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A Heavy Topic

The Belly Button Biodiversity project at North Carolina State University has begun to looking into the "faunal differences" in the microbial ecosystems of our navels to get a better understanding of the "tens of thousands" of organisms crawling around inside. An 85-year-old man in North Carolina may have "very different navel life" that a 7-year-old girl in France, according to a recent report (who the hell cares?). So far, only the organisms themselves and the host's demographics have been studied (at what cost one wonders). Other issues, such as variations by hairiness of the navel, remain unstudied.

Cat Scratch Fever

A man had to be airlifted to an emergency trauma unit after losing a fight with a house cat. He was armed with a knife when he took on the cat, but he lost his balance during the altercation and fell on the blade.

His Money's Worth?

A man went to a doctor for a medical exam that was conducted in an otherwise abandoned office by a lone "doctor" wearing a white lab coat. The doctor used toothpicks for acupuncture points and dispensed a container of pills (labeled "dietary supplements") with an expiration date of February 2003. This not-too-bright patient said he paid \$200 and isn't sure that he got his money's worth. Duh!

Office Wanker

A severe anxiety and hypersexuality sufferer won a court battle and was allowed breaks during the work day to masturbate.

Coming or Going?

A now 13-year-old boy was diagnosed with a malignant tumor on his thigh bone when he was 10. To treat him, a surgeon removed the middle of the boy's leg, turned the bottom of it around so that the back faces the front, then reconnected the parts.

The procedure, called "rotationplasty," enables surgeons to remove cancer while retaining nerve sensation. With his backwards-facing leg, the boy plays sports, including baseball.

Oops!

A guy took his new boat into a harbor for its maiden voyage. It sank, and the captain had to be rescued by the local harbor patrol. He said it was a bit embarrassing and that he got fed up with people asking if he had hit an iceberg (the name of the boat was Titanic II).

French Kissing Machine?

A Japanese laboratory has created a tongue-kissing machine so that lovers can suck face via the Internet. The pair (at separate locations) place special straws in their mouths and mimic a deep kiss that is recorded and transmitted to each other's straws. A researcher for the project said that more work is needed to establish individual taste, breathing, and tongue moistness.

Nothing Better To Do

Some scientists tested the "oscillatory shaking" they noticed by various-sized wet animals as they shook water off their bodies. They found an inverse ratio between size and speed, from 27 cycles per second by a mouse to 5.8 by a mid-sized dog. Their original hypothesis was that speed would decrease according to "torso radius," but they forgot to factor in the length of the animals' fur.

Survival

Now here's a tidbit that's definitely of some interest. The human body can still survive even if the stomach, the spleen, most of the liver and intestines, one kidney, one lung, and every organ from the pelvic and groin area are removed.

Ugly Truck Contest

A newspaper columnist wrote a tribute to his junker 1974 pickup, "Black Beauty," claiming it was the ugliest

truck on the planet. Angry ugly truck owners wrote in saying they could top him. So the first Ugly Truck Contest was born in Chadron, Nebraska. Experts pick the Ugly Pickup of the Year. The official rules are that trucks have to be street legal and over a decade old. They have to be able to move under their own power, a majority of their surface area has to feature rust and dents, and, most importantly, they've got to have a good Ugly Truck name. Contestants get extra points for something especially ugly about their trucks.

More Fascinating Information

If you were to dig a hole from one side of the Earth to the other and jump into it, it would take about 42 minutes to reach the opposite end. At that point, you would fall back into the hole and repeat the trip back and forth forever. (Who figured that out and why?)

Dumb Crooks Of The Month

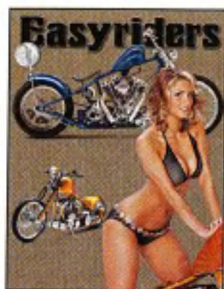
Two buddies were charged with robbing a bank. It seems they made it much too easy for police by calling the bank beforehand and demanding that money be set aside for them to pick up at a certain time. Of course the police were awaiting them in the parking lot.

Banned At Home

A high school teacher was sentenced to seven years in prison because he was caught using his classroom computer to watch child pornography from his many discs. But, he said, he had no other choice since his wife had already banned him from watching child porn at home.

Too Old For Sex?

It seems female giant tortoises are lazy about mating so the Knoxville Tennessee Zoo temporarily moved its two males (Al, age 130, and Tex, age 90) to another zoo to encourage the females (Patches, Corky, and Standup) to build up a desire for them.



Johnny Chop Special shot
by Michael Lichter. Thug
Bobber and too cool Cleo
shot by Don Rogers.
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Jeff Biggs.

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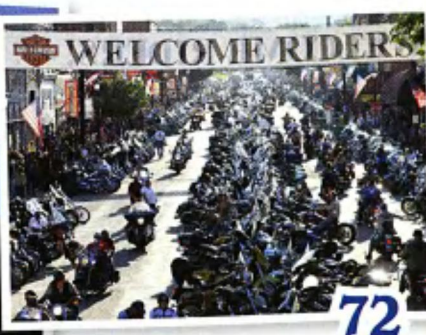
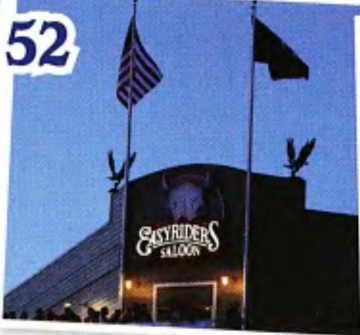
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WordMonger



Von Dutch Cycles

I love your magazine and always try to get it as soon as it is on the newsstand. I've gotten many new ideas by checking out the customs in your mag and have already built a few bobbers by myself.

I'm originally from Lithuania and have learned English from your mag. I have a question. I've had a few bikes—Japanese ones. The last one was a Road Star Warrior, an awesome bike. But when you don't have a Harley, you dream about Harleys. And when you do have a Harley, you're always thinking about what you're going to add to your bike. But you'll never dream any more about other bikes.

So I finally bought a real chopper (don't drive stock bikes). It is a Von Dutch Cruel World. Here's a photo of my new toy (above).

*Andrius
 Holiday, Florida*

Glad we could inspire you.

WOW!

Wow gang! You did it again. I love the bikes in the mag, but the top ten babes in the July issue—wow, watch out for Woody Woodpecker. If I could, I'd take a few of them home with me and have some fun. Just dreaming of having happy hour! You all rock!

*Larry Ulrich
 Bronson, Kansas*

Flashback

I've gotta agree with Fuzz Wagner ("Wordmonger" – Aug. 2011) in his letter to you titled "Flashback."

I must say that there seem to be a lot of "show" bikes being covered lately. I can appreciate the thought, effort, and money put into some of them, but it seems obvious that most of them are not ridden. The clues? Brand-new insides of the exhaust for starters, pristine chain links, no indication of the brake rotors even being touched by the pads. A bike that is ridden will show some dirt and/or use no matter how much effort is put into cleaning it up for a photo shoot. One thing I like to see is a photo in the article showing the bike being ridden down the road.

I've been riding since 1965 and can enjoy looking at the various styles and treatments covered in your mag. Some of them aren't to my taste but, hey, different strokes.

Maybe you should bring out a mag dealing with only show bikes and keep the "riders" in *Easyriders*. This way we can see bikes with parts that actually work while going down the road.

As Fuzz said, "...you're the cream of the crop."

*Terry "Foot" Fleischmann
 Kankakee, Illinois*

Listen, Foot, we find many of the bikes you see in Easyriders at our bike shows. These bikes are often finished the night

before the show. Just because they haven't been ridden yet doesn't mean they aren't riders. We like to get 'em while they're fresh.

Lady In Leather

I got your August rag last week, and when I got to page 48, I felt I had to write about the lady in leather. Let me put it this way: I would drag my bare balls across 50 yards of broken bottles (sharp sides up) just to get a chance to lick that fine feline from nose to tail. If you can put in a good word for me, tell her I said OOOWW! It hurts so good!

Take care and keep puttin' out a right-on rag. Until next time we meet, keep the wheels on the road, stay shiny side up!

Brad Simpson
Pound, Virginia

David Mann Pic

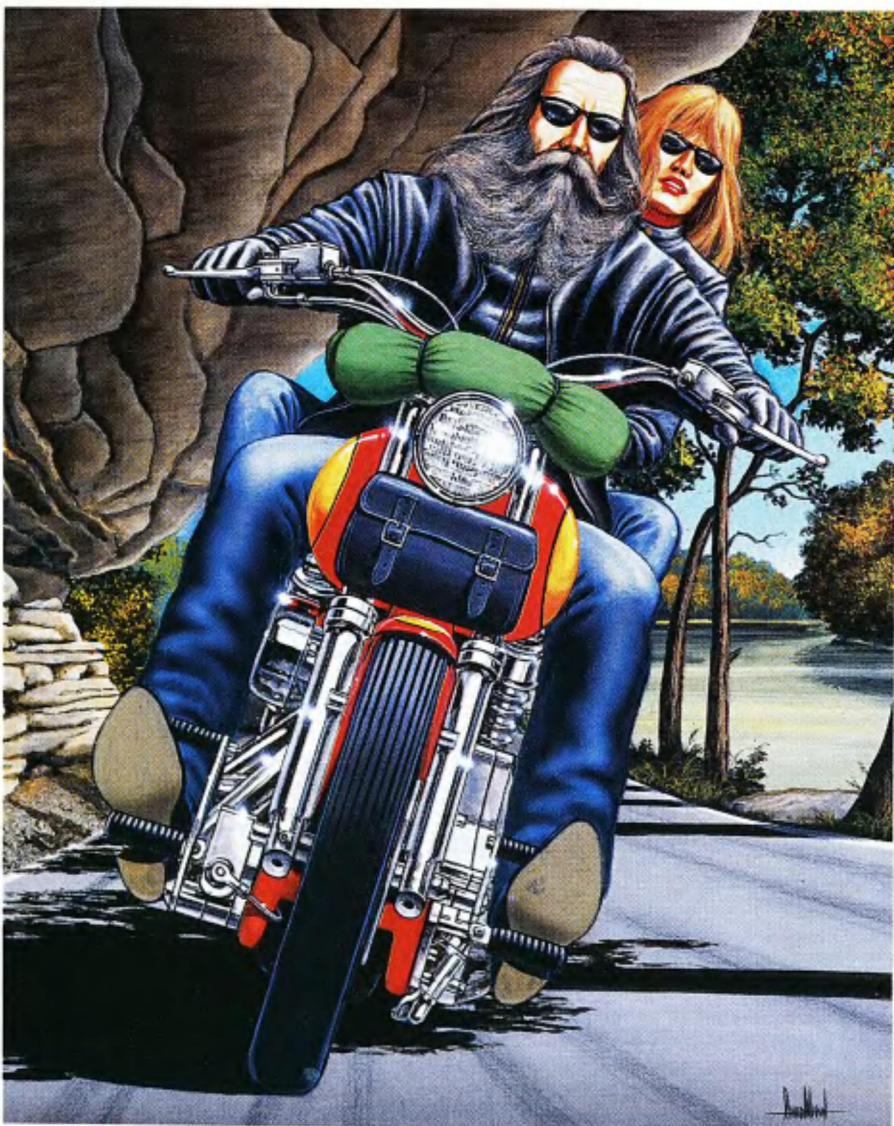
Okay, I'll preface this with the fact that you guys have a great rag usually but GODAMMIT!!!! I just got the September

issue and started flipping through the pages. There was a David Mann's *Good Day To Ride* (below). How cool. Wait! It's spread across two pages!! WTF! Who was the stupid bastard who put a pair of tits (granted, nice tits) in the center-spread and David Mann across two pages? Do you have yer effin head up yer effin ass? If I want to see a center-spread with tits, I'll buy *Playboy*. If you're gonna put David's work back in yer rag, put it where it belongs—in the center so we can take it out and frame it. Sonuvabitch!

Woody "Animal" Kaplan
Randolph, Vermont

Let's bear from the rest of you. What's it to be, tits or Mann?

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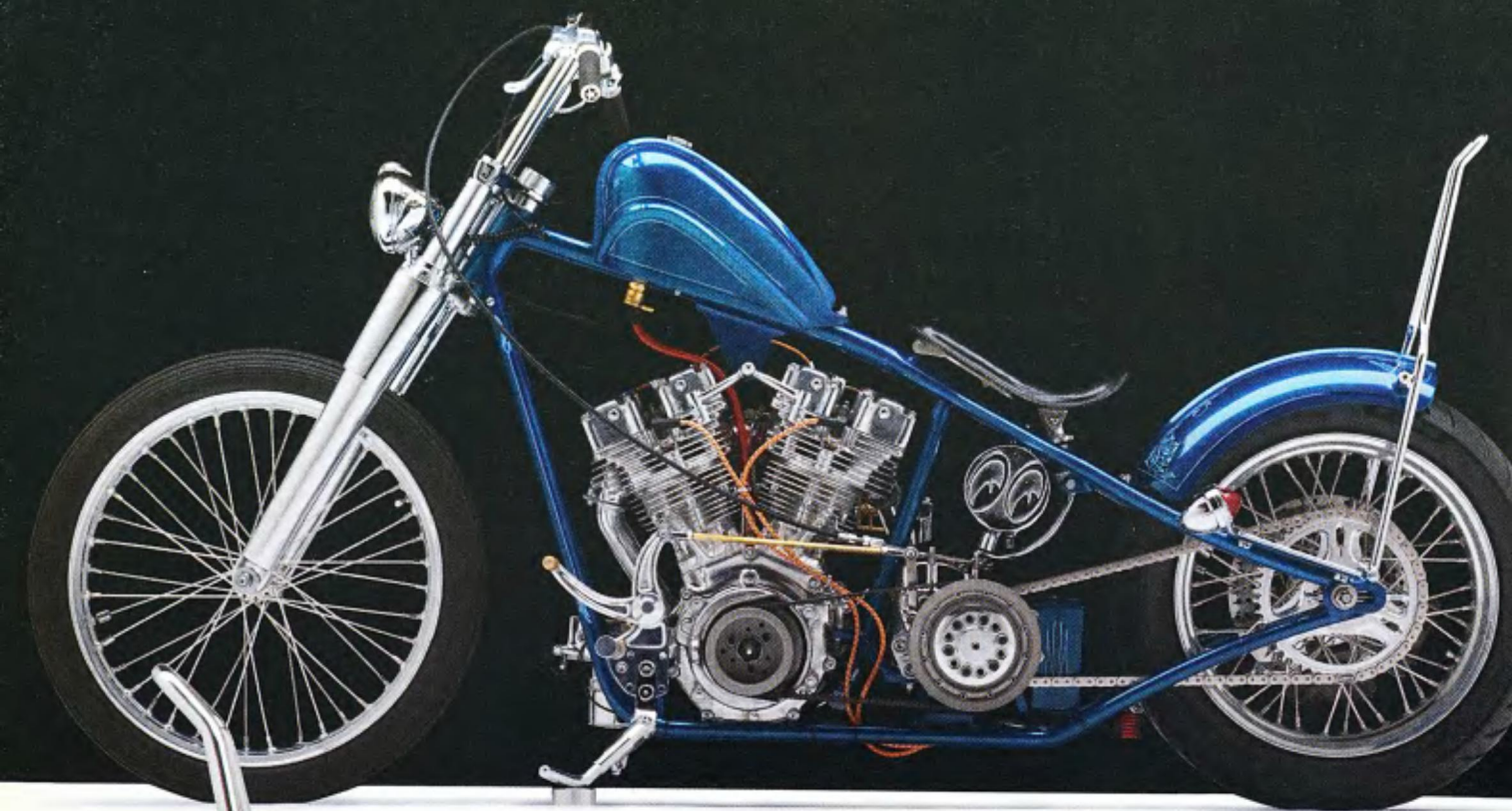


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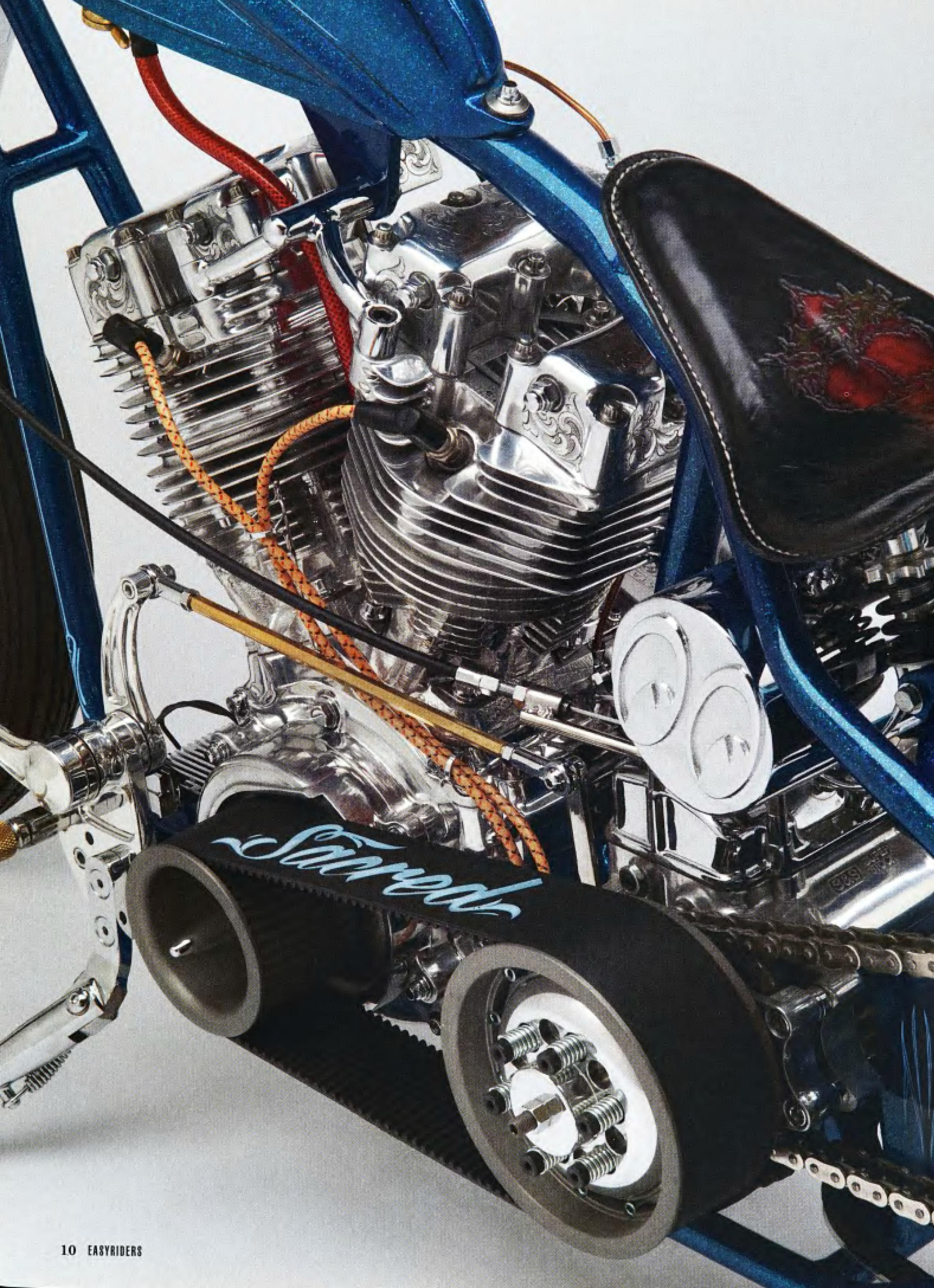
SACRED

KIRK TAYLOR'S HOMAGE TO JOHNNY CHOP



"What would Johnny have done... were the words I kept hearing when I was building this bike," says Kirk Taylor speaking from his Custom Design Studios shop in Novato, California. That would be Johnny "Chop" Vasko, a long-time, close friend of Kirk's and a legend among custom bike builders. His sudden passing in March 2006 from a heart ailment was a sad blow to his many friends. Now Kirk himself is an industry A-lister, building ground-up customs and painting show winners since 1988. His many achievements including taking top honors at the recent Inaugural CCI North American Championship with his off-road-inspired creation "The Dirty Boot."

