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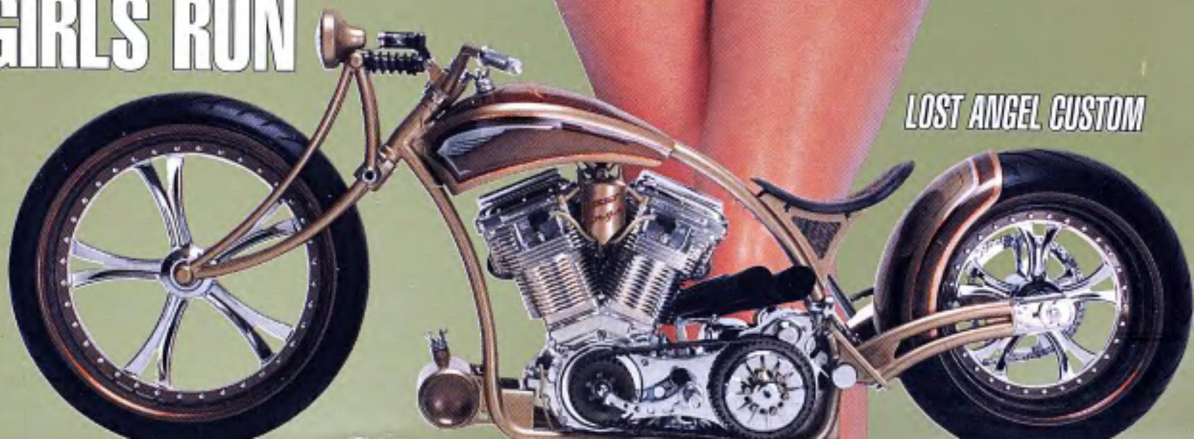
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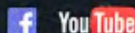
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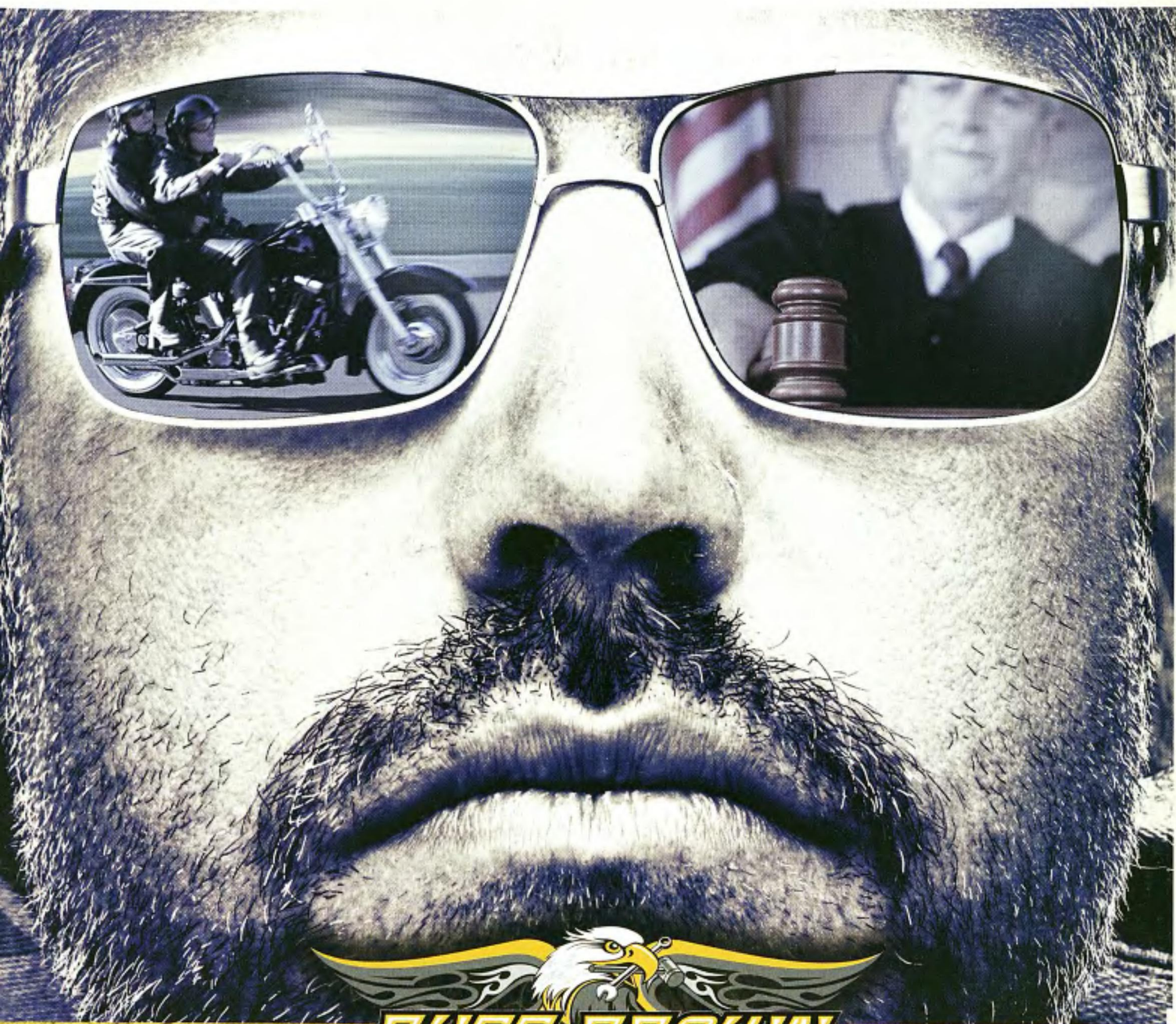
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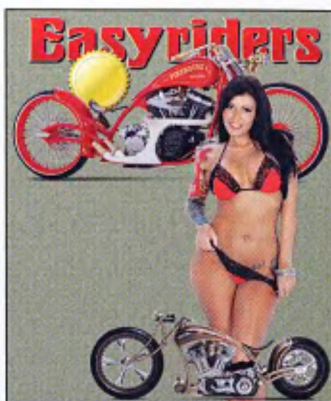
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Jon Shipley's Boardtracker shot
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We love hearing from you! Please send
your questions or comments to the
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Big Balls

A guy had a 140-lb. scrotum (yes, you read that right!) and underwent surgery to reduce its weight. At the time he said he was enjoying the many television and radio appearances discussing his plight and was afraid of becoming a nobody again after the surgery. The operation took 13 hours but, unfortunately, left him with a one-inch long penis which he's not happy with.

Did You Know?

In Memphis, Tennessee, a woman is not allowed to drive a car unless a man warns approaching motorists or pedestrians by walking in front of the car that is being driven. It is against the law to mispronounce the name of the State of Arkansas in that state. Alaska law says you can't look at a moose from an airplane.

Just Trying To Help

The city government in Oakland, California, offers a class for its residents on how to pick locks (supposedly to assist people who had accidentally locked themselves out of their homes). Lock-picking kits were even offered for sale after class. Asked one complainer, "What's next? The fundamentals of armed robbery?"

Bathing Beauties

Cleopatra is said to have bathed in donkey milk, and Mary Queen of Scots bathed in wine, while Novelist George Sands preferred cow's milk (three quarts) and honey (three pounds). Isabelle, Queen of France in the late twelfth century, was renowned for her beauty. To keep her looks, she used a beauty regimen that included bathing in asses' milk and rubbing crocodile glands and the brains of boars onto her skin.

Too Weird

In 1955 James Dean smashed his Porsche into another car and was killed. The wreckage was bought by George Barris, a friend of Dean's. Barris immediately noticed weird things happening with the car. First, while being unloaded from the truck that delivered it to Barris, the car slipped and broke a mechanic's legs. Barris then put the car's engine into a race car. The race car crashed in a race, killing

the driver. A second car from the same race was equipped with the Porsche's drive shaft; it overturned and injured its driver. Meanwhile, the shell of the Porsche was being used in a highway safety display in San Francisco. It fell off its pedestal and broke a teenager's hip. Later, a truck carrying the display to another demonstration was involved in an accident. "The truck driver," says one account, "was thrown out of the cab of the truck and killed when the Porsche shell rolled off the back of the truck and crushed him."

Actual Pilot Complaints With Maintenance Solutions

Pilot: Noise coming from under instrument panel. Sounds like midget pounding on something with a hammer.

Solution: Took hammer away from midget.

Pilot: Target radar hums.

Solution: Reprogrammed target radar with lyrics.

Pilot: Something loose in cockpit.

Solution: Something tightened in cockpit.

The High Cost Of Eating

You may think that going to the market is a costly expedition, but here is a little perspective. The fruit in Japan is quite costly, but some, such as Yubari cantaloupes, are so prestigious that they're often presented as gifts to friends. So it was only a bit surprising that a pair of the melons sold for the equivalent of about \$15,700 at auction in Japan. The record melon-pair price, set in 2008, is about \$24,500 measured at today's exchange rate.

Carried Away

Two roommates had an altercation which led to one of them killing the other. When the police came, he told them "Things just got a little carried away." (He cut off his roommate's legs, put them in plastic bags, his head, arms and hand in a tote bag, and his torso and legs down to the kneecaps in another tote bag.)

Bliss At 55

A 55-year-old woman in the Netherlands seemed to be experiencing orgasms in her foot. A doctor came up with a possible explanation. The left foot nerve enters the spinal cord at about the same level as the vaginal nerve, and the recent foot injury might have caused the nerves to cross. The woman said she had "five or six" orgasms per day and that they felt exactly like "regular" orgasms. They were making her feel terribly guilty and embarrassed but after treatment with a nerve anesthetic, she reported being orgasm-free.

Stay Off The Porch

A guy was shot and wounded while on his front porch. He was treated and released, but then walked out on his porch the following morning and was again shot, this time fatally.

Another Lawsuit

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

Please Tell Me It's Not So

A bishop in Texas told his congregation that one of his two private aircraft—a helicopter valued at about \$1 million—needed new blades, but rather than pay it himself, he asked parishioners to find it in their hearts to send him \$52 "favor seeds" for the blades. (His ministry also owns a \$2 million Hawker jet and a \$3 million hangar.) To sweeten the deal, he virtually promised that a donor's gift would be met by a "breakthrough favor" from God in the form of a car repair or their very own "dream" car either 52 days or 52 weeks later.

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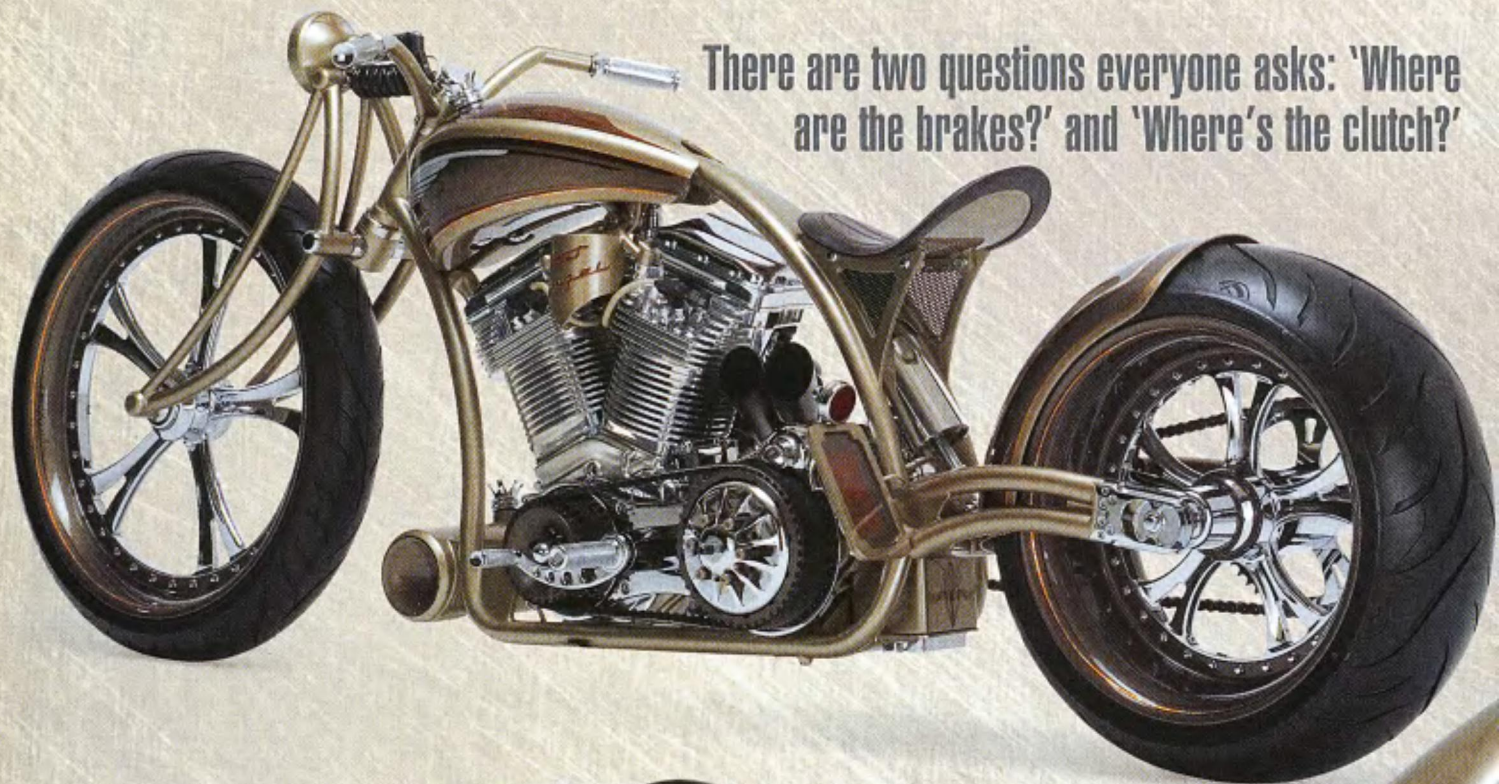
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There are two questions everyone asks: 'Where are the brakes?' and 'Where's the clutch?'



America's Most Beautiful Motorcycle

LOST ANGEL



Sam Baldi and Jimmy Todorovitch at Profile Cycles have built bikes together for years. "Besides this one," Sam says, "there are a couple of others that Jimmy's put together for me, one of them a Sturgis show-winner back in 2010." That winner, as it turns out, was the start for this bike. "We were invited to come back in two years with something new. That's when we decided to start on this one," Sam explains.

At first the plan was to put together a super clean, straight-ahead bobber. Pretty soon, however, the guys both came to the realization that they better stretch out a little, to "Try for something that would be totally different," as Sam explains it. So Jimmy came up with that wild-looking modified girder-style front end we're seeing here with the rest of the bike taking off from there. "And by then my ideas had focused in on a bike that would look old but actually be using lots of modern technology," Sam goes on. "I wanted it all to appear really simple, almost like there weren't enough parts on it to make it run." Which explains the transmission brake only, with no front brake, and the use of an auto-clutch on that Patrick Racing 113, with no lever up on the handlebars. "There are two questions everyone asks," Sam says, "'Where are the brakes?' and 'Where's the clutch?'"

