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466 • April 2012

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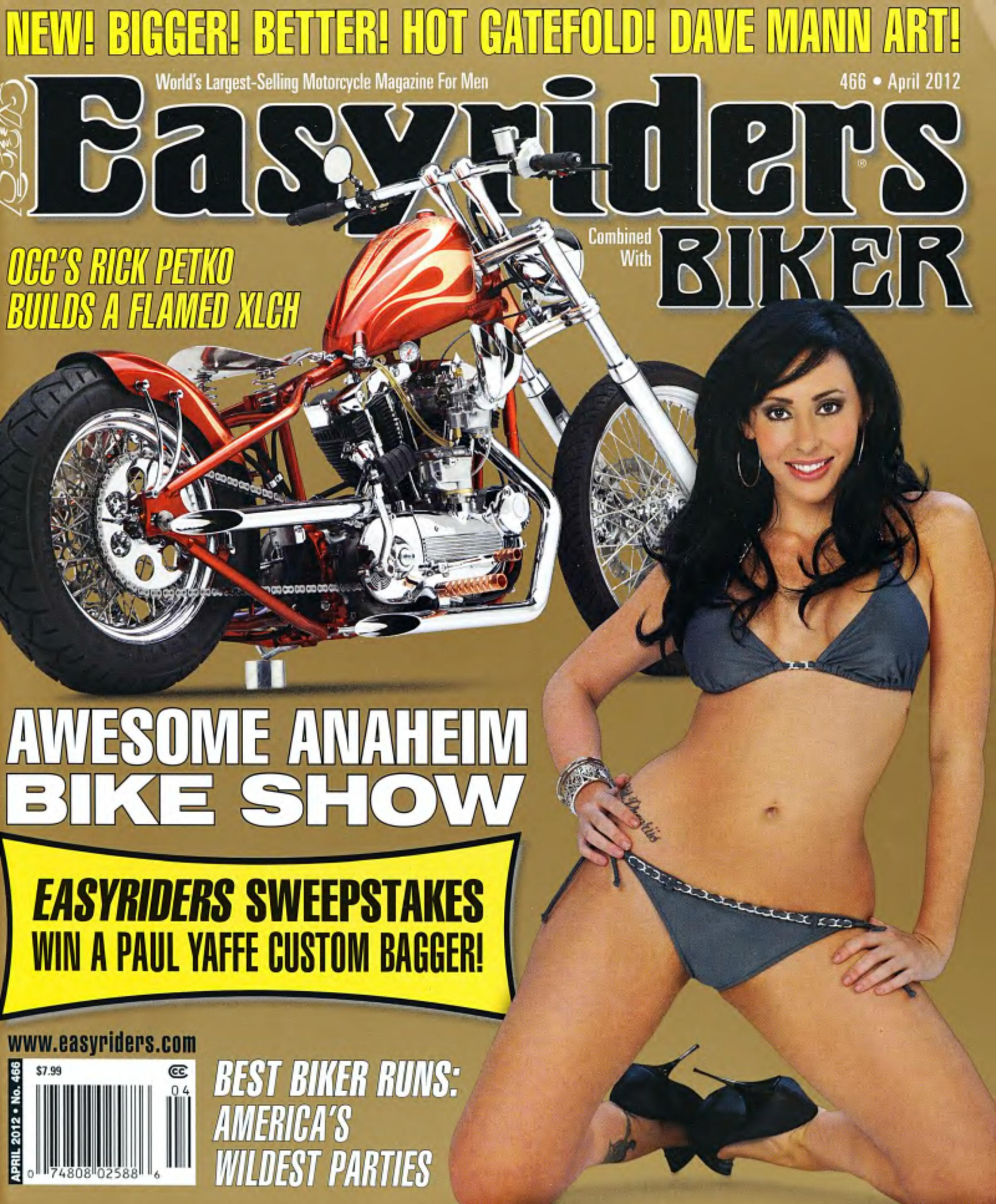
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### *Featured Parts*

**ARLEN NESS:** Knurled Grips & Footpegs

**AVON:** Venom Tires

**COMPUFIRE:** HP Street Ignition Module

**DRAG SPECIALTIES:** 10" Ape Hangers, Klassic Rotors & Pulley and Quickbob Fuel Tank (modified)

**PERFORMANCE MACHINE:** Clutch & Brake Controls

**PROGRESSIVE SUSPENSION:** Rear Shocks

**RUSS WERNIMONT:** Outlaw Front Fender and Gambler Rear Fender

**S&S:** E Series Carburetor



## Hardcore Ear Lobes

We've all seen photos of tribes in Africa where the women have large holes in their ears from which to hang ornaments or insert jewels or tokens, denoting beauty and status. Apparently an increasing number of counterculture Westerners are getting their lobes opened far beyond routine piercing, usually by gradually stretching but sometimes with a hole-punch tool for immediate results (OUCH!). The hardcore are showing a "commitment" to the lifestyle by making holes up to 3/8 inch thick. (Thankfully, cosmetic surgeons have procedures for repairing the inevitable regretted decisions.)

## A Lawyer Warning

As you know, lawyers make big bucks. One lawyer billed a client 1,200 hours one month, even though a month has only 744 hours.

## Ordinary Steaks

It is no longer weird that Western chefs try to get as exotic as they can serving plants, insects, and obscure parts of animals in their dishes that are usually only experienced by cultures far removed from America. A recent book on how to cook animals' "odd" parts describes various recipes for cooking hearts, heads, tongues, and ears and suggests that the next big thing in Western eating will be. The author says, "Steaks and chops are like bulletproof to cook. Any idiot can cook a steak, right?"



## Think Big Or Stay Home

A guy walked into a Walmart and tried to buy electronics totaling \$475.78. He handed the cashier a \$1 million bill and waited for his \$999,524.22 in change. Needless to say, the bill was forged, so no change was forthcoming. The only thing forthcoming was his arrest.

## Be Proud Of Your Career

Many companies still have "Career Days" to introduce children to their parents' income-producing work. Well, it seems some criminals embrace and apply this concept. One guy had his two-year-old son with him while he was selling drugs. (Fortunately, the cops put a stop to that one.)

## Rules Are Rules

A woman fell in the lobby of a hospital and broke her hip. Though it was less than 150 feet from the lobby to the emergency room, hospital personnel, following rules, instructed her to call an ambulance to take her around to the ER, though the nearest such ambulance in the next city, didn't arrive for 30 pain-filled minutes. Hospital officials said they would handle things better in the future. (Yeah, right.)



## Eat More Humans!

Two hosts of a Dutch TV show called *Guinea Pigs* followed through on their plans to eat

## Don't Complain!

Next time your kid complains about getting to school, let him know he's got nothing to complain about. In a mountaintop village in China, students have to make a 120-mile trip to school. The trip includes miles on foot or by camel. The most dangerous part of the route is the trek along a path just a few inches wide along a cliff with a 1,000-foot drop. Others parts of the trip requires using a 600-foot zip-line and crossing four freezing rivers (easier in winter when they are frozen solid). The children have to make the chaperoned excursion four times a year—coming and going for each of two long sessions.



pieces of each other (fried in sunflower oil), so that they could describe the taste. They each underwent surgery to have small chunks removed for cooking. One of them got a piece of their co-host's "bottom," while the other got part of the abdomen. (I think I just threw up in my mouth.)

## Any Clues?

Police were watching a house for comings and goings and saw enough to get a search warrant to look inside the house for evidence of drug dealing. When they searched, they found the dealer's cell phone that noted on the display that it belonged to "Jason Pauchay Drug Dealer."

## Toilets – A Bad Situation

A story about an airline whose restrooms in coach all were not functioning during the entire course of a flight caused reactions from experts. Calling the toilet failures a "bad situation that hasn't been addressed" was a spokesman for an organization called the American Restroom Association, "a Baltimore-based advocacy group for toilet users."

## What Are The Chances?

Employees at a dump yard gave a man zero chance of ever finding the custom-designed ring he had given his wife but had accidentally tossed in his trash at home. Faced with nine tons of 10-foot-high rotten eggs, dirty diapers, and other garbage (which made him vomit), he found the ring within 30 minutes.

## Roadkill Gourmet

A roadkill cooking activist told a newspaper that he generally supported Volvo's new driver-safety technology that warns of objects ahead in the road. He pointed out that it was just a warning and that the driver "could still choose to run over something that's good for eating."



## Can't Do Two Things At Once

A man was charged with resisting arrest by failing to put his hands behind his

back. He explained, "I can't put my hands behind my back because I'm making a bowel movement in my pants."





See more of the amazing Machete Suicide with Rick Petko's 1968 XLCH beginning on page 18.



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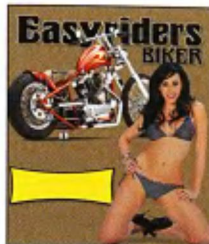
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Rick Petko's 1968 XLCH shot by  
 Dino Petrocelli. Mouth-waterin'  
 Mia shot by Don Rogers.  
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## BIKE FEATURES

|                                                                                                           |     |
|-----------------------------------------------------------------------------------------------------------|-----|
| <b>Easyriders' Gourmet Leftovers</b><br>Fred Henry's Peach State Panhead.....                             | 8   |
| <b>Love At Bike</b><br>Rick Petko's Most Excellent 1968 XLCH/Gatefold Poster (featured on the cover)..... | 18  |
| <b>Class Project</b><br>The Kennedy High Chopper.....                                                     | 41  |
| <b>The Collaboration</b><br>A Real One-Of-A-Kind.....                                                     | 68  |
| <b>Doctor's Orders</b><br>An Perfect Prescription For A Knucklehead.....                                  | 98  |
| <b>Bonafide Betty</b><br>Harlot Of The Highway.....                                                       | 108 |

## SPECIAL FEATURES

|                                                                                                             |     |
|-------------------------------------------------------------------------------------------------------------|-----|
| <b>Awesome In Anaheim</b><br>The Easyriders Bike Shows Are Back!.....                                       | 26  |
| <b>Crafty Custom Of The Year</b><br>Mike Toupin Wins \$10,000.00.....                                       | 34  |
| <b>We're Building Your Dream Bagger</b><br>The Easyriders Sweepstakes Is Back!.....                         | 36  |
| <b>Michigan Madness</b><br>The MCM Ride Again.....                                                          | 52  |
| <b>David Mann</b><br>In Memory Of.....                                                                      | 61  |
| <b>Bikes On Tile</b><br>Tiles And Coasters David Mann Would Have Loved.....                                 | 64  |
| <b>Gentlemen Prefer Prostitutes</b><br>Fantasies Fulfilled In Cheap Motel Rooms Or The Back Of A Chevy..... | 66  |
| <b>BEST BIKER RUNS</b><br>America's Wildest Parties.....                                                    | 72  |
| <b>The 'Vous</b><br>Harley Rendezvous Classic.....                                                          | 82  |
| <b>Makin' Sparks</b><br>Oklahoma Bike Week 2011.....                                                        | 116 |

## TECH GARAGE

|                                                |    |
|------------------------------------------------|----|
| <b>Topless Tech</b><br>Grabbing A Handful..... | 84 |
|------------------------------------------------|----|

## DEPARTMENTS

|                                   |     |
|-----------------------------------|-----|
| <b>Takin' It Easy</b> .....       | 3   |
| <b>EasyNews</b> .....             | 15  |
| <b>In The Wind</b> .....          | 47  |
| <b>Passin' Gas</b> .....          | 56  |
| <b>Biker Ink</b> .....            | 58  |
| <b>Parts Box</b> .....            | 80  |
| <b>Fox Hunt Contest</b> .....     | 104 |
| <b>Fox Hunt Winner, Mia</b> ..... | 108 |
| <b>Readers' Rides</b> .....       | 118 |
| <b>Advertisers' Index</b> .....   | 120 |

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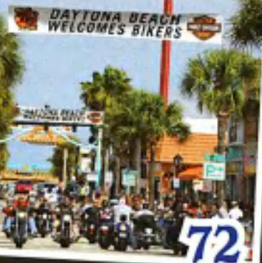
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72





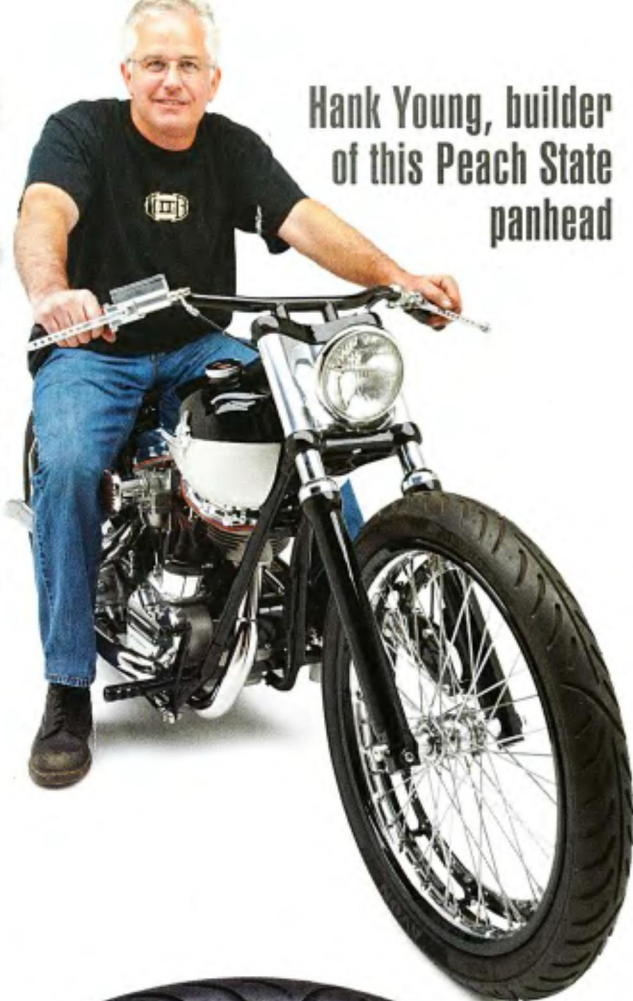


# Gourmet Leftovers

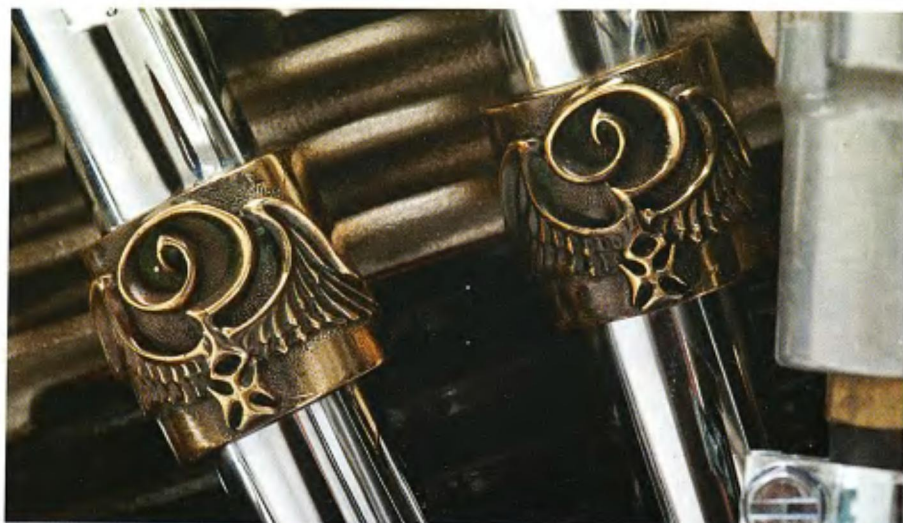
When Georgia bike fan Fred Henry had a taste for a new custom, Hank Young of Young Choppers in Marietta, Georgia, offered up some leftovers he couldn't refuse. "Fred's a longtime customer that we had built both hot rod cars and bikes for," Hank tells us, "and, in this case, we had some pieces left over from one of his previous two-wheeled builds." In the interest of waste not, want not, those components were "re-heated" and dished up as a full-course custom any bike gourmet would salivate over.

Young Choppers opened a dozen years ago and has built a rep for its style of classic "vintage performance" bikes. Everything it builds is based on a shovelhead

Hank Young, builder  
of this Peach State  
panhead







or older. While initially building cars, in 2002, Hank unveiled a bike called "Flyin' Pan" that put him on the custom bike builder A-list including appearances on the *Biker Build-Off* TV shows.

This scooter appears to be very slim and slammed but also somehow "compressed." A form of optical illusion is at play with the gas tank adding to this effect. While it looks like a stock FLH, it has been downsized, and the white on the lower section of the black-and-white tank makes that part of the tank "disappear" against a white background and the bike appear thinner than it is.

The stubby front, adding to the hunkered down, spring-loaded look is actually a Super Glide front end minus four inches taken off the length of the tubes. Hank also shaved the brake

**This scooter appears to be very slim and slammed but also somehow "compressed." A form of optical illusion is at play.**





and headlight brackets to make them as small and compact as possible. The lightness of the front end is heightened by the use of a rim-hugging perimeter brake that opens up the front wheel. "That's something I started doing on my first *Biker Build-Off* and it's kind of a signature piece now," Hank reveals.

Power is provided by an S&S Cycle new generation, 96-inch panhead motor, offering plenty of seat-of-the-pants thrills. As for its handling characteristics, because of the rake of the front end, the feel is more like that of a drag bike. Rather than corner flicking, its forte is straight line, fast forward. Since Fred rides his bikes hard, Hank built in a tad of comfort in the seat: a vintage Harley Hummer saddle sprung with a pair of high-performance, off-road bicycle springs.

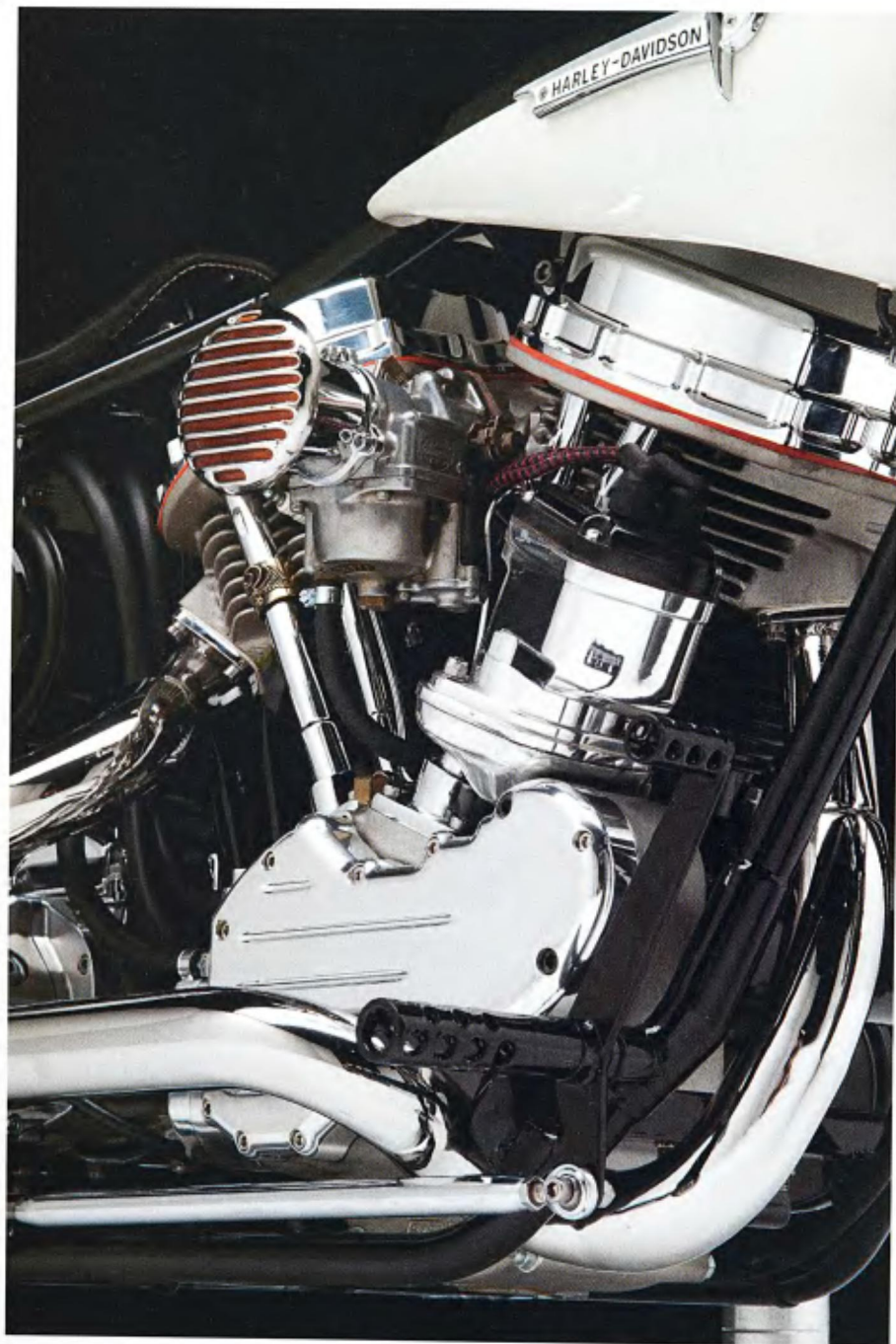
We discovered this bike at the Easyriders Atlanta Bike Show where Michael Lichter "snapped it up." When Hank was asked if he could come up with some more "leftovers," he told us, "While we don't build the same bike twice, we could come up with something pretty tasty."

