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Dozing Dolphins

Here's an interesting tidbit: Dolphins experience "unihemispheric" sleep meaning one half of the brain rests while the other half stays vigilantly awake. And they sleep with one eye closed—the eye opposite the dozing half of the brain. Proof positive that you can learn somethin' from *Easyriders*!

Thirsty?

Did you know (I bet you didn't) that a thirsty camel can drink 25 gallons of water in less than three minutes. (That's one helluva lot of water!)

Appropriate Names

In an alcohol-related auto accident the injured victims included Chad Beers, and the man charged was Richard Booze, Jr. Here's another weird one: Police filed weapon and drug charges against a 30-year-old man who had legally changed his name to Beezow Doo-Doo Zopitty-bop-Bop-Bop.



Those Handy ATMs

An airline charter flight from India to England stopped in Austria to refuel. But the pilots found that the airline's account was overdrawn and that the airport required about $31,000 for refueling and take-off charges, so if the passengers wanted to continue their journey, they had to come up with the cash. Many of the passengers were let off the plane to visit an ATM, and they eventually came up with the moolah.

Pop Drops

Hospitals are obligated to give emergency care to anyone who needs it, even to undocumented immigrants and irrespective of ability to pay. Various state laws also prohibit hospitals from releasing a patient who has no safe place to be discharged. A *New York Times* report noted that New York City hospitals currently house about 300 of these "continuing care" patients with many in their fifth year and one patient now in his thirteenth year.

In some states, hospitals permits "pop drops" in which adult children leave ailing parents at a hospital when the children decide they need a break.

Millions Of Rats

Here's a creepy item: Rats multiply so quickly that in 18 months, two rats could have over a million descendants.



A Failed Inventor

A guy tried and tried to invent something useful but none of his inventions were of interest to anyone else. So he opened the Museum of Nonsense in Austria to pay homage to even greater failures than his own. Among the exhibits are the "portable anonymizer" (a stick holding a black bar that one holds over his eyes to obscure identity), a transportable hat rack, a bristleless toothbrush (for people with no teeth), and a "portable hole" (similar to those that appear in the ground whenever the Road Runner needs something for Wile E. Coyote to fall into).

Cushy Job

A subway line in Boston is still forced to employ two drivers per train when the other Boston lines, and most all subway systems worldwide, use only one. An newspaper analysis estimated that the second drivers, doing virtually nothing useful, cost the government $30 million annually.

One Upmanship

Here's a dialogue heard between airplane pilots and a control tower:

A pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back passed the Cherokee. Some quick-witted person in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

The Cherokee pilot, not about to let the insult go by, came back with this: "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."

Can't Think Of A Better Twosome

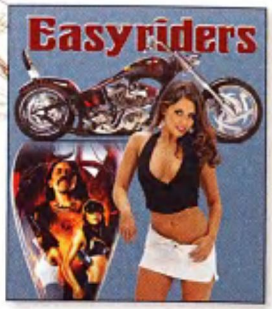
Two murderers in Sweden, a male and a female, were put away in a psychiatric institution. The man was convicted of killing, decapitating, and eating his girlfriend, and the woman was convicted of killing a father of four and then drinking his blood. The two carried on a 26-day Internet-chat "courtship" and then decided to get married.

He said to a newspaper reporter that he had never met anyone like his bride-to-be (let's hope not). And she said they hope they'll be released (unlikely) so that they can live together and "have dogs and pursue our hobbies which include piercing and tattoos."

Get It Right, Dammit!

A man bit his fiancee's arm, which resulted in nerve damage. He did this because she had arranged the cheese incorrectly on his meatball sandwich!





Actor Danny Trejo's *Macbete* bike shot by James Forrest. Cutie Cali shot by Michael Farabaugh. Special imaging by Jeff Biggs.

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We love hearing from you! Please send your questions or comments to the editor at **dnichols@easyriders.net**

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The Audit Bureau

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JUNE 2012

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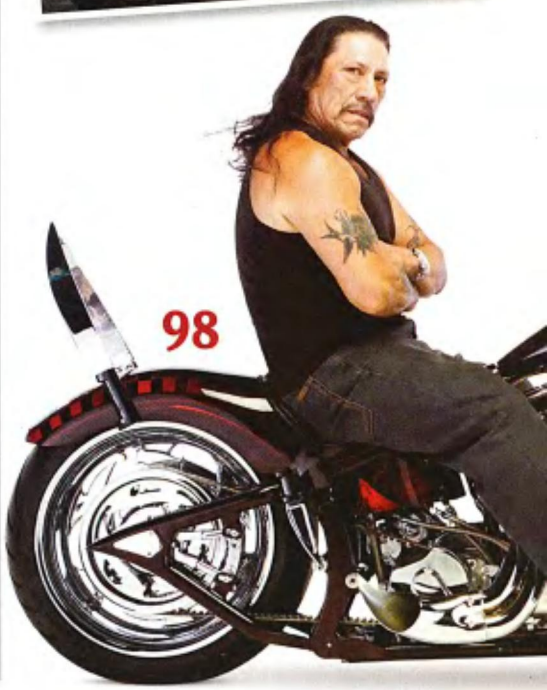
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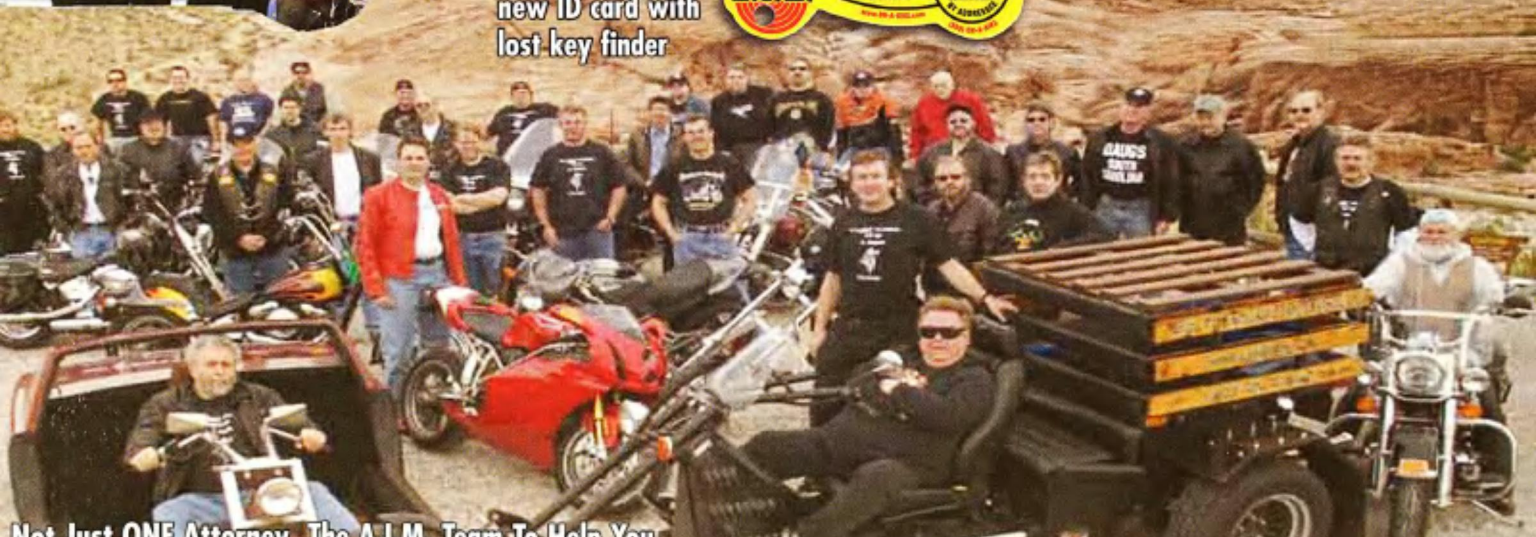
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Dalton Walker

DALTON WALKER'S S.I.K. SHOW-WINNER

FlipFlop

"Got lucky at the Easyriders Anaheim Bike Show! Brown bike won a Best of Show and blue bike won 1st Place Specialty Chopper. Totally unexpected!" Dalton Walker wrote recently on his S.I.K. (Split Image Kustoms of Hanford, California) blog.

"I run a custom welding and fabrication business by day," Dalton tells us. "We do farm equipment and trailers, you name it. When I have spare time, I build cars and bikes. We first started calling it Split Image Kustoms back in 1999 because we were air bagging a lot of custom trucks but were really into customs and hot rods and motorcycles...splitting up our time, so S.I.K. for short. That was before 'sick' meant cool."

The "cool" factor can be seen throughout this bike's design and fabrication, everything handmade from the gas tank, fenders, exhaust, and foot controls to the forks,—even the front 23-inch wheel hub. "There are parts on that bike you could buy out of a catalog for a few bucks, but instead we spent all day making our own. For me, I just gotta do everything." As far as the "flip flop" thing, Dalton managed to place the oil bag under and in front of the


MOON



engine and the tasty battery box under the tranny. Even though out of sight, it is all chromed, drilled-out, and fitted with round head rivets. He also massaged together a matching pair of custom finned master cylinders placed under the seat to handle the hydraulic foot clutch as well as the hydraulic sprotor in the rear.

The Harley 80-incher benefited from a rebuild by Chris Rivas who holds the record for the World's Fastest Bagger. Chris plumbed in Keith Black 10:1 flat top pistons, Edelbrock headwork, and an Andrews bumpstick. Dalton added all the copper tubing preferring to keep the mechanical look external. The polished copper, steel, and aluminum give it an earthy apperance. Another neat touch is the cloth wrapping of the bike's wire harness a la Model A Ford. "I don't hide anything," Dalton says, "not the wiring, not the fuel and oil lines or even the throttle cable…I just simplify it."

Dalton is sponsored by House of Kolor paint and the Oriental Blue flake pigment was sprayed by Dion Giuliano and Craig Fraser at Kal Koncepts-Air Syndicate. "My style is 1970s chopper mixed in with low rider, and my painters have that dialed in," Dalton explains.

The judges dialed in on the bike as well, as Dalton said on his blog, and it was shot right on the spot for your approving peepers.

—Paul Garson





There are parts on that bike you could buy for a few bucks, but instead we spent all day making our own.

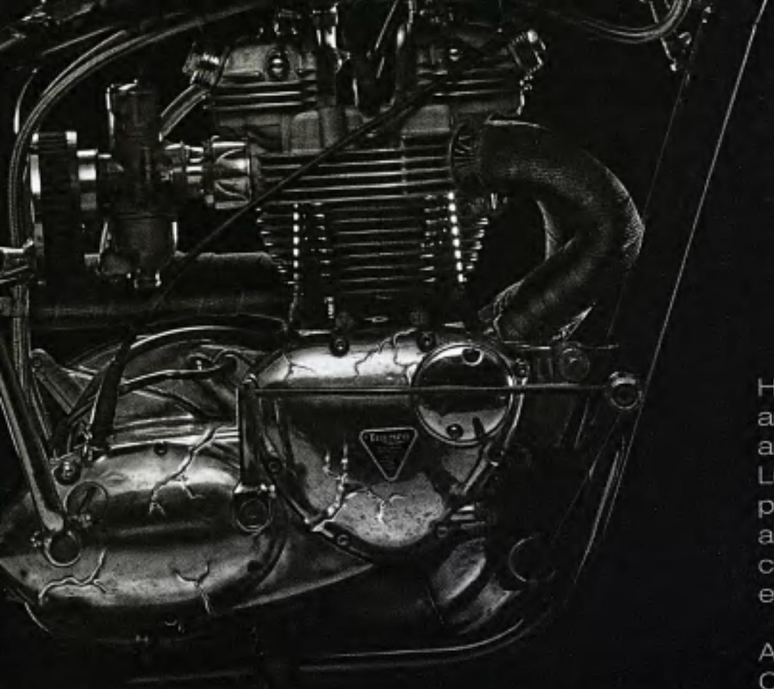






Owner: Dalton Walker
City: Hanford, California
GENERAL
Designer: Dalton Walker
Year/make: 2010 S.I.K. chopper
Model: Uno
Assembly: Dalton Walker
Time: 8 months
ENGINE
Year/make: 2010 Harley-Davidson
Rebuilder: Chris Rivas
Displacement: 80 cubic inches
Cam: Andrews
Ignition: points
Pistons: Harley-Davidson
Heads: Andrews
Carb(s): Mikuni
Air cleaner: S.I.K.
Pipes: S.I.K.
TRANSMISSION
Year/make: 2009 Harley-Davidson
Shifting: 5-speed jockey
PAINTING
Painter: Kal Koncepts-Air Syndicate
Type/color: House of Kolor/Oriental Blue
FRAME
Year/make: 2007 S.I.K.
Rake: 37 degrees
Stretch: 2 inches
ACCESSORIES
Bars: S.I.K.
Handlebar controls: S.I.K.
Fenders: S.I.K.
Headlight: old
Taillight: S.I.K.
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Extension: just right
Builder: S.I.K., H-D, PYO
WHEELS
Size: 23-inch front, 18-inch rear
Wheels: S.I.K. hub
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SOUTH NEVADA—JUDGE DISMISSES CLASS M CLASS ACTION LAWSUIT: A federal lawsuit representing more than 40,000 motorcyclists in South Nevada was dismissed by a U.S. district court judge. The lawsuit was filed by 12 named plaintiffs alleging wrongful enforcement of Nevada's helmet law.

City attorneys representing Clark County, Henderson, Mesquite, Boulder City, and North Las Vegas filed a motion to dismiss the lawsuit. The motion was heard by Judge Phillip Pro on February 6, 2012. Defendants stated the complaint was vague and did not identify the names of the offending officers. Plaintiffs' lead counsel, Travis Barrick, countered that the complaint is not against individual officers saying, "Rather we're suing municipalities for their failure to train officers and seeking injunctions for arbitrary and capricious enforcement of Nevada's helmet law." The judge agreed to review the case and possibly allow plaintiffs to amend the complaint.

But on February 21, 2012, the judge dismissed the lawsuit stating that the complaint was "a conglomeration of generalized allegations of legal violations."

In response to the dismissal Mr. Barrick said, "I truly believe that the defendants [Clark County and the five cities] will be disappointed if we don't appeal the judge's dismissal. This is an interesting 4th Amendment case that affects a lot more than just motorcycle riders, which is why we are reaching out to other groups for the financial support necessary to take it up to the Ninth Circuit. The big question is whether or not we will just go away at the first setback. But the reality is that the judge did us a favor because now we can go up on appeal on the pure legal issues." Source: TigerLily, BOLT Nevada

VIRGINA HALTS MOTORCYCLE CHECKPOINTS: In a victory for motorcyclists, Virginia is the latest state to bar motorcycle-only checkpoints, the American Motorcyclist Association (AMA) reports.

On February 28, Virginia Governor Bob McDonnell signed into law HB 187, which was introduced by Delegate C. Todd Gilbert (R-Shenandoah). The new law, which takes effect July 1, prohibits law enforcement agencies from establishing checkpoints where the only vehicles subject to inspection are motorcycles.

The measure was introduced after the Arlington County Police Department set up a motorcycle-only checkpoint on May 28, 2011, during the Rolling Thunder ride which creates awareness of prisoner of war/missing in action (POW/MIA) issues. Similar laws have been enacted in New Hampshire and North Carolina.

"Officials say they set up these motorcycle-only checkpoints to pull over motorcyclists to check for safety violations," said Rick Podliska, a Virginia resident and AMA deputy director of government relations. "But if officials are really concerned about motorcyclists' safety, then they need to stop discriminating against us with these checkpoints and start supporting programs that prevent motorcycle crashes, such as rider safety training and driver awareness programs."

The AMA opposes motorcycle-only checkpoints and has been tracking the discriminatory practice since it first appeared in New York several years ago.

MRF TESTIFIES BEFORE MARYLAND STATE SENATE: The Motorcycle Riders Foundation (MRF) was asked to testify before the Maryland State Senate Committee on Judicial Proceedings on Tuesday, February 21, 2012. The bill is SB 488, which would modernize the current Maryland mandatory motorcycle helmet bill. The bill is sponsored by Senator John Astle, a fellow rider.

Drafted by ABATE of MD, SB 488 would change the mandatory helmet requirement to allow for adult choice. According to the bill, Marylanders would be able to choose to wear a helmet as long as they met the age requirement of 21 and carry at least $10,000.00 in health insurance.

Jeff Hennie, MRF vice president of government relations and public affairs, stood before the committee and urged passage of the legislation. "Maryland repealed their mandatory helmet bill in 1979, but with the threat from DC that they would lose federal money if they didn't have one, the General Assembly voted it back in place in 1992, just three years before that federal blackmail practice was ended." Hennie also said, "It was an honor to stand with the ABATE leadership

QUOTE OF THE MONTH

"The heart of a king loves everything like the hammer loves the nail"

—Anaïs Mitchell
Hadestown

and membership and deliver a unified message."

The bill faces an uphill battle on the way to becoming law, but ABATE has a good bill with a great bill sponsor who has a long history of working with both sides of the aisle in Annapolis. A vote has not yet been scheduled. Source: Motorcycle Riders Foundation (MRF)

GOOD NEWS ON MINNESOTA ROAD-GUARDING BILLS: Recently SF 1719 and HF 2008, the bills to allow trained and certified motorcyclists to road-guard during motorcycle runs, passed both the Minnesota Senate and House Transportation Committees. While there were questions and concerns brought up during discussion, in the end both bills passed by unanimous voice vote with no amendments. Mack Backlund, state coordinator for ABATE of Minnesota, testified in favor before both committees and answered questions from the committee members. Mr. Backlund thanked Chairmans Gimse and Beard for hearing the bills in their respective committees and Senator Hoffman and Representative Nornes for authoring the bills. This language has a long way to go in the process before becoming law, but passage in the Senate and House Transportation Committees is a great start. Source: Mack Backlund, State Coordinator, ABATE of Minnesota.

NH HOUSE PASSES LOWER MOTORCYCLE NOISE STANDARD: As noted last month, legislation was introduced by Rep. Michele Peckham, which would have imposed an 82 decibel limit, repealing the current 106db limit. That was shouted down by protests by activists, as well as law enforcement, so a substitute amendment was offered by Rep. Sherman Packard, which codifies the AMA's J2825 test, allowing the use of handheld decibel meters by police officers. The limit imposed by the new standard would be 92db idling, and 100 while revving. That bill was agreed to by members of the New Hampshire Motorcycle Riders Organization (NHMRO), so it was quickly passed in the House, 261-80. By the way, Rep. Packard is also a member of NHMRO. The bill now goes to the Senate for another public hearing and action. If passed in the Senate, it goes to Gov. John Lynch for his signature. As of this writing no date has been set for the Senate action. See last month's (May) issue of *Easyriders* for the article "In Your Best Interest?" and "New Push In New Hampshire To Limit Motorcycle Noise" for our take on this approach to motorcycle noise emissions. In a nutshell, "the purpose of SAE J2825 is to make it easier for law enforcement to measure exhaust noise...we should not load our enemy's guns for them." Source: www.seacoastonline.com

IDAHO—CHUC COULTER 27 YEARS OF SERVICE: Idaho Coalition for Motorcycle Safety (ICMS), writes to thank Chuc Coulter for dedicating 27 years to ICMS and the fight for motorcyclist right. "Your years of dedication to this SMRO have been greatly appreciated and you will be missed." Missed, but not forgotten. Even though Chuc will no longer be on the Board of Directors for ICMS, he still has and will be working with ICMS to help protect your motorcycle freedoms. His last request as a board member was that his seat be given to Kim Young for the remainder of his term which ends December 2012. This request was made with the intent of ensuring that ICMS would move forward with yet another strong leader in its ranks. The Board of Directors felt the same and immediately put the request up for a vote and the it was passed unanimously. This is just one of the many things that Chuc has done as a longtime dedicated advocate of motorcycle rights. Source: Twiggy

WEST VIRGINIA WILL NOT AMEND HELMET LAW THIS YEAR: Delegate Greg Boucher has asked the Senate Transportation Committee to pull his proposed additional language from a motorcycle lighting bill introduced by Delegate John Overington that would have deleted references to the U.S. Department of Transportation (DOT) from the state's helmet law statute.

