. They come equipped with internal fork stops and fork locks, very important options

when building a new front end, and a concept that most manufacturers overlook: CCE's internal fork stop system fits any frame on the market.

Custom Cycle Engineering • 800-472-9253



PROGRESSIVE SUSPENSION — 970 SERIES PIGGYBACK SHOCKS

Progressive Suspension's new 970 Series Piggyback shocks are inspired by racers, riders, and those who demand more of their bikes than weekend coffee runs. These shocks combine a high-pressure gas monotube design with deflective disc damping routed through two unique circuits and adjustable for compression damping via an easily accessible knob. Features include a shock body and piggyback that are both coated internally to reduce friction and then capped with a forged aluminum upper. The shock is

wrapped with a progressive rate coil spring that can be fine tuned via threaded preload adjusters to suit a rider's weight and riding style. (We like them firm in the corners!) Current fitment includes the Harley XR1200 and Dyna models with more apps rumored to be in the works.

Progressive Suspension • 877-690-7411



AIR TRACKER SHOCKS

With an adjustment range of 150- to 500-pound rider and load, the new Air Tracker allows you to set up your machine specifically to the rider and riding conditions. At the heart of the new design is a high-pressure, gas-charged 7075-T6 aluminum shock. A corrosion-resistant, stainless steel pressure cylinder takes the place of springs and yields a smooth, uncluttered look to the machine. Designed for easy fill up from garage or gas station air, these new units typically require only 50 to 90 psi.

Internally, the shock features a floating piston to separate the nitrogen gas from the damper fluid. Shocks are available in 12-, 12.5-, and 13-inch lengths for Sportster 1988 - 2009, FXR 1982 - 1994, Road Kings, FL/FLH 1958 - 1972, FLH/FLT models 1980-and-up, and Dyna models. Made in the USA.

Works Performance Products • 818-701-1010



LEGEND AIR SUSPENSION

Legend Air Suspension's exclusive Gates Kevlar Air Spring technology is now available for 2010 Harley-Davidson models. Systems are available in black or chrome finishes. Standard in the complete kit are two Legend Air shocks that install in the stock location so no modification is necessary. Exclusive Thomas on-board air compressor, rider friendly black handlebar mounted

control, airline, tubing cutter, solenoid valve, all necessary mounting hardware, a full color instruction guide to navigate the user through everything from the simple color coded plug-and-play wiring, and the basic hand tools needed for this easy installation are included. The system is made in the USA and backed by a limited lifetime warranty.

Legend Suspension • 605-390-3262



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 is 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



Drag Specialties • www.dragspecialties.com

Tools and Lubricants DRAG SPECIALTIES TRANSMISSION OIL DRAIN TOOL

The Drag Specialties transmission oil drain tool for 2009 - 2010 FLT's keeps the mess off your hands and your frame. The ingenious, yet simple, design channels the transmission fluid from the bottom of your transmission case into the drain pan instead of onto your frame. Its helical design locks into place, allowing you to remove the drain plug through the center of the tool. Each drain tool is CNC-machined from billet aluminum right here in the USA. One use will prove this tool's value. Your time is valuable; spend it with a throttle in your hand instead of a rag. Suggested retail: \$29.95.



SCREAMIN' EAGLE LIGHTED PICK-UP TOOL KIT

The Screamin' Eagle Lighted Pick-Up Tool Kit (\$39.95) features both claw and magnetic pick-up tools mated to bright-and-durable LED illuminated tips for working in low-light areas. The lighted claw tool is tipped with a gripping claw that can hold objects up to five pounds. The tip-mounted LED lamp automatically switches on when the plunger is pressed to open the jaw. The magnetic flashlight features a flexible telescopic arm tipped with a powerful magnet that can retrieve objects

weighing up to three pounds. A powerful LED flashlight illuminates the magnetic tip. The tool and light can be manipulated with one hand.

Harley-Davidson • www.harley-davidson.com



JIMS 49MM FORK AND DUST SEAL INSTALLER TOOL

JIMS Fork and Dust Seal Installer Tool (P/N 2049) for 49mm fork tubes allows you to install both the fork seal and dust seal squarely into the bore without damaging the lip surfaces of either seal. Our two-piece design allows you to easily clamp the installer around the fork tube to guide the seals straight and to the correct depth for a no-leak installation. There is no more gouging the seal or scratching the fork tube with a screwdriver. This tool can be used on all FXDs 2006-to-present and all V-Rods 2002-to-present (except models with inverted forks). JIMS Fork and Dust

Seal Installer costs \$126.50 and is backed with a lifetime warranty.

JIMS • 805-482-6913



LUCAS PRODUCTS

Lucas's lineup of products is available for every motorcycle made and addresses your fuel and problems with your tank and the top end of your motor. Lucas Octane Booster will bring any octane gas up three points and get you much better gas mileage. It is suitable for

use in fuel injection systems, carburetors, and throttle bodies. Lucas Deep Clean cleans and lubricates the entire fuel system, reduces greenhouse gas emissions, and increases power and acceleration, along with providing better mpg. Lucas Fuel Stabilizer prevents gasoline breakdown during storage. It cleans and lubricates, and maintains fuel pumps, carburetors, fuel injectors, and compression rings during storage. Lucas Flex Fuel and Safe Guard for Ethanol Fuel Conditioner was specially developed to prevent corrosion and degradation in ethanol based fuels. It can be used in E-10, E-15, E-85 pure alcohol or any alcohol gasoline combination or even pure gasoline. Finally, Lucas Upper Cylinder Treatment will get you better gas mileage, has super slick additives for the top end of your motor with high-detergent action that lubricates the entire fuel system.

Lucas • www.lucasoil.com



S100 CYCLE CARE PRODUCTS

S100 Cycle care products promise more riding time, less cleaning, waxing, and polishing time. That's what's in store for you with America's favorite for over 25 years. S100 Cycle care products are factory approved by leading bike manufacturers. Thirteen products make bike care quick and easy.

S100 Cycle Care Products • 203-488-6569 • www.S100.com



Dress Up and Exhaust **CLASSY SOUNDS**

Headwinds is introducing its new speaker bezels that will add a splash of chrome to your FLH. Easy to install, these slim beauties are subtle in style and match all of your gauge bezels. Machined from billet aluminum, they are available chrome-plated, black, polished aluminum, or in a variety of other finishes. They are made in the USA.

Headwinds • 626-359-8044 • www.headwinds.com



CUSTOM LATCHES FOR DRESSER HARD BAGS

Billet Boys' new custom latches for FL series hard bags are designed as a bolt-on replacement for the factory's cast metal latch cover, and they are the perfect finishing touch to a classic bagger. These latch covers fit the stock inner mechanism and reuse the factory lock assembly. They can be installed in twenty minutes with simple hand tools; no drilling or filing is required. Billet Boys' custom latch covers fit all 1993-and-later FL models equipped with hard saddlebags. Billet Boys' custom latch covers are machined from aircraft-quality billet aluminum. Smooth or ball-milled surface in a chrome-plated or black-anodized finish. Made in the USA, they list at \$145.99.

