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458 • August 2011

Easyriders

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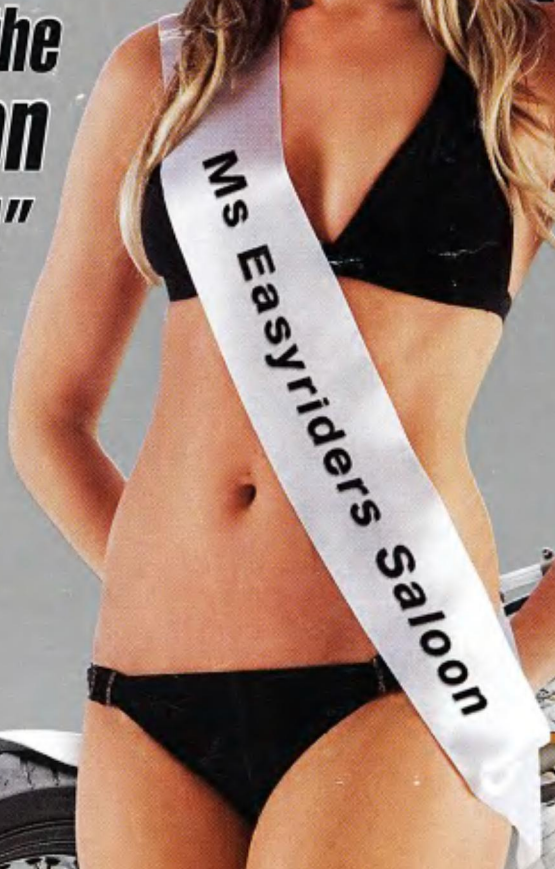
Arizona's Copper Chopper



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VANCE & HINES: Widow Slip-On Mufflers

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Too Stupid To Burgle

A would-be burglar tried to break into a house via a window. Seems he was not able to climb back out or figure out the automatic locks on the doors, so he had to call 911 to be rescued.

The Lint Supper

An artist has made a version of da Vinci's *The Last Super*, with clothes-dryer lint. The artist said she did about 800 hours of laundry of various colored towels to get lint of the proper colors and then worked 200 more hours to construct the 14-foot-long, 4-foot-high mural.

A Staple Diet

A woman was arrested for domestic violence. She had stapled her boyfriend in the head several times with a Stanley Hammer Tacker.

Call The Pot Police

A guy wanted to grow some marijuana plants but wasn't sure if it was legal, so he did what anyone might do: he called 911 to inquire about the legality of this venture. He was arrested.

Trains May Be Closer Than They Appear

A lawsuit was filed against a railway as a result of a woman being hit by a train 10 months earlier as she walked on the train tracks. The woman claimed the railway company was negligent for not posting signs warning that the railroad tracks are sometimes used by trains.

Drink Your Dinner

A beverage company by the name of MeatWater makes lots of flavors of water for the upscale market of hearty gourmets who like their daily salads, or shellfish, or goulash from a bottle instead of from a plate. Here are some new flavors: poached salmon salad water and a Caribbean shrimp salad water that can double as a vodka mixer. Old regulars include Peking duck water, tandoori chicken water, bangers and mash water, and the favorite, German sauerbraten water.

Grilled Cheese Scotch?

Speaking of yummy intake, a bar in Canada serves a cocktail called Cold Night In, which combines "molecular mixology" and comfort food. A buttery grilled-cheese sandwich is soaked overnight in Glenfiddich Scotch, along with Mt. Gay rum and Lillet Blanc wine. It is popped into the freezer briefly to congeal any remaining fat, then it's double-strained, garnished with a celery stick, and is ready to serve.

Time's Up

Two visionary robotics developers created a carnivorous clock, supposedly able to power itself for 12 days on the carcasses of 12 dead houseflies (which the clock traps with fly paper and then mechanically razors in two). These two wizards also have a prototype of a coffee table that catches mice by luring them up the table legs with cheese into a hole in the center where they are guillotined.

A Twisted Suicide Hotline

This guy did things that his lawyer said were "abhorrent," "sick," and "creepy," but contended that they didn't make him a criminal. The man was charged with two felonies for counseling depressed people online on the techniques and virtues of suicide (for example, recommending positioning for a noose to a man who hanged himself three days later).

This'll Bug Ya

For every person on earth, there are approximately 200 million insects! Man, that's a lot of bugs.

Courthouse Cutups

Quite some time ago we imparted some things people actually said in court as taken down by court reporters. Here are a few more:

Attorney: Now, doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?
Witness: Did you actually pass the bar exam?

Attorney: So the date of conception (of the baby) was August 8th?
Witness: Yes.
Attorney: And what were you doing at that time?
Witness: Getting laid.

Attorney: She had three children, right?
Witness: Yes
Attorney: How many were boys?
Witness: None.
Attorney: Were there any girls?
Witness: Your Honor, I think I need a different attorney. Can I get a new attorney?

Attorney: Do you recall the time that you examined the body?
Witness: The autopsy started around 8:30 pm.
Attorney: And Mr. Denton was dead at the time?
Witness: If not, he was by the time I finished.

Dog Gone!

A deputy received a domestic violence report and went to the scene. The deputy (a female) arrested the man at the scene and then got his permission to search the residence. When she went inside, the man's three dogs growled at her. She thought one of them bit her, so she shot him and went outside. When she realized she was fine, she went back into the residence where the dog was still acting aggressively, so she shot him again. The dog went into his kennel where she shot and killed him. One would assume the dog was one those big attack types, but it was a Chihuahua!

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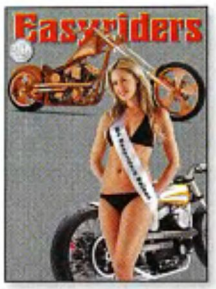

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40 Wonderful Years

I love your mag and have for all your 40 years. My father just passed this last September. We'd gotten together every month when the new mag arrived and would have such a great time checking out the chicks, reading the tech tips, and tricking out our scoots.

I sure do hope you find my photo worthy. It would be so awesome if you could help me immortalize my best friend and father.

I've got 40 years of readin' and ridin' with you all at *Easyriders* and look forward to another 40.

Please help my father live forever in the wind.

Your fan, Donn Bugher
Ft. Mohave, Arizona

Ride forever Donn and Dad.

Best One Yet

Thanks for publishing such a great magazine. The May 2011 issue has to be by far the best one yet because Chelsea (the Foxhunt winner) is one of the best women, ranking an 11 on a scale of 1 - 10. I hope she'll appear again—please, please. This is why I appreciate the magazine so much—over any other.

Taylor Landrum
Connell, Washington

Give Her A Hug

Not to step on anyone's toes, but this letter is in response to Beau L. Harris (May 2011 issue). I'm a retired union ironworker, welder, and old-school biker. I've known women who were good welders, and I've known women who owned a hood but couldn't strike an arc with both hands. Well Beau, I assume you know Angie personally, you lucky dog. All people you see with a wrench in their hands are not mechanics. All motorcycle riders you see at rallies are not bikers. A lot of them trailer their bikes. An old-school biker believes a trailer is for a boat.

Give Angie a hug for me when you see her again, and tell her I love her tits.

Ralph L. Parks
Denham Springs, Louisiana

Will do, Ralph.

Right On, Tailgunner

I agree with Tailgunner 100%. One hundred thousand dollars and 100 miles don't make a biker. It has to be in your blood and not in your pocket or under your carport. Anyone can own or ride a bike, but Tailgunner is right—a lot of them shouldn't be on two wheels.

But, by the same token, there are a lot of assholes driving cages that shouldn't be. Hundreds of motorcyclists are killed every year, and the excuse is always the same: "I'm sorry, officer, but I didn't see the motorcycle." Stupid people shouldn't breed; they only produce more stupid people.

Four years ago, this stupid bitch hit me on my bike in her mom's pickup, and her mom didn't have any insurance, and the stupid bitch who hit me didn't have a driver license. According to my doctor, I stood in death's doorway for four days, almost lost my right leg, used 18 pints of blood, and I'll be a cripple the rest of my life. I have metal plates and screws in. It cost over $3,000 in parts to fix my bike, and I did it with crutches and a walking cane. My knee will bend just enough to work my brake pedal. My angel was watching over me that day.

Ralph L. Parks
Denham Springs, Louisiana

Inside Job

Among the variety of wonders within the walls of Larch Corrections Center's

recreation department in southwest Washington, one large project stands out: a 2001 Harley-Davidson rigid Evo in a stretched chopper-style frame, with suicide shift, drag bars, Baker 5-speed with kickstart, 19.5-inch front and 17.5-inch rear wheels, which makes it one tricked out ride by anyone's standards.

What makes it more unique is that it's made from: wood. All kinds of wood went into it from Berlnia maple and wenge for the engine, to the ash, walnut, and maple used for the transmission and jockey shift, disc brakes, 54-inch rear chain, foot clutch, throttle, and butterfly in the carburetor.

All is constructed from the talented mind and hands of Duane Madison over a 10-week period. The woodcycle is complete with working parts and can hold a full-sized man. Sawyer/carpenter Duane said, "If it doesn't have moving parts, what's the fun in building it?"

Duane was assisted on the build by Seth Stewart who saw the motorcycle in mid-construction and offered his services and skills in artistic wood burning for graphics on the tank, seat, fuel car, and license plate. Seth told us, "I knew I wanted to be a part of something this creative."

Gail Lake
Yacolt, Washington

Righteous June Issue

Hey, bros, you did a kickass, righteous job on the June 40th anniversary issue. I've been a subscriber since 2007 and a reader since 1992. It was my older cousin, Little Willie, who turned me on to your rag.

Keep up the good work and don't let the bastards get you down.

Shannon Hayes
Cyberspace

Motorcycles Use Caution

Thanks for printing my photo in your last issue. Here's a little backstory:

We were driving over Monarch Pass in Colorado on New Year's Eve and saw this sign. The temperature was minus 10 degrees and the wind was blowing 30 mph. Clearly, motorcycles should use extreme caution.

Jay Hill
Castle Rock, Colorado

Flashback

Hey, guys! You spending too much time with the water pipe or what? Over the years I've written to you praising you and awarding you big slices of raisin pie, but I've got to call you on a couple of things I can't get my head around.

First of all, your 40th anniversary issue was like a '70s acid flashback. GREAT JOB!! I've been along for the ride since the first issue, so I can say it felt like seeing an old friend that you hadn't seen in years. But I was wondering, when did you stray from your early version of showing the hard-working, average man's everyday rider to showing there over-the-top, two-wheeled lawn ornaments? On page 37 of your anniversary issue, you stated in an article about Gary Robinson's Midwestern '38 Knucklehead chopper "The only type of bike we don't want in *Easyriders* is unrideable, show-bike freaks." Aside from the "Readers Rides" and the new crafty customs contest, a lot of the current feature bikes fall into just that category. Don't take me wrong, you're still the cream of the crop.

Fuzz Wagner
Davenport, Iowa

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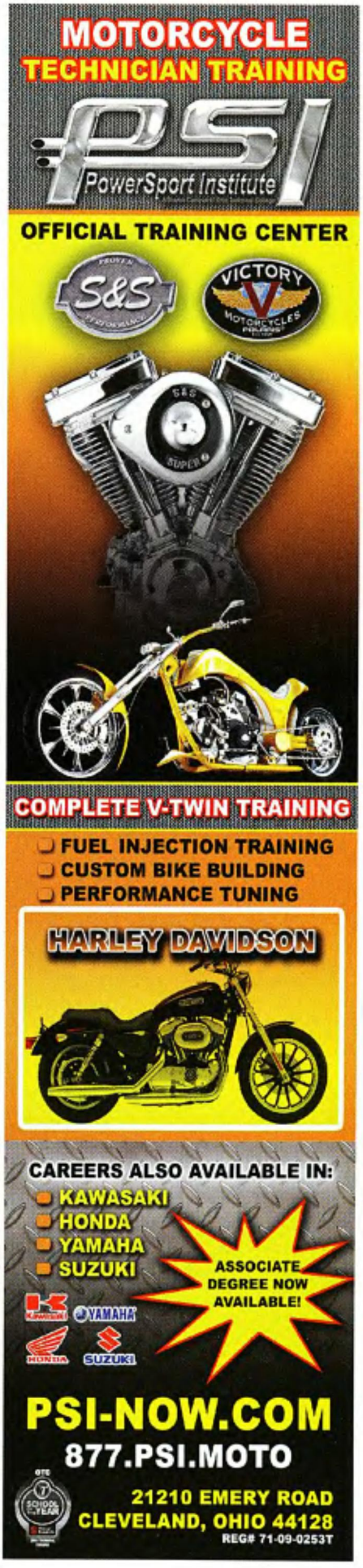
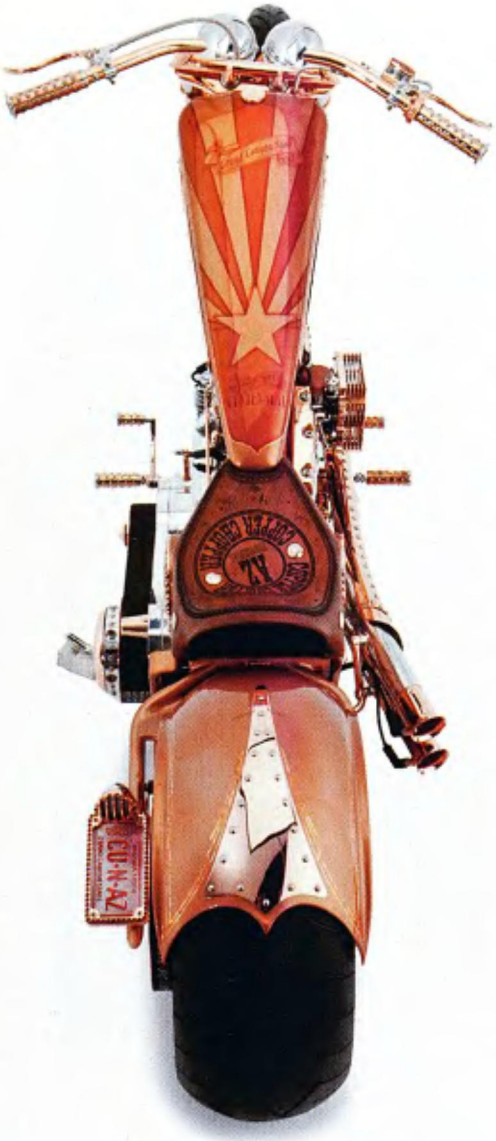




ARIZONA AND PAUL YAFFE INVEST IN PRECIOUS METAL

Copper Chopper

Pinned to my refrigerator by a small magnet is a large lottery ticket that reads "Arizona Centennial Copper Chopper Drawing - Arizona Established 1912. Monthly Finalists Will Be Chosen Leading Up To The Grand Prize Drawing Between Feb 10-Feb12, 2012. Ticket Cost: one for $5.00..."There are a bunch more words explaining the rules but you get the picture—and you can win this bike in the bargain.

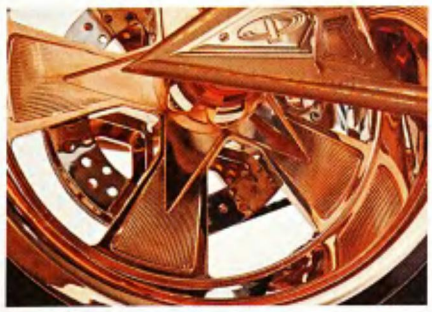
Like the state of Arizona and Paul Yaffe, I believe in investing in precious metal, especially when it's part of a one-of-a-kind, milestone-making motorcycle that's totally rideable (despite its being clad in an ultra-bling coating of pure Arizona copper) thanks to a 100 hp H-D Twin Cam motor. Maybe it belongs in the Smithsonian or on display in the Arizona State Capitol rotunda, but for five bucks it's worth taking a chance on owning a piece of serious history.

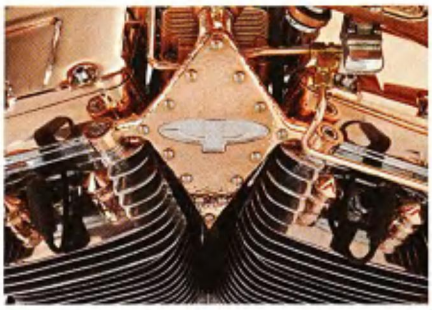
Since the late 1800s, Arizona has been mining copper. In 2007, it was the leading copper-producing state in the U.S., producing 750 thousand metric tons of copper worth a record $5.54

billion, so it made perfect sense to build a Copper Chopper, right?

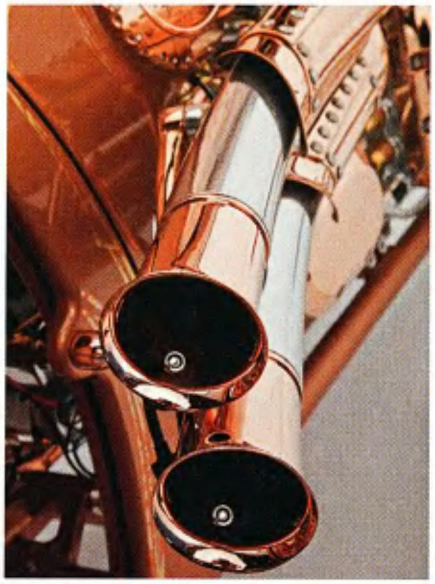
After being unveiled by Governor Jan Brewer on October 23, 2010, at the Arizona State Fair, the Copper Chopper embarked on a 17-month road tour, making appearances throughout the country, including at the Easyriders Bike Show in Los Angeles, and all the while drawing support for Arizona's centennial celebration. "They came to me with the idea to build a motorcycle mascot for the 100-year celebration and had the name for it since Arizona is famous for its treasure trove of copper," Paul Yaffe tells us. "They left the rest up to me. When I heard they wanted it out of copper, I was just a bit worried that it might end up looking like a giant copper-plated cappuccino machine,

Arizona had the idea to build a motorcycle mascot for its 100-year celebration and it had a name for it: Copper Chopper.





Master Builder Paul Yaffe



but it turned out pretty fantastic. Just about everything on it is handmade, like the 700 stainless rivets with a copper center to give the bike that 1800s copper mine look. And there are the really cool vintage-looking grips, footpegs and the solid stainless and copper tank panels designed by Mark Kalen. Since copper is both soft and heavy, we had to figure out how to use it properly. We didn't want the bike to weigh two tons, so we used a chrome-moly frame then copper-plated it. For fun we added flame-throwers, so it can shoot big flames. We also used a 23-inch wheel on the front, the first time we did that on a chopper. The wheel's one-off and cut with the Arizona State flag. Valued at $140,000, the bike is actually priceless. And somebody's going to win it."

Since creating the Copper Chopper for Arizona, Paul has garnered a lot of interest from corporate entities now wanting their own "mascot" bike, but says, "We can't even look at that yet because we're so slammed busy with the Bagger Nation brand that has completely taken over our efforts, so we're focused on that for at least the next year. But we'll be there for February 2012 drawing for the Copper Chopper that comes at the end of this national ride to Arizona. They want bikers from all over the country to join us for the 100th celebration. They're expecting a million people for this huge festival planned in Phoenix. And I'm honored to be part of the whole thing."

