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Newsstand Distribution

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

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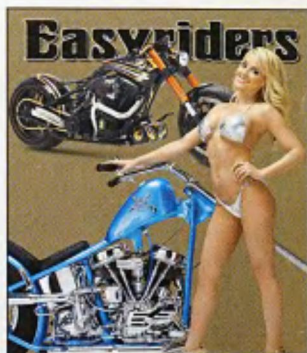
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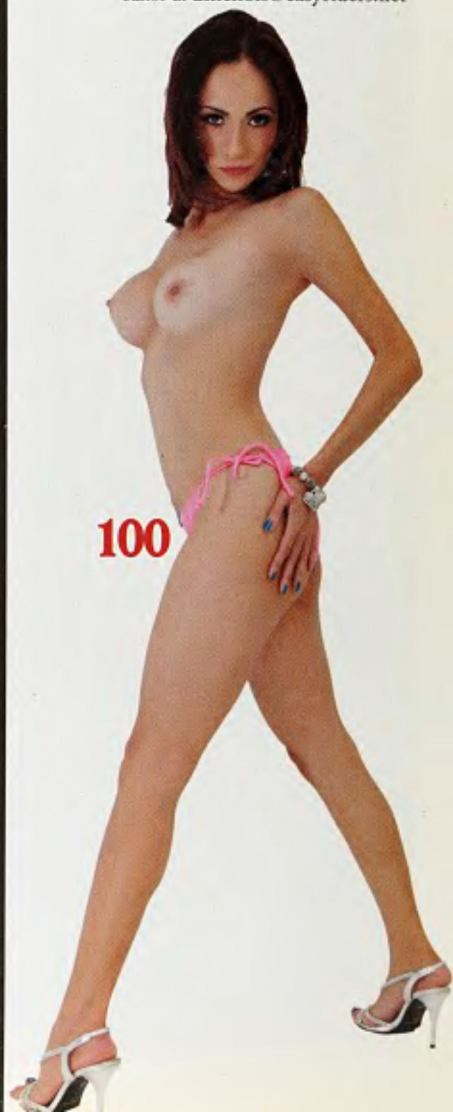


Paul Wheeler's reborn panhead chopper and the lovely Dallas West shot by Jimmy Forrest. The 2010 Custom Wolf Evo courtesy of *Easyriders* Germany. Cover Imaging by Jeff Biggs.

Next month's issue goes on sale
January 1st, 2013.

Printed in the USA.

We love hearing from you! Please send
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BIKE FEATURES

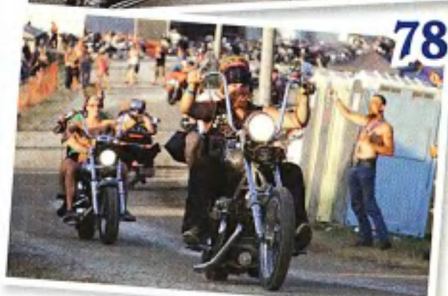
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Easyriders® magazine ISSN 0046-0990 Number 475, January 2013, Vol. 44. **Easyriders®** is published monthly by Paisano Publications, LLC, with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, 818-889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, 818-889-8740, FAX 818-889-1252. Website: www.easyriders.com. Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional mailing offices. Copyright 2012 by Paisano Publications, LLC. All rights reserved. Nothing may be reproduced without prior written permission of the Publisher. Editorial Submission Guide-lines All submitted letters, articles, jokes, poems, photos and artwork ("Submissions") become the property of Paisano Publications, LLC ("Publisher"). The Publisher is under no obligation to keep or return any Submissions unless a SASE is provided at time of submission. The Publisher has the unrestricted right to print all or any portion of Submissions, to edit same, and to print, re-print, edit, alter or disregard all said materials at their sole discretion, in any medium now or hereafter used by Publisher in connection with its business operations. This includes, but is not limited to, magazines, books, calendars, catalogs, merchandise, advertisements, videos, television and Internet applications. No compensation is payable for letters usage but appropriate photo captions may be given (e.g. your name and city listed) at the discretion of the Publisher. All Submissions must be exclusive to the Publisher who will provide appropriate credit to the author, photographer or artist of published works, and will indicate if same has been excerpted from or materially changed from original content. The Publisher will pay for published articles, jokes, poems, photos and artworks at its standard rates upon publication. Rates can be obtained by calling the editor or photo editor at 818-889-8740. Other terms of usage may apply if in writing and signed by the submitting party. Subscriptions: All correspondence regarding subscriptions and changes of address must be addressed to **Easyriders®** Subscription Department: P.O. Box 422425, Palm Coast, FL 32142-2425, (800) 825-7294. One year: \$39.99; two years \$69.99 in the U.S. and its possessions. Postage: Canada please add \$30.00 and all other foreign add \$45.00 per year for postage (U.S. funds only). The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S.C. Code 2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in 75.7 (a) (1-3) of the pertinent Regulations.



What? Huh?

The Federal Drug Enforcement Administration dropped all charges against a doctor who has been at the center of a prescription drug

fraud case because they have too much evidence against him and not enough space to store it.

Where Your Tax Dollars Go

The Treasury Department's inspector general reported that the IRS doled out more than \$5 billion in fraudulent income tax returns in 2011 (owing to its mission to provide refunds promptly without first checking the claims). The agency "refunded" \$3.3 million to a single address (supposedly the home of 2,137 different tax filers) and nearly \$4 million to three addresses in Florida. In all, refunds were claimed by (among others) 105,000 dead people.

Spider Castration

A certain species of male tropical spider seemingly improves its chances of successful mating by castrating itself (ouch!) after releasing sperm. Scientists think that testes removal makes the male nimbler and better able to trick and outflank competitor males that attempt to reinseminate the same females. Improving their strategic mobility also enables the male to avoid being killed by the female, which is yet another hazard in the spider mating process.

Oops!

A couple in Germany wanted a child badly, but a doctor told the husband that he was sterile. So he (after much protesting by his wife and then with her final okay) hired his neighbor to do the job. The neighbor was already married, the father of two children and looked very much like the sterile husband, so it seemed like a good plan. The sterile husband paid the neighbor \$2,500 for the job. For three evenings a week for the next three months, the neighbor tried 72 times to impregnate the wife. Finally, the neighbor's wife objected and her husband said, "I don't like this anymore than you. I'm simply doing it for the money. Try and understand." When nothing happened after six months, the sterile husband insisted that the neighbor have a medical examination. The exam revealed that

the neighbor was also sterile. Everyone was shocked except the neighbor's wife, who confessed that the children they had were not his biological children. The sterile husband is suing the neighbor for breach of contract in an effort to get his money back, but the neighbor refuses to give it up because he said he didn't guarantee conception, but only that he would give an honest effort.

Say It Isn't So

A former British soldier and martial arts instructor was sitting along a road watching the Olympic men's cycling race when he was detained because police on security alert said his "behavior had caused concern." After being handcuffed and taken to a police station, he was told he was arousing suspicion because he "had not been seen to be visibly enjoying the event." It turned out he has Parkinson's disease, which causes facial rigidity, and he was released after two hours of detention.

Love That Pooch

Some people treasure their pets above just about anything (or anyone). For such people, there is a hotel for dogs in Brazil called *Animale Mundo Pet*, which is a love hotel for dogs. Owners bring their mating-ready pooches to rooms that feature the dim lighting and heart-shaped ceiling mirrors traditional in love hotels.



More Pet Pampering

A luxury hotel in Paris that caters to dogs. It provides dog massages, fine cuisine, swimming facilities, and relaxing walks in the woods. The dog rooms have lots of soft cushions and television sets for watching their favorite DVDs.

Raging Jealousy

A guy saw a stranger on his live-in girlfriend's Facebook page. He demanded to know who the man was, then he punched her in the face and smashed her computer. Who was this stranger who evoked such jealousy? It was a campaign photo of Mitt Romney.

Going Too Far?

A sick, parasite-infested cuckoo bird was taken in by the U.K.'s Wildlife Aid Foundation. But by the time it had been nursed back to health, it had missed its species' winter migration toward Africa. What to do? The Foundation bought an airline ticket for a handler to carry the bird to Italy where satellite tracking indicated it could meet up with the migrating flock.

Mistaken Diagnosis?

A man filed a \$12 million lawsuit against a hospital. The man had been in a car accident and was admitted with serious injuries, but the hospital staff mistakenly marked him for next-day cancer surgery. When he protested and tried to leave, two muscular staff "security" men, restrained him, dishing out even more pain. One of them yelled, "Get off the floor, bitch! I don't care who you think you are. This is my camp." The next day the injured man talked his way out of the hospital and sought another hospital's help where he was treated for four broken ribs, a sprained shoulder, a ruptured spleen, and a concussion.

Pilot and Tower Exchange

A Pan Am 727 flight, waiting for start clearance in Munich, overheard the following:

Lufthansa (in German): "Ground, what is our start clearance time?"

Ground (in English): "If you want an answer you must speak in English."

Lufthansa (in English): "I am a German, flying a German airplane, in Germany. Why must I speak English?"

Unknown voice from another plane (in a beautiful British accent): "Because you lost the bloody war, Mate!"

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GONE TO CHINA

An Offer They Couldn't Refuse

When your custom bike shop celebrates its five-year anniversary, nobody would hold it against you if you gave yourself a present. This was the case at Custom Wolf where five years of being in business was turned into a set of custom wheels appropriately called "5 Years." Ultimately, however, nothing came of Wolfgang Bätz's personal ride because a





customer from China grabbed the beautiful machine, and it can currently be found rolling down the streets of Beijing.

Wolfgang and Christian own and run Custom Wolf. The fact that the duo celebrated the aforementioned anniversary of their shop in the German town of Laaben does

not mean that they have only been doing this type of work for half a decade. Wolfgang has been an independent graphic and industrial designer for the past 16 years, and Christian, also self-employed, has been doing metal fabrication and machining for the past 15 years. Combining their talents, this

dynamic duo has been building unique custom bikes again and again, bikes just like "5 Years," which was actually conceived as a sort of antidote to the faster street bikes Wolfgang is usually known for.

The build ultimately turned out to be a lightweight and very agile lowrider based on a specially constructed Penz rigid frame endowed with plenty of modern technology and mated to a Benelli front end. To achieve the unique look this bike sports both gas and oil tanks as well as the fenders were built in the shop. The emphasis was on flowing lines and a generally very clean look. One particular difficulty lay in hiding the electrical components in their entirety underneath the gas tank. By a special type of battery used in racing, this problem, too, was soon solved.

Running the exhaust pipes also turned out to be complicated, but building the system in-house enabled the two to hide both the front muffler and the catalytic converter underneath the transmission.

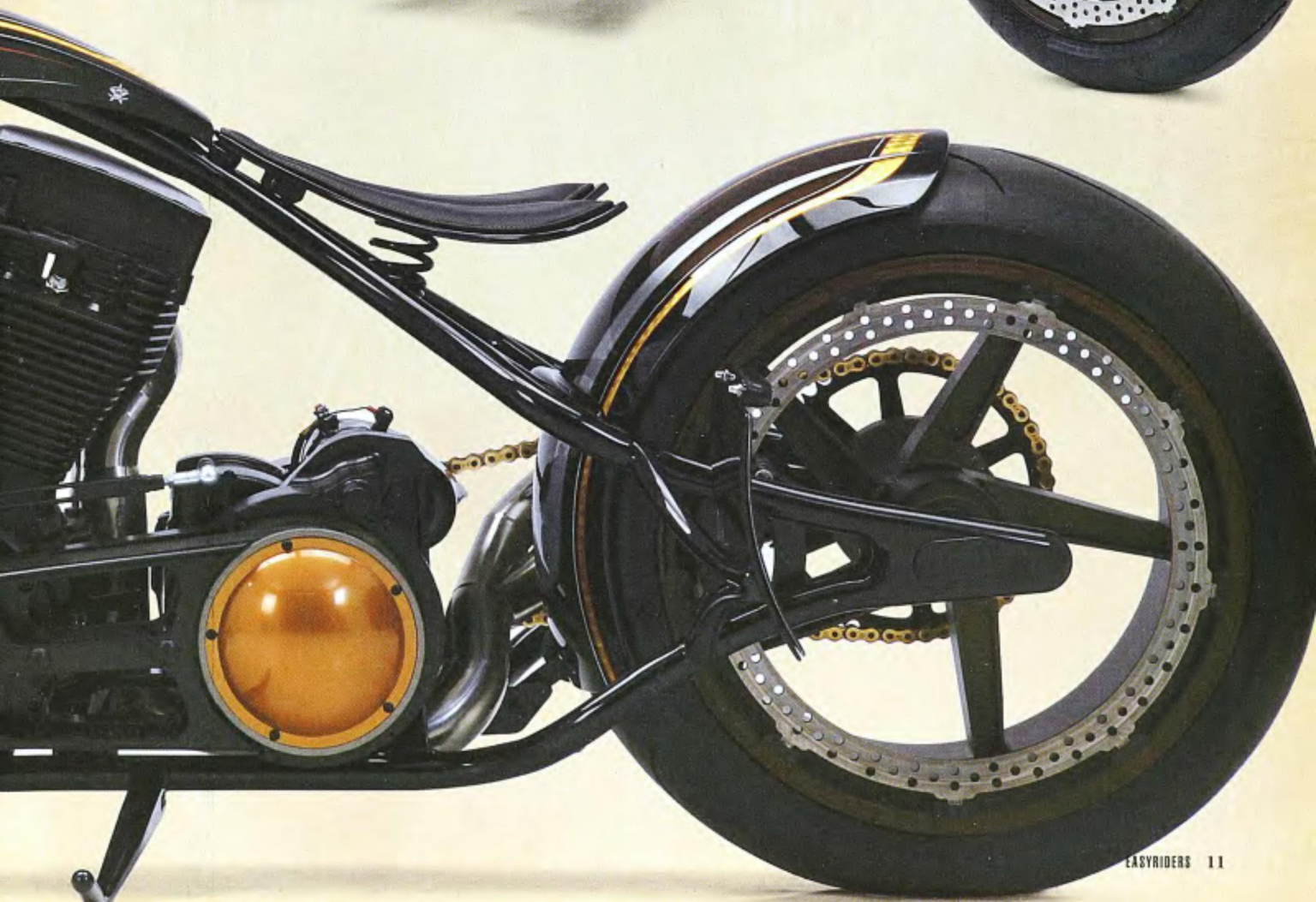
For the heart of the machine, Wolfgang and Christian opted for a 100-inch RevTech mill, with the air filter coming from Cycle Kraft. The footpegs came from Thunderbike, and there are plenty of additional select aftermarket parts like the dash from Beringer or the mirror and taillight from Paaschburg. On the other

hand, both rims are special constructions and were machined from solid blocks of aluminum with the goal of combining the sporty look with a perimeter disc brake system.

Wolfgang was able to enjoy the low-weight (less than 360 pounds) lowrider's excellent rideability at last year's Biker Mania in Saalbach-Hinterglemm, Austria, but as soon as it was featured in an Asian custom bike magazine, the aforementioned offer was made and it was one that the two men just couldn't say no to. But now they are already busy building a successor, and it is supposed to be even slimmer and lighter, weighing in at barely more than 300 pounds.

—Michael Stein







Owner: Michael
City: Beijing, China
Assembly: Custom Wolf
Model: 5 Years
Time to build: 5 months

ENGINE

Year/make: 2010 RevTech
Displacement: 100 cubic inches
Air filter: Cycle Kraft
Ignition: RevTech, Dyna
Exhaust: Custom Wolf

TRANSMISSION

Year/make: 2010 Baker
Type: RSD

PAINT

Painter: Marcus Pfeil
Color: black

FRAME

Builder: Penz
Type: Custom Wolf (special construction)
Rake: 40 degrees

ACCESSORIES

Bars: Benelli
Grips: Custom Wolf
Mirror: Paaschburg
Dash: Beringer
Footpegs: Thunderbike
Gas tank: Custom Wolf
Oil tank: Custom Wolf
Fenders: Custom Wolf
Headlight: Custom Wolf
Taillight: Paaschburg
Electric: Custom Wolf
Seat: Custom Wolf

FORKS

Brand: Benelli
Type: TNT

WHEELS

Make: Custom Wolf
Size: 17-inch front, 18-inch rear
Tires: Conti Race Attack
Brakes: 420 perimeter disc brakes
Photos: Custom Wolf



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MOTORCYCLIST FATALITIES DECREASED AFTER HELMET LAW MODIFICATION:

ABATE of Michigan has released a study that suggests that since Michigan revised its helmet law to 21 and under, fatalities have decreased seven percent over the same period before modification. According to ABATE, from 2011 (pre-amendment) to 2012 (post amendment), based on statistics obtained from the Michigan State Police and the Michigan Secretary of State, motorcycle fatalities dropped from 89 to 85 in Michigan, a 4.5 percent reduction. "If the fatality rate is adjusted to the total of motorcycle registrations [the number of motorcycle registrations increased from 261,658 to 266,589] it shows that the fatality rate has decreased from 0.034 percent to 0.031 percent since the helmet-law amendment—a seven percent reduction," said ABATE of Michigan in a press release.

