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B-I-G Bucks!

A woman filed a federal lawsuit against New York City's Administration for Children's Services because it had taken away her kids (aged 13 and 10) over questions about her mental stability. The lawsuit, for "recklessly disregarding" her "right to family integrity," asks the city to pay her \$900,000,000,000,000 (that's TRILLION). I guess if you're going for it, you may as well go for the jugular.

Way Too Much To Remember

A man had been sentenced to life in prison for armed robbery despite his many protestations of innocence. Later he was exonerated. Although he had testified at his trial, he hadn't mentioned that he had an ironclad alibi: he had been in jail during the time the robbery was committed. Once the jail records were reviewed, he was freed. The prosecutor hadn't checked the records before trial nor had the man's attorney. The man hadn't mentioned it either. Apparently, he told his lawyers that he had been in and out of jail so many times in his life he just couldn't remember if he had been locked up at the time of the robbery or not.

A Good Enough Reason

A U.S. Representative (searching for more reasons why the U.S. should support oil drilling in Alaska) may have been joking, but he seemed serious. At a National Resources Committee hearing he said that caribou are fond of the warmth of the Alaskan pipeline, so when they want to go on a date, they invite each other to head over to the pipeline.

Why? Why?

A man was fined \$1,000 after pleading guilty to reckless driving for leading police on a 100-mph-plus chase. After police deflated his tires and arrested him, an officer asked why he had taken off. His reply? "I just always wanted to do that."

Always Defiant And Always Pregnant

A woman, a chain smoker, who lives in England with her unemployed boyfriend is pregnant with her 14th child (his 12th)

and remains totally dependent upon public assistance which officials estimate has totaled millions of pounds. Social workers recently removed the children still living with her (five were born with disabilities). She told a newspaper that if they also take away her 14th, she and her boyfriend will just keep making more until she gets one to keep. The boyfriend said he would "love" to go to work but only for the "right reasons." He said it would not be to earn money for family counseling because that is the government's responsibility. (Somebody ought to "take care" of these two.)

A Pissed Off King

A Persian king once became so angry at the sea when it destroyed his fleet during a storm that he had his army beat it with sticks.

Only In Romania

A Romanian policeman pulled over a woman who was riding naked on a motorcycle. They booked her for not wearing a helmet.

Dead Fish Odor

A chemical senses center recently won a \$36,000 grant to study the genetic basis of Trimethylaminuria—the disorder that causes sufferers to smell like dead fish.

Did You Know?

In Florida if an elephant is left tied to a parking meter the parking fee has to be paid just as it would for a vehicle. Also in Florida, having sexual relations with a porcupine is illegal. In Idaho you may not fish on a camel's back. In Fort Madison, Iowa, the fire department is required to practice firefighting for 15 minutes before attending a fire. In Kansas, pedestrians crossing highways at night must wear taillights. Another one in Kansas: If two trains meet on the same track, neither shall proceed until the other has passed. (Try to figure that one out.)

What's In A Name?

Before he settled on the name Mark Twain, writer Samuel Clemens published work under the name Thomas Jefferson Snodgrass, Sergeant Fathom, and W. Apaminondas Adrastus Blab.

Eat Dirt!

As part of a study conducted in Australia, some mice were fed dirt and others did not get a diet of dirt. It turns out that the dirt-fed mice were twice as fast making their way through a maze. It is believed that some bacteria in dirt can improve brain function, and the findings of the study are being used to support the notion that it's okay if kids eat a little dirt.

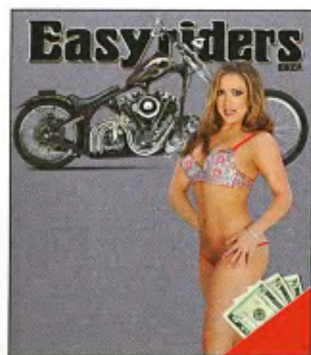
Dinosaur Farts Warmed The Earth

A recent study suggests that sauropods were likely responsible for global warming 150 million years ago. Microbes living in these large, plant-eating dinosaurs may have produced more methane than all modern sources, natural and man-made, put together. A mid-sized sauropod weighed about 44,000 pounds and a projection taking into account their numbers suggests they produced 520 million tons of the smelly gas annually. By contrast, modern cows produce a me 55 to 110 million of methane per year.



LET'S HEAR IT FOR BEER!

Workers at a beer plant in Lithuania decided to walk out over poor pay and conditions, so the company went to court to block them. A judge ruled in favor of the company, temporarily halting a strike as not in the national interest because beer was "vitally essential," thus putting it in the same legal category as medical supplies.



John Patrick's rigid shovel shot by Michael Lichter. Killer Carmen shot by Don Rogers. Special imaging by Jeff Biggs.

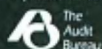
Next month's issue goes on sale July 31st, 2012. **Printed in the USA.**

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



18

Easyriders® magazine ISSN 0046-0990 Number 470. August 2012. Vol. 42. **Easyriders®** is published monthly by Paisano Publications, LLC, with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2683, 818-889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, 818-889-8740, FAX 818-889-1252. **Website:** www.easyriders.com. Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional mailing offices. Copyright 2012 by Paisano Publications, LLC. All rights reserved. Nothing may be reproduced without prior written permission of the Publisher. Editorial Submission Guide-lines All submitted letters, articles, jokes, poems, photos and artwork ("Submissions") become the property of Paisano Publications, LLC ("Publisher"). The Publisher is under no obligation to keep or return any Submissions unless a SASE is provided at time of submission. The Publisher has the unrestricted right to print all or any portion of Submissions, to edit same, and to print, re-print, edit, alter or disregard all said materials at their sole discretion, in any medium now or hereafter used by Publisher in connection with its business operations. This includes, but is not limited to, magazines, books, calendars, catalogs, merchandise, advertisements, videos, television and Internet applications. No compensation is payable for letters usage but appropriate photo captions may be given (e.g. your name and city listed) at the discretion of the Publisher. All Submissions must be exclusive to the Publisher who will provide appropriate credit to the author, photographer or artist of published works, and will indicate if same has been excerpted from or materially changed from original content. The Publisher will pay for published articles, jokes, poems, photos and artworks at its standard rates upon publication. Rates can be obtained by calling the editor or photo editor at 818-889-8740. Other terms of usage may apply if in writing and signed by the submitting party. **Subscriptions:** All correspondence regarding subscriptions and changes of address must be addressed to **Easyriders®** Subscription Department, P.O. Box 422425, Palm Coast, FL 32142-2425, (800) 825-7294. One year: \$39.99; two years \$69.99 in the U.S. and its possessions. Postage: Canada and other foreign orders add \$30.00 p/yr (U.S. funds only). **POSTMASTER:** Send address changes to **Easyriders®**, P.O. Box 422425, Palm Coast, FL 32142-2425. Advertising: **Easyriders®**, P.O. Box 3000, Agoura Hills, CA 91376-3000. FAX: 818-889-4726. Printed in the USA. The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S. Code 2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in 75.7 (a) (1)-(3) of the pertinent Regulations.



BIKE FEATURES

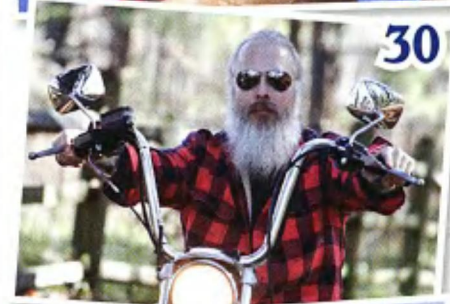
Widowmaker Richard Wright's Supercharged Merch Monster	8
Junkyard Angel None Of The Worries, All Of The Fun.....	18
Problem Child A Shovel That's Not As Old As It Looks (<i>featured on the cover</i>).....	41
Slickster Joker Cycles' Back To The Future Flathead	90
Skank Banger Hit It Like You Mean It.....	100

SPECIAL FEATURES

Big Mountain Run Gypsy Run To Big Mountain In Reliance, Tennessee	26
Shoveling Into The Metal Maelstrom John Campbell Of Lamb Of God.....	30
We're Building Your Dream Bagger In The \$100,000.00 Magazine Sweepstakes Sponsored By Dennis Kirk.....	34
Great Southwest Chopper Fest Chopper Fest And BBQ Cookoff In Bisbee, Arizona	52
David Mann Road Trip	57
Wounded Warrior Program Art Commemorates Courage Under Fire	60
Indian Summer Extreme Indian Choppers.....	64
Willie's Tropical Tattoo Old Skool Chopper Show	68
STURGIS IS COMIN'! The Itch Ya Just Can't Scratch	70
SURVIVING STURGIS 2012 This Isn't Your Father's Rally Anymore	72
Piss Off! Restroom Rules	78
Wheels Through Time The Museum Of Rare Vehicles.....	108

DEPARTMENTS

Takin' It Easy	3
EasyNews	15
In The Wind	47
Passin' Gas	56
Parts Box	80
Fox Hunt Contest	96
Fox Hunt Winner, Carmen Valentina	100
Readers' Rides	110
Advertisers' Index	112



**LOOK FOR LOOSE
\$\$\$\$
IN THIS ISSUE!**
PAGES 61, 67, 77 & 99

MOTORCYCLE TECHNICIAN TRAINING

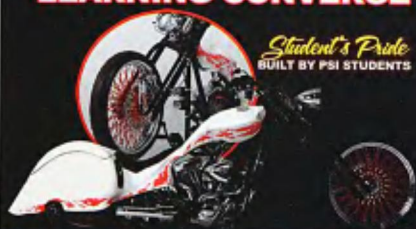
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Newsstand Distribution

Curtis Circulation Company • 730 River Rd., New Milford, NJ 07646

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AIM 2624

Richard Wright's Supercharged Merch Monster

widowmaker

You could say Richard Wright has paid his dues and then some. Take his consistent track record. For the past 14 years his RW Chop Shop customs have returned home to Lexington, South Carolina, bearing trophies from the Easyriders Charlotte Bike Show. In fact, he just won three awards at this year's event including First Place Radical Bagger, Second Place Radical, and Best of Show. Let's make it clear that not only does Richard build bikes, he also paints them and rides them, including the "Widowmaker" seen here.

"I remembered seeing a bike built for Shaquille O'Neill several ago that was supposed to be the biggest bike," Richard says. "I decided to do something on that scale. That Shaq bike had a 180-series wheel back then, but now I went for a 300 tire on mine. I started out with the 12-up, 12-out frame we put together on our frame jig. The plan was to build something that would draw attention."

That goal was achieved in record time. "I usually wait until just a month before the Charlotte show to build a bike, and the paint is just about dry when we roll it in. This one only took two weeks," Richard tells us. "We call it the Widowmaker because it has the big supercharged 131 Merch Stage 3



A custom-built motorcycle with a vibrant red frame and fuel tank, contrasted with black components like the front fork, handlebars, and seat. The bike features a long front fork, dual round headlights, and a large rear tire. The background is a blurred, light-colored architectural structure.

The plan was to build
something that would draw attention.
A roaring 210 hp plus nitrous makes
it just crazy fun to ride.



Not only does Richard
build bikes, he also paints
them and rides them.



motor upgraded by Nigel Patrick, the open primary, the jockey shift, and the long, tall chassis. It's just crazy fun to ride." How much fun? That would be 210 horsepower with the supercharger. Then Richards adds, "The Magnacharger is over eight years old and still going strong, plus Nigel did a great job on that motor to handle the extra power."

A 22-inch-over Perse front end handles the tracking. "We have a video on our Facebook," says Richard, "where I'm going down the road at 60 and I let go of the bars just to show people how straight it runs."

—Paul Garson





Owner: Richard Wright (left)

City: Lexington, South Carolina

GENERAL

Designer: Richard Wright

Fabrication: RW Chop Shop

Year/make: 2011 RW Chop Shop

Model: "Widowmaker"

Time: 2 weeks!

ENGINE

Year/make: 2006 Merch Performance

Builder: Nigel Patrick

Displacement: 131 cubic inches, Magna Supercharger, NOS

Cam: Merch

Ignition: Merch

Pistons: Merch

Heads: Merch

Lifters: Merch

Carb(s): Typhoon

Air cleaner: RW Chop Shop

Pipes: RW Chop Shop

TRANSMISSION

Year/make: 2006 Baker

Modifications: custom cut gears

Shifting: foot

PAINTING

Painter: Richard Wright

Type/color: Matrix/Kandy Burgundy

FRAME

Year: 2011

Builder: RW Chop Shop

Type: one-off

Rake: 50 degrees

Stretch: 12 inches

Shocks: none

ACCESSORIES

Bars: FM

Handlebar controls: Ness

Fenders: RW Chop Shop

Headlight: Ness

Taillight: 1929 Model A

Pegs: RW Chop Shop

Electrics: RW Chop Shop

Gas tank: RW Chop Shop

Oil tank: built into transmission

Oil system: Merch

Seat: RW Shop Shop,

Eric Custom Seats

Grips: two

FORKS

Type: Perse

Extension: 22 inches over

Builder: Perse

WHEELS

Size: 21-inch front,

18-inch rear

Wheels: Extreme

Tires: Avon

Brakes: PM disk

Photos: Michael Lichter

Contact: Richard Wright Chop Shop

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BRITISH COLUMBIA CRACKING DOWN ON NON-COMPLIANT HELMETS:

The province of BC has passed a new mandate that helmets worn by motorcyclists in the province must meet one of the following safety standards, the U.S. DOT FMVSS 218, Snell M2005 or Snell M2010, or Europe ECE Regulation No. 22. The helmet must display the certification label.

In addition, motorcycle passengers must remain seated with their feet on the pegs or floorboards at all times, even when stopped at an intersection. Smaller children who cannot reach the footrests are banned from riding. Fines range from \$109 - \$121 and can result in vehicle impoundment if considered "stunting."

The government also plans to move forward with a graduated licensing program for motorcycles that includes power restrictions for new riders. Source: Victoria NEWS113, British Columbia Coalition of Motorcyclists

ILLINOIS DEAD RED LIGHT BILL GOES TO GOVERNOR:

SB 2528, which will allow motorcyclists and bicyclists to proceed on a red light after 120 seconds if the sensors don't detect the vehicle, has passed the legislature and awaits the governor's signature.

In other Illinois news, HB0930, which will stop federal funds from being used for motorcycle-only checkpoints has been released from the Assignments Committee. ABATE of Illinois, in support of this bill, says, "Profiling motorcyclists is wrong. We don't profile Volkswagens or convertibles or other non-commercial vehicles, why motorcycles?" Other states that have passed bills outlawing motorcycle-only checkpoints are California, North Carolina, New Hampshire, Virginia, and Missouri, and New Jersey is pursuing similar legislation now. Source: ABATE of Illinois

HARLEY LOST IN JAPANESE TSUNAMI FOUND IN CANADA:

A 2004 Harley-Davidson Night Train that was stored in a shipping container in Yamamoto, Japan, was swept away by the tsunami that devastated the country on March 11, 2012. The owner, 29-year-old Ikuko Yokoyama, lost three members of his family that fateful day. He now has a small reason to celebrate as he will soon have his motorcycle back.

travel a few more miles before its journey is over. Harley-Davidson Japan has offered to restore the motorcycle before returning it to the owner. Source: CBC News.

A HELMET LAW FLIP SIDE:

In Zamboanga City, Mindanao, Philippines, riders are dealing with a ban on full-face helmets—where the penalty is death. The remote village, an eco-tourism mecca, has banned

full face helmets after a high school principal was killed by a helmet-wearing assassin. Gun attacks and killings in Zamboanga are not uncommon and most of the murders were largely blamed on hired killers on motorcycles.

The remote village has issued the following warning: "Motorcycle riders who insist on entering Lumayang with their full-face helmet will be shot." Ironically, the Philippines instituted a mandatory helmet law for all riders in March of 2010. Editor: Damned if you do; damned if you don't. Source: Mindanao Examiner, Manila Times.

ROADBLOCKS FOR REVENUE:

The Kentucky Supreme court has ruled that requiring drivers to purchase stickers for their vehicles or face harassment goes too far. In misnamed Liberty, Kentucky, officials required everybody living or working in town to buy a \$10 sticker and affix them to their cars. Cops would set up checkpoints, where drivers with stickers were let go, and drivers without stickers would be interrogated about where they lived and where they worked.

The court case originated when a man was stopped at one of the checkpoints where cops found a small amount of marijuana and he was arrested. The man moved to suppress the evidence on the grounds of the lack of either probable cause nor arguable suspicion. He initially

QUOTE OF THE MONTH

"A country that goes out of its way to imprison the innocent has no business preaching democracy to the world."

—Paul Craig Roberts

A Canadian hiker, Peter Mark, found the Harley in the shipping container on Graham Island, in British Columbia and tracked the owner from the Japanese license plate. Yokoyama lived in the Miyagi Prefecture, on Japan's east coast, one of the worst hit areas by the tsunami, where more than 11,000 people lost their lives.

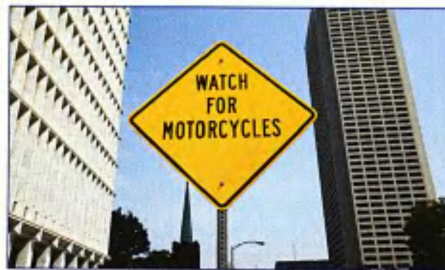
The motorcycle traveled some 3,100 miles floating on the ocean before it reached its destination. Caked in salt and corrosion, the frame, transmission and engine cases are among the salvageable pieces. Now it will

won the case, only to see it overturned on appeal. The Kentucky Supreme Court overturned the middle court, affirming the first acquittal, saying, "A checkpoint set up to stop vehicles without individualized indicia of suspicion on the random chance of catching a law breaker is too great a breach in the wall of protection provided by the Fourth Amendment." Source: *Reason Magazine Hit and Run* (blog)

ARIZONA GOVERNOR SIDES WITH TRAFFIC CAMERA COMPANIES:

Jan Brewer has vetoed a measure that would have brought Arizona's intersections into compliance with the Manual on Uniform Traffic Control Devices, which defines an intersection as beginning at a curb line or crosswalk. Arizona defines an intersection as beginning at an imaginary line drawn the end of one curb to the other. Under Arizona law, drivers may enter an intersection on a yellow light. By moving back the start of the intersection by 24 to 38 feet, vehicles have more breathing room to clear an intersection without getting a ticket. Changing this would have cost the red light camera companies hundreds of thousands of dollars in revenue. Brewer has significant connections to the red light camera industry. In 2008, she put Jay Heiler in charge of hiring personnel to fill administration jobs during the transition. At the time, Heiler was a lobbyist for Redflex. In 2009, FHWA specifically chastised the city of Tucson for painting confusing and illegal intersection marking lines in an effort to generate red light camera violations.

Source: The Newspaper.com



ALLSTATE INSURANCE TO INSTALL MOTORCYCLIST AWARENESS SIGNS:

The insurance company has enacted a program to install motorcycle warning signs in more than 30 U.S. cities this year. The yellow, diamond shaped warning sign simply reads, "Watch for Motorcycles," and the company hopes that communities will adopt the sign as a standardized warning sign. Currently, there is no standard sign for motorcycle awareness.

Through its "Once is Never Enough" (ONE) program, the company works with local traffic authorities to identify dangerous intersections for riders and then donates and installs warning signs to increase awareness of motorcycles. Source: Allstate Insurance Company

MILITARY WANTS TO 'MICROCHIP' TROOPS:

If you were a reader of the *News* magazine in *Biker* magazine, the subject of the Defense Advanced Research Projects Agency (DARPA) is no mystery to you, but for those readers who are just joining us here in *Easyriders*, let me try to catch you up. DARPA is currently a part of the Department of Defense matrix,

with its roots in the Cold War, which is responsible for the development of new technology for use by the military.

