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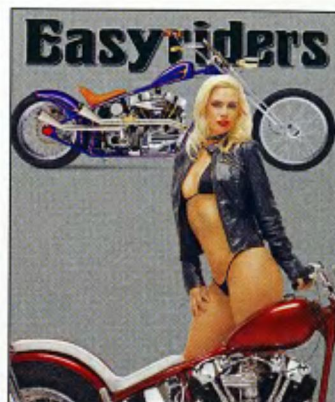
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Bryce Cole's purple pan shot by Michael Lichter. Paul Wheeler's 1947 knuckle and tempting Tara Lynn Foxx shot by Jimmy Forrest. Special imaging by Jeff Biggs.

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

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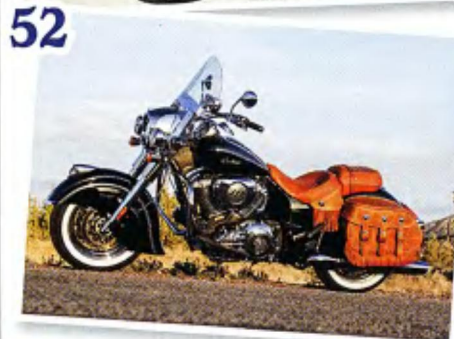
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Wanna Squirm?

A barber in China is one of the few who still provide "eye-shaving" whereby he holds the customer's eye open and runs a razor across the lids' inner surfaces. Using a thin metal rod with a round tip, he then gently massages the inside of each lid. He said he's never had an accident, and a highly satisfied customer reported afterward that his eyes felt "moist" and his vision "clearer."

A hospital official said eye-shaving can scrape away scar tissue and stimulate the eyes to lubricate the eye sockets.

Beer Lovers

In the Czech Republic, per-capita beer consumption is twice that of the United States and some beers are priced lower than any other beverage, including water! One brewery delivers beer in tanker trucks that are similar to gasoline tankers, depositing the beer in underground tanks like the ones used in gas stations here in the United States.

Special Needs?

A special-needs school in England allowed a student with self-harm issues to cut herself, under staff supervision. Teachers were to hand the girl a sterilized blade, wait outside a bathroom while she acted out, checking up on her at two-minute intervals, and then dress the girl's wounds once she had finished. The school did give up this policy a few days after initiating it.

Where There's A Will

A car dealer sold a brand new GMC Terrain SUV to a couple, age 90 and 89. The husband was legally blind and in hospice care, on morphine, and the wife had dementia and could barely walk. How did that happen? Their son wanted the car but couldn't qualify financially, so he drove his mother from Illinois to Kenosha to sign the documents while one of the dealer's employees traveled

to Illinois to get the father's signature (three weeks before he died). It seems the company saw the error of its ways, regretted its actions, and purchased the car back.

Noteworthy Quotes

"Give a man a fish and you'll feed him for a day. Give him religion and he'll starve to death while praying for a fish."

—Timothy Jones

"America is the only country where a significant proportion of the population believes that professional wrestling is real, but the moon landing was faked."

—David Letterman

"You know you're a redneck if your home has wheels and your car doesn't."

—Jeff Foxworthy

Ball Ironing

A medical spa has introduced a 45-minute procedure called the "Male Laser Lift" which is also known colloquially as "tackle tightening." This involves the removal of hair and wrinkles on the scrotum, along with laser treatment to remove "discoloration." The co-owner said that sales are up this year (perhaps due to a comment made in jest by George Clooney that the latest Hollywood craze was "ball ironing").

Toilet Shortage

India has a significant toilet shortage, so to qualify for government benefits in

order to marry, a groom must submit a photo of himself beside his own toilet to prove that he and his wife will have home sanitation.

More Of Your \$ Going South

The federal government is due to spend \$890,000 this year to safeguard nothing. The money is the total fees charged for maintaining more than 13,000 short-term bank accounts the government owns but which have no money in them and never will again.

New Survivor Show

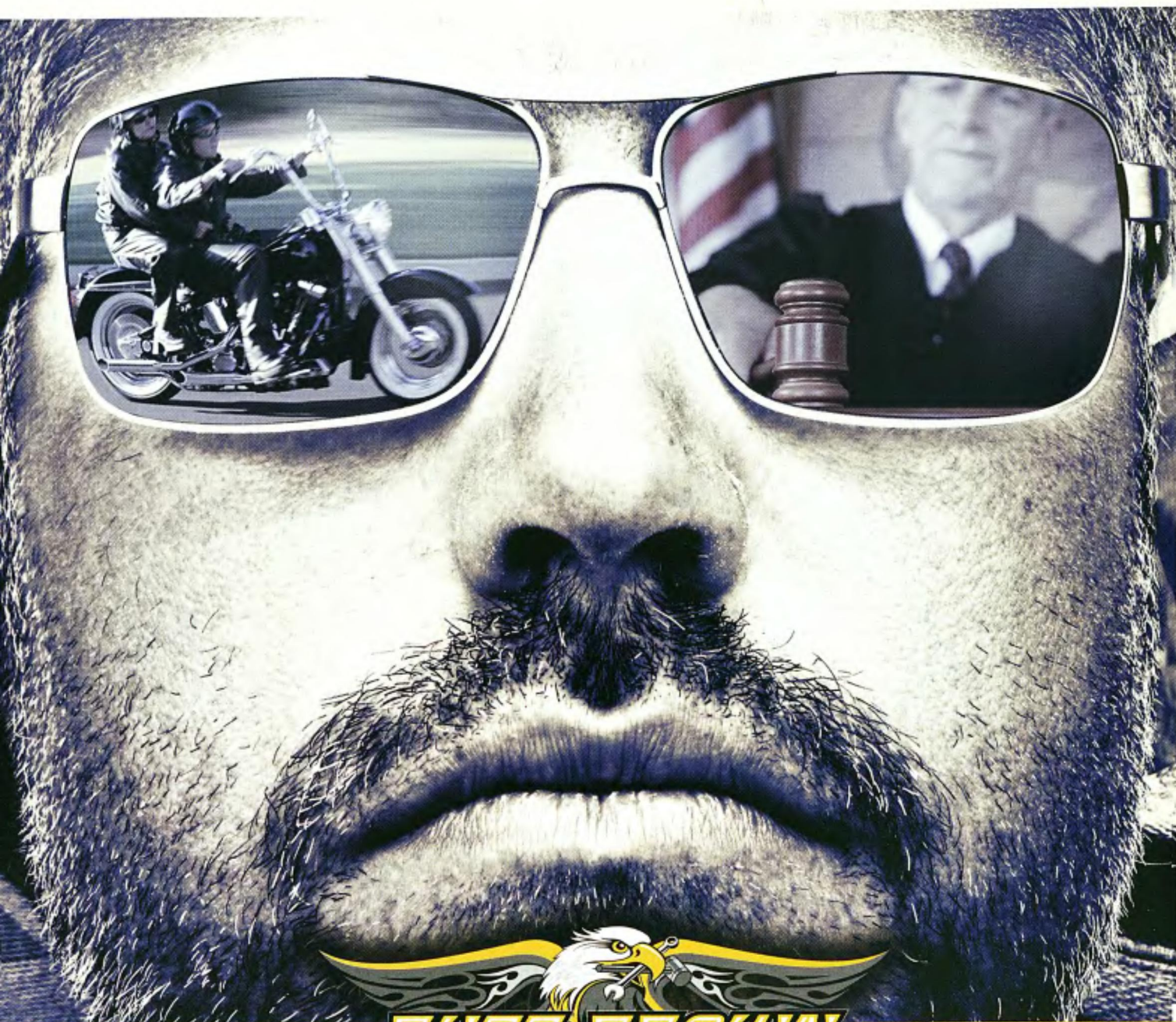
The Discovery Channel announced a new survival show called *Naked and Afraid* in which a man and a woman (strangers) are dropped off on an isolated Maldives island, without tools or clothes, to fend for themselves. After two weeks of nearly starving, a contestant thought that she could attract fish close enough to be snatched up by "using her lady parts as bait to catch fish between her legs." No report on the success of this maneuver.

The Allure of Scents

As people continue to buy fragrances to improve their sex appeal, a couple of artists recently created a concoction to call attention to human's affinity for artificial scents. They created a fragrance called "Everything," which they claim contains a bit of every one of the year's fragrances they were able to obtain (including Fame by Lady Gaga and Justin Bieber's Girlfriend) dumped into one bottle and left to marinate. They offered it for sale for about \$39,000!

Call Waiting

A man accidentally shot himself to death. Awakening to the sound of a ringing telephone beside his bed, he reached for the phone but instead grabbed his Smith & Wesson 38 Special, which discharged when he drew it to his ear.



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second wind

BRYCE COLE'S PASSION PURPLE PANHEAD



When the final trophy was announced,
we took Best of Show.



It was a mellow Sunday and most of the 1,700 residents of Squaw Valley, California, nestled at the scenic foothills of Sequoia National Park, were taking it easy. But the sparks were flying at Bryce Cole's place. He was putting the finishing touches on a custom trailer for his 1970s style, passion purple panhead digger. A master of the welding torch and a magician with stainless steel, Bryce's trailer was a perfect match for the best of show bike it would carry.

The bike, a meticulously crafted homage to old-school choppers, serves as the perfect calling card for his shop, Cole's Custom Fabrication.

Asked why the bike has two oil bags, Bryce says, "So people will ask questions about it, just like you did."



Bryce is retiring from his longtime day job fabricating stainless for Kraft Foods and is getting his second wind via his fully equipped machine shop. Second Wind is the name of this panhead. The name relates to the fact that back in the 1970s he had his own custom bike shop, but then had to concentrate on caring for his sick daughter. Fortunately she's fine now and Bryce is back ramping up A-List show bikes.

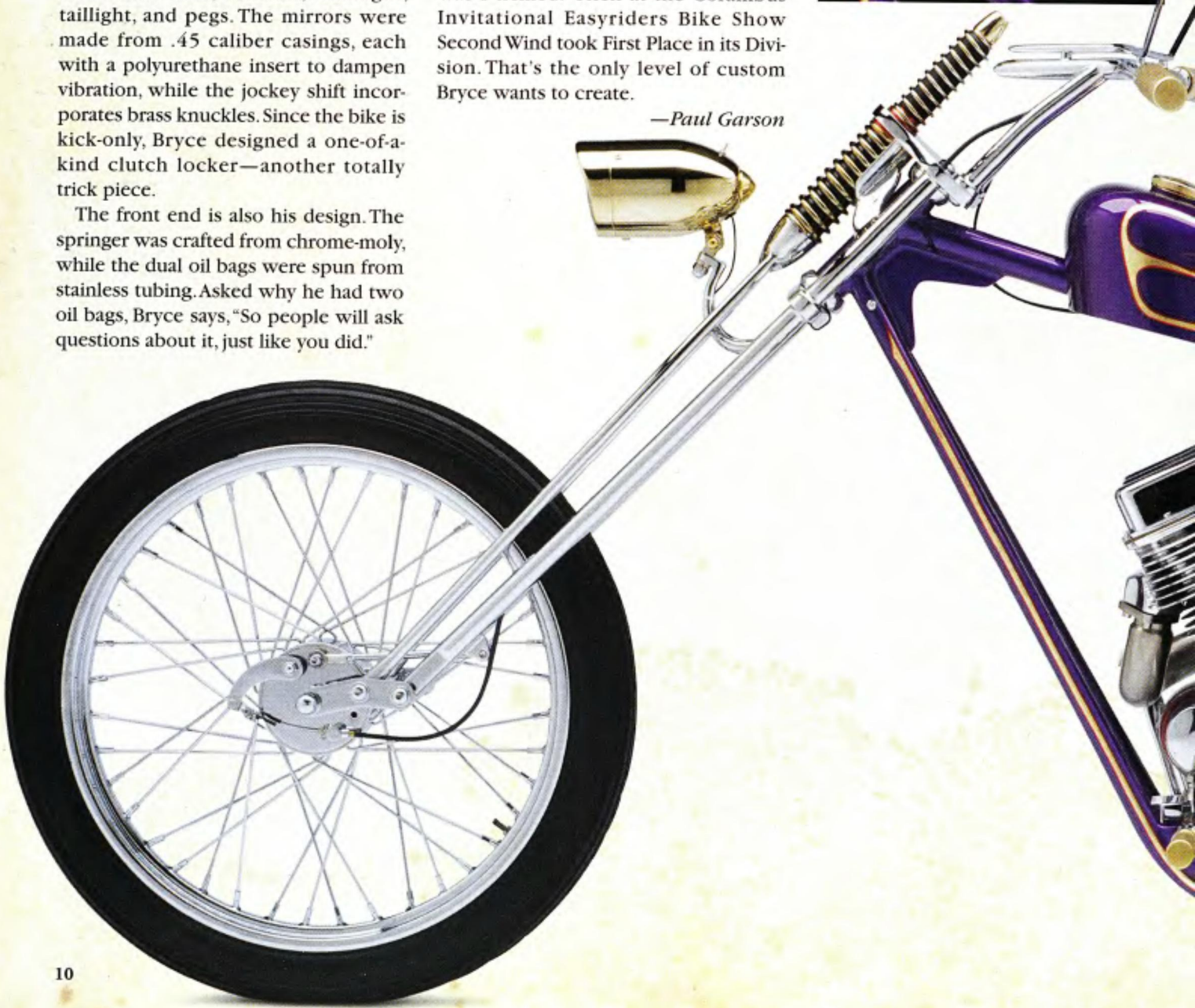
The brand-new panhead motor was assembled by Bryce and friends at Road Rage in nearby Fresno, and it includes S&S lowers, 3 5/8 barrels, 80-inch flywheels, STD heads, and an Andrews B grind cam. It makes "music" through the double-walled, all-stainless exhaust system handcrafted by Bryce, who also fabbed the bars, controls, headlight, taillight, and pegs. The mirrors were made from .45 caliber casings, each with a polyurethane insert to dampen vibration, while the jockey shift incorporates brass knuckles. Since the bike is kick-only, Bryce designed a one-of-a-kind clutch locker—another totally trick piece.

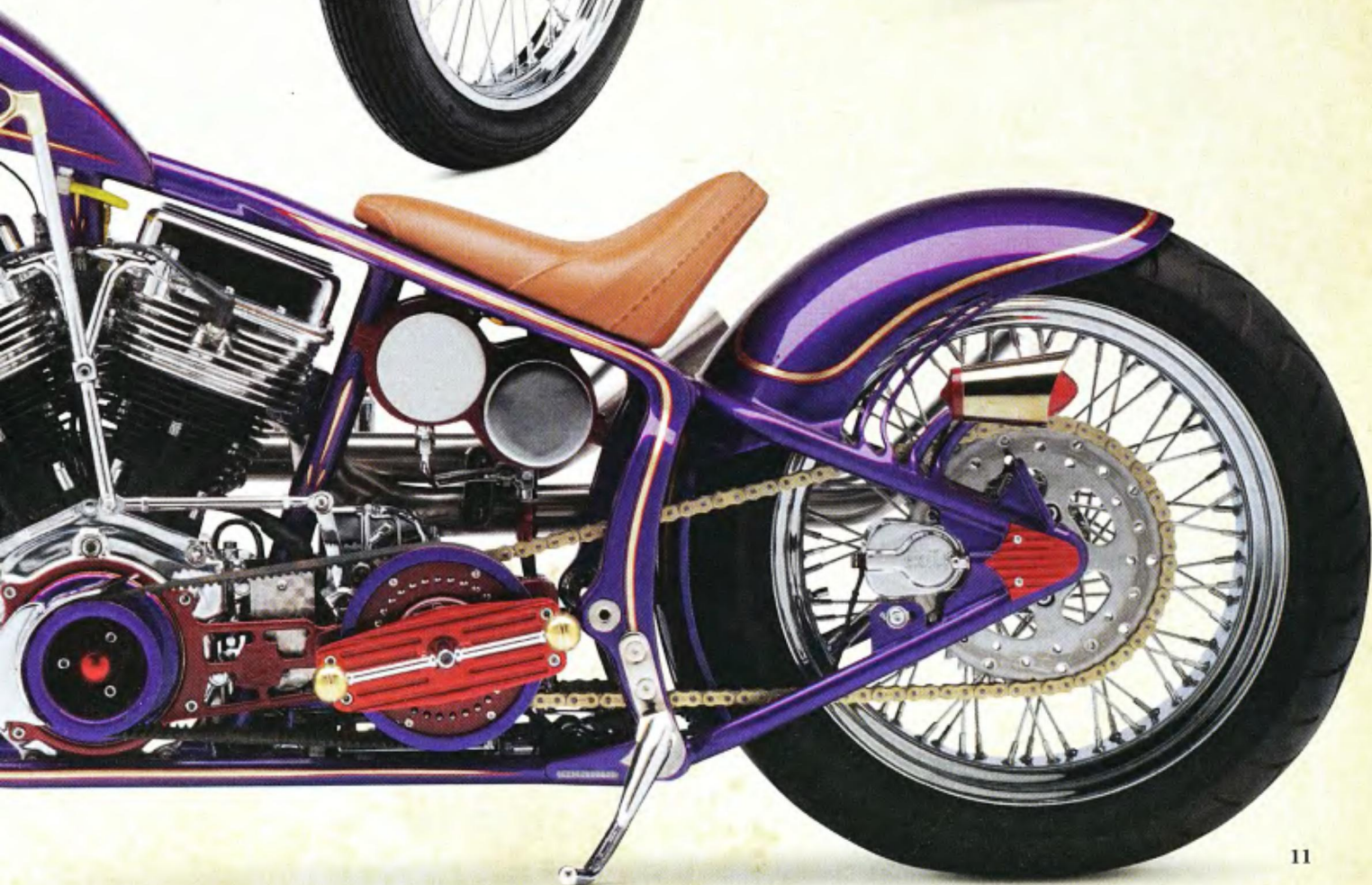
The front end is also his design. The springer was crafted from chrome-moly, while the dual oil bags were spun from stainless tubing. Asked why he had two oil bags, Bryce says, "So people will ask questions about it, just like you did."

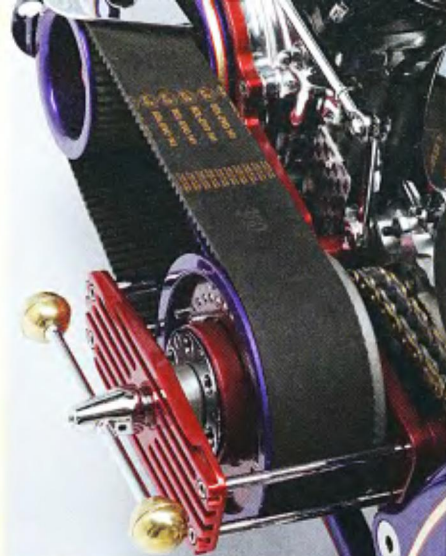
About the heavily modified after-market hidden-shock frame, Bryce says, "I cut up about 50 percent of it and did my thing with the front section and rearranged the entire ass end. There's zero bondo on the flattened Sportster tank. I've been making gas tanks and other parts for 35 years for different people and this one came out the best I've done. As far as the paint, Jim Ogawa and I made our own version of purple."

At the 2013 Sacramento Easyriders Bike Show, Bryce entered the bike as a 1948 since that was the first year of the panhead. It was also the first show for the bike. "My wife, Barbara, and I were nervous and didn't know what to expect. When the final trophy was announced, we took Best of Show. Man, was I tickled." Then at the Columbus Invitational Easyriders Bike Show Second Wind took First Place in its Division. That's the only level of custom Bryce wants to create.