NO COLORS RULE FOR RENO STREET VIBRATIONS:

Citing friction between some motorcycle clubs, police in Reno, Nevada, applied pressure to hotels in Reno to institute a no-colors policy during the annual Street Vibrations Rally. It is unconstitutional for police to ban the wearing of club colors in public places such as sidewalks and city streets, but not on private property. Police made a show of force to the clubs in the area, putting them on notice that they were being watched. Not all the area hotels were enforcing the ban. The ban applied to three- and four-piece patches, and also to "soft colors" such as hats, bandanas and T-shirts.

The hotels that participated in the no-colors policy had to treat everyone the same, so everyone from HOG members to Christian bike clubs were discriminated against equally.

Police Lt. Amy Newman said "It's going

to appear like there's officers everywhere; our intent is saturation and to set the tone of abiding by the law." Ultimately, the increased police presence resulted in decreased attendance and a dramatically greater number of arrests, at least 52 at this writing, of which 39 were for DUI. Last year there were only 16 DUI arrests. Sources: *Reno Gazette-Journal*; *kolotv.com*

QUOTE OF THE MONTH

"A great nation is not conquered from without until it has destroyed itself from within"
—Will Durant

THE SAD STORY OF HALF SACK: Fans of the hit biker-oriented series *Sons Of Anarchy* were treated to a real life crime drama when actor Johnny Lewis, who played the character Kipp "Half Sack" Epps, spiraled out of control, first bludgeoning, then dismembering his landlady's cat with his bare hands. He then proceeded to beat the 81-year-old woman to death, then attacked another neighbor before hurtling himself off the roof of his apartment 100 feet to the pavement below.

Lewis's character was of a prospect in the Sons, who was an Iraq war vet whose testicle was blown off in battle, earning him the moniker of Half Sack. The character was also described as a lightweight boxing champion who worked at the fictional Teller-Morrow auto repair garage as a mechanic.

Lewis was facing criminal charges at the time of his death for assault charges for breaking and entering a Northridge, California, townhouse and beating two men over the head with a bottle. He subsequently was arrested for punching a man in the face at a yogurt shop. Another arrest followed for breaking into a Santa Monica home.

He had been ordered to spend 30 days in a program for substance abuse and mental health issues. He was 28 when he ended his one-man crime wave with his suicide. Source: *Los Angeles Times*

DALLAS DEPUTY SUSPENDED AFTER SEIZING MOTORCYCLIST'S CAMERA:

A Dallas, Texas, officer was suspended for 38 days without pay after footage surfaced of him telling the motorcyclist, "The reason you're being pulled over is because I'm gonna take your camera and we're gonna use it as evidence of in the crimes that have been committed by other bikers." The rider, Chris Moore,

was arrested and cameras show the officer trying to slam the door of the patrol car on the leg of the biker before taking him to jail. Moore was finally ticketed for an obstructed license plate.

Legal experts state that Westbrook's reason does not constitute probable cause to make a traffic stop and it is not illegal to wear a camera on a helmet. The video has been viewed almost 500,000 times on YouTube. Hat Tip to Rogue. Source www.examiner.com



Photo: Kim Peterson

FRYED BROTHERS MOVIE NOW AVAILABLE

ONLINE: Dubbed the "Most Dangerous Band In America" by our dearly departed Rip Rose, the Fryed Brothers Band recently starred in a film entitled *I Ride: Get On. Hold Tight. Shut Up.* After a short theatrical release, the film is now available for download for the reasonable price of only \$3.99 for a three-day viewing window at www.waterbuffalopics.com.

The Fryed Brothers Band is the quintessential biker band, real riders who grew up in the biker lifestyle and offer no apologies for it. They are regulars on the motorcycle rally circuit, from Sturgis to Rip's BAD Ride, Easyriders events, the Redwood Run and biker bars across America.

The film features performances by the band plus behind the scenes moments traveling on the road, as well as interviews with Willie Nelson (who produced their second album), Sonny Barger, our own Steve "Beatnik" Werner, and *Easyriders* Editor Dave Nichols. Don't miss the "Cunnilingus Yodel," performed by Beatnik—it is worth the price of admission.

MOTORCYCLE CRASH STUDY HEAD RESEARCHER

RESIGNS: Dr. Samir Ahmed, the Oklahoma State University researcher who was heading up the Federal Highway Administration's motorcycle crash causation study has resigned over reservations over the value of the study. Originally the researchers planned to examine 900 crashes, but for financial reasons, the number was limited to 300, with only 100 crashes listed so far on the FHWA's website.

The Motorcycle Safety Foundation (MSF)

had committed (through member donations) to providing \$3 million for the study, but when the number of accidents was reduced to 300, and the number of locations reduced to one from the original three, it decided not to make the money available for the study. *For a flashback to our last commentary on the merits of the study, see Page 17.*

COP KILLS WHEELCHAIR BOUND DOUBLE

AMPUTEE: A Houston, Texas, police officer fatally shot a mentally ill double amputee after he waved a silver pen at him. The officer claimed that he and his partner felt threatened, after the man ignored their commands.

The man had lost his right leg and arm after being hit by a train. The police were called to the caregiving facility after the man became agitated because his caretaker refused to give him a soda and a cigarette.

This shooting of an unarmed civilian by Houston police is the 14th in the first seven months of 2012, double the number for the same period in 2011. No police officer has been charged in a shooting since 2010, when an officer was acquitted by a jury of shooting an unarmed man outside of the man's home.

Randall Kallinen, a Houston civil rights attorney, said that an uptick in officer-involved shootings points to the need for more discipline and better training, particularly in crisis intervention team training to manage mentally ill and erratic people. Source: the *Houston Chronicle*

SMILING IS AGAINST THE RULES: In New Jersey, the Motor Vehicle Commission (MVC) is cracking down on motorists who smile when taking their driver license photos because their smiles interfere with the state's new facial recognition software. A spokesman for the MVC says, "The digital photos allow us to conduct a facial recognition scrub, which allows us to check the photos of our 19 million faces to make sure each driver has only one driving record and you are who you say you are...there is no law banning smiles, only a simple request that drivers not smile as if you've just won \$5 million in the lottery." Source: ABC News

SEE YOU IN THE WIND: If you are in the SoCal area December 9, be sure to make plans to attend the David Mann Chopper Fest at the Ventura Fairgrounds. All the editors will be there and we will be promoting our new magazine *Wrench* for the bro that isn't afraid to get his hands dirty. Be sure to ask for your free copy at the ticket window. More info at www.chopperfestival.com —Kit Maira



NONSENSE VS. SCIENCE:

UNRAVELING THE MOTORCYCLE CRASH CAUSATION STUDY

Phrases like, "The single most important development in motorcycle safety in the U.S.," "undertaken by the Oklahoma Transportation Center, an independent and well-respected research facility" are the kinds of words used to describe or, more accurately, hype the motorcycle crash causation study which was authorized by Congress four years ago. Anything government does always costs more than originally promised and this study is no exception. Initial funding was not nearly enough, so the project has languished for lack of funds.

The cost overrun—already almost double its initial projected cost—should be a red flag, but instead of reevaluating the situation and abandoning this boondoggle, its private sector promoters only want it more, even though by law they are picking up half the tab. For example, the American Motorcyclist Association, one of the boondoggle's chief cheerleaders, is dunning its members with a "Fuel the Fund" campaign. This article will demonstrate why "Fund the Fools" would be a more apt slogan.

First of all, the Oklahoma Transportation Center is not "independent." Its website reveals that it is an amalgam of state-sponsored interests—three state universities, Oklahoma DOT, the Oklahoma Turnpike Authority, and several businesses that, like the Center itself, rely on state and federal money. Heaven help us if that is what passes for "independent" nowadays. And "well-respected"? Maybe by the interests involved, as in any mutual admiration society, but not by me, or probably not by you either after you read about their bogus methodology.

Some 123,000 motorcycles are involved in accidents yearly, yet only 900 accidents will be studied. How can anything realistic be derived from studying less than 1 percent of the total? Obviously, the results can be skewed if all involve speeding or all involve DUI or all involve ROW (right of way) violations. If a variety of accidents are studied, how is it known if the variety is an accurate sample reflecting all types of accidents?

And just what are "all types of accidents?"

Some situations are similar, but no two accidents are identical. All it takes is one variable to make a situation different. That one variable could be the fatal variable, and it could be something unmeasurable like the rider's thoughts.

Any accident being studied will be investigated thoroughly, so thoroughly that the current cost estimate per accident is \$10,000. Even allowing that as reasonable, nonsense dons the mask of science when,

**ANYTHING
GOVERNMENT
DOES ALWAYS
COSTS MORE
THAN ORIGINALLY
PROMISED AND
THIS STUDY IS NO
EXCEPTION.**

after investigating the accident, researchers then attempt to create what they term "controls." Controls will be two other riders doing the same thing as the rider who crashed. Those riders will then be interviewed to determine why they did not crash (assuming they did not) and why the initial rider did crash.

This so-called "methodology" is absurd on the face of it and should set off anyone's BS detector. No two riders are alike, and no two situations are the same. Thus, there is no "control." A control in an experiment is an

absolute to which something else can be compared. There is no absolute here and never will be as long as humans are involved.

For example, let's say someone crashes because they are speeding in a turn, but someone else speeds in the turn and makes it. What does this tell us? Only that one rider is better than another. But wait, even that is not true. Maybe the one who crashed had something go wrong, either with himself—his health, whatever—or with his machine. If the guy died or his machine got totaled beyond recognition, we may not ever know what exactly went wrong. And even if he lived, his assessment of what went wrong could be incorrect. Maybe the guy got distracted for a second by something other riders on the same route would not have to deal with—a personal problem, an attractive woman in a mini-skirt, who knows? So the cause may not have been speed at all—even if the rider was speeding.

The point is, there are too many unknowns and too many variables to quantify scientifically. These are people being studied, not robots. What we will have with this study is costly nonsense masquerading as science. And costly it is. Multiplying \$10,000 per accident by 900 accidents equals \$9 million. And this is now being called the bare minimum!

The vast amount of money wasted brings up another unfortunate point. The more this thing costs, the more it will be lauded with high-sounding words like "extensive," "exhaustive," and "landmark." Fools, gullible people impressed by those words, by large dollar amounts, and names with PhD after them will think *This is a multi-million dollar study done by experts. It must be right.* But it won't be.

—Warren Woodward

Editor's Note: Rider Warren Woodward has been debunking popular mythology since at least 1960 when, after staying up all night Christmas Eve, he stood before his second grade class and announced there was no Santa Claus. This article originally appeared in Biker magazine August 2009.

Paul Wheeler's Done It Again...40 Years Later

TURNING BACK THE CLOCK

Young and dumb,
I used to ride this thing
everywhere, to all
the Indio runs and up
to Lake Tahoe.



Anyone remember *Easyriders* magazine issue No. 3? Back in 1971, the cover of *Easyriders* promised a magazine "for the Swinging Biker!" Inside there were "righteous choppers" along with hard-hitting tech articles like "How To Drink From A Bota Bag." Oh yeah, that October 1971 issue also introduced "Hip Chopper Artist from Kansas City, Missouri, David Manning." Yes, Dave's name was misspelled. Don't remember that one? Paul Wheeler sure does. Paul

and his beautiful blue panhead chopper filled that magazine cover in a fitting-for-the-times psychedelic multi-image. And the guys putting that magazine together 41 years ago had chosen the cover subject well—Paul's bike was a knockout.

All these decades later, Paul has re-created that classic chopper right down to the last detail, pinstripe and little piece of tank art. A prolific builder, Paul does this sort of thing for a living. He can't put an actual



This month's *Easyriders* girl is curvaceous Dallas West, the perfect companion to Paul Wheelers blast from the past panhead chopper.



Easyriders

Paul Wheeler/1958 Harley-Davidson FLH chopper

number to it but figures that over the years, going back to even before the *Easyriders* cover bike, he's built at least 150 customs, completing his first one in 1966. All the while he has worked out of a small home-based shop in Van Nuys, California, business coming by word-of-mouth only.

This pan, Paul feels, is just about as close as you could get to that original 1971 chopper. It has the same frame, the same rake, the same engine, the same everything. "I kept the same sissybar, the same handlebars, the same exhaust," Paul says, and the list goes on. Paul began this re-creation build just like everyone began custom builds 40 years ago—starting with genuine Harley-Davidson parts. A couple of years ago, with that 40-year cover anniversary coming up, Paul began collecting all of this to build a tribute bike, if you want to call it that. "I just thought it would be kind of cool to re-do that bike," he says. It was, but it didn't come easy and it sure wasn't as inexpensive to put together as that original.

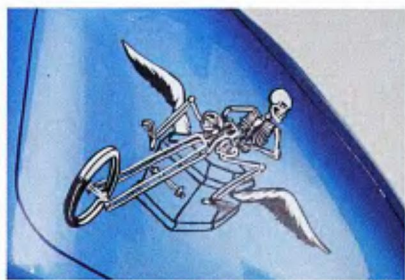
The front end, for example, is an exact duplicate of the US Motorcycles piece Paul used in 1971, a fork set that had everyone back then shaking their head wondering how the heck that wheel and axle was ever put in place. To duplicate all of this today Paul had to track down the original owner of that long-gone parts supplier and pick his brain a little as to the materials he used. "Back in 1971," Paul remembers, "that complete fork assembly cost me something like \$200. Just the materials to build its duplicate today set me back more than \$250. And that was at the 'good guy' price!"

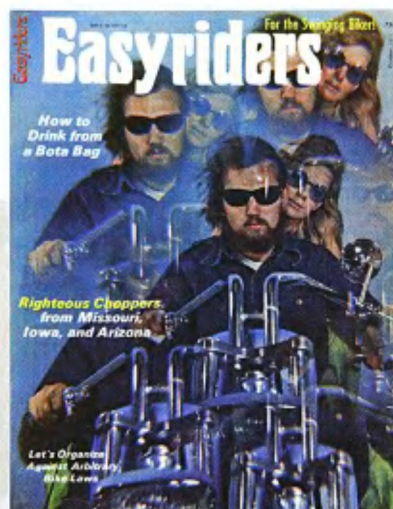
It was more than a little bit difficult to find all the original H-D parts needed to build this bike. "That stuff, the frames, the engines and all the rest was all over the place back in '71," Paul says. "And it was sure a lot less expensive then, too." Everything was. "In 1971 the painting, the molding, the pinstriping, all that finish work, cost me \$65. I still have the receipt." When the bike was featured in that third issue of *Easyriders*, Paul listed its value as \$1,300. Amazing, huh?

Now that the bike is complete Paul can hardly believe that 40 years ago he used to ride the original all over the place: out to

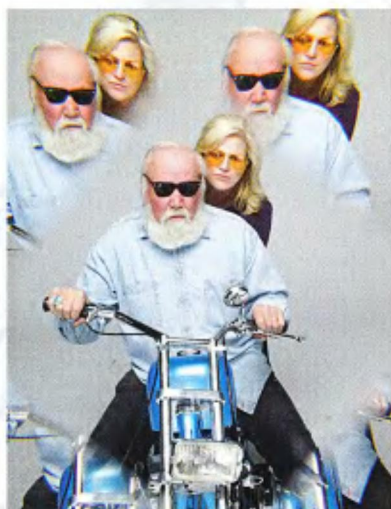
the Indio runs, up to Lake Tahoe, everywhere. "Today I don't think I'd take it much further than Reseda! But it's sure fun to look at." And surprisingly it isn't just Paul Wheeler who's recognizing this bike for what it is. Veteran riders sure remember, but so do plenty of young guys now emulating those builds of decades past by scouring the old magazines for ideas and inspiration. They've seen this bike, too, only now they can look at more than a picture on a magazine page. They can see the real thing.