In this column we have previously focused on the a particular DARPA project, namely the Office of Information Awareness, a data mining operation to infiltrate social networking sites such as Facebook, MySpace, Linked In and others, ostensibly to find links to potential terrorists. The program was envisioned to give law enforcement access to private data without suspicion of wrongdoing or a warrant.

DARPA is at it again, this time with an idea to create nanochips, which they propose to implant in troops to monitor their health on the battlefield. Perhaps there could be a kernel of good in this idea since illness and disease are the biggest causes of medical evacuations in the field.

However, for those of us who take a slightly more cynical attitude towards government and its machinations, shall we say, we're adjusting our tinfoil hats.

Katherine Albrecht, coauthor of *Spychips*, expresses concern about the use of Radio Frequency ID chips (RFIDs) and the government's and private corporation's efforts to track us and possibly control people. They use RFIDs to track your pet, to track prisoners, and it's not a big leap to think that they will use them to track you. Already there is a movement afoot to implant them in children based on the fear of abduction.

Many credit cards now contain RFID chips, and it has been demonstrated that crooks can scan your credit cards and their information from a foot away, never touching the actual card. The so-called Real ID enhanced driver's licenses as well as the new passports all contain RFIDs.

Ms. Albrecht says, "It was expected that captive audiences such as prisoners and troops would be the first subjected to the requirement, which would make it easier for the general populace to accept it as well. It's interesting.... I'm stunned how this younger generation is OK. They don't see the problem... Why wouldn't everyone want to be tracked?" Editor's note: For government to embrace any Orwellian program is not surprising, it's simply the nature of the beast. However, to this writer, the public's Pavlovian acceptance of these intrusions is truly disturbing. Source: World Net Daily

CALIFORNIA MAN SUING BMW FOR "PERSISTENT ERECTION":

A man in the golden state has an unusual problem. Since he took a four-hour ride on his 1993 BMW, which was equipped with an aftermarket Corbin seat, he has had



"The candidates both characterized their debate as a 'free exchange of bullshit.'"

experienced an erection that won't go away, and he's not happy about it. As of this writing the aforementioned boner has held steady for 20 months.

Naturally, he's suing. He's filed a lawsuit against BMW and Corbin-Pacific, seeking compensation for lost wages, medical expenses, emotional distress and what he calls "general damage." Strangely, although he says his stiffy is 24/7, he also says it is

negatively impacting his sex life, because the nonstop erection has left him "unable to engage in sexual activity, which is causing him substantial emotional and mental anguish." Source: WWJ Newsradio 950

MAN, LIFE IS GETTING WEIRD: They wonder why I drink—and smoke—and ride motorcycles. Sometimes the only relief from the absurdity of life is white lining through

rush hour traffic at a horrific rate of speed, tempting fate and testing your reflexes.

It's finally summer. The sun is shining, it's in the 80s and for this lucky Californian, the beach is a mere 15 miles up a twisty road from the office. Definitely time for a ride.

Until next month, I'm just trying to keep the zombies off my ass. In the immortal words of Sam Konkin (SEK3) Don't forget to smash the state.
—Kit Maira

NO MORE YES, SIRRING

It is an act of civility to be respectful toward others—but it's an act of cringing servility to call a cop "sir." It degrades the speaker and it elevates the recipient of the honorific beyond his station. A cop is just a guy (or a he-gal) wearing a uniform designed to intimidate and the hardware to back it up. To call this enforcer "sir" is of a piece with a field hand circa 1840 doing the same as he inquires, oh-so-deferentially, of massa.

The "yes, sir" bowing and scraping one routinely sees during episodes of fascist porn such as the TV show *Cops* is atrocious. Hulking, buzz-cut Officer 82nd Airborne stuffed inside his flak jacket and BDUs has pulled over some hapless motorist and is unctuously lecturing his captive prey about such things as the luscious goodness of seat belt laws or the Great Evil of possessing an arbitrarily illegal drug. The prey has assumed the position—meekly nodding and "yes, sirring," agreeing with all that Officer 82nd Airborne tells him.

Or at least, pretending to. In precisely the same way that striped apes on the chain gang would yes boss the guy on the horse cradling the Remington 870.

Once upon a time, citizens didn't behave like stripe apes or prison inmates in the presence of a mere cop. The attitude was best expressed by the character Paulie in the *Rocky* movies. "I don't sweat you," Paulie told Clubber Lang.

Citizens in a free country bound by the rule of law ought not to sweat cops, either.

Unfortunately, they have to—chiefly because the country is no longer free and the law is no longer on their side. Cops have been empowered to do almost anything—and can get away with doing almost anything. Hence, the fear. And the fearful "yes, sirring." But this only encourages them. You've accepted your status as their plaything. Made it clear you

will tolerate anything—are guilty, ipso facto, of everything. Stop resisting!

"Yes, sir!"

This is dangerous, both on the individual as well as the societal level for the same reason that deferring to bullies on the playground is dangerous. It emboldens them and it conditions you to accept being bullied.

Let's equalize things a bit, try to get them back on an even keel. Cops are still (in theory, at least) mere public servants. Typically, they are guys in their 20s or 30s who just barely got out of high school—or just barely into Turnpike Tech. They are not "heroes." They are not the Boss of you—or me, either. They are government workers with badges and guns. That's all. And certainly, nothing more—unless they have done something to earn being regarded more highly. Manning "safety" checkpoints and radar guns ain't that, either.

Civility enjoins respectful address: "Hello, officer." Fine. But not "Yes, sir." You are probably a grown adult, probably older than the cop who has cornered you. The only occasion when "Yes, sir" is appropriate is when addressing one's superior in age or one's superior in rank, if you are in the military. A 50-year-old woman addressing a 24-year-old kid in a blue or black uniform as "sir" is a species of vileness formerly confined to the nations and places Americans once thought of as the opposite of what it used to be like here.

The tragedy is we've grown accustomed to fearing Officer 82nd Airborne and have been conditioned to behave in his presence like a quaking raw recruit in the spittle-breeze of his drill field exhortations.

No wonder they treat us accordingly.

The time has come to man (and woman) up. It is necessary to comply with their (cough) "lawful orders." It would be foolish

to call Officer 82nd Airborne a pig or a thug—even though he may very well be. Think this, perhaps. Do not do this. But do not call him sir, either. Officer will suffice. Once. Upon first addressing him. Speak to him in a calm voice, as a citizen entitled to respectful treatment by a public servant—not a serf in the presence of lord.

When he begins his lecture about wearing seat belts or helmets, hold up your hand and tell him—calmly—that you disagree. Or just aren't interested. You understand what the law is, but you disagree with the law and only obey it under duress. Also, tell him that the law does not require you to listen to a speech touting the merits of said law.

If you are really bold, you might ask the officer whether he believes it ought to be a criminal offense to eat foods that are not good for you or to be overweight (something many cops are personally knowledgeable about). If he agrees, follow up by asking him why it should be a matter for law enforcement whether or not you wear a helmet. This may unsettle him.

Or at least, might get him to thinking.

If you are really, really bold, you might tell the officer that ordinary people are losing respect for cops because of the way they are treating citizens. That while they may submit and obey, in their hearts and minds they increasingly fear the police—that they do not feel safe when they see a cop. This, too, may possibly start the wheels turning—among the few with wheels capable of turning.

If enough of us quit yes, sirring and grew a pair, maybe the cops would once again respect us.

And perhaps, treat us accordingly once again.

—Eric Peters
ericpetersautos.com

None Of The Worries, All Of The Fun

JUNKYARD ANGEL

John Dodson's Gangster Choppers out of Richmond, Virginia, has graced these pages before. They've all been beautifully finished bikes with lots of chrome and plenty of deep, bright paint. "But I guess I just got bored with that show-bike look," John says. "Junkyard Angel," John's latest bike, and his personal ride, goes in a whole different direction.

"It's not that I was afraid to ride those fancy ones," John says. "None of my customers were afraid of them, either. But they were just so perfect looking they were almost too nice to ride, if you know what I mean." Thinking back to the fun he had as a teenager with cars, trucks, and motorcycles that were hardly show-ready, John wanted some of that again. "There were never any worries back then," he remembers. "Getting a scratch or a nick was no big deal." That's the sort of feeling he went for with this bike, right down to its red-neck-correct knobby tires.

Gangster Choppers'
John Dodson went back to
his teenage years for
a bike built just for fun.



Easyriders



This month's *Easyriders* girl is jigglin' Jessi to add more than a dash of Southern charm to this Gangster chopper.



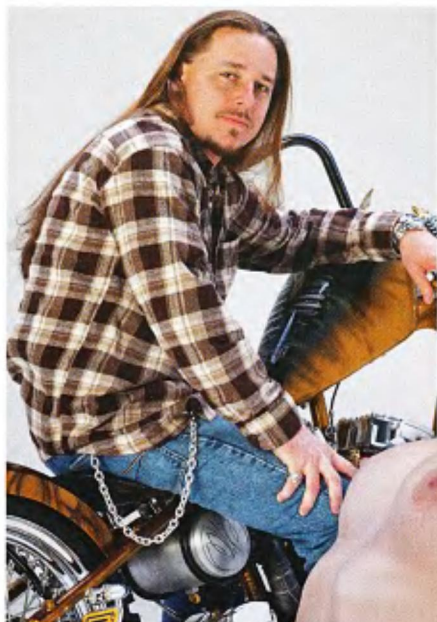
John Dodson/Gangster Choppers/1964 Harley-Davidson

"When I'm putting together a bike for myself," John tells us, "I'll start by building a pile of parts in the corner and what comes out of that corner becomes the motorcycle." That's what happened here, and John did everything he could to make this bike even simpler and more pared down. Which isn't to say there aren't some tricks thrown in. The seat post in the Paughco frame, for instance. It's now part of the oil reservoir, with a drain plug at the bottom. The gas tank started out as an ordinary Sportster piece, but John modified it into a sort of "peanut" look by rounding over and rolling all the edges. He made the rear fender from a couple spun aluminum halves narrowed to fit over that Metzeler knobby tire. John shaped it all in the style of an old Harley-Davidson fender from the panhead era.

The engine powering the Junkyard Angel has more than just the style of the old panhead era. It's an original. The cases, the wheels and rods, the cam cover, it's all 1964 Harley-Davidson. John matched that with an STD top-end and added a Morris Magneto for the ignition. There's no battery, the headlight and taillight are wired directly to the generator. John backed up this dead-simple but surprisingly reliable powerplant with a brand-new Baker 6-speed overdrive, jockey shifting it with a hydraulic clutch and then running the exhaust out the left side where it exits with "zoomie" tips right in the middle of the 1 1/2-inch primary drive.

Old-timey Pagan Gold paint became the chosen color, but it went over a motorcycle that was left as raw as the day John put down the TIG, every weld still shows, everywhere. Nothing was molded, blocked out, or sanded smooth. "Of course I made everything clean and neat," John explains, "but I didn't polish the engine or anything like that. And I used stainless steel wheels and spokes so if you get caught in the rain, you don't worry about rust." The pipes were ceramic-coated and wrapped for the same reason. "Way less trouble and expense than a chrome-plated set," John offers. His dad, Ken Dodson, and son, Axle, helped a bunch with all of this, two big reasons the Junkyard Angel went together as quickly as it did, in a lightning-fast 26 days.

—Joe Kress



John Dodson (left) on his Gangster chopper.



John did everything he could to make this bike even simpler and more pared down.





Owner: John Dodson
City: Richmond, Virginia

GENERAL

Designer: John Dodson
Year/make: 1964 Harley-Davidson
Model: FL

Assembly: John Dodson
Time: 26 days
Chroming: Chrome Masters
ENGINE

Year/make: 1964 Harley-Davidson
Rebuilder: John Dodson
Displacement: 74 cubic inches
Ignition: Morris Magneto
Cam: Harley-Davidson
Carb: S&S

Air cleaner: Gangster Choppers
Pipes: John Dodson

TRANSMISSION

Year/make: 2011 Baker
Shifting: 6-speed, jockey

PAINTING

Painter: Copperhead Graphics
Type/color: House of Kolor/
Pagan Gold

FRAME

Year/make: 2011 Paughco/
Gangster Choppers

Type: rigid

Rake: 45 degrees

Stretch: 2 up

Shocks: none

ACCESSORIES

Bars: John Dodson
Handlebar controls: Gangster Choppers

Fenders: John Dodson

Headlight: Paughco

Taillight: Lazer Star

Pegs: Gangster Choppers

Foot controls: Gangster Choppers

Gas tank: John Dodson

Oil tank: Moon

Seat: Gangster Choppers, Roger's
Upholstery

Grips: Gangster Choppers

FRONT END

Type: Paughco springer,
4 inches over

Builder: Paughco

WHEELS

Make: Paughco,
D.U.H, laced

Size: 23-inch front,
18-inch rear

Tires: Metzeler Knobbies

Brakes: Hawg Halters

Photos: Don Rogers

Contact: John Dodson
Gangster Choppers
866-640-CHOP (2467)

Big Mountain Run

3RD GYPSY RUN TO BIG MOUNTAIN IN RELIANCE, TENNESSEE





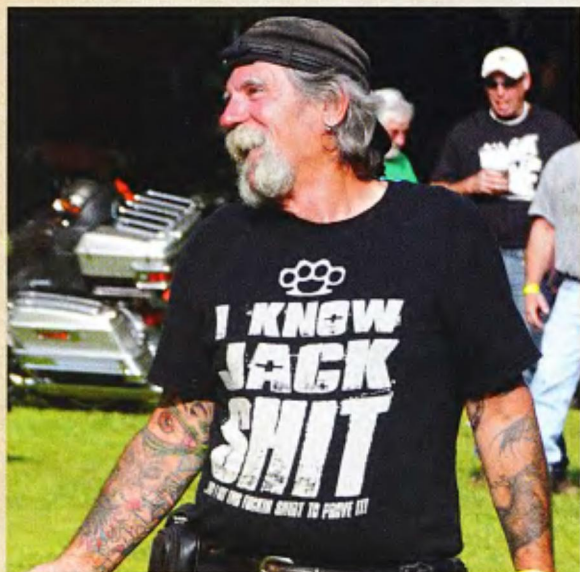
The next generation of bike builders that make up the Limpnickett Lot crew recently held its third Gypsy Run to Big Mountain in Reliance, Tennessee. This time I rode with Berry Wardlaw of Accurate Engineering, Gypsy, and Molly the biker dog. On the way, we stopped in Maggie Valley to see the Wheels Through Time museum (see coverage in this issue) and met up with a large group of riders to party in the nearby campgrounds.

It was late when we crashed, but we were up early for the riders meeting and the group ride to the Big Mountain campgrounds. We decided to go along with a group that was going to ride the Tail of the Dragon (U.S. 129), known for its 318 curves in just eleven miles. I scraped a few parts while riding the Dragon, but I loved every minute of it.

This run is about motorcycling, which is to say, riding, camping, and partying just like we did back in the 1970s. No fancy hotels for us, though there are real cabins in the area that welcome bikers. Most cell phones don't work at the campgrounds, but you can get reception in town about ten miles away.







This is an incredibly beautiful area to ride and many opted to do just that. Those who stayed at the campgrounds attended and took part in a motorcycle rodeo that included the slow race, beer keg push, and riding on an oil-soaked plank. The skateboard ramp that is featured at most Limpnickie events could also be used by motorcycles. Not to be missed is something they do call the potato cannon competition wherein cannons made of PVC tubing are stuffed with potatoes along with some propane. You get the picture.

They also hold a biker-style triathlon where the rider comes out of a tent, pulls his boots on, jumps on his bike, and races to the river where he then dismounts and swims out to a raft. Sometimes this gets kinda hairy. For those who want a more laid back way to spend time, you can get an inner tube or canoe along with the beverage of your choice and enjoy the river.

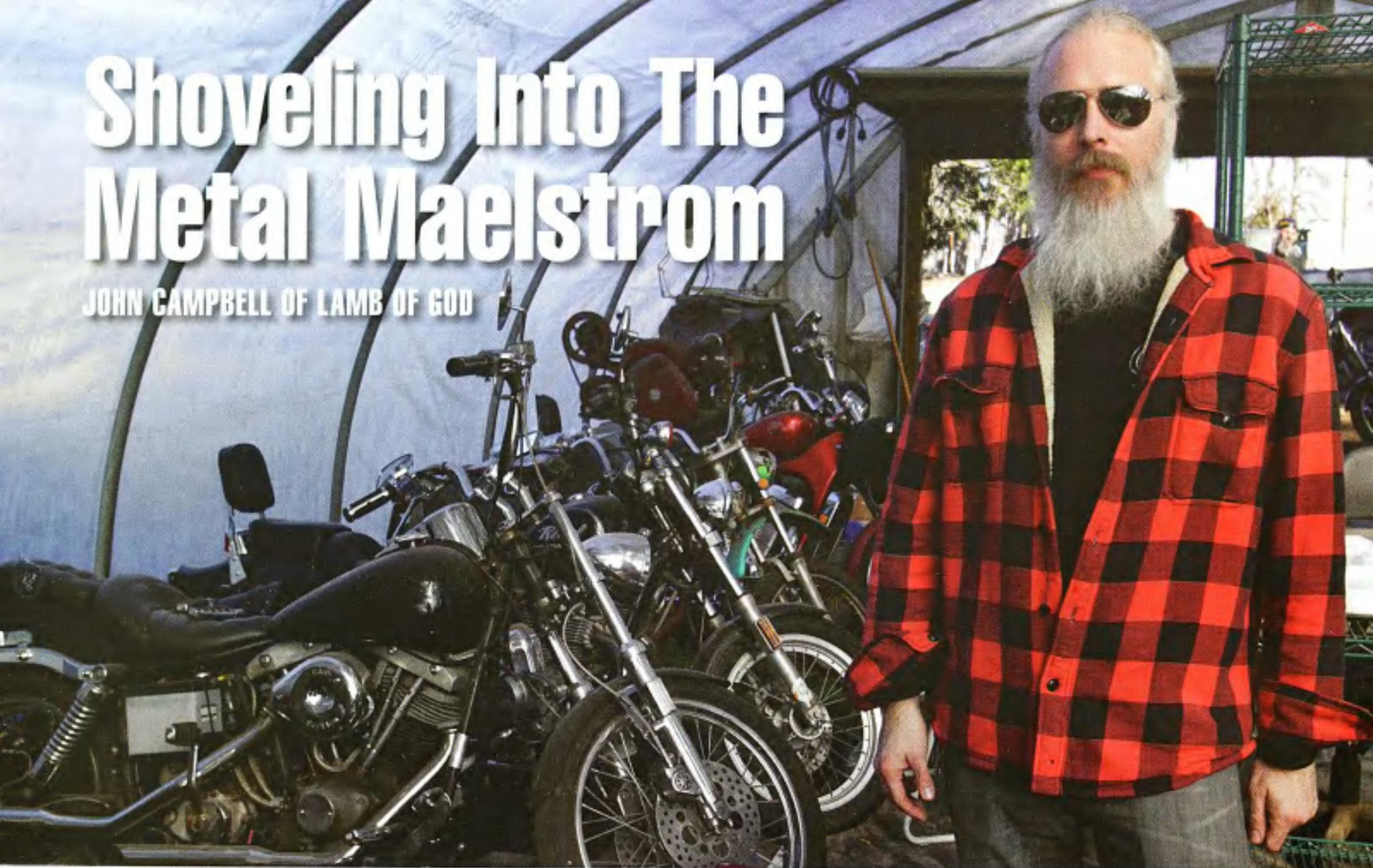
Come evening, live bands gather around campfires and some make music and party until dawn. To find out more about the Limpnickie Lot events visit limpnickie.wordpress.com.