Kirk calls the Johnny Chop tribute bike seen here "Sacred," a moniker that echoes deeply on several levels. It has to do with heart, commemorating the spirit of Johnny Chop, the illness that claimed him, and even the shape of the gas tank built around one of the last tanks Johnny was working on for a customer. The "heart" aspect also includes the contributions from many people in the industry who gave Kirk pieces that Johnny made



and that he included in this project.

The frame was a prototype Johnny had fabbed, as are the handcuff handlebars. Bert Baker, also a friend of Johnny's, sent in the 6-in-4 tranny, while Steve Broyles sent in the rocker boxes. Little touches such as the grips wrapped with hockey tape are the kind of details Johnny would have added to the bike.

Tay Herrera contributed his showing-winning engraving talents to etch indelible images into the bike, including the roses gracing the rocker boxes. "If you're trying to picture a theme, Johnny's work was a mix of East L.A. low-rider meets punk rock with a little 1970s band craze thrown in," Kirk tells us. "We tried to keep all that in mind as we put the bike together." That includes all the western gunscroll work and roses you see on the bike and the artwork on the saddle by Rick Jantz. Kirk asked Rick to add a heart design to the seat, but Rick also added a surprise. It seems Johnny had three roses tattooed on his shoulder and Rick, who had saved the stencil for the roses for years, incorporated the design under the back



of the saddle—subtle but significant.

Since Johnny was all about shovelheads, Kirk found a 1980 shovel motor through a friend, picking up an entire basketcase just for the 80-inch motor. "It already had good bones on it: an S&S E carb, a Crane Fireball cam and Dyna ignition," Kirk says. "We took apart and sent the cases out to be polished." The bike's paint scheme is similar to a chopper called True Blue that Kirk had painted for Johnny, but for Sacred he added a

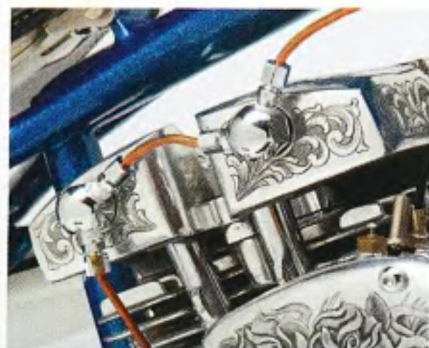
lot of green to make it more the color of the ocean since Johnny was also into surfing.

Sacred has been seen and enjoyed all over the country, from its appearance in Michael Lichter's Museum Show in Sturgis, the Sacramento Easyriders Bike Show, as well as at the Artistry and Iron Show and the Custom Chrome North American Championship event.

Kirk says that now Sacred could be available to a new home. "A lot of people say keep it forever, but you know what Johnny would have said, 'Fuck it... sell it! Let someone else enjoy it.' Like I tell other people who made one-off pieces for Johnny, 'Hey, make more of them... that way you help keep Johnny's name remembered and staying alive in peoples' thoughts. As for this bike, people say they can see Johnny all over it. That's good, because then I know I completed my mission.'"

—Paul Garson





Owner: Kirk Taylor
City: Novato, California
GENERAL
Fabrication: Kirk Taylor
Year/make: 2010 Custom Design Studios (CDS)

Model: Johnny Chop Special

Assembly: Kirk, Mike

Time: pretty quickly

Chroming: Meclec/Pilgrim

ENGINE

Year/make: 1980 Harley-Davidson shovelhead

Displacement: 80 cubic inches

Cam: Crane

Ignition: Dyna

Heads: polished

Lifters: Crane

Carb(s): S&S E

Air cleaner: Goodson

Pipes: CDS

TRANSMISSION

Year/make: 2010 Baker

Modifications: 6-into-4

PAINTING

Painter: Kirk Taylor

Type/color: House of Kolor/
 Ocean Blue

Special paint: roses

FRAME

Year: 2005 prototype

Builder: Johnny Chop

Rake: 32 degrees

Stretch: none

Shocks: rigid

ACCESSORIES

Bars: Johnny Chop

Handlebar controls: PM

Fenders: ribbed and short

Headlight: Unity/CDS

Taillight: Roland Sands

Speedo: Drag

Pegs: Johnny Chop

Electrics: Kirk & Mike/CDS

Oil tank: Kirk/
 CDS Mooneyes

Oil system: CDS

Seat: Rick Jantz/Fab Kevin

Sissybar: CDS

Grips: hockey tape

FORKS

Type: 1967 Hydra Glide

Extension: stock/shave legs

Builder: Harley-Davidson

WHEELS

Size: 21-inch front,

18-inch rear

Wheels: spool front,

Akront aluminum rear

Tires: Avon

Brakes: disc front,

old PM hydraulic rear

Photos: Michael Lichter

Contact: Kirk Taylor

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Photo: Henry Dekuyper

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HELMET LAWS

NHTSA REQUEST MOTORCYCLE SAFETY MONEY

NHTSA Administrator David Strickland has submitted his 2012 budget request to the U.S. Senate and House appropriations committees. One item in particular jumped off the page when the MRF examined the \$860 million request. Section 3011, Motorcycle Safety Grants, includes a \$7 million ask that specifically adds the promotion of DOT-compliant helmet use to the fund. In the past, the motorcycle safety grant has solely put money toward two areas: teaching people to ride motorcycles and educating the rest of the motoring public to look for motorcycles while driving. Diluting this already small grant program to include helmet use promotion will certainly diminish the effectiveness of the two existing programs.

In a recent Senate hearing, Department of Transportation Secretary Ray LaHood was asked by Senator Frank Lautenberg (D-NJ) to include a mandatory helmet law in his budget request. LaHood responded, "This administration believes that is a state issue." Apparently Strickland did not get that information. It is troubling that NHTSA, whose goal should be "crash avoidance," continues to promote "safer crashing." The MRF believes that the best crash is the one that doesn't happen. The MRF will keep you updated about the status of this important issue.

—MRF

Dream Weavers

Like Father, Like Son



When Mark Weaver wanted a shovelhead built, he knew just who to go, to Paul Cavallo at Spitfire Motorcycles in Rancho Cucamonga, California. Paul and Mark have been friends for many moons, ever since Paul built his first bike. Actually, Mark used to practice with his band Death Penalty in Paul's garage way back when.

When having a custom chopper/bobber built, it's kind of hard to trust someone to build it just the way you want. Paul built Mark a bike about seven years ago, so he trusted Paul with this new task. Mark ended up selling his first Spitfire bike to help with a down payment for a house (must have been one hell of a bike).

He bought and sold a few different scooters over the years but never found something that he wanted to hang onto. I guess Mark got tired of riding something that "wasn't him," so he finally made the trip back to good ol' Rancho Cucamonga, the home of Spitfire Motorcycles.

When Mark walked into the shop, he had a rough idea of what he wanted. He handed Paul a list of four key things he was looking for: 1) a 1970-something shovelhead; 2) a 5-speed tranny; 3) it had to be belt-driven; and 4) a Spitfire frame. We'll bet Paul wishes all his customers were this easy.

A week or so after the build started,

CONTINUED NEXT PAGE

Like Father, Like Son CONTINUED

Mark strolled into the shop with his son, Jack, in tow. While walking through the showroom, Jack spotted one of Jesse James' first CFL builds, one he did for Paul years ago. Eyeballin' the CFL sparked a thought in Jack's head; he wanted one, and he wanted one now. Since the WCC is worth way more than what Jack wanted to spend, he asked Paul to build a Spitfire frame similar to it. Paul jumped at the chance to build both father and son custom bikes at the same time.

For 10 weeks Paul and his crew cut, chopped, welded, wrenched, fabricated, bled, sweat, and probably cried a little to get these things done. That's right, 10 weeks for two bikes! Damn!

Take a good look at the bikes, then call your dad and tell him you guys are



going to build (or have Paul build) a couple of two-wheeled freedom machines so you can do some father and son bonding like you've never done before.

—Carrot

The father, Mark (below left), and the son, Jack, with their sweet Spitfire rigid shovels.





Photos: Sean Peterson

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NO CAGES.

2012 HARLEY-DAVIDSON NEW MODEL GUIDE

THE NEW HARLEYS ARE HERE!

Most new Harley-Davidsons for 2012 will come with the Twin Cam 103 powertrain as standard equipment. The exceptions being the Dyna Street Bob and Dyna Super Glide Custom, Fat Boy, Heritage Softail, and Softail Deluxe. That said, the 103 features automatic compression releases and 100 foot-pounds of torque, a six percent increase over the 96-inch motors. The CVO (Custom Vehicle Operations) models feature the mighty Twin Cam 110.

For 2012 Harley has conjured up three new models. The Dyna Switchback is a custom touring motorcycle, which features removable hard bags and windshield. The Night Rod Special is a new 10th anniversary V-Rod, which has been updated with new bodywork and ergonomic enhancements. Rounding out the new models is the CVO Road Glide Custom, which is a limited-edition, high-performance touring bike with killer audio and high-end paint.

The Harley Davidson lineup for 2012 consists of 32 models, with a price range of \$7,999 for the Sportster 883 SuperLow and Iron 883 models in solid colors to \$37,249 for the CVO Ultra Classic Electra Glide, one of four CVO models, meaning there is a new Harley for different motorcycle budgets.

—Kit Maira

XL883L SuperLow

The combination of a low 25 1/2-inch seat height and a low price (\$7,999) make the SuperLow a value leader in the Harley lineup. Available in solid



colors: Vivid Black; Ember Red Sunglo and two tone: Midnight Pearl/Cool Blue Pearl; or Birch White/Sunburst Red.

XL883N Iron 883

The edgy Dark Custom styling makes



the 883 Iron a favorite of young gun riders. The Iron 883 is available in solid colors only: Big Blue Pearl; Ember Red Sunglo; and Black Denim. The \$7,999 price seals the deal.



XL1200C 1200 Custom

The 1200 Custom features a 16-inch tire up front with many options available through the H-D1 factory customization program. Solid colors available are: Vivid Black; Big Blue Pearl; Brilliant Silver Pearl and the two-tone color is Ember Red Sunglo/Merlot Sunglo. Pricing starts at \$10,299 for vivid black.



XL1200N Nightster

The 1200 Nightster is a part of the Dark Custom line. Starting at \$9,999, it sports chopped front and rear fenders, a side-mounting license plate, and old-school

front fork gaiters. Solid colors available are: Vivid Black and Black Denim, and two-tone combinations are: Midnight Pearl/Cool Blue Pearl or Midnight Pearl/Brilliant Silver Pearl.



XL1200X Forty-Eight

The Forty-Eight is Harley's urban brawler, with 16-inch tires front and rear and low bars with bar end mirrors and a 26-inch seat height. It starts at \$10,499 in Vivid Black. Other color options are: Big Blue Pearl; Chrome Yellow; or H-D Orange.



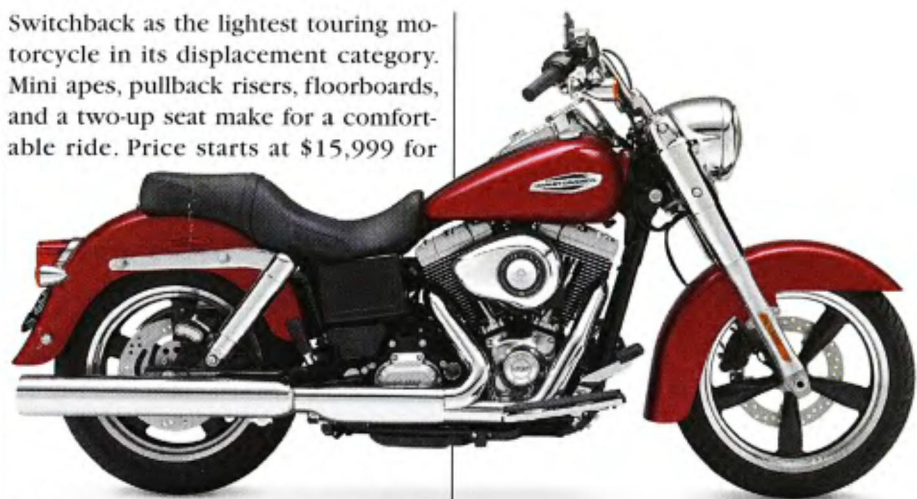
XR1200X

Styled after the legendary XR750, the XR 1200X features flat track bars, rear set footpegs, and a blacked-out powertrain and exhaust. Color choices are: Black Denim or White Hot Denim.

FLD Dyna Switchback

The Dyna Switchback (*below and top right*) is a custom touring motorcycle featuring quick-detachable saddlebags and windshield. They remove in seconds to covert the bike to a custom street cruiser. Harley is marketing the

Switchback as the lightest touring motorcycle in its displacement category. Mini apes, pullback risers, floorboards, and a two-up seat make for a comfortable ride. Price starts at \$15,999 for



Vivid Black, add \$385 for Brilliant Silver Pearl or Ember Red Sunglo.



FXDC Super Glide Custom

The Super Glide Custom is a no-nonsense, low-slung cruiser with laced wheels, two-up seat and a Fat Bob tank. The price starts at \$12,999 for Vivid Black. Two-tone color choices available are: Ember Red Sunglo/Merlot Sunglo; or Midnight Pearl/Brilliant Silver Pearl for \$385 extra, and a custom Tequila Sunrise/H-D Orange paint job bumps the basic price up to \$13,874.



FXDB Street Bob

The Street Bob is a solo motorcycle with minimalist roots. With Fat Bobs, mini apes, and mid-mounted controls, and a dog dick taillight, the bike starts at \$12,999. Colors available are: Vivid Black; Ember Red Sunglo; and Black Denim.





FXDF Fat Bob

The Fat Bob features forward controls, 16-inch tires, two-up seat, and drag bars. Color options are: Vivid Black; Big Blue Pearl; H-D Orange; and Black Denim.



FXDWG Wide Glide

The Wide Glide is a chopper motorcycle with a bobber rear fender, 21-inch tire up front, Tommy Gun 2-into-1 exhaust and an optional flame paint scheme. Vivid Black is \$14,949. Vivid Black with Flames, Big Blue Pearl with Flames, or Ember Red Sunglo with Flames is \$15,554.



FXS Blackline

The Blackline features a bobbed rear fender and new split drag bar handlebars. The two-up seat is the lowest ever offered by H-D. In Vivid Black the model sells for \$15,499. Black Denim bumps the price to \$15,884, and if your taste runs to a two-tone color, Big Blue Pearl/Vivid Black or H-D Orange/Vivid Black takes it to \$15,999.



FLSTF Fat Boy

The Fat Boy features fat tires, fat bars, and fat fenders. The 96B motor is black powdercoated. For 2012 the instrumentation has been upgraded for easier reading. Colors available are: Vivid Black; Chrome Yellow. Two-tones choices are Midnight Pearl/Brilliant Silver Pearl or a custom Tequila Sunrise/H-D Orange option. Price starts at \$16,349.

FLSTFB Fat Boy Lo

The Fat Boy Lo (*below*) is a custom cruiser with custom, black bullet-hole wheels, a denim black frame, blacked-out covers and header shields, and satin chrome in all the places mirror chrome would normally reside. Vivid Black



it is \$16,649, while Big Blue Pearl, Brilliant Silver, or Pearl Black Denim is \$17,034.



FLSTC Heritage Softail Classic

The Heritage Softail Classic features 1940s-style leather bags, a quick-release windshield, and a soft ride with hardtail styling. Colors are: Vivid Black; Big Blue Pearl; and White Hot Pearl. Two-tone options are: Ember Red Sunglo/Merlot Sunglo or Midnight Pearl/Brilliant Silver Pearl. Also available is a Tequila Sunrise/H-D Orange custom paint scheme. Vivid black starts at \$13,349.



FLSTN Softail Deluxe

The Softail Deluxe features full fenders, a leather saddle, laced wheels with wide whites, and a chrome grab bar/luggage rack and tombstone taillight. Vivid Black; Big Blue Pearl; Ember Red Sunglo; Birch White/Sunburst Red; Birch White/Midnight Pearl; and Tequila Sunrise/H-D Orange are all color options. The Softail Deluxe starts at \$17,149.



