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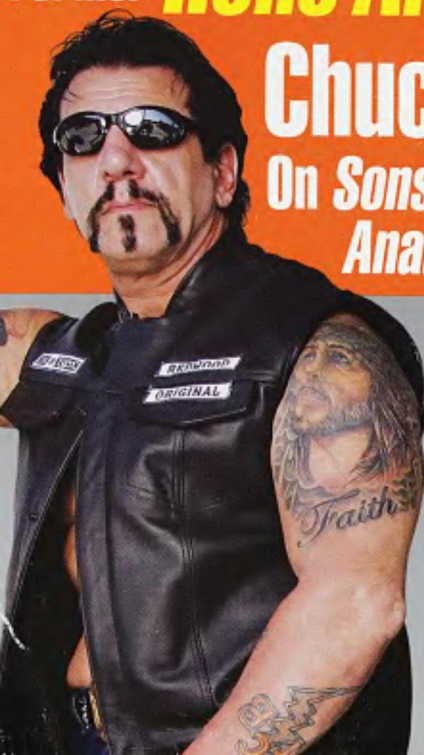
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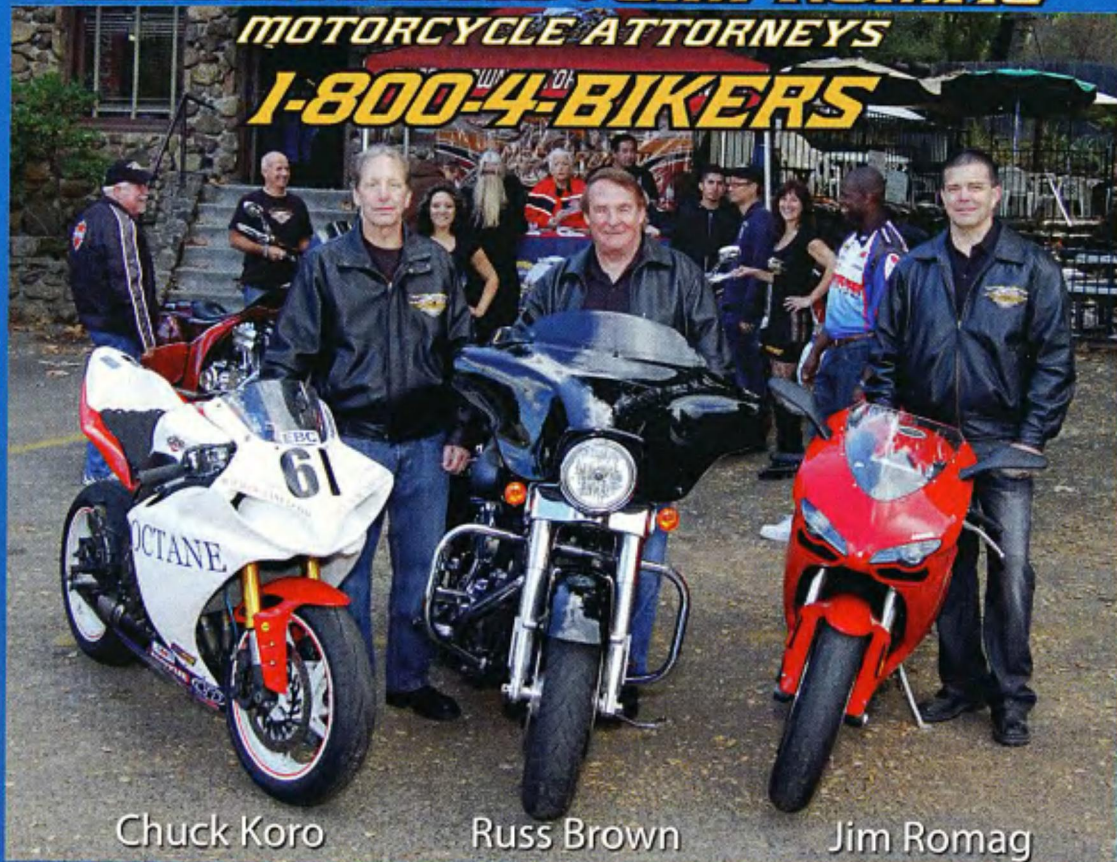
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Associate Publisher: Gilbert G. Luna

Creative Director: R. Marsh

Associate Editors: Kim Peterson • Kai Raecke • Kit Maira

Roving Editor: Clean Dean Shawler

Humor Editor: Steve "Beatnik" Werner

Senior Copy Editor: Joanne Morris

Photo Editor: John Nielsen

Editorial Assistants: Sandra Pietro • Sandy Chamberlin

Editorial Consultant: Dick Teresi

Digital Scanning/Processing: Alex Lopez, Manager

Digital Imaging: Jeff Biggs • Mark Evangelista • Adam Kobrin

Prepress Operations: Billy Thornbury, Manager

Senior Photographer: Billy Tinney

Photographers: Michael Lichter • Don Rogers • Mike Chase • Michael Farabaugh

Dino Petrocelli • John Covington

Contributors: Jeff Moore • Rogue • Joe Kress • Paul Garson

Advertising Phone Number: 818-889-8740

Vice President – Advertising Sales: Wiley Poole

Director of Advertising: Tammy Porter

Advertising Executive: Isidro Romero

Advertising Coordinator: Mandy Dunn

Advertising Production: Savannah Bertram, Manager

In-House Advertising: Sylvia Barragan

Circulation: Sanford Meyers, *Newsstand Director* • Gudrun Carver, *Circulation Manager*

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Sandy Williams, *Coordinator* • Donna-Rae Clark, *Exhibitor Coordinator*

Legal & Licensing Coordinator: Flora Gordon

Products Division: Arj Murillo, *Purchasing* • John Plaza, *Shipping/Receiving*

Receptionist: Annette Zarlenga

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Chairman/CEO: Joe Teresi

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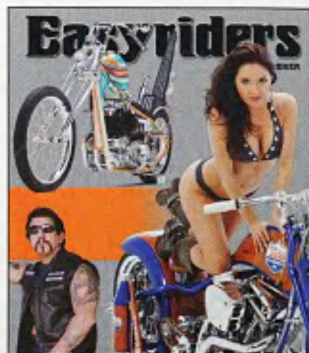
Vice President – Production: Cathy Gibson

Vice President – Customer Relations: Jim Betlach

Legal Counsel: Dorothy Richardson, Esq.

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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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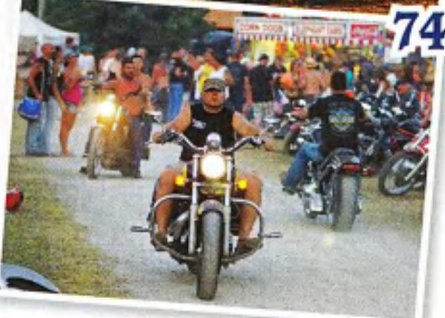
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Try Nothing

A gallery in London put on an exhibition of "invisible art." For example, *1,000 Hours of Staring* is a blank piece of paper that the "artist" eyeballed off an on for more than five years before deciding that it was finished and ready for display. The same artist also submitted an empty section of floor space that he said was once cursed by a witch. Another piece was an Andy Warhol bare platform that looks as if it should have something resting on it but doesn't.

Married, But Not For Long

At a wedding reception in Austria, the groom decided to have a quickie with a waitress in the kitchen, but unfortunately the bride's dad walked in on the two getting it on. After waiting the required six months, the bride filed for divorce, which was granted. Then the groom married the waitress.

She Won't Make Waves

A Swedish woman flying from Amsterdam to Tanzania spent eight hours on the plane sitting next to a dead body. (The man was having convulsions and died two hours into the flight.) Her comment? "Of course it was unpleasant, but I'm not a person who makes a fuss."

Oh Dear

A terminal at JFK Airport in New York was closed and hundreds of already-cleared passengers were marched back through security after officials realized that the metal detector was unplugged! Meanwhile, two jumbo jets were recalled to the gate so that everyone on board could be rescreened.

Those Inventive Kiwis!

Dozens of traffic signs in New Zealand have been destroyed by prostitutes performing pole dances in the street to attract clients.

Fundraising Snafus

A CNN investigation found that the Disabled Veterans National Foundation had collected almost \$56 million in donations over four years but gave nearly all of it to two direct-mail fundraising companies. One was a small veterans charity that received help but mainly in the form of 2,600 bags of cough drops, 2,200 bottles of sanitizers, 11,520 bags of coconut M&Ms, and 700 pairs of Navy dress shoes. Another charity received hundreds of chef's coats and aprons, cans of acrylic paint, and a needlepoint design pillowcase.

Time On His Hands

A man swore that he would forever resist a judge's order that he dig up his late wife's body from his front yard and rebury it in a cemetery. "I'm in it for the long haul," he said, promising to wait out the authorities. "I don't have much to do but sit around and think about what's going on."

Those Nasty Turkeys!

An Oklahoma state senator was pushing the authorization of the open carrying of guns (which eventually passed). He explained his position by relating an incident from his past that convinced him of the need to carry a gun openly. "I was in oil and gas. I was out on a lease one time, and I was attacked by a turkey. Wait until you get attacked by a turkey. You'll know the fear that a turkey can invoke in a person. And so I beat it with a club. That was all I could do. And then I started carrying a gun in my truck after that without a license because I didn't want to be attacked by a mountain lion."

Mind-Boggling Wisdom

If you had purchased \$1,000 worth of shares in Delta Air Lines one year ago, you would have \$49.99 today. If you had purchased \$1,000 worth of shares in AIG one year ago, you would have \$33.00 today. If you had purchased \$1,000 worth of shares in Lehman Brothers one year ago, you would have \$0.00 today. If you had purchased \$1,000 worth of beer one year ago, drunk all the beer, then turned in the aluminum cans for the recycling refund, you would have received \$214.00. Based on the above, the best current investment plan is to



drink heavily and recycle. It's called the 401-Keg plan. As a bonus, a recent study found that the average American walks about 900 miles a year. Another study found that on average Americans drink 22 gallons of alcohol a year. That means that the average American gets about 41 miles to the gallon.

What Goes Around...

In a case of road rage, a man was arrested after beating another motorist who suffered two black eyes. Six days later, the man himself suffered a pummeling by three men, also as a result of road rage. The three beat him until he was unresponsive.

Want A B-I-G Cookie?

Researchers in Tokyo have developed goggles that can enlarge the image of a bite of food so that the eater might fool himself into thinking he has consumed more than he has (and therefore that his hunger might dissipate sooner). The software is so sophisticated that the food carrier (a fork or the eater's hand) is not transformed and appears normal size. In tests a 50 percent increase in imagined cookie size reduced actual consumption by 9 percent.

Too Many Dollars

A court-appointed trustee seeking as much of Ponzi-schemer Bernard Madoff's ill-gotten gains as possible to pay back his victims has secured \$330 million to distribute. However, the trustee and his associates billed the court fees (as much as \$850 per hour) for a total of \$554 million.

Juries - Hard To Figure

A jury ordered a restaurant to pay a woman \$113,500 after she slipped on a spilled soft drink and broke her tailbone. The reason the soft drink was on the floor? She had thrown it at her boyfriend 30 seconds earlier during an argument.

Actual Headlines

- "Worker Suffers Leg Pain After Crane Drops 800-pound Ball On His Head"
- "Bridges Help People Cross Rivers"
- "City Unsure Why The Sewer Smells"
- "Study Shows Frequent Sex Enhances Pregnancy Chances"
- "Meeting On Open Meetings Is Closed"
- "Man Accused Of Killing Lawyer Receives A New Attorney"
- "County To Pay \$250,000 To Advertise Lack Of Funds"
- "Federal Agents Raid Gun Shop, Find Weapons"
- "Statistics Show That Teen Pregnancy Drops Off Significantly After Age 25"
- "Hospitals Resort To Hiring Doctors"

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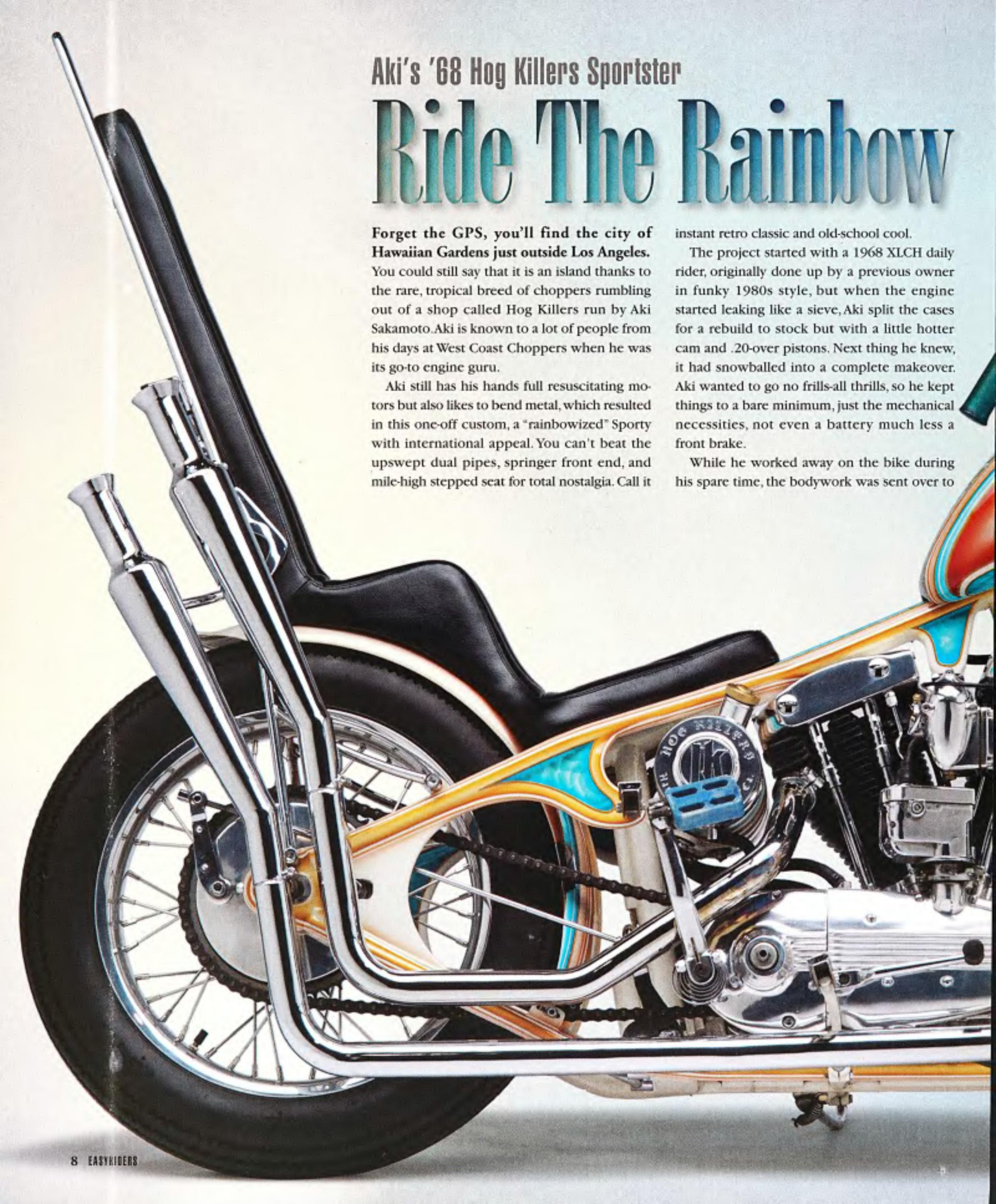
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AIM 2624



A custom motorcycle with a rainbow-painted frame, dual exhaust pipes, and a high seat. The frame is painted with a rainbow gradient from blue to red. The seat is black and high. The exhaust pipes are chrome and dual. The motorcycle is shown from a side profile, highlighting the custom paint and mechanical details.

Aki's '68 Hog Killers Sportster

Ride The Rainbow

Forget the GPS, you'll find the city of Hawaiian Gardens just outside Los Angeles. You could still say that it is an island thanks to the rare, tropical breed of choppers rumbling out of a shop called Hog Killers run by Aki Sakamoto. Aki is known to a lot of people from his days at West Coast Choppers when he was its go-to engine guru.

Aki still has his hands full resuscitating motors but also likes to bend metal, which resulted in this one-off custom, a "rainbowized" Sporty with international appeal. You can't beat the upswept dual pipes, springer front end, and mile-high stepped seat for total nostalgia. Call it

instant retro classic and old-school cool.

The project started with a 1968 XLCH daily rider, originally done up by a previous owner in funky 1980s style, but when the engine started leaking like a sieve, Aki split the cases for a rebuild to stock but with a little hotter cam and .20-over pistons. Next thing he knew, it had snowballed into a complete makeover. Aki wanted to go no frills-all thrills, so he kept things to a bare minimum, just the mechanical necessities, not even a battery much less a front brake.

While he worked away on the bike during his spare time, the bodywork was sent over to

It's not a
customer's bike,
so I didn't have to listen
to anybody.





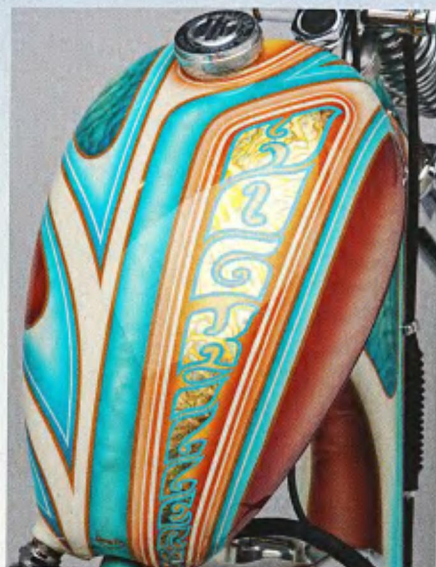
A leaky engine
rebuild snowballed into a
complete makeover.

Sonny Boy at Road Dog Customs. "I gave him some ideas then told him to do his own thing. He did a great job painting it all the colors of the rainbow and then some."

Oddly enough, the most difficult part of this bike build turned out to be finding someone to create the seat Aki had in mind. He ended up shipping the seat pan back home to Japan. With postage, it cost a pretty penny, but he got just what he wanted. "It's not a customer's bike," he says, "so I didn't have to listen to anybody, and I could take my sweet time doing what I wanted to it."

We asked Aki why he chose to build a custom Sportster? "Back when I started building the bike, it was something I could afford, but now for me it's also a lot of fun to ride." Aki tells us. "It's pretty nimble, not too big and not too heavy and even comfortable. I like bikes from the 1960s and '70s, so that's what I built."

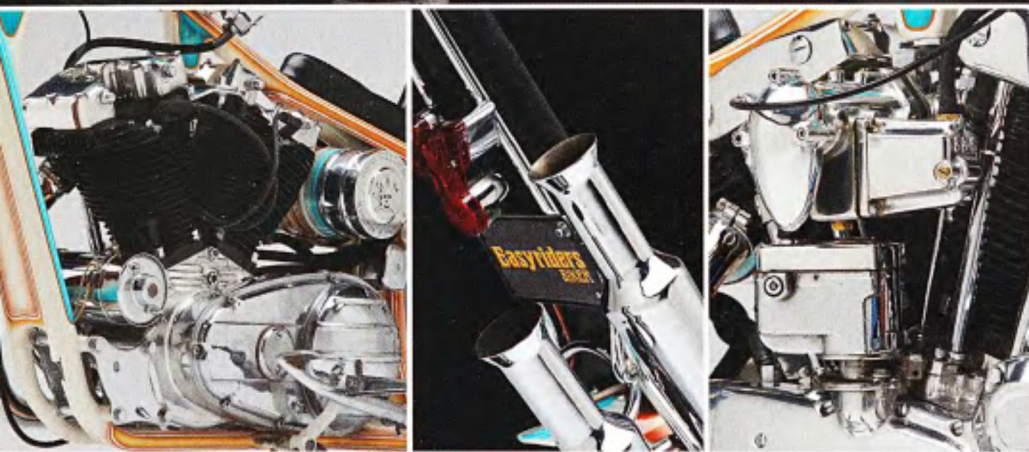
Asked the current whereabouts of the bike, Aki says, "Right now it's in Japan at a bike show in Nagoya then its going to another one in



Kobe, then it will be shipped back to me so I can start riding it again."

—Paul Garson





Owner: Aki Sakamoto (left)

City: Hawaiian Gardens, California

GENERAL

Designer: Aki, Hog Killers

Fabrication: Hog Killers

Year/make: 1968 Harley-Davidson

Model: XLCH

Assembly: Hog Killers

Time: 6 months

Chroming: Bush Plating and Chroming

ENGINE

Year/make: 1968 Harley-Davidson

Displacement: 900cc

Cam: Harley-Davidson

Ignition: Harley-Davidson

Pistons: Harley-Davidson

Heads: stock

Lifters: factory

Carb(s): S&S

Air cleaner: Hog Killers

Pipes: Hog Killers

TRANSMISSION

Year/make: 1968 Harley-Davidson

Modifications: none

Shifting: foot

PAINTING

Painter: Sonny Boy

Type/color: House of Kolor/rainbow

FRAME

Year: Who knows?

Builder: Harley-Davidson, Hog Killers

Rake: stock

Shocks: rigid

Accessories

Bars: swap meet

Handlebar controls: swap meet

Headlight: 4 1/2 inches

Taillight: got in trade

Pegs: PM

Electrics: minimal

Gas tank: Hog Killers

Oil tank: Hog Killers

Oil system: Harley-Davidson

Seat: Made in Japan

Sissybar: Hog Killers

Grips: old

FORKS

Type: springer

Extension: some

Builder: swap meet

WHEELS

Size: 21-inch front,

18-inch rear

Wheels: wire

Tires: Avon

Brakes: Harley-Davidson drum rear

Photos: Michael Lichter

Contact: Hog Killers

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HELLS ANGELS SUE HOMELAND SECURITY:

The Hells Angels Motorcycle Club has filed suit against several federal agency department heads, including Secretary of State Hillary Clinton and Department of Homeland Security head Janet Napolitano, alleging that they unlawfully prevented the club's foreign members from entering the U.S. Several members applied for visas to attend a major club event in New Hampshire, and the visas were denied based on their membership in the club. The Department of Homeland Security and the Department of State have labeled the group as a "known criminal organization" in the Department of State's Foreign Affairs Manual. The Hells Angels are ultimately seeking a permanent injunction against the rules that are keeping its members from getting visas. Source: *Phoenix New Times*

CANADA STRIPPER VISAS DENIED: The Canadian government has announced that it is cutting out visas for foreign strippers entering the country for work. There are about 700 foreign strippers working legally in Canada. There have been 500 visas issued since 2006, and last year only 12 were issued. These workers will be allowed to complete their one-year work visa, then they will be required to leave the country.

Without foreign strippers to fill the void, club owners have indicated that they will be forced to pay more for domestic strippers or solicit international students to the work because students are allowed to work part-time in Canada.

Tim Lambrinos, a spokesman for the Adult Entertainment Association of Canada said that the new work rules will make foreign dancers more vulnerable, because many will move to the underground sex trade rather than leave the country. Source: www.findlaw.com

AUSTRALIAN BIKERS MAY BE FORCED TO WEAR FLUORESCENT CLOTHING:

The government in Victoria is debating whether or not to require the country's motorcycle riders to wear fluorescent clothing to cut down on accidents. Damien Codognotto, a representative for the Independent Riders' Group, is lobbying against the proposal and sees the mandate as an attack on biker's legal standing and liability in the event of a crash,

QUOTE OF THE MONTH

"I sit on a man's back, choking him and making him carry me, and yet assure myself and others that I am very sorry for him and wish to ease his lot by all possible means—except by getting off his back."

—Leo Tolstoy

citing the compulsory lights-on law enacted 25 years ago. "Compulsory third party insurers are looking to reduce payouts for victims of road trauma who were on two wheels seen as easy targets for reduced compensation. That is not only unjust considering the premiums and taxes we pay, it is disastrous for riders' families." Source: www.heraldsun.com.au

E15 IN THE NEWS AGAIN: When the new E15 ethanol blend of gasoline hits the market, a glitch in the legislation will force all consumers to purchase a minimum of four gallons of the fuel when dispensed at "blender pumps." Blender pumps, which dispense multiple grades of gasoline from a single nozzle present a problem when residual fuel from the previous user, up to half a gallon in many cases, is pumped in the next fill up. The 15% ethanol E15 mixture, which is not approved by any motorcycle manufacturer, can contaminate the mixture, leading to engine damage and performance problems.

