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You Gotta Follow The Rules

Some people are not cut out to be robbers. They just don't have the right credentials. A guy went into a bank for the purpose of robbery. But one teller refused his order for "all your money" (she told him she was "closed"), and another scolded him for breaking into the front of the adjacent line and for not removing his hoodie.

Welcome To Life In Prison

I guess you might call this "creative thinking." A man skipped out during his trial for aggravated assault. The judge was obviously annoyed, though the man was found guilty in absentia. When he was recaptured and returned to the judge's courtroom for sentencing, the judge organized a "welcome back" party in his honor, with balloons, streamers, and a cake to create a festive backdrop for her gleeful announcement that she was sentencing him to life in prison.

Court Quotes ~ Hard To Believe

Here are a few more quotes taken verbatim by a court reporter:

Attorney: Are you qualified to give a urine sample?

Witness: Are you qualified to ask that question?

Attorney: ALL your responses MUST be oral, OK? What school did you go to?
Witness: Oral....

Attorney: Were you present when your picture was taken?
Witness: Are you shitting me?

Attorney: Doctor, how many of your autopsies have you performed on dead people?

Witness: All of them. The live ones put up too much of a fight.

Dead Is Better

A guy was arrested for sexually assaulting an unconscious woman. He denied the accusation saying that he would never do such a thing. He said, "I thought the lady was dead."

A Cremated High

Things aren't always what they seem. Thieves broke into a house and stole a white cardboard box filled with a grayish-white powder. The police said it looked similar to high-grade cocaine and the thieves probably thought they'd hit the big time. The victim later went in front of the TV cameras and pleaded with the burglars, "Please return the cremated remains of my sister, who died three years ago." The next morning, the bullet-riddled corpse of a local drug dealer was found on the victim's doorstep. The cardboard box was there, too. About half the sister's ashes remained, and taped to the box was a note that said, "Hoochie [the dead drug dealer] sold us the bogus blow, so we wasted Hoochie. Sorry we snorted your sister. No hard feelings. Have a nice day."

Criminal Damage

Yet another explanation upon arrest for criminal damage to property (breaking into a neighbor's garage and shitting on the floor): A man claimed that he thought he was in his own garage.

A Walmart Hard-On

A man was arrested and charged with indecent exposure while driving around the parking lot of a Walmart. But he couldn't help himself. He said that when he comes to Walmart, he gets aroused.

A Fashion Statement

A new creation—a floor-length dress made from 3,000 cow nipples was introduced in the fashion world. Of course it brought lots of protests from people against animal abuse, but it was explained that the nipples had been discarded by a tannery and that the use of them was actually "recycling." The designer was so busy dealing with the animal abuse aspect that she didn't have to explain why anyone would want to wear a dress made of cow nipples.

Alarming News

There was a recent headline that stated, "Miami Invaded By Giant House-Eating Snails" (up to 10 inches long, the snails attach themselves to stucco walls and slowly gnaw on them). Sounds like some heavy-duty escargot.

It's Beer ~ Whatever It's Called

A liquor manufacturer convinced Germany's Federal Patent Court to award trademark protection to its schnapps with the brand name Ficken. In German this translates to Fuck. The court said that the name is unquestionably in poor taste but is not "sexually discriminatory" and doesn't violate public morals. In fact, the court noted, the word is widely used in Germany. In March 2010 the European Union trademarks authority granted a German brewery the right to call its beer "Fucking Hell"—the first word of which is the actual name of an Austrian village and the second a German word referring to light ale.

Wish I'd Thought Of That

Comedian George Carlin once said he wanted his tombstone to read, "Geez, he was here just a minute ago."

Laws Still On The Books

In Maryland it is illegal to sell condoms from vending machines with one exception: places where alcoholic beverages are sold for consumption on the premises. In New Jersey it is illegal to wear a bullet-proof vest while committing a murder.

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David Covington's Psycho II shot by Michael Lichter. Santiago Chopper and Fox Hunt Winner Kaylea shot by Don Rogers. Special imaging by Jeff Biggs.

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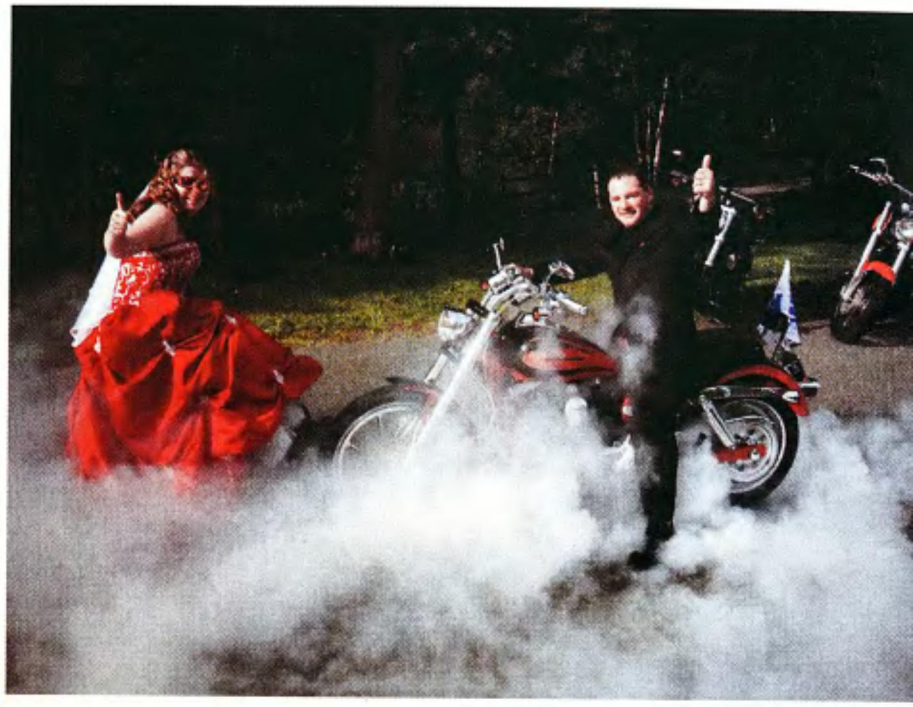
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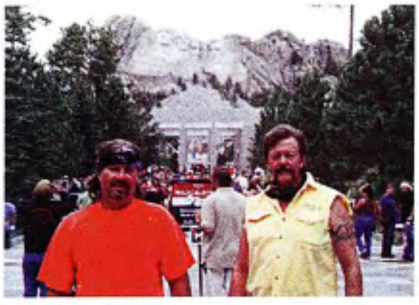
In August of 2010 I was at one of the greatest weddings of all time (in my opinion). It was a Harley-Davidson-themed wedding, and I was blessed by being invited to be one of the groomsmen in the wedding party. One of my best friends ever, Doug Voisey, better known to his friends as Hammer, was finally smart enough to ask his longtime girlfriend, April King, to marry him.

Doug and I now live in Alberta working on drilling rigs. They had planned to hold the wedding in Newfoundland where we were born and raised. Good call on their part because it is frigging beautiful. Doug hauled his bike, my bike, and my wife's bike 6,200 kilometers



from Edmonton to Newfoundland for the whole shindig. Congratulations, Hammer and April.

Derek Rideout
Alberta, Canada



Sturgis 2011

These are my friends since third grade (1968), Danny Potter and John Epps, at Sturgis Bike Week 2011. And yes, we rode ours from Baltimore, Maryland. Been planning this trip since I was 17. Finally made it at age 52.

John Epps
Manchester, Maryland

A Soldier Speaks

I'm a deployed soldier who subscribed to your rag during my tour here in Iraq. Seeing those bright, perky, American breasts bouncing along while riding some American iron really gives me the motivation to make it back home. Thank you.

SPC Eric Zander
Basrah, Iraq

100K

I was 12 when I got my first dirt bike, a 50cc Yamaha with a stripped kickstart. I begged my dad for it and pushed it more miles than I ever rode it. I went from that to a KDX 250 (had to use a cinderblock to get on and let it fall over to get off). When I was 15, I found a 1981 KZ750 in the hayloft of the dairy barn on my uncle's farm where I worked.

I left for the Navy right after high school. That KZ carried me another year when I got home. With my first good job, I bought a brand-new the bike that I send you the picture of today—my 2002 FXDWG.

On September 18, 2011, I gathered some good friends and, together, we crossed the 100,000 mile mark on my Wide Glide. It wasn't a nice day, cold, raining on and off, which limited my turnout, but I got the best of the best, those who knew what it meant to me.

Those 100,000 miles are because I ride when I have a good day, and I ride when I have a bad day, rain or shine. It went so fast because it's the only time I really feel like I have enough air to breathe properly, and because riding is one of the few times in life I feel like I am really "in control" of anything when there is so much we can't control.

Brian Tucker
Cedar Rapids, Iowa

Well said, Brian. Ride easy.

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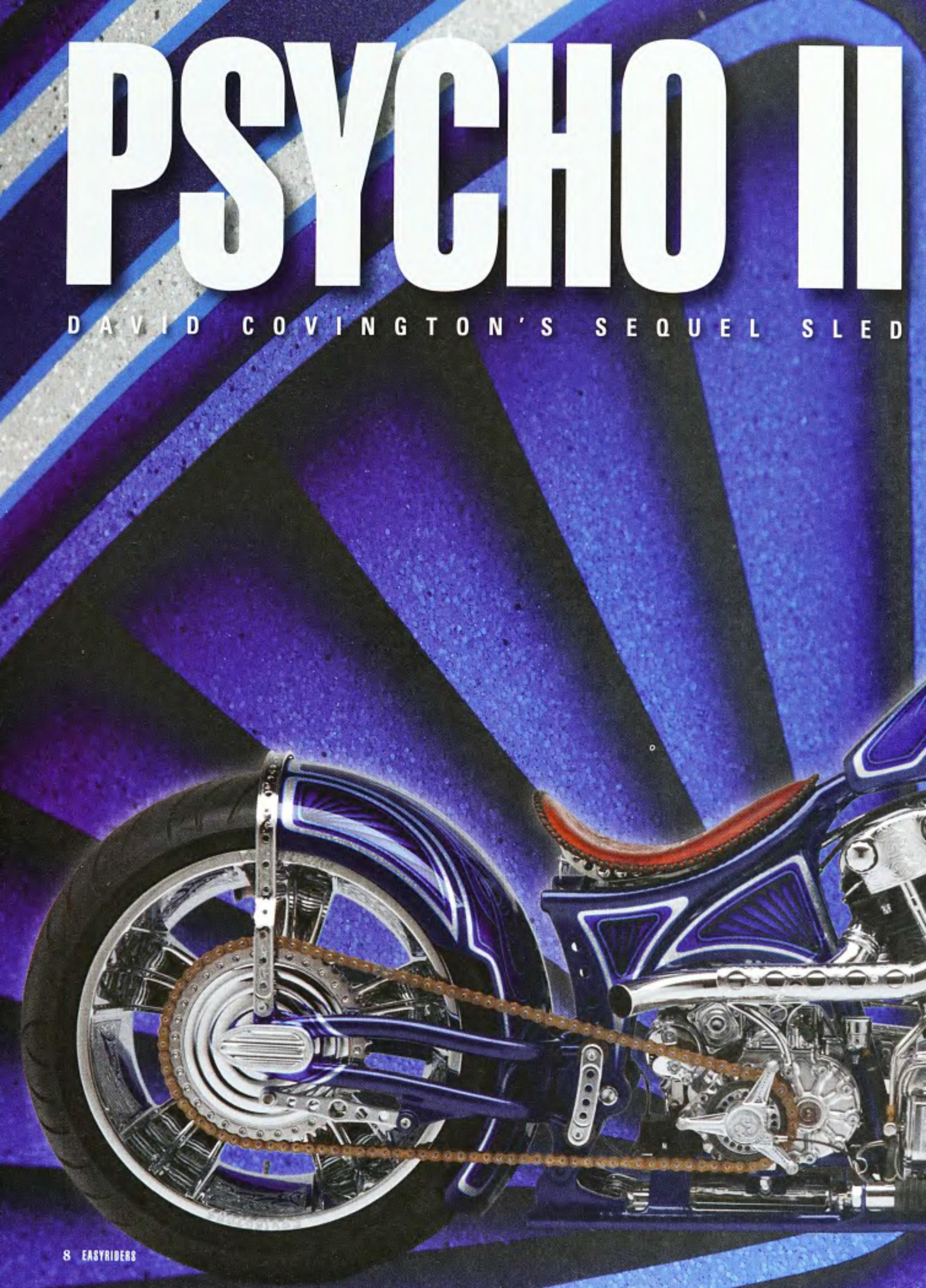
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PSYCHO II

DAVID COVINGTON'S SEQUEL SLED



Chances are you've seen this bike before, but you'll be forgiven if you don't immediately recognize it. A couple of years back David Covington built a bike, a long, tall, black chopper, for the Artistry In Iron Show. Flamed out from nose to tail, the thing was a looker and a definite crowd-pleaser. This is that very same bike, sort of.

"Back then everyone told me I should build a chopper," David says, "and I listened." But he was never really in love

The switch from long and tall to low and short made an already good bike a great one.





with the thing. "It's not that it was a bad bike," he goes on. "It was actually pretty cool. It just wasn't me." This version, the same bike the second time around, is the bike David wanted in the first place.

"About a year ago I made the change," David tells us. He stripped that chopper down in about a day and put the frame up on the table for a little surgery. When the sparks settled, he had changed the backbone and downtubes from the original 8-up to a standard height, decreased the rake angle to a more manageable 38 degrees, and switched to a considerably shorter Paughco springer, a 2-inch under. A fair question might be why he chose to redo that black bike instead of starting over from scratch. The answer comes quickly. "There was a lot to like about that chopper," David says. The twin-carbed Accurate Engineering knucklehead, a pretty special engine using two rear cylinder heads, ran like a champ. Matched with a Baker Torque Box, it was a solid and dependable power package. The wheels are the same ones from the black bike, one-off 3D pieces machined up right here there at the Covington's Oklahoma shop. In fact, the gas tank, the oil tank, seat and matching grips, all the electricals, the pipes, even the rear fender, were already there. It was just a matter of making the bike a lot lower and a lot shorter.

"Basically, I got to refine that original build," David says. "Take a second look at everything." Of course a new paint job figured in, also more along the lines of what David originally wanted. The base blue went on in the Covington stray booth with Brian Loker following up with the candies and graphic panels. This whole makeover didn't take long, either, about two months total and most of that time was spent waiting for paint to dry and the trick new engraving to

be completed on that replacement Paughco springer.

"All I really did was change the front of the frame, switch to a shorter springer, and shorten up the swingarm," David deadpans—like that work was nothing. But with that done, and the brilliant new paint, most folks don't have a clue that they're looking at a black chopper underneath.

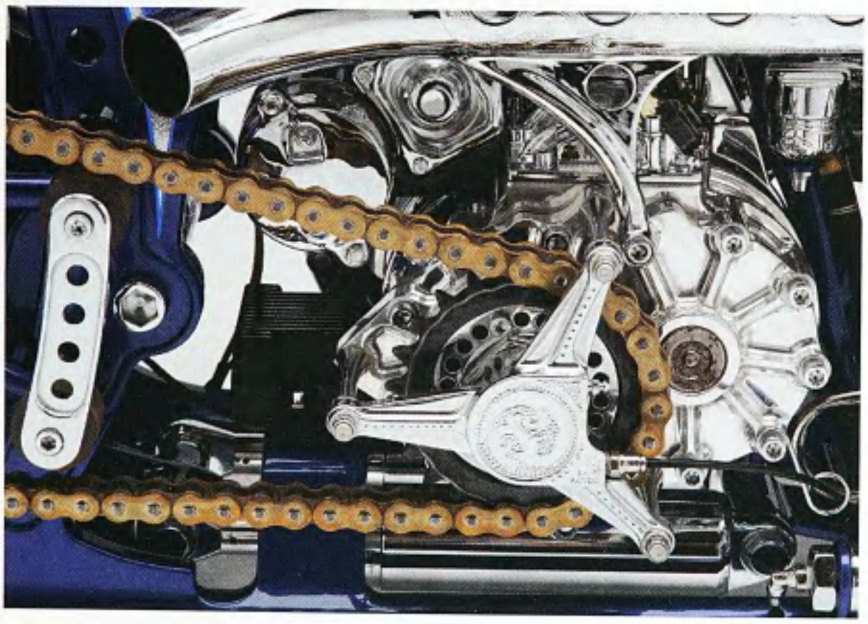
—Joe Kress













Owner: David Covington
City: Woodward, Oklahoma
GENERAL
Designer: David Covington
Fabrication: Covingtons Customs
Year/make: 2010 Covingtons Customs
Model: Psycho, Take II
Assembly: Covingtons Customs
Time: 2 months
Chroming: Chrome Masters
ENGINE
Year/make: 2009 Accurate Engineering knuckle
Displacement: 103 cubic inches
Ignition: Mallory
Cam: Andrews, special grind
Carb: Mikuni
Air cleaner: Covingtons stacks
Pipes: Covingtons Customs
TRANSMISSION
Year/make: 2010 Baker Torque Box
Shifting: 6-speed
PAINT
Painters: Dusty Brown, Brian Loker
Type/color: DuPont, House of Kolor/ Chrysler Blue, Candy Cobalt Blue
FRAME
Year/make: 2010 Covingtons Customs
Type: Psycho
Rake: 38 degrees
Stretch: 2 inches
Shocks: Works Performance
ACCESSORIES
Bars: Covingtons apes
Handlebar controls: Magura, custom
Fenders: Covingtons Customs
Headlight: Drag Specialties
Taillight: V-Twin Mfg.
Pegs: Covingtons Customs
Foot controls: Covingtons Customs
Gas tank: Covingtons Customs
Oil tank: Covingtons Customs
Seat: Duane Ballard, leather
Grips: Covingtons Customs/Duane Ballard
FRONT END
Type: springer, narrow
Builder: Paughco
WHEELS
Make: Covingtons Customs, one-off 3D
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: Performance Machine/ Custom Tech
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The new Single-Sided Swingarm Bag in distressed brown from Harley-Davidson hugs the frame of 2006-later Dyna models with a solo seat. With a capacity of 265 cubic inches, this bag can hold riding essentials and eliminate stuffed pockets and bungeed duffels. Constructed of heavyweight leather, the bag features a pouch-style flap lid secured by two quick-disconnect clips that are hidden behind traditional straps and buckles. The semi-rigid-backed bag is attached to the left side of the motorcycle with easy-to-install brackets and adjustable straps and is available in rich black leather or distressed brown leather finish. Requires removal of passenger pegs.

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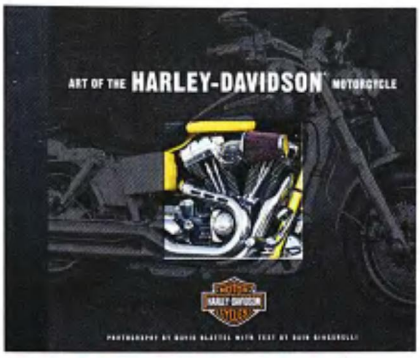


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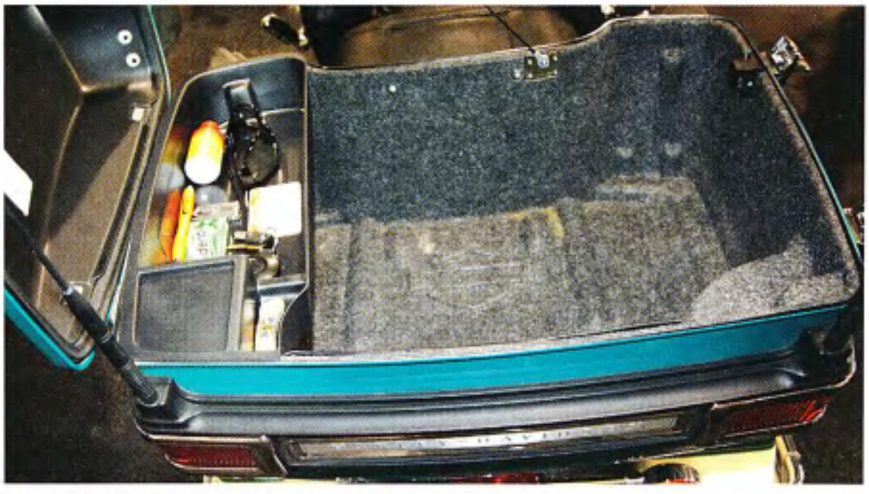
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Photo: Randy Brown

Randy Brown Is Ridin' High!

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Imagine getting a phone call out of the blue and being told that you are the Grand Prize Winner of the *Easyriders* Sweepstakes. That's what happened to longtime rider Randy Brown *(above)* of Glenmoore, Pennsylvania. "I was shocked when I got the phone call," Randy says. "I would have taken the new Harley-Davidson, but I'm in the middle of buying a house and the cash will sure come in handy." Randy decided to take $15,000.00 in cash rather than pick out the Harley model of his choice.

Randy won big and so can you. Watch beginning the April issue of *Easyriders* for our 2011 Sweepstakes ad and enter to win."

—Dave Nichols

Coast To Coast

Biker News

CONGRESSMAN CHALLENGES THE SCIENCE OF E15 GAS: U.S. Representative Jim Sensenbrenner (R-WI) has introduced legislation to require the Environmental Protection Agency to "seek independent scientific analysis on the effects of 15 percent blend ethanol gasoline" (E15), which the EPA recently allowed to be sold for use in 2001 or newer vehicles, though its use is not approved in motorcycles and ATVs or most small air-cooled engines. Using the hotter burning fuel could cause premature wear, engine damage, and void the manufacturer's warranty.

"The EPA's decision to allow E15 into the marketplace will impact every American who owns a car, lawnmower, or boat," said Sensenbrenner in announcing his bill, H.R.3199. "Automakers insist that using E15 will void warranties, lower fuel efficiency, and cause premature engine failure. In off-road engines, the effects can even be dangerous for users."