Sam's new bike didn't quite make it back to that 2012 World Championship Show in Sturgis, though. About three weeks before that event, with the bike nearly finished and set to go into paint, a family tragedy, the death of Sam's

6-month-old granddaughter, put the whole project on hold. "When we finally picked up again with the bike," Sam tells us, "I wanted to dedicate this project to her, and that changed the whole perspective of things. Especially the color." It would be another six months before "Lost Angel," as the bike had now been dubbed, was complete, the new PPG paint scheme combines a champagne color with root beer brown and copper flake. "So we didn't make it to Sturgis with the bike last year," Sam says, but when we spoke to him, he was headed to Sturgis 2013 and hoping for the best. With a warm-up win as "America's Most Beautiful Motorcycle" at the Grand National Roadster Show in Pomona, another win at Hollister, and yet another at the LA Calendar Show, "I guess you could say we're on kind of a roll with this one," Sam says. You could indeed.

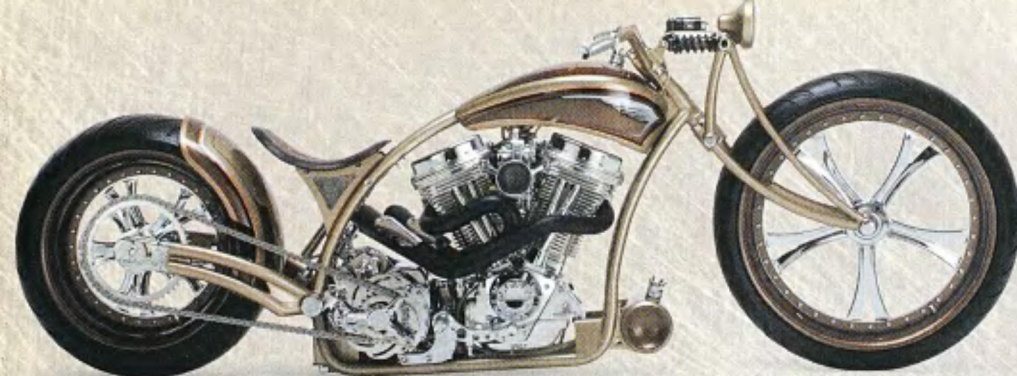
—Joe Kress





My idea here was a bike that looks old, but actually uses lots of modern technology.





Owner: Sam Baldi
City: Cherry Valley, California
GENERAL
Designer: Jimmy Todorovitch,
 Profile Cycles
Fabrication: Jimmy Todorovitch
Year/make: 2012 Custom
Model: Lost Angel
Assembly: Jimmy Todorovitch
Time: 2 years
Chroming: Orange County Plating
ENGINE
Year/make: 2012 Patrick Racing
Displacement: 113 cu. in.
Ignition: Crane
Cam: Patrick Racing
Carb: Mikuni
Air cleaner: velocity stack
Pipes: Profile Cycles
TRANSMISSION
Year/make: 2012 Baker
Shifting: 6-speed, trans brake
PAINTING
Painter: OneXtreme Custom Paint
Type/color: PPG/Champagne,
 Root Beer, Copper Flake
Frame
Year/make: 2012 Profile Cycles
Type: hidden-shock
Rake: 45 degrees
Stretch: custom
Shocks: Fox mono air ride
ACCESSORIES
Bars: Profile Cycles
Handlebar controls: internal
 throttle only
Fenders: Profile Cycles
Headlight: Martini
Taillight: Martini
Pegs: Profile Cycles
Foot controls: Profile Cycles
Gas tank: Profile Cycles
Oil tank: Profile Cycles
Seat: Paul Cox
Grips: custom, Profile Cycles
FRONT END
Type: custom
Builder: Chassis Design,
 Profile Cycles
WHEELS
Make: Rampage
Size: 23-inch front, 18-inch rear
Tires: Avon
Brakes: trans brake only
Photos: Jimmy Forrest

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CALIFORNIA HELMET LAW: IT'S WAR!

In our October issue we talked about the effort by BOLT of California, (Bikers Of Lesser Tolerance) to bring suit over enforcement of the state helmet law. The push is moving forward, but could use a little more help in the funding department. BOLT has raised about \$5,500 toward the costs so far, and is looking to raise a total of at least \$9,000. BOLT will be asking for a renewed injunction, a consent decree against offending police departments, and will be filing false arrest charges against ticket-writing cops.

BOLT now has enough money to put a few cops in the witness stand and ask why they wrote helmet tickets in violation of the injunction, but they need more evidence to show a pattern and practice of cops ignoring case law, and those bad practices are numerous. Best case scenario would be raising enough money to subpoena every cop who wrote at least one ticket.

This is where you can really help. It is extremely important that you contact BOLT of California if you got a helmet ticket, especially if issued since 2009. The main concern is a judge that claims there isn't enough evidence to show there are not just a few "rogue officers" doing all the rights violations by writing helmet tickets when they shouldn't. If your ticket is written in California, is written as a violation of VC 27803, and especially if you are accused of not wearing what doesn't exist—a "DOT Approved" helmet, BOLT needs to see your ticket.

BOLT now has proof that more than 1,550 helmet tickets were written in the state in 2012, and in at least 38 of the 58 California counties.

If you want to help. Start by spreading the word. Scour the neighborhood to find anyone with a helmet ticket—ask everybody. And most importantly, donate some cash to the lawsuit at www.boltofca.com.

QUOTE OF THE MONTH

*"A free press can,
of course,
be good or bad,
but, most certainly
without freedom,
the press will never
be anything
but bad."*

—ALBERT CAMUS

NEVADA PASSES DEAD RED LAW

Motorcyclists in Nevada will no longer be stuck at ill-functioning stop lights now that Assembly bill 117 has become law. Traffic lights are often triggered by magnetic strips in the pavement that sometimes are not sensitive enough to detect a motorcycle. Under the new statute, a motorcyclist may proceed on the red after waiting for two cycles of the signal if it does not give him the green light. Nevada becomes the 11th state to enact this legislation. Nevada has launched a website to educate people on the new law.

Source: kolotv.com

CLUB COLORS BANNED AT STREET VIBRATIONS

The popular motorcycle event in northern Nevada has elected to ban display of club colors by certain motorcycle organizations designated as "Outlaw Motorcycle Gangs" by the U.S. Department of Justice.

The official website for the event states that persons displaying these specific club colors at Street Vibrations Reno and Sparks venues and participating sponsor properties will be asked to conceal them or exit the event.

This makes us curious as to the effect this will have on the event, and the attendees. One would have to assume that this move to ban the right of free association, free assembly, and free speech will have the opposite effect, as liberty-loving club members will challenge the ban, and converge on the town to celebrate that freedom regardless, but time will tell, before this issue hits the stands.

Source: www.roadshowsreno.com

THE LUCKY FISHERMAN



Matthew Camp, a New Jersey commercial fisherman and biker, had saved \$12,000 from a particularly successful scallop run on his boat. He had packed the cash away into a backpack and was motoring his way down the Garden State Parkway to buy his long-time girlfriend an engagement ring. Unfortunately for him, when he arrived at his destination he discovered that the backpack had a broken zipper, and the entire stash o' cash had ended up fluttering in the breeze. What a gut-wrenching development!

In a life-affirming twist, all may not be lost. It appears that a cleanup crew on the parkway found \$4,000 of the money, which they returned, and a motorist who had scooped up another \$5,300 of the loot came forward offering to return the cash he found after reading about the mishap. No word yet on the remaining \$1,700, but ol' Matt must still be one of the luckiest people on the planet. *Source: Reuters*

SIKH-ING HELMET CHOICE DOWN UNDER

A biker in Tasmania is seeking an exemption to the national helmet law due to his Sikh religion. Sikhs are required by their faith to wear a turban,

and find it impractical to remove their turbans in order to wear a helmet. Harpreet Singh has been seeking legal advice on how to change the law. The Tasmanian Government says the Transport Commissioner has the power to exempt individuals from wearing a helmet; however, Mr. Singh is asking that all Sikhs to be exempt. The Anti-Discrimination minister, Robin Banks, has suggested that it would be better to exempt the entire Sikh religion, to avoid the situation where every Sikh person has to apply for an exemption, and to avoid having to show the exemption every time they get pulled over by the police.

According to Mr. Singh, Sikhs in parts of Canada and the UK are currently exempt from the requirement. The fine for not wearing a helmet in Tasmania is \$140 (AU) and three demerit points. Sikhs in many Australian states are allowed to ride bicycles without a helmet, but the exemption does not apply to motorcycles. There believed to be about 75 Sikhs currently living in Tasmania.

Source: Newcastle Herald; ABC News

TOO DRUNK TO DRIVE?

The National Transportation Safety Board (NTSB) is calling for the legal definition of drunk driving to be lowered from the current 0.08 percent blood alcohol concentration (BAC) across all 50 states to 0.05, claiming that 10,000 highway fatalities a year are alcohol-related, and this will lead to a lower death rate. Critics say that moving from

0.08 to 0.05 would criminalize perfectly responsible behavior, and restriction of moderate consumption of alcohol by responsible adults prior to driving does nothing to stop the real problem, hard-core drunk drivers.

Gary Biller, the president of the National Motorists Association crunched the data and says, "There is no arguing that every life lost on our highways is a tragedy. The point we should focus on is where our attention and resources can best be applied to save lives. Considering that the government has noted the average BAC of drivers in a drunk-driving fatality is 0.19 and that 92.5 percent of these drivers had BACs of 0.10 and higher, I wonder why we are so preoccupied with moving closer to a prohibitionist state. The more effective fight for better highway safety is best waged by developing solutions to keep high (0.14 and higher) BAC drivers off of the road."

Source: www.motorists.org; New York Times

SMALLER HARLEYS COMING

We have been seeing multiple reports on the Internet purporting to reveal a new smaller displacement Harley in the works, but haven't had official confirmation, until now. We asked Jennifer Hoyer, the media relations manager for Harley-Davidson, to set the record straight. "We have said before that we are developing a smaller displacement motorcycle that consumers worldwide will desire—especially young adults and new riders—because it will look great, sound great and be authentic to Harley-Davidson's heritage."

"We have also stated this new motorcycle also will serve our needs for the Rider's Edge rider training program largely in the U.S. It also fills a gap in many countries outside of the U.S. that require new riders to start with a lower displacement motorcycle as part of a tiered licensing program."

She ends with, "Those are the facts, the rest is speculation."



ARE YOU LIVING IN A CONSTITUTION-FREE ZONE?



Normally, under the Fourth Amendment of the Constitution Americans are protected from random and arbitrary stops and searches. However borders have long been considered exceptions to the rule, and authorities do not need a warrant to conduct a "routine search" when crossing borders.

What constitutes a border? According to the Department of Homeland Security, the "border" extends 100 miles around the "external boundary" of the U.S. We see this with Border Patrol checkpoints set far inland from our borders, and cops conducting random searches at checkpoints in many states, from California to Texas and Arizona, and even Washington State.

The ACLU has surveyed the population of this 100-mile strip encircling our nation and determined that two-thirds of the population lives within this area—197.4 million people live within these boundaries. Nine of the top-10 largest metropolitan areas fall within the Constitution-Free Zone.

At these checkpoints officers can ask questions about a variety of topics, including citizenship, and favorable rulings from the courts have allowed for warrantless searches, under the cover of being "administrative" stops, as necessary to secure the borders. This has extended to warrantless searches for drugs, or other contraband, under the guise of protecting the border.

Persons and vehicles are not the only targets of abuse, the DHS has recently

started extending their suspicion-less search policy to include laptops, cell phones and camcorders,

In a document obtained from Homeland Security, we find that "Failure to provide information to assist CBP or ICE in the copying of information from the electronic device may result in its detention and/or seizure."

The Fourth Amendment imposes a "requirement" that officers have reasonable suspicion before going through the belongings of any individual. In this writer's opinion, the DHS, in collusion with the courts, has demolished any pretense of constitutional protection.

For those who defended the PATRIOT Act this should serve as a lesson that increasing government power always leads to a diminishing of liberty.

Source: www.storyleak.com; www.aclu.org

THE NSA IS HIRING

With the continuing fallout from the National Security Agency's (NSA) spying scandal (yes it tracks everything you do, online, on the phone, and while walking down the street), The agency is now advertising internally for a "Civil Liberties and Privacy Officer," (CLPO).

The position specifies that the CLPO "will serve as the primary advisor to the Director of NSA for ensuring that privacy is protected and civil liberties are maintained by all of NSA's missions, programs, policies and technologies."

In an article for *The Register*, the source of this story, the writer quipped, "When senior NSA officials maintain that keeping track of phone conversations, for example, doesn't count as surveillance, then any privacy officer is going to have a difficult job. In fact, we can think of few more difficult jobs since the post of Staff Rabbi to the Spanish Inquisition."

Source: www.theregister.co.uk



"The first thing I'm gonna do when I get out of here is buy a brand-new Studebaker."

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GREEN

Keith Drum's KD Custom

GODDESS

When you've been building motorcycles for 50 years, you gain experience, wisdom, and a sense of humor. That's what you hear when you speak with Keith Drum when asked if he got a gold watch for all those years of service. He chuckles and says, "No gold watch, but they did give me enough common sense to survive when a lot of others went by the wayside."

Green Goddess was
a resurrection.



Arriving in SoCal from the Midwest in 1962, Keith landed a job with Boeing aircraft, a stint that lasted 42 years, so he had some mechanical skills when he and his aerospace buddies got into building cars and bikes. The first custom Keith built was a chopper based on WWII army version Harley 45 that he was able to sell in order to buy a K Model Sportster. Then he moved on to a flathead, a knuckle, pan, shovel, and on up through the models and years. Not only has he designed and constructed legions of bikes, he's mentored tons of young builders from all walks of life. At one point there were 26 engineers at Boeing that got that start at Keith's place. "If you've got a basket case, just



**We built the frame and
popped in an S&S 111 motor.**



come on over and we'll help you put it together," Keith says. "For us, it's all about motorcycle family." From a 6,000-square-foot facility that includes a complete machine and paint shop, Keith, now 74 years young, isn't slowing down and has a large and loyal customer base at KD Customs.

The bike seen here called "Green Goddess" was a resurrection—in more ways than one. Keith started with a bike that had been tweaked on more than a dozen years ago and then lay around gathering cobwebs. "We built the frame, popped in an S&S 111 motor and did up a 6-speed tranny with back-cut gears and a BDL 3-inch belt drive," Keith tells us. "We were one of the first people to have the integrated brake system and added it to this bike. As for the paint, my mother died when I was born in 1940, but I had some pictures of her and gave them to the painter and asked him to do a portrait of her and that's what he did on the gas tank, his idea what she would look like. People seem to like it."

Green Goddess won Best Custom and People's Choice at the Irvine Freedom Fest and also People's Choice at the Anaheim Easyriders Bike Show, then topped off by First Place Specialty Chopper at the 2013 Easyriders Columbus Invitational.

