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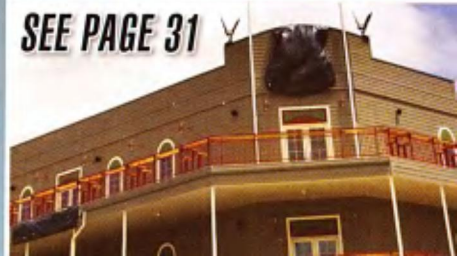
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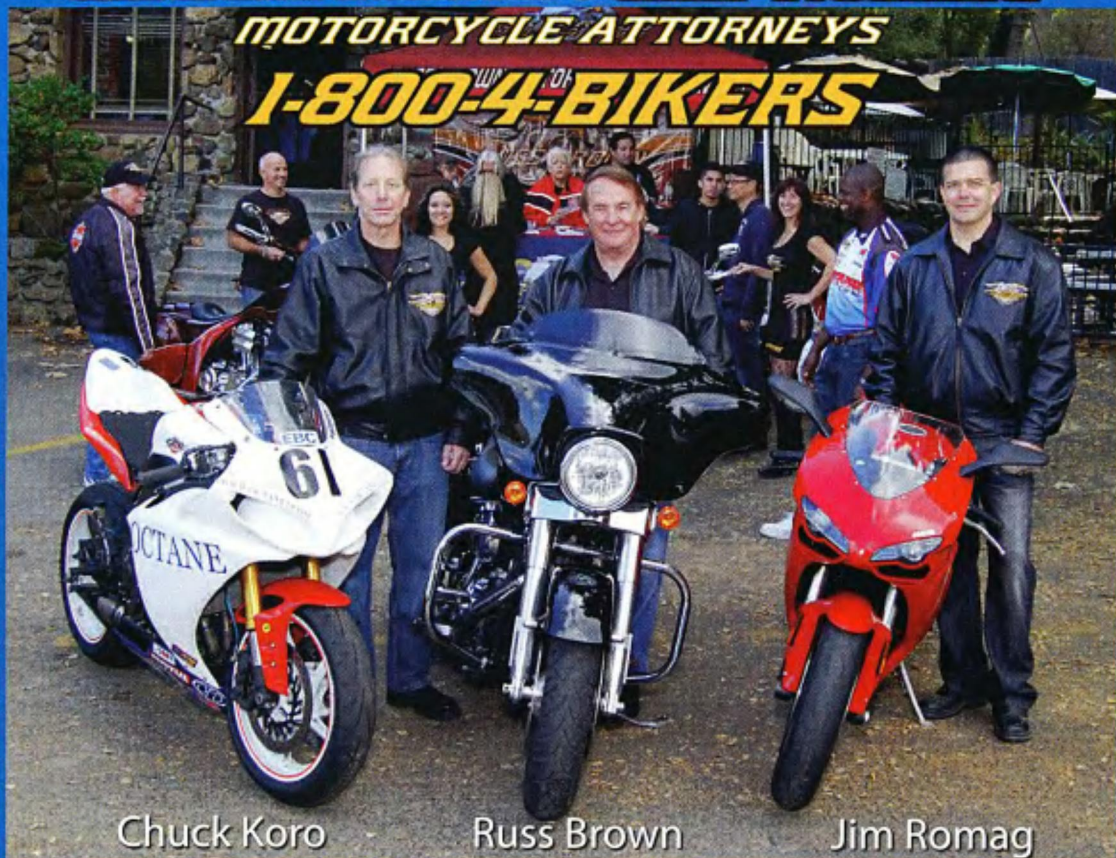
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Newsstand Distribution

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

Paisano Publications, LLC

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Not Too Bright!

A man, intending to rob a bank, went up to the counter but became ill and asked a teller to call 911 to summon medics. He recovered and presented the same teller his pre-written note demanding cash. (Bet he rides the short bus.)

Huh?

A woman was charged with robbing a bank after passing a teller a note that read, "Put the money in the bag now or die." She told investigators that she had been thinking about robbing a bank and then, while inside the bank, "accidentally robbed it."

A Very Weird Fetish

A company had video surveillance proof that one of its employees would look through the employee database for photos of attractive female colleagues and then visit their workspaces after hours and urinate on their chairs. The cost to replace the chairs was \$4,500.

That Macho Sound

These days high-performance engines are relatively silent, but the people who make those wonderful cars are afraid that their most demanding drivers are emotionally attached to the engines' roar. So the 2012 BMW M5 with 560 horsepower features prerecorded engine noise channeled into the car's cabin via the stereo system. No, we're not kidding.

Housing For The Paranoid

A guy is one-quarter sold out of the upscale doomsday units he is building in an abandoned underground Cold-War-era Atlas-F missile silo. His 14-story structure will house seven floors of apartments (\$1 million to \$2 million each, cash up front), with the rest devoted to dry food storage, filtered water tanks, and an indoor farm that will raise fish and vegetables to sustain residents for five years. The 9-foot-thick concrete walls (built to protect rockets from a Soviet nuclear attack) would be buttressed by entrance security to ward off the savages (the rest of us), who were not wise enough to prepare against famine, meteors, nuclear war, and the like. The builder says that he expects to be sold out this year and will begin work on another of the three sites he has options to buy.

Another Weirdo In Our Midst

A guy in Britain wanted two things (based on transcribed Internet chat room dialogue): his parents killed and his penis bitten off. He easily found a man who was looking for someone to

fulfill the later wish and who allegedly agreed to kill the parents in exchange. But the killings were botched and the penis removal never came to fruition, so the guy with the two wishes is still intact.

A Good Enough Reason

A woman told police that she had stabbed her sleepwalking 24-year-old boyfriend in the face because she feared he would hurt her if she didn't wake him up.

Let's Hear It For Bears

An old woman took a liking to the bears around her mountain retreat and fed them dog food and that kept them hanging around for more. For ten years state officials pleaded with her to stop feeding those damned bears. A state Department of Wildlife spokesman said, "It got to the point where she never opened her doors for us, allowed us on her property, or answered her phone." The woman even built a wire fence around her porch so she could hand food through it directly to the bears. One day her handyman arrived to find her outside her home—being eaten by a bear.

A Cushy Job!

A janitor charged the state at least 250 hours of overtime while he smoked pot and slept in a "man cave" inside a garage. The hideaway was furnished with couches, a refrigerator, a TV with DVD player, and drug paraphernalia, and had been used for at least five years. Why didn't his boss know? Well, it seems his boss was doing the same thing but went even further, charging the state at least 919 hours of overtime. The attorney for the janitor said that the space was just a "break room" and was needed because "that crew worked long hours."

A Long, Slow Stroll

A 114-pound tortoise escaped his confines at a circus. In his dash for freedom, he made some really good time: two miles in six days. Unfortunately, they found him and back he went only (we hope) to make another try for freedom someday.



Gourmet Dick Eaters

A Japanese man, who claims he is asexual, had his penis and testicles surgically removed, kept them frozen for two months, and then dished them out, seasoned and braised, to customers at an event hall. Diners paid 20,000 yen (\$250) per plate. The meal came complete with mushrooms and a parsley garnish.

Yet Another Lawsuit

A woman purchased a new 32-foot Winnebago motorhome. On her first trip, she set the cruise control at 70 mph, left the driver's seat, and went to the back of the Winnebago to make herself a sandwich. And guess what? The motorhome left the freeway, crashed, and overturned. She sued Winnebago for not putting in the owner's manual that she couldn't actually leave the driver's seat while the cruise control was set. The jury actually awarded her \$1,750,000 plus a new motorhome. (Winnebago actually changed their manuals as a result of this suit.)

Time On His Hands

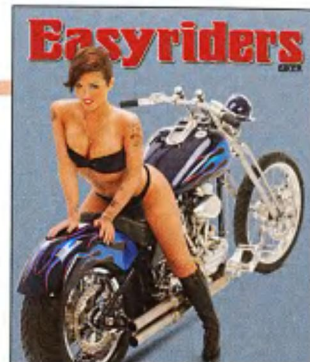
A man going to Nashville by plane faced a nine-hour layover. During that time he committed at least 11 felonies, one after another, with more charges still possible. Among his alleged diversions were: shooting up a restaurant; setting it on fire; robbing four people at a bar; carjacking; breaking into a law office and defecating on a desk; trolling hotel rooms looking for things to steal; and stealing a taxi-cab and robbing the driver.

No Luck On His Side

A farm worker was hospitalized after machinery crushed both his legs. Prior to this unfortunate incident, he had broken his ankles (twice), cracked his ribs, had a finger cut off, split open his head, broken his collarbone, and broken fingers, was stabbed, and was frequently kicked by livestock.

An Avid Baseball Fan

A man filed a lawsuit against Mickey Mantel Sports Productions for injuries he suffered while watching a company baseball video in his den to improve his base-stealing technique. While trying to beat a pickoff throw to first base, he crashed into a table, resulting in torn ligaments and a severed tendon, which he somehow thought was the production company's fault.



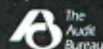
Clean Dean Shawler's Black Magic Pan
and Christy shot by Michael Farabaugh.
Special imaging by Jeff Biggs.

Next month's issue goes on sale
August 28th, 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 0048-0990 Number 471, September 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

Twister Brad Spaich's M&M Choppers Storm Chaser.....	8
Clean's Machine A Work In Progress (featured on the cover).....	18
Second Time Around A New Look For A 1970s Classic.....	41
Knuckle Buster Ken Whitten's 1947 OEM.....	66
Cyclops Bittman's One-Eyed Giant!.....	100

SPECIAL FEATURES

Leesburg Bikefest 16th Annual Leesburg Bikefest Was Host To Over 250,000 Bikers.....	26
THE EASYRIDERS SALOON IS NO MORE Sturgis Saloon In Legal Dispute With <i>Easyriders</i> On The Eve Of "Sturgis Rally".....	31
Check Out Your Dream Bagger! LAST CHANCE TO ENTER! In The \$100,000.00 Magazine Sweepstakes Sponsored By Dennis Kirk.....	34
Blowout In The Hills MMA Fall Roundup.....	52
Call of the Open Road Road Tale.....	54
David Mann Surfer Girl Meets Biker Boy.....	57
Why Waitresses Make the Best Lovers Twisted Humor.....	60
Delmarva Bike Week Welcomed With A Twist.....	62
Girls, Girls, Girls! Escaping the Walrus Woman.....	72
Win This Lucas Bike! ALL ENTRIES ARE FREE! At Tin Lizzie Casino In Deadwood.....	78
Toys In The Sun Run 24th annual Toys in the Sun Run.....	80
The Kekkonen Beezer Helsinki BSA.....	92
Roscoe's Chili Challenge Bigger And Better Than Ever.....	108

DEPARTMENTS

Takin' It Easy	5
EasyNews	15
In The Wind	47
Passin' Gas	56
Parts Box	90
Fox Hunt Contest	96
Fox Hunt Winner, Nikki	100
Readers' Rides	110
Advertisers' Index	112

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SEE PAGE 31





Brad Spach, above, says it's like riding a Cadillac down the road.

BRAD SPAICH'S M&M CHOPPERS STORM CHASER

Twister

When not perched atop 700-foot metal towers buzzing with 100,000 volts, Brad Spaich takes a more down-to-earth approach to custom bikes. He runs a Central Kansas-based company that specializes in constructing communication towers for the likes of telephone companies and television stations. Since he lives in an area of the country known as "Tornado Alley," he and his crew are kept busy. He has seen the storms close up; in fact, he's a bit of a "storm chaser" tracking them down with his video camera. "As far as the towers go, the tornadoes knock 'em down; I build them back."

As a result, we're calling the bike seen here "Twister." It's not Brad's first build. You might have seen his tall, green bike in *Biker* magazine back in 2004, but this time he says he was "going for length." The long diamond, coffin tank Brad hand built plus the 23-inch springer go the distance in that area. The front end is the longest built by Paughco. Bolted to a

Rolling Thunder rigid frame, it was prepped to accept a shovelhead powerplant since Brad is partial to shovels, pans and knuckles.

While he built Twister in his McPherson, Kansas, home garage, Brad got some help from Matt Hanson of M&M Choppers located in nearby Galva. The two have been buddies since grade school. M&M stands for Matt and Melanie, his wife. Brad adds, "You could say it stands for Man & Machine, too."

Matt modified the frame and rebuilt the motor about which Brad says, "When it comes to shovels, Matt works some real magic. He makes them very drivable but with some healthy power." According to the dyno, the shovel's putting out 95hp and the same amount of torque. It's a one or two kickstart if you've got the sequence down, but if Brad's leg gets tired, he's got an electric starter button as well. Meanwhile the body parts were turned over to another friend, painter Donny



Badgett, who sprayed the classic candy red.

Describing the sounds of the custom pipes Brad fabbed, it's somewhere between a "nice cackle and a deep bark." As to how the bike ride, Brad says it is, "Smooth. Like riding a Cadillac down the road."

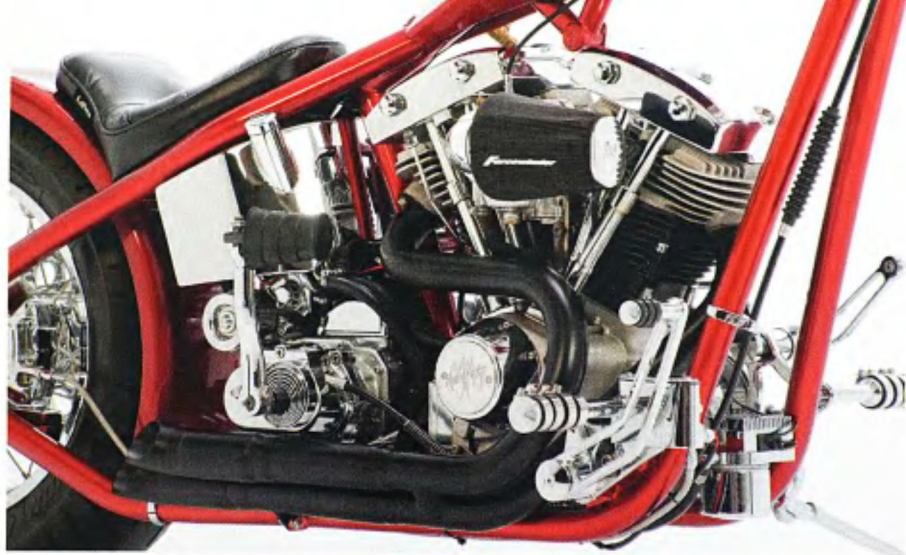
The recipient of a fistful of First Place bike show trophies, Twister shakes up the competition whenever it lands.

—Paul Garson



According to the
dyno, the shovel's
putting out 95hp.





Owner: Brad Spaich
City: McPherson, Kansas

GENERAL

Designer: Brad Spaich
Year/make: 2005 chopper
Model: M&M shovel
Assembly: owner, M&M Choppers
Time: way too long

ENGINE

Year/model: 2005 shovelhead
Builder: M&M Choppers
Displacement: 93 cubic inches
Cam: S&S
Ignition: Zippers Thunderbolt
Pistons: S&S
Heads: M&M Choppers
Lifters: Valva Touch
Carb(s): S&S
Air cleaner: Forcewinder
Pipes: owner

TRANSMISSION

Year/make: 2005 aftermarket
Shifting: 5-speed foot

PAINTING

Painter: Donny Badgett
Type/color: urethane/candy apple red
FRAME

Year/make: 2005 Rolling Thunder
Rake: 45 degrees
Stretch: 8 inches
Shocks: air in the tires

ACCESSORIES

Bars: Drag
Handlebar controls: el-cheapo
Fenders: not much
Headlight: Headwinds
Taillight: KuryAkyn
Pegs: PM
Electrics: minimal
Gas tank: Brad Spaich
Oil tank: horseshoe
Oil system: M&M Choppers
Seat: LePera
Grips: el-cheapo

FORKS

Type: springer
Extension: 21 inches over
Builder: Paughco

WHEELS

Size: 21-inch front, 16-inch rear
Wheels: wire
Tires: Avon
Brakes: PM front, GMA rear

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SUIT FILED AGAINST OFFICERS IN NEVADA 4TH AMENDMENT VIOLATIONS:

Nevada helmet law rights activist David Stilwell has filed a class action suit in federal court against three police officers alleging that, while acting under color of law, they violated his 4th Amendment right against unreasonable search and seizure by conducting warrantless stops without probable cause, and issuing citations for his helmet without any knowledge or training on the applicable CFR (Code of Federal Regulations) Standard.)

The tickets were all ultimately dismissed. However, since Mr. Stilwell has incurred damages and attorney's fees/costs, he is asking that the officers bear the costs. Travis Barrick is David's attorney for the suit. They are suing for \$75,000 from each of the officers for damages and attorney's fees, and have demanded a jury trial. The lawsuit says that the officers are not entitled to qualified immunity for their actions, because "it is objectively unreasonable to issue a citation in the absence of any knowledge of the standard," an assertion that was proved in the dismissed court cases.

Meanwhile, the class action suit against the cities involved is also ongoing. David says that in talks with the city's attorneys they had been complaining that the suit should be directed against the officers, so David says, "We got on board with that and decided to do a 'Bottom up lawsuit' to complement the 'Top down lawsuit.'" You can support the case at www.repealitorfeelit.com

MISSOURI HELMET LAW UPDATE: Missouri SB719, a general bill relating to transportation, contains an amendment which allows motorcyclists 21 and over, who have obtained helmet-free endorsements from the Department of

Revenue to choose whether or not to wear a helmet. The applicant must provide that he or she has \$25,000 in medical insurance, that will be in effect for two years. With such proof a new license will be issued, the cost of which will be borne by the licensee. Right now motorcyclists rights groups are fighting to make sure the amendment stays in place in the broader bill. They are asking riders both in state and around the country to

least that amount covering income loss, replacement services loss, funeral expense loss, survivor's economic loss, and survivor's replacement services loss.

With such coverage in place, the rider has the privilege of displaying a specially colored license plate, which must also be paid for at a cost of \$25. A conventional Minnesota motorcycle license plate otherwise costs \$10.

A list of the legislators supporting the bill is listed on the ABATE MN Web site at www.abatemn.org if you want to give 'em a call.

Tsunami Motorcycle Update:

Last month we reported that the motorcycle found by Canadian hiker Peter Mark, belonging to 2011 Japanese tsunami survivor Ikuo Yokoyama would be restored by Harley-Davidson Japan and sent back to its owner. Since then, the owner has asked that the motorcycle instead be preserved in the Harley-Davidson Museum as a memorial to the victims of the disaster.