—Paul Garson

**As for its handling characteristics...the feel is more like a drag bike.**







**Owner:** Fred Henry  
**City:** Gainesville, Georgia  
**GENERAL**  
**Designer:** Hank Young  
**Fabrication:** Young Choppers  
**Year/make:** 2010 Young Special  
**Model:** panhead custom  
**Assembly:** Hank Young  
**Time:** 6 months and a bit  
**Chrome:** Pro Plating of Decatur  
**ENGINE**

**Year/make:** 2006 S&S panhead  
**Displacement:** 88 cubic inches  
**Cam:** S&S  
**Ignition:** Morris Magneto  
**Pistons:** S&S  
**Heads:** STD  
**Lifters:** S&S  
**Carb(s):** S&S

**Air cleaner:** Young Choppers  
**Pipes:** Young Choppers

#### **TRANSMISSION**

**Year/make:** 2006 Harley-Davidson  
**Modifications:** none  
**Shifting:** 5-speed

#### **PAINTING**

**Painter:** Slow Poke  
**Type/color:** PPG/black and white  
**FRAME**

**Year/make:** 2006 Chopper Guys  
**Type:** rigid

**Rake:** 35 degrees

**Stretch:** 4 inches

**Shocks:** none

#### **ACCESSORIES**

**Bars:** Young Choppers  
**Handlebar controls:** Jaybrake  
**Fenders:** Young Choppers  
**Headlight:** Young Choppers  
**Taillight:** Young Choppers  
**Pegs:** Young Choppers  
**Electrics:** Young Choppers  
**Gas tank:** Young Choppers  
**Oil tank:** V-Twin  
**Oil system:** S&S  
**Seat:** vintage Harley Hummer  
**Grips:** V-Twin

#### **FORKS**

**Type:** Harley FX

**Extension:** 3 inches under

**Builder:** Harley-Davidson, Young Choppers

#### **WHEELS**

**Size:** 21-inch front, 18-inch rear

**Wheels:** spool

**Tires:** Metzeler

**Brakes:** Perimeter, Young Choppers;  
 Jaybrake rear

**Photos:** Michael Lichter

**Contact:** Hank Young

Young Choppers

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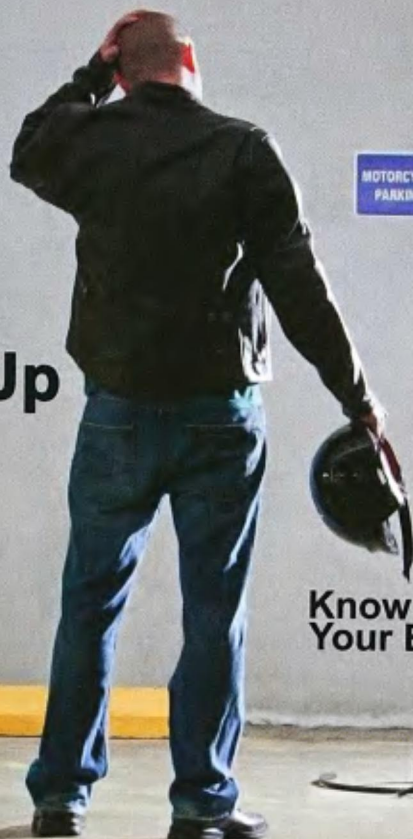
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#### **SOUTH CAROLINA MULLING HELMET LAW:**

State Senator Ralph Anderson has prefiled SB1046, a bill to require riders of all ages to wear helmets while in South Carolina, and referred it to the Senate's Transportation Committee the same day. The bill requires the Department of Transportation to "adopt and amend regulations covering the types of helmets and the specifications therefore and to establish and maintain a list of approved helmets which meet the specifications as established hereunder." While this language is boilerplate in the helmet laws of many states, the fact is that once these laws are passed, this requirement is almost never followed. Should the bill pass the hurdles of the legislature, it will still have to pass the desk of Governor Nikki Haley, an ABATE of Lexington member who enjoys the support of ABATE of South Carolina, who reaffirmed her opposition to it, and promised that she would veto any bill reinstating the helmet law at a rally on January 9. Source: *The Sun News; Bluffton News*

#### **STUDENTS TRY TO PASS HELMET LAW IN IOWA:**

After one of their friends lost her life in a scooter accident, three Iowa high school students are trying to pass a helmet law requiring folks under 18 to wear a helmet while riding a moped or scooter. Iowa is one of three states that currently has no helmet law. The students, Olivia Lofgren, Caroline Van Voorhis, and Leah Murray, say they are not focusing on mandating helmets for motorcycle riders because such a law would be so broad it wouldn't pass. The group is selling key chains to raise money for its cause. According to the news story, State Senator Joe Bolkcom has agreed to request that a bill be drafted, and will sponsor it in the Senate. Source: *Iowa City Press-Citizen*

#### **NEW HAMPSHIRE TOWNS CANNOT REGULATE**

**NOISE:** The anti-noise activists have lost a major fight in New Hampshire after Superior Court Judge Kenneth McHugh ruled that cities and towns cannot impose limits on motorcycle noise that are stricter than state law saying, "If each town in New Hampshire had the authority to enact different noise emission ordinances, the state would be subject to a checkerboard pattern of laws."

police chief Brian Page told media that he refused to enforce the statute, which he described as unconstitutional and unenforceable. Judge McHugh found the law to be in "direct conflict with state law," and prohibited the town from adopting or enforcing the ordinance. New Hampshire currently prohibits vehicles that exceed 106 decibels. Legislator Michele Peckham will introduce a bill in 2012 to lower the

state's motorcycle noise limit to the federal standard of 80 dB, starting in 2013. However, the federal standard requires strict testing procedures which cannot be duplicated by officers on the side of the road, so expect strong challenges from activists if the law is passed. Three attempts by the legislature to pass similar law have failed within the last four years. Source: [www.seacoastonline.com](http://www.seacoastonline.com)

## **QUOTE OF THE MONTH**

*"Feeling good about government is like looking on the bright side of any catastrophe. When you quit looking on the bright side, the catastrophe is still there."*  
—P.J. O'Rourke

#### **MORE FROM THE "LIVE FREE OR DIE" STATE:**

New Hampshire lawmakers want to make sure that motorists know when they are about to stumble out of the state and into less free territory. Lead sponsor Rep. Jennifer Coffey is advocating for a bill that to erect signs in the state saying, "Warning: Massachusetts Border 500 Feet" to give people fair warning and perhaps help them avoid being pulled over by Bay State police for activities that become illegal the second they cross the state border, such as

riding without a helmet, seat belt, or possessing a firearm or knife. There is also the issue of alcohol and tobacco prices and New Hampshire's tax-free shopping. The sponsor noted that many roads are unmarked, and people didn't know they were leaving the state. The signs would be privately funded by businesses and individuals wanting to have their names on the sign. "I think the response I've

For example, a motorcyclist who complies with the state noise emission limit could be precluded from driving through a town because that town enacted a lower noise emission limit than the state."

The suit, filed by Seacoast Harley-Davidson against the town of North Hampton, successfully argued that the town did not have legal authority to adopt its own motorcycle noise ordinance. In May, North Hampton

riding without a helmet, seat belt, or possessing a firearm or knife. There is also the issue of alcohol and tobacco prices and New Hampshire's tax-free shopping. The sponsor noted that many roads are unmarked, and people didn't know they were leaving the state. The signs would be privately funded by businesses and individuals wanting to have their names on the sign. "I think the response I've

CONTINUED NEXT PAGE



## Biker News CONTINUED

heard from people initially is they think it's silly or funny," Coffey said. "But then, once people understand why, it's not funny anymore. It's not funny when someone has to spend hundreds of dollars or loses a day's work. It's not funny when someone becomes a felon." Source: *Eagle Tribune*



photo Fran Del Santo

#### NOTE ON THE PASSING OF A FREEDOM FIGHTER.

**JOHN DEL SANTO:** ABATE of California Safety Officer, BOLT member, and motorcyclists' rights activist John Del Santo passed away November 19, 2011, from multiple health issues. John was primarily responsible for the state of California's adoption of the "SHARE THE ROAD—LOOK TWICE FOR MOTORCYCLES" message on the state's Amber Alert Freeway signs. John was instrumental in bringing ABATE into the due process legal challenge urged by Richard Quigley and BOLT and was effective at fundraising for the Quigley helmet law challenge. Source: Sarge Matthews, Chairman ABATE of California; Mark Temple and Ray Henke, BOLT of California

**NATIONAL HELMET LAW ATTEMPT FAILS:** The Lautenberg Amendment, which would mandate that all states pass helmet laws, failed to make it into Senate Bill 1449. The Motor Vehicle and Highway Safety Improvement Act, passed the Senate Committee on Commerce, Science and Transportation and will now move to the floor of the Senate. Senator Jim DeMint managed to get an amendment into the bill that continues the current ban on NHTSA lobbying the states on legislation. Another DeMint amendment that would have kept helmets out of the definition of motor vehicle equipment failed. SB1449 is expected to be incorporated into a larger highway bill to be introduced later this year. The Motorcycle Riders Foundation (MRF) led a call to state MROs to organize its members to contact their representatives asking them to oppose the Lautenberg amendment and support the DeMint amendments. However, it has been brought to our attention that NHTSA now gets around the lobbying issue by having the National Transportation Safety Board (NTSB) testify before state legislatures in its stead. Source: Gary Hildebrand, ABATE of Delaware

**ILLINOIS PASSES DEAD RED LAW:** Starting January 1, motorcyclists in Illinois will be allowed to run a red light if the traffic sensor doesn't detect a motorcycle. The law requires a rider to stop and "wait a reasonable length of time, before proceeding." Many timed traffic sensors are placed in the pavement to detect if a vehicle is present in the intersection to trigger the light to change. However, motorcycles seldom have enough mass to

trigger the magnets, so the rider is often stuck at a light until a car comes up behind him triggering a green light. There is a bill advancing in Illinois that would amend the law to require the rider to wait 120 seconds before proceeding, which ABATE of Illinois is poised to fight. At least six other states have similar "dead red" laws, including neighboring states Wisconsin and Indiana. Source: Tony Sanfelippo, Hupy, and Abraham

#### GOVERNMENT PROPOSES BAN ON USING CELL PHONES IN CARS:

The National Transportation Safety Board (NTSB) recently called for every state and Washington, D.C., to ban the non-emergency use of portable electronic devices for all drivers, including hands-free cell phones. The call was in response to studies that found that drivers were 6.7 percent more likely to be involved in an accident while using a cell phone or other handheld device. Texting truck drivers were 23 times more likely to crash. According to NTSB, in 2010 there were 3,092 crashes involving distracted driving (source: NHTSA). Hands-free devices don't seem to make much of a difference. A Carnegie Mellon University study found that merely listening to somebody speak on a phone caused a 37 percent drop in activity in the parietal lobe where spatial tasks are managed.

#### INDEFINITE DETENTION WITHOUT A TRIAL IS NOW A REALITY:

The 2012 National Defense Authorization Act (NDAA) has passed the House and Senate and has been signed into law by President Obama. This law allows for the indefinite detention without trial of American citizens accused of providing comfort to "enemy combatants," even those citizens arrested on American soil. An amendment by Senator Mark Udall that would have explicitly forbidden the indefinite detention without trial of American citizens was rejected 38-60. While the act implies that it will be applied only to al Qaeda and Taliban supporters, the definition of what "support" means is quite ambiguous. Matt Taibbi of *Rolling Stone* magazine asks, "What happens when some nut job who attended a few Tea Party meetings tries to bomb a federal building? Will the Tea Party itself—and anyone who 'substantially supports' it be thus transformed into an 'enemy combatant'? How about the OWS protestors? How about this website—and this author—which have on several occasions called bullshit on the federal government's usurpations and follies? How hard will it be, really, to describe such actions—such thoughts expressed in an article or an interview—as 'substantially



"The president said today that the economy is healing but also warned everybody 'not to pick at it.'"



supporting' whatever the government decides amounts to 'terrorism' or the threat thereof against itself?" So much for the Bill of Rights, which coincidentally was ratified on the same day as the bill landed on the president's desk. He waited until December 31 to sign it, privately. There are currently two bills to override the indefinite detention provisions: Rep. Jeff Landry of Louisiana has introduced HR3676 to amend the section restoring the right to due process of American citizens and Sen. Feinstein of California (yes, that Sen. Feinstein) has introduced SB2003 clarifying that authorization of detention without trial of a citizen or lawful resident is not permitted. A companion bill, HR3702, has been introduced in the House by Rep. John Garamendi of California. Sources: Infowars.com; EricPetersAutos.com; the *The New American*

**KEEP FLASHING LEGAL:** A driver in Florida noticed that the police were conducting a speed trap on the center median of a highway in Tampa and did what a lot of us would do; he flashed his lights to warn drivers ahead. The cops didn't seem to like this public service announcement, and they issued him a ticket under a statute that prohibits flashing lights on a vehicle. The intent of the law is to ban drivers from installing strobes or official looking blue lights, which are reserved for police and emergency vehicles. A judge dismissed the ticket, but the stop made the driver so angry he filed a class action lawsuit on behalf of an estimated 2,400 motorists issued similar tickets from 2005 - 2010, which means that if the state loses, it could be forced to return a lot of money. "In each of these examples," the lawsuit claims, "Florida courts properly found that (the law) does not prohibit the flashing of headlights as a means of communication," which the suit calls "a right of free speech." The Florida Highway Patrol has since issued a directive to all of its officers to stop issuing the tickets. The state has not formally answered the lawsuit. Source: *Tampa Bay Times*

*We can now all rest easy. A recent news item regarding TSA agents confiscating a cupcake at McCarren Airport in Las Vegas, citing its gel-like icing a potential security threat, has inspired a business opportunity: Silver Spoon Bakery in Providence, Rhode Island, has created a TSA-friendly cupcake. The confection is topped with exactly 3 ounces of frosting that carries the message "I am not a gel, I am frosting" and is sold in a TSA-mandated clear, quart-size plastic bag. I feel safer already. See you next month.* —Kit Maira

## RESTORE THE RIGHT TO RESIST

### "This guy's a douche. Let's fuck him up."

That exhortation fell from the sneering lips of a sheriff's deputy about two minutes into an unprovoked assault on Darrin Ring in the front yard of his home near Waverly, Tennessee.

Ring's supposed offense was to hesitate in confusion when Deputy James McCord told him to take his hands out of his pockets, although his hands weren't in his pockets at the time. McCord and two other deputies seized Ring, threw him into the snow, stripped him naked, and beat him repeatedly. The blows were punctuated with the familiar refrain employed by both rapists and police: "Stop resisting! Quit resisting!"

Another officer, Joseph Parnell of the Waverly PD, arrived with a taser and ordered the victim to lie still, then commanded him to roll to his stomach, and then inflicted multiple taser strikes to punish the victim for non-compliance.

Ring, who had suffered broken bones, several bruised ribs, and a punctured lung, was shackled hand and foot and dragged to the county jail. Denied medical care, Ring was beaten, kicked, and tasered again while still in handcuffs. He was then charged with aggravated assault on an officer and held behind bars for five months before being released.

In his official report, McCord claimed that before the assault began, "Ring stepped away from me, creating more distance between us. He then stood straight and angled his body toward me.... The assault was therefore necessary for the safety of myself and the other deputies on the scene."

McCord, like all police officers, was taught to depict body language of that kind as an "aggressive posture." Like all police officers, he was also taught to lie. The criminal charges derived from McCord's lies might well have stuck had it not been for the dashcam video. Ring has filed a lawsuit and a grand jury is considering criminal charges against the officers involved in the beating.

If Ring had actually fought back, this attempt at self-defense would most likely have been regarded as the supposed crime of "resisting arrest" despite the fact that the arrest was illegal, and the force used to effect it constituted an unambiguous criminal assault.

"It appears to be a nearly universal rule in

American jurisdictions that when a suspect responds to an unconstitutional search or seizure [including an arrest] by a physical attack on the officer, evidence of this new crime is admissible notwithstanding the prior illegality," decreed the Idaho State Supreme Court in the 2008 decision *State v. Lusby*.

What this means is that when a common citizen exercises what is called "violent self-help" to prevent a criminal trespass or assault by a cop, the victim is liable to prosecution.

That perverse principle was reiterated in a recent federal court decision awarding Arkansas resident Derrol Kirby a single dollar in nominal damages for an incident in which he was needlessly beaten, choked, and tasered by police. The court ruled that Kirby's passive resistance was an "intervening cause of his injuries," thereby absolving the assailants of any further liability.

For centuries, Anglo-Saxon common law recognized a right to resist unlawful arrest. Two key precedents in the Queen's Court of England—Hopkin Huggin's Case (1666) and *Queen v. Tooley* (1710)—note that bystanders have a right, if not a duty, to intervene forcefully to prevent an unlawful arrest or other criminal violence by the police. In a 1900 ruling entitled *John Bad Elk v. U.S.*, the Supreme Court recognized that an innocent man can employ lethal force to repel an unlawful arrest.

In *Terry Glenn Miller v. State of Alaska* (1969), that state's Supreme Court admitted that "The weight of authoritative precedent supports a right to repel an unlawful arrest with force." Unfortunately, that indispensable right has been supplanted with a supposed duty on the part of the citizen to submit to whatever criminal violence the State's punitive caste sees fit to inflict on him.

Restoring legal recognition of the right to resist arrest is a matter of singular urgency—unless we're content to live in a society in which the police have an unqualified liberty to "fuck up" anybody they consider a "douche."

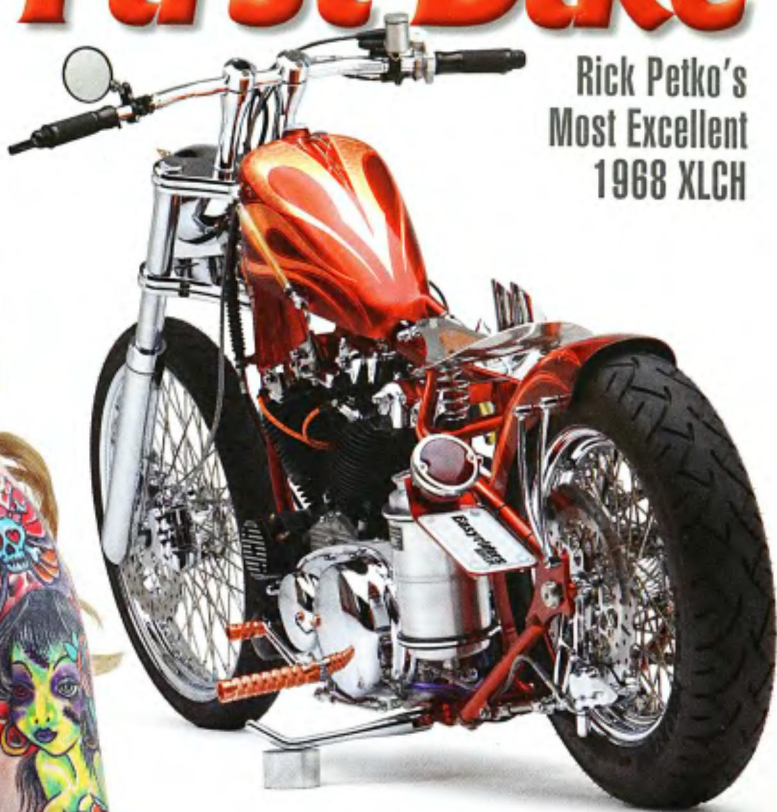
—William N. Grigg

*Mr. Grigg, who maintains the Pro Libertate blog (freedominourtime.blogspot.com), is managing editor for Republic magazine (republicmagazine.com) and the author of Liberty in Eclipse.*



# Love At First Bike

Rick Petko's  
Most Excellent  
1968 XLCH



Most bikers know Rick Petko from the Orange County Chopper TV series *American Chopper*. Rick joined the OCC crew in 2003 where he worked on such two-wheeled projects as the POW/MIA bike. But he is also a huge NASCAR fan having always "felt the need for speed." In fact, he started out working with the legendary Davey Allison with five years at the Pocono Raceway racing school as a member of the Hooters Pro Cup team.

The bike seen here is both a hoot and a hot rod, a truly classic rendering of a traditional 1960s chopper, meticulously crafted in Rick's own shop, RPD & Co., located in his hometown of Stroudsburg, Pennsylvania. When not filming the TV show, he turns out old-school customs for his clients, often powered by vintage Sportster motors. "My first bike was a Sportster, a 1979 which I still have," Rick says. "I just like four-cams for some reason."

