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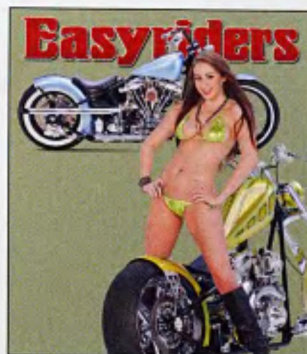
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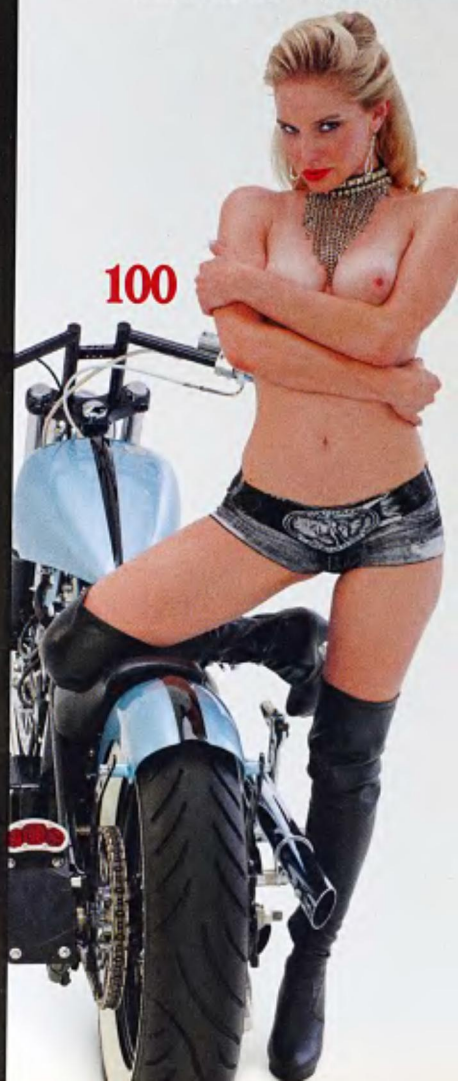


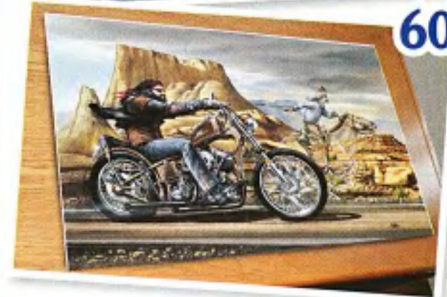
2009 Bobby Beckman's Boosted
Brad-built WCC Chop and cuddly
Christine shot by Don Rogers.
Matthew Kaluzy's 1972 Super Glide
shot by Michael Farabaugh.
Cover Imaging by Jeff Biggs.

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

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One-Buck Bandit

A bank customer walked into a bank and handed a note to tellers demanding one dollar. The tellers thought it was a joke. He then spoke with a new-accounts employee and repeated that he was robbing the bank for a buck. Apparently, he wanted to be prosecuted federally so he could be sent to prison.

Body Chemistry 101

The average human body holds enough sulfur to kill all the fleas on a dog, enough potassium to fire a toy cannon, enough carbon to make 900 pencils, enough fat to make seven bars of soap, and enough phosphorus to make 2,200 match heads.

Time For A Slow Cooker

A cop was charged with a plot to kidnap, torture, and then cook a woman after which he planned to eat her body parts. He said, "I was thinking of tying her body onto some kind of apparatus to cook her over low heat, keeping her alive as long as possible" in an online communication. He talked about the mechanics of fitting a woman's body into an oven (her legs would have to be bent), and said that he could make chloroform at home to knock the woman out. He also discussed how "tasty" the woman looked.

It's Good To Be Eunuch

A recent study has found that men without balls (eunuchs) live between 14 and 19 years longer than those with balls and that three out of 81 live to be 100, a rate

130 times higher than that among people in developed countries today.

Presumption Of Innocence

A guy, posing for his most recent photo to be posted on the Tennessee sex offender registry, showed up wearing a T-shirt reading "Love Sucks/True Love Swallows."

More Fuel For The Fire

Remember the outrage when no major banking officials were punished for the malpractices that produced the 2008 financial collapse? A 68-year-old man with an otherwise unblemished record was fired by Wells Fargo as a result of a 49-year-old conviction for attempting to rig a machine in a laundromat by making a dime out of cardboard. Wells Fargo

said its hands were tied by a new federal law requiring dismissal of anyone who had been convicted of "transactional crimes" (aimed at identity theft and money-laundering).

Little-Known Facts

To help create her signature sexy walk, Marilyn Monroe sawed off part of the heel of one shoe; The world's population grows by 100 million each year; More than 50 percent of the people in the world have never made or received a telephone call; In Iceland tipping at a restaurant is considered an insult.



He Was Cured

A guy told a judge (via video feed from jail to a courtroom) that he was innocent of a seven-year-old charge and that he is now wheelchair-bound from a medical condition and should be allowed to go home. Although the judge was skeptical, he gave in and offered to fine the guy only \$50 on the charge if he agreed to plead guilty. As soon as the verdict was handed down, the guy got up out of his wheelchair and walked out.

Championship Duck Eaters

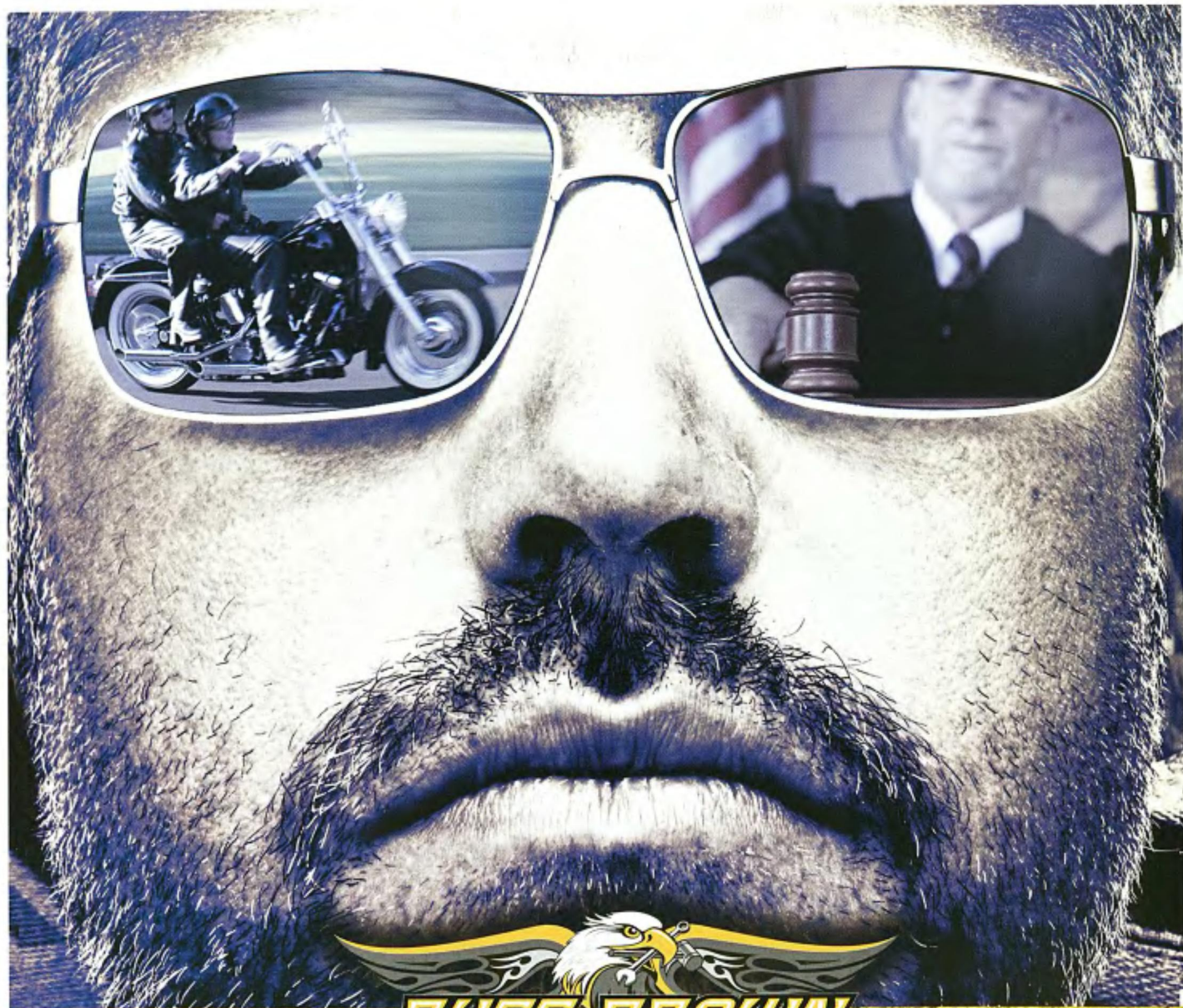
Most people are familiar with eating contests, such as gobbling down hot dogs on New York's Coney Island. A Filipino restaurant in Brooklyn wanted a more ethnic contest and offered plates of "baluts"—the Philippine delicacy of duck fetuses. One guy won by stuffing 18 down his throat in five minutes. Typically, the baluts have barely begun to develop, sometimes allowing a "lucky" diner to sense in his mouth the crackle of a beak or the tickle of a feather. Since baluts are exotic, they are considered to be aphrodisiacs.

Better Off Dead?

Jerry Seinfeld said:
"People's number one fear is
public speaking.
Number two is death.

This means if you go to a funeral,
you're better off in a casket
than doing the eulogy."





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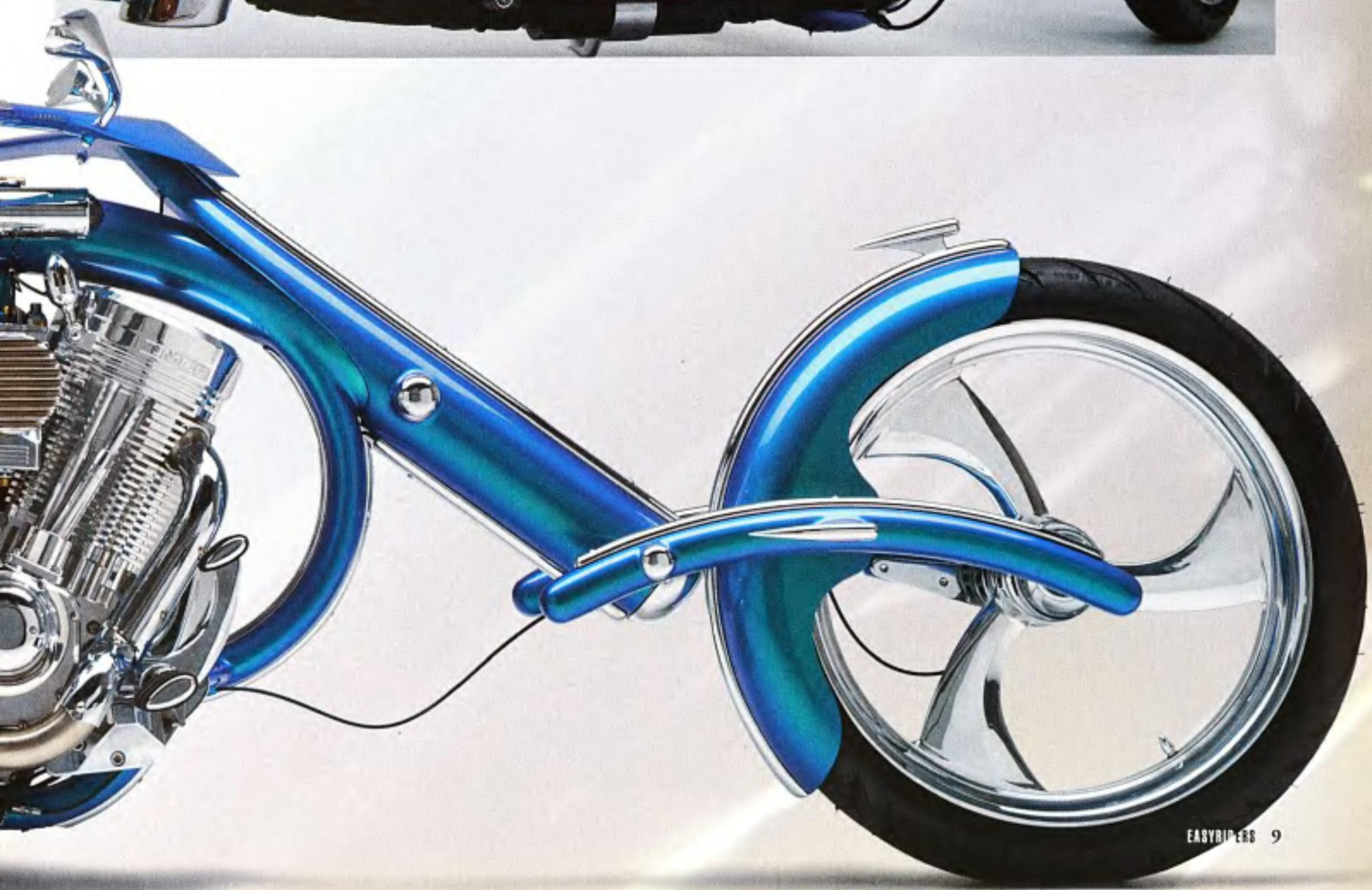
Pipe Dreams

Stephen Galvin of Wikked Steel is no stranger to "strange bikes" or bike mags; every radical custom he builds is poetry in motion—or standing still for that matter. Check out the November 2012 *V-Twin* for his stealth, dual rear-tired "Road Warrior" project that dropped jaws from here to Jupiter. His Area 51 Bike and Dragon Bike were two other jaw-droppers. Looking for something new for the Daytona Bike Week Rat's Hole Show and not satisfied with a dualie-rear end, he went

for a three-peat, count-em, three wheels on the back end and all three wheels chain-driven at the same time.

Named "Pipe Dreams" in deference to its curved backbone, the teardrop shaped framework was constructed from aircraft streamline tubing, the material used throughout the bike. Speaking from his home workshop in St. Petersburg, Florida, Stephen says, "I'm a self-taught engineer and an organic designer. The metal sorta talks to me and tells me where it





wants to be, but I do start with the frame. What I didn't want is a traditional outside swingarm. That would be the easy way to go. I had to get all three wheels under power with the same rpm all the time."

To solve the problem, he designed an internal swingarm system that includes a central wheel with two sprockets and two chains that

run off a jackshaft off the transmission. On either side of the swingarm there is another jackshaft that takes power off that chain and transfers it to the outside sprocket wheels. The bike has five chains on it.

So how do you get three separate tires to keep traction and the ponies to the ground, not forgetting safety considerations and solid

handling? No problem for Stephen. "It's just math," he tells us. "The outer tires are 21 inches and smaller than the central 23-inch tire, so when you lean the bike over the weight shifts solely from the center tire to being shared by the center and outer tire, in the process creating the exact profile as a 330 series tire."

He then lashed the three wheels up to a



All three wheels are
chain-driven
at the same time.



jewel-like Viper/Illmor 152-cubic-inch billet V-twin engine churning out 160 hp/160 foot-pounds of torque, the monster motor created by Illmor Mfg. which specializes in racing boats. In this case the engine design was originally commissioned for the Viper Motorcycle Co. which cordially agreed to hook Stephen up with one of its motors.

"Pipe Dreams" wears show-chrome and a

special color-shift blue sprayed by Raleigh at RC Customz. But beneath all that glitters and groans is much more than a mass of sculpted art; it is a fully functional, road worthy, even comfortable custom. In fact, the ergonomics and layout of the controls make you feel right at home, as if riding a regular bike. As for his design of the front end, Stephen came up with variation on a leaf spring while the rear

suspension is his hidden-shock design. Other touches include some three gallons of fuel contained in the frame while the long outside frame rails hold the oil.

The end result was cool enough to take First Place Radical and Best of Show at the 2012 Daytona Rat's Hole Show...that's twice for those awards, two years in a row!

—Paul Garson



Owner: Stephen Galvin, Wicked Steel (left)

City: St. Petersburg, Florida

GENERAL

Designer: Stephen Galvin

Year/make: 2012 Wicked Steel

Model: Pipe Dreams

Assembly: Wicked Steel

Time: one year

Chroming: Metal Refinishing

ENGINE

Year/make: 2012 Ilmor Mfg., Viper Motorcycles

Displacement: 152 cubic inches

Ignition: Crane

Pistons: Ilmor

Heads: Ilmor

Cam: Ilmor

Lifters: Ilmor

Carb(s): PSI

Air cleaner:

Pipes: four-port custom, Wicked Steel

TRANSMISSION

Year/make: 2012 Baker

Modifications: racing ratio gears

Shifting: 6-speed left-side drive

PAINT

Painter: Raleigh, RC Customz

Type/color: Outrageous/Color Shift Blue

FRAME

Year/make: 2012 Wicked Steel

Rake: 53 degrees

Stretch: as is

Shocks: front leaf spring, rear hidden-shock

ACCESSORIES

Bars: Wicked Steel

Handlebar controls: BFM auto clutch

Fenders: Wicked Steel

Headlight: modified fog lights

Taillight: modified fog lights

Speedo/Tach: Moto Gadget (Germany)

Front pegs: Wicked Steel

Electrics: owner/GripAce switches

Gas tank: Violent Choppers

Oil tank: Violent Choppers

Oil system: S&S

Seat: Cimo Seats (Tampa)

Mirrors: golf club billet

Grips: Wicked Steel

FORKS

Type: leaf spring

Extension: some

Builder: Wicked Steel

WHEELS

Front: 21 inches

Wheel: Picard USA

Tire: Avon

Brake: 360

Rear: center 23 inches, two outer 21 inches

Tire: Avon

Brake: Brembo

Photos: Don Rogers

Contact: Wicked Steel

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ARIZONA TO END MOTORCYCLE EMISSIONS

TESTING: Ten years of persistence by motorcyclist rights organizations in Arizona looks like it is finally going to pay off. The Environmental Protection Agency (EPA) is about to approve the Arizona Department of Environmental Quality's (ADEQ) request for elimination of yearly motorcycle emissions testing the Phoenix metropolitan area. The change has officially been entered into the Federal Register. The time frame for the change is glacial, but if all goes according to plan, by the middle of February, Arizona motorcyclists in those final counties, which includes metro Phoenix and Tucson, should be free of testing requirements. This comes as the ADEQ was expecting disapproval from the EPA as a result of revisions to the ozone level standards posed at the federal level, but the decision was reversed at the last stage. The Department of Motor Vehicles is starting to revise its forms to reflect the changes to the code. Arizona is currently the only state that requires emissions inspections for motorcycles. Source: Bobbi Hartman, MMA Legislative Researcher-Consultant

MOTORCYCLE PARKING MAY SOON BE FREE IN NEW YORK CITY:

If a few New York legislators and activists have their way, motorcyclists will no longer have to pay for parking in the five boroughs. City Councilman Peter Vallone Jr., a Harley-riding politician representing Astoria, is pushing legislation to make parking free for bikers.

