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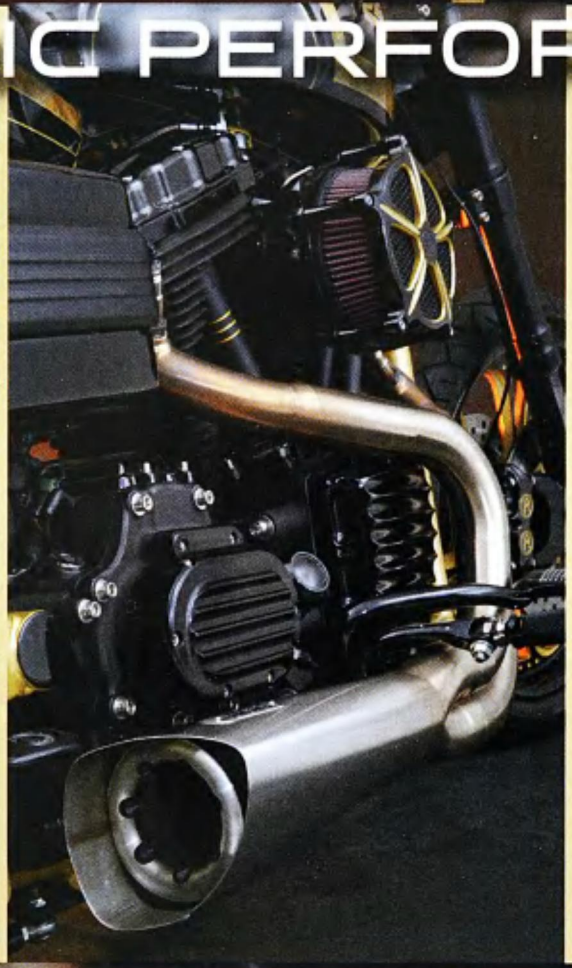


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## Get Me A Bucket

Diamond Jim Brady (millionaire collector of fine gems) was one of the world's all-time great eaters—so much so that he ate himself to death. A typical day for Brady started with a breakfast of steak, eggs, cornbread, muffins, pancakes, pork chops, fried potatoes, and hominy, washed down by a gallon or more of orange juice. He had a snack at 11:30, lunch at 12:30, and afternoon tea—all of which consisted of enormous quantities of food. Dinner often consisted of three dozen oysters, six crabs, two bowls of soup, seven lobsters, two ducks, two servings of turtle meat, plus steak, vegetables, a full platter of pastries and a two-pound box of chocolates. When he had an attack of gallstones, his surgeons opened him up and found that his stomach was six times the normal size of a human stomach and was covered in so many layers of fat that they couldn't complete the surgery. In spite of all that, he ignored their advice to cut back and hung on another five years (in considerable pain from diabetes, bad kidneys, stomach ulcers, and heart problems). He died of a heart attack.

## Reliably Unreliable

An employer ran an ad for "reliable" workers but was told not to run the ad because it discriminated against "unreliable" applicants.

## From Our "Drunk Ants" File

The ant can lift 50 times its own weight, can pull 30 times its own weight and always falls over on its right side when intoxicated.

## Booze And Sex Go Together

In Maryland it's illegal to sell condoms from vending machines with just one exception: condoms may be dispensed from a vending machine only in places where alcoholic beverages are sold for consumption on the premises...so bars, restaurants, 7-11 parking lots....

## Special Gift For The Woman Who Has Everything

A jeweler in Australia announced that he will make the world's most expensive "personal vibrator" in 10 limited editions. They will be made out of smooth platinum, each with 1,500 white diamonds. He said he planned to aim for a price of \$1 million (U.S.). He said he currently offers a similar sex toy with only 450 diamonds and a handle made of rare conkerberry wood that he sells for \$38,000.

## One Dumb Buck

A seven-point buck was found dead after apparently losing a head-butting contest with a cement statue buck. Ramming contests are very common during mating season and the cement buck was about the same size as the dead one (but weighed about three times as much).

## Farout Facts

Here are some interesting tidbits you can toss in when you find yourself present during an awkward silence at a cocktail party (or anywhere else for that matter).

- More than 50% of the world population have never made or received a telephone call.
- The average human eats eight spiders at night during their lifetime.
- An exocannibal eats only enemies, while an indocannibal eats only friends.
- Iraqi terrorist Khay Rahnajet didn't pay enough postage on a letter bomb. It came back with "return to sender" stamped on it. Forgetting it was the bomb, he opened it and was blown to bits.
- One in three male motorists picks his nose while driving.

## Sued For Sex

A tourist visiting San Francisco in 1964 was involved in a minor cable car accident. As a result, she sued the city

of San Francisco, claiming that the incident had turned her into a nymphomaniac. She won the case and received an award of \$50,000.

## Helpful Heroin Hints

New York City has taken aggressive positions against cigarette smoking and restaurant dishes made with trans fats, but the city's Department of Health is apparently more tolerant regarding heroin. A recently released pamphlet instructs heroin users on "safe" ways to inject the drug suggesting that if the first needle stab misses a vein, the more healthful course is to pull out and begin again rather than trying to maneuver the syringe.

## Fly Squirters!

A National Public Radio report stated that fake houseflies have begun appearing in urinals around the world apparently based on research showing that men are apt to aim at the flies and, in so doing, leave the area surrounding the urinal cleaner.

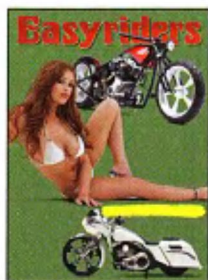
## Cat And Broccoli

A food critic and writer in Italy was suspended indefinitely from his country's version of the television program *Ready Steady Cook* for recommending stewed cat to viewers as a "succulent dish." He said, "I've eaten it myself and it's a lot better than many other animals—better than chicken, rabbit or pigeon." He said to bring out the best flavor the meat should be "soaked in spring water for three days" before being stewed.

## Lucky Vultures

Apparently vultures are close to becoming extinct in South Africa and are growing in value among local communities for their magical abilities. Specks of vulture's brain sprinkled on mud and smoked can supposedly ward off evil spirits and bring in winning lottery numbers.





Ravishing redhead Christine shot by Rick Husted. EC Customs' 1971 shovel and John Lisenby's Sinister bagger shot by Michael Lichter. Cover imaging by Jeff Biggs.

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**Newsstand Distribution**  
Curtis Circulation Company  
730 River Rd., New Milford, NJ 07646

**Paisano Publications, LLC**  
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## Daytona Delirium

Just got back from Daytona Bike Week. It was cold and rainy for the first half of the week, so I split, only to hear from my ridin' buddies that the second weekend was a blast! WTF! Hope you show some coverage. Rain or no, I love Daytona.

Sam Leland  
Kinston, NC

*Check out all the Daytona action right here in this issue, starting on Page 36.*

## Our Lovely Ladies

Any chance you guys could run more forward-facing shots of the lovely ladies featured in each issue, like the ones used of Sara on the contents page and 82 and of Jenny on Pages 53 and 54, and that sweet poster in the latest February issue? Those are the best! I was very disappointed that there wasn't at least one like that back in the July 2009 of the bodacious Tatiana.

Thanks for your time, and keep up the baddest bike rag on the market!

J.D.  
Cajun Country

*We would show more front-on shots, but their boobs keep biting the camera lens.*

## Tech Garage

Thanks for putting in the "SPEED Tech" article in the last issue of *Easyriders*. I ended up putting a ThunderMax ECM module with auto tune on my 2003 Street Glide. I went from 80 mph to about 95 mph with more throttle to go. I still have the stock air filter and stock exhaust.

Jason  
Cyberspace

## Going The Extra Mile

I just wanted to share with you all an example of a company that really knows how to go the extra mile when looking after its customers.

Your March 2006 featured the Stretch-It Handlebar Wire Harness Extension Kit by Designs by Novello. Last year while sorting out my 1999 FXD with some apes, I decided that this was the way to go.

The kit arrived promptly and was exactly as your article described. However, dumbass that I was, I hadn't realized that the kit was for extending the handlebar switches loom, and I needed to extend the speedo wire loom. Of course the pin connectors are different sizes. I contacted Novello not expecting very much and was blown away by



George's response. Although they didn't make the kit I needed, he said he would be visiting his local Harley dealer in a few days and would pick up the pins and connectors I needed. He knew the wires this loom used and would make a one-off kit for me and post it to me ASAP. (I forgot to mention I live in Ireland!)

The bit that really blew me away, though, was that he wouldn't take any payment! In these days of recession-depression, it's good to know that such levels of service still survive. I hope you'll print this because guys like this deserve a mention.

Gareth

Clonakilty, Cork, Ireland

### Topless Tech

Hey guys, I look forward to each and every issue for the Topless Tech Tip.

I don't know if Angie Savage (*below*) is a real wrench or not, but who cares, she can tune me up any time!

Bill Zabinski  
Norwalk, CA

*Damned straight, Bill. You should see her clean her tools.*

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# Creamsickle

JOHN LISENBY WAS ON A MISSION

Over the past ten years, John Lisenby (above) of San Clemente, California, has had a number of custom bikes in

*Easyriders*, but this is his first custom bagger to grace these pages. He rode to Sturgis Bike Week last year on a bone

"I hit the brakes, took one look at this cool creamsickle, and knew it was the bike for me."

—JOHN LISENBY





stock 2000 Harley bagger that he calls his "dorkmobile," but he was a man on a mission. "I decided that I would come home with a cool custom bagger," John tells us. He had met John Shope from Sinister Industries in 2009, liked his style of bikes and looked him up during the Sturgis Rally.

"I was riding along in South Dakota and saw John with two of his custom

bagger by the side of the road," John remembers. "I hit the brakes, took one look at this cool creamsickle and knew it was the bike for me." Mr. Lisenby handed over 500 bucks in cash and Mr. Shope wrote out a receipt on a coffee shop napkin to seal the deal.

Never one to leave well enough alone, he rode the bike around during the rally and then had John Shope take it back to

his Sinister shop in Arizona for a few changes. "It had a 23-inch front wheel on it," John says, "but I wanted a 26-inch and also a different chopper-style front fender." John picked out a meatier sound system and six months after Sturgis, he was riding his crazy creamsickle all over the place in Southern California, including to our Easyriders Bike Show in Pomona where the bike took First Place





Asked what it's like to ride with that 26-incher up front, John says, "Well, the turning radius is a little wide, but I tell ya', it rides like a dream."

—Dave Nichols

#### Radical Custom in the Judged Class.

This is also Lisenby's first non-chrome custom—all his other bikes have been exceedingly shiny. "I enjoy the hell out of this bike and my old stock dresser is just collecting spiderwebs." While at the Pomona Bike Show, John saw an even more radical custom dresser by Sinister Industries and just had to have that one as well, and it, too, is covered in a wild creamsickle paintjob. Watch for that one in a future issue of *Easyriders*.







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**Owner:** John Lisenby  
**City:** San Clemente, California  
**Designer:** Sinister Industries  
**GENERAL**  
**Fabrication:** Sinister Industries  
**Year/make:** 2007/Harley-Davidson  
**Model:** Road Glide  
**Time:** 3 months  
**ENGINE**  
**Year and make:** 2007 Harley-Davidson  
**Model:** Twin Cam  
**Rebuilder:** stock Harley-Davidson  
**Ignition:** factory  
**Displacement:** 96 cubic inches  
**Lower end:** stock  
**Pistons:** Harley-Davidson  
**Heads:** Harley-Davidson  
**Cam:** factory  
**Carb:** fuel injection  
**Air cleaner:** Sinister  
**Pipes:** Sinister  
**TRANSMISSION**  
**Year/make:** 2007/Harley-Davidson  
**Shifting:** foot  
**PAINTING**  
**Painter:** Sinister  
**Color:** cream and black  
**FRAME**  
**Year/make:** 2007/Harley-Davidson  
**Type:** Road Glide  
**Rake:** 46 degrees  
**Stretch:** 2 inches  
**Shocks:** Legend Air  
**ACCESSORIES**  
**Bars:** Sinister  
**Handlebar controls:** Harley-Davidson  
**Fenders:** Sinister  
**Headlight:** factory  
**Taillight:** Sinister  
**Speedo:** stock  
**Pegs:** Sinister floorboards  
**Electrics:** Harley-Davidson  
**Gas tank:** Sinister  
**Oil tank:** Harley-Davidson  
**Primary cover:** Harley-Davidson  
**Seat:** Sinister  
**Mirrors:** Ness  
**Grips:** Sinister  
**FORKS**  
**Type:** Harley-Davidson  
**Extension:** none  
**WHEELS**  
**Size:** 26-inch front,  
 16-inch rear  
**Make:** Sinister front,  
 Harley-Davidson rear  
**Tires:** Vee Rubber front,  
 Dunlop rear  
**Brakes:** PM front,  
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AIRBRUSH MAGIC

# Jeremiah Thiring



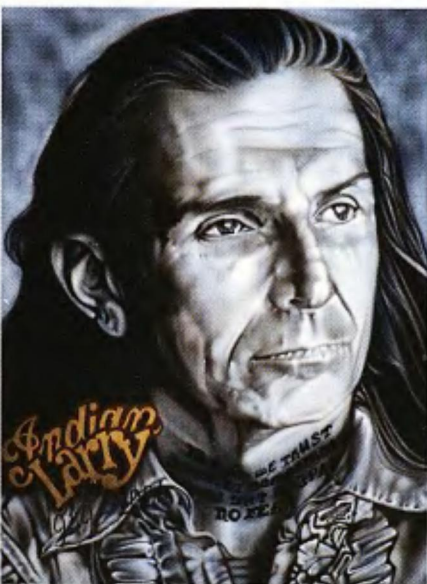
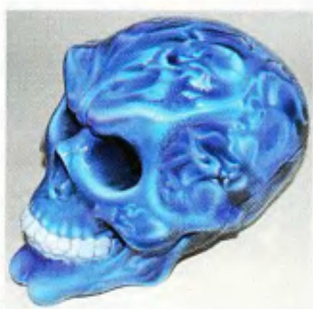
**W**ielding his airbrush like a wand, Jeremiah Thiring masterfully finesses the lines between fantasy and reality. There is nothing up his sleeve when he performs his magic, and he uses no stencils or masking. Because he has an aversion to expending the time required for those steps, Jeremiah invested hundreds of hours up front, learning his craft so well that all the paint work he does is completely freehand. What makes this feat especially impressive is that he has never taken an airbrush or art class of any kind.

Jeremiah drew constantly as a child. "I was 14 when I got my first airbrush and never looked back," he says. He practiced with that airbrush spending late nights "playing around" until he was good enough to make some money as a high school sophomore creating T-shirts and car graphics. His experimentation with airbrush design took place during the time the graffiti scene was big in Southern California. "By age 16 or 17, I was pulling stuff off with my airbrush that people who had been doing it longer couldn't do," says Jeremiah. His favorite style is fantasy and realism, and he enjoys creating subjects that are fantasy-based and giving them the detail to make them look realistic.

Jeremiah, who paints "anything that holds still," finds painting bikes both challenging and interesting. Because fenders and tanks are curved, he knows it is important for the design to flow with the shape of the bike. Jeremiah works very closely with his customers. "When I first sit down with a client it can be like spilling a gigantic toy box because there are so many options and choices to play with," he explains.

While most customers give him a lot of free rein, Jeremiah is careful to ensure that they understand what the finished product will look like, providing concept layouts and often full-color renderings before laying paint to metal. Keeping the client apprised of all aspects of a custom project is important to him. "If a client can't come in to monitor the progress of the work every few days, we send digital images, so the client knows what is going on," Jeremiah explains.

As a rule his projects go smoothly, but weather and other forces of nature occasionally interfere with the flow. "Things happen in the paint world," says Jeremiah. "We're like a bunch of mad chemists running around with heat and humidity messing with the process." Then there



Images: Thiring Design

was the day one of nature's blessed events intervened. "I remember once I had finished a set of tins and set them out to dry. I later discovered that hundreds of spider eggs had hatched nearby and baby spiders and webs covered all of the newly clearcoated pieces."

Jeremiah and his brother, Matthew, a painter and graphic artist, make a divine team at Thiring Design in Medford, Oregon. "Matthew is a wizard with bodywork and laying a base coat," says

Jeremiah, who prides himself on his company providing stellar customer service and a superior product in a quick turn-around time. He may not be able to pull a rabbit out of a hat, but Jeremiah's amazing freehand paint magic makes you wonder if you can believe your eyes. —Joanne Morris

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# EASYRIDERS

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

## Sturgis 2010

### WHILE AT THE RALLY, VISIT THE STURGIS MOTORCYCLE MUSEUM

If you're making plans to attend the 70th Sturgis Motorcycle Rally in August, be sure to visit the Sturgis Motorcycle Museum & Hall of Fame located on the corner of Main and Junction Streets in downtown Sturgis. The museum showcases nearly 100 unique antique motorcycles dating back to 1905. "The motorcycles in the museum are on loan from all over the nation. We are so fortunate to have so many great friends who let us share their treasures with the motorcycling world," said Executive Director Christine Paige Diers.

