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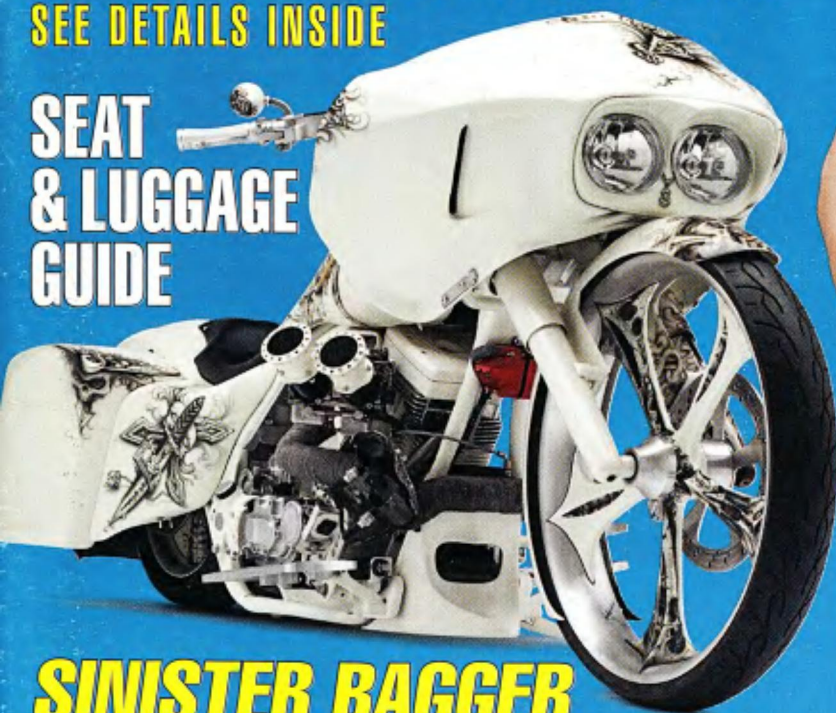
Jesse James
Dupree



MIKE DICOCO'S 1998 HARLEY SOFTAIL

**YOU CAN WIN A BIKE FEATURE IN THE
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THIS HOT ROD FXR SHINED IN THE '96 FATBOOK".
NOW 15 YEARS LATER, EMPLOYEE (AND BIKE BUILDER)
TOM MOTZKO, GAVE THE CLASSIC FXR AN UPDATE FOR
TODAY'S STREETS USING THE CURRENT FATBOOK. WITH SO
MUCH ADDED STYLE AND PERFORMANCE, WE JUST HAD TO
CALL HIS WORK A "RACE-LIFT." IS YOUR BIKE READY?

Massive Mammaries

I'm sure we've all been subjected to those tales of weird plastic-surgery dingbats who can't get enough body and face modification. There is a woman who had more than 30 operations, including breast enlargements in increasingly larger sizes (she wants to have the world's largest pair). A licensed surgeon finally declined to implant the M (yes, "M") cups she wanted, so she had to go to Brazil for her desired tatas.

Holy Hunger

A guy who was serving a life sentence at a federal prison recently ended what was his third hunger strike to protest food quality. Lack of fiber in the diet apparently causes him "chronic constipation, bleeding, and hemorrhoids" which disrespects "God's holy temple" (his body).

Scream For Ice Cream

The Japanese ice cream makers are well known for their innovative concoctions of new and unusual flavors. Here are a few: haggis; sardine and brandy; caviar; and foie gras.

Iron Tits

In some regions of the African nation of Cameroon, parents try to keep maturing daughters off the market by "ironing" their breasts (pressing them with heated stones and leaves to make them flatter and the girls thus less desirable for sex). Apparently it's not working as planned, since the teenage pregnancy rate remains very high.

White Man's Bitch

In Wisconsin, independent candidates are permitted five-word statements to accompany their names on the ballot to signal voters just as the words "Republican" and "Democrat" are signals. But one candidate was ruled as having gone too far with her statement: "NOT the white man's bitch." She said the ruling puzzled her since everyone she spoke with understood exactly what she meant.

What A Moron

A man was arrested for choking his wife and was booked into jail. When he was given his traditional phone call, he called his wife (with the police listening right there by his side) and threatened to kill her.

Another Moron

A veteran criminal walked into a bank and showed his holdup note, in which he claimed to have a bomb, to a teller. The teller told him that she couldn't release large amounts of money without proper ID and convinced him to turn over both a state ID card and his bank debit card that were both in his own name.

A Brainiac

A county council refused (for the third time) to issue a disabled parking permit to a British Army Corporal whose right leg was amputated below the knee following an explosion in Iraq. A staff member told him that he was "young" and that his situation "might get better."

And A Downright Idiot

A woman accidentally drove off a boat ramp and drowned. She had become distracted on a cell phone call with her daughter.

Here's A Busy Driver

The police made a routine traffic stop and discovered the driver had her pants unbuttoned, a sex toy in her lap, and a computer playing a video in the passenger seat.

Bust A Cap

This guy and his buddy had a tradition that any time either of them got a new baseball-type cap, the other would try to shoot the little button off the top. Missing the button (oops!) the guy shot his friend in the head. The friend lived and the shooter was charged with aggravated battery.

Snap, Crackle, Pop

After being booked into a detention

center on a charge of aggravated assault, a man asked to see a jail chaplain, but was told no chaplain was available. This pissed him off so much that he grabbed another inmate's eyeglasses and ate the lenses and part of the frame.

Shakin' Hands With Davy Jones

Some friends were boating when one of the four men aboard decided to play a prank on another and pushed him overboard. The man in the water didn't know how to swim and was not wearing a life jacket. Another man jumped in to help him but apparently didn't know how to swim either and was also not wearing a life jacket.

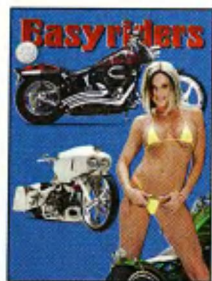
The third man jumped in—same problem. The fourth man also jumped in but didn't take the time to put on the life vest either. The only people left in the boat were five children, ages two to nine. One of them called 911 and the men were eventually found, but not for 24 hours. By then they had all drowned.

Toe Jam

A man went out drinking one night and drank so much that he passed out when he got home. When he came to, he screamed, "My toe's gone! My toe's gone!" And wouldn't you know it, he was right. His toe was gone. Apparently his dog had eaten it while the man was blotto. It seems the man had injured his toe and the injury got worse and worse to the point that he couldn't wear a shoe and the toe smelled bad. After the amputation by canine, his wife took him to the emergency ward where they told him how lucky he was. He was a previously undiagnosed diabetic and the infection could have gotten much worse if the dog hadn't munched it down.

Where's The Fire?

Here's another amazing snafu. A local water district ordered padlocks put on all fire hydrants and neither told local firefighters of the move nor provided keys to the locks.



Wild Wendy on Troy Banks' rigid Sporty shot by Don Rogers. Mike DiCocco's 99 Crafty Customs winner shot by Dino Petrocelli. John Lisenby's Sinister bagger shot by Michael Lichter. Cover imaging by Jeff Biggs.



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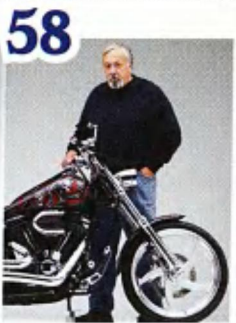
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Fox Hunt Debate

I was wondering if you could put something to rest for me. Back in the June '09 issue a friend of mine was in your "Fox Hunt." "Keishia from Indiana" claims to have won the contest but balked at the request of a nude pic and passed on the opportunity. As the Nov. '09 issue comes out, there's "Brandy from N.C." as the "Fox Hunt" winner.

Every time the subject is brought up now it's shut down quicker than my ol' panhead after a blown gasket. I thought maybe, you know, bro to bro, you could give me the real skinny on who really won it and who didn't. Any help on this matter would be greatly appreciated, mainly 'cause it's driving me freakin' nuts.

Chains
Cyberspace

Let me get this straight, you're asking me about a Fox Hunt contest that happened over a year ago? Are you pullin' my chain, Chains? Sometimes a girl enters the contest and gets the most votes but then backs out. In that case the winner moves up from second place. Make sense?

Fiction

I started reading your mag back in the early eighties. I was in the Army and used to take a cab every Saturday down to the local H-D dealership and sit there for hours looking at the bikes and bugging the poor sales guys. One of my favorite parts of the mag back then was the fiction—there was one in every issue.

Well, it took me about 27 years to get my first Harley. I picked up a Sporty and went way over budget tricking it out. Then got a Road King, and I'm in the process of doing the same thing there. Whoever said money doesn't buy happiness never had a Harley.

Getting back into bikes, I also re-subscribed to the mag (and *In The Wind*), but the fiction stories are gone. I'd love to see them come back. They were a kick in the ass.

Anyway, great mag, keep up the great work. I like that you guys don't completely overlook the Sportster. It's a

great bike for certain applications and a good an inexpensive way to get into Harleys.

Chris Zdunich
St. George, Utah

We stopped publishing fiction because we weren't getting any good stories. If anybody out there has some kickass biker fiction, we'll look at it.

Hey Dumbass

In response to T. Powell's comments about Stephanie Blaze on page 54, issue #446, August 2010, hey dumbass, if you had looked on page 52, you would have seen that she has hair down the middle of her back. So, you moron, the hair you see is from the top of her head, it's not pit hair. You want pit hair, move to Canada and leave our American women alone.

Rich
Millbury, Massachusetts

Redheads Always Welcome

Outstanding—two redheads on the cover in a row. You can keep the "sexiness" coming. As you can tell, redheads are a favorite of mine. "There's nothing sweeter than a redheaded tweeter." Wolf call.

Need some help locating an aftermarket company that makes seats with suspension. I have a 2004 Big Dog Ridgeback, and I've been tryin' to make, design, or buy a custom seat that has shocks or springs with it. Are there any companies out there that do this? Any info would be greatly appreciated.

Thomas
Out There Somewhere

Paul Cox makes his Rigidaire system that includes little shocks under the seat. Check out Paul's products at www.paulcoxindustries.com.

Norma Jean

Wasn't sure where to send pix of my 1961 panhead. Hope to see ol' Norma Jean in your mag one of these days (*opposite page, top*). I picked up this panhead in August of 2009 as a roller with motor and tranny. It had been a project bike that sat for three years after the



previous owner passed on. I've been riding and wrenching on motorcycles for over 34 years but never had any experience with a panhead, so had to learn fast. Many months and many dollars later, here is the result.

Tim Vessels
Bedford, Kentucky

Magazine Covers

Back when I was young and just started subscribing, *Easyriders* advertised a notebook style magazine holder (each one held 12 issues). I thought it was the craziest thing to sell. Now, 25 years later and having almost every issue during that time period, I'd kind of like to organize my collection. Are those binders still available?

Ron Starbuck
Kansas City, Kansas

Unfortunately, they're not.

A Real, Certified, Sexy Mechanic?

A dude named Tailgunner got published in the November issue. He was bitchin' about RUBs and I couldn't agree more—in more ways than one.

I'm gonna take it a step further. I've always said, "I've never met a boob I didn't like," but I'm bored with seeing fake ones all the time. No offense meant to our current Topless Tech, but wouldn't it be cool to see a real, certified, yet still sexy, mechanic in that section instead of a (probably) stripper holding a torque wrench? But maybe that's just me.

Great rag—keep 'em coming!

SoLow
Portland, Oregon

A Mechanic Speaks

Been reading your magazine since the early 1970s. Keep up the good work. You guys have some righteous bikes in your magazine. I'm a mechanic, but I don't believe Angie Savage is. Her fingernails are too long, but who gives a fuck. She's tops with me, and as long as I have a face, she'll always have a place to sit down.

Ralph L. Parks
Denham Springs, Louisiana

We'll pass along the invitation to Angie.

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ROLAND SANDS' DRAG SPECIALTIES SOFTAIL

The Stocker

The folks at Drag Specialties are always coming up with ways to show how cool the parts and products they sell look blasting down the road.



One of the ways they accomplish this is to build several custom bikes each year that can be seen around their Drag Specialties truck at events such as the Sturgis Rally and Daytona Bike Week. The bike you're looking at here is one of those project bikes, and this one was put together featuring the latest goodies from Roland Sands Designs.

Roland makes everything you need to convert a stock Harley Softail into a killer little barhopper with bolt-on RSD parts. The guys named this scoot "The Stocker" because they started with a bone stock 2000 Harley FXST. Roland's wrench, Rodney Aguilar, installed a Performance Machine Phatail swing-arm, Mission wheels front and rear shod in Dunlop rubber with PM brakes and Mission rotors and rear pulley, and a Vintage 240 rear fender kit. They switched the stock front end for a set of XL 39mm triple trees and powdercoated the lower legs. Progressive Suspension's drop-in fork lowering kit and 422 rear shocks gets the bike down in the weeds.

To give the Twin Cam motor a unique look, they put on RSD rocker box covers, a timing cam cover, and lifter covers in a brushed finish. They also installed a RSD Mission air cleaner cover and



motor mount with coil relocation. The stock tranny was switched out for a Baker 6-speed and the primary drive is a PM Contour belt drive. The cool exhaust pipes are RSD Tracker 2-into-1 with a brushed finish and heat shields.

Other nice details include a Headwinds Tomahawk headlight and RSD Tracker brushed license plate bracket, and an RSD Vintage gas tank and seat kit for a 240 tire. Those badass bars are RSD ribbed handlebars and moto risers with Roland's Tracker grips. The hand and foot controls and hydraulic clutch are by Performance Machine and the knife-like pegs are called RSD Motos.

Custom paint chores for the Drag Specialties project were handled by Chris Wood and Tom Clark of Airtrix. Powdercoating is by Olympic Powder Coating of Santa Ana, California. When Drag's Tom Motzko showed me this sleek stunner, I knew it had to appear in *Easyriders* to show our readers what can be accomplished to create a killer custom without spending a fortune. Everything you see here is available in the



Roland Sands Designs makes everything you need to convert a stock Harley Softail into a killer little barhopper with bolt-on RSD parts.



Drag Specialties Fat Book.

The Stocker sums up the Drag Specialties motto, "A million possibilities—from our garage to yours." —Dave Nichols

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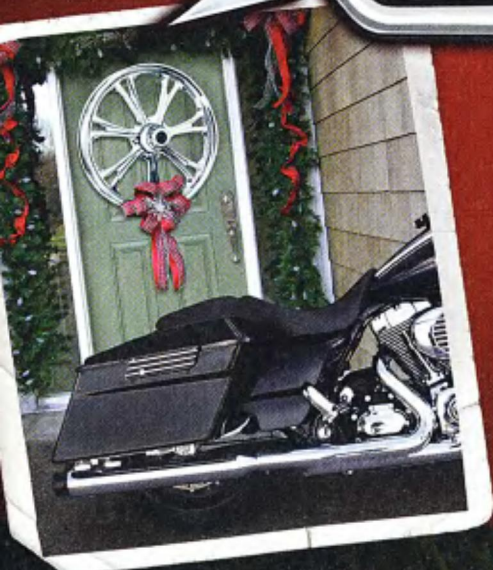
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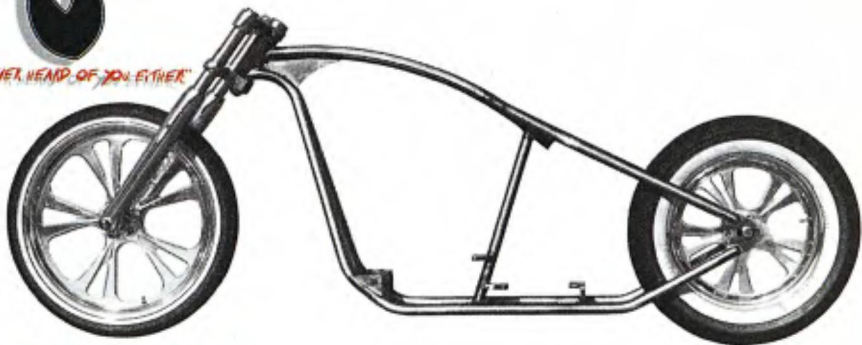
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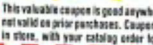
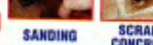
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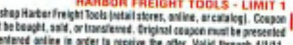
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Events

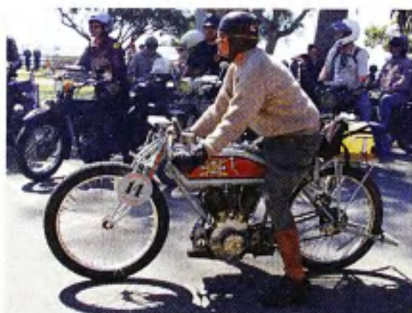
THE CANNONBALL RUN



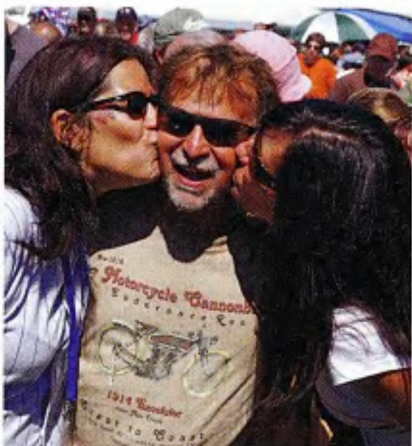
First place award winner Katrin Boehner, 1907 J.A.P., Class I. Katrin came all the way from Ingolstadt, Germany, and rode the oldest bike.

What do you do when Father Time and Mother Gravity are trying to chase you down? You get off the couch, dust off your nearly century old bike, and set off on a 3,000-mile cross-country trek with like-minded vintage bike enthusiasts. The brainchild of South Dakota master restorer Lonnie Isam Jr., the Motorcycle Cannonball was named after Erwin "Cannonball" Baker who set 143 records for point-to-point motorcycle speed runs from 1910 through the 1930s, his first on an Indian in 1914.

