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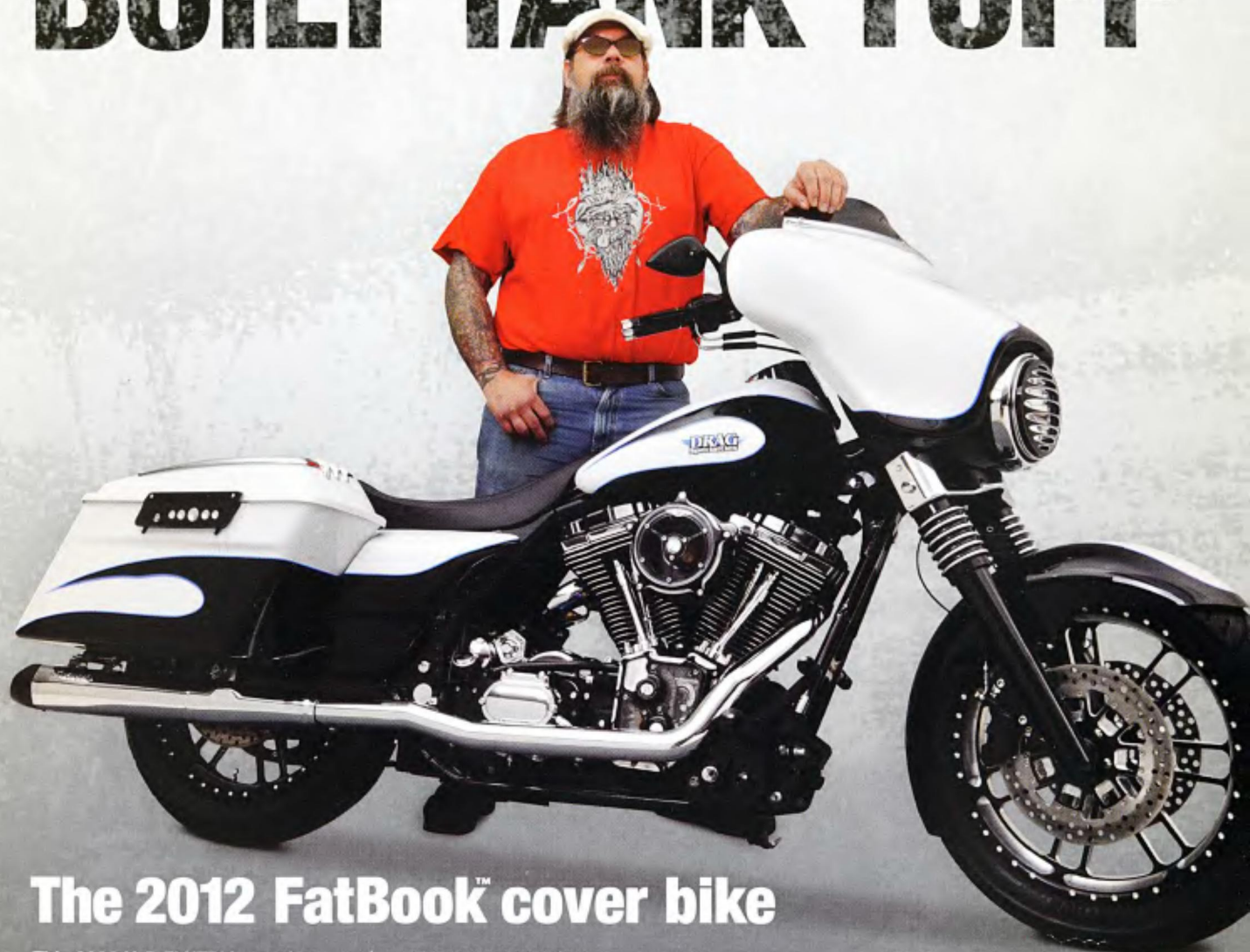
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- **ROLAND SANDS DESIGN:** Slam Contrast-Cut Wheels, Rotors and Rocker Box Covers; Clarity Contrast-Cut Timing Cover and Air Cleaner Assembly

Here's To The Next 40 Years!

Last year we celebrated and looked back over the past.

This year is about new stuff and the future!

You are holding in your hands the **NEW, BIGGER and BETTER**, *Easyriders* and *Biker* combined. Why? Well, as you know, we do our best to stay in touch with our readership through our events and surveys and we have determined that the two magazines have very close to the same readership. So.... we looked at our surveys and saw what you liked **BEST** and **LEAST** in each magazine. We picked only the **BEST** of both and combined them.

Tell us how we did. Go to Easyriders.com and click on the survey. You can save \$10 on a new subscription, renewal, or extension (see page 103) — or just do it to give us a kick in the ass! Oh yeah, very soon all *Easyriders* subscribers will be getting a digital version delivered to their email at NO additional cost! Great when you're on the road with only a hotel PC or Tablet available and your sub copy is at home in your mailbox.

You'll notice the new big size and that the gatefold is back in *Easyriders* with a hot lookin' babe on one side and a cool bike on the other. And, back by popular demand is the David Mann centerfold. Dave has been gone from this earth for about seven years now and we've been running a piece of his art once in a while, but that's not enough for a lot of you out there. We've been getting emails like, "I've loved Dave Mann art since I was a kid reading my dad's *Easyriders*" and "I know there must be many paintings I haven't seen. Run them all again." Well, you asked for it and you've got it! With this issue he's back in the centerfold. We're starting with the first painting Dave ever sent to us—see page 61 for the story about the painting.

As most of you know, we started publishing *ROAD IRON* magazine recently. It's for the rider that can't get enough bagger stuff. We're going to be starting up another new bike magazine later this year too! It's still a secret at this point, so you'll just have to wait and see.

You may be wondering who that guy is looking back at you on the right side of the page. That's me, the publisher. The pic was taken a couple of decades ago, but I look exactly the same except for gray hair, wrinkles, and a beer gut! It's a good thing for me (and you too) that it's easier to refresh a magazine's look than a humans'. A publisher is not usually a writer, an editor, artist, or photographer. Here at Paisano he determines what the attitude, look, and content of the magazine should be—and he approves the covers. Then he sits back and waits to see what his very talented staff of young scooter tramps puts together. If they've gotten it right—and they always do—I still feel like the guy in the photo when I read my new *Easyriders*—full of piss and vinegar and itching to put my ride in the wind!

Easyriders
BIKER

Joe Teresi
Publisher
jt@easyriders.net

(The regular Taking It Easy column will be back next issue.)

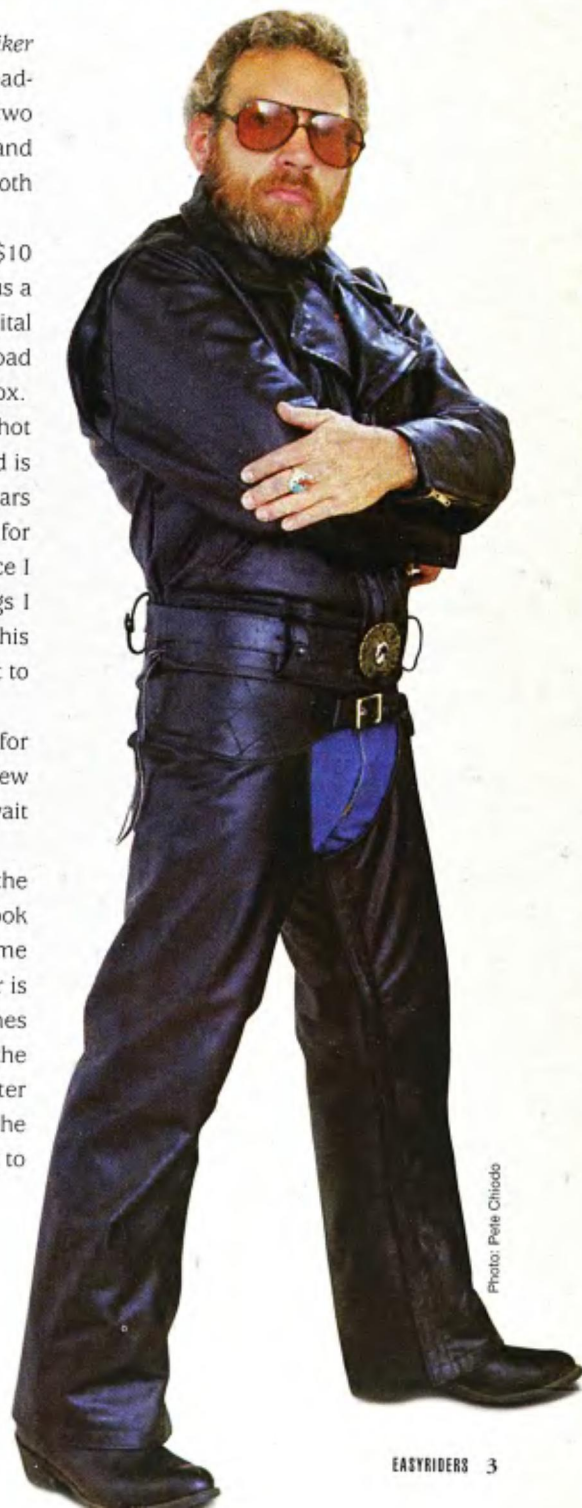
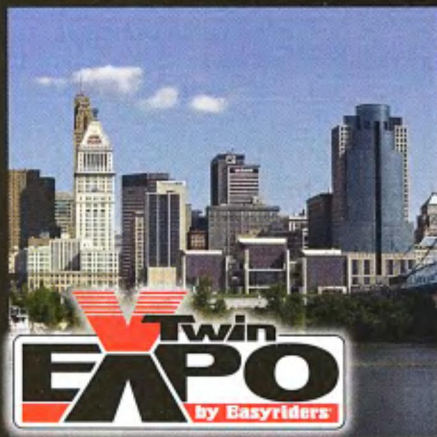


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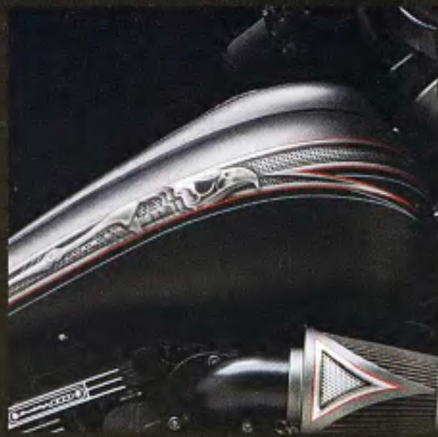
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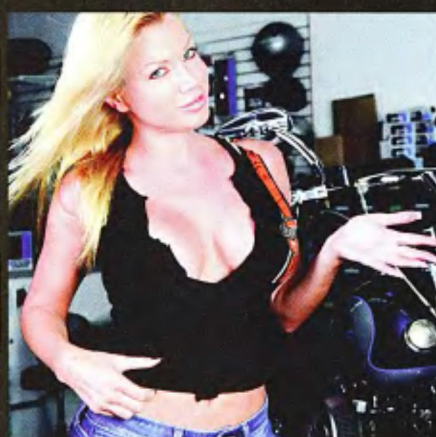
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Easyriders

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Associate Editors: Kim Peterson • Kai Raecle • Kit Maira
Roving Editor: Clean Dean Shawler
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Photo Editor: John Nielsen
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Prepress Operations: Billy Thornbury, Manager
Senior Photographer: Billy Tinney
Photographers: Michael Lichter • Don Rogers • Mike Chase
Michael Farabaugh • Dino Petrelli • John Covington
Contributors: Jeff Moore • Twiggy • Joe Kress • Paul Garson

Advertising Phone Number: 818-889-8740
Vice President - Advertising Sales: Wiley Poole
Director of Advertising: Tammy Porter
Advertising Executive: Isidro Romero
Advertising Coordinator: Mandy Dunn
Advertising Production: Savannah Bertram, Manager
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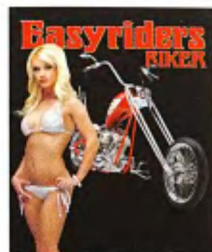
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Executive Assistant: Isobel Petty
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Renzo Chop shot by Michael Lichter.
Fox Hunt winner Crystal shot by
Brad Pantan. Special imaging
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We love hearing from you!
Please send your questions or
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dnichols@easyriders.net

108

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BIKE FEATURES

Easyriders' Bike of the Year	
Spike Duque's "Orange Vibrations" Takes Top Honors (featured on the cover)	8
Kamakazi	
Richard Warder's Barely Legal Metal Art Chopper/Gatefold Poster	18
Damage Case	
New Life For A 70-Something-Year-Old Harley	40
Kick In The Pants	
Led Sled Customs Loves Sportsters	68
Pan-"E" Dropper	
Ben Jordon's Drawer-Droppin' Rigid	108

SPECIAL FEATURES

Las Vegas BikeFest	
Impossible Not To Have A Good Time	26
Run To Paradise	
Burapa Bike Week	34
Love Ride 28	
Back In The Saddle Again	52
With Faith & Honor, Romy Rolls	
This Green Beret Is On The Road To Recovery	58
David Mann	
The First David Mann Painting In Easyriders	61
Ridin' With The Marshall Tucker Band	
Doug Gray Keeps The Peace	65
BEST OLD-SCHOOL SCOOTERS	
Righteous Rides Fresh From The Mailbag	72
Cocoa Beach Biker Bash	
Warlocks Of Brevard's Primo Biker Event	88
Earliest Running Knucklehead	
Doug Brown's Reborn 1936 Milwaukee Marvel	98
Chilly Billy	
6th Annual Chilly Billy Memorial Run: Thinking Big And Giving Local	116

TECH GARAGE

Topless Tech	
Front Fork Implants	84

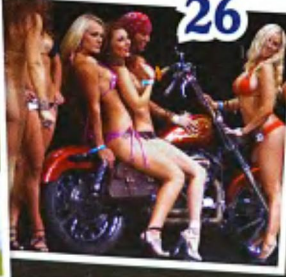
DEPARTMENTS

Letter From The Publisher	3
EasyNews	15
Biker Ink	32
In The Wind	47
Passin' Gas	56
Parts Box	80
Fox Hunt Contest	104
Fox Hunt Winner, Crystal	108
Readers' Rides	118
Advertisers' Index	120

65



26



72



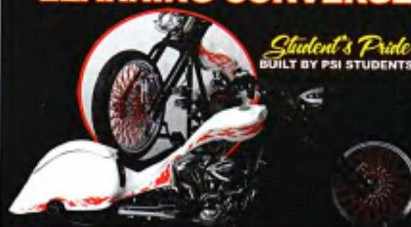
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EASYRIDERS'

This super sanitary chopper was picked by the Easyriders Bike Show head honchos as "Bike of the Year." One look and you have to wonder if the bike actually runs since there is no hint of wires or cables. But they are all hidden within the bike's chassis including the brake lines encased in stainless steel. The bike definitely runs, and runs hard, thanks to its 124-inch S&S motor.

The bike's owner, Spike Duque, has been riding choppers since he was 17, close to 50 years now. The Reno resident traces his Nevada roots back to his grandfather. While there are no gold mines or casinos in the family history, Spike did strike gold recently when "Orange Vibrations" (as he calls the bike) first took Best of Show at the Sacramento Easyriders Bike Show, then went on to the finals in Columbus, Ohio, where it was awarded the top accolade: Bike of the Year.

This is the first bike Spike has ever shown despite the fact that he has built several choppers and a couple of custom baggers.

"I just build them for myself to ride and have never shown them or was ever in

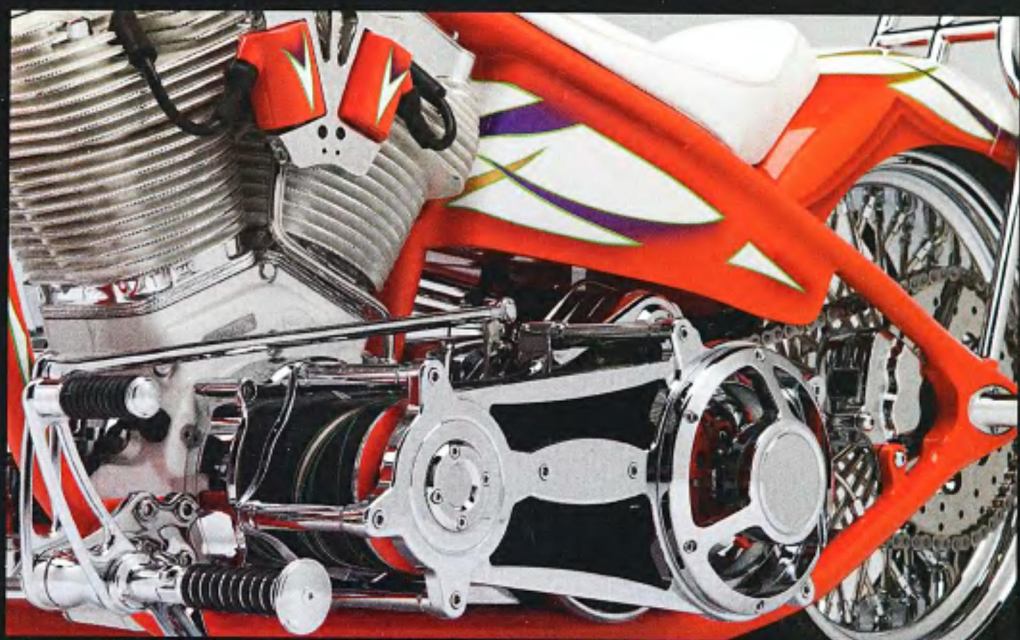
a magazine," Spike says. "As far as winning the Easyriders Bike Show awards, I never ever would have anticipated that. The only reason I took the bike to Sacramento was to help out a friend of mine, Bill Holland, who did the front end for it at Executive Choppers. After the Sacramento show, I was just riding it around Reno when a bunch of my buddies got on me to take it to the Columbus show. When they announced it won Bike of the Year, it actually brought tears to my eyes."

Asked what inspired the bike, Spike says, "I've always been into old-school choppers—long front ends, apehangers, big motors...all my bikes have been built along that mindset."