Billet Boys • 702-479-1000 • www.billetboys.com



VANCE & HINES NEW **BIG SHOT DUALS**

Big Shot Duals for late-model Harley-Davidson touring models feature massive non-bluening 2 1/2-inch diameter full-length heat shields with 220 degrees of coverage. The head pipes glide down opposite sides of the bike to produce the classic dresser look that actually functions as a

true 2-into-2 system. Departing from the crossover design of the factory header, Big Shot Duals yield a clean and uncluttered appearance, showcasing the big twin cylinders and simplifying maintenance. Finishing off the system are straight-cut billet tips, with optional slash-cut tips and Fishtail designs available. Beneath its meticulously polished chrome, Big Shot Duals consist of 1 3/4-inch headers stepping to 2 1/8-inch muffler bodies. Specially tuned baffles producing the deep Vance & Hines exhaust note are standard. New quiet baffles are optional. Big Shot Duals are available for 1999 - 2011 touring models.

Vance & Hines • 562-921-7461 • www.vanceandhines.com



QUICK ADJUST TOUR-PAK RELOCATOR

With motorcycles, one size does not fit all. That is why Kuryakyn is offering the Quick Adjust Tour-Pak Relocator. The Quick Adjust Tour-Pak Relocator is the first and only to offer a full four inches of adjustability without the need for tools. Adjustments can be made without tools 1-inch forward to 3 inches back from the stock position, giving you and your passenger the ultimate in comfort. It fits late 2000 - 2010 touring models with rigid mounted Tour-Pak or 1997 - 2010 touring models with H-D two-up or solo detachable Tour-Pak racks, or King, Chopped, or Razor-Pak Tour-Pak.

Kuryakyn • 866-277-9598 • www.kuryakyn.com



NEW SCREAMIN' EAGLE **THUNDER JET-BLACK** **TOURING MUFFLERS**

The new Screamin' Eagle Thunder Street Performance Slip-On Mufflers in jet black (\$399.95) deliver an increase in torque and horsepower the rider can feel. For the first time, these mufflers can be fitted with dramatic black with chrome spears end caps

(\$149.95). Developed to work with header-mounted catalysts, these 3.5-inch mufflers feature an open-baffle design that produces a rich, deep bass note that meets 50-state sound level requirements. The rich black-ceramic coating offers unmatched durability. These mufflers fit 2009 California touring models and 2010-and-later 50-state touring models (except Trike and 110-cubic-inch models).

Harley-Davidson • www.harley-davidson.com



Mirrors and Controls BURLY CABLE/LINE INSTALL KITS FOR APEHANGERS

We love the look of a set of apes on a Softail but hate sorting out which cables and brake line to use. The folks at Burly Brand had the same issues and have now eliminated all the trial, error, and inventing of bad words. Each kit is specific to a year range and designed for

14- or 16-inch apes. Kit includes extended throttle cables, extended clutch cable, extended brake line, and even wiring harness extensions. Cables and brake line are satin black (even the fittings!) and the kit includes instructions to help walk you through the install. Fits most late model FX and FL Softails.

Burly Brand • 888-367-1871



CHROME BRAKE AND CLUTCH CONTROL DRESS-UP KIT

An inexpensive, fast, and easy way to completely finish chroming your hand controls, the Clutch Perch is a complete chrome replacement unit that has

been beefed up to complement the brawny look of an H-D. The Kuryakyn master cylinder cover dresses up the reservoir and covers the entire visible hand brake bracket assembly with a lush layer of glistening chrome. There is even replacement chrome clamp halves and hardware accents for a 100 percent detailed, pure custom look. The kit fits 2008 - 2011 FL models. The price is \$79.99.

Kuryakyn • 866-277-9598 • www.Kuryakyn.com



RETRO CONTROLS

Retro custom hand controls from Arlen Ness are the culmination of innovative Retro styling and modern-day race technology. Cut from 6061-T6 billet aluminum, these controls add an exclusive, clean look to any custom project or H-D build. Retro hand controls are available in hydraulic or cable clutch models and are offered in black or chrome finish. Billet three-button switch blocks are available to keep your switch game proper. The price starts at \$611.95.

Arlen Ness • www.arlenness.com

JOKER JX SERIES HAND CONTROLS

These new controls are designed to enable a customer or builder to start with a basic hand control that has an array of optional up-grade features that can be added or subtracted to meet the requirements of the bike project. Joker makes its own high-strength master cylinder pistons in-house on CNC equipment. Joker uses an exclusive self-lubricating polymer for their master cylinder pistons that has been tested for 1,000,000 pulls and beyond with great results.

Joker Machine • 909-596-9690



Wheels, Brakes and Tires **NEW ECLIPSE FUSION FINISH**

RC Components' ever-popular Eclipse wheel is taken to the extreme combining both the brilliance of chrome and the darkness of black powdercoat. Raw aluminum and powdercoat are fused together with chrome creating an exceptional and durable contrast of finishes. RC

Components has perfected the chemical process that enables its two-tone wheel to accept chrome where most all others are polished aluminum. Unlike a polished finish that can dull over time, the RC Fusion Eclipse will remain showroom quality just as the day you received it because it's chrome.

RC Components • 888-721-6495

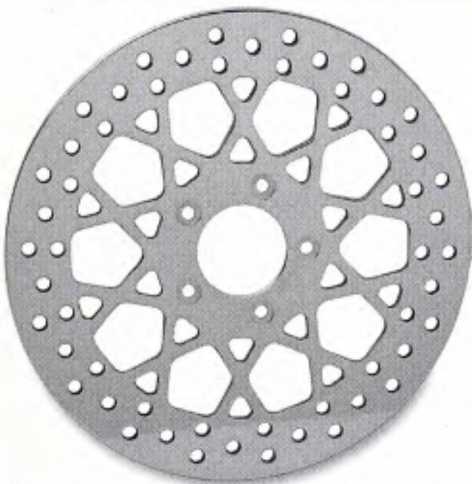


BILLET BOYS SPOKED WHEELS

These super smooth spoke wheel assemblies from the Billet Boys feature the legendary Akront rims and Billet Boys aluminum hubs. The rims have Akront's custom "MTR" cross-section design. The hubs are machined from 7075 aircraft-grade aluminum; their spoked flanges are designed to handle today's high-horsepower motors.

The rims and hubs are available with either show-chrome, polished, or powdercoated finish. They can be laced with several styles of custom heavy-gauge spokes in 40-spoke configurations. All rims are DOT approved, and are available in 16- to 24-inch sizes, in widths from 2.15 to 5.5 inches.

Billet Boys • 866-930-1014 • www.billetboys.com



DRAG SPECIALTIES POLISHED STAINLESS STEEL BRAKE ROTORS

Every high-performance machine needs power, but also safe and reliable stopping power. You can rely on Drag Specialties brake rotors for all of your stopping needs. Constructed from 430 stainless steel and polished to a mirror-like finish, these rotors have

the performance and style you need. Front and rear brake rotors are available with a striking Klassic or Mesh design in 11.5 or 11.8-inch diameters. These brake rotors fit most 2000 - 2011 Harley-Davidson motorcycles.

