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Way Too Deep

A guy suffered an epileptic seizure while feeding swans in water about three feet deep. Firefighters were called,

but the first one to arrive remained on shore, explaining that he had been trained only for "ankle deep" water and would have to await a colleague trained in "chest high" water. *Sheesh!*

And Yet Another One

A man committed suicide by wading into neck deep water where he remained until he died of hypothermia. Firefighters from a nearby city watched from the shore because they lacked "water-rescue training."

A Bit Of This And That

Here are a few unrelated tidbits for whatever they may be worth:

Heavyweight boxing champion George Foreman has five sons named George: George, Jr.; George III; George IV; George V; and George VI.

In 1896, Britain and Zanzibar were at war for 38 minutes.

The Statue of Liberty's fingernails weigh about 100 pounds apiece.

An ant always falls over on its right side when intoxicated.

An adult crocodile can go two years without eating.

That's it for now.

Slime Assets

Scientists are at work on biocomputer models based on movements of slime to solve complex systems problems. Although slime molds are single-celled organisms lacking a brain, they can somehow organize themselves to create the most direct route through mazes in order to find food. Apparently, ordinary computers are "not so good" at finding such ideal routes because of the number of calculations required, but slime molds seem to flow "in an impromptu manner" and gradually find the best routes.

Words Actually Spoken

More quotes directly from court reporters' notes:

Attorney: Can you describe the individual?

Witness: He was about medium height and had a beard.

Attorney: Was he male or female?

Witness: Unless the circus was in town, I'm going with male.



Attorney: This myasthenia gravis, does it affect your memory at all?

Witness: Yes.

Attorney: And in what ways does it affect your memory?

Witness: I forget...

Attorney: You forget? Can you give us an example of something you forgot?

Small Town Decisions

After much discussion and haggling at a county board meeting, it was finally decided to reimburse a jailbird for his pants, which were lost at the jail after his arrest. The big decision was whether the pants were worth \$12 or \$10.

Small Town Stuff

A city council adopted an appearance policy that requires all municipal employees wear underwear while on the clock and to make sure it is not visible. *(Do they check?)*



Waste Is Everywhere

An investigation by a Great Britain TV channel brought to light that local Great Britain councils spend the equivalent of \$80 million a year translating their documents into dozens of languages in the name of "fairness." These translations included obscure languages that very few residents speak, such as: Albanian; Bengali; Kurdish; Somali; Urdu; Gujarati; Punjabi; Sierra Leonean Creole; Karen (eastern Burma); and Ga (Ghana), among others.

Not So Tough

A gang member was arrested and charged with an attempted home-invasion robbery that went bad. The tough gang member had the words "Crip for Life" tattooed on his neck. So what went bad? He was chased from the house by the 87-year-old female "victim" who was pointing a can of Raid insect repellent at him.

What's Next?

A Japanese toilet manufacturer has designed a toilet that analyzes our excreta and records data like weight, BMI, blood pressure, and blood sugar levels. It even has a sample catcher in the bowl to get urine samples, which, for instance, can be used to predict pregnancies. This information is then sent to your PC, showing your vital health status. It would be simple to share this information with your doctor and even with your health insurer. Doctors could then evaluate online how you're doing and track if you follow their advice.



\$\$\$\$\$\$\$\$

Did you know that if you had a billion dollars and spent one thousand dollars a day, it would take you 2,749 years to spend it all?

A True Mother

A mother was livid that the local community could turn on her 26-year-old son who had been charged with capital murder for killing a police officer. She told the judge that her son is a "good man," and added, "You do one little thing that pisses people off, and they want to hold it against you forever."

Excuses, Excuses

The Cape Town, South Africa, "gentlemen's club" Mavericks began selling an Alibi line of fragrances for men who need excuses for coming home late. As an example, as men come through the door, they could splash on "I Was Working Late" (to reek of coffee and cigarettes) or "My Car Broke Down" (smelling of fuel, burned rubber and grease). *Most innovative, wouldn't you say?*

A Weird One

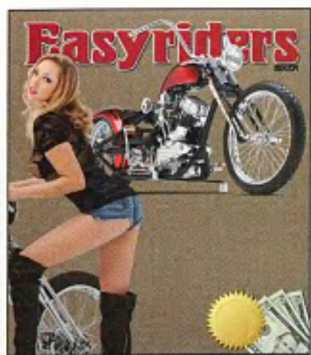
A woman was diagnosed with an aggressive, inoperable throat-mouth cancer and was given a 50 percent chance of survival. Less than a month later, during a severe coughing spell, she actually coughed out the entire tumor in two pieces. Later tests showed no trace of cancer in her body.

Damn Those Squirrels

A squirrel was running up a man's leg which pissed him off so he put a gun to it and shot his foot off!

Food For Thought

A starving fashion model who had been purging in order to look svelte for a photo shoot began to eat frantically after the shoot was completed. She ate a whopping 19 pounds of food in all, but the stomach can only hold four quarts of liquid. Her stomach ruptured, killing her instantly. *So at least this story has a happy ending.*



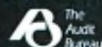
Jerry Wasemiller's 2009 Yolo County Chopper shot by Michael Lichter. Skyy Blue Lou's 1964 GaxBox Pan with Fox Hunt winner Sara Liz shot by Michael Farabaugh. Special imaging by Jeff Biggs.

Next month's issue goes on sale July 3rd, 2012. **Printed in the USA.**

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



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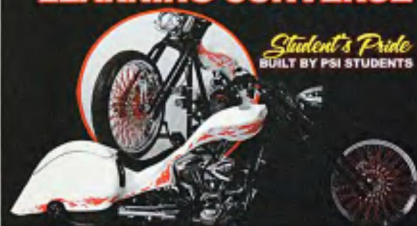
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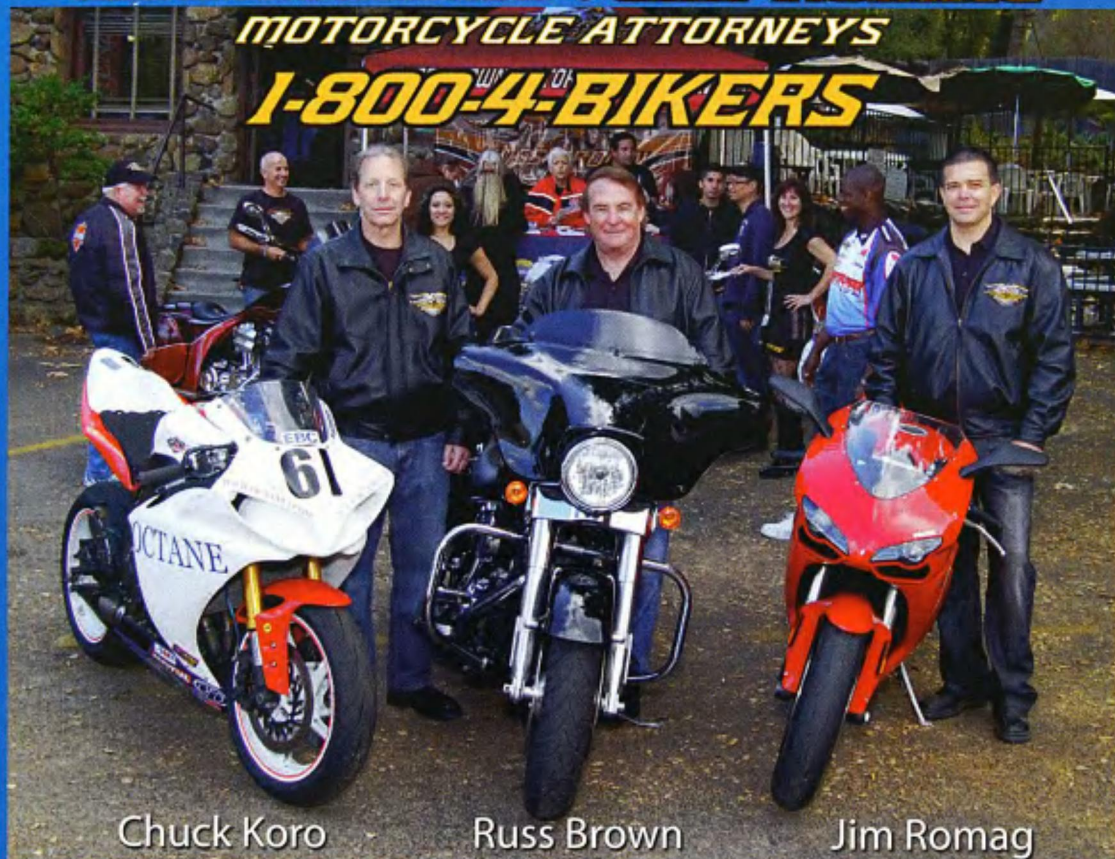
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Jim Wendler

JIM WENDLER'S FAITH FORGOTTEN CHOPPER

LEGION

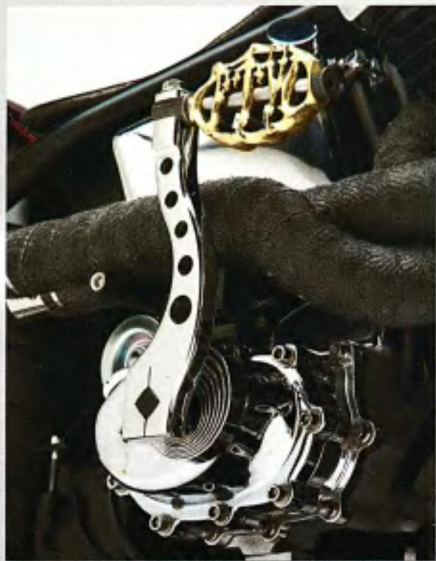
Will Ramsey of Louisville, Kentucky's Faith Forgotten Choppers definitely has his head on straight when it comes to building motorcycles.

"Go ahead and be an artist," he says, "but don't call yourself a builder if you can't build a bike that rides straight, hands-free, at 100 mph!"

It's good to have some muscle in order to hang on at 100, and that's no problem for Will's good friend Jim Wendler, powerlifter and author of the groundbreaking book *5/3/1: The Simplest And Most Effective Training System To Increase Raw Strength*. Will himself is a serious iron pumper, both on the weight bench and on the workbench. In this case, Jim gave Will free rein to exercise his design muscles. "Jim just told me to build it like it was my own," Will tells us.

After they conferred on the basic stance of the bike, Will launched into the project by building a gooseneck, single downtube frame fashioned from 100 percent American steel. Since he incorporated a non-adjustable axle and also wanted to use sprator brakes, he had to make his own special brackets in order to use it up front and also in the rear. He hand-built the gas tank, using polished stainless steel





panels. Stainless was also used for the sides of the oil tank and sissybar fender struts. "The springer was built by my friends at Bare Knuckle Choppers," Will says. "The whole front end is nickel-plated. I really like the feel of stainless and nickel together; I think they complement each other." Will also designed the trick nickel-plated jockey shifter. Paul Cox supplied the air ride system under the seat, and the custom saddle was stitched by Will's brother and business partner, Warren.

So how tough is this bike? We'd say it's bulletproof. It seems Will and Jim had set out on their bikes for a road trip to Baltimore, Maryland, to attend a three-day heavy metal concert. On the way back, around 11 at night, a kid driving a car while busy on his cell phone smacked into Jim's Legion bike at about 70 mph. "Jim's a tough SOB. He jumped off the bike and slid down the road on his back," Will remembers. "The bike was banged up, but when we put it on the jig back in the

shop, the frame was still perfect. I replaced the springer and rebuilt the sheet metal, and now it's identical to the original.

"We build these bikes to ride and we ride the hell out of 'em. They can take a hit and keep on going," Will laughs and adds, "We ride 'em; we wreck 'em; we rebuild 'em. That brings us to the name of the shop: Faith Forgotten. For us it was just getting back to building bikes for the love of riding."

—Paul Garson



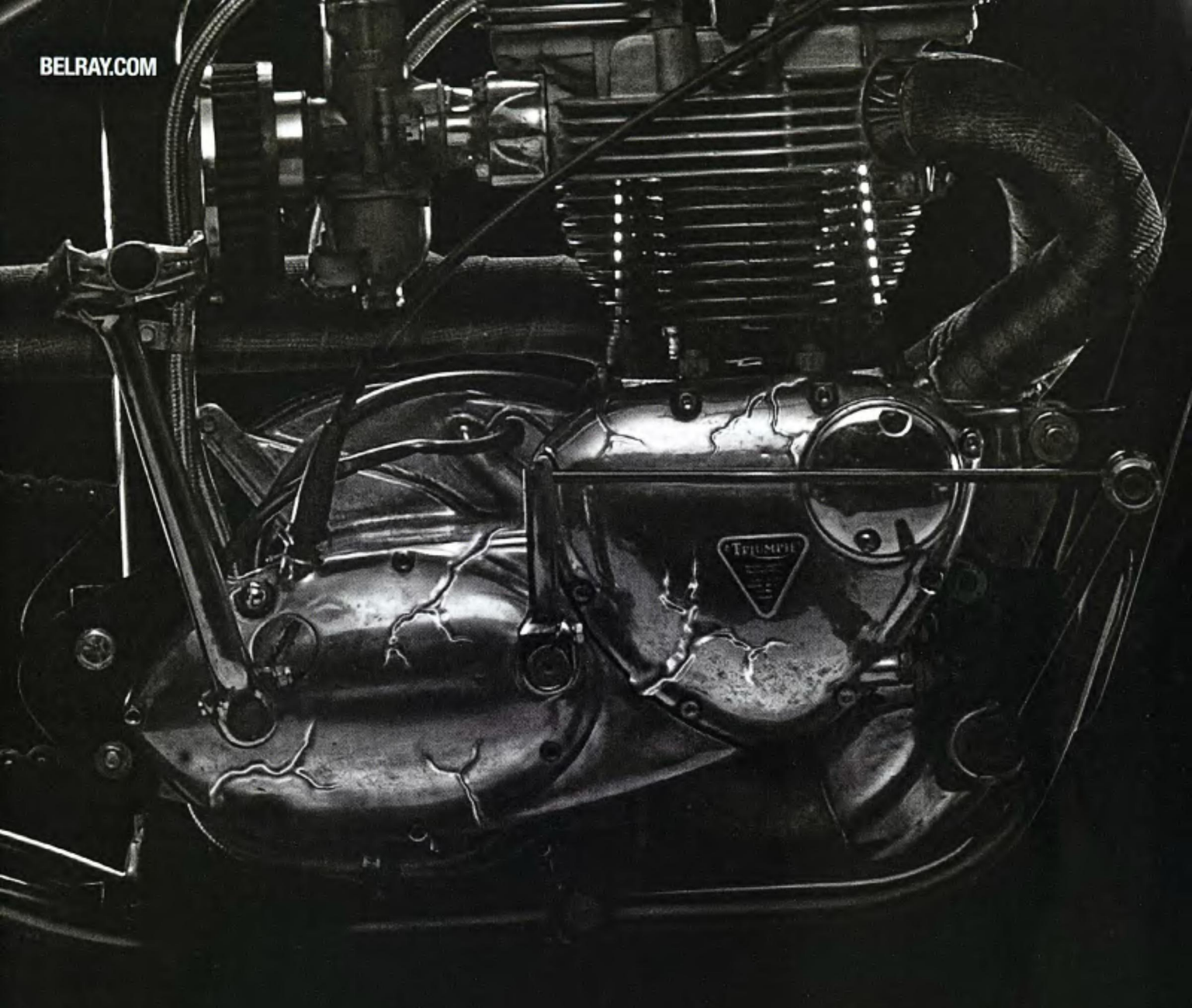
Jim just told me
to build it like it
was my own.





