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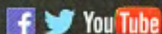
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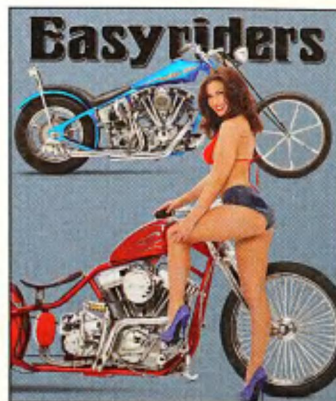
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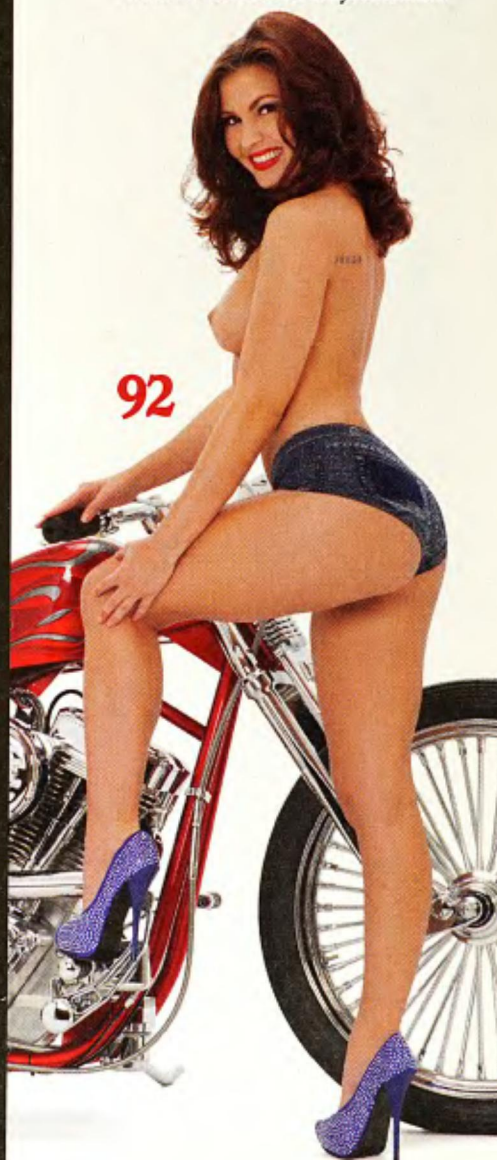


Frank Pedersen's 1972 Donnie Smith digger shot by Michael Lichter.
Fox Hunt winner Stephy C. on Scott Foxx's Capone's bobber shot by Michael Farabaugh.
Cover imaging by Jeff Biggs.

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We love hearing from you! Please send
your questions or comments to the
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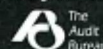


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Taking It Easy

Vending Machines For Addicts

A drug users resource center in Canada installed a vending machine dispensing 25-cent crack-cocaine pipes to discourage addicts from committing crimes to fund their habit. Now they've launched a program to supply alcoholics with beer-brewing and wine-making ingredients to discourage people from drinking rubbing alcohol, hand sanitizer, and mouthwash. The "co-op" sells a brewing mix in a pre-hopped beer kit, but an official said that eventually co-op members will brew from scratch, including boiling, mashing, and milling. A civic leader said that the program has already begun to reduce crime in areas frequented by alcoholics.

No Public Dicks

Some visitors to a sculpture park in New York complained about the bear statue known as "Bear Eats Man" in which a bear is seen clutching a man and about to have him for dinner. The man in the sculpture has an erection that art aficionados have justified as possibly representing an involuntary shock reflex. Some spectators were alarmed in that their children may ask their parents some awkward questions, so the parts department built a wooden fence to shield the sculpture in order that parents might examine it before their children have a look.

Keep The Government Busy

A brand-new, exhaustively itemized medical coding system will debut in October. Doctors will find, for example, dozens of separate numbers to describe dealings with a patient's big toe (left, right, with or without nail damage, blisters, abrasions, critter bites, fractures, dislocations, sprains, amputation, etc.). Among the odder listed "origins of injury" are codes for "burning water skis" and injuries that occurred in opera houses, or while knitting, or as a manifestation of sibling rivalry. The current system has about 17,000 codes, but the new one has 8,000 for diagnoses and 87,000 for procedures.

Pampered Inmates

Norway's prison system is considered as being among the most inmate-friendly in the world, but a convicted mass murderer (serving 21 years for a 2011 bomb and gun attack that killed 77 people) is not happy with his lot. He made 12 demands in November, including an upgrade of his manual typewriter and his PlayStation 2 (to a PS3, with better access to game selection). He also demanded that his weekly government "allowance" (equivalent of \$49) be doubled and said if the "torture" of his living conditions is not relieved, he would be forced into a hunger strike. (He threatened a similar strike in 2012, citing inhumane conditions such as cold coffee, lack of skin moisturizer, and insufficient butter for his bread.) It is not known whether his demands will be met.

Horse Lover

This weirdo who had been waiting to hear from his girlfriend, noted that, "I told myself that if she didn't call me, I was going to go next door and mess with the neighbor's horse." Which is exactly what he did. "I was trying to make the horse have a baby," he explained. "I was thinking it would have a horseman baby. I ain't going to lie, I blew a nut in the horse. I then got off the bucket and put my clothes back on and left. I promise that I have not been back over to the horse since that time."



Just Marry The Guy

A guy was charged with domestic abuse, but said it was hardly his fault. His ex-girlfriend accused him (after she broke up with him) of swiping her cat and then roughing it up, punching her, elbowing her and sexually assaulting her. He later told police that she and he were supposed to get married, but for some reason she changed her mind. "If she would just marry me, that would solve everything," but, according to the police report, he would settle for her being his girlfriend again—or a one-night stand.

Death By Shopping

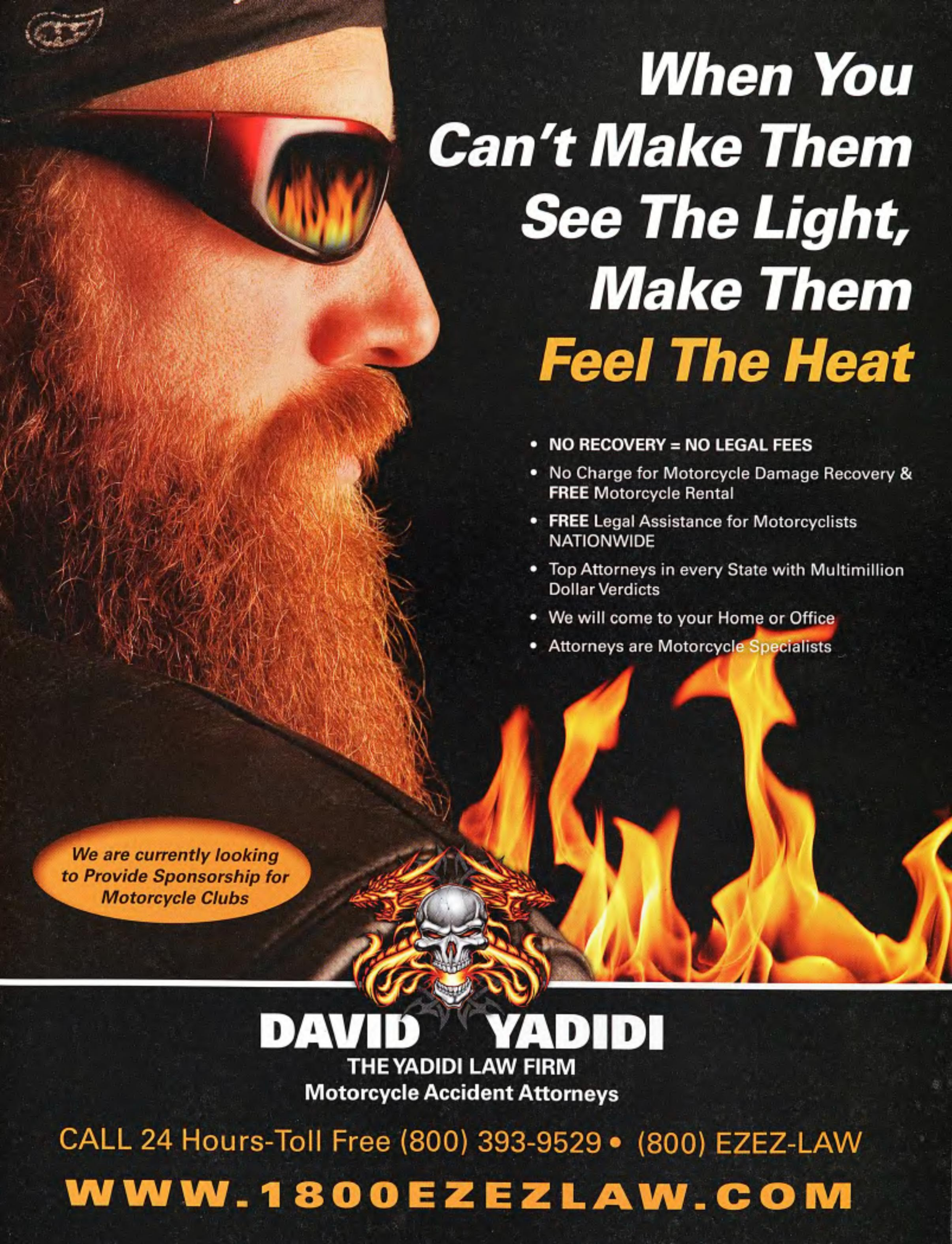
A man who was fed up with his girlfriend's demands that he continue accompanying her to a shopping mall in China threw himself off a seventh-floor balcony, to his death. A witness reported the man yelling that the girlfriend already had "more shoes than she could wear in a lifetime, and it was pointless buying any more."

