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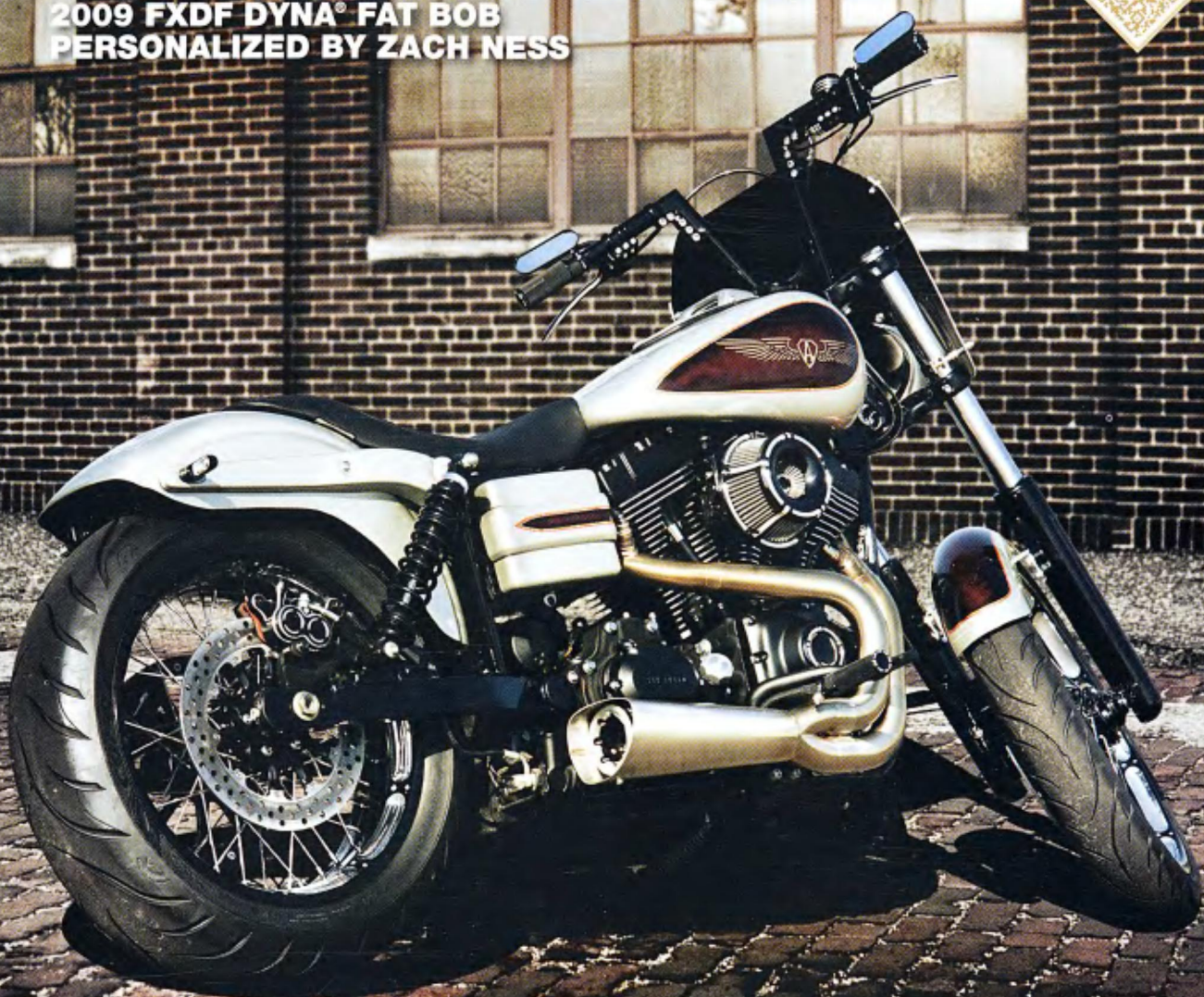


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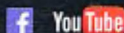
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Associate Editors: Kim Peterson • Kai Raecke • Kit Maira
Roving Editor: Clean Dean Shawler
Humor Editor: Steve "Beatnik" Werner
Senior Copy Editor: Joanne Morris
Photo Editor: John Nielsen
Associate Producer, Video Media: Jake Teresi
Editorial Assistant: Sandy Chamberlin
Editorial Consultant: Dick Teresi
Digital Scanning/Processing: Alex Lopez, Manager
Digital Imaging: Jeff Biggs
Design Production: Smash Studio, Inc.
Prepress Operations: Billy Thornbury, Manager
Senior Photographer: Billy Tinney
Photographers: Michael Lichter • Don Rogers • Mike Chase • Michael Farabaugh
Dino Petrocelli • John Covington
Contributors: Jeff Moore • Rogue • Joe Kress • Paul Garson

Advertising Phone Number: 818-889-8740
East Coast Director of Advertising: Joe Russo
West Coast Director of Advertising: Tammy Porter
Advertising Executive: Isidro Romero
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Advertising Production: Alex Lopez

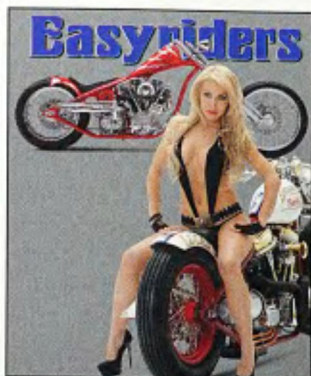
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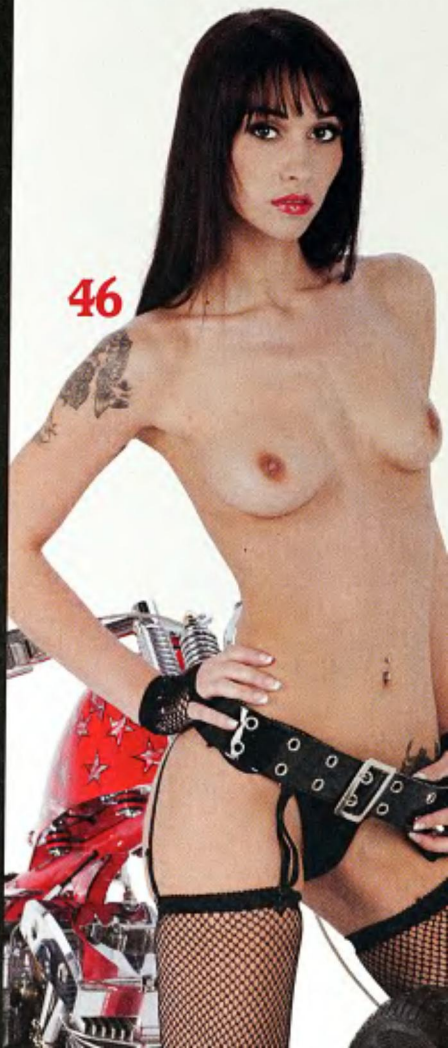
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Hoosier Daddy Lucas Oil Bobber and lovely Luda shot by Michael Farabaugh. Gangster Chopper by Don Rogers. Special imaging by Jeff Biggs.

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



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What's Next?

The upscale restaurant at the Los Angeles County Museum of Art will soon be adding a 20-item selection of waters from around the world priced from \$8 to \$16 a bottle (except for a \$12 "tasting menu"). The general manager of Ray's & Stark Bar, who is also a renowned water gourmet, will sell his own California-made 90H2, which comes in "limited editions of 10,000 individually numbered glass bottles" at \$14 each. He said that many people don't know that water is just as important to the entire dining experience as, say, a good wine.

Sex Substitutes

A Christian college in Australia teaches a range of creative sexual health messages and offered the school's recent student pamphlet entitled "101 Things To Do Instead of Doing It." Recommended substitutes: "Pretend you're six again"; "Have a water fight"; "Blow bubbles in the park"; and "Have a burping contest."

Two Weird Hobbies

A man actually is listed in the Guinness Book of World Records for his lint collection derived by harvesting his own navel lint daily. The same guy also collects McDonald's tray liners (for which, we assume, no record was set, as he is alone in this interest).

Butt Phones

A phone shaped exactly like a small butt plug (marketed to prisoners and to the people who supply them) now exists, and Great Britain is trying to ban it. Made in China, the butt phone is designed to resemble the key fobs of luxury car brands like Bentley, Porsche, BMW, and Volkswagen.

Splat!

British birdwatchers were excited by news this year of a rare white-throated needletail (the world's fastest flying bird) that had been spotted on a British isle—the eighth sighting in Britain in 170 years! An expedition was arranged that attracted birdwatchers from around the world. The bird appeared again and, much to the dismay of the onlookers, it flew straight toward the blades of a wind turbine.

A Religious Colander

The Czech Republic approved an official government ID photo even though the subject was wearing a kitchen colander on his head. He successfully explained that his religion required it, since he is a "Pastafarian"—a member of the Church of the Flying Spaghetti Monster (a prank religion pointing out that all deities' power and wisdom come from followers' faith rather than from tangible proof of their existence).

Self-Indulgence

New York City parents have been hiring "play-date" coaches for their preschool youngsters, apparently out of fear that the kids' "just having fun" skills might not impress admissions officers at the city's elite private schools. The CEO of one consulting outfit said that \$400 an hour gets expert monitoring of a 4-year-old in small groups, evaluating, for example, how the child colors in a book, shares the crayons, holds a pencil, and follows the rules of Simon Says.

"Be Kind To Your Dog" News

A British company by the name of Paw Seasons has created a holiday for dogs (surely to appeal to guilt-ridden owners who leave them behind on their own holidays) priced at the equivalent of \$73,000 consisting of a private suite for two weeks, with dog-friendly Hollywood movies, trips to the beach, surfing lessons, spa and grooming treatment (including pedicure), outfits from Louis Vuitton, Bottega Veneta, and Mulberry, and a personal dog house created in the image of the owner's own house.



Bad Visual!

Japan and Korea seem to be the birthplaces of the quest for youthful and beautiful skin. The latest "look young elixir" is snail mucus, which is applied by specially-bred live snails that slither across customers' faces. In Tokyo a 60-minute session goes for about \$250.



Button Phobia?

Here's a new twist on phobias. There's a girl who has koumpounophobia. It's a fear of buttons so she has to wear clothing with no buttons to upset her equilibrium. And when she's with someone who has buttons on their clothing, she has to distract herself.

Freedom In Libraries?

In the public libraries in Seattle (and elsewhere) patrons are not allowed to eat or sleep (or even appear to be sleeping) or be shirtless or barefoot or have bad body odor or talk too loudly because other patrons might be disturbed. However, librarians do allow patrons to watch hardcore pornography on public computers, apparently without restriction, no matter who (adult or child) is walking by or sitting inches away at the next screen. A library spokesperson said, "Patrons have a right to view constitutionally protected material no matter where they are in the building, and the library does not censor."

A Carjacking Gone South

A 64-year-old man was arrested after carjacking a woman's vehicle. He was still at the scene when the police arrived, because it took him time to load his walker into the car, along with several bags he had nearby when he decided to commandeer the car.

More Money Down The Tubes

The Feds spent \$2,202,873 to study why many lesbians are overweight. This project has survived budget cuts despite the claim that the cuts are "delaying progress" in the development of cancer drugs. Which begs the question, What's more important, cancer research or fat lesbians?

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Doin' It With A Double Springer

DOGGY-STYLE!

Noticed it yet? Run your eyes towards the tail end of this "rigid." That's Dan Gentile's doggy-style suspension, something he worked up in his after-hours toy store, Obscene Cycles located in Erie, Pennsylvania.

"When I started thinking about this bike, I was seeing a hardtail with a springer up front," Dan says. "I love the way those things look." But the roads around Erie, Pennsylvania, are pretty rough. "They're horrible," he says. "You can hit a pothole and bend the wheel on a truck." So the bike needed full suspension, but not wanting to do just another Softail, Dan started thinking about maybe hanging a springer setup off the tail end. "I drew up some preliminary designs and darn if it didn't look like it would work." Internet searches for something similar turned up zilch and neither could a patent search. So now,





Dan Gentile

not only does Dan have the first springer rear suspension of its kind, there's also a patent pending on it. That's impressive from a guy who spends his days as a service tech keeping the equipment that puts milk into cartons humming. A background as a tool and die maker didn't hurt, however.

So how does this "doggy-style" rear suspension work? Pretty darn well, Dan says. There's about 3 1/2 inches of travel and he's still playing with the spring rates, using different main springs to make that ride adaptable to riders of different weights. "As it's set up now, it works just perfectly for me," he tells us, "and I weigh about 175 pounds." But a guy tipping the scales at 250 or so might not be so impressed. The refinement Dan has in mind involves a pair of small air cylinders fit inside the main springs, letting anyone adjust the ride according to their weight or handling needs. "That's this winter's project," he explains. "It's already drawn up, so now I just have to do it." Dan's website, www.obscenecycles.com, has a video showing the whole system in action.

Springer rear suspension aside, the rest of the bike is so tight and tidy that the innovative set of springs almost goes unnoticed. "When I had it mocked up as a roller, with the rear wheel kicked



Check out that rear suspension. There's more than 3 inches of smooth riding, good looking travel there.

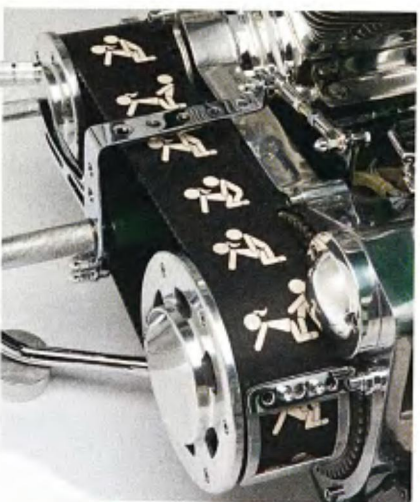
back about six inches, I decided to fill that dead space under the seat with an oil tank," Dan says. He made that from an old fire extinguisher bottle. For controls, Dan used some universal-fit rear sets modified to mid-mounting, incorporating thrust bearings for smooth action. The colors chosen for all this started off with the wheel choice, those pure-white DNA spokers. Everyone, Dan says, seems to be doing flat black these days, "I didn't want any of that." So the white wheels led to all the other white on the bike, which Dan thought he'd match with red. His wife, in a stroke of genius, suggested green, her favorite color. She thought it would probably look good here—and it does, with a rear suspension like none other.

—Joe Kress



As cool looking as this
"rigid" is, that innovative
set of springs on the tail
almost goes unnoticed.





