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Creative Director: R. Marsh

Associate Editors: Kim Peterson • Kai Raecke • Kit Maira

Roving Editor: Clean Dean Shawler

Humor Editor: Steve "Beatnik" Werner

Senior Copy Editor: Joanne Morris

Photo Editor: John Nielsen

Editorial Assistant: Sandy Chamberlin

Editorial Consultant: Dick Teresi

Digital Scanning/Processing: Alex Lopez, Manager

Digital Imaging: Jeff Biggs • Adam Kobrin

Design Production: Smash Studio, Inc.

Prepress Operations: Billy Thornbury, Manager

Senior Photographer: Billy Tinney

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

Dino Petrocelli • John Covington

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

Advertising Phone Number: 818-889-8740

East Coast Director of Advertising: Joe Russo

West Coast Director of Advertising: Tammy Porter

Advertising Executive: Isidro Romero

Advertising Coordinator: Billy Thornbury

Advertising Production: Alex Lopez

Circulation: Tony DiBisceglie, *Newsstand Director* • Sanford Meyers, *Foreign Licensing*

Gudrun Carver, *Circulation Manager*

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Chairman/CEO: Joe Teresi

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Paul Yaffe's Dream Bagger shot by Michael Lichter. John Barnes' 2010 Condor Custom and sexy Shantal by Mike Chase. Special imaging by Jeff Biggs.

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



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What An Ass

After watching a porno film, a man decided to recreate something he had watched, so he found himself an eel and shoved it up his ass.

The eel ate its way through his body. It chewed its way through the man's colon, perforated his large intestine, and became stuck in the body cavity. The medical team that treated the man reportedly said the eel, which weighed about one pound, was "simply trying to find its way out."

Clever?

A professor who teaches computer science classes grades "on a curve," automatically marking the highest grade an A, with other grades trailing based on their proximity to the class's best. One clever student organized the entire class for the December final exam, to persuade everyone to do no work at all—this bringing the "highest" grade a zero, meaning an A for everyone.

Fortunately for the students, the class held together, and a shocked professor honored his contract giving everyone an A.

A Pissed-off Dog

A guy locked his golden retriever dog in a car while he went to dinner. The dog was not very happy about being cooped up, so he ate whatever he found, which included five \$100 bills. The guy managed to recover the scraps (in exactly the way you might think), washed and dried them several times and is awaiting word whether the U.S. Treasury will exchange his scraps for five new ones.



Where There's A Will

Apparently Russia has horrid traffic jams, so drivers have found a way around the problem: fake ambulances outfitted with plush interiors for relaxation, while specially trained drivers use unauthorized lights and sirens to maneuver through jammed streets. These "ambulance" companies charge the equivalent of about \$200 an hour for these taxis. Needless to say, it's the wealthy Russians who partake in this method of getting around.

Nice Try

A prison guard faces several charges resulting from a marital dispute. To make a point he had tried to remove his wedding ring by shooting it off. The ring hung in there, but his finger was mangled.

Holy Crap

One of the 12 Canadian foods chosen to accompany the country's International Space Station astronaut is the limited-issue dry cereal especially noted for its fiber, organic buckwheat, and various nontraditional ingredients. It's name? "Holy Crap."

A Hearty Drinker

A 61-year-old man in Sweden beat a DUI charge even though his blood-alcohol was five times over the legal limit. The man told the judge he is a hearty drinker and normally starts in even before work every day, with "no effect" on his performance. According to the newspaper, that must have impressed the judge who was so awed that he tossed out the charge.

Some Quotes To Ponder

"In my many years I have come to a conclusion that one useless man is a shame, two is a law firm, and three or more is a congress."

—John Adams

"I contend that for a nation to try to tax itself into prosperity is like a man standing in a bucket and trying to left himself up by the handle."

—Winston Churchill

"I don't make jokes. I just watch the government and report the facts."

—Will Rogers

Headline News

The following are real and intriguing headlines from the news:

"Bugs Flying Around
With Wings Are Flying Bugs"

"Republicans Turned Off
By Size Of Obama's Package"

"Statistics Show That
Teen Pregnancy Drops Off
After Age 25"

"Federal Agents Raid
Gun Shop, Find Weapons"

"Tiger Woods Plays With
Own Balls, Nike Says"





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Keeping a 30-wheel in proportion to the rest of the bike isn't easy, but take a look. It's happened here.



And the Lucky Winner of the *Easyriders* Sweepstakes Yaffe Dream Bagger IS... ***Livin' The Dream***

Keith Twitchell of Binghamton, New Jersey, scored one sweet ride, the *Easyriders* 2012 Sweepstakes Grand Prize Dream Bagger. A Paul Yaffe one-off creation, this one's the result of ideas and concepts Paul had been batting around for a while and building the Sweepstakes Dream Bagger was the perfect opportunity to put those plans into action. "And right at the top of that list," Paul says, "was coming up with a new way to use a 30-inch front wheel

and make it actually work, both visually and mechanically." Keeping a 30-inch in proportion to the rest of the motorcycle and having that motorcycle ride and handle correctly isn't easy, but take a look. It's happened here. Incidentally, all the new parts Paul came up with and used on this bike are now available on Paul's Bagger Nation website.

"I started the build around Christmas back in 2010," Paul remembers, taking about a year to complete everything.

He began with a Rolling Thunder frame built to his specs; it has the new Harley-Davidson four-point rubber-mount system so that all the stock Harley touring components bolt right on. The rear section of the rubber-mount system, including all the electrical components and the battery cradle, is all stock Harley-Davidson.

HHI helped incorporate Paul's concept of shortening the steering head and using an arched triple clamp so that



30-inch front wheel could be used without raising the neck—a big aspect of the success of the overall look. HHI also did the hand and foot controls and the fork lowers. To keep things in proportion, the frame has a 2-inch forward stretch, the modified Harley-Davidson gas tank was pushed forward and stretched extra long, almost 7 inches, towards the rear. And all of it, the neck work, the frame stretch, and the elongated tank worked flawlessly. “Most every bike I’d seen before with a 30-inch front wheel looked ridiculous to me,” Paul says, “almost like someone put a Ferris wheel up there. That’s what I was determined to get away from.”

With all of this happening at the front of the motorcycle, the rear would have to be super stretched to give balance to the bike. The rear fender has been stretched 8 inches, and the saddlebags have also been stretched 8 inches, both down and back. The bike, Paul says, is almost 11 feet long tip to tip.

PPG created a special color to cover the Dream Bagger, a new shade it calls Lion’s Mane.



Most every bike I'd seen before with a 30-inch front wheel looked ridiculous to me. That's what I was determined to get away from.



Paul Yaffe



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Mounted right in the middle of the bike is a brand-new and specially-made 111-inch S&S engine—a motor using the OE late-model Harley mounts and transverse links and rapping through a set of Vance & Hines pipes. It is hooked to a Jim's 6-speed transmission.

As you're reading this, Sweepstakes Grand Prize Winner Keith Twitchell is happily aboard his Dream Bagger, "And loving every minute, I'm sure," Paul Yaffe says. "I got to put on all the break-in miles and rode the bike all around Arizona Bike Week before Keith took over. And it was sweet!"

—Joe Kress

Owner: Keith Twitchell
City: Binghamton, New Jersey
GENERAL

Designer: Paul Yaffe
Fabrication: Bagger Nation
Year/make: 2013 Paul Yaffe
Model: custom bagger
Assembly: Bagger Nation
Time: 1 year

ENGINE

Year/make: 2013 S&S
Displacement: 111 cu. in.
Ignition: S&S
Cam: S&S
Carb: EFI

Air cleaner: S&S
Pipes: Vance & Hines
TRANSMISSION

Year/make: 2013 Jims
Shifting: 6-speed

PAINTING

Painter: Rolling Art
Type/color: PPG/Lion's Mane
FRAME

Year/make: 2013 Rolling Thunder
Type: bagger

Rake: 45 degrees
Stretch: 3 inches over
Shocks: Harley-Davidson
ACCESSORIES

Bars: Bagger Nation
Handlebar controls: HHI
Fenders: Bagger Nation
Headlight: Bagger Nation
Taillight: Bagger Nation
Pegs: HHI

Foot controls: HHI
Gas tank: Bagger Nation
Oil tank: Jims
Seat: Guy's Upholstery
Mirrors: Bagger Nation
Grips: Bagger Nation

FRONT END

Type: HHI, plus 4
Builder: HHI, Bagger Nation

WHEELS

Make: Renegade
Size: 30-inch front, 16-inch rear
Tires: Vee Rubber front, Avon rear
Brakes: HHI

Photos: Michael Lichter

Contact:

Paul Yaffe
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MOTORCYCLES MAKE YOU SMARTER: A study by Dr. Ryuta Kawashima in conjunction with Yamaha Japan and the Tohoku University has concluded that riding motorcycles improves cognitive function.

Dr. Kawashima is a self-professed motorcycle fan, and the scientist behind the popular "Brain Age" computer software for the Nintendo DS game console. Of the study he said, "In a convenient and easy environment, the human mind and body get used to setting the hurdle low. Our final conclusion is that riding motorcycles can lead to smart aging."

The study included 22 men in their 40s and 50s who had motorcycle licenses, but who had not ridden for at least a decade. Half of the men were required to ride a motorcycle daily for two months, while the other half did not ride. The two groups were then given a series of tests before and after the two-month period. The group that rode motorcycles posted higher marks in cognitive function tests. Additionally, when the men were given a set of numbers to remember in reverse order, the motorcycle riding half improved their scores by 50 percent while the non-riders test scores decreased marginally. The motorcyclists also reported making fewer mistakes at work and generally feeling happier.

Dr. Kawashima attributed the difference in tests results between the two groups to the fact that riding a motorcycle requires a high level of alertness and rapid problem solving. He concluded saying, "Mental care is a very big issue in modern society. I think we made an interesting stir here as data showed you can improve your mental condition simply by using motorbikes to commute." Source: Agence France-Presse

ANTI-HELMET SENATOR DEAD: Frank Lautenberg, the senator from New Jersey who was a thorn in the side of motorcyclists and gun owners alike during his long career, has died at age 89. The cause was complications from viral pneumonia. Lautenberg repeatedly introduced legislation to require a national helmet law, to be implemented by blackmailing states by reducing federal transportation spending to those that did not pass them.

Nevada would join California as the second state to allow lane splitting.

The bill, as originally written, would have allowed motorcyclists to travel between lanes of traffic at speeds of up to 30 miles per hour, but was later amended to allow splitting, but at no more than 10 mph which was the condition that finally passed in the State Assembly.

When the bill returned to the Senate it was further amended in committee specifying that splitting would only be allowed when traffic was at a complete stop. On its third reading it was defeated 5-16. Source: Nevada Legislature

QUOTE OF THE MONTH

"...the definition of a statist: a person with a leash, searching for a dog."

—Butler Shaffer

Lautenberg was the oldest member of the Senate, and had missed many votes in the last few months due to health issues, but still managed to appear in a wheelchair in April to vote for a couple of gun control measures, which were defeated. Source: Associated Press

NEVADA LANE-SPLITTING BILL DIES: The Nevada state Senate voted down a bill that would have allowed lane splitting by motorcyclists. AB236 passed through the state Assembly by a strong 35-4 margin on April 18, fueling hope that

FLORIDA TO ELIMINATE E-10 ETHANOL REQUIREMENT: Florida Governor Rick Scott has signed legislation into law repealing the requirement that all gasoline offered for sale in the state contain a percentage of ethanol. Previously Florida law required all fuel to be gasoline/ethanol blends between 9-10 percent.

State Rep. Matt Gaetz started the ball rolling by introducing a bill right after he first won his state house seat in 2010. His persistence paid off. "It's one more mandate off the books," Gaetz said.

Motoring enthusiasts have long complained that these blended fuels cause corrosion of metals, plastic and rubber, reducing the life span of their vehicles. It also lowers fuel economy, as ethanol contains less energy than straight gasoline.

State Sen. Greg Evers sponsored the Senate version of the repeal bill. He said he believed the new law could lead to lower prices at the pump. No word yet when the pure gasoline will begin to be offered to Florida consumers. Source: Northwest Florida Daily News

BILL MAKES ANNOYING A COP A CRIME: A bill (S.2402), sponsored by Senator Joe Griffo winding its way through the corridors in power in New York will make annoying a cop a Class E felony, punishable by up to four years in prison. As written, a person would be guilty of aggravated harassment of a police officer if he or she subjected that officer to physical contact with the intent to "harass, annoy, threaten or alarm" that officer. The bill is now on its way to the State Assembly.

Senator Griffo stated, "My bill would make it a crime to take any type of physical action to try to intimidate a police officer. This is a necessary action because we can see from the rise in incidents that too many people in our society have lost the respect they need to have for a police officer. We need to make it very clear that when a police officer is performing his duty, every citizen needs to comply and that refusal to comply carries a penalty." Source: New York State Senate

WOMAN RAPED AFTER POLICE REFUSE TO SEND OUT UNIT: An Oregon woman who called 911 to report that she was being attacked was told by dispatcher, "I don't have anybody to send out there... can you ask him to go away?" The man eventually forced entry to the house, wherein he proceeded to brutally rape the woman before fleeing. He was later apprehended.

The Sheriff's Department blamed the lack of resources due to recent public

funding cuts. Josephine County Sheriff Gil Gilbertson said in a press release that victims of domestic violence should "consider relocating to an area with adequate police services." Source: *The Commentator*

SUPREME COURT RULES, DNA FROM ARRESTEES OKAY: In a divided Supreme Court it was ruled that police can routinely take DNA samples from persons arrested, even if they are not convicted of a crime. In a 5-4 decision that saw conservative Justice Scalia join the court's most liberal members; Ginsburg, Sotomayor and Kagan, against the mixed bag of Kennedy, Roberts, Alito, Thomas and Breyer.

Kennedy, who wrote the majority opinion likened taking DNA samples akin to other common jailhouse procedures such as fingerprinting.

In a sharp dissent, which he read aloud in the courtroom, Justice Antonin Scalia said, "Make no mistake about it: because of today's decision, your DNA can be taken and entered into a national database if you are ever arrested, rightly or wrongly, and for whatever reason.... This will solve some extra crimes, to be sure. But so would taking your DNA when you fly on an airplane—surely the TSA must know the 'identity' of the flying public. For that matter, so would taking your children's DNA when they start public school." The case is *Maryland v. King*, 12-207. Source: *Huffington Post*

CAN YOU HEAR ME NOW? The size and scope of the surveillance state was recently unmasked when it was learned that the FBI has been authorized to seize the call records from telephone giant Verizon for all of its customers, and has been doing it for years. The Verizon order was made under the provisions of the Foreign Intelligence Surveillance Act (FISA) as amended by the Patriot Act of 2001. It is not known how many other phone companies have included in this intelligence sweep.

The information gathered reportedly does not include actually listening in to all those calls, but the "metadata" gathered can be cross-checked against other public records, revealing someone's name, address, driver's license, credit history, social security number and who calls whom.

Jameel Jaffer, deputy legal director at the American Civil Liberties Union, said, "It is beyond Orwellian, and it provides further evidence of the extent to which basic democratic rights are being surrendered in secret to the demands of unaccountable intelligence agencies."