To address this, the EPA is requiring operators of these blender pumps to enforce a minimum purchase requirement of four gallons to better disperse the higher alcohol content fuel, minimizing the dilution. However, since most motorcycles have small gas tanks, a four gallon minimum purchase is impossible for many bikes.

In related news, the U.S. Court of Appeals has rejected a lawsuit challenging the EPA's authority to permit E15 content in gasoline, so a bill (HR 3199) is pending on the House floor which would stop the sale of E15 until the National Academies has conducted a study on how gasoline blended with 15-20 percent ethanol may impact gas-powered vehicles. Sources: The American Motorcyclist Association, SEMA Action Network

DC AREA COPS TRY TO DISGUISE SPEED CAMERAS:

In and around Washington D.C., police are replacing their conventional traffic cameras with speed and red light cameras that look similar to mailboxes and trash cans so that they can trap more unsuspecting motorists. The new cameras are lower to the ground and are often hidden by bushes and signs. These cameras are also mobile, and police regularly reposition them so drivers don't

get used to seeing them in any one area.

Prince George County, Maryland, purchased 60 of these new mobile cameras last year, netting about \$8 million dollars in revenue from 349,000 citations in a nine month period. The city plans to expand the program, expecting to net \$28 million for fiscal year 2012. Source: StopBigBrotherMd.org

JURY NULLIFICATION ADOPTED IN NEW HAMPSHIRE: In an earlier article we discussed jury nullification; the right of a jury to judge the law as well as the facts of the case. This concept dates back to the Magna Carta in 1219 as a barrier against the tyranny and oppression of the government. The problem frequently encountered is that jurors are usually unaware of their rights and judges routinely refuse to allow the defense to inform jurors of this right.

New Hampshire Governor John Lynch signed HB 146, which permits the defense to inform the jurors of their right to judge the facts of a case, as well as the application of the law. This is a unique success for jury rights, and New Hampshire is the first state to codify it into law. The state already had a higher standard than most states right out of the gate. The the standard jury instructions judges use in New Hampshire, known as the "Wentworth instruction," currently tells jurors they must acquit if there is insufficient evidence, and that they "should" convict if there is proof of guilt. The instruction, most importantly, does not tell jurors they "must" convict. Jury rights activists felt that this instruction was insufficient and pressed for stronger law, which they now have. Jury Rights Day is September 5. HB 146 goes into effect January 1, 2013. More information at www.fija.org

SOCIAL SECURITY LATEST AGENCY TO STOCK UP ON AMMUNITION: On August 7, the Social Security Administration asked for quotes on the purchase of 174,000 hollow-point bullets on the FedBizOps.gov website. A couple of months ago we reported on the purchase of Homeland Security of over a billion rounds of ammo for God knows what purpose. After an outcry from alternative media sites, the agency has since redacted much of the text previously available for viewing. Much of the outcry from the government's skeptics revolved around concerns that the federal government is preparing for civil unrest in the United States, but as we know:

THERE WILL NEVER BE CONCENTRATION CAMPS IN AMERICA: They'll be called something else. 'Til next month, as always, see ya on the road.

—Kit Maira

DOES YOUR VOTE MATTER? THE CHOICE IS YOURS TO MAKE

Americans have differing opinions as to what constitutes good governance. Conservative or liberal, libertarian or authoritarian, you can find proponents for all political points of view. Probably a majority Americans want a government that affects them personally as little as possible, while not granting the same to their neighbors, who they feel need to be either taken care of, or prevented from exercising their own liberties. Their philosophy is: "Freedom for me, but not for thee."

Emma Goldman, an anarchist writer and thinker from the late 19th and early 20th century famously quipped, "If voting changed anything, they'd make it illegal." Apparently most potential voters in the U.S. agree since the 1960s voter turnout hovers a little over and under 50 percent in presidential elections.

The fact is, most Americans are poorly informed by our inadequate educational system and misinformed by a manipulative media, who serve mainly as stenographers for the state, rather than objective weighers of facts that an informed electorate needs to make crucial decisions concerning the direction of the country.

It has been said that the chance of your single vote deciding the results of any particular election or proposition is infinitesimal, so some would argue that your time would be better spent staying at home or riding your motorcycle.

However, others would argue that with low voter turnout, a case could be made that your vote carries twice the weight of the non-voter. Those with this opinion posit that motivated, informed citizens can make a difference by taking principled stances, influencing other like-minded people, and encouraging them to vote on the issues that matter, regardless of party label.

For an example, take gun control. As a general rule, this is a very divisive issue. But when you couch the argument in terms of victim disarmament, the anti-gun argument is completely vulnerable to the force of logic. The recent mass shooting in Colorado is serving as a poster child for the gun grabbers, but their arguments quickly disappear when you point out that if there were armed citizens in the theater that night, the death toll might have been far lower, or the attack might never have happened at all.

If the shooter realized that he might face defensive force, he might never have attempted the act.

So it goes with all arguments for government running our lives. The war on poverty has resulted in a greater proportion of our population being impoverished. Government control of the money supply (through the Federal Reserve) has resulted in the debasement of our dollar's spending power. Overspending on wars and social programs has resulted in a national bankruptcy that our "leaders" will never acknowledge, because they created it. Instead they will attempt to paper it over with more money printing, which will simply make the problem worse.

The problem is not just with the Congress, or with the president; most importantly it is with the American people. We need a national debate on where we want our country to go. A quotation widely attributed to Alexis de Tocqueville, author of *Democracy in America*, holds that: "A democracy cannot exist as a permanent form of government. It can only exist until the voters discover that they can vote themselves largesse from the public treasury. From that moment on, the majority always votes for the candidates promising the most benefits from the public treasury with the result that a democracy always collapses over loose fiscal policy, always followed by a dictatorship. The average age of the world's greatest civilizations has been 200 years."

Do we want a government that grants every whim, while insisting that the cost of these whims is to be borne by someone else? The course of history suggests that Americans want exactly this. More than half of the country now pays no income taxes. A minority of our citizens now pay for the entire cost of our overreaching government, while the majority reap its benefits. Talk about involuntary servitude!

There are two courses of action available to us. Do nothing, and wait while the whole Leviathan that is the state collapses of its own weight, as happened in the Soviet Union, or get serious about electing representatives to the government who will get serious about cutting the size and reach of same. The choice is yours.

—Kit Maira

If you don't like
the way things are
going in the
USA

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HOPE *you* **CHANGE**
"IT"

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November 6, 2012



PAUL CAVALLO'S SHOW WINNER **ROLLIN' BONES**

Looks can be deceiving. A quick glance might have you thinking this clean-as-a-whistle rigid panhead is just a nice collection of standard Spitfire Motorcycles offerings, the kind of stuff Paul Cavallo has been serving up since '07. Not so. The fact is that almost everything on this one is totally handmade specifically for this bike. "I built it for last year's 'Artistry In Iron' show," Paul says. "I wanted a one-of-a-kind, not just something that had been assembled from parts and then finished with

The wheels just might be the most elaborate set of spokes ever, the result of 85 hours of custom machining.

a fancy paint job." So Paul made it a point to custom form every piece just for this bike, and, for the first time ever, started with the wheels and worked backwards. "Usually I'll begin with a frame and go out from there."

What a set of wheels they are. Look at them closely. Designed and made by Paul, there is upwards of 85 hours of labor invested here. Starting with a pair of raw blanks, Paul trimmed what he didn't want and then individually



This month's *Easyriders* girl is California cutie Jade Renee looking fine and fit aboard Paul's "Hollin' Bones" pan.



Easyriders



machined each sculpted spoke before meticulously assembling each wheel with tolerances held to one-thousandth of an inch. The result is quite possibly the most elaborate set of spoked wheels ever.

Similar attention was lavished on every other machined part for the bike: the grips, the pegs, the controls, even the one-off mid glide girder front end. "I'd been wanting to do a bike with tall wheels and, not being a bagger guy, I figured this was my shot to use a 26-incher," Paul explains. But more than that, he was aiming at what he calls a "fusion piece." That is Cavallo-speak for taking a vintage-style bike and crossing it with tricks and techniques so new that they don't even exist yet.

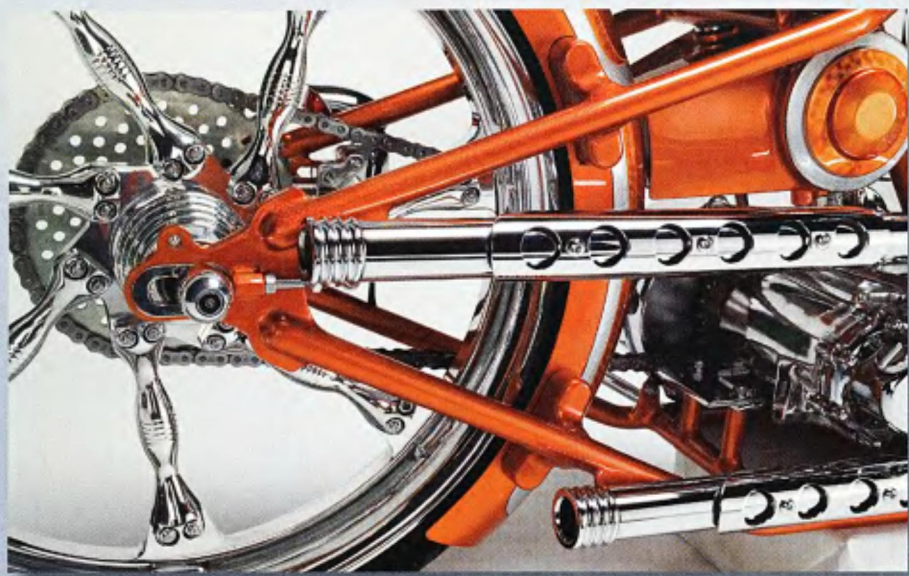
The result is futuristic but rooted in the classic style. Hence the use of that rigid frame, the girder front end, and the entire drivetrain, engine, and tranny out of a 1951 Harley-Davidson. "And that motor was rough-as-a-cob when I found it," Paul says. It's gleaming like a diamond now, complete with a Joe Hunt magneto, which, besides adding a timeless touch to the ignition, eliminated the need for much of an electrical system. There is no battery and not much wiring anywhere. In fact, there's not much of anything anywhere on this bike.

With "Rollin' Bones" Paul's redefined the term "clean." Look at the sprocket brake on the rear wheel. It is frenched into the axle adjuster on the frame making the brake actually part of the frame, doing away with all the usual hanging brackets. And look at the mounting of the rear fender, or try to. A Russ Wernimont front fender that has been cut, modified, and fit into its new location is held in place with a custom-machined 3-D block mount—no visible nuts or bolts. Spend some time with these photos. The thought and work that went into this seemingly simple bike will have you shaking your head in appreciation.

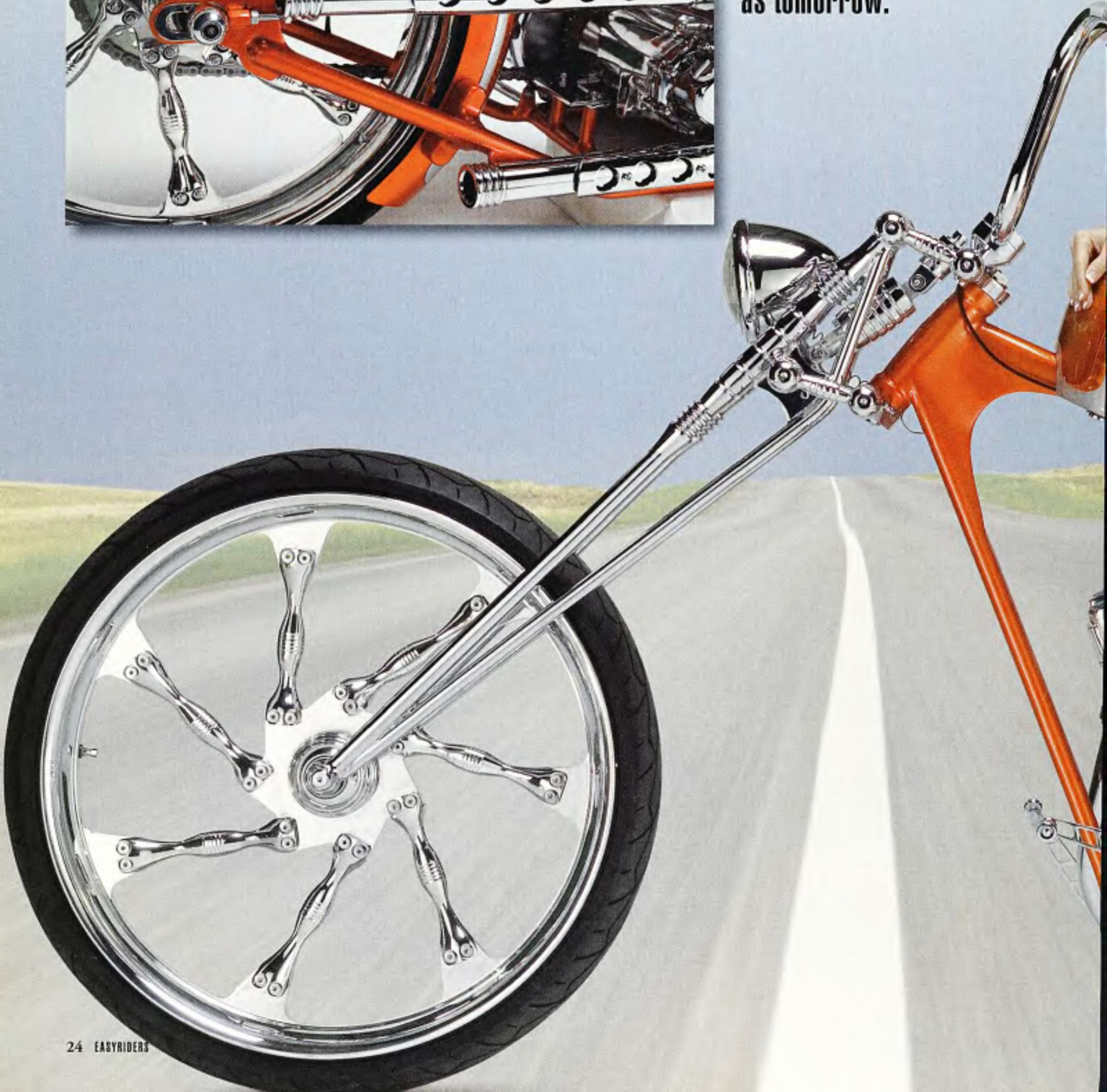
Paul Cavallo is no stranger to any of this. While he has had the Spitfire Motorcycles brand up and running for the past five years, Paul has built and supplied the custom market with his American-made goods for the last 22 years. For a time in there he owned and ran a production motorcycle company called Hellbound Steel, all the while taking that extra step, just as we see here "to get that one little detail perfect, even if no one else notices." Not much chance of that, huh?

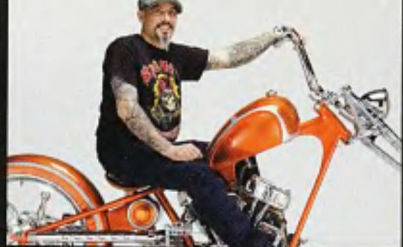
—Joe Kress





Paul Cavallo describes the bike as a "fusion custom," a blend of classic chopper style with details as new as tomorrow.





Owner: Paul Cavallo (above)

City: Cucamonga, California

GENERAL

Designer: Paul Cavallo

Fabrication: Spitfire

Year/make: 1951 Harley-Davidson

Model: pan

Assembly: Spitfire

Time: 5 weeks

Chroming: CalTron Plating

ENGINE

Year/make: 1951 Harley-Davidson

Rebuilder: Spitfire, BCR, STD

Displacement: 74 cubic inches

Ignition: Joe Hunt magneto

Cam: Sifton

Carb: S&S Super E

Air cleaner: Spitfire Bullseye

Pipes: Spitfire

TRANSMISSION

Year/make: 1951 Harley-Davidson

Shifting: 4-speed, jockey

PAINTING

Painter: Headcase Kustom Art

Type/color: House of Kolor/Candy Tangerine over a mini-flake base

FRAME

Year/make: 2011 Spitfire

Type: rigid

Rake: 40 degrees

Stretch: 4 inches front; 2 inches back

Shocks: none

ACCESSORIES

Bars: Spitfire

Handlebar controls: none

Fenders: Russ Wernimont Design

Headlight: Drag Specialties

Taillight: Drag Specialties

Pegs: Spitfire

Foot controls: Spitfire

Gas tank: Spitfire, CAD Works

Oil tank: Spitfire

Seat: Riff Raff Kustom Leather

Grips: Spitfire

FRONT END

Type: girder, 10 inches over

Builder: Spitfire

WHEELS

Make: Rollin' Bones

Size: 26-inch front, 23-inch rear

Tires: Vee Rubber

Brakes: Spitfire Sprocket Brake

Photos: James Forrest

Contact: Paul Cavallo

Spitfire Motorcycles

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BEST BIKES

This being our Special Annual Edition of *Easyriders*, we thought you might relish a look back at what makes *Easyriders* unique in all of creation, namely, our Bikes & Babes. No other magazine on earth features the sublime combination of beautiful topless women draped about world-class custom motorcycles. The two not only complement each other, but it can be said that for the American biker, bikes and babes are what make the world go 'round.

There can be no greater pleasure in life than riding either one or both of these wondrous creations to glory. And so, we have gathered a sampling of some of our very best Bikes & Babes seen here in *Easyriders* over the past few years, just for you. How did we select our Top 10 Best Bikes & Babes? Well, it took tireless research—actually, it took one of our famous smoke and drink bull sessions wherein the editors of this fine rag get together over a few cold ones and argue over things such as tit shape and the age old conundrum: panhead or shovelhead, which is the coolest?

The rabid results of our devilish delirium awaits you on these pages. Enjoy!

—Dave Nichols



Lori Anne Watts' 2009 Baby Girl bobber and Angela
Photo by Don Rogers

& Babes

TOP 10 HOOTERS & SCOOTERS



Bob Carrillo's 1947 knuckle and Christine
Photo by Rick Husted

Curt Scarritt's 1991 Softail and Chelsea
Photo by Mike Chase

TOP 10 HOOTERS & SCOOTERS



Eddie Trotta's 2011 Thunder Cycle rigid
and Julie
Photo by Don Rogers

Mickey Morisol's 2007 BBC sled and Tatiana
Photo by Rick Hustead



Mike Olivotti's 1973 B-RAD shovel
and Ashley
Photo by Mike Chase



Randy Smith's Jordan Design pan and Crystal
Photo by Brad Patton



Billy Timmins' 2010 Dante dePaola rigid
and Marie Francis
Photo by Mike Chase



Kevin Kaspar's 2010 Skank Banger and Carmen
Photo by Don Rogers

TOP 10 HOOTERS & SCOOTERS





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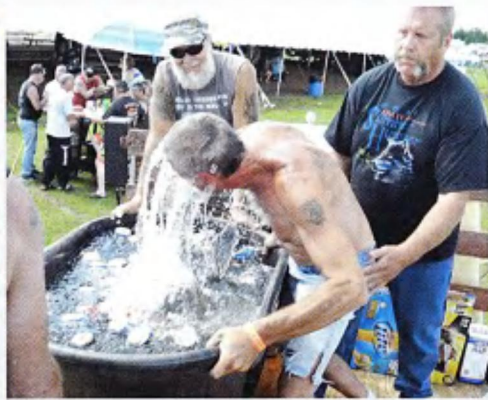




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WISCONSIN ABATE BLOWOUT **SUMMER HUMMER**

Wisconsin and this event were both new to me, but I couldn't have been more comfortable. We were in contact with the nicest people from the moment Two-Town Tommy and I joined forces (arriving from opposite directions) at the Heritage Court motel in Thorp, Wisconsin. We both bear a drenchin' rainstorm by about half an hour. After getting settled and washing the road grime off our faces, we strolled next door to the Sun Up Saloon to enjoy coldies, bar pizza, and pleasant people.

The Summer Hummer was held June 21 - 24 at ABATE Acres in Rural Greenwood, Wisconsin. The party location was beautiful. ABATE has its own security so the grounds were free of cops, and there weren't even any hiding outside the gate to nail someone. I guess in some places they really are there to serve and protect. What a refreshing concept.

Thursday was check in, followed by bike games and music by The D-Railers. A nasty storm had torn through ABATE Acres Wednesday night, leaving tents and



all kinds of debris scattered. The rest of the week the weather was good and hot.

Our regular Summer Hummer photographer Nate Ullrich showed up Friday evening after a five-hour detour to attend J&P's party in Anamosa, Iowa. He said it was worth it for the one night of photo debauchery. He's a damn flickoholic I tell ya. He just can't keep from takin' pictures of tits and the Summer Hummer is paradise to him. His friends there went out of their way to make me feel at home.

Before Nate arrived, a pretty redhead named Karen found me and said, "Hey, Nate wanted me to give you this..." then flashed me a beautiful set of titties. Later I caught the shot of him lyin' in the grass with her towerin' over him, boobs aplenty.

Speakin' of big boobs, Teresa, from Region 2, was a big help to me, answering any questions or filling requests I had. Region 2 is also responsible for the stretched people-hauler called the Abate Acres Express, with an illuminated blue skull in the front and the stripper pole on the back.

The girls behind the bar also took

good care of us. Two of the sweeties we had already met at the Sun Up Saloon the first night in town, so, hell, we felt right at home.

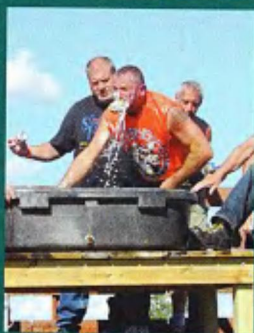
Friday was more game competition between Regions. Rats Sass and Bob Evans and the Alimony Blues Band did some fine jammin' on stage at the beer barn.

Saturday was the big day with more bike games with trophies for the winners. They take their regional competition seriously. The tug of war left several of the ol' boys with rope burn and muscles cramps. Bobbin' for beers was fun with some serious contenders dealin' with brain freeze every time. The Dennis Peters Band and Hyde were the bands rockin' the park.

The Summer Hummer is ABATE of Wisconsin's money maker for the year. The money is used for runnin' the organization and fightin' for the right to ride free. Besides being beautiful riding country and really nice people, it's a great, perfect sized party, somewhere 'round 1,000 people. Come out next June for a blast and to support ABATE.