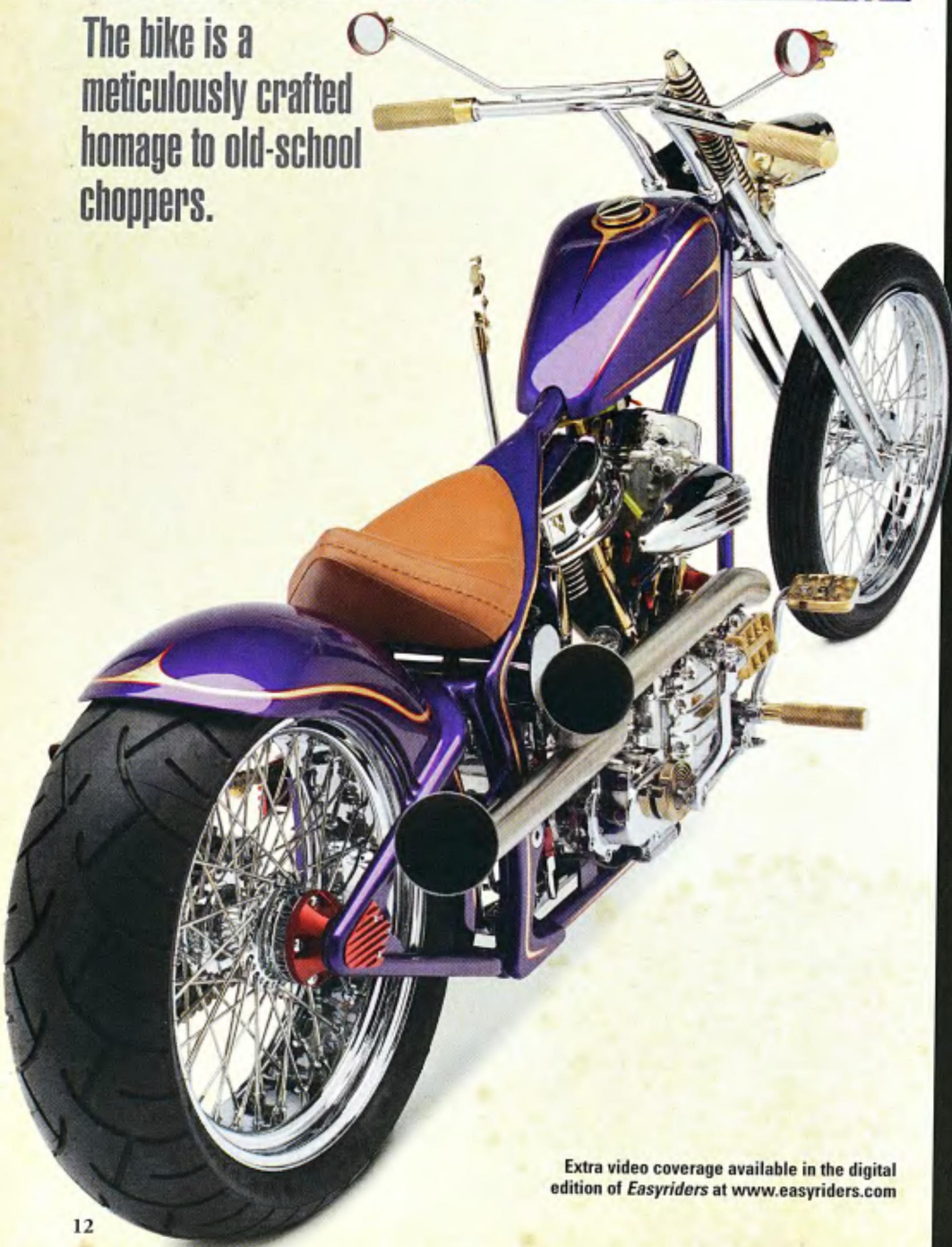
—Paul Garson







The bike is a meticulously crafted homage to old-school choppers.



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

Owner: Bryce Cole
City: Squaw Valley, California
GENERAL

Designer: Bryce Cole

Year/make: 2013 Cole's Custom Fabrication

Model: panhead

Assembly: Bryce Cole

Time: 1 year

Chroming: Moreno's Polishing

ENGINE

Year/make: 2013 Road Rage

Displacement: 88 cu. in.

Cam: B Grind

Ignition: Mallory

Pistons: KB Performance

Heads: STD

Lifters: JIMS

Carb(s): Mikuni

Air cleaner: Crime City Chopper

Pipes: Bryce Cole

TRANSMISSION

Year/make: 2013 RevTech

Modifications: trick lock-out clutch

Shifting: 5-speed, jockey shift

PAINTING

Painter: Ogawa Designs

Color: Passion Purple

Special paint: Jim Ogawa

FRAME

Year/make: 2013 Bryce Cole

Rake: 42 degrees

Stretch: 4 1/2 inches

Shocks: hidden-shock

ACCESSORIES

Bars: Bryce Cole

Handlebar controls: Bryce Cole

Fender: Jesse James, Bryce Cole

Headlight: Bryce Cole

Taillight: Bryce Cole

Electrics: alternator

Gas tank: cut-down Sportster

Oil tank: stainless tubing

Oil system: Bryce Cole

Seat: Rocky's

Pegs: Harley-Davidson

Mirrors: Bryce Cole

Grips: Tamerak Machine

FORKS

Type: springer

Extension: 4 inches over

Builder: Bryce Cole

WHEELS

Size: 21-inch front, 17-inch rear

Wheels: stainless wire

Tires: Avon

Brakes: Sproder rear

Photos: Michael Lichter

Contact: Cole's Custom Fabrication

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A forlorn biker was spilling his tale of woe to the bartender. "It happened just last week, man. My ol' lady and I were standing in front of a wishing well, when she fell in and drowned."

"Jeez, that's a cryin' shame," sympathized the barkeep.

"You can say that again," the bro agreed. "We lived less than a block away from that damned well for over 20 years, and I never even knew the fuckin' thing was for real."

*Al Troxler
Greensboro,
North Carolina*

Do you know the difference between a feminist and a liberated woman? A feminist wants balls, and a liberated woman just wants to collect them to show to her friends.

*Robyne Wheeler
Austin, Texas*

Boner's ol' lady greeted him affectionately at the door when he returned home after a hard day of wrenchin' at the shop. "Poor baby," she cooed, "you must be exhausted and hungry. How would you like a nice, juicy steak, a baked potato, tossed salad, and some pecan pie for dinner?"

"No thanks," replied Boner. "I'm too tired—let's eat at home tonight."

*Rocky
Folsom*

During his latest cross-country putt, Roy was forced by a bad hailstorm to stop over in a seedy town's only hotel. He decided to put his downtime to good use by writing a letter to his ol' lady back home, but he couldn't find any writing paper at all in his room, so he checked the lobby.

"Do you keep stationery?" he asked the foxy hardbelly behind the front desk.

"Yeah," she answered, "until someone touches my clit—then I just go fuckin' crazy!"

*Joey
Graybar Inn*

Fitzzy had finally convinced the new babe at the bar to spend the night with him.

"But first I have to tell you something," she confessed. "I'm wearing a padded bra—my chest is actually like a little baby girl's."

"No sweat," Fitzzy said, grabbing his crotch. "Down here I'm just like a little baby boy."

Off they went on his scooter, and sure enough, when he popped her

top she was one flat-chested broad. Hell, I can work around that, Fitzzy thought, and he dropped his Levis.

"Holy shit!" she gasped as she spied his monster schlong. "I thought you said you were just like a little baby boy down there!"

"Why darlin', that I am," said Fitzzy. "Seven and a half pounds, and 22 inches long."

*AMF
Cascade, Montana*

Didja hear about the kid born with his dick on his back?

Now that's a hard one to beat.

*S.L. Robinson
Attica, New York*

What's black and blue and lies in a ditch?

A brunette who has told one too many blonde jokes.

*Gloria
Hastings, Michigan*

What do politicians and bull sperm have in common?

Only one in a thousand actually works.

*Renegade,
North Carolina*

HELLS ANGELS TAKE ON TOYS "R" US

The Hells Angels Motorcycle Club (HAMC) is notoriously protective of its Death Head logo, and took issue recently with Toys "R" Us, and the Yomega Corporation, regarding a yo-yo bearing its trademarked symbol, described as a horned human skull with helmet and winged yoke device. The club maintains that the logo used on the yo-yos is likely to confuse the public into mistakenly believing that the toys originate with Hells Angels. It also claims that its mark is so famous that the mark used on the yo-yos dilutes the distinctive quality of the Death Head mark.

The HAMC has successfully fended off numerous trademark infringements in the past, including against MTV Networks, Amazon.com, and the clothing label Young & Reckless over T-shirts bearing its logo.

Source: Susan Neuberger Weller—Mintz, Levin, Cohn, Ferris, Glovsky and Popeo, P.C.



MICHIGAN BIKERS SPEAK OUT



According to a press release for ABATE of Michigan, changes to the Michigan helmet law in spring 2012 have had a positive effect on the state's economy, as well as motorcycle riders.

ABATE reports an increase in motorcycle travel in Michigan since April of 2012 "Motorcycle tourism is up. Motorcyclists across the country are coming to Michigan in droves. Very few out-of-state motorcyclists were seen in Michigan before the adult helmet requirement was modified. Cyclists from across the country are discovering the beauty of the lower and upper peninsulas of Michigan. There is an increase of out-of-state participation in Michigan motorcycle events by as much as five times during the summer of 2012."

Furthermore, Scott Ellis, executive director of the Michigan Licensed Beverage Association, which represents more than 1,800 restaurant, bar, party store, hotel and casino establishments across the state said "Our members have reported an increase in motorcycle tourism since the enactment of

the rider choice law," and added, "From Monroe to Muskegon to the Keweenaw Peninsula, more out-of-state motorcyclists are stopping, staying and spending money at our restaurants, hotels and attractions."

The group also says motorcycle sales also are up in Michigan, and 2012 was the safest riding season in 10 years for licensed motorcyclists.

Source: ABATE of Michigan

DRONE HUNTING IN COLORADO

The town council of Deer Trail, Colorado is considering an ordinance licensing hunters to shoot down surveillance drones.

A six-page petition circulated by a resident says that the threat of surveillance from drones—regardless of who is piloting them—is a threat to "traditional American ideas of Liberty and Freedom" enjoyed by Deer Trail's ranchers, farmers, cowboys and Indians, as well as contemporary citizens. Therefore, drone incursions are to be seen as acts of war."

The petitioners have collected substantially more than the number of signatures required to bring the idea to a vote in a special election. According to the ordinance, prospective bounty hunters can get a one-year drone-hunting license for \$25.

Source: Daily Caller

GOVERNMENT CAN HACK YOUR CAR

It has long been feared that, with the increasing computerization of automobiles and motorcycles, hackers could seize control of your vehicle's basic functions for nefarious ends.

Researchers at the University of California, San Diego and the University of Washington have demonstrated such hacking is possible. Using Bluetooth wireless and cellular technology through the CAN Bus system, the researchers were able to seize control of a vehicle's brakes, locks, eavesdrop on the cabin, steal vehicle data, without having any physical contact with the car.

Using malicious software inserted through a cellular phone in the car, researchers were able to send commands to the car's electronic control unit and override the vehicle's

controls. The researchers declined to speculate whether hackers could force the car to crash, but Dr. Kathleen Fisher of DARPA talks about the danger of this in the video below:

There has been considerable chatter on the Internet as to whether journalist Michael Hastings, the reporter who brought down General Stanley McChrystal in an article in *Rolling Stone*, was killed when his car was hacked, purportedly because he was working on a piece about the CIA.

Whether we believe the story or not, it is clear that government hackers have this capability. It just may pay to drive old vehicles after all.

Source: *New York Times*



Go to: [youtube/PNhwEqrQMk](https://www.youtube.com/watch?v=PNhwEqrQMk)

TAX LAP DANCES?

The city of Philadelphia has decided to impose a tax on lap dances performed at gentlemen's clubs in the city, and club owners are fighting back.

The owners of Club Risque and Cheerleaders complain that they were suddenly hit with tax bills of \$400,000-\$500,000 for back taxes on previously performed lap dances. The city maintains that the dances are subject to the long-standing city amusement tax. Club owners counter that the tax is already imposed on the cover charge to get into the club. The attorney for the clubs, George Bochetto, says that this could set a dangerous precedent, "If you can impose a tax on a lap dance, you can impose a tax on any activity once you are in a place of amusement."

Source: *CBS News*

THE INSURANCE MAFIA

Should bikes be required to have Anti-Lock Braking Systems (ABS)? The insurance mafia thinks so, and is "petitioning" the National Highway Traffic Safety Administration (NHTSA) to make it so. Which means (if they're successful), that you'll pay more for your next new bike, your next new bike will be more expensive to service (in part, because you probably won't be able to service it yourself), and it will cost you more to insure, since the ABS-equipped bike will have a higher replacement cost (the primary basis for figuring premiums) than a bike without ABS. It will also likely become more of a throw-away, in the same way (and for the same reason) that modern cars have become throw-aways: Ten or twelve years down the road, when the \$800 ABS pump craps out, it won't be

worth fixing. So, the bike will get tossed.

Why can't the insurance mafia ever leave people free to choose for themselves? Oh, of course. In that case, it would no longer be a mafia.

It's not that people are being denied access to the technology. You can buy a new bike equipped with ABS right now, if you wish. The problem as the insurance mafia views it is that you don't have to buy an ABS-equipped bike. You can choose not to. And that cannot be permitted.

They, the insurance mafia, claim pure motives. That they're concerned about our "safety." But, as they used to teach in journalism school, follow the money.

Bike manufacturers can increase their profit margins by force-feeding ABS (and ABS service) to everyone instead of just a relative handful. The

insurance mafia gets to charge more for "coverage," which of course is also force-fed (because it is mandatory). Win-win. For them. But how about us? The people buying (and riding) the bikes?

Leave aside the money issue for a moment. ABS is a tough sell to the two-wheeled crowd because it takes control away from the rider. For a novice or unskilled rider, ABS (and linked brakes) may, indeed, provide a safety net, exactly as it does in cars. But, there's a reason why race cars don't have ABS. And it's the same reason why most riders who know how to ride don't want either ABS, or linked brakes, either. That reason is, simply, the greater degree of control one has over his machine when he is in control of the brakes: How much (or little) pressure to apply to the front (or

rear) calipers; the ability to finely "trim" (as they say in aviation) how the bike reacts, especially in a high-performance environment. Put another way, it is the personal satisfaction that attends becoming a skilled rider.

ABS, and linked brakes, takes much of that away by rendering acquired skill largely irrelevant. Instead of learning just how hard to squeeze the trigger, while at the same time applying just enough pressure (or none) to the pedal that controls the rear brake...developing that sixth sense about incipient wheel lock and learning both how to avoid and how to deal with it when it does happen...one just grabs the lever and that's it. The ABS system does it all for you. The bike becomes "safer" in the sense that it's more idiot-proofed. But it's also become less of a bike—and more like a car, which ultimately means there's less reason to ride the thing. The experience is watered-down.

What drives people to throw a leg over? Is it not, at least in part, that bikes are more of a challenge than cars? The pride that comes from being able to do something well that most people can't do at all? Bikes are scary—in the same way that parachuting out of an airplane is scary. Neither is done lightly. There is a learning curve. You had better know what you're doing. Those who don't get mustered out—one way or another. Is this a bad thing? Why must motorcycles be dumbed-down, too?

They—the insurance mafia and its flip side, the government—have already sucked most of the joy out of driving. I say this as a guy who test drives new cars every week. Never before have cars been as powerful/capable as they are today. They are also over-nannied, over-teched, and overpriced. Which is exactly what's happening to bikes.

A new V-Rod is light-years more capable than a '60s-era custom chopper. But almost anyone can ride a new V-Rod, while very few could ride a '60s chopper at all, let alone ride it well.

We are losing something, or about to lose something, very important. And the worst part is that we aren't the ones deciding or even being asked our

opinion. These control freak pricks aren't asking. They aren't suggesting. They are insisting.

Capo di tutti capi (boss of all bosses) Adrian Lund of the Insurance Institute for Highway Safety says: "The data continue to accumulate in support of motorcycle ABS five years after we first reported on its effectiveness.... We hope NHTSA will agree that it's time to take action to ensure all riders get the benefit of this

lifesaving technology." Italics added.

Why can't individual people be left alone to "take action" for themselves? If it were such a good idea, surely they'd freely choose to buy ABS on their own? And in any case, isn't it their right to choose for themselves? The casual effrontery of mafiosi such as Adrian Lund almost beggars belief.

What was it Seinfeld used to say? Who are these people? And who appointed them the boss of us? —Eric Peters

MOTORCYCLES AND ABORTION WHAT'S THE CONNECTION?

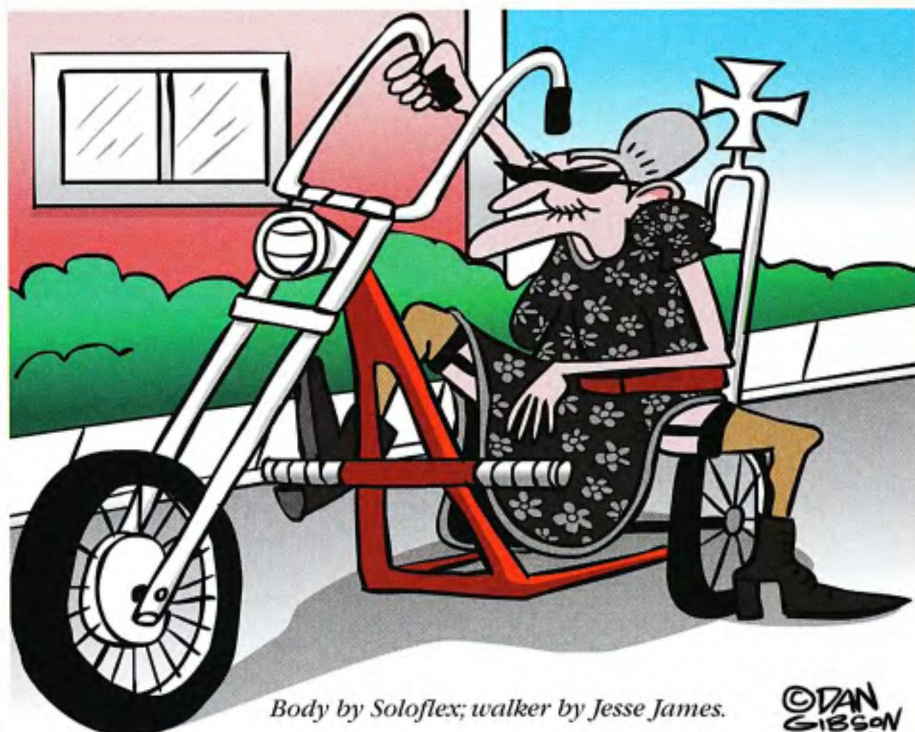
The Republican majority in North Carolina's legislature has managed to attach anti-abortion restrictions onto SB 353, a measure concerning motorcycle safety. They previously tried to attach them to an anti-Sharia bill which governor Pat McCrory threatened to veto, saying the provisions were too broad.

The bill originally was written to increase penalties for unsafe movements by motorists which threaten the property and safety of motorcyclists.

The move to incorporate the new language into the bill was condemned by Democrats who argued that the committee's public schedule made no mention that reproductive health issues would be up for debate.

The new anti-abortion amendments which were attached to the motorcycle bill are slightly narrower in scope than the ones attached to the Anti-Sharia bill, in the hope of winning the governor's approval, which worked, as the bill was signed by Governor McCrory on July 29.

Source: Associated Press



Body by Soloflex; walker by Jesse James.

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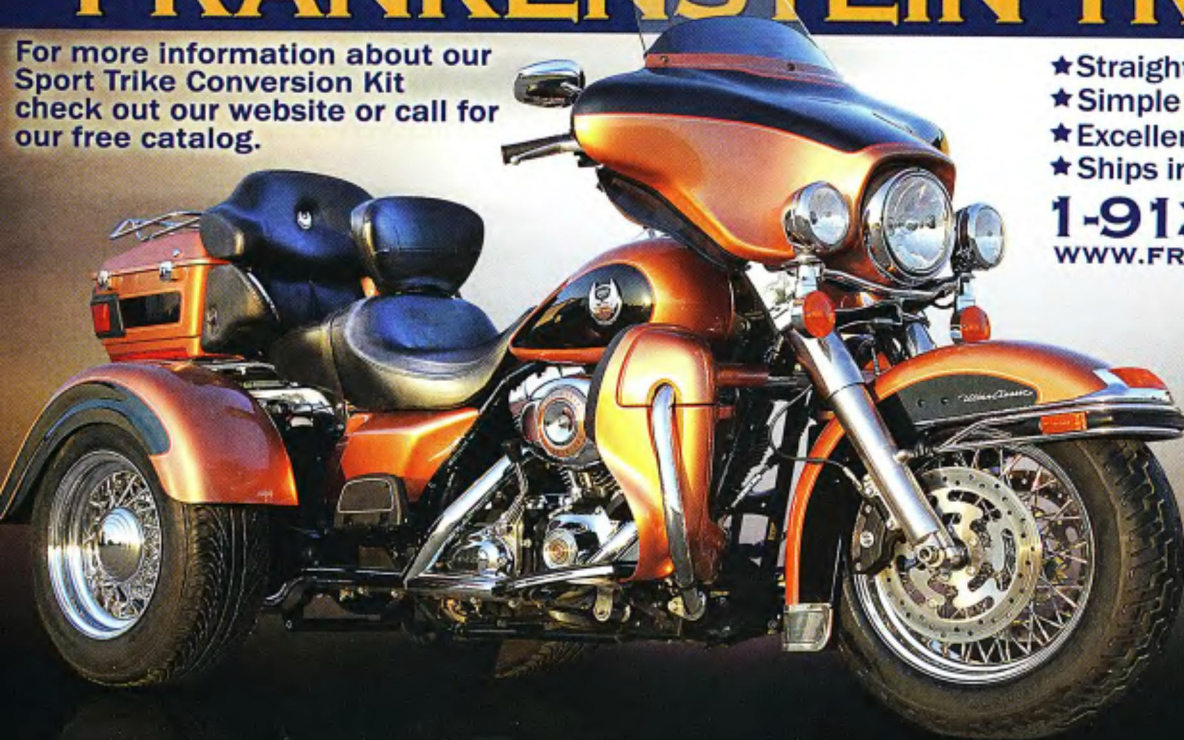
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South Bay Style

Straight From The Beaches Of L.A.



