

ALL AMERICAN

Motorcycle Magazine

Dedicated to American Motorcycles & the Folks Who Ride Them

May/June 2006

Vol #3 Issue #3



*The NEW Worlds'
Fastest Indian?*

*SwapMeets
Bike Shows
New Products*

*3 Way Motorcycle
BuildOff Movie
"Triple Threat"*

*Custom Bikes
You Can WIN*

*AMC-Hooters
"Original" Bobber*

**ALL AMERICAN MOTORCYCLE SUMMER DRAGS
COOS BAY SPEEDWAY, OREGON JULY 22 & 23**



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Texas Scooter Times

ALL AMERICAN MOTORCYCLE 2006 Summer Drags

July 22 & 23



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Cover Photo of Butch Cook and his 1936 Indian Twin Racer, courtesy of Scooter Brown. Thanks also to Lawrence Saxton, Guy Mobbley, Chuck Prather and Coos Bay Speedway. Good luck at the 2006 Bonneville Salt Flat Land Speed Record - We'll be rootin for ya.....

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From the Editors Seat

Finally I thought Summer was here so I broke out the ol' Lowrider and started makin' plans to get out and about. Then came the rain. Yea, I know, up here in the Northwest we're used to the rain. But you know what - I was ready for summer. Went to the BikeFest, Got Wet. Went to Rhody Run. Got stinkin' wet and HAILED ON! So I even started packin up for the Fossil Run and I didn't make it out of town and my leathers were soaked down to my bones. Fine, next time you see me on the road, I'll be back on my Bagger, windshield and all.

My 12 year old son always loves to go riding and we have spent some great time together and he got to take a 150 mile ride in the stinging rain and blowing winds. He hung in there like a prospect though. The next day it was raining again and he looked awfully relieved when I decided we would go to school in the cage. I asked him if he was tired of riding in the rain an he just sez "Naa, my butts a little sore though". Then he sneezed and blew his nose.

Mark your calendar for **July 22-23** because the **All American Motorcycle Summer Drags at Coos Bay Speedway** is going to be the Biker Party & Drags Event like you've never seen. Lots of Dragsters coming, Sportsman racing and Pro and street ET Money Brackets. With Live Bands, Field Events, Contest and plenty of Camping. Dont miss it.

Later this year we are giving away the winning Motorcycle from the 3 Way Build-Off. September 30 - October 1 at the All American Motorcycle Expo. Beside all the exhibits and Motorcycle goodies, there'll be Celebrity Bikers and a film crew for our co-production Movie, Triple Threat. Read about it all here.....



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'36 Indian Factory Race



**Don't Worry....
I'll wait for you up on the big end**

Photos & Story by Scooter Brown

Butch Cook likes to go Fast! Real fast, you see Butch is a Motorcycle Drag Racer and he also holds several Land Speed Records at the Bonneville Salt Flats. He's got his mind set on a new record on the NEW World's Fastest Indian. A 1936 Indian Factory Racer that may have been built for a Isle of Mann road race in England back in the 30's.

With his team, Guy Mobbley - of Sherms Cycle Products in Reedsport and Lawrence Saxton, they have already been out there last year but came up just a little short. It's dialed in now as I saw out at Coos Bay Speedway a few weeks ago. It's a sight and a sound to remember, I'll tell ya.

It's a beautiful piece of Iron that was the first thing that struck me. Lawrence then showed us how to bring

Continued on Page 6



Tech Data Sheet

Make, Model: 1936 Factory Indian Racer

Fabrication: Pacific Action Works

Restored by: Guy Mobbley at Sherms Cycle Products, Reedsport Oregon

Engine: '36 Race Cases, 80 ci OEM. 40 over Bonneville pistons, Schunk 4 lobe cams, SS Valves, Ported Cylinders

Carburetor: Linkert

Transmission: 4 Speed Overdrive

Frame: Straightened by Jay Hausmann

Forks: Modified Scout - Jay Hausmann & Pacific Action Works

Front Wheel/Tire: Powder coated, spoked 18" Avon AM22

Rear Wheel/Tire: Powder coated, spoked 18" Avon AM23

Brake: PM Caliper, rotor, Master Cylinder

Tanks: Modified '39s by Lawrence Saxton

Rear Fender: Modifications - Pushbar

Electrics: 12V, points, Black Magic Ignition Booster

Paint: Tucker Customs, Indian Red Enamel Pingel Kill Switch, Ohlins/Scotts Steering Damper. 90 days from Rust to Race!