—Joe Kress

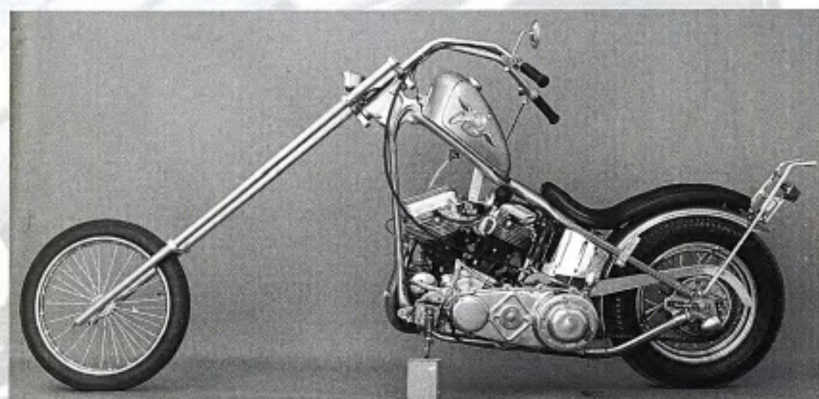
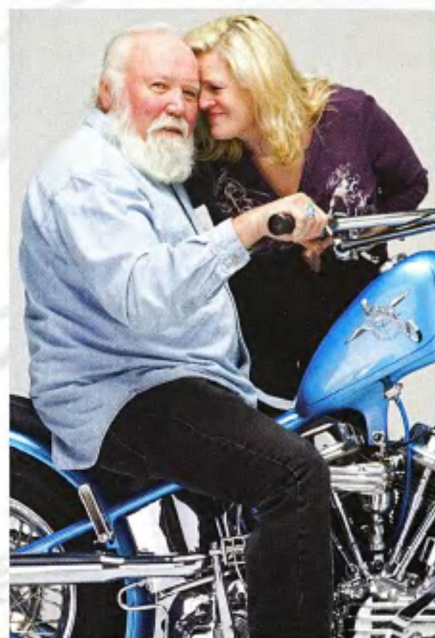




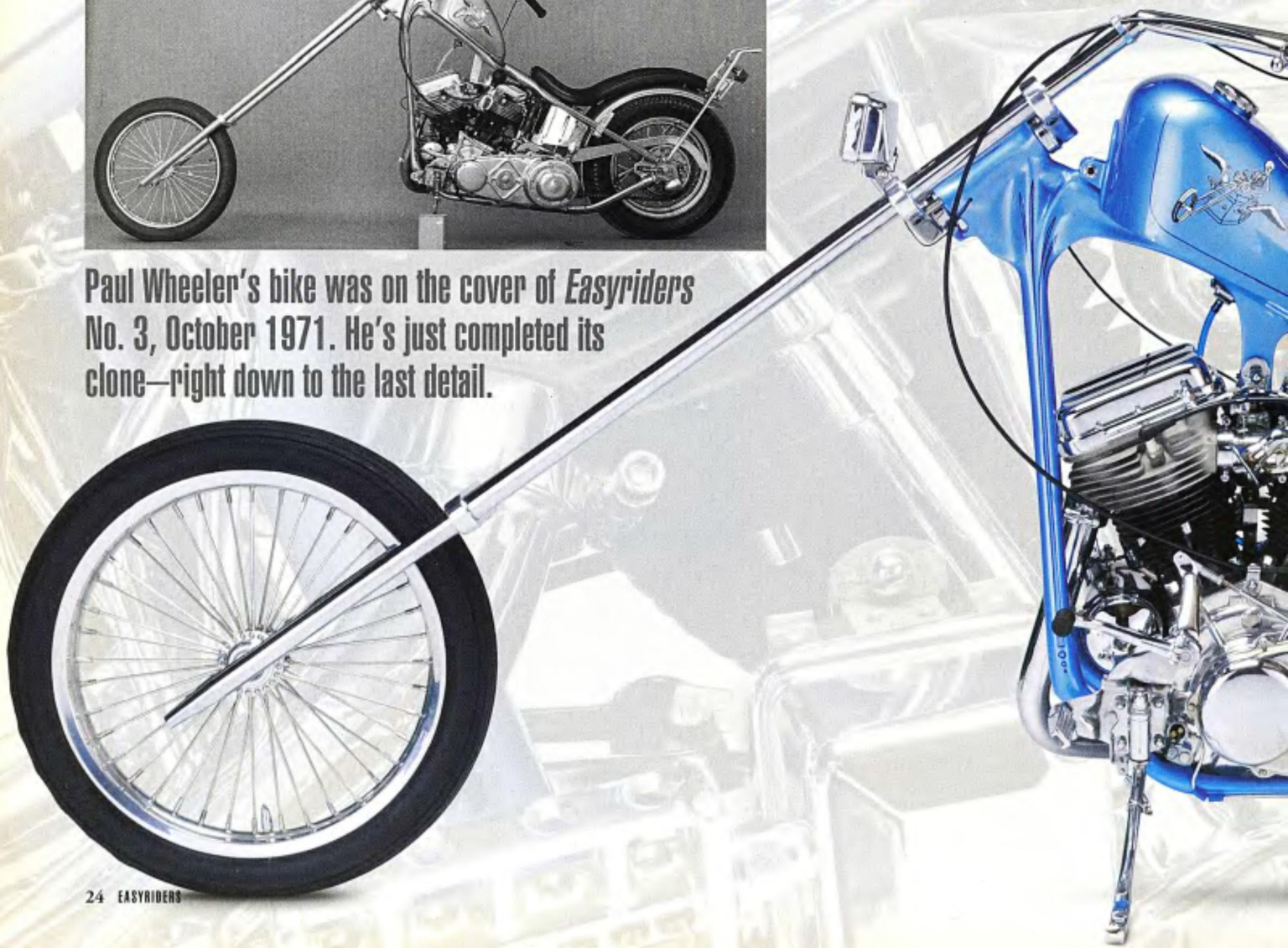
Paul Wheeler and his bike, then...



...and now.



Paul Wheeler's bike was on the cover of *Easyriders* No. 3, October 1971. He's just completed its clone—right down to the last detail.





Owner: Paul Wheeler
City: Van Nuys, California

GENERAL

Designer: Paul Wheeler
Fabrication: Paul Wheeler
Year/make: 1958 Harley-Davidson
Model: FLH chopper
Assembly: Paul Wheeler
Time: 6 months

Chroming: Astro Plating
ENGINE

Year/make: 1958 FLH
Rebuilder: R&J Engines
Displacement: 74 cubic inches
Ignition: points type
Cam: FLH

Carb: Linkert M74
Air cleaner: bird deflector!

Pipes: shotguns

TRANSMISSION

Year/make: 1958 Harley-Davidson
Shifting: 4-speed, close-ratio gears

PAINTING

Painter: Rick Grindle
Color: blue

Type: urethane

FRAME

Year/make: 1954 Harley-Davidson
Type: rigid

Rake: 1 1/2 inches

Stretch: 3 inches

Shocks: none

ACCESSORIES

Bars: Felony Fab

Handlebar controls: Barnett

Fenders: Waso

Headlight: Caddy type

Taillight: Lucas

Speedo: none

Pegs: Andrews

Foot controls: custom

Gas tank: Harley-Davidson Sportster

Oil tank: Harley-Davidson 3-quart

Seat: David Lometta

Mirrors: 3-inch

Grips: jack hammer

FRONT END

Type: custom chromemoly, 22 inches over
Builder: Felony Fab

WHEELS

Make: Harley-Davidson, spool hub

Size: 18-inch front, 16-inch rear

Tires: Goodyear, Chen Shin

Brakes: Harley-Davidson, rear only

Photos: Jimmy Forrest

THE BIG ROT RALLY

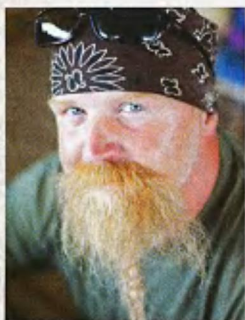
Deep in the heart of Texas (Austin to be exact) folks report that the Republic of Texas Biker Rally (ROT Rally) is the biggest motorcycle rally in Texas and possibly in the USA.

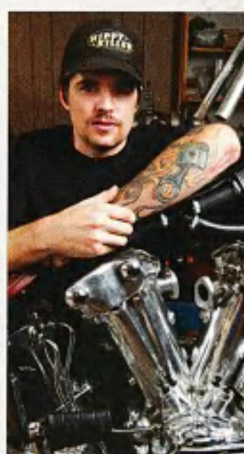
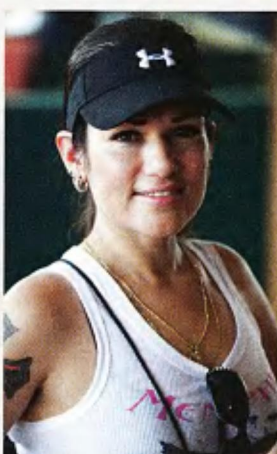
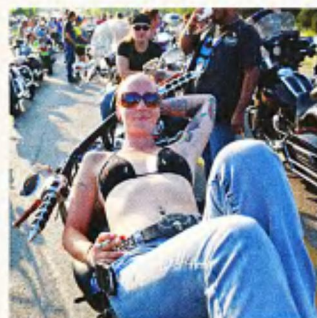
The four-day event began on June 7 and ran through June 10 this year and was held at the Travis County Exposition Center in Northeast Austin.



UN! 2012







This mega bike run is known for its top-drawer live music acts. Headliners have included Hank Williams Jr., Willie Nelson, Bret Michaels, Joan Jett, Paul Rogers, Steppenwolf, David Allen Coe, Charlie Daniels and many more over the years. For 2012, top entertainers included Ted Nugent, Shooter Jennings, Gov't Mule, and Kenny Wayne Sheperd.

Each year, the city closes off 54 square blocks of the downtown area for a massive party on Congress Avenue and over 200,000 bikers show up to party their collective butts off! Out at the Travis County Expo Center riders find ride-in bike shows, custom builders





showin' their wares, a tattoo expo, wet T-shirt contests, stunt riders, and the world-famous American Hellriders' Wall of Death, as well as over 350 vendors of aftermarket parts, products, clothing and gee-gaws for riders.

The city also hosts the Guinness World Records certified "Longest Parade of Motorcycles" on Friday night. It is truly an experience to behold as over 50,000 motorcycles thunder down the street for hours. It's like Mardi Gras for bikers!

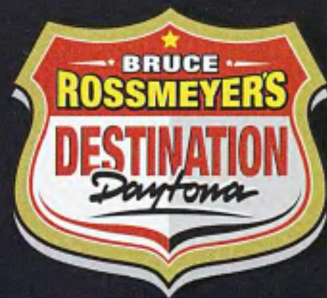
Next year the 19th Annual ROT Rally will take place June 9-12, 2013.

For more info visit www.rotally.com.

—Dave Nichols

BIKE WEEK 2013

MARCH 8TH - 17TH



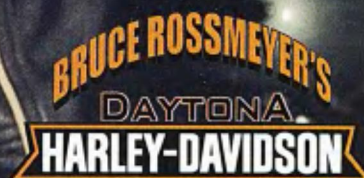
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The Easyriders Motorcycle Rodeo Tour rumbled into the Buckeye state for our 26 year. The Ross County Fairgrounds located in Chillicothe, Ohio, is the perfect rural venue for this type of competition and fun. The Chillicothe Grand Nationals is a six-day hoedown that goes 24/7. Everywhere on the 240-acre Fairgrounds you hear live music and/or the rumble of Harleys.

This event has two aspects. One is the Grand National Rodeo championship set on the track and the second is one hell of a wild party going strong everywhere else. Like any great party, there was live music. This year there were eleven bands, including nationally known Cowboy, Mustang Sally, and Blackberry Smoke. Surrounding the main stage were more than 40

vendors hocking all kinds of biker-related merchandise, along with cold beer and great grub.

Tattoo alley was located in a nice air-conditioned building next to the stage. Many artists including Bryan Adams were booked a day in advance. With more than ten inkslingers, there was always someone available to take care of your ink fix.

GRAND NATIONAL RODEO

CHILLICOTHE TURNS 26 YEARS OLD!



Eager fans lined up by the hundreds to get an autograph and to shake the hand of Charlie "Jax" Hunnam, star of the hit FX series *Sons Of Anarchy*. Charlie happily posed for pictures with fans all day on Saturday.

This year's Ride-in Bike Show winners were: First Place, Skully Lehto from Sayre, Pennsylvania, showing his 1988 H-D custom; Second

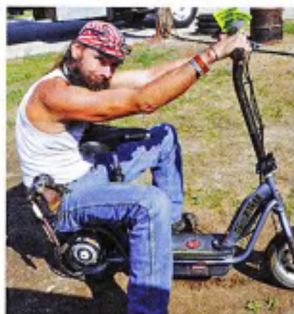
Place, Brandon Nichols from Nicholsville, Pennsylvania, with his 2007 Road King; and Third Place, Wes Caldwell from Goshen, Ohio, with his 1961 panhead.

A killer tattoo contest was held on the main stage on Sunday with top awards going to: Sarah Foraker of Somerset, Ohio, for her full-color backpiece; Tom Meade from Blaine, Kentucky,

for his black-and-gray backpiece; and Archie Payne from Hamilton, Ohio, for his portraits by various artists.

Fifteen minutes after the tattoo contest, trophy girl Dawn Hamilton had a firm grip on "old glory" as the national anthem reverberated throughout the Fairgrounds, signaling it was rodeo time. Heading into the day's competition,





Jason Tabor had a 775 point lead over his closest competitor, his dad, Robert.

The Slow Race was dominated by the father/son Tabor duo, Robert first—Jason second. Scott "Crash" Neuffer from Lodi, Ohio, rolled his keg to first place narrowly beating Robert Tabor in the Keg Derby. Robert Tabor showed his barrel racing skills, breaking the 17-second mark and taking first place away from Troy Snider.

There was a surprise game called "The Bike Wash" in which a teammate sitting on the back of a moving bike holds a flat board over her head, balancing a pitcher of water. The idea is to get to the finish line without spilling any water. Very few made it without dumping water all over themselves, the rider, and the bike, which is how the game got its name. Nikki Able riding with teammate Robert Tabor didn't spill a drop in the final, earning them first place.

Steve Kuszek from Cromwell, Connecticut, needed to find a teammate for the games. His search came to an end when he convinced Amy O'Grady, who was there supporting the Mitzfits team, to partner with him. It was Amy's second time at the Easyriders Rodeo and she found herself taking second place in the potato haystack as well as second in the famous wienie bite contest. Eddie Austin from Salisbury,





North Carolina, paired up with Kaitlyn Murray to win the tire pull competition.

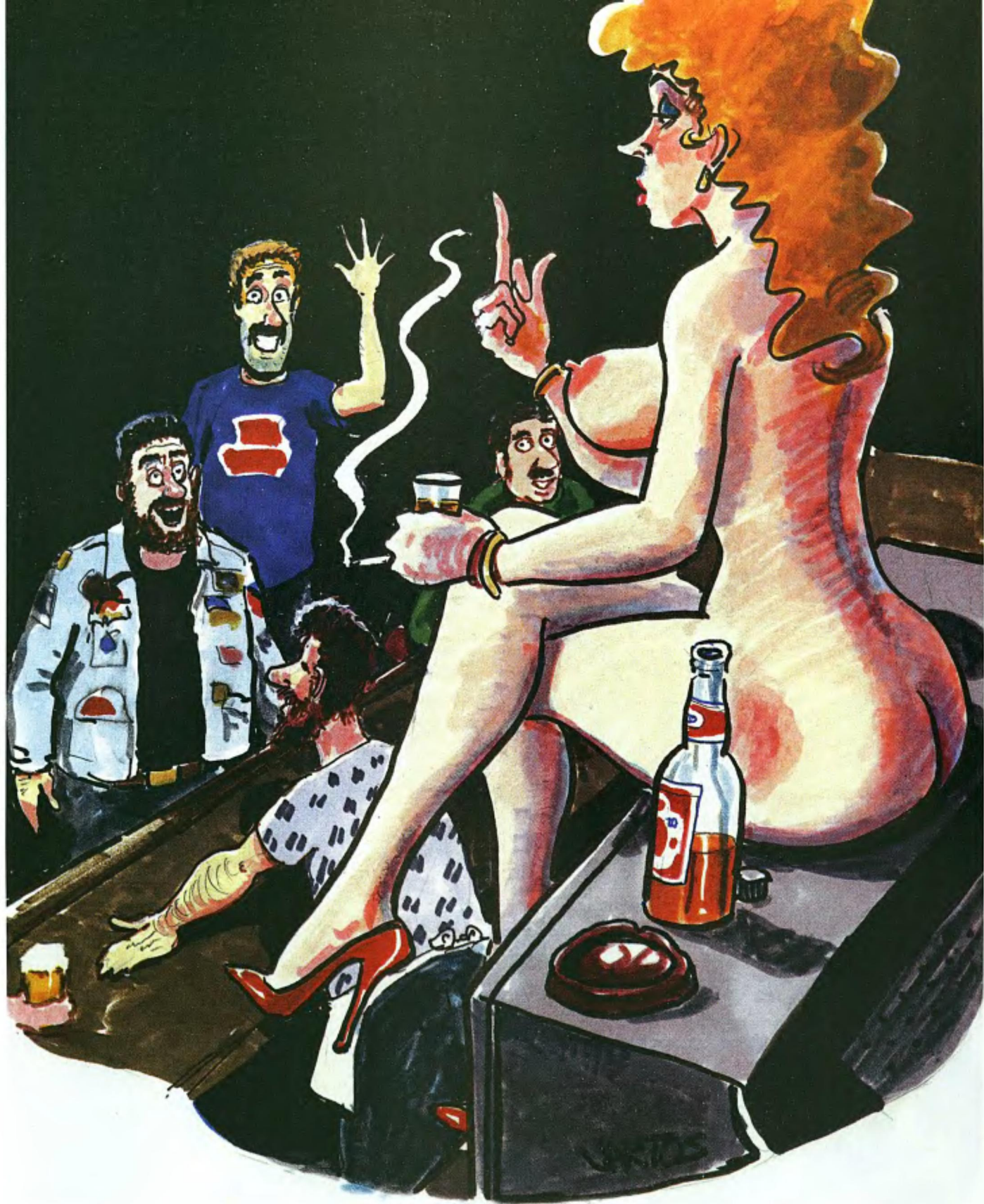
Jason and Robert Tabor squared off in the finals of the solo pulls. Jason held off his dad, receiving 700 points and getting first place. Robert got 400 points for second.

Gas trikes pitted Robert Tabor against Wayne Houston in a battle for 700 points and first place. Robert pulled his way to first leaving Wayne with second place. Robert's dad, Harold Tabor, took third by out-pulling Pam Albney. Not too shabby for a man over 70!

When all the dust cleared on this year's Grand Nationals, although Robert Tabor earned the Top Cowboy Award, it just wasn't good enough to unseat Jason as Grand National Champion for the 2012 season. Jason out-pointed Robert by more than 2,000 points. That makes six years in a row that Jason has won the top title. The ten years prior to Jason's run of six, his old man won 10 straight. Will Jason duplicate his dad's remarkable feat? Only time will tell. —Big Tom



Photos: Billy Timney



"TV's broke again?"