Struggling to rebuild his own life in the aftermath of the tragedy Ikuo said, "Since the motorcycle was recovered, I have discussed with many people about what to do with it. I would be delighted if it could be preserved in its current condition and exhibited to the many visitors to the Harley-Davidson Museum as a memorial

to a tragedy that claimed thousands of lives. I am very grateful to Harley-Davidson for offering me an opportunity to visit the museum, and I would like to do that when things have calmed down. At the same time, I would like to meet Peter, who recovered my motorcycle, to express my gratitude. Finally, I would like to thank all people around the world once again for their wholehearted support of the areas hit by the earthquake and tsunami. I would like to ask them to help convey messages

QUOTE OF THE MONTH

"Government is good at one thing: It knows how to break your legs, hand you a crutch, and say, 'See, if it weren't for the government, you wouldn't be able to walk.'"

—Harry Browne

write and call committee members on both the House and Senate sides in support of the bill. Source: ABATE for Missouri

MINNESOTA HELMET LAW INTRODUCED: The law in Minnesota currently allows all riders 17 and older to choose. Bills have been introduced in both houses (HF2755 and SF2381) to further restrict the right to choose. These bills require that the rider maintain \$250,000 in medical expense benefits, as well as additional insurance of at

from the Japanese people about the tragedy of the Great East Japan Earthquake, which was a disaster of historic proportions." Source: Harley-Davidson Motor Company.

VERTICAL PLATES FINALLY LEGALIZED IN

FLORIDA: Several years ago the state of Florida passed a law that was intended to make devices for concealing a motorcycle license plate illegal. The bill was overly broad, and ended up criminalizing vertically mounted plates. That law was then amended, allowing vertical plates, however because the cameras on toll road readers were unable to read license plates in the vertical orientation, the wording of the bill required motorcyclists with these plates to carry a toll road transponder, and maintain a prepaid toll account. After numerous rewrites, the bill has finally been amended to eliminate the need for a transponder and account. The bill was signed by Governor Scott, and takes effect January 1. Hat tip to Rogue.

KEEP FLASHING LEGAL, REDUX: A couple of months ago we wrote about a Florida man who was ticketed for warning motorists of a speed trap set up by Florida troopers by flashing his lights. His defense was he was simply exercising his 1st amendment right to free speech, and he alleged that the officer who ticketed him was misapplying a state law, which pertained to flashing aftermarket emergency lights.

Circuit Judge Alan Dickey ruled in the

man's favor, saying that the state law did not apply to using flashing lights to communicate, and went further, agreeing that flashing your lights as a warning is a form of free speech, protected by the Constitution.

The Florida Highway Patrol had halted the practice of writing such tickets pending the outcome of the case, and the Seminole County Sheriff's Office and other agencies have followed suit. A similar but much broader case is now pending in Tallahassee. Source: *Orlando Sentinel*

INDIANA FIRST STATE TO RECOGNIZE A CITIZEN'S RIGHT TO RESIST:

In response to an Indiana Supreme Court ruling that citizens had "no right to reasonably resist unlawful entry by police officers," legislators in the state have crafted a law that explicitly amends the Indiana constitution allowing the use of deadly force against a public servant in certain circumstances, to "recognize the unique character of a citizen's home... reaffirming the long standing right of a citizen to protect his or her home against unlawful intrusion... The purpose of this section is to provide the citizens of this state with a lawful means of carrying out this policy." It was signed by Republican Governor Mitch Daniels in March. Source: www.allgov.com

THE THREE LEADING REASONS FOR WRONGFUL

CONVICTIONS: The University of Michigan and Northwestern University have compiled a database of 873 faulty convictions in the past

23 years, all of which have been recognized by prosecutors, judges, or governors. The registry does not include persons who have pled guilty to avoid the risk of more serious punishments.

The study found that perjury, faulty eyewitness identification and prosecutor misconduct are the leading reasons for wrongful convictions. Since 1989, DNA testing has been responsible for the exonerations of 289 people in the United States, including 17 who served time on death row, according to the Innocence Project. Source: *USA TODAY*

POLICING FOR PROFIT: The National Motorists Association recently penned a column on how police agencies are increasingly turning to mulcting motorists to fill city coffers. In one example, the city of Prichard, Alabama, (population 27,576) hired the firm iTraffic to assess the potential for expanding profits from traffic enforcement. The company outlined ways that the city could generate 3,000 tickets a month, up from an average of 100. The city paid the company \$175,000 for computers, laser units, etc., and agreed to pay the company half the ticket revenues. The city stands to now profit \$50,000 a month.

Hopewell, Virginia, generated \$2-million in tickets last year, with a population of 23,000. That total was about half as many tickets as the whole of Fairfax County, Virginia, with one million residents.

The column offers up half a dozen similarly egregious examples. All the more reason to subscribe to their free emails at www.motorists.org

THE RIGHT TO RECORD: File this under "when the government actually gets something right." In early May, the Civil Rights Division of the U.S. Department of Justice issued a statement declaring that citizens have a First Amendment right to videotape the actions of police officers in public places and that seizure or destruction of such recordings violates constitutional rights.

The statement comes in response to an incident where Baltimore, Maryland, police seized a cellphone and erased the video of a police beating at Pimlico racetrack on the day of the 2011 Preakness.

The Courts of Appeals for both the First and Seventh Circuits have wisely found that the Constitution protects the right to videotape police officers while they perform official duties. The right to record is crucial to holding police accountable for their actions.

Last November the police in Baltimore



issued an order to its officers in regard to the right of citizens to video record police activity, but the *Baltimore Sun* reported that police were caught on tape threatening to arrest a man taping a police encounter with arrest for loitering the very next day after the order was issued. Source: *New York Times*

THE DRONES ARE CLOSING IN: In the coming years the large numbers of drones being used overseas are going to be returning to the U.S., according to the Senate Armed Services Committee, and among the findings of the committee, the use of these drones needs to be integrated into the domestic airspace.

The House just passed a bill that bars the Department of Homeland Security from acquiring or flying drones that have weapons onboard. Meanwhile other politicians are giddy over the use of drones for domestic surveillance. Virginia Gov. Bob McDonnell said, "That's why we use [drones] on the battlefield.... If you're keeping police officers safe, making it more productive and saving money...it's absolutely the right thing to do." Rep. Peter King said, "Drones are a legitimate form of law enforcement.... You don't have an expectation of privacy if you're in the open."

Law enforcement agencies already have access to some 146 commercial drones, and that may be just the beginning as drones get smaller and more capable. There are an amazing variety of new drones being developed, from the "Nano Hummingbird," which is lighter than an AA battery, with the capability to fly onto your property and shoot video from the window sill, to the "Gorgon Stare," which had an array of cameras capable of monitoring a whole city.

Rep. Austin Scott of Alabama has introduced HR 5925, a bill to limit the use of drones to "gather evidence or other information except to the extent authorized in a warrant." Sources: Gene Healy, Washington Examiner; Steven Aftergood, Secrecy News, Federation of American Scientists

SEAT BELTS FOR DOG AND CATS? In the Garden State police can now ticket motorists who don't have their pooches buckled up, and it's enforced with a hefty fine, \$250 - \$1,000. Dogs need to be placed in a harnesses that click into the seat belt buckle, cats must be restrained in carriers, which must be buckled down as well. It's all part of a campaign to crack down on distracted driving. Source: *CBS News*

SOMEBODY STOP THIS MERRY-GO-ROUND. I WANT TO GET OFF: FTW. If you can't laugh at all this bullshit, what's the point? —*Kit Maira*

A SNITCH IN TIME

Derek Hale was sitting on the front porch step of a friend's home in Wilmington, Delaware when an unmarked police car and a blacked-out SUV arrived at around 4:00 in the afternoon on November 6, 2006.

Roughly a dozen armed men—all of them dressed in black and displaying no police insignia—surrounded the front porch. Derek, who had been talking to homeowner Sandra Lopez and her two young children, stood to his feet with his hands in his hooded sweatshirt. One of the cops ordered Derek to remove his hands from his sweatshirt. No more than a second or two later, according to eyewitnesses, Derek was hit with the first of what would be seven Taser strikes.

Derek slumped sideways went into convulsions. A second Taser blast induced him to vomit in a nearby flower bed. "Not in front of the kids," Derek pleaded. "Get the kids out of here." Horrified, Sandra screamed at the officers: "He is trying to get his hands out!"

Acting with the serene confidence that his victim couldn't harm him, Lt. William Browne of the Wilmington Police Department shot him at point-blank range, sending three .40-caliber rounds into his chest.

An honorably discharged Marine combat veteran with a wife and kids, Derek was also member of the Pagans Motorcycle Club. He had traveled from his home in Virginia to Delaware in November 2006 to participate in a Toys for Tots promotion. He was not under investigation for criminal conduct. Why was a paramilitary strike team sent to arrest him? The officials who exonerated Hale's murderers refuse to say, but the most reasonable explanation is that a federally supervised task force wanted to intimidate him into becoming an informant.

Several Pagans were already on the federal payroll. One of them, James "Pagan Ronnie" Howerton, was recruited by the FBI in 2004. While being paid hundreds of thousands of dollars as an undercover Fed, Howerton, a convicted murderer, became the club's sergeant-at-arms. In 2009, the Feds breathlessly announced that they had compiled a massive indictment against the Pagans as an interstate criminal conspiracy—only to see that document deflate into a small number of relatively trivial charges against specific members of the club. The "criminal enterprise" claim boiled down to the accusation that the Pagans had committed a federal offense by running a raffle.

Feds fish for snitches in any available pool

of petty offenders. Their preferred lure is the promise of a "downward departure" in sentencing (called the "5K option" by prosecutors) if the guy they've hooked can help them reel in bigger fish. This way, rather than building cases based on shoe-leather investigative work, they can simply create a stable of informants and "cooperators" to act as ventriloquist's dummies on the witness stand.

Various state and federal agencies also train full-time personnel to work as undercover informants. William Queen, an undercover agent for the Bureau of Alcohol, Tobacco, and Firearms, spent roughly 30 months infiltrating the Mongols Motorcycle Club.

After Queen's undercover assignment ended in May 2000, a nationwide raid by ATF Special Response Teams and various law enforcement agencies "netted some seventy illegal firearms, including handguns, machine guns, and assault rifles, as well as explosives; seventeen stolen motorcycles, two kilograms of cocaine, significant quantities of marijuana and methamphetamine, and tens of thousands of dollars in cash."

That isn't much to show for an operation that cost millions of dollars and nearly destroyed Queen's family. As if seeking to compensate for the operation's trivial achievements, Queen describes the Mongols as if they were a huge and growing domestic terrorist organization: "While they are wearing that patch, they are untouchable to the world at large. No one can make trouble for them without bringing down the fury of the whole Mongol Nation."

The same description applies to a much larger, better-funded, and more dangerous armed brotherhood—government law enforcement agencies, both local and federal. Ironically, Queen himself makes exactly the same point.

"Living full-time as an outlaw gave me a perspective few law-enforcement officers ever get to experience," he writes. "I was often more at risk from my supposed brothers in blue than from my adopted brothers in the gang. Just as there were some decent qualities—loyalty, love, respect—among the outlaw bikers, there were some law-enforcement officers who were little more than outlaws with badges."

Anybody who disputes Queen's assessment should discuss the matter with Derek Hale's widow and fatherless children.

—*William Norman Grigg*

CLEAN'S MACHINE

A Work In Progress



In the 1990s Matt Toomey was havin' the time of his bike ridin' life, jammin' Southern California roads with good friends and havin' great times with 'em. He rode a custom green with white flames FXR that was an old CHP bike he'd rebuilt. It was fun and fast but he wanted something more. A machinist by trade, he was capable of building his vision of a long, powerful and personalized panhead.

Matt wanted technology as well as nostalgia. Good, original panheads were hard to find so, after endless research, he started this project with the Daytech hidden-shock frame setup for 103-inch and larger engines and a 200 rear wheel. A 103-inch Accurate Engineering panhead engine was purchased in 1999.



This month's *Easyriders* girl is cutie Christy who was more than happy to shuck her duds and run around naked for our cameras.



The flames on the tank and fender are a light blue tint cleared over raw steel.



I knew Matt casually in the '90s, we ran in the same party circle for a few years, and then I caught up with him again in probably 2005. Over a couple of cold ones he told me he hadn't been able to ride for several years due to a wasted back and because most of his ol' ridin' buddies were dead from motorcycle accidents. He also told me he had maybe 90-percent of everything needed for a brand-new, custom fabricated panhead. He'd lost interest in the project a few years ago and was considering selling it.

Of course it was still a couple years before I acted on the deal. He made me an offer I couldn't refuse, but then the bike spent a couple more years sittin' in my garage. Hey, I've built some Harleys, but I didn't know where to start with this new, custom stuff, most of it still in boxes. But then things really got happenin' in 2010.

Tim from Negotiable Parts out of Riverside had a load goin' east, manned by Canada Dan, so I got the whole motorcycle package delivered to Sandwich, Illinois, where my friends Phil and Lynn Hoffman own Black Magic Customs Inc.

Black Magic, along with their awesome workers Pat and Roger, took the bike to the next level. With Matt's original design, a few of my ideas thrown in, and Phil's eye for perfection, we got 'er done.

When Matt ordered the 6-over springer 20-some years ago from Paughco, he didn't like the chrome they were putting out at the time, so he bought it in raw steel. I liked the look so well that Phil had it cleaned up and clear coated.



The flames on the tank and fender are a light blue tint cleared over raw steel. The flat aluminum on the Matt-made custom pegs and brackets, and the stainless steel pipes by Bill Sinn, all complete this simple, sexy, sanitary panhead.

Last April Lynn, Phil, JR, Roger, and I tripped down to Bean Blossom, Indiana, for this back-in-the-woods bike feature at Ball's studio. It was an awesome day in Brown County, warm enough for Christy to run around naked outside—so she did.

I'd like to say I'm ridin' the shit out of the bike now, but I reckon you've picked up on the takes-for-fuckin'-ever theme established early on with this bike. So, keeping with tradition, I still haven't gotten the thing registered and licensed. It's a work in progress that should be finished soon. This summer I'll see ya on the road. I'll be ridin' my new, old panhead or is it my old, new panhead? Whatever. There won't be another one like it on the road!

—Clean Dean



The stainless steel
pipes by Bill Sinn complete
this simple, sexy,
sanitary panhead.



Owner: Clean Dean Shawler

City: Council Bluffs, Iowa

GENERAL

Designers: Matt Toomey and Black Magic Customs Inc. (BMCI)

Fabrication: Matt Toomey, BMCI and Bill Sinn

Year and make: 2012 Special Construction

Model: Clean's Pan

Assembly: BMCI

Time: 12+ years

Chrome: Meclec, Fresno, California

ENGINE

Year: 1999 Accurate Engineering

Model: panhead

Ignition: electronic

Displacement: 103 cubic inches

Lower end: S&S

Balancing: Accurate

Pistons: S&S

Heads: STD

Cam: S&S 514

Lifters: S&S

Carb: S&S "G"

Air cleaner: Goodson

Pipes: hand built stainless by Bill Sinn

TRANSMISSION

Make: RevTech 6-speed overdrive

PAINTING

Painter: Mark from Psychotic Air

Color: Cobalt Blue/Oriental Blue flames

Type: House of Kolor

FRAME

Year and make: 1998 Daytec

Type: Street Scene 103+200

Shocks: hidden

Other modifications: Bill Sinn

ACCESSORIES

Bars: drag dogbones

Handlebar controls: Performance Machine

Fenders: Kraftec/integrate strut by BMCI

Headlight: Drag/Ness. BMCI mount

Taillight: BMCI

Speedo: Dakota Digital Odyssey

Pegs: Accutronix/Matt Toomey

Electrics: BMCI

Gas tank: Matt Toomey

Oil tank: Daytec/Matt

Oil system: S&S/BMCI

Primary over: Primo

Seat: James Carter with Bitchin' Stitchin'

Grips: cool rubber ones

FORKS

Type: springer

Extension: 6 inches over

Builder: Paughco

WHEELS

Size: 21 inch front, 16 inch rear, 40-spoke

Make: Performance Machine

Tires: Avon

Brakes: Performance Machine

Photos: Michael Farabaugh



LEESBURG BIKEFEST

Leesburg Bikefest is growing up! It's growing in longevity, popularity, and physical size. Some folks used to say that Leesburg couldn't be a major rally contender due to the size limitations the host city had placed upon itself. The confines of the downtown area, which is the heart to this rally, even though completely shut down to all but motorcycles simply wouldn't permit the rally to expand much farther than its original center city borders, thus restricting Bikefest to be just another local event. But the Leesburg Partnership, organizers of this rally, is proving those critics wrong.

The single day rally of old, hosting a couple thousand and a few resident bar bands, is long gone. This year's 16th annual Leesburg Bikefest was host to over 250,000 bikers. There were nine official stages with 76 concerts, so many bikini contests it made your eyes hurt, a beefcake contest for the ladies, scenic rides, poker runs, demos, a custom bike show/contest, and a coinciding tattoo expo. In short, if you couldn't find something to entertain your inner party animal at Bikefest 2012, it's time to turn in your

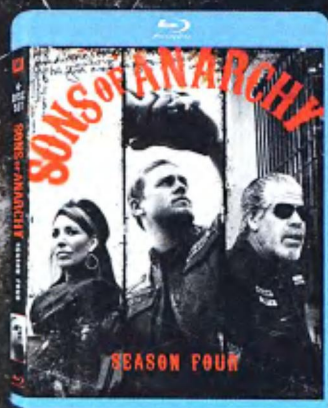
party/biker badge for a front row seat in the TV/waiting lounge at Shady Acres Rest Home for the boring.

Already recognized as one of the most biker-friendly rallies in the country, Leesburg may soon have to add a few more adjectives to its bikefest publicity materials like bigger, better, and to most attendees I talked with—best. Awesome crowds, cooperative law enforcement (unless you are an absolute idiot, you should go completely unnoticed and will be pleasantly surprised), great bands, lots of eye-candy, and amazing back road landscapes for some of the best riding in gator country provide an excellent backdrop for this great rally.