—Paul Garson





Owner: Keith Drum, Dane Swensen

City: Anaheim, California

GENERAL

Designer: KD Customs

Fabrication: KD

Year/make: 2013 KD Custom

Model: chopper

Assembly: KD Customs

Time: 90 days

ENGINE

Year/make: 2008 S&S

Displacement: 111 inches

Cam: S&S

Ignition: S&S

Pistons: S&S

Heads: S&S

Lifters: S&S

Carb(s): S&S Super B

Air cleaner: S&S

Pipes: KD Customs

TRANSMISSION

Year/make: 2013 Harley-Davidsons, KD Customs

Modifications: back-cut gears

Shifting: custom foot

PAINTING

Painter: Wayne Wreck

Type/color: green, gold flake

FRAME

Year/make: 2013 KD Customs

Rake: 42 degrees

Stretch: some

Shocks: rigid

ACCESSORIES

Bars: KD Customs

Handlebar controls: KD, internal

Fenders: KD Customs

Headlight: Custom Chrome

Taillight: 1938 Chevrolet

Speedo: no

Dash: plenty

Pegs: KD Customs

Electrics: KD Customs

Gas tank: KD Customs

Oil tank: KD Customs

Oil system: S&S

Seat: KD Customs

Grips: KD Customs

FORKS

Type: Spyke

Extension: 42 degrees

WHEELS

Size: 21-inch front, 18-inch rear

Wheels: KD custom

Tires: Avon

Brakes: Ultra dual disc

Photos: Michael Lichter

Contact: KD Customs, 714-809-6972

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UPDATE 4/6/11 - Per Jim, "3 Years No Issues!!"

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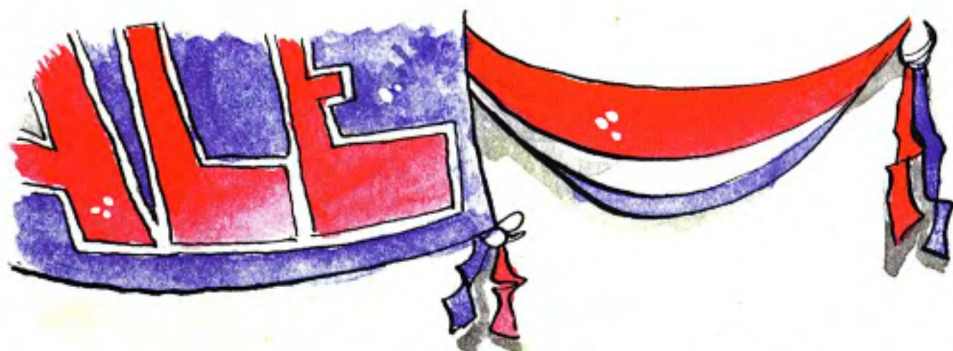
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Project Rushmore

MONUMENTAL NEW HARLEYS FOR 2014



Every rider's dream: a 2014 Ultra Limited going down a perfect stretch of scenic road. With the liquid-cooled engine, the only heat was coming from the sun above.

Touted as the most epic press launch in Harley-Davidson's considerable history of press launches, this year's unveiling of the company's most "ground-breaking" new models had been a long time coming—and had been shrouded in a veil of secrecy referred to by insiders in presumably hushed and reverent tones as "Project Rushmore."

Not all models are part of this project, and out of the eight that are, five were being launched on August 19, 2013, with a gaggle of 17 motojournalists gathering at the Denver Art Museum in downtown Denver to witness history in the making—and to hopefully write about it in glowing terms. In a somewhat unusual move, a phalanx of H-D big shots—

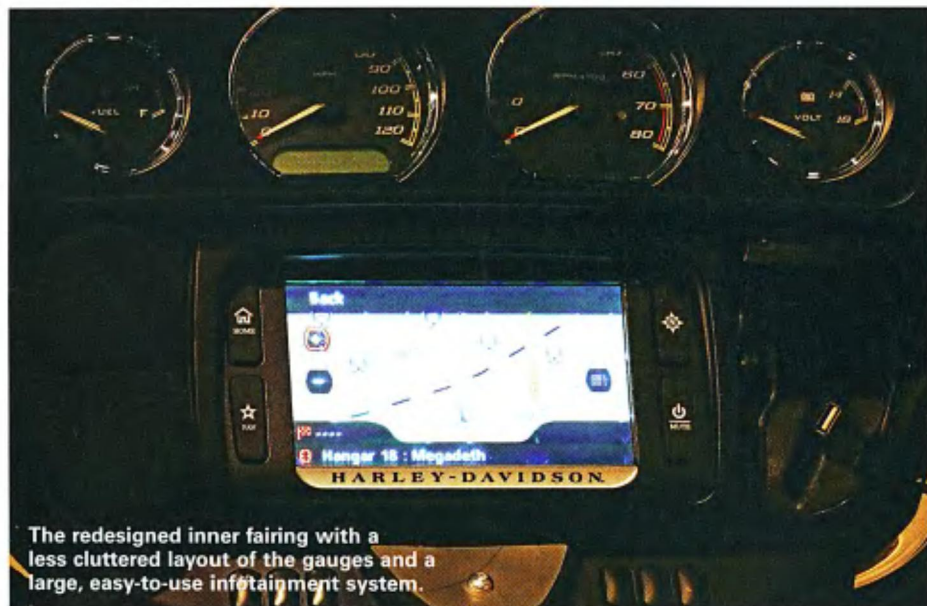
among them H-D's President and COO Matthew Levatich, as well as Vice President and CMO Mark-Hans Richer—had been flown in to personally announce and explain the historic event, though convenience played an obvious role as not far away and during the same time period H-D's annual summer dealer meeting was taking place, enabling said big shots to actually be in two places at the same time—sort of. To be sure, Project Rushmore was epic in that it was far more than the usual tweak-this-here and modify-that-there we've become so used to during the past few years; more or less the same mousetrap with the same or a different name and a couple of new bolts and maybe some extra inches. In fact,

Project Rushmore shook some major cobwebs out of the formerly ho-hum in several ways; the Rushmore approach was a multi-prong attack aimed at strengthening some perceived weaknesses in a number of areas and introducing a fairly new (to H-D anyway) concept of the liquid-cooled engine. But let's take this epicness one twist of the throttle at a time.

The five models on hand to be tested were the Road King, the Street Glide, the Street Glide Special, the Ultra Classic, and the Ultra Limited. Not part of the test ride deal were the CVO Road King, the CVO Ultra Limited, and the new Tri Glide Ultra trike, so we will report on these in a future issue.



Harley-Davidson's new-for-2014 Twin-Cooled High Output Twin Cam 103-inch engine featuring liquid-cooled heads and a new air filter housing designed specifically for the Rushmore Project models.



The redesigned inner fairing with a less cluttered layout of the gauges and a large, easy-to-use infotainment system.



Harley-Davidson Vice President and CMO Mark-Hans Richer describes the recent bike blessing event in Rome with the Pope.



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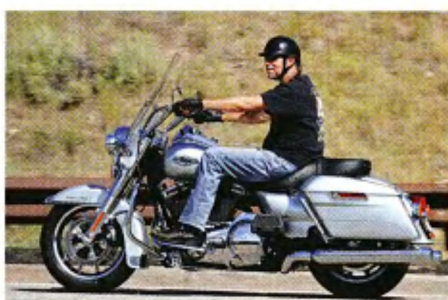
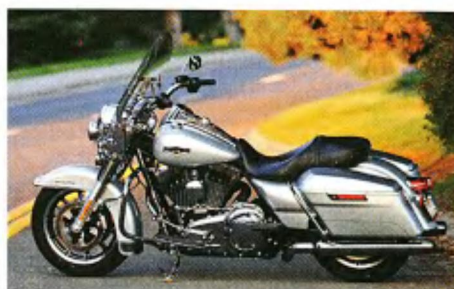
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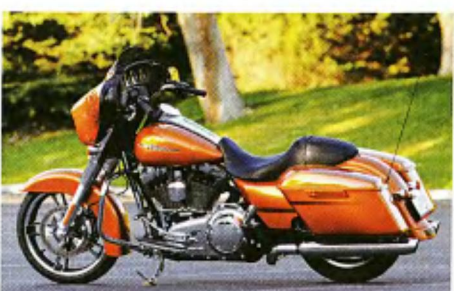
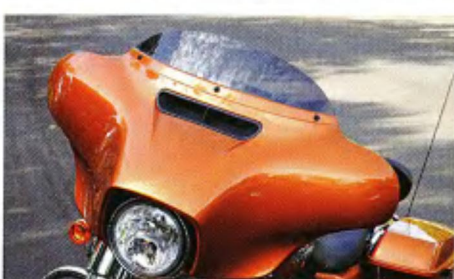
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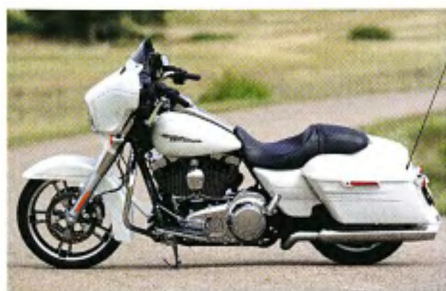
Remember to take this page with you when you're on the road— it's a handy guide to some of the best Harley parts and service around.

The air-cooled 2014 Road King with its High Output Twin Cam 103-inch engine and integrated oil cooler.



The 2014 Street Glide has a hydraulic clutch, Jukebox media compartment with USB, and High Output Twin Cam 103-inch motor.





The 2014 Street Glide Special features Boom! Box 6.5GT infotainment system with GPS, and restyled saddlebags with One-Touch latch.



The most “revolutionary” improvement of them all was, without a doubt, H-D’s new Twin-Cooled High Output Twin Cam 103-inch engine, which involved the heads of the Ultra Limited and the Tri Glide Ultra trike. The idea is, of course, to keep engine temps down for improved performance and to keep the riders’ thighs from broiling like steaks on a grill when coming to a stop. To that effect, the liquid-cooled heads work perfectly fine, and though we weren’t given any numerical stats, placing a hand on the air filter housing (also new and improved and made specifically to denote the Project Rushmore models) of the standard models first and then on those of the liquid-cooled models offered sufficient proof of the veracity of H-D’s claim.

Much more intriguing than the fact that these heads ran cooler was the idea that H-D’s engineers found an ingenious way of attaching the cooling system to the front of the bike and making it almost unnoticeable. This was done by placing a pump where a custom bike might have a spoiler—right at the

bottom of the downtubes. From there, two hoses followed the down tubes up to the engine heads, while a small radiator is placed on either side of the fairing in such a way that it looks to the unsuspecting observer like the vent of the bottom fairing. The only drawback to that is that these bottom fairings can’t be removed anymore when the weather gets hot. But with liquid-cooled heads, you won’t need to in the first place.

Less revolutionary perhaps but equally important to many an H-D rider will be the new and improved GPS-cum-infotainment system with its Boom! Box 6.5 GT premium audio system including color touch screen, navigation and voice recognition on not only the Limited, but also on the Street Glide Special, whereas the Ultra Classic, and Street Glide models feature a somewhat smaller and more limited Boom! Box 4.3 standard audio system without GPS or voice recognition.

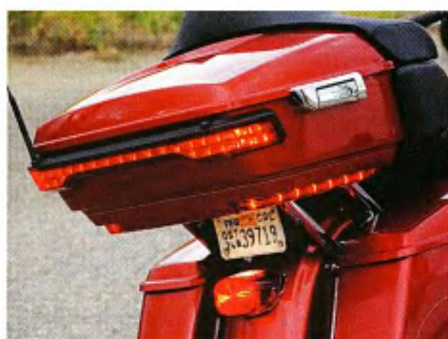
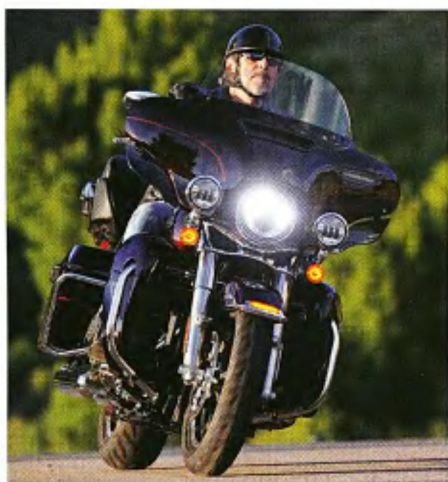
Both Street Glide and Ultra models also featured a Splitstream vent designed to reduce buffeting when opened by the rider. While it doesn’t eliminate the

buffeting entirely, it does make a noticeable difference. The vent also gives the bike a more menacing appearance—if that’s important to you.

Then there’s the Anti-Lock Braking System (ABS) that all Project Rushmore models benefit from, as well as the Daymaker LED headlights and LED fog lights, unique to the Limited and Ultra Classic, as well as the dual halogen lights for the Road King, the Street Glide and the Street Glide Special.

Of more use than it may seem at first, however, are the new locking designs and systems for the Tour-Pak and the saddlebags. The Tour-Pak now features only one but very solid locking latch as opposed to the old flimsy two-fer system, as well as a neatly retracting tether where that wire used to flop around. The saddlebags no longer open from the outside but instead feature a toilet-flusher look-alike lever that lets you open the bags from the fender side, which actually enables you to grab something while you’re riding as the lid will self-guide into the locking position when you’re finished.

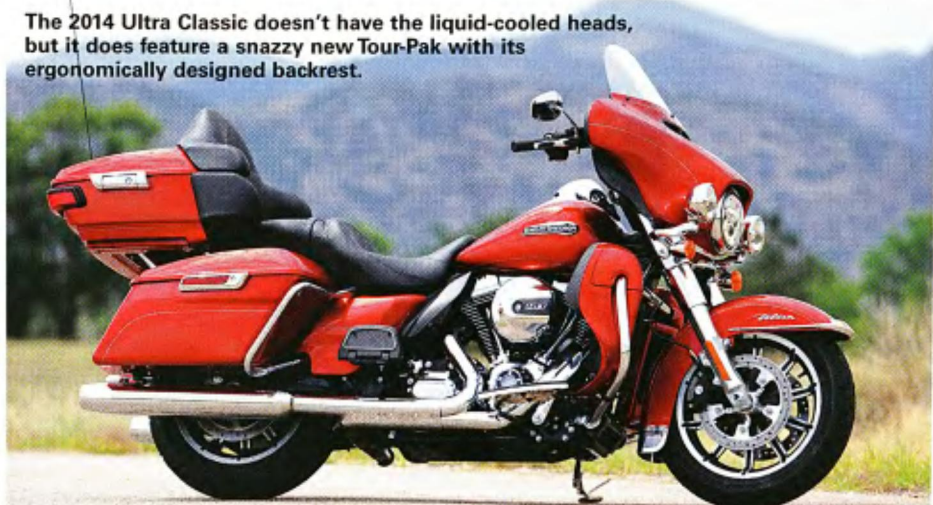
The new flagship bike is the 2014 Ultra Limited with Twin-Cooled High Output Twin Cam 103-Inch engine, Daymaker LED headlamp and fog lamps.



The 2014 Ultra Classic doesn't have the liquid-cooled heads, but it does feature a snazzy new Tour-Pak with its ergonomically designed backrest.