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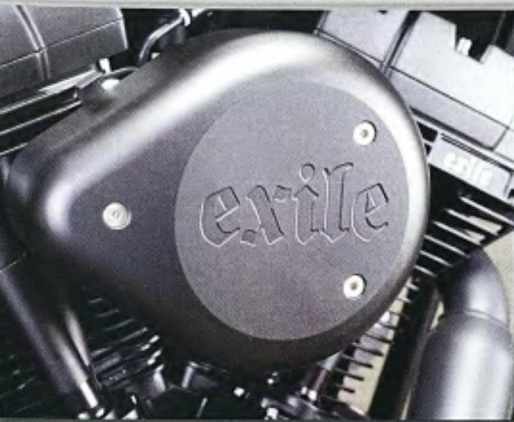
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It feels like you're riding one of
Harry Potter's broomsticks...





GOIN' TO GABON

EXILE DRAGSTER FLIES 8,300 MILES

Russell Mitchell gets plenty of calls from around the country and overseas for his Exile Cycles custom bikes, but he realized postage would be especially high when a customer wanted a bike air expressed to Libreville, Gabon, some 8,300 miles away from Los Angeles. "The crate wasn't large enough for all the first class stamps," Russell jokes.

The client, Alfred Bongo, wasn't worried about the postage, and moreover didn't mind the fact that Gabon's monsoon season spans nine months. He was looking for something to blast around the capital city during the dry season from June through August, a narrow window but not a day wasted for the avid motorcyclist.

It started well over three years ago when Alfred, a French speaking, prosperous-looking fellow showed up one day at Exile Cycles with a lady friend who served as interpreter. He was looking for a bike ready to go and ended up buying a bike off the floor owned by one of the Exile crew. It was also learned that Alfred had Jesse James build him a couple of bikes before Jesse closed his West Coast Choppers shop. Jesse confirmed that Alfred was the real deal, just a bit slow in making final decisions about details and such.

"About a year later he decided he wanted us to build him another bike," Russell says. He liked a blacked-out dragster-looking thing we had built way back when that we





The customer was keen on going for one of JIMS' 100+ HP race motors.



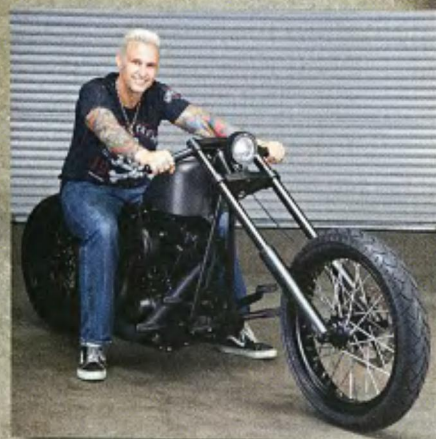
had called "Dragster." Alfred just wanted some further refinements and a few little tweaks. It took about a year for those tweaks to be decided on, like color, tires, rubber or gnarled grips, etc. "As far as motors, we use a lot of TPs, but in this case, the customer was keen on going for one of JIMS' 100+ HP race motors and transmission combo, which we've also used," Russell recalls. "Eventually, after many months, we hammered out all the details that Alfred wanted. Then building the bike was the easy part." Asked how the bike runs, Russell says, "It's so sleek and

narrow, it feels like you're riding a tube or flying on one of Harry Potter's broomsticks."

As we write these words, the bike is flying toward Gabon, and by the time you read the story, the "Dragster" will have arrived at its new home and Alfred will be enjoying it. We are awaiting some snaps of the bike in action around Libreville. "I told him it would be cool to get a picture of something that represented his country—maybe the bike with a giraffe or whatever fauna and flora they have," Russell grins. "We'll just have to wait and see."

—Paul Garson





The dashing Lord of badass bikes, Mr. Russell Mitchell.



Owner: Alfred Bongo

City: Libreville, Gabon

GENERAL

Designer: Exile Cycles

Fabrication: Exile Cycles

Year/make: 2012 Exile Cycles

Model: "Dragster"

Assembly: Exile Cycles

Time: 6 months

ENGINE

Year/make: 2012 JIMS

Displacement: 120 cubic inches

Cam: JIMS

Ignition: Thunderheart

Pistons: JIMS

Heads: JIMS

Lifters: JIMS

Carb(s): S&S Super G

Air cleaner: Exile Cycles

Pipes: Exile Cycles Monster Shotgun

TRANSMISSION

Year/make: 2012 JIMS

Modifications: 6-speed

Shifting: forward controls

PAINTING

Painter: Tony Markus

Type/color: graphite gray,

satin black

FRAME

Year/make: 2012 Daytec, Exile Cycles

Rake: 45 degrees

Stretch: 2 inches over
in the front legs

Shocks: rigid

ACCESSORIES

Bars: Exile Cycles clip-ons

Handlebar controls: Exile throttle,
twist clutch

Fenders: Exile Cycles Trojan

Headlight: STP

Taillight: Lazar Star

Pegs: Exile Cycles

Electrics: Exile Cycles

Gas tank: Exile Cycles

Oil tank: Exile Cycles

Oil system: JIMS

Seat: Exile, LePera

Grips: Exile Cycles

FORKS

Type: STP 6-degree trees

Extension: Mean Street sliders

Builder: Exile Cycles

WHEELS

Size: 21-inch front, 15-inch rear

Wheels: Exile Cycles Monster Wheels

Tires: 120 Metzeler front,
230 Avon rear

Brake: Exile Cycles Sprocket Brake

Photos: Jimmy Forrest

Contact: Russell Mitchell

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IN THE WIND

Four nostrils flaring, both man and beast suddenly picked up the strong scent of pussy.

—Lou Camerota, Route 13 Ride, New Castle, Del.



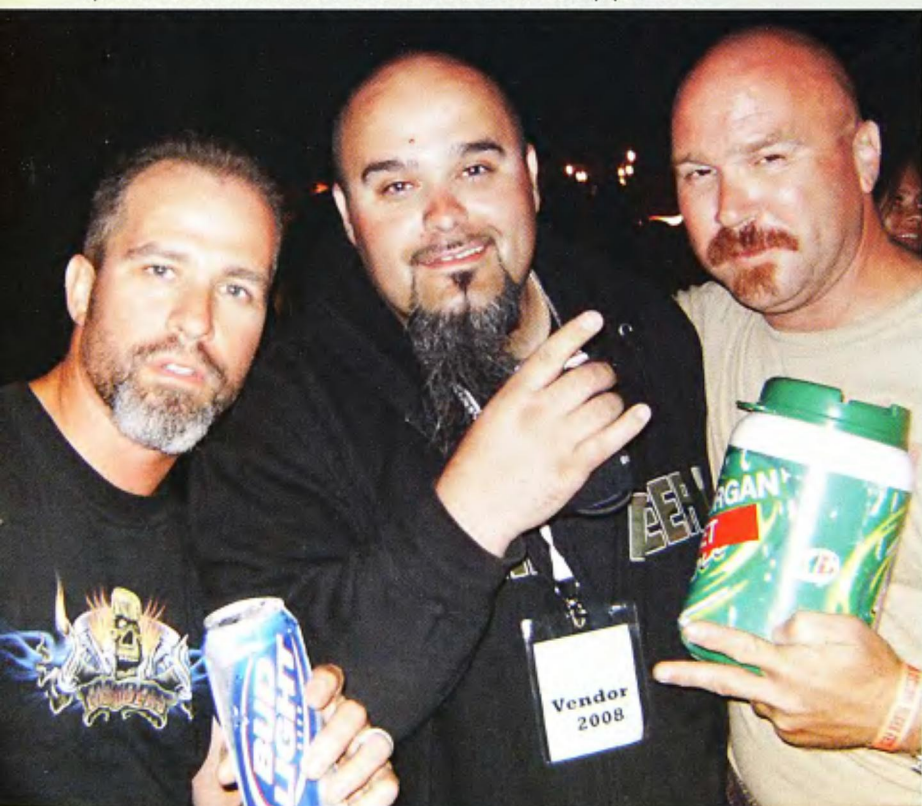
Bikers Against Child Abuse ride sponsors/supporters. Don't make these people have to spank you.

—Terry Bert, BACA Ride 2012, Los Angeles, Calif.



Sportster fan twists the wick. It's all fun until a bee flies up your shirt.

Lou Camerota, Route 13 Ride, New Castle, Del.



Three sheets to the wind at the Bean Blossom Bikerfest.

—Angela Otto, Portage, Mich.



Riding to the Rockies.

—Albert "AJ" Copley, Maricopa, Ariz.



"That's right, you heard us...Shirts are for pussies."

—Paul Shermer, Greensboro, N.C.



It takes so little to make us happy. —The Boy Scout, Columbus, Ohio



She is ready to go. Now.

—R&D Norton, RAD Photography, Santa Rosa, Calif.



Brother Kevin, living large in Sturgis, takes a knee at the drive-through shovelhead.

— Kevin Goldstein, Simi Valley, Calif.



Ace and Go Face welcome one and all to the reservation.

— Ace Fuson, Riverside, N.J.



Panhead Billy and Steve—Classics. — Terry Bert, Frazier Park, Calif.

A woman with long blonde hair and purple eye makeup stands behind a large stack of Harley-Davidson beer cans. She has a tattoo on her chest that reads "Talon Tastrophy" and another on her abdomen. She is wearing a black bra and a black glove on her right hand. The background is a brick wall.

A giant stack of Harley
beer and tattooed-titty
chick Talon Tastrophy
in what appears to be
an abandoned prison.
Who hasn't had this
dream before?

—The Boy Scout,
Columbus, Ohio

Each month the best pictures our readers send us are printed here. We prefer digital art, but can also use only good, in-focus, black-and-white or color prints. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff, these photos typify the fun, excitement, and freedom of biking. We now pay \$50 for each full-page color photo, \$30 for half-page color photos, \$20 for color photos

printed smaller than half-page and \$20 for every black-and-white picture printed. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions. Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: **Easyriders In The Wind**, P.O. Box 3000, Agoura Hills, CA 91376-3000.



FRED'S

Snow Crab
Less

OPEN

Thunder Beach 2012

It's time again to put away your leathers for another year, time to shake off that cold weather and migrate toward warm gulf waters and pristine beaches. In spring each year along a 27-mile stretch of white sand and emerald green waters, thousands converge on the gulf beachfront that is Panama City Beach, Florida.

Spring break in PC is now a rite of passage for the puking party crowd, otherwise known as the

college spring breakers. But, just as those with their newly found freedoms are drawn southward toward the heat of spring break, so are many riders of the two-wheeled clan whose destination is the annual Thunder Beach Rally. Celebrating its 14th anniversary this year, the event lived up to its reputation for good times and tiny swimsuits. Ride-in bike shows, poker runs, bikini contests, wet T-shirts, a bike parade, The Ives family motorcycle

stunt team and their "Wall of Death," live music filling your ears at every corner, bikini bike washes in front of damn near every bar along Front Beach Road, and vendors galore hawking everything related to motorcycling, made for some spring rally exploits that won't soon be forgotten.

Typical of most resort-style beach towns, PC offers bars lining the beach street on both sides. If your game is to hit them all, you're

gonna need more than a weekend. Thunder Beach favorite haunts include Pineapple Willy's, Club LaVela, Ms Newby's, Sandpiper Beacon, Sharkey's, and newcomer Wicked Wheel—a motorcycle-themed bar and restaurant where you belly up to the bar sitting atop half of a chopped up motorcycle. A little less crazy but certainly still hoppin' are Matty's, The Red Door, Hooters on the Beach, Hammerhead Fred's, and Whiskeys Saloon.





Most were stops on one of three poker runs, and many had live entertainment day and night. All were heavily supplied with pretty little things at the ready to supply you with your favorite beverage of choice.

Club LaVela with its raucous, pool-side, spring break-style contests acted as ground zero. It certainly gave those searching to re-live their college days ample opportunity to do so. The ladies of our "biker-clan" came out proud to show those college Twinkies what a trip to the beach is really about. Evenings at LaVela were also the place to be for the headliner bands, like Buck-cherry and Jackyl. On Saturday night, Eclipse finished off LeVela's Thunder Beach party.

As this rally continues to grow in

popularity, the official start moves ever so slowly forward into the week. This year, the kick-start to the weekend found Jasmine Cain rockin' the Shores of Panama at the official Kick-start Party, now on Wednesday. Following Jasmine's brand of rowdy rock, the first of three preliminary bikini contests for Miss Thunder Beach was held. Just as things started to wind down at the Shores, Pineapple Willy's picked up the ball and threw out an awesome pre-Thunder Rally post-Kick-start party which continued into the wee hours.

Women in bikinis aren't the only eye candy at this beach bash. The event also features two custom bike shows. On Friday, anyone who favors older and traditional motorcycles had plenty to gawk at the Ms. Newby's Old School





Bike Show. Picking a favorite was difficult, but we managed to snag one particular standout from the show for an upcoming *Easyriders* feature. Keep your eyes peeled for "Flat Broke" coming at you soon. If your style preference is of a slightly newer flavor, The Best of the Beach Custom Bike Show had Pier Park packed with customs on Saturday showcasing 16 classes of custom choppers, baggers, bobbers, metrics, and even a few trikes all competing for \$15,000 in cash and prizes.

One of the most awe-inspiring events during Thunder Beach has to have been the Kevin Kight Memorial Parade. Thousands of rally attendees, many of whom are local to the area, lined up for a motorcycle-only parade down Front Street in honor of a fallen local police officer.

Proceeds from the parade were designated for deserving children and families in the Bay County area through the Cops and Kids program.

Although Saturday's party continues well into the night, a fitting climax for a rally at a beach is the beachside sunset finals of Miss Thunder Beach. The preliminary winners from the three previous contests compete in a head-to-head, tit-to-tit runway bikini strut to win a handful of cash and ultimately wear the banner of Miss Thunder Beach. It's not a bad way to wrap up the first beach rally of spring.

Surrounded by bikini-clad ladies watching an awesome sunset, I lift my margarita and toast the two-wheelers. "See you next spring for another round."

—Don Rogers

An 8-year-old girl went to her grandfather, who was working in the yard and asked him "What is a couple sex?"

The grandfather was surprised that she would ask such a question, but decided that if she's old enough to know to ask the question, then she's old enough to get a straight answer. Steeling

himself to leave nothing out, he proceeded to tell her all about human reproduction and the joys and responsibilities of intercourse. When he finished explaining, the little girl was looking at him with her mouth hanging open, eyes wide in amazement. Seeing the look on her face, the grandfather asked her, "Why did you

ask this question, honey?"

The little girl replied, "Grandma says that dinner will be ready in just a couple secs."

*Sister Vina
Crazies Town, Iowa*

A state trooper pulled a biker over and after inspecting his license and registration, informed him that he was going to have to spend the night in jail.

"What's the charge?" the biker demanded.

"None," replied the officer. "It's all part of the service."

*Rocky Meyerson
W. Palm Beach, Florida*

A biker at a bar offered two ladies \$200 to sleep with him. One lady stormed off but the other remained cool, calm, and collected.

*Keith Damm
Susanville, Calif.*

Q How many rednecks does it take to eat a possum?

A Three. One to eat it and two to watch for cars.

*Eddie Burnett
Represa, Calif.*

George got home and found a man in bed with his ol' lady. Furious, he asks the guy, "Who the hell said you could sleep with my ol' lady?"

The man replies, "Everybody!"

A woman was asked how she feels about condoms.

"Dunno," she says, "depends on what's in it for me!"

*Mary Martinez
Stockton, Calif.*

My youngest son was thrown out of school today for letting a girl in his class give him a hand-job. As his father, I said to him, "Son, that's three schools this year alone. You had better stop before you are banned from teaching altogether."

The wife suggested that I get myself one of those penis enlargers, so I did. She's 21 and her name is Lucy.

*Grinch
Ridgewood, New Jersey*



"The tattoo is on my ankle. Why did I have to take my top off?"

EASYRIDERS RODEO

This issue of *Easyriders* features coverage of the grand finale of our annual motorcycle rodeo tour, The Chillicothe Grand Nationals. To commemorate this celebration of lust, dust, mud, and blood, we offer a David Mann original painting that first appeared in the May 1988 issue of *Easyriders*. The Easyriders Rodeo showcases modern day gladiators on iron steeds competing for cash, prizes, trophies and glory. The Easyriders Rodeo has become a two-wheeled tradition each summer, bringing the all-American *Easyriders* biker lifestyle to the masses.

—Dave Nichols



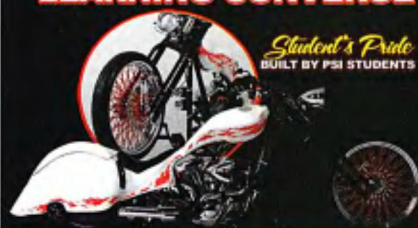
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Item 50899 shown

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HARBOR FREIGHT TOOLS - LIMIT 1 Save 20% on any one item purchased at our store. Coupon good at our stores or website or by phone. Cannot be used with other discount, coupon, gift cards, inside Tool Club membership, phone or online orders, extended service plans or any of the following: compressors, generators, tool storage or carts, welders, floor jacks, hand saws, power tools, open box items, in-store event or display set sale items. Not valid on prior purchases after 30 days from original purchase date with original receipt. Non-transferable. Original coupon must be presented. Valid through 3/29/13. Limit one coupon per customer per day.

