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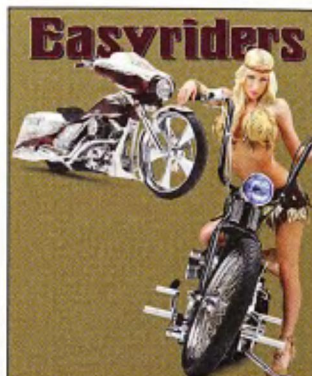
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Ricky Minton's Chopp Shop bagger
shot by Michael Lichter. Nasty Nadia
on Tommy Joyce's pan bobber
shot by Dino Petrocelli.
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We love hearing from you! Please send
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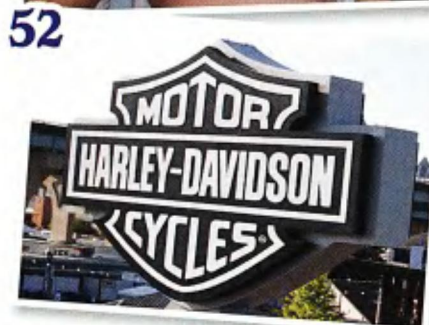
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Toenail Fungus Beats Congress

Among the things respondents mentioned in a recent poll as being viewed more favorably than the U.S. Congress were hemorrhoids, the DMV, and toenail fungus. The same firm's polling earlier showed Congress less likeable than root canals, head lice, colonoscopies, and Donald Trump; however, back then, Congress beat out telemarketers, ebola virus, and meth labs.

An Upscale Timepiece

The Swiss watchmaker Romain Jerome introduced the Day & Night watch, which doesn't provide a reading of the hour or the minute. Although it retails for about \$300,000, it tells only whether it is day or night (using a complex measurement of the Earth's gravity).

A Dog Witness?

A dog named Scooby Doo was called as a formal witness in a murder case. He was brought into the courtroom so that a judge could watch how he reacted when he approached the defendant who was accused of killing Scooby's master. The dog "barked furiously," helping convince the judge to set the case for trial.

Golf Ball Finders

Thousands of people in Baghdad have been killed by bomb couriers who passed through supposedly secure checkpoints. The checkpoints were actually equipped with useless ADE-651 bomb detectors. The British scam artist who made \$75 million selling them was convicted of fraud. American officials

had warned Iraqis for years that the ADE-651 was basically a novelty golf ball finder, but the Iraqi police continue to use them.

Back from the Dead

A woman was placing flowers at a grave in a cemetery. Next to the gravesite where she was laying the flowers she heard a little scratching noise. Fingers emerged from the neighboring grave as some poor soul was apparently digging his way out of the grave. Shortly his arms also emerged and he began waving them about. The woman ran off in horror as the prematurely buried man emerged—happy to be above ground.



Don't Mess with Her

A woman was lying down and resting when she felt someone trying to remove her wristwatch. Not one to do nothing, she grabbed her tomahawk, which was by her bed. Little did the robber know that she was a champion tomahawk thrower. She let out a war cry and chased the man from her house. Lucky for the intruder, she restrained herself from hurling the tomahawk at the burglar's back. She said, "I hit what I aim for."

Three is a Crowd

A guy was arrested for domestic battery after asking his girlfriend and her female cousin for a ménage à trois. It seems the women found each other more attractive than they found him, so they carried on without him. This pissed him off terribly, so the cops had to be called in to quell his rage.

Determination

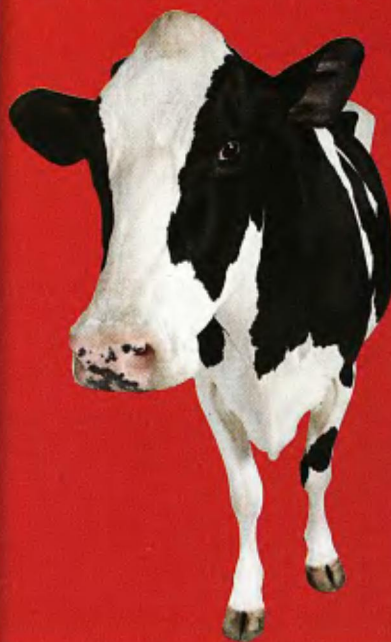
A deer hunter wanted to avoid detection after shooting a doe (instead of the permissible buck) by gluing antlers onto its head. He used epoxy glue and lag bolts, but the finished product looked awkward because of the angle of placement and size mismatch of the antlers. He was jailed for 10 days and his license was revoked.

The Virtues of a Vacuum

Blood clots can be especially dangerous, often requiring urgent, invasive surgery to remove the clot before it is fatal. However, a medical team reported that a "minimally invasive," cutting-edge machine worked just as well—a vacuum cleaner. When a 62-year-old man arrived at an emergency room with deep vein thrombosis, AngioVac lines were inserted in the leg and neck and sucked out the 24-inch-long clot. The patient was back home and full of energy a week later.

HOW LONG DOES IT TAKE A COW TO PEE?

Researchers working at a zoo recorded various mammals' urination habits (rats, dogs, goats, cows and elephants) and concluded that, regardless of size, each takes about 21 seconds to empty a full bladder. Good to know.



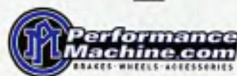


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NAKED

POWERPLANT'S S&S-POWERED PAN

Visitors to Los Angeles often make their way to Melrose Avenue to check out its wild mix of boutiques, funky vintage shops, gourmet restaurants, popular watering holes, art galleries, and, if they are into bikes, a stop by Powerplant Motorcycles. The place is not that easy to spot from the street, just a doorway and sign. Inside, you'll find a large workshop orchestrated by the internationally recognized designer/builder Yaniv Evan aka "Neevo."





**A blend of chopper,
custom, racer,
bobber, café...**

We caught up with Neevo in the midst of getting ready to head off to Yokohama, Japan, for the big invitational Mooneyes Show, and taking the pan-head seen here with him. "I like to make shapes in metal that cause people to think I'm using a CNC machine or maybe a molding process off a car piece," Neevo tells us. "On this bike there's a triangular 'spear' design starting at the fairing, running down the center of the bike, through the tank onto the seat then into the back fender; similar to the trim piece you might take off the body of an old 1950s Ford. The idea was rather than concentrate on paint, to highlight the metal work."

To carry through that design element, Powerplant's custom fabrication work focused on an oval shape as seen in both the frame and the upswept exhaust. Asked how the oval, stainless steel pipes sound, Neevo says, "Sounds like you've got two helicopters above your head." To further accentuate the handcrafted metal work and to keep it as bare looking as possible, the special mix of paint was hand brushed, then

polished. The look is as "naked" as you can get in order to let the bodyline shine through.

As far as Powerplant's choice of the bike's motor, since the project was in part sponsored by S&S—the company provided one of its new panheads. Neevo then added his touch to the rocker covers as well as dipping the D rings in 24K gold. To add a classic 1950s British bike look, the cylinders were given a gold coating treatment. The 4-speed tranny, with Neevo's selection of sprocket gearing, was provided by Baker Drivetrains. The motor and gearbox is nestled into a custom single downtube frame. A closer looks indicates the level of detail,

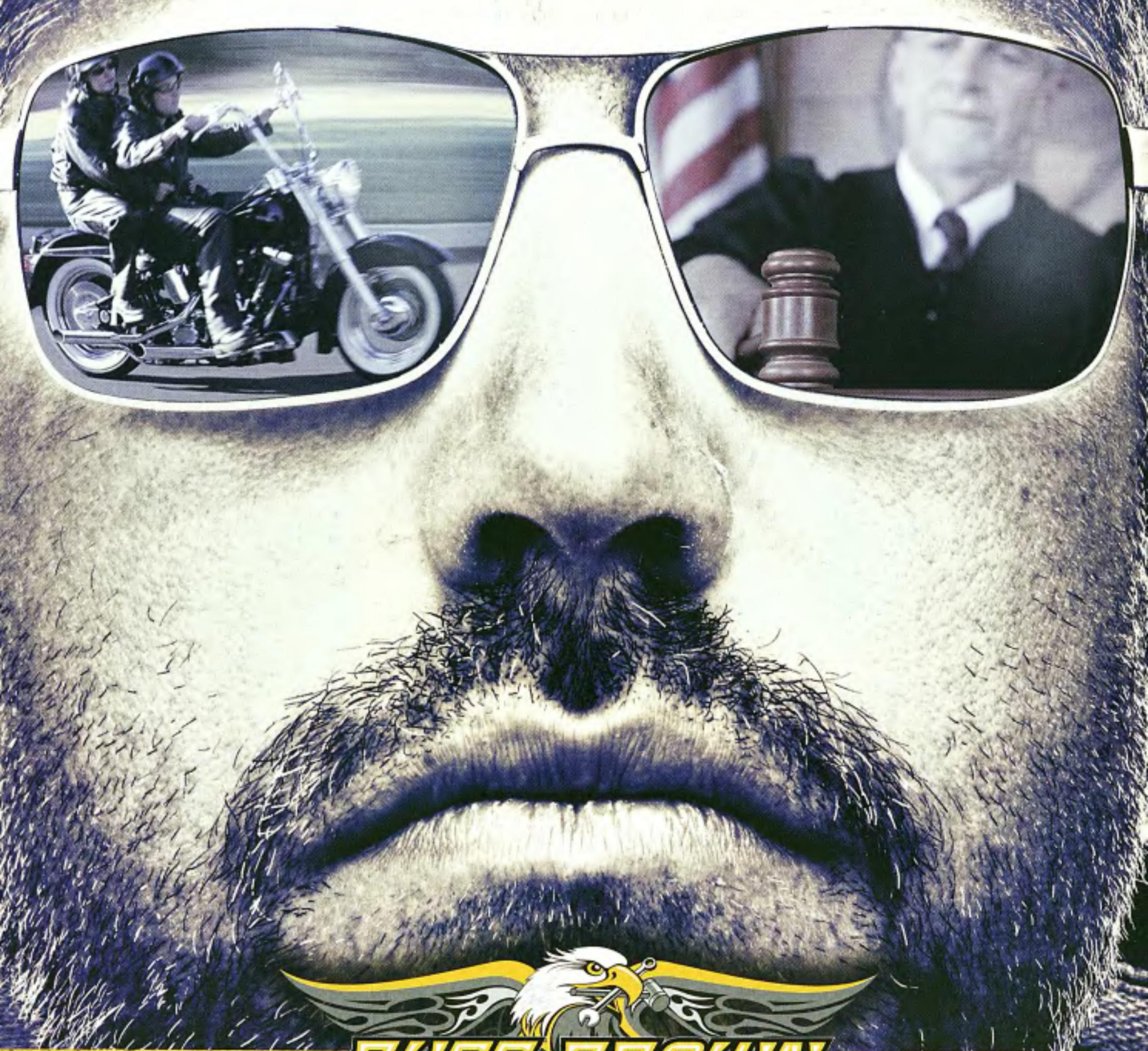
for example, every tab on the frame is actually floating with no welds on it.

The springer front end was narrowed 2 inches, lengthened 1 inch and the neck de-raked as a nod to oval track racing since Neevo used to race flat track. "It's such a nice, tight bike, and set up that way, it's great for splitting lanes," Neevo says. "It's like you're sitting on a Schwinn Stingray bicycle with the bar reach of a Frisco chopper. It's a blend of chopper, custom, racer, bobber, café... Brit-Euro-American-Japanese elements. It's just bitchin', everything I wanted and more out of that bike. It's a keeper."

—Paul Garson

**It sounds like
you've got two helicopters
above your head.**





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Owner: Yaniv "Neevo" Evan/
 Powerplant Motorcycles
City: Yaniv Evan
GENERAL
Designer: Yaniv Evan
Year/make: 2013 Powerplant Custom
Model: panhead
Assembly: Powerplant
Time: 8 months
Chroming: General Plating
ENGINE
Year/make: 2013 S&S
Model: panhead
Displacement: 93 cu. in.
Cam: S&S
Ignition: S&S Single Fire
Pistons: S&S
Heads: S&S
Lifters: S&S
Carb(s): Dual-Throat S&S
Air cleaner: Powerplant
Pipes: Powerplant Oval Upsweeps
TRANSMISSION
Year/make: 2013 Baker
Modifications: four in 5-box
Shifting: suicide shift
PAINT
Painter: Jack and Sonny Boy
Color: Powerplant Secret Mix
Special paint: lead based
FRAME
Year/make: 2013 custom by P-16
Rake: barely
Stretch: slight
Shocks: rigid
ACCESSORIES
Bars: Powerplant Signature
Handlebar controls: internal
Fender: Powerplant
Headlight: Powerplant
Taillight: Powerplant
Electrics: Powerplant
Gas tank: Powerplant
Oil tank: Powerplant
Oil system: S&S
Seat: enough
Pegs: Powerplant brass
Grips: Cole Foster
FORKS
Type: 1940s springer
Extension: narrowed
Builder: Powerplant
WHEELS
Size: 21-inch front, 18-inch rear
Wheels: wire spokes
Tires: Avon
Brake: drum rear
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AMA SUPPORTS LANE-SPLITTING

At its October board of directors meeting, the AMA adopted a lane-splitting position statement supporting the practice by motorcyclists, noting that the lane-splitting has safety benefits, as well as a positive role in reducing traffic congestion.

The board said that passing legislation to permit lane-splitting may be the easiest part of the process; the greater effort would be the expenditure of resources to educate the public and law enforcement to make lane-splitting safe for everyone.

While cautious about issuing a blanket endorsement, the board pledged support for groups and individuals working to bring legal lane-splitting and/or filtering to their states. *Source: The American Motorcyclist Association*

QUOTE OF THE MONTH

“
*The end move
in politics
is always to
pick up a gun.*
”

—BUCKMINSTER FULLER

THE MOTORCYCLING DISEASE



The American Motorcyclist Association (AMA) is seeking a meeting with the head of the Federal Center for Disease Control and Prevention (CDC) regarding the agency's agenda to mandate helmet laws in all 50 states.

The concern of the AMA is that the CDC is pursuing helmet laws as a

means of reducing the use of motorcycles. This concern was raised because during a CDC presentation at a task force meeting, one of the slides presented linked the adoption of universal helmet-use laws to a potential reduction in motorcycle riding, which would help meet the CDC's goal to reduce injuries and fatalities. Michigan congressman Tim Walberg, who was present at the task force meeting, first expressed these concerns.

The AMA expressed its support for rider education and motorist awareness programs as a way to reduce crashes, but draws the line at mandatory helmet laws, which it said, "do nothing to prevent crashes."

Like Rep. Walberg, the AMA questions what expertise and authority the CDC and its task force have in the traffic safety arena. "Motorcycling is not a disease to be cured. It is a legitimate means of transportation and recreation enjoyed by an estimated 11 million Americans."

Source: The American Motorcyclist Association

NEW LAW FOR NEW RIDERS IN NEW JERSEY

There have been some changes to the law regarding new riders in the state of New Jersey. If riders take their riding test on a motorcycle of less than 231 cubic centimeters, they are legally prohibited from operating a motorcycle with a displacement of more than 500ccs.