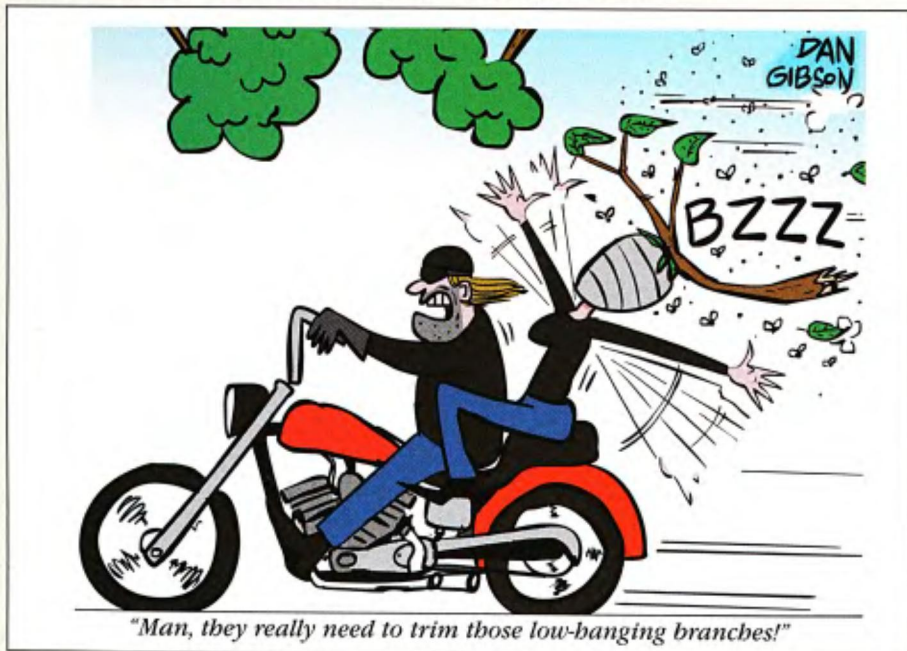
He continued, "When law-abiding Americans make phone calls, who they call, when they call and where they call from is private information," said Sen. Ron Wyden, "As a result of the disclosures that came to light today, now we're going to have a real debate in the Congress and the country and that's long overdue."

Russell Tice, a retired National Security Agency (NSA) intelligence analyst and whistle-blower, said, "I figured it would probably be about 2015 before the NSA had the computer capacity... to collect all digital communications word for word, but I think I'm wrong. I think they have it right now."

The revelation comes on the heels of discoveries that the Department of Justice had hacked the phone records of Fox News and Associated Press reporters during leak investigations. Source: *The Guardian* (UK), National Public Radio, CBS News

HELP FOR OUR VETS: The Healing Heroes Network is sponsoring a sweepstakes giving away three Harleys. The proceeds go to helping wounded soldiers. For info on the charity go to www.healingheroes.org. To enter: www.harleysforheroes.com. Winners will be announced this year on September 20.

—Kit Maira



"Man, they really need to trim those low-banging branches!"

WHERE DO COPS COME FROM?

Ever wonder why there are men (and women) in costumes "policing" the rest of us?

Most people accept this relationship as both given—and eternal. That there have always been men (if not always women) in costumes "policing" the rest of us. But, in fact, it's a relatively novel thing. Think back to your school days. Do you recall any mention of police when you were learning about the colonial era and the American Revolution? There were sheriffs, yes—and the local militia. But these were concerned mostly with keeping the peace—that is, stepping in when someone harmed someone else. Up to and even during the Civil War—a titanic struggle between the fading remnants of the old republican idea and the centralized, omnipotent state that took its place—the idea of police as we know it was essentially unknown.

It is a modern concept—one developed out of the company town idea.

You may or may not recall the company town. It is a place—once upon a time, a very real place—in which the company not only employs nearly everyone but also controls nearly everyone. During work hours and—most relevant in terms of the discussion at hand—the rest of the time, too. This is achieved by paying the workers not in specie, but in "script" or tin coinage or some other form of fiat currency issued by the company—and good at the company stores in the company town where all the company workers live. Even the worker's homes are company homes. In the company town, everything you did was the company's business. And to keep it all nicely organized, there were company police.

Sound familiar?

Examples of these paternalistic—and authoritarian—"communities" include Bournville (see here) founded by Cadbury Chocolate King George Cadbury—which was gently paternalistic. And also the less gently paternalistic Pullman, Chicago. You may recall the Pullman Railroad strike of 1894—which got ugly, quickly. The cattle—oops, Pullman workers—had become recalcitrant.

They were more firmly dealt with.

Often, they were dealt with by badged



and costumed goons hired by the men who owned the company town. For example, the infamous Pinkertons—"pinks," as they were once called.

Shortly after the not-so-Civil War, founder Allan Pinkerton expanded his band of head-crackers into the largest private law enforcement organization in the world—with more "agents" than there were soldiers in the U.S. Army at the time. Andrew Carnegie and other corporatists used the "pinks" to keep the cattle in line.

But, there was a problem.

The cattle were still free range. They could leave the company town—or the crowded city—and go somewhere beyond the reach of costumed enforcers. America—even post Civil War—was not yet a consolidated corporate entity. One could still live relatively free. But it was only a temporary reprieve—one based almost entirely on remoteness from the clutches of the octopus and its costumed enforcers, i.e., the police.

It would not be long before America—the entire continental United-at-gunpoint—States—became one singular, insufferable, inescapable company town. One in which rights no longer existed. Only privileges—which could be rescinded at any time, for any reason. Because now, everyone was "on the clock," 24-7.

Post not-so-Civil War, the federal leviathan that squatted in DC looked

upon the Pinkerton model and smiled. An army—literally, with military grades as well as military-style uniforms and the military attitude to go with it—was just what was needed to maintain "order" in the biggest company town the world had yet seen.

But, some light cosmetic retouching was in order. It would not do, from the standpoint of public relations, to have private (that is, corporate) law enforcers. These would have to be transformed into public servants and—just like that—Americans fell under the total authority of the police. A standing army of enforcers from whom there is no escape—and little recourse. Today, most Americans accept, without question, the company town ideal and the enforcers that go along with it. The former distinctions between a private army of goons—and an army of goons styled "public servants" have been effaced. People not only no longer chafe at being ordered around by buzz-cut barking goons—they have been conditioned to revere their tormenters as selfless heroes working ever so hard to "protect" them!

The transformation—and consolidation of absolute power—is both astonishing and fearful.

In a company town, one could at least leave—and one could still lawfully defend oneself against an assault by a company goon. Even that is now denied us. To resist in any way—even if the costumed enforcer is acting illegally—is itself illegal. For example, the courts have ruled that a homeowner may not—legally—use force to defend his home or himself against a costumed enforcer who forces his way into the home, even if the break-in is utterly illegal. We are expected—required—to go limp, roll over, present our bellies and trust to the good offices of the "officer" that we won't get kicked.

Or worse.

"Police" have become a class of persons immune from the normal rules of civilized human interaction. Almost a sacred priesthood. And we are expected to play the role of humble supplicant—thanking them for their "service." Somewhere, far below, Alan Pinkerton is looking upward—and smiling.

—Eric Peters

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Rick Bray's Show-Winning Shovel

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The gas tank, mimicking an old dirt bike style tank, holds about a gallon and a half, good for 50 miles or so.

"I started building this bike for my brother Randall back in 2007," Rick Bray tells us. "But now it's mine!" Rick got things into a rolling chassis form before Randall lost interest and ran a little low on cash. "So there it sat," Rick says, "over in the corner of my shop collecting dust."

Actually the only two things
wider than the frame here are
the primary and the magneto.



Toward the end of 2011, Rick got tired of looking at that meager collection of parts and rolled the bike out front and center, deciding to finish it for himself. At the Anaheim Easyriders Bike Show, the once long-forgotten bike won a "Best of Show" along with an invitation to the Artistry In Iron extravaganza. "I was flabbergasted," Rick says. "That's something I never expected."

Rick doesn't build motorcycles full time, but he has been building racecars

and hot rods since he was a teenager. "It's all I've ever really done for work," he says. "Fabricating things." Working on desert racers and sprint cars every once in a while, Rick focuses his attention on the bike stuff. He says that his shop, RKB Kustom Speed, is just a moonlighting sideline.

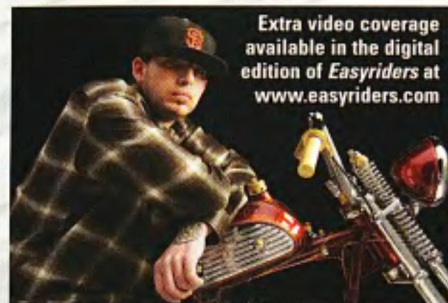
When he found time to get to work on this bike, Rick first cut all the mounts out of the Paughco frame Randall had and made new ones. He also made up a

new transmission plate. "And I redid it the neck gussets and cut off the axle plates and made new ones that bolt on so I could chrome them," he says.

The engine is a 1981 shovel that came in trade for an old Chevy Blazer Rick had, the beginning of all the bartering that went on with this bike. Rick shaved the fins off the bottoms of the barrels before a couple buddies at Custom Design Studios put the vintage V-twin back together adding goodies like an S&S carb and a Joe Hunt mag. For a transmission Rick bolted in an early 1950s panhead 4-speed, a donation from another friend.

"The bike is really narrow," Rick says. "I tried to keep everything inside the frame, even the exhaust." Actually the only two things wider than the frame here are the primary and the magneto, and with mid-controls on the bike working that in around the mag was a little tricky. He says that the wheels are an old set of Invaders found in pretty ratty condition. Each one has about eight hours of work getting it ready for chrome. For a rear tire Rick went with a Coker Model A Ford repop, a whitewall, and up front there's a ribbed Avon Speedmaster.





Extra video coverage
available in the digital
edition of *Easyriders* at
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Rick built the springer front end himself and the gas tank, brother Randall's idea, is another custom piece mimicking an old dirt bike style tank. It holds about a gallon and a half, maybe good for 50 miles or so. A buddy who owns a CNC machine shop whipped up those finned-aluminum side panels. Rick machined all the rest, that brass gas cap, the grips, the footpegs, the fork nuts, the nut on the engine pulley, the shift knob and all the other little trinkets.

Seeing the bike now, finally finished and with its Kool Hand Luke paint job, Randall probably wishes he never gave it up. "But his birthday's coming up a little later this year," Rick says. "He just might get a surprise present. Maybe!"

—Joe Kress



Owner: Rick Bray (left)
City: Hanford, California

GENERAL

Designer: Rick Bray
Fabrication: RKB Kustom Speed
Year/make: 1981 RKB Kustom

Model: shovel

Assembly: RKB Kustom Speed

Time: 6 months

Chroming: Imperial Polish

ENGINE

Year/make: 1981 Harley-Davidson

Rebuilder: Custom Design Studios

Displacement: 80 cu. in.

Ignition: Joe Hunt magneto

Cam: Harley-Davidson

Carb: S&S

Air cleaner: RKB Kustom Speed

Pipes: RKB Kustom Speed

TRANSMISSION

Year/make: 1950 Harley-Davidson

Shifting: 4-speed, jockey

PAINTING

Painter: Kool Hand Luke

Type/color: House of Kolor/Kustom

Kandy Burgundy

FRAME

Year/make: 1981 Paughco/RKB

Kustom Speed

Type: wishbone rigid

Rake: 32 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: RKB Kustom Speed

Handlebar controls: RKB Kustom

Speed

Fenders: aluminum, RKB Kustom

Speed

Headlight: Mack truck

Taillight: out of Kool Hand's

stock pile

Pegs: RKB Kustom Speed

Foot controls: RKB Kustom Speed

Gas tank: RKB Kustom Speed

Oil tank: Hildebrand

Seat: RKB Kustom Speed

Grips: RKB Kustom Speed

FRONT END

Type: springer, narrow

Builder: RKB Kustom Speed

WHEELS

Make: Invader

Size: 21-inch front, 18-inch rear

Tires: Avon front, Coker rear

Brakes: Exile, rear disc

Photos: Michael Lichter

Contact: RKB Kustom Speed

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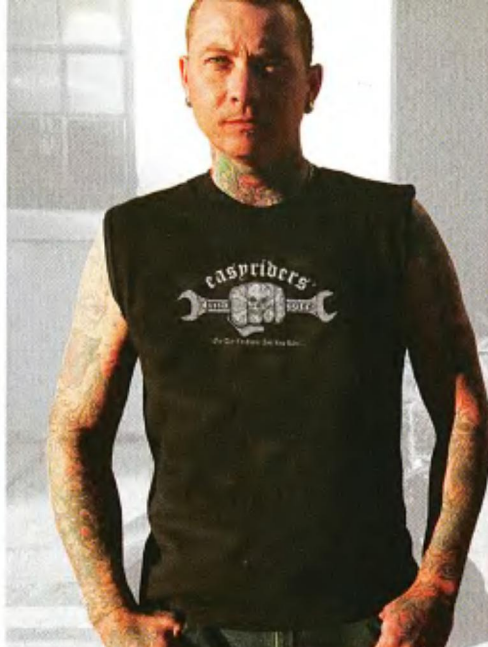
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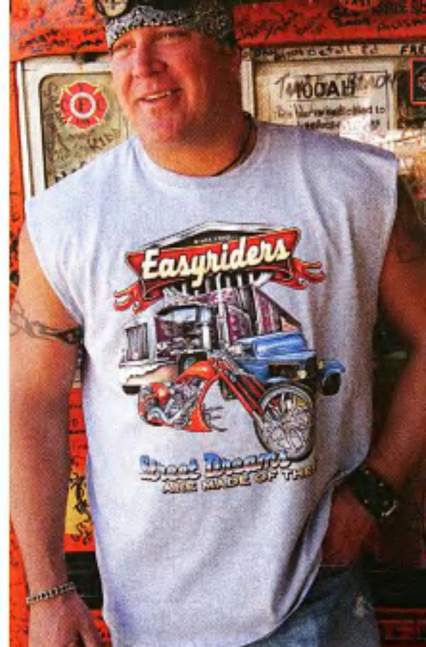
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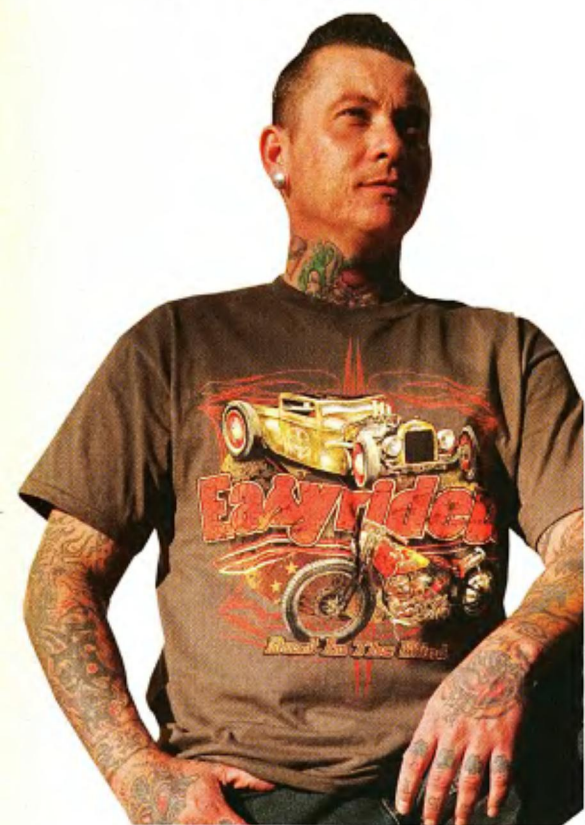
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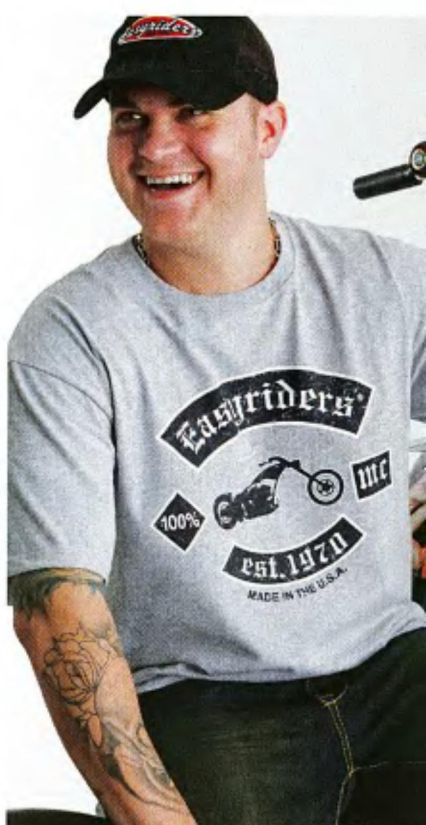
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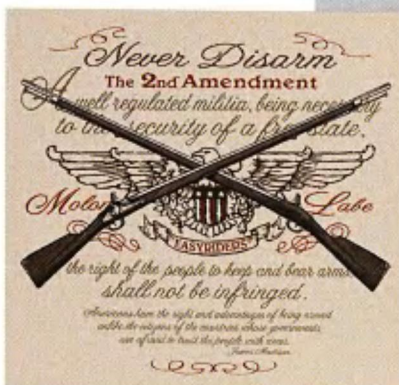
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Midlife Crisis On The River

THE LAUGHLIN RIVER RUN HAS LOST SOME OF ITS PIZZAZZ



Extra video coverage available in the digital edition of *Easyriders* at www.easyriders.com

It's fair to say that Nevada's Laughlin River Run, at the tender age of 31, is experiencing a serious midlife crisis. Blame it on the stagnating economy, blame it on the infamous one percenter shooting "incident" of 2002 that shut down the entire town of Laughlin for a day, or simply blame it on the heat, the town's remoteness, or anything else you can come up with—or all of the above.