On September 10, 2010, almost a century later, from the historic sands of Kitty Hawk, North Carolina, a burling, barking, and ballsy herd of 44 spindly motorcycles built in 1915 or earlier set off across the continental United States with the goal of reaching the end of Route 66 in Los Angeles in one piece—both the bikes and the riders. The odds makers predicted anywhere from six to zero would make it. They took into account not only the vintage of the machines, but



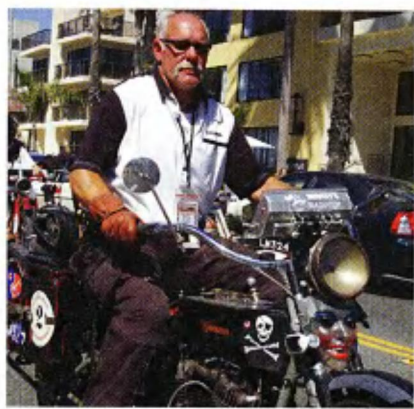
Alan Travis, first place tie, on his 1915 Excelsior.



Dale Walksler gets his just rewards.

the participants as well, almost all over 50 and the oldest past 80. Among them was Sturgis Hall of Famer, author, and motorcycle enthusiast Cristine Sommer-Simmons, who rode a 1915 Harley twin, clocking 2,899 miles. (Cristine is married to Pat Simmons of the Doobie Brothers band. He joined the ride during the Albuquerque leg.)

The Cannonball Run featured rare, antique bikes including the likes of Flying Merkel, Excelsior, Henderson, and dozens of early Harleys and Indians worth big bucks. What were they all thinking? Summing up the common denominator, owner and curator of the Wheels Through Time museum Dale Walksler said, "Being crazy helps. Enjoying old bikes doing what they were built to do is the other ingredient." In fact, initially only one



Erik Dunk on his 1915 Harley-Davidson.

trophy was even planned, to the bike that would first cross the finish line. At one point, the news update said attrition had taken its toll early on with only 20 still in the running.

But eight complete engine rebuilds, dozens of flat tires, numerous spills, and one serious smash-up later, on the sunny morning of the September 26, not zero, not even six, but 38 of the 44 made to the finish line of the Santa Monica Pier and the last stop on Route 66. Bikes that had broken rods, cranks, thrown valves and such were repaired alongside the roadway, the riders climbing back in the saddle and re-entering the run, many days surpassing 200 mile stints on motorcycles that put out 5hp if they were lucky. Uphill and over dale, they rode on, through New Mexico rainstorms and Arizona triple-digit heat waves to carve a niche in the history books that most likely will not be eclipsed by any event, past, present or future. Along with the new parts forged when needed, new friendships were welded during the blood, sweat, and guts marathon.

Industry icon Steve Huntzinger (five out of six winning bikes at the recent Pebbles Beach concours were restored by him) summed it up. "Climbing the mountains was no problem, and the only scary day was

Continued Next Page

Cannonball Run CONTINUED

riding through a blinding rainstorm in Albuquerque with semis blasting by us when we had to get on the expressway after our route on a back road was washed out, but we all made it. And after people said no one would even make it to the finish line, ten people even earned perfect scores." Steve, who lives in Northern California and is a grandfather, rode a 1915 Excelsior and was one of those ten riders who attained an incredible perfect score on the 3,294 mile trek, each mile translating into a point.

Everyone who took part in the Cannonball set new standards for true grit. Final tabulations listed official winners of each class and overall winner. First, second, and third place trophies went to each of the three divisions. First place awards went to Rick McMaken, 1915 Harley-Davidson, Class III; Bradford Wilmarth, 1913 Excelsior, Class II; and to Katrin Bochner, 1907 J.A.P., Class I. She had come all the way from Ingolstadt, Germany, rode the oldest bike, and had just ridden 3,002 miles across America on her first visit to the USA. She was also crowned as the winner of the Class I Division and awarded the special Jeff Decker Cannonball sculpture, originally the one and only award for event, acknowledging her spirit, skill, and fortitude as she literally bump-started her bike every time she had to stop because the bike had no clutch. Overall Cannonball Run Grand Champion was Bradford Wilmarth and his 1913 Excelsior based on a combination of a perfect run score plus the age of the bike.

All who took part agree that the event left indelible images in their minds carved from the adventure, the camaraderie, and a fresh new perspective and appreciation for the America they across which they traveled. —Paul Garson

Coast To Coast

Biker News

FEDS PUSH HELMET LAWS AND MOTORCYCLE-ONLY ROADBLOCKS:

The National Highway Traffic Safety Administration (NHTSA) is seeking applications from law enforcement agencies across the country to conduct federally funded motorcycle-only roadside checkpoints. Now mirrored in other states, these

checkpoints were initiated in New York last year and are set up during large motorcycle rallies or near large biker gathering spots to check, not only license, registration and insurance, but also for DOT-compliant helmets and legal exhaust systems. ABATE of New York is working with New York A.I.M. (Aid to Injured Motorcyclists) attorney Mitch Proner on legal actions to halt these discriminatory roadblocks in the Empire State.

In the meantime, police forces across the country may soon receive public funds to target motorcyclists, although U.S. Reps E. James Sensenbrenner Jr. (R-WI) and Tom Petri (R-WI) together with several colleagues in Congress have written to Transportation Secretary Ray LaHood asking him to suspend funding of the federal grants for the NHTSA checkpoint program.

After learning that NHTSA recently testified to the Senate Committee on Commerce Science and Transportation that "The most important step we could take would be to assure that all riders wear a DOT-compliant helmet," and NHTSA Administrator David Strickland added "NHTSA will actively work with Congress to promote helmet use," Congressman Sensenbrenner and fellow Congressional lawmakers have also introduced H. Res. 1498, which "supports efforts to retain the ban on the National Highway Traffic Safety Administration's ability to lobby state legislatures using federal tax dollars and urges NHTSA to focus on crash

prevention and rider education."

The U.S. Defenders have joined with other state and national motorcycle groups to urge riders to contact their Congress members to support H. Res. 1498 and to write DOT and the NHTSA to oppose federally funded motorcycle-only safety checks. "This is one more piece of evidence of the constant profiling attempts targeting our community at large," said National Lt. Commander of the US Defenders Escondido Paul in issuing a nationwide call to action through all Confederations of Clubs and coalitions in every state. For more information, consult www.USDefenders.org.

BLACK MOTORCYCLISTS AT HIGHER RISK:

African-American motorcyclists are more likely than others to die in crashes, even though they are more likely to wear a helmet, according to a study done to determine if race had anything to do with motorcycle crash mortality; and the results stood out in black and white.

Researchers at The Johns Hopkins Medical Institutions analyzed statistics from the National Trauma Data Bank of 68,840 people involved in motorcycle crashes from 2002-2006, and found that black motorcycle crash victims were 1.5 times more likely to die than similarly injured white riders.

The findings do not help support the push for helmet laws since African-American mortality rates were still 50% higher even though they were 30% more likely to wear helmets, although the highest mortality rates are among African-American motorcyclists without helmets. Whites who weren't wearing helmets were less likely to be killed in crashes than blacks who did wear protective headgear.

The study, published in the American Journal of Surgery, raises questions about the efficacy of injury prevention strategies such as state helmet laws that may not be protecting all riders equally. "For reasons that we are still trying to figure out, one size of injury prevention does not fit all groups of people and just wearing a helmet is not enough," senior author Dr. Adil Haider says in a statement. "Helmet for helmet, African-Americans have more lethal injuries."

Haider suspects several factors such



"Every time we go out to eat, I get stuck with the bill."

as lack of health insurance, reduced access to healthcare, poorer quality of car, and a greater number of pre-existing illnesses/injuries may be combining to account for the survival gap.

He says that it is possible that riders of different races may prefer different types of helmets or style of motorcycles, suggesting that more research is needed.

MOTORCYCLE FATALITIES PLUMMET IN 2009:

It is not surprising when accident rates increase in proportion to increased usage and number of miles traveled, but last year motorcyclist fatalities decreased more than any other category of road users despite more motorcycles being ridden more miles!

The National Highway Traffic Safety Administration's Fatality Analysis Reporting System reports that 4,462 riders died in 2009, 850 fewer than in the previous year, representing a 16% drop in fatalities despite a 5% increase in miles traveled and 4.5% increase in the number of motorcycles on the road. The Motorcycle Industry Council recorded half a million more motorcycles in use in 2009, up from 11 million in 2008, and according to the MIC 2009 Motorcycle Owner Survey, they were ridden 1.3 billion more miles.

There was also a decrease in motorcycle accident injuries, down 6.3% from 96,000 in 2008 to 90,000 last year.

Overall U.S. traffic fatalities hit the lowest level ever recorded, since 1950 when the government began tracking such statistics, and the 33,808 road deaths in 2009 was down 9.7% from the year before. All traffic accidents, fatal or not, declined by 5.3% between 2008 and 2009, though motor vehicle crashes are still the leading cause of death for those between the ages of 3 and 34, NHTSA said.

CALIFORNIA ENACTS ANTI-MOTORCYCLE NOISE LAW:

Motorcycle-riding California Governor Arnold Schwarzenegger has put his stamp of approval on a controversial law aimed at cracking down on motorcyclists who replace stock exhaust systems with aftermarket pipes that don't comply with federal EPA noise and emissions standards.

Under SB 435 by State Senator Fran

Pavley (D-Agoura Hills), the Motorcycle Anti-Tampering Act makes it illegal for motorcyclists to remove and replace federally required emissions equipment, and motorcycles manufactured after January 1, 2013, will be required to display a readily visible and unalterable label stamped into the pipes that indicates that they meet federal standards. Bikers will still be able to install aftermarket exhausts, but for bikes built after 2013 the replacement parts must be EPA-certified and permanently stamped. Similar anti-noise laws have been enacted recently in Boston and Denver.

Illegal tampering with emissions systems in California will be a secondary violation, meaning that motorcyclists would have to first be pulled over for some other infraction before officers could inspect for the presence of the EPA stamp and issue a citation. First-time offenders could face up to \$100 fine, but it will be considered a "fix-it" ticket and proof of repair would get the violation dismissed, though subsequent infractions could result in fines up to \$250.

Pavley's original bill sought to include motorcycles in the state's SMOG emissions testing program, but after being

stymied by intense lobbying by state and national motorcyclists rights organizations, she later reintroduced the measure to instead force motorcycles into compliance with existing federally mandated sound and air pollution levels.

U.S. SUPREME COURT TO RULE ON PROTESTS AT MILITARY FUNERALS:

A group of patriotic motorcyclists recently staged a counter-demonstration during the Arlington National Cemetery burial of a local Navy SEAL, parking motorcycles and revving engines to oppose a protest staged by members of the fundamentalist Westboro Baptist Church of Kansas.

Similar scenes play out across the United States, as a grieving family lays their loved one to rest, the funeral of a service member killed in action is disrupted by vocal protesters shouting vindictive and incendiary remarks at mourners and wave signs that read "Thank God for Dead Soldiers" and "God Hates the USA."

The motorcyclists, mostly veterans who are members of the Patriot Guard Riders, led the funeral procession and then strategically parked their bikes in between the family and the protesters, revved their engines to drown their chanting, and saluted in respect as the funeral cortege passed by giving them a thumbs up.

The church protesters, who contend that God is killing members of the military because of the nation's sins, often demonstrate at military funerals, and are now the subjects of a United States Supreme Court case that will decide if the Constitution protects highly offensive hate speech from civil claims filed by grieving relatives.

In *Snyder v. Phelps*, the father of a Marine killed in Iraq in 2006, was awarded \$5 million in his lawsuit against the church for "intentional infliction of emotional distress," but a federal appeals court overturned the ruling on free speech grounds, and now Albert Snyder is asking the High Court to reinstate the verdict.

Justices heard oral arguments in the case on October 6 and the Supreme Court is expected to render a decision late next spring.

—Bill Bishop, NCOM



BIKER INK

Alfonzo Marquez of
Gilbert, Arizona.
Photo by Marcus Cuff.



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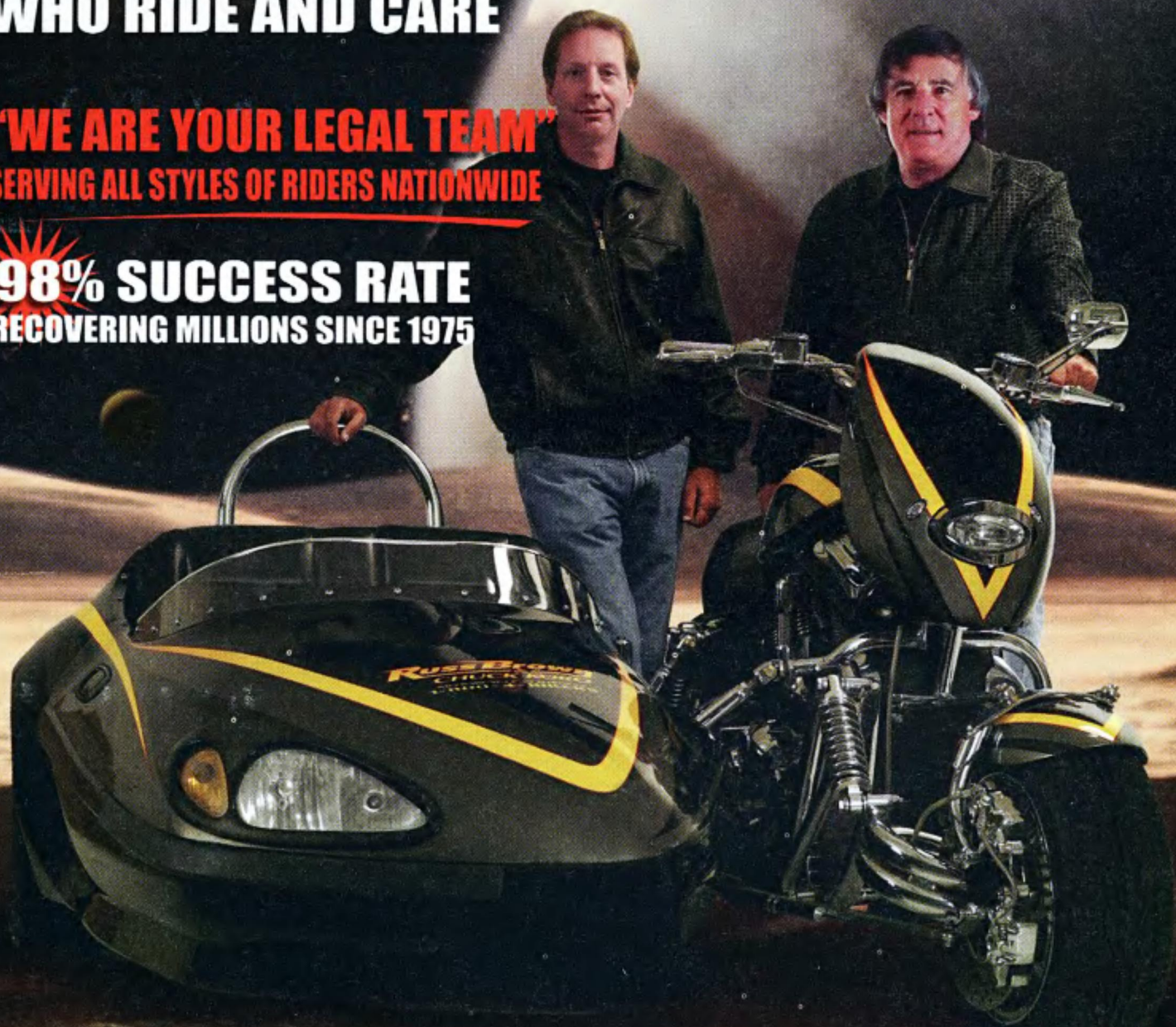
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The Lone Star Rally

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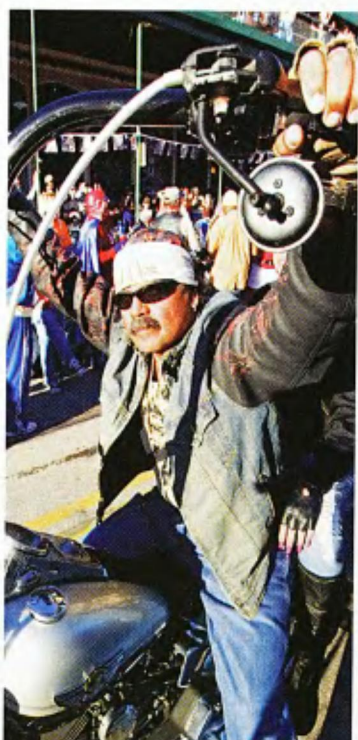
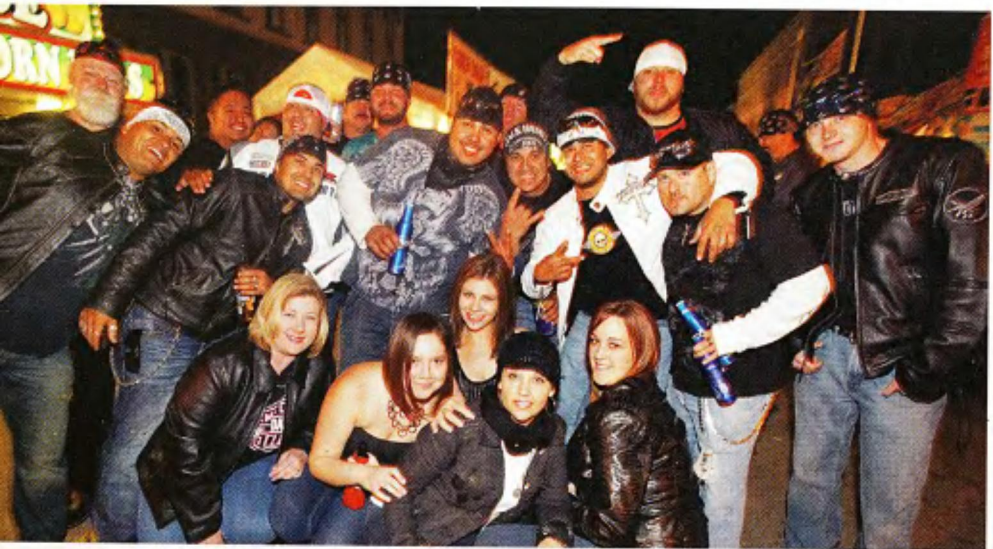
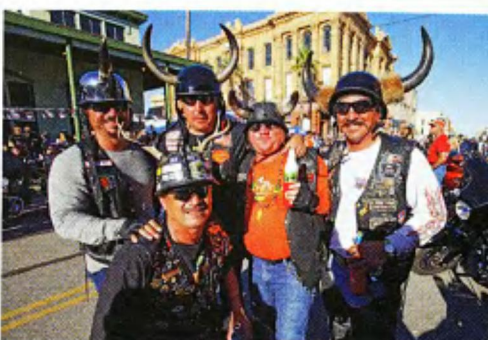
The four-day biker blowout known as the Lone Star Rally took place once again in Galveston, Texas, on Galveston Island, south of Houston November 4 through 7. The event has become one of America's major bike runs, drawing over 300,000 roaring motorcycles to the area.



