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Creative Director: R. Marsh

Associate Editors: Kim Peterson • Kai Raecke • Kit Maira

Roving Editor: Clean Dean Shawler

Humor Editor: Steve "Beatnik" Werner

Senior Copy Editor: Joanne Morris

Photo Editor: John Nielsen

Associate Producer, Video Media: Jake Teresi

Editorial Assistant: Sandy Chamberlin

Editorial Consultant: Dick Teresi

Digital Scanning/Processing: Alex Lopez, Manager

Digital Imaging: Jeff Biggs

Design Production: Smash Studio, Inc.

Prepress Operations: Billy Thornbury, Manager

Senior Photographer: Billy Tinney

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

Dino Petrocelli • John Covington

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

Advertising Phone Number: 818-889-8740

East Coast Director of Advertising: Joe Russo

West Coast Director of Advertising: Tammy Porter

Advertising Executive: Isidro Romero

Advertising Coordinator: Billy Thornbury

Advertising Production: Alex Lopez

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

Gudrun Carver, *Circulation Manager*

Executive Assistant: Isobel Petty

Accounting: Karen Johnson, *Controller* • Keith Hart • Edith Caceres

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Consumer Events: Teresi Enterprises, LLC – John Green, *President* • Kari Roben, *Manager*

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Legal & Licensing Coordinator: Flora Gordon

Products Division: Arj Murillo, *Purchasing* • John Plaza, *Shipping/Receiving*

Receptionist: Annette Zarlenga

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Chairman/CEO: Joe Teresi

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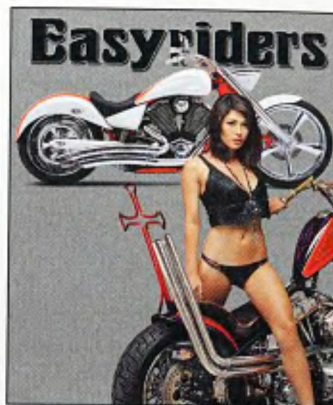
EVP/ Finance & Administration: Beverly A. Barragan

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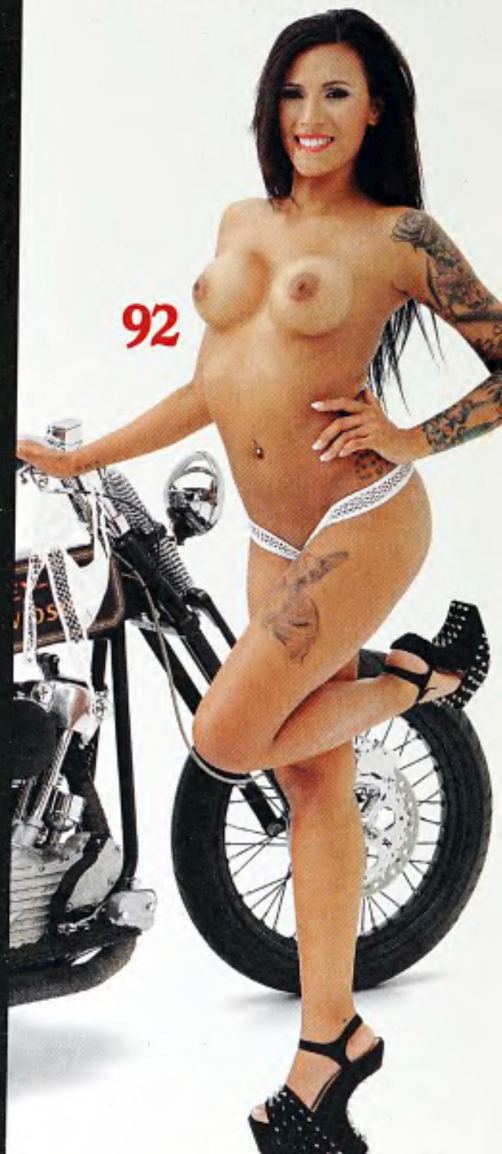


Ravishing Raven on Angie Rodriguez's
1976 shovel chopper shot by
Jimmy Forrest. Joe Bracher's 2009
Conquest Victory shot by Don Rogers.
Cover imaging by Jeff Biggs.

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



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Taking It Easy

DIY Beauty

Cosmetic beautification surgery is big in South Korea where it has a higher rate per capita than in America. The procedures can be expensive, which has inspired many young women to resort to do-it-yourself procedures for their professional and romantic upgrades. Some might try to force their eyes to stay open without blinking (using a novel \$20 pair of glasses for hours on end) as a substitute for costly "double-eyelid" surgery.

There's also a \$6 jaw-squeezing roller device for the face to push the jaw line into a fashionable "oval" form. One teen told a reporter that she applies an imaginative contraption to her face for hours a day to pressure her nose into more of a point, which is considered a desirable Western look.

Who Did It?

A police judgment into a strange death ruled it an accident. This ruling was made despite the body's having been discovered inside a zippered and padlocked garment bag in an otherwise unused bathtub in his apartment. An earlier inquest into the death had unsatisfactorily failed to rule out foul play, setting up the police examination, but two facts stood out, according to the officer in charge: The key to the padlock was found within easy reach of the bag, and, according to experts, even though no usable fingerprints or DNA was found in the apartment, it had been "deep-cleaned" (as might be expected in a death with intel-op implications).

Oh, P-I-e-a-s-e Spare Us

It took 13 years for an Army Sgt. Maj. to get his job back from his civilian employer after he took leave in 2000 to serve in the National Guard special forces. The employer soon fired him for taking "excessive military leave." The employer? The U.S. Postal Service for which he worked as a window clerk (and which was forced to reinstate him after a January 2014 ruling awarding him

\$2 million in back pay). He had won several interim victories, but the USPS fought each one, extending the case and now it is saying that it may even appeal the latest ruling.

Poo-Pourri

The makers of a product called Poo-Pourri got a "coveted" advertising award from *USA Today* as one of the five worst ads of the year. Toilet users concerned about smell are encouraged to spray Poo-Pourri on the toilet seat, pre-use, and in the television ad, a British-accented female sits on the throne, extolling the product. Opening line: "You would not believe the mother lode I just dropped."

Another One To Make You Seethe

A newspaper in Ohio examined various police union contracts in the state and learned that in several jurisdictions officers are allowed to work their shifts even when less sober than some drivers whom they ticket for DUI.

It's Catching!

A woman was arrested for DUI. Being too impaired to drive home, she called her friend, who arrived at the police station drunk herself (also arrested for DUI). So then they both called a friend to take them home, but when he arrived at the police station, guess what? He too was drunk and was arrested.

Truly A Visual

A guy tried to enter a home through the roof. He got trapped and was hanging upside down in the bathroom. When he dug his phone out of his pocket, it fell in the toilet and he hung there for an hour and a half.

Prolific Dads

When is the quantity of children you beget enough? Well, one dad we heard of had 27 kidlets and another claimed to have 54. He was known as Hustle Simons and insisted (he's dead now) that

he is a fine father (doesn't smoke or drink, keeps contact with most of the kids, and has "only" 21 child support orders out). Among his belongings were a "pile" of birth certificates and maximum-strength Viagra.

Little Guys Take Precedent

To build an iron ore smelting plant in Iceland, Alcoa was forced to bow to the country's national obsession that elves live underground and that construction projects must assure that the little elf fellas have had a chance to scatter to new habitats. So Alcoa hired the necessary elf-monitoring "engineers," and eventually the project was allowed to proceed.

Say It Isn't So

I read this in a newspaper and then went to a pharmacy to see if it was correct but couldn't find the product. Anyway, it says you should buy a rectal thermometer made by Johnson & Johnson (be sure to get this brand). When you get home, take out the literature from the box and read it carefully. In small print there is a statement: "Every rectal thermometer made by Johnson & Johnson is personally tested and then sanitized." Aren't you glad you don't work in the thermometer quality control department at Johnson & Johnson?

Tough Choice?

A man whose wife told him to choose between her and his Harley-Davidson is inviting offers for either online! He posted an ad reading, "Wife says: 'Harley goes or she goes'—your choice. Both in excellent condition. \$5,900." He goes on to describe the Harley as "great for beginners or seasoned riders alike" and a "beautiful bike, pearl white, with black and orange accent strips." His wife is described as "the experts-only model" and "beautiful edition, white, with a mean streak." And he ends by saying, "Sportster: Come out and test ride before you buy. Wife: Don't even go there."

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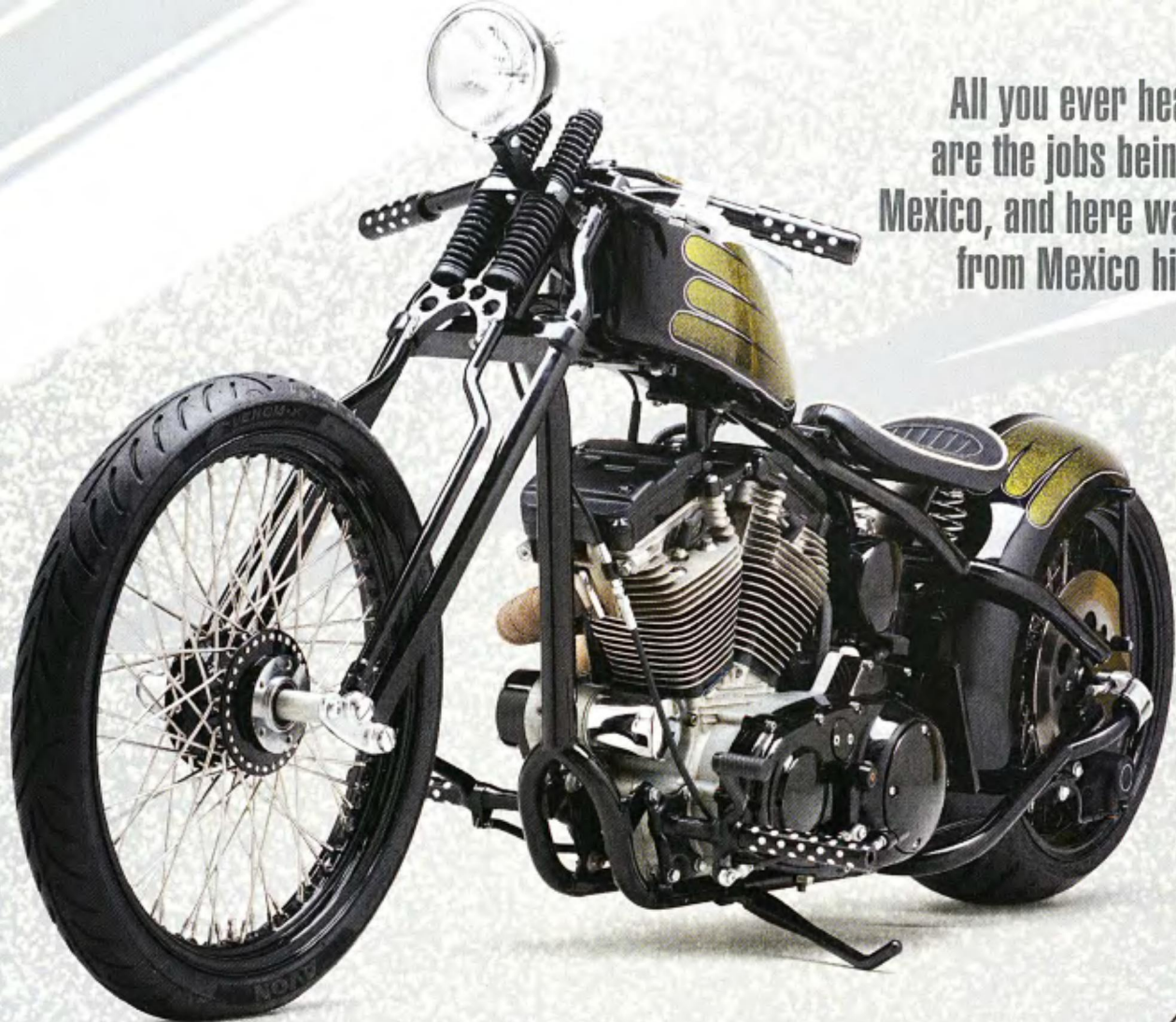
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All you ever hear about
are the jobs being lost to
Mexico, and here was a guy
from Mexico hiring us!



"I thought it was all pretty cool," Pat Patterson says. "All you hear about these days are the jobs being lost to Mexico, and here was a guy from Mexico on the phone hiring us and ordering four motorcycles." A fellow by the name of Carlos, who lives in Mexico and owns a prosperous aluminum distribution company down there had found Pat's Led Sled Customs on the Internet and called with the order. He said that the bikes would be given away to his four top salesman of the year and he needed them in about 3 1/2 months time. "The year before," Pat says, "he told me he'd

given away a handful of moped-style scooters. This year, he wanted to step things up a little."

Pat and his Led Sled team have been in business for 11 years now. Started on a shoestring in Dayton, Ohio, with Sportsters a specialty, the business has grown and now has a 16-page catalog filled with lots of the company's own parts, everything from tanks and seats and fenders to custom intakes, frames, front ends, and kicker-conversion kits. All the parts are machined and manufactured in-house, inside a compact but efficiently converted 1950s-era gas

station/store on the outskirts of town.

Pat and the guys got busy with this latest order, and the team didn't take the easy way out. They'd build the four bikes and get them done in time, but they'd make each one completely different. For the little gold metalflake XL-powered bobber we're looking at now, Pat tells us, "We sort of played off the vibe from a bike we'd built before, one we called the Knuckle Buster."

The guys at Led Sled like to be hands-on with everything, doing as much as they can on any bike they build themselves. "That way," Pat explains, "we can

1st Prize

PAT PATTERSON'S LED SLED SPORTY





With Led Sled Customs it's all hands-on, right down to the powdercoating and paint.



keep tabs on things and control the project." So beyond all that frame building, fender spinning, engine assembly, and painting, they've gone so far as to set up their own powdercoating operation. "Besides controlling the quality, it all definitely streamlines the operation," Pat says. "We're never held hostage to some outside vendor's schedule."

This scooter began with a Led Sled frame and springer front end, Sportster powered, of course, and continued on

with lots more coming off those shelves and out of that 16-page catalog—a quick glance down the bike chart will attest to that. From the fender to the pipes, from the seat to the grips and pegs, it's all Led Sled. "We'll usually make the tanks, too," Pat explains, but this time it's a Sportster piece. Severely narrowed and fit with a custom cap. The oil tank, however, is pure Led Sled. So is the engine work, right up to its "Low Key" intake stack.

The paint was done in-house as well, using House of Kolor gold with some classic scallop accents and, depending on the light and who's looking at it, Pat says, it can appear bright gold or appear to have a greenish tint. Carlos down there in Mexico couldn't have been happier with the result. And, we'll bet, that the lucky salesman who got to call this bike his own is happiest of all with the result.

—Joe Kress



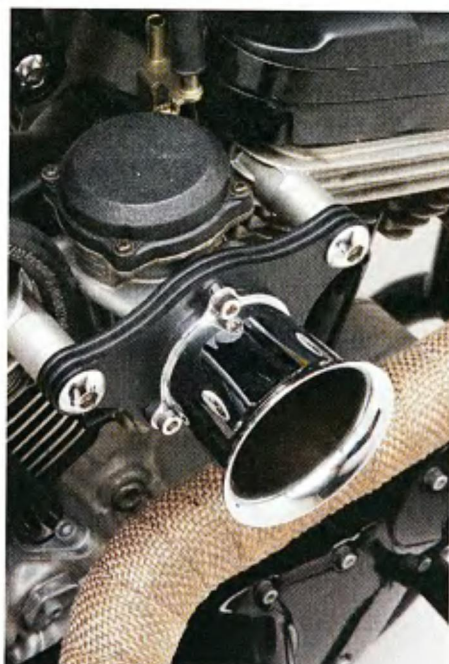
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Owner: Carlos (and one lucky salesman!)

City: Mexico City, Mexico

GENERAL

Designer: Pat Patterson (left)

Fabrication: Led Sled Customs

Year/make: 2013 Custom XL

Model: Sportster Bobber

Assembly: Led Sled Customs

Time: 2 months

Chroming: none

ENGINE

Year: 1996 Harley-Davidson XL

Rebuilder: Led Sled Customs

Displacement: 1200cc

Ignition: Dyna

Cam: Andrews N-4

Carb: Harley-Davidson CV

Air cleaner: Led Sled Customs

Pipes: Led Sled Customs

TRANSMISSION

Year/make: 1996 Harley-Davidson

Shifting: 5-speed

PAINTING

Painter: Led Sled Customs

Type/color: House of Kolor/black, gold metalflake

Year/make: 2012 Led Sled Customs

Type: rigid

Rake: 40 degrees

Stretch: 4 inches

Shocks: none

ACCESSORIES

Bars: Led Sled Customs

Handlebar controls: GMA

Fenders: Led Sled Customs

Headlight: Paughco

Taillight: Led Sled Customs

Pegs: Led Sled Customs

Foot controls: Led Sled Customs

Gas tank: Sportster,

Led Sled Customs

Oil tank: Led Sled Customs

Seat: Led Sled Customs

Grips: Led Sled Customs

FRONT END

Type: springer, 2 inches over

Builder: Led Sled Customs

WHEELS

Make: Ridewright

Size: 21-inch front, 18-inch rear

Tires: Avon

Brakes: Harley-Davidson

Photos: Michael Lichter

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LOUISIANA HELMET BILL

SB 406, which will exempt riders 21 and older, who have completed a motorcycle safety course and maintain a liability policy with specific liability limits from the Louisiana helmet law, was introduced by Senator Mike Walsworth on March 10. The bill is currently in the hands of the transportation committee.

In other Louisiana news Sen. Gary Smith has announced that he will be pushing legislation prohibiting motorcycle-only checkpoints in the state. The state currently doesn't have these checkpoints, but the Senator says he is pursuing it as a proactive measure.

Source: *The Times-Picayune*

CORRECTION



Metal fab work by Lock Baker.

In the April 2014 issue of *Easyriders*/V-Twin we ran a bike feature on Ray Drea's XR1000 tribute to Willie G. Davidson's classic Harley-Davidson XLCR cafe racer. According to Ray, we got a few details wrong in the article.

In his own words, he says, "Mike Lange built the bike per my design/direction. He rebuilt the motor, fabricated the swingarm, custom-fitted and detailed all the components, and sourced the electroless nickel plating. Lock Baker hand-built per my design/direction the gas tank, tail section, front fender, fairing and oil tank out of aluminum then polished them. He also made the exhaust per my design/direction."

Also, I live in Wisconsin not New York."
—Editor

QUOTE OF THE MONTH

"I am convinced that the state exists only for the purpose of testing my sense of humor."