Drag Specialties • www.dragspecialties.com



PM 6-PISTON DIFFERENTIAL BORE CALIPERS

The quest for powerful braking has always been a factor in building a high-performance motorcycle. Heavy bikes, high speeds, and adverse traffic conditions demand the very best braking possible. The PM Differential Bore Brake Caliper increases braking power and feel at the lever by utilizing a smaller piston at the disc entry and a larger piston at the disc exit. The result is more efficient

pad to disc contact, reduced heat, and increased braking power. Combined with its 13-inch full floating rotors, these 6-piston direct bolt-on calipers are the very best braking available for your H-D. Calipers work with stock or PM master cylinder and are available in polished, chrome or contrast-cut finish.

**Performance Machine • 714-523-3000
www.performancemachine.com**



RC COMPONENTS 1- AND 2-PIECE BRAKE ROTORS

All RC brake rotors are CNC machined from high-quality 420 stainless steel to perfectly match any of RC's wheel designs (shown above). Rotors are available in 1-piece, 2-piece, or full floating for the ultimate performance. Each 2-piece rotor is constructed with a billet aluminum center carrier with a 420 stainless steel outer ring. Rotors are available in chrome, Eclipse, black powdercoat, and Eclipse Fusion.

RC Components • 888-721-6495



J-FOUR TRANZBRAKE

Jaybrake's J-Four Tranzbrake is machined from billet aluminum and designed to mount to right-side drive transmissions, which eliminates clutter on your rim from the rotor and caliper. A direct bolt-on design allows for easy installation. The J-Four design comes

with an integrated progressively sized four-piston caliper, 23-tooth sprocket, and all necessary stainless steel hardware. Like all Jaybrake products, the J-Four Tranzbrake is machined from billet aluminum by Jaybrake in Springville, New York. It is available in polished, chrome, and black anodized finishes. Requires: right-side drive transmission, hydraulic hand or foot clutch (preferably Jaybrake's), chain drive, and rear tire 300mm or less. Retail on the polish option is \$1,849.95.

Jaybrake • www.jbrake.com



Hop Up DYNOJET POWER VISION

The Dynojet Power Vision flash tuner display's interface cable plugs directly to the bike's diagnostic connector and does not require the use of a computer. Simply select the tune and follow the onscreen prompts to flash the bike. Tunes can also be edited directly from the Power Vision, which stores up to six different tunes. Dynojet preconfigured tunes are preloaded onto the unit for all H-D models with Delphi ECM (except 2011 Softails). Power Vision will then identify the bike's information and automatically sort hundreds of applicable, dyno-proven tunes. You can also load custom tunes from a tuning shop or via e-mail. All of this plus more for \$549.95.

Drag Specialties • www.dragspecialties.com



MIKUNI HSR42/45 EASY KITS

Mikuni American's popular HSR42 Smoothbore Carburetor Easy Kit just got even easier to buy and install. This new carb features a redesigned throttle to work with the stock Harley throttle cables. The price of upgrading to the HSR42 Easy Kit is reduced since different throttle cables are no longer needed. The Mikuni HSR42 improves throttle

response and acceleration of all Harley-Davidson models without any loss of fuel mileage. Pick up 15 horsepower and 12 foot-pounds of torque, a 20 percent gain in performance, on an otherwise stock Twin Cam 88 engine breathing through a (required) Screamin' Eagle Air Filter and a high performance exhaust.

Mikuni Carburetors • www.MikuniPower.com



JIMS NEW BIG BORE PISTON AND CYLINDER KITS

JIMS new big bore piston and cylinder kits are designed to convert your stock 88- or 96-inch Twin Cam engine into powerplants ranging from 100 to 124 inches. These piston

and cylinder kits are the same high-quality product that is currently used in the JIMS 120- and 131-inch Twin Cam engines. Cylinders include a unique VHT technology that assures perfect adhesion between the cylinder liner and casting, as well as an extra fin pack for better cooling. The pistons are aerospace quality, machined from a forging for strength, with unique cam and barrel designs to minimize piston noise and maximize piston-to-cylinder wall fitment. The smaller kits: 100-, 106- and 110-inch are designed around the stock flywheel balance factors. No flywheel rebalancing is required. The bigger kits, 117-, 120- and 124-inch are designed and balanced to be used with JIMS flywheel assemblies.

JIMS • 805-482-6913



ANDREWS CAM CONVERSION KITS

Andrews' conversion cam kits upgrade the 1999 - 2006 silent chain cams to the newer style roller chain cams, as used in 2007-and-later engines. Also included in the kit is the new 2007-later hydraulic chain tensioner support plate and high-flow oil pump. The Andrews conversion kit completely upgrades 1999 - 2006 Twin Cam engines to exactly what a brand-new 2011 engine uses in the cam compartment and gets rid of the problematic spring loaded chain tensioners. A free catalog is available.

Andrews Products • 847-759-0190



REVTECH DIGITAL FUEL OPTIMIZER GENERATION 3.5

RevTech's new load-based fuel injection module is a direct plug-in unit and does not require any splicing or modifications to your motorcycle wire harness during

installation. DFO modules come pre-loaded with base maps for different models which can then be fine tuned for each individual's riding style and bike with three buttons. Tuning is so easy that laptops and dynos are not required to maximize your motorcycle's performance. The DFO Gen 3.5 detects the exact amount of load on the engine at any rpm and any road speed and delivers the perfect amount of fuel to the engine for optimum performance. It is available in both 49-state and CARB-compliant models. See your local Custom Chrome dealer for fitment details.

Custom Chrome • www.customchrome.com

RIDING WITH STYLE Kuryakyn's Windscreen

Harley's Road Glide motorcycles combine great riding comfort with killer looks. The new ones, the 2010 and 2011 models, are styled as slick as a snake. The only complaint we have with the earlier models is the windshield; it rises up out of the fairing like a transparent billboard. All is not lost, though. The folks at Kuryakyn Products think along these same lines and have done something about it. Kuryakyn makes a lay-down Sport Windscreen that is about one third the height of those factory windshields. It is a direct bolt-on replacement for the factory windshield shaped to exactly match the form of the Road Glide's handlebar fairing and is offered clear or with a smoked tint.

Our 2003 hundredth anniversary Road Glide was in dire need of a facelift. Its windshield had spent many a mile collecting bugs. One of the mods we wanted to do was to cut down windshield, so we went to the Kuryakyn website and ordered the smoke tinted Sport Windscreen (P/N 1363). We also ordered a chrome trim set for the bottom of the windscreen (P/N 1370).

When we installed the new Kuryakyn parts, the windscreen and trim could not have fit better; there wasn't any filing, bending, or forcing. The only sticking point was getting the windscreen's bottom weather stripping to stay in place while the windscreen's attaching screws were installed. We installed the Sport Windscreen completely then backtracked and put on the lower chrome trim.

