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Warm As Snot

Researchers in Australia have determined that parrot fish, which live on Australia's reefs and need protection from blood-sucking, lice-like parasites, shelter themselves at night with blankets of snot. Good to know.

Million Dollar Pull

A judge in France had to make an unusual decision. It seems two people were in a dispute about who won the pay-off from a casino jackpot. One of them supplied the money for a try at a slot machine and the other pulled the lever. The pay-off was \$2.91 million! The judge finally made the decision whereby 80 percent of the winnings would go to the person who supplied the money and the other 20% to the person who supplied the physical labor involved in pulling the lever.

Mouse Trap

A guy was found naked and apparently drugged (on hallucinogenic mushrooms) with a string-like object coming out of his ass. Subsequent X-rays revealed that the object in his rectum was a "mouse." The sheriff's office said that the object was a "computer mouse." The guy said that he had no memory of the incident.

Big Dollar Taste

As the official taste tester for Edy's Grand Ice Cream, John Harrison had his taste buds insured for \$1 million.

Stuffed Camel Dinner?

The largest item on any menu in the world is roast camel, sometimes served at Bedouin wedding feasts. The camel is stuffed with a sheep's carcass, which is stuffed with chickens, which are stuffed with fish, which are stuffed with eggs.

Waddling Thieves

We've all heard about the shoplifters who hide stolen goods on their bodies, usually small stuff like jewelry. One

couple stole a wallet, gloves, a pair of jeans, a pair of boots and more, which they hid in the folds of their body fat!

One Last Ride

A Chrysler dealership was so desperate for a sale in October that one of its employees picked up a potential customer (67 years old) at his nursing home (he was dressed in pajamas and slippers and suffered from dementia), and brought him in to the dealership to sign papers, handed him the keys to his new pickup truck, and sent him on his way, even tossing the poor guy's wheelchair into the truck's bed as he sped away. The customer led police on a high-speed chase 50 miles away. He was stopped and detained but died the next morning from heart failure.

Boring Shit

The longest personal diary in history consists of nearly 38 million words on paper stored in 81 cardboard boxes covering the previous 24 years in five-minute increments. For example, "July 25, 1993, 7 a.m.: I cleaned out the tub and scraped my feet with my fingernails to remove layers of dead skin."; "7:07 a.m.: Passed a large, firm stool, and a pint of urine. Used 5 sheets of paper."

DickFlasher.com

Websites seem to exist for almost everyone. A female New York City subway rider videoed (on her cell phone) a male exhibitionist flaunting himself at her, so she posted it on the Internet. The regulars at one specialized website mostly defended the man. Some visitors at DickFlash.com (a favorite hangout for flashers, evidently) ripped into the woman for being too sensitive. One wrote, "If she doesn't want to see it, she can just look away." And another wrote, "She should be thankful he flashed his dick at her." Others offered advice for the flasher: "Ok, let's point out his mistakes: On subways or local buses flashing should be done with sweats or some form of elastic band so

that when you do get busted, it's easy to back up."

Smoker's Lung

There's apparently a shortage of healthy lungs and other organs available for transplant in Great Britain. So the National Health Service offered those people on waiting lists the option of receiving transplants from former smokers, drug addicts, cancer patients, and the elderly. An official with the NHS asked, "Do you get a lung with more risk or do you get no lung at all?"

Stoned Ducks

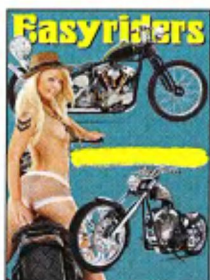
A French farmer was found by police with about 11 pounds of packaged marijuana and a dozen plants in his possession. The farmer said the weed was not for himself, that it was for the 150 ducks he raises. It seems that a specialist had suggested that marijuana is an effective dewormer and prevents fever. The farmer did say that maybe he had smoked a little of it himself. He was fined the equivalent of about \$700, even though he insisted that his ducks are worm-free.

Finger Food For Thought

Don't wave your hands and fingers around without knowing what you're doing. When Nixon was vice president, he made a goodwill tour of Latin America in the 1950s. On an early stop he stepped out of the plane and made an A-OK sign (or so he thought) by touching his index finger to his thumb and raising the other three fingers, but he was booed as he had unwittingly given the Latin Americans the equivalent of the raised middle finger in the U.S.

"V" Is for Victory

More hand information of great importance: Winston Churchill popularized a two-finger sign of courage during WWII. George H.W. Bush flashed the "V" one morning while jogging and told reporters it was "Julius Caesar ordering five beers."



Chris Richardson's nasty knuckle shot by Rick Husted. Kissable Cam-Ranh by Brad Patton and Brian Monahan's 2009 Boosted Brad CFL rigid photographed by Don Rogers. Cover imaging by Jeff Biggs.

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What's Up Guys?

First time writing to you. Your rag is the best. Been reading it for about 10 years now.

Just wanted to send a pic (above) of my bud Gary Bootes and myself, Bobby Jude. We were on a ride for a fallen brother, Big Bird Jose Alvarado. He is dearly missed. Hope you can use the pic. We also went to Myrtle. Boy was it dead. Still love Daytona.

Keep up the great work. You guys rock.

Rob Ward

W. Caldwell, New Jersey

Thanks Rob. Keep it real.

What's The Friggin' Deal?

I'm not sure who's in charge of getting the titties between the pages of your magazine, but I had to wait until page 48 to see some in the February issue. (Well, besides the contents page.) What the F? Then to see the same old tired tits on your topless tech gal? What the F!! To top it all off, to see the same generic, plastic college girls in your bike pictorials. I repeat, what the F!

I'm thinking it's time to put me in charge of looking for the next batch of girls to grace your magazine. With the endless variety of women in the world, one would think that we would see some in your magazine. How about the

MILFS? Or BIG titted girls with tats.

Tailgunner

Merlin, Oregon

Ub bub. What the F? So where are the photos of all these women you'd gladly supply us with?

Fight City Hall

After reading the "New York Riders Fight Discrimination" article in the "Easynews" section of the February issue regarding the city eliminating bike-only parking spaces, I trust most people know not to always blame the police. The police chief in most cities is appointed by the mayor, city council, or city manager, so the chief and his officers are puppets of politics. Also, in some areas, the politicians are puppets of the rich and powerful.

I do have a proactive, non-confrontational solution that is guaranteed to work in New York or anywhere. I attended a Big 10 university in the Midwest and, like many students, rode a motorcycle to classes. The campus, having been the state capitol at one time, was situated in the heart of the downtown area. Across the street from the campus were a few blocks of high-density retail stores, restaurants, banks, pharmacies, clothing shops, bars, etc. Many times students would park two bikes in one parking space. Then the

city suddenly claimed that was illegal and cited both bikes even with time on the parking meters. We assembled approximately 250 motorcyclists, rode downtown at 6:00 a.m. on a business day, and parked one bike in every car parking space for over two blocks, completely disabling the downtown and putting it into gridlock. The bottom line: The city dropped citing more than one bike in each space. We can fight city hall and win.

Tom Powell
Phoenix, Arizona

Right on. Keep fighting, Tom

Sinister Bagger

Hungover and needed a pack of smokes, so I decided to pick up the January issue of your rag, kick back, and heal up. My attention was immediately drawn to your "Ring of Fire" article detailing the Sinister Bagger. While at Sturgis, I spent a good half hour at the Broken Spoke, giving it the once over. It is truly an amazing bike.

Rabbit
Roseburg, Oregon

AAAA

Please consider this photo (below) for your awesome magazine. I had just purchased a 2006 Road King classic from a gentleman in San Jose. I rode it home from his house in Riverbank, California. The next day my buds begged me to take the scooter out for a ride. Not knowing mpg, we ventured out around Knights Ferry and Modesto Reservoir. Gas light lit up, warning me of my situation. Ironically spent too much time talking to a fine young blond lady at a stop sign who propositioned me to "whip it out." Barrelled into town, coming



up about one mile short of the gas station. Had to humbly ask a lady in the neighborhood for a gas can (she was out mowing her grass). My other buddy whipped out his phone and shot this picture. It shall be one to show the grandkids! In all the embarrassment, I still managed to crack a smile.

After returning with gas, several ladies in the neighborhood were outside, and they all started clapping and yahooing. I gracefully took my bow, filled my tank, and took the walk of shame over to them to return the borrowed can. You can't make this shit up.

I recently found a collapsible cardboard gas can at a convenience store, which I constantly carry in my bags. Though I hope never to have to use it myself, it will surely be a life saver for another biker.

Love your mag! Keep up the bitchin' work.

Fast Eddie
Riverbank, California

Big Sloppy BJ

Hey *Easyriders*. You know, there is nothing I love more than a big sloppy blowjob, and I sure would love to get one from the blond bitch in your February issue, Jessi. Can you hook me up?

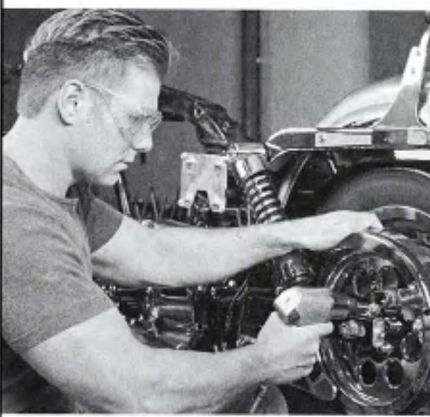
Wilford Crawford
Atlanta, Georgia

Well sure, Wilford. We'll send little ol' Jessi right over. We sure hope you have a Platinum American Express card. Yuk, yuk!

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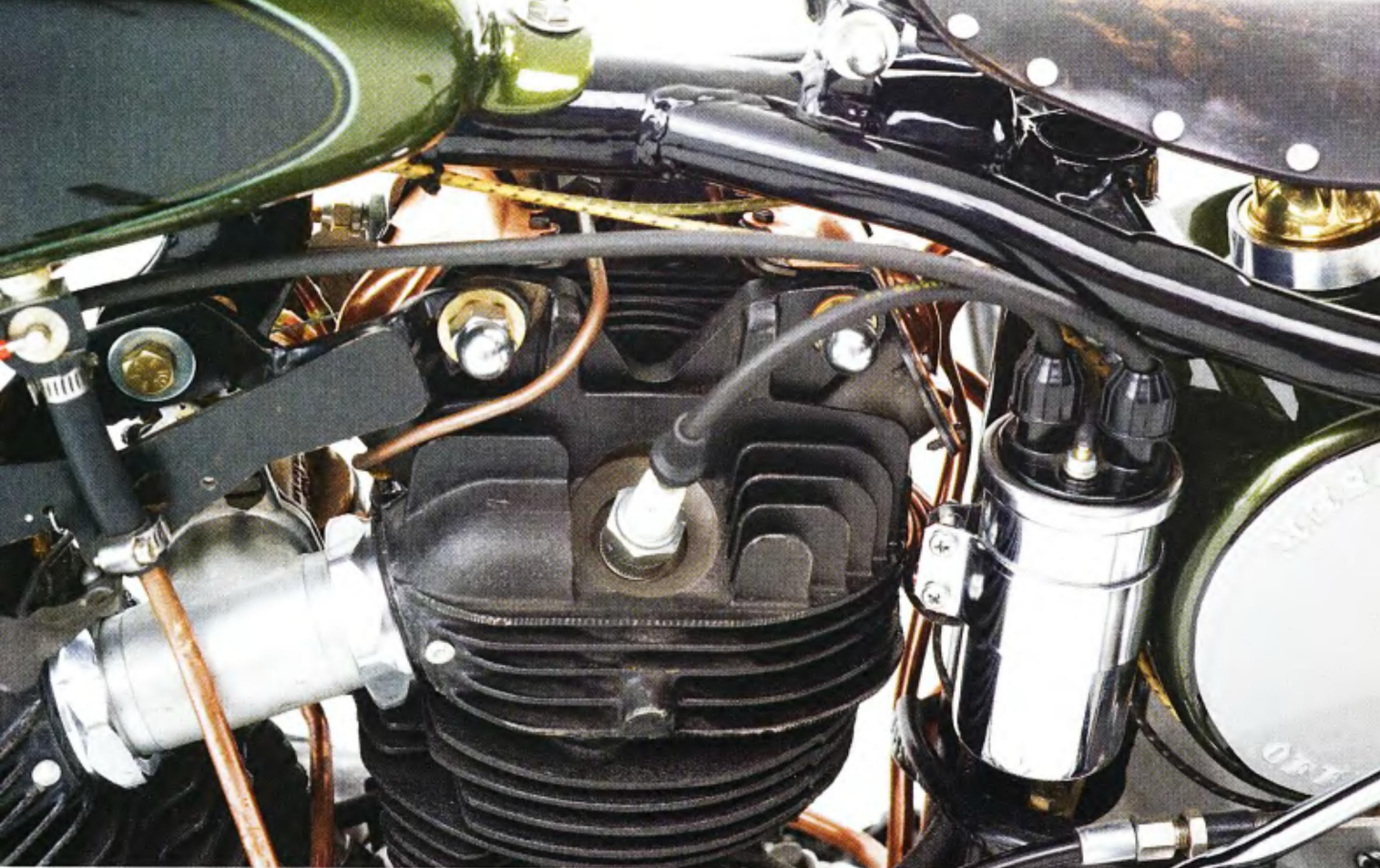
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An Urban Warrior

CHRIS RICHARDSON'S LA SPEED SHOP SPEEDSTER

"I used to get a lot of flak for building bikes that looked like this. Not anymore."

—CHRIS RICHARDSON



"I really dig the proportions of this bike. The whole thing suits me to a T," says Chris Richardson of LA Speed Shop in Alhambra, California. He pieced together this 1947 just for himself, working the build in around all the paying customers at his shop. "This is the bike I ride every day," he says. "And, yeah, it can beat me up pretty good!" But riding this thing is like being on a bicycle, he tells us. He's able to slip in and out of traffic anywhere.

It's been almost four years now that Chris and this knucklehead have been going steady, almost as long as he has had LA Speed Shop up and running. It is a one-man shop but Chris has managed to draw in some good, steady customers, a lot of them from the entertainment industry, guys looking for fun little bikes kind of like this one.

"Truth is," Chris says, "I used to take a lot of flak for building bikes like this." Not anymore. Bikes like this are in style again. What goes around comes around. "And I used to take heat for liking the color green, too," Chris goes on. "But Olive Drab is like my favorite. Pretty much every bike I do has some green in the somewhere."

Chris picked up this frame, the front end, some engine parts, and those cocktail shaker trumpet mufflers from a guy out in San Bernardino, California. From there, he just pieced everything else together. The engine uses a new repro bottom end from V-Twin Mfg. coupled with swap meet finds for most everything else, all jazzed up with some nifty copper pushrod tubes and oil lines.



The front end is an original 1946, stock length. For the wheels, Chris laced up a 21-inch rim to a Star hub to mount on the front and a 19-incher for out back showcasing a cut down old Triumph rear fender. "With that 19-inch rear," Chris says, "I'm able to run the freeways

without beating up this old engine and transmission. That big wheel gives me a little more cruising top end, a little more spin."

Preferring to build rather than buy, Chris made the mid-controls using Anderson pegs. He made the jockey shifter using a Model A Ford shift lever topped with a knob from some old Indian and that tricky oil tank by using two old



Studebaker air filter tops. Chris used them as the ends and then made a center section that also includes a battery box. It drops out from the bottom. The handlebars use original 4-inch Flanders dog bones and the gas tank is an old Wassell.

The spec sheet here lists a Linkert

carburetor, but when asked how that's working out Chris simply answers that there's an S&S on the bike now. "Old carbs are great for the shows," he says, "but life's much easier with a Super E. A couple pumps of the gas, a priming kick or two then switch on the ignition

and off we go." And everybody in ear-shot will know. This thing is deafeningly loud. Chris removed all the baffles, and most people he rides with complain that they can't hear their own bikes running. "But I can hear mine clattering away," he says. "I'm happy." —Joe Kress



Owner: Chris Richardson, above
City: Alhambra, California

GENERAL

Designer: LA Speed Shop
Year/make: 1947 Harley-Davidson
Model: FL

Assembly: LA Speed Shop

Time: 6 months

Chroming: New California Bumpers

ENGINE

Year/make: 1947 Harley-Davidson

Rebuilder: Matthew Griffith

Displacement: 74 cubic inches

Ignition: point type

Cam: Harley-Davidson

Carb: Linkert M74

Air cleaner: Langstrom

Pipes: Custom Trumpets MCM

TRANSMISSION

Year/make: 1947 Harley-Davidson

Shifting: 4-speed, jockey

PAINTING

Painter: Casey Johnson

Type/color: olive green, black

FRAME

Year/make: 1948 Harley-Davidson

Type: wishbone rigid

Rake: stock

ACCESSORIES

Bars: Flanders

Handlebar controls: Harley-Davidson

Fenders: Triumph

Headlight: Bates

Taillight: CCI

Pegs: LA Speed Shop

Foot controls: LA Speed Shop

Gas tank: Wassell

Oil tank: LA Speed Shop

Seat: LA Speed Shop

Mirrors: CCI

Grips: CCI

FRONT END

Type: 1947 Springer

Builder: Harley-Davidson

WHEELS

Make: Harley-Davidson

Size: 21-inch front, 19-inch rear

Tires: Avon

Brakes: Harley-Davidson mechanical, rear only

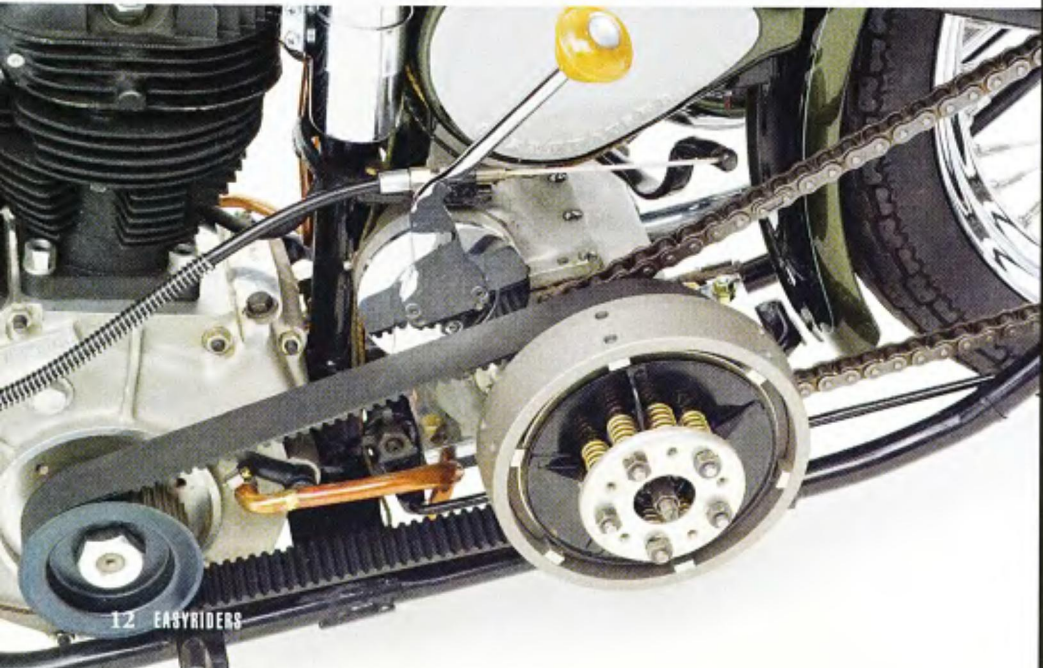
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Contact: Chris Richardson

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NEW HARLEY-DAVIDSON CLEANING BRUSH KIT

The new cleaning brush kit from Harley-Davidson helps make every corner of a motorcycle shine. Each of these three wood-handled cleaning brushes can be used to reach into tight places. The chamois brush gently scrubs in between engine fins or can be used after you rinse to soak up hard-to-reach water. The reverse-spiral brush is perfect for cleaning tire sidewalls, and the soft mop leaves chrome wheels streak-free. All brushes have vinyl-coated wires to prevent scratching.