FLHR Road King

The heritage of the Road King harkens back to the 1965 Electra Glide. It is a fully equipped long distance touring machine with a detachable windscreen. Starting at \$17,499, the bike is available in three solid colors: Vivid Black; Big Blue Pearl; Midnight Pearl or a two-tone combination: Ember Red Sunglo/Merlot Sunglo.

FLHRC Road King Classic

The Road King Classic takes the nostalgia of the Road King one step further with leather saddlebags and chromed metal details on the fender, seat, tank, and bags. Colors are: Vivid Black; White Hot Pearl;



Big Blue Pearl/Vivid Black; Midnight Pearl/Brilliant Silver Pearl; and Tequila Sunrise/H-D Orange. Prices start at \$19,599.



FLHTC Electra Glide Classic

The Electra Glide Classic features a Tour-Pak carrier and the Harmon/Kardon Advanced Audio System. Starting at \$19,499, color options are: Vivid Black; Brilliant Silver Pearl; Ember Red Sunglo. Two-tone Birch White/Midnight Pearl is also available.

FLHTCU Ultra Classic Electra Glide

The Ultra Classic Electra Glide (*below*) ups the ante with a four speaker, 80-

watt Harmon/Kardon Advanced Audio System, vented fairing lowers, a Tour-Pak with enhanced lighting and electronic cruise control standard. In Vivid Black, the Ultra Classic comes in at \$21,499. Other colors are: Ember Red Sunglo; White Hot Pearl; Big Blue Pearl/Vivid Black; Ember Red Sunglo/Merlot Sunglo; and Tequila Sunrise/H-D Orange.



FLHTK Electra Glide Ultra Limited

The Electra Glide Ultra Limited is fully loaded with anti-lock brakes, cruise control, security system, unique two-tone paint job, luggage rack, and heated grips standard. Big Blue Pearl/Vivid Black, Ember Red Sunglo/Merlot Sunglo, Midnight Pearl/Brilliant Silver Pearl and Tequila Sunrise/H-D Orange are your color options. It is also available in Vivid Black.





FLHX Street Glide

The Street Glide (*top*) is a stripped down bagger, with all of the essentials, and nothing more. The trim and chrome are toned down, the suspension is lower, and the fairing features a chopped wind deflector. In Vivid Black the bike is \$19,499. Colors are: Big Blue Pearl; Ember Red Sunglo; Black Denim; and Tequila Sunrise/H-D Orange.

FLTRU Road Glide Ultra

The Road Glide Ultra (*below*) combines the light handling and wind-splitting aerodynamics of a frame-mounted fairing with a full complement of touring appointments for the devoted long-distance rider and passenger. Starting at \$22,499, color options are Big Blue Pearl and Ember Red Sunglo.



FLTRX Road Glide Custom

The Road Glide Custom (*above*) is a low version of the frame-mounted fairing classic, with an 18-inch front wheel,

2-into-1 exhaust, and a smooth taillight assembly. The Road Glide Custom starts at \$19,499 in Vivid Black. Big Blue Pearl, Chrome Yellow, or Black Denim are other color choices.



New VRSCDX V-Rod 10th Anniversary Edition

The 10th Anniversary V-Rod is a tribute to the original 2002 V-Rod. It is available only in Brilliant Silver Pearl with color-matched frame to evoke the anodized aluminum bodywork of the original. The price is \$15,999, which is actually about a grand less than the original, not even counting inflation.



VRSCDX Night Rod Special

The restyled Night Rod Special features a tapered tail section, lighter weight wheels, and improved ergonomics. Inverted forks and retuned rear suspension enhance ride and handling. In Vivid Black the price is \$15,299. Other available finishes are Black Denim or Sedona Orange.



VRSCF V-Rod Muscle

The V-Rod Muscle is a beefed-up version of the modern classic, with air scoops, a 240 rear tire, fastback tail section, and a massive air box. Colors are: Vivid Black; Black Denim; and Chrome Yellow with black graphics.

FLHTCUTG Tri Glide Ultra Classic

One trike is offered for 2012: the Tri Glide Ultra Classic (*below*). The trike features lower leg fairings, Tour-Pak, and rear luggage storage. The price starts at \$30,499 for Vivid Black. Other color options are Big Blue Pearl/Vivid Black or Ember Red Sunglo/Merlot Sunglo.



FLTRXSE CVO Road Glide Custom

The CVO Road Glide Custom is a chromed out, hopped-up, limited-edition version of the Road Glide, with a new high-output sound system and a host of fresh custom components. It lists for \$30,699 and is available with the following finish options: White Gold Pearl/Starfire Black with Real Smoke graphics; Maple Metallic/Vivid Black with Real Smoke graphics; or Candy Cobalt/Twilight Blue with Real Smoke graphics.



FLHXSE3 CVO Street Glide

The CVO Street Glide is loaded with chrome and amenities including a 400-watt, eight-speaker sound system with integrated iPod, two-piece solo seat with removable pillion, and loads of power. It goes for \$32,699 and the paint options are: Dark Slate/Black Diamond with Phantom Flame graphics; Hot Citrus/Antique Gunstock with Phantom Flame graphics; or Ruby Red/Typhoon Maroon with Phantom Flame graphics.



FLSTSE3 CVO Softail Convertible

The CVO Softail Convertible can be configured for all-day touring, two-up cruising, or solo profiling by adding or detaching key components, which can be easily removed or installed without tools. The detachable windshield incorporates a Garmin 660 GPS with integrated MP3 player. For \$29,699, paint options are: Crimson Red Sunglo with Scarlet Crystal graphics; Abyss Blue with Catacomb graphics; or Satin Pewter with Catacomb graphics.



FLHTCUSE CVO Ultra Classic Electra Glide

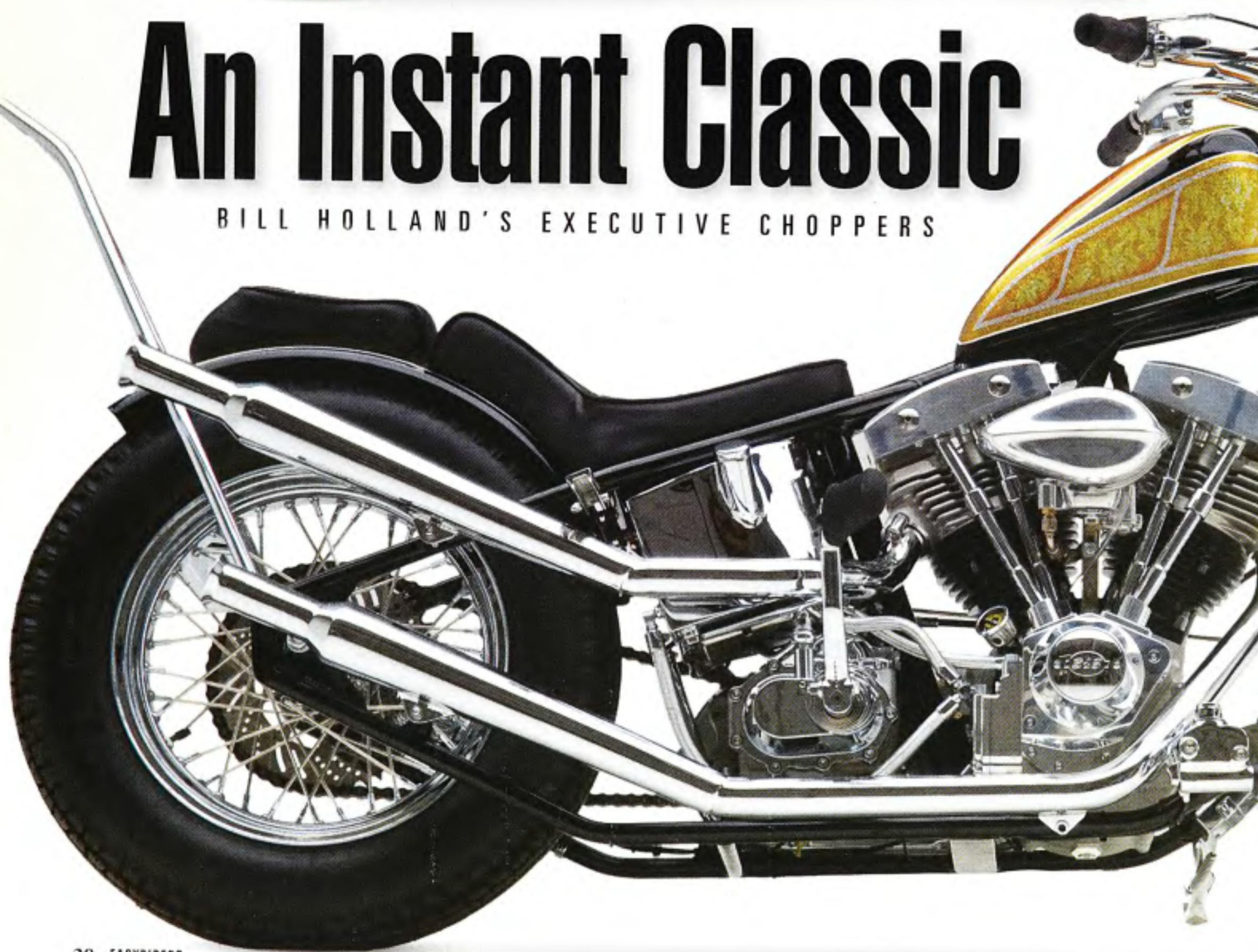
The CVO Ultra Classic Electra Glide is the most luxurious Harley-Davidson ever offered, with a suspended, dual-control heated seat, adjustable passenger backrest with lumbar support; plush lined Tour-Pak luggage, saddlebags, BOOM! Harman/Kardon Advanced Audio system, SiriusXM satellite radio (U.S. and Canada only). Color choices are: Electric Orange/Black Diamond with Big City Lights graphics; Crystal Citron/Diamond Dust with Big City Lights graphics; or Wicked Sapphire/Stardust Silver with Big City Lights graphics. This limited-edition Ultra retails for \$37,249.

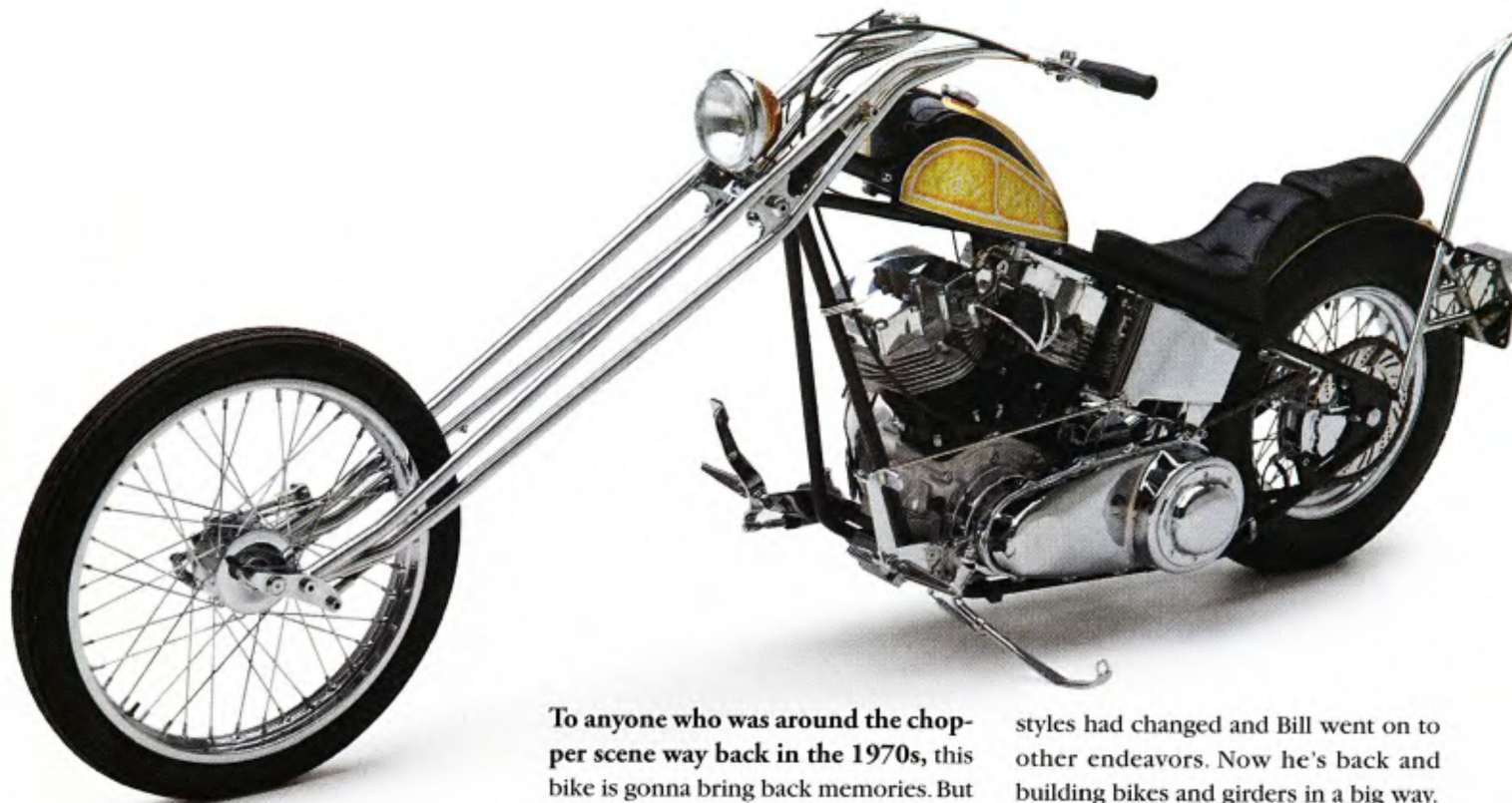




An Instant Classic

BILL HOLLAND'S EXECUTIVE CHOPPERS





To anyone who was around the chopper scene way back in the 1970s, this bike is gonna bring back memories. But it wasn't built back then; it was built just last year. Plenty of bikes just like it, complete with that Northern California signature front end—the H&H Cycles sprung girder—were built back in the flower power days. The brainchild of John Harman and the handiwork of Bill Holland, the two “H’s” of H&H, more than 4,000 of these front ends were built and sold during that long ago decade, every one of them crafted by Bill Holland. By the early 1980s, though,

styles had changed and Bill went on to other endeavors. Now he's back and building bikes and girders in a big way.

In 2003, with the encouragement of friends and old customers, Bill pulled the original H&H fixtures out of storage and began a redesign to bring that classic girder into the 21st century. He is calling it the Harman/Holland front end this time around.

The classic chopper you see here was given away at our Easyriders Rodeo last year. The chopper ended up in the hands of Gary Jones of Owingsville, Kentucky, the lucky ticket holder at that



**The H&H Cycles
sprung girder was a
familiar sight in the 1970s.
It's back and looking
as cool as ever.**



Chillicothe Grand National Rodeo finals. Starting with that 16-inch over front end and continuing right on through with the replica H&H frame, the forward controls, that time-warp trumpet exhaust system, the sissybar—everything is just about spot-on to what John Harman and Bill Holland did back in the '70s.

Of course the bike had to be powered by a shovelhead. It got a brand-new one from S&S. The transmission is a period-correct 4-speed, and the gas tank is a throwback, too, a nice Harley Sportster piece. "I'll build custom aluminum tanks when I'm asked to," Bill says, "but to my thinking it's hard to improve on that Sportster tank. I'll modify the bottom a little if I have to, mess with the tunnel and maybe radius the edges, but other than that I just leave 'em alone."

When Bill worked up his redesign in 2003 for that signature front end, he incorporated an adjustable-rake feature, billet aluminum trees, stainless rods and an all-new spring package. Those springs, incidentally, are inside the rear legs, down low by the rockers. The front ends are available in just about any length, everything from 2-under to 42-over. This one, at 16-over, is the most popular size.

"After the redesign and making the front end available again, it's amazing how popular it has become," Bill says. "I've gotten orders from all over the



world, some coming from guys who haven't even started building their bikes yet. They wanted to make sure they had the front end first. A lot of times they're guys who had one of our front ends back in the day and never thought they'd find another." They needn't have worried. Bill Holland's at it again.

—Joe Kress



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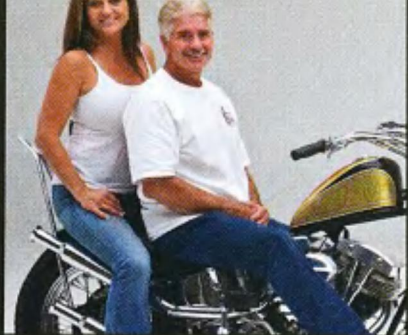
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Renee and Bill Holland.

Owner: Bill Holland

City: Roseville, California

GENERAL

Fabrication: Bill Holland,
Executive Choppers

Year/make: 2010 Chopper

Model: classic

Assembly: Bill Holland

Time: 6 months

Chroming: AAA Plating

ENGINE

Year/make: 2009 S&S Shovelhead

Displacement: 93 cubic inches

Ignition: S&S

Cam: S&S

Carb: S&S Super E

Air cleaner: Goodson

Pipes: Paughco trumpets

TRANSMISSION

Year/make: 2009 RevTech

Shifting: 4-speed

PAINTING

Painter: Rebel Design/James Dean

Type/color: House of Kolor/black,
gold, silver

FRAME

Year/make: 2009 Bill Holland E/C

Type: rigid H&H replica

Rake: 46 degrees

Stretch: 2 inches out/3 inches up

Shocks: none

ACCESSORIES

Bars: Bill Holland E/C

Handlebar controls: V-Twin Mfg.

Fenders: Paughco

Headlight: Drag Specialties

Taillight: V-Twin Mfg.

Pegs: Bill Holland

Foot controls: Bill Holland

Gas tank: Harley-Davidson Sportster

Oil tank: Paughco

Seat: Bill Holland/Elzie Hackson

Grips: V-Twin Mfg.

FRONT END

Type: H&H sprung girder

Length: 16 inches over

Builder: Bill Holland E/C

WHEELS

Make: V-Twin/Ride Wright

Size: 21-inch front, 16-inch rear

Tires: Avon

Brakes: HHI

Photos: Mike Chase

Contact: Bill Holland

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A young hottie went to confession. She kneeled before the priest and said, "Forgive me, Father, for I have sinned."