—BUTLER SHAFFER

TENNESSEE Helmet Exemption

A bill in the Tennessee Senate had been "recommended for passage" 3-6 by the Transportation Committee, but on March 25 it was rejected by the Senate Finance, Ways and Means Committee, 5-6. The bill would have permitted motorcycle operators 25 years old or older, who have certain minimum insurance coverage, a motorcycle safety course, and have met other requirements to receive special sticker upon renewal of registration and upon payment of \$50.00 fee, permitting the person to ride a motorcycle without a helmet. The primary sponsor in the Senate version (SB 548) is Senator Bell, the House version, sponsored by Cameron Sexton is HB 44.

Source: *LegiScan*

KILLER COPS AREN'T WELCOME HERE

The whole country witnessed the beating and death of Kelly Thomas, the homeless man in Fullerton, California, who was beaten to death by police. We also saw the cops involved inexplicably acquitted for their actions. The story below gives hope that not all of our citizens are sheeple.

When former police officer Manuel Ramos, *right*, (one of the cops who was tried for Kelly's death) recently popped into his local Dennys restaurant it seems that his reception wasn't so warm. A poster on Facebook wrote:

We Copwatch

We Copwatch: Killer Cops Aren't Welcome Here. . . from Becky Nicole Wright

So last night at Denny's we saw this "cop" (the one that killed Kelly Thomas) his ass SHOULD be in jail.. & thank fully the people next to him complained and he got up and left .. I hope it is like that the rest of your life going places, Kelly Thomas has no choice of doing anything he wants to do cause of you .. Enjoy your "freedom" [#ripkellythomas](#) — with Jesus A Aguirre and Ron Thomas.





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UNITED BY INDEPENDENTS

MOTORCYCLIST DEATHS INCREASING?

The Center for Disease Control continues to insert its views into the helmet law debate in the form of a task force, known as the Community Preventative Services Task Force. According to a press release by the Motorcycle Riders Foundation (MRF.org), this committee asserts that motorcycling fatalities have doubled since 2000, while failing to take into account the increase in registered motorcycles.

The MRF looked at the numbers and found that in 2000 there were 4.9 million registered motorcycles, while in 2010 that number had increased to 8.4 million. Deaths climbed from 2,862 in 2000 to 4,502 in 2010, but the death rate actually fell from .058 percent to .053 percent, a slight decrease.

The MRF takes issue with the CDC for its single-minded obsession with head injuries, while not keeping statistics on injuries to other body parts, and because the only solution that the CDC has ever presented in its history is universal, mandatory helmet law.

The MRF has presented a useful "Fact or Fiction" piece for activists to use to educate legislators which you can download at: www.mrf.org/pdf/MRF_FactOrFiction2013.pdf. Source: *Motorcycle Riders Foundation*

VERMONT SPURNS Rider Freedom

Last month we wrote of Vermont legislator and freedom fighter Senator Joe Benning's S. 172, a bill to modify the state's helmet law to allow motorcyclists 21 and older to choose their headgear, as long as they show proper financial responsibility. The transportation committee refused to vote on the bill, so the Senator tried to attach the bill to a floor amendment, but unfortunately,

the Senate rejected the move, 21 to 8, saying it would violate "legislative process" since the transportation committee had previously rejected it. He writes, "I didn't expect it to pass the first time out, but it helped me to identify friends and foes. I will reintroduce it again next session after I try to get eight more votes." Source: *Washington Times*

RED LIGHT CAMERAS ON THE ROPES

An executive who was fired from Redflex Traffic Systems has alleged that the company bribed government officials in "dozens of municipalities" to allow their red light camera operation access to lucrative contracts.

The revelations come in the wake of investigations into the company's business practices after the company admitted to a \$2 million bribery scheme in Chicago. The company lost its \$100 million contract with the city of Chicago, after the Chicago Tribune reported on the questionable relationship between the company and a longtime Chicago city official in charge of the red light program.

The fired executive, Aaron Rosenberg, who was the company's top national salesman, claims the bribery scandal extends to California, Arizona, New Mexico, Texas, Colorado, Massachusetts, North Carolina, Florida, New Jersey, Tennessee, Virginia, and Georgia.

CELL PHONE TRACKERS EXPOSED

In Florida it is revealed that at least one police department failed to tell judges about the use of cell phone tracking devices because they were prohibited from revealing information about the devices by non-disclosure agreements with the company that gave them to them.

The devices, called "Stingrays," also known as "cell site simulators" impersonate cell phone towers, revealing the

precise locations and information about all calls placed in the area, scooping up information on the innocent and guilty alike.

In a dramatic case, which revealed their existence, (State v. Thomas) police in Florida in pursuit of a cell phone theft suspect burst into his home to arrest him. They declined to obtain a search warrant, and in court the secret was revealed when the suspect's lawyer tried to ask police how they obtained the information on his client. The cops refused to answer, until compelled by the judge, but only after closing the courtroom to the public and sealing the transcript of the proceedings so the public and the press could never read it. It was only upon appeal that the police were forced to reveal that they had used the devices 200 times without ever disclosing their use to a judge to obtain a warrant.

Source: *Gizmodo*

LANDMARK SETTLEMENT

In Baltimore, Maryland a judge has awarded a photographer \$25,000, and an additional \$225,000 to his attorneys for legal costs arising from a case where police illegally seized his cell phone and deleted his photos.

Christopher Sharp was one of several photographers recording officers making an arrest at Pimlico four years ago. The police falsely claimed that it was illegal to record police in the performance of their duties. They took his phone and deleted his videos, including family videos.

He contacted the ACLU, who fought for him and won, resulting in sweeping changes in the way that police are trained. As part of the new policy police will be instructed they can never tell you to stop recording, and have no right to confiscate your phone. The ACLU hopes this policy will become a model for the nation.

Source: *Baltimore Sun*

If all this isn't telling you, screw 'em, I'm going for a ride, I don't know what it's gonna take. Until next month, we'll see you in the wind. —Kit Maira

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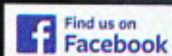
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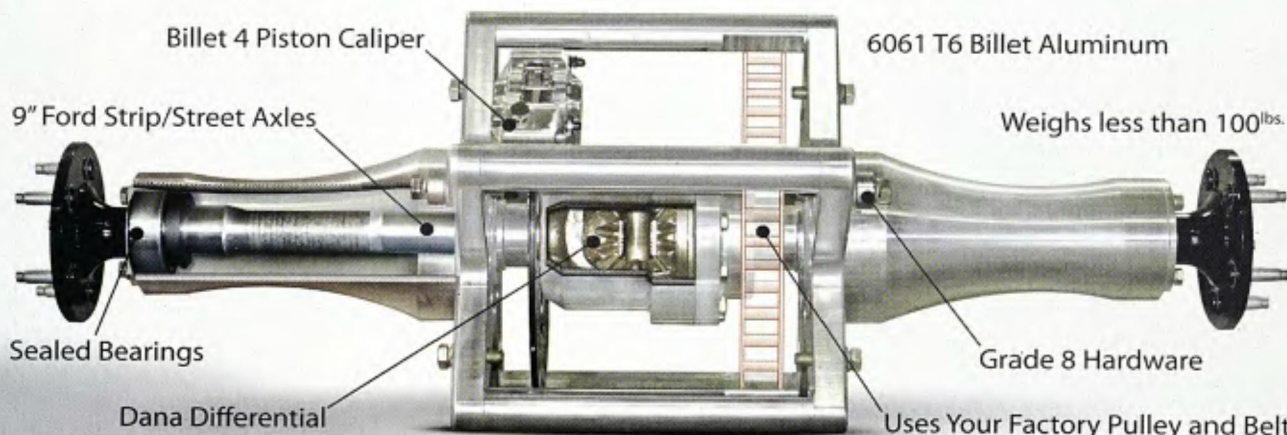
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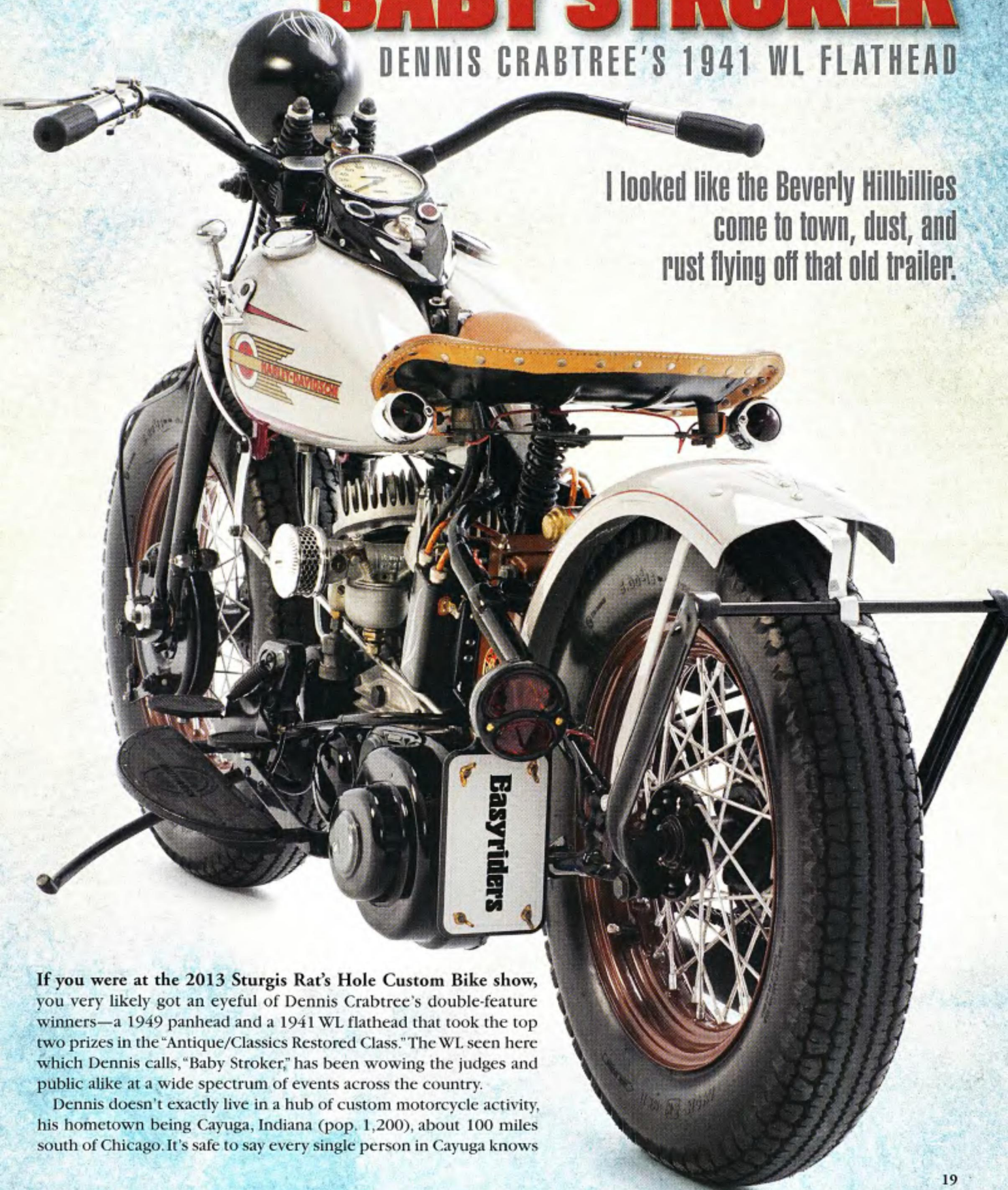
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BABY STROKER

DENNIS CRABTREE'S 1941 WL FLATHEAD

I looked like the Beverly Hillbillies
come to town, dust, and
rust flying off that old trailer.



If you were at the 2013 Sturgis Rat's Hole Custom Bike show, you very likely got an eyeful of Dennis Crabtree's double-feature winners—a 1949 panhead and a 1941 WL flathead that took the top two prizes in the "Antique/Classics Restored Class." The WL seen here which Dennis calls, "Baby Stroker," has been wowing the judges and public alike at a wide spectrum of events across the country.

Dennis doesn't exactly live in a hub of custom motorcycle activity, his hometown being Cayuga, Indiana (pop. 1,200), about 100 miles south of Chicago. It's safe to say every single person in Cayuga knows

when Dennis is out and about. He's been riding bikes for some 35 years and admits to being a dyed-in-the-wool vintage Harley fan. He tends to keep things like the 1973 shovelhead he bought in 1980.

When Dennis was 19 years old, he started paying his dues by working at a local bike shop called Riggen and Cash Cycle Parts. Paul Cash co-signed for Dennis' first Harley and got him into motorcycling. Over many years, the other owner, Carl Riggen, scoured the area for original 45 Harley parts, stuffing them in the shop, garages, and barns. Dennis often found himself moving the stuff around, climbing through piles of

stuff, although Carl basically just let them sit. "A couple of years ago I started bugging him about the parts and finally he let me buy it all—half a dozen motors and trannies, front ends, frames, all kinds of 45 parts," Dennis tells us. "It took a 14-foot open trailer to drag that stuff home. I looked like the Beverly Hillbillies come to town, dust, and rust flying off that old trailer. Then I got to work building the WL. It took me about two years, but I got it together."

Since the 45 wasn't exactly a performance engine, Dennis sent his motor parts to Paul Friebus in Bloomsburg, Pennsylvania, noted for his 23 Salt Flat records for vintage Harley motors.

I started bugging him about the parts and finally he let me buy it all.





Paul worked his magic including increasing the 45 to 52 cubic inches and Dennis began caressing the old pieces back together, keeping it true to old-school bike building. He then sprayed the late 1940s Ford interior color Spinel Red and Silver and powdercoated the wheels brown—a detail that Willie G. Davidson himself gave the nod to after seeing the bike. Seems back in the day when people bought war surplus 45s, they painted them with whatever color was lying around. Willie G. also pointed out the three side rivets on the military seat Dennis made were period correct, since the rivets prevented the soldier's sidearm from rubbing through the leather. Greatness, it seems, is in the details and Dennis nailed them all.

"Carl Rikken, now in his 70s, saw the finished bike and was proud of it," Dennis says. "I couldn't have done it without him."

—Paul Garson

Owner: Dennis Crabtree (right)

City: Cayuga, Indiana

GENERAL

Designer: Dennis Crabtree

Fabrication: Rich Richardson

Year/make: 1941 H-D

Model: WL flathead

Assembly: Dennis Crabtree

Time: 22 months

ENGINE

Year: 1941

Builder: Paul Friebus (American Cycle Fab)

Displacement: 52 cu.in.

Cam: AFC Special Grind

Ignition: manual advance, points

Pistons: Truett & Osborn

Flywheels: Truett & Osborn

Heads: ported and flowed

Lifters: JIMS/ACF modified

Carb(s): Linkert M51

Air cleaner: Benchmark

Pipes: stock Harley-Davidson head pipes w/fishtail

TRANSMISSION

Year/make: 1941-1963 Harley-Davidson

Modifications: suicide clutch

Shifting: tank yanker

PAINT

Painter: Ivan Ross

Type/color: PPG/1940s Ford Interior

Spinel Red and silver

Special paint: Mike Ralston pinstriping

FRAME

Year: 1941-1953 Harley-Davidson

Rake: stock

Stretch: stock

Shocks: rigid

ACCESSORIES

Bars: Harley-Davidson

Handlebar controls: internal

Fender: V-Twin Mfg.

Headlight: 45 Restoration Co.

Taillight: LowBrow Customs

Speedo: 1938-1940 Harley-Davidson

Dash: stock

Front pegs: floorboards Harley-Davidson

Electrics: 6-volt

Gas tank: Harley-Davidson left side

Oil tank: Harley-Davidson right side

Oil system: ACF High Pressure oil pump/
oil injection

Seat: 45 Restoration Co./military type

Grips: Harley-Davidson

FORKS

Type: Springer

Extension: stock

Builder: Harley-Davidson

WHEELS

Size: 16 inches

Wheels: powdercoated Star Hubs, cad
plated spokes

Tires: Avon 500x16

Brakes: Harley-Davidson Servi-Car,
Big Twin drum

Photos: Michael Farabaugh





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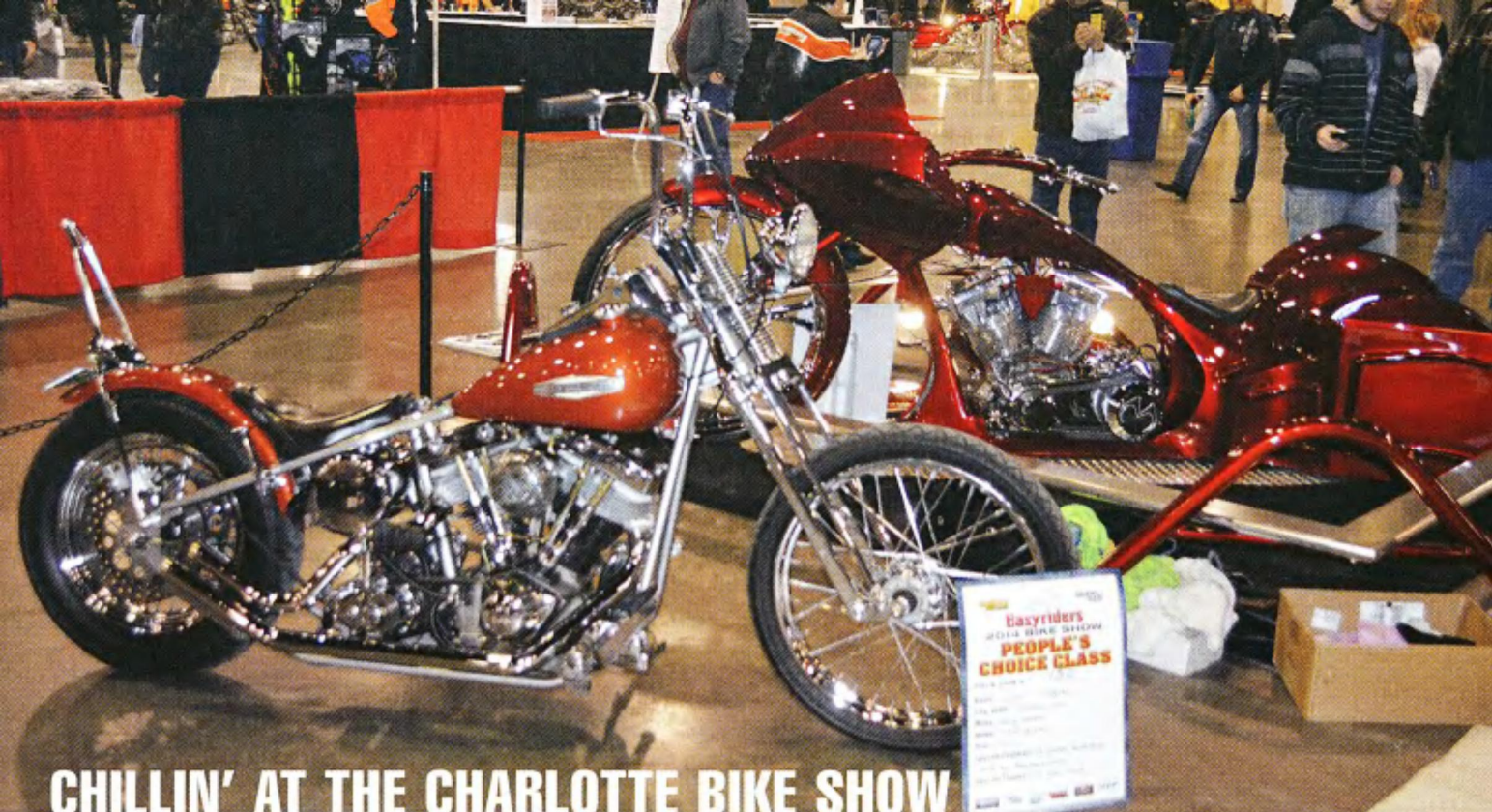


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CHILLIN' AT THE CHARLOTTE BIKE SHOW

FIRE IT UP!

