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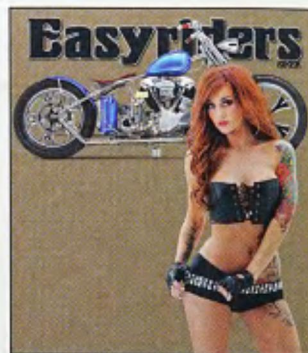
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Justin Alt's 1946 knuckle and Fox Hunt winner Jaclyn shot by Dino Petrocelli. Special imaging by Jeff Biggs.

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



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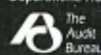
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A Little Kindness Please

In previous issues we've mentioned the friendliness of prisons in countries other than the U.S. Norway, one of the most inmate-friendly prisons in the world has, unfortunately, a crisis in one of its prisons. The confessed killer of 77 people is getting close to formal conviction and sentencing. Officials are afraid that the sociopathic prisoner will try to kill inmates to add to his tally. Since Norwegian law forbids solitary confinement as cruel, they've begun a search to select, hire, and train appropriate "friends" to hang out with him behind bars to win his trust and prevent further troubles.

Hair And More Hair

Here is an example of a guy who proudly has a 14-foot-long moustache. He keeps it conditioned by cleaning and combing it for an hour each day and treats it with coconut-based hair oil. He said that sadly he has to wind it around his neck to keep it from interfering with his daily activities.

That's Gotta Hurt!

A man wanted to know what it felt like to get shot, so he solicited a friend who was first reluctant to fulfill his buddy's wish, but finally gave in and did the dirty deed. He fired a .22-caliber rifle into his pal's leg.

A VERY Interesting Study

Women who perform the act of fellatio and swallow semen on a regular basis, one or two times a week, may reduce their risk of breast cancer by up to 40 percent, a North Carolina State University study found. "Only with regular occurrence will your chances be reduced,

so I encourage all women out there to make fellatio an important part of their daily routine," said one of the researchers at the University. "Since the emergence of the research, I try to fellate at least once every other night to reduce my chances." (Okay, guys, cut this one out and tape it on the bathroom mirror.)

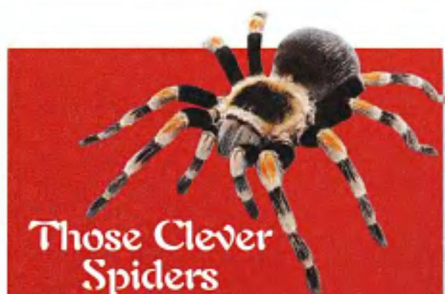


Those Clever Spiders

Spiders seem to have it figured out. They typically get sex by making valuable "gifts" to females (usually high-nutrition insects wrapped in silk), but if lacking resources, a male cleverly packages a fake gift (usually a piece of flower) also in silk but wrapped so tightly so as to distract her as she unwraps it and then mounts her before she discovers the hoax. They've also found



that the male is not above playing dead to coax the female into relaxing her guard as she approaches the "carcass" only to be jumped from behind for sex.



More Scandinavian News

A Swedish political party is taking a stand against upright urination. At a council meeting, the Left Party tabled a motion that would require office washrooms to be genderless with a sit-down-only requirement. For men who might refuse to comply, the representatives suggested a separate set of toilets clearly labeled for stand-up urination only. Party speakers cited medical research they said shows men empty their bladders more efficiently while seated, and improved bladder evacuation reduces the risk for prostate problems. It also helps men who sit rather than stand achieve a longer and healthier sex life, he said.

Mind Over Matter

The employees in a shoemaking shop were always complaining that they were cold. (The door to the shop has to stay open to let solvent fumes escape. As a result, temperatures got as low as eight degrees!) The owner bought his employees heavy parkas, but they didn't keep them warm enough. As a last resort, the owner hired a hypnotist who proved you can retrain people's thinking. Within five minutes the hypnotist convinced each employee to think the place was toasty warm. In fact, they complained that it was too hot!

If Only They Had Seen

The police were looking for a "skinny" black male between the ages of 35 and 45 wearing a black tracksuit. Apparently he had indecently exposed himself at a place of business the offices of the Bucks County Association for the Blind.

Now That's FAT!

An 800-pound 19-year-old had to have her home torn apart by firefighters so that she could be lifted out in order to be taken to a hospital. Forty people were involved in the task, which required removing her from her upstairs bedroom via scaffolding.

Think Before You Pull The Trigger

A robber went into a bank with the thought of walking out with a pocketful of money. But he became impatient with a slow teller, so he fired a shot into the ceiling to emphasize his seriousness. The sound of the shot he fired panicked him so much (as it did the others in the bank) that he ran out the door and jumped into a waiting vehicle. He not only didn't get his money, but now the cops are looking for him.

Ozzie's Questionable Past

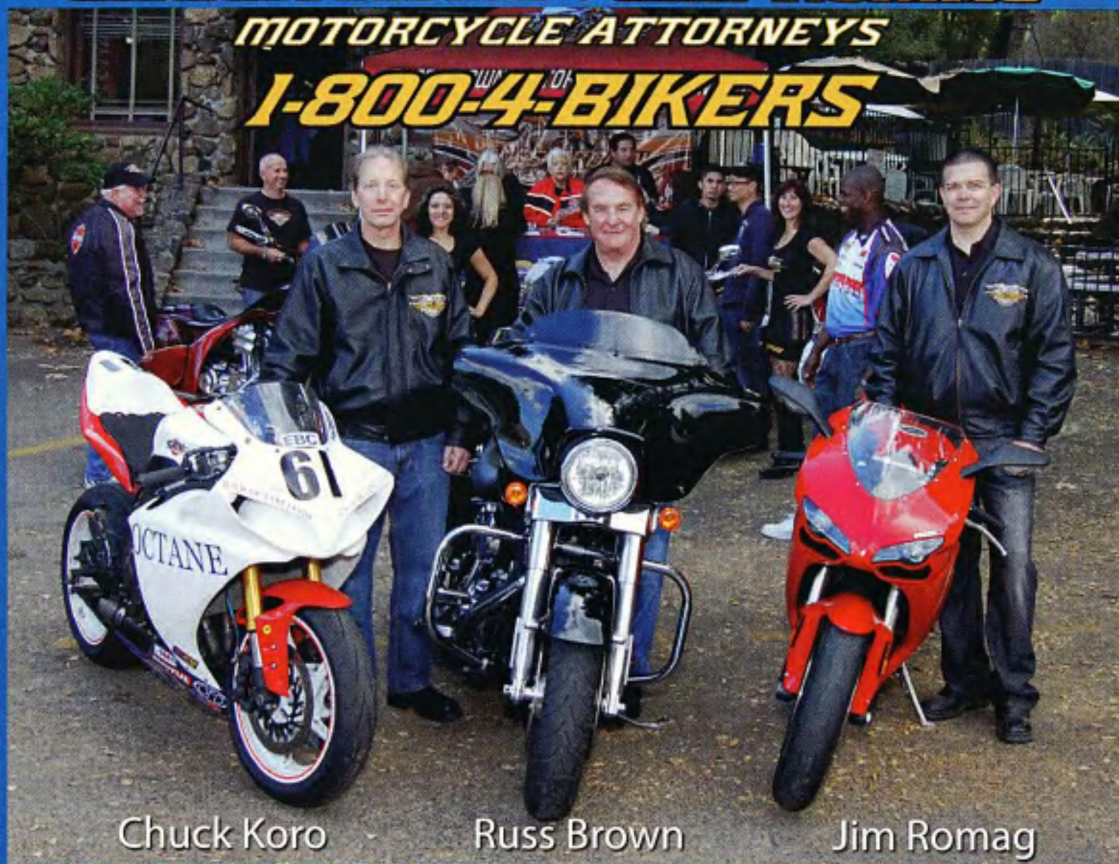
I guess we're all fairly familiar with Ozzie Osbourne's past vices of which there were many. Now that he's clean and sober after a lifetime of almost unimaginably bad habits, doctors are asking him, "Why are you still alive?" He is undergoing the three-month process of genetic mapping to help answer that question and he is becoming a "health advice" columnist for The London's Sunday Times. The now cholesterol-conscious vegetarian said that at times in his life he drank four bottles of cognac a day, smoked cigars as if they were cigarettes, took 42 prescribed medications and many more "backstage" drugs that he couldn't even identify.



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HOMAGE TO THE **RED, WHITE AND BLUE**

John Dodson's "Future Collectible" '53 Pan



John Dodson has been "elbow deep in grease" for some 20 years since he first started wrenching on bikes, more officially since 1999 when he formed Gangster Choppers, the shop located in Chesterfield, Virginia, the Richmond area town voted as one of the top communities in the country.

Gangster Choppers also has the "vote" as a leading custom shop, all its parts fabricated in-house, including a long list featured on this 1953 panhead. "I've got this little thing I say

around the shop, something I believe in my heart—that we are building tomorrow's collectibles today," John tells us. "Years from now someone might come across a barn find or dust off grandfather's bike and immediately recognize it as a Gangster Choppers bike. That's what we put into our builds."

Currently the bike is being ridden and enjoyed in a small town in the historic Shenandoah Valley by its owner Mr. Biggs as John identifies him. He basically gave Gangster free rein but did say he wanted a springer front end, aluminum wheels, and also a bright, bright paint scheme.

When John noticed he was driving a Ford work truck displaying American flags, he realized Mr. Biggs was a patriotic guy, so he decided to have the bike painted white with red and blue flame graphics to echo that theme. The painter, Chad McCreary, brewed up a special formula, not a pearl white but one incorporating a unique snow white flake. Then he pin-striped the graphics as well.



The paint is a special brew...
a unique snow white flake.





A few of the many design details include a front hub built from scratch to fit the super narrow glide front end and also the unusual ribbing seen along the spine of the gas tank and rear fender, the pieces hand twisted, hand filed, then chromed to the level of museum art. The sides of the oil tank feature custom machined aluminum plates etched with the Gangster logo then frenched into the sides of the tank. They are also finned, so function as cooling agents. Fins are an important design element for John. He has actually figured out a ratio of fin thickness to fin gap and can apply the formula to about any piece of trim that has fins to maximize its aesthetic appeal as well as cooling effect, from derby

covers to exhaust tips. That goes for the push-rods on this bike, a part he offers for a variety of Harley engines.

The 74-inch motor took a complete rebuild and some user-friendly upgrades. Built basically to stock specs, it has a hotter cam and higher compression, but the real performance improvement for starting came with the addition of STD heads. Now you can run a shovel intake manifold for better fuel and air entry into the combustion chamber. Gangster also fabbed most of the primary except for the BDL belt as well as the starter pulley and motor plate so that it works with a late model H-D starter motor.

"It's a light bike and pulls hard like it should," John says, "a '53 pan accelerating like a modern Harley. The last email I got from the owner said that while he was at a bike show in Pennsylvania a photographer from *Playboy* wanted to put it in the magazine. I emailed him back: 'Go for it, sounds cool to me.'"

—Paul Garson





We are building
tomorrow's collectibles,
today.





Owner: John Dodson
City: Chesterfield, Virginia
GENERAL
Designer: John Dodson
Fabrication: Gangster Choppers
Year/make: 1953 Harley-Davidson
Model: FLH custom
Assembly: Gangster Choppers
Time: 8 months
Chrome: Hanlon Plating

ENGINE

Year/make: 1953 Harley-Davidson
Rebuilder: John Dodson
Displacement: 74 cubic inches
Cam: Andrews
Ignition: Morris
Pistons: S&S
Heads: STD
Lifters: Harley-Davidson
Carb(s): S&S "B"
Air cleaner: S&S
Pipes: Gangster Choppers
Mufflers: none

TRANSMISSION

Year/make: 2011 Baker
Modifications: 6-speed
Shifting: foot

PAINTING

Painter: Chad McCreary
Type/color: white
Special paint: flames

FRAME

Year/make: 2011 Gangster Choppers
Type: rigid
Rake: 42 degrees
Stretch: 4 inches
Shocks: none

ACCESSORIES

Bars: Gangster Choppers
Handlebar controls: Gangster Choppers
Fenders: Gangster Choppers
Headlight: Paughco
Taillight: Gangster Choppers
Pegs: Gangster Choppers
Electrics: John Dodson
Gas tank: Gangster Choppers
Oil tank: Gangster Choppers
Oil system: Harley-Davidson
Seat: Gangster Choppers
Grips: Gangster Choppers

FORKS

Type: springer
Extension: 6 inches over
Builder: Gangster Choppers

WHEELS

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

Photos: Michael Lichter
Contact: John Dodson
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MRF REJECTS SAE NOISE STANDARD: The Motorcycle Riders Foundation (MRF), at its Meeting of the Minds, has voted not to support SAE J2825, the noise standard favored by the American Motorcyclists Association which would allow troopers to use hand-held decibel meters to judge whether a bike's exhaust is too loud or not. We commend the MRF for this decision. *Easyriders* has long opposed SAE J2825 on the grounds that it helps law enforcement get around the actual reading of the federal standard which is a far more accurate test of compliance and also makes it more difficult for officers to ticket motorcycles for claims of excessive noise. Why load our oppressor's guns for them?

The MRF took this position saying it would not support the testing method as a national standard, commenting that this is a state issue. Source: Motorcycle Riders Foundation (MRF) www.mrf.org

CONSTITUTIONAL RIGHT TO DO BURNOUTS? Murrells Inlet biker bar Suck Bang Blow in South Carolina is filing a lawsuit in federal court alleging that the county's ordinance against outdoor burnouts violates its patrons' constitutional right to self-expression.

According to the lawsuit, Suck Bang Blow "believes that providing these expressive performances to the public is a beneficial social activity which enhances individuals' conscious ability to assimilate."

Suck, Bang Blow has featured burnouts (on its private property) at the bar since it opened in 1996. Last year, the county limited the activity to between the hours of noon and 9 p.m., and this year banned it altogether. A emergency injunction was issued against the county allowing the bar to continue for the May rally while they took the case to federal court, and there will be a jury trial held on May 6, 2013, in Florence, South Carolina. Source: www.myrtlebeachonline.com

NEVADA HELMET CASE APPEALED TO 9TH CIRCUIT COURT: Back in February, the Guerrilla Lawfare crew was unsuccessful in its complaint against Clark County and five cities for violations of Fourth Amendment protections against unreasonable searches and seizures, Fourteenth Amendment protections against arbitrary and discriminatory enforcement, and Malicious Prosecution and Abuse of Process in connection with enforcement of Nevada's helmet law.

QUOTE OF THE MONTH

"Vote: The only commodity that is peddleable without a license."

—Mark Twain

Attorney Travis Barrick has filed an appeal to that decision to the 9th Circuit Court for the plaintiffs. Hopefully the second time around will be the charm. Source: David Stilwell, www.guerrillalawfare.com

NEVADA SENATOR RENEWS PUSH TO AMEND HELMET LAW: Sen. Don Gustavson will be introducing a bill to modify Nevada's helmet law for riders 21 and over to be allowed to choose. The lawmaker believes that the tide of history is favoring helmet choice, with 31 states allowing riders to decide for themselves, the

latest being Michigan in April. In 2011 Gustavson was able to get the same bill passed out of the Senate Transportation Committee but was blocked by the Democratic leadership from coming up for a vote in the Senate. Nevada's helmet law was signed by former Gov. Mike O'Callaghan. Even after leaving office his influence was felt on the issue as the executive editor of the *Las Vegas Sun*, which to this day rails mightily against anyone who strays from the pro-helmet position. O'Callaghan passed away in 2004. Source: *Las Vegas Review Journal*

CALIFORNIA PASSES LAW AGAINST MOTORCYCLE-ONLY CHECKPOINTS: Governor Brown has signed AB 1047 which outlaws motorcycle-only checkpoints by any law enforcement agency in the state. This makes the Golden State the third state to pass such legislation. Final passage of the bill was 77-0 in the Assembly. Source: ABATE of California

THE REWARD FOR DOING GOOD IS JAIL: Natalie Plummer was bicycling in Houston, Texas, when she happened upon a police speed trap. Ms. Plummer proceeded to exercise her civic duty; she took video of the officers with her cell phone camera and scrawled the message "Speed Trap" on a paper bag to wave at drivers to warn them of the situation ahead.