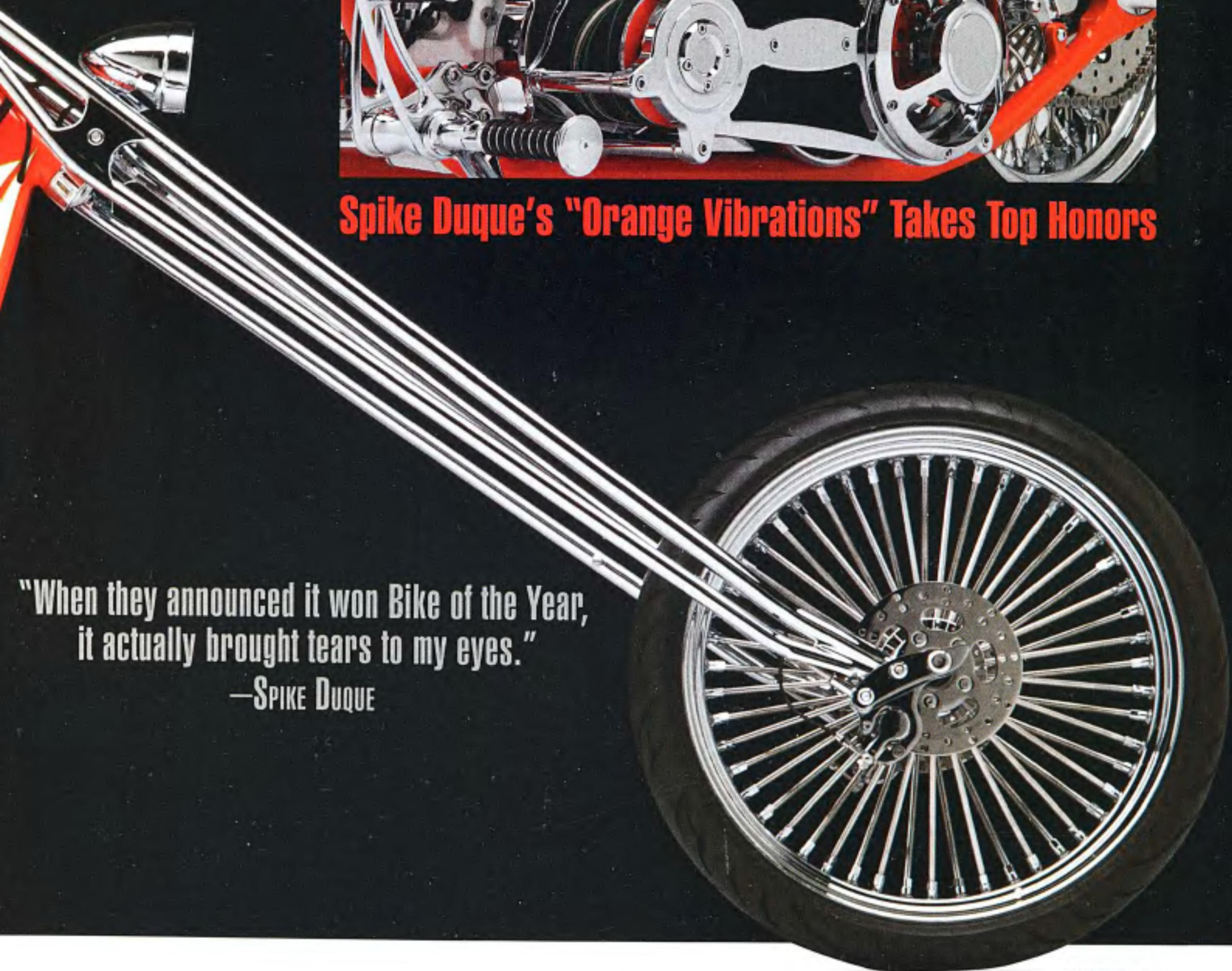
The bike took form at Reno Chop Shop (RCS) a shop with which Spike had previously worked. Starting with a Paughco rigid frame, the RCS guys added the 46-degree rake. They fabbed up a "one-piece" design in that the oil tank, rear fender, and frame are all welded as one unit, not bolted together. "It took two years to build the bike because I'm such a fanatic," Spike tells us. "We'd put something on and if it just didn't flow,



BIKE OF THE YEAR



Spike Duque's "Orange Vibrations" Takes Top Honors



"When they announced it won Bike of the Year,
it actually brought tears to my eyes."

—SPIKE DUQUE

This is the first bike Spike has ever shown despite the fact that he has built several choppers and a couple of custom baggers.



Spike Duque

off it went. Everything on that bike was built three times before I finally settled on what looked good."

All the prep work of welding and sanding had to be as smooth as glass. No bondo was used because the whole bike, including the frame, oil tank, fender, and gas tank, was powdercoated.

Then Louie Feliz added the graphics, a feat unto itself, as you can't tell where the powdercoating stops and the paint work starts. "Half the credit for the bike's success goes to the painter," Spike confides. "Because no matter what you build, you've got to have a paint job that catches people's eyes for it to go anywhere, and



Louie did a phenomenal job."

Asked about his first ride impressions, Spike tells us, "The front end, 28 inches over with a 23-inch front wheel, handled better than I had imagined. I swear that great handling is thanks to the Harman front end. I just fell in love with it. Everyone at the Reno Chop Shop brought something to this project and to its success at the shows."

—Paul Garson





Owner: Spike Duque

City: Reno, Nevada

General

Designer: Spike Duque/

Reno Chop Shop

Fabrication: Reno Chop Shop

Year/make: 2008 Chopper

Model: Orange Vibrations

Assembly: Reno Chop Shop

Time: 2 years

Chrome: Meclec

Engine

Make: 50th Anniversary S&S

Builder: S&S/Reno Chop Shop

Displacement: 124 cubic inches

Cam: S&S .640 lift

Ignition: Crane HI 4

Pistons: 4 1/8 inch S&S

Heads: B2

Lifters: S&S Hydro Solids

Carb(s): dual S&S G's

Air cleaner: dual velocity stacks

Pipes: Reno Chop Shop

Transmission

Year/make: 2008 Baker

Shifting: 6-speed

Paint

Painter: Daytec powdercoating

Type/color: orange metal-flake powdercoat

Special paint: custom graphics

by Louie Feliz

Frame

Year/builder: 2008 Reno Chop Shop

Type: rigid

Rake: 48 degrees

Stretch: 3 out, 5 up

Shocks: none

Accessories

Bars: Cycle Controls

Handlebar controls: Cycle Controls

Fenders: Reno Chop Shop

Headlight: bright

Taillight: Reno Chop Shop

Pegs: Reno Chop Shop

Electrics: Reno Chop Shop

Gas tank: Reno Chop Shop 4.8 gallon

Oil tank: Reno Chop Shop 5 quart

Oil system: S&S

Seat: Corbin

Sissybar: Reno Chop Shop

Mirrors: Arlen Ness

Forks

Type: Harman, Holland girder

Extension: 28 inches over

Builder: Executive Choppers

Wheels

Size: 23-inch front,

18-inch rear

Wheels: Ride Right

Tires: Avon

Brakes: Exile

Photos: Michael Lichter

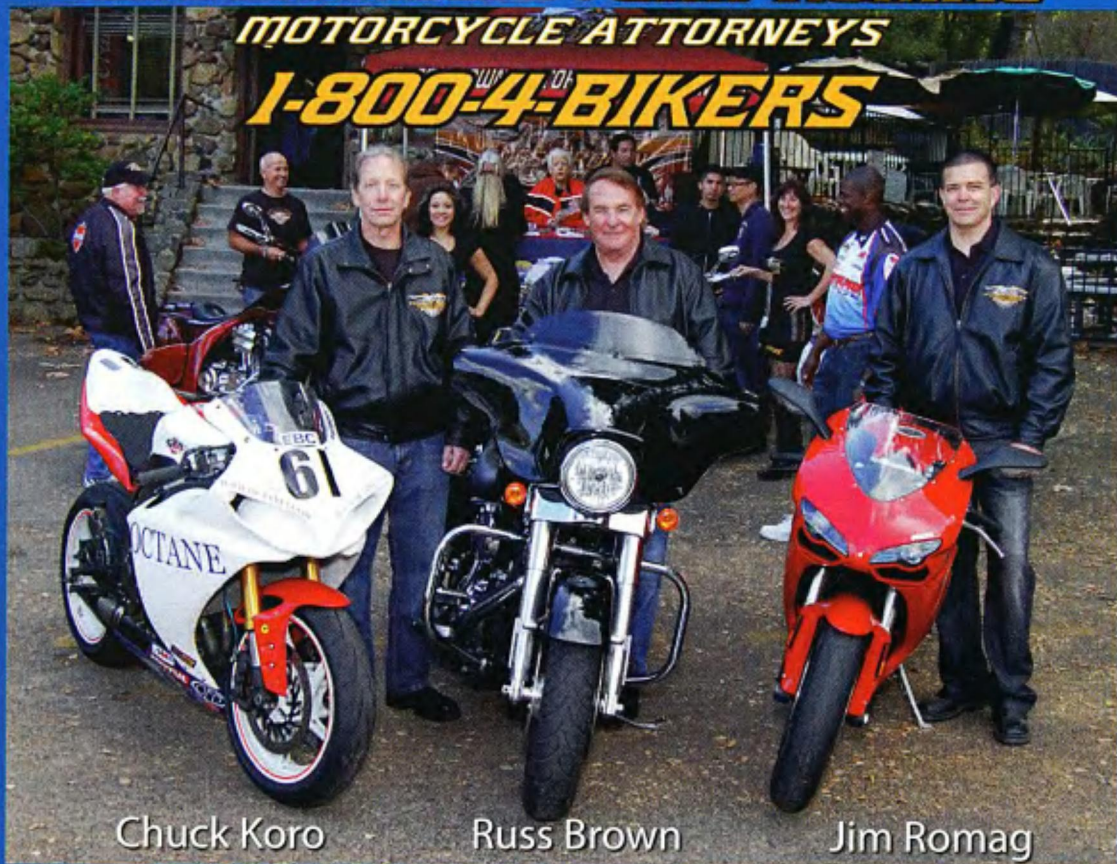
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I recommend motorcycle lawyers Brown, Koro & Romag highly as they were fast and efficient when I needed them most. They fully appreciate riders' needs as they ride and understood my situation fully. I have no regrets and am very happy with the outcome. When the unthinkable happens, it's good to have them on your side. I wouldn't consider anyone else, neither should you. - Thank you, Rick Rademacher



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FEDERAL JUDGE UPHOLDS NY MOTORCYCLE CHECKPOINTS: A lawsuit filed against New York state police on behalf of New York motorcyclists alleging that "motorcycle only" checkpoints are unconstitutional has been rejected by a federal court.

The motorcyclists sued claiming that safety was a pretext, not the purpose, of these roadblocks. They claimed that the stops were used primarily for criminal background checks, which are prohibited by state law.

The roadblocks were set up near large motorcycle events, and resulted in delays and harassment. Judge Gary Sharpe concluded that the stops primary function was to promote safety, distinguished from the plaintiffs' contention that stops are unlawful when there is "individualized suspicion of wrongdoing."

The judge cited the large number of motorcyclists who were ticketed for helmet law violations and other safety violations, while only a small number were cited for criminal offenses.

The attorney for the bikers, Mitchell Proner said that the intrusion on civil liberties is something that shouldn't be countenanced. He also said, "The New York checkpoints have continued since even though motorcycles, like other vehicles, are already subject to annual safety inspections."

"It's obvious just from their own internal documents they're looking for criminal activity....The fact they didn't find crime doesn't mean that wasn't what they're fishing for," he said. "That just shows that you've got law abiding citizens on motorcycles primarily being inconvenienced." Source: *Boston Herald*

HELMET LAW MODIFICATION SOUGHT IN MASSACHUSETTS: If State Senator Steven Brewer, Representative Anne Gobi and the Modified Motorcycle Association have their

way motorcyclists 21 and over would be free to choose whether or not to wear a motorcycle helmet. Another proposed bill by Senator Robert Hedlund would allow motorcyclists from other states without helmet laws to choose their headgear. Paul Cote, Justice Rider and BOLT of Massachusetts, said there is an economic incentive to pass the legislation because motorcyclists travel to nearby states that do not require helmets and spend money

QUOTE OF THE MONTH

"In the war of ideas, it's not enough just to be against something; you have to be for something that is sound as well."

—Lech Walesa

while there. New Hampshire has no motorcycle helmet law, while Maine and Connecticut require protective headgear for all riders under age 18. Rhode Island law requires riders under age 21 to wear helmets. "What you're missing in Massachusetts is with 185,000 registered bikes, a large portion of them are going out of state every weekend to go ride without a helmet.... There's no wall around Massachusetts." Source: *The Lowell Sun*

FREEDOM OF HELMET CHOICE THREATENED

IN SOUTH CAROLINA: Legislators in the South Carolina Senate have pre-filed a bill to require all riders in the state to wear helmets. Currently only riders under 21 are required to wear them. The bill faces a tough fight in the legislature. The bill is sponsored by Sen. Ralph Anderson. It has been assigned to the Senate Transportation Committee chaired by Sen. Larry Grooms, who is against

mandatory helmet laws. And even if the bill were to pass the House and Senate, it faces a veto by Gov. Nikki Haley. She says, "We encourage everyone to wear a helmet and be safe, but we will always support protecting the liberties of our citizens and have never supported a mandatory helmet law." Source: *WSPA News*, (CBS affiliate)

FLORIDA LAWMAKERS DECLINE TO PURSUE SECOND AUDIT OF ABATE OF FLORIDA:

Several Florida motorcyclist activists, including our own John "Rogue" Herlihy, were concerned that ABATE of Florida was mismanaging around \$2 million in funds that were appropriated from the state's Motorcyclist Education Fund, which is funded by a \$2 registration fee on motorcycles. The activist's concerns did convince ABATE of Florida to release the conclusion of the group's internal audit, which revealed that much of the funds went to printing "bookmarks, chap stick, coloring books, crayons, eyeglass repair kits, gel pens, leather-look portfolios, motorcycle

key chains, motorcycle kickstands, plastic die-cut bags, pocket folders, silicone bracelets, wave jotter pads, and zipper tote first aid kits," all of which bore the contact info for the organization to promote membership, but the activists charge these items, which they described as "trinkets," had little or no relation to promoting motorcyclist safety.

CONTINUED NEXT PAGE

Biker News CONTINUED

While some of the senate committee members expressed some sympathy for the concerns raised, the conclusion arrived at was that the expenditures were in accordance with the state contract. Source: Florida Joint Legislative Auditing Committee

ILLINOIS SUPREME COURT OKAYS MONEY GRAB FROM RIDER FUND:

After former Gov. Rod Blagojevich took \$296,000 from the Cycle Riders Safety Training Fund, motorcyclists sued the governor as they believed that the money resided in a "special trust fund," which could only be used for the purpose it was established. The Illinois Supreme Court did not agree, concluding that the legislature cannot create an irrevocable trust with public money because this would place an un-constitutional restraint upon the legislature's plenary power. The court, thus, found no impediment to the legislature's withdrawals from the cycle fund. Source: *Illinois Statehouse News*

CALIFORNIA CHANGES LAW RELATING TO POSITIONING OF LICENSE PLATES:

A change to the vehicle code in California has some riders worried about the legality of their scoots. Vehicle Code 5201 mandates that license plates shall be mounted no more than 60 inches from the ground, and no less than 12 inches. The characters are supposed to be readable from

left to right, and the plate must be mounted horizontal to the ground. However, California also has an existing law, Vehicle Code section 26102, which exempts any vehicle that was manufactured before the new law takes effect. The important thing for riders to know is that they have a right to challenge an officer's opinion, and fight the ticket in court. Source: BOLT of California.

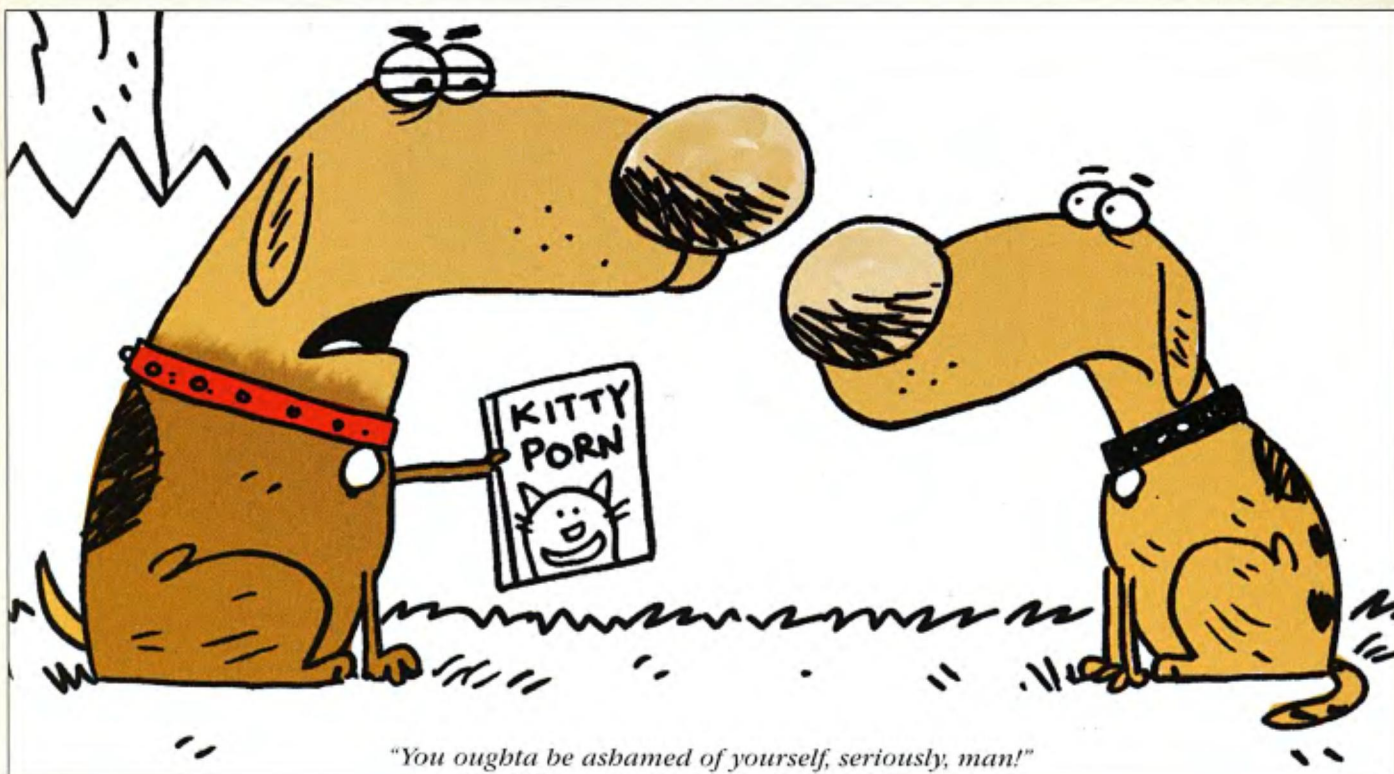
WANT TO FIGHT A TICKET? PAY A FEE:

Drivers in Massachusetts have long balked at a law which requires them to pay a non-refundable fee for the privilege of fighting a traffic ticket, even when found innocent of the charges. That practice will continue after the state's highest court ruled the fees legal. Justice Ralph D. Gants wrote for the court, "Where the legislature provides greater process that imposes greater demands on the resources of the District Court, it is rational for the legislature to impose filing fees, waivable where a litigant is indigent, to offset part of the additional cost of these judicial proceedings." The litigant, Ralph C. Sullivan, argued that motorists were being forced to pay "fees" not assessed on other types of violations in conflict with the Constitution's Equal Protection clause, but the high court justices found imposition of the fees to be reasonable. Source: National Motorists Association www.motorists.org

CORRECTIONS INDUSTRY EXPOSED: From the annual report of the Corrections Corporations of America comes this revealing gem about the company's position on current affairs. "Our growth is dependent upon our ability to get new contracts....The demand for our facilities and services could be adversely affected by the relaxation of enforcement efforts.... For instance, any changes with respect to drugs or 'illegal' immigration could affect the number of persons arrested, convicted and sentenced, thereby reducing the demand for our correctional facilities to house them." Source: www.lewrockwell.com

WIRETAPPING CHARGE IN POLICE RECORDING

INCIDENT DISMISSED: Police in New Hampshire were pursuing felony "wiretapping" charges against three activists who in an 18-month period recorded traffic stops or arrests with cell phone cameras. In one particular case, William "Biker Bill" Alleman contested the charge, and his attorney Seth Hipple, said from the beginning his position has been that Alleman's recording was not a violation of state law. However, at the time of his arrest, a First Circuit Court decision, *Glik v. Cunniffe*, which affirmed the lawfulness of video and audio recording police as protected under the first amendment, had not yet been rendered. Hipple argued Alleman had a First Amendment right to



"You oughta be asbamed of yourself, seriously, man!"

record a public official conducting his duties in a public place, that public officials conducting their business in a public place have no reasonable expectation of privacy and the defendant did not "intercept" any oral communications with an electronic device other than a telephone. Judge Edward Tenney dismissed of the charge, citing the Glik case, and the charges against the other two activists were also dropped. Source: *Union Leader*

WARRANTLESS CELLPHONE SEARCHES LEGAL IN CALIFORNIA:

Governor Jerry Brown has vetoed a bill that would have protected citizens against police cell phone searches without a warrant. Thanks to a state Supreme Court ruling whenever police in California arrest someone, they are allowed to search the contents of their cell phones, including contacts and emails, web browsing activity, text messages, photos, banking information, even the person's movements by tapping into the phone's GPS. The bill was sponsored by Sen. Mark Leno in response to the ruling, which gave police the green light to continue the practice. The Assembly approved the bill 70-0 and the state Senate, 32-4. The Peace Officers Research Association of California, a police union that opposed the legislation, recently donated \$38,900 to the Governor's campaign coffers, and, all told, Brown has received \$160,000 from police unions and associations. The bill was supported by several civil liberties organizations, including the Electronic Frontier Foundation. Source: www.wired.com

STILL BELIEVE IN FREE SPEECH. TRIAL BY JURY?