“Once you race on the Flats, nothin else has the same rush...”

-Butch Cook

Continued from Page 4

an old Indian to life. Man it roared! Then Guy jumped on it and they gave it a rolling start. The next thing I knew it was blasting down the track like a freight train on steroids. Talk about adrenelin. I decided right then and there I was going to the Bonneville Salt Flats this September, whether the magazine sends me or not. I can see how those Land Speed Guys get it in their blood.

This will be their second attempt later this year and they seem pretty confident that they'll take it. The current record in this class is still held by the fella you saw in the movie "The World's Fastest Indian". A bloke from New Zealand set it in 1967. Move over Kiwi, the Americans are coming!

Butch already holds 2 Land Speed Records and he is a local legend in Drag Racing as well. Just to show us a little burnout he warmed the tires on one of his metric diggers. Butch will be at the All American Motorcycle Summer Drags at Coos Bay Speedway on July 22 & 23 with his new Dragster.

Oh yea, he'll be going for the Antique Class in the Sportsman Drags as well, so if you got an old American Classic c'mon an give him a run for his money.



New Products

Touring Model Rigid Handlebar Mounts

Fixed Base Washer sets now available for 97-06 stock oem Harley Touring models like the Road King that have the front end tubes positioned behind the frame neck for handling purposes. These durable stainless steel hubbed collar washers replace the stock rubber sleeves and make for a good solid mount for the handlebars. There are four to a set and they match the diameter of the stock hub on the top tree and have a snug fit into the through hole. If risers used are 1-1/2 inch tall or less the stock center crown cowlings can still be used. If taller risers are desired, then removal of center cowlings is required. If tall "Apehangers" or real wide bars are being installed, then this is the way to go. For more information contact **Specific Alloy Components, Inc.** toll free 866-284-3865 or visit their online site www.stainlessbysac.com.



The Sunny Afternoon!

Pure Fiction By Rod Hatter

"Twenty years!" I said to myself, thinking back on the sacrifices. Twenty years of crawling out of bed at six in the morning to go to my lousy stinkin' job. Putting in a days work and then some, only to go home and nod from exhaustion, thinking to myself about how wild the weekend was. Oh, I had a fling or two during the week, and there were many a Monday when my weary bones could do no more than to shut the alarm off and dial the number at work. There was a couple of times they couldn't even handle that much.

How many weekends had I wasted because I'd awaken at noon to find out everyone else had already left for the big run, meaning I'd have some catching up to do. Now don't get me wrong, I'm not what you would call a weekend warrior. My first dedication is to my Panhead, which I've had now for over sixteen years. She was the motivation that kept me working. My devotion to her has cost me a job more than once, but what the hell, there were some good putts taken between jobs. Work was never a problem to find when the money ran out.

Being a working man has it's advantages too. Like not having to worry about where the next meal, or worse yet, your desperately needed part was going to come from. The sweeties really go for a working man too. Watch out for them women though. Most of them are just after your money making body, and they get downright irritated when they find out you care more for your lifestyle than ya do them.

But there comes a time in every mans life when the right Lady comes along. I was making a run through the local tavern circuit and I'd been at Sonny's Place for over an hour shootin' the breeze and playin' a little pool with some old bros, when in strutted the cutest little gal I'd ever laid eyes upon. Well, I looked her up and down real good and kind of figured I was out of her league, but hey, it never hurts to smile. Would you believe it, she actually smiled back. About that time Stitch, my partner, started ribbin' me with his cue stick, harpin' on me about how this was the fourth time he had to prod me to take my shot. I think I scratched on the eight ball, but I'll be darned if I can remember. The only thing I could think of was getting myself next to that hot young thing before someone else beat me to it.

She was not only beautiful, but turned out to be very agreeable to my lifestyle. After a few hearty afternoon putts, and a night or two on the town, I decided that I kinda liked her more than I'd like to admit. It wasn't long after that fateful night at Sonny's that I found myself living with her and feeling like the good times would never end.