—Rogue



Shoveling Into The Metal Maelstrom

JOHN CAMPBELL OF LAMB OF GOD



While the phrase "Lamb of God" has several religious connotations, it also is the name of an iconic American heavy metal band, something that may sound like an oxymoron especially considering the earlier name of the group was Burn the Priest. The band's style, variously described as "unrelentingly aggressive and ear-shattering" as well as a unique morphing of "hardcore punk, thrash metal, power groove, death metal, and sludge metal influences," tends to deal with apocalyptic visions and far from cuddly images of lions and lambs getting along together. A little research tells us that "Lamb of God" is also mentioned several times in the Bible's Book of Revelation describing a lion-like lamb that rises to deliver victory after being slain, a little more hardcore in concept and perhaps better linked to the band's persona.

In any case, after hearing one song from its seven albums or viewing a Lamb of God music video, you understand why the growling, high-energy, high-decibel conflagration serves as the soundtrack for the "New Wave Heavy Metal" movement. The band's new album *Resolution* is a major hit. It also makes for great road music, something you can definitely hear above the roar of open pipes.

The band has been "head banging" for some

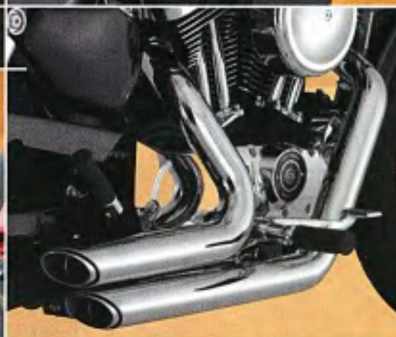


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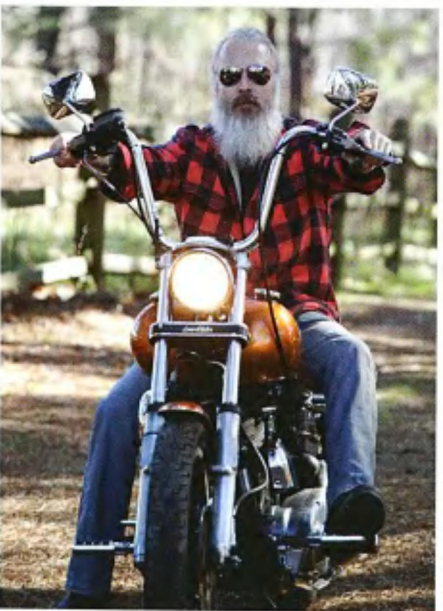
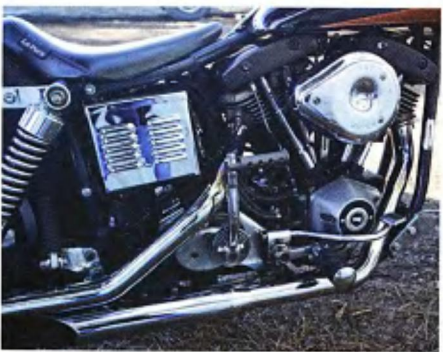
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Photos: Shawn Stanley



15 years, first taking form in Richmond, Virginia. It now consists of vocalist Randy Blythe, guitarists Mark Morton and Willie Adler, drummer Chris Adler, and bassist John Campbell. In 2007, the band received a Grammy nomination for its 2006 album *Sacrament* and has toured with the Ozzfest and Metallica and played at many other major festivals around the world.

Just this past January, Lamb of God released its second music video in advance of its new single "Ghost Walking," the strikingly original animated film viewable on YouTube. In February, Lamb of God went Down Under to perform at the Soundwave Festival in Australia, and then had some much needed R&R. Shortly thereafter, we got to speak with John Campbell about the band's latest adventures as well as his own penchant for vintage Harleys.

"We just spent two weeks in Asia and a couple more in Australia before heading home," John tells us. "Once before when we were in Brisbane, I was able to rent a Softail and went riding up into the mountains and then into the Gold Coast. It was a blast. Over the years I've enjoyed muscles cars and also had different bikes, including a Sportster, but now I've got a 1982 shovel. It's sort of a Frankenbike with a mix-match of parts, something I picked up from a bike shop here in Richmond. I was using it to ride to work and to pick up parts for it around town, adding odds and ends, just slowly working through the bike a bit at a time when I have the time."

One of the changes involved switching the stock gas tanks for an aftermarket set. He then treated the bike to custom paint, a classic blend of black and root beer with gold scallops, the

colors sprayed by one of John's friends, Matt Conner of Shiny Beast Paintjobs. Another aspect of the makeover included a rear hinged fender added after these photos were snapped. Says John, "It's a work in progress. It's got a Vance & Hines exhaust subject to change and, at the moment, has mid-controls that I'll probably switch to forward controls. Right now, I have set it for solo riding, but I have a two-up seat as well, and I have made a date with my wife to go for a ride tomorrow."

Asked about his ultimate goal for the bike, John says, "Having as much time as possible to ride it. I'm living the rock 'n' roll life, so I'm on the road a lot, and when I'm home, I like to spend it with my family, which comes first. When I do get a few moments to sneak away, it's on that bike."

At the moment John and his fellow Lamb of God band members are packing for a trip to South America. The trip will be followed by concerts in Israel and throughout Eastern Europe (including Russia), engagements in Western Europe, and a U.S. tour before returning home for some R&R during which time John just might get to enjoy some road time on his bike.

While motorcycles haven't figured into the band's past lyrics, that could happen down the road...maybe an '82 shovel leadin' the way. "At least it will show up on my Facebook," John says. "I'm also looking forward to getting ahold of another older shovelhead and maybe a rigid panhead—maybe even something with a sidecar. Right now, the shovel is just fun to tinker on when I'm at home, when I'm out of the metal storm."

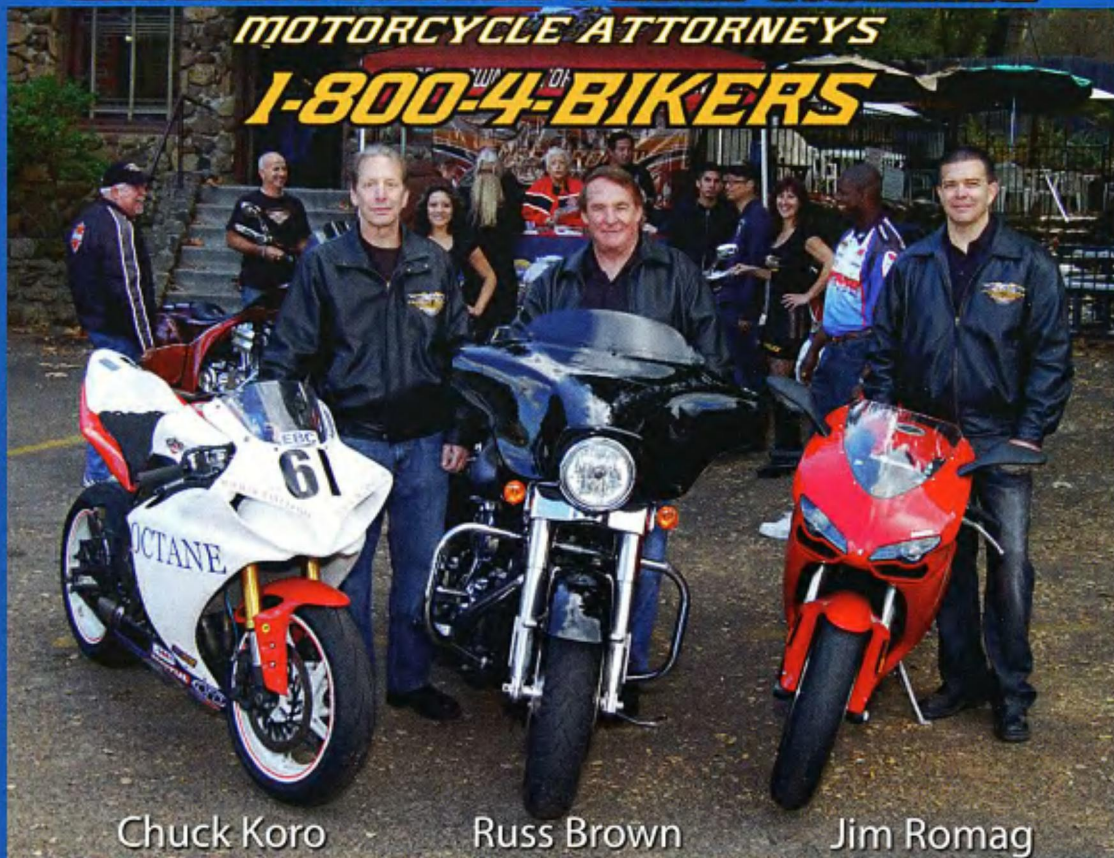
—Paul Garson

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—Dave Nichols

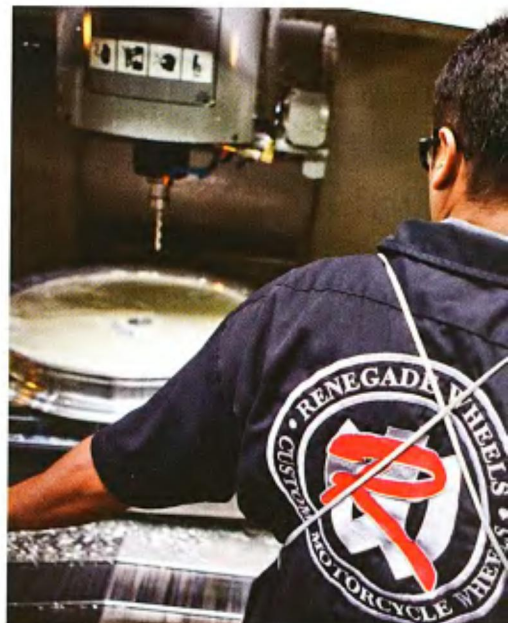
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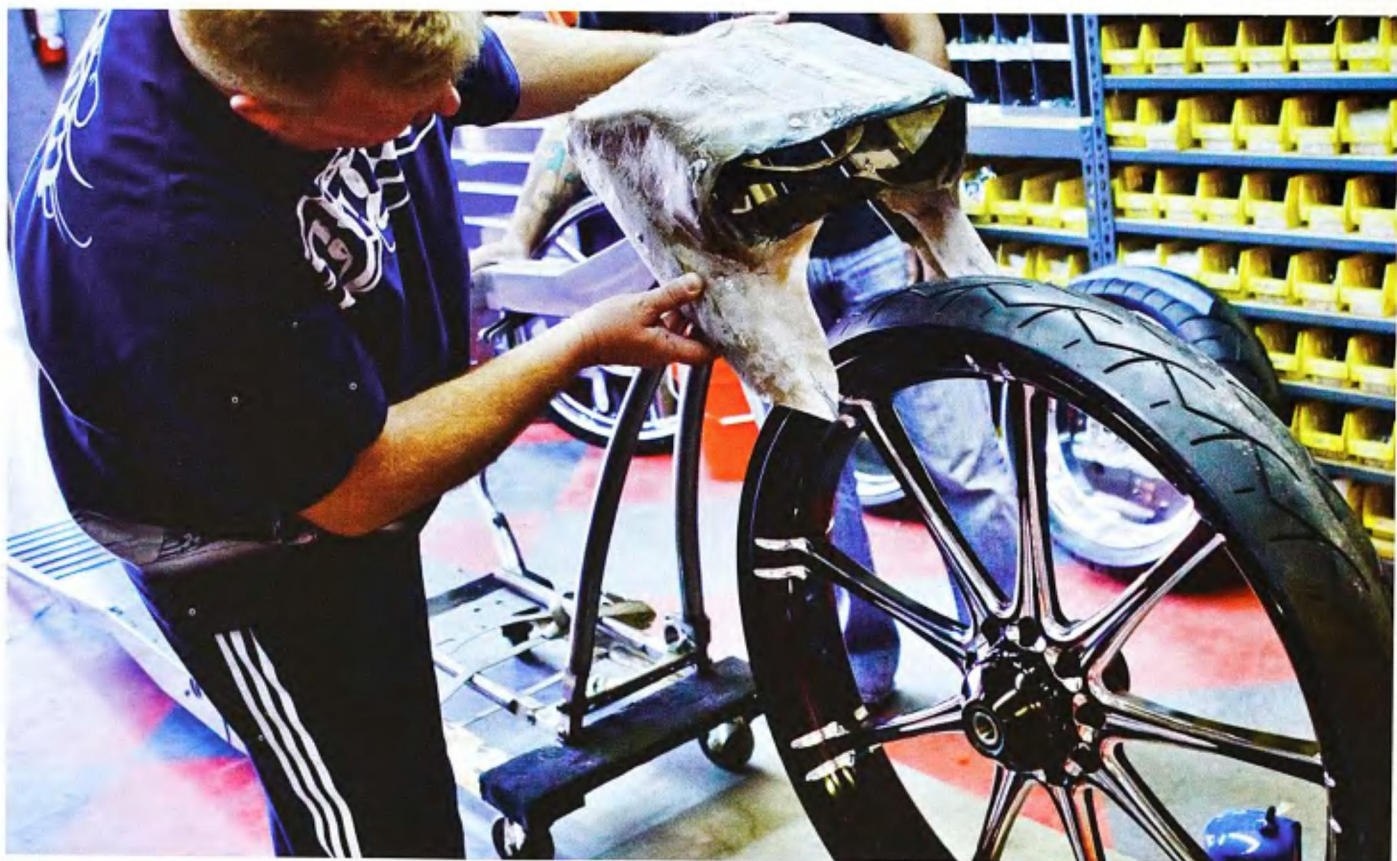
8 Here's the first look at the wheels with your Rolling Thunder frame.



9 What's this, Paul wants a taller wheel?



10 Nah, he's just kidding.



11 "Let's make this bagger look like the Batmobile!"

Photos: Renegade Wheels

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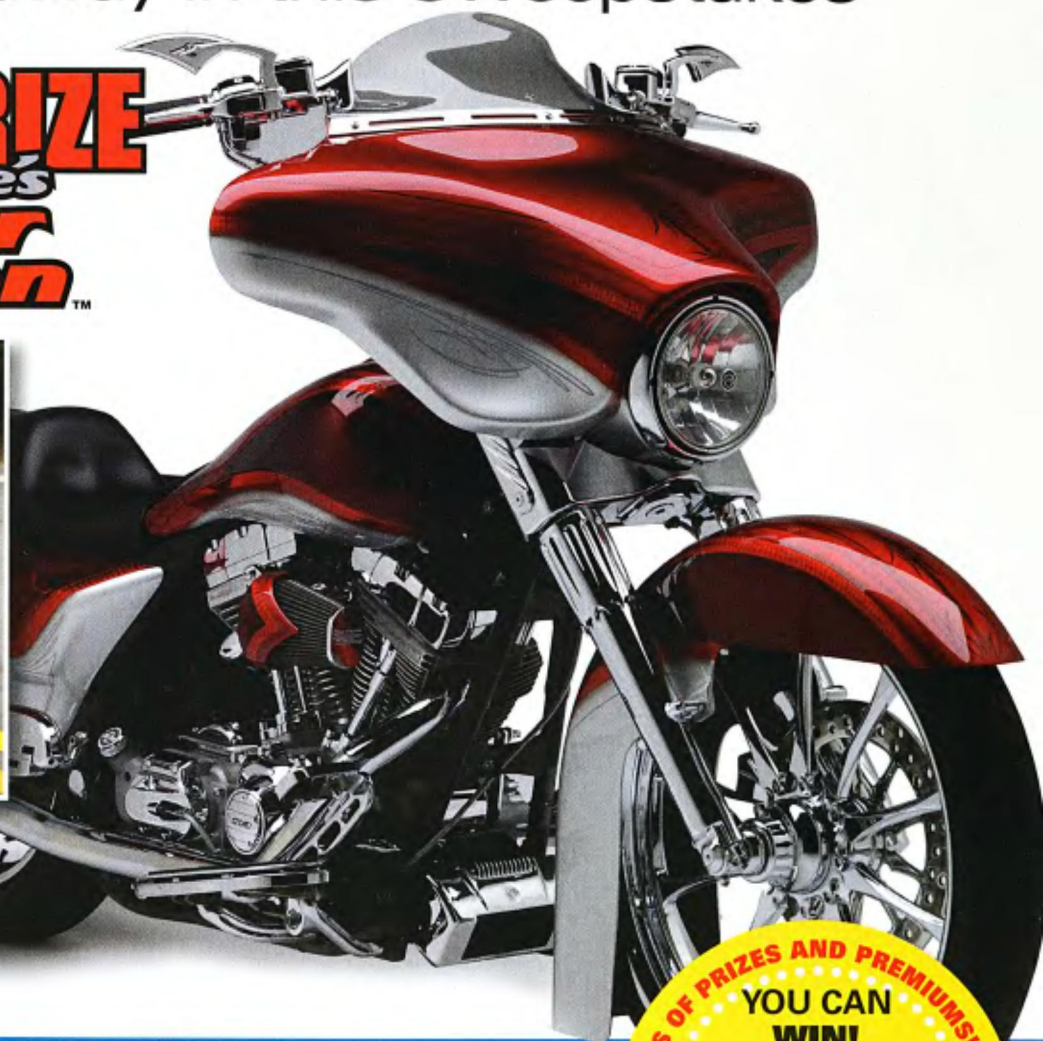
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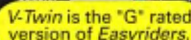
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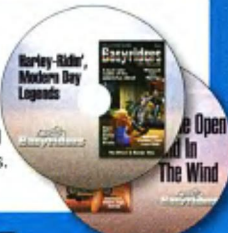
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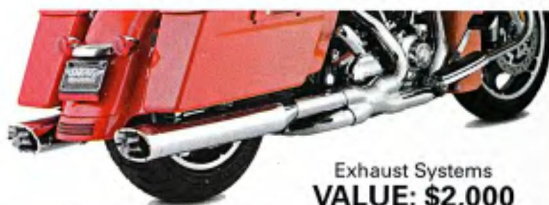
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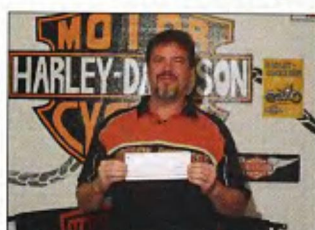
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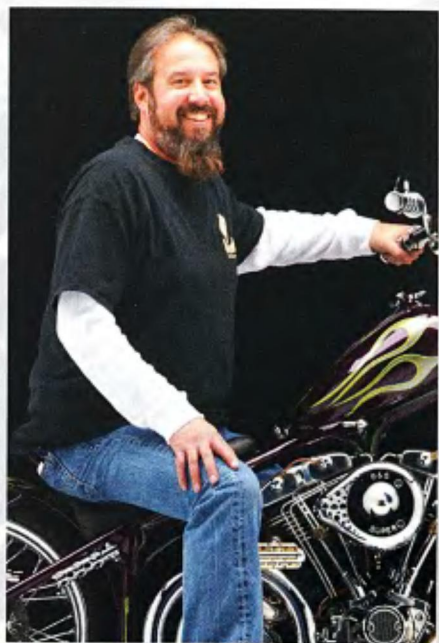
NO PURCHASE NECESSARY TO WIN. LIMIT – ONE ENTRY PER HOUSEHOLD

A Shovel That's Not As Old As It Looks

Problem Child

Easyriders has featured thousands of motorcycles over its 40-year history. We've showcased a variety of styles and covered all the custom trends since issue one hit the newsstands in 1971. Back then, we ran stories on early choppers with their 19-inch spool wheels, narrow girder forks, and impossibly high sissybars. We also turned our spotlight on the low-slung diggers with their stretched coffin tanks and engraved cases, but that was way before the pro-street craze featuring big-tube frames and bigass motors took over the custom bike world in the 1990s.