After looking at our new windscreen, we thought that the rider side of the fairing also needed a bit of flair. After revisiting Kuryakyn's website, we ordered a chrome trim kit for the dash, (P/N 3780). Installing the dash trim was a twenty-minute no-brainer.

With the new parts in place, we stepped back and took a look. The windscreen and trim pieces had totally transformed our Road Glide. It was now the ride of our dreams. —S.E. Malone

Kuryakyn Products • www.kuryakyn.com



1 The factory windshield sticks up like an army recruit doing a sit-up. It wasn't designed for looks, but to keep the wind off of your face.



2 The Kuryakyn Sport Windscreen and chrome windshield trim. The chrome trim will also fit on the factory windshield.



3 The Kuryakyn Sport Windscreen and chrome windshield trim. The chrome trim will also fit on the factory windshield.



4 The factory windshield comes off easily; just remove five screws. The screws and weather stripping are reused with the Kuryakyn Sport Windscreen.



5 To install the chrome windscreen trim, four of the attaching screws are removed and replaced by these stand-offs.



6 The chrome trim is made in three sections. The two outer pieces are installed first, then the center section. They are secured to the stand-offs with small Allen head screws.



8 The Küryakyn chrome dash trim kit. It includes the gauge housing cover and four accent pieces that fit around the center switch housings.



9 The Road Glide has a rather bland-looking dash console. The chrome trim pieces fit over the factory parts nothing is disassembled.



7 The completed Sport Windscreen and chrome trim installation, it gives the Road Glide a very slick look.



10 The bright work installed, check out our new dash and switch housings. The gauge cover is held in place with two stainless steel screws that thread into the factory holes in the stock dash. The trim pieces on the switch housings are secured with high-strength double-sided sticky tape.

Photos: S.E. Malone

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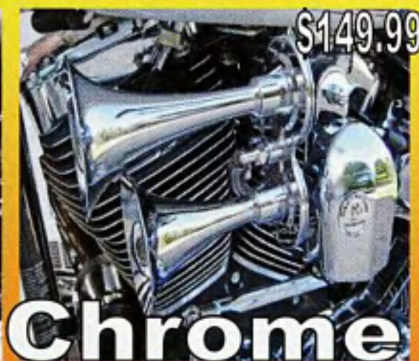
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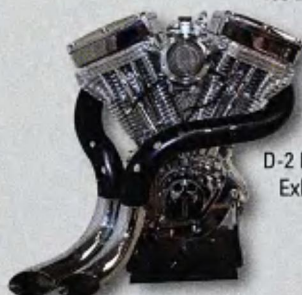
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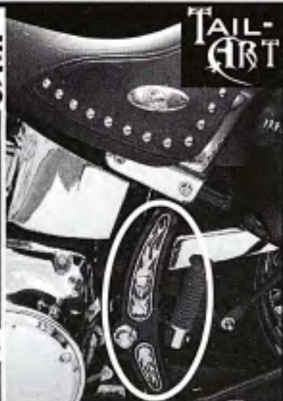
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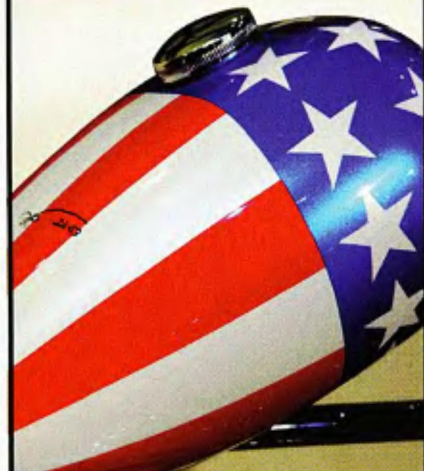
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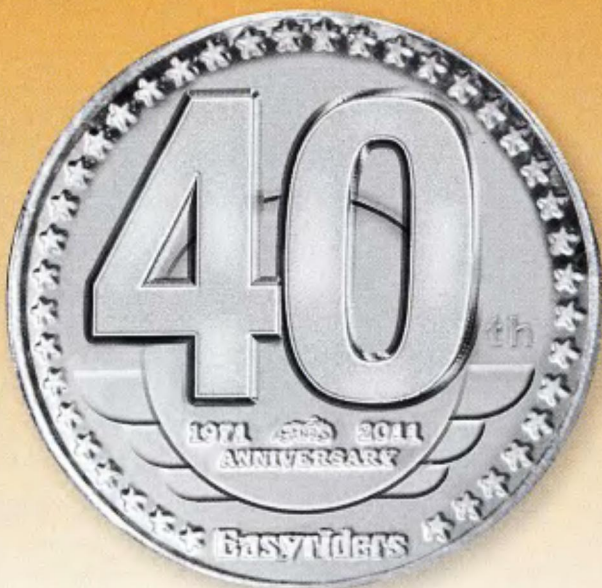
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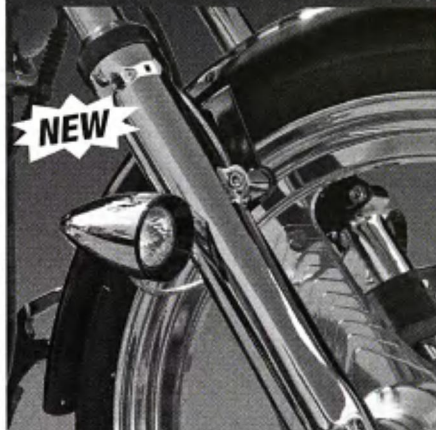
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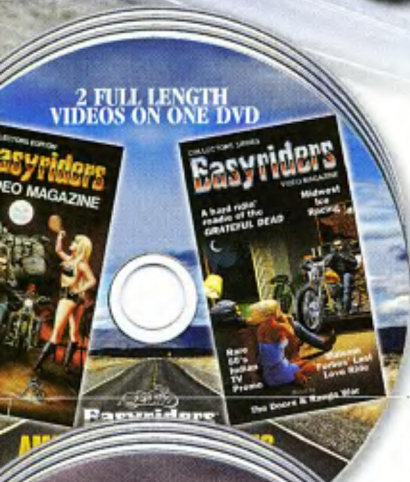
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DVD 4

"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.



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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

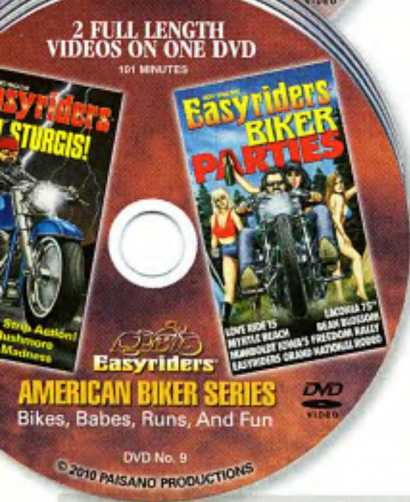
"ROLLING THUNDER" Easyriders Rodeo 1997, Rolling Thunder/Run to the Wall, Easyriders Bike Show in Anaheim, California, Exotic Dancer Poker Run, David Mann's wedding.