In New York City prosecutors are pursuing "jury tampering" charges against a 79-year-old retired chemistry professor, Julian P. Heicklen, for standing outside a courtroom offering "Jury Information," in the form of pamphlets from the Fully Informed Jury Association.

The concept which Mr. Heicklen was advocating is jury nullification, the notion that juries have the right to judge the law, as well as the facts in the case, and this right has been a recognized power of the jury for centuries. For instance, before the Civil War juries in the North routinely refused to convict people under the Fugitive Slave Act. Juries often refuse to convict when they feel the government is going after a defendant for no good reason. While controversial, the practice is legal.

Getting back to the Heicklen case, the defendant was charged with jury tampering for handing out his pamphlets, even though Mr. Heicklen had not dealt directly with jurors individually and had not tried to influence them in any particular case.

The prosecutor, Rebecca Mermelstein claims

that his speech is not constitutionally protected, and, to add insult to injury, is trying to deny him a jury trial, saying that he would probably "urge a jury to do so [nullify] in a case against him." In other words, he should be denied his right to trial by jury because a jury might acquit him. Source: William L. Anderson; williamlanderson.blogspot.com.

REMAINS OF WAR DEAD DUMPED IN LANDFILL:

The *Washington Post* recently uncovered an uncomfortable practice in Delaware, where portions of soldiers' remains were being dumped in a Virginia landfill. The Dover Air Force Base mortuary engaged in the practice from 2003 until 2008. Since then, the Navy has placed the cremated remains of body parts in urns that are buried at sea. There have been many cases of mishandling of remains at the facility. The Air Force acknowledged that the mortuary had lost a dead soldier's ankle and an unidentified body part recovered from an air crash, had sawed off a Marine's arm so his body

would fit in his casket, and had improperly stored and tracked other remains.

DOESN'T ANYONE REMEMBER THE TERMINATOR?

The Federal Aviation Administration will begin promulgating rules in January to allow pilotless drone aircraft to start circling the skies above our cities. The same drones that are currently used to destroy military installations in war zones will soon be flying over your house.

According to the *Los Angeles Times*, police want the drones for air support to spot criminals, utility companies to monitor oil, gas and water pipelines and farmers think drones could aid in spraying their crops with pesticides. In the three *Terminator* films, Skynet employed drones and terminators as a tool to exterminate members of the resistance to the machine. Reality is beginning to imitate art.

I hope you enjoy my paranoid ramblings. This is the first of what I hope are many columns for Easyriders. see you next month. —Kit Maira



KAMA'AKAZI

RICHARD WARDER'S BARELY LEGAL METAL ART CUSTOMS CHOPPER

"We built Richard six bikes, but only three of them were for legal fees," says Chuck Whitlock of Metal Art Customs, the shop located in the old red light district of Greenville, South Carolina. "The shop has no windows. It's that kind of neighborhood," Chuck tells us. "Richard is my lawyer. He's done right by me and what counts is that I'm still out here making bikes. We're just a bunch of good ol' boys that like to have fun, ride motorcycles, and build 'em."

During the day, Chuck manages an auto repair dealership, and during his off hours, steps into his Metal Art Customs lifestyle. It seems Chuck gets a little wild spirited now and then, which requires some legal advice, so he and Attorney Warder do a bit of bartering. "He's got a bunch of bikes and is really into riding,





This month's *Easyriders* girl and real live pinup is nasty Nicki. She adds just the right dash of sex appeal to Richard Warder's WWII fighter plane on two wheels.

Easyriders BIKER Chuck Whitlock/Metal Art Customs/
1999 Kamikaze





"This bike doesn't do nothin' but git!"

a true biker, so we keep each other busy," Chuck says. "He wanted this one done up in WWII artwork, so I painted it aircraft silver and did some research on the Internet for the right kind of graphics and pinup art."

Chuck is known far and wide for his show-quality paint jobs and has sprayed a number of bikes for the likes of Redneck Engineering, Billy Lane, and Gangster Choppers. He specializes in pinup art and he has customers as far away as Australia calling for his work.

In this case there is an altimeter for the tachometer instrument gauge and the gas cap is painted to look like a glass viewing port that has been hit by gunfire. Several Japanese flags indicating downed enemy airplanes are seen on the sides of the 2.8-gallon Paughco gas tank. If you look closely, you will discover that what look like rivets are actually starbursts. The vintage look is further enhanced by the old-school Santee rigid into which was shoehorned a 100-inch RevTech motor. "The front tire comes right off the ground," Chuck says. "This bike doesn't do nothin' but git!"

Currently, Metal Art Customs is wrenching four similar variations of the bike. Chuck has even got some bikes on the way to India, where apparently Metal Art Customs has a bunch of fans. As far as new projects for his legal eagle pal, he adds, "Right now I'm painting Richard's sailboat, and I'm actually getting paid this time."

—Paul Garson





Custom painter Chuck Whitlock is known far and wide for his show-quality paint jobs. Our model Nicki is also well known but for something completely different.

Owner: Richard Warder
City: Greenville, South Carolina

General

Designer: Chuck Whitlock/
Metal Art Customs
Fabrication: Metal Art Customs
Year/make: 1999 custom
Model: Kamikazi
Assembly: Jimmy Tucker
Time: enough

Engine

Year/make: 1999 RevTec
Displacement: 100 cubic inches
Cam: RevTec
Ignition: Crane HI 4
Pistons: RevTec
Heads: RevTec
Lifters: RevTec
Carb(s): Mikuni
Air cleaner: RevTec
Pipes: L.A.F. Drag Pipes
Transmission
Year/make: 1999 Harley-Davidson
Modifications: none
Shifting: 6-speed

Painting

Painter: Chuck Whitlock/
Metal Art Customs
Type/color: silver
Special paint: airbrushed graphics

Frame

Year/make: 1999 Santee Rigid
Builder: Metal Art/Jimmy Tucker
Rake: stock
Stretch: stock
Shocks: none

Accessories

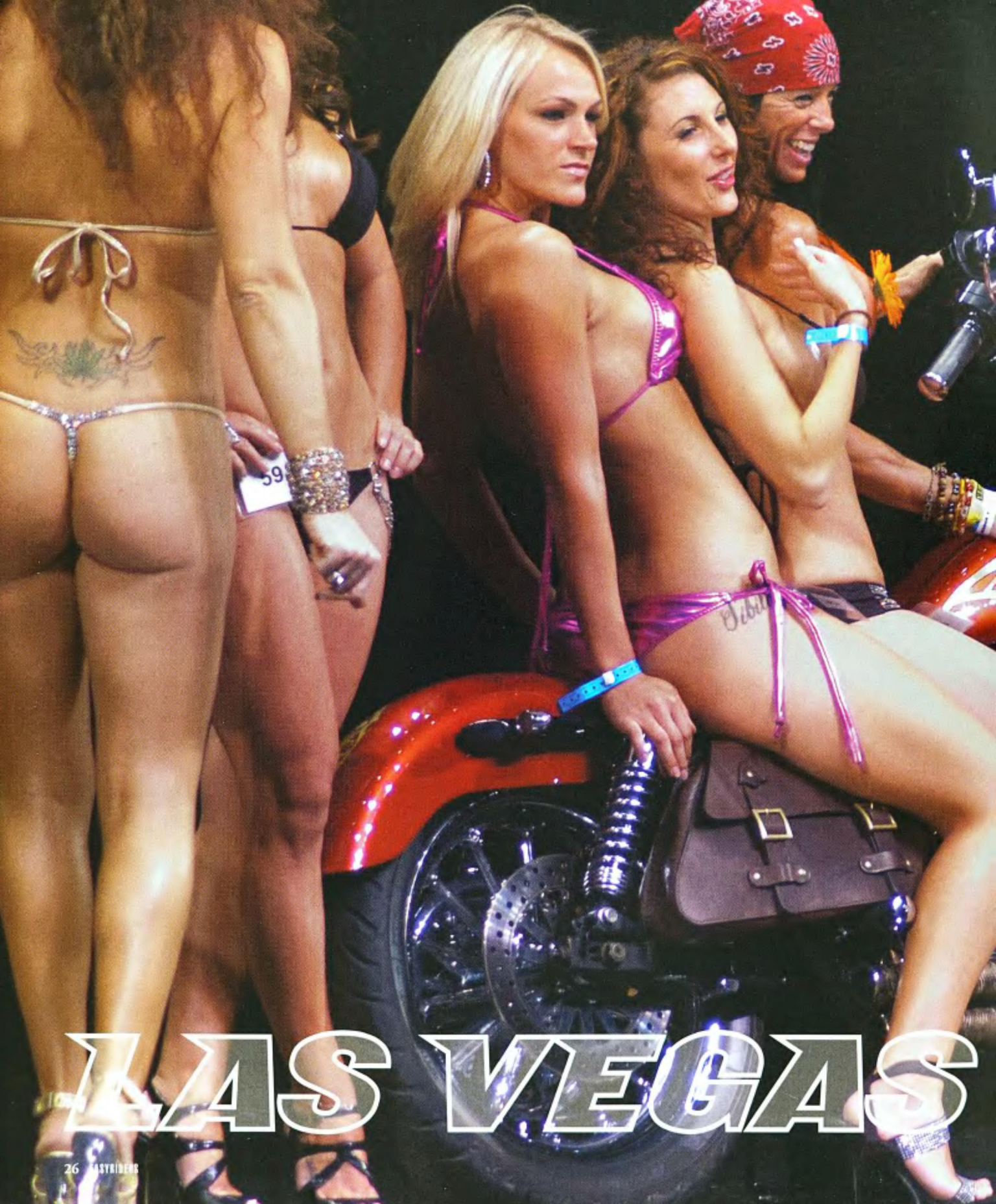
Bars: Arlen Ness
Handlebar controls: Arlen Ness
Fenders: boat trailer
Headlight: Arlen Ness
Taillight: Arlen Ness
Pegs: Arlen Ness
Electrics: bare necessities
Gas tank: Paughco 2.8-gallon
Oil tank: Harley-Davidson
Oil system: S&S
Seat: donation
Sissybar: Metal Art Customs
Mirrors: Arlen Ness
Grips: Arlen Ness

Forks

Type: Harley-Davidson
Extension: some
Builder: Harley-Davidson/
Metal Art Customs

Wheels

Size: 21-inch front, 18-inch rear
Wheels: Harley-Davidson
Tires: Metzeler
Brakes: GMA
Photos: Don Rogers
Contact: Chuck Whitlock
Metal Art Customs
864-275-5038



LAS VEGAS

It is downright impossible not to have fun at the Las Vegas BikeFest. It's a fest, with bikes, in Las Vegas. That's three ingredients, each of which on its own promises loads of fun for the kind of people who, for instance, like to read this magazine. But in combination? Lord have mercy!



IMPOSSIBLE NOT TO HAVE A GOOD TIME

BIKEFEST



There's the fest at the Cashman Center: the good people at Las Vegas BikeFest LLC know how to throw a tremendous party there, and they've done it annually for 11 years now. They begin the festivities on Thursday night with a nice little get-together called the Artistry in Iron reception. This is when some of the most talented bike builders from around the world are invited to compete for the honor of being top dog for the year.

This year's competitors included such world-class builders as Jim Nasi from Phoenix, Arizona, Shaun Ruddy from Australia, Laurent Dutruel from France, and, of course, last year's champ, Chris Richardson from the LA Speed







Shop. Chris, by the way, won again this year.

Come Friday morning, all hell breaks loose when the World's Strongest Bikers start to compete against each other. It's a muscle-busting experience that leaves you sore from just watching them.

It may be rivaled in its primordial aspects only by the Harley-Davidson Café Hog Out competition, an all-out bust-yer-gut scarf-down contest that makes you want to swear off hamburgers forever.

But hey, drop an Alka Seltzer or two and head over to the Cashman Center Theater to have a laugh at the stooges—or hunks, as some like to refer to them—who trip over themselves in the Mr. Las Vegas BikeFest competition. The whistles and catcalls from the mostly out-of-control female audience can make the hair on your neck stand up, which is probably why there aren't too many men watching this gruesome spectacle.

Fortunately, however, there are "relief programs" for stressed males, like the bikini contest

preceding the Mr. LV contest and, even better, the wet T-shirt contest later that day at Las Vegas Harley-Davidson a quick putt away from Cashman. Aaahh, the joys of watching large-breasted, almost naked women get wild and wet and strut their stuff in the most ingenious ways!

Saturday saw a bike show of tremendous proportions, with all of the contestants lined up in front of the Cashman Center and split into categories ranging from mild customs to downright radical. Aside from the many custom Harleys, some very cool metric cruisers were also part of the scene.

More bouncing boobs and tight buns could be enjoyed at the Miss Las Vegas BikeFest contest. This year, for the first time, a stripper pole was added to the ladies' routine, and I can tell you first hand that most of the competitors knew exactly what to do with it.

Meanwhile, the vendors out in the parking lot and indoors had plenty of stuff to keep their customers happy, while bands like Nurse Ratchet, The Crashers, and The Curves, among others, provided the musical entertainment throughout the weekend.

And once the Cashman Center shut down for the day, you still had the rest of Las Vegas to entertain you. There's Fremont Street, Hogs and Heifers, the Strip, and of course lots of casinos, strip joints, and all kinds of other establishments catering to anything and everything your heart could possibly desire. After all, it's Las Vegas, baby!

For more information please go to www.LasVegasBikeFest.com.
—Tripper



Photos: Kai

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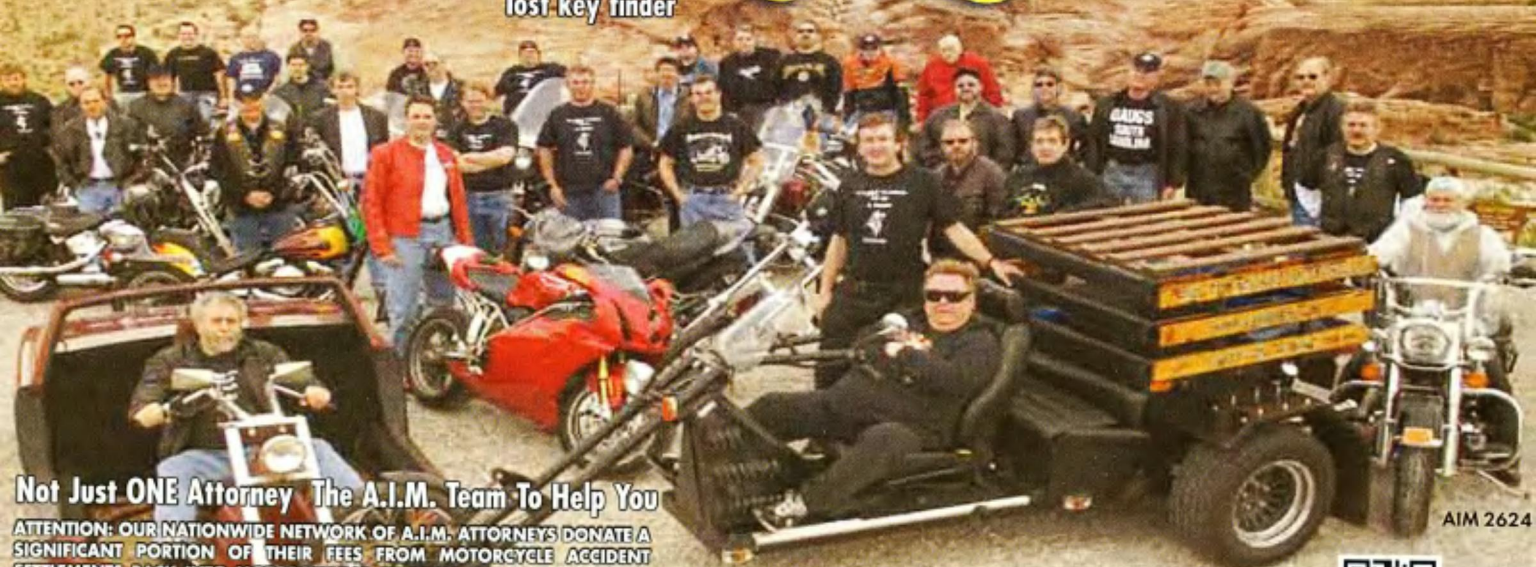
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B U R A P A B I K E W E E K

RUN TO PARADISE

Located on the Gulf Coast of eastern Thailand about one hundred miles southeast of Bangkok, Pattaya was a quiet, sleepy fishing village until 1961. Then it was discovered and determined to be an ideal venue for rest and relaxation by American servicemen fighting in the Vietnam War. From that point on, Pattaya grew dramatically. Now, 50 years later, it hosts over five million tourists each year.