There are also a number of smaller of changes and improvements for some or all these models such as the Ultra Limited's new medallions and graphics, a redesigned shotgun seat, easy-to-reach passenger controls, beefed-up 49mm front forks, a streamlined, low-profile front fender, new Impeller wheels, dual floating open brake rotors, and lots more. You can check it out yourself at www.harley-davidson.com.

—Tripper





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Tommy's Trike

Tommy considered himself to be a patriot—someone loyal to the cause, or to his compatriots at the very least. He supposed that was the reason he signed up at seventeen and was in basic training at eighteen. He also supposed that was the reason he signed on for a second tour of duty in the muggy jungles of Vietnam.

To help pass the time, he let himself suppose as he trudged along in the boot-sucking mud. Later, he supposed that had he known that momentarily he would be flying above the Nipa palms only to plunge back through them to land on what remained of his own legs, he would have signed on the dotted line anyway. He knew they were his legs, as he looked down at them from above, because he recognized the embroidered peace sign patch his baby sister had sent him for his birthday. He wore it ironically, stitched there above the cuff of his fatigues. Tommy passed out with his face merely inches from the gift she had so thoughtfully sent him.

He awoke in the belly of a barking Huey, then passed out from the morphine. Then he awoke in a moist, darkened tent, then again under some lights in another world, a million miles away and then again, finally, in a hospital bed in Walter Reed Hospital. He had never been to DC, and certainly could never have imagined his first visit would be so agonizing. He saw familiar faces and unfamiliar faces. The pity on the familiar ones turned his stomach and gave him a steely determination to remain fiercely independent. He asked the pretty nurse who changed his catheter each morning if he was all there, and she replied with a smile that he could still have a family if he chose to. This made him ecstatically happy because he had always planned on children even though he had yet to find a wife.

After very intense therapy sessions, Tommy had to digest the fact that his particular injuries made him unable to wear any sort of prosthetic legs. He resigned himself to his wheelchair-bound fate and bravely faced each challenge.

He taught himself to be a competent gunsmith through the mail and apprenticed at a shop in his hometown. He learned to be the best engraver in five states, and so he made his living, putting his children through college and sharing life with a pleasant if not perfect wife.

But, even though Tommy was profoundly grateful for all that God had given him, he felt an emptiness, a deep longing. It became more intense as he watched his neighbor pass by each morning on his way to work and return every afternoon aboard his chopped Harley. The neighbor was always kind enough to wave to him, and Tommy would always wave back with a smile and a faraway look. The neighbor, being an observant man, seemed to understand that the man he waved to each day needed more than just a wheelchair ride to the mail box each morning. He needed the companionship of those who understood and appreciated freedom.

So, on a cool September day, the neighbor rolled his chopper up the drive, pulling to a stop right alongside the wheelchair. The biker loosed a beer from the cooler he had strapped to the P-pad, handed it to the man in the wheelchair and was rewarded with a huge smile and a "Thank you, brother."

A friendship was forged with the biker, and it began to fill the void in Tommy. Soon, brother after brother rolled up his drive and more friends were made. Over time, a plan was hatched to trade his engraving skills for motorcycle parts. These parts included a custom-built trike frame, wheels, tires, and an S&S panhead motor.

Tommy's newfound brothers were impressed by the clever engineering that went into every facet of his home. The overhead chains and grips that hung above his bed, his bath and his toilet. They were impressed with his independent nature and with his workout regimen. He had the upper body strength of a linebacker and never burdened his wife or his children with tasks he insisted on doing himself. So they designed the trike with this in mind. Upswept fishtail exhausts paralleled and partially hid the clever roll bar, from which hung two grips that would enable him to pull himself from his wheelchair to the seat of the trike. The seat pivoted 360 degrees and allowed Tommy to fold and lift his

wheelchair to a lockdown area just over the rear axle. He could then spin round to grasp the apehangers that he had designed himself. The brake lever controlled the rear disc brakes and the hand shifter included the clutch lever for him to control with his powerful grip.

When the day came for the trike's maiden run, 20 of his biker brothers gathered around as he hit the button for the very first time. The smile on his face cannot be adequately describe here. It infected every brother in turn. There was applause all around and some tears were quickly wiped aside.

Tommy hit the reverse and backed down the driveway as if he'd been doing it his entire life. He led the pack that evening and for many an evening after, for many happy years. His marriage grew both happier and stronger as his wife began to accompany him on short trips, and later, across the entire country. He made the run to the Wall only once, and read every name as he pushed himself along in his wheelchair. He prayed in the silent rain and thanked his brothers with his engraving and gunsmithing skills, and his humor.

Tommy ate up mile after mile and lived a full and happy life thanks to a brotherhood of men who understood him. He passed away in his sleep at only 62 years of age, just shy of his 63rd year. Over 200 people attended his service. Many were local merchants, neighbors and folks who remembered him as the happy man who rode in the 4th of July Parade, at the front of a mile-long procession of motorcycles, that included outlaws as well as cops.

There were those who remembered his charity work and his friendly, always happy demeanor. His trike now hangs above the bar in the restaurant his son purchased in his honor. The bar is called Tommy's Place and is frequented, mostly, by those who ride. Neatly framed photos of Tommy, his wife, Gwen, his children, and all of Tommy's riding brothers and sisters, hang alongside photos and paintings of classic Harley-Davidsons.

Whenever a stranger or out-of-towner walks into the place, the first thing they notice is Tommy's trike hanging there in space, and Tommy's son Danny is proud to tell the story for the thousandth time, about how it came to be there. —Z.Jakl

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Harley-Davidson

www.harley-davidson.com

CRAFTSMAN/HARLEY DARK CUSTOM TOOL STORAGE

Check out these three new co-branded tool storage units, sold exclusively through participating Harley-Davidson dealers featuring an all-black design with official Harley-Davidson "Dark Custom" decaling.

The three-drawer Dark Custom portable chest includes all-steel construction with full-extension drawers and heavy-duty drawbolt latches and retails for \$99.99.

The nine-drawer Dark Custom heavy-duty combo is a 26-inch, five-drawer top chest and four-drawer rolling cabinet featuring Craftsman I-Frame construction, Dyna Glide ball-bearing drawer performance, Griplatch system to tightly secure doors once closed and heavy-duty 5 x 2-inch casters. It retails for \$799.99.

Not shown is an 18-drawer Dark Custom heavy duty-combo with a 40-inch seven-drawer top chest and 11-drawer rolling cabinet for \$1,599.99.

The new tool storage units complement the already popular line of Vintage Orange special-edition Craftsman/Harley-Davidson co-branded tool storage units sold by Sears featuring vintage orange drawer fronts, a black frame and official Harley-Davidson decaling.

Sears Craftsman

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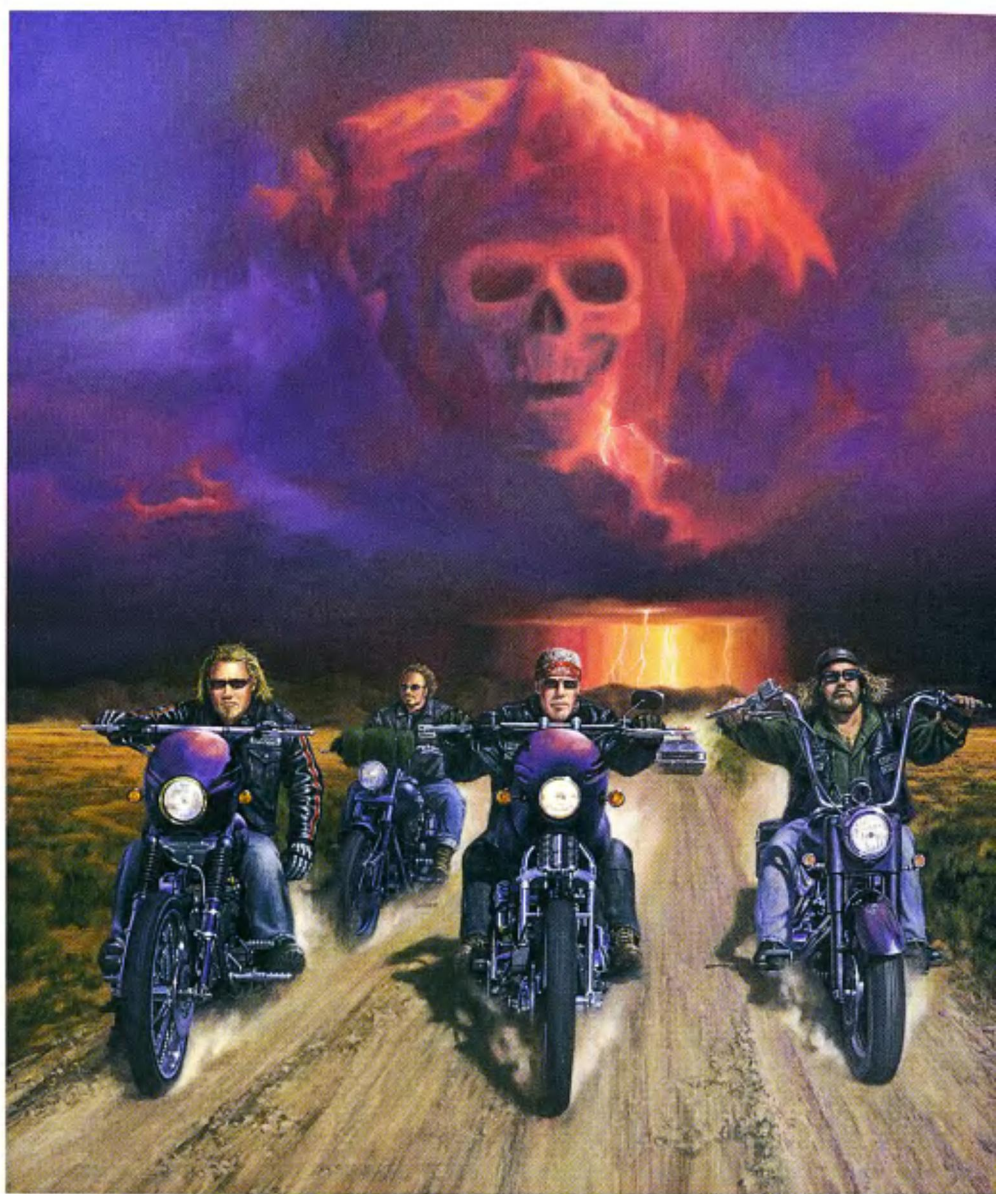




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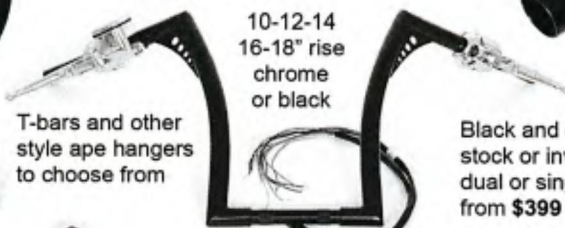
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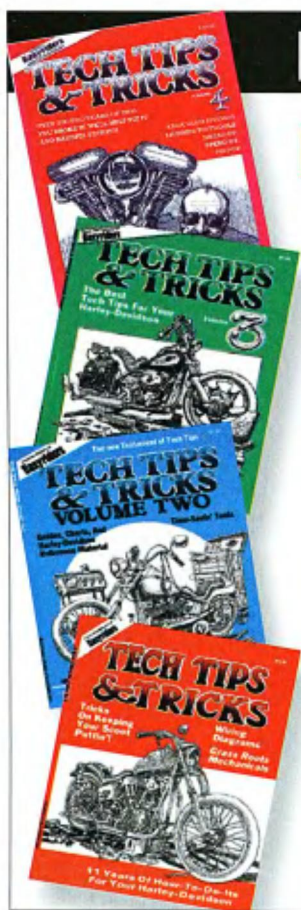
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IN THE WIND



Wheelie-poppin' good times at Novicky's Hideout, Missouri Ozarks, Memorial Day Weekend 1983.

—Kim Peterson, Malibu, Calif.



Run Day is always a good day.

—Richard Hurtado, Backdraft Photography, Temecula, Calif.



Life becomes a blur when riding a badass motorcycle.

—Lou Camerota, New Castle, Del.



Think these folks may have been drinking?

—Nate "Natanic" Ullrich, Clinton, Iowa



Pointers. —Scott Southwick, Easthampton, Mass.



The birthplace of our "outlaw" image—Hollister, California—was off the hook 66 years later in 2013.

—Terry Bert, Frazier Park, Calif.



Shirt-poppin' princess. —Scooby, Nashville, Ind.



Everybody goes topless at the Thunder Beach Autumn Rally. —Tommy Pittard, Calhoun, S.C.



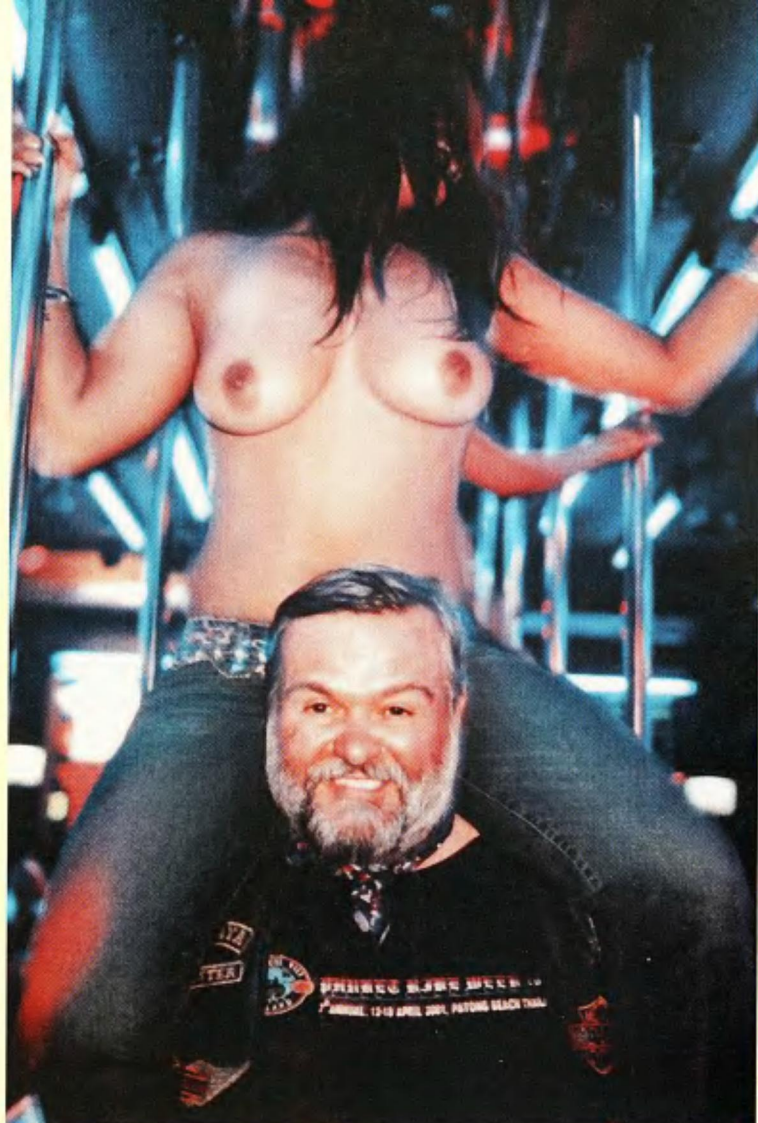
Rolling gold.