Owner: Jim Wendler
City: London, Ohio
GENERAL
Designer: Will Ramsey
Year/make: 2010 Faith Forgotten chopper
Model: Legion
Assembly: Faith Forgotten Choppers
Time: 8 months
Chrome: Browns
ENGINE
Year/make: 2005 Harley-Davidson
Rebuilder: Kentucky Kustom Cycles
Displacement: 80 cubic inches
Cam: Andrews EV-3
Ignition: Dyna S
Pistons: stock
Heads: factory
Lifters: JIMS Powerglide
Carb(s): S&S E
Air cleaner: BKC velocity stack
Pipes: Faith Forgotten Choppers
Mufflers: none
TRANSMISSION
Year/make: 2010 Baker
Modifications: 6-into-4
Shifting: foot
PAINTING
Painter: Brian & Emeric Howell
Type/color: House of Kolor/Hot Rod Black
Special paint: pinstriping by Danny Taylor
FRAME
Year/make: 2010 Faith Forgotten Choppers
Type: gooseneck
Rake: 37 degrees
Stretch: 6 inches up, 3 inches out
Shocks: none
ACCESSORIES
Bars: Faith Forgotten Choppers
Handlebar controls: Performance Machine
Fenders: Faith Forgotten Choppers
Headlight: Paughco
Taillight: Fab Kevin
Pegs: Harley-Davidson
Electrics: Faith Forgotten Choppers
Gas tank: stainless, Faith Forgotten Choppers
Oil tank: Faith Forgotten Choppers
Oil system: Harley-Davidson
Seat: Faith Forgotten Choppers
Grips: Bare Knuckle Choppers
FORKS
Type: springer
Extension: some
Builder: Bare Knuckle Choppers
WHEELS
Size: 21-inch front, 18-inch rear
Wheels: HDW
Tires: Metzeler
Brakes: one-off sprotor
Photos: Michael Lichter
Contact: Will Ramsey
 Faith Forgotten Choppers
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MICHIGAN RIDERS RIDE A LITTLE FREER:

Governor Rick Snyder finally ended Michigan's hard-fought helmet law battle with legislation allowing most Michigan riders to choose their headgear. What continues to be a concern is an health insurance mandate for motorcyclists licensed in Michigan requiring \$20,000 in *additional* insurance coverage on your motorcycle policy, and the requirement that riders have at least two years of riding experience or undergo special safety training. The bill also requires riders younger than 21 to keep their lids.

Nearly identical legislation has passed both houses of the legislature several times in the last few years, only to be shot down by the previous governor, Jennifer Granholm.

The law became effective immediately, and from the first day of passage, riders celebrated their new found freedom for the first time since the universal coverage mandate was foisted upon them in 1969, while the insurance lobby gnashed its teeth after a nonstop media campaign of doom and gloom editorials failed to sway the governor.

State Police Director Col. Kriste Kibbey Etue clarified how, for the present, the law is to be enforced: The law does not require the operator to carry or present proof of the completion of a two-year motorcycle safety course or proof of \$20,000 in security if the rider or passenger chooses to ride without a helmet, and officers are not to stop a motorcyclist for not wearing a helmet based on the possibility that they may not be in compliance with the requirement of the law. Local activists say that out-of-state motorcyclists will not be subject to the additional insurance requirements. Source: *Detroit Free Press*; Kamots, *BOLT of Michigan*

MOTORCYCLE CLUB CAN SUE POLICE OVER

"COLORS" JUDGE RULES: In July of 2009, a group of motorcycle club members were pulled over by New Jersey state troopers on the way to a motorcycle event. They were ticketed for not having approved helmets, which was later dismissed at a municipal court hearing. At the conclusion of the stop, the police had demanded that the club members, from Pagans and Tribe motorcycle

deprivations of a clearly established constitutional right," and has allowed the suit to proceed. Source: *Philadelphia Daily News*

ILLINOIS MOTORCYCLIST-FRIENDLY BILL PASSES HOUSE:

HB0930, which provides that a law enforcement agency of the state or a political subdivision of the state may not accept federal funding for the purpose of establishing motorcycle-only roadside checkpoints, passed the House on March 29, after its third reading with a vote of 107 - 0, with two members voting present. The bill has now been introduced in the Senate, with the first reading scheduled for April 17. If enacted, the law will be "effective immediately." Source: Bob Myers, state legislative coordinator, ABATE of Illinois

VIRGINIA REPEALS BAN ON RIDERS

SHARING LANES: Until now, Virginia had one of the most restrictive laws on the books regarding motorcycles riding two abreast, a law that prescribed charges of reckless driving for the supposed offense. The House and Senate has now amended the vehicle code, and the governor signed it into law on March 28, ending the state's long-standing law requiring groups of motorcyclists only to ride single-file.

The American Motorcyclist Association's Government Relations Manager Imre Szauder commented, "When our members and even non-members have ridden in Virginia, some of them have received citations for riding side by side at some of the major events that occur in Virginia [even though] where they come from, it is perfectly legal to do so.... In the absence of statistics that indicate this is blatantly unsafe, it's just another reason to somehow harass motorcyclists for something they don't

QUOTE OF THE MONTH

*"Democracy is a
pathetic belief in the
collective wisdom of
individual ignorance."
—H.L. Mencken*

clubs remove their colors, with one officer saying, "Now you're all going to take your jackets off, because on this highway, these are the only colors," referring to the State Police blue and gold. This was all captured on police dashcam video. No one complied with the order. The riders filed suit against the police, which the state tried to dismiss, but U.S. District Court Judge Jerome Simandle ruled that the riders, "sufficiently alleged

believe is an issue. If there are circumstances where riding side by side is appropriate, and it can be done in a safe manner, we believe that the code should be modified. And that's exactly what happened with this legislation."

The only remaining state to still prohibit side-by-side riding is Vermont. Source: *Virginian-Pilot*



Photo: Harley-Davidson Motor Company

WILLIE G. RETIRES: Harley-Davidson Chief of Styling Willie G. Davidson has decided to retire after 49 years at the helm of the design department. The company says that he will

remain involved as brand ambassador at motorcycle rallies and events, and through special design projects as chief styling officer Emeritus. Willie G. is now 78 years young, and is the grandson of William A. Davidson, one of the company's founders. Source: Harley-Davidson Motor Company

SUPREME COURT RULES STRIP SEARCHES FOR EVERYONE:

If you are arrested, for any reason, no matter how minor the offense, the Supreme Court has ruled that the 4th Amendment provides no exception to disallow police from strip searching you if you are incarcerated. The case stems from a man who was wrongly jailed after a traffic stop for supposedly not paying a fine. The man actually had proof on his person that the fine had been paid, which he showed the police officer who jailed him anyway for five days in two different jails while they sorted it out. In a 5 - 4 decision, the justices ruled that the possibility of contraband being smuggled into jails is more important than the Fourth Amendment's ban on "unreasonable searches." Justice Steven Breyer, writing for the four dissenting justices, wrote that the Fourth Amendment should be understood to prohibit

strip searches of people arrested for minor offenses not involving drugs or violence unless officials had a reasonable suspicion that the people to be searched were carrying contraband. Some potential examples cited by Justice Breyer on Monday included violating a leash law, driving without a license, and failing to pay child support. Source: *Reason, New York Times*

SAGGY PANTS? GO TO JAIL: A man in Alabama was sentenced to three days in jail for showing up in court wearing saggy pants. The man was appearing on a charge of receiving stolen property when his attire attracted the judge's wrath. Circuit Judge John Bush told the man to buy pants that fit or wear a belt when he gets out of jail. He likened the defendant's attire to "cussing everybody out," saying, "It's disrespectful conduct, and I think as judges we're expected to at least have some degree of control and respect for the courtroom the people have given us charge of." Source: *Associated Press*, hat tip to Rogue

DNA TESTING FOR MOTORISTS: In a recent case in California, a driver who was suspected of a string of burglaries was stopped at a DUI check point and subjected to a breathalyzer test, which he passed. Later, the DNA from the mouthpiece was submitted for testing without his knowledge or consent. At trial, he asked for the DNA evidence to be suppressed, because it was seized without a search warrant. This was denied, saying that he had no expectation of privacy, since he "abandoned" the evidence. It ruled that the sample was voluntarily given, so there was no Fourth Amendment issue. Source: National Motorists Association (*Editor's note: I'm not a lawyer, but since anyone volunteer for a breathalyzer test?*)

OWE THE IRS? LOSE YOUR PASSPORT: Senate Bill 1813, authored by California State Senator Barbara Boxer, would allow the government to prevent any American who owes back taxes from traveling outside the United States. The bill provides for "revocation or denial" of a passport to anyone who owes more than \$50,000 in unpaid taxes. Source: CBS News (*Editor's note: I remember back in September of last year during one presidential debate that candidate Ron Paul quipped that the border fence might be used against Americans, saying, "Every time you think about the fence, think about the fences being used against us, keeping us in." It looks more and more like the good doctor had prescience that he may have not been given credit for.*)



"Remember the good ol' days when we wuz in jail?"

JAILING AMERICANS FOR PROFIT: The Rutherford Institute describes itself as a think tank "Dedicated to the defense of civil liberties and Human Rights." Founder John Whitehead recently penned a powerful commentary about the rise of the prison industrial complex, explaining how, despite the fact that violent crime in America has been declining, the incarceration rate has tripled since 1980. According to the Federal Bureau of Prisons, the majority held in federal prisons are there for drug offenses. Currently one of every 100 Americans is behind bars.

To cash-strapped states and taxpayers, these prisoners are a terrible burden, while to corporations like Corrections Corp of America (CCA) and the GEO Group they are a \$70 billion gold mine. According to an article in *USA Today*, CCA has offered to purchase state prisons in 48 states, the catch being that the prisons contain at least 1,000 beds, and promise to keep them at least 90 percent full for 20 years. Critics say that such a program could pressure criminal justice officials to seek harsher sentences to maintain the contractually required occupancy rates.

These private prison corporations are also huge contributors to political campaigns, so proposals to increase sentencing time are always welcome thoughts to politicians. The prison industry pitches its products to states and cities with promises of jobs and local taxes to communities that welcome their construction, a siren song that is hard to resist in these troubled times. For eye-opening information on this subject go to www.rutherford.org.

HOMELAND SECURITY PURCHASES 450 MILLION ROUNDS OF AMMO. FEEL SAFER?:

The Department of Homeland Security recently awarded a contract to produce 450 million rounds of .40 caliber handgun ammunition over the next five years to ATK Corporation. The DHS also has an open bid for an additional 175 million rounds of .233. (Editor's note: Why do they need so much ammo?)

This all comes at a time when firearm sales to civilians is at an all time high as well. Gun maker Sturm, Ruger & Co. recently announced that it is suspending new orders until May, after it received one million orders for guns in January and February. More than 10 million guns were sold domestically in 2011, and the pace remains steady for 2012. Source: www.endoftheamericandream.com

STAY AWAKE: Because something is happening here/But you don't know what it is/Do you, Mister Jones? (Dylan, Bob. "Ballad Of A Thin Man")
—Kit Maira

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Photo: Kit Maira

ROCK STORE REMEMBERS OWNER ED SAVKO RIDES ON

The Rock Store in Cornell, California, on the iconic Mullholland Highway, just a few miles from our offices, is a world-famous hotspot for motorcycling that attracts motorcyclists of all stripes from every country. On the weekends as many as a thousand motorcyclists gather here to drink a beer, swap stories and talk shop in this pit stop between on of the greatest motorcycling roads in the world.

Ed Savko and his wife, Vern, stumbled upon a little gas and grocery store in 1963

and it didn't take long before it became "one of best-known biker pit stops in the world," in the words of the *Los Angeles Times*.

Motorcycling celebrities like Steve McQueen and later Jay Leno, Harrison Ford, Tommy Lee and a slew of other famous motorcyclists were frequently seen at the haunt, and thousands of unknown riders on all makes and models were drawn to the winding canyon roads and gearhead camaraderie of the place.

Ed passed away on April 2, 2012 of congestive heart failure. He was 86.

Bob Job On A Classic XL

Gettin' Sporty!

Jesse Bassett's been working on and modifying motorcycles since he was a teenager. These days he specializes in restoring and modifying vintage American and European iron, so it was no surprise when he started building something for himself about a year or so ago that he began with a 1976 Sportster. But as often happens around The Gasbox, the shop Jesse opened in North Olmsted, Ohio, back in 2009, someone walked in and saw that hardtailed and VL-forked Sportster up on the table in mock-up form and had to have it.

With The Gasbox shop specialty of incorporating an eclectic mix of vintage machinery, the parts list here is anything but ordinary.

Easyriders







The parts list for this cut down Harley is anything but ordinary. Jesse did keep the front half of that 1976 Sporty frame, masterfully converting the rest into a hardtail using 1-inch DOM tubing that perfectly matches the size and appearance of what remained up front. A reproduction VL springer front end was slipped into the neck and that was fit with the front wheel and brake drum from an old BSA.

Explaining the front wheel and brake drum choice, Jesse says that he just kind of liked the clean, simple look of that old BSA 19-inch wheel and drum. Fair enough, but to get it in





Jesse Bassett doesn't back away from any kind of fabrication work or unique hardware combinations. That's a BSA front wheel and brake.





place and happily mounted in the Harley-Davidson fork, Jesse had to custom make a new axle and then modify the rockers down at the bottom of that VL suspension assembly. "And the thing is," Jesse says, "it really works great! The shoes inside that old Brit brake drum are even wider than the stock Harley shoes out back."

Machine-shop wizardry isn't the only talent on display at The Gasbox. Jesse and his team can pound out some pretty impressive tin work, as well. "We made the gas tank right here," he says, and that tidy little oil tank is another from-scratch Gasbox creation. That's why it fits in there so nicely. "No one ever really sold a good oil tank for a hardtail Sportster," Jesse explains, "so when this frame was being constructed, with all its angles established, an oil tank was made to match." The tight-fitting rear fender is another Gasbox piece, and that one's a production item Jesse sells through the Lowbrow Customs website. Not skipping any details, the 18-inch rear wheel under that fender uses an early VL

rim, chosen for its shape and profile that matches the look of the BSA piece up front. Both wheels were laced up with stainless Buchanan spokes. Topping it all is a custom blue-green PPG mix. "It's a crazy color we came up," Jesse says, "but it looked cool, so we used it."

The Sportster's engine and transmission were completely rebuilt with all new internals, some hot cams, an S&S carburetor, and completed with a custom Gasbox 2-into-1 exhaust using a cut down Sportster muffler, all of it HPC coated. All the shiny bits were given a Scotch Brite satin finish for a muted tone. As a final touch, Jesse put the rocker boxes up in the shop's mill and whittled away at them, coming up with a sort of stylized knucklehead vibe.

More than just looking cool, this Sportster runs and rides like a champ. "It was a local guy who bought it," says Jesse, "so I get to see him and this bike all the time. He's riding the wheels off it." Wouldn't you?

—Joe Kress

Owner: The Gasbox
City: North Olmsted, Ohio
GENERAL
Designer: The Gasbox
Year/make: 1976 Harley-Davidson
Model: Sportster
Assembly: The Gasbox
Time: 6 months
Chroming: none

ENGINE

Year/make: 1976 Harley-Davidson
Rebuilder: The Gasbox
Displacement: 1000cc
Ignition: Dyna S
Cam: PB plus
Carb: S&S

Air cleaner: Benchmark

Pipes: The Gasbox

TRANSMISSION

Year/make: 1976 Harley-Davidson
Shifting: 4-speed, Andrews gears

PAINTING

Painter: Jerry Koenigsmark
Type/color: PPG/blue-green custom mix

FRAME

Year/make: 1976 Harley-Davidson, modified
Type: rigid XL, Gasbox modified
Rake: stock
Stretch: none
Shocks: none

ACCESSORIES

Bars: The Gasbox
Handlebar controls: Harley-Davidson
Fenders: The Gasbox
Headlight: Harley-Davidson
Taillight: Grimes
Pegs: The Gasbox

Foot controls: The Gasbox

Gas tank: The Gasbox

Oil tank: The Gasbox

Seat: Jason's Upholstery

Grips: Harley-Davidson

FRONT END

Type: springer

Builder: The Gasbox

WHEELS

Make: BSA, Harley-Davidson

Size: 19-inch front, 18-inch rear

Tires: Avon

Brakes: drum

Photos: Michael Farabaugh

Contact: Jesse Bassett

The Gasbox

440-716-0144



Bikes, Blues & BBQ

When you add motorcycles to a mix of incredible blues, throw in a touch of finger-lickin' barbecue, and stir them together in the scenic Ozarks of Northwest Arkansas, more than likely, you have found yourself at the well-seasoned, only slightly spicy, and very tasty event known in these parts as Bikes, Blues and BBQ. BBB, as it is commonly called, is in its 12th year. This four-day motorcycle rally draws from all 50 states and is considered the largest "for charity" rally in America. As such, it is billed as a family-friendly event. It is not strange at BBB to see kids strolling with their parents, taking in all the action, or sitting atop a shiny new Harley for a photo op to help remember the year's rally. What you won't readily find, by design, is a lot of titty flashing or lewd behavior. Although the coeds from nearby University of Arkansas do give the eyes something to focus on

from time to time, lewd is not a theme generally observed at this rally.