—Clean Dean





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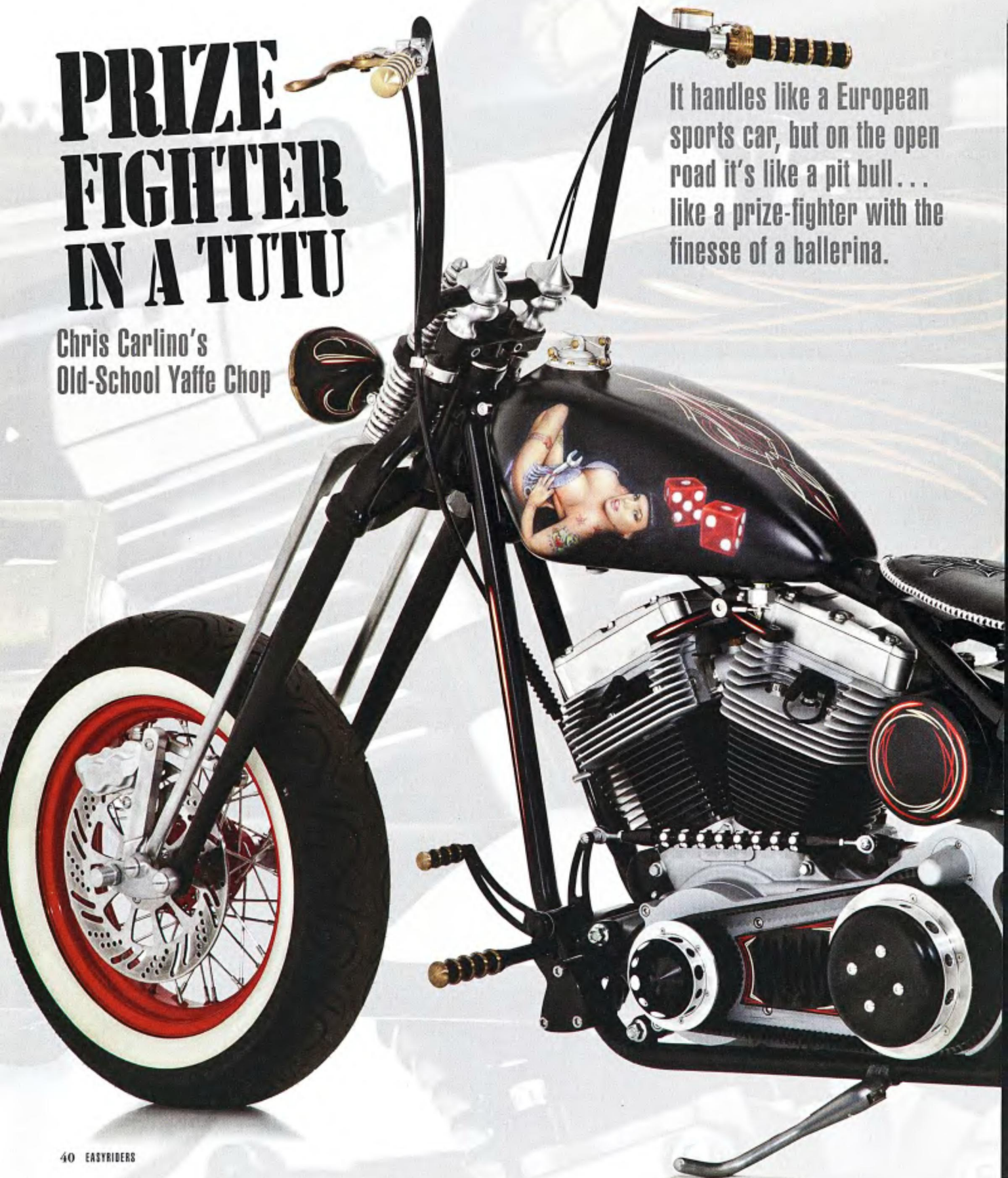
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It handles like a European sports car, but on the open road it's like a pit bull... like a prize-fighter with the finesse of a ballerina.



"Once you taste mako, you won't want to eat any other shark," says Chris Carlino, speaking from his digs on Staten Island. "We just came back from Costa Rica where we got lucky hooking a bunch of them. They're hard to find on any menu." That's probably because tourists have killed them all.



When not hooking the finned monsters, Chris likes to climb aboard his hand-built Paul Yaffe custom. "It handles like a European sports car, but on the open road it's like a pit bull... like a prize-fighter with the finesse of a ballerina."

Chris speaks from experience, having ridden bikes since the early 1980s. A longtime fan of *Easyriders*, he says, "I left for college with 200 copies of the magazine, and ended up wallpapering every square inch of my apartment with them—wall-to-wall motorcycles and the girls, of course."

Which brings us to the bike's paint job. "I wanted pinups, but more than that. They're sitting on a pair of dice, one girl on a 7, the other girl on the 11. That has a special meaning for me," Chris explains. "It's more than lucky numbers. It stands for July 11 when my son was born. It changed everything in my life for the better. I actually built that bike with my son in mind."

Chris wanted a bike that makes you feel as if you are back in the 1950s and '60s. The plan called for a blend of past and present. "Having had both electric and kick-only bikes, I like having the backup if the battery goes south on you." Toward that goal, Paul Yaffe went to Bert Baker who made up a 6-speed tranny with a functional kicker, something he calls the Frankentanny. Then Allan over at Twin Tech designed a custom map that's hooked up to a switch that facilitates both kinds of starting.

Chris also needed a bike built tough enough to handle the crater-like road conditions plaguing his stomping grounds, NYC and Jersey. Says Paul, "We gave it just the right hidden-shock frame from Paughco built to our specs, plus Paughco's old-school springer and a bigger tire up front that Chris wanted. The bike really rides like a Cadillac; it just floats down the road. Since he was more concerned with limiting vibration and increasing reliability, we went for a counterbalanced 96-inch Twin Cam, so it runs smooth as glass."

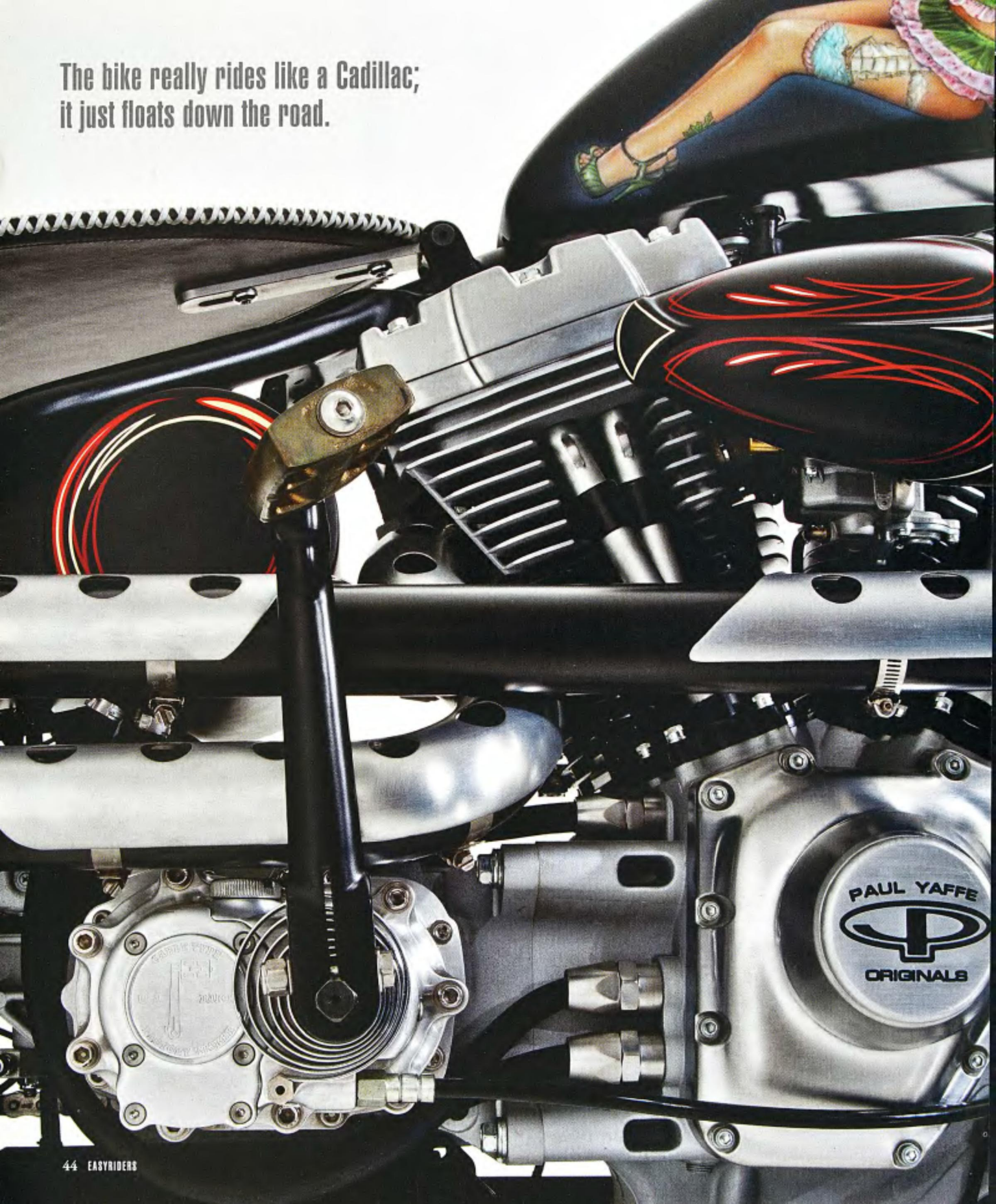
Chris sums it up, "I'm not the kind of guy that's going to wash and polish his bike every time I go out. I'm a rider. So I told Paul, 'Don't send me any chrome on that bike.' Paul and I laughed about that." Then Chris adds, "I've met a lot of builders, and I have to say working with Paul Yaffe was the tops. He went above and beyond and made sure the bike was perfect."

—Paul Garson





The bike really rides like a Cadillac;
it just floats down the road.





Owner: Chris Carlino
City: Staten Island, New York
GENERAL
Designer: Paul Yaffe
Fabrication: Paul Yaffe crew
Year/make: 2012 Paul Yaffe custom
Time: Longer than it was supposed to!
Chroming: who needs it?
ENGINE
Year/make: 2011 Harley-Davidson
Model: Twin Cam
Displacement: 96 inches
Cam: stock
Ignition: factory
Pistons: Screamin' Eagle
Heads: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): Harley-Davidson
Air cleaner: Crime Scene
Pipes: Super Trapp/Paul Yaffe X-Pipes
TRANSMISSION
Year/make: 2011 Baker
Modifications: Frankentranny
Shifting: foot
PAINTING
Painter: AJ's Custom Paint
Type/color: Black Suede
FRAME
Year: 2011
Builder: Paughco, Paul Yaffe
Rake: 38 degrees
Stretch: 4 inches over
Shocks: Progressive Suspension
ACCESSORIES
Bars: Paul Yaffe – Monkey Bars
Fenders: Led Sled
Headlight: Crime Scene
Taillight: Crime Scene
Pegs: Euro Components
Electrics: Paul Yaffe
Gas tank: CCI, Paul Yaffe
Oil tank: CCI, Paul Yaffe
Oil system: Harley-Davidson
Seat: Duane Ballard
Sissybar: of course
Grips: old
FORKS
Type: springer
Extension: 4 inches over
Builder: Paughco
WHEELS
Size: 16 inches
Wheels: DNA
Tires: Avon
Brakes: Hawg Halter
Photos: Paul Markow
Contact: Paul Yaffe Originals
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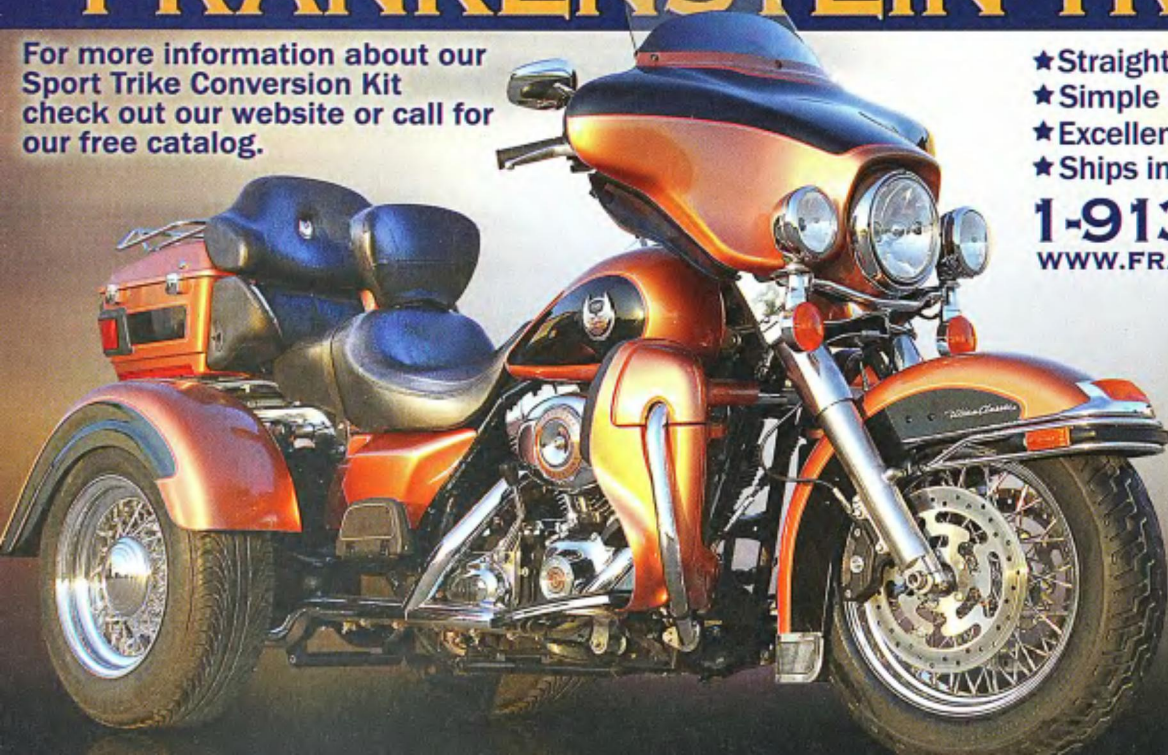


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—Paul Shermer, Greensboro, N.C.



Hard-riding Harley hellcats gather at Ventura H-D's 4th Annual Heels and Wheels Ride for Amazon Heart Thunder.

—Ken Karagozian, Agoura Hills, Calif.



"Quick, snap the picture—we both gotta pee!"

—Scott Whitver, Boundary Dam Ride, Pend Oreille County, Wash.



Stuffed animal road kill and joy at the Skid Row Toy Run.

—Richard Wagner, Glendale, Calif.



We second that emotion.

—Jim Krels, Spokane, Wash.



He's enjoying a serene putt through the lush greenery of Laconia, New Hampshire.

—Egg and Pez Pesapane, Wallingford, Conn.



She digs the view from up front. —Cary Henry, Gaithersburg, Md.



Proper nipple-painting technique is crucial.

—Paul Shermer, Greensboro, N.C.



Jodi seems to say, "Now will you listen to me?" —Scott Whitver, Badger Mountain Boogie, Wash.



Nasty pole dangler. —Paul Shermer, Greensboro, N.C.



Real men ride girders!

—Joe Sabol, Ventura Freeway Eastbound, Laurel Cyn., SoCal.



Born hard, honey.

—Dan Lonsdorf, DeForest, Wis.



There's something about this 1967 Trumpet Bonneville with a Sporty tank that makes Raven's clothes just fall off. Funny, but that tends to happen on scooters built by the guys at My Evil Twin Choppers.

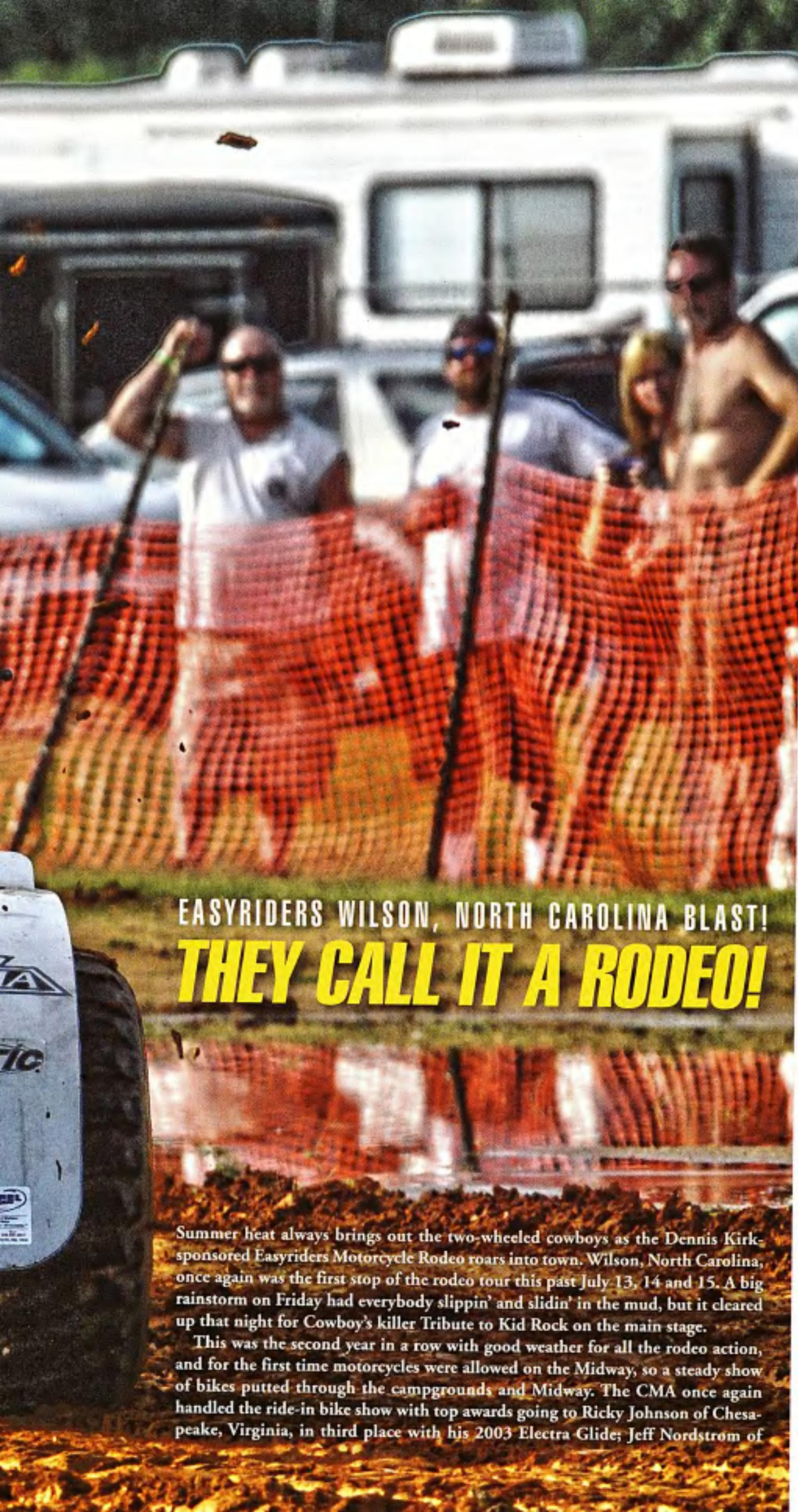
—from JP Puebla, Lodi, Calif.
Photo by Keith Selle, Lodi, Calif.

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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EASYSRIDERS WILSON, NORTH CAROLINA BLAST! **THEY CALL IT A RODEO!**

Summer heat always brings out the two-wheeled cowboys as the Dennis Kirk-sponsored Easyriders Motorcycle Rodeo roars into town. Wilson, North Carolina, once again was the first stop of the rodeo tour this past July 13, 14 and 15. A big rainstorm on Friday had everybody slippin' and slidin' in the mud, but it cleared up that night for Cowboy's killer Tribute to Kid Rock on the main stage.

This was the second year in a row with good weather for all the rodeo action, and for the first time motorcycles were allowed on the Midway, so a steady show of bikes putted through the campgrounds and Midway. The CMA once again handled the ride-in bike show with top awards going to Ricky Johnson of Chesapeake, Virginia, in third place with his 2003 Electra Glide; Jeff Nordstrom of

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Ramsey, Minnesota, in second place with his 2006 Bourget's Python; and Billy Daniel of Bracey, Virginia, in first place for his 2009 V-Rod.

Eventgoers to Wilson enjoyed barstool races, a great motorcycle swap meet, plenty of food sold by vendors, cold beer, and the infamous late-night trophy girl contest, which was won by Ashley of Fowlerville, Michigan. Live music for the weekend was provided by The Lacs, opening for Mustang Sally on Saturday night and the place was packed!

But tire-smokin' rodeo action is what the crowd wanted and it got more than its share. When the smoke cleared on Sunday, two men had earned most of the gold. Robert Tabor came in first for the slow race, barrel race, wienie bite, trike gas class, and tire ride, and his son, Jason Tabor, took top honors for the potato haystack, solo sled pulls, trike fuel class, and keg derby. The three Top Cowboys for the weekend were Eddie Austin in third place, Robert Tabor in second place, and Jason in first place.

While tried-and-true competitors took the day in Wilson, we are always looking for fresh new faces in the two-wheeled rodeo firmament, and in 2011 our Rookie of the Year was a kid named Loran Whittaker. He was so driven to compete that he made the trip to our V-Twin Expo last February in Cincinnati, where he garnered enough sponsorships to cover 90 percent of the expenses for his new solo pulling trike. He took second place in the solo sled pulls and fuel trike class with that shiny new machine. Way to go Loran.

After a scorching weekend of rodeo madness, the whole shebang packed up and headed to the next stop on the rodeo tour: Fowlerville, Michigan. See coverage of that Easyriders rodeo next time right here in *Easyriders*. For more information and the complete winner's list, visit www.easyriderevents.com.

The Easyriders Rodeo Tour is proudly sponsored by Dennis Kirk, Lucas Oil Products, Bagger Nation, Bushtec, and Supertrapp.

—Big Tom



Photos: Billy Tenney

Dave Mann's *Ghostrider* Tapestry

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Passin' Gas

A young prospect walks into a singles bar with a roll of quarters taped inside the crotch of his tight jeans. He looks around then sits next to the most attractive woman there. He was very pleased with himself after he noticed her constantly glancing down at his crotch.

"Hello there, I'm Jerry," he said as he went

into one of his well-rehearsed routines, "and I help produce a TV quiz show. Is there any question I can answer for you?"

"As a matter of fact there is," she said as she glanced down once more towards his embellished jeans. "Do you have change for a dollar?"

*Marcia Martinez
Stockton, California*



"It's not my fault—I'm a crack addict!"

The front doorbell rang and Hank opened the door to find his mother-in-law on the porch with a suitcase. "Can I stay here for a few days?" she asked.

"Sure you can," he said, "just don't try to come inside."

*Sarah Brack
Vacaville, California*

Q What's the best thing about being a kleptomaniac?

A You can always take something for it.

*David Chance
Ogden, Utah*

I read my horoscope today. It said I should invest in something fun on four wheels. Since you wouldn't catch me dead in a cage, I decided to screw a hooker on a skateboard.

*Rick Brown
Repres, California*

A young woman goes out drinking one night (something she normally doesn't do) and gets really plastered. The next morning she rolls over and discovers the Jolly Green Giant is in bed with her. She looks at him and says, "Oh no, I must have been really tight last night!"

He stands up, looks at her and bellows "HO, HO, HO, only the first time."

*Rocky Meyerson
W. Palm Beach, Florida*

Two ol' geezer bikers are arguing about whose dog is smarter.

"My dog is practically a genius. Every morning he waits for the newspaper to be delivered and then brings it to me."

"I know."

"What do you mean? How do you know?"

"My dog told me all about it."

*Tim Jennings
San Diego, California*

When Mongo's ol' lady was wheeled into the delivery room, she said to the nurse, "I remember you from the last time I gave birth."

"The nurse was thrilled, especially since it had been a few years. 'Do you really remember me?' she asked, milking it."

"Yes. You're the nurse who ate all my candy."