The cops didn't appreciate this courtesy and handcuffed her, telling her that he was arresting her for felony obstruction of justice and threatening that she would face three to five years in prison, at minimum.

In the end she was charged with "walking in the roadway" (jaywalking), and spent 12 hours in jail before she could be bailed out. Ms. Plummer maintains that she was obstructing neither justice, nor the roadway; Instead, she claims that she was standing peacefully on the sidewalk. Source: WTRK, www.ABC13.com

—Kit Maira

IS YOUR DOG REGISTERED TO VOTE? CAN THE DEAD WIN AN ELECTION?

Every presidential election year a few interesting news stories crop up that focus on the errors of our voting system. Remember the story about voters' names being kicked out of the system if they happened to have the same name of someone in prison? This time around a new and fearsome threat to a fair vote may just be that your dog or your dead Uncle Harry are being sent voter registration forms.

According to an article by Mike Baker of the Associated Press, a non-profit group called the Voter Participation Center has touted the distribution of around 5 million registration forms targeting Democratic voters, particularly unmarried women, blacks, Latinos, and young adults. Of interest was a registration form delivered to Ms. Rosie Charlston of Seattle. In fact, Rosie was a black lab dog who died in 1998.

Apparently dogs are not the only unusual mammals receiving registration material. Election administrators all across America have reported voter mailings to animals and pets, dead people, non-citizens and people who have already registered to vote. According to the AP article, Rosie Charlston's owner, Brenda Charlston said, "...I think it's tampering with our voting system. They're fishing for votes..."

In an election year in which sensitivity for voter fraud is on red alert, GOP leaders have used the fear of fraud to push laws and agendas that would make voting more difficult by making voters present identification at the polls. The AP article by Baker states "Democrats have fought the laws, arguing that they can disenfranchise citizens, minorities in particular."

The article further explains that the group behind these questionable mailings to dogs and the deceased, the Voter Participation Center, has acknowledged that the databases it uses to reach potential voters are not perfect because they are produced from information collected commercially. That sounds like the scattergun effect to us. But the big problem is that some of these misdirected documents could make it in to the polls.

New Mexico, a potential swing state in the 2012 election, is a case in point. According to the article, it is one of only two states in which non-citizens can get a driver's license by proving residency and state elections officials are unable to check the legal status of those who submit registration documents.

According to the AP story, "Ken Ortiz, the chief of staff at the New Mexico secretary of state's office, said some noncitizens have contacted the state asking why they received the voting forms when they'd previously been told that they could not vote." Ortiz is quoted as saying, "We fear that some of these individuals who receive this



mailing may feel that they are being encouraged to vote by our office or county government."

Of course the potential for problems with voter registration is nothing new. As mentioned in the AP article, you may recall that some registration workers at ACORN (a community activist group) were accused of submitting bogus registration forms with names like Mickey Mouse a number of years ago. It seems that workers were paid by each name they brought in and added names to increase their pay.

According to the article, mailings produced by the Voter Participation Center have a very official look. They are issued in "privacy envelopes with the headline 'VOTER REGISTRATION DOCUMENTS ENCLOSED.'" As quoted in the

article, "The Voter Participation Center works with a vendor that has access to multiple commercial databases that could include people who subscribe to magazines or junk mail using names of their pets, said Page Gardner, the group's president. She said the nonprofit tries its best to target only eligible and unregistered voters but that some other names inevitably get on the final list." The article also points out that, since 2004, the group takes credit for helping 1 million people to register to vote "and some 300,000 people in the current election cycle."

But how many of those 300,000 are dogs, cats, dead relatives or noncitizens is anyone's guess.

—Dave Nichols

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the way things are
going in the
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November 6, 2012

Angie

Justin Alt Customs Refined Knuck

Owned by one lucky guy in New Jersey, the beautiful blue knucklehead custom on these pages has gone through some changes recently. The owner bought it from Bill Dodge of Bling's Cycles, but decided the paint job had to be changed. You know how it happens to the best of us. The customizing disease seems innocent enough at first. You want to change some minor things, and the next thing ya know, your bike is in five different states in various boxes.

Nub of Nub Grafix had this bike in his shop and since he had worked on lots of projects with Justin "Jutt" Alt of Justin Alt Custom Designs, Nub asked him to come over and change out some oil lines. Next thing ya know, Jutt had the entire bike apart, right down to the engine! Though he had been a factory-certified master mechanic, this was the first knucklehead Jutt ever took a wrench to. He reminds us that if you have an idea or a talent, just go with it.



Jutt found a sight glass from an industrial boiler and put it in service on the side of the tank.





This month's *Easyriders* girl is Fox Hunt winner Jaclyn, who was more than happy to pose with "Angie" and the guys to steam up the lens.



Joe Lucky/Justin Alt Custom Designs/1946 Harley-Davidson Custom



The week after winning a bike show in Timonium, Maryland, with this bike, Jutt quit his dealership job to take those talented wrenches out on his own.

This is an original 1946 knucklehead with a New Jersey title. The tank is often mistaken for an original English treasure known as a Wassell, but it is actually a high-quality reproduction from Lowbrow Customs. Jutt found a sight glass from an industrial boiler and put it in

service on the side of the tank so he can always see how much of the two gallons is left in that little Wassell-like nut of a tank.

You are also looking at the second set of pipes Jutt made for this scooter. The bike's owner, Joe Lucky, didn't like the first set so Jutt made these, which open up the left side of the bike nicely.

Joe has named this machine "Angie" and the angel so skillfully rendered on the seat by

Duane Ballard has special meaning to him. Besides being so damn lucky, he is a very busy guy and is always looking for an hour or so of "me time" to hit the highway at high speed and blow off a little steam.

Another great way to blow off a little steam would be with your Fox Hunt winner Jaclyn here. She was more than happy to pose for our photog Dino, Jutt, and the guys to steam up the lens.
—Cheese





Custom builder Justin Alt.





The tank is often mistaken
for an original English
treasure known as a
Wassell, but it is
actually a high-
quality reproduction from
Lowbrow Customs.

Owner: Joe Lucky
City: Da Jersey Shore
Fabrication: Justin Alt Custom Designs
Year/make: 1946 Harley-Davidson
Model: custom
Time: 8 months
Plating: Atlantic Coast Plating
ENGINE
Year/make: 1946 Harley-Davidson
Model: knucklehead
Displacement: 74 cubic inches
Ignition: Morris Magneto
Cam: Harley-Davidson
Carb: S&S Super "E"
Air Cleaner: Goodson
Pipes: Justin Alt Custom Designs/American
Fabrication and Machine
TRANSMISSION
Year/make: 2008 Baker
Paint: Nub Grafix
Type/color: House of Kolor/Oriental
Blue Kandy
Special paint: pinstriping and silver leaf
by Nub
FRAME
Year/make: 2011 Bling's Cycles
Type: rigid
Rake: 33 degrees
Stretch: 2 inches up
ACCESSORIES
Bars: Keino/Justin Alt Custom Designs
Handlebar controls: Jaybrake/Streamline
Fenders: Justin Alt Custom Designs
Headlight: V-Twin Mfg.
Taillight: Harley-Davidson
Pegs: AFM
Foot controls: American Fabrication and
Machine
Electrics: Justin Alt Custom Designs
Gas tank: Wassell repro by Lowbrow
Oil tank: Bill Dodge/American Fabrication
and Machine
Oil System: Harley-Davidson/Justin Alt
Custom Designs
Primary: Tech Cycle
Seat: Duane Ballard
Grips: Performance Machine/Duane Ballard
FRONT END
Type: Conventional hydraulic 39mm
Extension: stock
Builder: Forking by Frank
WHEELS
Hub: Gasser by Performance Machine
Size: 21-inch front,
18-inch rear
Tires: Metzeler
Brakes: Brembo
Photos: Dino Petrocelli



Summer Heat

TATTOO

RESTROOMS
→

Weirs
Beach

Summer Heat

Weirs
Beach

Summer Heat

Weirs
Beach

Summer Heat

Summer Heat

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TO 6:00 PM

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LOVIN' LACONIA

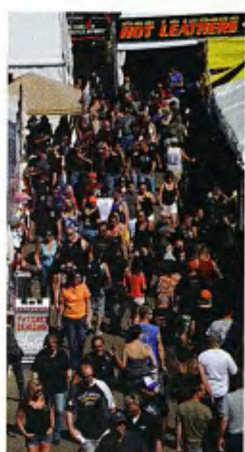
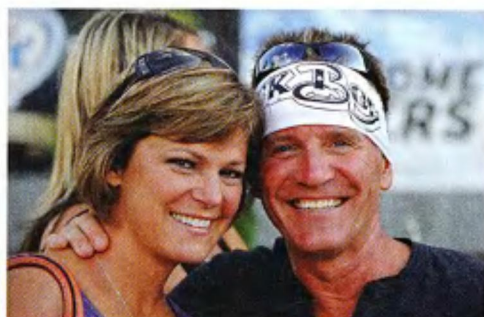
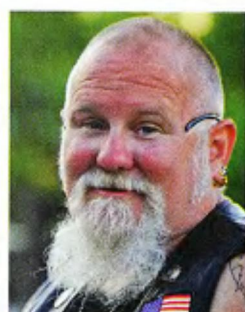
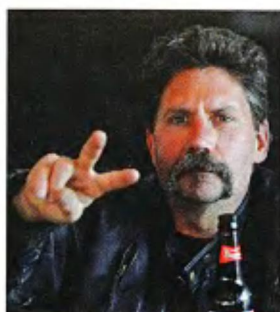
WHERE IT ALL BEGAN

This June 9 - 17 marked the 89th running of Laconia Motorcycle Week, also referred to as the London Classic. Each and every year bikers converge on this green and serene burg by the

thousands to see old friends again and meet new ones. But this isn't just your run-of-the-mill biker run because Laconia has the distinction of being America's longest running motorcycle rally.

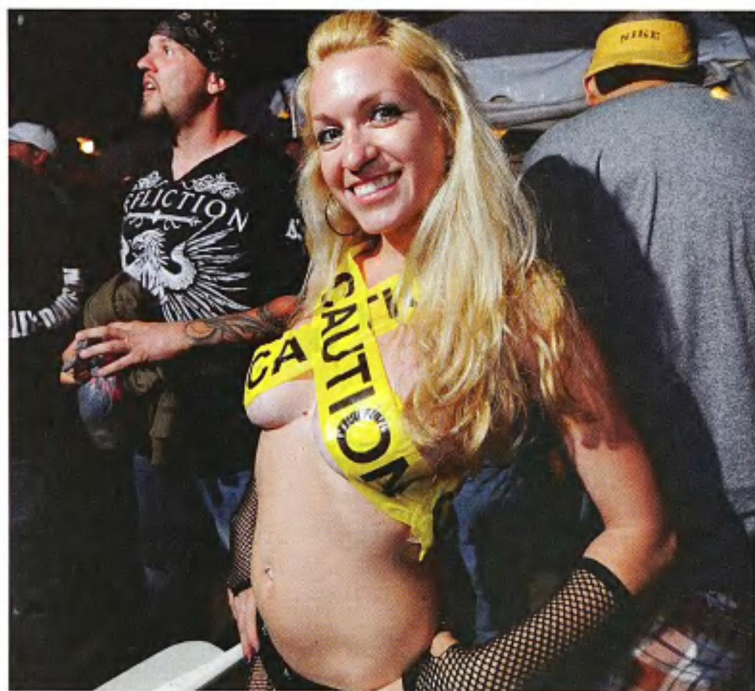
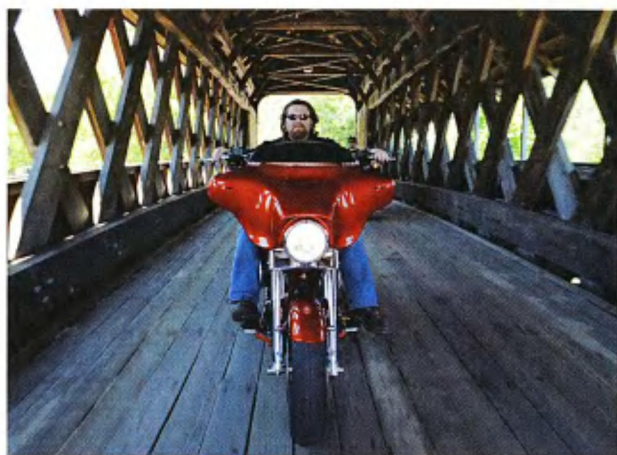
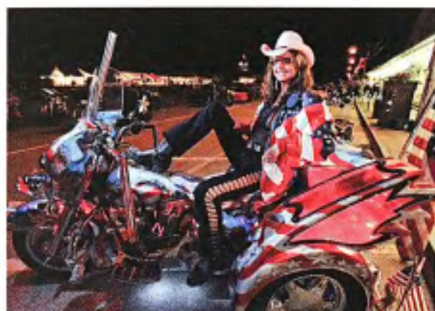
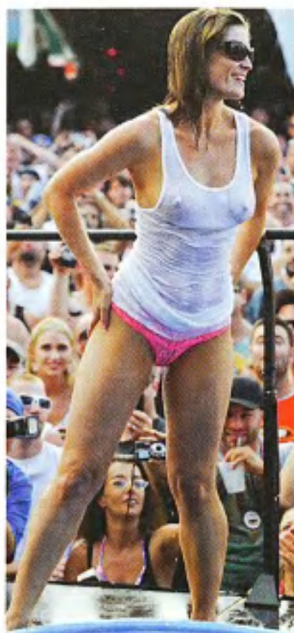


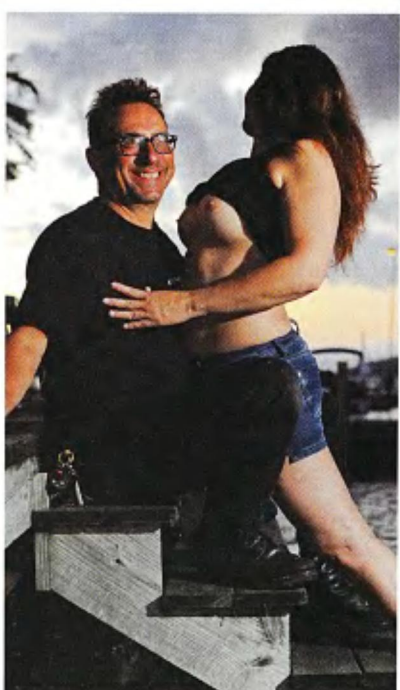
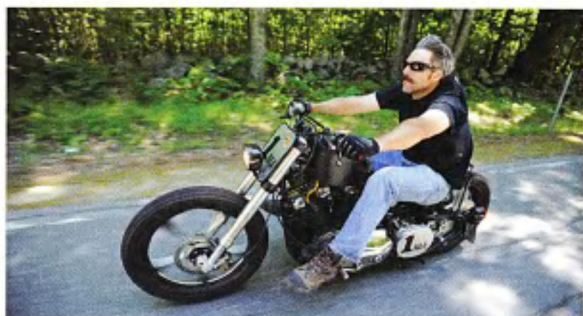




We kicked off our week in the Weirs area by riding in the Annual Peter Makris Memorial Ride (Peter was the owner of the famous Naswa Inn and a good friend). The Ride to the Sky up Mount Washington is a motorcycle-only event that takes in all the awesome beauty of the area and the hill climbs and drag races on Thursday always put a smile on every rider's mug.

A new short track race at the New Hampshire Motor Speedway lit up the second Saturday of the rally as well as the Annual Loudon Classic race. Besides the racing action and great rides, there were the usual swap meets, ride-in bike shows, and party action that any major rally is known for. But the Weirs Beach area is special in all the country for riders searching for a





little New England charm and the Gypsy Tours offer diverse riding around New Hampshire that is truly inspiring.