Riders with a motorcycle permit are prohibited from riding in the dark, carrying passengers, or riding on the state's toll roads. Riders under the age of 18 are now required to complete a motorcycle safety education course, and those who complete such a course are waived from the requirement of passing the written portion of the motorcycle license exam, as well as the road test. *Source: Jerry Friedman, 1-800-Law-4-Hogs*

COPS APOLOGIZE FOR ROADBLOCK DEMANDING SALIVA AND BLOOD

In North Fort Worth drivers were recently stopped at a police roadblock, where they were asked to provide samples of their breath, saliva, and even blood. This was part of a National Highway Traffic Safety Administration study on the numbers of alcohol and drug impaired drivers on the road.

Officers directed motorists into a parking lot, where they were asked for the samples, which NHTSA insists were "100 percent voluntary" and anonymous, but motorists stopped said that it felt anything but. Drivers told reporters that despite signs saying the tests were voluntary, they felt trapped. The officers offered drivers \$10 for a cheek swab, and \$50 for a blood sample, and directed drivers to take a breathalyzer test. Civil liberties attorneys are questioning



the legality of the practice, saying that you can't just be pulled over randomly or for no reason, and questioned the validity of the study, since, if compliance was truly voluntary, impaired drivers would likely decline to participate anyway. Thus the collection of samples would be worthless for the purposes of the study.

Ft. Worth police issued a statement, saying, "We are reviewing the actions of all police personnel involved to ensure that FYPD policies and procedures were followed," he said. "We apologize if any of our drivers and citizens were offended or inconvenienced by the NHTSA National Roadside Survey." NHTSA has conducted these studies in 30 cities nationwide.

Source: NBC 5 (Ft. Worth) News

10 DAYS FOR 25 YEARS?

After intentionally withholding exonerating evidence in a trial 25 years ago, where an innocent man was convicted, the prosecutor in the case will now face the music, yes, 10 days in jail, while the wrongly

accused served 25 years.

In 1986, a woman was found beaten to death in bed. Her husband, Ken Morton, immediately became the primary suspect, despite a mountain of evidence pointing to his innocence. Because of malfeasance by the prosecutor's office, none of this evidence went to the defense or was heard by the jury. As a result, the man was convicted and sentenced to life in prison. The prosecutor, Ken Anderson, went on to enjoy a 25-year career, eventually becoming a Williamson County State District Judge.

Morton appealed his conviction immediately, but the appeal was denied. In 2010, his attorneys were finally successful in testing a blood-soaked bandana found near the crime scene, which tested positive for the victim's blood, and that of an unknown male. The DNA was subsequently linked to a convicted felon from California, who was convicted in 2013. Morton was finally exonerated.

As for Anderson, he was initially charged with three felonies for evidence tampering. He struck a plea bargain, the tampering charges were dropped, and he agreed to plead guilty to contempt of court. For this he will face a penalty of ten (10) days in jail, a

\$500 fine, and 500 hours of community service. He will also retire early, since he will lose his law license. This marks an extremely rare instance, and perhaps the first time, that a prosecutor has been criminally punished for failing to turn over exculpatory evidence.

Source Austin American Statesman.

HELMET LAW CASE GETS A HEARING IN 9TH CIRCUIT COURT

After getting unfairly shot down in District Court in a case challenging the state of Nevada's practice of encouraging untrained officers to issue citations for violations of Nevada's helmet law, plaintiff David Stillwell, and his attorneys Travis Barrick and Gary Gorski appeared in the Ninth Circuit Court of Appeals to challenge the District Court's "dismissal with prejudice, without leave to amend." Before Justices Reinhart, Watford and Lynn, they obtained a reversal of the dismissal and a remand to District Court.

This case arises from substantial evidence that the Defendants (the municipalities of Clark County, Nevada) have a pervasive policy of encouraging untrained officers to issue citations for violations of Nevada's helmet law, which adopted the Federal Motor Vehicle Safety Standard (FMVSS) as the criterion for compliance. A helmet violation is a misdemeanor with penalties of up to 6 months in jail and a \$1,000 fine. Several officers have testified under oath at trial that they had received no training on the FMVSS Standard; in fact, they could not even name the FMVSS Standard, let alone describe any of the actual elements of a violation.

By failing to train their officers on this standard, the Defendants are routinely

violating the 4th Amendment against unreasonable search and seizure and state laws against false arrest and malicious prosecution. As a result of this lack of training, the officers are issuing citations on a purely subjective basis, in an arbitrary and capricious manner. In this circumstance, prosecutors cannot have probable cause to prosecute.

The Class Plaintiffs represent nearly 40,000 licensed motorcyclists in Clark County, Nevada and are seeking an injunction, barring the Defendants from issuing any more citations until their officers are fully trained in the FMVSS Standard.

By virtue of all the pleadings on file herein, the Defendants have provided the road map for the filing of an Amended Complaint. The Defendants threw

up every possible objection, which can now be addressed in the Amended Complaint.

One of the Defendants' main objections to the original Complaint is that none of their officers were named in their individual capacities. During the hearing in the 9th Circuit, Mr. Barrick made it clear that if the Defendants "want to throw their own officers under the bus, that is fine with us." The Amended Complaint will likely name more than 11 individual officers.

You may support this effort financially by contacting Mr. Barrick at:

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Digging

BLACK MAGIC'S SIMPLE SHOVEL

Phil Hoffman's got a thing for panheads and he'd been chopping them for a while. "The first time I had a bike featured in a magazine was 1985," Phil tells us. His company, Black Magic Customs of Sandwich, Illinois, has had close to 40 bikes featured in magazines and many of them have been panheads.

So what's going on here? This bike isn't a panhead. "Well," Phil explains, "a buddy had this shovelhead engine and transmission kicking around his garage, with a title. I just couldn't pass it up." The beginnings of a project that hadn't moved for almost a decade, the guy finally realized he'd never do anything with that stuff, so he made Phil a deal he couldn't turn down. "He said maybe I'd get something done with it." He was right. Within 6 months Phil had that hot rod shovel up and running.

Deep!

A regular firecracker of a motor, the shovelhead has dual Vertex magnetos and a dual-throat Weber carburetor.

I like 'em to look like if you removed just one part the thing wouldn't run. Less is best!







The engine, a 1974 model, is a regular firecracker. Phil made it a 10:1 motor that now has dual Vertex magnetos for the ignition—a Karata setup generally used on fuel dragsters. And there's a

dual-throat Weber carburetor with a custom manifold up top while inside the 80-inch sports the very best from S&S and Andrews. "I originally thought I'd maybe run the bike at Bonneville," Phil says. "Put it in the 80-inch class and see what it could do."

That hasn't happened yet, but the bike's definitely putting on the street miles. "It's the first shovel I've ever built for myself," Phil says, "and I like it. As much as I love those pans, this shovel's really impressed me. I think I've become a believer!"

That hot rod engine and its matching trans went into a Paughco frame Phil ordered up just for it. It's a classic hard-tail with 30 degrees of rake. "Visually, I kept things simple," he says. There's just plain round oil tank, for instance, and a set of Fat Bob gas tanks off a '77. "I've always thought that less is best," Phil explains. "Like Indian Larry and Jesse James. I like it to look like if you removed just one part the thing wouldn't run. And this time I tried something different, for me at least, for a front end," he goes on. Instead of the Wide Glide or Springer that generally mark a Black Magic bike, this one uses a 39mm narrow glide. "And does it handle," enthuses Phil. "It's a blast around town."

The simple theme continued with the paint and graphics. Or lack thereof. The gas tanks and rear fender are wrapped with a digitally produced covering. Sacrilege? "Show me an airbrush artist who could do this, put on the paint and then cover it with almost 800 individual skulls for less than \$400," Phil says, "and give me his card! Everybody thinks this a super airbrush job, and I'm not going to tell them otherwise unless they ask."

—Joe Kress





Owner: Phil Hoffman
City: Sandwich, Illinois

GENERAL

Designer: Phil Hoffman,
Black Magic Customs
Fabrication: Black Magic Customs,
It's A Sinn
Year/make: 1974 Harley-Davidson
Model: FLH
Assembly: Black Magic Customs
Time: 6 months
Chroming: Meclec

ENGINE

Year/make: 1974 Harley-Davidson
Rebuilder: Black Magic Customs
Displacement: 80 cu. in.
Ignition: Dual Karata Vertex
Cam: Andrews "A" grind
Carb: Weber, custom manifold
Air cleaner: Weber
Pipes: Black Magic Customs

TRANSMISSION

Year/make: 1974 Harley-Davidson
Shifting: 4-speed, ratchet top

PAINT

Painter: M&M Coatings
Color: 800 skulls!
Type: wrap

FRAME

Make: Paughco
Type: rigid
Rake: 30 degrees
Stretch: none
Shocks: none

ACCESSORIES

Bars: Flanders drag bars
Handlebar controls: Performance
Machine
Fenders: West Coast Choppers
Headlight: Ness
Taillight: Fab Kevin
Pegs: Performance Machine
Foot controls: Performance Machine
Gas tank: H-D Fat Bobs
Oil tank: aftermarket round, polished
Seat: Danny Gray
Grips: Pingle

FRONT END

Type: FXR 39mm, shaved and
polished
Builder: Harley-Davidson, Black
Magic Customs

WHEELS

Make: Harley-Davidson, laced
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Performance Machine
Photos: Michael Farabaugh
Contact: Black Magic Customs, Inc.
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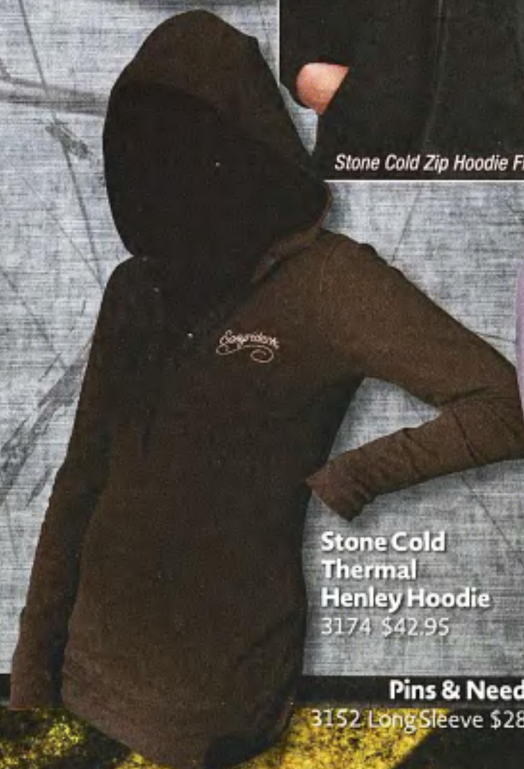
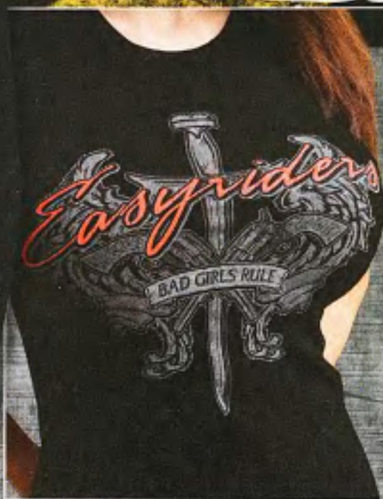
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Each year thousands of bikers arrive in Chillicothe, Ohio, to witness what has become the "Woodstock" of biker events—the Easyriders Motorcycle Rodeo Grand Nationals. It all takes place on the 240-acre Ross County Fairgrounds, which offers over 1,000 campsites as well as top-notch rodeo competition, live music, cold beer, and some damned good grub. Chillicothe may be the largest biker bash in the world and is set in one kickass venue.



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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 campground (known as The Zoo) is legendary for being the ultimate two-wheeled party. A freewheeling, fun-loving bunch of campers inhabit The Zoo and everyone respects the unwritten rule: Look but don't touch.

Over on the midway you could visit over 30 vendors, check out the motorcycle swap meet, hang at the beer tents, or rock out to live music in front of the main stage. Friday's headliner was a band called Cowboy and Saturday it was Slaughter. Both were outstanding, garnering loud applause and curtain calls.

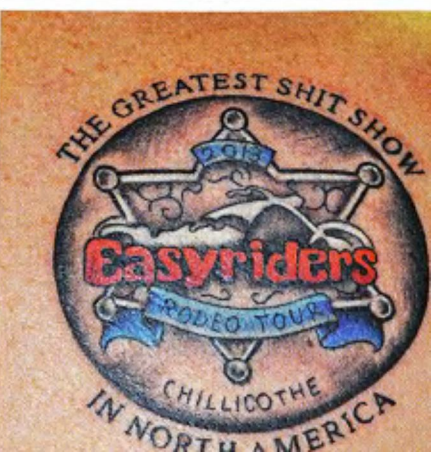
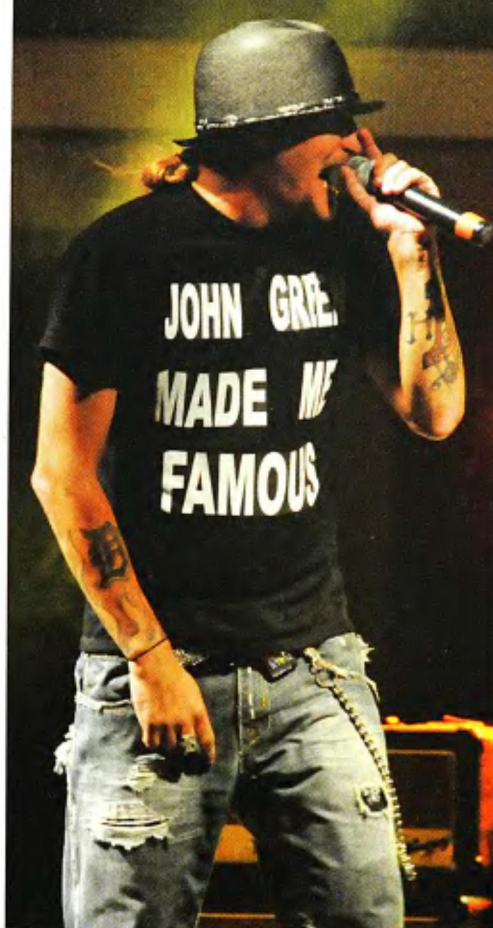
Thursday through Saturday there were bar stool races against family, friends and strangers. Bar stool racing has only one rule: if you go out of bounds, you must return to the track via where you went out. The early evening's races have more action, because most of the racers have enjoyed a libation or two or five.

On Saturday morning, fans of the hit TV series *Sons of Anarchy* lined up to meet Mark "Bobby" Boone. Boone spent hours with his many fans, taking photos and signing anything anybody wanted signed.

A tattoo contest took place on Sunday morning and the three Best of Show awards went to: Matt Mileski from Verona, Pennsylvania, for his backpiece; Sean Smith from Fayetteville, North Carolina, for arms and chest; and Tonya Tuttle from Cardington, Ohio. Tonya is a former Easyriders Rodeo Trophy girl and has been seen in *Easyriders* Fox Hunt.

The large crowd stood and quieted down for the national anthem, followed by the roar of gas trikes filling the air and signaling the start of the rodeo finals. Steve Cruzan from Oakland, Illinois, and Harold Tabor the senior member of the Triple T team from Canton, Ohio, were off and the dirt was flying. Both held on, getting full pulls. They switched lanes and Harold went out of bounds, while Steve got another full pull, sending him to the finals.

