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PROGRESSIVE SUSPENSION: Rear Shocks

RUSS WERNIMONT: Outlaw Front Fender and
Gambler Rear Fender

S&S: E Series Carburetor

Gag

A news release from the U.S. Center for Disease Control warned of the dangers of *Campylobacter jejuni* bacteria infections on a sheep ranch. This infection occurs only among workers who use an old method to castrate the animals. The workers were strongly urged to stop biting off the sheep's genitals and instead use modern tools.



Good Try

A man decided to order a beer for himself at a bar, then decided he had something better to do before ordering the second beer. So he left, went down the street and robbed a bank. It was enough to bring back that beer thirst, so he went back to the bar and settled in for a much-needed buzz.

She's Pissed

These two broads (roommates) were watching the Judge Judy show. Apparently, Judge Judy said something that just didn't sit right with one of them, so she bludgeoned her roommate.

Temper Temper

A man was charged with assaulting his brother. During an argument, he allegedly bit his brother's nose so hard that cosmetic surgery was required. The next day he (the one who did the biting) sent his brother an email threatening to beat him "into blood pudding." (Wish they'd filled us in on what the argument was all about—my curiosity is peaked.)

Mr. Nice Guy

Two men who heroically pulled a woman out of a burning car wreck, surely saving her life, have sued her for the emotional and physical disabilities that resulted from the episode. They not only stopped voluntarily to help, but were the only ones on the scene capable of pulling her to safety. The fire was so hot that it melted one of the men's cell phones. The guy with the melted cell phone said he has suffered serious breathing problems and can't avoid dreams reliving the horrific episode. To add insult to injury, the woman subsequently admitted that she deliberately crashed the car in a suicide attempt.

Anger Management

A woman was ordered by a court to take an anger-management course to settle a charge of domestic violence. She sued the creator of the

course because a fellow attendee stabbed her in the arm during a classroom dispute.

Couldn't Deal

A just-married man excused himself the morning after his wedding (at a hotel following an elaborate reception), took a taxi to a river overlook, and jumped to his death. The man's suicide note said that he "couldn't take it any more." Amen, brother.



Nice Try

Two men were seen on a backyard surveillance camera trying to break into a home during the day when no one was at home. One of the men assumed a football position, then ran the length of the yard and rammed the back door. But the latch held and the impact sent him backward, leaving him on the ground, writhing in pain. The collision triggered an alarm, which gave the men time to get the hell out of there.

Lax Management

A metro transportation agency hired, as a financial consultant, a woman with multiple convic-

tions for bank fraud and who had been implicated in one of the city's largest heroin rings. The agency learned of her record but didn't see fit to either discipline her or remove her from her position. Other lax management issues revealed that an employee had been "storing" 70 unaccounted-for pieces of property (including computers and televisions) at his home for years, and after that news was announced, other employees began returning similar property.

Not Too Bright

A woman was arrested and charged with robbing a Burger King drive-through cashier. After her clean getaway, she called the restaurant to reassure herself that none of the witnesses had noted her car's license plate number. None had, but the police were able to find her by tracing the call through cell phone records.

Secret Info

The Government Accountability Office reported that the U.S. National Nuclear Security Administration postponed its crucial program to rejuvenate quarter-century-old Trident missile warheads because no one can remember how to make a key component of the weapons. This report came two months after the German Interior Ministry reported that over a 10-year period it had lost 332 secret files that were so secret that no one in the Ministry could recall what was in them.



A Vulture Factoid

Did you know that vultures can fly for six hours without flapping their wings? Well, now you do.



The Memory Department

An attorney placed an ad for his client in the local paper to give legally required pre-adoption notice to the unknown father of a girl (about whom the mother apparently recalled very little). The mother had told the attorney that the father "was about 5 feet 7 inches tall, with a light brown complexion and 'funny' shaped eyes," and the "date and place of conception was December 2002 at a house in Bolton, North Carolina, probably the second house on the left after turning left on the street just past Bubba's Club as you head east from Lake Waccamaw." Under state law, that man had 40 days from the placement of the ad to challenge the adoption of the child, now five years old.



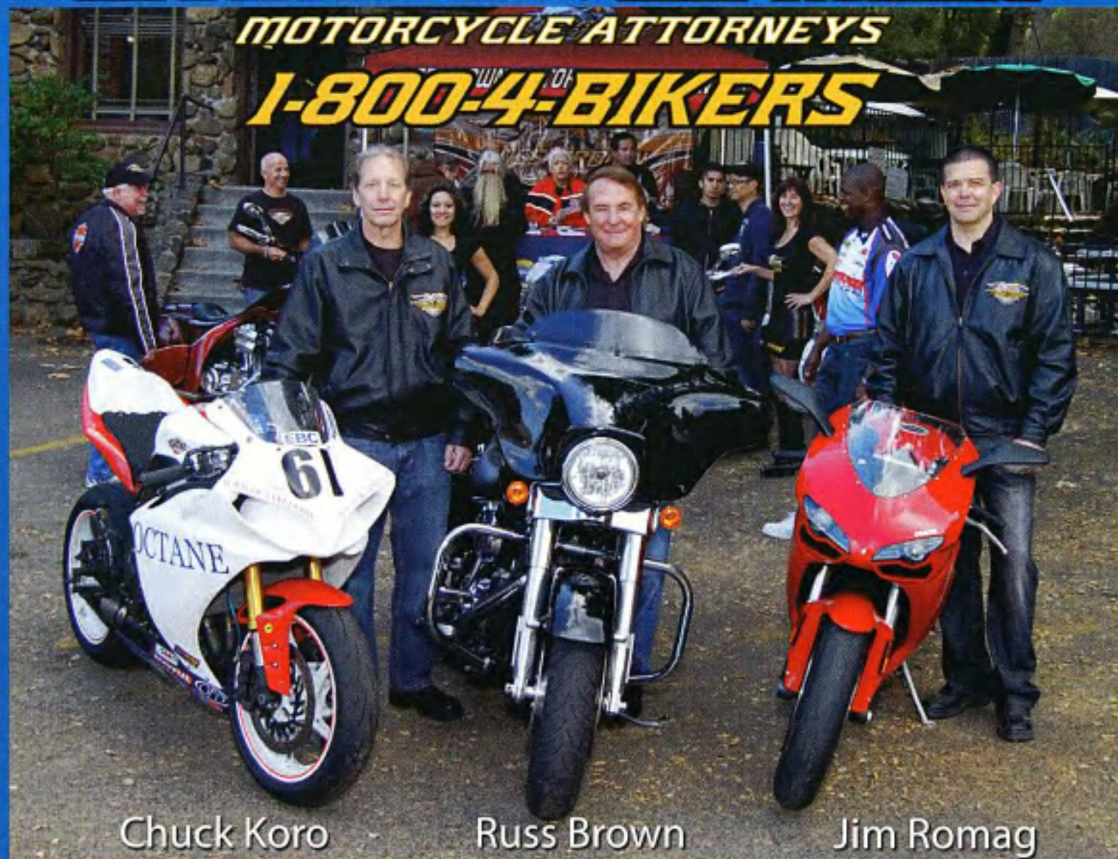
See more of the amazing Leilani
with Dan Filippello's 2010 Custom Chop
Bobber beginning on page 18.



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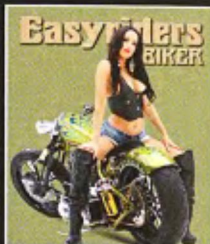
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 Special imaging
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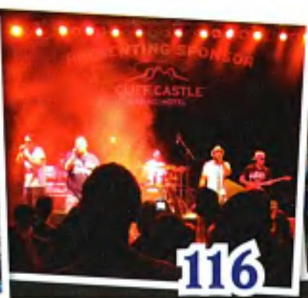
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It's actually
a very comfortable
riding bike thanks
to the combination of the
floorboards and
high bars.



Hot Off The Grill

George Duerr's Trim & Slim PYO Fat Boy

This is what happens when Paul Yaffe takes a brand-new, zero-mile Harley Fat Boy, trims off all the fat, leaves nothing but the muscle, and tosses onto the grill. The bike's called the "Cody Grill Bike" because its owner, George Duerr, wanted a new custom to help spotlight his bar and grill called Cody's—a popular watering hole for riders located about 30 miles from Phoenix in Cave Creek. "George liked the look of the Discovery Channel 'Phantom' bike I built in 2000 and wanted something long and low. He had just bought a brand-new Fat Boy and asked if I would be interested in customizing it. I said, 'Sure, bring it on by the shop and we'll chop it and stretch it and make it similar to the Discovery bike.'"

The Fat Boy rolled in as if fresh off the showroom floor, at which point the Paul Yaffe Originals (PYO) crew started the transformation by cutting off the ends of the frame but retaining the factory center portion and powertrain. The Softail's frame was converted into a single downtube design with a new swingarm to accommodate a fat rear tire. "Then, as it happens, the bike took on a life of its own," says Paul. "We did something a bit different by adding floorboards and a pair of high-rise apehanger handlebars. We also added the leather inserts to the gas tank that look like they're riveted on. It turned out to be a super fun project. We love taking stock bikes and turning them into something completely different."

The wheels are a pair of Paul's High Roller designs that include the letter "C" for the Cody's Grill logo, a 23-incher up front, an 18 on the rear. The rest of the bike, dressed in gloss black and brushed aluminum, offers a chrome-free,





"It handles great thanks to the rake and trail geometry."

For the past few months, the bike was on display at the special motorcycle exhibit held at the Kansas City Union Station. As of this writing, PYO is exchanging the tank inserts for a new set that looks like wood from an antique barn as the bike now figures into promoting George's new project, a spice-infused flavored tequila that's prompted renaming the bike "Dirty Tequila" after the new beverage. The plan is to unveil the revised version at Arizona Bike Week in April 2012. —Paul Garson

no-nonsense look. Thanks to the adjustable air ride, the bike can be slammed about an inch and a half off the ground with a seat height of barely 18 inches. "It's actually a very comfortable riding bike thanks to the combination of the floorboards and high bars," Paul tells us.



We love taking stock
bikes and turning them
into something completely
different.





Paul Yaffe



Owner: George Duerr
City: Cave Creek, Arizona
GENERAL
Designer: Paul Yaffe
Fabrication: Paul Yaffe Originals (PYO)
Year/make: 2010 PYO custom
Model: Fat Boy (Cody Grill Bike)
Assembly: PYO crew

Time: 8 months

ENGINE

Year/make: 2010 Harley-Davidson
Displacement: 96 cubic inches

Cam: factory

Ignition: Twin Tech

Pistons: stock

Heads: Harley-Davidson

Lifters: factory

Carb(s): Harley-Davidson EFI

Air cleaner: PYO

Pipes: PYO, SuperTrapp

TRANSMISSION

Year/make: 2010 Harley-Davidson

Modifications: none

PAINTING

Painter: AJ's Custom Paint

Type/Color: House of Kolor/black

FRAME

Year/make: 2010 Harley-Davidson/
 PYO

Rake: 48 degrees

Stretch: 7 inches

Shocks: Shotgun air ride

ACCESSORIES

Bars: Yaffe Monkey Bars

Handlebar controls: Performance Machine

Fenders: PYO

Headlight: Headwinds

Taillight: PYO

Floorboards: PYO

Electrics: PYO

Gas tank: PYO

Oil tank: PYO

Oil system: Harley-Davidson

Seat: Guy Thieman

Mirrors: PYO

Grips: PYO

FORKS

Type: hydraulic

Extension: 6 degrees rake

Builder: Harley-Davidson,
 PYO

WHEELS

Size: 23-inch front,

18-inch rear

Wheels: PYO High Roller

Tires: Avon, 260 rear

Brakes: Performance Machine

Photos: Michael Lichter

Contact: Paul Yaffe Originals
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VIRGINIA POISED TO PASS SEVERAL LAWS FAVORING MOTORCYCLISTS:

For 40 years Virginia has one of two states that bans motorcyclists from riding side-by-side in a single lane. The rationale for the law is lost in antiquity, but some surmise that it is rooted in fears from old bike movies which showed menacing motorcycle "gangs" in the 60s terrorizing the highways. The proposal, sponsored by 26th District Delegate Tony Wilt and 18th District Delegate Michael Webert, sailed through the transportation committee and, overwhelmingly, through the House. In other Virginia news, a bill banning motorcycle-only checkpoints, HB187, submitted by Del. Todd Gilbert passed the Transportation committee unanimously and is now headed to the full house. Sources: WTVR; Virginia Coalition of Motorcyclists, Tom McGrath

WHILE WE ARE ON THE SUBJECT OF MOTORCYCLE CHECKPOINTS:

The latest version of the federal highway spending bill, which allocates long-term funding for road construction and highway programs, has dropped funding for checkpoints targeting while motorcyclists thanks to the efforts of Rep. Sensenbrenner and Rep. Tom Petri, both of Wisconsin. Sensenbrenner commented, "We need to focus on proven methods of motorcycle safety, including crash prevention, rider education, and training and proper licensing. Motorcycle-only checkpoints are an intrusive governmental overreach that place an undue burden on riders while doing little to actually improve safety." He added, "It is encouraging to see that the transportation reauthorization bill will encourage more efficient use of taxpayer dollars and smart motorcycle safety policy." Source: Motorcycle Riders Foundation

NEW PUSH IN NEW HAMPSHIRE TO LIMIT MOTORCYCLE NOISE:

Last month we touched upon the case in which Seacoast Harley-Davidson took on the North Hampton's noise ordinance banning motorcycle sound emissions above 80 decibels, which flew in the face of the state law that specifies 106dB. The court ruled in favor of the Harley dealer. Rep. Michele Peckham had introduced HB1442, to lower the maximum noise

The New Hampshire Motorcyclists' Rights Organization (NHMRO), as well as Imre Szauder, governmental affairs manager for the AMA, have entered the fray with another suggestion—that the state adopt the SAE J2825 testing method, which the AMA has been supporting as an alternative to the federal testing method. We have talked about this in this column previously when it was in *BIKER* magazine, and the dangers of that approach. The purpose of SAE J2825 is to make it easier for law enforcement to measure exhaust noise, and the argument that such groups as Biker Of Lesser Tolerance (BOLT) and Riders For Justice make is that we should not load our enemy's guns for them. The federal standard requires a rolling test in a testing laboratory with specialized equipment and strictly controlled conditions to accurately measure sound emissions. The SAE J2825 test allows an officer to measure sound on the side of the road with minimal equipment, and the ambient noise in the area is added to the total.

Transportation Committee chair Rep. Sherman Packard, who is also a member of NHMRO, proposed a bill amendment that would increase the limit from 82 to 92 decibels, measured while idling. This proposal received support from the motorcyclists gathered at the hearing. However, his suggestion that communities who did not possess sound testing equipment be able to issue a notice of violation and riders be required to take the vehicle to an inspection station, was not so well received. The *Nashua Telegraph* reports that more than 200 motorcyclists packed a hearing to voice opposition to the original Peckham bill's "impractical" and overly-harsh limits." Source: *Boston Globe*, *Nashua Telegraph*

QUOTE OF THE MONTH

"We thought about it for a long time, 'Endeavor to persevere.' And when we had thought about it long enough, we declared war on the Union."

—Lone Watie

The Outlaw Josie Wales

produced by a motorcycle from the current 106 decibels to the federal standard of 82 decibels. The proposal would have only applied to motorcycles manufactured after January 1, 2013, and would have required those motorcycles to have the original factory-installed exhaust system, or one which bears an EPA-compliance sticker. It also prohibited tampering with the exhaust system of bikes built after that date.

CONTINUED NEXT PAGE

Biker News CONTINUED

ABATE OF FLORIDA'S STIFFER PENALTIES BILL: Senator Greg Evers has filed FL SB1754 "Traffic Offenses" on behalf of ABATE of Florida. The bill would create stiffer penalties for motorists that cause bodily injury or contribute to the death of pedestrians, operators or passengers of motor vehicles or motorcyclists. These penalties include stiffer fines, revocation of driver licenses, driver improvement classes, and incarceration. What the bill doesn't provide for is compensation for the victims, so the end result of the legislation is simply more money for the state. Our man in Florida, John "Rogue" Herlihy, is suggesting that any bill include, at a minimum, that victims and or their families should receive the money from the penalties, or at least that it be put into a fund that will help victims., saying, "The state of Florida should not profit from the injury and or death of its residents." The bill has passed the Senate Transportation Committee 7-0. Source: ABATE of Florida, Rogue

IOWA HELMET LAW DEFEATED: The teens who were trying to get a helmet law passed for moped and scooter riders have had their efforts defeated in the Iowa Senate. SB2085 would have required scooter and moped riders under 18 to wear a helmet or face a \$100 fine. Many rights advocates spoke against the bill, including Mark Maxwell, a

lobbyist for ABATE of Iowa. Only one of the groups that supports the bill, the Brain Injury Association of Iowa, spoke in favor of the bill, which convinced the legislators that there wasn't enough support to get it passed. Senator Brad Zaun, who had a brother die in motorcycle accident, said, "I think it's a good idea to wear a helmet, [but] it's getting to the point where we're going to have to bubble wrap everyone just to protect them from everything. I think there's got to be some common sense here." Source: Iowa City Press Citizen

TENNESSEE LOOKING AT HELMET LAW MODIFICATION: House Bill 2661, the "Motorcyclist Liberty Restoration Act" would allow motorcyclists over the age of 21 to choose whether or not to wear a helmet. If passed, it will take effect July 1, 2012, just in time for Independence Day. The act, by Rep. Judd Matheny and Sen. Mike Bell is set to be heard by the House Transportation General Subcommittee on February 21. The American Automobile Association (AAA) and insurance groups have their guns trained on this one, with major editorials and opposition appearing all over local media. Attempts to modify the law in previous years have been defeated repeatedly in the Volunteer State, so this will be a tough fight. Sources: Tricities.com; www.volunteertv.com

QUANTITY OVER QUALITY: The Advocates for Highway and Automotive Safety (Advocates) has recently started its annual campaign to rate the states for highway safety, based upon the number of basic traffic safety laws they have on the books. States get higher marks for having more laws pertaining to things like primary seat belt enforcement, mandatory helmet requirements, interlock devices for first-time DUI offenders, and cell phones/texting. The premise is that more laws will lead to safer roads. One key factor the group ignores is that fatality rates have been steadily in decline since 1995, the year that the 55 mile-per-hour speed limit was repealed.

A president of the group, Jacqueline S. Gillan, in an interview on Ohio radio acknowledged, "We didn't look at fatalities... we just looked at how well states were doing in passing what we consider some of the most basic highway safety laws."