At issue is the requirement of affixing a "Muni-Meter" receipt to the motorcycle without it being blown off or stolen.

The city transportation department has proposed that motorcyclists should purchase plastic cases to hold the meter receipts.

Motorcycle activists in the city have long trumpeted the environmentally friendly aspects of two wheeled transport and believe that motorcyclists should enjoy some of the same perks as bicyclists. There are an estimated 38,000 motorcyclists in the city, and activists say increased ridership would lead to less

QUOTE OF THE MONTH

*"People demand
freedom of speech
as a compensation
for the freedom of
thought which
they seldom use."*
—Søren Kierkegaard

congestion and pollution.

Prior to the introduction of the Muni-Meters, motorcyclists dropped their quarters in a meter just like everyone else, and it is only since the introduction of these new meters that parking has become a problem for them, leading to unfair tickets and fines. Source: *New York Times*

PULL OVER AND SHOW ME YOUR BREASTS:

A former Las Vegas cop has pleaded guilty to two misdemeanors involving pulling over women drivers while on duty and coercing them to expose themselves and fondling them. He was convicted of oppression under the color of office and open or gross lewdness. He faces up to two years in jail, or probation, and will be required to register as a sex offender. However, after serving out the terms of his probation, his status as a sex offender will be expunged. As part of a deal, prosecutors also dropped six other counts against the officer. Source: *Las Vegas Review-Journal*

NEW YORK COURT RULES LAP DANCES ARE NOT ART:

In Albany, the New York top court ruled that lap dances are not art, thus they are taxable. A bar had argued that lap dances are dramatic and musical arts performances protected by the same tax exemption that ballet companies and Broadway producers are allowed to claim.

In a 4-3 decision the State Court of Appeals decided against Nite Moves "juice bar" saying that the dances fell under entertainment, and were not an art form, so they were subject to sales taxes. The court said that Nite Moves had failed to prove that what took place in its "so-called 'private rooms'" were "choreographed performances." The ruling means that tax is due on admission and couch sales, where patron pay for private dances.

Judge Robert S. Smith, in a dissenting opinion, said the majority had "implicitly defined 'choreographic performance' to mean 'highbrow dance' or 'dance worthy

of a five-syllable adjective." He countered that the state regulation in question "assumes that 'choreography' includes all 'dance routines' — it does not matter what kind of dancing is being done.... That sort of discrimination on the basis of content would surely be unconstitutional."

The club's lawyer said he would probably ask the United States Supreme Court to hear the case. Source: *New York Times*

PRISON LABOR TAKING JOBS FROM WORKING AMERICANS?

With the economy in the dumpster and more Americans unemployed than at any time in our nation's history, a debate is taking place regarding the use of prison labor and its effect on local economies. One company, Unicor, the trade name for Federal Prison Industries (FPI), has nearly 13,000 inmates working in 66 prisons nationwide making military uniforms, office furniture, and electrical parts to be sold to federal agencies. The prison workers receive much lower wages, about \$150 a month, than their local counterparts, helping the company

undercut the competition leading to layoffs in the private sector. According to an Associated Press story, Unicor had annual revenues of \$900 million last year, making the company the federal government's 36th largest vendor. Defenders of prison labor programs say that they provide job skills for prisoners for their return to society. Opponents of the system say workers in the private sector are being displaced by cheap prison labor and laid off as their companies lose contracts due to the unequal playing field provided by these special arrangements.

FPI has been around since the Great Depression (1930s) and is not allowed to sell its goods to the private sector, and a law requires federal agencies to purchase its products even if they are not the cheapest. A legislator in Michigan, Bill Huizenga, has introduced and is the primary sponsor of legislation to change the language of the law that makes Unicor the "mandatory source" for some products for government agencies. Sources: Associated Press; Fox News

SUPREME COURT TO REVISIT USE OF DOGS

FOR DRUG SEARCHES: On November 7, 2012, the Supreme Court of the United States (The Supremes) heard the appeal of two Florida cases to decide whether or not the Fourth Amendment's ban on unreasonable searches requires more than the alert of a drug sniffing dog before opening your trunk or entering your home.

The Supremes have given a green light to such searches in the past, but experts are sounding an alarm, saying that alerts from drug sniffing canines should be viewed with skepticism, as the behavior of the handler affects the behavior of the animal.

Research by the *Chicago Tribune* has discovered that only 44 percent of car searches that were triggered by sniffer dogs resulted in the discovery of drugs in the car, thus 66 percent of searches were based on false alerts.

The first case under consideration is *Florida v. Harris* in which a car was stopped near Tallahassee for an expired tag. The motorist refused a search of his vehicle. The officer's canine alerted to an odor in the car, and subsequently chemicals and paraphernalia relating to the manufacture of meth were found in the car. The police failed to provide objective evidence of the K-9's reliability.

The second case, *Florida v. Jardines*, involves a Miami man whose conviction for marijuana cultivation was overturned when the Florida Supreme Court ruled that the dog's sniff was a substantial government intrusion into the sanctity of the home and constituted a search within the meaning of the Fourth Amendment. Source: *The Los Angeles Times*; *Reason Magazine*

A HOPEFUL SIGN: The November elections were a mixed bag for freedom, but one interesting change was the legalization of marijuana in Colorado and Washington state. In Washington the change doesn't go into effect until December 6, however prosecutors in King and Pierce counties have dismissed 220 misdemeanor marijuana cases in response to the popular measure.

As an editorial aside, I hope this trend continues. This country I love is becoming a dark place with regard to policies limiting human freedom. We need good news, though I am sure that the feds are already planning some way to screw it up.

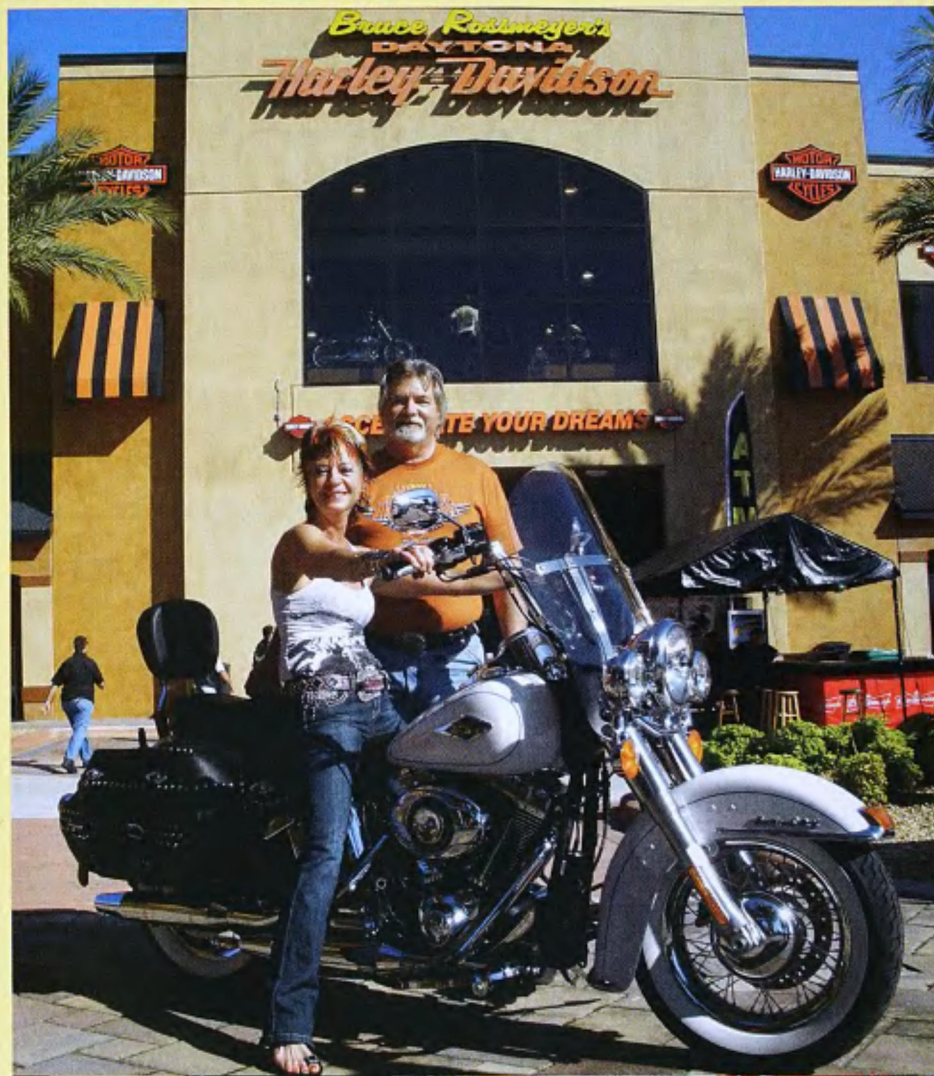
—Kit Maira



"Psst—Harley stock is up five points, pass it along."

\$100,000 SWEEPSTAKES WINNER!

EASYRIDERS SWEEPSTAKES FIRST PLACE PRIZE WINNERS PICK UP A BRAND-NEW BAGGER



David and Linda Pasicznk of Stacy, Minnesota, won first place in the *Easyriders* \$100,000 sweepstakes. The lucky winners headed over to Destination Daytona to pick up the keys to their new pearl white Heritage Softail Classic, which was presented to them by Shelly Rossmeyer during Biketoberfest. Once they got home David wrote to us:

Dear Easyriders,

Things have finally settled down around here, so Linda and I wanted to extend thanks to Paisano Publications, Easyriders magazine, and Dennis Kirk for sponsoring the \$100,000.00 Magazine Sweepstakes and providing this once-in-a-lifetime opportunity. When you called on that Friday the 5th and gave us the good news, it came at a great time as our 35th wedding anniversary was coming up on the 15th.

We were very glad that we decided to go down to Ormond Beach for the presentation. Shelly and her crew at Destination Harley were terrific and very accommodating. On Sunday after the presentation at the concert the previous night, they had the Harley all gassed up and ready to go. They provided us with a nice route to take along the ocean (A1A). We even found a nice seafood restaurant along the route in Flagler Beach (Golden Lion) and had our first whole lobster. Couldn't resist a 1 1/4 pound lobster for just \$17. Back home that would go for fifty plus.

Most of all, we wanted to give you our most sincere thanks and appreciation for all your assistance and information as it helped guide us through. I've enclosed a couple photos for your amusement.

Thanks again,

Dave and Linda Pasicznyk

Stay tuned. We will be revealing the Grand Prize winner of Paul Yaffe's Dream Bagger with our coverage of the *Easyriders* Invitational Bike Show in Columbus, Ohio.

A "working man's" version of a West Coast Chopper, Bobby Beckmann nailed it on the first try.

Choppers For Life!

Bobby Beckmann's WCC-inspired, Bare-bones Bike

"I'm not trying to fool anyone here. I'll never represent this as a 'real deal' West Coast Choppers shop-built bike," Bobby Beckmann is quick to point out. "That wasn't my idea at all." Maybe not, but Bobby's sure got that classic WCC thing nailed.

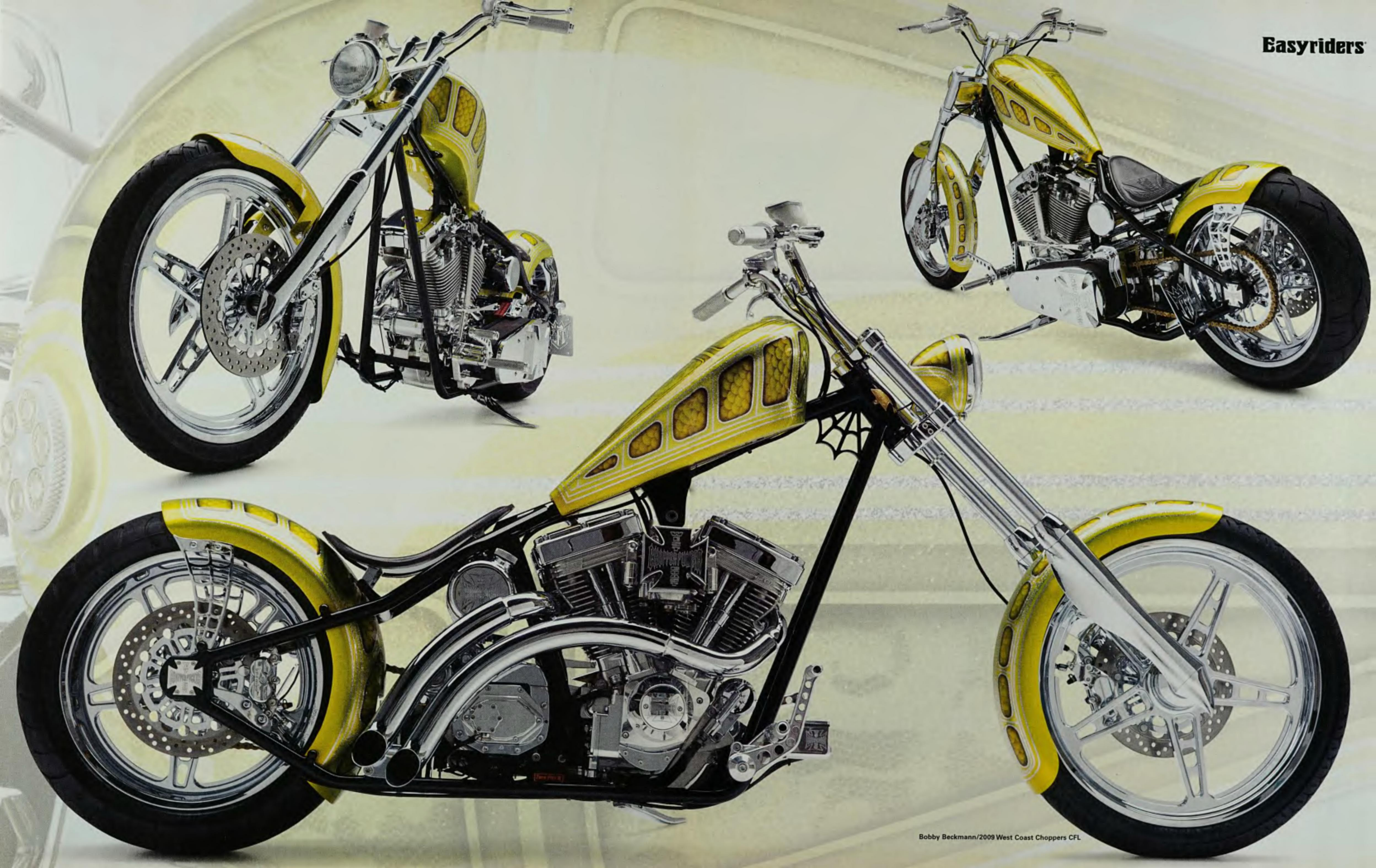
A fan of Jesse James' bikes since the 1990s, Bobby became obsessed with the WCC style bikes that he says look as if they are going 100 while still on the kickstand. Being a working man (he owns a Phillips 66 convenience store in Quinton, Alabama), "I could never see myself being able to pay \$150,000 for one of Jesse's shop-built bikes," Bobby says. "That just wasn't going to happen." So he did the next best thing. He built one of his own. Put this one side-by-side with a Jesse James original, and you would be hard pressed to identify original.

Bobby started ordering his parts back in 2006, even making the pilgrimage to California for Jesse's "No Love" parties and joining the West Coast Choppers website to become one of the "Chopper Dogs." He began with a CFL frame, a gas tank, and a set of fenders. "I thought I'd just paint it all flat black with some old-school pinstripes and





This month's *Easyriders* girl is Christine, a Southern belle with plenty of attitude to go with the WCC "Choppers for Life" theme.





go that route," he says. But then more and more of those WCC parts found their way into the pile, some pretty hard to find ones, too, like the Six Gun risers, the WCC wheels and front end, and the specially engraved covers and controls. It was a pretty impressive collection. Assessing the collection of parts, Bobby started to think that maybe he really needed to do a little more than just put together a bare-bones bike. "I guess you could say I wanted to do those parts justice," he explains. So the plan changed, and Bobby's mission became a bike assembled to the exact specs, or at least as close as he could get, to a shop-built West Coast Chopper bike.

"I thought I'd try and do all this myself," Bobby goes on, but he soon realized it was going to take a lot more time than he thought—time he just couldn't afford to give up. Fortunately, during his diligent quest for parts, he had become friends with "Boosted Brad" Barnes, a pro builder who was also a WCC dealer and a wealth of information and advice. When Bobby went looking for help, it was only natural that he took his project up to Brad in Dyersburg, Tennessee, for the assembly.