Jeff Montgomery traded a running, riding Evo-powered chopper for a couple of boxes of old parts. Crazy deal? Hardly. Inside those boxes were the makings of this motorcycle, or most of it at least, and this motorcycle is a genuine Dick Allen-inspired South Bay-style chopper—a bike straight out of the 1960s and California's Manhattan, Hermosa, and Redondo Beaches, from back in the days of Big Daddy Roth and, of course, that legendary wild man himself, Dick Allen.

On the cool meter this one has it all over some ordinary Evo chopper. No question, Jeff Montgomery got the best of this deal.

"But it was still completely disassembled," Jeff tells us. "Everything was crammed into about half a dozen boxes." Pretty much all of the bike was there, though, including a 1977 title and California registration, the last time the chopper had rolled a wheel. "I was able to get it all back together, up and running without too much trouble," Jeff



I found the bike in pieces, crammed into half-a-dozen boxes. The last time it was registered was in 1977.

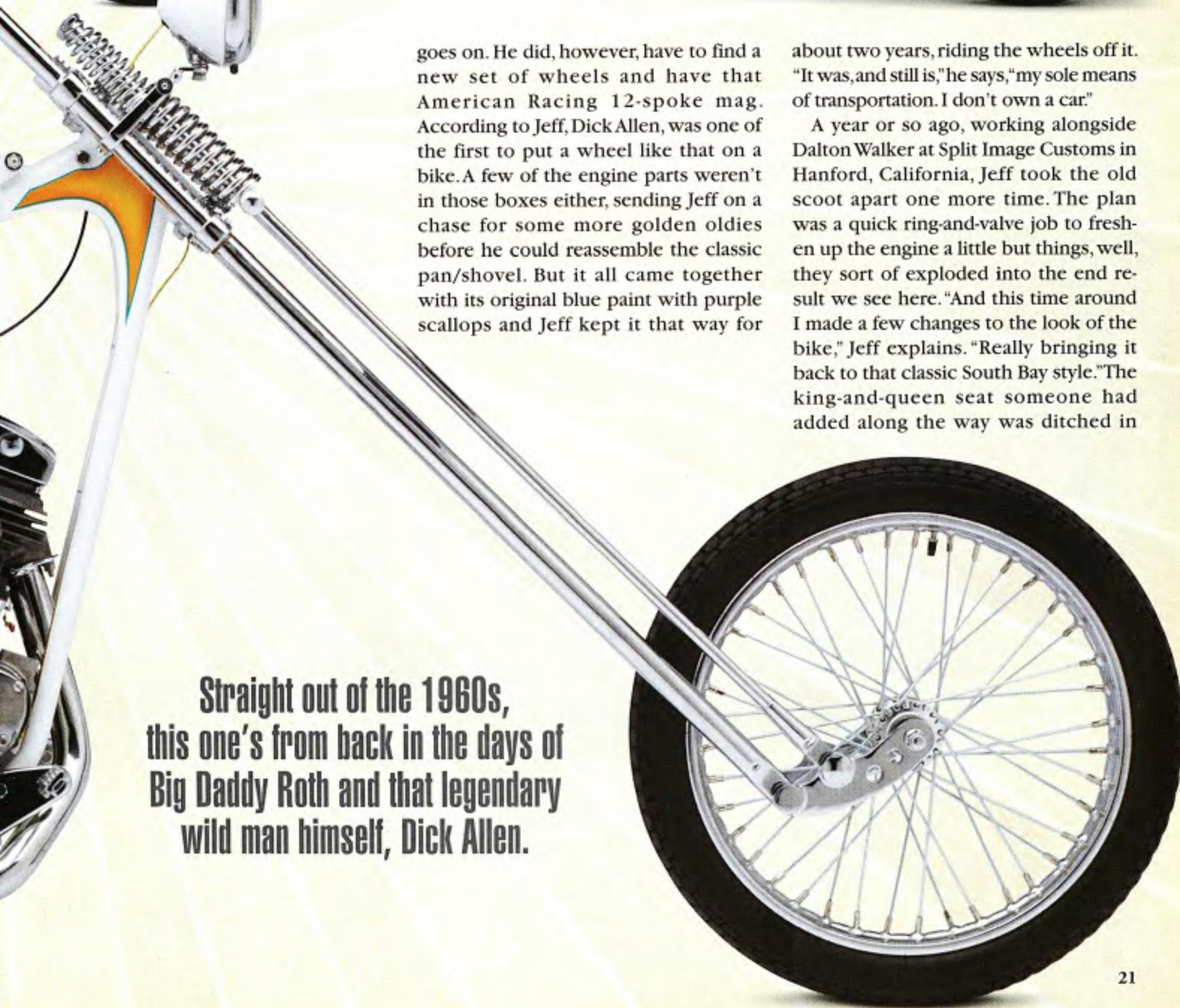


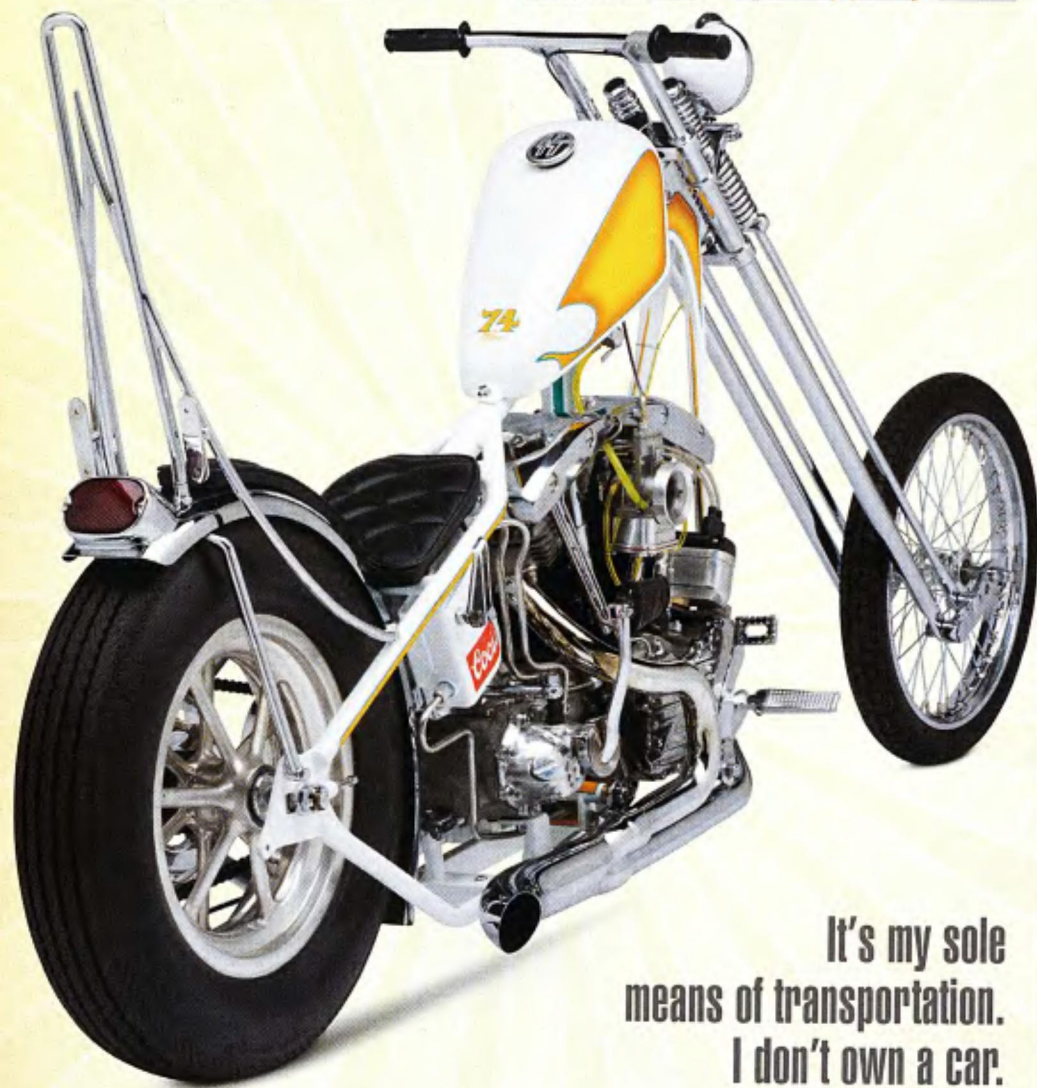
goes on. He did, however, have to find a new set of wheels and have that American Racing 12-spoke mag. According to Jeff, Dick Allen, was one of the first to put a wheel like that on a bike. A few of the engine parts weren't in those boxes either, sending Jeff on a chase for some more golden oldies before he could reassemble the classic pan/shovel. But it all came together with its original blue paint with purple scallops and Jeff kept it that way for

about two years, riding the wheels off it. "It was, and still is," he says, "my sole means of transportation. I don't own a car."

A year or so ago, working alongside Dalton Walker at Split Image Customs in Hanford, California, Jeff took the old scooter apart one more time. The plan was a quick ring-and-valve job to freshen up the engine a little but things, well, they sort of exploded into the end result we see here. "And this time around I made a few changes to the look of the bike," Jeff explains. "Really bringing it back to that classic South Bay style." The king-and-queen seat someone had added along the way was ditched in

Straight out of the 1960s, this one's from back in the days of Big Daddy Roth and that legendary wild man himself, Dick Allen.





**It's my sole
means of transportation.
I don't own a car.**

favor of a smooth cobra-style saddle, the bike's short sissybar and shotgun-style pipes were replaced with the pieces seen here, that mile-high handlebar with its swoopy mounts and a 2-into-1 Dick Allen-approved collector exhaust, all features mandatory for any South Bay bike back in the day.

"And I'm still riding this thing everywhere," Jeff swears. When we spoke he had just returned from the Born Free event in Orange County, putting 700 or 800 miles on the bike over the weekend

and picking up a Best Shovelhead award for the effort. "No big deal," he says, referring to that ride. "The bike's geared for the freeway, easily cruising at 80 miles an hour, and I get about 50 miles to the gallon, letting me go about 80 or 90 miles between gas stops. And that's about time to get off and take a stretch, anyway." It also give him a chance to stand stand back to admire a real classic for a minute or two, a genuine South Bay special before hopping back on and continuing the fun.

—Joe Kress

Owner: Jeff Montgomery

City: Hanford, California

GENERAL

Designer: Split Image Kustoms, Jeff Montgomery

Fabrication: Split Image Kustoms

Year/make: 1950 Harley-Davidson

Model: FL

Assembly: Split Image Kustoms

Time: 2 months

Chroming: Moreno's Polishing

ENGINE

Year/make: 1950 Harley-Davidson, modified

Rebuilder: Jeff Montgomery, Randy

Displacement: 74 cu. in.

Ignition: Morris magneto

Cam: Harley-Davidson

Carb: Lectron

Air cleaner: none

Pipes: Split Image Kustoms

TRANSMISSION

Year/make: 1950 Harley-Davidson

Shifting: 4-speed, jockey

PAINTING

Painter: Scott Craig

Type/color: House of Kolor/
white w/gold panels

FRAME

Year/make: it's old!

Type: a South Bay rigid

Rake: 45 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: Split Image Kustoms, Dick Allen

Handlebar controls: Split Image
Kustoms, Dick Allen

Fenders: Split Image Kustoms

Headlight: another old piece!

Taillight: Split Image Kustoms,
molded XL

Pegs: Anderson

Foot controls: Split Image Kustoms

Gas tank: Harley-Davidson Sportster

Oil tank: TT

Seat: Split Image Kustoms,
Central Valley Upholstery

Grips: rubber

FRONT END

Type: springer, custom

Builder: Dick Allen

WHEELS

Make: laced front, 12-spoke

American Racing mag rear

Size: 18-inch front, 15-inch rear

Tires: IRC front, BFGoodrich rear

Brakes: Harley-Davidson

Photos: Michael Lichter

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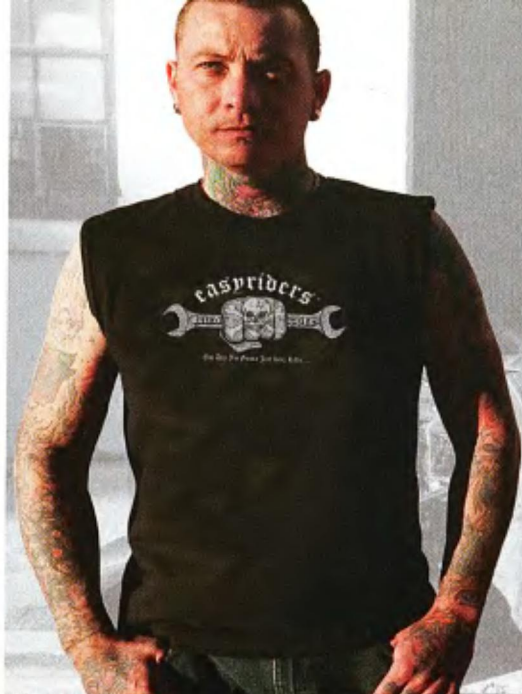
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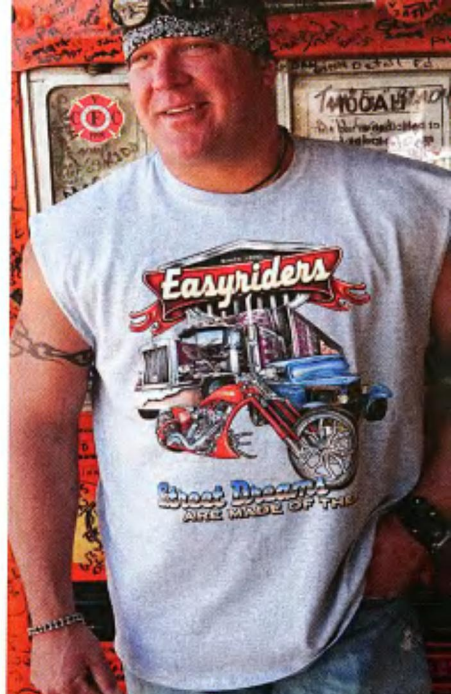
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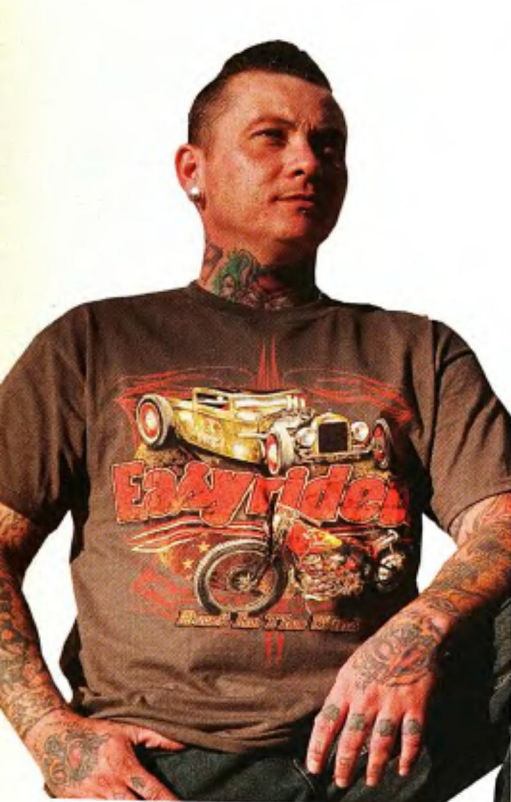
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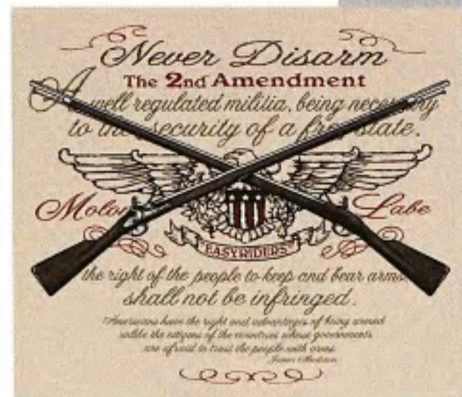
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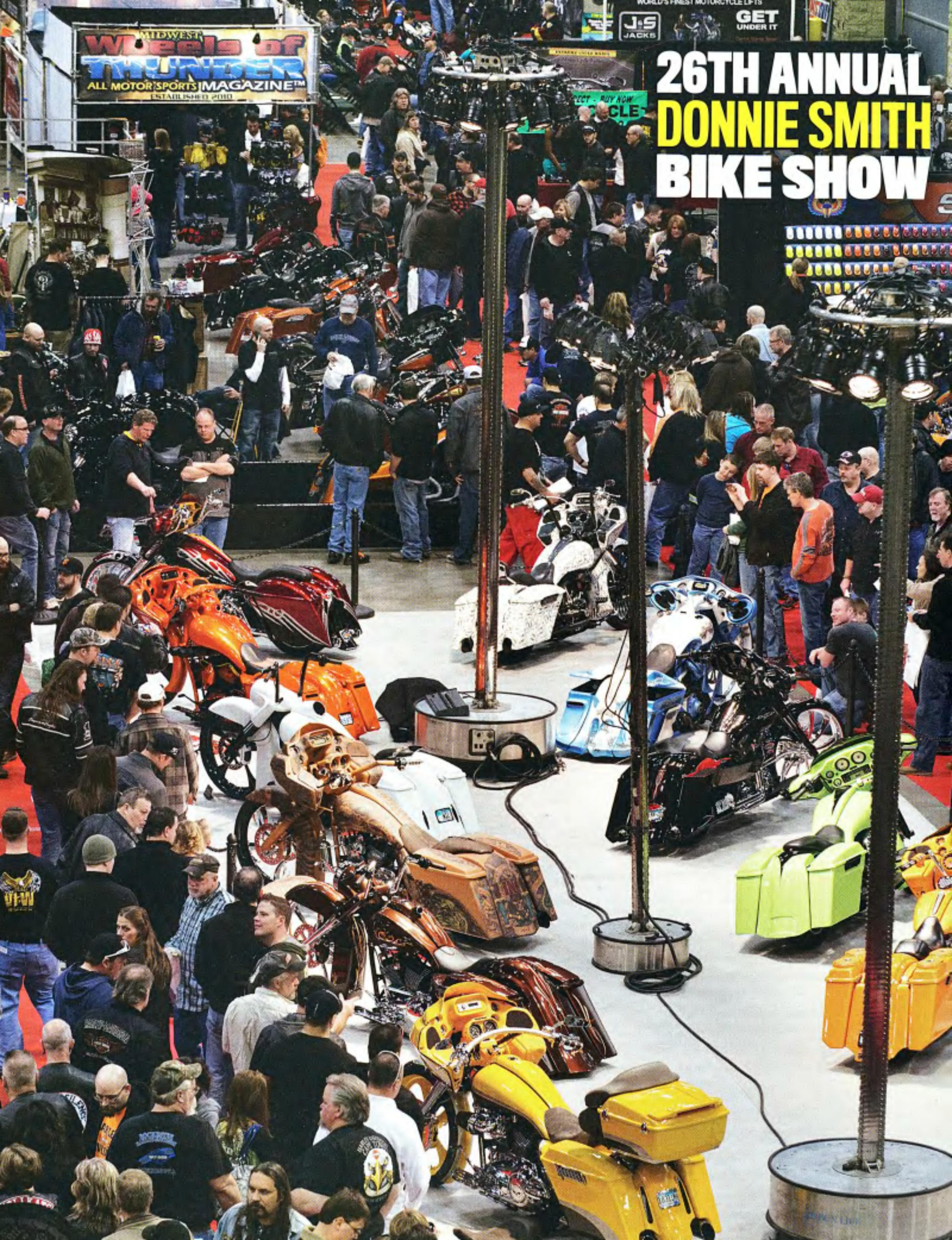
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Donnie Smith, a Minnesota native, is a well-respected Hall of Fame Master Bike Builder in his own right, who has influenced motorcycle design for more than thirty years. His company, Donnie Smith Custom Cycles, specializes in one-of-a-kind custom-built bikes. Donnie is known for creating his signature "Girder" front ends, which have been popular on choppers of the 1960s, 1970s and today. His achievements include being inducted into the Sturgis Hall of Fame in 1995 and receiving a Lifetime Achievement Award from our V-Twin Expo.