Mr. Boucher said the provision is unenforceable because police are not trained to detect which helmets meet the standards. He said he will instead introduce legislation to make helmets optional in West Virginia for experienced riders in the next session.

The bill in its current form allows yellow or white auxiliary lighting to illuminate the frame of the bike to increase visibility. Lawmakers are also considering an additional amendment to allow the use of flashing motorcycle lights during parades and funeral processions. Source: The Associated Press

TENNESSEE BILL DESIGNED TO END HELMET LAW WITHDRAWN: Rep. Judd Matheny has withdrawn his bill seeking to end helmet requirements for adult riders in Tennessee. Current law requires them for all riders. Matheny had based his argument to end the mandate by saying that changing the law would lead a boom in motorcycle tourism in the state and questioned the safety benefits of helmets. The insurance lobby prevailed, after a legislative analysis claimed that the bill would result in injuries costing the state an additional $1.1 million for TennCare, the state's socialized medical scheme. Source: The Associated Press

RIDING MOTORCYCLES IMPROVES YOUR BRAIN FUNCTION: A study at the University of Tokyo by Dr. Ryuta Kawashima has demonstrated that riders between the ages of 40 and 50 were shown to improve their cognitive brain function after riding their motorcycles to work daily for as little as two months.

Trial subjects were otherwise healthy people who had not ridden for 10 years or more. The researchers believe that the level of concentration required to operate a motorcycle contributed to a higher level of brain function. Riders showed specific segments of their brains (the right hemisphere of the prefrontal lobe) were activated and riders demonstrated a higher level of concentration. They also showed improved cognitive faculties, particularly those that relate to memory and spatial reasoning. An added benefit is their stress levels had been reduced and their mental state changed for the better. Source: Todd Halterman; www.motorcycleinsurance.com. Hat tip to Red Barron

WYOMING DOOMSDAY BILL ADVANCES: Legislation to launch a study into what Wyoming should do in the event of economic or political collapse of the United States has passed it's first voice vote. House Bill 85 would study and prepare Wyoming for potential catastrophes, from disruptions in food and energy supplies to a complete meltdown of the federal government.

The task force would examine the state issuing its own currency, implementing a military draft, raising an army, and acquiring military aircraft as well as an aircraft carrier. Rep. Lorraine Quarberg said. "To put your head in the sand and think that nothing bad's going to happen and that we have no obligation to the citizens of the state of Wyoming to at least have the discussion, is not healthy." The bill must pass two more House votes before it heads to the Senate for confirmation. Source: trib.com

ONWARD AND UPWARD: That last item has me thinking of moving to an undisclosed location, building a bunker out of used shipping containers, and livin' off the land. Claire Wolfe, libertarian author and columnist, has prophesizes, "America is at that awkward stage. It's too late to work within the system, but too early to shoot the bastards." A budding apocalyptic paradise. Time to start stockpiling gasoline, guns, food and gold. —*Kit Maira*

THE RIGHT TO RESIST, REDUX

EVERYBODY HAS AN OPINION, SO IN THE INTEREST OF FAIRNESS WE PUBLISH A DISSENTING LETTER TO THE EDITOR WE RECEIVED, AND ASKED THE WRITER, WILLAM GRIGG TO RESPOND.

I've been a subscriber of *Easyriders* and *In The Wind* for a few years and have thoroughly enjoyed them. I've also attended and enjoyed a few Easyriders Rodeos. Unfortunately the EasyNews section of *Easyriders* has changed recently and is ruining the whole magazine.

I noticed while reading my March 2012 issue, that EasyNews had taken a noticeably anti-government/anti-police stance. When my April 2012 issue arrived, I was downright disgusted to read the EasyNews.

The article "Restore The Right To Resist" is highly offensive. The author compares law enforcement to rapists, states that all police officers are taught to lie, and encourages violent resistance against those tasked with the increasingly dangerous and difficult duty of being a police officer in America. I won't waste either of our time analyzing the incident the article speaks of because it doesn't matter who was right or wrong. What matters is the author is labeling all cops as criminals and encouraging others to do violence toward them. There's a bad apple in every bunch, but the vast majority of our nation's law enforcement officers do an honorable job day in and day out. Would the author label all teachers as perverts because occasionally one sleeps with a student? Are all doctors quacks because a few practice malpractice? Are all of our soldiers evil because a few have gone rogue? The rants of William Norman Grigg are those of extremists such as the so called sovereign citizens movement.

I understand, as I'm sure you do, that *Easyriders* caters to a diverse crowd. The magazine is read by inmates, ex-cons, and outlaw bikers that may or may not buy into Grigg's extremist agenda. But, the magazine is also read by law abiding citizens, and cops too, that appreciate an orderly society and have no use for Grigg's views. Most importantly, I bet everyone would agree, that they subscribe to *Easyriders* for the bikes and babes, not for political commentary.

I personally won't tolerate much more of this new version of EasyNews before I cancel my subscriptions. I'm not interested in being told that the author's views aren't the views of *Easyriders* If you're publishing hate speech, you're at least partially endorsing it. If I'm simply reading the wrong magazine and *Easyriders* does hate cops, feel free to cancel my subscription immediately. If not, stick to what you're good at, the bikes and babes, and leave the politics to *Playboy*.

Sincerely,
Matt Faulk

Willam Grigg responds: The core of Mr. Faulk's complaint with my essay is found in the following sentence: "The author compares law enforcement to rapists, states that all police officers are taught to lie, and encourages violent resistance against those tasked with the increasingly dangerous and difficult duty of being a police officer in America."

I will address each of those three complaints separately:

• Until recently, women facing the prospect of sexual assault were admonished: "Don't resist, it will only make things worse." Thankfully, rape victims are now expected to fight back, but victims of police assault are required to endure, with abject meekness, the criminal violence committed by the assailants (usually more than one is involved). Furthermore, a woman who fights back when sexually assaulted by a cop may be prosecuted for resisting arrest or assault on a police officer. Gregory Babbitt, an attorney representing the State of Michigan before that state's Supreme Court, admitted as much during oral arguments last October 4. Adam Skweres, a Pittsburgh cop recently charged with several sexual assaults in the line of duty, told one of his would-be victims that if she attempted to flee, she would be arrested for resisting arrest.

• "Police lie. It's part of their job." Thus began an essay entitled "Training Cops to Lie," written by former prosecutor Val Van Brocklin and published in the November 16, 2009, edition of the online journal Officer.com (www.officer.com/article/10233095/training-cops-to-lie-pt-1). In his 2005 memoir Breaking Rank, former Seattle Police Chief Norm Stamper testifies that the training referred to by Ms. Van Brocklin has been quite effective: "Cops lie. Most of them lie a couple of times per shift, at least" (129). Stamper insists that there is value in what might be called situational dishonesty, but he has no use for the kind of routine truth-shading or outright perjury that has become tragically commonplace in contemporary law enforcement.

• As I noted in the essay, there is abundant judicial recognition of the fact that Anglo-Saxon common law recognizes the right to resist unlawful arrest, if necessary, through the use of lethal force (the Supreme Court's 1900 John Bad Elk v. U.S. decision remains the definitive precedent on the subject). Legislation currently being considered in Indiana, Minnesota, and New Hampshire would restore legal protection for that right, which is a development as welcome as it is overdue.

*Does Mr. Faulk believe that police have an unqualified right to commit criminal violence against civilians? Apparently so, given his blithe dismissal of the case of Darrin Ring, the innocent Tennessee resident who was left with broken bones, bruised ribs, and a punctured lung after being needlessly beaten and Tasered by a gang of police officers who, as one of them said, simply wanted to "f**k him up."*

There's no use "analyzing" that incident, Faulk insists, because "it doesn't matter who was right or who was wrong." This only makes sense if we assume that Ring, as a mere mundane—that is someone who doesn't belong to the exalted brotherhood of official coercion—doesn't have any rights the police are required to respect.

Mr. Faulk is zealous to defend police who "do an honorable job," yet he takes inconsolable offense when criticism is directed at those who dishonor the profession by committing criminal assaults on the innocent and then compound those crimes with perjury. Restoring legal protection for the right to resist unlawful arrest would pose no threat to genuinely honorable peace officers—individuals devoted to protection of life, liberty, and property, rather than unionized bullies bearing government credentials.

—Willam Norman Grigg

Nothing Personal

Scott Foxx Builds A Capones Double-Drive Rigid

One look at this bike and you're probably scratching your head over those two big sprockets out back, right? There is one on each side of the 8 1/2-inch wide Southern Motorcycle Works Poker wheel. That's quite a final drive there, but that's just the beginning. Scott Foxx at Capones Street Rod Motorcycles pulled out all the stops on this build, and he almost didn't get to keep it!



This month's *Easyriders* girl is curvaceous Cali Logan from New Jersey. She fits every curve of Scott Foxx's Capones custom bobber.

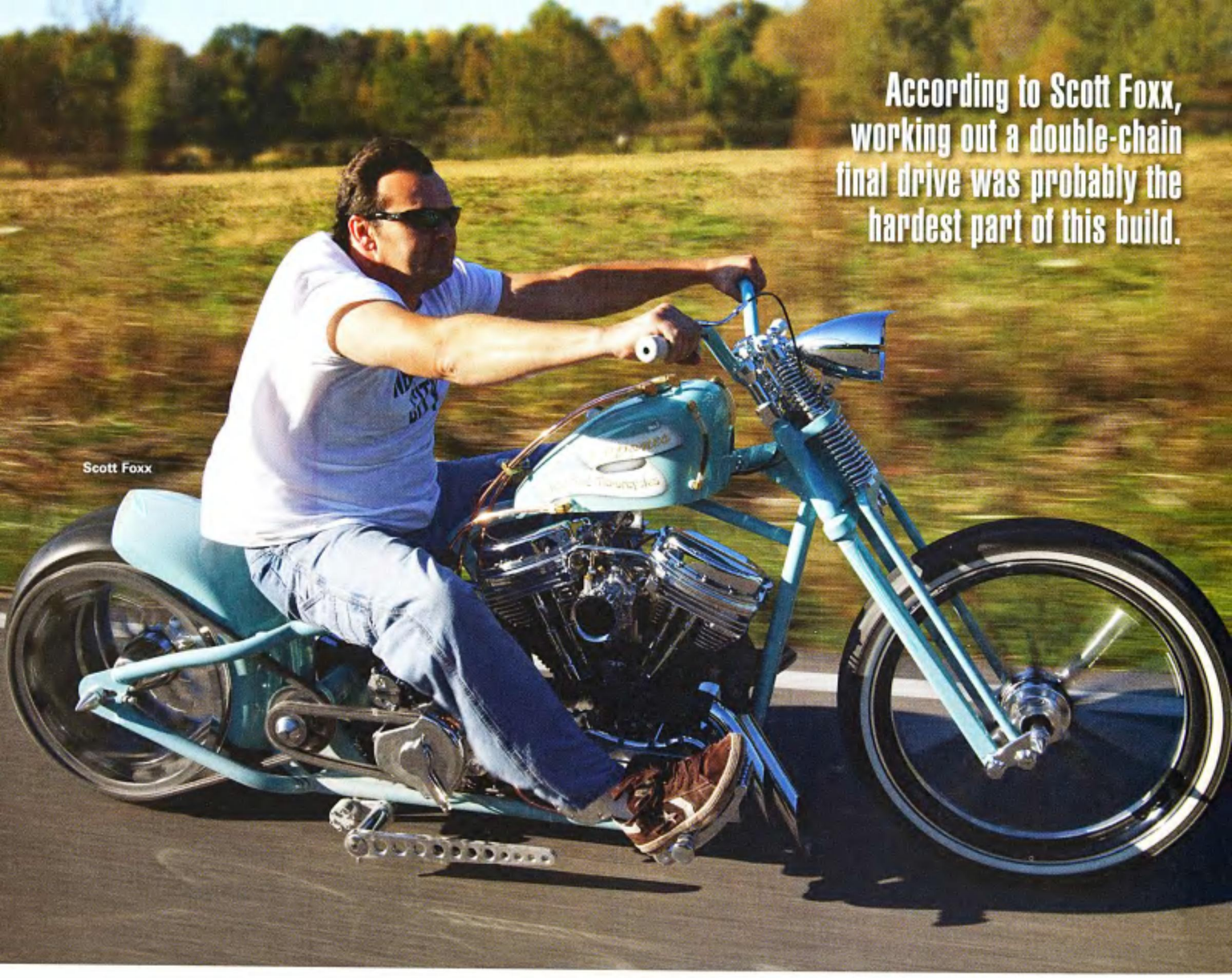
Easyriders BIKER

Scott Foxx/2011 Capones Bobber



Debuted at Indy last year, a couple of would-be thieves, stupid ones as it turned out, thought they should have the bike, not Scott. Lurking nearby, they watched Scott load up for the drive home to Shelbyville, Indiana. They followed him to the tavern where he stopped along the way and then made their move. While Scott was relaxing inside, they took off with his truck, trailer, and that brand-new double-drive rigid tucked away inside. Luckily, these meatheads couldn't drive. They crashed Scott's rig four times within a single block before abandoning the heist. The truck and trailer were a loss, but the bike didn't suffer a scratch.

"That final drive was probably the hardest thing to figure out on the whole bike," Scott says. By carefully mixing and matching all the sprockets between the Ultima 6-speed, the jackshaft behind it, and then those two big ones flanking the wheel, the overall gearing, which you would think might limit things to walking speeds, had Scott and this one-off bobber up to 95 mph, with plenty more on tap. After those mathematical calculations, every



According to Scott Foxx, working out a double-chain final drive was probably the hardest part of this build.

Scott Foxx

thing else on the bike must have seemed like a cakewalk.

Scott started the build with a drop-seat rigid frame of his own design, a frame he wrapped around a 113-inch SMW Pandemic engine. It is a good-looking, strong-running motor blending old-timey appearance with modern mechanicals. He set a DNA springer fork up front with another SMW Poker wheel, a super-skinny 21-incher. And how about that lever-operated center stand? Another bit of machinist's magic, it cantilevers the bike up with an easy pull and then folds down flat alongside the frame rail when it is time to go.

Have you ever seen an exhaust system exit at the front? "Just trying something different," Scott explains. "It makes a great leaf blower!" The frame, front end, and bare handlebars (the only thing up there is the throttle) were all powdercoated in a color that defies description. "I call it Baby Blue," Scott says. "My wife says it's Robin's Egg Blue and others have tagged it as a shade of turquoise or pale green. Who knows what it is!" In any event, Brad Bole matched it perfectly with his paintwork on the tank and rear fender.

The gas tank is trick as well. A classic 2 1/4-gallon peanut, Scott split it open to partition off the inside to create two vessels, one for the gas and one for the oil. "It still holds enough fuel for around-town bar hopping," he says.

This blue bob-job that Scott calls "Nothing Personal" recently won Best Radical Custom at the Easyriders Invitational Bike Show in Columbus, Ohio.

—Joe Kress

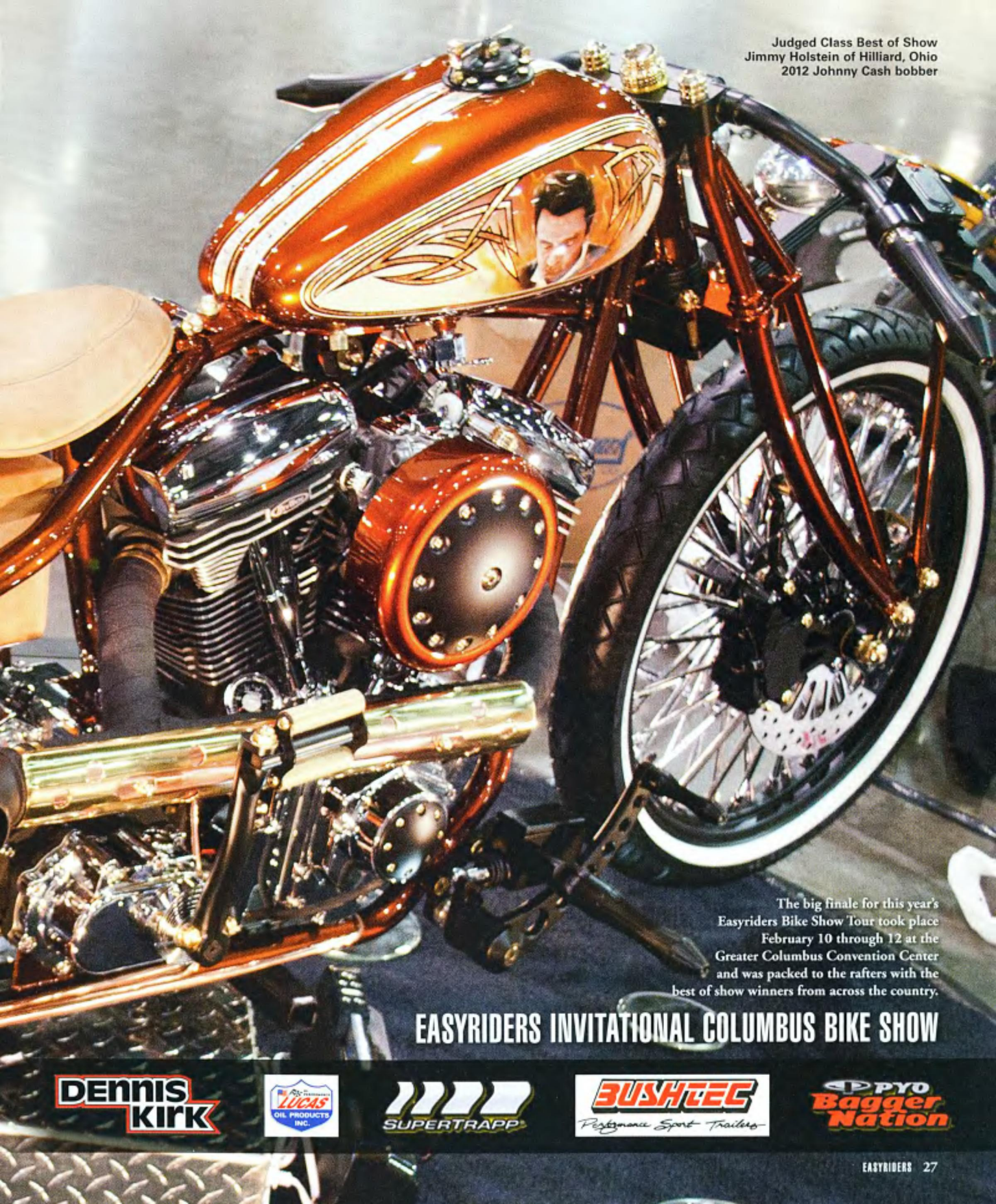




Owner: Scott Foxx
City: Shelbyville, Indiana
GENERAL
Designer: Scott Foxx
Fabrication: Capones
Year/make: 2011 bobber
Model: "Nothing Personal"
Assembly: Scott Foxx, Capones
Time: 2 months
Chroming: Tony the Sicilian
ENGINE
Year/make: 2011 Pandemic
Rebuilder: SMW
Displacement: 113 cubic inches
Ignition: Ultima
Cam: Ultima
Carb: S&S
Air cleaner: stack
Pipes: Scott Foxx, Capones
TRANSMISSION
Year/make: 2011 Ultima
Shifting: 6-speed
PAINTING
Painter: Brad Bole
Type/color: PPG/blue
FRAME
Year/make: 2011 Capones
Type: drop-seat bobber rigid
Rake: 35 degrees
Stretch: none
Shocks: none
ACCESSORIES
Bars: Scott Foxx, Capones
Handlebar controls: Harley-Davidson
Fenders: Scott Foxx, Capones
Headlight: Ultima
Taillight: Scott Foxx, Capones
Pegs: DNA
Foot controls: Scott Foxx, Capones
Gas tank: peanut
Oil tank: it's in the gas tank!
Seat: Rich Phillips
Grips: Schwinn bicycle
FRONT END
Type: springer, 4 inches under
Builder: DNA
WHEELS
Make: SMW
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: DNA
Photos: Michael Farabaugh
Contact: Capones Street Rod Motorcycles
317-395-4011

WORLD'S BEST BIKE SHOW!