Motorcyclists should be concerned about the availability of compatible fuel supplies if gas stations primarily provide E15 gasoline that's EPA approved for the majority of their customers—but no motorcycles or ATVs appear on the EPA's list of vehicles approved for use of E15.

"There are serious concerns that the EPA used only one Department of Energy test and rushed E15's introduction into the market place. This test was limited in scope and ignored a plethora of evidence (albeit inconvenient evidence for the EPA) that shows E15 gasoline has a negative effect on engines," according to Sensenbrenner. "I introduced this legislation to ensure a decision of this magnitude will be vetted by independent scientific research, rather than political expediency."

BIKERS' RIGHTS TO HEALTH CARE: Like some unions that have negotiated lower health care costs by excluding insurance coverage for so-called "risky" behavior such as horseback riding, skiing, and riding motorcycles, the state of Georgia may also soon exclude motorcyclists from receiving its healthcare benefits.

The chairman of a House study committee looking at Georgia's health benefit plan said the state might require employees to disclose dangerous activities like skydiving and riding motorcycles.

State Rep. Carl Rogers, a Gainesville Republican, said that the panel is looking to bring down skyrocketing costs in the state health plan. Earlier this year, lawmakers were forced to scramble to fill a $300 million budget hole for the health benefits.

Rogers told the Associated Press that state employees who take part in risky activities might eventually pay higher premiums.

"NO COLORS" RULE RESCINDED AT KENTUCKY EVENT: Following failed negotiations with Beech Bend Park near Bowling Green after it announced it would no longer allow club colors of any kind at its All Harley Drags, the Kentucky Motorcycle Association/KBA called for a boycott of its events until the policy was changed.

"After the word went out, it is my understanding that several hundred phone calls went to the offices of Beech Bend Park," said Jay Huber, president of KMA/KBA. "As a result of those calls, the management at Beech Bend has reversed its decision regarding no colors at its events.

"The KMA/KBA, along with the Kentucky Confederation of Clubs, is committed to eliminating this type of discrimination as it hurts the entire biker community," said Huber. He added that his organization will post listings on its website of businesses that discriminate by not allowing colors and urge "that ALL bikers please refrain from using the services of any business that participates in this type of action."

CONTINUED NEXT PAGE

Biker News CONTINUED

SUIT CHARGES DISCRIMINATORY ENFORCEMENT OF NEVADA HELMET LAW: A dozen motorcycle riders recently filed a class action lawsuit charging arbitrary and discriminatory enforcement of Nevada's helmet law. The suit filed in U.S. District Court charges "defendants, through their agents, have an ongoing pattern and practice of issuing helmet tickets to the class members that are not supported by constitutionally sufficient probable cause, thereby violating the civil rights of the class members." The action blames Clark County and the cities of Las Vegas, North Las Vegas, Henderson, Mesquite, and Boulder City, and their police departments for the disparity in enforcement. If certified as a class, the suit could represent more than 40,000 motorcycle riders in the county.

The group is ultimately hoping to win repeal of Nevada's helmet law, but this lawsuit is not about whether or not the government has the right to require motorcycle riders to wear helmets, which the Nevada Supreme Court ruled that it does. The action accuses local police and prosecutors of selectively enforcing the helmet law and of using it unconstitutionally to hassle bikers.

"This violates the Fourth Amendment to the U.S. Constitution barring unreasonable search and seizure," commented A.I.M. (Aid to Injured Motorcyclists) Attorney Sam Hochberg in *The Gunny's Sack* monthly e-column. "The suit also alleges violations of the 14th Amendment protections against arbitrary and discriminatory enforcement. They are saying the fines are all over the map with no balance. The suit essentially says that law enforcement folks are using the Nevada helmet law to harass motorcyclists."

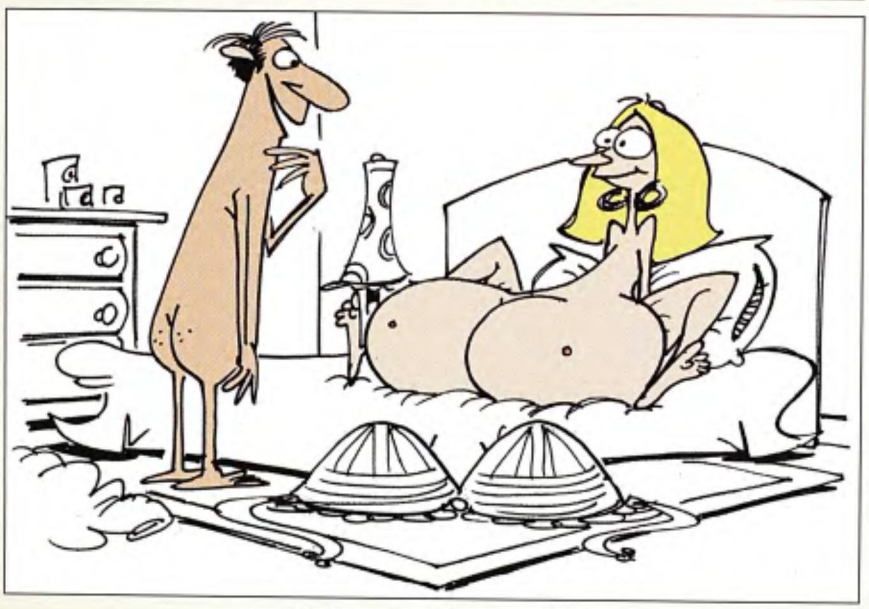
NATIONWIDE MOTORCYCLE THEFTS DOWN: A motorcycle is stolen every 9.5 minutes in America, but according to a report by the National Insurance Crime Bureau, motorcycle thefts last year were down 24% from their 2007 total. There were 65,678 motorcycles reported stolen in 2007 compared with 49,791 in 2010, according to data from theft reports contained in the National Crime Information Center.

The top five makes stolen last year were: (1) Honda, 12,260; (2) Yamaha, 9,853; (3) Suzuki, 7,869; (4) Kawasaki, 5,470; and (5) Harley-Davidson, 3,301. Combined, these five brands accounted for 38,753 thefts in 2010, or 77.8 percent of the total.

The top five states with the most motorcycle thefts in 2010 were: (1) California, 5,662; (2) Texas, 4,394; (3) Florida, 4,148; (4) North Carolina, 2,649; and (5) Indiana, 1,925. These five states accounted for 18,778 thefts, or 37.7% of the total.

WEIRD NEWS: MOTORBIKERS TAKE BITE OUT OF APPLE: Just like in the movies, seven motorbike riders carrying passengers wearing full-face helmets recently conducted an early-morning "smash-and-grab" robbery by busting a window of an Apple Store in central London and stealing Mac laptops, iPads, and iPhones worth thousands of dollars. "Apple is a big ticket item and a very easy sell," deputy inspector Gregory Antonsen told the International Business Times, calling this one "primarily an Apple case."

—Bill Bish, NCOM



"That's my kind of beaver shot."

Events

MRF's 27th Meeting Of The Minds

Hosted by ABATE of Michigan, more than three hundred Freedom Fighters attended the MRF's 27th Annual Meeting of the Minds (MOTM) in Romulus, Michigan. The hospitality shown to attendees by ABATE of Michigan was outstanding. The workshops presented were very informative and extremely well done. There were two workshops that really stood out. The first was "A Biker's View of the Constitution" presented by ABATE of Georgia's Jesse McDugald, who taught high school social studies for eight years and is very knowledgeable about the U.S. Constitution. I just wished that I could have had Jesse as my teacher back in my day. His workshop was packed, and folks if you missed it this year, you can redeem yourselves at the MOTM in 2012.

The second, entitled "Sustaining Motorcycle Club Meeting" was hosted by "Still" Ray Fitzgerald of ABATE of Arizona and the ACMC. It was also packed to standing room only. There it was announced that for the very first time the Southern Nevada Confederation of Clubs are hosting the MRF's Best of the West in June 2012 in Las Vegas.

Our congratulations to all the MRF award winners especially to Denny Lange, ABATE of Illinois, who won the MRF's coveted Farmers Award. In 2012, the MOTM will be held in Durham, North Carolina. We'll see you there.

—Twiggy

HEMME-POWERED

CHRISTY HEMME ROCKS THE EASYRIDERS BIKE SHOW TOUR!





The Easyriders Bike Show Tour is proud to feature the band HEMME this season. Christy Hemme is known as the backstage and ring announcer for Total Nonstop Action Wrestling on Spike TV and has been an actress, singer, model and, yes, a professional wrestler!

The self-described "tomboy" loves racing dirt bikes and owns a Harley Dyna Low Rider. You may have seen her struttin' her stuff as a member of The Purrfect Angelz and she has appeared in *Maxim*, *Playboy*, *Rolling Stone*, and *Muscle and Fitness*. She has also appeared in the music video for Trace Adkins songs "Chrome" and "Honky Tonk Badonkadonk." Christy was also featured on the WWE series *Raw* as a runner-up on its Diva Search.

After four years of working with numerous professional musicians, HEMME began forming in April of 2008, when Christy met up with accomplished musician and songwriter Eric Friedman. Eric was the lead guitarist for the successful bands Submersed on Wind Up records, super group Daughters of Mara on Virgin Records, and toured with reunited band CREED. Eric has written songs on soundtracks for major motion pictures Electra, The Fantastic Four, and The Punisher. With his soulful blues/rock background, Eric and Christy have a natural chemistry. The addition of Submersed and Eye Empire drummer extraordinaire, Garrett Whitlock rounds out the hard-rockin' trio.

As lead singer of the band HEMME, Christy has released five songs on MySpace and has recently released a new song, "Don't Give Up" and a new EP entitled "Where are You," available on iTunes.

Ride to an Easyriders Bike Show near you and rock out with Christy this winter! And check out more about Christy Hemme on the Web at www.HEMME.co, e-mail info@hemme.co, or Twitter Christy at /hemmepowered.

—Phantom

Photos: Christy Hemme

BIKER INK



Tom Maurer of Wilton, Iowa shows off his 2010 Harley on his left calf.

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

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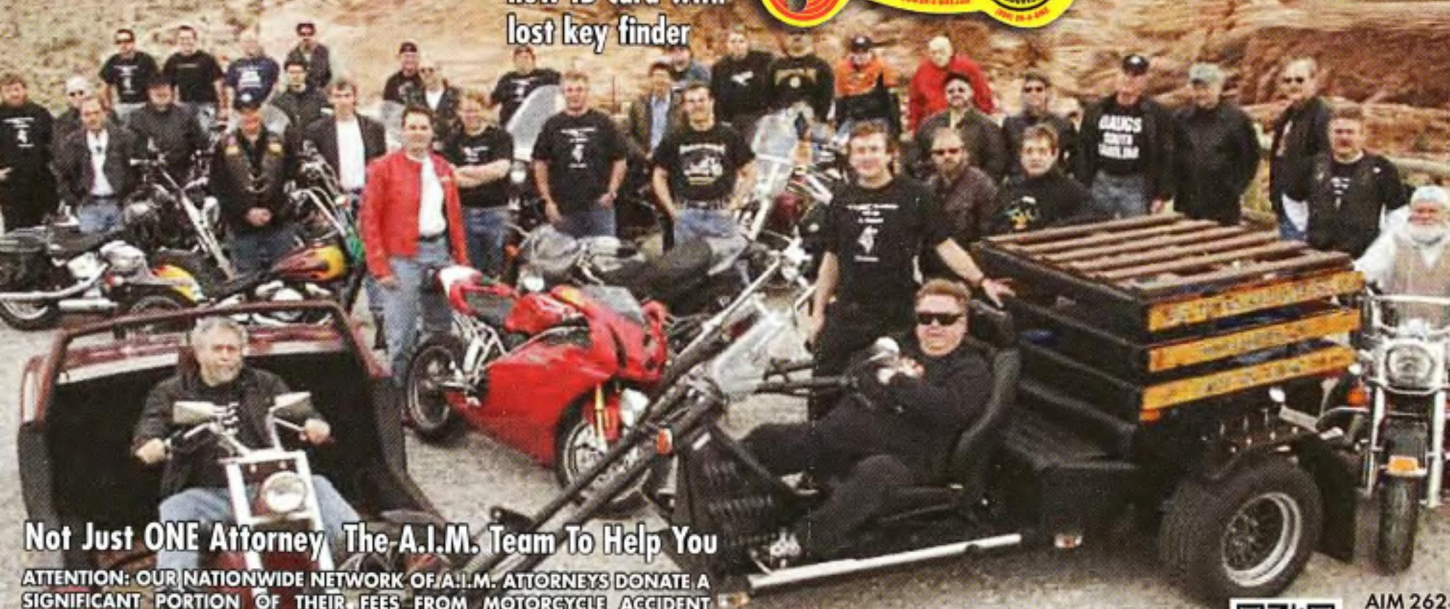
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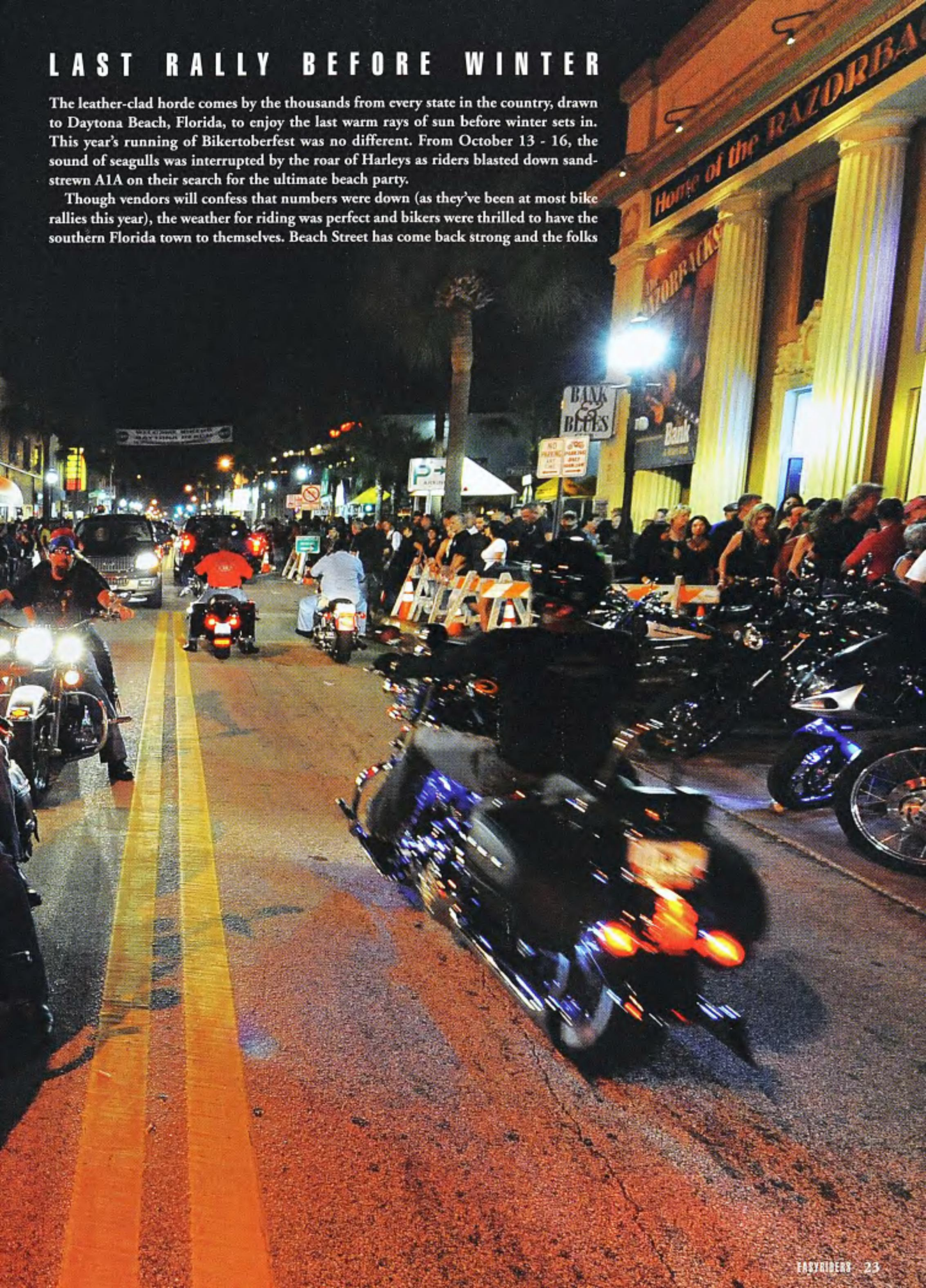
BIKETOBERFEST



LAST RALLY BEFORE WINTER

The leather-clad horde comes by the thousands from every state in the country, drawn to Daytona Beach, Florida, to enjoy the last warm rays of sun before winter sets in. This year's running of Bikertoberfest was no different. From October 13 - 16, the sound of seagulls was interrupted by the roar of Harleys as riders blasted down sand-strewn A1A on their search for the ultimate beach party.

Though vendors will confess that numbers were down (as they've been at most bike rallies this year), the weather for riding was perfect and bikers were thrilled to have the southern Florida town to themselves. Beach Street has come back strong and the folks

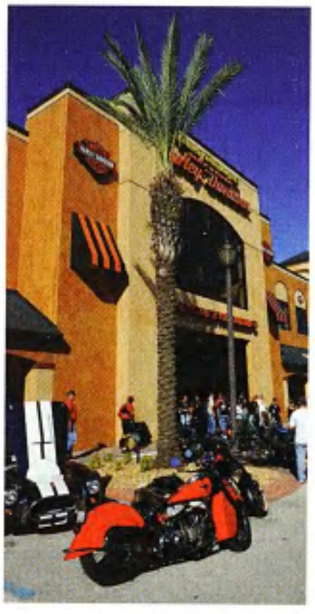


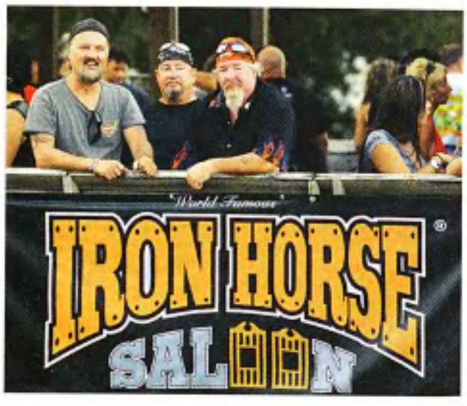







Choppers for Life

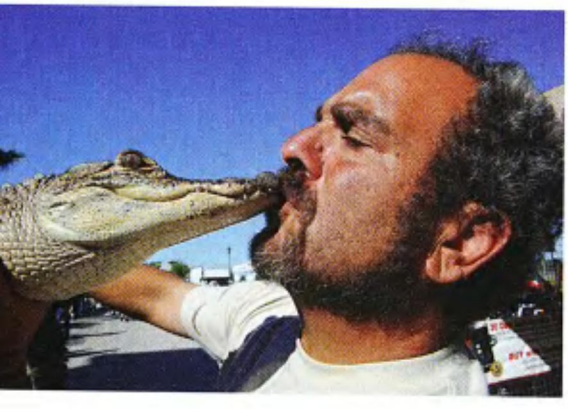



IRON HORSE
SALOON













over at Daytona Harley-Davidson are building a new museum tribute to all things two-wheeled. It was good to see old friends and companies such as Sucker Punch Sallys still set up on the palm tree-lined boulevard.

Over at the Speedway, master bike builder Eddie Trotta held court as race bikes tore up the asphalt. Unlike years past, there were no test rides from motorcycle manufacturers—something we used to enjoy every year.

Out at Destination Daytona, the big draw seemed to be that you could buy any kind of part, accessory, and high-performance mod imaginable for your bike and have them installed right on the spot. Companies such as J&P Cycle, Küryakyn, Rinehart Exhaust, Thunder-Max, and Fat Bagger were doing killer business. Motorcycles were backed up waiting for their makeovers.

The Rat's Hole Show is always a great place to see the latest custom iron from some of the world's best and most talented bike builders. But we love to



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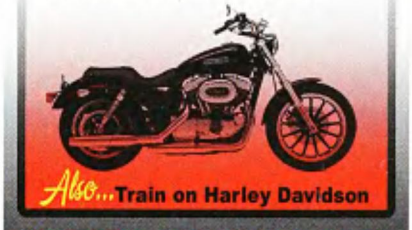


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Photos: Michael Lichter

visit our old haunts and watering holes while enjoying Biketoberfest, and this year we hung out at one of our all-time favorites, the Ironhorse Saloon. Slow economy or not, the Ironhorse was packed to the seams and more fun that droppin' a live eel down Aunt Vida Mae's blouse. There's nothin' like watching folks burn out their tires while enjoying a frosty brew. Well, except for watching the Florida sun set while enjoying yet another frosty brew.

Next year will mark the 20th anniversary of Bikertoberfest and you can bet we'll be there. Visit www.biketoberfest.org for more info. —*Dave Nichols*

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MINNA HEIKKINEN'S PAN CHOPPER

FLY GIRL

"I believe that the engine is the soul of the motorcycle."
—MINNA HEIKKINEN

This chopper's designers/builders Gordon Rooth and Minna Heikkinen call the pan/shovel "Fly Girl" and the bike flew all the way from Scandinavia to the U.S. The long bike and caused quite a stir when Minna rolled it into Sturgis where our ace photographer Michael Lichter captured with his camera after discovering it at the 2010 AMD Championships. The chopper won the Twin Club MC Norrtälje Custom Bike Show, basically Sweden's national bike competition, and part of the award includes a trip for the bike to Sturgis and an appearance at the AMD event.

Gordon creates his metal magic at Unique Custom Cycles located in Bro, Sweden, located about 250 miles west of Stockholm. UCC specializes in custom frames of all descriptions but also

builds complete bikes as well as custom parts for both hot rod bikes and cars. Gordon had previously spent time in the U.S. where he worked with several major builders including Jesse James at West Coast Choppers. Returning to Sweden in 1999, he teamed up with the Noren Brothers, also major Swedish bike and car builders, and has been producing show winners one after the other.