Though a popular beach resort, local authorities have made strident efforts to improve the image of Pattaya. The city has long been famous for what the likes of the Daily Mail coyly describes as "sex tourism," which remains the primary source of revenue for Pattaya. But, with a new airport, Asia's largest beachfront shopping mall, and abundant watersports activities (of the traditional variety), Pattaya is now being

repackaged as a mainstream, family-friendly destination. Thus, any event that doesn't directly market per Thai teenage girls to fat, middle-aged men is welcomed by authorities. Burapa Pattaya Bike Week has been held there for 14 years, and the esteem in which it is held can be judged by the fact that last year gifts were presented to its organizers by the Director of the Regional Tourism Authority of Thailand.

While it is publicized as a bike week, there are really only two main days of the event, but bikers flood into the area beginning a week before the main event. There is little doubt that for some time this has been the biggest biker festival in South East Asia. It now attracts riders from further afield, including Germany and even Scandinavia. Some 12,000 people attended last year, with two thousand taking part in Saturday's main attraction: the Love Ride for Peace. (Perhaps the other 10,000 didn't believe in love or peace, or—more likely—they were partaking in the fare at cheap Thai bars.) Nevertheless, there were certainly enough riders to make for an impressive sight as the cavalcade of bikes, from Harleys and Gold Wings to tiny puttering mopeds, wound its way down the Pattaya Beach road, exhaust notes echoing in the confined space, through the narrow Walking Street and back to the rally site, led by a local police escort of officers who obviously relish this annual part of their duties. There were a few grumbles about the youngsters on small bikes who continually zipped in and out of the procession like flies around water buffaloes. Kids on bikes—what can you do, eh?

However, the complaints did have merit. The ride is a public relations exercise to show tourists and the general public that the bikers are simply there to enjoy themselves and not to behead their first-born or rape their chickens. The disciplined nature of the ride has always endeared itself to the city and the organizers were concerned that the actions of the moped riders (who, ironically, turned out to be mostly locals) could cause a serious accident. Fortunately, though, no one was hurt and only a few voices were raised before everyone made it back safely to the party area on Soi Chaiapruk.

Back at the main arena, a small, temporary city had formed. Market stalls catered to almost anything that anyone might want to buy or eat, while a funfair gave people the chance to lose or throw up whatever they had just purchased.

Harleys were seen in abundance, whether in stock touring form, or customized with various degrees of taste and budget. The chrome aftermarket business reaches far and it reaches wide. Most interesting were the homegrown choppers, bikes that had clearly been built in sheds or on pavements, usually around Japanese 2- and 4-cylinder engines, and generally with front ends that put the front wheel in the next province. There is something distinctly Asian about these chops, a certain essence that is hard to quantify and not entirely explained by the penchant for dragon-shaped accessories.

Perhaps the most bizarre attraction of the weekend, though, was a race that pitted horses against choppers. The equine element of this contest looked decidedly unimpressed by the whole idea, although the horses actually behaved themselves better than the two-wheeled





contestants. It was finally called to a halt when an enthusiastic rider almost chucked his chop under a horse and rider. Elsewhere, there was a full lineup of musical entertainment that featured bands from Norway as well as local groups playing reggae and rock. Many locals pour in for the final night's concert, but for most of the people who had been there all weekend, the music is simply a bonus. As in past years, Burapa Pattaya Bike Week 2011 was a laid back weekend in a city that positively welcomes bikers and seems genuinely saddened to see them depart each year.

—Charley Charles/Clean Dean

Photos: Swer Ohlsson

FREE



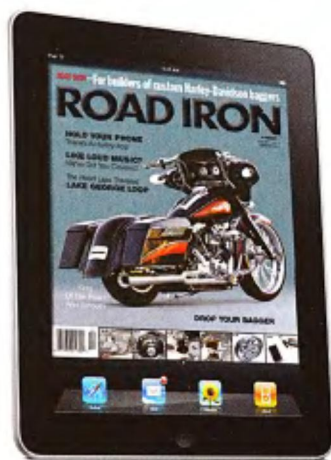
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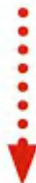


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Back in the 1930s a Harley VL was powered by a small flathead engine. This one, obviously, isn't.



NEW LIFE FOR A 70-SOMETHING-YEAR-OLD HARLEY

Damage Case



Paul Wideman and
Nichole Grodski.

"I've wanted to do something like this for years," Paul Wideman tells us. That something is to build a bike based around an old Harley VL frame. When Paul finally found one stashed away in a Brooklyn, New York, basement, he decided to build the bike for his partner Nichole Grodski at Bare Knuckle Choppers in Hawk Point, Missouri. Unfortunately things didn't start well. When Paul got that 70-something-year-old collection of tubing and cast-iron lugs back to the shop and up on the table, a 1935 or '36 model H-D frame identified by its tool box mounts, it was in sad, sad shape.

"The entire left side of that bike must have been sitting in water for who knows how many years," Paul says. Before he could even begin to think about building a motorcycle, he



The 1950 panhead has all the right stuff, an SU carb, Joe Hunt mag, and 35-year-old valve covers used here for the first time.



had to pretty much build a frame, cutting apart the entire left rear section of that VL base and replacing most everything, including the cast iron lugs. "Which, I can assure you," he says, "weren't the easiest things to find!" And that wasn't the last time Paul had to deal with some ancient Harley-Davidson frame lugs. Back in the 1930s, that old VL was powered by a small flathead engine. This one, obviously, isn't. To make room for the 1950 panhead planned for installation here, a much taller engine, the OE stress bar had to be relocated. Stock, that bar ran straight back from the neck to the seat post. Gaining room for the newer engine meant angling it up considerably, and that meant some serious reworking of the neck lug, tricky and specialized welding on the cast iron—20 hours worth of specialized welding.

Things didn't get any easier with the engine work. Wanting to use original parts, Paul found that those old H-D cases needed lots of repair welding. Then the guys at Stripped Down Cycles in Illinois pieced together an authentic, and original panhead with S&S internals topped with an SU carb, Joe Hunt magneto, and a set of original CCE valve covers.

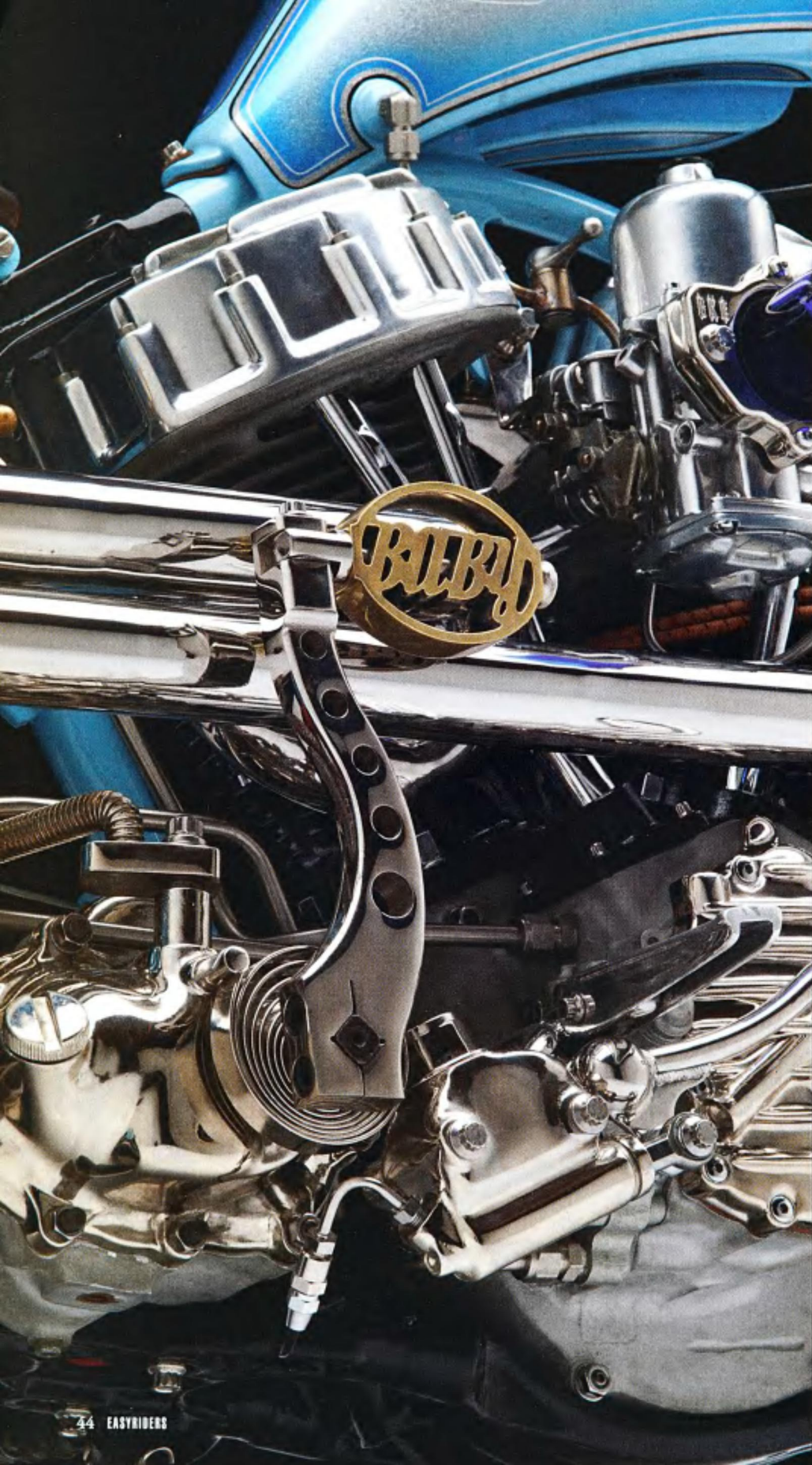
Paul lashed the engine up to a knuckle-head-era transmission he had, doing it with a one-off chain primary, and made up the wheels using late-model rims laced to earlier hubs and drums. Pretty much everything else was made at the Bare Knuckle shop, such as the stainless exhaust system, stainless foot controls and handlebars, the oil bag and the



rear fender. Another buddy who wanted in on the project made up the gas tank.

The bike's name "Damage Case" actually has two meanings. The scoot's owner, Nichole, is a fan of the band Motorhead and "Damage Case" is the title of one of its songs, and there are 36 separate welds that Paul had to stitch into those vintage 1950 panhead cases to get a solid beginning for the engine here.

—Joe Kress



Owner: Nicole Grodski
City: Wright City, Missouri

General

Designer: Paul Wideman
Fabrication: Bare Knuckle Choppers
Year/make: 1950 Harley-Davidson
Model: EL/VL
Assembly: Bare Knuckle Choppers
Time: 3 months
Chroming: St. Louis Plating

Engine

Year/model: 1950 panhead
Rebuilder: Stripped Down Cycles
Displacement: 80 cubic inches
Ignition: Joe Hunt magneto
Cam: S&S
Carb: SU
Air cleaner: Bare Knuckles velocity stack
Pipes: Bare Knuckles stainless steel

Transmission

Year/make: 1947 Harley-Davidson
Shifting: 4-speed

Painting

Painter: Radical Randy
Type/color: PPG/Blue Pearl, custom mix

Frame

Year/make: 1935/1936 Harley-Davidson
Type: VL
Rake: stock
Stretch: factory
Shocks: none

Accessories

Bars: Bare Knuckle Choppers
Handlebar controls: Harley-Davidson
Fenders: Bare Knuckle Choppers
Headlight: Unity spotlight
Taillight: Paul Cox Industries
Pegs: Anderson
Foot controls: Bare Knuckle Choppers
Gas tank: Will Ramsey
Oil tank: Bare Knuckle Choppers
Seat: Warren Ramsey
Grips: Bare Knuckle Choppers

Front End

Type: Sportster, BKC trees
Builder: Bare Knuckle Choppers

Wheels

Make: Harley-Davidson
Size: 21-inch front, 16-inch rear
Tires: Metzeler
Brakes: Harley-Davidson
Photos: Michael Lichter
Contact: Paul Wideman
Bare Knuckle Choppers
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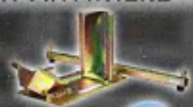


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Mez demonstrates visually what he thinks of people who don't dig shovelheads.

—Audrey Auld-Mezera, Nashville, Tenn.



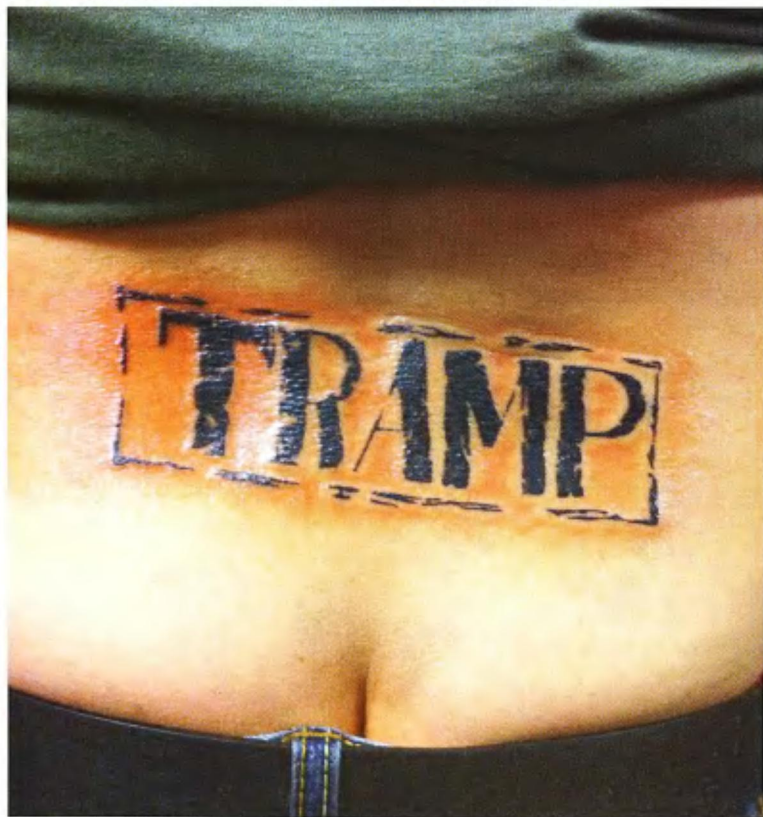
Karen reclines on her Buell-powered Colorado tanning bed.

—Tim Anderson, Edgewater, Colo.



A nice bike, a beautiful day, and all the delicious bugs you can eat.

—Michael Lichter, Sturgis, S.D.



Is that man-crack?

—Jason Anderson, Boonsboro, Md.

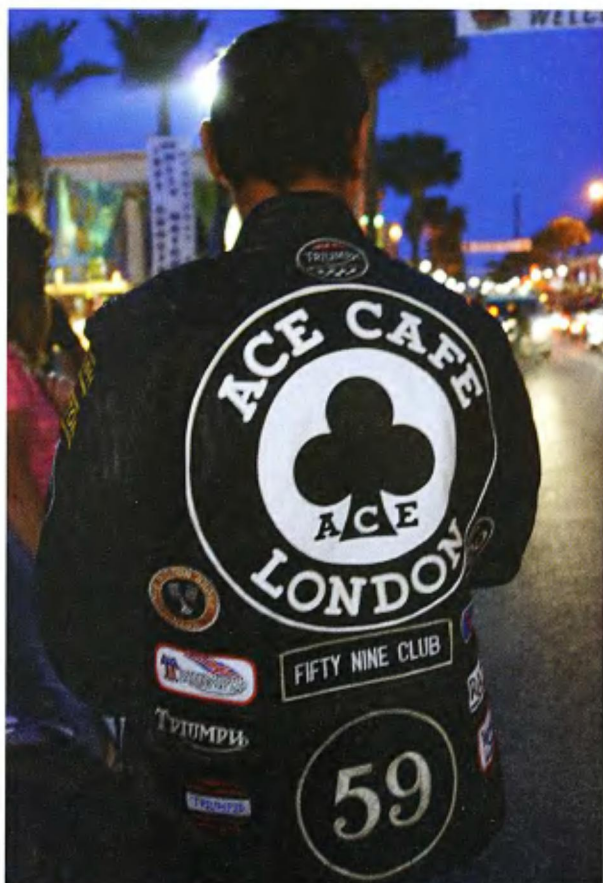


Chicks dig mags with good taste. —Dennis Carver, Tucson, Ariz.



Bike games for the blind

—Tommy Pittard, Calhoun Falls, S.C.



Oi, mate, rockers rule!

—Ron Hawks, Safety Harbor, Fla.



Ghost Rider tattoo by Eddie Lee Sharp at Wild Bill's Tattoo, pays tribute to the Mann.

—Lance Mitchell, Roseville, Calif.



In memory of Moe Joe.

—Spanky, Chepachet, R.I.



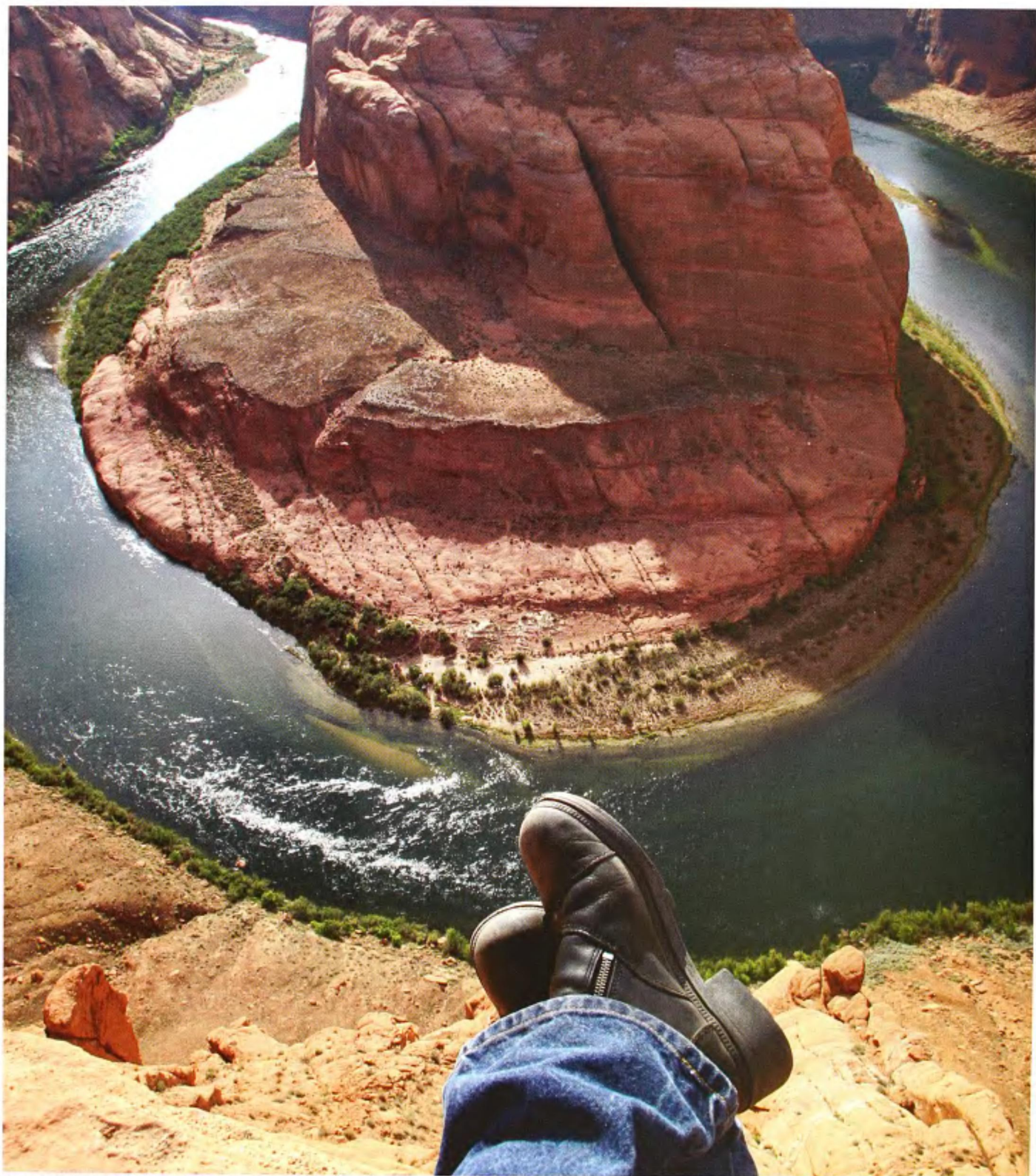
Relaxation, Biketoberfest-style.