For 15 years or longer, an old 1976 XLH frame was sitting around Rick's garage when, last July 2011, he decided to do something with it. "My look is hot rod/bobber," Rick tells us, "just a nice, small type bike that you can rip





This month's *Easyriders* girl is none other than Machete Suicide. Bike Builder Rick Petko was so taken with this little stick of dynamite that she is now Mrs. Machete Suicide-Petko.









around on and throw into the mountain corners." To transform it into a rigid, he welded on a Santee rear section with a 4-inch stretch and 4-inch drop in the rear end. He found a 1968 Ironhead motor in Indianapolis and went for it because he prefers magneto motors without the need for a battery.

There is a lot of stainless and copper going on, most of the pieces, including the foot controls, pegs, hand controls, and seat handmade along with the risers and bars. Since Rick wanted to keep it right-side shift, he used the brake controls and rear brake cylinder off a Yamaha R-1 sport bike. "With all those crazy drivers out there," Rick says, "I like good brakes and kept these up to date with EBC floating rotors and U.S.-made CRG hand controls that provide really good action."

That Mooneyes oil tank that looks like a fire



"My look is hot rod/bobber...  
a bike you can rip around on  
and throw into the mountain  
corners." —Rick PETKO



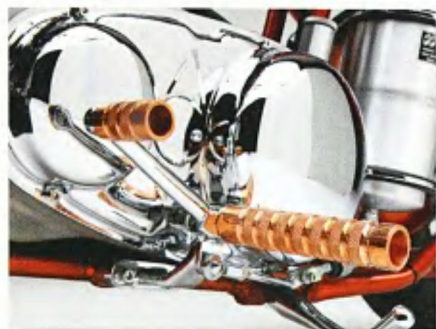
extinguisher is one of Rick's signature components as well as the rolled round bar rear fender struts and the cool dual throat air cleaner that he fashions out of exhaust pipe. The paint by Nub Grafix is an especially tasty mix of root beer and tangerine candy with two sizes of metal-flake, all poured over copper leaf.

The capper to this story is that Rick was watching photographer Dino Petrocelli shoot this bike for us when he met our model, Machete Suicide. You could say it was love at first bike. By the time you read this, Rick and Machete will have walked down the wedding aisle. No shit!

—Paul Garson







**Owner:** Rick Petko/RPD & Co.  
**City:** Stroudsburg, Pennsylvania

#### GENERAL

**Designer:** Rick  
**Year/make:** 1968 Harley-Davidson  
**Model:** XLCH  
**Assembly:** Rick  
**Time:** 6 months  
**Chrome:** Chrome Masters

#### ENGINE

**Year/make:** 1968 Harley-Davidson  
**Model:** shovelhead  
**Displacement:** 900cc  
**Cam:** PB

**Ignition:** Morris Mag  
**Pistons:** Wiseco  
**Heads:** Harley-Davidson  
**Lifters:** JIMS  
**Carb(s):** S&S E  
**Air cleaner:** Rick  
**Pipes:** Rick, Drag

#### TRANSMISSION

**Year/make:** 1968 Harley-Davidson  
**Modifications:** right-side shift  
**Shifting:** 4-speed

#### PAINTING

**Painter:** Nub Graffix  
**Type/color:** root beer, tangerine candy  
**Special paint:** copper leaf

#### FRAME

**Year/make:** 1976 Santee  
**Type:** rigid  
**Rake:** 30 degrees  
**Stretch:** 4-inch drop-in rear  
**Shocks:** none

#### ACCESSORIES

**Bars:** Rick  
**Handlebar controls:** CRG  
**Fenders:** Rick  
**Headlight:** DNA, Rick  
**Taillight:** Model A  
**Electrics:** Rick  
**Gas tank:** Rick  
**Oil tank:** Mooneyes  
**Oil system:** Harley-Davidson  
**Seat:** Paughco  
**Mirrors:** CRG  
**Grips:** D3 Driven

#### FORKS

**Type:** Harley-Davidson, 5-degree  
**Accutronix trees:**  
**Extension:** stock  
**Builder:** Meanstreet

#### WHEELS

**Size:** 21-inch front, 16-inch rear  
**Wheels:** Billet DNA  
**Tires:** Metzeler  
**Brakes:** EBC, HHI  
**Photos:** Dino Petrocelli  
**Contact:** Rick Petko  
RPD & Co.  
610-766-0179





THE EASYRIDERS BIKE SHOWS ARE BACK!

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Nation**





There was a time in this country when the circus used to come to town. With a boom and a shout, parades would amble down Main Street with banners held high, clowns, high wire acts, even elephants. It was a magical thing to witness the show under the "big top." These days, the Easyriders Bike Show Tour does much the same thing in cities all across America, but instead of prancing horses, we have gleaming iron horses on display.

The Anaheim Convention Center was the first stop on this year's tour on January 7, right across from the House of Mouse, namely Disneyland. Hundreds of custom motorcycles were on display in both our People's Choice class and the Judged class, voted on by event-goers and our editors, respectively. In all, there were 59 awards presented at this one-day extravaganza.

There were lines around the block to meet the stars of the TV series *Sons of Anarchy*, Tommy "Chibs" Flanagan and Winter "Lyla" Zoli, as well as Machete himself, Danny Trejo. You couldn't miss our Topless Tech girl, Angie Savage, selling special subscription deals right at the entrance, and the Purrfect Angelz were once again on the stage, shakin' their money-makers for the crowds. There was also live rock 'n' roll by the band HEMME and a crazy display of flat track roller derby action by the OC Roller Girls to keep the joint jumpin'.



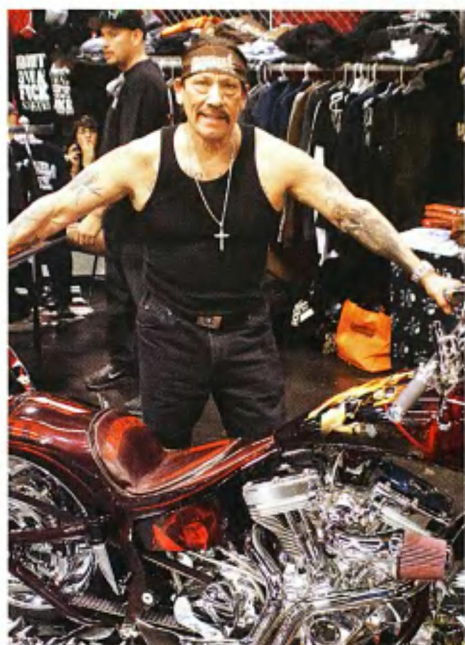




The editors of *Easyriders* had the honor of handing out the trophies that night, which included an award based on a selection by the Douche Larouche MC. The presentation of said award involved dragging a new member behind a chopper as part of his initiation. The Douches also took top honors for their "Deep-sea Bromance" display. With nearly 60 awards in the offing and many new categories, memorable winners included Aki Sakamoto's custom











Sportster chopper, the Paul Yaffe Bagger Nation award-winner Jason Luevand's Mako Glide, and Seth Slagier's twisted rigid Evo.

Best of Show winners included Ronald Baldonado's 1951 bobber, Paul Cavallo's 1951 Spitfire pan, and Dalton Walker's amazing shovel/knuckle. The show's big finale was the announcement of the winner of our Crafty Custom Bike of the Year. Over 20 Crafty Custom









bikes that appeared in our magazines in 2011 showed up to be considered for the \$10,000.00 grand prize money and a killer award by Carolina Custom Products. A humble and teary-eyed Mike Toupin of LaHabra, California, took the award and prize money with shaky hands (read the details on page 34).

For more information visit [www.easyridersevents.com](http://www.easyridersevents.com).

—Dave Nichols



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# Crafty Custom Of The Year

## Mike Toupin Wins \$10,000.00



Mike Toupin (above left) with *Easyriders* Editor, Dave Nichols and receiving award at left.

We first laid eyes on Mike Toupin's 1999 custom rigid Evo (right) that he calls

"Bobb-it" at last year's *Easyriders* Bike Show in Los Angeles. The bike won our Crafty Customs Class and went on to be featured in *BIKER* magazine. The idea of the contest was to create "brilliance on a budget." You had to build a custom bike based on a 1990 to 1999 Evo-motored Harley and you could not spend over \$10,000.

In the bike feature, Mike told us that many of the cool deals on his bobber came from swap meets or were parts for which he traded. For instance, he got the solid rear wheel at a swap meet for \$10, polished it, got the brakes at another swap meet and polished those, found the starter and rebuilt it for \$65, made the motor mount, coil cover, fenders, seat and skid pad by hand. A friend traded him the King Sportster tank for a set of old Fat Bobs he had sitting around. "But most of what is on this bike was traded for paint work," Mike told us. It doesn't hurt that Mike has 16 awards for best custom paint from his years of attending bike shows.

"The biggest score was the motor," Mike said. "I did some paint work for a guy and when he swapped out the stock Evo for a 96 inch S&S, he



Photos: Kai

gave me the Harley motor." Mike spent \$600 to completely go through the motor, and polished it himself. The transmission case was a gift from another friend. "And I actually won the forward controls three years ago at an *Easyriders* Bike Show," he explained.

The tension was palpable as the Crafty Custom builders waited to hear who would win \$10,000.00 Crafty Custom of the Year. Of all the bikes present, Mike's was the best representation of what can be done when a builder has

more brains, know-how, and creativity than cash. Mike's legs nearly bucked when he heard his name called as the winner. He was in a daze as he mounted the stage and shook my hand. His hand was shaking and there were tears in his eyes. He thanked *Easyriders* magazine more times than I can count.

In these difficult economic times, we know that \$10,000.00 will go a long way in keeping Mike building more Crafty Customs.

—Dave Nichols

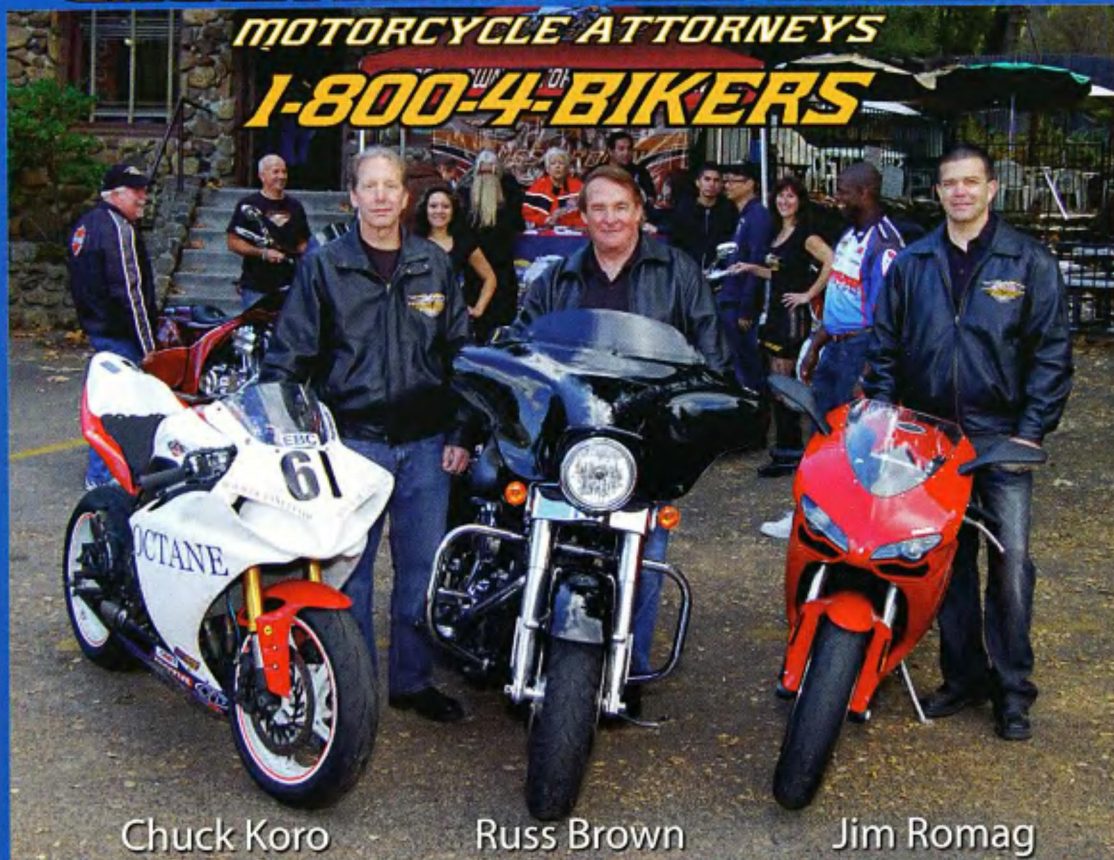




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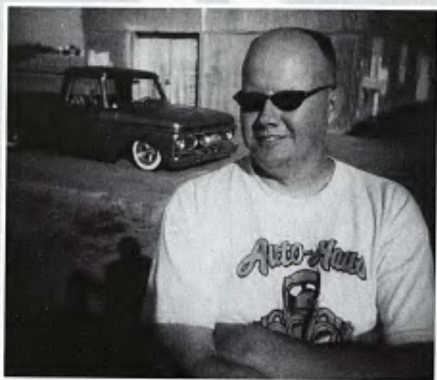
# The Easyriders Sweepstakes Is Back!

# WE'RE BUILDING YOUR DREAM BAGGER

**Y**es, it's that time of year again, time to enter the *Easyriders* Sweepstakes and this year, you might just slide your boot over the custom saddle of a one-of-a-kind Paul Yaffe custom bagger. As seen in this rendering by Jimmy Smith of Jimmy Smith Hot Rod Design, your new custom bagger is a from-the-ground-up, one-of-a-kind wonder scooter like no other on the planet!

*Easyriders* has partnered with Dennis Kirk and Paul Yaffe's Bagger Nation to bring you the ultimate ride. Your friends will drool with envy and every woman will want to throw you down and feel the love of a man mighty enough to pilot this two-wheeled terror. No, really, they will!

The steel gauntlet has been thrown down, and Paul Yaffe has picked it up, and thrown it back into the face of the best of today's aftermarket to gather up a pristine S&S Cycle 111-inch motor to power this gallant Glide and a Rolling Thunder frame to carry you in style.

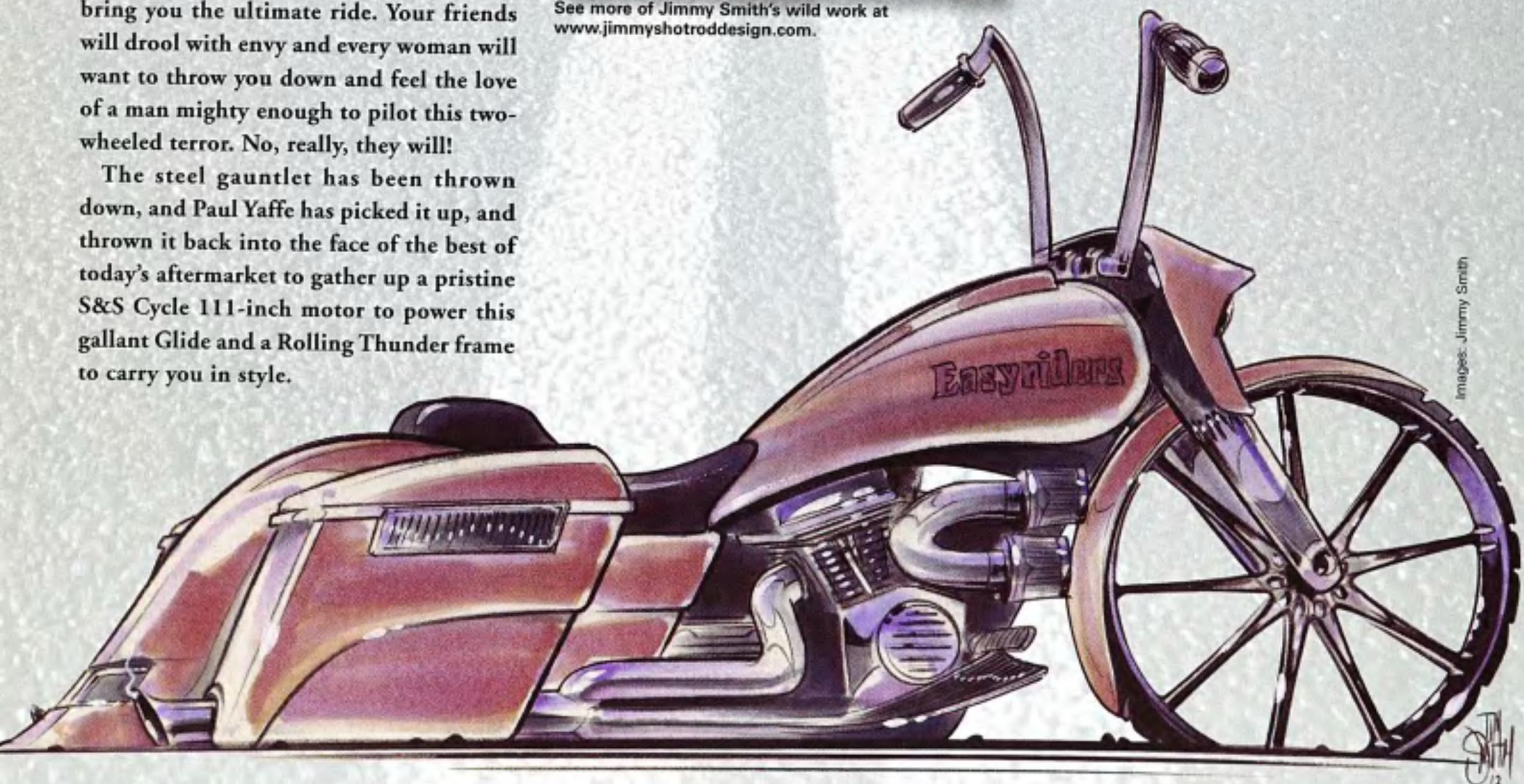


See more of Jimmy Smith's wild work at [www.jimmyshotroddesign.com](http://www.jimmyshotroddesign.com).

Check back with us next month to discover more of the aftermarket marvels that await you.

Watch this space every month as we build you the ultimate bagger as only Paul Yaffe can. As we all know, you can't win this custom creation if you don't enter the *Easyriders* Sweepstakes. See the ad in this issue for rules and regulations and enter today. Who knows, this sick sled might just be yours!

—Dave Nichols



Images: Jimmy Smith



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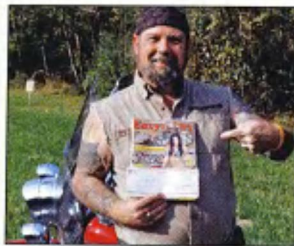
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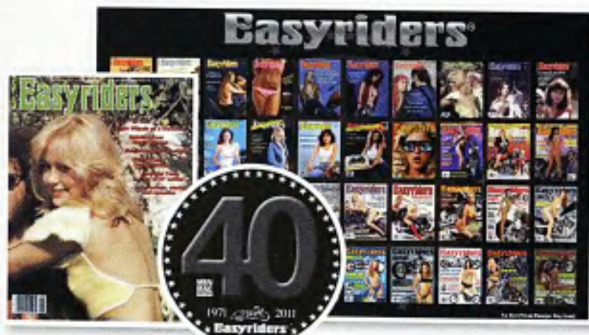


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Randy Brown,  
Dane Chapman,  
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# THE KENNEDY HIGH CHOPPER *Class Project*

Since 2003, Kennedy High School in Bloomington, Minnesota, has been creating cool choppers like this one thanks to metal shop teacher Kevin Bass. Kevin has been mentoring any interested students in the fine art of custom creation. Obviously, those students have paid attention.

"All this started as an after-school club," Kevin tells us. "The kids would come in and work on old bikes I'd bring in." And it took off.

As the excitement increased and more and more students began attending, the club started getting support from the motorcycle industry. The Bloomington school board took notice, and now the Kennedy High Chopper Class is a nine-week-per-semester/for-credit class. Over the years, alumni of the Chopper Class have gone on to join the industry. One interned at S&S and has since moved on to design work at Victory Motorcycles and plenty more are now employed



"We couldn't do any of this without the generous help of the industry," says teacher Kevin Bass.





at custom shops, fabrication shops and motorcycle dealerships all over the country.

A year in the works, the Kennedy Chopper began with a frame from Pearson Customs and a long and wicked 25-inch-over Sugar Bear springer. Sugar Bear even flew in from California to meet the students and talk to the class. "And once we had that frame and front end matched up," Kevin says, "we just kind of went to town. Back in the classroom we did a question-and-answer session bouncing around ideas as to how we could make a really cool-looking bike and what we'd need to do it."

The decision was made to keep it all really minimal, to make it long, low, sleek, and skinny. While the bike was built primarily by the students, it couldn't have happened without the donations. Along with that frame from Chad Pearson and Sugar Bear's front end, Harley stepped up with the 80-inch Evo motor, and the list of Chopper Class supporters goes on to include Jaybrake, Lee Wimmer, S&S, Smiley's Cycle Works, BDL, the Nash Motorcycle Company, NAMZ, Motion Pro, Samson, and more.