Judged Class Best of Show
Jimmy Holstein of Hilliard, Ohio
2012 Johnny Cash bobber

The big finale for this year's Easyriders Bike Show Tour took place February 10 through 12 at the Greater Columbus Convention Center and was packed to the rafters with the best of show winners from across the country.

EASYRIDERS INVITATIONAL COLUMBUS BIKE SHOW

DENNIS KIRK
LUCAS OIL PRODUCTS INC.
SUPERTRAPP
BUSHTEC Performance Sport Trailers
PYO Bagger Nation



Invitational Class Best Paint:
Sam and Teri Banta
Markleville, Indiana
2003 Road King
Paint by Joanne Bortels, Crazy Horse Painting







Thousands of bikers came to check out America's coolest custom bikes as well as meet celebrities of the two-wheeled world and bask in the glow of biker brotherhood as only *Easyriders* can bring it to ya. Though it was snowing and just 20 degrees on Saturday morning, two intrepid bros rode their bikes all the way from Florida to take in the world's best bike show.

Great live bands kept the hall rockin' while the Purrfect Angelz danced their ta-ta's off all weekend. Custom motorcycles were divvied up into the Regional People's Choice Class, the Judged Class, and the Invitational Class, with more trophies in more categories than ever before going to today's wildest rides.

Fans of *Sons of Anarchy* and *Full Throttle Saloon* could get autographs and photos from the TV series' stars and enjoy rowdy women's roller derby action. Billy Tinney, editor of *Tattoo* magazine, rode herd at the Tattoo Emporium on site and offered up a skin art invasion with trophies to collectors of the most awesome ink.



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After all the People's Choice votes were counted and the editors of *Easyriders*, *V-Twin* and *Biker* magazines judged their hearts out for two action-packed days, we took to the stage on Saturday night to give out cash, prizes, and awesome trophies by Carolina Custom Products. Top winners in People's Choice included Chris Stephens' 2012 Softail, All N' All Customs' 2007 Road Glide and Kenny Sweeney's 1951 FL. Best of Show in the Judged Class went to Johnny Gil for his 1947 pan, Jimmy Holstein for his 2012 Johnny Cash bobber, and Bill Steele for his wild custom bagger.

Top Regional winners then advanced to the Invitational Class for the ultimate honors on Sunday night. These Best of Show bikes from all


GEICO & DENNIS KIRK PRESENTS
Easyriders
JUDGED
Representing:
Name: Dave Johnson
City, State: Prospect Hgts. Ill.
Make: Redneck
Model: SD 300
Year: 2006
Special Features: One of a Kind
Special Thanks: Power Motor Sports











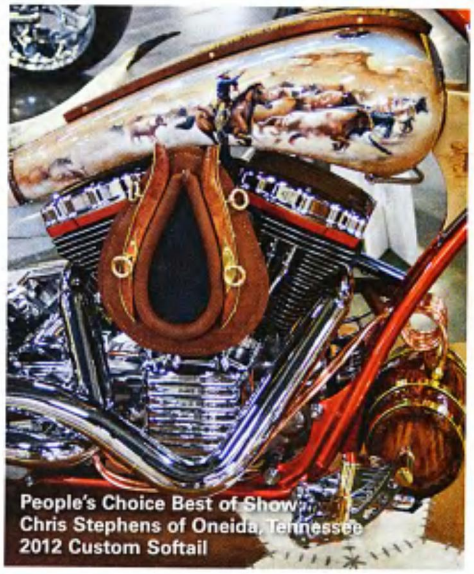
Bike of the Year:
Johnny Gil of McAllen, Texas
1947 panhead







Judged Class Best of Show:
Bill Steele of Oakdale, Pennsylvania
2012 Street Custom Bagger



People's Choice Best of Show:
Chris Stephens of Oneida, Tennessee
2012 Custom Softail

across the country were judged as the Nation's crème-de-la-crème of the two-wheeled world. The Editor's Choice Award went to Christopher Wade for his 1953 pan, the Bagger Nation Bagger of the Year Award went to Cameron Jurow for his 2010 Grape Ape Road Glide, and the Road Iron Bagger of the Year went to Susan Jurow for her 2005 Cam-Tech Road Glide. We were honored to give Johnny Gil the top spot as *Easyriders* Bike of the Year for his awesome 1947 panhead.

Watch for these and more of the year's best bikes to be featured right here in *Easyriders* magazine and enjoy really great video of this year's Columbus Bike Show in our latest *Easyriders* DVD.

—Dave Nichols



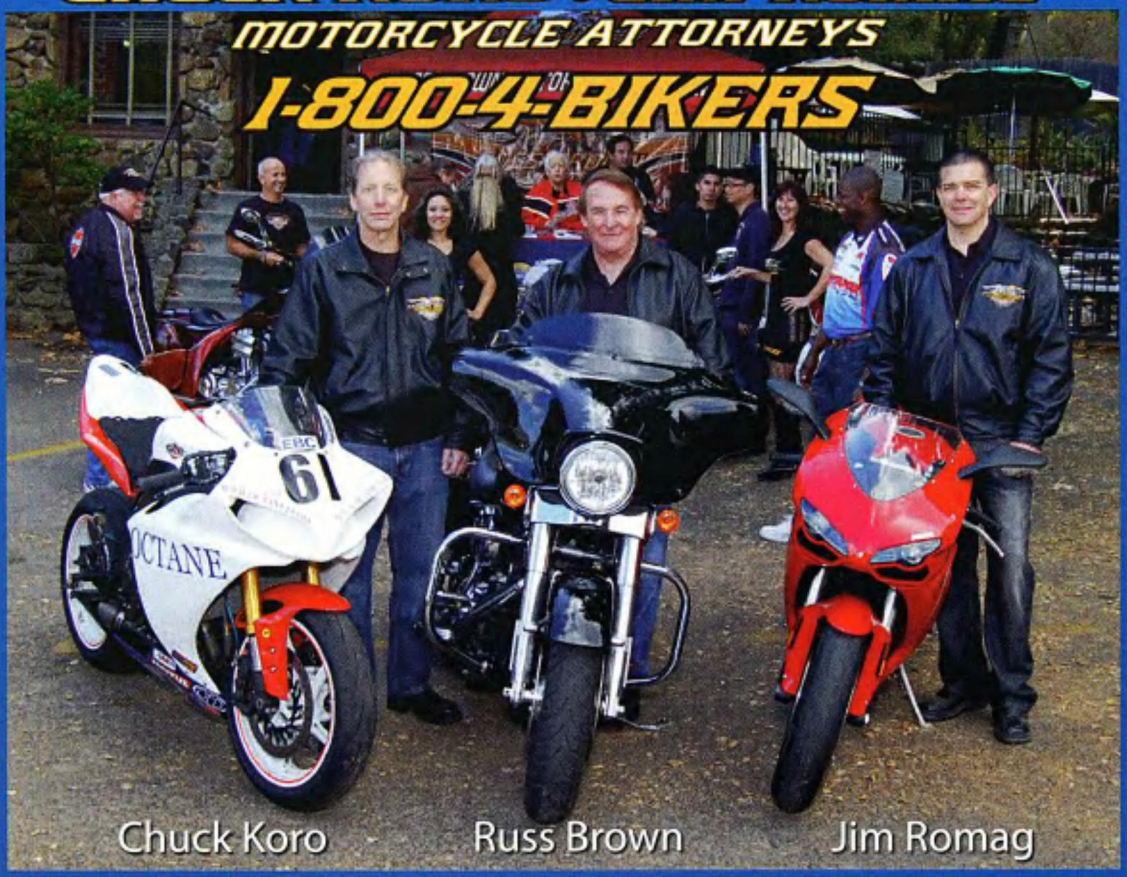
Photos: Kai R.

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Right now, follow the photos and watch the frame for your new bagger being made. But remember, you can't win the ultimate custom bagger unless you enter the Sweepstakes. See the ad in this issue for rules and regulations and enter today! *—Dave Nichols*

Rolling Thunder
450-699-7045
www.rollingthunderframes.com



1 Here we see Dominic of Rolling Thunder bending up the frame uprights, which are laser cut using 1/2-inch plate.



2 This piece of hollow structure tubing is being laser cut for use in the backbone.



3 This notch is cut to allow square tubing to be folded and welded at a perfect angle to meet up with the neck.



4 Fred preps the backbone before bending, fitting, and welding it.



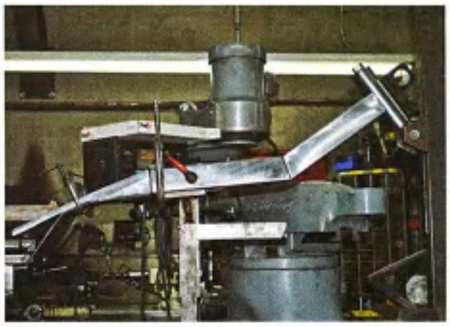
5 Here are basically all the parts needed when building a 2009-and-up bagger frame. It doesn't seem like much, but the assembly of all these parts is very meticulous work and very time consuming.



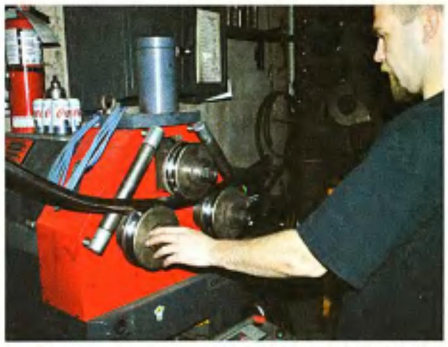
6 Dominic checks tolerances to make sure that the new bearing will fit as intended.



7 Here's a comparison of a standard bagger neck and bearing used on any regular build and the new neck which was machined for this build along with the new stronger neck bearing and race.



8 The sub assembly of the neck and backbone are fitted in the fixture before any welding takes place.



9 Here we see Kevin rolling the downtubes in the roller bender before he fits them in the fixture to meet up with the neck and backbone.



10 Kevin studies the perfect fit before he copes the downtubes to meet up with the neck.



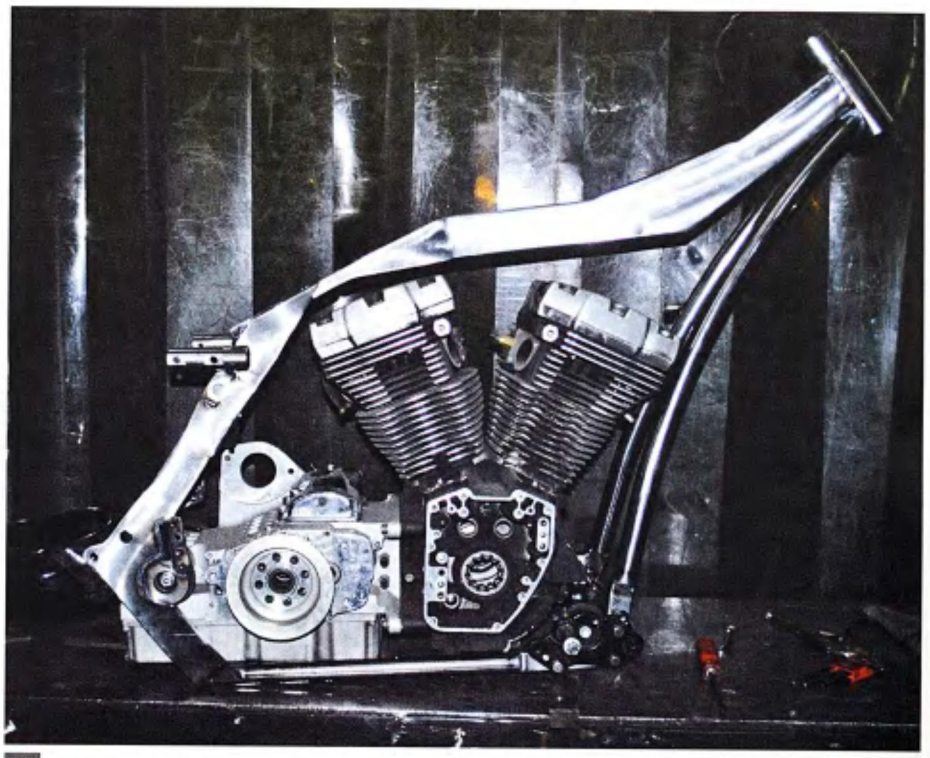
11 Welding in the new four-point motor pick ups used on the new 2009-and-up bagger frames.



12 Here's your frame, fresh from being removed from the fixture.



13 The frame is adjusted for final fitment of components outside the fixture.



14 And here it is with a mock up of the powertrain to make sure everything fits perfectly.



15 The proud Rolling Thunder crew: Fred, Kevin, Dominic, and Rafi show off your new bagger frame! She's ready to roll.

Photos: Rolling Thunder

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Artist concept of project

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ROLLING THUNDER INT'L — FRAME

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Or a pair of Sportsters™



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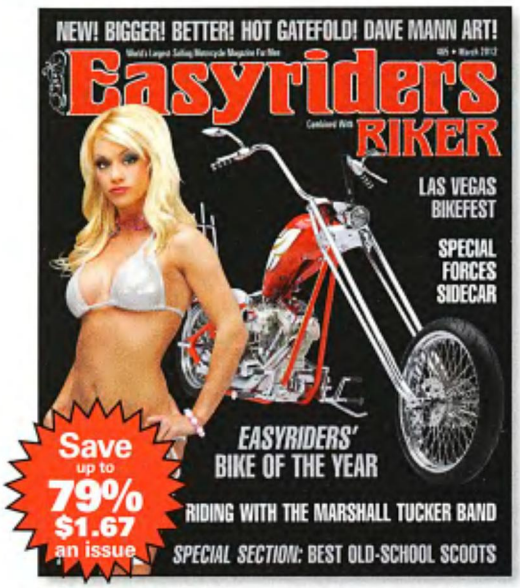


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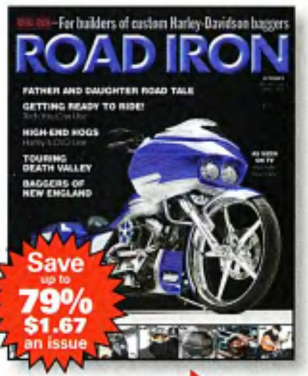


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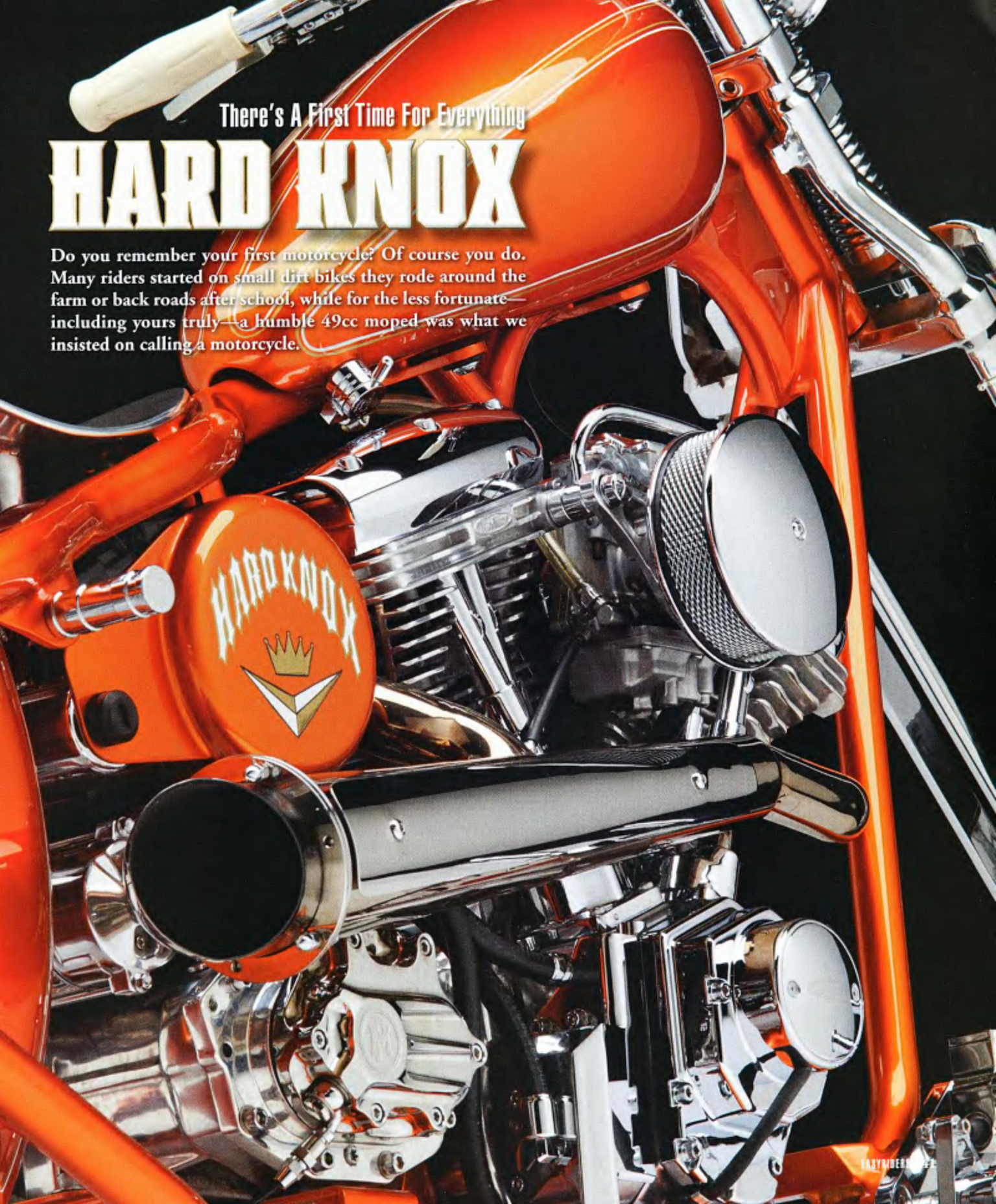
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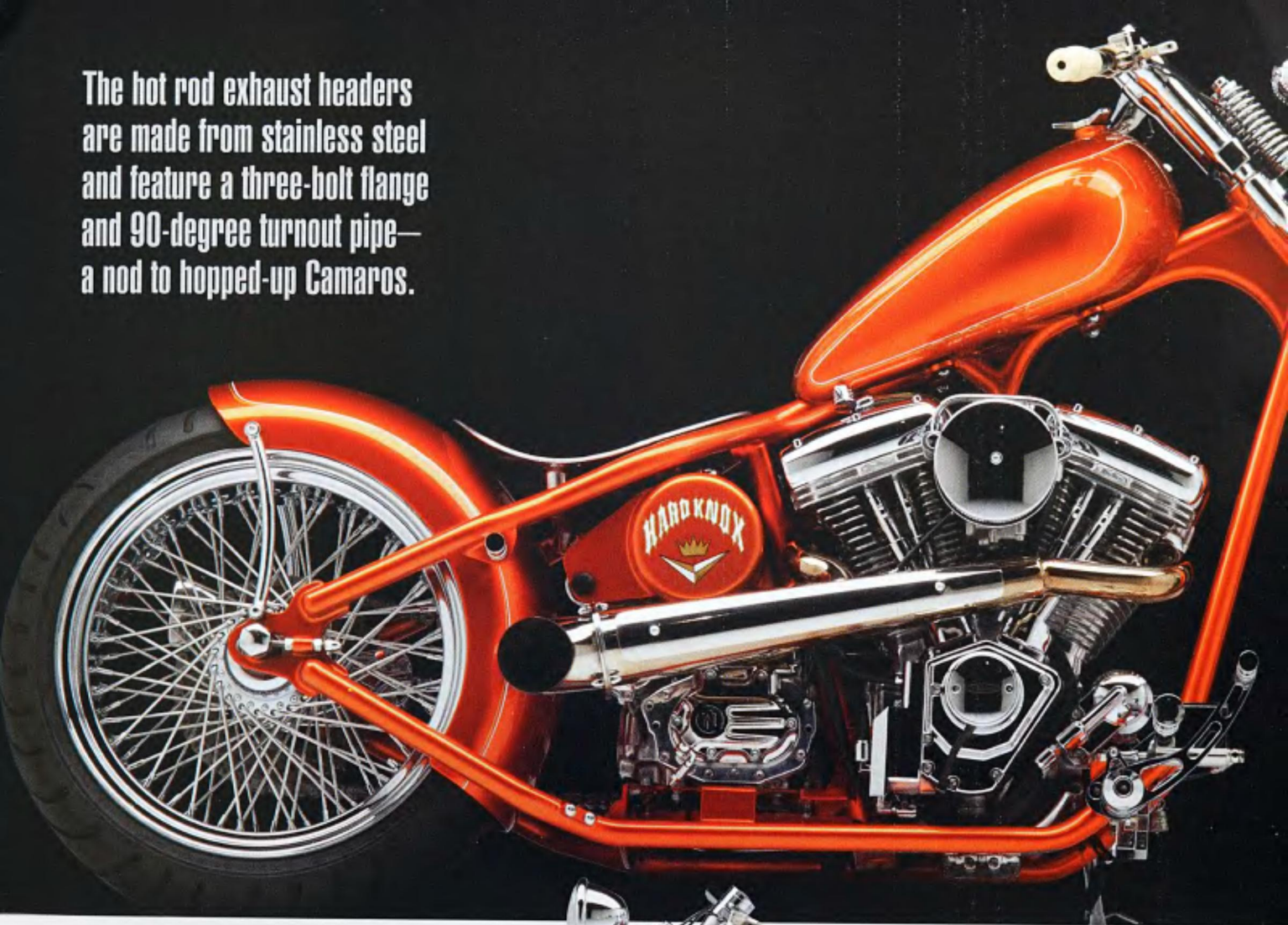