Owner: Dan Gentile
City: Erie, Pennsylvania
GENERAL
Designer: Dan Gentile
Fabrication: Obscene Cycles
Year/make: 2012 Obscene Cycle
Model: Doggy-Style springer
Assembly: Obscene Cycles
Time: 1 year
Chroming: Advanced Custom Chrome
ENGINE
Year/make: 2012 Ultima
Displacement: 127 cu. in.
Ignition: Ultima
Cam: Ultima
Carb: Mikuni, 48mm
Air cleaner: Panic Cycles
Pipes: Santee
TRANSMISSION
Year/make: 2012 Ultima
Shifting: 6-speed
PAINTING
Painter: Obscene Cycles
Type/color: House of Kolor/Snow White, Organic Green
FRAME
Year/make: 2012 Ultima, Obscene Cycles
Type: rigid w/ Doggy-Style rear suspension
Rake: 34 degrees
Stretch: 4 inches up
Shocks: none
ACCESSORIES
Bars: Santee
Handlebar controls: DNA
Fenders: Obscene Cycles
Headlight: eBay
Taillight: Kuryakyn
Speedo: none
Pegs: Obscene Cycles
Foot controls: Obscene Cycles
Gas tank: eBay
Oil tank: Obscene Cycles
Seat: Obscene Cycles
Mirrors: none
Grips: CCI
FRONT END
Type: springer, 2 inches over
Builder: DNA
WHEELS
Make: DNA, Fat Spoke
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Jaybrake springer
Photos: Michael Lichter
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HELLS ANGELS CHALLENGE FORFEITURE LAW

The Hells Angels in British Columbia, Canada, have challenged the government's civil forfeiture law, which the government has used to seize clubhouses in Nanaimo, East Vancouver, and Kelowna.

Attorney Joe Arvay, representing the club said, "Civil forfeiture laws allow the government to do indirectly what it cannot do directly—and that is to prove crimes without affording to those most directly affected all of the basic protections that the criminal law and process properly requires."

Hells Angels' spokesman Rick Ciarnello said his club is fighting "for all British Columbians....This legislation should trouble everyone and not just our members....Governments everywhere are now routinely using these civil forfeiture laws as a substitute for the criminal process. Most people seem to just cave when faced with these forfeiture lawsuits. It is just too expensive and stressful to fight back when faced with the resources of the state."

Source: www.vancouversun.com

QUOTE OF THE MONTH

*"A nation of sheep
will beget
a government of
wolves."*

—EDWARD R. MURROW

THREE'S A CRIME

Things are tough down under. Not content to focus their attention on organized motorcycle clubs, police in Queensland, Australia, have gained the power to harass bikers riding in groups of three or more riders. Under the laws, only members of "criminal motorcycle gangs" would actually face prosecution under the laws, which will make it an offense for them to gather in groups, but the law allows the coppers detain anyone while they conduct an investigation. The legislation, according to Attorney-General Jarrod Bleijie, would help put an end to biker's "annual runs."

Other new laws passed in October, allow police to stop, search, and photograph anyone wearing colors, ban club members from working in tattoo parlors and wearing colors in bars, and under these laws, club members face a minimum of 6 months of jail time for setting foot in their own clubhouses.

These new laws allow police and prosecutors to initiate secret "Star Chamber" hearings, where club members are compelled to testify before the Crime and Misconduct Commission, and refusal to cooperate has resulted in long jail sentences. Two senior members of the Finks MC were jailed for contempt at one of these hearings and received six-month sentences. Source: *The Australian*

PATCH OVER DOWN UNDER



www.youtube.com/embed/gllVhZ_xds

According to press reports, one of Australia's premier clubs, the Finks, is undergoing an identity shift, patching over to the U.S.-based Mongols motorcycle club. According to *The Australian*, up to 100 members are expected to make the change, speculating that "50 full patch members, many of whom are long-term stalwarts who want to take the club back to its roots

of the late 1960s as a pure motorcycling fraternity," will persevere on.

The Finks have a long history in Australia. They were formed in 1969 in Adelaide, and their distinctive patch features a likeness of the character of Bung, the court jester from the comic strip *The Wizard of Id*.

Speculation has it that the change is in response to increasingly draconian "anti-bikie" (the Australian term for bike club member) laws, which have amounted to a virtual ban on the club. The laws, which in many states are not even required to be made public, are used against the clubs, often making a crime of mere membership, based on "criminal intelligence."

Sources: *The Australian*; *Courier-Mail*

SOME FREEDOM OF CHOICE FOR TENNESSEE?

CMT/ABATE is pursuing a strategy of passing a bill that will enable anyone from any "Free" state to ride without a helmet in Tennessee. Rep. John Tidwell, a respected and long-time member of the House and a motorcyclist, Sen. Sutherland, also a motorcyclist, and Senator Douglas Henry are expected to be prime sponsors of the "Reciprocal Bill," which will include language that will only allow law enforcement to "check" if you are from a Freedom of Choice state, if you have been stopped for another infraction of the Tennessee law (ie: speeding, improper lane usage) making riding helmet-free a secondary offense.

Freedom of Choice bills usually have a fiscal note in the millions, due to finagling of figures by the healthcare industry and the Tennessee Department of Finance that handles the state's version of Medicaid, called TennCare. This sends the bill to the Budget Committee, where they die. CMT/ABATE believes that this bill would be accompanied by a "not significant" fiscal note, as theoretically the state's TennCare program will not be affected by out-of-state motorcyclist's expenses.

CMT/ABATE is reaching out to out-of-state MROs asking for support for this effort, in advance of its pending introduction. *Source: Carol Simpson, MRF Assistant State Rep., CMT/ABATE*

CAN WE DRY UP THE NSA'S DATA COLLECTION?

The NSA data collection facility in Utah is being targeted by a coalition of defenders of privacy rights, such as the Tenth Amendment Center, Antiwar.com, the Bill Of Rights Committee, and

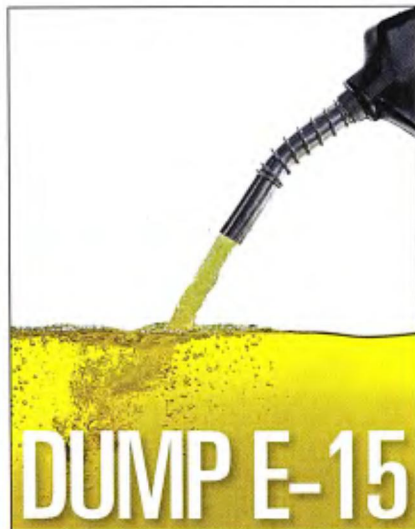


www.indiegogo.com/project/544899/widget

RevolutionTruth, who founded an organization, "OffNow," to deny the center the 1.7 million gallons of water it requires daily to cool the supercomputers it uses to spy on us. It is expected that the campaign will strike a chord with the water-challenged citizens of that arid state.

Water is not the only the only NSA Achilles heel; in 2006 the NSA's headquarters maxed out the capacity of the Baltimore area power grid.

The promoters have produced a 60-second television and radio ad titled "Turn It Off" to spread the word, and are raising funds to get them on the air. For information go to nullifynsa.com



The American Motorcyclist Association is supporting HR 1462, the Renewable Fuel Standard Reform Act,

sponsored by Virginia Representative Bob Goodlatte, which will ban gasoline containing greater than 10 percent of ethanol by volume, thus eliminating E-15. The impetus behind the legislation is to protect the 22 million motorcycles in the country from inadvertent misfueling.

Motorcycles and ATVs aren't designed to run on ethanol fuel blends higher than 10 percent, and many older machines favored by vintage enthusiasts may have problems with any ethanol in the fuel. In fact, simply using fuel with blends of ethanol over 10 percent could void a vehicle manufacturer's warranty, potentially leaving motorcyclists with thousands of dollars in additional repair costs.

The AMA is urging motorcyclists to write their congress members in support of HR 1462, and encourages constituents to compose letters in their own words, drawing on their own experiences with ethanol blends.

LIKE A GIANT VACUUM CLEANER

Recent revelations from the Edward Snowden leaks reveal that the National Security Agency is vacuuming up the address books of users of Yahoo, Hotmail, Facebook, Gmail, and other unspecified providers, amounting to a rate of 250 million address books a year.



The agency then cross-references these lists to search for hidden connections and map relationships.

A spokesman for the Office of the Director of National Intelligence, which oversees the NSA, says the agency "is focused on discovering and developing intelligence about valid foreign intelligence targets like terrorists, human traffickers and drug smugglers. We are not interested in personal information about ordinary Americans." Although the collection is said to take place overseas, the agency admits that the Americans tracked number in the millions, to maybe tens of millions.

Source: *Washington Post*

SILK ROAD SHUTDOWN

While many are applauding the FBI takedown of the Silk Road website, which allowed people to buy and sell illegal drugs online, anonymously, it is arguably true that the seizure actually makes people less safe, not more. Cathy Reisenwitz of the Foundation For Economic Education (FEE) penned a recent essay outlining how the website was a positive force for a safer drug marketplace, and the shutdown pushed users back into the violent drug underworld, exposing them to danger on the streets as opposed to the safety of the Internet.

Silk Road was a peaceful place because it lived online. That alone makes it harder to physically hurt people. Thanks to technology, Silk Road solved most of the problems that lead to



Silk Road

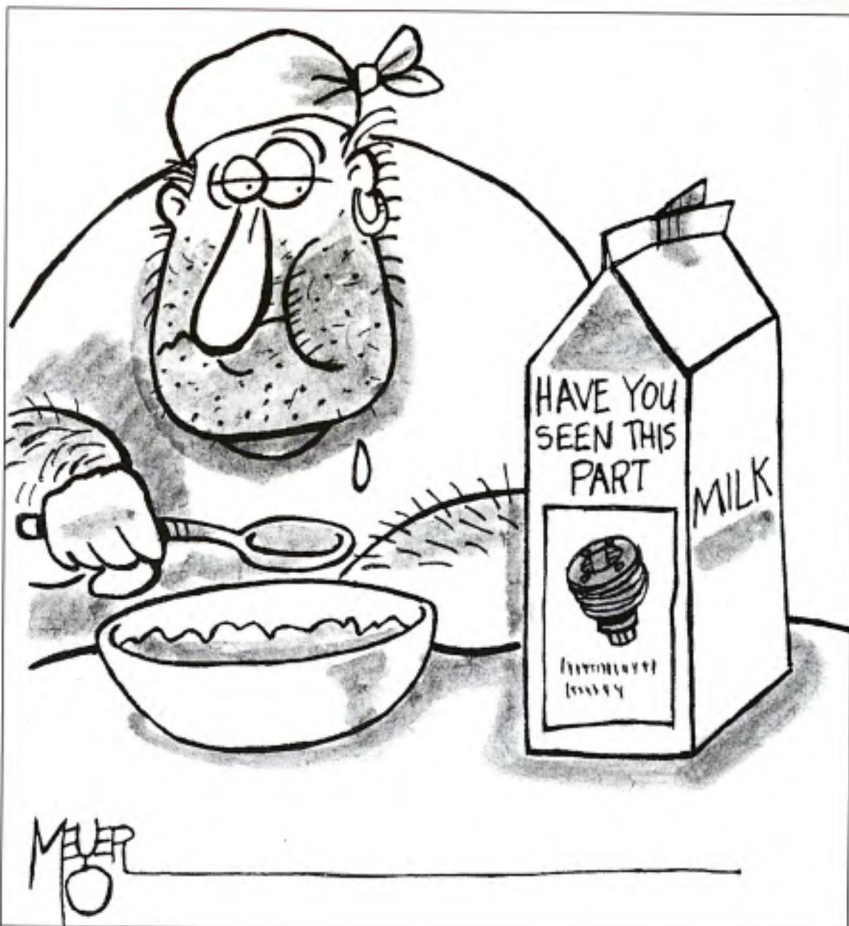
anonymous marketplace

violence, which are a natural consequence of black markets. It provided a fraud-free environment with an escrow system. Sellers didn't get paid until the buyer received his product. One dangerous byproduct of illegal street sales is contaminated and unpredictable dosage information. Thanks to its rating system, buyers exactly knew what they were getting, with users offering to test seller's drugs in exchange for free samples.

Much like iTunes revolutionized the music industry, by providing a framework for legal music downloads, the

Silk Road provided a safe alternative to the violence of street drug dealing. Despite FBI bravado over the busting of the site, the Silk Road was a modest player in the overall illegal drug market. Carnegie Mellon economics professor Nicolas Christin estimates that the site's annual revenue was between \$30 and \$45 million. The government estimates the illegal drug trade in the United States amounts to \$60 billion industry yearly, which puts Silk Road at about 0.075 percent of the overall market.

Reisenwitz closes, "Lessening social harms created by black markets has never been a goal of the U.S. government. If it were, seizing the safest way for people to acquire illegal substances would not have been on the table. Instead, the goal appears to be to engage in an unending struggle that keeps the enforcers' coffers flush and violent cartels in power." Source: www.fee.org



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If the name "Golddigger" sounds familiar, it might be the echo from an iconic custom bike fashioned decades ago by Arlen Ness. It's not by accident that Wisconsin bike builder "Cabana Dan" Rognsvoog decided on the name for his custom XL. The bikes built by Mr. Ness in general, and digger-style bikes in particular, played an inspirational role in this revived 1979 "Ironhead Sportster" that Dan put together in his home workshop. He got some much-appreciated help from his daytime co-workers at We-Energies, the utilities company where Dan keeps powerplant turbines running smoothly so the electricity keeps flowing to his community.

About his nickname "Cabana Dan," it seems a friend in Ft. Lauderdale had wanted him to crew chief a top fuel Harley racebike. When Dan said the only way he'd leave Wisconsin for the Sunshine State was if they were a lady with a pool and a lot of money. So his

Cabana Dan has
turned "iron" into gold.

DAN ROGNSVOOG'S EXCELLENT '79 XL

GoldDigger



friend said, "Oh, so you want to be a Cabana Boy," and the name just stuck.

"I build bikes for fun after 60 hours at the powerplant," Dan tells us. "Winter was coming and it was time to build something new. I had just visited Dave Perewitz and saw a digger bike at his shop and it stuck in my mind. A couple of years ago, my wife, Leah, bought a 1979 Sportster custom, an ugly purple thing with a stupid tank, but she got it dirt cheap. So I suggested we pull out the motor and rebuild it. There's was an old Paughco frame in

the attic and we decided to make a digger out of it."

Dan makes it sound easy, but he designed and hand-fabricated most of the bike including all the bodywork and even the springer front end. And those super cool magnesium "snowflake" wheels are super rare vintage KimTab components, originally found on the Rokon street bike, pieces Dan squirreled away from one of the many vintage swap meets he frequents. For the right old-school color scheme, he relied on Jayme at Blue Moon

Kustoms in Oshkosh for the "sparkly gold" paint, then the digger went to Calico Pinstriping for the graphics.

Cabana Dan has turned iron in to gold with his '70s style digger. Dan lives about 20 minutes from Milwaukee and is currently wrenching late into the night focused on getting his 1913 "Silent Grey Fellow" single cylinder Harley up and running in time for the 110th anniversary celebration of the Motor Company. Who wouldn't "dig" chugging around on a 100-year old milestone machine?