The group picked on Ohio in particular because the state lacks a primary seat belt law, and only requires motorcycle helmets for riders 17 and younger. However, Ohio's fatality rate is far below the national average, and is better than North Carolina, Louisiana, and Kansas, which rank on the top of their list for passing those laws.

The National Motorist's Association opined recently: "So what good is Advocates' ranking system if it doesn't identify true safety needs or offer any real solutions? A clue comes from the group's name. Many organizations with names that highlight 'highway safety' or 'safer roads,' etc., are backed by organizations with a vested interest in fomenting public hysteria and/or the passage of more restrictive traffic laws."

The Advocates membership list is composed of insurance companies, consumer safety groups, and Mothers Against Drunk Driving (MADD). The Advocates press releases are currently targeting Arizona, Mississippi, Montana, Nebraska, Ohio, South Dakota, Virginia, and Wyoming. Take the time to review the issues so you can debunk their arguments when they do. Source: National Motorists Association, www.motorists.org

SUPREME COURT RULES ON GPS TRACKING:

Police in Washington D.C. had attached a GPS tracking device to a suspect's car and tracked him for a month without a warrant. An appeals court ruled that this constituted an illegal search and seizure, and thus was a violation of the Fourth Amendment. The Supreme Court affirmed the decision unanimously. However, the majority based the decision on the narrowest basis: that the placement of the device on the vehicle constituted trespassing,



"Count yourself lucky. He used to SHOOT the messenger!"

while ignoring the greater question of what protection that citizens possess in regards to other high-tech tracking methods the police might use. Justice Sonia Sotomayor, in a separate opinion stated: "With increasing regularity, the government will be capable of duplicating the monitoring undertaken in this case by enlisting factory- or owner-installed vehicle tracking devices or GPS-enabled smart phones. In cases of electronic or other novel modes of surveillance that do not depend upon a physical invasion on property, the majority opinion's trespassory test may provide little guidance." Experts say that the decision will give carte blanche for cops to try and find a way around the ruling.

Justice Samuel Alito also wrote his own opinion saying that the majority disregarded what is really important in attaching great significance to something relatively minor, while ignoring the possibility that the government might require GPS tracking in every vehicle, against which, he said "the court's theory would provide no protection." Source: Bob Sullivan, MSNBC

SHOPLIFTING LEGISLATOR PLEADS NO CONTEST:

California Assemblywoman Mary Hayashi avoided a felony grand theft charge after arguing that a brain tumor affected her judgement on the day of the shoplifting. The charge was reduced to a misdemeanor. The plea avoided a judgement that would have forced her out of her job, forfeiting the lucrative pay that goes with it. Security cameras clearly showed her passing by multiple cash registers on her way out of the store with a blouse, skirt and a pair of leather pants worth a total of nearly \$2,500. The brain tumor is described as "...benign, and can be taken care of and addressed with medication...so it no longer is affecting her." Good to see that a theft conviction won't keep her from doing her day job, mulcting the taxpayers. Source: *Sacramento Bee*

NEWS FLASH: *I'm now involved in bringing back our long-lost Easyriders Video Magazine from the seeming dead, with all-new original content, just in time for next month's Easyriders. Be sure to check it out at the newsstand, and if you are a loyal subscriber, we haven't forgotten you, we'll be presenting it on the web as well. So, while some on-again, off-again weather isn't keeping this scooter jockey from the saddle, the workload between all the new projects we have bumming at the magazine is beginning to cut into my riding schedule. We will endeavor to persevere.*

—Kit Maira

IN YOUR BEST INTEREST?

In 1998 our federal government entered into a treaty with the United Nations: Global Harmonization of Motorized Vehicles based on European Standards; within this agreement is what is known as Working Party 29 (WP29). WP29 focuses on vehicle safety (including motorcycles) and environmental regulations.

In 2000, Tim Hoelter, V.P. Harley-Davidson, wrote to his fellow members in Harley Owners Group: "Harmonization—global standards on vehicle design and test procedures—is probably the single biggest issue facing manufacturers today."

In 2001, the United Nations granted non-governmental status to the American Motorcycle Association (AMA) and, in 2002, conferred the same status to Motorcycle Riders Foundation (MRF) to coordinate directly with "Working Party 29."

A lot of WP29 is the regulation of sound emitted from motorcycle exhaust. A few of us, who absolutely know that loud pipes save lives, also know of the responsibility of riding with loud pipes. But as with guns, every time some knucklehead does something stupid, ignorant politicians will create a law to impress a few of their friends, or maybe just to impress other bureaucrats who want to control the world.

In California, we have nine vehicle noise/muffler violation laws on the books. With the passing of SB435 we are about to have 10. SB435 is in direct response to Working Party 29. In a letter from Ken Feith of the EPA, written to BUB Enterprises in 2010, the EPA's "inspection" of BUB was to make sure aftermarket motorcycle pipes are in compliance with the forthcoming global regulations Working Party 29. SB435 becomes law in California in January 2013.

But it appears that is not enough. We need more regulations to make sure we all behave under this new global "we know what's best for you" harmonization. Or as the AMA has put it "We can't think of a better way to establish a test procedure that's fair to all concerned (i.e. motorcycle owner, law enforcement, courts etc.) than this one." "This one" is SAE J2825, and the use of decibel meters on roadside stops for sound testing.

In my many years of fighting for my constitutional rights as a motorcycle rider, I can tell you for a fact, law enforcement and the courts are rarely "fair" when it comes to motorcycle riders.

Working with AMA and MRF in the endorsing of SAE J2825 is an organization

called DPS Technical Inc. This organization is located in Upland, California. DPS has for the past several years, been instructing and illustrating the testing methods of SAE J2825.

DPS Technical puts on classes to train/certify those who want to be involved in sound testing of off-road vehicles, otherwise known as SAE J1287. Yes that is correct; the AMA and DPS Technical are directly responsible for the sound testing of off-road motorcycles.

But what is extremely alarming is the fact the DPS Technical has been training California Law Enforcement in the noise testing of *street* motorcycles. SAE J2825 is not a legally acceptable practice in California, yet at least two police departments have been issuing citations using this method. Those police departments are Elk Grove Police Department and Citrus Heights Police Department; so much for "fair to all." For any of us who know when a cop is writing a citation that is incorrect and we inform them, the typical response is "tell it to the judge."

Where did the police departments get the funds for training and for those expensive sound meters? According to DPS Technical the Type 1 (required for law enforcement) sound testing kit costs approximately \$7,500. It appears that the California Office of Traffic Safety (OTS) gave a grant to Citrus Heights P.D. and one to Elk Grove P.D. In speaking with the OTS, this was a one-time grant and it does not intend to issue further grants for sound testing equipment. I wonder who profits if all police departments start purchasing Type 1 sound testing equipment?

But wait, there's more. Not only does DPS Technical certify law enforcement in the sound measurement methods of SAE J2825, it also instruct them on how to win in court. It has a checklist and makes this part of the classroom instruction—not just the testing procedure, but what is needed in case motorcyclists plead "not guilty." I forgot, "fair to all."

Are the AMA and MRF motorcyclist rights organizations? Forcing regulations based on SAE J2825 would be like the NRA endorsing more gun laws. I guess SAE J2825 is the AMA's and MRF's response to Working Party 29. I wouldn't be a bit surprised if the American Motorcycle Association announces a new joint effort with the EPA for more regulations (in your best interest, of course).

—McBolt, *Bikers Of Lesser Tolerance, California (BOLT CA)*

DANIEL FILIPPELLO'S FIRST-TIME WINNER

Bulletproof

"Without my buddies I never would've been able to do this bike.

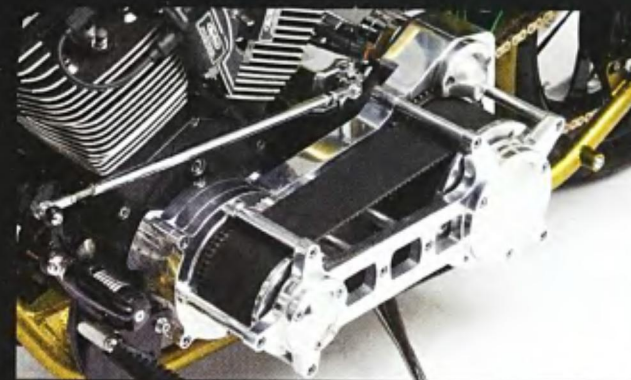
It sure wouldn't have turned out looking anywhere near as good as it does."

Dan Filippello is quick to give credit where it is due, to his pal Tom Polito, who became the guiding light throughout this sweet little rigid's construction and to Neil Cuomo, who finished it all up with one over-the-top paint job. Dan owns and runs an auto repair shop in Albany, New York, a family business he took over about six years ago. This is the first custom bike he has ever built. "And I don't know why I waited so long," he says. "It was as an absolute blast. I loved every minute of it!" Apparently so, because now

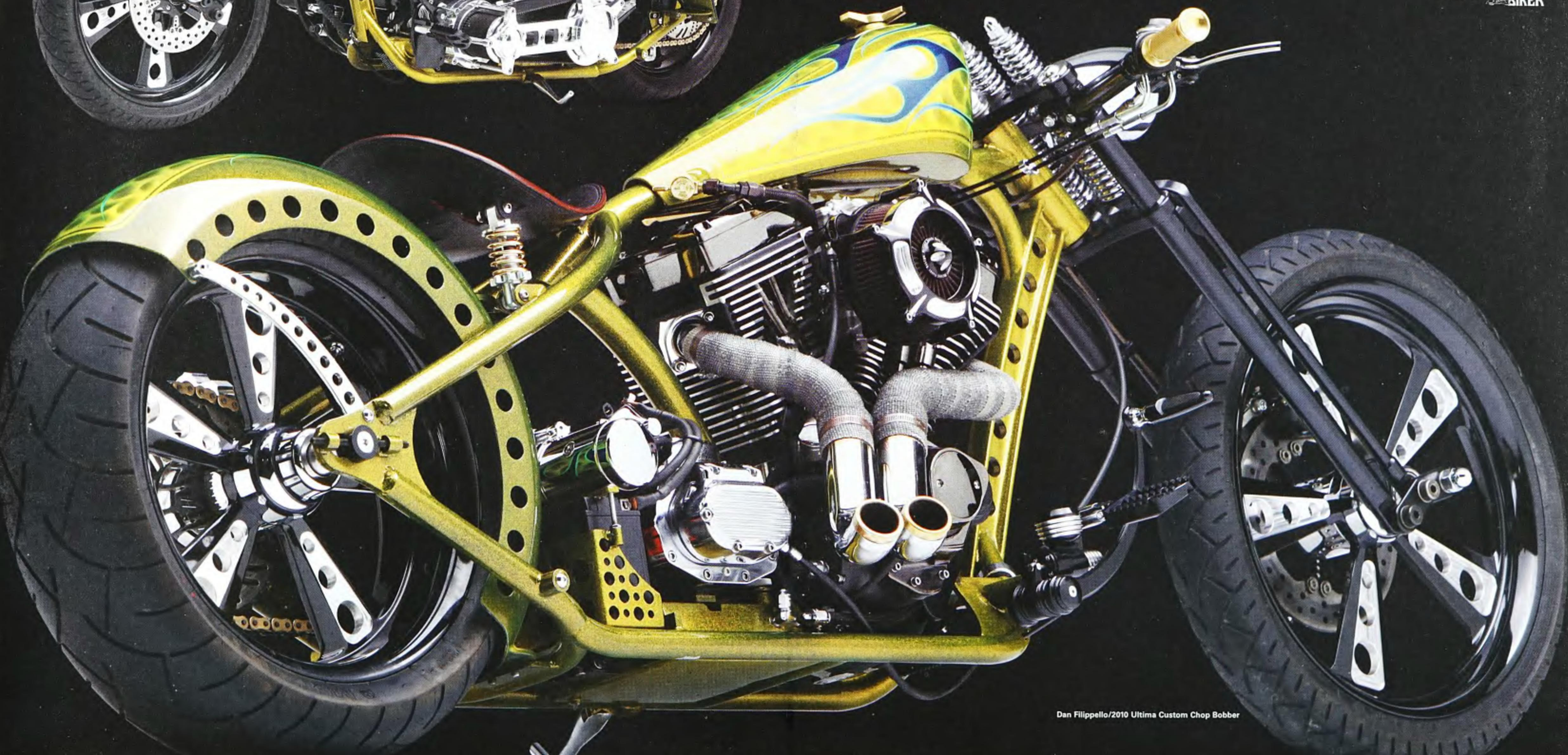




This month's *Easyriders* girl is long-legged Leilani from the exotic island of New York. Okay, she's not really from an island, but with a name like Leilani, you expect tall tropical drinks with pineapple and little umbrellas in 'em.



Eas riders
BIKER



that this Lime Gold and Oriental Blue first effort is out of the way, Dan is mapping out plans for his next custom.

"Tom definitely kept me on the straight and narrow during the whole project," Dan tells us. Although he has been riding since he was a teenager (mostly on stockers and imports), "I got a real education on customs here, what goes with what and, just as importantly, what doesn't go with what. I owe all that to Tom who helped me pick out the parts." The shopping list started with a Twisted Choppers frame and springer front end, an Ultima 127 power package with a matching 6-speed tranny, and a pair of HHI Fuelie wheels. Dan's vision for this scooter was for it to be loud and right in your face!

As good as this bike looks, Dan says there is remarkably little one-off fabrication work. "I did some welding for tabs and mounts here and there, making up a few spacers, stuff like that." He did get to break out the tools to rework the Twisted Choppers tank a little bit, though, filling in what he saw as some unsightly gaps after it was mounted and then making up his own set of clip-on handlebars. "Other than that," Dan says, "it was pretty much a bolt-together deal. And we did it all right here in the shop, working on it on and off for about nine months."

"The thing runs beautifully," Dan says proudly. "It handles like a dream, it's perfectly balanced, it stops great, and it's fast! Really fast."

"I don't know why I waited so long to build a custom," Dan Filippello says. "It was as an absolute blast!"





The bike doesn't weight much at all and that 127-inch motor makes it feel like a rocket!" On top of that, nothing has ever gone wrong with this bulletproof bike. There hasn't been a single problem that has cropped up since day one. And Dan Filippello can take credit for that because, while his buddies might've helped out with the big-picture planning and the final painting, it was Dan himself who took care of everything in between.

—Joe Kress

I got a real education on customs here, learning what goes with what and, just as importantly, what doesn't go with what.





Dan Filippello



Owner: Dan Filippello

City: Albany, New York

GENERAL

Designer: Tom Polito

Fabrication: Dan Filippello

Year/make: 2010 Custom

Model: chop bobber

Assembly: Dan Filippello

Time: 9 months

Chroming: none

ENGINE

Year/make: 2010 Ultima Custom

Displacement: 127 cubic inches

Ignition: Ultima

Cam: Ultima

Carb: Mikuni HSR45

Air cleaner: Roland Sands Design

Pipes: Exotic Choppers

TRANSMISSION

Year/make: 2010 Ultima

Shifting: 6-speed

PAINTING

Painter: Cuomo Custom Graphix

Type/color: House of Kolor/Candy Lime Gold, Oriental Blue

FRAME

Year/make: 2010 Twisted Choppers

Type: Speedster

Rake: 42 degrees

Stretch: 4 inches out, 2 inches down

Shocks: none

ACCESSORIES

Bars: Dan Filippello

Handlebar controls: Arlen Ness

Fenders: Twisted Choppers

Headlight: Wyatt Gatlin

Taillight: Fab Kevin

Pegs: Joker Machine

Foot controls: Joker Machine

Gas tank: Twisted Choppers

Oil tank: Twisted Choppers

Seat: Anvil Customs

Grips: NYC Choppers

FRONT END

Type: springer

Builder: Twisted Choppers

WHEELS

Make: Hawg Halters Fuelies

Size: 21-inch front, 18-inch rear

Tires: Metzeler ME880

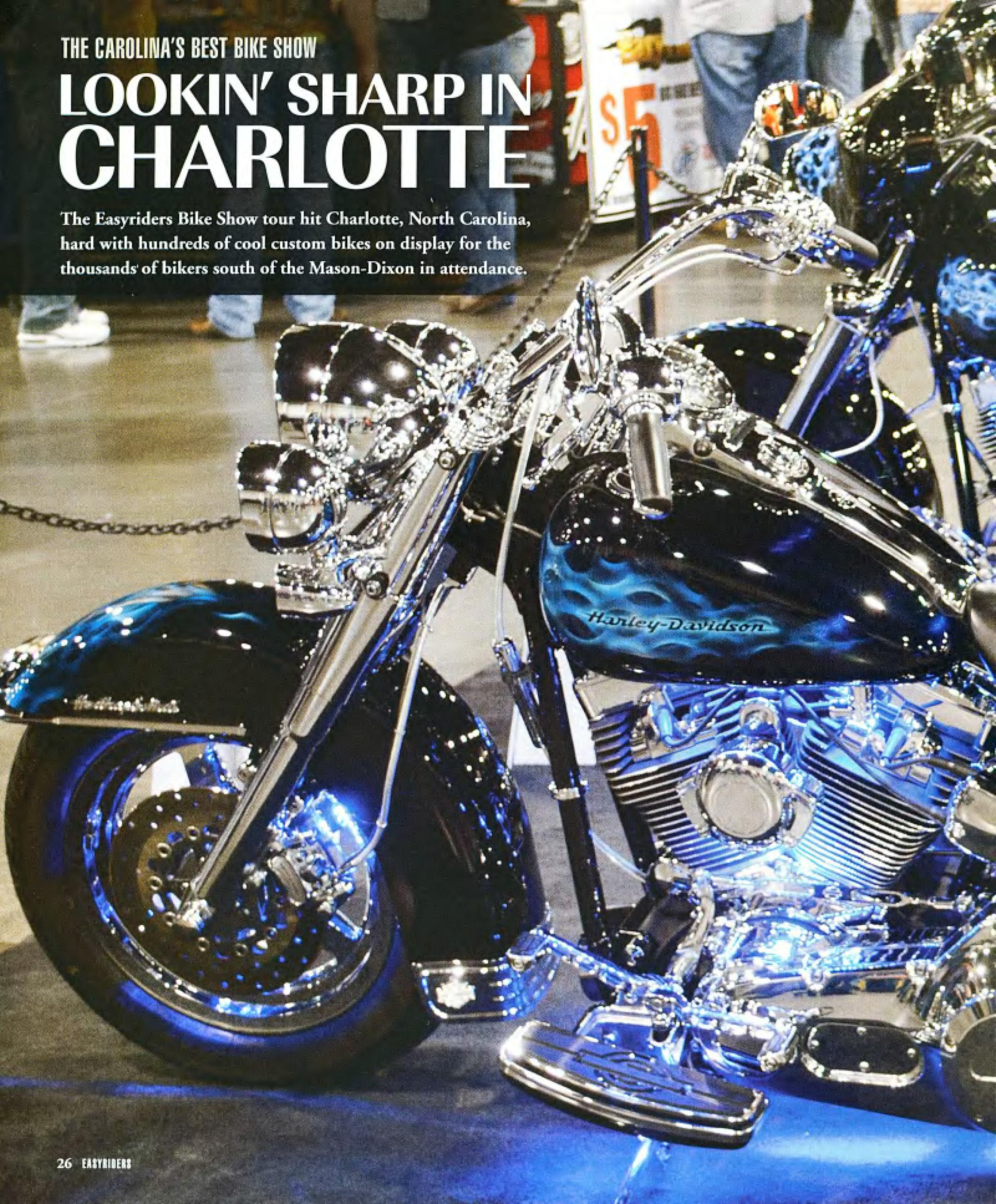
Brakes: Hawg Halters

Photos: Dino Petrocelli

THE CAROLINA'S BEST BIKE SHOW

LOOKIN' SHARP IN CHARLOTTE

The Easyriders Bike Show tour hit Charlotte, North Carolina, hard with hundreds of cool custom bikes on display for the thousands of bikers south of the Mason-Dixon in attendance.