There's A First Time For Everything

HARD KNOX

Do you remember your first motorcycle? Of course you do. Many riders started on small dirt bikes they rode around the farm or back roads after school, while for the less fortunate—including yours truly—a humble 49cc moped was what we insisted on calling a motorcycle.

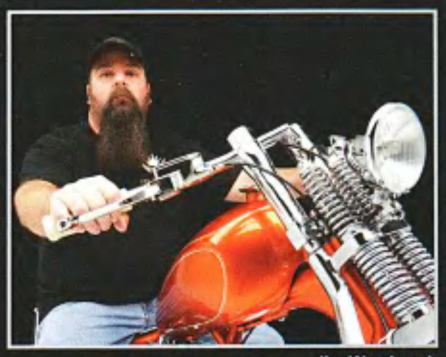
The hot rod exhaust headers are made from stainless steel and feature a three-bolt flange and 90-degree turnout pipe—a nod to hopped-up Camaros.



No matter what that first set of wheels was, we all took our lumps—our hard knocks—on a basic machine as we learned to ride. That machine was generally inexpensive, light, and easy enough to wrangle for a beginner, so we learned a number of valuable lessons, acquiring interesting scars along the way after hitting our shins on the pegs or eating dirt and grass

This rigid has everything you need and nothing you don't.





Jim Westbrook

after grabbing a handful of front brake at the wrong time.

But easily eclipsing the occasional bent bars, scraped paint, bruised ribs and ego (worse), there were, of course, great times. The sum of those good memories resulted in our cultivating a passion for going around on two wheels and socializing with like-minded riders. Jim Westbrook, owner of this Kandy Tangerine rigid, always wanted to be a part of this great biker family, so he got himself an entry-level motorcycle—this very motorcycle to be exact!

Don't look for training wheels on this chopper though, because Jim says he has already honed his riding skills since first getting it built in 2006. There has got to be a number of colorful, rookie, hard knocks stories associated with Hard Knox, but Jim isn't talking. What he is willing to share with us though, is why the bike looks so bitchin'.

Jim must view motorcycles like others see bowling shoes: you'd rather have your own pair than use those worn by others. So instead of buying a used bike to ease into the saddle, he thought it would be clever to have his first motorcycle customized to his own specs.

Basically, Hard Knox is a pared-down cycle that came straight from Jim's imagination, with a little help from fabricators Scott Frailey and Brent Whitten. It has everything you need and nothing you don't, ensuring that its clean lines won't go out of style next week—that's very good for a first project.

Built around a basic Kraftech hardtail frame, Hard Knox is powered by a 100-inch RevTech V-twin engine and transmission combo with open belt drive and uses 120-spoke chromed wheels hung at the front to a DNA chromed springer fork. No rocket surgery or brain science here, just clean design and execution thanks to loads of modifications done by Scott Frailey. One of them particularly stands out: the hot rod exhaust headers. Made from stainless steel, the two-into-ones feature a neat, three-bolt flange and 90-degree turnout pipe—a nod to hopped-up Camaros and other peace-disturbing muscle machines we all know and love.

Jim says that the spartan aluminum seat pan is good enough for his riding needs but adds that he really has nothing to compare the ride quality to—ignorance truly is bliss. Jim loves to ride his chopper around town on the weekends, going to the occasional poker run. He even enters it into a few bike shows, like the Easyriders Bike Show, where it was spotted by the crew and photographed by Michael Lichter for this feature.

—Ben Lamboeuf




HARD KNOX
EDL





Hard Knox is powered by a 100-inch RevTech V-twin engine and transmission combo.

Owner: Jim Westbrook
City: Anderson, South Carolina
GENERAL
Designer: Jim Westbrook
Year/make: 2006 one-off
Model: Hard Knox
Assembly: Brent Whitten
Time: 12 months
Chrome: Chrome Masters
ENGINE
Year/make: 2006 RevTech
Displacement: 100 inches
Bottom End: RevTech
Pistons: RevTech
Heads: RevTech
Cams: Andrews
Lifters: Andrews
Induction: 42mm Mikuni carburetor
Air Cleaner: Joker Machine
Pipes: Scott Frailey
TRANSMISSION
Year/make: 2006 RevTech
Gears: stock
Primary: open belt drive with covers
PAINTING
Painter: Billy Locke
Type/color: House of Kolor/ Kandy Tangerine
FRAME
Year/make: 2006 Kraftech
Type: rigid
Rake: 42 degrees
Stretch: 2 inches
Shocks: none
ACCESSORIES
Bars: Choppers Inc.
Handlebar Controls: Performance Machine
Fenders: Scott Frailey
Headlight: Paughco
Taillight: Ford Model A
Pegs: chromed
Electrics: Brent Whitten
Gas Tank: Scott Frailey
Oil Tank: Scott Frailey
Oil System: Scott Frailey
Seat: Scott Frailey
Grips: white rubber
FORKS
Brand: DNA
Type: springer
Extension: 6 inches over stock
WHEELS
Brand: DNA
Style: 120 spokes
Size: 21-inch front, 18-inch rear
Brakes: Exile sprotor rear
Photos: Michael Lichter

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Pure riding satisfaction in Laconia, New Hampshire.
—Michael Lichter, Boulder, Colo.

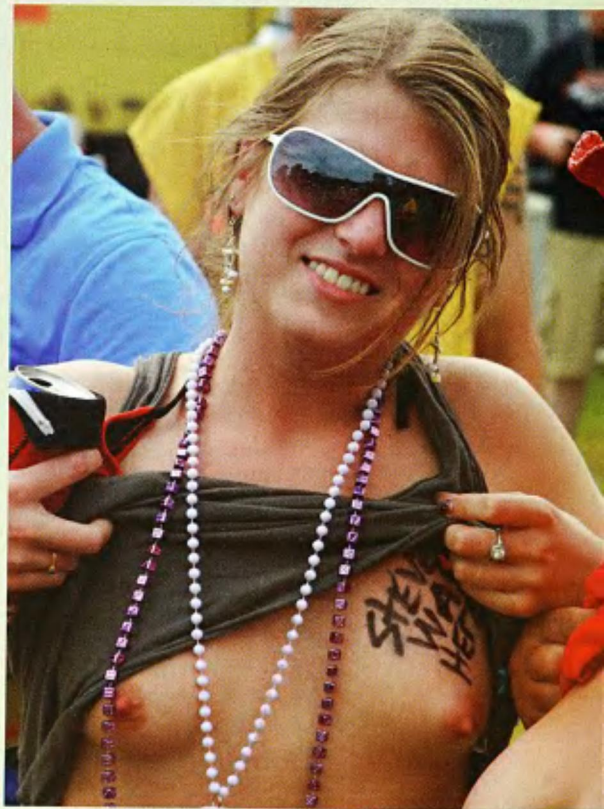
Multi-tasking during Roar To The Shore run in Wildwood, New Jersey.

—Lou Camerota, New Castle, Del.



And so it begins...

—Linda Barbour, El Dorado, Calif.



Fuckin' Steve leaves his mark...again. *—Bob Allan, Hazen, Pa.*

Don't you hate it when you're blastin' down the road wearin' slippers and your wig blows off? —*Frank Sander, AT Cycles, Seevetal, Germany*



Saturday night in America. —*Mike Souder, Rixeyville, Va.*



Billy fondles his peanut (tank) on the beach in Daytona. —*Billy Kear, Fireman, Corryton, Tenn.*

She's looking mighty fine at the Southern Knights MC party. —*Tommy Pittard, Comer, Ga.*



Joe and Amy Nielsen, one kickass couple —*Mark Fountain, Omaha, Neb.*



Matt sez, "Hydraulic bike jacks are for pussies." Fuckin'-A. —*Paul Garson, El Lay, Calif.*



You just can't overemphasize the importance of proper riding posture. This one works for us.
—Frank Sander
Seevetal, Germany

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).
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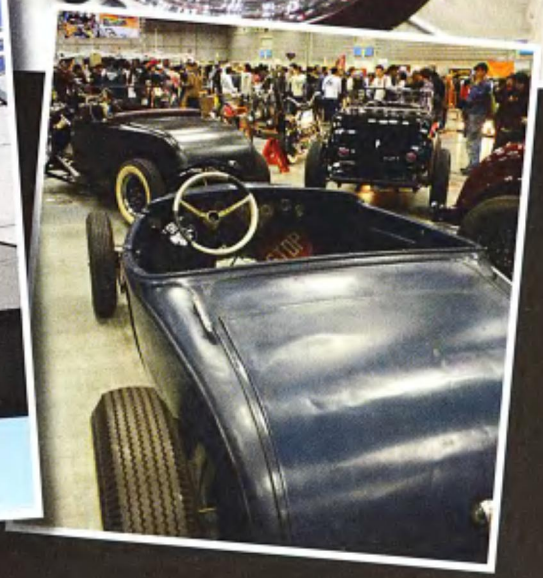
Mooneyes JAPAN

20 YEARS IN THE MAKING

I have been trying to get out to Yokohama for the past five or six years. Somehow I convinced my wife of 10 years to celebrate our anniversary in Japan. I can't believe she fell for it. Not only did I convince her it was where we wanted to be, I also convinced *Easyriders* that this was the year we needed to be at the Mooneyes show, it being the 20th anniversary of the show. With blessings from the wife, the boss, and the in-laws (somebody had to keep an eye on all my


Buffalo Chip
custom cycles


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20th Anniversary YOKOHAMA
HOT ROD CUSTOM SHOW
2011
MOON
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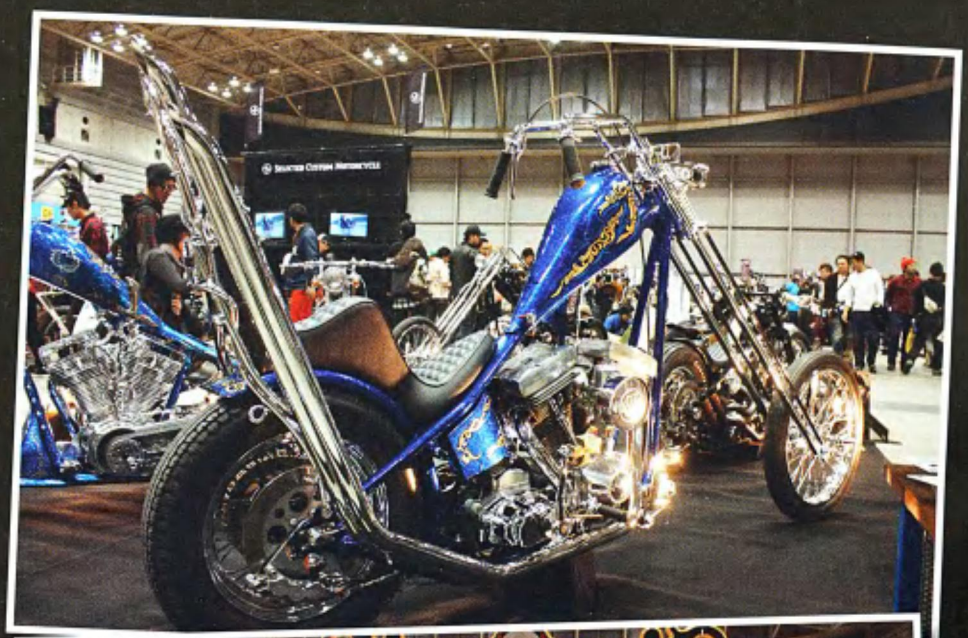
ankle biters), I booked our trip. Now all I had to do was wait—wait for my trip of a lifetime. It's harder than it sounds.

Not only were the wife and I going, we had a shit ton of good friends that decided to make the trip also. They had a little different agenda (more on that later) but, nonetheless, the gang was all going to be in Tokyo. December 1 arrived quickly, and before I knew it we were on a plane headed east. I was a little nervous about trying to find my way to the hotel via train. Lucky for me JJ and Kenzo were waiting out front for us in a Range Rover, biker style! I have been fortunate to meet several of our Japanese counterparts over the years. These Japanese dudes "get it" when it comes to building bikes. It's hard to put my finger on exactly what they do differently and sometimes better than us. I still can't figure out how they can afford all the knuckles, pans, and shovels. It seems like all my buddies out there are riding around on bikes built 40-plus years ago.

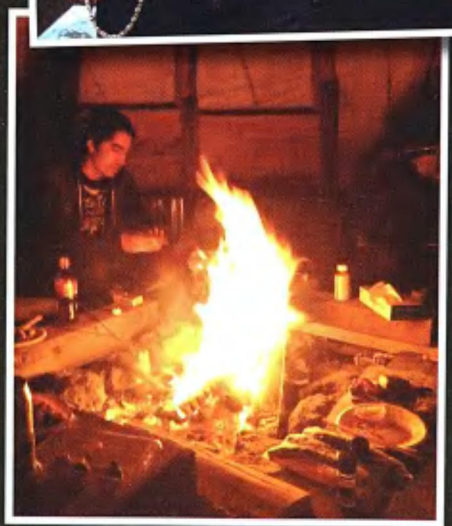
We didn't have much time to get rid of the jet lag, no time really. We were in Shibuya Friday night and off to Yokohama the next morning. The boys over at Mooneyes had press passes and other goodies waiting for us at the show the day before, the set up day. Right as I walked into the door at the convention center, I quicly noticed just how lucky I was to be there—knuckles, pans and shovels as far as the eye could see. I must have said "that is my favorite bike here" about 20 times. Being there the day before it was open to the public was awesome; I got through the whole show in about four hours. This left me a little more at ease about not getting to the show first thing in the morning. The Asahi, Sapporo and sake made it a little difficult to wake up early—or was it jet lag?

I grabbed a coffee, bowl of ramen, and a train ride to Yokohama and got there about noon. It was already packed, and there was a line down the street of more chopper dudes and girls waiting to get in. The show was everything I thought it would be: wall-to-wall radness. Neighborhood, Challenger, and Bunkerstud were all part of a collaborative display of really nice bikes and hot rods, and hanging out in their booth opened my eyes to the classier side of choppers. These guys take shit to the next level man. A chopped Indian Four, really who does that? Takashi of Rough Choppers, that's who, he built this crazy chop for our friend "Tom." Tom and Shin had the Neighborhood booth the talk of the show with their flatheads, knuckleheads, Indians, and amazing hot rods. If there is any doubt in your head about Japan's chopper scene, just take a look at the photographic evidence.

When the show was over, it was time to party. The Douche Larouche MC had a party hosted by the KONGS MC of Japan. Both these clubs are just a bunch of friends riding old shitty choppers and having fun. Don't let the dirty denim and long beards fool ya. They are just out for a good









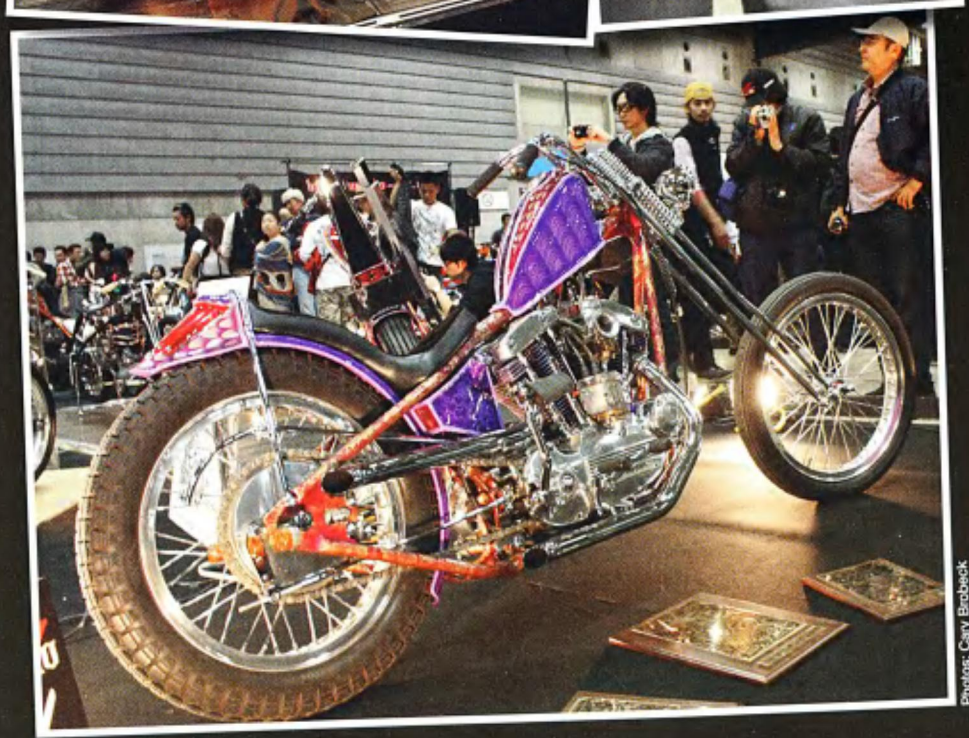












time, and a good time is what we had. The party was at yet another local friend's bar, the Flashback Café, not too far from the show. The bar was filled with classic American stuff, and I felt like I was in a *Happy Days* episode. Drinks were flowing pretty heavily and there were cheeseburgers aplenty. By the end of the night, the boys were pulling total strangers into the bar. I even watched Jeff O chase a group of girls three blocks. After all the shenanigans at the Flashback Café, I decided to skip the other parties and get some rest. There were still people to meet and choppers to ride. Izume of HBJ orchestrated a nice little 100km ride up the coast to Izu Peninsula to camp out in some teepees.