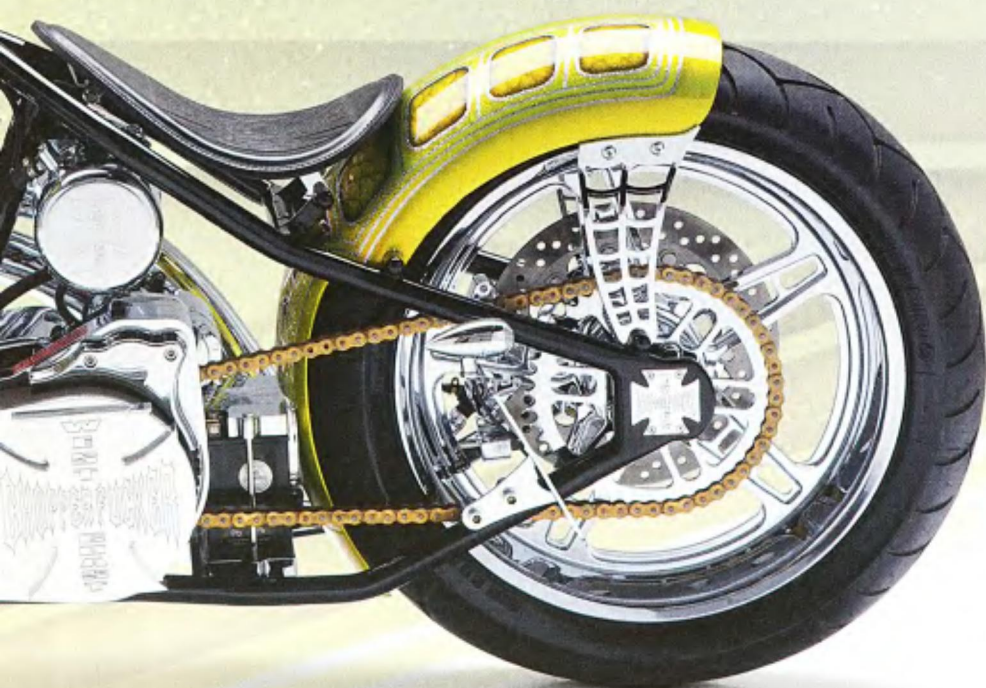
"For our part," Brad says, "it was pretty much a straight assembly. Bobby already had most everything needed, so aside from making up a few mounts and a front axle, it was just time spent tidying things up like we always do, neatening up the wiring, that sort of thing." For the final touch, Bobby wanted the bike to be lime green with a black frame. "But I just couldn't leave it at that," Brad says. A darned talented custom painter in his own right, he mixed up his own House of Kolor blend that is more of a candy green almost leaning towards gold and then accented that with panels filled with a kind of fish scale motif.

The result? It didn't cost \$150,000 or anything even close to that, but you can bet that Jesse James would be proud here. Bobby Beckmann sure is.

—Joe Kress







Owner: Bobby Beckmann

City: Quinton, Alabama

GENERAL

Designer: Bobby Beckmann/

WCC inspiration

Fabrication: Boosted Brad

Year/make: 2009 West Coast Choppers

Model: CFL

Assembly: Boosted Brad

Time: 2 years

Chroming: Advanced Plating

ENGINE

Year/make: 2009 S&S

Displacement: 113 cubic inches

Ignition: Dyna

Cam: S&S

Carb: S&S

Air cleaner: WCC

Pipes: WCC Hell Bent.

TRANSMISSION

Year/make: 2009 Baker

Shifting: 5-speed

PAINTING

Painter: Boosted Brad

Type/color: House of Kolor/custom mix
candy green

FRAME

Year/make: 2009 WCC

Type: CFL

Rake: 38 degrees

Stretch: 2-out, 4-up

Shocks: none

ACCESSORIES

Bars: WCC Super Duper

Handlebar controls: Brembo

Fenders: WCC Diablo

Headlight: Drag Specialties

Taillight: Teardrop

Pegs: WCC

Foot controls: WCC

Gas tank: Villain

Oil tank: WCC

Seat: James Carter

Grips: WCC

FRONT END

Type: WCC, 2 inches over

Builder: WCC, Boosted Brad

WHEELS

Make: WCC

Size: 21-inch front, 18-inch rear

Tires: Metzeler

Brakes: Brembo

Photos: Don Rogers

Contact: Boosted Brad's Chop Shop

731-287-7096

WETZEL LAND!



The Wetzel MC of Ohio puts on a helluva party every year the week prior to Sturgis and they've been doing it since 1987. I went on my first excursion into Wetzel Motorcycle Land back in the '80s, and with the intention to ride and see some old friends, the ol' lady and I loaded up for the Wetzel party on our way to Sturgis this past summer. Organizers have now created a massive Bikerland just 13 miles northeast of Van Wert, Ohio, that is a real treat to visit for anyone





who lives and breathes motorcycles, plus they give away the proceeds of their Wetzel Party to support the local community and needy families. (They have raised over \$100,000 for the town of Van Wert.)

Over the decades, this AMA Chartered Club has purchased more than 100 acres of farm fields and converted them into a manicured "Biker City" with all the comforts of home. Although the land is as flat as the Salt Flats with about the same number of trees, it is an outstanding, remote farm field developed into a special facility that offers the ultimate biker party.

You can't miss the gorgeous lake that was created to look like the Harley-Davidson Bar & Shield logo. Water

inspired activities and bikers on hot, sultry mid-July days are a perfect match. You can pull up a chair and watch others splash and frolic, or just relax and enjoy the refreshing water, cold beer, and good company. Skinny dipping is practiced at all levels of intensity. Speaking of, this is strictly a "21-and-over" event.

You'll find a bevy of hot women to ogle, the bet in biker rodeo games, camping, campfires, and a solid serving of live music to keep your toes tappin'. This well-organized, no hassles summer party should be placed into your rally schedule for 2013. You won't be disappointed.

For more info, visit Wetzelmc.com.

—Balls



Photos: Michael Farabaugh



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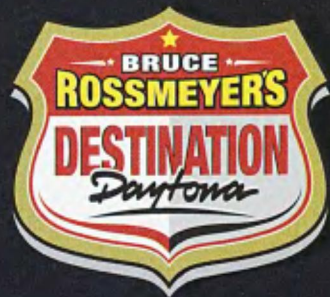
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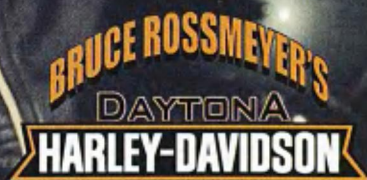
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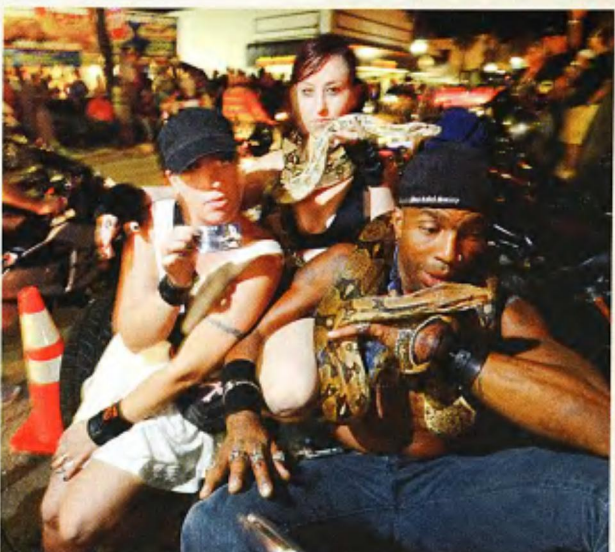
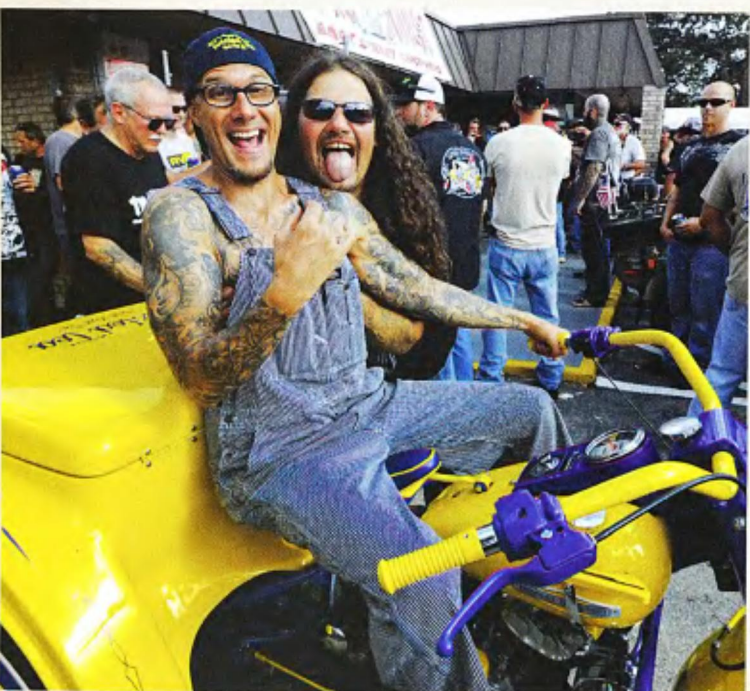
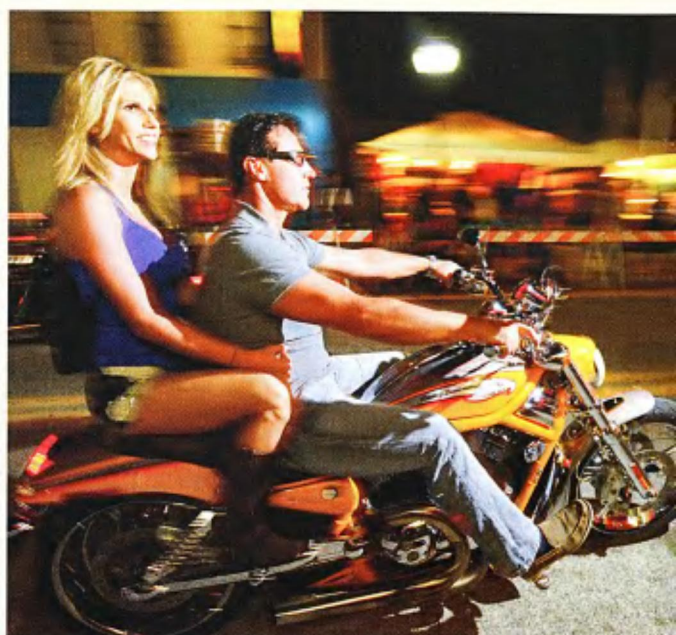
20th BIKETOBERFEST

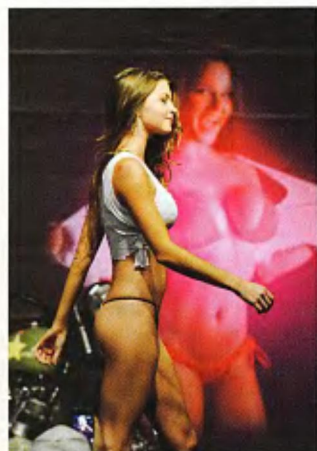
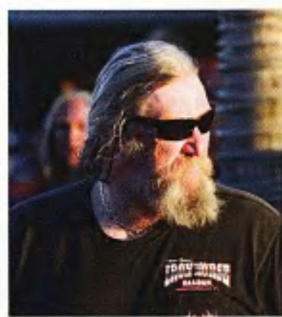
BABY BROTHER TURNS 20



Can you believe that everybody's favorite little brother just turned 20? Yep, Daytona Bike Week's smaller sibling partied hearty from October 18 - 21 this year and the rally was one pure two-wheeled hoedown in gorgeous Daytona Beach, Florida.







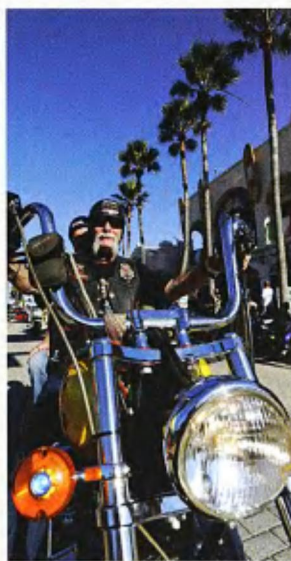
Talk about your postcard-perfect weather, this motorcycle rally offered up the best riding we seen in many a moon.

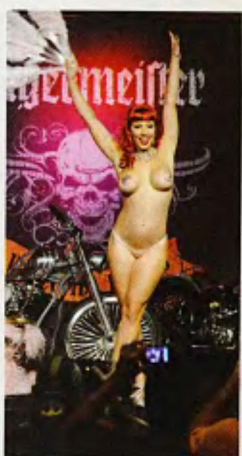
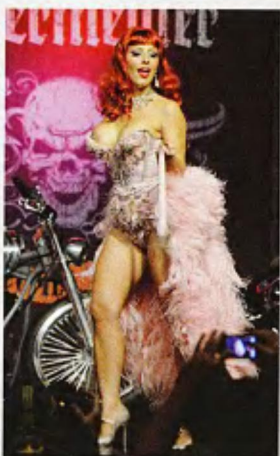
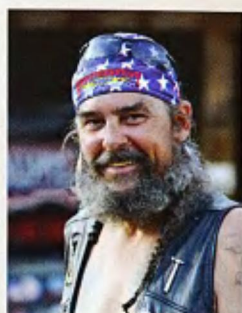
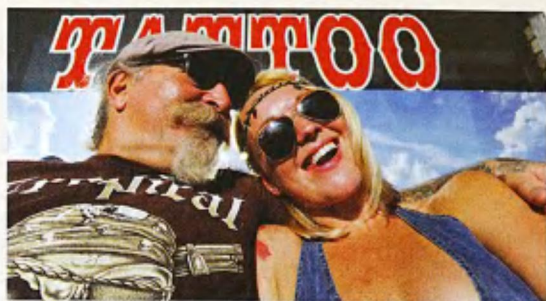
Biktoberfest always marks the last big run before winter sets in and thousands showed up to ride and party this year and get themselves a 20th Biktoberfest T-shirt.

Beach Street was once again strewn with Harleys of every color and model, the Speedway offered its usual vendors and test rides, and every bar was filled with bikers sportin' good attitudes and havin' a killer time.

We were proud to give away a brand-new Harley over at Destination Daytona where Shelly Rossmeier happily handed over the keys of a pearl white bagger to David and Linda Pasicznk of Stacy, Minnesota. They were the First Place prize winners of our *Easyriders* Sweepstakes. It was also Dave and Linda's 35th wedding anniversary and their first time to Biktoberfest.

Various ride-in bike shows such as The Rat's Hole Show are always great to check out the latest customs from some of the world's best and most-talented bike





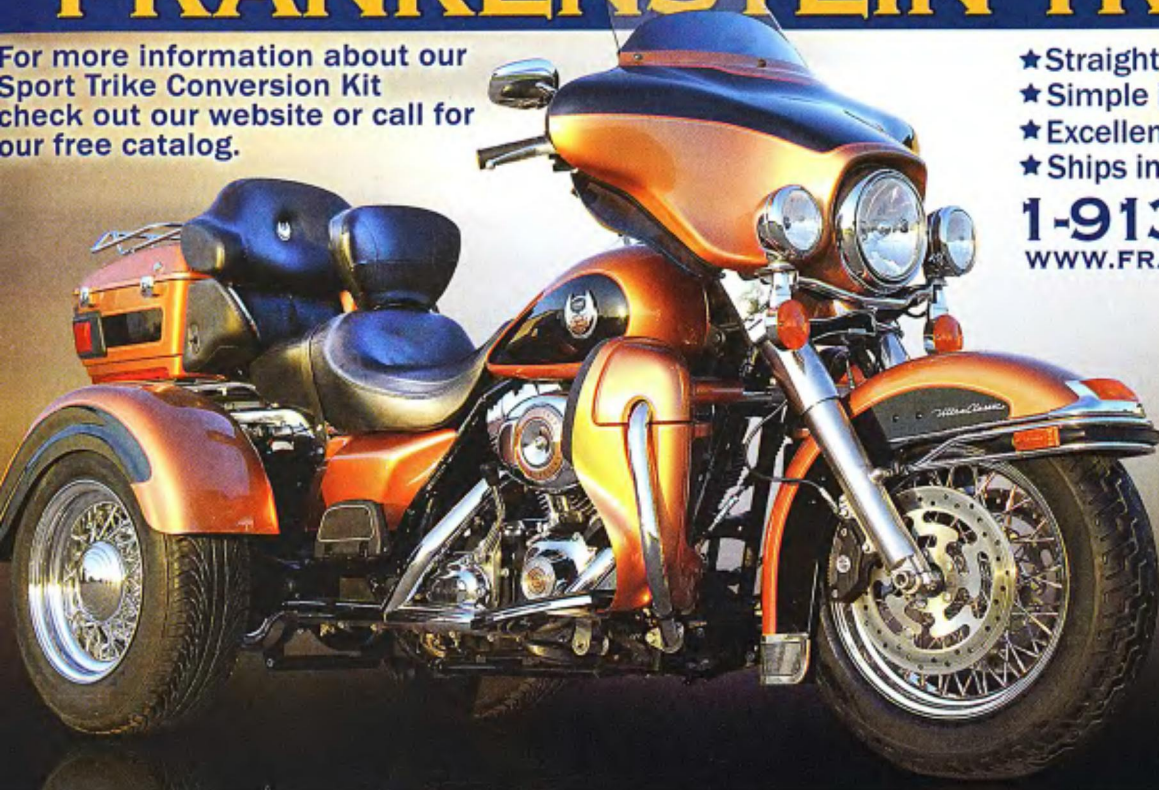
builders. But we love to visit our old haunts and watering holes while enjoying Biketoberfest, and this year we hung out at one of our all-time favorites, the Iron-horse Saloon. There's nothin' like watching folks burn out perfectly good tires while enjoying a frosty brew. Well, except for watching the Florida sunset while enjoying yet another frosty brew.

