

Exclusive! 2007^{1/2} Harley Nightster
Plus: Concept V-Max, Christini 2-Wheel-Drive

CYCLE WORLD

SKYROCKET!

"Radial Hell,"
Jesse James'
latest flight
of fancy

by John Burns

**DEATH
of the
CHOPPER?**



**New-Style
American Customs from:**

- Jesse James • Roland Sands
- Matt Hotch • Roger Goldammer
- Chica • Denny Berg

**FIRST RIDE:
Can-Am
Spyder
3-Wheel
Sportbike?**



APRIL 2007

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APRIL 2007

VOL. 46 NO. 4

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PHOTO BY BRIAN BLADES

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PHOTO BY JAY McNALLY

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CW
1962 2007
AMERICA'S LEADING MOTORCYCLE MAGAZINE

PHOTO BY MARK WERNHAM



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CYCLE WORLD (ISSN 0011-4286) (USPS 1-310), April, 2007, volume #46, issue #4, is published monthly by Shette Filipacchi Media U.S., Inc., 133 Broadway, New York, NY 10019. Periodicals postage paid at New York, NY 10011 and at additional mailing offices. Postmaster: Please send address changes to Cycle World, P.O. Box 51222, Boulder, CO 80322-0222; (850) 682-7654; Fax (303) 604-7644; cwworld@ncdata.com. If the postal service alert us that your magazine is undeliverable, we have no further obligation unless we receive a corrected address within one year.

PRINTED IN THE U.S.A.



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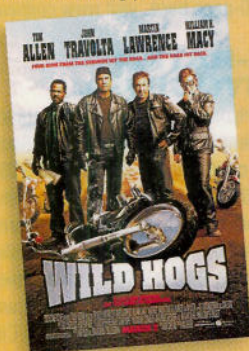
ROUNDUP

etc



TRAVELING MUSIC

Honda has made it easier to take your tunes with you. Developed for use on the VTX1800, VTX1300 and VT750 cruisers, the new Genuine Accessories Digital Audio System (\$400, plus \$100 model-specific adaptor) combines handlebar-mounted, water-resistant controls with slim-line speakers for use with all manner of portable music players. As for the Gold Wing 1800, which comes standard from the factory with a stereo, owners need only plug their digital music players into the auxiliary port located in one of the fairing pockets.



LOOKING FOR LAUGHS?

Biker movies have a history of stinking up theaters with badness—and not two-wheeled biker-style bravado, but bad acting, bad cinematography and bad writing. Could Touchstone Pictures' *Wild Hogs* turn the tide? It would be hard to miss with a Harley-Davidson-mounted cast featuring John Travolta, Tim Allen, Martin Lawrence, William H. Macy and more in a comedy whose tagline is, "Four guys from the suburbs hit the road...and the road hit back." *Wild Hogs* opens in theaters everywhere on March 2.

BRAVE HEARTS, HIGH HOPES

LIKE THIS CUSTOMIZED Honda 919 streetfighter? It could be yours for just \$5. Yes, it's true. This is the latest in a six-year run of *Cycle World* raffle bikes that so far has raised almost \$300,000 for the Pediatric Brain Tumor Foundation's "Ride for Kids" program. This year's bike is the most ambitious yet.

American Honda's donation of a stock bike got the effort rolling, while Roland Sands of RSD and "Biker Build-Off" fame lent his considerable customizing skills to the project. The bike was sent to Sands' shop with just a month to get the work done; it came out with an edgy AirTrix paint job, hand-shaped aluminum radiator shrouds and intake covers that gave "Brave Heart" its new identity. Along the way, RSD fabbed custom triple-clamps to hold the Öhlins fork and then bolted on a matching shock. Spiegler brake lines feed the radial-mount PM calipers that squeeze custom rotors front and rear. Dunlop 208GP rubber covers trick CNC'd RSD wheels. Sands collaborated with Vance & Hines on the sharply styled underseat exhaust, while RSD hand controls are mounted to a Renthal Fatbar and risers. All the aforementioned performance and visual enhancements were donated, including



Project Brave Heart's headlight, mini-fairing and gauge cluster come from a \$99. A custom triple clamp holds one-off bar risers.

a matching custom leather jacket from Alpinestars. Sands said he even got a good night's sleep before the bike's debut at the *Cycle World* Show in Long

Beach last December. Thousands bought a \$5 (or five for \$20) raffle ticket and saw Brave Heart at one of the *CW* Shows. Want in? Mail a check to the Pediatric Brain Tumor Foundation, *CW* Raffle Bike, 302 Ridgefield Ct., Asheville, NC 28806. You can also purchase tickets with your credit card by phoning 800/253-6530. The drawing will be held May 1.