—Paul Garson







Owner: "Cabana Dan" Rognsvoog
City: Franksville, Wisconsin

GENERAL

Designer: Cabana Dan Rognsvoog
Fabrication: Cabana Dan
Year/make: 1979 Harley-Davidson
Model: Sportster Custom
Assembly: Cabana Dan
Time: 9 months

Chroming/polishing: Badger Plating,
Burt's Polishing

ENGINE

Year/make: 1979 Harley-Davidson
Displacement: 1000cc
Cam: Andrews
Ignition: points
Pistons: Harley-Davidson
Heads: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): S&S B w/accelerator pump
Air cleaner: velocity stack
Pipes: slashcut

TRANSMISSION

Year/make: 1979 Harley-Davidson
Shifting: custom foot

PAINTING

Painter: Jayme at Blue Moon
Kustoms

Type/color: Sparkly Gold
Special paint: Flat clear

FRAME

Year: unknown
Builder: Paughco
Rake: yes
Stretch: some

ACCESSORIES

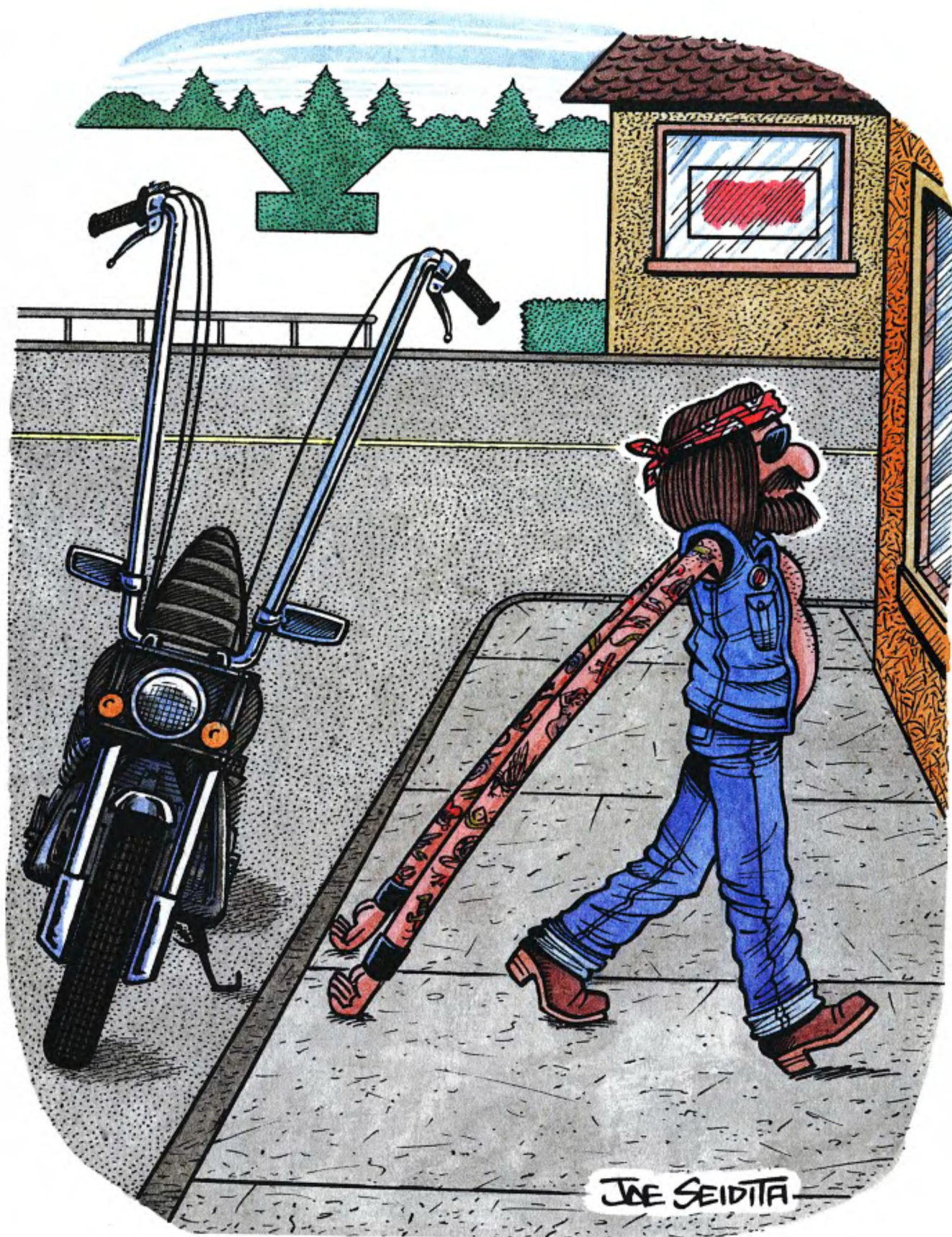
Bars: found in attic
Handlebar controls: Harley-Davidson
Fenders: homemade
Headlight: swap meet special
Taillight: swap meet
Front pegs: homemade
Electrics: Harley-Davidson, Cabana Dan
Gas tank: homemade by Allen
Oil tank: homemade
Oil system: Harley-Davidson, copper lines
Seat: First Rate Upholstery
Mirrors: none
Grips: 7sinschoppers

FORKS

Type: springer
Builder: homemade

WHEELS

Size: 19-inch front, 17-inch rear
Wheels: Kim Tab front, Ride Rite rear
Tires: bargains
Brake: sprotor rear
Photos: Michael Lichter





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HIGH TIDE AT THE WILSON RODEO



You can never predict the weather in summer and the weekend of July 12-14 was punctuated by a deluge of rain at the start of the Dennis Kirk sponsored, Easyriders Motorcycle Rodeo season in Wilson, North Carolina. But bikers are a hearty lot and it takes more than a little rain to stop a good two-wheeled party.

Soggy campers enjoyed meeting Ryan "Opie" Hurst from *Sons of Anarchy*, rocked out to the sounds of Madison Rising, and the Saturday night trophy girl contest gave a whole new meaning to the wet T-shirt contest, as in drenched T-shirt contest.

A ride-in bike show featured custom bobbers, choppers, baggers, and even trikes. Third place went to Allen Jacobs of Fall River, Massachusetts, for his 1999 Softail; second place was awarded to Russell Brandt of Jacksonville, North Carolina, for his 2007 Street Bob; and first place was nabbed by Horace Lee Joyner of Rocky Mount, North Carolina, for his 2006 Boss Hoss Trike.

After racing in the mud during qualifying, rodeo riders were rewarded when the skies parted and sunshine shone on the fairgrounds for the main event on Sunday. Jason Tabor of Canton, Ohio, took first place in the slow race, barrel race, and solo sled pulls, while his dad, Robert, grabbed first in the trike gas class. Young Mr. Tabor and the talented Crista Emigh took top honors in the wienie bite contest, as well. Jim and Pam Albney of Richmond, Virginia, took home a first place trophy in the potato haystack event, and Eddie Austin and Crystal Davis of Salisbury, North Carolina, took first in the tire ride contest.

When the smoke cleared on this mixed bag of mud, blood, dust and lust, top cowboy Jason Tabor set his sights for the next stop of the Rodeo circuit. Fowlerville, Michigan, here we come!

—Dave Nichols

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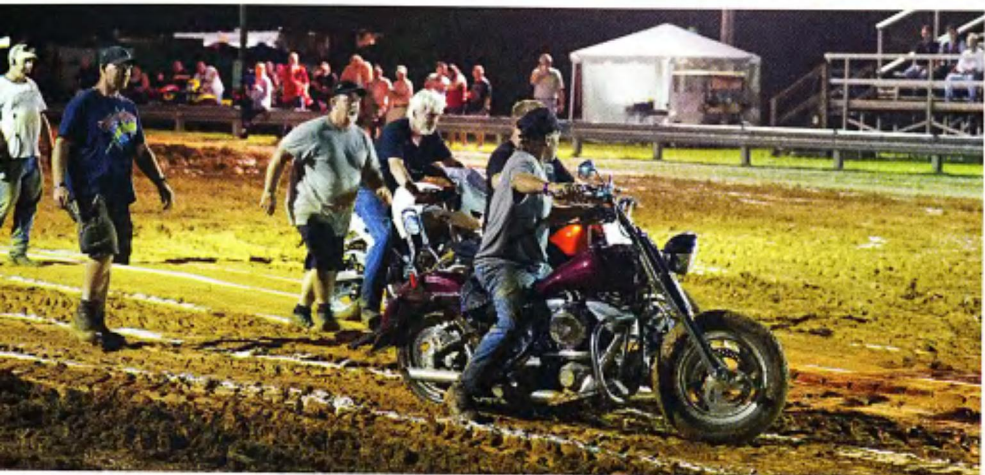
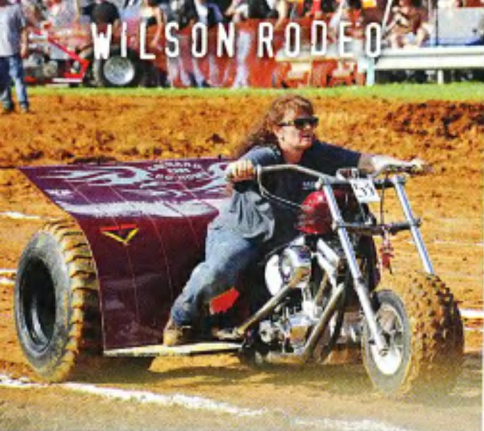
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WILSON RODEO









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S&S Cycle Celebrates 55 Years Of Proven Performance

George J. Smith Sr. would be extremely happy to see how the business he started in his basement in 1958 has grown today. The expansion of the Viola facility and the addition of the LaCrosse location for S&S Cycle is a hint of the growth that they've made since 1958. This past June, S&S Cycle celebrated its 55th Anniversary with one rockin' party from LaCrosse to Viola and all the beautiful Wisconsin riding in between.

Right along the edge of the Mississippi River, LaCrosse sets the scene for many a great party at its Oktoberfest Grounds, the S&S 55th Anniversary Celebration was no exception. Starting Friday afternoon and into the night, there was an abundance of food, drink, bands, and vendors, plus some exceptional custom bikes to check out. Somewhere between bands, beer, and brats, S&S kicked off the celebration thanking their loyal customers and all of the employees that make it happen. George Smith Jr. started the festivities by extending a heartfelt welcome to all. Several key people thanked their customers, and then to start the party, President Steve Iggens, asks for everyone on the Oktoberfest Grounds to raise a glass and toast, "To 55 years of wonderful success, and here's to at least 55 more!"

As the crowd grew, Master of Ceremonies Jay Allen turned the stage over for the unveiling of five custom builds all using the S&S X-Wedge frames and engines provided by S&S. Four high schools and one technical school spent the year designing and building a ground-up custom. The student builders were in the spotlight with photos, interviews, congratulations, with their bikes on display all weekend.

Saturday's schedule was packed, starting with a ride to Viola for breakfast. Braving the brisk air, you could catch one of the two different routes to the S&S Ranch, the original Wisconsin location.

One route hugged the Mighty Mississippi along the Great River Road, then kicked east through the Viroqua and onto Viola. The alternate was a northern route, heading to Wildcat Mountain State Park, riding through what's known as the Driftless area. Once in Viola riders were greeted with a pancake breakfast and enjoyed lively conversation as George Smith Jr. led a captivating round table discussion with many of the Racing Legends that S&S has sponsored over the years.

The plant tour was not to be missed as you could check out the flow of production from start to finish. The outstanding feature of this year's Anniversary Celebration was the completely updated S&S Museum. It's a great collection including actual S&S artifacts from the beginning days of S&S, through the 55-year history to today. There's an awesome racing display including race bikes, leathers, and memorabilia from many different eras. The hall of engines includes a sample of each engine that S&S has built.

By the time everyone got back to LaCrosse, the band was rockin' at the Oktoberfest Grounds. Three great bands were lined up starting with The Dave Rogers Band then Last Call rocks until early evening. Military tribute bikes were displayed while Jay Allen presented the Circle of Honor ceremony. This was a pause in the party to honor our men and women who have served and are serving in our military today. The crowd responded with gregarious applause, whistles, and cheers; then the action exploded with the revving of engines in a burnout contest right in front of the stage. The Eric Tessmer Band took the stage and then, to top off the celebration, S&S presented a smokin' show with Foghat rockin' until midnight.

We look forward to the next anniversary milestone and to see what S&S has in store for us in the future.

—Pam Proctor

Photos: Pam Proctor



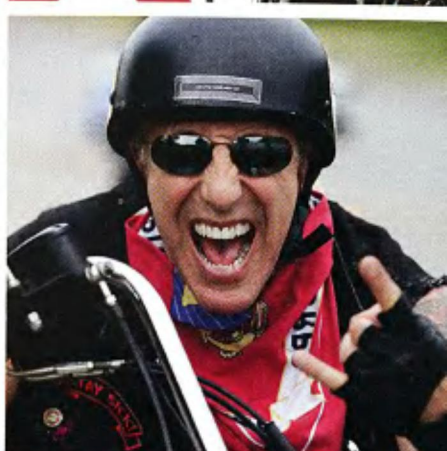
DEEP IN THE HEART OF TEXAS



2013 ROT RALLY

Folks in Austin, Texas, tell us that the Republic of Texas Biker Rally (ROT Rally) is the biggest motorcycle rally in Texas and possibly in the country.







The 4-day event in June is held at the Travis County Exposition Center in North-east Austin and is known for its top-notch live music acts. Past headliners have included Hank Williams Jr., Willie Nelson, Bret Michaels, Joan Jett, Paul Rogers, Steppenwolf, David Allen Coe, and Charlie Daniels, to name a few. For 2013, top entertainers included Black Foot, Vince Neil of Mötley Crüe, Twisted Sister, Texas Flood, Thunderosa, and many more.

Each year, the city closes off 50 square blocks of the downtown area for a massive party on Congress Avenue and over 200,000 bikers show up to have a kickass time.

Out at the Travis County Expo Center riders find ride-in bike shows, custom builders showin' their wares, a tattoo expo, wet T-shirt contests, stunt riders, and the world-famous American Hellriders' Wall of Death, as well as over 350 vendors of aftermarket parts, products, and clothing for riders.

The city also hosts the Guinness World Records certified "Longest Parade of Motorcycles" on Friday night. It is truly an experience to behold as over 60,000 motorcycles thunder down the street for hours on end. It's like Mardi Gras for bikers!

Next year the 20th Annual ROT Rally will take place June 12 -15, 2014. Go to www.rotally.com.