John Patrick





We were in the thick of it again when choppers made a comeback on the streets, in dealerships, and on television around Y2K, and here we are today, heralding post-war-inspired bobbers and celebrating the long-awaited return of narrow rear tires, peanut tanks, and psychedelic metal-flake paint jobs.

A lot of 50-weight oil has flowed through our crankcases and dripped onto the pavement over four decades, but one thing has remained constant with all the fine custom motorcycles we've brought to the masses: the pride and the passion that's behind every one of them.

When it comes to scooters with heart and soul, John Patrick's "Problem Child" rigid sure as hell fits the bill. It looks like it busted out of

a mid-seventies time capsule or was peeled right off the pages of a very old and dog-eared issue of this very magazine. But John's rigid isn't a relic or a barn find. Actually, it was built in 2005 around a modified Paughco frame and uses a shovelhead engine and a 5-in-a-4 transmission with a kickstarter. John had some help from his friends at Morton's Custom Cycles where Doug and "Pooh" Morton know their way around old-school scoots. They were buildin' rigids back in the day and they're still buildin' 'em today.

We love that so many builders, such as Morton's, are back to using shovelhead motors in custom bikes today. Too many of these great engines (along with entire bikes) have been shipped off to Japan over the last two decades,



When it comes to scooters with heart and soul, John Patrick's "Problem Child" rigid sure as hell fits the bill.

depleting our domestic stock. Fortunately for shovelhead fans, S&S Cycle has brought the iconic V-twin back to life; you're looking at one of them.

More seventies goodness can be seen in the laced front wheel with spool hub that's supported by a stretched Paughco springer fork. Also note the windowed neck gusset on the frame; it helps make the front of the bike look light and definitely custom. John mounted a spun aluminum Moon oil tank to the frame's downtubes so it wouldn't take away from the curvy exhaust pipes he had planned to run up and over the kicker pedal.





The split rocker boxes and drilled-out S&S teardrop air cleaner cover only add to the seventies vibe of this Problem Child. Kinda makes me want to fill up a boda bag with Annie Greensprings wine and putt this little blast from the past to my nearest "love in."

—Ben Lamboeuf



Owner: John Patrick
City: Concord, North Carolina

GENERAL

Designer: John Patrick
Year/make: 2005 Custom
Model: rigid
Build Time: 10 months

ENGINE

Year/make: 2005 S&S shovelhead
Displacement: 96 inches
Builder: Rodney "Pooh" Morton
Bottom End: S&S
Pistons: Wiseco
Heads: S&S
Cams: Crane
Lifters: Crane
Induction: S&S Carburetor
Air Cleaner: S&S, owner
Pipes: Morton's

TRANSMISSION

Year/make: 2005 Harley-Davidson
Gears: 5-speed
Primary: open belt drive
Modifications: 5 in a 4

PAINTING

Painter: Doug Morton
Type/color: Custom Blend

FRAME

Year/make: 2005 Paughco
Type: rigid
Rake: 42 degrees
Stretch: 2 1/2 inches

Shocks: none

ACCESSORIES

Bars: stroker bars by Morton's
Handlebar Controls: Performance Machine

Fenders: Morton's

Headlight: Cheapo

Taillight: Fab Kevin

Pegs/foot controls: Excel

Electrics: owner, Rodney Morton

Gas Tank: Mustang

Oil Tank: Moon

Seat: Dean

Grips: Arlen Ness

Mirrors: Pro-One

FORKS

Brand: Paughco

Type: springer

Length: 6 inches over stock

WHEELS

Style: spool front, Harley-Davidson rear

Size: 21-inch front,
18-inch rear

Tires: Avon front,
Metzeler rear

Brakes: Performance Machine

Photos: Michael Lichter

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IN THE WIND



The carpool lane is now open! Concerned bikers saving planet Earth.

—Scott Whitver, Elk, Wash.



Rubber-burnin' cousins, Rodger and Adam, take a little smoke break.

—Tyler Phillips, Landenberg, Pa.



Three amigos from Illinois on a pit stop from running south on the whiskey highway.

— Ted Kalisz, Glen Ellyn, Ill.



Keith and Cindy's Panhead Ride from Manteca, Calif., to Reno, Nev. — Cindy Smith-Garcia, San Jose, Calif.



Cross-eyed Harry loves you. — Tommy Pittard, Milledgeville, Ga.

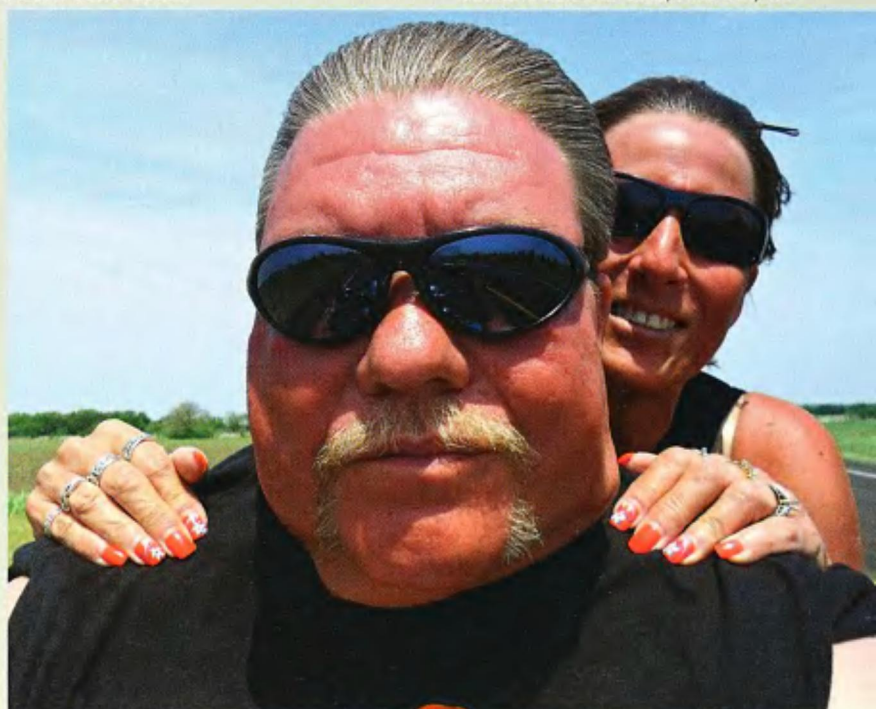


Ready for your sponge bath, Mr. Deuce? Nurse Jennifer keeps it clean down South.

—Jim and Jennifer Birtz, Acworth, Ga.



Spotlight on two pairs of high-beams. —Mike Souder, Rixeyville, Va.



This high-speed image says it all: Texan folks love to ride. —Debbie Slingerland, Killeen, Texas



Soaking up the bluegrass on summer ride down a Kentucky highway aboard his 1992 Harley-Davidson Heritage Softail Classic.

—Jeff Cuda, Stittville, N.Y.



Janet, astride her own in Custer State Park during Sturgis Rally. —Janet Taber, Rittman, Ohio



Proper attire for chrome-polishing. —Hippie Mike, Southern Ohio

A group of motorcyclists is riding down a paved road that stretches into the distance, flanked by dense green trees. The riders are seen from behind, creating a sense of motion and perspective. The lead rider in the foreground is wearing a white t-shirt with "STONETOWN BOGE WALKERS" printed on the back. Other riders are visible further down the road, some in groups and others solo.

**Riding through the Keystone
State countryside to the ABATE
of Pennsylvania State Party.
Yee-hah! —Joyridin', Hazen, Pa.**

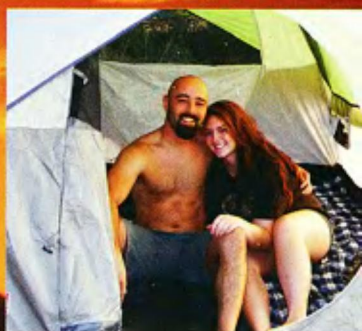
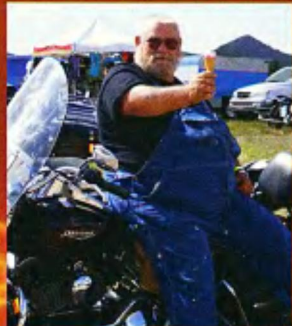
Each month, the best pictures our readers send us are printed here. We prefer digital art, but can use only good, in-focus, black-and-white or color prints. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff, these photos typify the fun, excitement, and freedom of biking. We now pay \$20 for each photo used for both black-and-white and color, regardless of

the size used. 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.

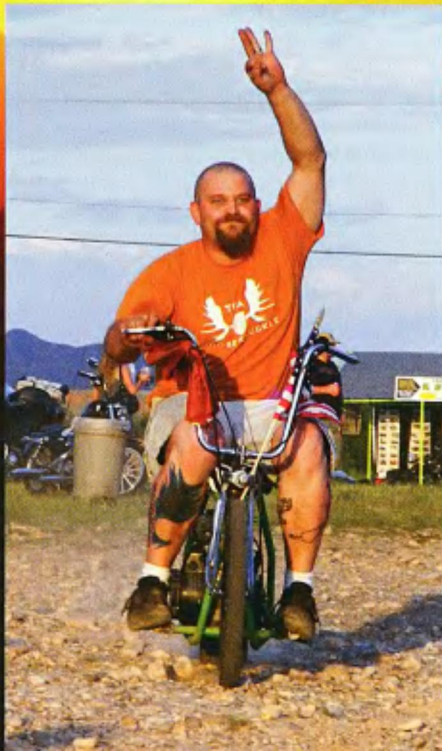
GREAT SOUTHWEST CHOPPER FEST

A woman with dark hair and a wide, joyful smile is the central figure. She is wearing a white, short-sleeved crop top with a large, irregular cutout at the chest, and leopard-print pants. She has a yellow wristband on her left wrist and a necklace with a blue pendant. Water is being poured over her head from two large, clear plastic jugs held by people whose arms are visible at the top of the frame. The woman's eyes are closed, and her mouth is open in a shout or laugh. The background is dark and out of focus, suggesting an outdoor night event. The overall mood is festive and carefree.



Deep in the heart of Southern Arizona next to Bisbee, lies a free spirited, hole-in-the-wall town named Naco. The burg is where Cochise County Choppers formed The Great Southwest Chopper Fest and BBQ Cookoff held September 3 and 4, 2011.

Cochise Choppers built a tribute bike called "Two Wheel Addiction," which was presented to Kent McInnis as a symbol of "Freedom Given Us—Two Wheel Freedom Received" for his services in Afghanistan. A while back Kent approached Cochise Choppers with a broken frame on his shovelhead, among other things, which led to a total rebuild. They promised a complete makeover chopper-style and now only the original engine still exists. In a last-minute flurry to finish the build, Kent hand-tooled the bike's leather seat and then drove like hell with it from Tennessee to showcase Two Wheel Addiction at The Great Southwest Chopper Fest.



The Great Southwest Chopper Fest in conjunction with the La Ramada Cantina, form a near-perfect union for such an event. Check out these deals: \$1.00 entry fee, free tent camping, no vendor fees, and a sexy-as-hell beer-cart maid. The event, benefiting the American Cancer Society, was a great group effort with help from many local sponsors.

The Arizona air was perfect for the many festivities that included a poker run through old Tombstone, mini-bike races, a bike show, a wet T-shirt contest, and a barbecue competition to whet the appetite. La Ramada Cantina also hosted a Sunday breakfast buffet with \$1.00 shots hourly throughout the event. Plus, there were many rockin' live bands day and night.

Go to the website www.greatsouthwestchopperfest.com for more information and future events.

—Dennis Carver/Clean Dean

Photos: Dennis Carver

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A young biker was courting Ellie Mae, who lived on an adjoining farm. One evening they were sitting on his porch watching the sun go down over the hills. He spied his prize bull "servicing" one of his cows. He sighed in contentment at this idyllic rural scene and figured the time was right for him to put some pressure on Ellie Mae. He leaned in close and whispered in her ear, "Ellie Mae, I'd sure like to be doin' what that bull is doin'."

"Well then, why don't you?" Ellie Mae whispered back. "It is your cow, you know."

Rocky Meyerson
W. Palm Beach, Florida

A man walked into a bar on a slow night and sat down. After a few minutes, the bartender asked him if he wanted a drink. He replied, "No thanks. I don't drink. I tried it once, but I didn't like it."

So the bartender said, "Well, would you like a cigarette?"

The man replied, "No thanks. I don't smoke. I tried it once, but I didn't like it."

The bartender asked him if he would like to play a game of pool, and again the man said, "No thanks. I don't like pool."

I tried it once, but I didn't like it. As a matter of fact, I wouldn't be here at all, but I am waiting for my son."

The bartender said, "Your only son, I am guessing?"

Rocky Meyerson
W. Palm Beach, Florida

Two gas company servicemen, one old, one young, were calling on houses in a neighborhood, checking meters. At the final house on their rounds, a biker watched through the window as they checked the meter. When they were through, the older man, wanting to prove his fitness, challenged the youngster to a foot-race back to their truck which was parked down the street.

As the two men raced toward the truck, they were surprised to find the biker from the last house huffing and puffing right behind them. "What's wrong?" they asked him.

The biker gasped, "Hell if I know. But when I saw two gas company men running as hard as you two were, I figured I better run, too."

Sarah Brack
Vacaville, California

Q What's the worst thing about prejudiced people?

A They're all alike.

Q How are children like farts?

A Your own are just about tolerable, but everyone else's are horrendous.

Virginia Walker
Currituck, North Carolina

Mongo's ol' lady takes little Johnny to the zoo. As they pass the elephant cage, the elephant has an erection. "What's that, Mommy?" asks the child.

"Nothing, Johnny, nothing," says the embarrassed mother, swiftly leading him on.

A week later Mongo (Johnny's dad) takes him to the zoo and the same thing happens.

"What's that, Daddy?" asks Johnny.

"That, Son, is the elephant's penis," stated Mongo.

"Mommy said it was nothing," Johnny replied.

"Well, your mother's spoiled, Son."

Fred Race
Strongsville, Ohio

"I can't wait to get home and tear off my wife's panties," said Kickstand to Clean Dean.



"God dammit, stop dry-bumping the sand!"

"You're that horny, huh?" asks Clean.

"Oh, hell no, they're just too damn tight on me..."

Tim Jennings
Vacaville, California

A girl came up to a handsome biker in a bar and said bluntly, "I haven't had a cock for nearly two weeks now." So, he immediately took her back to his place, and it wasn't until they'd undressed that he noticed the scars from her operation!

Tracy Gartman
Pontiac, Illinois

A Jew, a Catholic, and a Mormon were talking about the size of their families. The Jewish guy says, "We just had another kid, now we have enough for a basketball team."

The Catholic says, "My wife and I have enough for a baseball team."

The Mormon smiles and says, "When I marry my next wife, I'll have enough for a golf course."

Joey Hayes
Delano, California

A group of guys took a trip to France and decided to attend mass in a small town, even though none of them understood French. They managed to stand, kneel, and sit when the rest of the congregation did, so it wouldn't be obvious they were tourists. At one point, the priest spoke and the man sitting next to them stood up, so they got up, too. The entire congregation broke into hearty laughter.

After the service they approached the priest, who spoke English, and asked him what had been so funny. The priest said he had announced a birth in the parish and asked the father to stand up.

Rocky Meyerson
W. Palm Beach, Florida

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Road Trip

It's time to pack up all your gear and head out to Sturgis. Bikers have been doing this for many moons, and in the classic David Mann painting *Road Trip Undone* we see what happens when you don't "bungee cord" all your stuff down good and tight. Yeah, been there, done that, right? David had a real talent for painting the biker lifestyle the way it really was and is, as this artwork shows.

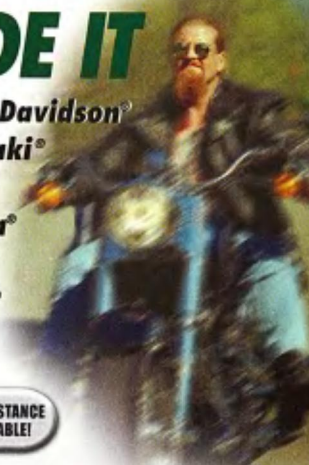
Interestingly, the painting was done for our September 1990 issue of *Easyriders* when we were celebrating our 20th anniversary as well as the 50th running of Sturgis Bike Week. The biker depicted in the painting is wearing a special commemorative T-shirt and that logo is still used today for our Easyriders Saloon on the corner of Junction and Lazelle in downtown Sturgis. Be sure to stop by for a cold one, and don't forget to tie everything down tight while on the road.

—Dave Nichols

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WOUNDED WARRIOR PROGRAM

ART COMMEMORATES COURAGE UNDER FIRE



What is the color of courage? Is it red as in the classic book about the Civil War's *The Red Badge of Courage*? Is it the deep blue behind the 50 stars of the American flag? Is it the purple found on the Purple Heart medal? While open to interpretation, that question found powerful expression in the artwork seen here created to commemorate the sacrifices and courage under fire demonstrated by American veterans of the desert wars and help support wounded warriors and their families.

The Wounded Warrior art project was a collaborative effort combining the talents and resources of several individuals, bike builders, corporations and volunteer organizations—and in the final analysis was greater than the sum of the parts.

THE CONCEPT

Ron Segal, owner of art2fineart in Broomfield, Colorado, and his partner Rick Rounick have been involved with motorcycle art for more than 20 years, including the classic bike art of David Mann in conjunction with *Easyriders* as well as the work of German artist Michael Knepper (see *Easyriders* Issue No. 362). Along

the way, Ron teamed up with iconic American bike builders Orange County Choppers and the nation's largest replacement window company, Window World, based in North Carolina, with nearly 200 franchises all around the country. Window World was in the process of sponsoring a third OCC custom motorcycle, in this case for the benefit of the Veterans Airlift Command (VAC), an organization it supports and one that does a monumental job supplying free air transportation services to wounded veterans and their families.

Fast forward and Ron is invited to bring Michael Knepper from Germany to participate in an OCC Discovery Channel TV *American Chopper* episode focusing on the VAC bike build. "The concept was that Michael Knepper would give some painting instruction to Paul Teutul Sr. and some of the wounded warriors, each painting their own rendition of an American eagle," Ron tells us. "All told, there were nine guys painting and lo' and behold they all painted pretty good eagles. The eagle motif was integrated into the paint theme of the VAC custom bike, which then appeared on the TV show and first aired in February 2012 and is now being



re-shown. As a result, I was fortunate to meet the OCC guys, Window World owner and CEO Tammy Whitworth, company president Dana Deem, company pilot and VAC volunteer Johnny Johnston, as well as Walter Fricke the founder of the VAC, and four of the Wounded Warriors including Adam Kisieleski and John Wayne Walding. Talking with Adam and John, the stories are off the charts and incredible to listen to...the heroism...and now their spirit and attitudes dealing with their injuries...it's awe-inspiring to be around those people."

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THE IMAGE

After the bike build and the TV painting experience, Ron followed up with a proposal for the creation of a painting and a series of prints. Window World said go for it as the benefactors for the project. Ron then enlisted the skills of Michael Knepper whose painting depicts a desert war scene containing images of Adam, John, Walter, Johnny, Tammy, and Dana. The design of the painting creates the impression of looking through a series of windows onto a desert scene with the six figures riding OCC bikes. In the background is an image of the Chinook helicopter Johnny Johnston flew during the war. Johnny, an avid motorcyclist, was instrumental in securing support for the building of the VAC bike with Window World's Dana Deem stepping up to handle the implementation of the project.