Many folks attend BBB for mouth-watering samples of barbecue, while others for the smooth blues sounds heard throughout the many bars on Dickson Street in downtown Fayetteville. But most come here seeking a perfect ride. The rugged beauty of the Osark Mountains can't be beat as the picture-perfect backdrop. To help you navigate the hundreds of miles of picturesque scenic highways and backcountry roads, rally organizers hold two poker runs that are more than 130 miles long and have identified several recommended scenic rides throughout the area. Cooler temps in the morning that increase to ideal light-jacket weather in the afternoon and that magnificent scenery make for some great two-wheeled excursions.





If the party scene is what makes your motor run, Dickson Street is where you want to be headed. Dickson Street is unquestionably the epicenter for BBB and the primary location to hang after a long day of riding, sight-seeing, and stuffing yourself with copious amounts of barbecue. Inside the jam-packed bars and outside on the street, blues from too many bands to list, saturate the airspace around Dickson. Bikes line the street on both sides all day and into the wee hours. Those not parked street side, spent their days and nights rolling from one end of Dickson to the other and then back again offering a circus style atmosphere for the thousands of spectators that assemble to watch the spectacle and hear the occasional thundering rev of some guy or gal who is very proud of that new set of pipes.

In addition to the sights along Dickson St., the downtown area is also the place to be for a glimpse at some beautiful gals who are certainly members of the "Save Polyester" movement. Throughout the weekend, the Miss BBB contest travels from bar to bar and conclude with the climactic finale held on Dickson Street's main stage. (Perhaps the organizers of BBB should add another "B" for Babes to the event title. Just a thought.)

Saturday The Battle of the Bikes custom



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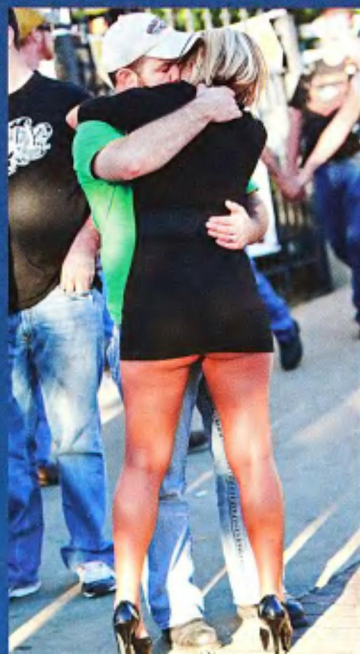
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motorcycle show allows a close-up view of some cool custom choppers, metrics, and some killer baggers. After the show's prelims, the overall winner is determined by the cheers of the crowd. Just around the corner at Baum Stadium, this year, H-D, Star, Victory, Suzuki, and Can-Am were on hand with all the new 2012 models for viewing pleasure and test rides. H-D's "dare to compare" program even allowed owners to swap their current rides for a new H-D model for the entire day.

This brings us to the last B in BBB: barbecue. When your taste buds start craving something sweet and tangy, the KCBS Cook-Off and Arkansas Sate barbecue championship should be on the top of your list. Barbecue has always been an essential ingredient of the BBB rally. Over the years it has grown to over thirty teams competing for the top honor of being the team whose pork, ribs, chicken, and beef brisket is declared the best. For a nominal fee, barbecue connoisseurs can sample all the best from all four corners of the country.

While washing down a plate full of good eats with a cold one, ya gotta check out the high-wire antics of Circus Una's Thrill Show. If you have yet to experience the visual pleasure of Circus Una, basically it is two cuties,



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one riding a motorcycle, sans tires, back and forth along a high-wire suspended above mother earth, while the other hangs onto a trapeze-like bar attached to the motorcycle performing acrobatics.

One shouldn't make the trek to this party without checking out the lawnmower races. This is "redneck" at its finest, and as a resident of Georgia, I say that with utmost respect. My mind has always considered a lawnmower as a tool designed to give my grass a haircut and make me sweat. Oh contraire my friends! Folks around here consider power tools a source of extreme sport and entertainment. Competitors, of all ages, sit atop radically modified lawnmowers and drag a sled loaded with several tons of dead weight as far down a dirt road as possible. This is simply too much fun and, without a doubt, a crowd favorite.

BBB held a few firsts for me: witnessing my first lawnmower race; taking advantage of the test rides and hence my first cruise on a dresser (I now understand the attraction); and my first visit to Northwest Arkansas riding the amazing, scenic back roads this state has to offer. Now I must impatiently wait a whole year to go for seconds. —Don Rogers

Photos: Don Rogers



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Last month we watched as the folks at Rolling Thunder built the one-off frame for your Paul Yaffe dream bagger. This time around we're following along as the talented team of technicians from S&S Cycle put together your fire-breathing 111-cubic-inch motor!

This is definitely one special motor since it is going into a late model-style bagger frame but it is not "throttle-by-wire." That means that it has the 2008-and-later bagger heads in order to match the top motor mounts, but the throttle body is cable controlled. S&S had to machine some special heads to fit the earlier-style manifold on its cable-controlled throttle body. As you read this, the gleaming mill is already in the hands of master bike builder Paul Yaffe and the build is underway.

Follow the photos and watch your motor take shape. Next month we'll showcase the Renegade 30-inch Racine front wheel coming together. Just remember, you can't ride this new custom creation home if you don't enter to win. See the ad in this issue for Sweepstakes rules and regulations and enter now!

—Dave Nichols

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2 Installing the head gaskets.



1 The talented team from S&S Cycle will put together your fire-breathing 111-cubic-inch motor.



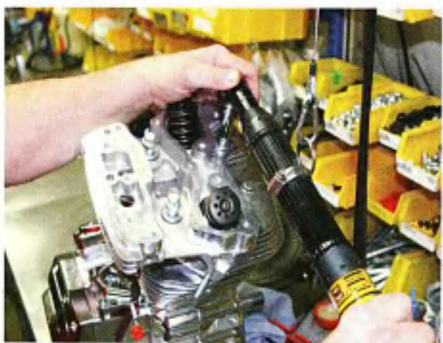
3 In go the bracket shims.



4 Then the heads go on.



5 Installing the head bolts.



6 Snugging down the head bolts.



7 Dropping in the push rods.



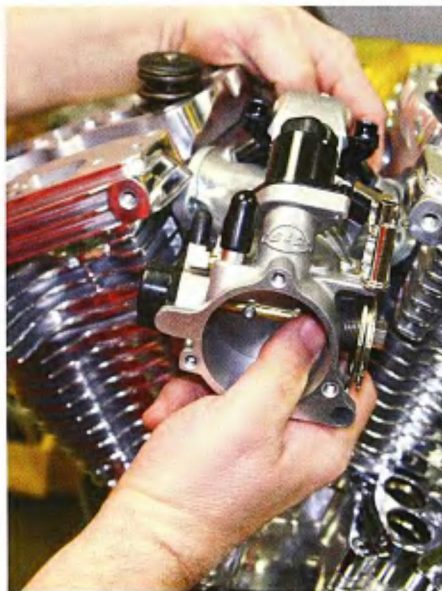
8 Installing the push rod keepers.



9 Adjusting the push rods.



10 Tightening the manifold flange.



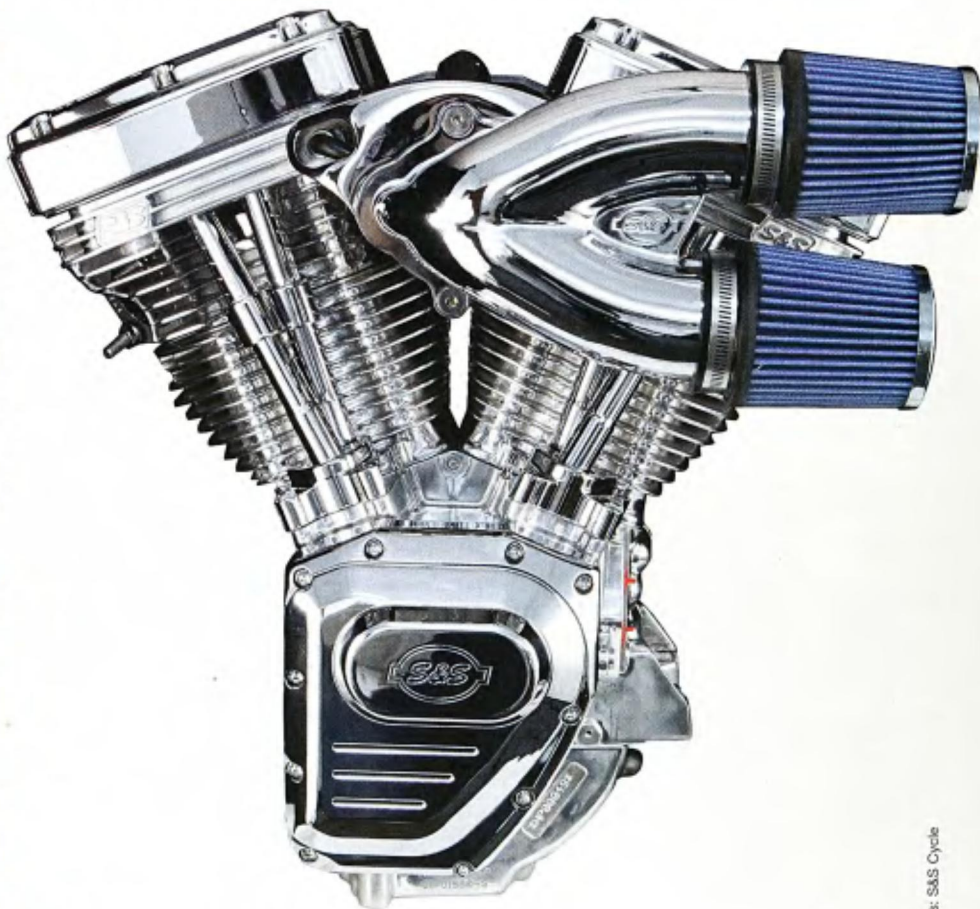
11 The throttle body is installed.



12 Torquing down the back plate bolts.



13 End of Line computerized check to test everything and make sure it is perfect.



14 The finished jewel, ready to go into your new bagger!

Motor Specs

T111 engine 2001- 2006 EFI

111-cubic-inch displacement

4 1/8-inch bore x 4 1/8-inch stroke

9.7:1 compression

585 Easystart cams for S&S oil pump

S&S adjustable pushrods

585 lift S&S dual coil valve springs

S&S non-roller rocker arms

S&S VFI Delphi(r) style module

S&S single bore EFI throttle body

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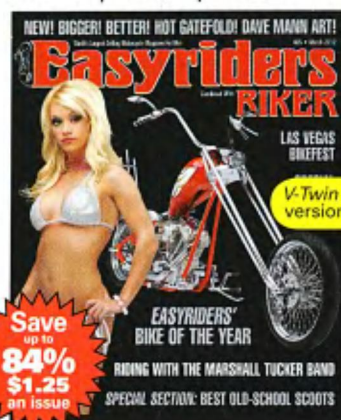


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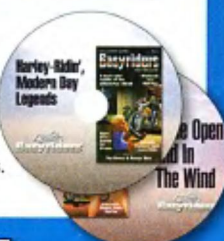
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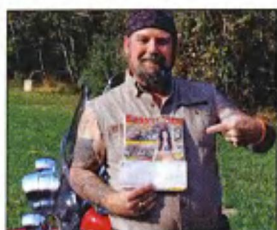
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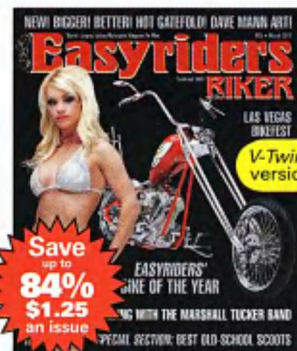
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ELIGIBILITY: The Sweepstakes is open to all legal residents of the U.S. aged 18 or over except employees of Easyriders/Paisano Publications, LLC, and Dennis Kirk and their families, its affiliated companies, and advertising and promotion agencies. This sweepstakes is void outside the U.S. (except APD/PPD addresses), and wherever prohibited or restricted by law. Limit: ONE ENTRY PER HOUSEHOLD and only one prize per household will be awarded. Winner of motorcycle prize must possess and provide proof of valid U.S. Driver License and applicable motorcycle insurance at the time of the prize award.

WINNERS SELECTION: Winners will be selected by random drawing from all entries received, and validated by Wood, Wessinger, Sacidan & Associates whose decisions will be final. Prize winners will be notified by U.S. Mail or if provided on entry form via e-mail or by phone within 90 days of the closing date and must acknowledge notification within 10 days, or the prize will be forfeited. In the event that any prize cannot be awarded because the winner cannot be located or refuses the prize, Paisano will offer the prize to up to two (2) alternates, selected in the same manner as the original winner. If the prize cannot be awarded after such efforts are undertaken, then Paisano shall have no further obligation to seek out alternates or to award the prize. THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.

PRIZES AND APPROXIMATE RETAIL VALUE: Total approximate retail value of all prizes is \$100,000. You may win one of the following: 1 Grand Prize, 1 First Prize, 1 Second Prize, 2 Third Prizes, 3 Fourth Prizes, 10 Fifth Prizes, 200 Sixth Prizes. The motorcycle pictured may not be the specific ones awarded. - NO PURCHASE IS NECESSARY TO WIN - However, entrants choosing to subscribe and submitting payment with the order and provide their e-mail address will receive exclusive access to the digital version of the Easyriders 40th Anniversary Commemorative Collection (which is not part of the sweepstakes).

- Access granted is limited to one (1) per e-mail address.

- PRIZE ACCEPTANCE: Prizes are not transferable and are not redeemable for cash. No substitution of prizes is permitted. Should prizes be unavailable Paisano Publications, LLC reserves the right to replace them with prizes of equal value. The choice of them being solely at the discretion of Paisano Publications, LLC. All prize winners, whose prize value is in excess of \$500, will receive a 1099 IRS tax form at year end for the actual retail value of the prize. Winners will be required to execute an affidavit of eligibility, release, and indemnification, and any prize transfer, documentation required by Paisano Publications, LLC, and the awarding sponsor. All entries received become the property of Easyriders/Paisano Publications, LLC, and Dennis Kirk and will be returned. Winners grant Easyriders/Paisano Publications, LLC and its agencies the right to use their names and likenesses for advertising and promotional purposes. ALL FEDERAL, STATE, LOCAL, TAXES, IF ANY, AND SHIPPING, STORAGE, TRANSPORTATION, REGISTRATION, AND ANY OTHER FEES ASSOCIATED WITH THE PRIZES ARE THE RESPONSIBILITY OF THE WINNER.

WINNERS LIST: For a list of major prize winners, send a separate stamped, self-addressed business envelope to: Winners List, \$100,000 MAGAZINE SWEEPSTAKES, Easyriders/Paisano Publications, LLC, 28210 Dorothy Drive, Agoura Hills, CA 91301.

NO PURCHASE NECESSARY TO WIN. LIMIT - ONE ENTRY PER HOUSEHOLD.



BARE METAL DROPOUT

Rounding Out A Perfect Collection Of Old-School Rides

Born and raised in Woodland, California, Jerry Wasemiller owns a body shop supply store and an auto glass store. He spends most of his spare time tinkering with motorcycles—a bug he caught back in the 1960s after falling head over heels for a chopped 1956 panhead.



Only 12 years old at the time, Jerry unleashed his creative energy on a mini bike but has visibly learned a great deal more about customizing motorcycles since then.

"I already own a '60s-style shovel chopper with a Harmon front end, a knucklehead bobber, and I ride a bagger on long hauls with my friends to Sturgis, Reno, and Laughlin," says Jerry of his growing collection. "I always dreamed of having one of each of the early motors on differently styled bikes." It looks like after decades of trying to round up the perfect fleet, Jerry finally got his wish with this pan-head-powered beauty. "Customizing bikes is a form of therapy for me, and the only way I have found to express myself that doesn't look like it was done by an infant," he adds.

The idea for building this hardtail germinated in Jerry's mind in 2004 during one of his annual visits to Sturgis, where he spotted a fine custom job from Twisted Choppers. It had great lines and Jerry liked the setup so much that he ordered a similar frame and started this project as soon as he returned to California.