Next, Pam Albney from Richmond, Virginia, went up against 10-time National Rodeo Champion Robert Tabor. They both had full pulls in the first heat, then, switching lanes, Pam went out of bounds, while Robert pulled his sled to the finish line again. The next round went to Pam, giving her third place. Harold crossed the sideline, ending his day in fourth place. Steve and Robert running for

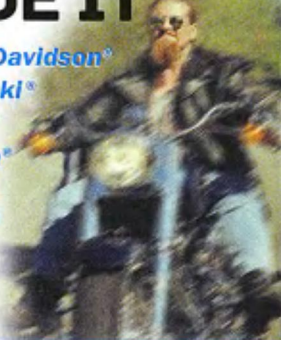




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the number one spot and cash. The first heat ended with Steve getting a pull of 150 feet, but Robert had another full pull of 200 feet. Robert then enjoyed another full pull as Steve's gas trike stalled at the starting line.

The slow race always seems to be won by a Tabor and on this day it was Jason's turn. What was impressive though was the third place finisher, Andy Dasson from Lockport, Illinois, who did a great job against the father-son Tabor duo.

In the barrel races, Harold Runals' prosthetic left leg actually helped him pivot around the barrels in 17 seconds to win first place. Jim Albney was second and third went to Scott "Crash" Neuffer.

Jason Tabor beat his dad, Robert, in the solo sled pulls, and Steve Cruzan crashed but still took third. Meanwhile, Mixed Nuts Racing Team members Eddie Austin and Crystal Davis completed the season undefeated, dominating the tire ride. Kaitlyn Murray was in the tire for Jim Albney claiming second place, Robert Tabor pulling Nichole Nosel, grabbed third.

In the top fuel trike pulls, Jim Albney went up against Loran Whittaker. These two have raced many times, and this time it was Jim who prevailed going to the final. Next was Eric Moore verses Jason Tabor in a battle to see who would take on Jim. Jason was too much for Eric on this day. Loran ran against Eric taking third place. Jim and Jason had a wild battle for first, each getting full pulls in each heat. The deciding factor was that Jason reached the finish line first in both heats to get the win.

The wienie bite contest left a lot of women with mustard on their faces. The best at downing a mustard-slathered hunk of tube steak was Jason's teammate, Crista Emigh. As the dust cleared, Jason Tabor was in first place in five out of right events, taking Top Cowboy honors.

On a sad note, the Easyriders Rodeo family lost a friend, Bill Dray (known as Uncle Bill), who was a member of the Triple T Racing Team's pit crew. Bill loved the rodeos for all the action, the people, and the competition. Bill's wish to have some of his ashes spread out at Sturgis was fulfilled three weeks ago. He also wanted some of his ashes spread in Chillicothe. Bill's wife, daughter, and son-in-law made sure his final wish came true. Rest in peace, brother.

—Big Tom





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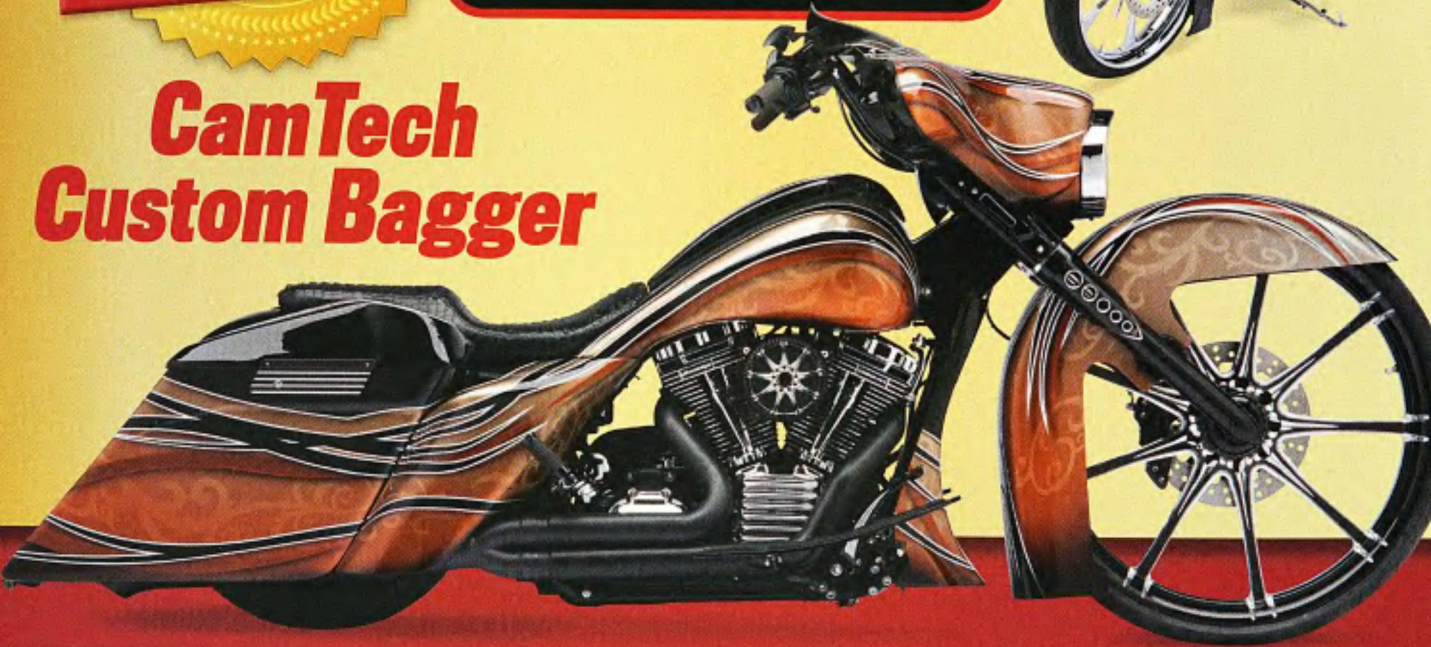
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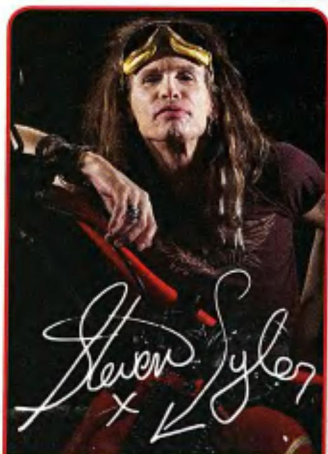


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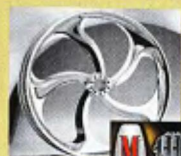
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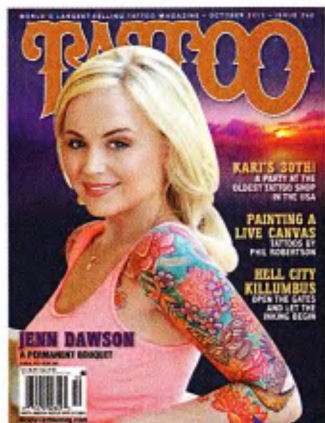
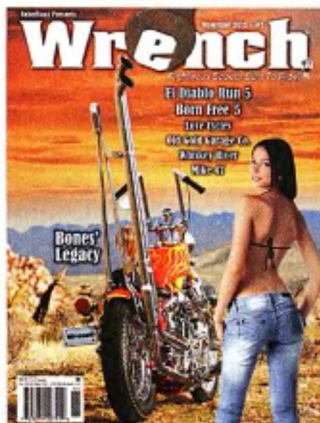
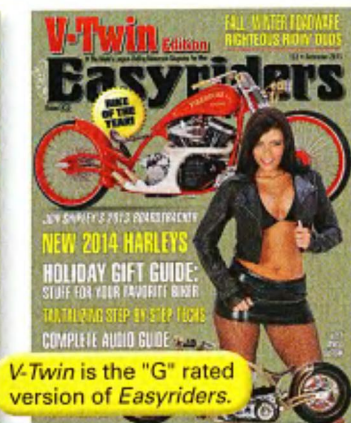
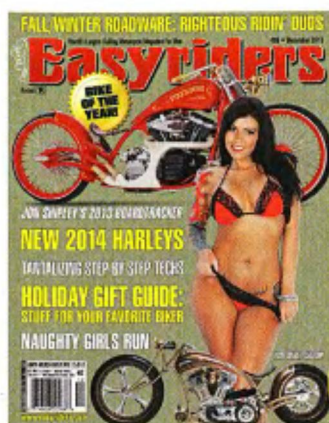
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HOW TO ENTER: If you do not wish to subscribe, please write your e-mail address, name, address, and phone number on a 3x5 index card marked "2014 \$100,000 Magazine Sweepstakes" and mail it in an envelope to: 2014 \$100,000 MAGAZINE Sweepstakes, 28210 Dorothy Drive, Agoura Hills, CA 91301. Limit: one 3x5 card per envelope. Entry form must be legible and completed in full to be valid. Sweepstakes begins February 4, 2014, and all entries must be received by September 15, 2014. Easyriders/Paisano Publications, LLC assumes no responsibility for lost, misdirected or late mail.

ELIGIBILITY: The Sweepstakes is open to all legal residents of the U.S. aged 18 or over, except employees of Easyriders/Paisano Publications, LLC, and Dennis Kirk and their families, its affiliated companies, and advertising and promotion agencies. This sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. Limit – ONE ENTRY PER HOUSEHOLD and only one prize per household will be awarded. Winner of motorcycle prize must possess and provide proof of valid U.S. Driver License and applicable motorcycle insurance at the time of the prize award.

WINNERS SELECTION: Winners will be selected by random drawing from all entries received, and validated by Meloni Hribal Tratner LLP whose decisions will be final. Prize winners will be notified by e-mail or if not provided by U.S. Mail or phone within 90 days of the closing date and must acknowledge notification within 10 days or the prize will be forfeited. In the event that any prize cannot be awarded because the winner cannot be located or refuses the prize, Paisano will offer the prize to up to two (2) alternates, selected in the same manner as the original winner. If, the prize cannot be awarded after such efforts are undertaken, then Paisano shall have no

further obligation to seek out alternates or to award the prize. THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.

PRIZES AND APPROXIMATE RETAIL VALUE: Total approximate retail value of all prizes is \$110,000. You may win one of the following: 1 Grand Prize, 1 First Prize, 1 Second Prize, 1 Third Prize, 1 Fourth Prize, 1 Fifth Prize, 1 Sixth Prize, 1 Seventh Prize, 2 Eighth Prizes, or 200 Ninth Prizes. The motorcycles pictured may not be the specific ones awarded. – NO PURCHASE IS NECESSARY TO WIN.

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WINNERS LIST: For a list of major prize winners, send a separate stamped, self-addressed business envelope to: Winners List, 2014 \$100,000 MAGAZINE Sweepstakes Easyriders/Paisano Publications, LLC, 28210 Dorothy Drive, Agoura Hills, CA 91301.

NO PURCHASE NECESSARY TO WIN.

LIMIT – ONE ENTRY PER HOUSEHOLD



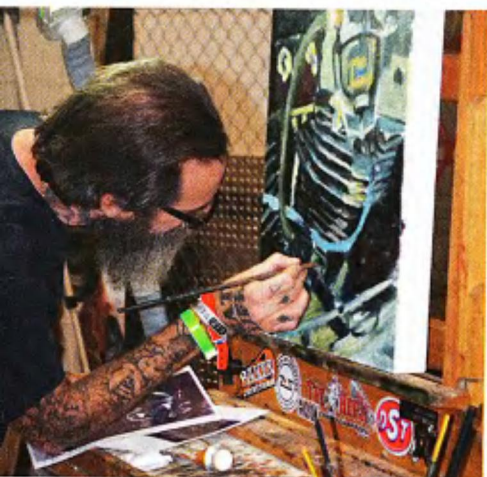
Triskaidekaphobia (fear of the number 13) was obviously not a big issue at the last running of the Las Vegas BikeFest, as it was at least as well attended as any BikeFest has been in recent years, and probably much better. If there were any who stayed home because of their fear of the number 13, they're probably kicking themselves right now for or subscribing to the wrong superstition or, perhaps, for not being the owner of a proper rabbit's foot.

If you were at the Cushman Center just north of downtown Las Vegas that first weekend of October, I'm not telling you anything new; just look at the pictures and wallow in your memories. For those who weren't there, though, you missed out on some major fun, including the usual popular BikeFest events like the always amazing Artistry in Iron competition (won by Rick Bray at RKB Kustom Speed in Hanford, California), the World's Strongest Biker contest, the fascinatingly disgusting H-D Café Hog-Out contest, and the by now infamous wet T-shirt contest that happens every year in front of Las Vegas Harley-Davidson, a short putt from

the Cushman Center. Those ladies aren't shy about showing off their assets, and the appreciative crowd roared enthusiastically at every bounce of the boob and nipple protrusion. Once the noise meter finally rested, the wet titties of the day belonged to Sheena St. Vincent from Buckeye, Arizona.

In front of the Cushman Center a terrific bike show and contest involving dozens of, well, bikes that ran the gamut from the mild to the absolutely wild, went on all day long and was capped off by a concert with country rocker Joe Nichols. The overall winner of that bike show, by the way, was Sam Baldi from Cherry Valley, California, with a bike he calls "Lost Angel."

Saturday started with the Baddest Bagger contest. Dozens of awesome baggers lined up outside of the Cushman Center, vying for awards in several categories, like Baddest Urban Bagger, which Bruce Boldon from Campbell, California, won. New for this year were the bike games, like the wienie bite, the ball toss, and some other neat and hilarious games, as well as a skills demonstration



by the Las Vegas police department's motorcycle cops. Despite being cops—or maybe because of it—those guys were amazing riders. During a slow riding demonstration, they literally moved about an inch a minute.

Of course, there was also the Miss LVBF contest (won by Kalia Nelson from Henderson, Nevada), followed by the cringingly funny Mr. LVBF competition that wasn't pretty by any means, fueled as it was by several bottles of tequila. Fortunately, what happens in Vegas stays in Vegas, they say, and this event should definitely not be allowed outside of the Las Vegas city limits.

Test rides were also available, and you could sample Star, Victory, and Indian Motorcycles. Needless to say, folks lined up all weekend long to be able to put their rear ends on one of those new 111-inch Indians. Inside the Cushman Center next to the Artistry in Iron bike display, an art gallery with live artists painting was set up, and both inside as well as on the parking lot outside, numerous vendors had set up to sell anything from belt buckles and sun glasses to helmets, leathers, and anything else the biker heart might desire.

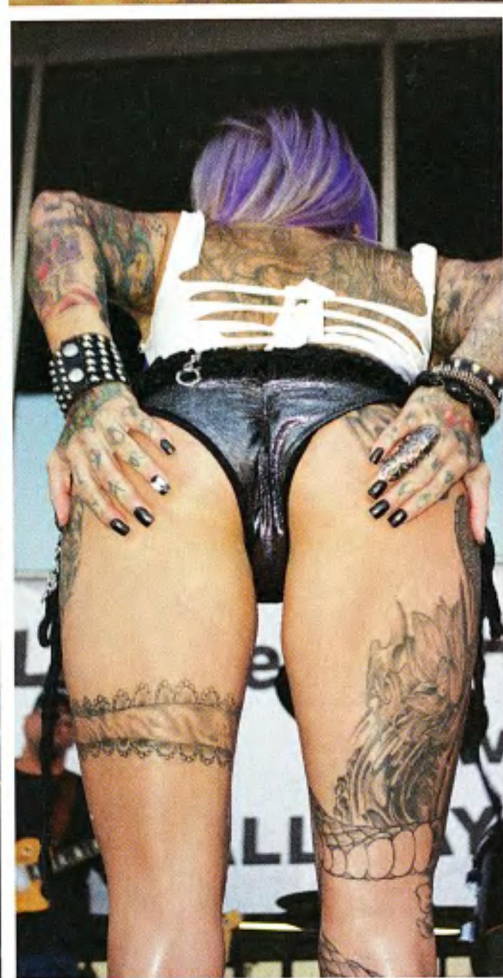
For additional entertainment, two stripper poles were set up, a local tattoo

shop (Hart & Huntington) was slinging ink, and a tattoo contest was held. Heck, if you wanted to, you could even talk to a couple of ladies from the Chicken Ranch, a brothel in Pahrump, just a few miles outside Las Vegas. For some odd reason, their booth was always a just a tad crowded.