As winter winds howl outside, we may be back home with our leathers stored, but the flicks of this year's Biketoberfest should keep us all warm for a long time to come.

—Phantom

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This '71 shovelhead motor
just keeps on ticking
and taking show wins.
It's fast and skinny, great
for splitting lanes.



Violently Recycled 1971 Shovelhead Seventh Time's The Charm

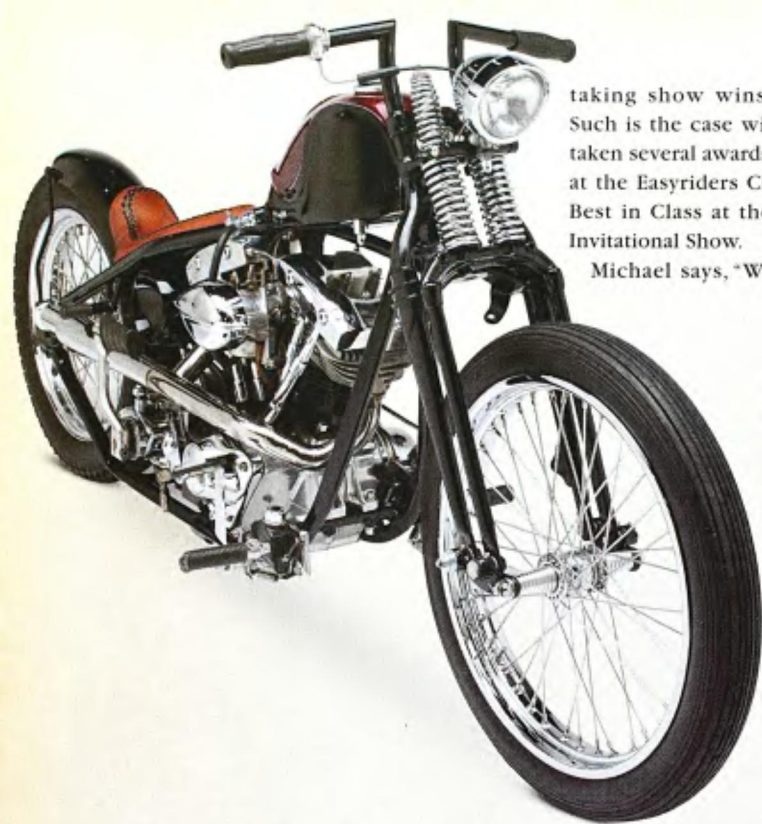
In today's world, we can't afford to waste anything, especially precious metals. Toward that goal, you could say Michael Lewis of Violent Choppers recycles more than most.

The 1971 shovelhead motor seen here in a bike he has dubbed "Rosie Palmer" is now enjoying its sixth manifestation, a half dozen different bikes built around it as the years, and the bike, progressed.

The shop Michael and his wife, Jessica, run is located in Fort Payne, Alabama, population 13,000, tucked in the very green northeast corner of the state. As for the shop's name, the story goes that back in his college days Michael had a bit of a short fuse, and one day when frustrated with a bike part he was making started throwing things around. One of his buddies commented, "Hey, if you ever open a bike shop, you should call it Violent Choppers."

This scooter started about a dozen years ago when his dad, Rick, of Rick's Cycle Parts, gave Michael a basket case for his high school graduation present. Michael turned the motor bits into a very stout '71 shovelhead motor that just keeps on ticking and



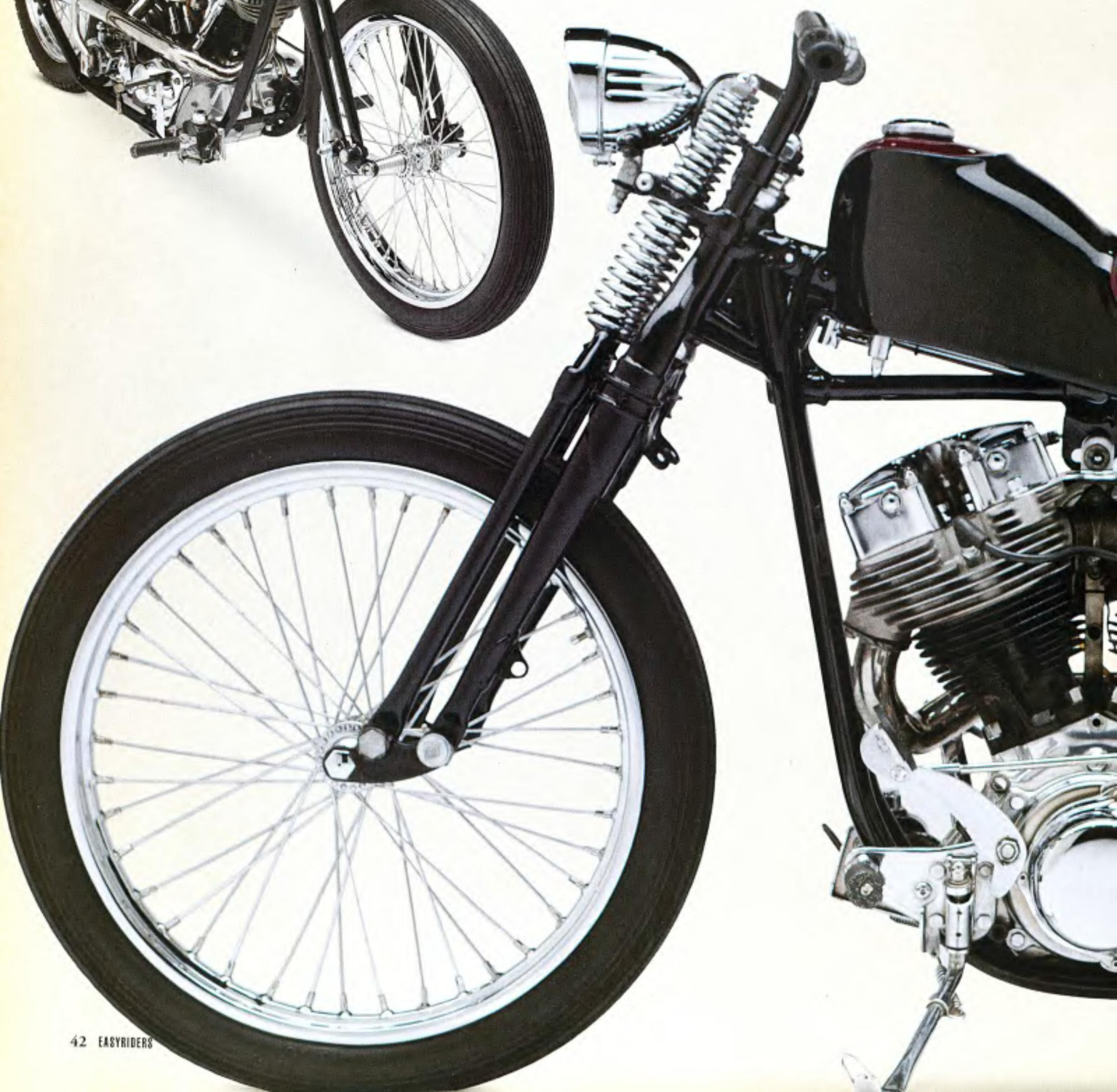


taking show wins in its various forms. Such is the case with Rosie Palmer having taken several awards including Best of Show at the Easyriders Charlotte Bike Show and Best in Class at the Easyriders Columbus Invitational Show.

Michael says, "With this build I started

with a tore-up frame I bought at a swap meet for 200 bucks, then made the rear hardtail section using panhead axle plates."

Taking a closer look at the frame you will notice that it has a very subtle but sweet line running through it. In fact, from the neck back, the frame has been peaked on the out-



side. "Something about the casting spoke to me," Michael tells us, "and I carried it all the way back to the axle plates."

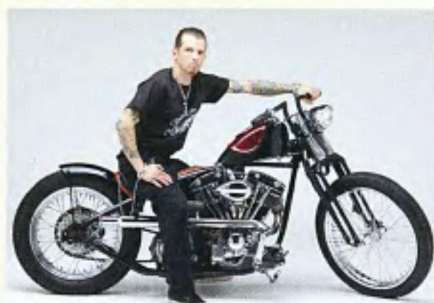
Michael says that the bike rides great. "It's just tons of fun. It's fast and skinny, great for splitting lanes. When these photos were shot, the bike already had 5,000 miles on it. Now

it's got 8,000." And the clock is still ticking.

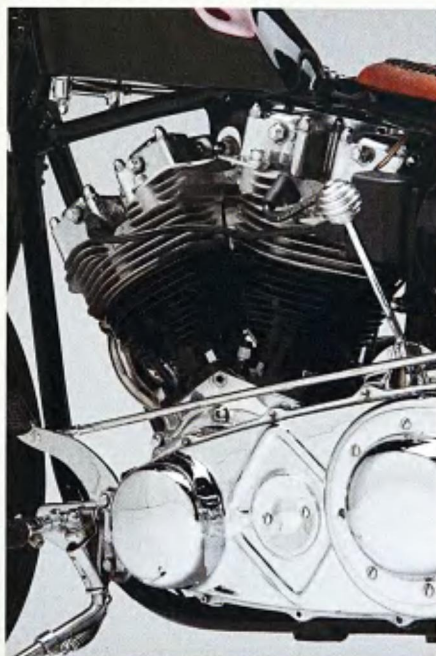
Word is that Michael's about to build a seventh bike with that shovelhead motor for the upcoming Charlotte Easyriders Show. Perhaps the seventh time will be the charm—especially for this ultimate recycled 'cycle.

—Paul Garson





Michael Lewis of Violent Choppers



Owners: Michael and Jessica Lewis
City: Fort Payne, Alabama

GENERAL

Designer: Michael Lewis of Violent Choppers

Fabrication: Violent Choppers

Year/make: 1971 Harley-Davidson

Model: FX bobber

Assembly: Violent Choppers

Time: 4 months

Chroming: Atlantic Coast Plating

ENGINE

Year/make: 1971 Harley-Davidson

Rebuilder: Michael Lewis

Displacement: 74 cubic inches

Ignition: points

Pistons: Harley-Davidson

Heads: Harley-Davidson

Cam: Andres

Lifters: Andrews

Carb(s): S&S F

Air cleaner: Goodson

Pipes: Violent Choppers

TRANSMISSION

Year/make: 1971 Harley-Davidson

Modifications: Sputhe Case, close ratio gears

Shifting: 4-speed hand

PAINT

Painter: Larry Morrison

Type/color: dark red

Special paint: dandy red metalflake

FRAME

Year: 1976

Builder: Harley-Davidson, Violent Choppers

Rake: stock

Stretch: stock

Shocks: rigid

ACCESSORIES

Bars: Violent Choppers

Fenders: Violent Choppers

Headlight: swap meet

Taillight: left turn signal

Speedo: Droid II

Front pegs: Hippy Killer

Electrics: Violent Choppers

Gas tank: Violent Choppers

Oil tank: Violent Choppers

Oil system: S&S

Seat: Greg Burch

Sissybar: Acme

Grips: found 'em

FORKS

Type: springer

Extension: stock

Builder: repop

WHEELS

Size: 21-inch front, 18-inch rear

Wheels: spool

Tires: rubber

Brake: Harley-Davidson rear

Photos: Michael Lichter

Contact: Violent Choppers

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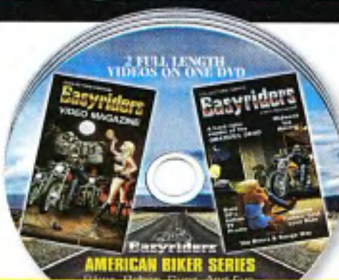
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IN THE WIND

Sometimes in Sturgis the showers are free.

—Nate Ullrich, Clinton, Iowa



Kickstands up at the 2012 Bikers Against Child Abuse benefit run in L.A.

—Terry Bert, Frazier Park, Calif.



Throttling the panhead hard, the determined old bro raced home for this week's episode of *The View*. — Lou Camerota, Route 13 Ride, New Castle, Del.



Doing all she can to lighten the load.

— Paul Shermer, Greensboro, N.C.



That was one amazing pussy fart. — Tommy Pittard, Lapine, Ala.



Demonstrating proper technique for the Rollie Free Bonneville Layout.

—Brett Hunt, Washington Courthouse, Ohio



"Ow, my nuts!"

—Nate Ullrich, Clinton, Iowa



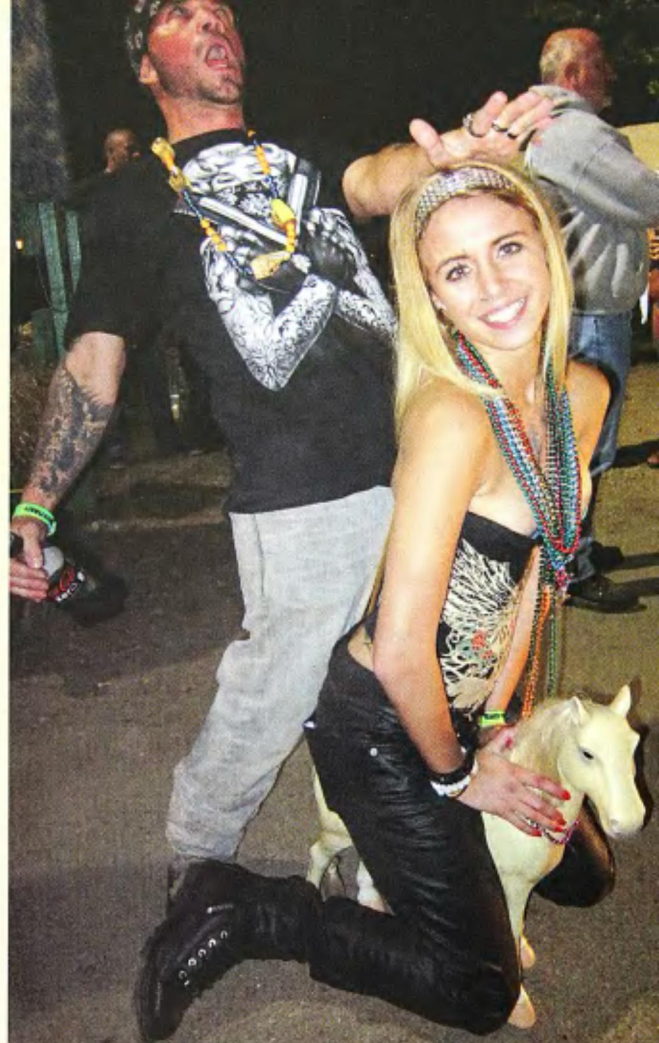
Damn you to hell, smartphones!

—Mark Sherman, Renegade Rendezvous, Madera, Calif.



Jason finds a smoking section in California.

—Mark Sherman, Madera, Calif.



How we ruin everything.

—The Boy Scout, Columbus, Ohio



Yeah, you'd be smiling too.

—Paul Shermer, Greensboro, N.C.



Life's easier on the ground. —Miserable George, Leesburg, Fla.



Shirts Off: A patriotic-tinged new trend for the national anthem that we fully support. *Play ball!*
—Nate Ullrich, Clinton, Iowa

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

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BIKERFEST

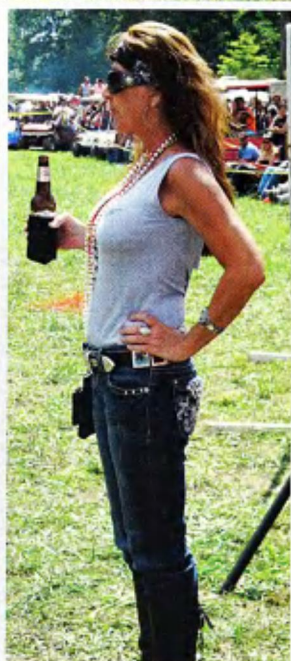


10TH ANNUAL BEAN BLOSSOM BIKERFEST

X

A lot of good firsts happened at the 10th Annual Bean Blossom BikerFest at the Bill Monroe Music Park in Bean Blossom, Indiana, which took place September 6 - 9, 2012. I live in Iowa now, so it was the first time I was able to ride to the event. That's a big deal to me—I love the ride and it just seems more bona fide.



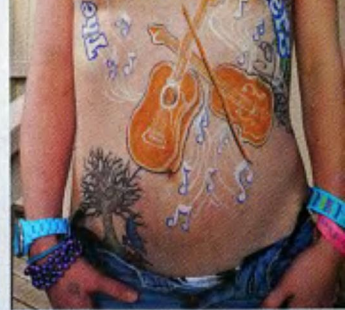
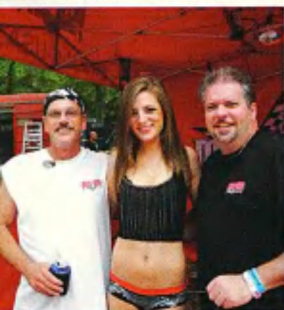


This year was the first time the Fryed Brothers Band played on the Bill Munroe memorial stage. They finally made it after tryin' to get there for years. This wild biker band from Sacramento, California, is loved by the crowd and the Fryed Brothers loved Bean Blossom. Unfortunately, the band's show was rained out Friday night, but later that night band members were found roaming the campgrounds, serenading people around the campfires. Saturday's show went off without a hitch. The group moved the date of its 32nd

Annual Anniversary Party in the Redwoods of California to a week later in order to attend this gig, and the guys told me they're glad they did.

It was also the first time for the attendance to reach 4,000 bikers. A good number for the area, and plans are being made to enlarge the area for future events. It was the first BikerFest for baby Phoebe Lynn, the newest member of the Farabaugh family. She was born just last February to Ryan and Holley, and she's granddaughter of Michael and Debbie Farabaugh, the





event organizers. They are the family to thank for throwing this great, hassle-free biker bash. Sponsors like Lucas Oil, Budweiser, Mid-USA, Rider Insurance, Unchained Gang, Jon Shipley, Scooter-Mania, and LawTigers all contributed to making this a successful festival.