US • GENERAL 580 LB. CAPACITY FOUR DRAWER TOOL CART
LOT NO. 95859

\$9999
REG. PRICE \$229.99

SAVE \$130

Item 50899 shown

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NITRILE GLOVES PACK OF 100
MEDIUM LOT NO. 68496/37050
LARGE LOT NO. 68497/37051/97562
X-LARGE LOT NO. 68498/37052/97563

\$599
REG. PRICE \$9.99

SAVE 40%

Item 68496 shown

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TORQUE WRENCHES PITTSBURGH
1/4" DRIVE LOT NO. 2696
3/8" DRIVE LOT NO. 807
1/2" DRIVE LOT NO. 239

\$999
REG. PRICE \$34.99

SAVE 71%

Item 2696 shown

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CENTRALPNEUMATIC 20 OZ. GRAVITY FEED SPRAY GUN
LOT NO. 47016/67181

\$999
REG. PRICE \$29.99

SAVE 66%

Item 47016 shown

HARBOR FREIGHT TOOLS - LIMIT 8 Good at our stores or website or by phone. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 3/29/13. Limit one coupon per customer per day.

4-1/2" ANGLE GRINDER drillmaster
LOT NO. 95578/60625/69645

\$999
REG. PRICE \$19.99

SAVE 50%

Item 95578 shown

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CENTRALPNEUMATIC 17 PIECE AIR TOOL ACCESSORY KIT
LOT NO. 68236

\$499
REG. PRICE \$9.99

SAVE 50%

Item 68236 shown

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HEAVY DUTY CHAIN BREAKER
LOT NO. 66488

\$799
REG. PRICE \$15.99

SAVE 50%

Item 66488 shown

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PNEUMATIC ADJUSTABLE ROLLER SEAT US • GENERAL
LOT NO. 46319

\$1999
REG. PRICE \$29.99

SAVE 33%

Item 46319 shown

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7 FT. 4" x 9 FT. 6" ALL PURPOSE WEATHER RESISTANT TARP
LOT NO. 87769/9129/89137/89248

\$279
REG. PRICE \$6.99

SAVE 60%

Item 87769 shown

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CENTRALPNEUMATIC 3/8" AIR RATCHET WRENCH
LOT NO. 47786/47214/60631

\$1499
REG. PRICE \$24.99

SAVE 40%

Item 47786 shown

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18 PIECE T-HANDLE BALL POINT AND HEX KEY WRENCH SET PITTSBURGH
LOT NO. 95645

\$1199
REG. PRICE \$17.99

SAVE 33%

Item 95645 shown

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MIG-FLUX WELDING CART
LOT NO. 90305/69340

\$3499
REG. PRICE \$59.99

SAVE 41%

Item 90305 shown

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CENTRALPNEUMATIC 3 GALLON, 100 PSI OILLESS PANCAKE AIR COMPRESSOR
LOT NO. 95275/86637/69486

\$3999
REG. PRICE \$79.99

SAVE 50%

Item 95275 shown

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ALUMINUM MOTORCYCLE WHEEL CLEANING STAND
LOT NO. 98803

\$2099
REG. PRICE \$34.99

SAVE 40%

Item 98803 shown

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MOTORCYCLE STAND/WHEEL CHOCK US • GENERAL
LOT NO. 97841

\$3999
REG. PRICE \$89.99

SAVE 55%

Item 97841 shown

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90 AMP FLUX WIRE WELDER
LOT NO. 66887

\$8999
REG. PRICE \$149.99

SAVE \$60

Item 66887 shown

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Central Hydraulics LIGHTWEIGHT ALUMINUM MOTORCYCLE LIFT
LOT NO. 94715/60636

\$9999
REG. PRICE \$199.99

SAVE \$100

Item 94715 shown

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PITTSBURGH 1000 LB. CAPACITY MOTORCYCLE LIFT
LOT NO. 68892/91764/9904

\$29999
REG. PRICE \$599.99

SAVE \$300

Item 68892 shown

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7 PIECE RATCHETING COMBINATION WRENCH SETS PITTSBURGH
SAE LOT NO. 96864
METRIC LOT NO. 93952

\$1799
REG. PRICE \$39.99

SAVE 55%

Item 96864 shown

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PITTSBURGH RAPID PUMP 1.5 TON ALUMINUM RACING JACK
3-1/2 PUMPS LIFTS MOST VEHICLES

\$5999
REG. PRICE \$119.99

SAVE \$60

Item 68553 shown

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7 FT. 4" x 9 FT. 6" ALL PURPOSE WEATHER RESISTANT TARP
LOT NO. 87769/9129/89137/89248

\$279
REG. PRICE \$6.99

SAVE 60%

Item 87769 shown

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CHICAGO ELECTRIC WELDING 90 AMP FLUX WIRE WELDER
LOT NO. 66887

\$8999
REG. PRICE \$149.99

SAVE \$60

Item 66887 shown

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SUPER COUPON!

CENTRALPNEUMATIC
1/4" AIR ANGLE
DIE GRINDER
LOT NO. 32046/69945
Item 32046 shown

SAVE 50%

\$999

REG. PRICE \$19.99

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SUPER COUPON!

**12 VOLT MAGNETIC
TOWING LIGHT KIT**
HaulMaster
LOT NO. 69933/67455/
69933/69626
Item 69933 shown

SAVE 66%

\$999

REG. PRICE \$29.99

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SUPER COUPON!

**10 PIECE BEARING RACE
AND SEAL DRIVER SET**
LOT NO. 55853

SAVE 50%

\$1999

REG. PRICE \$39.99

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SUPER COUPON!

**MOTORCYCLE
WHEEL CHOCK**
HaulMaster
LOT NO. 96348/
69926/69392
Item 96348 shown

SAVE 46%

\$2699

REG. PRICE \$40.99

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SUPER COUPON!

**SUPER-WIDE TRI-FOLD
LOADING RAMP**
HaulMaster
LOT NO. 90018/69595/
60334
Item 90018 shown

SAVE \$75

\$6999

REG. PRICE \$149.99

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SUPER COUPON!

**3200 WATT/4000 MAX. WATTS
PORTABLE GENERATORS
(212 CC)**
PREDATOR
LOT NO. 68526/
67560/69676/69729
LOT NO. 68527/
69675/69728/
CALIFORNIA ONLY
Item 68526 shown

SAVE \$160

\$28999

REG. PRICE \$449.99

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SUPER COUPON!

**5 SPEED
DRILL PRESS**
CENTRAL MACHINERY
LOT NO. 38119/44506/69238
Item 38119 shown

SAVE 44%

\$4999

REG. PRICE \$99.99

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SUPER COUPON!

**4 PIECE 1" x 15 FT.
RATCHETING
TIE DOWN SET**
LOT NO. 50564/
60465
Item 50564 shown

SAVE 52%

\$799

REG. PRICE \$16.99

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SUPER COUPON!

**CENTRAL PNEUMATIC
3" HIGH SPEED AIR
CUT-OFF TOOL**
LOT NO. 47077/60243/
67425/69473/60374
Item 47077 shown

SAVE 65%

\$699

REG. PRICE \$19.99

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SUPER COUPON!

**FLUORESCENT
WORK LIGHT**
CHICAGO ELECTRIC
POWER TOOLS
LOT NO. 92679

SAVE 33%

\$999

REG. PRICE \$14.99

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SUPER COUPON!

**ADJUSTABLE SHADE
AUTO-DARKENING
WELDING HELMET**
ECLAIR
LOT NO. 46092

SAVE 47%

\$3699

REG. PRICE \$69.99

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SUPER COUPON!

**CENTECH
NON-CONTACT INFRARED
THERMOMETER WITH
LASER TARGETING**
LOT NO. 96451/60465
(Requires two AAA
batteries (sold separately))
Item 96451 shown

SAVE 58%

\$2499

REG. PRICE \$59.99

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SUPER COUPON!

**10" SLIDING
COMPOUND
MITER SAW**
CHICAGO ELECTRIC
TOOLS
LOT NO. 96199/69681
Item 96199 shown

SAVE \$65

\$8499

REG. PRICE \$149.99

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SUPER COUPON!

**36 LED SOLAR
SECURITY LIGHT**
Bunker Hill Security
LOT NO. 98085/60498/
69644/69693
Includes 1.2 volt
600mAh 6 volt NiCd
rechargeable battery pack

SAVE 28%

\$1799

REG. PRICE \$24.99

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SUPER COUPON!

**CENTECH
AUTOMATIC
BATTERY FLOAT
CHARGER**
LOT NO. 42292/
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Tulley's



"Have a nice day, Mr. Tulley," said the disingenuous little droid behind the glass. Tulley walked right past her without so much as his usual grunt. He had a right to be rude today hadn't he? He had just been gut kicked by a mule.

He strolled across the nicely appointed lobby that his wife's insurance had paid for and pushed through the double doors before the auto system could swing them open. He kept up the pace as he crossed the parking lot toward his waiting hog. He grabbed his mandatory helmet from the rearview where it always perched whenever he left his sled parked and slapped it on as he threw his leg over the beast and hit the button.

Tulley smiled as he always did when he heard her settle into the lumpy idle of a well cared for Harley. She sounded surly and agitated, which

suited him just fine. He sat listening to her for a long moment, as he gathered his thoughts. What was it the doc had said? Three months, maybe five at the outside, if he was lucky. There was good news, though; there wouldn't be much pain until the final days.

Funny, he thought to himself. *That's what passes for good news today.* He chuckled, and right then he knew just where he had to go. He kicked the big machine into gear and headed out into traffic. He weaved, bobbed, and split lanes all the way to her job and pulled up right in front, and left the bike in the fire zone. When a goody, goody employee walked over and told him he had to move his sled, he just said, "Touch it and I'll break both your arms." Yeah, that was Tulley, all charm and good manners.

He walked over to his wife's work station

and she (his best friend) grinned up at him as soon as she saw his bulk standing in front of her. "C'mon Hon, we're going riding."

She could see he was serious and she reached for her purse and jacket right away. She always wore her leather on these fall days for that "just in case" moment when he would walk through the door. "Just give me a sec, okay?"

"Yeah, sure babe, no hurry." He forced a broad smile. He watched her walk over to her supervisor, and for a moment it looked like the jerk was going to give her a hard time, but after a glance in Tulley's direction, he said, "Sure, no problem Maria. See you Monday."

Maria walked towards the exit hand-in-hand with her man. It always made him feel good to walk with her. She would always smile and hold her head up high, just as if she were

Ride

He kicked the big machine into gear
and headed out into traffic.



walking with the King of England and not just some hairy, old scooter tramp.

When they reached the bike, Tulley popped the lid of his saddlebag and pulled out another shorty helmet and a pair of her riding boots. They were always there for these days. Lately their riding days had become few and far between, with his constant doctor visits and his part-time welding gig at Tiny's Choppers, but today was the perfect day for it in more ways than one. He hopped on and waited. He watched her bend over to slip on her boots and grinned the way he always did when he saw the spread of her round ass. These days it was a bit wider and her crow's feet were a little deeper, but he recalled the Japanese proverb which says, "When there is love, even smallpox scars look as lovely as dimples," or some such thing.

It was true—he loved everything about her. It had been so ever since she picked him up from the dirt, dusted him off, and basically made his life worth living. She stowed her work shoes and purse in the saddlebag and stepped up on the rear peg and gracefully threw her leg over theissybar and sat down with a grin. "Where to, handsome?"

"Wherever we end up." He punched the button, and back came the smile. He guided the big hog expertly through the parking lot and out into the late morning traffic. He split lanes a little more carefully with her tucked in behind him. She moved fluidly with the motion of the bike. It seemed that being on two wheels was the magic catalyst that blended them together and made them one.

He made his way up to the Blue Ridge and

together they enjoyed the crisp air and colorful leaves. It was still early in the season and the parkway wasn't too crowded with "leafers" and overloaded motorhomes, so the ride was pleasant. Riding the ever-twisting highway gave them the sensation of flying close to the ground. He glanced up through a break in the trees to see the billowy white clouds, scudding happily across the bright blue sky, like sailing ships in some hallowed harbor. He inhaled the fresh, clean air, deeply into his lungs and felt the true joy of this wonderful lifestyle.

They stopped for a brief time at a roadside inn just off the Parkway. While they were sharing a coffee, an elderly gentleman walked up to their picnic table and introduced himself. He regaled them with tales of Korea and of motorcycles he had raced as a younger man. He spoke wistfully of his long-gone wife and told them both how lucky they were.

With the sun sinking lower in the sky they exchanged phone numbers and said their goodbyes. The old fella watched with a broad grin as Tulley started the bike and pulled away. They made their way south to the Interstate and raced home, breaking laws all the way. *Just like the old days* he thought to himself.

Soon they were snaking down the hardpack road that led to their "Little Piece of Heaven," as Maria always called their home. He pulled up the long gravel drive and came to a hard stop in front of the garage. As always Maria was instantly off the bike and throwing up the door so he could pull straight in. As he came to a stop in the old building she leaned in close, kissed him and said,

"Great ride hon, thanks. I'll go get dinner started."

"Good deal, baby. Make those sweet tater fries."

"It's the least I can do for my man," she said with a smile.

Tulley hit the kill switch but left the headlight on and briefly observed the shadows it threw on the wall. The bike began the familiar, "tink, tink, tink" noises as it cooled down. He took a quick glance in the rearview just to watch his wife's ass bounce rhythmically up and down as she walked up the drive towards the house. She had let her beautiful, blue black raven hair down, and it rested just above her pretty behind. How he managed to hold on to such a beauty for all these years he would never know.

Tulley kicked down the stand, dismounted, and grabbed a bottle of detailer and a rag from the shelf and began his evening wipe down ritual. He heard their dogs barking their frenzied greeting as Maria let herself into the house, and he realized quite suddenly that he was arguably the luckiest man alive. It had been a great ride for sure. A long, and happy, and wonderful ride.

—Z. Jakl

Photo: Michael Lichter

Purple Passion

YURIKO'S SURPRISE FROM HOGKILLERS

"Yeah, Yuriko is one crazy girl," Aki Sakamoto says with a laugh. He should know. More a friend than a customer at Aki's Hogkillers shop in Hawaiian Gardens, California, Yuriko, who couldn't speak a word of English when she came over from Japan just a few years ago, nonetheless came with a couple of Harleys in tow. One was a jockey-shift/foot-clutch chopper and the other was a pretty much stock but beat-to-hell 1976 FXE. While Yuriko took off to explore her new country on the chopper, running from California to Texas

and well beyond, she left that '76 with her new friend Aki with the instructions: "Make this one a jockey-shift/foot-clutch bike." That was it, Aki remembers. "Everything else about that build was left up to us. Our choice."

Obviously Aki made some good choices. With no rush on the project, and funding that would come in drips and drabs, the whole thing dragged on for almost four years. The frame Aki began with, replacing that of the damaged Harley, was one of his own, a Hogkillers rigid. "We build them right here," he says.



"Make it a jockey-shift/foot-clutch bike,"
Yuriko said. "Everything else is up to you."
Aki Sakamoto took off from there.



A classic rigid, this time everything was sized to best fit Yuriko. The bike is small. It is also low and it is light. There is not much rake on the 39mm narrow glide front end, either. Darn near stock Harley-Davidson specs, it's set up with Aki's own Hogkillers triple trees. Keeping things close in and tight for Yuriko's pleasure, there's a modest 1-up/2-out stretch, nothing wild. "Really," Aki explains, "everything done to this bike has been done before. No new tricks." But he still managed to work in lots of the Hogkillers magic. Besides downsizing the bike, making it girl-size you might say, Aki whipped up a one-off gas tank. He made the oil tank, a really unique air filter, and a tail section that incorporates both the seat and back fender. It's tricky stuff, no matter what Aki might say.

Continuing that theme of staying classic but doing things a little differently, Aki made up the full stainless-steel exhaust system for the bike's rebuilt-and-hotted-up shovel. The pipes twist and turn and run back into a custom chamber looking kind of like something you'd see on a 2-stroke dirt bike. "But there's nothing inside there," he says. "No baffle or anything like that. It's just a big can. But it sounds pretty good and quiets the exhaust down nicely." When everything was ready for paint Headcase Custom Art



in West Covina sprayed on the colors. Casey Johnson over there completing the intricate panel-painted and fogged work in just two weeks. A striking combination of silver, pink, purple, and magenta, here again all this was left

up to Aki. "I gave Casey some basic ideas," he says, "maybe suggesting some of the colors he might try. He took it from there and did a fantastic job."

The bike was finally finished just a few months ago. So far Yuriko hasn't had much chance to use that jockey shift and foot clutch



she wanted."The bike,after all that time,turned out looking pretty cool,"Aki says."We're kinda proud of it." So is Yuriko, and she has let Aki hang onto it for a while and take it to a few shows."We've been to a couple local shows, out to Sturgis and we're going back to Brooklyn, New York, for an invitational," he says."And so far it's been pretty well received." Little wonder why.

—Joe Kress





Aki Sakamoto of Hogkillers.