—Paul Garson

Owner: Arizona (and Maybe You!)
City: Phoenix
GENERAL
Designer: Paul Yaffe
Fabrication: Paul Yaffe Crew
Year/make: 2010 PYO
Model: Copper Chopper
Assembly: Paul Yaffe Originals
Time: 8 months
Copper Plating: Concours Plating/ Freeport McMoRan Copper & Gold, Inc.
ENGINE
Year/make: 2010 Harley-Davidson
Type: Twin Cam
Displacement: 100 cubic inches
Cam: Screamin' Eagle 211
Ignition: Twin Tech
Pistons: Harley-Davidson
Heads: factory
Lifters: stock
Carb(s): Harley-Davidson CV
Air cleaner: Paul Yaffe Originals
Pipes: Paul Yaffe Originals
TRANSMISSION
Year/make: 2008 Harley-Davidson
Shifting: foot/Euro Components
PAINTING
Painter: AJ's Custom Paint
Type/color: copper
Special paint: Krash for AJ's
FRAME
Year: 2010
Builder: Paul Yaffe Originals Chopper-X (chrome-moly)
Rake: 48 degrees
Stretch: 2 inches
Shocks: Progressive
ACCESSORIES
Bars: Paul Yaffe Originals
Handlebar controls: Euro Components
Fenders: Paul Yaffe Originals
Headlight: Crime Scene
Taillight: Crime Scene
Front pegs: Mark Kalen
Rear pegs: no
Electrics: Paul Yaffe Originals
Gas tank: Paul Yaffe Originals
Oil tank: Paul Yaffe Originals
Oil system: Harley-Davidson
Seat: Duane Ballard
Grips: Mark Kalen
FORKS
Type: Hydraulic
Extension: none
Builder: Harley-Davidson/ Paul Yaffe Originals
WHEELS
Size: 23-inch front, 18-inch rear
Wheels: Paul Yaffe Originals
Tires: Avon front, Metzeler 260 rear
Brakes: Performance Machine
Photos: Paul Markow
Contact: Paul Yaffe Originals 602-840-4205

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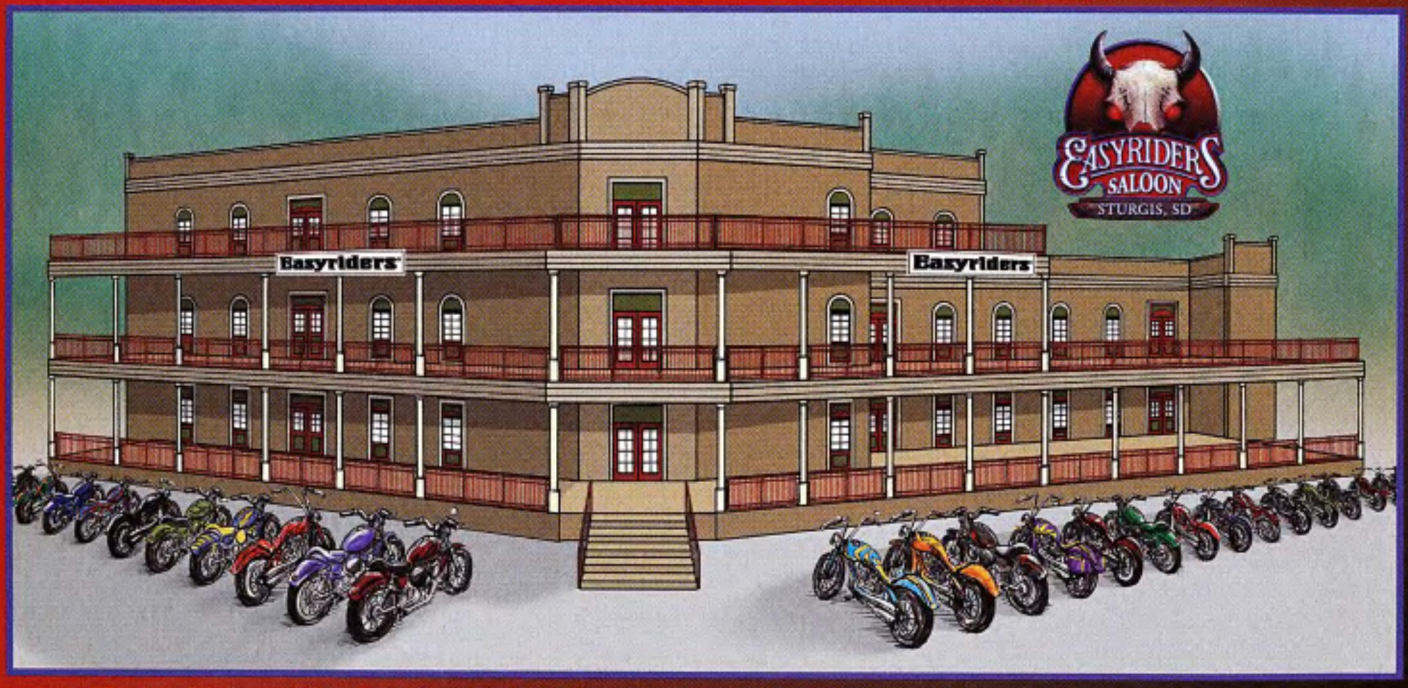

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- The *Easyriders®* Girls Bikini Bike Wash.
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PartsBox

POLISHED BIRD DEFLECTOR

The Polished Bird Deflector is one of the first products designed by Randy Smith, founder of Custom Cycle Engineering. Randy designed this back in 1967 because, at the time, it was very uncool to run an air filter. The old brass Linkert was the carb of the era, and it was common to have your pant leg sucked into the open venture, which killed the engine. The Bird Deflector eliminated that issue, so it became a must-have for that day's chopper riders. Randy advertised them saying, "They keep nesting birds, hand grenades, and pant legs out of your Linkert carb." Just like back in the day, this is a must-have for any Linkert cool chopper bike build of today. This beautiful work of art is only $58 bucks.

Custom Cycle Engineering Co.
800-472-9253
www.customcycleengineering.com

CYCLEOPS

The newest additions to the CycleOps line are Winged V and Retro racks now available for the Vision Street and Cross Roads/Cross Country passenger backrest, as well as for the new X/R and X/C trunks in both styles. Standard finishes are triple show-chrome or gloss-black powdercoat. Custom finishes are also available, as well as custom stretch vinyl protective covers and polished stainless or gloss-black flag staffs. List is $359 in black; $499 in chrome. Mounting kit sold separately ($30 black; $39 chrome).

CycleOps USA
305-345-9444
www.CycleOpsUSA.com

FEULING HP+ COMPLETE CAMCHEST KITS

These complete HP+ Camchest Kits include all of the necessary camchest components to provide maximum reliability, peak performance, and the coolest engine and oil temperatures obtainable.

These kits are available with 525 cams or 574 cams. Each kit includes HP+ oil pump, high flow camplate, Reaper camshafts, fast-install pushrods, pushrod tube holder, Timken bearings, gaskets, O-rings, and ARP hardware.

Chain Drive Camchest kits are available for all 1999 - 2011 Twin Cam models and Gear Drive Camchest kits are available for 1999 - 06 Twin Cam models (except 2006 Dyna Glide). Retail is $1,595.95.

Drag Specialties • www.dragspecialties.com

HIDDEN SWITCH SYSTEM FROM EXILE CYCLES

Exile Cycles' GripAce Hidden Switch System consists of a slim rubber strip with four easy-to-use buttons that can be mounted almost anywhere. Not only do the buttons operate right and left turn signals, horn, and high/low beam, but if you hold two of the buttons together, they will operate your starter. The other two buttons together will operate an additional circuit should you have other electrical components on your ride. Basically, this neat little strip will replace all of the bulky switch gear on your bike.

Exile Cycles also offers grips that are machined to accept the Hidden Switch System. The rubber grips sell for $49/pair and the knurled billet aluminum grips are $149/pair in satin finish, $159/pair polished, and $169/pair in sharp black-anodized finish. The Hidden Switch System sells for $399.

Exile Cycles • 818-255-3330

SUMAX SPORTSTER BAGGER

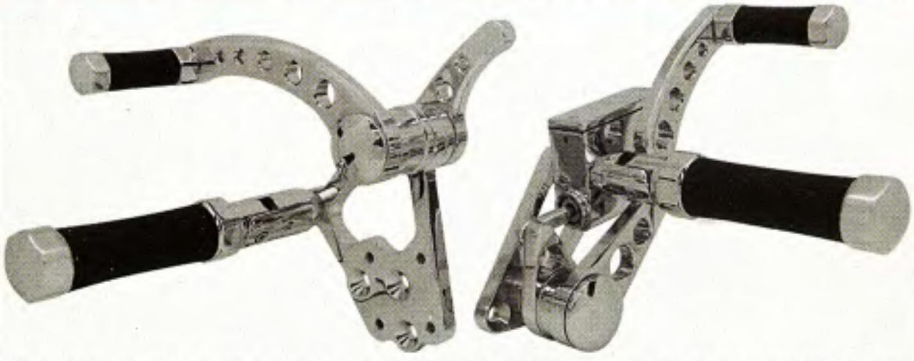
Sumax now offers hard bags and brackets for all 2004-and-newer Sportster models *(above)*. Sumax powdercoated high-gloss black brackets feature quick 1/4 turn bag disconnects with dzus fasteners like those on all H-D touring models. Brackets allow you to run Sumax hard bags or H-D hard and soft bags 1993 and newer. Sumax bags are constructed from composite fiberglass making them strong and lightweight. The outside is finished with a gel coat primer ready for paint. The inside is finished in a rich charcoal trunk liner. Lids open from back to front with push-button lockable latches. Extended and wide versions are available. Optional pre-installed plug-in LED lighting featuring run, stop, and turn functions is available. All Sumax products are 100% made in the USA.

Sumax
800-654-5546
www.sumax.com

HERE'S THE MONEY SHOT

The Supreme Legends completely new Money Shot forward control series *(above right)* are built from only the finest American billet; this control lays beauty onto your beast. Hexed contour pegs with tight fight and smooth lines make this a pleasure to mount. Controls are available in chrome or bright dip black-anodized finishes for American and metric V-twin applications. As with all Supreme Legends USA products, controls come with an 18 month warranty.

Supreme Legends USA
714-504-0715



NEW BOOM! AUDIO FAIRING MOUNT RADIO AMP

The new Boom! audio amplifier kit *(below right)* from Harley-Davidson provides more power than the original equipment radio alone. Its 40 watt/channel (160 watt total) output delivers increased volume, fuller sound reproduction, reduced clipping, and lower total harmonic distortion. The system-matched, high-output signal features optimized equalization for crisp, clear vocals and maximum bass response, and the strong midrange response cuts through wind and road noise. When teamed with Boom! audio speakers, the Boom! amplifier provides 50 percent louder system output than other popular aftermarket systems at the same volume setting. Offered as a stand-alone amplifier for models already equipped with Boom! audio speakers, the Boom! audio amplifier kit is also available with a matched set of Boom! audio fairing-mount speakers. Either kit fits 2006-later Street Glide models. May not fit with some other Boom! audio accessories.

Harley-Davidson
www.harley-davidson.com

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Photo: Henry DeKuyper

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NEW MAGAZINE!

ROAD IRON MAGAZINE IS COMING

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For over 40 years, Paisano Publications has brought you the best of the biker lifestyle with *Easyriders* magazine. As the two-wheeled world has evolved, so have we, offering you *In The Wind*, *Biker*, and *V-Twin*. Now, check out our latest and greatest addition to the Paisano family, *ROAD IRON*!

This high-quality, oversized, monthly magazine is aimed at the ever-growing American V-twin bagger market. It will showcase the very best in new parts, accessories, and services for your bike as well as feature in-depth features on custom builders.

The premiere issue of *ROAD IRON* will hit the newsstands in August, 2011 for a cover price of $7.95. You can order an advance copy of the premiere issue by contacting Gudy Carver, circulation manager at 818-889-8740 ext. 1227 or online at www.RoadIronMag.com.

Coast To Coast

Biker News

CONGRESS ACTS TO REINFORCE BAN ON NHTSA LOBBYING: Congressional lawmakers announced plans to introduce a resolution to continue current restrictions on the NHTSA that prevents the federal transportation agency from lobbying state and local governments to enact helmet laws.

The lobbying ban was originally amended into the Transportation Equity Act in 1998, but U.S. Rep. Jim Sensenbrenner (R-WI) and his House colleagues want to reinforce the prohibitions on NHTSA lobbying and focus the agency's efforts on crash prevention and rider education.

According to the resolution, the U.S. House of Representatives "supports efforts to retain the ban on the National Highway Traffic Safety Administration's ability to lobby state legislators using federal tax dollars, encourages continued growth in the motorcyclist community, and encourages owners and riders to be responsible road users."

The resolution, similar to a version Sensenbrenner introduced last session, goes on to say that the House "recognizes the importance of motorcycle crash prevention as the primary source of motorcycle safety (and) encourages NHTSA to focus on motorcycle crash prevention and rider education as the most significant priorities in motorcycle safety."

"KIDS JUST WANT TO RIDE" COMPANION BILL INTRODUCED IN U.S. SENATE: U.S. Sen. Amy Klobuchar (D-MN) has introduced an amendment to exempt youth motorcycles and ATVs from the "lead law" that will effectively ban the sale of these machines.

Senate Amendment 264 would exempt youth off-highway vehicles from the overly restrictive lead content provisions of the Consumer Product Safety Improvement Act (CPSIA) of 2008, which has crippled the youth motorsports industry and will ban their sale at the end of the year unless the CPSIA language is changed.

Meant to protect our children from imported toys with lead-based paint, the CPSIA prohibits the making, importing, distributing, or selling of any product intended for children 12 and under that contains more than a specified amount of lead in any accessible part. The unintended consequences were that, because some parts such as brakes and battery components contain lead, dealerships were barred from selling motorcycles and ATVs intended for young riders, as well as replacement parts.

The Klobuchar amendment is similar to H.R. 412, the "Kids Just Want to Ride Act" introduced in the House by Rep. Denny Rehberg (R-MT), and would amend S. 493, the Small Business Innovation Research Reauthorization Act.

You can contact your Congressional representatives through the U.S. Capitol Switchboard at 202-224-3121 to urge their support.

BIKERS PROTEST MOTORCYCLE-ONLY CHECKPOINTS: Hundreds of motorcyclists from around Georgia rode to the Capitol to rev their engines in protest of a federal grant the Georgia State Patrol is using to conduct motorcycle-only checkpoints.

The crowd denounced the overly invasive and discriminatory roadblocks as unconstitutional and chanted "No more profile stops" and "Education, not checkpoints!"

This protest was held two weeks after the state patrol conducted

CONTINUED NEXT PAGE

Biker News CONTINUED

motorcycle checkpoints on Interstates 75 and 95 during Daytona Bike Week, when troopers stopped motorcyclists at roadblocks to check for proper paperwork, approved helmet, and properly functioning equipment.

"The roadblocks are a violation of our rights and are a pure attempt at profiling," said Dan Forrest, state director of ABATE of Georgia. "Having a registration, proof of insurance, and an endorsement on our license does make us safe. Loud pipes never killed anyone."

Georgia is the first state to conduct such checkpoints under a federal grant from the National Highway Traffic Safety Administration as part of a $350,000 pool of funds available to as many as five law enforcement agencies nationwide to test the effectiveness of a New York State Police pilot program.

Several motorcycle organizations are urging riders to call on Governor Nathan Deal to cancel the remainder of the checkpoints, which will be scheduled over the next 20 months at undisclosed locations during unannounced times.

Some in Congress have also questioned NHTSA's grant and called for Transportation Secretary Ray LaHood to pull the plug on future funding for motorcycle-only checkpoints. Rep. Tom Petri (R-WI), who recently co-sponsored legislation to prohibit such grants, has called the checkpoints "outrageously intrusive."

Indeed, many of the protesters at the March 23 rally held signs in support of U.S House Resolution 904, which would prevent the U.S. DOT from providing funds to states to be used for motorcycle roadblocks.

In the meantime, motorcyclists are also awaiting a court ruling on the constitutionality of the New York checkpoints, being challenged by N.Y. Aid to Injured Motorcyclists (A.I.M.) Attorney Mitch Proner on behalf of his clients as well as representing the interests of ABATE of New York and the National Coalition of Motorcyclists (NCOM).

MOTORCYCLISTS COME TOGETHER FOR JAPAN: The 2011 Japan earthquake and subsequent tsunami has affected the motorcycle industry in a big way, especially since Japan is home to the "Big Four" motorcycle manufacturers: Yamaha, Honda, Suzuki and Kawasaki.

As the disaster relief efforts continue in Northeastern Japan, American motorcyclists are doing what they can to help those struggling through the cleanup and rebuilding, with U.S. motorcycle industry groups, racing series, and even the American divisions of Japanese manufacturers raising funds in various fashions.

Three U.S. powersports industry associations announced that they are joining forces to provide financial assistance to the relief efforts underway in Japan. The boards and members of the Motorcycle Industry Council, the Motorcycle Safety Foundation, and the Specialty Vehicle Institute of America are collectively donating $10,000 to the 2011 Japan Relief Fund, and each organization is encouraging its members and individuals in the riding community to make contributions via a link on its websites (visit MIC.org, rockmoto.com; motorcycles.org; MSF-USA.org; SVIA.org; or atvsafety.org and click on the "2011 Japan Relief Fund" tab). All donations will go to experienced nongovernmental disaster relief agencies in Japan that have a proven record of emergency humanitarian relief and restoration work.

To provide support to those affected by Japan's worst natural disaster, the presidents of all of the U.S.-based Kawasaki entities are collecting donations from employees under its matching gift program and forwarding the contributions to the Red Cross. The Kawasaki Good Times Foundation is contributing $50,000 to initiate the charitable giving campaign.

Even iconic American motorcycle manufacturer Harley-Davidson has reached out to the disaster zone with a $250,000 donation to the American Red Cross aid effort in Japan and has established a link on its website to the Red Cross (www.RedCross.org) to make it easier for employees, customers and other riders to contribute.

WEIRD NEWS: HONDA WORKING ON MOTORCYCLE SEATBELTS: Yes, you read it correctly—Honda is working on a system of seatbelts for motorcycles. It seems crazy, but it appears to be a serious project judging from the patents Honda has filed for the system, and the images posted on BikersPost.com.

According to the website, the belt arrangement is designed for larger touring bikes like the Gold Wing where the rider won't be moving around much in the seat, and the belt can work with the

"She's about your size!"

airbag to reduce rider injuries.

However, Honda apparently has recognized that in a lot of accidents it's better to be away from the bike rather than attached to it, so its new seatbelt system also has elements of ejector seat: When the computer senses that the bike is irretrievably tipping over it releases the entire seat, with the rider still attached, and inflates an airbag backrest. "The idea is that having ejected you slide down the road in a sitting position, with the seat betwixt your hide and the asphalt. Sort of extreme tobogganing."

Of course, nobody envisioned airbags on a motorcycle either, before Honda's R&D team put one on its Gold Wing as a factory option. *—Bill Bish, NCOM*

Industry News

AUTOMOTIVE SAFETY DEVICES COMING SOON TO MOTORCYCLES

Within the next two years, motorcycles could be sporting collision detection and other safety features more typically found installed in cars. The new safety systems being tested for motorcycles include speed limit warnings, information about neighboring vehicles and changing lanes, and information of the tightness of road bends and the speed in which to turn.

According to a report from the BBC (British Broadcasting Corporation), tests are being completed to bring the latest technologies found on cars to two wheels, and the rise in motorcyclist fatalities has prompted researchers to adapt the first bike-based safety systems by late 2012.

MIRA (Motor Industry Research Association) acts as a testing and innovation center for car makers and has been carrying out tests on the "Saferider" systems on road bikes and simulators. An ITS (Intelligent Transportation Systems) consultant at MIRA, Jonathan Moore, said of the project, "Saferider takes the driver safety systems that are becoming standard on cars and tries to adapt them to the unique needs of motorcyclists."

Moore said making safety systems on motorcycles useful was "challenging" because of all the distractions to which riders were subjected. With traffic noise and motorcycle helmets insulating riders from the traditional audible alarms found on car collision systems, researchers have looked for ways to alert bikers of pending danger with tactile warning systems such as vibrating seats and special gloves.

New high-tech systems could also protect riders from themselves, as one system being tested warns that a rider is going too fast to negotiate a turn. MIRA has developed "smart" software that acts as a "co-pilot" which, with the help of a digital map, knows what speed a motorcyclist should be traveling to make it around an approaching curve in the road.

—Bill Bish, NCOM

Industry News

Polaris Acquires Indian Motorcycle

Polaris Industries Inc. (NYSE: PII) recently announced the acquisition of Indian Motorcycle. The business was acquired from Indian Motorcycle Limited (IML), a company advised by Stellican Limited and Novator Partners LLP, UK Private Equity firms. Terms of the transaction were not disclosed.

"We are excited to be part of the revitalization of a quintessentially American brand," said Scott Wine, CEO of Polaris Industries Inc. "Indian built America's first motorcycle. With our technology and vision, we are confident we will deliver the classic Indian motorcycle, enhanced by the quality and performance for which Polaris and Victory are known."

With this acquisition, Polaris adds one of motorcycling's legendary brands to its strong stable of Victory cruiser and touring bikes. Indian will operate as an autonomous business unit, building upon the potent combination of Polaris' engineering acumen and innovative technology with Indian's premium brand, iconic design, and rich American heritage.

"We are delighted to have reached an agreement with Polaris. Polaris will utilize its well-known strengths in engineering, manufacturing, and distribution to complete the mission we undertook upon re-launching the brand in 2006: harness the enormous potential of the Indian brand," said Stephen Julius, chairman of Indian and managing director of Stellican. "Polaris is the most logical owner of Indian Motorcycle. Indian's heritage brand will allow Polaris to aggressively compete across an expanded spectrum of the motorcycle market."

Novator Partners LLP is a London-based alternative investment firm founded and led by the investor Thor Bjorgolfsson. An avid motorcycle enthusiast, Bjorgolfsson said, "After a troubled past, our goal was to bring the legendary Indian bikes back on the roads. The initial phase of that project is done and now our great partners at Polaris will carry on the work to realize the full potential of this classic American brand."

—Big Chief Wetyerpants

"That's my ex. She's had a hard time letting go."

BIKER INK

My name is Torry. I'm from Rockfall, Connecticut, and this is my tattoo. The lady seen on the bike is my wife, who departed life too soon. I had this done as a tribute to her. The artist is Ant from Transcend Tattoo in Brandford, Connecticut.

Send in your best biker tattoo or motorcycle-related flash art that depicts the biker lifestyle. If we use it, we'll send you one hundred dollars! Send digital images to: photos@easyriders.net. Please include your mailing address with all digital submissions. Snail mail to: Easyriders Biker Ink: P.O. Box 3000, Agoura Hills, CA, 91376-3000. Paisano Publications retains the rights to all images used.