Minna has been riding motorcycles for over 20 years, choppers being her favorite style. She designed and built this one alongside Gordon and his team. "When we started this project I knew I wanted a long springer front end and a







jockey shift," Minna tells us. "I believe that the engine is the soul of the motorcycle, so it had to be beautiful, and this motor is gorgeous."

About building the long and lean Swedish-style frame, Gordon, speaking from long experience of matching rake, stretch and geometry, tells us, "We started with the frame and just added one piece at a time so that everything fits. When we came to the motor, at first it was going to be a shovelhead, so I had bought a complete 1978 shovel but ended up only using the cases, everything else changed since in order to fill up the frame we decided to use pan tops."

Minna sums of what is certainly the essence of a classic Swedish chopper seamlessly executed, when she adds, "A panhead is what I wanted originally, so I got my wish. It looks as beautiful as it runs. Gordon is a perfectionist and it shows from one end of the bike to the other. Most of all I love the way the bike feels when we are on the road...smooth and just perfect to ride."

—Paul Garson





Owner: Minna Heikkinen
City: Bro, Sweden
GENERAL
Designer: Gordon Rooth/ Unique Custom Cycles (UCC)
Year/make: 2010 UCC custom
Model: Harley-Davidson pan/ shovel
Assembly: Gordon Rooth
Time: 2 years
Chrome: Stockholm's Metal Slippery
ENGINE
Year: 1978 shovel
Builder: Harley-Davidson/ Gordon Rooth
Displacement: 93 cubic inches
Cam: S&S
Ignition: Dyna
Pistons: S&S
Heads: STD panhead
Lifters: JIMS
Carb(s): S&S L
Air cleaner: UCC
Pipes: UCC
TRANSMISSION
Year/make: 1977 Harley-Davidson
Modifications: hydraulic clutch
Shifting: jockey
PAINTING
Painter: Håkan Lindberg
Type/color: candy apple red
Special paint: pinstriping by Blaster
FRAME
Year and builder: 2008 UCC
Type: chrome-moly rigid
Rake: 44 degrees
Stretch: 4 1/2 inches
Shocks: none
ACCESSORIES
Bars: UCC
Handlebar controls: Grimeca
Fenders: West Coast Choppers/ UCC
Headlight: Headwinds
Taillight: Sarragasso
Front pegs: Gordon/UCC
Rear pegs: no
Electrics: Gordon/UCC
Gas tank: Gordon/UCC
Oil tank: Gordon/UCC
Oil system: Gordon/UCC
Seat: UCC
Grips: PM
FORKS
Type: springer, Mr. Moore, UCC
Extension: 20 inches
Builder: Harley-Davidson/ UCC
WHEELS
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Wheels: Akront
Tires: Metzeler front, Avon rear
Brakes: PM
Photos: Michael Lichter

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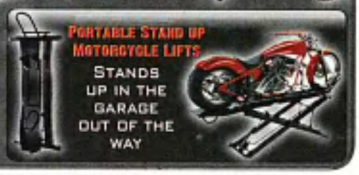
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Passin'Gas

There are three stages to every marriage. Each stage involves a lot of listening. In the first stage of marriage, the husband speaks, and the wife listens.

In the second stage of marriage, the wife speaks while the husband pretends to listen.

And in the third stage, they both speak, and the neighbors listen.

Sarah Brack
Vacaville, California

Q What do blondes and computers have in common?
A You never fully appreciate them until they go down on you.

Q What do you call a pill that is a combination of Viagra and Ex-Lax?
A Easy come, easy go.

Rick Brown
Represa, California

A wife spends an outrageous amount of money on an expensive pair of panties and lingerie. Trying to explain her careless spending to her husband, the woman tells him, "You wouldn't expect to find fine perfume in a cheap bottle, would you?"

"No," replies her husband. "And I wouldn't expect to find gift wrapping and a pretty bow on a dead beaver either."

Honey Nichols
Chowchilla, California

A farmhand is driving around the farm, checking the fences. After a few minutes, he calls his boss on the mobile. "Boss, I've got a problem. I hit a pig on the road, and he's stuck in the front grille of my truck. He's still wriggling. What should I do?"

"In the back of your truck there's a shotgun," his boss tells him. "Shoot the pig in the head, and when it stops wriggling you can pull it out and throw it in a bush."

"Okay," says the farm worker.

About ten minutes later he calls back. "Boss, I did what you said, I shot the pig and dragged it out and threw it in a bush."

"So what's the problem?" his boss snapped.

"The blue light on his motorcycle is still flashing!"

David Vida
Pontiac, Illinois

Q When will women be equal to men?
A Not until they can walk down the street with a bald head and beer gut and still think they're sexy.

Mark Glass
Des Moines, Iowa

A biker is sitting in his local bar with his buddies, sharing a beer and bragging about his sex life.

"I have a great sex with my wife," he says. "She is very vocal. She can really rattle the windows, and most of it really turns me on. I love it when she screams, 'Harder!' I love it when she screams, 'Faster!'"

"Man, you lucky dog," says his buddy. "But come on and tell the truth, isn't there sometimes a problem with your sex life?"

"The only problem I have is when she screams, 'Deeper!'"

Rocky
W. Palm Beach, Florida

Dan was drinking a beer and enjoying the lovely long legs of his ol' lady in shorts, as she went about the house and thinking how fortunate he was to have her.

In his reverie, he decided to ask God, "Why did you make her so kind-hearted?"

The Lord replied, "So you could love her, my son."

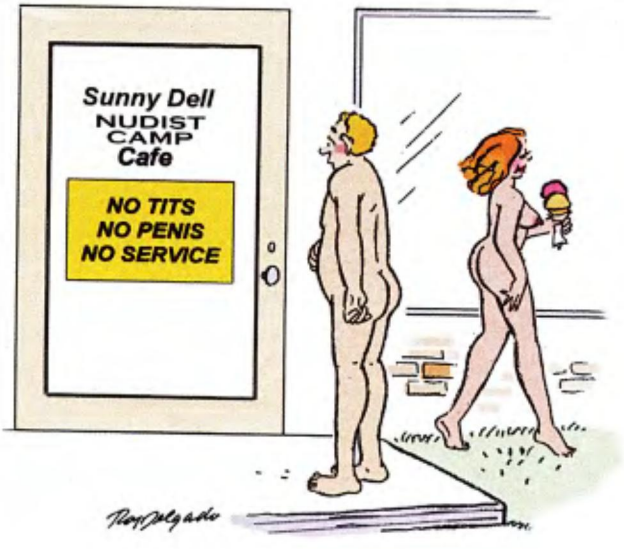
"Why did you make her so beautiful?"

"So you could love her, my son."

Dan thought about this, then said, "I don't mean to seem ungrateful or anything like that, but why did you make her so stupid?"

"So she could love you, my son."

Lonnie Carney
Richmond, Texas



Wife: "What are you doing?"
Husband: "Nothing."
Wife: "Nothing? You've been reading our marriage certificate for an hour."
Husband: "I was looking for the expiration date."

Grinch
Ridgewood, New Jersey

One day a man found a magic lamp, so he picked it up and rubbed it. Sure enough, a genie popped out and told the man he would grant him a wish.

After thinking about it for a while, the man finally said, "I want to be hard all the time and get all the ass I want."

"As you wish," the Genie replied, as he turned the man into a toilet seat.

David Vida
Pontiac, Illinois

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PITTSBURGH

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42268807

SUPER COUPON!

PITTSBURGH PRO

3/8" DRIVE TORQUE WRENCH

LOT NO. 807



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86858697

SUPER COUPON!

CENTRALPNEUMATIC

1/4" AIR ANGLE DIE GRINDER

LOT NO. 32046/93088



Item 32046 shown

SAVE 50%

$9.99 REG. PRICE $19.99

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70471469

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WESTERN SAFETY

MECHANIC'S GLOVES



SAVE 56%

LARGE LOT NO. 93640

X-LARGE LOT NO. 93641

YOUR CHOICE! $3.49 REG. PRICE $7.99

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90502660

SUPER COUPON!

1500 LB. CAPACITY MOTORCYCLE LIFT

CENTRAL HYDRAULICS

LOT NO. 2792



SAVE $60

$59.99 REG. PRICE $119.99

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61316921

SUPER COUPON!

Haul Master

MOTORCYCLE WHEEL CHOCK

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43292156

SUPER COUPON!

CHICAGO ELECTRIC POWER TOOLS

OSCILLATING MULTIFUNCTION POWER TOOL

LOT NO. 68303/67256/68861



SAVE 66%

8 Functions: Sanding, Cut Flooring, Cut Metal, Scrape Concrete, Remove Grout, Cut Plastic, Scrape Flooring, Plunge Cut

Item 68303 shown

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11594857

SUPER COUPON!

CHICAGO WELDING

AUTO-DARKENING WELDING HELMET WITH BLUE FLAME DESIGN

LOT NO. 91214



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40667064

SUPER COUPON!

LOT NO. 91764/68892

1000 LB. CAPACITY MOTORCYCLE LIFT

CENTRAL HYDRAULICS



Item 91764 shown

SAVE $300

$299.99 REG. PRICE $599.99

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91139135

SUPER COUPON!

580 LB. CAPACITY FOUR DRAWER ROLLER CART

LOT NO. 95659

US★GENERAL



SAVE $130

$99.99 REG. PRICE $229.99

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The Patriot Ride



On any weekend 52 weeks of the year across America, there are rides taking place to support this great country and its people. This asserted duty and giving defines who we are as bikers. Whether the causes for these runs are kids, or diabetes, or our brothers and sisters down, or tragedies like Hurricane Katrina, bikers are among the first to help.

Six years ago, the employees of Dennis Kirk came up with an idea and volunteered to help finance and bring the concept of the Patriot Ride to fruition. The Dennis Kirk family and friends helped create an outstanding motorcycle ride, one that is well managed and handled with professionalism and respect. The ride itself is one of the best rides I've ever been on.

This one pays respect to our troops. The dollars collected by this event go to two organizations: the Minnesota Military Appreciation Fund (MMAF) and the Patriot Guard. Both distribute those dollars to military families of fallen and injured soldiers in Minnesota.


Patriot Guard
BRING THEM HOME






Win This Bike!
$20 raffle tickets available here


Super Stew

















The numbers participating in the Patriot Ride now exceeds 4,000 dedicated riders. It brings to the forefront a who's who list of military personnel of all ranks and branches, including this year's honored guest, the renowned General John William Vessey. This year's run began in a downpour in mid-June just north of Minneapolis, Minnesota.

I added attending this event to an already full itinerary of places I had to be and things I had to do. The 1,000 mile ride from my home to the event sight had been in rain. As I rode around the many lakes and back roads of Minnesota in a rainy drizzle, a Blackhawk helicopter roared overhead, just about 60 feet above me. Then it was right beside me and tipped its nose in salute before flying over the event site at Hans Lions Club Park.

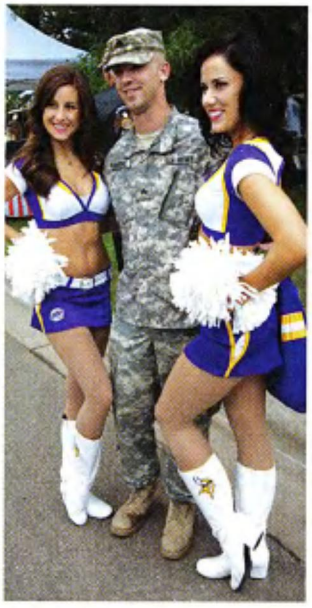
Bikes were everywhere, as was military equipment. There were tributes held to fallen soldiers, and many military families who have lost their men and women in battle were present. The message is so clear within your first 10 seconds of entering the hollowed grounds of this event. This is why I have the freedom to ride my machine.

I forgot about the rain and woke up my attitude as to why I was there. I listened to the mothers and fathers and saw the tears and flags and tributes. I moved from just being another biker at an event, to taking part by contributing and honoring with lots of respect, and feeling honored to be there. What is done in Minnesota by bikers for our troops is not a party, it is a weekend of giving back to those who gave everything for our freedom and it is done extremely well all the way to his last note of taps on Sunday evening.

Discover more about this event and show support by visiting: mnpatriotguard.org or thankmntroops.org.

—Michael Farabaugh



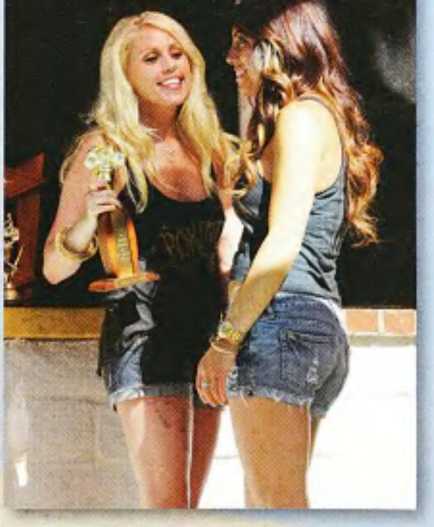


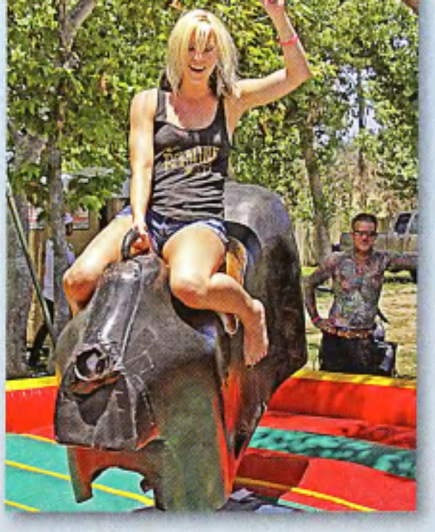




Photos: Michael Farabaugh







THE SHOW THAT CHANGES EVERYTHING

Born Free

Just when you thought you had seen everything in the Southern California chopper scene comes Born Free 3. With the numbers growing from the first two years, event organizers Grant and Mike decided to really step it up this year. Booking the entire Oak Canyon Ranch near Irvine Lake took some huge balls, especially when you're putting on a free show. Guess what? It paid off, not so much financially for the guys (I'd be surprised if they broke even), but rather

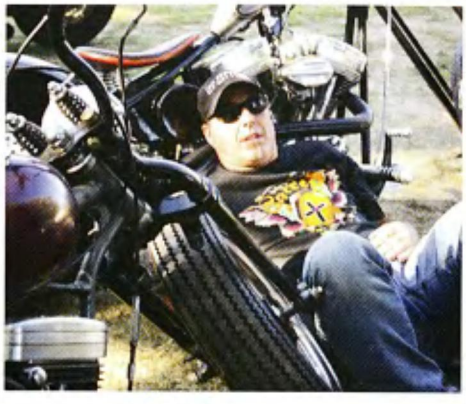




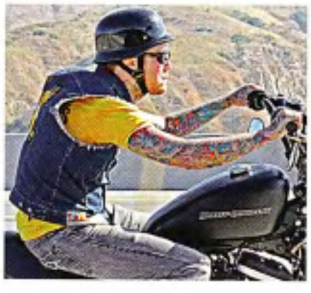


















in terms of having more than 10,000 people show up on some of the most amazing home-built bikes that I have ever laid my eyes on. There were knucks, pans, shovels and ironheads as far as the eye could see. I was a little overwhelmed by the positive vibe that was going on—such a diverse crowd, coming from all different parts of this country and overseas and not one fight or arrest (that I heard of), amazing!

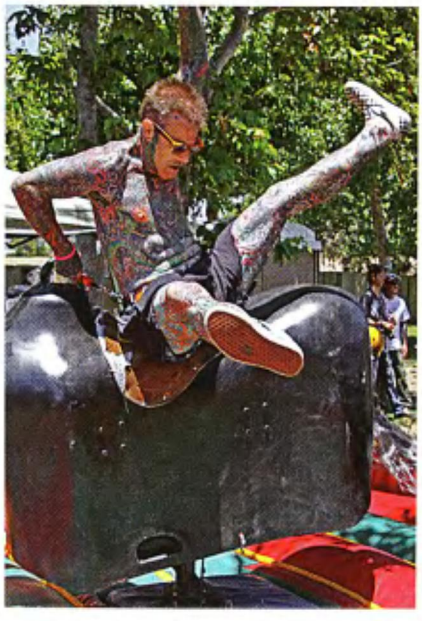
I was lucky enough to be part of the collaborative booth put on by the Douche Larouche. We had many different guys in one huge booth selling all sorts of goodies. From Sacred Steels' unicorn taillights to Monks leather belts, we had it all. Pinstriping by Mugruso was almost as popular as the mechanical bull rides going on—almost! The bull seemed to be the life of the party, especially since we were giving out free beer with every ride. There were all sorts getting on that thing, young, old, fat, skinny, and sexy! There were, of course, regular ol' T-shirts for sale, and boy did we have a shirt. Easily the most offensive shirt at the show, it may be the most offensive shirt ever: the one and only Still Born Free DLMC shirt.

Along with the free beer, offensive T-shirts, and bull rides, we decided to bring a little class to the joint by having a good ol' wienie bite. What's classier than a hot chick (or a really drunk guy) opening wide trying to stuff a wienie in her (or his) mouth? We did have one problem: we forgot the wienies. Fortunately, there was a Hot Dog on a Stick truck selling corn dogs, so our wienie bite turned into a corn dog bite just like that. Riding a foot clutch jockey shift panhead on lumpy grass really, really slowly is harder than I thought. There was no clear winner till Nikki Sin decided to pull the fucker off and eat it the old fashioned way. I don't know what happened, but a corn dog went in her mouth and only a stick came out, just sayin'.

Somehow between all the shenanigans and beer drinking, we made it over to the awards and bike giveaway. Before the big giveaway, Grant gave out the awards for the best this and prettiest that. All the bikes that won were fucking amazing, guess they had to be with all the chopperific competition. The Born Free crew put together a sweet '46 knucklehead with the help of Kiyo from Garage Company. I could not believe someone was about to win a knuck for









Photos: Cary Brobeck

$25 bucks. Trust me, I had my ticket and my fingers crossed. When a scantily clad girl pulled the name out of the trash bag, I could hardly breath. Unfortunately it wasn't my ticket that was pulled. It was a cat out of Vegas named Paul, lucky bastard.

—Cary Brobeck

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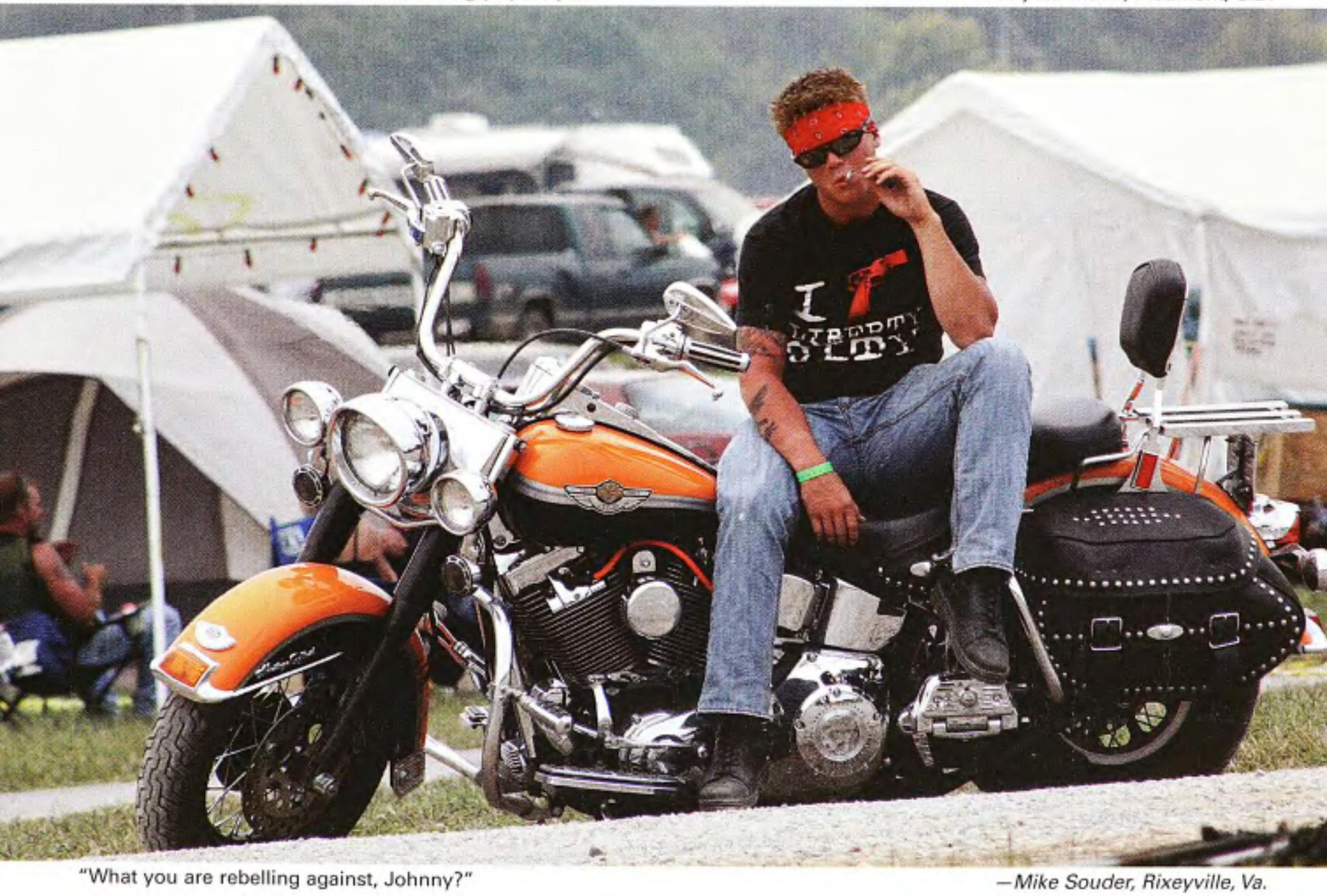
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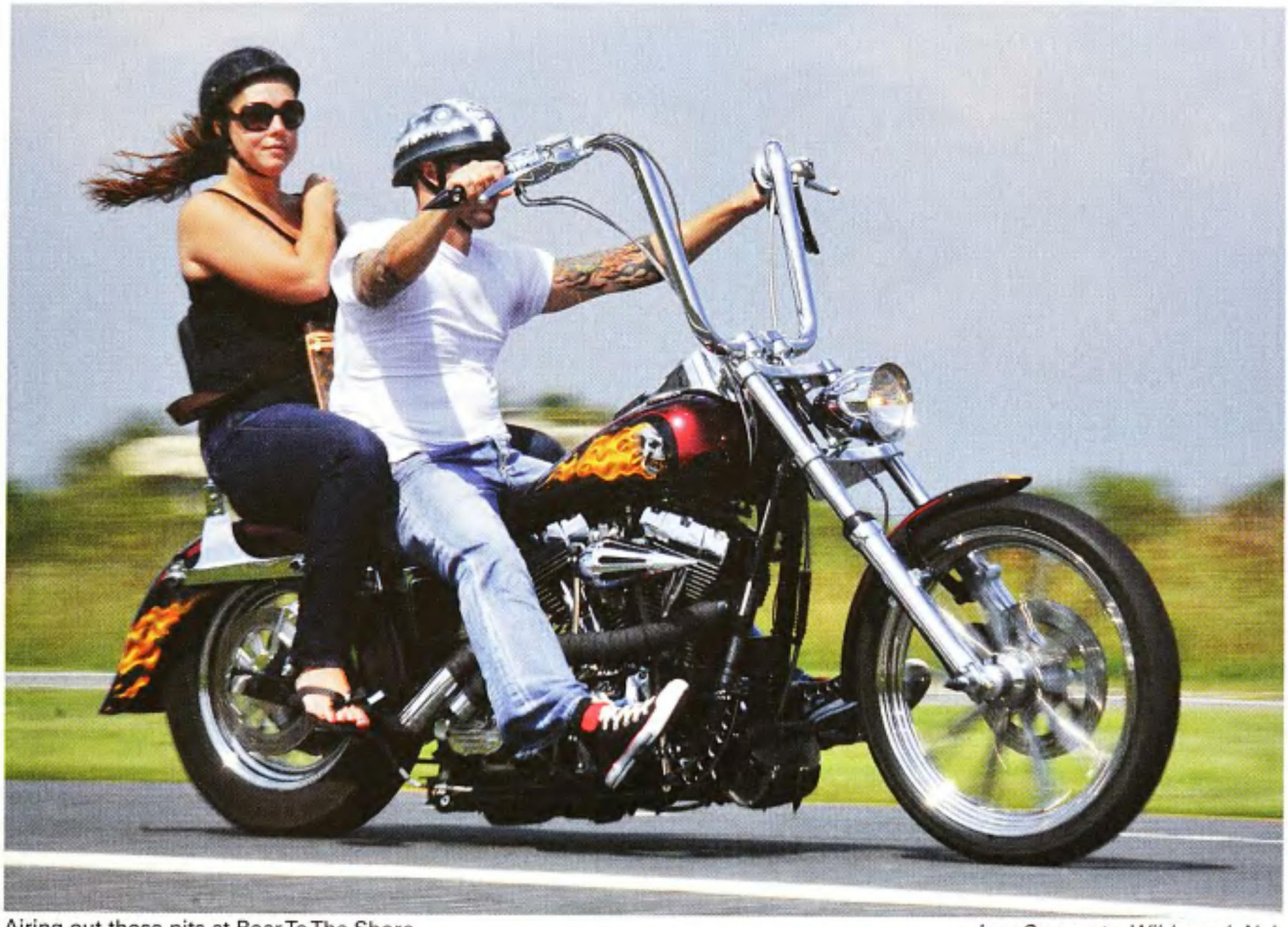
From Iowa: The Good, The Bad, and the Ugly...your pick

