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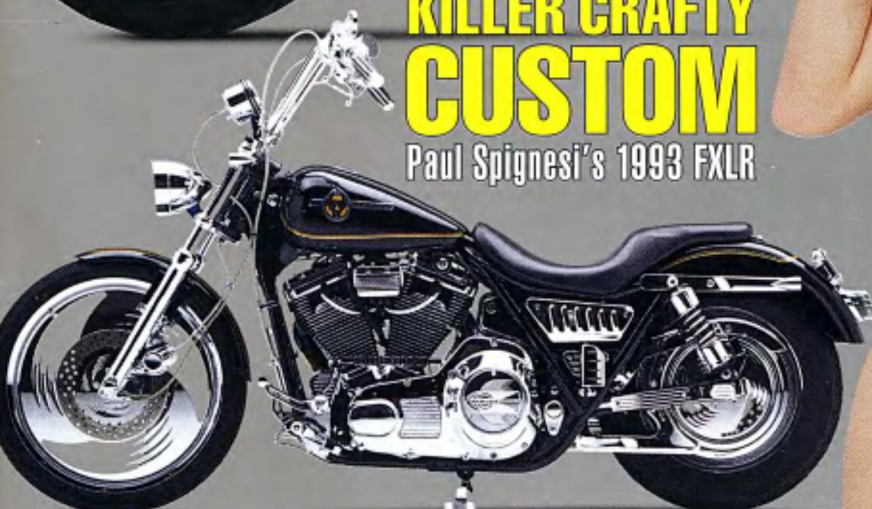
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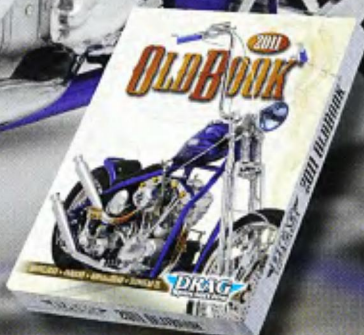


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Beware The Kraken

Two Mexican fishermen were found in their boats "chewed so badly that their bodies couldn't be identified by their own families." Warnings were issued along the Pacific Coast about the northern migration of Humboldt squid. Evidently these squid grow up to eight feet long, weight up to 100 pounds, travel up to 15 mph, have eight swim/hold tentacles and two "attack" tentacles that are studded at least 40,000, razor-sharp "teeth that help each one of the critters devour almost seven tons of fish a year. Female Humboldts are capable of laying 30 million eggs.

A "Bom" Bard

A would-be robber was arrested at a bank after he had threatened a teller with a bomb (spelled "bom") and demanded \$2,000. The wise teller tried to convince him, instead, to borrow the money, and she had him wait while she retrieved an application (which gave her time to call 911). By the time police arrived, he was filling out the loan form.

Doomsday Countdown

A federal appeals court ruled that the leak-safety standards for the long-awaited nuclear waste repository at Nevada's Yucca Mountain were too weak because the Environmental Protection Agency could regard the facility as safe for "only" the next 10,000 years. One National Academy of Sciences panel had recommended against the site unless leak safety could be certified for at least 300,000 years, but the EPA then issued a revised durability standard claiming that the site would be free of unsafe leaks for 1 million years!

Roadkill Brew

A prominent brewery in Scotland (Brew-Dog) began producing the world's strongest and most expensive beer, called The End of History. It's 55 percent alcohol and sells for 500 pounds (\$780) a bottle! As though to enrage both anti-alcohol and animal-welfare activists (thus killing two birds with one stone), BrewDog released the first 12 bottles inserted inside the carcasses of roadkill (seven crickets, four squirrels, and a rabbit). The company's founder said BrewDog aims to "elevate the status of beer in our culture."

Lung Farm

A man's lungs collapsed. At first his doctor diagnosed a tumor, but upon further inspection realized that the man had

ingested a plant seed that made its way to one of his lungs where it sprouted.

Stay Fit, Die Anyway

A guy jogged regularly to keep himself fit. He said that he "totally zoned when he ran," and sure enough, he did just that. He accidentally jogged off a high cliff on his very last jog.

What A Rip Off

A man had been drinking with several friends when one of them said he knew a person who had bungee-jumped from a local bridge in the middle of traffic. The conversation became animated and then at least ten men went along the walkway of the bridge at 4:30 a.m. When they got to the midpoint of the bridge, they discovered that no one had brought a bungee rope along. The guy in question had continued drinking and volunteered, pointing out that a coil of lineman's cable lay nearby. His buddies put one end around his leg and then tied the other to the bridge. His fall lasted 40 feet before the cable tightened and tore his foot off. He miraculously survived, but they never did find his foot.

Shit Happens

An elephant at a zoo was constipated, so the zookeeper decided to do something about the situation. He fed the elephant 22 doses of animal laxatives and more than a bushel of berries, figs, and prunes. The poor plugged-up elephant finally got some relief when he unloaded after the zookeeper tried to give him an olive oil enema. The enormous force of the defecation knocked the zookeeper to the ground where he struck his head on a rock as the elephant continued to evacuate 200 pounds of dung on top of him.

Gamer Hell

A man contended that the makers of the online game "Lineage II" failed to warn him that he would become so addicted to playing the game that he would be "unable to function independently in usual daily activities such as getting up, getting dressed, bathing or communicating with family and friends," so he filed a federal lawsuit against them. He says he spent 20,000 hours over five years playing. The judge declined to discuss the lawsuit and it is set for trial.

Bet You Can't Eat Just One

A sentence of 60 years in prison was

given to a man who confessed to a series of rapes. It seems he tried to withdraw his confession, complaining that he was not of sound mind at the time because, though weighing 275 pounds, he was being held in jail on a "lettuce-only" diet. He said he was unusually vulnerable when a detective offered him a bag of chips to admit to the charges.

The "Thank You Note" Burglar

A burglar broke into the same home he had been caught and done jail time for breaking into the year before. Caught once again, he proclaimed his innocence by saying, "I was going back in there to leave a thank you note, because I'm the guy who burglarized this place last year and I just got out of jail."

Big Brother Is Watching

A store video caught a man breaking in and trying to shoplift surveillance equipment. Apparently, he was unaware that stores selling surveillance equipment might operate surveillance cameras.

Work Wanker

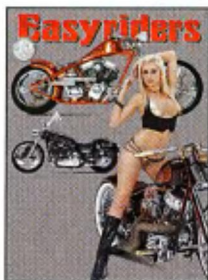
A phone-sex worker won a worker's compensation settlement on her claim of carpal tunnel syndrome due to being encouraged to masturbate on the job as much as seven times a day. She accepted the settlement to avoid the embarrassment of testifying, even though the money is not enough to reimburse her for the surgery she required on both hands.

Cursed Wedding

The wedding day (in 1867) for Princess Maria del Pozzo della Cisterna wasn't a good one. Her wardrobe mistress hanged herself, the gatekeeper cut his throat, someone got caught under the wheels of the honeymoon train and died, an aide of the king fell from his horse to his death, and the best man shot himself.

Takin' Out The Trash

A Walmart employee called the police to report that a man had wheeled about \$1,000 worth of merchandise out of the store without paying for it. The police lost him in the darkness, then got a 911 call from the robber who said, "I'm in the back of a trash truck that keeps compacting me!" He had hidden from the police in a trash dumpster. By the time they found him, he was quite compact and had to be hospitalized.



Vinnie Magnifico's 2002 tangerine rigid shot by Joshua Shelly. Andy Walker's 1956 pan, juicy Jessi and Crafty Customs winner Paul Spignesi's 1993 FXLR by Don Rogers. Cover imaging by Jeff Biggs.

BIKE FEATURES

The King Of Pain

Vinnie Magnifico's Rigid Rock Star (featured on the cover) 8

Speed King Shovel

Another Hardtail Harley by Jeff Cochran 28

Firestarter

Andy Walker's Five Alarm 1956 Pan (featured on the cover) 52

99 Crafty Customs Winner: One Crafty FXLR

Paul Spignesi's 99 Crafty Customs Winner (featured on the cover) 58

Birds Having Sex

Gavin Kober's Number 39 Tribute Bike 86

SPECIAL FEATURES

Biketoberfest 2010

Riders Converge On Daytona Beach, Florida 22

Rolling Thunder XXIII

More Than 175,000 Bikes Ride Through The Streets Of Washington, D.C. 36

Alan Jones, Metal Embosser

Ancient Art; Modern Application 42

Angel City Rally

A Biker-Friendly Town; A Party-Friendly Town 62

John Parham Is Breathing Easy

Transplants And Transformations 75

TECH GARAGE

Looking For A Used Harley

Getting Started 44

Easyriders' Guide to Frames And Sheet Metal

Tasty Transformers 76

Topless Tech

Getting A Lift 92

READERS RIDES

Mike Howard

2006 Softail Standard 96

Mike Protti

2008 Ness 97

DEPARTMENTS

Taking It Easy

..... 3

Wordmonger

..... 6

Parts Box

..... 14

EasyNews

..... 17

Biker Ink

..... 20

Passin' Gas

..... 40

In The Wind

..... 47

Fox Hunt Contest

..... 82

Fox Hunt Winner, Danelia

..... 86

Advertisers' Index

..... 98



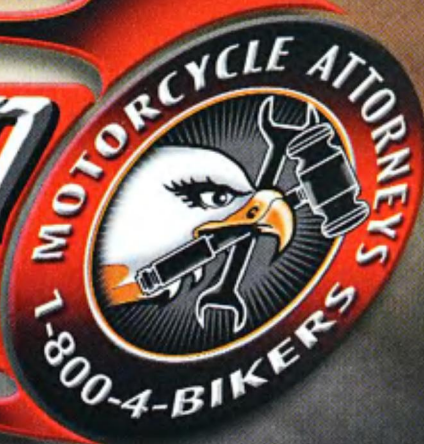
22

52

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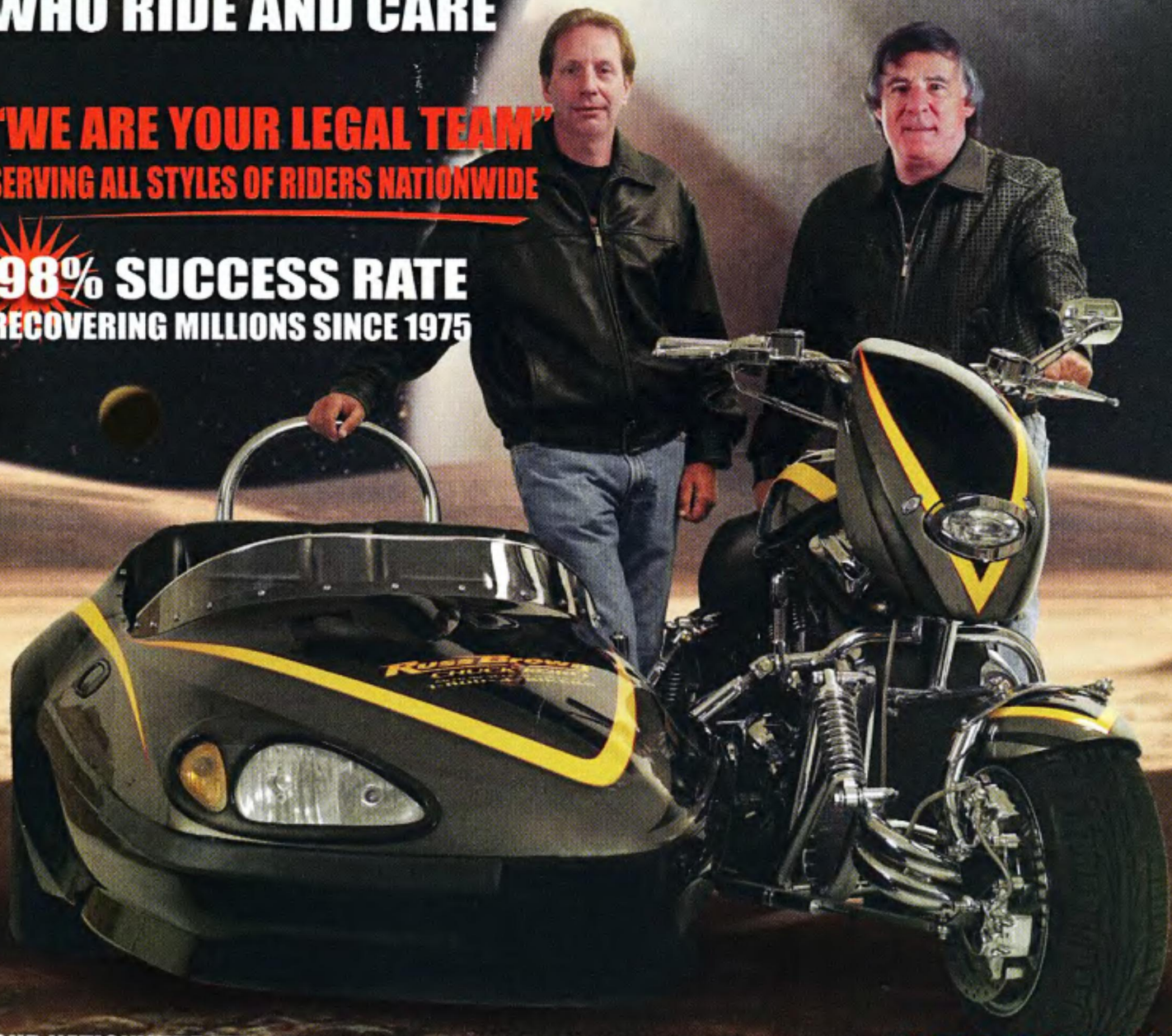
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Digital Scanning/Processing: Alex Lopez, Manager
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 Adam Kobrin
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Senior Photographer: Billy Tinney
Photographers: Michael Lichter • Rick Huestead
 Don Rogers • Mike Chase • Michael Farabaugh
 Dino Petrocelli • Chuck Emery • Markus Cuff
Contributors: Jeff Moore • Twiggy • Joe Kress
 Paul Garson • Bill Bish

Advertising Phone Number: 818-889-8740
Director of Advertising: Tammy Porter
National Advertising Executive: John Sullivan
Advertising Executive: Isidro Romero
Advertising Coordinator: Mandy Dunn
Advertising Production: Savannah Bertram, Manager
In-House Advertising: Sylvia Barragan

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 Gudrun Carver, Circulation Manager
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WordMonger



BMF

The Bikers Memorial Fund (BMF) was established in 1994 to build a memorial for fallen riders. The memorial was built on the grounds of the property donated by the American Legion Post 83 located at 3615 S. Hays Ave. in Sandusky, Ohio.

It was dedicated in May of 1997 to the brothers and sisters who gave their lives for something they believed in: freedom of the open road, wind in their faces, and the brotherhood of their fellow riders.

Pictured above at the memorial are from left to right: Adolfo Leal Sr., "Big" Alex Leal, Larry Taylor, Rick "Rico" Hoover, Mike Roberts, Tom Reiman, and Pete Maldonado.

Rick Hoover
 Sandusky, Ohio

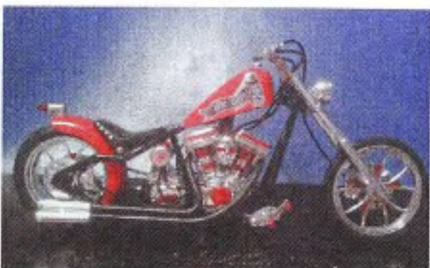
A Mechanic Speaks

I've been reading your magazine since the early 1970s. 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

An Old-Time Reader

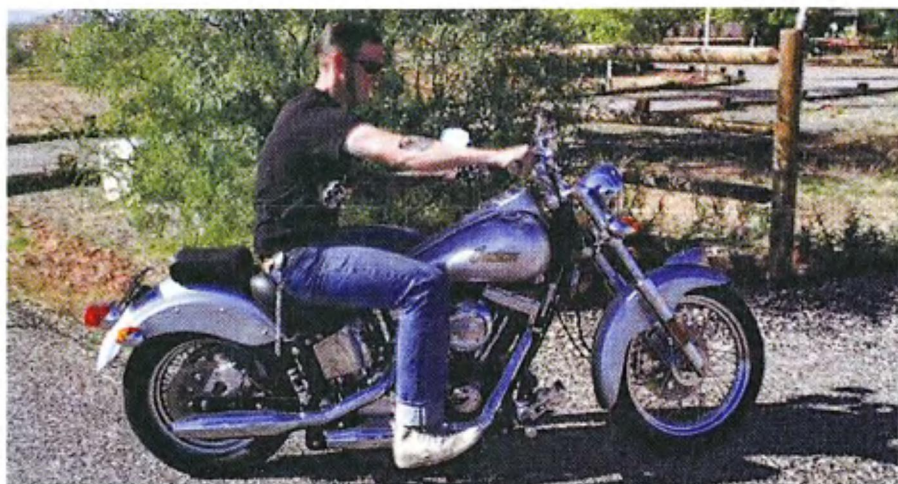
It's so good to re-subscribe to your always fun, colorful, and imaginative magazine. I'm one of your old-timer readers, having read your magazine since the mid-'70s. Like Tailgunner in your last issue, I miss the old stuff and the bikes



that people build on their own. The big-buck, highly technical bikes are great too, but I like the homegrown retro look that is becoming popular in both the bike and hot rod world. My dream has always been to build my own Harley or Triumph chopper. I've designed the bike in my mind and on paper a lot. Though I'm disabled from a spinal cord injury, coupled with other injuries and diabetes, I refuse to give up on that dream.

Here are a couple of my little Harleys (above). Not as good as the *Easyriders'* speed record bike, but I try. I wish Revell would re-release the large-scale L.A. Street Chopper with the gorgeous extended springer front end and the up-swept fishtail exhausts. It was a knucklehead if memory serves me right, and it sold in the 1970s.

Vivian (Shortcake)
 McAlexander
 Socorro, New Mexico



Beautiful Goddess

I've been reading your mag since I was about six years old. My uncle Bill and my dad would let me look at *Easyriders* while they worked on my uncle's B.S.A. I'm 32 now, so I've been a devoted reader for 27 years—and lover of David Mann's art.

I was reading your September 2010 issue, and when I got to the Wordmonger letters, I couldn't get past page 6. All I could do was feel my heart jump from my chest as my eyes fell upon a beautiful goddess named Daniele in a letter called "What Kind of Woman Reads *Easyriders*?" sent in by Dennis Carver.

I know exactly where Shady Dell Trailer Park is in Bisbee, Arizona. My grandma and great grandma were born and raised there. I never knew women like that lived in that small town.

I'm sending along a picture of my 100-year-anniversary Indian (above) if you'd like to print it.

Brant Overbee
Canon City, Colorado

Can You Help?

I was wondering if you could help me out, as I've tried almost everything else. Back in January 1999, you did a feature on the CMC's Captain America Replicas. After reading about it, it brought back the memories of the film that basically introduced me to the chopper scene.

Last September I came across Captain America Replica number 74 in Georgia. It was described in good condition with only 650 miles on the clock. So what seemed like a dream was going to come true, I took the gamble and bought it. It took the long journey from Georgia to Miami, then over the water to England. I actually went to the port on Christmas Eve because that's when it arrived. Believe me, I was not disappointed with the bike.



I got the Georgia certificate of title, and it has the original air filter on it with the bike number of 74, but the person I bought it from was the second owner and wasn't given the Certificate of Authenticity. I hope you might be able to help me as I've been trying to see if I can get a message to Peter Fonda. I would like a Certificate of Authenticity signed by Peter and a signed lithograph of the bike as that's what should have been with it. I can provide frame numbers and engine numbers to prove its authenticity.

By the way, thanks for many years of entertainment with your magazine.

Calvin Prigmore
Staffordshire, England

I'm afraid you are out of luck, Calvin. CMC (which became Indian Motorcycles in Gilroy) is out of business. Peter Fonda and Randy White are no longer partners, and it was not unusual for the original owner of those bikes to keep the lithograph of the Captain America bike by Cleworth rather than pass it and the Certificate of Authenticity on with the sale of the motorcycle.

Easyriders editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000. We now accept e-mail letters! Please send your e-mail letters to: wordmonger@easyriders.net

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VINNIE MAGNIFICO'S RIGID ROCK STAR

The King Of Pain

For Colorado rider Vinnie Magnifico, it was a case of love at first sight, although the bike's builder might have phrased it a case of first fright. Even he had named the springer hardtail with the slice of ham thin seat "The King of Pain." But call that a term of endearment, for the tangerine candy metal-flake custom seems to cast a spell over everyone who encounters it. Case in point, Vinnie himself.

"I happened to see it on the Internet

and just had to track it down," says Vinnie speaking from his temporary digs in Castle Rock, Colorado, plumb center betwixt Denver and Colorado Springs. It turns out Vinnie found the builder Isaac Hernandez located near Miami, a well-known custom painter who said he had decided to build the bike for himself for 2008 Daytona Bike Week. But it seems another guy had been infatuated with the bike and dogged Isaac all over town, including to a few bars, and he finally



Vinnie's quest
for the King
of Pain just
goes to show:
No Pain, No Gain.



convinced him to part with the bike. Then, about a year later, this guy needed to sell it, at which time Vinnie jumped on it and bought it, basically sight unseen before flying down to Florida. "When I saw it, it was just amazing...and I brought it back to Castle Rock."