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One of the true attractions to this free event is the great riding around the area. Riding over the causeway to Galveston Island and then taking a putt on the beach is a lot of fun. You also have to ride down Strand Street right in the middle of all the action just to say you did it.

Attractions include great live concerts by dozens of bands, motorcycle racing, a tattoo contest, demo rides, poker runs, a Miss Lone Star contest, and over 400 vendors with every possible biker goodie imaginable. Being that the island is a major tourist beach, there are



more bars and restaurants per square block than any biker run or motorcycle rally we can remember.

The theme of the run celebrated our service men and women, past and present. This was seen in the patriotism of the biker promenade and best decorated bike and rider contest on Saturday, which was awash in red, white, and blue. That's how they roll down South. Don't mess with Texas.

For information on the 2011 run, visit www.lonestarrally.com.

—Dave Nichols

Photos: Michael Lichter



"Oh, great! Now I can't cum."

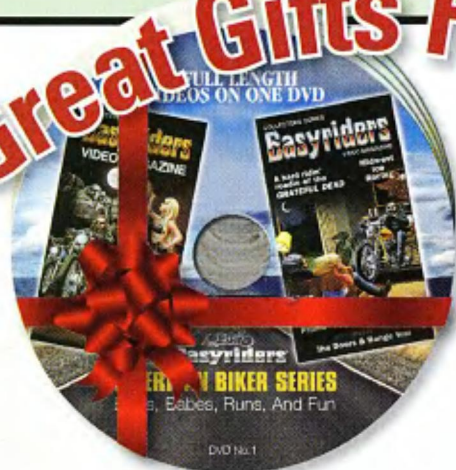
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"MODERN DAY LEGENDS" Love Ride, Indian motor factory, Grateful Dead roadie, Tijuana Toy Run, Arlen Ness, Easyriders Grand National Rodeo, Ice Racing.

DVD 2

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

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

DVD 3

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

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

DVD 4

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

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



DVD #5 - 8

4 pack

DVD 5

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

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

DVD 6

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

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

DVD 7

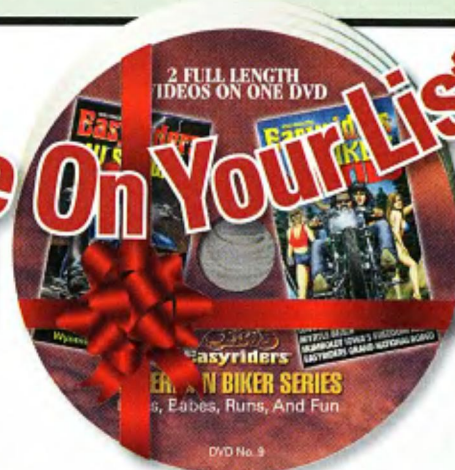
"ROLLING THUNDER" Easyriders Rodeo 1997, Rolling Thunder/Run to the Wall, Easyriders Bike Show in Anaheim, California, Exotic Dancer Poker Run, David Mann's wedding.

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

DVD 8

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

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



DVD #9 - 12

4 pack

DVD 9

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

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

DVD 10

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

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

DVD 11

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

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

DVD 12

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

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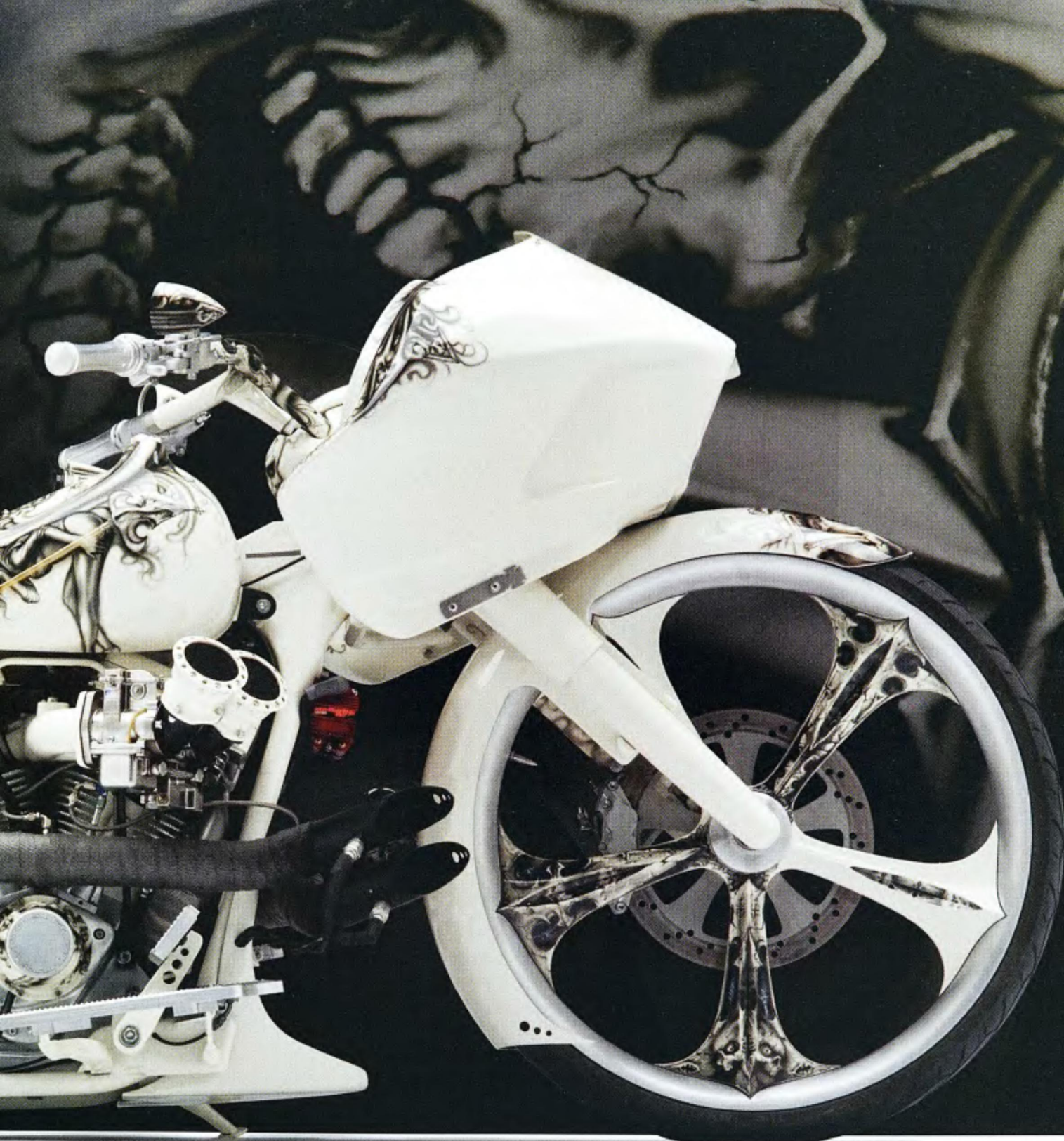
JOHN LISENBY'S OTHER SINISTER BAGGER

RING OF FIRE

You might have seen John Shope of Sinister Industries on the CMT Channel's *Master Builder* TV series where

he won the Grand Prize for his 30-day build of the "Seether Chopper" (sponsored by the alternate rock band of the

same name) during the 2008 Chopper Challenge. John's been at it for some 30 years, some of his iconic bikes including Captain Morgan's "Rum Runner," Mark Mulder's "World Series Chopper," and his award-winning "Copperhead" bikes. More recently, one of his radical baggers appeared on the June 2010 cover of *Easyriders*. Sinister bikes do get noticed. Maybe that is because they



have a habit of breathing fire.

Check out this feature bike performing on YouTube with John doing a flaming bagger peace symbol burnout. Even the Sinister bike hauler is a jaw dropper. You can rightly say that John rides tall in the saddle, building baggers that act and sound seriously sinister. And that would be a good thing according to John Lisenby, the owner of not one, but

two Sinister baggers, including the Road Glide seen here. This bike took Best of Show in the Radical Class at the Easyriders Pomona Bike Show.

John Lisenby encountered John Shope at Sturgis a while back, but it only took one look at the 1997 Road Glide, then still in primer and he had to have it. "I had a bone stock 2000 Road Glide I called my dorkmobile, so was

bound and determined to come back from Sturgis with a nice custom bagger. When I saw the Sinister bike, I wanted it, but John said it wasn't for sale at the time, so I took a look at the other bagger, a 1996 model, he had brought and decided to go for it." While John has a chopper and a bobber as well, he soon found himself aboard the 1996 Sinister bagger more often than not thanks to



its comfort factor. But he still had his site on the 1997, and when he came upon it at the January 2010 Pomona Easyriders Bike Show, now all painted up and picture perfect, he took it home to join its Sinister sibling.

The bike's most audacious accessory is its flame thrower, a trick arrangement of spark plugs used to ignite a mist of fuel sprayed into the special pipes, the gusher of flame activated via a small panel found underneath the seat. John says, "I'm known for riding my bikes while wearing shorts, so I have managed to singe the hair off my pipe-side leg. The more you twist on the throttle, the bigger the ball of flame that shoots out. It's especially great at night on the

freeway. That eight-foot ball of fire really gets the attention of car drivers when they try to cut you off, and if you're out in the country and a coyote starts chasing alongside, just flip the switch. You just need to carry a pack of hamburger buns in the saddlebags."

Among the bike's many features is a dual air ride system, Legends Air in the rear and American Suspension up front, that enables you to hunker down pavement-kissing low or raise it to riding stance. The wheels are hand-hewn one-off's made for Sinister including the 26-inch front roller cut from a solid block of aluminum. Other nifty items include saddlebag lids that open electronically with a push of a

button, while a touch screen DVD player slides out of the fairing. Says its owner, "Sure it's radical in appearance, but you can ride it all weekend. It's just got more attitude going for it...I guess you could say it's more sinister than the previous bike thanks to the flamethrower, plus it sits lower giving it a more attitude."

After the Easyriders Pomona show, John took the bike to the Columbus Easyriders Invitation where it took Third Place Best Radical, while his other Sinister bike took First Place Modified. Call that a good today for radical baggers in general and the two Johns in particular.

—Paul Garson





Owner: John Lisenby, above
City: San Clemente, California

GENERAL

Designer: John Shope, Sinister Industries
Fabrication: Sinister
Year/make: 1997 Harley-Davidson
Model: Road Glide
Assembly: Sinister
Time: 6 months

ENGINE

Year/make: 1997 Harley-Davidson Evo
Displacement: 96 cubic inches
Cam: S&S
Ignition: S&S
Pistons: S&S
Heads: S&S
Lifters: S&S
Carb(s): Mikuni

Air cleaner: Sinister

Pipes: Sinister

TRANSMISSION

Year/make: 1997 Harley-Davidson
Shifting: forward controls

PAINTING

Painter: Sinister
Type/color: cream, black

FRAME

Year/make: 1997 Harley-Davidson
Rake: 46 degrees
Stretch: 2 inches
Shocks: Legends and American
Progressive Air

ACCESSORIES

Bars: Sinister
Handlebar controls: PM/Sinister
Fenders: Sinister
Headlight: Harley-Davidson
Taillight: Sinister
Floorboards: Sinister
Electrics: Sinister
Gas tank: Sinister
Oil tank: Sinister
Oil system: Harley-Davidson
Seat: Sinister
Mirrors: Sinister
Grips: Sinister

FORKS

Type: American Suspension
Extension: stock
Builder: American Suspension

WHEELS

Size: 26-inch front, 16-inch rear
Wheels: custom-made for Sinister
Tires: Dunlop/Vee Rubber
Brakes: Harley-Davidson/PM

Photos: Michael Lichter

Contact: Sinister Industries

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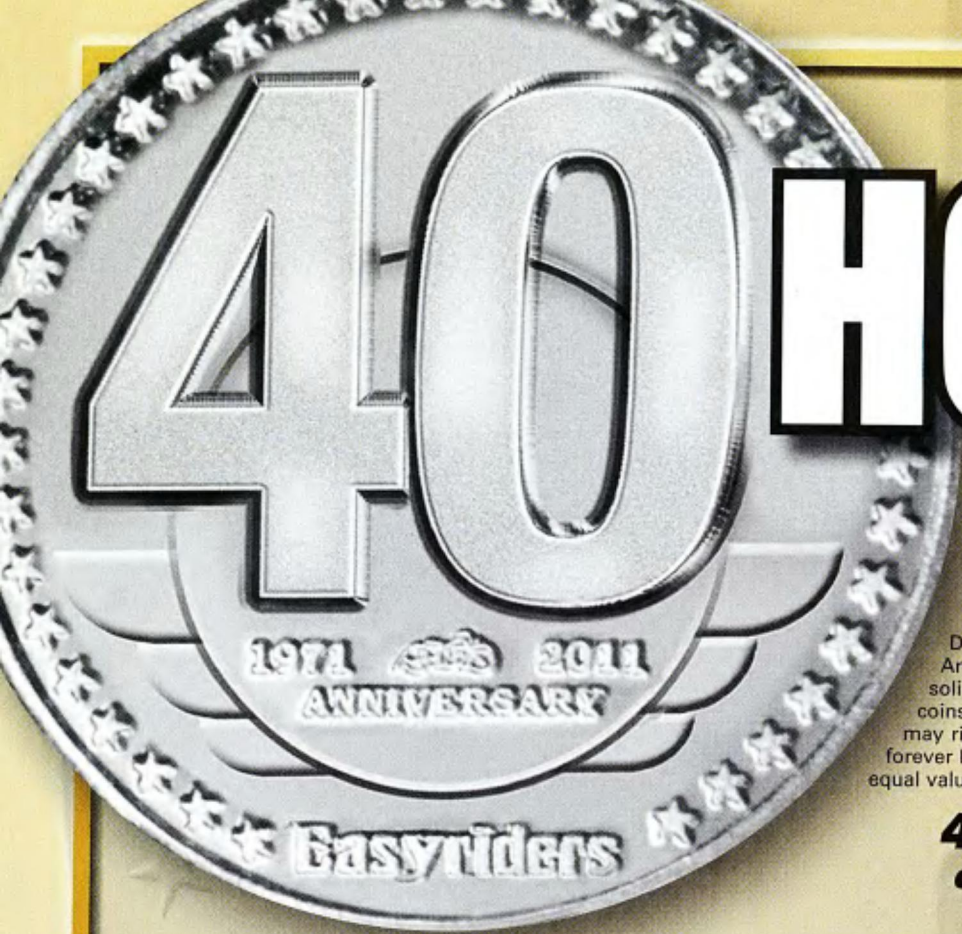
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Designed in the style of David Mann, the *Easyriders* 40th Anniversary \$29.99 commemorative coin is proof quality solid silver nickel. Because of the strictly limited number of coins to be minted and their ultra-high quality, their value may rise in time. The \$29.99 value of each coin is guaranteed forever by *Easyriders* and can be exchanged for merchandise of equal value by the bearer of the coin at any time.

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

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

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

Joe Teresi
Founder

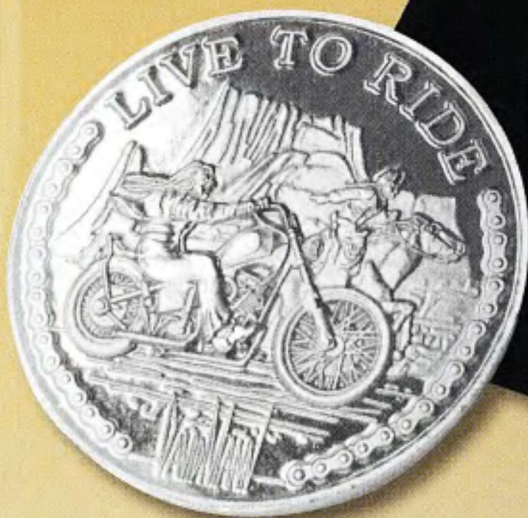
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AC5V56



24 YEARS IN CHILlicothe

GRAND NATIONAL RODEO



For those that manage to live to tell the tale of a weekend at the Easyriders Grand Nationals Rodeo in Chillicothe, Ohio, there is simply no other biker event that can compare. From September 2 through the 6, the Ross County Fairgrounds became bike heaven on earth. Not only is this the last stop on the fabled motorcycle rodeo tour, it is the be-all and end-all round up of twisted two wheeled fun as only *Easyriders* can bring it to you.

This was our 24th year in Chillicothe and John Green and the events crew pulled out all the stops to make this an experience to remember—if, that is, you had any brain cells left to remember it afterwards. Billy Tinney became a photo-snappin' whirling dervish in order to bring you the brain-numbing images before you. This is proof that too much fun is never enough!