"That's what makes all this possible," Kevin says. "The industry has continued to support this effort and we couldn't do it without them. Sucker Punch Sallys, for instance, has just donated a roller, and S&S has given us a motor. Baker ponied up a transmission, and we have a Kiwi Indian leaf-spring suspension that's been donated. It'll all go into the next project."

—Joe Kress





After a question-and-answer session bouncing around ideas, the decision was made to keep it all really minimal, to make it long, low, sleek, and skinny.











**Owner:** The Kennedy High School  
Chopper Class

**City:** Bloomfield, Minnesota

#### **GENERAL**

**Designer:** The Kennedy Chopper Class

**Year/make:** 2009 Kennedy Kustom

**Model:** chopper

**Assembly:** Kennedy High School class

**Time:** 1 year

#### **ENGINE**

**Year/make:** 2009 Harley-Davidson Evo

**Displacement:** 80 cubic inches

**Ignition:** stock

**Cam:** Harley-Davidson

**Carb:** S&S Shorty

**Air cleaner:** Wimmer

**Pipes:** Samson,  
Kennedy High Specials

#### **TRANSMISSION**

**Year/make:** 2009 Harley-Davidson

**Shifting:** 5-speed

#### **PAINTING**

**Painter:** Hering Kustoms

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

#### **FRAME**

**Year/make:** 2009 Pearson Customs

**Type:** rigid

**Rake:** 42 degrees

**Stretch:** 6 inches up

**Shocks:** none

#### **ACCESSORIES**

**Bars:** Drag Specialties

**Handlebar controls:** Jaybrake

**Fenders:** aluminum

**Headlight:** Drag Specialties

**Taillight:** Bassmetal Craft

**Pegs:** Jaybrake

**Foot controls:** Jaybrake

**Gas tank:** Paughco

**Oil tank:** swap meet special

**Seat:** Duane Ballard,  
Kennedy High

**Mirrors:** Jaybrake

**Grips:** vintage style

#### **FRONT END**

**Type:** springer, 25 inches over

**Builder:** Sugar Bear

#### **WHEELS**

**Make:** Bass Metal Craft/  
Drag Specialties, laced

**Size:** 21-inch front,  
18-inch rear

**Tires:** Avon

**Brakes:** Jaybrake

**Photos:** Michael Lichter

**Contact:** Kevin Bass/  
Kennedy High School  
952-681-5224



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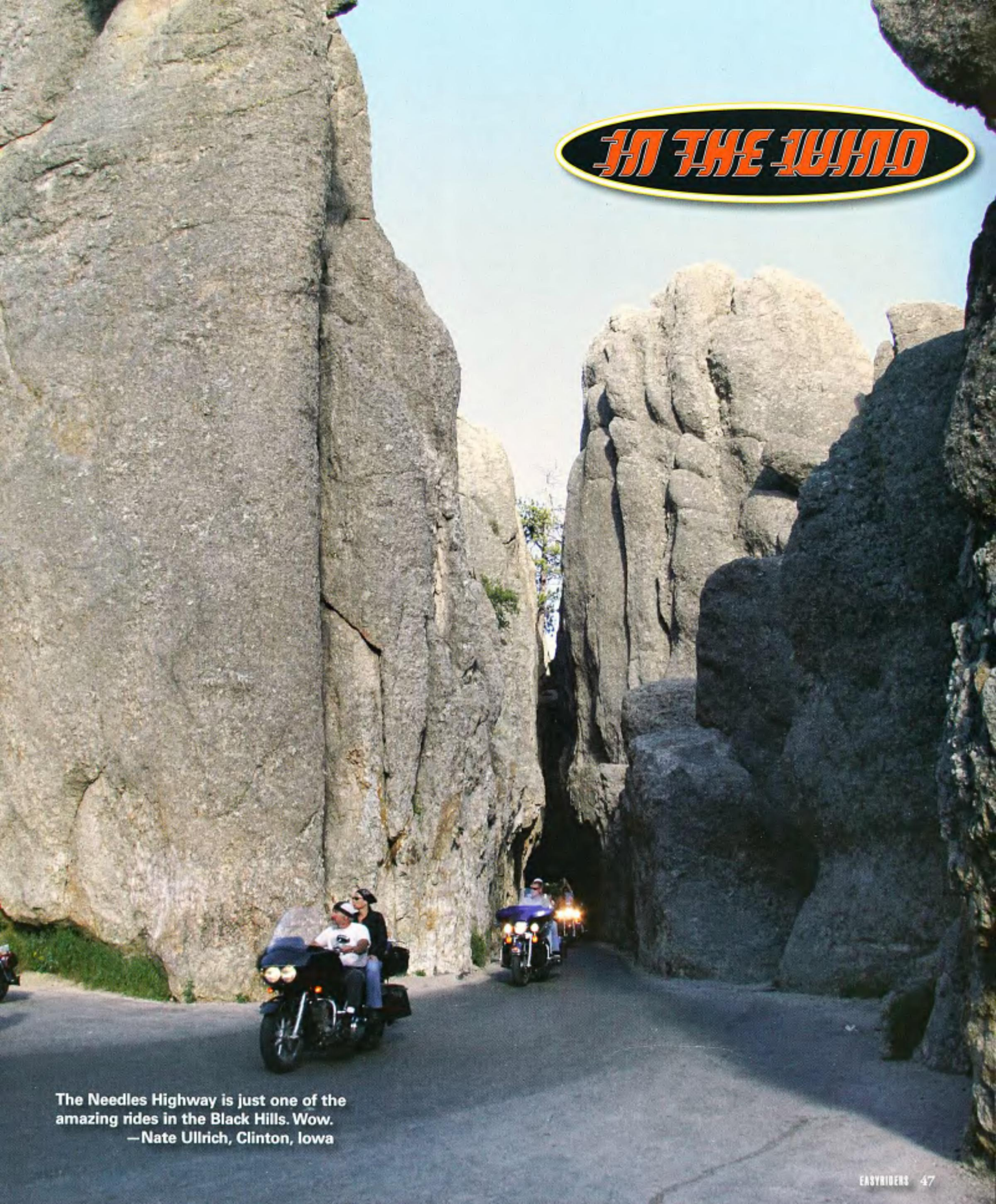
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# IN THE WIND

The Needles Highway is just one of the amazing rides in the Black Hills. Wow.  
—Nate Ullrich, Clinton, Iowa





Viken took a slight mudbath while riding the Tail of the Dragon. Bike and rider were both okay.

—Viken Koundakjian, Des Moines, Iowa



Finally a philosophy we can all support.

—Felicia Morgan, Fair Oaks, Calif.



Biker ear protection.

—Tommy Osner, Loganville, Ga.





*Luxury accommodations, somewhere in the California desert.*

*—Ed Reed, Owings Mills, Md.*



*When apes ruled the Earth.*

*—Kat Simons, Durango, Iowa*





VVMC bros helped park 500 bikes on the 9/11 Remembrance Ride ending at the *Easyriders* Saloon in Sturgis

—Ruby Tuesday, Piedmont, S.D.



Anyone know a good exorcist?

—Tom Storm, Willoughby, Ohio



Riding to Sturgis 2011 kicks fuckin' ass.

—Troy Williams, Muscatine, Iowa





Our best financial advice is to invest heavily in the plastic bead market.

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

—Scott Southwick, Easthampton, Mass.

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# MICHIGAN MADNESS

Back in the summer of 1977, a bunch of scooter tramps from Michigan decided to have a good, ol'-fashioned biker party and *Easyriders* was there to cover the shenanigans. Now, many moons later, those Michigan madmen have gone and done it again. The motorcycle clubs of Michigan put on a weekend of camping, biker rodeo games, and partying in the woods just like the good ol' days.

THE MCM RIDE AGAIN











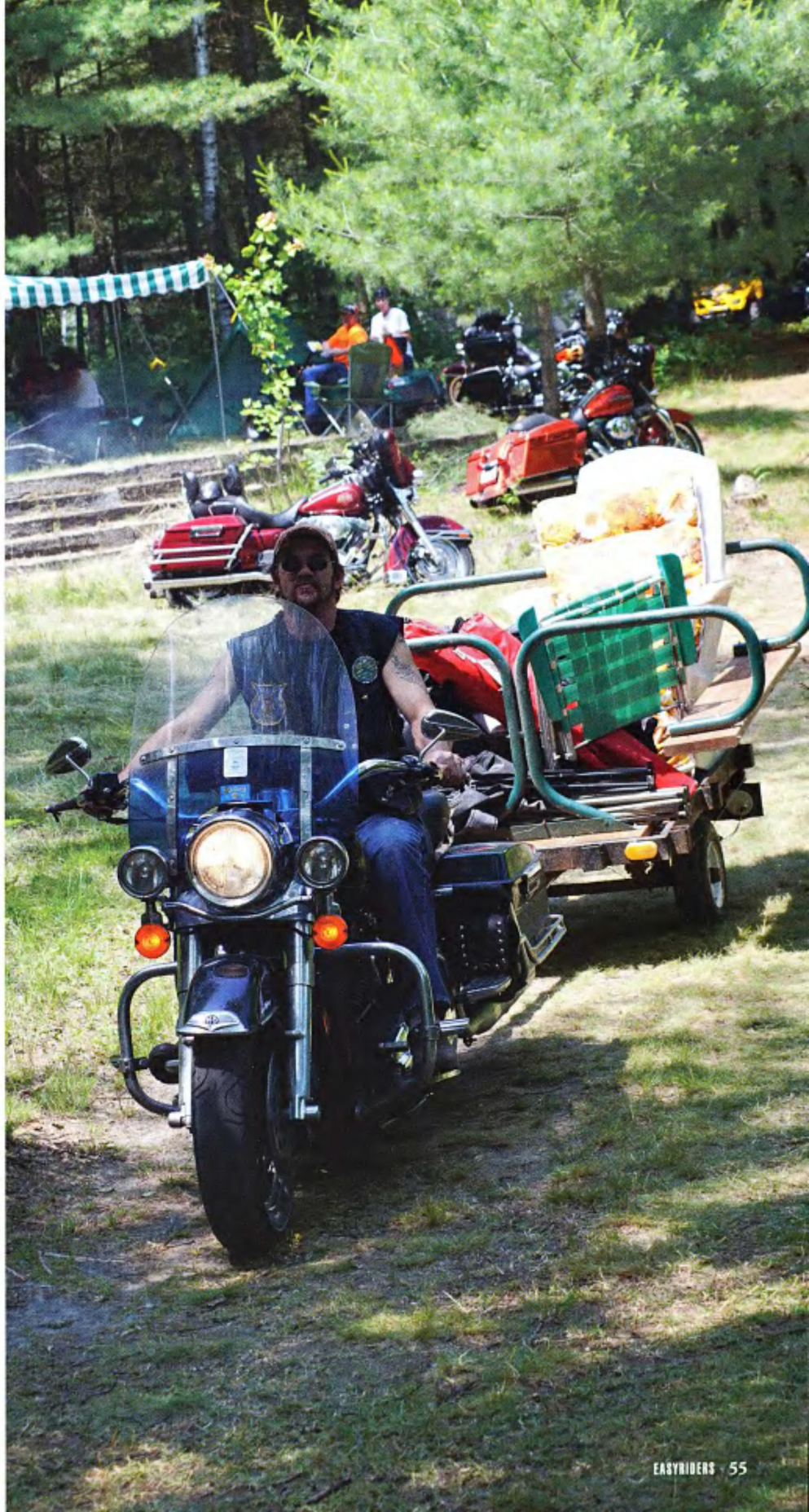




These Michigan clubs have been working together for the past four years as a team and have purchased property together in beautiful Northern Michigan. It is a kind of biker oasis where good vibes prevail. On a picnic table sat that old issue of *Easyriders*, surrounded by folks pictured on the pages and who are still upright and walkin' around.

Similar to the article we ran in the seventies, all the club presidents got together for a photo. Brotherhood and respect was the order of the day. There is an old biker saying that goes, "I'm not here for a long time; I'm here for a good time." Well, it looks like the MCM is here for both.

—Phantom





# Passin' Gas

I was sitting at a stoplight yesterday, minding my own business, waiting on it to turn green. A carload of young, loud lawyers stopped next to me. The light changed, one of them flipped me the bird, hit the gas and darted off ahead of me.

Suddenly an 18-wheeler came speeding through and ran directly over their car, crushing it completely. For several minutes I sat in my car thinking to myself, "My god, that could have been me!"

So, today bright and early, I went out and got myself a new job...as a truck driver.

*Boxcar*

*Northern California*

Dr. Wells finished examining Matilda and went into the hallway to talk to her husband, Hippie.

"I don't want to alarm you," he said to Hippie, "but I don't like the way your wife looks at all."

"Me neither, Doc," replied Hippie. "But she's a good cook and real good with the kids."

*Joey Hayes*

*Palm Springs, California*

Two small boys were listening while a woman told her friend about a recent accident she'd had. "The man blamed me,

and then he called me every rude, dirty name in the book!"

One of the boys turned to the other and said, "There's a book?"

*Virginia Walker*

*Currituck, North Carolina*

Tramp was flat broke but he really wanted to get laid, so he scoured the town for the cheapest hooker he could find. He found her in a piss-stained alley, bent over a trashcan, puking her guts out. "I'll fuck any man fer 25 cents!" the homeless whore declared.

Tramp pumped his fist in triumph, then promptly tossed the ol' hag 5 pennies, 4 nickels and a ball of lint from the bottom of his pockets, dropped his drawers and proceeded to tap that ass.

A few days later Tramp returned to the alley and screamed at the whore, "You fuckin' bitch! You gave me crabs!"

The unremorseful vagrant popped her head out of a trashcan and hollered, "Whaddaya want fer fuckin' 25 cents, pal, lobster?"

*JoLo*

*Shtitzville*

How do you know when you're staying in a biker motel?

When you call the front desk and say, "I gotta leak in my sink" and the clerk replies, "Go ahead."

*Ramona Quillin*

*Santee, California*

Two prospects hire a hooker. The first one whips out his dork, which is a whoppin' ten inches long. The hooker smiles eagerly and starts to blow him. Then the second prospect takes out his dick, which is only five inches long.

"Who's this guy?" the hooker asks.

The first prospect answers, "That's my half brother."

*Joey Hayes*

*Palm Springs, California*

How are Viagra and Disney World similar?

Both make you stand around and wait an hour for a two-minute ride.

*Tim Jennings*

*Vacaville, California*

A judge looks down at the meek, little Aman wearing glasses before him, then at the charges, then back down at the skinny, bespectacled fellow. "Can you explain to me what happened?" he asked.

"I am a mathematician dealing in the nature of proof," the man began. "I was at the library, found the books I wanted, and stood in line to check them out. They told me my library card had expired and that I had to get a new one. So I went to the registration office, got in another line, and filled out the form for a new card. And then I got back in line to pick up my new card."

"Yes, go on," said the judge.

"And the librarian asked, 'Can you prove you're from New York City?' so I stabbed him."

*T. Cook*

*National City, California*

Doctor, Doctor," a man exclaimed to his physician, "I think I'm shrinking!"

"I'm a little busy right now," the doctor replied, "you will just have to be a little patient."

*Sarah Brack*

*Vacaville, California*



"Polly, could ye please stop sbitting down me back?"



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My 2008 Softail Deluxe  
Dave Sanders

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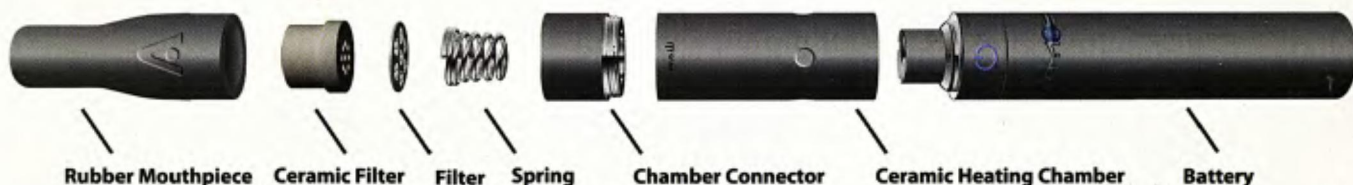
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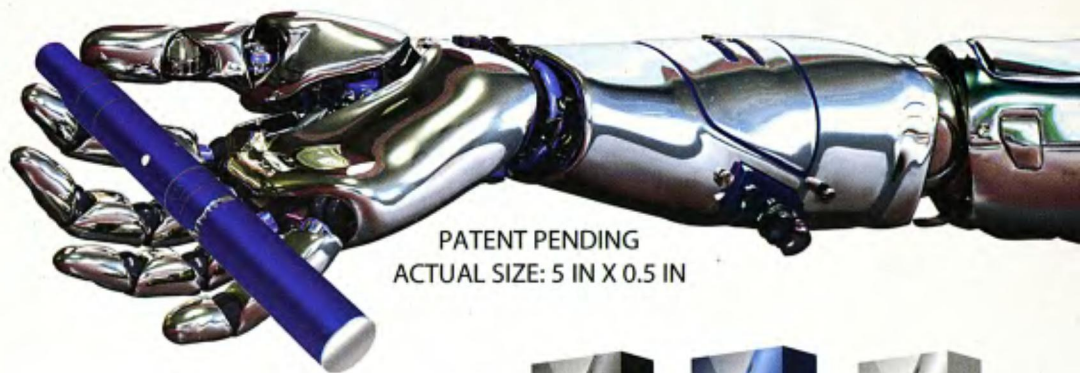


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# IN MEMORY OF...

**T**he *In Memory Of* revised *Ghost Rider* painting seen on the following pages, was a result of a flimsy visual I passed on to David Mann at a time he had done so many paintings that he was grasping for new ideas. This was the centerspread in the August 1999 issue of *BIKER* magazine. Little did I know that this day would come. Looking back at the painting, I recognize that the shadows of the riders on the rocks are me and my dear wife, Karen, whom I recently lost to cancer. Thank you David for being such a visionary.

—Clean Dean









# TILES AND COASTERS DAVID MANN WOULD HAVE LOVED BIKES ON TILE

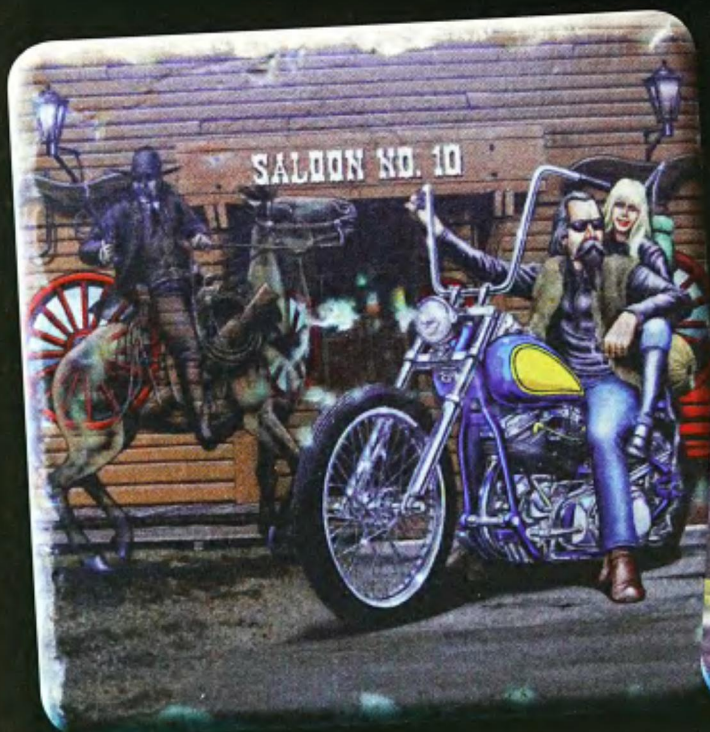
What do you get the biker who has everything? The same thing you get the biker who has nothing, a cool coaster to sit his beer on that features a famous David Mann painting. Brian and the crew at Bikes On Tile have come up with a nifty process to turn David Mann's most popular works into a set of tiles suitable for framing, for putting up in your garage or Man Cave, or that can be used as coasters to show the world your all-American biker attitude.

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— *Phantom*







Photos: Bikes on Fire



# Gentlemen Prefer Prostitutes

Now that I'm career-successful assistant to the assistant manager at Ponderosa Restaurant, supervisor over salads, potatoes, and chicken wings, I can afford, once or twice a month real, live, bare-naked prostitutes, who fulfill my fantasies in cheap motel rooms or the back of my ten-year-old Chevy. The sex is great, the talk minimal, the obligations nil. I've concluded that working girls make absolutely perfect love partners, and I intend to convince you too. Soon you'll dump your wife and/or girlfriend and replace her with a string of card-carrying beauties from the ranks of the oldest profession.

I know you disagree. I see your condescending smile. I hear your self-congratulatory boast, "I've never had to pay for it and never will." Bull. You've been paying for it your whole life. Consider: You shell out ninety-five bucks for dinner and a movie and three to six hundred for your sweetheart's gift-of-the-month (birthday, Christmas, Valentine's Day, Sweetest Day, Vernal Equinox, the celebratory third Tuesday of the month in the third year of your relationship, and so on).