Donnie always invites the crème-de-la-crème of the country's bike builders to his show and this year the event drew such notables as Brian Klock, Keith Terry, Leroy Thompson, John Kosmoski, Mike Cole, Neil Ryan, and more.

Check the website at www.donniesmith-bikeshow.com for details of next year's show. We'll see you there!

—Dave Nichols



Photos: Michael Lichter

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A high-angle photograph of a large outdoor gathering in a forest clearing. Numerous tents in various colors (blue, green, white, red) are pitched on the ground. A large number of motorcycles are parked in the center of the camp. People are scattered throughout the scene, some standing near the tents and others further back. The background is filled with tall, dense evergreen trees, and the foreground is partially obscured by green foliage.

The Redwood Run has been rocking NorCal's ancient forests for 36 years now and anyone who has been there already knows that this kick-ass campout is one of the last true originals of revered biker blowouts.

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It's become a sort of Holy Grail of motorcycle runs and riders load up the saddlebags, strap on the sleeping bag, and hit the road to cruise in the cool shade of the Giant California Redwoods, as well as to rock out with a lineup of great bands on the private property of Riverview Ranch.

Riders pitch their tents for the weekend romp and promptly set about the business of letting it all hang out at this makeshift commune. Nestled along the rippling waters of the Eel River, the party pit is a natural amphitheater and toe-tapping tunes ricochet off the rock-faced cliffs as band after band takes the stage to entertain the gathered masses. Locals come down to party along side the revelers who arrived on two wheels, who view the party in the Redwoods as a sort of biker sacrament. This past June 6-8, the tiny community of Piercy swelled by thousands for the annual Redwood Run.

The run officially kicked off with a set from the band Royalush before the Colorguard took the stage for a moment of silence, followed by a prayer, and a 21-gun round of rifle fire that rattled the canyon. Days were spent roaring along the scenic

highways and twisting through the Avenue of the Giants, while the diehard party animals hung around camp.

Bikers took part in a motorcycle rodeo, showed off their sleek steel in the bike show, or just made friends and perused vendors. Many enjoyed getting inked or sucking up suds at the on-site bars. Others found a few giggles down by the bull-riding machine as the operators delighted in flinging the brave riders off after a few seconds. With daytime temps reaching above 100 degrees, wilted warriors scurried for a skinny dip in the rushing river where it was impossible to walk away without making a new party pal.

On Friday night, Stick Martin rocked until 3 a.m., but the crowd refused to let them go, despite the sound guy being exhausted and heading to bed. Not being the kind of guys who refuse adoring fans, the band played an acoustic set until the sun came up Saturday morning. Likewise on Saturday night, the Fryed Brothers and our own Steve Werner played for a wild bunch of music loving souls until the wee hours of Sunday morning.

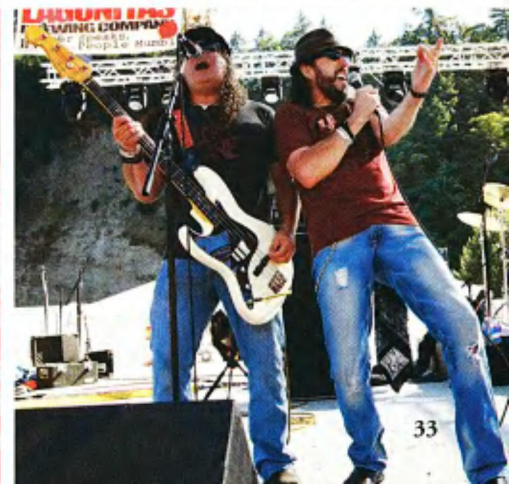
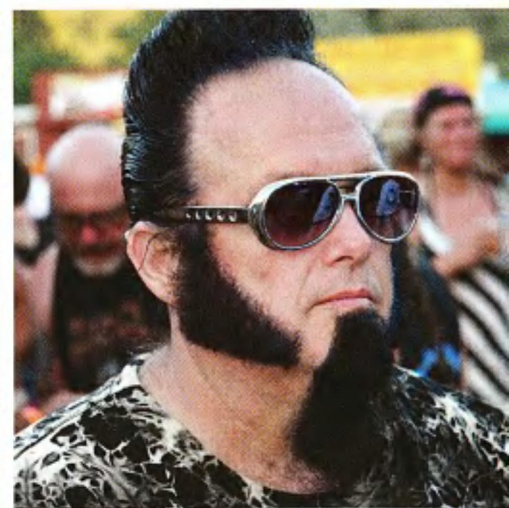
Although all of the 16 bands who took to the stage during the run were top-notch musicians, Tommy Castro and the Painkillers, was one of the highlights and absolutely kicked ass with their original brand of smooth blues. Jackyl is famous for their lead man, Jesse James Dupree, whipping out a chainsaw to play a solo in the song "Lumberjack." Cash'd Out is famous for a dead-on rendition of Johnny Cash. Randy Scoles, a singer from Rogue, knocked partiers out with his phenomenal vocal range, and Brian Howe played everyone's favorite Bad Company tunes.

One of the hot parts of the Redwood Run is always the wet T-shirt contest where duds go flying even before any water gets near the bevy of babes. Guys bid in advance to win the privilege of dousing the dames with icy water. A petite local gal, Genevieve, scored the winning cash after several rounds of audience voting.

By run's end, the hard-working folks from Kiwanis of the Redwoods managed to raise a few bucks for the local kids and we bikers wobbled away with throbbing heads and glowing smiles. Meet up with us as we do it all over again next year.

—Flea

Photos: Felicia Morgan



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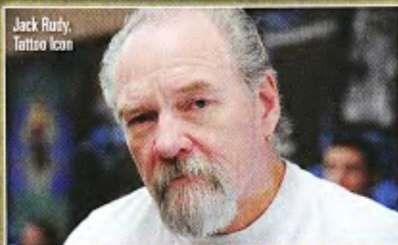
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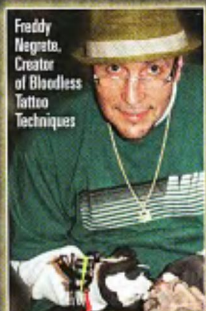
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GUNS AND MURDER

Do They Go Together Like Love And Marriage?

You may have received the same email we did: an ominous list of 108 countries, the last one being the United States. The point is that the first 107 countries have higher murder rates than the U.S. At the end, the email states, "All the countries before America have 100% gun bans." The writer of the email then melodramatically repeats that sentence in all caps, as if screaming makes it true.

To defenders of the second amendment, such an email is uplifting...until one fact-checks the various countries on the list. Jamaica, for example, with a murder rate of 52.2 people per 100,000 population, compared to America's measly rate of 4.2, allows citizens to own any number of guns and carry them concealed or unconcealed with a permit. There is no gun ban in Guatemala either (murder rate: 38.5), where the right to own a gun is guaranteed by law. We won't go further. The list is bogus. We gave up after fact-checking the first nine countries, all of which allow the public to own guns.

The anti-gun crowd has fired back with countries that have stricter gun laws than the United States and lower murder rates: England, Australia, and Japan are three examples. Here too, the relevance of guns and gun laws to murder rates is dubious. In England, for example, the murder rate was lower before the UK started tightening its gun laws.

What statistical research can you trust? And how can one determine whether a statistical correspondence indicates a causal connection? Norway, for example, has a very low murder rate, 0.6 per 100,000 population, and the men there are very tall, averaging 5 feet

11 inches. Nigeria, on the other hand, has a high murder rate of 12.2, and its men are barely more than 5 feet 4 inches. Clearly, there should be a ban on short people, not guns. (Take note, Randy Newman.)

Seriously, one of the best studies on the relation of guns and gun laws to murder has been ignored by both opponents and proponents of tougher gun laws in the U.S. "Would Banning Firearms Reduce Murder and Suicide" is a 46-page paper by criminologists Don B. Kates of the Pacific Research Institute and Gary Mauser, of Simon Fraser University. The paper was published in 2007 by the Harvard Journal of Law & Public Policy, which is published by the Harvard Law School. (The Harvard Journal of Law & Public Policy has a conservative and libertarian bent; notable authors have included William Rehnquist, Antonin Scalia, Clarence Thomas, and Ron Paul.)

No Guns = No Murder?

Kates and Mauser do not assume that guns and murder go together like love and marriage. The Middle Ages, for example, were notoriously brutal, with murder rates almost double that of the highest recorded U.S. murder rates. The Harvard paper concludes that medieval murders "cannot be explained in terms of the availability of firearms, which had not yet been invented." In England, murder rates dropped sharply as guns became more efficient and widely owned during the five centuries following their invention. The American Civil War spurred a major increase in the number of handguns available. After the war, in fact, the market was glutted with "suicide specials" sold through

Montgomery Ward and Sears catalogs for \$2 and less under such names as the "Little Giant" and the "Tramp's Terror." The period from 1866 to 1900 was an age of easily available, affordable guns and yet during those same years homicides fell off sharply.

The two criminologists warn that stringent gun controls are not always a sign of a protective or nurturing government. A case in point is the former Soviet Union and then Russia in more recent times. In the 1960s few Russian civilians had firearms because the Soviet Union was a police state. Yet the Soviet Union still had the highest murder rate in the developed world, equaling and exceeding the U.S. murder rate even in the 1960s and 1970s, the American heyday of homicide. American murder rates steeply declined, and by the early 1990s, the Russian rate was three times higher than the American rate, despite the fact Russian citizens did not have many guns. By 2004, the Russian rate had climbed to four times the American rate. The scientists conclude that when guns are scarce, other weapons are used in killings. Luxembourg, a country in which private gun ownership is close to zero, had a high murder rate of 9.01. (Russia that year had a murder rate of 20.54, but all other European countries studied were at 2.22 or lower.)

Kates and Mauser point out that Europe's low murder rates cannot be attributed to stringent control because murder was at an all-time low before gun controls were introduced. In England during the nineteenth and early twentieth centuries, the primary gun control was exercised against the police, who patrolled their turf unarmed.

Concealed Carry

In the 1980s and 1990s, Britain increasingly restricted legal gun ownership, whereas in America 25 states in the U.S. passed laws allowing responsible citizens to carry concealed handguns. Many other states have followed. The number of Americans who carry concealed handguns on the street and in their cars grew to 3.5 million by 2007. States with concealed carry laws saw incidences of murder and violent crime fall faster than in states without.

Surveys of imprisoned felons revealed that large percentages said they often feared potential victims might be armed. They were most frightened about confronting an armed victim "from states with the greatest relative number of privately owned firearms." Violent crime rates are highest in states that ban carrying concealed weapons and lowest in states in which police are required to license every qualified applicant. In the middle were those states in which local authorities retained the discretion to deny concealed carry permits.

Who are the murderers?

The big worry among the pro-gun-law population is this: if ordinary people have easy access to guns, they will start shooting up the planet. I annoy my wife by leaving the toilet seat up. One day she gets smart, buys a Glock, and fills me full of holes. "Have I made my point?" she says as I bleed out.

Such occurrences, ordinary people going berserk with guns, are rare. Widely publicized perhaps, but rare. The fear that anti-gun advocates hold is that the desire to murder other human beings is evenly or randomly distributed throughout the nation's population; that guns make killers of us all.

The researchers found this not to be true, that ordinary people do not make good murderers. They conclude: "Almost all murderers are extremely aberrant individuals with life histories of violence, psychopathology, substance abuse, and other dangerous behaviors."

Most have a long criminal record. Forgetting about juvenile offenses, 90 percent of adult murderers have adult records with an average of four major felony arrests. Studies in New York City found that 90 percent of murderers had criminal records. In Baltimore, 92 percent of murder suspects had criminal records.

Ah, but what about domestic murders such as a spouse killing another spouse? Again, you don't commonly find domestic murders in ordinary families. Most family murders are "prefaced by a long history of assaults," write the researchers, "the final outcome of chronic women battering." It's true that many domestic murders arise from arguments in the home, but "the most common victim-offender relationships" came about because the two parties knew one another "because of prior illegal transactions." In other words, criminals seek intimacy, too, meet each other, fall in love, then kill each other. In any case, more gun laws here do not help. Such people are already prohibited gun possession by existing state and federal laws. But—and here's a shock—criminals tend to ignore such laws.

Kates and Mauser found that the tendency of ordinary people not to murder each other, even when they own guns, cuts across race, ethnic background, income levels, and marital status. Give a poor but law-abiding American a gun, and he is no more likely to commit murder than a rich law-abiding American. Given a gun, ordinary African-Americans are no more prone to blowing away their fellow humans than ordinary white Americans.

Suicide: Guns vs. Tailpipes

The argument that having a gun handy might lead an ordinary person to suicide seems reasonable, but the evidence doesn't support this hypothesis. Gun ownership sometimes leads to more suicide by gunshot, but not suicide overall. Sweden, for example, with more than twice the gun ownership as

Germany, does in fact suffer a third more gun suicide. However, Sweden has the lower overall suicide rate. If someone wants to end it all, he will find a way, gun or no gun. If you ban guns, then you'd better ban bridges. And rope.

In the 1980s suicide among young American men was rapidly increasing. Guns were often involved, and thus were seen as the problem. But suicide among teenagers and young adults was rising throughout the entire industrialized world. In the U.S., guns were the method of choice. English youth were killing themselves at a rate ten times that of Americans youth at the time, but they didn't use guns so often. Sucking car exhaust was the method of choice.

What Kates and Mauser stress in their exhaustive paper is that murder and suicide are social issues, with deep sociopolitical causes. These crimes cannot be explained by the number of guns or the rigidity of gun laws. For example, if violent crime increases in a geographical area, citizens may run out and buy guns. Statisticians can look at the numbers—high crime and high gun density—and conclude that the latter caused the former, when it was the other way around. Likewise, if politicians react to a crime by passing tougher gun laws—as happened with the rampage killings at an elementary school in Newtown, Connecticut, recently—statisticians might erroneously conclude several years down the road that gun laws led to murder. This wouldn't be true either. We wish the answer to violent crime lay in the crude statistics passed along in emails by both pro-gun and anti-gun proponents. The facts just won't cooperate with these simplistic world views.

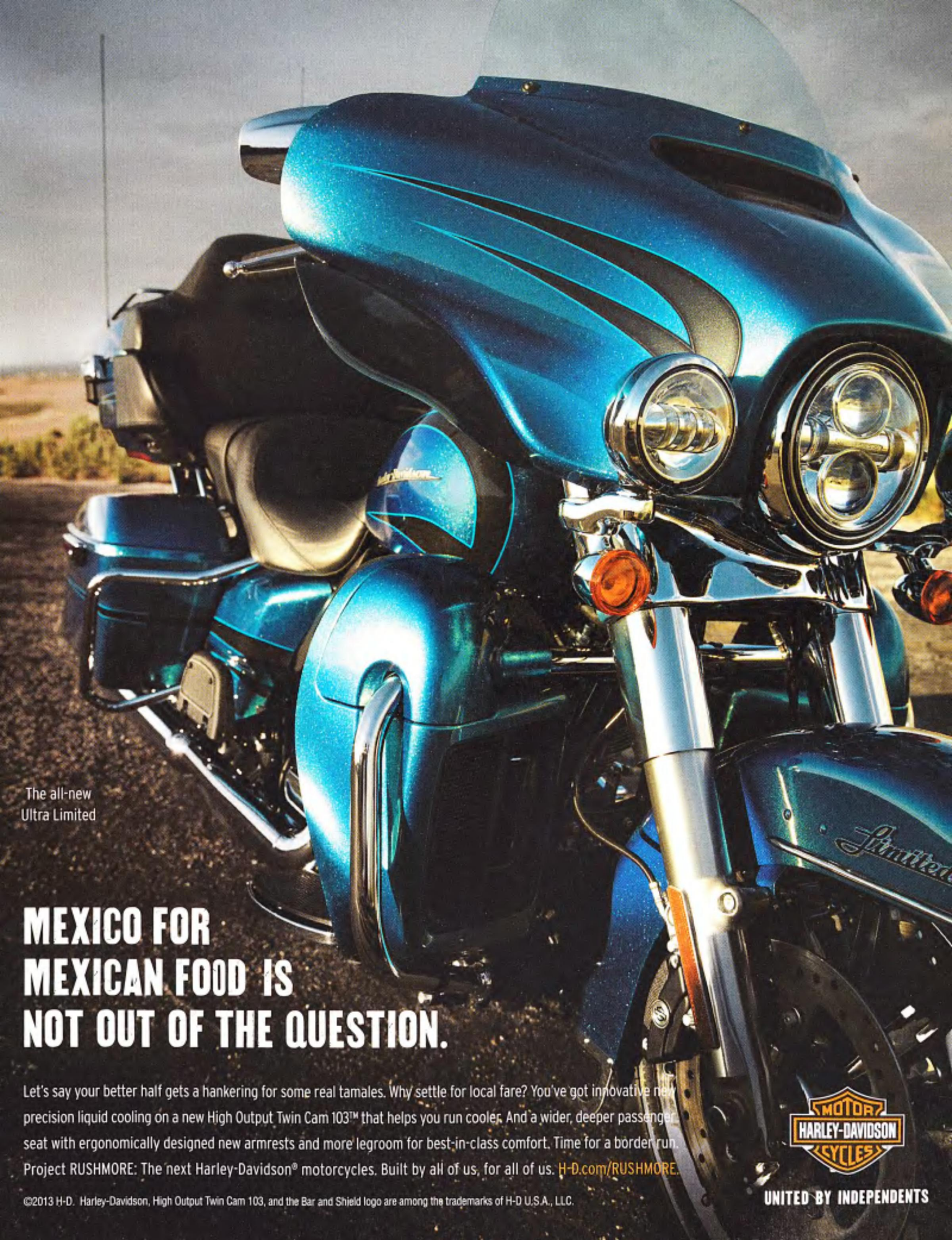
There are many more startling findings in the Kates/Mauser paper that we didn't have space to address here. We are not making this stuff up.

To read the paper yourself, go to: http://www.law.harvard.edu/students/orgs/jlpp/Vol30_No2_KatesMauseronline.pdf.

—Dick Teresi



"You were 50 miles over the speed limit; you've got a broken headlight and taillight, no helmet, and an expired tag. Lucky for you I'm in a good mood, and I'm just going to give you a warning."



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IN THE WIND



What you're missing when you miss the Harley Rendezvous.

—Scott Southwick, Easthampton, Mass.



Seeing triple while taking First, Second and Third in the Barrel Race?

—Paul Shermer, Greensboro, N.C.



Stretched-out Sporty rider scans the horizon for hooters at Hooters Night on Route 13 in Delaware.

—Lou Camerota, New Castle, Del.



Box lunch picnic at the Thunder Rally in Milledgeville, Ga. —Tommy Pittard, Calhoun Falls, S.C.

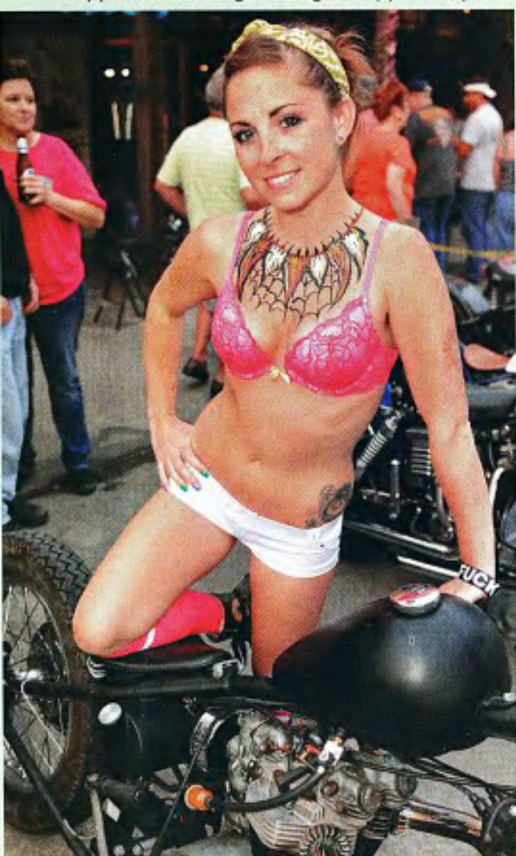


Perky pups. —The Boyscout, Columbus, Ohio.