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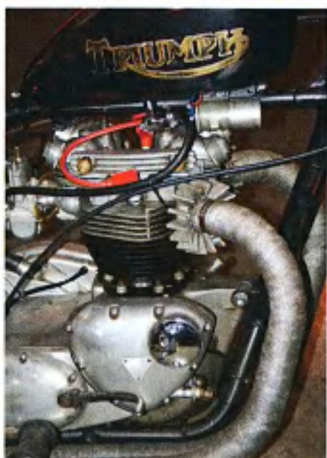


On January 21 and 22 the Charlotte Convention Center rocked with the sounds HEMME, and the rafters shook with the prancing hijinks of the Purrfect Angelz at this gallant gathering of the south's most amazing motorcycles.

New to the tour this year was a display of hard-chargin' women's roller derby rock 'em and sock 'em action. Folks lined up to meet the stars of the hit FX TV series, *Sons of Anarchy*. You could get a photo and an autograph from Tommy "Chibs" Flanagan and Winter "Lyla" Zoli. You could also meet Michael and Angie from TruTV's *Full Throttle Saloon* show. And if hanging with master bike builders appealed to you, Paul Yaffe, Shannon Davidson, and Kendall Johnson were holding court, always happy to meet and greet.

The custom creations on display were divided into two main categories: People's Choice and Judged. Everyone who came to the show







was allowed to vote for their favorite scooters while the Judged Class was presided over by the editors of *Easyriders* magazine. Judging is never an easy task at these shows, but Charlotte bike builders truly pulled out all the stops to keep our judges busy. In all, 59 trophies were awarded in the motorcycle classes. That included many new classes to the show this year like: Old-School Bobber and Chopper, Modified Stock Touring, Three Wheeler categories, and even Sportster Class. Besides two-wheeled treats, the hall was filled with classic hot rod and rat rod cars with their own trophies to win.

Best of Show winners in the People's Choice Class included Sam and Terry Banta's 2003 Road King, Joe Cruz' 2011 Street Glide, and Richard Wright's 2012 Chopp Shop Softail. In the Judged Class, top honors went to Michael Lewis for his 1971 rigid, Charlie Trapassp for a bike he calls Plum Crazy, and Chris Wade's 1953 panhead. Not only were these builders awarded trophies and prizes and invited to our grand finale bike show in Columbus, Ohio, in February, but many will have their bikes shot for a bike feature right here in *Easyriders* magazine. For many up-and-coming builders, that's the greatest achievement of all.

—Dave Nichols



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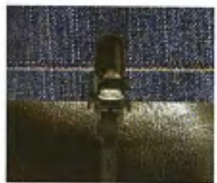
AIM 2624



BARNETT SCORPION "UNDER COVER" LOCK-UP CLUTCH

All new from Barnett is the Scorpion "Under Cover" lock-up clutch. This clutch has added capacity to handle today's big inch motors and it is designed to fit under the stock primary cover with no modifications required. This clutch features a fully adjustable billet aluminum lock-up pressure plate and multiple sets of heavy-duty coil springs for a wide variety of spring pressure options. The adjustable lock-up arms allow the use of lighter springs resulting in reduced lever effort. Also included are a steel hub, carbon friction plates, and tempered steel plates. From mild to wild, street to strip, the UC lock-up will handle your high-performance clutch needs and provide smoother shifting and a more progressive, controllable engagement. It fits 1998 - 2006 big twins (except 2006 Dynas). Made in the USA. List price is \$700.

Barnett Clutches & Cables
805-642-9435
www.barnettclutches.com



BIKER BOOT STRAPS

Traditionally, boot stirrup products have consisted of two suspender clips with an elastic strap attached between them. While the product worked reasonably well, the elastic stretched out when it got wet and the clips were weak. Biker Boot Straps has created an all-new line of weatherproof boot straps that consists of a rubber strap and nylon



clips. The specially designed rubber straps maintain their elasticity in any weather.

There are many styles available including flaming skulls, peace signs, as well as a plain style for the more conservative rider. These boot straps are now available through Drag Specialties dealers.

Drag Specialties
www.dragspecialties.com



MARLIN'S TEMPERATURE GAUGE WITH MOUNT

This classic analog gauge with large, easy-to-read, illuminated face is also easy to mount to handlebars, crash bars, or other round bars. It shows temperature range from 100 - 340 degrees Fahrenheit and comes with a black or silver face. This unique gauge will provide you with critical information about your engine's health and performance. Starting from \$199.95, it comes with gauge cup, bar mount, and a surface mounted sensor to tell you the operating temperature of the front or rear cylinder head.

The gauge can also be set up to show oil temperature with the optional drain pan mounted sensor (for Twin Cam engines only) or both oil and head temperature with optional sensor and toggle switch configuration. The gauge is also available for a fairing install, great to replace that OEM air temp gauge.

Marlin Corporation
800-777-5543
www.marlinlocks.com

FOREVER SNAPS AND CONCHOS

Argent Express has come up with some old-school ideas and products for a new market. The company has been around for over 30 years and done design work for hundreds of satisfied customers. Check out its custom stamped, lettered, and numbered snaps and conchos it calls



"Forever Snaps." Great to replace on your vest or chaps using quality dot fasteners, they are available in brass or sterling and are also available with sterling or brass overlay letters, numbers, and figures. Argent Express also makes a vast array of motorcycle pins and money clips.

Argent Express
209-402-4430



PAINT SETS

Twelve sparkling, two-tone Hardy Candy Flake Core Series (\$2,299.95 to \$4,399.95)

paint sets join the 2012 Color Shop offerings from Harley. Metal-flake, an iconic design element of the 1970s, is back in this new, premium custom finish (above and below).

Core Series paint is available as a complete set, including factory-fresh sheet metal or as a "paint only" option applied to undamaged sheet metal removed from a motorcycle. The Hard Candy Flake complete paint sets are available to fit many Sportster, Dyna, Softail, and touring model motorcycles. Also sold individually are Sportster, Dyna, and Softail fuel tanks in the Hard Candy Flake color combinations

Harley-Davidson
www.harley-davidson.com



NEW H-D HARD CANDY FLAKE DRAG SPECIALTIES CHROME SWITCH CAP KITS

Dressing up your Harley-Davidson is a cinch with these Drag Specialties chrome switch cap kits (above). These switch cap kits update

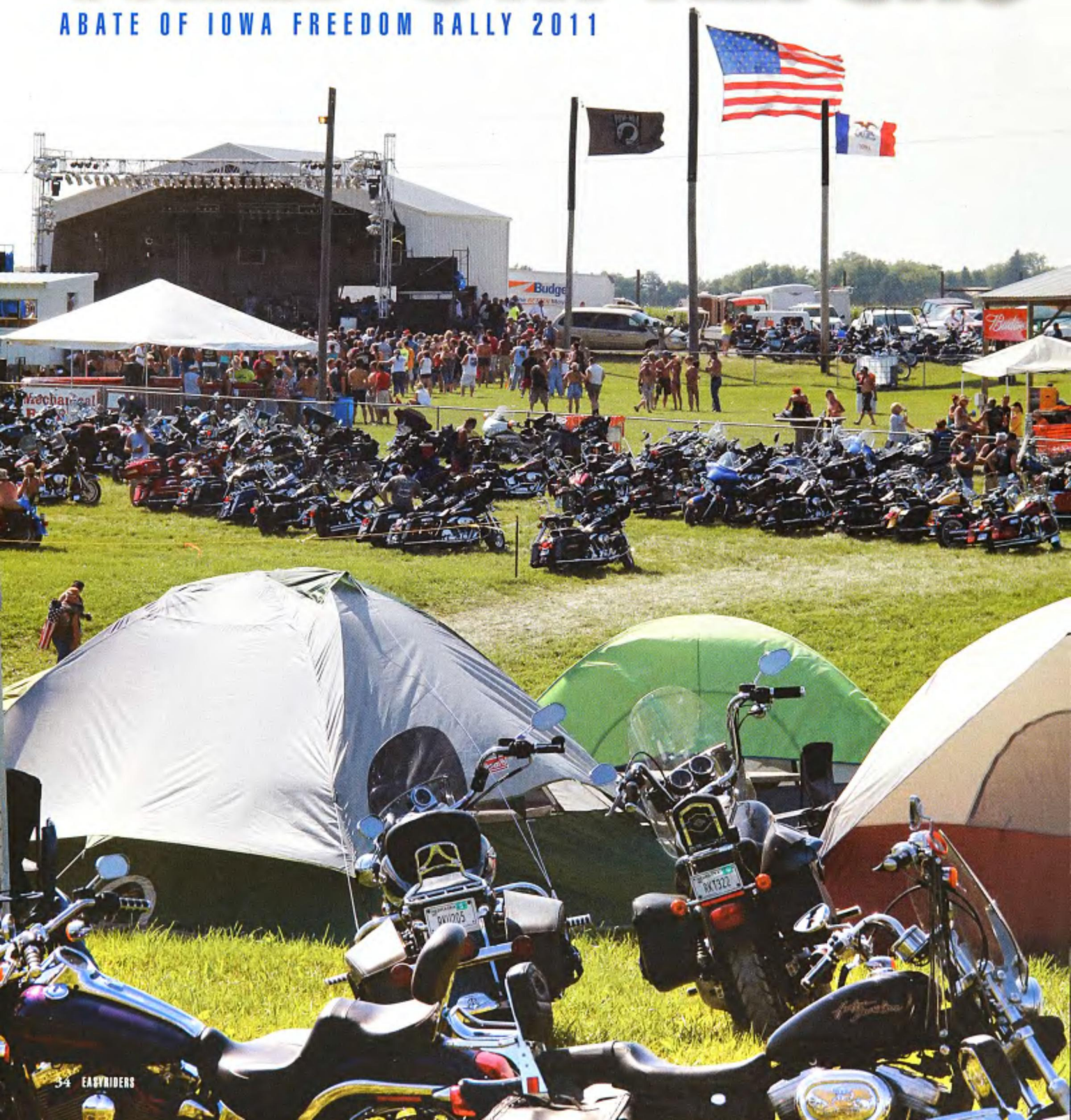
black OEM switch caps without replacing the entire switch. These switch caps fit all 1996 - 2012 H-D models (except 2012 Softail and 2012 Dyna Glide). The installation is quick and easy and prices start at \$29.95.

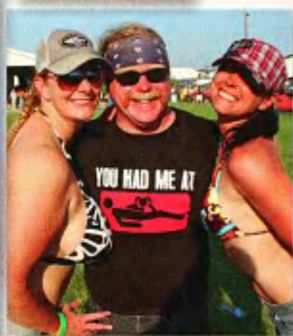
Drag Specialties
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FREEDOM REIGNS

ABATE OF IOWA FREEDOM RALLY 2011





Most of us in this wonderful world of Bikerdom, know all too well that the daily struggles of dealing with a full time job and keeping the household happy can be quite a burden. Luckily we've found these God-given machines called motorcycles to keep us in the wind to clear our minds of all the daily rigors.

I find myself straddling my scooter every morning, long before the sun comes up, for a one-hour trek to the daily grind. The best part of it is the fact that I'm riding, and on a cool summer's morning, the morning dew that typically sits just above the corn stalks is building up on my brow and running down my cheeks. All it takes is a good tune playing over and over in my head to keep reminding me that this daily routine is all worth it, so long as loved ones are healthy and this V-twin is purring away!

Last summer I made the trek to Algona, Iowa, for ABATE's Freedom Rally, which for the first

time in too many years to count, I had missed the year before. I headed off for the Independence Day weekend at 5 a.m. with the anticipation of a killer party ahead of me and a little ditty called "Born Free" by a fella named Kid Rock playing in my head. I was heading to the promised land of Iowa, also known as Freedom Park, where thousands of biker friends would be taking part in a memorable weekend!

A few miles north of Algona, ABATE of Iowa hosts the event on its private property. This celebration has been kicking ass and taking names for 27 years and gives no indication of slowing down. Attendance this year was really high, but with all this unfiltered fun, it's no surprise. Quality entertainment was held each night on the main stage with national headliners like Pat Travers, Ronnie Montrose, and Clint Black. During daylight hours, regional bands got the party started in the Beer Barn. Various games and contest were held including burnout exhibitions, rodeo games, and both tattoo and bike

shows. But, the main draw was, as always, the infamous Cool Down contest at 5 p.m. each afternoon, which boasts many of the Midwest's hottest exhibitionists baring all, and then some, on stage.

If that all seems like a bit too much for a person who just wants to kick back for the weekend, there's plenty of shaded and secluded real estate to set up camp, kick yer feet on a tree stump, and watch the frogs jump around in Plum Creek. Or, with any luck, ya might catch a glimpse of some bare titties as the girls walk on by! This is one of those places where a fella ain't gotta stumble far before finding another group of great folks to share stories with and suck down a couple cold ones.

With July 4 falling on a Wednesday this year, the rally will take place July 5 - 7, so plan accordingly. For more information, check out www.abateiowafreedomrally.com or call 641-858-5001.

—Nataniel/Clean Dean

Photos: Nate Ulinch

\$100,000.00 MAGAZINE SWEEPSTAKES SPONSORED BY DENNIS KIRK

WE'RE BUILDING YOUR DREAM BAGGER

Yes, it's that time of year again, time to enter the *Easyriders* Sweepstakes! Watch this space each month as we build you the ultimate custom bagger. Master bike builder Paul Yaffe of Bagger Nation has taken the lead to create a truly one-of-a-kind custom just for you. During the V-Twin Expo in February, all the players involved in this project came together in the same room for the first time and started throwing ideas around to make this the most badass bagger in history.

We'll start off with a handmade, one-off frame by Rolling Thunder, while a special 111-inch motor is being built by S&S Cycle, just as Baker Drivetrain is putting together a bulletproof 6-speed transmission. Renegade Wheels is coming up with something truly special for the bike's tall front wheel and Hawg Halters Inc. is making sure this scooter will stop on a dime and give you five cents change.

Meanwhile, Paul Yaffe will select special

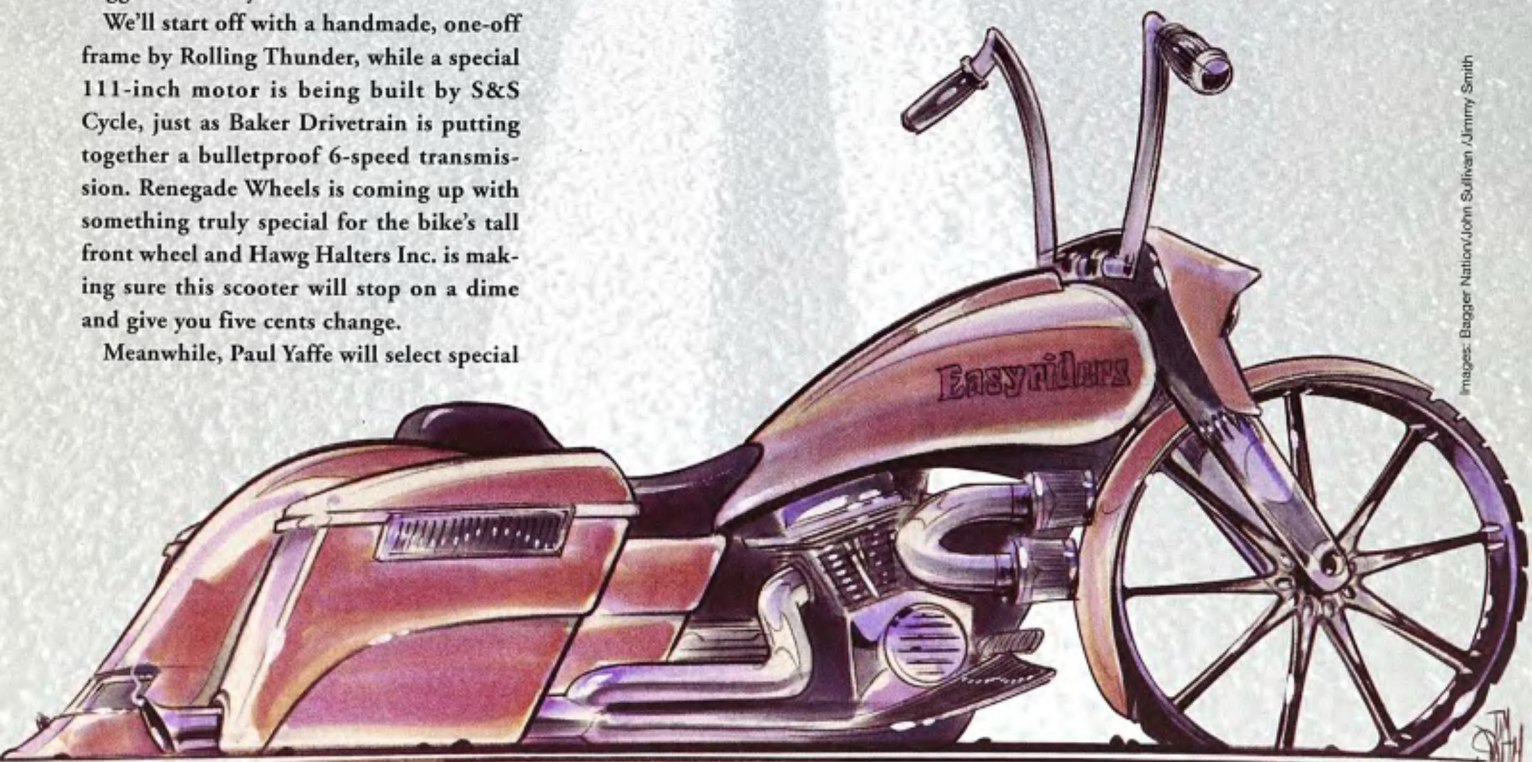


Would you let this surly lot build you a motorcycle?

parts right from the Dennis Kirk catalog before he gets rockin' on the stretched gas tanks and Bagger Nation sheet metal for this sleek sled. The idea is to get this whole thing together and give it away to a lucky reader just like YOU!