It's hard to put into words how amazing riding down the coast in a strange country, on the wrong side of the road is. The cool weather and toll roads were no deterrent for us. On borrowed bikes from the local Harley dealer, we hit that highway like we owned it. It wasn't long before we realized the best way to navigate through all the traffic and oncoming cars was to go faster, so faster we went. Lane splitting at 80 is lane splitting at 80 no matter what country you're in. After getting out of the city and onto the coastal highway, we were able to relax and enjoy the ride.

Setting up camp in Izu was easy: just throw your bedroll inside a teepee and you're done. The hot springs, barbecue, sake, and guitar picking from Nobuyoshi Nakazawa made for one hell of a night.

—Carrot

Photos: Cary Brobeck

Passin'Gas

She's a keeper if you hear her say:
I've been complaining a lot lately. I don't blame you for ignoring me.

I know I'm sore and my parents are in the other room, but I still want you right now!

This porno scene is boring. Fast-forward to the gang-bang.

Don't get up—I kinda like sleeping in the wet spot.

Don't dirty your T-shirt wiping that up, use my blouse.

That was fun. When will all of your friends be over to watch porn again?

I bet it would be kinky to watch you with our babysitter, Tracy.

You're my daddy! You're my daddy!

The new girl in my office is a stripper. I invited her over for dinner on Friday.

Honey, did you leave that skid in the toilet bowl? Good one!

While you were in the bathroom, they went for it on fourth down and missed. If they can hold them to a field goal, they'll still cover.

Bar food again? Kick ass!

I liked that wedding even more than ours. Your ex-girlfriend has class.

I like using this new lawnmower so much more than the old one. What a wonderful Valentine's Day gift!

Let's just leave the toilet seat "up" at all times, then you don't have to mess with it anymore.

I've decided to buy myself a boob job. How big do you want 'em?

It's only the third quarter. You should order a couple more pitchers.

Honey, come here! Watch me do a Tequila shot off of Chuck's bare ass!

My mother is going to take care of the tab, so order another round for you and your friends.

I'm so happy with my new hairstyle that I don't think I'll ever change it again.

Damn! I love when my pillow smells like your cigars and scotch.

You are so much smarter than my father.

If we're not going to have sex, then you have to let me watch Sports Center.

Rocky Meyerson
W. Palm Beach, Florida

"Waiter! Waiter! Why is there a fly in my soup?" an agitated restaurant patron cried out.

"I don't know," said the waiter, "maybe it has committed insecticide."

Eddie Burnett
Represa, California

Q How does a union leader begin a fairy tale?

A Once upon a time and a half...

R. Brown
Represa, California

The wife of a biker told him to go to the doctor's office and get some of those tablets that help him get an erection. You should have seen her face when he came back and tossed her some diet pills!

Rogue
Melbourne, Florida

Raskull went over to his bros pad and was amazed at how well he treated his ol' lady. He often told her how attractive she was, complimented her on her cooking, and showered her with hugs and kisses.

"Damn," Raskull remarked later, "ya really make a big fuss over yer ol' lady."

"I started to appreciate her more about six months ago," his bro replied. "It has revived our marriage and we couldn't be happier."

Inspired, Raskull hurried home, hugged his ol' lady and told her how much he loved her, and said he wanted to hear all about her day, but she burst into tears.

"Honey," Raskull said, "what's the matter?"

"This has been the worst day," she replied. "This morning Billy fell off his bike and broke his ankle, then the washing machine broke. Now, to top it off, you come home fuckin' drunk!"

Joey Hayes
Delano, California



"You'll be in traction and unable to fuck for three months? Well thank God your jaw wasn't broken."

The day before this biker leaves for Vegas his neighbor gives him $100. "Do what you can for me," he says.

When the two see each over a week later the neighbor asks, "Well, how'd I do?"

"You did great," said the biker. "You got laid."

Gregg Cook
Nat. City, California

A biker was sunbathing naked at the beach. For the sake of civility, and to keep it from getting sunburned, he had a hat over his privates. A woman walked passed and said, snickering, "If you were a gentleman you'd lift your hat."

He raised an eyebrow and replied, "If you weren't so ugly it would lift itself."

R. Grinch
Ridgewood, New Jersey

Q How did a woman scare her gynecologist?

A By becoming a ventriloquist.

Q What do you get when an ugly chick moves to Kansas?

A A prairie dog.

Eddie Burnett
Represa, California

A bro is sitting at a bar alone when he hears, "Nice shirt."

He takes a sip from his beer, then he hears, "Nice haircut."

He calls the bartender over and says, "I thought I was alone here, and somebody just said 'nice haircut' and 'nice shirt.' Who the hell's voice am I hearing?"

The bartender says, "It must be the peanuts. They're complimentary."

Fred Race
Strongsville, Ohio

A friend of mine has just told me he's shagging his girlfriend and her twin. I asked, "How can you tell them apart?"

He said, "Her brother has a moustache."

R. Grinch
Ridgewood, New Jersey

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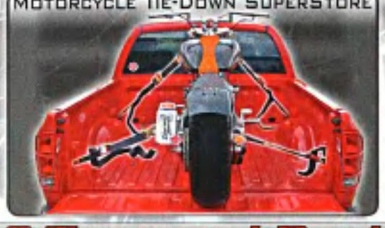
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Shooter Jennings
Aug 4



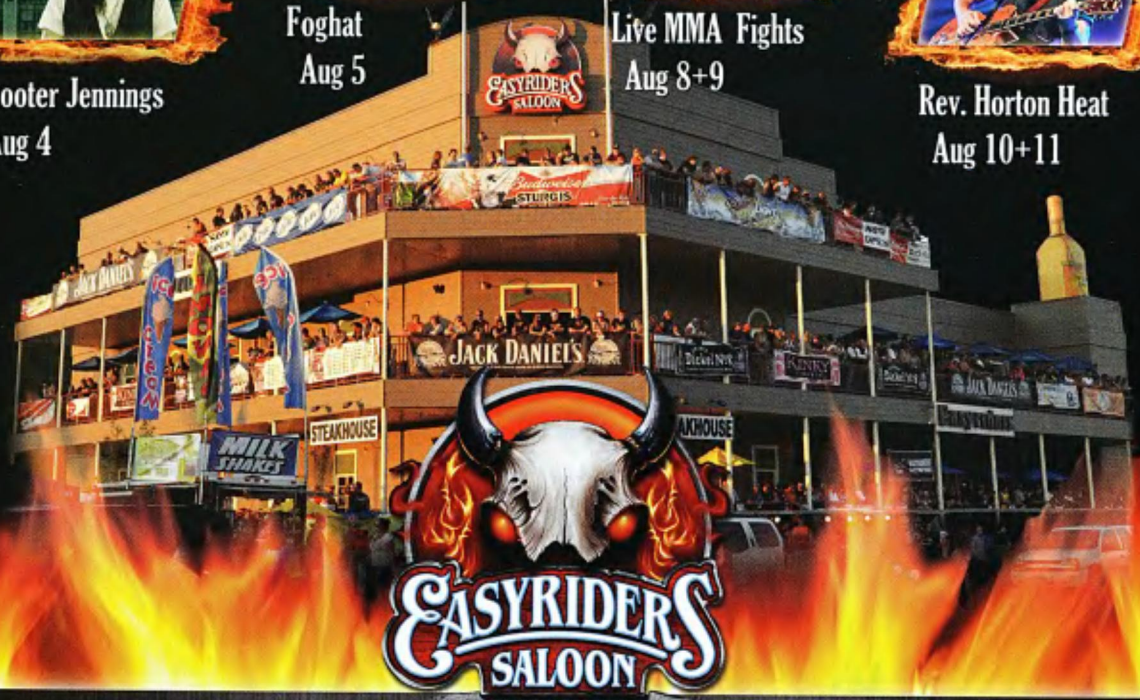
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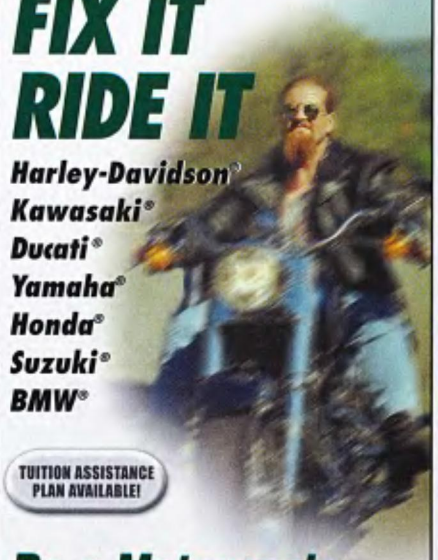
Hello Daytona!

FOR OVER 70 YEARS BIKERS HAVE LEFT COLD WINTER CLIMES FOR THE WARMTH OF SUNNY DAYTONA BEACH, FLORIDA, AND THE WONDER AND THE GLORY OF BIKE WEEK IN MARCH. DAVID MANN PERFECTLY CAPTURED THE EXUBERANCE OF RIDING FROM ONE EXTREME TO THE OTHER IN HIS PAINTING *HELLO DAYTONA*. IT FIRST APPEARED IN THE APRIL 1990 ISSUE OF *EASYRIDERS* AND HAS BECOME A CLASSIC MANN. WE'RE PROUD TO BRING IT TO YOU ONCE AGAIN AND HOPE IT WILL FIND A PLACE OF HONOR ON THE WALL OF YOUR GARAGE OR SHOP.

—*DAVE NICHOLS*

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SO LONG
COLD
HELLO
DAYTONA
Easyriders
BIKER





Riff Raff Leather

We had the pleasure of meeting Pascal of Riff Raff Leather in Los Angeles while shooting a segment on him for our new *Easyriders* DVD (included in the newsstand copies of the issue you hold in your hands). Pascal is one cool cat and a wizard with leather. He handmakes artistic wallets, belts, vests, motorcycle seats, and specializes in cowboy boots.

"I've been doing leatherwork since I was a kid as a hobby," Pascal tells us. "I never really thought of it as a profession. In fact, I spent my life running away from it. I was going to do anything for a living but leatherwork, but it kept dragging me back."

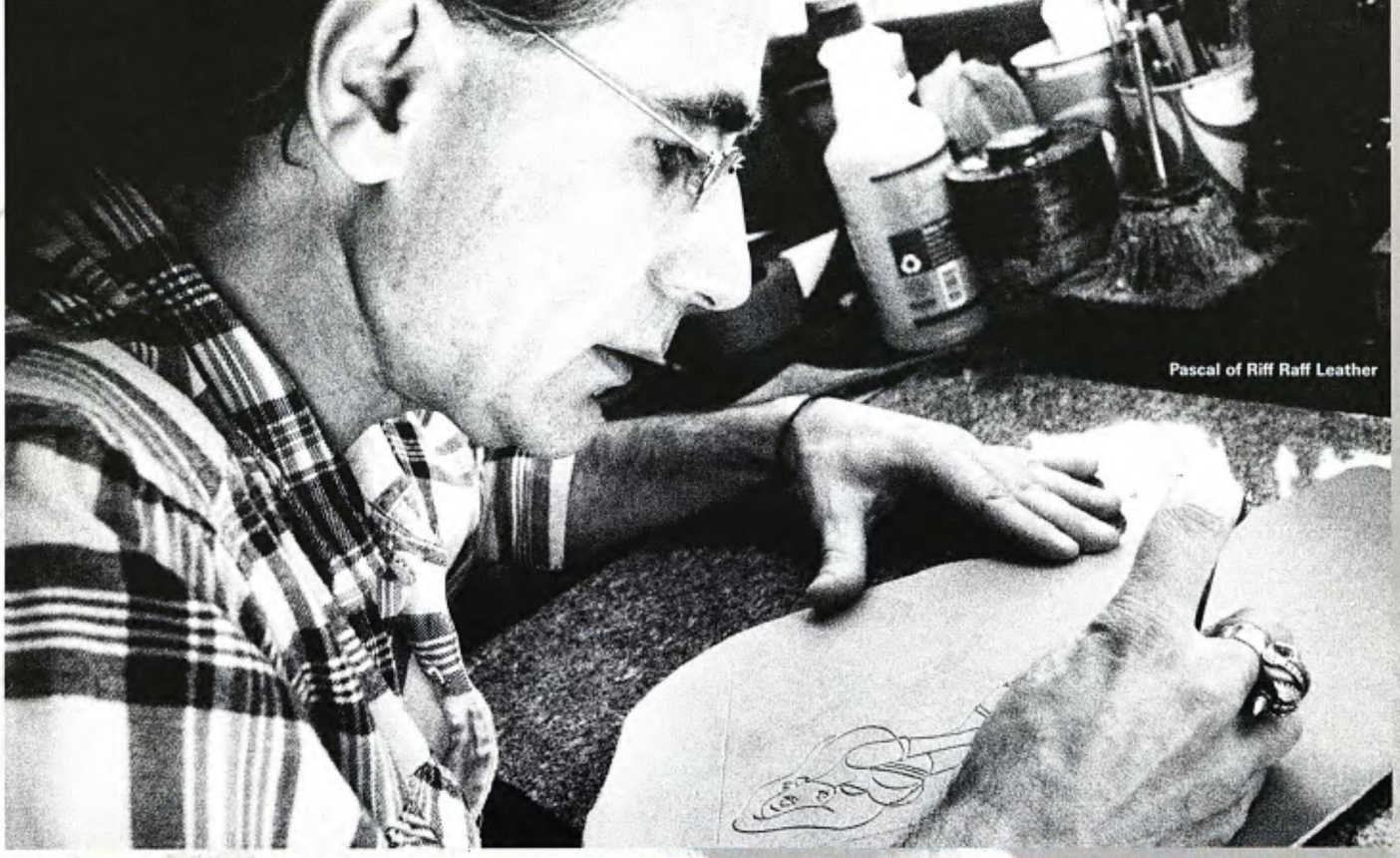
Pascal says that bootmaking is a dying craft and that there are few people wearing cowboy boots to start. "But cowboy boots are America's contribution to fashion," he says. "To the rest of the world, a cowboy boot is the image of an American. John Wayne wearing cowboy boots. That's what made me fall in love with boots, watching Roy Rogers and John Wayne on TV. Doing leather, I always wanted to make boots."

Pascal takes great pride in his work, crafting truly one-of-a-kind leatherwork that meets the desire of its owner. "I never reproduce any of my work," he says. "I specialize in making you the owner of a truly original and personalized leather item that you are involved with in the design."

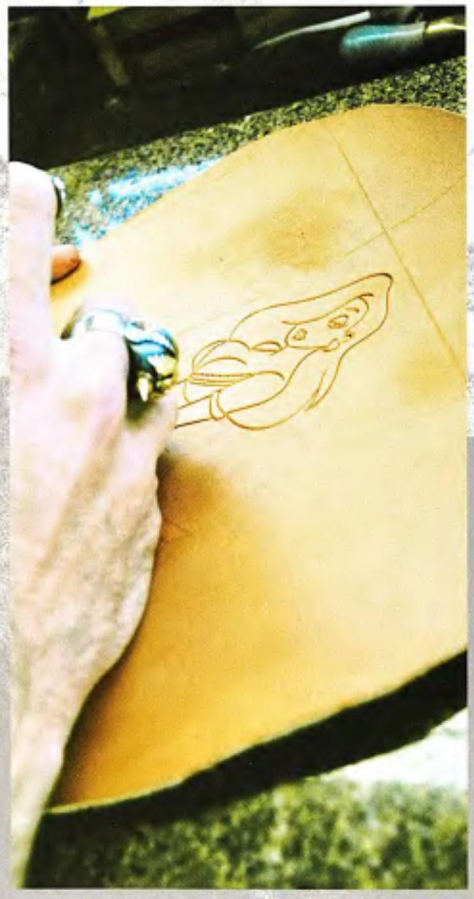
As a wise old bootmaker once told Pascal, "If you enter your craft like a marriage, you give everything to it and it will take care of you." For more information call Pascal at 818-200-9106 or visit his website at www.riffraffleather.com.

—Dave Nichols





Pascal of Riff Raff Leather





Photos: J.J.

JUNE JAM

ABATE OF UTAH RALLY

It doesn't matter whether you take the road out of Odgen, Utah, which takes you through beautiful canyons past a waterfall hundreds of feet high, or come up through farmland with rich, green fields. When you arrive at the entrance gate at the ABATE Annual June Jam, held every Father's Day weekend for the past 20 years, you know you are at one of the best rallies of the year.

I try to attend as many rallies as I can each year. Sometimes I am fortunate enough to get from Wyoming to Florida for Biketoberfest, like I did last year, where I get to visit my son who builds custom bikes in Daytona. Other times it's the Sturgis Rally, Laughlin River Run or maybe the















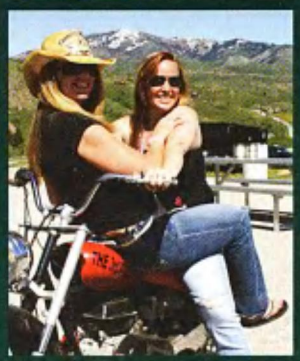


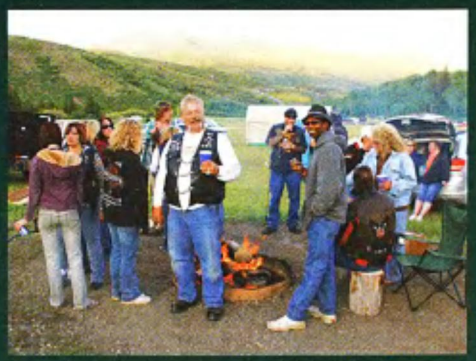




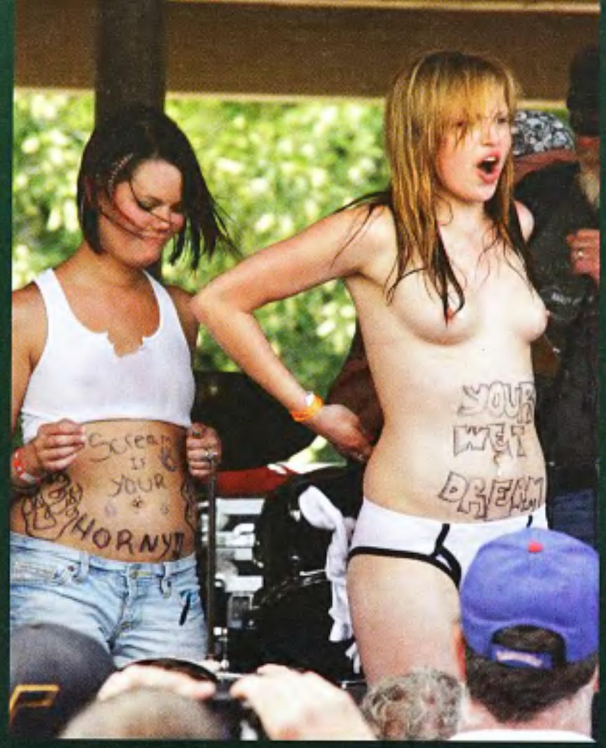


Hulett, Wyoming, party. Whichever rally it may be, the Weber Chapter ABATE June Jam is one of the rallies I like the best. It is different from the commercial rallies where there is price-gouging with six-dollar beers and the like. It is for adults only and it is organized, controlled, and policed by bikers. There are no law officers needed—bikers take care of their own. All are friends just wanting to get together for a good time of visiting and swapping lies while having a few beers, so there is no need for any outsiders to be involved.