The party officially started on Thursday at the local H-D dealership. A long-time partner to bikefest, Gator Harley hosts the kick-off each year. The pre-party, with a parking lot full of outside vendors, serves as a home to those arriving early and provides them a place to hang while the stage is being set in the downtown area for the full-on three-day, blow-out that is soon to follow. A local favorite hangout and newcomer to the Leesburg



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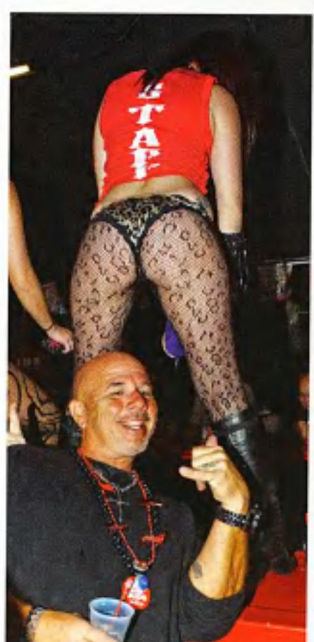
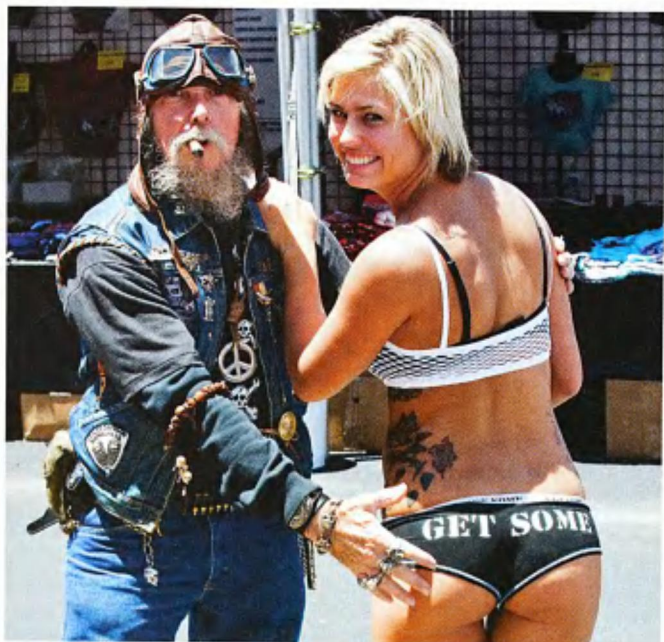
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lineup, Jesse Black's Saloon, also furnishes the hardcore party crowd with a place to cut loose early on and all weekend long. On Thursday night, the jam packed dance floor at Jesse's emptied only long enough to head to the outside bar and ogle the JBS ladies strutting their stuff atop the bar for the first of many bikini contests held throughout the weekend. Leesburg Bikefest now books so much top-notch musical talent and presents it free to anyone that wants to listen, that it may soon be known as a bikermusicfest. Standing-room-only crowds filled the area by the main stage both Friday and Saturday as main acts FireHouse and Seven Mary Three. Rounding out a long list of over 37 bands rockin the nine stages over the weekend were frequent rally favorites Big Engine, Greg Billings Band, Hypersona, Papa Wheelie and Rockit Fly just to name a few.

The big draw among Saturday's events is certainly Ted Smith's famous Rat's Hole

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custom bike show. A Rat trophy is now coveted among custom bike builders all over the southeast, and, as such, the Rat draws a large number of custom entries in several classes as well as thousands of spectators. The Rat's Hole host with most, Radical Randy, helped keep the Rat's fans entertained all day, along with live music, a best biker tattoo contest and a bikini contest to crown the one and only Miss Ratmate 2012.

On Sunday, all the vendors, Team Extreme's stunt show, the Wall of Death, 'Ride like a Pro' demos and a second round of biker games kept the party going for those who didn't get enough. If you just can't call it quits but need a place to sit down, glide on over to the 3rd annual Leesburg Bikefest Tattoo Expo and get some ink to commemorate your good times here in Central Florida. For more information be sure to visit www.leesburgbikefest.com.

—Don Rogers

Photos: Don Rogers

STURGIS SALOON IN LEGAL DISPUTE WITH *EASYRIDERS* ON THE EVE OF “STURGIS RALLY”



Photo: Buck Lowell

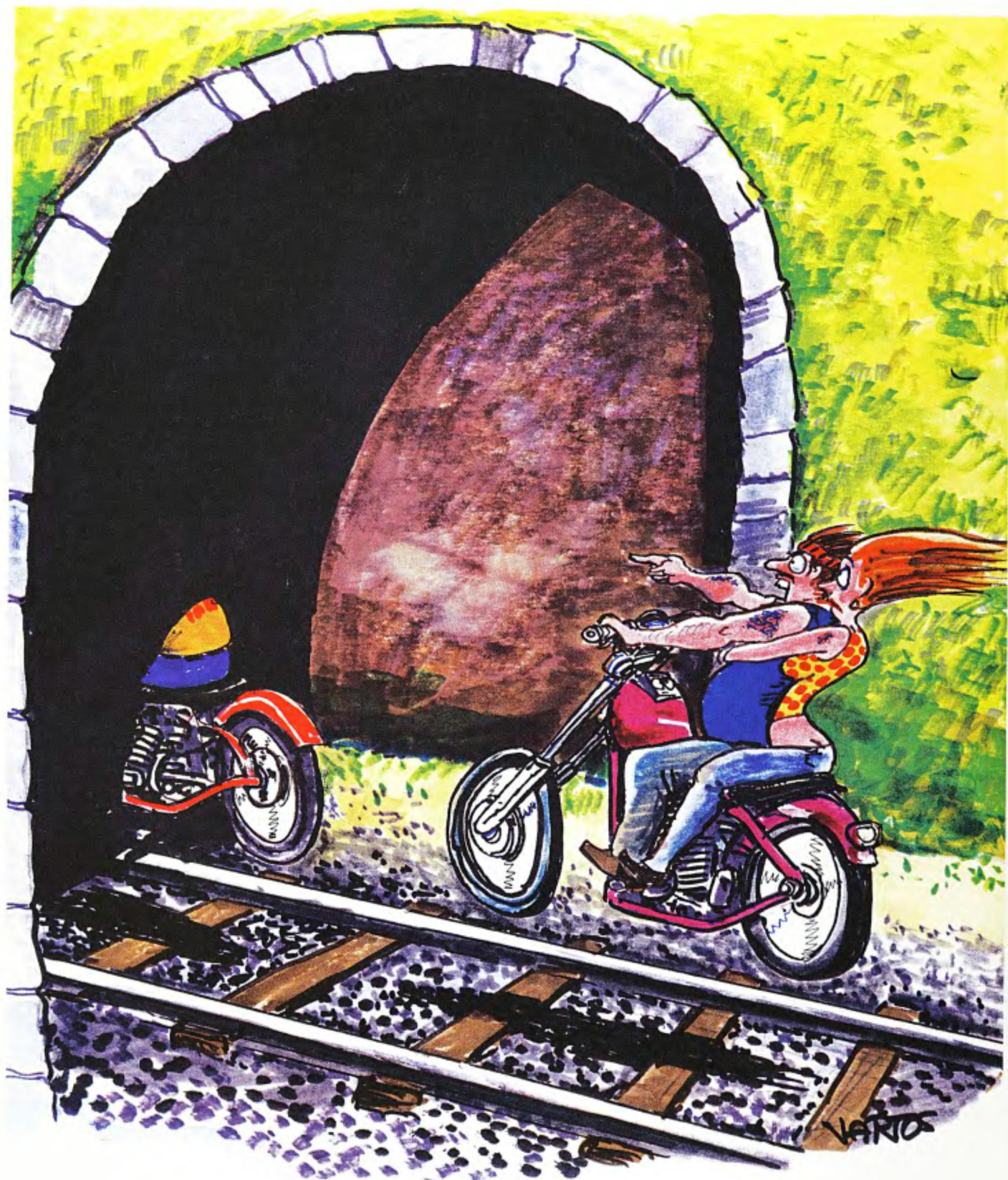
Easyriders Saloon & Steakhouse at the corner of Junction Avenue and Lazelle Street in Sturgis has covered its signs due to pending litigation (as reported in the *Rapid City Journal* on June 13, 2012).

Regarding the above photo:

I know that some of you are curious as to what happened with the Easyriders Saloon, which was opened in Sturgis with much fanfare last year. Frankly, so am I. After some negotiations between *Easyriders* and the saloon owners, the owners abruptly cut off all communications. In so doing, the Saloon owners have taken the position that they should stop using the name *Easyriders* in the name of the Saloon. Unfortunately, they have put us in a position in which we may need to have the courts decide the issues between us.

We remain hopeful that the Saloon owners will reconsider their unilateral decision to cut off all communications. They have not done so yet. We do not know if they will begin to communicate with us again before the Rally, but until they indicate a willingness to talk, it appears they will operate without the “Easyriders Saloon” name, as called for by our contract with them.

—Joe Teresi



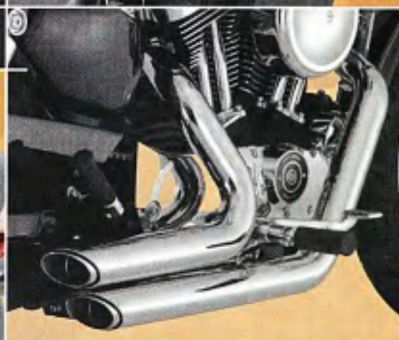
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This Bad Boy Is Comin' Along!

We're pleased as punch to show off your new dream bagger by Paul Yaffe's Bagger Nation. Last month we revealed the mighty Renegade 30-inch front wheel. This time around we're following Paul's progress on the build including the one-of-a-kind Hawg Halters triple trees.

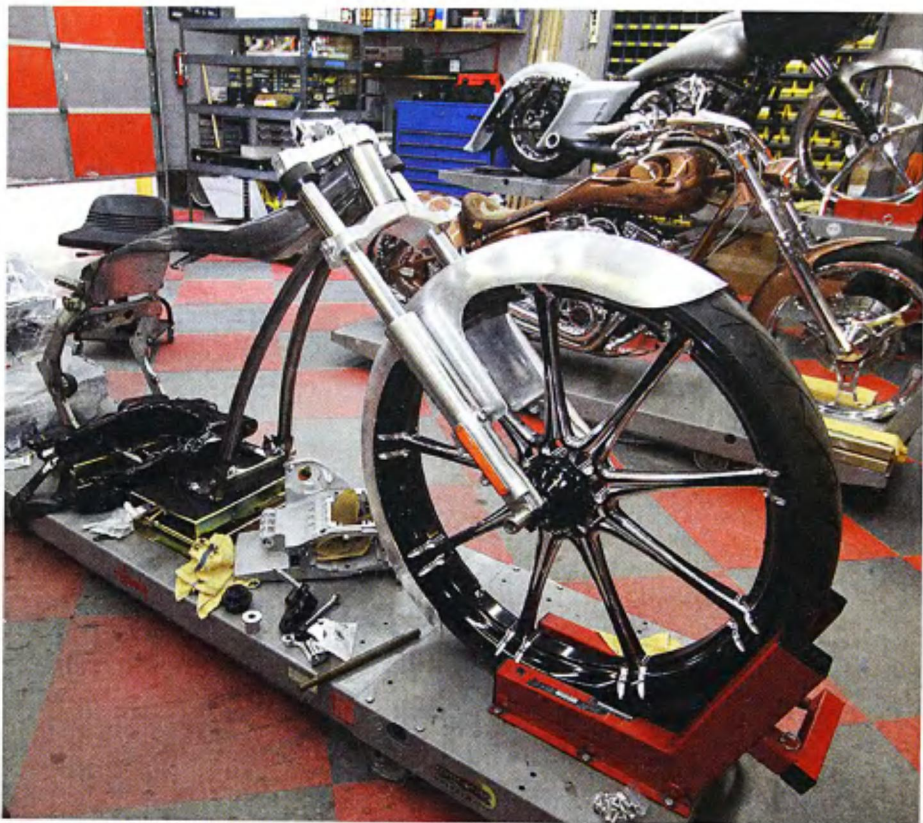
Thanks to a S&S Cycle 111-cubic-inch, show-polished motor and JIMS 6-speed transmission nestled in a one-off Rolling Thunder frame, your new bike is gonna kick some serious customized ass. Paul has a passel of surprises up his wizard-like sleeves in the fabrication department and soon you'll be gazing at the finished Grand Prize in our \$100,000 Sweepstakes sponsored by Dennis Kirk.

Follow along with us now as MrYaffe himself tells you about some of the details as seen in the sparkling photos herein. But as we always say, you can't win this wild ride if you don't enter the contest! Get off your ass and enter today. Check out the ad in this issue for all the rules and regulations and enter right away so you can ride this amazin' mutha home. This is your last chance to enter! Some lucky reader is gonna win this motorized masterpiece and it might be YOU!

—Dave Nichols

Over the past couple of years I've been thinking about creating a truly radical, yet truly rideable, custom touring sled. When Paisano Publications asked me to create something special for its Sweepstakes, I was stoked! I finally had a platform to turn some of my crazy dreams into a reality.

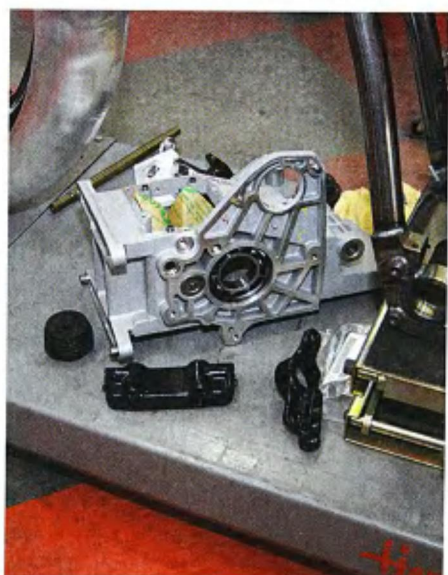
The most predominate of those ideas regarding a dream bagger was a conversation I had had with a local builder, Brian from Hatred Cycles. Brian had stopped by my shop to bend my ear about using 30-inch wheels. He had some thoughts about creating more travel by shortening the steering head. Basically he just wanted to bounce the concept off of me to see if I may have some immediate ideas that would shoot holes in the concept. I didn't. I believed it could be done by creating a set of triple trees that would allow the change yet still accept stock components. My mind was off to the races thanks to that bug that Brian had planted. I immediately bounced the idea off of Jack Gould, my service manager. Kevin Bailey, my general



1 The Rolling Thunder Frame, Renegade 30-inch front wheel, and HHI triple trees fit seamlessly together.



2 We added 12 degrees of rake in the neck to correct the trail so that the bike will handle beautifully even with the monster 30-inch hoop.



3 The JIMS Machine transmission case will be pre-fit to verify clearances and then will be sent back to JIMS for a show-polish and a 6-speed install.



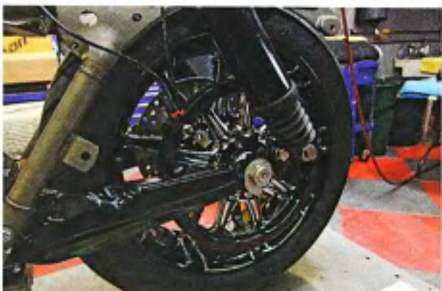
4 With a 3-inch forward stretch we'll make some special bars with extra pull back. Our Bagger Nation Super Riser Clamp will hold on to any design we can dream up.



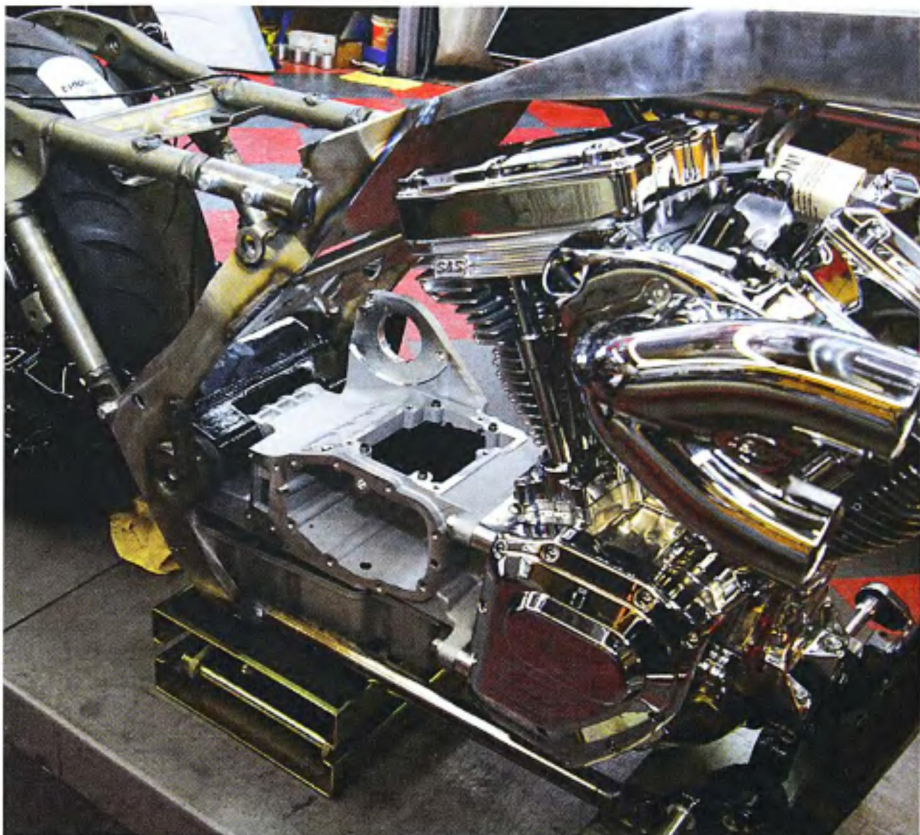
5 B Cool Products made the 30-inch front fender out of aluminum to save weight due to the size of the spinning. Randy also doubled the wall thickness to reduce flex.



6 The S&S 111T hybrid engine looks sweet show polished. We opted for closed port EFI as well. Now it's starting to take shape once we put it on its feet! With a pedigree like S&S you know this bike will not only show, it will go as well. We conservatively estimate 120 HP outta this bad boy!



7 The Renegade matching 18 x 5.5 rear wheel slipped right into place. We mocked it up with Street Glide shocks and added a lowering kit to set the ride height level.



8 Right side view of the frame and transmission installed. Notice the Rolling Thunder Chassis has every stock tab and fitting included. You could truly transfer a late model Bagger right into this frame!



9 The backbone stretch on the frame will be hidden by a custom gas tank. Our goal is to make the bike with flowing clean lines that just look longer and somewhat larger than stock. Other than the sweet, arched front downtubes, you can barely see the difference between the new frame's geometry and the just raked for a 23-inch wheel 2012 H-D that sits on the lift behind it.