Asked if the bike earned its moniker "The King of Pain," Vinnie says, "That it did. That it does. It's got sliver of a metal seat with just a tad of upholstery and that springer front end and rigid frame tend to transmit irregularities in the road, so my chiropractor knows me well. But you get past that thanks to its personality and especially the incredible paintjob Isaac created with the heavy metal-flake. People tend to stop

and stare. The color really lights up and it's also got this aggressive attitude. It catches and holds their attention like it caught mine."

The bike has won a number of Best of Show and First Places at several Southwest events. Vinnie's no stranger to top class customs. He's restored a rare 1944 knuckle and has had a slew of bikes all the way up to a 2010 Road Glide custom, and has even built a few customs himself. We also learn that he had a bike called "The Orgy Bike" featured in one of the very first issues of *Easyriders* some 35 years ago. Now he's done it again. Vinnie's quest for the King of Pain just goes to show: No Pain, No Gain.

—Paul Garson





Owner: Vinnie Magnifico
City: Rock Castle, Colorado
GENERAL
Designer: Isaac Hernandez
Fabrication: Isaac's Custom Paint
Year/make: 2008 Custom
Model: hardtail
Assembly: ICP
Time: 6 months

ENGINE

Year/type: 2008 Twin Cam
Builder: Sputhe Engineering
Displacement: 96 cubic inches
Cam: Sputhe
Ignition: Crane
Pistons: Wiesco
Heads: Sputhe
Lifters: Sputhe
Carb(s): S&S G

Pipes: Miami Exhaust

TRANSMISSION

Make: RevTech
Year: 2008
Shifting: 6-speed foot

PAINTING

Painter: Isaac
Type/color: tangerine/gold Candy
Special paint: Isaac

FRAME

Year/builder: 2002 Santee/modified
Rake: 34 degrees, 3-plus trees
Shocks: rigid

ACCESSORIES

Bars: Fat Drags
Handlebar controls: PM
Fenders: custom by Isaac
Headlight: dunno
Taillight: LED in fender
Dash: plenty

Pegs: PM

Electrics: Isaac

Oil tank: Isaac

Oil system: Sputhe

Seat: hard

Grips: PM

FORKS

Type: springer

Builder: DNA

WHEELS

Size: 21-inch front, 18-inch rear

Wheels: Weld Racing

Tires: Avon

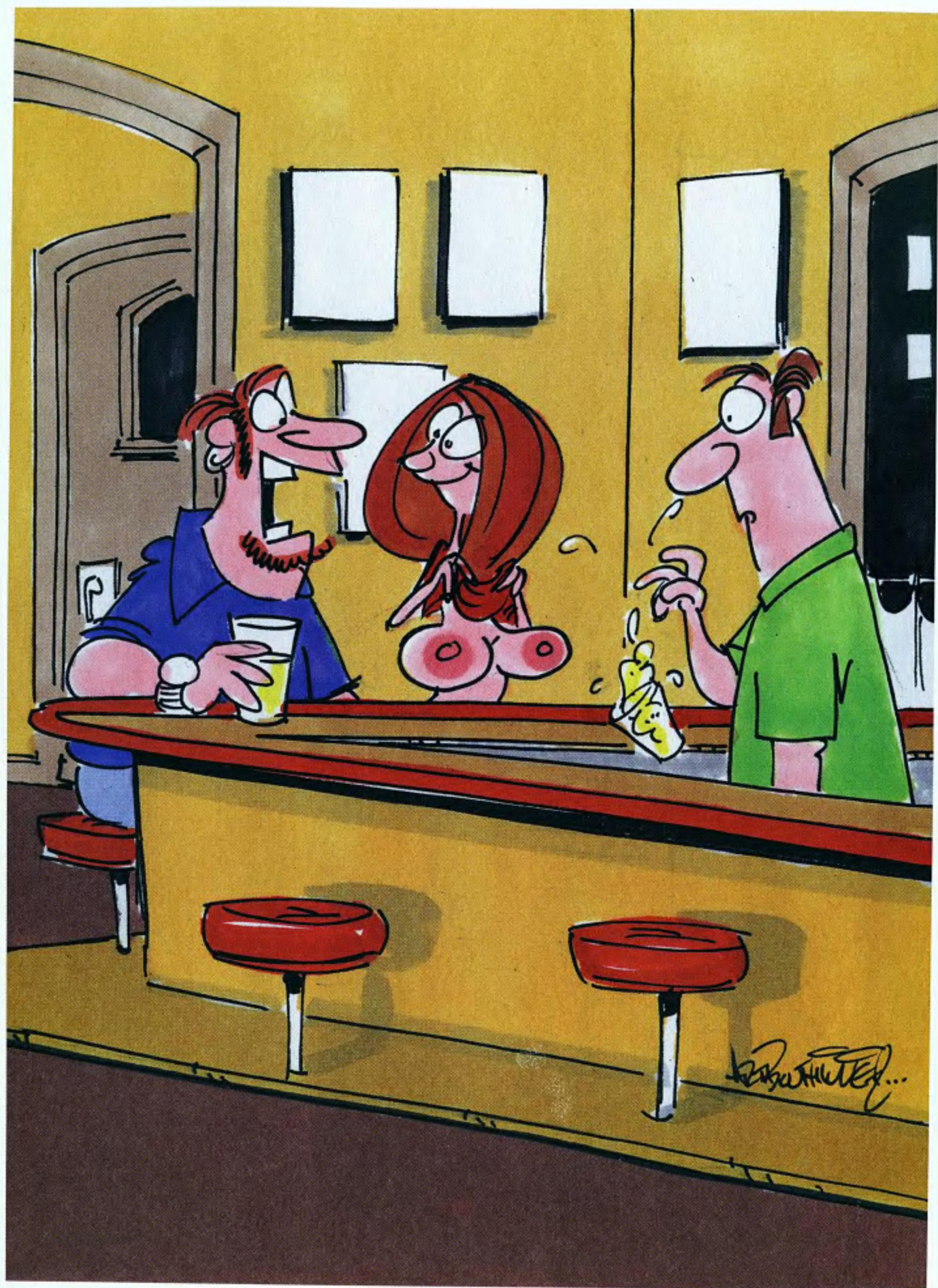
Brakes: Hawg Halter

Photos: Joshua Shelly

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The KewlMetal Mini Floor Boards can be mounted to just about every bike in every location: driver; passenger; and 2nd location for highway riding. Sold in pairs, they are made in the USA and retail for \$269.95.

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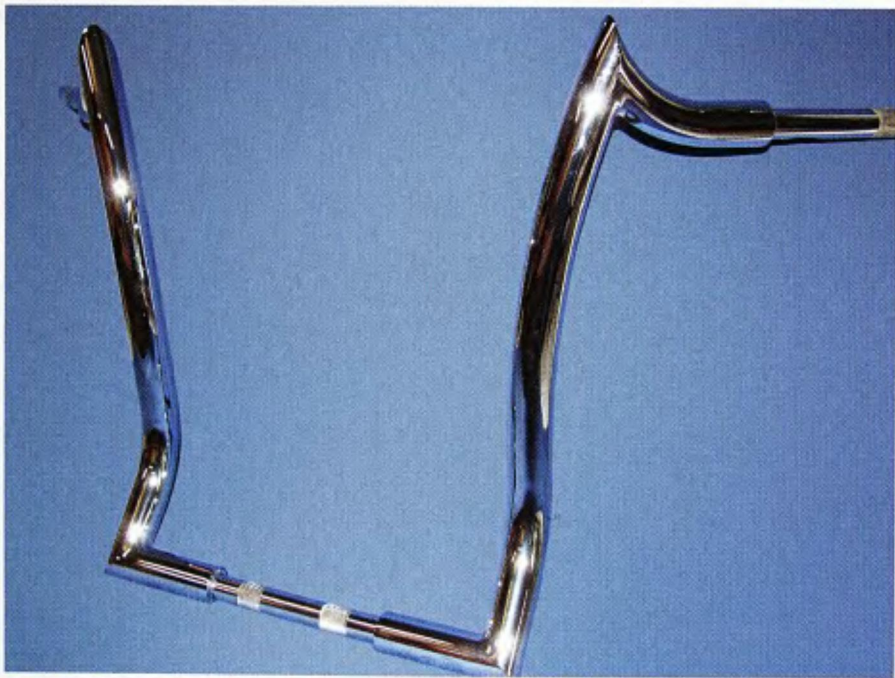


LIGHT ON A WING

Headwinds is introducing a new light bar for the Harley Springer that's guaranteed to turn heads. It is available individually or in a spotlight/turn signal kit. This slim, but strong, easy-to-install billet aluminum light bar cuts the wind with its majestic "wingspan" that matches the bike's rake. The kit pictured features Rocket spotlights and turn signals with concealed wires for a flawless appearance. Made in the USA, it is available chrome-plated, black, or in polished aluminum.

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BR'S CUSTOM BARS

BR's Custom Bars has recently come out with some new, custom-built handlebars. Each set is made individually based on the customer's specifications and given the custom look needed to fit every customer wants and bike needs. These new handlebars, for Electra Glides and Street Glides, like all BR's bars, can be purchased raw, powdercoated, or chromed. BR's Custom Bars also specializes in engine guards. They are designed for Softails and baggers and can be purchased raw, powdercoated, or chromed.

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S&S CYCLE RETRO KICKER COVER

S&S Cycle recently announced the release of Retro Kicker Covers for 1940 - 1986 big twins. These covers are as close to the original as you can get without actually stealing one from a factory museum bike. Boss imperfections in the casting have been meticulously duplicated to represent the casting capabilities of the era, but that's where S&S draws the line. These covers are cast in 356-T6 aluminum and 100 percent CNC-machined to achieve the quality standards S&S is known for.

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MOTORCYCLE MAGS FOR MILITARY

It all started when Dana Vincent and her boyfriend of Council Bluffs, Iowa, decided to get rid of some old *Easyriders* and other biker magazines they had sitting around. She tried to see if anyone like the VFW or American Legion was doing boxes up for our American troops overseas. They were not, but then somebody suggested she just send them herself. One hundred boxes consisting of 2,579 magazines, snacks, toiletries, phone cards, and other assorted items later, it shows no signs of stopping! With the help of her gal pal Bonzeye, Dana has shipped boxes to twenty different areas in Afghanistan, Iraq, and even Djibouti, Africa. They dubbed the effort "M/C Mags For Military" but have sent many different kinds of magazines, paperbacks, puzzles, and notebooks, as well as playing cards/stationary, and even some holiday cards that troops can send to their families and friends.

"I've received e-mails and even a surprise phone call from Camp Lemonier where there are Navy, Army, Airforce, Marine, and Coast Guard personnel all working together to fight against the Somali pirates," says Dana. "It's those e-mails and thank you notes that keep us going. It's the least we can do for our troops for what they are doing for us. All the boxes are packed with TLC right in my basement in Council Bluffs. It's taken on a life of its own and I hope to keep the good going. I couldn't have made it this far without the help of the biker community. Thank you."

Without a doubt, Ms. Dana and Ms.

Bonzeye are a "class act" for what they are doing for our troops stationed overseas. They are to be congratulated for their tireless efforts. If you readers would like to send them your own copies of publications such as *Easyriders*, *V-Twin*, *Biker*, *In The Wind*, *RebelRodz*, *Flash*, *Tattoo*, or *Savage*, mail them to: M/C Mags For Military, 829 Avenue M, Council Bluffs, Iowa 51503. Your support would be much appreciated.

—Twiggy

News From The AMA

MOTORCYCLIST FATALITIES DROP 16%

Federal officials recently reported that motorcycling deaths on the nation's roads dropped by 16 percent in 2009 compared to the previous year, according to the AMA (American Motorcyclist Association).

"The death of any motorcyclist is one too many, so this news that fatalities are down is encouraging," said Ed Moreland, AMA senior vice president for government relations. "While we are pleased that the number of motorcycling fatalities dropped dramatically in 2009, a one-year drop isn't a trend. We need to determine why, and ensure that the decline continues."

The National Highway Traffic Safety Administration (NHTSA) reported on September 9 that motorcycling fatalities in 2009 decreased for the first time in more than a decade—dropping to 4,462 in 2009 from 5,312 in 2008.

Federal officials said traffic deaths involving all vehicles nationwide fell 9.7 percent in 2009—from 37,423 in 2008 to 33,808. The figure is the lowest since 1950. Traffic safety officials said that the decrease may be due to increased seat belt use, tougher enforcement of drunk driving laws and

improved vehicle safety features.

According to NHTSA figures, motorcycling fatalities have decreased in the past—from 1980 to 1997—but then fatalities increased steadily for 11 years; 2,294 motorcyclists were killed in 1998, and the number of fatalities rose each subsequent year, reaching 5,312 in 2008.

Moreland cautioned that there will be speculation about why motorcycling fatalities are down so significantly in 2009, and noted there aren't any solid answers. "The motorcycling community looks forward to receiving some real answers about motorcycle crashes and what causes them from the new federal crash causation study that is under way at Oklahoma State University (OSU) through the Oklahoma Transportation Center in Stillwater," Moreland said. "Then we can put our heads together to find solutions, reduce crashes and save more lives."

The Federal Highway Administration (FHWA) is overseeing the new, four-year, \$3 million OSU study, which is the first major research on the subject in 30 years.

The last major study into the causes of motorcycle crashes was issued in January 1981. Called "Motorcycle Accident Cause Factors and Identification of Countermeasures Volume I: Technical Report," the study became known as the "Hurt Report," named after lead researcher Hugh "Harry" Hurt of the University of Southern California.

Hurt was inducted into the Motorcycle Hall of Fame in 2007 for his pioneering work. That study provided a wealth of data that has been used by organizations and individual motorcyclists to help keep riders safer on the road. But the traffic environment has changed enormously in the decades since, prompting the AMA to begin campaigning for a new study several years ago.

—AMA

Coast To Coast

Biker News

DIRTY POLITICS BACKFIRES: In a historic mid-term election that saw the GOP sweep into control of the House and narrowly miss winning a Senate majority, as well as gaining gubernatorial posts and statewide races, most of the electorate is simply happy to see an end to negative campaign ads and mudslinging by the candidates.

One such attack ad could easily be confused with a commercial for *Sons of Anarchy*, with a Florida congressional hopeful being accused of being a member of "a biker gang linked to meth running" and acts of criminal violence.

The TV spot kicks off with a rumbling Harley motor and a gritty-voiced narrator growling, "Guns. Prostitution. Murder. That's who Allen West rides with." Paid for and produced by the Democratic Congressional Campaign Committee, the smear piece ends with, "We don't need a politician who rides with gangs." The Palm Beach Post reported that the Florida Democratic Party said a West supporter was wearing a South Florida Confederation of Clubs patch, and that confederation "has ties to the Outlaws organized crime syndicate."

West (R) is indeed an active motorcyclist who writes a regular political column for a local South Florida biker magazine *Wheels on the Road*, and the Tea Party favorite did have members of the Outlaws Motorcycle Club providing security during his campaign; however, the mudslinging appeared to be the desperate last-gasp tactics of incumbent Rep. Ron Klein (D) to hold onto his House seat.

The *Miami New Times* called it the "scariest ad of the year," but according to one of West's fellow biker rag columnists, Chuck Lehmann, "This smear tactic by Klein backfired big time as the voters overwhelmingly gave the underdog Allen West a resounding 10-point victory over the pathetic Ron Klein, who went down to defeat in disgrace. My WOTR colleague/columnist Lt. Col. Allen West can now be called Congressman-elect Allen West, C.D. 22 Representative in Congress."

VOTERS SEE RED: Fueled by discontent, record voter turnout nationwide not only gave the Republican party the nod in local and national races, but it also saw red at the ballot box as red light camera initiatives lost substantially on election day.

According to *TheNewspaper.com*, "Regardless of who you voted for, November 2nd represented a major win for everyone who opposes the use of red light cameras. In a handful of pockets across the nation, voters decided they were sick of the automated machines and by voting against the use of these devices, sent a message to law enforcement, as well as the companies that manufacture red light cameras."

These cameras are often viewed as a revenue-generating scheme rather than safety devices, and many citizens feel that red light cameras even represent a violation of our constitutional rights. On election day, cities and districts across the nation decided to ban the use of these cameras, adding to a growing list of towns that have already voted to do so.

"The outcome of the voting is a major blow for American Traffic Solutions, the company that manufactures a large number of the cameras," reported *Autoblog.com*. "ATS tried hard to block these measures from even appearing on the ballot, but it was denied. The company was then forced to spend millions of dollars to attempt to sway the public to vote in favor of the cameras, to no avail."

In Houston, Texas, which happens to

be one of ATS's most important accounts, a campaign was run against the camera company by brothers Paul and Randy Kubosh through their Citizens Against Red Light Cameras organization. ATS reportedly spent over \$1.7 million, ten times more than the Kubosh brothers, yet ATS still lost the fight in Houston. Following Houston's lead, red light cameras are now banned in Mukilteo, Washington; Anaheim, California; and Baytown, Texas.

NEW YORK RIDERS FIGHT DISCRIMINATION: In addition to the unprecedented harassment on highways by police manning motorcycle-only checkpoints, which is the subject of ongoing litigation by Aid to Injured Motorcyclists (A.I.M.) Attorney Mitch Proner, Big Apple riders are now faced with elimination of legal bike-only parking spaces.

As if it hasn't been difficult enough for New York City motorcyclists, over the past decade bikers contend the city has turned up the heat on regulatory and legislative fronts, leading to growing complaints of harassment and accusations of discrimination.

There are only about 37,000 motorcyclists in a city of over 8 million people, so they are a tiny minority, but the motorcycle community has begun to organize and fight back with a group known as the New York Motorcycle & Scooter Task Force (NYMSTF), working to ease some of these problems. Most large cities in the U.S. provide biker-only parking for good reason: Bikes and scooters take up less room and are more environmentally friendly than passenger vehicles.

OSHA TELLS OREGON SCHOOL DISTRICT TO BAN MOTORCYCLE TRAVEL: Oregon Occupational Safety and Health Division officials have recommended that school employees be prohibited from using motorcycles as transportation to work-related activities after Principal Tiffany O'Donnell was seriously injured September 13 in a motorcycle accident en route between two rural schools.

O'Donnell, principal of both Elk Trail Elementary School and Shady Cove School, was seriously injured while riding her Suzuki motorcycle between campuses when she was struck by a



"I KNEW God was a biker!"

Nissan pickup truck that was making an illegal U-turn according to police.

State OSHA officials said the school district has not violated any regulations, and no citations have been issued, but cautioned that allowing employees to ride motorcycles for work activities presents a hazard to employees, as well as a liability to the school district. The school board is mulling over the recommendation, which is not mandatory.

"School administrators are expected to drive their personal vehicles for work purposes, but it hadn't occurred to district officials to dictate what kind of vehicle they drive," said Eagle Point schools Superintendent Cynda Rickert, adding, "We don't know if the Board will move forward on a policy not allowing you to drive a motorcycle if you are doing school business."

ALL-TERRAIN VEHICLES MORE DEADLY THAN MOTORCYCLES:

If you think three or even four wheels are safer than two, research suggests you think again as more people die after ATV accidents than after motorcycle accidents.

According to trauma surgeons and public health researchers in a presentation during the annual meeting of the American College of Surgeons, even when the severity of injuries was the same, the patients who had been riding ATVs were 50% more likely to die, and 50% more likely to need treatment in an intensive care unit and mechanical ventilation, compared to the motorcycle riders.

Researchers gathered information from a national trauma bank on nearly 60,000 accidents that occurred between 2002 and 2006 (13,749 from off-road motorcycle riding and 44,509 from ATV mishaps). There are somewhere between 800 and 900 deaths due to ATV accidents each year, according to ATVSafety.gov, a government website.

Dr. Adil Haider, a surgeon from the Johns Hopkins Center for Surgery Trials and Outcomes Research in Baltimore, Maryland, who headed the study, said he and his colleagues don't know yet why the ATV riders are more at risk than the motorcyclists.

"We think there are much [sic] more energy transfers when an ATV turns over, but we can't tell whether that is

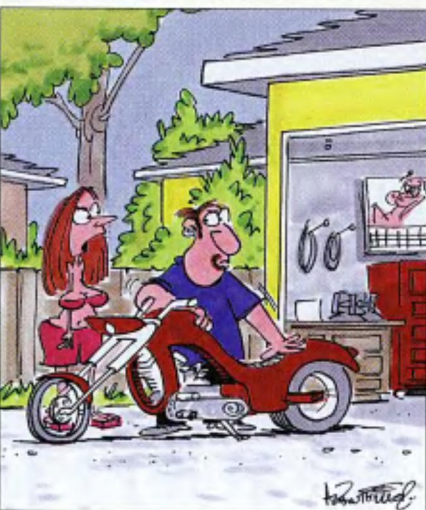
because of the stability of the vehicle or the weight of the vehicle as it rolls over on a rider," he said in a statement prepared before the presentation.