Charlotte, North Carolina, is one of our favorite stops on the Easyriders Bike Show Tour. This town always makes us feel right at home and this year locals lined up in the freezing cold all morning on Saturday, January 25 to check out a massive display of hundreds of killer custom motorcycles and a slew of classic cars.

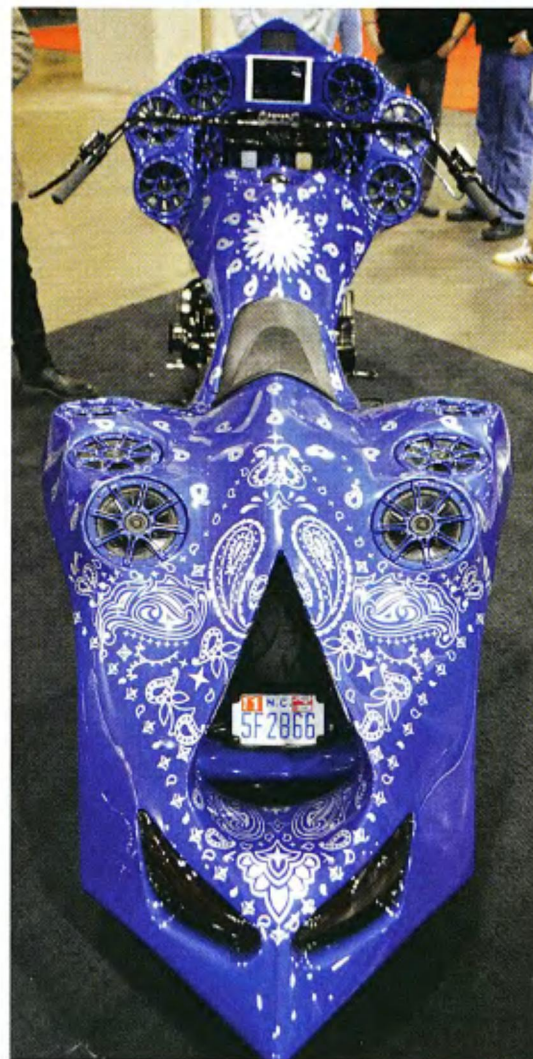
After standing in line to get into the Charlotte Convention Center, folks lined up to meet Michael Ballard and Angie from the *Full Throttle Saloon* TV series and then also lined up to get an autograph and photo with Mark "Bobby" Boone of *Sons of Anarchy* fame. Other lines formed so people could meet such world-class bike builders as Paul Yaffe, Shannon Davidson, Cameron Jurow, and motor maestro Kendall Johnson.

At the main stage, crowds were rocked by live music from Jive Mother Mary and enjoyed the pulse-pounding moves put on by the Purrfect Angelz cavorting in Roadware fashions. J.R. and the crew

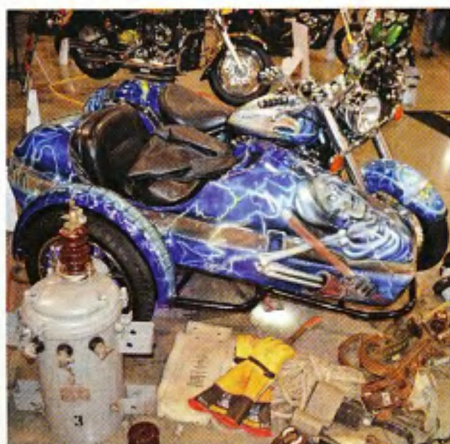
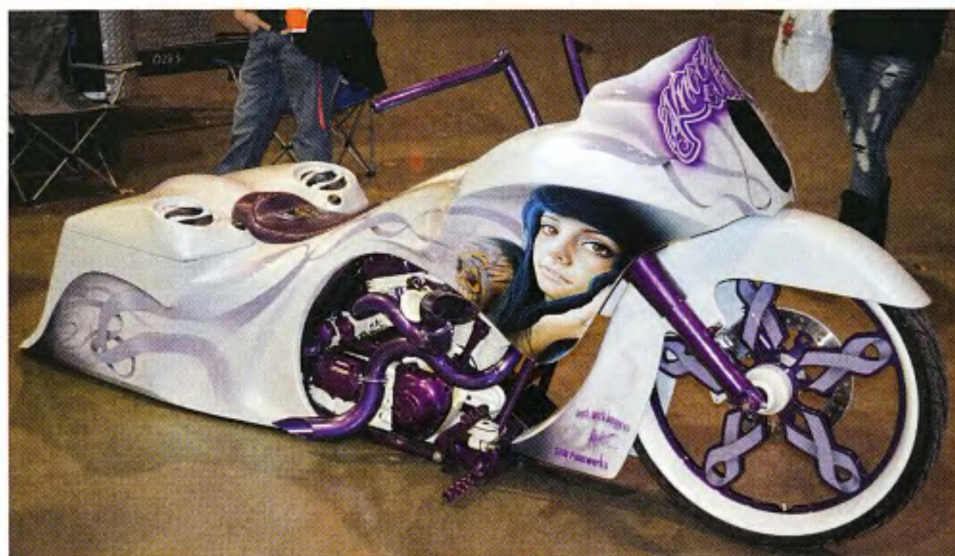
from Kick Ass Rod Shop again put on a helluva custom and classic car show. The only hitch in this amazing day of custom creativity was when the fog machine in a bike display caused a sprinkler to malfunction and set off the fire alarm in the building. But that little adventure was a minor hiccup, and the good people of Charlotte were soon back in the hall, having a ball.

After a day of perusing everything from awesome antique bikes, to the evolution of the custom machine in the form of bobbers, choppers, pro-streets, and mega baggers, plus dawdling with the dazzling collection of motorcycle-related vendors, we were ready to give out the awards in the People's Choice and Judged categories.

Worth special mention was the astounding paintjob on Vindictive Wayz' 2013 Road Glide, and the Editor's Choice 1994 Road King creation by Joey Hensley of Backyard Baggers. Paul Yaffe's Bagger Nation Award for best bagger went







to The Bike Exchange for a 2013 CVO Road King. People's Choice top winners included Best of Show trophies for Tommy Grady's 2014 Hood Rat; Richard Wright's 2014 RW Softail; and Richard Morabito's 2002 Xtreme Custom.

The bike show judges in Charlotte this year included Kai "Tripper" Raecke, Jeff "Cheese" Moore (have sonic screwdriver, will travel), and yours truly. Best of Show honors in the Judged Class went to John Dodson for his 1981 Gangster Choppers shovel; Patrick Kelley of Paint Monkey's 2013 shovel bobber; and Scott Ward's truly amazing 2013 "Lite Brite" Camtech Road Glide. All of these were invited to our Invitational Show in Columbus, Ohio. With a nod and wink to our friends at Mert's Soul Food, we were off to Nashville, the next stop in the custom show that never ends, Easyriders-style. Geronimo!

—Dave Nichols

Photos: Kai R.

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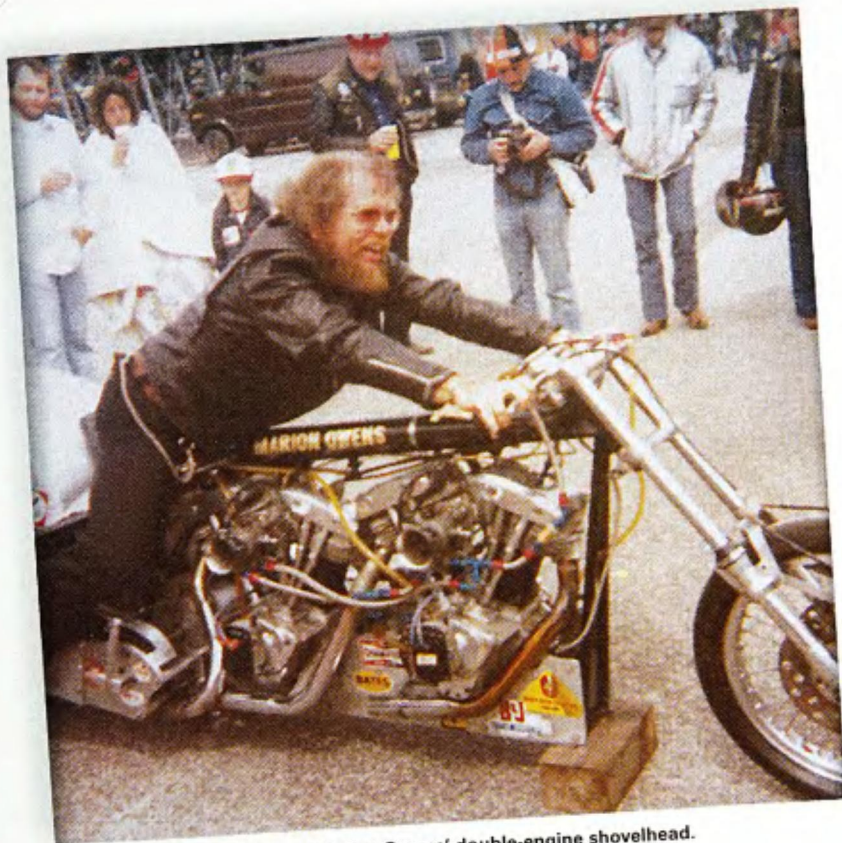
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Featuring Dirico Motorcycles USA



In This Issue:
Dirico Flyer Giveaway
\$100,000 Magazine Sweepstakes

Daytona Memories



Willie G. Davidson sitting on Marion Owens' double-engine shovelhead.

DAYTONA 1979

In the fall of 1978, at the age of 18, I rode my motorcycle from Wisconsin to live and work construction in Ft. Lauderdale, Florida (18-year-old drinking age, babes, beaches, no snow). I had read every chopper magazine I could as a youth, and I was well aware of Daytona Bike Week, not so much for the races, but for the party and that the premier custom bikes from around the world that converge there for the Rat's Hole Show. As I looked at those mags, I dreamed of being able to go there to experience Daytona, see the bikes (and bikini-clad models) and meet the people, real bikers (and bikini clad models). I was too close not to go, and yet I didn't know anyone to go with. If I went, I'd be

heading out alone. I was only 18, and I had no place to stay up there. But then I thought, "DAMN IT, I'M GOING!"

So in early March 1979, I planned to leave work Friday at noon and ride up to see what it was all about. Solo, no plans, a bedroll, some cash, a bottle of Jack, and my bike. I made good time and just when I was getting to Daytona, I saw a bike broke down on the bridge overpass. I pulled over and helped the guy re-attach some part that had vibrated off his panhead. Job completed, I offered him a swig of Jack. He gladly accepted, thanked me for stopping and we parted ways. It felt good helping out another person. That karma set the tone for the rest of the weekend.

With no plans I found myself passing

the racetrack. I pulled in to find the gates open and no ticket takers. I could hear two strokes speeding by on the track. I parked the bike and as started to walk up the ramp to the bleachers. My eyes started to burn and I could smell and taste the acrid exhaust of high-octane fuel and castor oil. I walked over to the start/finish line and got right up against the fence for the last few laps of the 250 GP race. HOLY SHIT! The energy was electrifying. The sound and speed was incredible. I never could have imagined this. WOW, what an experience. Yeah, you think YOU drive fast, check those boys out.

After the racing I was pumped up. Next stop was Main Street. I was in awe, sensory overload. There were lights, bikes, chrome, leather, and skin. It was fantastic. I found a spot and parked. Time to party. This was one huge party and I couldn't get enough of it. Bar-hopping up and down Main Street, I got drawn to a corner bar with Bob Seger cranking out the door at max volume. I made my way through the sea of drunken humanity and a stool opened up just as I got to the bar.

I ordered a beer and started jawing with the guy on the stool next to me. Before long he pointed out a tall, gorgeous brunette way across the bar. She was the hottest gal in the bar, and she was shooting pool. Dressed tight and revealing. I don't know if the guys who were all around the table kept letting her win so they could admire her curves as she stretched to make each shot, or if she was actually good. But she continued to play while my new buddy and I drank and admired her. She was definitely working the whole bar, my new buddy and me included. Bob Seger continued belting it out. It felt like I was partying with my most trusted friends and family. I was...and I didn't know a single one of them. It was getting better every minute or was that every beer? As we continued to admire the pool shooter my drinking buddy bet me she was wearin' red panties. I said no way! I'll take that bet; what are the odds? He wanted to bet for twenty bucks, which was a lot for my broke 18-year-old ass. We negotiated down to just a beer. It took us five minutes to work our way through the crowd. I politely asked the

vixen if she would humor us to settle a bet. "Sure sweetie," she drawled.

"What color are your panties?" I asked. When she said they were red, I wouldn't believe it and instantly thought the fix was on. He must have told her what to say somehow. I demanded to see them. "No problem," she said, and dropped her shorts in the middle of the bar and showed me her red panties. All I could do was stare. I don't know what the rest of the bar must have thought. Here was this 18-year-old hippie punk getting the hottest chick in the bar to talk to him and drop her shorts to the floor in the middle of the bar.

After coming out of my daze and thanking her, my buddy and I made our way back to our spot at the bar. I bought a round and had to ask how'd he known they were red? He replied that she's his ol lady. They've been coming to Daytona forever. They do it each year, he drinks free or wins money and she was a good enough pool player that she would win money shooting stick. I couldn't help enjoying the beauty of it all. I stayed on that bar stool next to him the rest of the night while he worked the crowd on the other side of him, and she worked the room, and Bob Seger played all night. It was great!

After the bar closed for the night, I needed to find a place to crash. I headed west over the bridge and turned right onto a residential street along the inner-coastal waterway looking for a place to stealth camp. I parked next to a large growth of plants, grabbed my bedroll and passed out on the other side of the plants.

I woke up to the sun reflecting off the inlet waterway, ten feet from the water's edge. As I was trying to shake the cobwebs loose I realized there was an old, gray-haired man staring at me with two, small, white poodles on a leash. I think he was trying to figure out if I was dead or not. He asked me if I had fun last night and then said he used to do that sort of thing when they got back from the war. On that note, he wished me good day and off he went with his poodles in tow.

I headed towards the ocean and pulled up by a pavilion on the beach to find a parking spot. It was so early there were only a couple of other bikes along

the curb. I noticed some activity over by the pavilion and stumbled across the Rat's Hole Show. I'd been dreaming about this show since I was a little shit. Those super custom bikes I'd dreamed of seeing were rolling through registration. There were the kings of customizing: Dave Perewitz, Arlen Ness, and Donnie Smith. I was blown away to meet these living legends.

The beach area was soon packed with people laughing, partying and checking out the coolest rides in the world. Then I noticed there was music jamming, I was feeling pretty stoked and by beer-thirty I was ready to party all over again. When it came time to find another spot to crash, I fired up the coot and headed down Speedway Boulevard to the marina parking lot where I flopped for the night.

I woke up to the sound of thunder, damn, rain was all I needed now. But this thunder was the rumble made by thundering Harleys. Unbeknownst to me, I had crashed out right on the Harley parade route to the Speedway. I got up and watched for what seemed like hours as bike after bike rolled past. By the time the last of the procession went by I was packed up. I joined the parade and followed them to Harley Heaven on the back straight of the Speedway. Willie G. Davidson was there doing a promotional shot sitting on Marion Owens' double-engine shovelhead. I weaseled in between the press and got a great picture. The races were spectacular. What a great weekend!

In this day and age we logistically plan every minute of every day whether at home or on vacation. I've come to realize that sometimes having no plan allows you to experience life by chance or fate. That allows us to ponder if there aren't greater forces at play when we allow life to interact with us as opposed to us interacting with life.

I often look at that picture of Willie G. hanging on my wall and can't help breaking into a smile. That weekend in Daytona so many years ago was the start of living a dream for me. Meeting people, helping people, pondering life, having fun doing it...and riding.

That was 35 years ago. The dream rides on.

—Kurt Messner

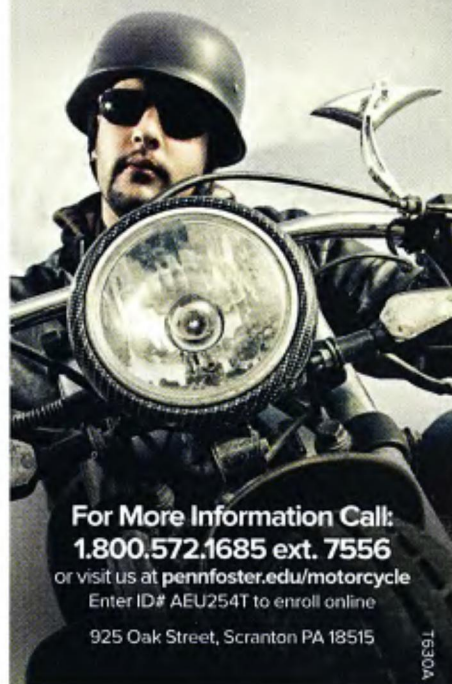
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The Dirico Story

WIN A DIRICO FLYER



EST. 2007



The music world knows Steven Tallarico as Steven Tyler, frontman of the iconic Rock band Aerosmith, a monumental relationship lasting more than 40 years. He's also served as a judge on the hit series *American Idol*. It seems Tyler is a major bike fan and you could say the spark that helped launch DIRICO Motorcycles. One day he was talking with his brother-in-law Mark Dirico. Knowing that Mark is an ace engineer, Tyler thought it would be a great idea for Mark—a longtime rider—to start building his own bikes.

They had been looking at motorcycles on display at Manchester Harley-Davidson in Manchester, New Hampshire, a place owned by another relative with a similar name, Stephen Talarico. Stephen is Tyler's cousin who, when acquiring the dealership in 1999, also acquired a company called AC Customs Inc. that had the infrastructure for building bikes. Stephen, with more than 30 years of experience in the automotive industry, had the business savvy and vision to make Tyler's proposed venture a reality. In 2006, Stephen teamed up with Mark, who went to work designing an innovative new frame and some 54 original parts. In the beginning, Tyler's celebrity helped publicity, and the Dirico bikes were snapped up by customers as far away as Japan and Russia. Stephen Talarico says, "Later we had some major reliability issues with our celebrity figure, but not with the bikes themselves. Their engineering and build quality sustained the growing interest, and sales took off."