Saturday night offered another concert, this time with Foghat and Blue Oyster Cult both playing to an excited albeit somewhat gray-haired audience.

Next year's LVBF is already in its planning stages, and will be held October 2 - 5, 2014. More info is available at www.lasvegaskbikefest.com. —Tripper

Photos: Kai



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IN THE WIND



Snow, schmow, let's ride! Minnesota bikers ain't afraid of the white stuff.

—Jenna and Jason Lehnen, Princeton, Minn.



"Boy, that sure was a big, bad bump back there wasn't it, Doris? Uhhh...Doris?"

—Lou Camerota, Roar To The Shore 2013, New Castle, Del.



Elvis is/was alive at the 2013 Redwood Run.

—Felicia Morgan, Piercy, Calif.



Dang nippy out.—Charles Golden, Cottonwood, Ala.



Encouragement always helps.

—Don Rogers, Waleska, Ga.



Give 'em air, girl! —Kelly Hayes, Lakewood, Colo.



1969 Royal Enfield 750, a loyal pooch and Kayla—yeah baby!

—Tim Anderson, Edgewater, Colo.



Dresser doll does the PCH.

—Colleen Duffner, Burbank, Calif.



Sidesaddle stunt rider.

—Ron Hawks, Safety Harbor, Fla.

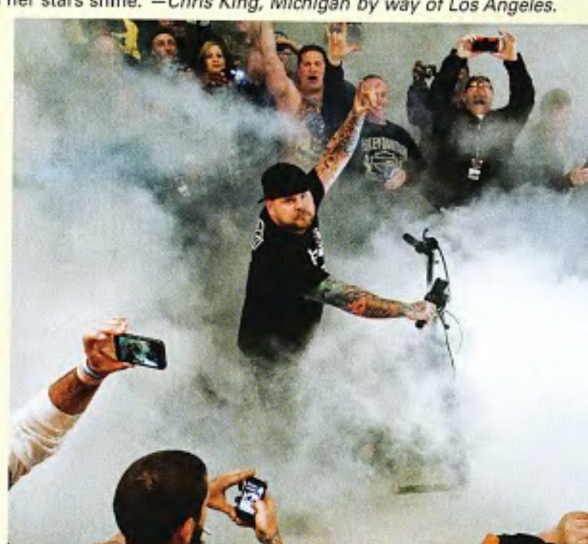


Cherie lets her stars shine. —Chris King, Michigan by way of Los Angeles.



It don't get no better than this for Shorty.

—A.C. Collella, Lynn, Mass.



Hope a bike's under there.

—Don Rogers, Waleska, Ga.

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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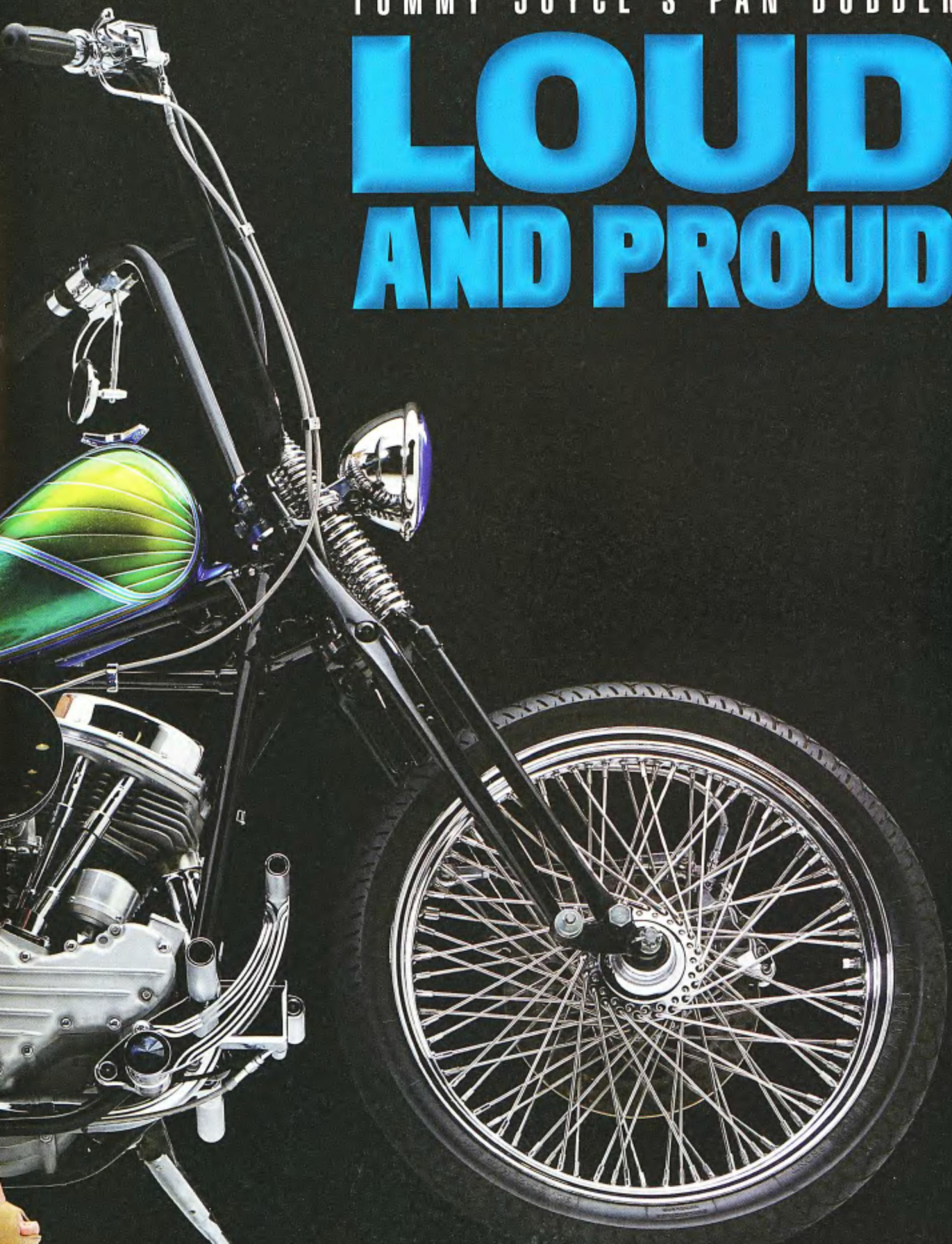
After ten years as a fabricator at Orange County Choppers (the company now featured a TV series on CMT), Tommy Joyce never left his passion for customs, but did take a jog in jobs. Still in Orange County, New York, he's now a correctional officer—not exactly a low stress occupation—so bike building and riding help him keep from losing his cool.

Tommy's pan bobber project, completed after hours while still at OCC, started with a 2000 V-Twin Mfg. rigid frame and front end that were gifted to Tommy by Paul Teutel Sr.



TOMMY JOYCE'S PAN BOBBER

LOUD AND PROUD



Owner: Tommy Joyce
City: Montgomery, New York

GENERAL

Designer: Tommy Joyce

Year/make: 2013 bobber

Model: panhead

Assembly: Tommy, Christian, Mike

Time: 6 months

Chroming: Chrome Masters

ENGINE

Year/make: 1964 FL panhead

Rebuilder: Steve McPhillips

Displacement: 74 cu. in.

Cam: Harley-Davidson

Ignition: Mallory

Pistons: Harley-Davidson

Heads: Harley-Davidson

Lifters: Harley-Davidson

Carb(s): S&S E

Air cleaner: Tommy

Pipes: Tommy

TRANSMISSION

Year/make: 1964 Harley-Davidson

Modifications: 4-speed

Shifting: foot

PAINTING

Painter: Ralph Estrada

Type/color: candy blue and green

Special paint: lace graphics

FRAME

Year: 2000

Builder: V-Twin Mfg.

Rake: stock

Stretch: stock

Shocks: rigid

ACCESSORIES

Bars: Tommy

Handlebar controls: Arlen Ness

Fender: Tommy

Headlight: Bates

Taillight: New School Choppers

Electrics: Christian Welter

Gas tank: Tommy

Oil tank: Tommy

Oil system: S&S

Seat: Pirate Upholstery

Pegs: Tommy

Mirrors: 3-inch round

Grips: Harley-Davidson

FORKS

Type: springer

Extension: stock

Builder: V-Twin Mfg.

WHEELS

Size: 21-inch front, 16-inch rear

Wheels: DNA hub

Tires: Metzeler

Brakes: HHI

Photos: Dino Petrocelli



"What the hell, I thought, I'm at Orange Country Choppers and I've got access to everything I need to build a bike for myself," Tommy says. "I wanted a bobber that was old-school, clean, rideable, and without a lot of stuff hanging off it, with everything flowing together."

Since the frame was made for vintage motors, Tommy contacted one of his father's buddies, engine builder Steve McPhillips, who does all the motors for V-Twin. Steve happened to have a 1964 panhead motor lying around, although in pieces. "He gave me a good deal on the motor and tranny, and I started mocking up the bike after work and then went on to fabricating the rear fender, sissybar, oil tank, gas tank, and the other pieces," Tommy tells us. "Then I had help assembling the bike from Christian Welter and Mike Ammirati at OCC."

To add a touch of convenience, Tommy added a Tech Cycle starter with a push button located within reach on the oil tank, itself featuring a trick oil filter and line setup thanks to Bobby Seeger at Indian Larry Motorcycles. As for the choice of paint colors, Tommy says, "I wanted an old-school paint job, so after looking at various paint

schemes, I settled on candy blue and candy green. I talked with Ralph Estrada, the painter at OCC, and gave him my thoughts on the matter and then free rein. I wanted some lace pattern, and although Ralph hadn't done that before, he was up for it. I ended up getting the pattern from my girlfriend who gave me one of her stockings to use. I thought the paint came out awesome."

As to how the bike rides, Tommy says, "It's light, handles great and feels good to ride with those apehangers. And the pipes sound really good—and really loud. All in all, it was my first personal bike build and a great experience." While Tommy's enjoying his pan bobber, he's also looking forward to building something around the Indian motor that's on his workbench, and maybe building a few bikes for customers as well.

—Paul Garson





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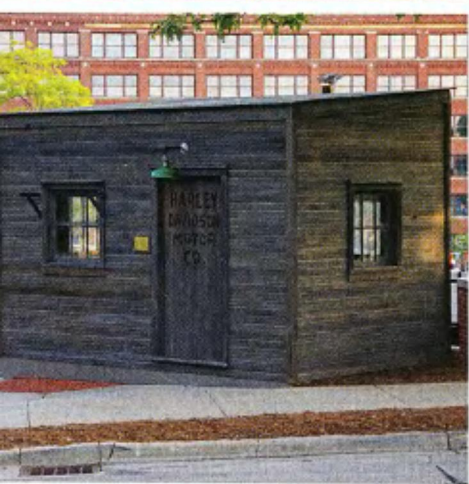
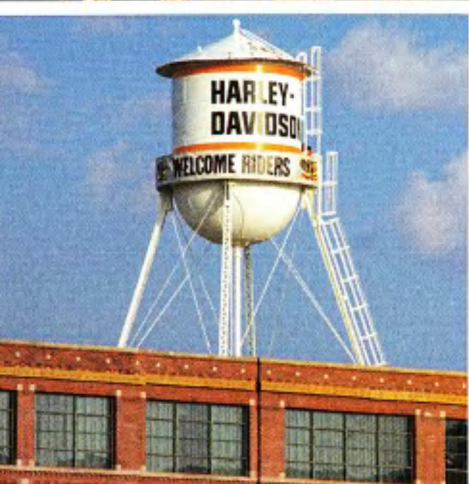
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HARLEY-DAVIDSON CELEBRATES 110 YEARS WELCOME HOME

From every direction in the United States, thousands of dedicated Harley-Davidson riders migrated to the place where it all began in Milwaukee, Wisconsin, to be a part of Harley-Davidson's 110th Anniversary celebration. Near the Wisconsin border, the number of bikes on the road just kept growing.

It was a typical hot and humid summer day in the Midwest the Thursday before Labor Day weekend, and the city on the lake was ready to host bikers from all over the world for the party of the summer. From the original H-D downtown location on Juneau Avenue to the H-D Museum near Lake Michigan, and the H-D Powertrain plant in the suburbs, everything Harley was on display.

There was no shortage of entertainment on the five stages at the Summerfest Grounds plus a stage adjacent to the H-D museum, with more than 50 bands scheduled to play. If all that wasn't enough, local restaurants and bars

rocked the weekend and neighborhood street parties happened nightly. Local dealers and shops within 30 miles joined the celebrations with special events, vendors, and more entertainment.

The latest Harley models were lined up along the lakefront and helpful Harley reps were happy to answer questions. A women's rally at the Roadhouse Stage celebrated the history of the women of Harley. The Harley-Davidson Headquarters on Juneau stands on the original William C. Davidson family property, where the first H-D factory was just a shed in the backyard. For the 110th Anniversary event, one of the photo ops at Headquarters allowed you to take your photo next to a replica of the famous shed across the parking lot from the current building, quite a difference in 110 years.

The H-D Powertrain Operations facility just northwest of downtown was the place





for demo rides, product displays, and a chance to tour the plant. This is where Harley builds its transmissions and engines for its final assembly lines as well as for its Genuine Parts & Accessories division.

By Friday, the town was packed and the party was in full swing. For the 5th year, House of Harley-Davidson hosted a Latino event know as the Harlistas party. The dealership offered a full day of entertainment, featuring cultural music, food, and drink. Friday night's Summerfest headliner was the legendary Aerosmith, with Cheap Trick.

One of the highlights of the whole weekend was the parade of riders into downtown Milwaukee to honor the 110th Anniversary. Staging started at 6 a.m. Saturday morning in Miller Park, ending at the Summerfest Grounds. There were many H.O.G. members from various states and countries proudly presenting their homelands in the parade and sharing their Harley-Davidson experience. More than 6,000 rode 5 miles to the Summerfest Grounds. Tens of thousands of locals lined the street to see,





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greet, and cheer the bikers on as they made their way through the neighborhoods, downtown, and then toward the Lake.

It was another beautiful day in the city and that evening, headliner Kid Rock with Uncle Kracker and John Fogerty performed at the Marcus Amphitheater. After a welcome and acknowledgement of the 110th anniversary from the Harley-Davidson crew, Kid Rock hit the stage and his energy was electric.

Sunday morning, at the H-D Custom Bike Show at the Museum more than 100 custom bikes lined the driveways, sidewalks, through the gardens and around the museum, representing eleven bike categories. By the end of the bike show, the line for the museum was shorter and the crowds began thinning as Harley added another successful anniversary celebration to its history books.