The fact remains that the 2013 Laughlin River Run was, in all aspects, underwhelming considering this used to be a much touted and very popular gathering of wild and woolly bikers from not only all over the West, but all over the world.

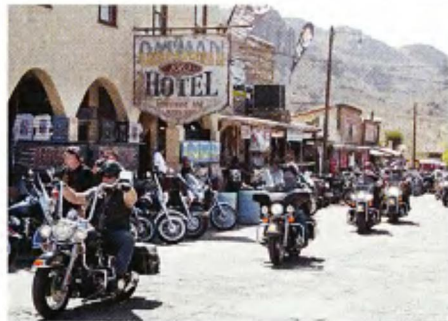
The main problem seemed to be the omnipresent, omni-visible police force. You couldn't ride a block down Casino

Drive without tripping over "the man," and at times it seemed there were more officers than bikers. Consequently, very little "fun" was had in Laughlin proper. Sure, there were tons of vendors all up and down the Drive, and each and every casino had something special to offer, which was mainly limited to live music—some of it even free—though some casinos had other events as well.

Tickets had to be purchased for Creedence Clearwater Revisited, Blood, Sweat & Tears, Foghat, and the Steve Miller Band (appearing with Joan Jett & the Blackhearts), among others. Free concerts also happened in the exhibition area in front of each casino, with bands like the Garage Boys and the Rich Harper Band at the Golden Nugget, or the Lionel Young Band and my personal

favorite, John Earl and the Boogie Man Band in front of the Colorado Belle. Those Boogie Men made the nights even hotter and got the crowds dancing. The only drawback there: white men just can't dance.

The wildest scenes, however, played out in front of the Edgewater where Hogs and Heifers had set up a mega bar and their female bartenders shook their assets on the cat-walk-like bar counters all night long. Well, until 2 a.m., that is. But it was around the bar that most of the action took place, with plenty of visibly inebriated people doing all kinds of things they probably regretted the very next day when they saw themselves on YouTube: girls frolicking, naked boobage wherever you looked, you name it. But that's about as wild as it got.



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Some of the "action" had moved across the river to Bullhead City, where Harley-Davidson, for instance, occupied a parking lot and entertained some of the partiers. Meanwhile back in Laughlin, the Colorado Belle had a ride-in bike show on Saturday, and there was a wet T-shirt contest on Friday and a Miss Laughlin River Run contest on Saturday, with the former offering lots of naked titties again and the latter being relatively tame.

Meanwhile, on the other side of the street, in front of the Tropicana, a huge crowd sat all weekend long and watched the goings on along Casino Drive—which wasn't much. There were just a whole lot of people walking back and forth and lots of cars and some

motorcycles cruising by. No wheelies, no burnouts, no racing, just regular traffic under the ever-watchful eye of the man, a.k.a. "Big Brother."

Much the same could be said about the obligatory trip to Oatman, about 35 miles southeast of Laughlin on the Arizona side. With police cars sitting about a mile or two apart along the 13-mile stretch of Boundary Cone Road leading into Oatman, more than one overly excited motorcyclist got popped for speeding or some other infraction.

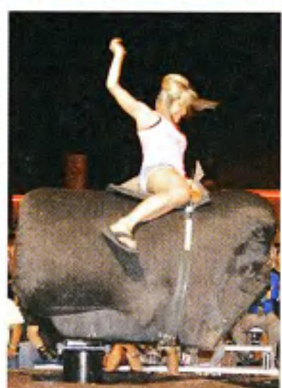
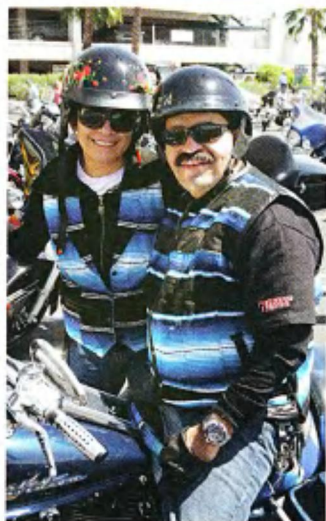
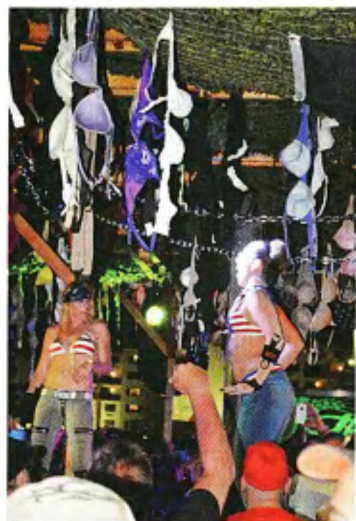
Oatman itself was, of course, packed with bikes and bikers, and on Saturday by 2 p.m., for instance, the line of idling (and over-heating) bikes trying to get into Oatman stretched about half a mile out of town. While it was too packed for

the shootout that's usually put on for the tourists, at least the local donkeys got to come in to get fed and have their pictures taken. Other than that, all the shops and restaurants were packed, and it's a safe bet that the local merchants made out like the proverbial bandits.

Saturday night was surprisingly dead in Laughlin, and several vendors could be seen breaking down their stalls and getting ready for an early departure Sunday morning. Aside from the casinos, the water taxis along the Colorado River were probably the busiest operations as they ferried people to and from the casinos all night long.

At that point, for this reporter, Sunday morning couldn't come fast enough.

—Red Baron

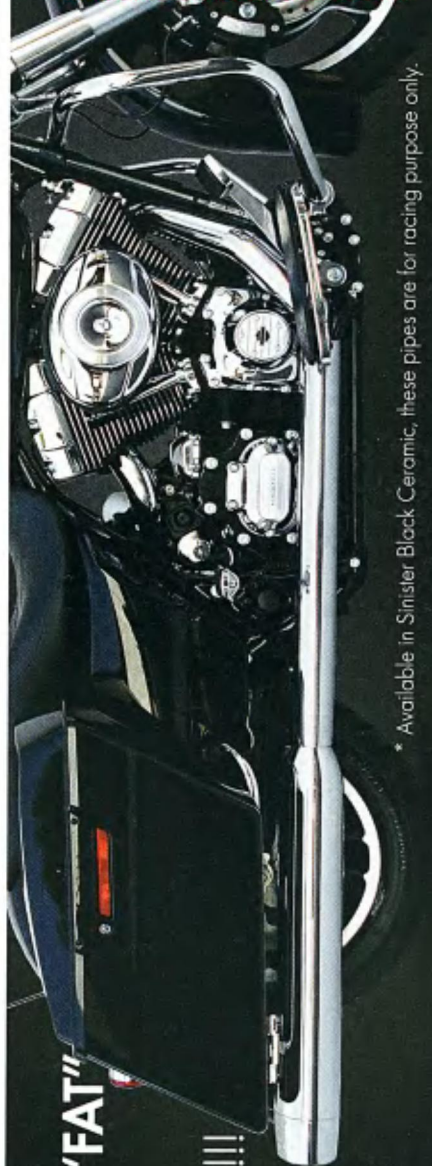


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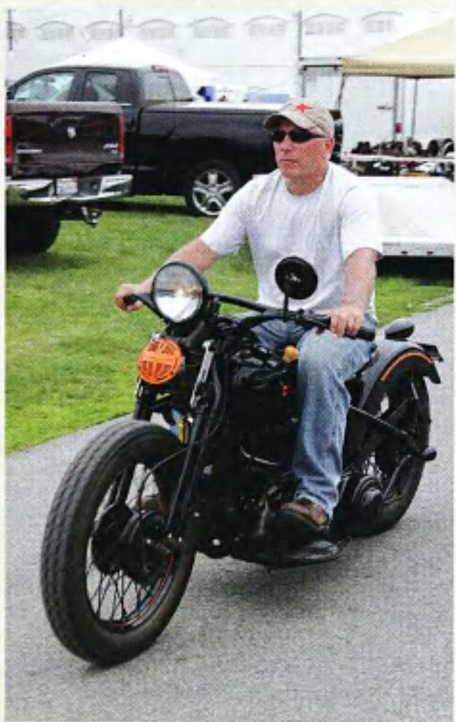
DAVENPORT, IOWA, ON LABOR DAY WEEKEND

Antique Races

Have you heard the old saying about how old bikes and old whiskey just seem to go hand in hand? When you attract enough of those old bikes all together in one spot, the whole whiskey thing seems to get overlooked, at least temporarily, and a fella gets all googly-eyed over acre upon acre of old bike and parts. The Chief Blackhawk Chapter of the Antique Motorcycle Club of America hosts a meet in Davenport, Iowa, every Labor Day Weekend, and last year's event proved bigger and better than ever for antique motorcycle aficionados.

Last year marked the 41st Annual running of the event, and every diehard antique bike guru from around the county and beyond was there to take in all the motorized magic. Nowadays, swap meets have been popping up in every back yard, with vendors selling nothing more than T-shirts and stock, late-model, take-off parts. But this meet





is truly for the antique motorcycle enthusiast, and it's hard to find anything later than shovelhead parts.

With hundreds of vendors strewn about the many acres of West Locust Street real estate, this is a carnival of sorts that takes more than one day to see it all. If all this antique amazement wasn't enough, Friday night features antique motorcycle races on-grounds, with TT bikes showing amazing speeds and foot-clutch flatheads, and Indians, hand-jammin' through the turns. But the real entertainment is when century-old boardtrack racers take to the oval dirt track, bringing a standing ovation from the crowd.

There are also guest speakers, educational seminars on restoring that rare antique beauty, and an antique bike show (known throughout the vintage bike community as being one of the toughest competitions when it comes to having a truly correct machine from back in the day), as well as field games with folks competing on their own old rides.

This year's meet is again scheduled for Labor Day Weekend, with races held on Friday night. That is unless it rains, then they'll postpone until Saturday afternoon. For more info checkout www.chiefblackhawk.org or call 563-381-4015.

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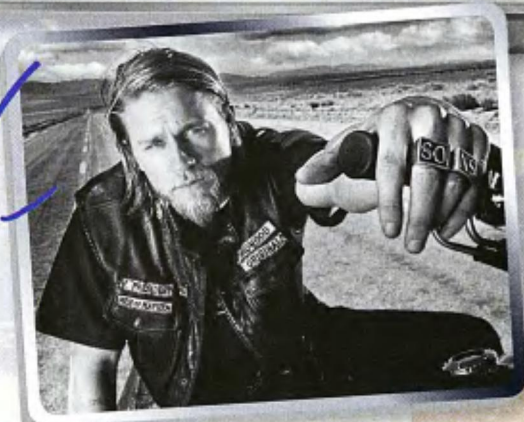
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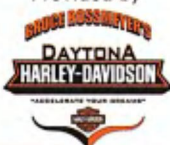
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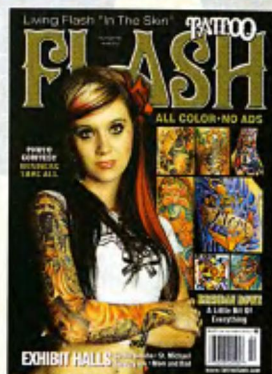
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Star Motorcycle's New Bolt

THE URBAN PERFORMANCE BOBBER



We know what you're thinking, "Easyriders is a Harley-only, American-made motorcycle magazine, what's a Yamaha doing in here?" Well, a little look back down memory lane reveals that Easyriders showcased metric customs right from the start in 1971, when Honda 750 fours were popular as choppers. We've featured a fair share of British bikes as well, along with a legendary slew of Harley choppers over the years. There is one reason why Star Motorcycles' new Bolt is gracing these pages, and that's because we think it's cool as hell. Check it out and tell us what you think.

—The Editors

I used to have a dog named Bolt, a stocky little pitbull-black lab mix, very sweet yet very territorial. She's been chasing rabbits in dog heaven for a few years now, but I was reminded of her recently when Star Motorcycles announced its new-for-2014 model, a sturdy, reliable little cruiser they aptly call "Bolt."

It's a departure from Star's usual big-engined cruiser line-up, yet it retains a lot

of what Star uses in its other models, most notably the V-Star 950's engine that was transplanted into the Bolt. The 942cc 60-degree V-twin features air cooling for that traditional look, while on the inside four-valve cylinder heads, ceramic-composite-lined cylinders, forged aluminum pistons, and fuel injection ensure quick and powerful throttle response.

There's no big secret in telling you that the Bolt is Star's answer to Harley-Davidson's Sportster, specifically the Iron 883: they're about the same size and price range; they are considered more of an urban cruiser or bar hopper rather than a long distance hauler; and they are both aimed at the younger generation, the Gen-Xers and Gen-Yers. Some may





consider them "entry bikes," but speaking strictly for the Bolt, it definitely qualifies for more than just an entry bike to be traded up at some later date.

With its "mechanical" look and easy-on-the-eyes street appeal, the Bolt is, above anything, a whole lot of fun, and its minimalist bobber style may have a lot to do with it. The Bolt has a tubular double-cradle steel frame, two 12-spoke cast wheels, a solid-mounted engine that functions as a stressed chassis member, and a five-speed transmission, and that's just about it. Sure, there's the 2-into-1 exhaust system with its throaty exhaust note and 3-way catalyst technology to reduce air pollution, but that's a must-have these days, as are the disc brakes front and rear, and the narrow (21mm) belt drive that delivers plenty

of power to the rear wheel is also a very nice stock accessory.