OMG: Distracted driving apparently causes fatal crashes affecting bikers and drivers of light trucks more than any other group on the road, according to 2009 statistics from the National Highway Traffic Safety Administration (NHTSA). Though the statistics don't break down which operator was distracted, only that "distracted driving" affected one or more drivers in fatal crashes, you can be sure there aren't too many bikers distracted by talking or texting on a cell phone while riding their bikes.

It is estimated that approximately 959,000 traffic incidents last year were caused by distracted driving and 4,898 of those resulted in at least one death. As a result, Massachusetts recently joined 29 other states in passing a texting ban; almost all of those same states (28) have also banned cell phone use in some form.

However, a new insurance industry study says that such bans have not reduced automobile accidents. The report does not dispute the danger of texting while driving, but rather it suggests that banning the practice does not automatically produce safer roads.

"If we're counting on texting bans to reduce crashes from distracted driving, they're not doing that," said Adrian Lund, president of the Highway Loss Data



"I remember when you used to touch me like that."

Institute in presenting the group's findings in Kansas City during the annual meeting of the Governors Highway Safety Association.

The new study is not the first time the research institute has suggested that legislative efforts to combat distracted driving are not affecting crash rates. In January, the institute found virtually no change in crash frequency for states that had enacted bans on handheld phone use.

Lund suggested multiple explanations, pointing to prior studies that found many drivers are not heeding the texting ban, and may be lowering their hands and taking their eyes off the road to text more discreetly.

HIGH COURT RULES AGAINST SOUTH AUSTRALIA GANG LAW:

Six of seven High Court judges have ruled that aspects of anti-"bikie" laws, which prevent members of "declared" motorcycle gangs from associating with each other, were unconstitutional as applied in South Australia.

Under SA laws passed last year to disband outlawed motorcycle clubs, the state attorney-general can "declare" an organization to be an illegal gang if satisfied that its members associate for serious criminal purposes and represent a risk to public safety and order.

This is the second resounding legal defeat of this calculating and reactionary piece of legislation. "This decision is an important milestone not just in terms of the fight against the South Australian legislation, but also against similar hastily adopted legislation of other states," said Ferret, Chairman of the United Motorcycle Council of New South Wales.

Other Australian states, including NSW and Queensland, have enacted similar gang laws but responded that their legislation differed in key respects.

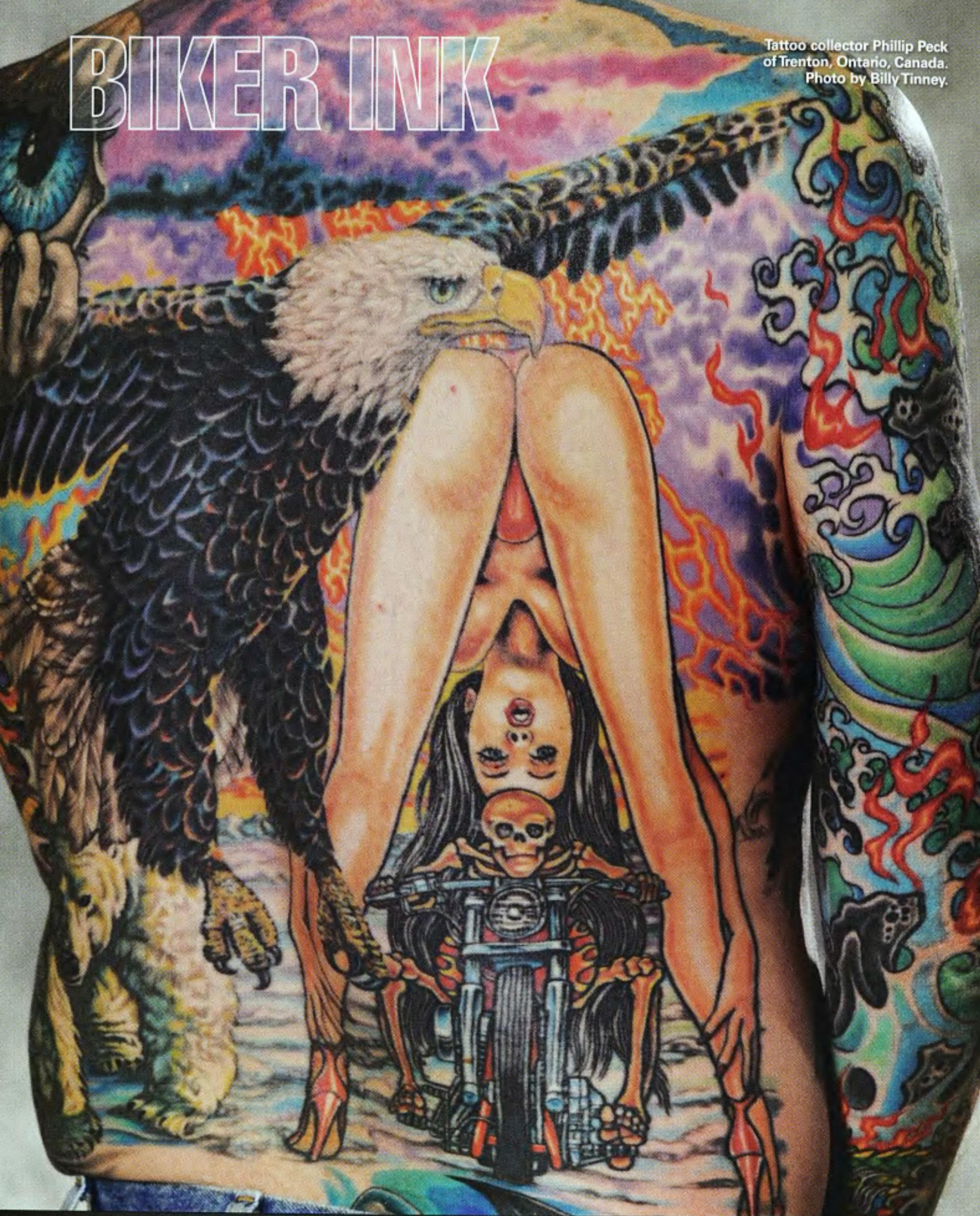
Meanwhile, members of rival clubs came together for a drink to toast a win against the very laws aimed at stopping them from associating.

But South Australian Premier Mike Rann said the ruling was only a setback in his self-declared war on bikies, saying he would "keep coming" at members of motorcycle gangs with new legislative measures.

—Bill Bishop, NCOM

BIKER INK

Tattoo collector Phillip Peck
of Trenton, Ontario, Canada.
Photo by Billy Tinney.



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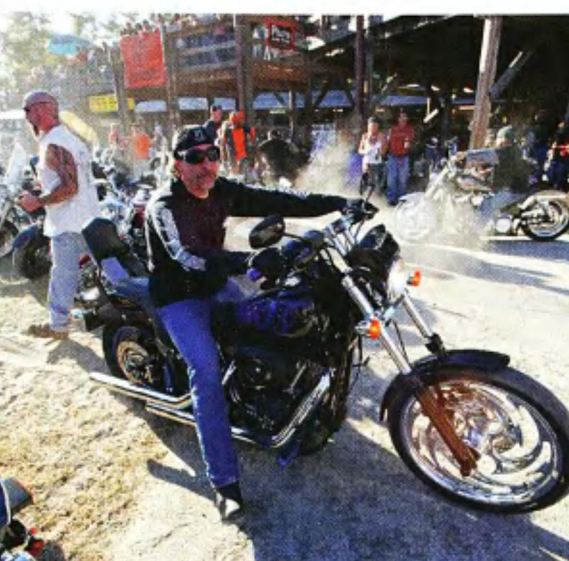
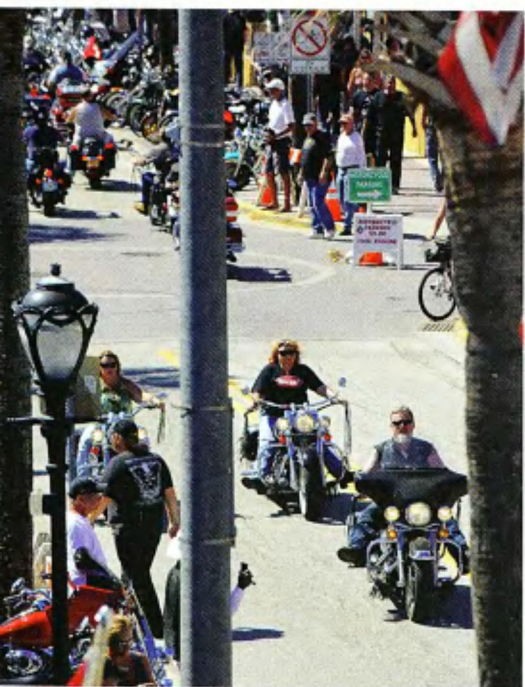
ATTENTION: OUR NATIONWIDE NETWORK OF A.I.M. ATTORNEYS DONATE A SIGNIFICANT PORTION OF THEIR FEES FROM MOTORCYCLE ACCIDENT SETTLEMENTS BACK INTO MOTORCYCLING BY BEING THE SOLE FINANCIAL SPONSOR OF THE NATIONAL COALITION OF MOTORCYCLISTS.



This is the original three-day autumn biker event that began small 18 years ago and has now grown to include more days and a whole lot more people, with over 100,000 motorcycles roarin' into the little ocean side town. Riders converge on Daytona Beach, Florida, and surrounding areas each year for one more glorious ride before winter sets in. Bike Week's little brother still packs a whole lotta fun into a fairly affordable package.

Biketoberfest 2010







Bikers start heading to the beach as early as Monday for a party that doesn't really start until Thursday. For instance, this year's "official" rally dates were October 14 to the 17, but "unofficially," folks were partying beginning October 8. Now Biketoberfest events reach out as far away as Deland and parts beyond. Main Street is still party central for all Daytona Beach bike events, but the crowd migrated, visiting Destination Daytona and its multitude of vendors, and to ride to places like Orlando or St. Augustine.

The International Speedway always offers great racing action along with a slew of vendors. When you want to get wild and rowdy, a short ride out to the

Cabbage Patch is the place for naked cuties wrestling in smelly coleslaw. I guess you could say that Biketoberfest has something for every taste. Our favorite places to hang still include The Broken Spoke, The Iron Horse, and The Last Resort for old-school good times. And the best ride-in bike show is still over at Willie's Tropical Tattoo.

With smaller crowds attending than its big brother rally in March, Biketoberfest offers all the fun with less hassles. It's just easier to get around and have a killer time with fewer people. Check it out next year and you'll see what we mean. The "official" dates for Biketoberfest 2011 are October 13 through 16.

—Dave Nichols



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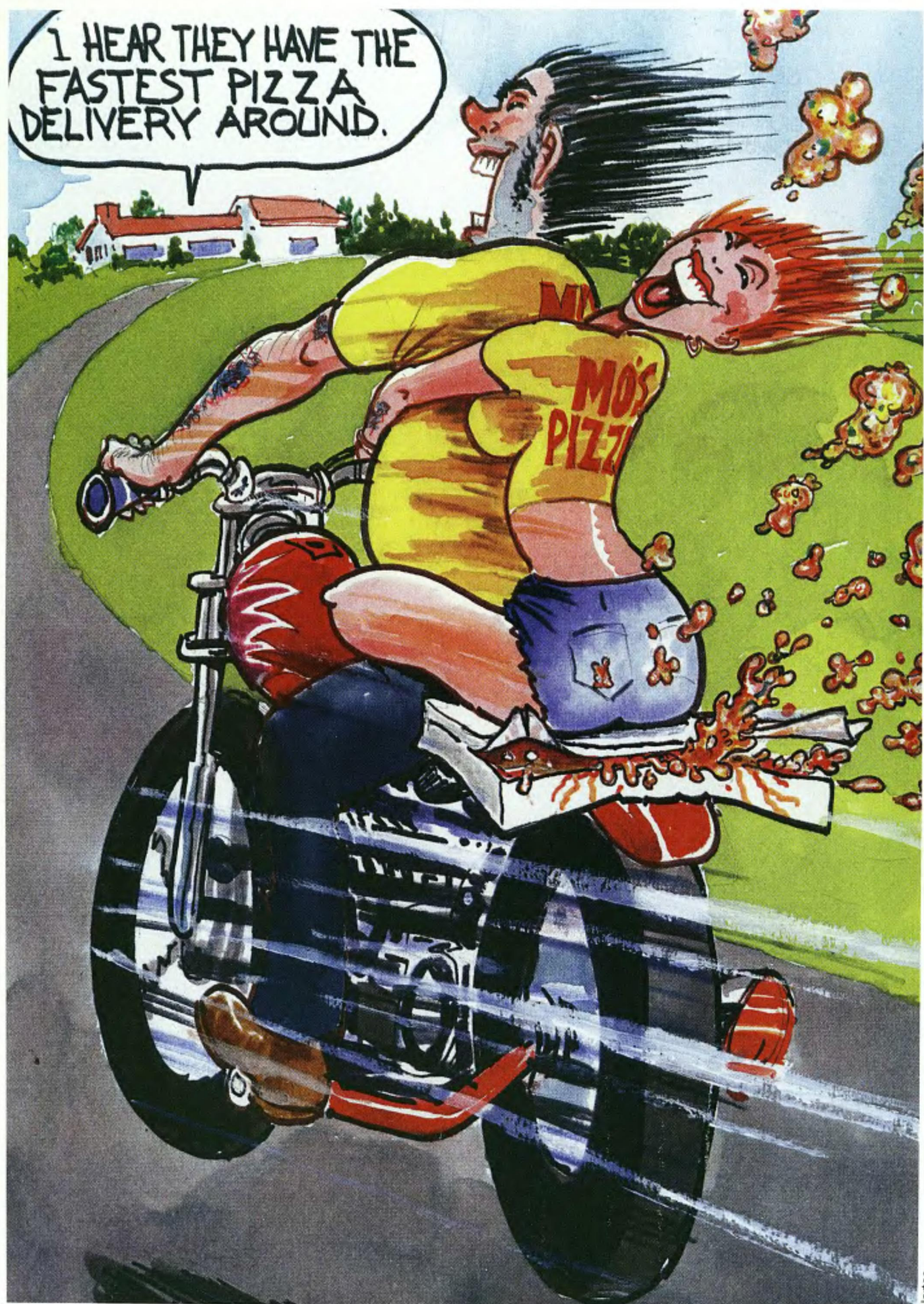
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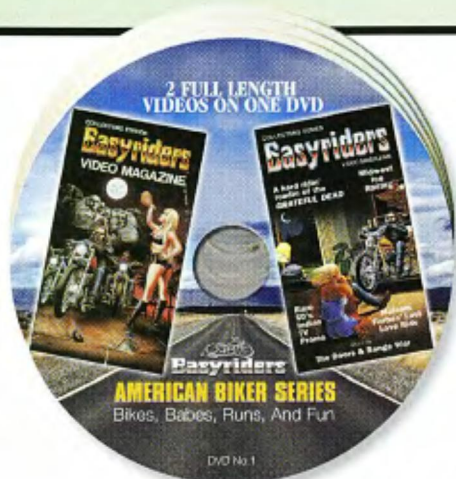


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"THE GREATEST DECADE" The real Elephant Man, Boozefighters MC, Easyriders Rodeo 1989.

"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

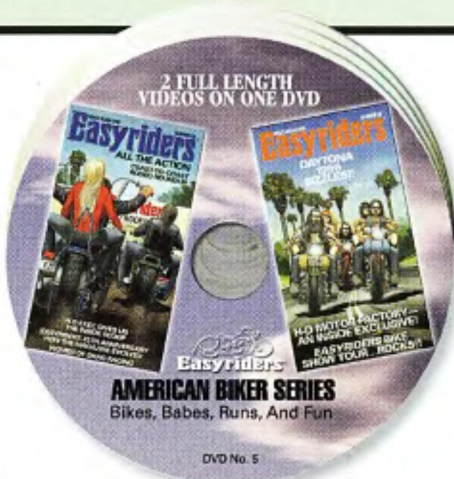
"WINTER SPECIAL" Laughlin River Run, World Record Run, David "Mountain" Mann, Skid Row Toy Run.

"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 '99, Bikin' sculptor John Soderburg, Brake-bleeding tech, comedy safety tests, winter Roadware catalog girls.



DVD #5 - 8

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DVD 5

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

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

DVD 6

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

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

DVD 7

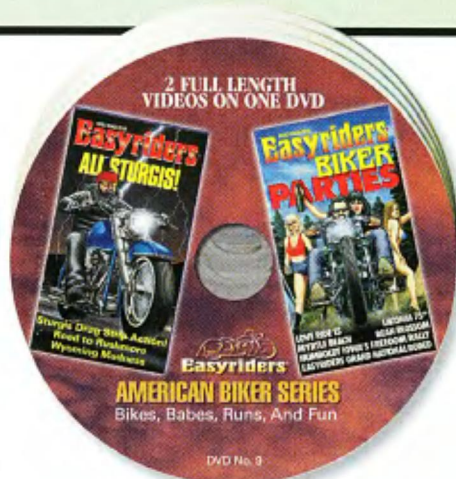
"ROLLING THUNDER" Easyriders Rodeo 1997, Rolling Thunder/ Run to the Wall. Easyriders Bike Show in Anaheim, California, Exotic Dancer Poker Run, David Mann's wedding.

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

DVD 8

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

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



DVD #9 - 12

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.

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The goal for this 1978
was understated cool,
not a lot of chrome,
not a lot of flash.

ANOTHER HARDTAIL HARLEY BY JEFF COCHRAN

Speed King Shovel

Put together just in time for last year's Easyriders Columbus Bike Show, Jeff Cochran says he already had this broomstick-narrow rigid planned to the last detail before he found a 1978 Harley to start the project. It was time well spent; this converted FX is loaded with detail.

Jeff, Cincinnati's Speed King, has been doing this sort of thing for decades. He takes basket case Harleys, shovelheads preferably, strips them down, changes them around, and comes out the other end with a motorcycle like this. "I don't know how many I've



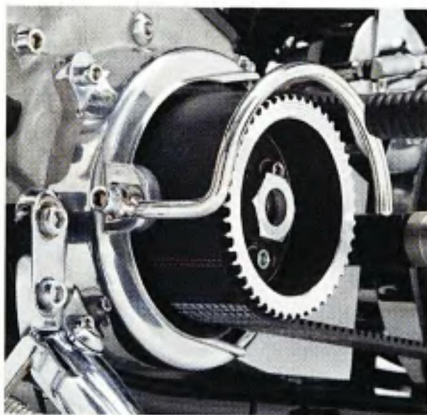
done," he says, "but I can tell you that most of the old Harleys we're finding now are in pretty sad shape. And the worst ones," he goes on, "are usually the bikes advertised as having just been redone. 'Redone' seems to be a subjective





term." Jeff says he'd rather start with a beat up bike that no one has touched. "I can go back to square one with that, not having to first fix anyone's mistakes." That's what happened here and this once forlorn 1978 is anything but that now.

"The idea," Jeff explains, "was to keep everything understated. Not a lot of chrome, not a lot of polished parts. Everything's been downplayed." The paint is gray primer with scallops and clear; the aluminum and stainless is all brush-finished. The effect, however, is anything but low-key. Then there's that detail work, and it almost has to be seen in person to be appreciated. Every fastener on the bike, for instance, is stainless steel and Jeff put each one of those bolts in his lathe to hand cut a bull's-eye in the head. The pegs and foot controls are Jeff's. That "Big Rig" jockey shifter is



his, and check out the dual-caliper rear brake. You don't see that every day.

The FX frame got its share of attention as well. Now a hardtail, Jeff used 1-inch seamless tubing for the conversion. The front end, just as smooth, is a 39mm narrow glide. It's a late-1990s Sportster piece machined squeaky clean and shortened by about 4 inches.

Jeff matched that with a laced 21 front wheel, and the rear wheel is a 17, chosen because there are lots of good tire options available in that size. This tire, for example, is a super-sticky sportbike piece and really helps the bike hustle through the corners without dragging anything. "If you can't comfortably and confidently ride a bike," Jeff figures, "what's the point of building it?" He's even added a steering damper.

You may be wondering what that hammer is doing hanging from the downtube. It's something Jeff puts on every bike he builds—for a while. It's a handcrafted piece of art presented to him by a friend and it'll adorn a new build until that bike's sold, like this one was. It is now in Michigan. The hammer stayed in Cincinnati waiting for that next Harley to get the Speed King treatment.