—Dave Nichols



RIDING IN COMFORT

Harley's Twin-Cooled Motors

Over the years, Harley has developed a pattern of designing a near bulletproof basic chassis and then incrementally improving its secondary assemblies. For 2014, three of Harley's bagger models, the Electra Glide Ultra Classic Limited, Tri Glide, and CVO Ultra Limited, have the most "revolutionary" improvement in decades: H-D's new Twin-Cooled, High Output Twin Cam motors. Twin Cooling literally means that the motors are not only air cooled, but also liquid cooled.

The Twin-Cooled Motors come in two sizes: the Ultra Classic Limited and Tri Glide have 103-cubic-inch motors; and the CVO Ultra Limited has a whopping 110-cubic-inch. The idea behind Twin

Cooling 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 end, the liquid cooled heads work perfectly fine, and although we weren't given any numerical stats, placing a hand on the air filter housing (also new and improved) of the standard models first and then on those of the Twin Cooled models, offered sufficient proof of the validity 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 down tubes. From there, two hoses followed the down tubes up to

the engine heads, while a pair of small radiators is placed on each side of the fairings in such a way that it looks to the unsuspecting observer like the vent of the bottom fairings. The only drawback to that is that these bottom fairings can't be removed anymore when the weather gets hot. But with the liquid cooled heads, you won't need to in the first place.

In an effort to further boost rider comfort, both the Street Glide and Ultra models also featured a Splitstream vent, which picks up air from just below the windshield and runs it through the fairing to the rider. This venting system is also designed to reduce buffeting when opened by the rider.

—Wendell Christopher

Harley-Davidson
www.harley-davidson.com



1 At first glance, Harley's 2014 Ultra Limited looks almost identical to last year's model. That's just an illusion, though; there is a huge difference, it has liquid-cooled cylinder heads.

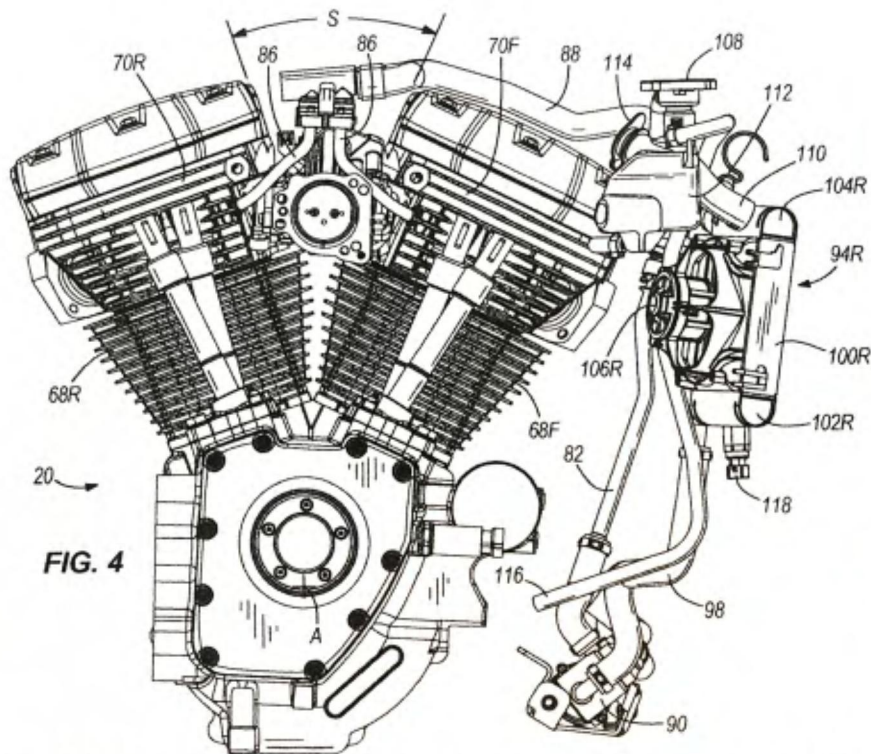


FIG. 4

2 This drawing is part of the liquid-cooled motor patent that Harley applied for in 2009. The Twin Cooling system is the big news in the Ultra Limited, CVO Limited, and the trike models.



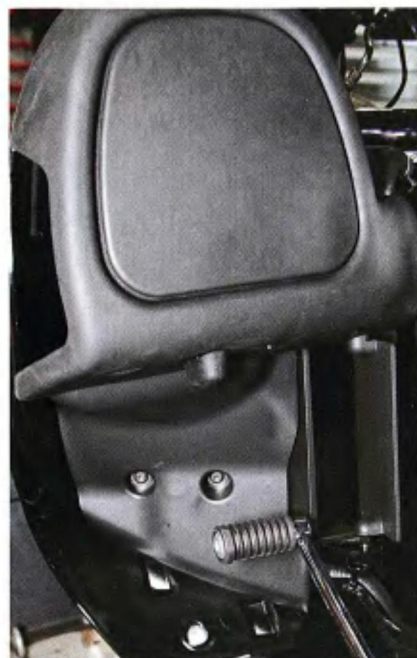
3 The Twin Cooled bikes are fitted with two radiators, one in each lower fairing.



4 The cooling system's reservoir is in the right side lower.



5 An electric pump circulates the coolant through the cylinder heads, into the radiators, then back to the heads.



6 Along with the radiators, each of the lower fairings incorporates a three-position leg vent.



7 To help keep the rider cool, the front fairing now has Harley's Splitstream vent system.

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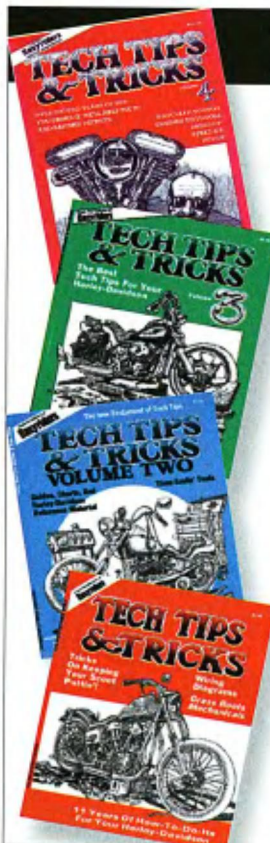
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IN THE WIND



Another senseless trike tragedy befalls a bro at the Born Free 5 chopper show.

— Terry Bert, Oak Canyon Ranch, Silverado, Calif.



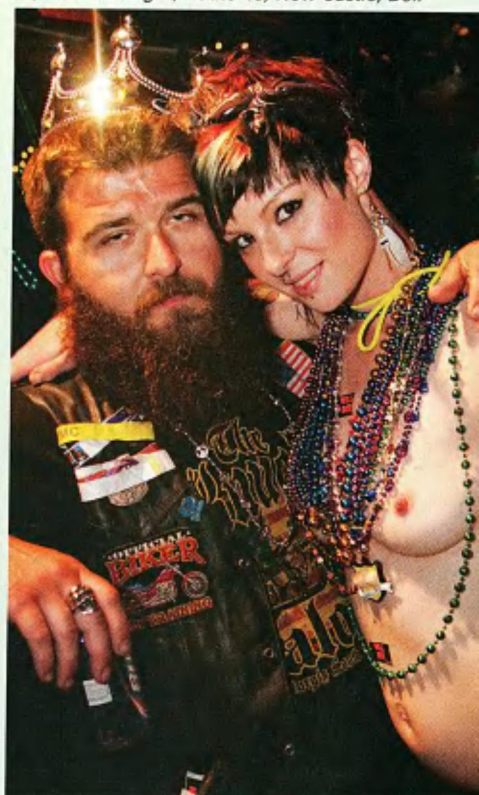
How to build a Sportster bagger.

—Lou Camerota, Hooters Night, Route 13, New Castle, Del.



What's not to love about riding in Pinecliffe, Colo.?

—Bob Plough, Wentworth, Mo.



Chicks dig the king. —The Boy Scout, Columbus, Ohio



His homegrown face protector does the job at a fraction of the price.

—Bill Cromwell, Littlestown, Pa.



Who farted?

—Stripe, Lee's Summit, Mo.



It's Follow the Orange Bike Day in Greensboro.

—Paul Shermer, Greensboro, N.C.



Andi sez pink is the new chrome. —Bob Plough, Wentworth, Mo.



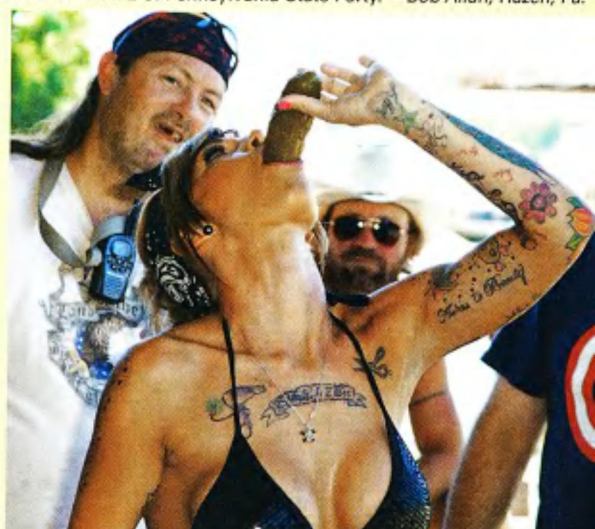
I don't think that was fuel detergent. —The Boyscout, Columbus, Ohio



Emilio leads the Teamsters Horsemen singalong. —Terry Bert, Glendale, Calif.



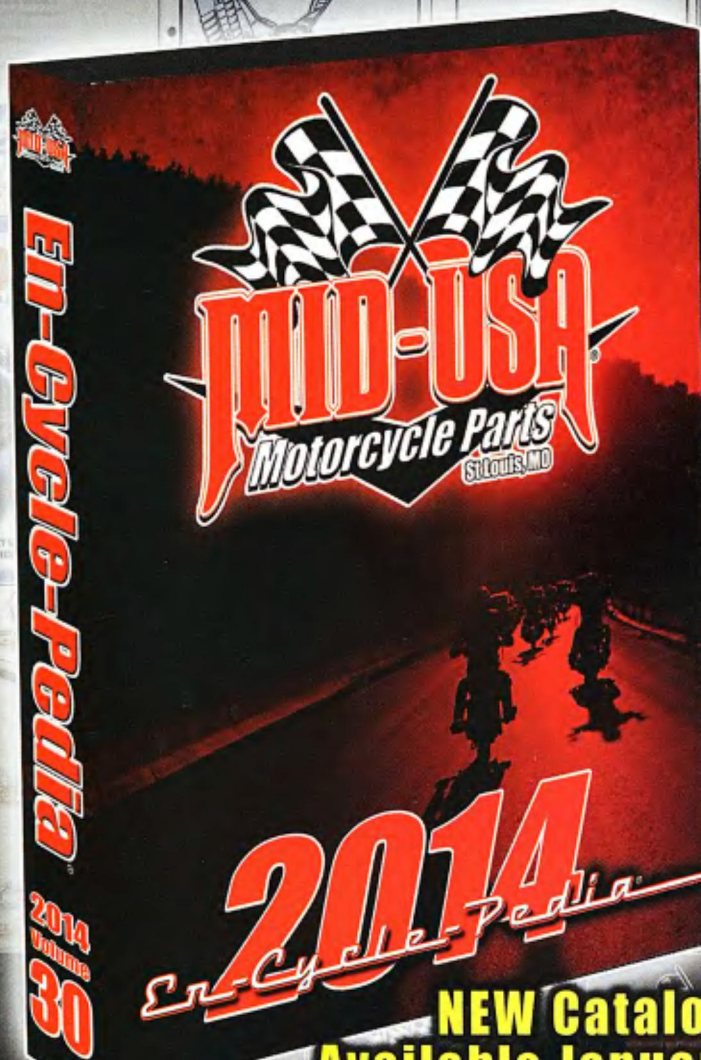
Smilin' sister at the ABATE of Pennsylvania State Party. —Bob Allan, Hazen, Pa.



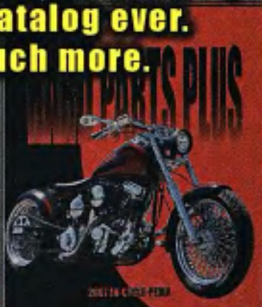
Nutritional demo. —Dr. Lonnie Blum, Oklahoma Bike Week

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 BACKYARD BUILD

DOING TIME





Take a look at the shotgun exhaust on this one, with the tricky pipe bending from the Gangster gang.

Bobby K didn't have to go far in his search for a no-foolin', straight-up, classic-as-they-come chopper. Gangster Choppers, right there in his Richmond, Virginia, hometown specializes in that sort of thing and if John Dodson, a third-generation Harley guy, couldn't come up with the all-business ride Bobby had in mind, no one could. Besides, the shop was darn near right around the corner.

Taking this new assignment in stride,

John and his dad, Ken, began Bobby's bike with one of their own Gangster Choppers frames, putting together a single downtube rigid with all the time-honored dimensions. Naturally they slipped in a 6-over springer up front, filling that with an 80-spoke wheel in the classic 21-inch size. The frame cradle got stuffed with another chopper must-have—a shovelhead motor sparked up with a Morris magneto. This one's a brand-new 103-inch S&S. And it's

lashed up to an equally new transmission, a modern-as-tomorrow Baker 6-speed. Timeless looks matched with modern reliability and function.

Take a look at the shotgun exhaust on this one, another nod to the timeless style. But getting more than a little tricky with the pipe bending, the Gangster gang ran those pipes over to the left side of the bike before redirecting things back through the frame and over to the right side for a straight shot

Owner: Bobby K
City: Richmond, Virginia

GENERAL

Designer: John Dodson,
Gangster Choppers
Fabrication: John Dodson,
Ken Dodson

Model: Doing Time

Assembly: John Dodson

Time: 6 months

Chroming: Chrome Masters

ENGINE

Year/make: 2012 S&S shovelhead

Displacement: 103 cu. in.