—Kimmy Cruz, Bryant, Ark.



One suave Daytona bastard.

—J. Michael Johnson, Daytona Bike Week 2011

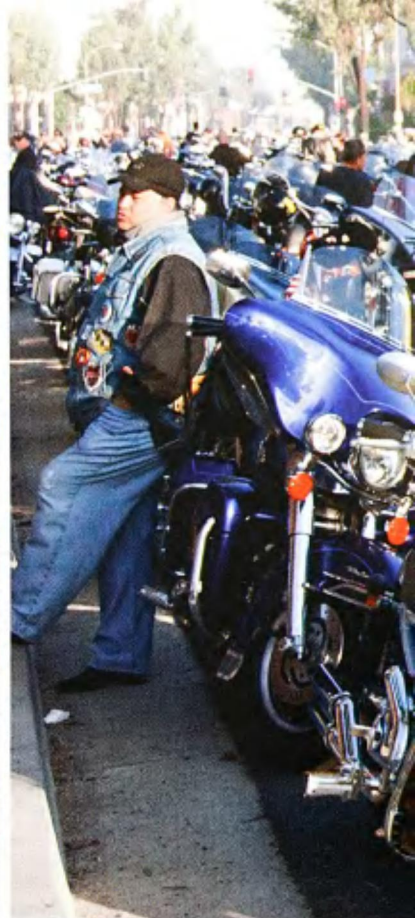


Fearless biker chick looks at a long way down.

—Felicia Morgan, Fair Oaks, Calif.

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.



BACK IN THE SADDLE AGAIN

LOVE RIDE 28

The Love Ride is back. After a hiatus two years ago and a much more downsized "retro" event last year, the brainchild of Oliver Shokouh and his Harley-Davidson of Glendale crew resurfaced in October as a reinvigorated, revamped, and refocused version of its old self.

Once again, the ride's destination and party venue has returned to Lake Castaic, approximately 50 miles north as the crow flies—or the Harley putts—from the Glendale dealership, where the ride started. Although it had been "party central" before, the last time the Love Ride ended at Lake Castaic was half a decade ago in 2006.

With the lake as a backdrop and its hilly terrain, the property lends itself perfectly for hosting thousands of bikers eager to let it all hang out and get their groove on to the tunes of a major band. Although this year's more than 3,000 registered bikers were small in numbers compared to the literally tens of thousands

from years past, the spirit and fun were equally abundant.

One reason for this was the musical entertainment the Love Ride has become known for over the years. This year, the Max Mueller Band kept riders entertained at Harley-Davidson of Glendale until Grand Marshall Jay Leno finally gave the go-ahead for the ride at about 10 a.m. The celebrities that had accumulated behind the dealership were let loose first, led by Leno and Honorary Grand Marshall Robert Patrick. Other well-known folks on the lot were Danny Trejo, Emilio Rivera, Mickey Jones, and Randy Simpson, just to name a few. The main crowd that had been staged on Central Avenue in front of the dealership followed right around 30 minutes later.

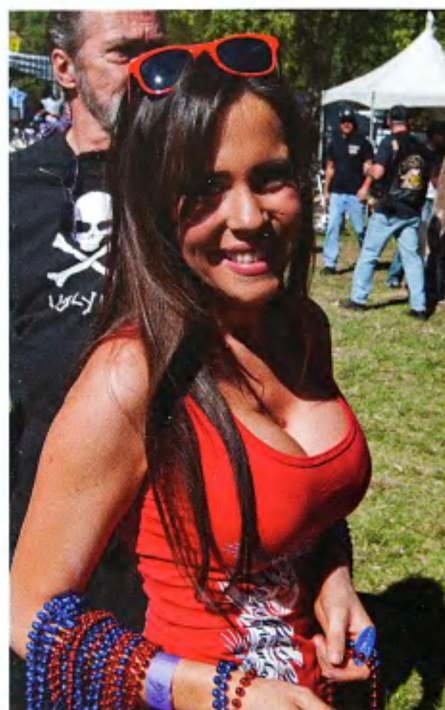
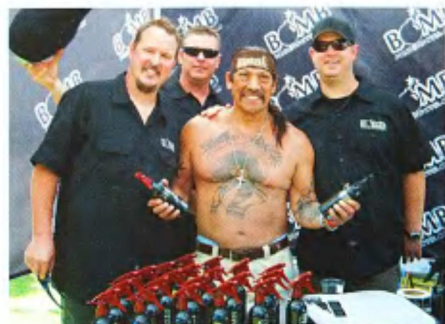
Meanwhile, out at the lake Sean Wiggins and her band Lone Goat opened for the classic rock tribute band Time Bomb, who, in turn, opened for headliner Montgomery Gentry. In between,

the Victor McLaglen motorcycle drill team put on a great show, as usual, while close to 70 vendors, among them industry giants like Vance & Hines and individual sellers like the artist David Uhl, kept the crowd opening their wallets.

Food-wise, a slew of gourmet food trucks catered the affair this time. You could get some spicy Indian fare from the likes of Bollywood Bites, delicious seafood from the self-explanatory Shrimp Pimp truck, or down home Southern dishes from Mossie Lees Southern Cuisine, for example.

Several Southern California dealerships also participated in this year's Love Ride, with riders coming from as far away as San Diego H-D, Orange County H-D, and Bartels' H-D in Marina del Rey, California, just to mention a few of the eleven total that participated. And, for the first time, there was a bike show held at the Love Ride. Some 40 or so bikes participated, and the winner's list follows this article.







Bike Show Winners:

VINTAGE BIKES
Pre 1940: Copper Mike

ALL YEARS
XL: Adele Amos
FX: Robert Karamanukyan
FL: Joe Rocha

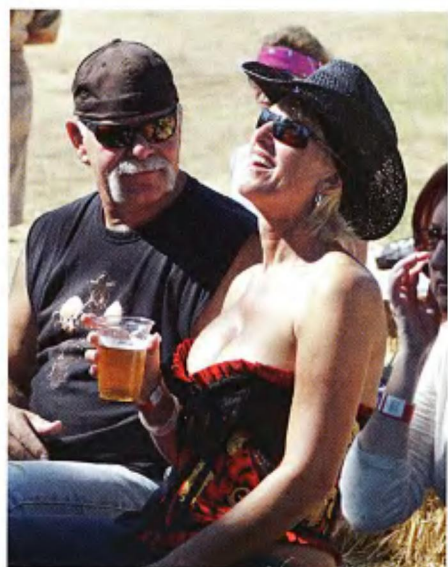
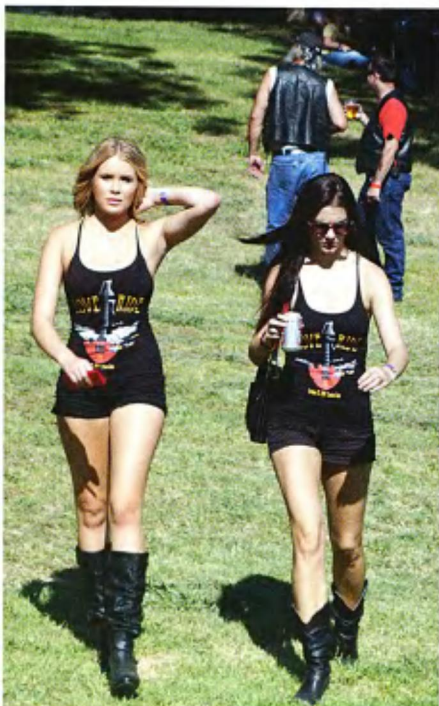
Best Bagger: Terry Williams

Custom Chopper: Ryan Self

Bobber: Ron Baldonado

Female Owned: Edna Clingerman

People's Choice: Edna Clingerman



More than \$375,000 in donations was collected for Autism Speaks, an autism science and advocacy organization that has been the designated beneficiary of the Love Ride for the second year in a row now. As a special highlight, Andrew Hain, a young man with autism sang the national anthem and had a wildly appreciative crowd singing along with him just before Montgomery Gentry took the stage and rocked the house until it was time to go home.

Buoyed by the success of this outing, organizers are currently busy making plans for Love Ride 29, but no specific information was available as of this writing. For more info, go to www.loveride.org.

—Red Baron

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Road Rash is madly in love with a princess and wants to propose, but an evil witch has cast a spell on him and now he can say only one word a year. So he waits 14 agonizing years—accumulating all his words—before approaching his beloved. Finally, the big day arrives. When he sees her, his heart skips a beat. He gathers his nerves, drops to his knees, and intones, “My Darling, I have waited many years to say this. Will you marry me?”

The princess turns around, smiles and says, “Pardon?”

*Fred Race
Strongsville, Ohio*

Two hookers standing on a street corner were discussing business. One turned to the other and said, “It’s gonna be a good night, I smell cock in the air!”

The other hooker looked at her and said, “Naa, I just burped.”

*Joey Hayes
Palm Springs, California*

Q What’s the difference between men and women?

A Women need a reason to have sex. Men just need a place to have it.

*Sarah Brack
Vacaville, California*

An old bloodhound was following the ascent of a rabbit in Africa when he noticed a leopard rapidly approaching. Spotting a pile of bones on the ground, he quickly started to chew on them with his back to the advancing cat. Just as the leopard was about to pounce, the bloodhound exclaimed, “That was one delicious leopard!”

Hearing this, the spotted cat halted his attack and slunk away. “Whew!” sighed the feline, “That was close!”

Witnessing the whole scene, a baboon figured he could trade this info for a future favor. But the dog saw him chasing after the leopard and knew something was up.

The baboon caught up with the cat and told him everything. Furious at being made a fool of, he had the baboon jump on his back and off they ran to find the canine trickster.

The bloodhound saw the pair fast approaching, sat down with his back to them, and just when they were within earshot, said, “Where’s that no-good baboon? I sent him off an hour ago to bring me another leopard!”

*David Chance
Crescent City, California*

Q How did the butcher introduce his wife?

A Meat Patty.

*Virginia Walker
Currituck, North Carolina*

An American businessman is in Japan for a meeting. One night he gets drunk and solicits a Japanese prostitute. All the time he is having sex, the hooker keeps moaning, “Nagachi ana! Nagachi ana!” The businessman assumes that she is complimenting his technique and keeps banging away.



“Honey, I’ve told you a million times... my new job comes with a 401-K, medical/dental, and a whore!”

The next day he is playing a round of golf with a few Japanese business associates. One of the men tees off and lands a hole in one. The American, trying to impress his colleagues with his knowledge of Japanese, claps and shouts, “Nagachi ana!”

The Japanese businessman turns to him and says, “What the fuck do you mean, wrong hole?”

*David Vida
Pontiac, Illinois*

During the matinee showing of a movie, the theater manager noticed there was a man sprawled across three seats and groaning loudly. Assuming him to be a drunk, the manager marched over to him and said, “Where have you come from?”

The man replied weakly, “The balcony.”

*Asbely Brack
Klamath Falls, Oregon*

A gorgeous California model with extremely large and perfectly formed boobs was standing in line at the supermarket checkout. When she finally placed her groceries on the belt, the chick working the cash register inquired, “Paper?...or more plastic?”

*T. Cook
National City, California*

Q What does a biker do when he sees a spaceman?

A Parks his scooter in it, man.

*David Chance
Crescent City, California*

My girlfriend thinks that I’m a stalker. Well, she’s not exactly my girlfriend yet.

Anonymous

A wife says to her husband, “You’re always pushing me around and talking behind my back.”

Anonymous

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THIS GREEN BERET IS ON THE ROAD TO RECOVERY; GRATEFUL, DETERMINED, AND RIDING With Faith & Honor, Romy Rolls

Enrique "Izzy" Izquierdo built a sidecar for his longtime Army brother, Romy Camargo. On the surface, you might say, "A sidecar, big deal." To start with, this project was slightly more involved design-wise than the garden-variety sidehack. This Ultima-powered rolling tripod tripped out the door of Lefty Brothers Cycles in Destin, Florida, bound for duty as Faith & Honor. The job originated as a demand, not from the owner but from a general, the real McCoy two-star, stand-up-and-salute kind.

When Major General David Scott (Ret.), marched through the door at Lefty Brothers and took a seat, Izzy got the feeling something special was in the air. The Major General had come with a directive and a deadline by way of Master Sergeant Scott Neil (Ret.) and retired New York City Detective Rich Miller of the 9/11 Foundation: "We need you to build a special-needs sidecar to



fit a wheelchair, incorporating hydraulics, unique tiedown hooks, with space for a ventilator—and get it done in 45 days. Got it? Good. Dismissed."

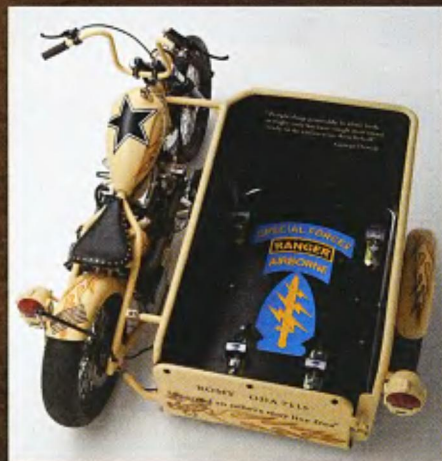
The rig was for Izzy's Army buddy, Romy. The two had served together in 1995 in the 1/75 Ranger Battalion, Savannah, Georgia, and both were still on active duty. Izzy was

in Destin, Florida, working double-duty days to pump out quality motorcycle machinery, while Romy, in Tampa, Florida, was grinding out grueling two-a-days at the Veterans Administration hospital rehabilitating himself in the aftermath of being caught in an ambush and firefight in Afghanistan while on patrol with the 7th Special Forces

Group. He was shot in the neck only a few days before the four-tour Ranger was due home to be reunited with his wife, Gabby, daughter, Alina, and baby boy.

Somehow Chief Warrant Officer (Promotable) survived the Taliban attack, but not without debilitating effects. A quadriplegic with limited use of his neck, Romy was transferred to a VA hospital and eventually became the first active duty soldier to receive a directive from the President of the United States to be given stem cell treatment while undergoing mucosa olfactory auto graft surgery last May in Portugal.

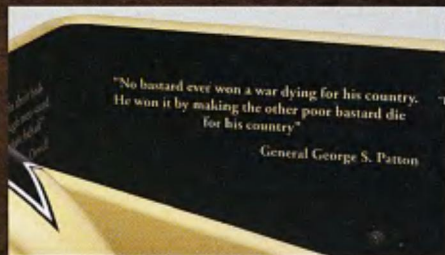
It has been a long battle with the best to come, but it would be hard to beat the ride Romy took down Main Street in Daytona Beach during Bike Week 2010 in the rig specially built for him. He was strapped in, tied-down, and happier than a hog in the hack with bro Izzy at the controls. "If I get disconnected [from the ventilator] just keep going," Romy told Izzy before they made the trek from Bruce Rossmeier Harley-Davidson to the Dog House Bar, along Main Street that was lined with people cheering to



welcome a brave soldier.

Romy is happy to be home, in the arms of Gabby, with his children and family, including his military brothers and sisters, whose support continues to sustain him. He is proud of what he has accomplished, "breathing on my own these days," and looking forward to every day, even physical grind doled out in his kinesiology program and occupational therapy. It is all part of the war Romy fights to get out of the chair, to being able to walk over and hug on Gabby and make this rare surgery an epic success.

—Raider Rider



Romy is ready to ride, seen here with Izzy (in the saddle) and the men of Lefty Bros.

Lefty Brothers Cycles would like to thank Jason of Bullet Distributors, Whitmore Lake, Michigan, for donating all the paint and supplies needed to give Romy's Faith & Honor its colors. Thanks for supporting the cause.

Daytona Bike Week was a great success for Izzy and Lefty Brothers Cycles in many ways and we would like to thank everyone who backed and supported the Romy Ride at Daytona Bike Week. If it weren't for all of you, CW2 Camargo's dream of riding again would not have come true. Special thanks to the 9/11 Foundation.

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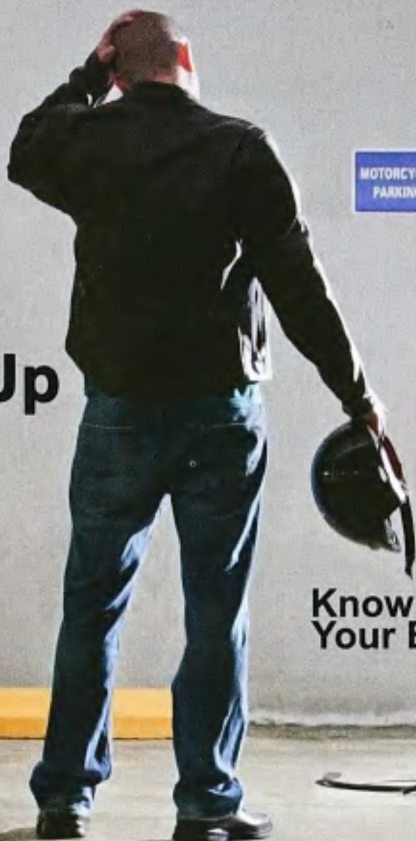


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The First David Mann Painting In *Easyriders*

I remember the first time I saw and held in my hands the painting on the next pages. It was sent over from editorial by Lou Kimzey with a note that said, "Joe, whadaya think?" Well, after being floored by the art for about ten minutes, I didn't send a note back. I got on the phone and said, "Lou, we have to hire this guy forever! This painting has heart—it makes me feel like I'm up in San Fran with a guy and a girl that I know well, and them passing that doobie makes it real! Not only that, the bike is perfect—not just a photographic likeness of a stocker but a real handcrafted one-of-a-kind chopper with every nut, bolt, and part in its proper place! Only a real biker could do this!"