—Joe Kress

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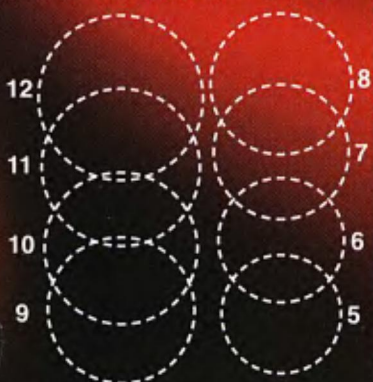


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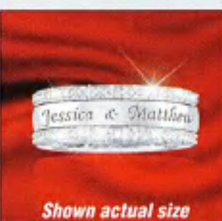


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Owner: Jeff Cochran, above
City: Cincinnati, Ohio

GENERAL

Designer: Jeff Cochran
Year/make: 1978 Harley-Davidson
Model: FXS/Speed King
Assembly: Jeff Cochran
Time: 1 month

Chroming: none, all removed

ENGINE

Year/make: 1978 Harley-Davidson
Model: shovelhead
Rebuilder: Dave Schrand/Donny Loos
Displacement: 74 cubic inches
Ignition: electronic
Cam: Sifton
Carb: S&S Super E
Air cleaner: Hot Rod Mini

Pipes: Jeff Cochran

TRANSMISSION

Year/make: 1978 Harley-Davidson
Shifting: Andrews gears, jockey shift

PAINTING

Painter: Brandon Armstrong
Type: House of Kolor
Color: Black/Machine, Gray/Brandywine

FRAME

Year/make: 1978 Harley-Davidson/Speed King conversion

Type: rigid

Rake: 30 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: Jeff Cochran

Handlebar controls: none

Fenders: Russ Wernimont

Headlight: Drag Specialties

Taillight: 1959 Cadillac

Pegs: Jeff Cochran

Foot controls: Jeff Cochran

Gas tank: Harley-Davidson Sportster

Oil tank: round

Seat: Dave Theobald

Grips: Moto

FRONT END

Type: Harley-Davidson 39mm glide

Builder: Harley-Davidson/Speed King

WHEELS

Make: laced

Size: 21-inch front, 17-inch rear

Tires: Pirelli

Brakes: DNA

Photos: Michael Lichter

Contact: Jeff Cochran

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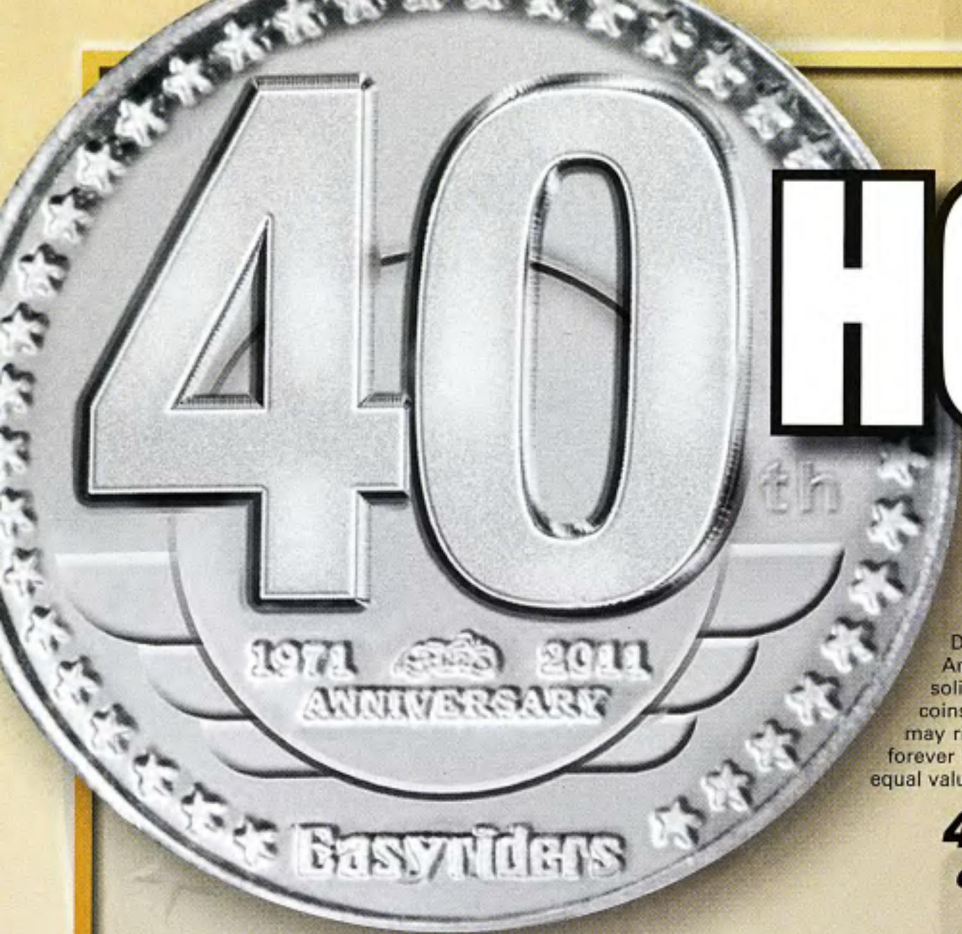
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Thanks for taking the ride with us and join us in celebrating *Easyriders* 40th year.

Joe Teresi
Founder

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Rolling Thunder XXIII



Rolling Thunder began in 1987 as a biker's ride in tribute to the MIAs and POWs of Vietnam. The 23rd Rolling Thunder saw more than 175,000 bikes ride through the streets of Washington, D.C., this past May 30.

The veterans who served in Vietnam could never have envisioned that one day they would be riding in a Rolling Thunder Run for military personnel who served then and are serving now in Iraq and Afghanistan. Rolling Thunder's

role has expanded to ensure care is given to returning wounded military personnel and the benefits all veterans and their families have been promised are never reduced or taken away.

On May 27 at 12:30 p.m., there was a



line of about 30 vehicles on Memorial Drive at Arlington National Cemetery—waiting. The 150 people in these cars were relatives and friends of Marine Cpl. Nicholas Parada-Rodriguez who was killed on May 16, 2010, in Helmand, Afghanistan. Cpl. Parada-Rodriguez is a fallen hero who will join his family of 260,000 brothers and sisters at Arlington National Cemetery where the new Section 60 honors the fallen heroes of Iraq and Afghanistan.

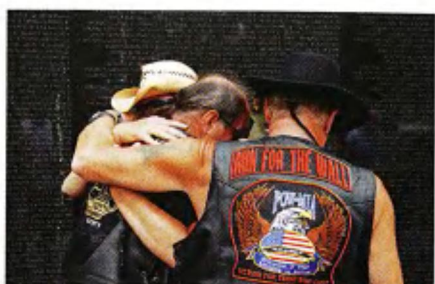
Shortly after 3 p.m., members of the 3rd Infantry Division placed American flags at the headstones of each fallen hero residing at Arlington. Family members of the Fallen sat in front of the headstones alternately weeping, talking, and laughing. They were there to be with a daughter, son, husband, wife, relative, or friend.

Monica McNeal was there to visit her son, Eric Ward. Eric was killed February 21, 2010. He was 20. Monica is happy to talk to people about Eric, about all the good things he did and was hoping to do. "Eric may have been killed on that day in February, but he is not dead," she tells us, "not his spirit and all the joy he brought to all who knew him in those brief 20 years. Sitting here and talking with family members of the other fallen heroes gives me the resolve to live every day as Eric would have expected me to. Remembering Eric's great smile brings so much joy to me. The sorrow is always there, but the joy overwhelms it."

Saturday, the day before the bike run, at 8:30 a.m., a group of about 200 bikers were parked by the Marriott Hotel in Crystal City. They were there for the family members of the Tragedy Assistance Program for Survivors (TAPS). These "hardcore" bikers let the children of fallen heroes sit on any bike they chose, while the owner of the bike started the engine and let each boy and girl rev the throttle.

A short time later, more than 900 motorcycles of the Run to the Wall MC headed out for their annual wreath dedication ceremony at the Tomb of the Unknowns. Riders started from Southern California, picking up more bikers as they journeyed east.

Sunday, May 30, "run day" was clear and warm. By 8:30 a.m. the Pentagon staging area was awash in a sea of chrome, leather vests with the names of motorcycle clubs from across the nation, Canada, Europe and Australia, and countless American flags on gleaming



Photos: Jay Hirsch

bikes waving in the intermittent breeze. The bikers were there to see old friends and to remember their buddies who did not make it back.

At noon, there was a clap of thunder and the ground began to shake. Not from any change in the weather, but from the mass eruption of 175,000 motorcycle engines as they embarked on their run over the Memorial Bridge, down Constitution Avenue, and back to the Vietnam memorial—The Wall.

As the first contingent of bikes made its way across the Memorial Bridge, something seemed odd, amiss. There were no people to greet the bikers. The powers that be in Washington decided it was "too dangerous" to have spectators on the Memorial Bridge. For the first time in 23 years, spectators were banned from the bridge, and access to all viewing areas coming off the bridge was also restricted. Not to be deterred, the entire length of Constitution Avenue and the rest of route was lined with hundreds of thousands of supporters all

waving Old Glory and giving riders the thumbs up. At the end of the run, bikers parked their bikes on the grassy fields near the Lincoln Memorial for the final leg of this journey: the walk to the canyon of The Wall.

That afternoon, near the reflecting pools in front of the Lincoln Memorial, there were short speeches about veterans' issues, like how Congress and this nation should not write off veterans and members of the military. Retired Chief of Staff Air Force General Richard Myers (who rode his Harley that day) was one of those speakers.

The two words most often spoken at this year's Rolling Thunder were "remembrance" and "love"; remembering happy times and love for a cherished one and the joy they gave.

Rolling Thunder continues to represent the American biker's conscience for this nation's 93,324 Americans who are still unaccounted for from WWI, WWII, Korea, the Gulf War, Afghanistan, and Iraq.

—Jay Hirsch



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Passin' Gas

Little Willy walked up to his mom and said, "Mom, I've got a question. The guys at school are using words I don't understand."

"What words, dear?"

"Pussy and bitch."

Mom inhaled sharply, but then said, "Oh, that's easy. A pussy is a cat, like our little Chico. A bitch is a female dog, like our Sandy."

"Thanks, Mom."

He then found his dad out in the garage. "Dad, the guys at school are using words I don't understand."

"What words, son?"

"Pussy and bitch. I asked Mom, but

I don't think she told me the right meanings."

Dad said, "Son, never ask your mother about these things; ask me instead. Let me explain it like this."

He pulled a girlie magazine from his workbench, turned to the centerfold, drew a circle around the pubic area and said, "Son, everything inside the circle is a pussy."

"Okay, Dad. Then what's a bitch?"

Dad replied, "Everything outside the circle."

*Frank Szynal
Millville, New Jersey*

A woman goes into a hardware store and asks the clerk for AA batteries.

The clerk gestures with his fingers and says, "Come this way," and heads towards the back of the store.

"If I could come that way," she tells the retreating clerk, "I wouldn't need the batteries."

*Rocky
W. Palm Beach, Florida*

A little boy and his grandfather are raking leaves in the yard. The little boy sees an earthworm trying to get back into its hole. "Hey Grandpa," he says, "I bet I can put that worm back in that hole."

The grandfather replies, "I'll bet you five dollars you can't. It's too wiggly and limp to put back in that little hole."

The little boy runs into the house and comes back out with a can of hair spray. He sprays the worm until it is straight and stiff as a board. The boy then manages to successfully put the worm back

into the hole. The grandfather hands the boy five dollars, grabs the hair spray and runs into the house.

Thirty minutes later the grandfather comes back out and hands the boy another five dollars.

"Grandpa," the little boy says, "you already gave me five dollars."

The grandfather replies, "I know, that's from your grandma."

*Ramona Quillin
Santee, California*

Little Johnnie's neighbor has a baby, but, unfortunately, it was born without ears. Before visiting the family, Little Johnnie's dad tells him that if he says anything about the baby's ears, he'll get spanked. When Little Johnnie looks in the crib he says, "She has such beautiful eyes. Can she see?"

"Yes," says the father. "She has perfect 20/20 vision."

"Great," says Little Johnnie, "cuz she'd be fucked if she needed glasses."

*John Duran
Huntsville, Texas*

Two bikers were at a bar, talking about how highly their ol' ladies thought of them.

"My ol' lady, she thinks so much of me, that she won't let me do any work around the house. It's great!" the first biker says.

That's nothing," says the second bro. "My ol' lady thinks I'm a god."

"She thinks you're a god?" says the first biker. "What makes you say that?"

"Easy," he responds. "Every night she places a burnt offering before me."

*William Le Croy
Sweet Home, Oregon*

Two biker chicks were discussing their ol' men, when one told the other, "My ol' man said he fantasizes about having two girls at once."

"Most men do," the friend said. "So what did you tell him?"

The first chick replied, "If you can't satisfy one woman, why would you want to piss off two?"

*Burt Whitcomb
Palmdale, California*

Why do women have two sets of lips?

One for bitching and one for apologizing.

*Gary Lowery
Long Beach, California*

A rugrat went up to his father and asked why God created chili beans.

"So we can take bubble baths whenever we want to." His father explained.

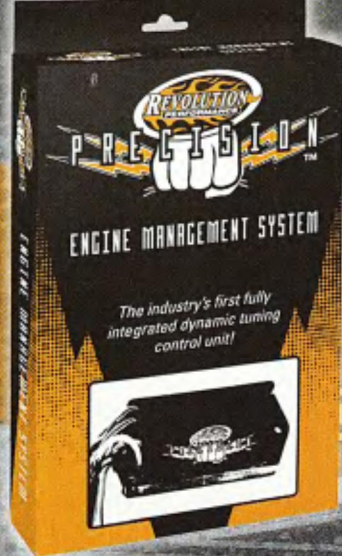
What do a good bar and a good woman have in common?

Liquor in the front and poker in the rear.

*Virginia Walker
Currituck, North Carolina*



"Dammit! The deal of a lifetime and I don't have anything smaller than a quarter."



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Alan Jones, Metal Embosser

At the age of 16, Alan Jones asked his father to teach him the art of metal embossing, but his dad said, "No." Since childhood, Alan had watched his grandfather and his father practice the centuries old art form as they imparted luster, radiance, dimension, and texture to the gold and silver with which they worked. Using just hammers and 5-inch chisels, they took flat metal and created beautiful raised designs, but his father reckoned Alan didn't have the patience for such work.

When, at age 23, Alan asked again, this time his father agreed to teach him his craft. The two spent hours in their garden workshop in their native England sitting across from each other transforming metal goblets, bowls, spoons, and other objects into works of art. Once a week they would travel into London to deliver finished products and collect new work.

Embossing is not a forgiving art and working on 17th century antiques, which they sometimes did, was stressful, but Alan had been taught well and always managed to turn out fine products. He and his father once worked in gold creating a set of statues—a mother camel, her baby, and a palm tree. They worked diligently to perfect the texture of the camels' hair, making it longer on the hump, shorter on the body, and ensuring it ran in the right direction so that when the light hit it, it looked realistic. "I later discovered that the piece was for Queen Elizabeth [II], who was giving as a gift to an Arabian prince," Alan says.

Eventually, Alan sent resumes to the U.S. and was hired by Tiffany & Co. where he says he worked on diverse pieces over which he was given a good deal of artistic license. According to Alan, he created the Super Bowl trophy each year from 1988 to 1993, a tea set for Laura Bush, and worked on the prestigious Tattersalls Tiffany Highflyer Stakes Cup, designed for presentation at one of Europe's richest horse races. Having worked with gold, silver, copper, aluminum, and pewter, Alan decided to try his craft on steel, giving this ancient art a modern (and mobile) application.

"I was watching a custom motorcycle show on TV with great admiration for

ANCIENT ART; MODERN APPLICATION



Alan Jones, a third-generation embosser, found a way to bring his art to motorcycles.

the skills of the builders and wondered if I could put a raised design on a steel gas tank and fender in the same way that I had worked with silver pieces," explains Alan. Working with steel, as opposed to softer metals, required Alan reinforce his tools. With some experimentation, he found that he could successfully render patterns into the hard metal, creating any design he could do in silver, including the human form, feathers, woodgrain, and hair.

His first project was a fender given to him by his local bike shop on which he embossed the shop's logo. Pleased with

his work, the shop gave him a bigger, thicker fender for a logo. "I didn't think it would work, but took it to be polite," Alan says. "I knew the thicker steel would be harder to work with, but I was able to raise it to a satisfactory height and the result was impressive." He has since completed a gas tank with a large raised eagle, scrolls, and leaves, having removed the bottom of the tank to access its inside and then re-welding it.

Alan continues to apply his 30 years of embossing experience to motorcycles and says he can do any image in steel, including portraits, animals, and a wide variety of patterns. His work, all hand done, doesn't come cheaply, but the result is gorgeous and unique.

Customized embossing by a third-generation artist of this ancient craft achieves a look and feel like nothing else. Embossing produces a pronounced texture because the surface is actually changed by punching the metal from behind, creating areas that appear and feel sunken or relief. You can run your hand over the work and feel the texture of woodgrain or feathers. Alan asserts that there is no limit to what he can create in terms of design. "Whatever can be drawn, I can put on metal."

—Joanne Morris

To discuss your custom project with Alan, call: 973-328-0175 or 201-919-2011.





Traditionally, embossers usually use soft metals such as silver to showcase their work. Black Label Choppers gave Alan this fender to try his craft using steel.



The wood grain is achieved by raising the metal from inside the tank.

Photos: Alan Jones

LOOKING FOR A USED HARLEY Getting Started

The 99 Crafty Customs Contest is built around buying and customizing a 1990 to 1999 Harley-Davidson big twin motorcycle for a total cost of no more than \$9,999.99. At first, this could be regarded as a daunting task, but if you look deeper into it, there are a lot of used bikes out there that fit into those years. Harley sold almost a million motorcycles during that time frame. Due to the current recession, many used motorcycles are now being offered at very reasonable prices. Also, when building a custom bike, it's a lot easier to start with a solid used motorcycle than a basket full of parts.

During the ten-year period outlined in the contest, Harley's Softail models were their biggest sellers, so it only stands to reason that Softail models will be the most popular used bikes. This is a good thing because Softails make great-looking customs. Another plus in favor of the Softail is the current popularity of Harley's touring models, so just maybe there is a softness in the used Softail market, which will be a big benefit for riders looking to buy a used Softail. Don't get us wrong, any of the Dyna Glide, FXR, or full dress touring models can make a killer custom, but because Harley sold fewer of them, they might cost a little more to start with.

To get the lowdown on the models and prices of typical used Harleys, we clicked on Bruce Rossmeier's Harley-Davidson's website (www.bruccrossmeyer.com). The company has eleven stores from Florida to Boston on the East Coast and out to Grand Junction in Colorado. The company's online listing had well over a hundred used Harleys, of which sixteen were 1990 to 1999 models. The bikes were priced from \$5,995 on up. The company can sell you a bike over the Internet and then ship it to your home; it's just amazing what we can do with computers.

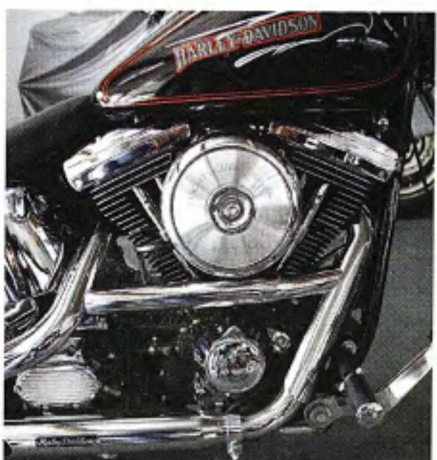
Along with the Internet, we also set out to canvass our local bike shops to see what they had to offer. What an eye



1 This 1990 Softail Custom was priced at \$5,250 at CycleWorks Etc. Except for bolt-on items (seat, fork bag, and chrome items), it was stone stock. It still had the original Dunlop K181 rear tire. One might think that this bike is an exception, but there are thousands of low-mileage Harleys that have spent years under bike covers, tucked away in the backs of garages.



2 Your first stop should be the speedometer. This one showed 8,312. Whatever the mileage shows, the bike can be a winner or a loser. We know lots of riders that have 50K-plus miles on bikes that look and work every bit as well as this one.



3 Next up is the motor. The first thing to look for are any oil leaks; leaky motors show poor maintenance. Also, 1994 and earlier Harleys had painted motors, not the more durable powdercoating.

opener. Out of the seven shops we checked, all either had used bikes they were selling or bikes customers had parked in their shop for them to sell. All told, we found 62 used Harleys for sale. About a quarter of all the bikes that we saw fell into our 1990 to 1999 category; one shop had five!

One of the shops that we visited, CycleWorks Etc, had a prime example: a 1990 Softail custom. The bike's speedometer showed very low mileage, 8,300,

which made us a little suspect, but after giving it the once over, we think it's accurate. Priced at \$5,250, it would make a great start for a custom. Other bikes we saw ranged from \$3,995 to \$8,950. We even found a 1991 Ultra Classic at Lifestyle Cycles for \$5,995. A good source for used motorcycle values is the NADA Guide (www.nadaguide.com).