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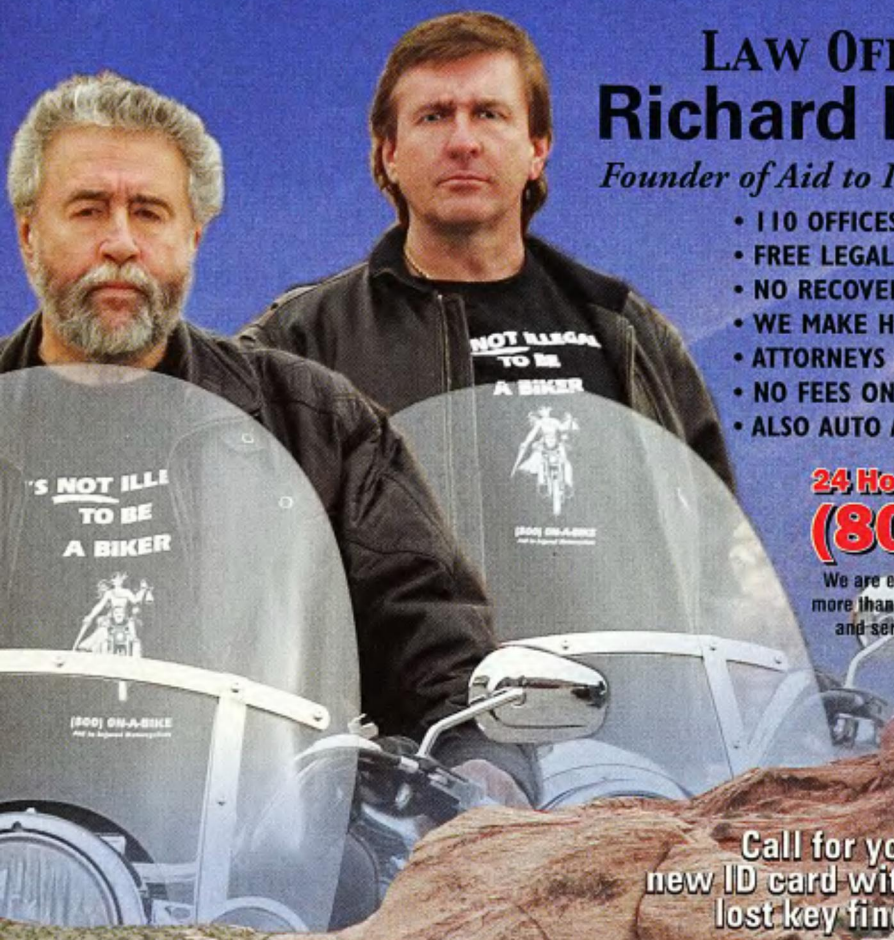

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THE LONE STAR RALLY

Biker Mardi Gras

Where can you go to party with 400,000 fellow bikers? The Lone Star Rally in Galveston, Texas, that's where. Just 9 years old, this four-day fall event has built a big name for itself. Whether the theme is Halloween, as in 2009, or a salute to our nation's military personnel, as it was this past year, it is the biggest outdoor weekend gathering in the country.

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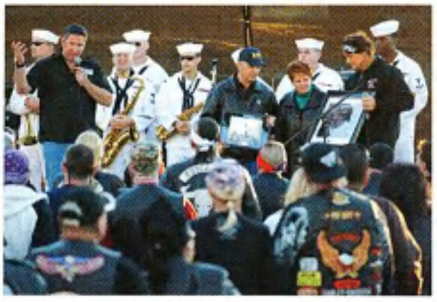

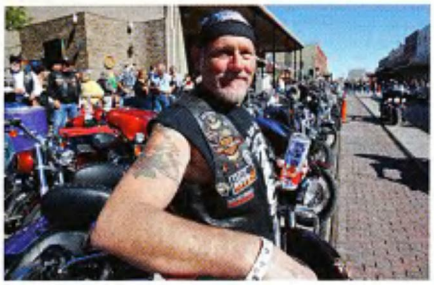

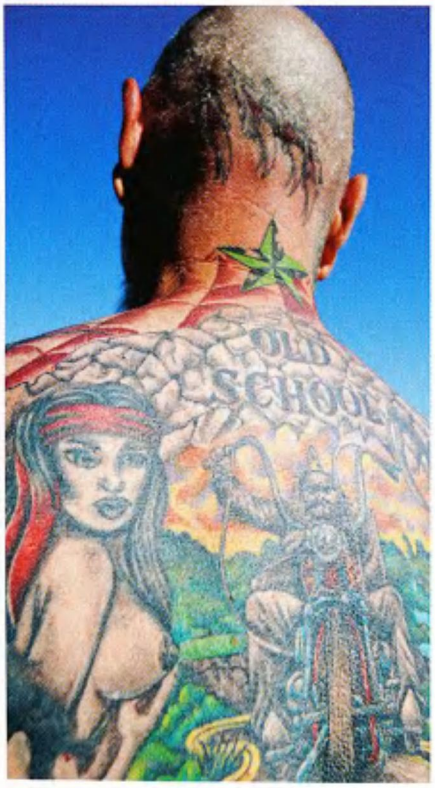

The event kicked off on Thursday, November 4, when five-city blocks of the Strand, from 20th to 25th Streets and ten side-streets were closed to everything but motorcycle traffic and rally vendors. This area of beautiful iron-fronted Victorian brick buildings that date back to 1855 is known as the "Strand Historic District" and somehow, while seeing terrible damage, it survived the devastating hurricane of 1900 (8,000 dead), as well as the equally strong Hurricane Ike in 2008. You can still see effects of Ike, but the island has moved on, and in many ways, the rally has helped with this.

Somehow between nightfall and sunrise, the Strand saw an overnight conversion to Mardi Gras central with concert stages erected, hundreds of vendors set up, JumboTron screens in place, vacant buildings and alleyways converted to bars—everything was ready for the coming invasion. Riders came from all over Texas, surrounding states, and beyond. Every bar had a band inside and pretty beer girls on the street. Could there be anything cooler than this—an awesome island town brimming with character and sandy beaches, opening its arms to the biker world to come party as only they know how? With a forecast of blue skies and 70-degree temperatures—a perfect weekend—the party had begun!

On Friday, the Strand was packed with people drinking outside (legally) and bikes parked several deep by the time the "Follow the Flag – Ride for Heroes" came through. The leading fire engines parted the crowds, to make room for the actual ride with vets and military personnel. They eventually made their way to the harbor side stage for an emotional ceremony that also honored first responders.

As the evening witching hour approached, the Strand got more crowded and the noise ratcheted up to near earplug-required proportions. Weekenders from Houston just 50 miles away had arrived. Just to be sure there was plenty to do, the promoters arranged for the Rats Hole Bike Show of Daytona Beach to make its first appearance in Texas setting up right along the wharf.

A celebrity builder lot featured: Paul Yaffe and his Bagger Nation; Dave Perewitz with his Allstate bike; Rick Fairless of Strokers; Strip Club Choppers; Jay Barbieri from Two Wheeled Thunder TV, and the Full Throttle Saloon's Angie

Photos: Michael Lichter

Carlson and Mike Ballard. Bands were set up back-to-back on the Harbor side stage and on the big stage in Sangerfest Park, the epicenter of the rally.

Drinking continued on the streets starting in the early morning and just picked up as the day went on. If you were interested in shopping, there was more on display than at Mall of America, and this was just for bikers. You didn't have to go far for great food; just a few steps in any direction and you could have seafood, Cajun specialties, Southern delights—just about anything you could imagine.

This rally is full of surprises. Unannounced, the Navy marching band paraded right down the Strand like a New Orleans brass band. Just to ensure I had enough to do, the promoters gave me a beautiful gallery on the Strand to display my archive prints. Less mellow fun was on tap at the Limpnickie "Pit Bar" just down the block with builders Athena, Pat Patterson, Kevin Koeppe, and others on hand.

Saturday night offered an even bigger party than Friday night, with more people, more bikes, and everyone revved up. There was another parade down the Strand, this time with costumes, and now the show was really on. I eventually parked myself on one of the balcony bars to survey the madness with Dave Perewitz. Party beads were flying in all directions, live music came from numerous sources, and there was a distinct buzz in the air. That's when I saw a guy ride by in costume with a topless girl on back and another in his lap, right between two on-duty cops with big smiles all around. Big fun!

I'm guessing next year will see this event grow even larger with riders from further away states. My recommendation: put the 10th anniversary rally November 3-6, 2011, on your calendar. This is Mardi Gras just for us!

—Michael Lichter

THE MORE YOU LOOK, THE MORE YOU GET

Airbrush Art: Bonehead Designs

At Bonehead Designs, "It's all about the details"—hidden details. "What sets my work apart," says airbrush artist Tom McNeil Jr, "is that people look at it the first time and see lots of images, but when they look at it a second time, they see things they didn't notice the first time." Long after one bike Tom painted had been delivered to its owner, that customer would call Tom without warning over the subsequent months to tell him about some new detail or hidden image he had just discovered in the bike's paintwork. "Did you know that on the rear fender strut near the brake light there is a hand pointing to…?" he would ask. "Yeah, I do; I painted it!" Tom would reply incredulously.

Tom produces his incredible art from his own shop in New Hampshire, which he opened in 1999. The shop name, indirectly, came from Tom's father. Suffice to say that, when much younger, Tom was into motocross and other risky pursuits and had little thought for his physical well-being, prompting his father to call him "bonehead"—a nickname that stuck and one that Tom ultimately embraced. Thinking "Tom McNeil Designs" or something of that ilk sounded a little generic for his shop, Tom opted for Bonehead Designs.

Tom's signature may be the detail he puts into his work, but overall he produces simply great art. The depth and dimension of his work is amazing as he makes it look as if the skulls and eyeballs he paints are popping right out of the metal surface on which he lays the paint. When painting a flag on a bike Tom makes it look as if the actual fabric has been draped over the tank. All this doesn't just happen. It took a bit of serendipity, much practice, and a lot of talent for Tom to produce the caliber of work he is known for today, and it all started when he was quite young.

A born artist, Tom was fortunate enough to attend a unusual elementary school—one with a exceptionally strong art and music program. When he was twelve, his art teacher brought an airbrush to class. She knew only the basics of how to work it, but Tom was captivated and set out to master it, making the airbrush his medium of choice ever since. By age fifteen, he was painting helmets for fellow motocross enthusiasts and doing other airbrush design projects. Ultimately, he started his own business. Those early years were difficult and demanding as Tom worked from 8 a.m. to 12 p.m. seven days a week perfecting his art and learning all aspects of the business.

Despite the success he has achieved, Tom remains humble and appreciative "I've worked hard to get here but appreciate all those who have helped me along the way—my parents, wife, and customers." Clearly he enjoys what he does and periodically Tom marvels at it all. "As I'm working, sometimes I think that, here, 24 years after I started, I still get to hold an airbrush in my hand doing what I love to do."

Business is thriving and Tom enjoys a strong following for his award-winning paintwork. You don't have to live nearby to benefit from his talent as he is willing and able to take on work from afar. Mail or ship your project to him and he will custom paint the details of your choosing and likely throw in a few surprises. When it comes to Tom's work, the more you look, the more you get. *—Joanne Morris*

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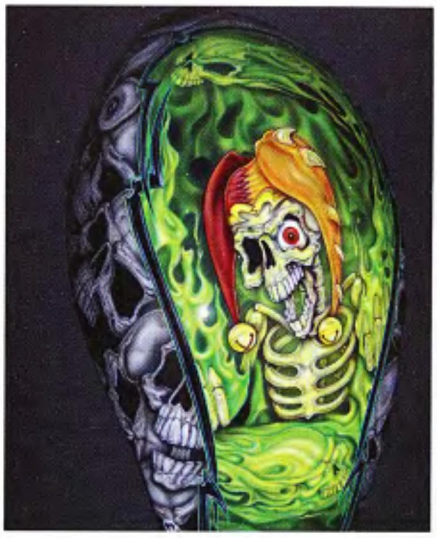

Photos: Bonehead Designs

On Patrol

THUNDER CYCLE TAKES ON THE COPS

Cop bikes can be great deals and a great start for a custom. Add imagination; hold the tickets.

Every year or so Eddie Trotta makes it a point to pick up a couple of used police bikes as they become available, bringing them back to Thunder Cycle in Fort Lauderdale for a do-over. There are some sweet deals there, because underneath all that cop paraphernalia, the sirens, lights, goofy paint, and whatnot, there's just a good old FL Harley ready to be finished up custom style.

These aren't beat-all-to-hell bikes either, because most towns, counties and states overbuy for their motorcycle fleets—your tax dollars at work. They'll end up with more motorcycles than they need, figuring if it doesn't go on this year's budget, next year's allocation will be reduced accordingly, and it's not like they're spending their own money. The bottom line here is that the '09 Road King Eddie picked up from the Daytona Beach police fleet was one of those extra bikes, a King that had hardly seen the road. It had less than 2,000 miles on the odometer.

Choosing to keep things simple, the frame was left OE stock. There is no extra rake, no extra stretch. With a 21-inch front wheel, Eddie says, you really don't have to do any of that. Start using those 23s or 26s, of course, and frame changes become mandatory. But frame

mods or not, it's hard to imagine a bike looking much better, proportionally, than what is here.

The engine, however, did get a little extra attention. A 103-incher to begin with, it got some new cams; John Sachs worked over the cylinder heads and the whole thing went back together with high-compression pistons and a Bassani exhaust. It dyno'd out at 117 horsepower. Cosmetic changes included stretched tanks, extended saddlebags, Jim Nasi side covers, a black-out treatment for the front end and then a liberal dose of Thunder Cycle accessories like the 16-inch mini-apes, the front fender, the grips, 'boards, controls and lots of other bolt-ons.

"We tried to drag the tank all the way back and down into the side covers," Eddie explains, "give the thing a flowing look." The saddlebags continue the line, the OEs swapped out for a pair of Thunder Cycle stretched and extended bags. Inside those bags, Eddie got a little tricky by mounting up a mini amplifier—a regular little powerhouse that only takes up a few inches of space. It's coupled with a pair of speakers that face in toward the rear wheel and tire. "Plug in an iPod," he says, "and it'll blast you off the bike. It's very loud and really sounds great."

Paint wizard Bones and the guys in the Thunder Cycle paint room covered everything in a deep, gloss black accented with airbrushed details. Taken as a whole, the ex-cop bike comes off as a nice treatment on a basically stock Harley, a timeless and clean update that looks good today and will stay looking good for years to come. Of course, Eddie Trotta's been at this game long enough to know what to add, what to change, and what to leave alone to get that result. Take notes. —*Joe Kress*

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City: Fort Lauderdale, Florida
GENERAL
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Fabrication: Thunder Cycle Design
Year/make: 2009 Harley-Davidson
Model: Road King
Assembly: Thunder Cycle Design
Time: 2 months
Chroming: Chrome Masters
ENGINE
Year/make: 2009 Harley-Davidson Twin Cam
Rebuilder: Thunder Cycle Design, John Sachs
Displacement: 103 cubic inches
Ignition: Harley-Davidson
Cam: S&S
Carb: Fuel Injection
Air cleaner: Thunder Cycle Design
Pipes: Bassani
TRANSMISSION
Year/make: 2009 Harley-Davidson
Shifting: 6-speed
PAINTING
Painter: Bones
Type/color: House of Kolor/ black, silver
FRAME
Year/make: 2009 Harley-Davidson
Type: FLHR
Rake: stock
Stretch: none
Shocks: Progressive Suspension
ACCESSORIES
Bars: Thunder Cycle Design
Handlebar controls: Harley-Davidson
Fenders: Thunder Cycle Design
Headlight: Harley-Davidson
Taillight: Russ Wernimont
Speedo: stock
Pegs: Thunder Cycle Design
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Grips: Thunder Cycle Design, Comfort Grips
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Passin'Gas

Q Why does a woman play with only one of her nipples when she's havin' great sex?

A Because her other hand is holdin' the vibrator.

Q How is sex like paintball?

A You play hard for 30 minutes, get hot and sweaty, and when it's over, you're glad you're not the one who got shot in the face.

Burt Whitcomb
Palmdale, California

One day, a young boy walked into his parents' bedroom where he discovered his father sitting on the side of the bed sliding on a condom. In an attempt to hide his erection and the rubber on it, the father bent over and pretended to be looking for something under the bed.

"What are you doing, Dad?" the boy asked.

"Oh," the father replied, "I thought I saw a rat go underneath the bed."

Surprised, the boy said, "What are you gonna do, fuck it?"

David Vida
Pontiac, Illinois

Little Johnny came running into the house one day and asked, "Mommy, can little girls have babies?"

"Not until they grow up," his mother replied.

Little Johnny thanked his mom, then ran back outside and told the neighbor girl, "It's okay, we can play that game again."

Sarah Brack
Vacaville, California

I got up at halftime during the playoffs and went into the bathroom to make room for some more beer. When I came out my wife said, "Did you wash your hands?"

"No. Why make such a big deal about it?" I replied.

"Well, you went to the bathroom, your hands are dirty," she complained. "Go back and wash them!"

"I don't know what you're complaining about, I didn't touch anything in there you haven't had in your mouth!'

Rocky Meyerson
W. Palm Beach, Florida

Whatdafuck am I supposed to do with this?" grumbled the biker as the police clerk handed him a receipt for his traffic fine.

"Keep it," the clerk advised. "When you get four of these, you get a bicycle."

David Chance
Ogden, Utah

Q What's the definition of embarrassment?

A Running into a wall with a hard-on and breaking your nose first.

Big-D
Fun Town

Trying to contact her dead ol' man, Peaches goes to a psychic who tells her that her ol' man is fine and looking forward to their reunion.

"Is there anything he needs?" asks Peaches.

The psychic replies, "He says he'd love a pack of cigarettes."

"Oh," says Peaches. "And did he say where I should try to send them?"

"No," replies the psychic. "But then again, he didn't ask for any matches."

Joey Hayes
Mesa, Arizona

The advantages of having an affair with a married woman:

- They give like hell.
- They don't yell.
- They don't tell.
- They don't swell.
- And there are no wedding bells!

Rocky
W. Palm Beach, Florida

"Wake up and git naked, Wilma. I finished the book!"

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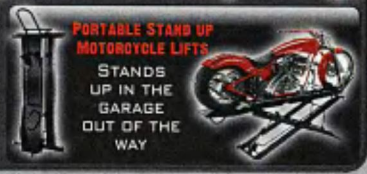

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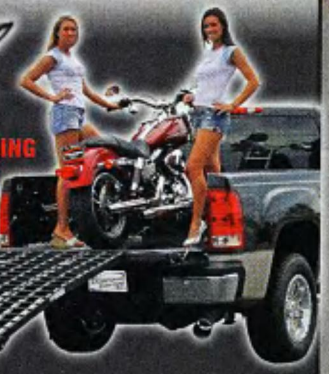

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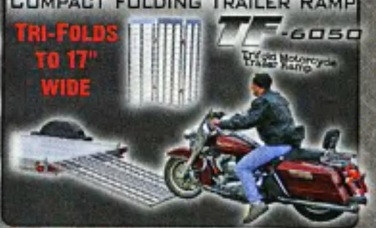

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Easyriders' Five Fave Harleys

The *Easyriders* staff was sitting at our neighborhood watering hole deep into the second bottle of Hornitos when our editor Phantom raised his half-buzzed head off the bar long enough to slur, "All right fuckers, what's your favorite bike out of all the new Harleys?" After lengthy grousing from the peanut gallery along the lines of how none of any of us can actually afford one of those new bikes, so what's the fuckin' point anyway, he ended up rephrasing the query to, "All right, in ten years you might be able to pick up one of these used with 500 miles from some fucking no-ridin' scum down on his luck, so what's yer fuckin' opinion?"

In the end, we all conceded that that could probably happen, provided the unlikely event that we cut down on the drinking and started squirreling away all our spare change in the old Sparkletts bottle, starting now, and slowly the votes came in.

Tripper, our intergalactic editor of arcane knowledge and local yodeling expert, rated the Road Glide Ultra Classic tops. "By the time I can actually buy one, I'll be so old, I'll be farting dust," he growled, tossing another shot glass full

Easyriders

Wide Glide

Sportster 48

of tequila down his throat, "so I'll need something that'll get me down the road in relative comfort and won't upset my 'roids too much."

"You got 'roids?" Phantom stared at him in drunken disbelief. "I thought you krauts couldn't get 'roids."

"Anyway," Tripper continued after refilling his glass, "I'll also need some space for my walker, so I guess a Tour-Pak is also in order, and I can only hope all my medication's gonna fit into the saddlebags."

He burped loudly and grimaced. "But all kidding aside, I just think the Road Glide is the best-looking touring bike out there and it fits everything my ol' lady usually has to carry along, like all her beauty crap and extra thongs and stuff. The Road Glide's got my vote because the last time I test-rode one, I was hauling ass on it and almost got busted by a cop. Fortunately, the Road Glide is great to split lanes with, so I lost the

Cross Bones

But my '92 is still hanging in there, and it will probably outlast all of you guys' bikes, so I'm probably not gonna be in the market, even in 10 years."

Phantom announced that we were all full of shit, the Dyna Wide Glide was his pick. "Harley has finally put together a production custom bike with some damned teeth and cool factor and ergo...ergonomic..." Then Phantom fell off his barstool and looked like he might not be able to get back up.

"I think he means the Wide Glide comes straight from the factory looking like a badass custom chopper," Beatnik mumbled while trying to pull Phantom upright.

"We'll never know," Clean Dean quipped and ordered another massive plate of refried beans. "Try stuffin' some of these jalapenos up his ass."

Nursing his water and free tortilla chips, Beatnik made the case for the Sportster 48, saying, "You big twin people make me laugh. The 48 is the coolest bike Harley has crapped out in years. It'll flat-out whomp the bleeding Jesus out of all those Geezer Glides you fat old cripples are in love with. It is pure, unadulterated filthy, rotten, hooligan joy, with no Earthly practicality except for blowing the doors off every fuckcheese in your path. If I could, I would weld one of these things to my nuts so I could swing it around in the grocery store like a codpiece, knocking over the avocados and tantalizing the hausfraus. That'd be sucker in traffic. That Road Glide was awesome!" With that, Tripper turned his attention back to the almost empty bottle on the bar and poured himself another drink, spilling most of it in the process. "I'll drink to the Road Glide!" he shouted.

Clean Dean inhaled a plate of refried beans, belched loudly, stroked his beard and made his case in favor of the Cross Bones, "That Boner bike with the short springer is the one that'll be my pick in 10 years. It'll be the classy one with low miles 'cause some pussy 'll have it on display in his fuckin' rec room 'cause he's afraid to ride—that he might wreck it! But really, that's a classy li'l fucker that'll hold its own."