It was bike builder Don Weimer's first time providing bitchin' handmade trophies for second place bike show winners. Andy and the boys at Kalamazoo Choppers always build awesome first place trophies for the show and support Michael and his family in all endeavors.

Other firsts for this Tenth Annual BikerFest include new areas opened for semi-private camping, new trails, new bike games for the Redneck Olympics, new bike builders, new show bikes, new vendors, and of course new friends to party with.

BikerFest offers a completely contained full weekend of activities and entertainment including live music, ride-in bike show, babes, burnouts, ridin' the loop, water slide, and all that good, clean, biker fun that don't hurt nobody.

—Clean Dean

Photos: Dean Shawler

Passin' Gas

There was a painter named Wayne who was very interested in making a penny where he could, so he often thinned down his paint to make it go a wee bit further. He got away with this for some time, but eventually a local church decided to do a big restoration job on one of its biggest buildings. Wayne put in a bid, and, because his price was so low, he got the job. He set about erecting the scaffolding, setting up the planks, buying the paint and, yes, sorry to say, thinning it way down with water. While Wayne was up on the scaffolding, painting away, the job nearly completed, suddenly there was a horrendous clap of thunder, the sky opened, and the rain poured down washing the thinned paint from all over the church and

knocking Wayne clear off the scaffold to land on the lawn among the gravestones. He found himself surrounded by telltale puddles of the thinned and useless paint.

Wayne was no fool. He knew this was a judgment from the Almighty, so he got down on his knees and cried: "Oh, God, forgive me; what should I do?"

And from the heavens, a mighty voice spoke, "Repaint! Repaint! And thin no more!"

Grinch

Ridgewood, New Jersey

A pretty young wife sobbed, "I always worry when you leave for a weekend with the guys."



"Don't worry about me, babe," the husband soothed her. "I'll be back before you know it."

"I know," she sighed. "That's what worries me."

Rocky Myerson

West Palm Beach, Florida

A man bought a toilet brush at a drug store but tried to return it the next day.

"What's wrong with it?" asked the clerk.

"It scratches when I use it," the man replied.

"I've decided to go back to paper."

Richard Brown

Vacaville, California

Whatdafuck am I supposed to do with this?" grumbled Pogo as the cop handed him a speeding ticket.

"Keep it," the cop said. "When you collect four of them you get a bicycle."

Joey Hayes

Delano, California

After listening to an elderly hooker plead her case, Judge Brown called a brief recess and retired to his chambers so he could consult with a colleague.

"Say," Judge Brown asked Judge Graham, "what would you give a 63-year-old hooker?"

"Hell, I don't know," Judge Graham replied, "probably no more than 10 bucks tops."

Eddie Burnett

Represa, California

After a heavy night at the pub, a toasted bro decided to sleep off his drunkenness at a local hotel. He approached the reception desk, took care of the formalities, and headed off to his suite. Several minutes later, the bro staggered back to the reception desk and demanded to have his room changed.

"But sir," said the clerk, "you have the best room in the hotel."

"I insist on another room!" said the biker.

"Very good, sir. I'll change you from 502 to 525. Would you mind telling me why you don't like 502?" asked the clerk.

"Well, for one thing," said the drunk bro, "it's on fire."

A girl is talking to her friend about her new boyfriend, who happens to be a cannibal.

"He's a really sweet guy except for when he gets nauseated."

"Does he get mean when he's sick?"

"No, but he keeps bringing up old girlfriends."

Virginia Walker

Currituck, North Carolina

PHOTO SHOOT AT DAYTONA BEACH

This issue of *Easyriders* includes coverage of the 20th Annual Biketoberfest rally in Daytona Beach, Florida. We've been documenting this annual last run before winter since its humble beginnings and have brought bikers coverage of the big Daytona Bike Week rally every March for 40 years.

Photo Shoot At Daytona Beach was first published in the July 1988 issue of *Easyriders*. This classic David Mann painting captures the fun of shooting a custom chopper and sexy girl right on the sandy beaches of Daytona.

—Dave Nichols

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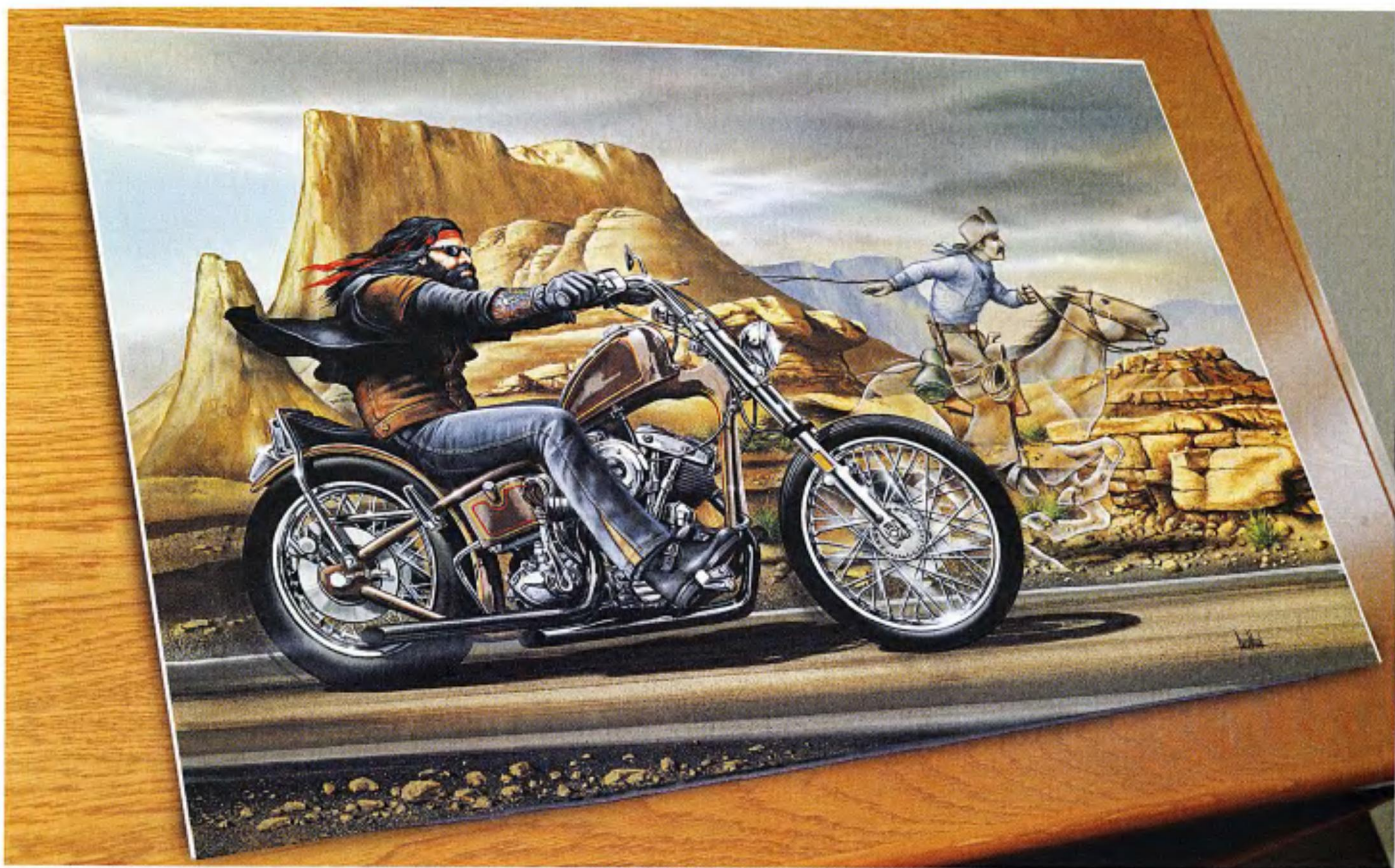
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David Mann Tapestry



1 The Ghost Rider is a great looking tapestry and we think it should be out for all to see.

MOUNTING DAVID MANN'S GHOST RIDER TAPESTRY

Dave's Been Framed!

If you're a recent subscriber to *Easyriders*, you received our Limited Edition David Mann *Ghost Rider* Tapestry. Don't pack it away in a dresser drawer; display it for all to see!

The tapestry is easier to mount and frame than most people think. We did it in less than an hour, and it was our first time trying. We started by going to our local art supply store, Aaron Brothers Art Mart, and buying a poster frame and an aerosol can of Scotch "Spray Mount." Did I say we? The job was actually done by our advertising production manager, Savannah, and she did all the work while I gave unneeded advice and shot the photos. She took the frame apart, sprayed

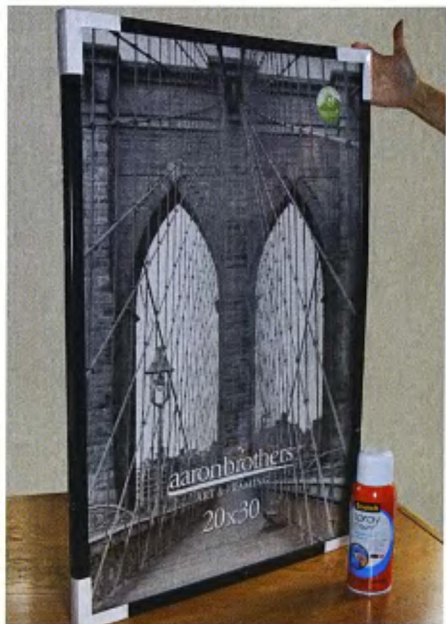
the sticky stuff on the cardboard backing, and then spread the tapestry over it. She spent a few minutes smoothing out the wrinkles and pulling the edges tight. It was set into the frame and locked in place with the built-in tabs. As a final touch, Savannah secured the edges to the rear of the backing.

Before we knew it, David Mann's most famous masterpiece was hanging on our office wall for all to enjoy. You say that you don't own a David Mann *Ghost Rider* tapestry but would like to have one? We'd be happy to give you one FREE!

All you have to do is subscribe to *Easyriders*. See the ad in this issue for details!

—Wendell Christopher

Aaron Brothers Art & Framing
www.aaronbrothers.com



2 The poster frame and mounting glue that we purchased from an art supply store.



3 Savannah sprayed the glue on the front of the cardboard backing from the poster frame. She only sprayed the glue onto the cardboard backing, not the tapestry. She then let the glue set for about 5 minutes.



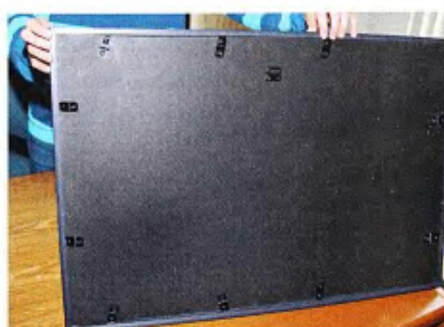
4 She set the tapestry onto the backing and pulled the edges until it was centered.



5 Starting at the center, she worked out to the edges, gently smoothing out the wrinkles.



6 To secure it in place, she rotated the locking devices into the channel on the frame rear.



7 Here is a rear view of the finished product installed in the frame.



8 Set in a ready-made frame or this handmade custom frame by Danny Stanridge of Simi Valley, California, your David Mann tapestry is an instant masterpiece.

SUPER COUPON!

CENTRALPNEUMATIC
1/4" AIR ANGLE
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69945

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3/8" DRIVE SAE/METRIC
SOCKET SET
PITTSBURGH
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STEEL FLOOR JACK
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WEIGHS 74 LBS.

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CUT-OFF TOOL
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SUPER COUPON!

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COMBINATION WRENCH SET
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WORKLIGHT/FLASHLIGHT
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DESIGN
CHICAGO ELECTRIC
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HaulMaster
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CHRIS ROBINSON'S HOT ROD

The Throwback

Chris Robinson got this little hot rod panhead on a trade. Almost true. What he got was a forlorn wreck that became this sweet 1948. "I'd just opened my shop, American Thunder of Barberton, Inc., and a customer thought I didn't charge him enough," Chris remembers. "He said he'd even things up by making me a hell of a deal on an old bike he had in the basement." What he showed up with was a basket case 1948 Harley. "He said I could have it for a hundred bucks."





As light as
this bike is,
it gets
around a lot better
than you'd think!

That was ten years ago. At first nothing much happened. The old Harley just sat in the back room of the American Thunder shop and leaked oil for about three or four years. But then Cracker Christoff, an old-time hot rodder and a neighbor that Chris had known since he was a kid, got the ball rolling. "Cracker always had hot rods and race cars and cool bikes around when I was growing up," Chris says, "and when I showed him the old 1948 he immediately began talking about what we could do with this thing. He mapped out a whole look and feel for the bike." Unfortunately, Cracker passed away before seeing the completed project, but the whole early hot rod vibe we are enjoying here came straight from Cracker Christoff.

True to Cracker's vision, most everything stayed original 1948. "It was all in pretty rough shape, though," Chris says, "way too gone to even think about a restoration." The neck had been cut out and most of the mounting tabs on the frame were gone, so the idea gelled to make the bike look cool and like it could have been built in 1950. "That took a little more work than you'd think," Chris explains. "These days, if you want to make something for a custom, you grab a piece of billet aluminum and

start carving away. That just wouldn't fly."

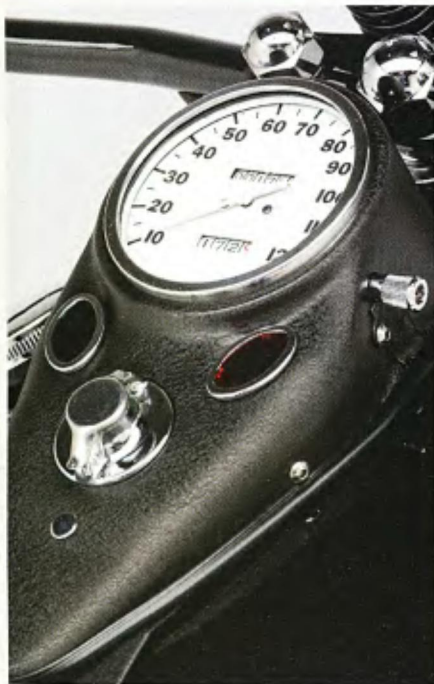
So, just as would have been done in 1950, most everything custom was handmade, often starting with the original 1948 Harley parts massaged into a new shape and purpose. The gas tank is a perfect example. It is the original, but stretched. "Some people don't like it," Chris acknowledges, "but I do. I didn't want to put a peanut tank on. Besides, I had to keep that original shifter." He did, and along with that, he kept the original frame, the original engine, the original transmission—the list goes on. Everything, of course, has been gone

through mechanically front to back. Together, Chris and Chuck Ingram, right-hand man at American Thunder, rebuilt the engine and trans, freshened up the mechanical drum brakes, reworked the springer front end, powdercoated and laced a set of Harley-Davidson spoked wheels, and made the custom oil tank that has been extended to conceal a spin-on oil filter accessed through the bottom. That, along with an open-belt primary, is about the only concession to the new. "That primary's a BDL kit," Chris says, "but it still kind of looks period correct."



With a basically stock drivetrain, as light as this bike is, it's pretty darn peppy and loads of fun. "It gets around a lot better than you think," says the builder. Finished in four different shades and textures of black, some of it gloss, some of it pebbled, some of it wrinkle, some of it matte, it looks a lot better than you'd think, too. We can thank Cracker Christoff for that, and for putting the idea for this bike into Chris's head in the first place. —Joe Kress





Owner: Chris Robinson (left)

City: Barberton, Ohio

GENERAL

Designer: Chris Robinson, Cracker Christoff

Fabrication: American Thunder of Barberton, Inc.

Year/make: 1948 Harley-Davidson

Model: panhead

Assembly: American Thunder of Barberton, Inc.

Time: 2 years

Chroming: none

ENGINE

Year/make: 1948 Harley-Davidson

Rebuilder: Chris Robinson, Chuck Ingram

Displacement: 74 cubic inches

Ignition: points type

Cam: Andrews

Carb: S&S

Air cleaner: Harley-Davidson

Pipes: handmade custom

TRANSMISSION

Year/make: 1948 Harley-Davidson

Shifting: 4-speed, hand shift

PAINT

Painter: Chris Robinson

Type/color: PPG/black

FRAME

Year/make: 1948 Harley-Davidson

Type: rigid

Rake: 28 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: American Thunder of Barberton, Inc.

Handlebar controls: minimal

Fenders: Chica, modified

Headlight: Drag Specialties

Taillight: V-Twin

Pegs: handmade

Foot controls: Harley-Davidson, modified

Gas tank: Harley-Davidson, stretched

Oil tank: handmade

Seat: V-Twin solo

Grips: V-Twin

FRONT END

Type: springer

Builder: Harley-Davidson

WHEELS

Make: Harley-Davidson, laced

Size: 21-inch front,

16-inch rear

Tires: Metzeler

Brakes: Harley-Davidson

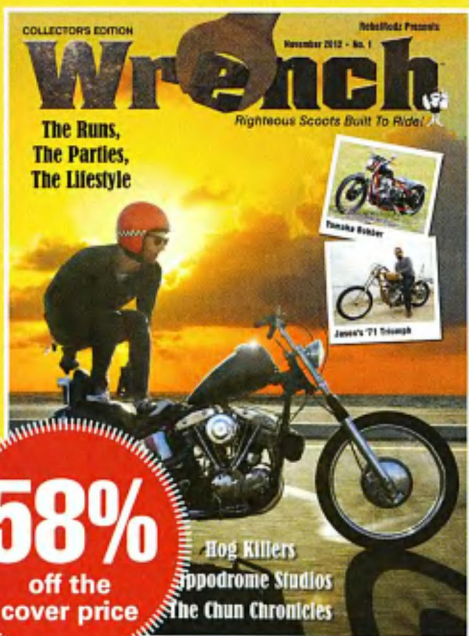
Photos: Michael Lichter

Contact: American Thunder of Barberton, Inc.