The backstory on Mark Dirico is an eye-opener. He's literally an engineer's engineer who owns several international

patents, his spectrum of achievements includes designing massive industrial machinery, contracting custom-built homes, and restoring vintage British cars to prize-winning standards. Mark also came up with a printing process to produce the glossy magazine covers we now take for granted. The go-to guy for several industries, he's known for his professional ethics and well as meticulous attention to detail, which is obvious with the bikes he builds. As Stephen Talarico, president of both the DIRICO Motorcycles USA brand and AC Customs Inc. who produces the bikes, says, "Mark is the wizard behind the curtain, the brains behind the design and development of the motorcycle. He conjures up all kinds of stuff from what you might call his mad scientist's garage in Massachusetts."

Today DIRICO Motorcycles USA is an internationally recognized company and has built the Easyriders 2014 First Place Sweepstakes bike seen here, based on its Retro Flyer model. DIRICO produces several models including the Retro Flyer, Speedster, Pro Street, Heartbreaker, Pro Street Roadster, and the Bobber—all of which are engineered and built to the company's watchwords: seamless, practical, functional, balanced and that are backed by its industry-leading two-year unlimited mileage warranty. While DIRICO uses its own frames and sheet metal, the components are long established industry standards including Harley-Davidson motors and Baker transmissions, which makes for easy servicing of the bikes about anywhere. Engines run up to 120 cubic inches and the palette of paint colors used on the bikes is literally unlimited.

When describing the personalities of the DIRICO customs, you could say the Retro is that old-school motorcycle. The Heartbreaker, specially designed for women riders, is also old school. The Pro Street is a contemporary performance bike, while the Pro Street Roadster takes the pro-street theme to a whole new level.

Each bike can be hand-tailored to a customer's preferences as to color themes, seats, and more. For example, the Mexican book shelf knob bike. "Our customers are people who are veteran riders, who already have bikes, but now want a cool custom and one that rides really, really well. In fact you can say they ride like nothing else on the market thanks to Mark's engineering," says Stephen. "Sometimes our customers have pretty specific ideas they want included and we are ready to oblige. We had a call from a customer in Texas who wanted a Speedster, and his wife sent some special knobs from a Mexican bookcase. She was actually an intensely detail-specific plastic surgeon, who wanted the color of the bike to match [the knobs]. They also sent in a crocodile skin with an idea for the seat and we made that happen as well."

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That said, there is an Easyriders Sweepstakes DIRICO Motorcycle up for grabs. You heard right, a DIRICO Flyer could be yours, but only if you enter to win this First Place wonder bike. See the ad in this issue for details and enter today.

—Paul Garson

Photos: Dirico Motorcycles



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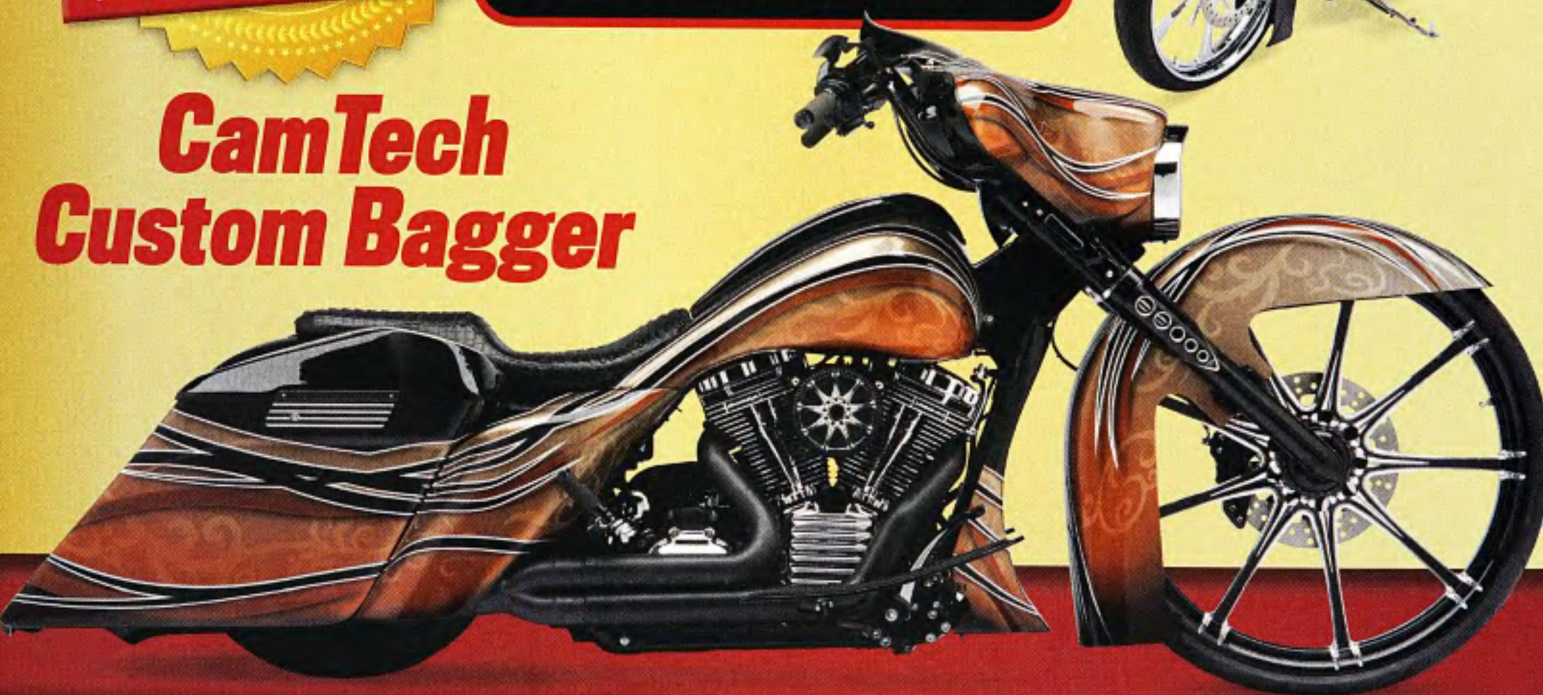
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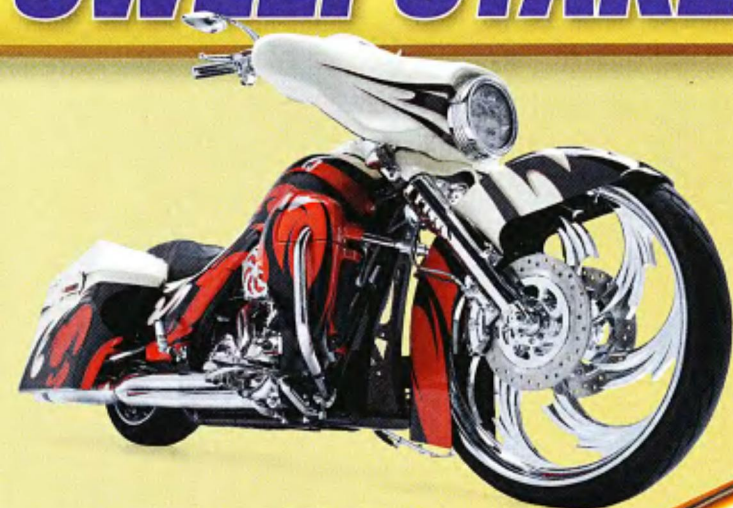
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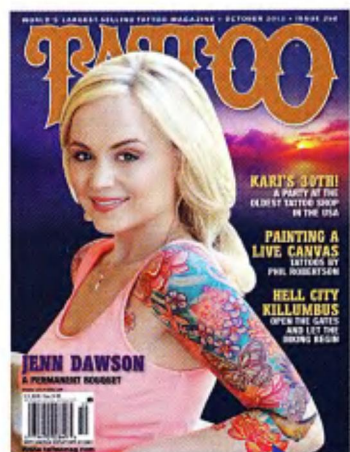
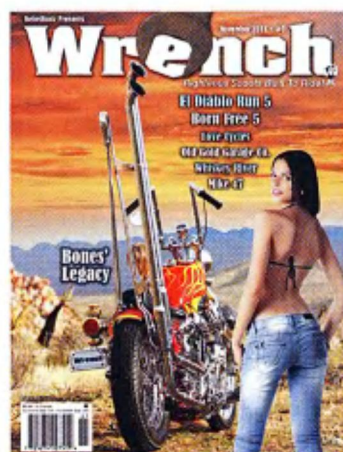
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CATSKILL MOUNTAIN THUNDER



Catskill Mountain Thunder is an annual motorcycle festival held in September at the Blackthorne Resort in East Durham, New York. Blackthorne is an old-fashioned, quaint, and very unusual mixture of individual buildings nestled in the beautiful Catskill Mountains.

Accommodations on the property range from motel rooms to campsites, and all are welcome. If you can remember the resort featured in the movie *Dirty Dancing*, you will have a pretty good idea about Blackthorne. However, in mid-September, for one weekend, Blackthorne belongs to the bikers, and what an absolutely perfect venue for those traveling from near and far to enjoy the festival.

From the always thrilling Wall of Death and daredevil motorcycle jumping, to burnouts, spaghetti wrestling, the annual bike build-off, and even a small zoo, there is something for everyone.



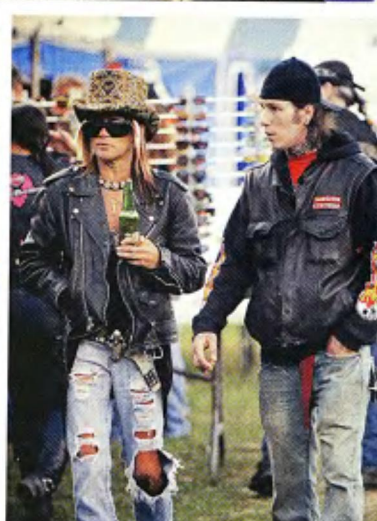


The Handel Family, owners of the Blackthorne Resort, are known for their hospitality and wonderful treatment of their vendors. Friday morning the Handel brothers lead their traditional ride through the Catskills, followed by a delicious breakfast in the main dining room. Of course there are plenty of scenic rides in the area.

Last year, the thousands of bikers who attended the festival strolled by the vendors and their campsites, some pausing to watch the motorcycle free-style stunt shows held throughout the day. There was great entertainment in the bar and adjacent pavilion every night, with a variety of top-notch bands, who keep everyone on their feet till the wee hours of the morning.

Catskill Mountain Thunder is the perfect way to celebrate the end of summer. Consider planning a trip for next year—you will see folks of all ages enjoying the sights, sounds, and smells of this New York treasure. Visit the website for all the information you need: catskillmountainthunder.com.

—Lisa Petrocelli

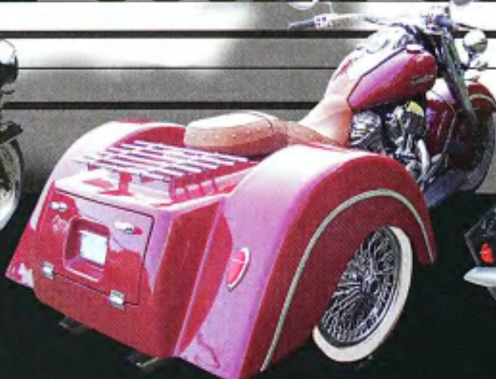


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IN THE WIND



Are those beads for his man-boobs?

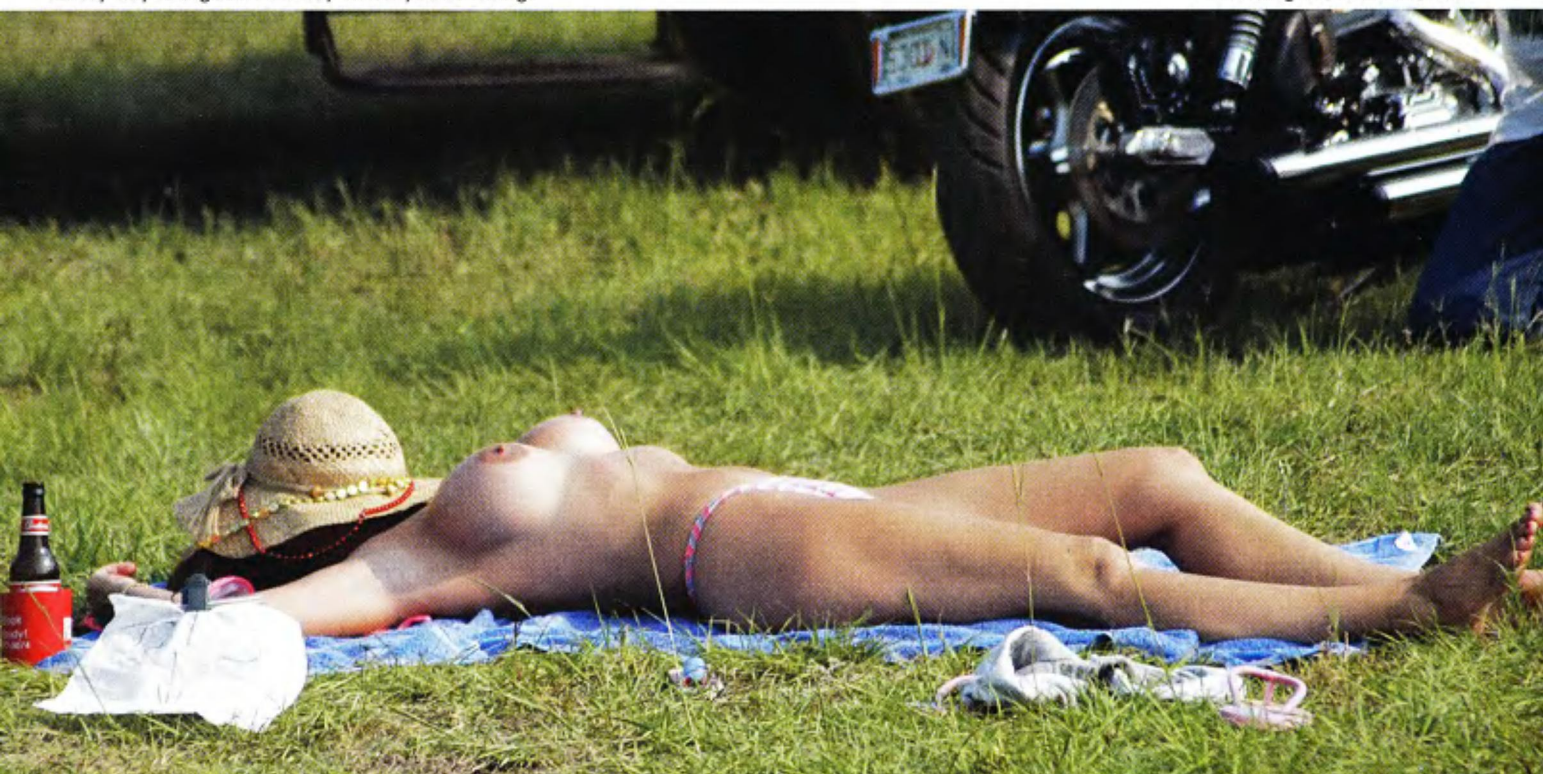
40

— Scott Southwick, Easthampton, Mass.



Every day is a good hair day when you're riding.

—Don Rogers, Waleska, Ga.



She may be pooped, but her fun-bags are ready to party at the Thunder Rally in Milledgeville, Georgia.

—Tommy Pittard, Calhoun Falls, S.C.



Long, low, and putt'n' slow at Daytona Bike Week 2013.

— Fred Stoll, *Filmless Art*, Union City, Tenn.



Raymond and Adam roll out some great old iron.

— Paul Garson, Los Angeles, Calif.



Hail the queen. — Tommy Pittard, Milledgeville, Ga.



Connecticut Jackhole Glenn on the road (run?).

—Kim G., Providence, R.I.



Leaders of da pack.

—Richard Hurtado, Backdraft Photography, Temecula, Calif.



Let the Born Free Cycles boys show you the way.

—Terry Bert, H-D of Glendale, Calif.

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



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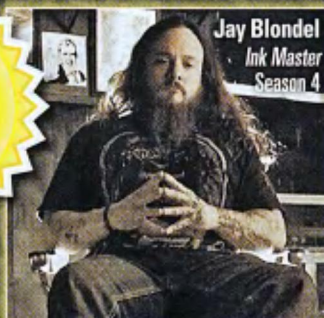
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Sullen Angels

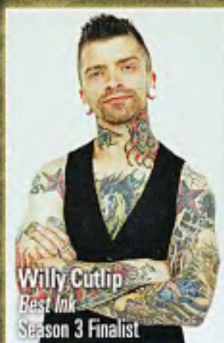
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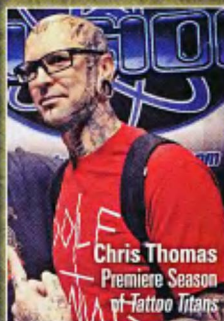
Willy Cutlip
Best Ink
Season 3 Finalist



Amy Nicoletto
LA Ink



Darnell Waine
Best Ink
Season 3 Runner-Up



Chris Thomas
Premiere Season
of Tattoo Titans



**James
Vaughn**
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Season 1



Sarah Miller
Ink Master
Season 3 Finalist



Karly Clearly
Best Ink
Season 3 Champ



DJ Tambe
Best Ink
Season 2 Runner-up
and Redemption
Challenge Winner



Chelsea Rae McGinnis,
Miss Inxtravaganza, Anaheim, CA

It's my dream bike,
like a thousand
Christmas mornings
all rolled into one.



Angie's Retro Shovel Chop

PURE HOLLYWOOD



"I guess you could call me a hippie princess," Angie Rodriguez says, "the kind of chick who'd rather have a muscle car than a Mercedes." This 1970s retro ride is exactly the bike she's always wanted. But when Frankie, her husband and the guy who built it, first rolled the finished product out to show her, he could see from the look on her face that something was wrong.

"It was the front end," Angie says. Frankie, who's been building bikes for himself for a quarter century and certainly knew what to include, had used a 12-over Wide Glide on Angie's dream bike, which was supposed to be something of a cross between a digger and Frisco build with that late-'60s/early-'70s vibe. But according to the lady owner, those over-length tubes just weren't cutting it. "I wanted that Sugar Bear thing," she told him. We won't get into Frankie's response right now, but it was back into the shop, or more precisely the home garage because that's where Frankie built this bike, right inside the couple's North Hollywood apartment. When it emerged the second time, all was well; Frankie has crafted exactly what his wife requested—a twisted-leg springer complete with the scimitar-shaped rockers she wanted.