But as we always say, you can't win this dynamite dresser if you don't enter the Sweepstakes. See the ad in this issue for rules and regulations and enter today. My friend, this wild ride might just be yours!

—Dave Nichols



Images: Bagger Nation/John Sullivan Jimmy Smith

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WHEELS



FRAME



*Start With The Best,
Stop With The Best!*

FRONT END, BRAKES, AND CONTROLS

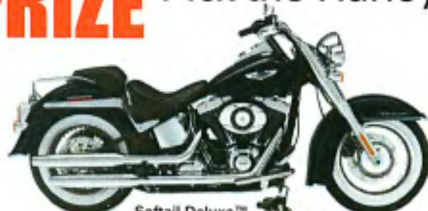
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Hard Times

A Wrecked Chopper Rides Again

"This is a nice-riding motorcycle, especially for one where you sit on a polished piece of sheet metal," said bike owner Elizabeth Leatherwood in a colorful southern accent. Elizabeth knows her bikes and loves to give them a good workout.

As radical and edgy as this bike may look to you, the low-slung rigid has seen its fair share of miles and loads of action at the hands of its owner. Elizabeth decided to call it "Hard Times," but not just







because it rolls on a hardtail frame. You see, in a previous life, Hard Times was a proud chopper, complete with a fat rear wheel and a set of very long forks. But Elizabeth had a close call and was forced to dump it so she could avoid a stray dog that wandered in her path. She says she never felt at ease riding a stretched-out scooter anyway, and though she came out of the mishap in one piece, her chopper didn't fare so well. It was as good as scrap once the sparks stopped shooting from underneath it and the dust settled.

After the crash, Elizabeth asked her husband, Luke, to rebuild the bike and to make it shorter while the torch was hot and the hammer handy. She could see herself riding something more compact like a bobber, but ended up reaching a compromise with Luke, who cut the downtubes and top tube way down and relocated the fork neck. Extensive chassis surgery resulted in a stretched and slammed profile and in the integration of elegant lines that can be seen in the curved custom springer front end in the top tube and at the rear of the frame. Clean lines were preserved all around

by using hidden wiring as well as internal throttle and clutch setups. Elizabeth confirms that the chassis was designed with a woman's sensibility, and we have to agree; this is one of the most balanced bikes we've seen lately.

Luke has been wrenching on customs for the better part of a decade, and in the process of rebuilding his wife's bike, he had a chance to rub elbows with a fine team of fabricators and wrenches who he ended up hiring to form a new custom bike shop: Hustler Machine. Working alongside such talented people allowed Luke to come up with a number of unique custom touches for HardTimes. One of them is the oil tank. It is fashioned from a pair of vintage Chevrolet bumper guards that were welded together. But the most spectacular element is, without a doubt, that "nest of snakes" exhaust system, "...always a great conversation starter," says Elizabeth. No kidding. —Ben L.

The oil tank is fashioned from a pair of vintage Chevrolet bumper guards.





Clean lines are preserved all around by using hidden wiring as well as internal throttle and clutch setups.



Owner: Elizabeth Leatherwood (above)

City: Eads, Tennessee

GENERAL

Designer: Luke Leatherwood

Year/make: 2008 Hustler Machine

Model: Hard Times

Time: 12 months

Chroming: Chrome Masters

ENGINE

Year/make: 2008 Ultima

Displacement: 127 inches

Bottom End: Ultima

Pistons: Ultima

Heads: Ultima

Cams: Ultima

Lifters: Ultima

Induction: Ultima

Air Cleaner: Hustler Machine

Pipes: Hustler Machine

TRANSMISSION

Year/make: 2008 Ultima

Gears: stock

PAINTING

Painter: O's Custom Paint

Type/color: House Of Kolor/Kandy Blue

FRAME

Year/make: 2008 Hustler Machine

Builder: John McCarthy

Type: rigid

Rake: 46 degrees

Stretch: 2 inches up, 8 inches out

ACCESSORIES

Bars: John McCarthy

Handlebar Controls: Exile Cycle

Fenders: Hustler Machine

Headlight: Todd Cycle

Taillight: Todd Cycle

Gas Tank: John McCarthy

Oil Tank: 1951 Chevy push bumpers

Seat: hard

Grips: cheap

FORKS

Type: springer

Extension: 2 inches under

WHEELS

Brand: ForgeTech

Style: Engage

Size: 23-inch front, 21-inch rear

Tires: Avon

Brakes: 360 Brake, Hawg Halters

Photos: Michael Lichter



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IN THE WIND



Fuck winter! A good day riding the high country.
— Tim Anderson, Edgewater, Colo.



Objects in mirror may be having a totally kickass time at Wisconsin's Third Annual Ride 'Em Hard Ride.

—Jason Lehnen, Princeton, Minn.



When we asked how many inches, we meant on the motor.

—Will Parker, Seneca, S.C.



Tit-wad at Roscoe's Chili gig. —Big Dog, West Palm Beach, Fla.



Young love (or lust) takes a ride somewhere in North Carolina.

—High Beam, Bridgewater, Va.



But, Officer...

—Joe LaMonica, Crystal, Nev.



Team Douche LaRouche mops up at the Indoor Sub-Human Drags.

—Terry Bert, Frazier Park, Calif.



Hot chicks who ride rigid shovels at Sturgis make our pants feel funny.

—Mark Fountain, Omaha, Neb.



Biker Yoga, Screaming Bastard position. —Rick O'Neil, via email, USA



Photo of Mike "Ace" Richards in 1978. "RIP, big brother." —Dan Richards, Tucson, Ariz.



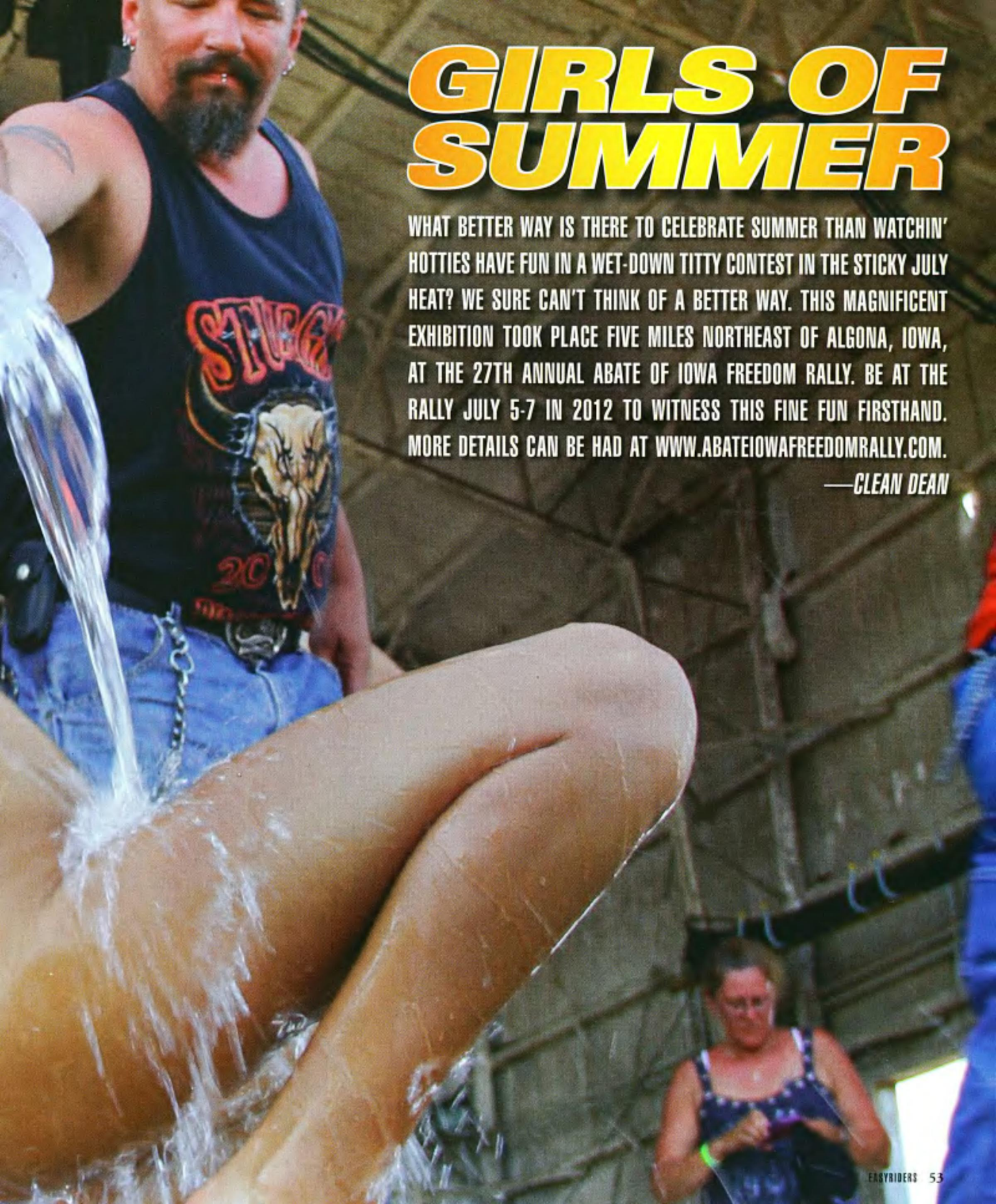
Good to see
Willie Nelson
riding again.
—Michelle Purdie,
Orlando, Fla.

Each month, the best pictures our readers send us are printed here. We prefer digital art, but can use only good, in-focus, black-and-white or color prints. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff, these photos typify the fun, excitement, and freedom of biking. We now pay \$100 for each full-page color photo, \$50 for half-page color photos, \$40 for color photos printed smaller than half-page and

\$30 for every black-and-white picture printed. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions. Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE).

Mail them to: **Easyriders** In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

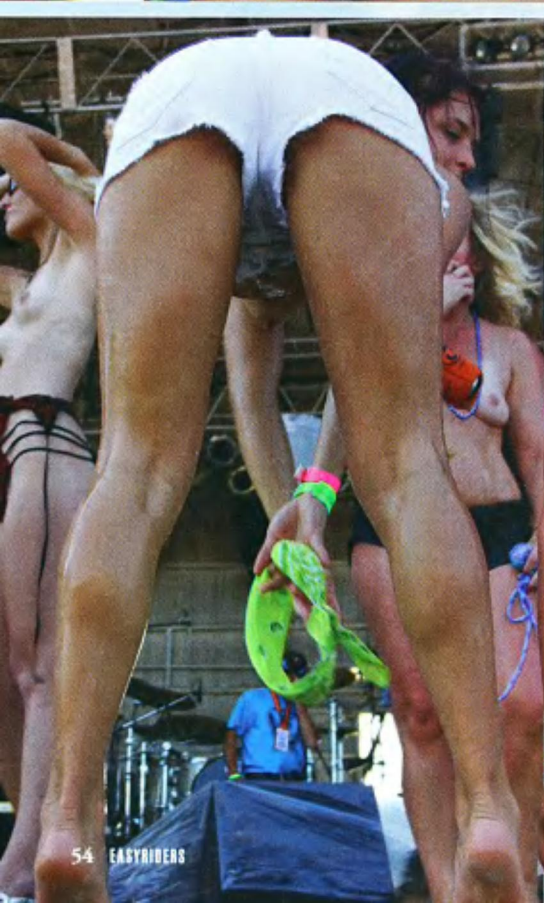


A man with a beard and a 'STURGEON' tank top is spraying water from a hose onto the back of a person whose legs are in the foreground. The background shows a stone wall and another person in a blue tank top.

GIRLS OF SUMMER

WHAT BETTER WAY IS THERE TO CELEBRATE SUMMER THAN WATCHIN' HOTTIES HAVE FUN IN A WET-DOWN TITTY CONTEST IN THE STICKY JULY HEAT? WE SURE CAN'T THINK OF A BETTER WAY. THIS MAGNIFICENT EXHIBITION TOOK PLACE FIVE MILES NORTHEAST OF ALGONA, IOWA, AT THE 27TH ANNUAL ABATE OF IOWA FREEDOM RALLY. BE AT THE RALLY JULY 5-7 IN 2012 TO WITNESS THIS FINE FUN FIRSTHAND. MORE DETAILS CAN BE HAD AT WWW.ABATEIOWAFREEDOMRALLY.COM.

—CLEAN DEAN





Photos: Nate Ullrich

Passin' Gas

I was in bed with a blind girl last night and she said that I had the biggest penis she had ever laid her hands on.

I said, "You're pulling my leg."

Boxcar

Northern Cal.

I'm tellin' ya," one biker chick said to the other biker chick, "I've never been happier. I have two boyfriends. One is just fabulous. He's handsome, sensitive, caring and considerate."

"Why in the hell do you need the second

one then, Hon?" the friend asked.

"Oh," the first replied, "the second one is straight."

Big D

Fun Town

This biker marries a smokin' hot blonde and before he takes her to bed asks, "Baby, you can tell me, am I your first?"

She looks up and says, "Why does everybody ask me that?"

D. Bartosh

Crescent City, California

Two lesbians just purchased their new home, and the first woman says, "Let's play hide and seek. I'll hide, and if you find me, I'll lick your pussy."

The second woman asks, "What if I can't find you?"

She replies, "I'll be behind the piano."

T. Cook

Nat. City, California

I saw a poor old lady fall over today on the ice! At least I presume she was poor—she only had \$1.20 in her purse.

Tim Jennings

Vacaville, California

An actor was excited to have landed a leading role in a major new play and rushed home to tell his mother the good news. "I got the part! I'm going to play the husband!"

His mother looked at him disdainfully and said, "What? You couldn't get a speaking part?"

Eddie Burnett

Repres, California

A young blonde was telling her friend at a cocktail party that she was off men for life. "They lie, cheat, and are just no good. From now on when I want sex, I'll use my vibrator."

"But what if the batteries die? What will you do then?" asked the friend.

"Just what I do with my boyfriend, I'll fake my orgasm."

Cbris Tome

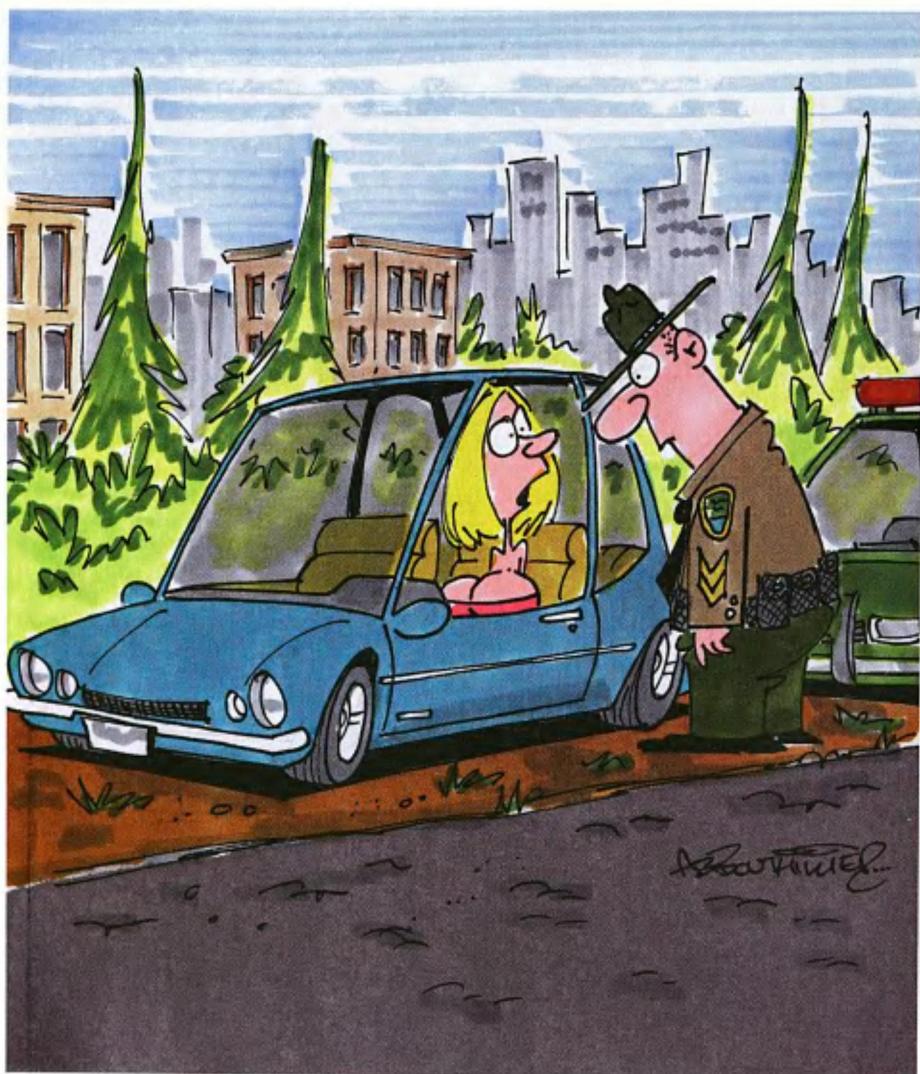
Somerset, Pennsylvania

One Saturday morning a biker was out in his front yard with his six-year-old son. Two dogs in his neighbor's yard were getting it on. The boy asked his dad what they were doing. Not wanting to go into detail with his young son he explained, "The dog on top has hurt his paw and the one on the bottom is helping him home."

"That's about right Pop," replied the six-year-old, "try to help someone and they'll fuck you every time."