You see, when I met Sally, I met an angel of mercy. Mercy for my twenty years of sweat and toil. It was sheer fate that I should open the door this sunny afternoon to find a somewhat mild mannered dude in a business suit, with a business type expression on his face, holding a briefcase. My God! I came unglued, thinkin' that the F.B.I. or the I.R.S. had finally caught up with me. To my astonishment this mild mannered man calmly introduced himself as Mr. J.R. Billings. He told us he was an attorney representing some of Sally's lost kin. Well, after retrieving my

pulse rate, I invited this fellow in to hear more, I mean ya never know, her grandma might have left us a few duckets! Little did I know that as a little girl, Sally had an Uncle Ben, who was real sweet on her. When she was thirteen, ol' Ben decided she'd do alright without him and he sorta vanished, never to be heard from again, until now. It appears that the rest of Ben's family caught up to the old geezer, and decided, upon finding out that He was independantly wealthy, but too old, now, to manage his estate. They are trying to have Ben committed to a rest home, but he's a pretty shrewd ol' fart and still being of sound mind, ol' Ben arranged to sell his entire estate to Sally for the measly sum of a hundred dollars.



This estate consisted of a seventyfive acre ranch in Wyoming, and a nearby Harley-Davidson Dealership that grossed over 4 million dollars annually for the last two years. The only stipulation was that Sally would keep Uncle Ben around, which Sally only smiled from ear to ear about that. Good Lord! I think I better sit down. What a rush!

"Oh yes, have a great day, Mr. Billings, and thank you!" "Thank you, Uncle Ben"

"Man, what a beautiful sunny afternoon, say Honey, let's go for a ride"

"Okay, where do you want to go?"

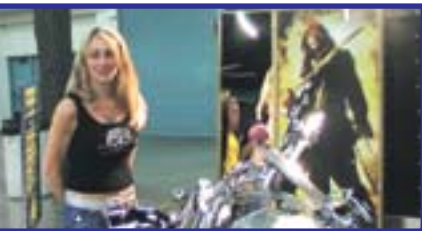
"How's Wyoming sound?"

BikeFest Returns for 2006

Story by Milo Photos by Flash

Turned out to be a break in the rain on Saturday May 20th so I grabbed the photographer and headed up to the second annual BikeFest at the Portland Expo Center. Whoa, lotta cool bikes where there and we did get a few pictures, when I could get Flash from pointing his camera at all the Babes. There was some kind of Tattoo Convention going on there too but I didnt pay much attention to them, I like the Motorcycles. Dont tell the Boss I said that, he's a regular Tattoo freak and I think I was supposed to get the skinny on it to.

Continued on Facing Page



Portland OR ABATE Spring

Photos & Story by Scooter Brown

My Editor calls me up on Saturday night and says, "I hear your going up to Portland for the ABATE Swapmeet". "Yea", I says, "I have a booth and I'm gonna finally clean out the garage and sell some of my





Continued from Facing Page
Oh well, I went up for the Motor cycles and that's that.

There were a lot of nice looking rides but one that caught my eye was the Mobile Gas Panhead Racing Team bike by Freeman Choppers. It was one of the build-off bikes, done in 30 days. Sweet.

Also I liked Terri Lynn's "Pirates of the Caribbean" Theme bike. Talk about your eye candy! Another theme bike was the Catapillar bike by OCC. There was every type of custom you could imagine, radical to Nostalgic.

I'm kind of a Classic kind of guy, not necessarily Old School and the Dinosaur Bikes were "Fat" as my little brother would say. Of course Captain America was there - I didnt see Peter though. Nice Bike Show overall.



Swap Meet

motorcycle parts." I should have asked for a raise but he never seems to hear me when I start askin about some dinero for the Ace reporter here.

"Great", he says. "You can cover the swapmeet for the Mag, Scooter." Make sure you get me some motorcycle folks this time." "And put a bunch of our magazines out for everyone."

Luckily for me it was a gorgeous day and the Scooter Folk came out in droves and the Boss paid for my booth. Ha, sometimes the magic works. Got some good flicks, saw some old friends and made a couple of bucks.