"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

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DVD 9

"ALL STURGIS" Full coverage of Sturgis, 1998, Jackpine 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.

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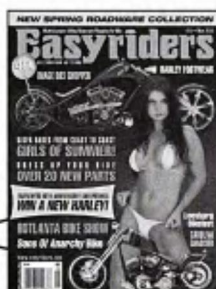
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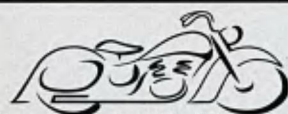


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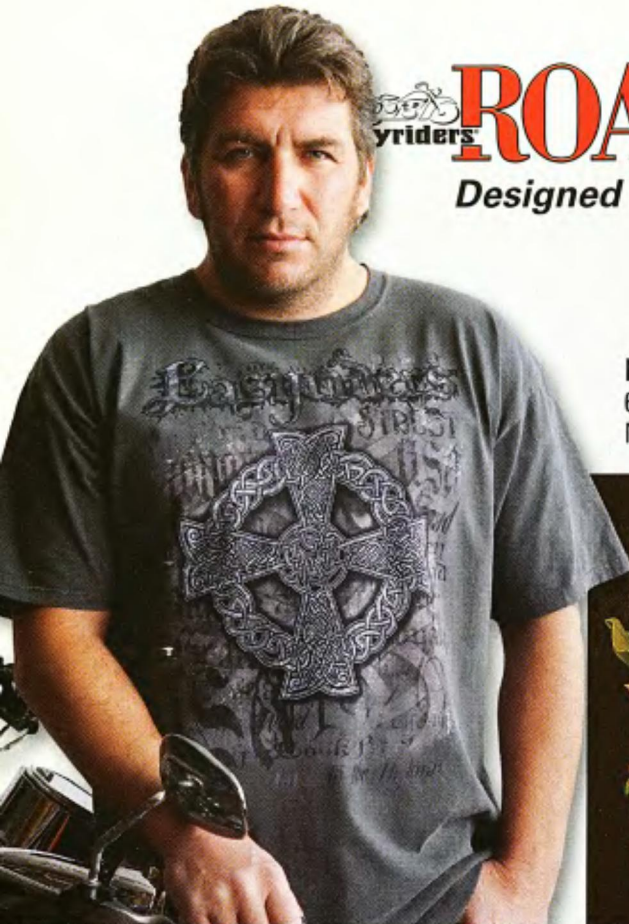
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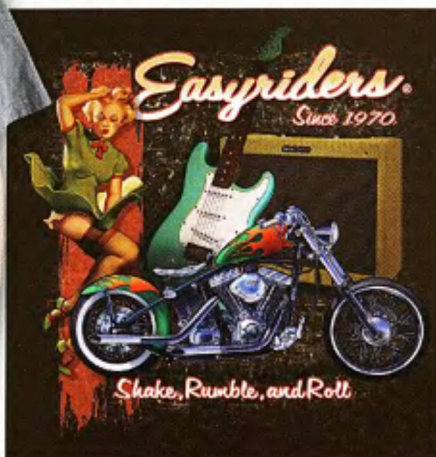
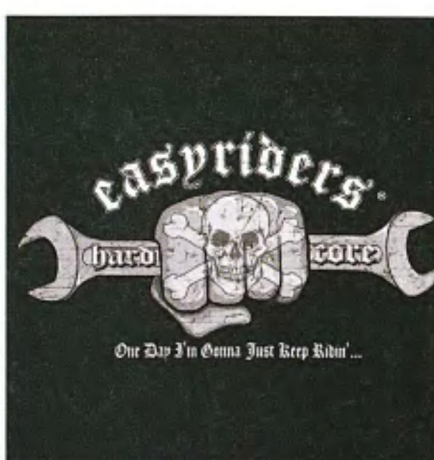
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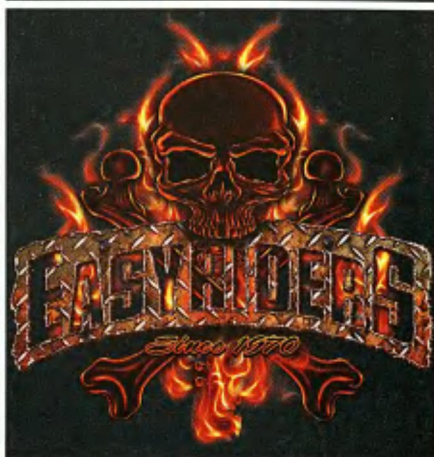
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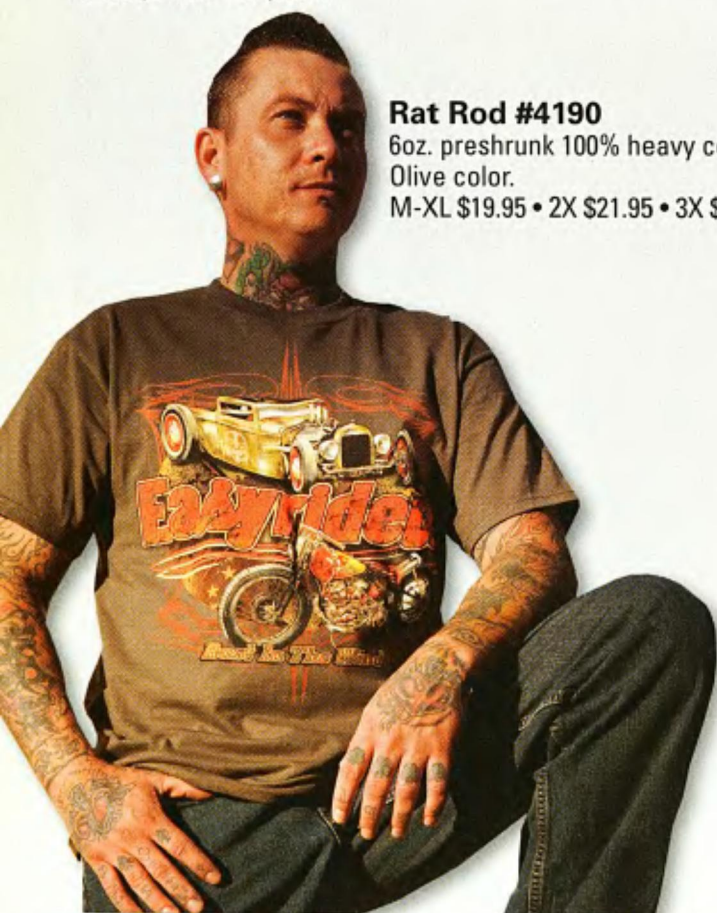


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This makeover was inspired thanks to a stator that shorted out and smoked all the electronics.