The Hall of Fame recognizes individuals or groups who have made a long-term positive impact on the



motorcycle community, honoring motorcycle legends, celebrities and others who have contributed to the sport and the lifestyle. A new class of inductees is honored each year at an induction breakfast held the Wednesday morning of the Sturgis Motorcycle Rally—yet another event you can add to your itinerary for this summer's Rally. Over the years, the Hall of Fame has honored over 100 individuals and groups for their contributions.

Open year round, seven days a week, the Sturgis Motorcycle Museum & Hall of Fame also offers memberships. Visit [www.sturgismuseum.com](http://www.sturgismuseum.com) for additional information. —Hawg



Photos: Sturgis Museum

## Industry News

### BIG DOG'S NEW LOWER COST MODEL

Big Dog Motorcycles recently announced the introduction of a lower priced model based on a chopper platform. With production planned for May 2010, the new model called the Big Dog Chopper (*below*) will have an MSRP in the \$21,000 range.

"We are excited to participate in this price range with an uncompromised motorcycle of this caliber," Big Dog's CEO Sheldon Coleman says. "The new Big Dog Chopper is loaded with high-quality components and performance specifications, and will appeal to a wide range of riders. Our dealers are very enthusiastic about this strategy."

The Chopper will have a 111-cubic-inch S&S motor and 6-speed transmission, a 42-degree rake, a 250 rear tire and billet wheel. —Junkyard Hound



Photo: Big Dog



## Coast To Coast

## Biker News

**BIKERS SUPPORT BROWN IN HISTORIC SENATE VICTORY:**

Scott Brown captured the national spotlight in his bid to replace the late Senator Ted Kennedy of Massachusetts. He is a modern American success story, rising from relative obscurity to be the first Republican in decades elected to the U.S. Senate in the most liberal Democratic state in the country.

Paul Cote of the Massachusetts Motorcycle Association joined newly elected Senator Scott Brown at his victory celebration at the Park Plaza Hotel in Boston following his election upset. The MMA worked with Sen. Brown's campaign in gratitude for his support of motorcyclists' legislation over the many years he has served in the state legislature.

"Since last September, when the Massachusetts Motorcycle Political Action Committee (MMPAC) supporters started gathering signatures to get Scott Brown on the ticket for the U.S. Senate Special Election, we have knocked on doors, stood outside grocery stores, and even hung out at the landfills to get Scott elected," said Rick Gleason of MMPAC.

Not only is Brown a biker-friendly politician, but he rides a Victory motorcycle.

**S.C. SUPREME COURT HEARS MYRTLE BEACH HELMET LAWSUITS:**

South Carolina's highest court heard oral arguments Wednesday, February 3 over whether a city can require motorcycle riders to wear helmets despite the lack of a state law requiring the practice. State law doesn't require riders 21 and older to wear helmets, but in an effort to get rid of two bike rallies held there each year, the Myrtle Beach city council voted unanimously in 2008 to pass 15 ordinances intended to dissuade bikers from coming to town, including the controversial mandatory helmet law for motorcycle riders and passengers of all ages.

Representing his brother, Bart, who leads a pro-bike rally group of business-owners and is challenging a ticket he received for not wearing a helmet, State Representative Thad Viers argued to the five justices that a state law governing traffic ordinances spells out what local governments are allowed to do regarding traffic laws. Viers filed more than 30 pages of briefs containing multiple sections supporting his various legal arguments against the city helmet ordinance.

But Virginia-based A.I.M. Attorney (Aid to Injured Motorcyclists) Tom McGrath, who argued before the court representing 49 helmet law protesters who had been ticketed, filed a much shorter brief, saying (among other things) that most of the arguments don't matter because the city's ordinance is at odds with state law, and for that reason alone should be tossed out.

"The gist of the city's arguments is that it has the right to do whatever it wants to do as long as it declares something to be a public nuisance and decides to abate it," McGrath's brief begins. "...If the ordinances conflict

with state law, the ordinances are void. If the ordinances are void, their underlying merits are irrelevant."

Now it is up to the State Supreme Court to decide the issues, and it may take months to render a ruling. McGrath seems hopeful saying, "Based on the questions the justices asked the attorney for the city, it seems the court likely will render a favorable opinion for freedom. Hopefully, we won't be disappointed."

**ADULTS IN KANSAS COULD BE FINED FOR KIDS RIDING WITHOUT HELMETS:**

Adults could soon be fined in Kansas for allowing minors to go without wearing helmets while driving or riding a motorcycle.

It is already illegal in Kansas for anyone under 18 to operate a motorcycle without wearing a helmet, but currently it is the youngster who receives a ticket. Under provisions of the new Senate bill, it would become illegal for owners of a motorcycle or motorized bicycle to permit a person under 18 to drive or ride on their vehicle without wearing a helmet. That means the adult



"Maybe you're not cut out for this line of work."



would receive a citation in addition to the minor receiving one.

Use of motorcycle helmets has been on the rise nationally, according to the National Highway Traffic Safety Administration (NHTSA), which reported that 67% of motorcyclists wore a helmet in 2009, compared to just 48% in 2005.

**WASHINGTON BILL ADDRESSES BIKER PROFILING:** In a monumental and historical vote, the Washington State House of Representatives passed HB2511, a bill addressing "motorcycle profiling," by a margin of 96 to 2. This landslide vote provides an indication that legislators are actually getting the idea that profiling is real and needs legislative relief, and the lack of opposition is perceived as a silent show of support from law enforcement.

"Motorcyclists aren't looking for special rights," said Donnie "Mr. Breeze" Landsman, legislative affairs officer for ABATE of Washington. "We want the same rights that are afforded to every other section of the population as American citizens and as citizens of Washington State. We aren't being given that."

The group found a champion in Rep. Steve Kirby (D-Tacoma) who introduced a bill that would force local law enforcement agencies to adopt a written policy designed to condemn and prevent the profiling of motorcyclists and to institute training to address the issue.

"It's illegal to profile minorities; it should be illegal to profile motorcycle riders," according to the bikers. The Washington State Patrol uses a training brochure called "Basic Biker 101" that starts with the statement "Bikers are dangerous" and instructs officers how to gather information about them during traffic stops according to David Devereaux, ad advocate for bikers. To further substantiate claims of harassment, Devereaux said that when bikers showed up en masse last year their annual "Black Thursday" lobbying day to find sponsors for the anti-profiling bill, state troopers surreptitiously took down all their license plate numbers.

Next, the bill goes over to the Senate for consideration and will be assigned

to a hearing committee, most likely Judiciary. "This has been a very good year for ABATE of Washington and the US Defenders of Washington," said Landsman. "We have worked together to make this happen, and are truly on the same page."

**INDUSTRY REPORTS BAD YEAR FOR CYCLE SALES:** The Motorcycle Industry Council (MIC) reported that 2009 was a bad year for bikes, with the lowest sales in a decade. The MIC noted a 40.8% drop in sales from the 2008 season, with roughly 520,502 bikes sold in 2009 compared to the 880,000 sold in 2008.

The MIC reports monthly sales of most major motorcycle manufacturers including H-D, Buell, Honda, Kawasaki, KTM, Triumph, BMW, Yamaha, Suzuki, Victory, and the Piaggio Group. The MIC also creates estimates for all non-reporting manufacturers.

With non-reporting sales included, the total sales for 2008 was 1.1 million according to the MIC, and though last year's total hasn't been tabulated yet, it is expected that 2009 will break a six-year streak of sales above \$1 million.

The biggest drop in sales occurred in the scooter category, which had boomed in 2008 when gas prices reached record highs and commuters were investing in alternate modes of transportation.

As the economy begins to stabilize again, the MIC predicts that motorcycle sales will begin to increase.

**TENNESSEE "LEMON LAW" MAY SOON INCLUDE MOTORCYCLES:** Tennessee's "Lemon Law" may soon be extended to include motorcycles if the legislature takes action on a measure sponsored by Representative Vince Dean of East Ridge. Dean says motorcycle buyers should have the same rights as people buying cars and trucks that don't perform properly. He says any mechanical and structural problems can be even more dangerous for motorcycle riders than automobile owners.

The measure moved forward in a House Committee in early February and a companion bill is awaiting consideration in the Senate Transportation Committee.

—Bill Bishop, NCOM

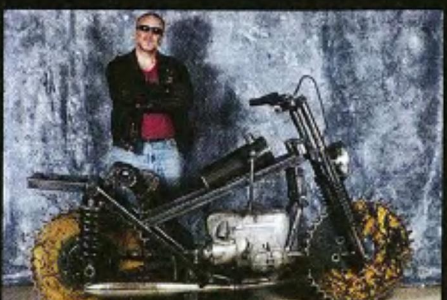


"All right, if you insist. I'll go, but I won't fuck myself!"



# WEIRD BIKES

What Were They Thinkin'?



Images: Found on the Internet



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The new Digital Speedometer/Analog Tachometer from Harley-Davidson offers riders a way to monitor engine speed without cluttering the handlebar area with a separate tachometer. This 5-inch-diameter gauge has a spun-aluminum surface and features an easy-to-read central LCD display with a digital speedometer. An analog, 8,000-rpm tach sweeps the perimeter of the face. The digital reading can be toggled between mph and kph to simplify cross-border touring. The unit mounts in the stock dash opening and is a direct plug-in installation for 2008-later Softail models with a 5-inch speedometer.

A similar instrument is also available to fit 2008-later Road King and 2009-later Dyna models. \$299.95

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### WIMMER CUSTOM CYCLE

The latest product from Wimmer Custom Cycle is this totally old-school look air cleaner with new-school performance for E and G carburetors. Simply remove the teardrop cover and place the filter adapter and new oversized filter in along with one of the new nine different faceplates to personalize your bike. The CNC-machined billet intake is available in several finishes: satin; wrinkle black; and satin nickel. You can mix and match to achieve your desired look.

The easy-to-service "lifetime" filter is available in four different colors: red, blue, black and purple. Rain socks are available for nasty weather riding. Prices for the filters start at \$225.

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Sumax now offers you their Hugger fenders designed for Sportsters. A very cool wraparound look front and rear will set your bike apart from the crowd. Sumax lightweight composite glass fenders are rated at 28,000 psi before they will break. That's stronger than a steel fender. Rear fenders feature glassed-in convoluted tubing for ease and safety for running taillights.

As with all Sumax fenders, the surface is a soft sandable gray primer gel coat. The front XL fender is \$151. Rear fenders are designed for 8-inch wide 2004-and-up XL models and pre-Evo 6.75-inch wide models and are \$194.

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COLUMBUS KILLER DILLER

# EASYRIDERS INVITATIONAL BIKE SHOW

Each year the editors of this fine publication leave the warmth of Southern California for the freezing cold, snowy realm of Columbus, Ohio, in February to be a part of the be-all-and-end-all last stop in the Easyriders Tour: the mighty Invitational Bike Show. All the Best of Show winners from our regional bike shows around the country converge for three days of biker brotherhood and partyin' *Easyriders*-style.

This year was no different, though we did see a big change in the kind of custom motorcycles on display in the enormous Veteran's Memorial Hall. For the most part, gone are the big ass rear tire rides of yesteryear and gone are the ultra high-dollar movie-star choppers with no heart, though we did have one bizarre bike with a ridiculous 30-inch front wheel. These days, the average guy with a clean scooter has the chance to win big and that's a good thing.

Clean Dean Shawler, Tripper, and I had the honor of judging all the custom bikes in the Judged Class and the Invitational Class, and the public voted for the customs in the Spectator Class. Though temps in the teens greeted frozen event-goers, the inside of the convention center was nice and toasty, just right for the Purrfect Angelz to shuck their jeans and get nearly naked for the crowd's eager eyes. John Green and the events crew know how to throw one helluva party. The beer was



flowing and rock 'n' roll was being banged out on two stages (One particular musical crowd-pleaser was an Ozzie Osborne tribute band—missing only live bats), and the collection of killer customs was all the eye candy a winter-bound bro could ask for.

Not only did the owners and builders of all that gleaming iron get awesome trophies and cash prizes, but they had the opportunity to have their bikes shot by none other than Michael Lichter right there in his studio for a bike feature in *Easyriders* magazine. If getting inked was your thing, you could visit talented tattoo artists and even enter a tattoo contest put on by Billy Tinney of *Tattoo* magazine.

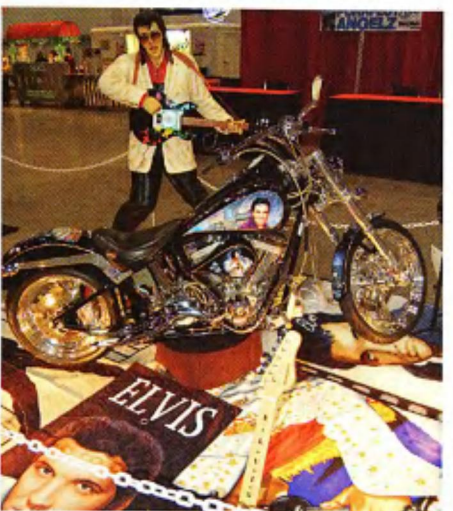
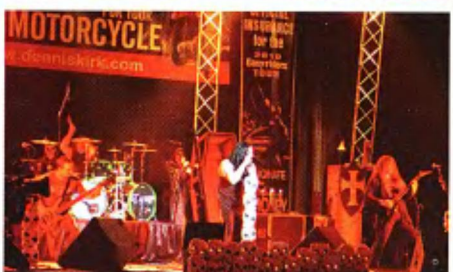
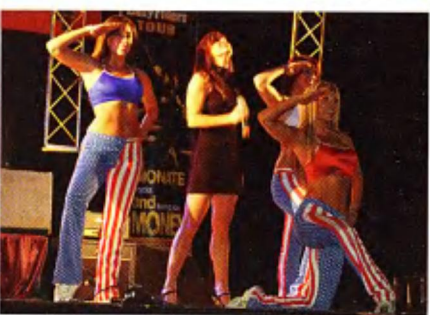
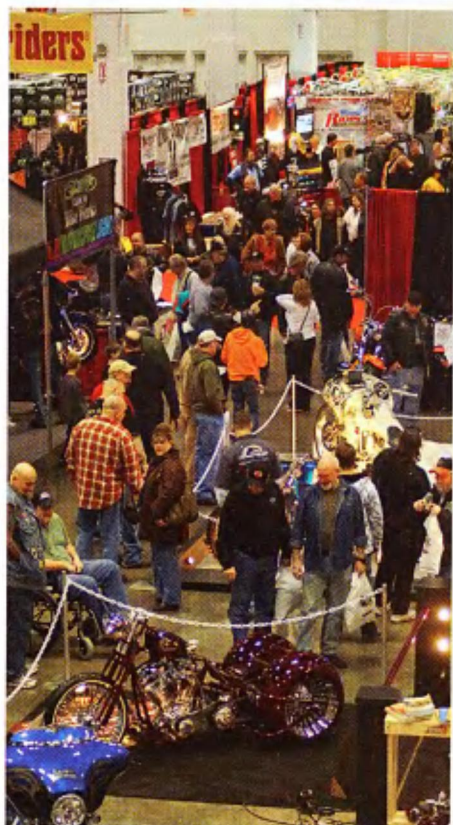
Favorite bikes included J.R. Woods' Lakeside Custom, Johnny Gil's heart and soul bobber, Shannon Davidson's amazing bagger, and Carl Dollar's BT Racer Bike of the Year. Phil Hoffman won the coveted Arrgo Conley Award for old-school values and received a can of creamed corn.

Special thanks go to the Easyriders Bike Show Tour sponsors Geico and Dennis Kirk along with our good friends at Lucas Oil, Executive Choppers, Paul Yaffe's Bagger Nation and Supertrapp. Raisin pie to all of you.

We've got big plans for next year's bike show tour. Keep your eyes peeled right here in *Easyriders* to find out more.