We did hire him forever. Dave is gone now, but his paintings will live on forever. We have over 400 of his paintings, and having received many persuasive requests, we are going to bring you one every issue—starting with his first piece and then mixing them up, old and more recent, depending on what seems right for the season or events.

Easyriders
 **BIKER**

Joe Teresi

Publisher

jt@easyriders.net

P.S. There will be a big display of Dave's original art at all of the Easyriders Bike Shows this year. Be sure to check them out at a show near you.



David Mann's first painting for *Easyriders* was *Frisco Night*. It appeared in issue number three.



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Ridin' With The Marshall Tucker Band



The Marshall Tucker Band is also known as MTB—three letters that start the feet tapping and the heart wrapping around the legendary pioneering sound known as country rock. The iconic Marshall Tucker Band, formed in 1971 in Spartanburg, South Carolina, has made music that has earned it a place in the hearts of fans worldwide through the decades...and has garnered new fans today.

The original members were formed from a group of friends including singer Doug Gray, guitarist Toy Caldwell, his brother bassist Tommy Caldwell, guitarist George McCorkle, drummer Paul Riddle, and reed player Jerry Eubanks. MTB gained lasting fame for its innovative fusion of rock, country, and jazz that allowed the band to attract fans from all walks of music life. MTB's debut album came out in 1972 and was followed by a ground-breaking tour with the Allman Brothers Band. While the years brought the untimely passing of original members and an interruption by the Vietnam War and a call to duty, MTB's albums almost always went gold. One of the band's milestones took place in 1973 with the million-selling album *Carolina Dreams* and its Top 15 single "Heard It in a Love Song."

After some down time, the band reformed under the leadership of Doug Gray and Jerry Eubanks, and MTB was back hitting the tour circuit. Over the ensuing years MTB has ventured into country, blues, spiritual, gospel, and contemporary sounds. MTB's current members consist of singer Doug Gray, guitarist Stuart Swanlund, keyboard/flutist Marcus James Henderson, guitarist Rick Willis, bassist Pat Elwood and drummer B.B. Borden.

Most recently MTB's lead vocalist and original founding member Doug Gray aka "The Peacemaker" released a new, long-awaited

album titled *Soul of the South* that contains eight rhythm and blues songs first recorded in 1981 by the original MTB and several of the industry's top studio musicians at Doug's studio in hometown Spartanburg.

Over the years, MTB has appeared at many

Easyriders events across the country and we recently caught up with Doug Gray right after his return from the 71st Sturgis Rally. We were privileged to hear the story of his 40-year adventure with MTB as well as his equally long connection to motorcycling.



Easyriders: How did the band originally get its name? Who, what, and where is Marshall Tucker?

Doug: When we were just getting together and practicing in this basement storage place used by a piano tuner and repairer. It was kind of a grungy place and we used to have to stand on boxes so our feet wouldn't stick to the floor. One day, we found this keychain with the name Marshall Tucker on it, which turned out to be the name of the piano tuner. We liked the sound of it and so thought, *Why the hell not?*, let's use it. It seems to have worked out.

ER: So what did Marshall Tucker think about this?

Doug: He was fine with it and still is. He's 95-something years old now and just retired from teaching the choir for 40-some years. Over the years, he's appeared on TV and in magazines about his connection to the band.

ER: We hear you rattled your crib as a baby until they let you listen to country music.

Doug: My Momma told me I was one of those overactive babies, always on the move, bouncing around my crib until one day she tied a radio to my crib and put on this radio station playing R&B and then I'd calm down and start moving to the music. I'd put up a fuss until they brought in that radio. I think I was seven when I first got up on stage and starting singing. Then people would give me a couple dimes to play songs on the jukebox. I put one in the jukebox and do my singing but always kept one of the dimes to buy myself some ice cream.

ER: Tell us about the new album, *Soul of the South*. Seems people have been waiting for it for about 30 years.

Doug: These songs were in what we call the vault where a whole bunch of MTB music was stored over the years. These were songs for an album that we did way back and didn't get produced. Some people wanted to polish them up in the studio, but I couldn't do that. I kept them as they were done originally. They had some of the best studio musicians playing on them. There's some highly emotional songs in there, some you always remember like when you bury somebody or when they got married or the first time you ever got some. Those were memories, both sweet and heartbreaking memories.

ER: Do you have a favorite song on that album?

Doug: "Still Thinking of You" is my favorite. It's supposed to give you the chills. When I first



Photos: Courtesy of The Marshall Tucker Band

recorded it, I was looking for a song that whether a male or female it would work. The words go like, 'Lately I feel like I'm walking in the pouring rain and no matter how I feel the pain, this time I'm thinking of you / After laying there with someone else, and holding somebody else, I'm still thinking of you though I can't reach out to you.'

ER: Tell us some stories about your involvement with motorcycles.

Doug: The first time I realized that I really loved motorcycles was when I was about nine-years old. I used to go by this outdoor market where they sold vegetables on the side of the street. My buddy and I restocked it when they ran low. Across the street was this gambling place and when the local wrestlers would come in on Friday night, we'd go over. I'd always see this famous wrestler of the time named Charles who rode the hottest looking Harley-Davidson bike I had ever seen with big ol' studs all over it, and I just loved it to death. That was back in 1958 or '59. After I started riding myself I made a lot of friends in the biker world, and so wherever the band went, I always was offered something to ride, but I knew I needed my own bike. I'm now riding a Road King and hop on it and go up through North Carolina since here in

Spartanburg we're only about 48 miles from the county line and there's some beautiful riding through the mountains.

ER: We just had the pleasure of seeing you play at Sturgis.

Doug: I've been going to Sturgis for 37 years. I remember being there when they had the Cove that had this three-foot high stage, and it was across from the Buffalo Chip. And later we've been going back and forth to the Full Throttle. Riders have always been more than good to me, and we always got along.

ER: What's coming up on the horizon for Doug Gray and MTB?

Doug: I'll be all playing all over. The first week in December, I'll be out with ZZ Top, Molly Hatchet, George Thorogood, and a bunch of other bands on this cruise ship to the Bahamas. Then we'll come back and work the Northeast, and we'll be in Manhattan playing at BB King's, our last show of the year.

One thing is for sure, with Doug at the helm of the Marshall Tucker Band, you'll be hearing its kickass tunes at bike events for many moons to come.
—Paul Garson

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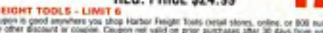
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1000 LB. CAPACITY MOTORCYCLE LIFT
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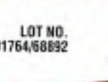
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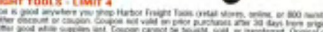
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580 LB. CAPACITY FOUR DRAWER ROLLER CART
US GENERAL
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The Motor Company goes
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Sportster lover Pat Patterson
of Led Sled Customs.

Led Sled Customs Loves Sportsters

Kick In The Pants

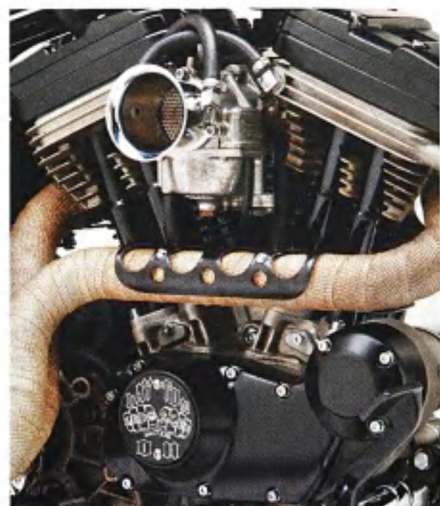
There was a time when Sportsters, even Sportster-powered customs, got a bum rap. "Beginner Harleys," they were called, or "girls' bikes," stuff like that. Nothing could be further from the truth, claims Pat Patterson at Led Sled Customs in Dayton, Ohio. And he is adamant about it. Pat has been riding XLs since 1993 and building Sportster-powered bikes like this one professionally since 2003. "The Sportster," he says, "is the Corvette of the Harley-Davidson family. These are the bikes The Motor Company goes racing with. They aren't called Sportsters for nothing!"

Led Sled Customs grew up around those XLs. The shop and the business expanded as a result of Pat's need to have a place where he could build his own bikes and all the parts to make them really cool. "Back when I started with this," he tells us, "you couldn't buy much for a Sportster. You had to make it." So the whole business began because Pat needed to





make what he wanted for himself. He is still at it. One of the latest tricky bits is a complete kicker kit for late-model Evo Sportys. That is in addition to a full lineup of frames and hardtail kits, oil bags, fenders, tanks, and more. Pat and the guys at Led Sled (there are helpers now) hand-spin those fenders, build the frames and springer front ends, and machine all the knurled grips, floorboards, and pretty much everything else. Three CNC stations help them accomplish all this and when everything's ready, they also paint the bikes themselves. From humble beginnings, Led Sled has evolved into a one-stop Sportster shopping center. Though catering to the home builder, Pat and his crew also put bikes together when asked—

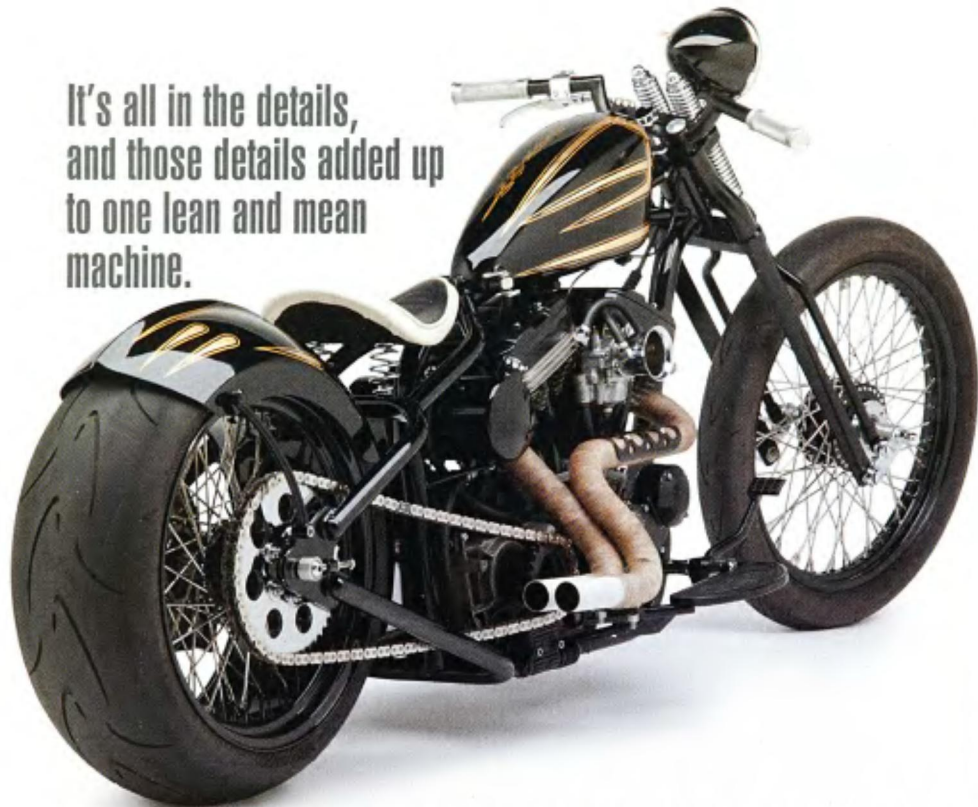


like they did here for Justin Newbury.

"A lot of times guys will see something we've done, either out at a show or on the website," Pat explains, "and that's what they'll describe to us when they come in talking about doing something for themselves." Identifying a bike they like out of what's already been done gives the crew a good idea as to the overall look and



It's all in the details,
and those details added up
to one lean and mean
machine.



feel that these Sportster devotees are going for. "Most guys," Pat says, "can't tell you exactly how many degrees of rake they want or how much stretch they want in the frame and where they want it. But once they've pinpointed a build they like, it's no trick to nail down the basics."

Justin's bike began with a complete Led Sled frame and one of its new LSC springer front ends. To give this Sporty motor a little extra dose of suds, it got the big bore 1200 treatment along

with an Andrews cam and an S&S carb. The guys at Led Sled handled the custom paint as well.

"Our shop is pretty small," Pat says. "Most people are kind of taken aback when they come here for the first time. They're expecting something extravagant, I guess." But inside that old 1960s-era downtown Dayton building there's everything a guy looking to build a Sportster might need, and then some.

—Joe Kress



Owner: Pat Patterson

City: Dayton, Ohio

General

Designer: Pat Patterson

Fabrication: Led Sled Customs

Year/make: 2010 Harley-Davidson

Model: Sportster rigid

Assembly: Led Sled Customs

Time: 4 months

Chroming: none

Engine

Year/make: 1993 Harley-Davidson XL

Rebuilder: Led Sled Customs

Displacement: 1200cc

Ignition: Dyna

Cam: Andrews

Carb: S&S

Air cleaner: Led Sled Customs

Pipes: Led Sled Customs

Transmission

Year/make: 1993 Harley-Davidson

Shifting: 5-speed

Painting

Painter: Led Sled Customs

Type/color: DuPont/Black, Gold Leaf

Frame

Year/make: 2010 Led Sled Customs

Type: Sportster rigid

Rake: 40 degrees

Stretch: 4 inches up, 4 inches out

Shocks: none

Accessories

Bars: Led Sled Customs

Handlebar controls: Jaybrake

Fenders: Led Sled Customs

Headlight: Paughco

Taillight: Led Sled Customs

Pegs: Led Sled Customs floorboards

Foot controls: Led Sled Customs

Gas tank: Led Sled Customs

Oil tank: Led Sled Customs

Seat: Led Sled Customs

Grips: Led Sled Customs

Front End

Type: springer

Builder: Led Sled Customs

Wheels

Make: Ride Wright, laced

Size: 21-inch front, 18-inch rear

Tires: Dunlop front, Conti Attack rear

Brakes: Harley-Davidson

Photos: Michael Lichter

Contact: Pat Patterson

Led Sled Customs

937-879-4645

RIGHTEOUS RIDES FROM THE MAIL BAG

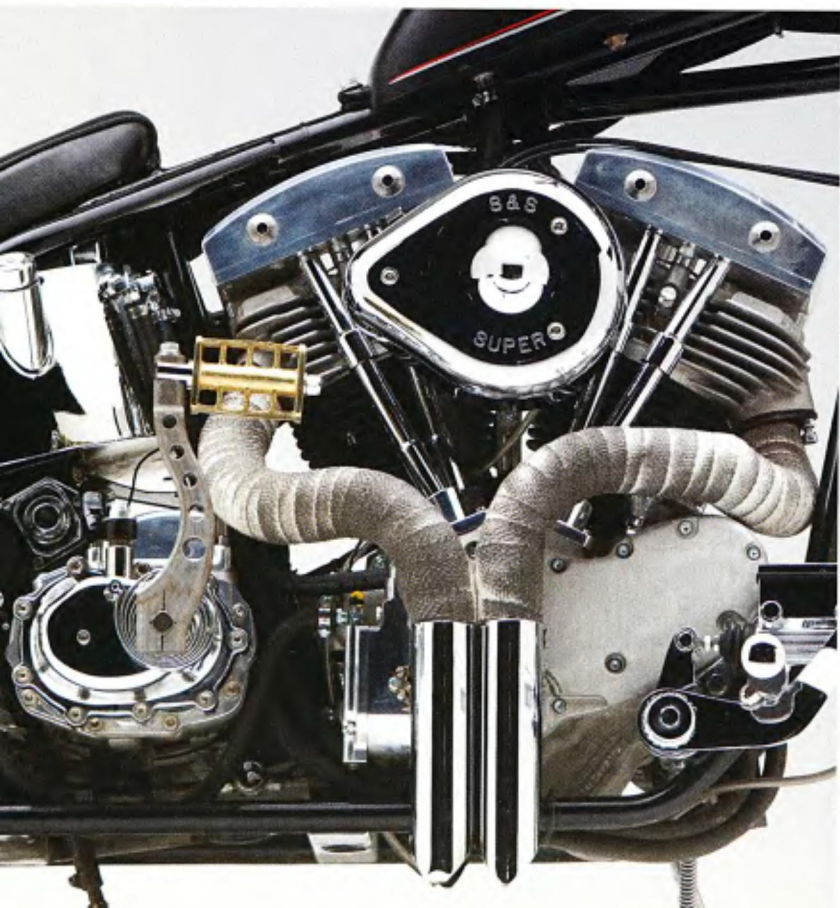
BEST OLD-SCHOOL SCOOTERS

Every month we see mountains of mail from our readers that includes photos of cool scooters that their owners hope will make their way onto the pages of *Easyriders* magazine. The following selection of old-school scoots have never before been seen in *Easyriders*. Enjoy!

—Kit Maira



Dan Hall — Broadway Choppers





BEST

OLD-SCHOOL

SCOOT'S



Charlie "Coop" Cooper — Suicide Cycles



Michael Lichter — Sucker Punch Sallys



BEST

OLD-SCHOOL

SCOOT'S



Dustin Phillips — EC Customs



BEST OLD-SCHOOL SCOOTERS



Doug Bogart — Mike Bauer





Mike Terwilliger

Photos: ER Archives

TERRY COMPONENTS TERMINAL VELOCITY III FUEL MANAGEMENT SYSTEMS

Terry Components has the solution to improving engine efficiency while decreasing emissions and fuel consumption for your Harley-Davidson. Its Terminal Velocity III Fuel Management System is a self-learning system that automatically adjusts the fuel/air mixture as you ride and compensates for changes in engine load conditions. It also re-calibrates for specific modifications made to your motorcycle (e.g. exhaust pipes, air cleaner, etc.). The fuel management system will increase horsepower and torque on most bikes when used with a performance exhaust and air cleaner.

The quick-connect plugs make installation a breeze and require no manual adjustments. You don't even need a dyno time for adjustment. The Terminal Velocity III Fuel Management System works in conjunction with both factory and race tuner downloads, and prices start at \$399.95.

Drag Specialties

www.dragspecialties.com



VANCE & HINES TWIN SLASH 3-INCH SLIP-ONS

One of the best ways to ease into customizing your Harley is the addition of some slip-on mufflers (*below*) that will open up the performance of your bike along with dialing in a nice throaty and deep exhaust note.

These new slip-ons give you the unique Vance & Hines twin slash look that is blue-proof thanks to its 3-inch full coverage heat shields wrapped around 2 1/2-inch muffler bodies built with louvered core baffles pre-installed. Mufflers are available in matte black ceramic finish with chrome end treatment. Optional quiet and competition baffles are also available.

Vance & Hines

562-921-7461

www.vanceandhines.com





HIGH ROLLER FORWARD CONTROLS

The new Supreme Legends High Roller forward control series will have your bike looking like a million bucks. Built from only the finest American billet, this control adds beautifully contoured lines and a touch of class to your ride.

Controls are available in chrome or bright dip black anodized finishes for Harley-Davidson, Yamaha, Honda, and Victory applications. As with all Supreme Legends USA products, controls come with an 18-month warranty.