Self-Flushing

A district attorney said he was seeking volunteers for a forensic test to help his case against a man who was scheduled to stand trial for the second time in the death of his wife. The volunteers must be female, about 5-foot-8 and 140 pounds and will have to stick their heads into a toilet bowl and flush. The man was charged with drowning his wife in a commode, but his version (which the prosecutor will try to show is improbable) is that his wife committed suicide by flushing herself.

A Stretch Maybe?

In Great Britain a man got a three-year prison sentence following his guilty plea on drug charges. He had insisted that police had planted the drugs they found in his house and car, and even that a stranger (maybe "some filthy woman," he said) must be the owner of that cocaine and heroin that police found taped to his testicles.



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Diggin' It





The Ed Shindler/Donnie Smith/ Frank Pedersen Time Machine

Speaking from his shop in Blaine, Minnesota, master builder Donnie Smith thinks back on the digger seen on these pages, "I've built that crazy bike three times. I can almost build it in the dark now. It's as pure 1970s as you can get."

There's a reason three names are attached to this bike, one you could say was 30 years in the remaking. The three reincarnations of this classic digger all started when iron worker Ed Shindler wrecked a new 1978 Super Glide, then pulled out the motor and bought a C&G frame, a Smith Brothers & Fetrow girder front end, a Santee prism tank, then put it all together.

It's as pure 1970s as you can get.



In its first incarnation, this bike was painted bright orange. By the mid-'80s Ed had painted the bike Oriental Blue as it appears now, but then while on a trailer it kissed a tree and bent the frame. A call went to Donnie Smith who at that time lived about two miles from Ed and who had ridden with him back in the '70s.

"I got the bike back to my house," Donnie remembers. "Fortunately the

girder wasn't bent, but I had to take the bike all apart and build it all over again, repainting the same Oriental Blue and the same gold leaf graphics. Then five or six years ago, Ed tore it all apart and repainted it, so I put it all back together again. And now recently it's been "restored" yet again. So after Ed first built it, I've rebuilt that bike three times. The only thing that has changed all these years was adding S&S rocker boxes."



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Owner: Frank Pedersen (*below*)

City: Mound City, Kansas

GENERAL

Designer: Ed Schindler

Year/make: 1978 Harley-Davidson

Model: digger custom

Assembly: Donnie Smith Customs Cycles

Time: 30 plus years

Chroming: Deters

ENGINE

Year/make: 1978 Harley-Davidson

Rebuilder: Donnie Smith CC, Don Tima

Displacement: 84 cu.in.

Cam: bigger

Ignition: Crane

Pistons: S&S

Heads: Eagle Engineering

Lifters: Harley-Davidson

Carb(s): SU

Air cleaner: SU

Pipes: Cycle Shack

TRANSMISSION

Year/make: 1978 Harley-Davidson

Modifications: chrome

Shifting: foot

PAINT

Painter: Paintworks

Type/color: House of Kolor/Oriental Blue

Special paint: gold leaf graphics

FRAME

Year/make: 1978 C&G

Rake: 36 degrees

Stretch: 3 inches

Shocks: hardtail

ACCESSORIES

Bars: Drag Specialties

Handlebar controls: Harley-Davidson

Fender: Drag Specialties

Headlight: Drag Specialties

Taillight: Drag Specialties

Electrics: Donnie Smith Custom Cycles

Gas tank: Santee

Oil tank: Drag Specialties

Oil system: Harley-Davidson

Seat: Keith Nybo

Pegs: Sundance

Mirrors: Harley-Davidson

Grips: Harley-Davidson

FORKS

Type: girder

Extension: 6 inches over

Builder: Smith Bros. & Fetrow

WHEELS

Size: 21-inch front, 16-inch rear

Wheels: Invader

Tires: Avon

Brakes: GMA rear

Photos: Michael Lichter



**This bike was
30 years in the
remaking.**



Fast forward to late 2013 and the bike was at Donnie's shop when Frank Pedersen, the owner of Frankenstein Trikes, happened to stop by. When Frank saw the blue digger, it was basically love at first sight. "For one thing it was an authentic Donnie Smith bike that he built back in the day with all original '70s parts, plus it was in beautiful condition," Franks says. "Donnie's

bikes were not as outrageous as others back then and much more rideable. I like extreme bikes, but they have to be functional. So I knew I wanted it for the museum I was putting together with a friend, something we're calling Carpenter's Motorcycle Exhibit."

After 34 years Ed wasn't too anxious to see the digger go, but Donnie reminded him it was a hardtail and pointed out the poor condition of his back, so a deal was struck. Of course Frank has been riding the digger and tells us, "It's got that typical small tube frame feeling. It's a flexi-flyer but runs real well with that 84-inch motor."

Now the classic Ed Shindler/Donnie Smith digger has taken its place of honor in Frank's 6,000 sq. ft. museum in Pleasanton, Kansas.

—Paul Garson

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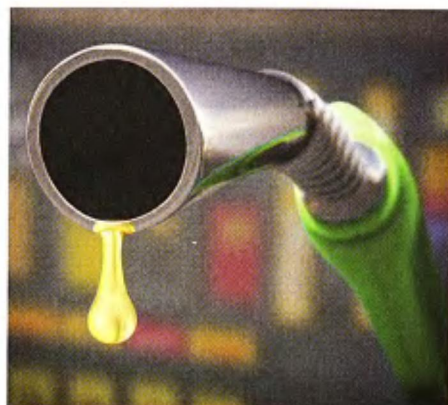
MISSOURI: NEXT FREE STATE?

The Missouri House has voted to change the state's helmet mandate to 21 and older. HB 1655, sponsored by Rep. Eric Burlison passed the House 93-56 April 24. The bill now goes to the Senate. Since the legislature adjourns on May 16, its fate will be decided before you read this. The bill also specifies that any person who pays an annual \$25 emblem-use contribution to the Breast Cancer Foundation of the Ozarks may receive special license plates. The co-sponsors are: Fitzwater, Fraker, Marshall, Swearingen, Lynch, Moon, Fitzpatrick, Wilson, Johnson, Brattin, Anderson, Kelley, Rowden, Funderburk, Wieland, Jones, Hicks, Cornejo, and Koenig. Source: www.moga.mo.gov

ETHANOL KILLS MOTORCYCLES

For years the American Motorcyclist Association (AMA) and the Motorcycle Riders Foundation (MRF) have been sounding the alarm about the deleterious effects of E15 ethanol fuel blends on motorcycles and older automobiles. A new report by the Environmental Protection Agency (EPA) has given credence to those concerns, specifically mentioning the ways that E15 affects vehicles.

The study finds that ethanol leans out the fuel mixture by increasing the proportion of oxygen to hydrocarbons, leading to higher exhaust temperatures,



causing catalyst failure, and ethanol also leads to component failure due to materials incompatibility, with seals and gaskets being eroded by chemical action.

Both the AMA and the MRF have been trying to block the sale of E15 until further study, and back HR 875, (Sensenbrenner) which would commission the study.