The Chillicothe shindig included camping and everybody tried to outdo each other to create clever and creative camps. There was a killer ride-in bike show, a tattoo contest, crazy barstool races, a trophy girl contest (what happens in Chillicothe STAYS in Chillicothe), a used parts corral swap meet, great live bands, and, of course, all the dust, mud, smoke and blood that happens when motorcycle rodeo contenders go head to head for big prizes and the bragging rights as top cowboys. Robert Tabor came in first in the slow race, barrel race, gas trike pulls, tire ride and the wienie bite; his son Jason Tabor took top honors in the keg derby, solo sled pulls, fuel class trike pull; and Stan Leiter took the potato haystack competition.

First place in the ride-in bike show was awarded to Ryan Carey for his '02 Sportster, followed by Arrgo Conley's 1956 panhead in second place, and



Doug Dempsey's 2005 custom dresser in third. Top prizes in the tattoo contest went to Robert Medic, Michael Gibson and a gal named Haley.

When the shredded tire smoke cleared on Labor Day, the honors as Top Cowboys went to (drum roll please), Jeff "Cornbread" Lester in third, Robert Tabor in second, and Jason Tabor in first. Jason came back strong after a devastating crash two weeks earlier at the Fowlerville Rodeo and this win marked his third consecutive year as Top Cowboy. Congratulations to all who competed!

We couldn't put on this ultimate biker bash without the help from our sponsors: Geico, Dennis Kirk, Lucas Oil, Executive Choppers, S&S Cycle, Paul Yaffe's Bagger Nation and Supertrapp.

We hope you'll ride out next year to celebrate *Easyriders* magazine's 40th Anniversary and the Chillicothe Rodeo's 25th!

—Dave Nichols

Photos: Billy Tinney

Passin' Gas

Honey, if I die I know you'll eventually remarry," Scooter said to his wife, "so as soon as I'm gone I want ya to sell all of my stuff."

"Now why would ya want me to do that?" she asked.

"Well," Scooter replied, "I don't want some other asshole using all of my stuff."

She replied, "What makes you think I'd marry another asshole?"

Gary Lowery

Long Beach, California

Two old ladies are outside their nursing home having a drink and a smoke when it starts to rain. One of the old ladies pulls out a condom, cuts off the end, slips it over her cigarette, and continues smoking.

The first old lady asks, "What the hell is that?"

"A condom," replied the second old lady. "This way my cigarette doesn't get wet."

"Where did you get it?"

"You can get them at any drugstore." The next day the first old lady hobbles into the local drugstore and announces to the pharmacist that she wants a box of condoms.

The pharmacist is obviously embarrassed that a little old lady is asking for condoms, but very delicately asks what brand she prefers.

"Doesn't matter," the little old lady says, "just as long as it fits on a Camel."

Greg Cook

National City, California

Q Why do prison administrators like women on parole boards?

A They never let anyone finish a sentence.

Q What's the major difference between men and women?

A A woman wants one man to satisfy her every need. A man wants every woman to satisfy his one need.

Big D

Fun Town

A nurse was on duty in the emergency room when a young woman with a purple Mohawk, tattoos all over

her body, and wearing strange clothing entered the ward. It was quickly determined that the patient had acute appendicitis, so she was scheduled for immediate surgery.

When she was completely disrobed on the operating table, the staff noticed that her pubic hair had been dyed green, and above it there was a tattoo that read, "Keep off the grass."

Once the surgery was completed, the surgeon wrote a short note on the patient's dressing, which read, "Sorry, had to mow the lawn."

Grinch

Ridgewood, New Jersey

A priest was out walking through his parish when he noticed a small boy sitting on the stoop crushing a flow of ants with his foot. As he ground the ants into the pavement, he kept yelling, "These goddamn ants! These goddamn ants!"

The priest went over to him and chided, "Little boy, God never put anything on Earth without a purpose."

"Sure he did," said the boy.

"And what would those be, my son?"

"Tits on a nun, balls on a priest, and these goddamn ants!"

Rocky Meyerson

W. Palm Beach, Florida

A woman was looking at the display case in an adult bookstore. The clerk said, "Perhaps you would like to



look at our most realistic dildo."

"Oh, you mean one that is exactly like a man's penis?" she asks.

Yes," the clerk says. "It is just like the real thing."

"Oh," the woman replies. "So after you've used it for three minutes, it goes limp for the rest of the night?"

Joey Hayes

Mesa, Arizona

Mad Dog Jr. is in math class one day when the teacher calls on him. "Jr., if I gave you \$100," she says, "and you gave \$25 to Sally, and \$25 to Lucy, what would you have?"

Mad Dog thinks for a second and answers, "An orgy!"

Burt Whitcomb

Palmdale, California

A little boy went up to his father and asked, "Daddy, why does mommy always rub her eyes when she wakes up?"

"Because she doesn't have any balls to scratch," his father explained.

Virginia Walker

Currituck, North Carolina

Q What do bungee jumping and hookers have in common?

A They both cost 100 bucks and if the rubber breaks, yer fucked.

Q What do chicks and milk cartons have in common?

A You gotta open the flaps to get to the good stuff.

Mark Glass

Des Moines, Iowa

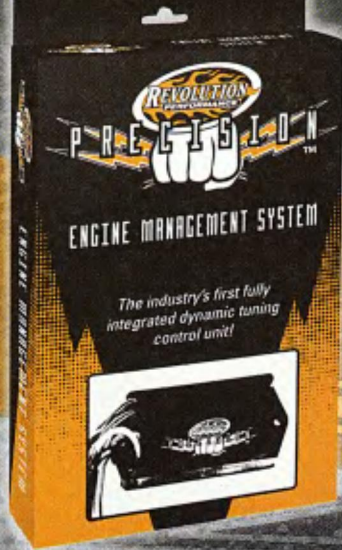
A guy's friend comes to visit his office and says, "That secretary is hot!"

"She's actually a robot. If you squeeze her left tit, she takes dictation. If you squeeze her right tit, she types a letter. And that's not all, she can have sex. Give it a try."

So his friend takes her into the restroom. Suddenly, screaming erupts from the stall. The guy says, "Shit! I forgot to tell him her ass is a pencil sharpener!"

David Vida

Pontiac, Illinois



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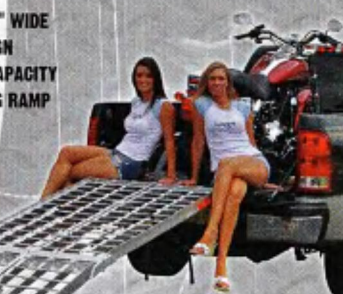
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The Moto-Culture Art Of Marc Cluzet

Marc Cluzet is one giant moto-culture secret talent hidden in the countryside of France. We got to spend some time together when I visited the Freeway Days Kustom Show last year. Marc has a keen interest in all things "moto" and is able to turn that interest into his extreme "moto-cult" illustrations. His designs have appeared in *Freeway* magazine, and he has created logos for several businesses, including the V-Twin Garage in Bordeaux, France.

Marc has an eye for good craftsmanship in rods and bikes and it is that precise attention to detail he appreciates so much that he translates onto paper in all of his creations. While we hung out, I was able to get a feel for what inspires this talented artist and, with a little help to overcome our language barriers, we managed to get some dialog going back and forth. He knows a little English and I know a little French, so we made it work. We mostly spent time looking at his artwork and looking at bikes and cars in the show.

You don't need language to communicate the appreciation of good work



and craftsmanship; that part just flows through expression, nods, and smiles. Marc was really cool to hang with. I was blown away by how quickly he picks up on all the important details when he visually inspects custom built motorcycles and cars. His eye just naturally gravitates to solid work. Here's a little of our conversation.

Easyriders: Have you always been an artist? How early did you get into drawing?

Marc: I've always drawn; it started when I was very young.

ER: How old were you when you started to get interested in motorcycles?

Marc: When I was 13 years old I loved so much motorcycles. I wanted a 'mobyette' but my parents don't want me to get one. I started to ride motorcycle at 27 years old, after my first life (when my first marriage collapsed).

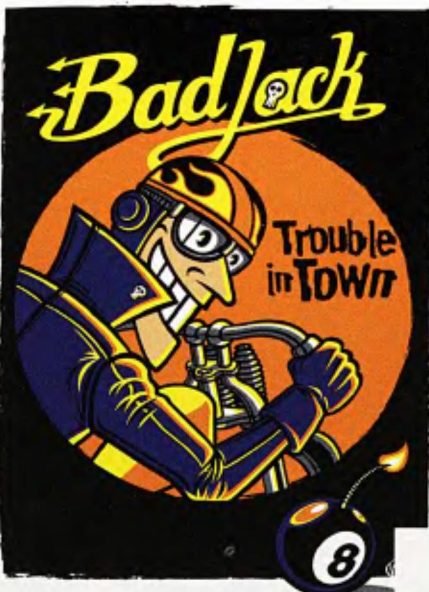
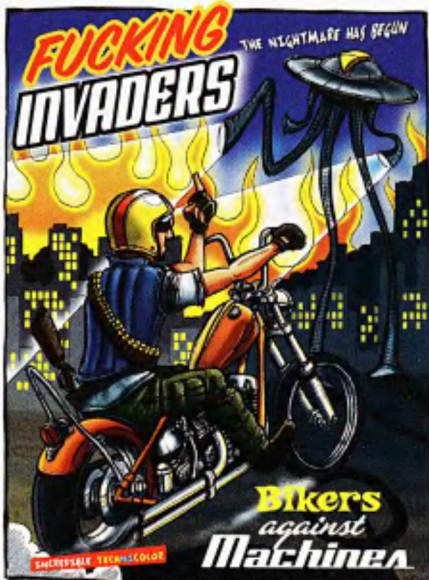
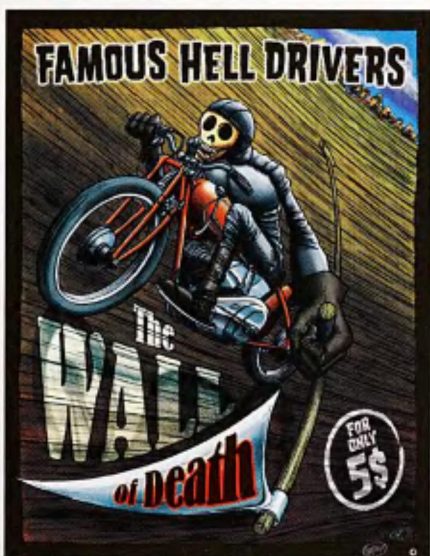
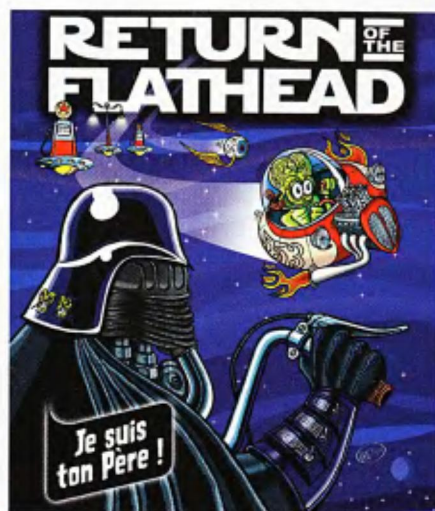
ER: How did you start to incorporate your drawing with motorcycles and the culture/lifestyle?

Marc: In my new "alone life" (when I wait for the new woman of my life), I decided to join my two passions: motorcycles and drawing.

ER: Are you inspired by any other artists or motorcycle builders?

Marc: I love so much all Big Daddy's team artworks, and all actors of





lowbrow art. In fact, I love all the artists who make something about motorcycles (custom and oldies), even the styles are different for the builders. I love the work of Nash Motorcycles, Fred Krugger and Japanese style... always old-school. I admire the work of Jeff Decker (I seen him at Daytona it was a good moment for me).

ER: How did you transition from hand drawn art to computer graphic art?

Marc: I'm painting with acrylic or ink but the transition to computer is necessary for what I want to do with the artwork. In general I scan my drawings and I work with Illustrator or Photoshop.

ER: Do you ride? What type of bike, where do you like to ride the most, street, track, off-road?

Marc: I'm ride my motorcycles every day to go to work. I have a Sportster, an

80 ci shovel, and a BMW r50. I love so much riding the countryside roads and in particular in the "Gers" (the native area of my parents in south of Bordeaux).

ER: How would you describe your artwork?

Marc: I think my artwork must tell a story, drawing just for drawing doesn't interest me.

ER: Finally, what does your artwork

say about you?

Marc: I think my artwork says that I should be less serious (like my art-work). I would like to be cooler; I think I need to be a little less stressed.

Well Marc, from the looks of your art and what you are communicating to people, I think it's safe to say you got the "cool" factor nailed down.

—Sara Liberte



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Boobs in the mirror are closer than they appear at Harley Rendezvous.

—Kim G., Providence, R.I.



The gauntlet is thrown down at Las Vegas BikerFest.

Doug Oberbeck, Page, Ariz.



Badass burnout contest at the 2010 Easyriders Rodeo Grand National Finals. —Billy Tinney, *On the Rodeo trail*, Chillicothe, Ohio





Piercing gaze. —Beadman Bob, Pa.



Instant road shower.

—Steve and Linda Curran, Spokane, Wash.



"Hi Mom!"

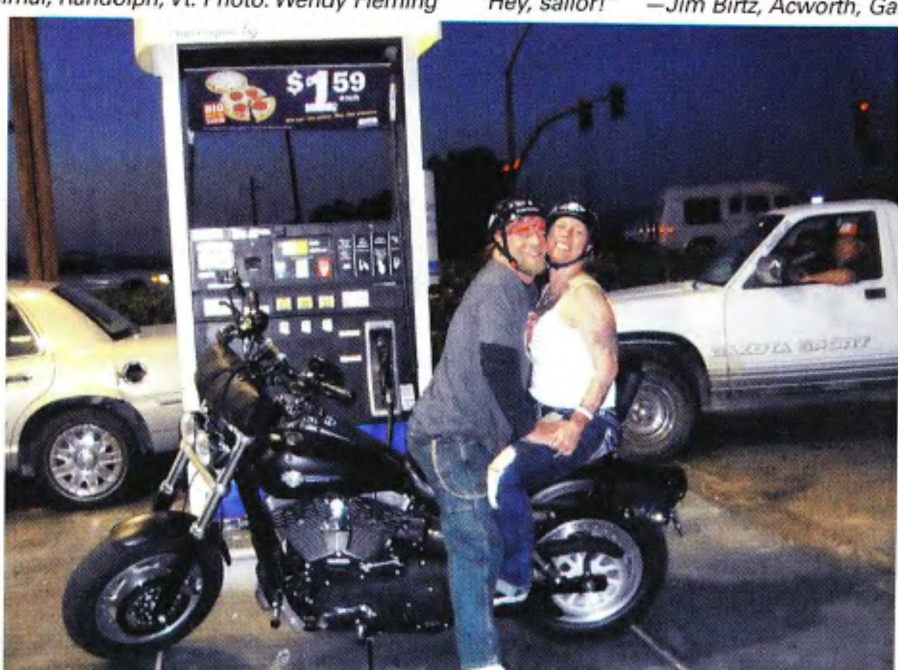
—Animal, Randolph, Vt. Photo: Wendy Fleming



"Hey, sailor!" —Jim Birtz, Acworth, Ga.



Seize da booty! —Greg Poland, Sturgis



Gas stop love-in.

—Tara Montano, Ventura, Calif.



Pleasing pontoons get their reward.

—Vic Pecorino, Huffman, Texas

Each month, the best pictures our readers send us are printed here. We prefer digital art, but can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff, these photos typify the fun, excitement, and freedom of biking. We now pay \$100 for each full-page color photo, \$50 for half-page color photos, \$40 for color

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Since we're bringing you all the fun of the Chillicothe Grand National Motorcycle Rodeo in this issue, what better place for Jim Lightfoot to create his version of that ol' biker rodeo game known as *The Donut Chase*. See more of Jim's work at www.jimlightfoot.com.

The whole project took about six or seven months from start to finish. It's just a blast to look at and to ride.



TROY BANKS' FIRST TIME SPORTY

Short And Sweet

A couple of years back, Troy Banks saw a bike that Warren Lane had just put together using a big 23-inch front wheel. "I was blown away by that thing," he remembers. "I thought it looked really, really cool, exactly like the kind of bike I would want if I ever put one together myself." That's right, Troy wasn't a bike guy, or at least he'd never built one. Troy, who constructs, renovates, and remodels swimming pools for corporate clients like Disney, lives near the Orlando area in Winter Springs,

Florida. He is into cars—classic customs all slammed and smoothed. His garage includes things like a 1955 Ford Victoria, a 1962 Impala convertible, a 1949 Chevy pickup, and a 1967 Lincoln Continental—and now, a motorcycle. But this wild little XL with that big front wheel would be, as we said, his first bike project. Obviously, it turned out just fine.

"I never liked those things that were radically raked out and stretched a mile long," Troy says. "I'm a short, compact



kind of guy myself and that's the sort of bike I wanted. Just a small scooter, something that gets right to the point." He's got that here, an XL-based custom that is about as short and sweet as it gets.

Inspired by that Warren Lane bike, Troy first cast an eye towards a stock 1983 Sportster sharing garage space with all his cars. "But the more I got to thinking about this project," he says, "planning how I could make the bike stand out with special paint and everything else, I realized it would be a lot smarter not to mess with that Harley-Davidson frame at all. I should just buy a new frame and then start adding parts to it." That's just what he did. Troy shopped the catalogs, hit the swap meets, and clicked through Internet sites gathering up everything he thought he'd need and then, with most everything on hand, he turned it all over to Jimmy Dell Womack at JD's Cycles right there in Winter Springs for the assembly.

A new Kraft Tech rigid frame was matched with a 1994 XL powerplant Troy picked up from a buddy, hotting it up with stuff from Crane, Andrews, and S&S. The front wheel and tire, that absolutely necessary a 23-incher, came from

This month's *Easyriders* girl is born-to-be-wild Wendy, a sunshine state stunner who was more than happy to adorn Troy's sexy Sportster.





a Speedway race bike. Jimmy Dell mounted a 4-under springer front end, custom machining a new axle just for the job. It is set up without a brake, exactly as it was on that Speedway runner. The only brake on this bike is the one on the rear, a sportbike piece lifted from a Suzuki GSX-R. The rear wheel is a standard 16-incher, an eBay special.