DOLL BAKER'S 1988 FLHTC

Memory Machine

"It's pronounced the same way that it's spelled: Ocklawaha," says Doll Baker Jr. speaking from his central Florida home. "Our town's only claim to fame is that it's where Ma Barker and her boys shot it out with the FBI in 1935. We're just southeast of Ocala and parked on the edge of the Ocala National Forest." Doll tells us the area is full of gators and other critters. "If you walk out into my backyard at nighttime, and if



"If you're not on the top
of the food chain, you
are a part of it."

—DOLL BAKER JR.





you're not on the top of the food chain, you are a part of it," he says.

Doll bought his first motorcycle 40 years ago. It was a basket case 1959 Triumph he wrenched back to life. But the bike you see here has special meaning for him. "I bought this 1988 Harley bagger brand new. It had the Tour-Pak and windshield and all that stuff on it. Then, about 20 years ago, my wife Julia and I got married on this motorcycle. We rode it to West Virginia to see the relatives, meandered through Kentucky and the Blue Ridge Parkway, and spent three days hanging out under bridges in the rain."

The current makeover was inspired



thanks to a stator that shorted out and smoked all the electronics, causing Doll to leave the bike sitting for a while. In the summer of 2010, he decided to do a facelift. The motor had about 59,000 miles on it, but he found a good deal to factory recondition it. After three weeks and \$2,300, Doll had a brand-new motor to go back into his bike.

Other new mechanical components include a set of Vance & Hines pipes, an S&S carb, and Wildwood brakes. "I got a lot of good help assembling the bike from my friend Russ Cornell who might





be opening his own shop pretty soon."

For paint there was only one place to go as far as Doll was concerned and that was to master painter Chris Cruz. "I've known Chris for more than 25 years and there's none better. The guy that works with him, Bob Wilkinson, helped a lot with the project, like getting the Ness saddlebags to fit on the bike's square backbone frame. We also went with a 1989 gas tank so that, like everything else, took a lot of fitting. I finally found a Mustang seat I liked, but that had to be modified to fit with the tank and 2005-style rear fender, then we upholstered it in ostrich."

Asked where he rides his radically remade FLHTC, Doll says, "Usually into the Ocala National Forest, just out into the woods, as I'm not one for big crowds." Asked if the bike had a sound



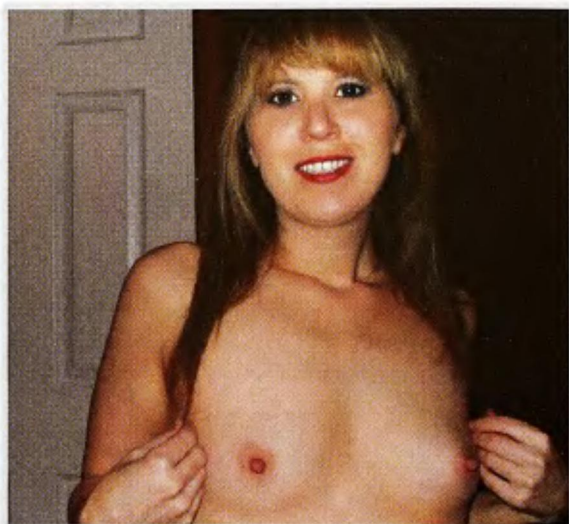
system, he says, "Yeah, it's got an AM/FM/CD/Weatherband/iPod docking station thing. My 12-year-old daughter offered to give me her old iPod if I got her a new one. When I plugged it in, I found out the only thing she had recorded on it was Alvin and the Chipmunks. We're working on some new cruising tunes."

—Paul Garson

Meet This Month's Winner!

Don't you wish they all could be California girls? Well, this month you're in luck since your Fox Hunt Winner is the perfect sun-drenched blonde from Southern California. Ms. Tasha Reign hails from Calabasas, just down the road from our offices. Tasha was pleased as punch to spread out on Tony Martinez's 2000 Rigid Evo. See more of her on page 102. In typical California blonde fashion she quipped, "I just love the beach because it's so close to the shore." Alrighty then.

—Beached Boy



Stephanie — Georgia

#0901

"Well guys, I'm still a virgin. If someone would be sweet enough to give me a ride, I'd gladly return the favor."



Tancy — Florida

#0902

"I was bouncing up and down, hair out of control in the wind. Too much fun."

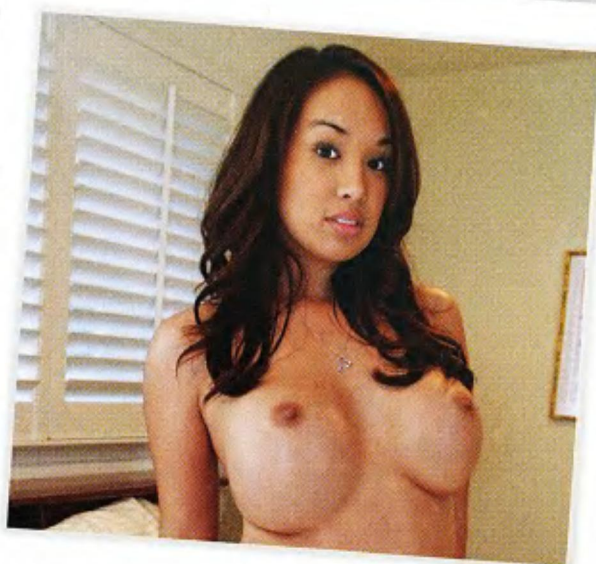
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Ashley — California

#0903

"I love hangin' around in the shop. If I can get this shovel done, I'm going for a ride!"



Nicole — California

#0905

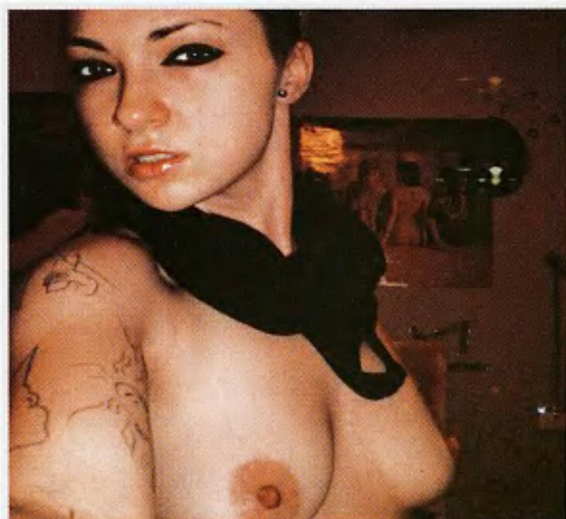
"It was a warm and sunny ride up to Pine Flat Lake with a group of bikers. The sound of all the bikes going through the mountains was amazing."



Lesleigh — Arizona

#0904

"My first ride resulted in a little road rash. I still love riding and want to get my own bike someday soon."



Alexis — Maine

#0906

"My stepdad's brother-in-law was visiting from Canada, and he took me on my first Harley ride. It was a blast!"