Happiness is riding—riding is happiness; just ask the Interstate Flyin' Gillespies of Windham.

—Katmandu, Windham, Conn.



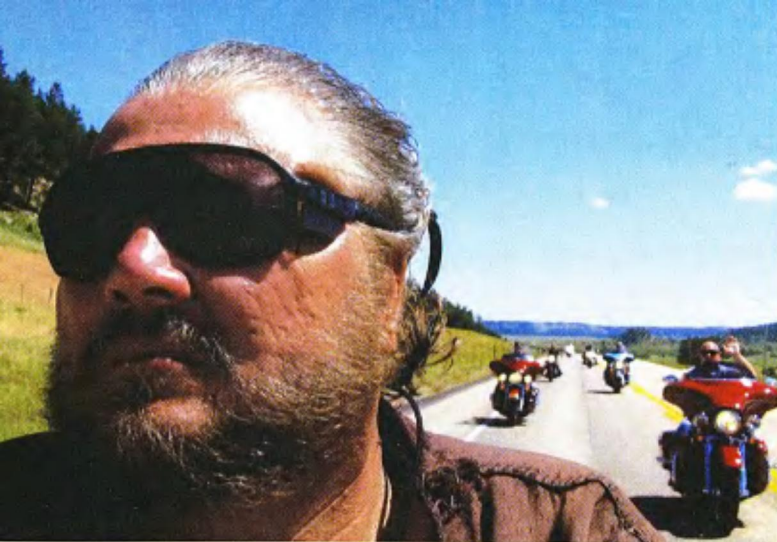
Brit fan.

—Paul Shermer, Greensboro, N.C.



Real men ride in rain: ABATE of Utah, Weber Chapter party.

—Jim Boan, Green River, Wyo.



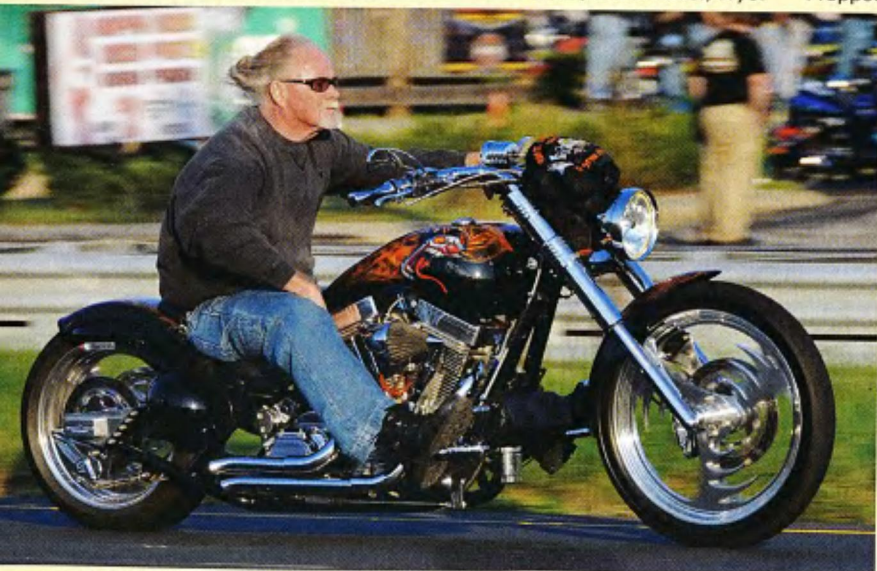
Riding the rays of South Dakota.

—Big Ed, Bluefield, Va.



Slow Racers vie for last at Utah run.

—Jim Boan, Green River, Wyo.



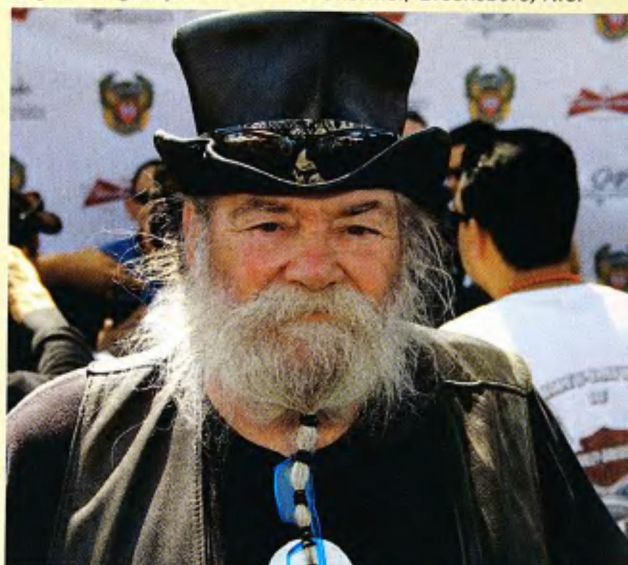
Package check at the Hooters Night rally.

—Lou Camerota, New Castle, Del.



Prepped for a grooming inspection.

—Paul Shermer, Greensboro, N.C.



Rodeo Ray, being legendary.

—Terry Bert, Frazier Park, Calif.

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.

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A Salute To Early Chopperdom

WHEELER'S STEEL

The hands of time have turned back to the birth of West Coast chopper building with the latest righteous rigid from the inspired mind and skillful hands of expert builder Paul Wheeler.

Paul's 1947 candy apple red, Harley springer-enhanced rigid got folks salivating with its unveiling late last year at the David Mann Chopperfest in Ventura, California, when it was honored with the First Place Old Skool Skooter award. The bike—a reincarnation of his first custom effort—continued to catch the eye of bike show judges and all who admire throwback choppers. The little red riot also took Best of Show honors



at our 2013 Easyriders Anaheim Bike Show. Its pure and simple elegance stirs the imagination of all who see it whenever he goes out for a spin.

During the past five decades, Paul's hard work in building classic choppers has helped preserve an extraordinary era through features in magazines, and more significantly, by the simple, time-honored act of kickin' 'em over to ride on the roads of L.A.

The Wheeler family moved west in the mid-1950s from a small town near Toledo, Ohio, when a family member's respiratory illness forced a move to the clean, dry air of Tucson, Arizona. That's where Paul got the itch for motorcycles—one he's been scratching ever since. In 1959, on his 14th birthday, he had saved \$150, mostly earned from a newspaper route, and was set to plunk it down on his first bike, a neighbor's 1957 Cushman Eagle.

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



Owner: Paul Wheeler

City/State: Van Nuys, California

GENERAL

Fabrication: Felony Fab, Andy Miller

Year/make: 1947 Harley-Davidson

Model: FL

Assembly: Paul Wheeler

Time: 6 months

Chroming: Astro Plating

ENGINE

Year/make: 1947 H-D

Model: FL knucklehead

Rebuilder: Painter Joe/Williams Motors

Ignition: points

Displacement: 74 cubic inches

Pistons: Harley-Davidson, 30-over

Heads: Harley-Davidson, original

Cam: stock Harley-Davidson

Lifters: solids

Carb: Linkert M74B

Air cleaner: bird deflector

Pipes: stacks, Andy Miller

TRANSMISSION

Year/make: 1947 Harley-Davidson

Type: 4-speed, close-ratio gears, jockey shift, speed clutch

PAINT

Painter: Rick Grindle

Type/color: candy apple red, urethane

FRAME

Year/make: 1947 Harley-Davidson

Type: rigid

Molding: lots, by Chuck

ACCESSORIES

Bars: Paughco, drag

Handlebar controls: Bates-style

Fender: Triumph, ribbed

Headlight: CCI, 3-inch

Taillight: Lucas

Pegs: Anderson

Electrics: 6-volt, battery

Gas tank: peanut, side fill

Oil tank: Harley-Davidson, seamless horseshoe

Oil system: stock Harley-Davidson, dry sump

Seat: David Lumetta

Grips: jackhammer

FORKS

Type: springer

Builder: Harley-Davidson

WHEELS

Front: 21-inch front, 16-inch rear

Hub: spool front, star rear

Tires: Avon front, Coker Beck-style rear

Brake: mechanical

Photos: Jimmy Forrest

It was dark when Paul rang the doorbell to consummate the deal. A grumpy man opened the door, saw the kid standing there with wonder in his eyes, and quickly grabbed his cash and slammed the door. This dashed any hope of the man being Paul's scooter tutor, or even providing a minimal lesson in riding the Cushman. Somehow Paul solved the mystery of the throttle and foot clutch, staggering home, yard-by-lurching-yard, block-by-bumpy-block. Soon after, Paul got his first taste of biker brotherhood, "Five of us would ride around like in a pack, calling ourselves the Eagle Herders," Paul recalls. It was the best start a biker could ask for.

By 1962, the Wheeler brood moved to Los Angeles, settling in Van Nuys, where the streets stretch for miles. Perfect for ridin' motorcycles. In high school Paul took auto shop and studied Harley history on his own, soaking up manuals. Simultaneously, a new, youth-infused freedom vibe swept the nation, its West Coast epicenter extending out of L.A. and San Francisco.

By 1964 Paul moved out, got a job at Douglas Aircraft and was trained to be a DC9 Structure Mechanic where he

loved the money but hated the monotony of the job. It did enable him to build his first custom Harley—a 1950-something rigid panhead with springer forks—like the beauty before you. He got an FLH basket case for \$25, and spent another \$50 on a frame and enough parts to make a running motorcycle. One he would never forget. That bike was a source of pride and a leaky bitch to boot.

In 1967 Vietnam was raging and Paul joined the Navy, became a Gunner's Mate river rat during the Tet Offensive of January 1968. He came through the ordeal relatively unscathed, looking forward to riding his Harley again. Like many 'Nam vets, Paul returned home to be greeted not as a patriotic hero, but

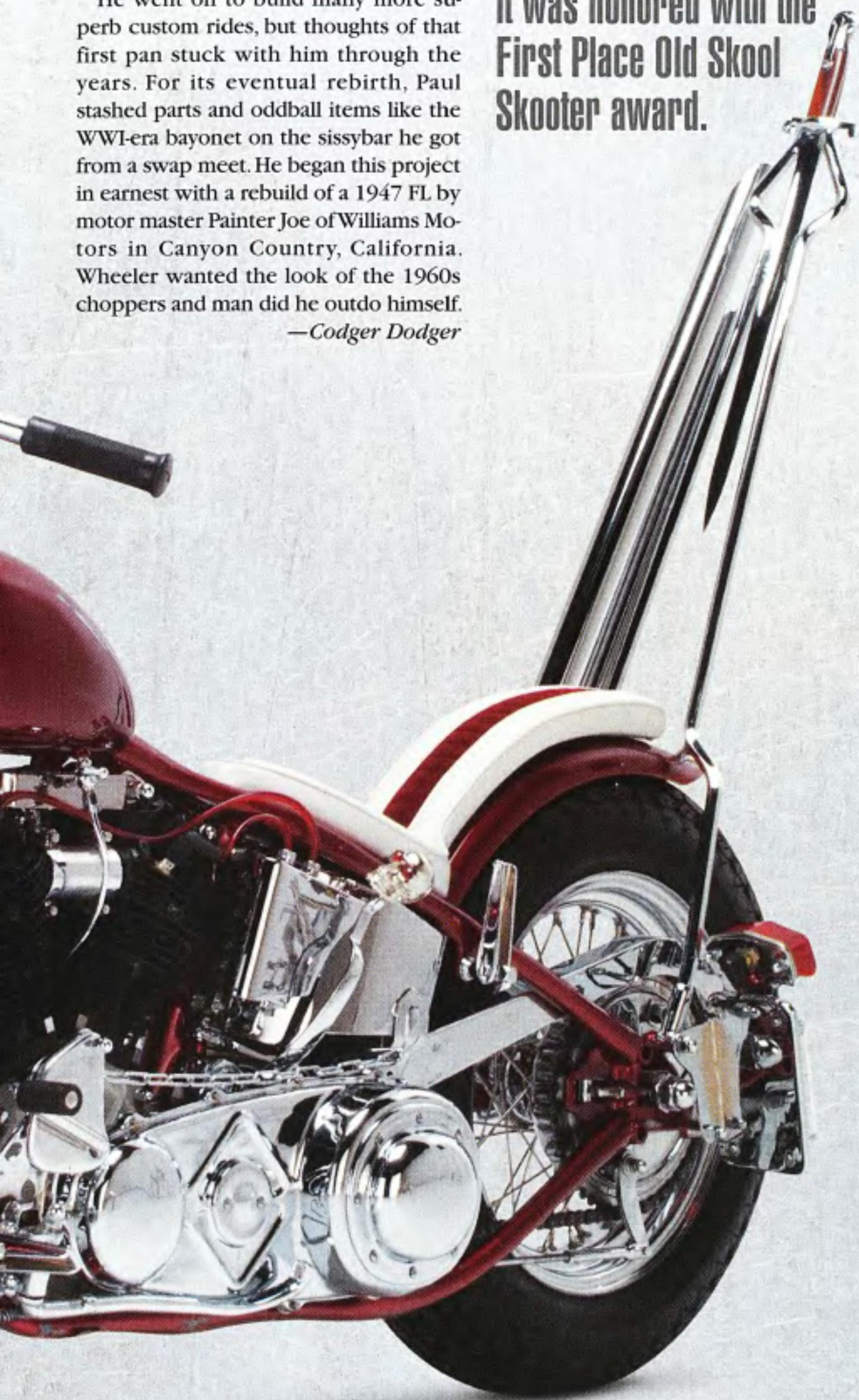


a pariah—and worse—by cops while riding. His era of chopper riders took tons of abuse as they paved the way for future scooter tramps. Getting hassled by The Man was a fact of life back in the day.

He went on to build many more superb custom rides, but thoughts of that first pan stuck with him through the years. For its eventual rebirth, Paul stashed parts and oddball items like the WWI-era bayonet on the sissybar he got from a swap meet. He began this project in earnest with a rebuild of a 1947 FL by motor master Painter Joe of Williams Motors in Canyon Country, California. Wheeler wanted the look of the 1960s choppers and man did he outdo himself.

—Codger Dodger

This rigid was unveiled last year at the David Mann Chopperfest where it was honored with the First Place Old Skool Scooter award.



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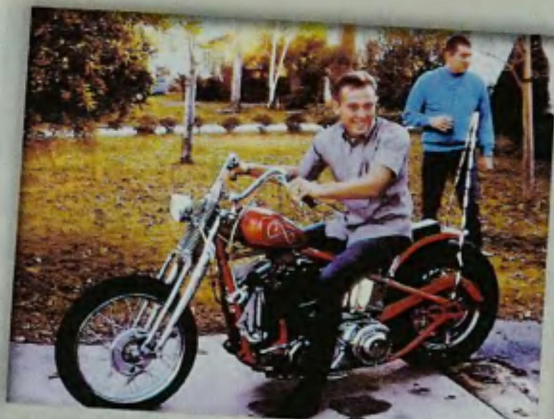
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GARY MILLER PHOTO

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PAUL CIRCA 1964 ON HIS FIRST CUSTOM HARLEY—A 1950-SOMETHING RIGID PANHEAD WITH A SPRINGER FRONT END.



This month's *Easyriders* girl is the tantalizing Tara Lynn Foxx, a SoCal gal who was honored to spend time with grey-bearded Mr. Wheeler at Jimmy Forrest's studio.

ALL THE NEW CHIEFS

NEW 2014 INDIAN MOTORCYCLES



It's not every day that a totally new motorcycle comes along. The year 2014 will see the debut of Indian Motorcycles completely new family of Chiefs: the Chief Classic, the Chief Vintage, and the Chieftain.

The folks at Polaris Industries' Indian headquarters, in Medina, Minnesota, have done an incredible job of designing a bike that invokes visions of the original Indian Chief motorcycles from the 1940s, yet contains components that are as modern as those found on any current production motorcycle. Unlike the four or five preceding "Indian Motorcycle Companies" that constructed bikes under that brand during the past twenty years, these guys put serious talent and cubic money into the endeavor. In reviewing the new Indian Chief Classic, Indian Chief Vintage, and Indian Chieftain, we found three motorcycles that rival and or surpass those made by any other manufacturer of two-wheeled vehicles.

All three Chief models share some common components, dimensions and specifications. They all have very comfortable saddles and passenger seats, floorboards with forward foot controls, and passing lamps. The fenders feature true Indian style valanced fenders, with the Indian head front fender light. Their gas tanks hold 5 1/2 gallons. The powertrains are identical: 111 cubic-inch, 49-degree V-twin motor and 6-speed constant-mesh transmission with two-gear primary drive. They have cartridge hydraulic front forks with 4.7 inches of

travel. All three models are fitted with keyless starting, cruise control, and ABS brake systems. Their aluminum single backbone, twin downtube frames weigh just 55 pounds! The rear swing-arm is controlled by a mono-shock assembly. The seat height of all three is 26 inches, while the wheelbase is 68.1 inches for the Classic and Vintage and 65.7-inches for the Chieftain. The ready-to-ride weights are 812 lbs., 835 lbs., and 848 lbs., respectively. The Classic and Vintage bikes ride on laced wheels, while the Chieftain is fitted with cast aluminum wheels.

The three models are differentiated by their appointments: the Classic is your deluxe 2-up cruising motorcycle; the Vintage adds more chrome crash bars, a windshield, and leather saddlebags; and the Chieftain tops them off with a unique fairing that features a



The 2014 Indian Chief Classic, available in black, red, or blue.



The Indian Chief Vintage, riding it is a study in the history of motorcycles.



The Indian Chieftain, this is the ride for 21st century techies.

powered windshield, radio, and remote locking hard bags.

The motorcycles' fit and finish is second to none. All three models are available in Thunder Black, Indian Motorcycle Red, or Springfield Blue. We especially liked the Indian head graphic on the Chieftain models' gas tanks and the leatherwork on the Vintage's seat and saddlebags was outstanding.



The guys and gals that make the Indians special rides, thanks.

INDIAN CHIEF CLASSIC

This is Indian's wind-in-your-face ride. You're sittin' down and aiming high. The Classics' lighter weight gives you a jump on its brothers. The bike's every surface is either flawlessly painted or chromed. The gas tank is topped off with modern instruments in a truly vintage looking console.

We found the riding position excellent and the handling to be right on target. The handlebars fell right to hand and the seat was one of the best; we could easily ride this bike day after day. The 60-spoke laced wheels look right at home behind the fender valances.

The 2014 Indian Chief Classic has a MSRP of \$18,999.



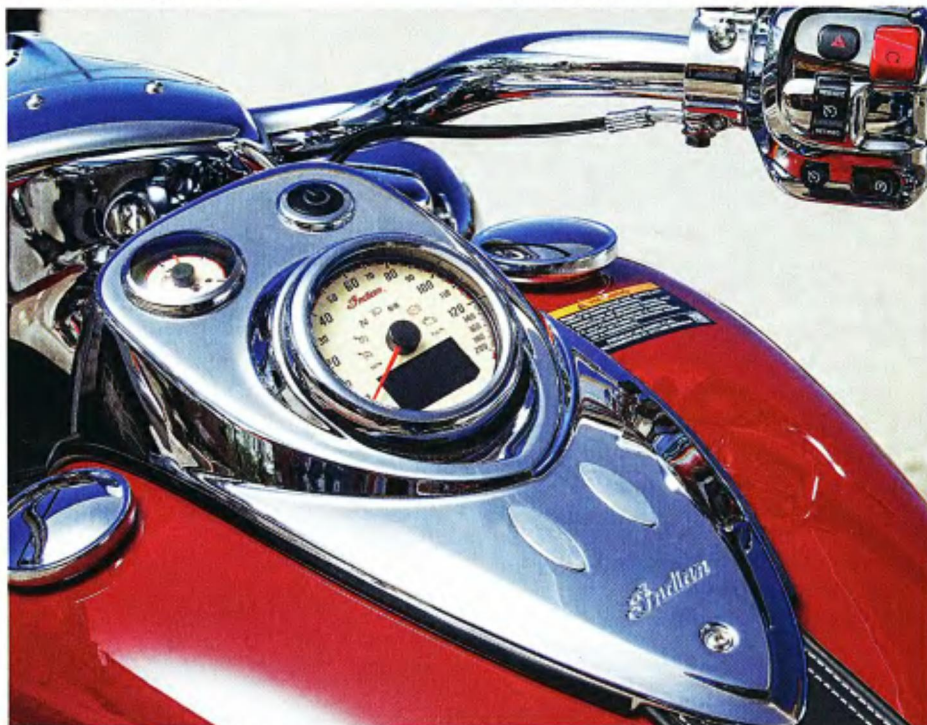
Looking at a 2014 Chief Classic side by side with a 1948 Chief, the heritage is clear.