Your credit card swallows seven hundred dollars every thirty days to upgrade your wardrobe to her taste. You throw away thousands every year on that amenity-studded apartment she picked out for you. I live in a cheap dump and put down a hundred and a half for Motel 6 and services rendered every other weekend. Are you doing the math so far? Are you getting the picture?

And guess what? I don't have to perform six hours of physical and psychological foreplay, and I don't have to suffer three hours of apologizing for past offenses and "planning our lives together" afterwards. We get the right to sex part when I'm ready and smoke a cigarette after I'm done. Whether she "finishes" or not is irrelevant, which is not the case with your romantic endeavors. Ever since your preferred class of women discovered their own bodies a generation ago, sex is all about her. Your satisfaction is a small matter disposed of as an afterthought. Compare that rut (excuse the pun) with my five-step sequence of love: we embrace, I finish, we smoke, she leaves, I sleep. That's it. Perfect. Sex with a prostitute is every man's dream.

And you married guys. Do I really have to tell you how much wiser and cheaper my love life reigns over yours? You have a six-figure mortgage that'll keep you busting ass at work the rest of your life and another six figures in past-due VISA, MasterCard, and Discover, all charging

twenty-three percent and guaranteeing your enslavement to the American Dream. And for what? She does the dishes twice a week and bunks you twice a month. Would you like to get your calculator out and deduce how much you're paying per sex act compared to me? I thought not.

And guess what else? You risk the possibility of legitimate fatherhood every time you play Hide the Salami with your little wifey-poo. Who in their right mind would want to parent children these days? Kids are nothing but a pain in the ass. Listen to the undisciplined urchins whining and wailing and spoiling your dining pleasure in public restaurants. Check out the snotty teenage punks that smoke and swear on the sidewalks and play their god-awful ear-busting music right in your face. The boys are all future bums and criminals, and the girls will grow up to be whores or lawyers, which is about the same thing, really, only one is smarter and more fun than the other, you guess which.

Have you considered the hundred and fifty thousand per offspring you'll fork over to ship the brats off to college? And for what? So they can do six years of drugs, booze, and bisexual experimentation, get their useless degrees in art, music, and literature, and then move back in with you to work ten hours a week at Wendy's and gobble up your household food supply, disturb your quietude, and inflate your utility bills forty-five percent. How's fatherhood sound to you now, Pal?

And that's not all. If you're really unlucky, your parents will not die but instead will grow aged and helpless and move in with you, too, and the whole fat clan will live large and happy, watching you crumble from overwork and stress at age forty-nine. So don't forget to keep up the payment on that life insurance policy, so you can support the whole useless bunch from the afterlife. You know what, you should just shoot your damn self right now, stop the misery, and save me years of listening to your whining and complaints. I've got a .357 Magnum in my closet that you can borrow tomorrow.

And we haven't even started on the subject of guilt yet. If you're "in a relationship" and you're a man, you slug around hung over with guilt every day. The best weapon in every woman's arsenal is her ability to make you feel constantly inexplicably ashamed. That's how they extort us guys into slaving overtime and lavishing our queen rulers with palatial abodes, Victoria's Secret silk finery, overpriced, undervalued diamonds, and all the other glittering objects of

material commercialized society that ladies demand. If not for his woman, every man would live in a one-room shack with a refrigerator full of hot dogs and beer and feel like a king.

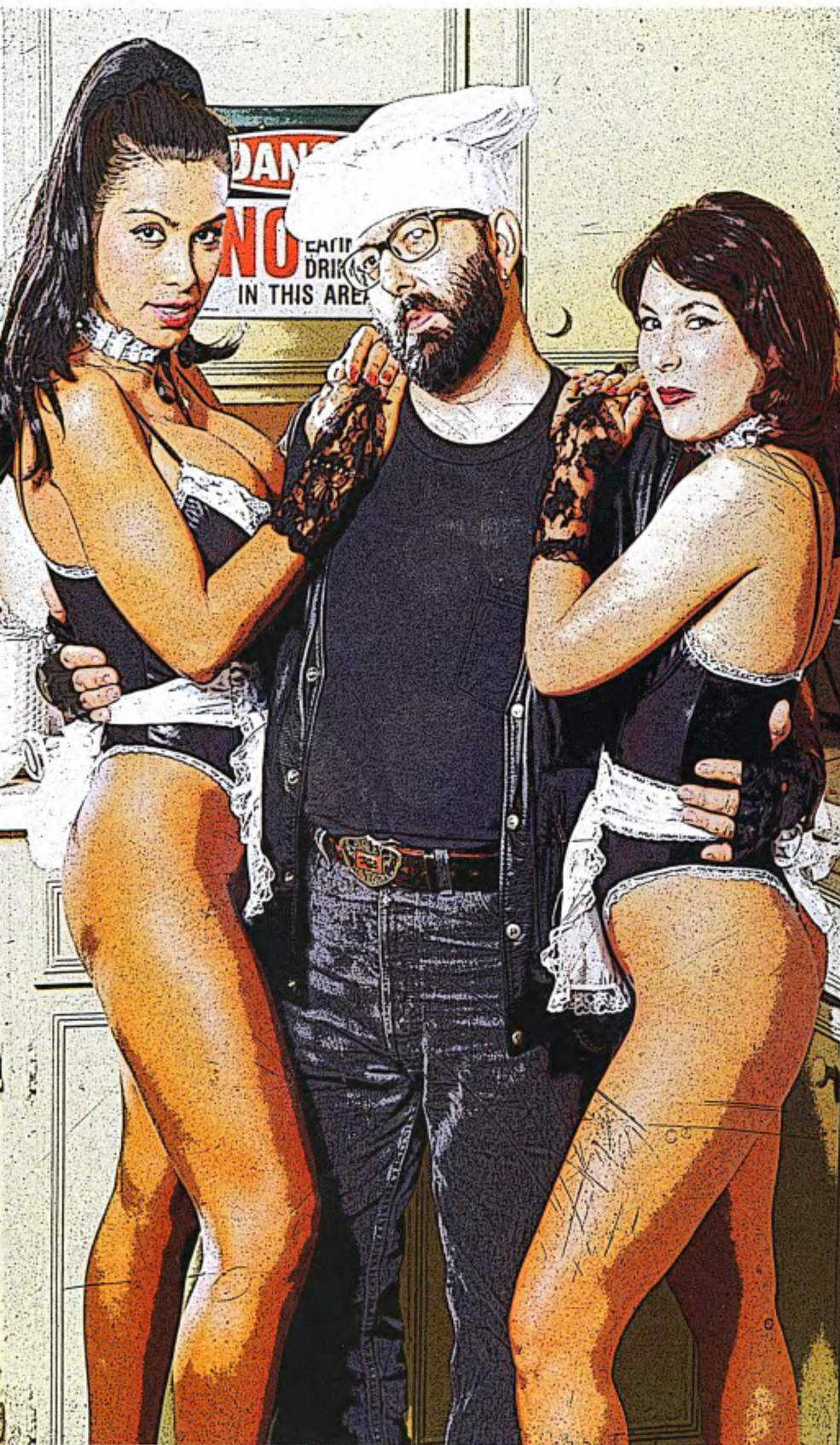
Their whole lives females practice the disillusioned pout, the frigid stare, the solemn headshake, the sigh of disappointment, the cold, disapproving silence, and the frown of unfulfillment which makes them masters of the civilized universe. Guys think, "What the hell did I say? What did I do? Where have I failed her now?"

If a man happens to harbor a fidelity lapse somewhere in his past (and who doesn't?), he's doomed. "She knows about it," he'll torment himself. "How did she find out? What can I do to make it up to her?" Plenty, Bud. You can devote sixty hours a week for forty years to a job you hate and fifty more hours per week to her favorite TV shows, movies, shopping malls, walks in the park, and socially upward-striving dinner parties. At home you'll tiptoe around your chosen lady in a constant state of apology. "Better not say much this morning," you'll decide at the breakfast table. "She's got that certain look. Better bring home roses after work, hire a babysitter, take her out to dinner, and repair that bathroom faucet late at night. Damn. I sure wanted to catch the basketball game on TV. And Fred's poker party Saturday night will be out of the question, again."

I, on the other hand, enjoy sex and female companionship guilt-free. My lovers offer gratitude, not disdain, toward how I treat them. I call for a date and never hear "maybe" or "no." I select the evening's entertainment: adult movie; drinks at a titty bar; private strip-tease show; whatever. I decide when sex will happen and who will do what and in which positions. I know my partner will be sweeter than any underling I might coerce from work, hotter than any snooty babe I might persuade from a singles bar. I decide if the lady stays overnight and conducts morning services or just gets out that evening when I want to sleep. I don't have to drive her home. I don't even have to kiss her goodnight. Whatever I choose to do is exactly right. No questions asked, no answers given. No lies, no regrets, no hard feelings. No guilt, no arguments, no apologies, no hassles, no trouble, no strings attached, no sentimental hanging-on, no heart-rending break-up, no harsh words, no fighting, no commitment, no problem.

But I see you're still not convinced. I hear you babbling something about "the value of long-term relationships." They've brainwashed you thoroughly, haven't they, old friend? Let's look





at that phrase up in the dictionary. Here it is. "Long-term relationship: an arrangement between two people characterized by years of diminishing sexual favors and escalating deficit spending." Hmmm. Doesn't sound very exciting, does it?

But I know you're sincere, so let's assume, for the sake of argument, that there's some advantage to sleeping with the same woman on a continuing basis. I can do that. I can "date" the same girl twenty times in a row if I so desire. And guess what. There's no fear she'll say, "Honey we need to talk about our lovemaking and, coincidentally, announce she's met someone else. I can select one professional lover for months or years if I choose. But neither of us will expect or desire Lifetime Conjugal Fidelity, the most unnatural state of human conduct ever devised by Woman.

You say you're afraid of the dreaded sexually transmitted diseases? Well, abstinence or auto-eroticism are pretty much your choices then, Pal. Intimate contact with women will always involve risk, whether your partners are working girls or not. But consider this statistic. Professional women practice safe sex every day. Otherwise, they'd all be dead in a year. Amateurs, like your wife and your girlfriend are not so consistent. Occasionally they go out on the town with friends or colleagues from work and somehow late at night fall into spontaneous, unprecautioned embrace with strangers.

"It just happened," they confide to confidantes the next day, "and it won't happen again." Har! Har! "One thing led to another. We were drinking. It doesn't mean anything. It doesn't mean I don't still love (your name here). I'll make sure he doesn't find out and make certain I don't get into a situation like that again." Double Har Dee Har!

Oh, you say, not your wife, not your fiancée, not your steady girlfriend. Are you sure? Are you positive enough to bet your life on it? And tell me true. Just for comparison, have you been totally chaste and faithful since you began your current relationship? Think about it, Bud.

And now you're down to your weakest argument, that the working girl is not sincere about her lovemaking. She goes through the motions and fakes it for money. True enough, but some of those motions she goes through can be downright exciting. And what's the big deal about faking? What woman, amateur or professional doesn't create illusions sometimes in bed? And answer this question. Have you ever done a little faking under the covers yourself?

I rest my case. And I hope you're persuaded beyond a reasonable doubt. The oldest profession has endured all these centuries because it propagates the most wonderful sex life a man could imagine. Try the working girl tradition for a while, and I know you'll become a believer, too.

—Don Feigert

Image: EN archives



A custom-built motorcycle with a vibrant blue paint job and orange and white flame-style graphics. The bike features a large, round headlight with a black cage, a custom fuel tank with a large circular air scoop, and a prominent chrome engine. The front wheel has a disc brake and a black tire. The bike is shown from a side profile, parked on a white surface.

"Nothing's new in bike building, but I still didn't want to copy what's already been done."

—GARY MAUER





## The Collaboration



Gary Mauer

### A Real One-Of-A-Kind

Every custom bike has a story and this one begins with a bike accident Gary Mauer's wife had a year or so ago. She hit a deer with her motorcycle—at 70-plus miles per hour. A nasty affair, Julie ended up with a giant titanium rod in her leg but after it was removed, she and Gary kept that thing, vowing to put it to use someday, somewhere. This is that someday and somewhere.

"I'd already been collecting parts for a while," Gary says, storing those bits away in the corners of Kustoms, Inc., a bike shop he's run in Grand Ledge, Michigan, for the past 28 years. There was a Crazy Horse engine in that pile, along with lots of other bits and pieces, and then that other Michigan master, Ron Finch, called. Ron and Gary have worked together a lot over the years, and now Ron was saying they'd been invited to put something together for Michael Lichter's *Eternal Combustion - Motorcycles as Art* show in Sturgis. They had eight weeks. "But here was another chance to collaborate with Finch," Gary says, "and on a bike that Julie and I would keep. For a guy from Michigan, it doesn't get much better than that!"

Gary started by hand-making a rigid frame with curves and bends just about everywhere. For the front end he went with a leaf-spring setup, "But I didn't want to copy what's already been done," he says.



He didn't. Julie cut out everything for this one on the bandsaw, and then Gary added stainless steel to the leading and trailing edges making a gently curved I-beam. Continuing the "old bike" feel, a giant headlight was chosen, this one coming from a 1937 Chevy. Julie made all the mounts and the hardware to accept a modern bulb. The taillight is also from a 1937 Chevrolet, and that ridge down the center of the fender is actually a piece of tubing that holds the wiring.

A Baker transmission case was cut to relocate the starter to the three o'clock position, the gas tank and oil tank with those see-through holes were fabricated, and then they brought the roller over to Ron Finch's place in nearby Pontiac where they spent a two days, non-stop, building all the little things like the belt guard, the fender struts, the floorboards, and a couple of other pieces of rod work. Tony Jackson jumped in, sculpting the "Flying Eyeball" detail piece.

"What we were trying for was an unmistakable Ron Finch flavor, while not actually being a Finch bike," Gary says. The gas tank, for instance, is in the conventional location. And there's symmetry on the frame, right-to-left. But then the House of Kolor blue paint was hand mixed by Ron Finch, sprayed on by Ron Harris, and topped with Finch graphics. Back in Grande Ledge, the bike was completed and made ready for its Sturgis show date. And that titanium rod,



the one that came out of Julie's leg? See it? It's the shift linkage, and believe it or not that rod had to be shortened to work here. Like we said, that was one heck of an accident, but it led to one heck of a bike.

—Joe Kress







**Owner(s):** Gary and Julie Mauer

**City:** Grand Ledge, Michigan

#### **GENERAL**

**Designer:** Gary Mauer

**Fabrication:** Kustoms, Inc.

**Year/make:** 2010 Kustoms, Inc.

**Model:** bobber

**Time:** 8 weeks

#### **ENGINE**

**Year/make:** 2010 Crazy Horse

**Displacement:** 100 cubic inches

**Ignition:** Heartland

**Cam:** Crazy Horse

**Carb:** Mikuni

**Air cleaner:** Kustoms, Inc./K&N

**Pipes:** Kustoms, Inc.

#### **TRANSMISSION**

**Year/make:** 2010 Baker

**Shifting:** 6-speed, left-side drive

#### **PAINTING**

**Painter:** Finch Customs/Chop Docs

**Type/color:** House of Kolor/blue

#### **FRAME**

**Year/make:** 2010 Kustoms, Inc.

**Type:** one off

**Rake:** 3 degrees

**Stretch:** 1-inch

**Shocks:** none

#### **ACCESSORIES**

**Bars:** Kustoms, Inc.

**Handlebar controls:** Joker Machine

**Fenders:** Kustoms, Inc.

**Headlight:** 1937 Chevy, modified

**Taillight:** 1937 Chevy

**Pegs:** Kustoms, Inc.

**Foot controls:** Kustoms, Inc.

**Gas tank:** Kustoms, Inc.

**Oil tank:** Kustoms, Inc.

**Seat:** Kustoms, Inc.

**Grips:** old-school

#### **FRONT END**

**Type:** leaf-spring.

**Builder:** Kustoms, Inc.

#### **WHEELS**

**Make:** Ride Wright

**Size:** 16-inch

**Tires:** Pirelli

**Brakes:** Strange Engineering

**Photos:** Michael Lichter

**Contact:** Kustoms, Inc.

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IN  
CROSSWALK

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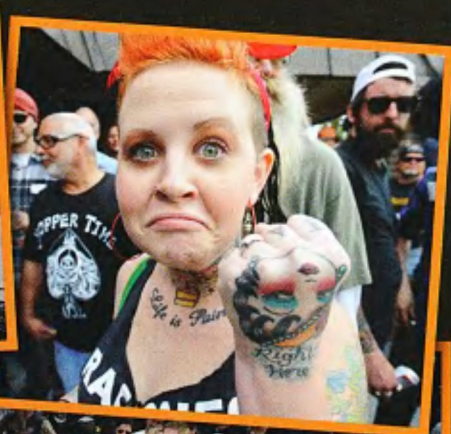


The riding season is now upon us and, with it, a renewed thirst for hitting the road. It's time to see new places, explore new roads, and meet new friends.

There are scores of motorcycle events across the country, both great and small, and one of the best ways to find them is our "What's Happening" listing at [www.easyriders.com](http://www.easyriders.com). If you are a promoter of motorcycle events, you can also submit yours to that address.

What we have done here is compile a small sample capturing the spirit of some of the shows and events that we featured in our rags over the last year or so to whet your appetite for what is ahead for the coming year. It's time to tune up the scoot and head on out; it's a big, bad, beautiful country and you can't see it from your couch.

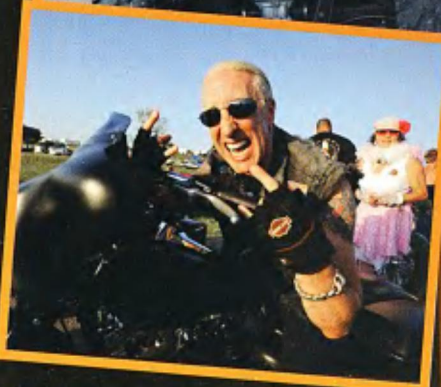
— Kit Maira



**Daytona Bike Week**  
**March 9-18**

**Daytona, Florida**  
**[www.officialbikeweek.com](http://www.officialbikeweek.com)**

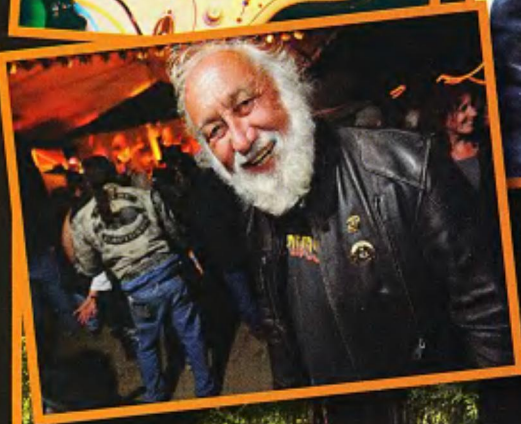
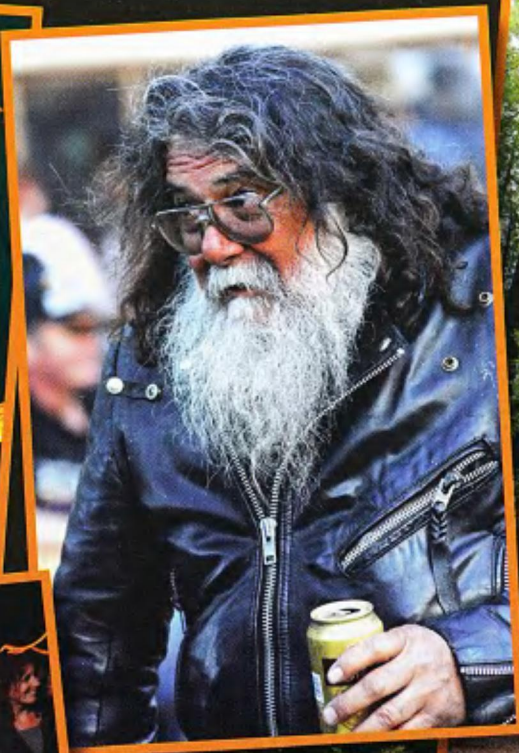
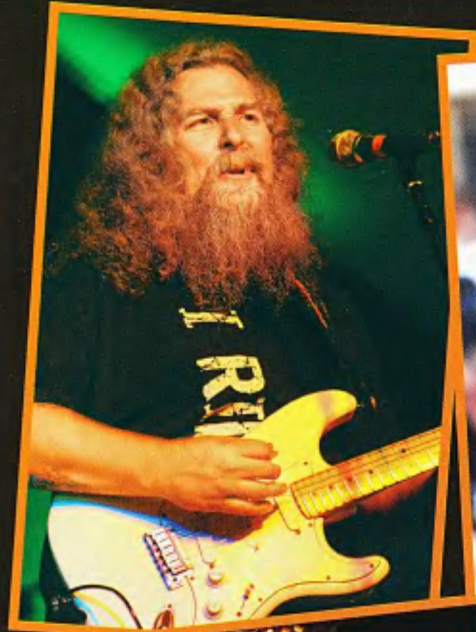