Miscommunications aside, the bike had begun a year earlier, starting with an aftermarket wishbone frame Frankie had found at a swap meet decades ago. Angie was hoping for a panhead but Frankie, unable to locate one at a right price, talked her into a shovel and began collecting parts. Mike Smiley put the pieces together. Meanwhile, everything else about the bike was taking shape, the work squeezed in around Frankie and Angie's daytime gig as fashion designers; their Z22LA company is, among other things, the wardrobe supplier for that *Sons of Anarchy* TV show. "That's all our stuff you see on the screen," Frankie says, "all the leather and jewelry." But at night, back in North Hollywood, Frankie was busy making the fender and pipes for Angie's bike, finding and mounting the gas tank and wheels and a set of custom Z-bars. The paint job, however, is all Angie. "I wanted that L.A. lowrider feel," she says. Andrew Bondo did the honors with

Owner: Angela Rodriguez
City: Los Angeles, California

GENERAL

Designer: Frankie Rodriguez
Fabrication: Frankie Rodriguez
Year/make: 1976 custom
Model: Chopper
Assembly: Frankie Rodriguez
Time: 1 year

Chroming: Astro Plating

ENGINE

Year: 1976 Harley-Davidson
Shovelhead

Rebuilder: Mike Smiley

Displacement: 80 cu. in.

Ignition: Dyna

Cam: S&S

Carb: S&S

Air cleaner: S&S

Pipes: Frankie Rodriguez

TRANSMISSION

Year/make: mid-'90s Harley-Davidson

Shifting: 5-speed

PAINTING

Painter: Andrew Bondo

Type/color: PPG/black, orange,
purple, gold ILeaf

FRAME

Year/make: swap meet find

Type: Wishbone Rigid

Rake: 38 degrees

Stretch: 6 inches

Shocks: none

ACCESSORIES

Bars: custom Z-bars

Handlebar controls: Harley-Davidson

Fenders: custom

Headlight: 4-inch

Taillight: custom

Pegs: Accutronix

Foot controls: Accutronix

Gas tank: Harley-Davidson Sportster

Oil tank: swap meet, round

Seat: custom

Grips: whip lacing

FRONT END

Type: narrow Springer

Builder: Frankie Rodriguez

WHEELS

Make: Black Bike, Harley-Davidson

Size: 21-inch front, 16-inch rear

Tires: Avon

Brakes: swap meet finds

Photos: Jimmy Forrest



Angela and Frankie Rodriguez



the spray guns, mixing together panels of black, orange, and purple with gold leaf accent.

When Frankie rolled the bike out for the second time, finally completed and now exactly the way Angie had envisioned it, "It was like a thousand Christmas mornings all at once," she remembers. "It's my dream bike."

—Joe Kress





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Pieced together with mostly swap-meet parts Frankie Rodriguez built this 1970s style ride the way he's done them for decades.



Our *Easyriders* girl this month is ravishing Raven, a Nevada beauty who adds just the right flash to this flashback shovel.



BIKES, BLUES & BBQ



The name Bikes, Blues & BBQ says it all. Thousands of motorcycles and great highways to ride them on, superb Blues in every local bar and on outdoor stages spread throughout the county, and the state's barbecue championships. What else do you need to have a good time?

BIKES:

The scenic highways throughout the Ozark Mountains can certainly lay claim to being some of the most enjoyable motorcycle riding around. It's the major reason so many folks return year after year. Exhilarating twisty roads lead to panoramic overlooks and vistas around every turn. The small townships along the routes seem perfectly and intentionally spaced to provide ideal spots to stretch the legs, grab a bite, or snap a few memories for the scrapbook. It's like the highway construction around here was laid out with riding in mind. After you've had enough of the picturesque views of Arkansas for one day, most steer toward Dickson Street to view a scene of a much different variety. Dickson Street is arguably the hot spot and cruising Dickson is the activity de jour at BBB. The streetside bars and balconies are packed with spectators watching the parade of bikes and the many characters who ride them. If custom bikes are your scenery of choice, the Battle of the Bikes drive in custom

bike show has enough "bling" to please all who seek it.

BLUES:

The secondary category of BBB is Blues. However, the musical talent that landed at BBB was second to none. It would be impossible to say how many bands were playing in and around Fayetteville during BBB. Country blues and bluegrass to full on R&B, free Blues of every genre filled the ears at every corner. Things got rolling downtown on Wednesday with Foleys Van; Sarah Hughes; The Ben Miller Band's unique mix of bluegrass, delta blues and mountain music; and the wild antics of Mountain Sprout. The Thursday/Friday lineup was equally impressive. The long list of amazing blues bands playing throughout the days were topped off by "the young blues babe of Kansas City" Samantha Fish on Thursday; and Jason D. Williams' tribute to Jerry Lee Lewis on Friday. The blues horns of Big James and the Chicago Playboys rounded out the entertainment at the Beer Garden's main stage on Saturday. In addition to the main stage, an unlimited amount of blues talent played at every bar along Dickson St. and at multiple venues situated around the rally. If blues is your game, then BBB 2013 surely delivered.

BBQ:

As one might assume with the rallies

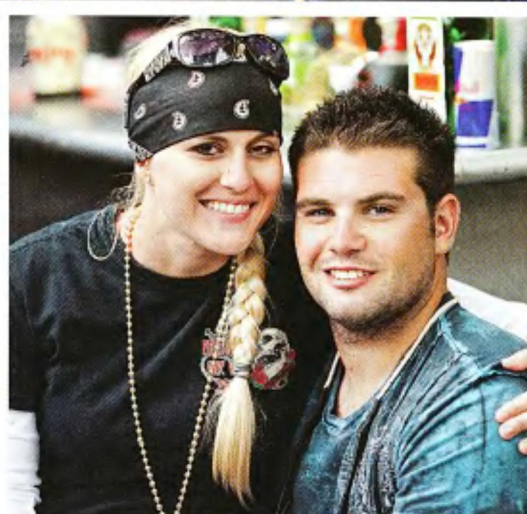
title, barbecue is serious business in Arkansas. Forty-nine teams came from all over the country to compete for the number one spot in the official Kansas City BBQ Society's Arkansas State BBQ Championship. With more than \$25,000 at stake, you can bet there is always good eat'n in Fayetteville during the rally. I was pleasantly surprised to discover that this camera I lug around was actually good for more than making a girls top fall off. Offering up free samples, these friendly cooks were anxious to share a taste and get a quick review. When I walked away, filled to the brim and with a mixture of a dozen different secret barbecue recipes smeared into my whiskers, I had to wonder "with almost 50 teams vying for that top spot, how the hell do those judges pick just one."

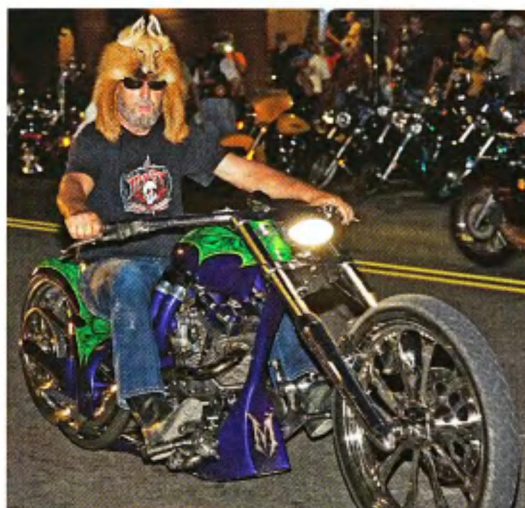
& MORE

If all the riding, great blues and sweet tasty barbecue isn't enough, this rally also sports several poker runs; the Miss BBB Contest; a custom car show; manufacture demo rides; stunt teams; an airshow and vendors of everything "biker." With this and so much more, BBB needs to be on your rally bucket list. Do yourself a big ol' solid and head to Fayetteville, Arkansas in the Ozarks next September 24-27. Visit www.bikesbluesandbbq.org for more info.

—Don Rogers







Passin' Gas

A biker carried his new bride over the threshold of the honeymoon suite. As he was undressin' her, he spotted unshaven bushes of hair sproutin' from under her armpits.

"Hot damn!" he said, thrilled. "Two more!"

*Ruben Sanchez
Tebachapi, Calif.*

There's a new men's magazine hitting the stands next month, exclusively for married men. It has the same centerfold every month.

*Risky
USA*

Hey, bro, where's yer ol' lady?"
"Cut her loose, man. That chick was too much like a football player."

"Ya mean she was rough and tough and hard to tackle, somethin' like that?"

"Naw, bro. She only showered after the fourth period."

*Turk
On the reservation*

A bro of ours recently married Siamese twins. Now he has a wife and a girl-friend on the side.

*J. Santos
Oakland, Calif.*

School teacher to biker's rugrat: "How do you spell straight?"

Rugrat: "S-T-R-A-I-G-H-T."

Teacher: "That's right. And what does it mean?"

Rugrat: "Without water."

*Aaron Davis
Jefferson City, Mo.*

Hey, Pete," one bro said to the other, "didja know a lotta shrinks say that sex on the first date can prohibit any truly meaningful an' lastin' relationship from ever developin'?"

"Fuckin' A," replied Pete. "I count on it."

*Bert Hudson
Dallas, Pa.*

After 20 years of obedience to his vows of silence, the Trappist monk was called to the abbot's study and was informed that he could utter two words at that time.

"Bad food," the monk said softly. His superior nodded and dismissed him.

Twenty years later, the monk was again summoned to the abbot's study, and again he was told that he could speak two words at that time.

"No heat," the monk said, head bowed. Again, the abbot nodded and dismissed him.

When he was called again 20 years later, the monk was a very old man, and he had become disillusioned with his life of servitude. He tottered into the abbot's study, waved his cane, and said, "I quit."

The abbot said, "Just as well. You've done nothing but bitch ever since you got here."

*Willie Robertson
Tebachapi, Calif.*

In his usual British way, the chief bosun's mate was bullying the men assigned to paint the ship. Shouting down at the sailors suspended over the side, the unrelenting seaman yelled, "Richards, you paint like I fuck."

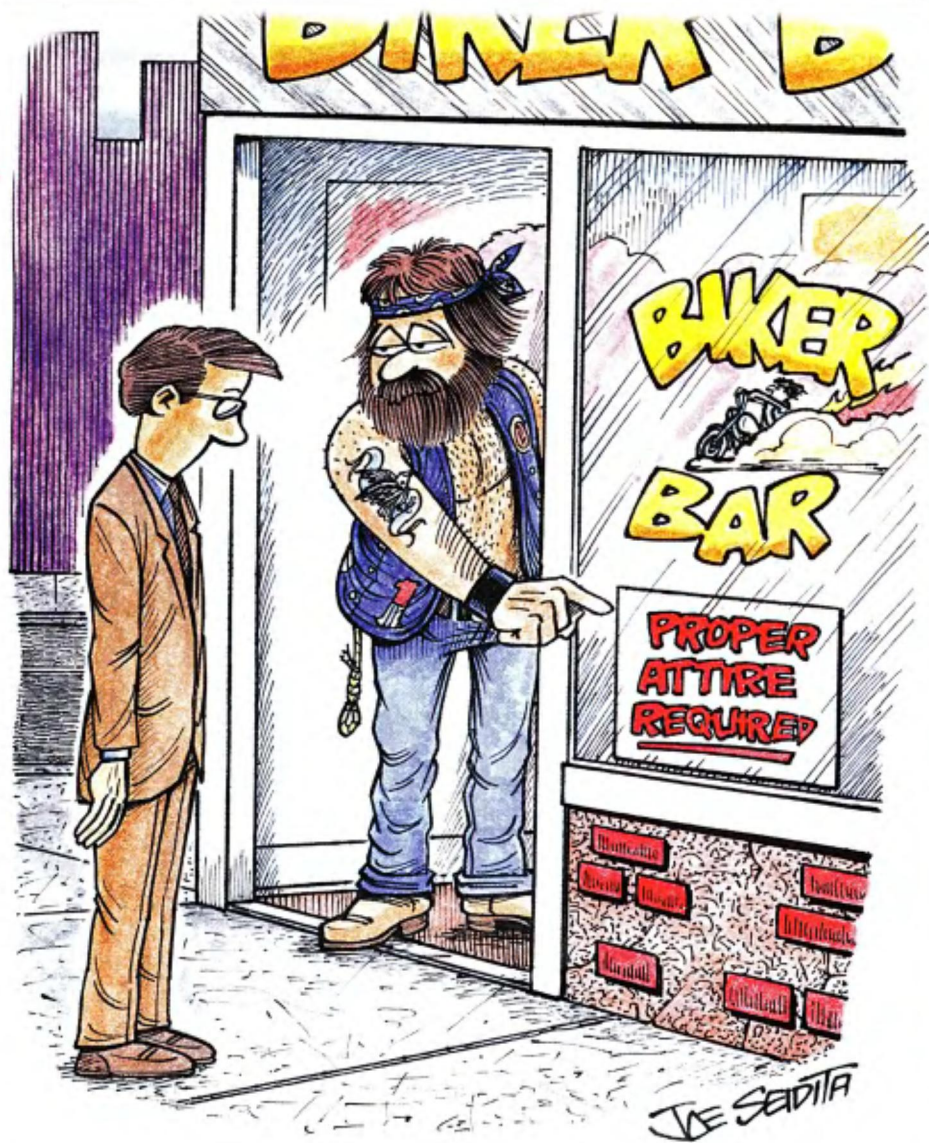
"Is that so, sir?" Richards replied, looking up. "Did I get it on my face?"

*Wolf
Around*

Graffiti in the bathroom of a sex-change clinic:

WE MAY NEVER PISS THIS WAY AGAIN

*Lobo
Inside*



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CLEANING STAND**

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VICTORY DANCE

Joe Bracher's Conquest Customs Indy SS

Boca Raton, Florida-based Conquest Customs, has been at the forefront of designing and building custom Victory motorcycles since 2005. It's also unleashed a series of muscle bikes inspired by classic 1960-1970s American muscle cars under the banner American Muscle Series (AMS). This bike named "Indy SS" is now in the hands of Houston go-fast fan Joe Bracher, who wanted to add some sizzle to his stock 2009 Victory Orange Crush Jackpot.

Conquest Customs head honcho Scott Kietzmann was glad to oblige. Scott sent the 106-inch Victory V-twin powertrain to Lloydz Motorworks in Pine Bush, New York, for a 114-cubic-inch upgrade, including nitrous oxide boost bottles. "Lloyd builds all my motors," Scott says. "He's the man when it comes to Victory performance. As far as the rest of the bike, the owner didn't want anything left untouched. For example, the spine that runs down the tank and front fender was flattened and matched to a set of custom aluminum fenders as well as custom side covers to get everything hugged in tight. The idea was to have the bike look sweeping low



Owner: Joe Bracher

City: Houston, Texas

GENERAL

Designer: Scott Kietzmann

Fabrication: Conquest Customs

Year/make: 2009 Victory

Model: Jackpot

Assembly: Conquest Customs

Time: one year

Chroming: Brown's Plating

ENGINE

Year/make: 2009 Victory

Rebuilder: Lloyd Greer

Displacement: 114 cu. in.

Cam: Lloyd Greer

Ignition: stock

Pistons: Lloyd Greer

Heads: Diamond Cut

Carb(s): F.I.

Air cleaner: S&S

Pipes: Arlen Ness

TRANSMISSION

Year/make: 2009 Victory

Modifications: none

Shifting: foot

PAINT

Painter: Rick Corgan

Type/color: House of Kolor/white,

Platinum Pearl

Special paint: orange, gold pearl

FRAME

Year/make: 2009 Victory

Rake: stock

Stretch: stock

Shocks: Platinum Air Ride

ACCESSORIES

Bars: CCCS

Handlebar controls: CCCS

Fenders: Conquest Customs

Headlight: Victory

Taillight: KewlMetal

Speedo: Dakota Digital

Front pegs: Arlen Ness

Seat: Conquest Customs

Mirrors: yes

Grips: Accutronix

FORKS

Type: Parallel Flat Tops

Extension: 9-degree rake trees

Builder: KewlMetal

WHEELS

Front

Size: 23-inch front, 18-inch rear

Wheels: Foose Nitrous 3-D

Tires: Avon front, Metzeler rear

Brakes: Victory, Conquest

Photos: Don Rogers

Contact: Conquest Customs

561-750-8077

www.conquestcustoms.com



Inspired by classic
1960s-1970s American
muscle cars.





wherever it was sitting. We make all our bikes lighter, faster, better handling, and better looking."

A key element of this build was a re-configuration of the front end—a one-off, full slider design where Conquest teamed up with KewlMetal. Then it was matched appropriately enough to a 23-inch Foose Nitrous 3-D wheel, milled out of a solid block of aluminum. Up on the bars are internalized controls and a hydraulic clutch system via CCCS components.

As far as the cosmetics, the inspiration was the 1969 Camaro Indianapolis pace car, thus the orange frame and white bodywork plus racing stripes. Getting righteously crazy, Conquest even acquired the same upholstery material for the 1969 Camaro SS to fabricate the bike's saddle. Check out the use of the original font style for the Indy Pace Car lettering used to spell Conquest Customs. The matching orange color also went to ceramic coat the brake rotors teamed up with Conquest's custom composite rotors with matching orange anodized buttons.

"All the visual styling goes to match the performance aspects of the motor, again, the American musclecar inspiration," Scott tells us. "This bike is not just a motorcycle, it's a story unto itself, a bike that draws both bike and car people. The fact that it's a totally dependable Victory also sets it apart as a pro street bike. And it's a pro-street bike you can ride coast to coast."

—Paul Garson





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Will Micro Black Holes Destroy Earth?

Brookhaven National Laboratory's upgraded particle accelerator ("atom smasher") in New York has come under fire for being so powerful it will create micro black holes that will destroy Earth. This fear derives from the fact that particle collisions within the accelerator will generate temperatures of 4 trillion degrees Celsius, close to temperatures at the Big Bang. But temperature isn't everything, explains Nobel prize-winning physicist Leon Lederman. One also has to consider the amount of heat/energy produced, and the output of a particle collision is about the same as a wooden match—not enough to create a black hole or even enough heat to roast a s'more.



Poo Trike

The Japanese toilet company Toto created this green ("brown?") 250cc

trike to be environmentally friendly. It runs on fertilized, purified, and compressed livestock excrement. The toilet seat is just an advertising gimmick. You cannot poop-as-you-go to power the trike. A production model has yet to surface. We're holding our breath. Literally.

There Oughta NOT Be A Law

- In Colorado, you may not perform acrobatics that might frighten a horse.
- Arizona limits the number of dildos to two per household.
- In West Virginia, men may have sex with animals, but only those weighing fewer than 40 pounds.
- In Arkansas, men can only beat their wives once per month.

Go North, Young Man!

The three states with the highest percentage of its citizens behind bars:

1. Louisiana (881 prisoners per 100,000 population)
2. Mississippi (702 per 100,000)

3. Oklahoma (657 per 100,000)

The three states with the lowest percentages:

48. New Hampshire (206 per 100,000)
49. Minnesota (189 per 100,000)
50. Maine (150 per 100,000)

Note: We say young man because about 93 percent of American prisoners are male.