Using the fender's valance to cover the brake calipers enhances the bike's seamless styling.



The rear lighting is fitted with the latest in LEDs.



The bike's console has the antique shape with modern instruments.

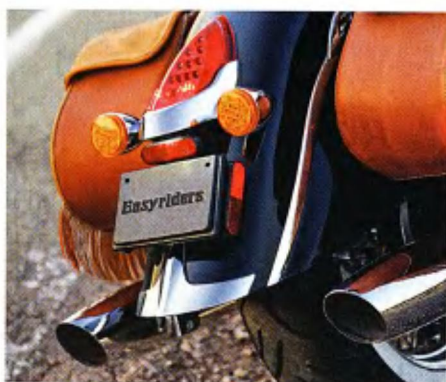


INDIAN CHIEF VINTAGE

The Vintage has the look and feel of a finely crafted machine. The first thing we noticed were the leather seat and saddlebags; these are not your run-of-the-mill items. No, they are colored and styled to build on the Chief's looks. Their natural tan finish adds to the overall look of the bike. Their saddlebags' three closure straps, conchos and fringe mimic the seat's details. That their outline follows that of the rear fender just adds to the bike's styling. The bags have a quick-dismount system that allows you to remove them in seconds. One thing we had never seen before, the fringe on the bottom of the seat is also removable!

The quick-dismount windshield builds on the bike's features. The bike's styling is topped off with chrome fender tips and crash bars. Like all of the new Chiefs, the wheels are fitted with floating brake rotors and stainless steel brake lines.

The 2014 Indian Chief Vintage has a MSRP of \$20,999.



The bike's visual effect is further enhanced by the chrome fender trim.



In talking about the new Indian's styling, we can't say enough about the motor's appealing image.



The bags and seat set the Vintage's tone, hand-made quality.



It wouldn't be a Chief with any other style of fenders.



The headlight and driving lights add to the bike's looks.



This tank graphic says it all; Indian's vintage heritage is reborn for a new generation.

THE INDIAN CHIEFTAIN

The Chieftain is Indian's take on a modern highway bagger. It is the year 1948 transported into the present through cutting edge technology.

Starting at the front, the Chieftain has a fork-mounted fairing, with intergraded road lights and LED turn signals. The other side of the fairing features full digital instrumentation, a state-of-the-art audio system, including high-output speakers, which for seamless riding pleasure, is Bluetooth compatible. The fairing's real trick though, is that the windshield has a power height adjustment; you just push a button and it will rise or lower 4 inches at your command.

Out back are a pair of the nicest hard saddlebags we have ever laid eyes on. Their opening mechanism and hinges look and feel excellent. The bags feature a swept-back outline that matches the fender's profile. For transporting your belongings, they have a quick-dismount mechanism. In keeping with the bike's forward-looking features, the saddlebags have an electronic locking mechanism that is operated from either a button on the dash or your key fob.

The bike's wheels match the bike's styling; they are special cast aluminum units.

The 2014 Indian Chieftain has a MSRP of \$22,999.



The business side of the Chieftain's fork-mounted fairing: it's all 21st century gages and audio, with a powered windshield.



Even the Chieftain pays tribute to its past, with Indian's classic War-Bonnet fender light.



This is a truly modern Indian, like none that came before it.

THE THUNDER STROKE 111

The totally new Thunder Stroke one hundred and eleven cubic inch V-twin motor propels all three Chiefs, unlike some previous Indian motors; the new Thunder Stroke 111 has no parts in common with any existing V-twin motorcycle motor. Externally it resembles a 1940s Indian Chief flathead V-twin; internally there isn't any similarity to any current or a past production Indian powerplant.

The new motor was designed using the latest industrial computer aided design programs, CAD, which allowed the engineers almost unlimited mechanical and visual possibilities. Along with using CAD to draw parts that worked together correctly, they used a computer generated 3-D rapid prototyping program system (RP) to produce full-sized models of each part. The two programs were interfaced so that the modeled parts were dimensionally correct to the part as designed. This system did several things: it allowed the engineers to get a physical feel of the parts; it made the testing of fitment of individual parts as assemblies; and it saved a lot of time.

We start our tour of the new motor with a most logical part—the crankcase. It houses a one-piece forged crankshaft, which makes for maximum strength. The connecting rods have crack-split big ends that use insert-type plain bearings. The rods' other ends feature fitted bushings that encircle the full-floating wrist pins. The forged

flattop pistons have a moderate skirt length; they are fitted with three piston rings. A silent timing chain runs from the right end of the crankshaft to the center of the three camshafts. The two outboard camshafts are driven off of the center cam by self-adjusting split helical gears. The two lobes on the center cam operate the intake valves and a single lobe on each outboard cam activates the motor's exhaust valves. The valve train features roller hydraulic lifters, tubular pushrods and needle bearing fitted cast rocker arms. The motor is also fitted with a crankshaft driven balance shaft and oil pump.

The motor is fed air through a 54mm throttle body and fuel via a pair of computer controlled electronic fuel injectors. The mixture enters the combustion chambers through large diameter intake valves. The same fuel injection computer also controls the ignition system. To give the motor an antique flathead look, the exhaust gasses pass out of the cylinder heads and into a pair of downward facing exhaust pipes.

The primary drive uses a 55-tooth crankshaft gear meshing with an 86-tooth impulse dampened gear on the rear of the clutch basket. The multi-disc wet clutch connects to a constant mesh 6-speed transmission. A carbon fiber reinforced toothed belt sends all of this power to the rear wheel.

—John Sullivan

Indian Motorcycles
www.indianmotorcycles.com



The one-piece forged crankshaft, connecting rods and pistons were CAD designed.



The camshafts' drive system uses a unique hybrid chain and gear set to rotate the motor's camshafts.



The overhead valves and ports offer high-flow rates, which translate into more usable torque at the output side of the crankshaft.



The motor's left side has the air filter box and primary drive assemblies.

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



The Thunder Stroke 111 motor closely resembles the iconic Indian Chief V-twins from the 1940s. It is fitted with multi-directional finned rocker boxes, parallel pushrod tubes, downward pointing exhaust pipes and a left-side air intake.

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15" x 13" ALL PURPOSE
SHOP TOWELS - PACK OF 50

LOT NO. 46163/69649/68442

Item 46163 shown

SAVE 43%

\$899 REG. PRICE \$15.99

Item 46163 shown

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18 PIECE T-HANDLE
BALL POINT AND HEX
KEY WRENCH SET

PITTSBURGH

LOT NO. 96645

Item 96645 shown

SAVE 33%

\$1199 REG. PRICE \$17.99

Item 96645 shown

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NEW!
44" 13 DRAWER
INDUSTRIAL QUALITY
ROLLER CABINET

US*GENERAL

LOT NO. 68784/69387

Item 68784 shown

WEIGHS 306 LBS.

SAVE \$290

\$35999 REG. PRICE \$649.99

Item 68784 shown

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FREE!
WITH ANY PURCHASE
CENTECH
7 FUNCTION
DIGITAL
MULTIMETER

REG. PRICE \$9.99

Item 98099 shown

ITEM 98099/98025/69096

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LIGHTWEIGHT ALUMINUM
MOTORCYCLE LIFT

PITTSBURGH

LOT NO. 60536/94715

Item 94715 shown

1500 LB. CAPACITY

SAVE \$80

\$11999 REG. PRICE \$199.99

Item 94715 shown

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CENTECH
AUTOMATIC
BATTERY FLOAT
CHARGER

LOT NO. 42292/69594/69595

Item 42292 shown

SAVE 66%

\$499 REG. PRICE \$14.99

Item 42292 shown

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PITTSBURGH
1000 LB. CAPACITY
MOTORCYCLE LIFT

LOT NO. 69904/68892

Item 68892 shown

SAVE \$400

\$29999 REG. PRICE \$999.99

Item 68892 shown

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3 GALLON, 100 PSI
OILLESS PANCAKE
AIR COMPRESSOR

CENTRALPNEUMATIC

LOT NO. 56275/60637/69486/61615

Item 56275 shown

SAVE 50%

\$3999 REG. PRICE \$79.99

Item 56275 shown

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500 LB. CAPACITY
ALUMINUM
MOTORCYCLE WHEEL
CLEANING STAND

HaulMaster

LOT NO. 98800

Item 98800 shown

SAVE 40%

\$2099 REG. PRICE \$34.99

Item 98800 shown

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MOTORCYCLE STAND/
WHEEL CHOCK

US*GENERAL

LOT NO. 97841/61676

Item 97841 shown

1800 LB. CAPACITY

SAVE 52%

\$4299 REG. PRICE \$89.99

Item 97841 shown

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90 AMP FLUX
WIRE WELDER

LOT NO. 68887/61207

Item 68887 shown

SAVE \$60

\$8999 REG. PRICE \$149.99

Item 68887 shown

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PNEUMATIC
ADJUSTABLE
ROLLER SEAT

PITTSBURGH

LOT NO. 46319/61160

Item 46319 shown

300 LB. CAPACITY

SAVE 42%

\$1999 REG. PRICE \$34.99

Item 46319 shown

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PORTABLE
GARAGE

LOT NO. 69038/68727/68217

Item 69038 shown

SAVE \$125

\$17499 REG. PRICE \$299.99

Item 69038 shown

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AUTO-DARKENING
WELDING HELMET WITH
BLUE FLAME DESIGN

WELDING

LOT NO. 91214

Item 91214 shown

SAVE 50%

\$3999 REG. PRICE \$79.99

Item 91214 shown

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27 LED PORTABLE
WORKLIGHT/FLASHLIGHT

LOT NO. 67227/9567/60566

Item 67227 shown

SAVE 56%

\$259 REG. PRICE \$5.99

Item 67227 shown

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CENTRALPNEUMATIC
3/8" x 50 FT.
REINFORCED
RUBBER AIR HOSE

200 MAX. PSI

LOT NO. 42185

Item 42185 shown

SAVE 39%

\$1399 REG. PRICE \$22.99

Item 42185 shown

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CENTRALPNEUMATIC
20 OZ.
GRAVITY FEED
SPRAY GUN

LOT NO. 47016/67181

Item 47016 shown

SAVE 66%

\$999 REG. PRICE \$29.99

Item 47016 shown

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MECHANIC'S GLOVES

LARGE

LOT NO. 93640/60447

Item 93640 shown

SAVE 64%

\$359 REG. PRICE \$9.99

Item 93640 shown

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7 FT. 4" x 9 FT. 6"
ALL PURPOSE WEATHER
RESISTANT TARP

LOT NO. 877/69137/69249/69129/69121

Item 877 shown

SAVE 68%

\$279 REG. PRICE \$8.99

Item 877 shown

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PITTSBURGH
RAPID PUMP
1.5 TON ALUMINUM
RACING JACK

3-1/2 PUMPS
LIFTS MOST VEHICLES!

LOT NO. 68053/69252/60569

Item 69053 shown

SAVE \$60

\$5999 REG. PRICE \$119.99

Item 69053 shown

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Hillsboro, OR
Dallas, TX

JUNK TO GEM

Or Turning Trash To Cash

Jon Floyd does a brisk business buying and selling all sorts of stuff at his Iron Hogz Power Sports shop in Lebanon, Ohio. Motorcycles, ATVs, jet skis, they all go through the Iron Hogz showroom. Sometimes, though, Jon takes a beating, taking in something on trade that he just doesn't know what the heck he's going to do with. Sometimes, he isn't sure what he was thinking when he made that deal. That was certainly the case with a 1992 Sportster Jon wound up owning about a year or so ago. This bike was beat to hell, and that's being charitable in assessing its condition. No way could it ever be sold as is. Thankfully, Jon has a neighbor right down the street who specializes in turning junk into gems, Cole Rogers at 138 Cycle Fabrication. So tucking his tail between his legs, Jon rolled the battle-scarred XL down to Cole's place asking for a miracle on a budget.







"Oh yeah, the thing was a real mess," Cole remembers. "I mean it was horrible!" Not anymore. That tired old 883 got a new lease on life, and on a budget, to boot. That's a little surprising, since all that remains of the original Harley is the motor, the front end and the rear wheel. That, and the VIN tag. A new frame, a Paughco XL rigid with stock Harley-Davidson rake and stretch dimensions became the replacement platform. "We did cut that frame up a little bit," Cole admits, basically changing the configuration of the rear legs just below the seat area. "I whacked the front end down pretty hard," he says. "About five-inches." Inside those legs Cole included one of his 138 lowering kits and trimmed the outsides glass-smooth.

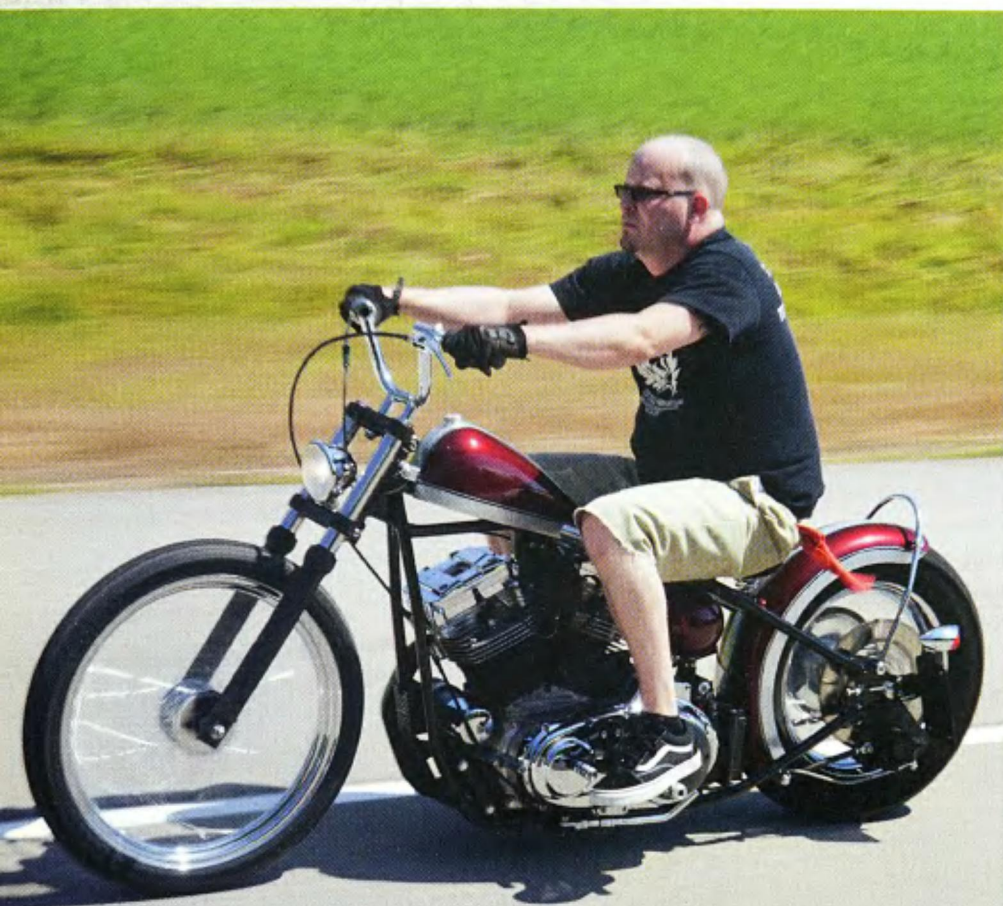
The gas tank is another 138 creation, the first in a new line of 138 Cycle Fabrication tanks. That wasn't the end of the 138 parts lineup here, either. Those pushed-forward "newsboy-style" handlebars are Cole's, along with the oil tank and rear fender and the air cleaner and the pipes. The engine got a big bore 1200cc kit, some Andrews cams and an S&S fuel mixer. Dave Kernick, who does a lot of the paint work for Jon over at Iron Hogz sprayed this bike, following Cole's layout and color choice.

"It's a fun little ride now," Cole says. Light and nimble, it scoots right along with that 1200 kit. Cole was up to this low budget conversion and Jon's diamond in the rough is now a classy dazzler.

—Joe Kress







Bike builder Cole Rogers of 138 Cycle Fabrication



Owner: Jon Floyd
City: Lebanon, Ohio

GENERAL

Fabrication: 138 Cycle Fabrication
Year/make: 1992 Harley-Davidson
Model: Sportster
Assembly: 138 Cycle Fabrication
Time: 2 months
Chroming: Dayton Wire Wheel
ENGINE

Year/make: 1992 Harley-Davidson
Rebuilder: 138 Cycle Fabrication
Displacement: 1200cc
Ignition: Screamin' Eagle
Cam: Andrews
Carb: S&S Super E
Air cleaner: 138

Pipes: 138

TRANSMISSION

Yearmake: 1992 Harley-Davidson
Shifting: stock Harley-Davidson

PAINTING

Painter: 138 Cycle Fabrication
Type/color: PPG/dark red, silver

FRAME

Year/make: 2012 138 Custom
Type: rigid

Rake: 32 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: 138 Cycle Fabrication
Handlebar controls: Harley-Davidson
Fenders: 138 Cycle Fabrication
Headlight: Drag Specialties,
 4 1/2 inches
Taillight: it's small!

Pegs: 138 Cycle Fabrication
Foot controls: 138 Cycle Fabrication
Gas tank: 138 Cycle Fabrication
Oil tank: 138 Cycle Fabrication
Seat: 138 Cycle Fabrication
Grips: Kung Fu

FRONT END

Type: Harley-Davidson narrow glide,
 5 inches under

Builder: Harley-Davidson, 138 Cycle
 Fabrication

WHEELS

Make: laced
Size: 21-inch front, 16-inch rear
Tires: Dunlop
Brakes: Harley-Davidson
Photos: Michael Farabaugh
Contact: 138 Cycle Fabrications
 937-478-2558

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**We held a contest for our New Tapestry Premium!
"Ghost of the Mountains" by David Mann was a landslide victory!**

As the winner in our Readers Contest, **Ghost of the Mountains** is another David Mann painting celebrating the freedom represented in the biker lifestyle. Beautifully printed in extra vivid colors on top-quality polyester fabric, this 35' X 20' tapestry is made in the USA. Unlike a paper poster, it won't tear, and it's large enough to cover that super-sized fist hole punched in the wall!

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A310ET

Meet This Month's Winner!

In this month's cry for help, meet dear Abby, our beautiful bundle of babbling blondness from Florida, and why the hell not? She looks like the kind of girl we like—the kind whose clothes drop off at the sight of a really nice bike. In this case, the bike is Matthew Bittman's steely blue Cyclops Cycles custom Indian. Gentle readers check out Abby's feature later in this issue for our fresh artistic study of human/machine interaction.

—Moosecock Montana



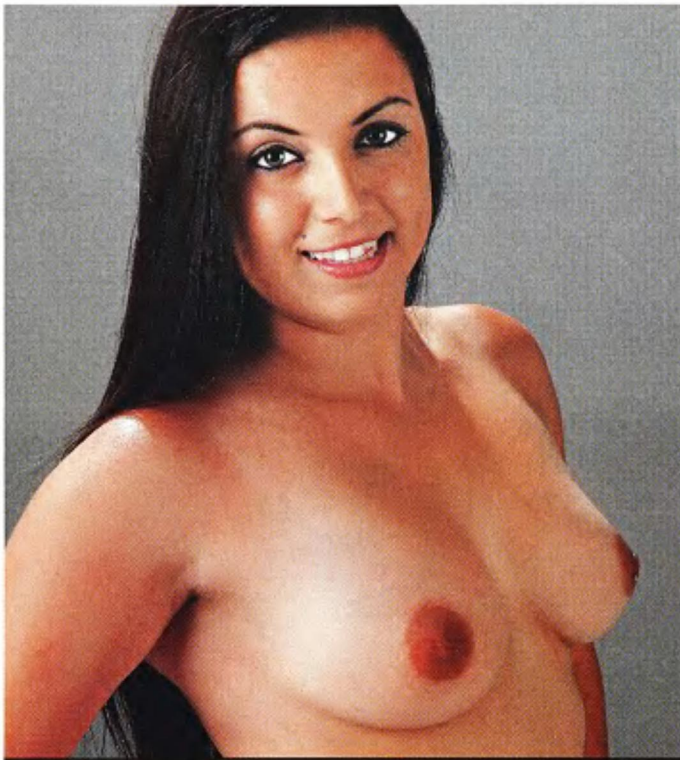
#1101 Angelique—Arizona

"On my first Harley ride I was really scared at first, but later in the hospital, I was so relaxed."