—Tommy Pittard, Panama City Beach, Fla.



Emilio of SOA and bros, Love Ride 29.

—Terry Bert, Glendale, Calif.



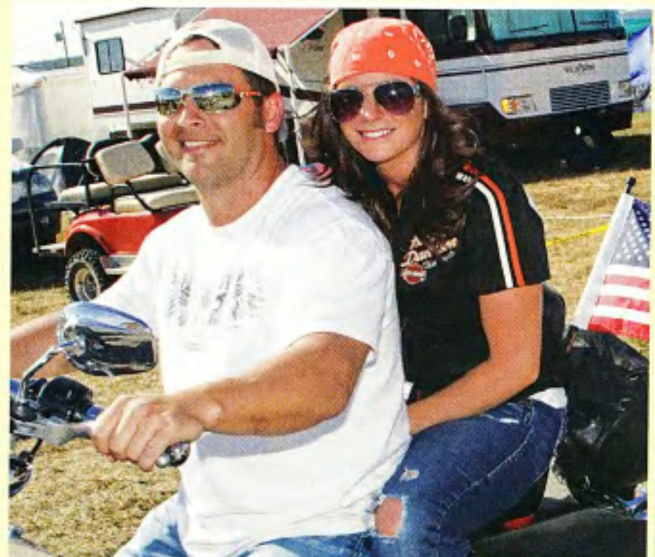
Tester discovers a Thai growin' on his neck.

—Krazee Kalvin, Vietnam



Eeuwwie, who farted?

—Paul Shermer, Greensboro, N.C.



Good times roll in America.

—The Boyscout, Chillicothe, Ohio

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

Spotlight On

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JON SHIPLEY'S FIREFIGHTER TRIBUTE BOARDTRACKER

EASYRIDERS BIKE OF THE YEAR



Jon Shipley and Andy Borsma, pro builders from Bloomfield, Indiana, and Kalamazoo, Michigan, respectively, have been pals and friendly rivals for years. Each of these guys, on his own, has built any number of wild, and widely recognized, show-stopping custom bikes.





The firehouse theme started with an old fire extinguisher now doing duty as the oil tank.

Owner: Jon Shipley
City: Bloomfield, Indiana
GENERAL
Designer: Jon Shipley,
Andy Boersma
Fabrication: Andy and Jon
Year/make: 2010 modified
Harley-Davidson
Model: boardtrack racer
Assembly: Andy, Jon, and Scooter
Time: 3 months
Chroming: Brown's Plating

ENGINE

Year/make: 2010 Harley-Davidson
Rebuilder: Andy Borsma
Displacement: 96 cu. in.
Ignition: Thunder Heart
Cam: Harley-Davidson
Carb: S&S

Air cleaner: Crime Scene

Pipes: Andy Borsma

TRANSMISSION

Year/make: 2013 Ultima

Shifting: 6-speed

PAINTING

Painter: Larry Webb, Webb's
Restoration

Type/color: PPG/Fire Engine Red,
gold-leaf accent

FRAME

Year/make: 1997 Harley-Davidson,
modified

Type: custom boardtrack racer

Rake: 30 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: Jon and Andy

Handlebar controls: internal throttle

Fenders: Andy Borsma

Headlight: 1910 Jose Lucas Carbide,
modified

Taillight: Tit Mouse, After Hours
Choppers

Pegs: Demon's Cycles

Foot controls: Demon's Cycles

Gas tank: Andy and Jon

Oil tank: Jon

Seat: Anvil Customs

Mirrors: none

Grips: NYC Choppers

FRONT END

Type: springer, 4 inches under

Builder: DNA

WHEELS

Make: DNA

Size: 23 inches

Tires: Vee Rubber

Brakes: DNA sproter

Photos: Michael Farabaugh



So when this pair decided to team up on a bike it's no surprise that the result would be a double-wild multiple show-winner. At last year's Easyriders Invitational Bike Show in Columbus, Ohio, this Firefighter tribute boardtracker won the coveted title of *Easyriders* Bike of the Year.

"We wanted to build something for the Modified Harley class in the Ultimate Builders Series," Jon says. "That was the start, and yes this is a Harley-Davidson. Or at least part of one." Staying within with the rules for the show the front clip of the frame here came from a 1997 Softail, and that's pretty

much where any factory resemblance begins and ends. The engine, however, is also from Harley. It's a 2010 Twin Cam 96-incher. "And getting that thing into an Evo frame was quite an undertaking," Jon says. At the time no one offered anything to lash together a Twin Cam motor with an Evo trans in an Evo frame, "We had to make all that up ourselves."



The bike's overall firehouse theme started with an old fire extinguisher that the guys decided to use for the oil tank. "That's what kicked off the whole 'Firehouse Racer' thing," Jon tells us. "We'd already decided to go with a boardtrack racer look and that whole firehouse thing just further cemented the deal." Some of the bike was built in Jon's shop, Hoosier Daddy Choppers in Bloomfield, and some of it over at Andy's place, Kalamazoo Choppers in Michigan. "And that was kind of an undertaking, too," Jon says. The two shops are five hours apart, one way. But the long drives, obviously, were worth it.

"We'd team up and switch off back and forth with the work," Jon says. Andy, for instance, came up with that exhaust

system culminating in a pair of nozzles dating from the 1950s. They're old, but not nearly as old as the headlight on the bike, a 1910 Jose Lucas. The guys did pair up on the gas tank, starting with a big teardrop tank like you see on a lot of choppers because they liked its profile but not its width. Jon took a whiz wheel and cut the sides off and then Andy made up some replacements that dished in. "We welded a quarter-inch round bar all around to add more detail," Jon says, "doing the same thing on the rear fender."

The end result has brought the team and the bike, major kudos. It won a Best of Show at the Indianapolis Expo, a First Place at Daytona's Rat's Hole Show, another win at the Ultimate Builder's Show in Muskegon, and stands as the *Easyriders* Bike of the Year. These two builders should team up more often.

—Joe Kress

The engine is from a Harley. It's a 2010 Twin Cam 96-incher.



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& RODS
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We wanted to build
something for the Modified Harley class,
and yes this is a Harley-Davidson!

JEREMY VALENTINE'S TWISTED SHOVEL

Double Standard

"My shop is more of an old-school place; our passion is bobbers," says Jeremy Valentine speaking from Joker Cycle Works in Ft. Wayne, Indiana. There's no better expression of that mindset than the passion purple 1976 shovel seen here.

The bike was the product of intense self-therapy according to Jeremy. He was dealing with some of life's left-hand turns, so building this bike was just what the doctor ordered to get his head clear. He also came up with its name "Double Standard" after dealing with a storm of contradictions at the time, so it seemed the right way to focus his energy.



Every twisted part on this
bike was built by hand.



Owner: Jeremy Valentine
City: Fort Wayne, Indiana
GENERAL
Designer: Jeremy Valentine
Fabrication: Joker Cycle Works
Year/make: 2013 Joker Cycle Works
Model: Double Standard
Assembly: Joker Cycle Works
Time: 9 months
Chroming: Reckon Plating
ENGINE
Year/make: 1976 Harley-Davidson
Model: shovelhead
Rebuilder: Shannon Reinhardt
Displacement: 80 cubic inches
Primary: Lakeside
Cam: Harley-Davidson
Ignition: points
Pistons: Harley-Davidson
Heads: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): S&S Super B
Air cleaner: Tedd
Pipes: Tedd, Joker Cycle Works
TRANSMISSION
Year/make: 2011 Harley-Davidson
Shifting: suicide, handmade forward controls
PAINTING
Painter: Bowers Paint Studio
Type/color: Passion Purple
Special paint: Nate Bowers
FRAME
Builder: Paughco
Rake: stock
Shocks: rigid
ACCESSORIES
Bars: Joker Cycle Works
Fenders: Led Sled
Headlight: Tedd
Taillight: Joker Cycle Works, Harley-Davidson
Pegs: Joker Cycle Works, Hot Rod
Electrics: Harley-Davidson, Joker Cycle Works
Gas tank: Tedd, Joker Cycle Works
Oil tank: Joker Cycle Works
Oil system: Harley-Davidson
Seat: Sinister Seats
Grips: Harley-Davidson
FORKS
Type: narrow glide, Joker Cycle Works
Builder: Harley-Davidson, Joker Cycle Works
WHEELS
Size: 21-inch front, 16-inch rear
Wheels: Harley-Davidson Sportster
Tires: Avon Venom
Brake: Harley-Davidson, Joker Cycle Works
Photos: Michael Lichter
Contact: Joker Cycle Works
 260-820-1750



Jeremy Valentine (seated) and Jared "Hot Rod" Wieberg of Joker Cycle Works.



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

As far as the focus of the build, it started with the trick handlebars. "I had built those bars after the *Easyriders* Bike Show in 2010 when one of our bikes won the People's Choice Award," Jeremy says. "Then they lay on the shelf for nine months before I took them down and started on a 1960s-style bobber, something right out of a David Mann painting. Growing up, my dad had a 1948 panhead chopper. He passed away in 1992, and everything I build is a tribute to him;—something Pop would be proud of."

The most challenging part of the build was all the intricately twisted metal parts. "People use a lathe or pipe threader, but for me it takes the soul out of it, so me and my buddy Hot Rod took torches and went to work," Jeremy says. "Sure, we scrapped some metal, but every twisted part on this bike was built by hand."

He also emulated the Paul Cox ditch treatment on the gas tank that involved taking 3-inch round bar and bending it around 1-inch pipe, welding it to the tank, hand hammering it, cutting off the divots, doing the body work, and then sending it on for paint. In other words, lots of real old-school work went into this homage to the classic bobber.

About the paint job Jeremy says, "The painter, Nate Bowers in Decatur, did an awesome job. That color is 1970s Mopar Passion Purple with a blue panel overlay. And he had it back to me in a week. In the sun, that purple pops. As far as riding the bike, when you pull up to a stop light with that suicide shift and push in that clutch, it's like time stopped. You're sitting there and it's sounding ridiculous cool with the two-into-one fishtail and that breathed-on shovel just cackling away."

—Paul Garson



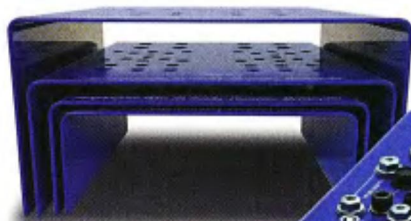
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FoxHunt

Meet This Month's Winner!

In this month's mag, meet sweet Melissa, a buxom brunette from deep in the heart of Texas. She has a contemplative soul, compassion for all living things, and a balcony you could read Shakespeare from.

—Moosecock Montana



#1201 Kristi-Florida

"My First Harley ride was Amazing!"



#1202 Margaret-New York

"My first Harley ride was when I was eight years old. My dad used to pick me up from school on his Harley."



#1203 McKenna-Texas

"When I was five, my neighbor loved Harleys and would give us rides around town. I loved it!"



#1205 Victoria-Indiana

"The wind in my hair and the vibration of the bike got me so hot!"



#1204 Silvia-Arizona

"My first ride on a Harley was in the 1970s in Chile. It was my sister's boyfriend's ride and I loved it!"



#1206 Wendy-Canada

"It was a warm summer night, the wind was in my hair, and I couldn't believe the freedom I felt!"

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 dapper delinquents. Meet luscious Lilldmdva from Fishers, Indiana. Don't let the lack of vowels in her name fool you, when it's nut-cuttin' time in Indiana, this hot ex-KGB Agent has got you covered.

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

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

Model's Name: _____

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

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

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

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

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

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She's built, but Buck Howard is often asked if he built her. Although he is a phenomenal welder who owns a process pipe fabrication company, Buck gives all the credit to Nate Jacobs of Harlot Cycles. He brought the 1976 FLH to Harlot to make it more rideable, but when Buck saw some plans Nate had sketched for his own 1974 shovel-head, Buck said, "Why not use my bike and just build her for me?" Embellished with Victorian lace, this bike called "Sweet Stella Bleu" is based on the concept of a Parisian lady of ill repute. The idea being that every man who sees her would pay to ride her.





Sweet Stella Bleu

Buck Howard's 1976 Harlot FLH



Nate discovered the motor had been jacked up by a previous wrench, who slapped in one of the first original S&S stroker kits. Kevin Blane at Innovations had to pull her jugs off to lift and separate the entire mill for a ground-up rebuild. Now she gives up 93 strong horsepower all night long.

Bert Baker and his team greased up a gearbox with an N1 shift drum so finding neutral is no longer like the mysterious G spot. To control the thrusting motion, Nate polished a length of stainless rod, positioning it to pivot between her jugs and swing off of the top mount. To make the nasty taillight, Nate used an old toilet spud flange and machined in some grooves before cutting it down and mating it with an old truck stop running light.

Is it the hand-polished nickel copper alloy oil tubing, or the recessed panels on the tank that keep onlookers around

for sloppy-second and dirty-third looks at her? Could it be the variegated flip-flop pearl filigree outlined in gold leaf straight outta the 1970s from Buckwild Design Studios? This is a perfect example of how to keep a custom project very clean since she only reveals the cloth covered wiring where she wants you to see it. The battery box was built from a large section of pharmaceutical grade stainless tubing with a tri-clamp lid as a tribute to Buck's profession.