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A302EC

A tropical beach scene with palm trees and turquoise water. The image is a full-page background for a magazine spread. On the left, there are several palm trees of varying heights, some leaning over the beach. The beach is sandy and yellowish. The water is a vibrant turquoise color, with white foam from a small wave visible in the foreground. The sky is a pale blue with some light clouds. The overall tone is warm and tropical.

BIKER FICTION BY Z. JAKL

BIG JIM

Chance found us all together again at O'Malley's Pub on one particular Saturday night. The old bunch really hadn't been riding together much as of late, what with family and work obligations. Life deals from a stacked deck and this night the cards just happened to be in our favor. We cleared ourselves a big round table toward the back of the old place and ordered up a few pitchers and, as is the custom when old riding buddies get together, shit began to be shot. There was laughter, then glasses were raised to toast those taken too soon. Build stories were swapped and tales were embellished, and as the night wore on, the inevitable question was raised.

"Hey, what ever happened to Big Jim anyway?" This from Bobby the Collector.

"I don't know for sure but I heard he got pisted outside of Vegas while he was fixin' a flat on that S&S knuckle he built," said Dennis Dugan, the motor man over at Lugash Harley. "Naa aah, he went down to N.C. to train mercenaries at that compound they have down there. Hand-to-hand and sniper technique," said Pretty Boy Steve. They called him "Pretty Boy" 'cause even with the eye patch and missing teeth he always managed to take home a barmaid or two. He had a smooth line of shit with the girls but could never hold onto one for more than a month or two.

The speculation continued to run rampant about Big Jim and the table conversation became a dull buzz for me as I thought back to the last night I saw Jim. He had just finished his last bare knuckle fight right here in O'Malley's basement. Patty O'Malley made a pretty penny on Jim's fights and provided a venue for the crude entertainment by setting up a small "regulation" ring in the basement along with a few bleachers, lights, and a couple of old fans for the fighters and patrons. Jim's last fight went badly at first. His strategy of just standing and taking punch after punch until his opponent tired out wasn't working as well as it did in his younger days.

The crowd was pretty quiet as it began to realize it might lose some heavy coin on the bout. Jim actually staggered once or twice and O'Malley was turning gray. I never bet on Jim. I could never bring myself to do it. Jim was my friend, and I didn't want to be part of his exploitation. I never missed any one of his fights though. Not even once. He was amazing to watch. At

six-foot-four and 265 pounds, he was a wall with legs and he never lost.

"I don't wanna hurt nobody, Mickey," he'd always say. "I just wanna tire 'em out and knock 'em down." That was Jim's entire strategy. No training to speak of, he would just be a wall and tire them out. It took its toll for sure as Jim got old. I think half the crowd was there just to see him finally go down that night, but they were disappointed.

With one eye swollen closed and his left ear all cauliflowered up, Jim finally had enough, and with his usual amazing speed and power, he finally set his powerful Latino opponent on his ass. The guy bled and fled, carried by his cronies, and the crowd went nuts. I waited for the place to empty and climbed the stairs to see Jim already dressed and standing with his palm outstretched while O'Malley counted out hundred dollar bills. When he was finished, Jim could barely fold the pile. He stuffed the wad of cash into his jeans, stepped up on the bar rail, and leaned over to seize two bottles of Jack with his big, bloodied mitts. He pushed his way through the crowd and out the front door and strolled over to his home-built knuck.

I followed him out and watched him shove one bottle roughly into a saddlebag, then break the seal on the other. He took a long pull and handed it to me and I took my own healthy swig. He mounted the bike, threw it a kick and sat there grinning. "Jeez Mickey, I hope I can find my way home with one eye all closed up," he said with a chuckle.

"Want me to cut ya brother?" I asked jokingly.

"Thanks anyway Mick. I think I can manage."

He reached out and grabbed the Jack and swigged down another huge mouthful. Tucking the bottle between his legs and depressing his foot clutch in one smooth motion, he turned to shake my hand.

"Take care Mickey, I love ya man."

With that he put her into first and spun that rear Avon into a cloud of smoke and roared off into the foggy night never to be seen by any of us again—well, almost never.

I gradually climbed up out of my reverie and began to hear all the boys speculating and postulating.

"Well if Big Jim were still alive we would've heard from him by now," Dennis said.

"Yeah he's long dead man. Even a tough, mean bastard like Jim gets his

day," said Pretty Boy.

I laughed to myself at that last crack. I wonder how the boys would have felt if they knew the real Jim. The one who did charity work for orphaned kids—the Jim that volunteered at the animal shelter three nights a week. I still remember it like it was yesterday, what a picture it was, seeing that big scarred up mountain of a man bottle feeding a rat terrier pup who had been born prematurely. There were tears in his eyes that night. I watched one time as he chased a butterfly around his shop, herding it out the door.

"He needs to be free, Mickey," he said with deep conviction. "Don't tell no one, okay?"

"I won't Jim." And I wouldn't. I kept my promise that night. I wouldn't betray a good man's trust. He was a legend in these parts, and he would stay that way.

I reached into the inner pocket of my cut and pulled out a little square of cardboard and threw it into the middle of the table. At first no one seemed to notice but in a minute or two the little square was being passed all around the table.

"I'll be damned."

"Leave it to Jim."

"Son of a bitch. Lordy knows he earned it man."

"Yeah his legend lives on. That's Big Jim to a T."

The postcard finally made its way back to me. I must have read and re-read the back of that card a thousand times. It said: "I know why you never bet on me Mickey. I'll always remember you, man."

I turned the card over and held it a good long time, really enjoying the picture. It was one of those kinds of postcards the tourist photographers take. You know the ones, you pay the guy a few bucks and he makes up a personal stack of cards for tourists to mail to their friends. It was a great pic of Jim with palm trees swaying in the background and a greenish blue sea rolling onto a tan beach off in the distance. Jim sat sidesaddle on his baggage-laden knuckle, his legs crossed with the toes of his boots aimed straight up to the bright blue sky. The little rat terrier relaxed in his lap. Jim wore the happiest smile I'd ever seen on his battered old face. Standing next to him in the sand was a pretty little brown skinned girl wearing a huge smile just like Jim's, and Jim had one huge arm around her tiny waist.

—Z. Jakl

EASYRIDERS BIKE SHOWS

The Easyriders Bike Shows Are Comin'!



It's Bike Show season once again and to whet your appetite to go to the Easyriders Bike Show near you. We've put together this showcase of all the fun that took place last year as well as some of the cool custom trophy-winning bikes seen here in *Easyriders* magazine in 2012. All of these bikes were discovered at our custom bike shows from coast to coast, and this year we're looking for more—maybe even bikes like yours! So why not bring that dazzling scooter of yours to an Easyriders Bike Show? Who knows? You may take home a trophy and prizes—perhaps even have your bike photographed for a feature in *Easyriders*!

We're kicking out all the stops to make this year's Bike Show Tour the best ever. Meet and get

autographs and photos with stars of the hit TV series *Sons of Anarchy* Charlie "Jax" Hunnam and Ryan "Opie" Hurst. You can meet Charlie at our Anaheim, and Sacramento, California, and Columbus, Ohio, shows and hang with Ryan in Charlotte, North Carolina, and Nashville, Tennessee! Plus Michael Ballard and Angie from TruTV's series *Full Throttle Saloon* will be on hand to meet and greet at all of our shows. You'll find a killer collection of David Mann's original artwork on display throughout the tour and the Purrfect Angelz will be back to thrill crowds with their sexy dance numbers.

All this and more awaits you at the Easyriders Bike Shows!



Charlie "Jax" Hunnam



Ryan "Opie" Hurst

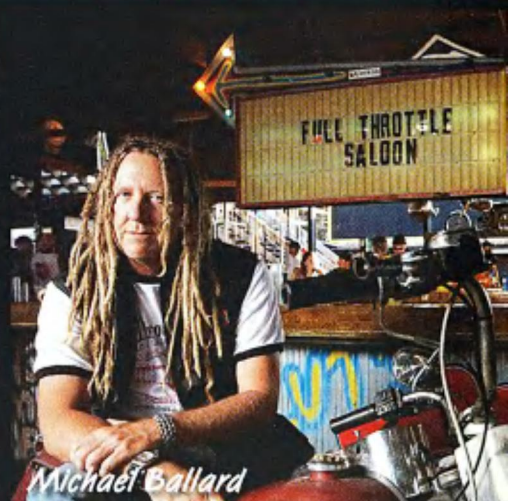
SONS OF ANARCHY



Purrfect Angelz



Angie



Michael Ballard



Easyriders Bike of the Year!
Owner: Johnny Gil
City/State: McAllen, Texas
Builder: Johnny Custom Shop
Model: 1947 Harley-Davidson FL
Issue: December 2012
Photo: Michael Lichter

Ride The Rainbow

Owner: Aki Sakamoto
City/State: Hawaii Gardens, California
Builder: Hog Killers
Model: 1968 Harley-Davidson XLCH
Issue: November 2012
Photo: Michael Lichter



Tool Maker's Toy

Owner: Lee Wimmer
City/State: Murrells Inlet, South Carolina
Builder: Wimmer Performance
Model: 2009 Wimmer Custom Tool Maker's Toy
Issue: July 2012
Photo: Michael Lichter



Problem Child

Owner: John Patrick
City/State: Concord, North Carolina
Builder: John Patrick
Model: 2005 custom rigid
Issue: August 2012
Photo: Michael Lichter



Homage To The Red, White And Blue

Owner: John Dodson
City/State: Chesterfield, Virginia
Builder: Gangster Choppers
Model: 1953 Harley-Davidson FLH custom
Issue: October 2012
Photo: Michael Lichter



Busted Flat... No More

Owner: Michael Lewis
City/State: Rainsville, Alabama
Builder: owner, Violent Choppers
Model: 1947 Harley-Davidson VL
Issue: October 2012
Photo: Michael Lichter



Old Faithful

Owner: Jereme Emch
City/State: Monclova, Ohio
Builder: Dickhead Choppers
Model: 1961 Harley-Davidson FL chopper
Issue: October 2012
Photo: Michael Lichter



Rollin' Bones

Owner: Paul Cavallo
City/State: Cucamonga, California
Builder: Spitfire
Model: 1951 Harley-Davidson pan
Issue: November 2012
Photo: James Forrest



Gotta Have That Classic!

Owner: Doug Robinson
City/State: Utica, New York
Builder: Perewitz Cycle Fab/Big Ron
Model: 1955 Harley-Davidson panhead rigid
Issue: November 2012
Photo: Michael Lichter



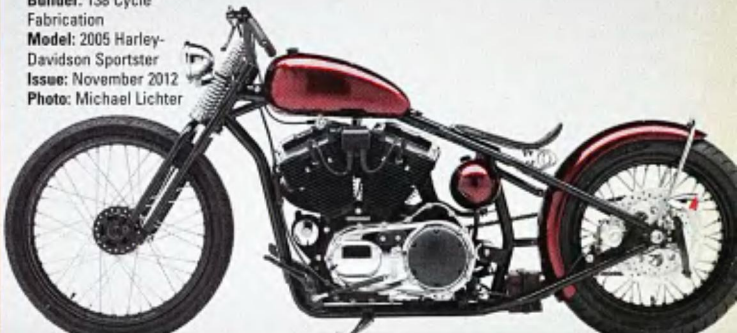
Take A Spin

Owner: Rey Bordthausen
City/State: Red Wing, Minnesota
Builder: Capone's Street Rod Motorcycles
Model: 2012 custom bobber
Issue: November 2012
Photo: Michael Farabaugh



Bloodfeast

Owner: Mark Thomas
City/State: Lexington, Kentucky
Builder: 138 Cycle
Fabrication
Model: 2005 Harley-
Davidson Sportster
Issue: November 2012
Photo: Michael Lichter



X-Con To Icon

Owner: Danny Trejo
City/State: Arleta,
California
Builder: Buzz Landin
Model: 2011 custom Machete
Issue: June 2012
Photo: James Forrest



Widowmaker

Owner: Richard Wright
City/State: Lexington, South Carolina
Builder: RW Chop Shop
Model: 2011 RW Chop Shop Widowmaker
Issue: August 2012
Photo: Michael Lichter



Sudden Impact

Owner: Cory Edwards
City/State: Oak Hill, Ohio
Builder: Gilliland Customs
Model: 1985 Harley-Davidson FXR
Issue: July 2012
Photo: Michael Lichter



Skinny Ass

Owner: Brad Jennings
City/State: Powell, Ohio
Builder: Bob Kavanagh
Model: 2011 Lakeside
Custom Cycles digger
Issue: December 2012
Photo: Michael Lichter



Purple Passion

Owner: Yuriko
City/State: Los Angeles, California
Builder: Aki Sakamoto
Model: 1976 H-D FX Chopper
Issue: January 2013
Photos: Michael Lichter



The Throwback

Owner: Chris Robinson
City/State: Barberton, Ohio
Builder: American Thunder
Model: 1948 Harley-Davidson panhead
Issue: February 2013
Photos: Michael Lichter



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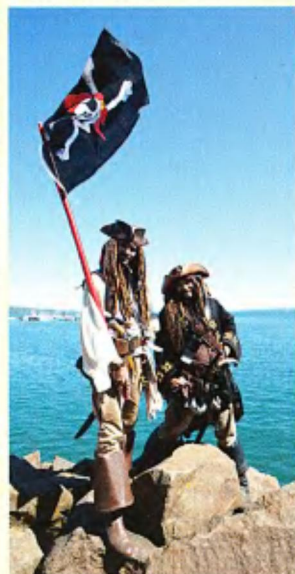
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Wharf Rat Rally

DIGBY'S CLOSER THAN YOU THINK





The Wharf Rat Rally already had a reputation for a great time in 2007 when I first heard about it just two years after its inception. I admit it is off the beaten path for most Americans, over an international border for that matter, but with an invitation from the organizers, I made the journey to Digby, the scallop capital of the world and home of Atlantic Canada's largest bike rally. I'll say straight up it was well worth it.



While the Wharf Rat Rally may not be particularly known in the United States, it certainly deserves to be. Quite a few Americans made the journey from as far away as Florida and Ohio, and everyone spoke highly of the trip. From Boston, it is just a 7 1/2-hour ride to Saint John, New Brunswick, from where most people catch the 3-hour ferry across to Digby. (If you skip the ferry and ride around, it will take more than 14 hours, but you will see some beautiful country any route you take.) For anyone who is coming from much farther away or may not have the time to ride the entire way, you can always fly into Saint John and rent a bike from Eldridge Harley-Davidson.

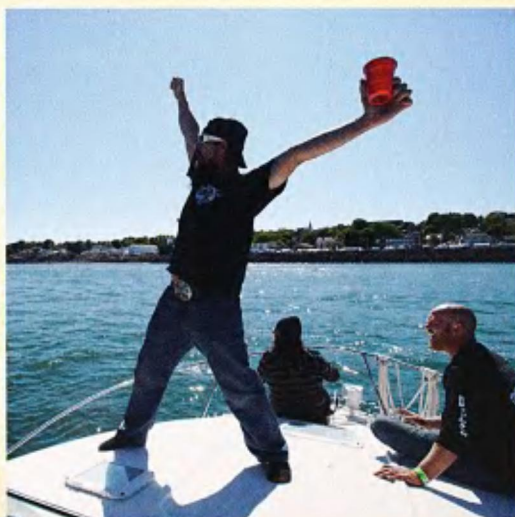
Digby is a small town of just over

2,000 people with a distinctly maritime flavor. Water Street, the main road through town that parallels the harbor, closes on Friday at 5 p.m. to 4-wheeled traffic through Sunday night demonstrating the level of support the town has for this event.

I rode with some friends around the bay and northwest up to the Annapolis Basin of Fundy since Thursday is a slow day for the event. Friday was much more active as bikers from Nova Scotia and nearby provinces started streaming into town and filling up the main drag on Water Street.

The crowds took in the great bikes packing the curbs as they visited the vendors, ate fresh street food (including the world famous Digby Bay scallops),





Photos: Michael Lichter



visited restaurants and bars, and sat along the water enjoying drinks while listening to a live band.

Saturday's big highlight, after an incredible helicopter ride over the event, was surely the Nova Scotia Boat Racers Association (NSBRA) races. High-powered boats of up to 750 horsepower battled it out one-on-one in the harbor. Spectators lined the wharf and filled boats to see the action up close. One of the big boys blew its motor going down the straightaway and started sinking. Thanks to fellow competitors, rescue craft, and some energetic bailing skills, it was quickly towed to a boat landing and pulled out of the water.

The carnival atmosphere lasted all day, with pirates and the occasional biker in

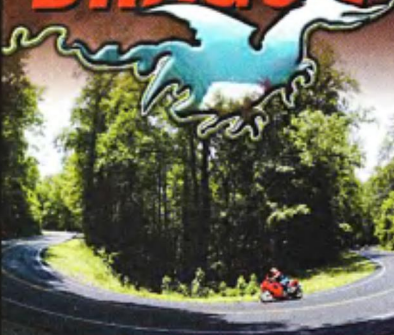
a kilt parading on the street. Everyone seemed to enjoy it, right down to the RCMP (Royal Canadian Mounted Police) who were not mounted on horses on this occasion. They seemed to be there to help ensure everyone was having a good time.

Do yourself a favor next year, cross the border and see how our neighbors do it up north. From whale watching to spectacular fireworks on Sunday night, the Wharf Rat Rally is a whole new two-wheeled experience.

Visit <http://www.whafratally.com> for more information on the rally including dates and hotels, <http://www.novascotia.com> for camping and www.nfl-bay.com for ferry info.