"Not The Devil" Kit blurted out that the Street Glide was his pick, saying, "It's got everything you need, and not a damn thing more, enough room to stow gear for a weeklong trip, and plenty of power to get you there with 103 inches.

really sweet. Plus, in ten years after the economy collapses, you'll be able pick one of these up at a yard sale for 200 bucks and a bottle of Jack."

With that, Phantom fell of his barstool again, mumbled something incoherent, and pooped himself, and we all backed slowly towards the exit. Just another day here at the Pai.

—The Staph

Road Glide Ultra

Photos: John Gilbert

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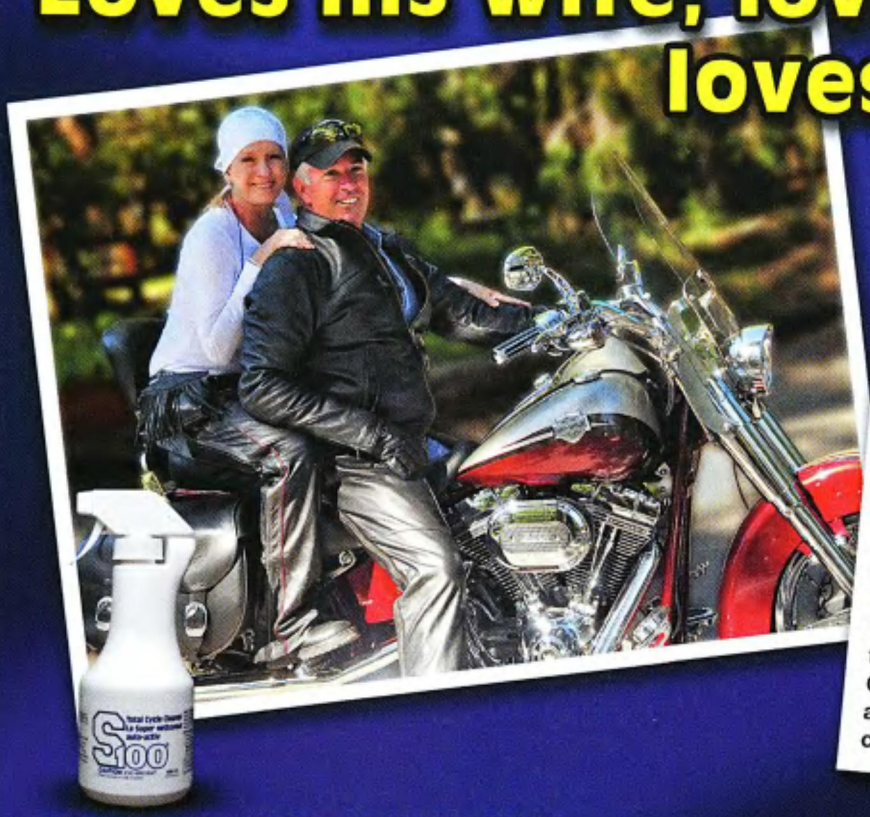

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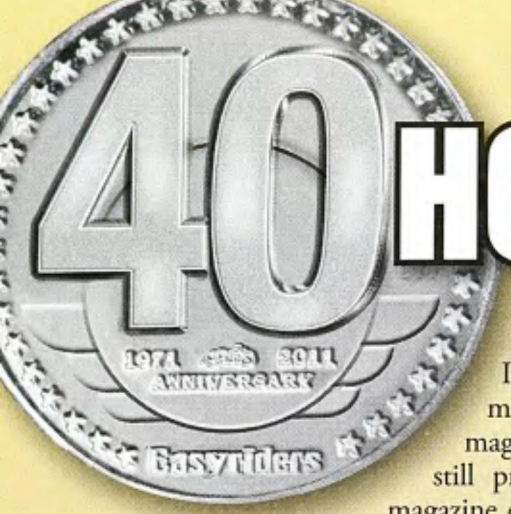

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It seems like only yesterday that we put together the 1st issue of *Easyriders* magazine. Do you know that a mint condition, 75 cent, 1st issue of *Easyriders* magazine is now worth about $450? All these years later we're still proud to be putting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

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Joe Teresi
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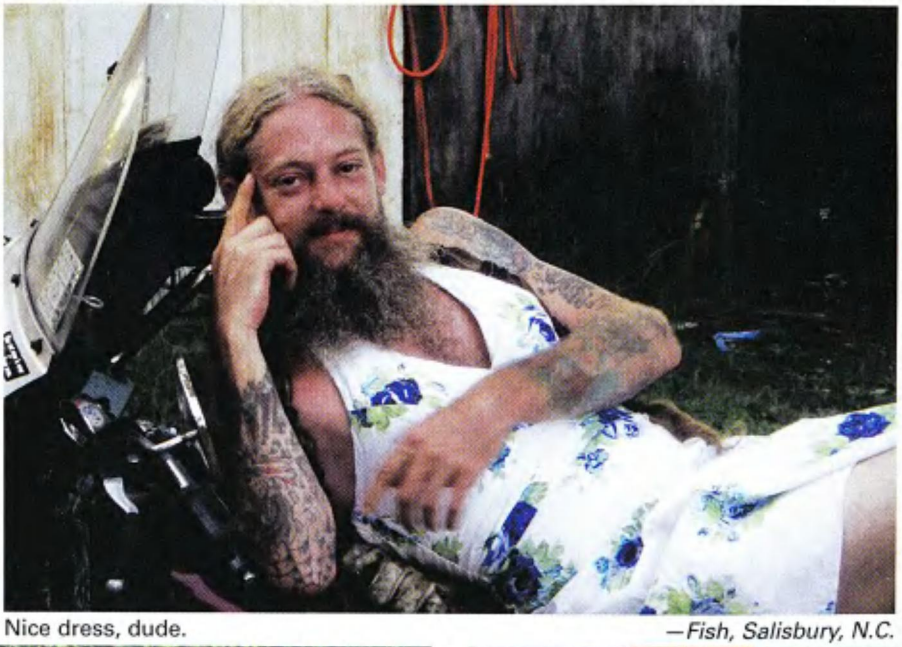
Twin wardrobe malfunctions? —*Vic Pecorino, Hulett, Wyo.*

Fun felines. —*Vic Pecorino, Hulett, Wyo.*

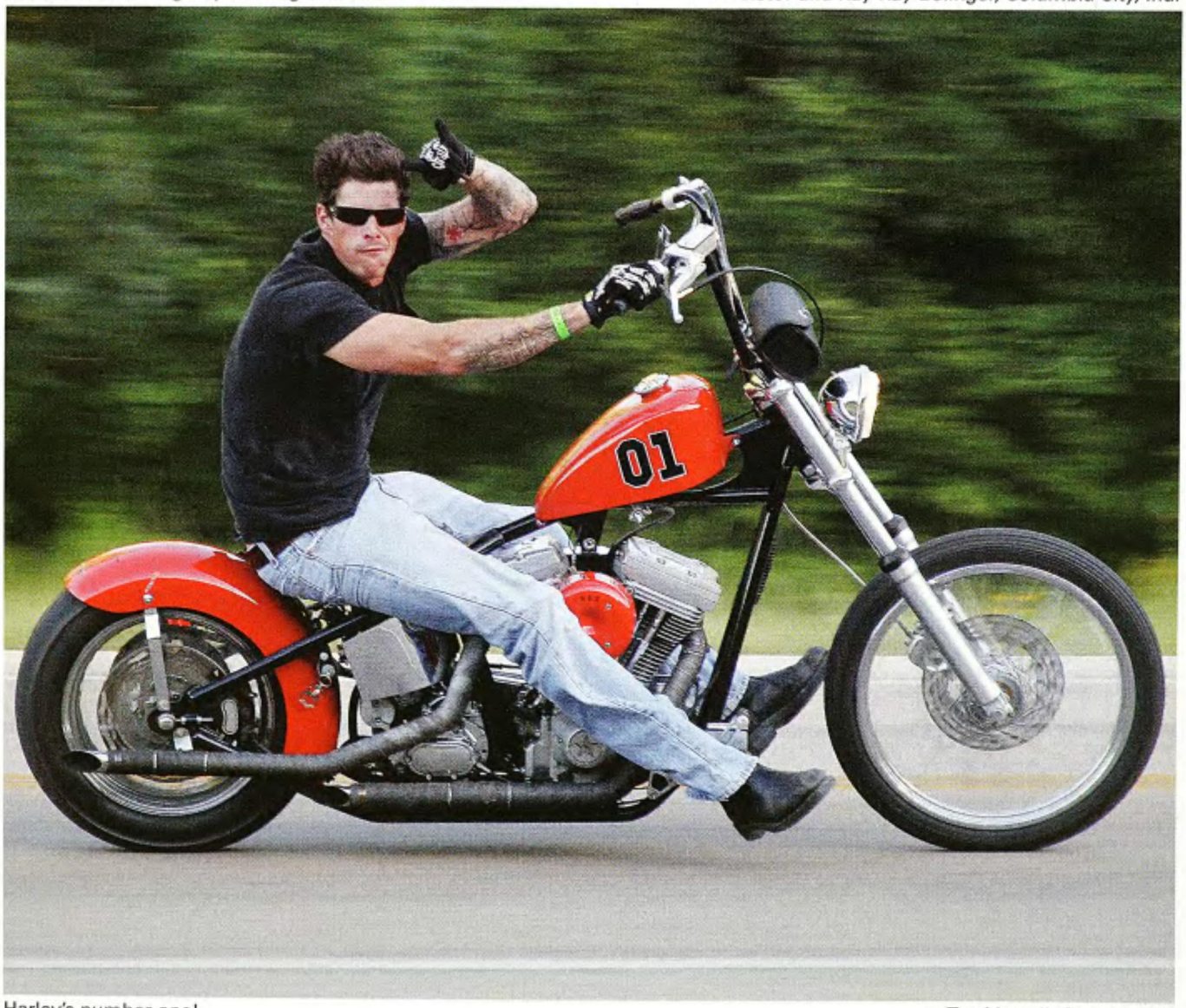


Nice dress, dude. —*Fish, Salisbury, N.C.*

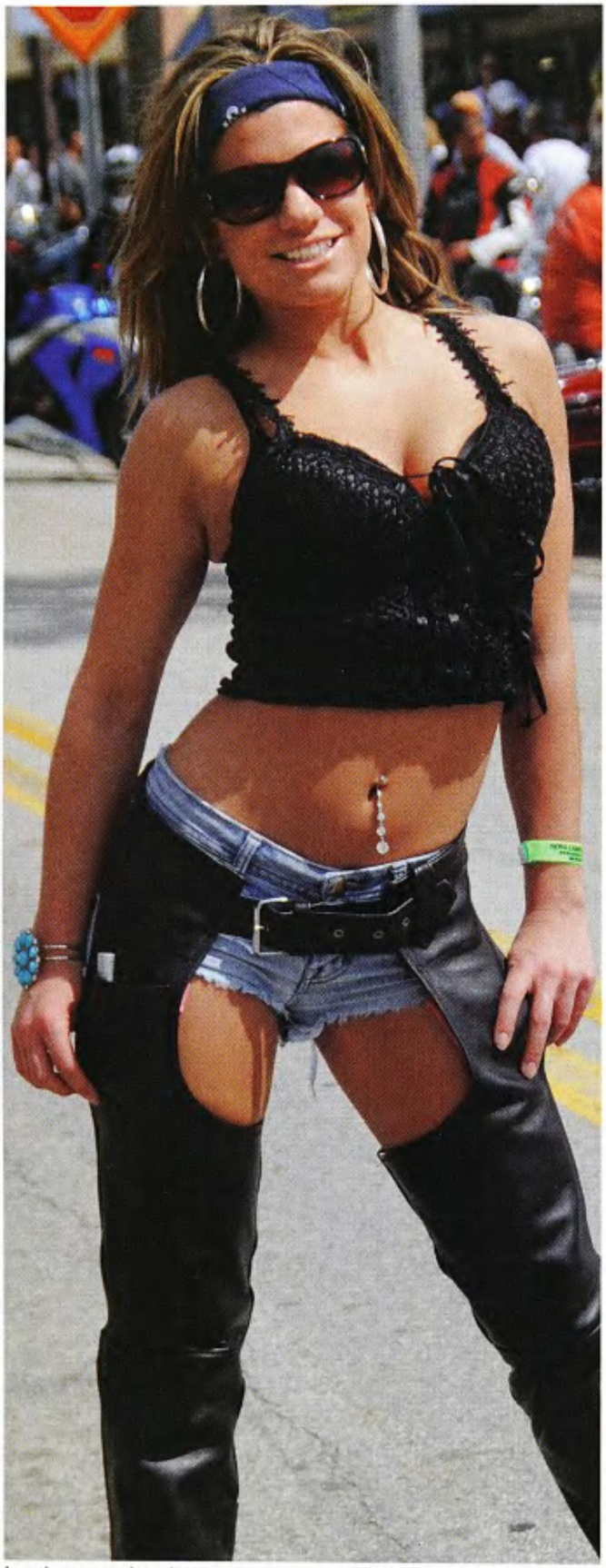
Show-Me State sweetie. —*Bob Plough, Wentworth, Mo.*

Arty. —*Roger Ritchey, Apache Jct., Ariz.*

ABATE of Indiana group is Boogie-bound. —*Rotor and Ray Ray Bolinger, Columbia City, Ind.*



Harley's number one! —*Traci Lovell, Sturgis, S.D.*



Leather may be clever... —*Bill Wolf, Willoughby, Ohio*

...but sheer white is all right! —*Bill Wolf, Willoughby, Ohio*

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.

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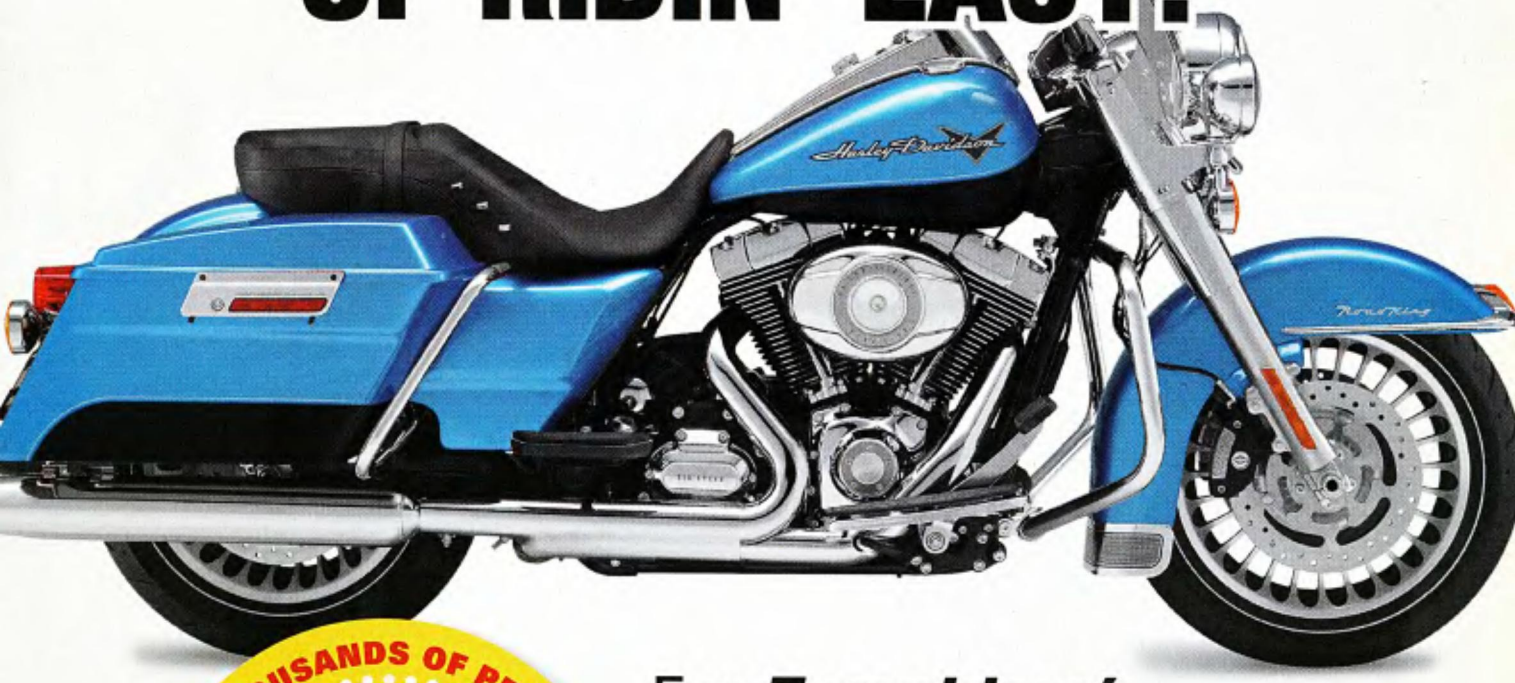

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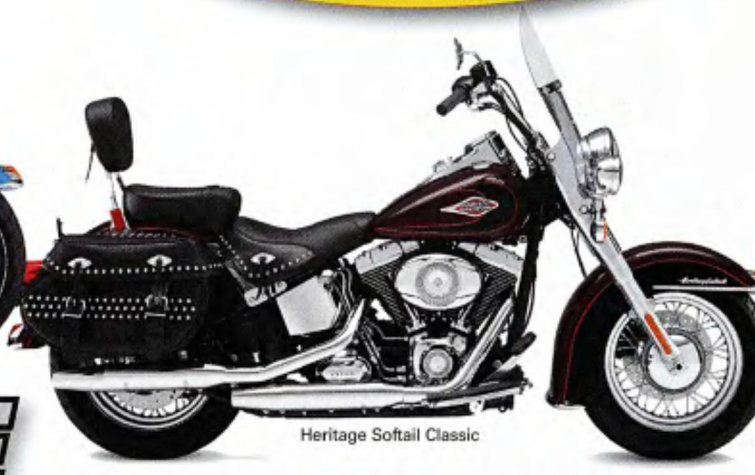

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J&P CYCLES

$5,000 in Gift Certificates to 10 lucky winners ***($500 value each)***

4TH PRIZE

HAWG WIRED

Motorcycle Stereo System ***($1,800 value)***

5TH PRIZE

VANCE & HINES

Exhaust System ***($1,100 value)***

6TH PRIZE

40 Assorted Merchandise Gift Bags ***($400 value each)***

7TH PRIZE

140 Super Gift Bags ***($200 value each)***

8TH PRIZE

240 Classic Gift Bags ***($100 value each)***

EARLY BIRD BONUS
$1,000

Mail your entry by July 26, 2011. If you do and you're selected as the 2011 Grand Prize winner, you'll not only get the bike of your dreams, but we'll also toss in another $1,000 for beer money.

DON'T MISS A CHANCE TO WIN A HARLEY!

Easyriders® 40TH ANNIVERSARY SWEEPSTAKES

ACT NOW, DON'T DELAY!

Easyriders subscribers will receive our June anniversary issue!

(If ordered before May 3, 2011)

The "biker's bible" for 40 years!
Stay in touch with the biker lifestyle with *Easyriders* magazine. Every issue is jam-packed with amazing custom motorcycles, the latest parts, products, customizing trends, wild biker parties, runs and rallies, the sexiest women, and the kind of twisted humor you only find in *Easyriders*.

Every rider's favorite V-twin cruiser magazine.
From Harleys to Hondas, Victorys to Yamahas, both American and metric, *V-Twin* showcases the world's best custom cruisers. Check out the latest parts, accessories and services for your bike. Get great motorcycle event coverage and aftermarket guides for all your two-wheeled needs.

America's biker party magazine
If you like old-school custom choppers, nasty little hardbellies and raucous good times, then *Biker* is the magazine for you. Each issue is crammed with killer custom scoots and hot Harley honeys, sick biker fiction, righteous rallies, runs and parties and guaranteed, spleen-grabbin' laughs! *Biker* is a party and a half!

If it's out there, it's in here
Every issue is packed with readers' photos showing the lifestlye we love, from crazy biker bashes to biker rodeos coast-to-coast. *In The Wind* captures the biker experience fresh from the lens of readers like you.

Over $2 Million Already Given Away!

EASYRIDERS 40TH ANNIVERSARY SWEEPSTAKES RULES

HOW TO ENTER: If you do not wish to subscribe, write your name, address, phone number, and *EASYRIDERS* 40TH ANNIVERSARY SWEEPSTAKES Entry on a 3x5 index card and mail it in an envelope to: EASYRIDERS 40TH ANNIVERSARY SWEEPSTAKES, 28210 Dorothy Drive, Agoura Hills, CA 91301. Limit: one 3x5 card per envelope. Entry form must be legible and completed in full to be valid. Sweepstakes begins February 1, 2011, and all entries must be received by August 31, 2011. Easyriders/Paisano Publications, LLC assumes no responsibility for lost, misdirected or late mail.

ELIGIBILITY: The Sweepstakes is open to all legal residents of the U.S. aged 18 or over, except employees of Easyriders/Paisano Publications, LLC and their families, its affiliated companies, and advertising and promotion agencies. This sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. Only one prize per household will be awarded. Winner of motorcycle prize must possess and provide proof of valid U.S. Driver License and applicable motorcycle insurance at the time of the prize award.

WINNERS SELECTION: Winners will be selected by random drawing from all entries received, and validated by Wood, Weisinger, Sacdalan & Associates whose decisions will be final. Prize winners will be notified by U.S. Mail or if provided on entry form via e-mail or by phone within 90 days of the closing date and must acknowledge notification within 10 days, or the prize will be forfeited. In the event that any prize cannot be awarded because the winner cannot be located or refuses the prize, Paisano will offer the prize to up to two (2) alternates, selected in the same manner as the original winner. If, the prize cannot be awarded after such efforts are undertaken, then Paisano shall have no further obligation to seek out alternates or to award the prize. THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.