The priest said, "Tell me all your sins, my daughter."

She replied, "Well, last night I went to a biker party. I sucked seven dicks in a row, and they all cornholed me one after the other. I was literally fucked half to death."

The priest, a bit taken back, thought for a moment then said, "Take seven lemons and squeeze the juice into a tall glass, then drink it."

She asked, "Will this cleanse my soul of my sins?"

"No," the priest said, "but it'll wash that slutty smile off your face."

Big D

Fun Town

Top TSA Slogans:

- Can't see London, can't see France, unless we see your underpants.
- Grope discounts available.
- If we did our job any better, we'd have to buy you dinner first.
- Only we know if Lady Gaga is really a lady.
- Don't worry, my hands are still warm from the last guy.
- Throw a few back at the airport Chili's and you won't even notice.
- Wanna fly? Drop your fly.
- We've handled more balls than Barney Frank.
- We are now free to move about your pants.
- We rub you the wrong way, so you can be on your way.
- It's not a grope; it's a freedom pat.
- When in doubt, we make you whip it out.
- We handle more packages than the UPS.
- If we don't get off, you don't get on.

Grinch

Ridgewood, New Jersey

A graybeard visits his doctor for a routine check-up and everything

seems fine. The doctor asks him about his sex life.

"Well...." The old biker says, "not bad to be honest. The ol' lady ain't all that interested anymore, so I just cruise around. In the past week I was able to pick up and bed at least three chicks, none of whom were over 30 years old."

"My goodness, Frank, and at your age, too," the doctor says. "I hope you at least took some precautions."

"Yep. I may be old, but I ain't senile yet, Doc. I gave 'em all a phony name."

Joey Hayes

Mesa, Arizona

Miraculous Mutha walked into a drugstore and asked the pharmacist if the store carried extra-large condoms.

"Yes we do," replied the pharmacist. "Would you like to buy some?"

"No," she replied, "but do you mind if I wait around until someone does?"

Sarah Brack

Vacaville, California

A guy goes into a bar and meets a nice girl. They have a few drinks and soon wind up at his place, in bed. They're having a great time.

She is on top when suddenly she has



an epileptic seizure and starts shaking and foaming at the mouth. Our uninformed male thinks this is incredible and the best sex he has ever had.

He finishes, but she is still shaking and thrashing about from her seizure. He begins to get nervous and takes her to the emergency room.

A nurse asks him what the girl's problem seems to be.

He replies, "I think her orgasm is stuck!"

Rocky

W. Palm Beach, Florida

"I don't know what to do," a prospect said to the patch holder one night at the club bar. "Whenever I go home after a night out with the bros, I turn off my headlight, cut off the Harley motor, and coast into the driveway. I take off my boots, undress in the head, and then ease into bed, but my ol' lady wakes up and starts bitchin' at me for staying out so late."

"Well, prospect, you're taking the wrong approach." The patch holder schooled the youngster. "I make a lot of noise with my Harley engine, I slam the garage door shut, I stomp up the steps, I burp and fart as I enter the bedroom, jump into bed, grab my ol' lady's ass and say, 'How about a blow job, babe?' and she's always sound asleep."

Virginia Gutierrez

Carson, California

A biker was pulled over by a State Trooper. The patrolman noticed that the biker appeared to be putting something in his mouth as he stepped off his bike.

Figuring that he was putting away his pep pills, the patrolman asked, "Did I just see you swallow something?"

"Yep, that was my birth control pill," he said.

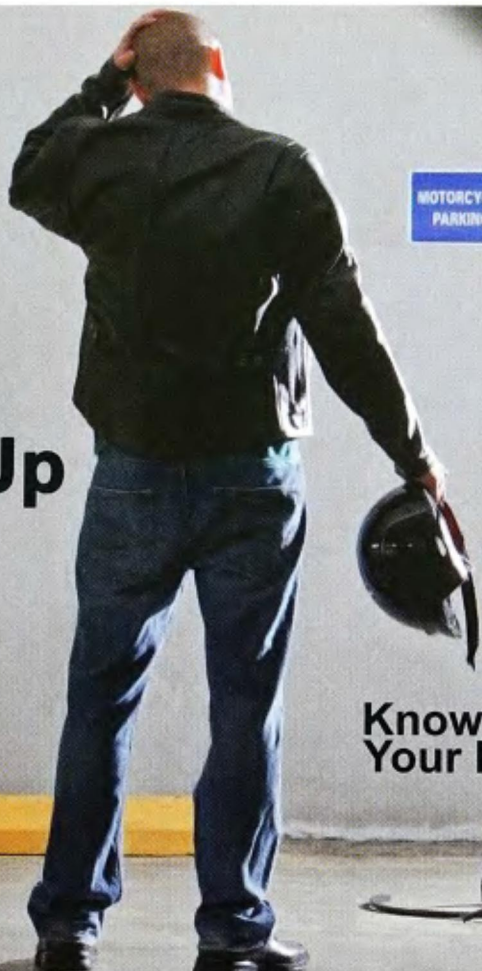
"Birth control pill?" asked the patrolman.

"Yep, when I saw your flashing light, I knew I was gonna get fucked."

Rocky Meyerson

W. Palm Beach, Florida

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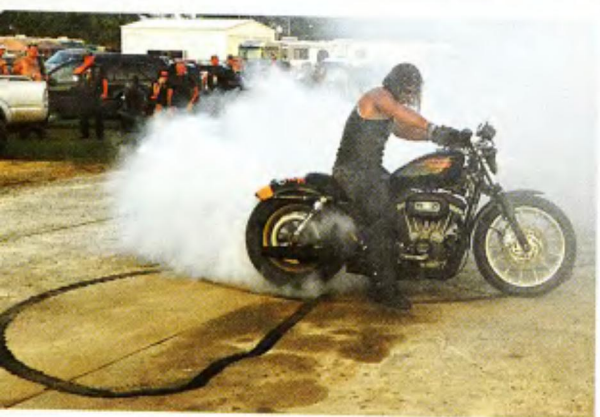
EASYRIDERS KICK-OFF IN WILSON, NORTH CAROLINA

IT'S RODEO TIME!

The Easyriders Motorcycle Rodeo returned to Wilson, North Carolina, to kick-start our 2011 tour. It was our 15th time coming to the Tar Hell State and the locals welcomed us to the Wilson County Fairgrounds with open arms.









Combine great rodeo riders and tough competition with top-notch entertainment, add to the mix some kick-ass live music, cold beer, tasty grub, tattoo artists, and all those smoking hot Southern beauties, and the result is one, seventy-two hour badass biker bash, that even included a TV star.

Charlie "Jax" Hunnam, star of the hit TV show *Sons of Anarchy*, was on hand Saturday to meet and greet his legion of fans. Charlie was all smiles and stayed around for an additional three hours just to make sure that everyone in line would get to meet him, and get autographs and photos with their favorite Son. Evening antics included the ever-popular trophy girl and wild wet T-shirt contests.

Diane Wilder of Richmond, Virginia, won our trophy girl contest and man was she happy! The tattooed redhead had been trying to earn the coveted sash for the past three years. Diane's mom was on hand to meet "Jax" and Charlie was happy to pose for pictures with Diane and her proud mama.

New to the 2011 rodeo tour was Nick Lee, the World Burnout Champion. Nick is an artist and using a 30 x 40-foot slab of concrete as canvas and a rear tire as a brush, he began a burnout that continued in a circle. With a vortex of smoke billowing skyward, we lost sight of Nick, then the smoke started to clear and there was Nick proudly displaying a perfect smiley face on the pavement. He did all kinds of crazy stuff all weekend.

This year also marked a new event open to all at the rodeo and that was the Geiko-sponsored Teresi Dyno-Drags truck where you got the chance to race a quarter mile on a virtual drag strip and the best time of the day took home two hundred dollars. Dyno-Drags pits friend against friend or stranger against stranger who race for bragging rights. The old lady doesn't have to worry, 'cause this is the safest way to drag race. The bikes are



caged in really well and then Christmas tree lights mark the start and they are off, going through the gears, yet they don't move an inch. The fastest time all weekend was a 2008 Night Train with an elapsed time of 11.27 seconds at 122 mph.

Sunday morning saw everyone standing with hands covering hearts, soldiers and vets saluting throughout the National Anthem, proclaiming the start of our rodeo season. First on the schedule were the gas trikes. The newest competitor, Karl Poist, who hangs his hat in Nashua, New Hampshire, qualified first on his Buell. Karl and his buddy Paul Lanno designed and fabricated this little blue Buell into a gas-powered pulling trike. Modifications included a solid rear axle and frame with a narrow wheelbase. They didn't touch the 1200cc motor. During qualifying there were some snickers, but Karl turned those snickers into solid respect.

The gas trike finals pitted 10-time grand champion Robert Tabor against Karl Poist on his little blue Buell. Robert was having none of it as he took heat one. Changing lanes, Robert took off to a full pull, leaving Karl at mid track. That scored a second place for Karl, and now he's got the rodeo bug.

Robert let everyone know how much he wants the Rodeo Champ title back this year. He won four events himself during the weekend and two with his teammate Nicky Able. Robert was also in the money in three other events and collected the Top Cowboy awards along with son Jason Tabor and Eddie Austin.

As tired rodeo fans made their way to the exits on Sunday night, we heard more than a few say they would see us again next year as they headed home to recoup their lost brain cells, proof of a damned good time.

For more information about the Easyriders Rodeo Tour visit www.easyridersevents.com. —Big Tom

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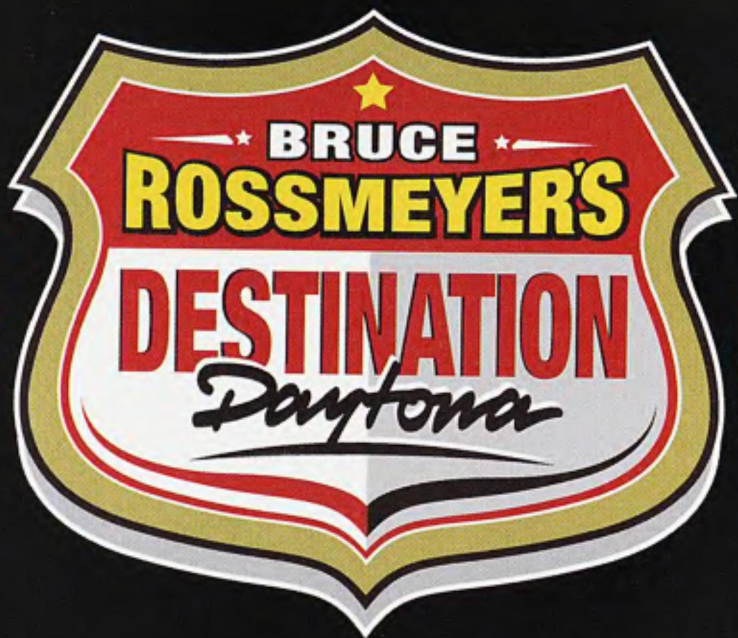
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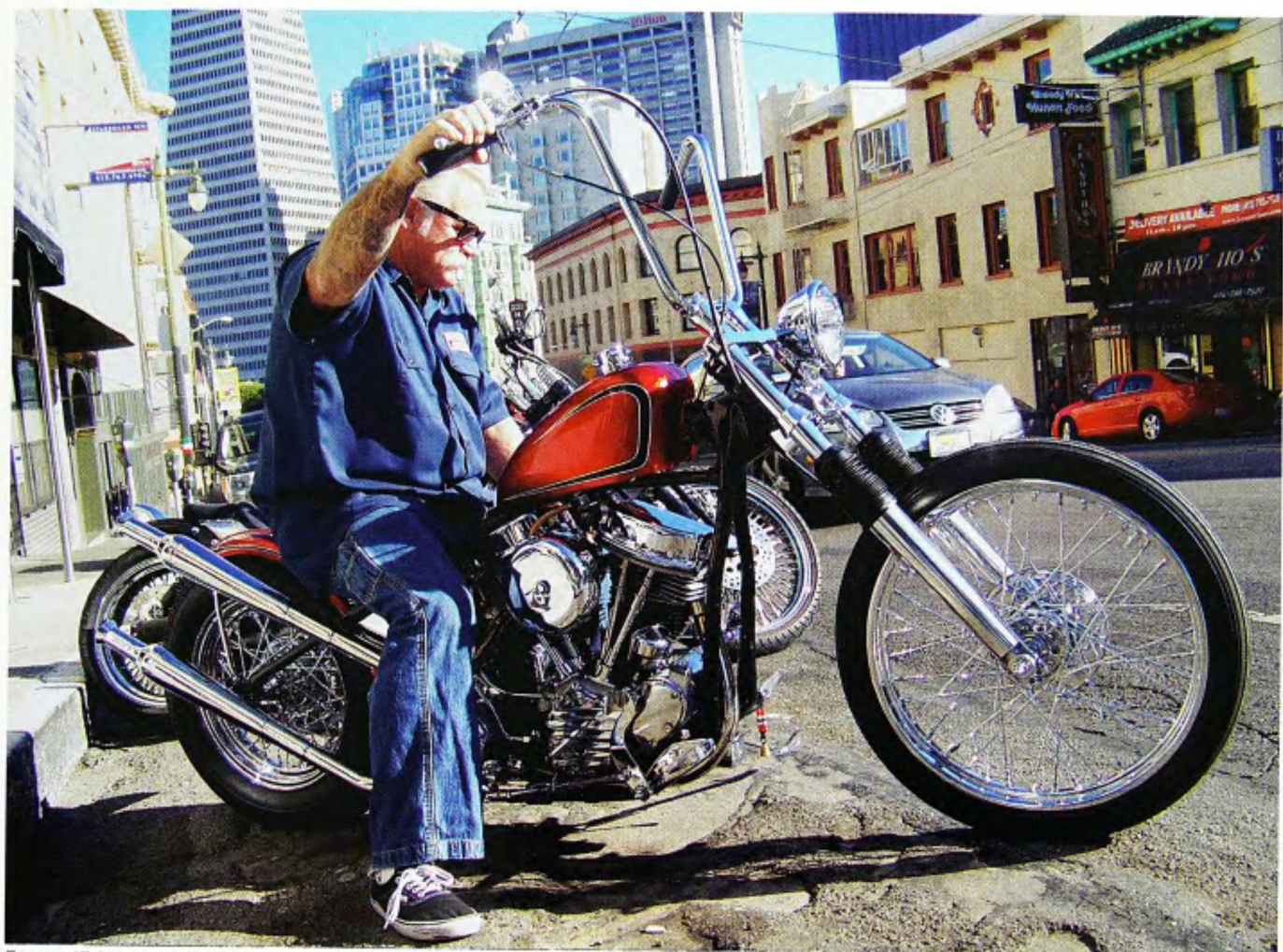
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IN THE WIND



Danielle is a true trailer queen.

—Dennis Carver, Bisbee, Ariz.



Farout 'Frisco pan in 'Frisco—of all places!

—Keith Scarboro, San Francisco, Calif.

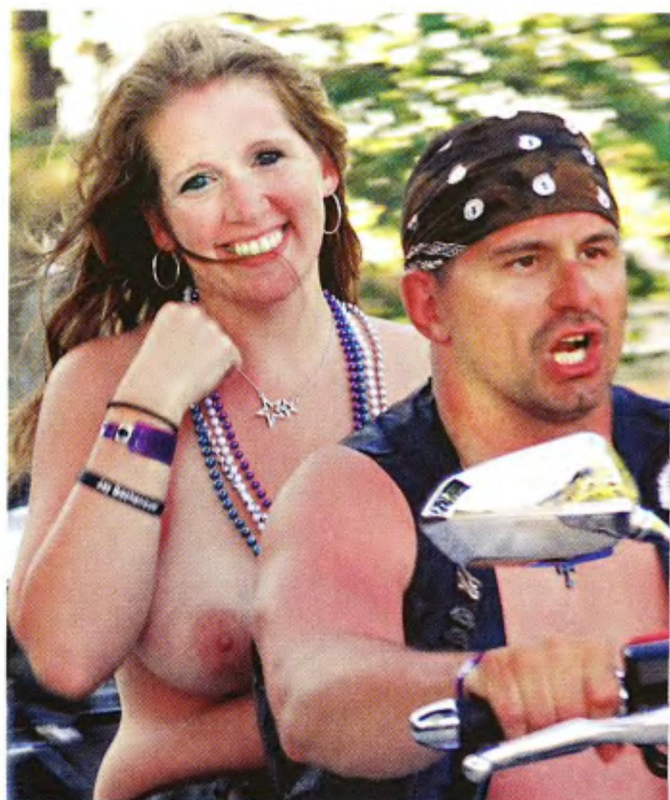


Sub vets surface at Fourth of July parade.

—Sonny Grillo, Weaverville, Calif.



Big Foot meets big boobs. —Sonny Grillo, Jamestown, Calif.



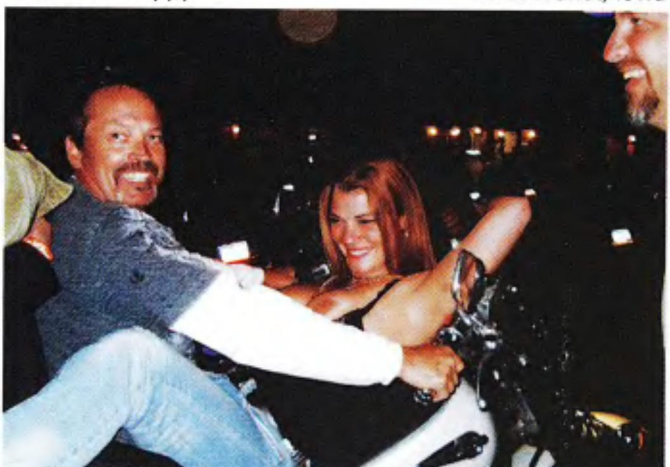
Naked and happy!

—Bret Brandt, Iowa



Vets gather to remember.

—KZ Ric White, Dallas, Texas



In a compromising position.

—Sheryl McCall, Unadilla, Ga.