I usually don't feel very comfortable riding a Sportster—something about having no room for my legs and feeling a bit too tall for the bike in general—so the Bolt's comfort level did surprise me once I got on the bike to take it for a spin. Even after several hours on city streets and several high-speed jaunts up and down the freeway, I felt like I could go on for a lot longer. Shifting was easy, thanks to the straight-cut gears (rather than the usual back-cut ones), something that, according to the folks at Star, was done precisely for that purpose: easy shifting in city traffic. And stopping? The floating type brake rotors with 2-piston (front) and single-piston (rear) calipers would have ensured, had there been a dime on the road, that I could have nailed it.

At 540 pounds wet, the Bolt darts to and fro at ease, mainly due to its low center of gravity, low seat position, short wheelbase and compact chassis dimension—just like my little Bolt.

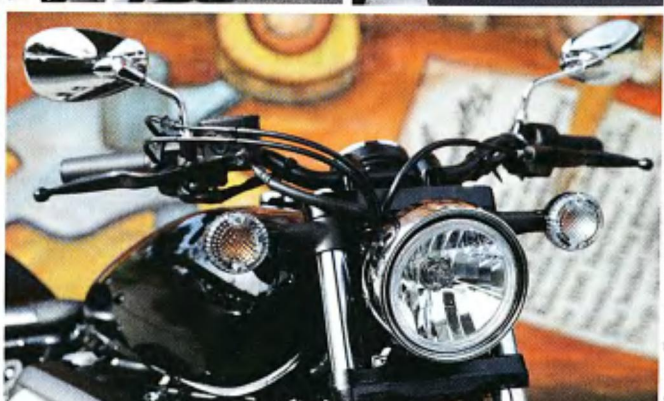
Unlike my dog, however, this Bolt not only comes in two versions—the standard Bolt (available in Pearl White and

Rave) and the R-Spec model (available in Camo Green and Matte Gray) with remote reservoir shocks, blacked-out mirrors, and suede-type seat vinyl—but it also has plenty of upgrade options: an attachable sissybar; a set of nice looking but smallish saddlebags; a passenger seat kit; and quick-release windshield make up most of the accessory line for the Bolt, with a few more items apparently "in the works." Star even offers a "Reduced Reach" solo seat for the vertically more challenged riders.

Having taken the Bolt through its paces for the better part of the day, I can say that if I had about eight grand lying around and were in need of a nice little bar hopper, I would definitely give the Bolt some major play. Out the door, the standard Bolt runs only \$7,990, while the R-Spec model runs \$8,290. And therein lies the puzzle that's been pestering me ever since I found out about that: a \$300 dollar difference? Does that make any sense?

I've been assured it does, so maybe I won't question it any longer. But would this Bolt ever be able to replace my dog? Probably not, though it would probably go a long way towards making me feel that way.

—Kai R.



Photos: Tom Riles & Brian Nelson

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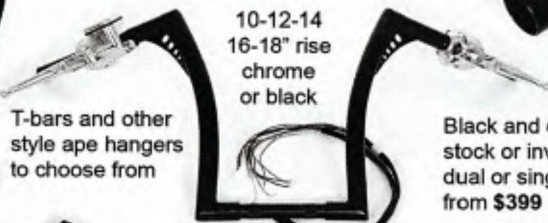
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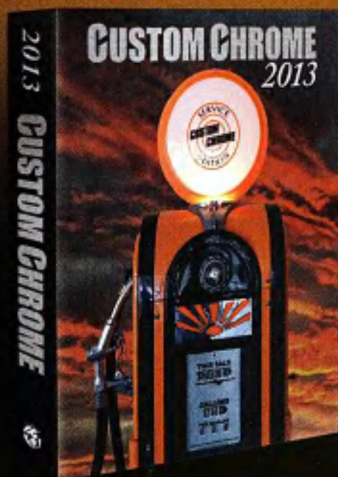


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Just another sunny day in Biker Funland.

— Stripe, Lee's Summit, Mo.



Leather fringe and hair flying, this chick is gone.

—Egg and Pez, Laconia 2012



Chop what you got. Ride like a bastard.

—Lou Camerota, New Castle, Del.



Bean're attempts to explain himself.

—Rogue, Melbourne, Fla.



Von Karkuss rules. —Richard Wagner, La Habra, Calif.



They've got a peaceful, easy feeling.

— Steven Verburg, Stafford, Va.



Smokin' hot. — Artistic Pixx Photography, Marion, Iowa.



Wigwam life on the Ride to Remember.

— Backdraft Photography, Temecula, Calif.



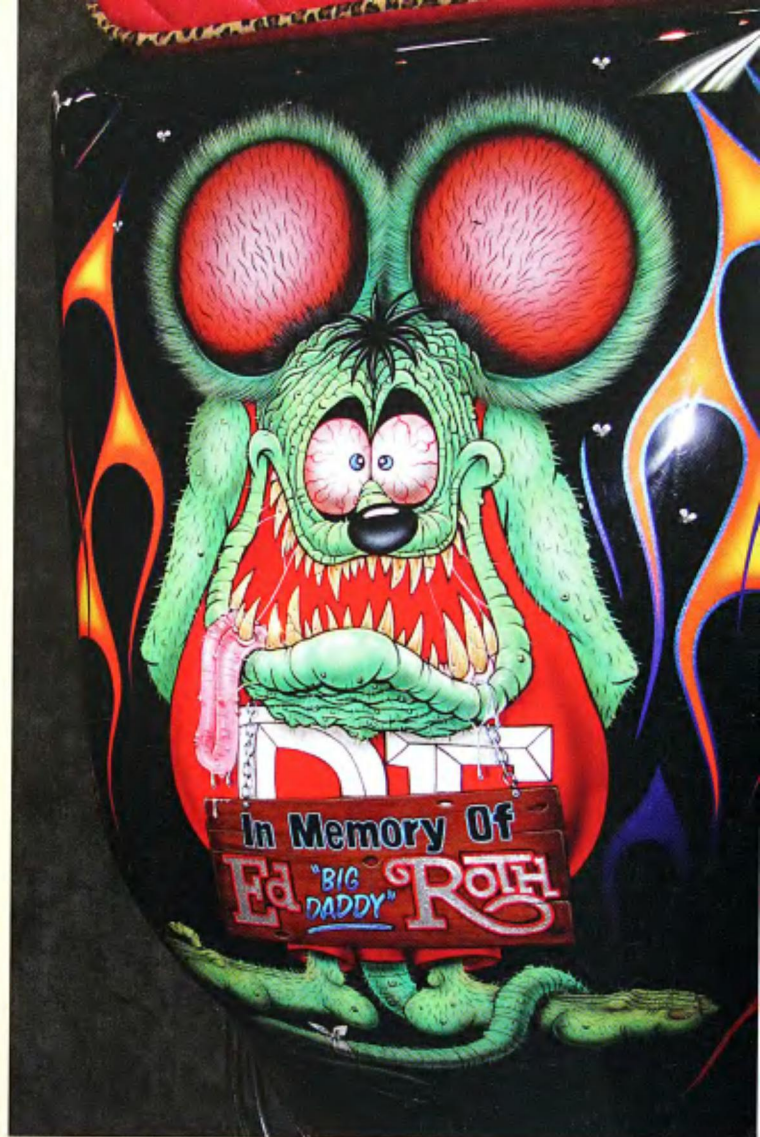
Fire Hogs on the road. —Backdraft Photography, Temecula, Calif.



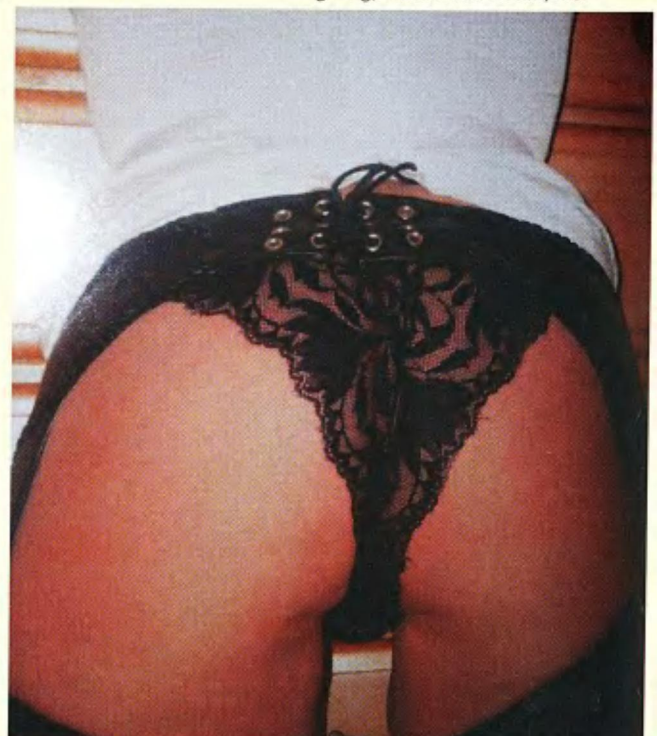
Alternative energy vehicle. —Rogue, Melbourne, Fla.



Old-school pounding the L.A. freeway system. —Joe Sabol, Winnetka, Calif.



Fink forever! —Big Dog, West Palm Beach, Fla.



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pink-breasted
warbler like Becka
lands on your
seat, you know
it's gonna be a
lucky day.

— ForkChops
Photography,
Willoughby, Ohio

Each month the best pictures our readers send us are printed here. We prefer digital art, but can also use only good, in-focus, black-and-white or color prints. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff, these photos typify the fun, excitement, and freedom of biking. We now pay \$50 for each full-page color photo, \$30 for half-page color photos, \$20 for color photos printed smaller than half-page and \$20 for every black-and-white picture printed. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions. Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: **Easyriders In The Wind**, P.O. Box 3000, Agoura Hills, CA 91376-3000.

John Barnes' Conder Custom

Pencil Sketch

When John Barnes feels like adding some color to his life, he need only drop by one of his two paint stores—one located in Santa Rosa, the other in nearby Sonoma, California. While they focus on interior and exterior architectural paints, John made sure he had just enough bike pigments for the use of bike fans like himself, like the tasty candy red gracing his 2010 Conder Custom.

It turns out Tim Conder, having relocated to Sonoma from Seattle, dropped by to buy some House of Kolor paint and the two got to talking. "Tim ended up painting one of my bikes, and then later on I stopped by the shop and noticed this little single-line pen sketch of

this chopper," John tells us. "So I asked who's going to build that one? 'No one,' says Tim, 'just some idea I had in my head.' I said, 'Well then, let's do it.' So we partnered up to make the thing. The drawing showed this super-cool gas tank, and I wanted to build a bike around it, so that's where it started. I was thinking of a raw, ratty bike topped with this beautiful Conder metalflake gas tank. Fortunately Tim lead me the right way, and we did the whole bike up real nice."

Along with the sculpted gas tank, Tim engineered all the special features like the strutless, Schwinn flip rear fender that adjusts with the rear wheel, the modified factory H-D springer, 18-inch



apes narrowed to 1.75 inches and fitted with a hidden Swedish made throttle, not to mention the tank shifter and custom exhaust.

As far as the drivetrain, Tim thought they should go for an original panhead, but John was thinking newer, bigger, badder and opted for an Ultima El Bruto; the show motor was built by Doran Benson. Seems John has "the need for speed" thing going, having been a semi-pro motocross competitor, so the 150 horses stuffed into the Todd's Cycle/Conde- modified frame, filled the bill.

Asked about his first ride on this scooter, John says, "Well, I live on a stupid steep hill, so I asked Tim for a front brake and he gave me a lot of grief, but did add the brake. I've been riding bikes

I looked over and two cops were giving me the evil glare.

I have to admit I was a little nervous riding a 150 horsepower bike with a suicide clutch and jockey shift for the first time.



Owner: James Barnes
City: Santa Rosa, California
GENERAL
Designer: owner, Conder Custom
Year/make: 2010 Conder Custom
Model: special construction
Assembly: Conder Custom
Time: "I Want My #@%@\$Bike!"
Chroming: of course
ENGINE
Year/make: 2010 Ultima
Model: El Bruto
Displacement: 127 cu. in.
Cam: Ultima
Ignition: Dyna
Pistons: Ultima
Heads: Ultima
Carb(s): S&S Super G
Air cleaner: CCI velocity stock
Pipes: Conder Custom
TRANSMISSION
Year/make: 2006 Harley-Davidson
Modifications: suicide clutch
Shifting: tank shifter
PAINTING
Painter: Conder Custom
Type/color: House of Kolor/
 candy, metalflake
FRAME
Year/make: 2010 Todd Cycle/
 Conder Custom
Rake: 30 degrees
ACCESSORIES
Bars: Conder Custom
Handlebar controls: PM
Fenders: Conder Custom
Headlight: Conder Custom
Taillight: Conder Custom
Electrics: Conder Custom
Gas tank: Conder Custom
Oil tank: Conder Custom
Oil system: Ultima
Seat: Conder Custom,
 John Bruen
Pegs: Conder
Grips: PM
FORKS
Type: springer
Extension: 4 inches under
Builder: Harley-Davidson,
 Conder Custom
WHEELS
Size: 21 inch front, 18 inch rear
Wheels: 80-spoke wire
Tires: Avon
Brakes: PM
Photos: Michael Lichter



all my life, but I have to admit I was a little nervous riding a 150 horsepower bike with a suicide clutch and jockey shift for the first time. But I survived my first ride. I roared down the hill, stopped at the bottom, then got on it when the light changed. I looked over and two cops were giving me the evil glare. I had no license plate, no mirrors, thumping loud straight pipes—and I was on my way to the Chili Billy Cook-off Show. I think the bike had an effect on them, and they didn't come after me."Whew!

John's bike also impacted the judges at the Sacramento Easyriders Bike Show, taking Best of Show in the Judged Class as well as Most Outstanding Motorcycle at the Sacramento Autorama. And yes, he also won Best of Show at the Cook-off.

—Paul Garson







This month's *Easyriders* girl is a California girl—cute and curvy Shantal.

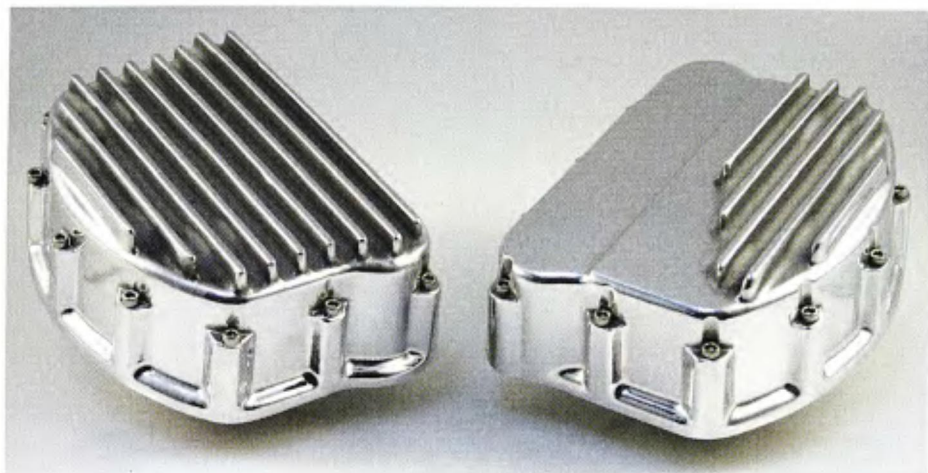
James Barnes/2010 Conder Custom Special Construction

TIME TO DRESS UP YOUR BIKE

Even though you are probably reading these words in August, some of you bros might already be planning for a long, cold winter with not much to do but to tear your bike down and completely redesign and update it, in order to blow off your bud's ride at the coming bike shows.