Owner: Yuriko
City: Los Angeles, California
GENERAL
Designer: Aki Sakamoto
Fabrication: Aki Sakamoto
Year/make: 1976 Harley-Davidson
Model: FX-based chopper
Assembly: Aki Sakamoto
Time: too long!
Chroming: Bush Polishing & Chrome
ENGINE
Year/make: 1976 Harley-Davidson
Rebuilder: Aki Sakamoto
Displacement: 74 cubic inches
Ignition: Dyna
Cam: Sifton
Carb: S&S
Air cleaner: Hogkillers
Pipes: Hogkillers, stainless steel
TRANSMISSION
Year/make: 1981 Harley-Davidson
Shifting: 4-speed, jockey shift
PAINTING
Painter: Headcase Custom Art/
Casey Johnson
Type/color: House of Kolor/pink, purple,
magenta, silver
FRAME
Year/make: Hogkillers
Type: rigid
Rake: stock
Stretch: 1 inch up,
2 inches out
Shocks: none
ACCESSORIES
Bars: Hogkillers
Handlebar controls: Hogkillers
Fenders: Hogkillers
Headlight: automotive fog lamp
Taillight: Hogkillers
Pegs: Hogkillers
Foot controls: Hogkillers
Gas tank: Hogkillers
Oil tank: Hogkillers
Seat: Hogkillers solo
Grips: Hogkillers
FRONT END
Type: Harley-Davidson 39mm,
2 inches over
Builder: Harley-Davidson,
Hogkillers
WHEELS
Make: laced, custom rims
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: Performance Machine disc,
rear only
Photos: Michael Lichter
Contact: Aki Sakamoto
Hogkillers
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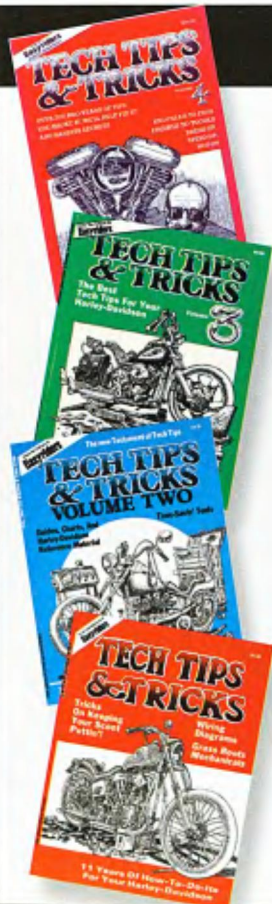
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A blonde woman with long, wavy hair is posing on a black motorcycle. She is topless, wearing only a black lace thong and a necklace. She is looking directly at the camera with a slight smile. The motorcycle's engine and handlebars are visible in the foreground.

Best **BOOBS**

WE ARE JUST REVOLTING!

Why do we have a section in this issue called BEST BOOBS? First of all, because we can! *Easyriders* is the only custom motorcycle magazine in the world that would *dare* to have a section called BEST BOOBS, and, the fact is, this magazine is mostly read by red-blooded American males who enjoy the company of women—as long as they don't talk, that is.

Sure, there are some people (the vast majority of which are probably women) who would point to the obvious fact that *Easyriders* readers are made up of men who never really grew up, like to play with motorcycles, and like to grab a handful of meaty yabos from time to time. Okay, we're guilty of that! We also like to drink beer and belch. That's what this country is all about! We are *free* to drink beer, belch, ride loud choppers, and drool over a dazzling display of boobs such as presented here. In fact, it is only because we have the freedom to do these things that we continue to toe the line, pay the mortgage, get ridiculously in credit card debt and keep America strong. If we couldn't look at tits, we'd all revolt and destroy the system from the roots up because we are rowdy, rebellious bikers and that's our job.

If you want to keep America strong, look at boobs! That's our motto. We strongly suggest that you crack open a cold one, kick back, and enjoy some of the very best boobs from *Easyriders* history.

—Phantom



Best **BOOBS**







Best **BOOBS**



Photos: ER Archives

TIME ON HIS HANDS

CHARLES ETENBURN KEEPS PEN TO PAPER AND HIS HEAD IN THE WIND

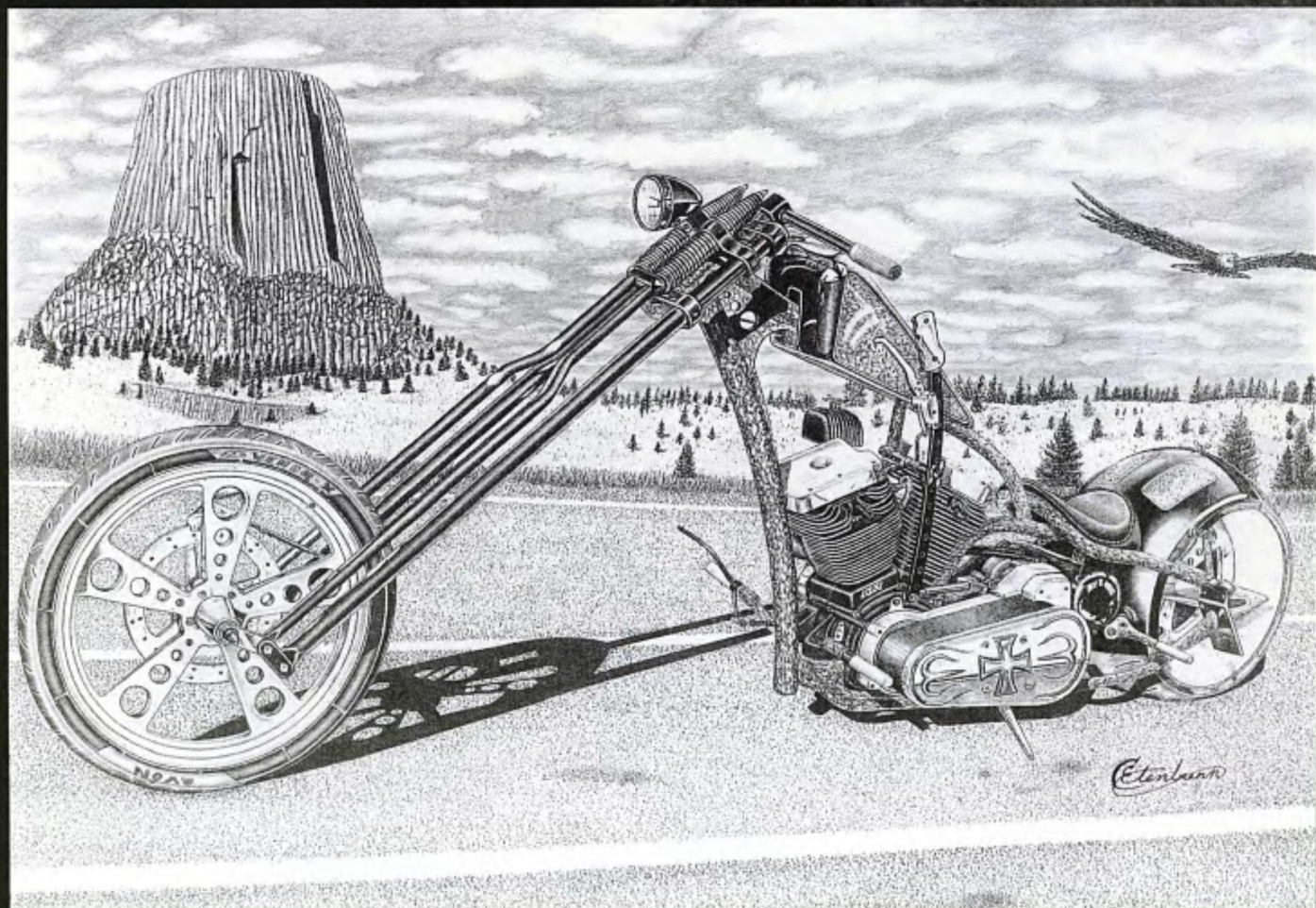


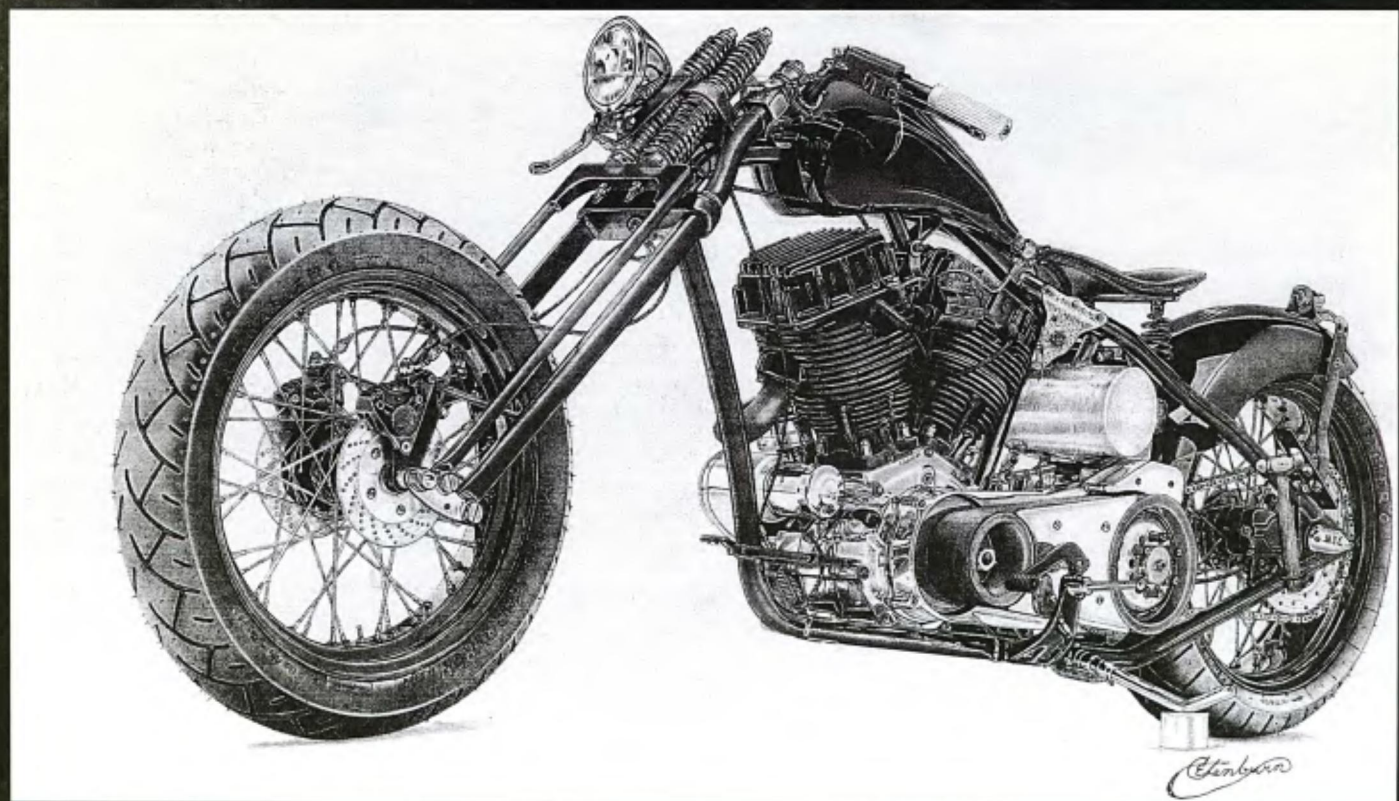
When a biker finds himself with some downtime thanks to a stay at the ol' graybar hotel, one way to keep his spirit soaring and dreaming of the day he can be on two wheels again is by drawing custom bikes. That's what Charles Etenburn, currently residing in Charleston, Missouri, does and he is damn good at it—so good, it turns out, that we thought we'd share some of his rolling iron artwork with you.

Charles writes that the original drawings are 12 inches by 18 inches and he puts between 300 and 500 hours into each one. "My medium," he tells us, "is what we all have lying around somewhere: a ball-point ink pen." His work runs the custom gamut from cool shovelhead rigid bobs, to high-end, Evo-powered, drop-seat choppers. Our editors especially like the drawing of a panhead chop job with a springer front end, apehangers, and peanut tank seen parked before the backdrop of Mount Rushmore.

Charles is hoping that by publishing his art, he might just get hooked up for a subscription to *Easyriders* because, as he tells us, "Mine just ran out." Consider it done, Charles, and keep drawing!

—Dave Nichols







FOURTH OF JULY WITH THE SAME OL' FEELIN'

FREEDOM RALLY XXVIII

Years ago, 28 to be exact, we started the Freedom Rally in Humboldt, Iowa, and I spent a lot of time helpin' security at the gate. There's always extra energy and excitement with checkin' in. Anticipation of the fun weekend ahead and meeting with old friends gets ya fired up. It doesn't take long checkin' in, then it's time for findin' your friends and settin' up camp.

Things have changed through the years, like the location of the party moving to ABATE-owned Freedom Park near Algona. New to the park this year was a stone marker and bench at the west end of vendor row in memory of our lost brothers and sisters. Also new is a top-notch, modern first aid

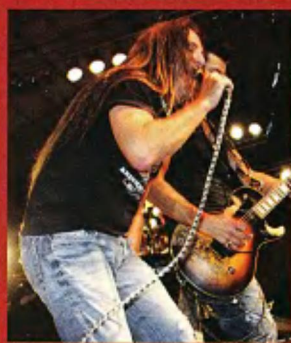
station with three treatment bays. Keeping up the property and making improvements to it is a year-round job.

Bike games have always been popular at the Freedom Rally and new games are always being dreamed up just for the fun of it. For example, one new one is a drive-by shooting contest with paintballs at a target, sometimes by passenger, sometimes just the rider. It's all good stuff, like the ever-popular sled pulls that draw a big crowd. Some of the bands that rocked the Freedom Rally this year were the Kentucky Headhunters, Phil Vassar, Crow and Jackyl.

It was mighty hot this year, so the Cool Down Contest held on the main stage was

welcomed by the girls and the crowd. There were several of the lovely ladies that compete every year, with a few new ones thrown in just to make it more exciting. Steve Moody has hosted the contest since 1990 and tried to retire a couple years ago, but fate wouldn't let him. His replacements have had emergencies each time and that keeps bringin' Moody back to run the show. We're glad as he shows us a good time. Steve invited Nate Ullrich and me to the stage to be guest waterers. We took up our soggy jobs with great enthusiasm and had us a helluva good time—that takes a special talent ya know to get everything watered just right!

I rode up to the rally with my ol' buddies



Ed and Larry. It was the first time in probably 30 years we'd been ridin' together. After a few hours in the heat, they were done and went back to the Casino with promises to reappear later. Larry's son, Chad, hung with me all day at the bar (ya can't drink all day if you don't start in the morning) and half the night. My new friend Kim (met 'er at Summer Hummer in Wisconsin) showed up, and the three of us had a few coldies and a good time.

Clay Johnson would be proud of what a few of us started 28 years ago. His original idea of what it could become is what it is today. The Freedom Rally staff consists of veterans of all the years, along with some new blood, and they know how to throw a great party and gets things done safely and professionally. A huge nod goes to ABATE of Iowa and its active members.

—Clean Dean
ABATE of Iowa membership #91

Photos: Nate Ulinch

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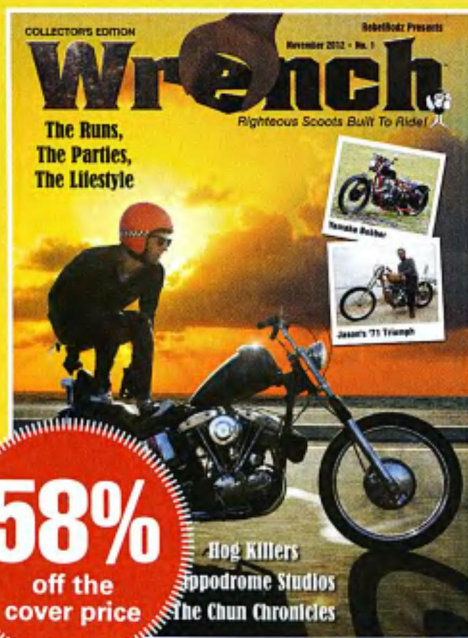
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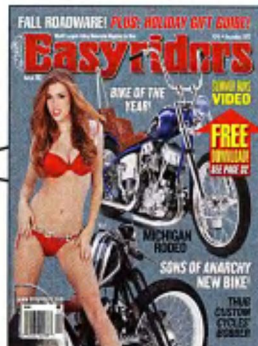
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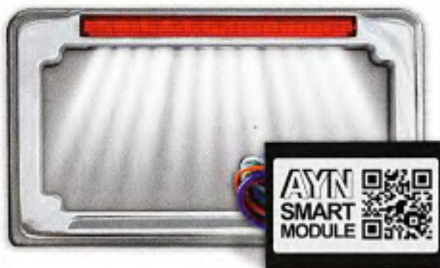
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Covers fit all Victory Freedom Motors with standard clutch (NOT hydraulic), are proudly made in the USA, and come with mounting hardware.

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Drag Specialties Illuminated Handlebar Switch Kits (*above*) feature LED illuminated switch caps. The switches have color-coded, 48-inch leads with black protective covers for quick and easy installation. The kits feature all required switches found on the most standard Harley models (not including the radio/cruise switches). Kits are available in chrome and black for the perfect match for your ride. Retail prices start at \$179.95.