The Federal Trade Commission (FTC) has proposed a new rule regarding the labeling of ethanol blended fuels in order to "help fuel purchasers identify the correct fuel for their vehicles." However, the new rule would actually exempt E15 from the labeling requirements. Source: *American Motorcyclist Association*

QUOTE OF THE MONTH

*"By what right
do men
exercise power over
each other?"*

—AUBERON HERBERT

LOUISIANA SCREWED AGAIN

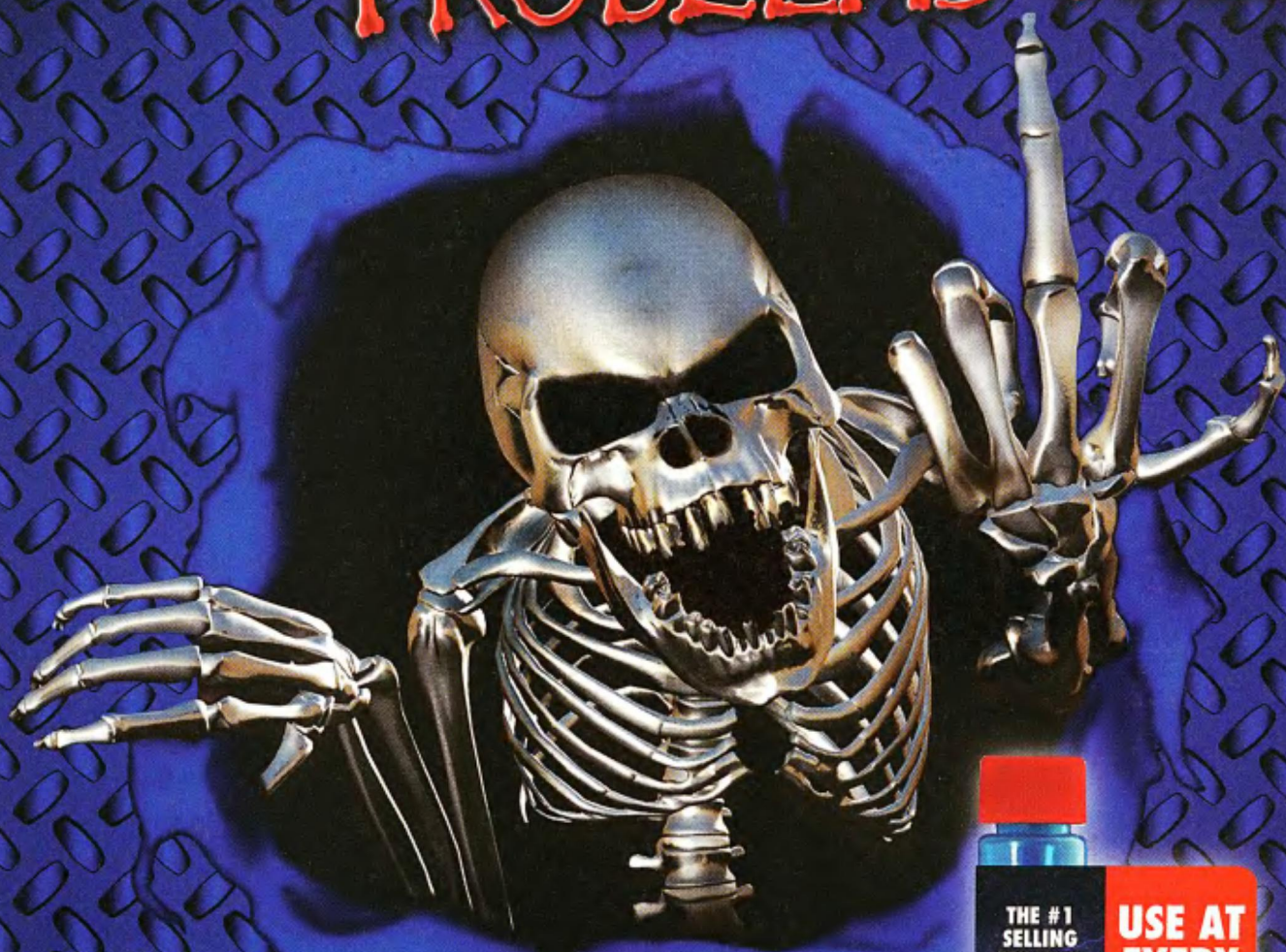
The Louisiana Senate Transportation Committee has dashed the hopes of Pelican State bikers by killing a bill that would have let some riders ride free. Even with an age 21-and-older designation, safety training and additional liability insurance, some state senators think that freedom is not something that their subjects can be trusted with. The bill, by Mike Walsworth, was killed by a 3-2 vote before the full body could even discuss the idea.

Louisiana first repealed its helmet law in 1999 at the behest of their motorcycling Governor, Mike Foster. Five years later, in 2004, Governor Kathleen Blanco signed HB 109, stripping bikers of their freedom. Current Governor Bobby Jindal has indicated that he would sign a bill freeing riders again, but the legislature has stymied any attempt to do so repeatedly.

Voting against the bill in the Transportation Committee: Sens. Sherri Smith Buffington, R-Keithville; Troy Brown, D-Napoleonville; and Ben Neviers, D-Bogalusa. Voting for the bill: Chairman Robert Adley, R-Benton; and Sen. Gary Smith, D-Norco. Source: AP



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GLOBAL MANDATORY HELMET LAWS

The UN General Assembly recently passed a non-binding resolution entitled Improving Global Road Safety. Among the recommendations that this tome delivers is a call "to encourage Member States to enact comprehensive legislation on key risk factors for road traffic injuries including the non-use of helmets."

Annoyingly, Samantha Powers, the U.S. Ambassador to the United Nations, not only voted for the measure, she also gave a speech to show the current administration's full support of the bill.

It is important to note that these non-binding resolutions have no force of law, they are simply the ditherings of the world government ninny; however, it proves that motorcyclists are in the crosshairs of the nanny state. *Source: Motorcycle Riders Foundation*

SEATTLE SHERIFF Pimps Out Wife

A 19-year veteran of the Seattle Sheriff's department and SWAT team member, while in the middle of a divorce and custody battle with his estranged wife, entered into evidence at the proceedings that his wife is a prostitute, and that he knew this because he helped her enterprise by using county computers to provide background checks on her clients. He is now under investigation himself, both by his department, and the FBI. Two other cops are now also in hot water for notifying the first officer that he was being investigated.

Source: Seattle Times

FLASHING RULED FREE SPEECH

In Oregon, a driver noticed a cop behind him and flashed his lights to alert an oncoming UPS driver as a warning. The police officer behind the motorist then pulled him over, and ticketed the motorist for "improper use of headlights."

The driver felt his rights were being violated, and took the citation to court. The Jackson County Justice Court judge agreed with the motorist, finding that flashing of headlights as a warning amounts to free speech, which is protected by the Oregon Constitution.

His ruling was that while the law governing proper use of high beams was valid, it was unconstitutionally misapplied in this case. "The citation was clearly given to punish the Defendant for that expression," the judge wrote. "The government certainly can and should enforce the traffic laws for the safety of all drivers on the road. However, the government cannot enforce the traffic laws, or any other laws, to punish drivers for their expressive conduct."

Source: AP

In a related story, New Jersey Assemblyman Ronald Dancer, is championing A2922, which would clarify for Garden State motorists that it is "permissible for the operator of a motor vehicle to flash his or her headlights in the direction of oncoming traffic to warn the operator of another motor vehicle of a traffic accident, a road hazard, or the presence of law enforcement officers enforcing the speed limit." A 1999 New Jersey Appellate Court ruling actually declared that headlight flashing is legal, but the Assemblyman wants police and drivers to be aware of it.

Source: NJ.com

LOS ANGELES COPS SABOTAGE VIDEO EQUIPMENT



Many patrol officers in Los Angeles have video and audio equipment installed in their vehicles to monitor stops for the legal protection of motorists, as well as the officers involved. You would think that this was a win-win for both, so it came as a surprise to find that many officers are actually tampering with the equipment and disabling it. According to one report, nearly half of the audio antennas in the Southeast division have gone missing.

The antennas record audio from police encounters, to supplement the video evidence from front-facing cameras mounted on the police car's dash.

According to the *Los Angeles Times*, LAPD chief Charlie Beck found out about the issue, but chose to ignore the vandal cops, instead issuing a general warning not to "meddle" with the equipment.

Reason magazine opines that, "The lack of interest in identifying the officers who effectively destroyed city equipment certainly contributes to the impression that police officers in the U.S. are not held responsible for wrongdoing."

Source: Reason.com

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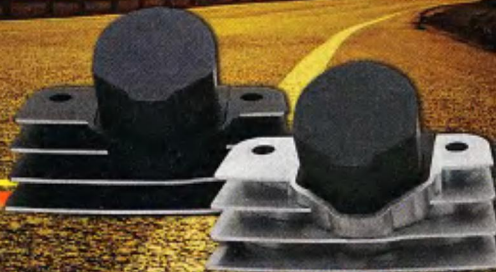


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BOBBY SEEGER CONTINUES THE INDIAN LARRY TRADITION

HEAVY HITTER



Here's the kind of bike that Indian Larry might have put together a decade or so back. The resemblance is no accident. Bobby Seeger, the guy who built this one about a year and a half ago, was partners with Indian Larry in that Brooklyn, New York, shop, "staying safe in the background," he says for the last 15 years. Bobby proudly continues the tradition at Indian Larry Motorcycles (ILM), still in Brooklyn. Of the bike he says, "It's just something fun to run around the city with. Slipping in and out of traffic and parking it right up on the sidewalk. Great for running errands."