Ignition: Morris Magneto

Cam: S&S

Carb: S&S

Air cleaner: Gangster Choppers

Pipes: Gangster Choppers

TRANSMISSION

Year/make: 2012 Baker

Shifting: 6-speed

PAINTING

Painter: Copperhead Graphics

Type/color: House of Kolor/
Blood Red Kandy

FRAME

Year/make: 2012 Gangster Choppers

Type: rigid, single downtube

Rake: 44 degrees

Stretch: 4 inches

Shocks: none

ACCESSORIES

Bars: Gangster Choppers

Handlebar controls: Performance
Machine

Fenders: Gangster Choppers

Headlight: Gangster Choppers

Taillight: Gangster Choppers, LED

Speedo: none

Pegs: Gangster Choppers

Foot controls: Gangster Choppers

Gas tank: John Dodson

Oil tank: Gangster Choppers

Seat: Gangster Choppers

Grips: Gangster Choppers

FRONT END

Type: springer, 6 inches over

Builder: Paughco

WHEELS

Type: 80-spoke laced

Size: 21-inch front, 18-inch rear

Tires: 200 rear

Brakes: HHI

Photos: Don Rogers

Contact: Gangster Choppers

1-866-640-CHOP (2467)

www.gangsterchoppers.com



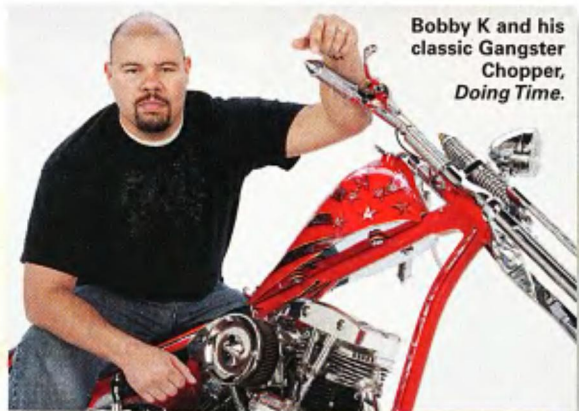
towards the rear. That gas tank, oil tank and the stylized and scooped rear fender is more handiwork from the Dodson family. Ditto for the headlight and taillight.

Copperhead Graphics, the paint shop that handles the majority of the Gangster builds, took care of the color placement when it came time for that. All House of Kolor materials, it's a Blood Red Kandy base accented just about everywhere, frame tubes included.

Bobby K got exactly he wanted, plus. And he didn't have to go far to find it.

—Joe Kress





Bobby K and his classic Gangster Chopper, Doing Time.



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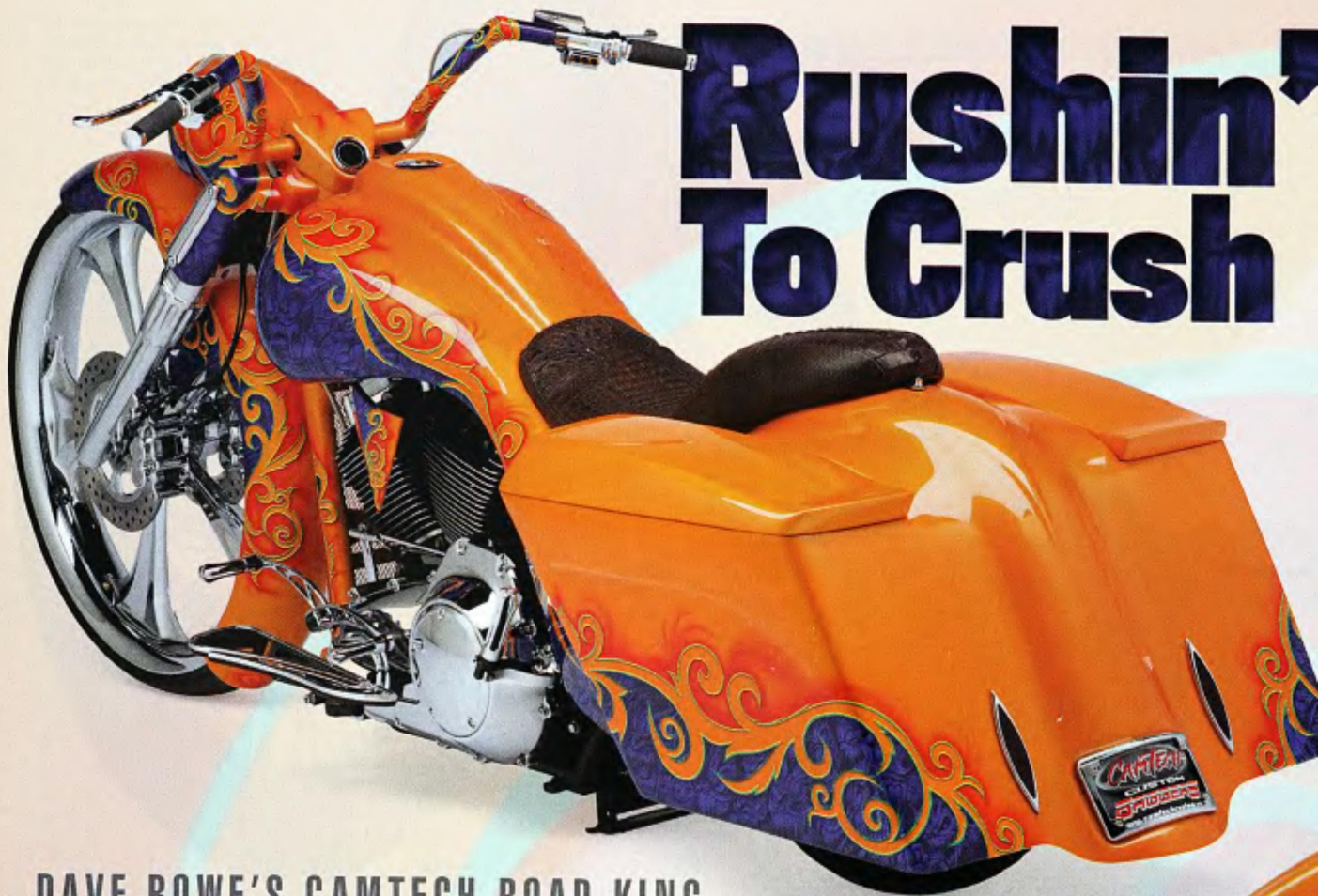
TOXICINKCLOTHING.COM

This month's *Easyriders* girl is darlin' Danielle, a down-home honey with all the right stuff to add a little sparkle to Bobby K's classic Gangster Chopper.

A rigid with a magneto-fired shovel
is as classic as it gets.
S&S and Baker mechanicals make it
everyday reliable.



Rushin' To Crush



DAVE ROWE'S CAMTECH ROAD KING



Seeking a hotter type of custom bike, Canadian rider Dave Rowe has crossed the northern border several times to visit Cameron Jurow and the Camtech crew in sunny Summerville, South Carolina. Home of many award-winning, ground-up customs, Camtech also offers some trick body kits, something that caught Dave's eye. So after making his preferences known, Camtech rustled up concept sketches, first drawing them freehand and then producing a computer rendering that made some suggestions and also caught the spirit of Dave's vision for his new ride, which he calls "Orange Crush."

"Dave's really a great customer and a lot of fun to work with and gives us a lot of artistic freedom," Cameron tells us.



I like to build bikes that flow as art, where you can just sit and look at it and keep finding new things.



Owner: Dave Rowe

Country: Canada

GENERAL

Designer: Cameron Jurow, Donny Keller

Year/make: 2010 Camtech

Model: Road King

Fabrication: Josh Zak, Camtech

Assembly: Shane Phillips, Camtech

Time: 2 months

Chroming: Chrome Masters

ENGINE

Year/make: 2010 Harley-Davidson

Displacement: 103 cu. in.

Carb(s): FI

Air cleaner: Battistini

Pipes: Akropovic

TRANSMISSION

Year/make: 2010 Harley-Davidson

Shifting: 6-speed foot

PAINTING

Painter: Donny Keller/Ricky/Mario of Camtech

Type/color: PPG/Lambo Orange, Plum Crazy

Graphics: Donny Keller

FRAME

Year/make: 2010 Harley-Davidson, Camtech

Rake: 49 degrees

Stretch: 2 inches

Shocks: Air Ride, Camtech

ACCESSORIES

Bars: Camtech

Handlebar controls: PM

Fenders: Fat Katz

Headlight: Harley-Davidson

Taillight: Yaffe

Speedo: Dakota Digital

Electrics: Camtech

Gas tank: Camtech

Oil tank: Harley-Davidson

Oil system: Harley-Davidson

Seat: High Rollers, Gator

Pegs: Battistini

Grips: PM

FORKS

Type: Air Ride, Camtech

Extension: 4 inches over

Builder: Ness

WHEELS

Size: 30-inch front, 18-inch rear

Wheels: Renegade front, Akront rear

Tires: Vee Rubber

Brakes: Ness dual rotor front, Brembo rear

Photos: Michael Lichter

Contact: Camtech Custom Baggers
843-552-0336



"With this bike he specifically wanted a Road King and a flowing one-piece body, and we went from there. This is the second full-body bike we did, the first one taking Bagger of the Year." That was a bike called 'Big Time' as seen on the cover of the first issue of *Road Iron* magazine.

The Camtech body kits are made of heavy-duty fiberglass and usually include a tank cover, side covers, and stretched bags with variations in style and stretch. In this case, Camtech designed and fabricated a one-off, one-piece body, molding in the gas tank and dash and the lids are their one-off Pro-Mod's. The frame was modified including cutting the neck and adjusting the rake to accommodate the 30-inch front wheel.

After the bodywork was given its base paint by Camtech's in-house paint team, the graphics were turned over to Donny Keller who added a throng of gargoyles, trolls, and

demons, ghosted into the plum crazy purple. "Donny came up with the scroll work inspired by the designs seen in the Affliction and Sullen T-shirts that are so hot now," Cameron says. "We put our spin on the general idea, and since I really like orange, we came up with the Lamborghini orange. It really pops against the purple. When Donny joined us, thanks to his talent our paint really went to another level. I like to build bikes that flow as art, where you can just sit and look at it and keep finding new things."

Dave had said he wanted a bike that all eyes would be drawn to when it rolled into a parking lot. He got that and more, the bike has taken several awards including Best of Show and Best Paint awards both in Canada and at Easyriders Bike Shows in the United States. It's obviously a bike that has international appeal, and Dave says "It's definitely a keeper."

—Paul Garson



The Donny Keller paint features a throng of gargoyles, trolls, and demons.



Meet This Month's Winner!

In this month's mag, meet sweet Luda 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, comrade.

Check out her feature in this issue to dig the full enchilada as she primps and prances aboard Jon Shipley's wild Hoosier Daddy bobber.

—Moosecock Montana





#0101 Michelle-Arizona

"My First Harley ride was incredible; I never wanted it to stop!"



#0103 Danielle-Texas

"My first ride on a Harley was straight to Bike Week and I have loved them ever since."



#0102 Kim-South Carolina

"I rode on a Softail at Daytona Bike Week. That vibration was the best I ever felt between my legs!"



#0104 Joia-Washington

"In the summer of 1989 I found myself astride a Harley, arms wrapped around a boy I was supposed to stay away from. It took my breath away."

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 scurvy scallywags. Meet Jenna from the wild northern climes of British Columbia. Thrill to the big boss Canadian beat as this vivacious Canuck snatches you from the clutches of boredom and delivers you to the wild ride of your own flaming gonads!

487

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

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Model's Name: _____

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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:



"Well of course you can ride with us!"

Hoosier Daddy Rules!

A Tin Lizzy Saloon and Lucas Oil Giveaway





Jon Shipley who owns Hoosier Daddy Choppers in Indiana says, "I was that guy 10 years ago." He rode his Suzuki Volusia to a bikerfest rally and just kept going back every year thinking, "Those custom machines are so great, but I will never be capable of building anything that cool." Never say never.

This year Jon was the first American builder invited to compete in Germany at the AMD World Championships. "If you don't support to bike shows, the custom work, talent, and creativity will become one of the lost arts, he says. We are not there to stack up plaques and win trophies [though Hoosier Daddy Choppers does win their share these days], it is about showing up and supporting the industry."

Hoosier Daddy Choppers was commissioned to create this one-of-a-kind project, that was given away at the Tin Lizzy Saloon during the Sturgis Rally. We heard the winner Danielle Hickey parks

We are lucky to have a fantastic organization such as the Lucas Oil family supporting the biker community with their products and the motorcycle events they sponsor.





this white-hot wonder in her bedroom. "Tin Lizzy Saloon really understands the importance of supporting the town of Deadwood and the entire biker community," Jon tells us. "We are lucky to have a fantastic organization such as the Lucas Oil family supporting the biker community with their products and the motorcycle events they sponsor. Every product they have is nothing short of miraculous."

Jon's concept here was to develop an old-school drag racer, but it had to look like something that daredevil Evel Knievel would ride. The motor was originally scheduled to be the heart of Jon's personal bike, but in his words, "It just looks like it belongs in this one."

Jon is quick to point out that this bike showcases many parts from other craftsmen because he had limited time and budget, plus as he put it, "There are a ton of really good parts on the market."

Jon has gone from being "that guy" who looked at custom bikes with wonder, to building a bike that won Easyriders Bike of the Year as seen in our December issue. He loves to rip



down Highway 135 in Nashville, Indiana. It's a curvy stretch of road with plenty of elevation changes and a couple of nice bars along the way.

This month, you have chosen the luscious Luda as your Fox Hunt winner. She's a curvy lass who can stretch your imagination, change your elevation, and add a touch of extra class to this Hoosier Daddy bobber.

—Cheese

It had to look like something
that daredevil Evel Knievel
would ride.



Owner: Danielle Hickey
Location: Missouri
Fabrication: Hoosier Daddy Choppers
Year/make: 2013 Lucas Custom
Model: bobber
Time: 2 months
Chroming: Browns
ENGINE
Year/model: 2012 Rev-Tech
Rebuilder: Kalamazoo Choppers
Displacement: 88 cubic inches
Ignition: Vulcan
Cam: Andrews
Carb: S&S
Air Cleaner: Speed Dealer Custom
Pipes: Hoosier Daddy Choppers
TRANSMISSION
Year/make: 2013 Ultima 6-speed
Paint: Brad Boles
Type/color: PPG/red, white, blue
Special Paint: Brad Boles
FRAME
Year/make: 2013 Malibu Motorcycle Works
Type: rigid
Rake: 30 degrees
Stretch: none
ACCESSORIES
Bars: Hoosier Daddy Choppers
Handlebar controls: Speed Dealer Customs
Fender: Hoosier Daddy Choppers
Headlight: Panic Cycles
Taillight: Panic Cycles
Foot controls: Demon Cycles
Electrics: Hoosier Daddy Choppers
Gas tank: Malibu Motorcycle Works
Oil tank: Moon eyes
Oil System: Rev-Tech
Primary: Ultima
Seat: Drag Specialties
Grips: Accutronix
FRONT END
Type: inline spring fork
Extension: 4 inches under
Builder: DNA
WHEELS
Hub: DNA
Size: 16 inches
Tires: Shinko
Brakes: DNA sprotor rear
Photos: Michael Farabaugh
Contact: Hoosier Daddy Choppers
www.hoosierdaddyhoppers.com

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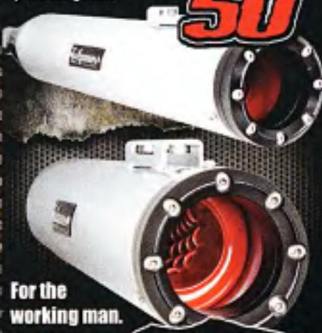
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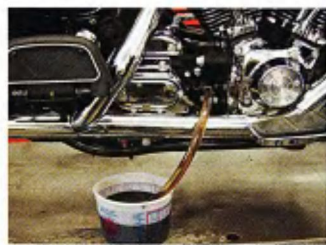


SIMPLE BUT CLEVER

Rogue Chopper's oil changer does the dirty work

WE ALL KNOW changing the oil on our bikes is the most important routine maintenance we perform. So if you are going to change your oil, why not change all of it? We change our oil by draining and refilling the oil tank and changing the filter but we never get the oil out of the engine. We pretend like it's an insignificant amount or not even

there. **Yet there is more than 24oz. left in the engine, that's 20% of the oiling system capacity!** Upon engine start up, this old oil mixes with the fresh oil and immediately starts the breakdown and discoloration.