—Michael Lichter

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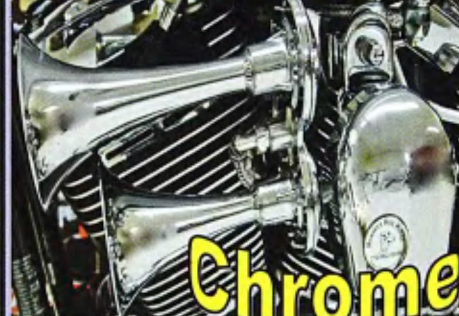
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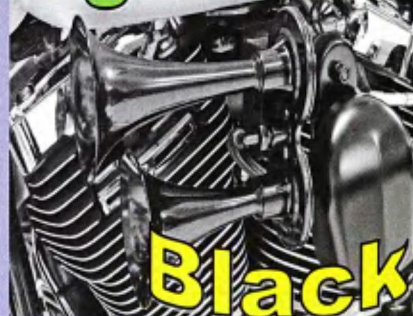


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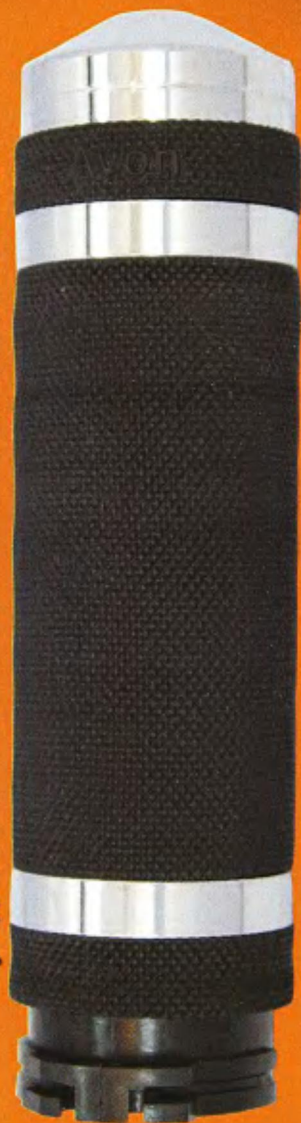
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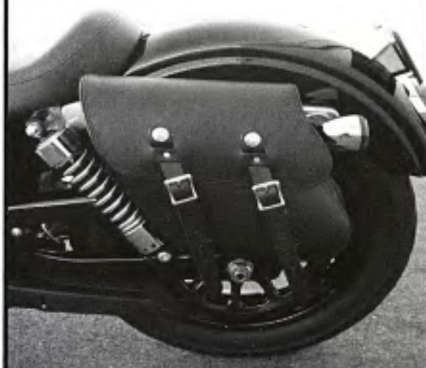
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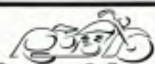
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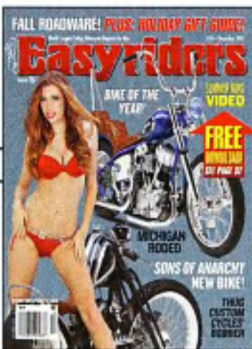
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NEW WIND SPLITTER VENTED WINDSHIELD

The new Wind Splitter Vented Windshield (\$424.95) from Harley-Davidson was developed to significantly reduce buffeting at the rider position. A fingertip-adjustable center vent matches airflow to the rider's height and also provides cooling air at low speeds. It is engineered to provide the comfort of a larger

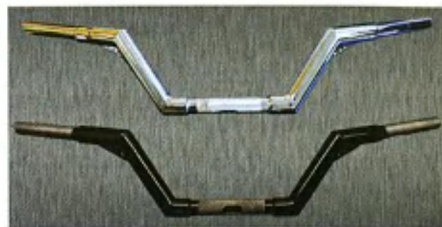
windshield, but its shape keeps bugs and road grime below the rider's sight line.

The shield is formed of hard-coated polycarbonate for strength and scratch resistance, and the dark smoked finish reduces glare. The polished stainless steel brackets mount to the original docking points for ease of installation and removal. It fits 1994-and-later Road King, 2000-and-later Heritage Softail Classic, and 2000-and-later Heritage Softail, Fat Boy, Fat Boy Lo, and Softail Deluxe models equipped with auxiliary lighting.

Harley-Davidson
www.harley-davidson.com

V-LINE HANDLEBARS

There is nothing wimpy about these V-Line bars recently introduced as part of Trask's collection of unique, high-end accessories. In your face, almost gothic lines, high-quality materials, and superb construction pretty much say it all. In black or chrome, V-Bars were designed for Road Glides, but can be used on Dynas, Softails, Sportsters and most machines sans fairing.



V-Bars are compatible with both fly-by-wire and non-fly-by-wire bikes. Chrome (P/N TM-2020) and black (P/N TM-2019) models each have a suggested retail of \$399.95.

Trask Performance
 888-998-7275
www.turboyourharley.com



MESH AND SPOKED HIGH-TECH PULLEYS

Whether you are running a bagger, factory hot rod, custom chopper hot rod, or bar hopper, these high-tech pulleys recently introduced by Belt Drives LTD can enhance the form and function of a variety of late-model machines. Each unit is precision crafted from 6061 billet aluminum and gear cut for enhanced durability and performance. BDL offers the pulleys in two designs: classic mesh pattern and spoked, finished in rugged, high-luster chrome or black with accent cuts. It is designed to fit H-D models from 2000 - 2012. Custom builders will find the pulleys are just the ticket for machines with late-model OEM-style driveline layouts. Prices start at \$371.

Belt Drives LTD
 714-693-1313
www.belt drives.com





HOTOP DESIGNS FAIRING POCKET LINING KIT

This easy-to-install kit from Drag Specialties and Hotop Designs includes everything needed to line fairing compartments with a soft, thick, durable fabric. The kit gives your ride a finished, custom look while protecting your sunglasses, GPS, cell phone, and other gear from damage on long road trips. Made for 1998 - 2013 FLTR/FLTRX models, the pliable, stretchable material fits easily into the tight corners of compartments for a professional fit and finish. The lining kit is easy to install, too; the pre-applied adhesive stays stuck but can be removed. The kit includes enough material for both left and right compartments. Made in the USA. \$19.95

Drag Specialties
www.dragspecialties.com

MODEL A TAILLIGHT IN BLACK POWDERCOAT

You can now get Lick's Classic Model A light assembly with a wet look black powdercoated finish. This formerly hard-to-find style taillight will add a perfect touch of nostalgia to your retro ride, chopper, or just about any custom. Along with the brilliant red and amber faceplate, each assembly is fit with a clear lens and 12 volt bulb on the underside for license plate illumination. Measurements are approximately



3 1/2 x 2 inches, and each comes with wire leads and accommodations for optional fender or side-mounting hardware. Suggested retail is just \$69.95, which includes both the plain lens and one other lens of your choice at no additional cost.

Lick's Cycles
413-663-9050
www.lickscycles.com



THE SPEED MERCHANT PRELOAD FORK ADJUSTERS

The Speed Merchant manufactures 39mm and 41mm adjustable fork caps for precise preload adjustment. With preload adjustment built into the fork caps, you no longer have to remove your old stock caps and cut spacers to adjust the preload on your front end. Just turn the adjuster up or down to fine tune the last bit of adjustment your suspension needs.

With up to 7/8-inch adjustment for the 39mm version and almost an inch with the 49mm model, you will be able to rule the streets or run the canyons.

- 39mm fits: 1987-1994 FXR; 1991-2005 FXDL and FXD; and 1988-and-up XL models

- 49mm fits for 2006-and-up FXD/FXDWG and 2002-and-up V-Rod models with 49mm forks

The fork caps are CNC machined from 6061 aluminum with precise craftsmanship, engineering, and balance. They are available in machine finish (\$140) and black anodized (\$150) and are made in Southern California, USA.

The Speed Merchant
818-639-2233
www.thespeedmerchant.net

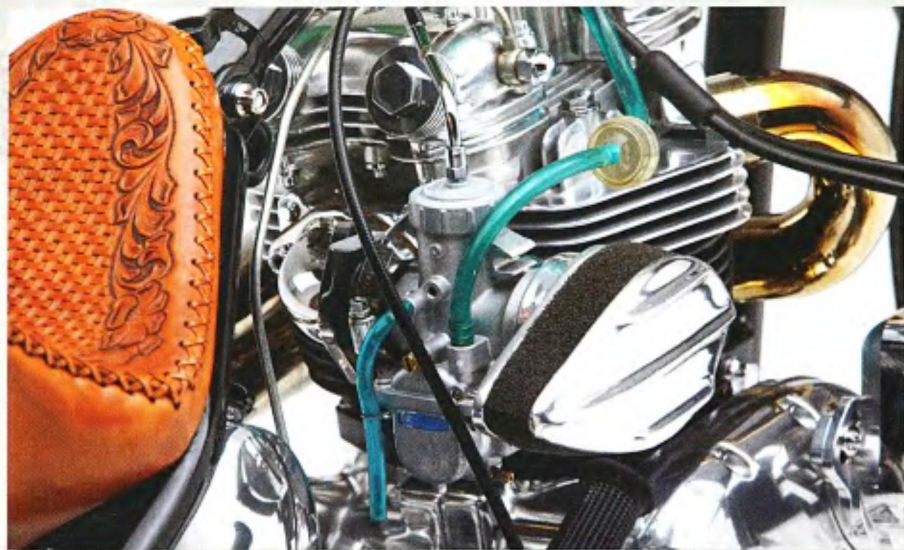
Brothers Jason and Wayne Ahlquist can be found in the front page of the Meredith, New Hampshire, phonebook thanks to their choice of company names: **Acme Choppers**. The word Acme, something the ancient Greeks thought up, means the highest level or degree attainable; the highest stage of development. That is definitely something to shoot for in any field of endeavor, bike building included.

While Acme powers a lot of its customs with Harley motors, it is also known for its Triumph customs thanks to a recent upswing in popularity of the vertical twin Brit classics. "Triumphs are huge now, coming back real hard," Jason tells us. "We've got three more builds going at the moment and a dozen more motors stockpiled."

Light, nimble, quick, and cost effective, the "Acme-ized" street customs have a following.

The Green Acme Choppers '68 Triumph Hornet





The 1968 example seen here is a bike dubbed "The Green Hornet" thanks to its buzzing, hot metalflake paintjob by Acme's go-to spraymeister, the Kandy Man aka Darryl Sargent from his shop in nearby Derry, New Hampshire. Acme fabricator Danny Gill and engine guy Robert Guardia joined Wayne and Jason, forming a team that addressed whatever needed doing.

Starting with a 650cc single-carbed Tiger donor motor, the crew bumped it up to a "long

**Triumphs are huge now,
coming back really hard.
It scoots along.
It'll pop the front tire.**







rod stroker" 750cc and swapped the stock Amal for a new Mikuni with ignition sparked by a classic Joe Hunt magneto. At about 300 pounds, the power-to-weight ratio makes for a serious thrill factor, and you had better hang onto the Acme custom apehangers. "That thing scoots along," Jason says. "It'll pop the front tire. We also custom fabricated the two-into-one high pipe out of stainless steel so it sounds good and strong. It's got a David Bird hardtail conversion and one of our wide springers on it, in this case the version where the stem is offset to push the front out in front of the neck a bit."

Contributing to the bike's ultra-light look are the set of vintage Invader wheels Acme had powdercoated while the retro ribbed primary cover was served up by John Mulrean of the British Connection, just the set-off piece for a classic hot rod Triumph. Likewise Acme custom fabbed and chromed a sissybar that echoes the lines of the front end adding to the swept back look of the bike's profile. If you are curious about that headlight, it is an original 1970s Aris piece, not a repop.

Acme Choppers has a new Facebook page. Its website shows the new product line that includes a complete hardtail frame that accommodates the modern Hinckley Triumph twin cylinder motors. You could say the company is the acme of custom coolness.

—Paul Garson

Owner: Jason and Wayne Ahlquist,
Acme Choppers

City: Meredith, New Hampshire

GENERAL

Designer: Acme Choppers

Fabrication: Acme Choppers

Year/make: 1968 Triumph

Model: Tiger

Assembly: Acme Choppers

Time: 3 months

Chroming: Aotco Metal Finishing

ENGINE

Year/make: 1968 Triumph, Acme Choppers

Displacement: 750 cubic inches

Cam: Triumph

Ignition: Joe Hunt Mag

Pistons: Triumph

Heads: single, polished

Lifters: Triumph

Carb(s): Mikuni

Air cleaner: Goodson

Pipes: Acme Choppers custom stainless

TRANSMISSION

Year/make: 1968 Triumph

Shifting: 4-speed

PAINT

Painter: Kandy Man

Type/color: green

Special paint: metalflake

FRAME

Year/make: 1968 Triumph, Acme Choppers

Rake: stock

Stretch: stock

Shocks: David Bird hardtail

ACCESSORIES

Bars: Acme Choppers one-off

Handlebar controls: Emgo

Fenders: Acme Choppers

Headlight: Aris

Taillight: Belmit

Footpegs: Acme Choppers

Electrics: Tympanium

Gas tank: Detroit Bros.

Oil tank: Acme Choppers one-off

Oil system: early softail filter

Seat: Jay Fortin

Sissybar: Acme Choppers

Grips: Acme Choppers Speedline

FORKS

Type: Acme Choppers wide springer

Extension: stock

Builder: Acme Choppers

WHEELS

Size: 21-inch front, 16-inch rear

Wheels: Invaders

Tires: Avon

Brakes: Triumph

Photos: Dino Petrocchi

Contact: Acme Choppers

603-524-2263

www.acmechoppers.net

Meet This Month's Winner!

In this month's riveting *World of Exotic Odors Magazine*, meet Liz, a filthy, hot, little blonde from Texas, where filthy, hot, little blondes are raised cage-free and grass-fed on the wild western plains, given a large dose of DMT along with all their required shots, and turned loose like a herd of shaved spider monkeys on the stripbars of a free nation. God bless us, everyone. Please join us on page 100 as she regains consciousness aboard Matt Kaluzny's baby blue 1972 Super Glide with a sore on her anus, a \$2,000 bail bond receipt, and voices in her head going, "Boogida-Boogida-Boogida".

—Moosecock Montana



#0201 Terri Lynn-Georgia

"My first ride was all moose-glides and throbbing gristle. Ever since, it's been more of the same. I have thoughts in my head that make me an indivisible."



#0202 Wendy-Washington

"My first time was when I turned 16. I have been riding ever since."



#0203 Shannon-Michigan

"My first ride was orgasmic, literally. It was on a black Harley Softail. I felt so free doing 105 down the freeway! Guys who ride Harleys are a turn-on, big time!"



#0205 Britney Mae-Arizona

"Once you get used to things like poisonous reptiles and giant guano bats coming at you out of the darkness, riding in the desert at night is such a beautiful experience."



#0204 Alexandria-Massachusetts

"My first ride on a Harley was with my father's friend who was visiting from Canada for the month."



#0206 Ashley Nicole-Arizona

"My first ride on a Harley was on the back roads of Wilson, North Carolina. I never felt so free."

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, Carlotta Champagne from Pensacola, Florida. We found her touring retirement villages with her powerful one-woman show, "A Carload of Carlotta," performed entirely nude and staggering drunk, which opened to the worst reviews in Florida history, but is expected to run for the next seventeen years.

476

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

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I will pose: ☐ Nude ☐ Topless only
Model's Signature: _____

Photographer's Name: _____
Address: _____
City: _____ State: _____ Zip: _____
Daytime Phone: () Evening Phone: ()
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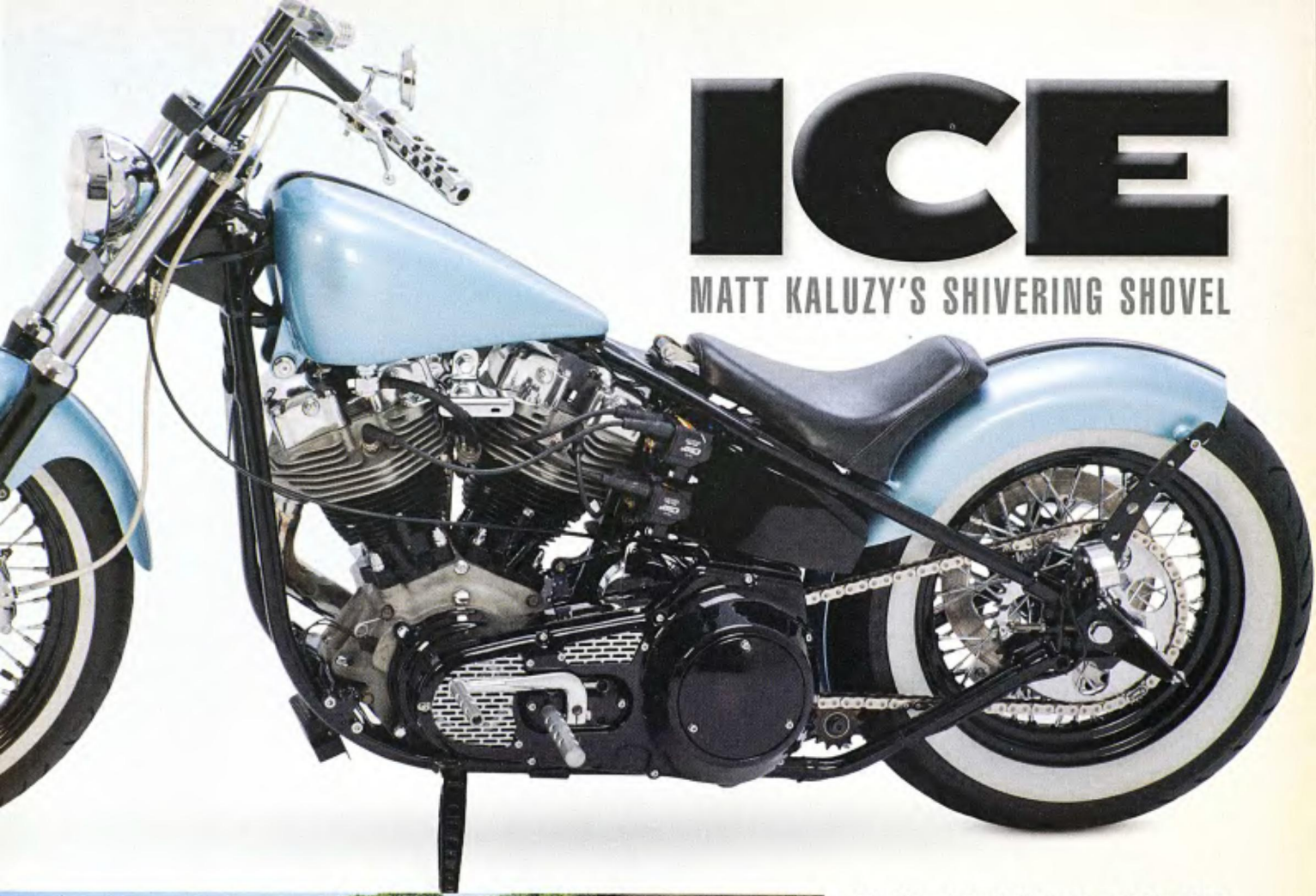
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I've got to give proper credit
to those talented people out there
who create such high-quality
American-made parts.