If you've never been to this rally, be prepared for weather that can be hot and humid as well as cold and rainy. Laconia can be like a box of chocolates; you never know what you're gonna get. We suggest you ride on down to Lakeside Avenue and ask locals where the Lobster Pound and Paradise Beach Club are. Tell 'em *Easyriders* sent ya and be prepared to party!

—Dave Nichols

Photos: Michael Lichter

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As any biker knows, showin' off your tattoos to the straight world can be just about as rebellious (and as much fun) as moonin' your ol' lady's granny, fartin' in church, or ridin' them loud, dangerous choppers we love. Skin art in all forms is lifelong commitment. Taking the skin art plunge is part of leaving the reality of Joe Citizen far behind and joining the world of the nonconformist.

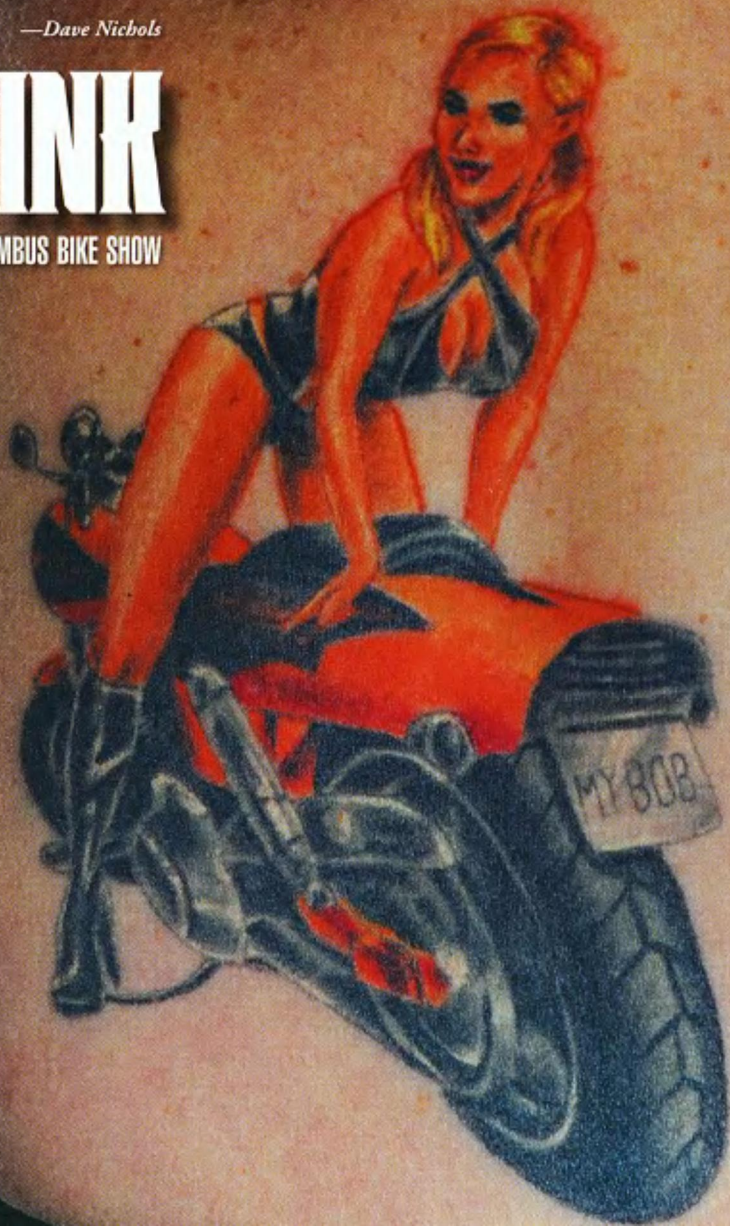
Each year in our October issue, we like to show off a collection of some of the best tattoos found in the tattoo contest at our Invitational Bike Show in Columbus, Ohio. Every February, our senior photographer and *Tattoo* editor, Billy Tinney, puts together a tattoo extravaganza and I have the honor of acting as one of the judges. What follow are some of the best tats from this year's show.

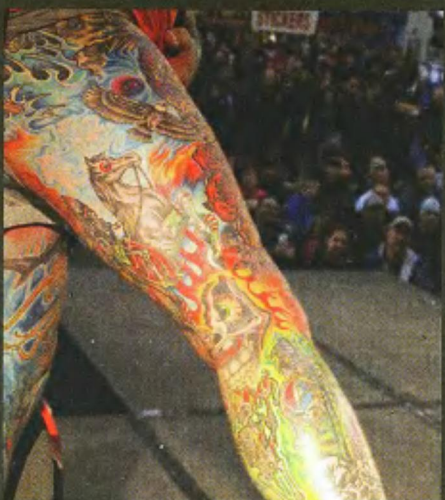
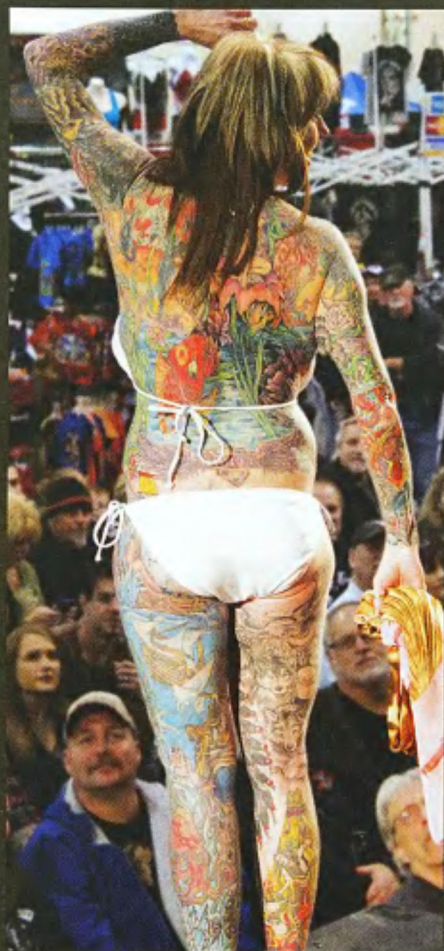
We hope this collection of righteous ink will inspire you to get your first or your next tattoo. But we warn you first timers, being under the needle gets habit forming.

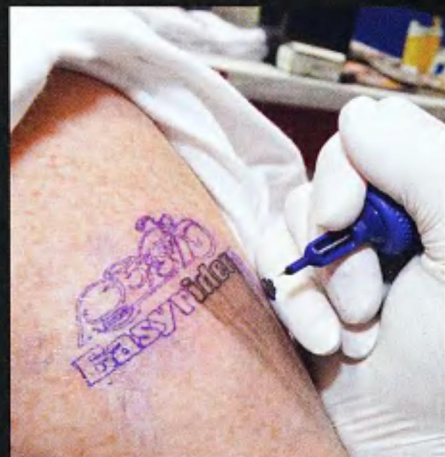
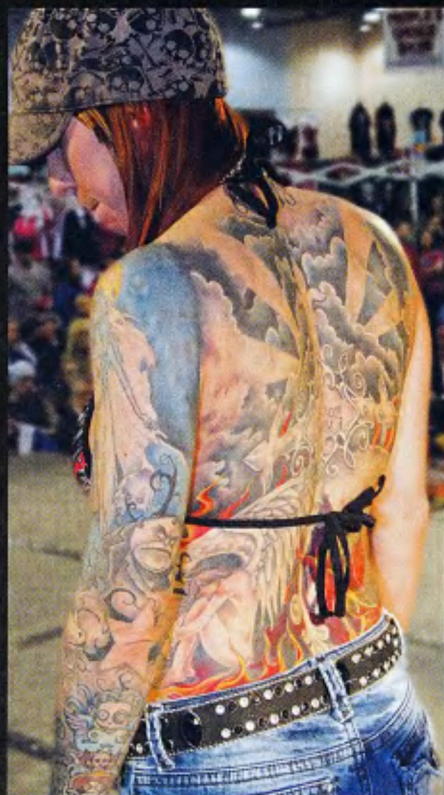
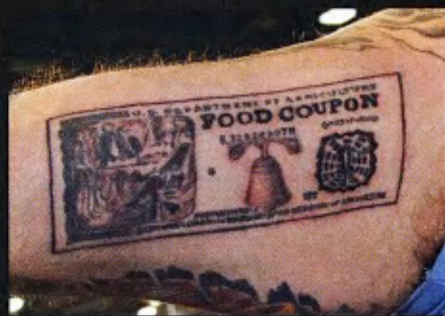
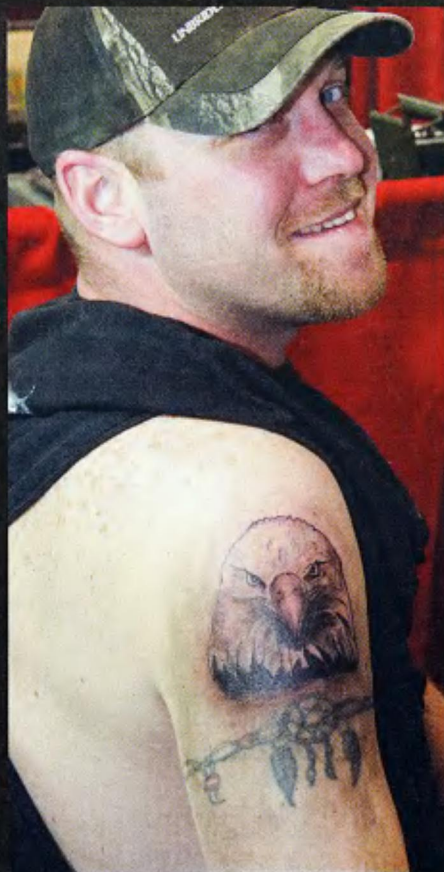
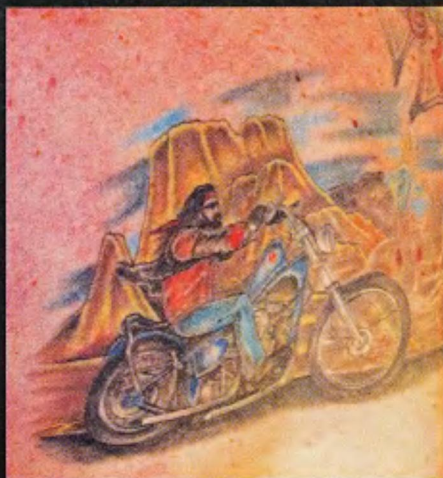
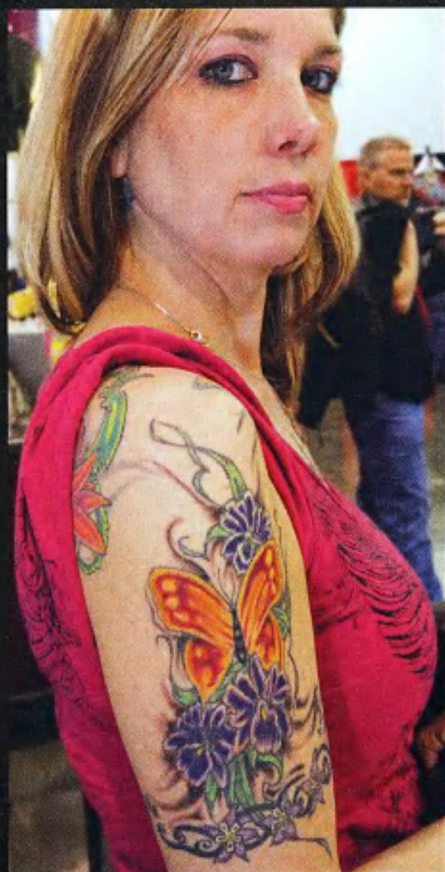
—Dave Nichols

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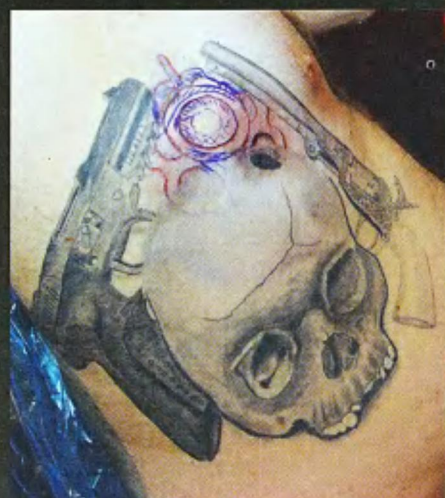
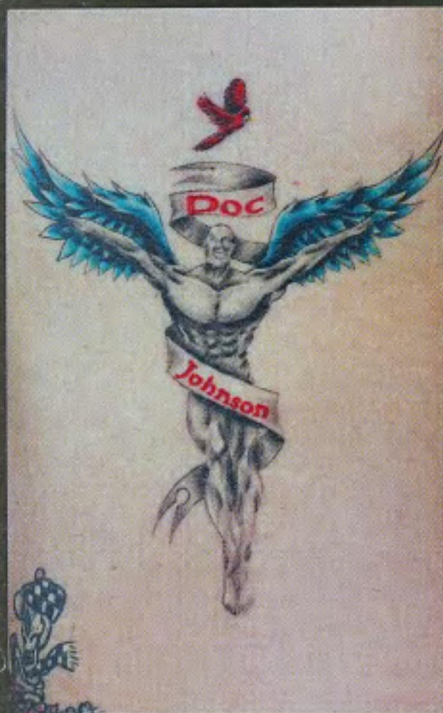
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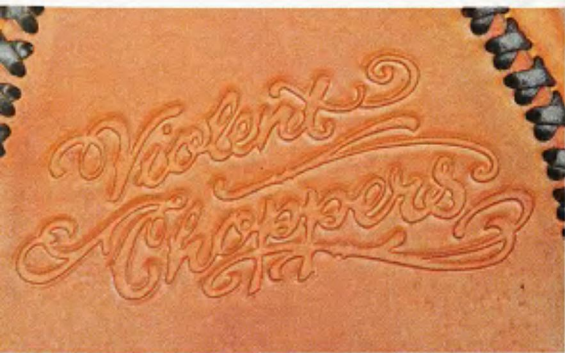
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THE BIKE THAT NEVER GETS RETURNED

Busted Flat...No More

Michael says he got this bike from his dad a few years back, confiscated it, so to speak, by borrowing it one day and never returning it. "He had collected parts for it for a few years and then built his own rendition back in oh-eight," he says. "Two years later I borrowed it for the weekend and rode it around and just left it at my house."

At that point, the bike was what might be called a traditional chopper, replete with a 1970s-style Sportster tank, late-style springer front end, flat fenders, and a two-up seat, and is also when the bike got its name "Flat Busted." "My dad hadn't really done any maintenance on it; he just rode the piss out of it," Michael says. "There was

wire hanging off of it, and it had an old CV carb and just looked pretty much busted up, and that's where the name came from."

Michael's dad, Ricky, owns a bike shop called Ricky's Cycle Parts, which is where Michael got his love for bikes and his talent for building them. Between the two of them, he estimates they own about 20-plus bikes, so it wasn't like his dad badly needed this bike back, which is why once Michael began to build his rendition of the bike, his dad didn't see it until much later.

Michael, by the way, worked at his dad's shop until 2002 when he left to start his own motorcycle shop, Violent Choppers, and even though they're only about a mile





apart, the two shops don't necessarily compete. "My dad does mostly maintenance and repair," says Michael, "and I do build-ups."

Michael changed the bike's looks by switching out front ends and adding this early style springer, but also by fabricating his own gas tank, fender and other sheet metal, as well as tank and other brackets. Of course, the 23-inch front wheel added a certain dramatic effect, as well.

Michael's shop helper Barry Harper got involved with the build and Kelvin McKaig

handled the paint. Michael also took certain parts, the handlebars, the front end, the brake drum, motor mounts, a lot of the small stuff, to Jordan Design in Charlotte, North Carolina, to have them powdercoated.

Ricky finally got to see the bike when the two of them went to Daytona earlier this year. Of course, Ricky loves the bike. In fact, he took it for a ride and never returned it to Michael. It is sitting at Ricky's Cycle Parts right now.