Supreme Legends USA
714-504-0715



DISCOUNT RAMPS TRIKE RAMP

Discount Ramps.com announces the release of the hottest, most versatile loading ramp in the industry: Big Boy III. Made in the USA, the Big Boy III motorcycle ramp ranges from 8 - 12 feet long with loading weight capacity of up to 4,500 pounds. The 3-piece ramp system is ideal for trikes, motorcycles, and any type of vehicle with pneumatic tires. Uses four connecting support brackets to hold the ramps together and reduce ramp flex for safe loading. The innovative ramp features a solid, flat plate/hook combination attaching end. It is made of lightweight aluminum and folds for storage. Cam buckle straps and 5-year manufacturer's warranty are included.

Discount Ramps.com
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NEW HARLEY-DAVIDSON DIGITAL SPEEDOMETER/ANALOG TACH

The new combination digital speedometer/analog tachometer from Harley-Davidson fits Softail and Dyna models equipped with a 4-inch speedometer. This single-combination gauge displays engine speed in rpm and vehicle speed without adding an additional handlebar-mounted gauge. The large, easy-to-read LCD odometer/trip meter displays fuel level, miles to empty, gear position, and time. Mileage reinstatement resides in the vehicle ECM so initial mileage will be uploaded at the time of installation.

Harley-Davidson
www.harley-davidson.com



LEGENDARY LEAF SPRING RETURNS

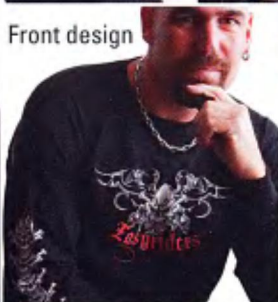
Whether you are building a one-off custom or street-worthy restoration, this Kiwi-Indian front end provides a nostalgic image dating back to the 1920s and 1930s. Paughco has remained true to the original styling, but these new forks are manufactured using only the finest modern materials. Front legs measure 20 inches from the bottom of the stem to the front axle. The unique design is compatible with 16- to 21-inch wheels and accommodates single or dual disc brakes. Available in chrome, polished copper, or black powdercoat, these striking leaf spring forks retail starting at just \$2,099.95.

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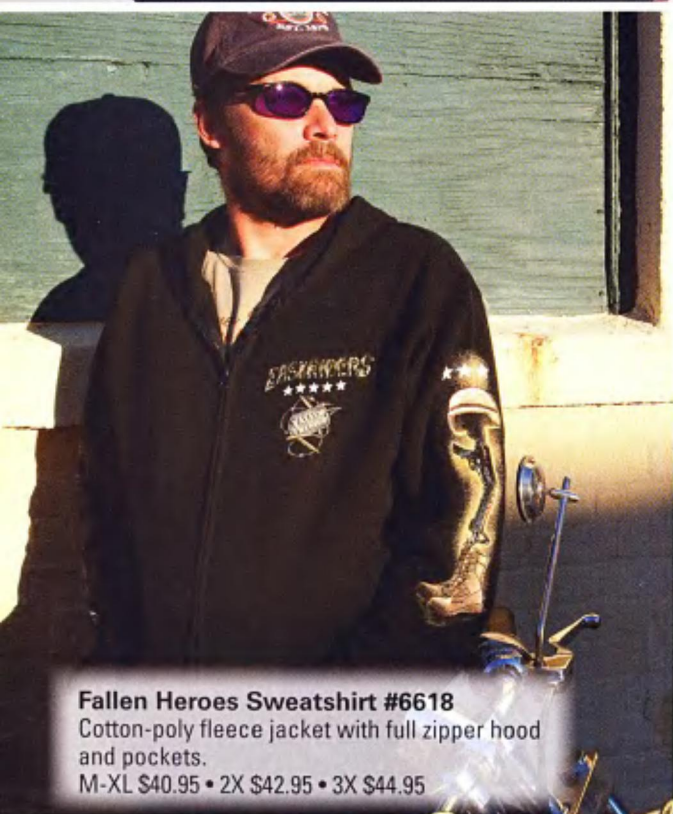


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Front design



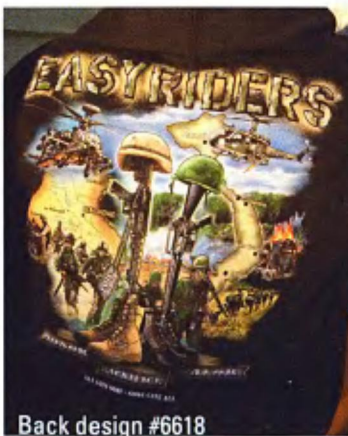
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Back design #5126



Back design #6618



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FRONT FORK IMPLANTS

For this action-packed issue of *Easyriders*, our Topless Tech cutie, Angie Savage, will show you how to install a set of Race Tech Gold valve emulators and springs (that's a mouthful of words) in a Wide Glide fork. "A high-quality fork will give you a good ride and the Race Tech Gold valve emulator kit makes for a great fork," says Angie. With these valves you can build a set of forks for serious riding. We got the complete RaceTech fork kit from Drag Specialties (P/N 0416-0047)."

Having once ridden a Dyna Low Rider with the Race Tech kit, we agree. Installing the emulator kit is a three-hour deal. The only problem is that it can get a little messy. When Angie was draining oil out of the right fork leg, it squirted all over her top, so she ditched it, a plus for us.

"To install the Race Tech emulator kit, you must perform a complete tear-down of the fork assembly, but don't despair, Wide Glides aren't that difficult," assures Angie. Pulling the fork legs requires removing the brake caliper, wheel, and front fender. Taking the tube apart is the fun part. Angie recommends having the shop manual and lots of clean rags. You can do this in your garage in just a few hours.

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

—Bugle

Race Tech
www.racetech.com

Drag Specialties
www.dragspecialties.com



1 While Angie was draining the right fork leg, oil splashed all over the place, doing a number on her top.



2 Angie said, "Some things you can put up with, or do something about." With that, she pulled her top.



3 Removing the fork tubes from the triple trees was easy once Angie got the wheel and other parts off.



4 "The Wide Glide tubes top caps take a big wrench and a bit of air to muscle them off," says Angie.



5 Angie was glad she had removed her top. "This top cap reached right out and got me dirty!" she exclaimed.



6 Angie pulled out the stock fork spring. "Long, isn't it?" she observed.



7 Angie used an air wrench to remove the damper rod bolt. "I really like air tools, they make the job go fast," she said.



8 Angie then turned the tube upside down and removed the damper rod assembly.



9 Angie was very careful when pulling the fork tube out of the lower leg.



10 Angie put the new bottoming spring on the damper rod and slid it back up the fork leg.



11 Next she inserted the fork tube into the lower leg and secured it with the damper rod bolt. She slipped a new seal over the end of the tube and pushed it down onto the fork leg.



12 She carefully dropped the Race Tech emulator valve into the top of the tube. This is the part that makes a regular fork into a great fork, so be careful," Angie cautions.



13 The next step was installing the new fork spring; it is part of the kit.



14 The Race Tech kit uses an aluminum tube to set the fork's ride height; Angie marked its edge for cutting.



15 Angie cut the spring spacer with her hacksaw; never bother a woman when she has a sharp tool in her hands.

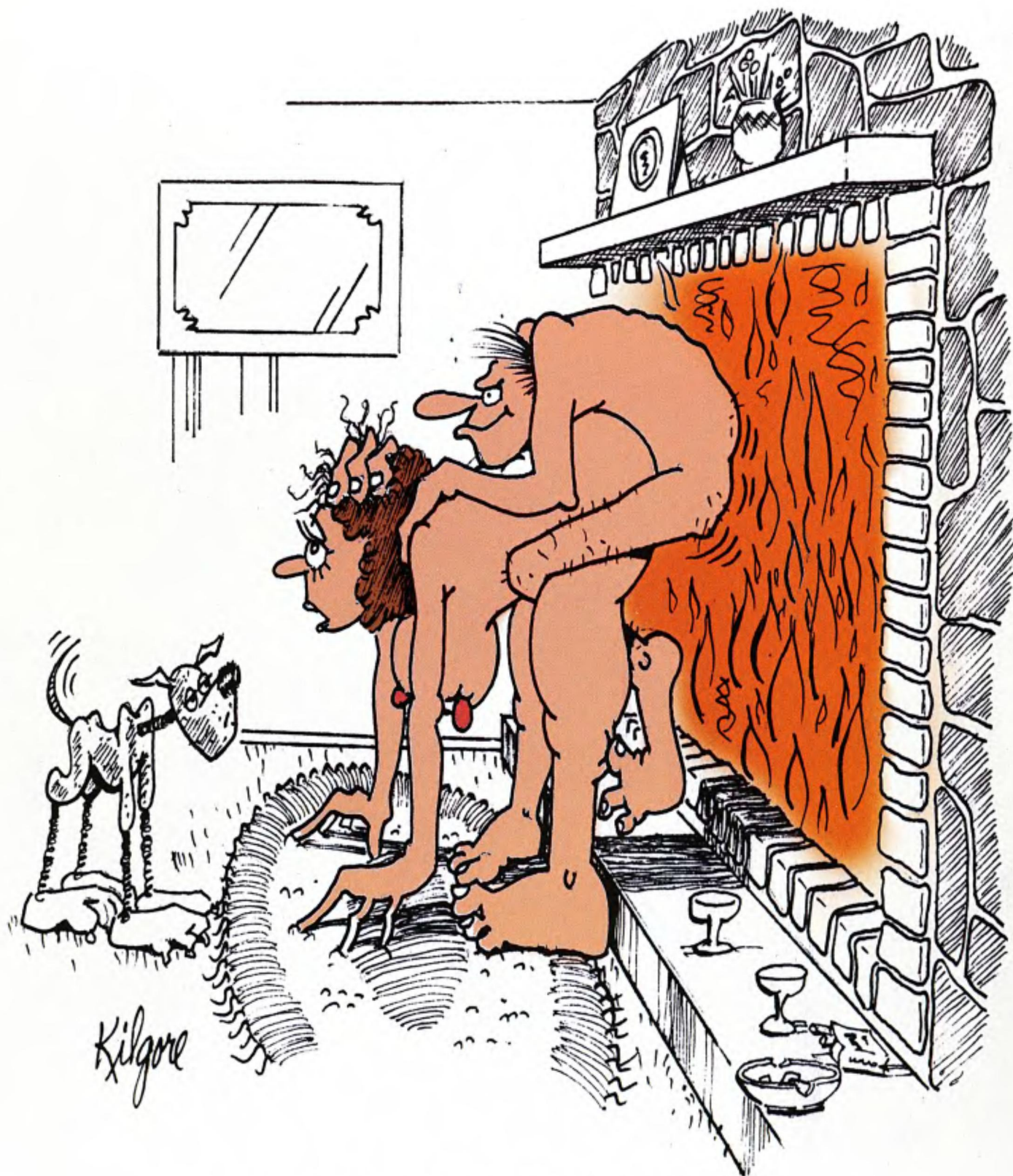


16 Getting the fork tube back together took a bit of force. "This was the hardest part of the job, but I like hard stuff," she said.



17 With the right fork tube finished, Angie said, "Only one more fork tube to do, then we can go for a long ride."

Photos: Dan Madsen



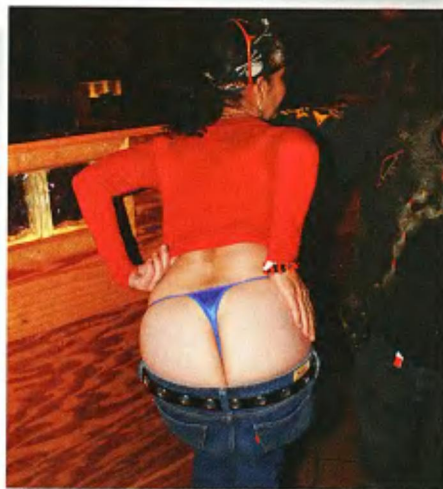
"Be careful, darling! Remember, the last time we tried this romantic fireplace stuff your balls caught fire!"



COCOA BEACH BIKER BASH

This year, the Warlocks of Brevard celebrated two events on November 12, 2011: 29 years of existence as a chapter and the 15th Annual Cocoa Beach Biker Bash. The Bash is Brevard's primo biker event of the year, held again at Captain J's seaside bistro in Cocoa Beach, Florida.





Photos: Miserable George

The sun warmed the revelers and the crowd filled the surrounding bike parking areas in short order. All proceeds, again, went to the Shriner's Children's Hospital and we were told that this year that over \$13,000 was collected for the kids.

Mean Gene Butler (from B.B. King) had his own band up on the SkyDeck, with the Warlock's own Big Bob Foster jammin' on the harmonica, plus a DJ downstairs. There was a plaque presentation to Brevard from the New York chapter and an auction of several nice items also benefited the Shriner's Hospital. There was lots of good food and drink at Capt. J's and, as always, top-notch service all evening long. As the party wound down at Capt. J's, the whole thing moved down the street to the Wakulla Suites Motel where it continued for the rest of the night.

A big nod goes to all concerned with making this event happen and to the riders for their generosity, going over the top for the kids at the Shriner's Hospital. See ya at the next Bash.

—Miserable George/Clean Dean

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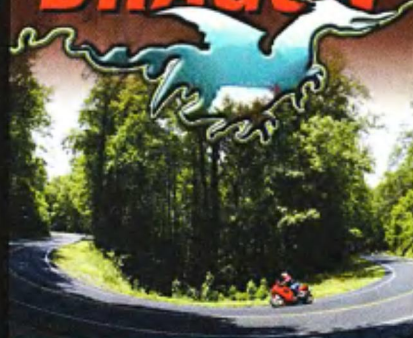
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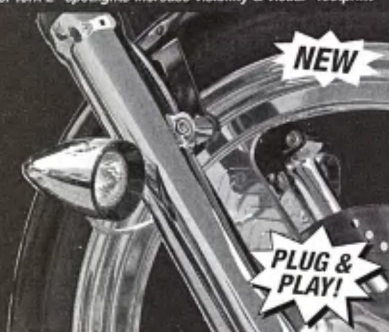
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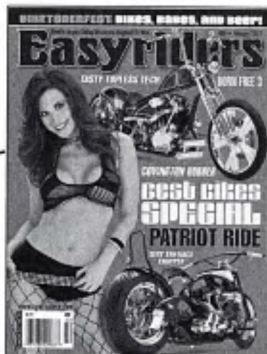
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DOUG BROWN'S REBORN 1936 MILWAUKEE MARVEL

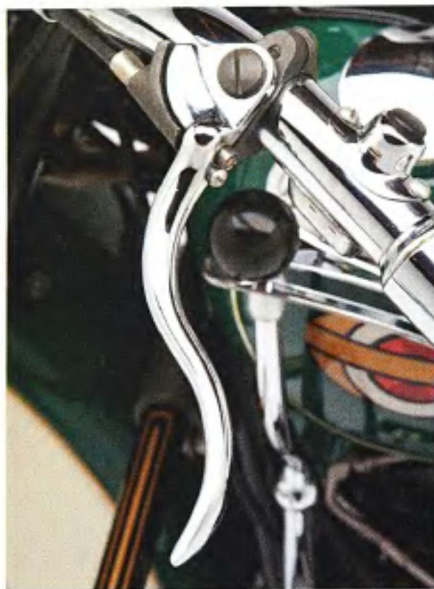
Earliest Running Knucklehead

This very early production 1936 knucklehead made history when it first appeared some 75 years ago and more recently when its owner Doug Brown was able to kick it over, making it the earliest running knucklehead in America. That's verifiable via the stamped serial #36EL1005 inscribed on its cases, making it the 5th or 6th EL off the production line. As it turns out, the original set of cases were the "seeds" from which the entire bike was grown.

After Doug sourced the cases from friend and knucklehead guru Larry May in Kentucky, he embarked on a five-year parts hunting odyssey that involved incredible good luck as well as the master restoration talents of Carl and Matt Olsen, the father and son team of Carl's Cycle Supply located in Aberdeen, South Dakota.

Doug runs a farm equipment sales business in rural southeast Indiana, so knows all the jokes about Harley's being "tractors," but he takes seriously his passion for vintage Milwaukee marvels, especially knuckleheads. Since he had worked on knuckles in the past, we asked if he knew what he was getting into with the #1005 bike. "Well I did and I didn't," Doug tells us. "I started out doing it myself, but then on the way to Sturgis one year, I stopped by Carl's Cycle Shop and met Carl and Matt Olsen. After talking to them, I found out how much I didn't know about '36's. They offered to take over the project, so it was a collaborative effort over the years. With the early '36 there were a lot of tough little things to find."

Speaking with Matt Olsen, we learned about the parts hunt. "For example, there was the steering damper knob, an NOS piece Doug found on eBay that went for 1,500 bucks. And then there was the crash bar hardware. For some reason the factory called it a three-piece crash bar but made it with 27 individual parts which we had to track down." Carl and Matt made a Herculean effort to build what they



consider one of the best Knuckles out there. Says Matt, "It was one of the most fun bikes I ever built and a huge honor to get to do it."

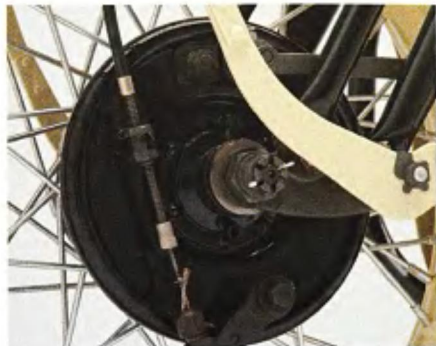
The complete engine rebuild included a Lightning cam and a Truett & Osborne lower end, while the gearbox was upgraded via Andrews gears and the stock 16-inch wheels were switched to better handling 18-inchers, all making for a stout, roadworthy bike good

for at least another 75 years.

As far as the color choice, Doug says, "While the green and silver was a real popular option for the knucklehead, I decided to go with the cream and green, and it turned out well thanks to Larry Medwig who's also a master at straightening out the bodywork." As for the shiny stuff, Doug does his own chrome and nickel plating at home, something he taught himself.

The momentous day arrived in 2010 when Doug and the Olsen's met up in Wauseon, Ohio, for the annual Antique Motorcycle Club of America event. "When we first fired it up, it was like music," Doug remembers. The knuck scored 98 out of 100 possible points in the AMCA competition.

Since then the knuckle has kept a relatively



low profile show-wise but did appear before an appreciative audience when displayed at Michael Lichter's exhibition in Sturgis. At the moment, Doug is working on a late model 1936 EL. His goal is to complete a collection early-, middle-, and late-production model 1936 knuckleheads—a truly awesome spotlight on American motorcycle history.

—Paul Garson





Doug Brown on another of his Harleys.