—Ruby Karmann, Piedmont, S.D.



"What you are rebelling against, Johnny?"

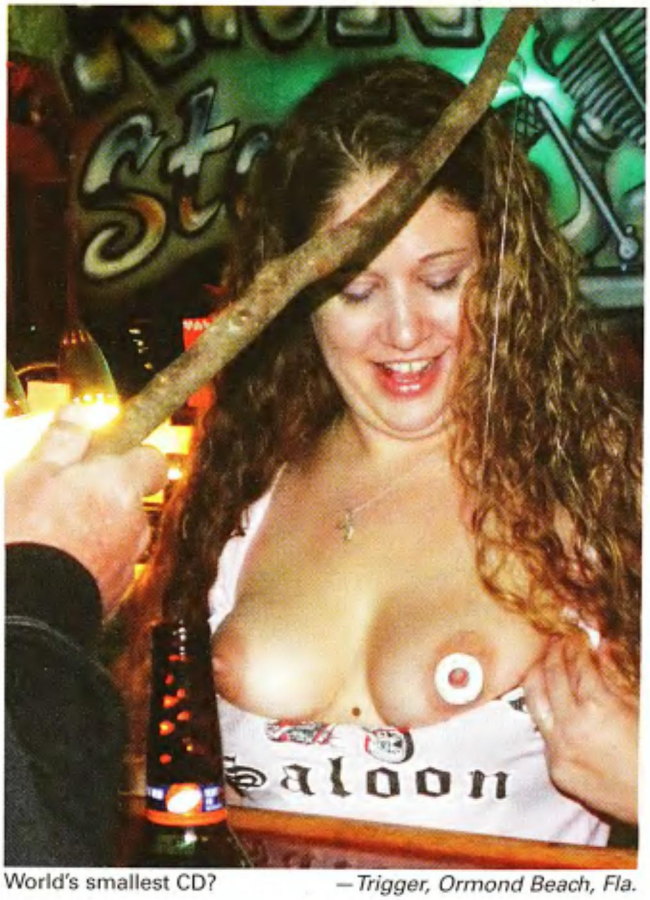
—Mike Souder, Rixeyville, Va.



Airing out those pits at Roar To The Shore. —*Lou Camerota, Wildwood, N.J.*



Sweet reach at Daytona Bike Week. —*Billy Kear, Corryton, Tenn.*



World's smallest CD? —*Trigger, Ormond Beach, Fla.*



Every ride's a long ride for this guy. —*Paul Garson, Santa Monica, Calif.*



Just call this Blue Bonnet babe "Blossom." —*Debbie Slingerland, Killeen, Texas*



Honeymoon warpath—now who's the bitch? *—Ted and Jolene Schlichte, Marcus, Iowa*



Stacked in Sturgis. *— Wheels and Laura, Easyriders Saloon*



"Howdy folks!" *—Bob Allan, Johnstown, Pa.*

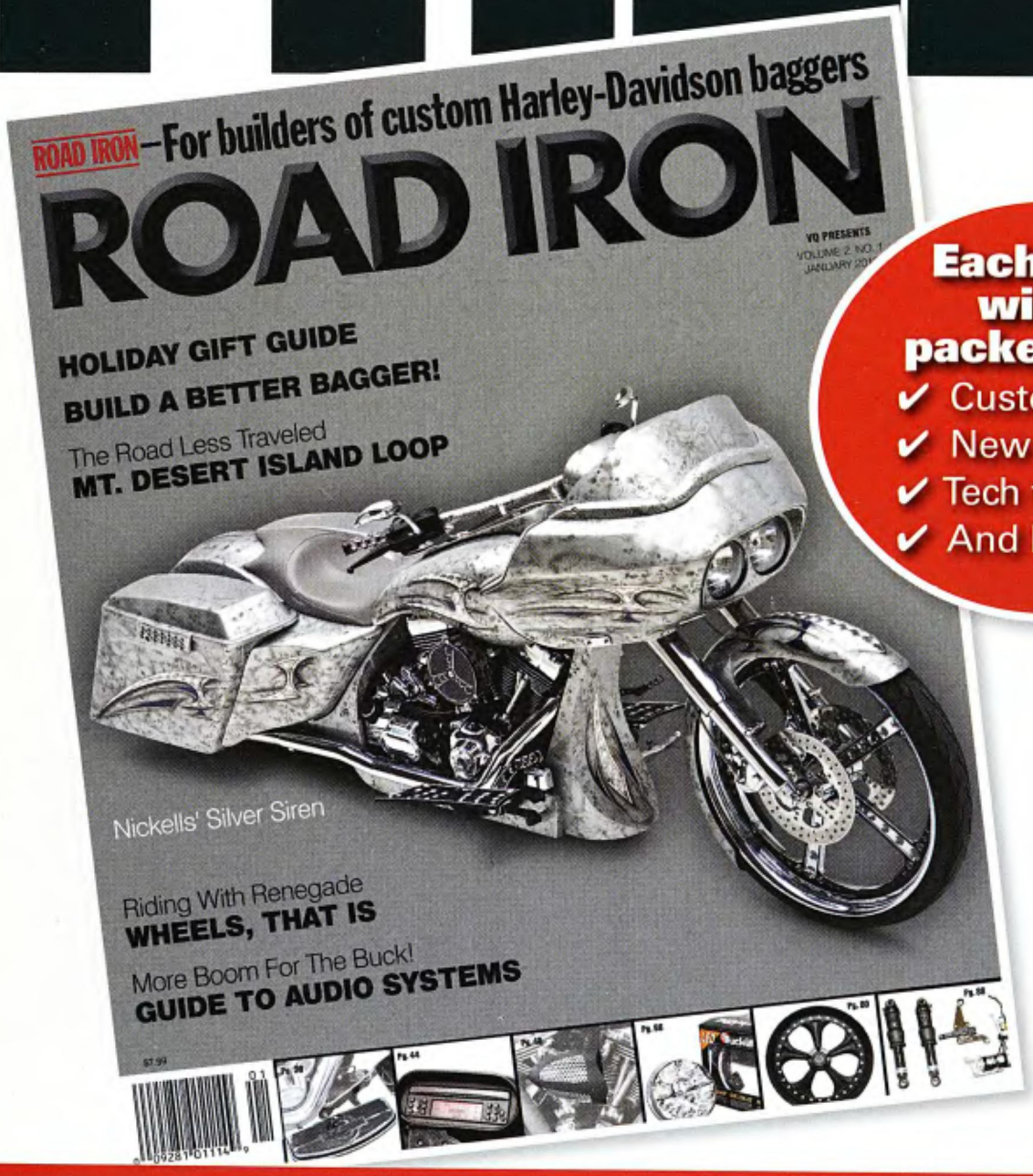


Welcome to Tickle Fest 2012!

—Paul Shermer, Greensboro, N.C.

Each month, the best pictures our readers send us are printed here. We prefer digital art, but can use only good, in-focus, black-and-white or color prints. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff, these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions. Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: ***Easyriders*** In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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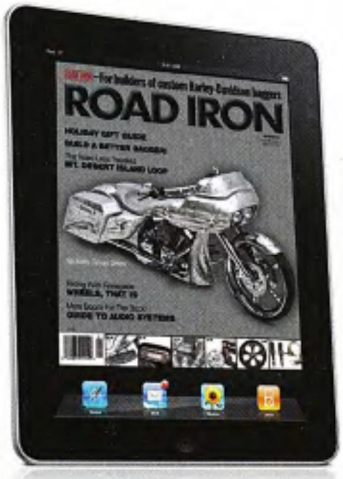


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BREATHING IN STYLE
Installing RSD's Turbine Air Filter

Motorcycles are a lot like people; they thrive on clean air. Just like a long-distance runner, a large displacement V-twin has a pair of big lungs to fill, and because we require our motors to have style, we want the filtering device to look good. Filling these requirements seems like quite a tall order, but in our opinion, the turbine air filter kit from Roland Sands Design (RSD) has done it all in style.

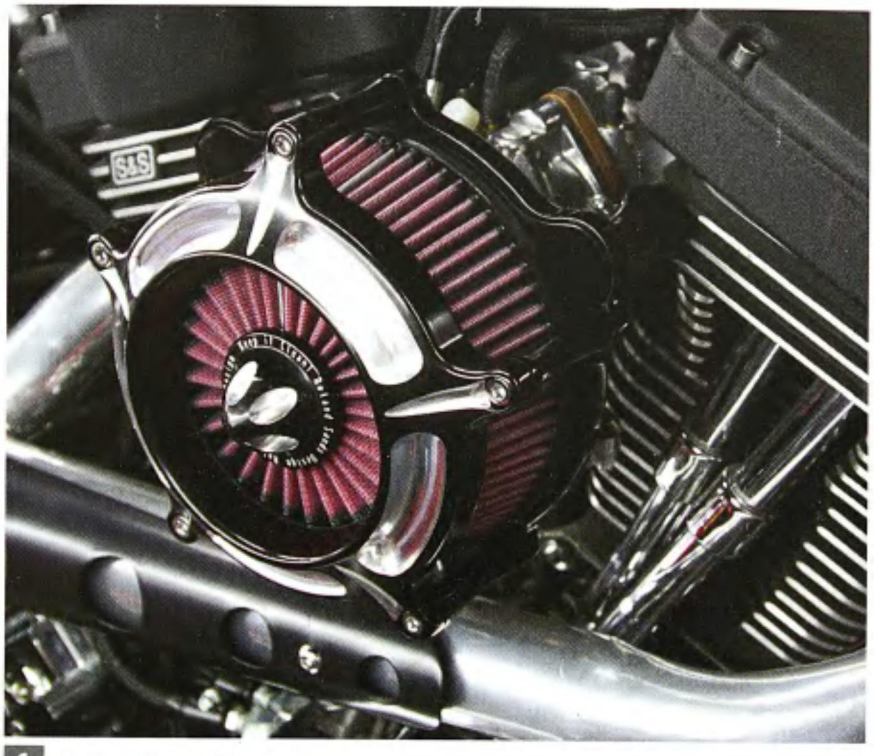
The RSD Turbine air filter is available in three finishes: chrome-plated; black anodized; and a contrast cut—a combination of black anodized and machined aluminum. The air filter assembly is comprised of three main parts: the back plate assembly; the filter element; and the outer bridge clamp. All together, there are eleven fully machined and superbly finished aluminum parts.

The actual air filtering is done by a high-flow, washable, genuine K&N filter element. For added performance, the back plate has a smooth radius to guide the filtered air into the throttle bore. As all late model V-twin engines have their crankcase breathers incorporated into the air filter assembly, RSD uses a pair of custom formed neoprene fitting to channel the crankcase gasses from the cylinder heads into the air intake tract. The RSD breather design also ensures that the engine crankcase is supplied with clean filtered air.

The RSD Turbine air filters are available for 1993-and-later Harley-Davidson and S&S V-twin motors equipped with a carburetor or the factory H-D Delphi pattern electronic fuel injection. Along with its Turbine design, RSD also offers its Venturi air filter assemblies. All of them combine the air filter back plate with the cylinder head breathers and use a washable K&N filtering element. All RSD products are available through your local Drag Specialties dealer.

Installing one of the Turbine air filter kits takes a little over an hour and doesn't require any special tools. Our special construction bike was fitted with a 113-inch S&S V-twin motor that has an S&S Super G carburetor. This bike required the RSD Turbine air filter kit (Drag Specialties P/N 10100852, $419.95). The finished install looked great and ran just as good as it looked.

—Bugle



1 RSD's Turbine air filter.



2 The RSD Turbine air filter kit is complete down to the last detail. All needed parts: gasket; hardware; and instructions are included.



3 This is the business end of our 113-inch S&S motor, the Super G carburetor. The gasket from the air filter kit has been fitted to the carburetor's air horn.



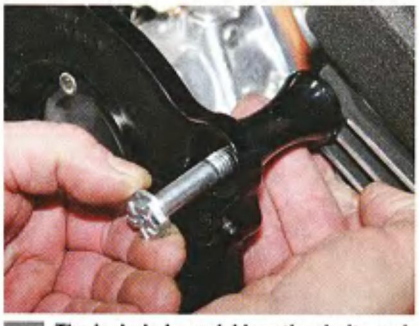
4 Thread reducers must be installed in the S&S cylinder heads' breather passages; they are included in the kit.

Roland Sands Design
562-493-5297
www.rolandsandsdesign.com

Drag Specialties
www.dragspecialties.com



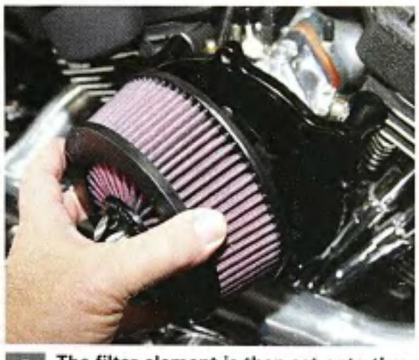
5 The RSD back plate is bolted to the carburetor intake. Don't tighten these screws yet.



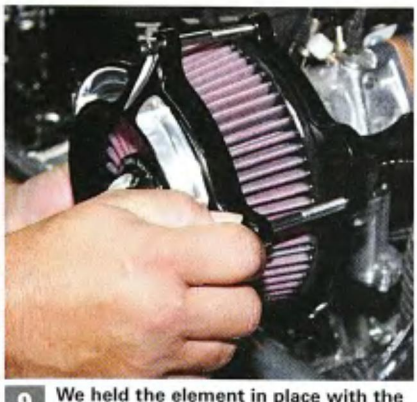
6 The included special breather bolts and spacers that secure the back plate to cylinder head are next. Once these bolts are installed and you have checked that everything fits together, you can remove each of the carburetor bolts, put a drop of medium thread locker on them, and tighten them to 10-inch pounds. Lastly, remove the two breather bolts, put a drop of thread locker on them, and tighten them to 50-inch pounds.



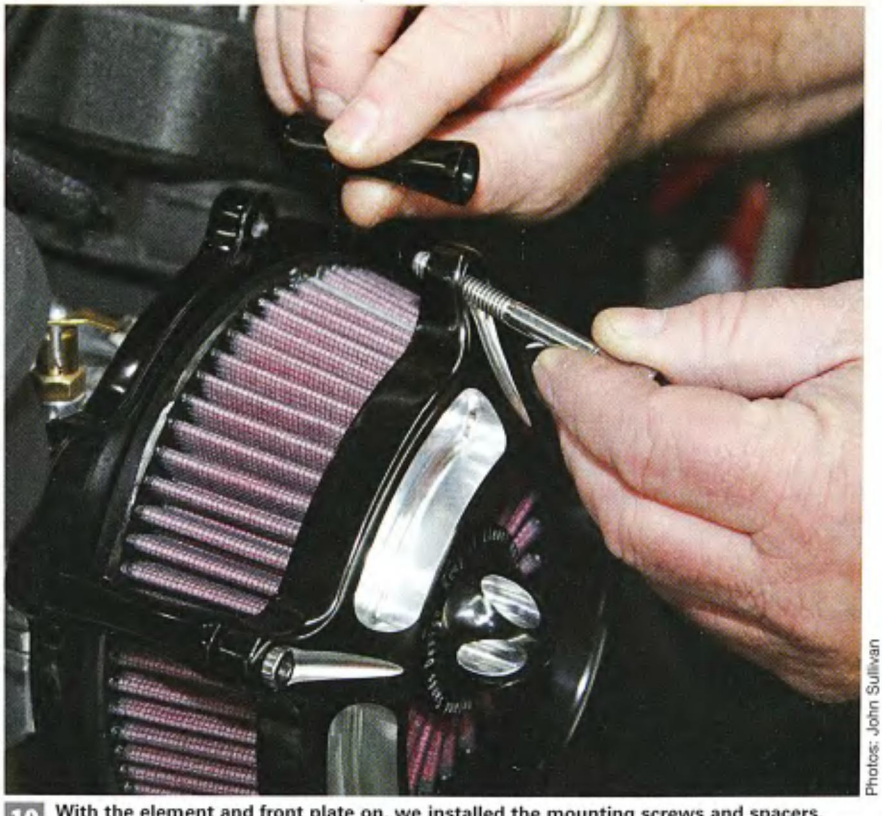
7 The formed neoprene breather fittings are installed over the breather bolts and tucked into the recesses in the back plate. The breather cover plate fits into the cutout in the back plate, over the breather fittings.



8 The filter element is then set onto the back plate.



9 We held the element in place with the front sandwich plate and two of its mounting screws.



10 With the element and front plate on, we installed the mounting screws and spacers. Each screw got a drop of medium thread locker and was tightened to 10-inch pounds, and that was it.

Photos: John Sullivan

THIS USED TO BE AN FL?

The Big Change

This six-week build blends European sensibilities with all-American hot rod muscle.



The guys at Santiago Choppers in Tampa, Florida, get some strange requests, usually for one of their trike conversions, a shop specialty. They will convert just about any two-wheeler into a three-wheeler—Harley, metric, you name it. But it isn't always the trikes that have Alan Bernard and Mike Lima scratching their heads. Sometimes they get thrown a curve, like what happened here when a local rider rolled into the shop with his hopped-up 1994 FLH and said he wanted to make it a bobber.

Apparently, this guy was in love with the hot rod engine in his bagger, an 80-inch Evo set up with Edelbrock heads, a nasty cam, a Mikuni carb, the works. And, for good measure, he even had nitrous. He wanted to keep all of that, just put it in a new frame with a whole new stripped-down look. Six weeks later when Alan and Mike put down the wrenches, he had exactly that, and a whole lot more.

"We started off by showing that guy his options as far as a frame went," Mike says. He liked the Redneck designs. So everything came out of that bagger, drivetrain-wise at least, and went in here along with a new primary and "a whole lot of fabricating and some special construction."

Alan and Mike changed the frame a little, made the handlebars and grips, made up the gas tank and the fender, and then custom machined a whole lot

of brass accents to scatter around. The rockers on that springer, the risers and grips, the rear axle covers, and the points cover are all one-off Santiago solid brass specials. Meanwhile, most of the electrical bits were neatly concealed inside a little fabbed-up compartment built under the seat, a nice add to the Redneck frame and a look continued at the rear axle area.