**We try to stick
as close as we can
to the way it was
when Larry was
still here.**

Mostly made up with parts crafted on Union Avenue in Brooklyn, Bobby based his errand runner on an Indian Larry Motorcycles wishbone rigid frame and he didn't stop there. The dishd gas tank is another one of those ILM pieces, as is the oil tank, the handlebars, the back fender, the pipes, the mirrors, the grips and the list goes on. "We try to make as much as we can right here in-house," Bobby explains. "There are about eight of us here now and, between whipping out all those parts we manage to put together about eight or ten bikes a year, just because."

To power this one Bobby went with a 113 S&S Evo, backing it up with a Baker 6-in-4 gearbox. It's both kickstart and electric, your choice, depending on mood or audience. The oil filter mounted way back on the frame by the rear wheel is another Indian Larry trick. "We try to stick as close as we can to the way it was when Larry was still here," Bobby says. In the 9 1/2-years since Larry's been gone they've managed to stay pretty consistent with that.

Owner: Bob Seeger, Jr., right

City: Brooklyn, New York

GENERAL

Designer: The Indian Larry Mob

Fabrication: Indian Larry Motorcycles

Year/make: 2012 ILM

Model: Wishbone Rigid

Assembly: Indian Larry Motorcycles

Time: 2 months

Chroming: Chrome Masters

ENGINE

Year: 2012 S&S Evo

Displacement: 113 cu. in.

Ignition: S&S

Cam: S&S

Carb: S&S

Air cleaner: S&S

Pipes: Indian Larry Motorcycles

TRANSMISSION

Year/make: 2012 Baker

Shifting: 6-in-a-4

PAINT

Painter: Robert Pradke

Type/color: House of Kolor/white, black

FRAME

Year/make: 2012 Indian Larry Motorcycles

Type: Wishbone Rigid

Rake: 30 degrees

Stretch: 2 inches

Shocks: none

ACCESSORIES

Bars: Indian Larry Motorcycles

Handlebar controls: Brembo

Fenders: Indian Larry Motorcycles

Headlight: Bates

Taillight: Indian Larry Motorcycles

Speedo: none

Pegs: Indian Larry Motorcycles

Foot controls: Indian Larry

Motorcycles

Gas tank: Indian Larry Motorcycles

Oil tank: Indian Larry Motorcycles

Seat: Xian Leather

Mirrors: Indian Larry Motorcycles

Grips: Indian Larry Motorcycles

FRONT END

Type: Sportster

Builder: Harley-Davidson

WHEELS

Make: Ridewright

Size: 21-inch front, 18-inch rear

Tires: Metzeler ME880

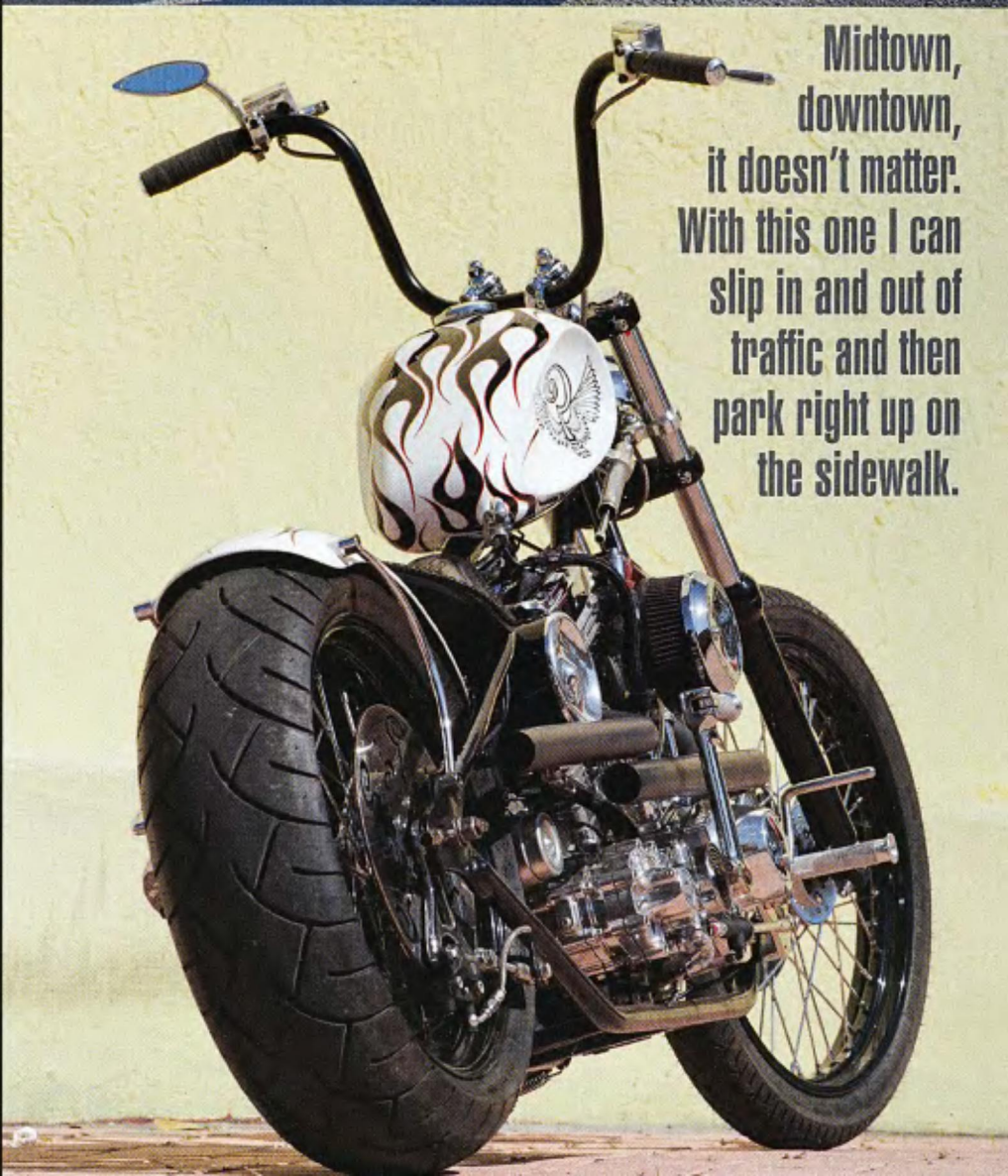
Brakes: Harley-Davidson, Brembo

Photos: Michael Lichter

Contact: Indian Larry Motorcycles

718-609-9184

www.indianlarry.com



Midtown,
downtown,
it doesn't matter.
With this one I can
slip in and out of
traffic and then
park right up on
the sidewalk.



The front end is another Indian Larry-approved bit. It's off of a Harley-Davidson Sportster, a quick-steering narrow glide that Bobby says is perfect for getting around the city. "Midtown, downtown, it doesn't matter." You'll note there's also a steering damper mounted, something Bobby says the guys at ILM use quite often. "We believe it makes a difference," he says. "It seems to keep things nice and stable over streets that aren't always perfect." The wheels are Ridewright, the classic 21- and 18-inch sizes powdercoated black.

In keeping with the original Indian Larry Brooklyn tradition, Bobby's bike was painted by Robert Pradke, who painted all of Larry's bikes as well as all of the builds coming out of Bobby's shop. "We try to stay consistent," Bobby says. The end result of all this? A bike that's clean and quick and a whole lot of fun.

—Joe Kress



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COLUMBUS INVITATIONAL

AMERICA'S COOLEST CUSTOMS



It's official, the 2014 Easyriders Bike Show Tour is over, finished, kaput! In January and February there was an Easyriders Bike Show somewhere in this country almost every weekend. The grand slam shebang finale of the season took place on February 8 and 9 at the Greater Columbus Convention Center where temperatures in the teens didn't keep hordes of leather-clad bikers from

enjoying the ultimate display of custom two-wheelers.

For the first time ever, our V-Twin Expo dealer show in Cincinnati was on the same weekend as our Columbus Invitational, so motorcycle enthusiasts from all over the world could come for the dealer show and stay for the bike show a mere hundred miles away.

The crowds lined up to get an auto-

graph and photo with Mark "Bobby" Boone, of *Sons of Anarchy* fame and to hob knob with Michael Ballard and Angie from the *Full Throttle Saloon* TV series. But the custom motorcycles that came from all over the United States were the real stars of this 2-day shindig.