Win A Custom Built Motorcycle At the All American Motorcycle Expo

All American Motorcycle Magazine is making a Biker Build-Off Movie - A Three Way Motorcycle Build-Off called "Triple Threat" - to be aired in the Spring of 2007. Watch as 3 Custom Bike Builders Compete in the first ever 3 Way Build-Off Movie!

The builders will start on June 15th and you can follow the progress in each of the next 4 issues of the All American Motorcycle Magazine. The bikes must be finished, painted and running, by September 15th at Mid-night. The builders then have 2 weeks to get the Bikes to a starting point 350 miles from Eugene Oregon and then complete a Celebrity Run to the Expo and arrive by 10am on Saturday Morning, September 30th.

Film crews will be on hand as these Custom Motorcycles are looked over by the thousands of All American Motorcycle Expo attendees. Of course the Expo is also a world class Motorcycle Show and Exposition with 2007 Model Bikes from several manufacturers, Custom Bike Builder Displays, Race and Drag Bike Displays and lots of Motorcycle Products and Accessories on Exhibit. Action packed with Games, Contests and lots of Doorprizes, including the Grand Doorprize - the Winner of the Build-Off. That's right on Sunday once the winner is announced by our Celebrity MC and the trophy is given, it will then be given away as a Doorprize. Anyone with an admission ticket can win this awesome custom motorcycle. Once the winner is given away our Auctioneer will then Auction the 2 Runners-Up to the highest bidder. 100% of the proceeds of the Auction will be split 3 ways between Spencer Butte Family School and Spencer Butte Middle School in Eugene and the Oregon Natives Program.

Put it down on your calender - September 30-October 1st 2006 At the Lane County Convention Center in Eugene Oregon, *Go to the All American Motorcycle Expo for the most motorcycle fun you can have standing up, see lots of the greatest folks on the Earth - Motorcycle Folks - Watch bikers raise lots of money for some good causes, be part of a cool Motorcycle Movie and WIN A BRAND NEW CUSTOM MOTORCYCLE! The Movie is Called "Triple Threat" and You Could get the Best Part in it if you WIN! Want a chance to Bid on a Custom Bike and see the Money go to Good Causes? Here's your chance for a Heckuva Deal. Dont Miss Out on the Only Motorcycle Exposition in the Great Northwest. Watch for Details on Our Celebrity Bikers in the Next Issue of AAMM.*

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Summer Drags Timetable

Friday July 21 2006

- 4pm: Setup starts - Racers & Venders
- 6pm: Gates open for Swap Meet, Music & Entertainment Concessions, opens
- 1am: Grandstands and Gates Close
1 Day Ticket Holders must exit

Saturday July 22 2006

- 6am: Gates open, Setup & Registration begins (Races, Contests, & Bike Show)
- 8am: Concessions open
- 9am: Time Trials begin
- 10am: Bike Show Opens (Free Entry - Trophy's for 1st, 2nd, 3rd and Best of Show)
Flag Raising & Star Spangled Banner
Swap Meet Opens
- 11am: ET Bracket Racing (OPEN TO ALL MOTORCYCLES - 2 Brackets, Street & Pro)
- 1:30pm: Slow Race starts
- 2pm: Weenie Bite Contest
- 3pm: Top Modified Qualifying begins
- 5pm: Bike Show ends, Flag is lowered
- 6pm: Street Bike Burnout Contest
- 7pm: Wet T-Shirt Contest
- 8pm: Tattoo Contest begins
- 9pm: Bands & Music starts, Party begins
- 1am: Grandstands and Gates Close
1 Day Ticket Holders must exit

Sunday July 23 2006

- 6am: Gates open, Registration continues
- 8am: Concessions open
- 9am: Time Trials begin
Biker Church Services begin
- 10am: Flag Raising - Last Chance Qualifying for Top Modified & all Dragsters
- 11am: Sportsman Class Racing begins
- 2pm: Time Trials and Registration ends
Top Modified Eliminations begin
- 4pm: Swap Meet ends, Racing ends
- 4:30pm: Bike Show & Race Awards - Cash Payouts
- 6pm: Farewells and Goodbyes until