**Republic of Texas Rally**  
**June 7-10**

**Austin, Texas**  
**[www.rotrally.com](http://www.rotrally.com)**

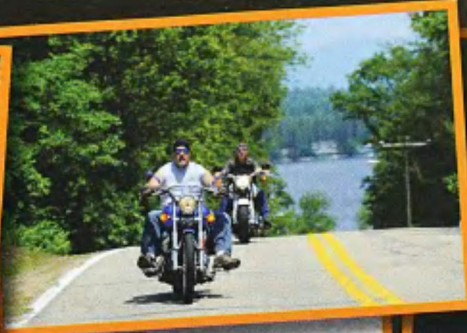
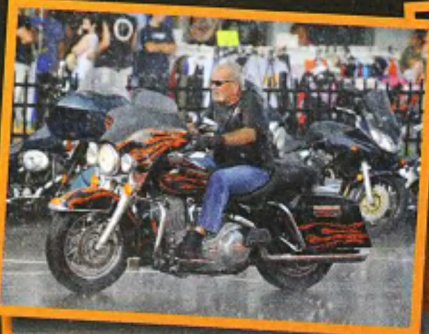




**Redwood Run**  
**June 8-10**

**Bowman Ranch, Piercy, California**  
**[www.kiwanisrwr.com](http://www.kiwanisrwr.com)**

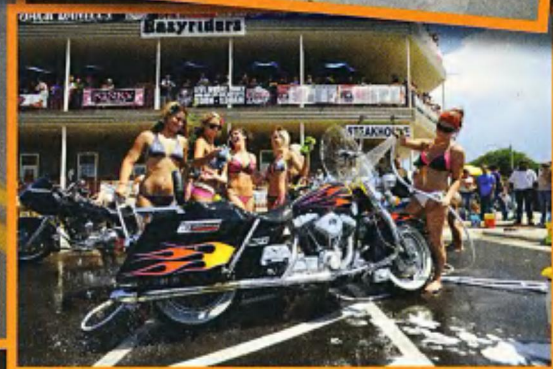
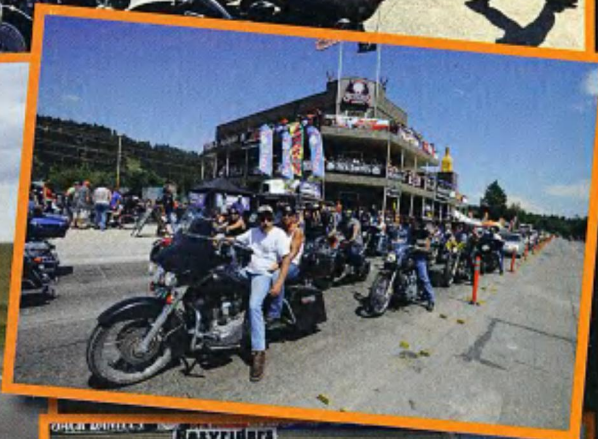
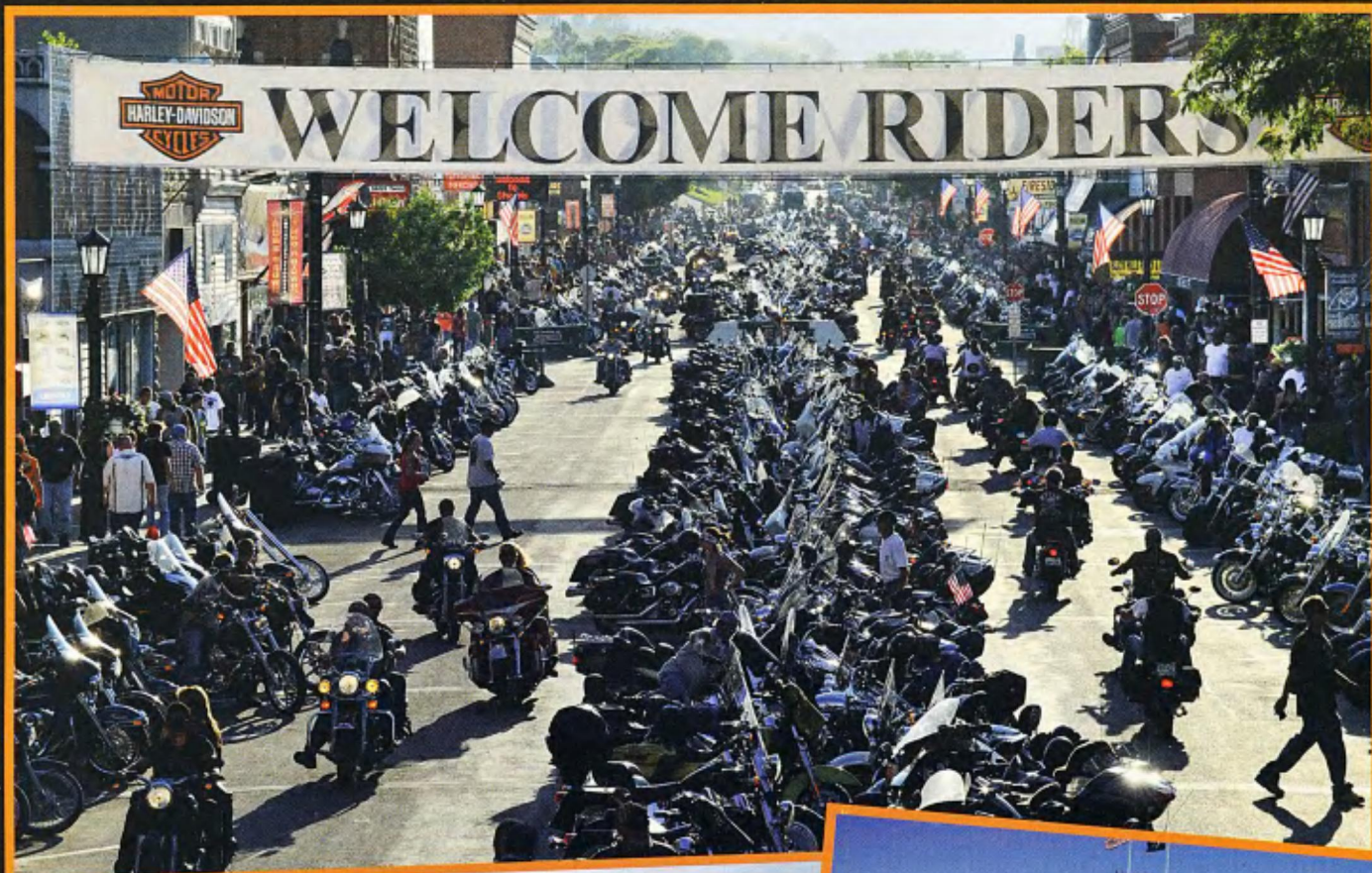




**Laconia Motorcycle Week**  
**June 9-17**

**Laconia, New Hampshire**  
**[www.laconiamcweek.com](http://www.laconiamcweek.com)**





**Sturgis Motorcycle Rally**  
**August 6-12**

**Sturgis, South Dakota**  
**[www.sturgismotorcyclerrally.com](http://www.sturgismotorcyclerrally.com)**

Photos: Michael Lichter



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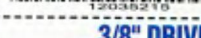
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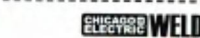
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**CHICAGO ELECTRIC POWER TOOLS**

**80 PIECE ROTARY TOOL KIT**

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Item 97626 shown

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**1500 LB. CAPACITY MOTORCYCLE LIFT**

CENTRAL HYDRAULICS

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LOT NO. 46319

**US\*GENERAL PNEUMATIC ADJUSTABLE ROLLER SEAT**

**300 LB. CAPACITY**

**SAVE 33%**

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**SUPER COUPON!**

Item 91764 shown

**1000 LB. CAPACITY MOTORCYCLE LIFT**

CENTRAL HYDRAULICS

LOT NO. 91764/68892

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## AMSOIL INTRODUCES NEW MOTORCYCLE OCTANE BOOST

New Amsoil Motorcycle Octane Boost is a fuel additive formulated to increase octane levels in fuel for more powerful and efficient engine operation. It also cleans combustion chamber deposits for increased performance at startup, helping to eliminate engine ping or knock and providing more power at low rpm acceleration.

Amsoil Motorcycle Octane Boost typically responds better in lower octane fuel and in fuel that contains ethanol. When treated at 1.3 fluid ounces per gallon in 92.6 unleaded gasoline with 10 percent ethanol, Motorcycle Octane Boost increases fuel up to 3 RON and RON fuel up to 95.6 RON.

Amsoil Motorcycle Octane Boost is primarily formulated for use in four-stroke air or liquid cooled motorcycles manufactured by Harley-Davidson and all other four-stroke applications.

Amsoil  
800-777-8491  
www.amsoil.com

## ZIPPER'S HAMMER 88-INCH KIT FOR XR1200 MODELS

Zipper's Performance Products' proven Hammer 88 Kit (*below*) is now available for owners of XR1200 model Sportsters. This big bore, stock stroke "square" engine kit develops

an excellent balance of torque and horsepower. The kit is supplied with Zipper's aluminum big bore cylinders with cast-in ductile iron liners, fitted with special 3 13/16-inch bore forged pistons that eliminate the need to rebalance the crankshaft, Red Shift cams, Pro-Taper moly pushrods and telescoping pushrod covers, along with CNC-ported cylinder heads equipped with oversize valves. These heads feature fully CNC-machined combustion chambers that match the pistons perfectly. Rounding out this powerful package are high flow injectors and air filter element and a pre-mapped ThunderMax EFI management module for simple plug-and-ride tuning.

Zipper's Performance Products offers two versions: one with emphasis on the lower and middle ranges of power (big torque) and the other that shines on the upper end of the rpm scale (big horsepower).

Zipper's Performance Products  
410-579-2828

## DAKOTA DIGITAL

Dakota Digital's new MCL-2011 LED features include an adjustable speedometer, adjustable tachometer, fuel range to empty, clock, odometer with two resettable trip meters, engine cylinder head temperature, turn signals, high-beam indicator, neutral indicator, low oil pressure warning, check engine indicator, security, ABS, Cruise on and cruise engaged, low fuel,



voltmeter reading with low voltage warning, resettable service miles, resettable hour meter, high speed recall, high rpm recall, user settable countdown service meter with warning, 0-60 mph timer, 1/4 mile timer, 1/4 mile speed, gear position display compatible with 3 speed through 7 speed transmissions, and adjustable rpm warning point with output for external shift light. The unit also includes an oil pressure gauge and oil temperature gauge (must purchase senders separately). All of these features in one compact unit that will fit in the factory opening of the Harley-Davidson Softail, Fat Boy, and Wide Glide dashes.

Dakota Digital Inc  
800-852-3228







## DRAG SPECIALTIES LED LOW-PROFILE TAILLIGHTS

Improve your bike's style profile with a new LED Low-Profile Taillight by Drag Specialties. These super thin profile taillights are even lower than a laydown lens and they work as great as they look. The bright minds at Drag Specialties packed in a bright 56-LED board, so there is no lack of lighting power. The DOT-approved design offers the choice of top, bottom or no tag light. LED Low-Profile Taillights are designed for easy installation on most 1999 - 2012 models with conventional "Squareback" taillights. They are available with red or smoke-tint lenses and the come with mounting adapters.

Drag Specialties

[www.dragspecialties.com](http://www.dragspecialties.com)

## HARLEY-DAVIDSON WIND SPLITTER WINDSHIELDS

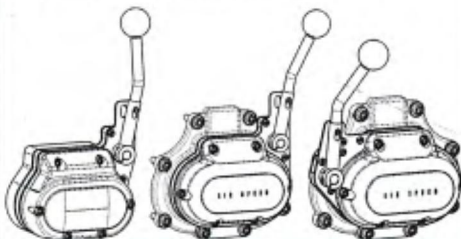
Now available in new sizes to fit Harley-Davidson Electra Glide, Street Glide, Road Glide and trike models, Wind Splitter windshields from Harley-Davidson are shaped for effective airflow management to enhance rider comfort and reduce wind noise. The sweeping design complements the shape of the fairing and the inner dash panel, and adds height over a traditional low-profile wind

deflector in the center where it counts. The rich smoked finish does not interfere with vision and looks great against any paint color. The easy-to-install Wind Splitter features a center-mount Bar & Shield medallion for a distinctive finishing touch.

Fits 1996-and-later Electra Glide, Street Glide, and trike models.

Harley-Davidson

[www.harley-davidson.com](http://www.harley-davidson.com)



## MOTOR TRIKE NEW MECHANICAL REVERSE

Motor Trike's new Mechanical Reverse Gear makes parking a Harley-Davidson easier than ever before. The reverse can be used on two-wheel motorcycles, trikes, or sidecars and is clutch operated eliminating any strain on the electrical system.

This product is unique in its market. The Motor Trike reverse offers an electronic kill switch to prevent transmission damage. If the reverse and the transmission are engaged in gear at the same time, the kill switch will stall the engine.

There are three models which cover 1999 - 2006 5-speed standard or hydraulic clutch, 2007 - 2008 6-speed standard or hydraulic clutch, 2009, and up 6-speed standard or hydraulic clutch.

Motor Trike

903-842-3094



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# The 'Vows

HARLEY RENDEZVOUS CLASSIC



It was 33 years ago when the event started and it has gone through changes and turmoil through the years. It was moved from place to place and even had a fistfight with none other than Harley-Davidson before it found its final home located about 20 miles west of Albany, New York, in the Mohawk Valley of New York State set on about 200 acres of property overlooking some beautiful countryside. They call it the Indian Lookout Country Club, but it's not a country club like you've ever seen before.

This is a country club for bikers, where the Harley Rendezvous Classic takes place annually the weekend after Father's Day.

This year happened to be a wet weekend for the 'Vows, as the veterans call it. But, that didn't stop the activities from going on as scheduled. There were a shit load of kickass rock bands that played throughout the weekend for everyone's enjoyment. There were various stages set up around the campgrounds that draw the thousands of bikers that attend





every year. Many top-name bands started their careers here and keep coming back to entertain the troops. Molly Hatchet, Edgar Winter, the VanZants, and even Joan Jett and her Blackhearts attended in the early years. This year, Pat Travers, Ronnie Montrose and Mark Farner, the "Guitar Godz of the 1970s" made appearances.

Not only were there great bands but also biker field meets for the riders who wanted to participate and compete against each other for trophies and prizes. There were also Custom Bike Show and Antique Bike Show competitions with awards and trophies, and vendor tents lined up displaying various biker wares.

The biggest thing we need to address is the fuckin' party that brings everyone back year after year. Once inside the gates of the Indian Lookout Country Club the accepted attitude is one of total freedom. It ranks right up there with like events of The Buffalo Chip Campgrounds in Sturgis. It's one hell of a party. Come see for yourself and buy a ticket for next year's event. Go to [HarleyRendezvous.com](http://HarleyRendezvous.com) for more information.

—Rick Kline/Clean Dean

Photos: Rick Kline



# ToplessTech

## GRABBING A HANDFUL

If you judged an article by its title, some readers might think that this story is about that ancient Roman emperor Copius-E-Feelious, but no, this article is about better hand grips for your bike. And who, you might ask, is better informed when it comes to knowing how to grip something than our Topless Tech sweetheart, Angie Savage? As usual, we found her wrenching away at CycleWorks Etc. where she was installing a set of Harley's brand-new Get-A-Grips hand grips (P/N 56100007). As with most H-D accessories, the grips are direct bolt-on parts.

Angie says, "Without a good, comfortable grip, a long ride could get your hands real tired." She further explains, "On your bike, you don't want a super soft or extremely rigid set of hand grips." Some people go the chrome billet grip route, only to find that the combination of vibration and a hard surface might be good for some things, but not for long rides on a motorcycle. For that, a flexible, yet somewhat firm, surface is the best, which leads us to Harley's new Get-A-Grips with their contoured shape and resilient surface.

According to Angie, "Installing Harley's new grips didn't require any special tools. Just be careful with the tools and that your clothing doesn't get caught on protruding hand levers."

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

—Bugle

Harley-Davidson

[www.Harley-Davidson.com](http://www.Harley-Davidson.com)

CycleWorks Etc.

805-778-9212



**1** Angie used a hex driver to remove the upper screws from switch housings from the handlebars. "Because of their internal wiring, you aren't going to completely remove the housings, just lift them off the end of the grips," she says.



**2** Unfortunately, the brake lever reached out and grabbed Angie's tank top and, as she pulled away, it ripped right down the middle!



**3** Not to be intimidated by a minor wardrobe malfunction, Angie kept right on working. "Changing hand grips, isn't hard," Angie says, "but you do have to pay attention to the small parts that link the right grip to the throttle blade."



**4** "There are two screws in each switch housing, one on the top and one up underneath," explains Angie.





**5** On the right grip, you need to loosen the throttle and idle cables. They have adjusting screws about 6 inches down from the grip.



**6** The cables can now be removed from the end of the grip.



**7** Watch out for the cable anchors. "If you drop them, these little dudes have a habit of hiding," Angie cautions.





**8** "The throttle grip slides right off, but the left-side grip might be glued to the bars, which means you'll have to cut it off," Angie explains. Keep your eyes on the grip, boys!



**9** In putting the whole thing back together, Angie says, "Make sure that you line up the end of the grip and the cables before you push it in."



**10** As she was fitting the cables onto the throttle grip, Angie said, "Make sure you don't bind them with the edge of the switch housings."



**11** Angie fit the two sides of switch housing over the end of the grip.



**12** Once the switch housings were screwed back together, Angie adjusted the throttle and idle cables. You are looking at the adjusters, right?



**13** All finished, and she didn't even get dirty. Those are some great-looking grips.

Photos: Dan Madson





*"Looks like he CAN stuff your skinny runt ass into a peanut tank."*





*"Ever since I got my boob job, I just can't keep my hands off of 'em."*



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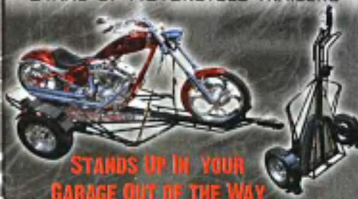
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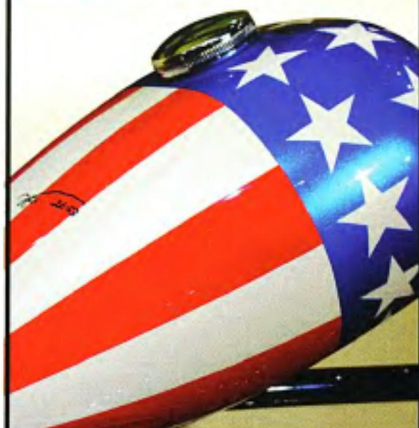
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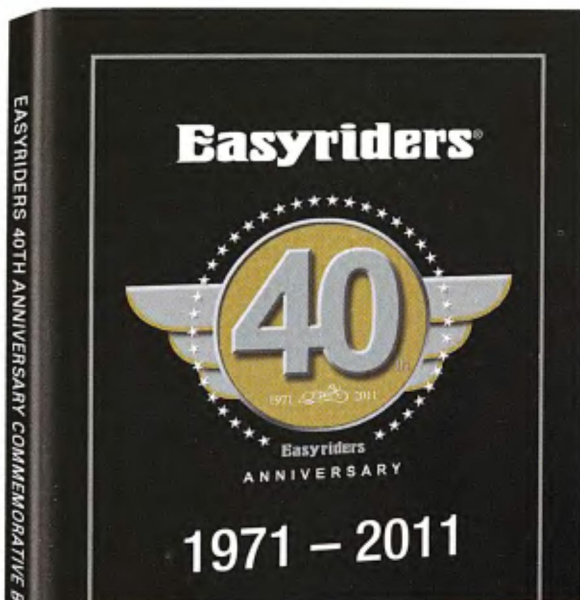
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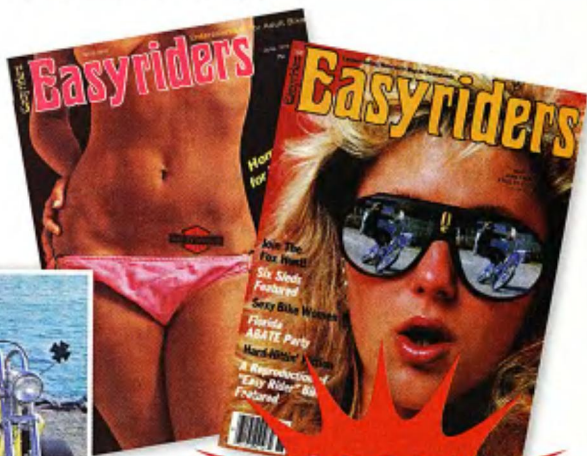
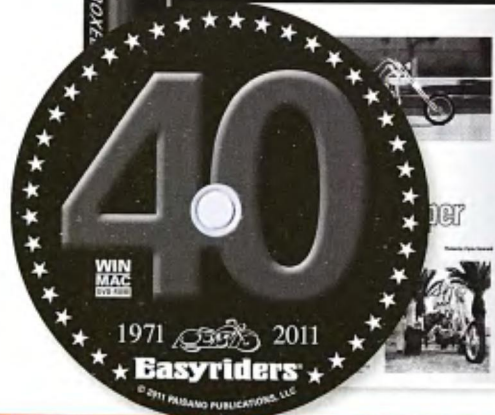
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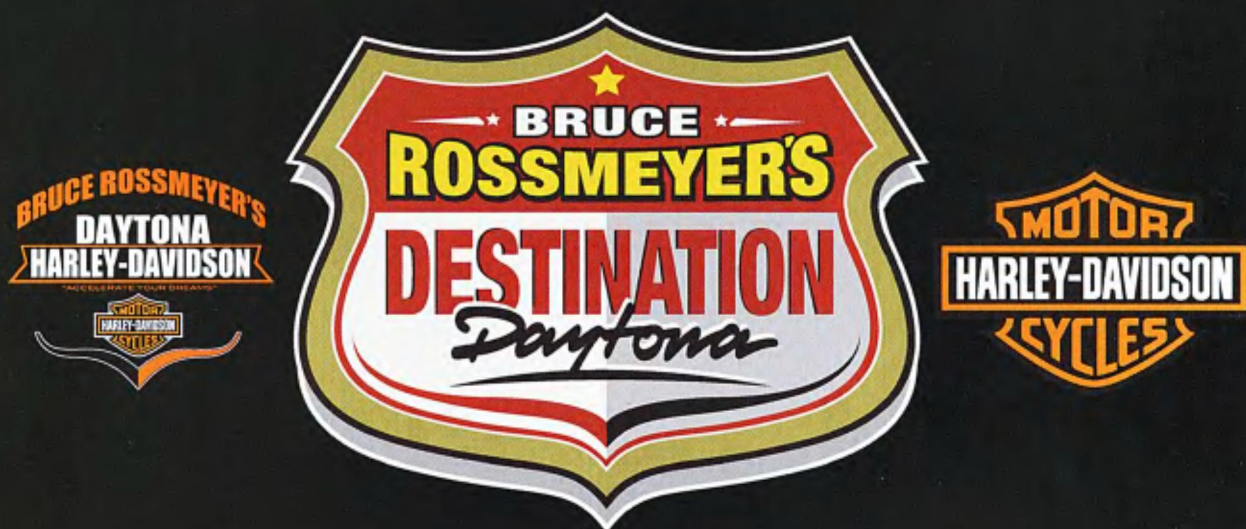
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Steve tells us that he built the bike as a dedication to his dad, Chuck, who at 19 (he's 80 now) rode a 1947 knuckle that looked just like this bike.