#1102 Jenna—BC, Canada

"The vibration of the bike and the wind in my hair made me feel totally hot. More please!"



#1103 Melissa—Arizona

"My first ride on a Harley was on a 1928 J.D. model with the inlet-over-exhaust motor, Schebler carburetor and three-speed hand-banger. It was fuckin' sweet!"



#1105 Sara—Utah

"My first ride was with dad to a huge funeral. I was eight and it was so awesome, I'll never forget that feeling. I love to ride!"



#1104 Robin—Texas

"My first ride was when I was six on our neighbor's Harley. Just a short ride around the block was all it took to know that I wanted a bike some day."



#1106 Vany—Arizona

"My first ride on a Harley was exciting!"

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 bearded, wandering mystics. Meet sweet Melissa, a buxom brunette from deep in the heart of Texas. She has a deep and contemplative soul, compassion for all living things, and a balcony you could read Hunter S. Thompson from. Be sure to come back next time or prepare to be keelhailed.

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

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Model's Name:

Address:

City: State: Zip:

Home Phone: () Cell Phone: ()

Date of Birth: I am years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature:

Photographer's Name:

Address:

City: State: Zip:

Daytime Phone: () Evening Phone: ()

Photographer's Signature:

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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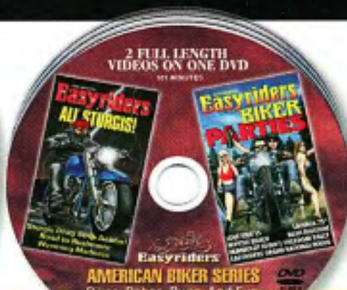
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ELECTRIC PERFORMANCE

Vance & Hines Pro Pipe High Output

Why would we use the word “electric” in the title of an article about a high-performance exhaust system? Actually, it goes back to 2006 when Harley started equipping its Dyna Glide with a closed-loop EFI (electronic fuel injection) system. In 2007, all of Harley’s motorcycles were equipped with this system so it was goodbye carburetors, hello electronics. The current Harley-Davidson EFI system has two electronic oxygen sensors, one in each head pipe just down from the exhaust port. They read the exhaust air content and feed that information back to the fuel injection computer, which then adjusts the amount of gas being mixed with the air in the intake manifold. So, any exhaust system that is used on one of these 2006-up EFI systems has to have provisions to mount the oxygen sensors. The 2006-2011 models use 18mm oxygen sensors, and the 2012-up models have 12mm oxygen sensors.

Vance & Hines designed its Pro Pipe High Output, to handle oxygen sensors. For 2006-2011 models the head pipe assembly has two 18mm threaded bungs welded into them; threaded plugs are also supplied when the exhaust is being installed on an earlier non-EFI bike. The systems designed for 2012-up bikes have 12mm bungs in them. All of the Pro Pipe exhausts are a 2-into-1 system. They feature a three-stepped header with a good-sized muffler that can pass a high volume of exhaust gasses without being unreasonably loud. The Pro Pipe exhaust is available in chrome or with a killer black ceramic finish. The systems are available for most 1996-up Dyna, Softail, and touring model Harleys.

We installed a black Pro Pipe (P/N 47551, \$780) on a mostly stock 2009 Dyna Street Bob that had an S&S air filter on it. The installation was fairly



1 The black Pro Pipe High Output has been installed on our Street Bob; the black finish goes well with the bike’s blacked-out power train.



2 The head pipes have a three-step design. Their lower end fits into the front of the muffler.



3 The muffler also has three steps, going from front to back. The Vance & Hines logo and chrome end cap is a nice touch.

straightforward. The only difference from a non-EFI bike was transferring the oxygen sensors from the stock pipes over to the Pro Pipe. The trick here was in finding the connectors for the oxygen sensors, unplugging them and releasing their cable clamps. For the front pipe, the connector was behind the voltage regulator, on the bottom front of the frame downtubes. The connector for the rear oxygen sensor was under the seat. The electrical part of installation the exhaust took almost as much time, a little over an hour, as actually bolting the pipes on.

The finished exhaust system looks great and when we fired up the motor, we were pleasantly surprised with its

deep, throaty sound. The finished bike has more power throughout its normal riding rpm band and it doesn’t have an obnoxious high-pitched cracking sound. According to Vance & Hines, the motor will run even better if we install and calibrate it with one of the Fuelpak EFI modules, which we will be doing in the near future.

All Vance & Hines products are available through Drag Specialties dealers.

—John Sullivan

Vance & Hines
www.vanceandhines.com

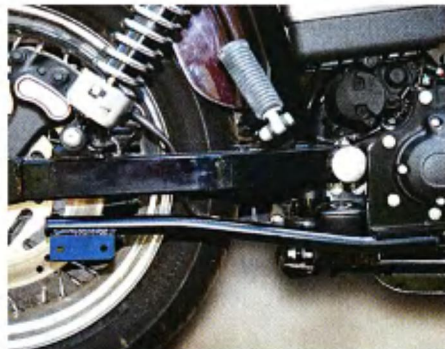
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4 The system includes a complete hardware package, mounting bracket and instructions.



5 The connector for the front oxygen sensor is attached to a plastic plate that is sandwiched between the voltage regulator and the frame. You have to unscrew the voltage regulator to get to it.



8 The new muffler-mounting bracket also bolts to the rear of the transmission. The Pro Pipe hardware kit includes all of the needed bolts.



6 The connector for the rear oxygen sensor is in the wire harnesses under the seat. We found it by tugging on the wire down by the pipe and watching to see which connector moved in the cavity under the seat.



7 Once the electrical connectors were disconnected, removing the pipes was just like any other Harley. The stock muffler bracket was unbolted from the rear of the transmission.



9 The oxygen sensors must be switched from the stock head pipes to the new pipes. Before screwing them in, we swabbed a little anti-seize on their threads. Handle them carefully, they are expensive.



10 The Vance & Hines head pipes fit nice and close to the motor. We routed the oxygen sensor wires back to their connectors, making sure they were out of harm's way.



11 The muffler slips over the ends of the head pipes and is bolted to the new mount. With this, the install was finished.

Photos: John Sullivan

SWEET OLD GIRL



I suppose you could say it's a love affair of sorts. After all, I ride the 50 miles at least once a month to visit her, rain or shine. I climb the stairs of the old diner she resides above, with my Sportster knee aching and my hip creaking, just to catch a glimpse of her beautiful form. She is lovely to behold in the fluorescent glow.

She is a solid rust color from stem to stern. Her headlight is all askew as if she's been punched by Sonny Liston, a few shards of glass still clinging. Her flat front fender barely holds on with braces rusted almost completely through. One brace is missing altogether along with a few rivets. Cloth covered wires poke through the hole where her fender lamp once resided. It has either fallen off or been removed by some restorer or souvenir hunter.

I let my eyes roam over her and wonder how many miles she has seen. Where her speedometer should be, there is only a dark void, but the devil is in the details. I notice how worn the outer edge of her brake pedal is. That indicates a million stops in front of yellow stop signs encrusted with glass beads for night visibility. Perhaps a few thousand more in front of ungated railroad crossings, in a time when folks knew enough to look both ways before rolling over the tracks.

Her bicycle pedal kicker is missing both rubbers and her tranny fill plug is long gone leaving only a rust filled hole in its place, the oil long ago replaced with rain water. Canvas tape drapes forlornly from her seat. The holes it was meant to cover spill forth horsehair, burlap, and some hay that must have served as replacement stuffing. Her rear cylinder is missing, leaving a tired piston to hang forever in space on the end of a bent rod.

I smile again as I see the great gob of grease that still retains some frame indentations from where it had built

up for decades beneath her tranny and primary. It has fallen away in a single piece and in the center of the gob, pressed neatly in place, is an Ace comb that was long ago kicked up by her front tire. Her distributor cover is missing and her points are long gone. Her toolbox remains firmly in place but the lid jumped ship a long time ago.

Yes, she's quite beautiful to behold. All her angles are classic Harley-Davidson—the very angles that today's Softtails seek to mimic. Was it simply form following function as with the beautiful fighters of World War II or the Colts and Remington guns of the Civil War era? Or did the engineers and designers and mold makers have a sense of the pure aesthetic? In an era where such beasts were designed with slide rules and T-squares by men seated at drafting tables on hard stools, I choose to believe that her lines were agonized over.

How else can one explain the way her backbone, running from steering head to rear axle plate, so perfectly complements the 45-degree angle of her cylinders? The way her bottom rails bend up at the exact place they should to cradle her lovely, low slung, eighty-inch engine? Or the way the rake of her front end enhances all of it. Her wheelbase exactly as it should be.

Everyone has their favorite Harley model and this 1937 ULH is mine. I am in love with her. I ask myself the question, "Who rode her for all those years?" Was it a cocky young punk wearing engineer boots and a leather cap, tilted jauntily back on his head, while his ducktail peeked out from under? Perhaps he was the one who purchased her from some Midwest police department and attempted to bob her. Her rear fender is missing the lower section, and a 1946 license plate is held directly to the remaining portion of the fender with some

nickel sized red and green faded reflectors backed by overly large wing nuts, locked forever in time by their own rust.

Perhaps she was ridden by a Motor Maid, her Jodhpur pants tucked into the brown leather lace-up boots that may have contributed to the wear on that brake pedal. Maybe she wore a WW1 leather flier's cap as she rode. Her blond curls dancing in the breeze as she putted down her life's highway. I'll never know I suppose, as I really never speak to the owner of this tiny museum/collection out here on Route 64 in the Carolinas. I want to entertain my own fantasies, as I let my eyes roam over her just the way I do when I see a pinup of Betty Page hanging in some crappy tattoo parlor.

She is a beauty after all, and I will revere and respect her the way folks all over the world revere and respect their favorite Harleys, like the old cowboy who has just ridden in from inspecting fence lines for his employer. A cowboy with hands like leather and a respect for the way things used to be. He refuses to use the four-wheeler provided for the job and instead prefers horseback. As he grooms and beds down his horse he looks over at the black FLH, all covered in hay dust. He knows that as the weather warms he will be astride her, happily heading towards balmy climes and palm trees. She is a life-long friend, and he has forgotten just how many sets of tires they have worn through together.

Thousands of miles away, in a basement, off a side street, just outside of the party district in Kiev, beneath the light of a single bulb, a young man lights up his third Davidoff and stares with wonder at the 1979 FXE he has restored so perfectly. His father's black market connections and some donations from a shady character or two have allowed him to complete her after two long years of diligent work.

He stares at her lines and as he drinks her in he is filled with the satisfaction of a job well done. He has developed a crush on her. He knows her intimately, more intimately than he has known any woman.

In the morning he will take her for her shakedown run. Thoughts of running away with her and crisscrossing the Crimea until the FSB catches up with him briefly cross his mind, but he knows better. He will build another—and another.

In a smoky dive bar on Long Island, a heavily tattooed biker sits on a stool at the back door. He is the bouncer. He has taken the job to help pay for another road trip. He rolls his molar around between his beefy fingers and tucks it into his vest pocket. The tooth is just one more casualty of this rough business, along with a broken nose and a broken marriage. The door is slightly ajar and the big man stares out into the misty rain that is gently falling, as it does on cool spring nights on the island. He takes in the sight of her, his cherished Harley, and he is filled with calm. He knows her every nut and bolt and has touched them all a half dozen times. Her glossy black paint reflects the purple and green neon of the dive bar sign. The rain runs off her tank, falling like tears onto her primary and then to the ground to collect in a purple and green puddle beneath her. In very subtle, silver, script on the lower half of her rear fender are the words, "Mr. Kite"—his nickname, since childhood. He marvels at how beautiful her lines are.

Most will never understand, but those who do, form one of the most tightly knit brotherhoods on this earth. I say goodnight to my princess and make my way back downstairs to my waiting road bike. I point her home secure in the knowledge that the ULH is warm and dry this night.

—Z. Jakl

ADDING BIG COLOR TO A BLACKLINE

Installing Harley's Smokey Gold Custom Paint Set

Riding a Harley is a lot about personal style and riders have a lot of choices. You can go for a bagger, a cruiser, or a performance XL or V-Rod, but no matter what style of ride you choose, custom paint is something we can all appreciate when it comes to making a Harley your own.

Now don't get me wrong, Harley's factory paint finish is excellent quality, but when with thousands of each model, it's easy to find your bike's twin at almost any event, which is why there are so many custom painters out there.

When it comes to the custom paint business, the Harley factory is one of the biggest and best. If you venture into the Color Shop section of the 2013 Harley-Davidson Genuine Parts & Accessories catalog, pages 726-759, you will find thirteen different sets of custom painted parts for 2004-and-up models. Not every set is available for each model and they are being made in a very limited number—only 200 of each in the limited series. There are also four Color Shop Core Series of paint schemes in a kind of design-your-own style. Pricing is very reasonable, between \$1,500 and \$5,300, depending on your model bike (some models have more painted parts than others and the paint style selected). The custom paint jobs are available two ways: on brand-new sheet metal or on your undamaged sheet metal that you send in to the Harley-Davidson factory.

For our 2012 Softail Blackline, we selected the Smokey Gold style from the Color Shop Limited Series. The three-part set includes new sheet metal; gas tank; front and rear fenders (P/N 92200005DRY; \$2,500). We did the installation over a weekend and there was only one special tool required, the factory service manual. Our advice is that you shouldn't try



1 Our finished Blackline, with the Smokey Gold sheet metal installed. We chose to order new sheet metal rather than send in our parts. The paint job was flawless and H-D guarantees it for two years.



2 This is our stock 2012 Blackline; we thought its flat black paint needed a bit of color.



3 We wanted to start with the easiest part, the front fender. Its new paint job has a flawless finish.



4 On Softail models, the front fender is attached with four Allen head bolts.



5 Installing the new front fender took about fifteen minutes.



6 The paint on the rear fender was of equal quality. The neat thing about using real H-D parts is that they fit!



7 The rear fender required unplugging the taillight wire harnesses' three connectors.



11 The new rear fender installed on the bike.



8 The fender assembly is secured with four bolts, two on each side. The plastic tray that holds the fuel injection computer must also be disconnected from the fender's front lip.



9 When the fender is removed, the fuel injection computer and all of its wiring remain on the bike.



10 The taillight/license plate assembly is transferred to the new fender in one piece.

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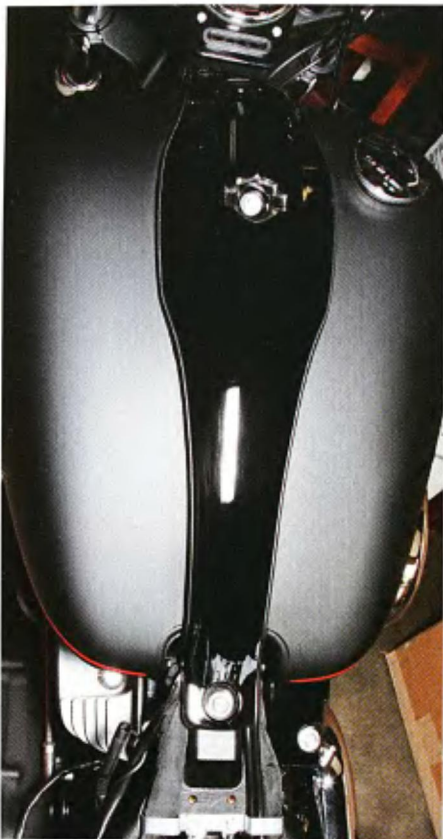
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12 The Smokey Gold gas tank, our photo doesn't do it justice.



13 The starting point for removing the gas tank. The gas tank's center trim is attached with nut that is located under the H-D bar and shield medallion and a bolt at the rear edge of the tank.

installing your newly painted sheet metal without one. Along with the fenders, it required removing all of the internal components from the gas tank. As all of Harley's 2007-up bikes are fuel injected, there are several parts inside of the gas tanks.

So sit on down and follow along as we apply some great skin-deep beauty to a Blackline.

—Wendell Christopher

Harley-Davidson
www.harley-davidson.com



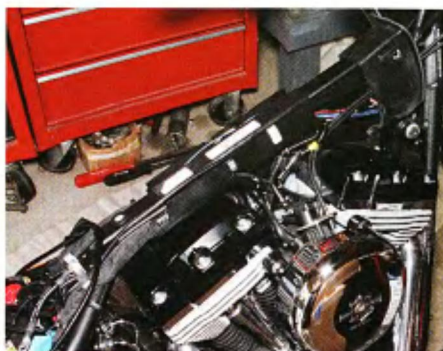
14 The fuel tank's center cover is attached with ten small screws. Harley recommends using new ones whenever they are removed.



15 With the center cover raised up, you can remove the interior parts. This is where a service manual is needed; the parts must be removed in a certain order.



16 These are the parts that live inside of a 2007-up Harley gas tank: fuel pump, fuel filter, fuel gauge-sending unit and output line. The output line actually threads in from the bottom of the tank.



17 We were extra careful that all of the wires and cables were secured to the frame before we set the new tank in place.



18 We installed the gas tank onto the bike before we put the parts inside it. This makes for a stable working environment. After that, the job was finished. It took us a full day to do it and the new look was worth all the time and money.

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Pro-Bagger

Breathing New Life Into An Old Favorite

Fifteen years ago the pro-street look was very popular in the custom bike world. Those bikes were everywhere, and Denny Smith of Shawnee, Kansas, had a beauty. Built up around a Racing Innovations frame back in 1999, powered by a big, bad 120-inch Merch motor, and rolling with a 240 rear tire, that one had it all. "I've kept it all these years," Denny says, racking up well over 30,000 miles in the process.



A favorite from the 1990s
got a new lease on life thanks to
a couple of saddlebags and
a lot of imagination.





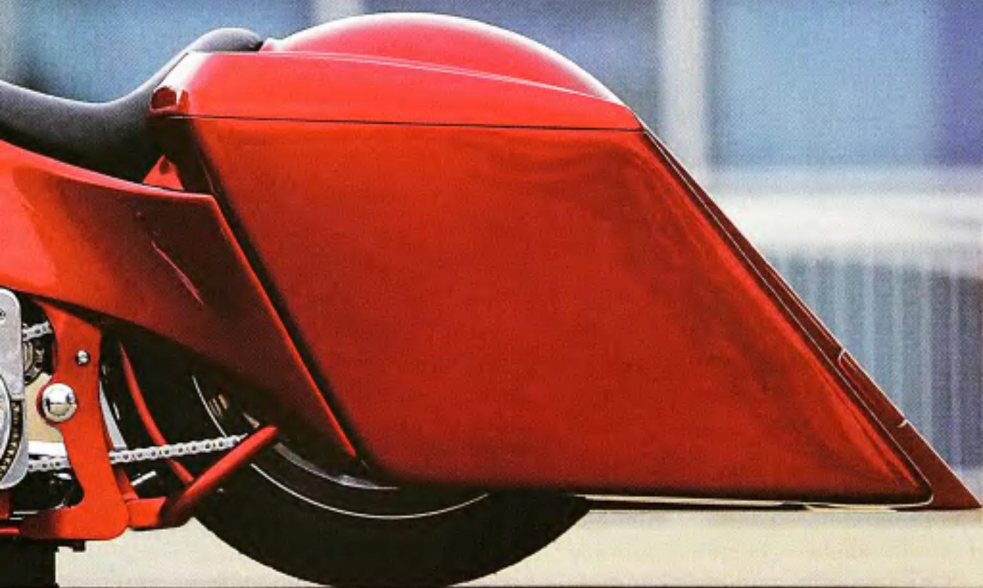
Lately, however, Denny's been spending more saddle time with a Road Glide, and the old pro-street machine has not seen much action. "So I figured I would do something different with it," he says. "Get it back into the game."

Ever seen a pro-bagger? You have now. "Actually, I'd been thinking about this for a couple years," Denny goes on, and last year, over the winter, the thinking turned into action. "I brought the bike down to Paul Harper at Turkey Creek Cycles and told him my plan.