THE WOUNDED WARRIORS

ADAM KISIELEWSKI

Adam joined the Corps fresh out of high school, and for a time served as part of the honor guard security team protecting the president. Later posted into combat, he was a Marine Sgt. serving in Iraq when in August 2005 he fell victim to an IED booby-trap while clearing an insurgent hide-away. He survived the explosion but underwent 15 months of recovery for the loss of both his left arm and right leg. After discharge, he went to work as project officer for the U.S. Army's Telemedicine & Advanced Development and Research Center (DARPC) to develop new technologies to aid conflict injured U.S. servicemen and servicewomen. Today he works full-time as VP of Operation Second Chance, a non-profit organization that aids wounded and ill service members and their families.

He currently rides a custom 1200 Sportster and looks forward someday to a Fat Boy Lo. Adam aka "Bandit" is also serving his third term as president of the Battlefield Chapter of the Nam Knights of America M.C., one of 46 chapters across the U.S. He's also completing work for his university degree and recently earned his solo pilot's certification. He lives with wife, Carrie, and son, Evan, in Fredrick, Maryland.



Adam and Club Members: Ben "Tank" Whitmore; Mike "TurGreen" Lovejoy; David "Gunny" Most; Mauricio "Poncherello" Casanova; Adam "Bandit" Kisielewski; Gus "Cupcake" Casanova; Matt "Congressman" Clark; Jeremy "Red Eyes" Hahn (l to r).

Asked for his take on his own art talents, Adam laughs and says, "I recently took a career aptitude test and relating to my art aptitude, I got a 2 out of a 100, about as low as you can get but then I found myself painting on TV. That was a little bit of a surprise but a unique experience I'll always remember and would describe as enlightening. I've been a big fan of the OCC guys and their show so it was great to meet them thanks to Walt Fricke who gave me the call, knowing that I was into motorcycles."

Summing it up, Adam says, "I am proud to have had the opportunity to serve my country and now to serve those who serve us. It is highly gratifying to get to be a small part of something so much bigger than myself."

JOHN WAYNE WALDING

Ambushed in Afghanistan with his Green Beret team mates, John watched first one of his comrades take a bullet in the hip, then the medic who went to his aid also shot in the leg, both soldiers immobilized. Going for them despite enemy fire, John himself was hit in the leg, but managed to apply a tourniquet to the serious wound, then dragged the other two men to safety. Although he lost that leg, he remained on active duty and also helps other wounded warriors coming back from the desert wars.

Asked how he became involved in the painting project, John says, "I had used the services of the VAC in the past and the chairman Walter Fricke thought I would be representative of what they were doing, so I ended up on TV." He has no painting experience. "I'm a Green Beret, brother. We don't do painting. We do shooting. But I've always respected art and someone who can take a blank canvas and create a beautiful painting like this one. Personally I do wish the TV show had shown more about the Veteran Airlift Command as I think it's a very admirable organization doing very important work for the people of America. Walter and the VAC give us an incredible amount of moral comfort in what they do for us. It's not just avoiding what guys with artificial limbs have to go through with airport security by having access to private aircraft, but along the way you're meeting great Americans who become as close as family members."

John rides a 2009 Softail Custom, so when asked if he wanted to see a bike being built at OCC, he said, "Hell, yes!" Several years ago he had a bike, but that went away after getting married and having kids. Then he lost his leg in '08 but his wife, Amy, knowing much he loved riding, contacted CBS golf sportscaster and motivational speaker David Feherty about how to do fundraising. David said, "Don't worry about it." One day this brand-new black Harley showed up in John's driveway. Now he's back in the saddle. Currently in the process of being discharged from the military, he's living in the Dallas area taking college courses and training local SWAT teams.

THE VAC - FILLING A NEED

One of the toughest things facing wounded veterans of the Iraq and Afghanistan conflicts is dealing with the difficulties faced going through airport security when they need to travel for medical treatment or just somewhere with their family as many wear prosthetic devices and other metal medical implants. It can be a traumatic and even humiliating experience, often even required to remove their artificial limbs for inspection. Thanks to the Veteran Airlift Command's national network of over 2,000 volunteer private aircraft owners and pilots, the wounded warriors can bypass those often invasive and publicly embarrassing security examinations. The VAC, HQ'ed in Minnesota, is there whenever its needed. Its founder Walter Fricke was himself wounded in Vietnam and spent six months in a hospital virtually without any contact, an experience he wanted to prevent happening to the soldiers now returning from the desert wars, thus he founded the VAC in 2006. Says Walt, "When people hear our mission statement they get it and want to help. It all becomes crystal clear when you're with these guys on one our private flights, and you see the tears in their eyes when they tell you how much it means to them and their families by the compassionate way they're treated by our volunteers and how their families see them treated the way they deserve—as heroes."

THE RESULTS

On November 11, Veteran's Day 2011, all the participants gathered in Pinehurst, North Carolina near Ft. Bragg for a big event that included vintage fly-overs, parachute landings, and a benefit dinner that night during which the painting was unveiled and the Window World-OCC bike auctioned. Several hundred thousand dollars was raised for the VAC programs in ten minutes. One individual, Bill Edwards of the St. Petersburg, Florida-based Mortgage Investors Corporation, stepped up big time. A wounded Marine veteran of Vietnam and a strong supporter of VAC, he wrote a check for \$250,000. In addition, the OCC bike was given to VAC to help promote its programs and will be touring the country.

There is a limited edition of 189 24 x 34-inch prints based on the original painting, plus 25 artist proofs, a portion of the proceeds going to benefit the VAC. Of that number, 100 bearing the Window World logo were promoted to its franchise dealers. The remainder of the prints are available to the public and posters may also be available. Says Ron, "We showed the artwork at Daytona during Bike Week and the public support for the veterans was phenomenal." More info about the artwork at www.art2fineart.com. More info about the VAC at www.veteranairlift.org. More info about Operations Second Chance at www.operationsecondchance.org.

—Paul Garson

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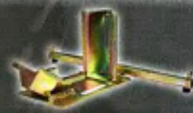


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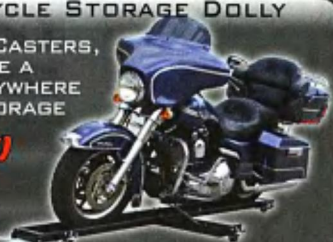
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Indian Summer

Lars Sundberg's (left) wild Swedish Indian chopper gathered many bike show trophies last summer in Europe. His buddy Kari "Kakku" Karjainen's (right) more down-to-earth custom took its share of wins as well but has served as a touring bike, carrying its owner around the Baltic and all the way down to Austria.

In a small, rather primitive workshop in northern Stockholm, you'll find Lars and Kakku doing a little bit of everything, from construction and carpentry, to plumbing and bike building. They met at a car show about five years ago. Kakku sells frames and rolling chassis for Redneck Engineering and wanted to build a custom chopper to show off all the parts. The Indian chopper job seen here was the result.

As for that long springer front end, a guy from Norway originally ordered it from Redneck in South Carolina, but apparently the dude got his inches and centimeters mixed up and asked for a 40 centimeter front end. When this long set of forks showed up, the guy freaked. Luckily, the springer

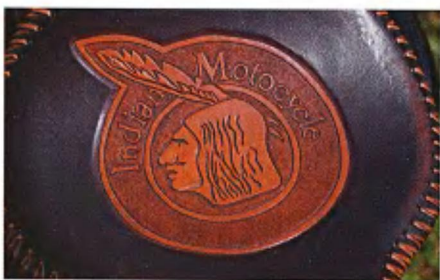
ended up on Lars' bike. "I raked the steering head out and put the springer on," Lars says. "I was really surprised at how good it looks."

The Power Plus Indian motor came from a Florida company called Black Hawk that used to do warranty work for the Indian Motorcycle Company out of Gilroy, California. Lars got a killer deal on this engine. While Lars was building his chopper, Kakku was working on his more user-friendly redneck chop with an Indian motor that was made by S&S Cycle. There are a lot of handmade parts on his scooter, including the trick rear wheel center stand that does double duty as a taillight and license plate bracket. The gas tank mounts are special, too. The tank halves are pushed onto pieces of steel tubing and are locked in place with leather straps. This actually makes the tanks easier to take off than on a stock Harley so you can get at the coil and fuses.

Lars' chopper features such innovations as a left floorboard that is also a gearshift lever and braking is accomplished by stomping down on the heel of







the right floorboard. The bike shoot took place at an Indian Village outside of Stockholm where some Swedes who are crazy about Native American history created a tourist trap with teepees and such. Naturally, the hardest part was moving Lars' long-ass chopper around, which he says is like trying to move the *Titanic*.

—Charley Charles



Photos: Silver Ohlsson

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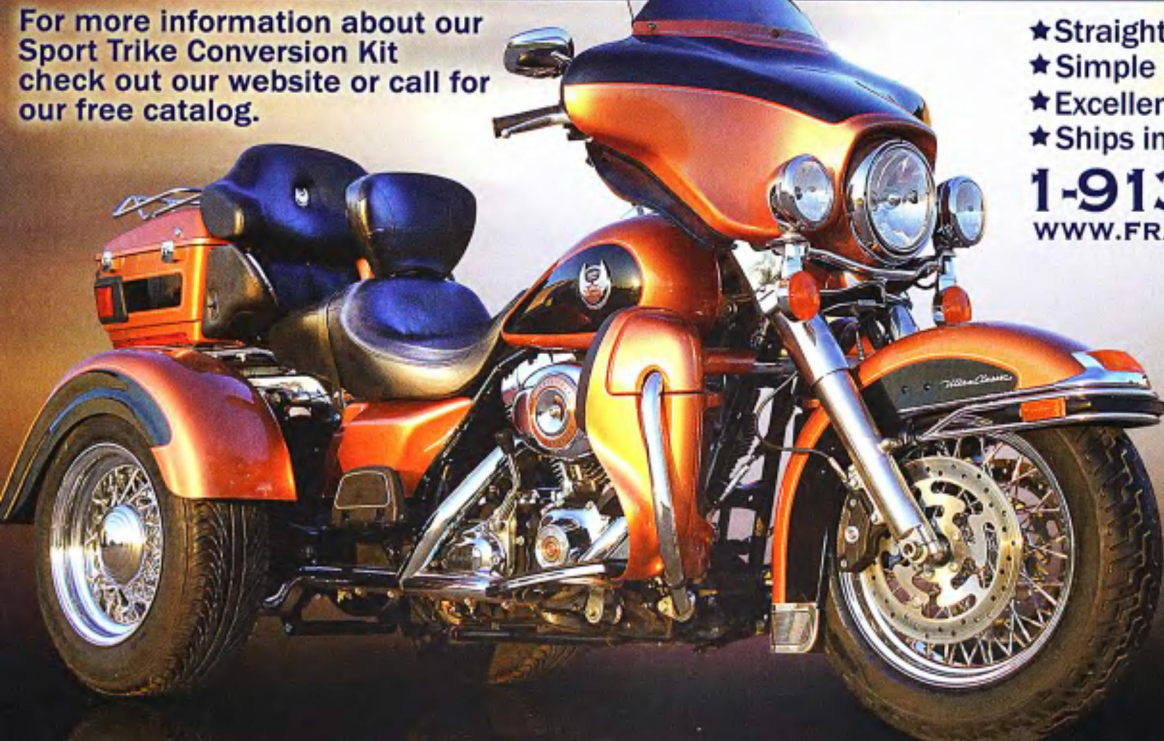
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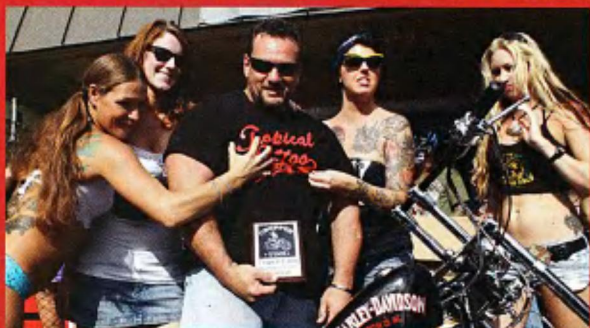
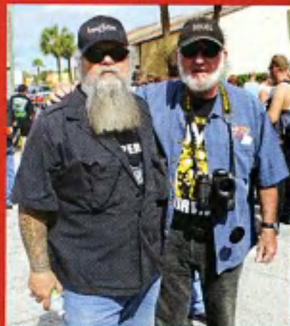


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WILLIE'S TROPICAL TATTOO

OLD SKOOL CHOPPER SHOW





In Daytona Beach you've got Bike Week and Biketoberfest, and on Thursday of each of those weeks you've got Willie's Tropical Tattoo Old Skool Chopper Show. Folks, this is the real deal. If you, like me, like old shit, then you'd appreciate the machines on display at this event! There is everything from rust-bucket rats to the most sparkling of restored knuckles. This is pure eye candy—that is, besides, all the soft, cuddly, stuff prancing around.

Among the several special handmade trophies given out at the show during Bike Week this year, Willie himself was awarded two of them for his ongoing efforts to present a blockbuster show.

Activities were presided over by the irrepressible Roadside Marty, who introduced ace bike builder Dave Perewitz. Dave donated a special award trophy, as did our own Rogue, veteran *Easyriders'* moto-journalist.

Willie's Old Skool Chopper Show features the four "B's": bikes, babes, booze, and brothers...all the makin's of one hell of a party! See ya there next time.

—Miserable George

Photos: Miserable George

STURGIS IS COMING

THE ITCH YA JUST CAN'T SCRATCH



The ride to Sturgis with your favorite ridin' partners is the best part...right? Or is it? How 'bout cruisin' Main Street or camping with your buddies? Or as these photos show, when you haul ass out West I-90 then blast through Spearfish Canyon and stop at Bridal Veil Falls, then stop at a bar where you spot a tall damn chopper with a bobber parked under it? Ya keep poundin' them beautiful backroads where there are bikes flyin' everywhere, with a mass of 'em bein' straddled by eye-catchin' honeys. See the smoke up ahead? That's the burnout competition in Sundance, followed by a righteous wet T-shirt contest to clean up some smoke-tainted titties. This is just one day of the fun. After a week of constant roamin' and partyin', it's time to take the long ride home, which is the worst part, right? Nah, not really.

See y'all in Sturgis!

—Clean Dean

Photos: Nate Ullrich

THIS ISN'T YOUR FATHER'S RALLY ANYMORE
SURVIVING 2012
STURGIS





What could be finer than riding into Sturgis hungry, tired, and sun-burnt after several days on the road and plunking your road-worn ass down on a comfy chair and having a big old Flat

Iron steak or 12-ounce rib eye served to you with all the fixings and trimmings you could want? Maybe having a frosty mug of beer to go with it? Maybe having it all brought to you by some sexy little wench wearing mostly a friendly smile? And maybe listening to some great tunes by a live band while you're chowin' down?

If any or all of that's up your alley, you'll feel right at home at the corner of Lazelle Street and Junction Avenue. That's where the Easyriders Saloon and Steakhouse is, right in the middle of Sturgis. And this is not your average roadside restaurant, either. This is bound to be the new Sturgis Rally headquarters for many of you because it offers so much.

Aside from a sit-down dinner featuring the best food in town and the finest cuts of meat, there's a daily happy hour and also the Easyriders Saloon's signature "Biker Breakfast and Beer Buffet" that's special during the rally. For your listening pleasure, you might be interested to know that such luminaries as Blue Oyster Cult, Rev. Horton Heat, Jasmine Cain, and many more

FREE CONCERTS ALL WEEK AT THE EASYRIDERS SALOON:

SHOOTER JENNINGS • BLUE OYSTER CULT • FOGHAT • WARRANT • FIREHOUSE • TRIXTER • THE KENTUCKY HEADHUNTERS • HAIRBALL • BLACKBERRY SMOKE • REVEREND HORTON HEAT • GILBY CLARKE • PLUS:

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will entertain you throughout the week on the Saloon's stage, free!

New for this year will also be a 400-foot second-story balcony that'll get you as close as humanly possible to the action on Lazelle; you can people and motorcycle watch from here or enjoy the sunset over the Black Hills, for example. A brand-new boardwalk extends from this second-floor balcony at the Saloon and connects the crowds to the Original Downtown Broken Spoke Saloon, now part of the Easyriders Saloon to make this whole block an Easyriders World of biker fun!

There's also a daily ride-in bikini bike wash every afternoon, and the girls are flown in from all over the country like so much caviar just for you, the discerning horn dog. The righteously raucous party begins on Thursday, August 2 with the Aultimate Ozzy and will not end until the fat lady sings (or make that Gilby Clark instead) 9 days later and everyone goes home on August 11. The Easyriders Saloon and Steakhouse is a must for everyone who's headin' for the Black Hills this summer, and for more info on what else is going on there this year, check out: www.easyriderssaloon.com

What else is going on this August in the Black Hills during the Sturgis Rally? Check out the following:

TIN LIZZIE SHOW, SHINE & WIN

If you're not doing anything on Thursday, August 9, or even if you are, you might want to head out to Deadwood anyway to check out (or participate in, if you feel up to it) the Tin Lizzie Show, Shine, Win Bike Show and Motorcycle Giveaway. It'll be happening at the Tin Lizzie Casino at 222 Main St. and will be judged by our very own Dave Nichols. Sign-in's from 10 a.m. until 12:30 p.m., which is when the actual show starts. It'll run until 4:30 p.m., and awards are given out to the winners at 5 p.m. one of the bikes chosen will also be featured in an upcoming issue of *Easyriders*.

For information on how to enter your bike, contact Michael Farabaugh at 812-267-8104 or e-mail him at mwfphoto@hughes.net.

AUGUST 2 - 11 BUFFALO CHIP CAMPGROUND

There's always a lot going on at the Chip, and here's a quick preview:

CONCERTS:

August 3 - War
August 4 - Shinedown
August 5 - Candlebox & Zac Brown Band

August 6 - Loverboy & Journey
August 7 - Boston & Buckcherry
August 8 - Eric Church
August 9 - Sugarland & Lynyrd Skynyrd
August 10 - Major headliners, details at www.buffalochip.com
August 11 - Major headliners, details at www.buffalochip.com

OTHER EVENTS:

Sturgis Rider Sweepstakes - Register at the Buffalo Chip to win a custom Klock Werks Victory Motorcycle and matching Epiphone Les Paul Studio guitar. The winner will be announced live on stage at the Buffalo Chip, Friday, August 9 before the Lynyrd Skynyrd concert.

CrossRoads At The Buffalo Chip - A new free-to-the-public development in front of the west main gate of the Buffalo Chip featuring the Sturgis Rider Cafe and World Largest V-Twin Motor sculpture.

**AUGUST 3
TAILGATE PARTY FRIDAY AT THE BUFFALO CHIP**
All day music and activities.



**AUGUST 4 - 10
COME TOGETHER, THE SPIRIT OF BORN-FREE 2012 MOTORCYCLES AS ART EXHIBITION AT THE STURGIS BUFFALO CHIP**

10 a.m. - 10 p.m.
The annual Motorcycles As Art event also returns to the Buffalo Chip's 7,000 square foot Exhibition Center with an all-new exhibit entitled *Come Together, The Spirit of Born-Free*. It is open daily to the public and admission is free.



Presented by the Sturgis Buffalo Chip and curator, famed photographer Michael Lichter in conjunction with Born-Free bike show creators Grant Peterson and Mike Davis, this year's highly anticipated exhibit will be like no other in the history of Motorcycles As Art. *Come Together, The Spirit of Born-Free* celebrates freedom of expression, contemporary motorcycle design and the vision of today's most innovative artists and custom bike fabricators. This exhibition will look at what is behind the notion that motorcycle design is as much about the culture and times it was born of as it is about the machinery itself. It will do this by looking at an emerging movement within custom motorcycling.