Ralph Parks

Denham Springs, Louisiana



"You'd be driving 'erratically' too, if your boyfriend's load was leaking out of your ass at 65 miles per hour"

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For over 60 years Bel-Ray has engineered high performance products to keep your motorcycle on the road, and the wind on your back. Continuing to innovate and raise the bar, Bel-Ray has launched a re-engineered line of high performance oils and lubricants specially designed for V-Twin motorcycles.

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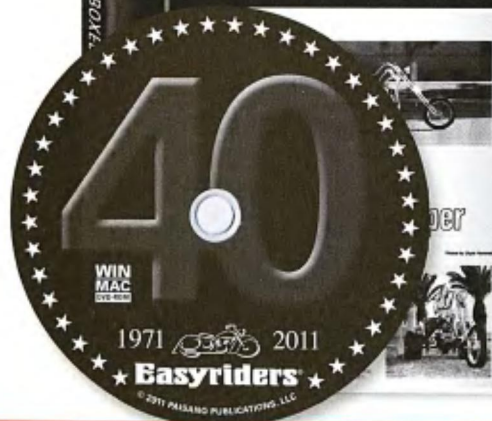
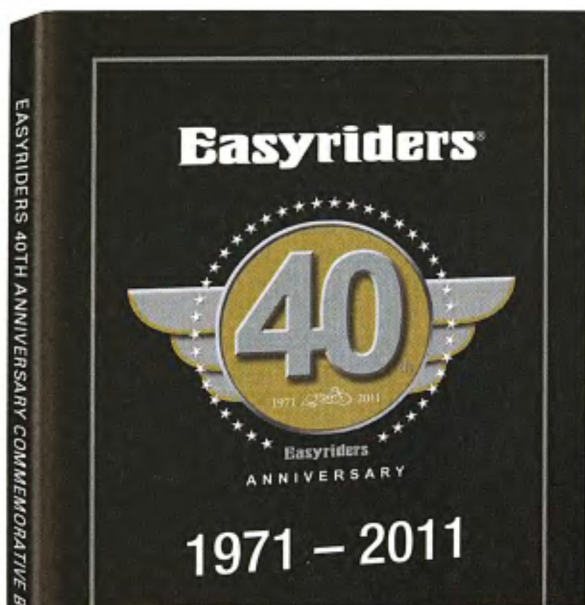
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Puttin' In The Rain

THIS MONTH'S DAVID MANN BLAST FROM THE PAST PAINTING COMES TO YOU FROM THE JUNE 1973 ISSUE OF *EASYRIDERS*. DAVID HAD A GREAT TALENT FOR CAPTURING THE ESSENCE OF THE BIKER LIFESTYLE, AND IN *PUTTIN' IN THE RAIN* YOU CAN POSITIVELY FEEL THE NEEDLES OF RAIN PELTING THE RIDERS AND SEE THE WATER SPRAYING UP FROM THOSE 21-INCH FRONT WHEELS AND ROOSTERTAILING OUT BACK INTO THE FACES OF THE BIKERS BRINGIN' UP THE REAR. WE'VE ALL BEEN THERE.

WHEN I LIVED IN SEATTLE, SOME BROS AND I ALWAYS MADE IT A POINT TO RIDE OUR CHOPPERS ON THE FIRST DAY OF THE YEAR: RAIN, SHINE, OR FREEZING. IT WAS MIGHTY COLD AND WET ON SEVERAL OF THOSE OCCASIONS, AND THE ICY WATER WHIPPING UP FROM MY DENVER'S 16-OVER SPRINGER AND BOBBED REAR FENDER HAD ME SOAKING WET. GOOD THING WE HAD A FEW LOCAL BIKER BARS ALONG THE ROUTE FOR PIT STOPS. AFTER A SHOT OF JACK AND A BREW, WE WERE ALWAYS READY TO MOUNT UP AND RIDE SOME MORE.

—DAVE NICHOLS

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GETTING A BETTER RIDE

Years ago, when motorcyclists talked about a better ride, they were usually referring to the speed of their bikes. However, in the twenty-first century, it is all about comfort. No one is better informed when it comes to knowing how best to get a comfortable ride than our Topless Tech sweetheart, Angie Savage. As usual, we found her happily wrenching away at CycleWorks Etc., where she was installing a set of Harley-Davidson's Profile Low touring shocks (P/N 54631-02B). As with most Harley-Davidson accessories, these shocks are direct bolt-on parts.

Angie, who, as we said, certainly knows a thing or two about a good ride, asserts, "Without a comfortable ride, your body can get really tired is a short amount of time." She further explained, "On your bike, you don't want hard rear shocks. Some people go for the super low look only to find out that their ass is done in less than five miles. For the long haul, an adjustable ride is the best, which leads us to Harley-Davidson's Profile Low air adjustable touring shocks. They will lower your overall ride height by 3/4 of an inch while maintaining a good ride."



2 Unfortunately one of the saddlebag lids reached out and grabbed Angie's tank top and as she pulled away, it ripped right down the middle!



1 Angie always starts by reading the instruction sheet. She says, "Even though you've installed a set of shocks before, there might be something new with these air ride units."



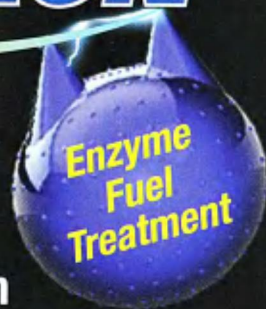
3 Not to be intimidated by a minor wardrobe malfunction, Angie ditched the top and kept right on working. "Changing shocks, isn't hard, but you do have to remove the saddlebags to get to their mounting bolts," she says.



4 "There is an air line that connects to the top of each shock. You must unscrew the outer fitting to remove it," Angie explains.

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5 "Next you have to remove the two bolts that mount the shock to the bike's frame and swing-arm," Angie instructs.



6 The shock can then be lifted away from the bike.



7 The air line fitting must be transferred to the new shock. "The fitting is made out of brass, so don't over tighten it," Angie cautions.



8 "The shock bolts must be given a dose of red Loctite. You don't want them coming loose," warns Angie. Keep your eyes on the bolts, boys!



9 Putting the new shocks on, Angie says, "Make sure that you start the bolts with your fingers, you don't want to cross-thread these bolts."



10 Angie installed the bottom bolts first, and then lowered the bike jack till the top bolts lined up with the holes in the frame.



11 Angie inserted the air line into the fitting on the shock and one side was finished. Then it was just a matter of installing the other shock and pumping 5 pounds of air into the system.

"Installing Harley's lower air shocks on your bagger doesn't require any special tools," she says. "The bikes came from the factory with air shocks, so it's just a matter of removing the stock ones and installing the new lower shocks and hooking them up to the existing air lines."

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

—Bugle

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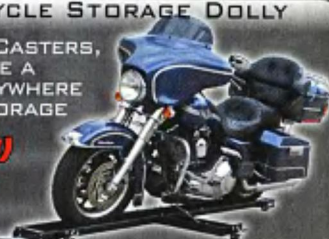
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REBUILDING FRANKENSTEIN

From Patchwork Bike To Show-Winner

"Frankenstein" was a running bike when Ugly Steve bought it a few years back in St. Louis, and it earned its name by having been built from all kinds of different parts that came from all over the country. When Steve bought it, it had a left-side knuckle case, a right-side pan case, and a shovelhead top end.



"There were all these pieces and they were made to work together," Steve says. "It was pretty bizarre."

Steve, who's a member of the Ugly MC, owns and runs a bike shop called Steve's Customs Inc., about an hour or so southeast of St. Louis. When they are not too busy servicing newer bikes or doing engine work, Steve and his crew, Jim Murphy and Zach Cole, like to build older bikes. Steve also owns a 1949 panhead and a '45 pan with a John Harmon frame. "I've never seen a frame by him before, only his front ends," he says, "so this is kind of unusual."

In perhaps an equally unusual move, *Frankenstein*, titled as a knucklehead, was torn down all the way to the left case from where Steve and his crew started building it back up with parts that came from all over the country. "We got a '47 right case from a guy out in California, Ed Walker, and waited six months for him to actually get around to picking it out of a pile, putting it in a box, and sending it," Steve says with a chuckle. "He's an older gentleman and wasn't in much of a hurry."

The top end, also a '47 knuckle, came from Tampa Bay. Once he had all the parts for the engine together, he sent everything up to

Dwayne Bawmer in Lansing, Michigan, who trued up the bottom end, blue-printed everything, and balanced it. Steve did the top end. "The frame has no markings on it, so we figured it was an older Santee frame," Steve says. "At least that's what it looked like to us. And we put a DNA springer front end on it."

For paint, they turned to Jim Braddy at Braddy's Custom Paint for what Steve calls

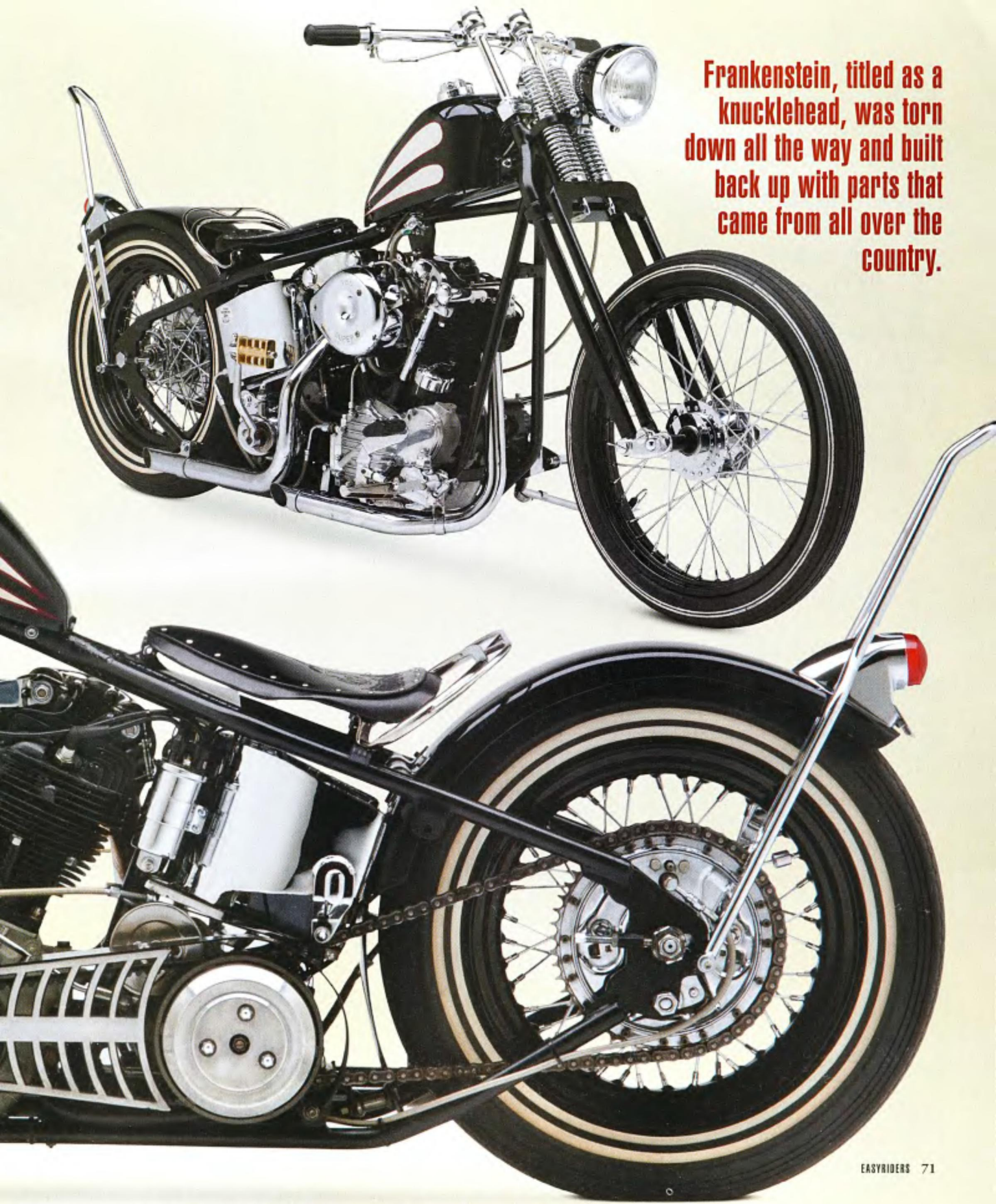
"kind of like traditional, like what you see on Dave Mann's bikes: California scallops, vivid black, antique white, just a clean look."

Once the bike was all finished, Steve's crew took it to the Easyriders Bike Show in Louisville, where it was discovered and immediately photographed for your dining and dancing pleasure.

—Red Baron

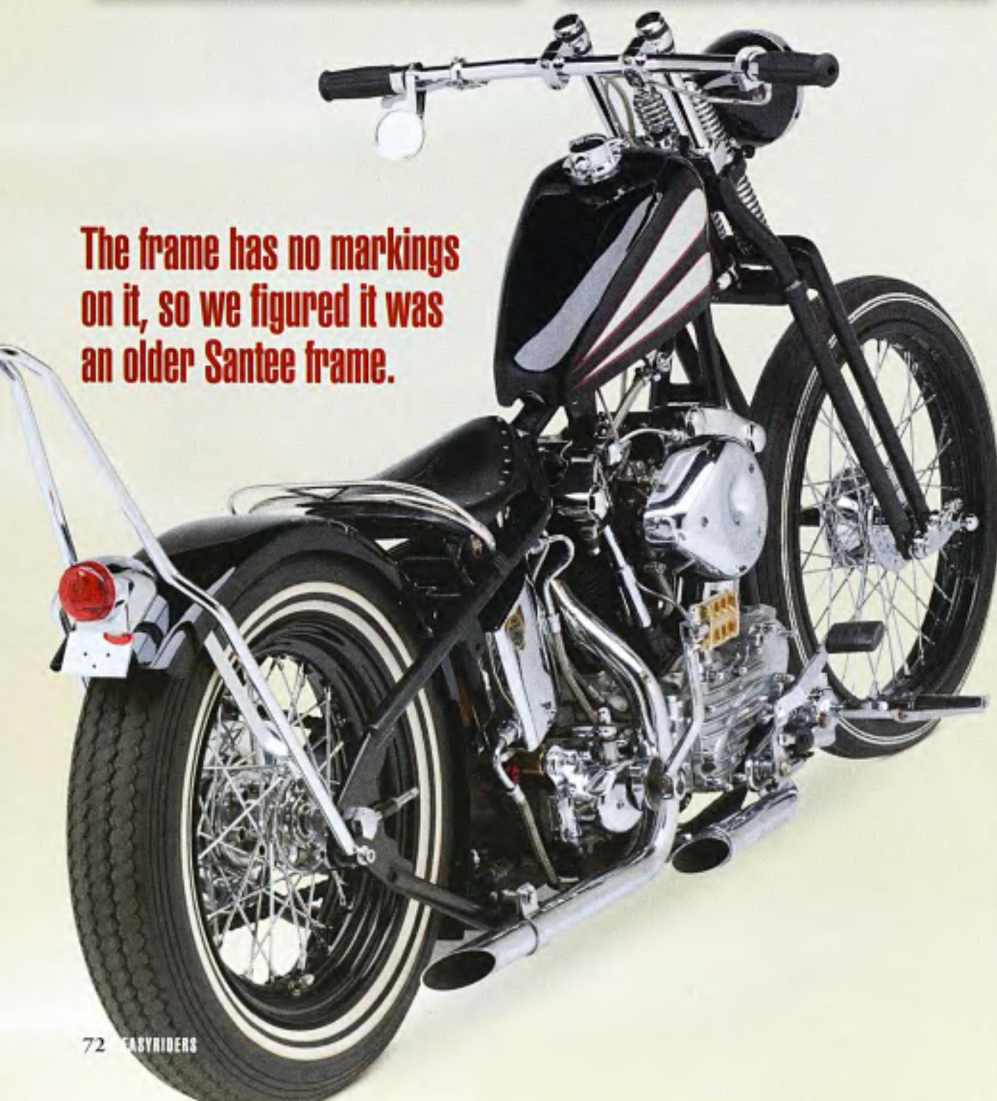


**Frankenstein, titled as a
knucklehead, was torn
down all the way and built
back up with parts that
came from all over the
country.**





The frame has no markings on it, so we figured it was an older Santee frame.



Owner: Steve Manier
City: Johnston City, Illinois
GENERAL
Fabrication: Steve's Customs Inc.
Year/make: 1947 Harley-Davidson
Model: knucklehead
Assembly: Steve's
Time: 8 months
Chroming: Brown's
ENGINE

Year/model: 1947 knuckle
Rebuilder: Steve's
Ignition: Harley-Davidson
Displacement: 88 cubic inches
Lower end: S&S
Balancing: Hog Shop
Pistons: Wiseco
Cases: Harley-Davidson
Heads: Harley-Davidson
Cam: Andrews
Lifters: Harley-Davidson
Carb(s): S&S
Air Cleaner: S&S
Pipes: Paughco
TRANSMISSION

Make: Harley-Davidson
Modifications: none
Shifting: Harley-Davidson
PAINT
Painter: Braddy's Custom Paint
Type/color: DuPont/vivid black, antique white

FRAME

Builder: Santee

Type: rigid

Rake: 33 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: Custom Chrome

Handlebar controls: Custom Chrome

Fender(s): Custom Chrome

Headlight: Custom Chrome

Taillight: Custom Chrome

Pegs: Harley-Davidson

Electrics: Steve's

Gas tank: Harley-Davidson

Oil tank: factory

Oil system: Harley-Davidson, S&S

Primary cover: stock

Seat: Adam Croft, Last Ride Leather

Grips: Harley-Davidson

FORKS

Type: Dyna

Extension: minus 2 inches

Builder: Harley-Davidson

WHEELS

Size: 21-inch front, 16-inch rear

Hub: Harley-Davidson

Tire: Avon

Brake: Harley-Davidson

Photos: Mike Lichter

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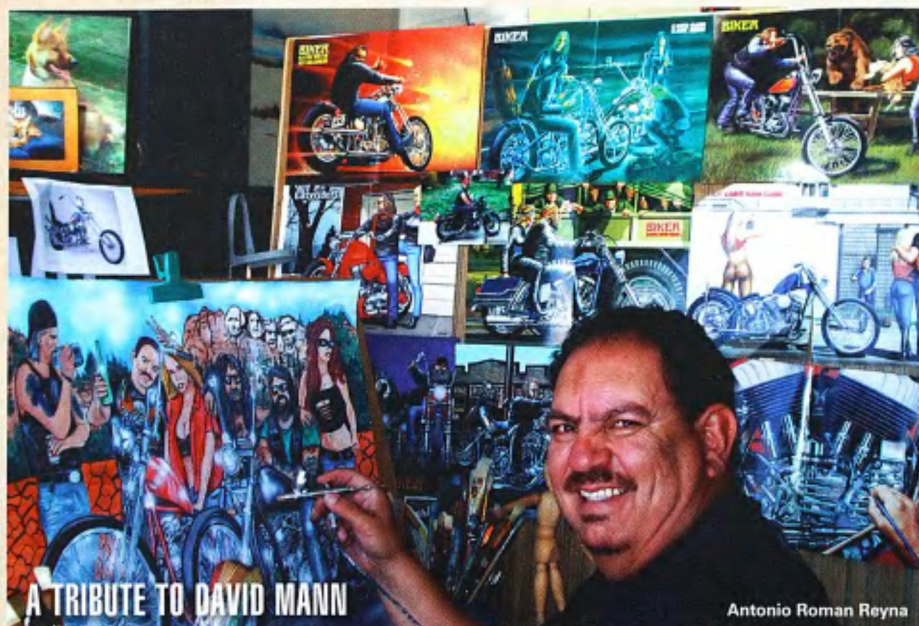
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Antonio Roman Reyna

ROMAN ART



True inspiration comes in many forms. Sometimes it falls gently like bird poo from heaven, sometimes a faint whispering belch on the summer breeze, and sometimes it's found in a down and dirty scooter rag, circa 1972. Antonio Roman Reyna has been reading *Easyriders* for 40 years. He first dug it as a twelve-year-old ankle-biter, sneaking off with a neighbor's copies of our beloved rag. It was everything

a kid could lust after: hot chicks, mouth-watering bikes, and the wild parties of those untamed and unwashed early seventies.