Also check out the new engine brightener, designed to restore faded wrinkle-black paint on engine and powertrain components. Harley-Davidson Engine Brightener refreshes and rejuvenates engine cases, cylinder fins, covers, or anywhere else the wrinkle black

color has faded or lost its luster. This finish restorer cleans deep into the wrinkle black surface, and "moisturizes" the finish to return the original satin sheen. Just spray it on, let it soak in, and wipe away for a fresh look. Offered in a generous 12-ounce spray bottle.

Harley-Davidson
www.harley-davidson.com



ALLOY ART AND TODD'S CYCLE MOTO INTAKE KITS

This completely unique intake system (*above*) is CNC-machined from aluminum. The Moto intake kit lays low while increasing the airflow to your engine. The reusable proprietary air filter features over 130 square inches of filter element for impressive airflow. The filter also offers a unique visual style that complements any bike. An internal velocity stack with internal breather breathes directly back in to the venturi.

Moto intake kits are available with chrome or black-anodized finish and are proudly made in the USA. Check out the

2011 Drag Specialties FatBook for the full line of Moto intake kits and more products from Alloy Art and Todd's Cycle. Retail is \$371.95.

Drag Specialties
www.dragspecialties.com

LEHMAN RUNNING BOARDS FOR H-D TRIKES

Lehman Trikes introduces Hawg EFX running boards (*below*) for 2009-2010 Harley-Davidson Tri Glide and Street Glide trikes. The new Hawg EFX running boards are made of a durable composite that fastens securely to the fenders and they are supported by a steel





subframe providing a sturdy and reliable weight-bearing step. The ultimate in weather protection and style, the new running boards are manufactured and painted in-house by Lehman Trikes, the original supplier to Harley-Davidson for components, paint, and conversion services for 2009-2010 Harley-Davidson trikes. Factory color matched paint is available for all colors. Hawg EFX running boards are priced starting at \$968 (unpainted) and are available through select Harley-Davidson and Lehman Trikes dealers nationwide.

Lehman Trikes
888-3WHEELS
www.lehmantrikes.com

NEW HEEL SHIFT LEVER ELIMINATOR

The new heel shift lever eliminator (below) from Pingel allows removal of the heel shift lever on Softail models from 1986-2011 for increased footboard space. Pingel also offers a version for touring bikes as well, the difference being the ID of the shaft. Get back some of that valuable footboard space and quit snagging your heel on the shifter. This heel shift lever eliminator kit removes the heel shifter and is easily installed in minutes with basic hand tools. The eliminator is made in the USA from billet aluminum and polished.



Also check out the shift lever extender, (above) which extends the shift lever out 1 1/2 inches for shorter riders or just makes it easier to grab the shift lever. Made from stainless steel and polished.

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CYCLE SOUNDS LEATHER SADDLEBAG AUDIO SYSTEM

Cycle Sounds has just introduced its new leather saddlebag audio system designed specifically for the Road King Classic. Using a revolutionary speaker bezel design, this kit enables 6 x 9-inch speakers to be integrated with an existing set of leather saddlebags without changing the look of the bike, adding bulk, or reducing storage space. Easily transform an OEM set of leather saddlebags into a custom audio package engineered for maximum volume. Simply plug in any music player using the standard 3.5mm headphone jack supplied from our specially designed amplifier and enjoy your music.

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BIKE HUNT

WIN A SUCKER PUNCH SALLYS BIKE IN THIS MOTORCYCLE SCAVENGER HUNT

World-renowned custom motorcycle manufacturer Sucker Punch Sallies, Bikers Defense, Biker Babes & Beyond clothing retailer and two-time world land speed motorcycle racer Valerie Thompson have partnered to hold a public scavenger hunt for the keys to a \$35K custom motorcycle hidden somewhere in Arizona. It's all to help out small business owners and increase foot traffic into Arizona merchants. The clues to the keys will be hidden at various businesses for nine weeks and anyone interested in finding the bike must obtain all clues by visiting participating shops.

Realizing the sales potential of this increase in traffic, places like Mojito Cigar Lounge, MNM Racing, KA Cycles and Accessories, Cigar King, Blu-Eye

Eyewear, Beaver Stripes & Molding Supply, HawgLaw.com, and Powersports Brokers have already signed on to participate. Many more participants will be announced in the coming weeks. The bike hunt starts February 1, 2011 and culminates with the unveiling of the one-of-a-kind motorcycle and winner on stage at Arizona Bike Week in April 2011. More information on this unique concept can be found at <http://www.bikerhunt.com>.

—Phantom

Around The World

HEAD GAMES AND BAD JUJU

In Lagos, Nigeria, motorcycle taxis called *okada* are so dangerous that local hospitals have special orthopedic wards meant just for people who have suffered accidents while riding them, so you would think a law requiring *okada* passengers to wear helmets would be welcomed by the public. The sub-Saharan city enacted a

traffic regulation last year that requires *okada* passengers to don helmets, but despite efforts at enforcement by city officials and traffic police, most passengers refuse to wear them.

It turns out that for many Nigerians the only thing scarier than a motorcycle taxi is a motorcycle helmet. Many refuse to wear them out of fear of juju—supernatural powers. Some fret that previous passengers may have put nefarious juju spells on the helmets to steal someone's good fortune, or to make a person disappear in order to be used in a sacred ritual.

"Our people are quite superstitious about anything dealing with their head," says Ralph Ibuzo, who created the "Original Lapa Guard," a cloth cap that he claims can protect wearers from disease and sudden disappearance. "People believe that if you put on a helmet, [others] can take away your brain or your good luck," he told the *Wall Street Journal*, so the hygienic cap provides a thin layer of separation between the head and a helmet full of potential trouble.

—Bill Bish



Racer Valerie Thompson shows us what the Sucker Punch Sallies giveaway bike might look like.

Photos: Bikerhunt

Coast To Coast

Biker News

RIDER TRAINING TRUMPS RIDING EXPERIENCE:

A new study utilizing a motorcycle simulator has found that formal advanced training is better than the school of hard knocks in determining how a rider reacts to emergency situations on the road.

A Triumph mounted on a custom rig designed and built at the University Nottingham's Centre for Motorcycle Ergonomics & Rider Human Factors in England was used to investigate the attitudes, behaviors, and skills of different types of riders according to their level of experience and training, with simulation software projecting different riding scenarios onto a large screen in front of the rider.

Three groups: novice, experienced, and those who had taken advanced motorcycle training, were put through identical scenarios on the simulator as well as other tasks in the laboratory to test aspects of their hazard perception and behavior.

The researchers discovered that experience on its own does not necessarily make riders safer on the road. Riders who had taken advanced motorcycle safety training used better road positioning to anticipate and respond to hazards, kept to urban speed limits, and actually made better progress through bends than the other groups of novice and experienced bikers.

"This is one of the most in-depth studies of its kind ever conducted," said Dr. Alex Stedmon from the Human Factors Research Group. "Whilst experience seems to help develop rider skills to an extent, advanced training appears to develop deeper levels of awareness, perception and responsibility."

NHTSA IMPLEMENTS MOTORCYCLE-ONLY CHECKPOINTS NATIONWIDE:

The National Highway Traffic Safety Administration (NHTSA) has ignored congressional requests to halt or delay a plan to implement and fund motorcycle-only checkpoints nationwide.

The first federally-funded checkpoints, dubbed "roadside motorcycle safety checkpoints," will be launched

by the Georgia Department of Public Safety, via a NHTSA grant to the Georgia State Patrol. NHTSA has implemented the checkpoint plan despite being asked by members of Congress not to fund the program until the merits were explained.

NHTSA has requested applications from law enforcement agencies across the country to conduct "safety checks" that specifically target motorcyclists to be pulled aside for a lengthy inspection of their vehicle, equipment, and paperwork.

The New York State Police have been conducting motorcycle-only checkpoints since 2007, often targeting major motorcycle events such as Americade. Seeking a legal remedy to stop the constitutionally questionable roadblocks, Aid to Injured Motorcyclists (A.I.M.) Attorney Mitchell Proner of NYC has filed a class action lawsuit against the NYSP and New York State on behalf of ABATE of New York and the National Coalition of Motorcyclists (NCOM).

Proner believes the Federal Court will agree that the stops are designed primarily for law enforcement purposes as opposed to public safety purposes. "Rather than promoting any legitimate public safety concern, the checkpoints are intended to harass and intimidate motorcyclists attempting to attend motorcycle events thereby depriving them of their First Amendment right to freedom of assembly as well as their Fourth, Fifth, and Fourteenth Amendment rights to due process, equal protection, and freedom from unreasonable searches and seizures."

NEW JERSEY ESTABLISHES STRINGENT GUIDELINES FOR NEW RIDERS:

A measure sponsored by Senator Nicholas J. Sacco, chairman of the Senate Transportation Committee, that would establish safety guidelines for new motorcycle riders in the Garden State, was approved by the Assembly recently by a vote of 67-7.

The bill, S-736, would enact several motorcycle safety regulations, including a tiered licensing provision. Under the bill, persons issued a motorcycle license for a vehicle with a small engine (less than 231 cubic centimeters)

would be legally prohibited from operating a motorcycle with an engine displacement of more than 500 cubic centimeters. Senator Sacco said that this provision would ensure that new motorcycle riders are restricted from operating vehicles with engines that are too powerful for that driver's skill level.

Among other provisions, the bill would also require all applicants under the age of 18 to complete a motorcycle safety program as a condition for licensure or endorsement.

Finally, the bill would clarify the times, roadways, and conditions on which holders of an exam permit may practice and would prohibit permit holders from operating a motorcycle in the dark, from carrying passengers, and operating a motorcycle on the state's toll roads or limited access highways.

The bill was approved by the Senate by a vote of 31-3 on August 23, but must be returned to consider Assembly amendments, which were largely technical in nature. If approved, by the Senate, it would head to the governor to be signed into law.

CHINA BECOMES THE WORLD'S LARGEST MOTORCYCLE PRODUCER:

China has now overtaken Japan as the largest producer of motorcycles in the world. Annually, 50 million motorcycles are produced worldwide, and China now produces at least 27.5 million of that figure or a little more than 50% of the total world production. China has already taken over the top spot in world automobile production by producing more cars than Japan and the U.S. combined.

The city of Chongqing has become China's motorcycle production center, with more than 10 million motorcycles a year coming out of this modern city alone. In fact, four of five of the largest Chinese motorcycle brands that produce over 1 million units a year come out of this city. China has more than 130 motorcycle brands.

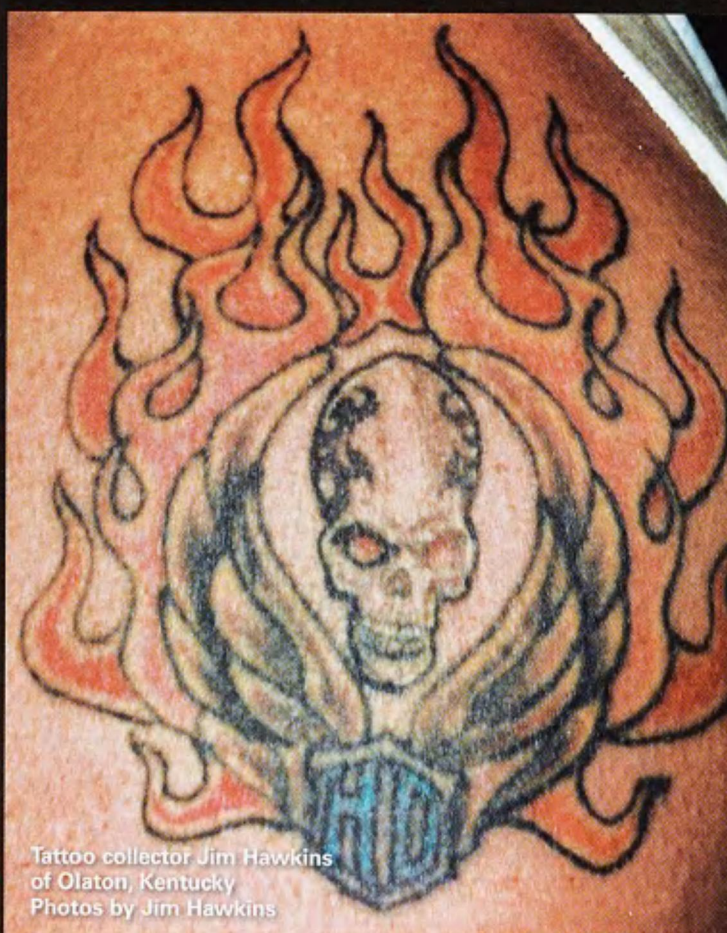
Expect to see more powerful and modern motorcycles coming from China as this nation seeks to become the largest and most powerful economy in the world.

—Bill Bish, NCOM



"Trust me, Mrs. Butts. I've been making mountains out of molebils for years!"

BIKER INK



Tattoo collector Jim Hawkins
of Olaton, Kentucky
Photos by Jim Hawkins

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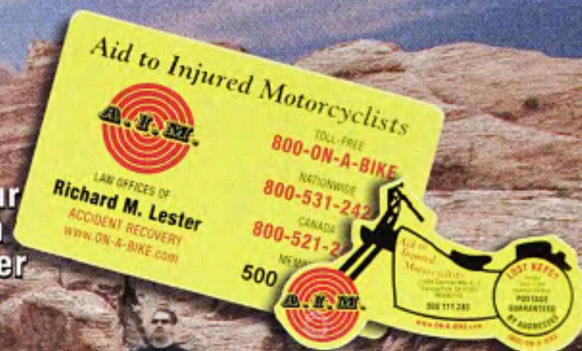
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The 16th Annual ROT Rally

BIGGER, BOLDER, ONLY TEXAS COULD HOLD 'ER!





Sure, you've all heard all that stuff about them doing everything bigger and better in Texas, but the Republic of Texas Rally sure proves this adage true, at least when it comes to a killer biker party. Over the past sixteen years, this Austin, Texas, June run has grown to be one of the largest rallies in America.

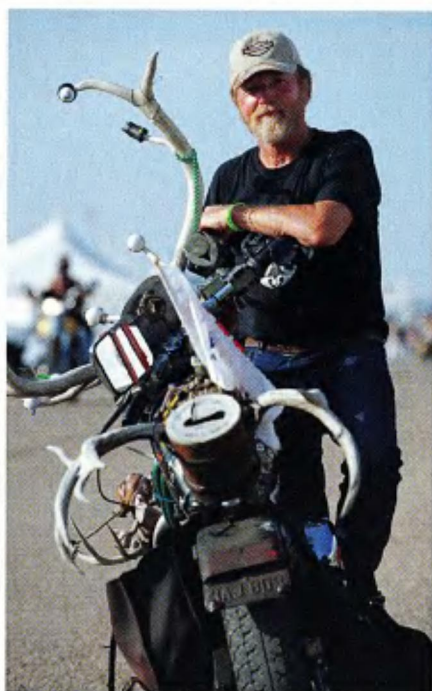
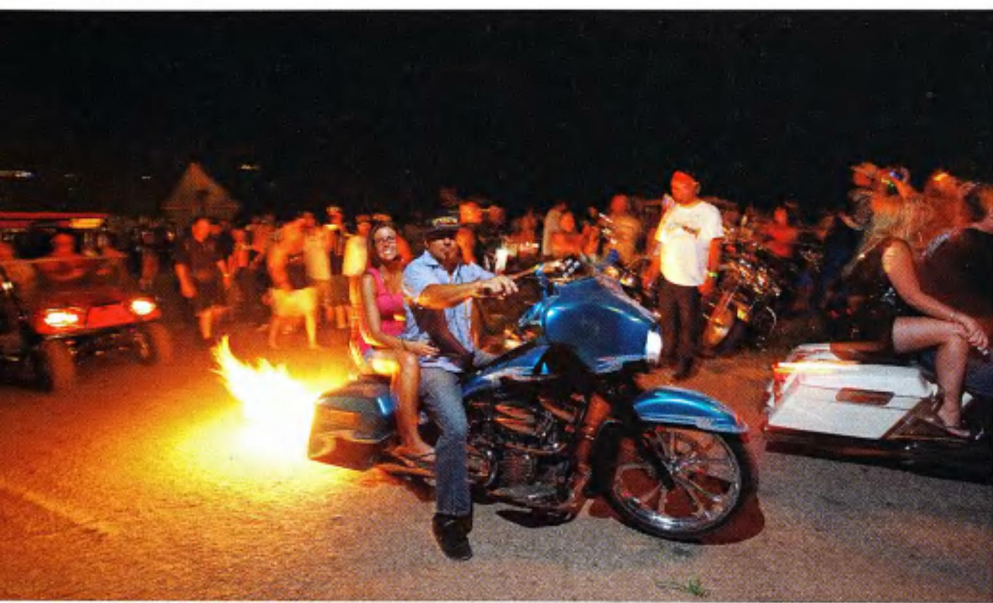
The ROT Rally is put on by Jerry and Colleen Bragg who know how to mix

great live music and other entertainment with over 300 specialized vendors, top notch attractions, and celebrity bike builders all into a two-wheeled blender to create every biker's perfect margarita.