They call him Stretch.

—Robin Van Den Heede, Deadwood, S.D.



What the colostomy camera saw.

—Craig Tiaht, Larchwood, Iowa



Twins of evil?

—Woody Hayman, Shadows and Shapes, Rome, Ga



We love naughty girls.

—Bret Brandt, *On the road, Iowa*

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

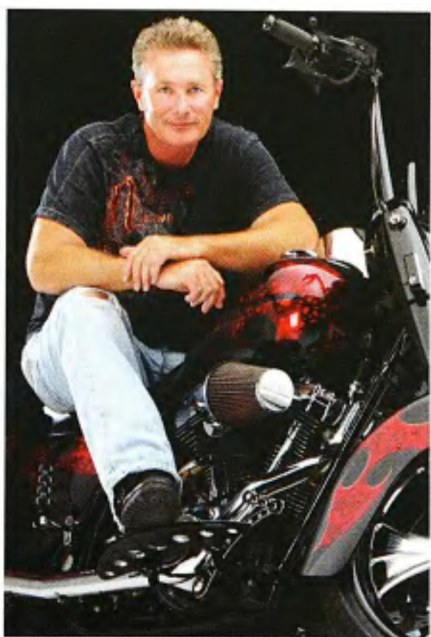
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No way, that can't be
factory paint!



SCOTT CASELLE'S CENZI BAGGER

KING BAGGER



When the expression "super-sano" was coined, it must have been inspired by Scott Caselle's "King Bagger." A closer look reveals detailing that keeps spectators coming back for a second and third go-around. "One thing that surprises people is the paint," says Scott (*above*) speaking from his digs in Baldwinsville, New York. "They say, 'No way, that can't be factory paint,' but it is. It was Harley's limited-edition, special option called Vivid Black and Candy Apple. People





think it's gotta be a big-buck paint job. That's fine with me."

Scott already owned a hardtail chopper when he went shopping for a bagger to add to his stable. He bought the Road King late in the 2008 model year and immediately swapped out the stock pipes for a set of Rhinehart True Duals but knew it wasn't near enough to add all the personal touches, aka refinements, he had in mind. He had a buddy, Tony Cenzi, a multi-talented painter, designer, and builder, who had a shop not too far away in Spencerport, New York. Tony was known for the fluidity of his designs and his "invisible" treatment of wiring and cables. You might have caught one of his bikes featured on the cover *V-Twin* magazine in 2006, and another of his rad customs was selected for the Drag Specialties Fatbook.

Scott and Tony teamed up and began "detailing" this bagger toward super-

bagger status. Off came the 18-inch front wheel; on went a 21-inch Performance Machine two-tone five-spoker, and up went the reach of the bars with a set made by Tony, who also replaced the stock pegs with a set of Battistinis floorboards. There is also some tasteful blacking out of the Wide Glide front end and headlamp. The stock turn signals were removed and Tony molded in LED units that are virtually invisible until they light up in their place. Looking to further streamline the bodywork, they opted for a Klock Werks fender.

Asked about public reaction to his

"King Bagger," Scott says, "It gets thumbs up wherever I go, and even though it's a few years old, it's still holding its own." Then we asked him if he still rides his hardtail chopper much. "Well, I haven't ridden it for two years," Scott chuckles. "Might be time to recycle it and step up to another bagger. I've seen lots of new developments like stretched tanks and bags, a whole new kind of bagger making a new kind of statement. For me, I'd rather be bagging it."

—Paul Garson



Owner: Scott Caselle
City: Baldwinsville, New York
GENERAL
Fabrication: Cenzi Motorcycle Company
Year/make: 2008 Harley-Davidson
Model: King
Assembly: Cenzi Motorcycle Company
Time: 6 months
ENGINE
Year/make: 2008 Harley-Davidson
Twin Cam
Displacement: 95 cubic inches
Cam: stock
Ignition: factory
Pistons: Harley-Davidson
Heads: stock
Lifters: stock
Carb(s): fuel injected
Air cleaner: Screamin' Eagle
Pipes: Rhineheart True Duals
TRANSMISSION
Year/make: 2008 Harley-Davidson
Modifications: none
Shifting: foot
PAINTING
Painter: Harley-Davidson
Type/color: factory/Vivid Black,
 Candy Apple
Special paint: flames/
 Harley-Davidson
FRAME
Year/make: 2008 Harley-Davidson
Rake: stock
Stretch: none
Shocks: Progressive Suspension
ACCESSORIES
Bars: Cenzi
Handlebar controls: stock
Fenders: Harley-Davidson /
 Klock Werks
Headlight: stock
Taillight: Cenzi
Speedo: factory
Dash: factory
Front pegs: Battistinis boards
Rear pegs: Harley-Davidson
Electrics: Harley-Davidson/
 Cenzi
Oil tank: stock
Oil system: factory
Seat: Harley-Davidson
Mirrors: Arlen Ness
Grips: Roland Sands Designs
FORKS
Type: Wide Glide
Extension: stock
Builder: Harley-Davidson
WHEELS
Size: 21-inch front,
 18-inch rear
Wheels: Performance Machine
Tires: Metzeler
Brakes: Harley-Davidson
Photos: Dino Petrocchi
Contact: Cenzi Motorcycle Company
 315-263-5545

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CELEBRATING 40 YEARS OF *EASYRIDERS* Easyriders Saloon



This ain't no dive. The inside is well lit with a great dance floor.

There was no missing a new landmark in downtown Sturgis this year; the Easyriders Saloon at Junction and Lazelle is a three-story monument to the biker lifestyle. Outside, sexy bikini-clad lovelies offered bike washes while folks watched from the three large decks overhead. Inside, the steakhouse was cookin' up the best meals to be found in the Black Hills, and in the bars, live music kept every biker booted toe tappin' throughout the week.

On Thursday morning of the rally, Paisano Publications celebrated its 40th anniversary with a complimentary breakfast for our loyal advertisers and showed off *ROAD IRON*, the newest baby in Paisano's stable of magazines.

The Easyriders Saloon is a must-see when you find yourself in Sturgis, and the David Mann art-adorned saloon is open year-round for your dining and dancing pleasure. Be sure to check it out!

—Dave Nichols



Nice view!



Our own Angie Savage was there. She thought the attire was a bit crude, so Sweet Sara performed a little wardrobe modification.



Not all of the hot chicks were on the back side of the bars.



Friendly bartenders are ready to serve you!



The Easyriders Saloon bike wash was a great show in itself.



The second floor interior balcony has a great view and more bars—wouldn't want you to get tired of waiting for a drink.



The party was out on the three floors of balconies providing views of all the action on Lazelle Street, Junction Avenue, and the ladies of Easyriders.



Imagine seeing this sight coming into view as you rode down Lazelle Street! Easyriders Saloon 2012; be there!

Photos: Michael Lichter

TOM KELLER SQUEEZES A LEMON

LEMONADE

Johnny Garguilo struggled along for about a year with an old custom bike he'd bought, a bike that had knocked around Fort Lauderdale, Florida, for a while. Its last owner, a ship's captain who was out of town more than he was in, really didn't care too much about the bike, and it showed. When Johnny bought it, the oil tank was bone dry, the frame was cracked, and those were the highlights. It was a pretty sad deal.

Finally Johnny threw in the towel. Fixing this thing would be more trouble than any finished work would be worth. But he'd always liked the clean and mean Thug Choppers that his pal Tom Keller put together over in Plantation. Dragging the hulk over there, he asked for some guidance.



The rebuild began with a Jesse James CFL frame, picked up when West Coast Choppers had its "sell-out" sale.



"We decided to tear it completely apart, save what we could, and go from there," Tom says. "There wasn't much to save. I mean, anything that could go wrong had gone wrong. About all we could use was the motor, after a complete rebuild, the transmission and the belt-drive primary. Sadly, that was about it."



Easyriders®



This month's *Easyriders* girl is long and lanky Shelby from Daytona, Florida. She also goes by the name Cleopatra, though she looks nothing like Elisabeth Taylor.

Everything else would have to be new.

The rebuild began with a new Jesse James CFL frame. Tom had picked up a bunch of them, stocking up when West Coast Choppers had its "sell-out" sale. "It's a cool frame and I couldn't go wrong buying a few of them," he says. "Especially at the right price. I just squirreled them away." The engine, salvaged from the old bike, is based on a RevTech 100, but it has been completely rebuilt from the cases up, with



some hot 560 Andrews cams and a little extra headwork thrown in. Financially, it worked out better to tear down the engine and rebuild it rather than buy an all-new replacement.

The oil tank, a good sized one that's now kept full, hangs off the front of the bike with a chain mount. Tom and the guys at Thug built the gas tank and rear fender and decided to put some dirt-bike handlebars on top of a new 2-inch-over Paughco spring. "They look cool," Tom says. "They're strong, and they're comfortable." Rick Corgan, also in Plantation, is the painter Tom likes to use and he definitely knocked himself out here. He used a combination of PPG and House of Kolor materials in candy yellows and oranges.

Three months after dragging a disaster into the shop Johnny rode away on something a whole lot nicer than he'd planned on.

—Joe Kress







Owner: John Garguilo
City: Plantation, Florida

GENERAL

Designer: Tom Keller, Thug Custom Cycles
Year/make: 2010 Thug
Model: bobber
Assembly: Thug Custom Cycles
Time: 3 months

Chroming: Melimar Plating
ENGINE

Year/make: 2008 RevTech
Rebuilder: Thug Custom Cycles
Displacement: 100 cubic inches
Ignition: Daytona Twin Tec
Cam: Andrews
Carb: Mikuni
Air cleaner: Thug Custom Cycles
Pipes: Thug Custom Cycles

TRANSMISSION

Year/make: 2010 TriKShift
Shifting: 6-speed

PAINTING

Painter: Rick Corgan
Type/color: PPG, House of Kolor/
candy yellows, orange

FRAME

Year/make: 2008 West Coast Choppers
Type: CFL

Rake: 38 degrees
Stretch: 2 inches out/4 inches up
Shocks: none

ACCESSORIES

Bars: dirt bike
Handlebar controls: dirt bike
Fenders: Thug Custom Cycles
Headlight: Drag Specialties
Taillight: Thug Custom Cycles
Pegs: Accutronix

Foot controls: Accutronix
Gas tank: Thug Custom Cycles
Oil tank: Thug Custom Cycles
Seat: Thug Custom Cycles
Mirrors: Drag Specialties
Grips: Scott dirt bike

FRONT END

Type: springer, 2 inches over
Builder: Paughco

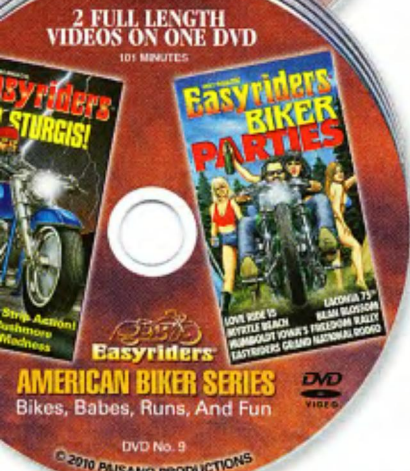
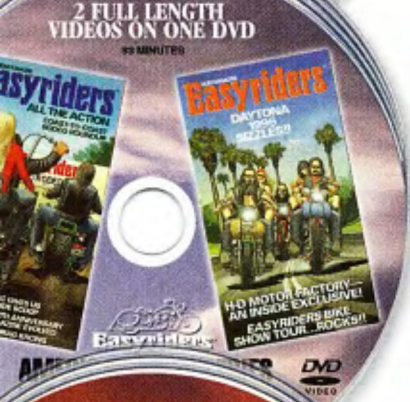
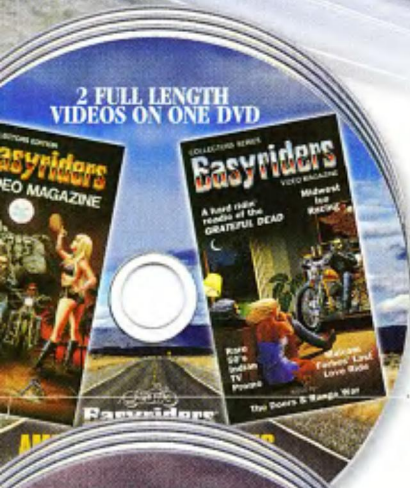
WHEELS

Make: DNA, laced
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: HHI

Photos: Don Rogers
Contact: Tom Keller
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DVD 3

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

DVD 4

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

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

DVD #5 - 8

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DVD 5

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

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

DVD 6

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

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

DVD 7

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

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

DVD 8

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

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

DVD #9 - 12

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DVD 9

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

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

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David Mann's *Sturgis Buffalo* was first printed in the August 1996 issue of *Easyriders*.

99 Crafty Customs Winner



A Day At The Beach

KRISTI'S 1994 "WOODY" SOFTAIL

We discovered this month's Crafty Customs winner at our Columbus Bike Show last February and awarded it the Crafty Customs winner then and there. The display was inspired by a day at the beach, with real beach sand and surfboards. The Softail's owner, Kristi Stennett of Carterville, Illinois, was inspired by an old woody wagon while at Daytona Bike Week. Lucky for her, husband Poncho Stennett is a building contractor and very handy when it comes to working with wood.

Poncho found the bike used on eBay around five years ago and bought it for a song. He really put the "craft" in this Crafty Custom by doing all the work himself. "I took some old cabinet doors, cut them up, and refinished the wood to make the inserts on the gas tank, floorboards, dash, and air cleaner cover," Poncho tells us. He painted this bike himself using Ford pickup colors. "A lot of people spend big money on paint; I got all the paint for this bike for \$156!" he brags.





Kristi Stennett on her 1994 "Woody" Softail.



Poncho even created the hand-worked leather seat. "I bought the cowhide off the Internet and stamped it myself," Poncho says. "Then I got a lady to stitch it for me." As good as this Softail looks, thanks to Poncho's handy craftsmanship, the total cost of it was well under our ten thousand dollar contest cap. "I grew up around bikes," Poncho says. "My dad had an old 45 Harley and there were always motorcycles around, so I guess riding is just in my blood. We were always looking for ways to do stuff to the bikes by being creative rather than spending money." This ongoing project has taken four years to complete, though Poncho says, "You never really get done. I'm always seeing something to mess around with."

The NADA value for a 1994 Fat Boy such as this one in good condition is in the \$6,000 range, and there are plenty of great deals on used Harleys out there these days. Why not jump into this contest and show us what ya got?

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

We choose 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 see, Poncho has proved that you can put together a sweet ride without breaking the bank. He not only won a bike feature in *Easyriders*, but he also has a chance to win \$10,000 when we announce 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 NADA value for a 1994 Fat Boy such as this one in good condition is in the \$6,000 range.



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



Owner: Kristi and Poncho Stennett
City: Carterville, Illinois
GENERAL
Year/make: 1994 Harley-Davidson
Model: Fat Boy
Assembly: Poncho
ENGINE ACCESSORIES
Carb: stock CV
Aircleaner: Kuryakyn
Pipes: Drag Specialties
PAINTING
Painter: owner
Color: Ford pickup teal
ACCESSORIES
Bars: factory
Handlebar controls: stock
Gas tank: Harley-Davidson
Oil tank: stock
Fenders: factory
Headlight: Harley-Davidson
Taillight: stock
Seat: Poncho
Grips: Harley-Davidson
Mirrors: Harley-Davidson
WHEELS
Type: spokes
Tires: Dunlop
Brakes: stock
Photos: Michael Lichter





"Get your own vibrator, Kathleen!"

The 99 Crafty Customs Contest

"Where creativity beats Cash!"

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

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

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

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

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

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

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

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

THE RULES:

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

Your total cost for the motorcycle, dress-up parts, accessories, chrome and paint cannot exceed \$9,999.99. We expect you to provide receipts to show us what you spent on parts, accessories, chrome and paint. If we can see it, we want to see a bit 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! (riding will be by our editors and the public.) We retain the sole right to make all decisions about what bikes and modifications qualify for Contest consideration, and anything else concerning these rules and the 99 Crafty Customs Contest.

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

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

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

Remember, the cost of the bike and customizing cannot exceed

\$9,999.99

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



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buy yourself a used 1990 to 1999 big twin Harley-Davidson and turn it into your vision of a custom scooter, 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."



Chopper

Win! Win! Win!

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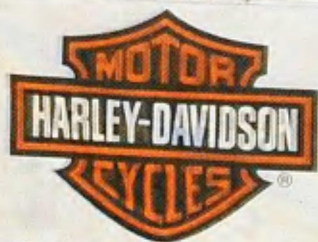
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For Crafty Custom of the Year



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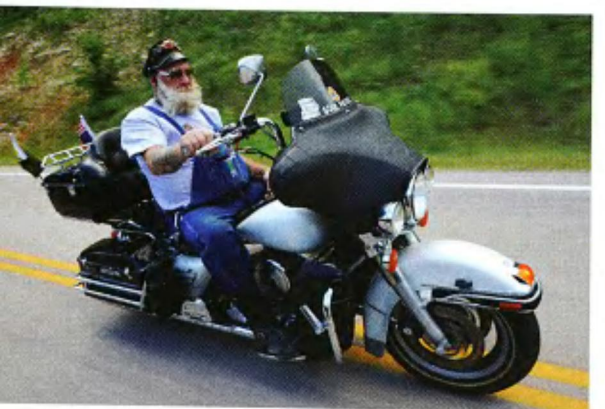
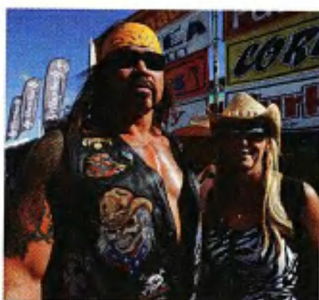
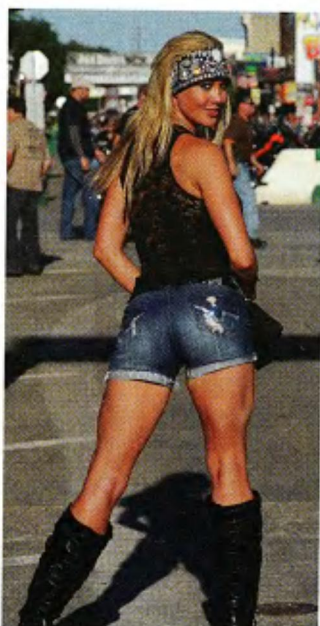
COMING HOME TO THE 71ST BLACK HILLS RALLY

Every run or rally has its own special vibe, but riding to the Sturgis Rally is like going home. Each year hundreds of thousands of bikers return to this motorcycle Mecca to get reacquainted and catch up with old friends, meet new ones, and party their collective asses off.