PRIZES AND APPROXIMATE RETAIL VALUE: Total approximate retail value of all prizes is $127,000. You may win one of the following: 1 Grand Prize with a cash alternative, 1 First Prize, 5 Second Prizes, 10 Third Prizes, 1 Fourth Prize, 1 Fifth Prizes, 40 Sixth Prizes, 140 Seventh Prizes, 240 Eighth Prizes and 4,000 Consolation Prizes. The motorcycles pictured may not be the specific ones awarded. – NO PURCHASE IS NECESSARY TO WIN – However, entrants choosing to subscribe and submitting payment with the order will also receive with his or her subscription a special merchandise gift [which is not part of the sweepstakes]; - Limit one (1) per household as long as supplies last.

PRIZE ACCEPTANCE: Prizes are not transferable and are not redeemable for cash, except for the cash option associated with the Grand Prize. No substitution of prizes is permitted. Should prizes be unavailable Paisano Publications reserves the right to replace that prize with an item of equal value, the choice of item being solely at the discretion of Paisano Publications. All prize winners, whose prize value is in excess of $600, will receive a 1099 IRS tax form at year end for the actual retail value of the prize. Winners will be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders/Paisano Publications, LLC, and none will be returned. Winners grant Easyriders/Paisano Publications, LLC and its agencies the right to use their names and likenesses for advertising and promotional purposes. ALL FEDERAL, STATE, LOCAL TAXES, IF ANY, AND SHIPPING, STORAGE, TRANSPORTATION, REGISTRATION, AND ANY OTHER FEES ASSOCIATED WITH THE PRIZES ARE THE RESPONSIBILITY OF THE WINNER.

WINNERS LIST: For a list of major prize winners, send a separate stamped, self-addressed business envelope to: Winners List, EASYRIDERS 40TH ANNIVERSARY SWEEPSTAKES, Easyriders/Paisano Publications, LLC, 28210 Dorothy Drive, Agoura Hills, CA 91301.

NO PURCHASE NECESSARY TO WIN.

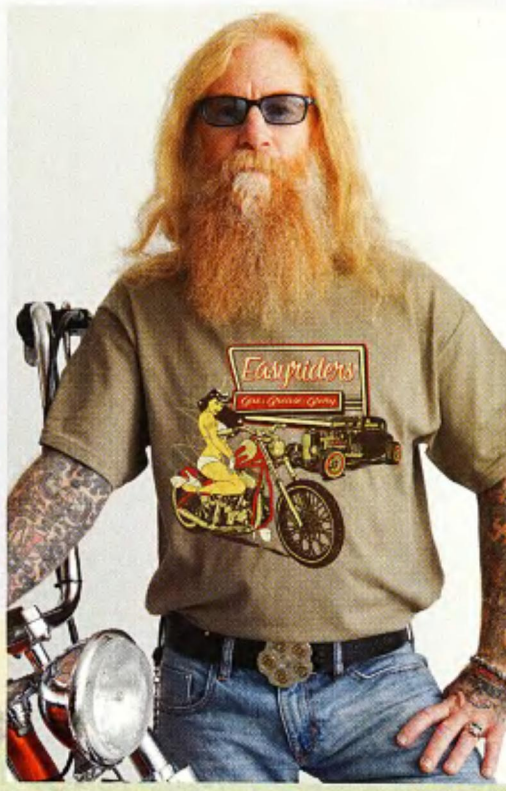
"I'm sorry, Doris, but you know Schwarzenegger has always been a role model for me."

Easyriders ROADWARE®

Clothing For People Who Ride

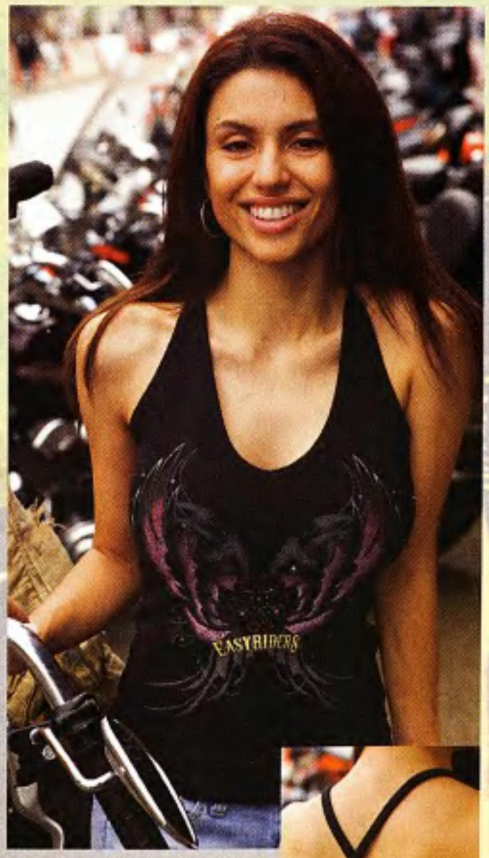
Embroidered back

Motorcycle Flex Fit Cap
7189 Black • Mens Flex Fit Cap
Heavy cotton-spandex • Embroidered
S/M, L/XL $19.95



Viking Warrior
4201 Gunmetal • Soft cotton fabric with nicked edges and vintage wash.
M-XL $23.95 • 2X $25.95

Gas-Grease-Glory
4206 Prarie Dust • 100% Heavy cotton
M-XL $19.95 • 2X $21.95 • 3X $22.95



Gangster
1085 Black • 3.2 oz. cotton jersey spaghetti strap tank • Longer length
S-XL $21.95 • 2X $23.95

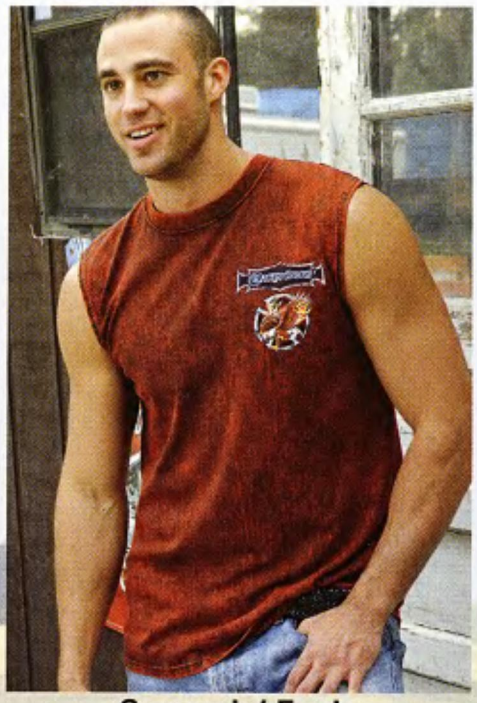
Fire & Ice Racer Back Tank
1088 Tahiti Blue • Poly/Cotton burnout fabric, with rhinestone applique.
Handwash. S-XL $28.95

Fly By Night
1072 Black
Heavy cotton-spandex
S-XL $26.95

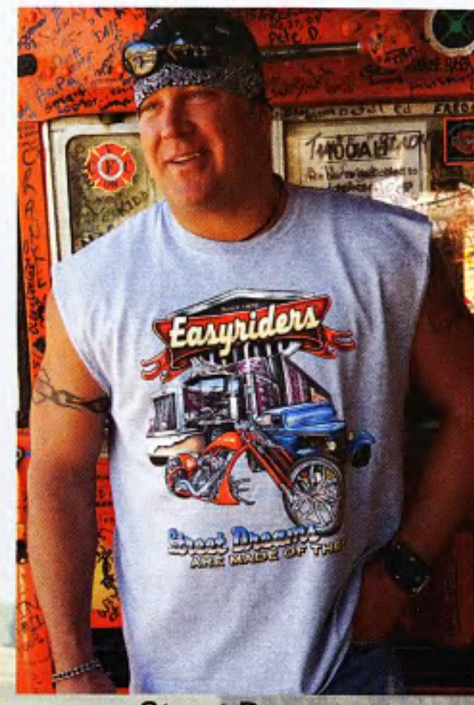
To order call: 800-552-2846 or visit our website

Code: ER458

King Of Pain
4200 Pigment Dyed Slate
Front and back design
M-XL $21.95 • 2X $23.95 • 3X $24.95



Screamin' Eagle
6018 Red and Black tie dye, cotton muscle tee • Front and back design
M-XL $22.95 • 2X $24.95 • 3X $25.95



Street Dreams
6024 Heather Gray, cotton muscle tee
M-XL $19.95 • 2X $21.95

Ask for your copy when ordering.

Easyriders ROADWARE TOP DEALERS

Doc's Motorcycles
Waterbury, CT
203-757-0295

The Roadhouse
Spokane, ID
208-457-1150

Poopys
Savannah, IL
815-273-2326

Pitbull Leather
Nashville, IN
812-988-6007

J&P Cycles
Anamosa, IA
319-462-4817

Messers Dept Store
Martin, KY
606-285-3104

Bubba's Tri-City Cycle
Linwood, MI
989-697-5525

Dennis Kirk
Rush City, MN
320-358-4791

Cherokee County Cycles
Andrews, NC
828-324-0499

Nebraska Motorcycle Parts
Omaha, NE
402-592-1780

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

K&B Management
Jamaica, NY
786-246-3005

B.S. Unlimited
Oklahoma, OK
405-632-7956

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

The Recycle Biker Shop
Collierville, TN
901-861-0130

Biker Rags
Knoxville, TN
865-693-5808

Jim's Cycle Shop
Axtell, TX
254-863-5460

Wolf's Motorcycle Apparel
Baytown, TX
281-839-1000

Just Imagine It
Queensland, Australia
011-754 28 2525

Super Cycles
West Australia, Australia
61-894-44-9898

Boutique of Leathers
Calgary, AB, Canada
403-259-2726

SykCycles Motorcycle Shop
Prince George, BC, Canada
250-563-6369

Griffin Trikes
Oak Bluff, MB, Canada
204-832-4979

Bike Riders Gift Shop
DSL de Drummond, NB, Canada
506-553-0100

Annapolis Leather Barn
Lequille, NS, Canada
902-532-2900

Cruiser Clothing Limited
Bournemouth, England (UK)
44-1202-431326

Billy Wizz
Southwest, England (UK)
44-157-932-0254

Custom Chrome Europe
Bad Kreuznach, Germany
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Red Car Garage
Malaysia
60-389-201-273

Riders Lane
Doha, State of Qatar
00974-462-6442

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This month's *Easyriders* girl is Southern cutie Kayla. She was more than happy to pose for us on Steve's high-voltage lightning rod.

STEVE CARR'S BOARD TRACK BUELL

Lightning Rod

Its seat-of-the-pants fun factor is based on a 360 lb. /101hp power-to-weight ratio.

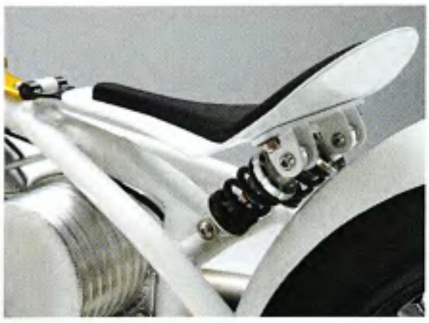
There are something like 18,000 separate parts that go into building a helicopter, any one of which is significant if you want to keep the whirlybird in the air. Bike builders may deal with fewer parts, but the performance and reliability factors still demand equal attention. Toward that end, and since he likes to think of his bike building as a home-based hobby, Steve Carr of Lightning Rod Motorcycles is currently training for his airframe and powerplant certification in order to work on military helicopters.

"I'm looking forward to applying the new skills I learn to what I'm doing at home with my motorcycles," Steve tells us. This new focus prompted a move from his previous headquarters in Florida to southern Alabama and the location of the helicopter tech school.

You may have seen a couple of Steve's previous Harley big twins designed with a board track flavor. He also has a penchant for transforming Buells, specifically the X-1 model, into something way out of the ordinary. You could say lightning has struck seven times, since the bike seen here is his seventh foray in Buellification. "With this one, I had wanted to go kinda hybrid...a mix of hillclimber, board track racer, and flat tracker," Steve says, "basically something that looks vintage cool and runs hot."

It started out with a 2001 donor bike with only 3,000 miles on the powerplant, which he shoehorned into a 35-degree raked Paughco rigid frame matched to the X-1's performance forks. All of it was set up and running on a pair of tall 21-inch wheels custom built for Steve by D&A, hence the vintage board tracker look. Its seat-of-the-pants fun factor is based on a 360 lb./101hp power-to-weight ratio.

"It's like riding a bicycle with a Buell motor," Steve says. And the custom pipes made especially for this bike by Ben Franklin at Pipedreamz produce an old-school rumble." As far as the seat, while it looks minimalist, it benefits from a close-cell foam pad as used on the Road Atlanta-style Super Bike racers and an under-the-seat shock made by Choppershox that really helps smooth out the ergonomics. Paint on the cool Cole



Foster tank is also exceptionally smooth, sprayed by Scott at Attitudes Customs.

You could say this hybrid Lightning sold like lightning. "This was my quickest build so far. I did the whole thing from start to finish in just 60 days," Steve says. "It was also my quickest sale. It went in just a week!" And here's the reason: Steve's retail price for the bike was $12,000 as you see it. When people heard that, the phone starting ringing and he's already got another in the making.

—Paul Garson

Owner: Steve Carr
City: Sampson, Alabama
GENERAL
Designer: Steve Carr
Fabrication: Lightning Rod Motorcycles
Year/make: 2001 Buell Custom
Model: X-1
Assembly: Lightning Rod Motorcycles
Time: 60 days
ENGINE
Year/make: 2001 Buell
Displacement: 1203 cubic inches
Cam: Buell
Ignition: Dyna 2KI
Pistons: Buell
Heads: stock
Lifters: factory
Carb(s): 42mm Mikuni
Air cleaner: V-Twin
Pipes: Pipedreamz
TRANSMISSION
Year/make: 2001 Buell
Modifications: none
Shifting: foot
PAINTING
Painter: Attitude Custom
Type/color: satin white, gold
Special paint: Scott
FRAME
Year/make: 2010 Paughco
Rake: 35 degrees
Stretch: none
Shocks: rigid
ACCESSORIES
Bars: 7/8-inch dirt bike
Handlebar controls: Kawi ZX6
Headlight: V-Twin
Taillight: V-Twin
Pegs: Sportster
Electrics: Lightning Rod Motorcycles
Gas tank: Cole Foster
Oil tank: Lightning Rod Motorcycles
Oil system: Buell
Seat: Baas Metal Craft, Choppershox spring
Mirrors: P-3 Racing
Grips: Renthal, Kawi ZX6 levers
FORKS
Type: Buell X-1
Extension: none
Builder: Buell
WHEELS
Size: 21 inches
Type: D&A, 60-stainless spoke
Tires: Metzelers
Brakes: Buell 6-piston front, Tociko rear
Photos: Don Rogers
Contact: Lightning Rod Motorcycles
334-406-2537

EASYRIDERS

The 99 Crafty Customs Contest

"Where creativity beats Cash!"

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

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

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

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

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

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

Upload photos of your bike before and after your customizing changes and give us your email address so we can get in touch. If we like your bike and you can prove you did the deed for under 10 Grand, your bike might just be featured! **Or snail mail your entry to:**
The 99 Crafty Customs Contest, *Easyriders* magazine,
P.O. Box 3000, Agoura Hills, CA 91301

THE RULES:

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

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

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

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

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

Bagger

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

Remember, the cost of the bike and customizing cannot exceed

$9,999.99

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

Chopper

"HERE'S HOW IT WORKS:
buy yourself a used 1990 to 1999 big twin Harley-Davidson and turn it into your vision of a custom scoot, spending no more than **$9,999.99**!"

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

Win! Win! Win!

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

Custom Cruiser

Bobber

START WITH A '90-'99 BIG TWIN (Any Model)

Stay tuned for Sportsters and Metrics

To learn more, go to: www.99crafty.com

Win a bike feature in our magazines, prizes and trophies.

"We have added a new Crafty Custom Class to the Easyriders/V-Twin Bike Show Tour."

"Our sponsors offer special pricing: 99 ways to save"

Prize money For Crafty Custom of the Year $10,000.00

HARBOR FREIGHT TOOLS
Quality Tools at Ridiculously Low Prices

Daytona Harley-Davidson

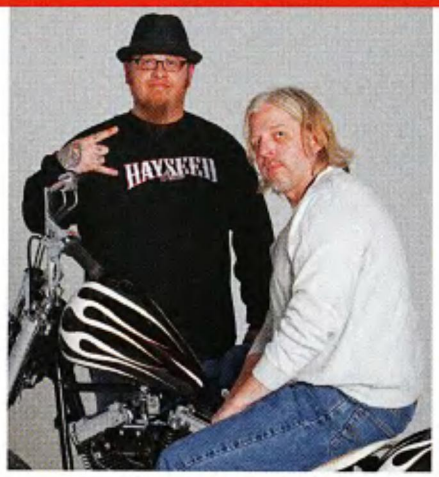
RC Components

Lucas Oil Products Inc.

DENNIS KIRK

www.99crafty.com

99 Crafty Customs Winner



The mighty Bubba Hayseed (standing) and bike owner Eric Fraker.

The Bubba Factor

ERIC FRAKER'S 1995 HAYSEED SOFTAIL

We discovered this month's 99 Crafty Customs winner at our Easyriders Bike Show in Charlotte, North Carolina. Eric Fraker of Hoschton, Georgia, owns this 1995 Harley-Davidson Softail that has been given the custom treatment by none other than Bubba Hayseed. Bubba is known for creating brilliance on a budget out of his shop, Hayseed Cycles, in Grayson, Georgia. It took Bubba three months to turn the stock Softail into a cool-looking custom.

As you can see, the frame is stock but has been cleaned up by Bubba. The motor is stock save for an S&S carb and a set of Bassani 2-into-1 pipes. Bubba made the handlebars and gas tank, and the minimal rear fender is by Led Sled.

The classic root beer and cream flame paint job was handled by Lucky 7

The hand-tooled leather seat was done by Outlaw for $400.

When all was said and done, this bike came in just under the Crafty Custom $9,999.99 cap by a few hundred dollars.

The motor is stock save for an S&S carb and a set of Bassani 2-into-1 pipes.

Moto for $400. The oil tank was a salvaged piece, and the hand-tooled leather seat was done by Outlaw for $400. "I bought the bike used for $6,000," Eric says. "I really like Bubba's style of bikes, so I took the Softail to him." When Eric bought the bike, it already had the inverted Stokes front end, but the rest of the bike was not exactly Eric's cup of tea. "It was purple and had waaaay too much chrome on it," Eric remembers. "It looked like it should belong to Prince."

Bubba took all the extra chrome goodies off the Softail and sold them. "As Bubba would sell the various chrome covers, parts, and pieces, he would use the money to buy the parts we wanted," Eric tells us. "When all was said and done, this bike came in just under the Crafty Custom $9,999.99 cap by a few hundred dollars."

To enter the 99 Crafty Customs Contest, you must have a 1990 to 1999 Harley-Davidson big twin. The NADA value for your motorcycle, coupled with what you spent to make the bike look killer, cannot exceed $9,999.99.

We pick contest winners for every issue of *Easyriders*, *V-Twin*, *Biker* and *In The Wind* and those winners get a bike feature like this one. As you can see, Eric has proven that you can create a brilliant custom scoot on a budget. He won our Crafty Custom Class at the Charlotte Bike Show and, best of all, as one of our "99 Crafty Customs" winners, he has a chance to win $10,000 in cash when we pick our Crafty Custom of the Year.

If you have or want to build a Crafty Custom and become part of motorcycle history, visit www.99crafty.com and enter your bike today. See the ad in this issue for details. Your scooter might be seen right here in a bike feature in *Easyriders* AND you might just win $10,000 in cash! —*Dave Nichols*

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

The classic root beer and cream flame paint job was handled by Lucky 7 Moto for $400.

Owner: Eric Fraker
City: Hoschton, Georgia

GENERAL
Year/make: 1995 Harley-Davidson
Model: Softail
Assembly: Bubba Hayseed

ENGINE ACCESSORIES
Carb: S&S
Aircleaner: S&S
Pipes: Bassani

PAINTING
Painter: Lucky 7 Moto
Color: root beer and cream

ACCESSORIES
Bars: handmade by Bubba
Handlebar controls: Jaybrake
Gas Tank: handmade by Bubba
Oil Tank: salvaged
Fenders: Led Sled
Headlight: Harley-Davidson
Taillight: V-Twin Mfg.
Seat: Outlaw
Grips: Pro Grips

WHEELS
Type: Harley-Davidson
Tires: Pirelli
Brakes: Mid-West
Photos: Don Rogers

Bruce Rossmeyer's Daytona Harley-Davidson
Lucas Oil Products Inc.
Harbor Freight Tools — Quality Tools at Ridiculously Low Prices
RC Components
Dennis Kirk

STURGIS SURVIVAL GUIDE 2011

PRESENTING THE EASYRIDERS SALOON & STEAKHOUSE

A new era is dawning right now, and you're witnessing history being made right as you're holding this rag in your greasy paws. That's right, the brand-new Easyriders Saloon & Steakhouse at the corner of Junction Avenue and Lazelle Street in downtown Sturgis will have opened by the time you're hitting Sturgis this year, and you can bet your bottom dollar that your Sturgis experience will never be the same.

The Easyriders Saloon & Steakhouse will add a whole new dimension to the biggest biker event in the world, and it's a dimension that promises excitement, fun, tons of entertainment, and lots of sexy ladies to ogle and drool over. That's because the Easyriders Saloon was tailor-made just for you, the Harley riding connoisseur of classy cycle culture and cuisine.