We thought that a special buyer's guide to some cool new products and accessories would whet your customizing appetite and decided to concentrate on dress-up parts that will add plenty of function as well.

—Kit Maira



EVO FINNED ROCKER COVERS

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CORBIN DUAL TOURING SADDLE FOR SOFTAIL BREAKOUT

Corbin has designed a new seat specifically for the 2013 Harley-Davidson Softail Breakout—FXSB. This new Dual Tour Saddle features genuine leather, a new seat cover design and ergonomically designed seating for maximum weight dispersion. Generously contoured platforms eliminate hot spots and centralized pressure that cause discomfort. Specially designed to fit perfect on the Softail Breakout model, notice how closely the Dual Touring saddle matches up to the Harley tank. Corbin sculpted the nose of the saddle to make it narrower and allow an easier reach to the ground.



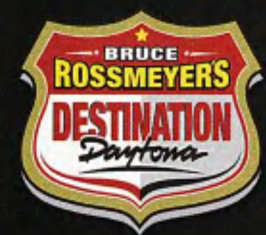
Designed to work with a Corbin backrest in the rider and/or passenger seating positions, Corbin backrests are supported by internal hardware for a very clean look and simple, one-bolt installation. For more information on Corbin, you can reach them at 800-538-7035 or online at www.corbin.com



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Big Bike Parts has now added an all-new black system to their Waterproof Motorcycle Sound System. This new black system is great for UTV installations as well as for those applications when bright chrome might be a little much. Universal clamps fit both 7/8- or 1-inch bars and also come with mirror mount brackets to move the speakers totally off the bars. The custom engineered big sound 2 1/2-inch speakers and 40-watt waterproof amplifier, provide sound quality unmatched by more expensive systems. The waterproof volume

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axle mount hole is .787-inch diameter so this can be used on Harleys with 3/4-inch axles and metric bikes with 20mm axles. Your mounting options and license plate positions can be mixed and matched to give you the unique look that you are going for. Also included in the kit is a 12V brake/tail-light with license plate light. The bracket is powdercoated gloss black and comes with stainless steel button head bolts and nuts. Available from your Custom Chrome dealer, check it out at www.customchrome.com



DRAG SPECIALTIES WASP-STYLE GAS TANKS

Whether you are building a complete custom or just adding a little extra zing to your ride, start creating that vintage look with one of these wasp-style narrow gas tanks. Available in a single- or dual-cap version, the tank is constructed from precision steel stampings and holds 2.2 gallon of fuel. You can count on a simple install with universal brackets that make it easy to mount it to any stock or custom frame. The tank uses 1973 - 1981 style cam lock caps. On the dual-cap version, the left filler is non-functional. Measures 17.75 inches long, 9 inches wide and 9 inches deep with a tunnel that measures 2.5 inches wide by 3.5 inches deep. The tank also features a right side 3/8-inch NPT and left side 1/4-inch NPT petcock bung. Suggested retail starts at \$139.95. For more information, go to www.dragspecialties.com or contact your local Drag Specialties dealer.

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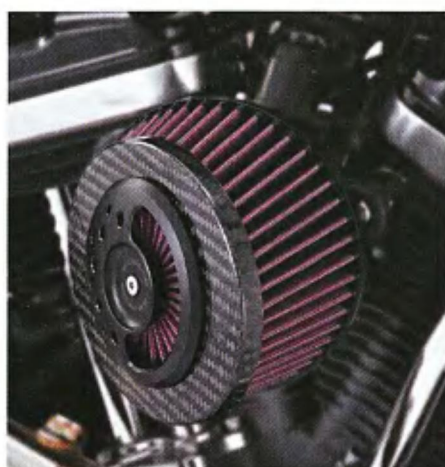


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Jaybrake New Image Hand Controls feature curved, smooth lines with a low profile. These hand controls incorporate a slide-on clamp design to hide unsightly mounting bolts. New Image Hand Controls clamp on to 1-inch bars. The internal brake light switch is available for the right hand master cylinder which can be wired internally or externally. Pricing starts at \$196.00. Visit www.jbrake.com for specific applications and additional product information.

RSD SLANT CARBON FIBER AIR INTAKE

This is the ultimate high-performance intake from RSD, Vance & Hines



combined the best in performance and light weight with an ergo-friendly slanted carbon fiber intake filter from K&N. The new Slant filter element gives more knee clearance and a slanted surface that's easy on the body during hard riding. Features include a laser etched anodized cover, black anodized backing plate and powdercoated inlet adapter. The filter element is coupled with our newest backing plate shape from Vance & Hines for industry leading filtration in a simple package. Retail for \$469.95. Check it out at Vance & Hines, 562-921-7461; www.vanceandhines.com



CYCLE SOUNDS DOUBLE UP SADDLEBAG LIDS

Here comes double trouble. If you're going for loud, why not take it all the way? These are absolutely the loudest lids on the market. Cycle Sounds' new urethane injection molded replacement saddlebag lids allow you to install two pairs of 6 x 9-inch speakers on your bike. Speaker grilles are covered with acoustically transparent hydrophobic fiber designed to keep out water. No need to worry about getting caught out in the rain. Replacement speaker lids are available in a loaded kit with speakers, amps, and wiring, or an unloaded kit

where you provide the amp and speakers of your choice. For further information please contact Cycle Sounds directly at 866-427-2346. You can view the full product line by visiting www.cyclesounds.com



NEW COVINGTON DESTROYER EXHAUST

Previously made only for the bikes built in-house, this exhaust available now for your 1995-present Harley touring models. It comes in chrome or black finish with the heat shields, baffle, all the mounting hardware, O2 ports and plugs. Suggested retail price is \$1,195.00 in chrome; \$1,295.00 for black. For info call Covington directly at 580-256-2939, or go to www.covingtonscustoms.com



KÜRYAKYN ROCKER SWITCH COVER KITS

Update your black OEM Rocker switches with these new Rocker Switch Covers for FL models from Kuryakyn. Available in combinations for most late model Harley-Davidson touring models, these brushed stainless switch covers are quick to install requiring no disassembly of the switch panel. Retail price is just \$26.99. Visit your Kuryakyn dealer, call 866-277-9598, or visit www.kuryakyn.com

HARBOR FREIGHT TOOLS

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LIFETIME WARRANTY
ON ALL HAND TOOLS!

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How does Harbor Freight Tools sell high quality tools at such ridiculously low prices? We buy direct from the factories who also supply other major brands and sell direct to you. It's just that simple! Come see for yourself at one of our 400+ Stores Nationwide and use this 25% Off Coupon on one of our 7,000 products*, plus pick up a Free 9 LED Aluminum Flashlight, a \$6.99 value. We stock Shop Equipment, Hand Tools, Tarps, Compressors, Air & Power Tools, Woodworking Tools, Welders, Tool Boxes, Generators, and much more.

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FREE!
WITH ANY PURCHASE
3-1/2" SUPER BRIGHT
NINE LED ALUMINUM
FLASHLIGHT
Item 65020
shown

ITEM 65020/65052/69111
REG. PRICE \$6.99

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25% OFF!
ANY SINGLE ITEM

LIMIT 1 - Save 25% on any one item purchased at all our stores, HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount, coupon, gift card, trade-in, cash, membership, extended service plan or any of the following: compressors, generators, tool storage or carts, welders, floor jacks, Traveler Ride-On Trencher (Item 65162), open box items, in-stock event or parking lot sale items. Not valid on prior purchases after 30 days from original purchase date with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 12/6/13. Limit one coupon per customer per day.

CENTECH
AUTOMATIC BATTERY FLOAT CHARGER
LOT NO. 42292/
69594/69595

SAVE 64%

\$4.99
REG. PRICE \$13.99

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1000 LB. CAPACITY MOTORCYCLE LIFT
PITTSBURGH
LOT NO. 69904/68892

SAVE \$400

\$299.99
REG. PRICE \$699.99

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15" x 13" ALL PURPOSE SHOP TOWELS - PACK OF 50
LOT NO. 46163/
68442/69649

SAVE 43%

\$8.99
REG. PRICE \$15.99

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3 PIECE TITANIUM NITRIDE COATED HIGH SPEED STEEL STEP DRILLS
LOT NO. 91616/69087/60379

SAVE 60%

\$7.99
REG. PRICE \$19.99

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CENTRAL PNEUMATIC 3 GALLON, 100 PSI OILLESS PANCAKE AIR COMPRESSOR
LOT NO. 95275/
60637/69486

SAVE 50%

\$39.99
REG. PRICE \$79.99

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40 LB. CAPACITY FLOOR BLAST CABINET
Item 68883
shown

SAVE \$120

\$179.99
REG. PRICE \$299.99

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3" HIGH SPEED AIR CUT-OFF TOOL
LOT NO. 47077/60243/
60374/67425/69473

SAVE 70%

\$5.99
REG. PRICE \$19.99

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90 AMP FLUX WIRE WELDER
LOT NO. 68887/61207

SAVE \$60

\$89.99
REG. PRICE \$149.99

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580 LB. CAPACITY FOUR DRAWER TOOL CART
LOT NO. 95659

SAVE \$150

\$99.99
REG. PRICE \$249.99

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7 FT. 4" x 9 FT. 6" ALL PURPOSE WEATHER RESISTANT TARP
LOT NO. 677/69137/
69249/69129/69121

SAVE 68%

\$27.99
REG. PRICE \$89.99

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1000 LB. CAPACITY MOTORCYCLE STAND/WHEEL CHOCK
LOT NO. 97841

SAVE 52%

\$42.99
REG. PRICE \$89.99

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27 LED PORTABLE WORKLIGHT/FLASHLIGHT
LOT NO. 67227/
69667/60566

SAVE 56%

\$25.99
REG. PRICE \$59.99

LIMIT 1 - Good at our stores, HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 12/6/13. Limit one coupon per customer per day.

18 PIECE T-HANDLE BALL POINT AND HEX KEY WRENCH SET
PITTSBURGH
LOT NO. 96645

SAVE 33%

\$11.99
REG. PRICE \$17.99

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20 OZ. GRAVITY FEED SPRAY GUN
LOT NO. 47016/67161

SAVE 66%

\$9.99
REG. PRICE \$29.99

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

SAVE 52%

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300 LB. CAPACITY PNEUMATIC ADJUSTABLE ROLLER SEAT
PITTSBURGH
LOT NO. 46319/61160

SAVE 42%

\$19.99
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1000 LB. CAPACITY MOVER'S DOLLY
LOT NO. 93868/60497

SAVE 46%

\$7.99
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3" HIGH SPEED AIR CUT-OFF TOOL
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\$5.99
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90 AMP FLUX WIRE WELDER
LOT NO. 68887/61207

SAVE \$60

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REG. PRICE \$149.99

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580 LB. CAPACITY FOUR DRAWER TOOL CART
LOT NO. 95659

SAVE \$150

\$99.99
REG. PRICE \$249.99

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27 LED PORTABLE WORKLIGHT/FLASHLIGHT
LOT NO. 67227/
69667/60566

SAVE 56%

\$25.99
REG. PRICE \$59.99

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18 PIECE T-HANDLE BALL POINT AND HEX KEY WRENCH SET
PITTSBURGH
LOT NO. 96645

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REG. PRICE \$17.99

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20 OZ. GRAVITY FEED SPRAY GUN
LOT NO. 47016/67161

SAVE 66%

\$9.99
REG. PRICE \$29.99

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MOTORCYCLE LIFT
PITTSBURGH
LOT NO. 69904/68892

SAVE \$400

\$299.99
REG. PRICE \$699.99

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15" x 13" ALL PURPOSE SHOP TOWELS - PACK OF 50
LOT NO. 46163/
68442/69649

SAVE 43%

\$8.99
REG. PRICE \$15.99

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3 PIECE TITANIUM NITRIDE COATED HIGH SPEED STEEL STEP DRILLS
LOT NO. 91616/69087/60379

SAVE 60%

\$7.99
REG. PRICE \$19.99

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CENTRAL PNEUMATIC 3 GALLON, 100 PSI OILLESS PANCAKE AIR COMPRESSOR
LOT NO. 95275/
60637/69486

SAVE 50%

\$39.99
REG. PRICE \$79.99

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LIGHTWEIGHT ALUMINUM MOTORCYCLE LIFT
Central Hydraulics
LOT NO. 94715/60536

1500 LB. CAPACITY

\$119.99
REG. PRICE \$199.99

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ALUMINUM MOTORCYCLE WHEEL CLEANING STAND
HaulMaster
LOT NO. 98800

500 LB. CAPACITY

\$20.99
REG. PRICE \$34.99

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MECHANIC'S GLOVES
LARGE
LOT NO. 93646/60447

SAVE 64%

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US-GENERAL 580 LB. CAPACITY FOUR DRAWER TOOL CART
LOT NO. 95659

SAVE \$150

\$99.99
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90 AMP FLUX WIRE WELDER
LOT NO. 68887/61207

SAVE \$60

\$89.99
REG. PRICE \$149.99

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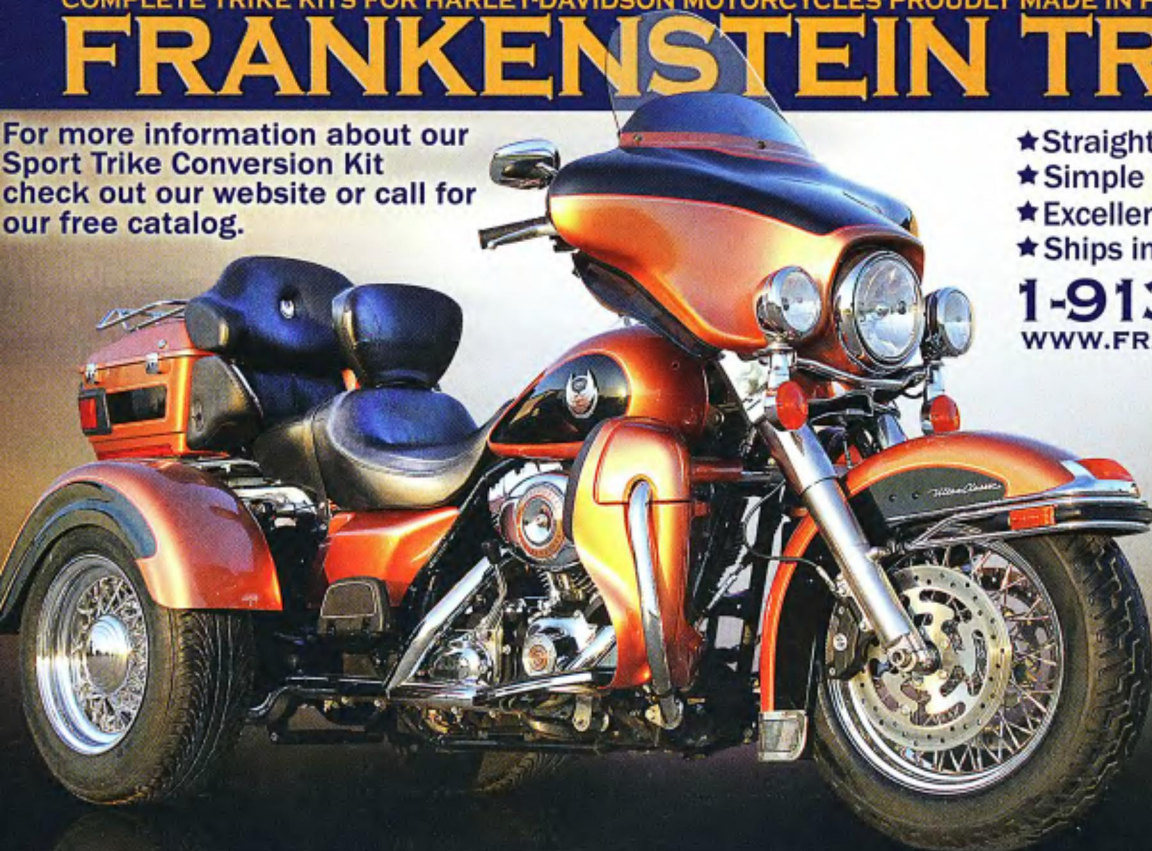


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MONSTER
FRANKENSTEIN TRIKES



END OF SUMMER RALLY IN KEOSAUQUA, IOWA

State Line Rally

The Midwest region is no stranger to a good time and Iowa, in particular, has played host to its fair share of entertainment for the biker community. The State Line Rally, held September 13-15, is also known as the End of Summer Rally. It's held in the southeastern town of Keosauqua, where regional ABATE and other motorcycle organizations from the tri-state area of Iowa, Illinois, and Missouri

have banged heads together for the past 22 years to make this a premier festivity for us bike folks. Yep, after a long and tiring summer of hard miles, heavy booze guzzlin', and plenty of titty gazin', this last bash of the summer is a pleasant hurrah to close the riding season.