Since this is our Invitational Show, Best of Show winners from our events in Anaheim and Sacramento, California;

TIONAL BIKE SHOW



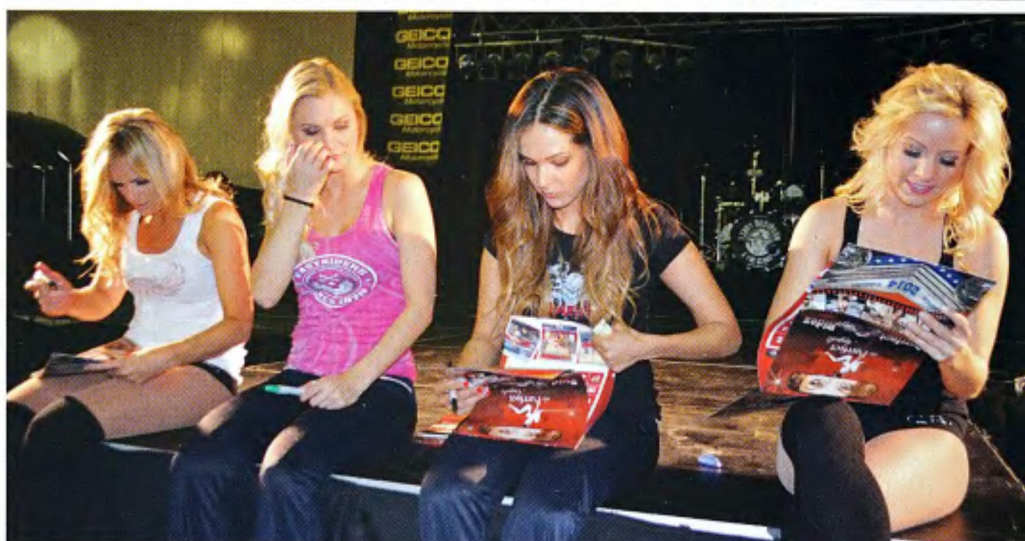
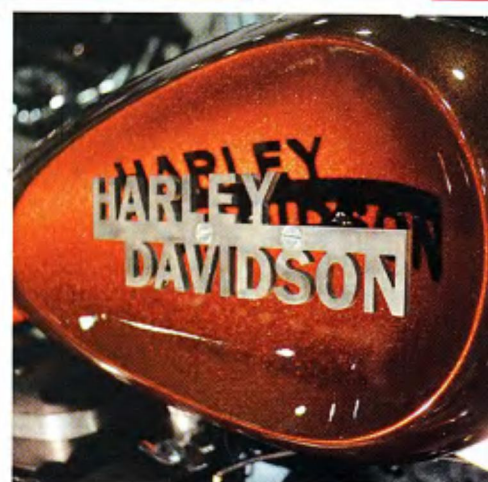
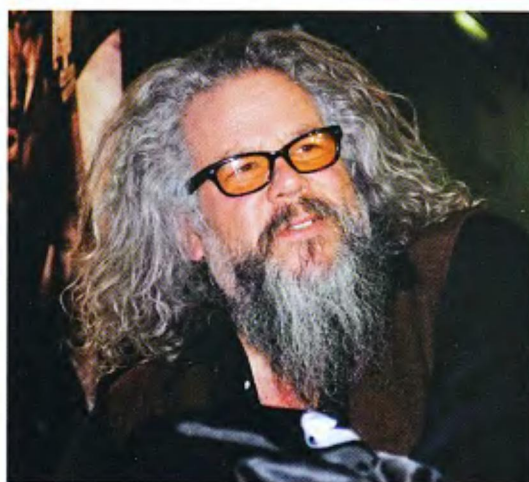
Charlotte, North Carolina; Nashville, Tennessee, and the regional People's Choice and Judged Class in Columbus were there to learn who would go home with the top honors, namely, the coveted Bike of the Year and Bagger of the Year trophies, awards, and cash prizes.

As at all our shows, the Purrfect Angelz gyrated on stage in a collection of Road-

ware fashions all weekend, and biker-friendly blues rock thundered through the hall, this time thanks to the sizable talent of Columbus natives Terry Davidson and the Gears.

On Saturday night, Best of Show regional winners in our People's Choice and Judged Classes were transferred to the Invitational Class so that they could compete with the nation's best bikes.

As Sunday wound down, bike builders and owners packed the audience and over 90 trophies were awarded. People's Choice Best of Show honors went to Fat Daddy of Athens, Ohio, for his 2005 Springer Softail, Rick LaPonte of Columbus for his 1958 panhead and Donn Ogilvie of Winchester for his 2013 Road Glide. Judged Class winners included an Editor's Choice award for





The one-and-only Bike of the Year trophy and prizes now reside with Bill Steele of Oakdale, Pennsylvania, for his completely handmade 2013 pan/shovel.



Bill Steele from Oakdale, Pennsylvania, for his 2013 pan/shovel, and Best of Show prizes went to Robbie Closson of Lafia, South Carolina, for his 2014 "Simplicity" boardtracker, Scott Foxx of Shelbyville, Indiana, for his 2014 Capone's bobber, and Cole Rogers of Springboro, Ohio, for his stunning 1972 FX.

As the stack of trophies diminished and the expectations grew, it was time for our top three awards. The Road Iron Bagger of the Year and Best Paint honors went to Scott Ward of Greensboro, South Carolina, for his awesome 2013 Camtech Road Glide, Bagger Nation Bagger of the Year went to Edward Butler of Sardis, Mississippi, for his 2006 Chopp Shop Street Glide, and the one-and-only Bike of the Year trophy and prizes now resides with Bill Steele of Oakdale, Pennsylvania, for his completely hand-made 2013 pan/shovel. Bill's creation will grace all our 2015 Easyriders Bike Show ads.

Watch for complete bike features on many of the bikes mentioned in future issues of *Easyriders*, *V-Twin*, and *Road Iron* magazines. For a complete list of winners visit easyridersevents.com.

—Dave Nichols



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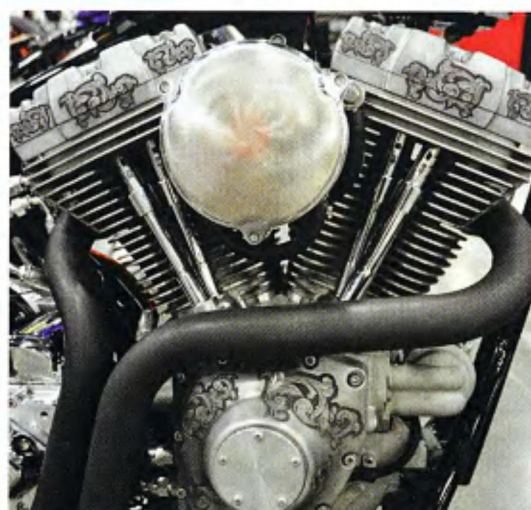
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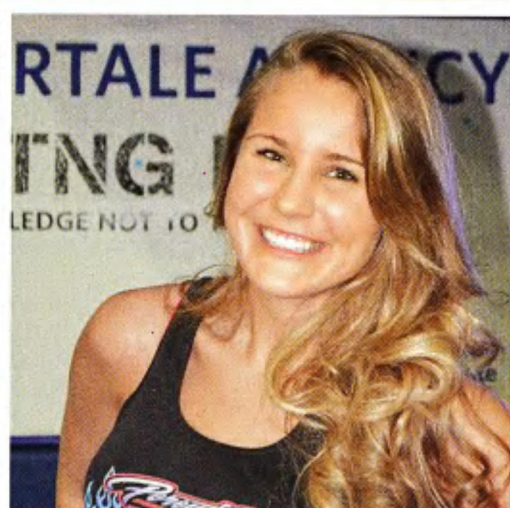
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\$100,000 MAGAZINE SWEEPSTAKES

CAMTECH DREAM BAGGER BUILD

Baggers are sizzlin' hot and who wouldn't want to own a one-of-a-kind custom Street Glide by ace bagger builder Cameron Jurow of Camtech Custom Baggers? Pictured here is the object of your desire—a 2014 Harley-Davidson Street Glide from Cool Springs H-D (photo 1) seen with

a lavish display of parts from Camtech's design studio. Your custom bagger will have the best and latest cutting edge parts and accessories.

Here (photo 2) we have the bike stripped of its stock accoutrements and ready for a Camtech makeover. Next month we'll show



you how Cameron and his crew will stretch the neck of the frame to handily accommodate a 30-inch front wheel and fit the custom side panels and stretched tanks before preparing for a custom paint job that will knock your engineer boots off!

But you can't win this glorious Street Glide if you don't enter our Sweepstakes. See the ad in this issue and enter today. Don't delay!