If you are out cruising the bike shops, what should you look for on a used bike? We photographed the pertinent areas on



4 The controls can tell you a lot about a bike. Ragged grips and pitted levers means the bike spent a lot of time out in the weather. Make sure that the levers work smoothly. The brake lever should not pump-up if you work it rapidly.



5 Foot controls can be used to verify the odometer reading. If the bike shows low mileage, but the brake pedal's rubber pad is worn away, there's something wrong.



6 Take a really close look at the gas tank; there shouldn't be any dents on the outside or rust on the inside. Having to buy new sheet metal can eat a real hole in your budget.



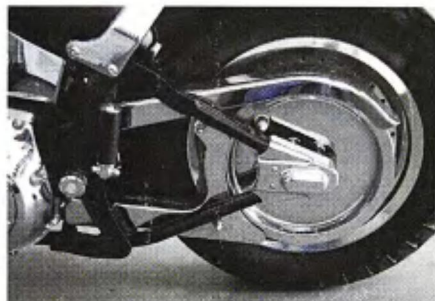
7 The front fork tubes should be oil tight and rust free. Bounce on the handlebars to check the riser bushings and the ability of the fork tubes to move smoothly up and down in their sliders.



8 The rims and spokes should be clean and rust free. Check around the spoke nipples where they fit in the rims; rust there could mean the bike needs a new rim.



9 Check the brake calipers and rotors. A leaking caliper is not only costly but also dangerous. A grooved rotor could cost \$100 to replace.



10 All chrome ad-on parts should be clean and bright. A rusty pulley cover or belt guard isn't worth much; you can't even fix it with a can of spray paint.



11 Lastly, check the seat for rips and proper fit. It should be solidly mounted; movement is not acceptable. Check under the seat and gas tank for any loose wires or parts hanging down.

the 1990 Softail that was at CycleWorks Etc. Not every bike that is for sale will be this clean, but we found several that were. The lesson here is not to buy the first bike that comes along; be patient and remember there are a lot of good, clean used Harleys for sale.

—S.E. Malone

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866-642-3464
www.brucerossmeier.com

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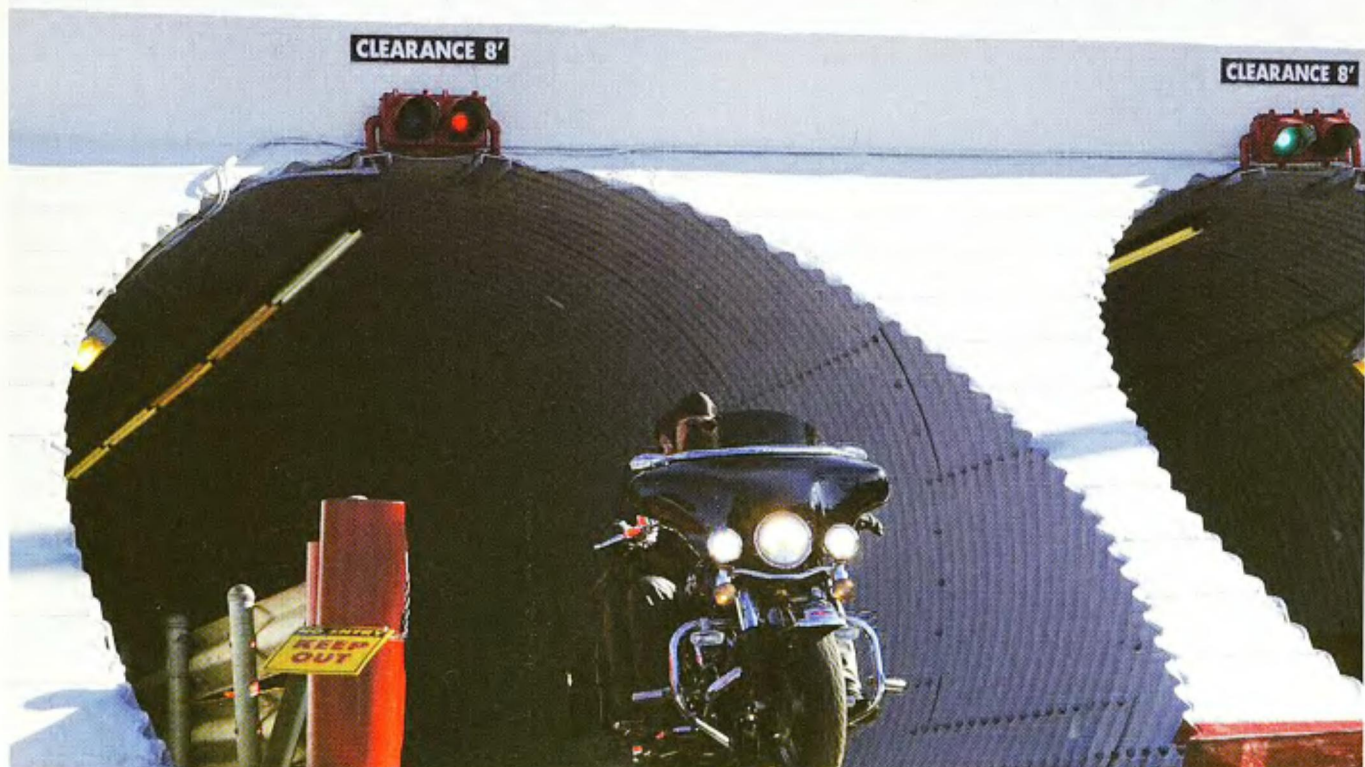




The motor ain't hot, but Lauren sure is.

—Jeremy Gradisher, Muskegon, Mich.

DAYTONA



Like gettin' shot out of a cannon at Bike Week.

—Ron Hawks, Safety Harbor, Fla.

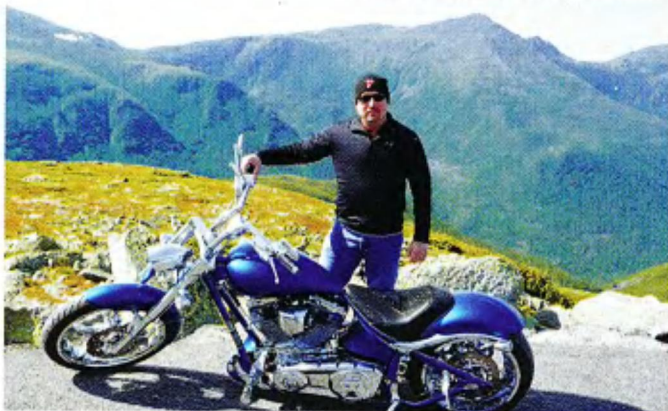


John Shope—Mr. Sinister—is sittin' pretty, slidin' easy.

—Paul Morton, Scottsdale, Ariz.



Old-school cool 1948 pan/shovel. —Larry Wirick, North Port, Fla.



A V-twin view at Laconia.

—S. Taylor, Pasadena, Md.



"The party is here boys!"

—James Busch, ROT Rally 2010, Austin, Texas.



—Headog, Rolling Thunder, D.C.



—Beadman Bob, ABATE of Pa. State Rally



Photo snapped a nanosecond before the clutch popped, launching Dyna Dawn across the garage.

—Tom Barclay, Peoria, Ill.

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

photos printed smaller than half-page and \$30 for every black-and-white picture printed. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions. Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: **Easyriders** In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

BIKETOBERFEST 2010

Daytona Beach



The Boardwalk Bike Show is always a crowd-pleaser at both Daytona Biketoberfest in October and Daytona Bike Week in March.
—Michael Lichter, Biketoberfest 2010, Daytona Beach, FL



ANDY WALKER'S FIVE ALARM 1956 PAN

FIRESTARTER

During the last 24 years, Andy Walker has seen a lot of smoke, and, in this case, where there's smoke there's a fire-breathin' cool custom he built himself. Andy is a fireman, currently piloting a 95-foot-long "aerial platform" aka ladder truck for the town of Brighton, Tennessee, about 20 miles north of Memphis. The fire truck is bright red and his bike's PPG paint color happens to be called "Ruby Red," and like Dorothy's famous slippers, helps imbue his bike with a certain magic. Just the four-ounce bottle of very special pearl that went into the mix retails for \$1,700. Fortunately Andy, when not on duty at the station, is part of a nationally famous custom paint shop, O's Custom Paints, chosen for sponsorship by PPG as well as the exclusive painter for the Easyriders Bike Show series and also the painters of choice by Rossmeyer's Destination Daytona. In other words,





Just the four-ounce
bottle of very special
pearl...retails for
\$1,700.

the company is not only at the top of its game but was selected because of its reputation for keeping its word. If the company says three weeks, its three weeks, not three months.

"It was thanks to PPG that I was able to use that paint, otherwise, on a fireman's salary, it wouldn't have happened," says Andy speaking from his post in the station house, his ear out for the alarm call. "If I have to hang up, I'll call you back," he added.

Andy's been riding since he was the ripe age of nine, his own first scratch built bike completed in 2004. It was a good start. His first effort happened to win Best of Show at the Easyriders Memphis Bike Show. Then invited to the Easyriders Cincinnati Invitational, he was competing as a privateer against over 300 top-level entries. He went home this time with the trophy for Best Display. Seems he has a knack for presentation and had been building all the displays for his buddy's shop, the aforementioned O's Custom Paints located in Bartlett, Tennessee.

Recently he was thinking of taking that first bike and making something

different. At O's Custom he spotted a custom painted Sportster tank and tried it on the bike's frame. That was the spark that lit the project's flame so to speak. "The only parts I kept from the original bike were the frame and motor/transmission. I was thinking about making a bobber and something a bit more fun to ride than the previous bike. I wanted something different."

It gets way different once you hear some of the "details" that went into the 1956 pan's reformation. For instance, the custom-made lithium ion battery that measures just 2x2x3 inches. "I told the company I had a three-inch max clearance. I also told them it was a kick-start only bike, but I needed the battery to make the spark to get started and to run the lights." Speaking of lighting, you might notice the headlamp, a beautiful polished solid brass unit. Andy, while surfing the Web, came upon the light

and it struck his fancy. He learned from its owner, an octogenarian antique collector, that it was made circa 1914 by the Side Ray Spotlight Co. "He said they were rarer than hen's teeth, but I was able to snag it for only 65 bucks. Now that lithium battery cost about ten times as much, so it all balances out."

Beside lots of brass pieces, including the pegs, risers and grips, other nostalgic detailing includes a "stash box" mounted on the side of the oil cooler behind the transmission, previously an ashtray liberated from a 1932 Cadillac. The gear shift knob was once a door knob from an old public school in NYC. The taillight came off an early 1920's REO automobile as does the bike's gas cap, once a radiator cap while the "W" logo intake on the carburetor is a horn cover off an old Willys car. Also noted is the vintage of the Springer front end, an original 1932 Harley VL.

The STD motor is a modern story. "It's got the best of the best in it," says Andy. "It was built by a friend of mine, Steve Hawkins in Somerville. When it comes to flatheads, panheads, any old motor, Steve's the man. We figure it's pushing 120 horsepower."

—Paul Garson

This month's *Easyriders* girl is gyratin' Jessi from Cartersville, Georgia. We asked her what the difference is between a stripper pole and a fireman's pole. Boy, did she show us!



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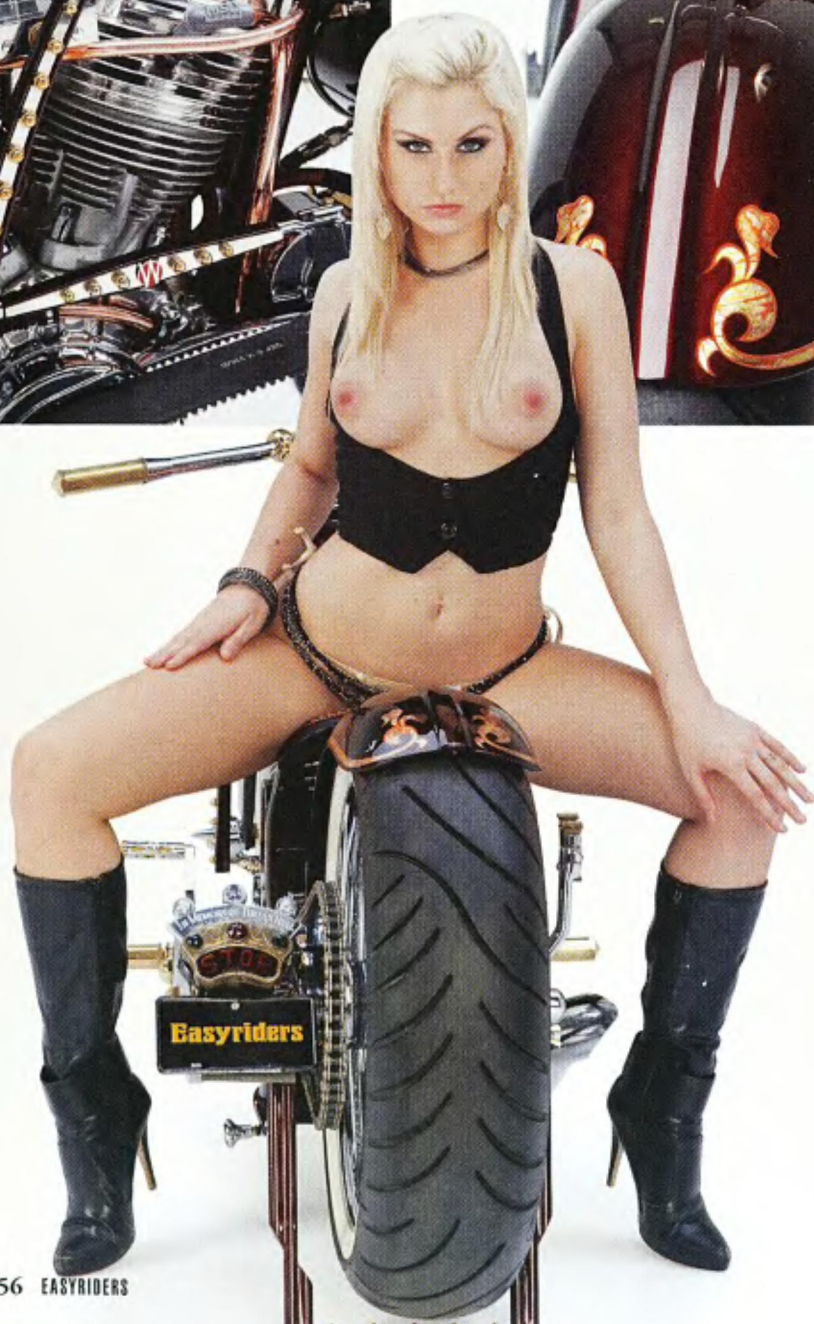
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Owner: Andy Walker
City: Brighton, Tennessee

GENERAL

Fabrication: owner
Year/make: 1956 Custom
Model: panhead
Assembly: owner
Time: 6 months
Chroming: Chrome Masters

ENGINE

Year: 2000 STD
Builder: Steve Hawkins
Displacement: 93 cubic inches
Cam: S&S .540
Ignition: Mallory
Pistons: S&S
Heads: S&S
Lifters: Crane
Carb(s): P.S.I.

Air cleaner: owner/'40 Willys
Pipes: custom

TRANSMISSION

Make: Harley-Davidson
Year: 1963

Modifications: hydraulic foot clutch
Shifting: 64-speed hand

PAINTING

Painter: O's Custom Paint/Mitch Omar
Type/color: Ruby Slippers
Special paint: Mike Robins

FRAME

Year/builder: 1956 Harley-Davidson
Rake: stock plus 3-degree cups
Shocks: straight-leg rigid

ACCESSORIES

Bars: Whiskey
Handlebar controls: don't need 'em
Fenders: custom
Headlight: 1914 Ray spotlight
Taillight: 1920s REO car
Pegs: custom brass/DMC Chops

Electrics: owner

Oil tank: custom

Oil system: S&S

Seat: hard

Grips: DMC Chops

FORKS

Type: 1930 VL Springer
Builder: Harley-Davidson

WHEELS

Size: 21-inch front, 18-inch rear
Wheels: octagon spool/
 Buchanan stainless spokes
Tires: Avon (Moon Eyes whitewall insert)
Brakes: Sprotor/4-piston rear

Photos: Don Rogers

Contact: O's Custom Paint
 901-382-4900

www.ospaint.com

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 *Easyriders* 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: *Easyriders*, *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, *Easyriders* 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!

"Times are tight and your bros at *Easyriders* want to prove that you don't have to spend \$20,000, \$30,000 or \$35,000 to build a cool custom motorcycle. We're looking for 'brilliance on a budget.'"

Remember, the cost of the bike and customizing cannot exceed

\$9,999.99

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



Bagger

HERE'S HOW IT WORKS:

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



Chopper

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

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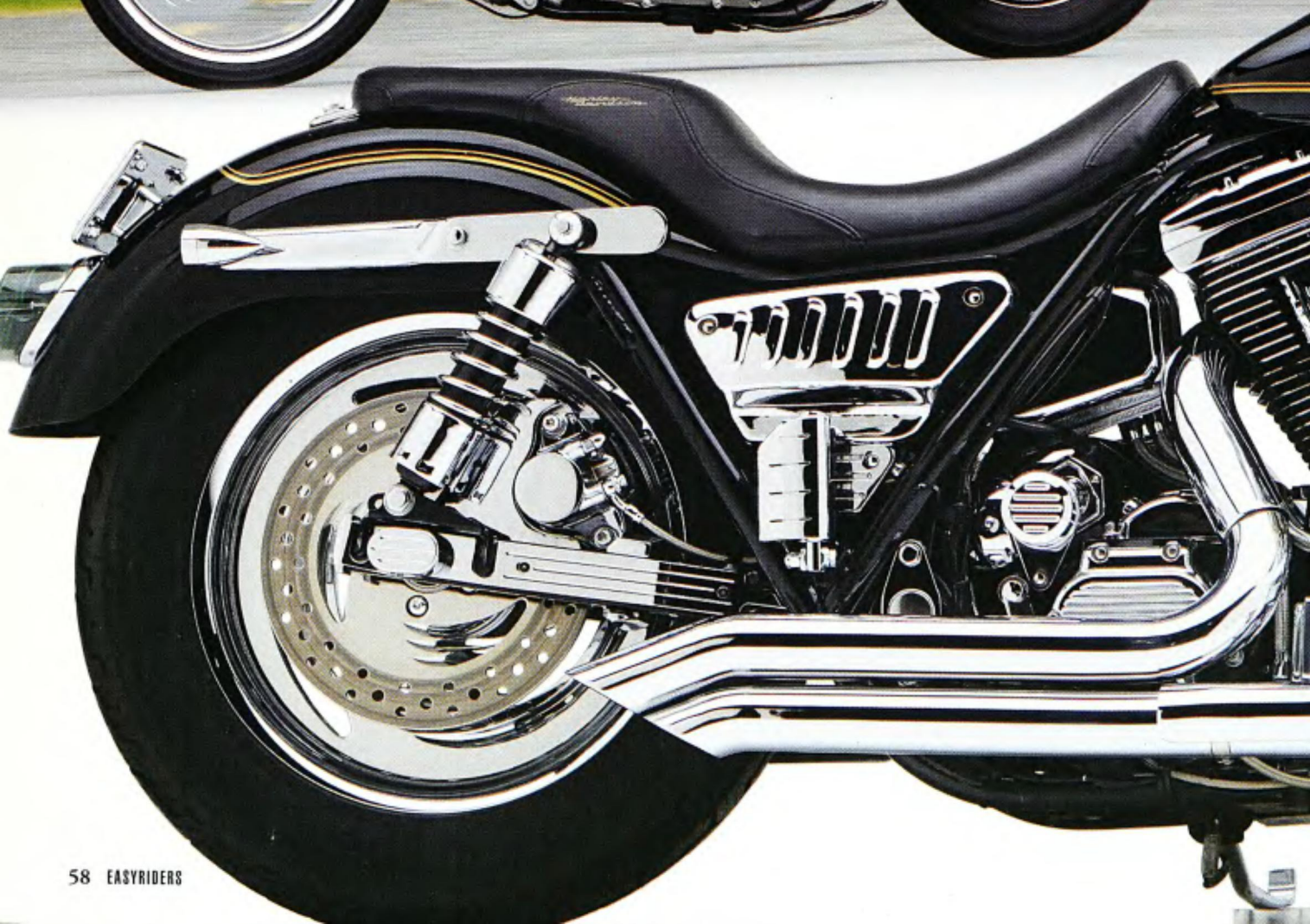


www.99crafty.com

99 Crafty Customs Winner



Paul Spignesi of Branford, Connecticut, has owned this 1993 FXLR since 2003 when he found it on eBay.