THE RIDERS







The 71st running of the Black Hills Rally offered optimum riding conditions with temps in the mid-80s. Your opinion of this year's Sturgis Rally depends on your point of view. For those with crappy attitudes, the rally was not as packed and crowded as in years past and this was seen as a bad thing. For those with positive attitudes, the rally was not as packed and crowded as in years past and this was seen as a great thing.

As always, there was much more to see and do than you could ever pack into a week in this sacred land. Big news included the opening of the triple-decker Easyriders Saloon on Junction and Lazelle where bikini bike washes drew you in for excellent food in the steakhouse, live music, and the chance to meet, get autographs from and photos with Ms. Easyriders Saloon, Elle Reeves, and our ever-charming Topless Tech girl, Angie Savage.

The Buffalo Chip hosted a top lineup of famous bands, from Poison and Toby Keith to Gregg Allman and Jeff Bridges and Friends (the friends being Stevie Nicks and John Fogerty). Right next door to the Chip, Michael Lichter's *Motorcycles As Art* exhibit this year focused on the talents of sculptor Jeff Decker and his collection of incredible motorcycles. Right down the road from the Chip, Michael Ballard and Angie Carlson were taping episodes of their *Full Throttle Saloon* TV series at the "world's largest biker bar" where live acts included Ted Nugent, Jackyl, and the Marshall Tucker Band.

Right in the midst of the madness on Main Street, vendors hawked their wares, bikers ate a whole lot of greasy food and

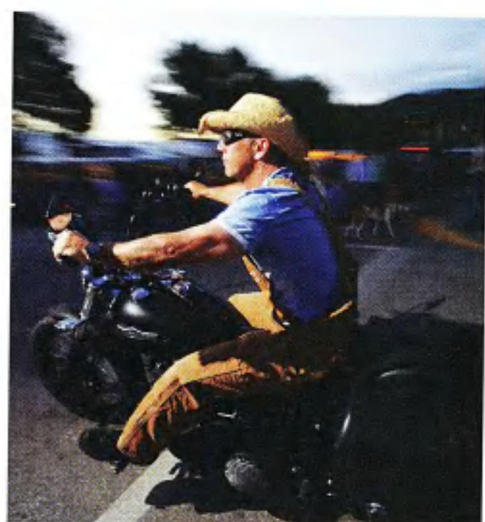
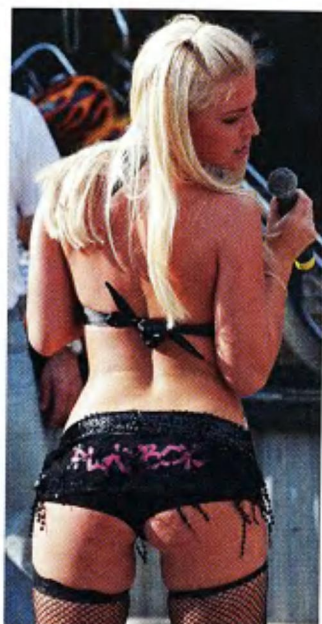
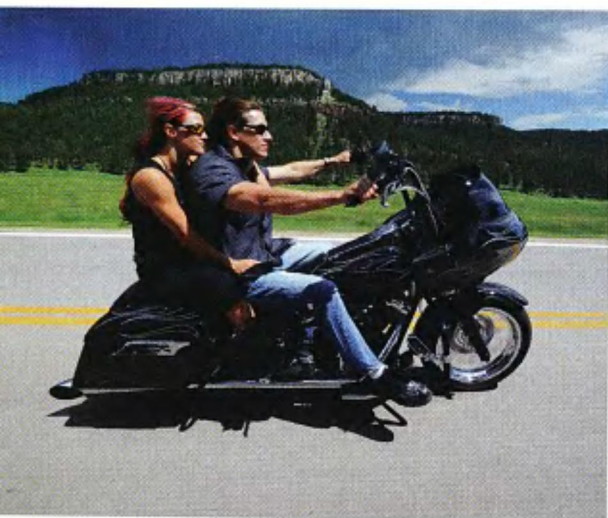
drank massive amounts of beer thanks to the fact that there are more bars per square mile than at any other rally I know of. Harley-Davidson showed off its 2012 model motorcycles, MotorClothes, and parts and accessories next to the community center, and you could test ride bikes just a mile away. Black Hills H-D created a vendor city where we really enjoyed talking to Jerry Covington and Jim Nasi and checking out their wild, new custom baggers.

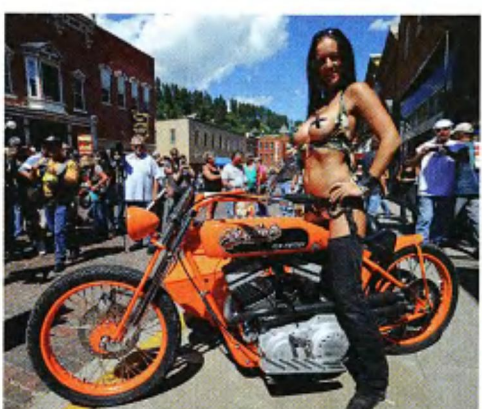
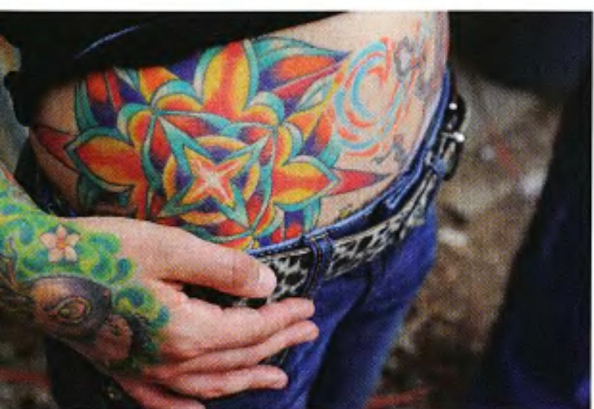
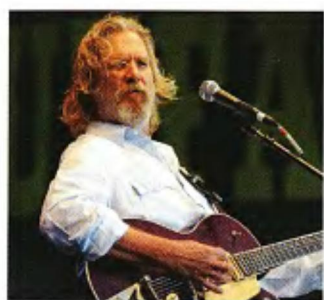
One of our favorite places to hang out is the original Broken Spoke Saloon where Jay Allen puts on a helluva good time. We chewed the fat with old timers such as Puppy, made famous in many Mike Lichter photos over the years. He calls the Broken Spoke "The heart of the rally" and we'd have to agree.

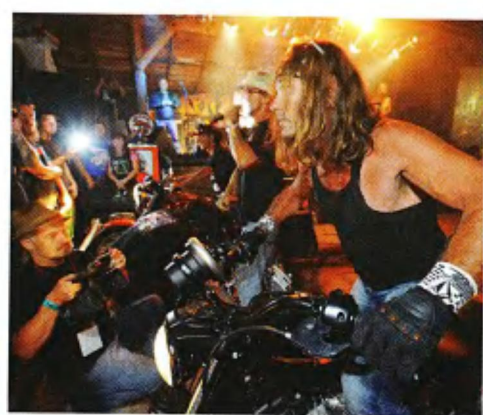
Deadwood was packed with riders looking to make a few extra bucks to get home in any of the many casinos in that wild west town, and, as always, Wednesday saw many scooter jockeys riding out to Hulett, Wyoming, for "Ham 'N' Jam" in the bizarre ritual of burning all the useful meat off their back tires.

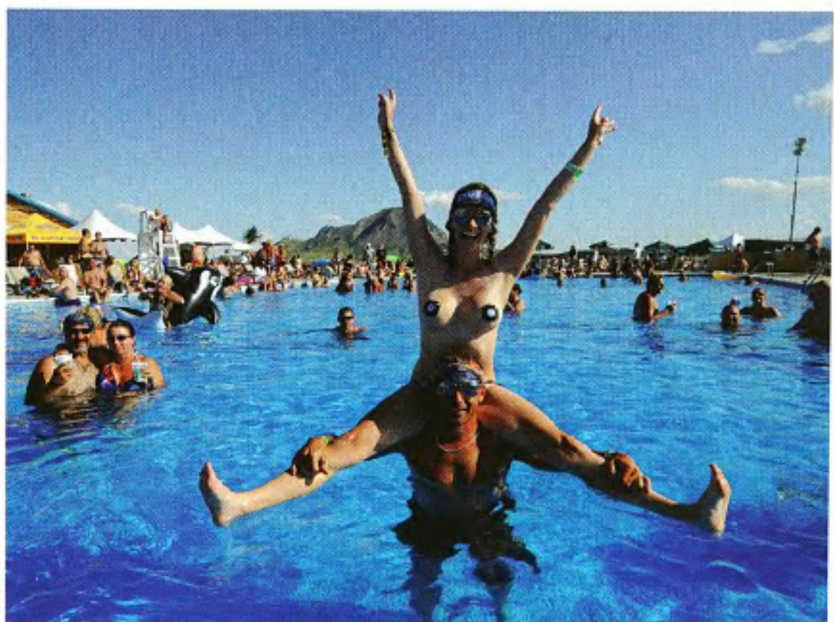
There were smiles on every face wherever we went during this year's run, from Mount Rushmore to the Devil's Tower and the mood was light and happy. It felt like the old Sturgis that so many of us love and remember from back before it got too big for its britches. It does your soul good to come home and see your family every year and Sturgis is a homecoming like no other.

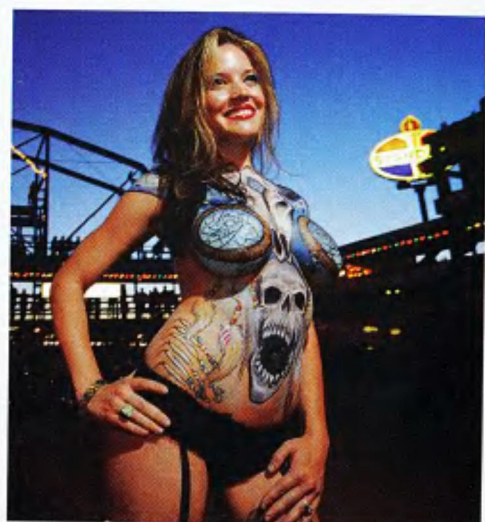
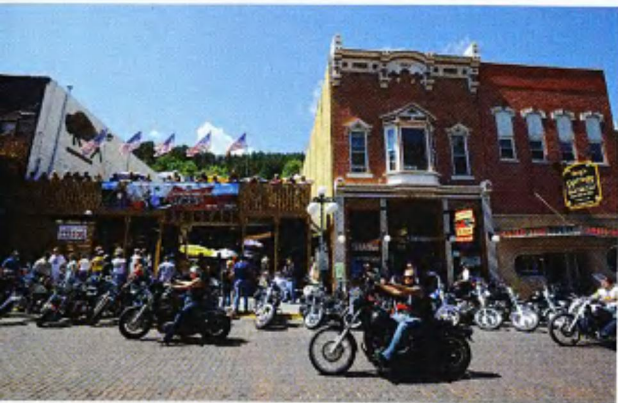
—Dave Nichols

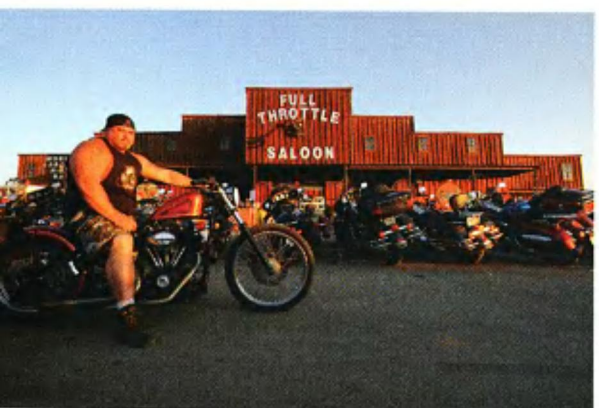












Photos: Michael Lichter

BLOWING A TIRE

Once again we found our Topless Tech sweetie, Angie Savage, working away at CycleWorks Etc, this time, repairing a tire. Never one to use more strokes than needed, she was doing it modern style, with air-powered machines. She says, "This mounting machine is the cat's meow. You don't have to beat and pry to get the tire off the rim and there aren't any bruises on the rim."

We agree; the machine is a big help. The only problem occurred when Angie unscrewed the tire's valve stem, the air that was still in the tire blew her top up over her eyes, so she ditched it, aw shucks.

"Fixing a hole in a tubeless tire is quick and easy, once the tire is off the rim. A tire machine saves about an hour on the job, so it should pay for itself in six months," Angie estimates. She is always thinking about costs and profits. We like the tire machines because they prevent scratching our rims.

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

—Bugle

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1 "This new tire machine, from K&L Supply makes my job easy," says Angie.



2 When Angie pulled the valve stem core out, the air went right up her top. She didn't like that, so she pulled off the top.



3 Angie used the bead breaker attachment to get into the tire. She said, "This is so much easier than a tire hammer and bar. I can save my energy for fun stuff."



4 Next she had to mount the rim on the top of the machine's turret. "Make sure that you get the machine's lugs inside rim's edge, then tighten them down," she says.



5 "Use a good tire lube to prevent chafing the tire's bead when you insert the tire iron," Angie cautions.



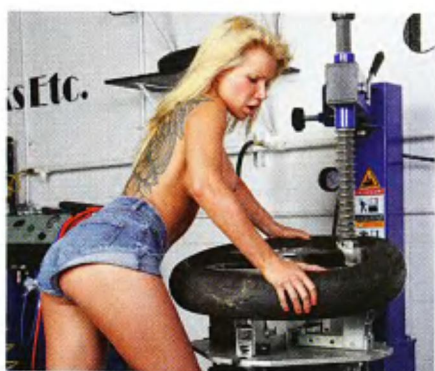
6 The shoe on the end of the machine's arm lifts the bead over the rim as the turret rotates the wheel. Can you spot the turret in this photo?



7 Angie got the tire off in under a minute.



8 "Before you apply the patch, use a small grinder to clean the inside of the tire," advises Angie.



10 Angie used the tire machine to mount the tire back on the rim. "It's just a push on the pedal, way cool," she says.



11 Angie finished off the tire by inflating it to 35 psi.



9 Angie is smiling because the job went well.

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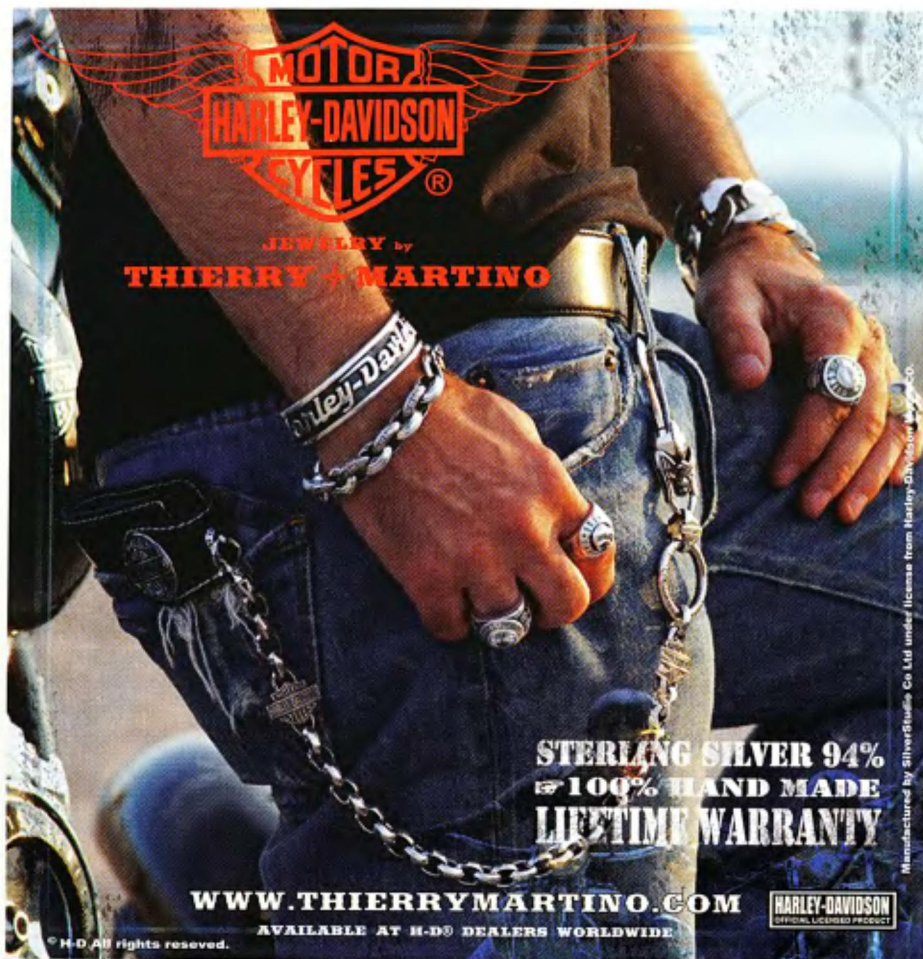