10 Back behind Bagger Nation, your custom bike gets its fenders and bags!

manager, walked in and asked what we were talking about. Brandon, my fab shop manager did the same. None of us could think of a reason why the concept wouldn't fly.

The next day I called Mark at Hawg Halters (HHI) who produces our raked triple trees and ran the idea by him and he agreed that it could be done. Next I called Fred and Sam at Rolling Thunder, and they suggested a larger diameter neck with double-side load Timkens to handle any unforeseen increase in load the modifications might cause. I met with everyone on this project in Cincy for the V-Twin Expo Dealer Show and we decided to give it a shot!

Mark went home to lay out the tree design and run numbers to determine a frame geometry that would accept a 30-inch wheel and hold acceptable trail measurements. Fred and Sam went home and found exactly the bearings we needed and created the neck for the frame. I went home and mocked up a chassis to determine what stretch and neck dimensions would create balance within our new engineering concept.

The result of this collaboration is what you see before you on these pages—a H-D late model-inspired custom frame that only needed a 1.5-inch increase in neck height and 3-inch



11 This thing's gonna make a helluva statement goin' down the road!

forward stretch to accommodate a 30-inch front wheel and maintain 7 inches of positive trail. Basically, it's a 30-inch wheel in a 26-inch format. Thanks to Brian at Hatred's idea, Mark at HHI and Rolling Thunder's execution, and a terrific crew of talented fabricators and designers, we have created what we feel is the ultimate 30-inch wheel bagger chassis.

There's more to come. Stay tuned!

—Paul Yaffe

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Photos: Bagger Nation

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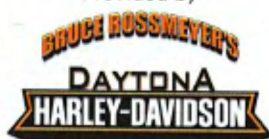
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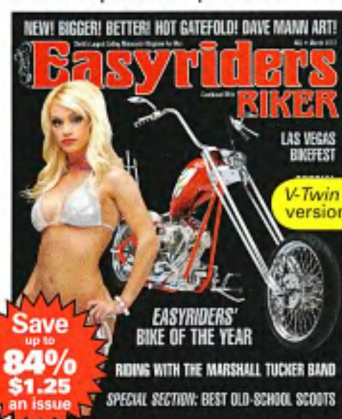


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Dane Chapman,
Michael Goodman

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

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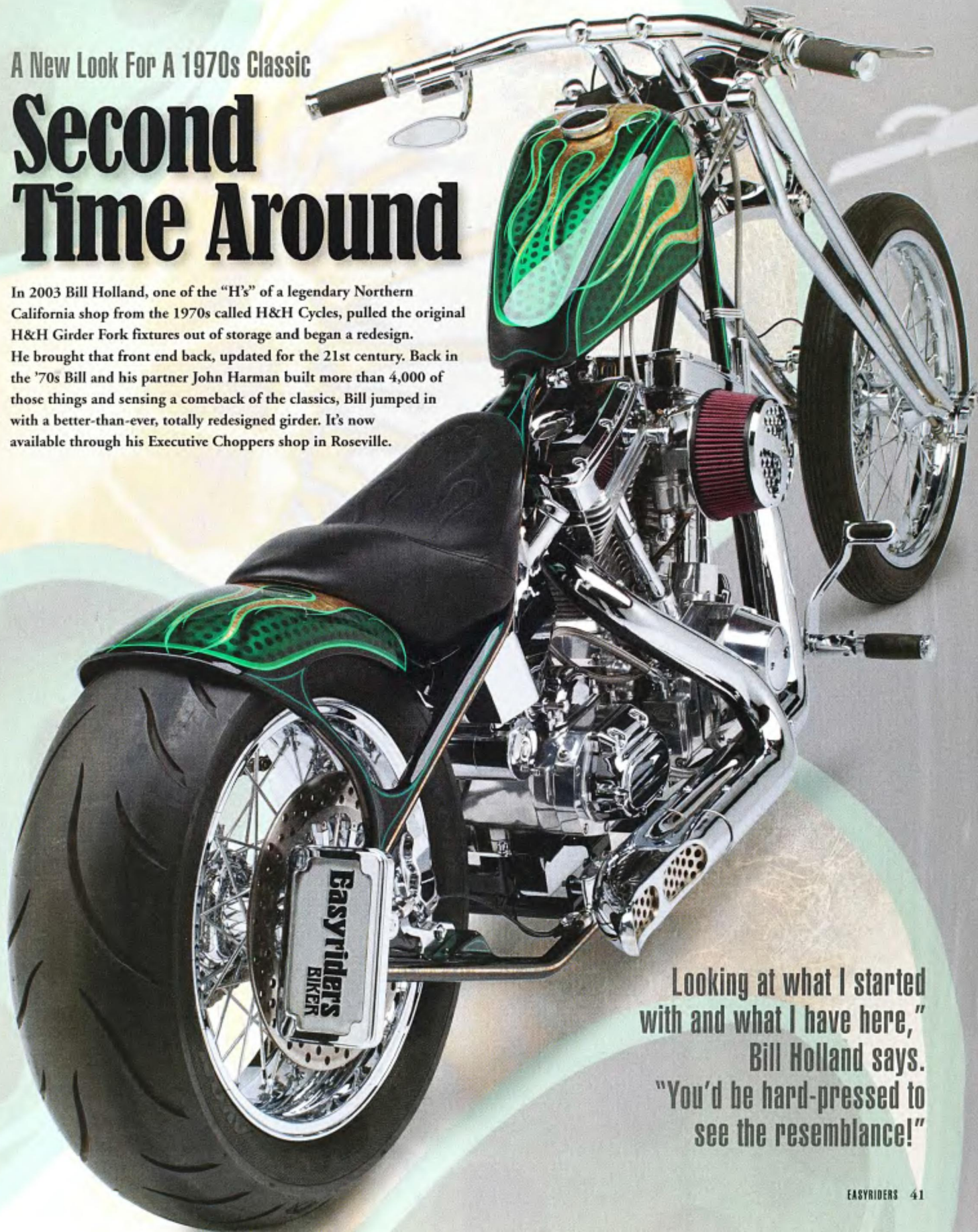
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A New Look For A 1970s Classic

Second Time Around

In 2003 Bill Holland, one of the "H's" of a legendary Northern California shop from the 1970s called H&H Cycles, pulled the original H&H Girder Fork fixtures out of storage and began a redesign. He brought that front end back, updated for the 21st century. Back in the '70s Bill and his partner John Harman built more than 4,000 of those things and sensing a comeback of the classics, Bill jumped in with a better-than-ever, totally redesigned girder. It's now available through his Executive Choppers shop in Roseville.



Looking at what I started with and what I have here," Bill Holland says. "You'd be hard-pressed to see the resemblance!"

The H&H Girder is back,
better than ever.
Bill Holland completely
re-designed that classic
fork for the 21st century.



To showcase that re-born collection of tubing and hidden springs, along with all the other work available at the Executive shop, Bill put together one knockout of chopper, a real throwback to the '70s. It became a major hit on the show circuit, even featured in a builder-profile story in our sister magazine *V-Twin*. About a year or so ago Bill felt that the bike needed a facelift. It was either that or build a completely new one. Bill went the facelift route, and then some.

"Looking at what I started with and what I have here," he says. "You'd be hard-pressed to see the resemblance." Bill says that all that remains of the old bike is the engine and the frame.



The bike was completely torn apart, right down to that bare frame, one of Bill's Executive Choppers creations. It was re-raked with a different front end, a 10-inch over girder took the place of the 18-over assembly originally used. That front end is actually rake-adjustable, too, from 0 to 6 degrees allowing for the exactly correct trail. It is slick stuff, and part of that girder re-design. The engine, a hotbed-up 113 S&S, went back in place with a completely new exhaust system. Continuing the revamp, Bill made a brand-new oil tank, a new rear fender, a new seat, reworked the gas tank, and he did a completely new paint job.

Voila! A brand new motorcycle.

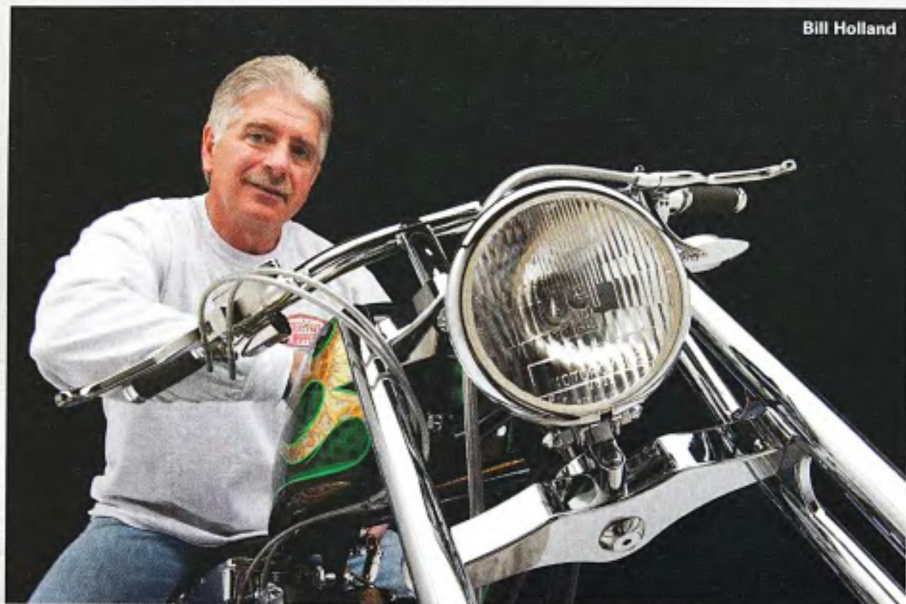
"I showed that original chopper quite a bit," Bill explains, "and it usually did pretty well. Finally, I had to stop entering it in the shows because everyone had already seen it. It was time for a change." There is plenty new to look at now. There is still a definite 1970s vibe going on, but it hasn't completely taken over. "Hey, I'm a '70s kind of guy," Bill laughs. "I guess I'll always keep going back to my roots." There's that re-designed front end, of course, but take a look at the exhaust system here. It's all new, all handmade (by Bill) and it's actually ceramic-coated black with full-coverage heat shields. The meshed-metal tip inserts begin a theme that continues into the air filter and even into the green paint making up the panels on the gas tank and rear fender. The taillights are LEDs cleverly sunk right into the fender brackets and are covered with charcoal lenses that hide them until they light up. Going straight back to the '70s, the rims are old-style Akronts, 5 1/2 inches wide out back mounting a 180 Avon.

"This bike is a friggin' hoot to ride," Bill says. More than filling that show-bike role, it handles perfectly, and, Bill adds, "When you start getting into it and grabbing gears, you better be holding on tight!"

—Joe Kress



Bill Holland



"This bike is a friggin' hoot to ride. When you start getting into it, you better be holding on tight!"





Owner: Bill Holland
City: Roseville, California

GENERAL

Designer: Bill Holland
Fabrication: Bill Holland
Year/make: 2005 Executive Choppers
Model: chopper
Assembly: Bill Holland, George Carlton
Time: 3 months

Chroming: AAA Chrome Plating
ENGINE

Year: 2004 S&S
Rebuilder: Executive Choppers
Displacement: 113 cubic inches
Ignition: Daytona Twin-Tec
Cam: S&S
Carb: S&S "G"
Air cleaner: Pro One, Executive Choppers
Pipes: Bill Holland

TRANSMISSION

Year/make: 2004 Accessories Unlimited
Shifting: 6-speed

PAINTING

Painter: James Dean, Rebel Design
Type/color: House Of Kolor/black, green, gold-leaf flames

FRAME

Year/make: 2004 Executive Choppers
Type: rigid
Rake: 43 degrees
Stretch: 2-out, 4-up
Shocks: none

ACCESSORIES

Bars: Burly, Executive Choppers
Handlebar controls: Performance Machine
Fenders: Fat Katz, Bill Holland
Headlight: Drag Specialties
Taillight: Radiantz, Bill Holland
Speedo: none

Pegs: Performance Machine
Foot controls: Bill Holland, Executive Choppers

Gas tank: H-D Sportster

Oil tank: Bill Holland

Seat: Elzie Jackson, Bill Holland

Mirrors: none

Grips: Performance Machine

FRONT END

Type: Harmon/Holland Girder, 10-over
Builder: Bill Holland, Executive Choppers

WHEELS

Make: Billet Boys, laced Akront rims

Size: 21-inch, 16-inch

Tires: Avon

Brakes: Hawg Halters, Performance Machine

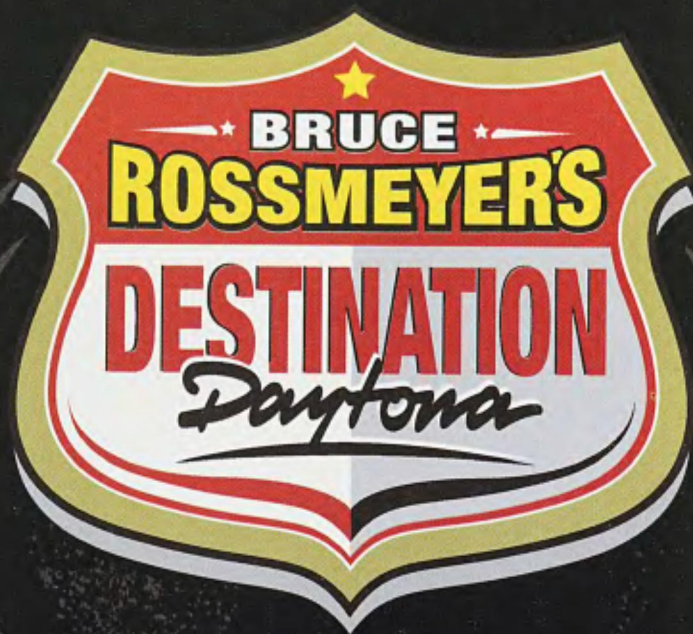
Photos: Michael Lichter

Contact: Bill Holland

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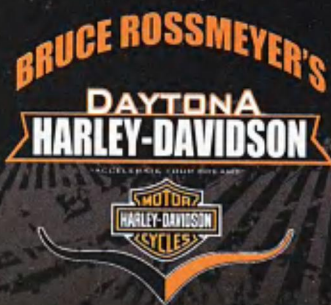
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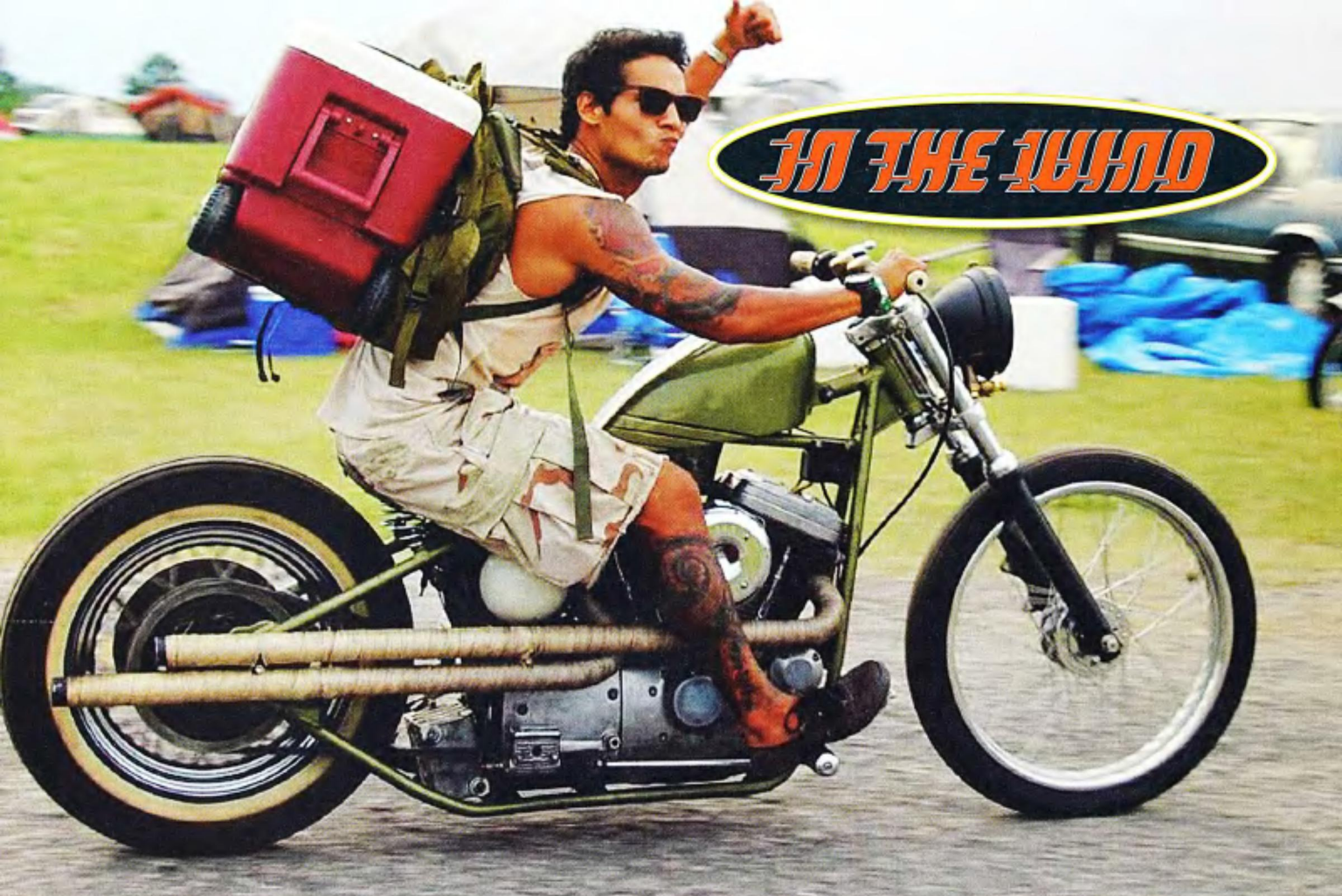


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IN THE WIND

He brought all the camping gear he's gonna need at the Easyriders Rodeo in Wilson, N.C.

—High Beam, Bridgewater, Va.



For Stacey, Donnie and their pit bull—big dogs, big hogs and sky-high apes get it done down South.

—Tommy Pittard, Bethlehem, Ga.