*Joey Hayes
Delano, California*

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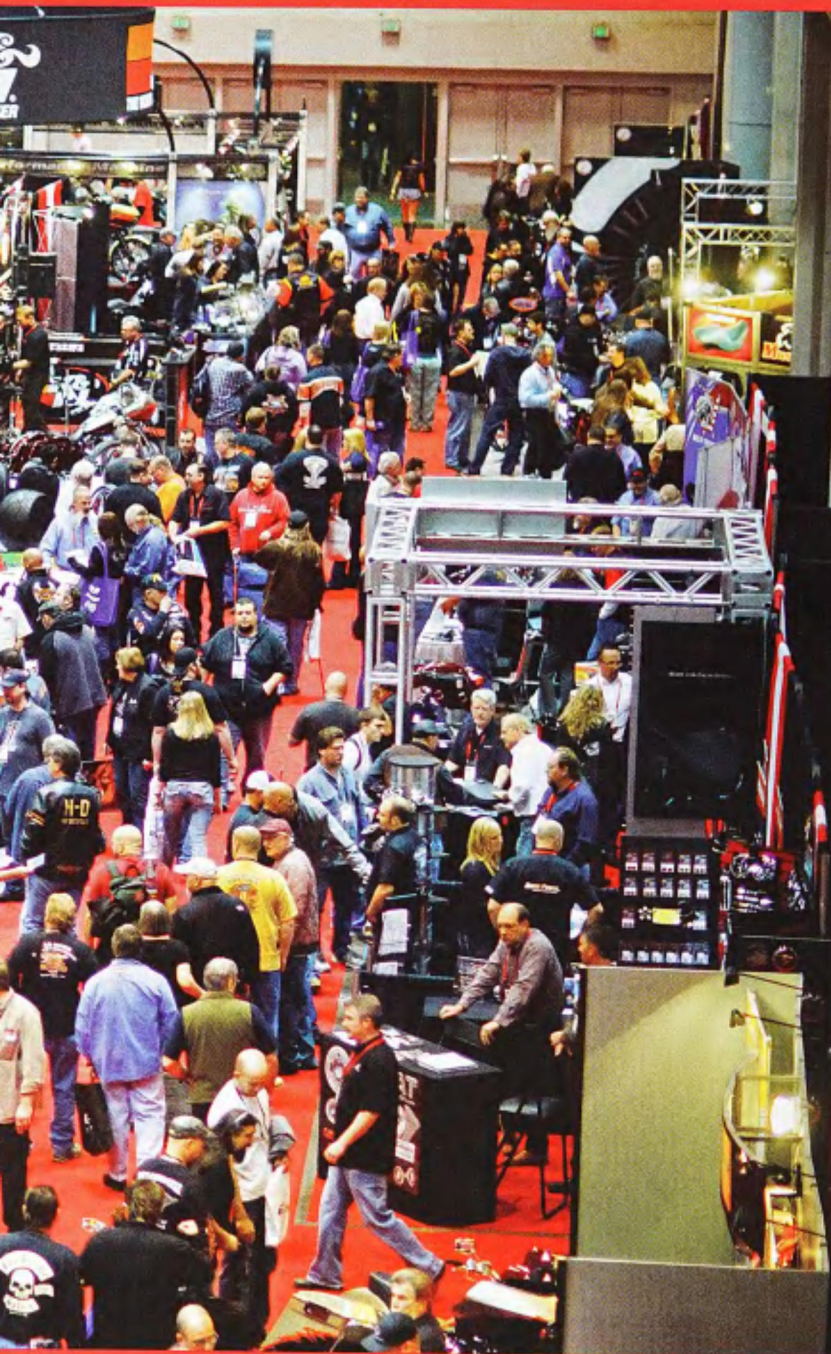
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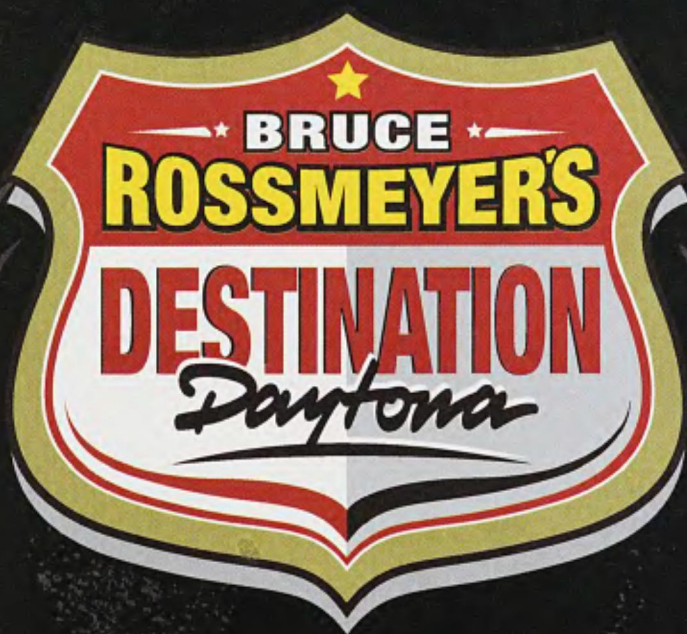
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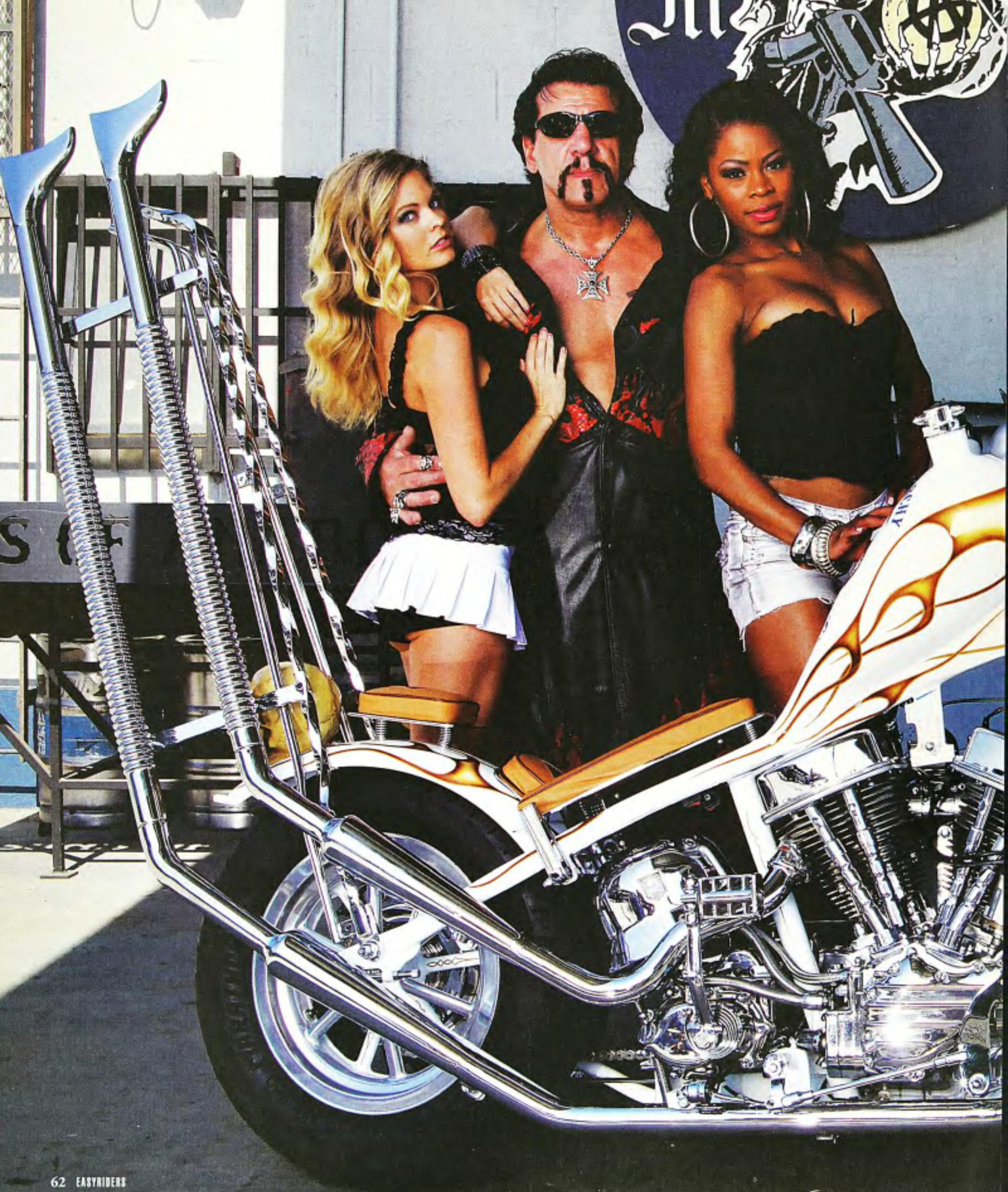
DIAMONDS IN THE ROUGH

Former Hells Angel
Chuck Zito
Rides With The
Sons Of Anarchy

Franksie Diamonds, a highly respected New York City Sons of Anarchy nomad, rides into Charming, California, one fine day and gets patched over to the local SOA club to take care of some business. We don't know what type of business it is, and apparently neither does anyone else except for Frankie, but one thing's for sure: Charming and the *Sons of Anarchy* will never be the same.

That is because Frankie's character is played by Chuck Zito (*left*), and Chuck brings a lot of







real-life experience to the show. He may not be the first Hells Angel (now former) to join the show—David Labrava, who acts as the show's consultant and plays Happy, the club's assassin, beat him to that—but he is arguably the most colorful and flamboyant new addition to the cast. As former president of the New York City chapter of the Hells Angels and with 46 episodes worth of acting experience on the HBO hit series *Oz*, years of celebrity body guarding, and an autobiography titled *Street Justice* under his karate black belt, Chuck was a virtual shoe-in for Kurt Sutter, the show's creator and executive producer—after some heavy negotiating, that is.

Quite possibly because of his unique perspective, but probably more because of his impressive personality, Chuck gets to dictate his own terms pertaining to his alter ego. "When Kurt said he wanted me to be on the show, I told him I wanted to wear my own clothes, wear my own jewelry, and ride my own bike," Chuck says. By "own," Chuck doesn't just mean that these items are in his possession; he means that his snake skin boots and his jewelry are custom-made for him, the latter by Royal Order, a jewelry boutique catering to the rich and famous and located in the heart of Beverly Hills.

Chuck also gets to ride a custom bike in the show, at least every once in a while. It is his own bike—once more. And it is in *Easyriders*—again. "The Beast of the East," as he calls it, made its first appearance in the January 1982 issue, when the custom-built chopper with its 1963 pan bottom and 1973 shovel top was featured as a reader's ride, with an ebullient young Chuck sporting his colors. Most poignantly, perhaps, the backdrop includes New York's World Trade Center.

This is the very same bike that Chuck originally built in 1974, but with some distinct



changes. "I'd sold the bike 25 years ago," Chuck remembers, "but when I got word that I was going to be on *Sons of Anarchy*, I started looking for it. I bought it back from the guy who was the fourth owner after me, an old friend of mine named Charlie Terranova."

At that point the bike looked a lot different, so Chuck decided to take it back to its glory days, but even more so. "I redesigned and built the whole bike," he says, adding that he got lots of help from some good friends along the way. One of them was Mondo Porras, owner of

Denver's Choppers, now in Reno, Nevada. "I called Mondo, told him what I wanted to do, and shipped the bike to Reno," Chuck says.

While Chuck gathered the parts, Mondo took the bike apart, and once Chuck got to Reno, began to weld and assemble everything according to Chuck's ideas, like the front end, the sky-high sissybar, and the even taller pipes, all made by Chuck. There are other distinct one-offs on the bike, like the authentic German helmet that was turned into the oil bag. "I saw that decades ago on a friend's bike, a guy

named Paul Westermeyer, so I copied his idea."

Chuck has a thing for and wears iron crosses as jewelry, and they're also placed on various spots of the bike, as are skulls like the one in front of the gas tank. For those unique pipes, Chuck found some hard-to-find rippled tubing on eBay. Once he had everything, time for the shooting of the first episode of *Sons of Anarchy* was getting close. "Me and Mondo worked 14 hours a day for a month to get the bike done on time," Chuck says.

Chuck will be riding into town on The Beast



Photo: Louie Lombi

Chuck with his original bike circa 1982.



Photos: Shane Russeck

during the second episode of season 5, but he won't ride it a lot during the rest of the season, what with everyone else riding black Dynas. "It sticks out like a sore thumb," Chuck says with a chuckle, "so on the show, they've got me building this bike for an Easyriders bike show that's going to happen."

Will the bike win? Will Frankie take care of business? How long will Frankie survive? Watch *Sons of Anarchy* Tuesday nights on FX and find out.

—Tripper



JB had finally scraped together enough of the long green to get his faithful shovel-head done. Ol' Black Bess was completely rebuilt, repainted, and untainted. That sweet shovel was gonna split the dawn asunder and make blessed rolling thunder from his front yard all the way to Sturgis.

JB always thought of Sturgis as a magical place—breathtakingly beautiful country, combined with exceptional women, incredible bikes, loud pipes echoing off the Black Hills, and great rock 'n' roll playing all day and all night, a regular two-wheeled Mardi Gras.

He had missed it all the last five years. Between work, the broke bike blues, and his crumbling marriage, there just wasn't any room for it in life's celestial calendar. This year would be different. He'd had enough of all the bullshit that was his daily grind. He needed a long, winding road where he could relax with his knees in the breeze, feel the shade from the trees, and just shake off the fleas. The Black Hills was just the place for that.

A few days prior JB had phoned his boss, just to politely let him know he wasn't going to be in

for a while. "Hello, Danny?"

"Yeah?" The boss wheezed.

"Yo, this is JB."

"I know who it is, asshole."

"Well, good. Do you know where my ass is?" JB teased.

"I guess it's home with you, ya jerkoff," Danny took a drag of his cig and coughed.

"Well pucker up MOFO and kiss it goodbye, 'cause I quit this shit, man!" JB yelled into the phone. "No more welding for you, ya fat asshole. Sturgis calls..." He punched "end" and tossed the phone into his saddlebag. A minute later he heard it ringing as he kicked Bess to life. JB grinned and rolled out onto I-77 heading north to answer the call of the wild.

Bess was running like a freshly broken in top and making all the right noises. His new five speed was a blessing. Man, she could run at eighty all day long and be just as happy as any old Harley could be. Bess and JB were sympatico, both of them doing what they were built to do: run hard, run long, and—damn it all—run free in America.

After near eighteen hundred trouble-free miles

that included a couple cornfield naps and a stay at a KOA, JB packed up camp early and woke Bess for the last leg of their journey. Next stop was The Busted Knuckle on Lazelle for a beer. He planned to flirt up a few bar maids and watch the crazy parade. He'd hit the Chip later on and slap down his tent.

He rolled into town in the early afternoon and by some miracle managed to find a parking space right on Junction. He backed ol' Bess neatly into it, threw down the jiffy stand, and unfolded himself with a few creaks, pops, and a groan. Not as young as he used to be, he was feeling the miles quite a bit.

JB glanced across the street and was instantly reminded of the "magic" of Sturgis. There before him, expertly backing up her stretched, hardtailed, Ironhead Sportster, was a vision: shoulder-length, honey blond hair, perky braless titties pointing to the sky under a tan chamois shirt, and a face made by angels. But the topper was yet to come. She dismounted, turned, and stepped up onto the sidewalk, seeking shade, and that's when lightning struck as he watched her strut. It was high, it was round, and the motion, my god the motion.



Imagine two tiny bear cubs wrestling in a pair of doeskin pants and you understand JB's reaction.

"Damn. What an ass!" he thought out loud. "I am gonna hit that so hard her moans will be echoing off Devil's Tower in the wee hours." JB caught her eye and tried to give her his coolest nod and wave but only succeeded in looking like a stroke victim, swatting flies. He was intimidated probably for the first time since grade school. He recovered quickly and strolled across the busy street towards this vision, this biker angel, fully expecting her to just turn and walk into the crowd. He was thrilled to the bone when she leaned against the wall and actually waited for him.

They hit it off immediately. Her name was Stacy. She liked his shovel; he liked her Sporty. She had done all the work herself and that brought her up twenty points on JB's mental checklist. She was single, friends couldn't make it, etc., etc. Beer flowed, tales were told, and by nightfall they were like lifelong friends. He mentioned having to head over to the Chip to set up camp and she said she had a cabin there with AC. Long story short, JB never unpacked his tent and sleeping bag.

The first night, she made him feel like a kid again while Skynard could be heard cranking it out on the big stage. The next few days were a whirlwind of good sex, rock 'n' roll, and riding—*excellent riding.*

They hit Mount Rushmore at night, and the site of Borglum's carved out mountain, glowing warmly under the spotlights, brought a thrill to them both. They skipped Wyoming Wednesday in favor of a run to the Badlands, and he found himself dropping back to take in the view as she made that Ironhead her bitch. That fine ass of hers jiggled just the right amount whenever she hit a bump in the road. JB found himself wishing for more bumps.

Thursday they rode to Devil's Tower and were glad they had waited. Not too crowded and the Tower didn't disappoint. Thunderheads were building behind it and the occasional flashes of lightning added immense drama to the scene.

They raced back to the Chip handlebar to handlebar and arrived at the cabin just as the sky opened up hard. She slipped sideways in the mud and recovered gracefully and he followed suit. That night they talked, knocked boots, then

drifted off to sleep to the soothing sounds of loud pipes and rock and roll. Rain, hail, and wind could never dampen the Sturgis spirit.

He woke the next morning when the sun poked through the window blinds and stabbed him in the eye. He rolled over to squeeze Stacy's beautiful butt only to discover a note pinned to her pillow. It read, "See you at the beach handsome. Bring that smile and that magic tongue."

JB grinned and breathed in the scent of vanilla that was always floating around whenever she was near him. He knew she meant Daytona and he was already planning the trip as he began to pack his saddlebags. He slung the bags over his shoulder and headed out the door toward Bess.

"Well Bess," He said to her soothingly, "Looks like it's just you and me for a while." Bess answered with a pop and a roar as he kicked her hard then headed out to join the throngs of breakfast seekers.

Yeah...Sturgis is a fantastic place all right, and he was proud to have been a tiny part of it and its magic once more. The sweet scent of vanilla stayed with him as he pointed Bess east and held on for the ride.

—Z. Jahl

Photo: Michael Lichter



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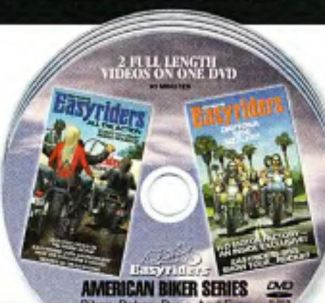
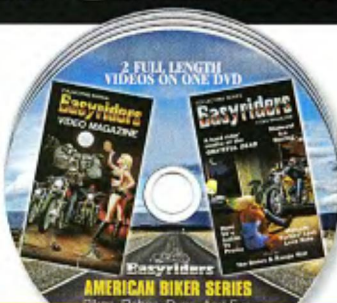
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STURGIS BUFFALO

The classic David Mann painting on the following pages was used in David Mann's *Motorcycle Masterpieces*. As David was quoted regarding his painting called *Sturgis Buffalo*, "Just like Harley-Davidson, the buffalo have made their comeback and both are a welcome sight." We thought it fitting to bring back this classic work of art in our Sturgis issue. For like Harley-Davidson, the Sturgis Rally is as American as you can get. —Dave Nichols

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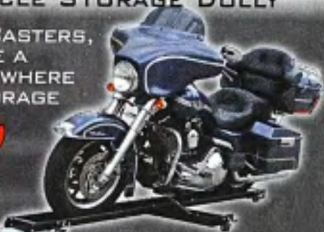
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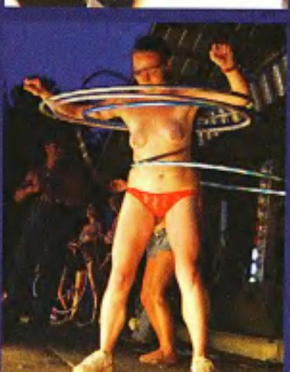
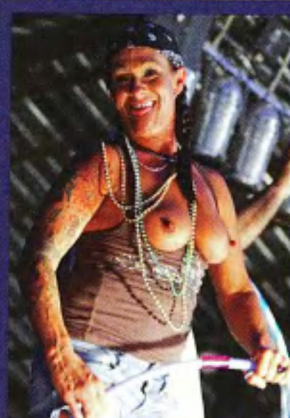
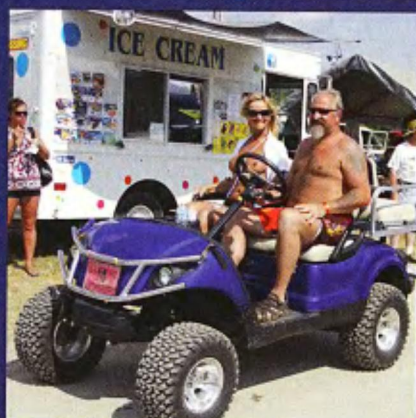
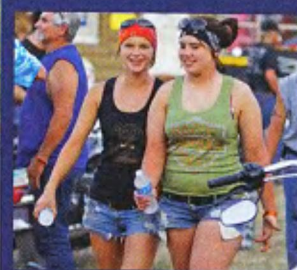
THE NAKEDEST PARTY IN THE MIDWEST!

HOGROCK



Hogrock, the hottest party in the Midwest, was held June 14 - 17 in the woods of Cave In Rock, Illinois. Easy to find, riders just head south and look for the event signs. This adults-only run is on private property, so once the highway patrol wave you in, you don't have to worry about being hassled by the man.

Admission is \$40 and you get a whole lot for your money. Bike parking is free and the campgrounds are spread out all over the place, with a party going on at every little tent or RV. You can cruise around all weekend long and pick your poison and style of getting down. There are three stages offering constant music and crazy contests thanks to the fact that the tables near the main stage are equipped with stripper poles that get a workout. There is even a pond with a beach where clothing is optional.



The fun started Thursday evening with the Kissing Girls contest. Entertainment ran the gamut from Big Gun, the ultimate AC/DC tribute band, to Bag Lady Sue getting' down and dirty with her comedy routine. The headliner for this year's Hogrock was Confederate Railroad. Man, those boys can rock!

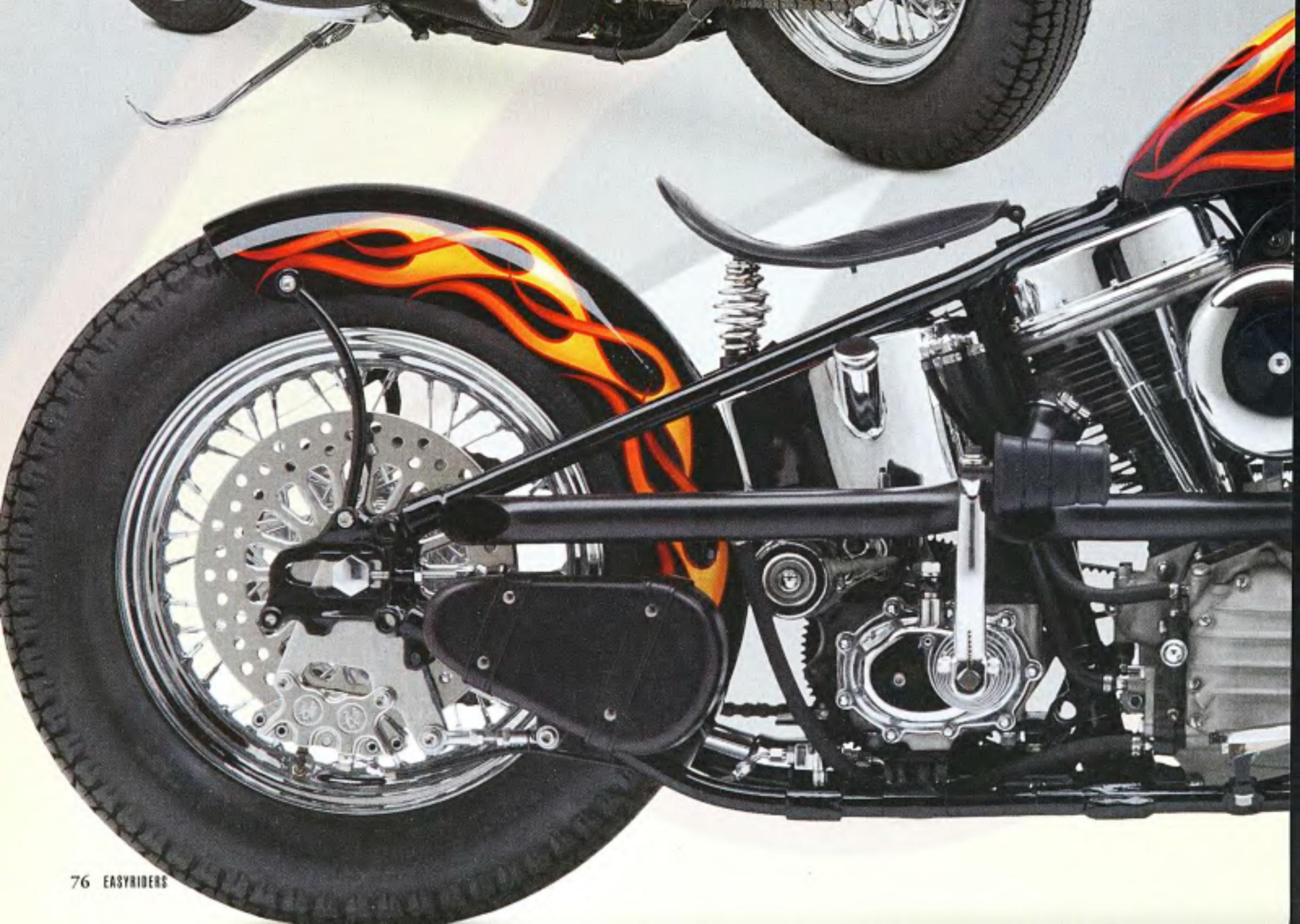
You could take a helicopter ride over the event and watch the blow-by-blow action of Hollywood Knockouts Female Wrestling, midget wrestling, biker rodeo games, topless mechanical bull rides (always a crowd-pleaser), as well as wet T-shirt contests, a topless Hula contest, and a constant barrage of burnouts in the specially designed pits. With plenty of good vendor food, friendly people, and nothing but good attitudes, Hogrock is the ultimate biker shindig.