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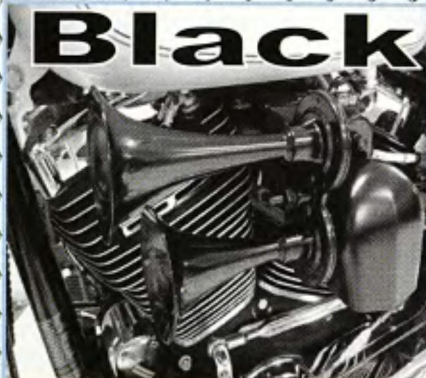
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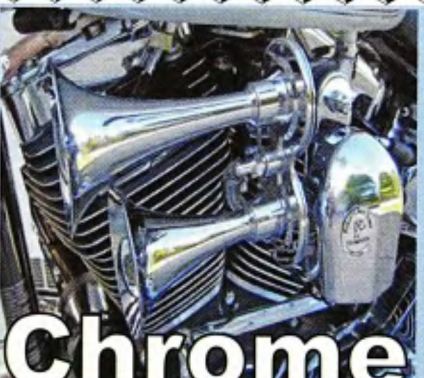
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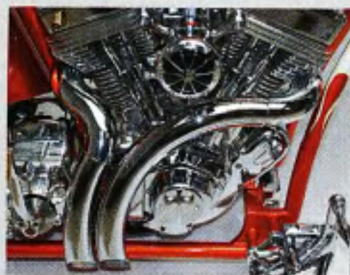
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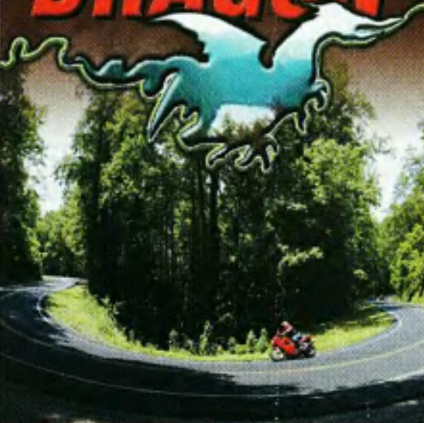
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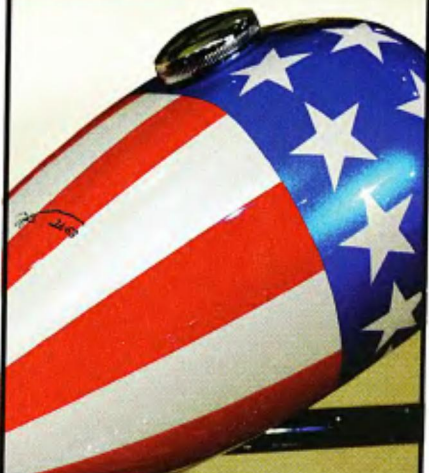
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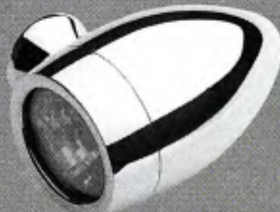
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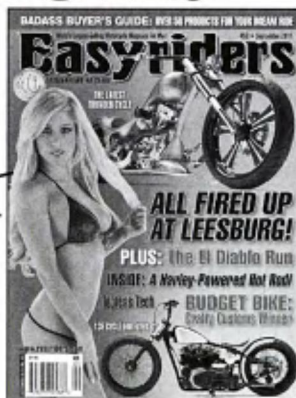
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All ads must be motorcycle related and are subject to publisher's approval.

AD SIZE	DIMENSIONS
1/3 pg vertical	2 1/8 x 9 3/4
1/3 pg square	4 1/2 x 4 3/4
1/6 pg vertical	2 1/8 x 4 3/4
1/6 pg horizontal	4 1/2 x 2 1/4
1/12 pg	2 1/8 x 2 1/4

BLACK & WHITE (Printed on Kraft Paper)

	3x	6x	12x
1/3 pg v	\$860	\$820	\$780
1/3 pg sq	\$860	\$820	\$780
1/6 pg v	\$570	\$550	\$520
1/6 pg hz	\$570	\$550	\$520
1/12 pg	\$290	\$270	\$260

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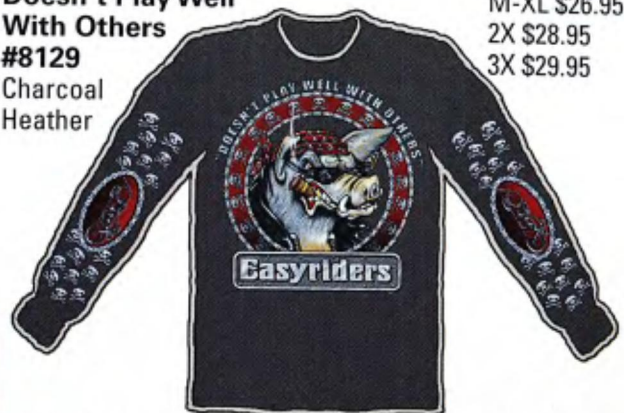
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Black

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2X \$28.95
3X \$29.95



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ROBERT LARSON'S 1946 EL KNUCKLEHEAD

A VERY GOOD YEAR

Considered among the top vintage bike experts in the country, the father and son team of Carl and Matt Olsen work out of their shop in Aberdeen, South Dakota, not far from Sturgis. Carl opened Carl's Cycle Supply in 1982 and starting taking Matt on cross-country rides when he was still in diapers, the passion for old iron running deep in both of them.

Matt is the youngest board member of the Antique Motorcycle Club of

America (AMCA). Together Carl and Matt have restored many high-scoring AMCA bikes and have also logged thousands of miles on vintage bikes. When Texan and bike fan Robert Larson decided he wanted a knucklehead, having previously had Carl and Matt do up a panhead motor for a chopper project, he knew where to go.

The overhead valve Harley knucklehead owns a special spot in the history of American motorcycling. It made its



Rather than a stock restoration, Robert wanted a period-correct bobber, something post-WWII returning U.S. vets might have put together.



debut in 1936 and was produced through 1947. Simply put, it was a big hit that kept on hitting, improvements following to the lubrication system, clutch, and brakes. A 74-cubic-inch version was introduced in 1941. Even movie star Clarke Gable was seen rumbling around on his 1942 knuckle. The EL high-compression (7:1) version, as seen here, produced 40 horsepower.

"We happened to have a correct frame and a stock knuckle motor, so we went from there," Carl tells us. "Rather than a stock restoration, Robert wanted a period-correct bobber, something post-WWII returning U.S. vets might have put together. With that in mind, he let us take it from there. We used as many period-correct, genuine Harley parts as possible, then fabricated the pieces needed to bobberize it with the right nostalgic touches."

That included the 1936 shifter gate, lowering the headlight, adding Flanders bars and risers, which were often used back in that time period, and also using a nice reproduction Crocker taillight. Matt made the exhaust pipes by hand and mounted them higher "scrambler style" just to be different. Because he intended to ride the bike a lot, Robert wanted better lighting, thus the stock 6V system was converted to 12V electrics so he could use a halogen bulb.





When it came time to talk about paint, Robert was in favor of going all black, but Carl suggested the silver and charcoal paint with some restrained scalloping, similar to the factory 1937 paint scheme. "When Robert first saw the bike," Carl says, "he totally fell in love with it."

Carl and Matt had brought the completed bike up to the Davenport AMCA show for delivery. Robert went home with the knucklehead bobber plus the show's trophy for First Place Period Modified. When asked if Robert was still enjoying the bike, Carl says, "I met up with him at a road run in East Texas and he was riding it, even in the rain. It's a stellar bike with good power, handles really sweet, and is really agile."

—Paul Garson



Owner: Robert Larson

City: McClellan, Texas

GENERAL

Fabrication: Matt and Carl Olsen

Year/make: 1946 Harley-Davidson

Model: EL Knucklehead

Assembly: The Olsens

Time: two years

Chroming: Pat Olbinger

ENGINE

Year/make: 1946 Harley-Davidson

Displacement: 61 cubic inches

Cam: factory

Ignition: shovelhead points

Pistons: Eastern, coated

Heads: O.G.

Lifters: Harley-Davidson

Carb(s): M35 linkert

Air cleaner: 1936-1940 6-inch

Pipes: Matt Olsen

TRANSMISSION

Year/make: 1946 Harley-Davidson

Modifications: close ratio

Shifting: hand

PAINTING

Painter: Gilby's Street Department

Type/color: PPG/

silver, charcoal

FRAME

Year/make: 1946 Harley-Davidson

Rake: stock

Stretch: stock

Shocks: rigid

ACCESSORIES

Bars: Flanders

Handlebar controls: Flanders

Fenders: custom, Matt Olsen

Headlight: Cycle Ray

Taillight: Crocker

Speedo: rebuilt Harley-Davidson

Dash: Harley-Davidson

Floorboards: shortened stock

Electrics: Cycle Electric/

12V conversion

Gas tank: 1940-1946 Harley-Davidson

Oil tank: stock

Oil system: Harley-Davidson

Seat: WRTT seat pan,

Dan Pugens cover

Grips: Indian

FORKS

Type: Harley-Davidson, offset

Extension: none

Builder: Harley-Davidson, Olsen

WHEELS

Size: 18-inch front,

16-inch rear

Wheels: Star hub

Tires: Coker

Brakes: Harley-Davidson drum

Photos: Michael Lichter

Contact: Carl's Cycle Supply

605-225-5702

Meet This Month's Winner!

Here's tempting Tawnie Brown whose boobies are round. Keep your hands off her melons or she'll give you a frown. She hails from L.A. but has little to say, about Joe Murphy's Kirk Taylor-built pro-street pavement pounder which doesn't really rhyme with anything. See more of her cute curves on page 102. What the heck, horny brothers, it's somethin' to do.

—The Retard Bard



Kaylea — Florida

#1101

My arms were wrapped around this guy and my legs wrapped around his bike, and I had an orgasm like I never felt before."



Kelley — Virginia

#1102

"I grew up riding with my dad and my first ride on a Harley was on his race bike around the track at AHDRA."

Win \$1,000!



Julie Lynn — Illinois

#1103

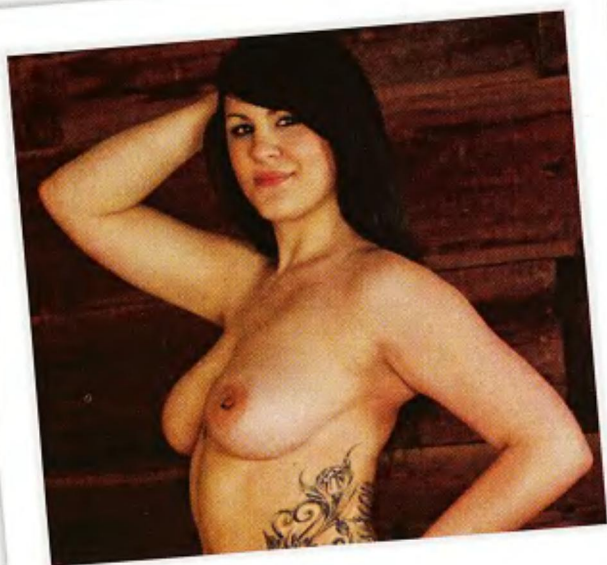
"My first ride left me begging for more, although I couldn't walk straight for three days."



Vanna — Colorado

#1105

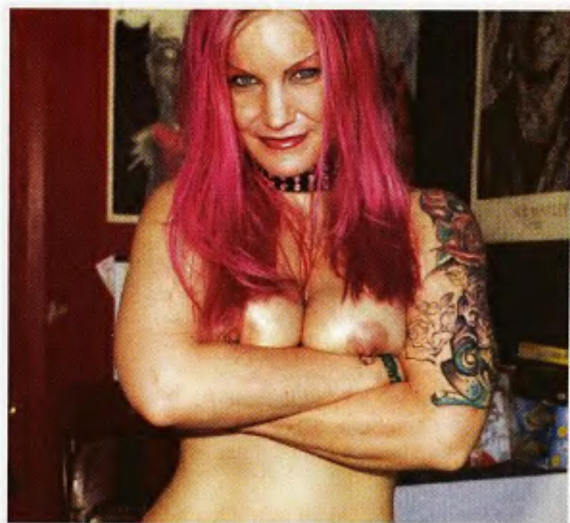
"I ride a Harley with a skirt and no panties—let freedom ring!"



Jessica — Montana

#1104

"It was a brisk night in Montana. I felt like nothing else in the world mattered, and I was wild and free."



Erotica — New York

#1106

"I was 15 years old on South Beach in Miami. It was a perfect day and the sound of the Harley was awesome."

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*.



Next month's Fox Hunt winner, Tancy Hanna from Florida, adds her soft curves to Drew Bedenbaugh's Hustler Machine hardtail. Don't miss this dynamic duo.

FOX HUNT

P.O. Box 3000,
Agoura Hills, CA
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I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Home Phone: () _____

Cell Phone: () _____

Date of Birth: _____

I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Daytime Phone: () _____

Evening Phone: () _____

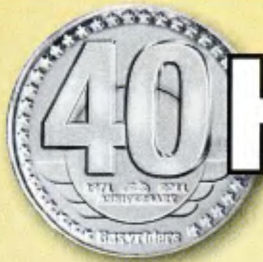
Photographer's Signature: _____

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

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

461

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!**



HOG WILD YEARS

and counting...

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

A commemorative, limited-edition 40th Anniversary coin is being minted by *Easyriders*. It will bear the image of David Mann's most famous artwork, *Ghost rider*. Though this coin should go up in value (Remember what issue #1 is now worth!), it is guaranteed to always be worth at least \$29.99 because you can spend it on *Easyriders* product at full value of \$29.99 – forever!

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

Joe Teresi, Founder

**TO ORDER: call 800-323-3484
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This limited edition coin is being offered exclusively to *Easyriders* readers. The number of coins minted will be restricted. No coins will be minted after June 30, 2011 and the dies will be destroyed.

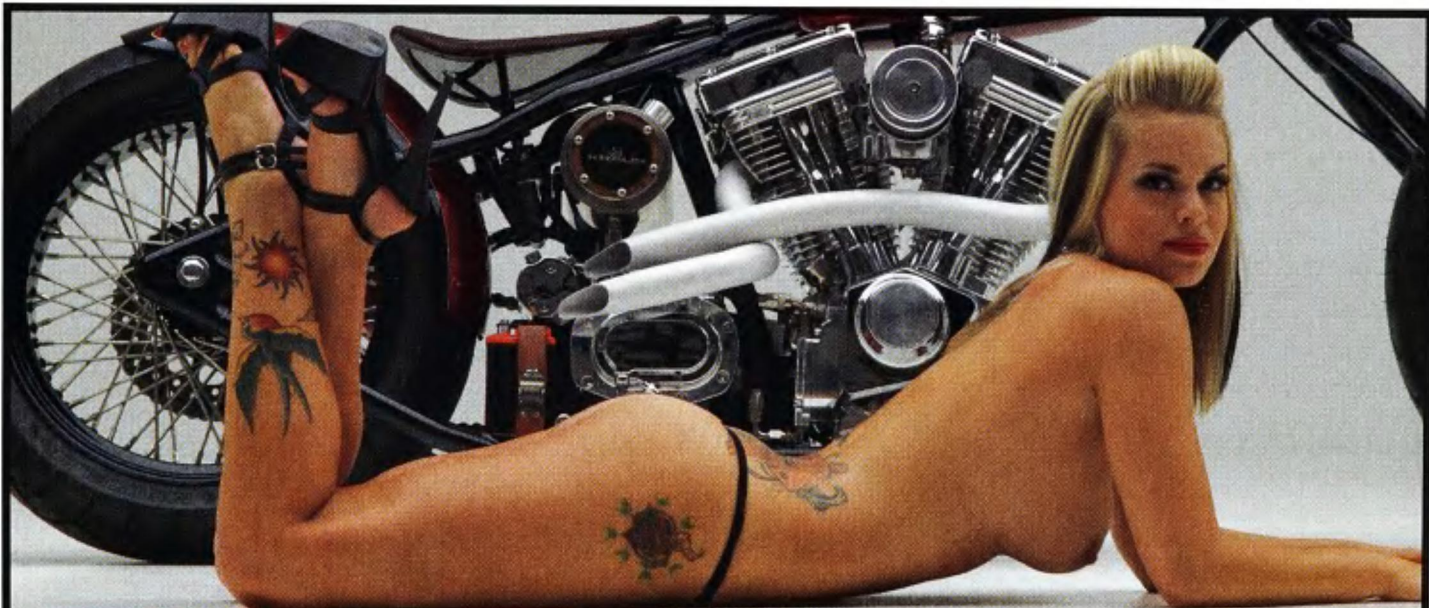
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KIRK TAYLOR'S POINTY PRO-STREET

GET THE POINT?



Kirk Taylor builds street-worthy motorized art from his Novato, California, shop, Custom Design Studios. Martial artist, real estate specialist, and confirmed bachelor Joe Murphy commissioned Kirk for this project he calls "Get the Point."

Joe wanted plenty of sharp, pointed angles and edges on his custom bike, and during the build process it sometimes seemed to Kirk like a theme that had the potential to go wrong.





Kirk put over 500 miles on it over a four-day weekend and tells everyone how comfortable it is.

With a little tug in the right direction, everything came out right. Starting with a hidden-shock Paul Yaffe frame, gas tank, and oil tank, Kirk got right to work by fashioning handmade fenders. You'll notice a Headwinds headlight, pullback handlebars, and Performance Machine controls up front, a custom seat by Don Claney, and classy PM wheels and brakes. From the sparkle of the diamond-cut heads on the 100-inch RevTech motor and Courtney Shamach's classy pinstripes to Kirk's artful design, this pointy pro-street scoot is no trailer queen.