The rally attracts over 200,000 bikers to Central Texas and that translates to a whopping \$36 million bucks in the city of Austin's coffers. No wonder they love scooter tramps down there. For four

kickass days each summer, the Texas town is transformed into biker nirvana.

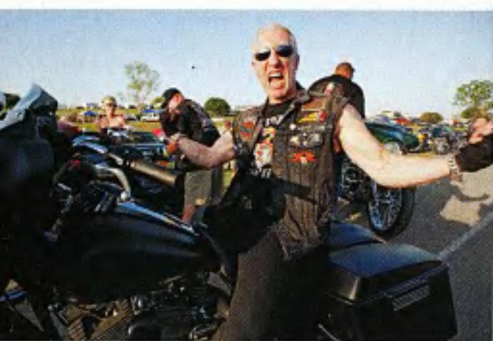
Highlights this year included the comedy hijinks of Gallagher, a Miss ROT Rally Contest, two live music stages cranking out nonstop tunes, a Big Texas Chop Off with the winning bike going to military personnel, and one hell of a loooong motorcycle parade—one of the longest in the country.



But hell's bells, Martha, a picture is worth a thousand words and all that, so I'll shut up and let you see the mind-numbing truth of this year's ROT Rally. Is everything bigger in Texas? You decide. Putt on down to Austin next June 9 through the 12 and find out.

—Dave Nichols





Photos: Michael Lichter



WHOO LAWD! It's Too Much!

Every year we've discovered that so much is going on at the ROT Rally, that there is simply no way to cover it all. The eye candy is spread out all over the place; take the Paradise Bar and Campgrounds for example. Its perimeter road is called the "Boulevard of the Republic" and is perfect for cruising or for people watching. The central areas are packed, centered around the "Thunderdome" that had its own indoor stage where band after band performs. There's a covered area that is probably packed with cattle and pigs the rest of the year, where you'll find hundreds of vendors, more stages, bars everywhere, bike games, a ride-in bike show, the American Hellriders Wall of Death, stunt jumpers, and noise, noise, noise! The place is revved up!

If you're in the mood to see major name bands, the main stage and natural amphitheater hosts such names as Blue Oyster Cult, Blood Sweat and Tears, Leon Russell (he was awesome) and the main act, Brett Michaels and his Roses & Thorns tour that rocked the house. You would think everyone would just sweep in for these shows, and they were packed to the tune of 12,000-plus people filling the hillside arena, but there were also another 30,000 people making their own fun on the grounds and having a big time. Once the sun sets on the Boulevard of the Republic, it is a veritable Mardi Gras, with a touch of circus and a dash of mayhem.

There was one major break out from the grounds and that happened on Friday night when an estimated 8,000 bikes rode in the parade all the way to downtown Austin where the citizenry greeted them wholeheartedly. They close down the area's biggest and busiest downtown thoroughfare, Congress Avenue, to all but motorcycle traffic as well as 6th Street, known as "party bar central."

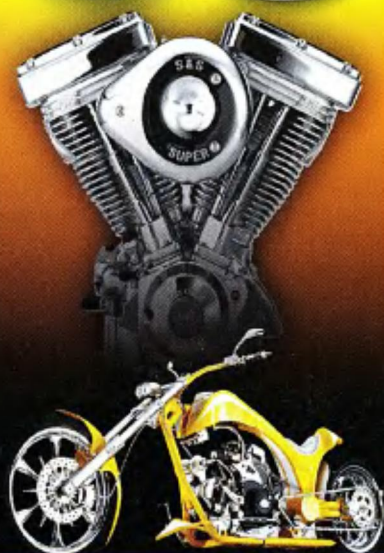
There are bike rallies and then there are Texas Bike Rallies and ROT is a mind-blower!

—Michael Lichter

MOTORCYCLE TECHNICIAN TRAINING



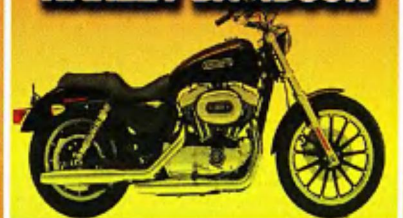
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DOOBIE BROTHERS' LEAD MAN AND LONGTIME BIKER



Rockin' Down The Highway With Pat Simmons

There are certain songs that capture the feeling of riding your Harley down a long stretch of highway. A few, such as "Born To Be Wild" by Steppenwolf, have become anthems of the biker world. The same can be said for the laid back sound of the Doobie Brothers, whose song "Rockin' Down The Highway" is a favorite among bikers. That tune is high on the list of road tunes, which includes other Doobies hits such as "Black Water," "China Grove," "Listen To The Music," and "Take Me In Your Arms (Rock Me)."

We have had the honor of being friends with the Doobies' lead singer and songwriter Pat Simmons and his wife, Cris Sommer-Simmons, for many moons, mainly because they live, eat, and breathe motorcycles, especially antique motorcycles. We caught up with Pat recently for a sit down and asked him a few questions about his love of music and motorcycles. Here's what he had to say.

—Ed

Easyriders: What was your first Harley?

Pat Simmons: I bought my first Harley in 1978. It was a Super Glide Fat Bob. I had ridden a BSA back in 1971. I had always wanted a Harley, but of course, it was a little too much money for me back then. When I opened my motorcycle shop in Santa Cruz, California, Classic Motorcycles, stocking parts for early Harleys, Indians and a few obscure American and British bikes, I figured it was time to step up to the brand I'd always dreamed of.

With the success of the Doobies, I was able to experience the ultimate (for me) chance to own and ride other brands like Vincent, Indian, Excelsior, Henderson, Ace, etc. I've been a member of the Antique Motorcycle Club Of America for many years.

ER: How does your passion for riding go hand in hand with your passion for music?

PS: I don't have to tell anyone who is passionate about motorcycling what that feeling is like. You wake up thinking about something to do with biking—a modification you're thinking about doing to your bike, an event you're excited about attending, a part you've been looking for that you finally have a lead on, a race or a ride that you're taking part in, a swap meet that's coming up, a book or article that has captured your imagination, a cool motorcycle toy, or piece of old literature that you found. And anytime you're out on your bike, you notice that there's an intensity of experience that is heightened, no matter how many times you've ridden.

Music for me is a lot like this, in terms of the passion, especially when we are preparing for recording, and performing. You are writing songs and parts in your head all day long for months at a time. When you present the song or performance to your audience, there are hundreds of hours invested in the finished

piece. That feeling of fulfillment in what you create is much like that you get when you're riding down the road on that finely tuned machine that you have been fussing over all winter that, a few months ago, was a pile of parts in your garage. It's the pride factor.

If you ask me whether I would rather be playing or riding, that's a tough call sometimes. I make a living playing, but the reward of riding is beyond value. I am blessed in that I get to do both. And hell, we just played at the Buffalo Chip in Sturgis during the rally again this year. Music and motorcycles, it just doesn't get much better! Also we, the Doobies, are just about to release an album of all new songs on September 28th called *World Gone Crazy*, and I'm feeling pretty passionate about the music we're doing these days.

ER: How did the Doobie Brothers become known as a biker-friendly band?

PS: Funny, it was just a karmic accident really. We played at nightclubs all over the San Francisco Bay Area starting about 1970. Some of them were places where a lot of the biker clubs liked to hang out...and somehow our music spoke to them. So the word got around that we were the band to see, and some of the guys and gals started coming to shows at other places, and soon they were a part of our following.

I think some of the songs we were performing with their themes about "Rockin' Down The Highway" really connected with the lifestyle. It didn't hurt that we loved bikes—I had my BSA and Tom rode a Norton—and embraced the fans as much as they did us. Our first album cover in front of the Chateau Liberte in our motorcycle jackets mirrored our love for the sport at that time and our image of ourselves as part of the larger biker family.

Through the years, our association with bikes and bikers has grown, as has my own passion and personal involvement with a growing number of enthusiasts and the wonderfully evolving motorcycle lifestyle. Most of my friends are either music folks or motorcyclists, and I wouldn't have it any other way. If they aren't bikers, I do my best to convince them to put themselves in the saddle and give it a try!

ER: How did you meet Cris? What about your mutual love of motorcycles?



Pat with wife, Cris, whom he met in Sturgis.

PS: I met Cris, my wife, at, where else? Sturgis! Yes, at the rally. That was in 1989, while the Doobies were on our "Cycles Tour." Yeah, somehow motorcycles have steered my life in a direction that has been amazingly providential. To find a woman who is as enthusiastic about bikes as I am is something I had about given up on. But guess what, if you want to meet someone who loves bikes, where else would you find them but at a bike rally?

She was there, deeply involved with women's motorcycle events and representing her publication that she was co-editing at the time: *Harley Women* magazine. She heard about the free food at our press conference where we were announcing our support for the Harley-Davidson MDA fundraising event we were to play the following night. As the head of the Bikers Fight Against Muscular Dystrophy at the time, I gave a little speech alongside my old friend Clyde Fessler, who was head of marketing for Harley-Davidson. Afterward, he introduced me to Cris.

We all left after the conference and spent the rest of the night kicking tires in downtown Sturgis. She and I hung out together the rest of the night, and really, we've been together ever since.

As I talk about this stuff now, she's getting ready to ride our 1915 Harley 3,300 miles across the USA in the Pre 1916 Motorcycle Cannonball Endurance Run. She's the only American woman. It'll be a challenge for all the riders, but if anybody can do this, it's Cris. She's done a lot of

cross country rides, and through our test runs and break-in rides she's been doing in California, she's handled the old girl perfectly.

She named the bike Effie, after Effie Hotchkiss, who rode across the country on a 1915 Harley that same year. I'll be along as part of her support crew between legs of the Doobies tour I'm on right now. I haven't been home in over a month, and I'm going with her crew as soon as we break and then will head back out on the road with the band immediately after. It'll be crazy, but I wouldn't miss this for the world.

My hat's off to all the riders entered in this historic event. It starts in Kitty Hawk, North Carolina, on September 10th and ends at the Santa Monica Pier in California on the 26th. Stay tuned; there will be a lot of good stories coming out of this adventure. Nothing like this has been attempted since the early days of motorcycling. It'll be amazing to see all these old bikes, some as early as 1907 heading off the line in Kitty Hawk. We're filming some of it for a documentary we're working on. It should be visually stunning!

ER: How many bikes do you have now?

PS: I don't know, 25 or 30, all in various operative states. Some I've been restoring or searching for parts to complete, some are old original bikes, some are complete running, some are contemporary Harleys. I primarily like to fool with the old American brands.

Bud Ekins is the guy that turned me on to the old early bikes. He was so in love with the history, design, and diversified technology among the various early companies, and he and others like him passed on that passion to the rest of us.

I do like the custom bikes that are being built these days by some of the newer (to me anyway) builders that are usually set up at the Limpnickie Lot at many of the bike rallies, always inspiring and worth visiting. And, of course, guys like Arlen Ness, Billy Lane, Indian Larry, Rick Doss, and Dave Perewitz (and too many others for me to name) have always killed me with their sense of artistry and performance.

Whether a person has one or a hundred machines, the fun we have with motorcycles is unique, and I know I'm preachin' to the choir when I say, 'Motorcycles equal freedom!'

**2009 Rat's Hole Winner
and follow-up to DeVille's
2008 Daytona Win.**

Dave Mizur of DeVille Cycles on his
1979 Sporty "Slingshot."



A man with a long white beard and sunglasses is riding a custom motorcycle. He is wearing a dark t-shirt and blue jeans. The motorcycle has a large rear wheel with a white wall tire and a chrome rim. The background is a blurred green landscape.

DEVILLE CYCLES' MOST EXCELLENT XLCH

Slingshot

Nestled in Pennsylvania's Lehigh Valley, about an hour's putt north of Philadelphia, you'll find a shop called DeVille Cycles. Inside, Dave Mizur designs and fabs up custom parts, now and then doing a ground-up project bike to showcase DeVille's component line. He's been at it a while, since 1977.

He calls this 1979 Sporty "Slingshot," the name echoing his drag racing days, in particular slingshot cars, a radical design where the driver sits directly behind the rear wheels, a vantage point that definitely amplifies the experience of rocketing down the quarter mile. "I had built this bike for myself and after taking it out for the first couple of rides, thought, *Hey, this thing's like a little rocket ship.* It's basically just a motor and wheels, quick, agile...like a slingshot dragster."

Dave found this bike on craigslist more than ten years ago in a condition



nowhere like its current form. It came as a stripped down, kick-only 1979 XLCH Sporty, all cut up with a sportbob rear fender, a way oversized gas tank, tall risers, and even taller handlebars—basically a bike with a severe identity crisis as Dave puts it. It was a case of finding a bike with a good title at a good price, one that you sit on for a while and then see what happens. As it turns out, Dave actually didn't "sit on it" for a decade, moving the Sporty from old house to new house, from old shop to new shop. "For near ten years, everywhere I went, the bike went," Dave says.

"Finally I found some slow time to start building a little hot rod to bob around town on."

Going to work on the frame, Dave kept the Sportster's original 1979 front section and grafted on a Harley hardtail rigid rear, dropping the front end a bit so that the bike sits about 4 3/4 inches off the ground. Then he turned his attention to the motor and was in for a big surprise. "I've done a quite a few Sportsters and plenty of Ironheads, and the first thing I do is take the top ends off and rebuild them, but when I checked this motor out I found it didn't

have many miles, ran strong, and didn't need rebuilding, and that went for the transmission as well. Plus it's still running the stock carburetor that came with it, a Keihin butterfly, Harley's copy of the Bendix. The bike runs awesome."

As far as the "big cannon" exhaust system, Dave says, "It's a little something different and sounds good. I did make up this little attenuator plate to tone down the high tones, because I don't really need the attention of the cops."

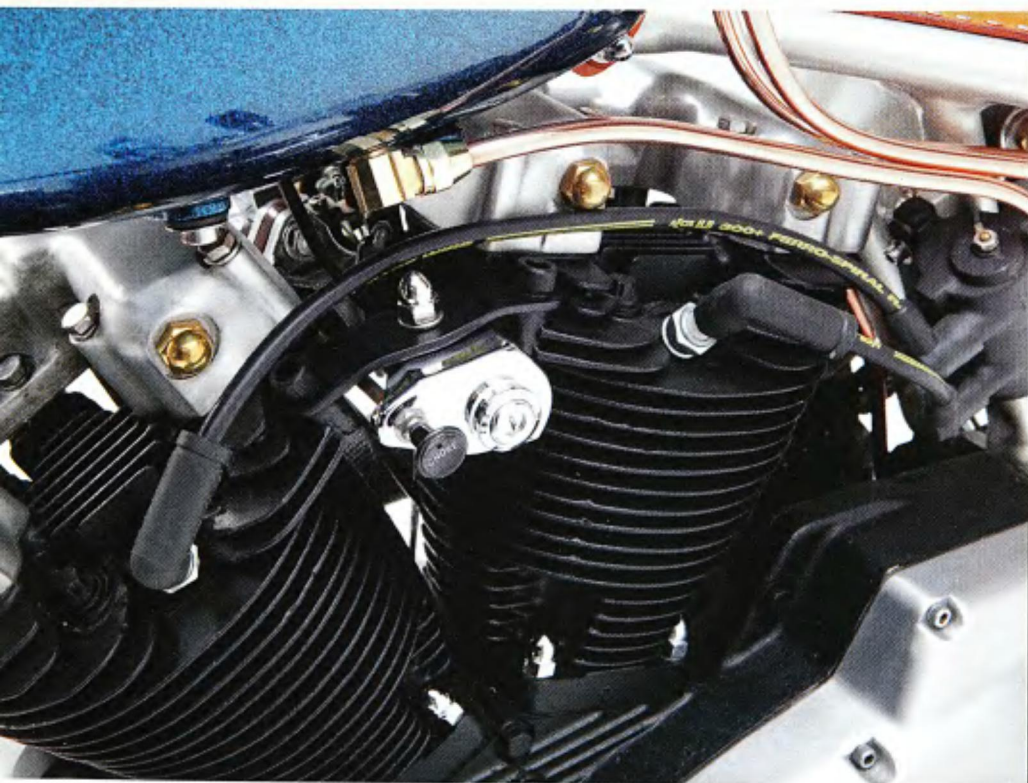
Moving on to Slingshot's DeVille signature gas tank, the first of its design and now a hot seller, Dave began with a 3-gallon Mustang-style tank, then split and paneled it, transforming it into a dual gas/oil design, since there was no room for a separate oil tank.

Jeff Gross sprayed the frame in House of Kolor Pale Gold with some ghost gold that really sets off the bike's brass design elements. Jeff then shot the bodyparts in House of Kolor Blue Flake that also pops in the sun.