With all of that, along with a Sportster tank mocked up and ready for paint, another local named Steve O, took care of the spraying. He applied a wild multi-color design that Troy had already worked out. It's all candy rainbow flake with greens and yellows over that base. He combined it all into a sort of 1970s-era sunrise graphic. "It looks like a disco ball going down the road!" Troy says. "I love it."

The whole project took about six or seven months from start to finish. "And now that it's done," Troy says, "it's just a blast to look at and to ride. I don't know why I waited so long before jumping into something like this." Better late than never.

—Joe Kress





Owner: Troy Banks

City: Winter Springs, Florida

GENERAL

Designer: Troy Banks/JD's Cycles

Fabrication: Jimmy Dell/JD's Cycles

Year/make: 1994 Harley-Davidson

Model: Sportster

Assembly: Jimmy Dell/JD's Cycles

Time: 6 months

Chroming: Space Coast Plating

ENGINE

Year/make: 1994 Harley-Davidson XL

Rebuilder: Jimmy Dell/JD's Cycles

Displacement: 1200cc

Ignition: Crane

Cam: Andrews

Carb: S&S

Air cleaner: stack

Pipes: Jimmy Dell/JD's Cycles

TRANSMISSION

Year/make: 1994 Harley-Davidson

Shifting: 5-speed, Andrews gears

PAINTING

Painter: Steve O

Type/color: House Of Kolor/green, gold

FRAME

Year/make: 2009 Kraft Tech

Type: rigid XL

Rake: 32 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: Flanders

Handlebar controls: Performance Machine

Fenders: Jimmy Dell/JD's Cycles

Headlight: Green HID

Taillight: After Hours shot glass

Pegs: Hippie Killer

Foot controls: Hippie Killer

Gas tank: Sportster

Oil tank: aftermarket round-style

Seat: Biltwell

Mirrors: aftermarket, small rounds

Grips: Hippie Killer

FRONT END

Type: Springer, 4 inches under

Builder: DNA

WHEELS

Make: Speedway racer, Harley-Davidson

Size: 23-inch front, 16-inch rear

Tires: Bridgestone Classics

Brakes: Suzuki GSX-R, rear only

Photos: Don Rogers

The 99 Crafty Customs Contest

"Where creativity beats Cash!"

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

Times are tight and your bros at *Easysiders* want to prove that you don't have to spend \$20,000, \$30,000 or \$35,000 to build a cool custom motorcycle. We're looking for "brilliance on a budget"; that's why we've started **The 99 Crafty Customs Contest**.

Here's how it works: buy yourself a used 1990 to 1999 big twin Harley-Davidson (there are some good deals out there these days) and turn it into your vision of a custom scooter, spending no more than **\$9,999.99** including the cost of the bike. Then send us photos of the bike along with a tech chart of what you changed and receipts to show how much you spent on parts, accessories, chrome and paint.

Remember, the cost of the bike and customizing cannot exceed **\$9,999.99**. What you spend on internal performance and repair is not included. In other words, if we can't SEE it, it doesn't count and neither does your own labor. If we like your bike, we'll feature it in one of our Paisano Publications motorcycle magazines: *Easysiders*, *V-Twin*, *Biker* or *In The Wind*. That's up to 34 chances per year that your bike could be featured!

Want to save more money on your Crafty Custom? Visit www.99crafty.com, go to "The 99 Bargain List" link and use our sponsors for special rates and savings on parts and accessories for your project bike.

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

Upload photos of your bike before and after your customizing changes and give us your email address so we can get in touch. If we like your bike and you can prove you did the deed for under 10 Grand, your bike might just be featured! Or snail mail your entry to:

The 99 Crafty Customs Contest, *Easysiders* magazine,
P.O. Box 3000, Agoura Hills, CA 91301

THE RULES:

The 99 Crafty Customs Contest bikes are limited to street legal and registered 1990 to 1999 Harley-Davidson big twin motorcycles for now - watch for Sportster and metric bikes in the future. If you already own a 1990 to 1999 Harley big twin, we'll use the N.A.D.A. value for current average retail (we will use the '95 prices for '90 - '95 bikes).*

Your total cost for the motorcycle, dress-up parts, accessories, chrome and paint cannot exceed \$9,999.99. We expect you to provide receipts to show us what you spent on parts, accessories, chrome and paint. If we can see it, we want to see a bill for it.

We will pick one 99 Crafty Customs Contest winner per issue so get crackin'! We'll also pick a Crafty Custom of the Year at a 99 Crafty Customs Invitational Bike Show, and that bike owner will win \$10,000.00! (Voting will be by our editors and the public.) We retain the sole right to make all decisions about what bikes and modifications qualify for Contest consideration, and anything else concerning these rules and the 99 Crafty Customs Contest.

If you've got a bike that fits the rules or if you're building one now, we want to see it. Send in your photos today!

When times are tight, American bikers are some of the most ingenious people on Earth. Let's see what you've got!

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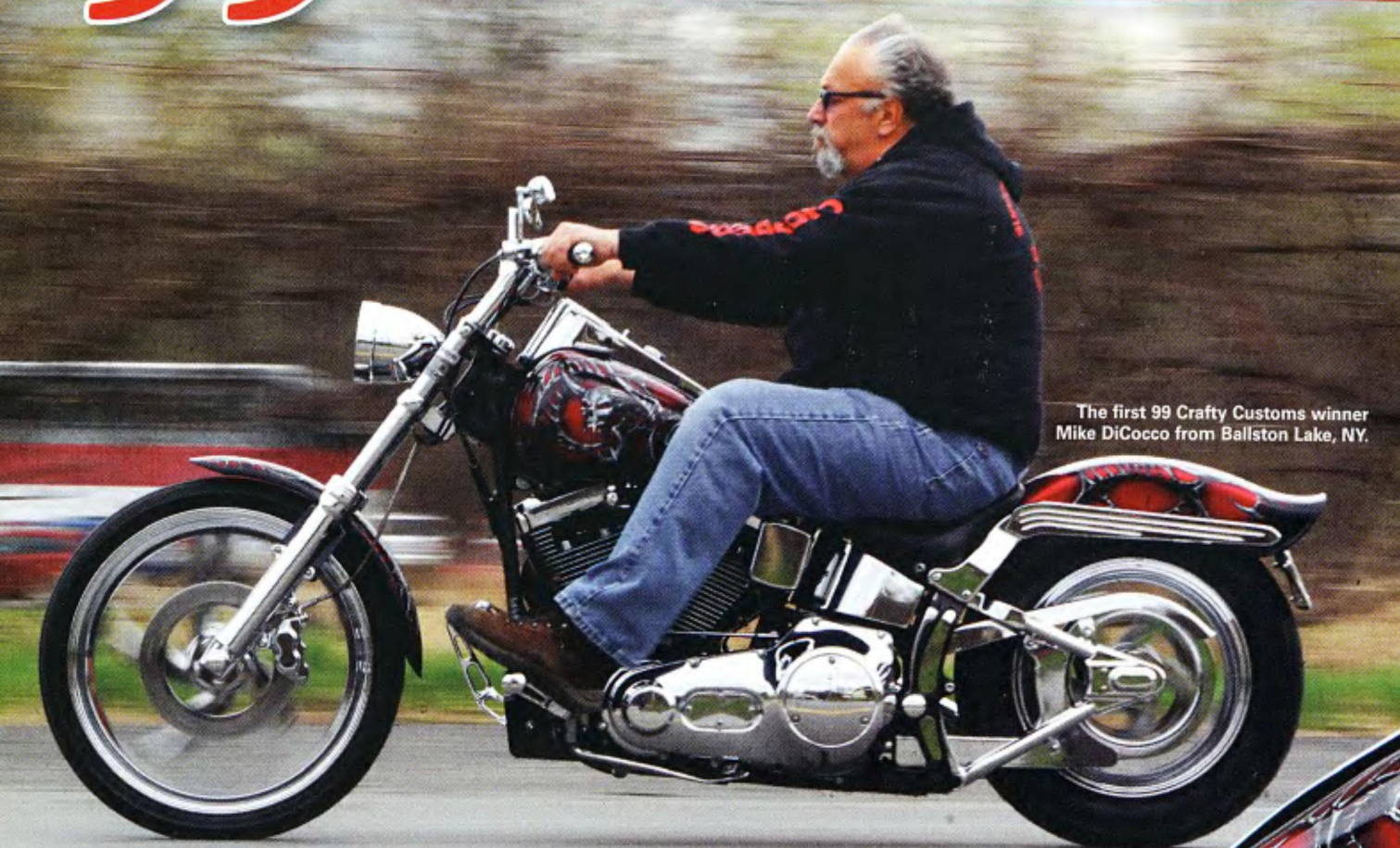
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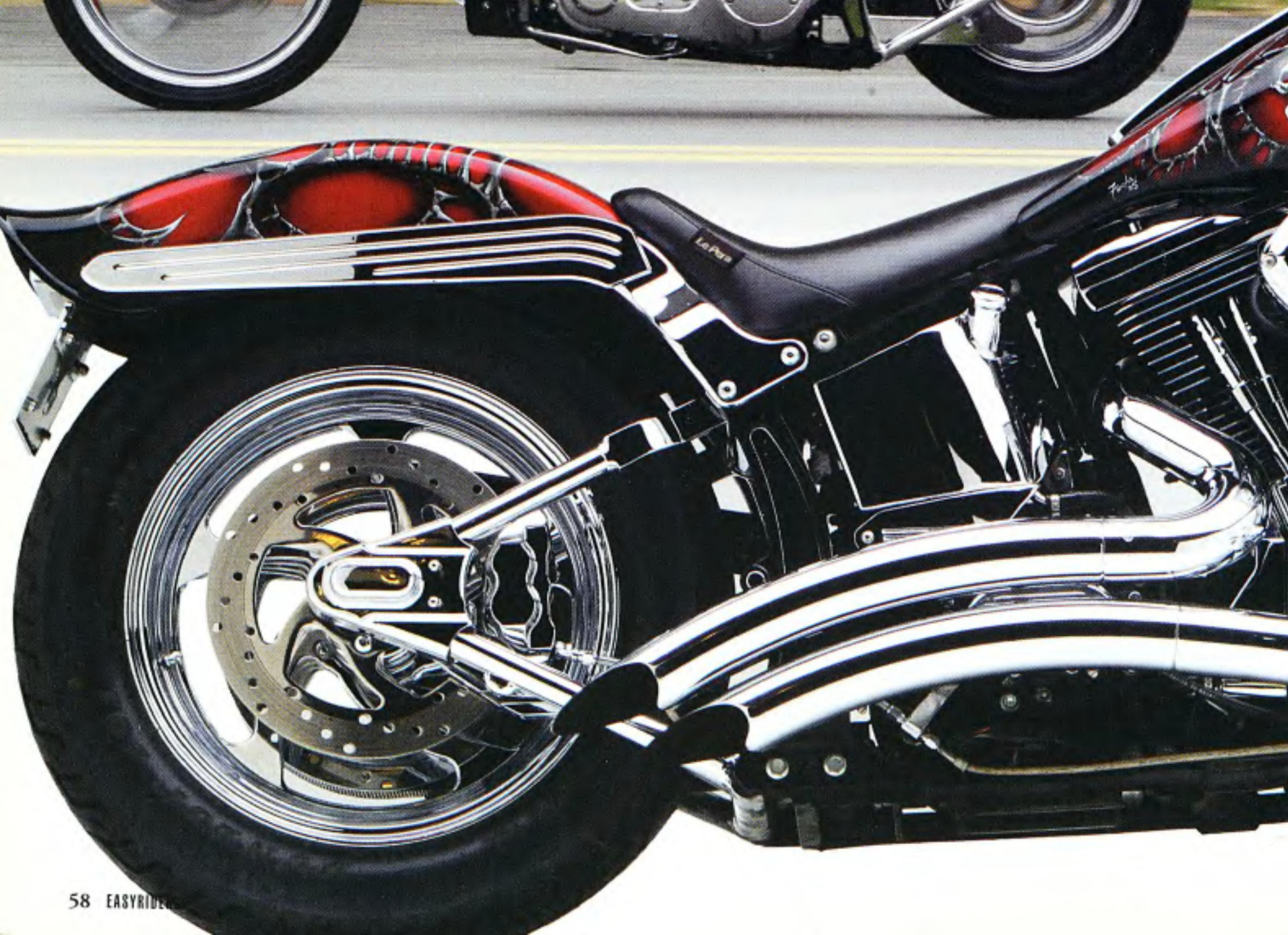


www.99crafty.com

99 Crafty Customs Winner



The first 99 Crafty Customs winner
Mike DiCocco from Ballston Lake, NY.



Mike DiCocco / Ballston Lake, New York / 1998 Harley Softail FXST-C

Our First 99 Crafty Customs Winner!

MIKE DICOCO SERVES UP BRILLIANCE ON A BUDGET

Feast your eyes, dear readers, on our very first 99 Crafty Customs winner! As you know from the ads here in *Easyriders*, the 99 Crafty Customs Contest is our way of honoring and promoting bike owners and builders of cool customs that don't break the bank. To enter the 99 Crafty Customs Contest, you must have a 1990 to 1999 Harley-Davidson Big Twin. The NADA value of your motorcycle coupled with

what you spent to make the bike look killer cannot exceed \$9,999.99. It doesn't matter what you spend on performance modifications; we aren't looking for how fast the bike goes, just how cool it looks.

We pick contest winners monthly for our motorcycle titles including every issue of *Easyriders*, *V-Twin*, *Biker* and *In The Wind* and those winners get a bike feature to show off to all their friends. Our first 99 Crafty Customs winner, Mike DiCocco from Ballston Lake, New York, has proven that creating a Crafty Custom can be done. Mike won a bike feature and so can you!

Mike's bike is a 1998 Harley Softail. The FXST-C frame has not been altered, but the rear swingarm has been chromed. Averaging out the current NADA value of this bike puts it in the \$5,800 to \$6,200 price range. The





The biggest money Mike spent was on the candy red paint with skull graphics by Rod Fuchs.

biggest money spent on Mike's custom is in the candy red paint with skull graphics by Rod Fuchs. Mike found the painter on eBay, and right now you can find similar custom painted tanks and fender sets at the online auction house in the \$800 to \$1,000 price range. The same Carriage Works wheels seen here can be had brand new for \$999 each. The silhouette solo seat is by LePera and goes for \$182, the headlight and taillight are from Pro-One, and the exhaust pipes are by Vance & Hines. Most of what you see on this bike was found, bought, and/or traded, with most of the custom parts found as great deals on eBay. Mike handled all the assembly himself, saving more dough. "I bought the bike bone stock and used in 2000, and by finding the parts and doing the work myself over a period of years, I was able to get the look I really wanted," Mike tells us.

Here's a reader who has proven that you can create a brilliant custom scoot on a working man's budget. He has owned this Softail for over ten years and it is still his daily rider. Best of all, as one of our 99 Crafty Customs winners, Mike has a chance to win \$10,000 in cash when we pick our Crafty Custom of the Year in 2011.

If you have or want to build a Crafty Custom and become part of two-



The exhaust pipes are by Vance & Hines, and the headlight and taillight are from Pro-One.

wheeled history, just visit the website at www.99crafty.com and enter your bike today. See the ad in this issue on page 57 for details. Your bike may be seen right here in a bike feature in *Easyriders* AND you might just win \$10,000 in cash!

—Dave Nichols



The same Carriage Works wheels seen here can be purchased new for \$999 each.

The **99**
Crafty Customs Contest
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Averaging out the current
NADA value of this bike puts it in the
\$5,800 to \$6,200 price range.



The silhouette solo seat is by LePera and goes for \$182.
The FXST-C frame was not altered, but the rear swingarm was chromed.





Jesse James Dupree, far right, with members of Jackyl.

THE FASTEST DRAW IN ROCK 'N' ROLL

The Legend Of Jesse James Dupree

"I wake up every day and take as big a bite out of life's ass as I can!" says Jesse James Dupree from somewhere between Atlanta, his home town, and the rest of the country as he's basically on constant tour as the lead guitarist and singer for Jackyl. The "down and dirty blue-collar multi-platinum selling rock act" also features guitarist Jeff Worley, bassist Roman Glick, and drummer Chris Worley. Jackyl just released its latest album *When Moonshine and Dynamite Collide*. The title comes close to describing Jesse himself. Maybe you caught him a while back on *The Tom Green Show* where he walked on stage, fired up a chain saw, and proceeded to tear into Green's custom made desk. The audience loved it, but Green, well, he turned kinda green.

You could say the chainsaw approach

helps Jesse get a bigger bite out of life. In fact, he's got a customized electric guitar with a chainsaw attached. "What is a more definitive instrument for rock 'n' roll," Jesse asks, "than a chainsaw?" While he acknowledges he is a connoisseur of moonshine and able to rattle off the various vintages and their strong points, he is very sober about riding motorcycles, having climbed on one at the age of 15, his father a Harley rider.

Jesse wears several hats including executive producer of *Full Throttle Saloon* show seen on Tru TV, spotlighting the Full Throttle Saloon in Sturgis. The program is rated as one of the top five cable series and recently was confirmed for a second season. Jesse appears in the series handling a guitar, Harley, or chainsaw—sometimes all three at once.

Jesse and Jackyl have appeared on stage with Aerosmith, Kiss, ZZ Top, Ted Nugent and Damn Yankees, and AC/DC. As for their latest album, Jesse says, "We are not just releasing a new CD with *When Moonshine and Dynamite Collide*; it's a celebration of real America. It's for the people that bust their knuckles for 40 or more hours each week, and when it's time to jam they want to do it loud, proud, hard, and honest." He usually ends such statements with his signature exclamation "PUH-POW!"

Easyriders: After so many years operating at max redline doing the music tour thing, are you still having fun?