Paul Spignesi's 99 Crafty Customs Winner

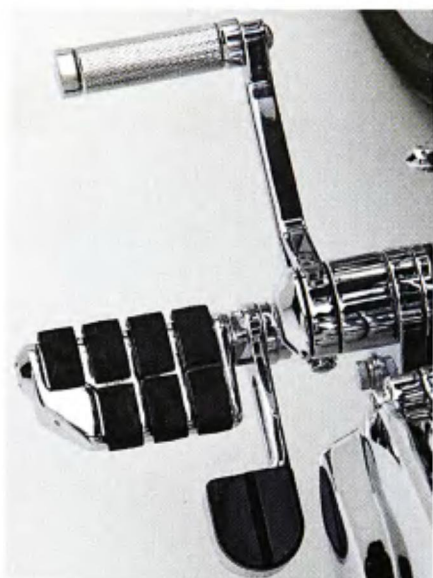
THIS IS ONE CRAFTY FXLR

This month's 99 Crafty Customs Winner comes to us from Branford, Connecticut. This sexy little 1993 FXLR is the everyday ride of Paul Spignesi, who has owned the bike since 2003 when he found it on eBay. Since then, he's been customizing it bit by bit to suit his tastes.

The 99 Crafty Customs Contest is our way of honoring 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 for 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





According to current Harley buyer's guides, the used value of this 1993 FXLR is in the \$4,400 to \$4,700 price range.

issue of *Easyriders*, *V-Twin*, *Biker*, *O* and *In The Wind*, and those winners get a bike feature to show off to all their friends.

The NADA value for used Harleys only goes back to 1995, but by doing a little research and checking current Harley buyer's guides, we believe the used value of this 1993 FXLR is currently in the \$4,400 to \$4,700 price range. That means if you were to pick up a used FXR today, you'd still have over five thousand dollars to play with for chrome, paint, and bolt-on goodies. Or, you could go crazy and fabricate some new tanks and fenders to show us how creative you can be without spending more than \$10,000.

Let's say you've got a bone stock FXR in your garage and you'd like to doll yours up like Paul's here. We looked up retail prices on the items seen on this sled to give you an example. Paul's bike includes: Samson exhaust (\$629.99); black gloss paint (\$900 on eBay); Progressive Suspension shocks (\$644); 12-inch apehangers (\$79.99); a Headwinds headlight (\$294.95); LED taillight (\$123.99); mirrors (\$120.99); and grips (\$99.95) by Pro-One. The Wide Glide Harley front end is two inches under stock. The brakes are chromed Harley calipers and rotors, the wheels are by Rev Tech (\$729.99), and a similar two-up seat would set you back (\$229.99). All that is still amounts to under \$4,000 in parts, accessories, and paint.

Paul's bike proves that *you* can build a Crafty Custom. Not only has he won a

bike feature in this month's contest in *Easyriders*, but he also has the 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-wheeled history, just visit www.99crafty.com and enter your bike today. See the ad in this issue for details. Your bike might be seen right here in a bike feature in *Easyriders* AND you might just win \$10,000 in cash! —Dave Nichols



The Wide Glide Harley front end is two inches under stock. The brakes are chromed Harley calipers and rotors; the wheels are by Rev Tech (\$729.99).

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



Owner: Paul Spignesi
City: Branford, Connecticut
General
Year/make: 1993 Harley-Davidson
Model: FXLR
Assembly: owner and friends
Engine Accessories
Carb: S&S
Aircleaner: Cycle Vision
Pipes: Samson
Painting
Painter: Superior
Color: black
Accessories
Bars: 12-inch apehangers
Handlebar controls: Pro-One
Fenders: stock
Headlight: Headwinds
Taillight: LED
Speedo: stock
Seat: Harley-Davidson
Grips: Pro-One
Mirrors: Pro-One
Wheels
Builder: Rev Tech
Tires: Dunlop
Brakes: Harley-Davidson
Photos: Dino Petrocelli

Paul's bike includes: Samson exhaust (\$629.99); Progressive Suspension shocks (\$644); 12-inch apehangers (\$79.99); a Headwinds headlight (\$294.95); mirrors (\$120.99); and grips (\$99.95) by Pro-One.



GEICO
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Angel City Rally

Less than 100 miles south of Atlanta, just one mile from I-75 lies a 100-acre piece of land in the middle of nowhere. It's actually Unadilla, Georgia. Within the 100 acres, off of exit 122, stands Angel City, the brainchild of a tall, southern gentleman named John Wayne Smith. Wayne, as he prefers to be called, was a frequent visitor to another famous biker rally held each year in South Dakota. After one such visit to the Sturgis Rally, Wayne decided to bring a little of that rally home with him and Angel City was born. Encompassing four acres within the one hundred it is a western styled town specifically designed with bikers in mind.

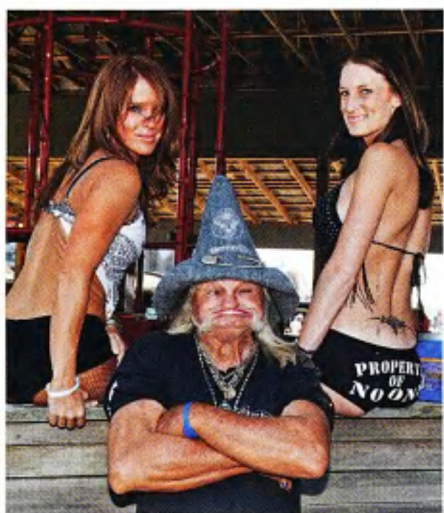
The shops and the main street of Angel City bear a striking resemblance to those we see out West. It is easy to forget you are in a small Southern town known previously for only growing peanuts. Angel City is the town within a town, a biker friendly town, a party friendly town, and the only reason to

get off Interstate 75 at exit 122.

As bike rallies go, Angel City is a youngster. Since its inception, the number of attendees each year continues to grow and is proof that the boys in the South are quick learners, and they certainly know how to throw a party. Currently there are 400 RV campsites (both wet and dry) and unlimited tent camping. Either way you go, you will only be a few hundred yards from the main town and the events held within. Plans are already in the works to expand the city and the surrounding campgrounds to accommodate the growing crowd.

Attendance at this year's fifth annual spring rally (there's also a fall rally) topped out at 12,000. That is considered small by some standards, until you factor the square footage those 12,000 folks are hanging in. This rally offers up all the usual sites and activities one might find at the bigger rallies around the country, including top musical entertainment,





custom bike builders, biker games, bike shows, wet T-shirt contests, the popular Ives family motorcycle stunt team, and more vendors than you can shake a stick at keep the crowd partying until the wee hours. After which, it's an easy ride, walk, or stumble back to your campsite where there's a good chance you will find yourself invited to one of the many all-night tailgate or campsite parties.

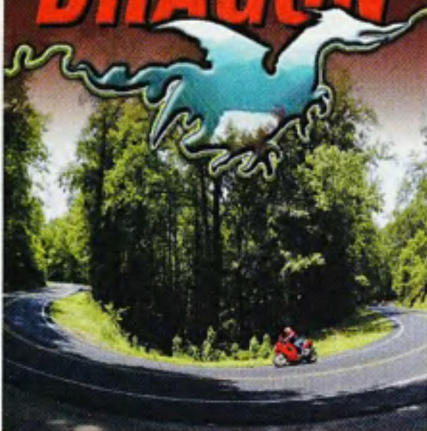
Just to make sure you leave this rally safely, Angel City and volunteers from Christian Motorcycle Association provide free and voluntary breathalyzer testing at the gate, prior to hitting the highway. If you fail your blow into the meter, they will provide transportation to and from the event grounds. Plus Wayne wants to keep this an affordable place to party. Campsites are reasonably priced, the entertainment is free, and a beer is only two bucks—tough to beat that. You could say that Angel City is biker heaven on Earth.

—Don Rogers

DEAL'S GAP

Motorcycle Resort

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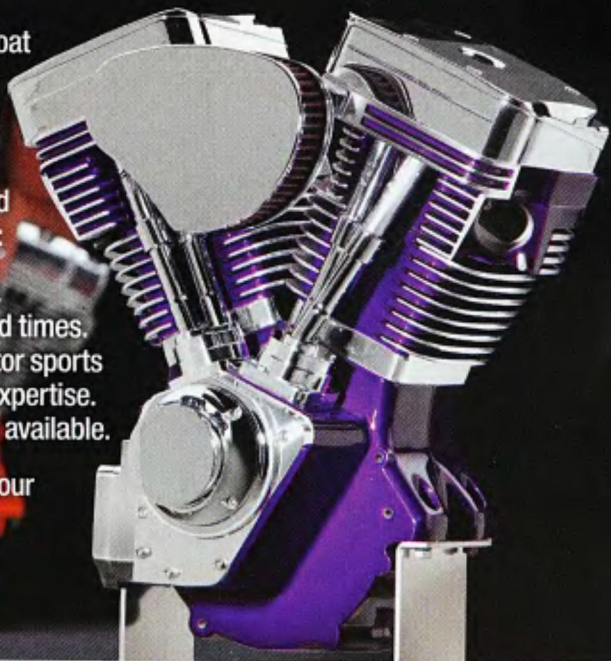
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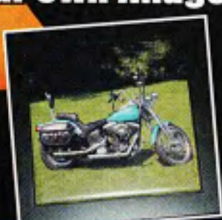


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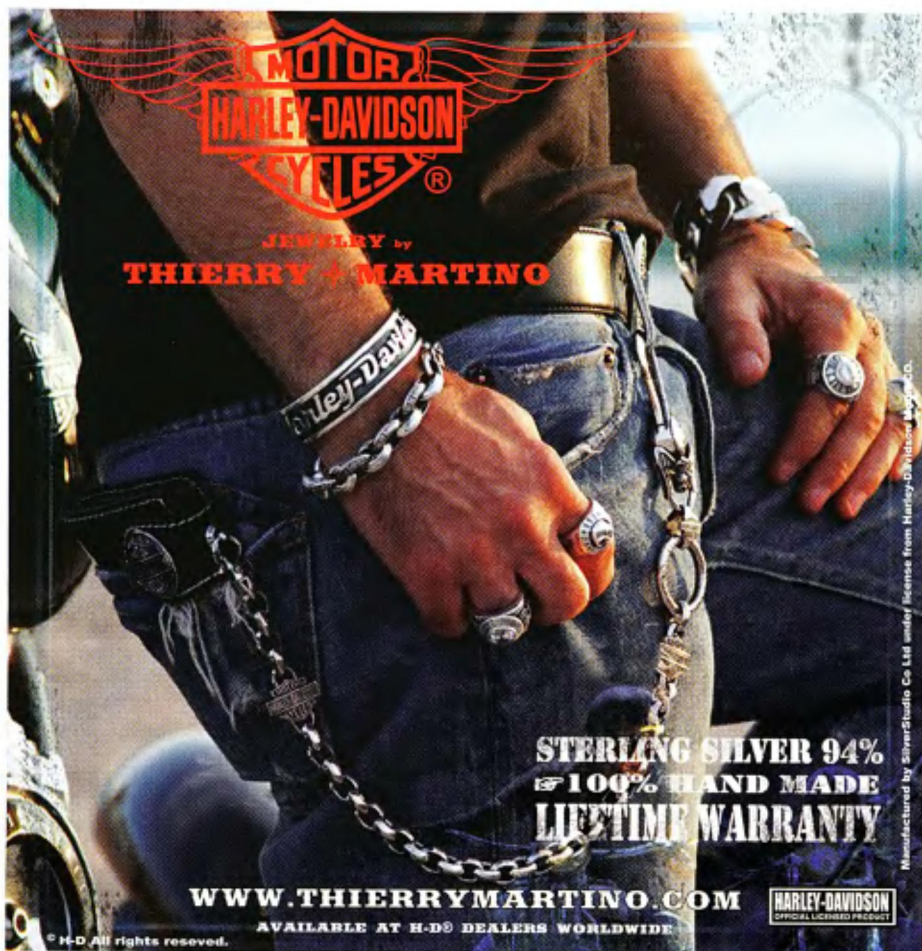
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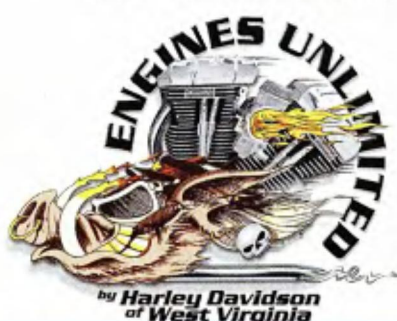
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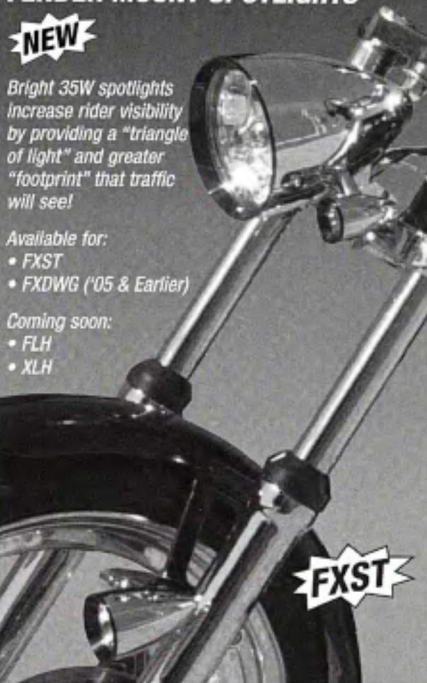
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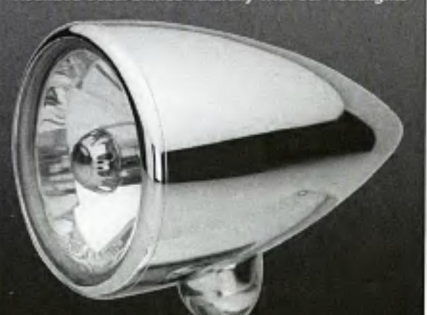
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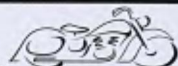
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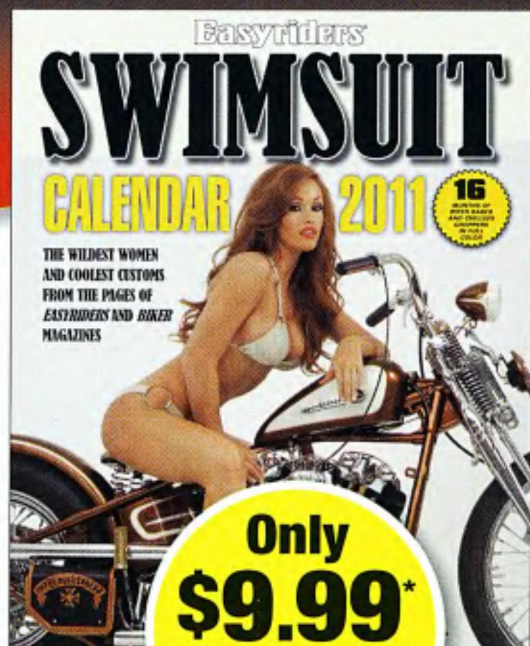
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John Parham Is Breathing Easy

On August 8, 2010, in the midst of the annual Sturgis Rally, industry icon John Parham of J&P Cycles was finally able to breathe easier. He had a new lung.

But rather than in South Dakota, he was lying in a Cleveland, Ohio, hospital bed, his wife, Jill, and his son, Zach, by his side, the culmination of a nearly four-year struggle with pulmonary fibrosis. The debilitating disease had left his lung tissue heavily scarred and there was no cure or treatment except a radical procedure: a transplant. The deadly condition is usually associated with long-term exposure to asbestos, working around fine dust, and similar environmental hazards.

"I really don't know how I got it, but I got it," says John now speaking from his offices in Anamosa, Iowa, the headquarters of what has become the world's largest aftermarket motorcycle parts and accessories superstore, J&P Cycles founded by John and Jill in 1979. They also have their Destination Daytona Super Store in Ormond Beach, Florida, and temporary retail stores set up annually at the Sturgis Rally. But John's story goes way beyond "parts is parts," rather a true life and death drama and one he tells in order to raise public awareness about a subject literally near to his heart.

The preliminary battle began in March 2010 when lower stomach pains sent him in for tests that resulted in intestinal surgery. All went well, except he developed pneumonia in the hospital as the result of his weakened lungs. He spent 33 days in intensive care, lost 40 pounds, and underwent hardcore therapy to learn how to walk and even swallow again. But John rallied after 21 more days in rehab, finally leaving the hospital in May and going home under nurses' care. A couple of weeks later he went to Cleveland for exams to make sure he was capable of sustaining a lung transplant. Meanwhile Jill came down with appendicitis, just two weeks before John was scheduled to go to Cleveland for the grueling battery of tests. Tough times indeed, but the Parhams were tougher still and made it through that additional challenge.

With his lungs operating at less than 25% efficiency, the "down to the wire" operation took place at the Cleveland Clinic and involved removing and replacing his left lung. "I was on high doses of



John Parham of J&P Cycles (left), with his wife, Jill, and his son, Zach.

oxygen 24 hours a day and it was getting worse. I wouldn't have lived until the end of the year if the donor lung had not become available and had my name not been called from the waiting list," says John. He had chosen the Cleveland Clinic because of its track record performing some 150 such transplants annually. He had only been on the waiting list about six weeks when they called but had been involved in the lung transplant program for more than three years, during which time he only had 50% of his lung capacity, though John functioned well enough so that most people weren't aware of his condition.

The good news about the transplant came during J&P's Open House celebration that included a golf tournament for the benefit of a children's charity, so a large number of John's clients and good friends were in town when he received the call. "It was great having all these people around at that time," says John. "If you die suddenly, there's a funeral, but you really don't know how many friends you had. I was lucky. I've been able to share this experience with my friends as well as people I don't even know all around the world. There were thousands writing on my blog, a wonderful feeling to have the whole motorcycle community at my side."

That call came through on August 7 and by half past midnight on August 8, John had been flown to Cleveland. At 5:00 a.m. surgeons commenced the five-hour transplant operation. John's son was at the ongoing Sturgis Rally, manning the company store at the event, and Al Simmons of Mustang Seats flew Zach to Cleveland, so he could join his mom at the hospital.

As it turned out, the new donor lung was twice as large as John's deteriorated two lungs put together, and most of his breathing is now accomplished by that

healthy, new left lung. After ten days in the hospital, John spent two weeks in an extended care facility. Daily therapy sessions included pulmonary exercises designed to strengthen and increase his lung capacity. John's progress was posted on a Web feature they call "The Care Page" that enables friends and relatives to keep up to date about a patient's recovery, a feature that makes communication simpler and more efficient for both patient and well-wishers.

"The whole process has been a battle, the hardest thing I've ever done, but it was also such a blessing, such a wonderful thing, that I want to give something back. I didn't want to tell this story so people feel sorry for me but because I want everyone to know about the importance of being an organ donor and all the good it does. We, as motorcyclists, know the reality of being susceptible to accidents. I also know how gracious and generous motorcyclists are in general and their support of so many good causes. I think this is something we can feel good about because, as a donor, you can save as many as eight lives in the process. I don't know the person's name, but I do know that someone saved my life because they thought of doing it."

John reminds us that we can sign up via our local DMV so that our donor status appears on our driver licenses, but he also suggests that people take it one step farther by registering their donor intention at www.DonateLife.net or with similar organizations. And of course, let your family and friends know your wishes. You can also record your donor status via your individual state's sign-up registry. Another strategy to make sure your intent is clear is to place your name, blood type, and other relevant information on the back of your helmet along with "organ donor" indicated.

Dying is not a subject people generally want to think about, or even read about; however, like anything else, it's good to have a plan. You can think of organ donation as something that you can give back, the message John Parham, as the result of his experience, wanted to share. John is doing great. In fact, he recently attended the Barber Museum vintage show and races and even brought home several motorcycles to add to his collection.

—Paul Garson

Photo: J&P Cycles

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TASTY TRANSFORMERS

This guide to frames and sheet metal provides two essential building blocks to construct or customize your scooter for a radical new look. From pro-street racers to low slung choppers, baggers to bobbers, in this guide there is a frame to fit every taste, as well as fenders, tanks, and covers to complete the transformation. —Kit Maira



KRAFT TECH RIGID FRAMES FOR BIG TWINS FROM DRAG SPECIALTIES

Kraft Tech's new rigid frames are available in two sizes: for a 130 tire or 180 tire with 1 1/2-inch belt; or for a 200 tire with chain. These frames are constructed of 1 1/4-inch DOM steel tubing, mandrel bent and TIG/MIG welded. Each frame has a 30-degree rake and 0-degree stretch and is designed for 4-, 5- and 6-speed transmissions. The transmission plate is sold separately.

These frames use a stock 1986-1999 Softail oil tank and rear brake caliper (sold separately) and will accept Evo, shovelhead, and panhead motors with a clearance for cylinders up to .200-inch taller than stock.

HELL'S FOUNDRY CHROME-PLATED SIDE COVER SKINS FROM DRAG SPECIALTIES

Hell's Foundry is introducing these chrome-plated side cover skins for 1996-2011 FLHT, FLHR, FLHX and FLTR models.