Looking for a distinctive front end to complement the curvaceous frame, Jerry turned to George Counes of Spartan Frame Works. "The man builds some of the sickest front ends in the country, and I went with the riveted

springer," says Jerry. This piece would set the brass motif seen throughout the bike, steering the entire project away from its original bare metal theme. Taking inspiration from the springer, Jerry fashioned brass strips and combined them with welded steel rivets to enhance some of the bike's features. One of these



Customizing bikes is a form of therapy and the only way I have found to express myself that doesn't look like it was done by an infant.

special details is the gas tank inspired by a Paul Yaffe creation that Jerry spotted at one of our Easyriders Bike Shows. During his conversation with Jerry, the famous master builder encouraged him to fabricate his own tank. Taking Yaffe's advice to heart, Jerry went to town on a Harley Sportster tank, ending up with the perfect shape and size for the build. Once he had completed the tank, Jerry turned to Brendon Thompson who took a Fat Katz fender blank and cut it down until the ideal shape emerged.

Next, Jerry turned his attention to the jewel of this build, a 103-inch panhead V-twin enhanced by Custom Cycle Engineering's rocker covers, a magneto, and a tricked-out SU carburetor with a polished velocity stack. The engine is backed by a polished Baker 6-speed complete with kicker and hydraulic clutch. Rather than resorting to throwing more chrome at the engine, Jerry had the pipes covered in gloss black porcelain.

What started as a bare metal rider took a left turn somewhere along the way and ended up



winning Best of Show at the Easyriders Bike Show in Sacramento 2011. It also won at the CCI International Bike Show 2011, Arlen Ness 2010, and the Black Oak Invitational in 2010.

"Being a small-time, nobody builder, it was very rewarding getting the recognition this bike received," says Jerry. Here is some more recognition Jerry, as more custom bike fans get to enjoy your panhead here in *Easyriders*.

—Ben Lambouef







Jerry Wasemiller



Owner: Jerry Wasemiller,
Yolo County Choppers
City: Woodland, California
GENERAL

Designer: Jerry Wasemiller
Year/make: 2009 custom bobber
Model: Speedster
Build Time: 4 years

ENGINE

Year/make: 2007 S&S
Model: panhead
Displacement: 103 inches
Builder: Donnie
Bottom End: S&S
Pistons: S&S
Heads: STD
Cams: S&S S14
Lifters: JIMS
Induction: SU
Air Cleaner: Velocity Stack
Pipes: YCC

TRANSMISSION

Year/make: 2007 Baker
Gears: 6-speed
Primary: 2-inch Bandit open belt drive
PAINTING

Painter: Alvaro Michel
Type/color: Candy Wineberry over
house blend flake and black
Special mentions: 23 karat gold
pinstripe by Craig Judd

FRAME

Year/make: 2006 Twisted Choppers
Type: Speedster rigid
Rake: 40 degrees
Stretch: 2 inches out, 2 inches up
Shocks: none

ACCESSORIES

Bars: Paughco
Handlebar Controls: Kustom Tech
Fenders: Yolo County Choppers, Fat Katz
Headlight: BelMit Development
Taillight: BelMit Development
Pegs/foot controls: Kustom Tech
Electrics: Cycle Electrics Chrome Generator
Gas Tank: Yolo County Choppers/
Brendon Thompson-Fat Katz
Oil Tank: Twisted Choppers
Seat: Yolo County Choppers
Grips: Kustom Tech
Mirrors: negative

FORKS

Brand: Spratan Frameworks
Type: riveted springer
Length: stock

WHEELS

Brand: Ride Wright
Style: 40 spokes
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brake: Kustom Tech drum rear
Photos: Michael Lichter





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IN THE WIND

The best way to see America is on two wheels.
—Lou Camerota, 2011 Toys For Tots run, Philadelphia, Pa.



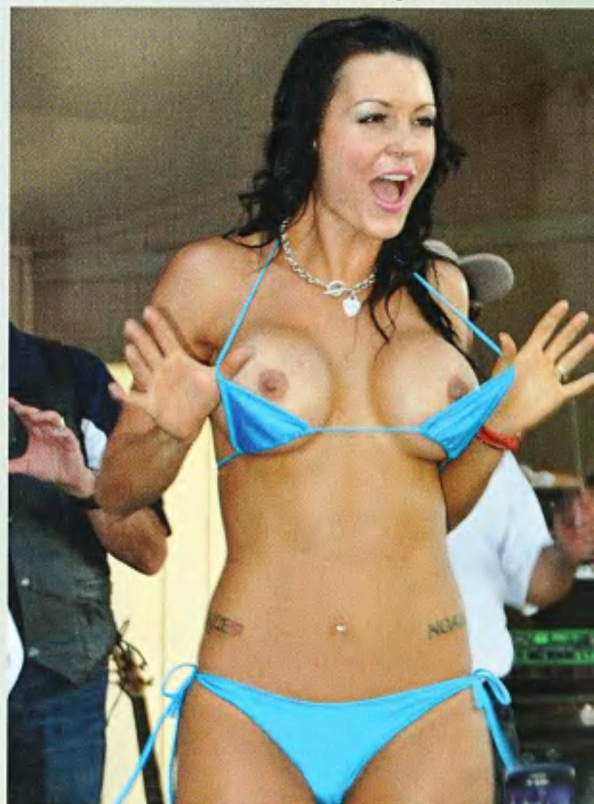
The Slutster captures a rare Rocky Mountain Cherry-Breasted Chickadee—Kelly. She was tagged, then released.

—Tim Anderson, Edgewater, Colo.



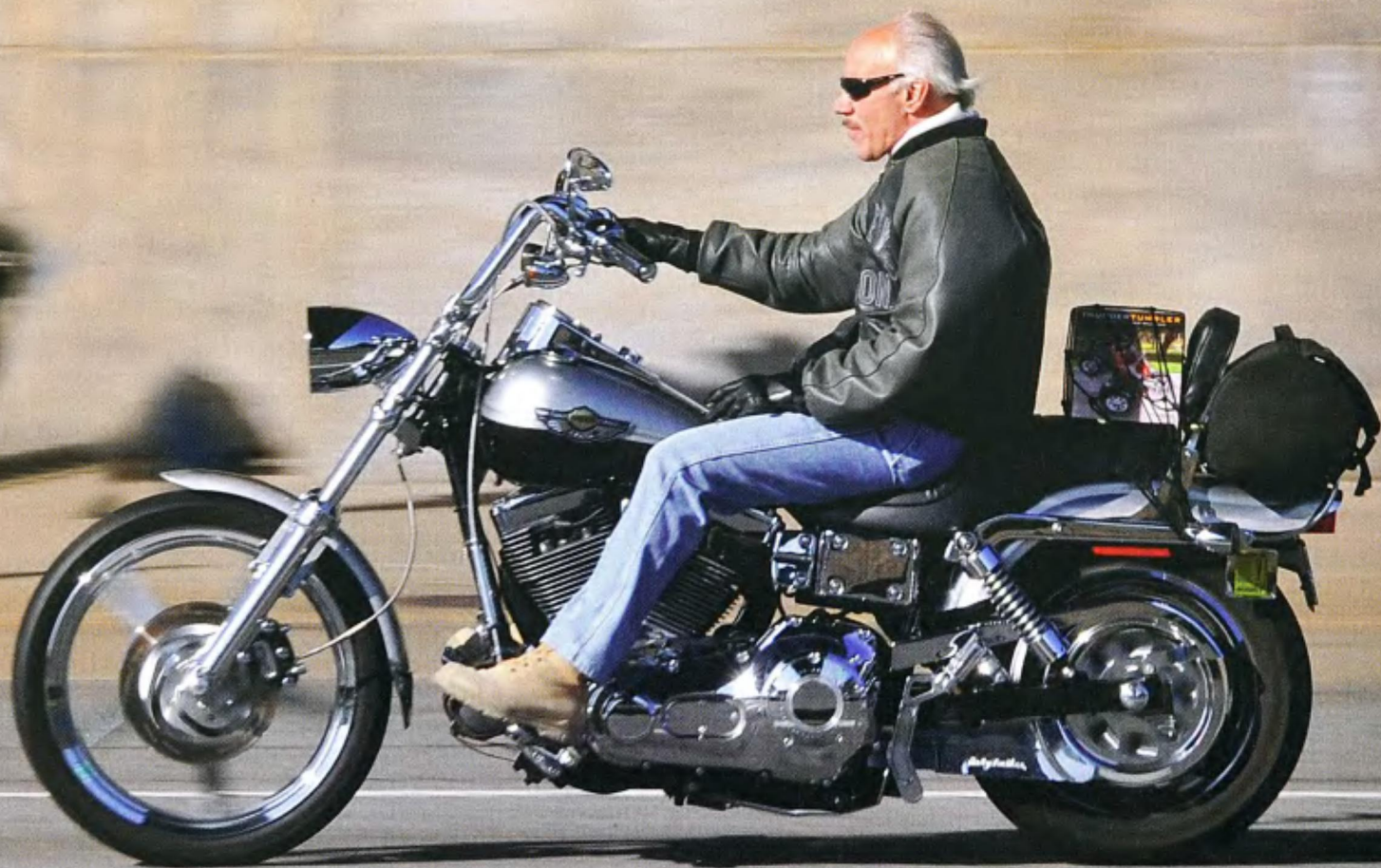
Copper panhead at Daytona—now available with an easy-pour spout.

—The Breeze, USA



Things that cloud men's minds.

—Mark Sherman, Hanford Calif.

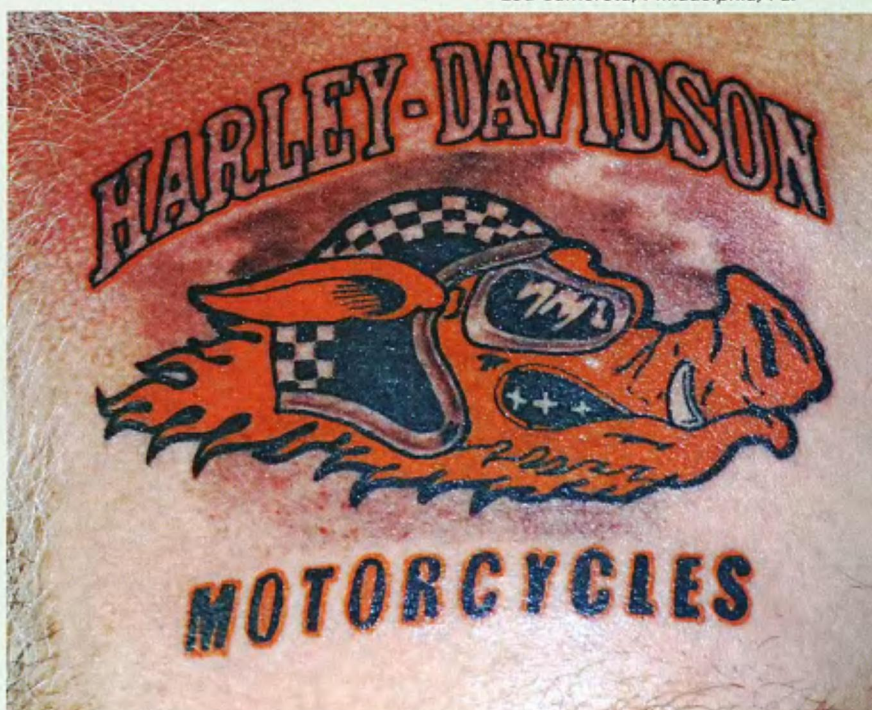


Doing it for the kids at the Philly Toys For Tots Run.

—Lou Camerota, Philadelphia, Pa.



Kelvin and Kim, renewed riders. —Kelvin Briscoe, Canton, Ga.



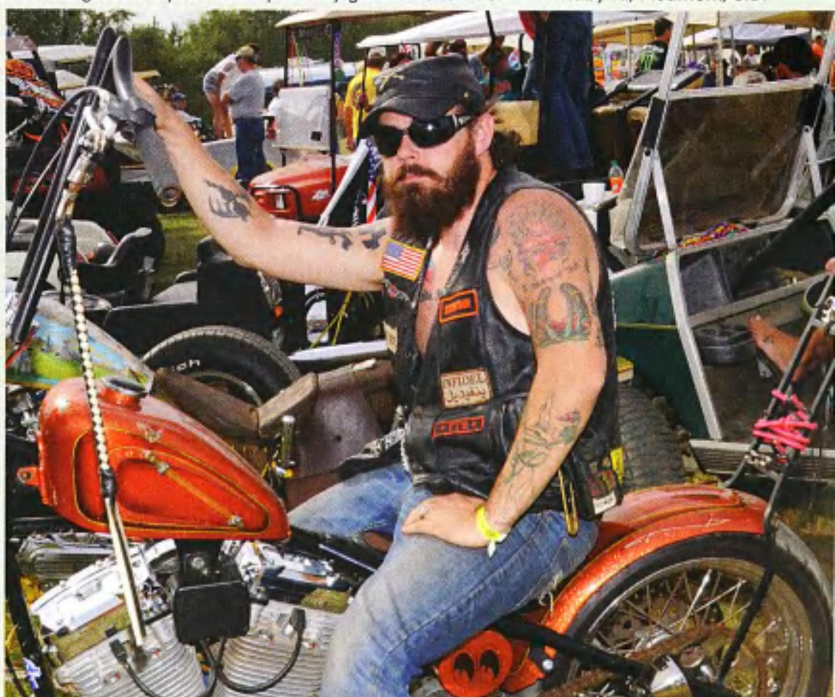
Yeah, you like Harleys? How much do you like Harleys? —Ron Baughman, Lakeland Fla.



The Iowa Boys would like to know, "Why the fuck would you pull a trailer to Sturgis when you have a perfectly good bike to ride?" —Ruby K., Piedmont, S.D.



It's Casual Friday at the Cabbage Patch. —Jackman, Debary, Fla.



A dapper chap at the Thunder Run in Georgia. —Tommy Pittard, Calhoun Falls, S.C.



Leaving Ensenada
behind on the 2008
El Diablo Run,
Baja California,
Mexico.

—*Michael Lichter,*
Boulder, Colo.

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

\$30 for every black-and-white picture printed. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions. Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: **Easyriders** In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

SLAB CITY 3

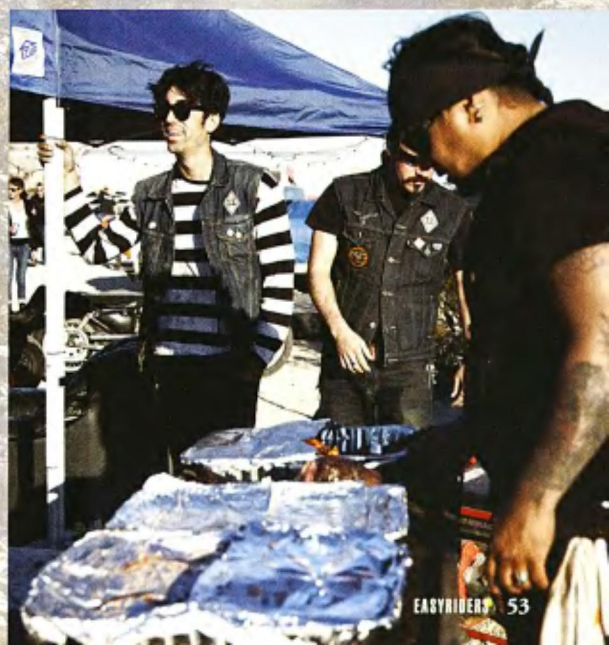
OPERATION ELUSIVE UNICORN

With all the buzz from the last Slab City Riots that Biltwell Inc. (a motorcycle parts and apparel company) put on circulating in the biker world, we had a feeling this year's event was going to be a little bit out of control. From the cars on fire, to the "Cocktagon" of SC2, we wondered what was in store for SC3. Unfortunately, so did the local sheriff's department.

The Man put the brakes on the show two days

before it happened. They were going to put all responsibility on Biltwell; I don't know why they didn't trust 200-plus dirty, drunk bikers in a land where there seems to be no rules. Really, what could have gone wrong? With the show cancelled, the chopper community quickly came up with a plan B. The "Wuss Ride" somehow turned into "Operation Elusive Unicorn." I guess we thought that with that name, the fuzz would leave us alone.







Little do they know that a unicorn is one of the deadliest creatures ever! It can not only kick you in the head if you are behind it, but it will stab you in the neck with its majestic spiral horn. Here is a little play-by-play on how it all went down.

We all met at 7 a.m. at an undisclosed location. Of course, Mother Nature was in cahoots with The Man and started raining on us. We showed that bitch who was boss and stopped for some high-tech rain gear; some would call them trash bags. We call them high-tech because we cut holes in them and everything. While making our way to the super secret plan B location, we had a few mishaps, like good ol' Poncho crashing into another guy (that's two in a row for him). We picked the bikes up, gave 'em a quick look over and pushed on.