Jesse: I poured concrete for a living and now every day when I wake up and don't have to pour concrete, it's a great fuckin' day.

ER: Where did the desire to play music come from?

Jesse: I used to live in a little Civil War town just north of Atlanta called Kennesaw, where it was mandatory that every household must own a gun. There's also a huge bar called Wild Bill's that holds right around 4,000 people and I've got my hand prints in the concrete wall. But it started before then, when I was a kid still wearing pajamas with the feet in them. My dad and mom used to wake me up and put me in front of the TV whenever Elvis and Little Richard had a special. When I turned 16, I'd scoot down to the original Atlanta Underground and sneak into the dirty old rock bars. It wasn't about drinking but watching all the great guitar players of the Southeastern circuit.

ER: When did the motorcycle thing get into your blood?

Jesse: I don't ever remember not seeing a Harley in the carport. I don't remember seeing my dad in a car, and his hair is longer than mine. If you ever wondered who Satan falls to his knees to beg forgiveness from—that would be my dad. Him, my son, Nigel, who has his own band, and me, three generations of rockers, were just on stage at our show in Cherokee. Nigel's been riding since he was 15. When I was his age, I couldn't afford a Harley but made a goal for myself. When the first Jackyl album went platinum, I would go out and buy myself a Harley, and I did—a 1994 Heritage Springer. The Moo Glide they called it. That same year I got to ride through Le Grange, Texas, with the members of ZZ Top, an experience better than winning any Grammy, and I still have that bike.

ER: Is it stock or custom?

Jesse: One day I left it with my dad when I went on tour, and also left him my credit card and asked him to take it to the Harley shop because there were a couple things I wanted to put on it. When I came back, I didn't see my bike. My dad said, 'Before you see it, I need to tell you something. I put a couple extra pieces of chrome on it.' He brought it out and it about blinded me. But it's white and all that chrome kinda works. I'd like to think it would be something Elvis would have liked.

ER: How much riding do you do?

Jesse: Me and Roman, the bass player in Jackyl, usually put 20,000 miles a year on our bikes. I've also got a '03 Road King with about 50,000 miles on it so far. My ass has become part of that seat. Somebody made me a cool 'Jackyl' primary cover for it and Weld Wheels made me some special wheels. That bike's a keeper, too. I've also got a Street Glide from my friends at Worth Harley-Davidson. They spoil me rotten. And there's my Kendall Johnson custom, the Moon Eyes bike from one of the Biker Build-Off TV shows. I can't get out of second gear without hitting 'O Sbit!' Kendall does build horsepower. In fact, he just called me this morning to catch up.

ER: Are you going to any upcoming bike events?

Jesse: I'll be at the grand opening of the Worth Harley-Davidson shop in Kansas City with about 3,000 other riders. It's the hardest rocking dealership I know of.

I'm also going to the charity bike ride with KCAL in San Bernardino, California. I got a call from Jimbo who has a morning radio show (96.7 FM) and who does all kinds of good charity events. He's a fan of our music and Full Throttle and wanted to know if we would take part in their poker run to benefit the Leukemia Lymphoma Society. After the ride Jackyl will give a little rock 'n' roll show and then the band's heading up for a show in Santa Rosa then over to St. Louis for two shows in one day, then on to Tennessee.

ER: Do you ever go home?

Jesse: I'm either on my bike or in an airport. My ass will be on my motorcycle all summer long heading for bike events and doing our shows. I can't think of anything better to do.

—Paul Garson

Info: www.myspace.com/jackyl and www.rockmerollmejackylmeoff.com



Photos: Jesse James Dupree



JACKYL'S NEW ALBUM DEBUTS ON BILLBOARD TOP 200 ALBUM CHART

In its first week of release, Jackyl's new album *When Moonshine and Dynamite Collide (Mighty Loud)* debuted on Billboard's Top 200 Album Chart and was No. 15 on the CIMS (Coalition Of Independent Music Stores) chart.

Entering the Active Rock charts at No. 57, the album's lead single "She's Not A Drug" moved up to No. 51 and continues to receive generous spins at stations such as: KQRC - Kansas City; WFTK - Cincinnati; WJJO - Madison, WI; WXXR, Rockford, IL; and WIIL - Chicago, WIYY - Baltimore, just to name a few.



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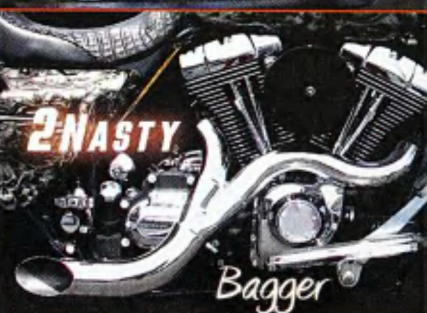
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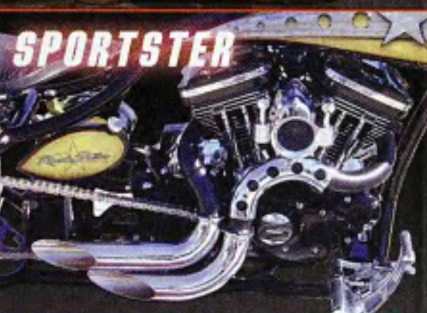


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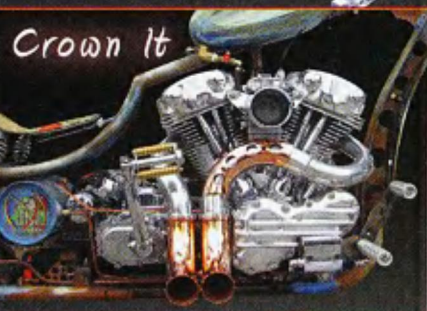
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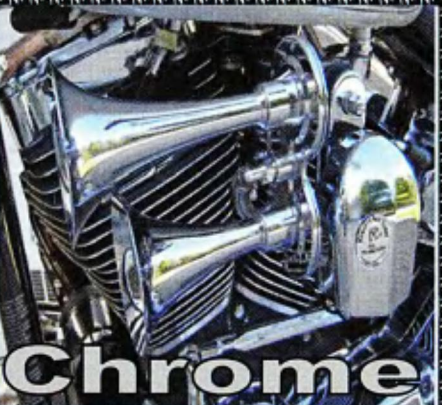
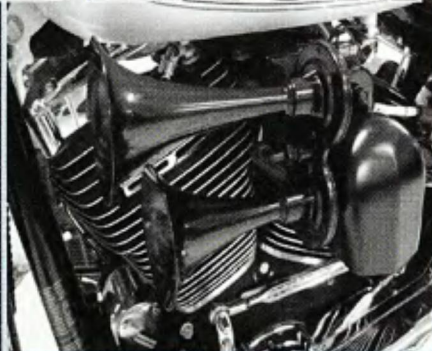
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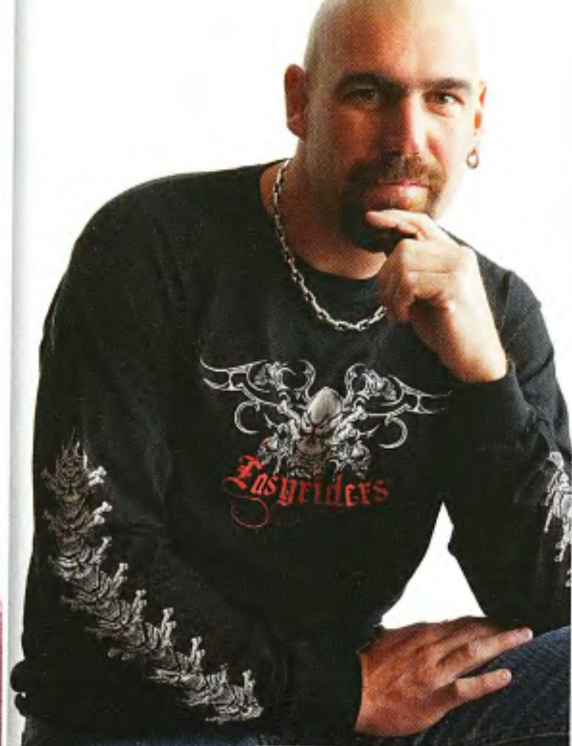


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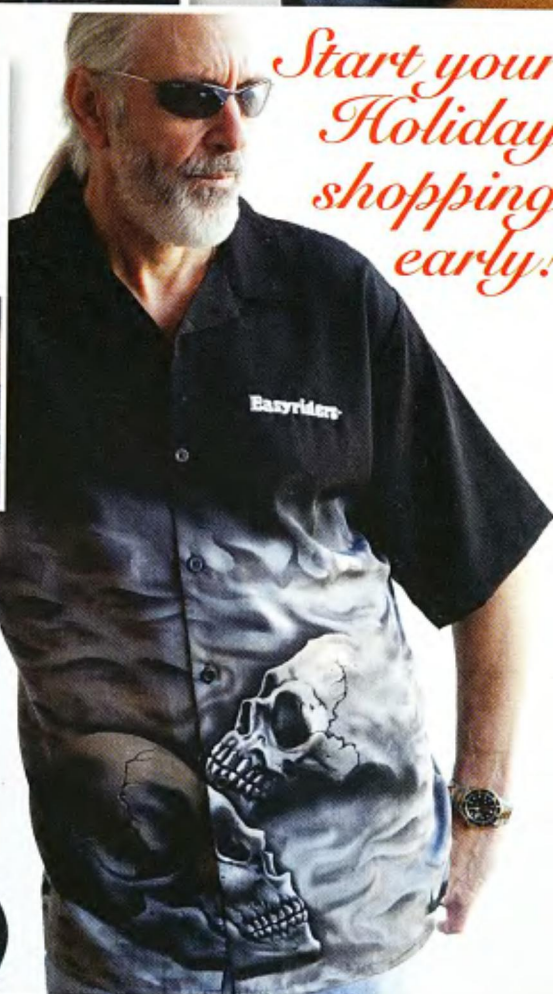
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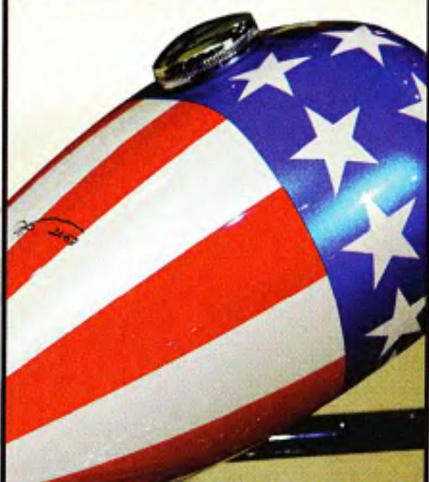
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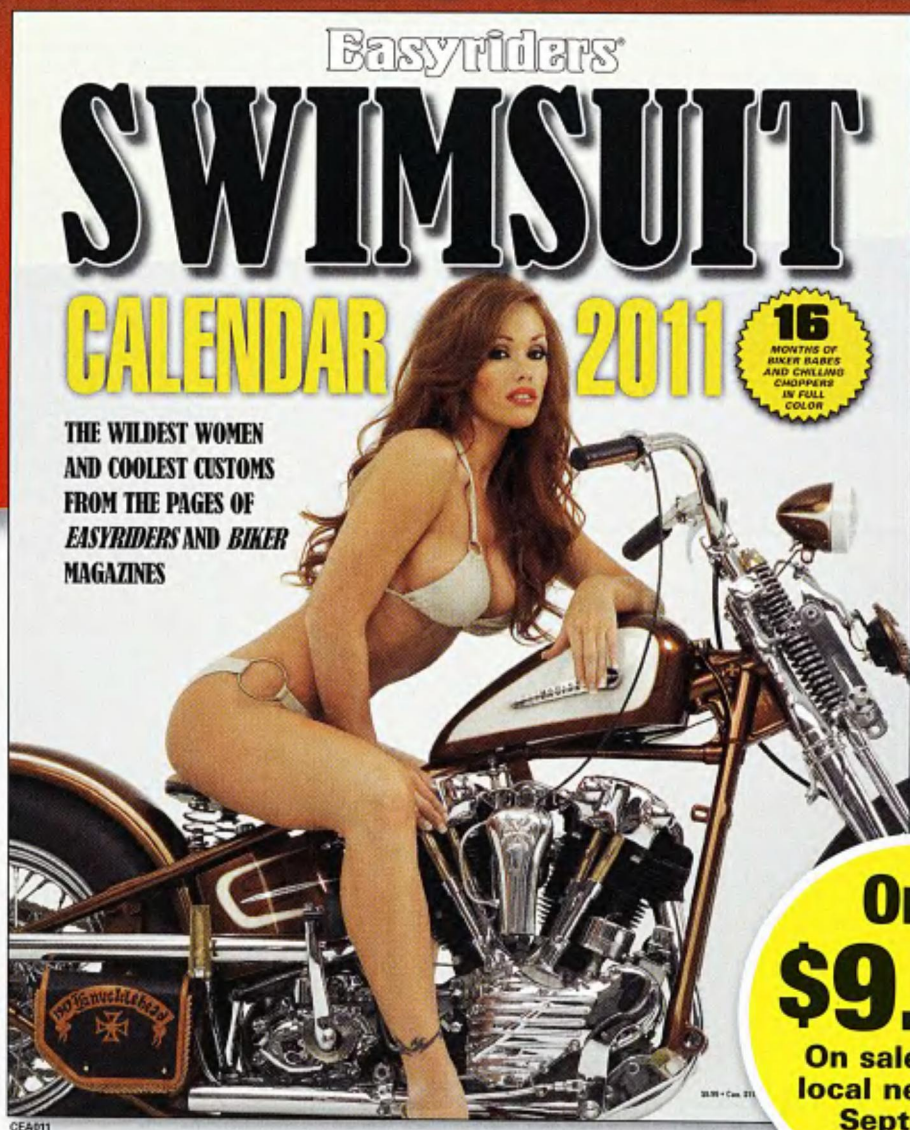
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May 28-31	*Party in the Pines, Longview, TX
June 4-5	Louisville H-D, Louisville, KY
June 11-13	*ROT Rally, Austin, TX
June 18-20	Iron Titans Motorcycle Rally, Tazewell, VA
June 26-27	*JP Cycles, Anamosa, IA
July 1-4	*MS Bike Fest, Gulfport, MS
July 9-11	Available
July 16-18	*Muskegon Bike Time, Muskegon, MI
July 20	MotorCycle Night, Lowell, MA
July 24-25	R&R Cycles Open House, Manchester, NH
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 Finals: The Dyno-Drags Shoot-Out
August 20-22	Four Rivers Harley-Davidson, Paducah, KY
August 28	The Edge Memorial Ride, Woodhaven, MI
September 3-4	Winchester Harley-Davidson, Winchester, VA
September 10-12	Available
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SPEED'S SOLUTIONS

Tech Tips From The Tuning Pros: Going Big!

Slowly but surely Harley-Davidson is upping its engine displacements. Those factory 103s and 110s are becoming more and more popular. Not everyone has one yet, though; there are far more 88- and 96-inchers out there, and not everyone is ready to trade in and trade up, especially these days. A lot of those older bikes, of course, have a few miles on them now. They're ready for a little internal TLC and putting a few bucks into what you have can make sense. If we are talking about a full rebuild, you might as well go big, even bigger than those new Harley-Davidsons. Incidentally, those latest big-inch H-Ds aren't bad engines to start with, but they can be made a lot better, and relatively easily. Right now, let's look at reworking that 88 or 96, turning it into something lots bigger and lots more powerful. There are plenty of options.

First, it is important to realize we are talking about more than a top-end big-bore kit. A complete big-inch rebuild is a whole other animal, an out-of-the-frame, cases-split job. Now, when the season is winding down, is the perfect time to tackle that. When one of those 88s or 96s is being significantly upgraded, the end result being 125 or 130 horsepower with torque to match, it is critical that the stock Harley-Davidson crankshaft be welded and pinned, then trued, balanced and set to virtually zero run-out. No exceptions. The crankshaft bearing must also be converted to the far more durable Timken style. All that should be coupled with a precise align boring of the cases. If the plan calls for really pounding on that engine, drag racing it for instance, it is highly advisable to replace the factory crankshaft entirely.

That's the bottom end. From there, Speed's use every trick in its book and the best of everything. The pistons are Teflon coated, the cams are its own special grinds, with a gear drive, and these big-inch engines really benefit from a lot of camshaft. Speed's has had great results with a 625, a cam designed

to pull hard off the bottom end without any pinging or any detonation.

Speed's gets pretty involved with the cylinder heads, as well. The ports can be welded and then CNC-machined to the new sizes and shapes required, with just as much attention paid to the combustion chambers along with the installation of new, larger valves. The other option is to completely replace those heads with new ones that already have the correct ports, combustion chambers and valves. On any motor this big, you're going to benefit from a swap to a larger throttle body, something in the 55mm to 58mm range. It's not mandatory, but to achieve the full potential of the motor, you really need to move some air. That bigger throttle body is a perfect complement to the new ports, valves and cams, and added displacement.

About that displacement, starting with an 88 or a 96, a range of big-inch combinations are possible, beginning at 114 and going clear up to 131, or more. Our favorite, and the engine street

riders seem to like best for its overall performance, is that 114-inch upgrade for the TC88, a 117 for the newer long-stroke 96-inch motors. Even a low compression/mild cam version of that 114 will make about 120 horsepower and 130 foot-pounds of torque. Bump up the compression a little, but no more than the 9.6 corrected Speed's likes, juice up the cam and that 114 will be producing around 130 horsepower with 135 foot-pounds of torque. That's serious stuff. The 117 version with its longer 4 3/8-inch stroke, can easily pump out 135 horsepower with 140 or more foot-pounds of torque. Those are pretty mean motors, just as fast and powerful as most 124s. They're still great all-around street engines. They're reliable, durable, rev-up quickly, and run cool. — Joe Kress

Speed's Performance Plus

www.speedperformanceplus.com
605-695-1401 — Minnesota
605-695-2272 — South Dakota
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Photo: Joe Kress

EASYRIDERS' SEAT AND LUGGAGE GUIDE

COOL SEATS AND STORAGE SOLUTIONS

A cool seat is the crowning jewel of any custom, and choosing the right one is the difference between an excruciating ride and a pleasure trip. Stock seats suck! The choices here will surely lead you to the best-looking, most comfortable seat possible. There is a seat for every ass, and everyone is different. Find yours here.