—Red Baron







Owner: Michael Lewis (below)
City: Rainsville, Alabama
GENERAL
Fabrication: owner, Violent Choppers
Year/make: 1947 Harley-Davidson
Model: VL
Assembly: Violent Choppers
Time: lots
Chroming: Atlantic Coast Plating
ENGINE
Year/model: 1947 VL
Rebuilder: Ricky's Cycle Parts
Ignition: points
Displacement: 80 cubic inches
Lower end: stock
Balancing: Ricky's Cycle Parts
Pistons: new
Heads: aluminum
Lifters: stock
Carb(s): S&S Super E
Air Cleaner: cheapo
Pipes: Violent Choppers
TRANSMISSION
Year: 1970 Harley-Davidson
Modifications: none
Shifting: by hand
PAINT
Painter: Kelvin McKaig
Type/color: slick/black
FRAME
Year: unknown
Builder: unknown
Type: rigid
Rake: a little
Stretch: none
Shocks: none
Modifications: molding
ACCESSORIES
Bars: reproduction Harley-Davidson
Handlebar controls: internal
Fender(s): Violent Choppers
Headlight: used
Taillight: winged
Pegs: floorboards
Electrics: minimal
Gas tank: Violent Choppers
Oil tank: Harley-Davidson
Oil system: stock
Primary cover: tin
Seat: Greg Burch
Mirrors: none
Grips: Harley-Davidson
FORKS
Type: springer
Extension: none
Builder: reproduction Harley-Davidson
WHEELS
Size: 23-front, 16-rear
Tire: round
Brake: drum
Photos: Michael Lichter



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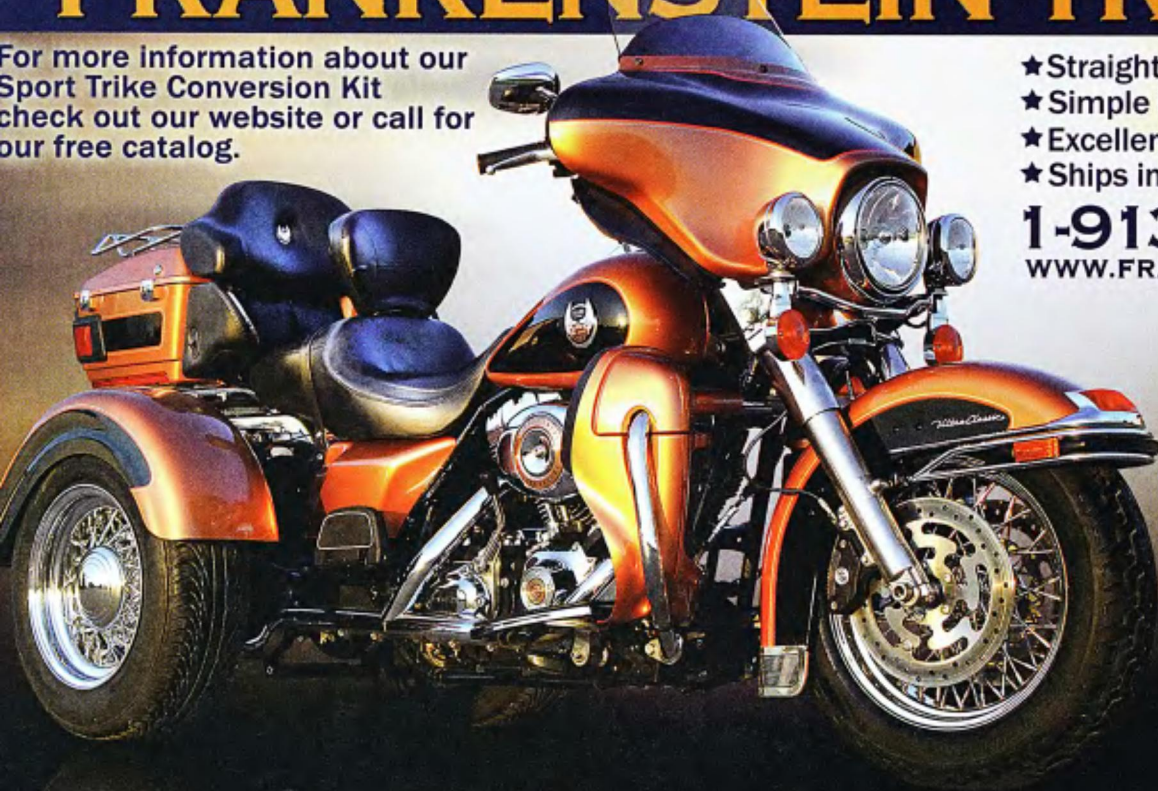
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IN THE WIND



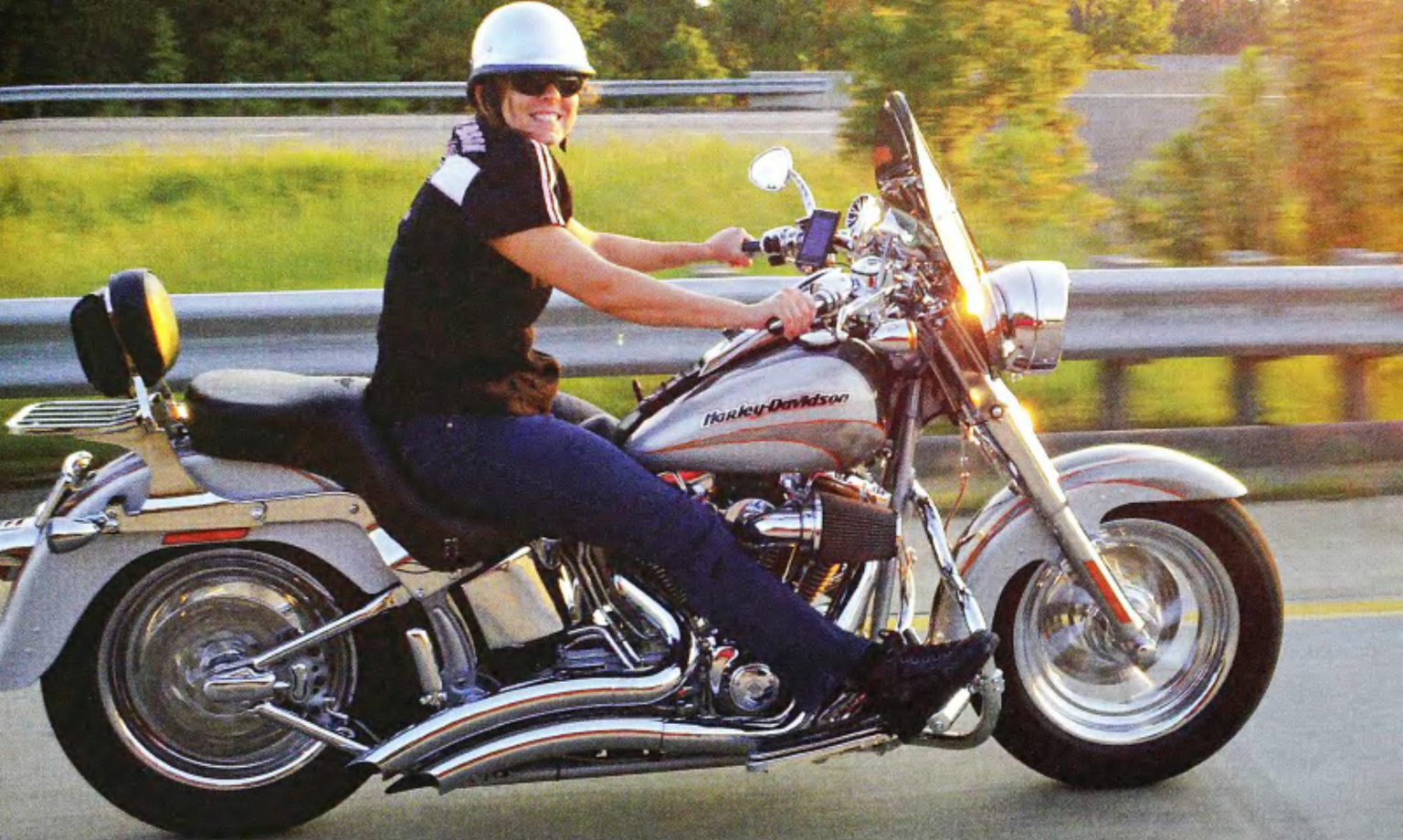
Some varieties of racing fuel may contain 20-percent distilled Viagra—like this one, perhaps.

—Dave “Stripe” Baxter, Conesville, Iowa



I'll take one bike wash... and a hand-job to go.

—Ron Hawks, Safety Harbor, Fla.



Rider's bonus: Out on the open highway no one can hear you fart.

—Will Curtindale, Disputanta, Va.



Damn you, auto-focus!

—Joyridin', Cairnbrook, Pa.



"Holy shit, that's my Timex in there!" —Stripe, Lee's Summit, Mo.



"I'm not kidding, I really have to empty my colostomy bag!"

—Egg and Pez Pesapane, 89th Annual Motorcycle Bike Week, Laconia, N.H.



Bad Santa, Skid Row Toy Run. —Richard Wagner, Glendale, Calif.



Pleased patrons at Cady's Tavern welcome you in.

—Jim Wojdylak, Dudley, Mass.



Everyone appreciates a little cool-down after a hot ride.

—Bret Brandt, *On the road, Iowa*



"You're getting sleepy." —Crash Stevens, *Harley Rendezvous, N.Y.*



Concerned bikers are happy to support women in overcoming shyness. —Natanic Nate, *Savanna, Ill.*



Ink salute to bikes and broads. —Greg Jakobsson, *Angelholm, Sweden*



Upside-down or right-side-up, Melody looks fucking awesome draped over her beloved Fat Boy. She's been riding her own bikes for 27 years. Nice.
—Melody Wallace,
Corpus Christi, Texas

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

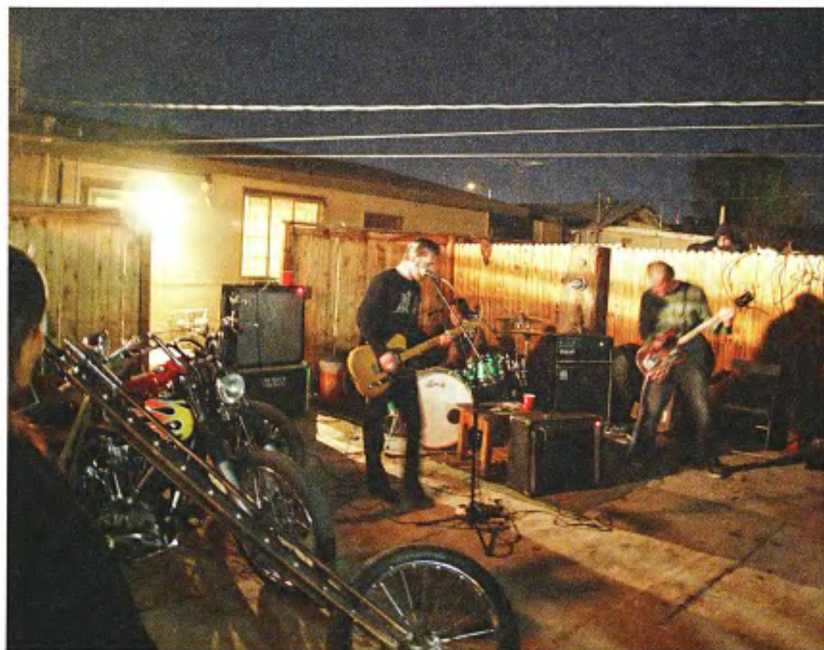
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Chopper Love

ONE RIDE, TWO PARTIES

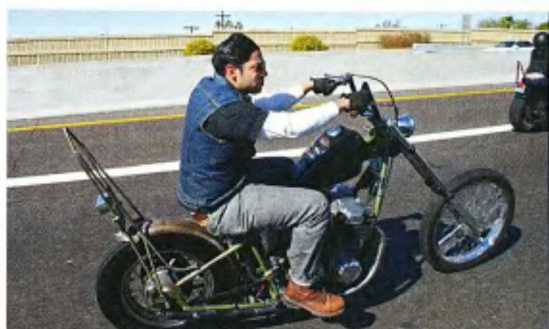
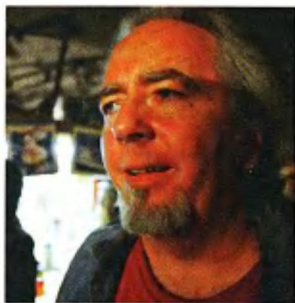


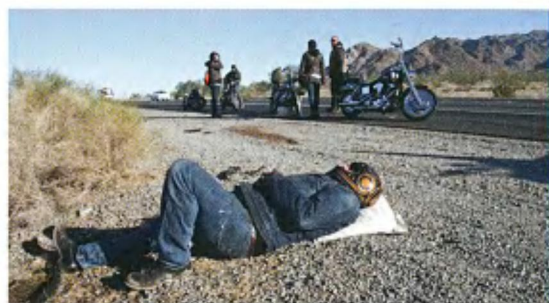


Love Cycles—the name says it all. Jeremiah out in Phoenix, Arizona, knows how to throw a party: free booze, free tamales, and free hugs for everybody. When the staff here at *Easyriders* got the word that Love Cycles was throwing its 3rd anniversary party, we got the pans and shovels ready for the 500-mile trip from SoCal to Arizona. We never pass up a chance to ride to Arizona. With no helmet law and an open carry law, it's a bikers dream state. Hotel rooms booked, chase truck ready, and route mapped out, we were good to go. All we had to do was meet up with the IE dudes at the local biker hangout or as you likely call it: Starbucks. After a few Bikerchinos and Outlattes we were on our way out to the Wild West. All the bikes ran really well. Only a few minor fixes were needed at the local truck stops. Truck stops, by the way, are the best places to stop on a long interstate chopper ride. Most of 'em have massage parlors (wink...wink) and horny goat weed vending machines.

We made it into Phoenix about 6 p.m., just in time for the pre-Love Cycles party at the Rabbit Hole. Here is where the story gets a little weird; try to follow along. So our good friend Ryan Grossman from Vintage Dreams came upon two old one percenter choppers, the Candy Man and the Devilina. These two bikes have more history than most of you can even imagine. That's when Ryan decided to marry these two bikes to each other. That's right. I said marry them to each other. What, you've never been to a chopper wedding? This was real biker shit, like 1970s biker shit. The party started off with some amazing Arizona-style barbecue and free beer. As the night progressed, the bikes kept rollin' in from all parts of the West Coast. Man, the 10 Freeway must be littered with nuts, bolts, and oil from all the rigid iron that rolled in from Cali.

Just when the free beer started kickin' in, the Black Tibetans started its set by the bonfire. It was pretty rad to see a band like that still doing some backyard biker





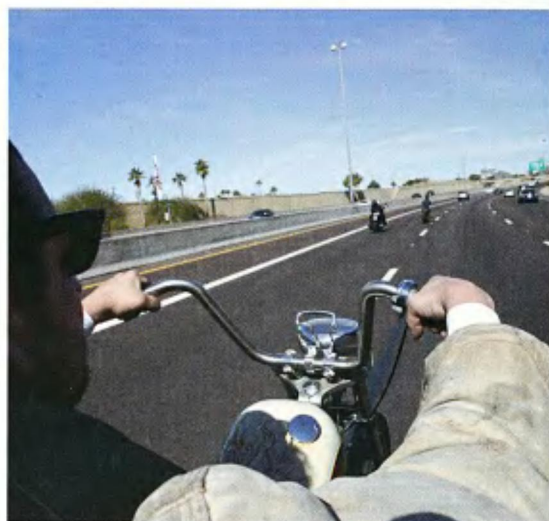
parties like this. Shit, the last time I saw these guys they were opening for Social Distortion. After the BT set, Ryan decided it was time for the ceremony. With both choppers front and center, Father Ryan proceeded with the vows. It was no surprise they both said yes, and the celebration continued. Three bottles of Black Velvet and a tray of cupcakes made their way around the party. Shit got pretty crazy after that, but I don't remember all the details. What I do remember is Ryan saying he is marrying these two bikes so they will always be together and not sold off to the high bidder in Japan or some other country. The Devilina and The Candy Man will always be here in the good ol' U.S. of A.