Slingshot has scored some direct hits at bike shows, including taking its class trophy at the 2009 Daytona Rat's Hole, a follow-up to a previous DeVille win at the 2008 event, back to back wins.

—Paul Garson





Owner: Dave Mizur/DeVile Cycles

City: Slatington, Pennsylvania

GENERAL

Design/Fab: DeVile Cycles

Year/make: 1979 Harley-Davidson

Model: XLCH custom

Assembly: DeVile Cycles

Time: 6 months

ENGINE

Year/make: 1979 Harley-Davidson /
DeVile Cycles

Displacement: 1000cc

Cam: Harley-Davidson

Ignition: Crane

Pistons: Harley-Davidson

Heads: Harley-Davidson

Cam: Harley-Davidson

Lifters: Harley-Davidson

Carb(s): Keihin Butterfly

Air cleaner: MAD Originals

Pipes: DeVile Cycles

TRANSMISSION

Year/make: 1979 Harley-Davidson

Modifications: bone stock

Shifting: foot

PAINTING

Painter: Jeff Gross

Type/color: House of Kolor/Blue Flake and
Pale Gold

FRAME

Year/make: 1979 Harley-Davidson/
DeVile Cycles

Type: hardtail Sporty

Rake: 34 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: DeVile Cycles

Handlebar controls: Harley-Davidson

Fenders: DeVile Cycles

Headlight: bright

Taillight: MAD Originals-Model A

Pegs: Harley-Davidson

Electrics: minimal

Gas tank: DeVile Cycles
(split tanks)

Oil tank: DeVile Cycles

Oil system: Harley-Davidson

Seat: DeVile Cycles

Grips: Harley-Davidson

FORKS

Type: Sportster

Extension: stock

Builder: Harley-Davidson

WHEELS

Size: 21-inch front,
18-inch rear

Wheels: Harley-Davidson

Tires: Avon

Brakes: Harley-Davidson

Photos: Dino Petrocelli

Contact: DeVile Cycles
610-570-5744

www.devilecycles.com

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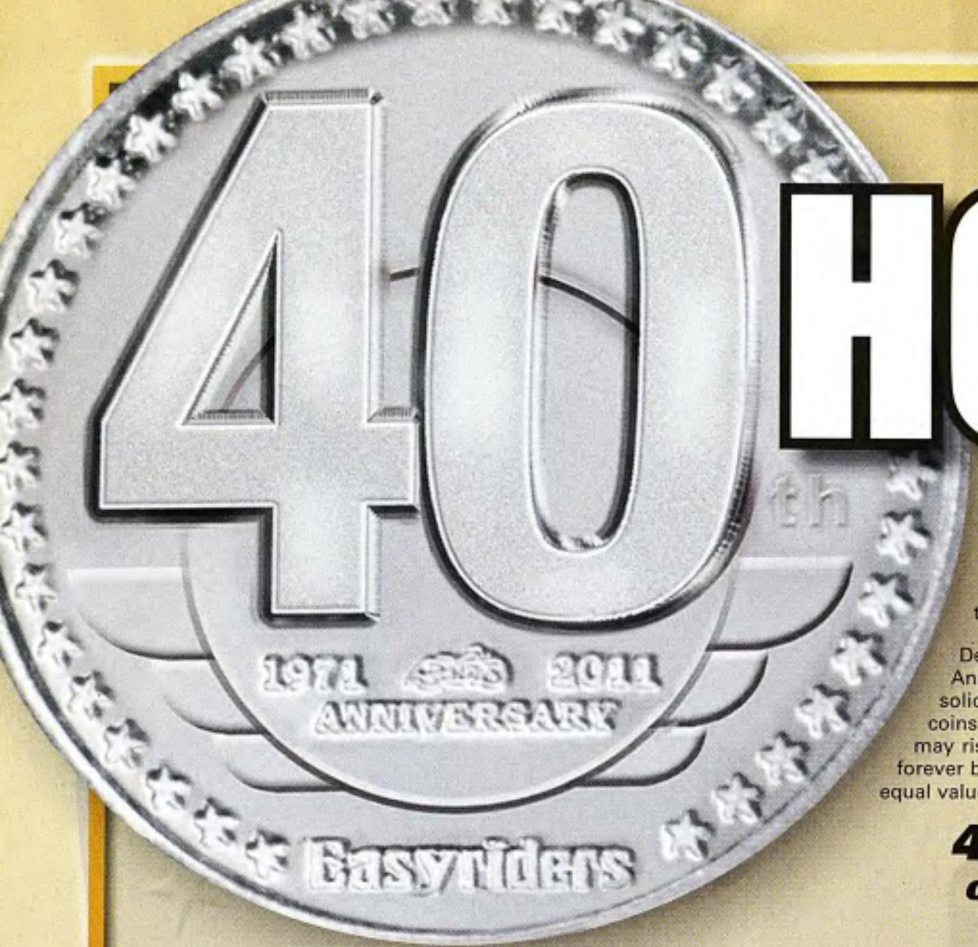
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It seems like only yesterday that we put together the 1st issue of *Easyriders* magazine. Do you know that a mint condition, 75 cent, 1st issue of *Easyriders* magazine is now worth about \$450? All these years later we're still proud to be putting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

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

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

Joe Teresi
Founder

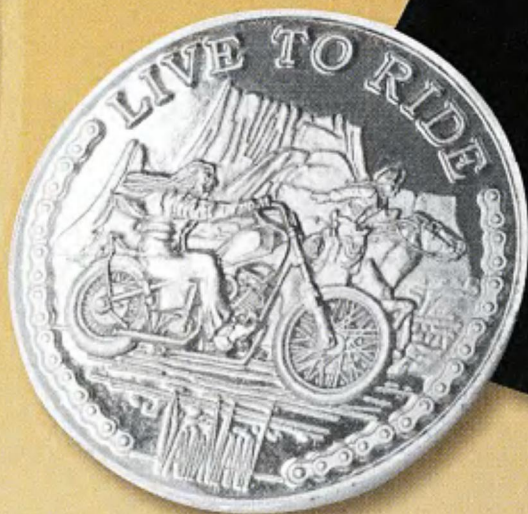
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Expiration date _____ Signature _____

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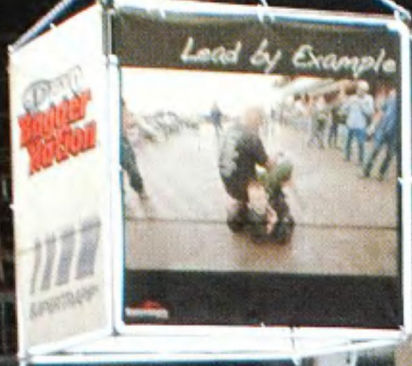
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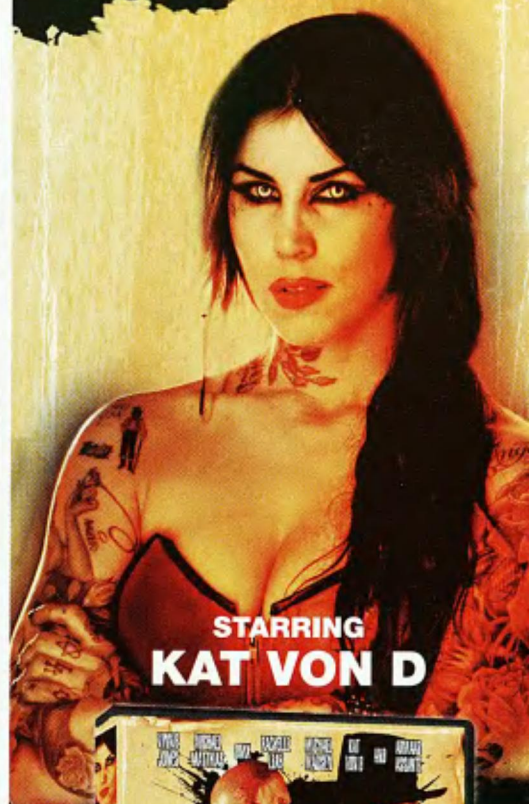


The Easyriders Events crew and title sponsors Geico and Dennis Kirk started our Bike Show Fall Tour with a bang at the Carolina First Center in Greenville, South Carolina, on October 23. They have amped up the excitement and fun for this tour with lots of new things to see and do.

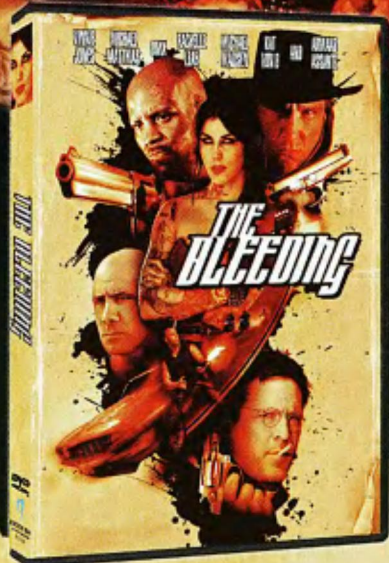
Besides hundreds of cool custom motorcycles on display, a new Kid Zone had plenty for the little shavers to do, including getting an autograph from Hannah Montana star "Rico." A motorcycle stunt show drew in the teen crowd, and live music from Cowboy Mouth rocked the hall all day long.



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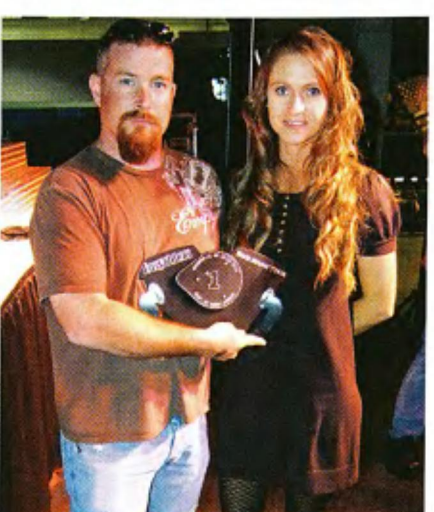
**ANCHOR BAY
ENTERTAINMENT**

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VIOLENCE, LANGUAGE AND BRIEF NUDITY







Our photographer Michael Lichter gave tours of his traveling museum and shot bikes for features in *Easyriders*. There was the chance to win a new Harley-Davidson, meet bike builders such as Kendall Johnson, party over at the Limpnickie lot, and the Purrfect Angelz giggled and gyrated their way into event-goer's hearts and wallets.

The fall and winter tours featured more awards than ever before, with 55 trophies going to lucky bike show winners. The judges' favorites included the Editor's Choice bobber owned by Bunchie Whitten, Terry Whitten's Evo Chopper, Jim Westbrook's, Hardknox Chopper, and Josh Siler's Wrench Works Rigid. We also gave out our first Crafty Customs award to Charles Whitlock for his 1999 H-D Fat Boy. We'll be shooting Chuck's bike for a feature right here in *Easyriders*.

—Dave Nichols

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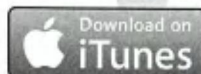
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EASYRIDERS GREENVILLE BIKE SHOW WINNER'S LIST

SPECTATOR'S CLASS

Antique/Old-School

- 1st — Scott Sitton, Easley, SC — 1960 FLH panhead
2nd — Rusty Nuts Originals, Greenville, SC — 1931 VL flathead
3rd — Rusty Nuts Originals, Greenville, SC — 1949 H-D panhead

Modified Stock

- 1st — Paul Roger Hyder, Greenville, SC — 1991 H-D Softail
2nd — Mark Pollard, Yanceyville, NC — 2006 H-D Fat Boy
3rd — Chuck and Irene Baker, Liberty, SC — 2005 Dyna

Specialty Class

- 1st — Bob Christian, Salem, SC — 2007 Kawasaki Vulcan 900
2nd — Cedrit Bennett, Greenville, SC — 2004 Honda Rune
3rd — J.W. Jordan, Fountain Inn, SC — 2007 American IronHorse Slammer

Street Custom

- 1st — Dean Pilgrim, Piedmont, SC — 2010 hot rod custom
2nd — Chip Sherman, Greenville, SC — 2004 Redneck Low Life
3rd — Billy Tucker, Pelzer, SC — 1970 H-D shovelhead

Radical Class (Evo-present)

- 1st — Jeff Smallwood, Hodges, SC — 2006 Wicked Willy chopper
2nd — Vince Doll, Liberty, SC — 2007 Redneck Engineering bagger
3rd — Partick Ariail, Lyman, SC — 2009 pro-street

Radical Class (Pre-Evo)

- 1st — John Patrick, Concord, NC — 2005 shovelhead chopper
2nd — Dean Douglass, Easley, SC — 1976 H-D XL rigid
3rd — Michael Howell, Taylors, SC — 1957 H-D pan/shovel rat

Bagger Nation

- Russell Brown, Maulden, SC — 2005 H-D Road Glide

Best of Show

- Richard Wright's Chop Shop, Lexington, SC — 2010 Softail chopper
Richard Wright's Chop Shop, Lexington, SC — 2010 pro-street
Robert Buchsteiner, Earley, SC — 2002 Bourget's Bike Works

The following honors were awarded to bikes in both the Spectator and Judged Classes.

METRIC SPECIALTY

- Nightmare Custom Cycles, Harleyville, SC — 2005 Suzuki Intruder Trike

METRIC STREET CUSTOM

- Evan Raines, Greer, SC — 2006 Suzuki Boulevard

METRIC RADICAL CUSTOM

- Daniel Taylor, Toccoa, GA — 2007 Suzuki M109

METRIC BEST OF SHOW

- Scott Bailey, Greer, SC — 2003 Honda Shadow 750

EDITOR'S CHOICE

- Bunchie Whitten, Anderson, SC — 2008 Hardknox bobber

BEST PAINT

- Richard Wright's Chop Shop, Lexington, SC — 2010 pro-street



Photos: Kai

BEST DETAIL

- Alan Graff, Columbia, SC — 2009 H-D Street Glide

BEST DISPLAY

- Rodney Smith, Supply, NC — 2007 Southeast Customs Viking Display

LIMP NICKIE AWARD

- Rusty Nuts Originals, Greenville, SC — 1950 H-D panhead

CRAFTY CUSTOM

- Charles Whitlock, Greenville, SC — 1999 H-D Fat Boy

JUDGED CLASS

Antique/Old-School

- 1st — B.K. Keenan, New Ellenton, SC — 1941 H-D UL flathead
2nd — Richard Warder, Greenville, SC — 1931 H-D flathead
3rd — James Berry, Central, SC — 1960 H-D Duo-Glide

Modified Stock

- 1st — Eric Brown, Summerville, SC — 2009 H-D Street Glide
2nd — Alan Graff, Columbia, SC — 2009 H-D Street Glide
3rd — Burt Dudley, Fountain Inn, SC — 2007 H-D Road King

Specialty Class

- 1st — Alan Jeanes, Belton, SC — 1997 Buell custom
2nd — The Jebby Shack, Ephrata, PA — 1933 H-D knucklehead
3rd — Nightmare Custom cycles, Harleyville, SC — 1968 Triumph Daytona

Street Custom

- 1st — Cameron Johnson, Raeford, NC — 2010 Badd Azz Bobber
2nd — Damon White, Summerville, SC — 2009 H-D Street Glide
3rd — Fernando Bates, Simpsonville, SC — 2009 H-D Road Glide

Radical Class (Evo-present)

- 1st — James Thomas, Greenville, NC — 2004 Indy Choppers
2nd — Burt Dudley, Fountain Inn, SC — 2006 Pro-One chopper
3rd — Josh Howard, Zirconia, NC — 2006 Carolina Custom

Radical Class (Pre-Evo)

- 1st — B.K. Keenan, New Ellenton, SC — 1960 panhead chopper
2nd — Rodney Smith, Supply, NC — 2008 H-D Drag Bike

Bagger Nation

- Tommy Grady, Summerville, SC — 2002 H-D Road Glide

Best of Show

- Josh Siler, Asheboro, NC — 2010 Wrench Works rigid
Jim Westbrook, Anderson, SC — 2006 Hardknox chopper
Terry Whitten, Anderson, SC — 2001 Evo chopper

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Road King



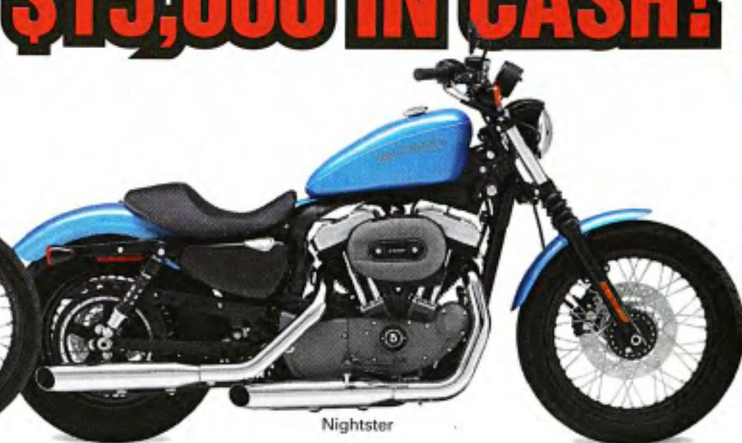
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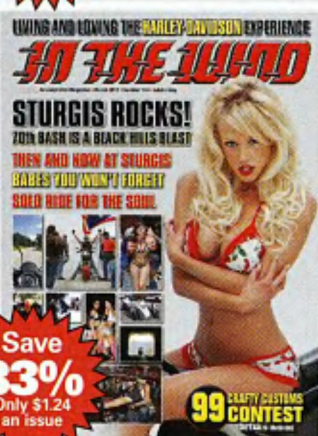
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NO PURCHASE NECESSARY TO WIN.



Attack of the flamin' twit! — Mark Sherman, Renegade Rendezvous, Dixon, Calif.



John Dodson and Greg Retsinas are old-school cool.

—Jennifer Dodson, Richmond, Va.