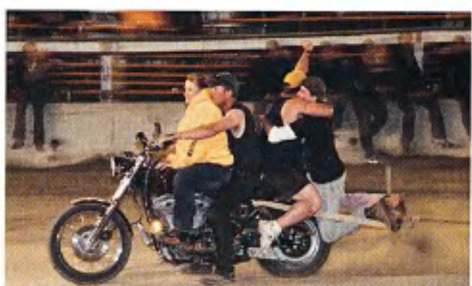
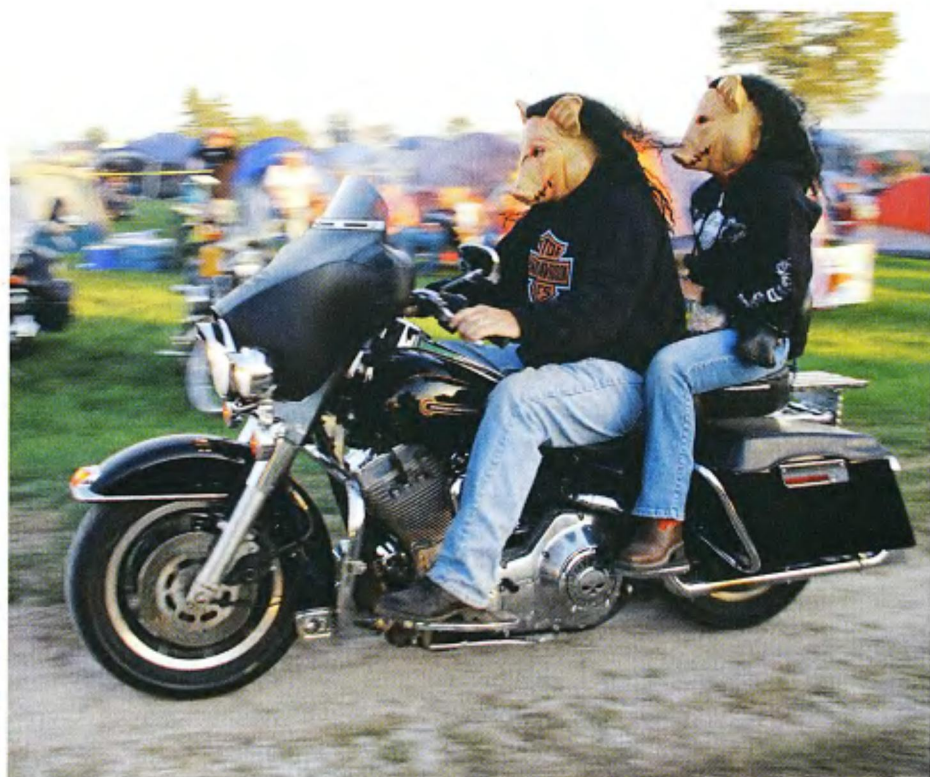
The weekend's festivities involved live music on both nights, a fun run each night through the scenery at

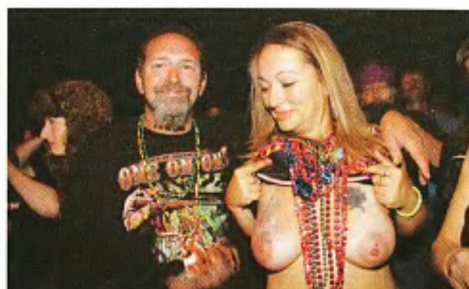
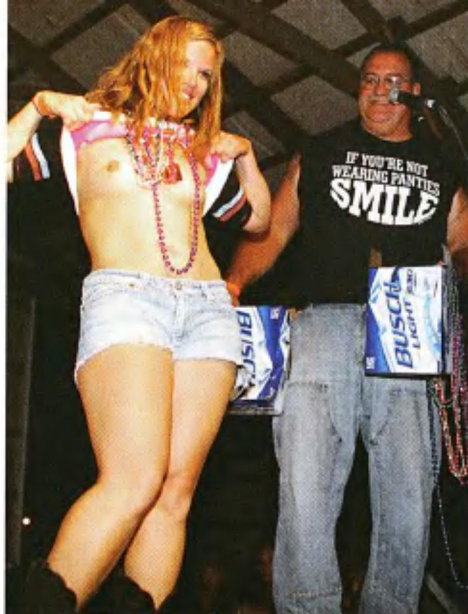
nearby Lacey Park and into downtown Keosauqua, which makes for some excellent sunset riding. A poker run was held Saturday while a bike show was being held back at the rally grounds, with biker rodeo games to follow all afternoon.

While bands played on and off all day Saturday, the beer was flowing at the beer barn and vendors had plenty of good munchies on hand to fill yer

bellies. On Saturday night, folks lined up for some old-fashioned sled pulling action under the arena lights before the world famous Queen Contest took to the main stage. It wouldn't be a true biker party without an array of beautiful chicks baring it all. And, to properly closeout the weekend, the legendary rockers Blackfoot rocked the joint with an amazing show.

This year's rally is slated for September 13 and 14, and you can get more info at www.statelinerally.net or call 319-498-4460. —NATANIC/Clean Dean





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Passin' Gas

A fire engine speeds down the road with all bells ringing, lights flashing, and sirens wailing. Behind it, a drunk tries to chase the engine on foot. The engine turns a corner and zooms out of sight. The exhausted drunk collapses on the street and shouts, "All right then! Keep your damn ice cream."

One cure for a cold consists of three shots of whiskey. There are better remedies, but who cares?

*Richard Brown
Vacaville, California*

A man says to his doctor, "I'm under a lot of stress. I keep losing my temper with people and insulting them. You gotta help me, Doc!"

The doctor says, "Tell me about your problem."

The man looks at him and yells, "I just did, you stupid bastard!"

*Eddie Burnett
Represa, California*

The prospect walked up to a really pretty girl in a bar and said, "Hey, babe, can I buy you a drink?"

"Do you like sex?" she asked.

"Of course I like sex," replied the prospect.

"Do you like to travel?" she asked next.

"Yeah!" said the prospect. "I love to travel."

"Well, then," she said, "fuck off."

*Joey Hayes
Delano, California*

Two old ladies are talking on the phone one evening. One says,

"Earlier today my Henry went into the vegetable patch to pull up some carrots for supper and dropped dead of a heart attack."

"Oh my Heavens!" exclaims the other old lady, "What did you do?"

The first old lady replies, "I defrosted some peas instead."

*Virginia Walker
Currituck, North Carolina*

"Give it to me!" a girlfriend yelled at her lover. "I am so wet right now!"

"You can scream all you want," he replied, "but if you keep acting like a bitch, I am never giving you the umbrella!"

*Daniel Parrish
Pendleton, Oregon*

"I've really had it with my dog," a biker says to a friend. "He'll chase anyone on a bike."

"What are you going to do," asks the friend, "put him down?"

"No," the bro replies, "I think I'll just take his bike away."

*Richard Brown
Vacaville, California*

A biker dies and arrives in hell. He's met by the devil, who tells him that everyone in hell chooses how they want to spend the next 1,000 years. The bro is led to room after room of torture, each one more unspeakable than the last one. In one room the condemned are screaming in a giant lake of fire. In another demons are stabbing them with pitchforks. Finally, the devil leads the trembling scooter tramp into a room where a hot, young blonde is performing hardcore oral on a smelly old bum drinking beer.

"This is more like it!" The biker says.

"Are you sure?" the devil says, "It lasts for 1,000 years."

"Oh yeah, I'm sure!" the dude replies.

So the devil walks over to the young woman and says, "You can go now, Honey. I've found your replacement."

*Tim Jennings
San Diego, California*



Suicide by biker.

WHAT'S IN YOUR RIDE?

This is **Carey Hart**. Professional race team owner and successful businessman. The first person to backflip a dirt bike in competition.

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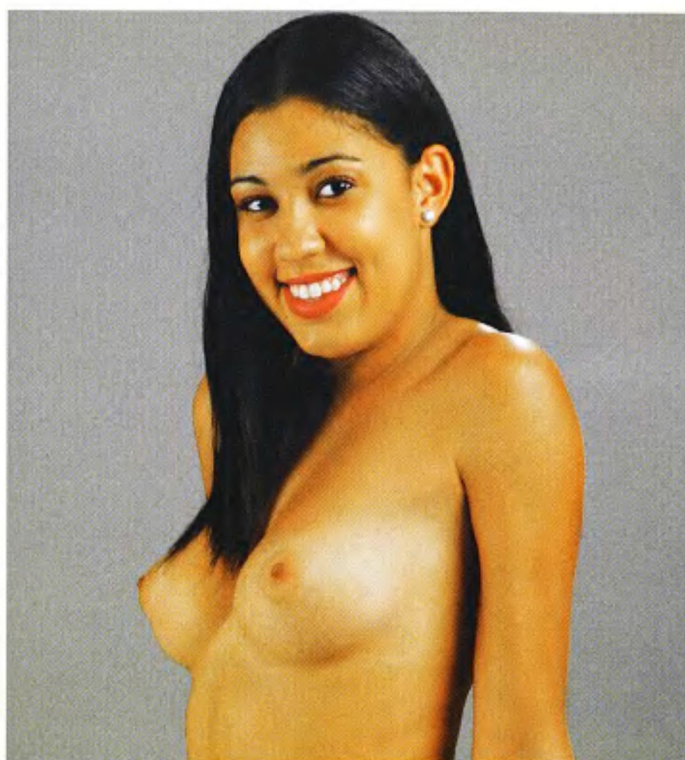
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FoxHunt

Meet This Month's Winner!

In this month's resplendent rag of destiny, meet sweet Kristin Nicole of exotic Marlton, New Jersey, who will dazzle and delight you with tales of her days touring as a sexual rodeo clown. Her brave and bestselling autobiography, *How to Go Down in a Barrel*, turned the entire sexual rodeo clown industry on its gigantic foam-rubber ear.

—Moosecock Montana



#0901 D'Atra-Arizona

"I was very excited yet scared. I loved how fast the bike went and the feel of the wind in my hair. I felt like a celebrity because everyone was looking at me."



#0902 Melissa-Texas

"My first ride on a Harley was 500 miles on a rigid shovel-head. When it was over I felt like I'd been ridden by a submarine full of seamen—Loved it!"



#0903 Juliann—Ohio

"The Harley owner asked if I wanted a ride, and I jumped at the chance. When I got on I felt safe and comfortable and the sound got me so excited! Nothing will ever compare."



#0905 Tonya—New York

"The first time I rode on a Harley, I knew from that moment on I wouldn't ride anything else. It was a great experience."



#0904 Missy—Nebraska

"I don't really remember my first Harley ride, but I do remember my last one!"



#0906 Jennifer—Arizona

"My first time on a Harley was transformative. I saw life as a magic highway where we're all traveling in our own time and circumstance to the same oblivion. All is well."

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 as selected by you fornicating fondue-dippers. Meet smokin’ hot blonde Bentley Pierce from incredible Norman, Oklahoma. Thanks to the miracle of modern surgery you would never guess that Bentley is actually a small elderly Chinese woman named Fua Ning from the rural Quachong province. She escaped her commie overlords and pursued her life’s dream of coming to America and becoming a big, blond titty model. Welcome to the USA Fua, I mean Bentley. Enjoy your freedom!

483

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

I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

Model’s Name: _____

Address: _____

City: _____ State: _____ Zip: _____

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

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model’s Signature: _____

Photographer’s Name: _____

Address: _____

City: _____ State: _____ Zip: _____

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

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

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

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I always wanted a pinup
on the sides of a bike,
like the nose art from old
WWII aircraft.



BUBBA'S HOG KILLERS 124-INCH CFL

Patience

Living in the heart of Nebraska, when asked how he ended up with a SoCal bike, Bubba says, "I knew someone who worked at West Coast Choppers and who happened to have won a frame in a raffle and wanted to sell it. I was looking for a project bike, so bought it, thinking I'd build a bike. Then I heard that Aki, who used to work at West Coast, had opened up Hog Killers, so it came down to a choice: spend maybe five years doing the build myself or have Aiki do it up and be able to ride

way sooner. I'm really glad I took the second option."

You'll find Hog Killers, Inc. and its owner, biker builder Aki Sakamoto located in Hawaiian Gardens, California. Having made his mark at several custom shops including several years wrenching at Jesse James' West Coast Choppers, Aki opened his own doors in 2009 and has been slammin' out show-and-go winners ever since, so Bubba knew he was in the right place. The bike model is CFL (Choppers for Life).

As far as the general look of the bike, Bubba reached back many years for inspiration from a Yamaha 650 twin that he and his brother had chopped out into a rat rod. He showed Aki a photo and let him take it from there, modifying and adapting parts as the project unfolded. That included the front end with HK's triple trees, their fenders, bars, and pipes. "I was out in Nebraska and the bike was in California, so I didn't know what I was getting into, but

**I could spend maybe
five years doing the
build myself or have
Aiki do it up and
be able to ride
way sooner.**



Aki Sakamoto



Aki called it just right," Bubba says. "He talked me into the 124-inch S&S motor and the Baker 6-speed tranny, plus after learning about my riding conditions, he added the steering stabilizer. Now when I hit the potholes, I'm more than glad he did. I can't emphasize how much his communication and insights helped. It did take a bit longer than expected, so that's where the name 'Patience' came from."

All good things come to those who wait, and Bubba also got the paintjob he had envisioned based on the classic pinup girl, the sensual images busted

out as one-shots by artist Sonny Boy. "I always wanted a pinup on the sides of a bike, like the nose art from old WWII aircraft," Bubba says. "Aki also patinaed the frame so it matches beautifully. I just gave him some ideas about the gold and copper leafing... I wanted the bike to be subtle. I think he achieved that above and beyond my expectations. Now when I'm with my friends riding their Harleys here on Highway 47 and 77 or over to Iowa for a rally, I'm so glad I put my confidence in Aki; the bike is such a pleasure, and definitely worth the wait."

—Paul Garson

Extra video coverage available
in the digital edition
of *Easyriders* at
www.easyriders.com





Owner: Bubba
City: Nebraska
GENERAL
Designer: Aki Sakamoto/Hog Killers, Inc.

Year/make: 2013 Special

Model: CFL

Assembly: Hog Killers

Time: one year

Chroming: Bush Plating

ENGINE

Year/make: 2012 S&S

Displacement: 124 cu. in.