—Dave Nichols



Photo: Brad Patton



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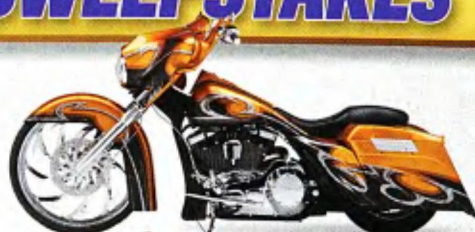
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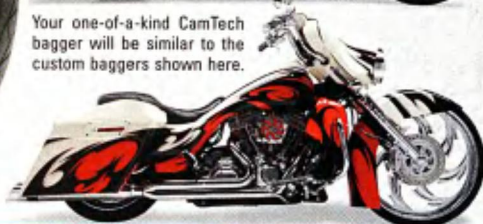


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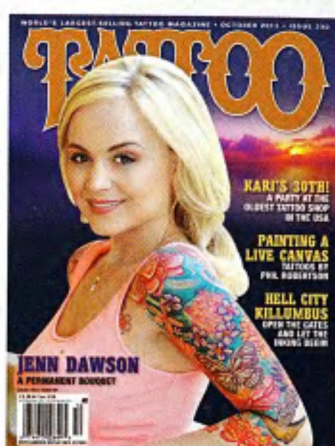
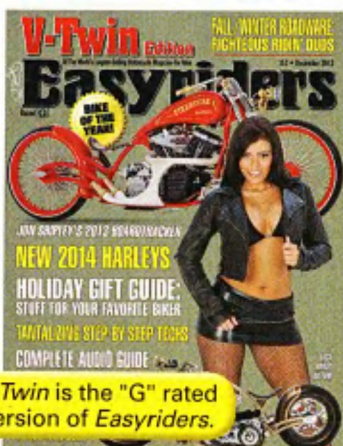
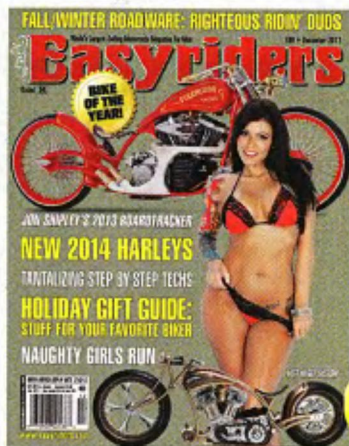
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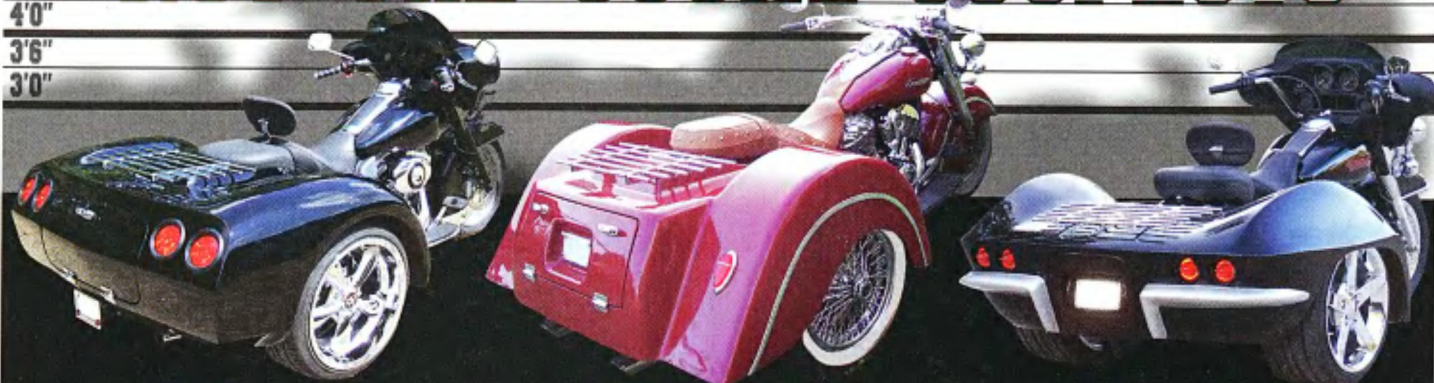
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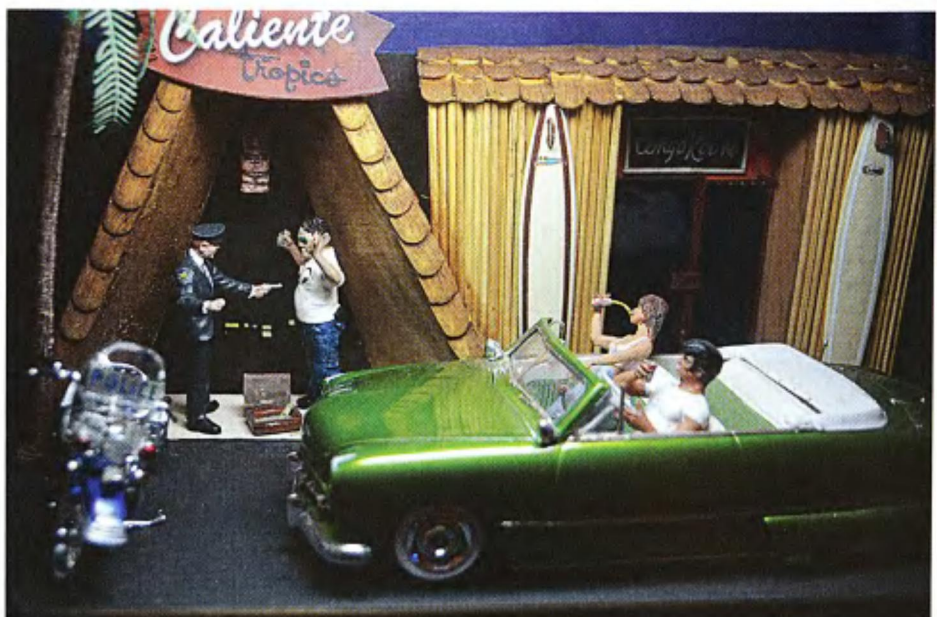
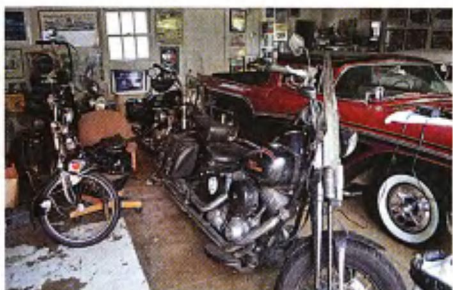
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MOTO ARTIST ROBBIE FREEMAN

Four decades of living the life of a rock 'n' roller, a rebel, and a wild man on wheels have left their traces on Robbie Freeman (right). He says that his legs are "shot" from a crash many years ago, and he looks grizzled, weathered, and worn, just like you would expect someone to look who's tested the limits of life again and again.

Those traces also manifest themselves in his art and what he's collected over the years, most of which is stuffed into a small building behind his house just a few blocks off the infamous Sunset Strip in Los Angeles. It all started out so innocently. "I was into model trains from an early age," says Robbie, who was born in New Jersey but grew up in the rock and bike-crazed Los Angeles of the 1950s and '60s, "and I even got two of my trains featured in two magazines, *Model Railroad Craftsman* and *Model Railroader*, when I was 11 years old." Model cars and bikes soon followed, and it didn't take long

for Robbie to graduate to the real deal. "I've ridden bikes all my life," he says. "My first bike was a Triumph Bonneville, in my early twenties."

All along, his passion for collecting and building models remained. "About 25 years ago I started to bring them to life by creating stories around them by creating dioramas, which I call hyperamas," he says. While most of his art comes from his own head, David Mann is one artist he's been very inspired by over the years. "I've always been a big fan of David Mann," he explains. "Not only was he a great artist, but he had imagination, and that's what you pay for in life. And he comes up with the stories, like the one I'm working on right now, the No. 10 Saloon in Deadwood."

Sometimes Robbie creates his own figures and vehicles from scratch; other times he'll buy them complete or as kits, but each hyperama involves plastics, sub-miniature electrics, and fiber



Photos: Kai

WILD MAN ART IN BOXES

optics. Some hyperamas are built into boxes, others are housed in small televisions or even jukeboxes. "And I paint everything," he adds.

Robbie says he's created about 50 or so over the years. Quite a few of them are exhibited in his living room and his den. "I don't like to sell them," he says, "and when I do, I almost have to do it secretly because my wife, Fanny, she gets mad at me every time I sell one."

—Red Baron

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Road love—the view from above the bald eagle's roost.