Lets face it—the oil filter only gets the particles out of the oil. We must change the oil because it has been broken down, oxidized and discolored from high heat and chemicals in the combustion gasses. Mixing 24oz. of old oil with 96oz. of fresh oil would be like draining the oil in your car, changing the filter, pouring in one quart of the oil you just

drained out, adding the new oil, then pretending that quart of old oil never came out and it's insignificant.

Rogue Chopper has the fix for this problem; The Scavenger Total Oil Change System. This clever yet easy to use system effectively purges all the oil from the engine when performing an oil change. With this we get no old broken down oil mixing with new oil so our new oil stays fresh longer. It's great if you want to switch to synthetic oil from regular oil or the other way, but either way it's a great product.

But seeing is believing. Visit the Rogue Chopper website: www.roguechopper.com and see the video of how it works on your bike. Don't have web access, call for a free info pack. Once you have used the Scavenger you will never have to pretend like it's not there again.

ROGUE CHOPPER
866.877.6483
www.roguechopper.com

Scavenger
The TOTAL Oil Change System

Passin' Gas

When her late husband's will was read, a widow learned he had left the bulk of his fortune to another woman. Enraged, she rushed to change the inscription on her dead husband's tombstone.

"Sorry, lady," said the stonecutter. "I've already inscribed 'Rest In Peace' like you ordered—I can't change it now."

"Very well," said the widow grimly. "Then just add 'Until We Meet Again' to it."

Victor
West Coast

On a rural farm in Iowa, a mule had gone berserk and kicked the farmer's mother-in-law to death. An enormous crowd turned out for the funeral. The minister, looking over the crowd, said to the farmer. "Your mother-in-law must have been very popular—look at how many people came out to pay their last respects."

"They're not here for the funeral,"

said the farmer. "They're here to bid on the mule."

H.C.
Inside

What do a biker and a pygmy have in common?

Neither one minds havin' a little head.

Flash
Flint, Mich.

At the bro's stag party, his father raised a glass and proposed this toast: "To my son, on the happiest day of his life."

"But, Pops," the bro said, "I'm not getting hitched until tomorrow."

"Like I said," his father repeated, "to my son..."

Haystack
Baling-wired

Two convicted women were being taken from the courthouse to the

federal Penitentiary. Sittin' in the transport wagon, one asked the other, "Whattaya in for?"

"Dirty fingernails," she said. "They found pieces of my ol' man under them."

Dago
Farfrumbere

Definition of optimism: Miraculous Mutha buyin' six cases of Slim-Fast and a string bikini.

Risky
Takin' Cbances

A biker first realizes that he's falling in love with his woman when he starts getting pissed off at the bros who say she's a bum fuck.

El Vee
Simi Valley, Calif.

A lawyer left a dime tip for the waitress. "Wow, champ, ten whole cents?" she exclaimed.

"Yup, sugar," answered the legal eagle. "A penny for each inch of my dick."

"Then what's the extra nine cents for?" she asked.

DeeCee
America

Mad Mike's ol' lady stepped up to the counter at the sporting goods store and said, "I'd like to buy a 12-gauge shotgun for my husband."

"Of course," said the salesman, "does he prefer any particular model?"

"No preference at all," said the hard-belly. "The cheatin' bastard doesn't even know I'm gonna shoot his ass."

Big John
On Top

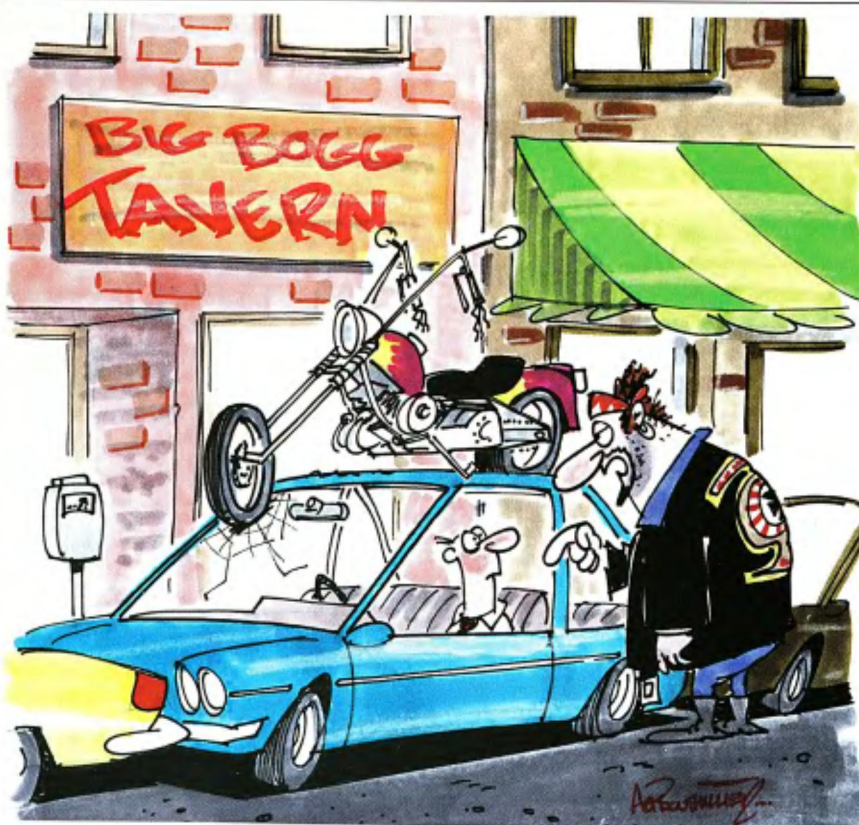
Whaddaya get when you cross an owl with a clam?

A mussel that stays up all night.

T.B.
Vacaville, Calif.

Then there was the bro who made a pretty good living by selling custom-made diaphragms at \$50 a crack...

Haystack
Needling



"You don't mind if I share this parking meter, do you?"

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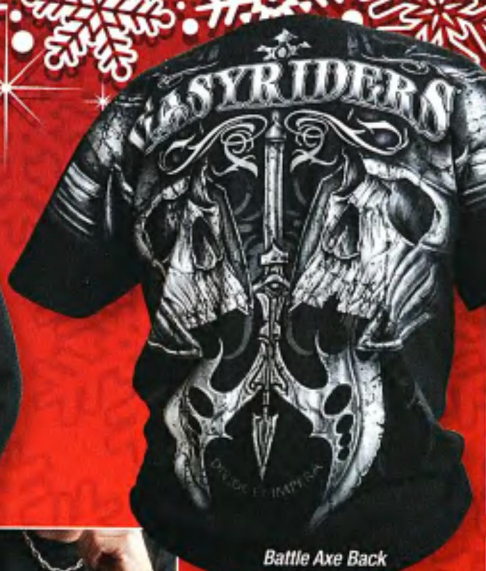
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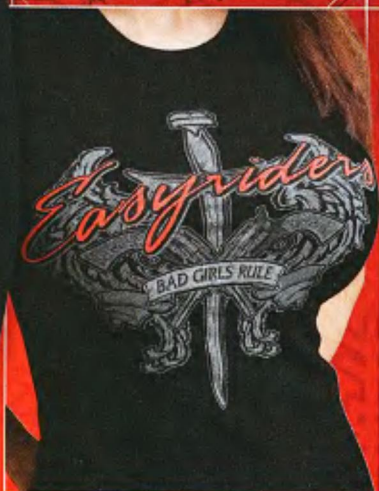


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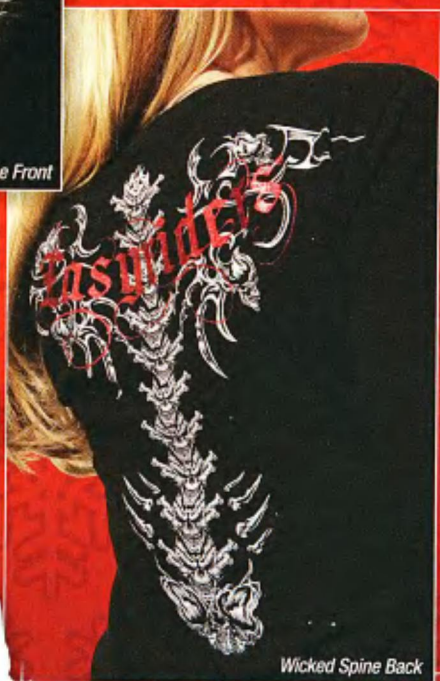
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Thunder In The Smokies

The beautiful mountain scenery surrounding Maggie Valley, North Carolina, was no match for the ominous wet, cold, and windy weather that, this year, plagued Thunder in the Smokies Spring Rally. Low-lying clouds obscured the usual picturesque views from the Blue Ridge Parkway and Smoky Mountains making my rides as close to riding in the heavens as I'll probably ever see. This rally is a rain or shine event and unfortunately, rain it did—all weekend and pretty much non-stop.

But bikers being bikers, the party endured for the most hardy and moved forward, participants undaunted. Top notch musical entertainment the likes of Rafe Hollister; the Alabama Blues Brothers; Ali Randolph & The Outta Luck Band; Rachele Lynae; and country's newest sensation, Matt Stillwell, as

Saturday's headliner, kept the waterlogged crowd dancin' throughout the weekend. The rain broke just long enough to squeeze in a damp guided ride to the Blue Ridge Parkway's Waterrock Knob.

Waterrock is the highest point on the Parkway. A mountain overlook that normally offers spectacular views of the Blue Ridge was more like a view from the inside of a cloud. The chosen route was a fun ride nonetheless with a few twisty's for a little added entertainment value.

Back at the rally fairgrounds, a rare, fleeting glimpse of the sun allowed folks to leisurely view the bikes entered into the ride in bike show and also enjoy some biker games. A \$500 cash prize went to the crowd favorite of the show with another \$500 going to the winner of the games. Alas, the nasty

weather did return to wet the games slightly. But just like the rest of this rally, the spirit of our brothers prevailed and the games continued, albeit to a rather soggy finish.

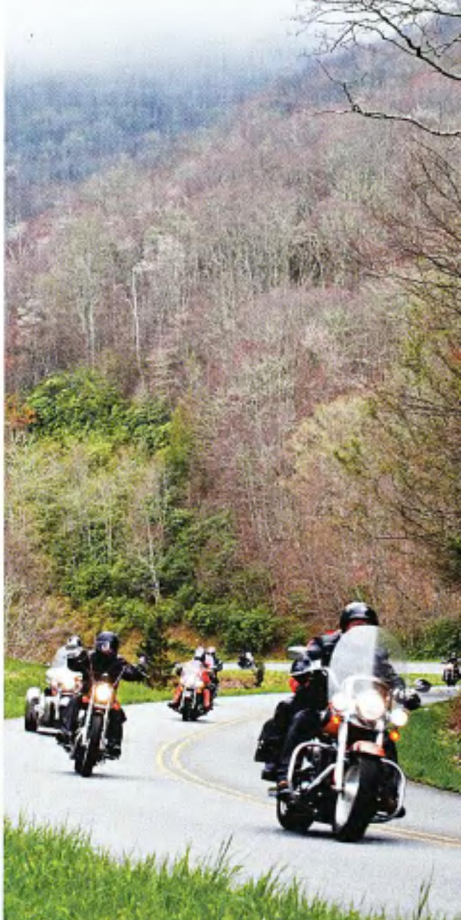
At that point it was back under the beer tent or any cover that could keep your leathers dry. Everyone daring enough to hang with the unwavering crowd was treated to burlesque shows, belly dancers and multiple fire performances by Torch—a traveling biker/fire performer who is currently camping and riding cross country to appear at 9 rallies in 8 states, via his Road Glide.

While a rally and accompanying party is an added bonus, the great riding is certainly a huge draw to the area. The Smoky Mountains boasts some of the best riding in the United States. Whether your obsession is hitting lots of curves at a high speed or taking







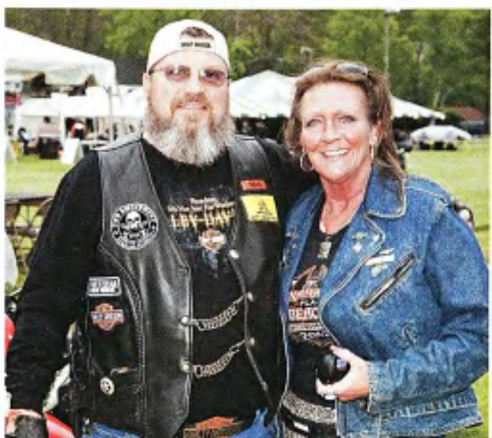


it slow through the turns to enjoy the sights, this piece of the country has whatever you seek. Scenic loop rides range from one hour to all day in length. Fewer than 75 miles away is the infamous Tail of the Dragon, where 318 curves in just 11 miles is a temptation many have a hard time resisting.

The 2013 Thunder in the Smokies will mostly likely be forever referred to as "Thunderstorm in the Smokies." But if your looking for some of the best roads and most awesome riding experiences this great nation of ours has to offer, try out Thunder in the Smokies next year.

—Don Rogers

Photos: Don Rogers



A BETTER REACH Mini Apes On A Blackline

Harley-Davidson has spent a lot of time and money designing bikes with a new look. Sometimes they hit a homerun, and other times they strike out. The 2011-2013 Blackline Softail model fits into the latter.

After riding this model Softail and looking it over, we think there is a problem with the handlebars. Harley fitted the Blackline with a set of bars that are unlike those on any of their other models. The handlebars are actually two separate bars that are each bolted directly into the front fork's top triple tree.

Harley compounded the problem by using non-standard sized mounting holes that are spread further apart than their normal 3 1/2-inch spacing for the handlebar riser mounting holes. So, if your body geometry didn't fit the stock Blackline hand positions, you only had one choice, Harley's reduced reach handlebar set. This

didn't sit well with potential customers and dealers. The Blackline was dropped from Harley's 2014 model lineup.

But as is usually the case, when H-D makes a mistake, the aftermarket parts companies step in and offer a fix. In the case of the Blackline, several companies now offer custom handlebars that bolt up to the stock Blackline top triple tree. Todd's Cycle makes a top triple tree for the Blackline that uses the standard 3 1/2-inch riser spacing. With this top tree, you can use any handlebar you wish. Todd's top tree also mounts the factory speedometer.