Getting to the camp was somewhat tricky because it was just a long desert road with several turn-offs for camping and off-roading. But once we turned onto the right dirt road, we saw the sea of bikes and tents and we knew we were there. It was truly amazing how all these guys made it to this place with a day's notice. We found a nice flat spot and marked our territory, set up camp, and started to partake in all the biker shenanigans going on around us.

In the morning we awoke to the roar of knuckles, pans, and shovels. While most were having as rough a morning as we were, lots of others were already on their bikes and riding out to pick up a breakfast burrito and more beer. Some were just headed out to the desert to see how their home-built chopper would stand up to the terrain. I think they'd watched too many Steve McQueen movies.

The crazy bastards of the Douche LaRouche MC woke up and began banging and screwing,



but not how you might think. They built a bar and stage right in the middle of this mini motocity that looked like it came right out of a *Mad Max* film.

Once this "ground zero" booze and party zone was all set up, they started taking "donations" from other Elusive Unicorn riders for beer and barbecue. As the day went on, the grill was fired up cooking carne asada, chicken, and whatever other kind of meat people brought. After everybody had a belly full of beer and barbecue, it was time for some entertainment on the makeshift stage. Before the bands started playing, local PD was out in full force making sure not too much debauchery was going on. They got word that a biker went down a little way up the road. Paul Little drove out with a van and a few dudes and picked up the bike and biker, scoring points with the PD.

By nightfall, the bar was raging, the fire pit was going, and it was time to get the generator out to power up the PA system and guitar/bass amps. We drove a van and a car up on each side of the stage with their headlights on to illuminate the bands as they played. Sean and Xander played an awesome set of kickass music as a huge crowd gathered.

Then the cops showed up again to remind us that we didn't have a permit for "amplified music." But that didn't stop the next band from doing an acoustic set. Once the bands were finished playing, everyone continued drinking, hanging by the fire and getting into various types of good-natured trouble. We all passed out just before the sun came up.

We all eventually got up, packed up, and headed out with a hangover, a sore back, and killer stories to tell.

—Cary Brobeck

Photos: Ben Zales

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Passin' Gas

A feminist gets on a bus and is disgusted when a little ol' man stands up to give her his seat. "Patronizing old fool," she mutters as she pushes him back down.

A minute later another woman gets on and the ol' man rises once more. "Male chauvinist pig," seethes the feminist as she pushes him back down again.

The bus stops again, more women get on, and one more time the little ol' man attempts to stand up. "You're living in the stone age," hisses the feminist as she pushes him down.

"For God's sake!" wails the little ol' man, "will you let me get off? I've missed three stops already!"

Joey Hayes
Delano, California

A biker rushes into a bar and tells the bartender, "The beers are on me! My wife ran away with my best friend."

The bartender smiles and asks, "That's a shame. Why aren't you unhappy?"

"Why should I be unhappy?" replies the biker. "They saved me a fortune. Both of them are pregnant!"

Rocky Meyerson
W. Palm Beach, Florida

A newlywed couple moved into an apartment next door to a hot, single chick. The husband, bein' a biker and handy with tools, was always going over to help with things and taking way too long, or so his new wife thought.

So, on one especially long visit, his wife had had enough. She called the girl on the phone. "I want to know," the wife asked, "why it takes my husband so long to help over there?"

"Well," the hot neighbor replied, "this interruption certainly isn't helping."

Greg Cook
Nat. City, California

A banker approaches the Pearly Gates sweating and struggling with a heavy suitcase. Saint Peter greets him and says, "Set the suitcase down and come in."

"No way!" barks the banker. "I have to bring it in."

"What could possibly be in there that's so important?" asks Peter.

The banker opens the suitcase to reveal 50 gold bricks. Peter's jaw drops: "You brought pavement?"

Karen Weber
Overland Park, Kansas

Did you hear about the scooter tramp who dropped his cigar in the dog kennel?

He lit 15 before he found the right one.

Fred Race
Strongsville, Ohio

The police knocked on a door, and when the man of the house answered an officer held up a picture and asked, "Is this your wife, sir?"



"Normally I would say it was good oral hygiene to brush your teeth after every blow-job, but in your case that would wear your teeth out in about two weeks."

"Yes it is," the man answered.

"I'm afraid it looks like she's been hit by a bus," the officer said.

"I know," the man answered, "but she has a great personality."

David Vida
Pontiac, Illinois

A man had a babe bent over her kitchen table when they heard a car door slam.

"That's my husband!" she said. "Quick, try the back door!"

He probably should have left right away, but you don't get offers like that every day.

Anthony Mitros
Pontiac, Illinois

Did you hear about the hooker who had her appendix taken out?

The surgeon sewed up the wrong hole and now she's making money on the side.

Eddie Burnett
Represa, California

A man goes into a hamburger stand and orders a burger with the works.

The waitress takes out two frozen patties and sticks them under her arms.

The man asks, "What the hell are you doing?!"

She replies, "I'm defrosting the burgers."

A biker also at the counter says, "In that case, you can cancel my hot dog!"

Rocky Meyerson
W. Palm Beach, Florida

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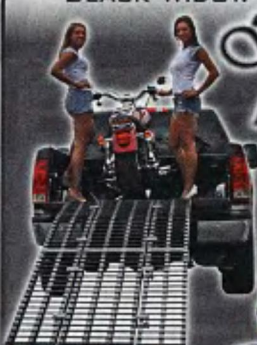


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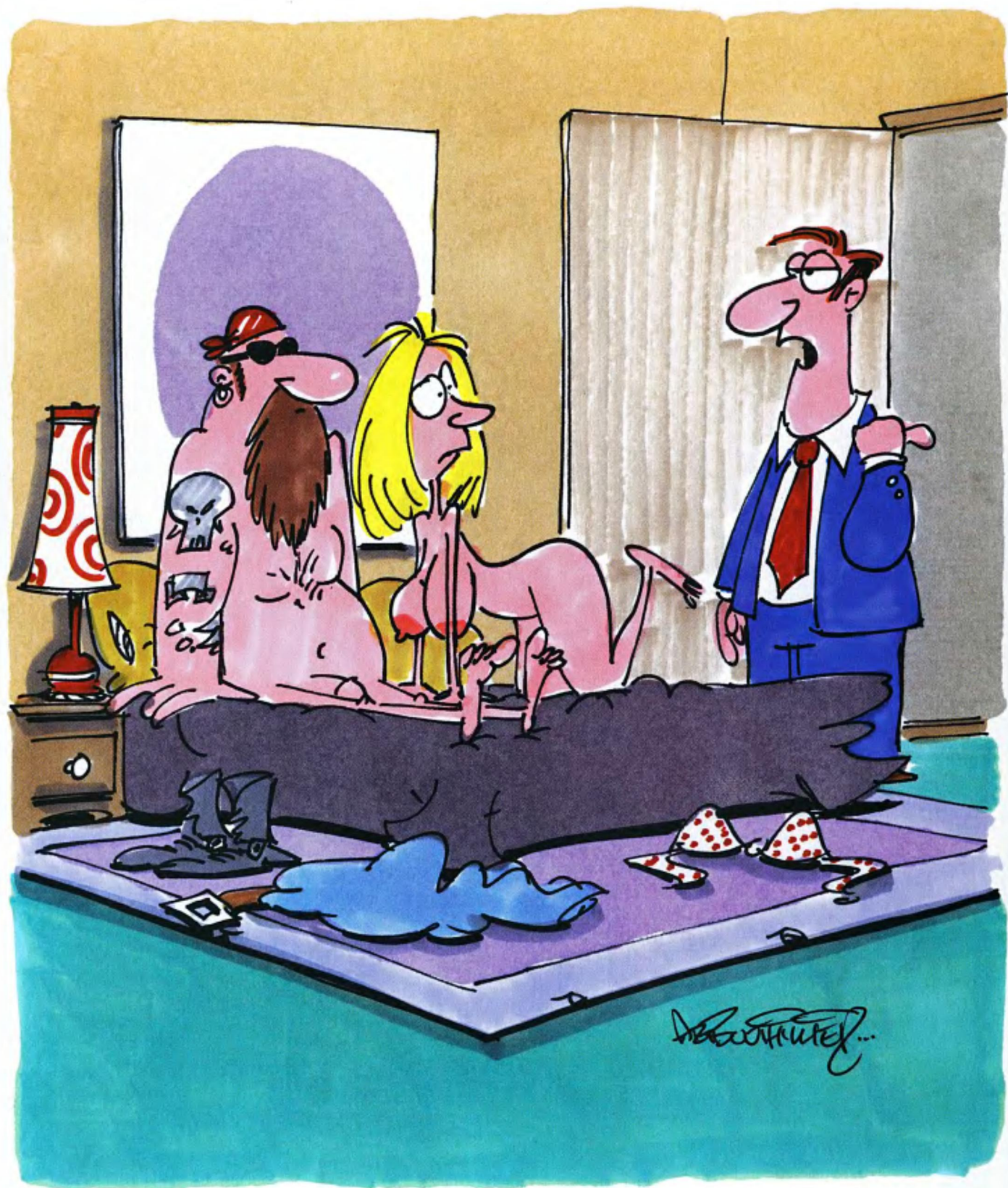


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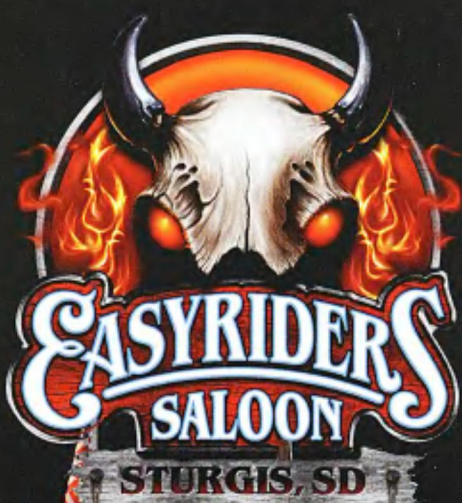
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Sparks Flyin'

The David Mann centerspread on the next two pages is classic Mann. David called this piece *Sparks Flyin'* for obvious reasons. Who hasn't pulled some nighttime shenanigans like this at one time or another? It is interesting to note that David often exaggerated some of the angles on the long bikes he drew. Many times chopper builders back in the day would look at a long springer front end like the ones on the bikes in this painting and, thinking they look cool as hell, went out and built real choppers that matched David's designs. Mann kept drawing choppers longer and builders kept makin' 'em longer.

Sparks Flyin' first appeared in the March 1977 issue of *Easyriders* (Issue No. 45).

—Dave Nichols

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DAVID MANN

Easyriders
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Jeff Decker Slant Artist



We had the chance to meet up with Jeff Decker recently at his studio in Springfield, Utah. Besides being a talented artist and sculptor, Jeff is a lifelong biker, motorcycle collector, and one of the most down-to-earth guys we've ever met.

Jeff's sculptures are second to none, his motorcycle collection is priceless, and his knowledge of motorcycle history is inconceivable. If you were lucky enough to be in Sturgis last year, you may have seen Michael Lichter's *Motorcycles As Art* show out at the Buffalo Chip. The Slant Artist exhibit was pretty much Jeff's very own private collection of motorcycle history mixed in with a few of his friends' choppers.

Jeff was born into an "Antique National" type of family in Torrance, California. Jeff's dad didn't have a 9-to-5 job. Every friend that his dad had was somehow made through the car or motorcycle world. Growing up, Jeff wasn't the star quarterback or the prom king. He was too busy building motors and cars with his pops to give a shit about all that jock stuff. After high school, he went off to art school in Utah. Jeff says he

really didn't think he could make a living as an artist until he met Stan Wanless. Stan was probably the foremost automotive sculptor in the states and was Jeff's biggest influence. After meeting Stan, Jeff knew that his calling in life would be to create lost wax bronze sculptures of classic motorcycles and their riders. He really emphasized the really old board track race bikes when he first started out. At the time, there were not many books or much information available about them. Good thing he had all his dad's friends who actually owned a few of those rolling history lessons.

While Jeff was busy focusing on perfecting his art, things got a little out of hand in the motorcycle community. Goofy themed bikes seemed to be trending, but Jeff really stuck true to his roots and love for vintage motorcycles. Never once did he sculpt a 300 wide tire incredible hulk bike to make a quick buck; Jeff never sold out. Instead, Jeff just kept sculpting and selling or trading his art for basket case Crockers, Vincents, and early H-D's. He used to build one bike per year to offset trading his



Photos: Michael Luchter

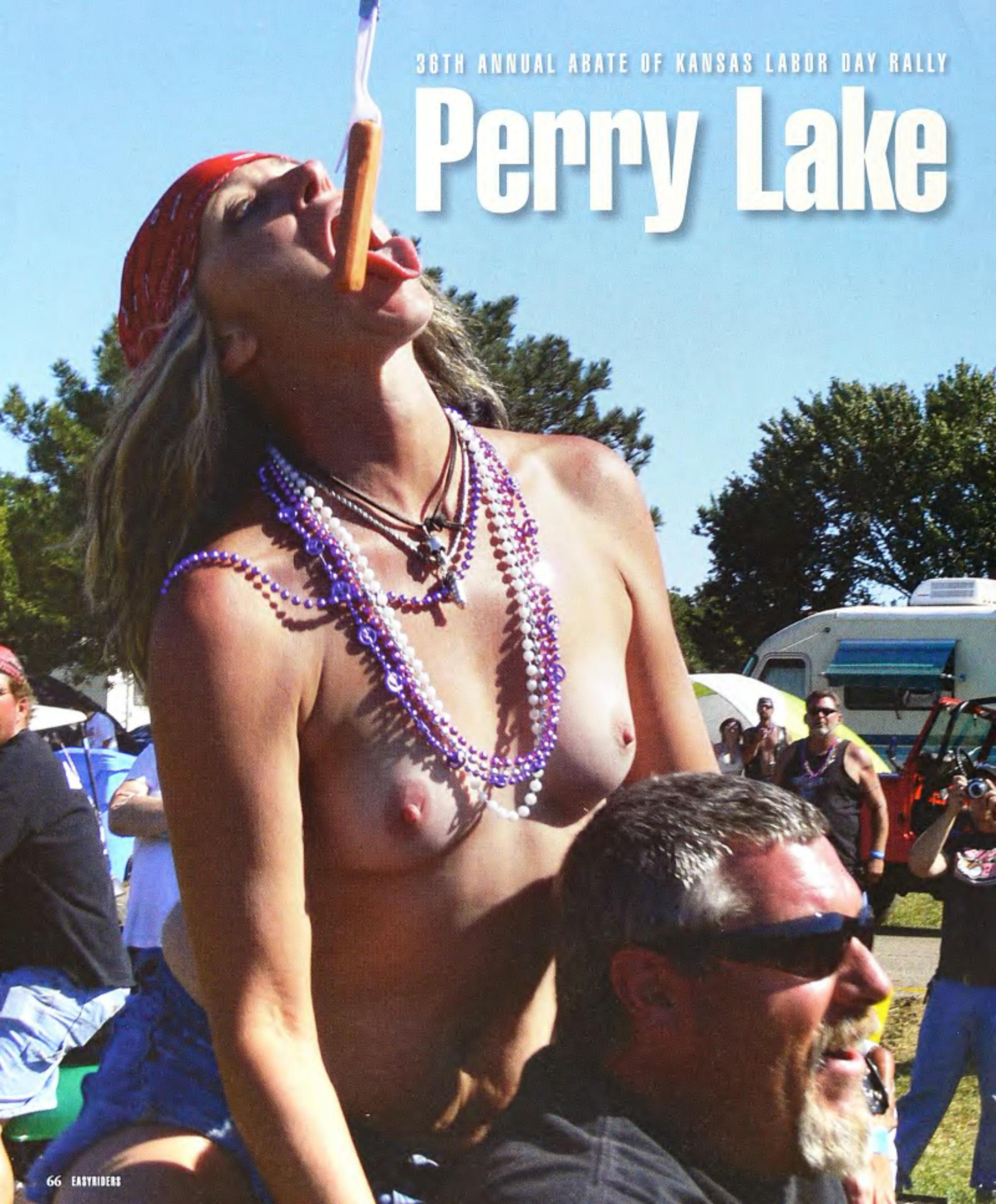
sculptures for more vintage iron.

Jeff has also taken lots of time and money to be the only person that we know of to collect and showcase a lost part of American motorcycle history, namely one percenter club "cuts." He has a collection that will blow your mind! From old clubs that just don't exist anymore, to clubs that patched over into one of the big guys, he's got a little of everything. These club colors are a part of Americana. They need to be documented and preserved, and Jeff has done a great job with them and treats them with respect.