It was sure nice to have a shitty hotel room to sleep off our hangover from the Rabbit Hole. After a delicious brunch and a ride around town collecting much needed parts and oil for the bikes, we rolled into the Love Party. As we all pulled up, we quickly noticed the parking lot was completely full and some dirty guy in a denim cut directed us to the back. To my surprise, the back was just as full as the front. The only other place I've seen this many old bikes was at Born Free. It was truly an amazing that this many shovels, pans, and knucks made a 500-plus mile ride to hang out for a couple of days in the Arizona sun.

One of the highlights for us was the bike Jeremiah built with the Swede Mattias from LeBeef Customs. The heart-shaped sissybar was one of the raddest ones I've seen in years. The whole bike was straight outta the 1970s for sure. The other highlight was the shop itself. Jeremiah's love for old bikes and the biker lifestyle is true and runs deep in his heart, maybe that's why it's called Love Cycles. If you are ever in the Phoenix area, do yourself a favor and stop in. You will not be disappointed.

At the end, we packed up and headed back home with a vengeance. The 100-plus mph ride back home was a little hard on the older bikes, but we all made it—covered in oil and minus a footpeg or two, but by god we made it.

—Cary Brobeck



Photos: Cary Brobeck

Visiting the Grand Canyon, a biker leaned too far over the rail and fell. As he plummeted towards the bottom, he managed to reach out and grab hold of a protruding branch. Staring down at the one-mile drop to certain death, he cried out, "Help! Help! Is anyone up there?"

A resounding voice replied, "Yes, my son, I am up here."

"Who is it?" called the helpless bro.

"It is I, the Lord."

"Can you help me?"

"Certainly. Just let go of the branch and I will catch you."

The biker looked down, then shouted up, "Is there anybody else up there?"

*David A. Chance
Ogden, Utah*

All the clinic doctors were busy so Fred had to see the head nurse. "I have to show you something but you have to promise me that you won't laugh."

"Of course I won't laugh," said the nurse. "I'm a professional. In over 20 years I've never laughed at a patient."

"Okay, then," said Fred, and he proceeded to drop his trousers, revealing the tiniest penis the nurse had ever seen. Length and width, it couldn't have been bigger than a AAA battery. Unable to control herself, the nurse started giggling then laughing. When she was able to regain her composure she said, "I am so sorry. I don't know what came over me. On my honor

I promise it won't happen again. Now, tell me, what seems to be the problem?"

"It's swollen," Fred replied.

The nurse ran out of the room.

*Rocky Myerson
West Palm Beach, Florida*

You seem to be more intelligent than the average witness of your background," the lawyer said to the biker on the stand.

The bro replied, "If I wasn't under oath, Your Honor, I'd return the compliment."

*David A. Chance
Ogden, Utah*

Two dyslexic robbers ran into a bank. One shouted, "Air in the hand, motherstickers, this is a fuckup!"

*Virginia Walker
Currituck, North Carolina*

A handsome, young stud finally got his lovely Irish fiancée to the altar two weeks before Easter. On their wedding night he could not wait to make love to his devastatingly sexy but still virginal bride. She, however, did not respond.

"What's wrong?" he asked.

"I...I can't make love," she answered. "It's Lent."

"Lent?" he shouted. "Who the fuck to and for how long?"

*Fred Race
Strongsville, Ohio*

WHAT A GUY SHOULD NOT SAY AFTER SEX:

"I was kidding about being sterile, you know."

"Do you always fart like that when someone shoves it in?"

"How come it's so BIG in there?"

"You've done this with a lotta guys before, right?"

"Next time I come over, don't bother with the underwear, okay?"

(sniff, sniff) "Is that CAT food?"

(yelling) "Okay guys, it's a wrap, cut, and print it!"

"You are great in bed, but your sister gives better head!"

"My first wife was prettier, but you can screw a lot better."

"Do you know what a 'douche' is?"

"Maybe if you did some pushups, your boobs would grow."

"I want you to try some of *my* deodorant."

"I'm not into relationships. Can't we just screw, like every Tuesday night or something?"

"Maybe if you lost some weight, I could get it all the way in!"

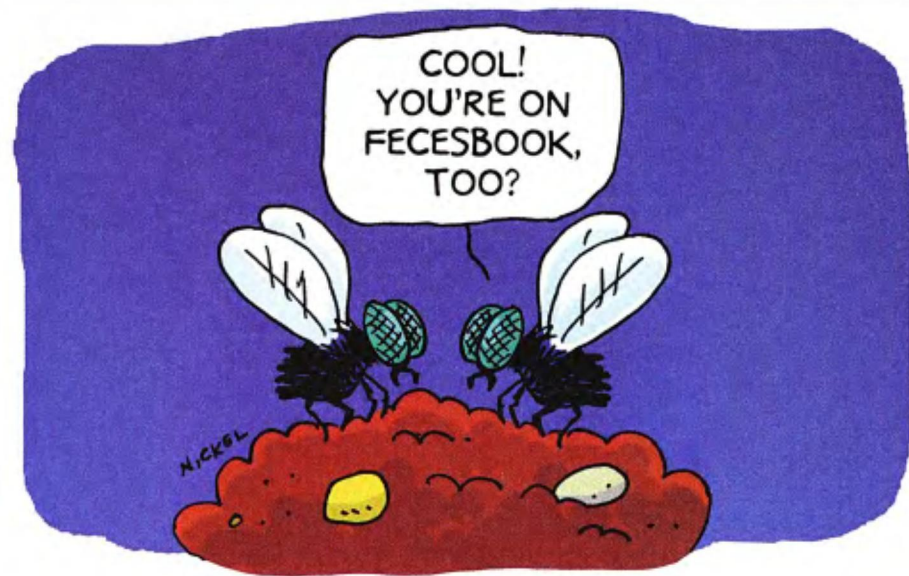
"I never saw a girl with hairy boobs before!"

"I've been getting these little blisters lately..."

"You wanna do those dishes before you leave?"

*Rocky Myerson
West Palm Beach, Florida*

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.



INK FOREVER, FOREVER INK!

Since this is our Annual Biker Ink Special showcasing the best motorcycle-related tattoos on the planet, we thought you might like to see the classic David Mann painting *Power To The Putt* that first appeared in the October 1992 issue of *Easyriders*. Here we see a biker's love and dedication for choppers etched forever in his living skin as only David Mann could conjure it up for ya.

—Dave Nichols

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Harley-Davidson's 2013 CVO Models



CVO Road Glide



CVO Road King

Harley-Davidson's 2013 production-limited Custom Vehicle Operation lineup consists of two brand-new models: the CVO Breakout (FXSBSE) and the CVO Road King (FLHRSE), as well as two already existing models with lots—and definitely impressive—improvements: the CVO Road Glide (FLTRXSE) and the CVO Ultra Classic Electra Glide (FLHTCUSE).

For those among us who expected more than just a bigger, better, and shinier mousetrap, the CVO engineering crew did not disappoint.

Lo and behold, the CVO Breakout (FXSBSE), a Softail model unlike any Softail model (aside from the FX designation) you might have ever seen come out of Milwaukee.

The first thing we noticed in the balmy sunshine of Carmel Valley during H-D's CVO press event last July was the glittering, dazzling, and exclusive paint job on each of the bikes. It was Black Diamond/Molten Silver with Crushed Slate graphics; Crimson Red Sunglo/Scarlet Lace with Hammered Sterling graphics; or Hard

Candy Gold/Liquid Sun with Pagan Gold graphics, depending on which of the three options you were looking at.

The second thing we noticed were the new polished chrome turbine wheels with poke ridges on the rims, as well as how low the Breakout sits. It has the lowest seat height among the CVO models at 24.8 inches, but it is the low front that is really striking. The CVO engineers removed everything one usually finds beneath a gas tank and rerouted the braided steel vent lines to the top of the tank. What used to be a dash is now a digital cluster of armatures positioned on the handlebars.

Handling, thanks to its low stance and long (67.5 inches) wheelbase, is also among its most touted features. Riding the Breakout is like sitting on a very low-slung custom bike without the uncertainty of which way the bike would go as you lean into a sharp curve. It is a stock Harley, and, as such, it handles like one, only better. Its 240mm rear tire grips the road perfectly, and its coil-over rear shock absorber—conveniently hidden within the frame rails—takes every bump and pot hole without missing a beat coming from the 110-inch air-cooled Twin Cam engine.

At a bit more than 700 pounds wet and with 112 foot-pounds of torque, the bike's power-to-weight ratio is better than that of any other current CVO model. This bike is lots of fun, whether you're looking for a very cool bar hopper or something that is capable of taking you on some longer trips. With its wide beach-type handlebars and low seating position, it is very comfortable either way.

The new CVO Road King, while basically a "typical" CVO vehicle with its 110-inch Twin Cam, 6-speed Cruise Drive transmission and everything else you'd expect from a high-end Harley cruiser, features a new detachable Vent Wind Splitter windshield that is adjustable and aimed to reduce buffeting at highway speeds as well as a 200-watt amplifier and interface module for an included 8GB Apple iPod that is located in one of the bags but controllable by buttons on the handlebars.

There were no big surprises about the Road King if you have been on one before. Because of the many twisties along our way and never really reaching highway speeds, the chance to test the windshield never really materialized, but even at lower speeds you could feel a definite change in wind patterns as you adjusted the vent up or down.

The other two models, the Road Glide and the Ultra Classic, mainly feature improvements over previous years' models, like the Road



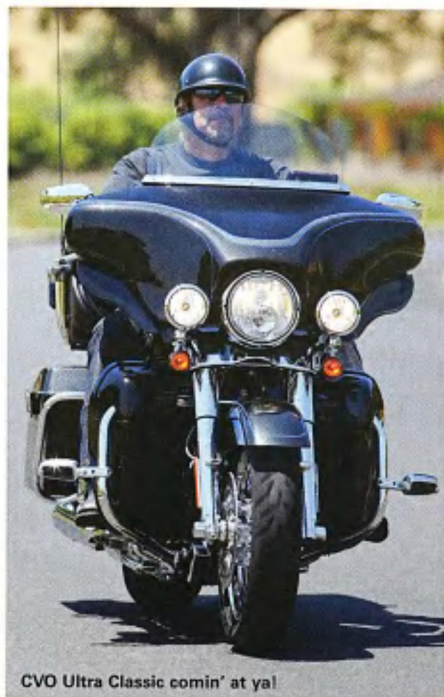
The CVO Ultra Classic features every bell and whistle.



The CVO Road Glide is an instant custom.



The Softail-based CVO Breakout.



CVO Ultra Classic comin' at ya!

Photos: Riles & Nelson

Glide's new Daymaker LED headlights that will truly turn your nighttime riding into an illuminating experience, or its antenna that is now hidden inside the fairing. All models except the Breakout also feature a 110th Anniversary Edition that includes the 110th Anniversary cloisonné on the tan console insert as well as an anniversary tank medallion.

Common to all models except the Breakout is also the new high-output sound system, while all four models benefit from the new Assist & Slip clutch system that provides a slip feature on downshifts to reduce loading of the driveline and less effort when it comes to squeezing that clutch lever. But the most obvious feature all four models have in common is the immense riding fun they provide, riding fun that comes from a high-powered, high-torque beast with superior handling abilities and the apparent entitlement of owning whatever road you are on.

The main draw for most CVO customers is, of course, the exclusivity of their ride as only a limited number of each model will be available worldwide. Approximately 3,900 Ultra Classics; 3,150 Road Kings; 3,620 Road Glides; and 1,900 Breakouts will be produced for a global market. This exclusivity is something Harley-Davidson eagerly promotes. After all, exclusivity is usually accompanied by a corresponding price tag, and typically what is exclusive and limited tends to sell out, which is good for business.

For more information about the features and options available or to get you hands on one of these beautiful bikes, visit www.harley-davidson.com, or check with your local Harley-Davidson dealer.

—Kat R.

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I'd never assembled anything
looking as nice as this one
had become.





Old Faithful

FINALLY LOOKING, RUNNING, AND RIDING RIGHT

"I'd never even been to an Easyriders Bike Show before I brought this bike to one," Jereme Emch tells us. "And then to have it photographed for a magazine? Wow! I've always just wrenched on old motorcycles and ridden them. I never had time for the shows. But what a rush!"

A highline worker for the power company, Jereme is the kind of guy who builds what he rides, and he picked up this bare-bones chopper as a basketcase back in 1997. Pretty much everything that would (eventually) become the bike we're looking at here was there then. "There was an engine and trans, a frame and front end, a seat and an old coffin tank," Jereme remembers. "Just a bunch of leftovers from the '70s."

At the time Jeremee had just finished buying a house and was kind of strapped for cash, so he put all those parts together best as he could, working on the cheap, and rode that chopper like he'd stolen it. "My wife and I went everywhere on that bike," he says. "I have pictures of us on that thing all loaded down with luggage, spare parts, and a tent. One time, I remember, we put 800 miles on in a day." But there was just about as much time spent working on that bike as there was riding it, Jeremee admits. "It just kept breaking stuff, one thing after another," he says. "I remember one time in particular, the generator went out and it must've been 100-degree weather. My wife and I had to push the thing home. For miles." But Jeremee kept patching things back together until finally the engine blew up big time. Transferred to a job out in Joliet, Illinois, a couple hundred miles away from his home outside Toledo, Jeremee brought the bike and all its broken pieces with him to work on during off hours, determined

to put it together one last time, and this time do it right front to back, top to bottom. With help from a couple great guys he met out in Joliet that's exactly what happened.

"I learned a lot from those guys," Jeremee says. "They really knew how to work on bikes. They'd make a sissybar in a half an hour, where it might take me two days!" With most of the work done out in Joliet, from an engine rebuild to the paint job, Jeremee brought everything back home and put it all together in his garage. "And honestly," he says, "I'd never assembled anything as nice as this one had become." The front end came with the bike back in 1997, as did the Invader wheels, with a drum brake on the back. "When you only have one brake, like I do here," Jeremee says, "I wanted to make sure it was a good one." So this time around he switched to disc using a solid wheel from the swap meet. Jeremee's father-in-law, Walt Kazmidzak, a retired machinist from GM, made the new pegs and foot controls. "I had a buddy help me with

some of the stainless steel lines as the bike neared completion," Jeremee goes on. It was that help that led to the bike show debut. "When I brought the bike over to his place for that line work and he got a look at it he said 'Man, you have got to bring this to a show!' It was the furthest thing from my mind. I was just hoping for a bike that looked good, rode good, and kept riding good. No breakdowns!" Jeremee now has that—and a show-stopper, to boot.

There is currently another project in the works. "My son, Jake, helped a lot with the final construction on this one," Jeremee says. "He's only eleven now but he helps me a lot out in the garage, fabricating, welding, everything. He loves motorcycles and I'll bet he's the only eleven-year-old with a 1957 Harley-Davidson panhead registered in his name! That one's a basketcase now, but you can bet it won't stay that way for long."

—Joe Kress



"You've got to bring this thing to a show," a buddy told Jeremee Emch. That buddy was right!







Owner: Jereme Emch (above)

City: Monclova, Ohio

GENERAL

Designer: Jereme Emch

Fabrication: Dickhead Choppers

Year/make: 1961 Harley-Davidson

Model: FL chopper

Assembly: Jereme Emch

Time: too long!

Chroming: Al's Polishing

ENGINE

Year/make: 1961 Harley-Davidson

Rebuilder: Dragons Speed Shop

Displacement: 74 cubic inches

Ignition: Mallory

Cam: Andrews

Carb: S&S

Air cleaner: Goodson

Pipes: Dickhead Choppers

TRANSMISSION

Year/make: 1961 Harley-Davidson

Shifting: 4-speed, jockey shift

PAINTING

Painter: JP Custom

Type/color: PPG/black, silver flames

FRAME

Year/make: 1970s Santee

Type: rigid chopper

Rake: a lot!