This month's Fox Hunt winner,
the alluring Liz from Texas,
was more than happy to warm
up this two-wheeled iceberg.





ICE

MATT KALUZY'S SHIVERING SHOVEL



Matthew (Matt) Kaluzny and his 1972 shovel (left) have been together for better or worse, richer or poorer, in sickness and in health since the early 1990s. The scooter was just sitting around for the past few years with a cracked frame, and Matt had already scrounged enough stuff from his basement to build it from the ground up twice before. Sounds like our kind of basement.

Matt cut his wrenching teeth on this Super Glide, but it was high time for him to create the bike he always saw in his head. Since everything was pretty much road worn from the past two builds, he started with the motor and stroked it to 84 cubic inches. The top end went to Gary Stroud's Racing the heads were changed to a dual plug setup.

After watching a TV show about icebergs, Matt drove the painters John and Jeremy nearly insane with his obsession for this particular shade of blue. After he bought a Hobart EZ Wire welder, Matt enlisted the help of his brother Mike who taught him how to weld good enough to work with the various tabs and brackets on his fender and frame. "I wish I



had learned how to weld years ago," Matt says. "It definitely cuts down on waiting for other people to make the time to do it for you."

Matt got a lot of help from his friends, such as Fab Kevin for the taillight/tag mount. He also received guidance and parts from Cole Foster of Salinas Boys, After Hours Choppers, Bare Knuckle Choppers, Curly's Customs, and Twisted Metal Choppers. "I've got to give proper credit to those talented people out there who create such high-quality American-made parts," Matt tells us. "It makes it so much easier for us guys who are trying to build something in our garage."

Working on this project after hours and on weekends for six months really paid off. Despite the lack of road maintenance in Northern Indiana, Matt can now ride his renewed shovelhead chop anywhere, thrash on it like a cheap whore if he wants to, with no worries about breaking down on the road. His dream stretch of highway leads to Valhalla where he and Terry Anderson Jr, his brother from a different mother, can arm drop their shovels into the sunset. —Cheese



Matt can ride his renewed
shovelhead chop anywhere
with no worries about
breaking down on the road.







Owner: Matt Kaluzny
City: Westville, Indiana
Fabrication: Matt Kaluzny
Year/make: 1972 Harley-Davidson
Model: Super Glide
Time: 6 months

ENGINE

Year/make: 1972 Harley-Davidson
Model: shovelhead
Rebuilder: Strouds Racing,
 Matt Kaluzny
Displacement: 84 cubic inches
Ignition: Crane
Cam: Andrews "B" grind
Carb: S&S

Air Cleaner: Hank Young Choppers
Pipes: Matt Kaluzny

TRANSMISSION

Year/make: 1972/Harley-Davidson
4-speed kick only

PAINT

Painter: John and Jeremy from Valparaiso
 Harley-Davidson
Type/color: top secret/iceberg blue

FRAME

Year/make: 1972 Harley-Davidson
Type: rigid
Rake: stock
Stretch: none

Suspension: none

ACCESSORIES

Bars: Northwest Cycles
Handlebar controls: Arlen Ness
Fenders: Twisted Choppers
Headlight: Matt Kaluzny
Taillight: Fab Kevin
Pegs: Matt Kaluzny
Foot controls: Matt Kaluzny
Electrics: Matt Kaluzny
Gas tank: Cole Foster
 of Salinas Boys
Oil tank: Harley-Davidson Softtail
Oil System: Harley-Davidson
Primary: Harley-Davidson
Seat: LePera
Mirrors: Matt Kaluzny
Grips: Matt Kaluzny

FRONT END

Type: Harley-Davidson
Extension: 2 inches under
Rebuilder: Matt Kaluzny

WHEELS

Hub: Harley-Davidson
Size: 19-inch front,
 16-inch rear
Tires: Avon whitewalls
Brakes: CMC, Harley-Davidson
Photos: Michael Farabaugh

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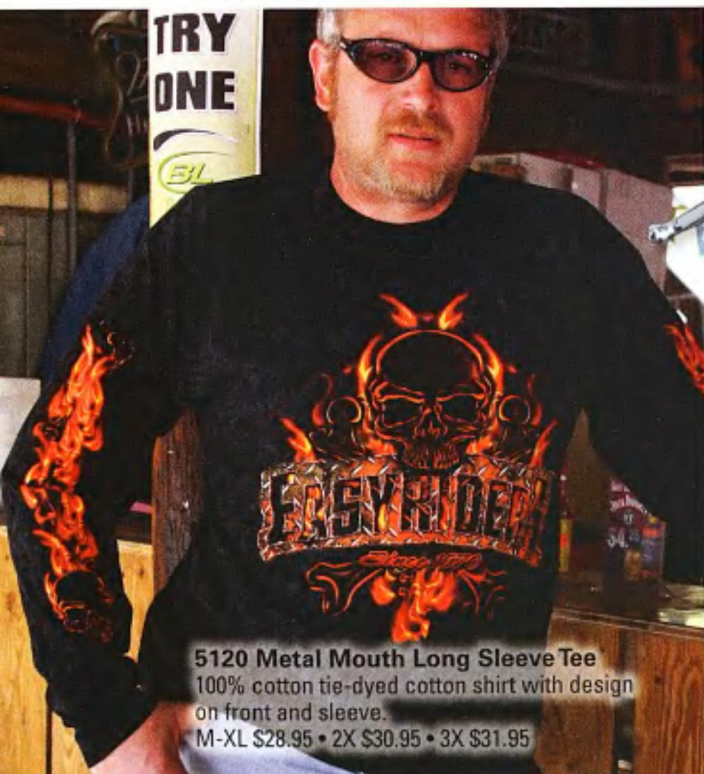
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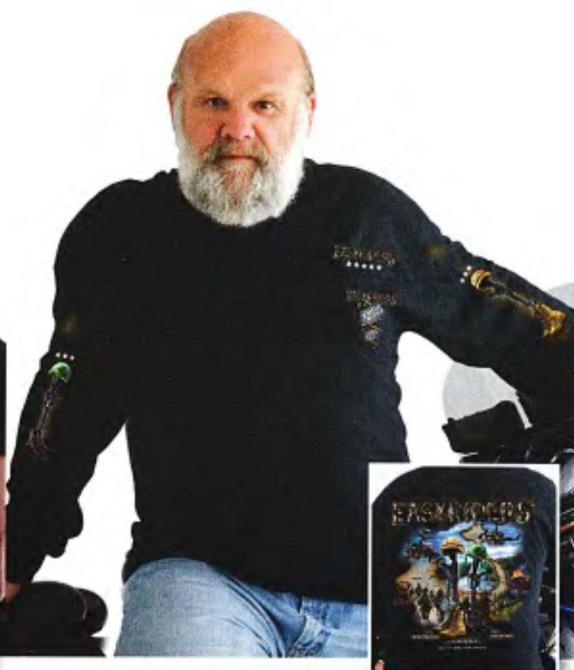
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Quail Lodge Motorcycle Gathering

Being rabid motorcycle freaks, in early May we rode up to Carmel, California, for the Quail Lodge Motorcycle Gathering. The Quail Lodge is one of the largest concourse events for vintage and collectable motorcycles on the West Coast. The day was preceded with a wonderful ride up the California coast through the Big Sur, which is one of the great motorcycle rides in the state.

We stayed in nearby Monterey, as the budget

around here doesn't exactly cover Carmel five-star accommodations. Ironically, we had stayed at this very hotel several years earlier when another motorcycle event in Half Moon Bay was picking up the tab. It's a bitchin' hotel. The rooms are arranged in a circle around a small lake and you are serenaded by frog music all night long, but I digress.

The grounds where the event takes place are on a grass-covered field behind the hotel. The

theme of the event was The Evolution Of The Motorcycle and was a showcase for 250 legendary motorcycle marques from around the world. Our interest was piqued by the American and British machines on display. In particular we were drawn to Marty Dickerson's 1948 Vincent Rapide Racer, the legendary Blue Bike. Marty was there talking with spectators about his experiences at the famed Bonneville Salt Flats. There was a fine sampling of vintage Indian



Photos: Derst Thompson and Jerami Johnson



machines, featured in our video coverage (go to www.easyridersdvd.com for a free download), as well as an interview with collector Thom McIlhattan and some of his Harley-Davidsons.

This is just a terrific show with nothing but the classiest machines in the country. For information about next year's Quail Lodge Motorcycle Gathering, check out their website at www.quailodgeevents.com.

—Kit Maira

ReadersRides

John Spero Baltimore, Maryland 2012 Custom Chopper

File this one under "the family that builds bikes together," uh, well, I don't know, maybe I will figure the rest out by the end of this story.

It seems that John and his family, when they were still living out in California a couple of years ago, all got involved in collecting parts for this bike by traveling up and down the left coast. That would be John's wife, his two daughters, and CJ, his son. They went to visit swap meets in Long Beach, Sacramento, Vallejo, and so on, and even checked out Craigslist.

Working as the head mechanic at an exclusive casino and golf course at the time, a place that required people check in and out as they came and went, John says that he and his crew



were constantly observed by 13 cameras as they worked in the casino's shop. "You know casino security," he says. "They're everywhere."

Except in the parts room. And that's where he put the bike together, bringing in the 107-inch S&S engine, the 5-speed JIMS tranny, the one-off

pipes, the PM wheels, and everything else, piece by piece and unseen by the cameras.

It took him a couple of years, but once he was finished and rode the bike out of the parts room, it caused quite the sensation, not so much because of its obviously very cool looks—as an added touch, everything was based on the movie *30*—but because it had never been checked in, and with all those cameras everywhere, how could John have possibly smuggled it into the shop?

These days, John and his family live in Baltimore. As a final touch, CJ, who owns a bike shop there, tightened everything down on the new build as a special Father's Day present.

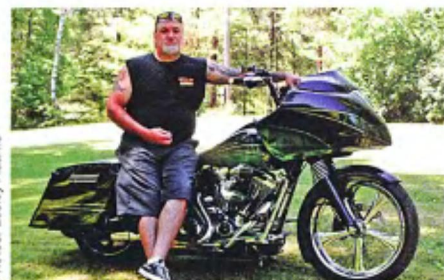
I still don't know how to end that stupid saying, but you get the idea. A toolbox in the family garage is worth two cousins in the bush?

Nah, forget it!

—Tripper



Comin' At Ya



Mike Adams
Skowhegan, Michigan
2010 FLTRX

For some people, the best way to move forward is by doing it ass-backwards—or so it may seem. Case in point: Mike Adams, who decided to open a shop called Smada Customs. Clever, ain't it?

Consequently, a lot of parts on this bike are Smada-built, like the Smada custom pipes, the rear fender, or the, uh, unusual fairing, which makes the bike look like a UFO or some sort of stealth fighter. This may be a matter of personal preference.

Other parts were Smada-modified, like the Eddie Trotta floorboards, the Ness mirrors, or the Klock windshield. Even the stock frame was raked 7 inches in the neck. And, of course, Smada Customs painted the whole shebang in black and green pearl.



But you get the idea, I imagine. Mike Adams, in the guise of Smada Customs, had a hand in every little detail of this bike's build, even though plenty of parts come from elsewhere: the SMT Machining wheels, Danny Gray seat, the Yaffe handlebars, and so on. A prime example of Mike's hands-on approach is the Smada inner and outer fairing, both of which he reworked so they would accept the CBR headlights while at the same time repositioning the gauge holes and adding new holes for speakers, because, as anyone knows, UFOs (or stealth fighters) have awesome sound systems.

At any rate, this backwards thing seems to be infectious. I wonder why he didn't go all the way and call his shop Smotsuc Smada. That would look great in any rearview mirror. But before I lose myself in more silliness, check out Mike's work at www.smadacustoms.com. And tell him Reppirt sent you.

—Reppirt

The March issue of *Easyriders* (No. 477) takes you to that long shot gamble known as Las Vegas BikeFest for one helluva good time. Custom bike features run the gamut from a new Orange County Choppers long bike, to the latest high-tech sled from Big Bear Choppers. Check out LA Speed Shop's replica knuckle, Jason Jesse's classic pan, and a farout flathead from Richard Warder.

You'll find another killer David Mann center-spread, crazy humor, and more. All this and more is barrelin' your way in the March issue of *Easyriders*.
On sale February 2nd



The superb January issue of *V-Twin* (No. 141) includes coverage of the Thunder Beach Rally, R.O.T. Rally, and the Freedom Rally. Check out a wicked Morton's metric as well as a complete Guide to the very latest Seats and Soft Luggage.
On sale now!



The next issue of *In The Wind* (No. 152) breaks in a new year, and serves as a review of fun shenanigans we pulled off last year like riding rough-shod through hell and high water to party in the Black Hills at the 72nd Sturgis Rally. Michael Lichter brought extra digital cards to get it all, and what has he ever missed? Putt over to Rip's BAD Ride 15 and see bikers doin' good things for society. Really. This rag is stocked chock full of fabulous photos from you, the reader, so get it. Remember, if it's out there, it's in here!
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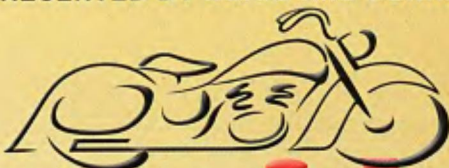
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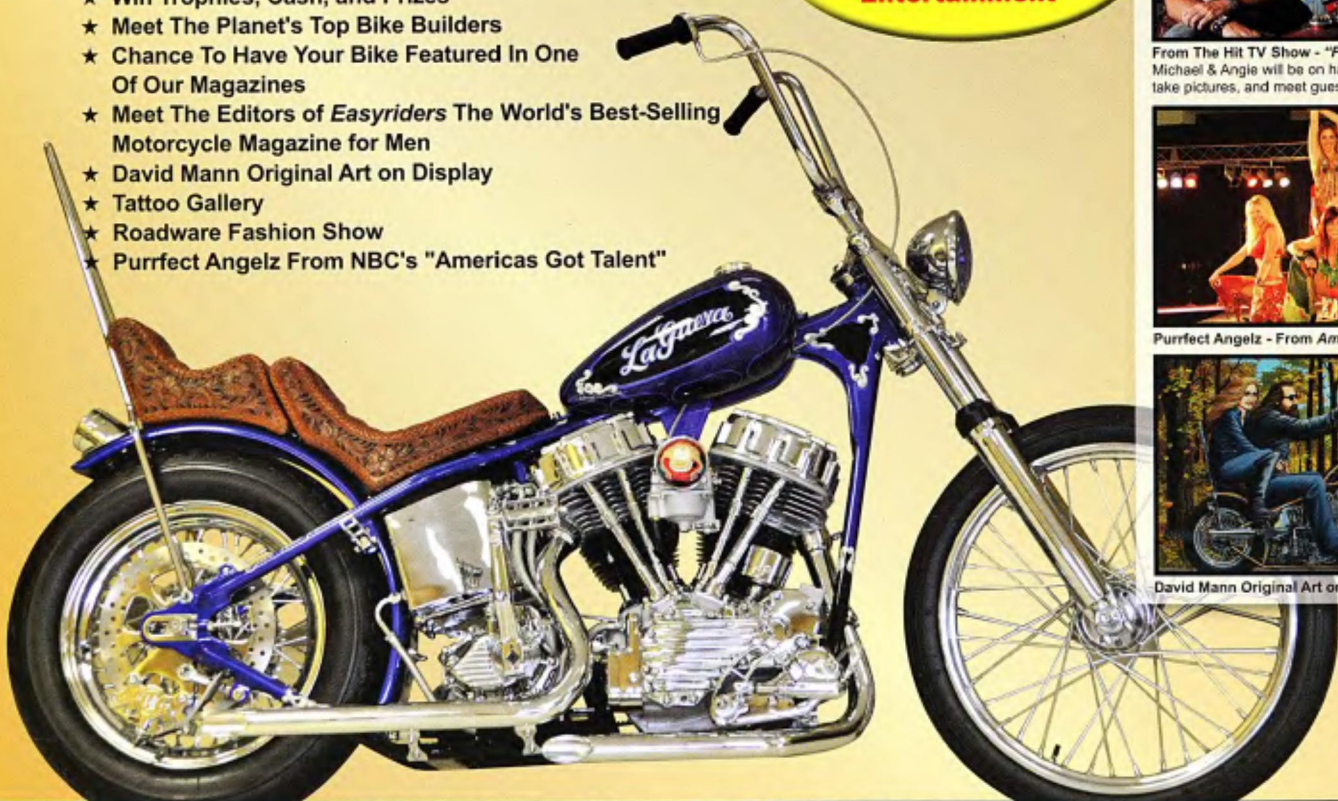
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