—Felicia Morgan, *On the road, Ariz.*

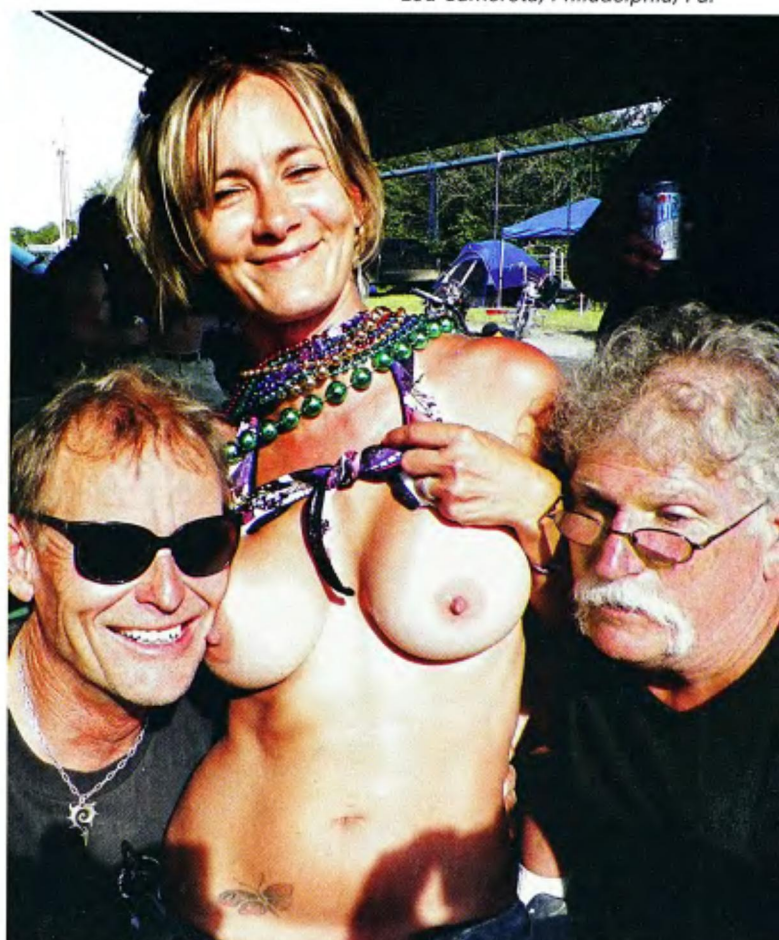


Leaning into it at the 2013 Philly Toy Run.

—Lou Camerota, Philadelphia, Pa.



Rocky Rally nipples. —Rusty Childress, Rocky Point, Sonora, Mexico.



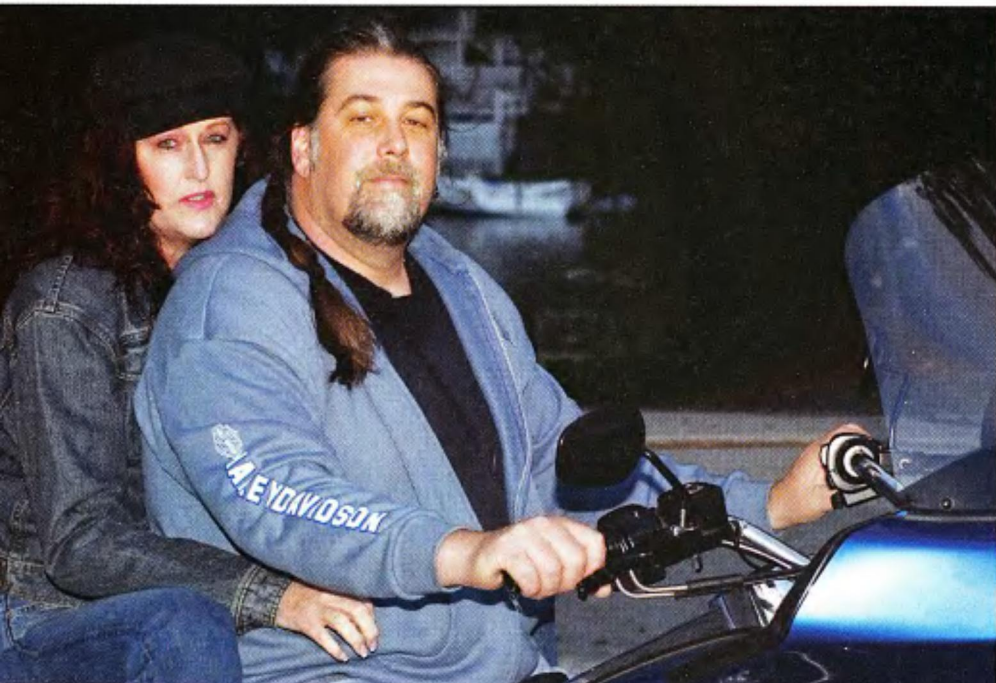
Harley Rendezvous hypnosis.

—Scott Southwick, Pattersonville, N.Y.



Burrito power on display at the 2013 Rocky Point Rally, Puerto Peñasco, Sonora, Mexico.

— Rusty Childress, Phoenix, Ariz.



Big Ed and Lori looking content.

— Kim Peterson, Agoura Hills, Calif.



Wet in 'Vegas. — Terry Bert, Frazier Park, Calif.

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

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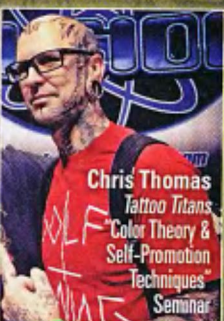
Willy Cutlip
Best Ink
Season 3 Finalist



Amy Nicoletto
LA Ink



Darnell Wayne
Best Ink
Season 3 Runner-Up



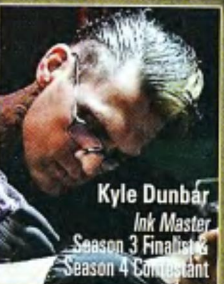
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Ink Master
Season 1



Sarah Miller
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Season 3 Finalist



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Season 3 Finalist
Season 4 Contestant



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



Alli Baker
Best Ink
Season 2 Finalist

ANIMAL

Chris Garrison's Café Racer
Bobber Sportster



A custom motorcycle with a gold and black fuel tank, a black engine cover with "CG Customs" written on it, and a black front tire. A woman's legs, wearing brown leather boots and a brown leather strap with a silver buckle, are in the foreground, resting on the ground. The motorcycle is parked on a light-colored, textured surface.

So long as you don't
hit a pothole,
it's a whole lot of fun.

Chris Garrison has run a marine shop based in Buford, Georgia, for some 25 years, catering to all kinds of boats from bass fishers to hypo cigarette sport racers that ply the local 38,000 acre Lake Lanier. Fabrication and custom paintwork is part of the operation, skill sets that translate well into building bikes. He also morphed his company name CG Marine into an extension called CG Customs so people also knew he was building bikes.

Owner: Chris Garrison
City: Flowery Branch, Georgia
GENERAL
Designer: Chris Garrison, CG Customs
Year/make: 2002 Harley-Davidson
Model: Sportster
Assembly: W.T. Customs
Time: 2 months

ENGINE

Year/make: 2002 Harley-Davidson
Model: Sportster
Displacement: 1200cc
Cam: bigger
Ignition: single fire
Pistons: 1200 kit
Heads: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): CV tuned
Air cleaner: Big Sucker
Pipes: W.T. Customs

TRANSMISSION

Year/make: 2002 Harley-Davidson
Modifications: none

Shifting: foot

PAINTING

Painter: CG Customs, owner
Type/color: 24 karat, Silver Star with flake

Special paint: fish scales

FRAME

Year/make: 2002 W.T. Customs
Rake: 38 degrees
Stretch: 4 1/2 inches
Shocks: hardtail mod

ACCESSORIES

Bars: W.T. Customs
Handlebar controls: Harley-Davidson
Fender: modified, W.T. Customs
Headlight: 7 inches
Taillight: 1930s bobber-style
Gas tank: Cole Foster
Oil tank: Harley-Davidson w/ oil cooler
Oil system: Harley-Davidson
Seat: CG Customs, Tim Quick
Pegs: BMX Pedals
Mirrors: 8 Ball
Grips: Avon

FORKS

Make: Harley-Davidson
Extension: stock

WHEELS

Size: 19-inch front, 16-inch rear
Wheels: no clue but cool
Tires: Dunlop
Brakes: Harley-Davidson
Photos: Brad Patton
Contact: CG Customs
678-546-4666
www.cgcustoms.net

Chris's now ex-wife wanted her own bike and he spotted a great deal on eBay for a 2002 883 Sporty. He originally sent the bike to a buddy's shop to black out the engine but then the work escalated into beefing it up to 1200cc. "It really hauled ass, but it still looked like a Sportster," Chris says. "Long story short, I got

a divorce but kept the bike. I couldn't ride it the way it looked, so I figured I had to either sell it or take a Sawzall to it. Then because all good things happen in a bar, I met Zane and Sean from W.T. Customs and we got to work on it.





We actually built that bike around the Cole Foster gas tank and took it from there. I was thinking café racer/bobber and spit out what you see here. As far as a name, we called it 'Animal' because it has been dropped plenty of times and still keeps on going."



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I figured I had to
either sell it or take
a Sawzall to it.

Keeping his low budget in mind, Chris went shopping online and found a set of wheels in a guy's basement. "I don't know who made them, call them Craigslist wheels. But the three-piece wheels were in rough shape, the rings very pitted, so I had them taken apart and powdercoated black which really made them pop."