"Over the last few years, custom bike building has been returning to its roots," explains Michael Lichter. "Custom bike builders have been looking back to simpler times, to motorcycling in the 1950s - 1970s for inspiration. They are back in their small garages all across America getting their bikes to work better, look better, and represent who they are. They work by themselves and they work with their best friends. This new breed of builder is

acknowledging the styles of the past as well as today's engineering innovations and in doing this, they are breathing new life into old machines. Their creations reflect their personal stories, their friends and contemporary life they are part of. Paramount to all, they are building these bikes to ride—and they ride them hard."

The show has become an epicenter for the fusion of past and present motorcycle design. It is with this shared vision that Michael Lichter, Grant Peterson, and Mike Davis have joined forces for the annual exhibition at the Buffalo Chip that will see more than 25 custom bikes and art that represent the Born-Free movement.

AUGUST 6 LEGENDS RIDE

Rock the Sturgis Rally with the Legends Ride in 2012. Ride, rock, and roll with the city of Deadwood and Legendary Buffalo Chip on Monday, August 6, 2012, with an exquisite 55-mile ride through the Hills of Dakota that supports charity and celebrates motorcycling. Get your place on the "Ride that Rocks!" with bike builders, celebrities and cigar aficionados

to benefit the Black Hills Special Olympics and the Sturgis Motorcycle Museum & Hall of Fame.

Buffalo Chip Challenge Auction

Bid on a custom bagger built by industry veteran Keith Terry and students from Sturgis High School. Live auction is at 6:30 p.m. during the Legends Ride reception at the Buffalo Chip.

AUGUST 7 ANNUAL MAYOR'S RIDE AND POKER RUN

Registration 11:30 - 12:30
VFW Post #3442
(721 Mt Rushmore Rd, Custer)
Food & Beverage available at your own expense
Ride begins at 1:00 pm
First 50 to register get a FREE T-shirt (No early registrations)
Return to the VFW at 4 pm for a meal and poker winner announcements
Cost: \$15 driver - \$10 passenger

AUGUST 8 STURGIS HALL OF FAME 2012 INDUCTEES

Sturgis Museum and Hall of Fame
Although the nominees for this year's festivities

were't available at press time, there will be a 2012 nomination. The annual Sturgis Motorcycle Hall of Fame Induction Breakfast is scheduled on Wednesday, August 8. Tickets can be purchased through the Museum at 605-347-2001 or online at www.sturgismuseum.com.

AUGUST 8 BIKER BELLES CELEBRATION - DEADWOOD

Women have always been a part of the Sturgis Rally and the extended family of the Sturgis Buffalo Chip. Whatever you call yourself, be it a motorcyclist, a curiosity seeker, or someone just looking for a change of pace, join us for a day of real women, real stories, and real fun at the 2nd annual Biker Belles celebration, presented by the Legendary Buffalo Chip.

Following the annual Sturgis Motorcycle Museum & Hall of Fame Induction Breakfast in the historic town of Deadwood, the Biker Belles event will kick off at 11 a.m. at The Lodge at Deadwood with registration, and activities planned. The Biker Belles celebration will continue by departing from The Lodge at Deadwood for a spectacular ride lead by Ride Captain, and famed Motor Maids member, Meg McDonough and friends, including renowned builder, land speed record holder Laura Klock. The scenic ride from Deadwood will travel to the Sturgis Buffalo Chip for a special Biker Belle shindig including food, beverage, shopping, fashion show, silent and live auction along with entertainment by Iron Cowgirl Missy. The evening's festivities will be highlighted with a headliner concert in the Sturgis Buffalo Chip amphitheater.

Tickets for the 2012 Biker Belles celebration are available on the website or by calling 605-347-9000. The ticket contribution for the Biker Belles celebration is \$150 per person with 100 percent going directly to the chosen charities.

AUGUST 8 & 9 RUMBLE IN THE HILLS PRO HILL CLIMB

Join the likes of pro hill climbers for an entertaining and competitive NAHA Pro Hillclimb to get a feel for the quickest way up the hill. There is no better way to spend your mornings and afternoons while at the Sturgis Motorcycle Rally. Spectators can expect 6 hours of adrenaline and throttling up-hill entertainment and the chance to meet the riders. Advance reservations \$20.

AUGUST 9 ANNUAL VETERAN'S RIDE & CEREMONY

Registration 9 am to 10:15 am

Ride begins at 10:30 am

Ride from Custer to Hot Springs, touring the National Cemetery, SD Veterans Home and the SD Veteran's cemetery.

Lunch provided at the VFW in Hot Springs



Photos: Michael Lichter

(21 gun salute, posting of colors and taps)
Return to Custer's VFW Post #3442 for Veteran's ceremony.
(Awards given and music following ceremony)
Food can be ordered off the menu from 5:30 p.m. - 7 p.m.

FOGHAT AND MORE AT GLENCOE Hwy 79, 4 miles east of Sturgis, next to Glencoe

When you visit Sturgis, South Dakota for the 72nd Annual Sturgis Rally, Glencoe Camp Resort is the biker's choice for the best entertainment, camping, RV facilities, and overall accommodations. At Glencoe's "Pavilion" you'll find the best house bands in Sturgis, and Foghat is only the beginning. During the 2012 Sturgis Rally, Glencoe campground will host a wide variety of concert offerings, all free.

With daily and nightly performances, these bands rock the Pavilion with unique sound, crowd pumping music and an atmosphere unlike anywhere else. Easy access bars (plenty of them) give you easy access to your favorite beverages. Join your friends at the Pavilion. Check 'em out at www.glencoeecamp.com

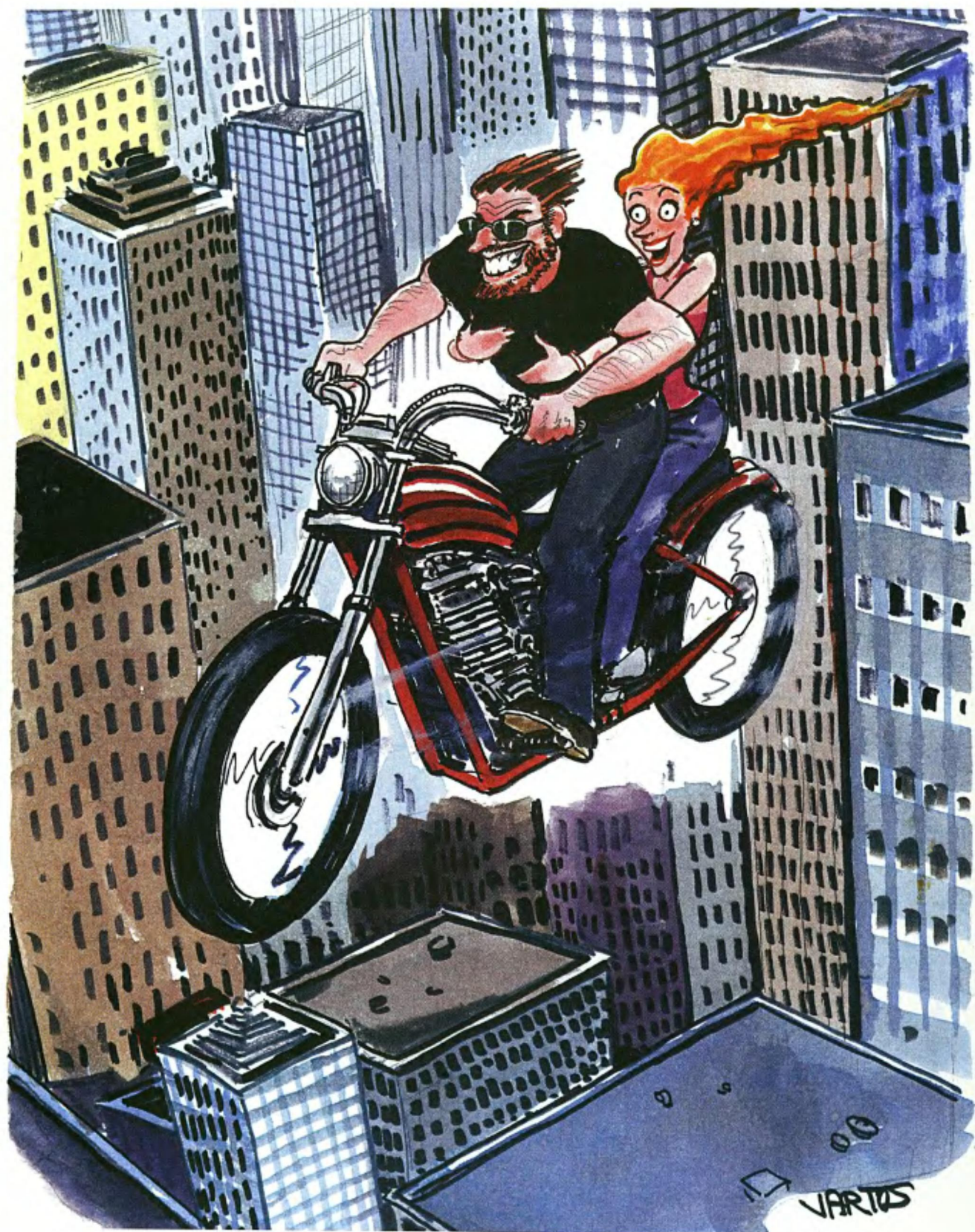
This is a very abbreviated schedule at the time of this writing. Obviously, there's a lot more going on, so your best bet is to check out www.buffalochip.com or call 606-347-9000 for what else is happening at the Chip.

You can also check out any other of the many websites that cater to the Sturgis-bound rider, such as the following:

www.sturgismotorcyclerrally.com
www.sturgis.com
www.sturgisrally.com
www.fullthrottlesaloon.com
www.sturgishd.com
www.sturgis.sd.us
www.blackhillssrallyrentals.com
www.allblackhills.com
www.rallyinfo.com
www.blackhillsbadlands.com

There are plenty more, but this should give you a nice overview and, if you need it, a good start into planning your best adventure at the Black Hills Motorcycle Rally ever.

—Tripper



"You're right, there's so much less traffic when you jump roofs!"

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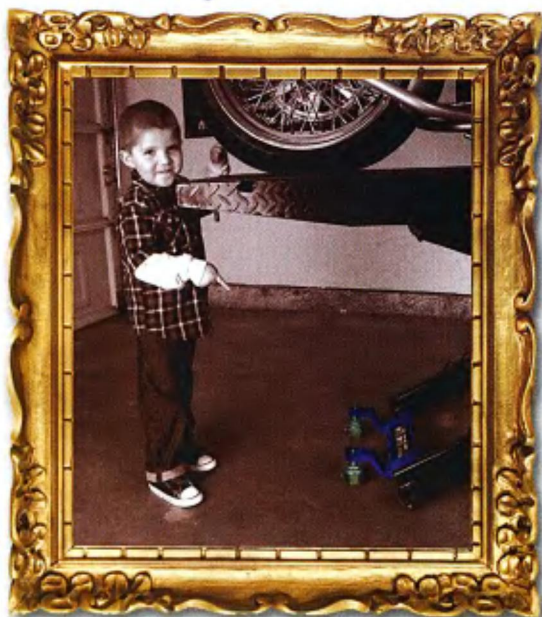
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It's so easy that Owen, Jim's Grandson, can move a lift around the shop!



Oh yeah! and once the lift is lowered to the first lock tab, the wheels pivot "up off the floor" so the lift will NOT move around on you while you work, So Cool!

We've all struggled moving a loaded bike lift around the shop. Only with the JIMS lift caddy can you bolt on this unique product and effortlessly move your lift around the shop. Want to move the lift? Simply raise it all the way up and the wheels pivot down onto the floor. Ready to work? Just lower the lift to any of the lock tabs and the wheels pivot up off the floor so the lift will not skate out from under you while you are working.

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The JIMS lift caddy can be bolted on the lift permanently and is always there ready to use. Great for moving lifts around your car in the garage as well!



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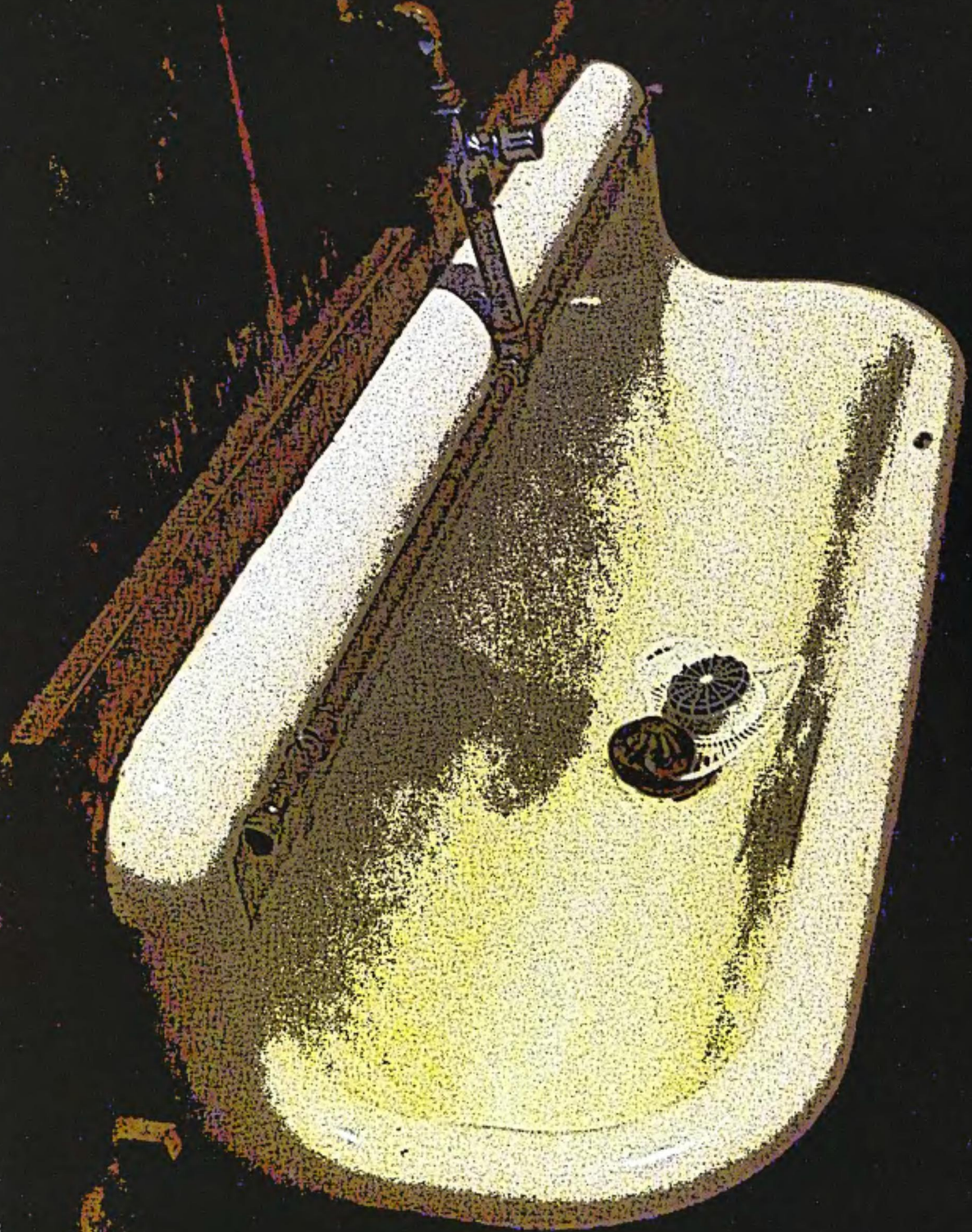


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PISS OFF!

RESTROOM RULES



You can tell we're into a new millennium now by peeking into our public restrooms. You find condom machines in the ladies' rooms and baby-changing stations in the men's. I'm not sure I'm in the right place anymore when I see urinals along the wall. Some women I know would stand up to pee just to spite you. But they wouldn't know how, really, not having been brought up on the custom.

I, on the other hand, grew up learning an entire protocol of propriety about using urinals in public men's rooms. First you walk in and size up the situation. How many urinals are there in the room, how many pissers stand in front of them, and what kind of open urinal space exists between?

Rule number one is you leave one empty urinal to your right and another empty urinal to your left. That's protocol. But if protocol's not possible, leave an empty receptacle on at least one side. Only when a crowded room forces you to choose a piss spot between two active pissers, do you make that last, desperate choice.

Next, where do you direct your eyes? You can't look left or right, because that makes you a meat-gazer, the lowest form of life in the men's room. And you can't look down at your own junk, because that shows you're too interested, fastidious at best and self-idolatrous at worst. And you better not stare straight ahead at the wall, because that shows how awkward you feel in front of the pisser and reveals you're a transsexual ex-female just learning how.

The proper thing to do is draw an imaginary line from your shoulder to the wall above the urinal and half-gaze at that spot. This action creates a contemplative tilt to your head and allows you to ruminate through your pissing time until your bladder's empty. Then you shake once or twice—three times means you're masturbating—stow your package and leave.

The most shameful character in the men's room is Little Peter, who slips into the shitting stall to take his modest pee, so no one can see what he does or doesn't have. Sometimes he sits down and puts out a few fake grunts in there, to make you think he's doing his business, but you aren't fooled. Anyone who sits down to pee is a girl.

One of the toughest public men's room situations is the stadium pisser at your Major League baseball or NFL football game. Everybody hits the head at the same time—at halftime or between innings—and the lines are long. To make the situation worse, stadiums don't have urinals at all, but instead they feature a pissing trough along one entire wall, and you stand in line until it's your turn to step up shoulder to shoulder, overcome your stage fright by thinking about your best girl or your favorite sport, and let the piss go. If you can't manage to release your bladder, you pull away dry and get back in the end of the line.

So there you have it, the rules of the restroom. But all this established urinal protocol was destroyed 10 or 15 years ago by the advent of Penis Privacy Panels, those metal dividers they now put up between urinals that keep you from viewing your urinal-neighbor's private possessions. The only way meat-gazers can ply their trade now is by leaning way over and peeking past the panel, but that act that will probably trigger five angry piss-spattered knuckles against their noses.

Penis Privacy Panels were invented by a team of petite males tired of having their shortcomings displayed, along with a gaggle of germaphobes who were loathe to get urinally spattered upon. These panels are nearly universal in public men's rooms today, but not quite. Every now and then you walk into a restroom and are shocked to find an open row of unpaneled urinals along the wall. This happens especially in Texas and Alabama. Those cowboys and rednecks are particularly proud of their personal endowments, and they often sneak into the men's rooms at night and tear down the panels. During daylight, they enter a crowded men's room, stand three feet back from the urinal, engage four strangers in conversation to make sure everybody's looking, grab their fat sausages, and hose an arc toward the urinal. If they hit their target, fine. If not, that's okay, too.

So if you're out traveling on vacation and you happen to own a small wiener, and you also happen to cross over into Alabama or Texas, take your piss outside in the woods behind a sapling and avoid the humiliation of the cowboy or redneck men's room.

Taking a dump in a public restroom is another issue altogether, and it requires a clean, comfortable stall with an element of solitude. Let's face it, this is an occasion when you want to be alone, not an experience you'd like to share. One thing I don't like is how cramped and small your typical public bathroom stall is. That's why I choose the wheelchair-accessible ones when I get the chance. It's like you've got your own little place in there, with room to hang up your coat and handy grunt bars on both sides of the commode.

I can't stand it when I'm all cozied up in the only handicapped stall in a particular men's room, and some jerk comes up and yanks on the door handle. He finds it locked, of course, and of course he yanks again. He should be getting the picture by now, shouldn't he? That this commode is occupied? But not this guy. He peeks over the stall door and looks me in the eye, while I'm sitting there helpless and humiliated.