For more info about Jeff's work visit www.hippodromestudio.com. —Cary Brobeck

36TH ANNUAL ABATE OF KANSAS LABOR DAY RALLY

Perry Lake





Every Labor Day weekend, bikers converge on scenic Perry Lake, near Topeka, to experience the state's biggest and wildest biker party. For 36 years members of ABATE of Kansas have worked their asses off each year to make sure all who arrive at the lake's remote Paradise Point area to enjoy a long weekend packed with entertainment including scenic rides, kick-ass live music, a top-notch field event competition, a bike show, shopping, body painting, clothing-optional riding, wet T-shirt contests, and all sorts of other insanity.

Naturally, plenty of adult beverages are available to enhance the experience, and food vendors serve a wide variety of chow day and night. Paved roads in and around the camping area are convenient for riders, and shaded camping is available throughout the park. Many choose to set up camp near the vendor and stage area to be close to the action. Others opt for more isolated spots, providing the opportunity to relax in privacy, far away from the noise and rowdiness of the central area.

On the first night of the rally, sleep did not come easy to tent campers due in part to stifling heat. Generators were running to power RV air conditioners adding to the other usual rally sounds, including loud pipes on passing bikes, music from the stage, and numerous boom boxes, and moans and exclamations from that couple enjoying each other's company in the next tent.

By Saturday morning, a cold front was approaching and increasingly dark clouds were moving in. Since the field events were not



scheduled to begin until noon, there was plenty of time to socialize in the huge beer tent. The dunk tank was another good source of entertainment. The ladies who took turns on the platform would shed an article of clothing to reward anyone who could dunk them with three consecutive softball throws.

The Motorcycle Olympics started on time, but it was obvious from the clouds that rain would bring the games to a premature end. Only the slow ride and keg roll events had been completed before a downpour forced postponement of the remaining contests. Spectators found refuge in the beer tent or headed for their own tents or campers to sleep off hangovers. After the front passed and the rain stopped, the temperature was much more comfortable. The airbrush artist present was kept busy, and biker babes were displaying skin, painted or not, in exchange for beads.

Sunday's bike show had cool entries in every class. This year's antique lineup featured an H-D Hummer in addition to Corvette AI's 1942 knuckle and a classic Indian Chief. After the bike show awards presentation, field events resumed. Some of the contestants who entered on Saturday had headed for home, but there were plenty of riders remaining to make the competition interesting and fun.

As always, Monday was get away day with no event agenda. Information about the 2012 rally is available at www.abateks.org. Membership in ABATE or other motorcycle rights organizations is good for a discount on admission.

—Stripe/Clean Dean



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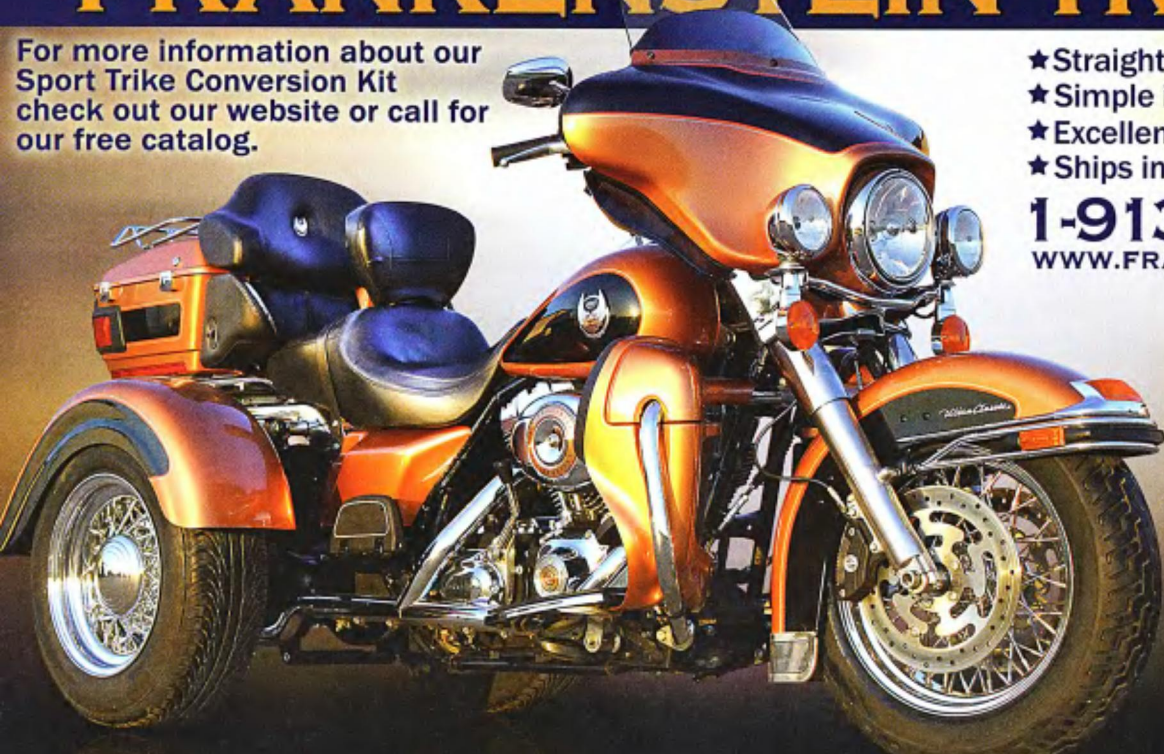
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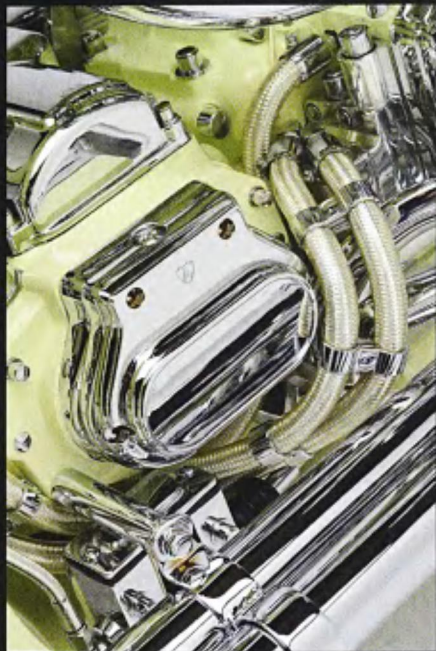




When Bob Gilliland builds you a bike, you can be sure that it may not be what you had in mind originally, but the end result is always immaculate in every aspect. And, whether you like it or not, once finished, your bike will be a contender on the drag strip—on any drag strip. Those are pretty much Bob's main tenets, and he has been sticking by them for the 22 years he has been in business. As a longtime friend of Bob's, Cory Edwards was well aware of all of it. "This is the third bike I've built for Cory," Bob says.

But there is more to this bike than even Bob usually agrees to. When Cory approached him about this build, he asked for "something over the top" or, as Bob puts it, "badass metal, motor, detail—the whole thing." Not exactly a shrinking violet, Bob seized the opportunity to build

It's the kind of color you
would see on a
really high-end street rod.



The only things I used off the 1985 FXR were the frame and engine cases.

something that could compete on a show level. "That's why I decided to call the bike 'Sudden Impact,' because that's the kind of bike I wanted to build.

For this purpose, Bob enlisted the help of an old master fabricator, Mike Crawford, to stretch the frame two inches, drop the neck two inches, and wrap the whole thing in some outstanding sheet metal. Meanwhile, Bob tore the mill down to the cases and began rebuilding the engine with only the finest ingredients, mating it to a JIMS 6-speed transmission and attaching dual 38mm Edelbrock carbs and a set of custom-made pipes to the whole setup. He also "blue-printed" the pistons and had Revolution Performance dynamic-balance the

motor. "The only things I used off the 1985 FXR were the frame and engine cases. Everything else I told Cory to sell or get rid of."

The rear fender was widened an inch and a quarter and furnished with a taillight that Bob built from scratch. While he was doing that, Mike built the air dam and the side panels from 3,000-series aluminum. Likewise the gas tank is handmade, as is the oil tank that is hidden under the seat and built up into the frame. "You can't even find it if you're on your knees looking for it," Bob tells us.

True to his calling, Bob then had Tim Hines paint the bike (including the frame) celery stalk green. "It's a street rod color," Bob explains. "It's the kind of color you would see on





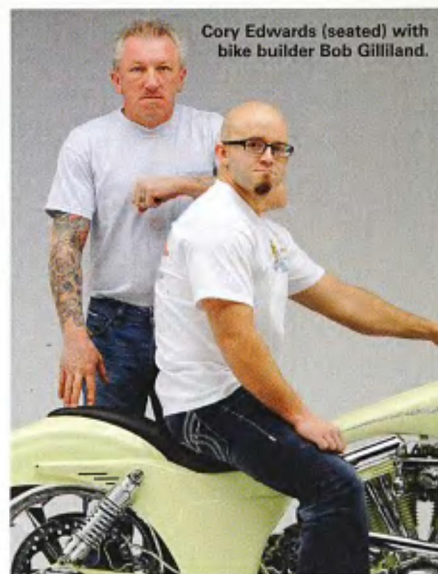
a really high-end street rod, and being that I'm a pro-street kind of guy, I tend to go after those colors because they really stand out and they don't take away from bike's details."

It took Bob and his crew a year and three months from start to finish to create this rubber-burnin' celery stick, and the very first competition it entered was last year's Easyriders Bike Show in Charlotte, North Carolina, where it took "Best of Show" right away.

It has since won several more trophies and lived up to its name. But don't let that make your turn celery stalk green with envy. Instead, let it be because of the fact that Cory still keeps winning despite "riding the shit out of it," as Bob puts it.

—Red Baron





Cory Edwards (seated) with
bike builder Bob Gilliland.



Owner: Cory Edwards

City: Oak Hill, Ohio

GENERAL

Fabrication: Gilliland Customs

Year/make: 1985 Harley-Davidson

Model: FXR

Assembly: Bob Gilliland, owner

Time: 1 year

Chroming: S&H Chrome Plating

ENGINE

Year/model: 1985 FXR

Rebuilder: Bob Gilliland

Ignition: Dynatek

Displacement: 89 cubic inches

Lower end: JIMS flywheels

Balancing: Nate Smith

Pistons: S&S

Heads: Screamin' Eagle

Cam: V-Thunder, .610 lift

Lifters: Feuling

Carb(s): 2 38mm Edelbrocks

Air Cleaner: Bob Gilliland

Pipes: Bob Gilliland

TRANSMISSION

Year/make: 2000 JIMS

Shifting: 6-speed

PAINT

Painter: Tim Hines, owner

Type/color: PPG Concept/celery stalk

FRAME

Year: 1985

Builder: Mike Crawford

Type: FXR

Rake: 38 degrees

Stretch: 2 inches, 2-inch drop neck

Shocks: Progressive

ACCESSORIES

Bars: Mike Crawford

Handlebar controls: Performance Machine

Fender(s): Bob Gilliland, Mike Crawford

Headlight: Headwinds

Taillight: custom, Bob Gilliland

Speedo: Dakota Digital

Pegs: Ness

Electrics: Bob Gilliland

Gas tank: Mike Crawford, Bob Gilliland

Oil tank: Mike Crawford

Oil system: JIMS

Primary cover: stock Harley-Davidson

Seat: Sean Appleman Interiors

Mirrors: Gilliland Customs

Grips: Ness

FORKS

Type: 39mm Harley-Davidson

Extension: 2 inches under

Builder: Harley-Davidson

WHEELS

Size: 21-inch front, 18-inch rear

Tires: Metzeler

Brakes: 6-piston Ness front, 4-piston

GMA rear

Photos: Michael Lichter





Photos: Arnold Key; Dyna Mike; In the Perv, J.D. Palmer; Krickett; Nate Ullrich; Smitty the Titty Painter; Billy Tinney; Terry Orr; USA Biker

*A heartfelt ode
to drunken, naked chicks!*

BEST BIKER BABES

For in slumber I dream and dreaming of wild fancies, drift in my own festering fuckin' Jell-O to the quivering planet of the wild biker chicks. I find myself bronskied, headlocked, suffocating in between two beer-and-grease-soaked danger-balloons undulating savagely to exotic beats harking back to weird places on this planet you would not want to take a shit in.

Yes brothers, let my fevered brain drift in this sea of quivering casabas and pure steaming boobies. I am free in the bosom of deranged American womanhood. Take all my fucking money. Take everything I've got. Just get on that pole and show me that thing you do with a Water-Wiggle. Yes, clutch my drunken tortured cranium to your Dupont love magnets and let me graze in the meadow of your armpits. Let us rut in the dirt forever like crazed chimps and feed each other warm bagels from the mud-hole of our fucking destiny. Yes, crawl with me baby and we'll find a way to pass through this earth like the filthy animals we were always meant to be. And who be they, these beautiful wenches gone wild at every biker run in god's own foul creation, flesh flying and eyes akimbo dancing in the flame of a hundred drunken bikers all lighting their farts together in brotherhood with stripper chicks and freedom for all? —Beatnik



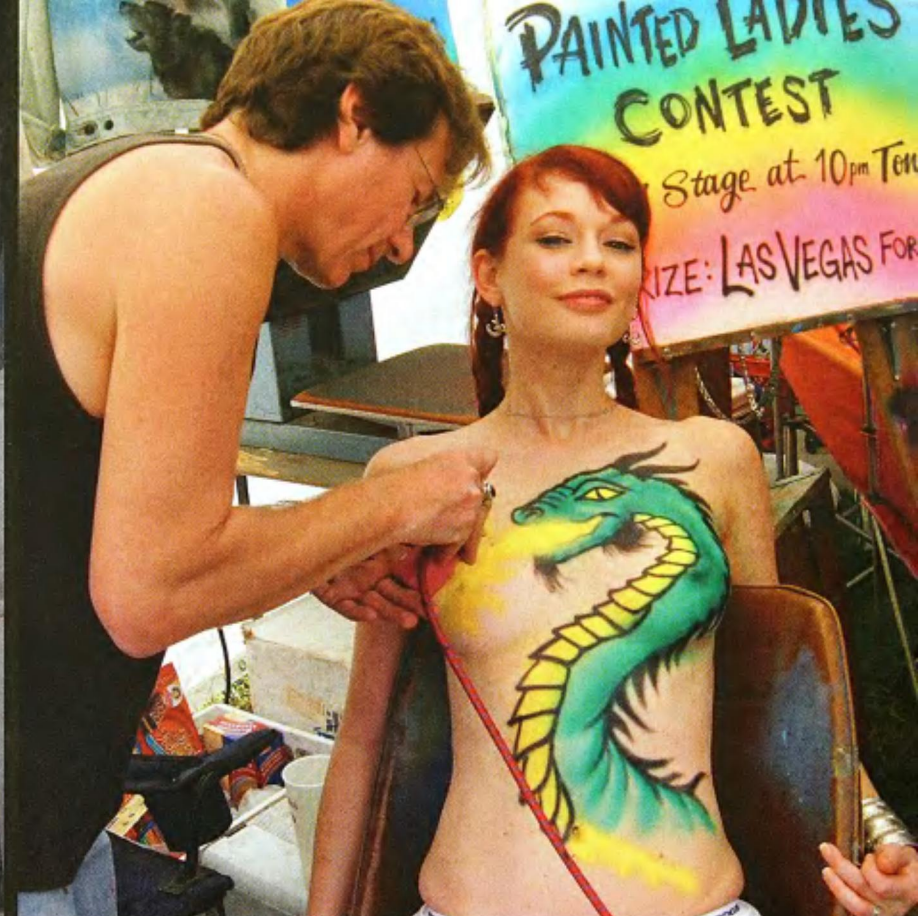












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"I like skin ink that makes ya think. Don't you?"