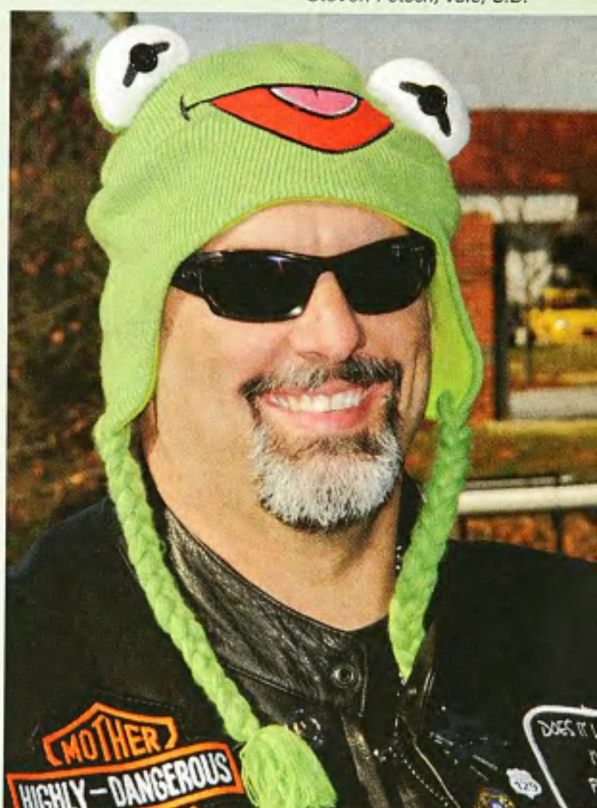
Proper funbag maintenance requires the owner to periodically air them out.

—Steven Petsch, Vale, S.D.



Cheer up, buddy, at least one of you will get laid tonight.

—The Boy Scout, Columbus, Ohio



So who killed Kermit?

—Tommy Pittard, Milledgeville, Ga.



"Can't hear a word she's saying—Thank you loud pipes."

—Nate Ullrich, Clinton, Iowa



1983 was a fine year for nippy nips.—Mike Lichter, Calgary, Alberta.



Cool NoCal bikers ride the Chilly Billy Memorial Run. —Jamie Wallace, Rohnert Park, Calif.



One minute it's pouring rain and the next—the sun pops out. That's how the weather rolls—in and out at Laconia Motorcycle Week.

—Michael Lichter, Laconia, N.H.



People knew how to party in 1981.

—from the late, great Riparoo from 'Berdo.



Try burning this one, pal. —Jeff Bowersock, Cyber Space

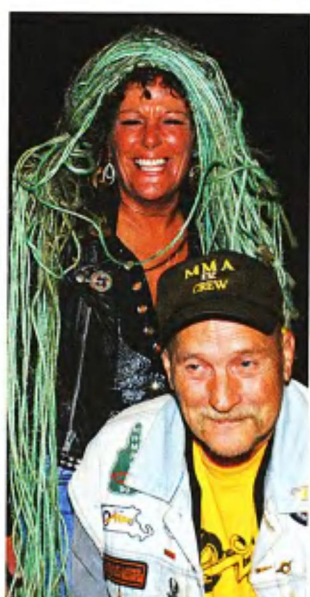


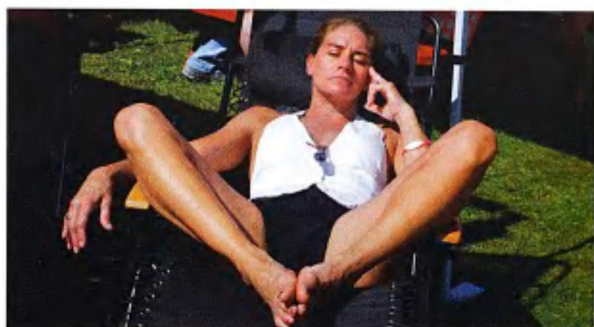
It's important to apply
the proper torque
value to every job.
— *The Boy Scout,*
Columbus, Ohio

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 \$50 for each full-page color photo, \$30 for half-page color photos, \$20 for color photos printed smaller

than half-page. 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.





M M A F A L L R O U N D U P BLOWOUT IN THE HILLS

One week after Hurricane Irene passed through, some ridin' Roundup goers needed to detour their way around the remains of washed out roads and creek beds. It was time for our own blowout up in the hills of Western Massachusetts, where men are men and the sheep were hidin' out.

Surely everyone was here to celebrate the end of a fantastic, yet unusually wet summer. The soggy grounds caused but a few minor mishaps with games and crazy antics. Water-balloon toss competitions were hilarious, not too mention the tug-o-war, slow riding, and potato-in-the-hay scrambles. New vendors camped among us with their leather goods, beads, fluorescent T's, stickers and pins.

Dancing in the barn warmed everyone up, even though a new band and

singer were not too well received. Partying began to spread out to nearby campsites, especially those with roaring campfires.

Now here's a question for ya. If a wife can't convince her ol' man to cut off his long shaggy beard for more than 20 years, what on earth do you think would? How 'bout a cute gal offering to buzz it off, while topless? Yep, that's just what happened to Irv, yer favorite ol' perverted photographer. Wow, it took off 10 years and looks marvelous. Move over Locks for Love, we invented Topless for a Haircut!

Want to hear more? Well, you just get yourself to come along next year and see what craziness you can discover. Find us at www.massmotorcycle.org.

—Jac



I've been in the saddle for nearly 14 hours and have no real desire to stop going.

The low silver clouds have given way to black thunderheads and night is coming on again but I'll push on. Off to the southwest I can see lightning doing its terrible dance. The great cosmic fireworks keep the ride interesting, a reminder, I suppose, that God still holds all the cards.

To the right up toward the red Mesas, a train winds its way through the darkness. A lone headlight blinks once, twice, the universal signal that lets me know he's just a train and not an oncoming semi. I prefer to think it's a friendly greeting by one lonely soul to another out here in the Utah flats. I blink my headlight back.

The barren, wide open interstate may as well be on Mars for the empty, lonely, feeling it always provides when I'm flying west, my boots just a few scant inches above the dark pavement. The first huge raindrops explode on my goggles as the storm reminds me of the rough going ahead. My ass has been numb for the past two hours and my wrist is aching from gripping the throttle for what seems like an eternity. My right ankle is shooting me reminders as well—reminders of lost youth and misspent years.

Two thousand miles behind me is a great old lady in a warm empty bed. She has eyes I could swim in forever and thighs that are still as smooth as the day I met her 36 years ago. She's usually sweet as pie and can cook a meal that would put any TV chef to shame. There are lifelong friends back there as well, men I've ridden with for decades. We've ridden handlebar to handlebar through the Catskills right on down through the potholed streets of Brooklyn as Christmas snows fell around us. Packin' our old ladies behind us and wrestling our Harley-Davidsons on up through the Seven Lakes Highway, we'd head to old campgrounds and cheap motels and drink and laugh 'til the wee hours. Good times....no...GREAT times, that no one outside of the lifestyle could even begin to understand.

We trusted each other with our lives through the tight turns of the highway and the surprises that life threw at us. Births, deaths, and changes are all in my rearview mirror tonight as I brace for the storm ahead. A fierce bolt of lightning throws down not a mile in front of me and I know this will be a bad one, but I press on. I can smell the damp earth on the breezes blowing east, and I know of no place on earth I'd rather be than right here, right now.

No windshield, no heater, no wipers to insulate me from this most visceral of experiences, I have a radio in my head and its playing Molly Hatchet's "Last Ride" when it isn't playing "Hotel California" and I just blast on down the highway that Eisenhower built just for me.

My wonderful wife knew when she looked at

me some 50 hours ago. She had seen the look in my eyes a thousand times before. She knew I'd be gone when she came home from work that evening. She would see the bare space on the garage shelf where my sleeping bag and tent are usually parked and she would prepare for a lonely three or four weeks. One time, quite a ways back, it was three months. She knows though, she knows why. The thing is I'm not even sure why sometimes. Good friends, a warm fire and a great wife and still I'm out here risking all of it for the ride, and this ride was gonna be straight through hell from the looks of things up ahead.

West, always west Horace Greely has nothing on me, man. The pain in my wrist, my arthritic alarm clock, is reminding me to look for gas pretty soon. I need to stop for go-juice, a coffee, and a quick walk around the parking lot to loosen up and I'll be back out in the storm to wrestle with my demons. I will push through to Reno, gas up once more, and head for Donner, shoot over the pass while dodging struggling semis and roll down into Sacramento tomorrow before noon.

I'll hit Frisco, Oakland, and say "Hi" to the Bay Area once again. I'll stop off in Tracy just to see an old friend who I haven't seen in over 26 years. He's had a place waiting for me for decades, up above his horse barn. I'll grab a few days of rest, then turn around and do it all over again.

I don't even like horses, but Gary loves 'em. Go figure. Damned things have no clutch or brake and that always creeped me out. I at least want the illusion that I'm controlling what I ride.

So why do I ride? I promised myself a very long time ago that I would ride until someone screwed the cap closed on my urn. From the time I was ten years old and first threw my leg over two wheels and a motor, I knew that cool wind in my face (and the occasional rain or bird crap, bug, or tobacco chew) was the one and only way to go through life. I knew that there would be times when only the sound of a big old hawg could sooth me the way a momma soothes her teething child.

Corny as it sounds, the road really calls to me. Sometimes it downright shouts. So I go before some bored, young cop draws a chalk outline around me, before the arthritis puts me in a chair, before one more pointless "reality" show illustrates the stupidity of my race. I will ride.

The rain isn't really that bad this night. I've seen a lot worse. Good to be wrong once in a while. I look up to see some stars peeking through the cloud breaks and up ahead there's neon reflecting off the last thunderhead.

Gas, coffee, and the open road. I wouldn't want it any other way.

—Z. Jakl

Call of the Open Road



Passin' Gas

A guy is brought before the judge's bench. He is on trial for paying a prostitute for sex. "How do you plead?" the judge asks the defendant.

"Not guilty, your Honor."

Showing him a videotape of the alleged act, the prosecutor responds, "How can you possibly convince this court of your innocence if we have the sex act, plus your subsequent payment to the alleged prostitute right here on tape?"

"Nothing could be easier," says the defendant. "I'll admit to the court that although I wasn't engaged in an act of prostitution, I was committing another crime...gambling. But I am not charged with that."

"Gambling?" says the prosecutor. "How so?"

"Well, you see," answers the defendant, "I went up to the young lady earlier that night as she was working in a topless bar. I said to her, 'I'll bet you \$200 that you don't get to have sex with me tonight.' That videotape you have is just footage of me losing the bet and the woman winning!"

Rocky Myerson

West Palm Beach, Florida

The old maid had been left on the shelf and was resigned to a life on her own. One afternoon as she was strolling through the

park, a man jumped out from behind a tree and said, "This is a stickup."

"I haven't got any money," she said, giving the would-be robber her handbag.

"I'm going to search you," growled the robber. He put his hand inside her blouse and felt inside her bra then ran his hands up and down her legs and his fingers searched inside her underpants. Finding nothing he turned to walk away.

"Don't stop searching," she said, "I can write you a check!"

Joey Hayes

Delano, Calif.

Why was the biker especially taken by the chick with the raspy voice?

He figured, hell, maybe she's all done yellin'.

David A. Chance

Ogden, Utah

It was a small town and the policeman was making his evening rounds. As he was checking a used car lot, he came upon two little old ladies sitting in a used car. He stopped and asked them why they were sitting there in the car or were they trying to steal it?

"Heavens no, we bought it."

"Then why don't you drive it away?"

"We can't drive."

"Then why did you buy it?"

"We were told that if we bought a used car here we'd get screwed, so we're just waiting."

Boxcar

North Cali.

Little Johnny is caught swearing by his teacher. "Johnny, you shouldn't use that kind of language, where on Earth did you hear such talk?"

"My daddy said it," replies Johnny.

"Well, that doesn't matter," explains the teacher. "You don't even know what it means."

"I do too!" replies Johnny. "It means Daddy's bike won't start!"

Joey Hayes

Delano, Calif.

Did you hear about the constipated accountant?

He tried and he tried, but he still couldn't budget.

How many straight San Franciscans does it take to change a light bulb?

Both of 'em.

Sarah Brack

Vacaville, Calif.

A wife appeared before the judge and said, "I want a divorce from that jerk over there." The judge said, "Why do you want the divorce?" "Because he's a terrible lover," the wife yelled.

The judge asked, "How long have you been married?"

"Fourteen years," she replied.

"I don't understand. Why did you wait 14 years to divorce your husband for being a terrible lover?"

She said, "Because, your honor, until this insurance salesman stopped by my house last week, I didn't know."

Rocky Myerson

West Palm Beach, Florida



"Did you pinch me, babe, or was that just one of my crabs?"

We pay \$20 in hard, American cash for every joke we print on this page. Contributions will not be acknowledged or returned but you will get some dough if we use your gut-buster. Send your jokes to: Passin' Gas, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail 'em to Beatnik at swerner@easyriders.net.

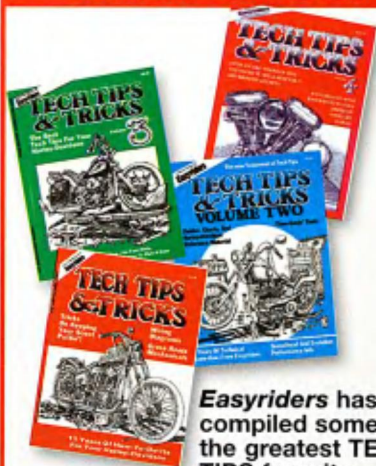
Surfer Girl Meets Biker Boy

This being our "Girls, Girls, Girls" Special issue of *Easyriders*, including an hour-long DVD on the newsstands, I thought you might like to see a classic David Mann painting that captures that most revered All-American icon, the California girl! Surfer Girl Meets Biker Boy was first published in the June 1978 issue of *Easyriders* (#60) and captures the mischievous biker on his Southern California chopper, riding down Pacific Coast Highway, mere seconds from grabbing a fine piece of ass. When the Beach Boys sang, "I wish they all could be California girls," this must be what they had in mind. I liked this painting so much that it hung in my office for years.

—Dave Nichols



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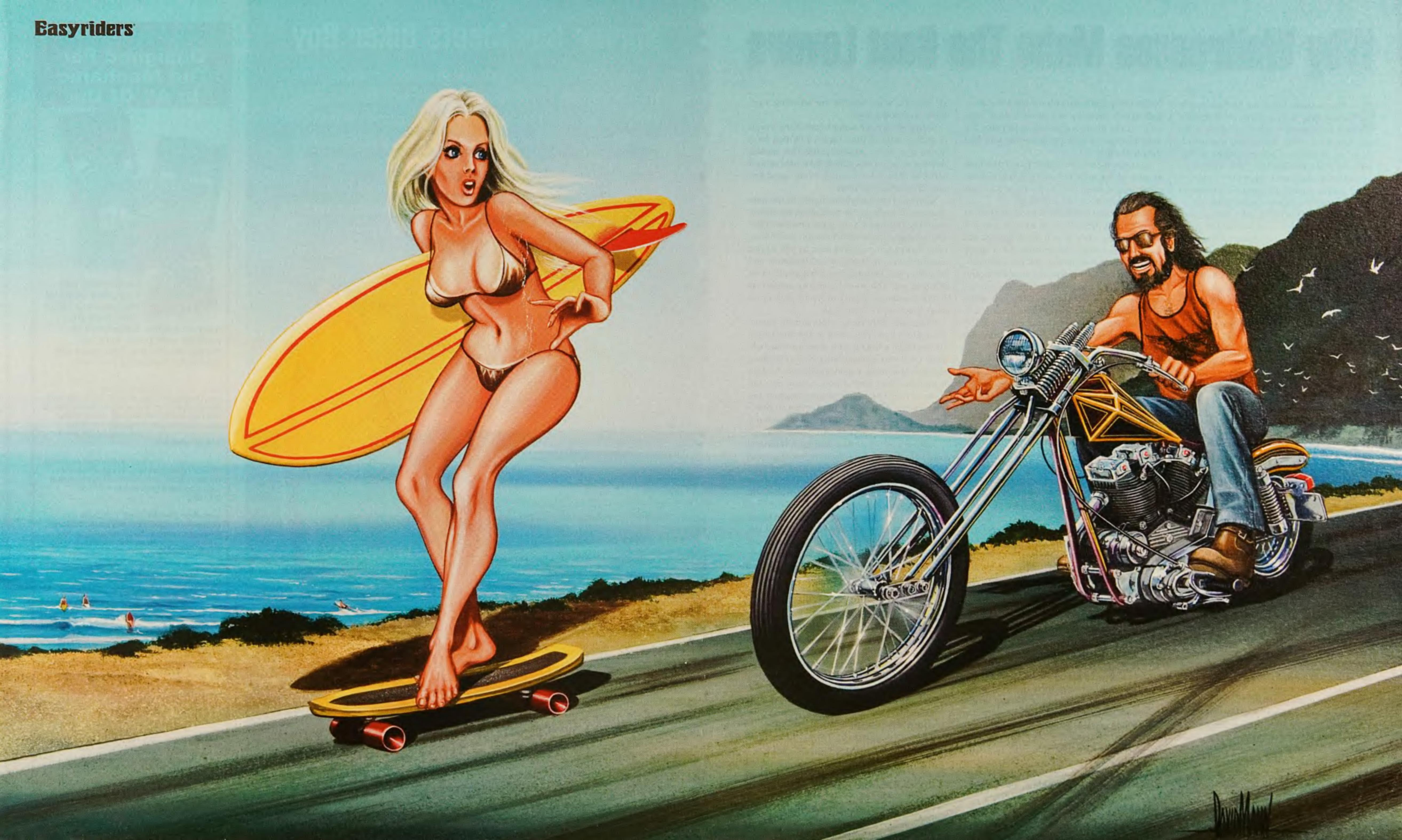
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Why Waitresses Make The Best Lovers

So, why do waitresses make the best lovers? Because they're so well educated, for one thing. Your typical waitress is working tables only temporarily while she finishes her masters degree in art history. A guy gets weary of that same old post-coital chatter—"Was it good for you too?" "Can I light you a cigarette?"—and welcomes a more informed bedroom conversation on, say, Cubist versus Impressionist painters.

When she does actually achieve her post-graduate degree, no jobs in her field of study (art history, prehistoric psychology, Indonesian literature) avail themselves. She'll get drunk and loose and silly graduation night (I'd be there for that event if I were you) to celebrate, and then will return to The Diner to serve for life.

Serve is the operative word here. The terms "waitress" and "waiter" are now obsolete, because they politically incorrectly gender signify. These days a *maitre d'* seats you and proclaims your server will be with you in a minute.

Anyone whose job title description is defined by the word "server" (one who serves, provides service, gives obedience and reverent honor to, meets the needs or satisfies the requirements of, functions or performs for, is used or usable) must prove an excellent love partner indeed.