Just remember, the more tickets you're holding the better your chances of wheelying away on Brave Heart. Visit www.cycleworld.com for the full build-up story of Brave Heart, including some very cool videos. —Mark Cernicky





BACK-TRACKER

**The King and the Kid
team up to create a MotoGP
board-track racer**



TIME WAITS FOR NO ONE, AND NO MOTOR. THE 990CC MONSTERS of MotoGP are now gone, replaced by even higher-tech 800s. At least one of the Big Bangers, though, continues to make noise—and news. Credit for that goes to Kenny Roberts, three-time Grand Prix world champion, main man at Team KR, and to Roland Sands, once an AMA 250 GP champion, now at the very top of the custom-building game as president of moto-design house RSD. This back-to-the-future board-tracker is the product of their combined efforts.

Rapid prototyping and major development dollars sped Roberts' realization of his 990cc KRV5, thanks to backing from Malaysian car-maker Proton. Roberts then mated the engine to his own chassis at his facility in Banbury, heart of

England's F-1 Belt. It was used in the 2004 season before an ill-fated switch to KTM power in '05. The team is now in its second season with factory Honda motors (see *Racewatch*, this issue).

Meanwhile, KR happened to catch a television piece on Roland Sands, propelled out of nowhere to become one of *the* custom-bike builders despite his youth and roadracing background. Roberts and Chuck Aksland, team manager of "Kenny Corp.," wondered if Roland could put one of their now-obsolete V-Fives to good use.

Sands submitted three drawings to KR, who was immediately drawn to the board-tracker design. Plans were solidified with a handshake at the 2005 USGP. "I think we've just scratched the surface of what's possible in custom bikes," said a jazzed Roberts.

Sands was happy with the choice, too. He'd long been enamored with the way things were back when board-trackers—little more than a fire-breathing engine and two wheels—were the cutting edge of innovation.

It was a few months before one of Team KR's readymade 195-horse powerpacks was hand-delivered to RSD, slipper clutch and advanced electronics included. Said an understated Aksland, "The 990cc V5 we gave Roland was fully developed."

Sands explained, "I'd wanted to build a bike like this for a long time. I had lines in my head and a few sketches, but when I got the motor it all came together."

Sands' crew of cobblers was left with the challenge of sculpting the one-off frame in little time. Multiple running changes were made to the arching collection of tubes' style, length and geometry. Hand-shaped aluminum bodywork also went through many a metamorphosis.

Roland relayed that the cooling system and its collection of handmade hard pipes was an exceptionally challenging aspect of the build. The five separate, stubby exhaust pipes caused some routing headaches, too.

Mocked up, then torn down, the tracker was soon scattered. Motor to England for polishing and final prep; paintables to Chris Wood of AirTriX for metallic army-green paint and graphics that included Roberts' old rookie race number. Custom seat-maker Bill Wall used his father's own board-tracker's saddle to shape the one seen here.

The last two months the team worked day and night as the bike's 2006 USGP delivery date drew closer. Two weeks to go and the careful final-assembly process began. The motor, buffed to a mirror finish and wearing carbon-fiber valve covers, went back into the frame. Custom triple-clamps received a GSX-R1000 fork with caliper lugs removed and legs smoothed. Between them a black-anodized RSD 23 x 3.5 contrast-cut Judge front wheel. When the rigid-mounted rear Judge hit the ground, the KRV5 board-tracker was ready to roll.

At the Laguna Seca unveiling, an impressed Roberts beamed, "I can make 'em fast but Roland made this bike a work of art."

—Mark Cernicky