—Pam Proctor





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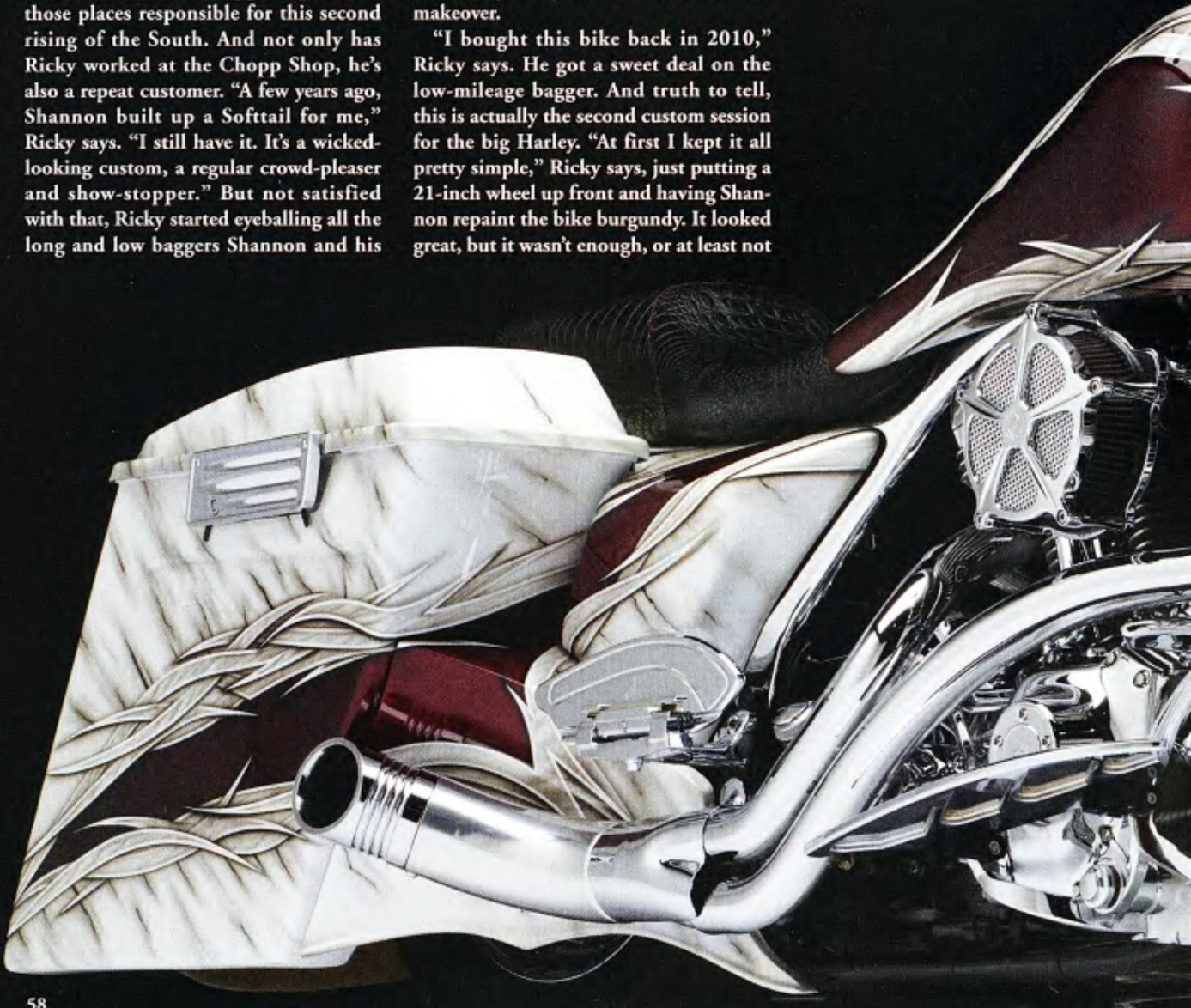
A CHOPP SHOP MASTERPIECE

BAG IT

Have you noticed that there are a lot of sharp-looking rides coming out of the South? Ricky Minton sure has, and he's no stranger around Taylorsville, North Carolina. That's home to Shannon Davidson and The Chopp Shop, one of those places responsible for this second rising of the South. And not only has Ricky worked at the Chopp Shop, he's also a repeat customer. "A few years ago, Shannon built up a Softtail for me," Ricky says. "I still have it. It's a wicked-looking custom, a regular crowd-pleaser and show-stopper." But not satisfied with that, Ricky started eyeballing all the long and low baggers Shannon and his

crew have been putting together lately. "And I really needed one of those, too," he says. "Couldn't help myself!" Well, here it is, and it's a far cry from the all-black and bone-stock 2004 Electric Glide he brought up to Shannon for the makeover.

"I bought this bike back in 2010," Ricky says. He got a sweet deal on the low-mileage bagger. And truth to tell, this is actually the second custom session for the big Harley. "At first I kept it all pretty simple," Ricky says, just putting a 21-inch wheel up front and having Shannon repaint the bike burgundy. It looked great, but it wasn't enough, or at least not



"I really needed a bagger,
just couldn't help myself!"
Shannon Davidson was
glad to oblige.



When this guy walks
into the paint booth he enters
another world!



enough for Ricky Minton. "So we decided to hit it one more time," Ricky told Shannon to really get after it, to give the bike everything he thought it needed. And Shannon didn't hold back. "I'd like to have a nickel for every time someone's taken a picture of what Shannon created here," Ricky says. "People hang out car windows with their cameras. It's unbelievable."

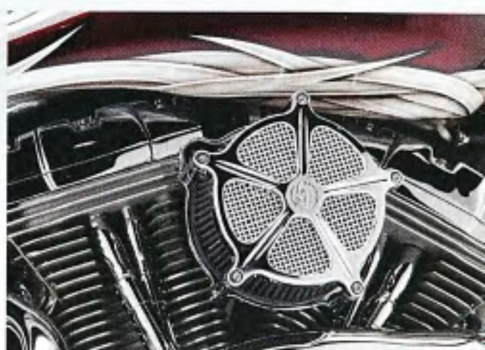
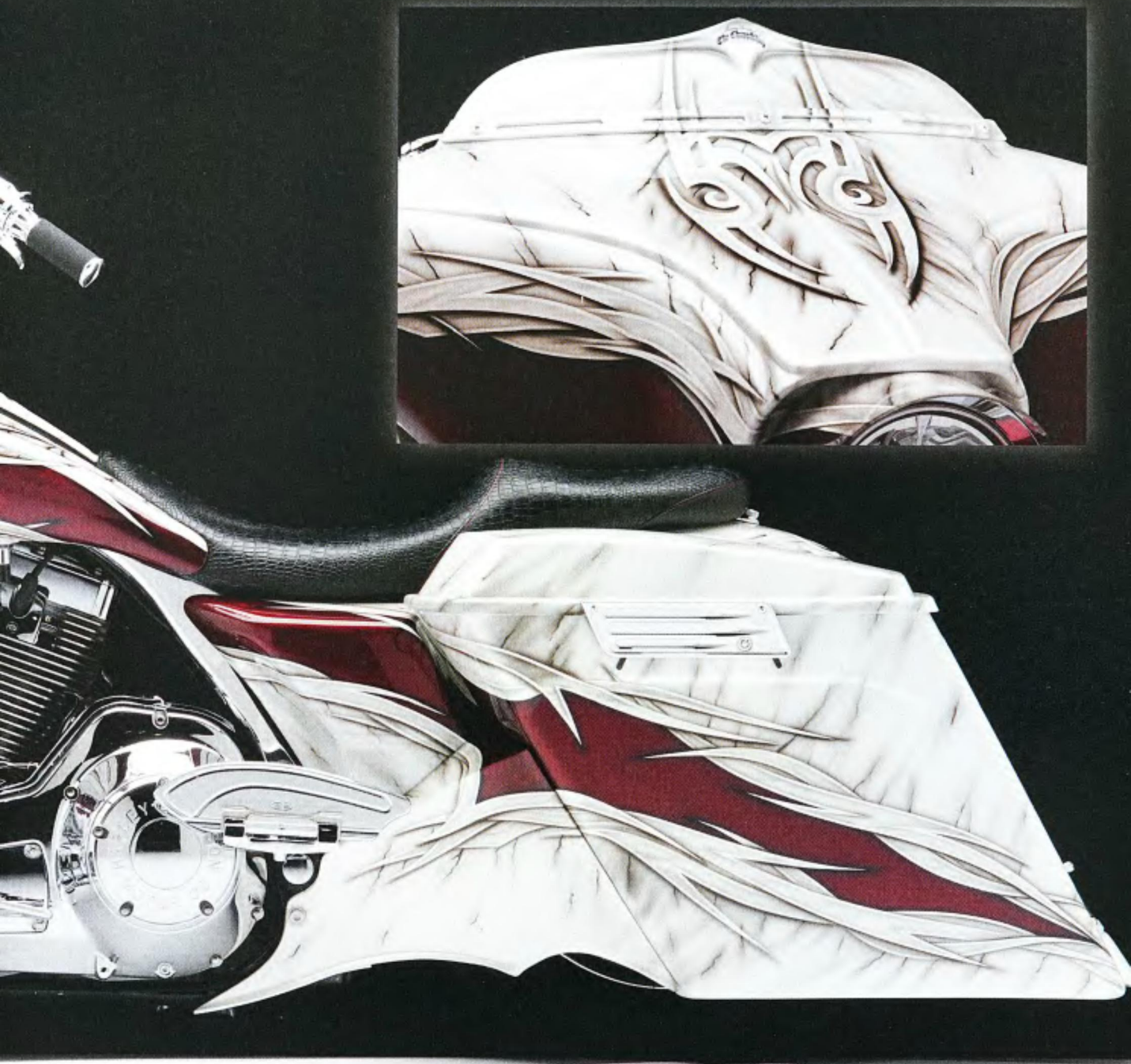
There's a new Chip Foose 26-inch wheel leading the way now, a raked

neck, a Sinister fairing, a stretched tank, custom side panels, and stretched saddlebags. "And I definitely wanted that chin spoiler," Ricky says. "And the sculpted-nose front fender." Shannon and his team did all of that, in steel. Shannon custom-made the new side panels, as well. Check out their flow into those saddlebags.

This custom bagger has more going on than just cosmetics. The engine, now an injected 103 custom-built by Hawaya

Racing, didn't escape attention. And neither did the crowning touch, the new paint job. "My wife, Dorothy, came up with that paint scheme," Ricky says. "She and Shannon worked on those colors and designs forever." And when it came to actually putting down that paint work, Ricky goes on to say, "Shannon once again amazed me. He puts those headphones on, cranks up the iPod and makes magic." Carolina style.

—Joe Kress



Owners: Ricky and Dorothy Minton (*below*)
City: Newton, North Carolina

GENERAL

Designer: Shannon Davidson

Fabrication: The Chopp Shop

Year/make: 2004 Harley-Davidson

Model: FLT Electra Glide

Assembly: The Chopp Shop

Time: 2 months

Chroming: Chrome Masters

ENGINE

Year/make: 2004 Harley-Davidson TC

Rebuilder: Hawaya Racing

Displacement: 103 cu. in.

Ignition: ThunderMax

Cam: Hawaya Racing

Carb: Harley-Davidson EFI

Air cleaner: Roland Sands Design

Pipes: Sinister Industries

TRANSMISSION

Year/make: 2004 Harley-Davidson

Shifting: 5-speed

PAINT

Painter: Shannon Davidson

Type/color: PPG/Pearl White

FRAME

Year/make: 2004 Harley-Davidson,
modified

Type: FLT

Rake: 45 degrees

Stretch: 3 inches

Shocks: Arnott

Accessories

Bars: Paul Yaffe

Handlebar controls: Harley-Davidson

Fenders: The Chopp Shop

Headlight: Adjure

Taillight: Paul Yaffe

Speedo: Harley-Davidson

Pegs: Carl Brouhard Design

Foot controls: Carl Brouhard Design

Gas tank: The Chopp Shop

Oil tank: Harley-Davidson

Seat: High Rollers

Mirrors: Paul Yaffe

Grips: Arlen Ness

FRONT END

Type: Wide Glide, H-D, and Ness

Builder: Harley-Davidson,
The Chopp Shop

WHEELS

Make: Chip Foote, Harley-Davidson

Size: 26-inch front, 16-inch rear

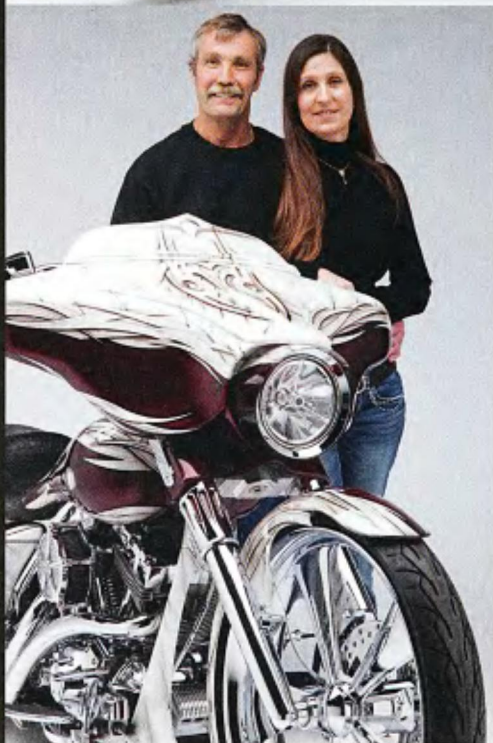
Tires: Vee Rubber front,
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Photos: Michael Lichter

Contact: The Chopp Shop
828-635-1189

www.thechoppshop.com





Meet This Month's Winner!

Meet sweet Victoria of the fair state of Indiana where comedy is king and naked Hoosiers swing from the Tulip trees. Turn to page 92 and watch her

butt-polish Frank Naaykens' awesome Speed Dealer custom.

—Moosecock Montana





#0301 Angelique-Arizona

"My First ride on a Harley was like a ravaging soul fire burning up my pooter. The vibrations tickled me deep within!"



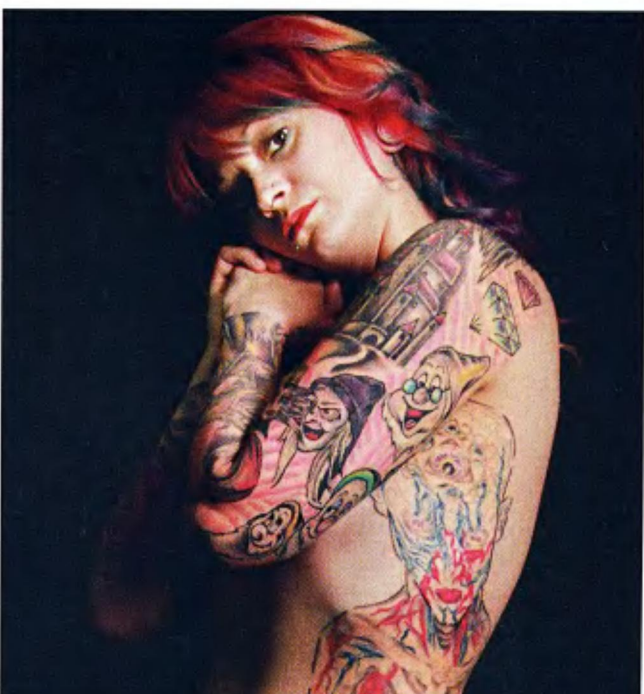
#0303 Tonya-Ohio

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



#0302 Niki-Minnesota

"My first Harley ride was in 2002 with the most amazing guy I know—a ride I will never, ever forget!" (sly grin)



#0304 Stevie-Colorado

"My tattoo artist friend picked me up at home and brought me down A1A to Bike Week. It was the time of my life!"