The righteously raucous party begins on August 5 and will not end until the fat lady sings and everyone goes home nine days later, on August 14. Visiting the Easyriders Saloon is a must for everyone who's headin' for the Black Hills this summer, and here's a little preview of what's expecting you when you get there:

DAILY:

- **Ride-in Bikini Bike Wash every afternoon.**
- **Miss Easyriders Saloon 2011 Elle Reeves. Meet 'n' greet and photo signings.**
- **Easyriders Topless Tech Angie Savage. Meet 'n' greet and photo signings.**
- **Hooters Beer Garden. Thirty of the hottest Hooters girls from around the country, ice cold beer, and hot wings.**
- **Daily contests including: banana licking contest, best buns contest, frozen T-shirt contest, Inaugural Easyriders Saloon Custom Harley Cross Bones Raffle.**

As far as music is concerned, there'll be plenty of that, too, with some of the highlights being:

- **Aug 5-6: ThundHerStruck – "The Ultimate All-Girl Tribute to AC/DC"; www.thundherstruck.com**
- **Aug 8-9: Hairball – "A Bombastic Celebration of 1980s Arena Rock"; www.hairballonline.com (You can see some video of its last play at our club in Fargo.)**
- **Aug 11-13: Cash'd Out – "The next best thing to Johnny Cash"; www.cashdout.com**

This is the schedule at the time of this writing, so obviously there might be some changes or additions. Your best bet is to check the Internet before you head out to Sturgis. Ride the worldwide web to: www.easyriders-saloon.com.

— Tripper

Miss Easyriders Saloon 2011 Elle Reeves.

RALLY INFORMATION AND TOUR

PRE-REGISTRATION

Pick up your own info packet and be prepared to whip out your plastic. Some events need to be prepaid or covered by charge card, whereas the races and tours don't. For more information, call the Sturgis Rally & Races Inc., at 605-347-6570, or e-mail: premier@sturgisrallynews.com. Once you're in Sturgis, you can register in person at the Rally Headquarters in the Armory on Main Street in downtown between the hours of 9:00 a.m. and 10:00 p.m.

This is also the place where you can leave messages for your friends, and or relatives, which will then be posted (the messages, not your friends, and or relatives) on the extremely cramped message boards here or over at the Motorcycle Expo (Sturgis Community Center, 4th and Lazell).

Here at the headquarters, you can even get your vendor info packet (if you're a vendor or wanna be one). It'll tell you about anything from rental sites and prices to product selling, including all-important city, county, and state ordinances. Check out www.sturgis.com

BUFFALO CHIP CAMPGROUND

AUGUST 5 - 13

Party With The Buffalo!

The Buffalo Chip is the Sturgis Rally's best-known campground. Since 1982, the Chip has become internationally famous for the performances on its four stages, hot bartenders, and special events presented "by bikers, for bikers."

The Legendary Buffalo Chip's 2011 schedule of events includes its concert series featuring such favorites as Jeff Bridges and Friends, performing on Thursday, August 11, while Tesla and Def Leppard will tear the place apart on August 8. The Buffalo Chip is the place to be during the Sturgis Rally. For more information and a full party and concert schedule, go to www.buffalochip.com.

SOME MAJOR HIGHLIGHTS FOR THE WEEK:

AUGUST 7

Sugar Bear and Michael Lichter Ride

The Broken Spoke Campground, Hwy 79 in Sturgis; Time: 9:00 a.m.

Hang out at the Spoke for some great pre-ride entertainment and then head out on the 25-mile ride (traveling away from the hustle of Sturgis) to a real working ranch. Once there, the ranch owners will treat the riders to a grilled lunch and ice-cold beverages. Race bikes and horses around barrels and tons more.

AUGUST 8

Full Throttle Saloon, Sturgis

The Horse Back Street Chopper Bike Show; 6:00 p.m.

Contact the Full Throttle Saloon for more info.

AUGUST 9

Cycle Source 5th Annual "Run to the Line" Ride

The Broken Spoke Campground, Hwy 79 in Sturgis; 11:00 p.m.

Last year their " little ride" had over 300 bikes! They rolled from the Spoke, right through downtown Sturgis and headed through Vanoker Canyon to the Nemo Guest Ranch. The ride included all of the Limpnickie lot and other builders and celebrities. This ride is signifying the growth of the magazine in the industry and is becoming one of the very best things in Sturgis.

Custer Cruisin Motorcycle Rally

Custer, South Dakota; 11:30 a.m.

Ride through the Southern Black Hills and view all the major attractions. Poker winner prizes and meals at the end of the ride. Registration begins at 11:30 a.m., the ride starts at 1:00 p.m. The first 50 to register get a *free* T-shirt. No early registration allowed. Return to the VFW at 4:00 p.m. for a meal and poker winner. Cost: $15 driver and $10 passenger.

AUGUST 10

The annual Sturgis Motorcycle Hall of Fame Induction Breakfast

Sturgis Motorcycle Museum & Hall of Fame, Sturgis; 9:00 a.m.

STURGIS HALL OF FAME 2011 INDUCTEES:

DON EMDE
DEL HOFER
ROBERT CRAIG "EVEL" KNIEVEL
MICHAEL PRUGH
GLORIA TRAMONTIN STRUCK
MIKE & MARGARET WILSON

The annual Sturgis Motorcycle Hall of Fame Induction Breakfast is scheduled on Wednesday, August 10 at 9:00 a.m. at the Rushmore Plaza Civic Center in Rapid City. Breakfast tickets are available for a $35 donation, tables of eight for $300. Tickets can be purchased through the Museum at 605-347-2001 or online at www.sturgismuseum.com.

Biker Belles Celebration

The Legendary Buffalo Chip will be recognizing the passion, diversity, and spirit of women in motorcycling during the 71st annual Sturgis Rally. Women from across the globe will hit the road, Wednesday, August 10 for the first Biker Belles celebration. The event was created to help celebrate women's role in shaping the culture, history, and sport of motorcycling, while helping to raise significant funds for two charities chosen by Helping with Horsepower, including the Abbott House and the Sturgis Motorcycle Museum & Hall of Fame. Tickets for the celebration are now on sale at www.bikerbelles.com or by calling 605-347-9000.

AUGUST 11

Custer Cruisin Motorcycle Rally Veteran's Ride and Ceremony

Custer; 9:00 a.m.

Registration for this event starts at 9:00 a.m. and runs until 10:15 a.m. The ride begins at 10:30 a.m. Ride from Custer to Hot Springs, touring the National Cemetery, SD Veterans Home and the SD Veteran's cemetery. Lunch will be provided at the VFW in Hot Springs with a 21-gun salute and posting of colors and taps. Return to Custer's VFW Post #3442 for Veteran's ceremony with awards given out and music following the ceremony. Food can be ordered off the menu from 5:30 p.m. -7:00 p.m.

Photo: Mike Lichter

Michael Lichter Exhibit at the Buffalo Chip; *Slant Artist – An Eccentric View on Motorcycles and Art*

Mike Lichter's 11th Annual Motorcycles As Art exhibit will focus on artist Jeff Decker. In addition to Decker's ten beautiful bronze sculptures, there will be a large and eclectic display of motorcycles and wall art culled from his personal collection, friends, and other artists filling the 7,000-square-foot gallery. Decker will also be working on a new sculpture in the gallery for several hours each day.

Visit www.motorcyclesasart.com for more information.

Days End Camp Ground
The campground is located within five minutes walking distance to downtown Sturgis with easy on/off access to I-90. It has a 5,000-square-foot beer garden with live music (no cover charge), 24-hour food service, and cheap beer! There are two very clean bath houses with laundry, large level RV sites with city water and sewer, acres of tent camping with shady sites, and cabins.

For pictures and more information, check out the website at www.daysendcampground.com.

Rock'n' The Rally At Glencoe
Hwy 79, 4 miles east of Sturgis, next to Glencoe.
When you visit Sturgis, South Dakota for the 71st Annual Sturgis Rally in 2011, Glencoe CampResort is the biker's choice for the best entertainment, camping, RV facilities, and overall accommodations during the 2011 Sturgis Rally. At Glencoe's pavillion, you'll find the best house bands in Sturgis. With daily and nightly performances, these bands rock the pavillion with unique sound, crowd pumping music, in an atmosphere unlike anywhere else. Check 'em out at www.glencoecamp.com.

BIKE TRANSPORTS

If you absolutely cannot ride to Sturgis, but want to have your ride there to ride around on once you're there, have your bike shipped. The following companies will be happy to take your bike off your hands and return it to you where and when you want it.

Federal Company
As an agent for Allied Vans, it'll ship your bike pretty much anywhere within the continental U.S. It'll pick up individual bikes or groups, and the more bikes, the more of discount rate you'll get. Just make sure you call about three weeks before you want the bike in Sturgis, or a month if you live in the boonies. They'll even take your bike in Sturgis for the return trip and drop you off at the airport. 800-747-4100, ext. 217.

J.C. Motors
It specializes in motorcycle shipping because they started out as motorcycle shop and wholesalers. Even extra-long choppers and big-assed dressers are no problem, and the company has a special, patented "pop-up" crate, which it will ship to the customer for easy crating, and then it will pick up. JC Motors ships internationally, nationwide, and to all rallies, including the one in Sturgis. And, if, upon your return home, the old lady's kicked your ass to the curb and ya gotta move all your crap out, JC Motors will do that, too. For more info or to have them ship your ride call: 800-730-3151, or go to www.motorcycleshippers.com.

Haul Bikes
Its team is composed of transportation veterans who are motorcycle enthusiasts and who enjoy what they do. Whether you need a residential or business shipment, its drivers can receive your motorcycle—battery connected and fluids intact or drained for storage. Haul Bikes addresses your special concerns and can deliver 24/7 and it specializes in national and dealership events, custom trips and tours, corporate and auction house transportation, and personalized zone-route pick-up and delivery services with zoned pricing. Find it at www.haulbikes.com, or call 888-428-5245.

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HOTELS & MOTELS

There are an overabundance of rooms in the Black Hills area, way too many for us to list them all, so our recommendation to find ideal accommodations is a visit to www.sturgis.com/hotelmotel.

PRIVATE HOUSING

If you and your pals feel like renting a whole house together, this is the place to look for that: visit www.sturgis.com/lodging

CAMPGROUNDS

This is probably the best way to go: close to nature and the ground. There are literally a gazillion campgrounds in them thar hills. Because we're all avid campers ourselves, we offer you a small listing of select campgrounds, but if you need to see more, go to www.sturgis.com/campncabin.

WANT TO GET MARRIED IN STURGIS?

You're not the only one. Last year, lots of folks got hitched during the rally. While we don't know how many of those marriages are still intact, we can give you a few tips on how to go about tying that knot.

In order to get your marriage license, you need to go to the Meade Co. Register of Deeds in the Meade County Courthouse at 1425 Sherman St., Sturgis. It will give you the following list of requirements:

- Both persons must be present (this could be a problem)
- Each must present some form of identification
- Each must be over 18 years of age (you're not in Kentucky anymore)
- No blood test required
- No waiting period
- Return license to Register of Deeds for filing (The person who performs the ceremony usually does this, but make sure)

Just remember that while the Sturgis Rally lasts only a week or so and can be done on a budget, a marriage may be forever and can cost you your life. And by all means, don't just get married after more than two beers.

FAMOUS LAST WORDS:

Keep the rubber side down and a rubber in your pocket. Other than that, just have fun!

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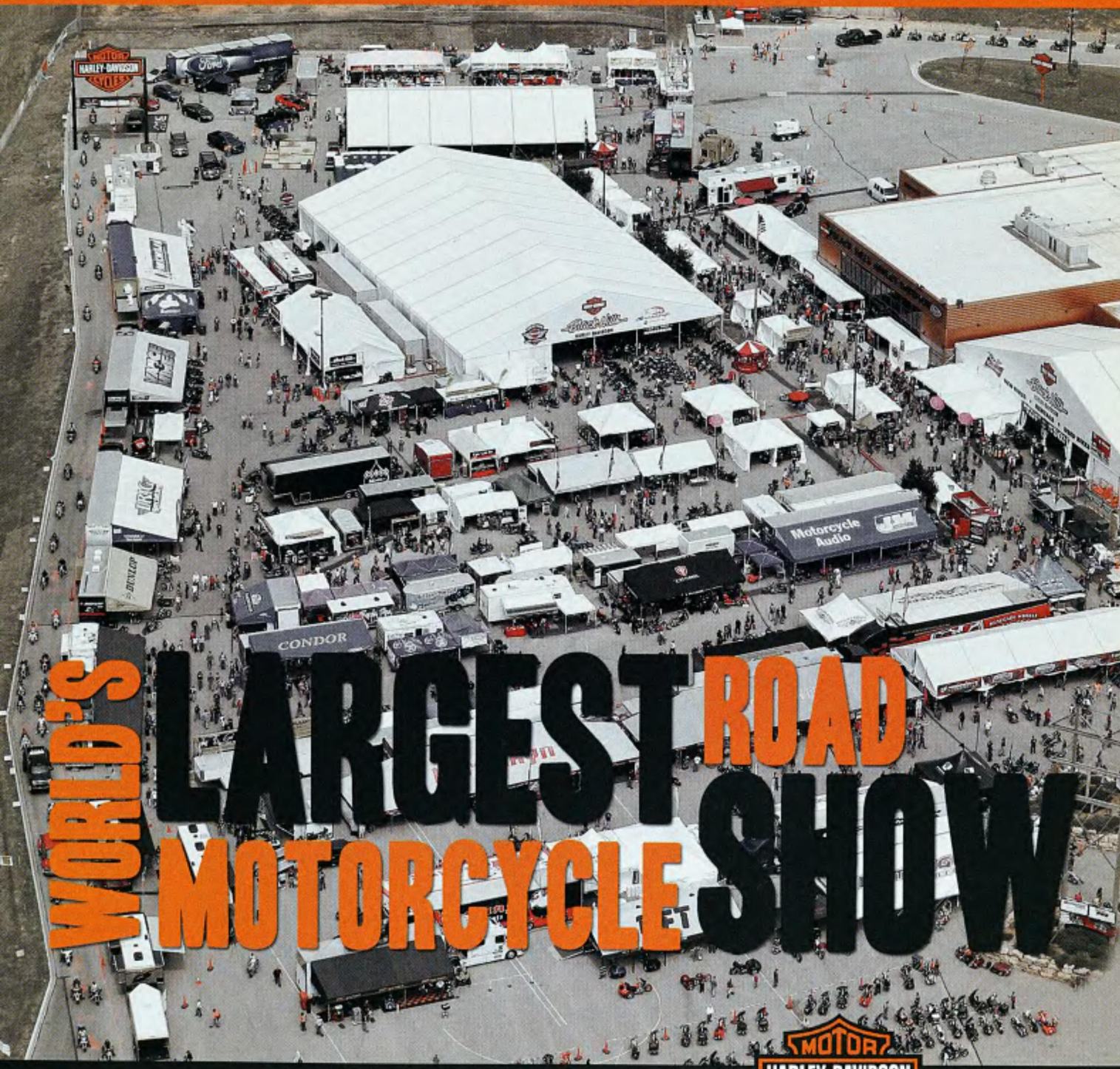

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This high-quality, oversized, monthly magazine is aimed at the ever-growing American V-twin bagger market. It will showcase the very best in new parts, accessories, and services for your bike as well as provide indepth features on custom builders.

ROAD IRON will hit the newsstands in August, 2011 and we wanted to offer you a preview of the awesome custom baggers found in our premiere issue.

Enjoy!

—Dave Nichols

The Convict

The Convict was designed and fabricated at Cameron Jurow's Camtech Custom Baggers in Summerville, which is just northwest of Charleston, South Carolina. Cameron and his crew have taken baggers to a new level with The Convict. At this year's Easyriders Bike Show finale in Columbus, it blew everybody else into the weeds. When the dust had settled, there was no doubt about which entry was "Bagger of the Year."

ROAD IRON IS COMING!

Nazareth

Jim LaBar, the owner of Treasure Coast Harley-Davidson in Stuart, Florida, has two passions in his life: Harleys and the Scottish hard-rock band Nazareth, which he has blended together into this cool 2009 custom Street Glide. He also relied on the talents of members of the Treasure Coast H-D team: Patrick Murphy, Jim Mahan and Mike Ammons in designing and building the bike.

The Blender

In this bike known as The Blender, we see a modern Harley bagger that has been given the attitude of a "reach for the skies" chopper by Ft. Lauderdale, Florida, custom bike builder Eddie Trotta of Thunder Cycles Design. Eddie began with a 2009 Road King and reworked its sheet metal into a form that follows function without looking contrived.

ROAD IRON IS COMING!

ROAD IRON IS COMING!

The Inferno

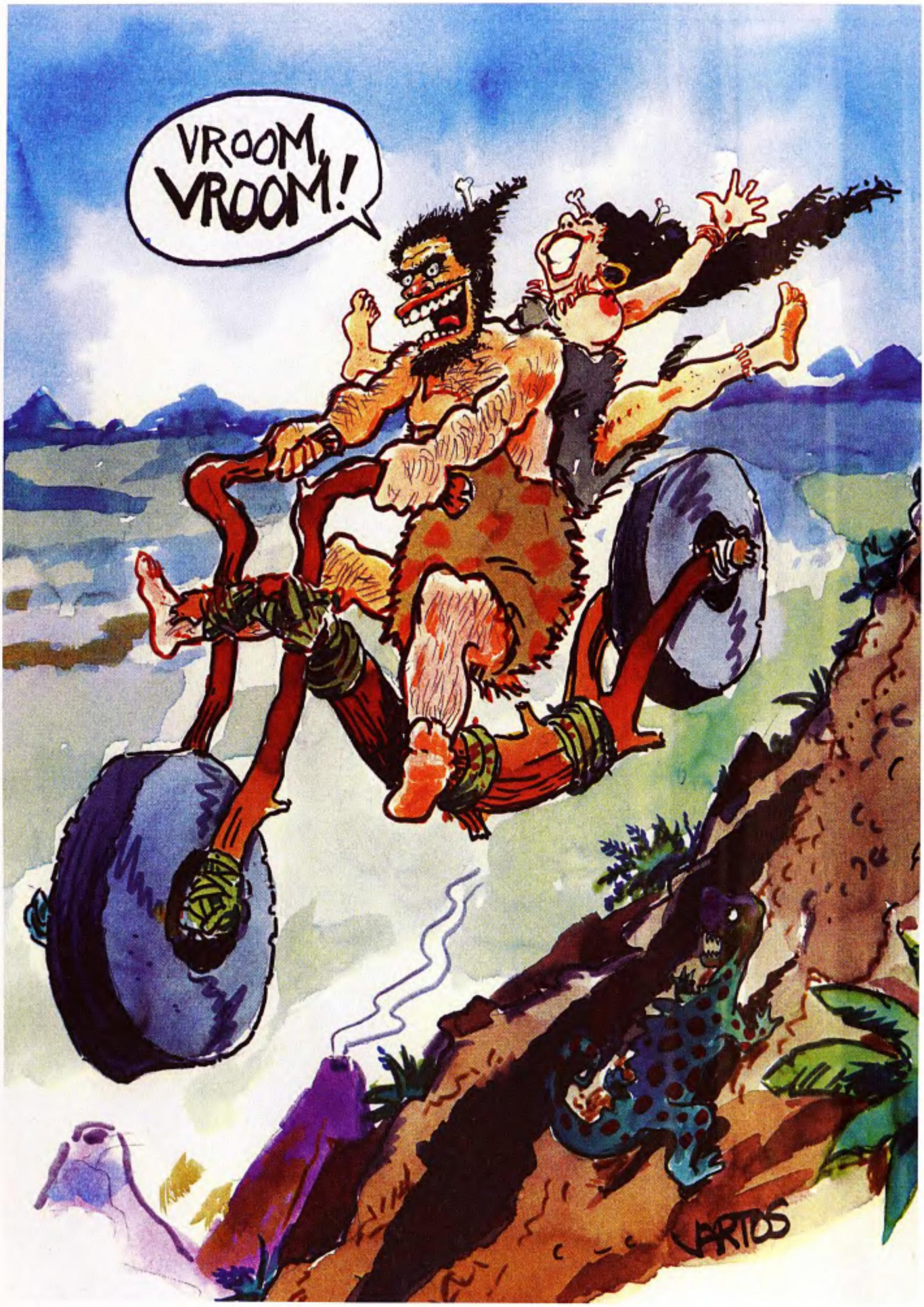
Harleys and rock 'n' roll share a rich history. Back when Elvis Presley's ship came in, his first purchase was a new Harley. Times haven't changed; it seems that more rock stars ride H-Ds than wear tennis shoes. Over the years, guitarist Neal Schon of Journey has owned his share of hogs. His latest ride is this customized 2010 Screamin' Eagle Street Glide built by Kirk Taylor at Custom Design Studios in Novato, California.

Photos: ER Archives

ROAD IRON IS COMING!