—Dave Nichols







# EASYSIDERS INVITATIONAL BIKE SHOW WINNERS

## SPECTATOR'S CLASS

### Antique Old-School

- 1st Ken Carr, Shelby Township, MI – 1956 H-D Panhead  
2nd Jeff Cochran, Cincinnati, OH – 1978 Speed King Shovel  
3rd Brad Burkes, Mechanicsburg, OH – 1968 H-D Sportster

### Specialty Class

- 1st Bob Kavanagh, Russells Point, OH – 2010 Lakeside Custom  
2nd Dan Mendenhall, Zenia, OH – 1969 Triumph Bonneville  
3rd Ron Seitz, Reynoldsburg, OH – 1997 Shovel Chopper

### Modified Stock

- 1st Bob McAreavey, Avon, OH – 2001 H-D Fatboy  
2nd Mike Botts, Lancaster, OH – 1999 Titan Gecko  
3rd Adam Karns, Delmar, MD – 2007 H-D Heritage Softail

### Street Custom

- 1st Ken Carr, Shelby Township, MI – 1952 Panhead Bobber  
2nd Peter Chaphe, Parkersburg, WV – 1989 Rigid Shovel  
3rd Jimmy R. Holstein, Hilliard, OH – 2010 Custom Bobber

### Radical Custom

- 1st Beckner's House of Rides, Newark, OH – 2009 Cherokee  
2nd H.O.R. Cycles, Newark, OH – 2009 Street Fighter  
3rd Gary Payne, Waverly, OH – 2006 Custom Chopper

### Bagger Nation

Harold Huckleby Jr., Louisville, KY 2002 – H-D FLHTC

### Limpnickie Award

J.R. Woods, Huntsville, OH – 2010 Lakeside Custom Shovel

### Best of Show (in alphabetical order)

- Greg A. Becker, Dorset, OH – 2010 North Coast Custom  
Mike Craig, Garfield Hts., OH – 2981 H-D Chopper  
Keith Johnson, Columbus, OH – 1999 H-D Super Glide

## JUDGED CLASS

### Antique Old-School

- 1st Lee Hepplestone, Strongsville, OH – 1947 Indian Chief with Sidecar  
2nd Bill Steele, Oakdale, PA – 1951 H-D Panhead  
3rd Craig "Hippy" Daum, Kettering, OH – 1957 Pan/Shovel

### Specialty Class

- 1st Justin Gillispie, S. Charleston, WV – 1977 H-D XLH  
2nd Julie Humphreys, Bellevue, MI – 2006 Buell with Sidecar  
3rd Dan Rognsvoog, Franksville, WI – 1982 Shovel Chopper

### Modified Stock

- 1st Al Hackley, New Albany, OH – 2006 H-D Wide Glide  
2nd Scott Thibodeaux, Powell, OH – 2003 Road Star  
3rd Donn Shanteau, Swanton, OH – 2007 H-D FLHX

### Street Custom

- 1st Cole Rogers, Springboro, OH – 1968 Rigid Sporty  
2nd Ed Crabtree, Dayton, OH – 1999 Buell EC Custom  
3rd Mark Ferrell, Ashville, OH – 2006 H-D Sportster

### Radical Custom

- 1st Karns Kustoms, Delmar, MD – 2009 Karns Chopper  
2nd Pat Briggs, Phoenix, NY – 2009 County Line Chopper  
3rd Kevin Persons, Battlecreek, MI – 2009 H-D Shovel

### Best Display

Steve Peffer, Butler, PA – 1950 Pan/Shovel "Tribute Display"



Photos: Kai R.

### Bagger Nation

Barry Schwartz, Charlotte, NC – 2010 Shannon Davidson Bagger

### Editor's Choice

Cole Rogers, Springboro, OH – 1974 Norton Commando

### Best of Show (in alphabetical order)

- Johnny Gil, McAllen, TX – 2009 Rigid Shovel "Esperanza"  
Dana Hallberg, Forest Lake, MN – 2010 Deadline Custom  
Bill Steele, Oakdale, PA – 2005 Grand Master Custom

## INVITATIONAL CLASS

(These bikes include Best of Show winners from all our Regional Bike Shows as well as the Best of Show, Editor's Choice and Bagger Nation winners from Columbus. These motorcycles truly represent the "Best of the Best" America has to offer.)

### Antique Old-School

- 1st Kenny Wright, Heiskell, TN – 1949 H-D Panhead  
2nd Tim Scates, Waller, TX – 1942 H-D WLA  
3rd Cole Rogers, Springboro, OH – 1974 Norton Commando

### Specialty Class

- 3rd Dana Hallberg, Forest Lake, MN – 2010 Deadline Custom  
2nd Chip Moss, Hopkinsville, KY – 1962 Triumph Bonneville  
1st Scott Fox, Shelbyville, IN – 2010 Custom Trike

### Modified Stock

- 1st John Lisenby, San Clemente, CA – 2007 H-D Road Glide  
2nd Cameron Jurrow, Summerville, SC – 2006 H-D Street Glide  
3rd Alan Groff, Columbia, SC – 2009 H-D Street Glide

### Street Custom

- 1st Michael Lewis, Rainsville, AL – 2010 Shovel Chopper  
2nd Woodie Sweat, Charlotte, NC – 2009 Rigid Bobber  
3rd David Givens, Van Nuys, CA 2007 – H-D Night Train

### Radical Custom

- 1st Eddie Wise, Pelion, SC – 2010 Image 803 Rigid Chopper  
2nd Richard Wright, Lexington, SC – 2010 Chop Shop Pro-Street  
3rd John Lisenby, San Clemente, CA – 1997 Sinister Industries Road Glide

## AARGO CONLEY AWARD

Phil Hoffman, Sandwich, IL

## EDITOR'S CHOICE OF THE YEAR

Johnny Gil, McAllen, TX – 2009 Rigid Shovel "Esperanza"

## BAGGER OF THE YEAR

Barry Schwartz, Charlotte, NC – 2010 Shannon Davidson Bagger

## BIKE OF THE YEAR

Carl Dollar, Braham, NC – 2010 BT Racer





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PROMISED LAND OF BIKERDOM

# Las Vegas BikeFest

*With my sincerest apologies to Arlo Guthrie:  
Comin' in from LA from via Barstow  
Ridin' on a big ol' bagger  
Big rigs flyin' everywhere around the bike  
Could we ever feel much gladder?*

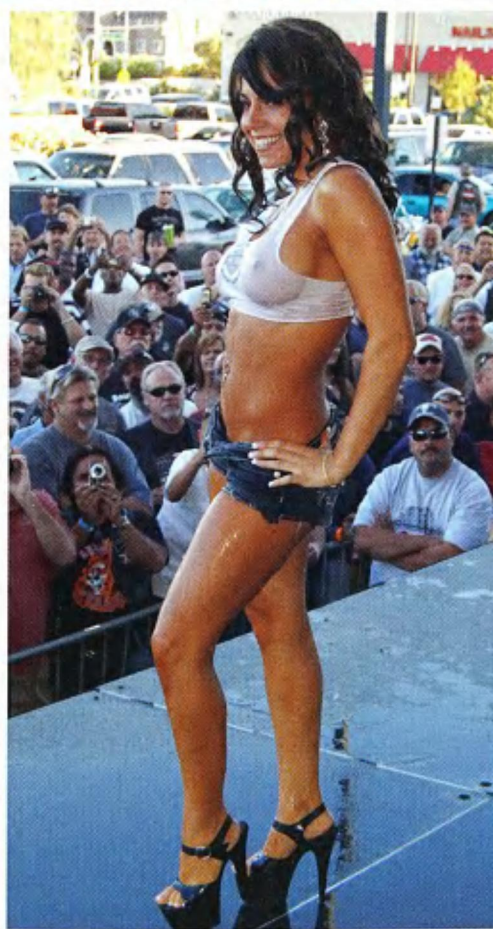
*Comin' into Ol' Sin Citee  
Bringin' in a couple of Tees  
Don't touch my bags if you please  
Mr. Bellboy man. Yeah!*

This and other fine little ditties are what can come to mind when you're riding across the great, barren expanse called the Mojave Desert. It's time spent productively in an otherwise seemingly unproductive undertaking, much like ol' Moses wandering through his own desert for 40 days and 40 nights. But like Moses, you know that after your grueling 3-hour ride across this desert, the Promised Land awaits with a special party just for you, the road-weary biker:

Las Vegas Bike Fest, a party unlike anything Moses could have ever even dreamed of.

You may or may not be bringing your own tribe along, but even if you're flying solo, there's already a tribe there to welcome you and make you feel at home as you enter the Cashman Center, stronghold of the BikeFest for the past eight years or so. As you dismount your iron steed, the promise of a great weekend fully envelops you. You can't escape it, no matter which way you turn, and would you even want to?

With a large vendor row, live music all day long and well into the night, a tremendous bike show, boobage galore (or, for the women folk, studdage in somewhat lesser abundance), and even a chow-down competition—definitely not for the weak of stomach—and a strongman competition, your entertainment sensors are bound to go through the roof of your skull. Heck, if Moses had been entertained thusly, there wouldn't







Photos: Kai

be any Ten Commandments; he'd have missed his appointment.

But there it was: the bikini contest on Friday, the Miss Las Vegas BikeFest contest on Saturday, the wet T-shirt contest at Harley-Davidson of Las Vegas (also on Friday), as well as all the lovelies strutting their stuff in and around Cashman Center. You could definitely call this a walk down mammary lane.

Of course, the big event to open the whole shindig was the always great and never disappointing Artistry in Iron show, something the folks at LVBF have been doing for a number of years now, where the best of the best custom bike builders compete against each other and judge each other. Nowhere else (that I know of) will you find this kind of terrific competition. After the dust had settled, the Artistry in Iron grand champion was Mark Daley of Thunderstruck Custom Bikes in Oregon.

There was also the traditional bike competition, entered by the "average Joes" and judged by a panel of industry-related people who are known for their acumen and knowledge in matters

custom bikes. The competition used to be on Fremont Street in downtown Las Vegas, but since the BikeFest's host hotel was the venerable old Sahara, for the first time, the show was moved to the Cashman Center, which actually made a lot more sense because now everything worth looking at was all in one easy-to-reach location, with the exception of the aforementioned wet T-shirt contest.

The BikeFest was once again a full success, with attendance up compared to the previous year, so a slight rebounding of the industry seems to be evident. This was reason enough to fill a rider's mind with all kinds of pleasant thoughts as he (or she) was drifting homewards again. In my case, it meant the incomprehensible urge to continue and finish a certain little ditty. Sorry, Arlo.

—Tripper

p.s. This year's event, the tenth anniversary bash, will be held September 30 through October 3, 2010. You'd do well to make appropriate arrangements early. See you there!







# Protracker

ED CRABTREE'S HOT ROD HYBRID

Ed Crabtree has been hot rodding around Dayton, Ohio, for the past 20 years, not only behind the wheel but wrenching under the hood as well. A professional tool and die maker for the over 15 years, he turned his attention to bikes when he purchased his first Harley, a 1999 model. "I started messing around making some parts," says Ed. "By 2003 I was making enough to justify opening a shop [EC Customs] and build our own bikes. The Protracker is our seventh build for ourselves, plus several more for customers."

The bike's fluid shape began to take form via Ed's skills on the computer with AutoCAD software. "I started with a wire frame and let it grow from there. All my bikes generally have a stubby look, but this one was more stretched out, a combination of the old board-tracker look combined with modern pro-street. That's how the bike got the name Protracker. As far as the bodywork,







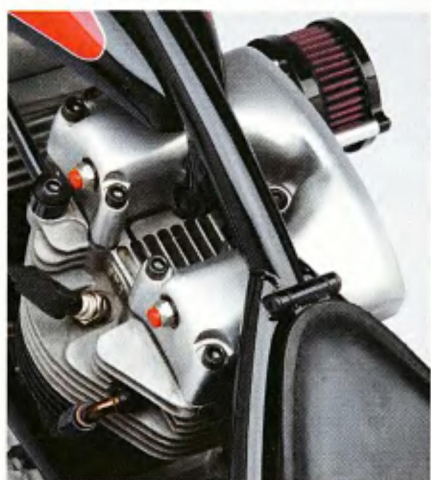
I wanted that to flow along with the frame." While that frame is a one-off, Ed has built a couple more of the retro sleek front ends calling them his Solo Springer, now available through his company.

As for the bike's 1971 FLH powerplant, Ed admits to being a shovelhead nut so always starts with a shovel motor, in this case an EC rebuilt 100-inch STD/S&S. "We built the pipes in-house and they make a great sound with that motor. I've put them on Evos and left them wide open without baffles, but with the shovelheads a baffle is needed to give it a little back pressure." Ed adds, "Because of their design, when you're moving across something like a gravel parking lot, they create a sweeping motion and stir up quite a cloud of dust..." Called Super V Pipes, EC offers them in raw steel or stainless.

Adding to the hot rod look is a pair of ForgeTech wheels to which EC applied the ScotchBrite treatment. The front hub was machined down for a clean, rotorless look, while a rear disc takes care of the braking chores. The minimalist racetrack theme gets a boost from a number of custom-made EC pieces including the handlebars, headlight, taillight, pegs, air cleaner, forward controls and oil tanks. All the sheet metal is hand-formed, including the vintage-style gas tank.

This bike now belongs to a fellow in Atlanta who bought it to put on display in his wife's art gallery as a work of art. The judges at the Easyriders Invitational Bike Show in Columbus concurred last year that the bike was worthy of such admiration, awarding Protracker First Place Street Custom.

—Paul Garson



**The bike now belongs to a fellow in Atlanta who bought it to put on display in his wife's art gallery.**





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**Owner:** Ed Crabtree (above)/EC Customs  
**City:** Dayton, Ohio

#### GENERAL

**Designer:** EC Customs  
**Fabrication:** EC Customs  
**Year and make:** 1971 Harley-Davidson  
**Model:** FLH

**Assembly:** EC Customs  
**Time:** 6 months

#### ENGINE

**Year and make:** 2008 STD  
**Rebuilder:** EC Customs  
**Displacement:** 100 inches  
**Cam:** Andrews  
**Ignition:** Joe Hunt magneto  
**Pistons:** S&S

**Heads:** STD

**Lifters:** JIMS

**Carb(s):** S&S

**Air cleaner:** EC Customs

**Pipes:** EC Customs

#### TRANSMISSION

**Year and make:** 2008 BHD  
**Modifications:** protrackerized  
**Shifting:** 6-speed

#### PAINTING

**Painter:** Ramey Restorations  
**Type/color:** House of Kolor/black, Candy Red

#### FRAME

**Year/builder:** 2008/EC Customs  
**Rake:** 36 degrees  
**Stretch:** 2 inches over stock

**Shocks:** none

#### ACCESSORIES

**Bars:** EC Customs  
**Headlight:** EC Customs  
**Taillight:** EC Customs  
**Pegs:** EC Customs  
**Electrics:** EC Customs  
**Gas tank:** EC Customs  
**Oil tank:** EC Customs  
**Oil system:** EC Customs  
**Seat:** 138 Cycle Fabrications  
**Grips:** 138 Cycle Fabrications

#### FORKS

**Type:** springer  
**Extension:** 2 inches under

**Builder:** EC Customs

#### WHEELS

**Size:** 18-inch  
**Wheels:** Forge Tech  
**Tires:** Metzeler  
**Brakes:** Jaybrake/EC Customs rear  
**Photos:** Michael Lichter  
**Contact:** EC Customs;  
 937-623-5597;  
[www.eccyclefab.com](http://www.eccyclefab.com)



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**SIXTY-NINE IS MIGHTY FINE.** Each year in spring for the last 69 revolutions of this planet, bikers the world over have made the sojourn to Daytona Beach, Florida, like turtles returning to the same warm beach to lay their eggs. They come en-masse, dragging their bloated bodies out of the sea to squirt some goo in a watery hole in the ground. The turtles do this, too.

# DAYTONA 2010





For bikers riding from snowy climes to take part in this annual mating festival, Daytona offered a mixed bag of treats this year including cold and rainy days along with the expected sunshine. The economy kept many riders from making the trip this time around, however, those who did ride down to the Sunshine State found an amazing array of bars to quaff beer in and a bounty of bouncing boobs to drool over. And

when you get right down to it, isn't that what a biker rally is really all about?

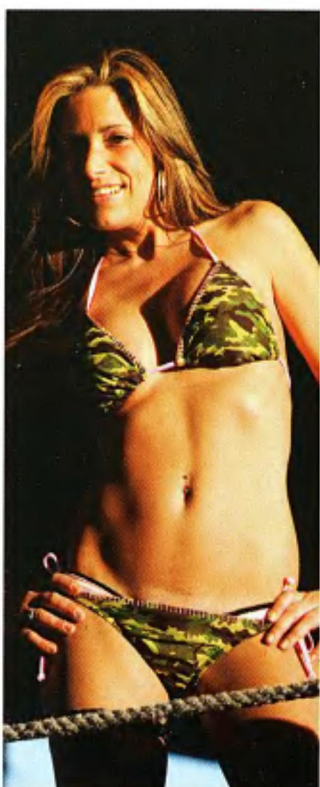
From the mighty Destination Daytona, riders could take US 1 to hang at The Broken Spoke and The Iron Horse Saloon (two of our old-time favorites) or head down to Main Street just to say you did, ride on the beach in selected areas, or take in a ride-in bike show. The races over at the Speedway always get your heart pumpin' as do the strippers at Lollypops.

Other favorite happenin's also included the ride-in old-school scoots at Willie's Tropical Tattoo, the Limp Nickie Lot, and Al's Last Resort. But riding those long flat Florida highways should be at the top of your list of things to do during this rally. Cruise on down south to St. Augustine to tour the Fort or visit the Kennedy Space Center at Cape Canaveral.