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.

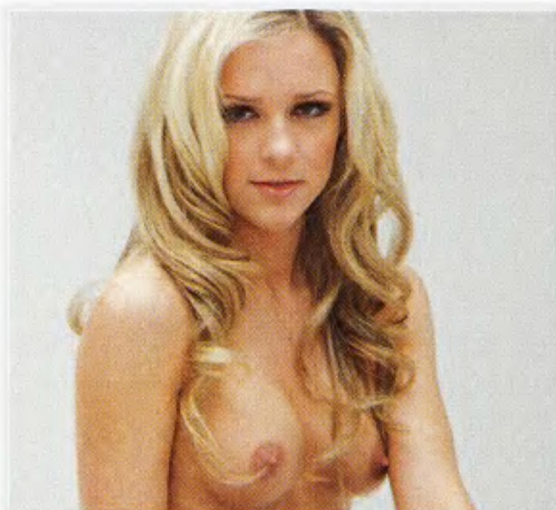
The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

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, tempting Tawnie from Santa Rosa, California. She'll add a touch of class to Joe Murphy's already classy 2004 Kirk Taylor custom Softail.

459

FOX HUNT

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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!**



TONY'S REBORN ROADSCORCHER

UP FROM THE ASHES

Riding out of Fullerton at dawn on the way to Laughlin with his three best friends, Tony Martinez can't stop himself from smiling. This is one of those days that we talk about when we say, "Live to ride another day."

The last time Tony made the return run of this trip was a trial by fire. Running 70 mph in 6th gear is not where you want to be when a bargain fender strut snaps. The fender crashed down onto the rear wheel, Tony's bike slapped down hard onto its right side and slid 100 feet before he could get it stopped. If that wasn't enough fun, next the leaking gas tanks burst into flames while he stood next to the emergency personnel watching his scooter burn. Luckily, Tony only had some gnarly road rash, but the bike was nothing more than a scorched-out chunk of smoked up chrome.

Tony and his buddy, Sam, have refried this hot machine into the cool, blue



custom you see before you. Speaking with the voice of experience Tony says, "You can never have too many hands on one thing to make sure everything is sound and roadworthy." Tony is an electrician and Sam is the man behind Rancho VW transaxles, but they have as many as three bike build projects going on at any given time.

Check out the axle cone they put on the right side. Lathe spun from 4130 alloy, everyone thinks it spins, but no. It isn't magic, just good hand machine work. There is also a remarkable, one-off

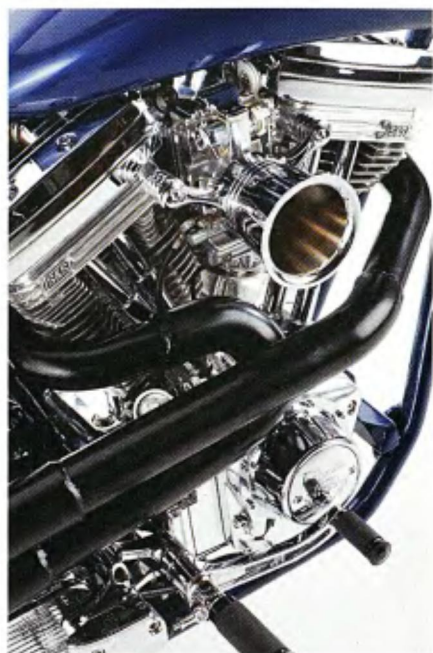
motor mount that they drilled, tapped, heated, bent, and massaged into holding the hand-shifter in place. This machine took more than a few nights of planning, and many Jack and Cokes were consumed along the way.

According to Tony, he gets a great feeling of accomplishment when he takes this bike for a spin and receives several thumbs up signals from strangers on the freeway. "That's what keeps me going," he grins.

Tony's righteous rigid acts as a pleasing backdrop for this month's Fox Hunt

Running 70 mph in 6th gear is not where you want to be when a bargain fender strut snaps.





winner, Ms. Tasha Reign of Calabasas, California. The SoCal cutie got more than a thumbs up from the crew down at Leapin' Lumpy's studio and meatloaf emporium.

— Cheese Spread

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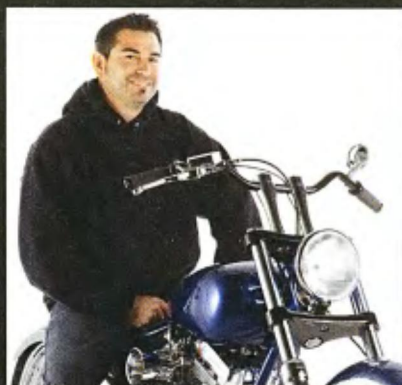
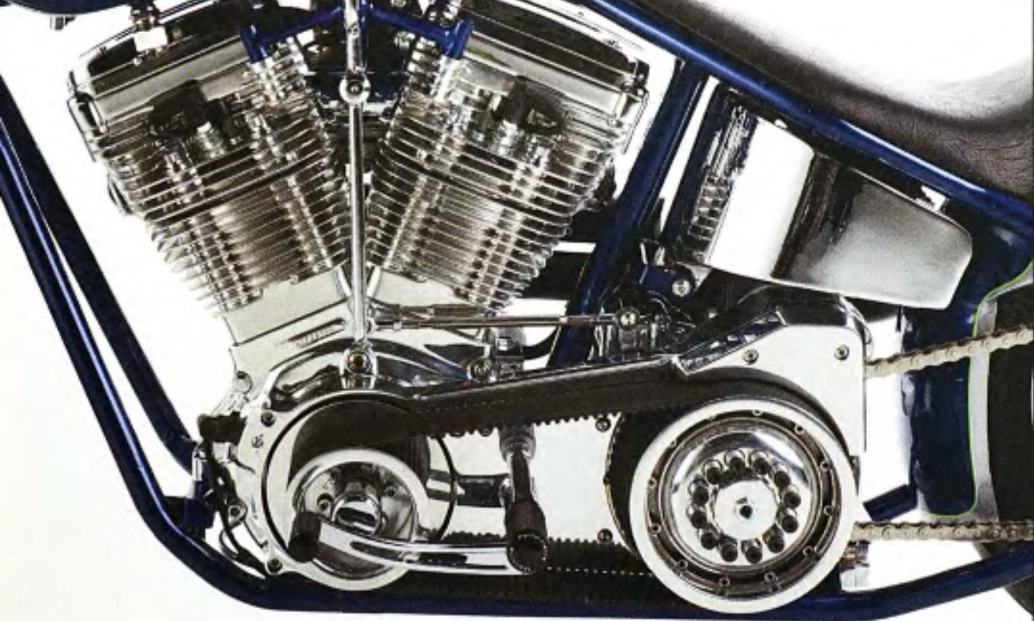


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Owner: Tony Martinez, above
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Fabrication: Sam and Tony
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Model: Custom Rigid
Time: 3 years
Chroming: Doug at D&S Plating
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Year/make: 2000 S&S
Displacement: 113 cubic inches
Ignition: CompuFire
Cam: S&S
Carbs: Mikuni 45
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Year/make: 2004 Mid-USA
PAINT
Painter: Carl Winzen of Carl's Custom Color
Type/color: PPG custom mix/Lexus blue, Bob Clark Mercedes silver, lime green
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A commemorative, limited-edition 40th Anniversary coin is being minted by *Easyriders*. It will bear the image of David Mann's most famous artwork, *Ghostrider*. 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!