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 swingin' scallywags. Meet delicious Danielle from Dallas. Come back next month or we'll bean you in the keester with a wiffle ball bat!

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

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

Model's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: () Cell Phone: ()

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: () Evening Phone: ()

Photographer's Signature: _____

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

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

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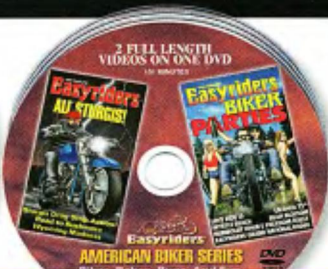
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UPDATING YOUR DRIVETRAIN

Screamin' Eagle Big Twin Compensator Assembly

Harley's big twin primary drive assembly uses a spring-loaded compensator sprocket between the motor's output shaft and the clutch assembly. This device is designed to isolate the motor's power pulses from the clutch, transmission and rider. Originally installed on 1970 model big twins, the factory has used the same basic compensator assembly through 2011. With the introduction of the 103-cubic-inch motors and as riders started loading their bikes down with more gear, compensator assemblies were being overloaded to the point that they could no longer function correctly. For the 2011 touring

models and 2012 Dyna and Softail models, Harley installed a new compensator assembly, which had been used in its limited-edition Screamin' Eagle bikes. The new compensator has a multi-stage spring set that can absorb seven times more crankshaft torque. It also features cams with longer and steeper ramps that contact the sprocket's wide spokes, which allowed for increased travel at a much higher tension level.

Harley's Screamin' Eagle division has also developed new high-performance compensator kit, which incorporates all of the features of the 2011 redesigned compensator, plus a new thrust bearing and oiling system. It is listed on page 467 of Harley's 2014 Genuine Accessories Catalog. The kit fits all 2007-2013 big twin models. Older models, 2007-2011 Dyna, Softail and 2007-2010

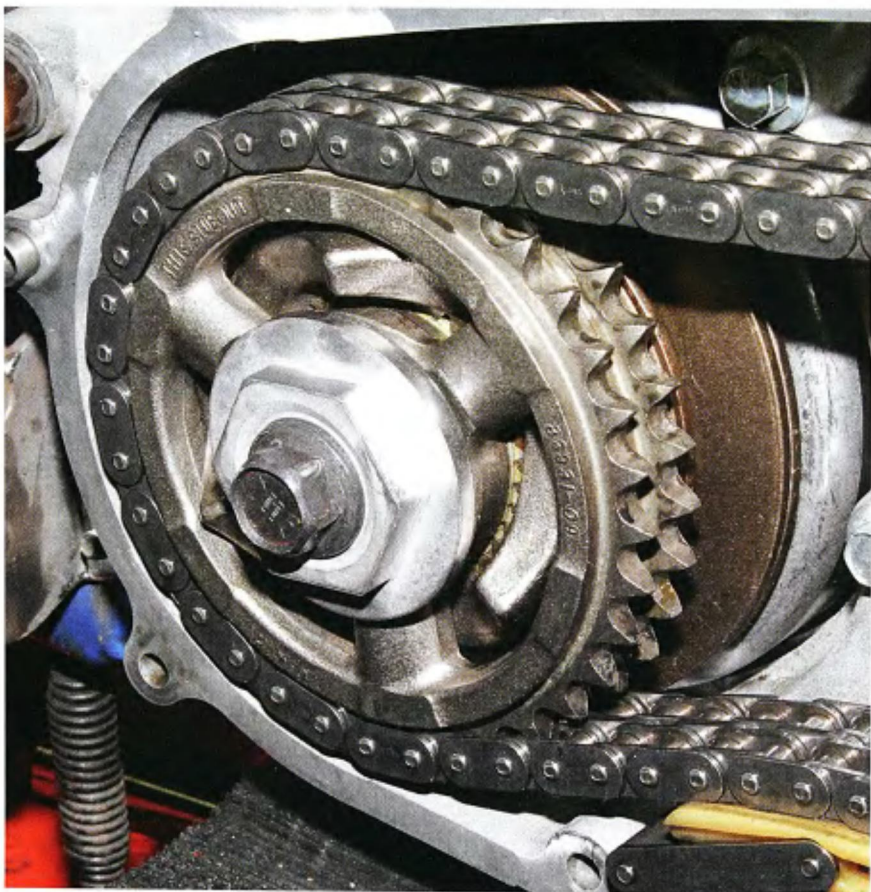
touring, require the separate purchase of a rotor assembly.

We installed the compensator kit in a 2009 Ultra. It was a pretty straightforward operation. It fit over the end of the sprocket shaft and was secured by the new compensator bolt; no modifications were required to any of the other drivetrain parts. The job took about two hours.

The new compensator system works great; it is one of those parts that most of the time you really can't feel a difference in. The exception is when you have the bike loaded down and you are accelerating around slower cars or up a hill; then your bike becomes a much more enjoyable ride.

—Wendell Christopher

Harley-Davidson
www.harley-davidson.com



1 The Screamin' Eagle compensator kit; these are the basic parts. The new compensator hub and sprocket are much stouter parts than the ones that were fitted to pre-2011-2012 bikes. The compensator uses a five-piece, three-stage spring pack, which progressively loads the amount of torque that is required to move the sprocket along the ramps of the hub's cams.



2 At our starting point, the complete primary drive system has been removed; no special tools were required.



3 Unlike Harley's earlier compensator, the SE compensator uses separate alternator rotor and compensator spring assembly. The new rotor fits over the motor's sprocket shaft. Our 2009 Ultra required this new rotor.



4 A large splined hub is next fit on the sprocket shaft and seats against the rotor.



5 The compensator spring pack is next, which consists of five cone shaped springs. It fits over the splined hub up against the rotor.



6 The inner cam-hub is slipped over the hubs splines and seated against the spring pack.



7 The primary drive assembly is installed as a unit. To clear the ring gear, the chain tensioner must be collapsed and its two mounting bolts unscrewed from the inner primary.



8 The primary chain tensioner is bolted in place. The sprocket retainer and sprocket-mounting bolt are installed. The mounting bolt is tightened in three steps: first it is torqued to 100 ft-lbs; then loosened one full turn and finally torqued to 140 ft-lbs.



9 The clutch hub is bolted in place and the clutch discs installed. The clutch spring and spring mounting plate are secured.



10 Here is the finished primary. While visually there is no noticeable difference, in heavy riding there's a lot of improvement.



RON FINCH'S METALife

Growing up in Royal Oak, Michigan, Ron Finch wasn't really interested in school. He was more interested in discovering his own path. He'd been nurturing his imagination well before high school was out, but kept the promise to his folks and got his diploma. Starting with his bicycles as a kid, Ron's been customizing bikes for years. He opened his first shop in 1965 and it didn't take long for him to make a name for himself. Especially in the SE Michigan area, Ron Finch is known as best of the best when it comes to his custom painting skills.

In 1969, Ron built the bike he called Odin's Axle. It was awarded the Best Custom of the Year by *Motorcycle World* magazine. By then he was well on his way to making his place in the custom motorcycle building business, supported by his full service shop. Selling custom parts, repairing bikes and designing customs, the business grew. It was time for a new shop, so in 1972 Finch's Custom Styled Cycles moved and continued to grow up to almost 20 full time employees, working with Ron, to get things done. Many think more is better, but Ron felt his creativity was being slowly sucked away.

In 2001, Ron couldn't say no when Home Depot offered him a bundle of dough to buy his shop and property. This prompted the

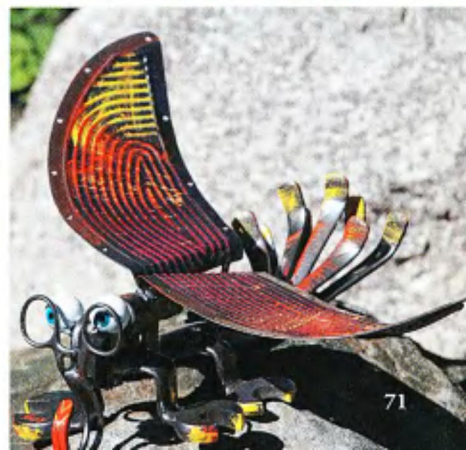
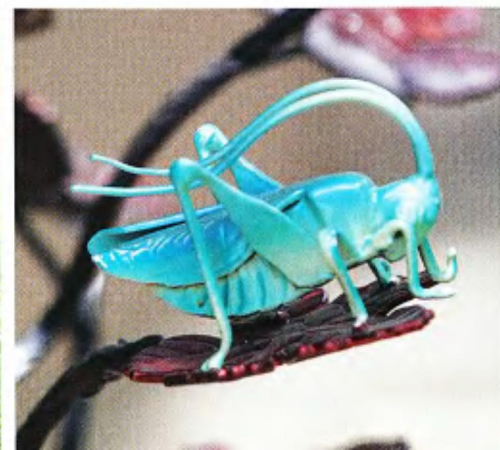
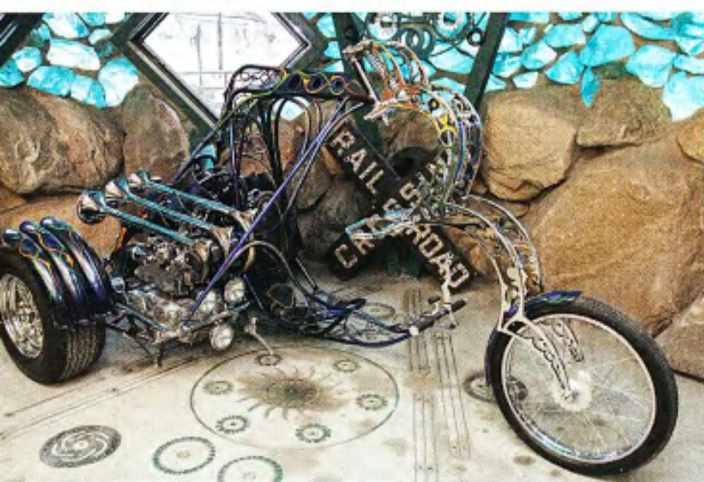
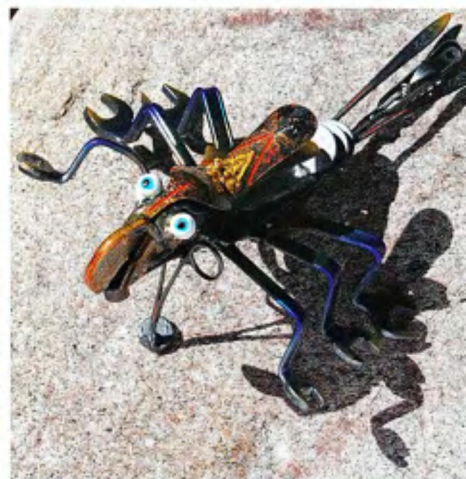
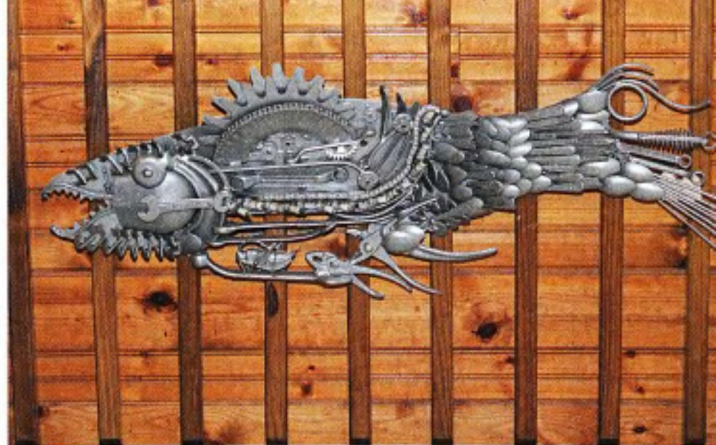
move to his present shop, studio, and playground, which took more than a year to complete. One of the remarkable architectural details of his design is the two-story semi-circle of rock and bluish glass from the scrap at a glass plant in Ohio. It becomes a sort of showroom with an intricate, metal patterned floor, on the mid-level, that you can see through to the workshop below. At this point, a rumor got started that he'd quit doing motorcycles and started doing metal art. Actually, Ron just needed time to rebuild his workshop in the new location and continues to build custom bikes and his METALife pieces.

From plants, to creatures, Ron's imagination goes wild as he creates his artwork. Made out of everything from rebar to spark plugs, nothing is safe when Ron gets an idea. In 2005, I went to his place to shoot the award-winning, Discovery Channel *Biker Build-Off* bike called Double-Cross. As I followed my directions, it led me to a typical suburban home on a quiet street. Ummm, where's the bike shop? The flamed mailbox was a clue! As I looked closer, around the foundation of his home, was a colorful row of metal daisy-like flowers "planted" in the garden. This certainly piqued my curiosity. As I continued down the driveway, it descends

to a wonderland of beautiful gardens, sculptures, quirky creatures, and a peaceful lake. A three-story cottage serves as home for Ron's, workshop, paint booth, and art gallery.

Once the shop/studio was completed, Ron quickly reestablished his bike building business and continued doing his artwork. "I enjoy doing the artwork" Ron says. "It provides a certain freedom which I've always had with bikes, but with the artwork, it can be anything." Ron's attention to detail is impeccable. When it comes to his art, if it's crooked a little bit that's acceptable. "That's just the way wind's blowing; but if it was a motorcycle, that would be dead on straight. That's the reason I have a little more freedom with the sculptures than the motorcycles. I have always been able to create stuff," Ron says. "I can weld a little bit and paint a little bit and put it all together."

Ron's motorcycles have been featured in *Easyriders* magazine and in our bike shows and we gave him a Lifetime Achievement Award a few years back. Many of his bikes and METALife sculptures have been featured in Art Museums and Centers throughout the country. He continues to create both motorcycles and METALife in his magical, self-made world. Check it out at: www.finchcustoms.com. —Pam Proctor



CLICK-BUZZ, NO START

Repairing An H-D Starter

The more options that are added to our bikes, the more potential need there is for a repair. For instance, take the electric starter. A few dozen years ago, it was added as a convenience. With the advent of bigger motors and electronic fuel injection, an electric foot is now a necessity. If you add in a bit of increased displacement, a set of hot cams, and a higher compression ratio, you have the makings for an electric starter "eater," the old "click-buzz syndrome" with which you have all the makings of being a part of the foot traffic population.

If your starter goes click-buzz, it is telling you that you have burned up its internal starter drive clutch. This is the device that transfers the rotating force from the starter's electric motor to the pinion gear that turns the primary drive clutch basket. When this happens, you can either replace it with a new factory part or you can choose to install a heavy-duty starter drive clutch. When your starter's factory part has already headed south, we think that a heavy-duty drive clutch is good insurance

against repeating the "click-buzz" event.