While you're at it, have a look at these storage solutions in the form of soft and hard luggage as well. Saddlebags don't have to look like a wart on a princess's nose. There's some real nice stuff here.

—Kit Maira



SUPER REDUCED REACH SOLO SEAT FOR HARLEY-DAVIDSON DYNA

The new Super Reduced Reach Solo Seat (\$199.95) from Harley-Davidson for 2006-later Dyna models is enhanced with added back support padding to move the rider up to one inch lower and three inches forward compared to the original-equipment seat. The narrow nose of this seat also brings the legs about one inch closer together so that the rider's feet rest firmly on the pavement. The combination improves both the comfort and confidence of riders with a shorter inseam. For a two-up ride, combine this solo seat with the Touring Passenger Pillion (sold separately). Harley's Super Reduced Reach seats are also available for touring, Sportster, and Softail models.

HARLEY-DAVIDSON RIGID LEATHER LOCKING SADDLEBAGS

The new Rigid Leather Locking Saddlebags (\$699.95) from Harley-Davidson



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



HARLEY-DAVIDSON UNIVERSAL SADDLEBAG LOCK KIT

The new Universal Saddlebag Lock Kit (\$49.95) from Harley-Davidson keeps the contents of soft-sided saddlebags safe from the grab-and-go thief. This kit features two extra-small barrel locks that can replace existing saddlebag snaps to perform double-duty as locks or as snaps when the bags do not need to be locked. The locks can also be keyed to match a barrel-style Harley-Davidson ignition key. Sold in pairs, the kit fits most soft-sided leather and vinyl saddlebags.

Harley-Davidson
www.harley-davidson.com



DRAG SPECIALTIES LOW-PROFILE DOUBLE BUCKET SEATS

Drag Specialties' new Forward-Positioning Low-Profile Double Bucket Seats move the rider 2 inches forward and 3/4-inch lower compared to stock, making them ideal for riders with shorter legs or those who prefer a forward riding position. Solar-reflective leather in the seating area lowers the surface

temperature by as much as 45 degrees to save your skin and increase the life of the seat.

Each seat includes one EZ GLIDE I backrest that can be used in the rider or passenger position. An additional backrest can be purchased separately. Suggested retail is \$669.95.



DRAG SPECIALTIES SADDLEMEN EXPLORER G-TECH SEATS

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



T-BAGS FALCON BAG AND FALCON TOP BAG FROM DRAG SPECIALTIES

The Falcon bag from T-Bags features fade-resistant 1680-denier ballistic nylon construction for long life and a soft rubberized arch bottom that minimizes slippage and conforms to the mounting surface as it is tightened. The large zipper loading port makes it super convenient, while the four external flat zipper pockets are perfect for storing smaller items. More importantly, it has lots of storage capacity (1.25 cubic feet), fits

most Harley-Davidson touring models, and features an attractive, low-profile touring design that makes it the perfect mid-range luggage for riders on the go. For additional convenience, the optional Falcon top bag can be used as an adjustable top net for jacket storage on the Falcon bag.

Drag Specialties
www.dragspecialties.com



MUSTANG CYCLONE SEAT SYSTEM

Inspired by early racers but engineered to fit late model bikes, Mustang's new Cyclone Solo evokes an earlier time but definitely features a currently cool look.

Available in five styles, all Cyclone solos are made of the highest quality expanded vinyl. Mustang's frame mounting plate allows easy fitment for Softail, Sportster, and FL touring models. The fiberglass mounting plate can be custom painted and features hardware, edge trim, and a carpeted bottom. Cyclone solos for the FL Police and the Cross Bones models mount using only a hardware kit.

Mustang's new Cyclone Solos are priced from \$219 plus hardware or frame-mounting plate.



MUSTANG WIDE TRIPPER COMFORT

Mustang has expanded its very popular Tripper line of seats to include the one-piece Wide Tripper with a full 14-inch width for the driver and 11 inches for the passenger. Now you can ride on a sleek, low seat and still be comfortable.

The optional driver backrest provides superb back support for those longer rides. The backrest adjusts three ways: forward and back; up and down; and it pivots to your back angle. The backrest can be quickly added to or removed

from the bike without tools, and it easily folds to store in your saddlebag.

The Wide Tripper seat with backrest fits FL 1997-up models and sells for \$579.



MUSTANG NOSTALGIC LUGGAGE

Mustang's line of Nostalgic Luggage is durably constructed and completely covered in a high-quality, expanded black vinyl to perfectly complement Mustang or stock seats.

Mustang's Journey Bag offers a total storage capacity of 3,744 cubic inches. Retail price is \$199 studded or \$189 plain.

Mustang's Jaunt Bag's center compartment expands to hold a full-face helmet; hidden shoulder straps allow the bag to be worn as a backpack. Sells for \$169 studded, \$159 plain.

Mustang's Sunsetter Bag is ideal for day trips, but with a storage capacity of 1,800 cubic inches can easily accommodate an overnigher. Sells for \$129 with studs or \$119 plain.

Mustang's expandable, throw-over saddlebags come complete with an adjustable belt and universal straps and feature collapsible drink holders and a heat-resistant bottom. Sells for \$259 per set with studs, \$239 plain.

Mustang Seats
800-243-1392
www.MustangSeats.com

LEATHERWORKS SWINGARM BAG

The Leatherworks best-selling bag is the 312L swingarm bag, which mounts to the swingarm of Softails and some custom choppers. It is now available for V-Rods with forward controls and a smaller version for the Big Dog Ridgeback with the left side license plates. It sells for \$155 and is made from 10oz



American tanned leather using industrial strength materials so it will hold its shape and last for years. Many custom options are available for these bags.



IPHONE POUCH

The iPhone is one of many detachable handlebar bags by The Leatherworks that will work with a variety of electronic devices ranging from the iPhone to iPods and GPS devices. The bags sell for \$40 to \$45.

The Leatherworks

888-265-9650

www.leatherworksinc.com



FLT SOLO TOURING RACK

This heavy-duty rack is made of thick-walled steel tubing and is designed to carry whatever you can fit on the deck. Unlike most add-on racks, the Solo Touring Rack is situated over the rear axle, an area that can easily bear the weight

of another rider. The rack is fitted with a sissybar to accommodate a backrest (not included) and slots in the side plates for securing bungees or tie downs. The Solo Touring Rack is simple to install (less than 5 minutes) and utilizes Harley "docking hardware." The only caveat with this product is that you must run a Road King Rider Seat. Not only is this rack a brute, but the low profile and style is a perfect fit to the dresser models.

Custom Cycle Engineering

800-472-9253

www.customcycleengineering.com



SUMAX BIG ASS BAGS

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

Sumax

800-654-5546

www.sumax.com



EDGE SADDLEBAGS

EDGE bags are completely reinforced at all critical points; they scream leather, yet function like hard bags. These bags are designed with attention to both function and looks alike, and will hold their shape and retain their attractive

finish "for unsurpassed longevity." The ultra strong quick-release buckles and internal pocket add simple, yet often overlooked, convenience. Combine them with Ghost Brackets and you have a complete package, a perfect bag with the perfect mounting system.

Edge Leather

866-789-5539

www.edgeleather.com



PHANTOM PAD

Phantom Pads new "shadow" solid embroidery designs for 2011 include: the Fleur-De-Lis; Iron Cross with Skull; Eagle's Head; and Tribal Flame. These are available in three sizes: 6-, 7-, and 9-inch widths by 10 inches long. All Phantom Pads feature the company's exclusive dual cavity suction cup as well as a non-abrasive neoprene liner, and the suction cups are covered by a lifetime warranty.

Phantom Pad Products

619-336-1757

www.phantom-pad.com



LE PERA UNLEASHES NEW "VILLAIN"

Once again LePera has taken seat design to another level with the introduction of the head-turning "Villain" for the 2004-2010 XLs.

Bob Jr. designed this seat originally for touring bikes only; however, the demand was so high, he added the Villain seat for 2004-2010 XLs, Softails, and 2006-2010 Dynas. Suggested retail starts at \$488.

LE PERA'S BACK-IN-THE-DAY HOT ROD SERIES

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its new Hot Rod Series. The latest, very cool styles feature simple, bitchin' designs that are available on any number of the company's seat styles. Shown here from left to right are: Daddy O'; OL' 32; Avanti; and Bel-Air, designs that will truly capture the soul of your Harley or custom ride.

LePera
818-767-5110
www.lepera.com



C&C MOTORCYCLE SEATS NEW TWO-UP SEATS FOR DYNAS

Shown here is the C&C SportTour with a removable driver's backrest, and the seat lowering the driver for better bike control. An optional 9-inch passenger pad is also available. You can customize all CC Seats in a variety of available stitch patterns with your choice of thread color to accent paint or graphics. Along with the popular vinyl fabric coverings available in black, and a variety of colors and textures, you can also customize with exotic hides including alligator and ostrich. Your own special design embroidery can be followed. These seats start at \$485.

C&C Motorcycle Seats
866-775-2100
www.CCseats.com



KEITH'S CUSTOM SEATS

Whether you are looking for a custom seat to make people stop and say "Wow! Look at that!" or you are just looking for

something more comfortable, Keith at Keith's Custom Seats is on call. Available in alligator, elephant, ostrich, or just plain leather, Keith says these are the best handmade custom leather seats money can buy.

Keith's Custom Seats
954-563-8633
www.keithscustomseats.com



LICK'S CYCLES HANDCRAFTED TOOL BAGS BUILT TO LAST

Lick's Cycles tool bags are hand stitched from the finest quality, rugged, tanned leather and feature piped flap edges. They have quick-release buckles for quick entry and exit without fighting with straps. Measurements are 10 inches wide at the bottom and 5 inches deep. The bags have a universal fitment and are perfect for choppers and stockers alike. If you already have one of Lick's solo bags, the Lick's tool bags are manufactured with the same black or distressed leather for a perfect match, and retail for \$99.95.



LICK'S CYCLES VERY COOL SEATING

Lick's Cycles is currently offering a selection of custom seats for just about any stock or custom application. Diamond, Tuck and Roll, Smooth and Exotic covers feature precision-shaped seat pans covered in durable padding and finished in a wide variety of show-'n'-go materials. Lick's seats are unique in the variety of mounting hardware offered. Each is supplied as a complete bolt-on package for the specific application. No hassle and no fabrication is required. For custom installs, universal mounting hardware is available. Shown here is a pair of Lick's Spring Solo Seats. The smooth finish solo can be ordered in black, white, or red and the metal-flake version is produced in green, charcoal, red, blue, and white.

Lick's Cycles
413-663-9050
www.lickscycles.com



OREGON BEDROLL

Oregon Bedroll has three new bedrolls that are comfortable, versatile, and affordable. The BareKnuckle Bedroll features Therm-a-Rest's 2-inch Basecamp self-inflating mattress inside, plus a sewn-on waterproof breathable drizzle cover and is priced at \$199.

The DoubleDown is a mirror opposite of the BareKnuckle, designed to attach to the BareKnuckle for comfort for two. It is also priced at \$199.

The Pack-Lite is Oregon Bedroll's smallest and lightest bedroll at 21 inches wide by 6 feet. It is a 5-pound, slimmed down version of the BareKnuckle, perfect for smaller riders. It is priced at \$159.

Oregon Bedroll
541-570-1053
www.oregonbedroll.com



SCULPTURE CYCLES

Sculpture Cycles offers sci-fi looking seats for your V-Rod. Imported from Germany, these seats are made from fiberglass, using precision molds. They are gel coated and ready for paint. Various designs are available for V-Rods, Street-Rods, and V-Rod Muscles 2002-to-present. Any size rear tire will fit these seats, and you can either use your original airbox cover or Sculpture Cycles' matching custom covers.

Sculpture Cycles
480-833-0998,
www.sculpturecycles.com

IRON BAGS

The Iron Max bag from Iron Bags is handcrafted to fit the FLH 1958-1984 as well as all Softails. These bags are constructed using 12-14-ounce top grain American saddle leather and have steel



reinforcing to help retain shape and a contoured fiberglass backing that accommodates your bike.

Iron Bags

715-835-4557

www.ironbags.com

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TODAY!

Meet This Month's Winner!

You've heard dudes refer to a girl as being "stacked" right? Well, this is what they mean! Mouth-waterin' Marie Francis comes to us fresh and dripping from the Southern California beaches. She tells us that riding a Harley reminds her of having sex underwater, except that you don't have to hold your breath for long periods of time. We teamed her up with Billy Timmins' brilliant blue Dante DePaola rigid. Both are extremely well stacked. See more of our Fox Hunt winner on page 86.

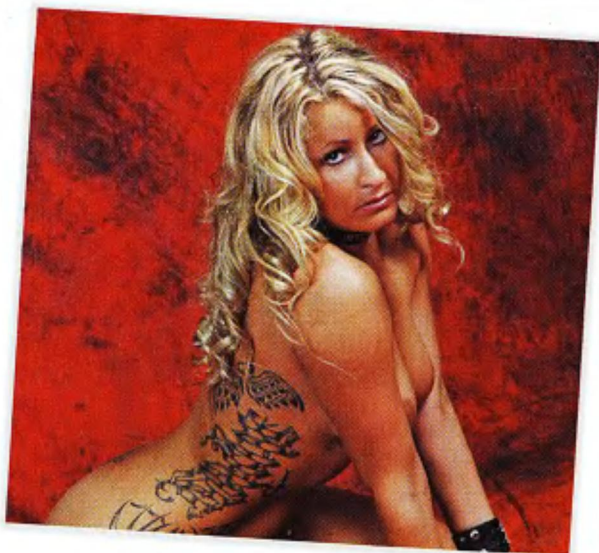
—Goody Hindparts



Heather — Virginia

#0101

"I knew I had to have my own Harley when my best girlfriend and I got standing ovations every time we pulled up to local biker bars with me riding bitch."



Tiffani — South Carolina

#0102

"My first ride was when I was seven with my grandfather in a parade. By the end, my hair was in knots and my heart was pounding, but I wanted to get right back on."

Win \$1,000!



Samantha — Nevada

#0103

"My first ride on a Harley introduced me to the second gear tickle! I loved it in 3rd, 4th, and 5th, too!"



Robin — Texas

#0105

"My first ride was totally liberating. The wind in my hair and power between my legs was such an adrenaline rush. I didn't know a bike could make me feel so sexy!"



Aimee — Arizona

#0104

"I don't know anything sexier than a Harley-Davidson motorcycle. I'm just waiting for some big, strong biker to give me my first ride."



Jennie — Arizona

#0106

"I was just two and sitting on the front of my daddy's bike. I've been riding ever since."

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 #451 *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's next month's Fox Hunt Winner, devilish Danelia from Massachusetts. Come back next month to sample her wicked wares.

451

FOX HUNT

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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!**

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Blue Heaven

WHAT COLOR DO YOU DREAM IN?

**"The soul of a machine
is accentuated by the
metal you wrap it in."**

—DANTE DePAOLA

Dante DePaola knew Billy Timmins for at least 15 years before he ever got the chance to build him a bike. One day while wrenching on Billy's old ape-hanger-wearin' shovelhead, Billy said, "Someday I'm gonna get you to build a bike for me." This blue hot rod is the result of that initial conversation. It seems Dante had this frame rolled up tight when Billy walked in to his shop. He was drawn to the roller by an unseen magnetic force that would make the hair stand up on the neck of any normal man, but not Billy. Anyway, unable to resist the urge to sit on the roller, he flung his ass down onto the raw and incomplete frame and nearly shouted, "I want this bike!"

Ignoring Billy's enthusiastic drooling over the scoot, Dante told him he wanted this one too and started up the side grinder. Eventually, Dante relented and decided to finish the project with Billy's dreams guiding the project.

The saddle is a combination seat and rear fender support structure that is simultaneously part geodesic dissection and part round stock roulette. Dante calls it a jungle gym, and it looks



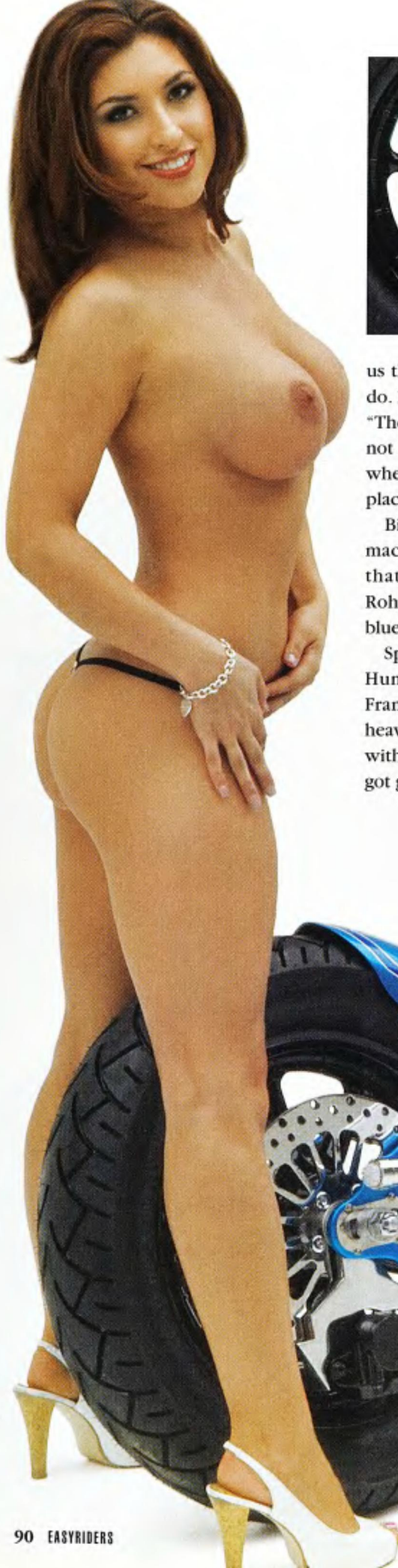


like the perfect place to sit when it is time to play. The first time Billy copped a squat on it he said, "Dude, this is crazy comfortable." From the first roll, you realize this is what the road feels like, but thanks to the tall sidewall of the carefully selected Metzeler rubber, the ride is not one bit harsh. It's all about the soul of a motorcycle.