The Bagster

Jimmy Holstein is no stranger to custom Harleys. Over the last decade, he has built a bike a year. Each of those years he entered his creation in the Easyriders Bike Show in Columbus, Ohio. His bikes have won a number of trophies, and, for Jimmy, the 2011 Easyriders Bike Show was both the same and different. It was the same in that his bike won a trophy, but different because for the first time the bike was a bagger.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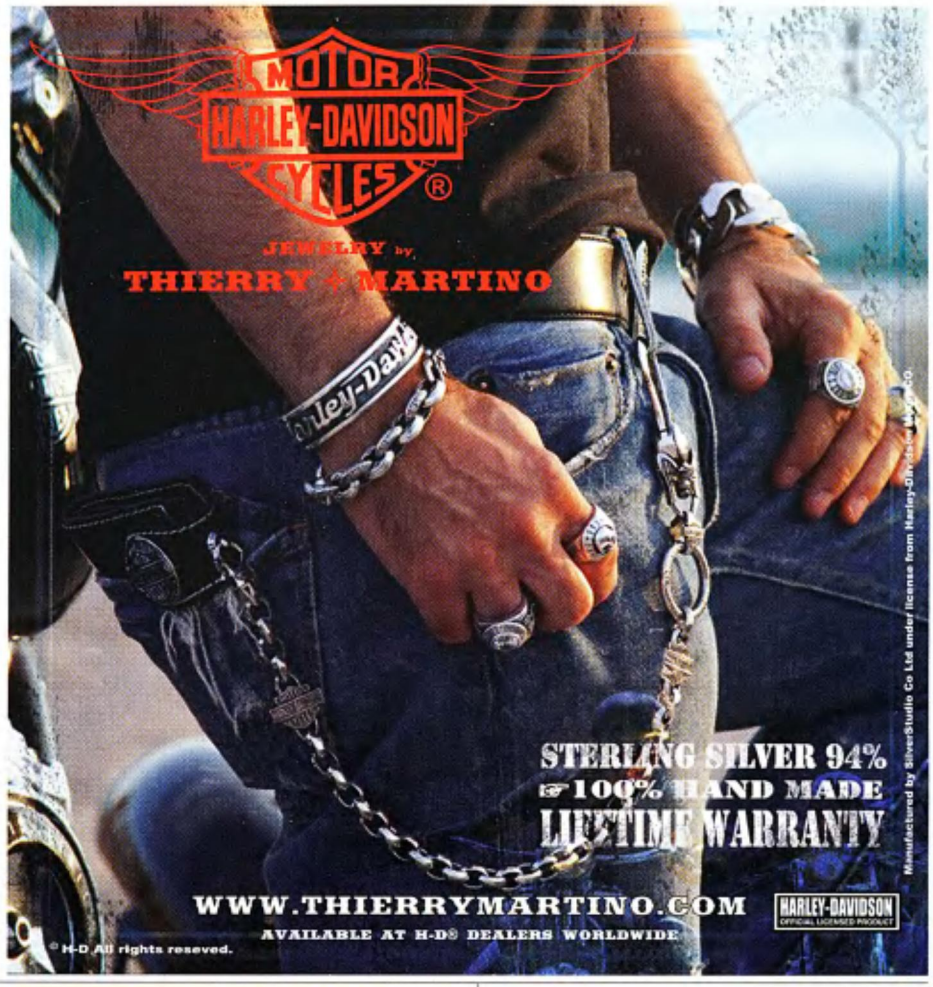

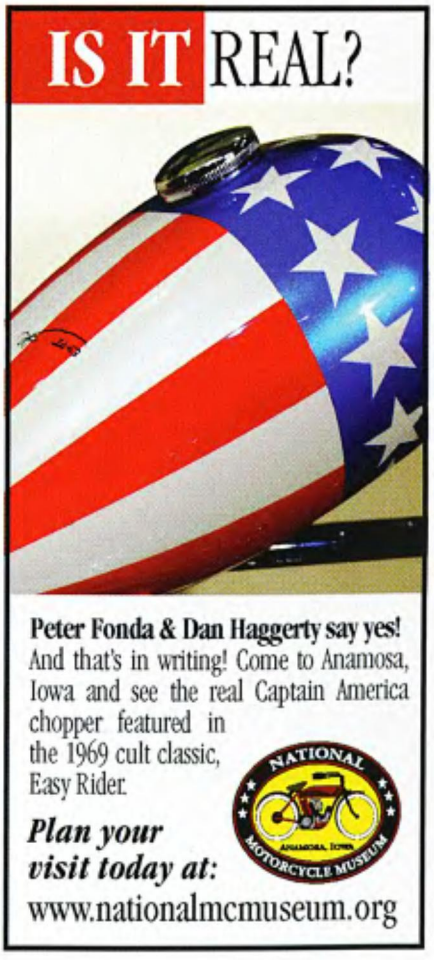

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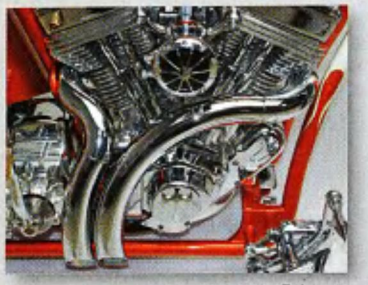

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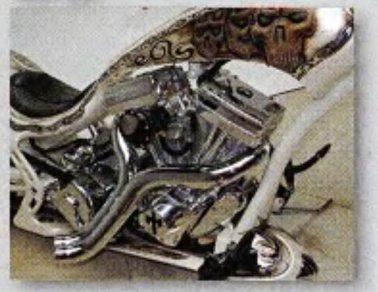

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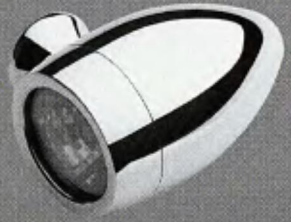

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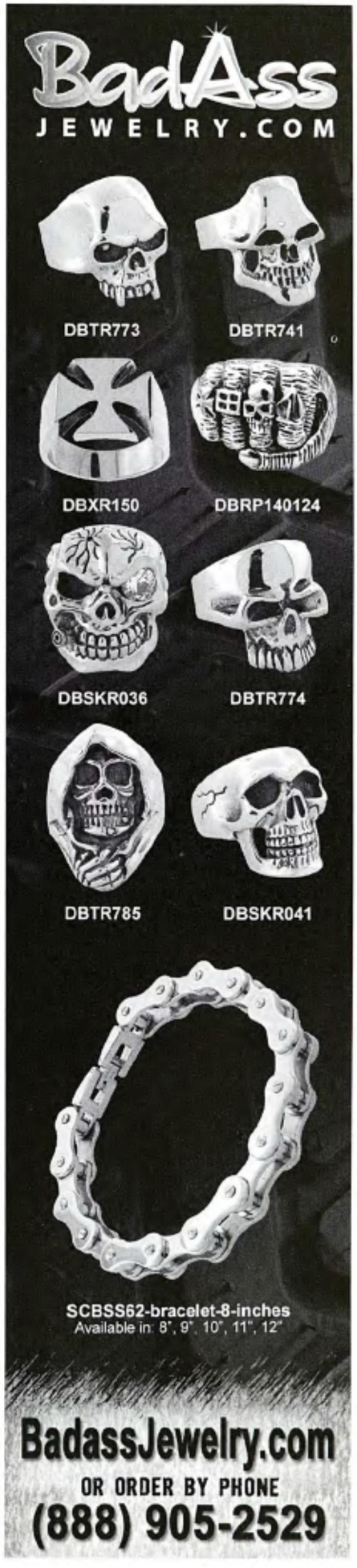

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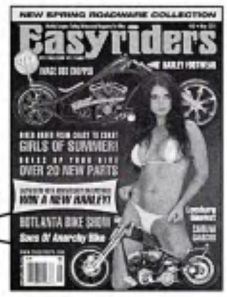

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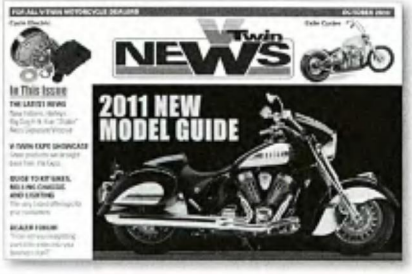

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BRIGHT LIGHTS, BIG CITY

In 1961, Jimmy Reed made one hell of a record by that name, which is another story because this article is about bright lights and big titties, featuring our Tits 'n' Tools sweetheart, Angie Savage, whom we found wrenching away as usual at CycleWorks Etc. She was installing Harley's brand-new 5 ¼-inch LED headlight on a Dyna Wide Glide. As with most of H-Ds accessories, the headlight is a direct bolt-on part.

Being a movie star, Angie knows her lighting;. She says, "Without good lights you can't see the interesting stuff and other people can't see you. On your bike, a super noticeable headlight helps a great deal whether its day or night. 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 Harley-Davidson's new LED lights with their pure white light, which has a color temperature of 6,000° Kelvin.

"Installing Harley's LED headlight on a Dyna or Softail doesn't require any special tools," says Angies. "Just be careful with the screwdriver and be sure that your clothing doesn't get caught on that pesky headlight trim ring."

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

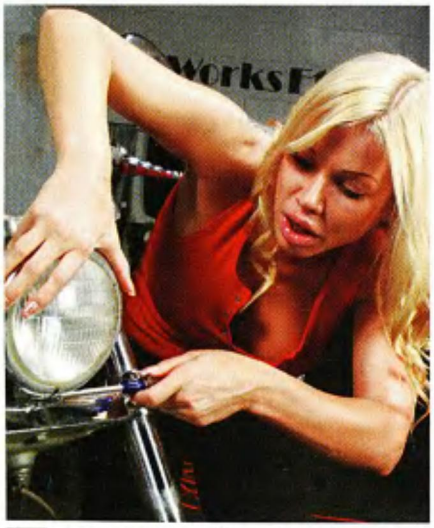
Harley-Davidson Motor Company
www.Harley-Davidson.com

CycleWorks Etc.
805-778-9212

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

4 "The trim ring is a tight fit, removing it requires a gentle but steady force," says Angie.

5 "The trim ring does double duty, it secures the headlight bulb assembly to the steel headlight shell," Angie explains.



2 Angie used a Phillips screwdriver to remove the headlight trim ring. She says, "If your bike has a custom headlight, you might have more than one screw to undo." Unfortunately that trim ring snagged Angie's tank top!

3 Not to be intimidated by a chunk of chrome, Angie dispensed with the tank top.

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

7 The new headlight uses a rubber gasket; Angie says, "Make sure it is seated all the way down against the back of the new headlight."

8 "The LED headlight is a direct plug-in replacement for the factory unit," says Angie. "You need to be very careful and push the headlight's plug all the way in; it is a tight fit." Keep your eyes on the plug, boys!

9 In putting the whole thing back together, Angie says, "Make sure that you line up the tabs on the headlight and the housing before you push it in."

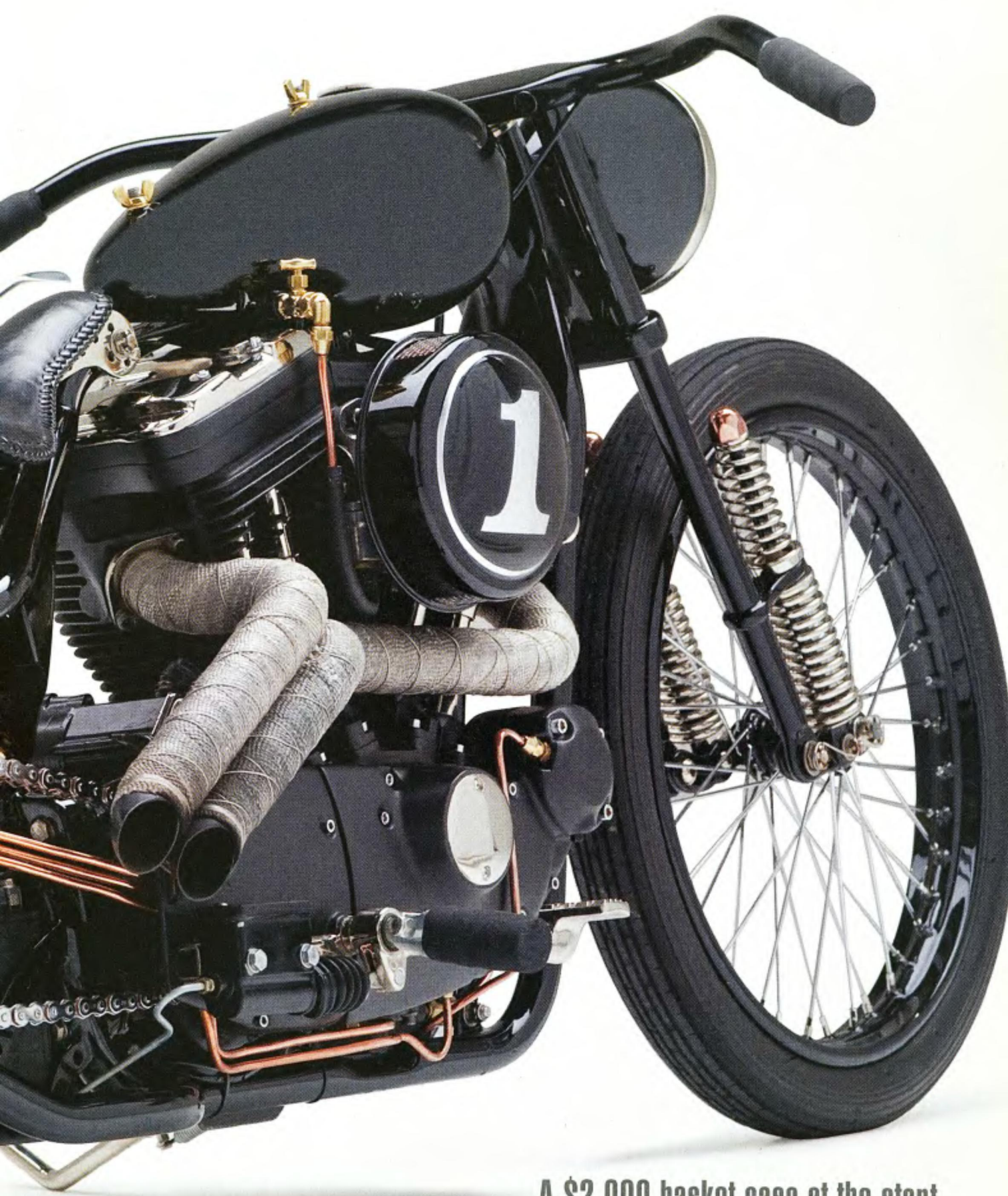
10 After fitting the trim ring over the edge of the headlight, Angie cautions, "Make sure you screw the trim ring down tight."

11 All finished. How many headlights do you see in this photo?

XL-lent!

JASON GRIMES' SPLENDID SPORTSTER

"Guys give me some ribbing for building a Sportster," says Jason Grimes. "They wonder why I put all the effort into a 'girl's bike.'" The simple answer is that the vision Jason had in mind for his latest ride wouldn't work with a big twin. "The whole thing would be out of proportion," he says. Then he'll



A $2,000 basket case at the start, all that's left of the original XL is the engine and parts of the frame.

look around the parking lot and ask if anyone sees something any cooler than this "girl's' bike." "You really want me to build a big twin?" he'll say.

Working out of his own shop since 2005, Grimes Garage in Lebanon Junction, Kentucky, just outside Louisville, Jason specializes in hot rods and muscle cars. He'll do everything from down-and-dirty rat rods to top-shelf restorations on classic Camaros. Every once in a while, though, he'll squeeze a motorcycle into that mix—just for himself. Naturally most everything happens right at the shop, just as it did here, except for rebuilding that XL engine. "And a buddy," Jason adds, "Marty Holston, helped out with some of the extra machining."

Jason keeps a few bikes around just for himself, but Grimes Garage has never built a two-wheeler for a customer. For this one, Jason's latest personal toy, he began with a Sportster deal just too good to pass up. It was a basket case 1986 with three sets of sheet metal included, and at an asking price of $2,000 for the lot.

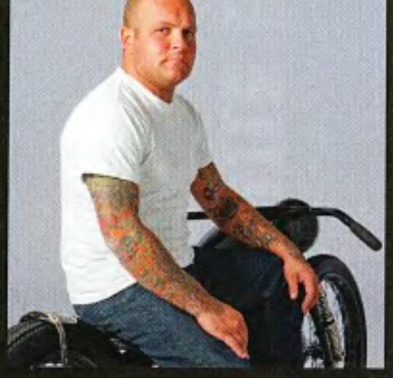
Jason carted everything back to the shop, assessed the purchase, and began the planning. By the time he had sold off all the parts, he knew he wouldn't use, basically keeping just the engine and bare frame, he was $500 to the good. "When I opened up the engine, I quickly realized that it was pretty much wasted," Jason remembers. "The thing fell apart into little pieces." A complete rebuild was in order. In the process a big stroker crank went in, the heads got some serious valve-and-port work, the compression was bumped up—the works. "It's great," Jason says now. "I can be riding along at about 40 or 50 miles an hour, whack the throttle, and it just blows that back tire up. I probably don't have 5,000 miles on the bike, and I've already been through two rear tires, and it's not from just sitting there doing burnouts! This bike is wicked fast."

Saving just the front frame hoop, Jason built the rest of the rigid himself. He also made up that inverted springer front end, a tricky piece of business all

by itself. Starting with an eBay purchase, a bent and pretty much useless springer, Jason chopped the thing up. Saving the springs, rockers and a few other bits and pieces, he assembled it all back into something of his own design. He even incorporated new adjusters into the rockers that can be tightened or loosened to fine-tune the action. "They work almost like friction shocks," he says, and the whole thing, unorthodox as it might seem, delivers a surprisingly good ride.

Adding blacked-out rims, a pair of really skinny wheels laced up with Buchannan spokes, Jason nickel plated a few parts for accent, made up a few more himself, like the gas tank, oil tank, and handlebars, and called it done. A Sportster ready for fun is exactly what this XL-rigid is all about. But, like the builder says, that tire out back doesn't last worth a damn. We say it's a small price to pay.

—Joe Kress



Owner: Jason Grimes (above)
City: Lebanon Junction, Kentucky
GENERAL
Designer: Jason Grimes
Year/make: 1986 Harley-Davidson
Model: XL
Assembly: Jason Grimes
Time: 1 year
Chroming: nickel plated
ENGINE
Year/make: 1986 Harley-Davidson
Model: Sportster
Rebuilder: Sam Wardell
Displacement: 1200cc
Ignition: Screamin' Eagle
Cam: Andrews N8
Carb: S&S Shorty
Air Cleaner: 1938 Plymouth
Pipes: Jason Grimes
TRANSMISSION
Year/make: 1986 Harley-Davidson
Shifting: 4-speed
PAINTING
Painter: Jason Grimes
Type/color: PPG/black
FRAME
Year/make: 1986 Harley-Davidson, modified
Type: custom rigid
Rake: stock
Stretch: 2 inches in rear
Shocks: none
ACCESSORIES
Bars: Jason Grimes
Handlebar controls: Locks Choppers
Fenders: Jason Grimes
Headlight: Lucas
Taillight: 1920s automotive
Pegs: Harley-Davidson
Foot Controls: Harley-Davidson
Gas Tank: Jason Grimes
Oil Tank: Jason Grimes
Seat: Jason Grimes, Ronnie Sams
Grips: taped
FRONT END
Type: inverted springer, 4 inches under
Builder: Jason Grimes
WHEELS
Make: laced
Size: 21-inch front, 19-inch rear
Tires: Avon Speedmaster front, Firestone rear
Brakes: Harley-Davidson
Photos: Don Rogers
Contact: Jason Grimes
Grimes Garage
502-773-6777

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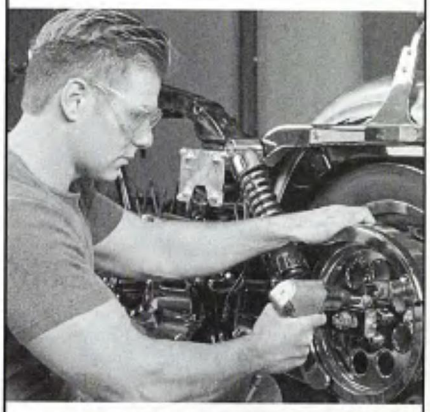

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FoxHunt

Meet This Month's Winner!

Here she is, that sexy skatin' siren of stage and screen, Selena from Sin City. Imagine our unabashed glee when she showed up at the photo shoot at John Covington's studio wearin' roller skates. All those teen memories of eatin' burgers and slurpin' shakes down at the drive-in joint came rushin' back like the hot end of a wet fist! Check out the moves on this succulent scallywench as she straddles Rich Soares' Stunata Customs bobber that he calls "Beast" over on page 102. You can't tell this from the photos, but Selena smells good, too!

—Cap'n Flint

Jill – Washington

#0801

"In a month, the very first Harley I ever rode on will be mine! It's a 2003 Dyna Low Rider, and I'm in love for the very first time—with my bike!"

Tanesha – Tennessee

#0802

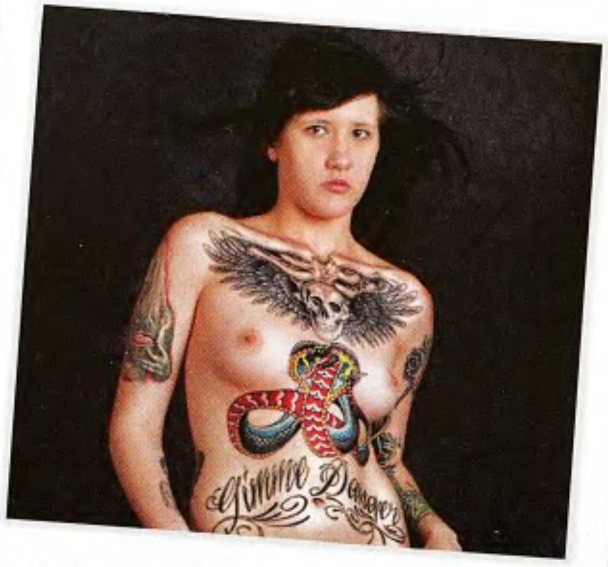
"I was fifteen and my folks were out of town. One of my Aunt's friends had a Harley, and I begged for a ride. There was no stopping me from then on."

Win $1,000!

Tawnie – California

#0803

"Know what I like? Big ol', loud ol' motorcycles! I like to be ridden hard and put away drippin' wet!"