Drag Specialties
www.dragspecialties.com

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Built in America, by Americans, using only American billet, the Reaper forward control (*below*) adds the perfect touch of evil to your beast. This control will have heads turning on the road or at the show. Sturdy diamond grip rubber provides the traction, and smooth wet chrome or black lustrous anodize add the final touch to your build.

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NEW EASY SQUEEZE HANDLEBAR REDUCES CLUTCH LEVER REACH

The new Easy Squeeze Reduced Clutch Reach Handlebar (\$119.95) from Harley-Davidson (*below*) features an offset clutch-side grip that moves the palm a half-inch closer to the clutch lever. This position provides improved leverage and permits the rider to reach the clutch lever with the stronger part of the hand, reducing hand fatigue while riding in traffic. Available to fit the 2007-and-later Sportster SuperLow, 2006-and-later Softail Deluxe, and 1986-and-later Heritage Softail Classic models, each Easy Squeeze Reduced Clutch Reach Handlebar is shaped as a direct replacement for the OEM bar, so installation requires no changes in cables or brake lines on specified models. The kit includes a left-hand grip styled to match the OEM rubber throttle-side grip.

Harley-Davidson
www.harley-davidson.com



Kirk Taylor's Pandemonium-Powered Show-Winner

The Dirty Boot

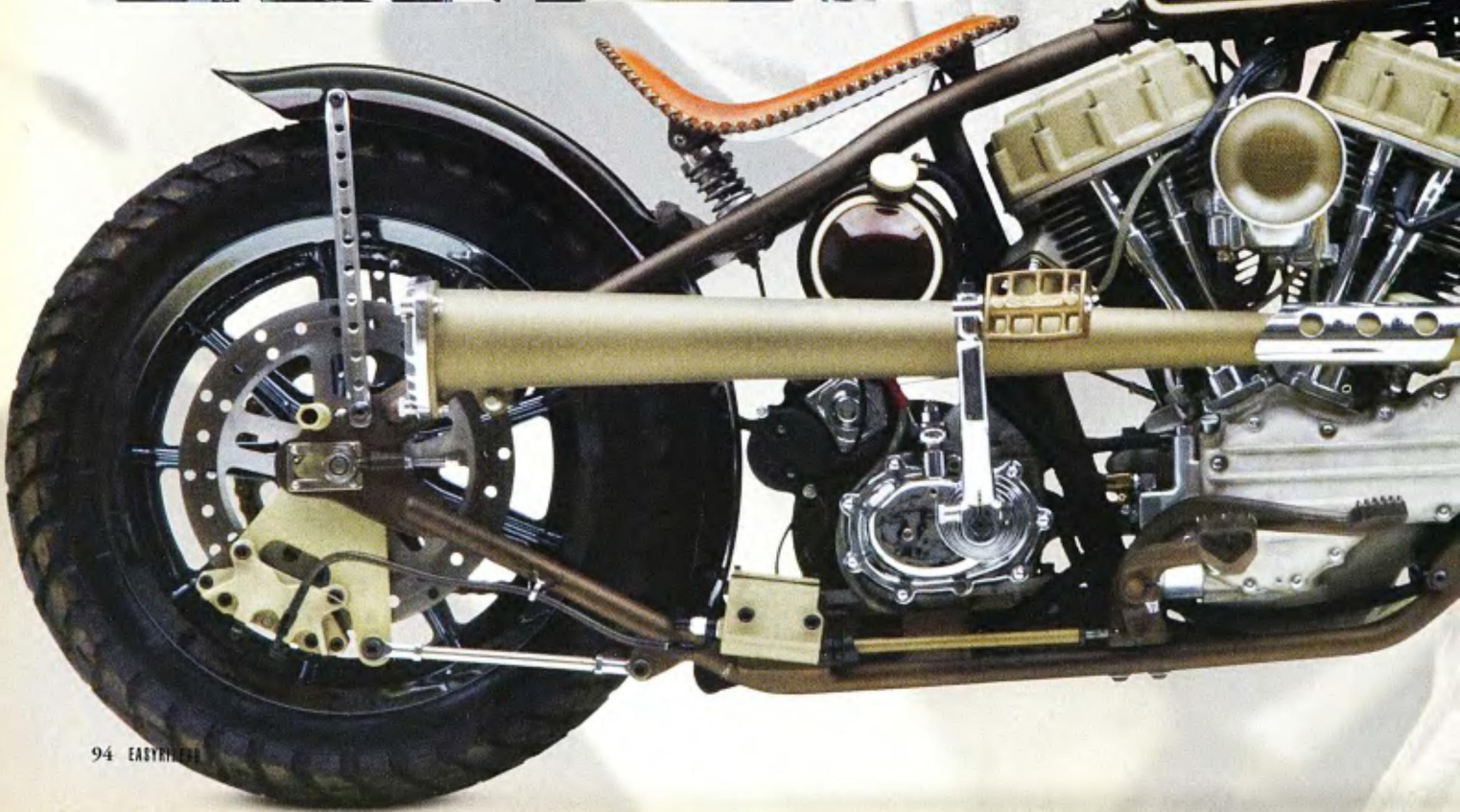
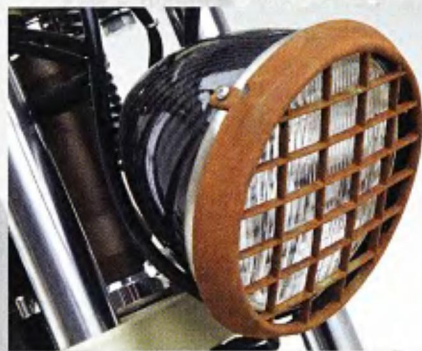
For nearly 25 years Kirk Taylor of Novato, California, Custom Design Studios has been busting out a long line of show-winning paint jobs and scratch-built customs. One of his more recent accolades was the First Place win at the Custom Chrome International Bike Show in January 2012 for the bike seen here.

You could say it is a bike you can kick butt with. Kirk named this one "Dirty Boot" after a customer told him about his old 1960s clapped out drag car with that name, but also because Kirk grew up on dirt bikes in the 1970s. It has a kickstarter, but there is also a button you can push, a concession made for Kirk's wife who took a shine to riding the bike as well.



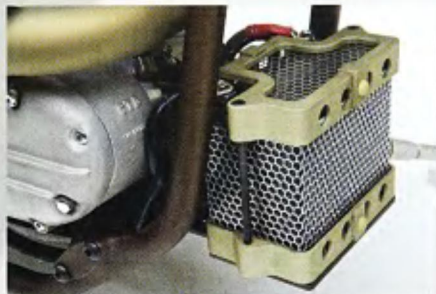
A bike you can kick butt with!
At 2,500 rpm you're loping
along at 80mph.





"I started it as a personal project, my intention to cross from the dirt, to the street, to custom," Kirk tells us. "The gas tank is a hold-over from the '70s Enduro influence. The rest of it was all just stuff in my head. Like what would you ride in the mid-50s on flat track, a KR or a Triumph, right? But I also used factory FXR mag wheels and FXR mid-controls. That tiny front fender was five bucks at a swap meet and riding high off the tire gives the motocross vibe."

As far as the powerplant, a while back Kirk had taken part in a TV show bike build segment and received a Custom Chrome Pandemonium motor that he slipped onto the Dirty Boot project. "It's a nice little cruiser, and it's got really tall gearing, a prototype 44-tooth rear sprocket that Roland Sands gave me," Kirk says.



"First gear's good for 40 mph, and at 2,500 rpm you're loping along at 80 mph. It's also got those trick Bridgestone dual purpose tires, 80 percent street and 20 percent off-road."

As for the stout exhaust pipe, Kirk made it up from a "Lakes" pipe kit, basically a megaphone making mellow tunes. "I grew up in my dad's machine shop and he was a hot rodder, so because I'm a gearhead, I always like to add car parts to my bikes."

At the moment Kirk is working on a radical sport bike mix of a FXR chassis and a slew of handling parts to debut at Europe's largest aftermarket expo taking place in Verona, Italy. "I actually got this project started thanks to Dirty Boot," Kirk says. "The new bike's 115-inch motor and 6-speed tranny was what I won as the Custom Chrome's Grand Prize."

So it's Ciao, baby, for the moment, and, by the way, "Dirty Boot" is available for someone who thinks they're the right fit.

—Paul Garson



Owner: Kirk Taylor, Custom Design Studios
City: Novato, California

GENERAL

Designer: Kirk Taylor, Custom Design Studios

Fabrication: Kirk Taylor

Year/make: 2011 Custom Design Studios

Model: Dirty Boot

Assembly: Mike and Kirk,

Custom Design Studios

Time: slow burn

Chroming: de-chromed

ENGINE

Year/make: 2006 Custom Chrome

Model: Pandemonium

Displacement: 88 cubic inches

Cam: Andrews

Ignition: Mallory

Lifters: JIMS

Carb(s): S&S

Air cleaner: Custom Design Studios Cool Unit

Pipes: Custom Design Studios

TRANSMISSION

Year/make: 1972 Harley-Davidson

Modifications: rebuilt

Shifting: mid-controls

PAINTING

Painter: Kirk Taylor, Custom Design Studios

Type/color: PPG/Rattle Snake

FRAME

Year/make: 2006 Sante,

Custom Design Studio

Rake: 30 degrees

Stretch: stock

Shocks: under the seat

ACCESSORIES

Bars: Pro Taper (motocross)

Handlebar controls: I.S.R.

Fenders: aluminum Custom Chrome,

Custom Design Studios

Headlight: Headwinds,

Custom Design Studios

Taillight: Roland Sands,

Custom Design Studios

Pegs: Bear Trap

Electrics: Custom Design Studios, Wire Plus

Gas tank: Indian, Custom Design Studio

Oil tank: Custom Design Studios

Oil system: Custom Chrome

Seat: Duane Ballard

Grips: Iceman, 1/4 throttle

FORKS

Type: hydraulic 35mm

Extension: 2 inches under

Builder: Harley-Davidson,

Custom Design Studios

WHEELS

Size: 19-inch front, 16-inch rear

Wheels: Harley-Davidson mag

Tires: Bridgestone

Brakes: PM

Photos: Mike Chase

Contact: Custom Design Studios

415-382-6662

Meet This Month's Winner!

In this month's riveting collection of scintillating chicks from you, our great and unrepentant readers, meet Zandra, a fine raven-haired gal from the lovely southwestern desert. We found her running a roadside Gila monster circus, which was a popular desert attraction until one of her featured performers went rogue and locked onto the throat of a grandma from Font Du Lac, Wisconsin. The ensuing lawsuits wiped out the circus, but as a true survivor, Zandra is now training a secret army of Gila monsters to get her revenge on society at large. Please join us on page 100 as she plops and slops aboard Daniel Sosa's muy bueno Torch Industries' 1974 FL, or someday my friend you will feel the sting of an angry Gila monster hiding in your bed. Sleep tight!

—Moosecock Montana



#0101 Kitta-California

"My first ride was with a friend, and I have to say 400 pounds of throbbing steel between my legs was straight raw!"



#0102 Jessica-California

"The first time I rode on a Harley it was the most amazing feeling in the world. The adrenaline rush was amazing!"



#0103 Malina-Colorado

"Every ride feels like a David Mann painting!"



#0105 Emilyya-Wyoming

"There are not many Harleys in Russia, but over here they make me feel free when I am on one with the wind in my hair."



#0104 Kimberly-Maryland

"My first ride on a Harley was one I will never forget—cruising down the highway on a '73 Super Glide with the vibration in my shorts and the wind in my hair."



#0106 Lisa-Arizona

"The intense throbbing of the motor rose through my body and came out a white light through my heart chakra, spiraling my soul into a fierce climax."

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, Liz, a filthy, hot little blonde from Texas where men are men and Willie Nelson roams free. Join us next time or we'll be so heartbroken that we'll have to enter therapy to alleviate the cruel demons in our minds, who all sound like Gilbert Gottfried and demand loaves of raisin toast.

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Agoura Hills, CA
91376-3000

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Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

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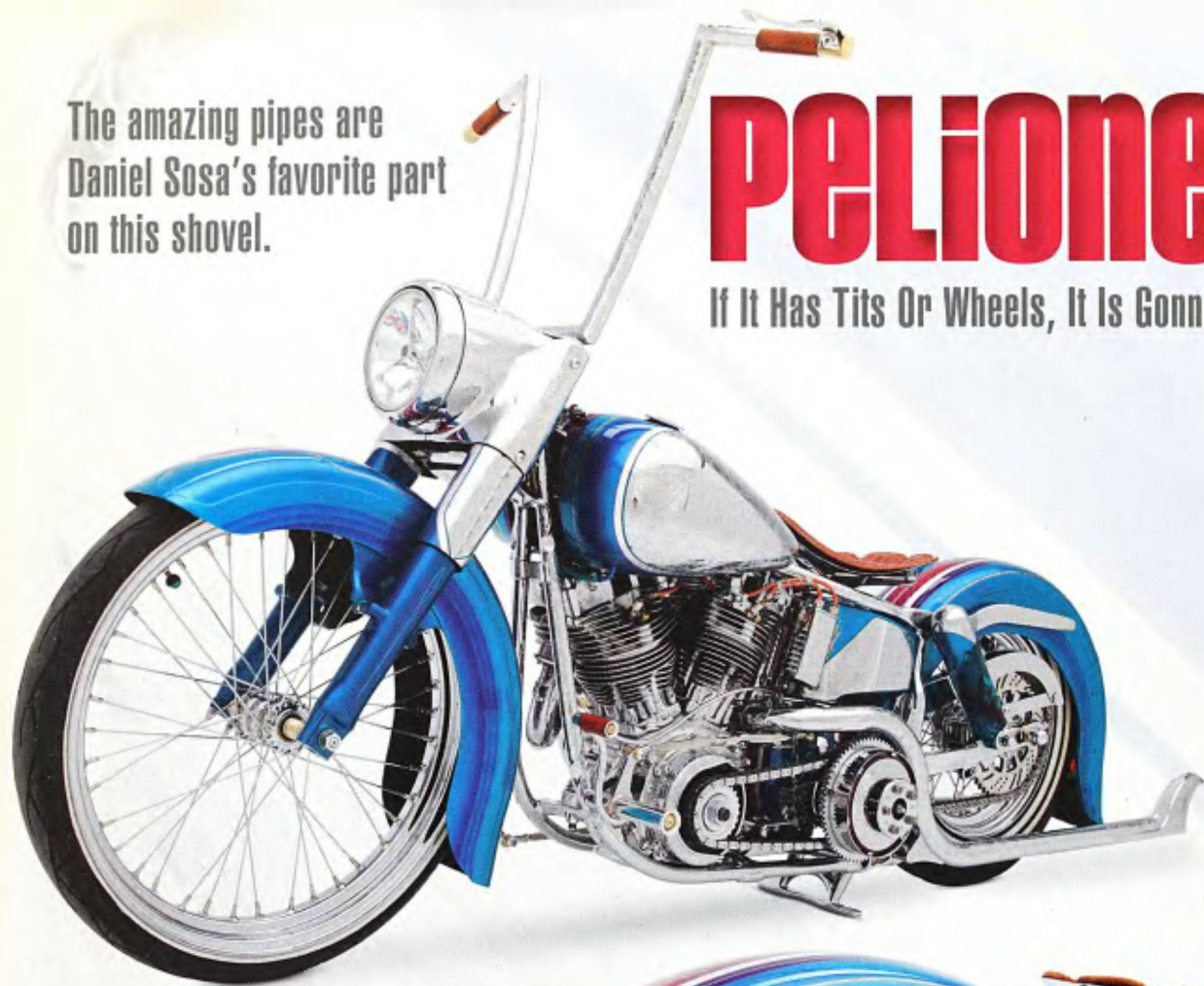
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PELIONERO

If It Has Tits Or Wheels, It Is Gonna Be Trouble!



"The best thing of all is that we ride it!" says Daniel Sosa of Torch Industries in Phoenix, Arizona. Originally known as, "Refried Dreams," this bike was Daniel and his partner Justin Coleman's first custom project together. They wanted a machine that would showcase their combined talents.



Their love of craftsmanship and desire to stay true to the methods of yesteryear is not always the easiest way to build a custom bike, and that's where the trouble began.

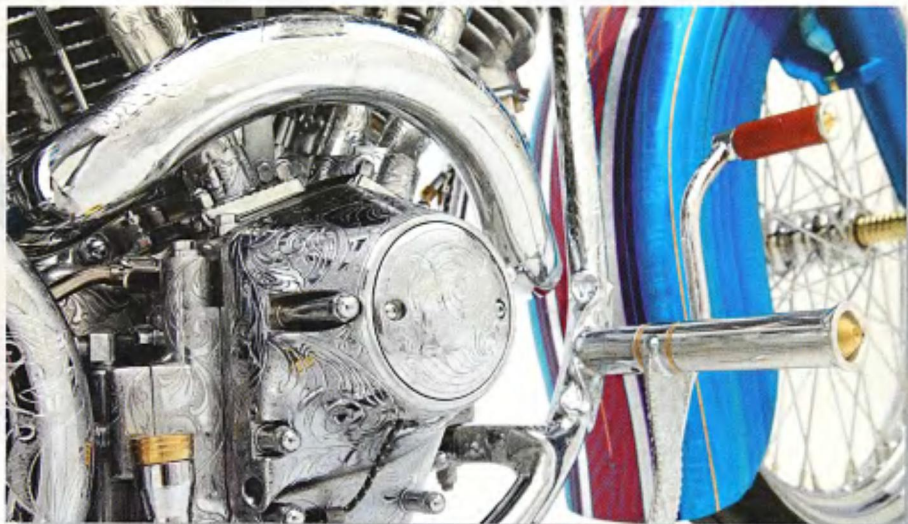
Everyone wants to know the year of this bike; some even say this is Harley-Davidson's "new style Evo." Look closely. The incredible hand engraving is the handiwork of Carlos Salas from Pasadena, California. You'll want to take more than a couple of trips around the finely decorated chrome of "Pelionero" (Spanish for troublemaker) to see what all the trouble is about. Sosa finds kindred spirits in those who actually notice some of the things he did to create Pelionero. Every piece and part has the classic treatment, like the inverted clutch lever and internal throttle setup, cloth wiring, and molded-in struts on a 1947 hinged rear fender.