The bike was painted at Santiago, a House Of Kolor blend accented with gold leaf. In the end, Alan and Mike were able to talk the guy out of reusing his nitrous. Bottles on a bobber, they reasoned, just don't make it.

The bike has a clean look to it—undeniably tough but also sophisticated





This month's *Easyriders* girl has an unusual name. She goes by Agata. We can see why. Agata get me one of those!





looking. Chalk that up to the build team at Santiago. Between Alan's European sensibilities, he's a Frenchman in this country since the early 1990s, and Mike's all-American hot rod background, it's a collaboration that works.

—Joe Kress

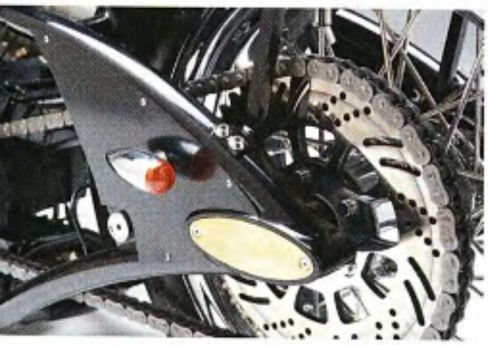
Bagger to bobber is quite a shift, but Santiago Choppers pulled it off, in style.

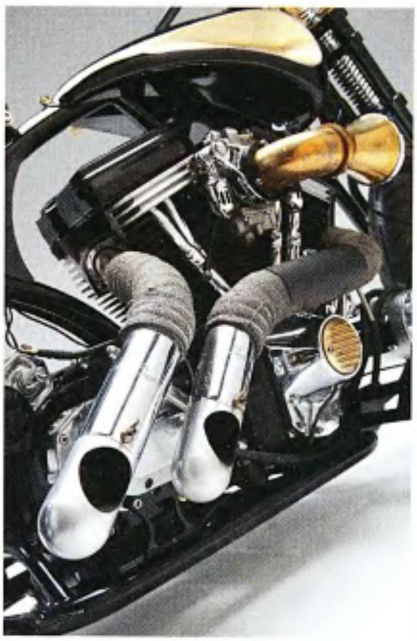












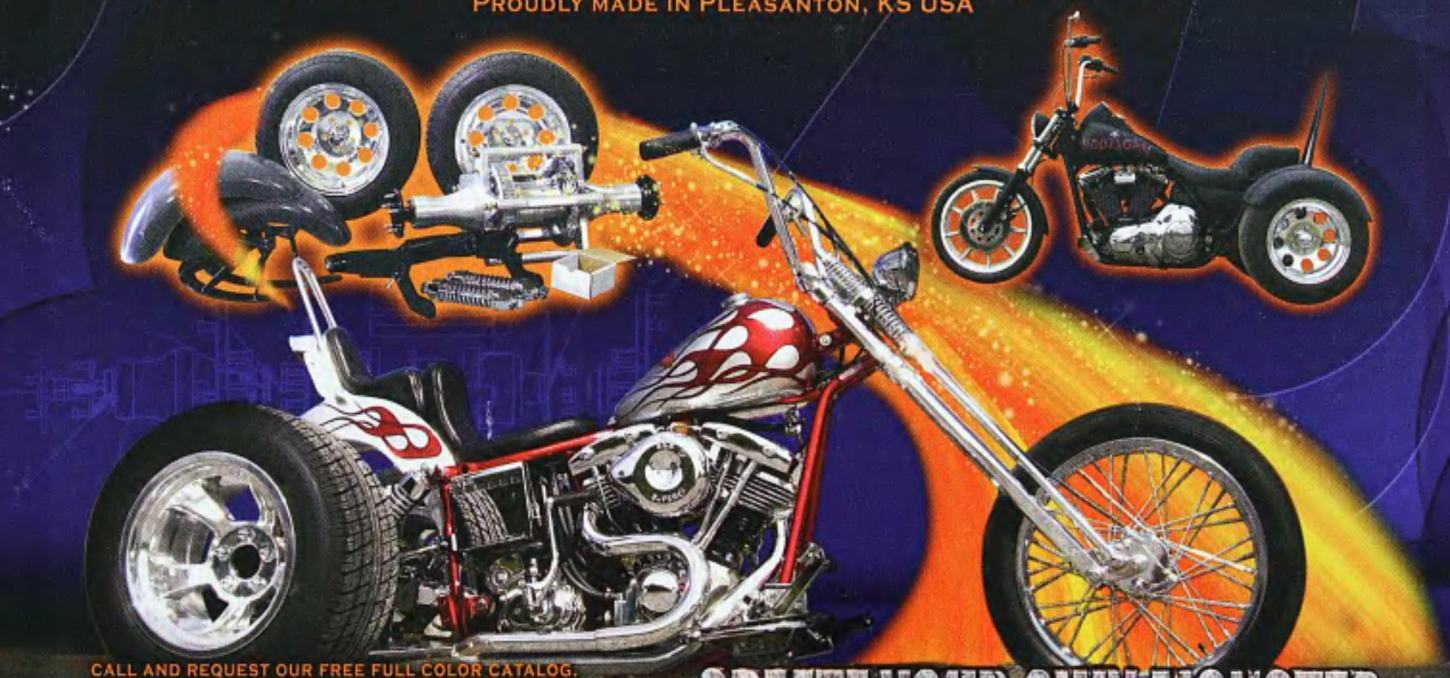


Owner: Santiago Chopper Specialties
City: Tampa, Florida
GENERAL
Designer: Santiago Chopper
Fabrication: Alan Bernard , Mike Lima
Year/make: 2009 Santiago Chopper
Model: bobber
Assembly: Alan & Mike
Time: 2 months
Chroming: none
ENGINE
Year/make: 1994 Harley-Davidson
Displacement: 80 cubic inches.
Ignition: Dyna
Cam: Andrews
Carb: Mikuni
Air cleaner: Wimmer stack
Pipes: Santiago Chopper
TRANSMISSION
Year/make: 1994 Harley-Davidson
Shifting: 5-speed
PAINT
Painter: Santiago Chopper
Type/color: House of Kolor/black, gold leaf
FRAME
Year/make: 2009 Redneck Engineering
Type: rigid
Rake: 34 degrees
Stretch: none
Shocks: none
ACCESSORIES
Bars: Santiago Chopper
Handlebar controls: Hawg Halters
Fenders: Santiago Chopper
Headlight: Crime Scene Choppers
Taillight: Crime Scene Choppers
Pegs: Jaybrake
Foot controls: Jaybrake
Gas tank: Santiago Choppers
Oil tank: Santiago Choppers
Seat: Santiago Choppers
Grips: Santiago Choppers
FRONT END
Type: springer
Builder: Jerry Springer
WHEELS
Make: V-Twin Mfg., laced
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: Hawg Halters
Photos: Don Rogers
Contact: Santiago Chopper Specialties
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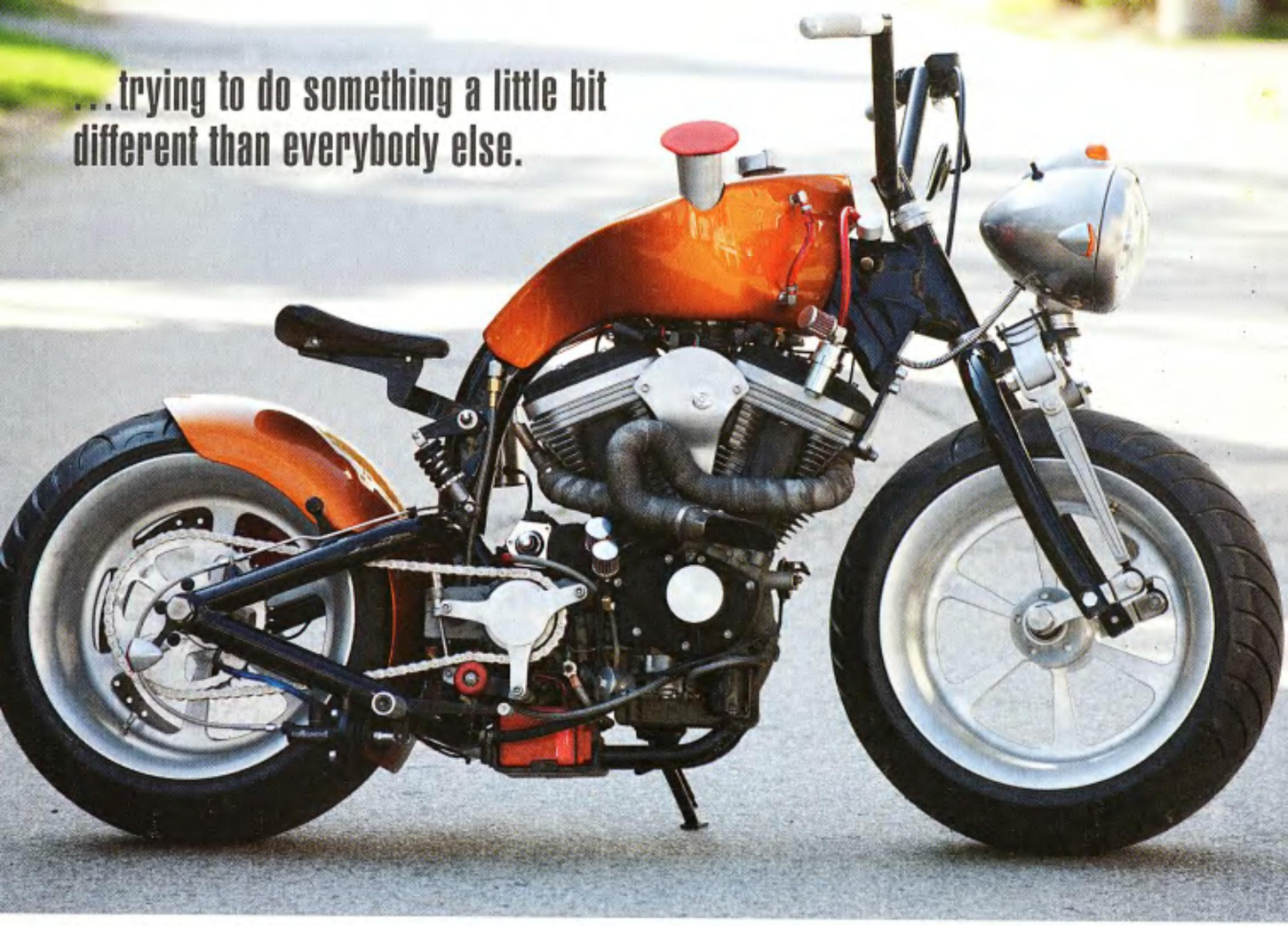
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A CARPENTER'S ODD VISION

FAT BASTARD

Paul Mirisola is a carpenter by trade, and started doing machine work for his bike building when his father, who was a machinist, passed away and left him his hand tools. Though he didn't know anything about metal fabrication initially, Paul learned machining and started making things out of metal instead of wood. This is one of several bikes that he has come up with as a result.

Paul works out of a home shop with a manual mill and lathe, English wheel, and a hand tubing bender. He has a drawing table downstairs and designs his bikes from full size drawings. He will take a part, say a piece of tube, and hold it up to the drawing to make sure he gets the shapes that he wants. He explained that when he works on the geometry of a part, say on his transverse leaf spring front end, he starts by making the components out of cardboard or wood, because it is easier to work with, to make sure that everything is going to move the way he intends, then recreates it in metal.

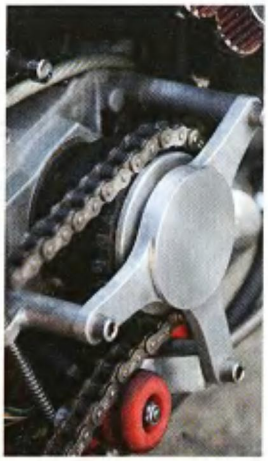
"Fat Bastard" started out as a wrecked Buell XB9 engine, which Paul purchased for $700. The motor had quite a bit of road rash, so he purchased a couple of covers, and made a couple of other parts. That was his "short starting point," and he developed the bike around it.

Since the engine utilizes a downdraft injection system (on a Buell what appears to be a gas tank is actually an air box), the tank he built had to incorporate a fuel pump, and the air had to be fed through the tank via a velocity stack, complete with mass airflow sensors











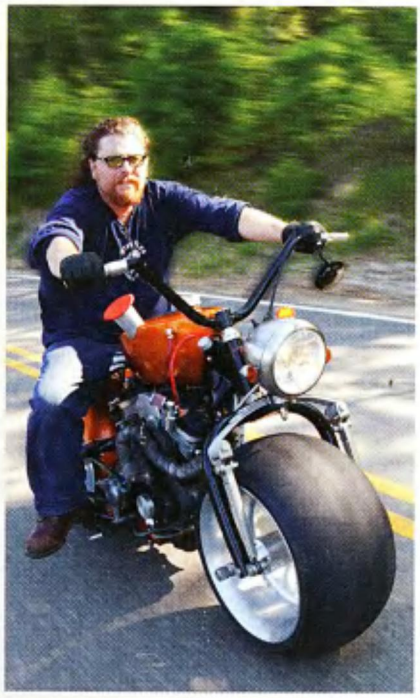
and all the other injection hardware, such as oxygen, heat and bank angle sensors, plus the fuel, which made the tank much larger than expected and dictated the shape it had to be.

Paul had three things he wanted to achieve in this build: 1) include the transverse springer; 2) have no top triple tree; 3) have no downtube. "Between those three things, I tried to meld them all into one bike, and this is what I came up with."

The wide tire was dictated by the design of the unusual transverse springer. He says that he wanted to make the bike as short as possible, basically because everyone else was stretching them. He was "trying to do something a little bit different than everybody else." Buells are short crotch rockets to start with, and this bike is exactly four feet from axle to axle.

The wheels started as 12-inch wide, 17-inch tall blanks from American Wheel, and Thomason Performance cut out the design, as well as a matching sprocket. The rear incorporates a perimeter brake that was originally on the front of the XB9. There is no front brake because Paul reckons that there is enough rubber back there to handle the braking sufficiently.

When asked about the handling of the bike, Paul says that at first the wide contact patch of the tires tended to make the bike bounce off of objects on the road, and that the crown of the road would steer the bike to the right, but adjustments to tire pressure, as well as a bit of trial and error, compensated enough to make the motorcycle rideable, though it did take quite a bit of time to get used to it.



On the matter of his personal history, he says, "I've been riding since I was ten, and I'm almost 50. With that said, I had to raise five kids and put them through college, so I got out of it for a few years, and back in 2001, I got back in strongly."

Paul doesn't build bikes full time, for him it is a hobby. "Red Hed Fab is what I call myself, but I don't have any kind of business. I put that decal on anything I make. Eventually, I probably will be in my own business, but I am about six years from retiring from the job I'm in right now." To make a living he runs a construction company For now, he builds bikes for himself and does a few one-off parts for a few friends. It's good to have dreams.

—Kit Maira



Owner: Paul Mirisola *(above)*
City: Londonderry, New Hampshire
GENERAL
Designer: Paul Mirisola
Fabrication: Red Hed Fab
Year/make: 2011
Model: Fat Bastard
Time: 2 years
ENGINE
Year/make: 2006 Buell
Displacement: 989cc
Ignition: stock
Cam: stock
Carb/Injection: downdraft injection
Air cleaner: Red Hed Fab
Pipes: Red Hed Fab
TRANSMISSION
Year/make: 2006 Buell
Shifting: stock
PAINTING
Painter: Universal Sign
Type/color: PPG/Candy Lion's Mane
FRAME
Year/make: 2011 Red Hed Fab
Type: no downtube
Rake: 35 degrees
Stretch: none
Shocks: none
ACCESSORIES
Handlebars: Red Hed Fab
Handlebar controls: Red Hed Fab
Fenders: Red Hed Fab
Headlight: Peterbuilt
Taillight: Low Brow
Pegs: Red Hed Fab
Foot controls: Red Hed Fab
Gas tank: Red Hed Fab
Oil tank: in frame
Seat: Red Hed Fab
Sissybar: none
Mirrors: Harley-Davidson
Grips: Red Hed Fab
FRONT END
Type: transverse leaf
Builder: Red Hed Fab
Stretch: none
WHEELS
Make: Thomason Performance
Size: 17 x 12 inches
Tires: Avon Venom X 330
Brakes: Buell
Photos: Michael Lichter

ToplessTech

PACKING IT IN

It's another month with our Topless Tech sweetheart, Angie Savage. When we caught up with her this time around, wrenchin' away at CycleWorks Etc. in Southern California, she was packing the front wheel bearings on a 1999 Wide Glide. Angie says, "Wheel bearings get a hell of a workout; they take the force of the fork and the motor and put it down to the road. All Harleys that were made before 2000 have tapered wheel bearings, which require packing every 10,000 miles. They need a high-quality lubricant, like Bel-Ray's waterproof wheel bearing grease."

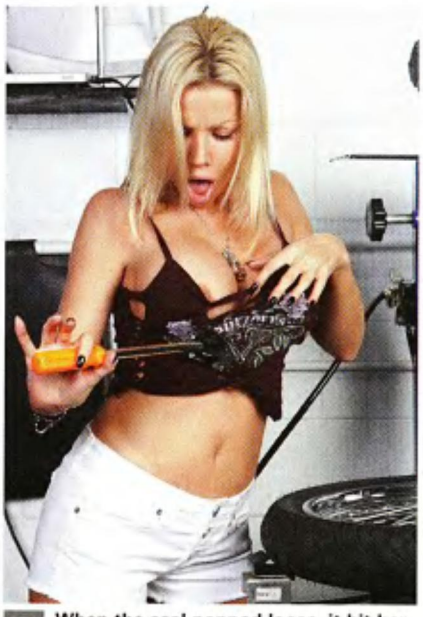
We agree that Bel-Ray's waterproof bearing grease works great; it is available from your local Drag Specialties dealer (P/N 3607-0020). "Packing the wheel bearing is as easy as sex; the only problem is, it gets a little messy," Angie tells us. After she pulled the front wheel, she used a seal puller to get the axle seal out. When the seal came loose, it popped up and landed on her left boob, which got some grease on her shirt, so naturally, she ditched it, lucky you.

"Packing the wheel bearings on some bikes, like springers, can be tough, but Wide Glides are a piece of cake. Pulling the axle lets the wheel roll off in your hands. You can do this in your garage in under an hour," explains Angie

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

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3 When the seal popped loose, it hit her right square in the nipple. Angie said, "Some things you can put up with, or you can do something about them."



1 Angie says, "If you ride hard, then your wheel bearings need a good lubrication job."



2 Angie used a seal-removing tool to pull the axle seal. "You should always use the right tool for the job," she says.



4 With that, she pulled her top off along with the wheel bearing. Angie says, "Mark your wheel bearings and hubs so that the same bearing goes back in its original race."



5 She used a spray degreaser to clean the bearing races in the wheel hub and the actual bearings.



6 "You need to get the old grease out of all the rollers and the inner race," Angie instructs.



7 Angie used a bearing packing press to get the grease into all the inner parts of the bearings



8 The packing press has grease in the bottom, Angie slipped the bearing over the spindle and pushed it down with the cone shaped plunger. She says, "A packing press beats the hell out of a hand job."



9 She then used her fingers to coat the outside of the bearings with lubricant.



10 She was very careful to make sure that the hub and bearing races were dry. She says, "If there is any of the cleaner left in the hub, it will dilute the bearing grease."



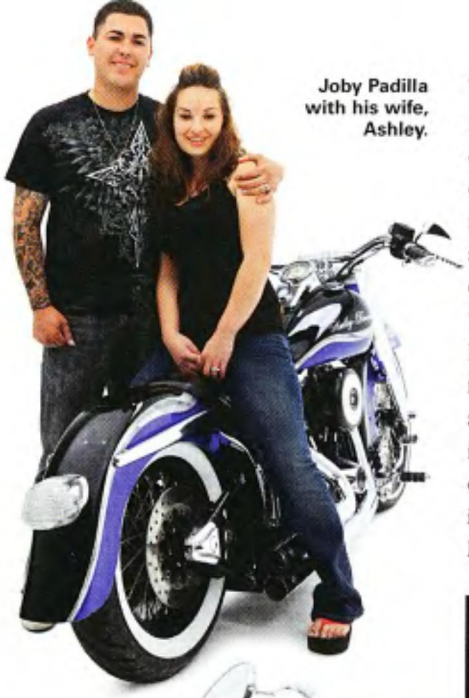
11 Lastly, she put the bearing into the hub and used a seal driver to install the new seal over it. It looked like she was going to need a wash job; there were lots of volunteers!



12 She and the wheel bearings were done. Not a bad job, right?

Photos: Dan Madsen


Softboy
LePera



Joby Padilla with his wife, Ashley.