AN EXCELLENT PRESCRIPTION FOR A KNUCKLEHEAD

# DOCTOR'S ORDERS

**Doctor Horn** (as his patients call him) knows his way around the human anatomy and presumably has some excellent bedside manners. But Steve (as we like to call him) also has to be one of a very few medical professionals who builds some outstanding custom motorcycles.

This is the fourth of Steve's bikes that has been featured in one of our magazines. It came into this world as a panhead. When Steve got his hands on it, it was actually in what might be the vehicular equivalent of a coma. That is to say, it was a basket case.

The good doctor set about to not only revive

it, but to enhance its features and turn it into something Mother Nature never intended it to be: a knucklehead. "I already have three pans, but I didn't have a knuckle," he says, "so I thought I'd shoehorn a 93-inch S&S knuckle into a swingarm frame."

Aware that that's "usually a no-no," he modified





Steve Horn





the wishbone Paughco frame by dropping the seat by 4 1/2 inches and bobbing the fenders. To accomplish the drop, he cut the backbone and the rear section of the downtube and grafted a 90-degree bend into the frame. "That gave me the look I was going for, 'cause I really dig those old bullet shocks and all that," Steve tells us.

Doc Horn emphasizes that there is zero chrome on this bike. "Everything is nickel-plated and stainless," he says. The apehangers are 22-inchers, but they don't look that tall because they're attached to the top of the bottom triple tree. "That's all my design," Steve says, "and you can adjust the pull-back. Everything is mechanical fit and nothing is welded on."

Steve's buddy, Jeff Cooper, machined the bronze inlays on the 1 1/8-inch handlebars, while Steve handled all the other fabricating. "I did the scalloping on the tanks here at the shop; I cut the ovals out and reshaped them, fit them back in and welded them up," he says.

He special ordered the wheels from Doug at





Devon Wheel and Rim in England. "They're all stainless steel," Steve explains, "and I sent him the old-style hubs that he stripped down and nickel-plated, and then he sent me back the fully assembled wheels. The guy is off the hook and does great work!"

Steve created the three-piece oil tank using bronze end caps and then handmade the exhaust pipes. The all-stainless steel pipes are pieced together from U-joints. "The reason they look so bitchin'," he says, "is because they're tumble-finished. Once you fire them up, after a couple of hundred miles, they take on that amber hue. And they sound great."

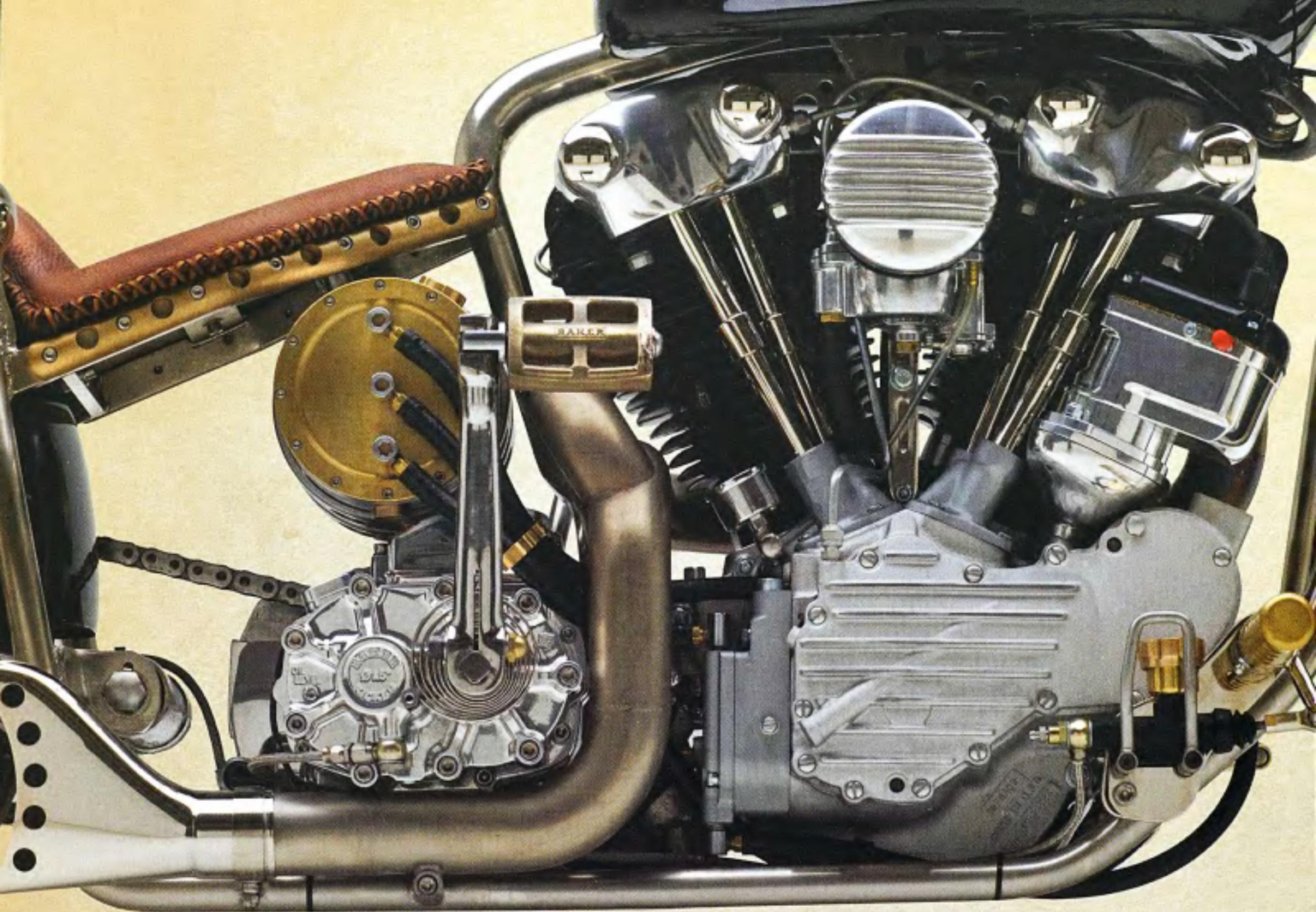
Steve also made the seat pan and had his

**"I already have three pans, but I didn't have a knuckle, so I thought I'd shoehorn a 93-inch S&S knuckle into a swingarm frame."**

**— STEVE HORN**



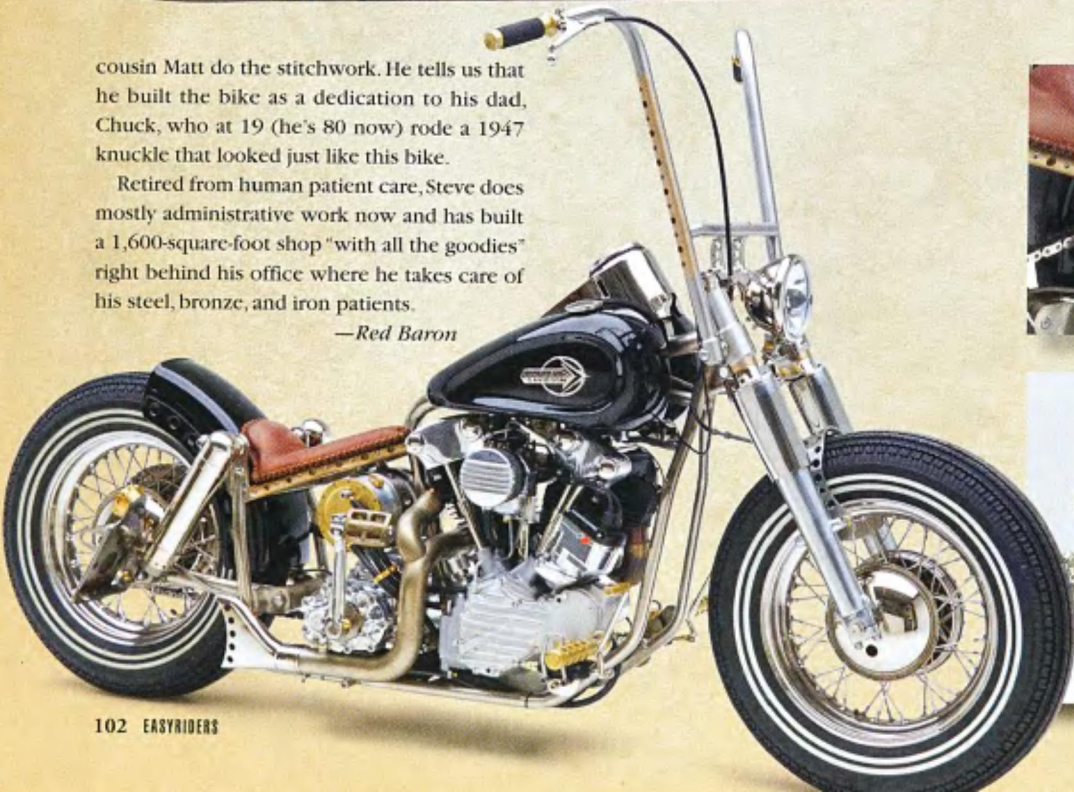




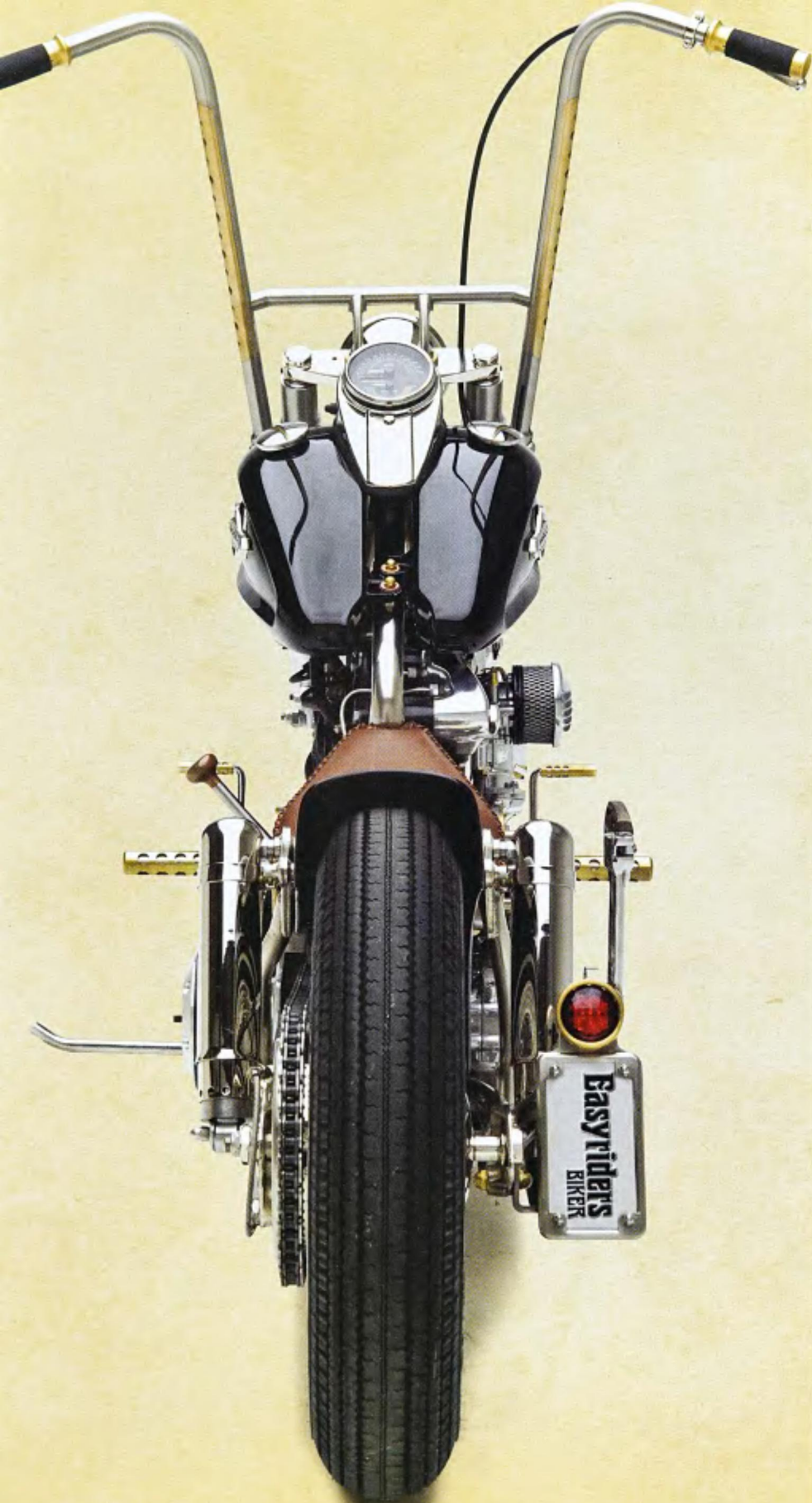
cousin Matt do the stitchwork. He tells us that he built the bike as a dedication to his dad, Chuck, who at 19 (he's 80 now) rode a 1947 knuckle that looked just like this bike.

Retired from human patient care, Steve does mostly administrative work now and has built a 1,600-square-foot shop "with all the goodies" right behind his office where he takes care of his steel, bronze, and iron patients.

—Red Baron







**Owner:** Steve Horn  
**City:** Oroville, California

#### **GENERAL**

**Fabrication:** owner  
**Year/make:** 1964 Harley-Davidson  
**Model:** FL knuckle  
**Assembly:** owner  
**Time:** 3 months  
**Chroming:** none

#### **ENGINE**

**Year/model:** 2009 knuckle  
**Rebuilder:** S&S  
**Ignition:** Morris Magneto  
**Displacement:** 93 cubic inches  
**Lower end:** S&S  
**Balancing:** S&S  
**Pistons:** S&S  
**Cases:** Fat Head Paver, S&S  
**Heads:** S&S  
**Cam:** S&S  
**Lifters:** S&S  
**Carb(s):** S&S  
**Air Cleaner:** Moon equip.  
**Pipes:** owner, stainless

#### **TRANSMISSION**

**Year:** 2009 Baker 6  
**Modifications:** N-1  
**Shifting:** jockey

#### **PAINT**

**Painter:** Jimi Evans  
**Type/color:** House of Kolor/black

#### **FRAME**

**Year:** 2009- 1964  
**Builder:** Harley-Davidson, Paughco, owner  
**Type:** wishbone  
**Rake:** 30 degrees  
**Stretch:** none  
**Shocks:** Harley-Davidson with lowers  
**Modifications:** 4-inch drop-seat

#### **ACCESSORIES**

**Bars:** owner, Jeff  
**Handlebar controls:** Barnett lever  
**Fender(s):** Harley-Davidson  
**Headlight:** Harley-Davidson  
**Taillight:** American Eagle  
**Speedo:** Harley-Davidson  
**Pegs:** Stevenson Cycle, Jeff  
**Electrics:** owner  
**Gas tank:** V-Twin, owner  
**Oil tank:** Jeff, owner  
**Oil system:** S&S  
**Seat:** Matt Horn  
**Grips:** Todd's Cycle

#### **FORKS**

**Type:** Harley-Davidson Glide  
**Extension:** none  
**Builder:** V-Twin Mfg.

#### **WHEELS**

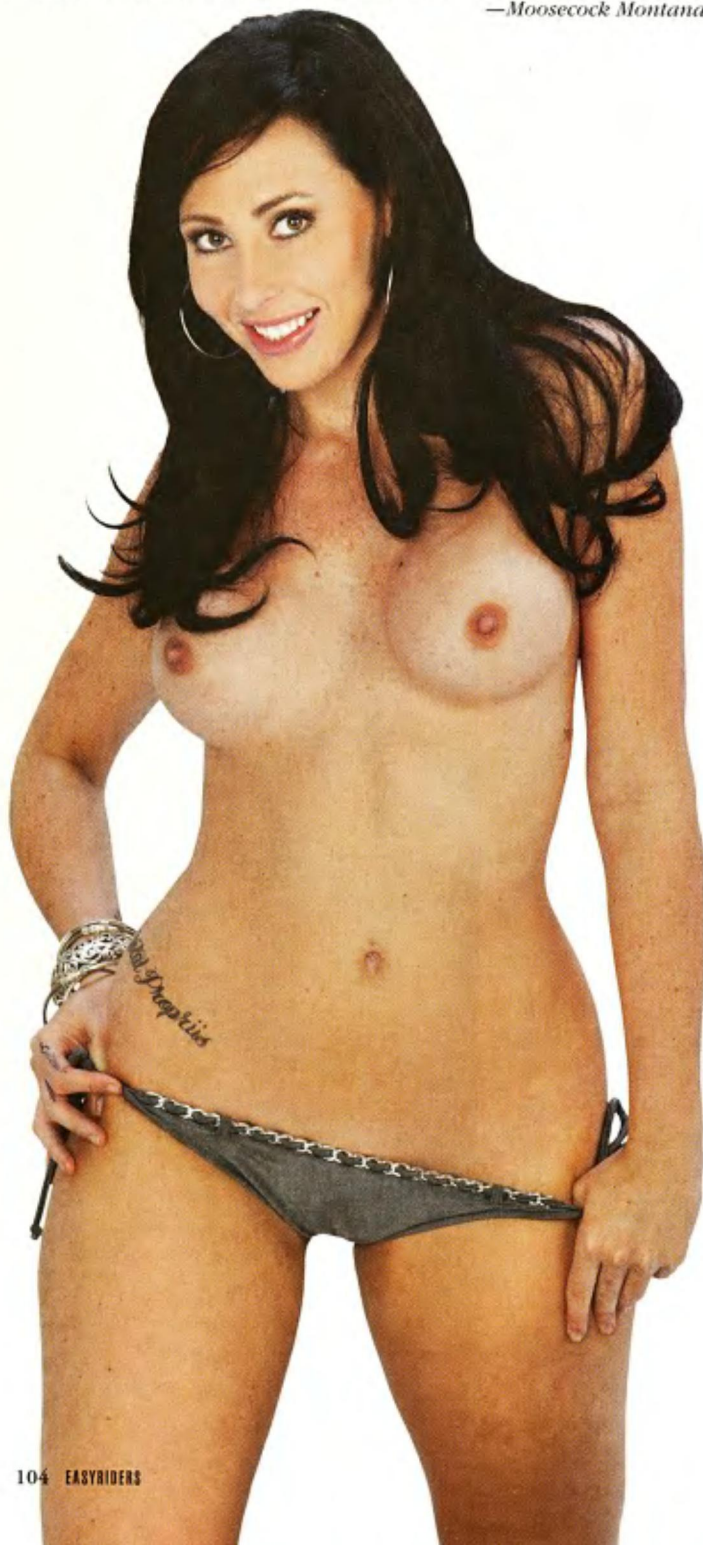
**Type:** Cycle Concepts 80-spoke  
**Size:** 3.5 x 16  
**Tire:** Coker  
**Brake:** PH-D  
**Photos:** Mike Chase



## Meet This Month's Winner!

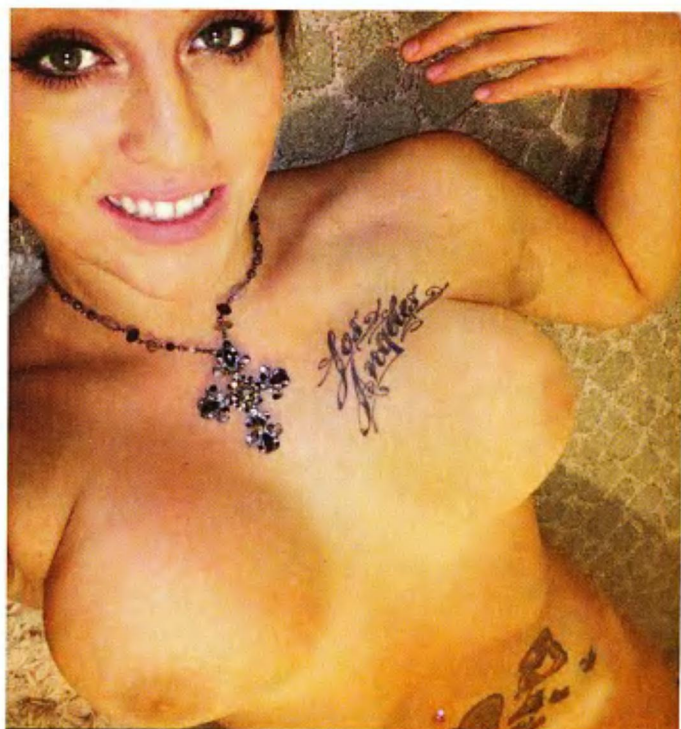
Cast your hideous gaze upon mama Mia from Miami, Florida. She'll make you slobber on your bobber over Nate Jacobs' 93-inch S&S pan. The cavity search begins on page 108. Bring lube.