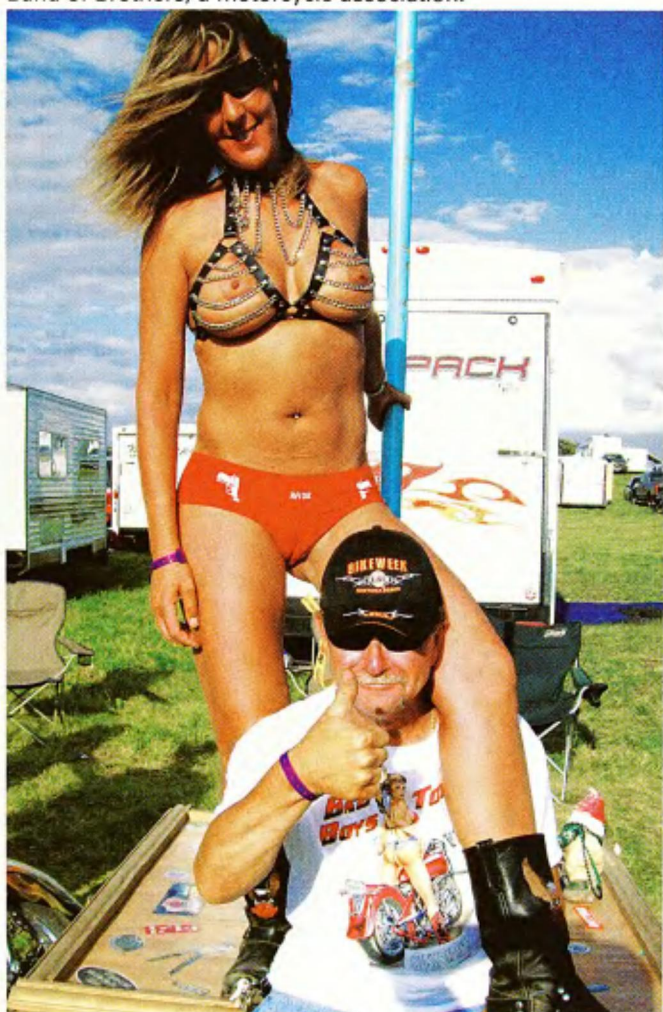
A pristine Dyna, Candace, and a hat.

—Chazz Ferguson, Baltimore, Md.



Band of Brothers, a motorcycle association.

—Katmandu, Stuart, Fla.



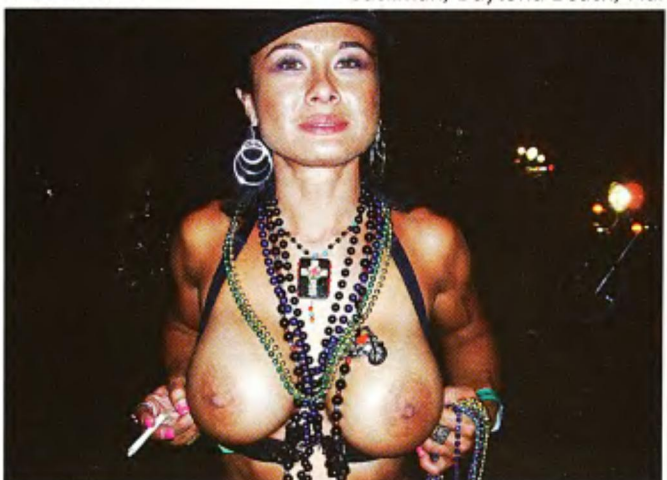
Have pole, will travel.

—Roger Shores, Algona, Iowa



Snakes alive!

—Jackman, Daytona Beach, Fla.



Bursting out.

—James Busch, Montgomery, Texas



Curly, Shirley, and Squirrely on a date.

—Julie Tully, Ormand Beach, Fla.



Highbeam hijinks.

—Frank Haack, Hastings, Neb.



"Hi Mom, we're drunk!"

—Traci Lovell, Sturgis Rally 2010



Puttin' proud across the High Plains.

—Buck Lovell, Sturgis, S.D.



This'll shut 'er up!

—Jim Boan, Wyoming Freedom Rally, Evanston, Wyo.

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. 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.



"I just want to bend metal."

OCC'S WRENCHIN' WIZARD GOES SEMI-SOLO

Rick Petko

No doubt you're aware of the "unfolding drama" of the Orange County Chopper TV series, *American Chopper*, now into its eighth year. That's longer than most Hollywood marriages, and despite the show's own "divorces," they recently wrapped up the filming of another season. Paul Jr. has parted ways with his dad, Paul Teutul Sr. and opened his own shop called "Paul Jr. Designs," but like they say, the show goes on.

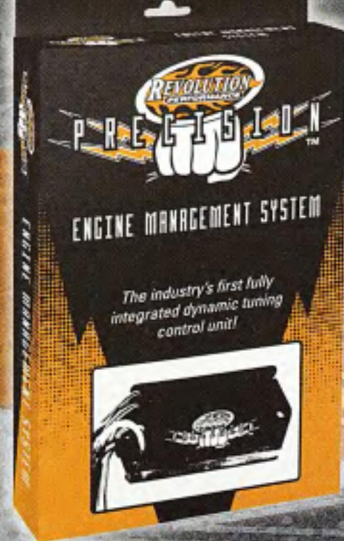
At this point, it's still not clear where the chips have fallen, but what is certain is that the show's number one wrench aka "the hardest worker mechanic in show business," Rick Petko remains a key player on the OCC program and still shows up for work every

day. He's also chartered his own bike-building course.

In March 2010 Rick officially established RPD & Co., a homegrown shop located on his 18-acre farm in the beautiful Pocono Mountains of Pennsylvania, about a 90 mile commute each way to OCC in Newburg, New York. He is building bikes both for himself and for customers when he has time from the OCC show, basically a non-stop combination of filming and building.

Asked how he got hooked up with OCC in the first place, he says, "One year I was heading up to Laconia and riding by the area and saw the exit to the shop. I decided that I'd give them a call when I got home, which I did, then





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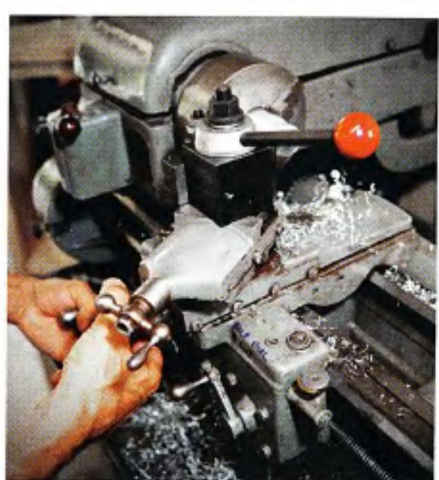
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Photos: Dino Petracelli

went up to the shop, and a couple days later, I was hired. As it turns out, they were looking for a fabrication guy, saw my work experience, and signed me on. They had just begun shooting the show, and I found myself in the middle of it. Honestly, back then I didn't want anything to do with the reality TV thing, but after I started making gas tanks for them, they said, 'Hey, we want you to be on the show.' It worked out."

As far as his own shop's focus, Rick says he's into "nice, tight old-school bikes"—pans and shovels and old Sporties. In fact, he is in the process of building a custom Sportster for himself. "This is something that's been lying around for about 14 years and I figure it was time I did something with it." It started out as a 1976 Sporty frame with a welded on old Santee rigid tail section into which Rick bolted a 1968 ironhead motor. There's a stock Softail front end with Wide Glide trees with a 130 on the rear and a 21-inch wheel up front. Says Rick, "It's just a nice handling little bike.

My next project is a 1919 Indian 1000cc twin that I'm going to build, not as the usual board tracker, but something different, more a hill climber. The AMA has a hill climb event not far from me that I go to, so I thought I'd build something along those lines.

"It seems I'm spending more time on my bikes, than money-making customer work, but I get to build something for myself. I'm a one-man operation and my customers are just regular people who need a gas tank fabricated or service on the bike. It's bits and pieces since I spend most of my time up at OCC, which is still a great place to work. You never know what the hell's going to happen next. Despite all the rumors, the show is real. There's no script. We weren't even told how to do an interview. It's an extremely dysfunctional family and you see it raw.

"We get all kinds of letters and e-mails from all round the world, from people saying how it reminds them of their family, the sibling rivalry, the clash of the

old and the young, and that's probably why it's so popular," Rick says. "I think the show is seen in over 160 countries. To think so many people get their impression of America from it. That's pretty scary. But they love it. On the other side of things, my own family life here in Pennsylvania is very normal, and I get to live in a peaceful area with a couple horses to ride and my 1947 flathead to cruise around on. I also ride to Sturgis every year just to keep my sanity."

Rick, a meticulous craftsman, tends to be the quiet one of the show and firmly grounded, leaving the politics out of the picture, and in a way serves as the glue that helps keep the emotionally volatile show in one piece or close to it. Summing it up he says, "I just want to bend metal."

—Paul Garson

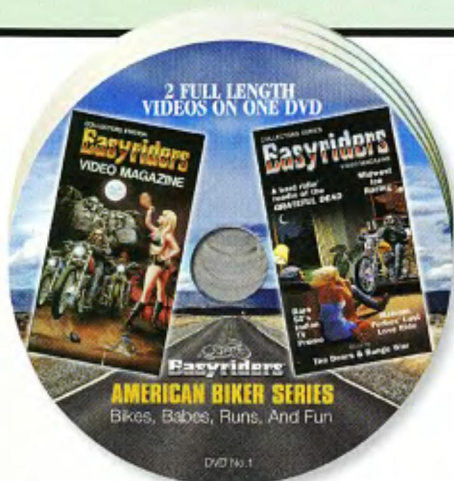
Rick Petko
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DVD 2
"WIDE OPEN AND IN THE WIND" Easyriders 2nd Invitational Bike Show, Daytona 1990 coverage, David Mann, Big Al Hogan.

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

DVD 3
"WINTER SPECIAL" Laughlin River Run, World Record Run, David "Mountain" Mann, Skid Row Toy Run.

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

DVD 4
"RODEO SPECTACULAR" Chrome Magic, Key West Poker Run, Rodeo Rejects, Easyriders Grand Nationals 1995.

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



DVD #5 - 8

4 pack

DVD 5
"ALL THE ACTION" 1995 Easyriders Rodeo in Costa Mesa, interview with Harley exec Clyde Fessler, the Women of Drag Racing, Helmet Test comedy skits.

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

DVD 6
"BEST PARTIES ON THE PLANET" Texas Rattle Snake Roundup, Myrtle Beach 1996, Laughlin River Run 1996, Bridgeport Rally, Lee Clemons of Departure Bike Works, Doobie Brothers.

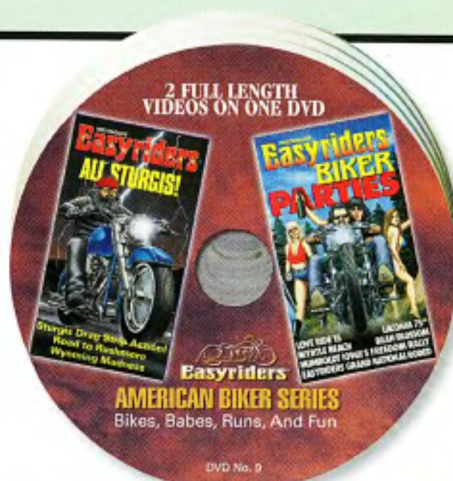
"OUTRAGEOUS STURGIS" Sturgis 1996, Jims Machine, Love Ride #96, Harley racing legend Scotty Parker interview.

DVD 7
"ROLLING THUNDER" Easyriders Rodeo 1997, Rolling Thunder/Run to the Wall, Easyriders Bike Show in Anaheim, California, Exotic Dancer Poker Run, David Mann's wedding.

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

DVD 8
"THE CARNAGE CONTINUES" Daytona 1998, Easyriders Bike Show Tour 1998, JIMS Tech Tip.

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



DVD #9 - 12

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DVD 9
"ALL STURGIS" Full coverage of Sturgis, 1998, Jack Pine Gypsies MC.

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

DVD 10
"HOTTEST DAYTONA COVERAGE EVER" Ten years of Easyriders Video, Complete Coverage of Daytona 1999.

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

DVD 11
"STURGIS MADNESS!" Complete coverage of Sturgis 2000. Dumas Brothel Run.

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

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Sexy-as-hell Cam-Ranh with Tom Russell's T-n-A Custom Motorcycles' Chop-Bob, shot by Brad Patton.



"If I don't have to buy something, I won't. Half the fun is making all those parts."

—TOM RUSSELL

A SOLDIER'S STRESS RELIEVER

A Little R&R

Tom Russell builds his bikes in a two-car garage in Sanford, North Carolina, just about 15 miles outside of Fort



Bragg, which is convenient, since Tom's been in the Army for 17 years and is currently stationed there. He's involved in Special Ops in Iraq and Afghanistan, doing things that if we told you what they were, we'd have to kill you.

Building motorcycles is a part-time stress reliever for Tom, something to do between deployments. Whenever he's home, he'll hit the garage most every evening and move some metal around. "And I'm usually on a pretty tight schedule," he says. "No time for half-stepping." This bike, for example, he finished in about two months, and while Tom was doing this one, he was also building



another for a customer—one man, two bikes, four months.

Sometimes Tom will build a bike just for himself and sometimes he'll build for guys coming in willing to pay for his talent. "If I can help it," Tom says, "and it usually works out that way, I don't build a motorcycle for much over \$20,000. That's about the right price, I think. These things are meant to be ridden and to have fun with. It shouldn't be something you have to mortgage the house to enjoy." This bike adheres to his credo and is for sale for just \$16,000.

"I called this one a chop-bob," he says.



It's based on a 4-up, 1-out Ultima frame. "I did it that way," he goes on, "because, while bobbers can look great, they don't really fit a lot of people. You put somebody who's 5-foot-10 or taller on one, and it looks like he's riding a tri-cycle." So here Tom kept the bobber look but gave it a little bit of the chopper feel, a little more size. It fits more people and the whole thing weighs just under 400 pounds, plenty light enough to let its 113 Ultima scooter things along just fine.

Keeping the builds simple, Tom

makes do with what he has in the garage. He has a small 3-in-1 mill/lathe/drill machine, some TIG and MIG welders, a couple little benders, a plasma cutter, and all the usual hand tools. "Basically," he says, "I'll just pound everything out by hand, and I love making as much as I can. If I don't have to buy something, I won't." For this bike he made the handlebars, the forward controls, the oil tank, taillight mount, the seat bracketing, all the spacers, the exhaust, the headlight mount—the list

goes on. To make that oil tank he just shaped some metal around the shop's fire extinguisher. "Maybe next time," he says, "I'll just start with an empty fire extinguisher and go from there!"

Tom says he hasn't used any paint at all on the last three bikes he's done. It's all powdercoat. "Maybe it's just me," he says, "but I'd rather let the bike and the build speak for itself and not try to hide anything under a \$3,000 paintjob." Proving that point, there's nothing here that needs hiding.

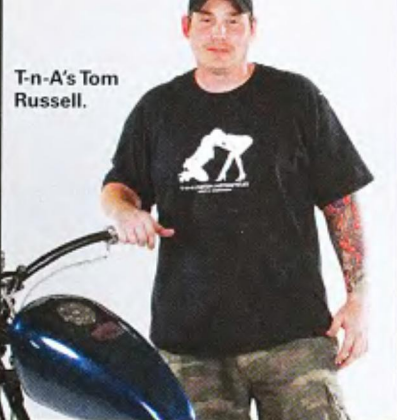
—Joe Kress



This month's *Easyriders* girl is mouthwaterin' Cam-Ranh from the Tar Heel state. We tried to explain to her that Cam-Ranh is not really a name—at least not for a human being. Maybe Cam-Ranh was an Egyptian goddess or something. Anyway, cute though she is, she ain't buyin' any of our crap.



T-n-A's Tom Russell.