FAITHFUL STEED

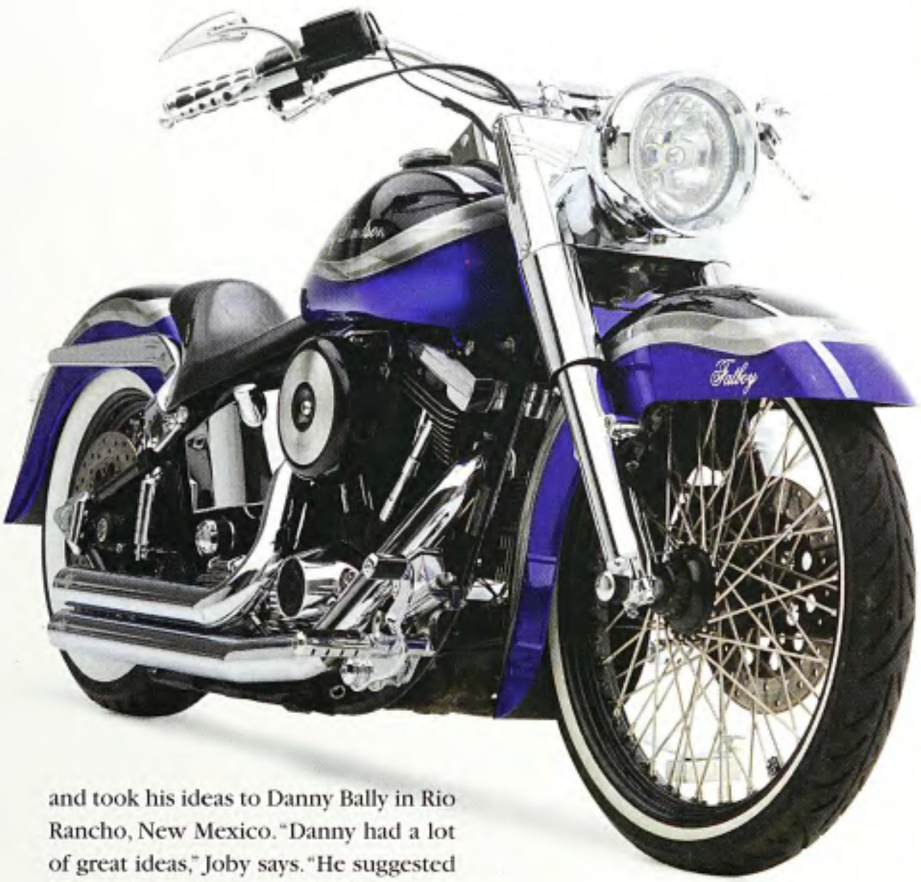
"JOBY" PADILLA'S EVERYDAY RIDER

We love seeing our readers' everyday rides and Joseph "Joby" Padilla Jr's classy 1995 Harley Fat Boy is a prime example of taking a stock Harley and making it your own through the use of subtle custom touches. Amazingly, this entire makeover only cost Joby $3,500. "I got a lot of great deals off of Craig's List," Joby tells us. "I bought the Softail from my father-in-law around four years ago. He had everything blacked out and it had apehangers on it. I wanted more of a lowrider look." So off came the apes in favor of a set of beach-style bars by Mental Bars. "I found a lot of cheap chrome parts on eBay and craigslist and just polished 'em up. I also got a lot of what I needed from Dennis Kirk."

The Evo motor is mostly stock, breathing through a Mikuni carb and blasting out sweet Milwaukee thunder through a set of Vance & Hines pipes. The Softail frame is stock, but Joby wanted the whole thing slammed into the weeds. "I got a lowering kit from Arlen Ness," Joby says. "And the Benchmark front fender is by Brian Klock."

When it came time for the elegant paint scheme, Joby drew out what he wanted, being partial to cobalt blue,


Fatboy



and took his ideas to Danny Bally in Rio Rancho, New Mexico. "Danny had a lot of great ideas," Joby says. "He suggested the blue pearl in the black paint which really makes it pop in the sunlight."

Joby and Ashley ride this badass little Fat Boy all over the place near their home in Santa Fe, having racked up over 45,000 miles on the odometer. Best of all, this *Easyriders*-worthy Softail is one man's faithful, everyday ride. Why don't you show us yours?

—Dave Nichols







Owner: Joseph "Joby" Padilla Jr.
City: Santa Fe, New Mexico
GENERAL
Year/make: 1995 Harley-Davidson
Model: Fat Boy
Assembly: Joby
Time: 3 months
ENGINE
Year/model: 1995 Evo
Ignition: Harley-Davidson
Displacement: 80 cubic inches
Lower end: factory
Pistons: Harley-Davidson
Carb: Mikuni
Pipes: Vance & Hines
TRANSMISSION
Year/make: 1995 Harley-Davidson
PAINTING
Painter: Danny Bally
Type/color: House of Kolor/black, cobalt blue
FRAME
Year/make: 1995 Harley-Davidson
Type: Softail
Rake: stock
Stretch: stock
Shocks: Arlen Ness
ACCESSORIES
Bars: Mental Bars
Handlebar controls: stock
Fenders: Klock Werks Beachmark front, House of Kolor rear
Headlight: Angel Eye
Taillight: clear lenses
Speedo: factory
Pegs: ISB
Electrics: factory
Gas tank: Fat Bob 5-gallon
Oil tank: factory
Primary: Harley-Davidson
Seat: LePera
Mirrors: Arlen Ness
Grips: ISO
FRONT END
Type: Harley-Davidson FLST
Extension: none
WHEELS
Size: 21-inch front, 16-inch rear
Type: Black Bike
Tires: Avon Venom
Brakes: Harley-Davidson
Photos: J.C. Studios

BEST BIKES OF 2011

It's Bike Show season once again and to whet your appetite to visit the Easyriders Bike Show near you, we've put together a showcase of all the custom bikes seen here in *Easyriders* magazine in 2011. Many of these bikes were discovered at our custom bike shows from coast to coast, and this year we're looking for more–maybe even bikes like yours! So why not bring that dazzling scooter of yours to an Easyriders Bike Show? Who knows, you may take home a trophy and prizes. You might even get your bike photographed for a feature in *Easyriders!*

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FEBRUARY 4, 2012
Knoxville, TN • Knoxville Convention Center

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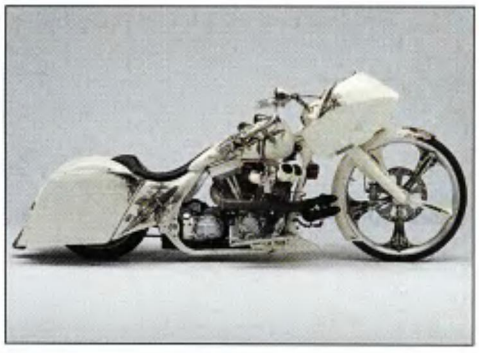
- For information about how to enter your bike in our Easyriders Bike Shows call **800-962-9857.**
- Each Regional Show will have a Spectator's Class and a Judged Class and over 50 awards will be given out at each show.
- The Best of Show winners in both Judged and Spectator's Classes will be reviewed by our editors for a possible bike feature in one of our magazines. No matter where your motorcycle places, our roving judges/editors might take a liking to your scoot and have it shot for a bike feature.
- Bringing your bike to an Easyriders Bike Show is the best way to get your bike in our magazines.



001 EASYRIDERS
The Stocker
Owner: Roland Sands
City/State: La Habra, CA
Builder: Drag Specialties
Model: FXST
Issue: January 2011



003 EASYRIDERS
Short And Sweet
Owner: Troy Banks
City/State: Winter Springs, FL
Builder: Jimmy Dell/JD's Cycles
Model: 1994 H-D Sportster
Issue: January 2011
Photo: Don Rogers



002 EASYRIDERS
Ring Of Fire
Owner: John Lisenby
City/State: San Clemente, CA
Builder: Sinister
Model: 1997 H-D Road Glide
Issue: January 2011
Photo: Michael Lichter



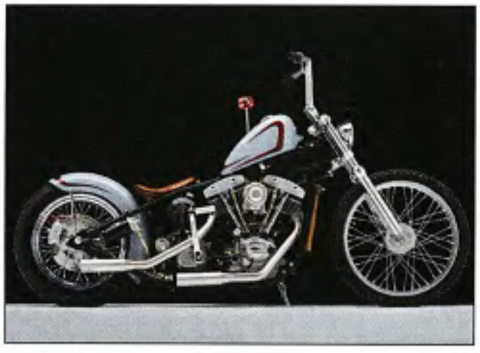
004 EASYRIDERS
Mike DiCocco Serves Up Brilliance On A Budget
Owner: Mike DiCocco
City/State: Ballston Lake, NY
Builder: Mike DiCocco
Model: 1998 H-D Softail FXSTC
Issue: January 2011
Photo: Dino Petrocelli



005 EASYRIDERS
Blue Heaven
Owner: Billy Timmins
City/State: Rohnert Park, CA
Builder: Dante DePaola
Model: 2010 Custom
Issue: January 2011
Photo: Mike Chase



006 EASYRIDERS
The King Of Pain
Owner: Vinnie Magnifico
City/State: Rock Castle, CO
Builder: Isaac's Custom Paint
Model: 2008 Custom Hardtail
Issue: February 2011
Photo: Joshua Shelly



007 EASYRIDERS
Speed King Shovel
Owner: Jeff Cochran
City/State: Cincinnati, OH
Builder: Jeff Cochran
Model: 1978 H-D FXS/Speed King
Issue: February 2011
Photo: Michael Lichter



008 EASYRIDERS
Firestarter
Owner: Andy Walker
City/State: Brighton, TN
Builder: owner
Model: 1956 Custom Panhead
Issue: February 2011
Photo: Don Rogers



009 EASYRIDERS
This Is One Crafty FXLR
Owner: Paul Spignesi
City/State: Branford, CT
Builder: owner and friends
Model: 1993 H-D FXLR
Issue: February 2011
Photo: Dino Petrocelli



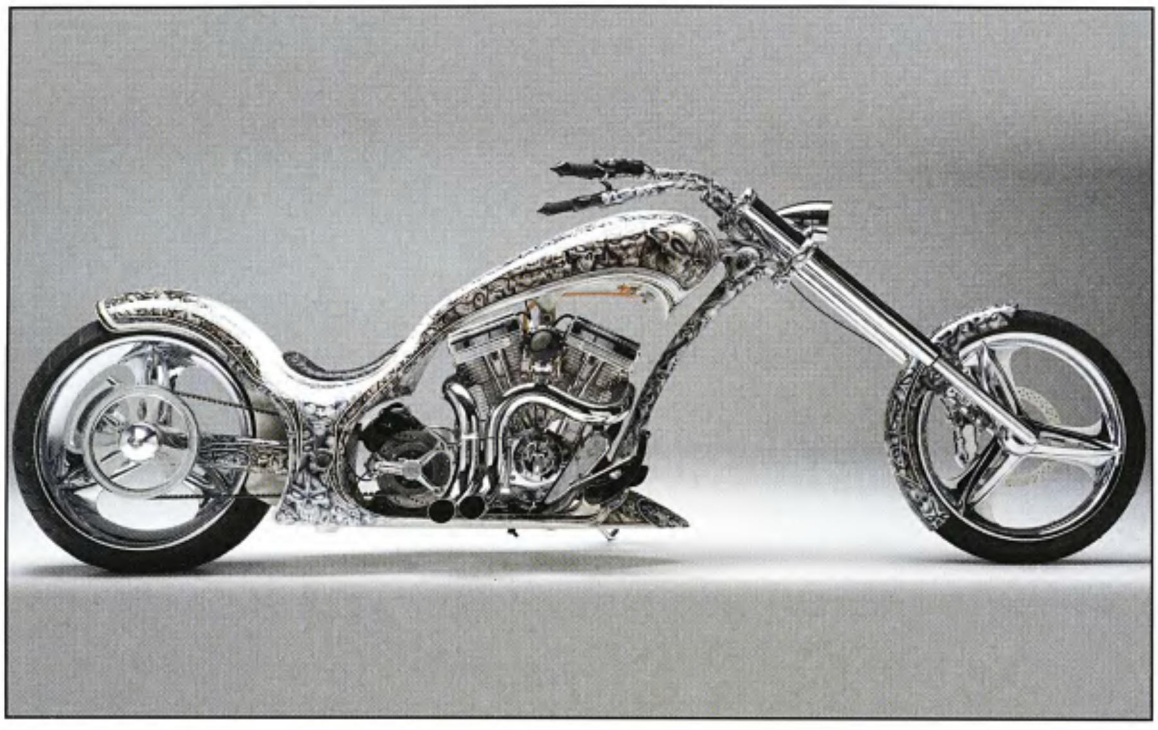
010 EASYRIDERS
Birds Having Sex
Owner: Gavin Kober
City/State: Salisbury, NC
Builder: Gavin Kober
Model: 2010 Bobber
Issue: February 2011
Photo: Brad Patton



011 EASYRIDERS
Esperanza!
Owner: Johnny's Chop Shop
City/State: McAllen, TX
Builder: Johnny Gil
Model: 2009 JCS Rigid
Issue: March 2011
Photo: Michael Lichter



012 EASYRIDERS
Panhead Fred
Owner: Brendan Polskamp
City/State: Granada Hills, CA
Builder: Simon Cycles
Model: 2006 Simon Cycles Panhead Fred
Issue: March 2011
Photo: Rick Hustead



013 EASYRIDERS
21 Times 2
Owner: Eddie Trotta
City/State: Fort Lauderdale, FL
Builder: Thunder Cycle Design
Model: 2010 Thunder Bike Single Side 21, modified
Issue: March 2011
Photo: Don Rogers



014 EASYRIDERS
Heart And Soul
Owner: Damon Schumann
City/State: Napa, CA
Builder: owner
Model: 1999 Special Construction
Issue: March 2011
Photo: Mike Chase



017 EASYRIDERS
Slingshot
Owner: Dave Mizur/DeVille Cycles
City/State: Slatington, PA
Builder: DeVille Cycles
Model: 1979 H-D XLCH Custom
Issue: April 2011
Photo: Dino Petrocelli



015 EASYRIDERS
Hot Rod Heaven
Owner: Glen Bolz
City/State: Chandler, AZ
Builder: Hot Rods by Glen
Model: 2007 Special Construction
Issue: March 2011
Photo: John Covington



018 EASYRIDERS
A Little R&R
Owner: T-n-A Customs
City/State: Sanford, NC
Builder: T-n-A Customs
Model: 2010 Custom Chop-Bob
Issue: April 2011
Photo: Brad Patton



016 EASYRIDERS
An Urban Warrior
Owner: Chris Richardson
City/State: Alhambra, CA
Builder: LA Speed Shop
Model: 1947 H-D FL
Issue: April 2011
Photo: Rick Hustead



019 EASYRIDERS
Everyman's Ride
Owner: Micah McCloskey
City/State: Canoga Park, CA
Builder: Micah McCloskey
Model: 1998 H-D FXSTC
Issue: April 2011
Photo: Kai Raecke



020 EASYRIDERS
Boosted It
Owner: Brian Monnahan
City/State: Lebanon, MO
Builder: Boosted Brad's
Model: 2009 West Coast Choppers CFL
Issue: April 2011
Photo: Don Rogers



023 EASYRIDERS
Bloodstone
Owner: Kirby Marheina
City/State: Columbiana, AL
Builder: John Dodson
Model: 2010 Gangster Choppers Rigid
Issue: May 2011
Photo: Don Rogers



021 EASYRIDERS
Lil Heartbreaker
Owner: Eddie Wise
City/State: Pelion, SC
Builder: Image 803
Model: 2010 Lil Heartbreaker rigid
Issue: May 2011
Photo: Michael Lichter



024 EASYRIDERS
Naked Ladies
Owner: Chuck Whitlock
City/State: Greenville, SC
Builder: owner
Model: 1999 H-D Fat Boy
Issue: May 2011
Photo: Don Rogers



022 EASYRIDERS
Threesome Anyone?
Owner: Russell Mitchell/Exile Cycles
City/State: Burbank, CA
Builder: Exile Cycle
Model: 2009 Exile Custom Sport Trike
Issue: May 2011
Photo: Rick Hustead



025 EASYRIDERS
Split Tail
Owner: Curt Scarritt
City/State: Santa Rosa, CA
Builder: Dante Depaola
Model: 1992 H-D Softail
Issue: May 2011
Photo: Mike Chase



026 EASYRIDERS
Easy Does It!
Owner: Barry Zinn
City/State: Holly Hill, FL
Builder: Crank & Chrome Cycles
Model: 2008 H-D FLHX
Issue: July 2011
Photo: Don Rogers



027 EASYRIDERS
First Brew
Owner: Mike Simon
City/State: Reseda, CA
Builder: Simon Cycles
Model: 2006 Simon Cycles 250 Hot Rod
Issue: July 2011
Photo: Rick Hustead



028 EASYRIDERS
A Vision Becomes Reality
Owner: Jim Farcello
City/State: Carson City, NV
Builder: Wayne
Model: 1950 H-D Chopper
Issue: July 2011
Photo: Ben Dover



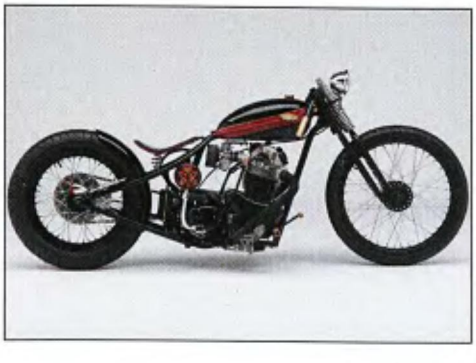
031 EASYRIDERS
The Hustler Knows
Owner: Don Weimer Jr.
City/State: Battle Creek, MI
Builder: Don Weimer Jr.
Model: 2010 Don Weimer Custom Hustler
Issue: July 2011
Photo: Michael Farabaugh



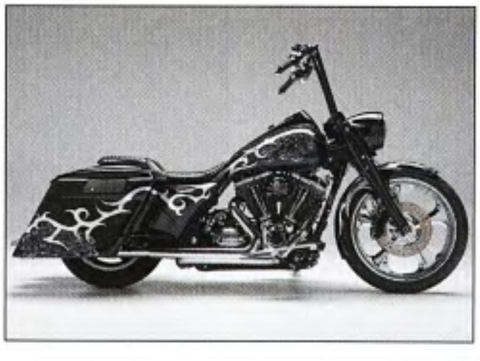
029 EASYRIDERS
Silver Bullet
Owner: Chad Andersen
City/State: North Aurora, IL
Builder: owner
Model: 1997 H-D Dyna
Issue: July 2011
Photo: Michael Farabaugh



032 EASYRIDERS
Copper Chopper
Owner: Arizona
City/State: Phoenix, AZ
Builder: Paul Yaffe Crew
Model: 2010 PYO Copper Chopper
Issue: August 2011
Photo: Paul Markow



030 EASYRIDERS
The Snortin' Norton
Owner: Brian Brenner
City/State: Dayton, OH
Builder: 138 Cycle Fabrication
Model: 1974 Norton Custom Commando "Smart Bomb"
Issue: July 2011
Photo: Michael Lichter



033 EASYRIDERS
On Patrol
Owner: Eddie Trotta
City/State: Fort Lauderdale, FL
Builder: Thunder Cycle Design
Model: 2009 H-D Road King
Issue: August 2011
Photo: Don Rogers



034 EASYRIDERS
Lightning Rod
Owner: Steve Carr
City/State: Sampson, AL
Builder: Lightning Rod Motorcycles
Model: 2001 Buell Custom X-1
Issue: August 2011
Photo: Don Rogers



037 EASYRIDERS
Stunata
Owner: Richard Soares
City/State: Mesa, AZ
Builder: Stunata Customs
Model: 2006 Beast Bobber
Issue: August 2011
Photo: John Covington



035 EASYRIDERS
The Bubba Factor
Owner: Eric Fraker
City/State: Hoschton, GA
Builder: Bubba Hayseed
Model: 1995 H-D Softail
Issue: August 2011
Photo: Don Rogers



038 EASYRIDERS
Raider Rider
Owner: Cole Rogers
City/State: Springboro, OH
Builder: 138 Cycle Fabrication
Model: 1968 H-D XLCH Sportster
Issue: September 2011
Photo: Michael Lichter



036 EASYRIDERS
XL-lent!
Owner: Jason Grimes
City/State: Lebanon Junction, KY
Builder: Jason Grimes
Model: 1986 H-D XL
Issue: August 2011
Photo: Don Rogers



039 EASYRIDERS
Out Of The Flying Pan
Owner: Ken Carr
City/State: Shelby Township, MI
Builder: Kenn Carr
Model: 1952 H-D Panhead EL Bobber
Issue: September 2011
Photo: Michael Lichter



040 EASYRIDERS
Nasty
Owner: Eddie Trotta
City/State: Fort Lauderdale, FL
Builder: Thunder Cycle Design
Model: 2011 Thunder Cycle Design DSST
Issue: September 2011
Photo: Eddie Trotta



041 EASYRIDERS
Derry King
Owner: Keith Butler
City/State: Derry, PA
Builder: Mark McCain
Model: 1999 H-D FXSTC Softail
Issue: September 2011
Photo: Dino Petrocelli



042 EASYRIDERS
Up From The Ashes
Owner: Tony Martinez
City/State: Fullerton, CA
Builder: Sam and Tony
Model: 2000 Special Construction Custom Rigid
Issue: September 2011
Photo: Lumpy



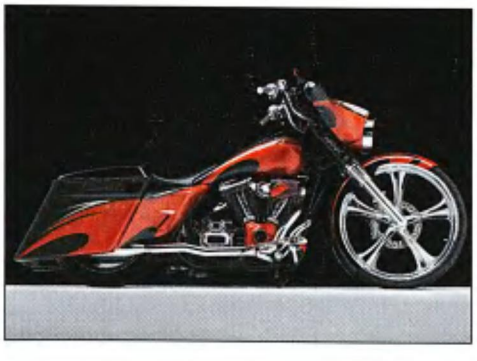
045 EASYRIDERS
Splinter-Free
Owner: Scott Foxx
City/State: Shelbyville, IN
Builder: owner/ Capone's
Model: 2011 Custom B-T Racer
Issue: October 2011
Photo: Michael Farabaugh



043 EASYRIDERS
Good Whiskey
Owner: Covingtons Customs
City/State: Woodward, OK
Builder: Covingtons Customs
Model: 2010 Covingtons Customs Chopper
Issue: October 2011
Photo: Michael Lichter



046 EASYRIDERS
Sharp-Dressed Ride
Owner: Dan Kinsel
City/State: New Lexington, OH
Builder: owner
Model: 1991 H-XD Softail
Issue: October 2011
Photo: Michael Farabaugh



044 EASYRIDERS
Second Time Around
Owner: Gary Hummel
City/State: Corona, CA
Builder: Levi Lewis, HH Bagger
Model: 2007 H-D FLHX Street Glide
Issue: October 2011
Photo: Michael Lichter



047 EASYRIDERS
The Outsider
Owner: Ron Finch
City/State: Pontiac, MI
Builder: "Finchmen"
Model: 2010 Finch Sidecar
Issue: October 2011
Photo: Michael Lichter



048 EASYRIDERS
Dark Roast
Owner: Zach Ness
City/State: Dublin, CA
Builder: Ness
Model: 2007 H-D Dyna
Issue: October 2011
Photo: Mike Chase