Waitresses are smart and creative and have been for centuries. In fact, a waitress-type was responsible for naming the Olympics long ago. A banquet server and nonprofit call girl (i.e. slave) from Sardinia named Gedophamee attended a great as-yet-unnamed international athletic festival in Greece 2,500 years ago and observed the grand parade of contestants during opening ceremonies.

In those unabashed days (you can look this up), athletes performed naked, which is why they weren't called "jocks" until more recent times and also why they were so injury-prone. Naturally, the participants imbibed saltpeter to prevent untimely arousals.

When Gedophamee saw the first wave of naked, magnificent male athletes marching towards her, she exclaimed, "Oh! Limp pricks!" and the name stuck. Only during our more inhibited era was the term shortened (so to speak) to "Olympics." This story is as true as anything I've ever written.

Waitresses convey a sweet, sexy touch of sadness on their hearts. They've just escaped a bad marriage and are "on their own, working" for the first time in years. Or they've suffered three boyfriends in a row who've beaten them. Or they have two kids at home in an upstairs apartment, no husband, and no money.

At work they often pause mid-restaurant,

coffee pot in hand, stare off toward some deep, melancholy memory, and heave a great sigh, their breasts lifting and falling so palpably, the male customers have to look away and bite their lower lips.

You leave them a five-dollar tip, and they look at you with big, grateful eyes. They love to serve men because women tip so poorly, and a smart man knows how to take advantage.

Waitresses are conditioned to do anything in the world to please you, as long as you put money on the table as you leave. They're not prostitutes though. Prostitutes wear more makeup, chew gum louder, talk less grammatically, laugh a shriller laugh, take more drugs, and die younger. Waitresses are real, human, normal, loving people who just happen to grant favors for money. You can always tell whether you're dealing with a waitress or a prostitute by whether you have to pay before or after the service is performed.



Waitresses everywhere call you "Honey," even if you're an ignorant, nasty-looking old derelict like me. "Want some more coffee, Honey?" "Will that be all tonight, Honey?" "Can I put some honey on your biscuits, Honey?" And you tell her you'd like to put some honey on her biscuits tonight and laugh, and she laughs, too, because she has to laugh to get paid.

Waitresses dress up in short-skirted little uniforms that make you want to salute or salivate or both. Their starched blouses never quite fit right and always offer a peek at bra strap or rounded white flesh, which inflates your gratuity twenty percent.

They look good in uniform but even better in civilian clothes. You see them come in on off-days to pick up their paychecks, and they're wearing jeans and sweaters or short-shorts, sandals, and sleeveless tops, and their hair is clean and brushed out, and they don't have that kitchen-grease sheen on their faces, and they're not out of breath and sweaty, and you can't believe how attractive they appear. You want to take one home with you right then, but you don't

say so, and, when they're not working, they don't even notice you.

Waitresses are not complacent. They live in perpetual state of flux, always yearning for a better man, better job, better life. This earnest striving characterizes their lovemaking and enlivens their passion, much to the good fortune of bikers everywhere.

Waitresses often work late hours. By the time they get off work, all the night spots are closed, so a "date" becomes "your place or mine." They also provide captive audiences for your idiotic male banter. Table servers have to talk to you and listen to your stupid sexual innuendo and off-color jokes, because their job depends upon pleasing you. The stuck-up snooty golden-ass bitchy regular women you try to pick up in singles bars won't listen at all.

Waitresses experience notoriously unsuccessful love lives, a fate they accept and assimilate into their constant state of sexy melancholy. They often date married men, with reluctance and a passion born of guilt and despair. All men respond to their soulful pout, tearful eye, and shrug of resignation, mannerisms poignant and cute when a waitress is young but not so attractive when she gets older. There's not much out there sadder than an old waitress.

Among and between a waitress's fractured marriages and wrecked engagements, she needs someone minor like you to transition her from one heart-rending love affair to another. A smart man does not question his own triviality. He eagerly reaps the benefits.

Nurses are terrific lovers, too. They get to see naked strangers every day, so they're not shy about making you naked and getting undressed themselves. They're academically attuned to human anatomy and animal biology, so they know exactly where all the sexual parts are and how to work them. Like waitresses, nurses wear uniforms, maddeningly pristine ones. White rubber-soled shoes, white stockings, white panties, white bra, white skirt, white blouse. On sexual occasions they like to wear their little white nurse caps and nothing else.

Everybody knows they became nurses in the first place because they're so over-sexed they need to see naked people every day. Their pure white apparel and wanton desire provide an angel-on-the-outside/devil-on-the-inside dichotomy that drives men wild.

The perfect woman for me would be a full-time nurse who waits tables on the weekends to support her adult video habit. If anyone out there meets these specifications, call me at 1-800-SERVE ME. Thanks, Honey. —Don Feigert

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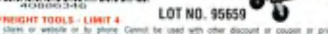
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When Irv and I were coming into town in mid-September, crossing the bay on the Route 90 Bridge, I screamed, "Tornado!" We chased it toward the ocean, stopped between two hotels, and then ran to the beach to watch it. We witnessed a huge waterspout, a weird rainbow, and then just as fast as it came, it was all gone!

The weekend was a lot like that in Ocean City, Maryland, a little twisted. If you couldn't find the Ocean City Harley Shop it's 'cause it moved out to join forces with the Seaford dealership. There were lots of vendors set up at the respective venues of Perdue Stadium, spacious WinterPlace Park, and party hotspot Seacrets. All were "alive and well" with plenty to do and see. Ah, Seacrets, it's the best of the best places to be in Ocean City (OC). It's an extreme indoor/outdoor playground under the watchful eye of Rico, and our favorite entertainer, Jim

Long, keeps the place hopping (literally). There are always plenty of games to enter and free T-shirts flying by to snag.

Other than the obvious of flashing your ride all over town, you can do as the OC people do and down a few glasses of their famous Orange Crush. You'll find out why it is our new wake-me-up breakfast drink. Looking for fantastic ribs? Head north of town and visit Nick's.

With plenty of live bands and ice-cold beer, Ocean City is not a boring place. The fantastic scenic routes take you cruising on your bike up and down the coast, along the shores of the tri-state area of Delaware, Maryland, and Virginia. You can relax, swim, experience new foods, find new friends, ride hard, or just get down and party with the best. Assateague's wild horses can't even keep us away! Search it out at www.thedelmarvabikeweek.com. —Jac



Photos: Jac and Irv Colby

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KEN WHITTEN'S 1947 OEM

Knuckle Buster

You may remember another knucklehead built out of a ton of old piston rods that was the work of Ken Whitten from his Michigan shop not far from Detroit and known as the Great Lakes Nostalgia Cycle. Ken lives the life...bikes, hot rods, and is now celebrating 20 years as a pro tattoo artist at his Sky Images studio.



How many brass knuckles can you count?

Brass knuckles are the theme for this 1947 OEM (original equipment manufacturer) knucklehead. How many can you count? You'll find them at the air cleaner, the kicker pedal, the rear foot pegs, atop the gas tank, and sprouting out of the handmade sissybar and on the suicide shifter, all custom crafted. Ken is quick to point out that the bike owes a lot to the talents of his good friends Chopper Dave, Kevin "Teach" Bass, and Dirty Harry, who hand cut many of the bike's components from stainless steel.

Getting back to the OEM thing takes us to the engine that's got a serious pedigree. "I was



I traded a panhead motor
for the OEM cases.

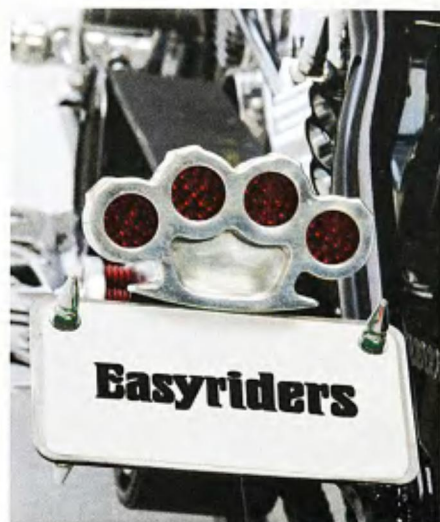


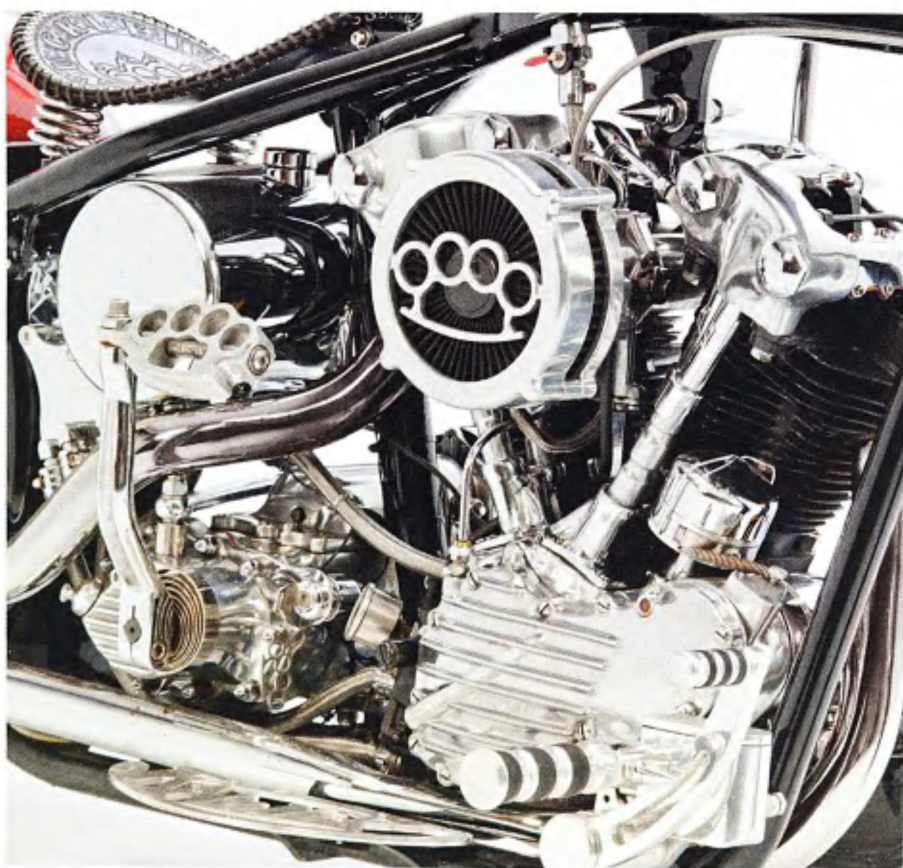
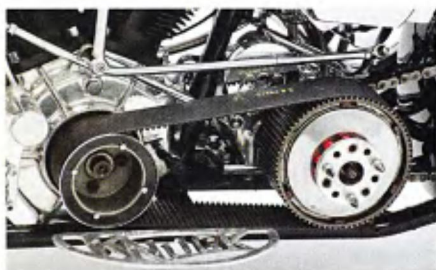
talking to a guy in Nebraska who had a brand-new set of Harley-Davidson knucklehead cases with the title," Ken says. "They had never been put together. It turns out the VIN number was FL5372. Well, my dad, who's my mentor and inspiration and who also helped with this build, was born in '53 and I was born in '72. What are the chances? So it floored me, and I traded a panhead motor for the OEM cases and they went into this bike."

Ken, assisted by his friend Dirty Harry, then put some top-drawer pieces into the engine rebuild, making it a stroker via a Truett & Osborne bottom end as well as headwork, a Leinweber cam, shaved heads, high compression S&S pistons and Sifton lifters then leashed the ponies to a close-ratio gear box hand-shifted. Yes, the bike is more than a handful and you need to have a stout leg to kick it over, but Ken's got it down to a science.

So how's it to ride? Says After a long pause Ken tells us, "Well...there's nothing like a knucklehead." Especially this one it seems. The bike has taken Best of Show at Michigan Chopperfest and a Best at the Easyriders Rodeo in Michigan in 2011. Recently after joining in the special Knucklehead Rally held at the Harley-Davidson Museum, Ken's '47 was awarded Best of Show. "People keep asking me if I'm ready to sell, and I tell them, 'Nope, I love this bike...it's a keeper.'"

—Paul Garson





Owner: Ken Whitten
City: Muskegon, Michigan

GENERAL

Designer: Great Lakes Nostalgia Cycles,
 Ken Whitten

Year/make: 1947 H-D

Model: FL knucklehead

Assembly: Ken Whitten

Time: 6 months

Chroming: Browns

ENGINE

Year: H-D knucklehead

Builder: Ken Whitten

Displacement: 96 cubic inches

Cam: Leinweber

Ignition: points

Pistons: S&S

Heads: OEM

Lifters: Sifton

Carb(s): S&S Shorty

Air cleaner: 2 Bit Choppers

Pipes: Paughco

TRANSMISSION

Year/make: 1947 H-D

Modifications: Andrews close-ratio

Shifting: 4- speed jockey

PAINTING

Painter: Fran Couch

Type/color: black, red metal-flake

Special paint: old-school scallops

FRAME

Year/make: 1995 Kraft Tech

Rake: 40 degrees

Stretch: 3 inches

Shocks: rigid

ACCESSORIES

Bars: Ken Whitten

Handlebar controls: GMA

Fenders: Paughco

Headlight: Paughco

Taillight: Fab Kevin

Pegs: Dirty Harry

Electrics: kick only

Gas tank: Paughco

Oil tank: Paughco

Oil system: H-D

Seat: Mark, New York

Mirrors: Jammer

Grips: Paughco

FORKS

Type: springer

Extension: 6 inches over

Builder: Paughco

WHEELS

Size: 21-inch front, 18-inch rear

Wheels: Jammer

Tires: Dunlop front, Metzeler rear

Brakes: GMA

Photos: Michael Farabaugh

Contact: Ken Whitten

Great Lakes Nostalgia Cycle

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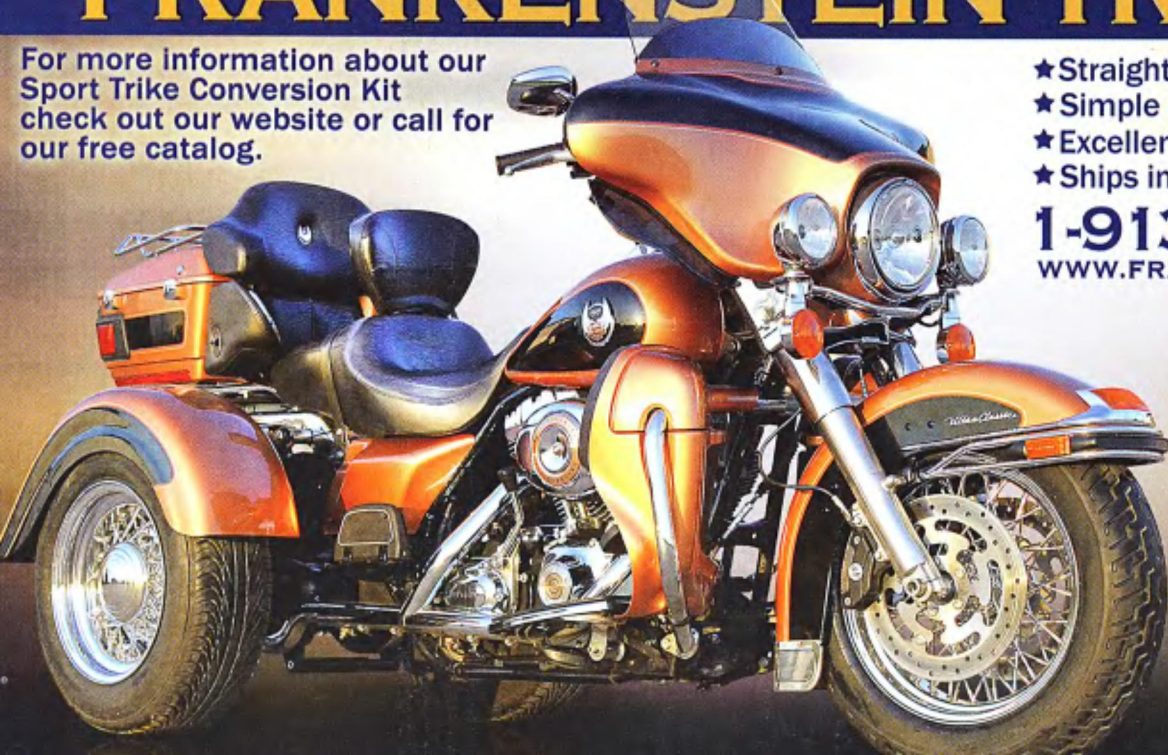
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Girls, Girls, Girls!

So, I was hanging out at our local Wednesday night boozier and this broad was yelling in my ear. I was so blasted I couldn't understand a single word she was saying. It just sounded like some kind of a deranged walrus attack or something, her barking punctuated by hysterical shrieking laughter and rancid menthol cigarette breath. The barks were so extreme and staccato that I began to feel, much like I imagine epileptics feel when they're about to have a grand mal seizure. I tried to feign interest but there was something wrong with my face. I seemed to travel out of my body and into the night air, floating above our whole wretched scene. Suddenly I felt so light, so calm and happy. I wished my riding compadres down below could see me. I only had the chance to spit on two of my brothers before my spirit departed on the cool evening breeze to a land of my summer memories. A place of sun and breasts and alcohol where motorcycles are made of cotton candy, and where strippers are



made of pumpkin pie penicillin, and the lap dance is always on the house. I had the most incredible sense of déjà vu and realized I had been here before. Yes, I know this place! I was there! It was at every run and rally all across this great land of ours where the people are wild and the air smelled like freedom—and urine, but mostly freedom. It was at these very rallies where the scientific breakthrough was made regarding the chemical reaction of Tequila, estrogen and a homemade stripper pole, or as the scientists say, T+E+SP=BINGO.

As I floated above these warm memories of so many naked drunken irresponsible chicks of the biker campground of my summertime mind, I didn't even mind when the cool wind brought me back to my slumped-over body and I rejoined my spirit-mind to my worldly form and woke with a gasp on the ground next to my bike in the parking lot. Everybody was gone including the walrus woman and I felt calm and refreshed. I started up the old wheezer and rode home through dark canyons.