When our hot-rod FXR gave us the click-buzz routine, we took it to the gang at Valley Alternators & Starters Inc. They recommended that we have one of Van Bergen and Greener's heavy-duty starter drive clutches. Their Weldon 90 series of drive clutches can handle twice to torque that the factory unit does. Our starter used the model number HR-1; \$144.95. It was a straight install; it fit exactly like the factory clutch drive.

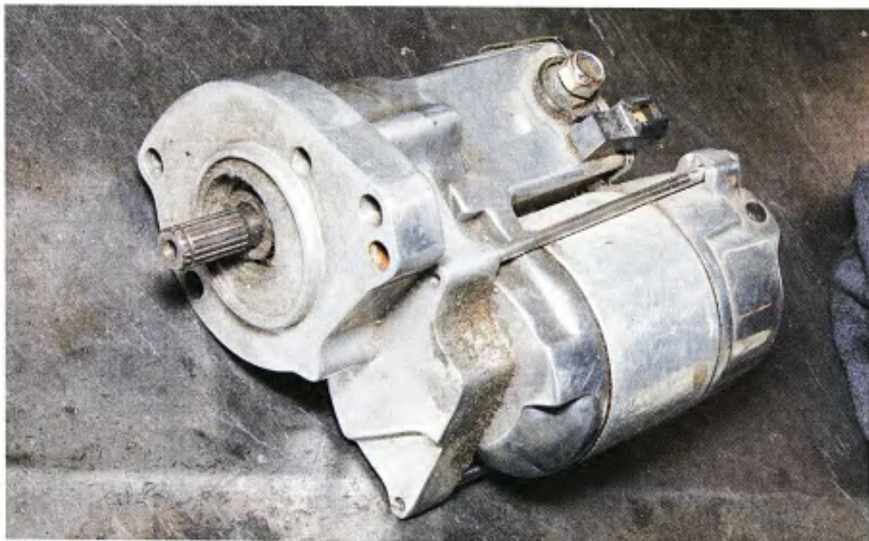
Valley Alternators' chief Harley starter repairman, Oscar Toscano, led us through the starter drive clutch replacement process. The job took about an hour, and there were a couple of things that we might have had a problem doing. Yet Oscar, with his years of experience, made the job look easy.

So follow along and if your glide's electric foot gives up, give the gang Valley Alternators and Starters a call.

—Wendell Christopher

Weldon 90
800-621-3889

Valley Alternators & Starters Inc
818-882-7511



1 Our FXR's starter motor, until it broke, it was one of the least appreciated parts of our bike.



2 The Weldon 90 starter drive clutch, made by Van Bergen and Greener. Its assembly features a heavy-duty sprag one-way clutch mechanism. It can handle more than twice the torque of the factory starter drive clutch.



3 Oscar starts the repair by removing the screws that secure the starter's body to its nose housing.



4 Next the nose housing is removed from the starter's main body.



5 The starter extension shaft is rotated clockwise to pull it out of the drive clutch's center bore.



6 The starter drive clutch assembly is removed from the nose housing. In most cases it can be removed without using any type force.



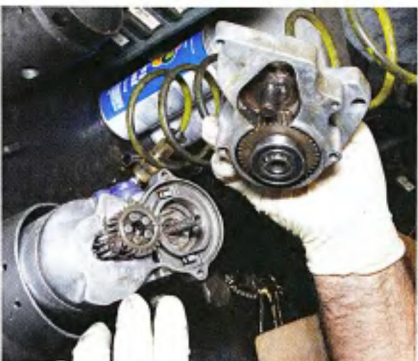
7 The new starter drive clutch assembly is coated with bearing grease and fitted into the nose housing. The starter's extension shaft is rotated counter-clockwise to fit it into of the drive clutch's center bore.



8 The starter's intermediate gear with its five rollers is lubricated.



9 The intermediate gear is then fit up to the starter's pinion shaft, on the main body of the starter. This is something we would have done backwards, we would have set it into the cavity in the nose and then tried to assemble the nose onto the main body.



10 Oscar then set the starter's nose housing, with the drive clutch and extension shaft over the starter's main body.



11 He did this while at the same time he was aligning the intermediate gear into its cavity. Believe me, doing this took a lot of experience!



12 Oscar Toscano with our repaired and tested Harley-Davidson starter motor.

Photos: Wendell Christopher



J&P Cycles 34th Annual Open House

J&P Cycles put on one righteous party this year and it has become one big rally in the Midwest. With more than 100 vendors from the biggest and best aftermarket parts, accessories, and apparel suppliers in the country, bikers could talk directly with the manufacturer reps to get all their questions answered and J&P offered onsite installation of anything in its catalog. When you needed a break from shopping, entertainment, food and drink was abundant all afternoon. The band Pipes was at it all day long playing great music, announcing the happenings, as well as calling up a constant stream door prize winners from the crowd. From celebrities, to stunt riders, there was something for everyone to enjoy.

The J&P Open House started out as a small customer appreciation day 34 years ago with lunch cooked and served out of the loading dock garage doors staffed by J&P employees. The event has now grown to a two day, full-blown rally. This year's record attendance was an estimated 30,000, with folks coming from as far away as California and New

York. Ride-in bike show entries were lining up by 9 a.m. and soon the parking lot was getting full with both the permanent and a huge temporary showroom buzzing with shoppers. The J&P techs were all available to answer any level of tech questions you may have. There was a silent auction featuring some pretty sweet swag donated by generous vendors and manufacturers to bid on with approximately \$7,000 in proceeds going to benefit the National Motorcycle Museum in Anamosa.

For some fun Rob Carpenter and his One Wheel Revolution put on some bitchin' shows, all on Harley V-twins. Using a couple of XR 1200's and a Buell, they ruled the pavement with more than just some burnouts and wheelies. They go all out to wow the crowd with their precision moves! Those looking for celebs found none other than *Sons of Anarchy's* Tommy "Chibs" Flanagan and Ryan "Opie" Hurst, chatting and signing autographs for fans.

Mark your calendar for the 35th Annual J&P Open House Rally next year, June 28-29, 2014.
—Pam Proctor

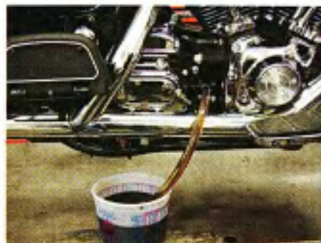




SIMPLE BUT CLEVER

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

Rogue Chopper's oil changer does the dirty work

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

Brandon Gschweng's KewlMetal Kingpin



HOT ROD VICTORY

KewlMetal, located in Prescott, Arizona, is a family-run business that's been around since 2002, specializing in American-made billet parts, some 700 now available for a wide spectrum of motorcycles including Victory models. In fact, KewlMetal is the leading edge in Victory custom components. Showcasing its offerings is the hot rodded 2007

Kingpin seen here—the personal ride of Brandon Gschweng. His dad is Big Joe, a co-owner of the KewlMetal operation. "Victory has been gaining more traction and becoming more popular, especially thanks to their new baggers," Brandon tells us. "We've been designing parts specifically for Victory since 2004 with the introduction of the Kingpin."

We make a lot of bagger parts,
but I wanted a little hot rod
and loved the lines of the Victory
as well as its quality.





We've been designing parts specifically for Victory since 2004 with the introduction of the Kingpin.

In this case, Brandon started his project with a 2007 Kingpin Tourer, then dialed in a "mix and match" of components from several model years of both the Kingpin and Vegas. "We make a lot of bagger parts, but I wanted a little hot rod and loved the lines of the Victory as well as its quality," Brandon says. "There's a lot of KewlMetal parts on my bike, but I kept the integration as subtle as possible so it all fits. Everything on that bike is available from KewlMetal. I also wanted inverted forks, but with the narrow wheels, so everything's been changed out. The full fenders have been switched to the shorter Vegas fenders, then everything was powdercoated flat black including the gas tank." Looking for contrast in the color of the bike, the handlebars, pipes, and various trim pieces were powdercoated in "high gloss metal flake mirror red" that really pops against the flat black.

On the gas tank you'll see a KewlMetal logo that looks ghosted in, but it's actually a vinyl sticker that's been "hydrocoated" in place by a company

called AZ Hydrocoating, then powdercoated over. The hydrocoating process is the new trick deal. Previously popular with cars, it's a means of easily adding all kinds of graphics without relying on airbrushing.

Brandon is a huge NASCAR fan and went for the No. 14 plate as a nod to racer Tony Stewart. The bike's exhaust system also has some NASCAR sound going for it. The 2-into-1 pipes made by RPW were originally chrome then ceramic coated black with heatshield tape applied to the inside of the header and then powdercoated red on top of the heatshield. The muffler was shortened 4 inches and a KewlMetal exhaust tip was added. Several other KewlMetal parts on this ride include the solo luggage rack, flat track side covers, turn signals, fork flames, and pop-up gas cap.

Since KewlMetal builds and sell bikes, Brandon says the Kingpin is for sale, then adds, "I had a lot of help with this bike from my dad, and the more I ride it, the less I want to sell it."

—Paul Garson





Owner: Brandon Gschweng
City: Prescott, Arizona
GENERAL
Designer: Brandon Gschweng
Year/make: 2007 Victory KewlMetal Custom
Model: Kingpin
Assembly: KewlMetal
Time: 3 months
ENGINE
Year/make: 2007 Victory
Displacement: 1,000 cu. in. Freedom Motor
Cam: Victory
Ignition: Victory
Pistons: Victory
Heads: Victory
Lifters: Victory
Carb(s): EFI
Air cleaner: Arlen Ness
Pipes: RPW Deal with KewlMetal tip
TRANSMISSION
Year/make: 2007 Victory
Modifications: none
Shifting: 6-speed, foot
PAINT
Painter: Jenks Power Coat
Type/color: Columbia's Coatings/flat black, metallflake red
Special paint: skull artwork, AZ Hydrographics
FRAME
Year/make: 2007 Victory
Rake: 32.8 degrees
Stretch: none
Shocks: Victory single monotube
ACCESSORIES
Bars: KewlMetal
Handlebar controls: Victory
Fender: front KewlMetal
Headlight: 2005 Victory
Taillight: 2012 Victory LED
Speedo: Victory/KewlMetal bezel
Electrics: Victory
Gas tank: Victory
Oil tank: Victory
Oil system: Victory
Seat: The Upholstery Guy
Pegs: Victory
Mirrors: KewlMetal
Grips: KewlMetal
FORKS
Type: KewlMetal
Extension: stock
WHEELS
Size: 18-inch
Wheels: Victory
Tires: Bridgestone
Brakes: Victory singled disc
Photos: John Covington
Contact: KewlMetal Inc.
 623-298-7181
www.kewlmetalstore.com



PERFORMANCE MACHINE VINTAGE CALIPER

Performance Machine has brought modern braking technology to one of the original calipers that put the company on the map for American-made H-D braking systems back in the seventies. The new Vintage caliper gets its braking power from PM's proven 4-piston internals, but the styling cues come from the original Dual Action Cast caliper. The reminiscent, CNC-machined fins give the caliper its vintage style while keeping the caliper cool and providing optimal braking power with no flex. The precision-machined PM logo around the accent bolt and centrally located banjo are the finishing touches to a true classic.

Available in Chrome, Black Ops, and Machine Ops, accent bolts are available in chrome and black, red, and blue anodized \$429.95 for 1984-and-up applications.

Performance Machine
714-523-3000
www.performancemachine.com

CC-140-BB COMPETITOR CLUTCH SPORTSTER '91-LATER



1ea EDP-200 Backing plate 5ea CDCP-140 Clutch plate 5ea CDDP-140 Drive plate

BDL COMPETITOR CLUTCH FOR 1991-AND-LATER SPORTYS

Add some balls to your stock clutch with BDL's new CC-140-BB (above). Developed exclusively for stock 1991-and-later Sportster clutch baskets, this new, patented Ball Bearing Lockup Clutch pressure plate will handle all stock applications. The ball bearing design significantly lightens clutch pull at the lever while providing smooth, slip free lock up. Each unit incorporates a designated number of steel ball bearings set in a model specific diaphragm assembly. BDL's ball bearing lock-up conversion assembly is a straightforward install, replacing the factory pressure plate, springs and hub. Price: \$444.00

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

FADE TO BLACK

Headwinds has introduced its new Fade-Away Fin points cover for Twin Cam motors (right). Its convex shape

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. All mounting hardware is included. Made in the USA.

Headwinds
626-359-8044
www.headwinds.com



JAYBRAKE PRIMARY AND TRANSMISSION COVERS

Jaybrake primary covers feature a sight glass, fill plug, drain plug, and starter removal plug. The hydraulic transmission cover is a low-profile cover that easily converts standard cable clutch to hydraulic. It also features a sight glass, as well as hidden banjo bolt and bleeder. Jaybrake primary covers are available in chrome or black wrinkle and the hydraulic transmission covers are available in polish, chrome, or black.

Jaybrake
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JBake.com



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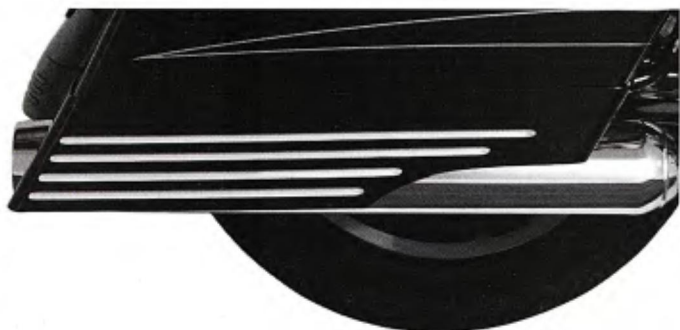
Extend the look of your stock saddlebags 4 inches. These extensions (*below*) fit all 1993 to 2013 Harley-Davidson touring saddlebags (except for Road King Classic leather bags and CVO stretched bags).

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"I can tell this chick digs me by the way she keeps putting her cigarettes out in my drink!"

Passin' Gas

"Mommy, where did I come from?" asked little Suzy.

"Why, dear, you came in a bucket." Her mom replied.

So Suzy wandered out to the garage and asked her dad, "Daddy, Mom said that I came from a bucket—is that true?"

He considered the question for a moment, then grumbled, "Yeah, kid, I guess that's about the size of it."

*Virge
Dixieland*

Ziggy reeled outta bed late one morning and stumbled into the kitchen with a terrific hangover. He had just poured himself a cup of java when he turned to see his ol' lady glaring at him. Taking a sip, he muttered, "Whatdafuck's the matter with you? I was quiet when I came in last night, wasn't I?"

"True," said Ziggy's ol' lady, "but the four guys who carried you in weren't."

*Lucky
Crossbar Inn*

Being married is a lot like going to a 7-Eleven store: not a helluva lot of variety, but come 3 a.m., it's always there.

*Herm Albright
Indy*

A young rugrat walked into the garage and asked, "Say, Pop, what does 'wife-swapping' mean?"

Setting his wrenches aside for a moment and rubbing his jaw, his dad replied, "Go next door, son, and ask your mother."

*Dave Chance
Makin' Odds*

Why do male bodybuilders shave their legs?

So they won't be mistaken for lesbians.

*Millstone
Not Flying*

How can ya tell that you've cut loose a really powerful fart while standin' in line at the supermarket?

The lady behind you is checkin' her eggs again.