Owner: T-n-A Customs
City: Sanford, North Carolina

GENERAL

Designer: T-n-A Customs
Year/make: 2010 Custom
Model: Chop-Bob
Assembly: T-n-A Customs
Time: 2 months

Chroming: factory

ENGINE

Year/make: 2010 Ultima
Displacement: 113 cubic inches
Ignition: Ultima
Cam: Ultima
Carb: Mikuni
Air cleaner: Ultima
Pipes: Ultima

TRANSMISSION

Year/make: 2010 Ultima
Shifting: 6-speed

PAINTING

Painter: Final Touch Powder Coating
Color: Midnight Sparkle Blue

FRAME

Year/make: 2010 Ultima
Type: bobber
Rake: 34 degrees
Stretch: 4-up, 1-out

Shocks: none

ACCESSORIES

Bars: T-n-A Customs
Handlebar controls: Harley-Davidson
Fenders: Kustom Werks
Headlight: 5 3/4-inch old-school
Taillight: T-n-A Customs
Speedo: digital
Pegs: T-n-A Customs
Foot controls: T-n-A Customs
Gas tank: Kustom Werks
Oil tank: T-n-A Customs
Seat: LePera
Mirrors: CCI
Grips: CCI

FRONT END

Type: springer, 4 inches over
Builder: DNA

WHEELS

Make: DNA, laced
Size: 21-inch front, 16-inch rear
Tires: Dunlop
Brakes: Harley-Davidson

Photos: Brad Patton
Contact: Tom Russell
 T-n-A Customs
 910-574-2742

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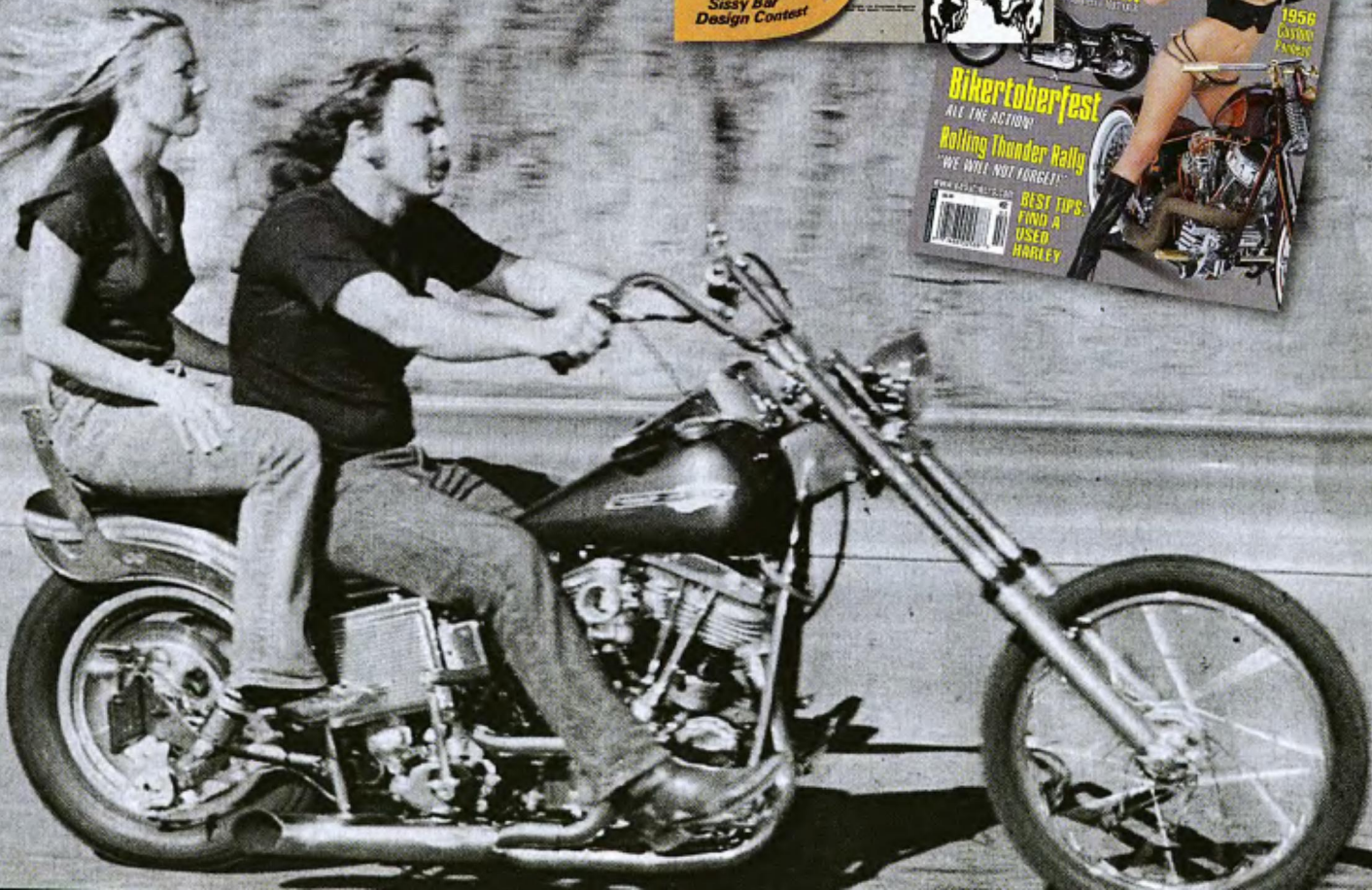
It all adds up to hours and hours of big-time entertainment for you. Includes hundreds of drop-dead gorgeous scoots: classics, customs, one-of-a-kind sleds. Plus bike-lovin' babes. Biker news of the day. Accessories. Tech reports. Party shots. Funnier-'n-hell humor. Fiction. And photos and stories on favorite biker spots, rides, events and shows.

You can enjoy it all in the *Easyriders* 40th Anniversary Commemorative Boxed Set that will be released this spring. This classic collection of motorcycle goings-on is unlike anything you've seen.

Be sure to grab the June anniversary issue of *Easyriders* for details on how to get your 40th Anniversary Commemorative Boxed Set. And remember, it also makes a great gift for anyone who enjoys life on the road.

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"How can I NOT stare at your tits when they're screaming, 'Suck me! Squeeze me!'"

The 99 Crafty Customs Contest

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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!

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Chopper

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99 Crafty Customs Winner

Everyman's Ride

MICAH McCLOSKEY'S SIZZLIN' SOFTAIL

This bike is mostly stock, even retaining the original factory two-up seat and sissybar.

Here's a Crafty Custom winner we found in our own back yard of Southern California. Micah McCloskey's Custom Cycles is one of the few remaining old-school motorcycle shops in the region. Micah has been servicing, building, and riding custom bikes for over 30 years and he always has a stable of quality used bikes on the floor.

This 1998 Harley-Davidson FXSTC is a classic example of the over one million Evo-powered big twins that are on the roads across this country. It's a good value and Micah had it priced right at \$7,500. As you can see, this bike is mostly stock, even retaining the original factory two-up seat and sissybar. But a previous owner added a few touches worth mentioning. The flame paintjob



The front fork lowers and rear swingarm were chromed. The front turn signals were moved from the bars down to the top of the triple trees.





The carb and air cleaner are from S&S and the exhaust pipes are by BUB.

is by Damon's, Tom Prewitt's old custom paint shop that was known for turning out some of the best paint in California. Tom was featured each week on the Discovery Channel's *Monster Garage* TV series. While the previous owner may have paid several grand for the custom paint, a similarly painted set of tins can be found on eBay for under a thousand dollars.

The carb and air cleaner are from S&S and the exhaust pipes are by BUB. The front fork lowers and rear swingarm were also chromed. The front turn signals were moved from the bars down to the top of the triple trees, as was the custom back in the nineties, and the grips and mirrors are aftermarket. Bottom line, some lucky

dude picked this Softail up for a song.

Our point is that you can grab a 1990 to 1999 big twin Evo Harley at bargain prices these days, add a bit of flourish to make the bike your own, and enter this contest. Not only did Micah's bike get a bike feature in *Easyriders*, but it has been entered for the chance to win \$10,000.00 when we pick our Crafty Custom of the Year.

Remember that the total value of the bike (based on current NADA numbers), including dress-up parts, cannot exceed \$9,999.99. Does your nineties Harley have what it takes? Enter The 99 Crafty Customs Contest by going to www.99crafty.com. You might just win \$10,000 in cash! —Dave Nichols

Owner: Micah McCloskey's Custom Cycles

City: Canoga Park, California

General

Year/make: 1998 Harley-Davidson

Model: FXSTC

Engine Accessories

Carb: S&S

Air Cleaner: S&S

Pipes: BUB

Paint

Painter: Tom Prewitt, Damon's Custom

Color: black with flames

Accessories

Bars: Dennis Kirk

Handlebar controls: stock, chromed

Fenders: Harley-Davidson

Headlight: stock

Taillight: stock

Speedo: stock

Seat: stock

Grips: Dennis Kirk

Mirrors: Dennis Kirk

Wheels

Builder: Harley-Davidson

Tires: Avon

Brakes: stock

Photos: Kai Raecke



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

It's a good value
priced right at
\$7,500.



The flame paintjob is by
Damon's, Tom Prewitt's old custom
paint shop that was known for
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TV series.





Photo artist Jim Lightfoot captures the antics out in the garage as a bunch of bros and their ol' ladies get ready to take a scoot to an Easyriders bike show. See more at www.jimlightfoot.com.



AMERICA'S BEST BIKER RUNS

The warm days remind us that the riding season is upon us and a renewed wanderlust is returning to every biker's heart. It's time to hit the road, see new places, slap the backs of old friends, and meet new ones.

There are scores of events across the country both big and small, and one of the best ways to find them is our "What's Happening" listing at www.easyriders.com. If you are a promoter of motorcycle events, you can also

submit yours at that address.

What we have done here is compile a small sampling of shows and events we featured in our rags over the last year or so that capture the spirit of the season and whet your appetite for what is ahead for the coming year.

It's time to tune up the scoot and head on out; it's a big, bad, beautiful country and you can't see it from your couch. Fire 'em up!
—Kit Maira

ARIZONA BIKE WEEK

March 30 – April 3 • Scottsdale, Arizona • www.azbikeweek.com



Photo: Dean Shawler, Dennis Carver

HOG WILD RODEO

May 27 – 30 • Conesville, Iowa • www.circleofpridemc.com



Photo: Nate Ulinch

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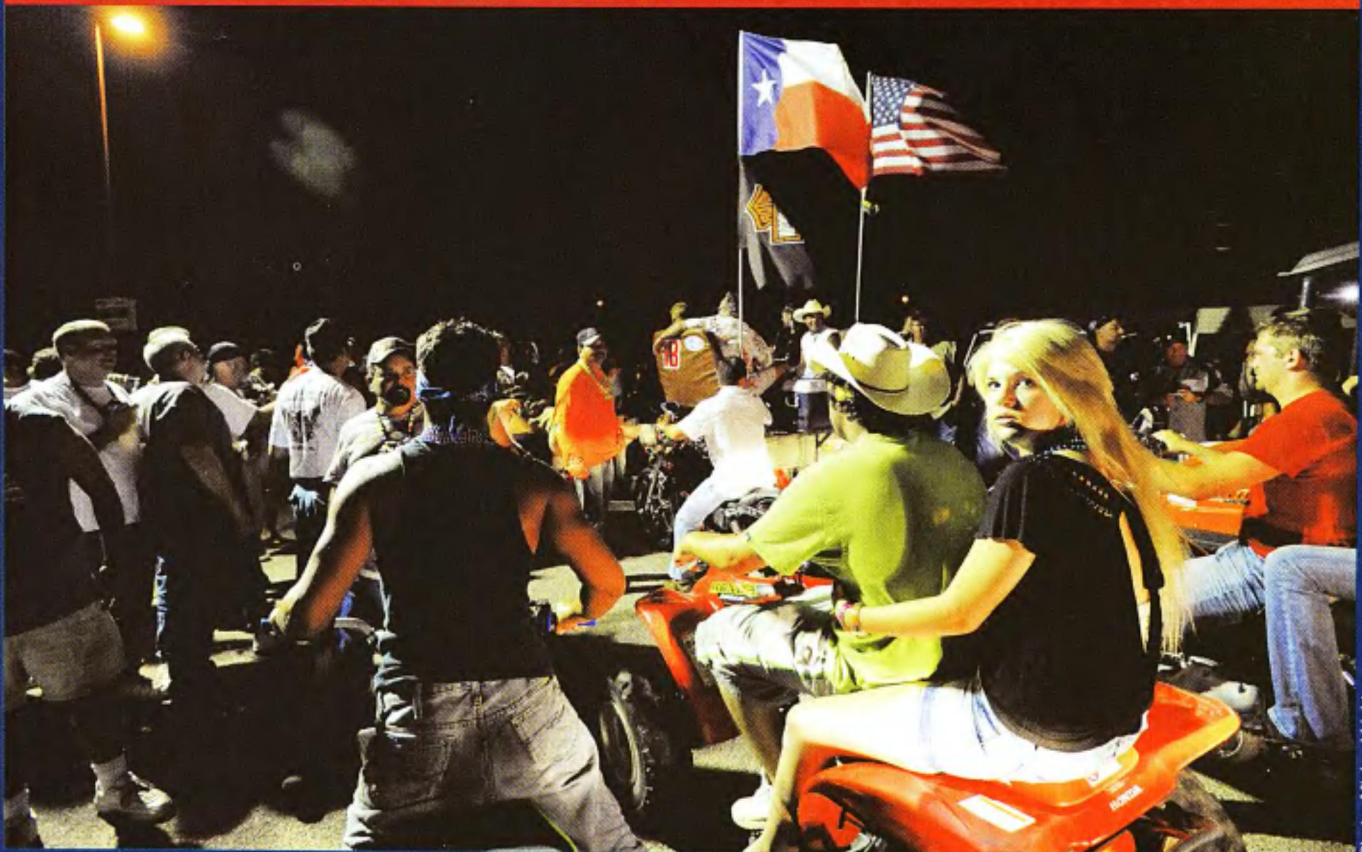


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December 11 • Pompano Beach, Florida • www.toysinthesunrun.com



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IT'S WHAT'S UP FRONT THAT COUNTS

As always, we found our Topless Tech sweetheart, Angie Savage, wrenching away at CycleWorks Etc. She was installing a new Truck-Lite brand LED headlight. Angie says, "Two of the most important things in life are seeing and being seen. If you are on foot, glasses might help the first part of the deal, and your attire (or lack thereof) will promote the second. On your bike, you need a super noticeable headlight which helps a great deal, whether it's day or night." Now some people go the million candlepower headlight route, but it is actually the type, or more correctly, the color of the light beam that will improve your night vision. For this, a white light is the best, which leads us to the new LED lights. Truck-Lite Company has a LED headlight that is the best match we have seen yet and Angie is installing one in a 2010 FLHTC.

Because Mike, the shop owner, once told her that she should try to keep from scratching paintjobs, as usual, Angie is working sans-top. I guess there



1 Angie says, "An LED headlight will let you see and be seen." And, we think Angie knows how to be seen!

ain't no sharp edges on them nipples.

According to Angie, "Installing the LED headlight in a dresser doesn't require any special tools." She says, "Just be careful with the screwdriver."

So, pay attention, and follow the bouncing boobies. As usual, this ain't

hard, but it is important.

—Bugle

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2 Angie used a phillips screwdriver to remove the headlight trim ring. She says, "If your bike has a custom headlight, you might have a bunch of screws to un-do."



3 Angie says, "The trim ring is a tight fit, so gentle but steady force is needed."



4 Once she got it off, the headlight ring mounting screws were exposed.



5 "This mounting ring is just what I was looking for to make my new tank top," Angie says.



6 Looking behind the stock headlight, Angie found its electrical connector.



7 Angie says, "The LED headlight is a direct plug-in replacement for the factory unit." Keep your eyes on the plug, boys!



8 For the reassembly Angie says, "You need to be very careful. Push the headlight's plug all the way in; it is a tight fit."



9 In putting the whole thing back together Angie says, "Make sure that you line up the tabs on the headlight before you screw the mounting ring down tight."

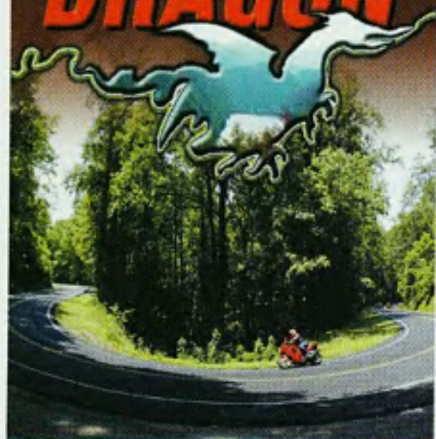


10 All done. Bet you didn't notice the new headlight in this photo! Angie can be such a distraction. Take our word for it, "tit" works great.

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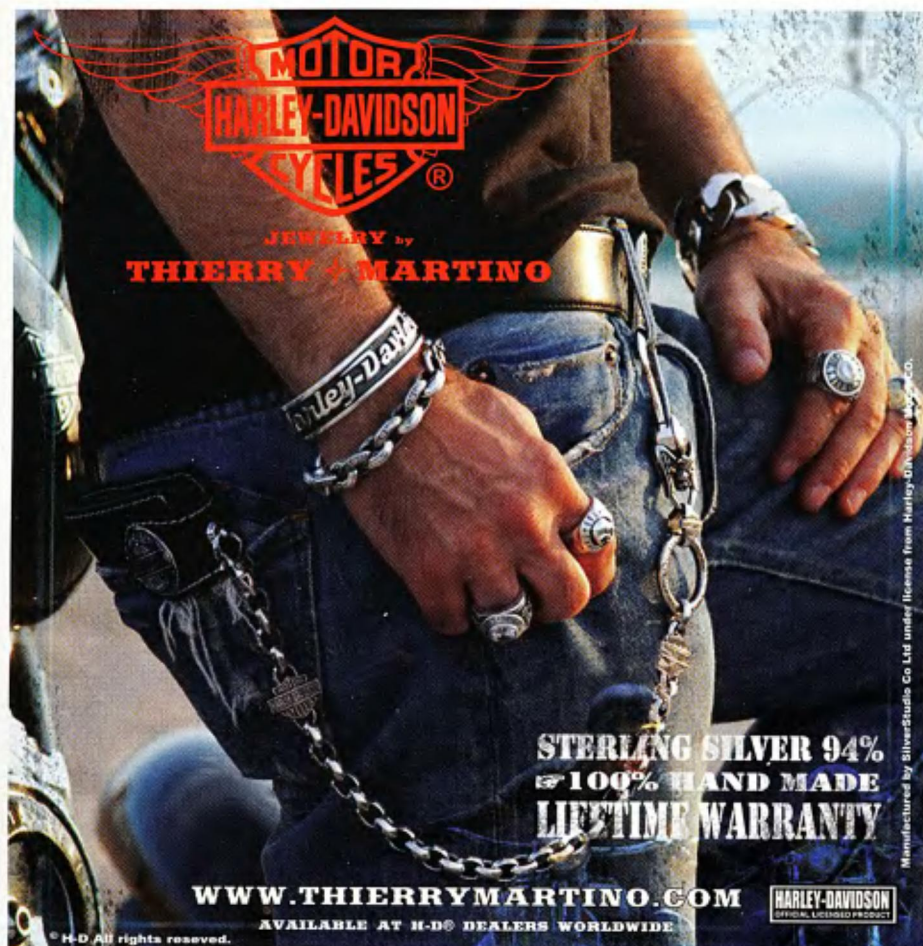
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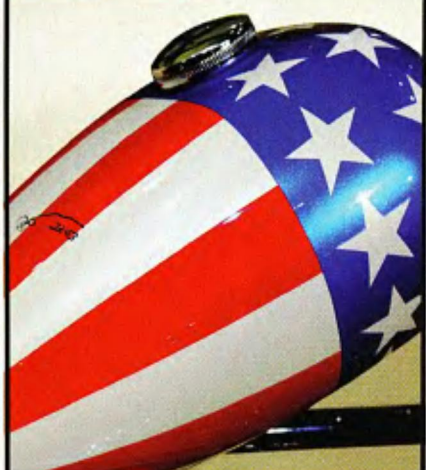
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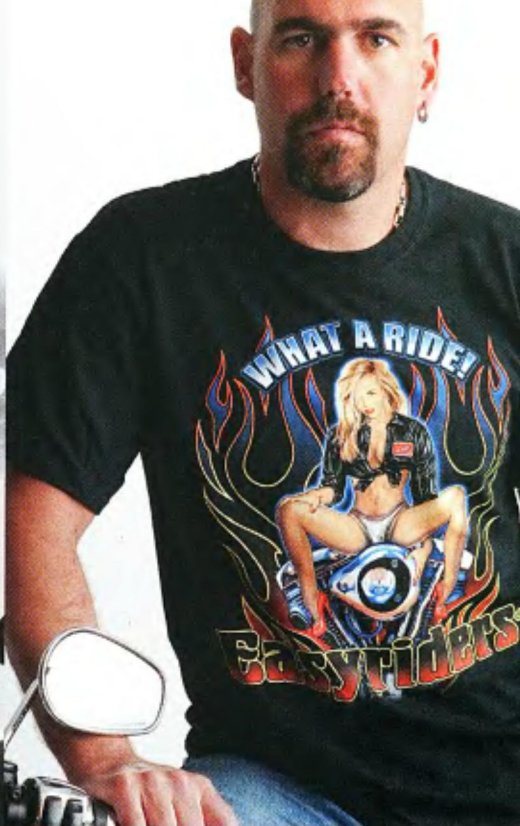