Art by Armando Huerfano

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The original Gatling gun exhaust slip on mufflers for Harley-Davidson is back by popular demand. Bad Pipes have improved the look and they are now available for over seven different models. Sold in pairs, these are slip-on mufflers that connect to the OEM exhaust. They are manufactured here in the United States, and come in three different finishes: chrome, and black or silver ceramic coating. Each set are CNC-machined

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Spitfire "Dark Side" controls are available now for your custom scooter. Made right here in the

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Drag Specialties is expanding its line of ignition coils with this 12V, 0.5 ohm coil for 2001 - 2006 Twin Cam EFI models. This single-fire coil is a direct replacement for OEM P/N 31743-01, yet it increases peak spark voltage by 20 percent or more. The perfect balance of performance, quality and value, the coil improves starting, stops high-speed misfires and increases mileage and overall performance. Suggested retail is \$79.95. Drag Specialties
www.dragspecialties.com

JIMS HANDCRAFTED WELDED COVERS

JIMS new Handcrafted Welded Covers (*above right*) have the same precision machined quality you would expect from JIMS, but are now available in the brand-new RawCut and Welded design. These covers are plated with a bright



dip, anodized finish and will update your bike to a tough new handcrafted look. JIMS Handcrafted Welded Cam Cover and JIMS Handcrafted Welded Transmission Side Covers all feature a clean, precision cut fin pack design to aid in cooling and add to the rugged handcrafted feel. These along with JIMS Handcrafted Welded Tappet Covers all share the same custom, hand-made welds that create the RawCut look they were after. Even JIMS Pushrod Cover Tubes boast the same bright dip, anodized finish to match their counterparts.

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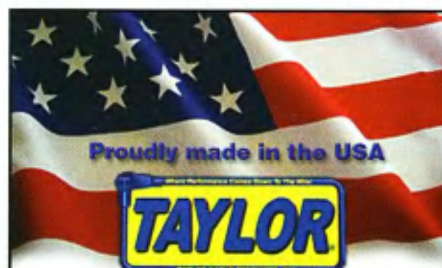
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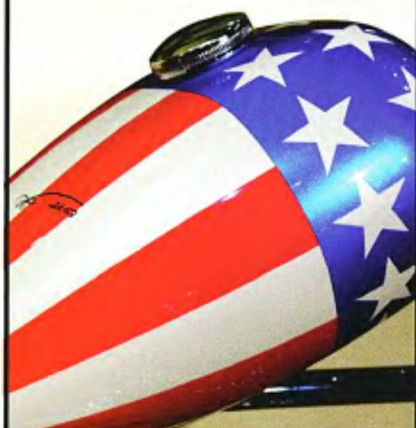
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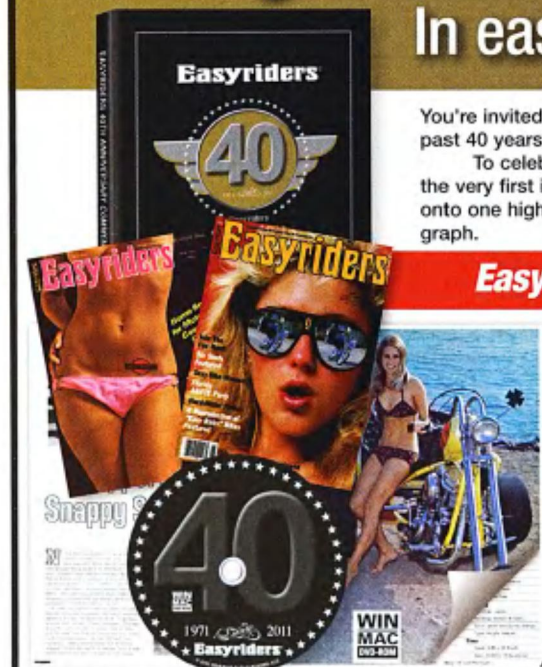
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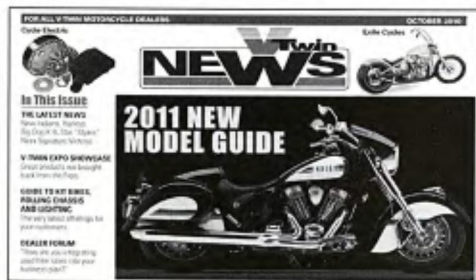
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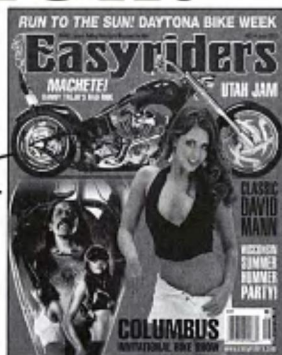


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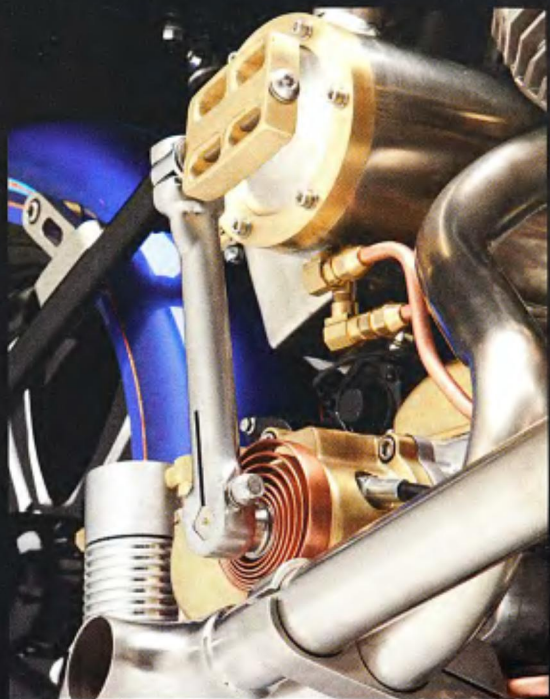
The bike's overall surface treatment is a svelte satin nickel that plays well with the blue color and definitely has a "steam punk" vibe going for it.



Lee Wimmer's Wicked Ride TOOL MAKER'S 'TOY'

You could say that we can all breathe easier thanks to Lee Wimmer. The designer/builder initially established himself in the industry via his series of performance and appearance enhancing Intake Systems. His custom bikes have also taken peoples' (and show judges') breath away. The bike seen here and tagged as "Tool Maker's Toy," won Best of Show at the 2011 Charlotte Easyriders Bike Show. At the 2010 Sturgis shindig, the International Bike Builders Association (IMBA) recognized Lee Wimmer with a special trophy and he was also inducted into the Master Bike Builders Hall of Fame.

Speaking from his home in Murrells Inlet, South Carolina, located near hotspot Myrtle Beach, Lee explains the choice of name for what he calls a "café short bobber," thereby probably creating a whole new species of customs. "I decided to build this bike the old-school way. Since I'm originally a tool and die maker by trade, rather than use the CNC



It's kind of a hybrid and
faster than stink.



high-tech equipment at my shop back in Pennsylvania, I made it at home by hand with an old Bridgeport lathe. I just had the time of my life tinkering around in my spare time and building parts for it. It also turned out that it had the exact same frame I had used to build my very first bike many years ago."

Asked how the bike felt to ride, Lee says, "It's kind of a hybrid and faster than stink. The

motor is a 113 that's got plenty of pull. In fact, after these photos were taken, I changed the jockey shift to forward controls because when you are going at it on this bike you don't want to have your hand busy elsewhere. But it's amazing how smooth it rides, very nimble, very agile. And the sound it makes through those pipes is awesome...it just cracks."

The Mike Learn paintjob, a special blue set



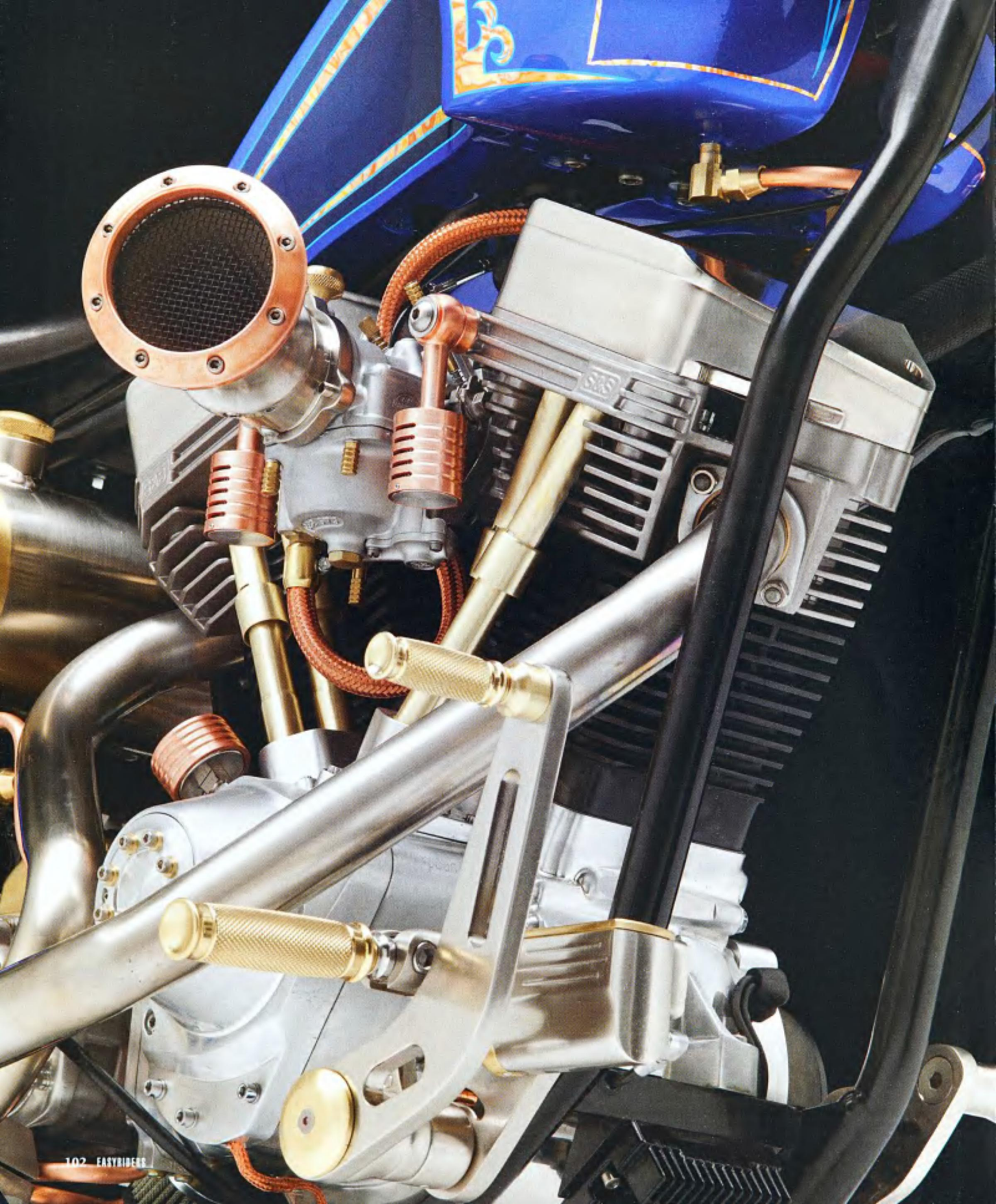
off by gold graphics, has the look of something you'd find in an art collection in a European castle. Says Lee, "It's got that beautiful old-style look, the most perfect color scheme you could imagine for this particular bike."

Ron Pougé at Vision Design Studios made up the gas tank to Lee's specs, including the deeply sculpted knee indents. Some of the other touches include the antique-looking brass headlight designed by Lee, which also houses the speedometer. The headlight's rim was cut from aluminum then brass plated while other parts of the bike are solid brass. The bike's overall surface treatment is a svelte satin nickel that again plays well with the blue color and definitely has a "steam punk" vibe going for it.

"Right now I'm busy moving my shop," Lee tells us. "But to tell you the truth, whenever I get any spare time, I'm just riding and enjoying this bike."

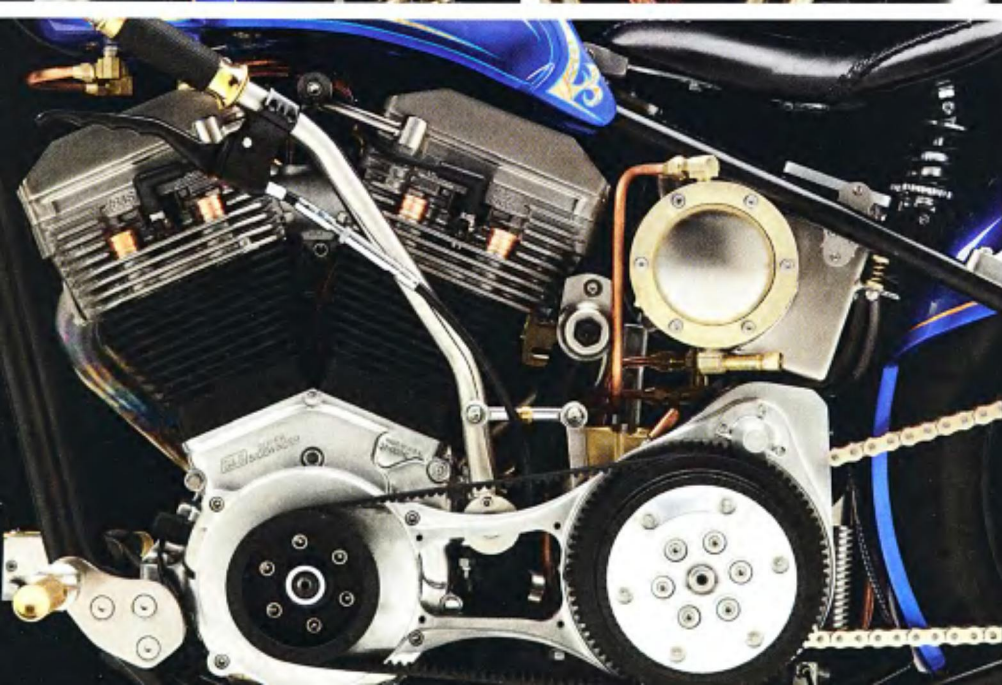
—Paul Garson







Lee Wimmer



Owner: Lee Wimmer
City: Murrells Inlet, South Carolina

GENERAL

Designer: Lee Wimmer
Fabrication: Wimmer Performance
Year/make: 2009 Wimmer Custom
Model: Tool Maker's Toy
Assembly: Wimmer Performance

Time: 7 months

Chrome: none

ENGINE

Year/make: 1998 S&S
Displacement: 113 cubic inches
Cam: S&S
Ignition: Crane
Pistons: Wiseco
Heads: S&S
Lifters: S&S
Carb(s): S&S

Air cleaner: Wimmer

Pipes: Wimmer

TRANSMISSION

Year/make: 2004 Harley-Davidson
Shifting: 5-speed kicker

PAINTING

Painter: Mike Learn
Type/color: House of Kolor/blue

FRAME

Year/make: 2006 Santee
Type: rigid
Rake: 32 degrees
Stretch: 3 inches

Shocks: none

ACCESSORIES

Bars: Jammer
Handlebar controls: none
Fenders: Wimmer
Headlight: Wimmer
Taillight: Wimmer
Speedo: Drag
Pegs: Wimmer
Electrics: Wimmer, Oberg
Gas tank: Vision, Wimmer
Oil tank: Wimmer
Oil system: Wimmer
Seat: High Rollers
Grips: Todd's Cycle

FORKS

Type: springer
Extension: none
Builder: Paughco, Wimmer

WHEELS

Size: 21-inch front, 18-inch rear
Wheels: Renegade
Tires: Metzeler
Brakes: Wilwood

Photos: Michael Lichter

CONTACT

Wimmer Performance
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www.wimmerperformance.com

Meet This Month's Winner!

In this issue, hold your tissues high, brothers, and feast upon the fragrant and flatulent flesh of young Sara, plucked from the heart of a protective nunnery in the Himalayas and plunged into the turgid world of degradation and foot-shifting aboard Sky-Blue Lou's rockin' 1964 Gasbox pan-head. She'll knock your dick in the dirt starting on page 108—if your man enough, that is.

—Moosecock Montana



#0701 Jaclyn — New Yawk

"My first ride on a Harley filled me with the wild sensation of freedom and also a hunger for Polish sausage."



#0702 Hannah — Florida

"My first ride on a Harley was a sincerely vibratory experience. I'd have to describe my condition as fairly soupy."



#0703 Angela — New York

"My first ride on a Harley the vibration between my legs was something you can't experience anywhere else."



#0705 Sarah — Pennsylvania

"I was terrified to get on it! But then I felt the sunshine, the wind in my hair, and I was relaxed and carefree. Now I LOVE them!"



#0704 Rose — Oklahoma

"On my first Harley ride I had my eyes closed for the first ten miles before I went from scared to exhilarated."



#0706 Vanessa — Nevada

"My first ride on a Harley was amazing, breathtaking, an experience to remember. We parked by the lake and got it on!"

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, Carmen from Florida where the manatees swim free and old people wash up on the beach. Come back next month or we'll spank you with a shifter linkage.