Dante told us, "People who ride American V-twin motorcycles realize that the soul of a machine is accentuated by the metal you wrap it in." He reminds us to put challenges in front of







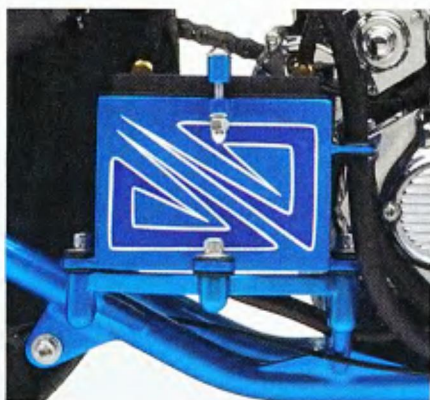
us that keep us happy about what we do. Dante gets metaphysical and says, "The ride to nowhere starts with you not knowing where you are going, but when you get there, you know it's the place to be."

Billy loves to pilot his nimble blue machine along the stretch of asphalt that leads to or from his home in Rohnert Park, California. For him, this blue bike is heaven on earth.

Speaking of earthly paradise, our Fox Hunt Winner, mouth-waterin' Marie Francis from SoCal is a little slice of heaven that might just make us put up with all that damned harp music they got goin' on up at the Pearly Gates.

—Blue Cheese





Owner: Billy Timmins

City: Rohnert Park, California

GENERAL

Fabrication: Dante DePaola

Year/make: 2010 custom

Time: 8 months

Plating: Meclec

ENGINE

Year/make: 2010 Ultima

Displacement: 100 cubic inches

Ignition: Ultima

Cam: Ultima

Carbs: Mikuni 45 mm

Pipes: Dante DePaola

TRANSMISSION

Year/make: 2010 Ultima 6-speed

Paint: Mike Taylor

Type/color: House of Kolor/Oriental Blue and Cobalt Blue

Special paint: Mike Taylor

FRAME

Year/make: 2008 Paughco

Type: wishbone rigid

Rake: 30 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: Dante DePaola

Handlebar controls: shaved FL by Dante DePaola

Fender: Dante DePaola

Headlight: 1989 FXST Harley-Davidson

Taillight: Pro-One Bullet

Pegs: Dante DePaola

Foot controls: Dante DePaola

Electrics: Dante DePaola

Gas tank: King Sporty Hacked and slashed by Dante

Oil tank: Chopper Guys

Oil System: Ultima

Primary: 2-inch Ultima

Seat: Rich Philips

Grips: Antique

FRONT END

Type: hydraulic

Extension: 2 inches under

Builder: Harley-Davidson

WHEELS

Hub: Harley-Davidson

Size: 16 inches

Tires: Metzeler

Brakes: Harley-Davidson

Photos: Mike Chase

MAKING YOUR OWN BRAKE HOSES

As always, we found our Topless Tech sweetheart, Angie Savage, wrenching away at Cycle Works Etc. She put a custom brake caliper on a 2006 Road Glide and needed to make a brake line for it. Angie went to the cupboard, which wasn't bare, and got out the Goodridge USA brake line kit. "You don't need to buy the complete kit like Cycle Works Etc has; you can order the individual parts from any shop that deals with Drag Specialties," says Angie. She likes the Goodridge hose because it does not give a soft lever like some brake hoses; it is made from a combination of Teflon, nylon, and stainless steel. Angie made a point of only using fittings and hoses that are rated for brake systems.

Angie wanted the brake line close against the fork leg, so she picked a 90-degree banjo end. "The sign of a nice custom installation is getting the individual parts to fit tightly together," she explains. "Use a piece of wire, like a clothes hanger, and bend the end till the line fits. Then select the type of end that matches your bend. Drag's



1 Goodridge USA has a large selection of fittings for its brake hoses: straight and various angles.

catalog shows all of the different styles of ends."

The only problem Angie had making the line was a slight wardrobe malfunction; it was between the brake hose she was cutting and her top! Not wanting to ruin a good top, Angie thought it best to work in the buff.

So, pay attention, and follow the

bouncing boobies; this ain't hard but it is important.

—Bugle

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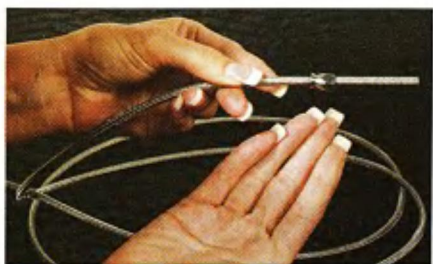
2 Angie didn't like the way the end of the brake hose grabbed her top. It wasn't that it was hard to cut; she just had to hold it in an awkward position for the camera.



3 When it's a choice between ruining a good piece of clothing or working in the raw, Angie spares the clothes every time.



4 Here are her choices for hose ends. Angie selected the one on the left.



5 After she cut the hose, she inserted it into the clamping nut.



6 Next came the brass hose ferrule. Angie fit it over the end of the nylon tube and under the stainless steel casing.



7 The fitting has a small tube sticking out. "It fits into the end of the hose, which makes the seal," says Angie.



8 It took a bit of concentration for her to get the three parts together, so you might have to look closely.



9 Angie then screwed the clamping nut onto the fitting.

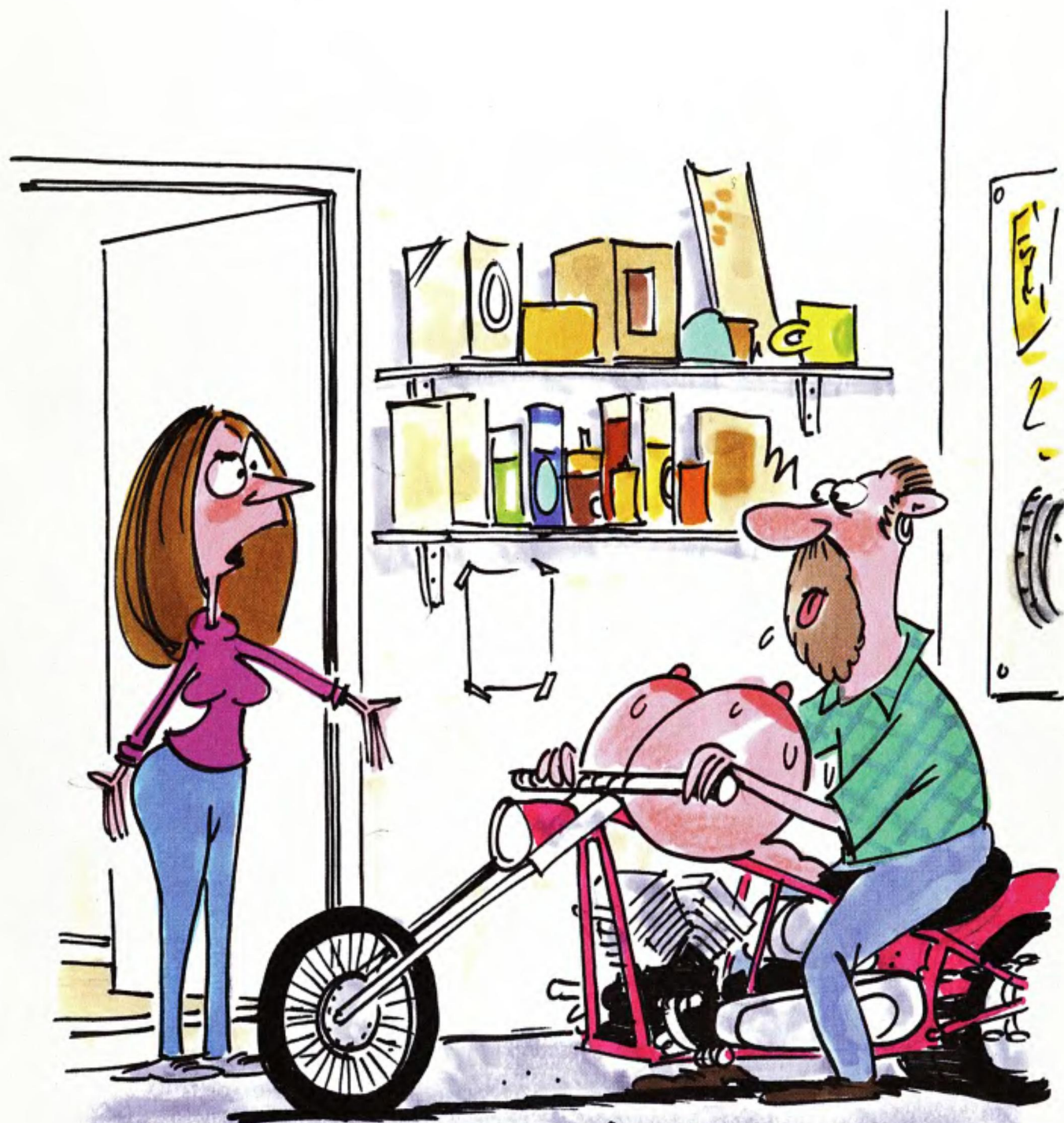


10 She used two wrenches to tighten the nut on the fitting.



11 Angie has one end of her brake hose finished. She then repeated the process on the other end, only there she used a 30-degree banjo fitting.

Photos: Mike DiSabatino

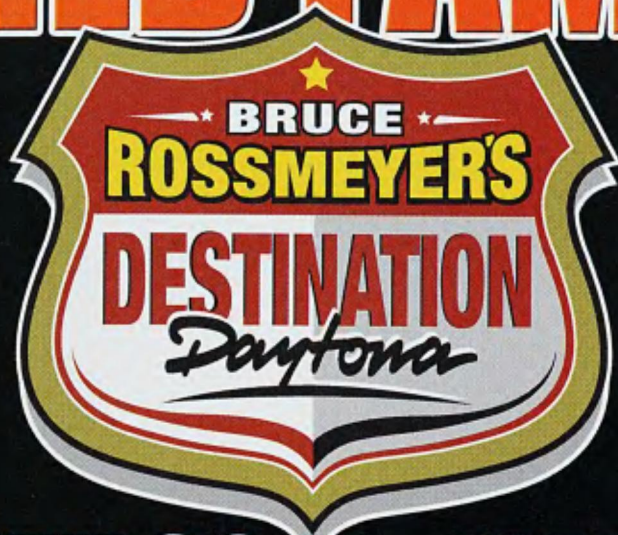


"I didn't mind you getting the gas tank, but I DO mind you sitting here licking it."

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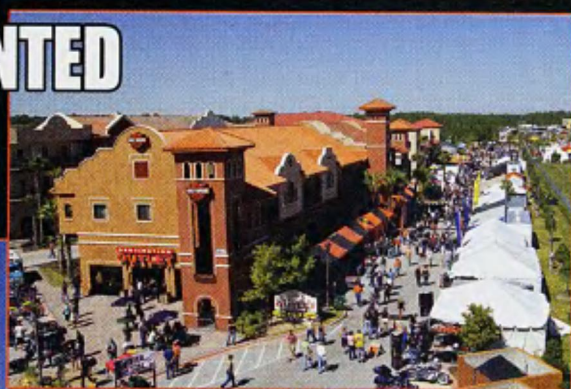
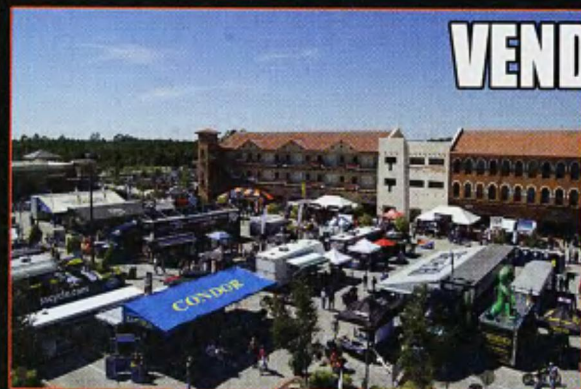


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ReadersRides

Chris Calicdan
Hilo, Hawaii
2010 Twisted Bike Worx
Custom

Chris lives in Hilo on the big island of Hawaii, where he not only enjoys the terrific climate and surfing conditions, he also builds custom motorcycles. As far as I'm concerned, this has got to be even better than having a cheeseburger in paradise.

He says he does a little bit of everything in his shop, from full custom builds to routine service work and modifications. Chris even fabricates his own parts and accessories. To show you an example, he was kind enough to send us some pictures of his handiwork, like this little island hopper.

The first thing you might notice is the absence of an oil tank. That's because it's hidden in the frame. Armed with a welding torch and permanently good weather to fuel his attitude, he also built the handlebars, the rear fender, the fender supports, and the sprocket cover.

But wait, there's more! He also made the taillight the license plate mount, the coil cover, and motor mount—even the



seat. Plus he installed Air Ride suspension, his own battery box, and a glass velocity stack.

I'm assuming all that one-off stuff must have taken him quite a while, though, because when you visit Chris's

website, you'll discover, among other things, his shop hours: Wednesday thru Friday from 4 p.m. to 8:30 p.m. and Saturdays from 9 a.m. until 4 p.m. I guess when you're living in paradise, you have different priorities. —Tripper





Photos: Owner

Cameron Johnson Raeford, North Carolina 2009 Missing Link

Cameron calls his bike "The Missing Link." Is it because the skulls all over the bike's sheet metal represent a stylized version of Lucy, a member of the species *Australopithecus afarensis* that is said to have roamed Earth some 3.2 million years ago? Most likely not, unless Cameron dabbles in paleontology while running his small bike shop, Cam's Custom Cycles.

But there is another possibility, a hint, if you will, and it can be discovered in the bike's handlebars and sissybar, both of which are made from chain links.

Strangely enough, however, they're not missing. Or are only some missing?

We won't ponder the issue too long, lest we get trapped in a maze of links with no exit. Instead, we'll check out the Wild West frame with its 2-inch stretch housing, a 107-inch Ultima motor, which, in turn, is hooked up to an Ultima 6-speed tranny. Cameron personally modified the Mid West Motorcycles rear fender and took off the front fender entirely. Oh, and he made the aforementioned handlebars and sissybar himself.

I just can't help but imagine Lucy or one of her kin sitting astride The Missing Link. What a great picture that would be: a missing link riding The Missing Link.

—Tripper

The February issue of *Easyriders* (No. 452) will take you to Biketoberfest for the last big biker bash before winter. We'll also visit Rolling Thunder to honor our vets and ride out to the Angel City Rally for an old-school good time.

Out in the tech shed we've got a great aftermarket Guide to Frames and Sheet Metal, the latest from Speed's Performance and another sexy and informative Topless Tech Tip.

Custom bike features run the gamut from Vinne Magnifico's sleek rigid and a farout panhead by Andy Walker, to the latest low-budget marvel known as our Crafty Custom winner of the month.

All this plus mouth-waterin' biker babes shuckin' their jeans and the twisted humor that makes *Easyriders*, well... *Easyriders*.

On sale January 2nd.



The December issue of *V-Twin* (No. 116) is packed with two-wheeled passion! Ride with us to Laconia Bike Week, America's Oldest Rally and take in Arizona Bike Week for all the action. Get a great Guide to Motors, more tech tips to get you down the road and check out the Concours de Elegance bike show in Florida. All this plus six sexy bike features and a chance to win a custom Road Star from Dennis Kirk!

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October's *Biker* (No. 270) has pretty lil' Christy Lee to study, plus Sam Gainey's naked chopper, the Best of Show winner at Bean Blossom Bikerfest, one of a dozen or so legwettin' events also in this issue.

On sale now.



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

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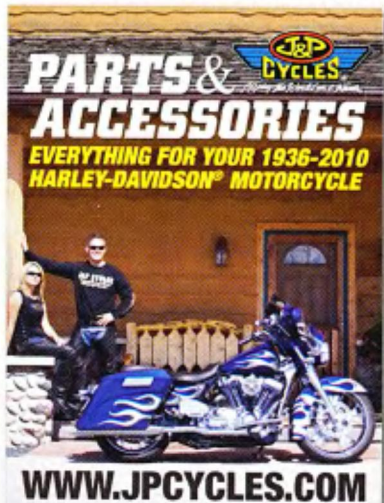
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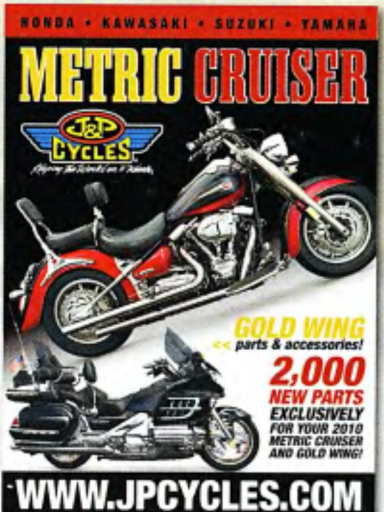
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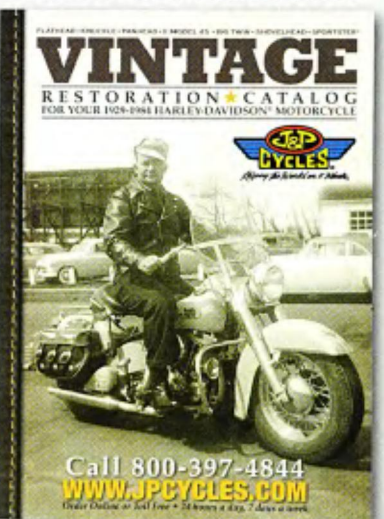
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