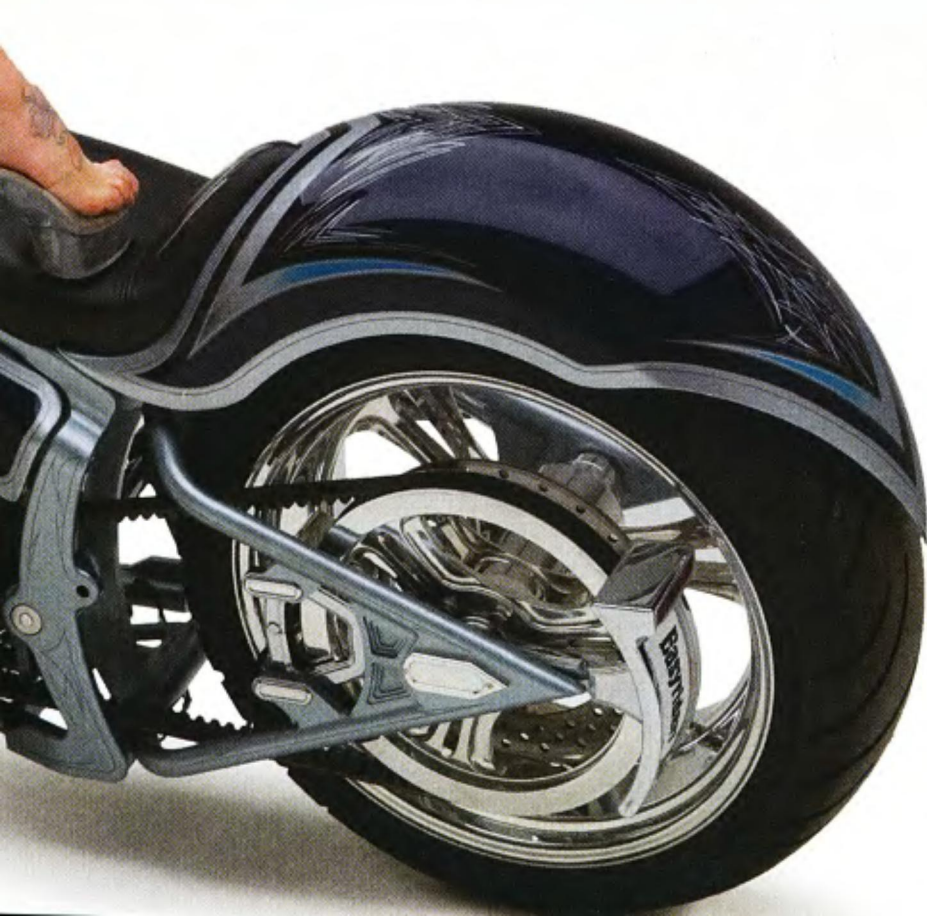
You can't fault Kirk for riding this perfect putt more than Joe has. Joe's favorite stretch of road lies between his bachelor pad on Dynamite Road and the nearest strip club. When Kirk delivered the bike during Arizona Bike Week, he put over 500 miles on it over a four-day weekend and tells everyone how comfortable it is, 240 tire and all.

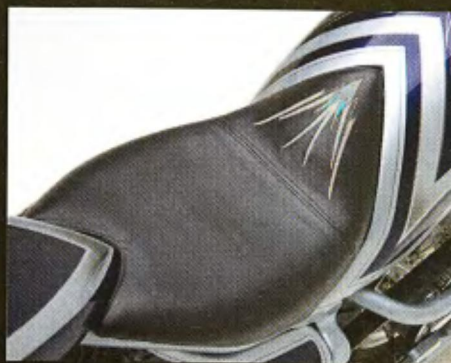
During one day trip, Kirk got caught in a major thunderstorm at Westwood and nearly drowned trying to swim the bike back on one lung with a fouled plug. By the time Kirk handed the keys over to Joe, all concerned got the point of this cool custom: If you can't ride 'em, they ain't worth shit.

—Cheese

This month's Fox Hunt winner is teasin' Tawnie Lynn from lovely Los Angeles. She sure strutted like a pro on Joe Murphy's pro-street.



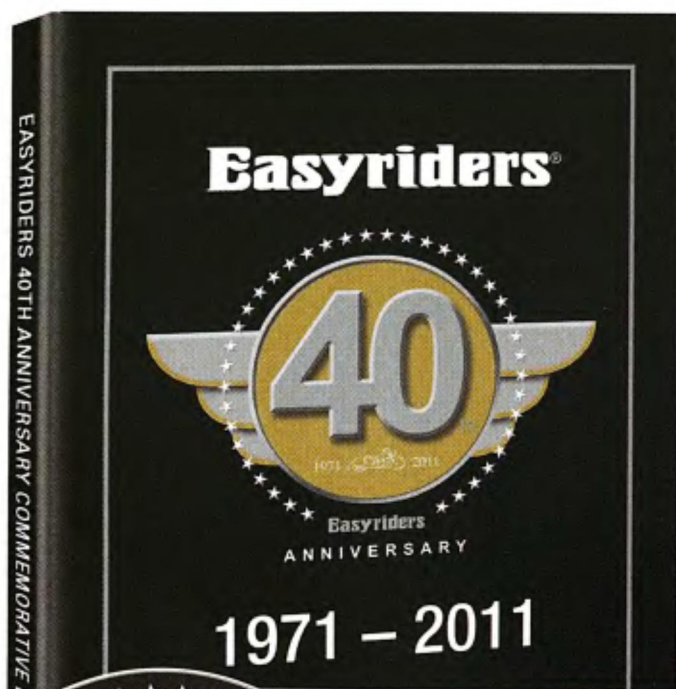




Owner: Joe Murphy
City: Novato, California
Fabrication: Kirk and Don of Custom Design Studios
Year/make: 2004 Custom Design Studios
Model: Custom Design Studios Pro-Street
Time: 1 year
Chroming: Pilgrim polishing/Meclec
ENGINE
Year/make: 2004 Rev Tech
Displacement: 100 cubic inches
Ignition: Rev Tech
Cam: 560 lift Rev Tech
Induction: Mikuni 45mm
Air Cleaner: v-stack
Pipes: Arlen Ness
TRANSMISSION
Year/make: 2004 Rev Tech 6-speed
Paint: Kirk Taylor
Type/color: DuPont/blue, silver pearl
Special Paint: pinstriping by Courtney Shamach
FRAME
Year/make: 2004 Paul Yaffee Originals
Type: hidden-shock
Rake: 38 degrees
Stretch: 5 inches back
Shocks: Works Performance
ACCESSORIES
Bars: Dave Perewitz pullbacks
Handlebar controls: Performance Machine
Fenders: handmade by Custom Design Studios
Headlight: Headwinds
Taillight: Paul Yaffee Originals
Pegs: Performance Machine
Foot controls: Performance Machine
Electrics: Custom Design Studios
Gas tank: Paul Yaffee Originals
Oil tank: Paul Yaffee Originals
Oil System: Custom Design Studios
Primary: Belt Drives LTD.
Seat: Don Clancy
Mirrors: Performance Machine
Grips: Performance Machine
FRONT END
Type: hydraulic, Deuce
Extension: stock
Builder: Custom Design Studios
WHEELS
Hub: Performance Machine
Size: 21-inch front, 18-inch rear
Tires: Avon
Brake: Performance Machine
Photos: Mike Chase

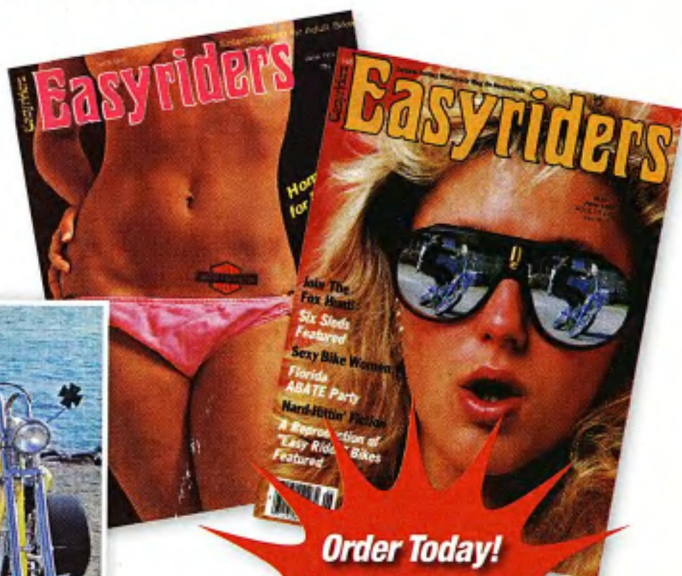
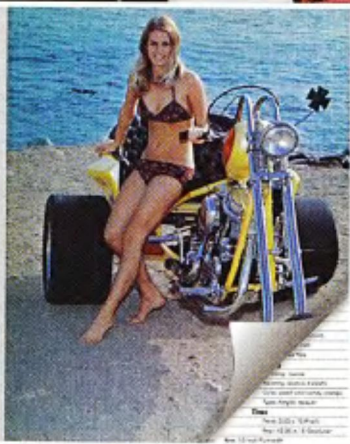
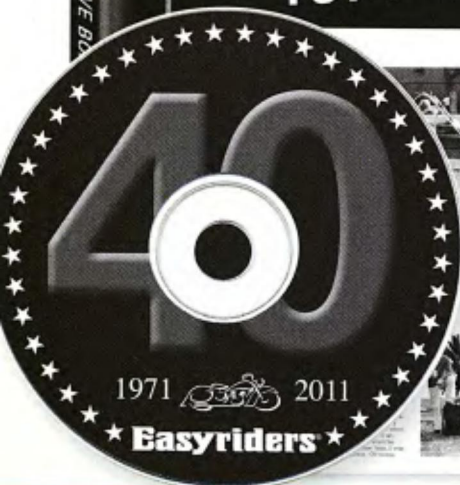
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ReadersRides

Fred Montalto **West Babylon, New York** **1960 Panhead Chopper**

You are looking at a very pretty 1960 panhead chopper, the kind of bike the folks who rode in the 1960s wished they could have built. Back then a lot of the things you see on here weren't even available, like the 5-speed transmission or the candy apple tangerine paint with an extra dab of metal-flake added to it, giving the bike a sheen and shine that's light-years ahead of standard skyline blue and white this bike might have come in had you picked it up from the dealer back then.

That dagger in the sissybar would also have raised more than one pair of



eyebrows, as would the fishtail pipes. But that's really not the point here, is it?

Fred says he had the bike built at Super Bikes in West Babylon, and the artwork was done by world-class artist and custom paint wizard Mike Terwilliger. The custom chromed and molded frame is "something you just do not see," Fred adds. That would include the graphics on the gas tank, too. They didn't have girls like that back in 1960, and those short-shorts that she's wearing, they were against the law back then. In fact, the only thing legal would have been those horn-rimmed glasses.

We can say that while the good ol' days were, well, good and old, it may be a good thing that they're gone, at least judging by this bike.

—Tripper



Photos: Julius Spedale Productions

Photos: Owner



Rick Aragon **Hillsboro, Oregon** **200 Custom Construction**

Rick's one bad mutha. I know this because he built this bike. Rick calls it "Bad Mutha Fucker," and I know that anyone with balls big enough to give his bike such a nasty name is one bad mutha.

Rick designed his own frame and then had it built—to his very own specs even—by the folks at Diamond Chassis in Riverside, California. He says he sort of copied Billy Lane a bit, who is another bad mutha. But he made his a little different. Notice the devil's pitchfork for the downtube.

Rick then chose the Twisted Choppers gas tank as a perfect match for the frame. And a fender; he only needed one. Another bad mutha is the motor, a 124-inch "ass-haulin' S&S," as Rick puts it. And for a front end, Rick went equally bad, with a 16-over springer from Redneck Engineering. Bad! And look at the wheels: twisted stainless steel spokes from Black Bike, the über-bad muthas of all wheel builders.

But there's handmade stuff too, from Rick, like the handlebars, which he welded to the springer's downtubes or the battle-axe foot controls. Rick's bad-assed friend, Jed at Uncle Jed's Leather, stitched up the seat with the bike's



name and a brass knuckle tooled right into it. I really don't know how much badder this bike could be. Really.

Okay, this does it: a set of pipes to resemble a double-barrel shotgun from Sinister Industries. Rick calls them his "drive-bys."

Rick has meanwhile sold this bike to "Gangster Bob," who apparently is not such a bad mutha. If he were, he'd probably call himself "Bad-Assed Gangsta Bob," or "BAG Bob" for short. But maybe now that he owns "Bad Mutha Fucker," he'll learn how to become a badder mutha.

—Tripper

The December *Easyriders* (No. 462) ramps up for the season of giving as we offer our Holiday Gift Guide of biker goodies as well as a Guide to Toy Runs across the country. Join us for all the action of the Easyriders Fowlerville Motorcycle Rodeo and get more great gift ideas in our Winter Roadware collection.

Custom bikes in this issue include a killer scooter by Warren Lane, a chilling chopper by Violent Choppers and a Boosted Brad bagger. You'll find another low-dough Crafty Customs winner, a wild retro racer from Fred's Speed and Sport, and a down-home chop job by the legendary Bubba Hayseed.

We'll order up a hot helpin' of tech tips and include another topless treat by Angie Savage, plus the usual cut-ups and giggles, boobies, and badass fun that only *Easyriders*. can bring ya. *On sale November 1st.*



The October issue of *V-Twin* (No. 126) takes you to all the farout fun of Arizona Bike Week. Plus ride with us to America's oldest rally in Laconia. We'll feature a Special Section about Amazing Custom Metrics to give you fresh ideas and bring you a Guide to Lighting and Electrical for your bike. All this plus a gaggle of Tech Tips and six sizzlin' bike features. *On sale now!*

The October issue of *Biker* (No. 276) features a very special ironhead Sportster adorned by the super hot Miss Denisa. We've got a sweet shovel, a trick trike, and Sweden's cleanest panhead bobber, plus a pile of wild parties to tantalize yer tortured head. *On sale now!*

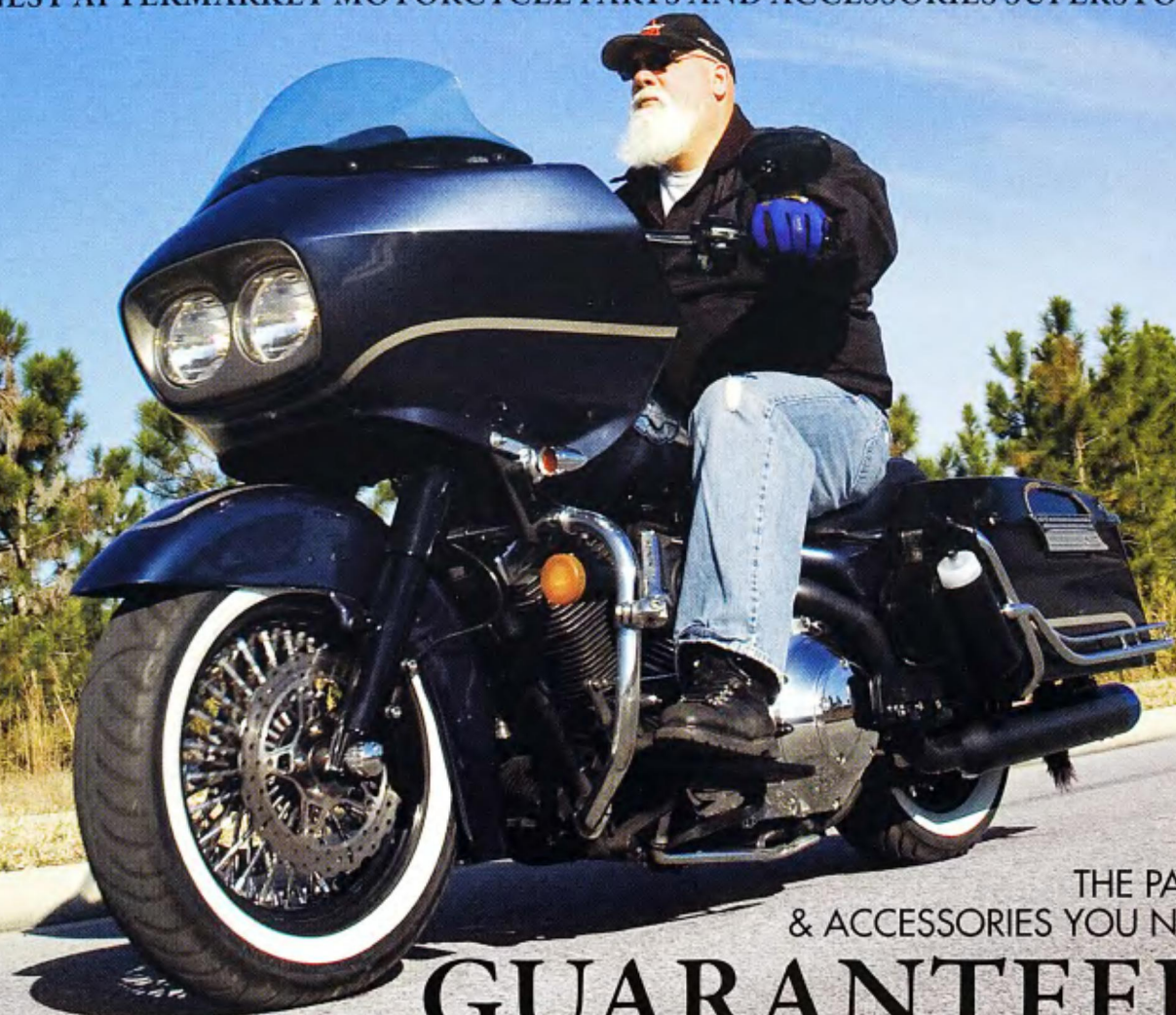


The September issue of *In The Wind* (No. 146) is in your face with Daytona Bike Week. Tasty Layla Rivera finds max comfort on a Frankenstein/Harley trike. We visit Bean Blossom Biker Fest and go around the country with the Easyriders Bike Show Tour to get a look at the finest custom rides in the USA.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

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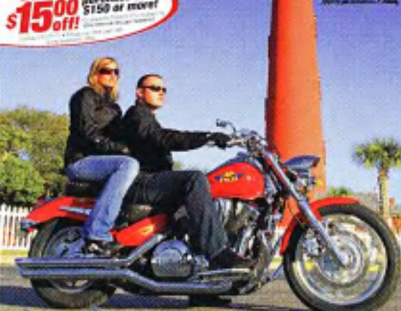
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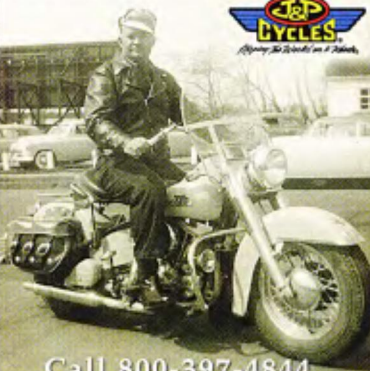
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