Owner: Doug Brown
City: Vevay, Indiana

General

Fabrication: Carl's Cycle Supply
Year/make: 1936 Harley-Davidson
Model: EL
Assembly: Carl's Cycle Supply
Time: 5 Years
Chroming: owner, Pat's Polishing, Denver

Engine

Year/make: 1936 Harley-Davidson
Displacement: 61 cubic inches
Cam: Lightning
Ignition: points
Pistons: moly and ceramic coated
Heads: early 1936
Lifters: Harley-Davidson
Carb(s): M5 2-bolt
Air cleaner: original 1936 EL
Pipes: Corso

Transmission

Year/make: 1936 Harley-Davidson
Modifications: Andrews gears
Shifting: original 1936 shift arm

Painting

Painter: Larry Medwig
Type/color: green, cream
Special paint: smooth

Frame

Year: early 1936
Builder: Harley-Davidson, retuned by Matt Olsen
Rake: factory
Stretch: stock
Shocks: seat post

Accessories

Bars: Knee Knockers
Handlebar controls: Spiral
Fenders: original EL
Headlight: Cycle Ray
Taillight: original EL
Speedo: Janos
Floorboards: Harley-Davidson
Electrics: Dale Cashman generator
Gas tank: early 1936 EL
Oil tank: pre-production Harley-Davidson
Oil system: early Harley-Davidson pump
Seat: Heilman
Grips: Made in America

Forks

Type: early Harley-Davidson EL
Extension: none
Builder: Harley-Davidson

Wheels

Size: 18 inches
Wheels: early step hub
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Photos: Michael Lichter
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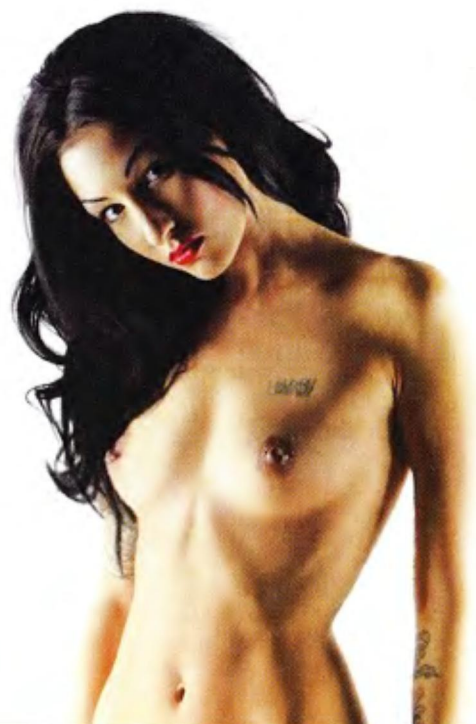
Gents, kindly cast your bloodshots upon cute li'l Crystal from Hermitage, Tennessee. She'll put the drool on your stool as she delivers her gruel all over Randy Smith's super-clean 1948 pan. The games begin on page 108.

—Moosecock Montana



#0301 Krissy — Nebraska

"My first ride on a Harley I had my first real orgasm, and, trust me, it wasn't because of the guy I was sitting behind. It was all bike, baby."



#0302 Gia — Connecticut

"On my first Harley ride...uh, let's just say the vibration is fantastic!"



#0303 Stephx — Louisiana

"On my first Harley ride, my boobs popped out and they've been out ever since! I've named them Pallombo and Machaca."



#0305 Jazmine — Idaho

"The first ride I remember most was my trip to Yellowstone and a bumblebee hit me in the forehead, but it was amazing!"



#0304 Mandy — Missouri

My first ride on a Harley was with my dad when I was itty bitty, and it sparked a lifelong obsession! I love to ride, both by myself and with someone else."



#0306 Melissa — South Carolina

"My first time on a Harley was cool. The vibration from the bike on my wet pussy was like nothing I've ever felt."

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.

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- 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, Hot-Spleena Catrina from Arizona. Come back next month to watch what she can do with a fork slider and some corn oil.

465

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I will pose: ☐ Nude ☐ Topless only
Model’s Signature: _____

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Pan-"E" Dropper

BEN JORDON'S DRAWER-DROPPIN' RIGID



It may be madness to be riding a bike with a 60-year-old powertrain, no shocks, and no front brake around the streets of New York City. In this case, we call it "show-in' class." This Oriental Blue custom called Pan-"E" Dropper has taken a lot of show iron, but ever since Randy Smith bought it from Ben Jordan of Jordan Designs, all he has done is ride and beat it like a rented mule.

Ben runs a paint and powdercoat business, and Randy owns a metal fabrication shop. Graphic artist Ryan Young pushed Ben to

give the project a name, and he called it "Ramblin' Fever," but an outspoken patron of Ben's said, "I don't know about Ramblin' Fever, looks more like a panty dropper to me." Since the engine is a Harley-Davidson model E panhead, the name stuck.

Ben's greatest challenge was to take a pile of antique parts and make a complete bike out of them, not a restoration project where prescription parts are pasted on according to an original bill of materials. This bike's builder likes to go from one swap meet to

another to find parts—and inspiration. That 23-inch front wheel that Ben had made exclusively for him in Canada is a one-off part that gives Pan-"E" Dropper's front end a unique look.

The custom gas tank took the most time to finish, but just look at the way it blends into the frame. The lines for Pan-"E" Dropper just flow from front to back so smoothly, and the only way to slow its roll comes from a lone rear brake off of a Ducati. Ben's favorite stretch of road is near the Grand Tetons and



Looks more like a panty dropper to me.





Randy likes the Blue Ridge Parkway. Ben says Randy cannot keep the girlies off of it.

Based on Fox Hunt winner from Tennessee curvacious Crystal's reaction to this slender panhead, we'd have to agree.

—Cheese



This bike's builder likes to go from one swap meet to another to find parts — and inspiration.



The only way to slow
the Pan-"E" Dropper's
roll comes from a
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The custom gas tank took the most time to finish, but just look at the way it blends into the frame.



Ben Jordan and Randy Smith (seated) with Fox Hunt winner Crystal.

Owner: Randy Smith
City: Monroe, North Carolina

General

Fabrication: Ben Jordan of Jordan Design
Year/make: 1948 Harley-Davidson
Model: Pan-"E" Dropper
Time: 1 year

Engine

Year/model: 1948 Harley-Davidson
Displacement: 74 cubic inches
Ignition: Harley-Davidson
Cam: Andrews
Carbs: S&S Super E
Air Cleaner: Goodson
Pipes: Ben Jordan

Transmission

Year/make: 1948 Harley-Davidson 4-speed
Shifting: jockey
Paint: Jordan Design
Type/color: House of Kolor/Oriental Blue
Special paint: graphics by Ryan Young of Indocial Art and Design

Frame

Year/make: 2005 Paughco
Type: rigid
Rake: 38 degrees
Stretch: 2 inches in backbone

Accessories

Bars: Ben Jordan
Handlebar controls: none
Fenders: Ben Jordan
Headlight: cheap
Taillight: Fab Kevin
Pegs: Jacobs Machine
Foot controls: Ben Jordan
Electrics: Ben Jordan
Gas tank: Ben Jordan
Oil tank: Fab Kevin
Oil System: S&S
Primary: Rivera Primo
Seat: Emore Leather
Grips: Jacobs Machine

Front End

Type: hydraulic
Extension: 2 inches over stock
Trees: Jacobs Machine
Builder: Ben Jordan

Wheels

Hubs: Ben Jordan front, Harley-Davidson rear
Size: 23-inch front, 18-inch rear
Tires: Avon
Brake: Brembo
Photos: Brad Patton



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6TH ANNUAL CHILLY BILLY MEMORIAL RUN: THINKING BIG AND GIVING LOCAL

CHILLY BILLY

There's nothing like the excitement in the chilly morning air just before a bike run—in this case, in Cotati, California, outside of Michael's Harley-Davidson where over 1,100 motorcycles purred to life and parted in groups for the 6th Annual Chilly Billy Memorial Run put on by the Rip City Riders of Marin and Sonoma counties.



dis if riding along the redwood-lined Russian River and out to the ocean along the Pacific Coast Highway on a gorgeous morning weren't enough, on the first Saturday in October 2011, riders participating in this influential poker run were keenly aware of the lasting difference they would make as a group. They would enlighten skeptical onlookers about the positive efforts of bikers. They would help ensure that the needs of children in the local community are met despite a rough economy. They would contribute to charities that truly make a difference for their friends, family, and neighbors. Or, as Rob Anello of the Rip City Riders likes to say, they would "have fun and give the money away."

Motorcycle riders moved without incident along a 77-mile run route that included two refreshment stops at the Rio Nido Road House (in Rio Nido) and the Blue Heron Bar & Grill in Duncans Mills before proceeding to the car and bike show at the Sonoma-Marin Fairgrounds. Within the expanse of the fairgrounds were 10,000 people, 80 car and motorcycle gear vendors, 260 show cars, and 47 show bikes. Two raffles were held, one with over \$5,000 worth of prizes—exclusive products and gift certificates from well-known local stores and restaurants, and a motorcycle raffle to win a 2011 Harley-Davidson Road Glide. High- and low-hand poker run prizes were awarded. New this year was one of the Bay Area's most well-known

musicians: Tommy Castro, backed by a full band including horn players that performed original scores of award-winning rock and blues. The dance floor was teeming with people, evidence as to the degree the crowd was enjoying the music.

The fairgrounds also glittered with spectacles and delights like barrels worth of beer donated by Petaluma's Lagunitas Brewing Company, buxom gals selling wines with names like Panty Dropper Red, and hand-built cars on display from Sonoma shops like Bad Ass Cars and Sonoma Street Rods.

John Barnes won Best of Show in the motorcycle competition on only his second day riding his custom construction Rigid Bar Hopper with a suicide clutch and hand shifter, while Tim Kerrigan Sr. bested the car show with his 1962 Impala that still had a 348 V-8 motor in it along with a cherries and cream color paint job.

The 2011 Road Glide was won by a Cotati woman named Theresa Martin, who purchased only one raffle ticket using the last five dollars she had in her purse. Inspired by benefiting local breast cancer research carried out by the Novato non-profit called Zero Breast Cancer, Theresa bought the ticket in honor of her mother, a breast cancer survivor, and ended up walking away with a brand-new Harley.

Also benefited by the money earned from Road Glide raffle ticket sales was the Petaluma children's organization called Mentor Me, which pairs children with adult volunteers to ensure that local kids have positive role models and constructive guidance. Each organization received checks for \$15,000, which, for the Rip City Riders, is what the mission of the Annual Chilly Billy Run is all about.

In honor of their fallen comrade, a Rip City Rider nicknamed "Chilly Billy," who was a compassionate biker gypsy that inspired the whole group with his fervor for motorcycle travel, members of the Rip City Riders hold their Chilly Billy Memorial Run annually on the first Saturday in October in order to benefit selected local charities in Marin and Sonoma County communities.

When asked why the Rip City Riders would go to such extraordinary effort to make positive change in Marin and Sonoma Counties, one member explained, "You don't have to look far to realize that there are other people around you in need. We have it pretty good—better than most—so we're in a good position to help a lot of people that have it a lot worse than we do." The Rip City Riders are often asked how one can join its group, to which members respond, "You don't have to be a Rip City Rider to join in with us—we absorb good friends." To become a friend of the Rip City Riders and learn more about attending next year's Chilly Billy Memorial Poker Run, follow along on www.ripcityriders.org.

—Tragedy/Clean Dean

Photos: Lindsay Gerken

ReadersRides

John Kelly Wofford Heights, California 1951 EL

This bike was five years in the making, according to its builder, John Kelly. It began with a salvaged 1951 EL wishbone frame and the original lower end as well as miscellaneous other parts. "On further inspection, I realized that the cases were cracked, the flywheel was rusted, and the frame needed to be jigged and straightened," he says.

What's a fellow to do? Bite the bullet, that's what. So John replaced the cases with a set from STD plus heads and got himself an 88-inch S&S Stroker kit. Burley Performance in nearby Ridgecrest, California, assembled the motor for



him and created a set of custom drag pipes. "And I custom-fit the Cal Products inner primary 65 transmission to the wishbone frame for an electric start, including customized brackets for

the Paughco oil tank," John adds.

He made the brackets for the Paughco chain guard. Other customized parts include the carburetor mounting bracket, Diamond key switch, high beam switch plate, and twisted rear fender brackets. The clutch release arm was customized for a mousetrap setup and the gas tank sports a Hotch gas cap. "I also made the shotgun shell shifter and the brake and footpegs on a lathe in my garage," he says.

The seat was cut and formed to the frame and upholstered by A.V. Upholstery. All this may not seem like it should have taken five years, but what the heck. Just look at it. Like fine wine or Limburger cheese, it was most definitely worth the wait.

—Tripper

Photos: Owner





Photos: Owner

Bill Snodgrass
Cleveland, Ohio
2003 Sportster Bobber

Like a two-wheeled Mighty Mouse, this little Sportster on steroids packs way more of a punch than its stature would lead you to believe. What started out as a puny and anemic 883, got a complete overhaul, courtesy of Bill and the good people at the appropriately named Resurrection Cycle in Euclid, Ohio. It turned out to be one of the coolest Sportys to ever grace these pages. That's my opinion anyway.

Resurrection owners Ron and Kim Vance not only handled the hard cosmetics, that is the sheet metal and sundry accessories like the Crime Scene Choppers air filter and headlight, the Küryakyn mirrors and Motherroad Customs

seat, they took care of the bike's heart and soul by installing a 1250cc (that's whopping 76 cubic inches) NRHS Performance kit and placing the now very powerful motor inside the frame that now sports a Led Sled Customs rigid weld-on hardtail for added grittiness.

Add to that a 2-inch-under springer front end, a pair of 16-inch wheels dressed up in Avon whitewall Gangsters, and a set of Wet Dreamz by Pipe Dreamz exhaust pipes, and you know this Sportster means business.

With some nifty paint and artwork by Stead-headpaint.com and Czuba Cycles to round it all off, you bet this Mighty Mouse can roar. In fact, if you shut up for just a sec, you can probably hear it now, yelling at the top of its beefed-up lungs: "Here I come to save the day!"

—Tripper

Comin' At Ya

The awesome April issue of *Easyriders* (#466) is packed with show-winning custom bikes from last year's Easyriders Bike Shows from Hank Young's sweet pan, to Rick Petko's kickass shovel and a whole lot more.

Ride with us to a Midwest Rally paying homage to motorcycle clubs of old, and check out all the latest custom scoots at our Anaheim Easyriders Bike Show. A special section offers up a Guide to America's Best Biker Runs just in time for spring riding; we'll serve up another tantalizing Topless Tech and bring back a classic David Mann painting.

All this plus nasty naked ladies and a passel of sick humor that will offend your mom is in the April issue of *Easyriders*.

On sale January 29th



The February issue of *V-Twin* (#130) takes you to all the farout fun of Bikertoberfest in the Sunshine State for one more run before winter. You'll get a great guide to Sheet Metal and Frames as well as a special section showcasing the Best Bikes of 2011. All this plus six sizzlin' bike features, more tech tips, and the latest hot parts and accessories for your bike.

On sale January 10th



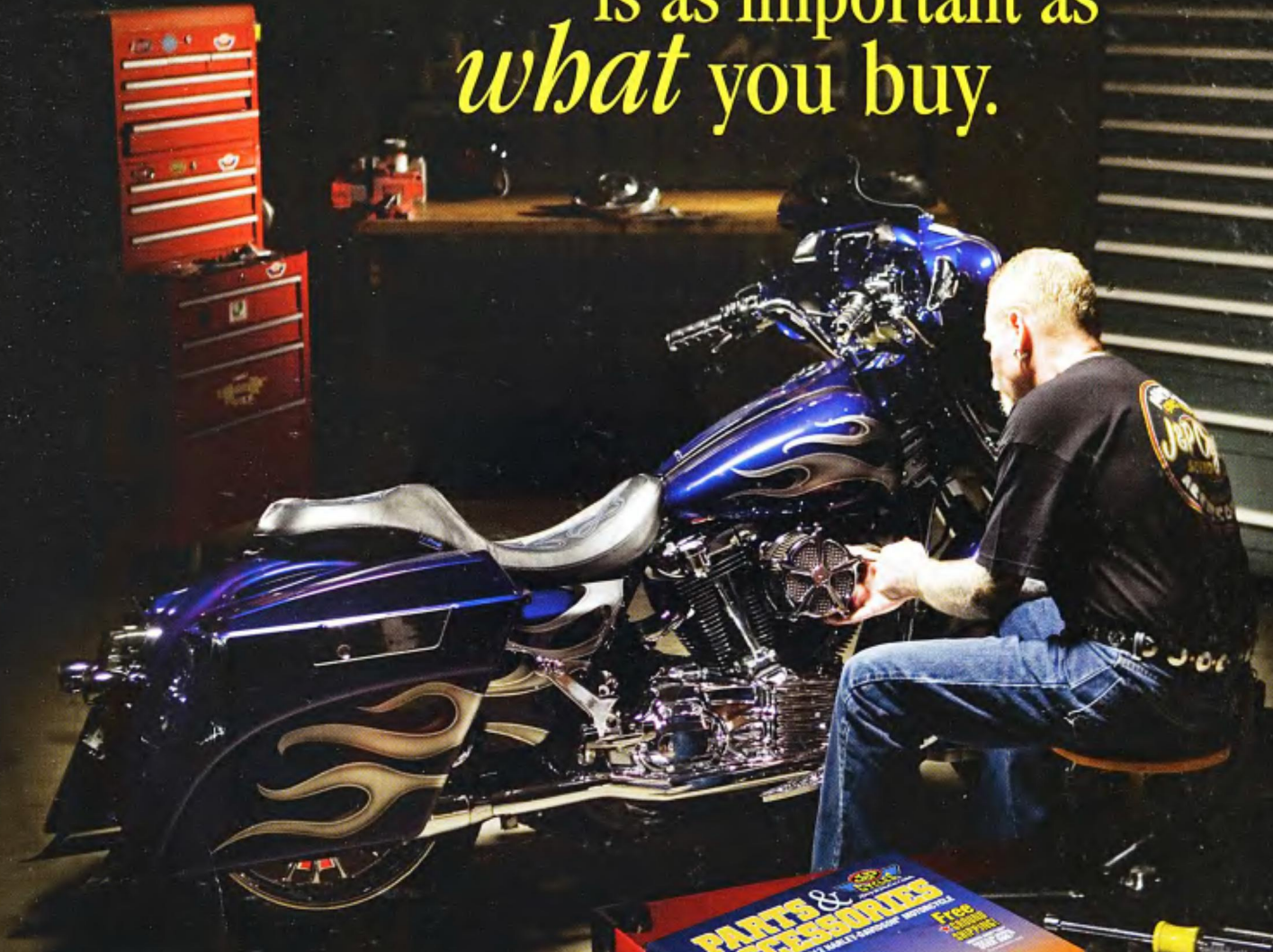
The September issue of *In The Wind* (No. 146) is in your face with Daytona Bike Week. Tasty Layla Rivera finds max comfort on a Frankenstein/Harley trike. We visit Bean Blossom Bikerfest and go around the country with the Easyriders Bike Show Tour to get a look at the finest custom rides in the USA.

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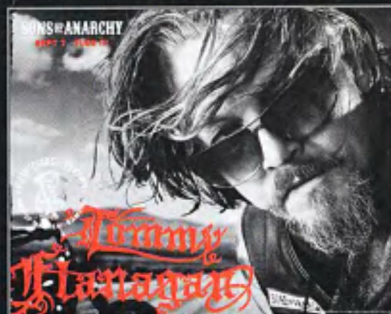
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