Why Barnacles Are So Well Hung

Proportionately speaking, barnacles have the biggest penises in the animal kingdom, up to eight times their own body length. Why? This has puzzled biologists for more than a century, beginning with Charles Darwin, no slouch himself (ten kids). The favored hypothesis is that via natural selection a barnacle evolved a long dick because, affixed to ships, whale heads, and other surfaces, it can barely move. It needs to reach out, way out, to touch someone. That hypothesis was recently shattered when scientists discovered that some barnacles can "spermcast," ejaculating into the water and knocking up barnacles downstream. The big cock may be just for show or was developed randomly, having nothing to do with the barnacle's lack of mobility. This means that the tendency of human males to sit on the couch all weekend in hopes of evolving a longer penis is fruitless. But that doesn't mean we shouldn't keep trying.

Demythologizing The Fonzy

Henry Winkler, the actor who played the leather-jacket-clad, Triumph-riding Fonzie in the TV series *Happy Days*, made a clean breast of things recently. Winkler said: "This short Jew does not know how to ride a motorcycle. I think it is in the Torah, 'Do not ride a motorcycle.'"

Al Gore vs. Frogs

Al Gore said in his movie *An Inconvenient Truth*, that if "a frog jumps into a

pot of boiling water, it jumps right out again because it senses the danger. But the very same frog, if it jumps into a pot of lukewarm water that is slowly brought to a boil, will just sit there, and it won't move, it'll just sit there even as the temperature continues to go up and up. It'll stay there until, until it's rescued." Whether you're a Democrat or Republican, a conservationist or anti-conservationist, do not let your kids conduct this experiment. According to the curator of reptiles and amphibians at the National Museum of Natural History, if you throw a frog into boiling water it will not jump out, it will die. In lukewarm water being heated, it would jump out before it gets too hot if it "had a means of getting out."

Silver Lining Department

The best organ donors are patients who have been declared "brain dead." That is, their brains have stopped working, but their hearts continue to beat, keeping their organs oxygenated and fresh for transplant. Victims of traffic accidents were the best source of brain-dead donors for decades. Unfortunately—for the \$27-billion-a-year transplant business—automotive engineers have been building safer cars, police have been more diligently enforcing DUI laws, and the number of road deaths has sharply declined. Fortunately, others have stepped up to fill the gap. Which of these groups now provide the biggest supply of brain-dead patients?

Victims Of Drive-By Shootings

- a. Construction workers fatally injured in high-rise buildings
- b. War casualties
- c. Commercial fisherman
- d. Audiences of Gary Bussey movies

Answer: a. Next time you see a gang member packing a TEC-9 or a MAC-10, show some respect. He is the best hope for the 120,000 people on the organ transplant waiting list.

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

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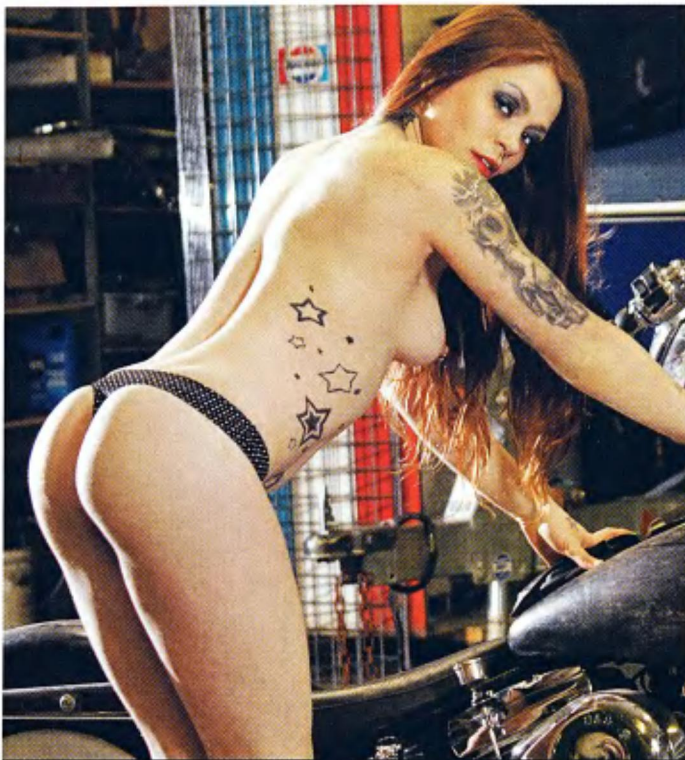
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Meet This Month's Winner!

In this month's issue, meet astounding Angelique from Arizona. She's a desert flower that'll stiffen your saguaro, Pancho. Turn to her feature and see her romp and stomp aboard Justin Umbs' S&S knucklehead tribute. —*Moosecock Montana*





#0601 Angel-Ohio

"The first time on a Harley I was nervous, but once I got on top, squeezed the throttle and felt the vibrations and speed, it was exhilarating!"



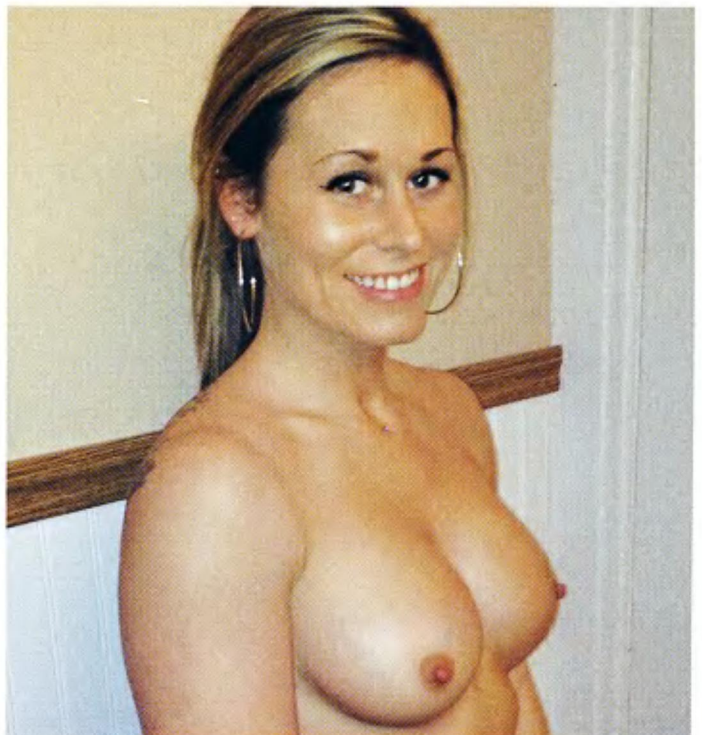
#0603 Nicolette-Nevada

"I lost my virginity on my first Harley ride when I was 17."



#0602 Kania-Arizona

"My first ride on a Harley was so freeing and exciting, I never wanted to stop!"



#0604 Jennifer - Arizona

"My first time on a Harley was amazing. We blasted the radio and just cruised in the night. Didn't want to get off."

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 scintillating sumbitches. Meet dear Stephy from Lafayette, Indiana, where corn is king and the buttery cob-jobs are on the house. Come back next month or we’ll follow you home and live on your porch.

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I will pose: ☐ Nude ☐ Topless only

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Photographer’s Name: _____

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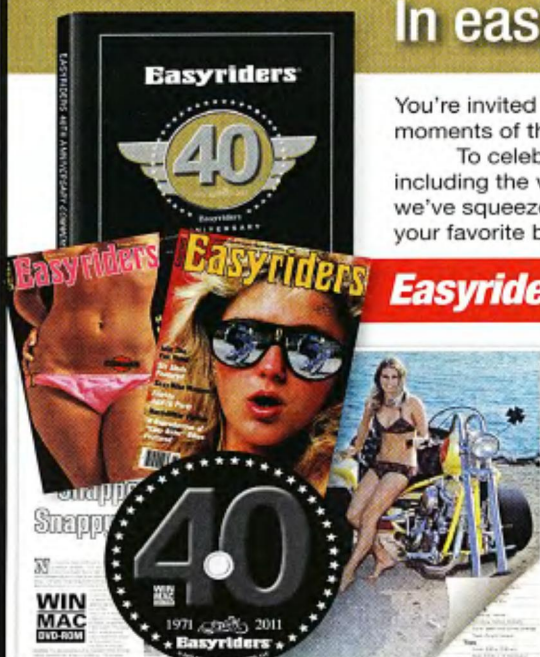
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Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.

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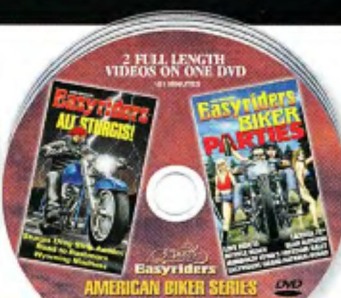
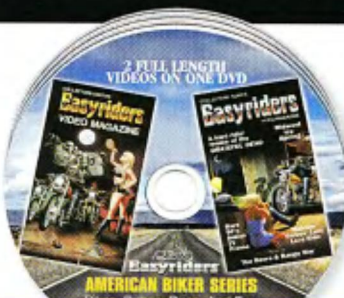
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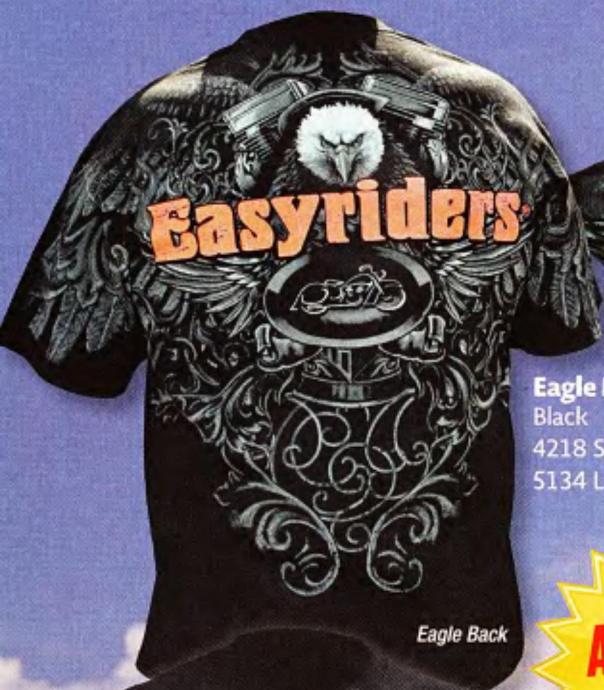
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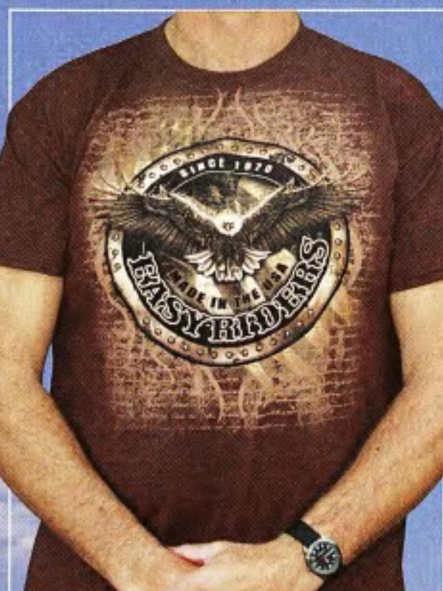
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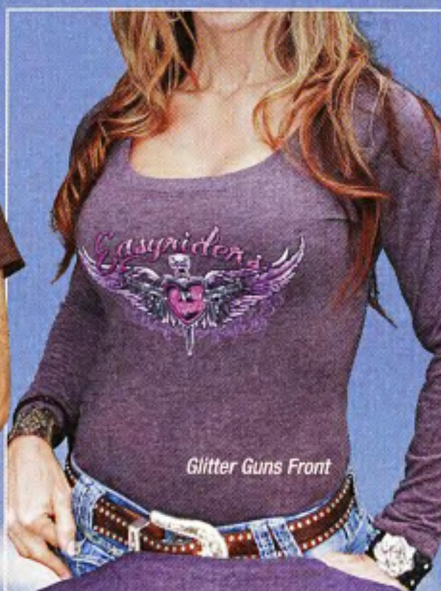
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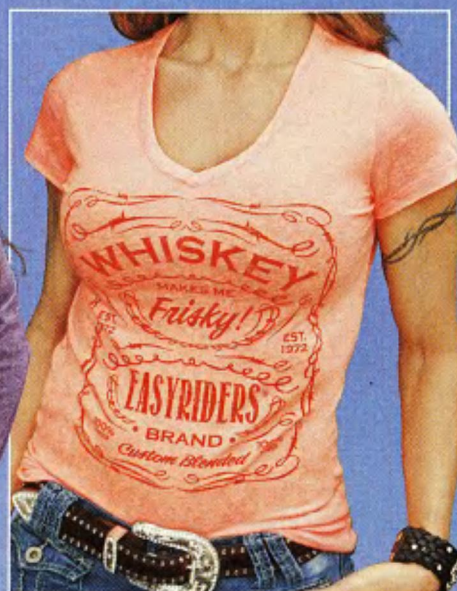
Republic Mens Tee

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Glitter Guns Front



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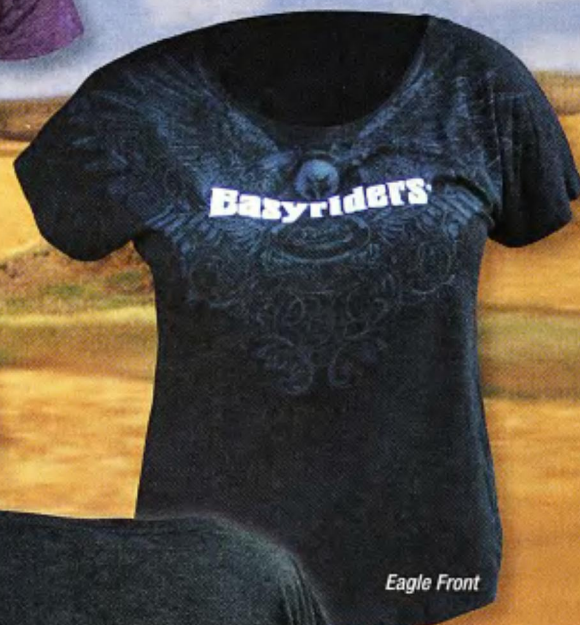
Glitter Guns Back

Glitter Guns Womens Tee

Vintage Purple, Scoop Neck,
Premium Triblend Fabric

2183 Short Sleeve \$27.95

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Eagle Front

**Eagle
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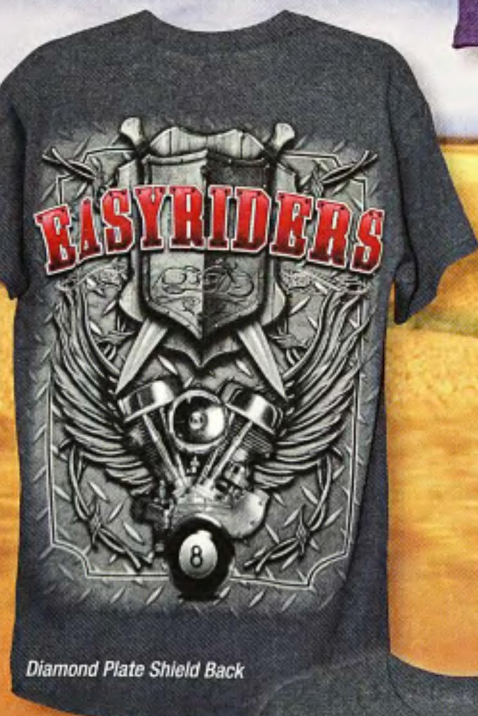
Vintage Black

Roomy Dolman-style,
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Triblend Fabric

2184 Short Sleeve

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Diamond Plate Shield Back

**Diamond Plate
Shield Mens Tee**

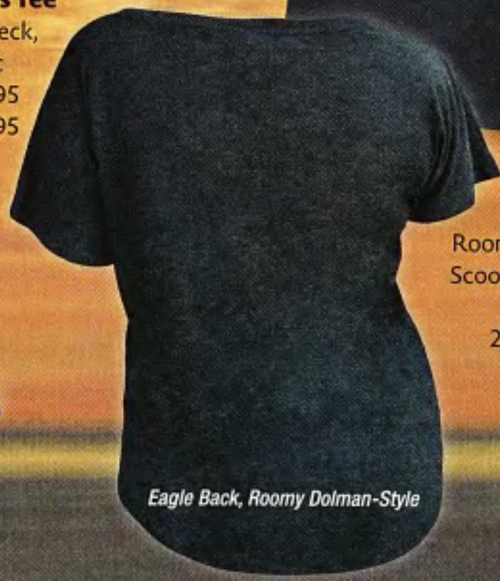
Heather Navy

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Diamond Plate Shield Front



Eagle Back, Roomy Dolman-Style

womens

HOPPING UP HARLEY FUEL INJECTION

Installing Daytona Twin Tec's CAN Bus ECM

Harley's latest update to its onboard computer controlled electronic fuel injection (EFI), involves completely changing its control systems. It wasn't all that long ago (2007) that Harley finally got around to operating its EFI system in a closed loop environment; the auto industry had been doing that since the 1980s. Finally H-D has upgraded all of its bikes' basic electronic control systems to the world standard CAN Bus system. H-D started its CAN Bus conversion in 2011 on the Softail models, added the Dyna models in 2012, and for 2014, the FLH and Sportster models have joined the CAN Bus fold.

CAN is short for controller area network and has been around in the automotive world for several decades. What it does different from other electronic control systems is to spread the motorcycle's electronics control load over a couple of electronic control modules that then communicate with each other. Each ECM in turn runs separate sets of electrical devices that are of similar types. The multiple modules get their commands from the rider's controls and/or sensors that are fitted to the motor, the transmission, and the brakes. With its CAN Bus system, Harley is now controlling a lot more than just the motor's fuel-injection operation. Harley is using it to control the turn signals, the run and start switches, the speedometer, all indicator lights, and, if fitted, anti-lock brakes.

So far, we are not aware of any incidence of the system causing bikes to have electrical meltdowns. However, there is one thing that an owner of a CAN Bus equipped bike needs to be aware of: updating the performance of these bike's fuel-injection system requires different parts than were used on Harley's earlier fuel-injected bikes. This is because, not only is the fuel injection's engine control module (ECM)

changed, but also the oxygen sensors (O2 sensors) that send data to the ECM. The old-style O2 sensors relied on the heat of the exhaust gases to get them up to operating temperature, whereas the new O2 sensors have built-in heating elements that maintain a constant temperature at the sensor's tip. The old O2 sensors had two wires and the new ones have four wires. Finally, the two types of O2 sensors are not mechanically interchangeable; the old O2 sensors had an 18mm diameter thread while the new O2 sensors are 12mm. The fuel-injection systems' diagnostic connectors have also changed; the old system had four wires and the new system uses a six-wire plug.