What he should have done was look under the stall. That's the proper etiquette; you always look under the stall door. Those rumpled trousers over shoe tops are a dead giveaway and you don't have to make eye contact. We all know we all have to go to the bathroom, but we don't

need to look at each other while we're doing it.

I'll never forget basic training in the army. The drill sergeant took us into the barracks the first day and showed us the latrine. A mirror the length of one wall with a shelf for shaving kits, one big happy shower room across the way—that was all okay. But the commodes! An even dozen of them right out on the bathroom floor in horseshoe formation, each facing the center space, like a pow-wow of short, white Seneca chiefs or a porcelain circle jerk. No walls, no stalls, no curtains, no privacy of any kind.

You were supposed to sit around and do a group poop, apparently, and look each other in the eye (or wherever) while doing it. This had something to do with platoon unity, poop group platoonity you might call it, and all of us got used to it eventually, but those first few weeks we had a lot of tight-lipped constipated young men in that barracks and a lot of guys who waited until three a.m. and tried to slip in there while everybody else was asleep, only to discover they weren't the only buck privates to think of that plan.

Some people can't use public restrooms at all, my brother, for example. He has to be at work at eight o'clock every day, so he gets up at five to drink a pot of coffee and give nature time to take its course. He can't use anybody else's facilities. That's why he never goes on vacation. That's why he never visits Mom anymore. I have to carry letters back and forth because my brother can't do his business anywhere but in his own bathroom, with the door slammed shut and his stupid kitty cat named Honey perched on his shoulders while he's sitting on the crapper. That's who invented toilets, by the way. Thomas Crapper. No shit. You can look it up.

My brother never stays married very long. He requires too much bathroom privacy. When you're married, you're lucky if you get the bathroom at all, let alone any privacy in it. Plus your wife will repeatedly complain about you leaving the seat up. Ladies always close their commode lids, but when you pull the seat up to do your own private pee, you often find they leave a telltale sign that they didn't even flush. I get it if the family is conserving water and following the "yellow is mellow; brown is down" rule, but I still prefer a clean-flushed toilet.

The fact is if you're a guy and you walk into the household bathroom, open up that commode lid, and spy a snatch-wad of toilet paper floating in a yellow-water bowl, you'll know there's a woman living in your house.

So when you're married and want bathroom privacy, you can go to the public rest rooms like I do. Or you can copycat my brother and get divorced, then spend the rest of your life in your little apartment, with its tiny bathroom and only a cat to keep you company. Either way, you're not happy, but then...who is?

—Don Feigert



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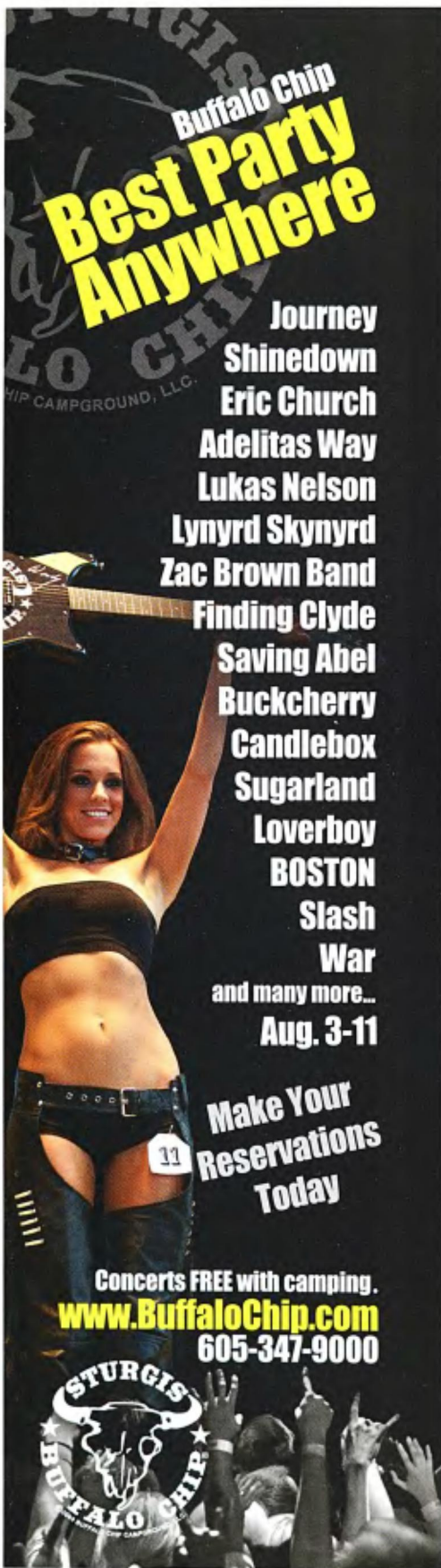
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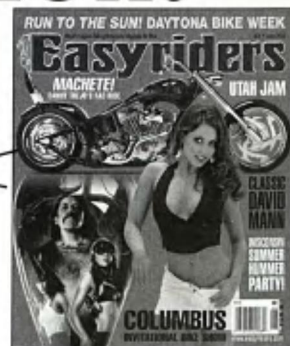
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While this is the first flathead encounter for Joker Cycles' Jeremy Valentine of Bluffton, Indiana, it came with some personal history of its own. Its name, "Slickster," commemorates Jeremy's buddy, nicknamed Slick, who passed



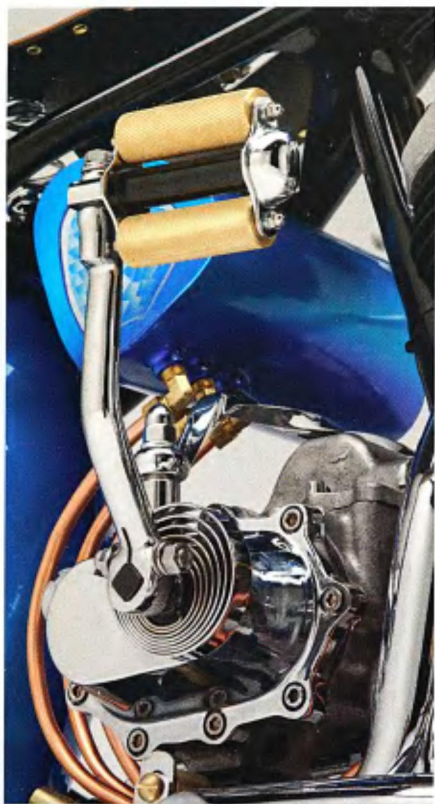


away not long after the two began discussing such a vintage build.

The first piece acquired for the project was a Paughco wishbone frame. While Paughco now offers a frame with the offset built into it, Jeremy wanted the challenge of making it work from scratch, so he machined a 2 3/16 offset so the flathead could take the big twin primary and 4-speed transmission. "I got the 45 in trade for some work I did for a customer, but it looked like something we dragged out of a barn," Jeremy says. "Shannon Reinhart split the cases and did a complete rebuild, and I told him to spare no expense, that everything had to be new."

Intent on keeping the old-school flathead flavor going strong, Jeremy also called upon his friend Ron Finch, a legend in the industry, to come up with just the right paint job. "I told him to just do whatever he felt like doing," Jeremy remembers. "I have to say it shocked me at first, but then it grew on me."

The ultra slim front end was grafted from a 2002 Sportster, the factory locking mechanism and doodads were machined off by Jeremy, who then turned it over to another friend,



Spencer, who set to work polishing it completely by hand. A mini 4-inch headlight sets off nicely against the big 21-inch front wheel. When it came to grabbing hold of the bike, Jeremy went looking for something beyond the usual apehangers or Z bars and came up with the unique, standout design seen here. He also took one of Chromeworks' 250 wide fenders and cut 5 1/2 inches from the center, then welded it back together to get that pointed-edge effect, something he says sort of gives the look of a Viking helmet.

Asked what the bike sounds like, Jeremy thinks for a moment then says, "Like a farm tractor with attitude. It's not a powerhouse but it's a fun ride and always draws a crowd."

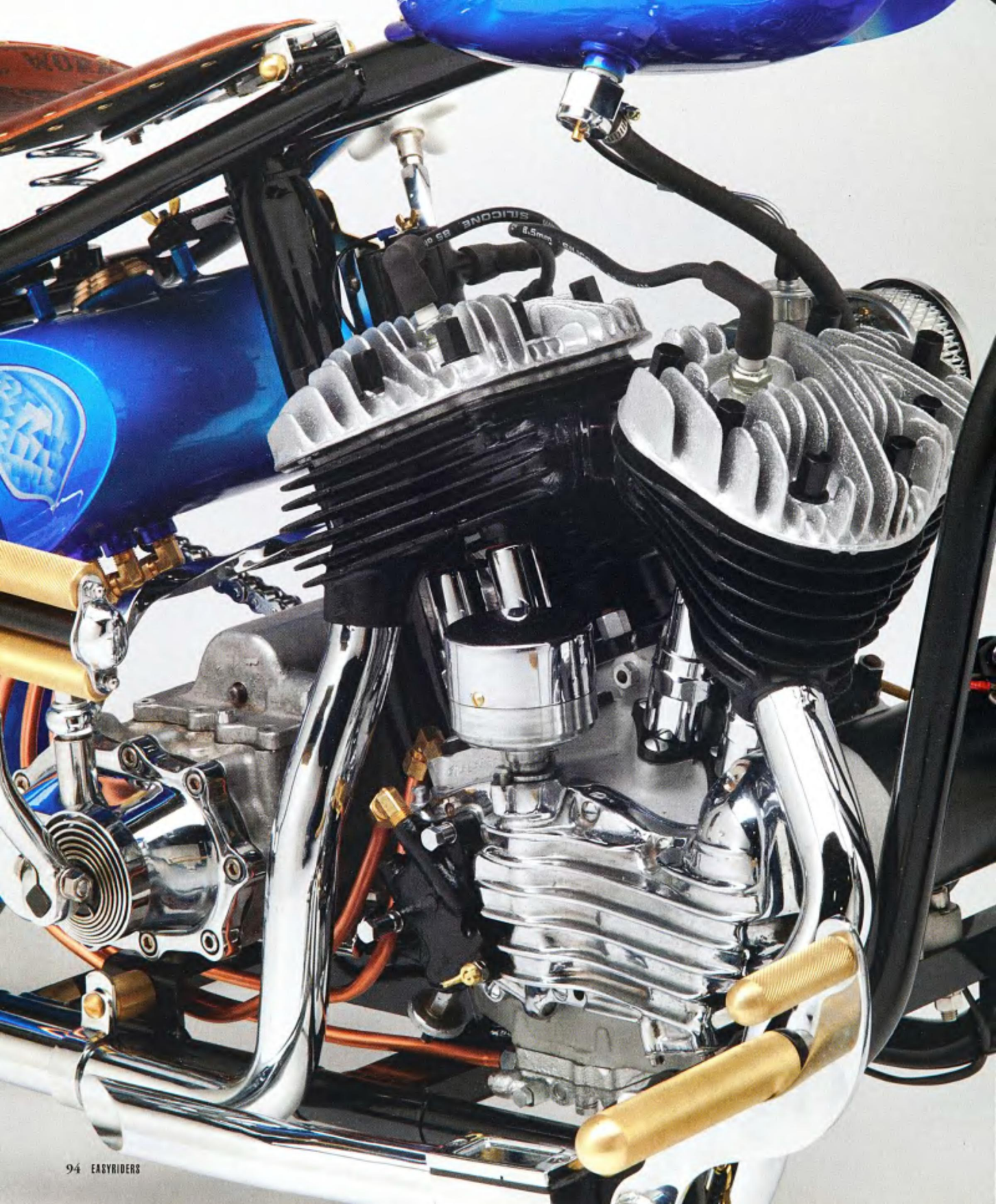
—Paul Garson





The 45 motor looked like something we dragged out of a barn.





Jeremy Valentine of Joker Cycles (seated) with his unholy minion, Gordon.



Owner: Jeremy Valentine
City: Bluffton, Indiana
GENERAL
Designer: Jeremy Valentine
Fabrication: Joker Cycles
Year/make: 2011 Harley-Davidson flathead
Model: Slickster
Assembly: Joker Cycles
Time: 2 1/2 months
ENGINE
Year/make: 1938 Harley-Davidson
Displacement: 45 cubic inches
Cam: Harley-Davidson
Ignition: points
Pistons: .030 over
Heads: factory
Lifters: Harley-Davidson
Carb(s): Mikuni 38mm
Air cleaner: 2bbl Chevy
Pipes: Joker Cycles
TRANSMISSION
Year/make: 1974 Harley-Davidson
Modifications: definitely
Shifting: jockey
PAINTING
Painter: Ron Finch
Type/color: House of Kolor/
blue, silver
FRAME
Year/make: 2005 Paughco
Type: wishbone
Rake: stock
Stretch: stock
Shocks: rigid
ACCESSORIES
Bars: Joker Cycles
Handlebar controls: none
Fenders: Joker Cycles
Headlight: Tedd's
Taillight: Justified Defiance
Pegs: Joker Cycles/Hot Rod
Electrics: Harley-Davidson
Gas tank: Tedd's
Oil tank: Joker Cycles
Oil system: Joker Cycles
Seat: Sinister Seats
Grips: retro ol' school
FORKS
Type: 2002 Sportster
Extension: stock
Builder: Harley-Davidson,
Joker Cycles
WHEELS
Size: 21-inch front, 18-inch rear
Wheels: Harley-Davidson
Tires: Avon
Brakes: Harley-Davidson
Photos: Michael Lichter
Contact: Jeremy Valentine
Joker Cycles
260-820-1750

Meet This Month's Winner!

Clean yer glasses and grab the grease gun, grandpa! In this month's miracle of ink and wood pulp you'll find Carmen Valentina from the great felching state of Florida. She's a plump little dumpling just ripe for the picking, if you know what I mean, and I think that you do. Find out all about her food allergies and fascinating "sexual Santa" fixation starting on page 100—Why, it's enough to put a good man in the Hoo-Hoo House!

—Moosecock Montana



#0801 Nikki — Maryland

"My first ride on a Harley I loved the power between my legs. It felt like a damn food processor down there!"



#0802 Keri — Arizona

"My first ride on a Harley was fantastic! Wind in my hair, a beautiful machine between my legs, and open road for miles. What else could a girl need?"



#0803 Andrea — California

"My car broke down on the highway, and a sexy man on a Harley pulled over and asked if I needed a ride. Of course I accepted."



#0805 Stacy — California

"My first ride on a Harley was on a bike built by Billy Lane. I fell in love with choppers that instant!"



#0804 Stephanie — Maryland

"My first ride on a Harley took me to places I have only ever imagined in the deepest bowels of my unconsciousness."



#0806 Alexandra Nicole — Florida

"My first ride on a Harley was with my uncle. The feeling of being free with the wind in my hair, I knew that I was born to be wild."

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, Nikki from Tennessee. She's got a wild tale to tell about her days riding the rails and singing the folk songs of our land. So come back next time as we welcome the return of Stepladder Blowjob Fridays.

470

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

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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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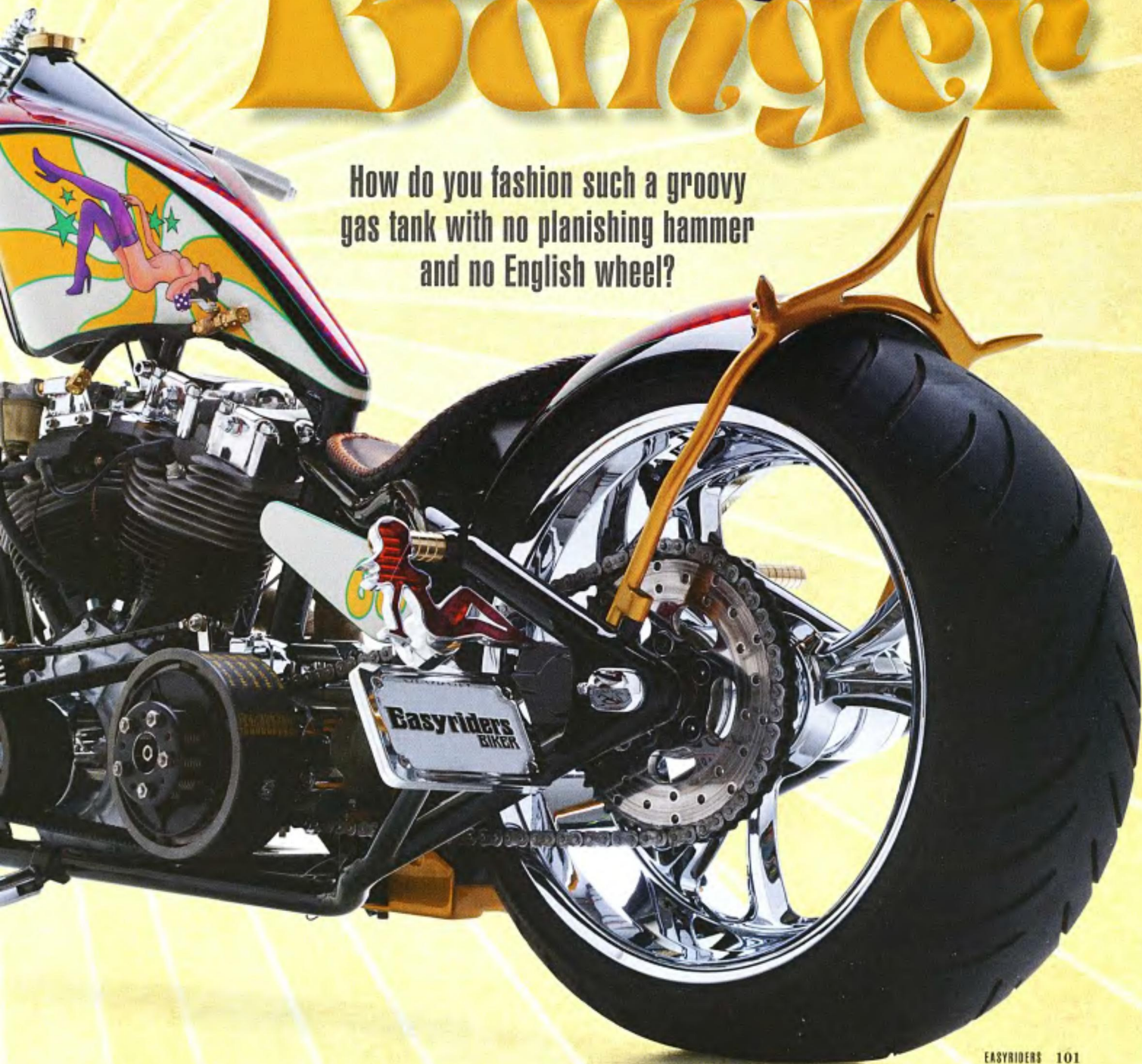


Kevin Kaspar is really into bangin' on this skank in his basement, and the truly righteous ride before you is what he has to show for it. Squares hate it, chicks dig it, and we love it! He grew up across the street from a chopper club in Rochester, New York. Under the streetlights, their bikes shined like they were on fire. His dad told him that these long, stretched out bikes were called choppers. The group left a huge box of old *Easyriders* magazines on the curb and naturally they became Kevin's. He's a certified tool and die maker, and has built a very impressive 1959 Impala Lowrider too, but there are unique challenges to building a custom chopper.

Hit It Like You Mean It

Shank Burger

How do you fashion such a groovy
gas tank with no planishing hammer
and no English wheel?