While bike runs come and go, there are a few that have achieved legendary

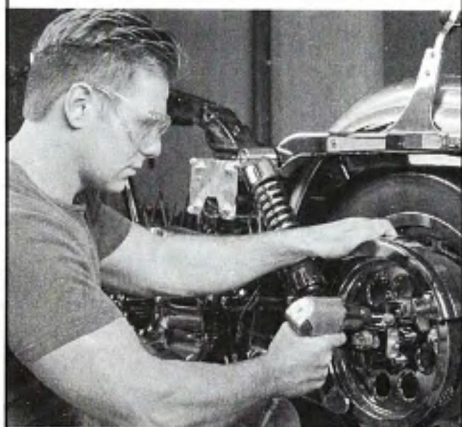






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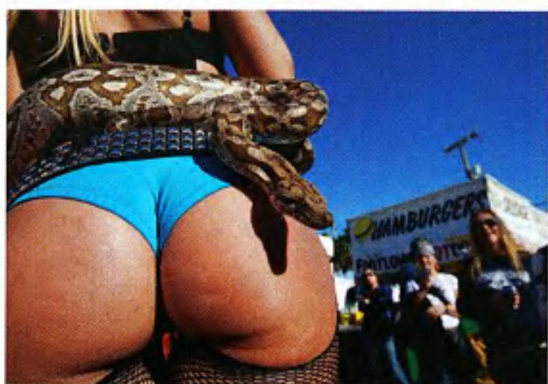
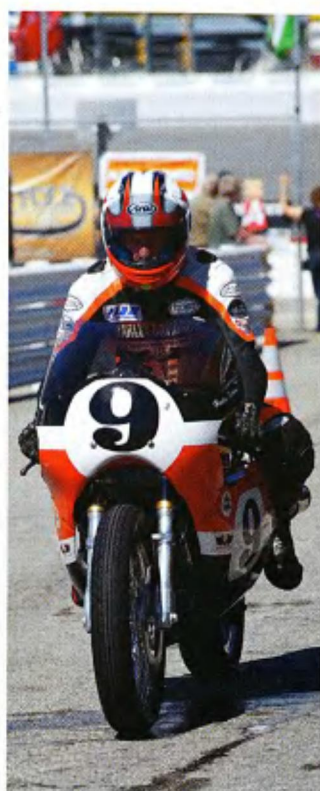
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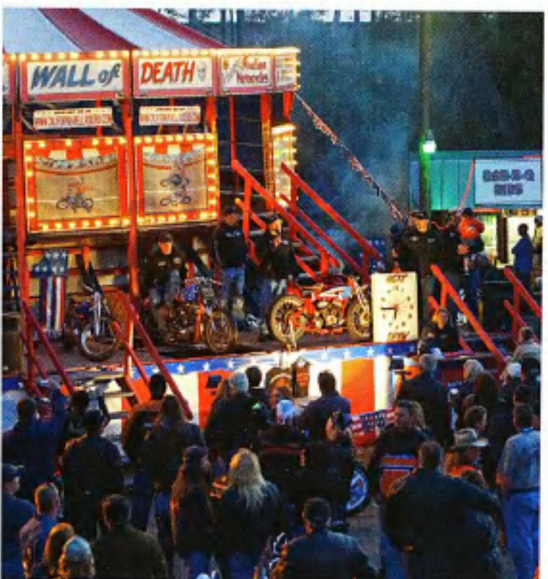
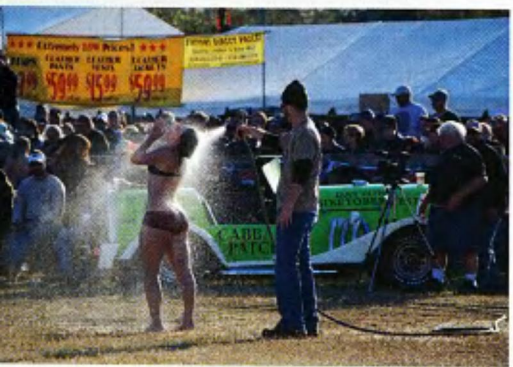
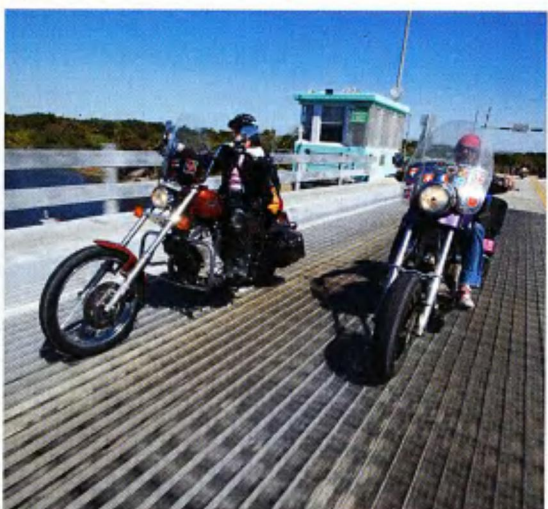
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status. These are places that you simply have to ride to sooner or later: one is Sturgis, the second is Daytona. While this was the 69th running of Bike Week, we refuse to end with any reference to sexual positions. It would be far too easy for us to do this and we know you expect more from a fine, upstanding magazine such as *Easyriders*. Besides, that particular position always ends up with somebody's nose accidentally slipping up someone's butt...and that's just gross.

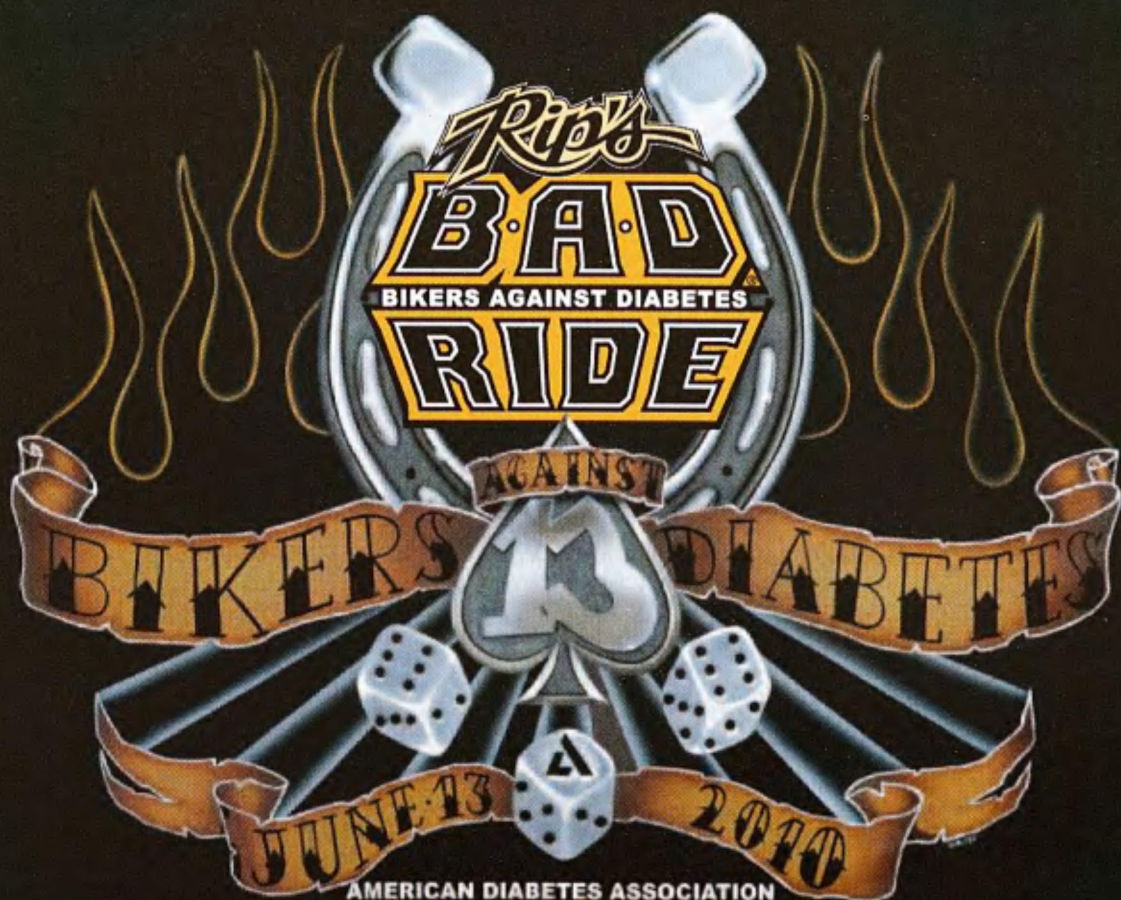
—Phantom



Photos: Michael Lichter



Sunday, June 13, 2010

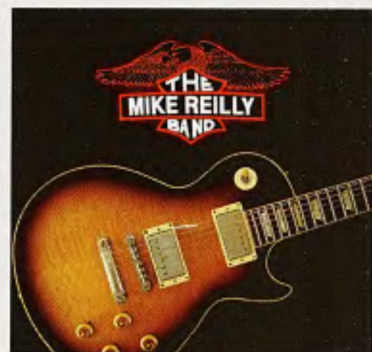


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# Passin' Gas

**S**naps and his ol' lady are tooling around on his Harley when they passed a billboard showing a bikini-clad hard-belly holding a can of beer.

Snap's ol' lady glanced up at it and announced disdainfully, "I suppose you think if I drank a six-pack of that brand, I'd look like her."

"No," Snaps corrected. "But if I drank a six-pack, you'd look like her."

*Barbara Daniel  
Sacramento, California*

**O**ne day a wife comes home with a spectacular diamond ring. "Where did you get that ring?" her husband asks.

"Well," she replies, "My boss and I played the lotto and we won, so I bought it with my share of the winnings."

A week later his wife comes home with a long, shiny fur coat. "Where did you get that coat?" her husband asks.

She replies, "My boss and I played the lotto and we won again, so I bought it with my share of the winnings."

A week after that his wife comes home driving a new car. You guessed it, her share of the lotto winnings.

That night, the wife asks her husband to run her a nice warm bath while she gets undressed. When she enters the bathroom, she finds that there is barely enough water in the bath to cover the bath plug. "What's this?" she asks her husband.

"Well," he replies, "We don't want to get your lotto ticket wet, do we?"

*Rocky Meyerson  
W. Palm Beach, Florida*

**A**n ol' scooter tramp was riding his sled down a back road when he spotted a sign in front of an eatery that read, "Happy Hour Special: Lobster Tail and Beer."

"Goddamn!" the tramp said to himself, "My three favorite things."

*Gary Lowery  
Long Beach, California*

**M**ad Dog dies and goes to hell, and Satan asks him, "Do you like to drink?"

"Sure," says Mad Dog.

"Well, you'll love Thursdays," says

Satan. "All we do is drink beer, whiskey, vodka — everything. And your dead, so no hangover!"

"Right on!" says the bro.

"Do you like drugs?" asks Satan. "Because it's the same deal on Friday, all the drugs you can take!"

"Awesome!" says Mad Dog. "There's gotta be a catch to this."

"Not at all," says Satan. "You're a gay biker, right?"

"Hell no!" says Mad Dog.

"Oh well, then Saturday won't be your favorite day around here."

*Burt Whitcomb  
Palmdale, California*

**Q** What's the difference between the government and the mafia?

**A** At least one of them is organized.

*Matthew Pike  
Louisville, Kentucky*

**A** young biker couple are on their honeymoon. After a few hours of exhausting, great sex, the biker says, "Now you won't see me for a while."

"We're on our honeymoon!" exclaims his ol' lady. "Where are you going?"

"Nowhere, babe," He says. "Roll over."

*Joey Hayes  
Mesa, Arizona*

**L**ittle Red Riding Hood was walking through the woods. Suddenly a wolf jumped out from behind a bush. "I'm gonna eat you!" the creature said, salivating.

"Go ahead," Red grumbled, lifting her skirt. "But fer chrissakes, can't we ever just fuck?"

*Paul Brown  
Fun Town*

**A** man and woman were having marital problems, so they went to see a marriage counselor. In an attempt to find some common ground from which to begin the session, the counselor said, "Tell me about something the two of you have in common."

The husband said, "Well, neither one of us sucks dick."

*Tim Jennings  
Strafford, New Hampshire*

**A** small boy was lost at a large shopping mall. He approached a uniformed policeman and said, "I've lost my grandpa."

The cop asked, "What's he like?"

The little boy hesitated for a moment and then replied, "Crown Royal whiskey and women with big tits."

*Lee Dancer  
Taylor, Michigan*



*"There goes my Sundays!"*



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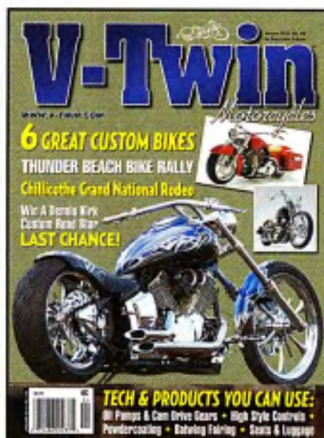
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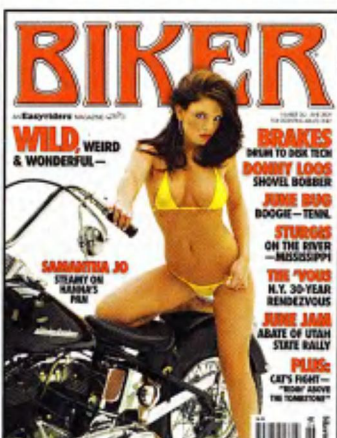
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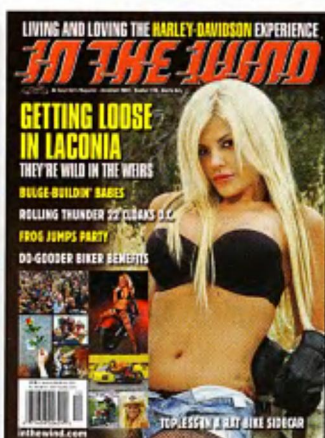
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Sarah Palin campaigning for the biker vote?  
—Bill Cromwell, Little Orleans, MD

**IN THE WIND**







David Mann rides with him.

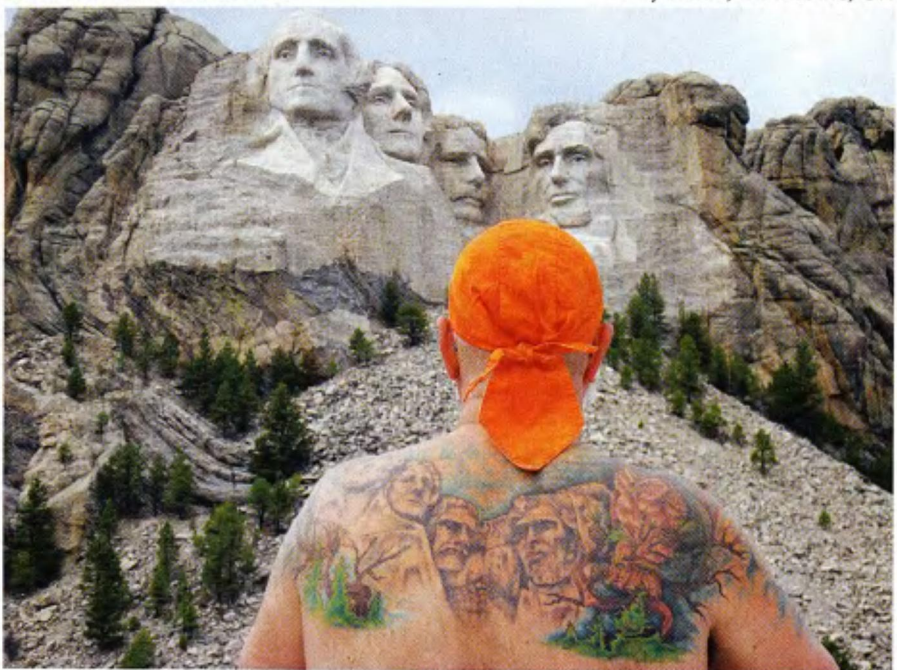
—Boy Scout, Chillicothe, OH



—Goobie and Fish, Salisbury, NC



—SSG. Russ Kirkpatrick, Djibouti, Africa



Happy birthday, Orny! Sturgis 2009.

—Metzy, Pine Bush, NY



—Stacy Patterson, Meriden, KS



Larry and Tina —Scott Whitver, Elk, WA



An Orange Blossom Special rolls along at 2009 Toys InThe Sun Run.

—Suzan Klein, Ft. Lauderdale, FL





"Hey, Mister, wanna buy some Dolphin Girl Cookies?"

—Aña Fortuñata, Jackson, TN

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. 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

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Daytona Beach Main Street during Bike Week 2010. —Michael Lichter



# CLASS OF 1947

BOB CARRILLO'S SWAP MEET SPECIAL

Bob Carrillo has definitely got an eye for the old stuff. Over the past few years this construction worker from Sylmar, California, has managed to put together a string of classic-looking award winners, all based on knuckleheads, shovelheads and the like. It's the kind of bike he grew up around, he says, thinking back to all the older guys like Paul Wheeler who'd ride their chops around the neighborhood. These days those inspirational builders are Bob's





buddies; Paul Wheeler himself actually pitched in a little with this bike, Bob's latest, helping out with the wiring, a little bit of the final assembly, and by adding that coveted mid-1960s H-D Hummer gas tank to the parts mix. It's something he'd kept in the rafters for decades.