SAFETY FIRST

Well folks, its time for the 2006 All American Motorcycle Summer Drags. Get ready for Drag Racing and Party fun, you are in for a good time! Safety First will be the first order of business. With everyone understanding the few Rules we have and thinking about what they're doing, hopefully every one will have an enjoyable, safe and great time! No ATV's, Go-Carts or Golf Carts (except track vehicles or Pro-Class tow vehicles) will be allowed to run around anytime. Bicycle riders must be of legal driving age. A 10 mile per hour speed limit will be enforced everywhere on the grounds. Burnouts, anywhere, in any form, except in the designated area will not be allowed. Remember that Motorcycles have the right of way! Pedestrians walking anywhere should always be aware. **RACE BIKES BEING TOWED HAVE THE ULTIMATE RIGHT OF WAY OVER ANY OTHER VEHICLES.** Parents with children are especially requested to be mindful of their children. Drag Racing motorcycles is a great sport. It teaches youth about mechanical skills, about achieving goals, and sportsman like conduct. We love kids; however, wild, loose children at a drag strip are a danger to themselves and others as well. We're not asking that you "hold their hands" at all times, but be sure they know how to act. Please do not bring any pets to the drags. (Dogs, cats, snakes and fighting chickens especially!) And finally, come prepared to obey all laws. Expect police officers both in uniform and out. We want everybody to enjoy themselves and the safety team with their orange vests are there to help, not harass. Let's all "Be cool & Party Down"!!

All American Motorcycle Summer Drags - Dont Miss It!

Get Ready for the Motorcycle Event of the Summer. Maybe you've been to Drag Races before - maybe you havent experienced Party Drags like this though! 2 1/2 days of nothing but mind blowing fun with Street Bike, Pro-Street and full on Laydown Dragster action with top fuel, Nitro, Alcohol and ground pounding action.

As if that werent enough, this is the Bikers Heaven of Camping, Field Events, Contests & Entertainment with Live Music and a Party on Saturday night that'll be the Biker Party of the year. \$25 per day per person or get all weekend with camping for \$50. Admission gets you in any contest, field event, swap meet, enter your bike in the bike show, watch the races and enjoy the music and party,

It costs you \$20 to race your street bike, prostreet bike or dragster in the ET Bracket Races, Sportsman Class Drags or Top Modified Qualifiers and Eliminations. All Entry fees are returned to Bracket Winners and Class Winners and trophies for 3 place winners. Minimum of \$1000 purse for Pro ET Bracket. Minimum of \$2500 to the top 6 qualifiers in Modified Class and Minimum of \$1000 to Low ET for Top Modified Champion.

ET Bracket Races: Open to All Motorcycles!!!
Street Brackets: Entry fees & Trophies to 1st - 3rd
Pro Brackets: 6.80 to qualify

Minimum \$1000 to 1st, Entry fees, Trophies to 1st-3rd

Sportsman Class Drags: Classes on Facing Page
Entry fees & Trophies to 1st - 3rd for Each Class

Modified Class Drags: Classes on Facing Page
Entry fees & Trophies to 1st - 3rd for Each Class

Top Modified Qualifiers: \$2500 Minimum 1st-6th

Top Modified Winner: \$1000 Minimum

SPORTSMAN & MODIFIED CLASS RACING RULES

Wheelie Bars are not allowed in any street classes but are allowed in Modified classes. Street Classes must run treaded tires, grooved slicks are not allowed, but road race rain tires are. Treaded tires that are worn "slick" are not allowed. Street Class bikes must be "self-started" with either an on-board electrical start system or a kick start mechanism. This rule may be waived at the discretion of the Officials to occasionally bump start a bike. Any type of fuel is allowed in street or modified classes as long as it registers 0% nitro on our hydrometer. Our Officials reserve the right to ask that any competitor submit to engine size measurement at no charge with refusal resulting in disqualification. Any competitor may protest the engine size of any one in his class by placing his protest in writing and bringing it to the tech inspector along with a protest fee of \$200 cash. This must be done before final round in the questioned class. At the time of protest the protested bike will be required to make single bye runs at each round of class eliminations. The final round in the protested class will be the protested bike and the motorcycle that has otherwise eliminated the rest of the competition. After that round, the protested bike owner must remove the front 2 pushrods, both spark plugs and primary cover, then report to the tech area no later than 30 minutes after the final round. If protested bike is found to be legal the owner shall receive the protest fee for his trouble. If found illegal, the fee will be returned to the protesting competitor. Any competitor in Street Eliminator may question the "street ability" of the winner of their class. In the event of such question, both the protested bike and the bike of the person making he protest will be ridden by their respective riders to a point no less than 25 miles from the track non-stop as instructed by the officials. The trophy will be presented at this point. If for any reason the protested bike fails to make the trophy presentation, the runner-up in the class will be awarded the trophy.