Having a 2012 Blackline in our stockpile of bikes, and not really liking the factory bars, we ordered one of Todd's top trees (P/N 1005, \$290). To go along with the tree, we hit the Dennis Kirk website and ordered a set of Alloy Art 1-inch high risers (P/N 596895, \$161) and Flanders 10-inch mini apehanger handlebars (P/N H59735, \$152). We finished the install off with a set of cables

and brake line from Barnett Tool & Engineering, which set us back another \$325. All told, we had about \$950 and a day and a half of work wrapped up in the new handlebars.

So, after riding the bike, we think that installing top tree, risers, mini-ape handlebars, control cables, and a brake line was more than a worthwhile investment of time and money. We find that the Blackline is now a much more comfortable ride and it looks killer.

—Wendell Christopher

Todd's Cycle
808-634-3069
www.toddscycle.com

Dennis Kirk
www.denniskirk.com

Barnett Tool & Engineering
805-642-9435
www.barnettclutches.com



1 The stock Blackline top triple tree is on the left and the Todd's Cycle triple tree is on the right. With this top tree, you can run any type of handlebars.



2 The stock Blackline bars leave a lot to be desired, both in fit and looks.



3 Each side of the factory bars is bolted directly to the top tree.



4 Taking the handlebars and controls off requires removing the gas tank.



5 The speedometer and idiot light cluster are unplugged from the bike's main wire harness and unbolted from the top tree.



6 The factory top tree with everything removed.



7 We put a bike lift under the frame and raised it just enough to take the weight off of the front wheel, and removed the top tree. Because the Blackline uses a steering head nut under the top tree, the fork did not loosen.



8 Todd's top tree was a direct replacement for the factory tree.



9 The Alloy Art risers and Flanders mini apes bolted right up to Todd's top tree. Once everything was put back in place, the bike looked and rode a lot better (below).





METRIC MILESTONE

You may be thinking you're looking at the new Bolt recently debuted by Star Motorcycles (aka Yamaha), but you're in for a jolt. It was actually created prior to the Bolt's introduction after Star contacted Jeff Palhegyi and asked him if he could build something cool based around the V-Star 950 engine. Jeff replied, "Okay, you want cool...here we go."

Working out of his Jeff Palhegyi

**Everything on it would
need to be made
by hand and absolutely
no billet parts at all.**



Jeff Palhegyi Goes Nova On A V-Star 950

Okay, you want

Design (JPD) facility located in El Cajon, California, Jeff designs customs and accessories specifically for Star Motorcycles, so was already geared up to brighten up the 950 Classic. First off, he focused on the gas tank, a centerpiece for any bike, then got out the Sawzall and performed major surgery on the stock frame, shortening the chassis by 3 1/2 inches. "In my way of thinking, if you want a cool bike there are some

basic parameters," Jeff tells us. "It has to be low, it needs spoke wheels, and in this case, it had to be retro old-school bobber influenced. That meant everything on it would need to be made by hand and absolutely no billet parts at all. Plus we wanted to keep a full-working suspension even with the bobber look. With all that in mind, we just tried to make the most out of that bike that we could."



cool... here we go.



When all was said and done, the bike is small after Jeff trimmed more than a 100 pounds from the stock 950 Classic. Some of the challenges met and faced involved shortening the wheelbase, reworking the suspension, integrating the rear fender into the swingarm, and dropping the seat height to a super-low 26 inches. Checking out that seat, the post runs right straight through what looks like an oil tank but in effect houses the battery and the mono-shock. Pop off the oil cap and you can plug in the battery tender.

The bike has been seen at Star Motorcycle exhibits all across the country. It is the 67th bike Jeff has built. "I hope to get it back because it's a blast to ride," Jeff says. "And I'd like to keep it in my collection of special bikes." As far as cool custom parts becoming available inspired by Jeff's design work, that's a distinct possibility. There's also a connection to the new V-Star Bolt, a great base for customization since it already has the wheelbase dialed in. Not surprisingly, Jeff's already doing up a Bolt, in this case a full race bike.

—Paul Garson





Owner: Jeff Palhegyi
 City: El Cajon, California
 General
 Designer: Jeff Palhegyi
 Fabrication: Jeff Palhegyi
 Year/make: 2013 V-Star 950
 Model: JPD Special Construction
 Assembly: Roger Hansen
 Time: of the essence
 Chroming: Premier Plating
 Engine
 Year/make: 2013 Star Motorcycles
 Displacement: 950cc
 Carb(s): EFI
 Air cleaner: Arlen Ness
 Pipes: JPD Special
 Transmission
 Year/make: 2013 Star
 Modifications: stock
 Shifting: foot
 Painting
 Painter: Benny Flores
 Type/color: Black Titanium
 Special paint: Flat clear
 Frame
 Year/make: 2013 Star, JPD
 Rake: stock
 Stretch: shortened 5 inches
 Shocks: Racetech
 Accessories
 Bars: JPD
 Handlebar controls: PM
 Fenders: RWD
 Headlight: Headwinds
 Taillight: Vintage Choppers shotglass
 Front pegs: KD Customs
 Rear pegs: Roland Sands
 Electrics: Star, JPD
 Gas tank: JPD
 Oil tank: JPD
 Oil system: Star
 Seat: JPF
 Mirrors: Joker Machine
 Grips: Roland Sands
 Forks
 Type: Star
 Extension: 42 degrees
 Builder: Spyke
 Wheels
 Size: 19-inch front, 18-inch rear
 Wheels: Ride Rite
 Tires: Metzeler
 Brakes: PM
 Photographer: JPD



A TENT DESIGNED FOR BIKERS

Moose Country Gear, the maker of "serious outdoor gear" just released a one-person tent designed exclusively for bikers called the Hiker/Biker. This super compact tent (15 x 5 inches) fits a normal saddlebag and yet provides a fully enclosed sleeping area of 3 x 7 feet and an enclosed vestibule to store your gear or possibly your bike. This tent has a tested waterproof rain cover, bathtub floor (this stops water from running into the tent), is easy to set up (about 3 minutes) and is able to remain standing in moderate winds (stakes included even though this is a free-standing tent). The total weight, including the stakes and full rain cover is less than 5 1/2 pounds. Introductory special of \$99.

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HARLEY CHISEL COLLECTION

Top your fuel tank with these two new items from the Chisel Collection from Harley-Davidson. Each features a rich black finish, highlighted with complex machining in a radial spoke design that exposes bright, raw aluminum. Both are styled to complement Chisel Extreme Billet Air Cleaners, Floating Brake Rotors, and Custom Wheels.

The Chisel Collection Fuel Cap features a ratcheting design so the cap can be rotated until the central Bar & Shield logo faces the correct direction. This fuel cap fits many 1992-later Sportster and Dyna models, 2000-later Softail models and 1994-later Road King model baggers.

The Chisel Collection Fuel Gauge replaces the analog readout with six bright LED lamps that glow blue when the tank is full and extinguish one by one as fuel is consumed. A photocell automatically adjusts LED brightness for improved visibility in direct sunlight, and dims the display at night to avoid distraction. Fits 2009-later Dyna models (except Super Glide), many 2008-later Softail models, and 2008-later Road King models.

Harley-Davidson

www.harley-davidson.com



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These pumps are designed for 1999-2014 BigTwin models and fit both stock and aftermarket cam support plates for seamless installation. \$149.95.

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Headwinds new Fade-Away Fin points cover for Twin Cam motors features a convex shape that follows the flow of your cam cover, while the gloss black anodized fin and contrasting polished flat groove add a classy, dynamic visual effect. Made of billet aluminum and easy-to-install. Hardware included. Made in the USA.

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RC Components has expanded their product line with the introduction of



their new TRUFLO High Velocity Air Cleaners. This new design combines both style and performance. The TRUFLO Air Cleaner incorporates a front flow K&N filter encased in a billet aluminum housing designed to maximize air flow and performance. The stylish and low profile design of this air cleaner stays tucked in close to the motor without sacrificing performance. Hidden breather ports machined into the backing plate eliminate the need for hoses and brackets. Includes all necessary hardware and gaskets. Available in a show quality chrome or black powder-coat. Made in the USA \$429.00

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BOOTS

HARLEY-DAVIDSON'S NEW BIKER BOOTS

This month we've got a whole saddlebag load of new boots from Harley-Davidson MotorClothes. There are many different takes on styling and functionality, yet they all provide comfort and protection when riding. These five styles are just a tip of the sissybar, so

visit the Harley-Davidson website to see the entire lineup.

—John Sullivan

Harley-Davidson MotorClothes • www.harley-davidson.com



FXRG-5 ▲

Harley's FXRG-5 boots bring the best in performance features to a riding boot ready for whatever the road puts in front of you. The 6-inch lace-up boot with inside zipper for ease of wear features a full-grain oiled waterproof leather upper with Cordura breathable underlays. A Gore-Tex membrane waterproof lining improves breathability and helps to let moisture out but never in. The boot also features Thinsulate Ultra Insulation to shield your feet from chilly days. For comfort, the FXRG-5 also includes Twin Pad Comfort Technology and a dual-density polyurethane sock footbed, providing cushion and comfort for long rides. The abrasion-, oil- and slip-resistant Goodyear Welt constructed outsole and lightweight, flexible polyurethane midsole with rubber street side provide comfort, durability and exceptional flexibility for a rider looking for a boot that has it all.

Color: Black

Sizes: Men's 7-13

CHRYSE ►

A studded twist on a classic short riding boot, the women's Chryse (right) is a fashionable statement on and off the bike. The 6 1/2-inch tall boot is made from full-grain leather with studded buckled straps wrapped around the ankle. The full-length cushion sock lining adds comfort while the YKK locking inside zipper provides ease of wear and easy on and off. Goodyear Welt construction increases flexibility and longevity while the rubber abrasion- and slip-resistant outsole helps increase stability and performance safety. A studded ankle-wrap strap and Bar & Shield metal accents highlight the boot's design bringing a bit of H-D edge to a boot made for adventure on the road and off.

Color: Black

Sizes: Women's 5-11

SAVANNAH ▼

Built tough with just enough sex appeal, the women's Savannah is a striking boot for a woman rider who is looking for a little edge. The 14-inch tall, lace-up boot features branded metal grommets along with a leather strap with engraved silver buckle across the calf. A full-length cushion sock lining keeps the boot comfortable to wear all day. Perfect for women of all sizes, the



Savannah features an inside zipper for easy on and off along with adjustable laces to perfect the boot's fit. The boot features a rubber outsole with Goodyear welt construction delivering durability and abrasion-, oil- and slip-resistant protection.

Color: Black

Sizes: Women's 5-11



GREG ▲

The Greg is a classic harness boot made modern with riding specific outsole that features a sporty tread and abrasion-oil- and slip-resistant ratings for safety on the road and off. The boot's upper is made with supple full-grain leather in black or brown, highlighted with small Bar & Shield metal accents and the iconic O-ring leather harness with branded metal studs. This 10-inch boot also features an inside zipper for ease of wear and a full-length cushion sock lining for a comfortable fit.

Color: Black

Sizes: Men's 7-13

RIDDICK ▼

A rider-favorite, the Riddick blends classic design with modern performance features to create a boot with superior protection and unmistakable H-D design. The tall 8-inch lace-up features a full-grain leather upper with outside air vent zippers for ventilation. The boot also features outstanding protection with PORON ankle protection and abrasion-resistant Tech-Tuff overlays. A YKK locking inside zipper provides ease of wear while the Goodyear welt construction improves durability and flexibility for long-term wear. Harley-Davidson metal Bar & Shield logo and branded metal grommets and accents bring subtle flair to a boot ready for the road.



Color:

Black;

Sizes:

Men's

7-13

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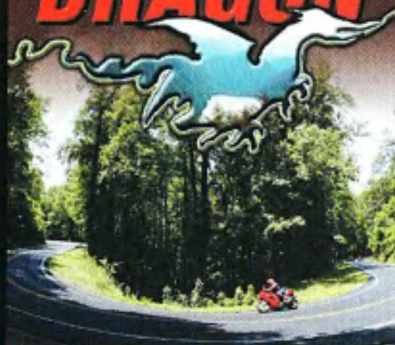
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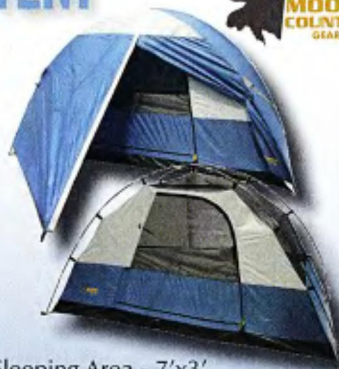
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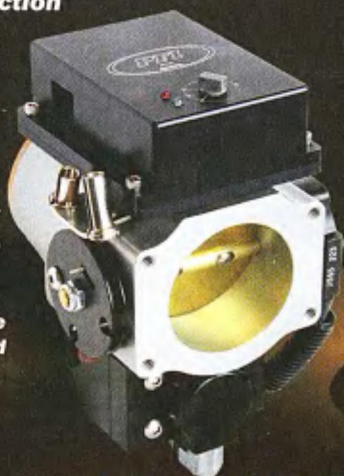
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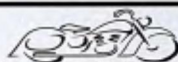
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ARCANGEL METAL ARTWORK'S LATEST

VENGEANCE

You are looking at the second in a series of 12 motorcycle sculptures to be created by ArcAngel Metal Artworks fabricators Joey Nelson and David Marchland out of Concord, California. They decided on a drag bike look for this moto art that will be on display at the Easyriders Bike Show Tour.

Apocalyptic in nature, Joey and David decided to call this creation Vengeance. Measuring 10 feet, eight inches in length, this two-wheeled testament is a masterwork of fillet welds and endless grinding and polishing. David told us that he has more than 120 hours of tedious labor in just the back wheel, the hub, and blades.

Check out the cannon ball oil tank, the double-barrel air intake, and airfoil fairing. The overall effect is both beautiful and vicious-looking. The mace-wielding skeletal rider is a reminder and a warning that the end is near.

Vengeance is coming to an Easyriders Bike Show near you! —Dave Nichols





PUTTING THE STOP TO YOUR GLIDE

Installing DP Brakes Sintered Metallic Pads

Nothing lasts forever, especially your bike's brake pads. After all, wearing out is part of their job. Every time you squeeze the right hand lever or push on the right pedal, they are grabbing hard on spinning rotors. Unfortunately, as most brake pads wear down, they deposit a fine dust on the bike's wheels. We have found that DP Brakes' line of sintered metallic pads are made from powdered metal, which eliminates most of the brake dust.

Replacing brake pads is not a difficult job, we did it in a couple of hours using only hand tools. This was done on a 2007 Ultra Classic, that had worn the friction material on its pads down to about an 1/8-inch. We replaced all three sets of the bike's pads: two on the front wheel and one on the rear wheel.