There was one more element of those mags that caught fire in the imaginations of dudes around the globe. That was the art of David Mann. Antonio was a Mann Fan from the word go.

Reyna was born with the bug to draw. From

the time he could hoist a pencil he drew the world around him. Growing up in California's Bay Area in that era put him right in the middle of the chopper explosion. The clubs were intense and they were everywhere.

In Antonio's neighborhood there was a tribe of Gypsy Jokers. He was fascinated by the whole scene as a teen—the riders and especially the bikes. You know how it is, man; a flash moment and we're hooked for life. So hooked was



Images: Antonio Roman Reyna

Antonio that in his fifty-two years he has never owned a car, only bikes, starting with a 1967 Triumph Bonneville.

The Jokers let the kid hang around, drawing their scooters. Elsewhere in the neighborhood was a guy who ran a sign-painting business out of his garage. That's where Antonio picked up the fine art of lettering and striping. Eventually the club asked him to do artwork on their bikes.

He learned how to airbrush by watching Ed "Big Daddy" Roth paint T-shirts at the car shows and drag races coming through town. David Mann was a constant inspiration. "The Mann's art was what inspired me to do what I do. I've had the honor to meet him several times. He loved my paintings and said I captured his kind of storytelling."

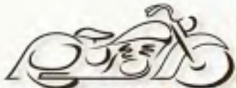
Antonio joined the military in 1978 and served with Special Forces through Desert Storm. He was wounded in combat, twice. "Never had any regrets. I still paint and read your mags like I did 40 years ago. It lets me forget my combat injuries and helps me relax and enjoy life," he says.

His paintings are mixed media on illustration board using everything conceivable from fine line ink, watercolor, airbrush, acrylic, whatever it takes to make the paintings come to life.

Tony is currently living in the Las Vegas area with his lovin' wife, Terri, who has inspired and encouraged his artistic creativity for 17 years. Currently he paints just about anything from casino murals, Air Force pilot's helmets, and custom guitars to airbrushing dogs at a pug convention. But of course he loves most to paint bikes and hot rods.

Antonio Roman Reyna is an old-school artist and a good dude. He doesn't have a website proper, but look him up on Facebook and say "Howdy."

—Beatnik


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4208 Vintage Cobra

A pepper pigment dyed shirt has a vintage style print and it all comes together on this 100% preshrunk cotton shirt.
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4209 Nationwide

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4200 King of Pain

This 100% cotton tee is preshrunk and pigment dyed with a front and back design.
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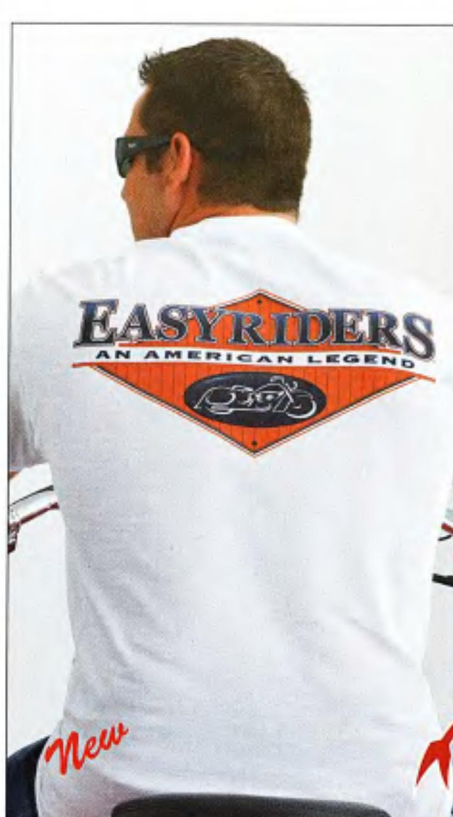
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4207 Smoke Shield

This shirt is made of a lightweight cotton fabric and features a more modern slightly slimmer fit.

Sizes: MD-XL \$19.95 • 2X \$21.95 • 3x \$22.95



4211 American Legend Pocket Tee

This nice white shirt feels so comfortable because it's made of 100% preshrunk cotton and it looks as good as it feels with a front and back design.

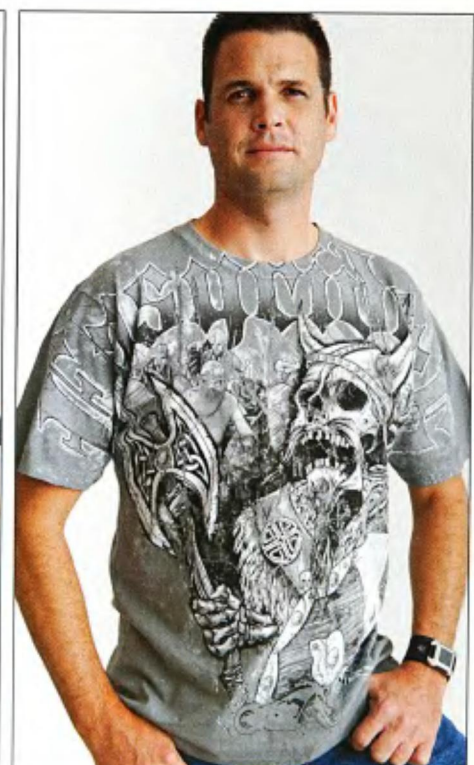
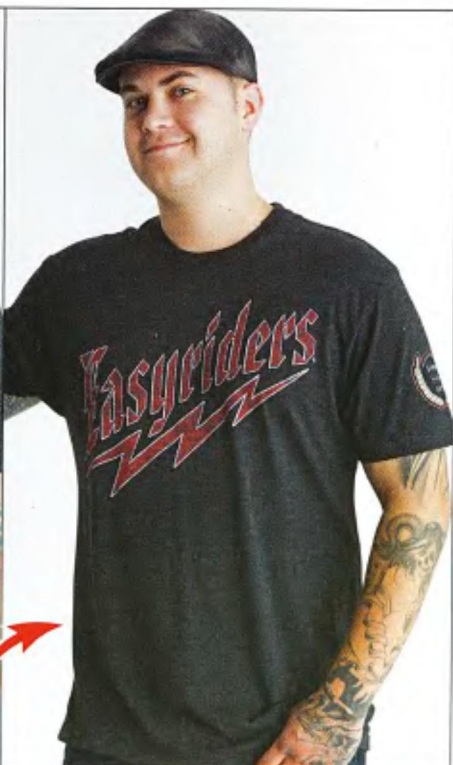
Sizes: MD-XL \$20.95 • 2X \$22.95 • 3x \$23.95



4212 Bolt Premium Triblend

This super soft shirt is made of premium vintage triblend cotton-poly-rayon. Screen printed on the front, back, and sleeve.

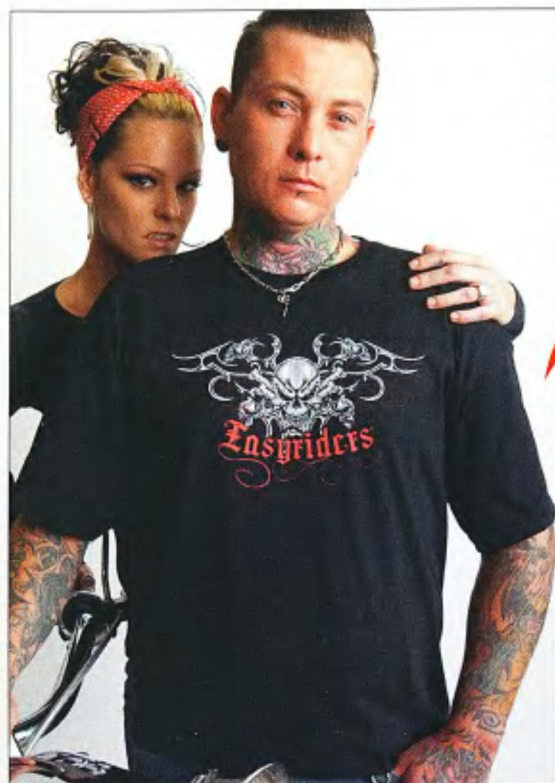
Sizes: MD-XL \$23.95 • 2X \$25.95



4201-A Viking Warrior II

Restyled shirt in lightweight cotton/poly blend is slightly fitted for a modern look.

Sizes: MD-XL \$19.95 • 2X \$21.95



4187 Wicked Spine Short Sleeve Tee

This short sleeve tee features a screen printed front and all over back design on a 100% heavy black cotton tee.

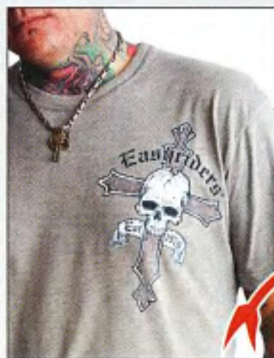
Sizes: MD-XL \$19.95 • 2X \$21.95 • 3X \$22.95



4188 Battle Axe Short Sleeve Tee

This short sleeve tee features a screen printed front and all over back design on a black cotton tee.

Sizes: MD-XL \$19.95 • 2X \$21.95 • 3X \$22.95



4202 Liberty or Death Short Sleeve Pocket Tee

Remember our country's pledge with this full color front and back screen print on a 100% soft cotton pocket tee.

Sizes: MD-XL \$20.95 • 2X \$22.95 • 3X \$23.95



4195 Dare Devil Short Sleeve Tee

This short sleeve slubby tee features a screen printed front and back design on a gray unique vintage material. Its mixed cotton yarns give it a super-soft and comfortable feel. Sizes: MD-XL \$19.95 • 2X \$21.95



8580 Ghost Rider Short Sleeve
Full color screen print on 100% heavy cotton.
MD-XL \$19.95 • 2X \$21.95 • 3X \$22.95



4151 Old Dogs Short Sleeve
Full color screen print on 100% heavy cotton.
MD-XL \$19.95 • 2X \$21.95 • 3X \$22.95



4173 Metal Mouth Short Sleeve
Full color print on a black-gray tie dye
100% cotton T-shirt.
Sizes: MD-XL \$21.95 • 2X \$23.95 • 3X \$24.95



4158 Fallen Heroes Short Sleeve
Full color screen print on 100% heavy cotton.
MD-XL \$19.95 • 2X \$21.95 • 3X \$22.95



4160 Hell On Wheels Short Sleeve
Full color screen print on 100% heavy cotton.
MD-XL \$19.95 • 2X \$21.95 • 3X \$22.95



8945 Bad Example Short Sleeve
Full color print on a black-gray tie dye
100% cotton T-shirt.
Sizes: MD-XL \$19.95 • 2X \$21.95 • 3X \$22.95



4111 Hard Core Short Sleeve
Full color screen print on 100% heavy cotton.
MD-XL \$19.95 • 2X \$21.95 • 3X \$22.95



8947 Work Sucks Short Sleeve
Full color screen print on 100% heavy cotton.
MD-XL \$19.95 • 2X \$21.95 • 3X \$22.95



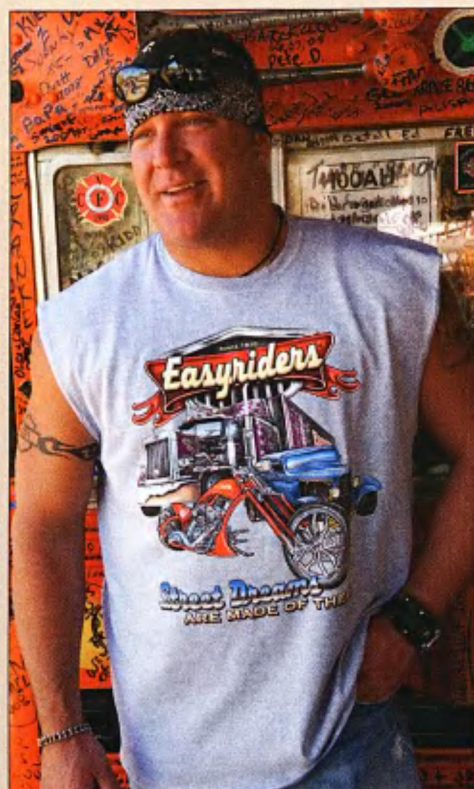
8122 Doesn't Play Well Short Sleeve
Full color screen print on 100% heavy cotton.
MD-XL \$19.95 • 2X \$21.95 • 3X \$22.95



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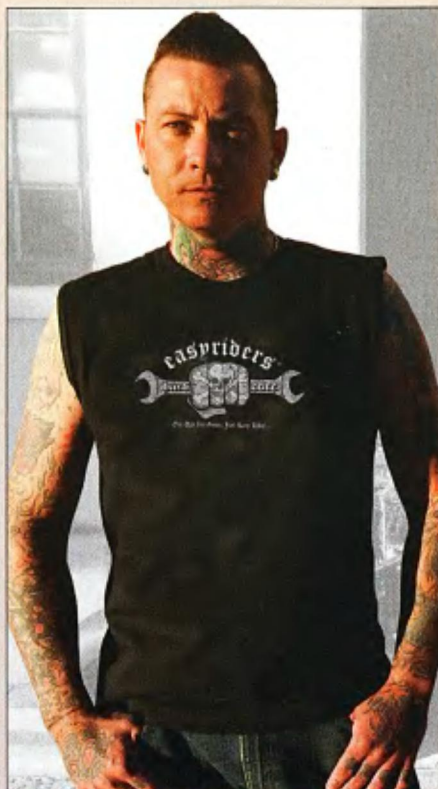
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6024 Street Dreams Muscle Tee

Full color print on a 100% cotton muscle shirt.
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4100 Hardcore Muscle Tee

Full color print on a 100% cotton muscle shirt.
 Sizes: MD-XL \$19.95 • 2X \$21.95 • 3X \$23.95



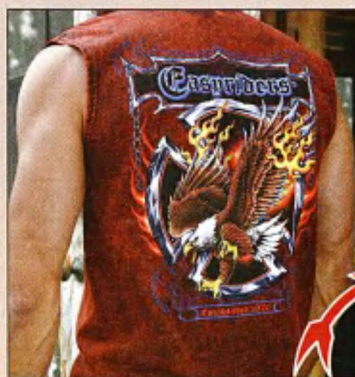
6027 Rocker Muscle Tee

Stay cool in this 100% cotton muscle shirt. Features a vintage design.
 Sizes: MD-XL \$19.95 • 2X \$21.95



6519 Metal Mouth Denim Sleeveless Shirt

You will enjoy this classic biker style sleeveless denim shirt with a full back print and front pocket print. 100% cotton shirt. Slightly oversized. Sizes: MD-XL \$32.95 • 2X \$34.95



6018 Screaming Eagle Tie Dye Muscle Tee

Full color front and back print on a red/black tie dyed 100% cotton muscle shirt.
 Sizes: MD-XL \$22.95 • 2X \$24.95 • 3X \$25.95



6922 Peace, Love & Motorcycles

Girls longer length tee in lightweight ringspun combed cotton.
 Sizes: XS (2/4), SM (6/8), MD (10/12), LG (14/16) \$15.95.



6918 Biker Vest Tee

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6912 Motorcycles Rock Tee

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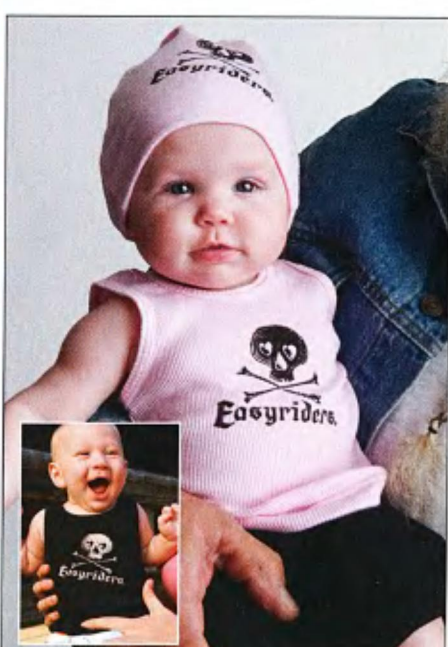
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6910 Boogeyman - Black Creeper (Snap bottom)
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Soft cotton rib knit lap shoulder tee.
 Sizes: 6mo • 12mo • 18 mo \$140.95



6909 Pink Baby Beanie One size fits most \$7.95

6907 Pink Infant Tank • 6906 Black (see inset)
 Incredibly soft cotton rib knit.
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You'll think you're dreaming in this gorgeous full cut scoop neck in lightweight cotton with feathered design.

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2174-2173 Jailbait Women's V-Neck Shirt

Funky stripes liven up these full cut women's 5 oz. cotton-poly v-necks in two color choices.