051 EASYRIDERS
King Bagger
Owner: Scott Caselle
City/State: Baldwinsville, NY
Builder: Cenzi Motorcycle Company
Model: 2008 H-D King
Issue: November 2011
Photo: Dino Petrocelli



049 EASYRIDERS
Sacred
Owner: Kirk Taylor
City/State: Novato, CA
Builder: Kirk Taylor
Model: 2010 Custom Design Studios Johnny Chop Special
Issue: November 2011
Photo: Michael Lichter



052 EASYRIDERS
Lemonade
Owner: John Garguilo
City: Plantation, FL
Builder: Tom Keller, Thug Custom Cycles
Model: 2010 Thug Bobber
Issue: November 2010
Photo: Don Rogers



050 EASYRIDERS
An Instant Classic
Owner: Bill Holland
City/State: Roseville, CA
Builder: Bill Holland, Executive Choppers
Model: 2010 Chopper Classic
Issue: November 2011
Photo: Mike Chase



053 EASYRIDERS
A Day At The Beach
Owner: Kristi Stennett
City/State: Carterville, IL
Builder: Poncho Stennett
Model: 1994 "Woody" Softail
Issue: November 2011
Photo: Michael Lichter



054 EASYRIDERS
A Very Good Year
Owner: Robert Larson
City/State: McClellan, TX
Builder: Matt and Carl Olsen
Model: 1946 H-D EL Knucklehead
Issue: November 2011
Photo: Michael Lichter



055 EASYRIDERS
Get The Point?
Owner: Joe Murphy
City/State: Novato, CA
Builder: Kirk and Don of Custom Design Studios
Model: 2004 Custom Design Studios Pro-Street
Issue: November 2011
Photo: Mike Chase



056 EASYRIDERS
Riding With The King
Owner: Derek del Castillo
City: Miami, FL
Builder: Warren Lane
Model: 2010 Custom Bobber
Issue: December 2011
Photo: Don Rogers



059 EASYRIDERS
Go Long!
Owner: Rudy Alba
City: Sacramento, CA
Builder: Rudy
Model: 1996 Harley FLSTN
Issue: December 2011
Photo: Mike Chase



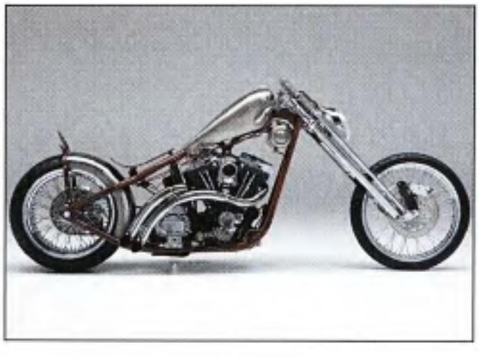
057 EASYRIDERS
Pimp Status
Owner: Michael Lewis/Violent Choppers
City: Fort Payne, AL
Builder: Violent Choppers
Model: 2010 Pimp Status
Issue: December 2011
Photo: Michael Lichter



060 EASYRIDERS
Saturday Night Special
Owner: Greg Giger
City: Emporia, KS
Builder: Fred's Speed & Sport
Model: 1938 Replica H-D Nostalgic Racer
Issue: December 2011
Photo: Michael Lichter



058 EASYRIDERS
Dad Gum!
Owner: Jamie "Bubba" Camp
City: Loganville, CA
Builder: Hayseed Cycles
Model: 2009 "Maynard"
Issue: December 2011
Photo: Don Rogers



061 EASYRIDERS
Bare Bones And Badass
Owner: Drew Bedenbaugh
City: Marion, AR
Builder: Hustler Machine
Model: 2007 Ultima Custom
Issue: December 2011
Photo: Don Rogers

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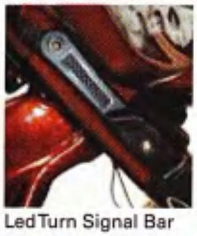
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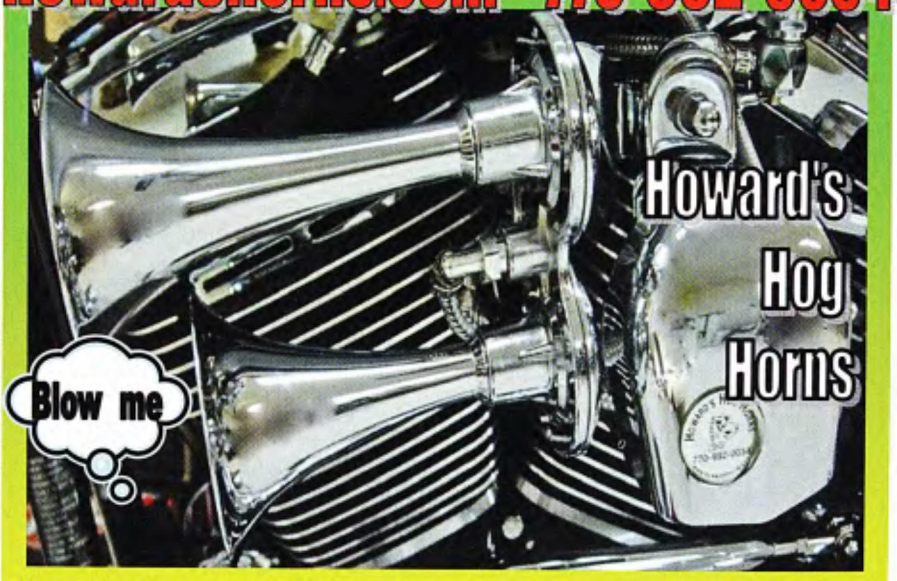
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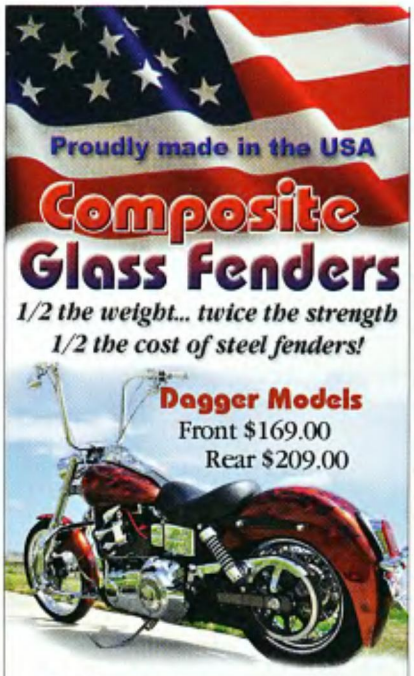
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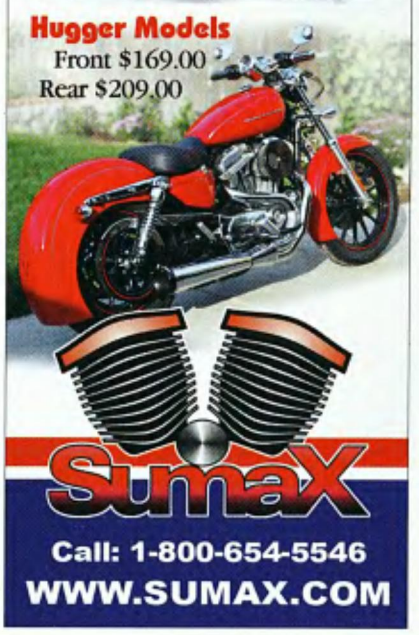
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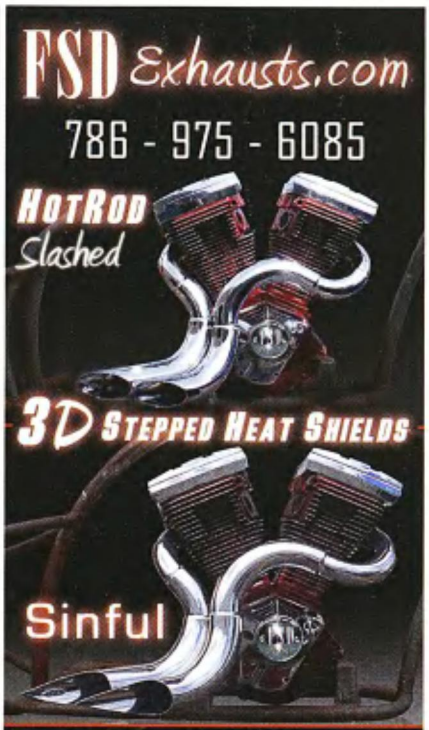
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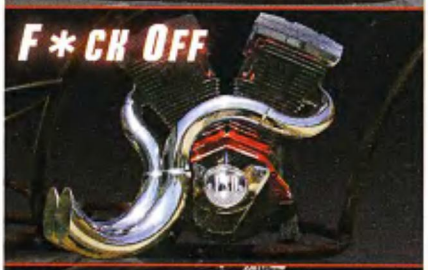
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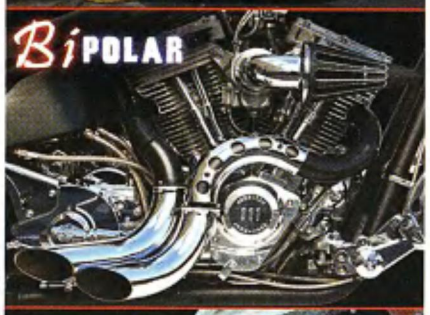
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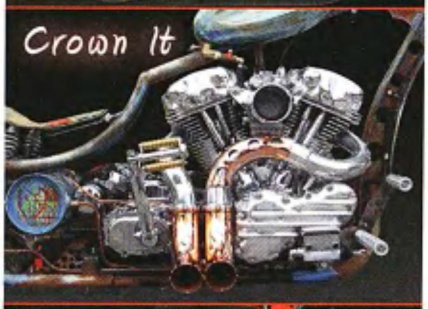
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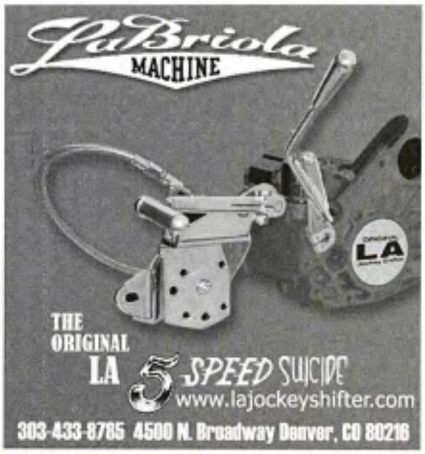






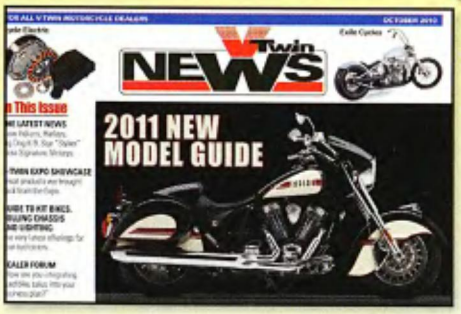


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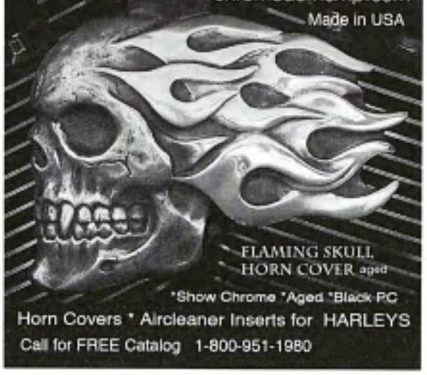


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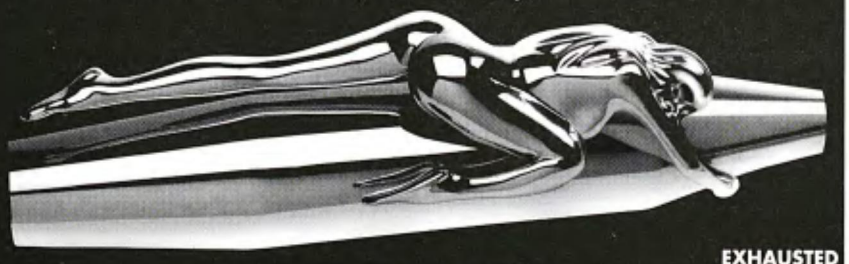
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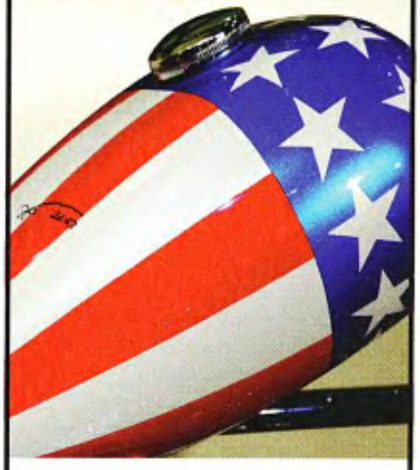
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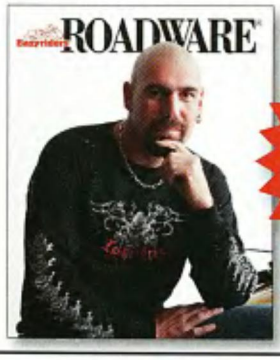




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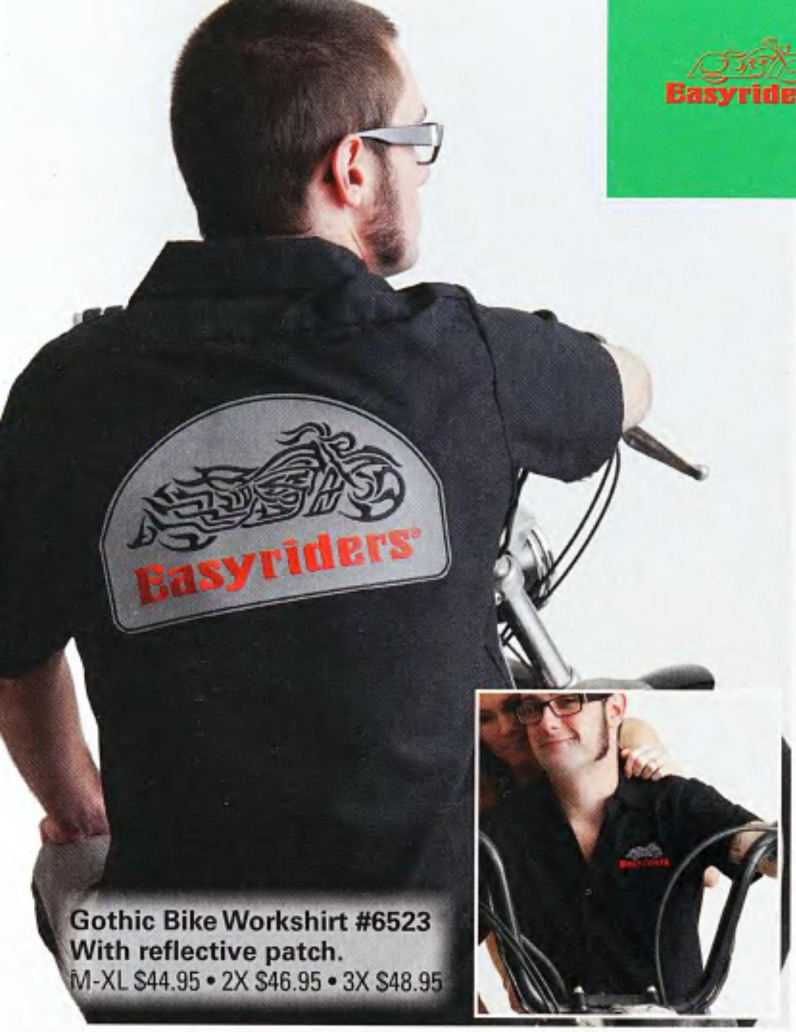
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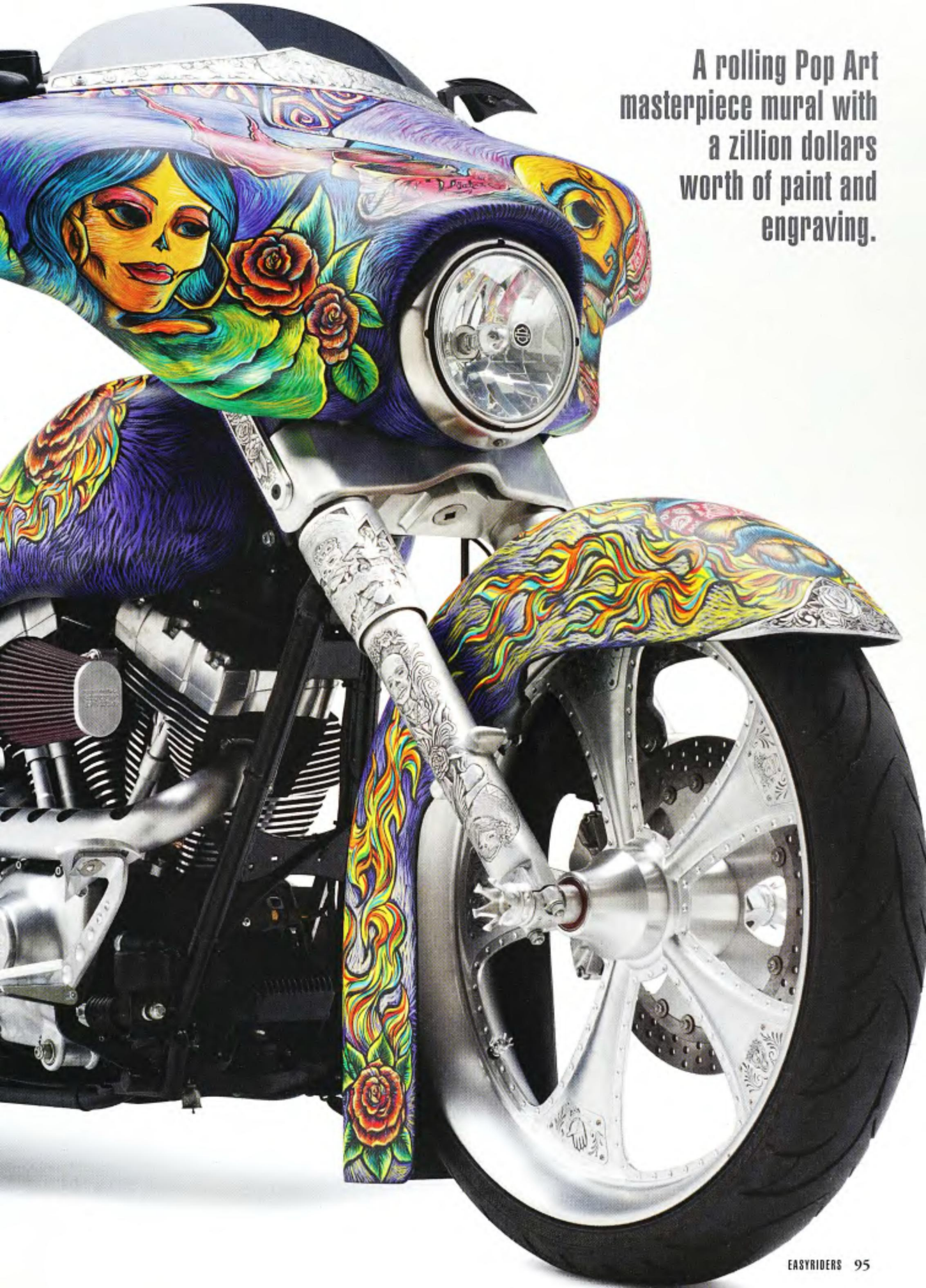
GREG FULLERTON'S BRUSHED UP BAGGER

CHIC MAGNET



You usually need a wall a block long to make an impression when painting a mural, but in this case the mural can extend several hundred miles, depending on far Greg Fullerton feels like stretching his "canvas." Teaming up with three icons of their respective art forms: Paul Yaffe of bike building fame; El Moises, world-renowned Chicano Pop artist; and Tay Herrera, master of engraving, Greg commissioned a two-wheeled traveling art show that set the art world rumbling in more ways than one.

A Salt Lake City resident, Greg is one of those larger-than-life guys. He races cars, rides bikes, is very successful, but once you make his acquaintance, you realize he is one of the most "real" and friendly guys out there, as Paul Yaffe explains in relating the story behind



A rolling Pop Art masterpiece mural with a zillion dollars worth of paint and engraving.

Greg's 2007 Ultra. Summing up the bike, Paul simply says, "It's crazy. It's basically a rolling pop art masterpiece mural with a zillion dollars worth of paint and engraving. Right now it's on display at the Mesa Contemporary Art Center here in Phoenix."

About two years ago Greg bought one of Paul's personal bikes and proceeded to ride it all around the country, clocking some 12,000 miles. He had such a great time that when he got home, he called Paul saying that he was so spoiled that his other bike, a stock Ultra, needed a makeover as well. "He said, 'I'll never ride it again unless you do your stuff to it,' so he sent it over to us," Paul remembers. "The bodywork is fairly conservative; our stretched bags, fenders, etc., but when it came time to talk about cosmetics, Greg remembered seeing some paintings at my house by Moises and then on display at my showroom during bike week out here. He told me to give the bodywork to Moises and let him do whatever he wanted, and we did."

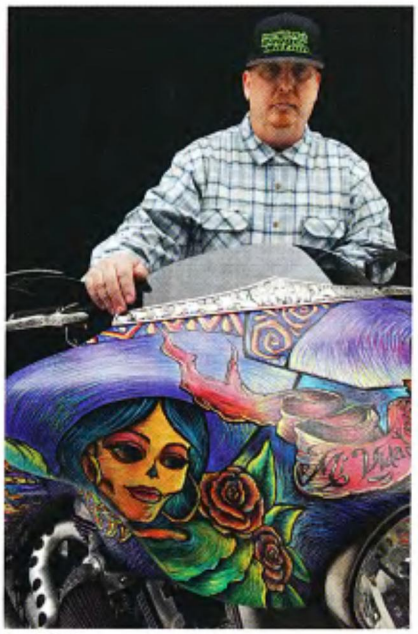
According to Paul, along with the $15,000 unique paint job, the second artist called in for the project was L.A.-based Tay Herrera who sculpted some $25,000 work of intricate artwork etched into the fork legs, the wheels, levers, exhaust tips, saddlebag latches and more. All the designs were drawn originally for Tay by Moises to complement the paint theme. The work of rolling art was two years in the making.