We used DP's Sintered Metallic Series

pads, which we ordered from Dennis Kirk: two sets of front pads (P/N 198336, \$38 each set); one set of rear pads (P/N 1901100 \$38). DP's high-performance pads use a sintered friction material, which along with the dust elimination, does several other things: they quickly recover from heat build-up, relay an excellent lever feel to the rider and are not ultra abrasive on rotors. Further, they have ceramic coated the pads' back plates for better heat dissipation. Their fitment is a dead nuts swap for the factory pads.

If you plan on doing jobs like this yourself, we recommend that you buy the service manual for your bike because it will save you time and grief.

—John Sullivan

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1 Big things come in small packages; these DP brake pads contain space-age materials.



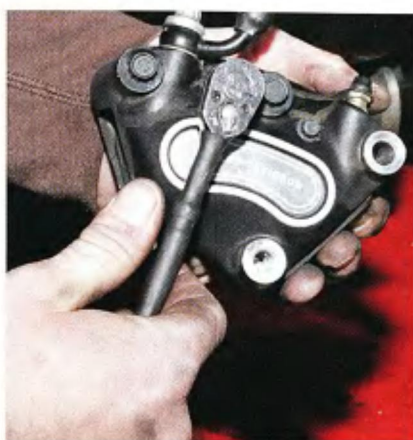
2 To install the front brake pads, the calipers must be removed from the fork legs. Remove and replace the pads, one caliper at a time. Each of the calipers is mounted to the fork legs with two bolts.



3 Once the bolts are removed, slide the caliper up and off of the brake rotor.



4 With the caliper removed from the leg, use a screwdriver as a lever to spread the old brake pads apart; this is necessary so that the new thicker brake pads will fit into the caliper body.



5 There are two small threaded pins that secure the brake pads into the caliper housing. It is not necessary, nor recommended to take the actual caliper apart to remove the pads.



6 With the pins removed from the caliper, the pads should fall out of the caliper.



7 Use only compressed air and a rag to clean the caliper body. The new pads are then fitted into the caliper and the threaded pins replaced.



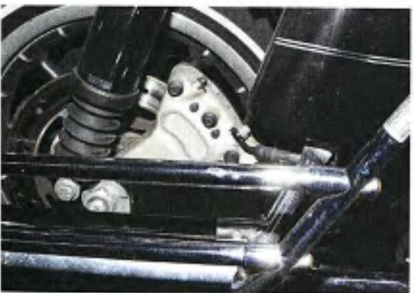
8 Before the caliper can be slipped over the rotor, the new pads must be spread apart. We again used a screwdriver to do this.



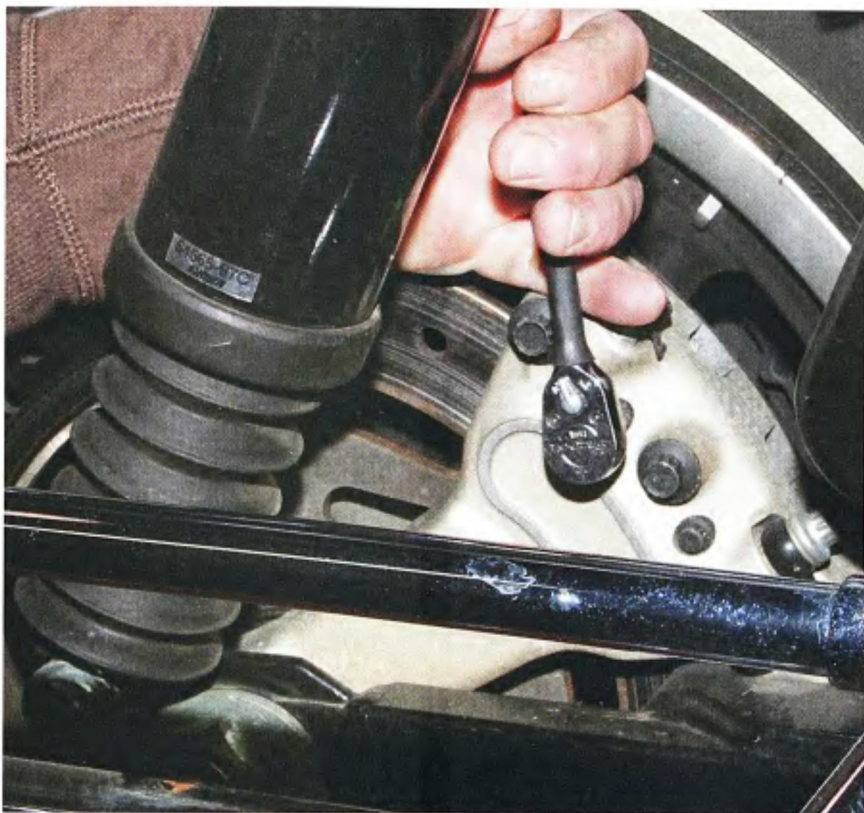
9 Then it was just a matter of slipping the caliper over the rotor.



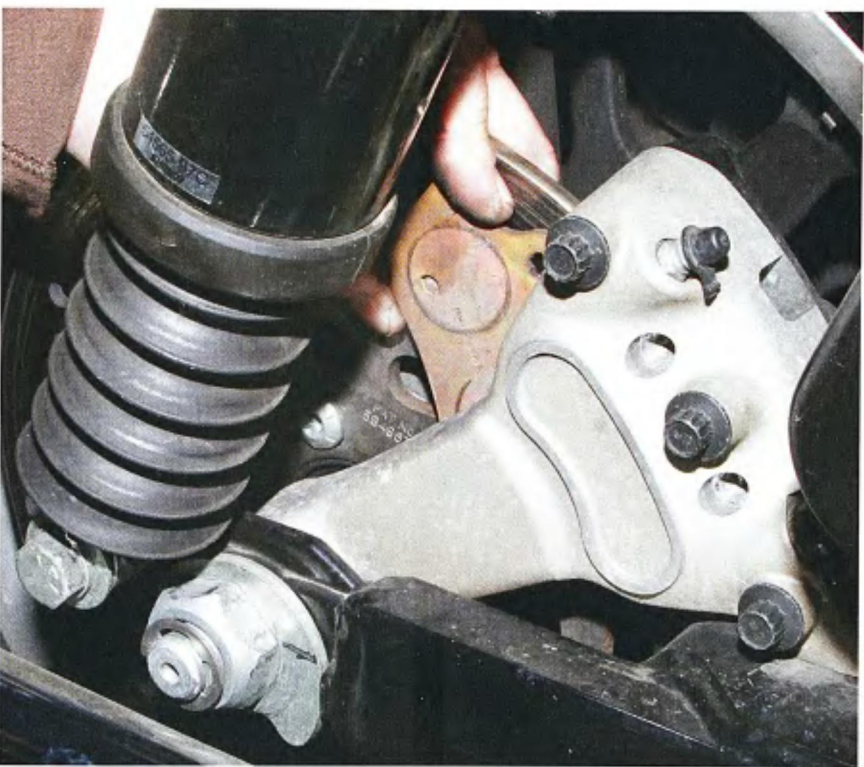
10 Before installing the mounting bolts, we put a drop of "blue" Loctite on the threads of each bolt. After we had installed the pads on both front calipers, we squeezed the brake lever three times to center the pads over the rotor.



11 The rear caliper cannot be unbolted from its mount, so you must remove the pads with the caliper in place. Before removing the pads, again using two screwdrivers spread both pads away from the rotor.



12 Next raise the rear wheel off the ground and remove the two threaded pins that secure the pads into the caliper, rotate the wheel backwards and the pads should slip out of the caliper.



13 Fit the new pads up into the caliper and replace the threaded pins and depress the brake pedal a couple of times.

ReadersRides

Tom Whiteman
Lewistown, Pennsylvania
2011 Sportster

It's always easy to blame the writer when things get screwed up because he wrote the story, so he must be responsible for everything else, too. But the writer is just a tiny cog in the great machine that puts a magazine together, so when Tom's bike ended up in this Reader's Ride section seven months ago with someone else's name as its owner, Tom got upset and put the blame on yours truly. He sent us some new photos and wrote, "I hope Tripper don't fuck this one up—hide his pipe while he's doing the article!"

Be that as it may, here's another look at Tom's '48 Sportster, to which he says he's made a couple of changes since the last time. "I converted it to chain drive 'cause I love to hear the chain sing," he says "and I put floorboards on it, makes it nice and comfy on my feet." Tom then adds a nice "thank you" to our editor-in-chief for rerunning this bike, thus

"warming an old man's heart."

Well, Tom, how do you know it wasn't him who "fucked it up" in the first place? And finally he adds that I can use "much of the original write-up that you did in the June edition."

Just for that, I won't. Let folks scramble for the June edition if they want to know more about your black Sportster, Mr. Whiteman! I'm outta here. I need a drink!

—Tripper





Ryan Stuck
Montpelier, Ohio
2001 Buell

Like a scary, green sea monster rising out of the murky depths of that goopy lagoon percolating behind it, Ryan's Buell-powered creation is probably even scarier at night with the headlight giving that little skull a glow that would make Darth Vader wet his pants.

The bike, Ryan says, used to look different before he got his hands on it. As an engineering tech at a plastic injection molding facility, Ryan apparently has plenty of time to come up with stuff like the skulls; one for the headlight, the other serving as an air intake.

After he finished the bike, he ended up hitting a deer with it—presumably because the deer was so stunned by what was approaching that it froze. Anyway, Ryan started a rebuild, and not having much money, he relied heavily on his friends. A friend named Josh helped Ryan with the sheet metal, while another one of Josh's friends, Neil, painted the whole thing a lovely green in his garage.

Ryan says he found the vertebrae supporting the headlight skull online. "They were solid pieces," he says, "and I drilled them by hand. It took tons of time, but they turned out nice."

Well, yes, they did, if you're into that sort of thing. Ryan says this was his first custom build, and he now takes the bike to cruise-ins and car shows in his area and reports back that, "people are just amazed by it." I bet they are. —Tripper

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NOTE: In addition to above circulation a digital version of EASYRIDERS was also delivered to 19,876 readers for a total average monthly circulation of 91,836.



The far out February issue of *Easyriders* (No. 488) brings you all the lust, dust, mud, and blood of the Fowlerville Motorcycle Rodeo. Ride with us to Bikertoberfest for one last blast of sunshine and get a preview of the *Easyriders* Bike Show Tour for 2014.

Bike features offer up Kevin "Teach" Baas' sexy 1952 pan, Kyle Watson's 1946 WL, Eric Stein's 1974 bobber, Black Magic's 1948 flathead, a wild Kirk Taylor chopper and a sweet little 1972 Triumph by Ronnie Czaplicki.

Plus you'll get righteous tech tips you can really use, a passel of sexy biker women barin' all for your pleasure, spleen-grabbin' jokes, killer cartoons, and all the stuff that makes *Easyriders* the biker's bible!

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The sensational February issue of *V-Twin* (No. 154) 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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This gut-grabbin' issue of *In The Wind* (No. 156) brings you all the madcap, two-wheeled shenanigans found at the 73rd running of the Black Hills Classic—Sturgis! See

how we do it at the *Easyriders* Saloon and discover the best biker babes ever to get spanked with a car antenna! Ride with us to the Hangtown Vets Bike Show, and discover the ROAR of Rolling Thunder XXVII!

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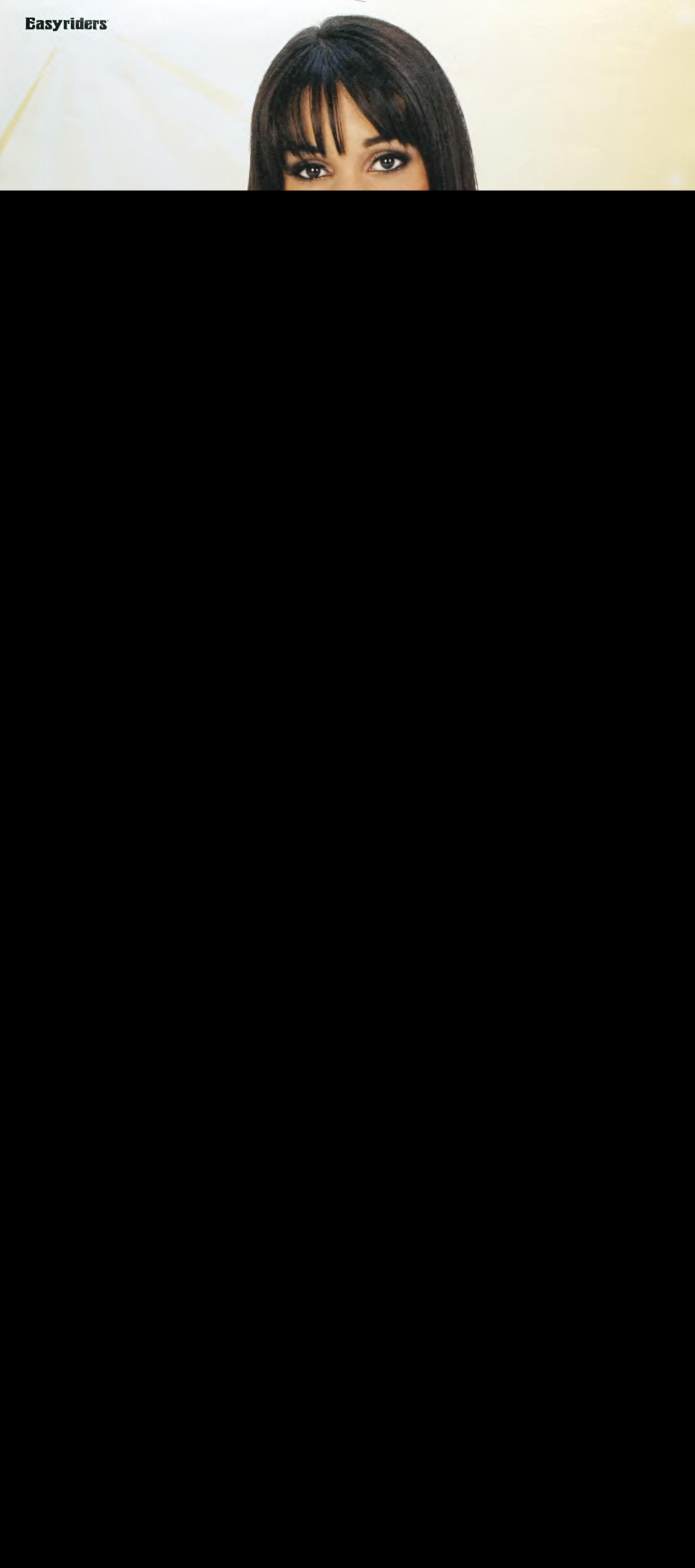
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