Stretch: a bit up, a bit out

ACCESSORIES

Bars: Dickhead Choppers

Handlebar controls: Joker Machine

Fenders: Chica

Headlight: a swap meet find

Taillight: Cross Iron

Pegs: Walt Kazmidzak

Foot controls: Walt Kazmidzak

Gas tank: an old one!

Oil tank: Mooneyes

Seat: Dream Evil Design

Grips: Joker Machine

FRONT END

Type: girder

Builder: don't know, came with basket case

WHEELS

Make: Invader

Size: 19-inch front, 16-inch rear

Tires: Metzeler

Brakes: Jaybrake, rear only

Photos: Michael Lichter

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Unswimsuit Special

EASYRIDERS POON PARADE

Each year we march out some of the hottest honeys seen right here in *Easyriders* in something we call our "Unswimsuit Special." Unlike the swimsuit special issues seen in other mainstream magazines, we here at *Easyriders* know that the American biker wants and needs a little bit more. This is based on the company slogan, which is etched in brass and hanging for all to see in our editorial garage that states, "When in doubt, show tits!" This time-honored tradition lives on as your bros here at the rag bring you what you want and need most, namely, the mighty mammaries that make this country what it is: bloated. No! I didn't mean bloated, I meant something like...pert and proud, standing aloft and shimmering as an example to all those other loathsome anti-American countries, which hang like decaying meat pelts, frying under an unforgiving godless desert sun.

Who puts this crap in my coffee and why is Homeland Security calling me? Anyhoo, without further fondue, I give you this collection of cute curves, this tabernacle of tasty tits known as the Unswimsuit Special!

—Dave Nichols







Unswimsuit Special





Unswimsuit Special





Unswimsuit Special





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These seats will fit with all Drag Specialties sissybars and most H-D bars. When matched with Drag's sissybar pads (sold separately), they mate together for that classic tall-backed seat appearance.

All are made in the USA and are available in several stitch patterns including Red Velvet and Blue Velvet Diamonds for the most nostalgic look. Seats run \$299.95 to \$314.95 and any of the matching pads are just \$64.95.

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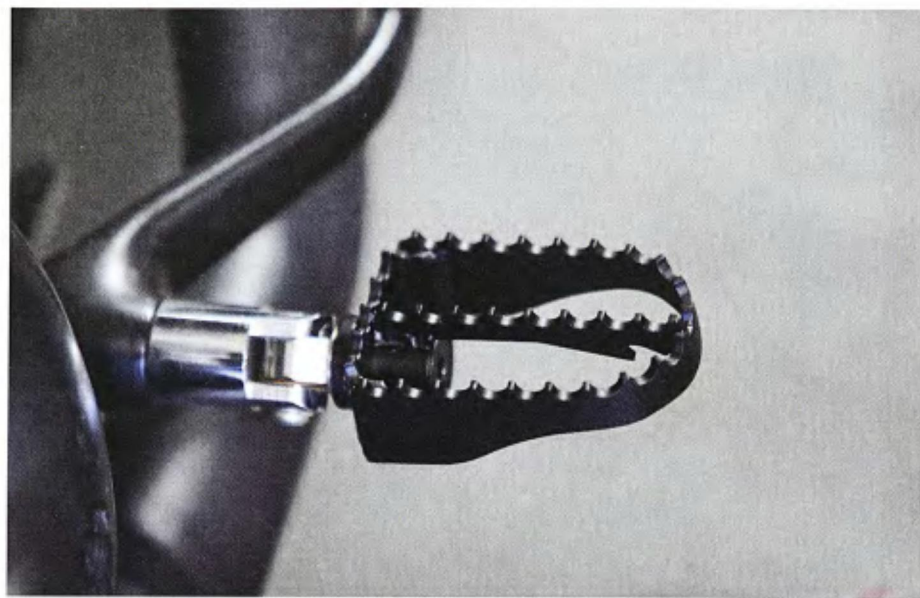
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BURLY MX STYLE FOOTPEGS

Billet aluminum is nice for big airplanes and your dad's bagger, but steel is the real deal and the new MX style pegs from Burly are just that. These are inspired by the bear trap style of 1970s motocross machines and designed to fit your Sporty or Dyna. The adjustable angle will enable you tune them to your liking and the



serrated edge will keep your feet planted. They are TIG welded for strength and powdercoated satin black to blend nicely with your bike. The Burly guys figured that while they were at it, a bottle opener might be a nice touch, too. Thanks Burly, we like a peg that can multitask.

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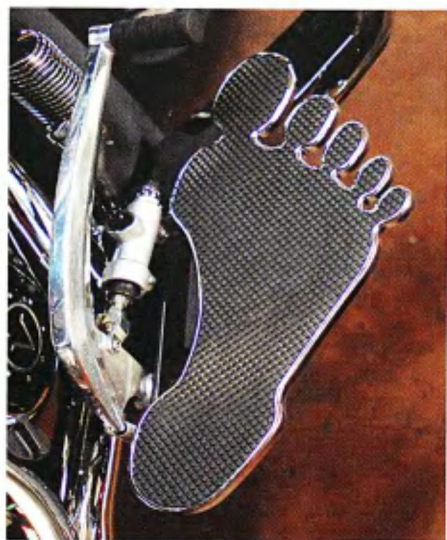
JIMS BLACK WELDED HANDCRAFTED COVERS

JIMS new handcrafted RawCut welded designs are now available in black (*below*). These covers will give your bike a raw, tough look. They are plated with a unique UV-resistant black anodized finish for a rugged, old-school style—a look that may not be for everyone.

Unlike many aftermarket covers, JIMS handcrafted welded cam covers are designed to fit around your stock exhaust. The cam covers and both style transmission side covers feature a clean and precision cut fin pack design to aid in

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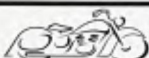
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1/6 pg hz	\$570	\$550	\$520
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8th ANNUAL KEARNEY MEMORIAL RUN

In a beautiful country cemetery near Emerson, Iowa, rests Sgt. James C. Kearney III, Bronze Star and Purple Heart recipient, who lost his life in Afghanistan on November 1, 2004. On May 5, 2012, his grave was the final stop before we returned to Spanky's in Emerson, which was also our starting place. American Legion Riders (ALR) Post 141, Glenwood, organized the run. I was invited to join the Memorial Run by ALR, Post 2, Council Bluffs. There were approximately 60 bikes honoring James.

The ride was about 100 miles long and roamed through some beautiful southwest Iowa countryside. We skirted through the recently tornado-ravished town of Thurman.

We didn't stop, but the damage was spectacular. Trees were completely stripped of their limbs—just skeletons left standing, and there were houses with roofs completely gone. It sure makes you respect Mother Nature.

We delivered our respect with a few words from James' parents at the cemetery, then returned to Spanky's for some free-will donation chili and a 3-trophy Show 'n' Shine bike show. Proceeds from the event will be used for a scholarship his unit, the 1-168th Infantry, started in Kearney's name.

I grabbed the only empty stool at the bar at Spanky's, not paying any attention who I was sitting by, checking the photos I'd taken, when

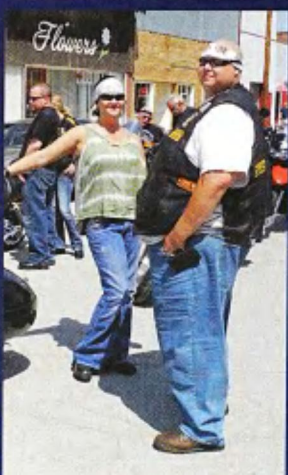
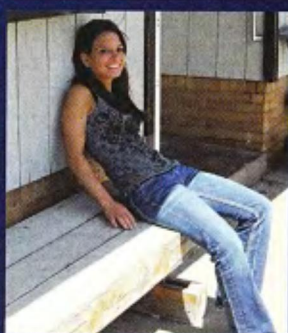
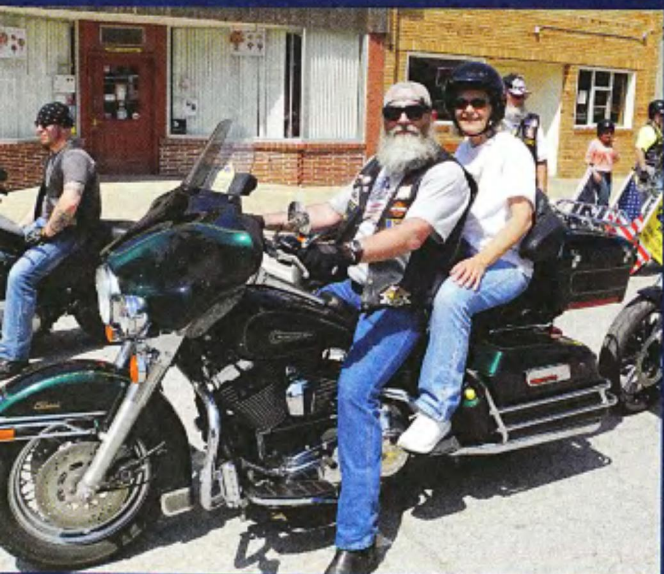
the guy next to me stuck his camera phone in my face and said, "This is my other ride." I didn't even have to look at his face; I recognized the '61 panhead in the picture.

"Dammit Jim," I said. "Don't you know me? I was your neighbor, parkin' my bike in your garage 30 years ago at the trailer park...." He didn't realize I had moved back to Iowa. But ain't it just like our type? Ya know the bike!

James' Memorial Run was another prime example of bikers doing what they do best: giving of themselves and showing respect to others who deserve it and havin' a good time doin' it. I'm glad to be part of it and I'm gonna like ridin' with these guys.

—Clean Dean

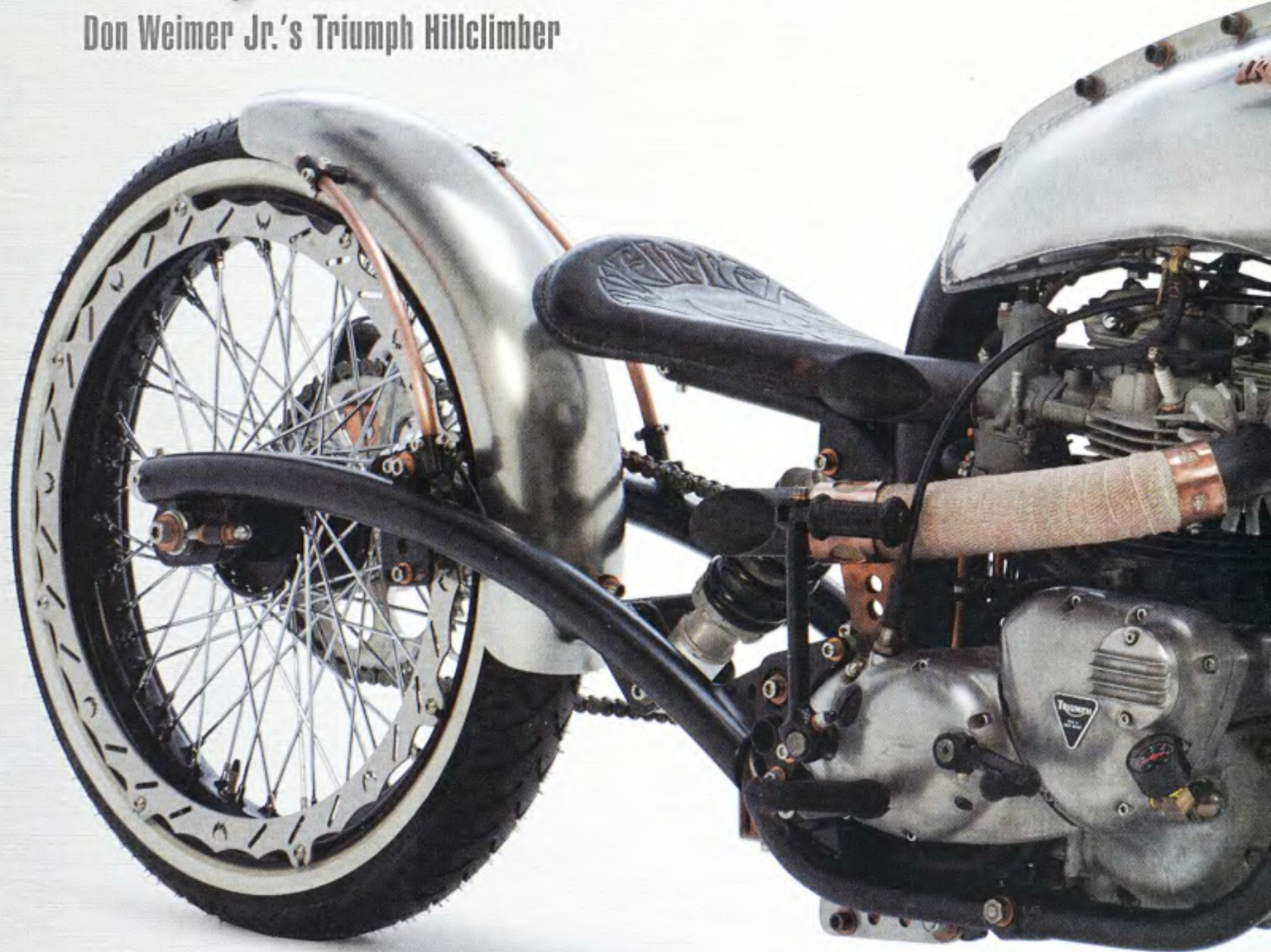




Photos: Dean Shawler

Revelation

Don Weimer Jr.'s Triumph Hillclimber



Don Weimer Jr.'s father was a hillclimb competitor in the 1960s and '70s, riding a Triumph to many a victory, the final checkered flag falling with his passing in 1978. Following his father's penchant for competing on two wheels, Don Jr. went on to race motocross and supercross for some 25 years accruing some 500 trophies and eventually resulting in the bike seen here, a merger of hillclimber

and motocrosser with a bit of vintage board tracker added to the unique mix.

"This bike was built as a tribute to my father," Don tells us from his home in Battle Creek, Michigan. The heart of his homage is naturally a Triumph, the classic 1973 Bonneville vertical twin engine rebuilt to its original 750cc specs, but nothing else is anywhere near stock except for the frame's engine

cradle. Take for instance Don's design and fabrication of the one-off front fork and handlebars wherein he has incorporated a Buell shock absorber into the lever action front suspension, something he calls a Shockster. Another Buell shock is seen below the seat acting as a monoshock setup.

You could say the whole bike exudes shock and awe from one end to the other including



the extended one-off aluminum swingarm helping the hillclimb-inspired wheelbase measuring 95 inches. While not intended for ascending hills, the bike is a blast to ride and has a magnetic effect whenever parked or displayed at a bike show, its long list of one-off pieces keeping spectators basically spell-bound.

Don even made the bike's center stand not to mention the 160 hours into the gas tanks alone. Working at his home garage and often relying on a 1959 vintage Bridgeport, he mills out many of his parts. About everything seen on the bike is a one-off from the exhaust and the seat's aluminum pan (covered in hand-tooled leather and copper rivets) to the 21-

inch perimeter rotors cut by a friend from 1/8-inch stainless using a waterjet. The brake calipers are Italian Ducati pieces, and the front and rear brake master cylinders came from a Kawasaki racebike.

Beneath the surface, Don's meticulous design efforts to keep everything really durable included routing all the electrical wiring inside copper tubing while the hand controls are ASV "unbreakable" motocross units. Paint? Don handled that as well, spraying the PPG satin black that sets off the alloy two-piece gas tank and fender. The sheen is not from chroming or polishing but from careful rubbing with Scotch-Brite then is swabbed with a special coating that serves as a preservative.