Next year's rally is scheduled June 13 - 16 and there is also a Hogrocktoberfest October 4 - 7, which offers cooler temps but all the party action. For more info visit www.hogrock.com

—George Strohl

Photos: George Strohl

A 1955 motor in a '53 frame, nothing complicated about that and there shouldn't be.



It's like Doug Robinson, owner of this flamed flyer told us, "Most guys collect something." With Doug that "something" happens to be motorcycles, cool ones. A late bloomer in the motorcycle world, Doug didn't start riding until he was in his 50s, but he sure is making up for lost time. "He's quickly turned into a true rider," says Dave Perewitz who has been kept busy filling up Doug's garage. "He just can't get enough. He's up on two wheels every chance he gets."

This bike is probably the sixth one that Dave and the Cycle Fab team have put together for Doug, starting back around 2002 or 2003. To date, the lineup includes a couple of pro-street bikes, a bagger, three little bobbers, a Softail

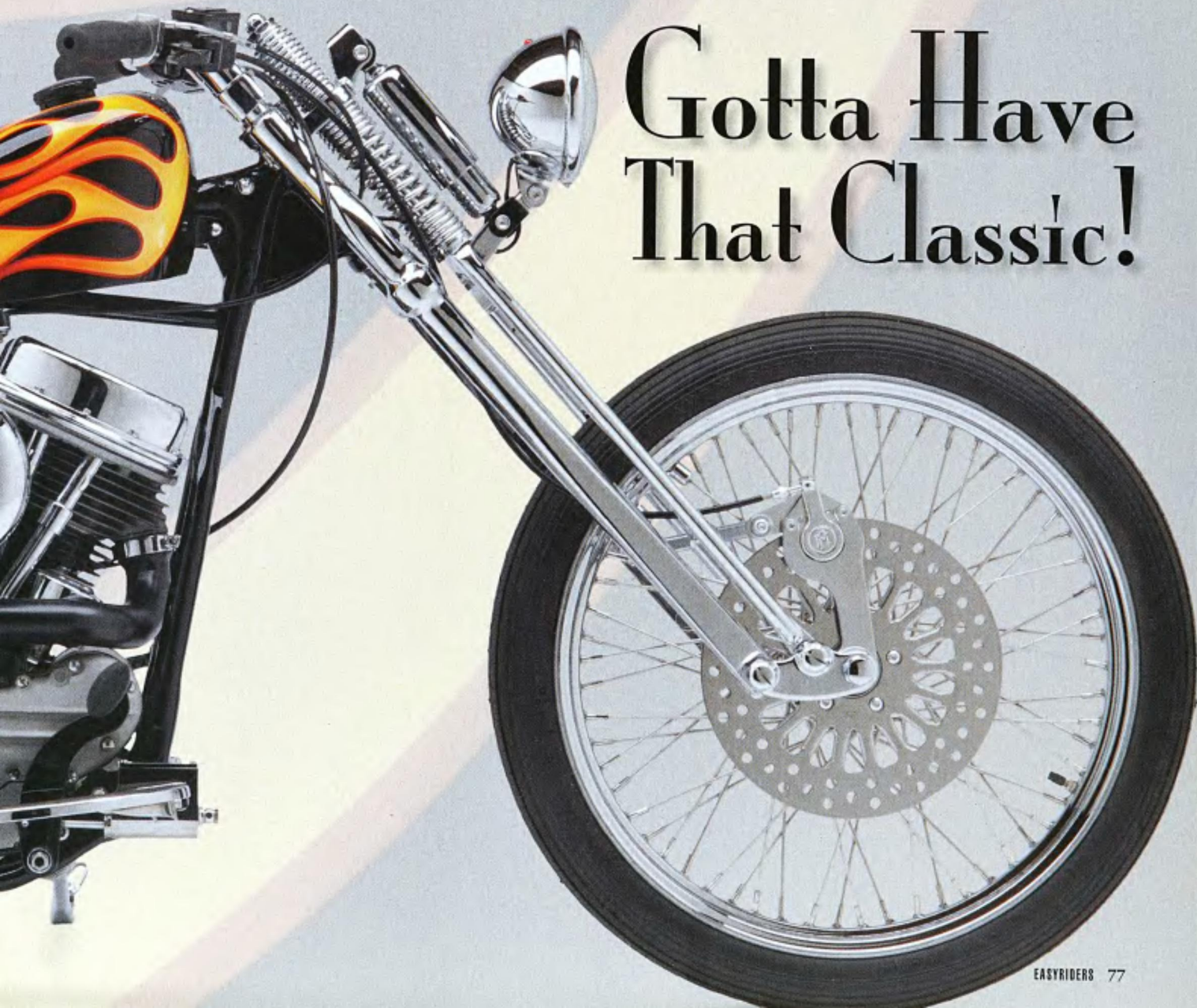
and even a restored 1937 BSA that Doug had found. This time Doug wanted an old-school classic in the late-1960s/early-'70s style, and that's exactly what he got. More than just looking the part, this one *is* the part, genuine H-D everywhere it counts.

"I try to keep a couple of neat old motors around so I can do builds like this when I'm asked for them," Dave says. He can't remember where he originally found this '55, but had already sent it off to his buddy Billy Combs in New Orleans for the rebuild so it was set and ready to go. "I had the '53 wishbone frame here in the shop, too," Dave goes on to say, so when Doug came in talking about an old-school chopper with a classic engine and a long front

end, no one had to look far for the parts. "A few years back when panhead bobbers were so hot I was really into them," Dave explains. "I was always on the lookout for motors, trannys, and frames. I'd dig 'em up anywhere I could find them," always sending the engines down to his old friend Billy, so that if anybody wanted a bike the motor was right there. With the basics already on hand, Doug and Dave mapped out the details and hit the shop tables running, just as they'd done with all those others.

Doug didn't put anything overly complicated on the menu. That '53 frame was raked out just a little, setting the neck at 42 degrees, and for the springer Doug wanted, Dave slipped in a 4-over Paughco, another classic. To keep

Gotta Have That Classic!

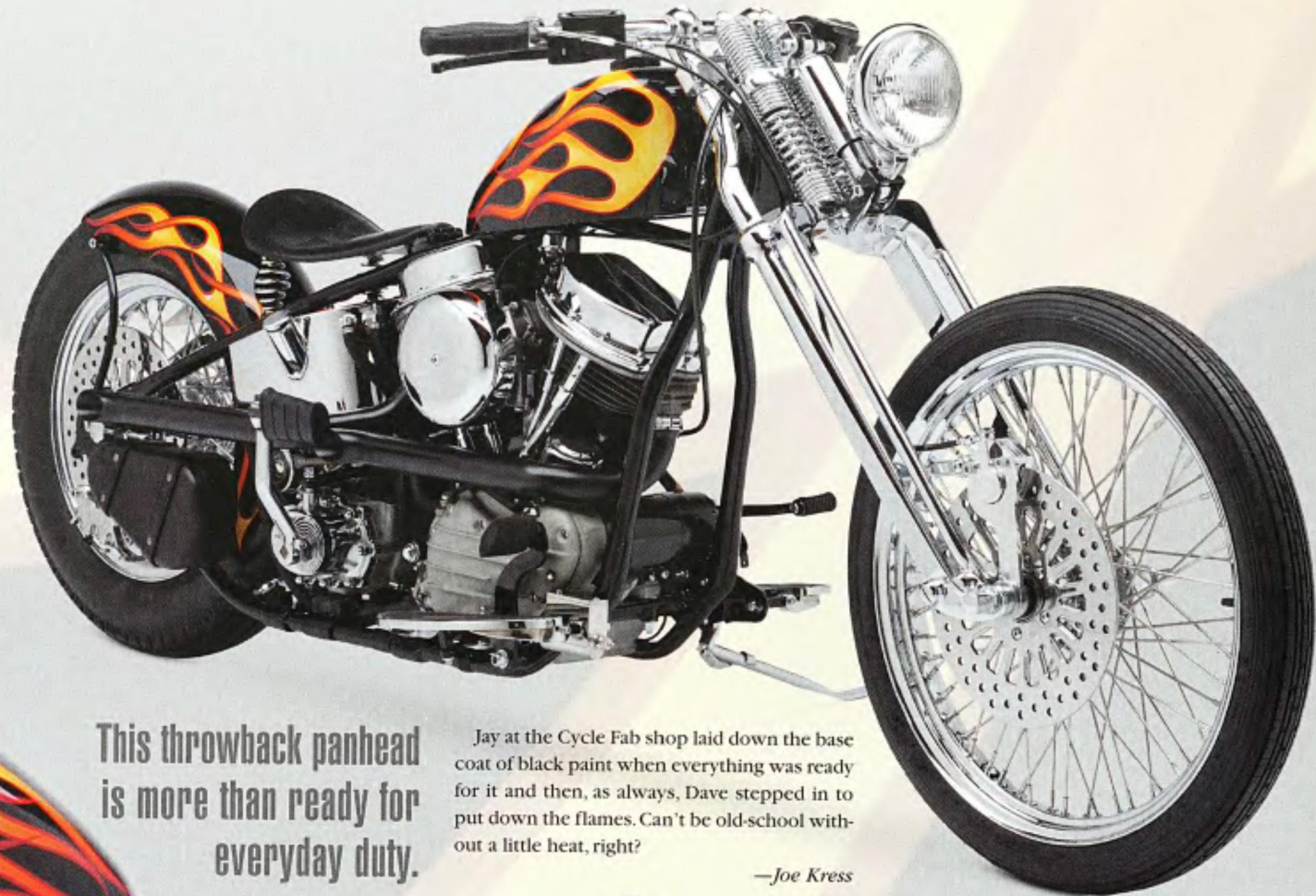




things nice and safe and make the bike everyday rideable, disc brakes went on both ends.

Engine modifications were also kept to a minimum to keep it easy to ride. A little more camshaft, an S&S carburetor, a hot ignition, and an electric starter just about does it. "A few years ago I'd build just kick-start panheads," Dave explains, quickly learning that just wasn't feasible. Most guys aren't ready to sign on to the system and procedure needed to reliably start a vintage V-twin, but Dave says that Tech makes an awesome electric-start/belt-drive conversion kit just for these early four-speed panheads and he's used them exclusively. "A great setup, it uses a late-style starter motor and it works beautifully."





**This throwback panhead
is more than ready for
everyday duty.**

Jay at the Cycle Fab shop laid down the base coat of black paint when everything was ready for it and then, as always, Dave stepped in to put down the flames. Can't be old-school without a little heat, right?

—Joe Kress







Owner: Doug Robinson

City: Utica, New York

GENERAL

Designer: Dave Perewitz

Fabrication: Perewitz Cycle Fab/Big Ron

Year/make: 1955 Harley-Davidson

Model: panhead rigid

Assembly: Perewitz Cycle Fab, Jay

Time: 6 months

Chroming: Chrome Masters

Engine

Year/make: 1955 Harley-Davidson

Rebuilder: Billy Combs,

R&B Racing

Displacement: 74 cubic inches

Ignition: Mallory

Cam: Andrews

Carb: S&S

Air cleaner: Harley-Davidson

Pipes: Perewitz Cycle Fab,

Big Ron

TRANSMISSION

Year/make: 1955 Harley-Davidson

Shifting: 4-speed

PAINTING

Painter: Perewitz Cycle Fab,

Jay, Dave

Type/color: PPG/black, flames

FRAME

Year/make: 1953 Harley-Davidson

Type: wishbone rigid

Rake: 40 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: Perewitz Cycle Fab

Handlebar controls: GMA

Fenders: Russ Wernimont Design,

Perewitz Cycle Fab

Headlight: KD, CCI

Taillight: CCI

Pegs: Harley-Davidson

Foot controls: Harley-Davidson

Gas tank: Harley-Davidson Sportster

Oil tank: Paughco

Seat: Christian Xian Leather

Mirrors: cheap ones!

Grips: old and cheap!

FRONT END

Type: springer, 4 inches over

Builder: Paughco

WHEELS

Make: Paughco, laced

Size: 21-inch front,

16-inch rear

Tires: Avon

Brakes: Performance Machine

Photos: Michael Lichter

Contact: Dave Perewitz

Perewitz Cycle Fabrication

508-697-3595

This year's Run to Sturgis was truly off-the-chart awesome! Perfect riding conditions blended with the aftermarket's finest companies showing off their wares and a whole lot of people who know how to party 'til the wheels fall off. The 72nd Sturgis Rally had it all: killer riding; amazing concerts; racing and hillclimbs; and more biker bars per square inch than any place in America.

August 6-12, the Black Hills of South Dakota became two-wheeled heaven on earth as riders by the hundreds of thousands converged on this Motorcycle Mecca for the Homecoming of the Biker Nation. The first stop for many was a ride down Main Street just to prove you were really there. After a frosty brew, it was time to head out for adventure at every turn. Some say the numbers were up, and some say they were

down from last year. The truth is, it was impossible to tell because everybody was out riding!

The Sturgis rally has become known for its top-notch entertainment in recent years. At the Buffalo Chip alone, every night of the rally offered such world famous bands as War, Shine-down, Candlebox, Zac Brown Band, Loverboy, Journey, Buckcherry, Eric Church, Boston, Lukas Nelson, Lynard Skynard, Sugarland, and Slash.

If the nights in Sturgis are all about finding the right party or concert, the days are about riding those beautiful Black Hills. We started our Monday off with the Legends Ride benefiting the Black Hills Special Olympics and the Sturgis Motorcycle Museum & Hall of Fame. The 55-mile ride through the Dakota hills let us know we were home again and ready for a week of shenanigans. Tuesday was the Mayor's Ride and

Poker Run out to Custer as well as a chance to see old friends and meet new ones up and down Lazelle Street that afternoon.

Tuesday night is always a real treat thanks to Michael Lichter's Motorcycles As Art exhibit out at the Chip, and this year he focused on freedom of expression as seen by the young bucks of custom building. *Come Together: The Spirit of Born-Free* was put together by creators Grant Peterson and Mike Davis, offering up original, grassroots customs from a new breed of builder. Those who are part of the custom bike scene make this reception one of their annual "must attend" parties.

Wednesday morning the annual Sturgis Motorcycle Museum & Hall of Fame held its induction breakfast in Deadwood followed by the Biker Belles Celebration honoring women who



ride. Inductees included Freedom Fighter Rodney Roberts, Dave Barr, Buzz Kanter, Brian and Laura Klock, Ed Kretz Jr., Steve Piehl and Ron Stratman.

I had the honor of judging the Lucas Oil-sponsored Tin Lizzie Casino "Show, Shine & Win" bike show in Deadwood on Thursday where the best of show winner was Jon Shipley of Bloomfield, Indiana, and the Tin Lizzie Award went to Dennis Crabtree of Cayusa, Indiana. Rey Bordthausen of Red Wing, Minnesota, won the big dollar custom by Capone's Street Rod Motorcycles featured in this issue beginning on page 124.

As always, the elder statesmen of this Rally are the Jackpine Gypsies, known for their short track races all rally long. You could stop in at the Sidehack Saloon on Lazelle in Sturgis to shake

hands with these living legends. We enjoyed the "Rumble in the Hills" NAHA Pro Hillclimbs on Thursday and Friday. Never forget, racing and the Jackpine Gypsies got this whole shindig started back in 1938.

For those who rode all the way to Sturgis to try to be on TV, Michael and Angie were holding court over at the Full Throttle Saloon outside of town, and right across the street, the old Thunderdome (formerly Monkey Rock) had been turned into Jay Allen's Road Show. You could find body-painted female bartenders competing in the Hottest Sturgis Bartender Championships, check out the work of nearly 100 tattoo artists, and meet Paul Teutul Senior of OCC and *American Chopper* fame.

After witnessing all the industry schmoose-fests and the Disneyfied Biker Theme Park that

Sturgis has in part become, the best aspect of this rally is still seeing friends that you only see at Sturgis every year from all over the country. It's watching lightning play across the Black Hills and hearing the dirty thunder of thousands of Harley-Davidsons. It's thanking a granny at the "all you can eat" pancake breakfast at the First Presbyterian Church on Junction and hearing her tell you to ride safely and come back to see her. It's sitting in a campground with a cold beer and a cigar, enjoying the company of your ridin' buddies and being thankful that you all made it to this sweet peaceful rendezvous one more time.

And you all smile and nod and promise to be back next year. Just one more time. That's what Sturgis is *really* all about.

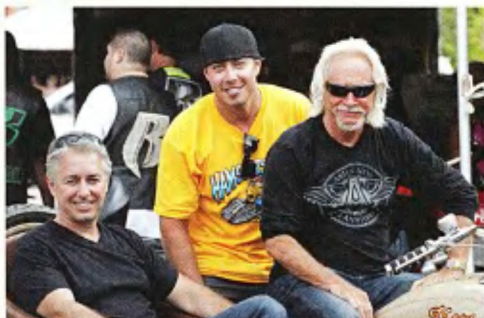
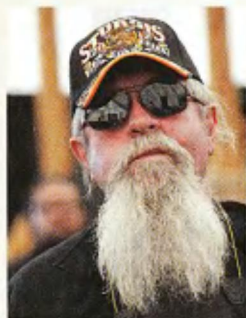
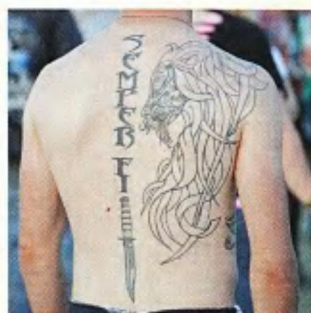
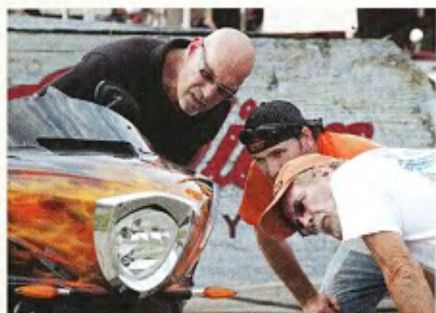
—Dave Nichols

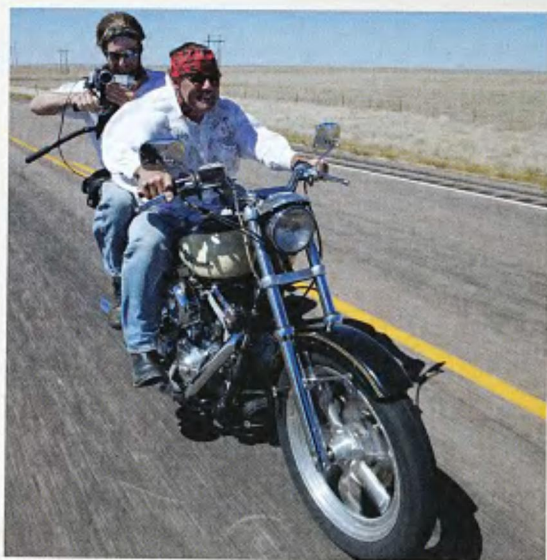
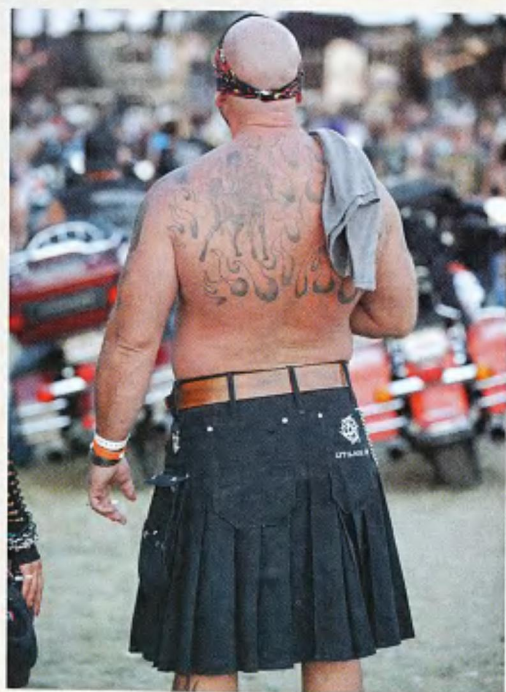
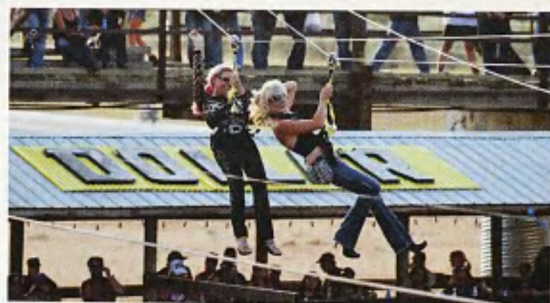
Photos: Michael Lichter

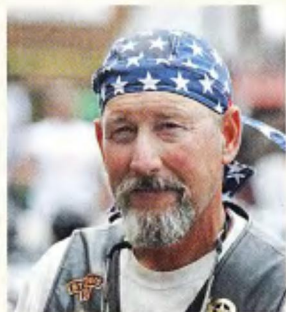
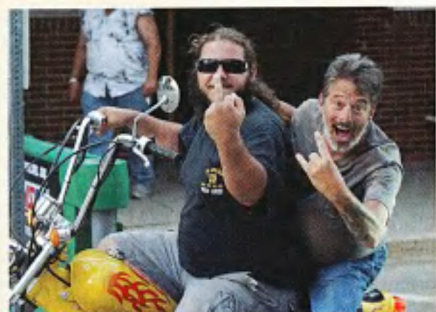


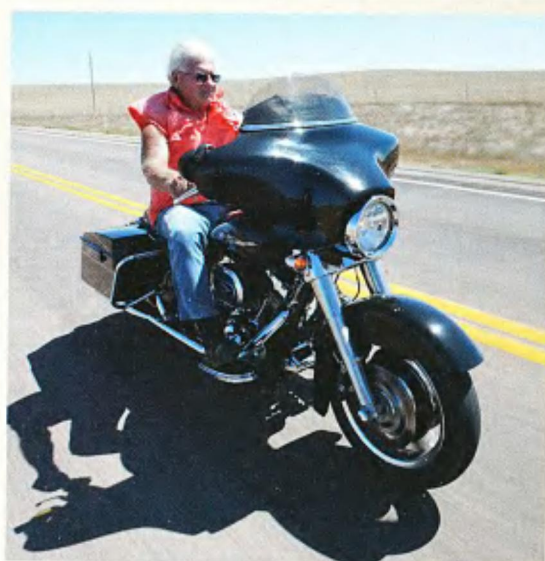
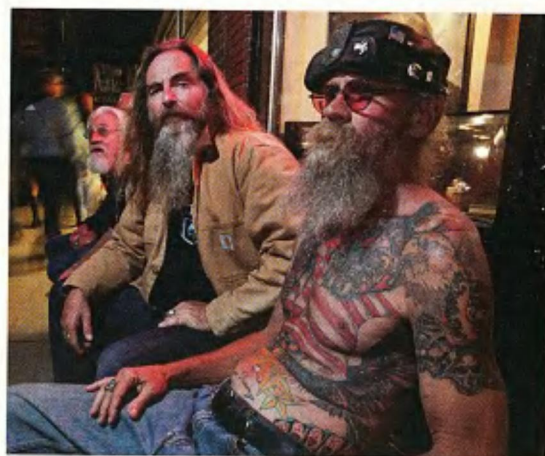
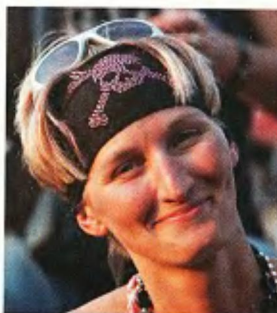
THE 72ND BLACK HILLS RALLY