I didn't learn until much later that my friends had written "I Love Cock" on my neck in permanent marker. My friends are so cool. They know I dig chicks. I really do. I dig chicks too much, especially the crazy drunken naked ones for some reason. So anyways, if you dig crazy drunken naked chicks like we do, we figure you'd dig these flicks on the following pages. My dream was true and as you can see we have the pictures to prove it. You should also know that newsstand copies of the very issue you are clutching in your twitching sausage-fingers, include our super-absorbent, low-fat "Girls, Girls, Girls" DVD "movin' pitchers" of biker babes like these ones right here gone certifiably nuttier than squirrel shit. Our loyal subscribers, (who totally fucking rock, by the way) can see the video FREE by visiting www.easyriders.com and logging in their subscription number. We are so fucking space-age, man.

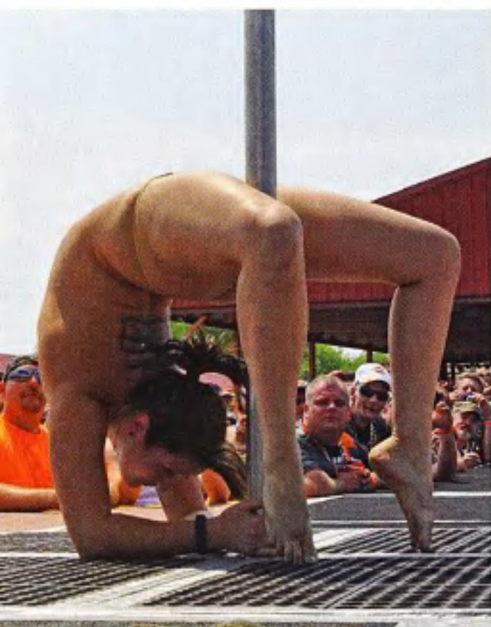
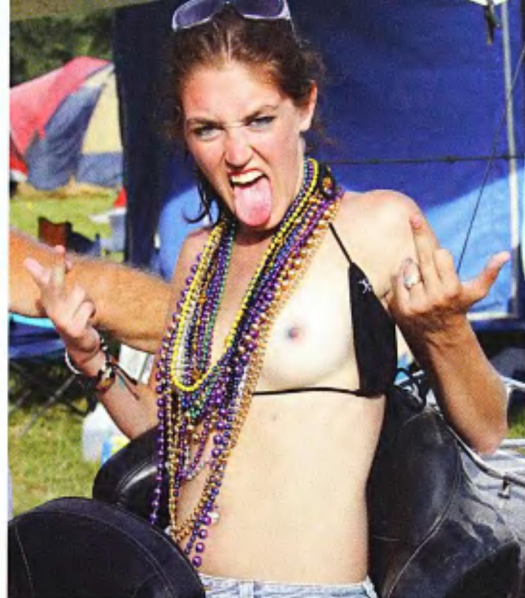
—Beatnik

ESCAPING THE WALRUS WOMAN



Photos: Strips, Darren Logan, Felicia Morgan, William Paul Sherrer, Bob Allan, Gary Hilman, Miserable George and John Sullivan







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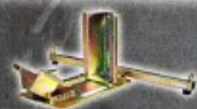


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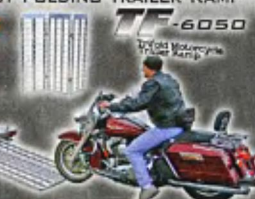


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Lucas Oil Motorcycle Products and the Tin Lizzie Casino in Deadwood, South Dakota, will present the SHOW, SHINE & WIN Bike Show and Motorcycle Giveaway on Thursday, August 9th at 4:00pm. Be sure to come party with the editors of *Easyriders* magazine and enjoy gambling, great food, cold beer and more.

Bike Show sign in begins on Thursday at 10:00 am and closes at 12:30pm. Check out the killer customs until 4:30pm and then we'll give out the trophies and cash prizes at 5:00pm sharp! I'll be on hand to act as your bike show judge and the Best of Show winner will get a bike feature right here in *Easyriders* magazine!

Contact Michael Farabaugh for more information at 812-267-8104; mwfpphoto@hughes.net. Remember, you must be present to win this bike and watch right here in *Easyriders* for a full bike feature with sexy model Stephanie Larimore in the November issue of *Easyriders*, on sale September 25th and catch all the hot Sturgis action and see who won this bike. Hopefully, it'll be YOU!

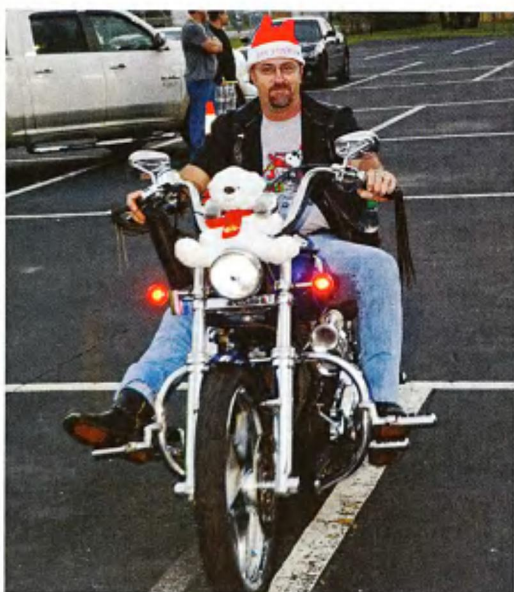
All entries are FREE! Tickets available at all the Lucas Oil trucks, as well as all over the rally and at Tin Lizzie's Casino.

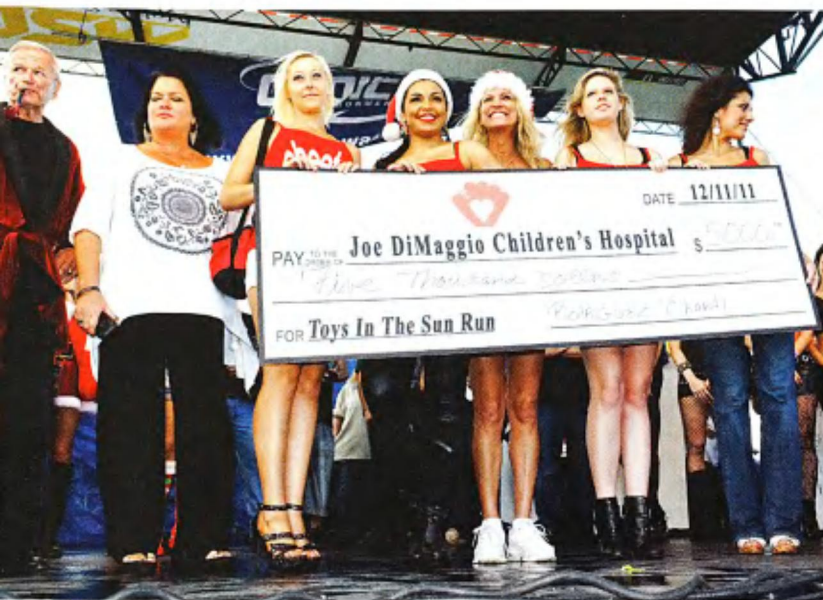
—Dave Nichols





Photos: Michael Farabaugh





TOYS IN THE SUN RUN

The rainbow, arching through the sky, at the lineup for the 24th annual Toys in the Sun Run, seemed an appropriate message to all of Santa's helpers and elves that their generous holiday efforts were not going unnoticed. As happens at the run every year, motorcycles were wrapped in some serious holiday bling. Shiny garland, red bows, Christmas trees, candy canes, reindeer antlers and, of course, thousands of toys decorated most of the bikes participating in this seasonal extravaganza. The toys were bound for scores of sick and underprivileged kids throughout South Florida that wouldn't normally have a present to open at Christmas time.

However, that colorful stripe cutting through the sky was also a forewarning to the sodden ride that was soon to follow. Undaunted by ominous weather, the big guy in the red suit and his many followers set out for the highways. Scattered rain showers and a few downpours couldn't dampen their spirits. Over 30,000 soggy Santa's thundered 22 wet miles between the Mardi Gras Casino in Hallandale Beach, Florida and the ride's final destination at Markham Park in Sunrise, Florida.

Upon arriving at the park and filling several semi's with toys, an additional 30 thousand folks, who decided to make this year's trip by utilizing a slightly drier mode of transportation, joined the

riders. Those wet and those dry were all entertained with two stages of none stop musical entertainment, custom motorcycle and car shows, and over a hundred vendors selling food and all manner of motorcycle gear. Among this year's entertainment were headliners Travis Tritt and David Allen Coe.

The Toys in the Sun Run, billed as the largest Christmas Toy Run, brings in thousands of toys and hundreds of thousands in cash donations each year. Over 11.5 million has been donated to various charities in Broward, Dade, and Monroe counties since Bob Amchir, with the help of the Wings of Gold MC, started the run in 1987. Bob's son Dave and the Wings of Gold are still carrying on Bob's legacy. Joe DiMaggio's Children's Hospital, the original and still primary benefactor to this outpouring of Christmas cheer, has since been joined by the Boys & Girls Clubs, Cystic Fibrosis and Juvenile Diabetes foundations, COPS Kids (Concerns of Police Survivors), and several county hospitals.

To say this expression of charity has reached far into the South Florida community would be an understatement. It now takes over 32 motorcycle clubs and organizations, along with the cooperation of 22 local police departments, and of course a few thousand Christmas elves to make this inspiring event happen year after year.

—Don Rogers



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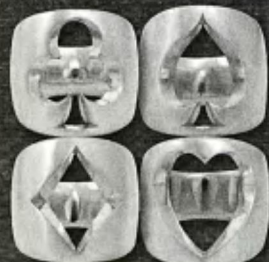
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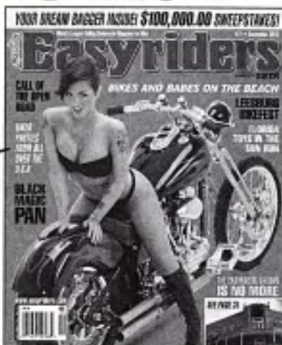
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		1/12 pg	2 3/8 x 2 5/16

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1/6 pg hz	\$570	\$550	\$520
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DON'T SMILE, SCOOWL!

The Paul Yaffe's Bagger Nation Scoowl fairing extension will transform the look of any Road Glide. Yaffe's Scoowl extends the appearance of the OEM H-D Road Glide fairing and gives it a vicious, angry stare that can be seen from both the front and side views. Scoowl is a direct, bolt-on replacement for all 1998-and-later Harley-Davidson Road Glides. Scoowl can be installed as is, or color coated to match the motorcycle's existing paint scheme.

Made in the USA. \$159.95 (For 2009 and earlier models, a 2010-and-later headlight kit is recommended. Optional and sold separately.)

Paul Yaffe's Bagger Nation

602-840-4205

www.paulyaffecor originals.com

www.baggenation.com

NEW HARLEY-DAVIDSON ANALOG HANDLEBAR CLOCK

The new analog Handlebar Clock (*right*) \$79.95 (P/N 70900307 chrome; P/N 70900308 black) from Harley-Davidson has a 1.75-inch diameter face that is easy to read at a glance. The water-



proof Handlebar Clock mounts to the clutch lever bracket and is powered by a self-contained, replaceable battery that makes installation a breeze. The kit includes the clutch lever mounting bracket, but the clock may be installed elsewhere on the handlebar with the separate purchase of a 1-inch or 1.25-inch chrome or black handlebar clock mount clamp (\$21.95). The Handlebar Clock fits all Harley-Davidson motorcycle models. Models equipped with a reverse switch or auxiliary accessory switch housing kits will require the separate purchase of a Handlebar Clock mount clamp.

Harley-Davidson

www.harley-davidson.com



DAVID MANN RIDE BELL

Here is one for the Mann fans. The official David Mann ride bell includes a key ring, legend, and black velvet gift bag. I has David's signature on back, with his smiling face on the front. Made in the USA, it is \$14.99 with free shipping in the U.S. David's widow, Jacquie, also offers hats, artwork, and other collectable memorabilia from the Mann.

David Mann Official Website

www.davidmannart.com



BARNETT CLUTCH TOOLS FOR HARLEY-DAVIDSON

In addition to a long line of Harley-Davidson primary components, Barnett also offers clutch tools (*above*). From diaphragm spring compression tools to clutch lock plates that assist in removing inner hubs, Barnett clutch tools make clutch replacement and maintenance a bit easier. Barnett clutch tools are available for Sportsters through 1970, 1986- to-present Sportsters, 1990 - 1997 big twins, and shovelheads. Also available are clutch tools designed specifically for use with the Barnett Scorpion line of clutches. Made in the USA.

Barnett Tool & Eng.
805-642-9435

www.barnettclutches.com

KÜRYAKYN OIL COOLER COVER

The factory oil cooler works great, but the stock black cover looks pretty dull. With Küryakyn's new oil cooler cover (*right*) you can dress it up with some good, old-fashioned chrome. Made from lightweight ABS, this installs just like the factory cover and offers more chrome treatment to help hide those unsightly oil lines. Combine with Küryakyn engine chrome for the perfect, show-quality appearance.

Fits: Stock oil coolers on 2011 - 2012 Electra Glides, Road Glides, Street Glides, Road Kings, and trikes.

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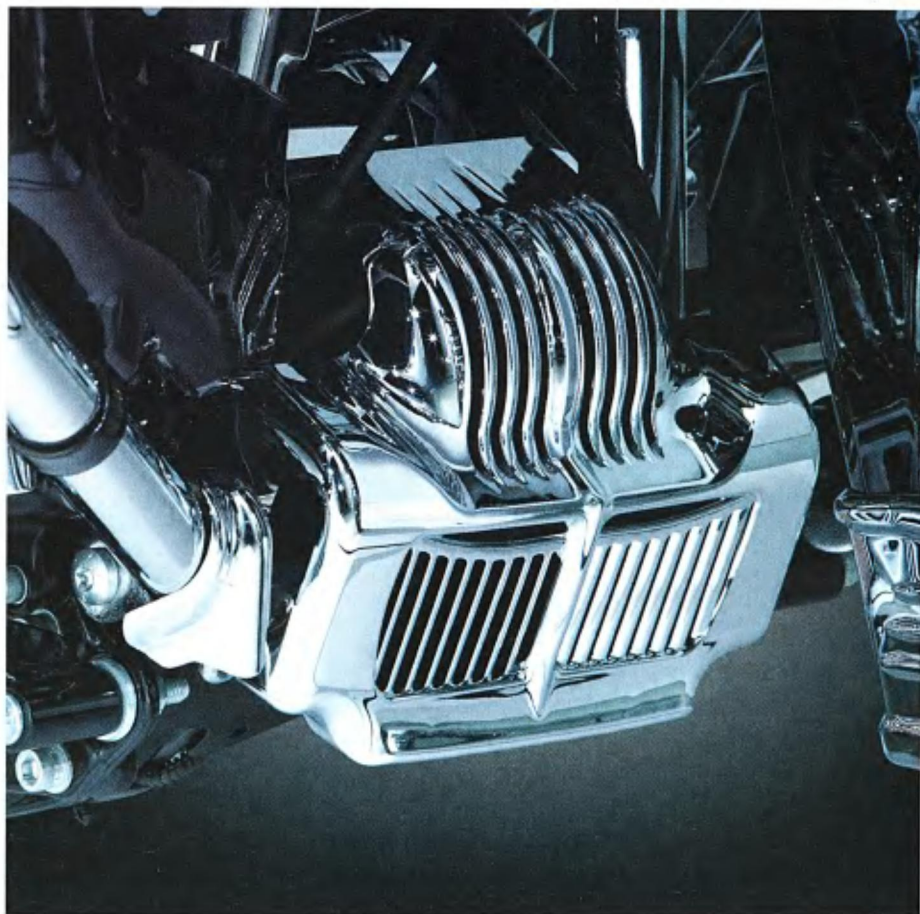


THE GEAR RING BY KINEKT DESIGN

The Kinekt gear ring is crafted from jewelry stainless steel to ensure the function and precision of all the components. A product for both men and women, the ring is elegant, yet striking, with comfort styling and smooth movement at the attractive retail price of \$165. The price includes free world-wide shipping and comes with a lifetime warranty. It is offered in 16 different ring sizes from 5 to 20, as well as fine jewelry with real gold, with or without diamonds.

Kinekt Design
888-600-8494

www.kinektdesign.com



A man with a beard and sunglasses is riding a custom teal BSA motorcycle. The motorcycle has a teal fuel tank with "Whisper's racing" written on it, a chrome engine, and a large rear wheel. The background is a wall with graffiti, including a cartoon character holding a sign.

Lävi Avikainen from Helsinki,
the owner of this BSA.



THE KEKKONEN BEEZER

Recognize the face cast in aluminum in the oil tank of this classy little 1952 BSA single? Of course you don't because it's a portrait of former Finnish president Urho Kekkonen. And the story on this scooter only gets weirder from there.

We asked Lävi Avikainen from Helsinki, the owner of this BSA, if there is anything special about his bike that we should know about. He shrugged and told us that he was never straight the entire time he was building this little chop job. Naturally, we wanted to know what he was drinkin' and he said, "I ain't talkin' about alcohol, man. Why do you think we call our shop Homegrown Choppers?"

Lävi runs a business with five employees and tells us that when he's not working, he is learning to play the ukulele. We asked him why the hell he's learning to play a ukulele and he explained that it's because everybody at the shop loves tiki music and everything Hawaiian. Hawaii, as you may know, is a long frickin' way from Finland. "Every time we have a party," he

tells us, "people show up in hula skirts and Hawaiian shirts and they play a lot of surf music. That's why I chose the color for this bike to remind me of the color of the ocean in Hawaii."

Okay, so that explains the color of the bike, but why the hell does he have a portrait of ex-president Kekkonen's face on the oil tank? "He was our foreign minister back in 1952 when this BSA B33 was built," Lävi says. "During his time in office, tons of British bikes were imported to Finland so his portrait is a tribute of sorts." Well, all righty then.

This BSA was built with the help of one of Finland's big name builders, Isto Kotavuopio of Chemical Choppers. Lävi plans to take the bike around this summer to the shows then he'll change the front forks and add a front brake so he can use it as a daily rider.

Helsinki's east harbor was chosen for the photo shoot because of all the cool graffiti, including the art our pal Jude did of Homegrown Choppers. Lävi started his BSA on the first kick and rode around the place at full throttle. Man, this little thing is incredibly loud!

When asked why it says Herman's Racing on the side of the gas tank, Lävi said that a bunch of local guys race their bikes at a nearby speedway track. We still don't know who Herman is.

—Charley Charles





The crew at Homegrown Choppers. As Lävi says, "Why do you think we call our shop Homegrown Choppers?"