2174 Pink with hot pink stripes • 2173 Black with gray stripes

Sizes: SM-XL \$27.95 • 2X \$29.95



1089 Frenzy Tank

Stand out from the crowd in this "berry" hot cotton-spandex tank with great all-over graphic design.

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1094 Peace Love Tank

A colorful butterfly & peace sign liven up this fitted royal blue tank in soft cotton jersey knit. Fitted.

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1091 Too Hot Too Handle Tank

The name says it all in this sexy spaghetti strap tank in heavy 1x1 cotton rib. Junior cut.

Sizes: SM-XL \$22.95 • 2X \$24.95



2158 Wicked Spine Short Sleeve Tee

A popular seller, this "slub" textured tee has a sinister foil skull design on the front and back.

Sizes: MD-XL \$27.95 • 2X \$29.95



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2176-2177 Wild & Free Short Sleeve Tee

Pure animal attraction in these eye-catching deep v-necks in Teal or Lush (fushia) cotton-poly blend fabric. 2176 Teal - 2177 Lush

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1092 Lady Rider Tank

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2172 Frenzy Short Sleeve Tee

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2180 Love Potion Short Sleeve Tee

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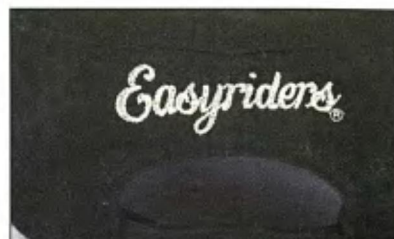


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7324 Skull Flex Fit Black Cap

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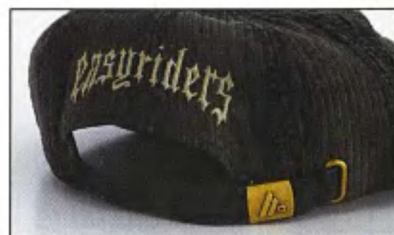
7322 Rhinestone Skull Cadet Distressed - Black

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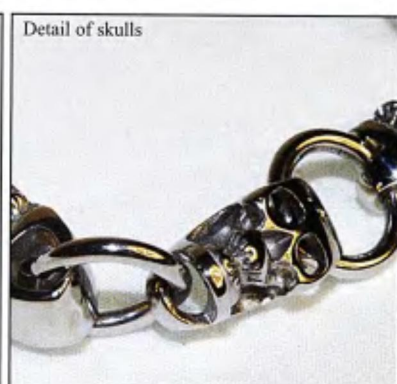
7304 Maltese Cross Skull Ring
Stainless steel . Sizes: 9, 10, 11
\$39.95



7307 Skull Bracelet
Stainless steel 8" bracelet with lobster clasp.
Perfect for smaller wrist
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Detail of skulls



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PITTSBURGH PRO 1/2" DRIVE TORQUE WRENCH
LOT NO. 239

SAVE 71%

\$9.99

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ACCURACY WITHIN ±4%

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drillmaster
LOT NO. 91616/69087

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20765673

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CENTRALPNEUMATIC 17 PIECE AIR TOOL ACCESSORY KIT
LOT NO. 68236

SAVE 40%

\$5.99

REG. PRICE \$9.99

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340321840

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SUPER-WIDE TRI-FOLD LOADING RAMP
1500 LBS. CAPACITY
HaulMaster
LOT NO. 90018

SAVE \$75

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27773557

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1077110000

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FIVE DRAWER TOOL CART
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LOT NO. 95272

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6" DIGITAL CALIPER
PITTSBURGH
LOT NO. 47257



SAVE 66%

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62430146

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20 OZ. GRAVITY FEED
SPRAY GUN
LOT NO. 47016/67181



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Item 47016 shown

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32661545

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drillmaster
LOT NO. 95578



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72661579

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10 PIECE BEARING RACE AND SEAL DRIVER SET
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50760460

SUPER COUPON!

CHICAGO ELECTRIC POWER TOOLS
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LOT NO. 97626/68986



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Item 57626 shown

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65591388

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18 PIECE T-HANDLE BALL POINT AND HEX KEY WRENCH SET
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32481656

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LARGE
LOT NO. 93640
X-LARGE
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5254778988

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PITTSBURGH
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25711697

SUPER COUPON!

1500 LB. CAPACITY MOTORCYCLE LIFT
CENTRAL HYDRAULICS
LOT NO. 2792



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60441166

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ADJUSTABLE SHADE AUTO-DARKENING WELDING HELMET
CHICAGO ELECTRIC WELDING
LOT NO. 46992



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81640256

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3830569035

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7343445448

SUPER COUPON!

1000 LB. CAPACITY MOTORCYCLE LIFT
CENTRAL HYDRAULICS
LOT NO. 91764/68892



SAVE \$300

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Item 91764 shown

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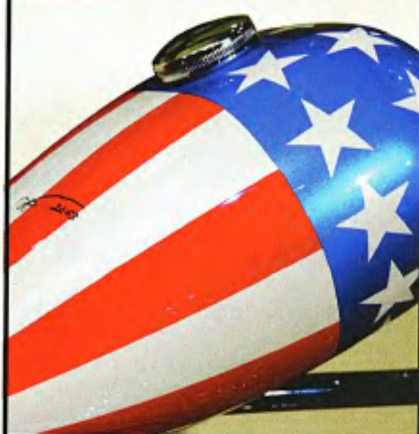
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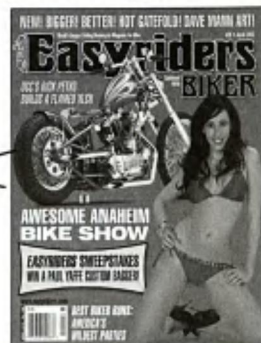
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DVD 7

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DVD 9

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

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

DVD 10

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

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DVD 11

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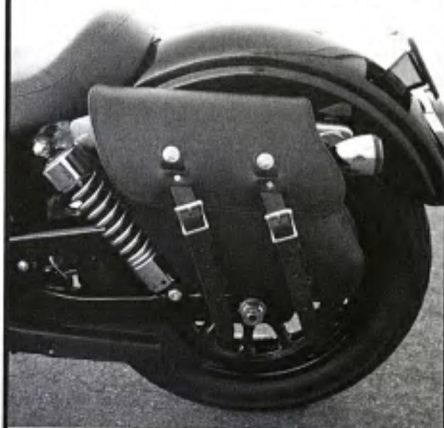
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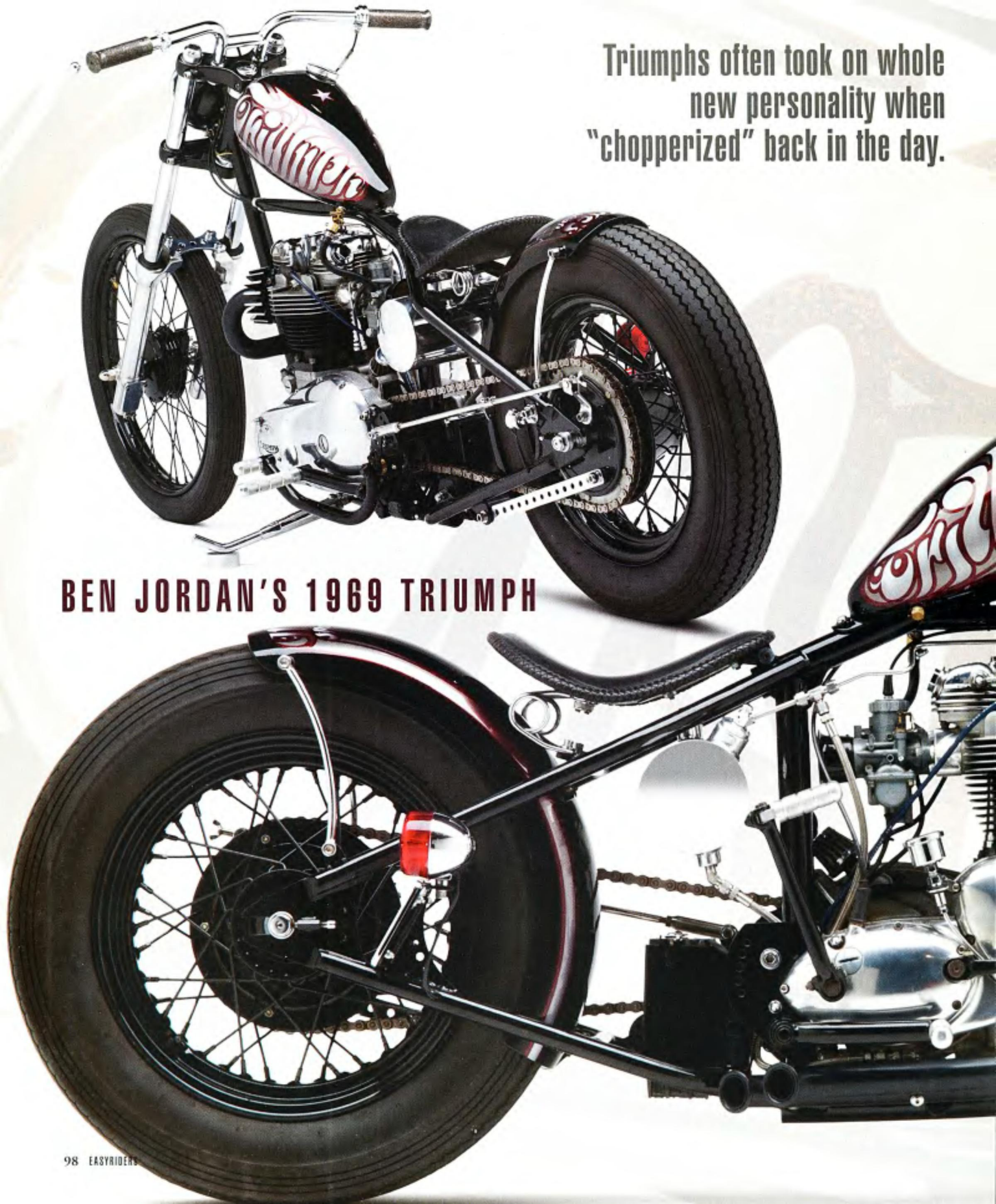
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Triumphs often took on whole new personality when "chopperized" back in the day.

BEN JORDAN'S 1969 TRIUMPH



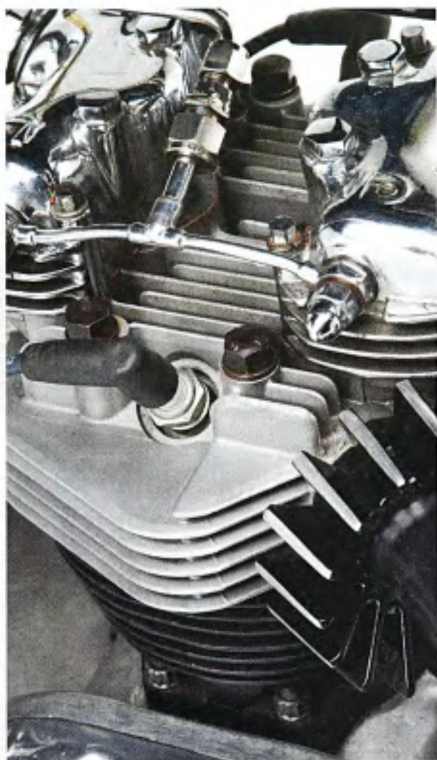
Tiger, Tiger, Burning Bright

The iconic British manufacturer Triumph traces its lineage back to 1883 and had a long run before fading out in the early 1970s. In the 1990s, Triumph staged an ongoing major comeback with a whole new line of modern era bikes. The 500,000th Triumph of the new Hinckley-era rolled off the production line in May 2011. However, many fans of the torquey vertical twins generally agree the "Best Years" were 1965 - 1970 and particularly the 650cc T110 Tigers and T120 Bonneville. The Tiger is fed from one Amal carb. The T120 Bonnie is a bit peppier via dual carbs. The advantage of a single carb was less balancing fuss and better gas mileage, making for an all-round cruiser still with plenty of get up and grunt. In either case, Triumphs often took on whole new personality when "chopperized" back in the day.



Seen here is a 1969 vintage Tiger matched to a new perspective on a chopped "Trumpet" as designed by Ben Jordan of Charlotte, North Carolina, in the heart of NASCAR country. By day, Ben works in his family run auto collision repair/industrial paint and powdercoating businesses (Southern Collision and Southern Powdercoating). Under his homegrown banner, Jordan Designs, he focuses on vintage American V-twins, his 1949 panhead appearing in *Easyriders* previously. The Triumph seen here was a step off the beaten path for him, but one well-chosen for the challenges—and the results obtained.

Intended to be raffled as part of a benefit event for the Boys & Girls Club of Charlotte, the story begins with the owners of a popular barbecue restaurant called Mac's Speed Shop. "They got hold of a running motorcycle and wanted me to paint it up for the raffle," Ben tells us. "But it turned out the frame was bent and most everything on the bike unusable. I saved the motor, wheels, and oil tank then started over from scratch. Fortunately, I had a lot of help from longtime builder Jim Bortles, who has been my motorcycle mentor."



Looking for a frame, Ben found just the ticket in nearby Concord, North Carolina, via Factory Metal Works. Specializing only in Triumphs, they built a chassis to his specs. One of the challenges was getting a pair of Honda fork legs to work with a set of Harley trees for the front end and then match it to the custom frame. Besides making the wicked sounding TT type pipes snugged in close to the frame, Ben also sprayed everything with super tough powdercoating and painted the base and clear coat for the tank and fender. The custom art work was created by Ryan Young who handles all of Ben's special graphics.





"The winner of the bike was Brad Smith with a \$10 raffle ticket," Ben says. "But it turned out the owners of the restaurant, all of them into motorcycles, kinda fell in love with the Triumph and ended up buying it from him to promote their place as it has a motorcycle theme going for it. The benefit itself was a big success and earned a lot of money for the charity. It all worked out pretty cool for everyone involved."

—Paul Garson



I saved the motor,
wheels and oil
tank then started
over from
scratch.





Ben Jordan



Owner: Ben Jordan
City: Waxhaw, North Carolina

GENERAL

Designer: Ben Jordan
Year/make: 1969 Triumph
Model: Tiger
Assembly: Ben Jordan
Time: 4 months

ENGINE

Year/make: 1969 Triumph
Displacement: 650cc
Cam: Triumph
Ignition: Boyer electronic
Pistons: Triumph
Heads: Triumph
Lifters: Triumph
Carb(s): PWK Mikuni
Air cleaner: Triumph
Pipes: Ben Jordan

TRANSMISSION

Year/make: 2010 Harley-Davidson
Modifications: none

PAINTING

Painter: Jordan Designs (base)
Type/color: black/red/silver
Special paint: graphics by Ryan Young

FRAME

Year/builder: 2010 Factory Metal Works
Rake: 38 degrees
Stretch: 4 up
Shocks: none

ACCESSORIES

Bars: Biltwell
Handlebar controls: found 'em
Fenders: metal
Headlight: good buy
Taillight: even cheaper
Pegs: Factory Metal Works
Electrics: some
Gas tank: Low Brow Customs
Oil tank: custom
Oil system: Triumph
Seat: Emore Leather
Grips: better hold on

FORKS

Type: hydro
Extension: 4 inches over
Builder: Honda

WHEELS

Size: 21-inch front, 16-inch rear
Wheels: Triumph
Tires: Avon
Brakes: Triumph
Photos: Michael Lichter
Contact:

Ben Jordan
 Jordan Designs
 704-634-4404

Meet This Month's Winner!

In the very issue you are clutching to your quivering man-boobs, Chloe Nicole, a moist young lady from Arizona, drapes her succulent appendages all over the late Christian Clayton's Sucker Punch Sallys shovelhead. The delightful tale begins on page 108, where we learn that it only hurts the first three times.

—Moosecock Montana



#0501 Jennifer — Illinois

"My first ride on a Harley will always be with me due to the scar on my leg from the hot tailpipe. I haven't stopped riding since."



#0502 Kimberley — Oregon

"My dad was always riding, building, and playing on his Harleys, and I was right beside him looking forward to the ride! I am an American girl that loves American toys."



#0503 Lisa — Georgia

"My first ride on a Harley was the best experience I've ever had. I loved the wind blowing in my hair. I have a passion for any kind of bike."



#0505 Gialicious — Arizona

"My first ride on a Harley filled my heart with freedom, my soul with excitement, and my panties with a liquid substance."



#0504 Carmen — Florida

"On my first Harley ride, I was so turned on by the bike that I started fondling the guy driving it. As I held and fondled him, he got distracted and we both almost fell off the bike."



#0506 Alexis — Florida

"My first ride on a Harley was as a child. After feeling the freedom, I knew I wanted one of my own."

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 300 DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano

Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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

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

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

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



Here’s next month’s Fox Hunt winner, the raven-haired Miss Cataclysm from Arizona. Come back next month as she answers the eternal musical question: “Would you tell me you love me if I removed the ball gag?”