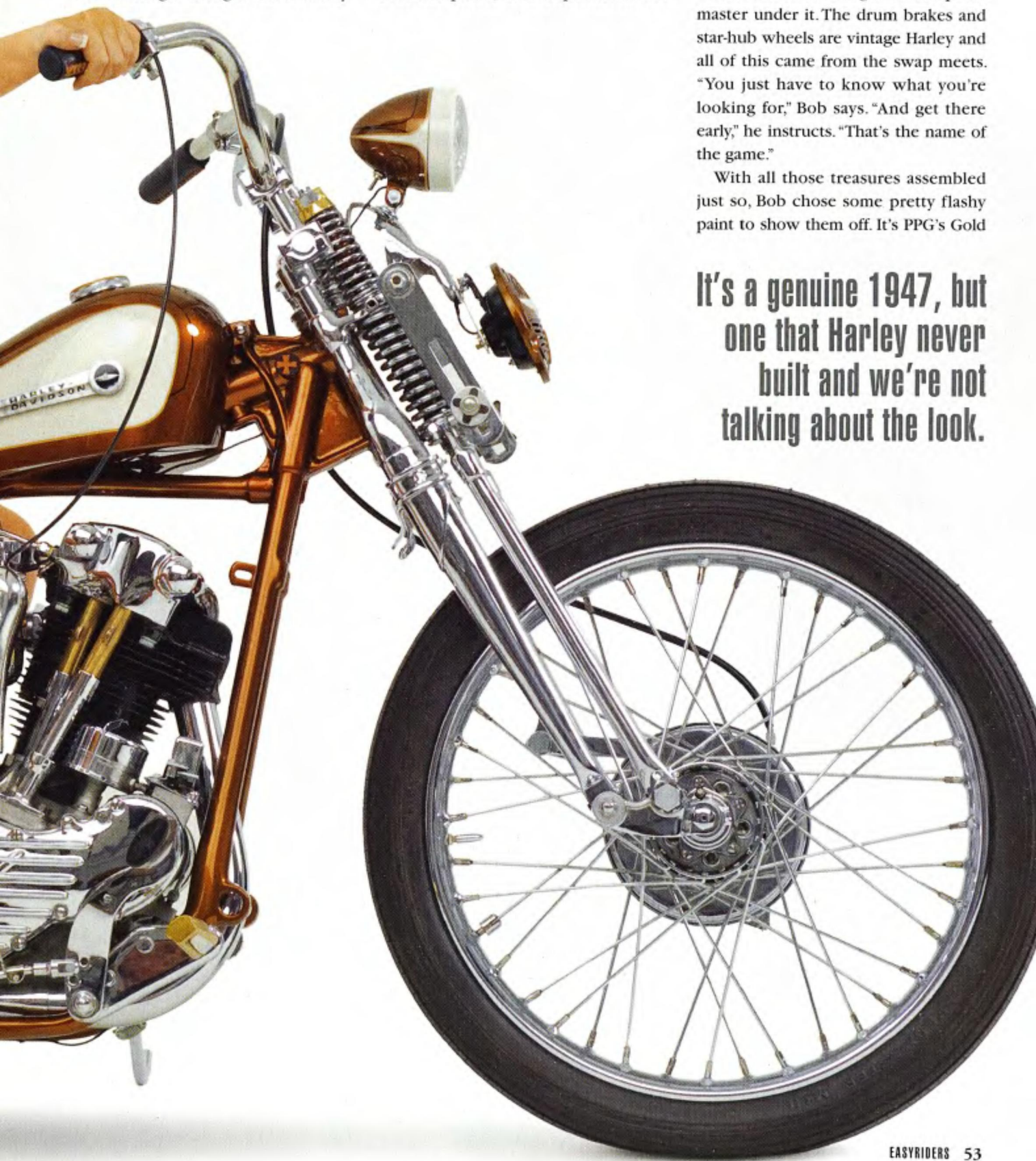
While that gas tank gift was certainly

appreciated, Bob's got a knack for ferreting out the parts he needs for his old-school builds. It's something that can take time and patience. This 1947, for instance, is a Harley but that's not to say it all left Milwaukee bolted together into one bike. Far from it. "I found this one in bits and pieces at swap meets all over the place," Bob explains. All his

projects seem to work out that way. For this one he scored the 1947 frame at the Long Beach swap meet. The engine is 1947 EL with a set of 74 wheels and cases. "We 'Fled' it," Bob says. The front end is also 1947 H-D, so is the transmission, and so is the rear fender, now bobbed at the tail and narrowed down the center to better hug the Avon Speedmaster under it. The drum brakes and star-hub wheels are vintage Harley and all of this came from the swap meets. "You just have to know what you're looking for," Bob says. "And get there early," he instructs. "That's the name of the game."

With all those treasures assembled just so, Bob chose some pretty flashy paint to show them off. It's PPG's Gold

**It's a genuine 1947, but  
one that Harley never  
built and we're not  
talking about the look.**





Rush and Abalone Pearl. Joe Guzman shot the color. Joe did all the airbrushing and pinstriping, too, as well as some of the molding. "Definitely a one-man show there," says Bob of Joe. But Bob Carrillo might qualify for that title himself. This bike was pretty much a one-man project, a real home-brew built right out in the garage. Start to finish, once all of those





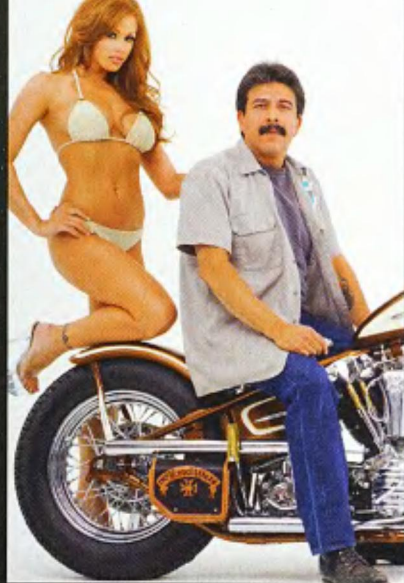
vintage parts were collected, it only took two, maybe 2 ½-months to complete, tops. "And I really like the way this one turned out," says the builder. "I can't see myself getting rid of it anytime soon. It just might be a keeper." Uh huh, until that next pile of swap meet gems grows to critical mass and Bob Carrillo gets his next vision.

—Joe Kress

This month's *Easyriders* girl is Christine from Los Angeles. The ravishing redhead is the perfect complement to Bob Carrillo's classic beauty.







**Owner:** Bob Carrillo (above)  
**City:** Sylmar, California

#### GENERAL

**Designer:** Bob Carrillo  
**Year/make:** 1947 Harley-Davidson  
**Model:** Knucklehead  
**Assembly:** Bob Carrillo  
**Time:** 2 months

**Chroming:** Astro Plating

#### ENGINE

**Year/make:** 1947 Harley-Davidson  
**Rebuilder:** Flathead Fern  
**Displacement:** 74 cubic inches  
**Ignition:** points  
**Cam:** Crane  
**Carb:** Linkert

**Air cleaner:** owner modified

**Pipes:** Paughco

#### TRANSMISSION

**Year/make:** 1947 Harley-Davidson  
**Shifting:** jockey w/ratchet lid

#### PAINTING

**Painter:** Joe Guzman  
**Type/color:** PPG/Gold Rush/Abalone Pearl

#### FRAME

**Year/make:** 1947 Harley-Davidson  
**Type:** straight-leg rigid  
**Rake:** 30 degrees

**Stretch:** none

**Shocks:** none

#### ACCESSORIES

**Handlebars:** mini apes  
**Handlebar controls:** Harley-Davidson  
**Fenders:** Harley-Davidson, modified  
**Headlight:** a small one!  
**Taillight:** Harley-Davidson Hummer  
**Pegs:** classic bobber chop, brass  
**Gas tank:** Harley-Davidson Hummer  
**Oil tank:** horseshoe  
**Seat:** Pascal, Riff Raff Leather  
**Grips:** Riff Raff again

#### FRONT END

**Type:** 1947 Springer  
**Builder:** Harley-Davidson

#### WHEELS

**Make:** Harley-Davidson, star hub  
**Size:** 21-inch front, 16-inch rear  
**Tires:** Avon Speedmasters  
**Brakes:** Harley-Davidson, drum  
**Photos:** Rick Hustead





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|                     |                                              |
|---------------------|----------------------------------------------|
| February 6-8        | V-Twin Expo, Cincinnati, OH.                 |
| February 12-14      | Easyriders Bike Show, Columbus, OH           |
| February 19-21      | Available                                    |
| February 25-26      | Available                                    |
| February 27-March 7 | Orlando Bike Week, Orlando, FL               |
| March 12-14         | Available                                    |
| March 20            | Available                                    |
| March 26-28         | Available                                    |
| April 2-4           | Available                                    |
| April 9-11          | Available                                    |
| April 14-18         | Available                                    |
| April 22-26         | Available                                    |
| April 30-May 2      | Available                                    |
| May 8               | Available                                    |
| May 14-16           | Available                                    |
| May 21-23           | Available                                    |
| May 28-31           | Party in the Pines, Longview, TX             |
| June 4-5            | Louisville H-D, Louisville, KY               |
| June 11-13          | ROT Rally, Austin, TX                        |
| June 18-20          | Available                                    |
| June 26-27          | Available                                    |
| July 2-4            | Available                                    |
| July 9-11           | Available                                    |
| July 16-18          | Muskegon Bike Time, Muskegon, MI             |
| July 20             | MotorCycle Night, Lowell, MA                 |
| July 23-25          | Available                                    |
| July 27             | MotorCycle Night, Lowell, MA                 |
| July 30-August 1    | St. Charles Harley-Davidson, St. Charles, MO |
| August 8-15         | Full Throttle Saloon, Sturgis, SD            |
| August 20-22        | Four Rivers Harley-Davidson, Paducah, KY     |
| August 27-29        | Available                                    |
| September 3-5       | Winchester Harley-Davidson, Winchester, VA   |
| September 10-12     | Available                                    |
| September 17-19     | Available                                    |
| September 24-25     | Bike's On The Bricks, Flint, MI              |
| October 1-3         | Available                                    |
| October 8-10        | Available                                    |
| October 14-17       | Biketoberfest, Daytona Beach, FL             |
| October 22-24       | Available                                    |
| October 29-31       | Available                                    |
| November 5-7        | Available                                    |
| November 12-14      | Available                                    |
| November 19-21      | Available                                    |
| November 26-28      | Available                                    |
| December 3-5        | Available                                    |
| December 10-12      | Available                                    |
| December 17-19      | Available                                    |
| December 24-26      | Merry Christmas!                             |
| December 31-Jan 2   | Happy New Years!                             |

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SEAN MARVIL'S RIGID MARVEL

# JERI'S SLUT

When we called Sean Marvil M.D. to talk about his bitchen little rigid scoot, he was up in a tree stand with a high-powered bow, getting' ready to shoot some game. He spoke real quiet-like, "Hey man, can I call you back in about 20 minutes? I'm up a tree."

Sure, no problem. So, while Sean is baggin' a few deer or accountants or whatever passes for wild life in McLean, Virginia, let's take a wander over this exceptional putt. Starting with a great-lookin' gooseneck rigid frame and gas tank by Dirty South Choppers, Sean

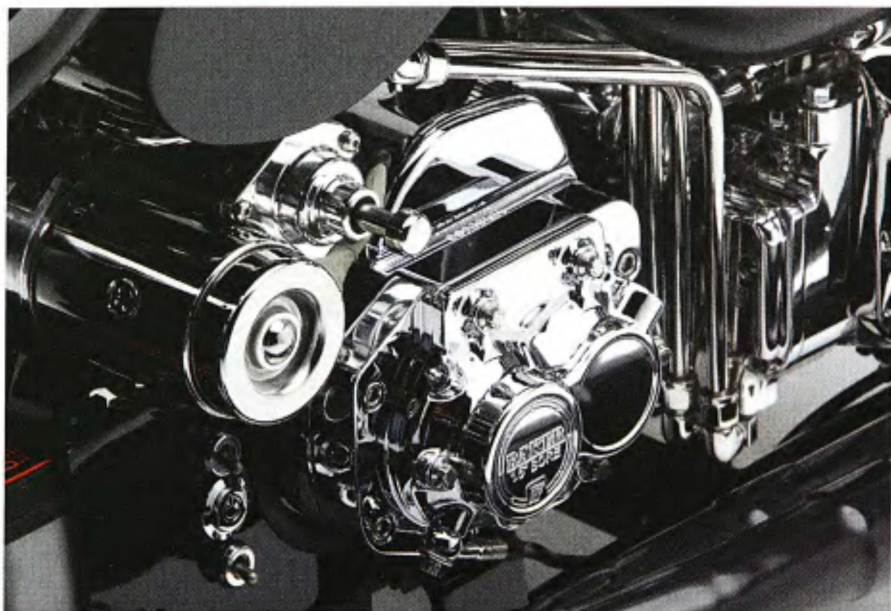
Starting with a great-lookin' gooseneck rigid frame and gas tank by Dirty South Choppers, Sean popped in a 95-cubic-inch S&S motor that had been beefed up by R&R Cycles.











popped in a 95-cubic-inch S&S motor that had been beefed up by R&R Cycles. The smooth 6-speed tranny is a Baker left-side drive unit and the sleek pipes are by RB Racing.

Going for a simple yet elegant design from the Jeri's Springer front end to the Fat Katz rear fender, this bad boy includes a neat little oil bag by Moto X Cycle and a custom solo seat by Licks Custom Cycles. Paint chores were expertly handled by Justin Barnes at JB Grafix, famous for dolling up all those Orange County Choppers sleds.

We also dig the Billet Iron cylinders by Hyperformance and the clean stainless hard lines. Other tasty touches include the Goodson air cleaner, Headwinds beam up front and minimal Pyrotech Customs bars. It doesn't get much cleaner than this.







**Paint chores were expertly handled by Justin Barnes at JB Grafix.**

Wait a minute, Doctor Sean is on the line; he finally got down outta that tree and wiped all the accountant blood off his hands so we could ask him the question that had been burning a hole in our brainpans since we first saw this rigid, namely, why is it called Jeri's Slut?

"Oh that? It's because the front end is made by Jeri Exner of Jeri's Springers," Sean tells us. "He never gets mentioned

in any magazines by bike builders. Jeri is always saying, 'I guess I'm just everybody's slut.'" Hey Jeri, consider yourself mentioned and consider Jeri's Slut one awesome ride.

Sean wants to give a shout out to bros at the Orthopedic Department at Albert Einstein Medical Center in Philadelphia. They help to put those shot up accountants back together. —Dave Nichols







Sean Marvil (above) and his 2009 Rigid Evo "Jeri's Slut."