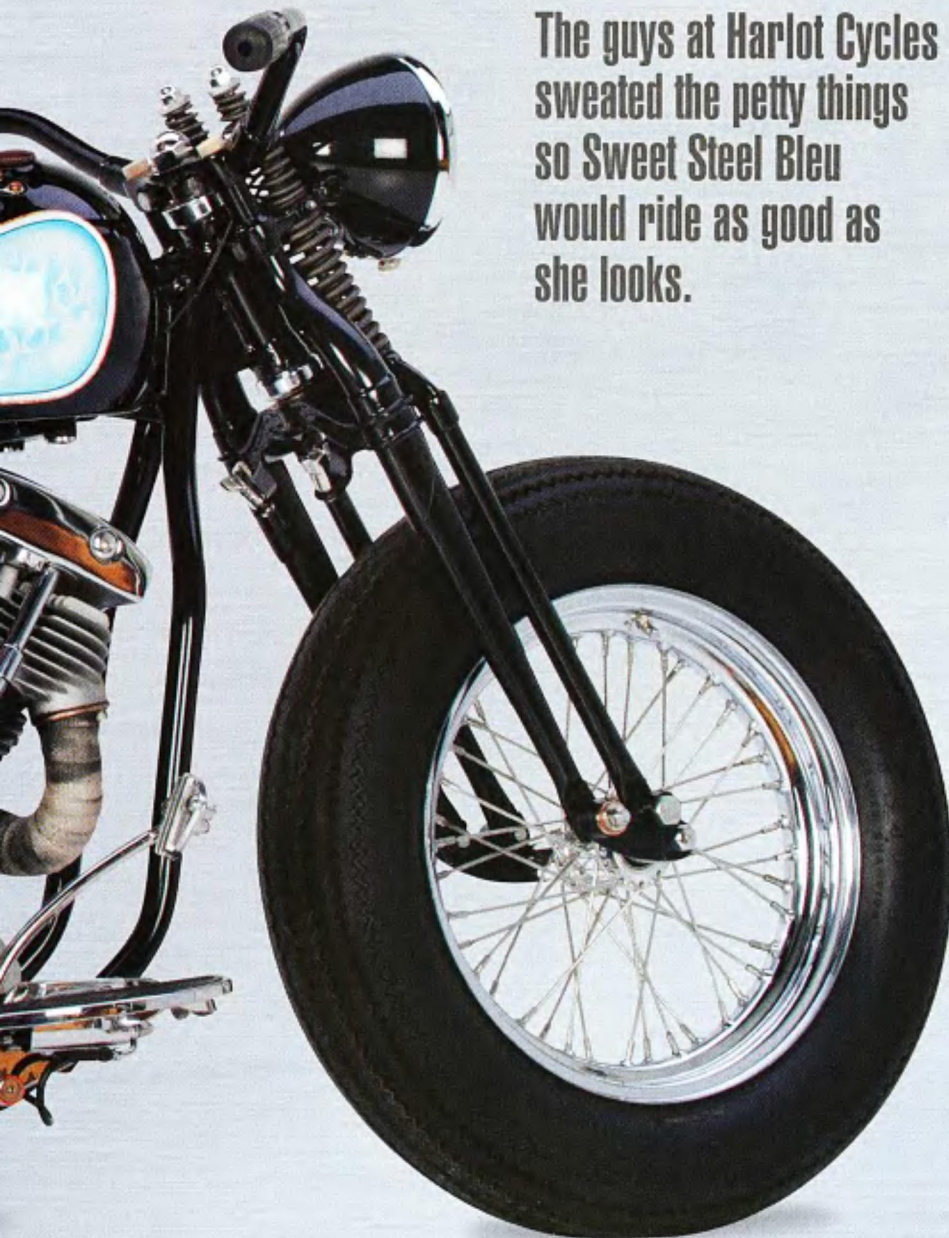


Darryl at Chromemasters sent the finished plated parts to Buckwild studios for fit testing, but UPS accidentally took them to Colombia, South America, on the return trip. The parts returned to Darryl just 24 hours before the bike's debut at the big Easyriders Columbus Bike Show.

Buck rides her often to kick tires at the Monkey Wrench bike night or just down Highway 42 away from Jefferson City where you can always see other bikes out for a ride. The guys at Harlot Cycles sweated the petty things so Sweet Steel Bleu would ride as good as she looks. She's a natural just like this month's Fox Hunt Winner Melissa Jo. Or is she just petting the sweaty things?

—Mofongo Queso

The guys at Harlot Cycles sweated the petty things so Sweet Steel Bleu would ride as good as she looks.



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Owner: Buck Howard
City: Louisville, Kentucky
Fabrication: Harlot Cycles
Year/make: 1976 Harley-Davidson
Model: FLH
Time: 3 months
Chroming: Chrome Masters
ENGINE
Year/model: 1976 shovelhead
Rebuilder: Kevin Blane at Innovations
Displacement: 93 cubic inches
Ignition: Dyna
Cam: S&S 514
Carb: S&S Super E
Air Cleaner: FMA velocity stack
Pipes: Harlot Cycles
TRANSMISSION
Year/make: 2012 Baker 6-into-4
Shifting: Hand with N1 shift drum
Paint: Buckwild Design Studio
Type/color: black with blue metal-flake, custom mix
Special Paint: Buckwild Design Studio
FRAME
Year/make: 2010 Paughco
Type: wishbone rigid
Rake: 30 degrees
Stretch: none
ACCESSORIES
Bars: inline speedster modified
Handlebar controls: internal throttle by Harlot
Fender: Harlot Cycles
Headlight: 6 1/2-inch sealed beam
Taillight: Harlot Cycles custom
Floorboards: Harley-Davidson
Foot controls: Harlot Cycles
Electrics: Harlot Cycles
Gas tank: Harlot Cycles
Oil tank: Harlot Cycles
Oil System: stock
Primary: Tech Cycle Cyclone belt drive
Seat: Hooligans
Grips: Speedster
FRONT END
Type: inline spring fork
Builder: V-Twin Mfg.
Extension: none
WHEELS
Hub: Harley-Davidson rear, Bob's Cycle Supply front
Size: 16 inches
Tires: Firestone
Brakes: Performance Machine rear
Photos: Don Rogers
Contact: Harlot Cycles
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Passin' Gas

An old woman walks into the city park and sits down next to an elderly gentleman. "Guess how old I am," he says.

"I'd rather not, if you don't mind," she replies.

"Aw, c'mon, guess."

"Well, if you really want me to," she says. "But you'll have to take off all your clothes."

The old man is surprised to hear this, but he does it anyway, dropping his threads.

"All right," she says. "Now jump up and down."

He does this, too.

"Good," she says. "Now pretend you're

riding a motorcycle...excellent. You can stop now. From watching you, I would guess that you're about a month away from your 87th birthday."

"That's absolutely amazing," he says. "You're exactly right—but how could you tell?"

"It was pretty easy," she says. "You told me yesterday."

Stormy

On the Lake

Arguing with your ol' lady is like wrestling with a pig in the mud; after a while you realize the pig enjoys it.

Robert Collier

Rhineland, Wisconsin

How many feminists does it take to change a light bulb?

Three—one to change the bulb, one to write about the socket being exploited, and one to wish she were the socket.

Risky

Inside

What do a condom and a wedding ring have in common?

Both are things that women want ya to wear so they can fuck with ya.

J.D. Kuykendall

Represa, California

What did the boss say when one of his employees said he'd like to take the day off to attend his mother-in-law's funeral?

"Who wouldn't?"

Glasscutter

Inside

Two bros were discussing Mongo's latest obsession with a particular air-headed splittail.

"Man, I just don't understand what he sees in that bimbo," said the first. "I tell ya, her elevator sure as shit don't go all the way to the top floor."

"Yer right," said the second bro, "but I don't think that's the floor he gets off on."

Teresa Finders

Tulsa, Oklahoma

Didja hear about the bro who came down with a severe case of "snatchitis"?

He looked terrible, but felt great.

Al Troxler

Greensboro, North Carolina

A biker widow was dating again at the age of 62. One night she was sitting outside the bar on her date's dresser, when all of a sudden the old graybeard reached over, patted her leg, and said, "Now I suppose you're gonna tell me I can look, but don't touch."

"Honey," she said, "at my age you can touch—but don't look."

Red

Springfield, Missouri



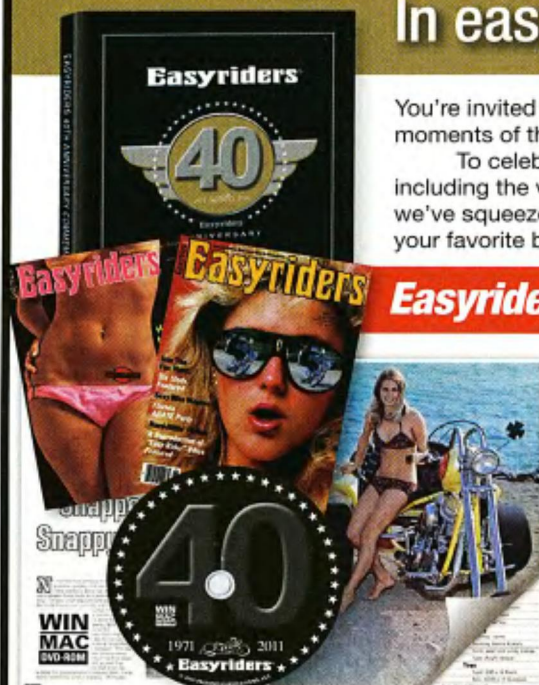
"Ob Meat-axe, that is so sweet!"

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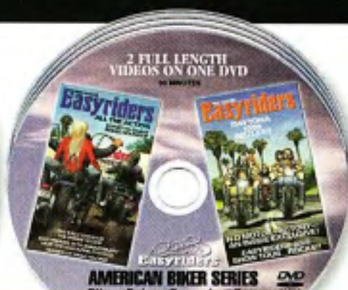
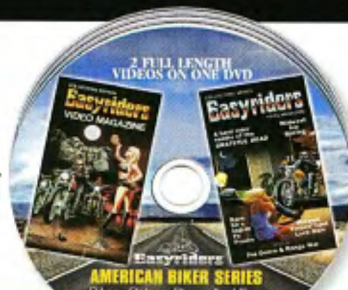
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HIGH-PERFORMANCE WITH LEG ROOM

Installing Zipper's New High-Flow Compact Air Filter

Zipper's Performance Products knows a thing or two about the business of making horsepower. Although, the company is known for its big-inch motors and high-performance EFI systems, there is another aspect to its product line: high-performance air filters. It seems that during the development process of its EFI systems, Zipper's did a ton of dyno testing. This testing involved running the motors under real-world conditions, with air filters and mufflers installed. During the course of this testing, Zipper's did a lot of work refining the different motors' air filter systems.

In the beginning, the testing led to the development of its Max-Flow air filter assemblies, which featured aluminum back plates and very high-flowing filtering elements. During that testing, Zipper's also developed a new series of compact High-Flow air filters that don't push your right knee out into the next traffic lane. These new High-Flow air filters are designed for street-ridden motors up to 106 cubic inches that aren't fitted with big camshafts and headwork.

The High-Flow air filter kits are made up of a fully machined billet aluminum back plate, high-flow filtering element, mounting hardware, and gaskets; they reuse the factory breather support bolts and air filter cover. We got our hands on one of these new compact air filter kits (P/N 117-442), which fits all CV carburetor equipped Twin Cam models from

1999-2006 and 2001-and-up models that came with a cable throttle operated Delphi electronic fuel injection systems.

Installing the air filter assembly only requires a few hand tools and about an hour of time. We installed the air filter kit on a 2013 Wide Glide that was fitted with the stock EFI system and slip-on mufflers. We followed the supplied instructions; everything lined up and bolted on just as it was designed to do. The finished installation ran much better than the stock setup and it placed the air filter cover closer to the motor than any other performance air filter assembly we have used.

—John Sullivan

Zipper's Performance Products
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1 With the Zipper's High-Flow air filter kit, the only additional item needed is medium strength thread locker. The air filter kit is made up of two main parts: the air filter back plate and a washable filter element.



2 We started by removing the stock air filter and its housing. The Zipper's air filter reuses the stock cylinder head mounting bolts.



3 The throttle body gasket and breather passage O-rings were fitted to the rear of the back plate.



4 The back plate was fitted over the throttle body's throat, the back plate support/breather bolts and the throttle body bolts were then screwed in, a drop of blue thread locker was applied to each of the bolts' threads. The breather bolts were tightened to 10 ft.-lbs. and the three back plate-to-carburetor bolts were tightened to 70 inch-lbs.



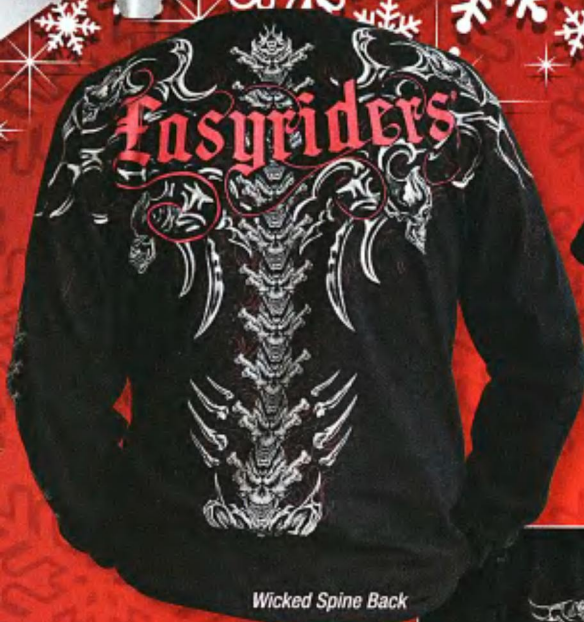
5 The filtering element was fitted to the back plate and secured with three Allen head screws.



6 Lastly, the factory air filter cover was fitted over the air filter and secured with the stock cover bolt.

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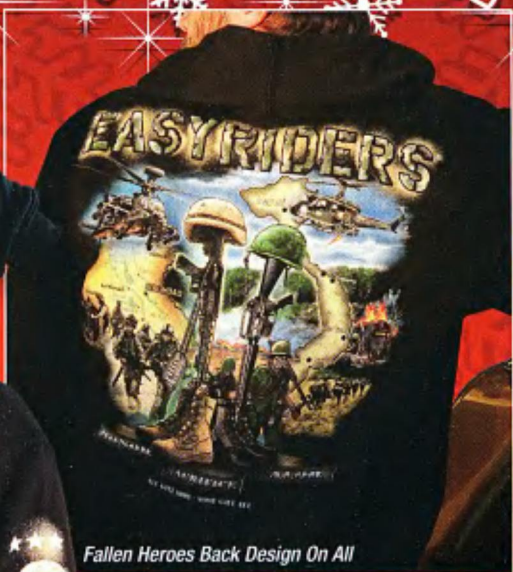
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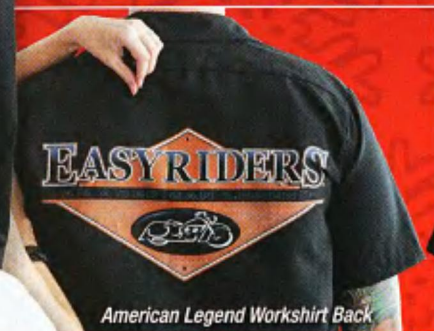


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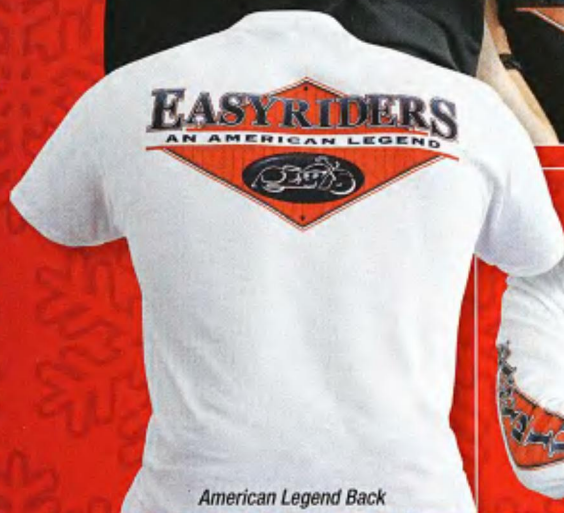
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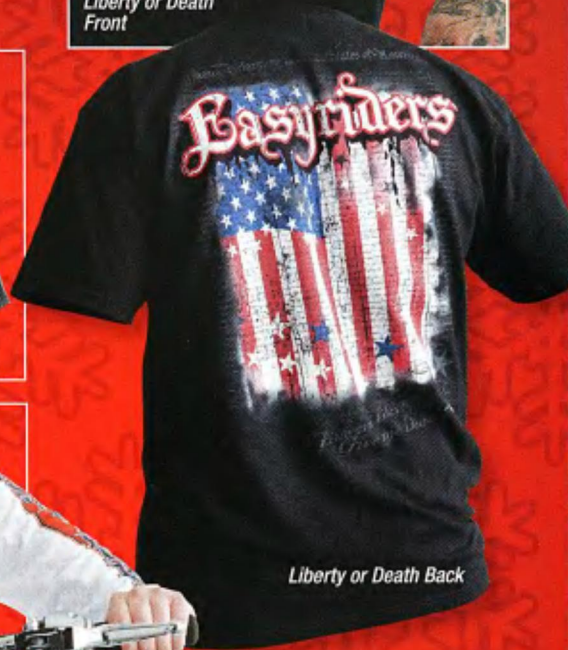
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Front