Kristen – Texas

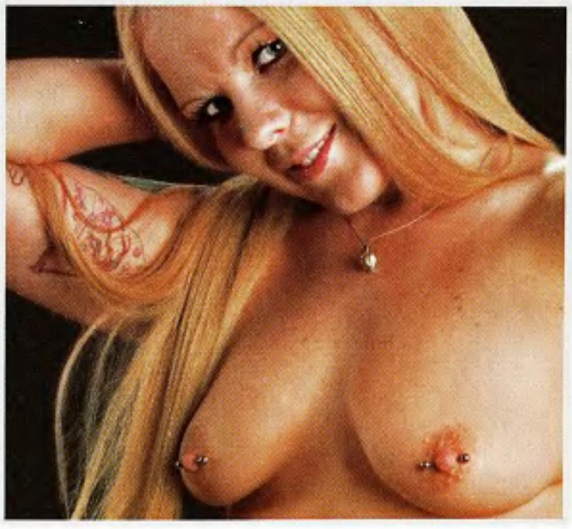
#0805

"I love riding so much that I took a rider's course and got my motorcycle license. If I win this contest the money, it will go toward buying me a Sportster."

Ahsha – California

#0804

"I love to feel my ass quiver when the engine starts. I got so hot riding that I had to take a dip in this lake."



Kimberly – Nevada

#0806

"The faster he went, the more I felt the excitement rising. The pleasure became too much, and I had my first motorcycle orgasm."

FoxHunt

Win $1,000!

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, tasty Tasha from lecherous Los Angeles. See her slip and slide on Tony Martinez's righteous ride next month.

458

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

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Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: ( ) _____ Cell Phone: ( ) _____

Date of Birth: _____ I am _____ years of age

I will pose: ❑ Nude ❑ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: ( ) _____ Evening Phone: ( ) _____

Photographer's Signature: _____

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

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

_____

_____

_____

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

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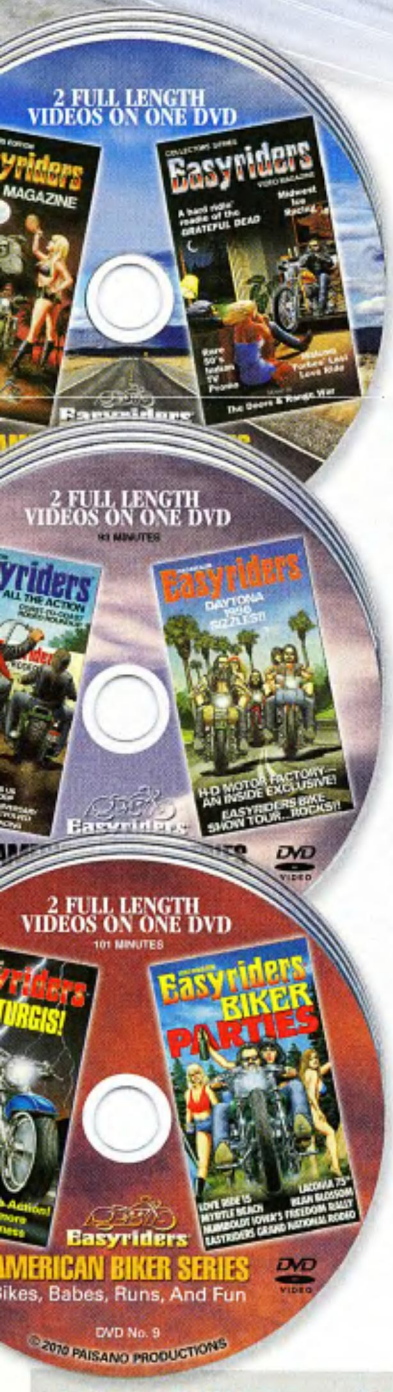

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DVD 2
"WIDE OPEN AND IN THE WIND" Easyriders 2nd Invitational Bike Show, Daytona 1990 coverage, David Mann, Big Al Hogan.

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

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"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.

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

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

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

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

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MAN THAT'S CRAZY!

STUNATA

Since 1993, Richard Soares has been building a legacy of artistically crafted, hard-riding machines from his shop, Stunata Customs in Mesa, Arizona. He doesn't work on cars, trucks, Jet-Ski's, or anything else because motorcycles are the only priority for him.

With the creation of this throwback-styled custom, he tips his hat to the 1950s. According to Richard, "It was a time when chrome was thick and rock was young. Back then, things were done in a way that just made sense." Blending today's road-proven genuine Harley-Davidson reliability with 1950s style when tail fins and graciously ornate grilles were born, was exactly what Richard was going for. Sounds a bit crazy? He is going for that too.

The silver leaf from painter Gary Crisp gives the scallops a 3D effect.

"It's not rocket science!" Richard told us. He was working with Rick Hatch at Hacienda Harley-Davidson in Scottsdale, Arizona, when the bike now known as his Stunata Beast Bobber came into being. Rick gave Richard every custom builder's dream come true: carte blanche to put together artistic custom bikes.

This project was almost all Richard. "I made those bars; I wired it from scratch,"

he said. The one thing you may not have yet noticed is how he married a stone stock and seriously smooth Twin Cam B engine to an aftermarket frame. Richard is especially quick to point out the taillight. After cutting, shaping, and radiusing a pointed piece of pipe, Richard welded it on top of the rear fender as a new home for the old Sparto light. Add a tail fin and now he is aerodynamic for days, Daddy-o!

The silver leaf from painter Gary Crisp gives the scallops a 3D effect, and the seat from Guy's Upholstery is just perfect. Richard told us his favorite place to ride is the drag strip, since the roads are too crazy with all the texting, eating, and whatever people are doing besides driving.

Speaking of crazy, This month's Fox Hunt Winner, Selena, rolled up to our cameras wearing only these skates.... Crazy man! *—Cheese*

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A10RRE

Owner: Richard Soares
City: Mesa, Arizona
Fabrication: Stunata Customs
Year/make: 2006 Beast
Model: bobber
Time: 3 months
Chroming: Gold Tek

ENGINE
Year/make: 2006 Harley-Davidson Twin Cam B
Displacement: 88 cubic inches
Ignition: Harley-Davidson
Cam: Harley-Davidson
Carbs: S&S
Air Cleaner: Arlen Ness
Pipes: Richard Soares

TRANSMISSION
Year/make: 2006 Harley-Davidson

PAINT
Paint: Gary Crisp
Type/color: red, custom mix

FRAME
Year/make: 2006 Diamond Chassis
Type: rigid
Rake: 32 degrees
Stretch: 2 inches out

ACCESSORIES
Bars: Stunata Customs
Handlebar controls: Performance Machine
Fenders: Custom Chrome Inc. modified by Richard Soares
Headlight: Harley-Davidson
Taillight: Stunata Customs
Pegs: Harley-Davidson
Foot controls: Harley-Davidson
Electrics: Richard Soares
Gas tank: Custom Chrome Inc. modified by Richard Soares
Oil tank: Diamond Chassis
Oil System: Harley-Davidson
Primary: Harley-Davidson
Seat: Guy's Upholstery
Mirrors: Paul Yaffe Originals
Grips: Paul Yaffe Originals

FRONT END
Type: Fat Boy
Extension: none
Builder: Harley-Davidson

WHEELS
Hub: Ride Wright
Size: 16-inch
Tires: Metzeler
Brake: Harley-Davidson
Photos: John Covington

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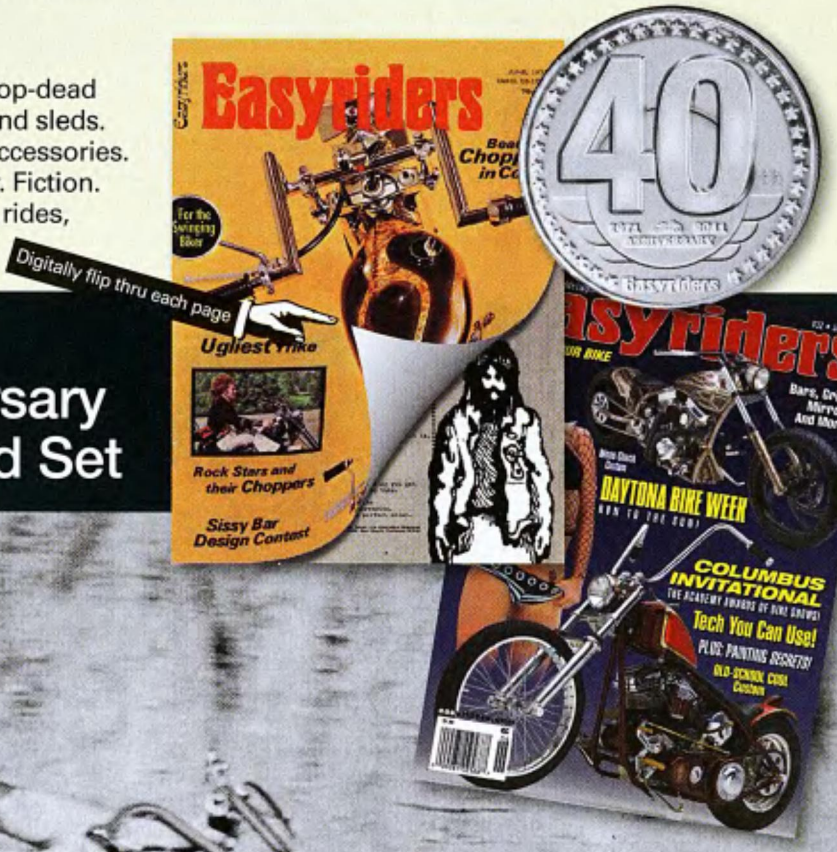

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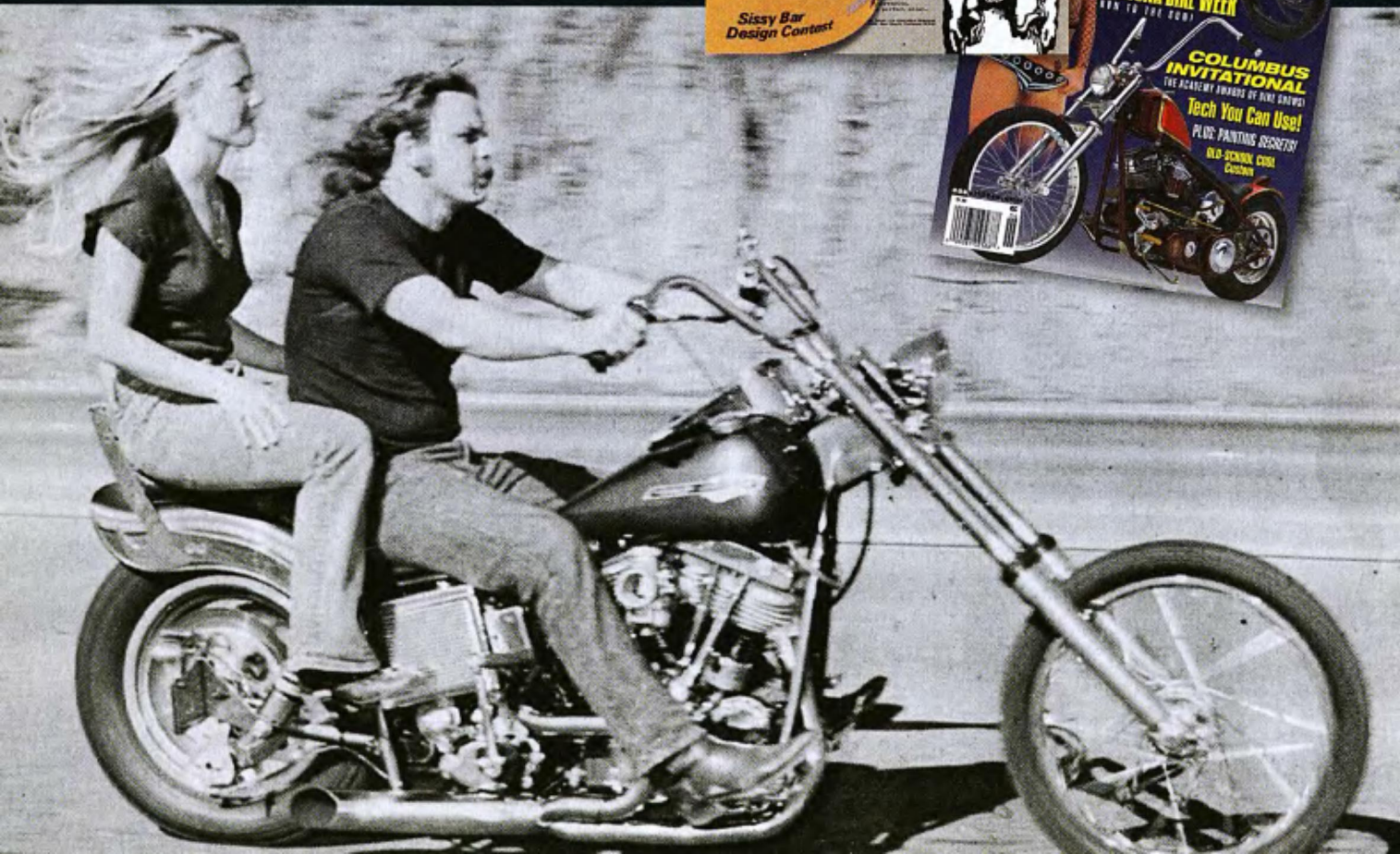
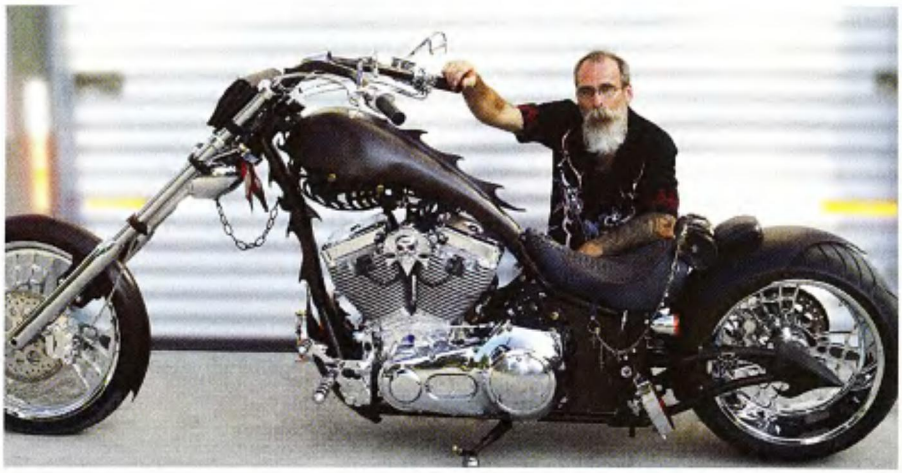


Carl McKissick
Lee, Florida
2006 300 Sled



Just when you thought it was safe again to hit the highways and byways of a post-*Pirates of the Caribbean* America, here comes Carl on his "SS Preastoric." That's what he calls his bike. Carl obviously had piracy on his mind and says, "The bike has been created to be the pirate ship itself, from the wood grain paint job to all the other goodies, like the sea serpent back bone, the realistic ribs, gator horn backs, and devil tails on the swingarm and the neck. It even has pirate booty hanging on the side with real jewels."

Designed and built by its captain himself, the pirate bike is comprised of a 300 Sled from Big Bear Choppers. "When my friends came by and saw this bike frame with cardboard ribs and horn backs taped all over it, they thought I was nuts," Carl says, understandably taken aback. But then, "they" thought Noah was nuts, too.

Carl says this is his first ground-up custom and he cut all the metal with a jigsaw and hand-filed most of the parts. Talk about labor-intensive! The metal for the backbone came from a 1972 Chevy while the motor is a 2006 S&S Super Stock. It's also got a Baker 6-speed tranny, Vance & Hines pipes, and a Rivera chain drive primary. For added drama, there's the 40-degree rake and the 6-inch stretch in the backbone. After all, a sea serpent can't afford to be short if it wants to scare the hell out of people.

In January of 2010, Carl took the pirate bike to the World of Wheels in Atlanta where it won its class. Chances are it was the only sea serpent pirate bike there. Not to be outdone by himself, Carl says he's got lots more ideas rolling around in his head. "Like a mummy bike, for one."

We can hardly wait. —*Tripper*

Photos: Owner

Martin W. Davis
Oak Ridge, Tennessee
1990 Shovelhead

In early 1991, while working on a customer's car, the lift Barry Zoeller was under gave way, collapsing on him, crushing his spine and putting him into a wheelchair. Thus begins the story of this shovelhead, which was built by Barry after that tragic accident. Barry specializes in older iron at Zoeller's Custom Cycles in Edgewood, Maryland.

But there's a prelude to the drama, and it has to do with Martin Davis, the bikes owner, getting a flat in 1989 on this very shovelhead near what back then was Barry's automotive shop. "I motor-hiked my bike back about a mile to Barry's shop and tucked her in between two cars behind the building," Martin says, "and then I hitched a ride five miles to my place to retrieve my van and return for my bike. As I was attempting to roll my scoot up the 10-foot plank into my van, Barry came around and asked me what the fuck I was doing."

After hearing Martin's explanation, Barry helped him with the scoot and the two became friends. Two years later that thing with the lift happened and Barry (wisely)doesn't work under cars anymore. "I am thankful for that flat tire 21 years ago and am proud to call Barry "brother," Martin sums the whole thing up.

Unfortunately, having said all that didn't leave him much space for any of the bike's details, but what the hell, this makes for a much better story anyway.

—Tripper

Photos: Owner

The September *Easyriders* (#459) brings you the best of the Leesburg rowdy Bikefest as well as the fabled Laughlin River Run. You'll get crazy custom bikes from the old-school wonders of Cole Rogers' 1968 shovel and Ken Carr's 1952 pan, to Eddie Trotta's futuristic Thunder Bike and Doll Baker's badass bagger. There's also yet another clever 99 Crafty Customs winner and cool customs from coast to coast.

You'll find tech tips both thought-provoking and woody-enhancing in our Topless Tech and even drool over a Harley-powered hot rod that you'll long to have in your garage. All this plus a classic David Mann painting and a Special Section Buyer's Guide of the latest killer products for your scooter.

It will all come crashing down upon your bloated, spinning head like so much decaying lunch meat in the super September issue of *Easyriders*.

On sale August 2nd.

The July issue of *V-Twin* (No. 123) will take you to the awesome Arizona Bike Week and bring you two killer aftermarket guides showcasing Wheels and Brakes. A special section offers up all the new Metric Cruiser model motorcycles and we'll test ride the new Kawasaki Vulcan 1700 Vaquero.

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.*

The September issue of *In The Wind* (No. 146) is in your face with Daytona Bike Week. Tasty Layla Rivera finds max comfort on a Frankenstein/Harley trike. We visit Bean Blossom Biker Fest and go around the country with the Easyriders Bike Show Tour to get a look at the finest custom rides in the USA. *On sale now!*

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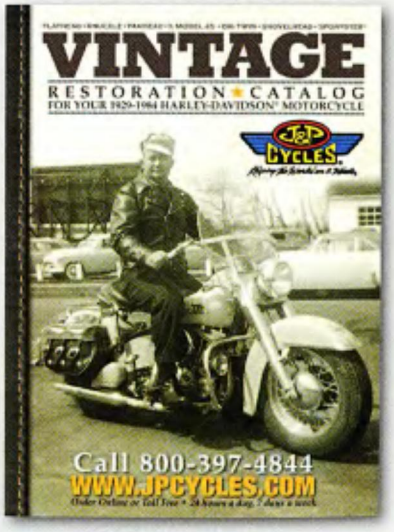

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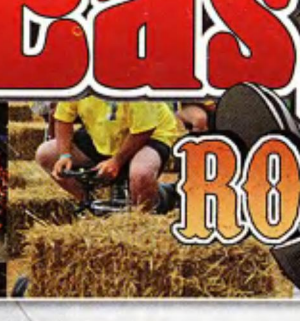
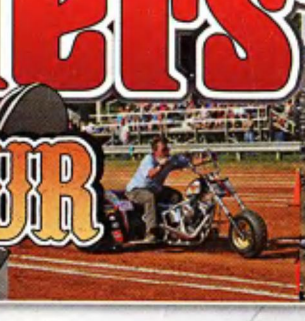
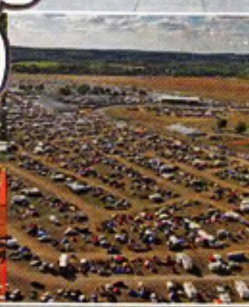

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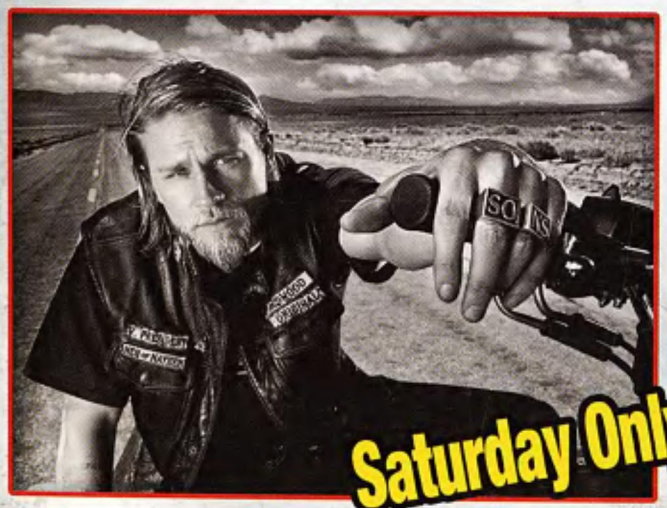

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