By day Don works as a lineman for the local utility company, certainly a high voltage job, but his passion is building bikes, usually one or two radical, unique and highly regarded customs for clients each year. The Hillclimber has a special place both in his heart and in his garage, a keeper on all levels. "I call it Revelation, because as I was building it I had a revelation of sorts concerning my father and myself, mortality, and the unfolding of life as the bike's build unfolded. I built it in the hopes that somehow he would be proud of what he saw. Now it's something I'd like to share with people."

—Paul Garson





A merger of hillclimber,
motocrosser with a bit of
vintage board tracker.



Owner: Don Weimer Jr. (left)

City: Battle Creek, Michigan

GENERAL

Designer: Don Weimer Jr.

Fabrication: Don Weimer Jr.

Year/make: 1973 Triumph

Model: Revelation

Assembly: owner

Time: 7 months

ENGINE

Year/make: 1973 Triumph

Displacement: 750cc

Cam: Triumph

Ignition: Triumph

Pistons: Triumph

Heads: Triumph

Lifters: Triumph

Carb(s): Amal

Air cleaner: velocity stack

Pipes: Weimer

Mufflers: none

TRANSMISSION

Year/make: 1973 Triumph

Modifications: none

Shifting: 4-speed foot

PAINTING

Painter: Don Weimer Jr.

Type/color: PPG/Satin Black

FRAME

Year: 1973/2010

Builder: Triumph, Weimer

Type: hidden-shock

Rake: stock

Stretch: none

Shocks: MX gas

ACCESSORIES

Bars: Weimer

Handlebar controls: MX ASV

Fenders: Weimer

Headlight: Harley-Davidson

Taillight: Ford Model A

Pegs: Triumph

Electrics: Lucas/Triumph

Gas tank: Weimer

Oil tank: Triumph in-frame

Oil system: Triumph

Seat: Weimer

Grips: MX Spider

FORKS

Type: Shockster Lever Action

Extension: 2 inches

Builder: Weimer

WHEELS

Size: 21 inches

Wheels: American Wire

Tires: Metzeler

Brakes: Perimeter rotor/
Brembo calipers

Photos: Michael Lichter

Meet This Month's Winner!

In this month's oil-spurting edition of Fondue Lust magazine, you will find a filthy, dirty, rotten, little redhead named Jaclyn blowing delicate fart bubbles astride Justin Alt's furious 1946 knuckle as she moonlights from her normal life's mission of folding fully-functional erotic balloon animals for homeless perverts. And so verily I say unto you, come with us to page 18, oh fecund travelers, and we will we explore the ancient spiritual origins of the phrase "two in da snappah, one in da crappah."

—Moosecock Montana



#1001 Zandra — Arizona

"My first ride on a Harley was so exciting that I peed myself! It was so empowering. Now I can pee anywhere!"



#1002 Yajaira — Georgia

"The first time I hopped on a Harley was three years ago and a month after I got my clit pierced. The vibration of the bike got me wet and climaxing in seconds!"



#1003 Amber — Arizona

"My first ride on a Harley was with my husband to Tombstone, Arizona. The only rules were: see-through top; no bra; and I had to be sexy."



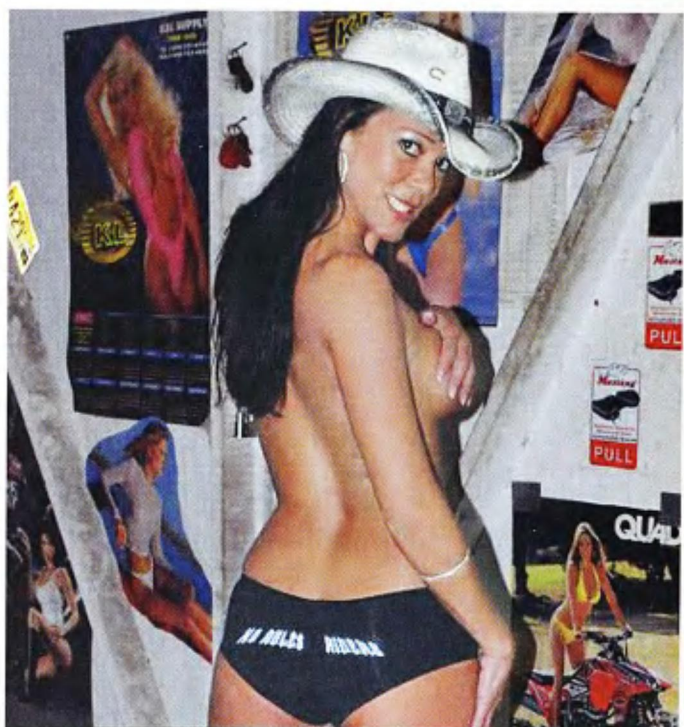
#1005 Kimber — Arizona

"My first ride was amazing. I was eighteen and hitchhiking. A handsome man on a 1960 pan stopped to give me a ride. By the time it was over I was in Arizona and no longer eighteen."



#1004 Jessica — Maryland

"My first ride on a Harley was a magical flight through an astral plane of rainbow colored clouds. Then I woke up in an alley in Juarez and I didn't have any shoes. I loved it!"



#1006 Melissa — Florida

"My first ride on a Harley was like freedom! I haven't been the same, since. I love to ride. There's nothing like being on a bike with the wind in my hair."

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, Stephanie, a cute little crab cake from Maryland, where you could bury my pud in the Chesapeake mud. Come back next time or we’re gonna cry our fuckin’ eyes out. Then we’re gonna come looking for you.

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

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I will pose: ☐ Nude ☐ Topless only

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

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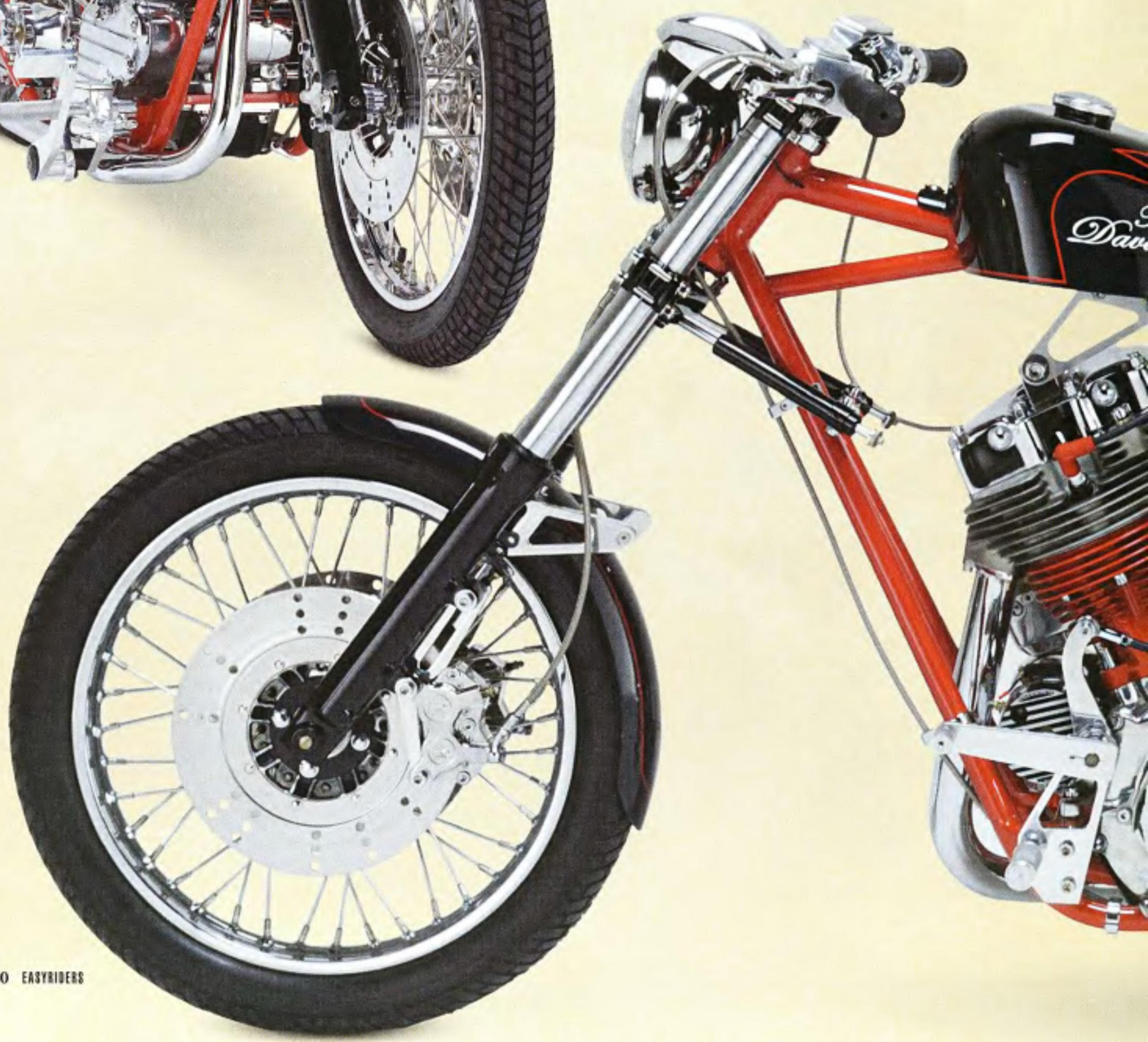
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A LONG TIME COMING!

Two Decades Under The Wrench



Two decades in the works, it all became a running joke around the neighborhood with everyone asking when this bike would get done.

Our model is stunning Jamie from Sun City, California. We think her talented tush fits the solo saddle of John Sinclair's dragster shovel perfectly.

Nineteen ninety-one to 2010, yeah, I guess you could call that an "extended" build period. That is how long John Sinclair has had his little shovelhead custom under the wrench, sitting up on a Craftsman Work-Mate in his California garage. "It became kind of a running joke around the neighborhood," John says. "Kids who were 15 are now married with kids of their own, and over all those years they'd all stop by and ask when I was going to get that bike done." It's finished now, and not a minute too soon.

"Back in the 1970s and '80s," John says, "I used to paint bikes out of my garage, lots of 'em, but I hadn't picked up a spray gun for a decade until one day in 1991 when one of the guys I used to paint bikes for, Boy Rojas, asked if I'd do one more for him." By then John had sold off all his own motorcycles, but during that paint project Boy said that he knew of a basketcase John might be interested in and it could probably be picked up on the cheap. "It was an early Atlas frame that had never been used," John remembers. The engine was a 1967 shovelhead with all the period goodies—the Joe Hunt magneto and SU carburetor. The transmission was a '64 4-speed with a 3-inch belt primary and there were boxes and boxes of small parts that went with all of that. John paid \$2,500 for the lot.

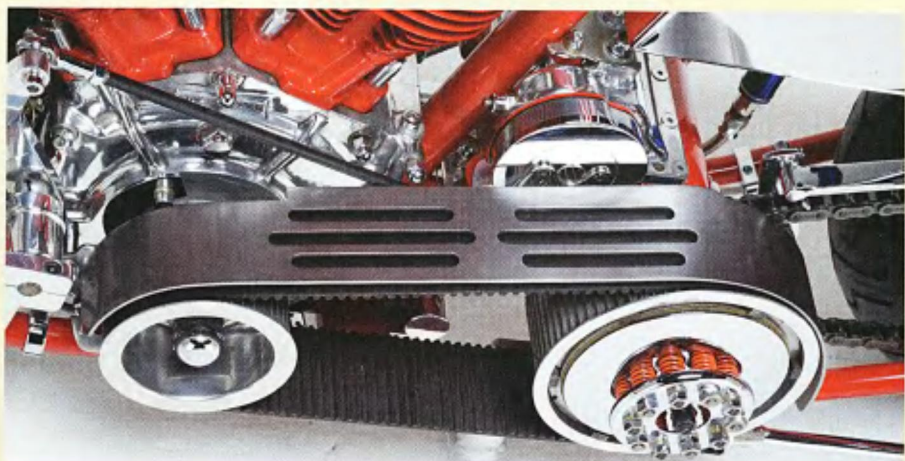
Taking it from there, John did a lot of trading and bartering to get everything else he needed, hitting the swap meets and finding even more deals. The gas tank, for instance, was a \$10 purchase. "For a while there I'd just collect parts and store them away in the garage, and when I had pretty much everything I needed, I assembled it all into a motorcycle. Probably around 1994," John says. And that mocked-up motorcycle sitting on that little Work-Mate in the garage stayed right there for, "I guess it must've been close to 10 years," John goes on. "I always kept it covered, though, so it stayed looking nice. All the chrome and polishing done back around '93 looks just as good today as it did then."

And an eclectic collection of parts it was. Along with that vintage Atlas frame and the classic H-D motor, the triple trees John used, for example, came off a dirt bike. John had them machined to accept a Yamaha FJ 1100 front end that he got from the buddy. He put all that in place along with a pair of steering dampers and a Kawasaki front wheel, both swap meet finds. Over the years John made a lot of parts for the bike himself, too, things like the foot-control mounts and those rear fender struts. He reworked that rear fender, as well, another \$50 find, an old Arlen Ness

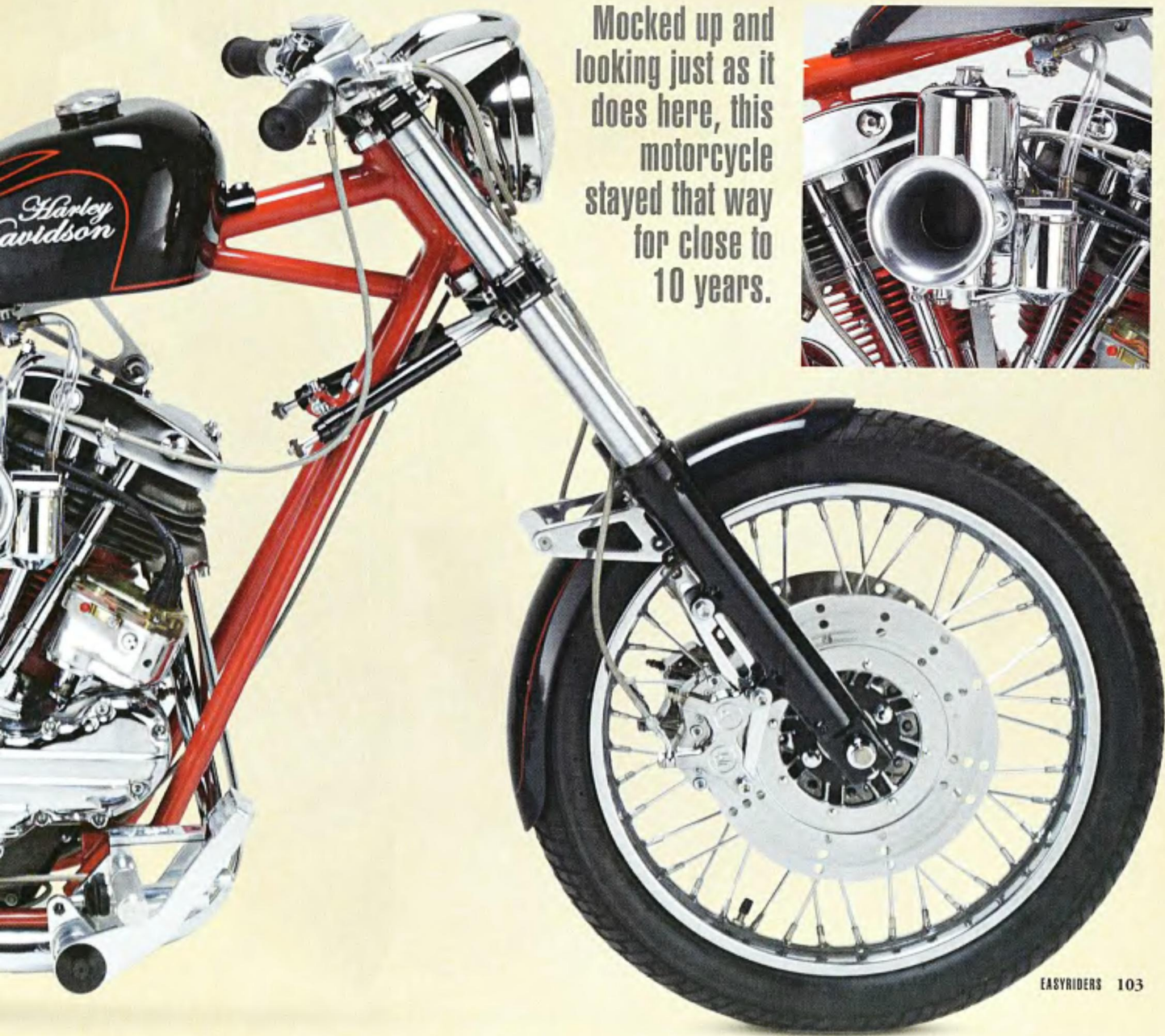


fender that had gotten a beat up and tweaked over the years but nothing that John couldn't put straight again. By 1998, or thereabouts John figures, the frame was all molded, smooth and painted and the bike, looking pretty much the way it looks here was still up on that Work-Mate, just waiting. Finally, around December of last year, John enlisted the help of those neighborhood watchers and took it down, setting it on the concrete floor and completing the final touches before lighting the fire to the combined and enthusiastic cheers of all those neighborhood kids, now grown up with families of their own.