Cam: S&S

Ignition: Dyna

Pistons: S&S

Heads: S&S

Lifters: S&S

Carb(s): S&S

Air cleaner: Benchmark

Pipes: Hog Killers

TRANSMISSION

Year/make: 2012 Baker

Modifications: none

Shifting: foot

PAINTING

Painter: Sonny Boy

Color: black, gold leaf, pinup girl art

FRAME

Year/make: 2009 West Coast

Choppers (WCC)

Model: CFL250

Rake: stock

Stretch: 4 inches up, 2 inches out

ACCESSORIES

Bars: Hog Killers

Handlebar controls: PM

Fenders: Hog Killers

Headlight: bright

Taillight: Heartland

Electrics: Hog Killers

Gas tank: WCC

Oil tank: WCC

Oil system: S&S

Seat: Duane Ballard

Pegs: Hog Killers

Grips: PM

FORKS

Type: 39mm/Hog Killers triple trees

Extension: none

Builder: Hog Killers

WHEELS

Size: 21-inch front, 18-inch rear

Wheels: wire

Tires: Avon

Brakes: PM

Photos: Michael Lichter

Clay pushed down hard on the left grip of his chopped shovel. He knew the upcoming left hand sweeper by heart, and holding her hard over was the only way to take Devil's Curve. The rest of the pack all did the same, bright sparks flew as pegs, frame tabs, and running boards scraped violently against the pavement.

They all exited the curve with precision and began the set up for the hard right hander to come. The long, double line of roaring bikes snaked along like a single living entity and smoothly took curve after curve.

Downshifts were thrown, drag pipes barked, and the setup for each turn was executed flawlessly again and again. Now Clay pressed down equally hard on his right grip and held on for a tight right hander with a decreasing radius. A bitch of a turn for 30 speeding Harleys. His front

tire, a narrow 21-incher, just caught the damp center stripe on the twisty old road and side slipped a bit. He briefly clenched, corrected, and then relaxed back into the rhythm of the pack.

His handlebars were little more than a fist's width from Nasty Norman's and at 60 miles per hour, he knew one mistake, one badly judged lean, or for that matter, a dog, deer, or even a turtle that wandered into the road would mean Norman and maybe a dozen others would be nothing more than a pile of twisted steel and bloody bodies, strewn about like gobs of strawberry preserves. That, of course, was part of the thrill of riding hard in the pack. Testing the mettle of everyone there and trusting each other to the absolute maximum.

Clay had known these men for years. He knew each of their strengths and weaknesses, and most

importantly, he believed, he knew their riding styles. This motley group of hard riding animals was his family, his brotherhood.

The pack spent their work hours as welders, body men, aircraft workers, bike builders, and heavy equipment operators. They even had a toll taker and an X-ray tech among their numbers. But when the bikes were fired and the band was gathered, Clay knew they were all the same kindred spirits who rode hard, and knew their place in the pack. He trusted them with his life.

They topped Knob Hill and Clay felt the brief thrill of weightlessness at the crest and the rush of downhill acceleration on the opposite side. This was where the Sunset Road opened up and straightened for a bit. Now, throttles were twisted tight, straight pipes roared and belched flame, and Clay rose to a Zen place



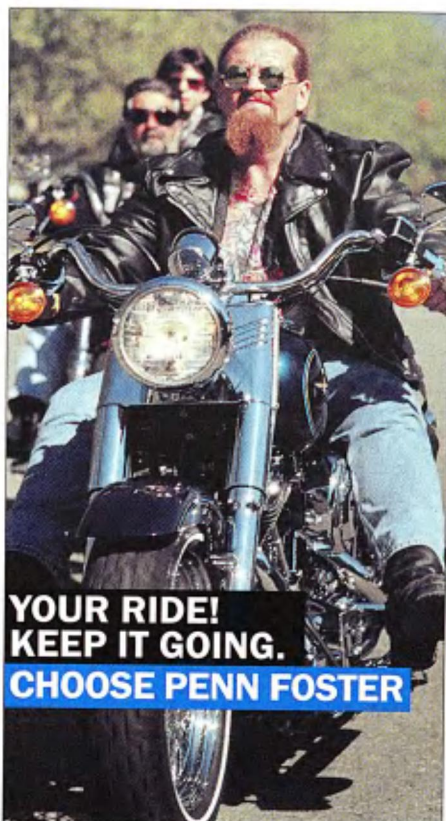
THE PACK

that most men are not lucky enough to ever experience.

Even in the encroaching darkness he could glance around and see slight grins on the grizzled, bearded faces of his brothers, grins that matched his own. Cages moved to the right to let the speeding mob pass. Drivers waved and honked as the raucous and rowdy ballet that was the pack, his pack, sped on.

They were really cranked now, doing well over a hundred. At those speeds the roar was deafening and the smell of exhaust and oil mist was an intoxicant for Clay.

It was on nights like this, on hard rides like this, that Clay had come to realize over the years that in the great, cosmic scheme of things, this was exactly where he belonged—in the Pack.
—Z. Jakl



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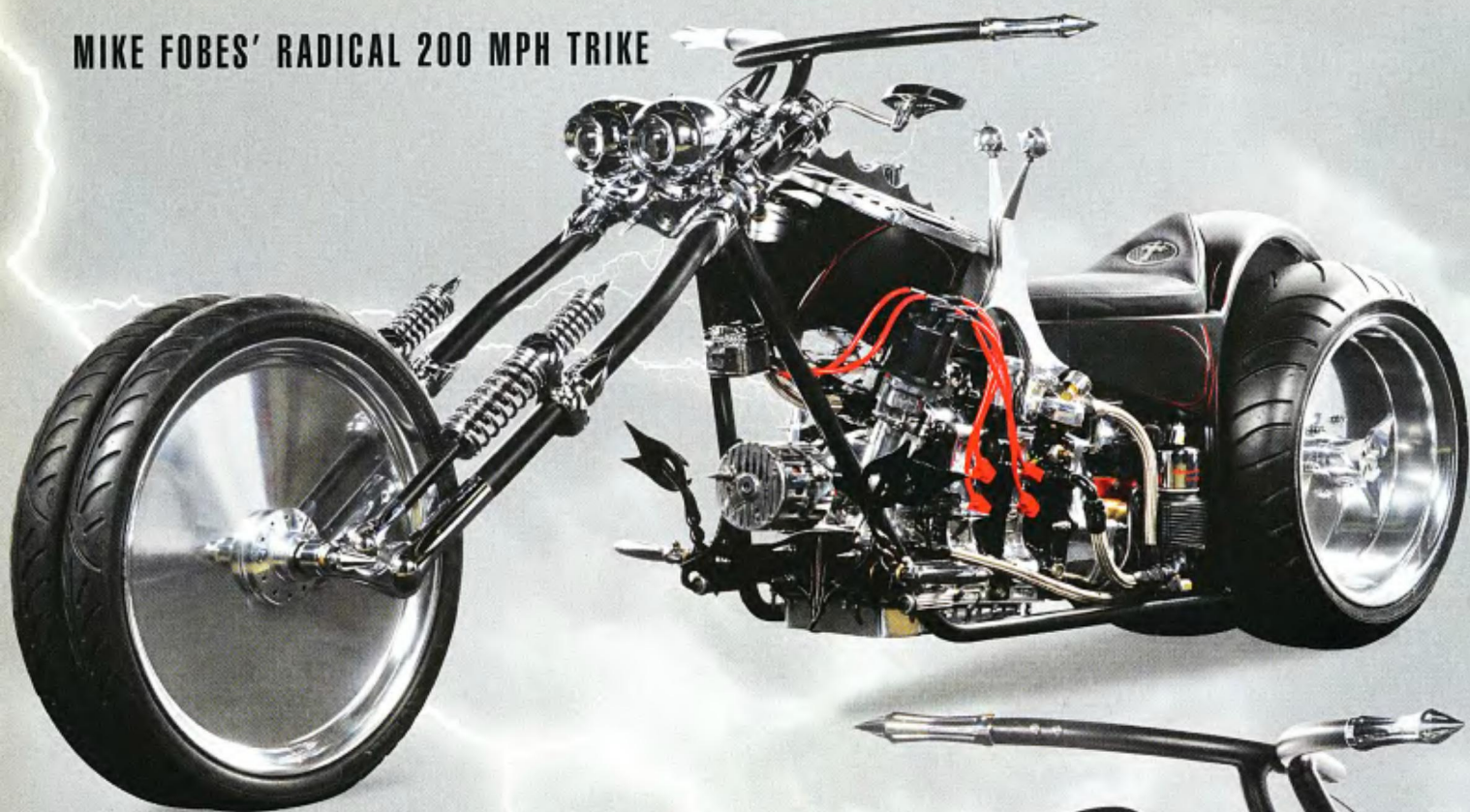
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MIKE FOBES' RADICAL 200 MPH TRIKE



Twisted Evil





After a three year odyssey of building this very trippy trike, Mike Fobes decided to give it a well-earned name—Twisted Evil. “It’s drawn a lot of blood...I’ve actually sliced myself open a few times on the sharper parts,” Mike says from his home in Auburn, Washington, where he teaches automotive tech during the day and builds wild bikes and cars during his off hours.

Noting that all kinds of motors had been used in trikes, and looking for something way different, he bought a 1986 Mazda RX-7, keeping and rebuilding the 1.2 liter rotary motor and feeding it with a Weber downdraft carb. He then fabricated the hardtail frame and about everything else including the “twisted” parts.

One of the few parts he didn’t make was the Sabertooth springer front end that he purchased from American Suspension, then modified it to accommodate two, side-by-side front wheels. These are independently suspended so that both wheels stay on the ground during turns.

What appears to be the gas tank covers the electric water pump and hand-fabricated radiator. The real gas tank (four gallons) is contained under the rear fender and seat pan. The wheel hubs were made from blanks and shod with Avon Venoms. Mike also painted the bike.

How’s the riding experience? “Scary,” Mike exclaims. “The whole bike is scary. That’s what inspired me to add all the spikes and twisted pieces. You start in low gear, get up to speed, then throw it into direct drive. The motor’s producing about 174 horsepower and the whole thing weighs about 700 pounds. I would expect it to reach 200.”

—Paul Garson

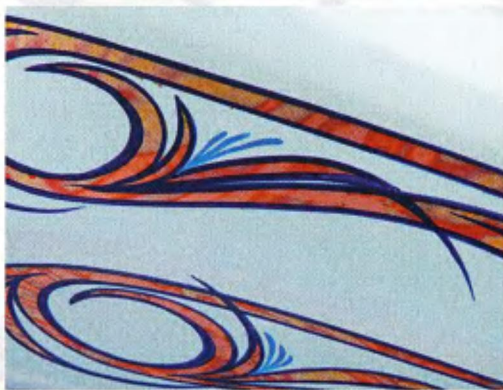
Photos: Mike Fobes



Dalton Walker's 1971 Triumph **plexified**

By day Dalton Walker sees sparks fly, while working in his family's long-standing welding company in Northern California, where they resuscitate everything from farm trackers to trailers. But he really heats up after hours by fashioning customs in his shop called SIK—as in Split Image Kustoms—from which a wide spectrum of vintage Harleys and Brit bikes emerge.





Dalton was invited, not for the first time, to participate in the annual Artistry in Iron bike competition in Las Vegas, an A-list of builders zipping up their best efforts. "I had built a Harley knucklehead last year," Dalton tells us, "and this go around decided to put together a Triumph with a bunch of parts I had lying around the shop." However, he did fab the frame with molded in gas tank and rear fender, the front end, handlebars, sissybar, velocity stacks, even the tiny cyclops headlamp. Wanting a 1970s digger look, he went for a smaller 17-inch wheel up front with a long, narrow, single spring springer that contrasts against the much beefier look of the 18 on the back.

Dalton fashioned a slim fairing out of blue tinted plexiglass and also fit a triangular plexi "window" in the frame neck as well as a piece set into the sissybar. In a rush to have the bike ready for the show, he sprayed the paint job himself, then asked Cycle Art in Fresno to add the 1970s gold leaf artwork, the same people who, back in the day, had painted Arlen Ness's scroll work on his classic customs.

While this scooter's heart is British, there's a nod to classic American choppers including use of panhead oil lines,

a horseshow oil tank, and Dalton's friends at Hippy Killers came up with the matching blue grips. Ever-resourceful, Dalton converted a tractor magneto to power the Triumph mill.

You may be wondering if these photos were flopped, but nope, Dalton flipped the motor's head, reversing the direction of the twin Amal carbs and improving the bike's breathing through its custom exhaust. "The bike is really small and light," Dalton says. "I actually have a picture of me lifting the bike off the ground up to my knees."

The unusual yet classic look appealed to fashion designer/vintage bike fan Robin Chretien who saw it at the David Mann Chopper Fest where it won First Place Radical Engineering. He wanted to display the tasty Trumpet at one of his Robins Jeans stores, in this case the one located on posh Rodeo Drive in Beverly Hills, where the shop's motorcycle inspired styles are popular with the Hollywood set. Now with Dalton's blue Triumph on display, they've got the perfect bike to match their jeans.

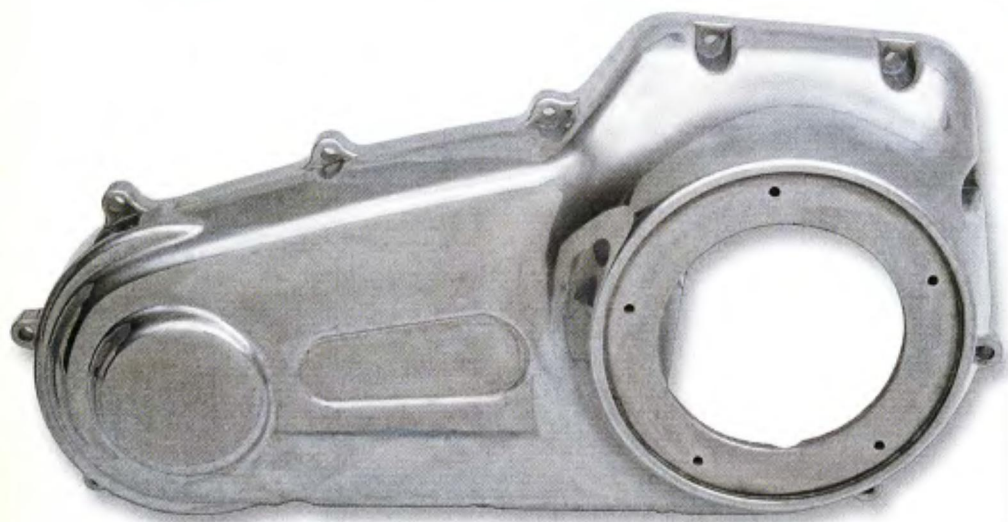
—Paul Garson

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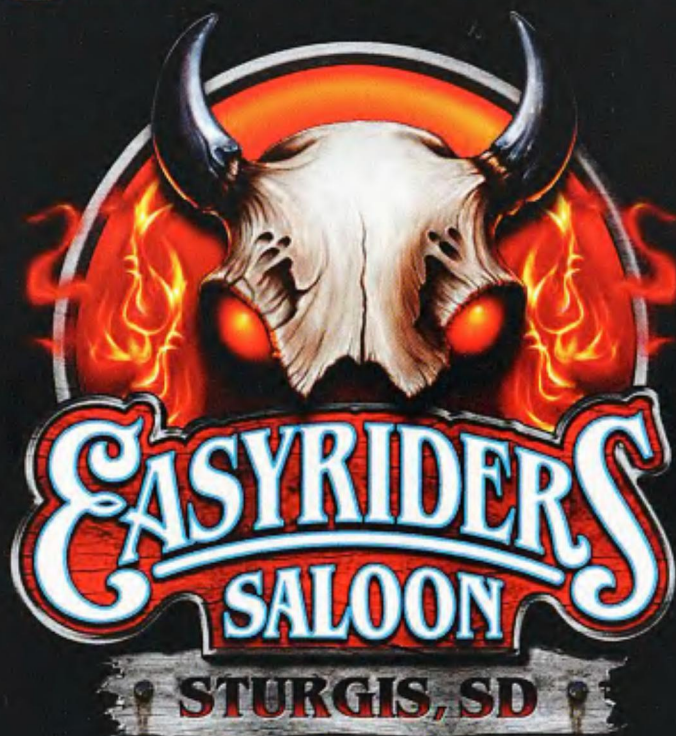