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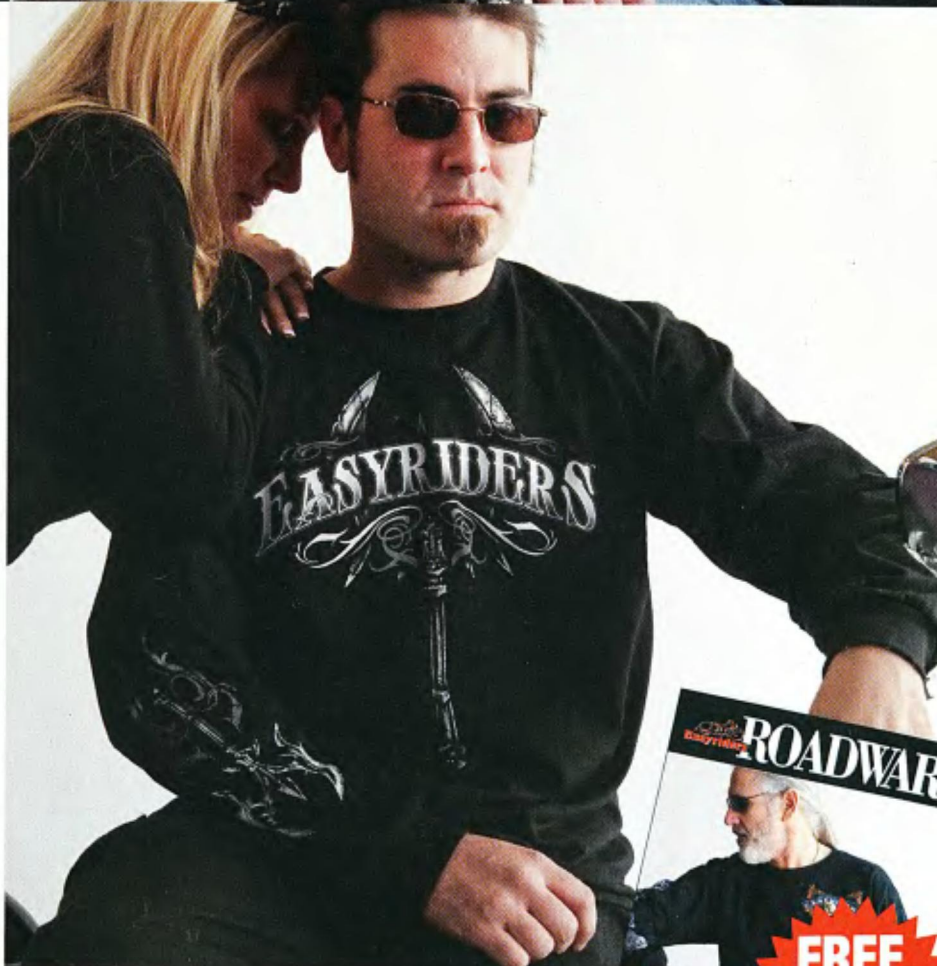
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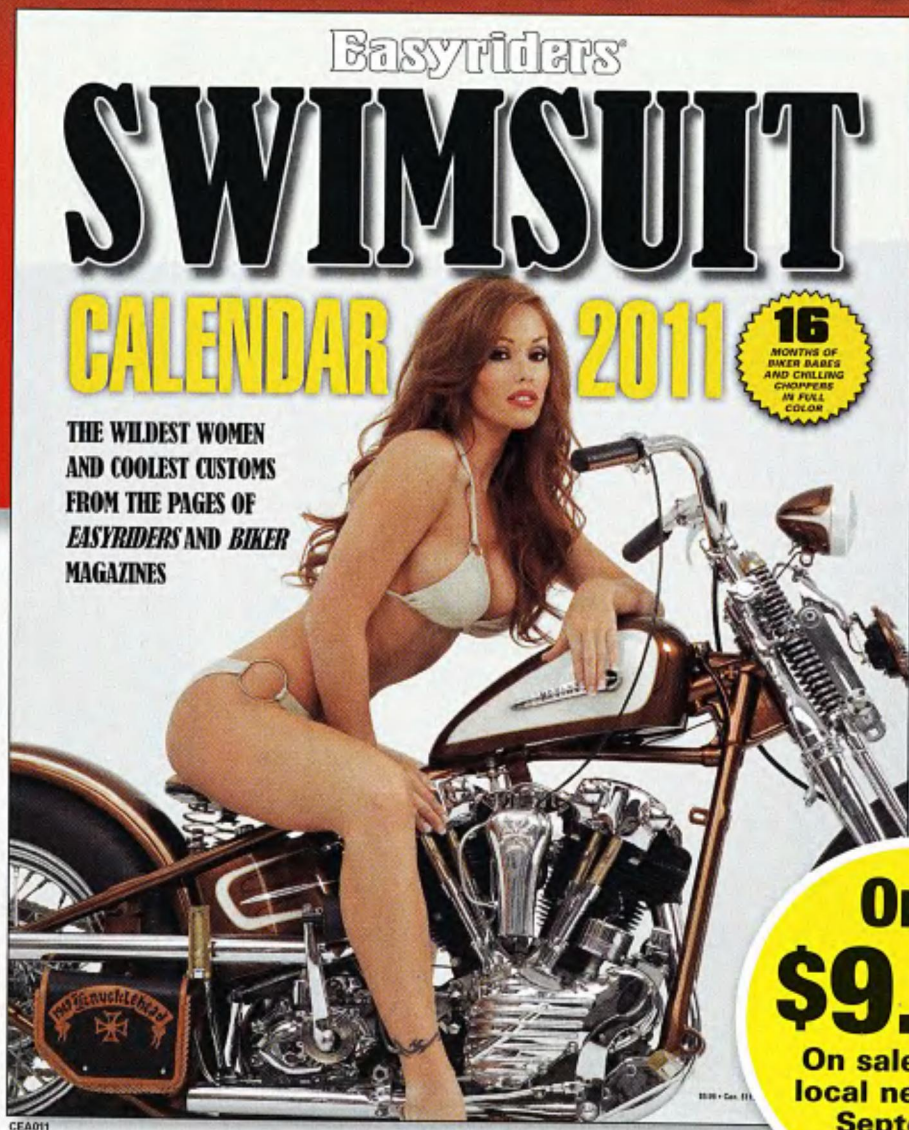
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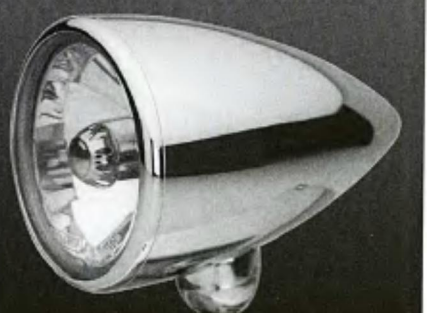


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Choose from two models. The Dot CAT (suggested retail: \$69.95) is ideal for chain alignment, while the Line CAT (\$149.95) is the choice for belt alignment. Although the tools have a preferred use, each tool is easily capable of working with both belts and chains. Profi Laser CATs include two batteries and a storage case.



DRAG SPECIALTIES GAUZE-TYPE AIR FILTER OIL

An air filter without the right oil will not perform properly. It's the oil that grabs all those little particles headed for your engine.

Drag Specialties gauze-type air filter oil is the perfect choice for Drag Specialties and other brands of gauze-type air filters. It quickly penetrates the filter pleats and holds itself in the fabric until the filter is cleaned. Since uniform application is so important, the oil is tinted blue, making it easy to see what is and what isn't covered. The blue color will not stain your filter, so it can be used over and over again.

Drag Specialties air filter oil allows plenty of airflow but stops dirt, sand, and moisture to keep your engine running smoothly. Pick up a 20-ounce bottle from your Drag Specialties retailer for \$9.50.



DRAG SPECIALTIES FULLY SYNTHETIC 20W50 MOTORCYCLE LUBRICANT

Specifically engineered and produced as a multi-fill lubricant for Harley-Davidson V-twin motors, transmissions, and primaries, Drag Specialties synthetic oil has remarkable film strength and provides fantastic heat protection. In addition, you'll love its long-lasting protection against engine wear and sludge buildup. As an added bonus, the synthetic formula has excellent sealing characteristics for maximum power output. Meets and exceeds API CI-4/SL service rating. It is proudly made right here in the USA, is available in quart bottles, and retails for \$10.75.

Drag Specialties

www.dragspecialties.com

HARLEY-DAVIDSON ALL-IN-ONE FOLDING TOOL KIT

The new All-In-One Folding Tool Kit (\$39.95) from Harley-Davidson is an ideal traveling companion. Standard on the Ultra Classic and Limited Electra Glide models, this compact folding tool is equipped to perform the basic "on-the-road" service functions on most



late-model Harley-Davidson motorcycles. A large, comfortable handle with a soft grip adds leverage, and holds the foldaway tools. Tool selection: torx bits T27, T40; hex bits 3/32, 1/4, 3/8; screwdriver bits 32 phillips, slotted; open end wrenches (2) 9/16, 1/2, 10mm. Kit includes nylon pouch with hook-and-loop closure and Bar & Shield logo.



NEW HARLEY-DAVIDSON FUEL STABILIZER

Ideal for winter or long-term storage, the new Harley-Davidson Fuel Stabilizer (\$5.95) from Harley keeps fuel fresh for up to 12 months. Blended with corrosion inhibitors, this fuel stabilizer

is formulated to protect fuel tanks, fuel lines, carburetors, and injectors from long-term exposure to the adverse affects of ethanol-blended fuel. It fights deposits that can accumulate as a result of ethanol-produced solvents, and acts as a demulsifier (a special class of chemicals to separate emulsions) to eliminate condensation in the motorcycle fuel system. A 4-ounce bottle treats 10 gallons of fuel.

SCREAMIN' EAGLE LIGHTED PICK-UP TOOL KIT

The Screamin' Eagle Lighted Pick-Up Tool Kit (\$39.95) features both claw and magnetic pick-up tools mated to bright and durable LED illuminated tips for working in low-light areas. The lighted claw tool is tipped with a gripping claw that can hold objects up to five pounds. The tip-mounted LED lamp automatically switches on when the plunger is pressed to open the jaw. The magnetic flashlight features a flexible telescopic arm tipped with a powerful magnet that can retrieve objects



weighing up to three pounds. A powerful LED flashlight illuminates the magnetic tip. The tool and light can be manipulated with one hand.

Harley-Davidson
www.harley-davidson.com



MOTOR FACTORY DOT 5 BRAKE FLUID

American made to exacting DOT 5 specifications, Motor Factory motorcycle brake fluid is designed for use with all drum or disc brakes, stock Harley-Davidson, and high performance aftermarket systems. It is a full synthetic blend that is completely compatible with all types of brake fluids, petroleum or synthetic. Motor Factory DOT 5 brake fluid will not damage painted or powdercoated surfaces, polished aluminum, or chrome-plating. DOT 4 brake fluid is also available.

Custom Chrome
www.customchrome.com

JIMS DYNA IGNITION SWITCH/FORK LOCK TOOL

The new JIMS Dyna Ignition Switch/Fork Lock Tool No. 778 simplifies the process of removing and installing the



latest Dyna ignition switch/fork lock. This tool features an access hole for a 3/8-inch drive and locates on the ignition switch face nut that holds the switch in place on the frame. With this ignition switch/fork lock tool you can remove or install this switch correctly on all 2006 to present Dyna models. JIMS Dyna Ignition Switch/Fork Lock Tool is \$49.75, made in the USA and backed by a lifetime warranty.



JIMS 49MM FORK AND DUST SEAL INSTALLER TOOL

JIMS Fork and Dust Seal Installer Tool No. 2049 for 49mm fork tubes allows you to install both the fork seal and dust seal squarely into the

bore without damaging the lip surfaces of either seal. The two-piece design allows you to easily clamp the installer around the fork tube to guide the seals straight and to the correct depth for a no-leak installation, no more gouging the seal or scratching the fork tube with a screwdriver. This tool can be used on all FXDs 2006 through present and all V-Rods 2002 through present. (Except models with inverted forks) JIMS Fork and Dust Seal Installer costs \$126.50 and is backed with a lifetime warranty.

JIMS
805-482-6913
www.jimsmachine.com

LUCAS PRODUCTS

Lucas's lineup of products are available for every motorcycle made. This group teams up with not only your fuel but also everything related to problems with your tank and the top end of your motor.

Lucas Octane Booster will bring any octane gas up three points and get you better gas mileage. It is suitable for use in fuel injection systems, carburetors,



and throttle bodies.

Lucas Deep Clean cleans and lubricates the entire fuel system, reduces greenhouse gas emissions, increases power and acceleration and provides better mpg.

Lucas Fuel Stabilizer prevents gasoline breakdown during storage. It cleans and lubricates, and maintains fuel pumps, carburetors, fuel injectors, and compression rings during storage.

Lucas Fuel and Safe Guard for Ethanol Fuel Conditioner was specially developed to prevent corrosion and degradation in ethanol based fuels. It can be used in E-10, E-15, E-85 pure alcohol or any alcohol gasoline combination or even pure gasoline.

Finally, Lucas Upper Cylinder Treatment will get you better gas mileage, has super slick additives for the top end of your motor with high detergent action that lubricates the entire fuel system.

Lucas

www.lucasoil.com



6-SPEED MAIN DRIVE GEAR AND BEARING KIT

A must for any serious H-D wrench, this sophisticated main drive gear and bearing tool from George's Garage is designed to remove and install the main drive gear on 6-speed transmissions fit to 2006-present Dyna and '07-present TC models. Additionally it provides a precise, hassle-free means of removing and installing the main drive gear bearing in the transmission case. All aluminum pieces are polished and anodized bright red while steel components are finished in black oxide. It is supplied with grade 8 hardware and a nice bearing. Suggested retail for the complete kit

(P/N 620200) is \$218.80.

George's Garage

909-843-7043

www.georges-garage.com



KLEEN KING HOT PIPES CLEANER

The solution to getting the boot rubber and grime off of your exhaust pipes, Kleen King Hot Pipes Cleaner works when your pipes are still hot and leaves them clean with that mirror finish you are looking for. Cleans all of your boot marks, tar, oil, bugs, and even melted on litter. Just warm your bike, squeeze onto a heavy cotton towel, rub in a circular motion, turn over cloth, and wipe clean. The generous 5.25-ounce tube will give multiple applications without scratching.

Moto-Tec Products

800-242-2709

www.mototecproducts.com



MAX-CYCLE ENGINE OILS

Max-Cycle is specifically formulated to exceed the demands of motorcycle engines and transmissions. It is recommended for use in both air-cooled and water-cooled 4-cycle engines and is fully compatible with wet clutch transmissions.

Max-Cycle provides unparalleled load carrying capability that is up to 400 percent stronger than the leading synthetic or mineral oil. Its shear stability and oxidation resistance promote greater performance, protection, and oil life. Royal Purple's proprietary Synerlec additive greatly reduces engine wear. It continuously adheres to metal surfaces, even after shut down, to provide instant start-up protection.

Max-Cycle exceeds new warranty requirements and is recommended for use in the engine, primary and transmissions of late-model Harley-Davidsons and customs. Also available in SAE 10W40 and SAE 10W30 recommended by many metric bike manufacturers.



MAX-GEAR

Max-Gear is an ultra-tough, high-performance gear oil designed to provide maximum protection while maximizing power throughout. It outperforms other gear oils because it combines the highest quality synthetic base oils with Royal Purple's proprietary Synslide additive technology. Max-Gear makes gears run smoother, quieter, cooler and longer without overhauls. Max-Gear is available in several viscosities including SAE 75W90 recommended for early (pre-Evo) Harley transmissions and metric shaft-drives.

Royal Purple

www.royalpurple.com



CRYSTAL-GLO ACRYLIC MOTORCYCLE POLISH

Crystal-Glo Acrylic Motorcycle Polish cleans, revitalizes, and protects in one product. The secret of the polish is an acrylic base that gives off a shiny "wet" look, which also protects bike surfaces from UV rays, scratches and any other unwanted debris. Leaves an impressive crystal-clear shine with absolutely no swirls, streaks or residue. Nothing sticks to Crystal-Glo—not insects, tar, road dirt, or grime. It repels dirt, dust, and water, and keeps your bike cleaner longer, so you can do more riding.