With all of this new activity around Harley's CAN Bus system, we thought it was time to enhance the performance on one of these bikes. For this we obtained one of Daytona Twin Tec's new TCFI Gen 5 systems that are designed for the CAN Bus motorcycles. The system incorporates a self-tuning ECM that gets its input from a pair of high-performance wide band multi-wire O2 sensors. This self-tuning ECM can produce a smoother running and more powerful high-performance motor and, as the system uses the wide band O2 sensors, it can keep up with a modified motor's increased fuel requirements.

We installed the Twin Tec system on a 2013 Dyna Wide Glide, which we had mildly hopped up; we installed one of Harley's high-flow air filter kits and a pair of S&S slip-on mufflers. With just these mild performance upgrades, a complete ECM change might seem like overkill, but as we will soon be getting into some major engine modifications, the Daytona Twin Tec's auto-tuning ECM will give the bike's fuel-injection system the ability to adapt with the motor.

Since this install involves working with the motorcycle's ECM and wiring harnesses, we pre-read the Twin Tec instructions and also obtained an H-D service manual. Installing the parts and downloading the software took us the

better part of a day. We followed Daytona Twin Tec's instructions and the service manual's ECM pages to the letter. We also used a PC computer to download and install the new ECM's software and check the fuel ratio-to-throttle position curves.

The Twin Tec system works very well. It is difficult to understand how just changing the air filter, exhaust, EFI computer, and O2 sensors could have a major effect on the motorcycle's engine performance, but it's like re-jetting a carburetor, only electronically. The new wide band O2 sensors and the self-tuning of the ECM have taken the motor to a much higher state of tune. On our install, we didn't need to re-curve any of the fuel points.

—John Sullivan

Daytona Twin Tec
386-304-0700
www.daytona-twintec.com



1 The Daytona Twin Tec TCFI GEN 5 system. This is a high-powered fuel-injection computer system. The ECM, O2 sensor interface, USB adaptor and O2 sensors are supplied in the kit.



2 The object of our EFI upgrade is a 2013 Dyna Wide Glide. Other than the shorty exhaust, it looks stock, but now performs otherwise.



3 Even though the Daytona Twin Tec instructions give complete coverage of the sequence used to install the parts and software, we used the factory service manual to get the actual procedures needed for fitting the individual components.



4 We started by removing the seat. We then disconnected the battery's ground wire.



5 The fuel-injection ECM is located under the electrical cover on the bike's left side; it has a pair of connectors—one white and one black.



6 We unplugged the ECM's two connectors and lifted the front edge of the ECM about 1/4 inch, which allowed us to pull it out of its holder.



7 We plugged the two wire harness connectors into the Twin Tec ECM and then fitted it into its holder. Everything went together just like the factory parts.



8 We removed the stock O2 sensors and hooked the Twin Tec WEGO IID's wiring harnesses into the bike's connectors that were disconnected from the stock O2 sensors. Along with the black wire from the WEGO, we next reconnected the bike's ground wire at the battery.



9 The Twin Tec O2 sensors need to be free-air calibrated. To do this, you connect them to their harnesses that come out of the WEGO and suspend them in free air. You then turn on the motorcycle's main ignition switch, while leaving the handle-bar off/run switch in the off position.



10 After allowing about five minutes for the O2 sensors to heat, the O2 sensors are calibrated using the two small trim pots on the WEGO unit. Once this is done, the ignition switch is turned off and the O2 sensors are allowed to cool down, which took about fifteen minutes.



11 Because the new Twin Tec O2 sensors have a larger diameter, 18mm, than the ones that came on our Wide Glide, we installed a shorty exhaust system off a 2007 Dyna Street Bob. Pre 2012 model year, Harleys had the 18mm O2 sensor bungs in them; otherwise we would have had to weld a set of the larger bungs into the stock Wide Glide pipes.



12 The last item to install was the USB interface module that connects between the ECM and the PC computer. This allows the PC to connect the downloaded programs into the Twin Tec TCFI ECM. Once all of this was completed, we uploaded the bike's VIN and mileage data into the Twin Tec ECM and the basic install was finished. There are full sets of edit tables, which allow the motor builder to tailor the EFI system to their motor's needs.



13 The Twin Tec software allows you to not only see what's going on in the ECM, you can also make adjustments to the system's operating parameters.



had always liked the ride home from Vegas, especially when he had a cashier's check in his wallet. The one he carried this trip was for a little over thirty-three thousand dollars. Three times a year he hopped aboard his shovel and made the trek from the East Coast to Vegas. It was a pilgrimage of sorts. A lot of folks said he couldn't make an honest living playing poker, and Chad proved them wrong again and again. He had learned to ignore critics from as far back as middle school when he was first diagnosed with dyslexia. Counselors, teachers, and so-called friends had all the usual comments to make about his limitations. Some of his peers had been merciless but Chad never let it get him down, and he had his dad to thank for that. His dad was also the reason for the 74-inch 1974 FXE he always straddled for his ride back and forth to Vegas.

A short while after his dad's death, Chad had wandered out to their barn and pulled the tarp from the old shovel. It was a deeply emotional experience for him. Chad watched his dad lose his battle with booze. He lost his license as well, and the old shovel that was his dad's daily transportation was pushed to the back of the barn to corrode. Chad was sixteen when he walked out to the barn to cover the bike with the canvas tarp, and, at nineteen, he uncovered the old beast. He had felt as if he was visiting with his father as he let the tarp drop to the floor and took in the forlorn scene.

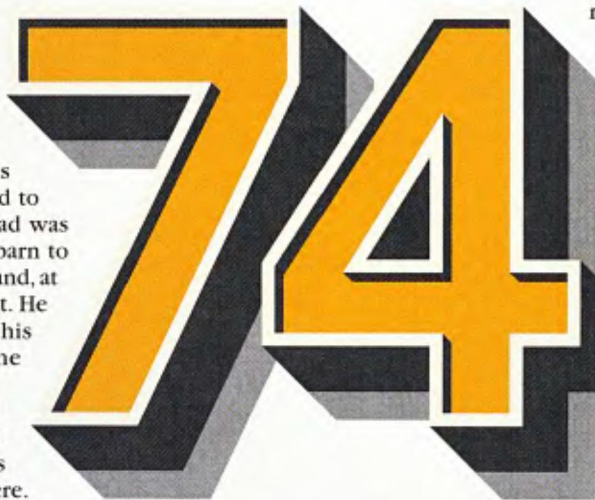
The bike had been a mess. Mice had made a nest between the rusty jugs of the motor, the seat was torn, the tires were rotted, and rust was everywhere. Chad had decided then and there to restore the bike to its original glory. He would honor his dad's memory by getting her up and running. He had learned much from his father. From the time he was ten years old, he was out in the barn every evening alongside his dad, working on bikes, farm equipment, and anything else with a motor. If it ran on fossil fuel, he could fix it. His dad taught him to weld, throw down paint, and even how to upholster. After working into the wee hours with his pop, Chad would be up the next morning for the ordeal of school.

Chad had hated school, with its rigid rules, and the constant put downs from his classmates. He learned the basics of reading, writing, and arithmetic, but the rest just bored him. He made it through each day by looking forward to his evening wrench sessions.

Back when he was 19, standing under the light of a few, bare, light bulbs, in the barn, he had breathed the dust kicked up by the tarp. He had let his eyes roam over the shovel as he did some quick calculations as to what it would cost him to rebuild her. He would do it right, down to the last detail. He had began clearing a space in front of her so he could push her into the center of the barn, which

wasn't easy considering her flat tires. He had let her lean on her side stand and stepped back once again to take her in. He had removed the old army duffle that was strapped to her tall sissybar. As he did, he had heard a few bottles clanking in the bag—and something else. He had unzipped the duffle to find a couple of pint bottles of Beam, mostly empty, and of all things, a video tape. The tape was crudely labeled in silver paint. It said "Chad."

After an hour of searching around the house for his old VCR, Chad had it hooked to the TV and sat on the edge of the couch listening to his dad. "I'm sorry I always called you 'Boy' instead of 'Son.' Just a habit I learned from my own dad," said his Pop. "I am proud to call you my son. Always have been. If you're watching this, then I must be gone and you must have worked up the nerve to pull the tarp from that old '74. She's all yours son. Do with her what you will. Use your



God-given talents to restore her. You'll learn more about life by restorin' that old girl than you'd ever learn from school. There are some stock certificates and a stack of bonds in the bottom of my roll away. That's for you to start a family with someday. There are also a few decks of cards for you in there. When you use them, think of me. I Love you. Good luck son. You'll do fine."

Chad had watched the TV screen turn to snow. He walked over and clicked it off while the wheels in his head spun furiously. He would create a proper workspace in the barn to do a complete restoration of the '74. His dad had named her Bess and that's what Chad would always call her.

He had checked the bottom of the roll-away and just as his dad had said, there were a stack of bonds and stock certificates stuffed into a cigar box alongside some sealed playing cards. On a whim, Chad picked up a deck, broke the seal, and began to shuffle the cards. Tears had fallen from his eyes and he had quickly wiped them away as memories of Friday night poker games flooded his thoughts.

Every Friday, from the time Chad was a

small boy, his dad and his dad's riding brothers would set up the poker table in the middle of the small barn, right where Bess now stood. They would let Chad sit in while they smoked cigars, drank beer, and taught him to play poker. They were always patient with him, and, as he grew older, Chad realized that they were going out of their way to help him with his Dyslexia by teaching him poker. Some would say they were bad examples for him but quite the opposite was true. Chad gained confidence, social skills, and an extensive knowledge of Harley-Davidsons, women, and of life in general. He missed those Friday nights.

It had taken Chad an entire year of hard work and more than a few savings bonds to fully restore the old shovelhead. He had called up some of his dad's old riding brothers for help and pointers here and there as he brought the Seventy Four, Seventy Four back to her original glory. Well, almost original, save for the tall sissybar, 42-inch drags, rear double whitewall tire, and one small paint error that Chad decided to leave in. He thought it made just the right appropriate statement.

After a few years of riding around town and winning a few trophies with the bike, Chad had decided to expand his horizons to ride the bike greater distances. He immediately became addicted to the interstate and the sound of the shovel growling along at eighty out there in the desert. On every ride he felt a kinship with his pop and everyone else with the balls it takes to ride a loud Harley for days on end across America. He realized that the trek to Vegas three times a year had become just an excuse to ride those long, straight, smooth highways. He watched the huge orange ball of the sun melt into the horizon on his way out and that same old sun light the morning sky with a brilliant red and purple glow on his way back east. Of course the big fat checks he rode home with each time were just fine, too.

Chad saw the glow of an Arizona truck stop's sign up ahead. He leaned the shovel on over for the exit ramp and was soon pumping high test into Bess. An old trucker wandered over to compliment Chad on the bike and they talked bikes and trucks for a bit.

"Can I ask ya just one thing, son?" The trucker grumbled.

"Sure thing," Chad said, realizing that the trucker reminded him a bit of his dad.

"Why the MAF on the tank, instead of the usual AMF?"

Chad just chuckled and said, "I have my reasons."

The trucker saw the far away look in Chad's eyes when he spoke and said, "I bet you do, son. I bet you do." Then he turned and walked back to his rig.

Chad swung a leg over the shovel and patted the letters MAF that were painted on the side of the gas tank. Dyslexia could be a real bitch.

—Z. Jaki

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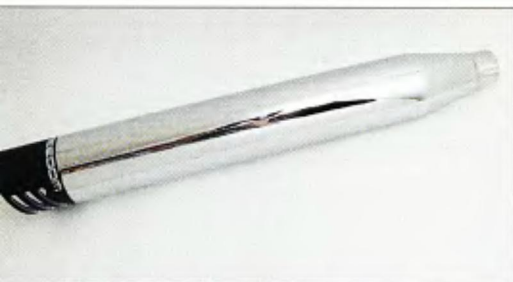
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1 Freedom's Racing Slip-Ons added a lot of style to our Slim. The chrome and black finish complemented the bike's overall styling and the sound was great.



2 Each muffler was flawlessly finished.



4 We installed the bike's original muffer clamps on the new Freedom mufflers.



3 Our starting point was a 2013 Softail Slim. Removing the factory mufflers required some serious pulling.



5 The Freedom mufflers bolted right up to the bike's factory mounting bracket. We also re-used the original muffer mounting bolts.

GREAT SOUND WITH STYLE

Freedom Performance's Racing Slip-Ons

Mufflers come in many types: loud, quiet, short, long, thin, or fat. At this year's V-Twin Expo, Freedom Performance was displaying its 3 1/4-inch Racing Slip-On Mufflers in which the company has blended a 3 1/4-inch diameter chrome body with black billet end caps. We made a note of their styling and upon returning to the office, hit the Freedom Performance website where we found fitments are available for most late-model Harley-Davidson motorcycles.

Looks aren't everything, so to get the full story, we ordered a set of chrome & black Racing Slip-Ons (P/N HD00314) for our 2013 Softail Slim. Installing the mufflers was a cinch because Freedom has developed nine separate mufflers sets, and that's just for Softails. The mufflers re-use the factory clamps and bolt up to the bike's existing mounting bracket. Even with taking breaks to admire the bike's new looks, the job took us less than an hour.

After the mufflers were on the bike, we discovered their second feature: a deep rich exhaust note. They weren't screechy loud, but really husky sounding. At a \$390, their style and sound are a bargain.

—Bugle

Freedom Performance
310-324-0415
www.freedomperform.com



6 The mufflers' black finished end caps are machined from billet aluminum. The side scallops and FREEDOM script add a distinctive look.

Photos: Bugle

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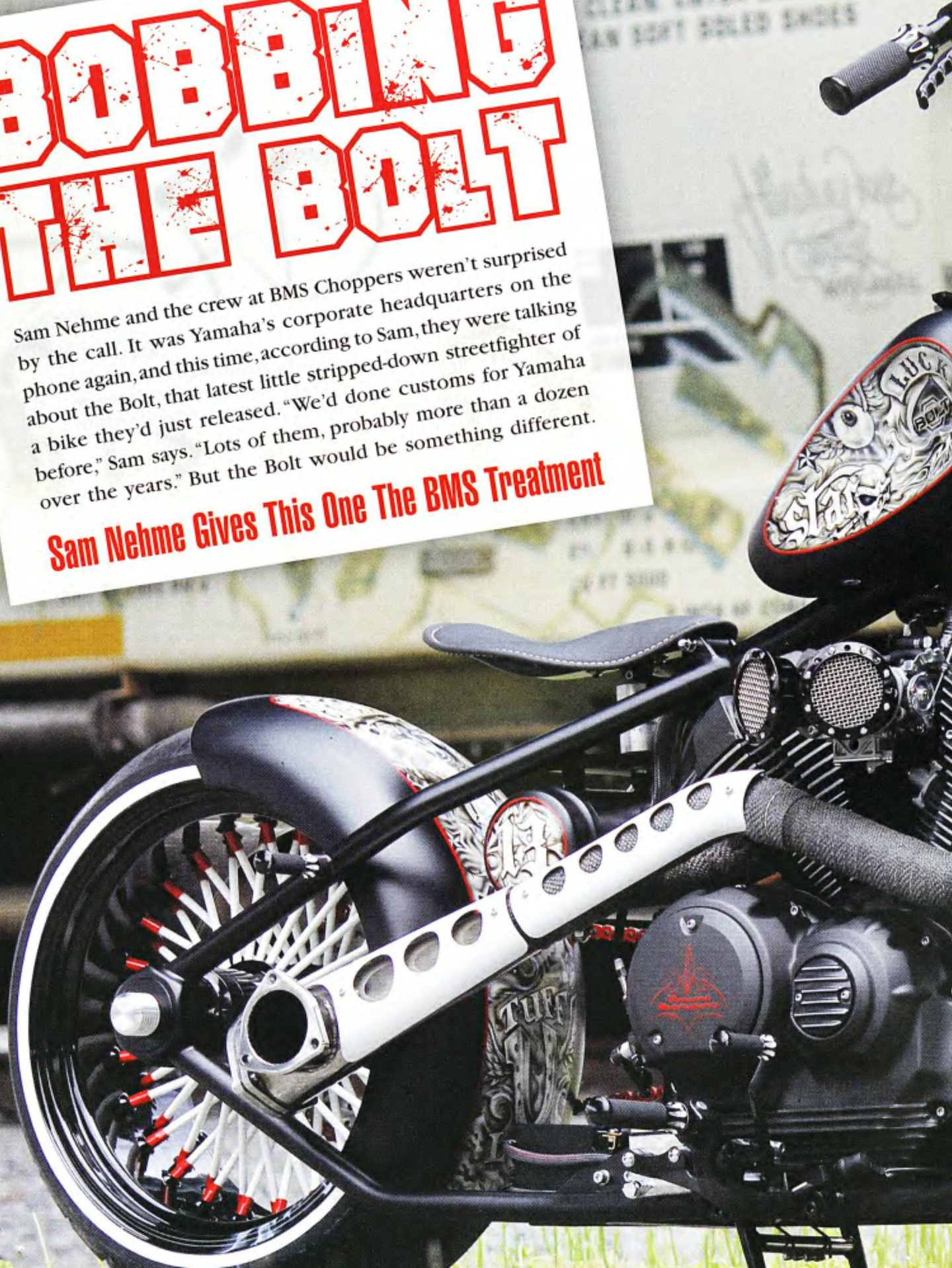
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BOBBING THE BOLT

Sam Nehme and the crew at BMS Choppers weren't surprised by the call. It was Yamaha's corporate headquarters on the phone again, and this time, according to Sam, they were talking about the Bolt, that latest little stripped-down streetfighter of a bike they'd just released. "We'd done customs for Yamaha before," Sam says. "Lots of them, probably more than a dozen over the years." But the Bolt would be something different.

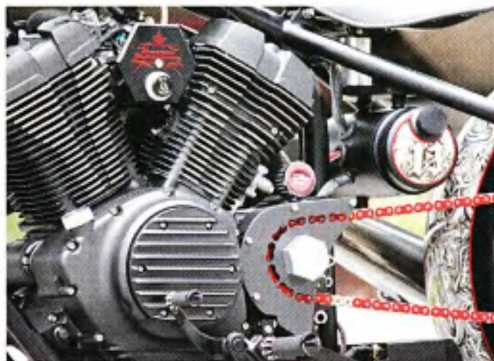
Sam Nehme Gives This One The BMS Treatment



The frame here, believe it or not,
is original Yamaha Bolt. Or at least most of it is.



Yamaha set no limits,
wanting a custom Bolt
and got one.



Yamaha set no limits. This was a no-holds-barred order, anything was possible and everything was allowed. "Their idea," Sam says, "was to show riders, and I guess potential customers, that you could get just about as crazy as you wanted to with the new Bolt, putting together a cool ride without spending crazy money. Since bobbers are pretty popular now, that's the direction we took." Sam found that the Bolt was a perfect platform to work with. "It's got power, brakes, handling and good, basic looks," he says. "And it's priced right."