—Moosecock Montana



#0401 Melissa Jo — Kentucky

*"There's no comparing a Harley to anything else, it's unlike any other. The thrill and freedom of just cruising is amazing."*



#0402 Kat — California

*"It was as if the bike was my body and the road was unknown territory. I was alive. I felt free and unstoppable."*





#0403 Erin — North Carolina

*"My first ride on a Harley was with my daddy when I was seven years old. I knew then I was gonna be a Harley Mama."*



#0405 Summer — California

*"I used to ride on the back of my dad's Harley. I loved it, and would cry when I had to get off."*



#0404 Penelope — Massachusetts

*"After the first night of riding, HE had the time of his life!"*



#0406 Shanna — California

*"I have always ridden on the fender, preferably without a seat. Two hours on the way to Venice Beach, my kitty purred the whole way."*



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

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

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

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

Please submit three to five color prints, color slides, or digital images (4x6 300DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publica-

tions, 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, Chloe from Arizona. Come back next time and read the full turgid story about a curious young lady and a Harbor Freight angle-grinder.

466

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Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: ( ) Cell Phone: ( )

Date of Birth: \_\_\_\_\_ I am \_\_\_\_\_ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: \_\_\_\_\_

Photographer's Name: \_\_\_\_\_

Address: \_\_\_\_\_

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





*"So how do you get a hard-on from just working on your bike?"*



# Bonafide Betty

HARLOT OF THE HIGHWAY

Nate Jacobs calls this bike "Bonafide Betty." "A really badass chick is called a Betty, but a bona fide Betty knows her way around the block," he explains. Nate and his Betty are notorious for tripping down the road together, traveling more than 700 miles from Tennessee along beautiful highway 231 to Fayetteville,





Arkansas. Surrounding himself by those who live and breathe the details of building a perfect custom scoot is how he managed to put this finely soiled harlot on the highway.

Just a few years ago Nate was in the mortgage business when he met Billy Lane. Billy asked him if he knew anyone who might be a





candidate as general manager for his then growing Choppers Inc. empire. Nate submitted his own resume. He got the job many of us can only dream about and the chance to learn from and admire the bike builder he respects most. It would be impossible for anyone to be around Billy without getting schooled in something unforgettable. When Nate looks at the lines of any project, he has learned to notice the details others usually miss.





For Nate, what matters most in a bike build is often done behind closed doors, like mating this S-series competitor clutch to a P-type motor. When running a bombproof Baker 6-into-4 transmission, this combination is not normally a direct bolt-up fit. After Nate took the clutch basket off of his lathe, it fit perfectly.

For Nate, what matters most in a bike build is often done behind closed doors.







He operates a stainless steel fabrication business and just had to make Betty's boisterous exhaust system out of 1 3/4-inch stainless pipe.

One sheet of 16-gauge cold rolled steel forms the gas tank, and you can believe getting the side panels mounted wasn't easy. Nate took a solid piece of stainless and welded nearly 40 acorn nuts on the inside of the tank. The wing nuts are held on by set screws with a drop of thread lock compound and are indexed for added visual appeal.

Nate feels that creating unique paint schemes for each bike project is best left to skilled professionals. Betty gets some of her good looks from the marvelous talents of Buck at Buckwild







Design Studio. Digging into his secret stash, he whipped out some rarely used copper leaf he had been saving for just the right project.

We are told this scooter runs like a scalded dog, and although there is no front brake, Betty is far from unstoppable. Which brings us to this month's nasty little Fox Hunt winner, mouth waterin' Mia of Miami (a mouthful in more ways than one). Photographer Don Rogers assures us that she is a bona fide Betty in her own right.

—Cheese Biscuit



**Owner:** Nate Jacobs (*above*)

**City:** Murfreesboro, Tennessee

**Fabrication:** Nate Jacobs

**Year/make:** 2011 Special construction

**Model:** Bonafide Betty

**Time:** 90 days

#### ENGINE

**Year/make:** 2008 S&S

**Model:** P series

**Displacement:** 93 cubic inches

**Ignition:** S&S

**Cam:** S&S

**Carbs:** S&S Super E

**Air Cleaner:** Freedom Machine

**Pipes:** Nate Jacobs

#### TRANSMISSION

**Year/make:** 2009 Baker 6-into-4

**Shifting:** foot

**Paint:** Buck at Buckwild Design Studio

**Type/color:** candy root beer, custom mix

**Special paint:** copper leaf

#### FRAME

**Year/make:** 2008 Santee

**Type:** rigid

**Rake:** 30 degrees

#### ACCESSORIES

**Bars:** Speedster bars

**Handlebar controls:** Nate Jacobs

**Fenders:** Nate Jacobs

**Headlight:** Nate Jacobs

**Taillight:** Jammer retro British

**Floorboards:** V-Twin, Nate Jacobs

**Foot controls:** Nate Jacobs

**Electrics:** Nate Jacobs

**Gas tank:** Nate Jacobs

**Oil tank:** Mooneyes

**Oil System:** S&S

**Clutch:** Bolt Drives Limited

**Seat:** Ryan Barrett

**Sissy bar:** Billy Lane

**Grips:** antique

#### FRONT END

**Type:** springer

**Extension:** stock

**Builder:** V-Twin

#### WHEELS

**Hub:** Harley-Davidson

**Size:** 21-inch front, 16-inch rear

**Tires:** Avon front, Coker rear

**Brake:** none front, Harley-Davidson rear

**Photos:** Don Rogers





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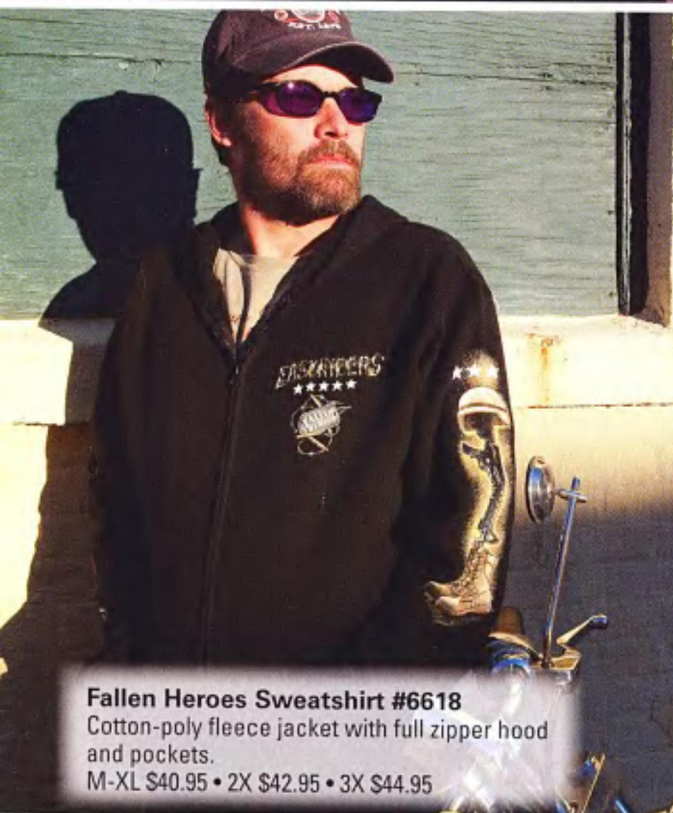


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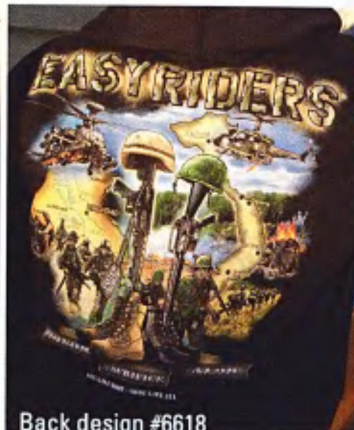


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Back design #5126



Back design #6618



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# MAKIN' SPARKS

OKLAHOMA  
BIKE WEEK 2011

Each year in mid-June, bikers from all over head for Sparks America Campground near Sparks, Oklahoma, for a week of wild debauchery and misbehavior known as Oklahoma Bike Week. Beer is cheap and available in abundance. Bike rodeo events and "people games" ensue during the day. At night, huge crowds gather in front of the stage to enjoy live music provided by such stars as Fran Cosmo, one of the lead vocalists for the group Boston in the 1990s. This year we made the 350-mile ride to Sparks in time to catch the second half of the week. It was a smooth ride all the way now that the last mile of road leading to the campground has finally been paved.

During the 2011 event, bike rodeo contestants and spectators had a great time in spite of hot, dry, windy conditions. To name a few, rodeo events included straw in the bottle, potato race, plank ride, balloon toss, slow ride, wienie bite, cherry bite, keg roll, blind man's ride, and insane tire drags. For those who didn't have motorcycles or were too drunk to ride them, there

were other events: keg toss for men and women; pickle licking (women only); dizzy race; newlywed game; and a few others. A little spice was added to the games by ladies who chose to compete topless. Don, the airbrush artist, was kept busy doing body art intended not to be hidden but proudly exhibited.

After Saturday's tire drags, it was time to roll out a long strip of heavy plastic and soak it with water in preparation for Sparks' signature event, the Titty Slide. Beer boxes were circulated through the charged-up crowd to collect prize money for the sliders who were well aware that clothes would create friction that would reduce their chances of winning a share of the cash and, of course, the glory. If you've never seen this event, imagine several semi-nude or fully naked ladies taking turns making a running start and a headlong dive in the attempt to glide gracefully to the far end of the slide—well, not always so graceful, but who gives a damn? The competition was spirited, and after several rounds some of the girls were sliding off the

end every time. All good things must end, so the decision was made to shorten the approach run in order to determine the winner.

A new attraction at Sparks this year was a shooting gallery called the Scooter Shoot. A metric dirt bike swung on a huge pendulum while biker marksmen took potshots at it with paintball guns. At one point, several biker babes formed a topless firing squad. That's something you don't see every day.

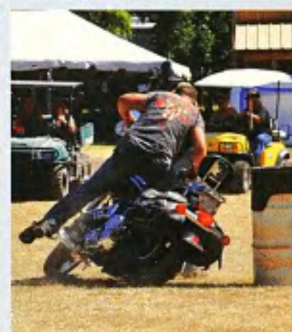
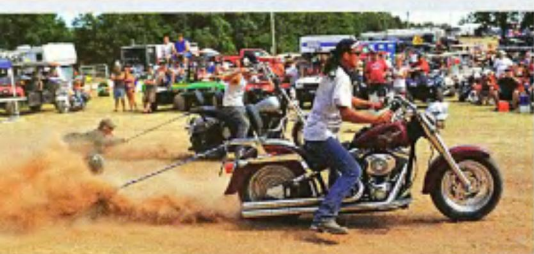
Plenty of vendors were on hand selling food, beads, and various other biker needs as well as providing services such as Duckman's bike detailing. During the heat of the day, the C.M.A. hospitality tent had lots of visitors who got some relief by standing in front of the large mister fan. The nightlife at this event is always a blast featuring music, nudity, and alcohol—a great combination.

Several other events take place throughout the year at Sparks America, and more info is available on its website [www.SparksAmerica.com](http://www.SparksAmerica.com).

—Stripe/Clean Dean

Photos: Dave Banter







# ReadersRides

## **E.J. & Amy Fitzgerald Middleton, Wisconsin 1973 Shovelhead**

More than anything, the Fitzgeralds love to paint, and they're not choosy about the canvas: anything goes from guitars to cars, even shovels—the kind that have handles and spades for moving dirt and the like—for former Greenbay Packer's Gilbert "The Grave-digger" Brown's foundation. And, of course, motorcycles.

As the owners of Cool Hand Customs, they've also started to build motorcycles, like this lovely shovelhead. "Basically, my wife and I spent the



last three months sleeping, eating, and breathing this machine," E.J. says. "We built it from the

ground up and are rather proud of it. We fabricated everything from the frame to the fenders to the battery box, oil tank, you name it."

What they didn't fabricate, they acquired elsewhere, like the bored shovelhead motor, the Ultima belt drive, the 1996 Indian tranny, and the Harley wheels and tires, for instance. While E.J. did most of the fabricating, Amy made sure the bike would actually run and have functional accessories. That's right, she handled the wiring and other electrical aspects.

And then, as one would expect, "I custom-painted the entire bike including the airbrush work on the tank and fender," E.J. says

—Tripper

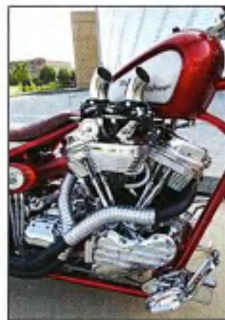




# Comin' At Ya

The amazing May issue of *Easyriders* (#467) is our Girls of Summer issue, jam-packed with a pleasing plethora of hotties from motorcycle events all over the country. We'll take you to the two-wheeled spectacle known as the *Easyriders* Charlotte Bike Show and also ride to a down home biker party.

Custom bike features will include the latest from Paul Yaffe, Luke Leatherwood, and a tribute to the late Christian Clayton of Sucker Punch Sallys. We'll bring you another mouth-waterin' Topless Tech Tip and stop in to visit Moto Artist Tony Roman Reyna. PLUS check out the latest *Easyriders* Roadware just in time for spring riding. All this and more is just a throttle twist away in the May issue of *Easyriders*. On sale April 3rd.



The March issue of *V-Twin* (#131) will take you to Vegas BikeFest and you'll also get a great Guide to Aftermarket Suspension parts. We'll showcase our Top Ten best old-school bobbers and choppers of the year, offer up a bunch of tech tips to keep your scooter runnin' as well as six sexy bike features.

On sale February 10th.



Go Rodeo in *In The Wind* (No. 149). The 24th year of dust and lust, the *Easyriders* Motorcycle Rodeo circuit begins in N.C. and ends at the Grand National Finals in Ohio. Then it's off to Biketoberfest, the Love Ride 28, and Rip City Riders' charity run. Check out sick T-shirts, oddball license plates, bikers Round Da World, and a near-naked hottie on a custom sled. On sale now!



Photos: Owner

## Lou Lehnert North Olmsted, Ohio 1964 Panhead

Housed in a former fire station built in the 1950s, The Gasbox is a shop in the Cleveland area where they pride themselves in building "handcrafted vintage motorcycles." Well, "they" being mainly Jesse Bassett, the shop's owner. This 1964 panhead is a prime example of what he does.

The bike apparently had been owned by the same person for 35 years before Lou bought it and brought it to Jesse. "This project started out when the owner bought the roller from a friend and decided to pull the powerplant out of the Duo Glide setup it was in," Jesse says. As a man with more than 12 years experience in metal

fabrication and anything mechanical (including engine rebuilding), he's got an idea about what to do with a bike like this.

Consequently, the list of ingredients reads as follows: a frame from Flyrite; a 2-inch-over front end; stock star hub wheels with drums laced to a 16-incher in the rear and a 21-incher in the front; and a Sportster gas tank that he tunneled. "The oil tank is a stock panhead," he says, "and the sissybar and exhaust were both fabricated." By you-know-who, of course.

There is also a bit of paint here, laid on by Michael's Colors, as well as a dab or two of chrome, ably handled by Jason's Show Quality Metal Finishing.

Did I miss anything? Hmm, let me take another look.

—Tripper

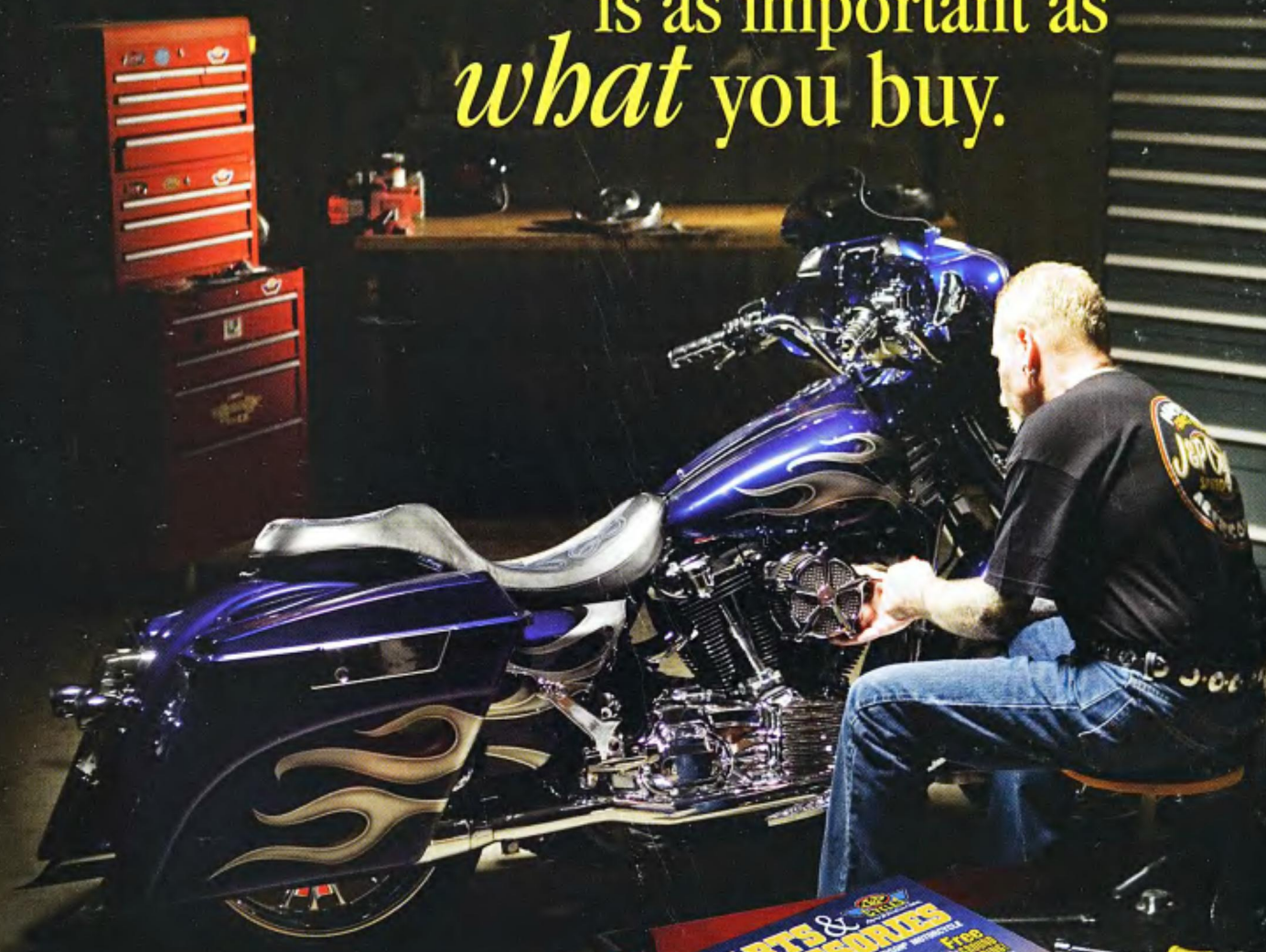


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