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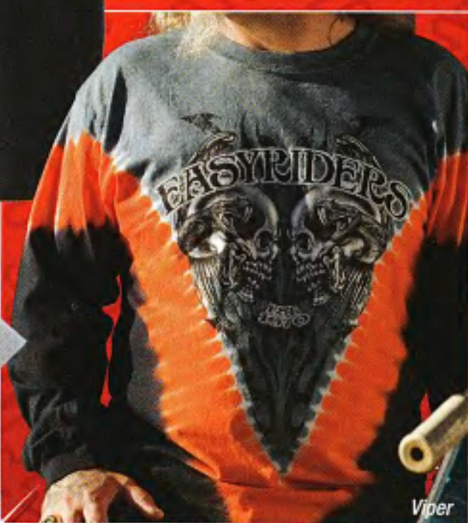


Doesn't Play Well With Others Short Sleeve Tee

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Stick To Your Guns



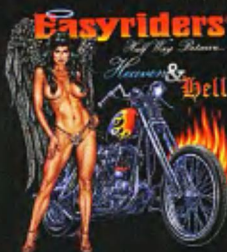
Stick To Your Guns Tees

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Nationwide Blue Dusk

Short Sleeve Tee

\$19.95



Dare Devil Back

Dare Devil Workshirt

\$38.95



Bolt Tees

Short Sleeve

Triblend Charcoal

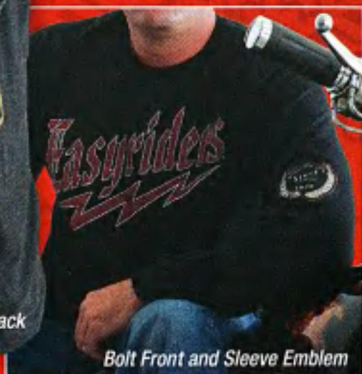
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Long Sleeve Black

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Bolt Back



Bolt Front and Sleeve Emblem

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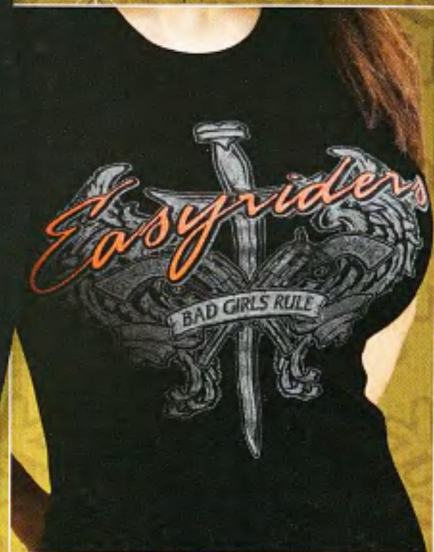
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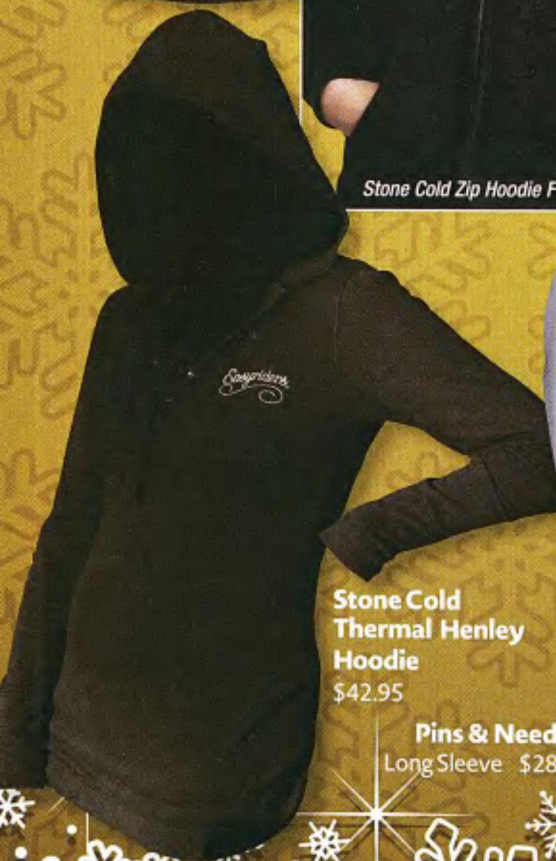
Wicked Spine Long Sleeve
Long Sleeve \$29.95
Short Sleeve \$27.95



Stone Cold Zip Hoodie Front



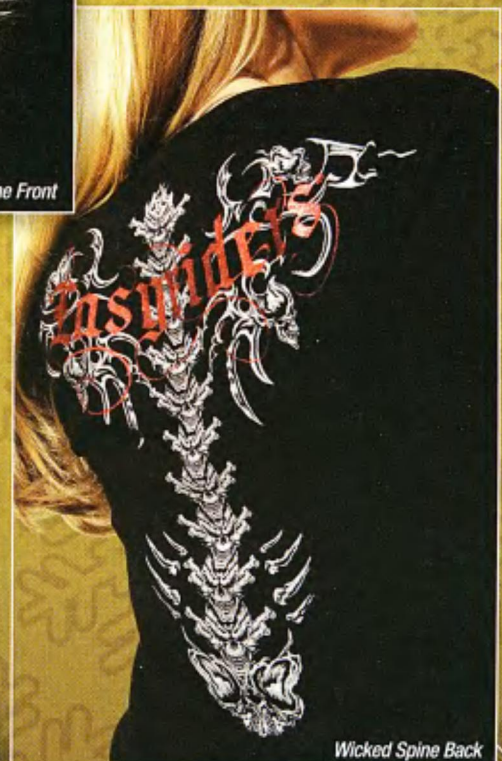
Wicked Spine Front



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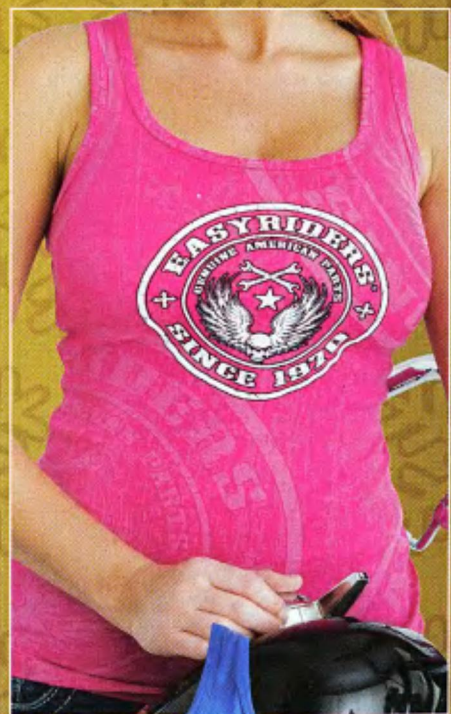


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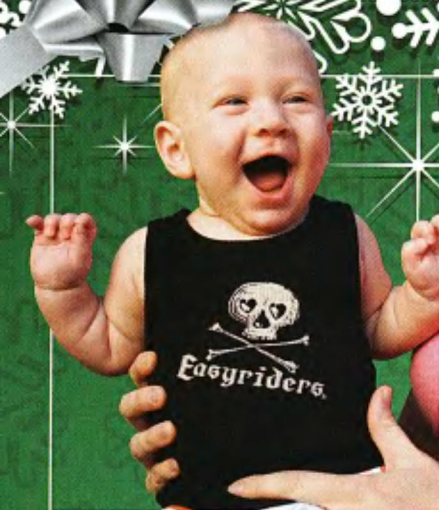
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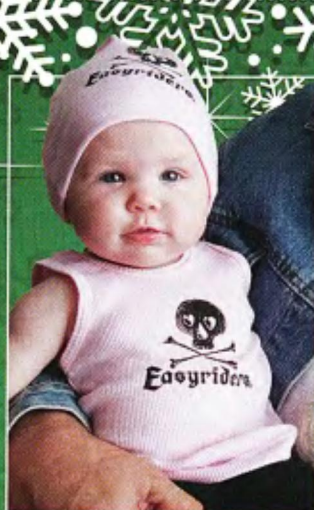


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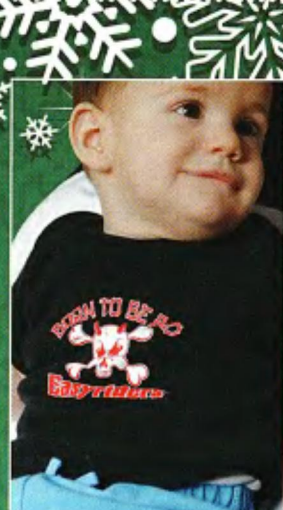
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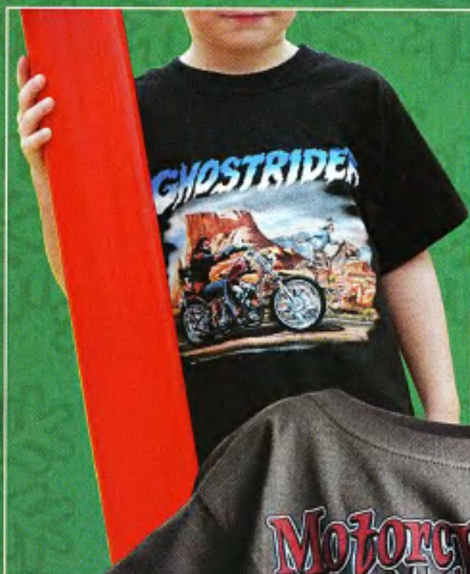
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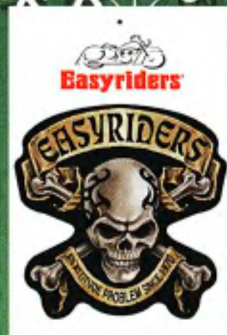
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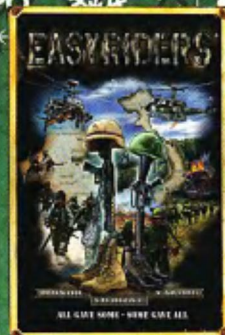
Fallen Heroes Bandana \$5.00



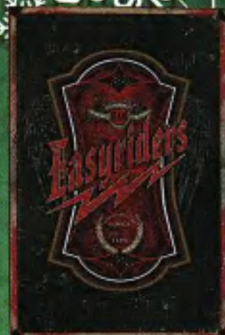
Wicked Spine Bandana \$5.00



Attitude Decal \$2.50



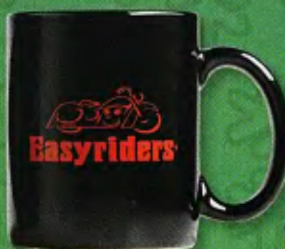
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VIGILANTE EFI PROGRAMMER FROM SUPERCHIPS

It's been six years since Harley converted all of its motorcycles to Electronic Fuel Injection (EFI). During that time we have seen a lot of EFI programming devices come down the road. The early ones could sometimes be a bit difficult to install and set up to modify the bike's EFI controller for performance upgrades. But, in the last couple of years, performance product manufacturers have developed program boxes that are more user-friendly.

This month we are reviewing the Vigilante EZ programmer from Superchips. This programmer could get the award for being the easiest to use tuner we have ever seen. It consists of a silver hand-held box with a small screen and a control pad; it has a single wire harness coming out of it. The installation instructions are ten steps that take up just two pages of the pocket-sized instruction manual.

The Vigilante EZ plugs into your bike's EFI controller's data port connector. The bike's handlebar switch is set to run, the ignition switch is turned on. These operations will then light up the

device's screen, which takes you through nine steps to program your bike's EFI controller and it doesn't get much easier than this.

We went online and ordered a Vigilante EZ (P/N 5842, \$380). Once we received it, we hooked it up to a PC and went online to see if it had Superchips' latest software. It did. We read the instruction manual and proceeded to plug it into the bike's data port. The actual tuning took about fifteen minutes! The EZ had our mufflers and air filter already figured out in its database. After the tuning was completed, we rode the bike for the full afternoon and it didn't miss a beat.

Since then, the Vigilante has kept the bike's motor running smoothly at all rpm and power levels.

—John Sullivan



- 1** The Vigilante programmer is completely self-contained. The kit also includes an instruction manual and a USB cable.



- 2** Our test bike, a 2013 Softail, has slip-on mufflers and a high-flow air filter. We plugged the Vigilante EZ into the data port, set the handlebar switch to "run" and turned the ignition switch on. The unit's screen lit up with the main menu, on which we clicked Tune Vehicle.

EXHAUST MANUFACTURER

**Rinehart Racing
Screamin' Eagle
Other Manufacturer
Stock**

- 3** The next screen, exhaust manufacturer. We clicked Screamin' Eagle.

EXHAUST MODEL

**2 in 1
Other Model**

- 4** We were then asked about the style of the exhaust, which was 2-into-1.

INTAKE MODEL

**Stage 1 Air Cleaner
Other Model**

- 5** Then the intake model came up, ours was Stage 1.

Select Calibration File

SC127001

- 6** All of this information was loaded into a calibration file.

Vigilante

Install TUNING?