**Owner:** Sean Marvil  
**City:** McLean, Virginia  
**Designer:** Sean Marvil  
**GENERAL**

**Year and make:** 2009 Rigid Evo

**Model:** Jeri's Slut

**Assembly:** Sean Marvil

**Time:** 3 years

**Chroming:** Space Coast Plating

#### ENGINE

**Year/make:** 2009/S&S

**Model:** Evo

**Rebuilder:** Custom Cycle Accessories

**Ignition:** Compufire

**Displacement:** 95 cubic inches

**Lower end:** S.T.D.

**Balancing:** R&R Cycles

**Pistons:** J.E.T.

**Heads:** R&R Cycles, Inc.

**Cam:** R&R Cycles, Inc.

**Lifters:** Harley-Davidson

**Carb:** XXX Performance

**Air cleaner:** Goodson

**Pipes:** RB Racing

#### TRANSMISSION

**Year/m:** 2008/Baker

**Type:** LSD

**Shifting:** 6-speed

#### PAINTING

**Painter:** Justin Barnes

**Type:** PPG

**Color:** black

#### FRAME

**Year/make:** 2007/Dirty

**South Choppers**

**Type:** rigid

**Rake:** 42 degrees

**Stretch:** 2 inches

**Shocks:** none

#### ACCESSORIES

**Bars:** Pyrotech Customs

**Handlebar controls:** Kustom Tech

**Fenders:** Fat Katz

**Headlight:** Headwinds

**Taillight:** Fab Kevin

**Pegs:** Acme Choppers

**Electrics:** owner

**Gas Tank:** Dirty South Choppers

**Oil tank:** Moto X Cycle

**Oil system:** S&S

**Seat:** Licks Custom Cycles

**Grips:** Acme Choppers

#### FORKS

**Type:** springer

**Builder:** Jerry's Springers

#### WHEELS

**Size:** 21-inch front,

18-inch rear

**Type:** spoke

**Tires:** Avon

**Brakes:** Brembo front,

3 Guys Customs rear sprator

**Photos:** Dino Petrocelli





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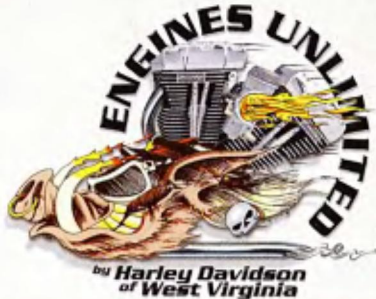
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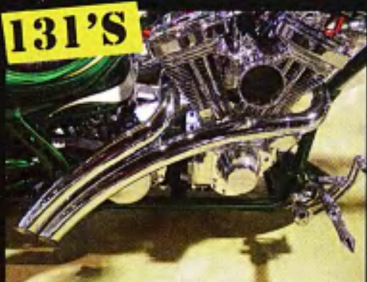
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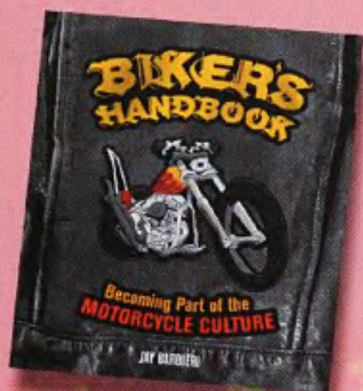
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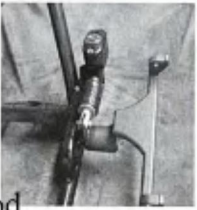
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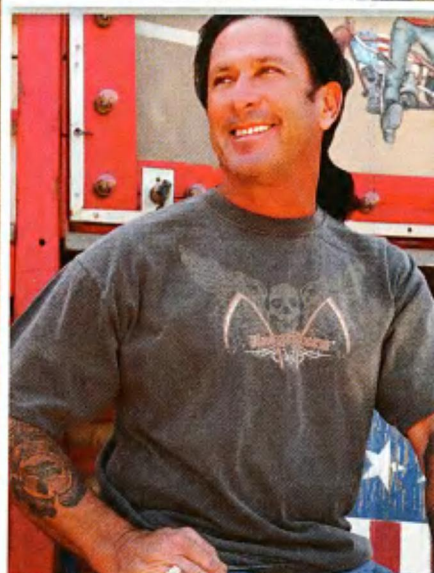
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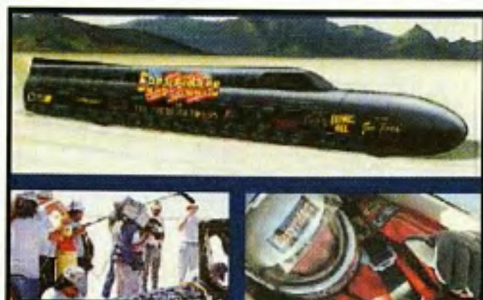
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### Tech Tips From The Tuning Pros: Perfecting An "Almost Right" Auto Tune System

Most everyone's aware of the need for an FI re-map on a Harley. Add a free-flowing exhaust, a good air filter and maybe some aggressive cams to a V-twin and any factory settings for the fuel injection go out the window. That's why the aftermarket is filled with fuel-management modules all aimed at making computer re-mapping an easy at-home deal. It's become big business and, if we're to believe the hype, all you have to do is install these electrical wonders and go for a ride. Presto, the bike automatically recalibrates itself to fuel-delivery perfection—new exhaust, air filter and cams taken into account.

Sounds great, but like most things too good to be true, this deserves a closer look. Auto tune absolutely does work; let's get that right out of the way. It's a great idea, but the reality is many of these systems have limitations. They might be hobbled by the parameters of the factory ECU, for instance. How do you get extra fuel when the bike's computer won't allow it? And depending on how extensive the bike's changes from stock are, that auto tune might be asked to work overtime. How accurate can any system be when it's constantly changing fuel delivery rates by 20, 30, even 40%, and expected to do so immediately? Granted, some systems offer their own version of a custom fuel map to load in first. Necessarily generic, it'll never duplicate the exact needs of your bike. The guys at Speed's Performance Plus have a better idea.

"Auto tune works great," they say, "but to perform at its best, we've found that you really need a dyno tune and full re-mapping first." A contradiction? Isn't auto tune supposed to eliminate the need for that dyno session? Not entirely, say the guys at Speed's. Their preferred method, and one that's made countless riders happy, is to use that auto tune as an add-on, a supplement to the kind of dyno tune they've always done to a Harley. And there are plenty of benefits here.



Photo: Joe Kress

Here's the drill. Using the new Power Commander V and its attendant software, the first step to a perfect auto tune is to dyno tune the motorcycle, dialing-in the fuel delivery for that particular bike and at all the rpm ranges from idle to WFO. That becomes the starting point for the auto tune to work—and only work a little, at that. Then, with the engine performing at its best they'll add the auto tune with its Bosch wide-band sensors, hook everything up and go into that program for a little specialized tweaking. They'll isolate areas known to need special attention, and even then only ask the auto tune to allow minute changes and adjustments. We're talking throttle positions from about 5% open to maybe 15 or 20% open, and rpm ranges from about 2,000 to approximately 4,500.

"That's the real-world cruising range for most street-ridden bikes," Speed's Wayne Hanson explains. "Depending on where a rider lives and where he does most of his riding, we'll set the auto tune to allow a 5 to 10% change, plus or minus, to the custom-mapped values for those areas." See the difference? The auto tune is now working off a fuel-curve map that's exactly where it needs to be for a particular bike and then it's only being asked to

make the smallest adjustments in the cruising ranges most often used. It's an ideal combination. The motorcycle's been custom mapped for what it is and what equipment it's running and, with this Speed's setup for the auto tune, the startup, idling and wide-open throttle values won't be affected. Those all-important cruising ranges, though, will be finely regulated. Automatically. Changes in temperature, humidity and altitude will all be accounted for and that sweet running, dyno-tuned bike will stay that way wherever and whenever it's ridden. This approach is easy on the hardware, too. O2 sensors asked to routinely read, signal and relay big adjustment differences in the fuel map can, and do, burn out prematurely. And they aren't cheap.

Bottom line: auto tune is great, when it's set up properly. Speed's Performance Plus is onto something here. Check them out at a run, rally or event near you. The full 2010 tour schedule is on their website.

—Speed's Performance Plus

#### Speed's Performance Plus

[www.speedsperformanceplus.com](http://www.speedsperformanceplus.com)  
605-695-1401 — Minnesota  
605-695-2272 — South Dakota  
386-405-7898 — Tennessee



## EASYSIDERS' GUIDE TO BARS, MIRRORS & CONTROLS

# STAND OUT FROM THE CROWD

You don't have to be a control freak to appreciate finely crafted handlebars, mirrors, and controls for your scooter. These are an easy upgrade that really makes a major difference when it comes to making your bike stand out from the crowd. Whether it is your goal to clean up your bars, add additional functions, or just a personal touch, you'll find what you are looking for in this guide.

—Kit Maira



### DRAG SPECIALTIES FORWARD CONTROL KITS

These chrome-plated or black anodized steel forward controls replace OEM forward controls or convert from mid-controls. Kits include rubber insert footpegs, shift peg, and mounting hardware and use stock brake master cylinder. The kit fits 2004-2010 XL models and is available in standard position or 2-inch extended. Price starts at \$389.95 (black, standard). The kit is not for use with 2-into-1 exhaust systems.



### BRAKE/CLUTCH CONTROL KIT AND SWITCH HOUSINGS

These chrome brake and clutch controls use OEM brake master cylinder kits. The die-cast aluminum switch housings have radius edges, OEM clamps, smooth tops, and a chrome finish for a clean look. They accept 2008-2010 OEM switches and wiring; the switches are available separately in the 2010 FatBook. Brake/clutch controls and switch housings are sold separately. Order as needed for your application. Models with dealer-installed cruise control may require different or additional lower switch housings.

**Drag Specialties**  
[www.dragspecialties.com](http://www.dragspecialties.com)



### NEW 16-INCH FAT APE HANDLEBAR KITS

Riders will reach for the sky after installing the new 16-inch Fat Ape Handlebar Kit with riser from Harley-Davidson. This 1.25-inch diameter handlebar is perfect for riders with longer arms or those looking for a "fist in the wind" riding posture. Factory-drilled for internal wiring, the bar can be rotated and secured in the clamp at an ideal riding position. The kit includes a matching riser and custom handlebar clamp that conceals the wiring exit.

A similar 12-inch kit with riser is available for riders who want the old-school look with a less radical height. The handlebar kit fits many Softail, Dyna, and H-D touring models. Installation may require a change in clutch and/or throttle cable and brake line with components sold separately and may not fit with some accessories.

**Harley-Davidson**  
[www.harley-davidson.com](http://www.harley-davidson.com)



### PM CONTOUR TOURING EDITION MIRRORS

Faired touring models have an ideal location for a mirror to tuck out of the way and still provide an excellent rear view. Performance Machine has taken

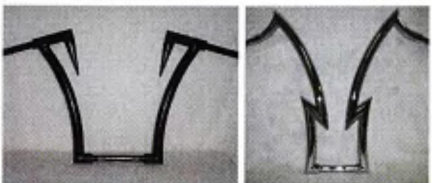
that concept a few steps further with their machined aluminum Contour Touring Edition Mirrors. The mirrors are designed for optimal view and to flow perfectly with the lines of the fairing. New for 2010, the PM Fairing Mount Mirrors are priced at \$149.95 for the set in chrome or black finish.



### PERFORMANCE MACHINE CONTRAST CUT HAND CONTROLS

Performance Machine has applied their contrast cut process to their line of Contour hand and foot controls. After each control is polished, creating a mirror-like finish, the black anodizing is applied resulting in an exceptionally smooth finish. The control is then machined again to expose the raw aluminum of the PM logo. PM's Contour Master Cylinders (available in both clutch and brake version) are available in the contrast cut finish and create a stunning handlebar setup when matched with black Contour switches and throttle housings.

**Performance Machine**  
714-523-3000  
[www.performancemachine.com](http://www.performancemachine.com)



### BR CUSTOM BARS

BR Custom Bars specializes in making custom fabricated handlebars to fit each make or model of a bike. BR builds and will alter their custom handlebars to please the customer. Each handlebar is made individually based on customer specifications and is given the custom look needed to fit each customer's wants and their bikes needs. Bars are available finished raw, powdercoated, or chromed.

**BR Custom Cycles**  
716-679-1966  
[www.brcustomcycles.com](http://www.brcustomcycles.com)





### NIGHT SERIES BILLET FLOORBOARD CONTROLS

Accutronix

has taken their billet controls and black anodized and contrast cut them to create their "Night Series."

These controls are the perfect addition to any blacked out bagger or FL Softail. They are CNC-machined from 6061-T6 billet aluminum and are fit all H-D touring and FL Softail models from 1986-to-present and come in Diamond or Slotted styles. U.S. made, they are priced at \$409.99.



### NIGHT SERIES BILLET FORWARD CONTROLS FOR TOURING MODELS

The perfect addition to any blacked-out bagger, these forward controls are CNC-machined from 6061 T-6 billet aluminum. They are available for all H-D touring models from 1997-to-present and retail for \$894.99.



### NIGHT SERIES BILLET FOOTPEGS

Like their Night Series floorboard and forward controls, these footpegs are CNC-machined from 6061-T6 billet aluminum and are perfect for any blacked-out bike. Prices for the footpegs range from \$134.99 to \$194.99.

Custom Chrome

[www.customchrome.com](http://www.customchrome.com)



### BLACK OUT LEVERS FROM GMA/BDL

Belt Drives

Ltd., manufacturer of the elite line of GMA components, has just released these super sanitary, rugged, high-performance Black Out lever controls. The master cylinder has a 5/8-inch bore and integrates a threaded ball end plunger. This design provides positive engagement and precise movement of the piston and rubber cup reservoir seal for positive, smooth stopping performance. GMA controls are secured to bars with camlocks and the switch housing blends in for an exceptionally clean profile. Available hydraulic clutch master features a 9/16-inch bore to match common aftermarket slave cylinders. Designed for use with 1-inch bars, the

super clean GMA/BDL levers start at just \$180.

Belt Drives Ltd.,

714-685-3333.

[www.belt drives.com](http://www.belt drives.com)



### JAYBRAKE STK HAND CONTROLS

Jaybrake's STK hand controls are machined from billet aluminum and are designed to work with 1996-and-newer stock H-D switch housings. These controls have smooth lines and a 2-piece design that clamps from the bottom so the mounting screws are not visible. They are available in either 9/16 or 11/16-inch bore and fittings for either 3/8 or 7/16 banjos, they are available in chrome, polish, and black powdercoat finishes.



### JAYBRAKE J-FL FORWARD CONTROLS

The J-FL forward controls are designed to mount to FLH touring models from 1993-to-present. These controls will meet the needs of everyone who enjoys the feel and mobility of forward controls, but demands the luxury of his or her bagger. Machined from a combination of steel and billet aluminum, these new controls utilize existing H-D mounting and pivot points as well as the stock master cylinder. The J-FL forward controls can be mounted to a touring bike with or without the crash bar. The total installation time is less than two hours.

All steel components are powdercoated black and the billet components are available in either chrome or black anodize. Controls are also now available in full rubber or multi-band peg options.



### JAYBRAKE ROUND MIRRORS

Jaybrake's round mirrors come in two different mounting styles. First is the radial mount mirror, which has a threaded stem designed to mount onto a perch or master cylinder. The second style is designed to clamp around your handlebar with options for either 1- or 1 1/4-inch bars. Both designs feature a 2-inch



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round mirror fixed into a solid housing. Jaybrake's mirrors are machined out of billet aluminum and are available polished, chrome, or black.

**Jaybrake**  
716-592-0554  
www.jbrake.com



#### **DYNAS FOOTBOARD KIT**

The New V-Twin Mfg. FXD Footboard Kit is designed for use on all 1996-2010 FXD models. The footboards feature the same style and

comfort used on all touring models to maximize rider comfort. The kit comes complete with footboards and mounts, brake pedal, an extended brake rod and utilize a one-piece heel-toe shifter and all mounting hardware. The floorboard kit also allows the use of OEM engine guard (P/N 49218-01).

**V-Twin Manufacturing**  
800-VEE-TWIN  
www.vtwinmfg.com



#### **BILLET BOYS CUSTOM BILLET SLOTTED FLOORBOARDS**

Billet Boys' new custom slotted floorboards designed by Scott Hultquist of Riff-Raff Customs feature three tapered slots in

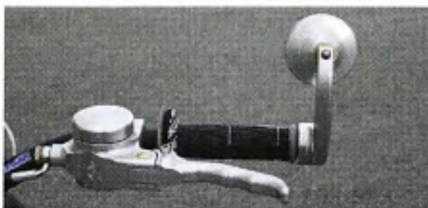
a tapered floorboard that has a raised outside edge. The Billet Boys floorboards are machined from a solid billet of aircraft-grade aluminum and are stunningly finished in show-quality chrome.

These custom slotted floorboards fit all 1986-and-later FL models, both FLHT and FLST. They retail for \$399.99 per pair. The slotted floorboards bolt up to the factory mounts; all needed hardware is included. They can be installed in under an hour with simple hand tools; no drilling is required. As with all Billet Boys parts, they are made in the USA.

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

#### **JOKER JX SERIES HAND CONTROLS**

These new controls are designed to enable a customer/builder to start with a basic hand control that has an array of optional upgrade features that can be added or subtracted to 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  
www.jokermachine.com



#### **DEEP SOUTH CHOPPERS**

Deep South Choppers collaborated with Switch Blade Billet, a premium manufacturer in California, to offer an exclusive design of hand and foot controls as standard equipment on their new Shocker Series limited production motorcycles. The hand and foot controls are also available separately. Meticulously designed by the boys at Deep South and manufactured with care by Switch Blade, these controls have a top-shelf quality with a unique character to make any bike look cool. These hot rod-inspired controls have a satin finish and are ready for purchase as a unit. Chrome them if you wish, but satin is the new chrome.

**Deep South Choppers**  
225-272-7798  
www.DeepSouthChoppers.com



#### **FLYRITE CHOPPERS FOOT AND SHIFT PEGS**

Flyrite Choppers' natural aluminum foot controls add that extra bit of style to your bike. The foot and shift pegs are available in three styles and are machined in house at Flyrite. Along with the pegs, FRC is also offering stainless steel adapters to fit OEM mounts.

**Flyrite Choppers**  
512-918-2467  
www.flyritechoppers.com

#### **PREMIUM CHROME BILLET LINKAGE**

Softbrake offers H-D riders a full line of premium quality, bolt-on replacement



shift linkage and related accessories that function well and look good. Shown here are the inner arm to

transmission linkage, slotted inner shift arm, slotted outer shift arm, shift rod cap, and spring loaded shaft spacer (not visible). The arm to transmission linkage is chrome billet and offered in four different styles: Grooved, Skull, Iron Cross and Slotted Grooved (shown).