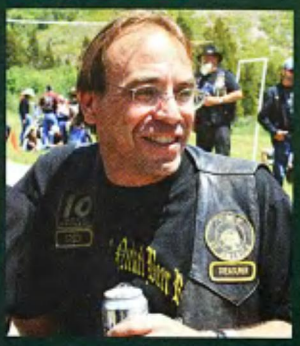








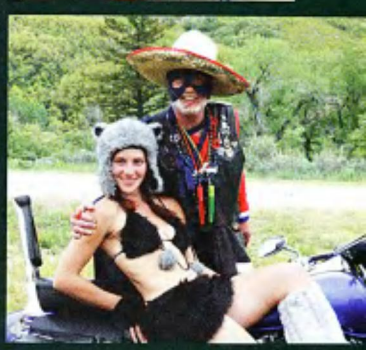
















The June Jam is held in a state park high in the mountains. The gates are open for anyone who wants to buy a pass and have a good time. There is all kinds of entertainment throughout the weekend, with bands playing on and off throughout the day and every night. Beer pong, wooden pony races, stilt races, beer belly contests, a biker rodeo, and, of course, a wild, wet T-shirt contest are just some of the doin's held every year. Special entertainment is also scheduled like belly dancers and fire-eaters—one girl hula-hooped while the damn thing was on fire.

Friendship, though, has got to be the key word to describe this rally. From the time you pull up to the gate on Friday until you leave on Sunday afternoon, you know you are among friends who get together to enjoy the same type of activities you do. If you're interested in this year's Jam contact Stacey at 801-645-0020 or staceyparke1@gmail.com.

—Jim Boan

Photos: Jim Boan

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They Call It "No Cents"

A BIKE BUILT WITH NEXT TO NO CASH

Not much is left of the 1977 bagger this bike once was. In fact, the only parts that still make this a '77 anything are the shovelhead motor and the 4-speed transmission. Everything else was used either on other builds or, more importantly to Brian Elliott, to create a cash flow—or at least a trickle.





"I named this bike 'No Cents' because I had no money when I started building it," Brian says. "I sold all the parts off it that would get any money to fund the build, and since I have a shop, the next step was to build every piece on the motorcycle in-house to save money."

Consequently, Brian used his own "Black Sunshine" frame, but with a slight twist in the shape of a double gooseneck, which he then mated with one of his super skinny springer front ends. After that, it was time to fabricate. "I made the gas tank from aluminum, pounded it out right there in the shop, just like the rear fender" Brian says. "And the engine work, we did a complete rebuild, and everything was done in-house."

There are also myriad brass fittings and mounts that were all done at Black Sunshine, and pretty much the only thing that wasn't done there was the paint. "I took the fender and gas tank down to Darren [Williams] at Liquid Illusion in St. Louis because we're real good buddies, and he did the graphics on it,"


Gucci

Brian explains, "but the paint on the frame was done in-house, too."

The rear wheel, by the way, is a 17-incher from Harley-Davidson that Brian picked up at a swap meet. The reason it's a 17-inch wheel is because the type of tire, the Shinko all-terrain tire that I wanted to run only came in that 17-inch size," he says, "so I had to hunt for it 'cause it is kind of an odd-ball size. I actually traded a 16-inch rim for that rim." Again, that was because of the money situation and because Brian wanted the bike to live up to the name No Cents.

If you went to any of our Easyriders Bike Shows two years ago, you might have seen this bike as part of the Limpnickie Lot display, so that should tell you that the bike, by now, is worth more a lot than mere cents—or even nickels and dimes. Brian still has it and says he rides it regularly and says he and his crew pride themselves in building this type of bike for their customers. "It's all about the metal-flake, jockey shifting, foot clutching, and kick-starting choppers," he tells us.

It may not make much sense to some, but it makes all the cents in the world to Brian.

—*Red Baron*







I made the gas tank from aluminum, pounded it out right there in the shop, just like the rear fender.



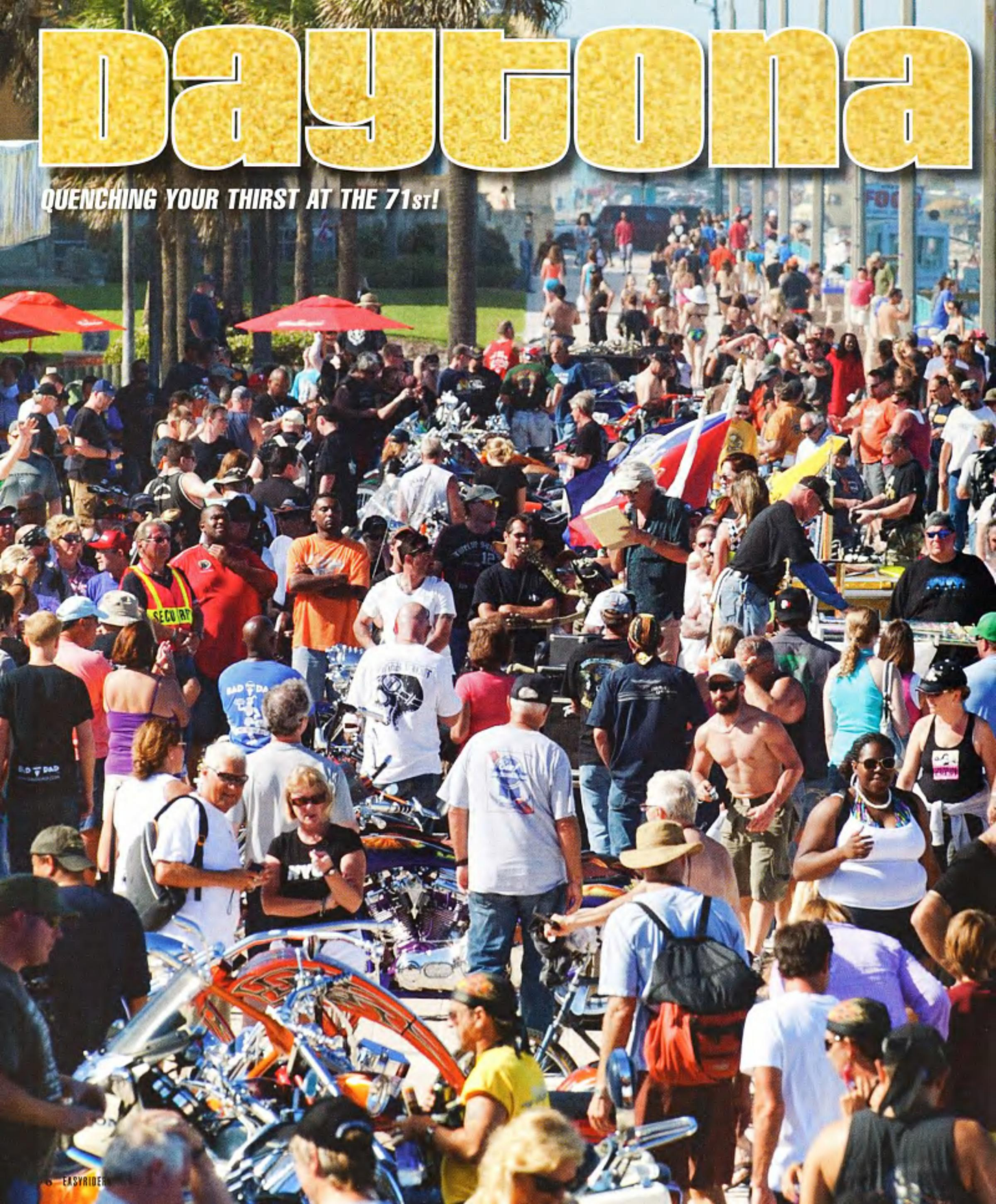




Owner: Brian S. Elliott *(left)*
City: Macon, Illinois
GENERAL
Fabrication: Black Sunshine Custom (BSC)
Year/make: 1977 Harley-Davidson
Model: shovelhead
Assembly: owner
Time: 4 months
Chroming: Brown's
ENGINE
Year/model: 1977 shovel
Rebuilder: owner, BSC
Ignition: points
Displacement: 74 cubic inches
Lower end: JIMS
Pistons: Wiseco
Cases: Harley-Davidson
Heads: BSC ported, polished
Cam: FireBall
Lifters: solid
Carb(s): SU
Air Cleaner: SU
Pipes: BSC
TRANSMISSION
Year/make: 1977 Harley-Davidson
Shifting: jockey
PAINT
Painter: Brian, Darren
Type/color: House of Kolor/Kandy Green
FRAME
Builder: BSC
Type: 2-inch gooseneck
Rake: 32 degrees
Stretch: 2 inches
Shocks: none
ACCESSORIES
Bars: BSC
Handlebar controls: JayBrake
Fender(s): BSC lead sleds
Headlight: BSC Bates
Taillight: BSC
Pegs: BSC
Electrics: points
Gas tank: BSC, aluminum
Oil tank: BSC
Oil system: S&S
Primary cover: open belt
Seat: Rockin' Beers
Grips: sparkly
FORKS
Type: BSC springer
Extension: 2 inches over
Builder: BSC
WHEELS
Size: 21-inch front, 17-inch rear
Hub: NOS spool
Tire: Shink
Brake: JayBrake, BSC
Other modifications: BSC rocker boxes, all parts hand-fabbed by BSC
Photos: Michael Lichter

daytona

QUENCHING YOUR THIRST AT THE 71ST!



BIKE WEEK



If you live anywhere along the East Coast of America, springtime always calls you to Daytona Beach, Florida, for Bike Week. Hell, riders come here each March from all over the world to experience riding their motorcycles on the beach amid bikini-clad cuties while the rest of the country is still shoveling snow off the front walk.

This year's 71st Annual Run to the Sun took place March 9 - 18 and the Sunshine State was primed and ready to treat road-weary bikers to one helluva party! Bikers turned out en mass to ride the sun-drenched coast, have a frosty beer with a hot, hawg-ridin' honey, and take in the healing Florida rays.

From the theme park-like Destination Daytona complex with its large assortment of quality aftermarket vendors to The Last Resort and the Cabbage Patch with its old-fashioned scooter tramp shenanigans, there was truly something for every rider. Legendary hallowed haunts of this week of debauchery include the Iron Horse Saloon, the Broken Spoke, the Boot Hill Saloon, Froggy's, Gilly's Pub 44 and Smiley's Tap.

Downtown Daytona was still ground zero for maximum fun with Harley-Davidson staging its new products showcase at the Riverfront Park, which hosted live music and stunt shows, and had food, vendors, and more. The Boardwalk at the beach still offers a great place to kick back and watch the cuties stroll by or to attend the ride-in custom bike show.

Much like Sturgis Bike Week, motorcycle racing is what first put this event on the map and the world famous Daytona Speedway kicked off its incredible supercross competition on Saturday night, March 10. Flat track was held on Thursday and Friday, and the week of racing ended with the 71st Daytona 200 season opener for the AMA Pro Racing season on Saturday, March 17.

As always, there was far too much to see and do during Daytona Bike Week to catch everything, and you can't be everywhere at once, but often the best times are the ones spent riding along A1A with thousands of like-minded souls or just having a beer with a few friends and watching the sun set over fabulous Florida.

After a seven-year absence, the Bike Week Parade was back on the last Saturday and offered a great capper to a week of two-wheeled fun. We're glad to report that Daytona Bike Week is a proud biker tradition that will never die. Not on our watch. —*Dave Nichols*

Photos: Michael Lichter


FULL
MOON
HYPERSONA
Marshall

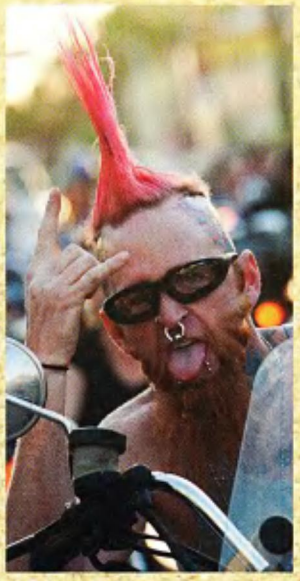






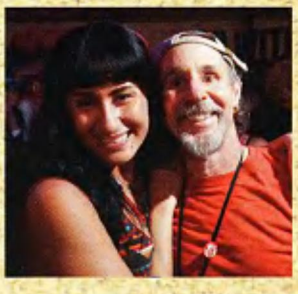



TATTOO



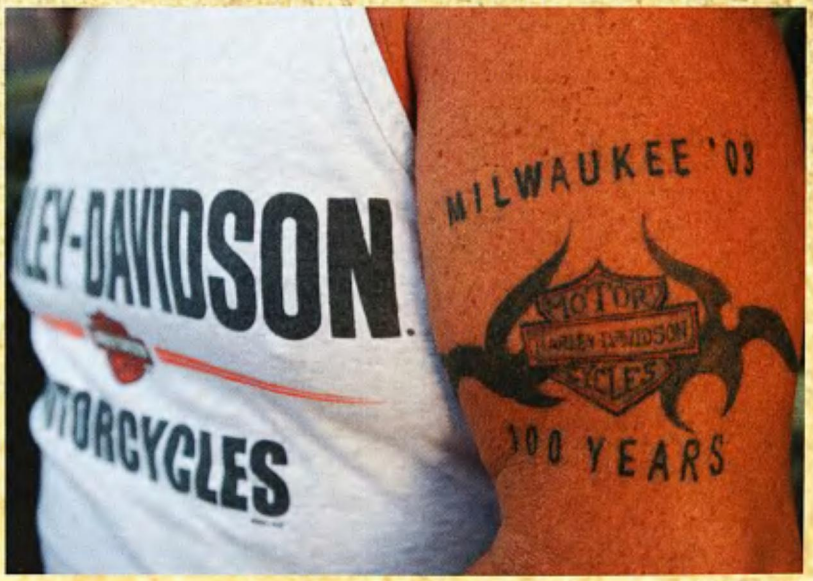

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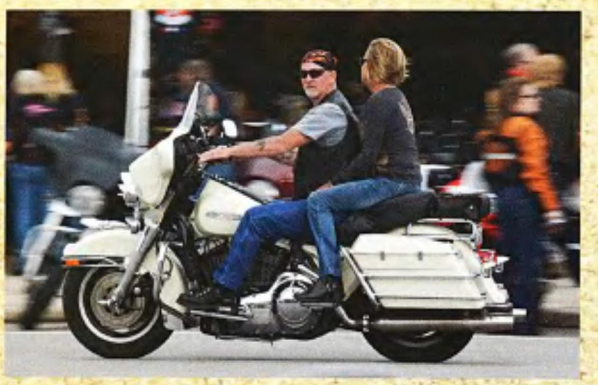



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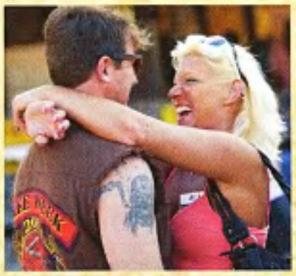


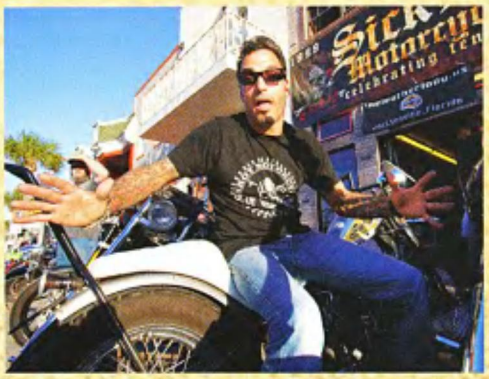

DOG HOUSE




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WELCOMES BIKERS
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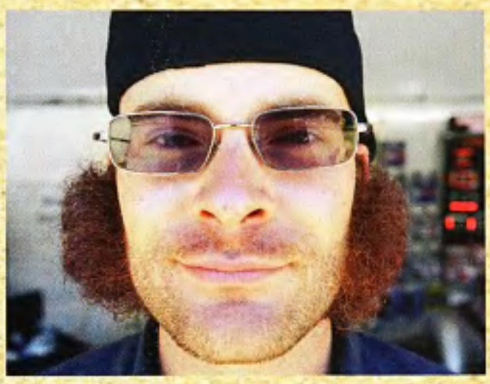