*El Vee
Your Backyard*

What's a surefire way to tell when yer ol' lady's gotten too fat?

She can only play Seek.

*Lee
Laidaway, Pennsylvania*

The next time I see you," said the obstetrician to the biker's very pregnant ol' lady, "I imagine it'll be in the delivery room."

"But what happens if I go into labor and the baby starts to come before I get to the hospital?" she asked nervously.

"No problem," the doc assured her. "Childbirth is completely natural event. Just lie in the same position as when you conceived, and nature will take its course."

Frowning, the biker's ol' lady said, "You mean, one foot over the handlebars, an' the other one on the ground?"

*John Beverly
Tribes Hill, New York*

Everybody knows what elephants use as tampons—sheep,

right? But do ya know why elephants have trunks?

'Cause sheep don't have strings.

*Brasso
Durango, Colorado*

Fast Freddie went to the clinic, complaining about a dripping cock. The doc took one look at his ailing pecker and told him he had VD.

"That's impossible," said Fast Freddie. "Ya sure it ain't just a cold?"

"Could be," replied the doc, "but until it sneezes, we'll have to treat it like VD."

*Barry Fields
Stripe City*

An old graybeard biker walked up to the hot little jailbait at the bar and said, "Where have you been all my life, sweet thing?"

"Teething," she replied.

*Cowboy
Loveland, Texas*

Crowbar picks up a foxy number at the local watering hole, takes her for a ride on his scooter, then hauls her back to his pad. In short order he has her clothes off, and they hit the sheets together for some fun and games.

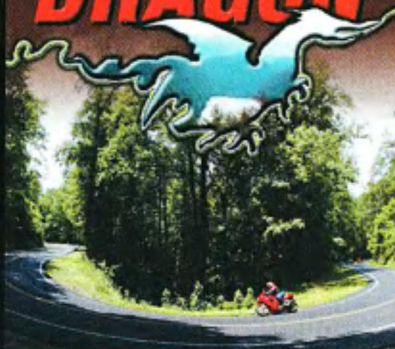
Afterwards, Crowbar rolls over, fires up a smoke, and smugly asks the chick, "Well, baby, how was it?"

"Well, to be a hundred percent honest," she says, "you've gotta be the worst lay I ever had in my life."

Crowbar snaps back, "Oh yeah? How the fuck can ya tell in just two minutes?"

*Mr. Chaos
Metrople*

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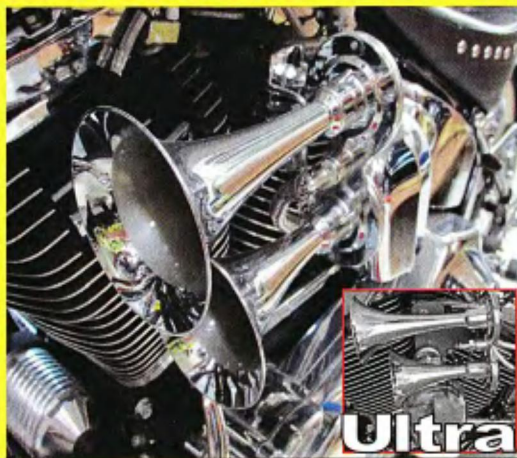
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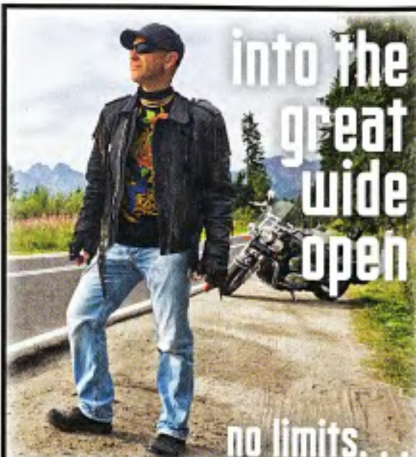
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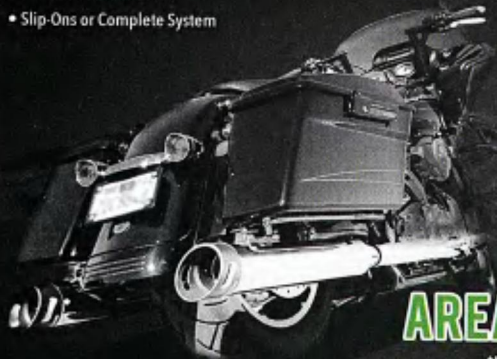
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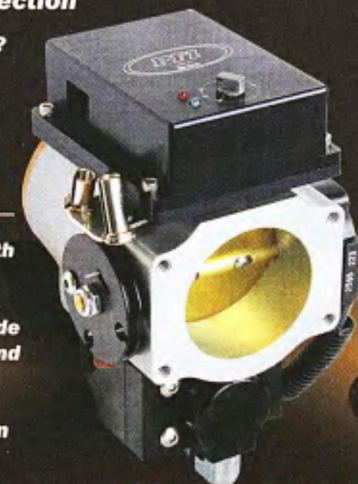
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Speed Dealer Customs' Righteous Rigid

Gold Digger



Originally an aerospace machine shop, Speed Dealer Customs has the technology and capability to do it all.

The Urban Dictionary defines a Gold Digger as, "A Bitch trying to Weasel you out of your Cheddar." Much self-control was needed to keep from going over the top while building this rolling showcase for Frank Naaykens' family-owned company called Speed Dealer Customs. Everything the company uses comes from American craftsmen using American materials.



Frank convinced Brian to put the kickstand on the right side, which, of course, is perfectly wrong.



Originally an aerospace machine shop, Speed Dealer Customs has the technology and capability to do it all. Frank told us, "There is literally nothing we cannot make." Double negatives aside, with their ever-growing catalog of over 200 different products, Frank's son, Caleb, has proven his prowess of managing parts orders while Frank's wife, Michelle, photographs products to produce the Speed Dealer Customs catalog.

When Frank told fabricator Brian Hayden he wanted pipes that wrap around the left side of the bike, Brian asked Frank if he had hit his head on something. However, Brian swaged the pipes so the sections fit together like an old dirt bike to make it easier to service the bike when needed. Frank also convinced Brian to put the kickstand on the right side, which, of course, is perfectly wrong. The front end is a stock length Harley-Davidson Springer modified with a set of Speed Dealer Customs



lowering rockers. These babies are precision machined from 7075 alloy, anodized and polished like black chrome. Just changing the rockers can lower your ride by over an inch without altering frame geometry.

Speed Dealer Customs makes a high-quality hydraulic clutch actuator and mid-controls that can correct riding position. Other ultra cool parts by these dudes include a velocity stack, grips, solid brass throttle housings, and amazing-looking gas and oil caps.

The dual wishbone rigid frame was built around the 12.5:1 compression ratio, 100-cubi- inch S&S engine. Brian actually removed a chunk of the down-tubes and used a rosette weld process to attach new mandrel bent sections.

One glance at the polished stainless sissybar tells you that these guys think of everything. Frank said, "I love to build cool stuff but when people tell you they like it, there's nothing better than that."

Frank and a group of close friends get together for an autumn ride through the Ozarks to a restaurant called Bonefish. The sight of Michelle riding along on her very own badass Speed Dealer stretched rigid chopper is incredible.

Speaking of incredible stretches, check out this month's Fox Hunt winner Victoria the vixen all spread out like melted mozzarella. Problem is, the fun stops when the money runs out.

—Weasel Cheese



Owner: Frank Naaykens
City: Joplin, Missouri
Fabrication: Speed Dealer Customs
Model: 2013 Speed Dealer Customs
Time: 3 months
ENGINE
Year/make: 2010 S&S
Rebuilder: Speed Dealer Customs
Displacement: 100 cubic inches
Ignition: S&S
Cam: S&S
Carb: S&S
Air Cleaner: Velocity stack by Speed Dealer Customs
Pipes: Speed Dealer Customs
TRANSMISSION
Year/make: 2010 Rev-Tech 5 speed
Molding: Speed Dealer Customs
PAINT
Painter: Brian Loker
Type/color: candy burgundy
Special Paint: gold leaf pinstripe by Brian Loker
FRAME
Year/make: 2010 Speed Dealer Customs
Type: rigid
Rake: 30 degrees
Stretch: none
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Extension: stock length with SDC lowering rockers
Builder: Speed Dealer Customs
WHEELS
Hub: Speed Dealer Customs billet
Size: 21-inch front, 16-inch rear
Tires: Avon
Brakes: Brembo
Photos: Michael Farabaugh

ReadersRides

Kelley St. Croix
Milltown, Wisconsin
1997 Sportster Chopper

Chances are you don't recognize this bike, and it may not be because you don't read *V-Twin* magazine. That's where you might have seen the Sporty before, in the March issue of 2008. But even if you did, this time around, the bike looks so different, we didn't recognize it, either. But I guess that's by design.

Kelley St. Croix originally bought this Sporty in 1997 with only 900 miles on the odometer. Ten years and considerable customizing later, including a lowered frame, a molded stock Sportster tank and Frenched-in taillight from a 1939 Ford, among other things, the bike began winning trophies. But Kelley and her husband, Bruce, didn't stop there.

Kelley and Bruce own and operate a small customizing shop called Wizard Custom Studios/St. Croix Airbrushing. There, Kelley did the bodywork, the sanding, and the molding, while Bruce

painted the four-stage pearl gold and then handed it all back to Kelley to do the airbrush and mural work. Bruce then did the final assembly.

The only thing this talented duo hasn't

touched is the engine, but who knows, maybe in 2018 we'll see the third installment of this custom build, and once again we won't recognize it.

—Tripper





Cody Collins
Elko, Nevada
2013 Sidewinder

Northern Nevada is a desolate place, with people being about as endangered a species there as the California condor is in general. In fact, Cody Collins' shop, Valhalla Cycles in Elko, Nevada, is the only motorcycle shop within a 350-mile radius. It's also the only custom motorcycle shop in that area, which would only make sense, right?

But just because the shop is way off the beaten track (and then some), don't assume that nothing interesting comes out of there. One look at this racy little bobber and you'll see it's not just tumbleweeds rolling around there.

The engine's a 2009 Twin Cam with 103 cubic inches that produces 100 horses and 100 foot-pounds of torque. You never know when a tumbleweed might go wild on you, so that comes in very handy, I'm sure. While the engine's

innards have been left stock—for reliability presumably—the S&S G carb is hooked up to a Valhalla air filter and exhaust system. Other interesting tidbits are the stretched (4 down, 3 out) Valhalla Cycles frame with its 40-degree rake, the Milwaukee Twins front forks and triple trees, the RC Comp wheels, and the GMA 6-piston front brake and GMA sproter rear.

What I like in particular about the bike is the awesome paint job done by Randy Richardson and featuring that very alien-looking portrait on the gas tank. I don't suppose Area 51 is all that far away.



Comin' At Ya



The astounding April issue of *Easyriders* (No. 490) will take you to the Anaheim Bike Show—the first stop in our 2014 Easyriders Bike Show Tour! Ride with us to Kentucky Rally, visit the National Motorcycle Museum, and trek to the Midwest Memorial Run.

Custom bikes will run the gamut from

a Lucky Badger Indian, Brian Harrison's Softail, and a killer Lefty Bros. bobber, to a wild Chopp Shop Road Glide. PLUS check out Ray Drea's tribute to Willie G. Davidson's original XLCR.

You'll also get more tech you can use, another classic David Mann painting, crazy humor, and drop-dead gorgeous biker babes. All this and more is roarin' your way in the April *Easyriders*!

On sale March 4



The sensational April issue of *V-Twin* (No. 156) 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 March 4



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 XXVI!

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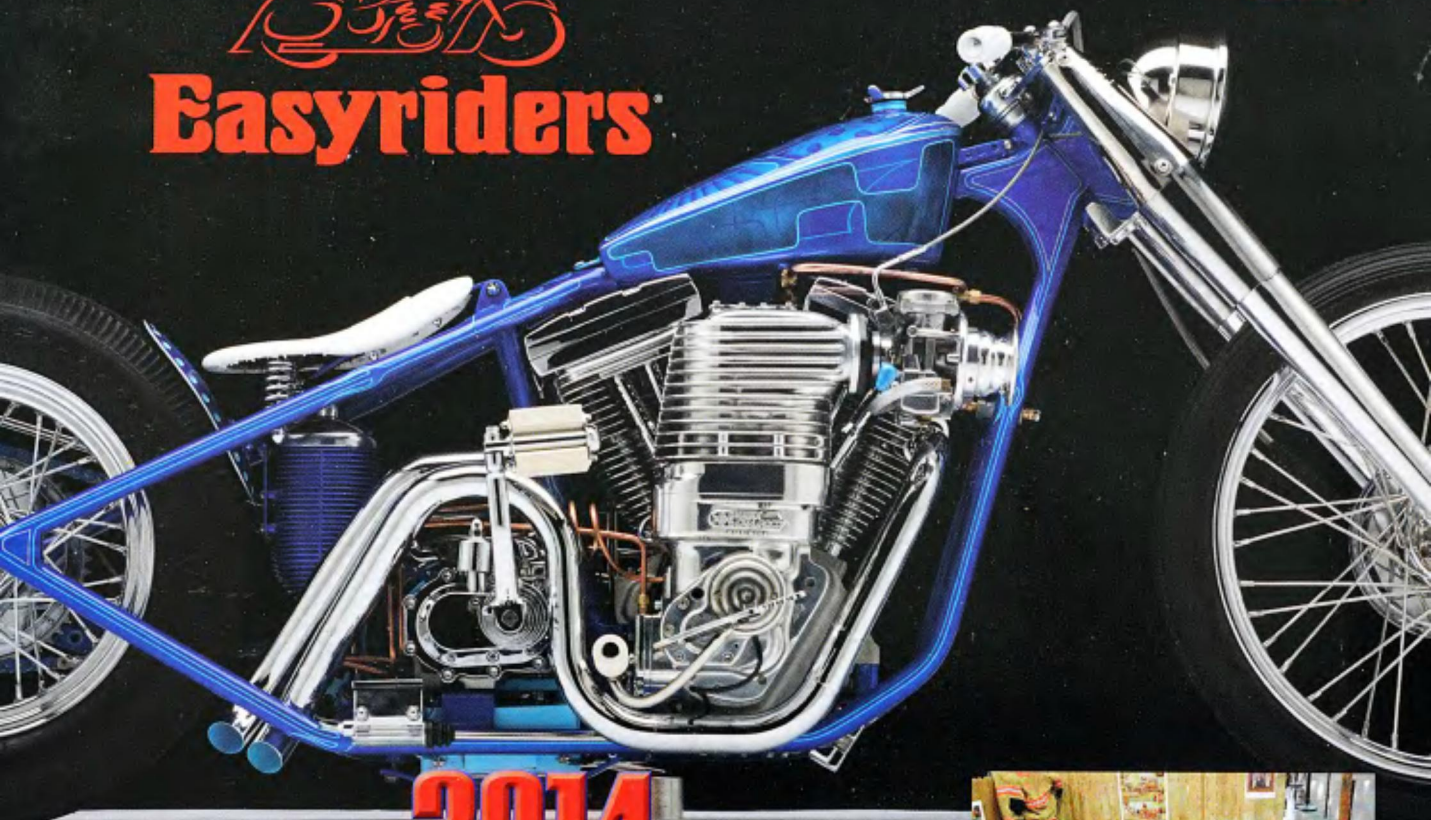
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