**North County Customs**  
714-680-0911  
www.softbrake.com



#### **METALARTS ADJUSTABLE HAND LEVERS**

MetalArts believes adjustable levers should be standard on all mo-

torcycles. Since hands come in all sizes, from very small to very large. It just doesn't make sense to have a lever that can't be adjusted to user needs.

These adjustable levers have a look similar to stock levers, and are made by precise CNC-machining of aircraft grade aluminum. MetalArts levers make it easy to adjust the lever to fit your hand for comfort. A thumbwheel allows you to adjust the clutch and brake lever in or out depending upon your finger length/reach. Available in chrome finish or black powdercoated.

**MetalArtsInc**  
805-239-2713  
www.metalartsincl.com



#### **HELIBARS**

Imagine a handlebar that perfectly adjusts to fit your grip. Patent-pending Horizon multi-adjustable handlebars by the makers of HeliBars offer 3-plane adjustability and fit most Harley-Davidson cruising/touring bikes and select metric cruisers. They are designed to work





with stock fairing as well as most aftermarket fairings and dashes and are available in chrome or black anodized finishes.

**Heli Modified**  
800-625-4642  
www.helibars.com



#### VICTORY HANDLEBAR RISERS

Are you looking for a nice, straight, simple set of risers for your Victory motorcycle? Stroker's Dallas has developed a simple, clean, and straight series of risers. These all aluminum billet risers are available in 2-, 4- or 6-inch versions, so you can dump your pullback Victory risers and add some class. These show-polished risers come with a pair of bottom finish cups to complete the set.

**Stokers Dallas**  
214-357-0707  
www.stokersdallas.com



#### CUSTOM CYCLE CONTROL SYSTEMS APEHANGERS

Custom Cycle Control Systems new 12- and 16-inch apehangers come complete and assembled with Climax Hand Controls. The hand controls are completely concealed. All the lines, wires, and cables run through the bars and exit below the top tree. You can have CCCS custom make any size apehanger built to your specs for an additional fee starting at \$250. All wires, cables, and hoses come extra long so you can cut to length. Hidden brake and clutch fluid reservoirs and seven micro switches to maintain all stock control functions.

**Custom Cycle Control Systems**  
866-438-2129  
www.customcyclecontrols.com

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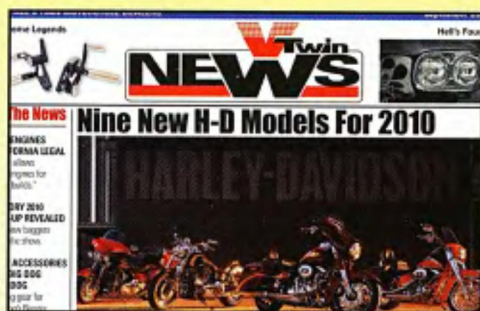


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## Meet Your January Winner

Here she is, bros, your January Fox Hunt winner, Brooklynn! This little spinner comes to you all the way from Tennessee, so if you ever meet her, you can finally use that cheesy pick up line: "Are you from Tennessee? Cuz you're the only Ten I see here..." Hey, just a head's up, that line never works! We have the lump on the head to prove it! Flip to Page 86 and catch Brooklynn in action on Orlando Flores's David Mann-inspired stunner!

—Sberwood O'Dunner



Mia — Massachusetts

#0601

*"I wanted to ride a Harley ever since I was a kid, but my folks forbid it! Ten years ago my boyfriend took me for a ride and it was all I could have hoped for."*



Jennie — Arizona

#0602

*"I was just two and sitting on the front of my daddy's bike. I've been riding with him ever since. I remember how small I felt and how 'beastly' it looked."*



**Win \$1,000!**



Jordan — North Carolina

#0603

*"I love riding MY bike with the wind in my hair. It makes my heart beat faster and I tingle all over."*



Jaye — Connecticut

#0605

*"My first ride on a Harley was a TOTAL rush! It was much like the first time having sex... but more satisfying and it lasted longer."*



Renee — California

#0604

*"I was 19 and my cousin and I took my uncle's panhead out for a ride. It was fun 'til it stalled and we had to push it two miles home!"*



Destiny — Georgia

#0606

*"I was working as a carhop and this guy pulled in on his bike and offered me a ride, so I hopped on and we left. I'm still with him seven years later!"*



After 39 glorious years of sharing "biker girls next door" with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That's right ladies, **win \$1,000** by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to **www.easyriders.com** and clicking on Fox Hunt.

We're looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets \$300 for sending in the photo; the Fox Hunt Winner gets \$700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire \$1,000! We'll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. No Polaroids or scanned photos!
- The release form (on this page) signed and a photocopy of model's driver license.
- A photograph of the model holding the signed release form and her driver license.

Please submit three to five color prints, color slides, or digital images (4x6 300DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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

**Ladies**, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

**Readers**, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #444 *Easyriders*, Fox Hunt,

P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt), May 01, 2010. The voting deadline for this month's crop of cuties is May 31, 2010. We'll announce the winner in the October 2010 issue.



Here she is, your February winner, Gena! C'mon back and see this hot little filly strut her stuff!

## FOX HUNT P.O. Box 3000, Agoura Hills, CA 91376-3000

I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: ( ) \_\_\_\_\_ Cell Phone: ( ) \_\_\_\_\_

Date of Birth: \_\_\_\_\_ I am \_\_\_\_\_ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: \_\_\_\_\_

Photographer's Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Daytime Phone: ( ) \_\_\_\_\_ Evening Phone: ( ) \_\_\_\_\_

Photographer's Signature: \_\_\_\_\_

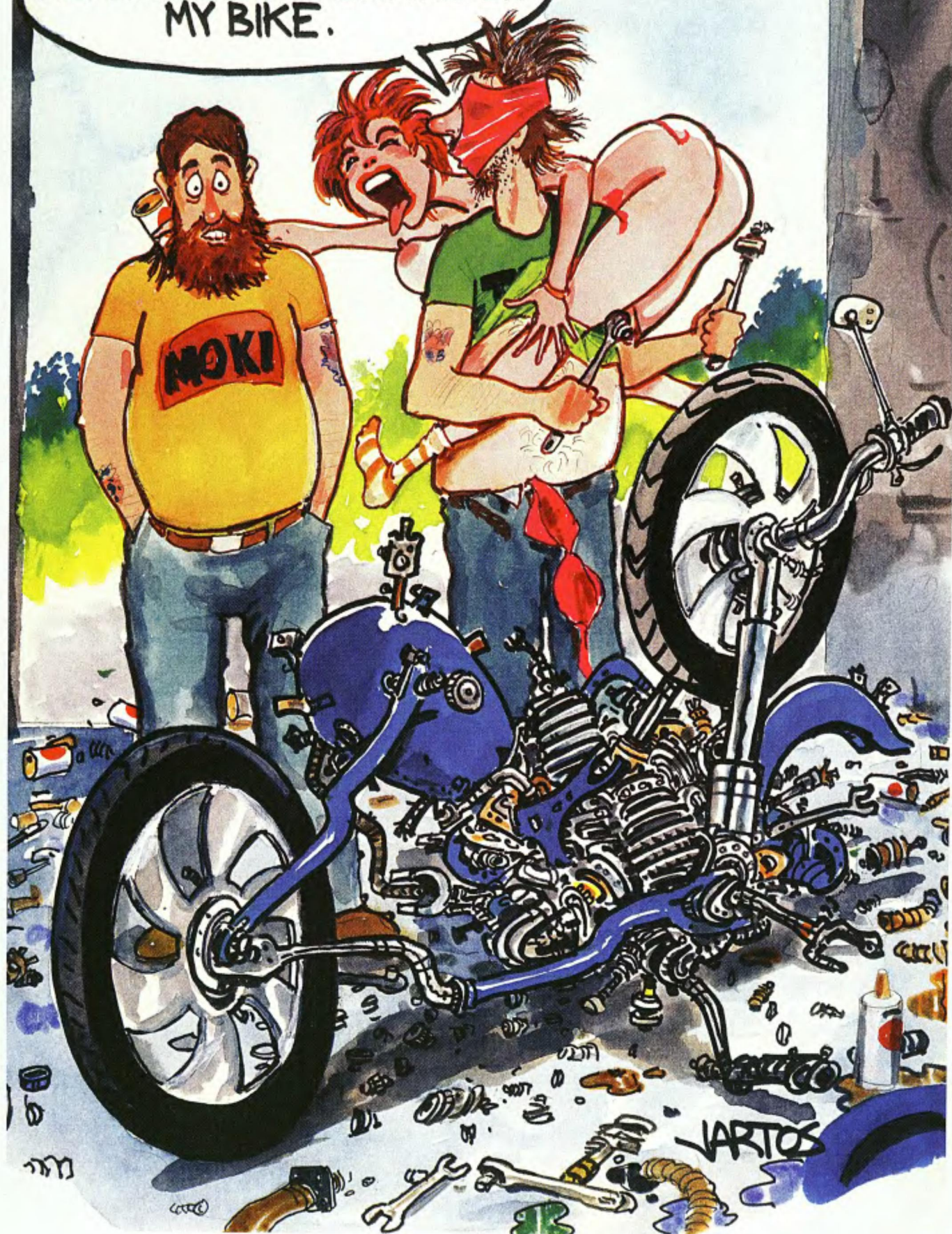
**Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.**

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

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



PATTI'S NOT DISTRACTING  
ME WHILE I'M WORKING ON  
MY BIKE.









# Apehanger Days

*"Know ye that this is the Kingdom of Kicks —  
Wine, Bikes, Drugs, & Chicks"*

—ANGELO, 3-12-1958

The Tangerine dream knuck in front of you was a very different bike when Orlando Flores first got it from Texas. It was stretched and raked with a long 12-over front end and a flamed Sporty tank. Orlando told us, "There was an old SoCal club called the Iron Horsemen and their bikes were amazing." He also told us that the knucklehead is his favorite motor because "It's beautiful to look at and sounds like a mechanical marvel; it is the best engine Harley ever made!"

Orlando likes old bikes and, after riding this one for a while, he wanted to get it running and handling better. He went to see about a custom paintjob and found out about a motor guy who turned him on to a fabricator named Bird. We are all inspired by the great paintings of David Mann, but one in particular called





*Apebanger Days* struck a special chord within Orlando. He's lucky he met up with Bird, because transforming what was a long chopper into his version of David Mann's *Apebanger Days* scooter required someone with vision and mad wrenchin' skills.

Bird listened to Orlando and worked some magic to make his dreams come true. For starters, Orlando wanted a slimmer fender, so Bird sectioned and narrowed the Harley-Davidson rear fender. Bird also remembers the good old days when guys would modify their bars by putting a sleeve in the risers to accommodate skinny bars. Instead of a sleeve for Orlando's project, Bird chopped a brand-new set of Flanders bars, inserting a 1-inch chunk of pipe for the riser section, creating a seamless match to the 7/8-inch bar diameter.

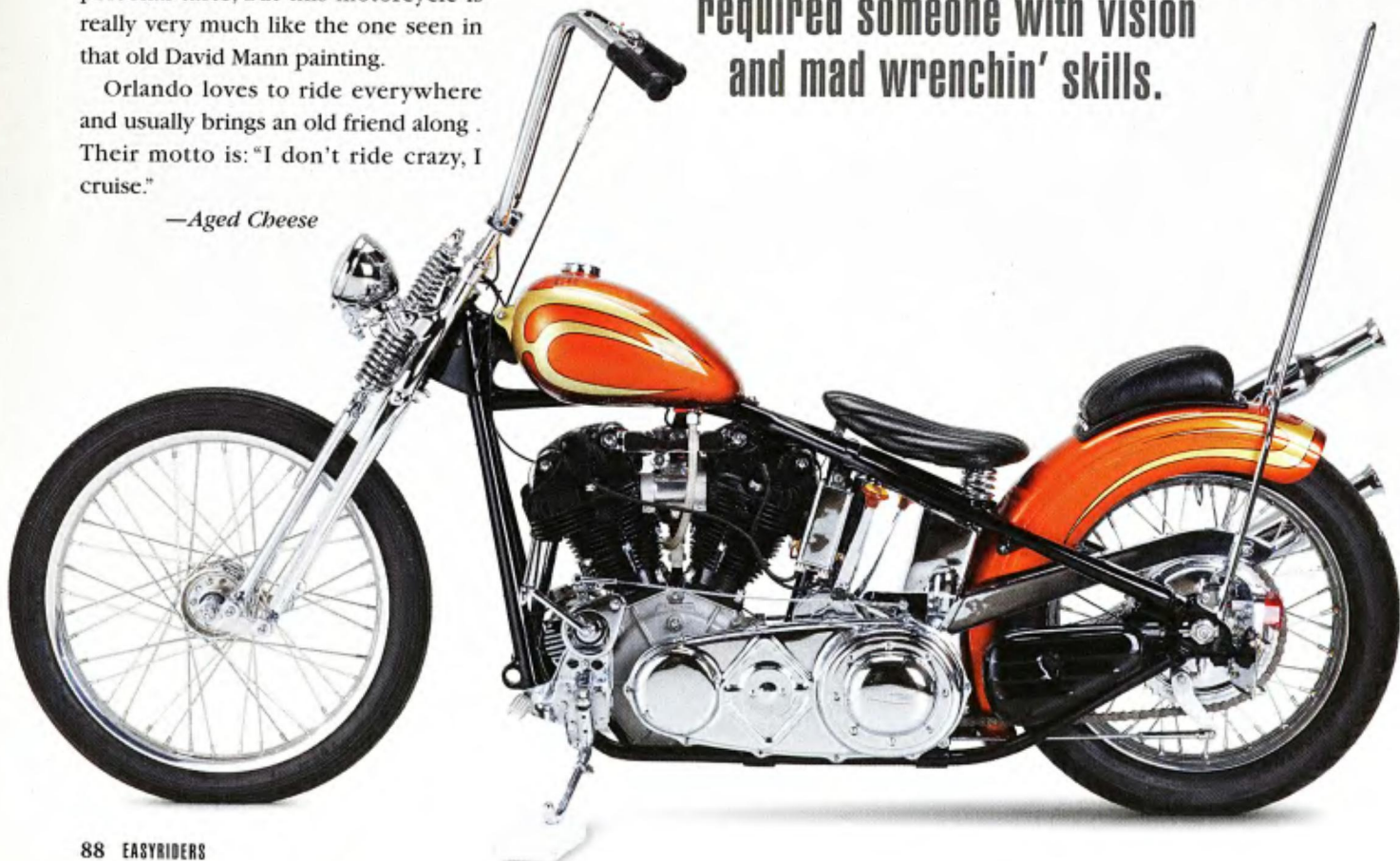
Orlando had a set of rear legs for a VL front end, and, with a little help from his friends, he got a set of Harley front legs. Bird knew there would be some trouble trying to get this front end right and had to fit a 1-inch steering stem before sending everything out for chrome. Even the upswept pipes are smoother than smooth. There are a few details that were changed to fit his personal taste, but this motorcycle is really very much like the one seen in that old David Mann painting.

Orlando loves to ride everywhere and usually brings an old friend along. Their motto is: "I don't ride crazy, I cruise."

—Aged Cheese



Orlando is lucky he met up with Bird since transforming a long chopper into his version of David Mann's *Apebanger Days* scooter required someone with vision and mad wrenchin' skills.





This month's Fox Hunt winner is the blond bombshell Brooklyn Morgann from little old Tennessee, the kinda nasty girl you'd like to smack across the butt with a car antenna. Talk about your Kingdom of Kicks! Check her out on her website at [www.brooklynmorgann.com](http://www.brooklynmorgann.com).