The first thing we did was take 9 inches out of the fork tubes and swap the 21-inch wheel for a 26." The frame, Denny says, was untouched. It's still has the same one as before, 45 degrees rake, 7 degrees more in the trees, and a 5-inch stretch. Denny kept that big engine, just freshening up the Merch. But then the changes began.

A pro-bagger, of course, would need some saddlebags and this pair started off as regulation Voodoo pieces. "But we cut 'em up quite a bit," Denny

explains. "We had to modify the heck out of them to get them on this bike." And wanting the bike to be as narrow in the rear as possible, even with its 240 Dunlop, it's now actually 3 inches narrower than a standard Harley bagger, outside of bag to outside of bag. And with those bags along with the new, custom-formed rear fender stretched out about 15 inches past the rear wheel the bike has plenty of long to go with the lean. The gas tank's the original from the bike's pro-street days,



this time matched up with a new Danny Gray seat and the oil tank's the same one that was in the bike prior to all this, modified now with new sides that flare and flow back into the saddlebags. Back in 1999 Denny painted his bike PPG Scarlet Red. This time around it's Candy Red, with similar White Star graphics, a nod to Denny's White Star construction company. Bill Duncan did all the bodywork with Scott Thomas, Mike Harvey, and Poncho following up with

the paint and graphics.

"The funny thing is," Denny says, "as different as it looks now, riding it feels pretty much the same as it always did. I was a little worried about maybe dragging something with that much overhang, getting in and out of parking lots, but so far that hasn't been a concern. Everyday riding was never a problem with this bike, and it still isn't." That Road Glide in Denny Smith's garage now has some serious competition.

Owner: Denny Smith, below

City: Shawnee, Kansas

GENERAL

Designer: Denny Smith, Turkey Creek Cycles

Fabrication: Turkey Creek Cycles

Year/make: 2000 custom pro-street

Model: hidden-shock

Assembly: Turkey Creek Cycles

Time: 5 months

Chroming: Detray Plating

ENGINE

Year/make: 2000 Merch

Rebuilder: Turkey Creek Cycles

Displacement: 120 cu. in.

Ignition: Daytona Twin-Tec

Cam: Merch

Carb: Twin Mikuni

Air cleaner: stacks, Denny Smith, Turkey Creek Cycles

Pipes: Sinister Industries

TRANSMISSION

Year/make: 2000 Baker

Shifting: 6-speed

PAINTING

Painter: Bill Duncan

Type/color: House of Kolor/
Candy Red

FRAME

Year/make: 2000 Racing Innovations

Type: hidden-shock

Rake: 45 degrees

Stretch: 5 inches out

Shocks: Legend Suspensions

ACCESSORIES

Bars: Carlini, Turkey Creek Cycles

Handlebar controls: Performance
Machine

Fenders: Sinister front,
Turkey Creek Cycles rear

Headlight: Headwinds

Taillight: Custom Dynamics

Pegs: Avon Grips

Foot controls: Performance Machine

Gas tank: Independent Cycle

Oil tank: Racing Innovations

Seat: Danny Gray

Grips: Avon Grips

FRONT END

Type: Custom Air-ride, 4 inches over

Builder: Turkey Creek Cycles

WHEELS

Make: Renegade

Size: 26-inch front, 18-inch rear

Tires: Vee Rubber front, Dunlop rear

Brakes: HHI

Photos: Shooter's Images

Contact: Turkey Creek Cycles

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The all-new Barnett Scorpion lock-up clutch (above) for 1991-2003 Harley-Davidson Sportsters features a low profile lock-up head that is designed to fit under the stock primary cover—no modifications required. Now you can have the ultimate performance of a Scorpion lock-up clutch easily installed in your Sporty without having to hack up your cover. Also included are a steel inner hub, multiple coil spring sets, all clutch plates, and instructions for installation.

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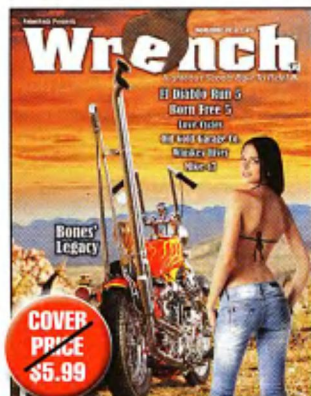
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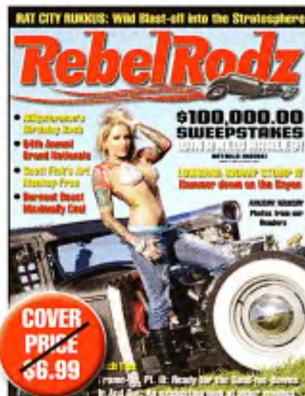
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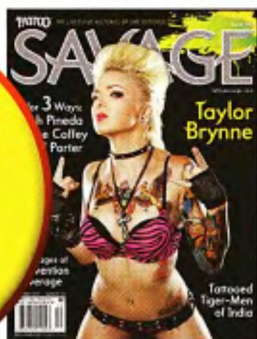
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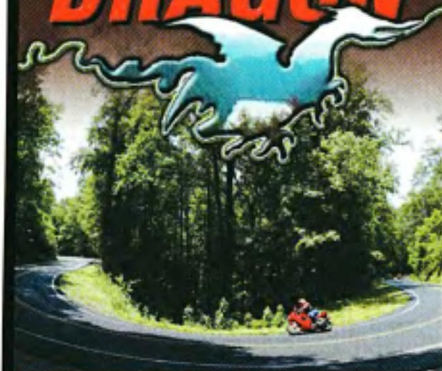
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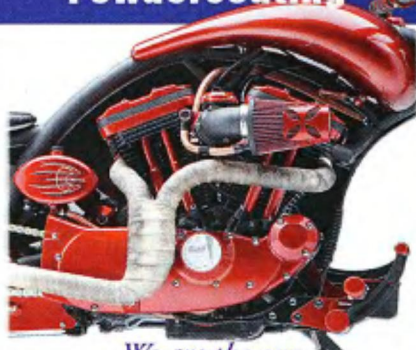


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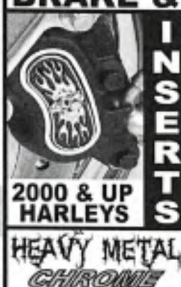
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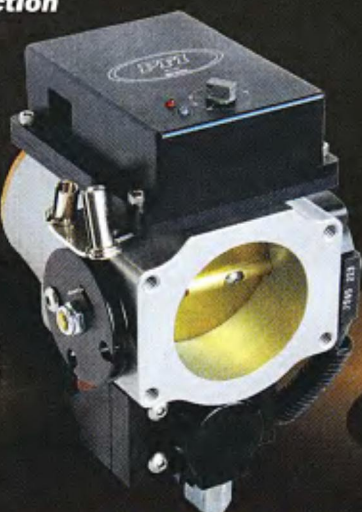
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Three Weeks At Old Knob Creek

Dirty Little Whore That Whiskey Built

Once he decided not to sell the ill-fitting 2008 Brass Balls donor bike, Matt "Cyclops" Bittman knew exactly what he wanted to build. Matt's wife, Beth, talked him out of putting apehangers on it and reminded him daily to take a break from the whiskey he had been drinking and from burning the midnight oil during the three straight weeks it took to make his latest dream a reality.



Matt moved the exhaust away from the rider and he says the sound is just plain mean. "It blows fire off of the ground!" After relocating the oil tank from beneath the seat and changing the foot controls to mid mounts, this scoot fits Matt like a second skin. The stance is low; with a 23-inch seat height, the bars top out at just 34 inches. "It is so low to the ground that you barely make it up a curb," Matt says.

One of his buds, renowned painter Rick Corgan of Be-Unique, dropped by to check out the progress. "You are gonna have to 'round bar' the tank and fender," Rick said. Matt has over 30 solid hours of cutting, bending, shaping, and welding in the one-off scrollwork. Rick hand-brushed a custom mix of paint onto the finished metal that matches the brushed aluminum seat. Next Rick

dribbled a nicely nasty House of Kolor shade of blue over the flanks of the tins and dropped on so much metal-flake that it could be used as a fishing lure. Of the nine different angles, Matt likes the rear fender best.

So, Matt has two show bikes in his garage, but he puts more miles on this one because he says it is just plain damn fun to ride—though you have to ride it

It is so low to the ground that you
barely make it up a curb.







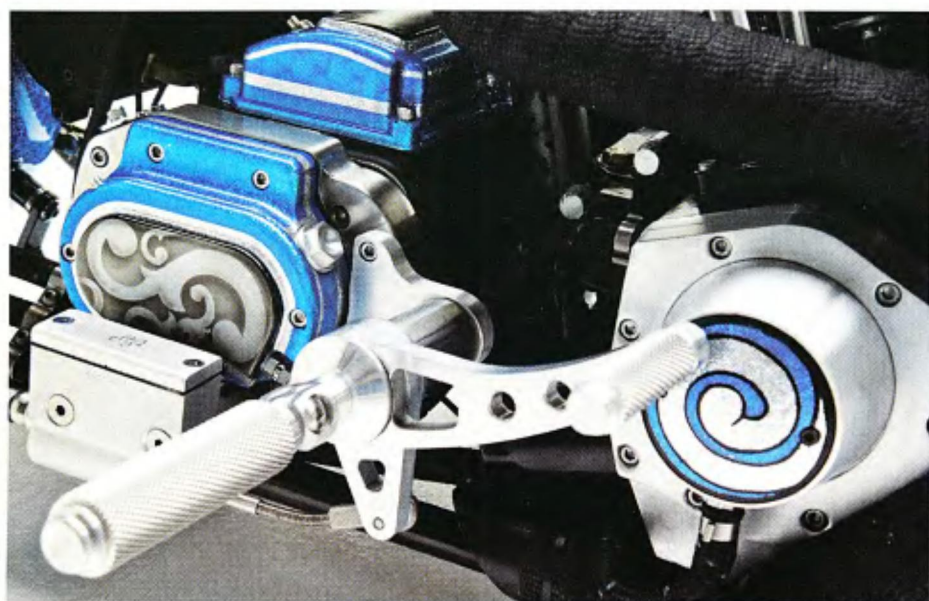
like a jockey, as this bike hauls ass. The Dirty Little Whore that whiskey built has already broken the bolts out of the sprocket in a 200-proof launch. She has a personality like Matt, too. Minimalist. If he doesn't want something in his life, Matt gets rid of it, same thing for the bike. If something is not legally or mechanically required, it isn't on there.

This is the fourth bike Matt has built, and he offers this advice, "Build it to fit you and not someone else. If someone likes it, great—if not, you have one hell of a bike."

It's also a bike that our Fox Hunt winner, Abby, was more than happy to throw a leg over.

—Cheese







Owner: Matthew Bittman
City: Coral Springs, Florida
Fabrication: Cyclops Customs
Year/make: 2013 Cyclops
Model: hardtail
Time: 3 weeks

ENGINE

Year/make: 2008 Indian Crazy Horse
Displacement: 100 cubic inches
Ignition: Todd's Cycles
Cam: Indian
Carb: S&S Super E
Air Cleaner: Crime Scene

Pipes: Cyclops Customs

TRANSMISSION

Year/make: 2008 Ultima 6-speed
Paint: Rick Corgan of Be-Unique
Type/color: House of Kolor/blue metal-flake

Special Paint: Brushed aluminum

FRAME

Year/make: 2008 Brass Balls Bobbers
Type: digger
Rake: 40 degrees

Stretch: none

ACCESSORIES

Bars: 29 inches with 3-inch kickback by Cyclops Customs

Handlebar controls: Joker Machine

Fender: Cyclops Customs

Headlight: Cyclops Customs

Taillight: Cyclops Customs

Pegs: Cyclops Customs

Foot controls: Cyclops Customs

Electrics: Cyclops Customs

Gas tank: Cyclops Customs

Oil tank: Cyclops Customs

Oil System: dry sump

Primary: Tauer Machine, Cyclops Customs

Seat: LowBrow, Cyclops

Grips: Speed Customs, Cyclops Customs

FRONT END

Type: springer

Extension: 2 inches under

Builder: DNA

WHEELS

Hub: DNA, Cyclops Customs

Size: 21-inch front, 18-inch rear

Tires: Avon

Brakes: Wilwood

Photos: Don Rogers

ReadersRides

Mike "The Alien" Ehling Campbell Hall, New York 2012 Custom Bopper

Mike "The Alien" (a play on Mike's last name) has a penchant for odd things. When you call him on the phone, for instance, you're entertained by AC/DC's "I've Got Big Balls," while you're waiting for him to pick up.

Similar things can be said about Alien's bopper—an intentional mix of old-school chopper and new-school bobber—that features his tastes and inclinations, like the overall theme of the bike as emphasized by the skull headlight and taillight from realheadlight.com, or the "666" on the side of the gas tank that came off another bike. And then there's the "evil alien" on top of the tank. "I've got that same image tattooed on my arm," says Alien, "cause that's me; that's what I'm all about, the evil, crazy alien."

Most of the work on this scoot was done by Alien's buddy, Paul Delfino,



who, while working with Alien at the New York Transit Authority, also has his own bike shop in the Bronx called Heaven & Hell Cycles. Paul mated the 2012 Craft Tech rigid frame with a Dragon springer front end, a 124-inch Ultima engine and a 5-speed Baker tranny

Add to that the Roland Sands apes, the Bronze Bombers pipes, the Godfrey & Sons sprung seat with the

double pack of gel, and all the other little details, and you've got yourself a show winner that's out of this world. "I've taken it to a few shows now and won two Best of Shows," says Alien. "People love it wherever I go, although the judges are a different story sometimes."

Maybe they just need to get rid of their tinfoil hats to let the otherworldly vibes in.
—Tripper





Dennis Rannebeck
Lawrence, Kansas
2010 XR1200 Sportster

Not even two years ago, Dennis showed off his spiffy Sporty in *V-Twin* magazine after he'd finished putting the bike together and added a slew of nice little aftermarket accessories, including a Supertrapp exhaust, a Saddlemen single seat on the Bobtail rear fender, Free Spirit projector beam headlamps, a carbon fiber front fender, side covers, and belt guard. He'd also added a set of chrome handlebars and an LED taillight, and he got the bike custom painted.

"Well, winter came along," said Dennis, adding a rhetorical question, "and what to do?" Since he basically liked the way his bike looked in terms of said parts and accessories, the thing to do, it seemed to him, was to repaint it. Or more specifically, to apply some metalflake blue and, by doing so, change the bike's entire look.

Once he was done, riding season was still a ways away. "Now it's March 2013, and I'm sitting in the living room waiting for eight inches of snow to



disappear," he complained. And while he was waiting, he changed a few other things, too, like the bike's tail, and a different intake as well as another handful of miscellaneous little items. You know, the kind of stuff that some bike owners do when they live in a place that has long winters.

Looking at the bike a bit more closely, though, the idea comes to mind that cabin fever might have played a bit of a role as well.

—Tripper



The dazzling December issue of *Easyriders* (No. 486), brings you our annual Holiday Gift Guide of cool stuff every biker needs. Ride with us for all the sizzlin' fun of Arizona Bike Week and

then take in the wonder of the Veteran's tribute known as Freedom Rock.

Custom bike features will run the gamut from Sam Baldi's futuristic custom, to Jon Shipley's Firefighter Boardtracker that has been named our Bike of the Year! Plus check out a fresh chopper from Keith Drum, a Joker Customs shovel and a nasty rigid from Harlot Cycles.

All this as well as crazy humor, gorgeous gals, and biker good times is lightin' up the Christmas tree in the December *Easyriders*.

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The sensational December issue of *V-Twin* (No. 152) is the "G-Rated" version of *Easyriders* and there is nothin' in it that

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

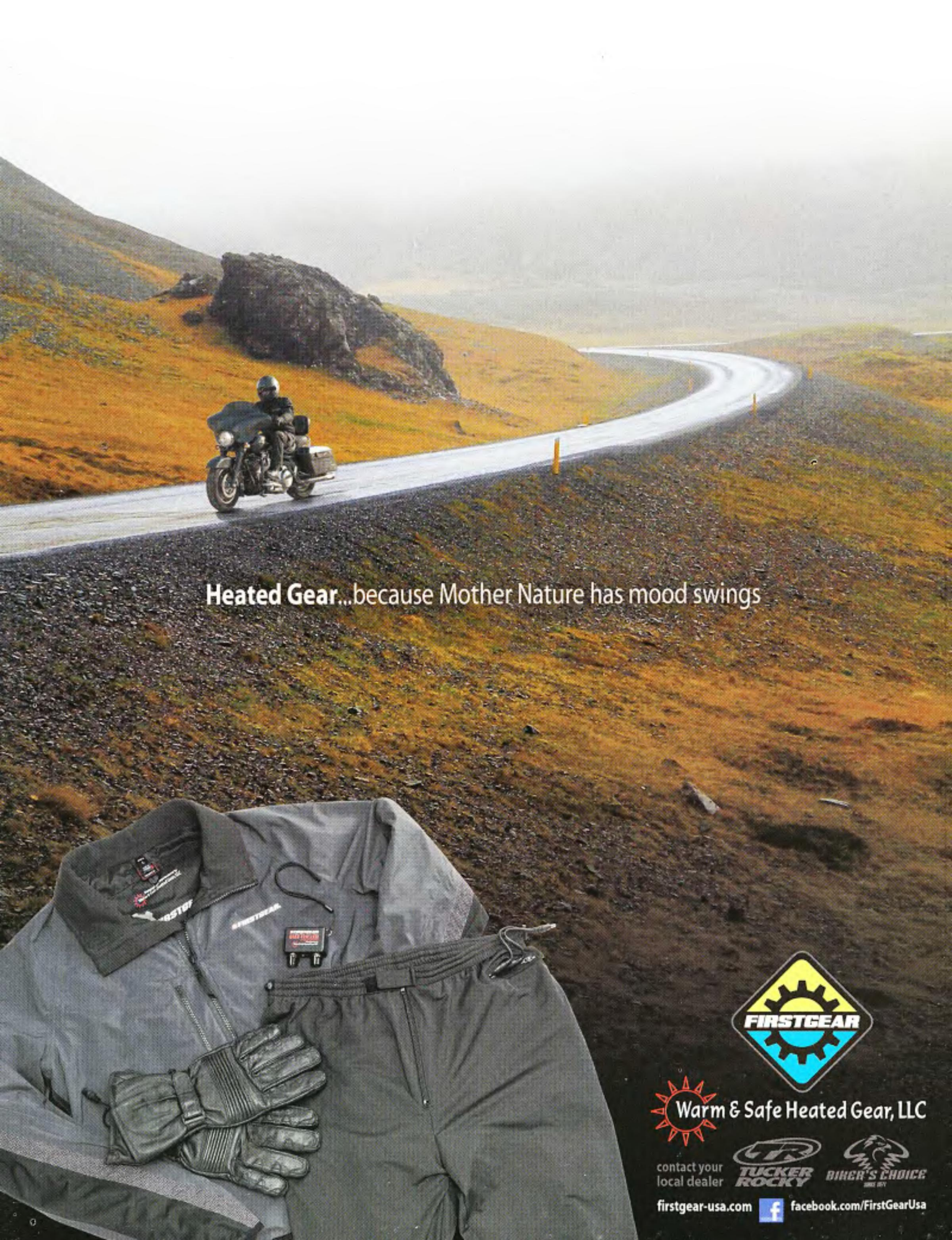
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The next issue of *In The Wind* (No. 155) is packed to the hilt with amazing photography from our readers the world over. Ride along with us for all the action of Laconia Bike Week, check out a Travelin' Trails sojourn to San Francisco with a crazy crew of bikers from *Wrench* magazine, and hit the 27 Cycles Benefit for a good cause. All this plus more of the lifestyle we love, *In The Wind* style! On sale now!

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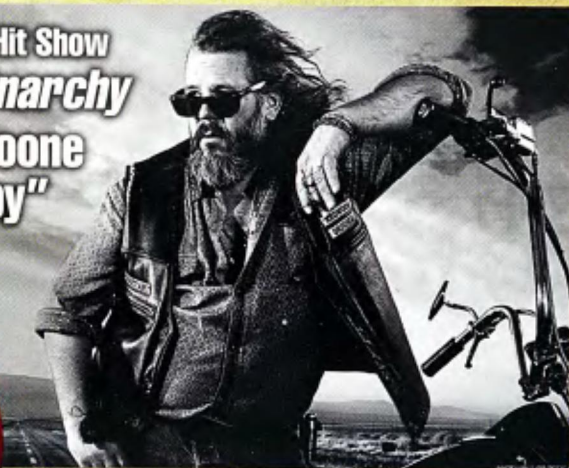
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