With styling inspired by the chrome oil bag found on Softail models, Hell's Foundry has smoothed out the look by eliminating the horizontal character line for a cleaner appearance. These tasteful chrome accents are easily installed over the factory side covers using supplied double-sided tape. Hell's Foundry products are proudly made in the USA.

RWD ROCKER FRONT FENDER FROM DRAG SPECIALTIES

Russ Wernimont Designs high-quality Rocker front fender for 2008-2011



FXCW/FXCWC applications is constructed of 16-gauge steel with a paintable raw finish. This fender measures 35 1/2 inches contour length, 1 3/4 inches mounting width, and 4 3/4 inches width across the top. It is designed for 19-inch wheels and is proudly made in the USA.

Drag Specialties
www.dragspecialties.com



DYNA BOBBER KIT

Owners of most 2006-and-later Harley-Davidson Dyna models can achieve the hot bobber look with the installation of the new chopped rear fender kit, a complete "bolt-on" chopped fender kit. The chopped fender eliminates the traditional taillight and center-mount license plate, and replaces the OEM rear turn signals with the included stop-turn-tail lights for a clean, stripped-down appearance.

Installation requires the separate purchase of the new side-mount license plate kit finished in brilliant chrome with a durable steel mounting bracket that incorporates license plate illumination.

Complete the bobber transformation with the new solo spring saddle in black leather with torsion-style springs designed for suspension and support. The seat can be removed and replaced with a touring seat for two-up riding.

Harley-Davidson

www.harley-davidson.com



DAYTEC RAPTOR FOR X-WEDGE FROM S&S CYCLE

The Daytec Raptor frame for the S&S X-Wedge is a right-side drive, under-chassis shock design. The frame features 38 degrees of rake with 5 inches of top tube stretch, a single downtube, and a 1-inch dropped neck. This chassis is constructed of 1 1/2-inch diameter tubing overall, except the 2-inch diameter front downtube. The swingarm has a 2-inch stretch and will accommodate 280 to 300 width rear tires.

The Raptor chassis is compatible with stock and aftermarket components for 1998-and-earlier Softail models. Kit includes the frame, stealth swingarm, aluminum rear motor mount, front shock mount, polished stainless steel rock guard kit, forward adapter plate right and left, bump stop, pivot axle and bolt kit, pivot axle bearings (installed), rear axle kit and axle block cover kit.



ROLLING THUNDER FRAME FOR X-WEDGE FROM S&S CYCLE

S&S is offering this Rolling Thunder frame for the X-Wedge engine. The rake of this frame is 34 degrees, which keeps a narrow wheelbase and allows for a tight, nimble ride. The 2-inch diameter

backbone has a mild radius and a 2-inch forward stretch. The under-chassis shock frame and swingarm includes a 1-inch hidden axle, with both stock and custom brake tabs to be welded on to suit various build requirements. The 200X frame is constructed of the best quality DOM seamless tubing. Included with the 200X frame is a center fill oil tank with a 4-quart capacity that allows for a full size battery box.

S&S Cycle

608-627-1497

www.sscycle.com



HUGGER FRONT FENDERS

Sumax new Hugger front fenders are wraparound style fenders made of composite glass, making them lighter, yet much stronger, than conventional fiberglass. A finish premium-grade primer gel coat makes these fenders ready to sand and shoot. This new Hugger design is available for narrow front ends running a 100/90 19-inch tires (\$151.42) and wide front ends running 130/90 16-inch tires (\$163.85). Matching rear Hugger fenders are available for many models. All Sumax glass products are made at its facility in upstate New York.

Sumax

800-654-5546

www.sumax.com



180 TIRE RIGID FRAME KIT FROM KUSTOMWERKS

The Kustomwerks 180 kit for Sportsters includes the rigid frame, Torpedo gas tank, round oil tank, and a 9-inch wide rigid fender. Frame is 1.25-inch DOM tubing, 30-degree rake, 2-inch stretch in

the front legs, and a 3-inch backbone stretch. Tank uses old-style mounting and gives a long and lean nostalgic look. Tank holds approx. 3.2 gallons.



CUSTOM STYLE TORPEDO GAS TANK FROM KUSTOMWERKS

This Torpedo gas tank is solid mounted to keep the price down. It features a ridgeline that runs from front to back, giving it old-school flair. The petcock hole is exposed on the left side to let everybody see the plumbing. The tank is universal mount, bolted to the frame using the supplied rubber gaskets to isolate it from vibration.



SPORTSTER IRONHEAD FRAME FROM KUSTOMWERKS

Kustomwerks stocks rigid frames for 1967-1985 Ironhead Sportsters. The frame accepts stock width tire and features 1 1/4-inch tube with 30-degree rake and 0 inches of stretch. It is constructed of 1 1/4-inch thick wall DOM steel tubing with 1 1/2-inch backbone. All frames are TIG/MIG welded and will accept Sportster engines from 1967-1985. Standard frames accept a 130 tire with chain.

Kustomwerks

www.kustomwerks.com



SANTEE LOW-GLIDE STOCK REPLACEMENT FRAME

Need to rebuild your ride? The Santee Low-Glide stock replacement frame for

touring models is built to fit 1994-2006 touring models with no stretch and 26 degrees of neck rake. It accepts Twin Cam and Evolution engines with matching touring model transmissions. It also accepts all stock sheet metal, forks, and suspension. Kits include frame and swingarm.

Custom Chrome
www.customchrome.com



RC COMPONENTS STREET COMP FRAME

RC Components frames are used by many of the most successful builders in the industry. Each Street Comp frame is available with any rake and stretch, your choice of four different swingarms, and five downtube choices. Frames are available as 200 LSD, 250 LSD, and 250 RSD.



STREET COMP DROP-SEAT FRAME

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

RC Components
www.rccomponents.com

FAT BAGGERS INC. COMPOSITE REAR FENDER

Part of Fat Baggers, Inc.'s lineup of bagger parts for 2009-2010 touring bikes, this long stock replacement composite rear fender or the FBI standard wide rear fender goes great with extended saddlebags. Comes unpainted or with factory-match or custom paint and with or without lighting cutouts (saddlebags and lighting available separately). The long painted fender with taillight and



turn signals installed is \$1,399.95. The required mounting kit is sold separately for \$89.95.



FBI LONG BAGS

As the taildragger look continues to heat up, Fat Baggers, Inc.'s long bags are said to be the most lightweight and durable full depth extended bags available and have a smooth interior to boot. These bags are designed to reuse your stock lids and hardware.

Fat Baggers, Inc.
877-FBI-BIKE
www.fatbaggers.com

WASHINGTON CHOPPERS CHOP BOB RIGID FRAME

Washington Choppers Frames (*below*) are all DOM steel tubing, mandrel bent, and TIG/MIG welded. These frames accept Evo, shovelhead, and panhead engines with clearance for cylinders up to .200 of an inch taller than a stock Evolution. This frame accepts a 5- or

6-speed Softail transmission and the plate is already welded in place.

Included are: the rear fender mount; oil tank mount; rear axle carriers; transmission plate; axle and fork cup kit; and front and rear motor mount. The serial number is stamped on the frame. The price is \$925.



FRISCO-STYLE CHOP BOB CUSTOM GAS TANK

This new Classic Frisco Flat Bottom Chop Bob gas tank holds 2.9 gallons and gives you the high look so many of you have been asking for. The gas tank has two tabs for easy mounting. It comes with a screw-in pop-up chrome gas cap.

The gas tank is pressure tested, but it is recommended that you get your tank professionally sealed. The tank is priced at \$215.

Washington Choppers
360-671-1916
www.WashingtonChoppers.com



ROLLING THUNDER

Rolling Thunder proudly introduces its sheet metal/roller program. After many years of being asked to supply both sheet metal and front ends with its frames, Rolling Thunder has finally stepped up to the plate. Tell the Rolling



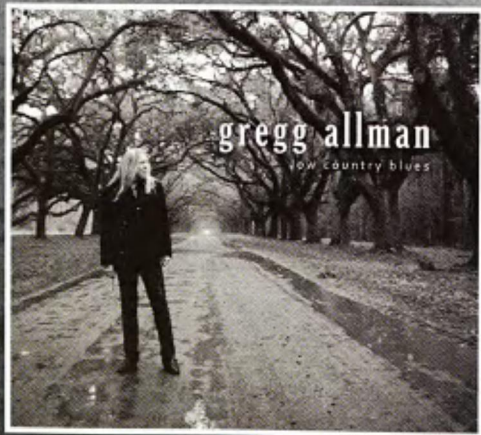
Kit Included

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his first album in 14 years

low country blues

produced by t bone burnett



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"just another rider"

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january 18th



www.greggallman.com
www.rounder.com



Thunder what you desire in terms of sheet metal, front ends, and wheel designs, and it will supply you with the roller kit you have always dreamed of.

Rolling Thunder

450-699-7045

www.rollingthunderframes.com



ENVISION ENGINEERING

Envision Engineering is an American manufacturing company specializing in the field of deep-draw forming sheet metal components. Products available are: fuel tanks; fuel tank kits; mounts; fittings and filler cups; and fender blanks

Envision Engineering

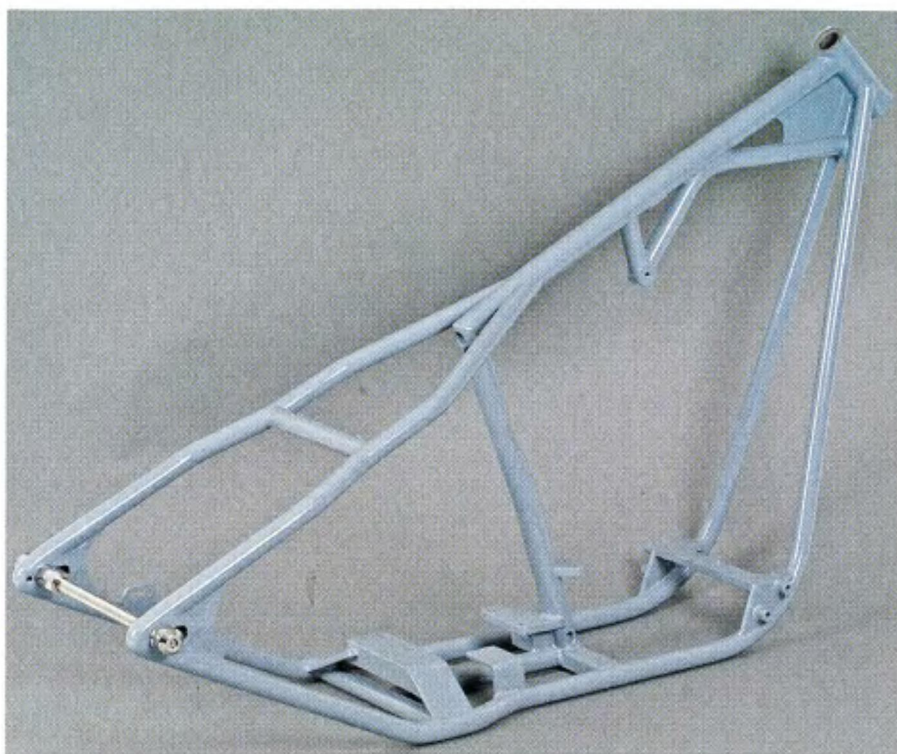
616-897-0599

www.envisionengineering.us



EXILE CYCLES TROJAN FENDERS

Exile Trojan fenders fit tires like a second skin. These fenders are spun on tooling designed to be a perfect match to the contour of the tread, and are then laser cut for a perfect shape. They are supplied as full half-circle fenders, but heavy 14-gauge steel construction allows them to be trimmed to any desired length or shape. Exile Trojan fenders are available in widths from 8 inches up to 11 inches.



EXILE CYCLES FRAMES

Manufactured for Exile by Daytec, these frames (above) are available in rigid, hidden-shock, and rubber-mount configurations with nearly any desired rake and stretch. Manufactured in the USA using DOM steel, Exile frames utilize 1 1/8-inch tubing and 1 3/4-inch backbones. Exile frames also come standard with a pro-street neck; match this with a hideaway fork stop kit and keep your front end super clean. Although many frames are kept in stock and are available immediately, custom specs may be delivered in less than one month.

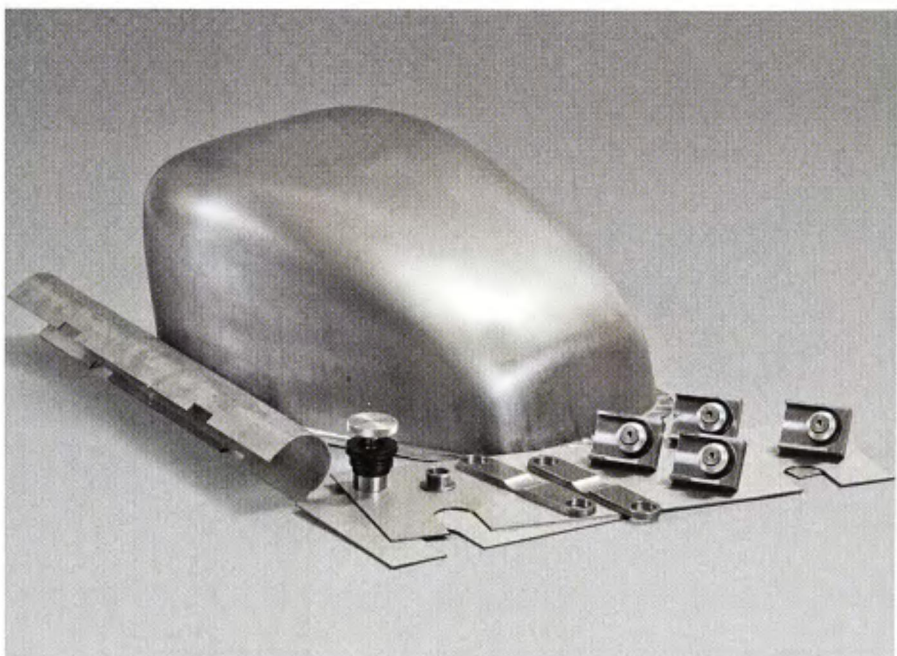
EXILE CYCLES CHOPPER TANK

These classic tanks (below) start life as an oversized peanut tank stamping in heavy 14-gauge steel. They are individually fabricated so you can dictate height, width, and tunnel depth, as well as gas cap and petcock location. Finished tanks come complete with pop-up stainless gas cap and weld-on frame brackets with rubber bushings and mounting hardware. Weld-it-yourself gas tank kits are also available.

Exile Cycles

818-255-3330

www.exilecycles.com





FINALLY, A LEGAL STEROID!

Sculpture Cycles builds these patent-pending Steroid frames from pro-street to chopper style for the 280- to 360-series tires. The frames are made of DOM steel tubing and are completely TIG welded. The oil tank is part of the frame (holding 4.5 quarts, which is good news for large-cubic-inch engines). The solo seat subframe has receptacles for either a passenger seat or rear fender. It has a low seat height of 21 inches at 5 inches of ground clearance. Frame kits start at \$6,280.

Sculpture Cycles is a bike and frame manufacturer and their frames come with a 14-digit VIN and Sculpture Cycles MSO.

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



TEXAS BIKE WORKS RETRO FRAMES

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

Texas Bike Works
817-326-0288
www.texasbikeworks.com

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Meet This Month's Winner!

Here's your Fox Hunt winner just in time for Valentine's Day, the delicious Danelia from Danvers, Massachusetts. This shy temptress suggests that she is not enough to augment your ardor. We disagree, suggesting that Danelia is more than enough to engorge your stiffy to righteous proportions, for this biker woman has all the right stuff to make your manhood a quivering shaft of jubilation! See how she works with Gavin Kober's boob-tanked Evo rigid wonder. See more on page 86 of the issue you hold in your pathetic gyrating mitts.

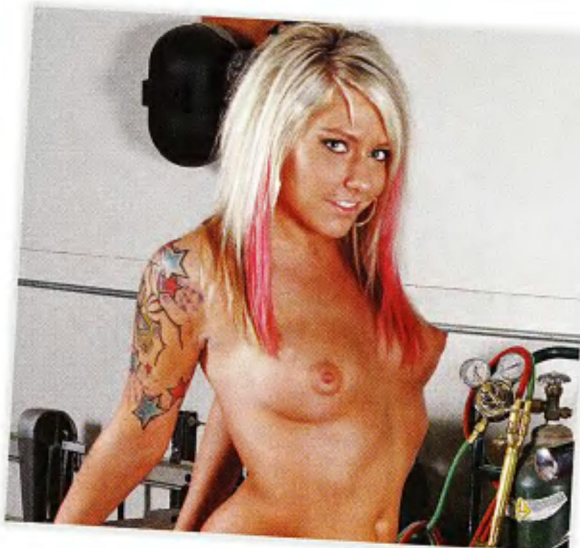
—Drippy Nadbits



Selena — Nevada

#0201

*"Custom Harleys make me cum, cum, cum,
like a wild heifer in heat!"*



Ashley — Ohio

#0202

*"We were blasting at 120 mph and it was such a rush!
I've wanted my own bike ever since."*

Win \$1,000!



Lois — Texas

#0203

"I was hooked! The feeling of the wind in my hair and the power of the bike between my legs excited me!"



Khristina — Washington, D.C.

#0205

"I started at age two on the back of my dad's Harley. After that, I couldn't be kept away from bikes!"



Christine — North Carolina

#0204

"After a night of riding, bar hopping, and wet T-shirt contests, I gave him the ride of his life."



Jennifer — California

#0206

"I was seven and rode with my dad. He loved that bike and our rides were our together times."

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 *Easyriders*, Fox Hunt,

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

For this issue you may begin sending in your votes, either by mail or online at www.easyriders.com (then click on Fox Hunt). The voting deadline is one month after the on sale date of this issue. We'll announce the winner in a future issue of *Easyriders*.



Here's next month's Fox Hunt Winner, gyratin' Jennifer from Arizona. Come back next month to see her slip and slide on a hot rod chop.