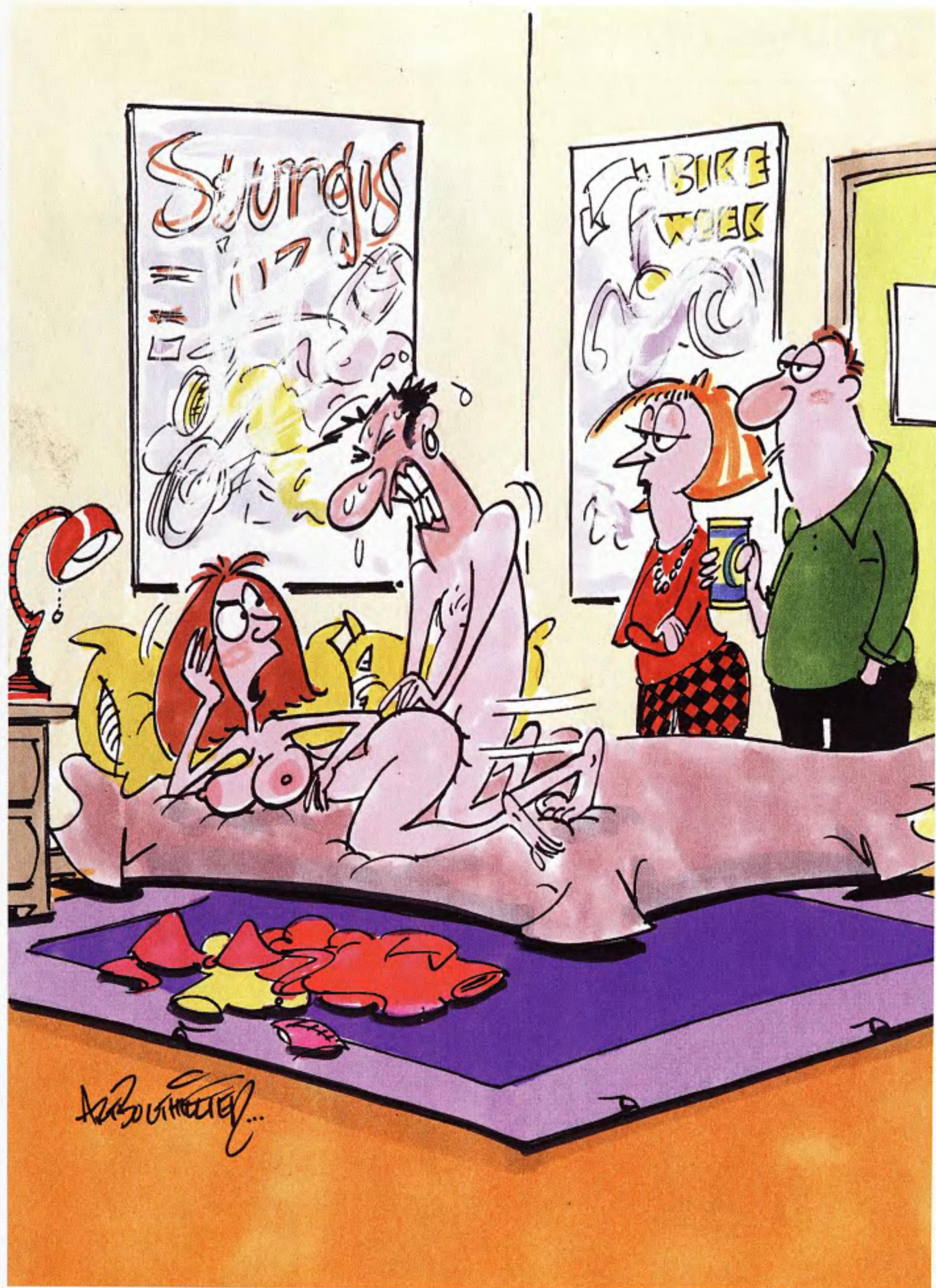




**Owner:** Orlando Flores (above)  
**City:** Oxnard, California  
**Fabrication:** Bird  
**Year/make:** 1947 Harley-Davidson  
**Model:** knucklehead  
**Time:** 2 years  
**Chroming:** Western Metal Refinishing  
**ENGINE**  
**Year/model:** 1947/Harley-Davidson  
**Rebuilder:** Randy Rich  
**Displacement:** 74 cubic inches  
**Ignition:** Harley-Davidson  
**Cam:** Harley-Davidson  
**Carb:** Linkert 74  
**Pipes:** MCM Pipes/Bird  
**TRANSMISSION**  
**Year/make:** 1947/Harley-Davidson 4-speed  
**PAINT**  
**Molding:** Al Cruz  
**Painter:** Gene Winfield  
**Type/color:** House of Kolor/  
 Kandy Tangerine  
**Special paint:** Gene Winfield  
**FRAME**  
**Year/make:** 1947/Harley-Davidson  
**Type:** rigid  
**Rake:** factory  
**Stretch:** none  
**Modifications:** Bird  
**ACCESSORIES**  
**Bars:** Flanders/Bird  
**Handlebar controls:** throttle by Bird  
**Fenders:** Harley-Davidson  
**Headlight:** Harley-Davidson  
**Taillight:** Bird  
**Pegs:** Andersons  
**Foot controls:** Harley-Davidson  
**Electrics:** Bird  
**Gas tank:** peanut  
**Oil tank:** Harley-Davidson  
**Primary:** Harley-Davidson  
**Seat:** Bates/Deluxe Auto Interiors in  
 Rosemont  
**Sissybar:** Bird  
**Grips:** Jackhammers  
**FRONT END**  
**Type:** VL Springer  
**Extension:** none  
**Triple trees:** Harley-Davidson  
**Builder:** Harley-Davidson/Bird  
**WHEELS**  
**Hub:** WM1 Jones front/  
 Harley-Davidson rear  
**Size:** 21-inch front, 18-inch rear  
**Tires:** Avon front, Bridgestone Rear  
**Brakes:** Harley-Davidson  
**Photos:** Caesar Lima







*"I think it's time we move out and get a place of our own."*



# ToplessTech

## CHANGING SPARK PLUGS

This month we found our Tits 'n' Tools sweetheart, Angie Savage, wrenching away at Cycle Works Etc., tuning-up a Dyna Wide Glide—the main focus of which was installing new spark plugs. Cycle Works' head honcho Mike told her that when she's working on a bike, she should protect her eyes. Now Angie, has lots of rules that she lives by, one of which is: Don't encumber your body with a lot of stuff. So she promptly traded her top for a pair of safety glasses. Lucky us!

According to Angie, changing your spark plugs on a yearly basis is good insurance for an uneventful riding season. "Change your spark plugs every 10,000 miles or once a year, whichever comes first, and your bike will love you," she says. So, pay attention, and follow the bouncing boobies; this ain't hard but it is important. Plus it's fun to watch...

—Bugle

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**1** When we showed up at Cycle Works Etc., Angie was just getting started on the Wide Glide. She had traded her top for a pair of safety glasses, which we think was the best deal since some settlers got New York for a handful of beads.



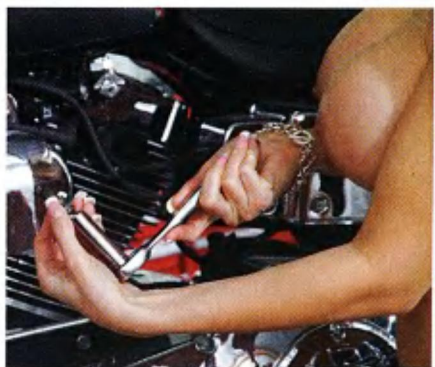
**2** Angie gave the motor the once-over before she picked up her tools.



**3** Starting with the front cylinder, Angie carefully removed the spark plug wire. She gave a twist on the plug as she pulled on it.



**4** Angie, a ratchet wrench, and a 13/16-inch plug socket made short work of the old plug.



**5** She gave the old plug a thorough inspection to see if it had any oil or burn marks on it. It was okay, just old.



**6** She checked the gap on the new plugs; the manual called for .040 of an inch.





**7** The gap was on the large side, so Angie used the handy ground electrode bender to get it down to the spec.



**8** Being careful is one of Angie's hallmarks, so to prevent cross threading, she screwed the new spark plug in by hand until it was finger tight. Then she finished tightening it with her ratchet.



**9** Being careful not to stretch the connector on the end of the spark plug wire, she firmly seated it on the tip of the spark plug.



**10** After she finished the front cylinder, she did the rear one. She also gave us a little advice for all you topless techs: "Never weld topless." Good advice!

Photos: Rick Husted



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# ReadersRides

## Paul Houle 1987 Homemade Custom

According to the American Heritage Dictionary of the English Language, a dream is a "succession of images, thoughts, sounds, or emotions which pass through the mind during sleep." If that's the case, move over, ol' Rip Van Winkle, there's a new kid in town. That would be Paul, of course, and Paul says, "This was a 25-year-long dream to be able to build this bike from the ground up." Judging by the photos, all his sleeping seems to have paid off.

Once he was fully awake, specifically on February 11, 2005, presumably after a hearty breakfast and lots of coffee, Paul began working on it. By the time he was finished, it was already November. November of 2007, that is. How time flies when you're building a bike.

Paul's dream seemed to have been a particularly good one; he envisioned some delectable parts dancing in it, like the RevTech 100 Powerhouse motor



and the RevTech 6-speed tranny, as well as the Midwest hidden-shock frame and 21-inch front, plus 16-inch rear wheel, both 40 spokes.

There's a whole list of stuff, all of which Paul must have been sleep-writing; a copy of that list is in my hands, by the way, in case anyone wants to see it. There are 33 items (not counting sub-items) in total, like the Kuryakin grips, mirrors, ISO pegs

and coil cover, or the Sampson Ripsaw pipes and the Mirage dash with billet-style speedo. It's amazing how detailed some people's dreams can be.

Unfortunately, dreams and reality don't often match all that perfectly. "Ninety-percent of the parts had to be modified to fit," Paul says.

Oh well, a lot can change in 25 years.  
—Tripper





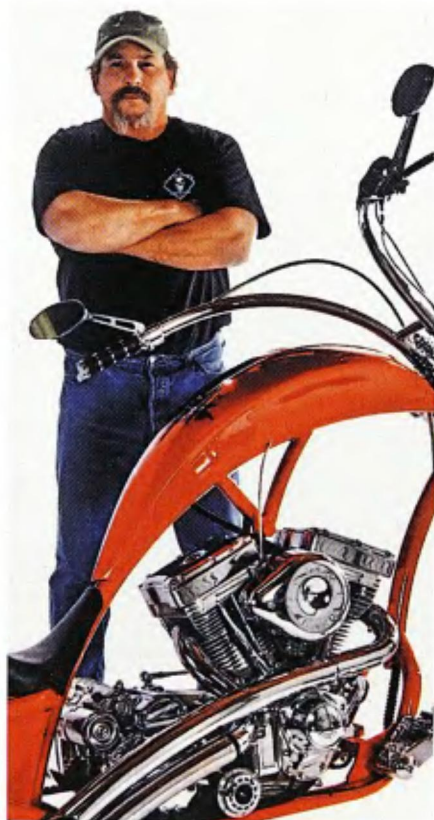


## Mike Carter 2008 Redneck Curves

Looking more like a bucking bronco than a trusty steed, Mike's Redneck Curves chopper seems unruly just standing still in a photo. But that's what you want when you buy a Redneck frame with curves Marilyn Monroe wouldn't be able to top—something ferocious, untamed, beguiling, something you wouldn't want to take home to your mom.

The frame alone wasn't wild enough for Mike, however. He decided to up the ante by hooking up the insane frame to a Bourget front end and squeezing a hefty 113-inch S&S motor between the tubes, which he mated with a sturdy BDL belt drive. The single-butt-cheek seat is from Addis Custom Seats, the exhaust from Ness, the front fender from Eddie Trotta and the taillight and handlebars are homemade. And then there are the PM wheels with HHI brakes, the Joker clutch and brake levers, and the PM footpegs; talk about a wild amalgamation of parts and accessories!

It took Mike some four years to build, and when it was all done, he took everything apart again and handed certain pieces that he felt needed some color to the good people at Shark Design in Ft. Worth, Texas, for some skulls along with



a dragon holding a USMC shield. The result is a coccyx-crushing piece of two-wheeled mayhem that looks like there just may not be a lasso long or strong enough to reel it in.

—Tripper

The July issue of *Easyriders* (No. 445) is a red, white and blue tribute to the 20th Anniversary of the Easyriders Streamliner becoming the world's fastest motorcycle, a record that held for 16 years. The Easyriders Streamliner is STILL the world's fastest Harley-Davidson-powered Streamliner!



You'll also find a bike bonanza of great customs from Ben Jordon, Bill Dodge, Barry Cooney, Ken Carr and more. Ride along with us to the get down good time known as the Bean Blossom Bikerfest and check out a complete Guide to Wheels and Brakes to dress up your scooter.

Hold a place of honor on your garage wall for a classic David Mann painting center-spread of the Easyriders Streamliner; drop in at Carl's Speed Shop to visit some two-wheeled racing legends; and get another Topless Tech Tip that proves that boobs do get in the way when you're wrenchin'.

All this and more is comin' at ya like a 4th of July fireworks show! On sale June 1st.



The May issue of *V-Twin* (No. 109) is our V-Twin Expo Special with over 50 of the hottest new parts and accessories for your bike fresh from the country's biggest aftermarket

dealer show. We'll showcase all the 2010 Excellence in Motorcycling Awards, from the most innovative products to the world's best bikes.

On sale now!

Biker's June issue features Rachel's perfect rack complementing this killer bike that Butch built. We'll take you to some wild parties, killer runs and our unfuckingusual entertainment!

On sale now!



September's *In The Wind* (No. 142) is filled with views of bikers doin' what comes naturally—partying! From Bike Week in Daytona to the David Mann Chopperfest in SoCal, to ogling Rachel Roxxxx on Tom Gomez' bobber. The 2010 Easyriders/V-Twin Bike Show Tour is the special outsert. On sale May 25th.



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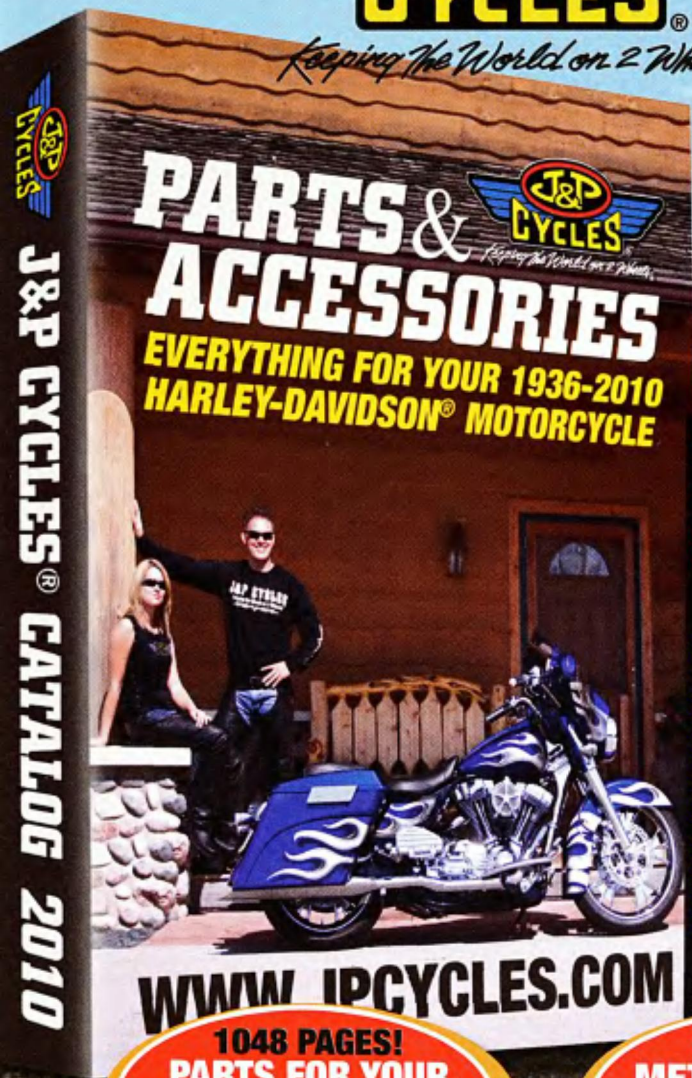
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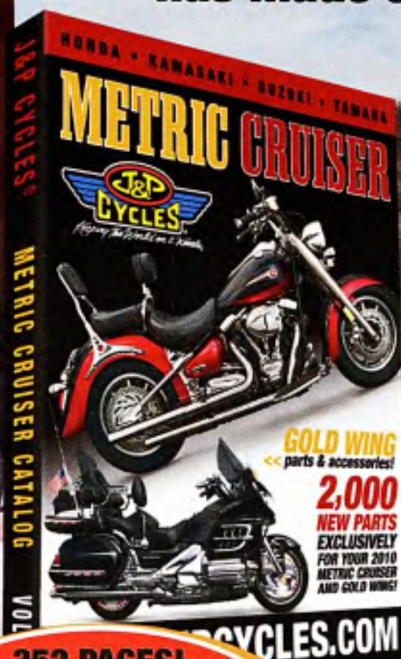
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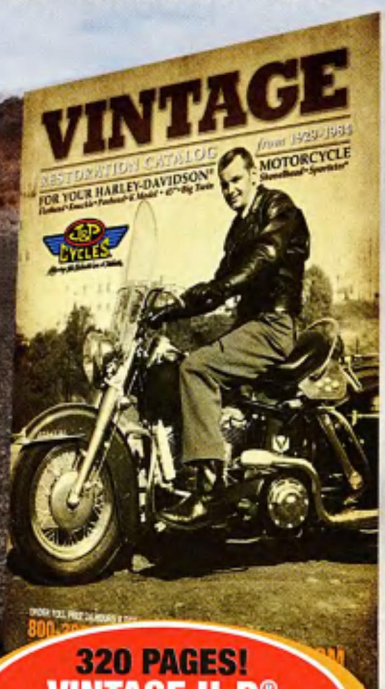
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