2012

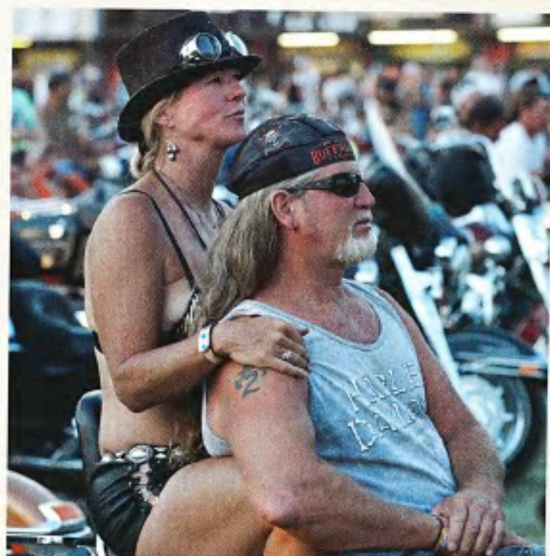
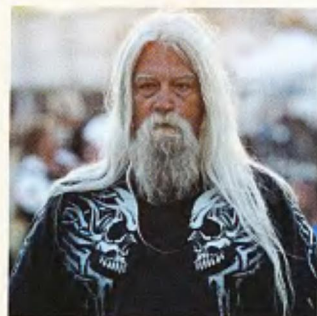
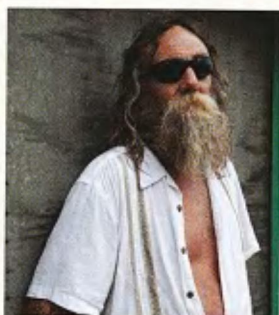
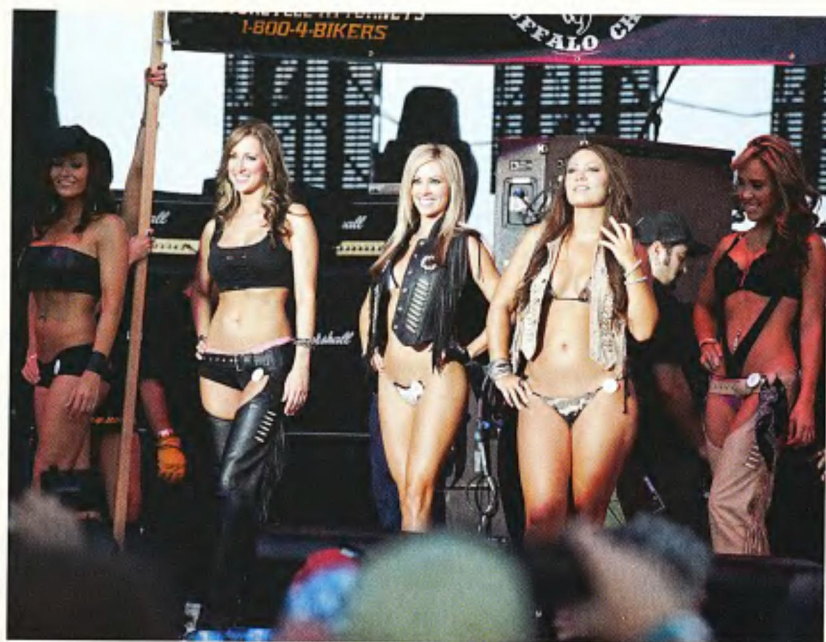


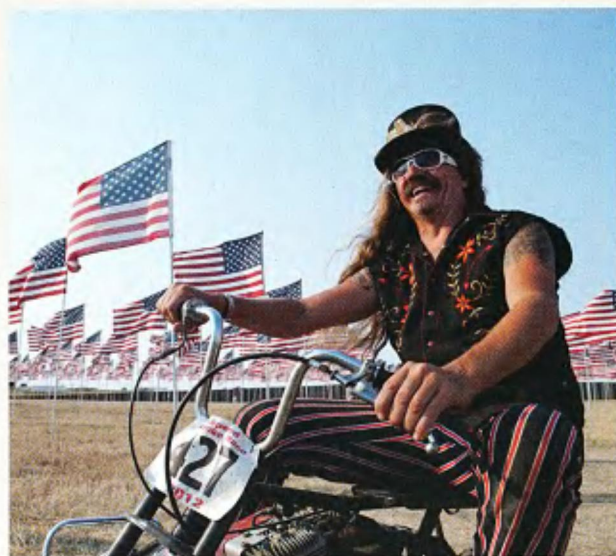
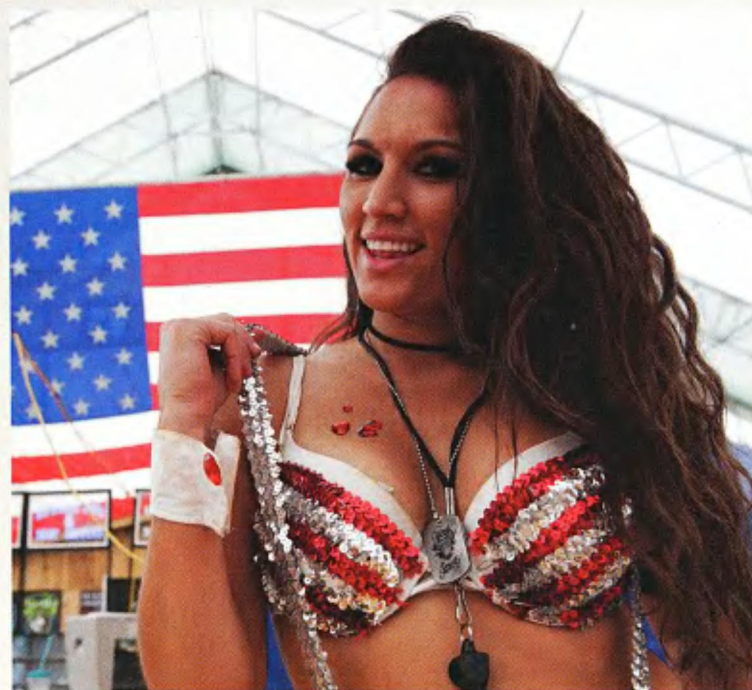
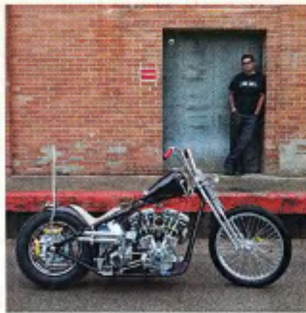
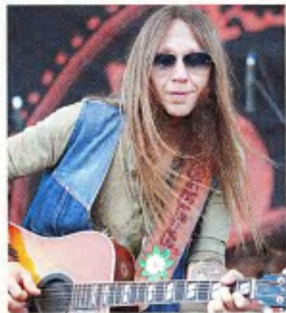
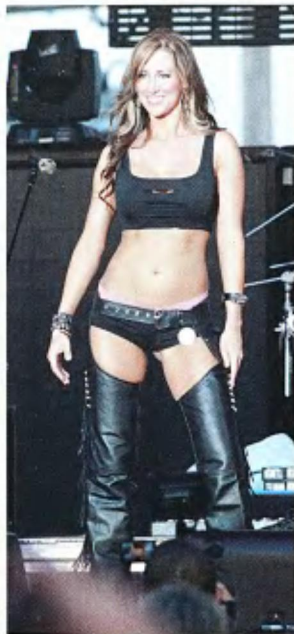


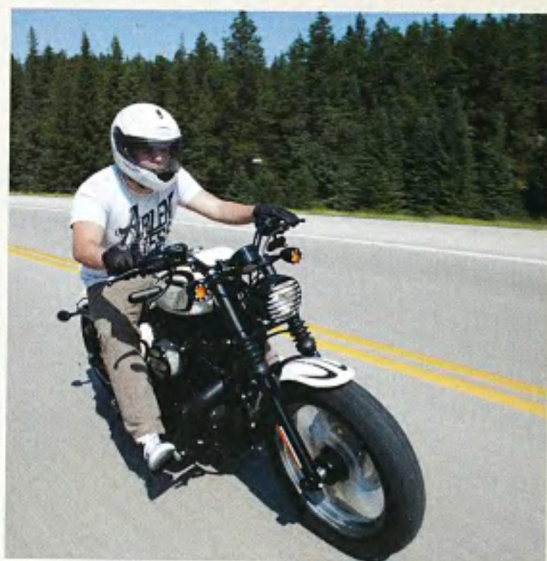
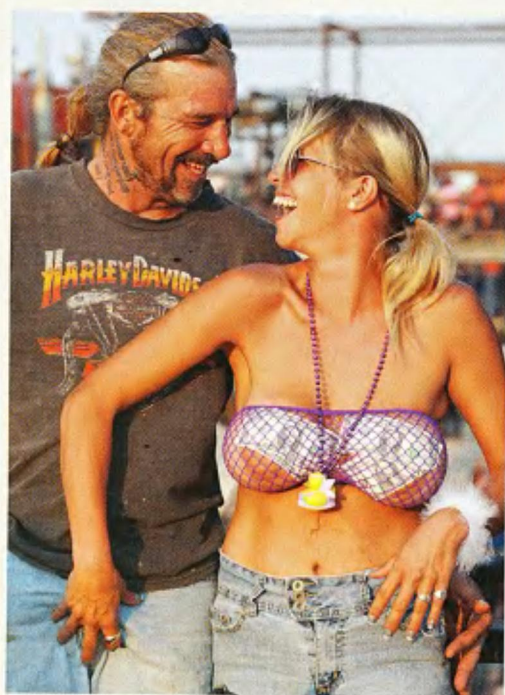
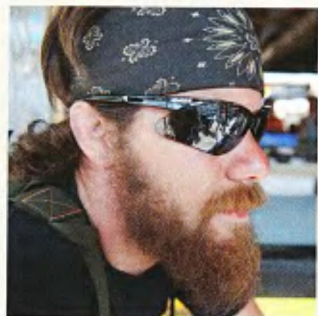
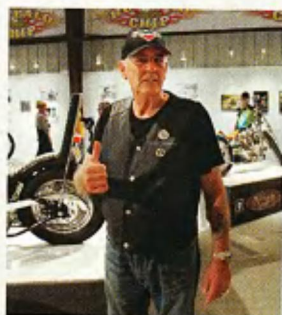


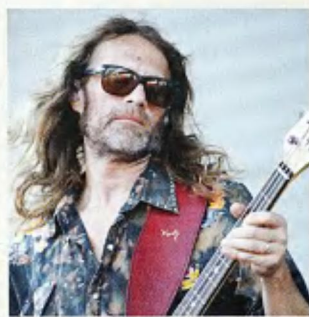
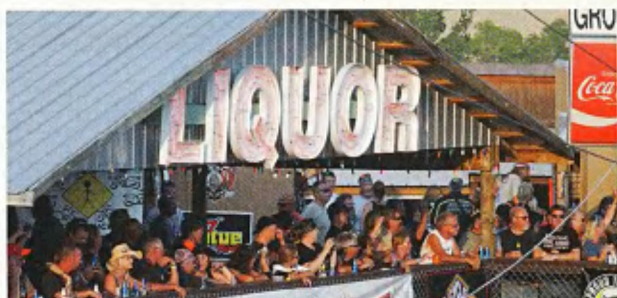


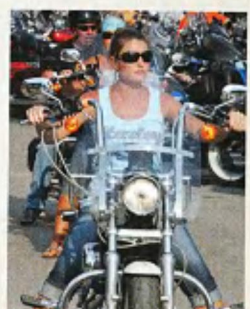


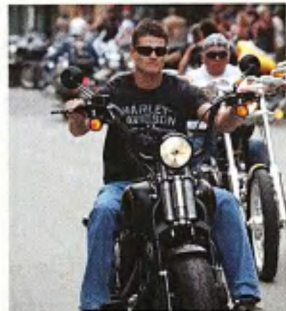


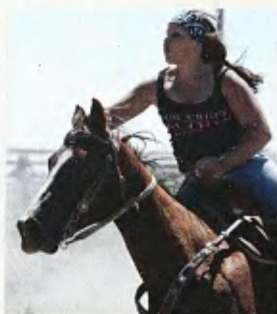


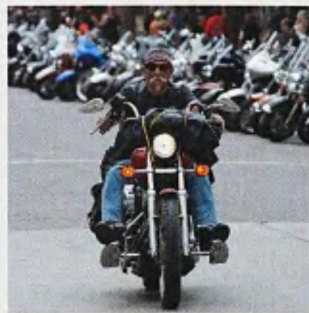
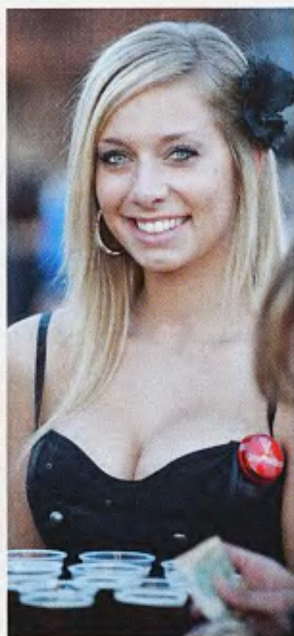


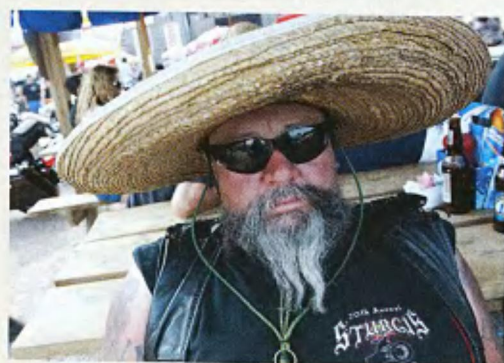
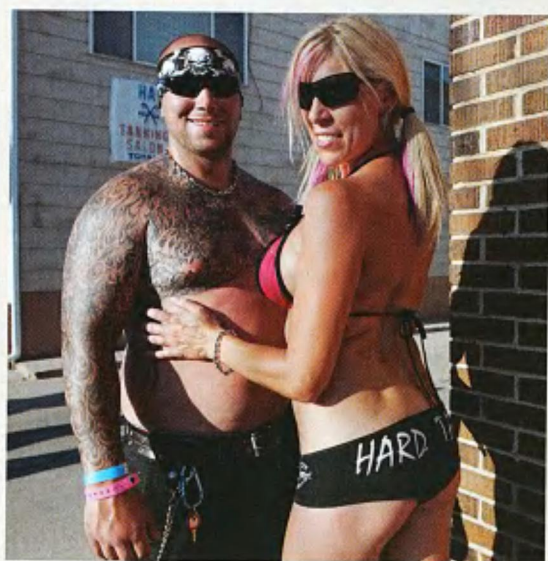
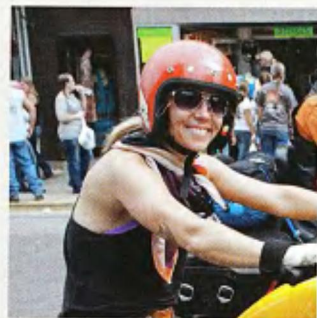


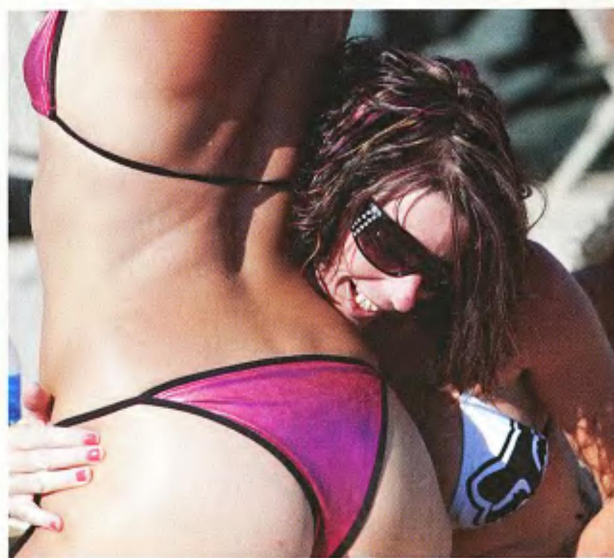
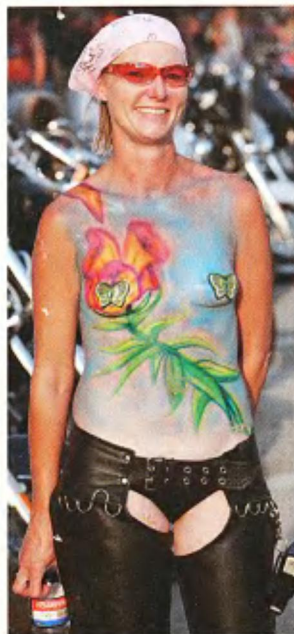


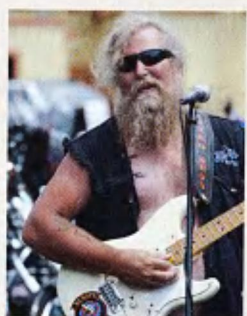
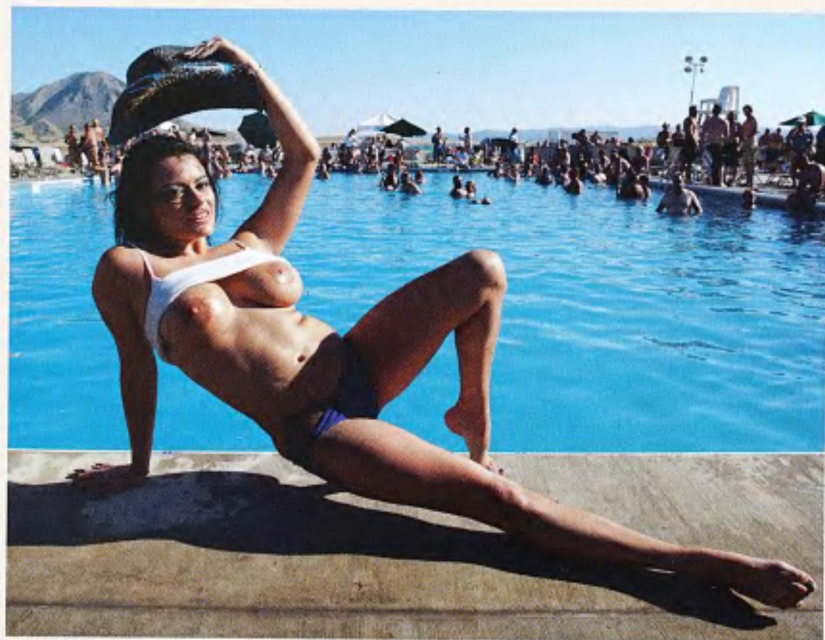














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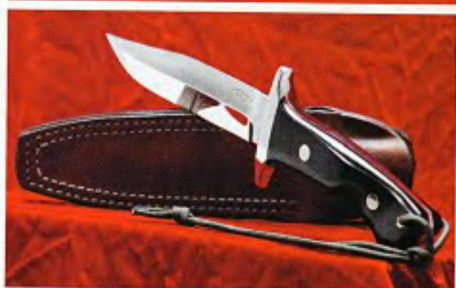
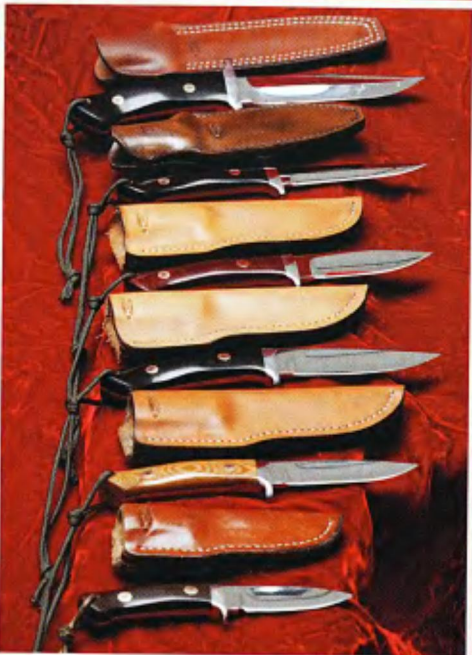
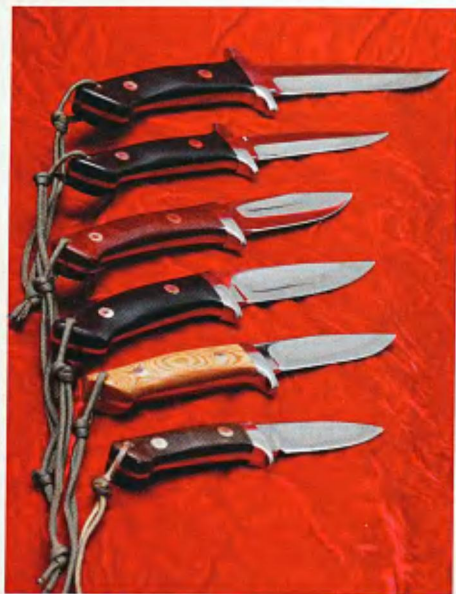
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HARP KNIVES

During the late 1950s, my dad used to take my brother and me into the wild bush country of Northern Canada to teach us how to survive with only a knife and a gun.



HARP KNIVES
Pariss, Ca



Photos: Michael Farabaugh

We would trek into the backwoods for 30 days of basic survival training. We learned to live through our ability to hunt, fish, and protect ourselves. By age 10, I was able to catch and clean fish, shoot beaver to eat, strip bark from trees to start fires, and cut stakes from tree branches for our tent. Without a good knife, I would have been in a world of hurt. We were carrying knives made by Bob Loveless, which were some of the best custom-made knives of that time.

Last year during the Sturgis Rally, I came across a knife display by Brent Harp. Brent and I got to talking and he mentioned that he had studied knifemaking under Bob Loveless. Looking at his fine knives, I realized that Brent has the same talent with steel that Loveless had and

was continuing the Loveless legacy.

As it turns out, Brent Harp has been a biker for over 40 years, and is a Vietnam vet and former police detective. In 1986, Brent started making knives out of leaf springs. A friend who owned a gun shop turned Brent onto a book about knifemaking and he saw the incomparable work of Bob Loveless. Brent ended up calling Loveless on the phone, which started a long-term mentorship. While Loveless is no longer with us, his knives, if you can find one, easily fetch more than six grand.

Brent told me that one of his favorite memories of Loveless was the time he rode out to Loveless's shop to proudly show him three knives that he had been laboring over for weeks. When presenting his finest product, Loveless

just took them, said something like, "They're okay," and promptly threw them over his shoulder to clatter on the floor of the shop. Brent was pissed but Loveless told him, "If you made them right, they'll be fine when you pick them up... you're still an apprentice."

Brent is no longer an apprentice. He is now building his own history and making some of the finest custom knives I have ever seen. Each is made from ATS-34.5 steel to hold an edge for a long time. Harp knives start at a price of around \$500.

Not only is Brent a downhome, get-r-done biker, he also comes back at you with respect.

Call or email Brent Harp 951-285-9661 or Bharpknives@yahoo.com.

—Michael Farabaugh



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If your scooter's clutch is aging and beginning to get a little edgy, BDL's latest Competitor clutch will upgrade your driveline with numerous benefits including smooth, positive engagement regardless of engine size and power output. This particular BDL clutch assembly, CC130BB, is designed for big twins 1998 - 2010 and similar models are available for other H-D machines and customs using H-D based drives. The unique mechanism incorporates BDL's proven ball-bearing lock-up clutch.

Additionally the kit includes Kevlar plates with 60 percent more clutch surface than OEM units. Complete bolt on Competitor conversions are priced from \$425 and can be ordered directly from BDL.

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RC's new and improved RCX-celerator is a full closed loop system like what is used in automobiles and by major motorcycle manufacturers. Closed loop means that you have no guesswork when it comes to mapping or adjustments. Plug

it in and ride with this powerful RCX computer on board. It adjusts to your ride as quickly and as often as the factory ECU makes adjustments. Even if you install new exhaust today and bigger heads later, you still adjust nothing. RCX-celerator is a perfect fit with RCX-haust, Air-strike air cleaners or any other exhaust modifications you may be getting ready to do.

The RCX-Celerator is available for touring, Softail, Dyna, Sportsters and V-Rods and many metric applications. Prices range from \$399.95 - \$450.95

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For those riders who want to avoid hours of tinkering and fiddling around and just ride, this mount kit allows you to mount Drag Specialties large or small spring solo seats with no modifications to the bike, and no welding is necessary. It comes with an adjustable front mount and complete instructions to ensure accurate installation.