Crystal-Glo reduces the appearance of swirls and fine scratches on paint. It also works great on chrome. It prevents and removes bluing, stains, and impurities on pipes. It contains no wax, silicone, or abrasives and is excellent for all paints, clear coat, fiberglass, smooth plastic, polished aluminum, metals, and chrome.

Crystal-Glo Manufacturing

800-263-0887

www.crystal-glo.com



G-FLOOR PEEL AND STICK TILES

G-Floor peel and stick floor tiles were developed to provide an easy-to-install, "peel and stick" solution that looks great in any garage or workshop because of the way they handle water, salt, oil, gas, gravel, etc. Tiles are made from 100 percent solid virgin vinyl to create a beautiful floor with an extremely tough gloss finish surface that will handle the most demanding environments. Not only do they look great, but are also so tough, they are backed by a five-year warranty.

G-Floor RaceDay peel and stick floor tiles are American made and are available in 1- or 2-foot squares. All twelve colors are available in diamond tread, while white, gray, and black are also available in Levant.

G-Floor
913-894-0403
www.bltilc.com



LEATHER AND VINYL RESTORER

3M Leather and Vinyl Restorer deep cleans and protects your ride's leather in one easy step. The liquid removes dirt and grime from all vinyl, leather, rubber, and plastic surfaces to restore a natural sheen without leaving any greasy residue. To use, simply spray onto a clean, soft, cotton terry cloth towel, then wipe surface using enough material to achieve a uniform appearance. With a light fruit scent, you'll think your Harley got its shine and conditioning from the tropics, and you know what that means—bikinis.

3M
www.3mCarCare.com

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www.easyriders.com



Meet This Month's Winner!

Here's your Fox Hunt winnin' squatter killer Kelsey from sun-drenched Florida. When Kelsey found out she won our little contest, her first question was, "When do I get paid?" Her second question was, "So, when do I get paid?" Her third question was.... You get the picture.

Well sir, we finally paid Kelsey so she stopped asking for money and you can enjoy her preening on Brian Mannahan's CFL chopper built by Boosted Brad. Check out page 102 for more of this money-grubbing... oh, never mind.

—Pimp Daddy



Lois — Texas

#0401

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



Beth — Ohio

#0402

"My husband picked me up on his friend's Harley. It was a ride I'll never forget."

Win \$1,000!



Robin — Texas

#0403

"My first ride was totally liberating. I didn't know a bike could make me feel so sexy."



Robin — Illinois

#0405

"I was 17, and I wrapped my legs around his body and it was love at first ride."



Tasha — California

#0404

"I am sworn to secrecy regarding my first ride on a Harley. Let's just say that everybody involved got off nicely."



Mia — North Carolina

#0406

"My first ride was the best adrenaline rush ever. I'm addicted to riding as much as sex."

After 40 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 curvaceous Chelsea from sunny SoCal. See her parade her moist milkers all over a Dante DePaola Softail next month.

454

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!**



"It's a school bus!"



BRAD BARNES KNOWS GOOD AIN'T CHEAP

Boosted It

"Boosted" Brad Barnes originally built this bike for a guy who had been collecting parts. The original owner crashed "the SS scooter" after maybe 500 miles and sold it for a fraction of what he had invested. Brad repaired what was left of the wreckage and met up with the current owner, Brian, via an online custom bike forum.

Brian is a journeyman rigger of machine equipment, loves to go fast, and is a bit of a dirt track racer himself. These guys are brothers of speed, after all Brad didn't get the nickname, "Boosted" by pinching candy at the five and dime!

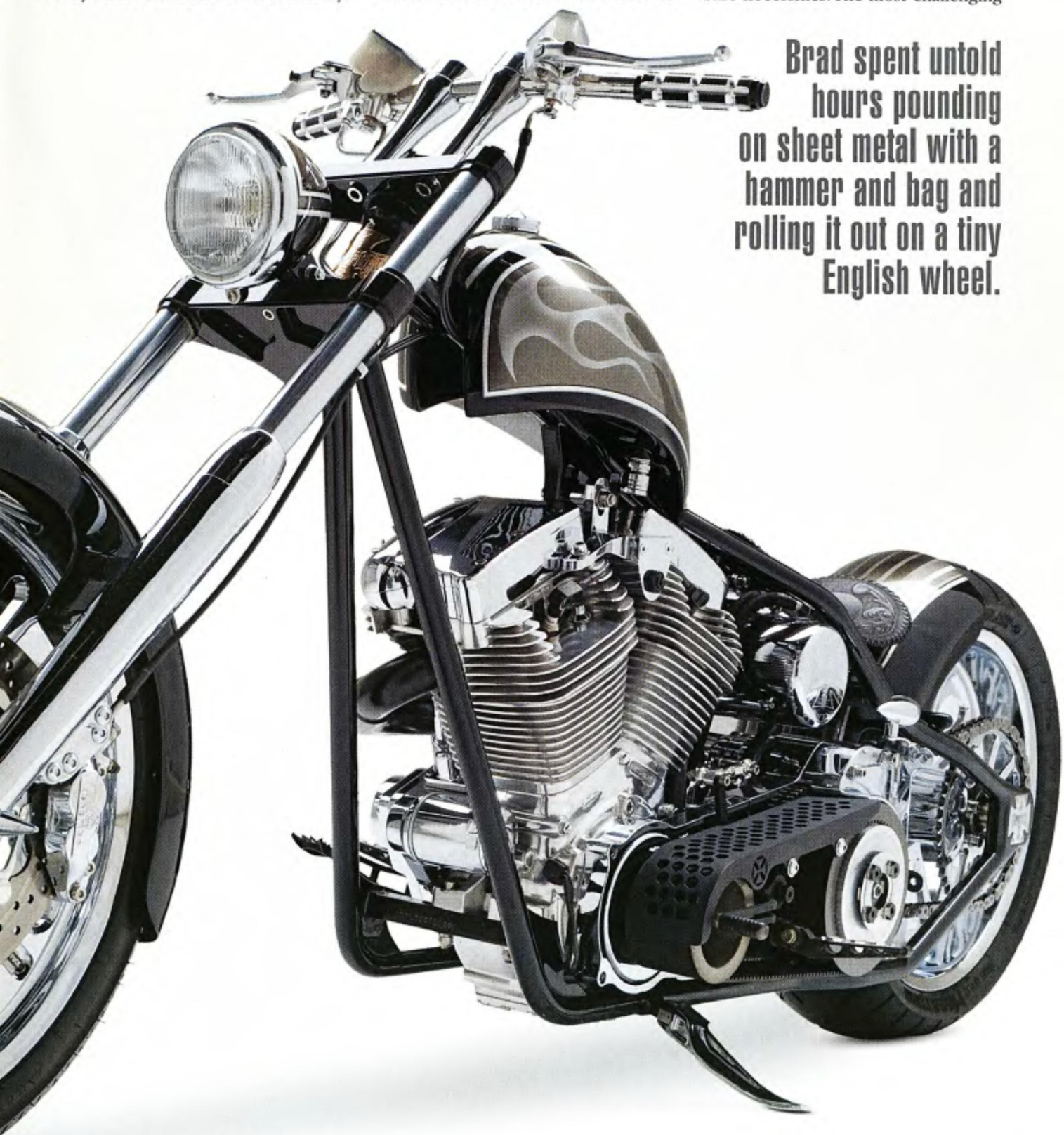
It seems Brad cut his teeth on the drag strip and after nitrous didn't hold a charge for him any more, he strapped a turbo onto his street car and was soon controlling over 500 horses out of a 302-cubic-inch motor. Brad told us this Rev-Tech engine runs smooth and can easily achieve and sustain its minimally

acceptable speed of 95 miles per hour. Aside from going fast, who wouldn't dig how amazing this machine looks rolling down the road.

There's more artwork to this truly cool chop than the smoking Luger that James Stewart of Bitchin' Stitchin' hand tooled into the seat leather. Brad is

adept at design, machining, fabrication, and makin' shit go really fast, but what he is most proud of is the paintwork. You just have to see those silver leaf details in the sun! Everything is really clean and all the cables and hoses are well hidden, so you can only see the bare necessities. The most challenging

Brad spent untold hours pounding on sheet metal with a hammer and bag and rolling it out on a tiny English wheel.





Brad didn't get the
nickname,
"Boosted" by
pinching candy at
the five and dime.

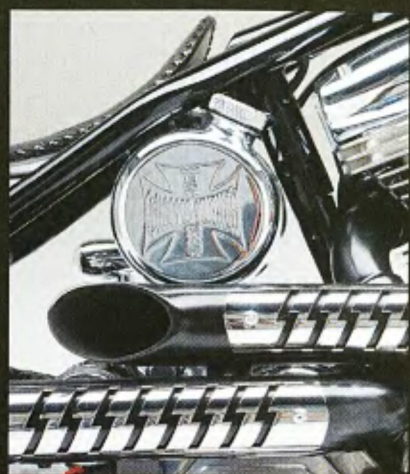
thing Brad fabricated was the tank because nothing he tried looked right to him at first, though a West Coast Choppers tank would have been much easier to do. Brad spent untold hours pounding on sheet metal with a hammer and bag, and rolling it out on a tiny English wheel. We think it was worth it to have a tank that actually makes the frame look unique again.

We also find a special fondness for the cheese grater open belt guard. Brad admits he would not have pulled this awesome project off without help from his powdercoating expert Chewie and Jammie, the part-time shop helper, who does it all and then some at Boosted Brad's Chop Shop in Dyersburg, Tennessee, where good ain't cheap and cheap ain't good.

Yeah, good ain't cheap and this month's Fox Hunt Winner is cash 'n' carry Kelsey. We've never had a model so interested in getting paid, and, as we all know, you get what you pay for.

—Grated Cheese





Owner: Brian Monnahan
City: Lebanon, Missouri
Fabrication: Boosted Brad's
Year/make: 2009 West Coast Choppers
Model: CFL

Time: 2 years

ENGINE

Year/make: 2007 Rev-Tech
Displacement: 100 cubic inches
Ignition: Rev-Tech
Cam: Rev-Tech
Carbs: S&S Super G
Air Cleaner: West Coast Choppers
Pipes: Boosted Brad's

TRANSMISSION

Year/make: 2007/Rev-Tech 6-speed
Paint: Boosted Brad's
Type/color: House Of Kolor/black
FRAME

Year/make: 2007 West Coast Choppers

Type: rigid

Rake: 38 degrees

Stretch: 1-inch out, 2-inches up

ACCESSORIES

Bars: Boosted Brad's
Handlebar controls: Brembo
Fender: West Coast Choppers
Headlight: Drag Specialties
Taillight: Heartland
Pegs: West Coast Choppers LBC pegs
Foot controls: LBC

Electrics: Boosted Brad's

Gas tank: Boosted Brad's

Oil tank: West Coast Choppers

Oil System: Rev-Tech

Primary cover: West Coast Choppers

Seat: James Carter of Bitchin' Stichen'

Grips: West Coast Choppers

FRONT END

Type: conventional

Extension: 2 inches over

Triple trees: raked 8 degrees

Builder: West Coast Choppers

WHEELS

Hub: West Coast Choppers

Size: 21-inch front, 18-inch rear

Tires: Metzeler

Brake: Brembo

Photos: Don Rogers

Contact: Boosted Brad

www.boostedbrad.com



No More Polybags

It has been brought to our attention that some stores are not removing a sample copy from the polybag so that you can browse before buying. That was never our intention.

We will stop using polybags soon, so watch for it and browse away. There's a lot of great stuff in each and every issue!



ReadersRides

Timothy Keriakis **Marion, Ohio** **2003 Custom Chopper**

"I would like to submit my bike for the front cover," Timothy writes in the missive accompanying his pictures. "If you need better pictures, please contact me." We tried, Timothy—may I call you Tim? Or Timmy?—and trust me, it was a close call. Alas, we finally had to give in and go with the bike you see on the cover now.

Though Timmy's bike may not be gracing our cover currently, it does feature some outstanding attributes that may make it a no-brainer among future cover contenders elsewhere. There's the 103-cubic-inch S&S motor with its remote control starter and hooked up to an Ultra belt drive that puts oodles of torque onto the 200-size rear tire. For visual plus points, there's the three-dimensional custom flame shifter linkage, the full-body custom paintjob, the Big Bob dual gas tank, and the Arlen Ness chrome package.



Lordy, lordy, did we screw up! We should've picked Tim's bike. And as if to rub salt into our wounds, there's the

taillight, the Dakota Digital instrument panel, and the custom flame exhaust heat shields. Yeah, this bike screams "cover," doesn't it? I hope we learned our lesson.

—Tripper





Photos: Owner

Dr. Earl Reichard Boynton Beach, Florida 2004 Fat Boy

Similar to Doc Holliday of Wild West fame, Doc Reichard marches to a different drummer and harkens back to a time when men were as wild and wooly as the horses they rode in on, which in Doc R.'s case would be his iron beast. Unlike Doc Holliday, however, Doc R. hails from the wild East—Florida, that is—and isn't hooked on morphine. In fact, he is a board certified addictions professional. Why am I telling you all this? I have no idea; it just popped into my head.

Perhaps more pertinent to this story is the fact that Doc R. has been a reader of our fine magazines for years now (so he says, anyway) and that he's happy to finally have a bike he considers "good enough to submit for your magazine."

This is in no small part due to his wife having the great idea of buying the good Doc this Fat Boy back in '04 and working on sprucing it up together with the Doc over those past few years.

Consequently, Doc R. and the missus had occasion to add the following items (among others): the Seeger Cycle chopped front end, the Hooker exhaust pipes, the Mustang seat, the BR ape-hangers, the Küryakyn Widow accessories, and the Spider headlight from Bikerbulbz. They also managed to talk Greg Wooding at Artworx Airbrush into doing a nice little paintjob for them, replete with a stylized black widow on both the front and rear fenders.

I don't know if Doc R. makes house calls, but if he did, I bet his patients would feel better just hearing that throaty rumble approaching them from the distance.

—Tripper

The May issue of *Easyriders* (No. 455) is a spring surprise filled with all the things that make a biker's heart flutter namely, bikes and babes. This is our Girls of Summer issue and we have scoured the country to find America's hottest biker babes. We'll ride to the Easyriders Atlanta Bike Show to check out the latest custom iron and also visit the Leesburg, Florida Bikefest to bring home all the sunbaked action.



Custom bike features will run the gamut from a show-winning Evo chopper by Image 803 to a fine panhead by Gangster Choppers, from a crazy Exile Cycle trike, to a stunning Softail by Dante DePaola and even another killer Crafty Customs winner. We'll also show off a nasty satin black rigid fresh from the set of *Sons of Anarchy*, another mouth-waterin' Topless Tech, and a complete Guide to Dress-up parts and Accessories to doll up your scooter. This and more in the next *Easyriders*.

On sale March 29th.



The March issue of *V-Twin* (No. 119) features all the farout fun of Michigan Chopper Fest. We offer up a Guide to Daytona Bike

Week and a complete Guide to Suspension Parts. Check out six sexy bike features, including Parker Brothers' *Tron* light cycle (above) and tech tips to keep you on the road and runnin' strong. On sale now.

The liver-quiverin' April *Biker* (No. 273) brings you sexy Sara on an amazing 1966 pan/shovel rigid with 6-inch stretch. Out of Louisiana is a 1965 pan/shovel Coy Plumline brought back from Beirut! Plus the usual titties and wild party coverage. On sale now.



June's *In The Wind* (No. 145) starts in Florida with a view of Biketoberfest. We trek cross country to the West Coast to catch the last leg of the Cannonball Run. Get an eyefull of babes in Barely Bathing Suits, plus a hottie on a trike and photos, photos, photos!

On sale now!

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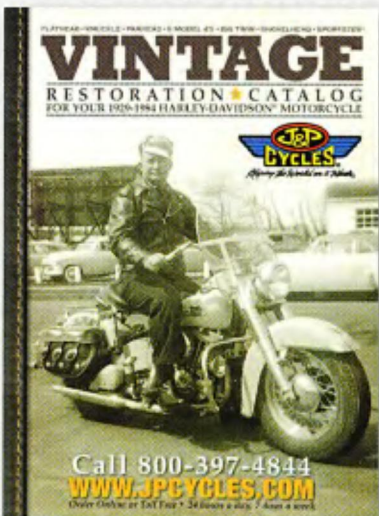
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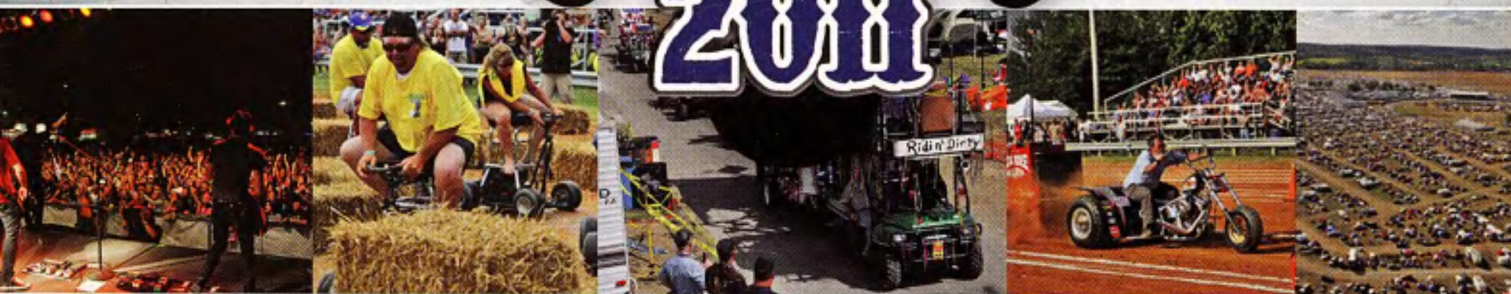
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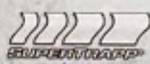
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