You'll want to take more than a couple of trips around the finely decorated chrome of "Pelionero" to see what all the trouble is about.



If you look straight down the back of the bike, you will notice that the graphics are perfectly interconnected. They're comprised of all the names of those who took part in creating this mischief. The original Harley-Davidson seat pan became a work of art after Dan McGraw at Disturbed Cycle Saddles used a rare Mexican basket-weaving technique on some Kangaroo leather.

The amazing pipes are Daniel Sosa's favorite part on Pelionero, and they have over 80 hours of solid work in them because, from headers to the fishtails, the entire set of pipes is double-walled. He and Justin tacked together a box of random pieces of mandrel bent pipe until they formed the pipes of his dreams. Those hand-made fishtails began as 1/8-inch round bar stock, to which they added the filigree.



Torch Industries gutted the original 1974 vintage shocks and shoved an air suspension system inside. Just check out the sexy little sugar skull painted onto the shocks. There's a false bottom on the right side of the tank to allow service access to the air pump and switches for the air suspension.

Every road is special on a bike of this caliber, but Sosa offers this warning, "Stay off of Grand Avenue when you roll through Phoenix, those potholes are everything a road shouldn't be".

On the other hand, the sweet bit of fluff adorning Sosa's scooter is everything a Foxhunt winner should be. Zandra offers up some dangerous curves that we'd be happy to sweep through.

—Maldigalo Queso







Owner: Daniel Sosa
City: Phoenix, Arizona
Fabrication: Torch Industries
Year/make: 1974 Harley-Davidson
Model: FLH

Time: 12 months
Plating: Royal Plating
Engraving: Carlos Salas

ENGINE

Year/make: 1974 Harley-Davidson
Model: stroker shovelhead
Displacement: 98 cubic inches
Ignition: Crane
Cam: Andrews
Carb: S&S Super E
Air Cleaner: engraved mid V-stack
Pipes: Torch Industries

TRANSMISSION

Year/make: 2011 Rev-Tech 5-speed
kick-only
Paint: Harwood's Touch,
Auto Renew

Type/color: House of Kolor/
custom mixed teal
Special paint: Ron Hernandez,
Lee Diaz

FRAME

Year/make: 1974 Harley-Davidson
Type: FLH
Rake: stock
Stretch: stock

Suspension: Torch Industries

ACCESSORIES

Bars: Torch Industries
Handlebar controls: Torch industries
Fenders: Torch Industries
Headlight: Harley-Davidson
Taillight: Sacred Heart by FX70s
Pegs: Torch Industries
Foot controls: Torch Industries
Electrics: Torch Industries
Gas tank: Torch Industries
Oil tank: Torch Industries
Oil System: Harley-Davidson
Primary: Harley-Davidson modified by
Torch Industries

Seat: Dan at Disturbed Saddles

Grips: Dan McGraw at
Disturbed Cycle Saddles

FRONT END

Type: Harley-Davidson FLH
Extension: 3 inches under extension
Fork tubes: John the Machinist
Rebuilder: Torch Industries

WHEELS

Hub: Bob's Cycle Supply
Size: 23-inch front,
16-inch rear
Tires: Shinko
Brakes: Torch Industries
Photos: John Covington



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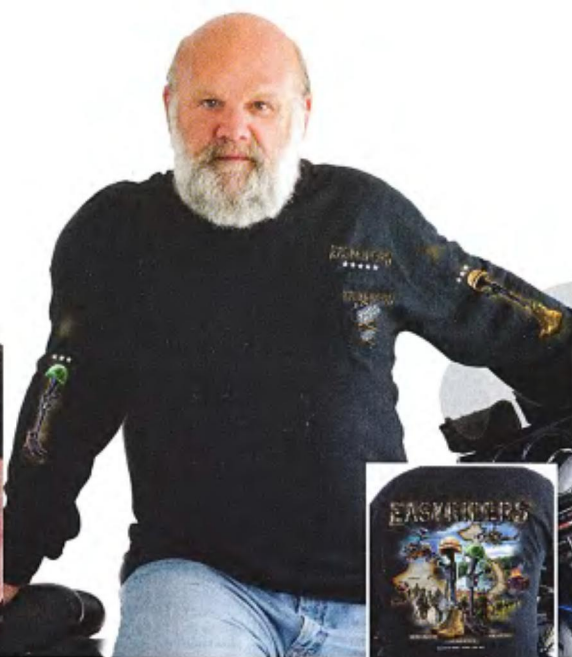
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Boot Hill Revisited

The tradition of hanging boots on fence posts dates back to the days of the Old West. Cowboy folklore offers various explanations for the custom, but a group of bikers who live in or have ties to the Kansas City area have adopted it as a way to honor the memory of brothers and sisters who have passed on. As these riders make their annual trek to the Sturgis Rally, they always a stop at the place they call "Boot Hill" or "The Boot." The Ash Hollow Cemetery, founded

in 1849, lies on a hillside along a lonely stretch of two-lane highway about 30 miles north of Ogallala, Nebraska. On the opposite side of the road, a fence hangs on rugged wooden posts, many capped with boots placed in memory of the loved ones who had worn them. The good years are those in which no boots are added. Sadly, 2012 would not be one of those.

Clifford Balicki, a popular biker affectionately known as Polack, died last September as the

result of a motorcycle accident during the Bikes, Blues, and BBQ Rally in the Ozarks of Arkansas. J.B. and Tracey, very close friends of his, brought one of his boots to place on Boot Hill. After the traditional Sunday morning breakfast of Bloody Marys in the motel parking lot, it was time to head north with J.B. riding alone about 500 feet ahead of the rest, symbolizing the one who "rode on ahead."

After parking the bikes along the highway shoulder, everyone gathered around as J.B. placed the boot on its post and spoke of their friendship and the void left in the motorcycling community by Polack's passing. During the eulogy, a can of Bud, Polack's favorite brew, rested on his boot's upturned heel. A laminated photo and a special commemorative bandana



Photos: David Baxter



were added, and the memorial was complete.

Time is always taken by these bikers to visit boots that were placed in past years. Some of the boots show the effects of many seasons' harsh weather, but the memories of the loved ones they represent remain untarnished and precious. The late Butch McQuillen led the pack during the Sturgis trip for many years and is brought to mind not only by his boot but also by his photograph and a copy of his obituary that is taped to the windshield of Miles and Lori's bike every year during the trip.

As it is every time, the stop at The Boot was an emotional sojourn, a somber interlude in the midst of a trip dedicated to having fun and enjoying all that the rally in the Black Hills has to offer. As the journey resumed, the riders felt the warm wind in their faces and the tears quickly dried.

—Stripe

ReadersRides

Jack Donovan **Gulfport, Mississippi** **2008 Custom Tattoo Chopper**

Last we spoke to Jack and Diane, they owned two tattoo shops along the Gulf Coast. That was back in 1999 when we featured their fishtail-piped 1959 panhead. Then came Katrina in '05, and destroyed everything they owned. Tough as nails, though, Jack and Diane came back to go on, as the old Mellen-camp song goes, "doin' the best they can."

"We lost two tattoo studios and a brand-new, 7,000-square-foot building that housed one of our studios and several other businesses that leased from us," Jack says. "Our house was also heavily damaged."

It took them a while, but they eventually found a new location and rebuilt both the house and the business. And then Jack had an idea: he wanted to build a bike to not only commemorate the couple's time in business as tattoo artists (30 years) and also to celebrate their experience and the effort it took to rebuild.

Jack says he designed and built this bike pretty much from scratch. Some of the components include a Harley-Davidson Evo engine and 5-speed tranny, both nicely installed into a Paugho rigid frame, and a 10-inch-over front end. An S&S carb, a 3-inch primary belt, an H-D 20mm rear drive belt, and Avon tires (200 in the rear and a 21-incher up front) rounded out the build.

As artists, they both wanted to have a killer paint job, and they got that from fellow Coast artist Jody Barrio in the form of art that, as Jack puts it, "showcased the different styles of tattooing, from Traditional to Japanese to fantasy."

The gas tank represents the Japanese style with a koi fish, water, and flowers, while the front fender shows off some Traditional "Sailor Jerry" designs, and the rear fender honors the fantasy and black-and-grey styles of tattooing. There's plenty more to see and find out if you check out their website, www.jack-anddianes.com.

I can't wait to see what they come up with for their 60th anniversary.

—Tripper



George Bowling
Cape Coral, Florida
2004 Fat Boy

Originally purchased as a brand-new, black Fat Boy, the bike was almost immediately attacked by an owner who was armed to the teeth with tools. George proceeded to disassemble the bike and then hired a professional painter (because who'd want a rank amateur for this type of job?) to paint all the frame parts metallic blue to match some 2000 Heritage sheet metal set he had.

George says he then had the painter strategically place a few skulls on the frame, a sort of Grim Reaper's version of "Where's Waldo." Maybe more like "Where's Skully?"

Anyway, once that was done, George himself reassembled everything and, while he was at it, he chromed all there was to chrome, which, he says, "Took many hours of calculating the perfect parts." Actually sounds more like he was putting an inflatable girlfriend together, doesn't it?

Then he pumped up the 88-cubic-inch engine to a 96-inch, which he says made a big difference in performance—and which needs no further commentary from me. Instead, George has a few things to say. "Everything added to the rebuild was H-D except for the Carlini bars, the Weld front wheel, and the Vance & Hines pipes," he says.

He estimates having taken some 750 round trips to the hardware store or the pub, whichever was more of a priority at the time. Other than that, the bike is always garaged and had, at the time of his comments, only 11,500 miles on the tach. When he does take it out, the reaction is unmistakable. "I very seldom ride this bike through town without getting a thumbs-up or someone stopping to look it over," George tells us. "I am very proud of this H-D as this may be a once-in-a-lifetime rebuild experience. I feel this is a piece of moving art."

—Tripper



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TITLE: EASYRIDERS; Publication No.: 0046-0990; Filing Date: October 1, 2012; Frequency: Monthly, 12 per annum; Annual Subscription Price: \$39.99; Mailing Address: 28210 Dorothy Drive, Agoura Hills, CA 91301; Owners: Paisano Publications, LLC, Joseph Teresi, Ellen Teresi, P.O. Box 3000, Agoura Hills, CA 91376-3000; Known Bondholders: None; Publisher: Joseph Teresi, P.O. Box 3000, Agoura Hills, CA 91376-3000; Editor: Dave Nichols, P.O. Box 3000, Agoura Hills, CA 91376-3000; Managing Editor: Dave Nichols, P.O. Box 3000, Agoura Hills, CA 91376-3000; Average no. copies per issue during preceding 12 months/actual no. copies of single issue published nearest to filing date, November 2012: A. Total copies printed - 117,549/108,430; B. Paid Circulation - Paid/Requested Outside County Mail Subs - 41,757/38,912; Sales Through Dealers, Carriers, Street Vendors, Counter Sales & other Non-USPS Paid Distribution - 25,476/24,699; C. Total Paid Circulation - 67,233/63,611; D. Free Distribution by Mail - 300/317; Free Distribution Outside the Mail - 3,462/7,114; E. Total Free Distribution - 3,762/7,431; F. Total Distribution - 70,995/66,042; G. Copies Not Distributed - 46,553/42,388; H. Total - 117,548/108,430; I. Percent Paid Circulation - 95%/96%.

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Photos: Owner

Comin' At Ya

The February issue of *Easyriders* (#476) takes you to the 20th Anniversary of Biketoberfest for an autumn rally like no other. We'll also ride to the amazing Wetzel Party in Ohio and bring you bike runs from coast to coast.



Bike features run the gamut from a radical wonder bike by Wikked Steel, to a downhome American Thunder panhead. There's even a classic Triumph by Acme Choppers and a wild West Coast Choppers scooter by Boosted Brad.

We're coming up on our Easyriders Bike Show Tour and that means it's time to gear up by showing off the Best Bikes of 2012 from *Easyriders* magazine. Put on your judging cap to help us pick your favorite custom of the year.

All this plus another David Mann masterpiece, crazy humor and a bevy of bouncin' boobies to put a smile on your mug is headed your way in the February *Easyriders*.

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The December issue of *V-Twin* (No. 140) is the "G-rated" edition of *Easyriders*. It is the version of the world's

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In The Wind (No. 151, December 2012), is rife with photos from you—the folks who make this mag a marvel. One marvel is Nikki-Marie, the blond dolly next to Gary Lipton's Stevenson Cycle-built beauty. Get the skinny

on the build by the father and son Broyles team in Michigan. Ride with us to events in Laconia, New Hampshire and Southern California for Rip's B.A.D. Ride and the 40th Annual national rally of the Sidecar Assn. of America. Remember, if it's out there, it's in here!

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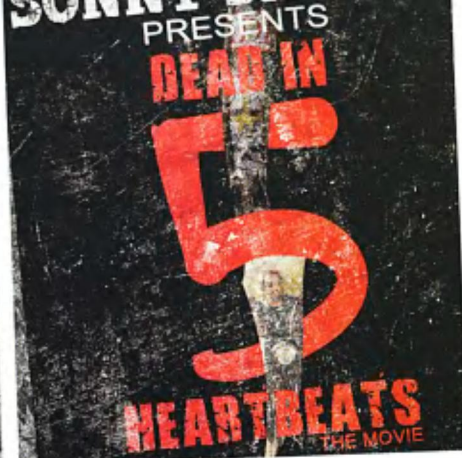
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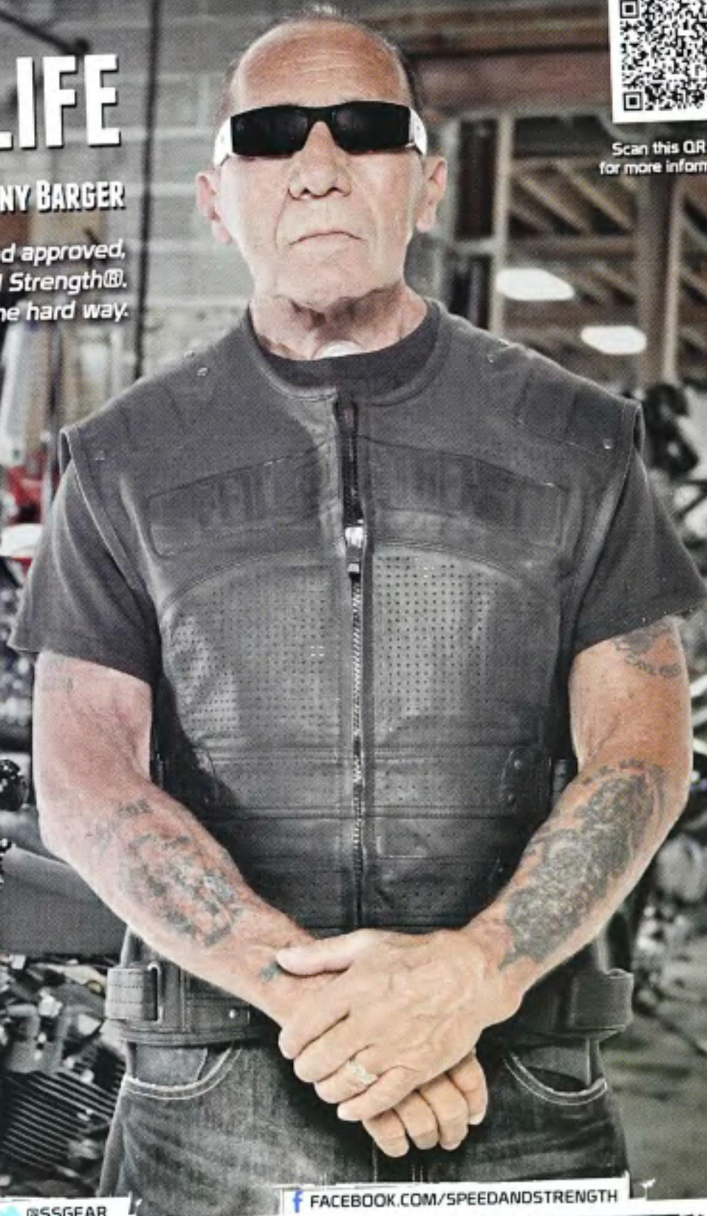
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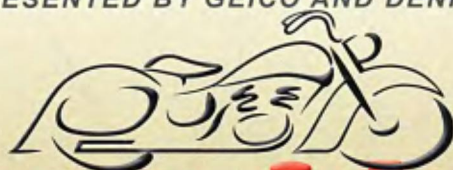
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