Owner: Lävi Avikainen

City: Helsinki, Finland

GENERAL

Designer: Lävi

Year and make: 1952 BSA

Model: B33

Assembly: Lävi, Isto, Tarmo, Jude, Robin, Fluke, Tomppa

Time: I don't remember

ENGINE

Year and make: 1952 BSA

Rebuilder: Lävi

Displacement: 500 cc

Cam: BSA

Ignition: Lucas magneto

Ignition: points

Carb: Amal GB 1 racing carburetor

Exhaust: Stainless by Tomppa

TRANSMISSION

Year and make: 1952 BSA

Shifting: 4-speed

PAINTING

Painter: Jude and Robert Backman

Color: the ocean in Hawaii

FRAME

Year and make: 1952 BSA modified

Rake: 30 degrees

Stretch: none

ACCESSORIES

Bars: Tomppa

Hand controls: swapmeet specials

Fenders: BSA

Headlight: Bates copy

Taillight: BSA

Pegs: BSA

Electrics: Lävi

Gas tank: from a Solifer Capri moped (Finnish)

Oil tank: By Isto Kotavuopio, Chemical Choppers

Seat: Tarmo

FORKS

Year and make: 1930's BSA

Extension: none

WHEELS

Type: BSA spokes

Size: 23 inch front, 21 inch rear

Tires: rubber

Brakes: BSA drum rear

Photos: Siiver Ohlsson

Meet This Month's Winner!

In this month's astronomical survey of the known galaxy, we part the flesh curtain on a certain miss Nikki from a magical kingdom known as Nashville, Tennessee. Nikki started out as a toddler on the Grand Ol' Opry, as the tiny tot enchanted millions with her rendition of "Daddy Barfed in the Chicken Bucket."

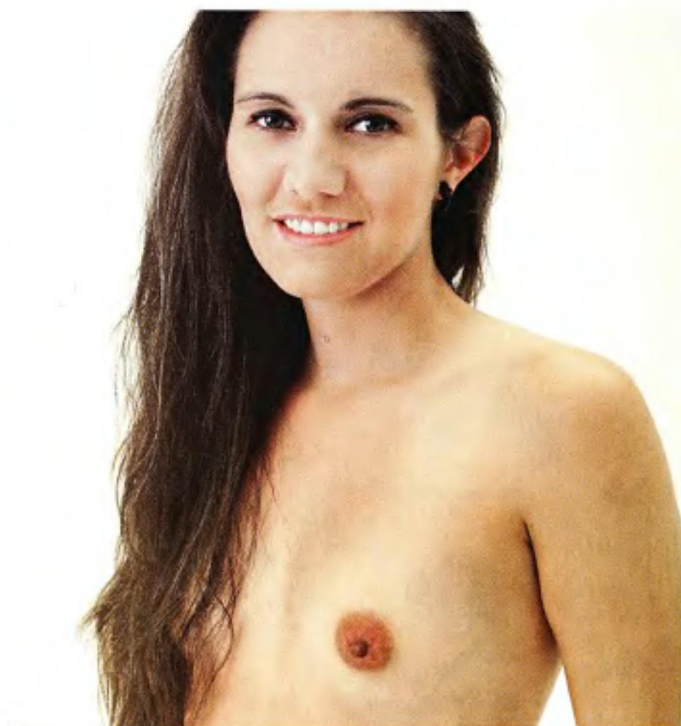
Catch all the fun and only some of the heat rash starting on page 100!

—Moosecock Montana



#0901 Jessica - Texas

"Terror! Right before we left, someone asked my boyfriend if he was sure he was OK without the training wheels. Cruising down the highway, I was sure I was going to die!"



#0902 Nicolette - Arizona

"I was riding bitch on my stepdad's '98, purple Fat Boy when I was fifteen. He got all the way up to 90 mph and it was a blast. I felt a huge rush!"



#0903 Deme - Ontario, Canada

"I was scared at first, but when I looked up and saw the landscape, I was calm and admired the beauty of being free from the surroundings of a car."



#0905 Dia - South Carolina

"My first ride on a Harley was unforgettable. I was nine years old and rode with my stepfather and got burnt. So honestly I'm scarred for life, and it was so worth it!"



#0904 Jessica - Alabama

"Grandfather and dad would take me to school, where I would then projectile vomit."



#0906 Daralynn - Rhode Island

"I rode my first Harley two weeks ago. I've always dreamed about riding a Harley as a kid, and there I was cruising on a '04 Harley Sportster 883!"

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, Jacklyn, a crimson-haired Barrista/actress/zombie-slayer from New York, the friendly state. She's raw and she's real and her name ain't even Lucille. Come back next time or Joe Peschi will show up at your house with a length of twine and a live badger, ya fuckin' mook ya.

471

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

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City: _____ State: _____ Zip: _____

Home Phone: () Cell Phone: ()

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: () Evening Phone: ()

Photographer's Signature: _____

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

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

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Cyclops



BITTMAN'S ONE-EYED GIANT!

Coral Springs, Florida, resident Matthew Bittman was riding in a fast boat 10 years ago when someone threw out a bottle, hitting him in the head and taking out his right eye. He embraced the moniker "Cyclops" and tells us, "You only live this life once."

Though he admits he would not initially choose to take this bike, which he also calls Cyclops, on a 750 mile ride, he has over 3,000 miles on it already. Many of these runs were at 120 miles per hour down the single mile long stretch of asphalt near his home down Wiles Road to The House of Beer.

The Redneck Engineering Mutant Buell "Overtaker" mono-shock chassis works in perfect concert with a stock length Redneck



Engineering front end. With a trail of around 2 inches, Cyclops handles effortlessly. As good as it rides, it is not easy to park an 8-foot-10-inch long bike, and harder still since Matthew has to part the sea of gawkers to get to his waiting space. The engine looks like it will fall out of the open frame, and he had it and the gearbox totally reworked complete with diamond cut jugs.

Though Matthew loves everything about Cyclops, he told us that without paint it would be just another bike going down the road. Rick Corgan of Be-Unique provided amazingly sharp cyclops skull graphics everywhere, even inside the velocity stack. Michael's favorite hand-fabbed part is the incredible hand-tooled seat provided by Jeffery Phipps.

Cyclops is Matthews' first ground-up custom project, and he says he sought out good advice





Matthew Bittman



from seasoned custom bike pros in south Florida. Getting a chance to bounce ideas off these custom garage gurus was his insurance policy that Cyclops would be as roadworthy as it is bitchin' to look at. One of these professionals is Tom Keller at Thug Custom Cycles, who offered to help him all along the way. He made the one-off bars and Tommy suggested the spinner on the rear wheel.

Speakin' of spinners, this month's Fox Hunt winner is nasty Nikki, who is so hot that you have to look at her with only one eye to keep from going blind in both of 'em.

—Cheese







Owner: Matthew Bittman
City: Coral Springs, Florida
Fabrication: Cyclops, Redneck, Thug
Year/make: 1998 Buell
Model: S1W
Time: 6 months
ENGINE
Year/make: 1998 Buell Thunderstorm
Displacement: 74 cubic inches
Ignition: Dyna
Cam: Andrews
Carb: Polished 42mm Mikuni
Air Cleaner: Cyclops
Pipes: Twisted Choppers modified by Cyclops
TRANSMISSION
Year/make: 1998 Buell
Paint: Rick Corgan of Be-Unique
Type/color: House of Kolor/Burnt Orange
Special paint: Rick Corgan
FRAME
Year/make: 2011 Redneck Mutant Buell
Type: mono-shock curve
Rake: 40 degrees
Stretch: 3 inches out
Shock: Progressive
ACCESSORIES
Bars: Thug
Handlebar controls: Joker Machine
Fenders: Cyclops
Headlight: Matthew Bittman
Taillight: Cyclops, Radiance
Pegs: Accutronix
Foot controls: Accutronix
Electrics: Todd's Ignition, Cyclops
Gas tank: Redneck Engineering, Cyclops
Oil tank: Redneck Engineering in frame
Oil System: Harley-Davidson
Primary: Buell
Seat: Jeffrey Phipps
Grips: Todd's Cycle
FRONT END
Type: springer
Extension: stock
Builder: Redneck Engineering
WHEELS
Size: 21-inch front, 18-inch rear
Type: DNA 60-spoke
Tires: Avon
Brakes: Hawg Halters
Photos: Don Rogers

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ROSCOE'S CHILI CHALLENGE

I started attending this event when in its sixth year, and now, 20 years later, it's bigger and better than ever. Adult-only mayhem's been runnin' amuck at Roscoe's for 26 years in the Sunshine State. Actually this year the sun did shine in Lakeland, Florida; it was perfect weather the entire November weekend.

We rolled in on Wednesday morning, set up camp, and traversed the grounds looking for old friends, and we found 'em. It's remarkable that this used-to-be-cow-pasture is now a spacious camping area with more porta-johns than most citywide parties in Florida. Several of the many vendors were already setting up, revelers were trickling in, and the stage was all set up—it looked like a party.

Thursday, the official opening day, saw a line forming at the main gate and live music, free body painting, and all vendors up and running. On Friday the Christian Ministry Riders had a free breakfast. Main stage had master emcee Pogo talking many babes out of their clothes as only he can. The bike show area was jam-packed, Showgirls men's club babes were wowling the guys (and girls), strolling the grounds in their almost-there outfits. The food vendors this year were fantastic and prices were

very good, no rip-offs of any kind. Body painting was going full swing too, and these were the best painters I've ever seen. They even painted up a few guys. Girls hung their panties and bras on the underwear tree (new this year)!

Saturday morning again featured free breakfast, and the tangy aroma of chili filled the air. A record number of cooks this year—all offered something different—from ho-hum, to WOW! After the chili judging, the bikers devoured it all and washed it down with free beer. Damn, this is what a biker party should be! Horseshoe matches, the huge bike show (another record showing), bike games, outhouse racing, mini-bike racing, tattoo show, arm wrestling, an orgasm contest (simulated...damn it!), and a beauty contest were all part of the festivities. There was also the annual tribute to our armed forces, the National Anthem, and a moment of silence for all fallen brothers.

By the way, Roscoe is not responsible for (among other things) lost spouses, lost property, or, lost virginity! Kudos to all the crew who seemingly never took a break, and to Roscoe himself for this done-right, one-of-a-kind event.

—Miserable



ReadersRides

Dean Hellman Weston, Ohio 1992 Chopper

If you can't guess it by looking at this chopper, we'll tell ya that Dean likes old-school bikes. And he comes by his preference quite naturally, almost by osmosis. "The first time I saw the film *Easy Rider* was with my dad," says Dean, who was born a year after the movie came out in 1969. "And I've liked that old-school chopper style ever since."

In fact, he says, his dad, Gene, used to have 1945 knucklehead in many different frames before Dean was born. There's even an old photo of him sitting on it in '74. "So when it was time, I got out of drag racing, quit drinking, and saved up all the beer money to buy this bike," he says.

Dean purchased the bike in 2010 as a rolling chassis for his birthday. And then, in about a year and ten months, "I built it inside the house with the blessing of my wife, AJ," he tells us. A

machinist who builds hydraulic cylinders, Dean made some of the parts on the bike himself, such as the oil tank, the seat, and the brackets for the two headlights. While Dean's friend Connie Wells did the upholstery, Dean made sure the seat would look exactly like the seat on his dad's knuckle.

"Other friends helped out as well, like Eric Kern who lent me his torches, or Jerry Bateson who helped me with the oil tank, or Brian Foster, who painted it. It's even got some 1969 to '70-something copper-flake in the

clear," Dean adds.

The biggest help, though, came from Jeff Hill at Hill's Performance in Ney, Ohio. "I found the engine on craigslist and Jeff went through it and rebuilt it," Dean says. "He also did a lot of TIG welding and helped me with the exhaust and the wiring."

Dean has put about 1,500 miles on the bike so far, some 500 of them with AJ on the back. "Not bad when you consider it's a rigid," he says with a grin.

—Tripper



Photos: Owner



Photos: Owner

Terry Iwanski
Green Valley, Arizona
1969 Shovelhead

Terry has been building bikes since about as long as this magazine's been around, and that's a damn long time. His 1957 extra-long panhead chopper was a Reader's Ride in our June '73 issue, and he had a servi-car that he'd customized in our April '78 issue. Talk about longevity!

Back then he still lived in Nebraska; now he calls Southern Arizona his home. From Cornhusker to Grand Canyon, quite the switch. What he hasn't switched, though, is his love for building bikes or the brand of bikes he builds, which is why you're looking at this shovelhead, it being, of course, a Harley-Davidson. Terry did everything on this bike except raise it from a pup. Oh

yeah, he also didn't stroke the engine to 90 inches; Power Plus in Tucson, Arizona, took care of that. And he didn't turn the lower legs upside down and make it so they would accept disc brakes. Power Plus did that, too. But other than that, he did a lot.

The frame is a 1954 Dogleg repro from V-Twin Mfg., and Terry mated it with all the other parts you see in these pictures. You could say Terry assembled the bike. And he designed and painted it, too. It's quite the departure from the '57 with the very long front end, but it's still a beauty and harkens back very nicely to the very beginnings of Terry's biker career.

"I wanted to be in your magazine one more time," Terry says, but who knows, that one time may just turn into twice as he is currently building a 1962 Harley-Davidson 45. —Tripper

Comin' At Ya



The awesome October issue of *Easyriders* (#472) takes you to America's oldest bike rally in Laconia, New Hampshire. Plus this is our Biker Tattoo Special, filled with badass motorcycle-inspired skin art. This is also our annual "Unswimsuit Special" featuring a bevy of topless temptresses for your perusal. If that's not enough, we've got killer custom bike features including knuckles, panheads, shovelheads, you name it!

Ride with us to wild biker parties all over the country, get another great Dave Mann masterpiece, and tech tips you can really use.

All this and more is comin' at ya in the October *Easyriders*.

On sale August 28th



The August issue of *V-Twin* (#136) offers up a bunch of ways to get more horse power out of

your bike without breaking the bank. It's all part of our Hop-up Guide filled with go-fast goodies! Ride with us to the Big Mountain Run and the Wheels Through Time Museum. Plus six sexy custom 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!

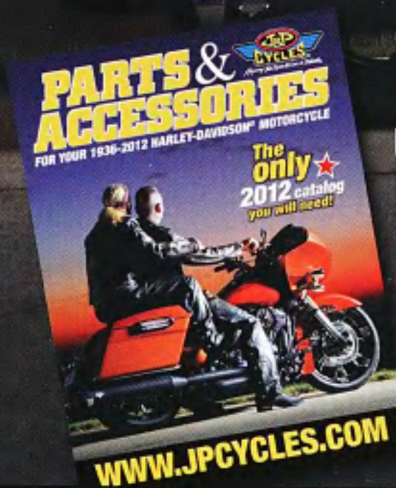
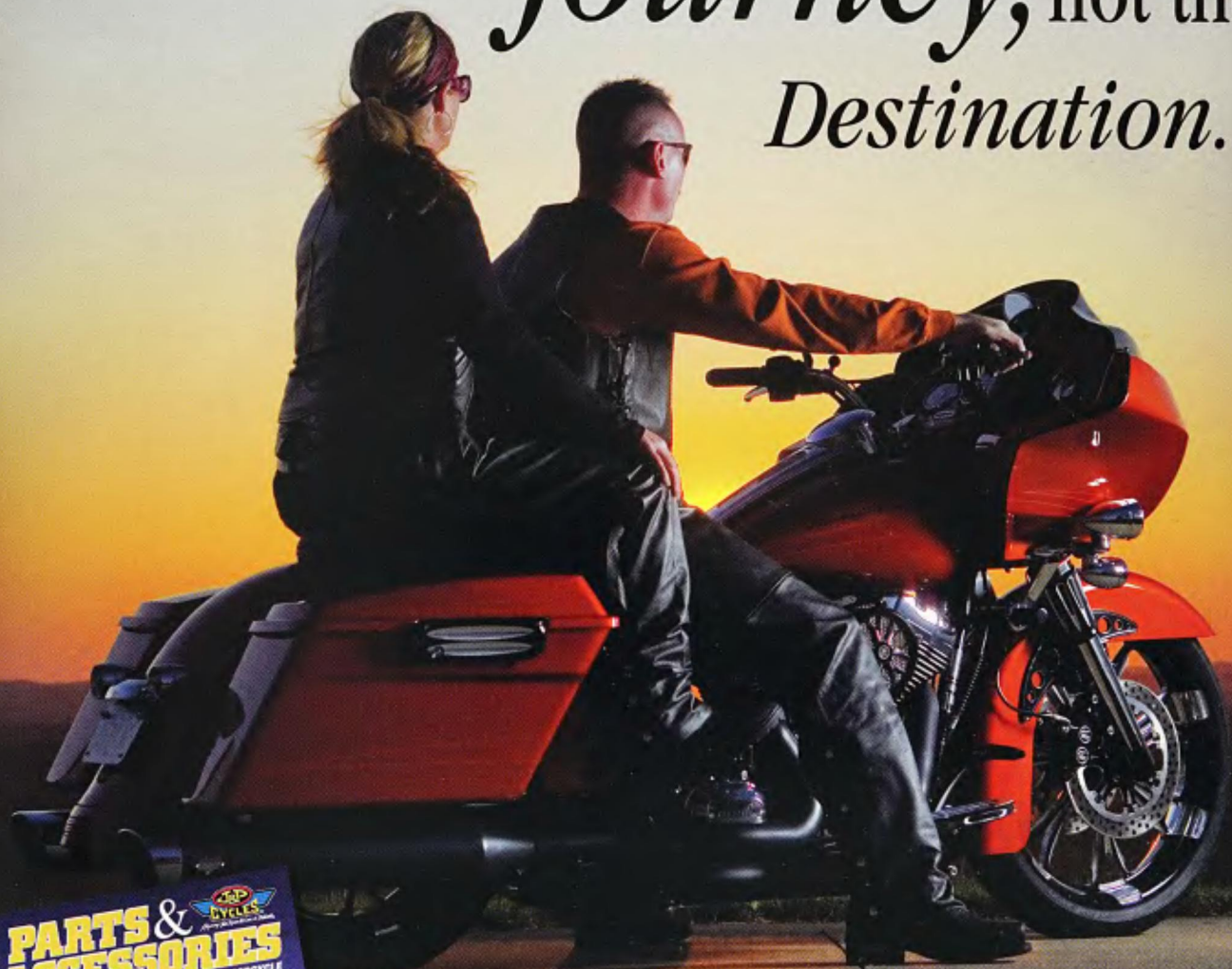
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