The BMS team jumped right in and, start to finish, the full makeover took about three months. The frame here,

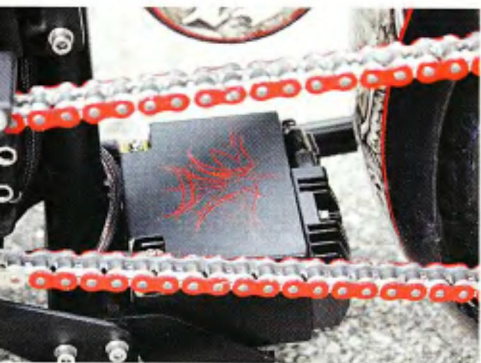
believe it or not, is still the original Yamaha Bolt. "We cut off the tail from the seat post back and made the bike a rigid," Sam explains. In the process they also gave the neck area a minor gooseneck treatment to properly fit in the new 23-inch front wheel.

The springer front end came from DNA, converted to work on the Yamaha frame, and the replacement wheels are also DNA. "We ordered them up disassembled so the rims, spokes, and nipples could all be powdercoated separately," Sam says. And that neat-looking little gas tank with its concave sides now houses, along with the fuel of course, all of the fuel-injection components from the stock Ya-

maha tank. Modifications include the custom gas cap and tube-style sight gauge for the fuel level. Since the Bolt's 950cc Yamaha twin carries its own oil, eliminating the need for an external oil tank, a dummy oil tank was made up that now houses most of the bike's electrics. The engine was left completely stock, just set up with a new BMS air intake, a BMS exhaust and tuned with a Power Commander.

Yamaha asked for something wild and got it. The BMS Bolt was an immediate hit on the promotional circuit. "I think this bike is going to be pretty popular," Sam says. "We're proud that we got first shot at it."

—Joe Kress



Owner: Sam Nehme
City: Hollywood, Florida

GENERAL

Designer: Sam Nehme
Fabrication: BMS Choppers
Year/make: 2014 Yamaha
Model: Bolt

Assembly: BMS Choppers
Time: 3 months

ENGINE

Year: 2014 Yamaha
Displacement: 950cc
Ignition: Yamaha
Cam: Yamaha
Carb: Yamaha EFI
Air cleaner: BMS Choppers

Pipes: BMS Choppers

TRANSMISSION

Year/make: 2014 Yamaha
Shifting: 6-speed

PAINT

Painter: Bones
Type/color: House of Kolor/Satin Black

FRAME

Year/make: 2014 Yamaha, BMS Choppers

Type: Bolt, modified

Rake: 37 degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: RSD

Handlebar controls: Joker Machine

Fenders: BMS Choppers

Headlight: Performance Machine

Taillight: Yamaha Bolt

Pegs: Arlen Ness

Foot controls: Arlen Ness

Gas tank: BMS Choppers

Oil tank: Mooneyes

Seat: F8 Customs

Grips: Arlen Ness

FRONT END

Type: springer, 2 inches over

Builder: DNA, BMS Choppers

WHEELS

Make: DNA

Size: 23-inch front, 18-inch rear

Tires: Avon

Brakes: Exile sproter

Photos: Ashley Nehme

Contact: BMS Choppers

800-940-3000

www.bmschoppers.com



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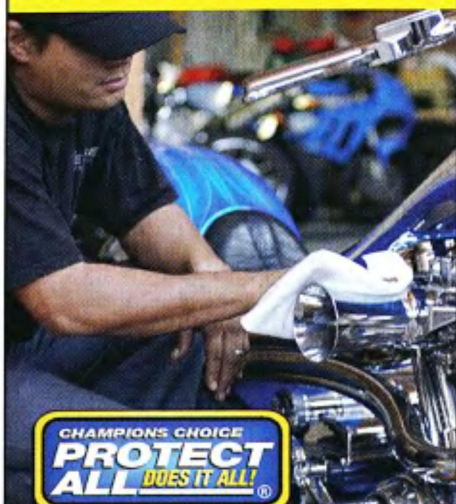
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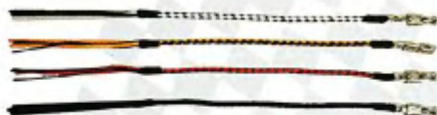
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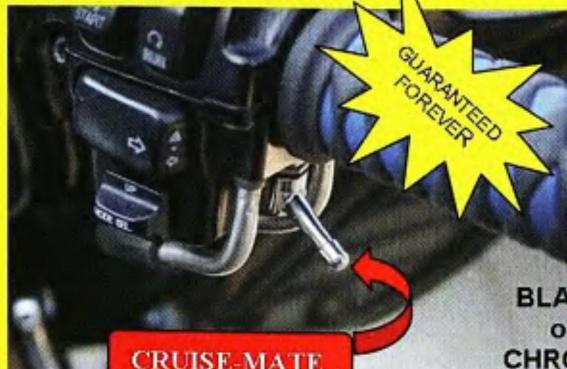
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I want to thank each and every board member, volunteer, sponsor and rider for helping us achieve these awesome acts on behalf of such a deserving people.

We still have some of the official memorabilia that we will make available on the TOT website until sold through.

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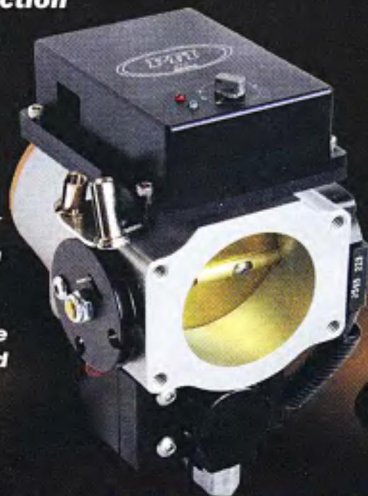
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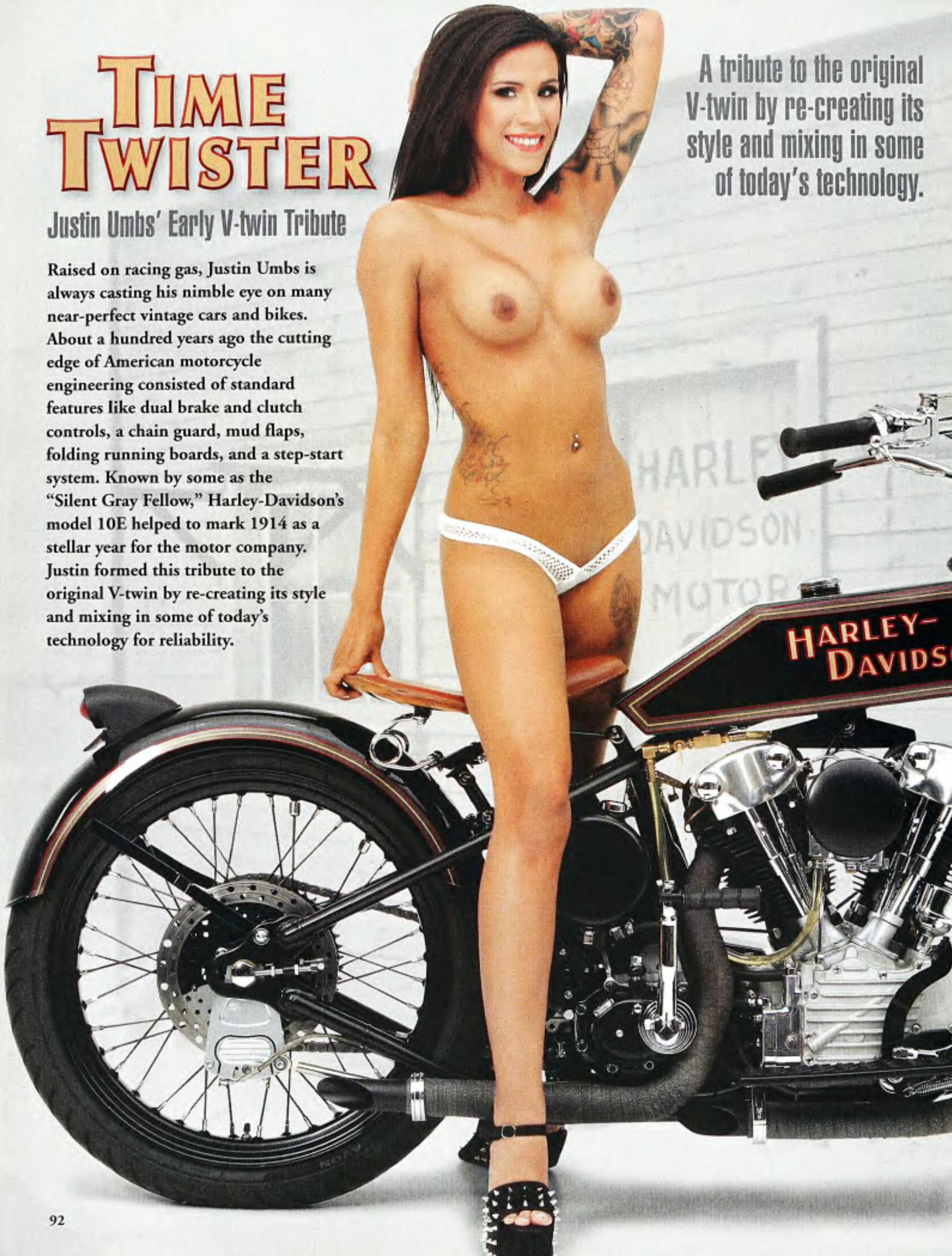
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TIME TWISTER

Justin Umbs' Early V-twin Tribute

Raised on racing gas, Justin Umbs is always casting his nimble eye on many near-perfect vintage cars and bikes. About a hundred years ago the cutting edge of American motorcycle engineering consisted of standard features like dual brake and clutch controls, a chain guard, mud flaps, folding running boards, and a step-start system. Known by some as the "Silent Gray Fellow," Harley-Davidson's model 10E helped to mark 1914 as a stellar year for the motor company. Justin formed this tribute to the original V-twin by re-creating its style and mixing in some of today's technology for reliability.

A tribute to the original V-twin by re-creating its style and mixing in some of today's technology.





The only feeling in the
world like riding
a motorcycle is riding
a motorcycle.

Using a custom K model replica engine upped the displacement from the 61 cubic inches found in the antique to a respectable 87 inches. Justin also doubled the complement of gears by increasing the available 2-speed rear unit in 1914 to a way cool 4-speed ratchet-top jockey shift replica gearbox. It is not period correct, but 100 years of better built bikes and better built roads has taught us all that a bike doesn't have to ride like a wheelbarrow.

Justin's favorite part of this build is the fuel tank, which exudes a timeless H-D vibe and really defines his design. He met his biggest challenge in keeping the project as minimalist as possible by using only the right parts and not adding extraneous glitz. The front end is stretched 4 inches longer than stock, and the Avon Venom radials soak up

Owner: Justin Umbs (*right*)
City: Chandler, Arizona
Fabrication: Justin Umbs
Model: 2010/1914 re-creation
Assembly: Justin Umbs
Time: 16 months
Chroming: Metro Plating
ENGINE

Year/make: 2010 replica knucklehead
Rebuilder: Skip Taylor
Displacement: 87 cubic inches
Lower end: S&S 4 5/8-inch flywheel
Ignition: S&S
Pistons: S&S 8.25:1
Heads: S&S
Cam: Lightning Cam
Lifters: S&S

Carburetor: S&S Super "E"
Air Cleaner: custom 5 1/2-inch round
Pipes: Justin Umbs
TRANSMISSION

Year/make: 2010 Replica 4-speed
Paint: JC at Rolling Art
Type/color: PPG base coat,
clear coat/black

FRAME

Year/make: 2010 replica
Type: hardtail
Rake: stock
Stretch: stock
Modifications: Justin Umbs
ACCESSORIES

Bars: 36-inch Paughco
Handlebar controls: Justin Umbs
Fender: Justin Umbs 5 1/2-inch
English style
Headlight: vintage Unity S6 spotlight
Taillight: replica Sparto
Pegs: replica 1914 floorboards
Electrics: young cloth wiring by
Justin Umbs

Gas tank: replica 1914 steel tank
Oil tank: hardtail
Oil System: Sifton oil pump
Primary: vintage tin replica
Seat: vintage replica spring seat
Grips: vintage replica

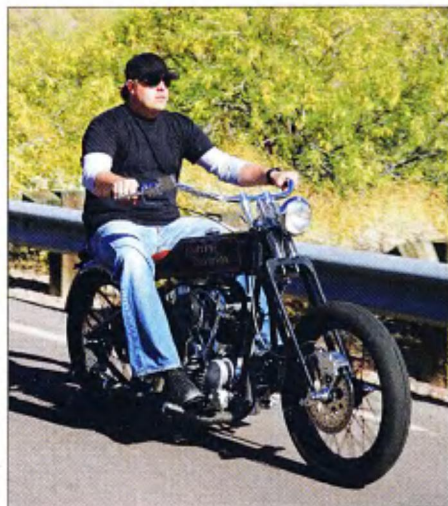
FRONT END

Type: spring tension
Extension: 4 inches

Builder: DNA

WHEELS

Hub: assembled by Wheel Shop
Size: 21-inch front and rear
Tires: Avon
Brakes: Aluminum
Photos: John Covington



way more bumps than those old white rubber-nubbin treads.

Justin says, "The only feeling in the world like riding a motorcycle is riding a motorcycle, and this one was built to be ridden!" Running hand-laced 21-inch rims front and rear creates a ride that handles deftly with nary a flop up front.

Speaking of up front flop control, this month you selected the astounding Angelique as your Fox Hunt winner. Much like Justin's bike, she combines classic looks with a lot of fun flexibility. —Cheese



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ReadersRides

Chris Gibbany
Harrison, Arizona
1981 Sportster

This nasty little Sportster with its 1200 Ironhead motor, Axtell big bore cylinders, and H-D performance cam, its beefy 1998 Fat Boy wheels, drag pipes and silver-and-black flames looks tough enough for any man to handle. Helping to enhance that bold look is the bike's 4-inch stretch in the rigid frame's backbone, the additional 5-degree rake in the trees, the broomstick handlebars, the fenderless front end, and the Baas sprung solo seat. This is the kind of bike any hardass biker would respect. Strong enough for a man, you might say, yet made for—and ridden by—a woman.

That's right, Chris is of the female persuasion, and she and her loving hubby, Gabe, built this bike because, well, because they could. And because



Photos: Owner

they wanted to. After having been told for many years that she couldn't ride a motorcycle, Chris says she finally got

fed up and decided to prove all those nay-sayers wrong. Talk about in your face. You go, girl!
—Tripper



Comin' At Ya



William Stevens Savannah, Georgia 1990 Fat Boy

Who among us doesn't like large, undulating breasts and scantily clad women seemingly writhing in sensual ecstasy? Don't answer that, it's a rhetorical question. But while some of us spend and keep spending hard-earned cash on some real ones, guys like William have found a way to keep the expenses at a minimum and the women with him at all times. Seems like a win-win situation.

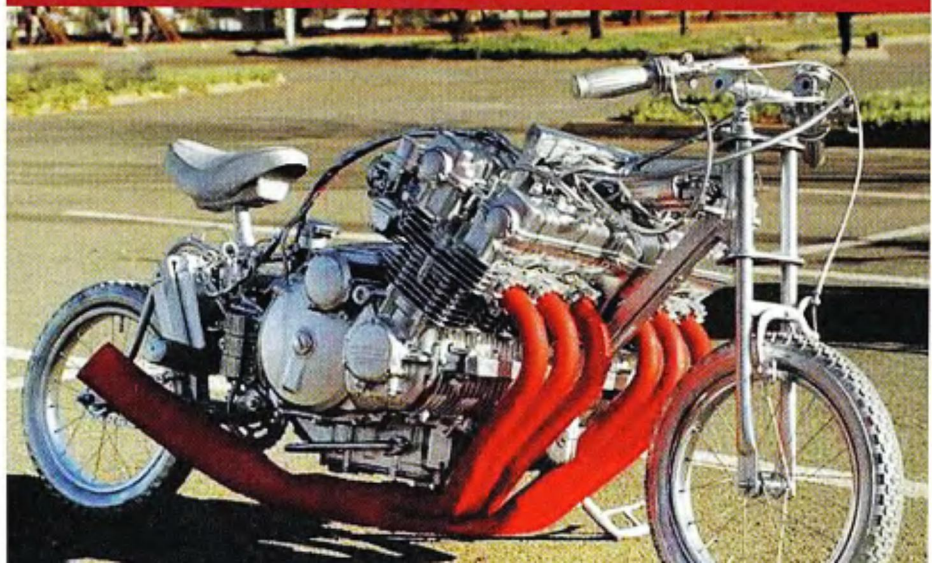
His Fat Boy, which William calls "Demons Behind Me," was inspired by the history of this Harley model. "The Fat Boy came into being in 1990, and the name was inspired by the two atomic bombs named Fat Man and Little Boy that were dropped on Nagasaki and Hiroshima," he says. "The bike is a tribute

to the U.S. Air Force's B29 bomber."

Of course, the atomic bomb story is only a rumor, one that Vaughn Beals, Harley-Davidson's CEO from 1981 to 1989, has denied repeatedly. But that doesn't—and shouldn't—take away from the awesome paint job and the airbrushed pinup models on the gas tanks and fenders of William's bike. And on the rear fender you can find William's favorite phrase, "Demons Behind Me," which also happens to be the name of an apparel company in Florida.

Now this all may seem very confusing, but as long as it makes sense to William, that's all that matters. "With 1340cc's, it will haul ass, and it's got solid riveted disc wheels, yellow ring accents, and, as you can see, lots of extras." But the great thing about the bike is that, as William puts it, "I can still work on it without having to have a computer. —Tripper

Bizzare Bike of the Month



The July issue of *Easyriders* (No. 493) brings you the world's coolest custom bikes from our Columbus Bikes Show and also from the Brooklyn Invitational. Check out the moto art of Robbie Freeman, get another great David Mann Classic center-spread, as well

as tech tips to save the day!

Custom bike features include Frank Pedersen's Donnie Smith Digger, Bobby Seger's Indian Larry White Devil, Chris Garrison's W.T. Sporty, Brent Mayfield's Bumblebee Bobber, Tracey Field's awesome Anal Bagger, and Scott Foxx's Capone's ground-pounder.

All this plus gorgeous naked ladies, twisted humor, biker fiction and more is tearin' up the asphalt in the red, white, and blue July issue of *Easyriders*!

On sale June 3



The sensational July issue of *V-Twin* (No. 159) 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 June 3



This gut-grabbin' issue of *In The Wind* (No. 157) is roaring in with full-tilt coverage of last year's rockin' *Easyriders* Rodeo Tour. Journey down to Florida's Biktoberfest, Take a patriotic Ride to the Flags and and of course all the wild pics of party-in' brothers and sisters out the in the wind!

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