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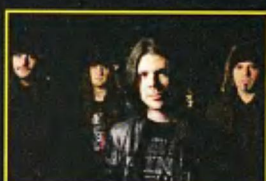
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Sun Aug 4



Shooter Jennings

Tues Aug 6



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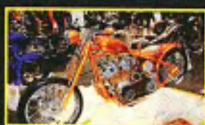
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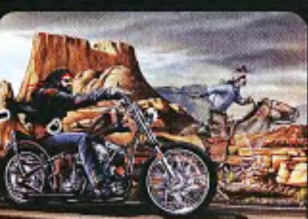


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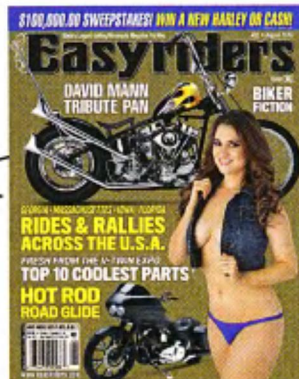
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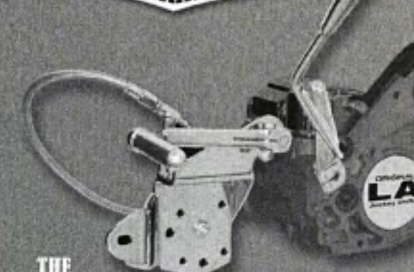


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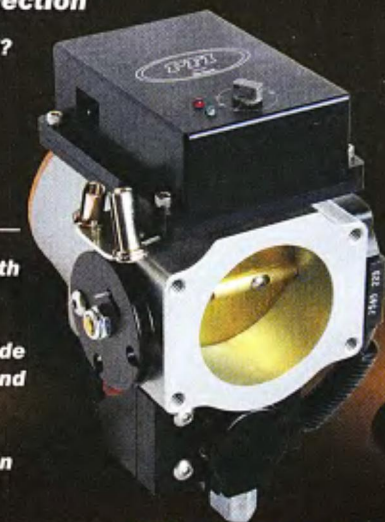
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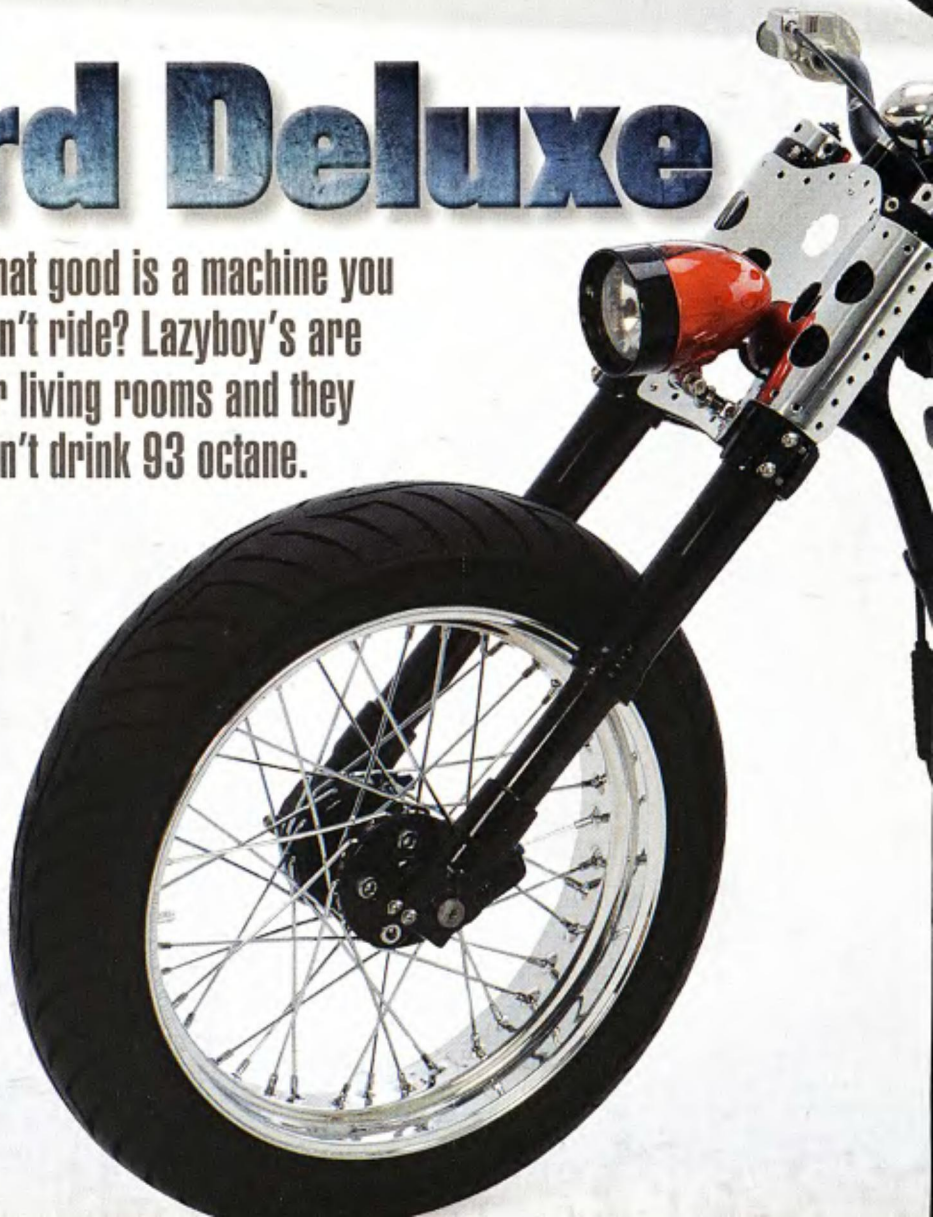
How It Wasn't Supposed To Be...

Bastard Deluxe

Don Weimer defines motorcycles as **manly machines**, filled with horsepower, and fueled by testosterone. The substance produced by said beasts is an adrenaline rush unleashed by the mere twist of a throttle. Don has never attempted to create anything comfortable because, "Lazyboy's are for living rooms, and they don't drink 93 octane," so sayeth the owner of Weimer Handcrafted Motorcycles out of Battlecreek, Michigan.

Don's latest leg-wettin' wonder was parked at the palatial studio of Michael "Balls" Farabaugh just long enough for him to capture this barrel-chested bulldawg bastard of a bike for us all. Don tells us it is a fun bike that rides surprisingly well, but admittedly doesn't stop as quickly as it accelerates. He always wanted to build a drop-seat frame bike and picked up the 2007 Electra Glide as a drivetrain donor because the integral oil tank meant he wouldn't have to find a place for the oilbag. He calls it Bastard Deluxe because a drop-seat, reverse shock, open linkage suspension frame is tough enough to describe. You can bet it

What good is a machine you can't ride? Lazyboy's are for living rooms and they don't drink 93 octane.





was a real bastard to build. Don has taken his Bastard Deluxe on several trips for over 120 miles per day, asking us all, "What good is a machine you can't ride?"

There is no chrome added to the Bastard Deluxe, and Don doesn't like to send parts out to others because he can never tell what kind of job someone else will do. You name it, Don did it on this bastard. His favorite part is the tank that he handcrafted from a single piece of metal after many hours on the English wheel and planishing hammer.

One day while shopping in a big box hardware store, Don saw a roll of perforated drywall tape and began to envision the graphics for Bastard Deluxe. Don says, "Keep your mind open to use anything you find when creating a unique project." The front end includes recycled Showa forks from a GSXR 1000 while the wheels are swap-meet special Akront rims off of a flat tracker.



Don tells us that chicks dig the colors and loud rumble of this bastard. It gets your attention and has a reputation for pissing off inattentive people. Don's bikes are the ones standing in the room with their pants down; they leave nothing to the imagination. Kinda like this month's Fox Hunt Winner, cutie Kristin.

—Cheeseit





Owner: Don Weimer
City: Battle Creek, Michigan
Fabrication: Don Weimer
Year/make: 2012 Weimer Handcrafted Motorcycles

Model: Bastard Deluxe

Time: 7 months

ENGINE

Year/make: 2007 Harley-Davidson

Model: Twin Cam

Displacement: 107 cubic inches

Ignition: Harley-Davidson

Cam: Harley-Davidson

Carb: S&S Super "E"

Air Cleaner: Velocity stack

Pipes: Weimer 2-into-1

TRANSMISSION

Year/make: 2007 Harley-Davidson

Electra-Glide 5-speed

PAINT

Painter: Weimer Handcrafted Motorcycles

Type/color: House of Kolor/Kandy

Burnt Orange shimmerin pearl of Kolor

Special Paint: Drywall tape stencil

FRAME

Year/make: 2012 Weimer Handcrafted Motorcycles

Type: drop-seat reverse open shock extended swingarm

Rake: 40 degrees

Stretch: 7 inches out, 2 inches down

Suspension: Progressive

ACCESSORIES

Bars: MX pro taper

Handlebar controls: Tornado throttle, Sunstar

Fender: Weimer Handcrafted Motorcycles

Headlight: Harley-Davidson 4-inch foglight

Taillight: Weimer Handcrafted Motorcycles

Pegs: Weimer Handcrafted Motorcycles

Foot controls: Weimer Handcrafted Motorcycles

Electrics: Harley-Davidson

Gas tank: Weimer Handcrafted Motorcycles

Oil tank: Harley-Davidson integral

Oil System: Harley-Davidson

Primary: Belt Drives Limited, Weimer Handcrafted Motorcycles

Seat: Weimer Handcrafted Motorcycles

Grips: Renthal

FRONT END

Type: hydraulic cartridge

Builder: Showa

WHEELS

Hub: Akront

Size: 18-inch

Tires: Avon

Brake: GMA Sprockster

Photos: Michael Farabaugh



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ReadersRides

Gino Ilacqua

San Leandro, California

2007-2009 Custom Pro-Street

I don't often feel bad about having only one page for a bike, but when I do, I prefer the bike to be like Cadamia 300. Yes, that would be the bike you're looking at. Not because it's the most interesting bike in the world—most of what Ron Finch builds could arguably qualify for that. It's because there's so much stuff on Cadamia 300, and it has already won so many trophies in its four years of existence, it would be difficult just to get all those words needed onto a single page.

Suffice it to say that Gino himself conceptualized, researched, and assembled the bike—well, mostly by himself—and did a lot of fabbing to boot. In his garage. At home. But he also did ask for (and apparently receive) the help of what he calls “some of the most brilliant minds and skills of people in the industry today and, of course, family and friends.”

Well, yes, of course. Brilliance tends to be expensive doesn't it?



“There are many fabricated and engineered parts that are seen and not seen on the bike, which makes them a topic of conversation for others viewing it,” he explains further.

The Carolina Custom frame is stretched 8 inches in the rear and 4 inches in the downtube. It rolls on Metzeler (21 front, 18 rear) 300 series

tires, rims, brakes, and sprocket are Tight Custom Pro Series Assault, and the front brake was designed to run through a proportioning valve to all for the removal of the handlebar brake lever. The front brake line is steel tubing with a floating stabilizer mount instead of a hose for a cleaner look. The license plate mount is a new radial mount that hugs...

Darn! If only there were more space for all those pesky details.

—Tripper





Frank A. Schiavo
Yonkers, New York
2012 Custom Construction

Frank reaches for the future to recapture his youth. This is the bike—or rather, a replica of the bike—that Frank used to ride a long, long time ago. “My first bike was a panhead, when I was 15,” he says. The way he said it made it clear that it was during a time when quite a lot of people still ran on flower power.

But Frank is made of sterner stuff. “Notice there’s no battery on it,” he says, “and it’s got a kick starter. That’s how real bikes used to start, and still do.” Well, Frank’s does at least.

Fortunately for Frank, flower power has given way to Internet power, and he got a lot of the parts on this beautiful panhead through eBay. He started with the Paughco rigid wishbone frame, which is hooked up to a Paughco springer front end, 8 inches over.

The upswept fishtails, the 4-speed tranny, and everything on the bike is pretty much period correct. “Except for the belt and the 21-inch mag front wheel,” Frank says, “but that’s because I had the wheel lying around my garage, so I figured I might as well use it.”

The motor isn’t ancient, either. Frank says he got himself an S&S shovel lower end with STD panheads and shovel valves and just put it all together himself. It’s not his first bike, either. Although he works for Con Ed New York, his passion is motorcycles, and he’s been doing it since, you know, when times were groovy. He’s got five bikes in total, a couple of them ground-ups, and hasn’t ridden this one yet. “I haven’t because registering a bike is such a pain in the ass here in New York, but I’m definitely gonna get it done this year,” he says.

And thus the rejuvenation process begins.

—Tripper

Comin' At Ya



The awesome *Easyriders Annual* (No. 484) adds 16 pages inside to bring you the very best of 2013, from the hottest Harley honeys, to the coolest customs, wildest events and spleen-grabbin' humor.

Ride with us to the Laconia Run for all the action of America's oldest rally. Check out all the killer ink at the Columbus Tattoo Show, and visit old-school biker runs from coast to coast. You'll get an incredible collection of choppers and bobbers to drool over, from Phillip Cannon's bike show-winning Evo, and Todd Lachance's silver bullet panhead, to Dana Churchill's Surf Cycle Sporty and Stacy McCleary's badass bobber. All this plus a bevy of bodacious babes, another mind-blowin' collectable David Mann center-spread, and a crazy Capone's trike is roarin' your way in the *Easyriders Annual*.

On sale September 3



The sensational October issue of *V-Twin* (No. 150) is the “G-Rated” version of *Easyriders* and there is nothin' in it that

you can't show your dear ol' mum. Includes extra tech tips, and of course, no nudity.

On sale September 3



The next issue of *In The Wind* (No. 154) is our Annual Special Edition featuring the very best reader's photos, badass bikes and bitchin' babes from all over the globe.

You'll find it to be a rollicking romp through the glorious past of the biker lifestyle as seen through the eyes and cameras of our readers. Plus Daytona Bike Week coverage!

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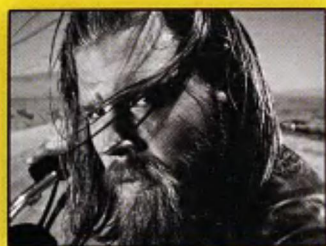
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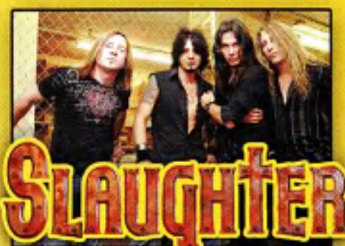
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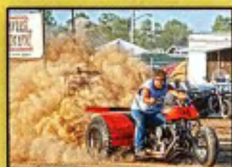
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