469

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

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

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

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

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

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

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Lou is a residential painter who earned himself the moniker Skyy Blue Lou because he always has a certain brand of vodka close at hand.





FOR FAT CHICKS ONLY! **REACH FOR THE SKYY**

It was 1972 and Skyy Blue Lou was in high school when he bought this 1964 Harley-Davidson Duo-Glide. After he did some chopping, Lou began using it for his favorite pastime of giving chubby chicks the ride of their lives.

During the 1980s he converted this scooter into a digger and ten years later slammed the drivetrain back into the original frame. A couple of years ago, Lou picked up a rolling chassis at auction and enlisted Jesse Bassett at The GasBox for the duty of mashing his roller and pan together into the thick trick you see here.

Jesse created The GasBox in 2009 to continually feed his addiction for vintage American and Euro bikes. He reconstituted an old fire station into the coolest little shop in New Olmstead, Ohio. The GasBox builds leg-wettin', hot rides that win big everywhere

they are seen. Jesse has a humble reputation for high-quality, period correct restorative engine rebuilding and pays the bills with superbly skillful mechanical services.

There was no television drama on this project because both guys have been wrenchin' and ridin' since their teenage years, and Jesse started pushing a broom in a bike shop by the age of 10. He really likes making these scrambler-style exhaust pipes because, "They tuck in really tight and look so cool." We certainly agree with Lou on that.

The GasBox believes in overlooking the often overdone because as Jesse says, "Anyone can keep putting shit on." In fact, the entire wiring harness consists of only four conductors. The CV carburetor and Supermax belt drive primary are there for better reliability while retaining most of the traditional fun like



the antique knob encrusted hand clutch.

Lou is a residential painter who earned himself the moniker Skyy Blue Lou because he always has a certain brand of vodka close at hand. He likes the shade of blue they bottle it in so much that he painted one of his bikes to match. If you want to find this bike in person, try the parking lot of Stancato's, where Lou will be enjoying some of the finest Italian food in Cleveland.

This month your selection for the Fox Hunt winner is the tasty and tempting Sara Liz from New York. She really brings out the flame graphics of Lou's bike with her...eyes! Yeah, the color of her eyes. That's the ticket.

—Cheese

Jesse has a humble reputation for high-quality, period correct restorative engine rebuilding and pays the bills with superbly skillful mechanical services.







The infamous Skyy Blue Lou.

Owner: Skyy Blue Lou
City: New Olmsted, Ohio
Fabrication: The GasBox
Year/make: 1964 Harley-Davidson
panhead
Model: chopper
Time: 6 months
Chroming: Jason's

ENGINE

Year/make: 1964 Harley-Davidson
panhead
Displacement: 74 cubic inches
Ignition: Harley-Davidson
Cam: Sifton
Carbs: CV

Air Cleaner: Freedom Machine

Pipes: The GasBox

TRANSMISSION

Year/make: 1964 Harley-Davidson
4-speed

Shifting: hand clutch

Paint: Andy at Michael Colors

Type/color: black,

Greezy Mother of Toilet seat

Special paint: purple striped
 green flames

FRAME

Year/make: 2004 Flyrite

Type: rigid

Rake: 34 degrees

Stretch: 2 inches up

ACCESSORIES

Bars: mini apes by Flanders

Handlebar controls: Harley-Davidson

Fenders: The GasBox

Headlight: Harley-Davidson

Taillight: Ford Model A

Pegs: Bates

Foot controls: Harley-Davidson

Electrics: The GasBox

Gas tank: modified Sporty by The GasBox

Oil tank: Harley-Davidson

Oil System: Harley-Davidson

Clutch: stock

Primary: Supermax

Seat: solo

Sissy bar: The GasBox

Grips: Jackhammer

FRONT END

Type: Springer XA

Extension: 2 inches over

Builder: Harley-Davidson

WHEELS

Hub: Harley-Davidson

Size: 21-inch front,

16-inch rear

Tires: Avon front,

Metzeler rear

Brakes: Harley-Davidson

Photos: Mike Farabaugh



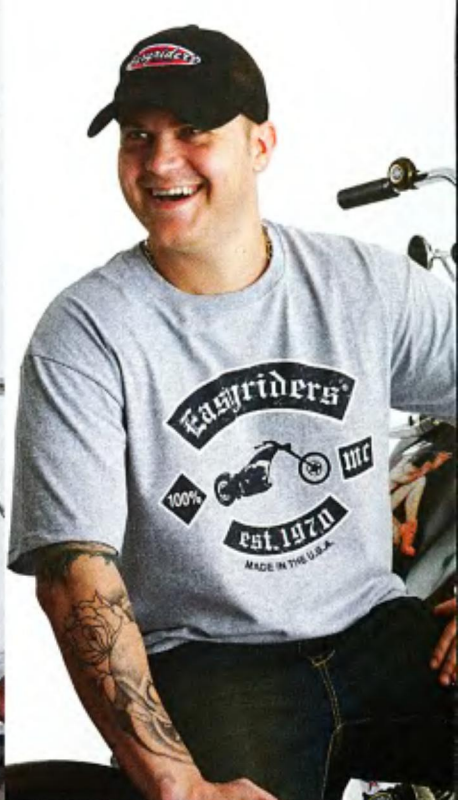
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BIKERS GO WHERE THEY'RE WANTED

MOUNTAINFEST





Photos: Rogue

The economy is still down, a lot of people are out of work, and gas prices keep increasing. Bikers still want to party and have a good time, so they are making some adjustments as to how they do that and what events they attend. Many are looking for events that are within a day's ride of home.

The late July Mountainfest Motorcycle Rally in Morgantown, West Virginia, fits the bill because it is located near Interstates 75, 68 and 70, which makes it within 500 miles of half the United States' population. Those not wishing to travel on the Interstate can enjoy some of the nicest riding in the country on other routes.

Mountainfest is large enough to offer something for everyone, but not so big that you can't get around and enjoy yourself. The main event is at Mylan Park which includes, but is not limited to, a vintage motorcycle display of over 200 motorcycles, a free-to-enter chopper bike show (20 separate classes and 56 trophies), an

opportunity to meet custom bike builders from around the country, an assortment of vendors, a food and beverages Hog Trough Bar, a Jack Daniel's Experience, and more.

Live music is on the main stage starting at around 5:00 p. m. and continues until close. For those wanting adult entertainment, there is the Coal Bucket Saloon located in a different section of the park, right next to the over-21 campground. It opens at 5:00 p. m. and goes until? That is where you will find DJ entertainment, live music, Jell-O wrestling, wet and frozen T-shirt and "hot bunz" contests.

Motocross, vintage motocross, cross-country, and trials are also available for those who like to play in the dirt. You could get all this and more for a mere \$20 for all four days. Yes, you read that right, and kids under eight years of age are free.

There is also plenty going on around the area. The local Harley dealer, Triple S Harley, is open

for service and sales and has plenty of entertainment throughout the weekend, as do many of the local bars and businesses.

There are numerous group rides through the streets of Morgantown and the surrounding scenic area and hills. I had the opportunity to go on one of them and really enjoyed myself. On Sunday the city blocks off the street in the Wharf District for the Vintage Motorcycle Grand Prix. How cool is that?

We all had a great time, it didn't cost a bunch of money, and we got to meet and party with a lot of good people. We hope to see you there July 25 - 28, 2012.

For more information on Mountainfest visit wvmountainrider.com. The state department of West Virginia Tourism supports Mountainfest and has a website that will provide you information about routes and other places you may want to ride to while in West Virginia.

—Rogue/Clean Dean

ReadersRides

Michael DeSilva
Goose Creek, South Carolina
1998 Harley-Davidson
Dyna Wide Glide

Originally intended to be an entrant in our infamous "Crafty Customs" contest, Michael's Dyna missed the deadline, though through no fault of his. But because he has taken the art of parsimony to truly extravagant heights, it's only fair that this aspect of the "building" of his bike find honorable mention here.

"I bought this bike brand-new when I was living in New York in 1998," he says, "and everything that's on it was a hand-me-down from friends who threw parts away when they bought new ones for their bikes."

A recipe for success if I've ever seen one, these discarded parts include the 20-inch ape-hangers, the shotgun pipes, the Kuryakyn air cleaner, the LePera seat, and a few other items. He's also lowered the rear by installing Progressive shocks, and he's rewired the bike. Everything else is stock, including the violet pearl paint job.

But don't think that the bike looks so fresh because Michael never rides it. "I've taken it from Laconia to Key West and all over the Eastern Seaboard," he says. "It's got more than 80,000 miles on it, and the only thing I've ever done to



it was rejet the carburetor."

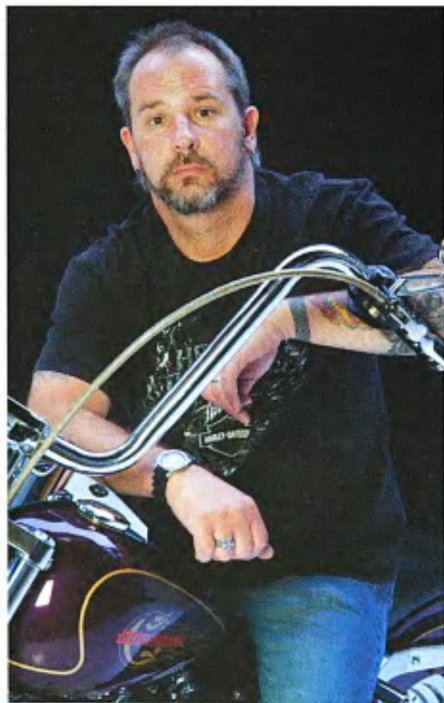
The secret, he says, is that he always garages his bike. "It's never subject to the elements unless we get caught in the occasional rain when I'm riding."

Michael adds that he's still working on the bike, after 12 years. So if you have or know anyone who has some parts they want to get rid of,

I'm sure Michael would only be too happy to take them off your hands.

And there you have it: a quick guide on how to upgrade your bike almost free. I'm saying almost because I'm sure that during those 80,000, or so, miles he must have sprung for the odd new tire here and there. At least I hope he did.

—Tripper



Photos: Don Rogers



Photos: Owner

Joshua Muse London, Ohio 2008 Titan Chopper

My educated guess is that this is a 2008 Titan. It's a guess because I have no pertinent information about this bike and no information about the owner other than that his buddies apparently call him Moose.

But it's times like this when I don my imaginary deerstalker cap, stick a pipe in my mouth, grab my magnifying glass, and start sleuthing. My only piece of evidence: a letter written by Moose in which he says, "It all started on a hot August day in 2008 at our local county fair where this bike was raffled."

He goes on to tell us that his dad, battling lung cancer at the time, bought a raffle ticket, stuck it in his pocket, and forgot about it. Time went by, the cancer kept kicking his butt until

one day in late October. "It was about 8:30 a.m. when the phone rang," writes Moose. "When I said 'Hello,' a lady said, 'Congratulations, you won a chopper.' It took me a while before I remembered the ticket."

Dad wasn't strong enough anymore to ride it, and 30 days later he passed away. "I miss you, Dad!" is how Moose closes the letter.

Definitely deducing that this must be some motorcycle manufacturing company's stock bike due to liability issues pertaining to it being raffled and comparing it to bikes built by such companies at the time—American IronHorse came to mind, for instance—it became quite clear that it was highly likely Titan might have built such a bike with such a frame and this type of engine.

Satisfied with the results, I doffed the imaginary cap, returned the pipe to Clean Dean, and put the magnifying glass back in my drawer. My job here is done.

—Tripper

Comin' At Ya

The August issue of *Easyriders* (#470) takes you to bike runs and rallies all over the country, from the Gypsy Run in Tennessee to The Great Southwest Chopper Fest in Arizona, and Willie's Ride-In Chopper Show in Florida to the Wheels Through Time museum in North Carolina. Plus, you can drool over incredible custom rides by Richard Wright, John Dodson, John Patrick, Jeremy Valentine and more.

We offer up our Annual Sturgis Survival Guide for your run to the Black Hills and introduce the Wounded Warrior project.

All this plus classic David Mann art, twisted humor, and a passel of topless temptresses!

On sale July 3rd.



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 now!



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!

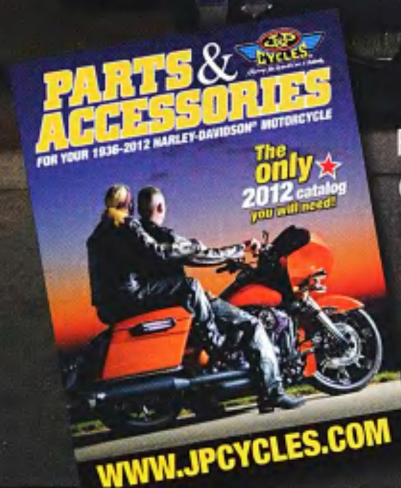
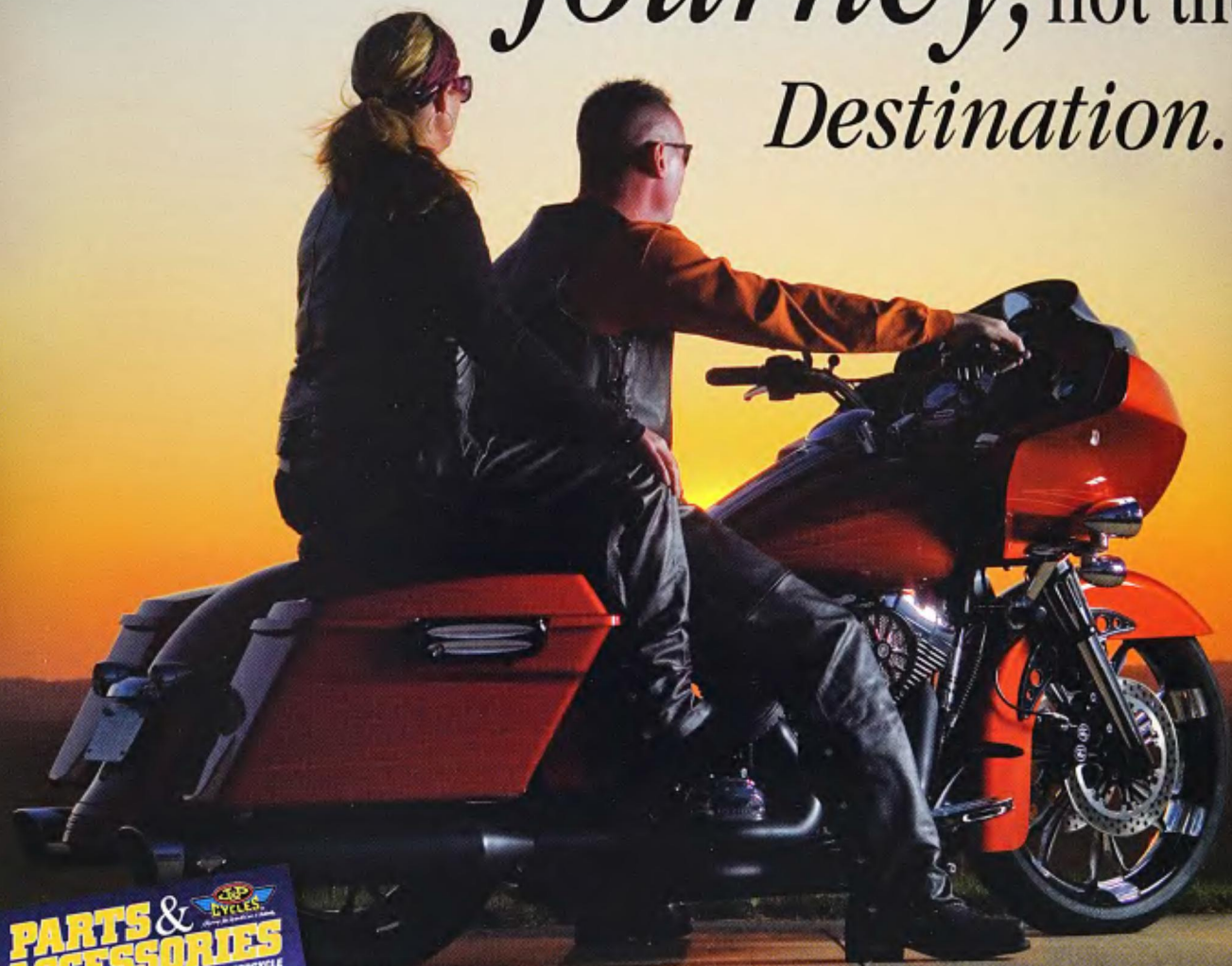
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