The spring-mounting studs can be placed at

6- or 7-inch spacing center-to-center, while including 3-inch springs and all mounting hardware. The bracket is .187-inch steel with a black powdercoat finish. The spring mount pins and 3/8 x 16-inch threaded rod for mounting are made of stainless steel. The mount centering spacers are made of aluminum. The kit fits 1958 - 1984 FX, FL, FLH and 1980 - 1984 FXWG. All seats are sold separately and made in the USA.

Drag Specialties
www.dragspecialties.com

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Corbin's new Dual Tour saddle (*below*) is designed to give riders the next level of comfort. It features genuine leather and ergonomically designed seating for maximum weight dispersion. Each seating area is sculpted for proper weight distribution, which allows long-range capability. Generously contoured platforms eliminate hot spots and centralized pressure that causes discomfort.

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SUMAX COMPOSITE FENDERS

Sumax now offers you a variety of fenders for your 2004-and-later Sportster. Pictured above is the Pro Comp smoothee rear fender (\$189) and Hugger front fender (\$169). Sumax has an assortment of bobber fenders for all year Sportsters.

Sumax is well known for its composite glass fenders. Modern cross woven glass fabrics make its fenders exceptionally strong and very easy to work with. They have been tested to withstand 28,000 PSI before they break. Rear fenders come with glassed in convoluted tubing for wiring ease. All fenders come with a sandable gray primer gelcoat finish making them ready to scuff and shoot. All fenders are manufactured at their facility in upstate New York.

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Starting with today's V-twin there are cams that offer 13 different levels of street or racing performance. Reaching into the past, classic engines covered by Andrews include Evos, shovels, pans, knuckles, and Sportsters. As a result of customer demand, Andrews is once again offering replacement cams for the classic UL-80 engine. The UL-80 cams are not re-grinds or re-profiled originals, but new cams made with the



same quality and craftsmanship that you would expect from a top line manufacturer celebrating its 40th anniversary.

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In addition to vintage replacement or performance camshafts, Andrews also offers valve train components and 4- or 5-speed transmission parts.

Andrews Products
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RINEHART PERFORMANCE MODULE

The Rinehart Performance Module or "RPM" is Rinehart Racing's new private label fuel tuning device. The device is plugged inline between the ECU and the motorcycle's main



wiring harness. The RPM is tunable. This allows for the RPM's fuel tables to be fully customized by a trained Dyno technician. The RPM comes with software and a USB cable, which will allow the user/mechanic to see and make changes to fuel tables, upload new maps, and help troubleshoot issues. The RPM comes with 10 available data slots to hold various fuel maps. The maps preloaded into the device are listed and described on the last page of the installation guide. The user has the

ability to make map changes and minor fuel adjustments from the device's face as well.

The RPM will also accept any Power Commander Map (PCIIUSB or PC5). The user can download maps directly from Dynojet's website, or upload saved customized maps and send them to the RPM. Fits 2008 - 2012 touring models.

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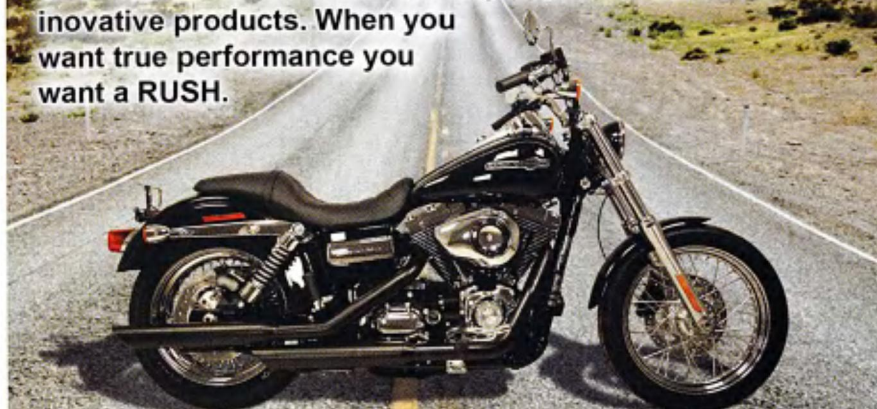


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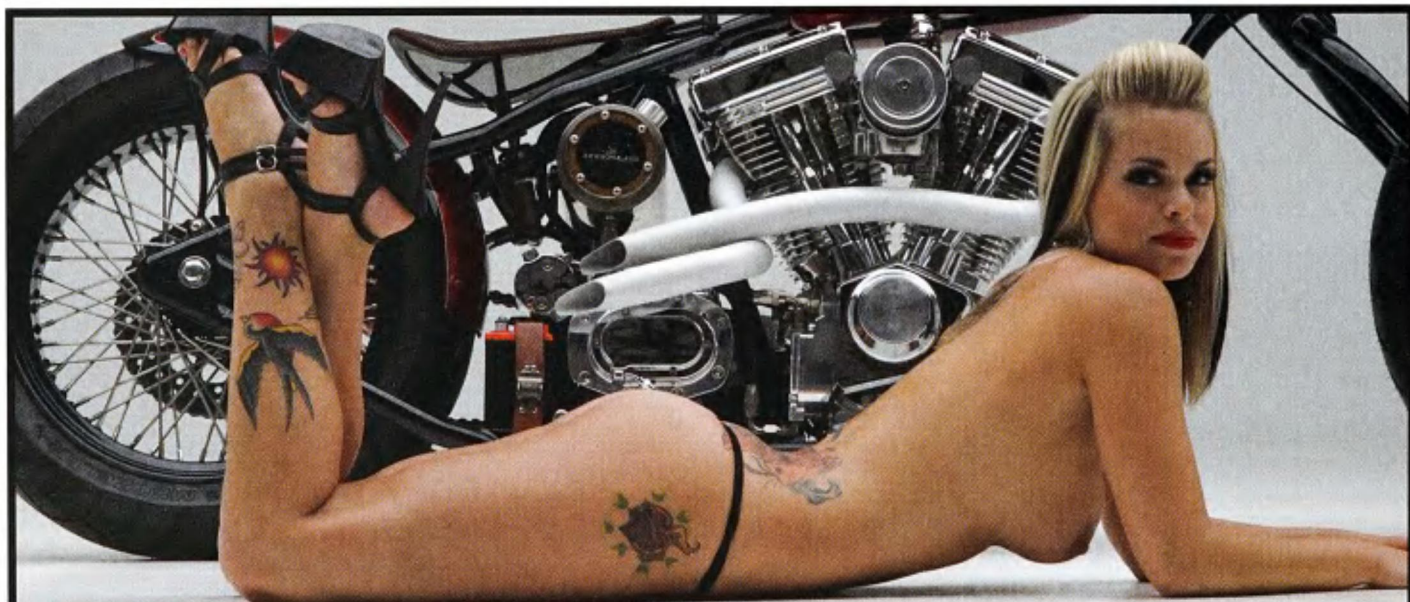
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David Marchand (left) and Joey Nelson conceived the insane idea of building an oversized Harley-Davidson chopper out of chain.



A CHAIN CHOPPER BY ARCANGEL METAL ARTWORKS

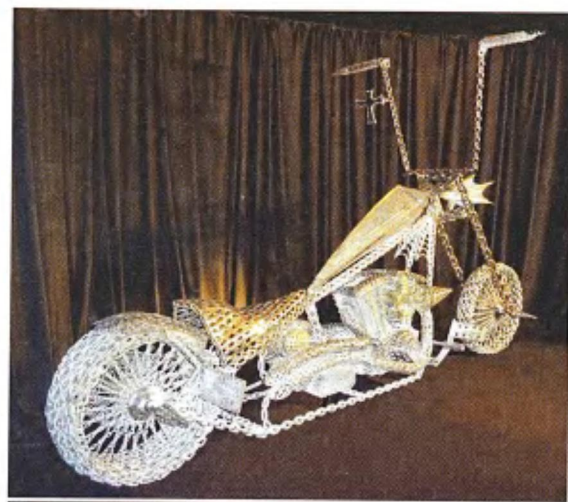
THE 7th PLAGUE

When biker/artists David Marchand and Joey Nelson first conceived the insane idea of building an oversized Harley-Davidson chopper out of chain, they set definite requirements for putting together this off-the-wall art project. The chain bike had to be full size and look like a real Harley chopper, had to be entirely made out of chain, and had to have wheels that actually turn.

The result is a piece of rolling art called *The 7th Plague*. The oversized custom motorcycle was built in the east bay of San Francisco at ArcAngel Metal Artworks. David, chief designer and the main force behind this project told us, "Every biker who has seen this machine thinks it's crazy. It's insane."

Even for these experienced welders, the project required considerable innovation, custom design, and a boatload of trial and error to make everything work. "Right out of the gate, we first had to locate a ton of chain to get this idea started," David says. "After calling all our homeboys, we only scored a couple hundred feet and soon realized that just wouldn't cut it."



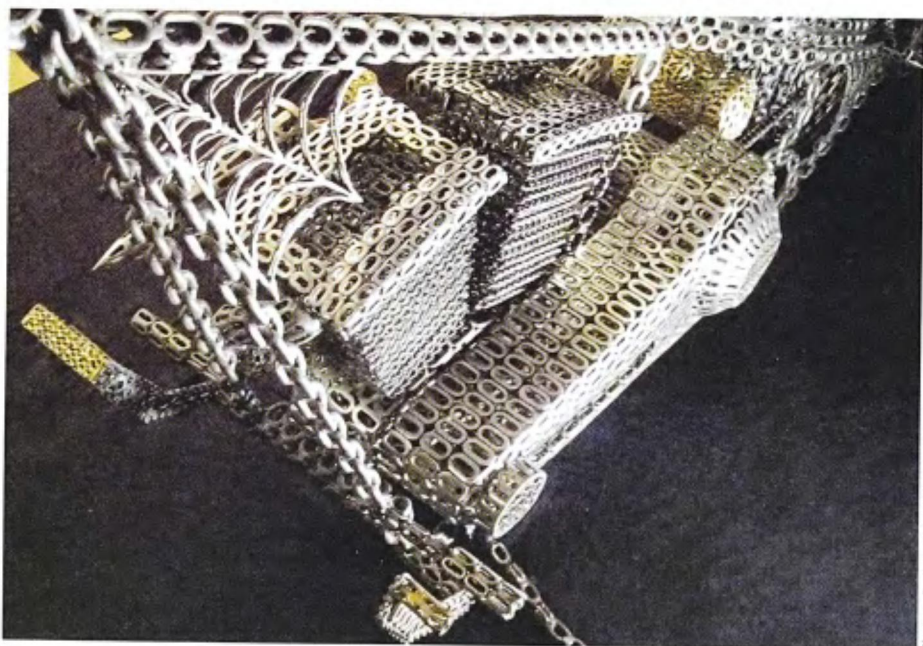


"The entire beast is custom welded from chain," David goes on. "From the forks to the engine, the gas tank (which is sash chain), down to the rims. We used huge quantities of little chain for the carburetor, medium size chain for the mufflers. It was crazy!"

Working on the classic V-twin engine required every other link to be painstakingly cut and removed by hand with a crescent wrench. Then each link went into a bucket until enough had accumulated to craft every component in the monstrous (10-foot, 1-inch) ironclad beast.

Fabrication of spider webs made of high tensile strength riggers chain were added to make the frame rigid and give a flare to the overall appearance. The triple trees had to be strong enough to support the weight and also eliminate some of the flexing that occurred when they rolled the monster around the shop during construction. The bike now is solid as a rock and moves smoothly and easily. "It took almost a year to build this thing but it was well worth it," David says.

For more information contact ArcAngel Metal Artworks at 510-507-1083. —Dave Nichols



Photos: ArcAngel Metal Artworks



BLOODFEAST

Mark Thomas' 138 Cycle Fabrication Sportster



By day, Mark Thomas remodels houses for a living. By night, he sometimes watches them go up in flames, but not if he and his fellow Lexington, Kentucky, volunteer firefighters can help it. We found Mark manning his shift at the fire station and barring the sirens going off, he had time to tell us the story behind his candy dark red Sportster dubbed "Bloodfeast" by its builder Cole Rogers (*right*) of 138 Cycle Fabrication. Several of the Lebanon, Ohio, bike builder's show winners have previously appeared on the pages of *Easyriders*.

"I found that 2005 Sportster in 2010," Mark

tells us. "It had 5,000 miles and I bought it for \$5,000. It had a bunch of chrome on it, and was in mint shape—until I mis-negotiated a curve." With just a few difficult-to-see nicks and dings, Mark just kept riding it. Then hankering for something bigger for the long haul, he brought home a nice used Road King. At first he was going to sell the Sporty, but after getting back on it, he decided it was just too much fun. The problem was it just didn't have the look he wanted.

Then he spotted a bike that Cole Rogers built in *Easyriders* and was drawn to his "no



"I got on it and said, 'What have I gotten myself into?'"





frills, all thrills" approach. "Cole and I talked over the phone, then I drove the couple hundred miles to 138," says Mark. "Seeing his bikes in person, I knew I was in the right place. They're so lean, mean, and low. The pictures didn't even do them justice. I turned over my Sportster and told him the basics I wanted: a rigid frame, a springer front end, no front fender, and also Cole's special handmade leather seat, leather grips, and leather battery cover. One other thing was the maroon metalflake paint. Then I let Cole run with it his way. Basically he just kept the Sportster's drivetrain and front rim and built the rest."

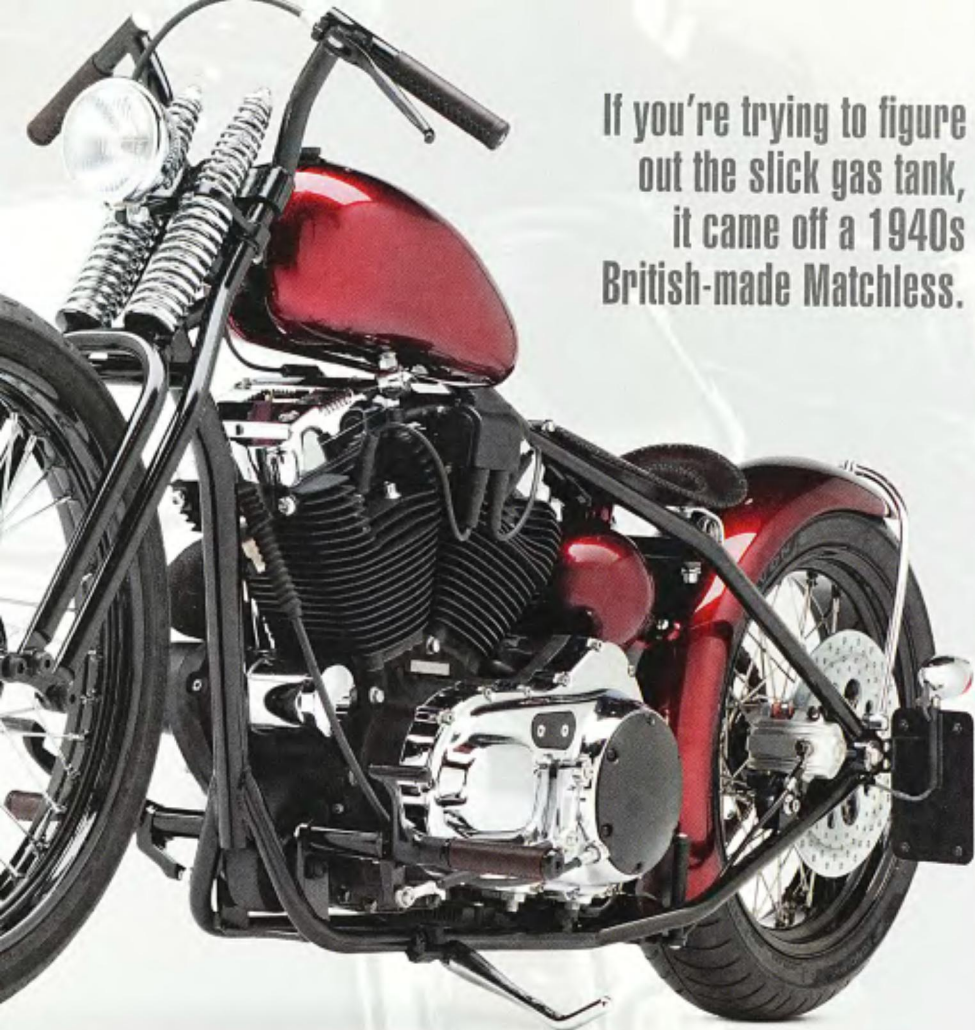
Focusing on the stock Sportster 1200 motor, Cole bumped up the ponies to 1350cc via Keith Black pistons and a stouter Andrews cam.

Then he plumbed the fresh engine into one of 138's gooseneck rigid frames. If you're trying to figure out the slick gas tank, it came off a 1940s British-made Matchless.

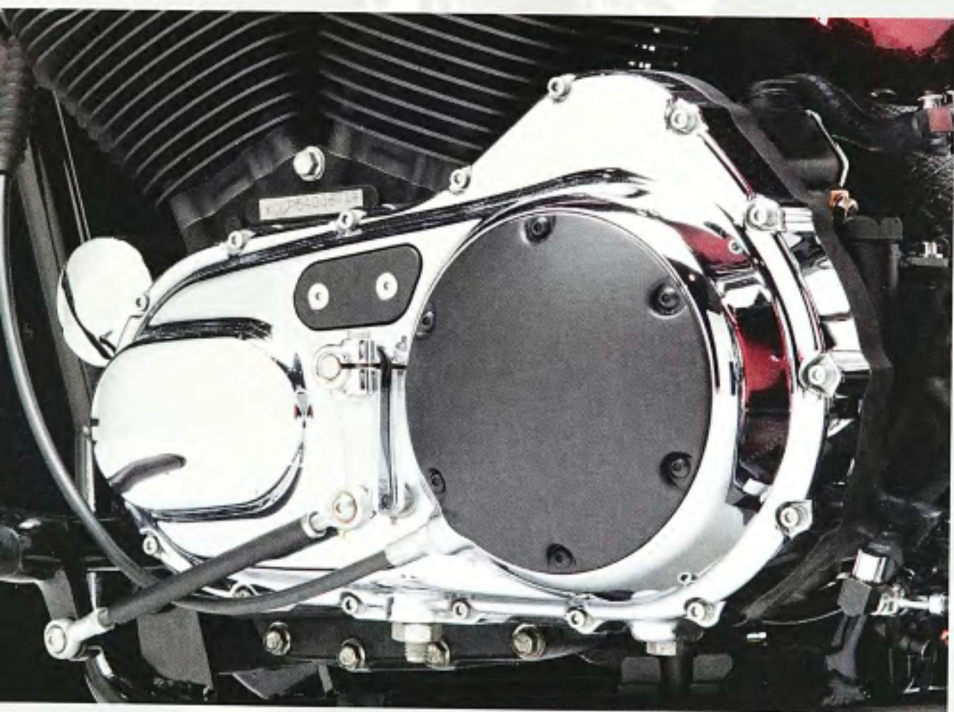
How does it feel to ride? "The first time I got on it, I said, 'What have I gotten myself into?' It was so quick handling that every time I breathed, I moved across the lane, but in about 30 minutes I got it together," Mark remembers. And those pipes are loud but have a nice rumble. My 15-year old son likes them, especially since they shoot flames out those headers."

The bike rumbled through the Columbus Easyriders Bike Show last February winning Best Custom Sportster. Mark says his son already has his eye on the bike, so it is staying in the family as an heirloom. —Paul Garson





If you're trying to figure
out the slick gas tank,
it came off a 1940s
British-made Matchless.



Owner: Mark Thomas

City: Lexington, Kentucky

GENERAL

Designer: Cole Rogers, 138 Cycle Fabrication

Fabrication: 138 Cycle Fabrication

Year/make: 2005 Harley-Davidson

Model: Sportster

Assembly: 138

Time: 3 months

Chroming: Dayton Wire Wheel

ENGINE

Year/make: 2005 Harley-Davidson

Displacement: 1350cc

Cam: Andrews

Ignition: Dyna S

Pistons: Keith Black

Heads: Harley-Davidson

Lifters: Harley-Davidson

Carb(s): Harley-Davidson

Air cleaner: 138

Pipes: 138

TRANSMISSION

Year/make: 2005 Harley-Davidson

Modifications: none

Shifting: foot

PAINTING

Painter: Brian, SNS Choppers

Type/color: PPG/Candy Maroon

FRAME

Year/make: 2011 138

Rake: 34 degrees

Stretch: 2 inches out, 2 inches down

Shocks: rigid

ACCESSORIES

Bars: 138

Handlebar controls: 138

Fenders: 138

Headlight: V-Twin Mfg.

Taillight: V-Twin Mfg.

Front pegs: 138

Rear pegs: 138

Electrics: 138

Gas tank: 138

Oil tank: 138

Oil system: Harley-Davidson

Seat: 138

Grips: 138

FORKS

Type: springer

Extension: 5 inches under

Builder: EC Customs

WHEELS

Size: 21-inch front, 18-inch rear

Wheels: Harley-Davidson

Tires: Avon front, Dunlop rear

Brakes: Harley-Davidson drum rear

Photos: Michael Lichter

Contact: Cole Rogers

138 Cycle Fabrication

937-478-2558

FoxHunt

Meet This Month's Winner!

In this month's riveting episode of Dangersnatch International we find this snappy little raven-haired gyro named Stephanie lovingly rubbing her tender loins across Scott Foxx's spiffy custom bobber. Raised in the great northwest by a family of Sasquatch, Stephanie came to us covered by a thick coat of dark, matted fur and gnawing on what appeared to be a rotting elk haunch. We slowly taught her the ways of language and civilization and shaved her down to reveal the fair beauty beneath all that fur. Join us on page 124 to marvel at the continuing education of a wild Sasquatch woman as she struggles to make sense of a modern technological world gone mad.

—Moosecock Montana



#1101 Elizabeth — Texas

"My first ride on a Harley was so intoxicating that I woke up in Tijuana married to a goat! I know it's crazy but now Bingo and I are determined to make it work."



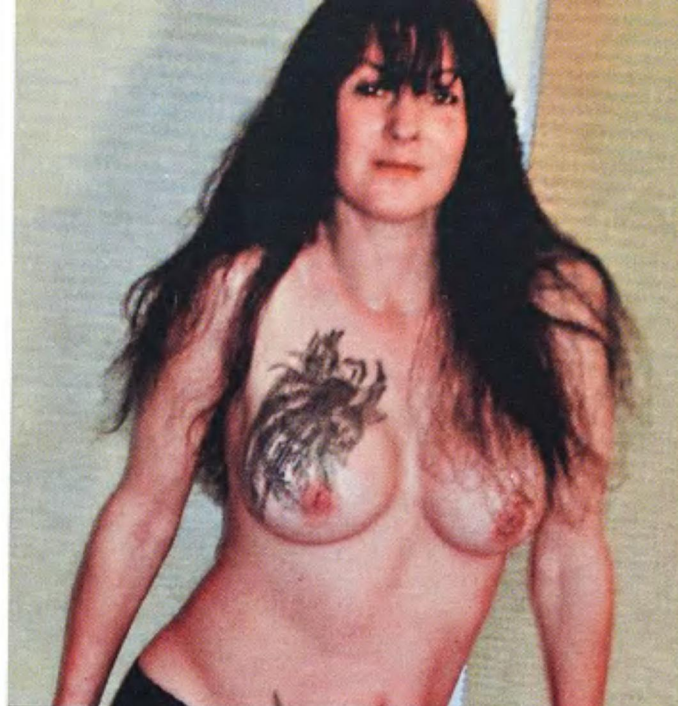
#1102 Julie — Arizona

"My first time on a Harley the vibration and wind in my hair was so intense that I had seventeen orgasms in the first five miles. I was exhausted and the bike needed a wash!"