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ReadersRides

Robin Edwards **Medford, Oregon** **2001 Night Train**

We think black motorcycles are sexy as hell, and apparently so does Robin Edwards. Judging by the 30,000-plus miles she has put on this Harley Night Train since she got it, her Softail runs as good as it looks.

The custom work on the bike was done by Robin's husband, Mike, who rides a 2001 Glide. That would include, among many other things, the gear-driven cams, the 2-into-1 Vance & Hines exhaust system, the Road King wheels with the Fat Boy front fender, and, of course, the blacked-out everything paint job.

Apparently, Robin likes to ride a lot; it's her passion and a lifestyle for her. She especially enjoys riding the scenic roads around her hometown in southern Oregon, and she hooks up with a small but dedicated group of lady riders



called the B.O.B.s (you figure it out) to go on an annual ride with them.

But whether she's out riding by herself, alongside her husband, or with a

bunch of other ladies, one thing is for sure: they make quite a pair, that Robin and her sexy black stallion!

—Tripper





Photos: Owner

Dave Voth Kasota, Minnesota 2010 Pan/Shovelhead

Ten years in the making, this bike has seen its builder/owner go through a lot of changes, from losing his job twice to his father dying before it was finished. Yet it hung in there with him and insisted on being built according to his wishes. That's better than what many a wife would do.

"I started compiling parts back in 2000," Dave says, "when I bought the frame and rear wheel, which, by the way, is a Halibrand Sprint spindle-mount unit. They were typically used on fronts of gasser drag cars running late 1930s Ford straight axles in the late 1950s and '60s."

"It took some doing to make it work," he adds and necessitated plenty of

modifications to the rear section of the frame. What Dave didn't make himself, he found on eBay mostly, but he also visited plenty of swap meets. "Many hours were spent scouring for just the right bits," Dave tells us.

At the heart of the bike lies a 93-inch panhead/shovelhead motor with externally oiled heads and attached to a 4-speed tranny with kicker and 3-inch primary. The wiring was intentionally left visible, and to have everything looking vintage, Dave painstakingly tied the woven-cloth-jacketed wires with lacing cord instead of using plastic zip ties.

Dave changed the bike's look three times—only the frame and rear wheel stayed the same. "The look and feel was to be that of a classic '60s fuel dragster crossed with a period-correct chopper," he sums it up with pride. —Tripper

The October issue of *Easyriders* (No. 460) is our Unswimsuit Special, packed with some of *Easyriders* Best Babes to drool over. It is also our Biker Ink Annual, with the country's best motorcycle-related tattoos on display. Plus we'll take you to the Gulfport Blowout for some old-school, down-home, crazy biker shenanigans.



Custom bike features will run the gamut from a sleek Jerry Covington chopper to a dashing HH Bagger Designs FLH. There's a crazy Capone's show-winner, a Zach Ness Dyna, another Crafty Customs winner and even Ron Finch's mind-bending sidecar rig.

All this plus a tech tip so simple that a naked chick can do it and a Harley haunt of Halloween weirdness. It's all in the October issue of *Easyriders*.

On sale September 6th.



The awesome August issue of *V-Twin* (No. 124) will offer up a Hop-Up Guide of parts and products to make your bike into a fire-breathing road dragon! We'll also bring you a passel of tasty tech tips you can really use and six sexy custom bike features. Ride with us to the Lone Star Rally, discover our editors' picks of Five Fave Harleys, and check out a Special Section dedicated to the best custom baggers!

On sale now!

The October issue of *Biker* (No. 276) features a very special ironhead Sportster adorned by the super hot Miss Denisa. We've got a sweet shovel, a trick trike, and Sweden's cleanest panhead bobber, plus a pile of wild parties to tantalize yer tortured head. On sale August 9.



The September issue of *In The Wind* (No. 146) is in your face with Daytona Bike Week. Tasty Layla Rivera finds max comfort on a Frankenstein/Harley trike. We visit Bean Blossom Biker Fest and go around the country with the *Easyriders* Bike Show Tour to get a look at the finest custom rides in the USA.

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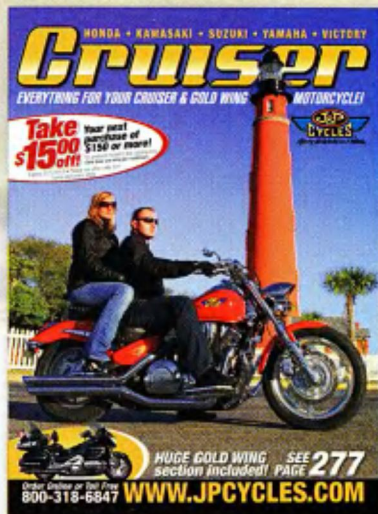
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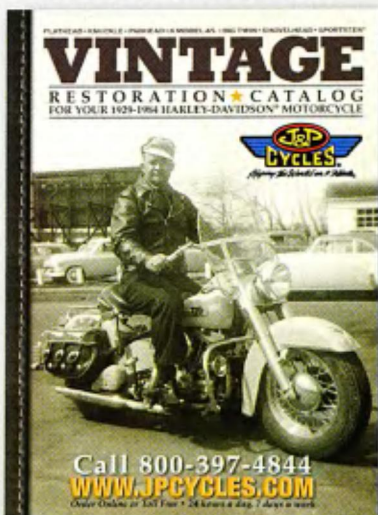
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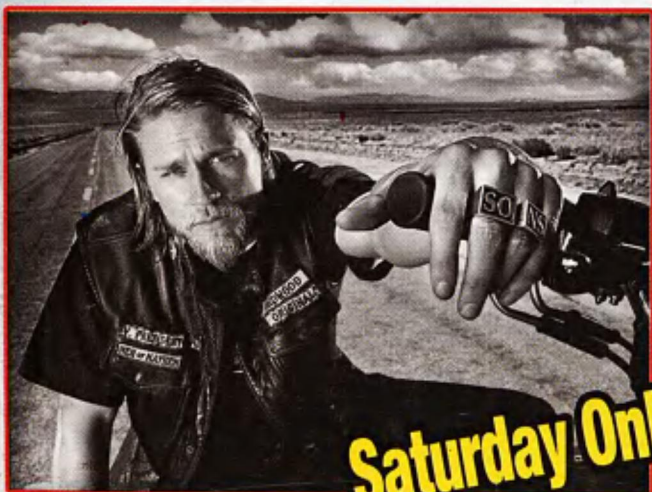
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