Paul Yaffe custom mods include stretching the frame nine inches while the rake gained seven inches. Upgrades included a set of Platinum shocks as well as PYO's Bagger Nation fenders, pegs, gas and oil tanks, mirrors, grips, and High Roller Wheels, while PM anchors clamp down on a pair of Avon tires.

After taking delivery of the bagger, Greg Fullerton had been riding it all around Utah before returning it to Paul in Phoenix for the aforementioned exhibit called "Guitars and Handlebars." Maybe he'll ride the bike another 12,000 miles around the country, making this bagger the world's fastest traveling art show. *—Paul Garson*

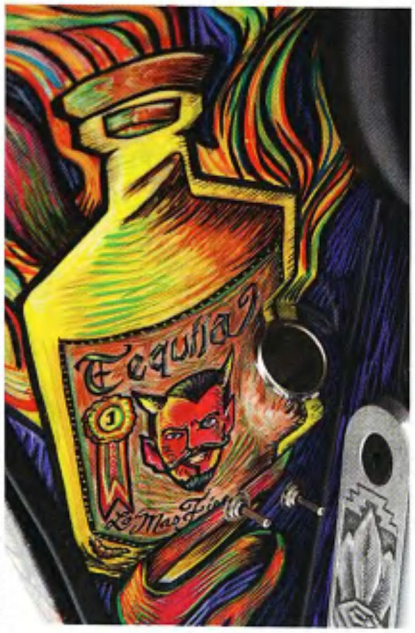
Paul Yaffe Originals
602-840-4205





Paul Yaffe.





Photos: Michael Lichter



FoxHunt

Meet This Month's Winner!

Feast your eyes on killer Kaylea from Jensen Beach, Florida. She'll sure add a throb to your jeans as she slithers all over Robbie White's sweet little Boosted Brad's bobber. The pulse-poundin' excitement begins on page 102. "Shake that money maker!"

—Dr. Feelgood





Christy – Michigan

#0201

"My ex-boyfriend used to ride me through the mud so he could take me home and hose me off naked in his garage."



Amber – Arizona

#0202

"On my first Harley ride my biker friend gave it the gas and I fell on my ass!"

Win $1,000!



Elizabeth – Nevada

#0203

"I rode 1,400 miles on the back of a Dyna for my first ride. I had the time of my life!"



Pamela – Texas

#0205

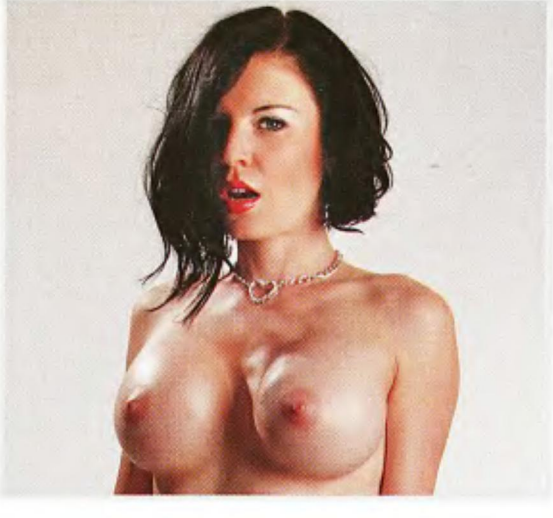
"I was a little girl the first time I rode on a Harley. I remember the thrill and the wind. Now I ride harder than ever."



Jessica – Arizona

#0204

"My first time ride was at a Reno Run, and I rode topless. I had bugs in my teeth and on my boobs!"



Cataclyzm – California

#0206

"This dude took me for a hot ride and then banged the fuck outta me right on his Harley seat. I walked like John Wayne for a week!"

FoxHunt

Win $1,000!

After 40 glorious years of sharing "biker girls next door" with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That's right ladies, win $1,000 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

We're looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $300 for sending in the photo; the Fox Hunt Winner gets $700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire $1,000! We'll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's driver license.
- A photograph of the model holding the signed release form and her driver license.

Please submit three to five color prints, color slides, or digital images (4x6 300DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to *Easyriders*, Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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



Here's next month's Fox Hunt Winner, jazzy Jessica from Alabama. Come back next month to watch her slither and slide on a sexy ride in our March issue.

464

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

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

Model's Name:
Address:
City: State: Zip:
Home Phone: ( ) Cell Phone: ( )
Date of Birth: I am years of age
I will pose: ❑ Nude ❑ Topless only
Model's Signature:

Photographer's Name:
Address:
City: State: Zip:
Daytime Phone: ( ) Evening Phone: ( )
Photographer's Signature:

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

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

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

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DVD 2

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

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

DVD 3

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

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

DVD 4

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

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

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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.

DVD 10

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

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

DVD 11

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

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

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ROBBY WHITE AND BOOSTED BRAD TAKE A SUCKER PUNCH TO THE CHOPS

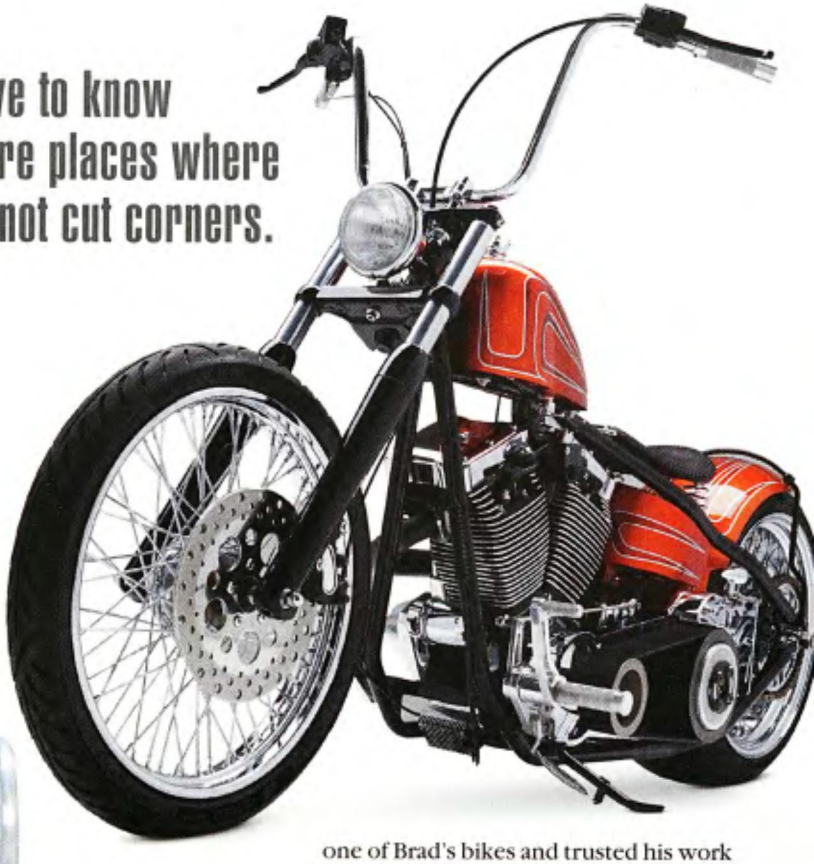
The Meat Hook

Bike owner Robby White calls this creation "The Meat Hook." Just look at the way that chunky Avon tire hangs off the end of the frame like a side of beef in a walk-in freezer. Robby got the idea to save some green by trying to wrench his own ride together all by his lonesome. After the rolling chassis from Sucker Punch Sallys was delivered, he discovered there's more to bike building than what you see on television.

Robby was collecting thoughts and ideas almost as fast as he was amassing a heap of parts but knew his dream would never have been rideable without the skills of Boosted Brad. The two met up through a co-worker who has



You have to know there are places where you do not cut corners.



one of Brad's bikes and trusted his work enough to give him complete control over the project. What Robby got for keeping his mitts out of Brad's secret process is a great running, comfortable, and reliable custom that is taking all the iron at bike shows.

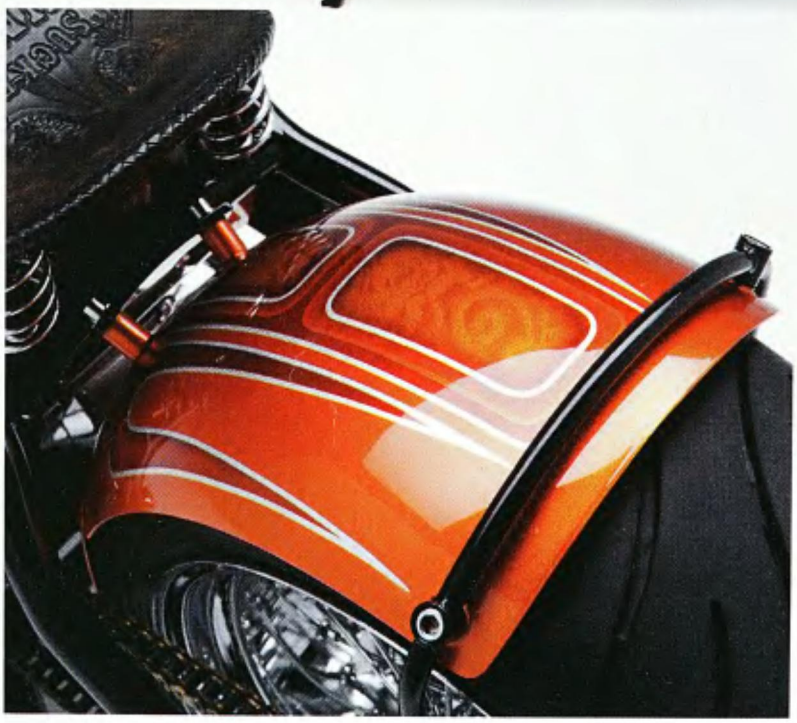
Brad started by cleaning the frame

mounts and shaving the tabs off the fork lowers. He then powdercoated them to match the Sucker Punch rigid frame. He made the coil bracket and hid it behind the gearbox and put together some one-off, Jet-coated pipes to give the bike an awesome sound.

When asked for his advice on custom builds, Brad told us, "You have to know there are places where you do not cut corners, like the quality of the rear chain." Brad uses only RK Gold drive chains because they do not stretch and they hold extremely well after running in. His other piece of advice is, "Never pass on a ride on something old and fast. You'll always learn something."









Boosted Brad's next project is a swingarm shovel and it sounds super cool. Meat Hook was finished over a year ago, and Robby is happy to report lots of riding and no trips back to Brad for re-work.

This month's Fox Hunt winner, sultry southern beauty Kaylea, sure lit up our photographer Don Rogers' studio when she strutted her hot redheaded stuff for Robby, Brad, and the boys. She'll make the South rise again! —*Cheese Biscuit*





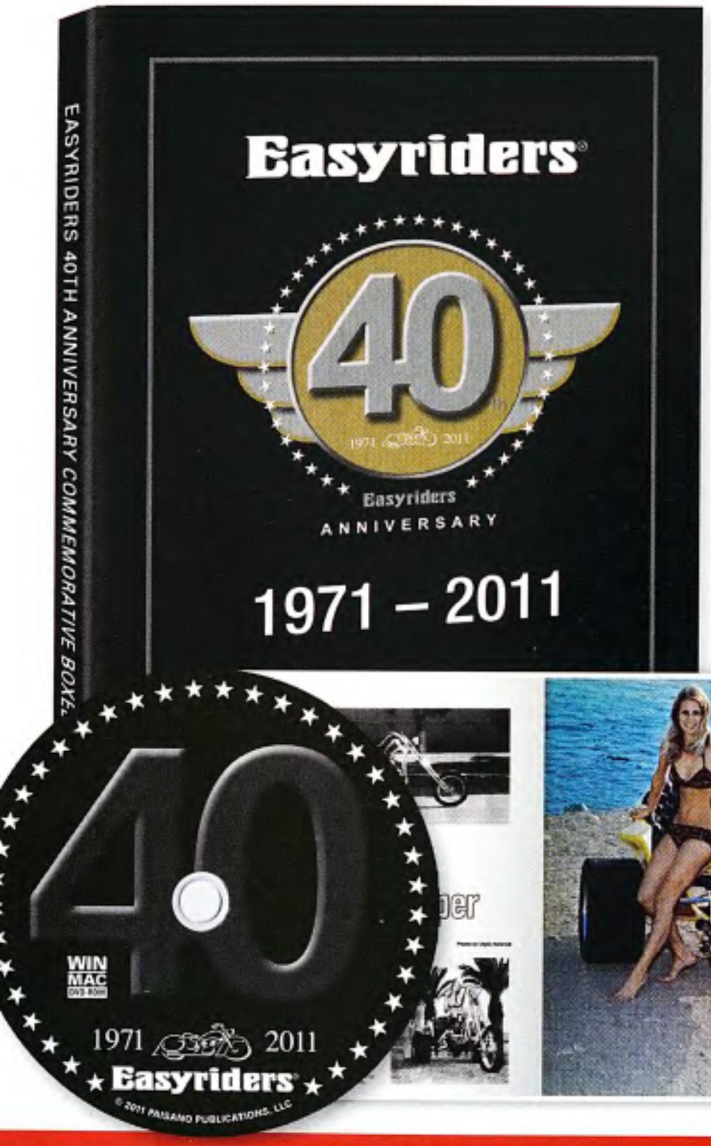




Brad and Kristen Barnes of Boosted Brad's.

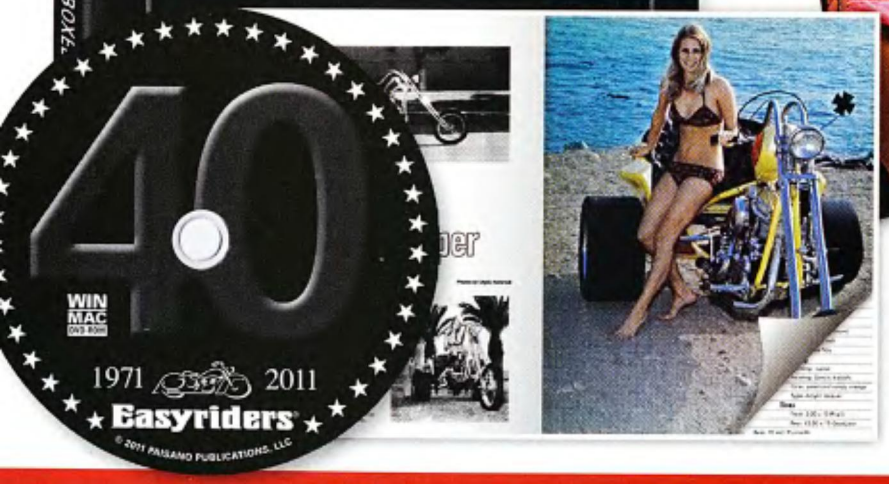
Owner: Robby White
City: Horn Lake, Mississippi
GENERAL
Fabrication: Boosted Brad
Year/make: 2007 Sucker Punch Sallys
Model: custom
Time: 2 years
ENGINE
Year/make: 2007 S&S Super Stock
Displacement: 96 cubic inches
Ignition: S&S
Cam: S&S
Carbs: S&S Super E
Air Cleaner: S&S Desperado
Pipes: Boosted Brad
TRANSMISSION
Year/make: 2007 Prowler 6-speed
Shifting: foot
PAINT
Painter: Boosted Brad
Type/color: House of Kolor/Kandy Tangerine, Kandy Root Beer
FRAME
Year/make: 2007 Sucker Punch Sallys
Type: rigid
Rake: 32 degrees
Stretch: none
ACCESSORIES
Bars: apehangers
Handlebar controls: GMA
Fenders: Boosted Brad
Headlight: Custom Chrome
Taillight: Heartland billet teardrop
Pegs: Sucker Punch Sallys
Foot controls: Sucker Punch Sallys
Electrics: Boosted Brad
Gas tank: Sucker Punch Sallys
Oil tank: Sucker Punch Sallys
Oil system: S&S
Primary: Rivera primo brute III
Seat: Sucker Punch Sallys
Grips: Sucker Punch Sallys
FRONT END
Type: hydraulic
Extension: 2 inches under extension
Builder: Boosted Brad
WHEELS
Hub: Sucker Punch Sallys
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: Harley-Davidson
Photos: Don Rogers

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ReadersRides

Mike "Dawg" Bradley
Suffolk, Virginia
2005 Softail

This is Dawg's "Barter Bike," called so because of how it came about: through bartering, of course. Apparently Dawg traded a 2001 Chevy truck bed for the custom wheels and tires, a jet ski for the frame, a 1993 Mustang for the 110-inch S&S motor, transmission, and tins, and, finally, sold a rigid bike frame in order to complete the build. Who says you need a lot of money to build something nice? In fact, Dawg estimates that he has put no more than $1,100 cash money into this motorcycle.

Of course, it helped that Dawg apparently comes from a long line of junk men (well, at least his daddy was a junk man), the junk man in general being a creature that tends to thrive on bartering, dealing, and wheeling. It also helped that he did all of the work himself and was able to assemble the bike in his garage. So Dawg dug down deep and came up with something extra special.

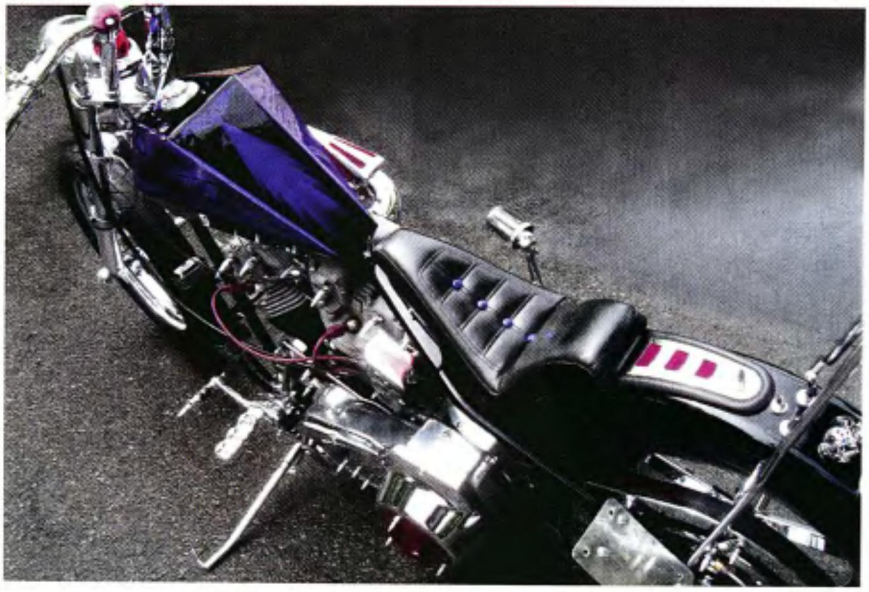
Then, after having dreamt about this project for some time, Dawg gave himself the personal challenge of getting the build done in no more than 30 days. Dawg dug in, and a month later, voila!

Dawg even painted the bike himself, and judging by these photos, this dog hunts. Dawg's a very talented junkyard, uh, man indeed. *—Tripper*

Photos: Chip Wright







Photos: Owner

Richard Ostromecki
Lexington, Massachusetts
2011 Custom Chopper

Truisms come in all shapes and sizes, and some of them have just about been beaten to death. Like this one. "True chopper builders never die, they just keep on weldin'," says Richard. "And wrenchin'. And Ridin'."

He almost makes it sound like those guys are just too damn busy to kick the bucket. Which may be a good thing since, just to abuse another truism, "Retirement is for quitters." And to prove his point, he thanks us for featuring his 1971 shovel in our 40th anniversary issue not too long ago and asking us to follow that up by now showing you his "present vintage creation," as he calls it. Apparently we're only too happy to oblige.

This scoot was built after some 70 parts had been discovered at various swap meets and found in basements, attics, and barns as well as come from different sources as donations. This truly is a swap meet special.

Without the Headwind headlight and D&M air cleaner, it would basically be a 1970s chopper from Spool & Drum. According to Richard, "The motor and tranny have been sleeping under my work bench for 35 years." He says that he originally took them both out of a 1972 police bike.

Richard himself took care of the fabrication and paint, and after revamping a bunch of Jammer, Paughco, Corbin Gentry, and Invader parts, the wicked ride "willed itself together," says Richard, who keeps on weldin'. And wrenchin'. And, most importantly, ridin'. And tryin' to keep that bucket far, far away from his foot.

—Tripper

Comin'AtYa



The March issue of *Easyriders* (No. 465) showcases the new American-made motorcycle models for 2012 in a special 10-page section. We ride to the wild and wooly Bean Blossom Bikerfest for an old-school good time and bring you a Survival Guide to Daytona Bike Week. Custom bike features include our pick of the *Easyriders* Bike of the Year by Reno Chop Shop, a Bare Knuckles bobber, a cool scooter from Metal Art Customs, a sleek Sportster by Patrick Patterson, and a classic EL Harley. Meet Doug Gray, the Harley-ridin' rocker behind the Marshall Tucker Band, and check out a Special Forces-themed Harley with sidecar for a proud veteran who won't let the loss of his legs keep him from ridin'! Plus a selection of fine naked babes, crazy humor, and another Topless Tech Tip are roarin' your way in the March issue of *Easyriders*. *On sale January 29th*



The January issue of *V-Twin* (No. 129) is packed with some truly awesome street iron and tantalizing tech tips! Gear up to ride along with us to the ultimate party at the Chillicothe Grand National Motorcycle Rodeo. We will also bring you our Road Test of Harley-Davidson's Blackline bikes, offer up a Guide to Soft Luggage and Seats, and take off for Yamaha's Star Days.

On sale December 13th.



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 Bikerfest 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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