All American Motorcycle Drag Racing Classes

SPORTSMAN CLASSES

1. CLASS (AAA) - 30" 2 WHEELERS, Modifications unlimited.
2. CLASS (AA) - 45" AMERICAN TRIKES, Modifications Unlimited.
3. CLASS (A) - 45" AMERICAN 2 WHEELERS, Modifications Unlimited.
4. CLASS (B) - HAND SHIFT AMERICAN TWIN, Any hand shift, foot clutch, Big Twin under 81", modifications unlimited as long as it remains street legal.
5. CLASS (C) - HANDSHIFT STROKER, Any Handshift, foot clutch, Big Twin over 81", modifications unlimited as long as it remains street legal.
6. CLASS (D) - STOCK, SPORTSTER 900c.c. & 1000c.c. Iron head, close enough to stock so as not to have a distinct advantage over a normal street stocker. Any pipes allowed, Factory O.E.M. carburetor only, 6" maximum swing arm extension. Must have all equipment needed to pass state inspection and charging system.
7. CLASS (E) - STOCK EVO, SPORTSTER. Close enough to stock so as not to have a distinct advantage over a normal street stocker. Any pipes allowed, Factory O.E.M. carburetor only, 6" maximum swing arm extension. Must have all equipment needed to pass state inspection and charging system.
8. CLASS (F) - HOT STREET, SPORTSTER with performance modifications including light chassis or XR 1000, EVO 1100 or 1200 motors. Must have all equipment to pass state inspection and charging system.
9. CLASS (FF) - HOT STREET BUELL SPORTSTER, Sportster based Buells, any modification allowed, 1200cc max, must have all equipment to pass state inspection and charging system.
10. CLASS (H) - SUPER STREET - SPORTSTER with aftermarket fuel injection, nitrous oxide injection, turbo or superchargers. Must have operating head and taillights.
11. CLASS (I) - STOCK BIG TWIN, Big twins: Shovel, Pan or Knuckle close enough to stock as not to have a distinct advantage over a normal street stocker. Any pipes allowed. Factory O.E.M. carburetor only. 6' maximum swing arm extension. Must have all equipment to pass state inspection and have charging system.
12. CLASS (IE) - EARLY AMERICAN TWINS, Pre 1960 American Twins over 60" under 81". Must have operating head and taillights, normally aspirated only.
13. CLASS (II) - STOCK AMERICAN NON-HD, American Twins Non-HD over 74" under 88". Must have operating head and taillights, normally aspirated only.
14. CLASS (J) - STOCK BIG TWIN EVO, Big Twins with Evolution motors close enough to stock as not to have a distinct advantage over a normal street stocker. Any pipes allowed. Factory O.E.M. carburetor or O.E.M. Fuel Injection only. 6' maximum swing arm extension. Must have all equipment to pass state inspection and have charging system.
15. CLASS (JJ) - STOCK TWIN CAM, Big Twins with Twin Cam motors close enough to stock as not to have a distinct advantage over a normal street stocker. Any pipes allowed. Factory O.E.M. carburetor or O.E.M. Fuel Injection only. 6' maximum swing arm extension. Must have all equipment to pass state inspection and have charging system.
16. CLASS (K) - HOT STREET BIG TWIN, Big Twins: Shovel, Pan or Knuckle 80" Maximum, that have performance modifications or light chassis. Must have all equipment to pass state inspection and have charging system.
17. CLASS (L) - HOT STREET BIG TWIN EVO, Big Twins with Evolution Motors, 80" Maximum, that have performance modifications or light chassis. Must have all equipment to pass state inspection and have charging system.
18. CLASS (LL) - HOT STREET AMERICAN NON-HD, American (Non HD) Twins over 88", that have performance modifications or light chassis. Must have all equipment to pass state inspection and have charging system.
19. CLASS (LM) - HOT STREET METRIC, Metric Twins with aftermarket fuel injectors, nitrous oxide, turbo or superchargers. Must have operating head and taillights.
20. CLASS (M) - STREET RACER BIG TWIN, Big Twins: Shovel, Pan or Knuckle over 81" under 108". Must have operating head and taillights, normally aspirated only.
21. CLASS (MM) - STREET RACER BIG TWIN EVO, Big Twins with Evolution Motors or 2 Cam Motors, under 108". Must have operating head and taillights, normally aspirated only.
22. CLASS (XM) - TOP STREET BIG TWIN, Big Twins over 108" or with aftermarket fuel injectors, nitrous oxide, turbo or superchargers. Must have operating head and taillights, normally aspirated only.
23. CLASS (N) - V-6 & V8 2 WHEELERS, Modifications unlimited.
24. CLASS (VR) - STOCK VRSC V-ROD, V-Rod's close enough to Stock as to not have a distinct advantage over a normal street stocker. Any pipes allowed, Factory O.E.M. fuel injection only, 6" maximum swing arm extension. Must have all equipment needed to pass state inspection and charging system.
25. CLASS (VRCH) - V-ROD COMPETITION HOT, V-Rod's that have performance modifications or light chassis. Must have all equipment to pass state inspection and have charging system.