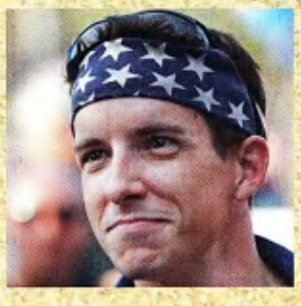


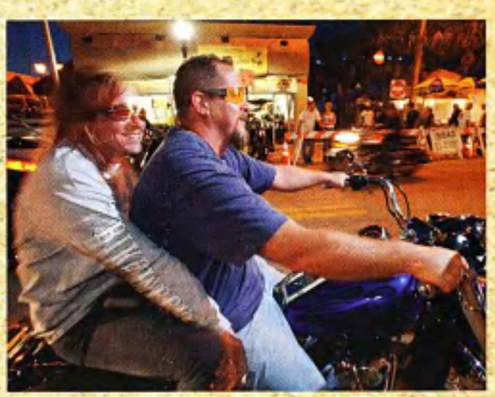




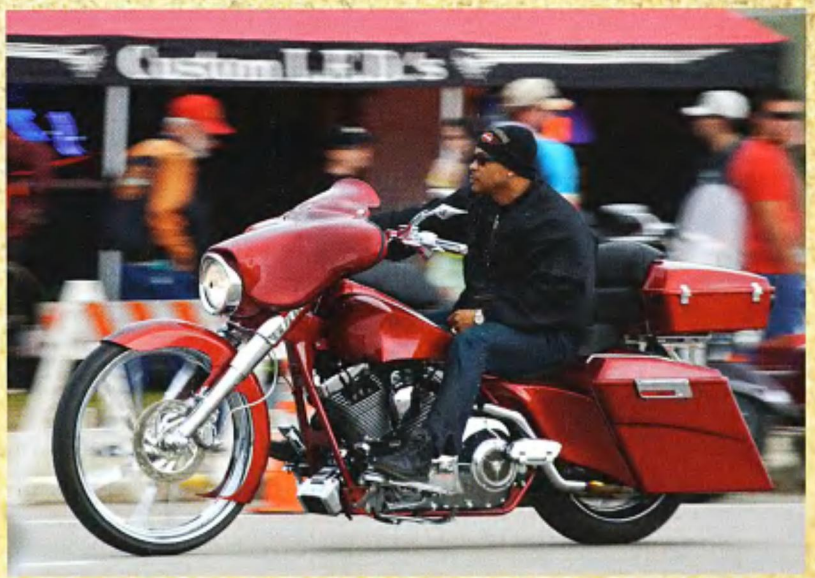






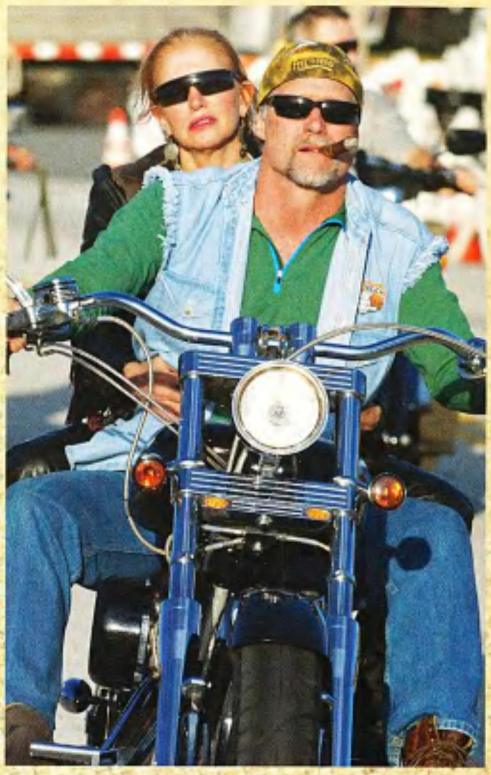





Custom LED's



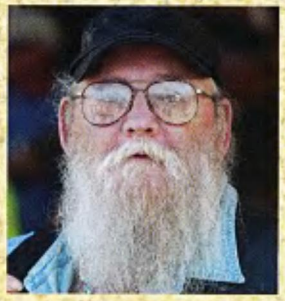

HAPPY









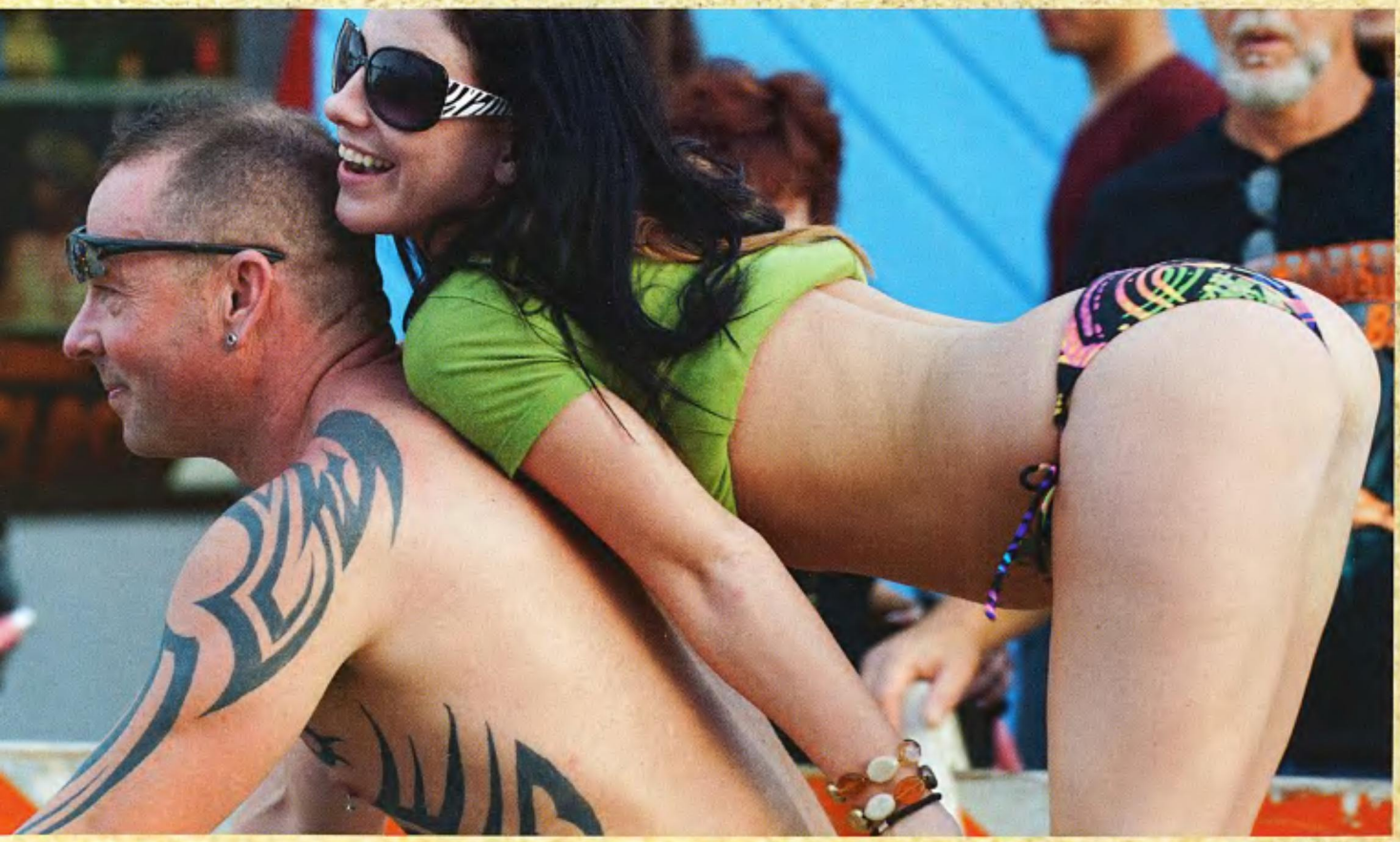



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"Do these shorts make my butt look big?"

Art by Armando Huerta

SALUTE TO *BIKER*



Clean Dean (seated) with Ted and Beverly Mitchell on the *BIKER* magazine-inspired custom. Is the stuffed monkey supposed to be Beatnik?



Ted Mitchell is a garage bike builder who has taken golden clues from gifted people like Indian Larry and David Mann as to what it takes to make a righteous ride. The late Indian Larry told Ted, "A motorcycle is just a piece of steel unless it has a heart and soul." That sounds like a simple guideline, which Ted lives by, but he sometimes ponders long and hard on what he builds to properly capture that heart and soul.

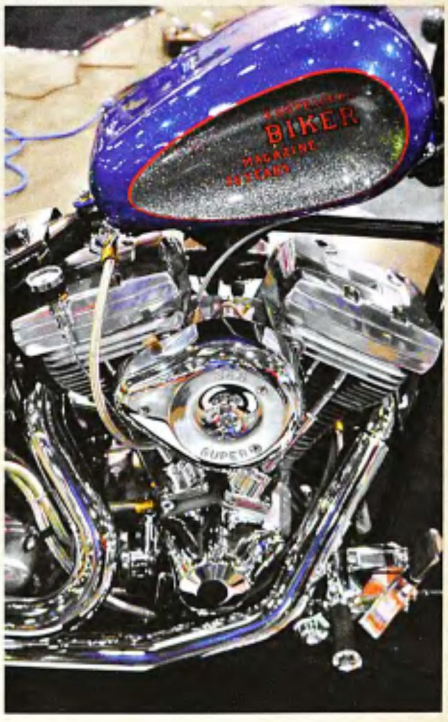
In the February 2011 issue of *BIKER* magazine, we featured Beverly Mitchell's rigid framed shovelhead that Ted, her husband, built her. A lot of David Mann influence went into that lipstick red and black chopper for the heart and the soul is his love for his wife.

Then recently at the Easyriders Invitational Bike Show in Columbus, Ohio, Ted and Beverly showed up with this bitchin' Evo bobber dedicated to *BIKER* magazine's 25 years of service to its readers and Clean Dean's 20 years as its editor. The bike had received Editor's Choice at the Knoxville Bike Show. Before building it, Ted said that he pondered a long time just sittin' and starin' at the basket Softail when it hit him like a lightnin' bolt to give it the heart of the magazine and the soul of my labor of love producing the motorcycle rag.

I am deeply honored by the Mitchells' dedication to me and *BIKER* magazine.

—Clean Dean Shawler





Photos: Kal

PartsBox



PRO PIPE CHROME

Featuring a distinctive stepped megaphone design, Pro Pipe Chrome is the latest evolution in the Vance & Hines 2-into-1 legacy *(above)*, improving performance over its predecessors and competitors by utilizing a stepped header and larger volume merge collector.

Complete with header and collector heat shields, as well as a shield over the first step of the megaphone, Pro Pipe Chrome is finished with an elegant CNC-machined end cap. Optional quiet and competition baffles are also available.

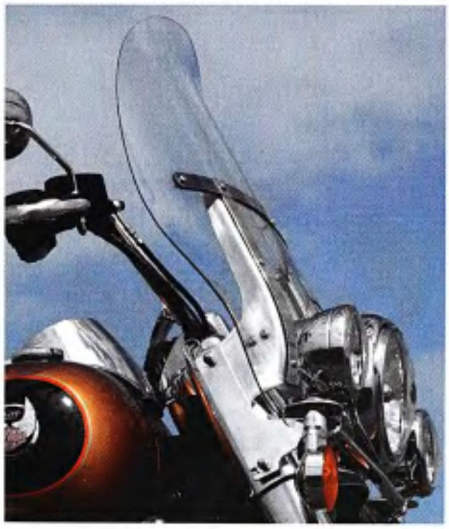
For 2012, Vance & Hines has designed a new flat plane mounting panel for the 12mm oxygen sensors now employed across the Dyna model line, which positions the sensor deeper into the exhaust stream, providing enhanced data feedback to the ECM.

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KLOCK WERKS FLARE BILLBOARD WINDSHIELDS

Riding on the success of its Original Flare windshield for baggers, which was first developed to improve stability and eliminate high-speed wobble on the salt track of Bonneville (the design created downward air pressure for added bike control), the new Flare Billboard windshields prove that the bagger folks don't get all the fun.

With patented Klock Werks "hips" on the side



and a flip at the top, these new windshields have been wind tunnel designed and tested to produce the same amount of additional down force as the Original Flare. Further real-world testing and computer simulation also produced multiple heights that will work for most riders. All are predrilled for easy mounting using stock or Klock windshield mounting hardware on just about any factory windshield-equipped H-D model.

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NEW "DARK SIDE" CONTROLS

Spitfire "Dark Side" controls are available now for your custom scoot. Made right here in the good old USA, these little beauties are available for 1984 - 1999 FXST models, 2000 - 2011 FXST models, and 1991 - 2011 Dyna models. Spitfire also has a direct bolt-on mid control set for use with open belt drives and late model transmissions. Building your own custom? Also available is a weld-on bracket "Builders Kit" mid control.

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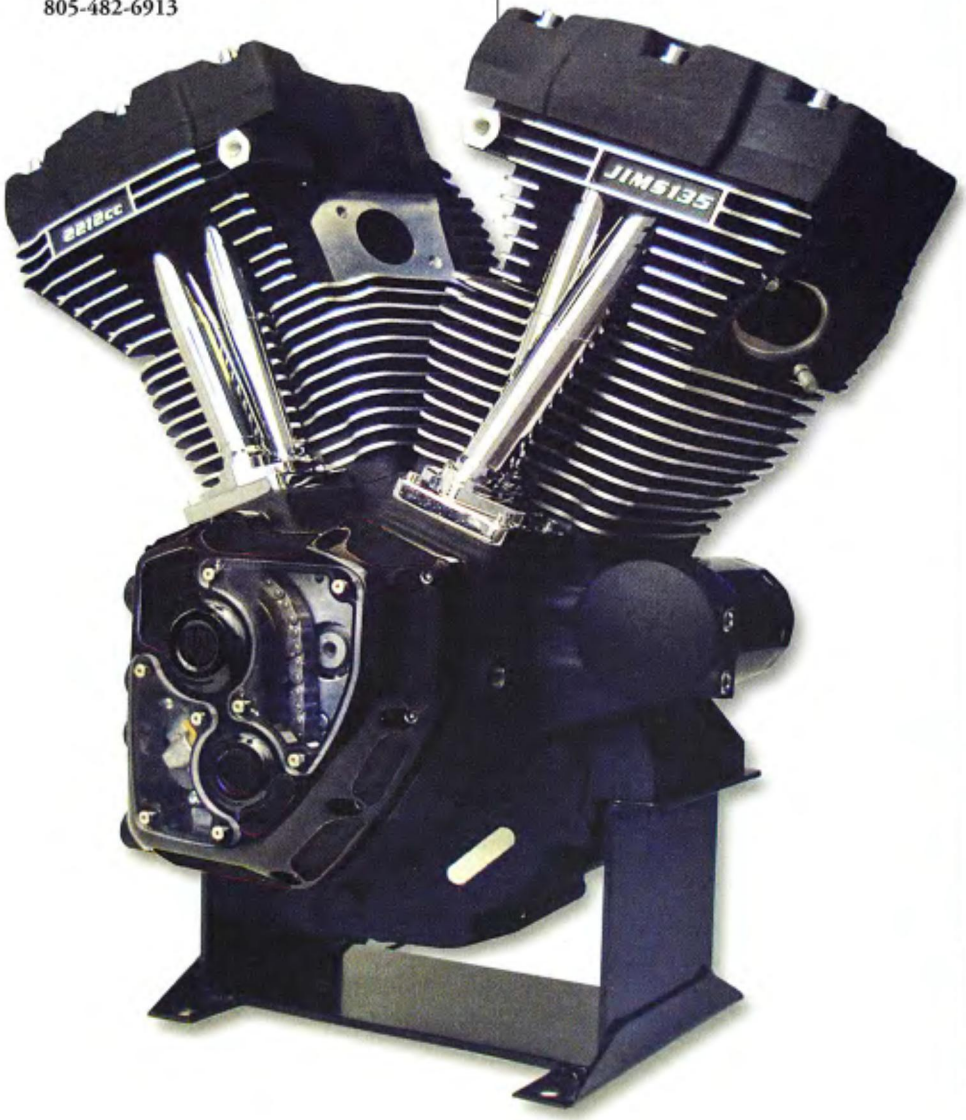


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JIMS brand-new 135-inch Twin Cam Race Engine is based on the proven track record of JIMS race engines. This 2.2-liter monster bolts right into a stock frame and incorporates some of the best high-performance features in the industry including specially designed "thick wall" engine cases and Timken bearings, larger cylinders with increased fin pack for better cooling, increased press and race welded flywheels, billet cam plate with high-flow oil pump, forged rocker support plate with roller rocker arms, ARP cylinder studs and case bolts, and more.

These engines can conservatively produce 136hp and 135 TQ with proper intake, exhaust, and tuning. They are available in black or silver and fit all touring and Dyna models 1999-to-present and Evo models 1991 - 1999. They are available exclusively through authorized Harley-Davidson dealerships.

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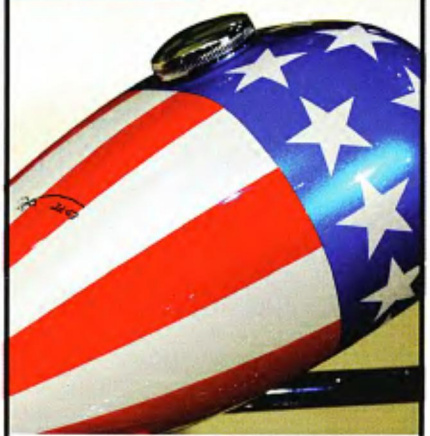
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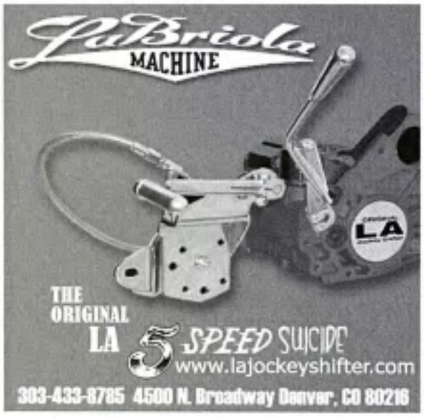
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X-CON TO ICON

DANNY TREJO'S *MACHETE* BIKE

Danny Trejo *(left)* has been in over 150 movies in his career and he is still going strong. *Machete*, his latest hit, is a film directed by Robert Rodriguez in which Danny plays his first lead role as the title character, an ex-Federale who takes on a corrupt governor and ex-boss drug lord. It is a fun, wild flick with lots of blood and killin'. Machete's statement, "You fucked with the wrong Mexican!" was a highlight. Danny laughingly brags that he got to make out with Lindsay Lohan, Michelle Rodriguez, and Jessica Alba in the movie. In fact, during the filming, fellow actors Mario, Max, and Craig chased Machete around the set for a smooch because he still had Jessica on his lips. His daughter, Dannielle, and son, Gilbert, were also in the flick.

Danny was approached by West Coast Choppers to build a *Machete* custom scoot but went with his young friend Manny Hernandez,

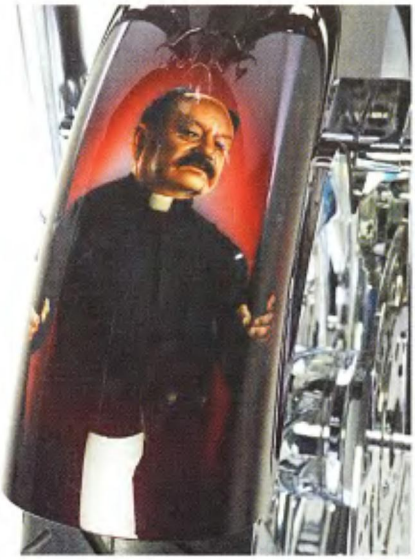


whom he has known since Manny was a baby, for the build. Most of the work was done at an old friend's shop, Chubbys Automotive in Sylmar, California. Some of the outstanding features are the twenty-some machetes tastefully used in the build and the awesome paint job. Joe Martinez laid down the black cherry base, the movie characters were airbrushed by Abel Rocha, and Mike Mares covered it all in a deep clear. The bike is powered by an Ultima 113-inch engine (torn apart and rebuilt by Manny), and features 21- and 18-inch machete wheels custom made by Kompression Wheels.

We met Danny and his bike at the Love Ride last year. We already knew then that we wanted









to feature his bike having already glimpsed some tease flicks from the photographer. I waited and waded through his many admirers to get permission to shoot his bike for *Easyriders*. He said that *Easyriders* was exactly where he wanted it to go! We had to act quickly as he departing soon to South Africa to film *Death Race III*. Photographer Jim Forrest, another old friend of Danny's (he never seems to run out of them), shot the bike feature. Ben Kitay, yet another old friend of Danny's (see!), who owns Ben Kitay Studios in Hollywood, let us use a corner of one of his huge studios to shoot the bike. It was quick, down and dirty, but with everyone's help we got ya some fine flicks of the new Trejo bike to gander at.

In 1962, Danny's first ride was a 650 BSA. "I stuck that engine in a rigid frame, put a front end on it, and rode that thumper a long time like that," he recalled. "It was all I had. As soon as it was runnin', I picked up my girl and we headed to Frisco. I think it took a week 'cause it beat us up so bad."

From x-con to icon, it has been an amazing journey for Danny. He had a rough childhood and ended up in prison as a young man. Last released in 1969, he has since been clean and sober and has long worked as a drug counselor—and still does for Western Pacific Med







Corp. in Glendale, California, when not making movies. He also volunteers as a speaker, visiting high schools and prisons where he talks about alcohol and drug abuse. While in prison himself, Danny got into boxing, achieving champ status, which later led to his start in films. First he was teaching stars to fight, but he eventually became an actor himself. After approximately 150 films playing mostly bad-guy parts, Danny struck acting gold with the 2011 movie *Machete*.