NO

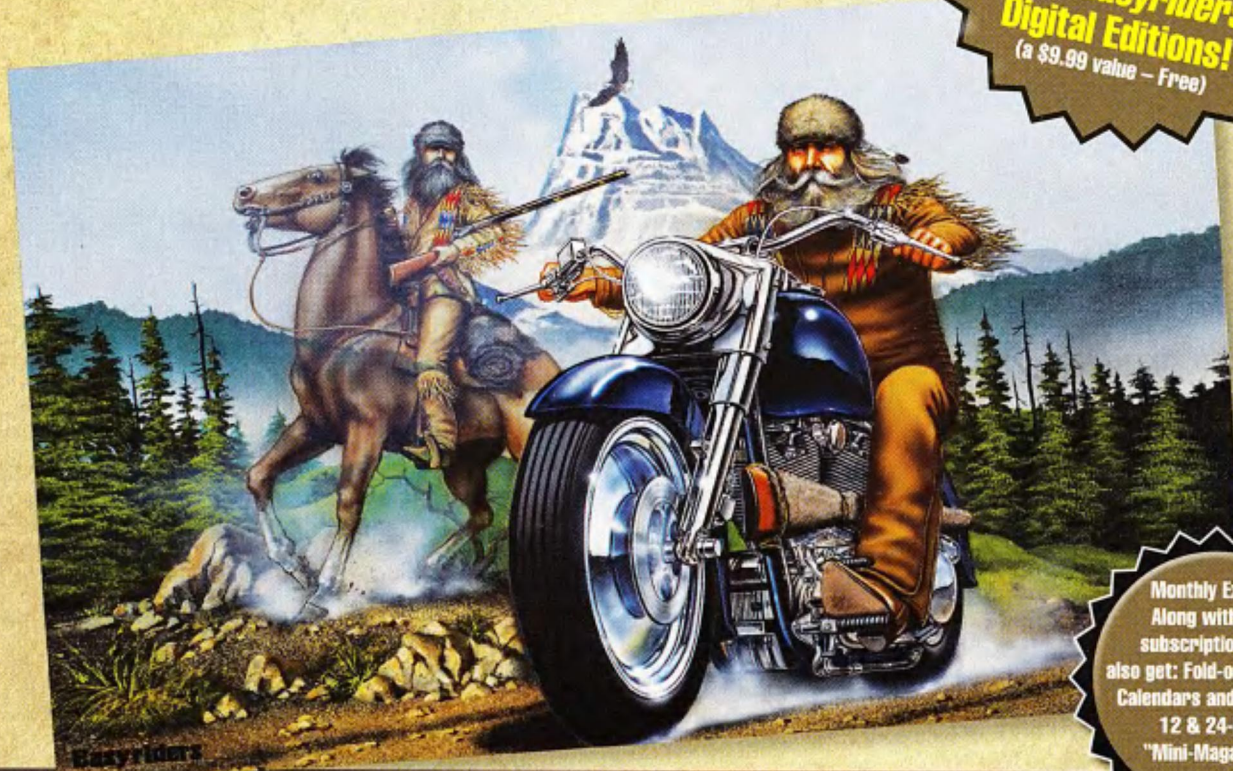
YES

- 7** The last screen asked if we wanted to install the tuning program that the Vigilante had developed for our bike. We hit the "yes" button and the reprogramming of our bike's EFI controller was complete.

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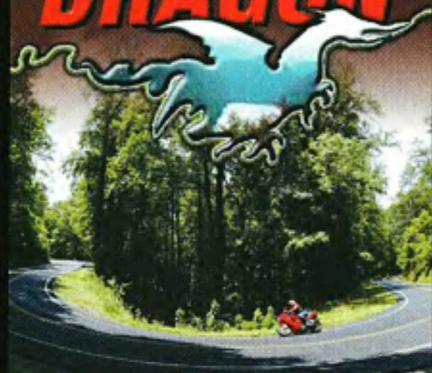
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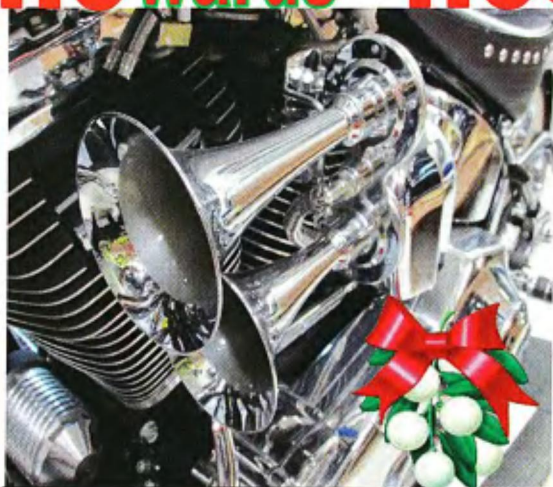
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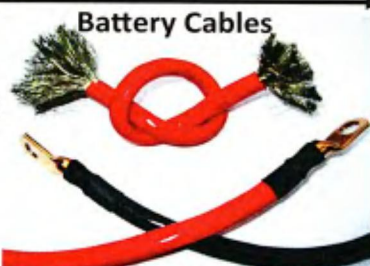


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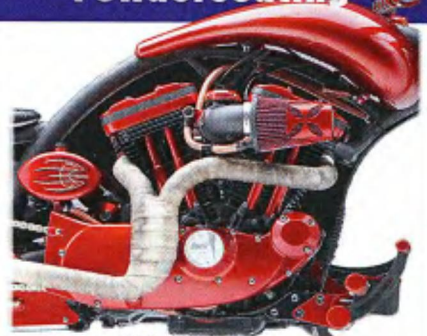


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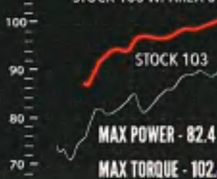
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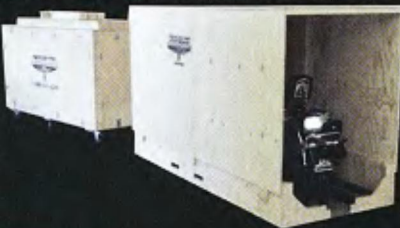
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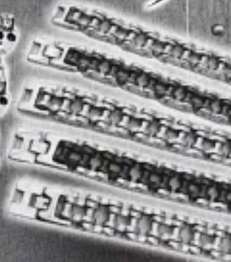
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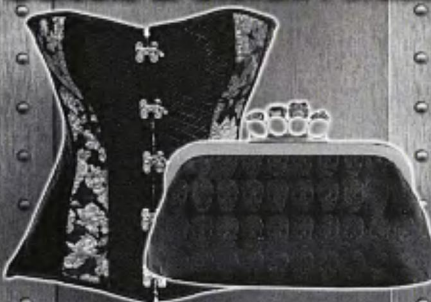
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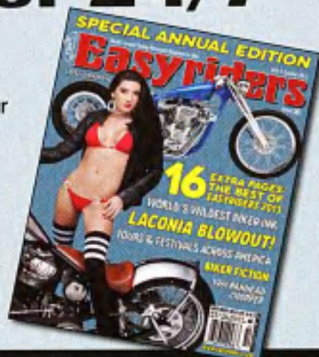
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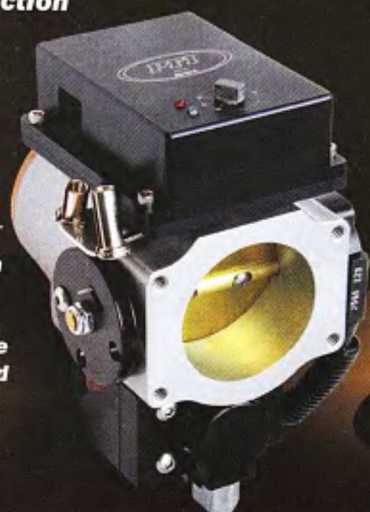
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Naughty Girl Run

A Good Reason For Bikers To Be Bikers

This year marked the Fourth Annual Naughty School Girl Poker Run in San Diego, California, with ride starting points at El Cajon Harley-Davidson, Sweetwater H-D, and Johnny G's in Temecula.

We followed event's founder/promoters John and Pearlene Abbott from the El Cajon location. By 9 a.m., more than two hundred bikes were lined up out in front of the dealership, where the poker run began. Event proceeds went to Paws 4 Patriots—an organization that places free service dogs with disabled vets all across America. Over 700 registered riders came out to play, making this the biggest Naughty Girl event to date.

All routes for this run led to the Elks Lodge in Vista, California, where there was plenty to see and do. And yes, there were plenty of naughty school girls on hand to help with the poker run and to pose for naughty photo ops.

Drink vendors included Duck Juice, Vapure, and a local micro brewery, Manzanita Brewing Company, was giving out samples of its newest brews. The bars were packed and live music was provided by National Dust, and Ramshackle, two bands that really know how to kick some serious rock 'n' roll ass. The nearly nasty Naughty School Girl Contest went well into the night to cheering crowds.

Parties in the campgrounds went all night with no hassles, just good times for all. John, event organizer and security chief, explained that Pearlene wanted to create a run where all bikers are welcome. "What she ended up with is the root of what being a biker is supposed to be," John says, "bikers allowing bikers to be themselves."

Watch the video action of this event on the digital edition of *Easyriders* at www.easyriders.com. —Chris King



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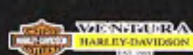
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us versus them

OLD IS NEW AGAIN

Installing Harley's Vintage Solo Spring Saddle

Back in the days of bikes built using rigid frames, the rider's only comfort was supplied by the springs that were installed between the seat and the frame. Harley is making some of its currently manufactured bikes look like those of old and has developed sprung solo seats for several models. After looking at and riding a Softail Blackline, we wondered how it would look and ride with one of H-D's vintage-inspired sprung seats—or as Harley calls them, “saddles.” Since the bike is black with red flames, we thought that the brown leather Solo Spring Saddle (P/N 54072-10) would add to the Softail's old-school look.

Installing most replacement seats on a Harley only requires removing one or two screws, lifting off the current seat, and replacing the screws. However, installing the sprung saddle is a little more involved.



1 The Blackline's stock seat is okay for riding, but like most factory seats, it doesn't have much style to it.



2 On the other hand, the Solo Spring Saddle is all about style. It is available in black or brown leather or a couple of vinyl diamond stitched patterns.



3 The mounting kit includes the springs, mounting brackets, the pivot block parts, and all needed hardware.



4 Because the Softails have their EFI controller and a battery under their seats, Harley includes two ABS molded plastic covers to hide and protect them.



5 The seat's front pivot block is made up using two bushings and a bearing/spacer tube.



6 The rear spring mount is slipped under the ECM harnesses and attached to the bike's frame using existing threaded holes. The pivot block bolts to the frame just behind the gas tank.



7 The two covers fit over the battery and ECM. They are secured with screws that also thread into existing bolt holes.



8 The torsion springs are fitted to the underside of the seat. The front pivot bracket is attached to the front edge of the seat.



9 A pivot bolt mounts the front of the saddle to the pivot block.



10 The lower point of each torsion spring is then bolted to the spring mount. With that, the install is complete.

You actually start by purchasing two items: the solo saddle and a model-specific mounting kit. In the case of our Softail Blackline, the Spring Seat Installation Kit was P/N 52000014. Once you have both items, it takes an hour or two to install the saddle; no cutting, bending, or fabricating is required to complete the install.

It took us a little longer because we had to take pictures, but the install was uneventful. Riding the bike was a bit different. The springs added a little to the comfort zone, but there isn't much room to move around. It is a great seat for around town—a long haul might be another matter, though. The look of the seat is killer, like nothing else available; we especially liked the the color contrast between the saddle and the bike's paint. So, if you're waxing nostalgic, Harley's Solo Spring Saddle could be a great addition to your ride.

—John Sullivan

Harley-Davidson
www.harley-davidson.com

ReadersRides

Rob Robinette **Omaha, Nebraska** **1968 BSA**

Founded in 1861, the Birmingham Small Arms (BSA) Company went on to become the largest motorcycle manufacturer in the world during its heyday. Just thought you might want to know that, because while there aren't that many around anymore, they are considered "extremely cool" by those who like motorcycles, slinky bobbers in particular.

Rob, who has a thing for Beezers and has built several of them, started this one with an A50 BSA frame and a 1968 A65 power plant. "I wanted to build a bike that looked like it could have been built back in the late 1950s to early 1960s—something a guy does in his garage (he did)—with a hot rod feel, that he would take down to the local drag strip, you know, something in that Rat Fink style."

Rob says that he kept most of the original key items in place, and once the roller was complete, he had the

engine completely rebuilt by Don Nivens of Cycle Service in Fort Dodge, Iowa. Meanwhile, Rob took parts to be chromed and powdercoated and had the tins painted. "I found out real quick that getting chrome bolts and nuts and washers from the local hardware store

can add up to a small fortune," he says.

Once everything was back, he put it all together, and after some minor mishaps like trying to start the bike again and again and not realizing the gas tank was empty, Rob's been riding the BSA ever since.

—Tripper





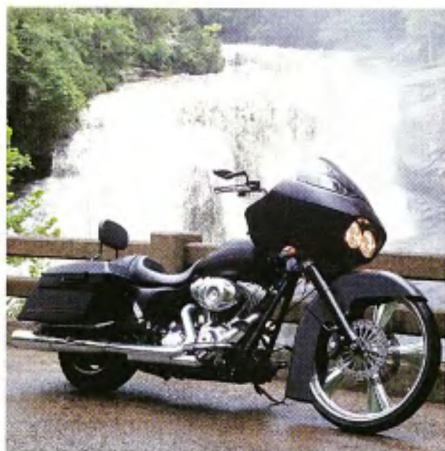
Photos: Owner

Chris Eubanks
Pensacola, Florida
2012 Road Glide Custom

This may just be one of the kewlest bikes you'll ever see. Yes, this bike may have more parts from KewlMetal Inc. out of Prescott, Arizona, than any bike we've ever featured. And this bike's owner Chris apparently swears by them.

There is, for instance, the KewlMetal 40-degree rake kit that will "rake your bike to 40 degrees, bolt on your 23- or 26-inch front wheel, stretch the neck, and have 6-plus inches of trail for rock solid stability without cutting up your frame." At least that's what the KewlMetal's website says.

Now, they're not cheap by any means, but what's a couple of bucks when you end up with a spiffy ride like this one, right? Accordingly, Chris attached a 26-inch Foose front wheel to the bike, as well as a Sinister FL fender and, while he was at it, a Vance & Hines exhaust system.



There's more, of course, like some pieces from Andrews, but let's have Chris's own words take us outta here. "I love the kit, and the ride is about as stock as you could ever wish for. I've put 1,000 miles on the bike since the build, and it's been nothing but great."

All right, let's saddle up and get the hell out of here!.

—Tripper



We kick off 2014 with a killer collection of dazzling custom bike features. From Obscene Cycles' faux rigid Evo and Dan Rognsvoog's flashback digger Sportster, to Bobby K.'s pristine Gangster Chopper

and even a wild Camtech Road King, this January issue (No. 487) has it all!

Ride with us to the Wilson Rodeo for all the wet and wooly two-wheeled action. We'll also hit the mighty ROT Rally and Thunder in the Smokies. Check out some amazing Moto Art, get some old-school biker fiction and travel to biker runs from coast to coast.

All this plus our usual sick humor, a passel of sexy cycle sirens and more is burnin' rubber on the new year in the January *Easyriders*.

On sale December 3



The sensational December issue of *V-Twin* (No. 153) 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.

On sale December 3



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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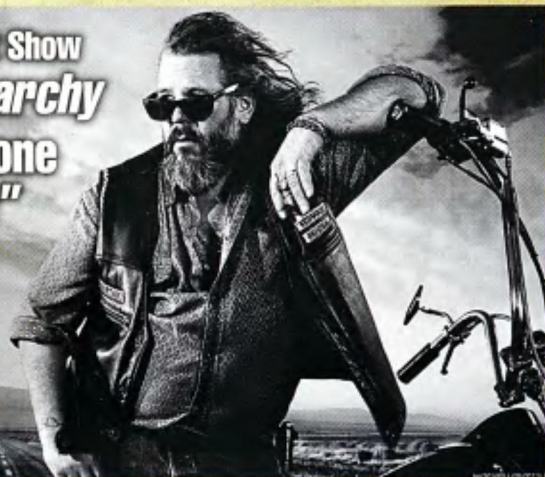
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