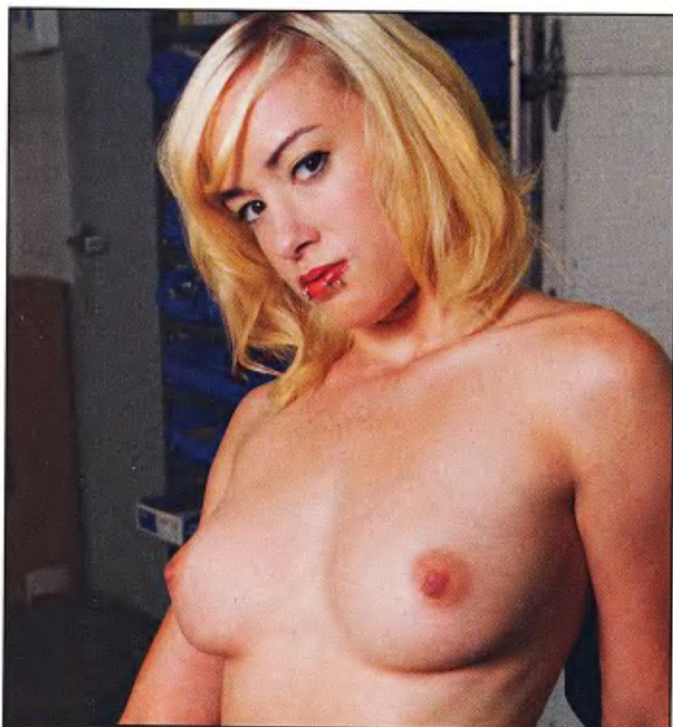
#1103 Christina — Wisconsin

"My first time riding was the first of my addiction to riding. It was along the St. Croix River on the Wisconsin side of the border."



#1105 Debra — Delaware

"My first Harley ride was on my father's bike. It was 1975 and I was five years old. I was so tiny he used his belt to fasten me to the bitch bar—I've been riding ever since!"



#1104 Francesca — Ohio

"My first ride on a Harley was exciting and fun. I was a little girl and all I wanted to do was stay on the bike and never get off of it!"



#1106 Lexy — Pennsylvania

"My first ride was with my baby, and I loved it!"

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 Jessica, an eager-to-please little fun-hog from Texas with an itch only you could scratch. Join us next time or we're switching your subscription to *Blueboy*.

473

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

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Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: () _____ Cell Phone: () _____

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: () _____ Evening Phone: () _____

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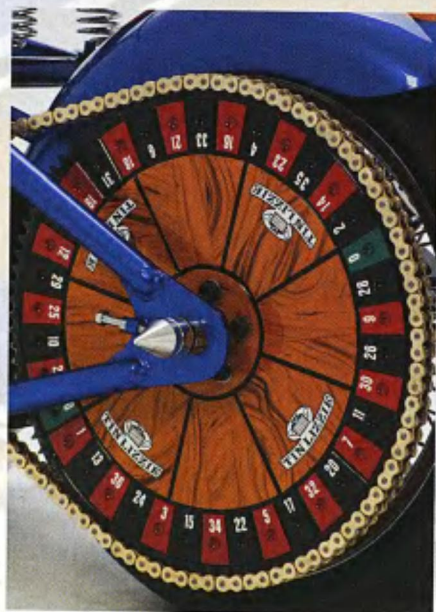
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Lucas and Tin Lizzie's Show, Shine, and Win Bike





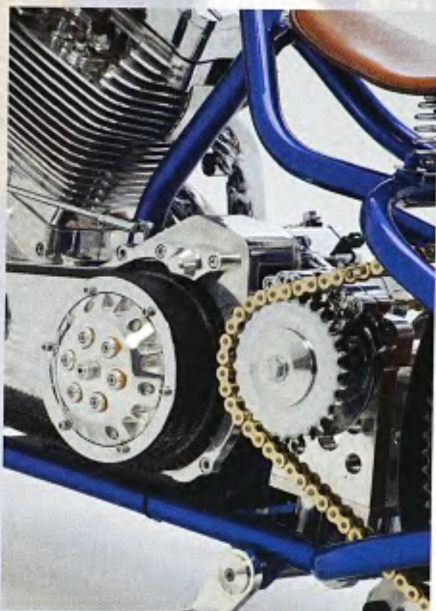
TAKE A SPIN



Scott Foxx of Capone's Street Rod Motorcycles is the talented creator, builder, and designer of this remarkable roulette wheeled Lucas bobber. He met with our photographer Michael "Balls" Farabaugh who suggested he speak with Morgan Lucas of Lucas Oil Products about a custom project to take along on that company's tour of national shows and NASCAR events.

The Lucas family invited Scott, his painter Brad Boles, Balls, and his son Ryan for a day trip to their facility to talk details. It was decided that they would build a complete one-off custom and give it away at the Tin Lizzie Casino in Deadwood, South Dakota, during the annual Sturgis rally.

Using a casino theme, master fabricator Jerry Meek rolled the radical roulette wheel design for the rear wheel. Jerry makes Scott's perimeter sprocket hardware and the gearing change meant he would have to hand machine the full



This arched rigid chassis
was born out of Scott's
desire to create the look of
an old Schwinn bicycle.



The incredibly realistic wood grain finish is a trademark treatment Brad does for Capone's, and he framed it with Majestic Blue from House of Kolor.



billet jackshaft. It glistens like jewelry. Jerry also built a cool slot machine lever to activate the kickstand. The incredibly realistic wood grain finish is a trademark treatment Brad does for Capone's, and he framed it with Majestic Blue from House of Kolor.

Former Indy car frame builder Nevil Algie of The Fab Shop has supplied Scott with custom frames for more than five years. This arched rigid chassis was born out of Scott's desire to create the look of an old Schwinn bicycle. Nevil incorporated the gas tank into the frame rails and also created the Lucas bottle oil tank.

Ever since Scott delivered the finished bike for its debut at the Easyriders Invitational Bike Show in Columbus, Ohio, it has been traveling the country to get bikers excited about winning it during Sturgis bike week. One sure fire way to get 'em interested was to have this month's Fox Hunt winner Stephanie Larimore travel with the bike and act as the Tin Lizzie poster girl.

—Gouda





Scott Foxx of Capone's Street Rod Motorcycles is the talented creator, builder, and designer of this remarkable roulette wheeled Lucas bobber. Fox Hunt winner Stephanie Larimore traveled with the bike as the Tin Lizzie poster girl.



The big winner of this Capone's custom at the Lucas Oil/Tin Lizzie's Show, Shine, and Win was Rey Bordthausen of Red Wing, Minnesota. Congratulations, Rey!



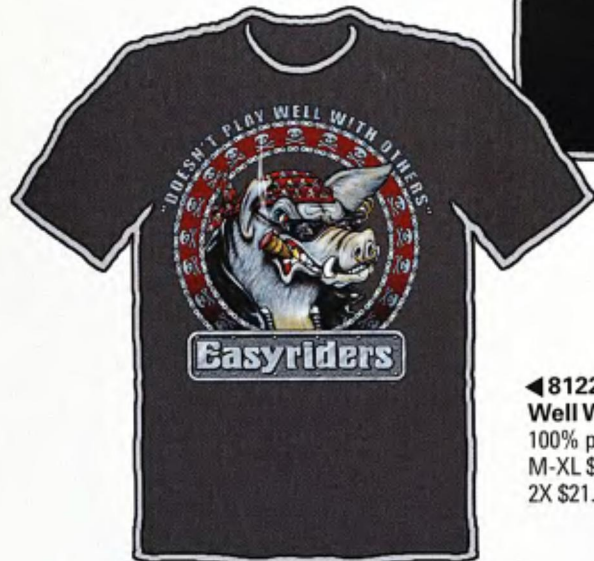
Owner: Rey Bordthausen
City: Red Wing, Minnesota
Fabrication: Capone's Street Rod Motorcycles
Year/make: 2012 Custom
Model: bobber
Time: 1 month
Plating: Williamson Plating
ENGINE
Year/make: 2012 Ultima
Displacement: 107 cubic inches
Ignition: Ultima
Cam: Ultima
Carb: Mikuni 45mm
Air Cleaner: Ultima
Pipes: LAF
TRANSMISSION
Year/make: 2012 Ultima 6-speed
Jackshaft: full billet jackshaft by Jerry Meek
Paint: Brad Bole
Type/color: House of Kolor/Lucas Majestic Blue, Root Beer Candy
Special paint: wood grain
FRAME
Year/make: 2012 Fab Shop, Nevil Algie
Type: arched rigid
Rake: 35 degrees
Stretch: none
ACCESSORIES
Bars: Drag Specialties
Handlebar controls: Accessories Unlimited
Fenders: Capone's
Headlight: eBay special
Taillight: Model A by Road 6 Customs
Pegs: DNA
Foot controls: DNA
Electrics: Capone's
Gas tank: Nevil Algie
Oil tank: Nevil Algie
Oil System: Ultima
Primary: Ultima
Jackshaft: full billet jackshaft by Jerry Meek
Seat: Rich Phillips
Grips: Coke Bottle, Schwinn
FRONT END
Type: springer
Extension: 2 inches over
Builder: DNA, Capone's
WHEELS
Hub: Roulette by Jerry Meek, Midwest
Motorcycle Supply
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: DNA, Capone's
Photos: Michael Farabaugh



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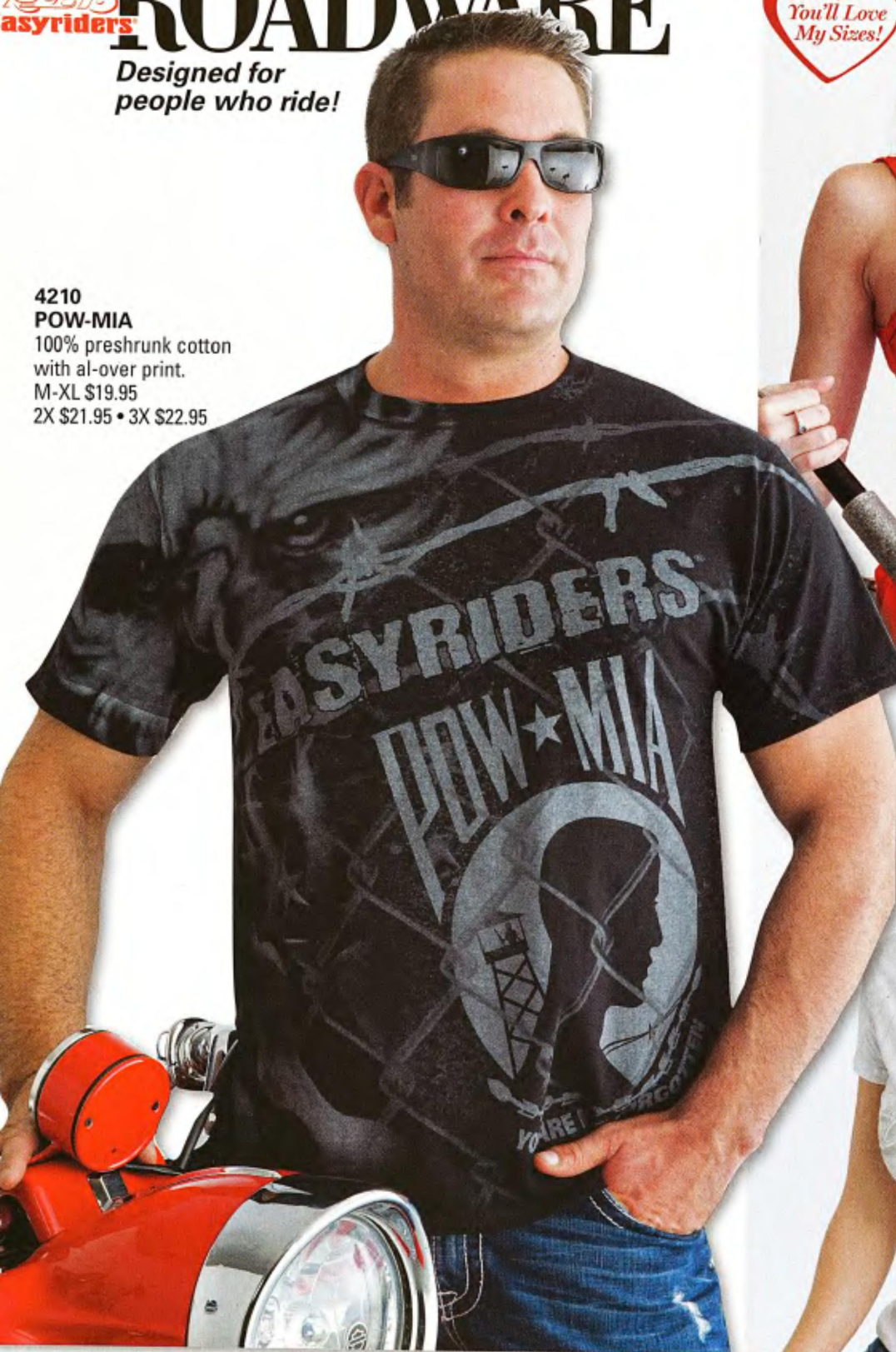
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ROLLING THUNDER XXV

FINALLY GETTING TO SAY THANK YOU



While Rolling Thunder, Inc.'s main mission is the return of all prisoners of war and accounting for all those missing in action, the organization (and its annual run) is about much more. It is about honoring those who gave their lives and were prisoners and helping those who are alive and still held captive in foreign lands. As a result of its efforts, 1,035 soldier's remains have been identified and it is known that seven prisoners are alive in Iraq and Afghanistan.

Bob and Jami Bergdahl from Idaho were special guests during the Rolling Thunder run and were placed at the front of the estimated near million of riders. Their son, Bowe, was captured in Afghanistan on June 30, 2009, and is still in custody. Jamie said Rolling Thunder, Inc. has given them great help and support. She also said that as a POW, Bowe is being treated well, but he needs to get home.

This was the 25th year for the Rolling Thunder run, started and continued annually by National Executive Director Artie Muller and friends. Though some say otherwise about the run's origin, it still comes down to each individual's honor and respect of vets. Other bullshit needs to be put aside.

This was my first trip to Washington, D.C., for the Memorial weekend demonstration. Finally I got to witness the phenomenon of Rolling Thunder and the Vietnam Veterans

Memorial. I'd seen many pictures of The Wall but didn't realize it was all below ground level. From half a block away you can't even tell that it is there; the area just looks like a park. When you walk down into the bowels of this long, wide slit in the earth where The Wall is located, it's quiet, and you can't even hear the constant traffic nearby. It's a sad place but also an amazing monument with only names of the dead for decoration.

Friday night we went to the Candlelight Vigil at The Wall. We were especially honoring the Vietnam nurses and the Gold Star Mothers; mothers who'd lost their sons in Vietnam. Nancy Sinatra and Connie Stevens were there with all the Rolling Thunder dignitaries showing their respect.

Saturday night there was a social gathering at the Hyatt Regency Rolling Thunder hospitality room in Crystal City. The night was filled with food, great speakers, and the uniting of friends who perhaps only see each other once a year during this event.

Sunday morning started very early by meeting at the Hyatt, riding down to the Pentagon North parking lot at 7 a.m., and hanging out there until noon. It was a sea of somewhere 'round a million bikes that took over three hours to empty from the parking lot. The demonstration ride went down George Washington Memorial Parkway and across Memorial Bridge, past the

Lincoln Memorial and up 23rd Street. The parade proceeded to Constitution Avenue and snaked its way through D.C. and all parked in a ball field and parking lots near Ohio Drive.

The afternoon was filled with speakers and musical entertainment on a stage between the Reflecting Pool and the Korean Memorial. All were supporting the Rolling Thunder Mission Statement: The major function of Rolling Thunder, Inc. is to publicize the POW/MIA issue. To educate the public that many American Prisoners of War were left behind after all previous wars and to help correct the past and to protect future Veterans from being left behind should they become Prisoners of War/Missing In Action. We are also committed to helping American Veterans from all wars. Rolling Thunder, Inc. is a non-profit organization and everyone donates his or her time because they believe in the POW/MIA issues.

I'm so glad I finally made it to the Rolling Thunder run. It's hard to believe it has been 43 years since I was in Vietnam. Many of my friends didn't get to leave there alive. How great it was to finally get to The Wall to show respect and properly thank them for my long life and freedom, not just the few I knew but to all that answered the call.

Goodbye Brothers.

—Clean Dean
USN 1965 - 1969



THOSE WHO REALLY WORKED TO START ROLLING THUNDER

In the beginning Gene Krattli, Larry Darkow, and Danny "Greasy" Belcher worked with us to get information out. In 1987 Ray Manzo and I worked together for months mailing material to all bike clubs, Veterans organizations, political organizations, friends and anyone we could reach.

Those are the names of the people who helped put this event together, and many others have joined to help make Rolling Thunder what it is today. There are several stories about this run's beginning, but this is the truth and how it all came together. John Holland got the permits for the first year for us. Ray and I got all the permits after that. John Holland ran our stage for some eight years.

— Sgt. Artie Muller

Photos: Clean Dean and Chrome Dome

Readers**Rides**

Greg "Rico" Grana **Woodstock, Illinois** **2006 FLSTI**

Brutal Defiance is the name of the game here, and this bike represents exactly that. Just look at the skull on the tank. Despite the bullet hole in the middle of its forehead, it continues to grin at you in a most evil way and, yes, very defiantly.

Brutal Defiance actually is a small company owned and operated by Rico, an American veteran. The company sells clothing, jewelry,

and "other brutal items," as the company website puts it. To emphasize the "brutal" aspect, the company logo features a blood-spattered brass knuckle. You can take a closer look at it by checking out the oil tank, where it is surrounded by the words "Talk Shit, Spit Blood!" The rear pegs also feature brass knuckles, except those look to be stainless steel instead.

Anyway, Rico says that he has invested more than 40 grand in this bike and that the investment has paid off nicely by the bike's placing first 30 times, among them even some "Best of Shows." It does feature some nice ingredients,

like a 103-inch mill, a set of PM wheels, and an exhaust system from Martin Bros.

Ostensibly, the bike's main points of attraction lie less in its unique custom build aspects (whatever they may be) than in its nice cosmetic enhancements, like the custom embroidered seat done by Stitchin' Image, the powdercoated primary cover and other parts handled by J&J, and the nice flat black paint job DCC Customs laid on the bike. And then there is the skull grinning in, uh, brutal defiance.

—Tripper

Photo: Owner





Bob Clark
Arlington, Texas
2011 Special Construction

Like a green monster rising from the murky depths of some primordial Texas swamp, Bob's creation must be sending chills down the spines of innocent bystanders and small children alike as it thunders down the road. And how could it not? Just look at its gory greenness, its tooth-studded alligator-like yaw displayed so threateningly on the gas tank. Hide the pets and run for your lives!

The eerie gas tank was fabbed by Vision sheet metal, and Bob cut the front off and modified it to look like fangs. The frame was built to Bob's specs by Diamond Chassis, and Bob added the fender and other sheet metal. The brake and tail-lights are located underneath the two top sections of the frame and have 36 high-intensity LEDs, and Bob also fabricated a new tunnel to accommodate the curve of the creature's

backbone. For additional fearsomeness, the downtube was stretched 6 inches and the neck rake was expanded to 45 degrees.

The monster's heart is a polished S&S 110-inch Super Stock, and Bob had its heads and cylinders diamond-cut. The transmission is an Ultima 6-speed left-side drive. "I went with the chain final drive because if I lose a chain, it's very easy to replace without having to remove the rear wheel," he says.

The wheels are from Pickard USA, the rear being an 18.5-inch with a 200 tire, while the front is a 21-inch on a 12-inch-over springer front end. Joe Martin of Martin Bros. painted the beast and also made the handlebars, the internal throttle, clutch cable, and all wiring and the brake lines routed through the frame. The tribal forward controls as well as the grips are from Accutronix, and Bob himself made the seat and covered it with—what else?—alligator skin.

This is just the kind of bike that gruesome urban legends are made of.

—Tripper

Comin' At Ya



The December issue of *Easyriders* (No. 474) is packed with Season's Greetings in the form of our annual Holiday Gift Guide of great stuff that every biker would love to find under his tree. This issue is gift wrapped with a sexy selection of custom bikes, gorgeous biker babes, runs, rallies, David Mann and two-wheeled shenanigans. Check out our new Summer Runs video online!
On sale October 30th



The superb October issue of *V-Twin* (#138) takes you to Lacomia, America's oldest motorcycle rally for

all the action. Ride with us to Arizona Bike Week, get five farout bike features and we test ride the new Victory Judge! All this plus our look at the Top 10 Amazing Metric Customs and an aftermarket Guide to Lighting and Electrical for your scooter.

On sale September 11th



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!

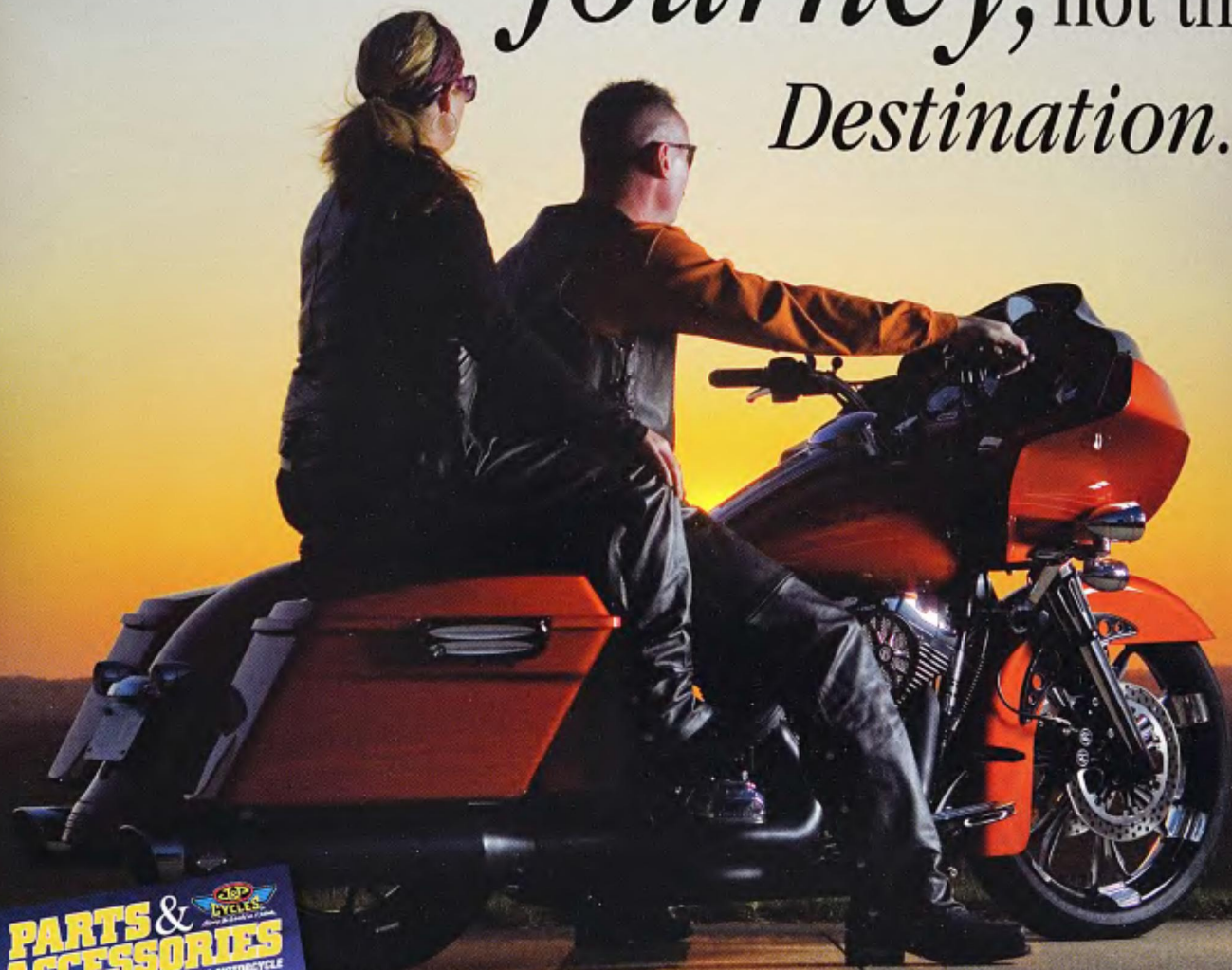
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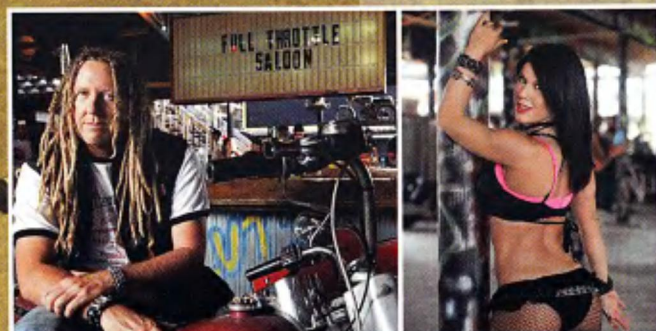
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