—Joe Kress



Mocked up and looking just as it does here, this motorcycle stayed that way for close to 10 years.





John Sinclair Jr.



Owner: John Sinclair Jr.

City: Ontario, California

GENERAL

Designer: John Sinclair Jr.

Fabrication: John Sinclair Jr.

Year/make: 1967 Harley-Davidson

Model: FL

Assembly: John Sinclair Jr.

Time: first built 19 years ago!

Chroming: Pomona Plating

ENGINE

Year/make: 1967 Harley-Davidson

Rebuilder: John Sinclair Jr.

Displacement: 93 cubic inches

Ignition: Joe Hunt magneto

Cam: Weber

Carb: SU, 2-inch.

Air cleaner: stack

Pipes: drag

TRANSMISSION

Year/make: 1964 Harley-Davidson

Shifting: 4-speed

PAINTING

Painter: John Sinclair Jr.

Type/color: DuPont/black, red

FRAME

Year/make: early-1970s Atlas

Type: rigid

Rake: 35 degrees

Stretch: yes

Shocks: none

ACCESSORIES

Bars: drag

Handlebar controls: JayBrake

Fenders: John Sinclair Jr.

Headlight: Harley-Davidson Sportster

Taillight: Gray Cat Cycles

Speedo: none

Pegs: John Sinclair Jr.

Foot controls: John Sinclair Jr.

Gas tank: Gray Cat Cycles

Oil tank: Gray Cat Cycles

Seat: John Sinclair Jr.

Grips: swap meet

FRONT END

Type: Yamaha FJ, 41mm

Builder: Yamaha

WHEELS

Make: Kawasaki front, swap meet rear

Size: 18-inch front, 15-inch rear

Tires: Dunlop

Brakes: Performance Machine, Grimeca

Photos: Jimmy Forrest

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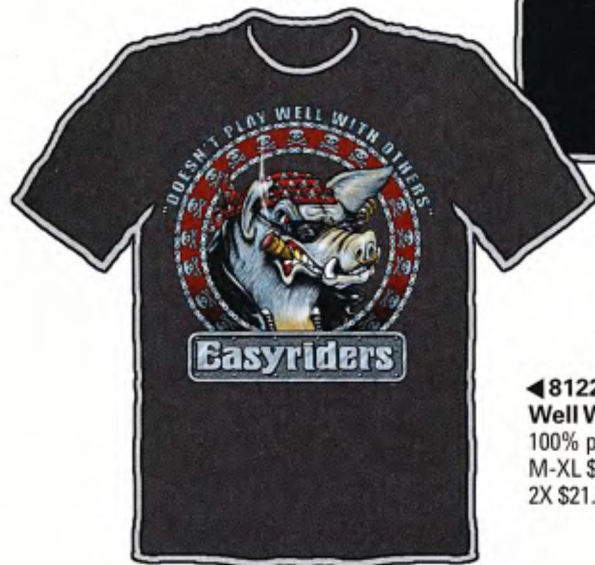
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MYRTLE BEACH BIKE WEEK?

Has the Myrtle Beach area of South Carolina settled on a name for its bike week? Someone had better take on the responsibility before they lose even more bikers. My vote is for Wut-da-frig-is-ett Bike Week. Event dates may even be extended to include the Atlantic Beach Bikefest, also known as Black Bike Week. Did it take place May 11th to the 20th or all the way to the 28th? Try doing a lookup online and see for yourself. Myrtle Beach Bike Week is listed under several different names. If you've never been, you wouldn't know where to go!



Whatever it was called or whenever you went, if you were among your friends, it was still a blast! Thirteen of us, with ten Harleys, were lucky enough to rent a very comfortable deluxe condo. By the week's end we became better friends, understanding a lot more about each other and, of course, more about life itself. We kept hearing a weird song that encouraged us to do a lot of shots: "Shots—shots—shots—shots!"

Some days the sun was scorching hot and great to brown that winter-white skin of ours, and yet the weather was also very unpredictable. One day we had four rotating thunderstorms hanging around us all day. By late afternoon we finally decided to take our chances and head for the nearest hot spot: the new, and improved Beaver Bar in Murrell's Inlet where we enjoyed howling-great music, a bit of hip

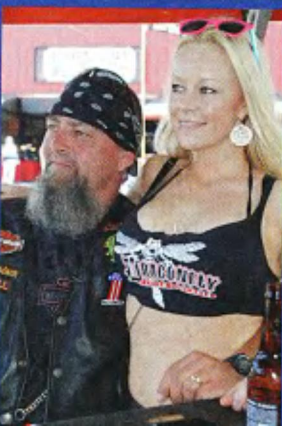
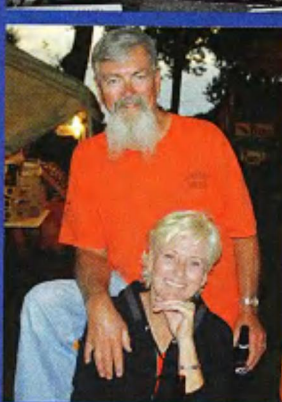
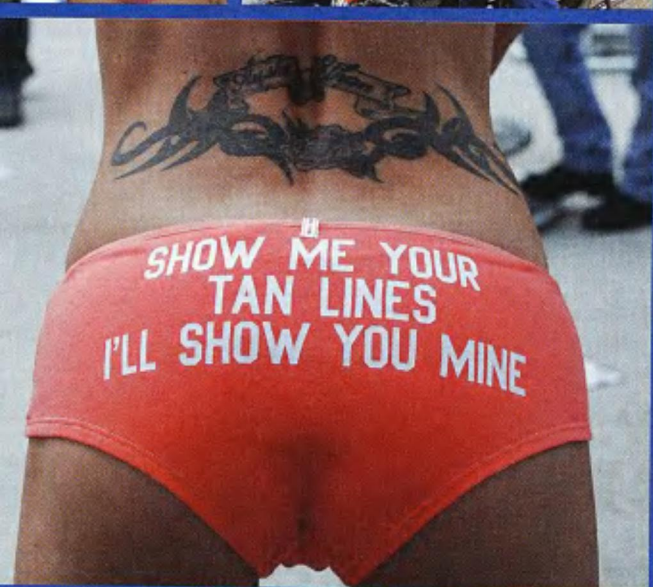
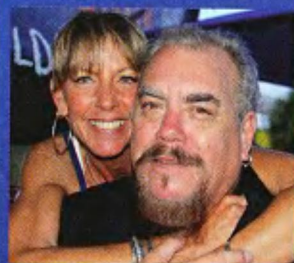
grinding, and many cold brews to help digest some downright satisfying food.

Some bike week opportunities included rides to one of the three local Harley shops or to Barefoot Landing to scope out the vendor's bike-related trinkets. Of course there were burnouts, bike shows, and hot chicks with bodacious boobs. You could take guided or self-guided rides like the famous loop or a historic tour of Charleston.

Up and down the coast, well-known stops included Suck-Bang-Blow, Bones and Spokes, many southern barbecue pits, and fine seafood snack joints. We enjoyed beautiful scenery, long clean beaches, and great riding. No matter what they call it, you'll love every minute of this whatchamacallit Myrtle Beach event.

—JAC





Photos: by the Perv

ReadersRides

Matt "Sleepy" Casey Low Moor, Iowa 1960 XLCH

Call this bike the "Coccyx Killer." Like almost everything on this bike, Sleepy also built the seat himself when he put it back together after it had burnt to a crisp some 20 years ago. "It was the first seat I'd ever made," Sleepy says, "and it is probably the most uncomfortable seat ever made. You literally have to ride on one cheek when you go down the road."

It took Sleepy 15 years just to collect the

various parts that he had lost in the fire. "The rocker boxes were split, the primary cover had completely melted," he says. "I tried to sell it as junk, but no one wanted to buy it, so I decided to put it back together."

Everything that is not original comes from swap meets, with the Springer front end coming from a friend who had it in his closet for 15 years before Sleepy kept it in his closet for another 10 years. It is safe to say that he wasn't in a hurry.

Terry Noth, a friend of Sleepy's, rebuilt the motor, porting and polishing the heads and switching out the magneto for points.

The primary cover, by the way, is a K Models, and was only made in 1968 or 1967 by Cycle Accessories in California. "Harley apparently got on them for using their name on a part without asking for permission, so not too many are out there," he says.

The air cleaner is an old Paughco that Sleepy says still has the company's phone number engraved on its spout. Now that's old! With four other bikes in his stable, Sleepy doesn't ride this Sportster very much, and never farther than 50 miles. This must be a relief for his coccyx.

—Tripper



Photos: Owner



Rick Jurski
Toledo, Ohio
1978 FXE

This 1978 FXE Super Glide has been in the Jurski family all of its life, according to Rick. "I bought it back in 1978," he says, "but I put it in my wife's name because I used to be a truck driver and was never able to register it, so she did."

Rick says that he started converting the bike into a drag bike back in 1989 when he got a drag bike kit, including the engine's S&S insides that boosted the engine volume to 1625cc (or right about 99 cubic inches), S&S cylinders and heads, S&S carb, plus an air shifter, Andrews transmission internals, a Barnett Scorpion clutch, some nitrous capacity, a Vertex mag, and Good-year slicks.

The Ping wheelie bar came sometime later because, as Rick puts it, "Them tires had a

compound in them that gripped real good and so the front would lift up right away. I don't know what kind of compound Goodyear put in them, but those slicks really grabbed."

Rick's retired now, but he still rides every chance he gets on bikes that are all in his wife's name. "They don't even know I exist," he says. "We just came back from the Ozarks and are getting ready to go to Utah on a dresser."

He trailers this beauty to different events, too, to ride it locally—with the wheelie bar, in case you were curious. "In fact," he says, "we were just in Daytona and I'd stopped at a gun shop and bought a LAW's rocket and strapped it on my back and I'm somewhere on YouTube ridin' down International Speedway Boulevard with it. It's quite an attractive look."

Armed like that, Rick can be fairly sure the Super Glide will remain in his family for years to come.

—Tripper

Comin' At Ya

The Special Collector's Edition Annual issue of *Easyriders* (#473) gives you more of what you read *Easyriders* for, namely the year's best custom bikes, hottest babes, and wild biker parties from coast to coast. Plus, this issue features 18 steamin' pages of Sturgis Rally coverage hot on the heels of this year's run to the Black Hills. If you were there, you may just be in this issue!



Custom scoots in this Special issue run the gamut from a seventies flashback shovel by Hog Killers and Paul Cavallo's wild "Rollin' Bones" panhead, to a slick flamed chopper by Dave Perewitz and a truly bitchen Sportster by Cole Rogers.

Check out all the new model Harleys for 2013, get a True Road Tale that'll twist your mind and another classic David Mann painting that'll look righteous on your garage or shop wall.

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The superb September issue of *V-Twin* (#137) takes you right to all the fun of the Leesburg Bikefest. You

also get a True Road Tale and an aftermarket Driveline Guide. You will also find six sizzling custom bike features as well as tech tips you can really use.

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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!

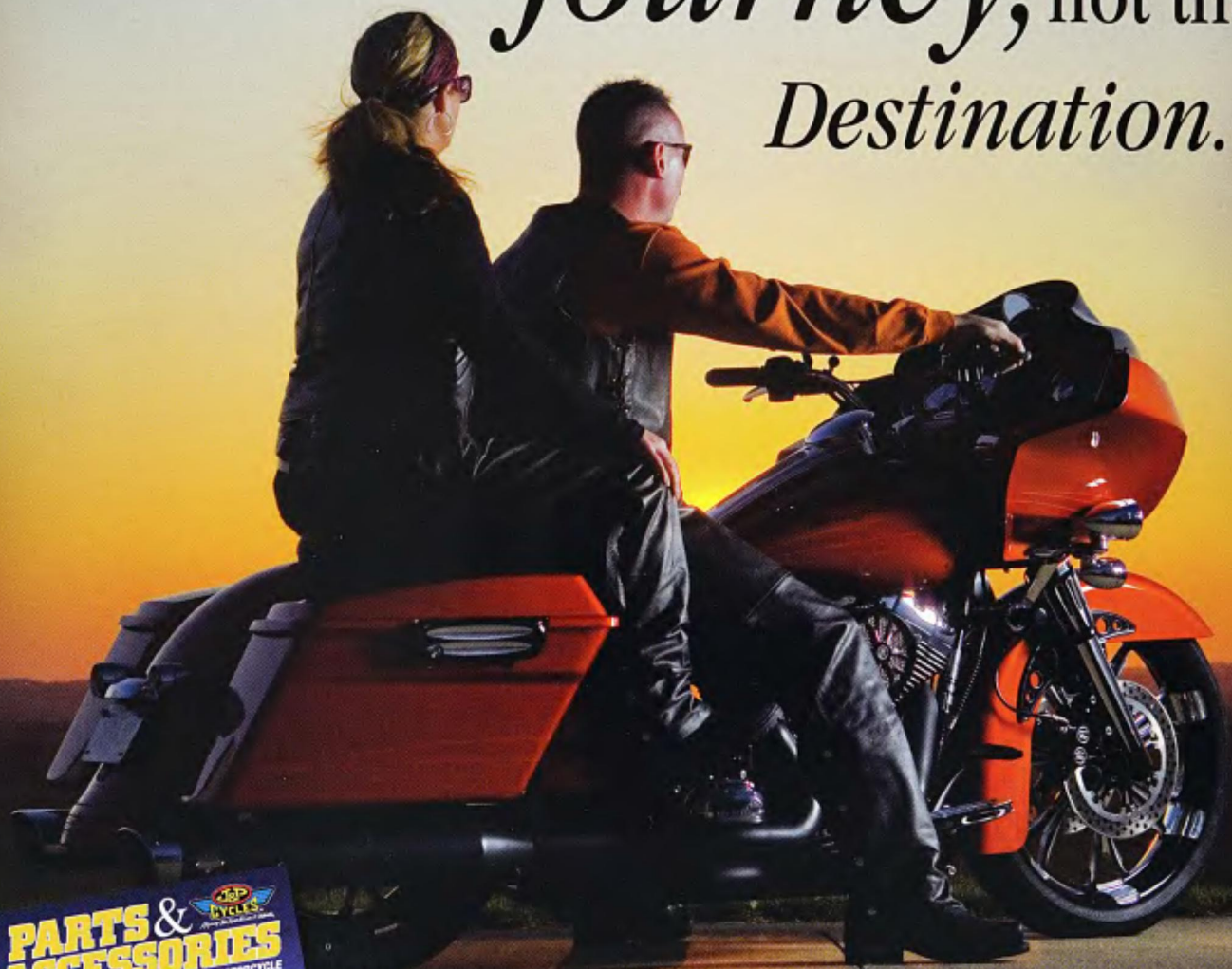
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