MODIFIED ELIMINATOR CLASSES

26. CLASS (AAAM) - DRAG MODIFIED, 30" AMERICAN
27. CLASS (P) - DRAG MODIFIED AMERICAN NON-HD, American Non-HD drag bikes over 80"
28. CLASS (R) - X DRAG MODIFIED SPORTSTER, Sportster drag bikes 76" to 93"
29. CLASS (S) - SUPER MODIFIED SPORTSTER, Sportster dragbikes with nitrous oxide, turbo or superchargers. Minimum weight 426 lbs.
30. CLASS (T) - DRAG MODIFIED BIG TWIN, Big Twin dragbikes under 82"
31. CLASS (V) - X DRAG MODIFIED BIG TWIN, Big Twin Dragbikes 82" to 97"
32. CLASS (W) - SUPER MODIFIED BIG TWIN, Big Twin dragbikes with nitrous oxide, turbo or supercharges. Minimum weight 500lbs.
33. CLASS (Z) - TOP MODIFIED, Sportster dragbikes, Nitro, Alcohol, any fuel. 94" to 117" and Big Twin dragbikes from 98" to 117"

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"The Original"

AMC's Hooters Bobber Win this Bike at Vegas Bike Fest

Story by Captain Howdy Photos by AMC 1902

American Motorcycle Company 1902 has joined forces with the new Hooters Casino Hotel in Las Vegas, NV. and built "The Original". This custom built motorcycle will be used in the promotion of this years 2006 Las Vegas BikeFest™. Registration to win this exciting motorcycle will take place at the Casino during the month prior to the event. Notice the airbrushed image of "Lynn Austin" on the tank. Lynn was the "original" first Hooters Girl, and the theme of the bike honors her, and the success of Hooter Restaurant and now Casinos.

"The Original", will be on tour, leading up to Las Vegas BikeFest™, with the American Motorcycle Co. 1902 road team, and can be seen at events and rally's around the country. The Las Vegas BikeFest Partnership also has announced that the new Hooters Casino Hotel will sponsor a Grand Prize Giveaway at Las Vegas BikeFest™ scheduled for September 14-17, 2006.

Hooters Casino Hotel has contracted with American Motorcycle Co. 1902 to build a custom "Hooters Ol School Bobber" for this Grand Prize Giveaway. All Las Vegas BikeFest™ registrants will have the opportunity to win the Grand Prize Giveaway by dropping off their entry forms at the Hooters Casino Hotel.

Las Vegas BikeFest™ is produced by the Las Vegas BikeFest Partnership made up of ConvExx and Full Throttle Events. Las Vegas BikeFest™ information is available at www.lasvegasbikefest.com, or call toll-free 866-BIKEFEST (866-245-3337)



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