—*Clean Dean*

See Danny Trejo in our *Easyriders* DVD available in newsstand copies of this issue!



Owner: Danny Trejo
City: Arleta, California
GENERAL
Designer: Danny Trejo, Manny Hernandez
Fabrication by: Buzz Landin
Year/make: 2011 custom
Model: *Machete*
Assembly by: Manny Hernandez
Time: one year
Chroming: Highland Plating
ENGINE
Year/make: 2010 Ultima
Rebuilder: Manny Hernandez
Ignition: Dyna
Displacement: 113 cubic inches
Lower end: H Beam
Pistons: forged flat top
Heads: port & polished, Manny valve and springs
Cam: Redshift 657
Lifters: Andrews
Carb: S&S G
Air cleaner: velocity stack
Pipes: SuperTrapp
TRANSMISSION
Year/make: 2010 Ultima
Modifications: polished
Shifting: 6-speed
PAINTING
Painter: Joe Martinez
Type/color: PPG/Black Cherry
Clear: Mike Mares
Special paint: Abel Rocha
FRAME
Year/mmake: 2010 Kraft Tech
Type: Dagger
Rake: 38 degrees
Stretch: 2 inches
Shocks: Air Ride
ACCESSORIES
Bars: Manny
Handlebar controls: Performance Machine
Fender(s): Manny/Buzz
Headlight: Adjure
Taillight: LED
Pegs: custom machete
Foot controls: custom
Electrics: Ultima
Gas tank: Kraft Tech
Oil tank: Kraft Tech/custom stretch
Oil system: Ultima
Primary: Primo
Seat: RAA Leather
Mirrors: Performance Machine
Grips: Performance Machine
FORKS
Type: inverted
Extension: 6 inches over
WHEELS
Make: Kompression Wheels
Size: 21-inch front, 8-inch rear
Brakes: Performance Machine
Tires: Avon
Photos: James Forrest

FoxHunt

Meet This Month's Winner!

In this issue, hold back your power stroke as the raven-haired Miss Cataclysm from Arizona rockets to stardom aboard John Shields' ground-pounding White Knuckle Performance FXR. Get all the filthy little details for your filthy little imagination starting on page 104. Then go take a fuckin' shower for fuck's sake.

—*Moosecock Montana*





#0601 Nikki-Tennessee

"My first ride on a Harley we took off down Natchez-Trace. It began to rain and we pulled over under a bridge. Things got hot and we wound up having sex on the bike."



#0602 Stephie-Ohio

"I had my first ride with my grandpa when I was seven. I've been a speed demon ever since."



#0603 Michelle–Missouri

"My first ride on a Harley gave me a thrill in many ways and left me begging for more. I wish I could ride every day."



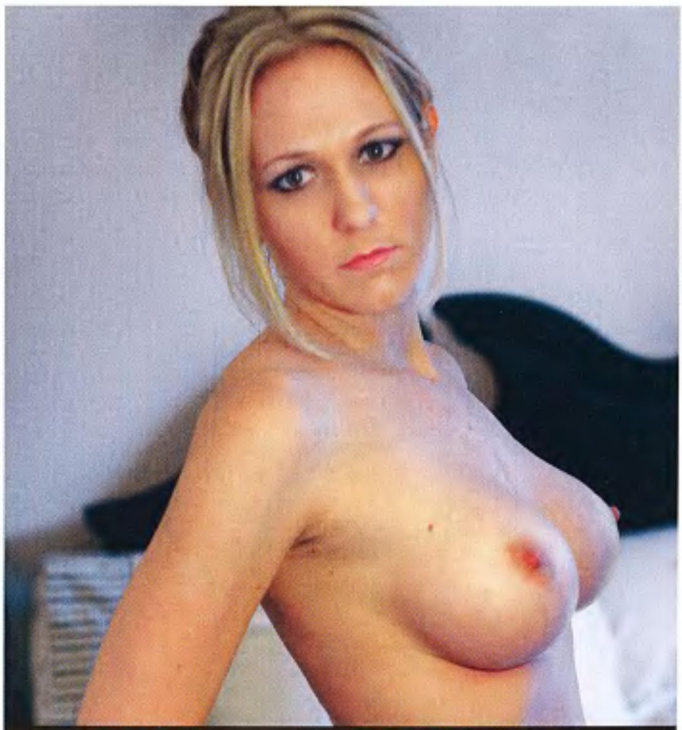
#0605 Ashley–Wisconsin

"I'm only twenty and still a Harley virgin. Any volunteers?"



#0604 Andrea–California

"I got my first ride on the back of a one-percenter's Harley. From then on I fell in love with the freedom of riding."



#0606 Jennifer–California

"My dad would take me for rides just to get out of the house. I love to ride, even if it's just around the block."

FoxHunt

Win $1,000!

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

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

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

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

Please submit three to five color prints, color slides, or digital images (4x6 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, Sara from New York. Come back next month and get in line for a heaping helping of good old-fashioned, greasy train-pulling fun.

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FOX HUNT
P.O. Box 3000,
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91376-3000

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

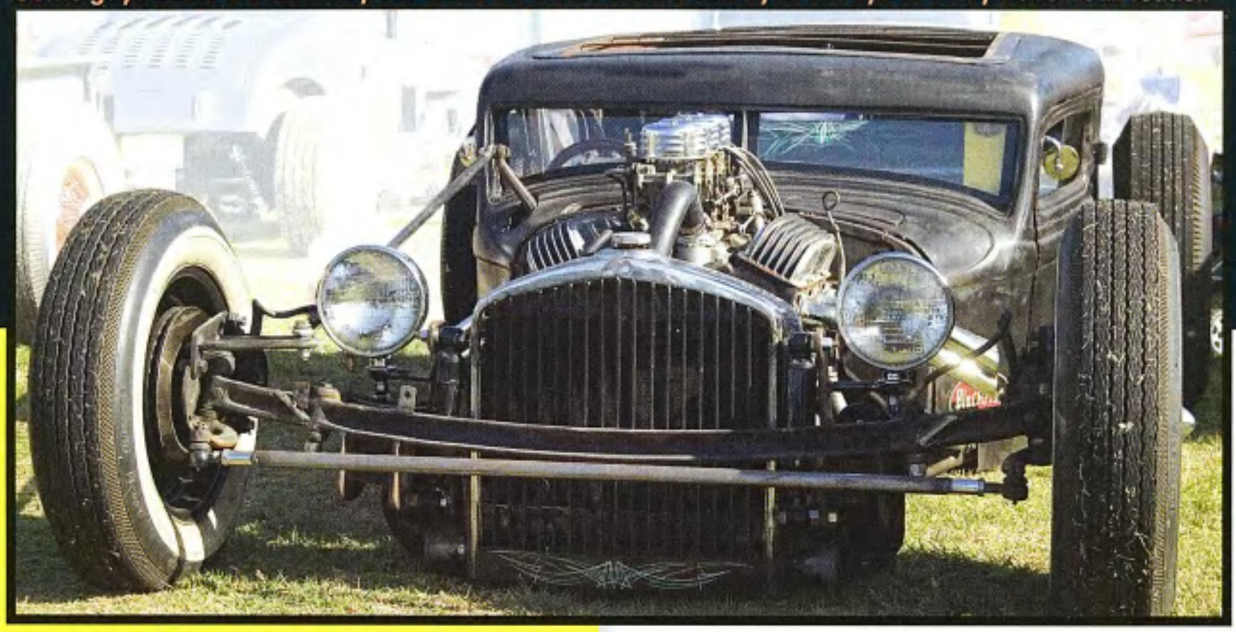
Photographer's Name:
Address:
City: State: Zip:
Daytime Phone: ( ) Evening Phone: ( )
Photographer's Signature:

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

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

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A20RRE

Stupid Fast

From White Knuckle Performance

John Shields says he grew up on the back of an FXR. He has been around bikes his entire life and was only eleven when his dad purchased his first new bike, the first shovelhead FXR in 1982. His dad still owns that bike. In the years since, John has built bikes and worked on bikes, but throughout his life, this FXR was the one he wanted to tear down and build up from scratch to be the bike that would become his baby.







The motor started out as a Merch. He says he got a good deal on it and highly modified it to make it work the way he wanted. It still runs the Merch flywheels and cases, but the cylinders are Revolution Performance, and the heads are completely redone, re-welded with new combustion chambers, Mikuni carb, and Redline cams. The end result is 130 horsepower with 135 foot-pounds of torque to the rear wheel. The transmission utilizes the factory case with JIMS ProCut 5-speed gearset. John points out that you don't see too many FXRs with open belt primaries. He went with it because he liked that look.

John says that beginning with a factory frame was a great start, both for registration and value. He made some modifications to it, stretching the rear section to accommodate a 180-rear tire and cleaning up the welds throughout, but he kept the geometry intact for handling. It is a stout design, and there is no twisting or tweaking, even with that much horsepower.

John always liked the Performance Machine single-sided brake/sprocket combination designed for Softails and was determined to adapt the setup for this bike. He says that although he accomplished his goal, he will never try to do it again, because there were so many modifications necessary to the hub, and swingarm; it took lots of machine work to make it fit.

FXRs are one of the most sought after models among Harley enthusiasts. They drive beautifully, the ground clearance and light weight coupled with the Tri-Mount chassis made for some of the best handling bikes the factory ever designed. Sadly, Harley discontinued the model in 1994, although there was a brief resurgence as a CVO model in 1999. The story we have heard is both FXR and FL models shared the same assembly line since they used the same engine mounting system. The FLs had a higher profit margin, and the company had to make a choice, so it discontinued FXRs to ramp up production of the more profitable dressers.





John has a shop in Phoenix called White Knuckle Performance, where he builds bikes and provides full service including performance, fabrication, customization, repair, and maintenance, as well as complete builds. The shop has been in business since 2004. Before opening the business, John worked at dealerships around the country after graduating from MMI in 1997.

When asked, "Is it fast?" John replies, "Stupid fast. It's on the verge of being a bit too much on the street. With no gauges, I think I am doing the speed limit but now realize that I am way over. One-thirty [horsepower] at the back wheel on a naturally aspirated bike that weighs 540 pounds. That's pretty quick."

When asked how fast our Fox Hunt Winner Cataclysm from Phoenix might be, photographer John Covington and bike owner John Shields both agree "She's too fast for most of us."

—Kit Maira





See more of killer Cataclysm in our Easyriders Bike Show Special DVD!



Owner: John Shields *(above left)*
City: Scottsdale, Arizona
GENERAL
Designer: White Knuckle Performance
Fabrication: White Knuckle Performance
Year/make: 1992 Harley-Davidson
Model: FXR
Time: 6 months
Chroming: Gold Tech Plating
ENGINE
Year/make: Merch Performance
Displacement: 120 cubic inches
Ignition: Crane H-4
Cam: Redshift 651
Carb: Mikuni 45mm
Air cleaner: Velocity stack
Pipes: White Knuckle Performance
TRANSMISSION
Year/make: 1992 Harley/JIMS
Shifting: 5-speed
PAINTING
Painter: Eric Carr
Type/color: House of Kolor/Orion Silver, black, candied silver leaf
FRAME
Year/make: 1992 Harley-Davidson, White Knuckle Performance
Type: FXR
Rake: factory
Stretch: stock
Shocks: B&T
ACCESSORIES
Handlebars: White Knuckle Performance
Handlebar controls: Performance Machine
Fenders: Russ Wernimont Designs
Headlight: Headwinds
Taillight: Paul Yaffe
Pegs: Accutronix
Foot controls: Accutronix
Gas tank: Harley-Davidson, White Knuckle Performance
Oil tank: Harley-Davidson
Seat: Guys Upholstery
Mirrors: Pro-One
Grips: Harley-Davidson
FRONT END
Type: inverted
Builder: American Suspension
Stretch: 2-inch
WHEELS
Make: Performance Machine
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Performance Machine
Photos: John Covington



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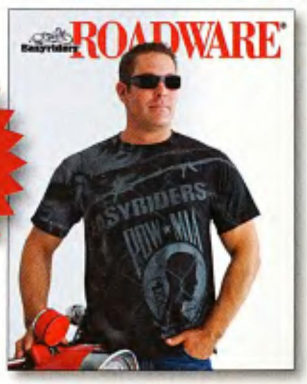


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ER467

Summer Hummer

Up in Wisconsin, it's been said that in order to "dance with the Devil," ya first gotta "run with the wolves." Many folks may interpret that in their own way, but we look at it as one helluva invitation to party! And with the welcome mats rolled out, ABATE of Wisconsin pulled off just this sorta party again, with its annual Summer Hummer this past June.

These folks from the Northwoods have been hard and heavy into the ABATE scene since the early days, and they're also very influential in taking a stand for bikers' rights. Plus, considering the fact that the MRF director calls Wisconsin home, it's no surprise that these folks take great pride in their hard work and determination.

But freedom fighters can't be all work and no play, which is why their Summer Hummer is one party not to be missed. We've been fortunate enough to hit this festival on a few occasions and have met a number of great people along the way.

This past year, just like in all year's past, I took in some of Jackie's great feast and had some of Stevens Point's best brews sprayed in my face, but best of all, handed my trusty Canon over to someone else for a few flicks of my ugly mug with some of cheeseland's finest topless beauties. I learned a long time ago that cameras are easily replaced, but there's no excuse for losing your beer! And these ABATE folks came up with a good remedy for the loss of beer, which includes a beer bobbing contest to make sure no one goes thirsty, and these folks take this competition very seriously. Different regions of the state's ABATE chapters go for the gold in this no-holds-barred competition, occasionally even getting the ladies involved for some clothing-optional entertainment.

The ABATE crew purchased this stake of land now called ABATE Acres a few years back, just for a secluded spot in the woods for this li'l shindig. It sits a few miles from the small burg of Greenwood, and they've got plenty of room to accommodate all bikes, chase vehicles, and yes, even RVs.

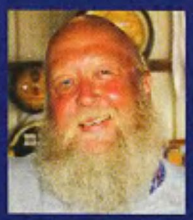
Ya know you're in good hands when ya party with folks who dress up in pirate attire, just to go fuck with their counterparts on the other side of ABATE Acres, and hopefully stake a claim to their alcoholic supplies, while another group of folks might don their Hawaiian attire for a beach luau. These folks take this party fully to heart and do their damnedest to make it better each year. This year's party is scheduled for the weekend of June 21 -24. If ya want more info, check out www.abatewis.org, or call 715-284-7415.

—Natanic/Clean Dean













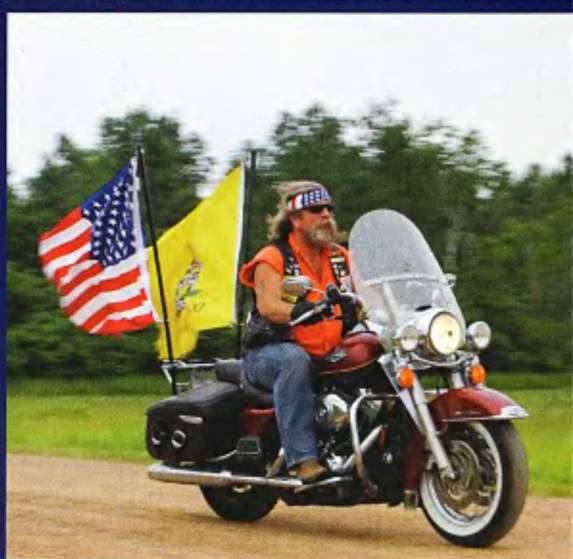

TOXIC Taxi











C.J. "Buckshot" Cake
Madera, California
1974 Shovelhead



I use these words at the risk of committing plagiarism, because "Buckshot" is a brother of the pen, so to speak, and that's the phrase he uses to open "Ballin' Through Life," a monthly column he writes (among other things) for the infamous Thunder Press. He also contributes to the online e-zine Bikernet (www.bikernet.com).

But Buckshot is more than just a whimsical wordmonger; he also builds bikes, like this beautiful 1974 shovelhead bar hopper, its motor mated with a 5-speed tranny and sitting in a rigid frame. With an 80-spoke wheel on either end, the bike also features a sprocket/rotor combo as well as a DNA springer front end. Ever the wordsmith, Buckshot cleverly calls this bike the "Bar-Barian."

Ever the wrench, he says he's been building bikes since the 1970s and has won numerous awards, none however at any Easyriders Bike Shows, it seems. But so what? "Everything on this bike was done by me, including design fabrication, electrical, and paint," he insists and adds, "Unlike the biker build-offs where the builder has name recognition but flunkies do all the work, I am the only one who builds my scoots from start to finish, and not many builders can say that."

True that.

—Tripper



Photos: Owner





Photos: Owner

Gary Rousseau
Epsom, New Hampshire
2000 Custom construction

With a last name like Rousseau, one might expect deep philosophical thoughts and musings about the world in general coming from Gary and, perhaps, motorcycling and customizing specifically. But whether the famous Jean-Jacques is actually an ancestor of his is neither here nor there; had there been motorcycles in the 18th century, chances are that JJ, much like any rebel worth his revolutionary sweat, would have owned one.

And on that happy note, let's take a look at Gary's ride, a truly rebellious example of workmanship, design, and welding skills. The bike is basically a 2000 Softail that Gary converted to a hardtail. Being a welder with more than 35 years of experience comes in very handy when you do something like that or anything else that Gary did here like the custom handlebars handmade from steel pipes that he got at Home Depot, for instance, or the custom clutch and brake levers, or the custom oil tank made from an old air compressor he had in his garage.

Of course, all the brass and copper lines are hand-bent and formed, as was the custom gas tank breather in brass and copper. Gary also burnt all the tooled leather and hand-engraved every piece of metal he could get his hands on.

There's way too much to list here, of course, but lets just say that piece de resistance—to remain true to the overall theme here—in this eclectic collection of artful accessories and one-offs may well be the mirror, which comes off a 1950s Schwinn bike.

From a purely philosophical angle, I think JJ would have approved.

—Tripper

Comin'AtYa



The star-spangled July issue of *Easyriders* (#469) is our Best Biker Babes Special, showing off a bevy of beauties from all over the U.S. of A. We'll ride to the massive and amazing Bikes, Blues & BBQ event in the Ozarks and also take in the old-school goodness of a biker hoedown called Slab City.

Check out some of the wildest custom bikes from our Easyriders Bike Shows including a chopper by Faith Forgotten Choppers, a killer Sportster from the Gas Box, Jerry Wasemiller's awesome pan, Cory Edwards' sick FXR and Lee Wimmer's steam punk "Toolmaker's Toy."

All this plus another classic David Mann scooter art, roll around in the mud biker parties, and a whole mess o' naked ladies!

On sale June 5th.



The June issue of *V-Twin* (#134) is our Daytona Special featuring all the latest antics from this year's 71st Run to the Sun! Ride along with us to the Columbus Invitational Bike Show to see the country's best custom bikes. Plus peruse our aftermarket guide to hand and foot controls and cast your eyes on six riveting bike features. *On sale May 8th.*



September's issue of *In The Wind* (No. 150) features Jessica Rae with a Jack Daniel's XL rigid built by Jon Shipley of Hoosier Daddy Choppers, the 71st running of Daytona Bike Week, the Easyriders 2012 Bike Show Tour, David Mann Chopperfest, a Travelin' Trails ride with German bikers to Utah, Bean Blossom Bikerfest and, of course, terrific reader-submitted *Wind* photos!

On sale May 22!

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