452

FOX HUNT

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

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

Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: () Cell Phone: ()

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: () Evening Phone: ()

Photographer's Signature: _____

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

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

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



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319-462-4817

Messers Dept Store
Martin, KY
606-285-3104

Bubba's Tri-City Cycle
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989-697-5525

Dennis Kirk
Rush City, MN
320-358-4791

Cherokee County Cycles
Andrews, NC
828-324-0499

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402-592-1780

Caskinette's Lofink Motor Company
Carthage, NY
315-493-1360

K&B Management
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B.S. Unlimited
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405-632-7956

Smokey Mountain Biker Gear
Clinton, TN
865-945-2660

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Collierville, TN
901-861-0130

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865-693-5808

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254-863-5460

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Baytown, TX
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Super Cycles
West Australia, Australia
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Boutique of Leathers
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Bike Riders Gift Shop
DSL de Drummond, NB, Canada
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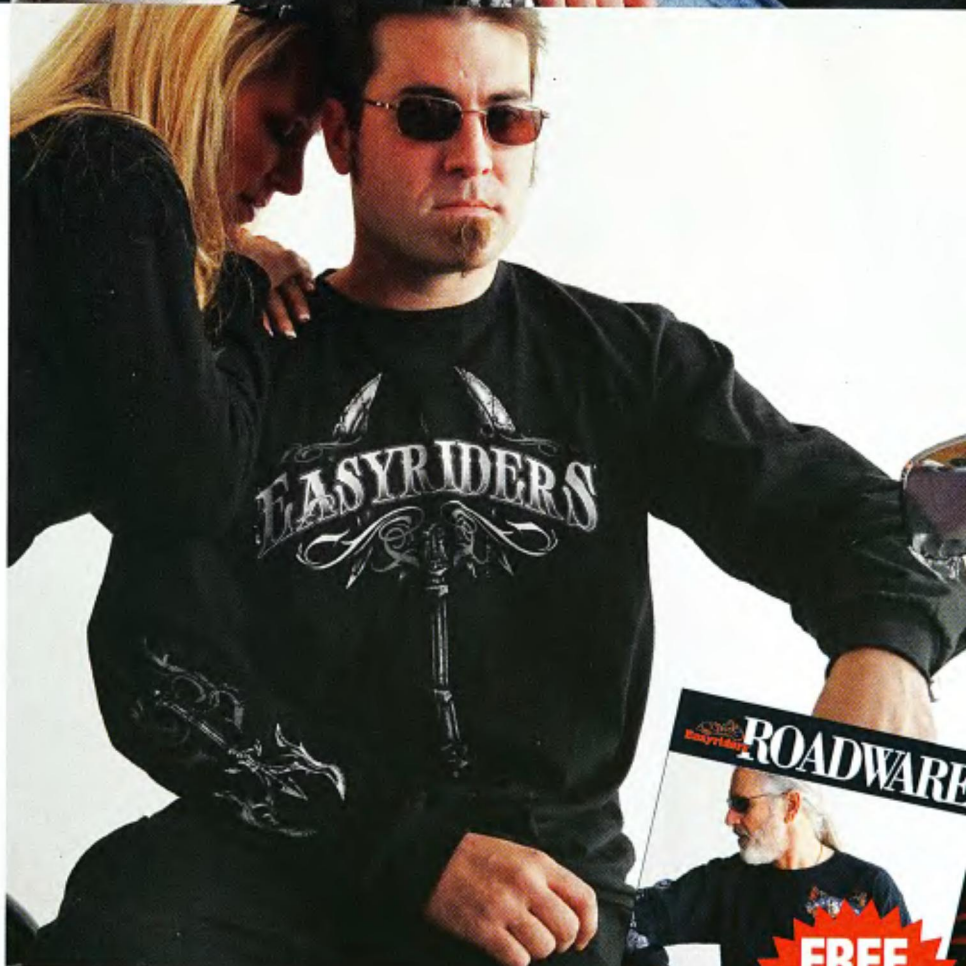
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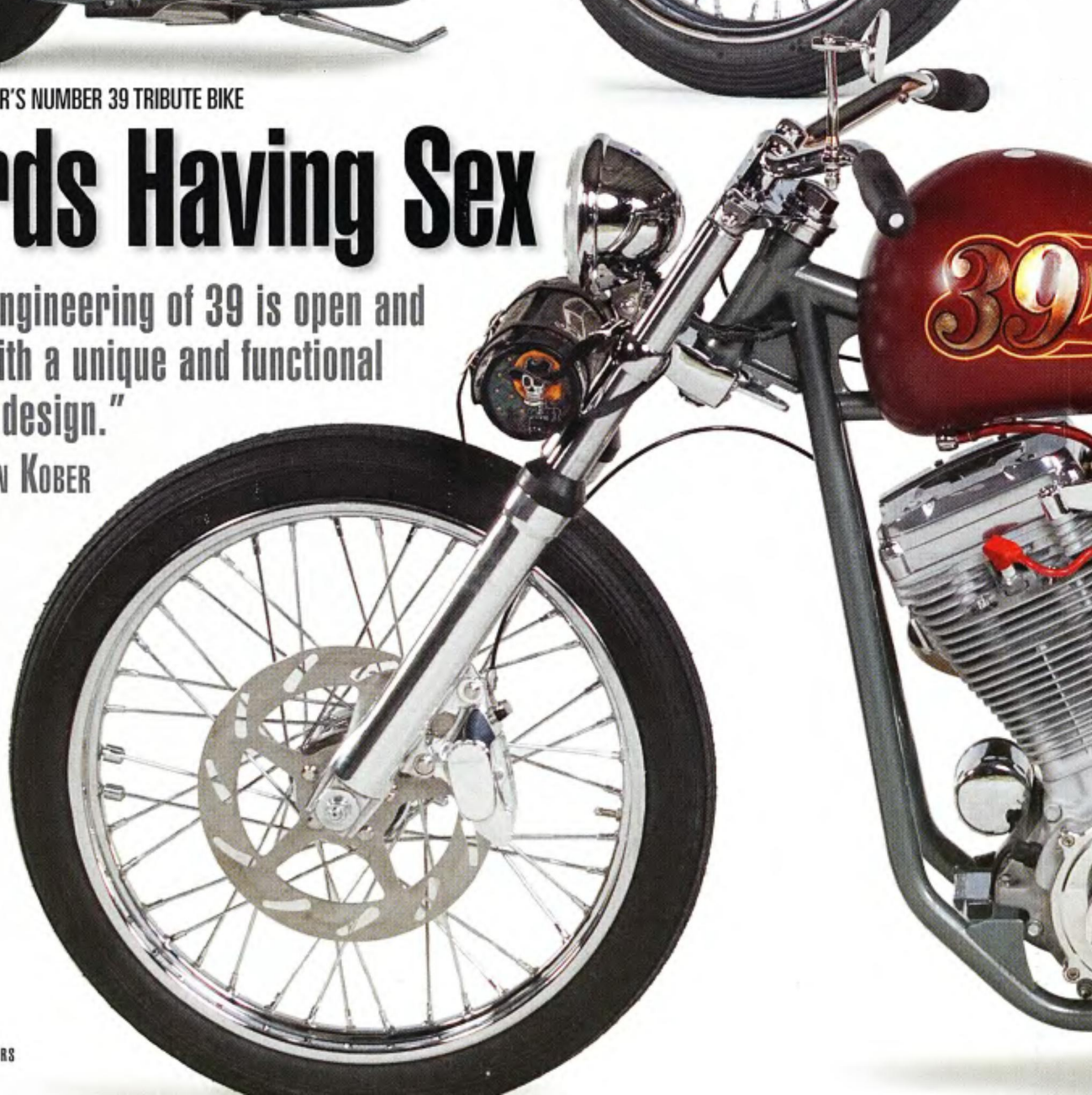


GAVIN KOBER'S NUMBER 39 TRIBUTE BIKE

Birds Having Sex

"The engineering of 39 is open and airy with a unique and functional X pipe design."

— GAVIN KOBER





Gavin Kober is a fabricator for a NASCAR racing team. If you've ever wondered what kind of bike a very high-end fab guy can do by himself, hey, there's one right here! Gavin told us, "I made the tank first and then the bike literally formed itself."

The number 39 is a way to honor his father Yohan "Jack" Kober, who was born in 1933 and died in 2009. According to Gavin, the real fun of owning a custom bike is making parts for it with your own hands. Looking at "39" from any angle reveals something formed by Gavin's talented touch, but he is most proud of the neutral safety light he made to fit over the original indicator on the left side starter switch. No detail was missed. Gavin's bud Kevin did the paint, and the pinstripe work is courtesy of the talents of Porkchop. Porkchop is a member of a different NASCAR team, and he liked Gavin's bike so much that he hipped our photographer Brad Patton to it so we could squeeze it into our rag.

Gavin loves to ride along the twisty stretch of Stokes Ferry Road in his hometown of Statesville, North Carolina. "It's great fun to stop by the lake and watch the birds screwing," he says. "The engineering of 39 is open and airy with a unique and functional X pipe design." An adaptation of an old Speedway car secret, Gavin opened a transverse port into each pipe where they intersect



each other and welded them together to separate exhaust pulses. This trick gives Gavin a truly high-performing one-off set of pipes that makes power like nobody's business and growls like Satan gargling with nails.

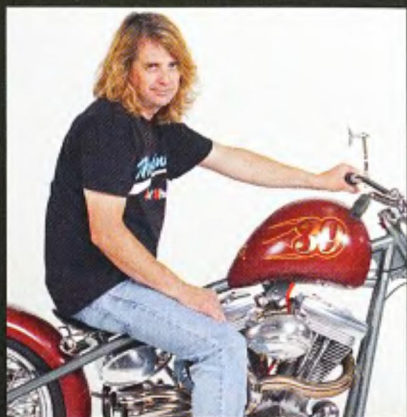
The absence of control levers on the handlebars means that there is another way to control the front brake caliper, and everyone seems to want to know how it works. Gavin installed a line lock on the jockey shift knob. A push of this knob operates a solenoid-controlled

hydraulic cylinder mounted under the battery box. This holds pressure on the front caliper until you press it again. Gavin told us it's especially good when he is stopped on a hill, since this keeps his throttle hand free to shoo away those sexy angry birds.

Speaking of sexy birds, this month's Fox Hunt winner is dazzling Danelia from Danvers, Massachusetts. She was more than happy to preen her feathers on Gavin's bad little bobber.

—Cheese Jerky





Owner: Gavin Kober, above
City: Salisbury, North Carolina

GENERAL

Fabrication: Gavin Kober
Year/model: 2010 bobber
Time: 4 years

Chroming: Chrome Masters

ENGINE

Year/make: 1999 Harley-Davidson
Displacement: 80 cubic inches
Rebuilder: Gavin Kober
Ignition: dual fire Daytona
Cam: Harley-Davidson
Carbs: S&S Super E
Pipes: Gavin Kober

TRANSMISSION

Year/make: 2006 Accessories Unlimited
6-speed

PAINT

Painter: Kevin Kisamore
Type/Color: Valspar/Satin Burgundy
Striping: Porkchop

FRAME

Year and Make: 2006 Kraft Tech
Type: rigid
Rake: 30 degrees

Stretch: none

ACCESSORIES

Bars: Gavin Kober
Handlebar controls: Streamline throttle
Fender: Gavin Kober
Headlight: Drag Specialties
Taillight: Gavin Kober
Speedo: Eurocomponents
Pegs: Billet 4 U
Foot controls: Billet 4 U
Electrics: Gavin Kober
Gas tank: Gavin Kober
Oil tank: Gavin Kober
Oil System: Harley-Davidson and Goodridge
Primary cover: Billet 4 U
Seat: El Vaquero Muerto
Grips: Drag Specialties

FRONT END

Type: FXST
Extension: 2 inches under
Builder: Harley-Davidson

WHEELS

Hub: cheap
Size: 21-inch front, 16-inch rear
Tires: Avon
Brakes: K-Tech
Photos: Brad Patton





"It's funny...but I never get tired of looking at bare tits."

GETTING A LIFT

As always, we found our Topless Tech sweetheart, Angie Savage, wrenching away at CycleWorks Etc. She was installing a new set of Feuling Performance lifters in a 2008 Twin Cam motor. Angie says, "A set of high-performance cams can really bounce the lifters up and down fast and hard. This causes lots of strain, so they tend to have the shortest life span of all of the parts in a V-twin motor. Depending on the cam grind and the amount of high-RPM riding done, they could need to be replaced yearly." Because Mike, the shop owner, once told her she should try to keep from getting lint inside motors, as usual, Angie is working sans top. I guess there ain't no lint on them nipples.

According to Angie, "Installing lifters in a 2007-up motor doesn't require any special tools. If you are going in there for one bad lifter," she says, "you should replace all four of them." She also reminded us, "Coat them with lubricant before you stick them in, especially the roller tips."

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

—Bugle

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Feuling Oil Pump Company

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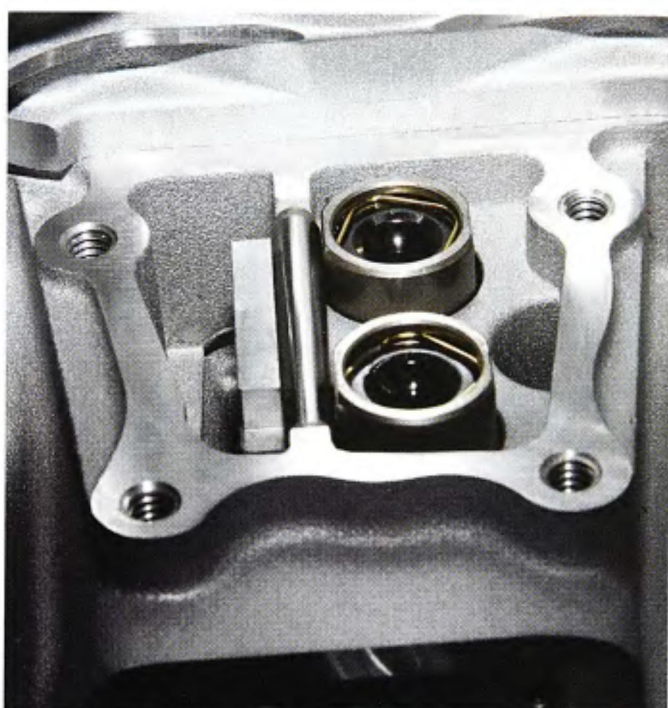
2 Angie popped the pushrod tube keeper off and raised the lower tube. "If your motor already has adjustable pushrods, the job is much easier; if not, you will need to cut the stock pushrods to get them out," she says.



1 "The 2007-and-later Twin Cam motors are really a lot easier to work on than the earlier ones. You don't need any special tools to get most of the internal parts out," says Angie.



3 "This motor had adjustable pushrods, so I used two end wrenches to loosen them down to their shortest length," she explains.

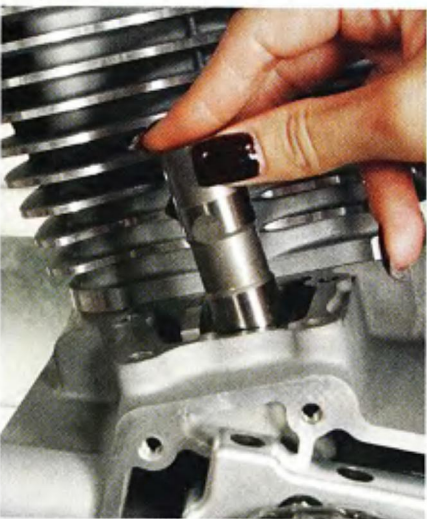


4 Next Angie removed the lifter cover.

5 To keep them from rotating, there is a round pin that rides against a flat spot on the sides of the lifters.



6 Angie removed the locating pin and the lifters from the motor.



7 Angie explained her assembly techniques, "I like to trial fit all of the parts, and then I remove them and usually lubricate them with assembly lube. Lifters are especially tricky. I soak them in ATF for an hour before installing them."



8 For the reassembly Angie says, "You need to be very careful when you adjust the pushrods; make sure the lifter is on the heel of the cam and adjust the pushrod to 3 1/2 turns after all of the slack is taken out. Then let the motor settle for 20 minutes before you rotate the crankshaft. This lets the lifter leak down so that the valve won't hit the top of the piston."

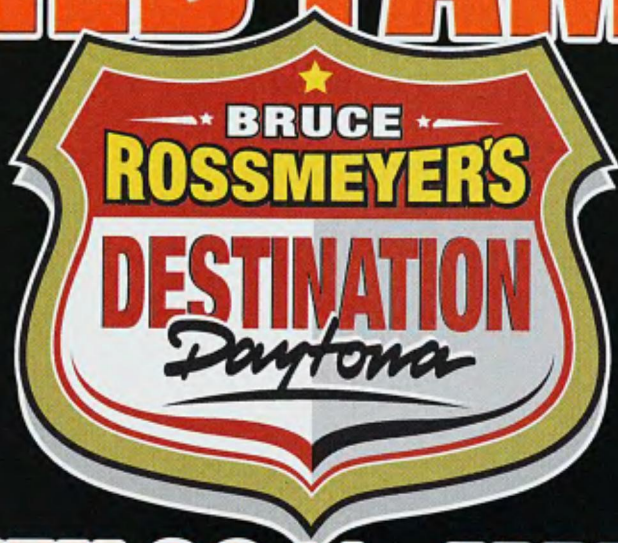
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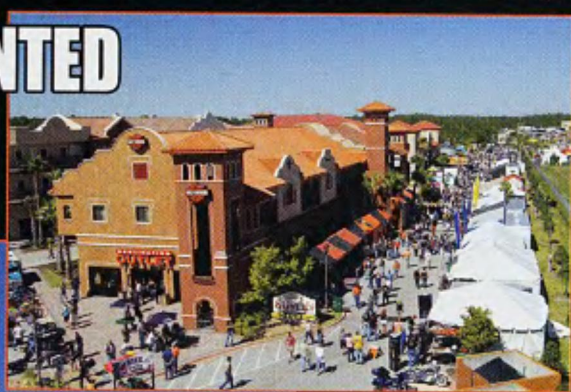
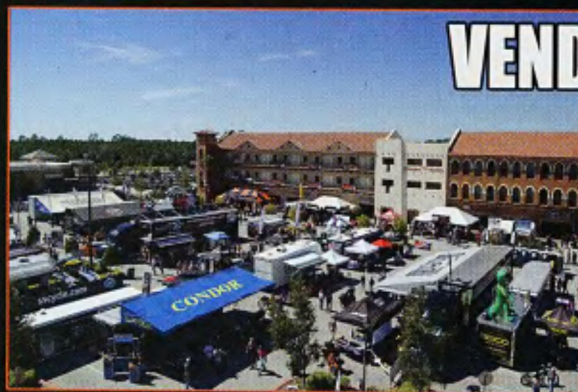


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Mike Howard Texas City, Texas 2006 Softail Standard

Competition is what makes some folks tick. Such individuals feel that if you can't outdo your friend, neighbor, son, wife, or whoever, what fun is there in being alive? "The bike started out as a daily rider," Mike says, "until I got into a little competition with a friend of mine. After many trips to get 'secret parts,' this is what it evolved into."

And what exactly has it evolved into? A closer look reveals all sorts of interesting conclusions one might draw regarding Mike's passions. Most apparent seem to be the skulls that can be found all over the bike, like the ones cut into the rockers, or the one the horn cover was formed into and the one sitting between the cylinders right below the air cleaner.

But then there are also the many strip-pers that are mingling with skeletons in various strip clubs, leading us to conclude that's where Mike and his buddy (or buddies) like to spend their dollar bills. "The paintjob was done by Mil of Pasadena, Texas," says Mike, "and the wheels were cut by Xtreme Machine. The seat's from Harley's seat program, I think."



Who knows how many strip clubs ago all that happened; Mike's memory seems to be foggy. Could this be because Mike and his buddy also have a friendly strip club competition going on? Who can stick more dollar bills into more G-strings? And what's with the

"Tacos" sign on the gas tank? And the Smurf in the corner?

I suddenly feel a country song coming on. "Tacos and strippers and skinny-boned tippers, and I'm sittin' here lonesome and blue..."

—Tripper



Photos: Owner



Mike Protti San Leandro, California 2008 Ness

Not many of us have a master builder of Arlen Ness's caliber sitting right in our backyards, ready to help us with doing what they do best: creating a masterpiece. But when you live in San Leandro, California, a small town of not even 100,000 souls on the eastside of the famous Bay Area, chances are you've run into Mr. Ness, whose shop is in nearby Dublin.

That's the situation Mike found himself in by mere geographical coincidence. As a resident of San Leandro and custom motorcycle aficionado, Mike was bound to bump into some of the talented craftsmen who ended up helping him put this beauty together, people

like Arlen. "I obviously can't take the credit, even though I did play a part in the design, but the real credit goes to a few good people I had the good fortune to meet during the build," is how Mike puts it.

Those good people would include (aside from Arlen) master fabricator Bob Monroe and master painter Steve Farone. The Ness influence is clearly visible in the "tailldraggeresque" rear fender, the stretched gas tank, and much more, all expertly customized by Bob and artfully beautified by Steve. Add to all that craftsmanship the S&S 124-inch Super Stock motor, the Baker 6-speed overdrive tranny, and pretty much all the performance anyone could ask for, and it becomes clear why Mike's final words are, "Be advised, it ain't for sale."

—Tripper

The March issue of *Easyriders* (No. 453) comes in like a lion and leaves like a drunken sailor. Ride with us for the madcap wonder of Michigan Chopper Fest, discover everything you'll need to know about this year's run to the sun in our Daytona Survival Guide and meet a phenomenal new biker artist, Dixie Olin.



Check out a collection of killer customs by the likes of Johnny Gil, Simon's Cycles, and TNA Customs. We'll also bring you another Crafty Customs winner, more tantalizing Topless Tech, and a classic David Mann painting suitable for framing or throwing up on the garage wall (the painting, not your vomit).

All this and more is rockin' your way in the marvelous March issue of *Easyriders*.

On sale February 1st.



The January issue of *V-Twin* (No. 117) is loaded with coverage from our Motorcycle Rodeo in Chillicothe, Ohio, and the awesome Lone Star Rally.

Besides 6 amazing bike features you'll swoon over, our road test of the new Harley 48 Sportster, a special interview with Jackyl's lead singer and bike rider, Jesse James Dupree and the amazing moto art of Marc Cluzet. All this and more is rockin' your way in the January *V-Twin* magazine.

On sale December 7th.

October's *Biker* (No. 270) has pretty li'l 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 legwettn' 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. On sale now!



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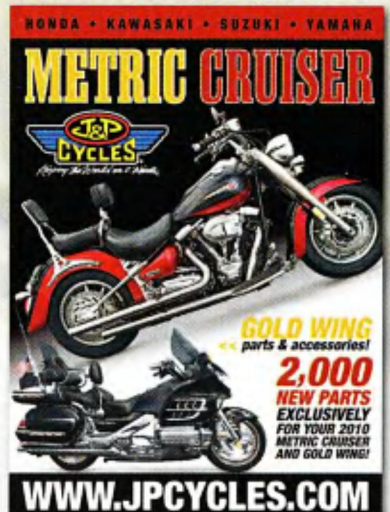
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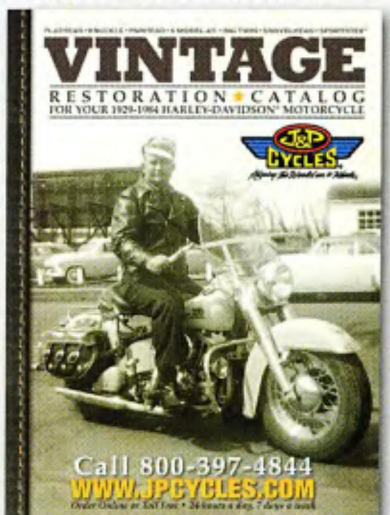
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