467

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Model’s Signature: _____

Photographer’s Name: _____

Address: _____

City: _____ State: _____ Zip: _____

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Photographer’s Signature: _____

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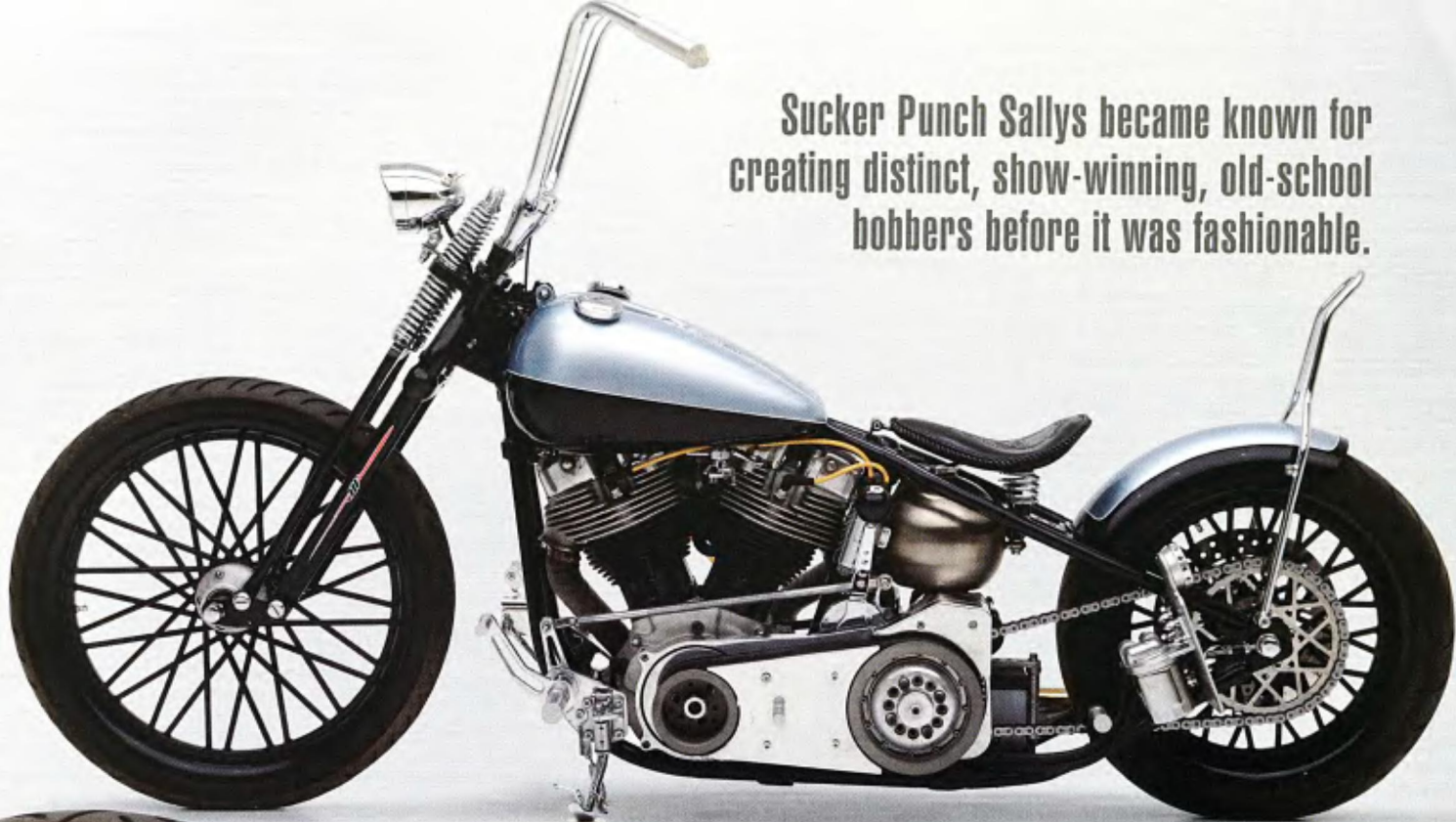
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Sucker Punch Sallys became known for creating distinct, show-winning, old-school bobbers before it was fashionable.



CHRISTIAN CLAYTON'S LAST RIDE **SUCKER PUNCHED**

It is difficult to write a bike feature when the owner has since passed away. Christian Clayton of Sucker Punch Sallys (SPS), the owner of this bike, passed in his sleep on September 9, 2011. He was only 40 years old at the time. Over the years this magazine has featured many motorcycles by the talented builders at SPS; this is the first for Christian Clayton.

Founded by bike builders Jeff Cochran and Donny Loos, Sucker Punch Sallys has been dedicated to creating affordable stripped-down bobbers. Jeff and Donny's bikes were known to "sit right" and have heart and soul uniquely their own. The boys favored old Harley motors, especially pans and shovels, and became known for creating distinct, show-winning, old-school bobbers before it was fashionable.

As the company grew, Christian joined them to help expand the business to Scottsdale, Arizona. Staying with the original concept of affordable, badass

little bikes, Christian created turnkey customs for everyman. A few years later, Jeff and Donny decided to move on, going back to building a few one-off bikes and hot rod cars, leaving Christian and his father, Geri, to carry on under the Sucker Punch Sallys banner.

This bike of Christian's started life as an unremarkable 1975 shovelhead. The frame was modified with a prototype Paughco weld-on hardtail, which was modified at SPS to be lower than stock. The scooter incorporates many Sucker Punch Sallys parts from the Bloke wheels and H-Bomb oil tank to the fenders, primary, pipes, and seat. All of the electrics for the bike are hidden in the tiny SPS headlight. The bars by SPS use an internal throttle, and there are no visible cables anywhere on the bike.

The engine was rebuilt in the SPS engine room and punched out to 93 inches. S&S and Crane supplied the go-fast goodies, and the otherwise stock 4-speed was



fitted with a jockey shifter. The silver and black paint was applied by Eric Carr of Steel Vision Design, formerly of Phoenix, who has since moved on to other endeavors.

Toward the end of his life Christian is said to have been less involved with the company as the economy soured. His father continues the business and, most recently, SPS donated a bike for the Arizona Scavenger Hunt to promote small businesses statewide. Besides his father, Christian leaves behind his wife, Amy, his four children, and a legacy of righteous iron. —Kit Maira

Our Fox Hunt winner this month, Chloe, helped Christian realize a lifelong dream of having his bike featured with a beautiful girl in the pages of *Easyriders* magazine.

Sucker Punch Sallys is dedicated to creating affordable, stripped-down bobbers.







Owner: Christian Clayton (*above left*)

City: Scottsdale, Arizona

GENERAL

Designer: Christian Clayton

Fabrication: Sucker Punch Sallys (SPS)

Year and make: 1975 Harley-Davidson

Model: custom SPS

Time: 8 weeks

Chroming: Concourse Polishing and Plating

ENGINE

Year/make: 1975 Harley-Davidson

Displacement: 93-inch

Ignition: Crane

Cam: Crane

Carb: S&S

Air cleaner: S&S

Pipes: Sucker Punch Sallys

TRANSMISSION

Year/make: 1975 Harley-Davidson

Shifting: suicide

PAINTING

Painter: Steel Vision

Type/color: PPG/silver, black

FRAME

Year/make: 1975 Harley-Davidson,
Paughco

Type: hardtail

Rake: 30 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: Sucker Punch Sallys

Fenders: Sucker Punch Sallys

Headlight: Sucker Punch Sallys

Taillight: Custom Chrome

Pegs: Sucker Punch Sallys

Foot controls: Sucker Punch Sallys

Gas tank: Harley-Davidson

Oil tank: Sucker Punch Sallys

Seat: Sucker Punch Sallys

Sissybar: Sucker Punch Sallys

Grips: Sucker Punch Sallys

FRONT END

Type: springer

Builder: Paughco

Stretch: none

WHEELS

Make: Sucker Punch Sallys

Size: 21-inch front, 17-inch rear

Tires: Avon

Brakes: Ultima

Photos: John Covington



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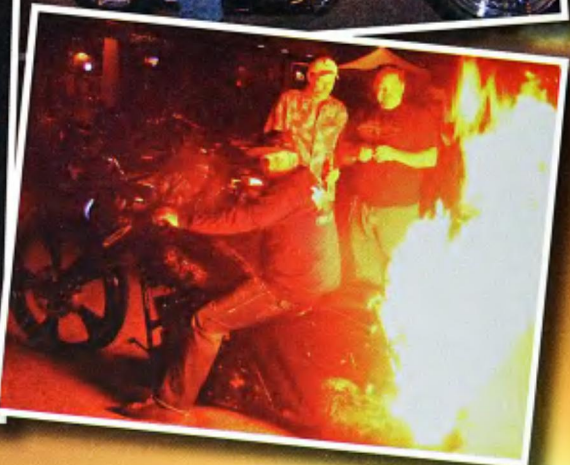
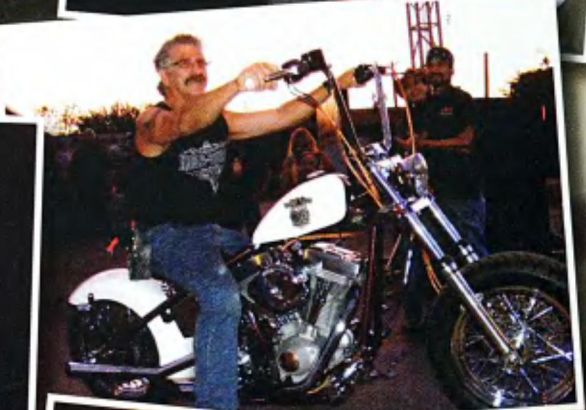
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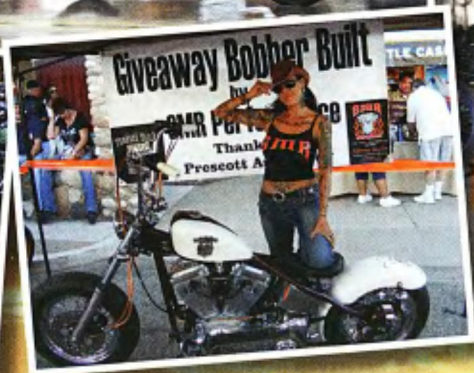


Thunder Valley Rally

Arizona's eleventh annual Thunder Valley Rally expanded to Old Town Cottonwood from its base Cliff Castle Casino this year. Parks and Recreational Director Kezekiah Allen of Cottonwood, expressed deep passion for TVR's future in sponsorship with Cliff Castle Casino. If this year's

success is in anyway an indicator of next year's TVR, count us in!
The Thunder Valley Rally is known as a local Arizona annual event; however, this year's license plates revealed riders from as far away as Ohio and Michigan. In fact, Hank Allen rode from

Ohio to this year's TVR event because it was his son Hezekiah's first motorcycle rally as director. The festivities in Old Town were not slackin' in any way. In true Sturgis style, Main Street was blocked off to motorcycle-only parking, and also in Sturgis style, Friday afternoon storm clouds



rolled in and flooded the streets that were filled with parked bikes. We were fortunate to have been set up in the newly built Tavern Grill and Hotel, located on Main Street in Old Town right in the middle of all the action.

The ride-in bike show was held at the city park, just one block from Main Street. There were a host of live bands daily and vendors of various shapes and sizes. All was blanketed with near-perfect, 80-degree weather.

The poker run had a new face this year. The 168-mile route ventured through scenic Sedona, then through the Oak Creek Canyon twisties.

Near Flagstaff it rolled south past beautiful Mormon Lake at 7,000 feet elevation, then on to Mormon Lake Lodge. The Harley temperature gauge flirted with the low 60s but it was still rideable in a T-shirt or light jacket. One of the bikers that won poker run cash was unable to walk but told us, "I can still ride!" Thus he accepted his winnings from his motorized wheelchair.

The custom, one-off bobber giveaway bike was built by GMR Performance out of Phoenix. Once again, major sponsor Cliff Castle Casino greatly aided financially in the building of the TVR

giveaway raffle bike. Steve and Michelle of GMR were more than pleased to hand the keys to raffle winner Mark Bellin.

At the Cliff Castle Casino, the premiere of Willie Nelson under the stars in the Star Gazer Pavillion was an awesome concert. Even the moon rose to the occasion as it crested over Willie's head during the jam. In 2012 you should take Willie Nelson's advice and get "On The Road Again." Lodging & RV Parks are plentiful as well as scenic riding. For more info go to: cottonwoodaz.gov/parksrec/thunder-valley-rally.

—Dennis Carver/Clean Dean

Photos: Dennis Carver

ReadersRides

Steve McBride Broken Arrow, Oklahoma 2009 Pro-Street Hardtail

Resting peacefully on the green lawn of some inviting park near Tulsa, Oklahoma, Steve's custom-built hardtail looks deceptively "laid back." But the retired airplane mechanic knows how to build bikes that pack a punch. This hardtail certainly does.

"That 110-inch S&S motor definitely will get you goin'," is how Steve puts it. His friend Bones put it together for him, and Steve then placed it into the modified early-model frame with the 35 LEDs built into the rear tubes for taillights. "My oil lines run inside the seat post and my oil tank's my left fuel tank, and my coil's there, too," he explains.

Steve built his own forward controls and the 1 3/4-inch pipes as well as the mirrors, plus he fabbed fenders. He says he's got an English wheel, a lathe and a mill in his garage and enjoys making things fit. "I've been playing with Harleys since the early 1970s," he adds.

He also made his own transmission setup.



"My transmission plate is a piece of half-inch stainless that's fully adjustable, and once you've tightened it down, a train could run over it and it wouldn't budge," he asserts.

I hope it never comes to such a test, and I doubt it would. The way this thing's built, it

would outrace any train, and with Steve only weighing 135 pounds, the hardtail is more like a rocket on wheels. It's also his favorite bike to ride. "I've also got a Road King," he says, "but unless I go on long rides, this is the bike I like to ride."
—Tripper





Ralph Paoella Branford, Connecticut 1970 Shovelhead

Ralph is a former Harley dealer at Brothers' H-D in Branford (still in business), who says he decided to "come out of retirement to build one more bike." And since he feels his heyday was the 1970, it only made sense to build a bike in the style of that era. He also happened to have in his basement a multitude of parts that he had stored for over 20 years.

Synchronicity being what it was, he had a longtime friend named Jawbone at Connecticut Performance Centers build the 1970 shovelhead engine and sent the 1952 wishbone frame to another buddy, Gene "The Bean" Gardner, for some sandblasting, stretching, and additional alterations "too numerous to mention." The at that point, the presumably unrecognizable

frame went to Gary "the Welder" DiNello to do whatever he does best. And finally, having molded the frame himself, Ralph took it to Robert Pradke who laid down the vivid tangerine and yellow metal-flake paint job and the pinstripes. Why Robert doesn't get to have a neat moniker is unknown to the public at large, but apparently he was overheard saying that the frame literally "pops in direct sunlight."

Adding to the general "popping" of the bike are the modified Paughco pipes, the ratchet linkage and motor mount shifter mount, as well as jockey shifter. Oh yeah, there's also the very cool 40 DCOE Weber carb with its custom-machined (by Ed Schwall) air cleaner.

Placed as it is in front of the very rustic looking General Store and the hand-stenciled sign, you could almost think the whole story's fake and it's really these pictures that Ralph has saved for more than 20 years. Almost. —Tripper

Comin' At Ya



The gyratin' June issue of *Easyriders* (#468) is our Daytona Special, packed with all the hot action and hotter Harley honeys found at this year's rally. We'll also showcase *Sons of Anarchy* star Danny Trejo's "Machete" bike along with custom creations from Dalton Walker, Scott Foxx and Jim Westbrook.

Ride with us to the ultimate custom bike show at the Easyriders Invitational in Columbus, Ohio, and check out the antics across the pond as we take you to the Mooneyes Show in Japan. See the very first and last paintings created by David Mann, get another titillating topless tech tip and a slew of degenerate humor as only *Easyriders* can throw it at ya!

On sale May 1st.



V-Twin's April issue (#132) takes you to all action of the Easyriders Sacramento Bike Show to check out California's coolest customs. We bring you a Guide to Tools and Lubricants to keep your bike purring, offer up six sexy bike features and a special section about America's Best Bike Runs. All this plus a test ride on Harley's Switchback.

On sale now.



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.

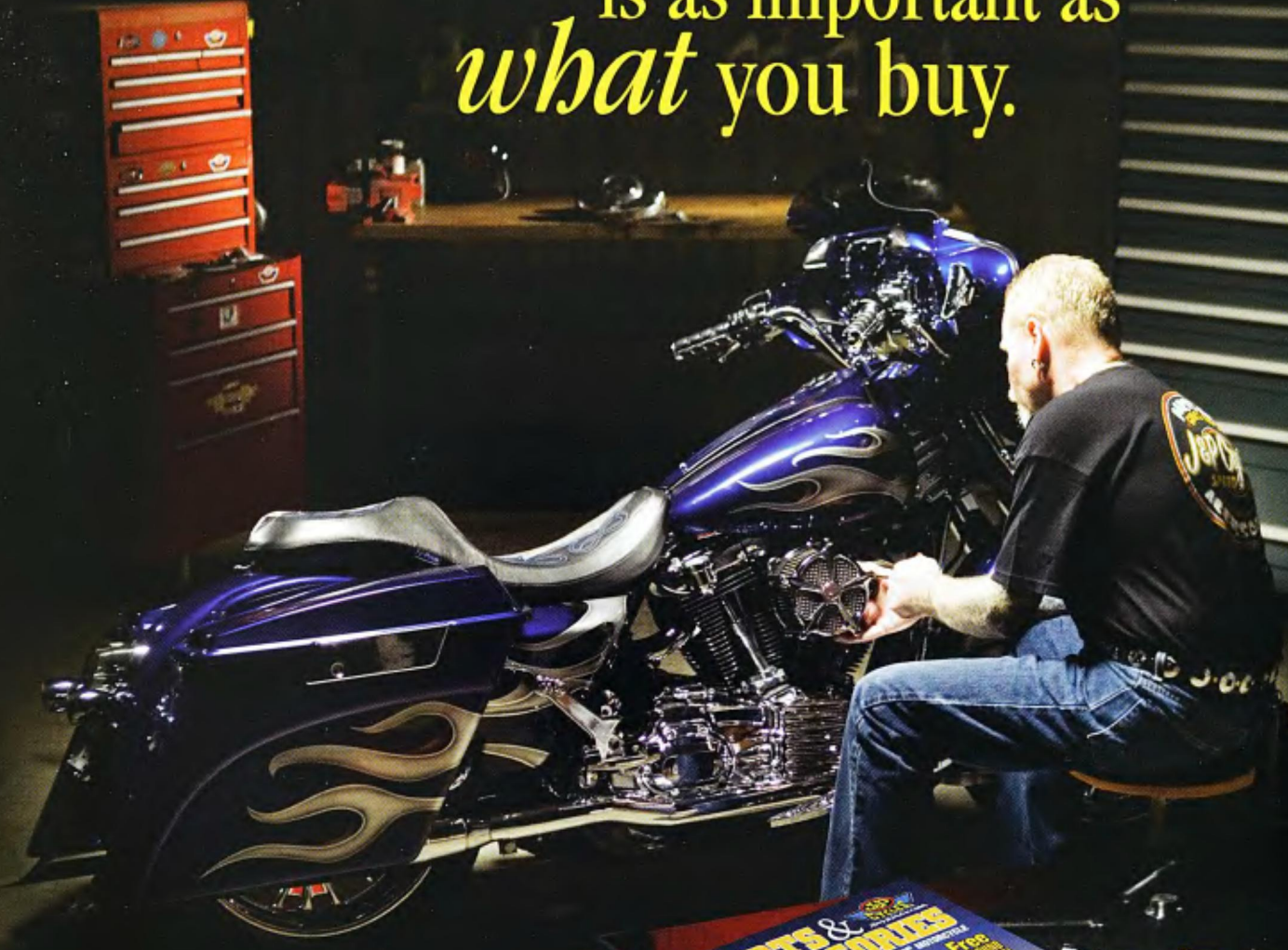
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