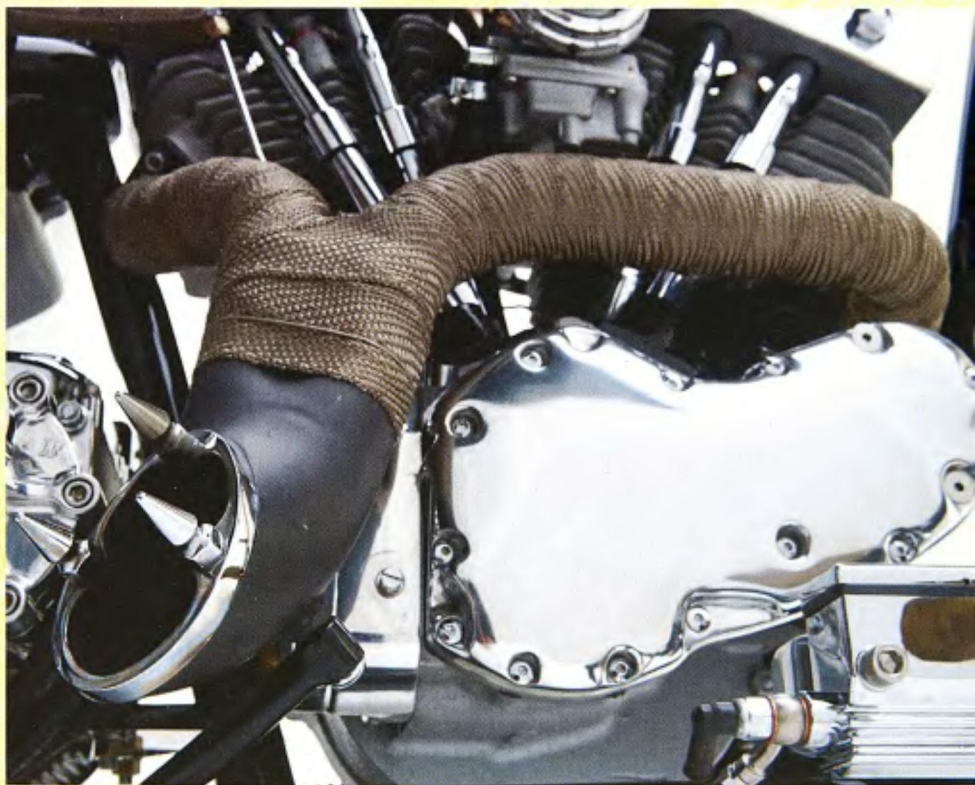


That is why Kevin sought advice from Southern Gentleman custom creator, Hank Young. You would never guess this is Kevin's first custom bike project. One day Hank told Kevin, "Choppers don't have keys." Later, when his carb locked open, Kevin couldn't reach the key to turn it off. The next day he installed a switch from an armored personnel carrier.

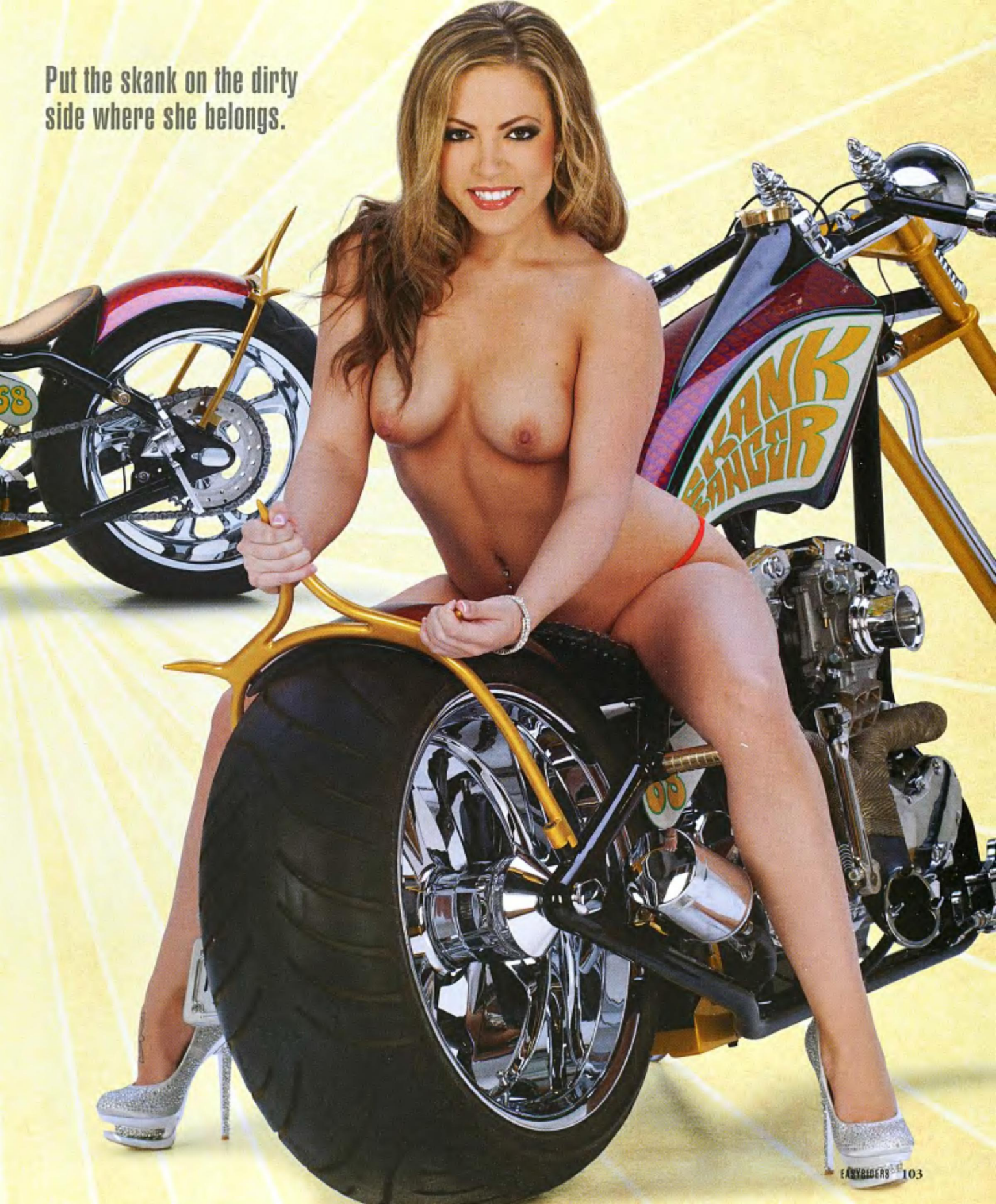
Kevin's favorite place to ride is on any road that leads to a strip club. After all, the entire concept began after a few cold ones on a hazy night at a titty bar. Heavily influenced by the genius of Billy Lane, he bought a Choppers Inc. taillight off of the Internet. He later found out that he was making deals with Warren Lane, Billy's brother.

Kevin found a 1968 shovelhead locally, and the owner said the motor had a fresh overhaul. Kevin told us, "When I went to pick it up and sign the title, the guy who owned it pulled out a magnifying glass to examine the bill of sale. I thought, 'There's my damn sign that it would take a lot more love to bring it back to life.'"

How do you fashion such a groovy gas tank with no planishing hammer and no English wheel? Kevin says it took an entire weekend in the basement with a chunk of pipe chucked



Put the skank on the dirty
side where she belongs.





up in a vise, eight pieces of sheet steel, and a body hammer. The black-framed indigo panels got their trippy retro color when Terry Southern laid down a House of Kolor Burnt Orange Shimrin' Pearl under the purple candy coat.

Airbrush artist Peter Lopez asked Kevin if he wanted to paint the girl on the right side, which is known as the pretty side of a shovel-head, and Kevin said, "Put the skank on the dirty side where she belongs."

Talk about a lousy segue into describing this month's Fox Hunt winner, Carmen from Florida. Hopefully she has a good sense of humor.

—Basement Cheese





Owner: Kevin Kaspar
City: Loganville, Georgia
Fabrication: Kevin Kaspar
Year/make: 2010 Kaspar Kustom
Model: Skank Banger
Time: 18 months
Chroming: Pro Plating
ENGINE
Year/make: 1968 Harley-Davidson
Model: shovelhead
Displacement: 74 cubic inches
Ignition: Harley-Davidson
Cam: Harley-Davidson
Carb: Mikuni
Air Cleaner: Choppers Inc.
Pipes: Twisted Choppers
TRANSMISSION
Year/make: 2009 Baker 6-speed
PAINTING
Painter: Terry Southern
Type/color: House of Kolor/Funky Purple
Special paint: Peter Lopez
FRAME
Year/make: 2007 Santee
Type: rigid
Rake: 43 degrees
Stretch: 6 inches out, 4 inches up
ACCESSORIES
Bars: Kevin Kaspar
Handlebar controls: Performance Machine
Fenders: Twisted Choppers
Headlight: Arlen Ness
Taillight: Choppers Inc.
Pegs: Kevin Kaspar
Foot controls: 83 Monte Carlo
 by Kevin Kaspar
Electrics: Hank Young
Gas tank: Kevin Kaspar
Oil tank: Kevin Kaspar
Oil System: S&S
Seat: Tim Quick of Outlaw Custom Seats
Sissybar: Kevin Kaspar
Grips: West Coast Choppers, modified
FRONT END
Type: springer
Extension: 10 inches over
Builder: Mondo Porras of Denver Coppers
WHEELS
Hub: Weld Racing
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: Performance Machine/Exile
Photos: Don Rogers



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THE MUSEUM OF RARE VEHICLES

WHEELS THROUGH TIME

The Wheels Through Time museum is located five miles from the Blue Ridge Parkway in Maggie Valley, North Carolina. It houses over 330 of America's rarest two- and four-wheeled vehicles. At present 99% of them are in running condition. The historic motorcycles include: Harley-Davidson; Indian; Excelsior; Crocker; Henderson; and other marquees.

Wheels Through Time was founded by Dale Walksler in 1993 and moved to Maggie Valley in 2002. The museum is currently run by Dale's son, Matt, and his staff. The museum extended the end of its 2011 season to help accommodate the number of visitors. Dale said, "We have had the pleasure of hosting tens of thousands of visitors from around the world in 2011, and we wanted to extend the opportunity for those

who haven't had a chance to visit or wanted to come back for another taste of good old-fashioned American history." The schedule for 2012 reflects the longer season.

Wheels Through Time is one of North Carolina's finest tourism attractions. It features exhibits like board track racers, old time garages, hill climbers, dirt trackers, choppers, and bobbers. The museum also has tens of thousands of motorcycle photographs, historic memorabilia, and artifacts. It is definitely a place bikers enjoy visiting, as well as those interested in history. I have been there a few times and each time I find it more interesting than I did my previous visit.

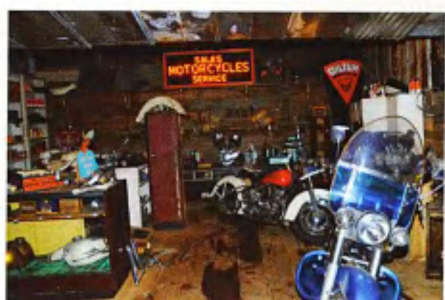
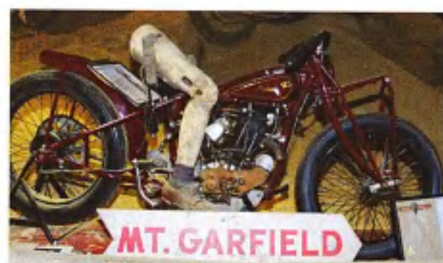
Wheels Through Time opens March 29, 2012, and closes for winter November 15. Hours are Thursday through Monday from 9 a.m. to 5 p.m.

It is closed Tuesday and Wednesday. In addition to its regular business hours it also has numerous special events throughout the year. During the week of July 4-9, the museum is celebrating its 10th anniversary.

Each year Wheels Through Time restores a motorcycle and raffles it to raise money to help with the operation of the museum. This year the raffle bike is a 1932 Harley-Davidson VL flat-head bobber with a 74-cubic-inch side-valve engine and a 3-speed transmission. Tickets are available at the museum.

For more information about the Wheels Through Time museum check out its website at <http://www.wheelsthroughtime.com/> or phone 828-926-6266.

—Rogue/Clean Dean



Photos: Rogue

ReadersRides

Tim Hoffman
Canby, Minnesota
2002 Harley-Davidson Fat Boy

Although Tim took an approach to buying this bike that is usually reserved for the female types among our ridership: "I purchased this 2002 Harley-Davidson Fat Boy in 2006 because the paint job caught my eye," he redeemed himself by customizing it with some very manly skull-and-bone chrome accessories from Real Headlight in Stone Mt., Georgia. "I started adding parts as time and money allowed and have done all the work myself," he says.

But then came the mishap. "In 2009, my girlfriend and I got caught in a hail storm in Sturgis and ended up with major damage to the bike," he adds. "It had to be completely torn down."

While he had the tins repaired, Tim also started adding lots of chrome and installed .211 cams in the otherwise stock engine. "It now has about 90 horses and 90 foot-pounds of torque," he says, oozing some machismo. "We've taken this bike to many shows and have usually brought home some hardware."

Other items he added were a new set of H-D wheels, floorboards, and lower controls, a Sampson exhaust, upper controls and grips from Kuryakyn, a Corbin seat and dash, and lots more. "We take it down to the frame most winters for a thorough cleaning, and it even has its own spot in the living room," he says.

But the best part? "It's not a trailer queen. It's got about 40,000 miles on it with more coming as we have time."

There's nothing female type-ish about that.

—Tripper



Photos: Owner



Photos: Owner

Mike Strober Lambertville, New Jersey 2007 Custom Construction

"I have been making bikes for years," Mike introduces himself, "but I believe this is the best one since I won Best In Show at Daytona many years ago." These are two claims that we can't possibly endorse without further research, for which we unfortunately don't have the budget. But we'll take Mike by his word for now.

Looking at the photos we immediately surmise that there must be something to what he says because of the bike's terrific aesthetic appeal, its smooth lines enhanced by a Paughco

rigid frame and accented nicely by a front end from the same manufacturer. Mike then had the wisdom to add some very nice parts and accessories, like the Accurate Engineering 103-inch knucklehead engine, the scaled-down replica of a Broughton Superior gas tank (from Colton Henderson), the Baker 6-speed transmission, the Big Johnson velocity stack, the handmade seat pan which was then covered by Heather's Leathers, the Grandeurs side shift, and the Tech Cycle electric start and foot clutch. And let's not forget the PM brakes and master cylinders. To top it all off, Mike made the fenders, pipes, sissybar, and oil lines himself.

What can we say? Nice job, Mike! —Tripper



The sexy September issue of *Easyriders* (#471) takes you to the mighty Leesburg Bikefest as well as Florida's big Toys In The Sun Run for a good cause. Custom bike features will serve up shovel, pan and Evo-powered choppers hot and fresh, just the way you like 'em.

Find out why waitresses make the best lovers, get a Buyer's Guide of aftermarket parts from A to Z, and ride with us to crazy-assed biker events from coast to coast.

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The July issue of *V-Twin* (#135) takes you to all the two-wheeled fun of the Bikes, Blues, and BBQ rally as

well as our Columbus Invitational Bike Show. Check out all the latest Metric Cruiser Models, get great aftermarket Guides to Brakes and Wheels, and drool over six sexy bike features.

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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!

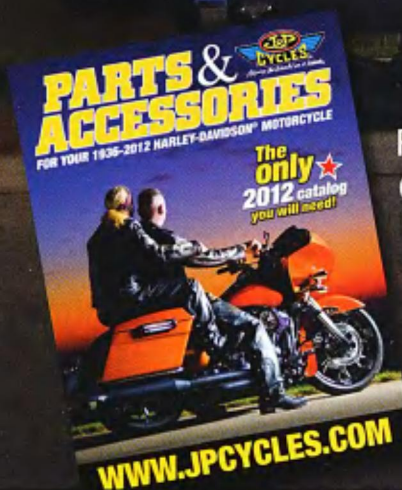
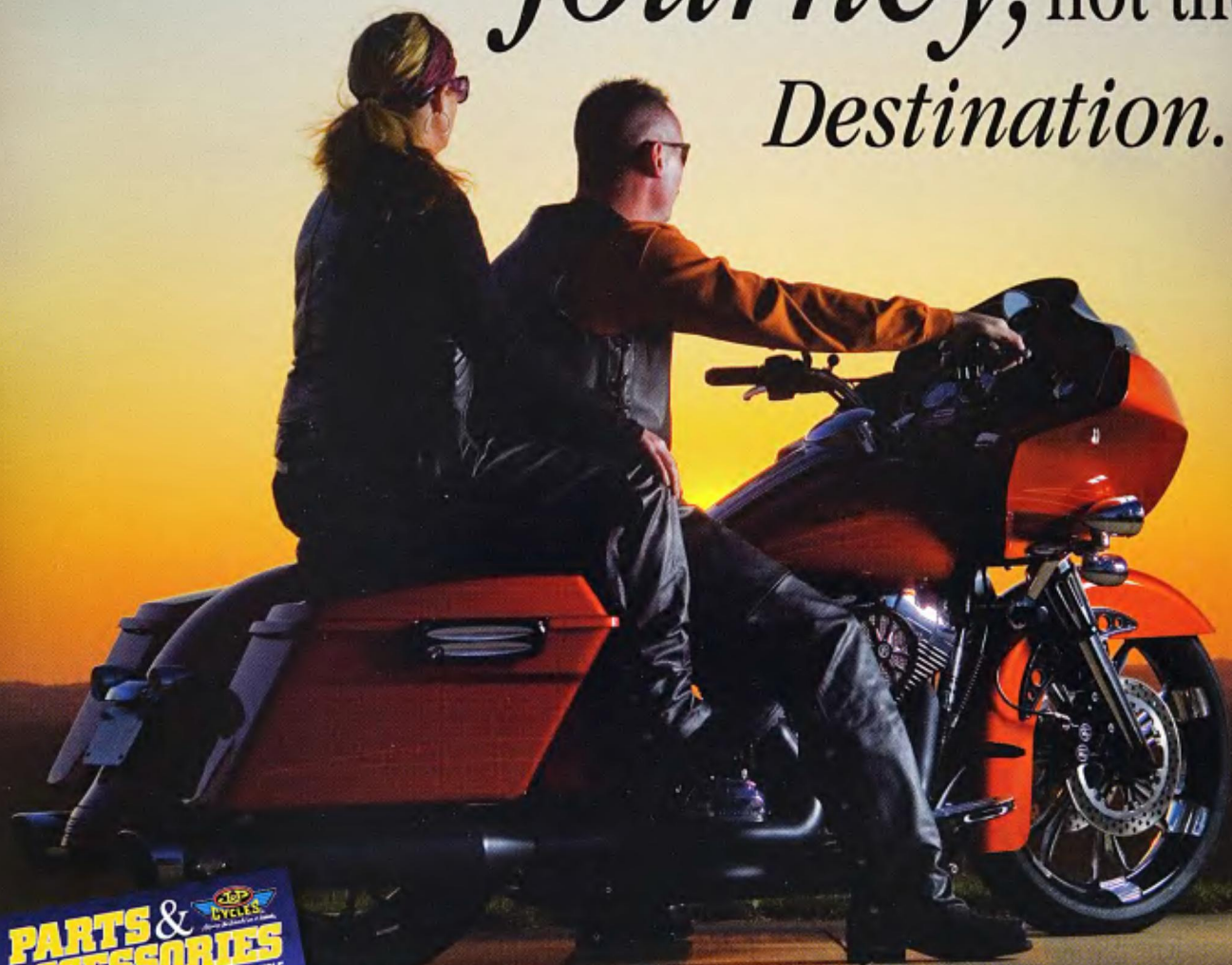
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