Chris painted the bike with a PPG Vibrance color called 24Karat, into which he integrated some flake. The frame was painted Silver Star, also with some flake. He then added the fish scale graphics to the tank.

W.T. Customs added the V-Twin Mfg. hardtail kit, fabbed the body parts, made the exhaust pipes, and tweaked the handlebars. Chris tells us, "So long as you don't hit a pothole, it's a whole lot of fun."

—Paul Garson

This month's *Easyriders* girl is saucy Stephanie, an East Coast cutie who looks right at home on this sexy Sporty.

Dalton built almost every component on the bike from scratch to satisfy Craig's funky Steampunk aesthetic.



One SIK Sled

Dalton Walker's Split Image Kustoms



By day Dalton Walker works at Walker's Welding, where he and his dad build and repair farm equipment and trailers for the agricultural Central Valley community of Layton, California. When 5 o'clock rolls around, and on weekends, the motorcycle lights come on and Walker's Welding transforms itself into Split Image Kustoms, SIK for short, and wild one-off custom motorcycles emerge from his imagination and into life.

Dalton says that nine out of ten of his builds start with a frame built from scratch in the shop because, "a clean frame makes a clean build." He builds frames and forks, tanks and fenders, anything people want, from scratch. Dalton says that he prefers to keep his builds "traditional in a way, and yet twist it up a little bit."



This bike started life as an original vintage 1970's Denver's 10-over springer that the bike's owner, Craig Frasier, traded Kutty Notebloom for a paint job. Craig, by the way, owns Kal Koncepts, a custom paint outfit in Bakersfield, California, and also painted this bike.

Dalton looked over the vintage forks and determined that a custom frame was required to perfectly match the geometry. Admiring the twisted front legs of the springer, he decided to mirror that look with twisted accents throughout the build to match.

Craig had provided rough sketches of what he had in mind for the bike,



Owner: Craig Fraser

City: Hanford, California

GENERAL

Designer: Dalton Walker, Craig Fraser

Fabrication: Split Image Kustoms

Year/make: 1984 Harley-Davidson

Model: Split Image Kustoms

Time: 1 year

Chroming: Moreno Polishing

ENGINE

Year/make: 1984 Evo

Displacement: 80 inches

Ignition: Fairbanks Morse magneto

Carb: 38mm Lake Injector

Air cleaner: Split Image Kustoms

Pipes: Split Image Kustoms

TRANSMISSION

Year/make: 1984 Harley-Davidson

Shifting: tank shift

PAINT

Painter: Kal Concepts, Air Syndicate

Type/color: House of Kolor/purple

FRAME

Year/make: 2010 Split Image Kustoms

Type: rigid chopper

Rake: 43 degrees

Stretch: 6 inches up

Shocks: none

ACCESSORIES

Handlebars: Split Image Kustoms

Handlebar controls: Split Image Kustoms

Fenders: Split Image Kustoms

Headlight: Split Image Kustoms

Taillight: microphone

Pegs: Split Image Kustoms

Foot controls: Split Image Kustoms

Speedo: none

Gas tank: Split Image Kustoms

Oil tank: Split Image Kustoms

Seat: Split Image Kustoms/Central

Valley Upholstery

Sissybar: Split Image Kustoms

Grips: Split Image Kustoms

FRONT END

Type: springer

Builder: Denver's Choppers

Stretch: 10 inches over

WHEELS

Make: Harley-Davidson rear,

spool front

Size: 18-inch front, 16-inch rear

Tires: Deestone front,

Metzeler Marathon rear

Brakes: sprotor

Photos: Michael Lichter

Contact: Split Image Kustoms

559-707-1389

and throughout the process he and Dalton collaborated as the design evolved to conform to reality. All along, though, Craig never saw the bike as it was being built.

Dalton built the tank in two pieces, welded them together, and molded it right into the frame to give it a classic chopper stance. He fabricated a fender, oil tank, bars, and kickstand. Hell, he built almost every component on the bike from scratch to satisfy Craig's funky Steampunk aesthetic. In keeping with that theme, he tried to incorporate brass, copper and raw metallic finishes wherever possible.

A clean frame makes a clean build.





The engine used is from a 1984 Evo Softail with a matching cowpie transmission fitted with a hand shift mechanism for funk. Dalton rigged up an early Sportster magneto to run a chain drive 1-1 off of the engine sprocket, building a custom bracket for that classic Rube Goldberg chic. Since an ignition cover was no longer necessary, the cone was sectioned, narrowed, and welded closed with a finned accent cover to match the fins on the kicker cover. The level of handmade detail on the bike defies description; luckily, the pics more than tell the story.

When Dalton had finished all of his fabrication work, the pieces were shipped off to Craig to lay down the airbrushed custom artwork and pinstriping to finish the bike before final assembly. He had still not seen the bike at this point. When the chassis and sheet metal arrived back in Dalton's shop the final assembly began, and that's when Craig got to see the finished product.

The bike was chosen to grace the House of Kolor booth at the SEMA show in Las Vegas before it made it to the Easyriders Bike Show in Sacramento, California, where it took Best of Show in the Judged Class

—Kit Maira



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THE BROOKLYN INVITATIONAL CUSTOM MOTORCYCLE SHOW

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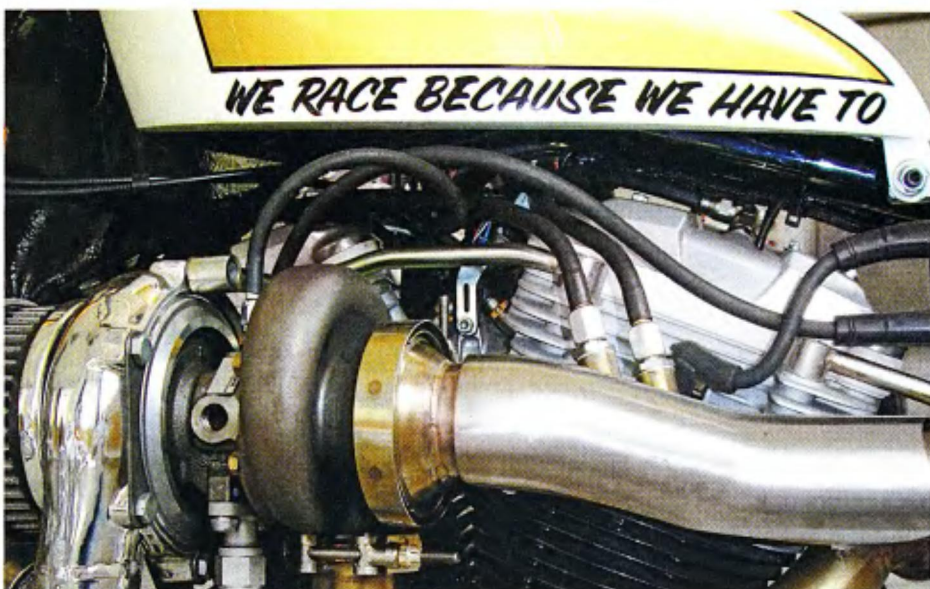
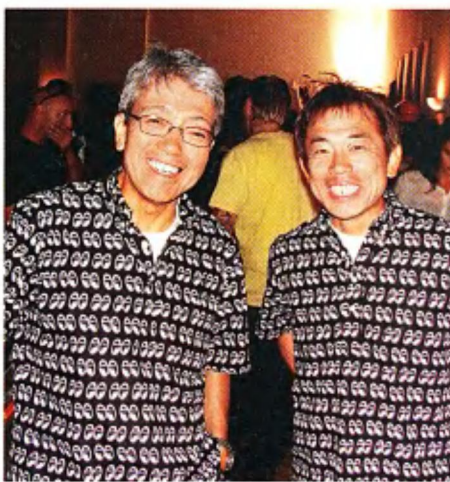
Five years ago John Copeland, Keino Sasaki (Keino Cycles), and Jeffrey Schad organized the first Brooklyn Invitational Custom Motorcycle Show. There was a need for an event where people could kick back and check out a selection of custom bikes from top builders in a friendly gallery-like setting. With the help of friends Paul Cox, Walt Siegl, AJ Herold, Cicero DeGuzman Jr. (Godspeed 45/06), Matt Davis and many others, the one-day show took root in the evolving neighborhood of Williamsburg, Brooklyn. "It's hard to believe it's the fifth year," John Copeland told us. "Time flies by, and every year the show evolves a little."

This year the 9-hour show attracted more than 6,000 people and close to 500 riders who curbed their bikes outside. Top bike builders Shinya Kimura, Chopper Dave, Roland Sands, Max Schaaf, and Jeff Wright strolled through the show and rubbed shoulders with crowd.

"It's one bike per builder," John says. "Keino, Jeffrey, and I sit down every year and come up with a list of who we think is doing good work and should be represented. We try to change it up a little every year so it's not the same list of people. We try to not be tied to one style of bike."

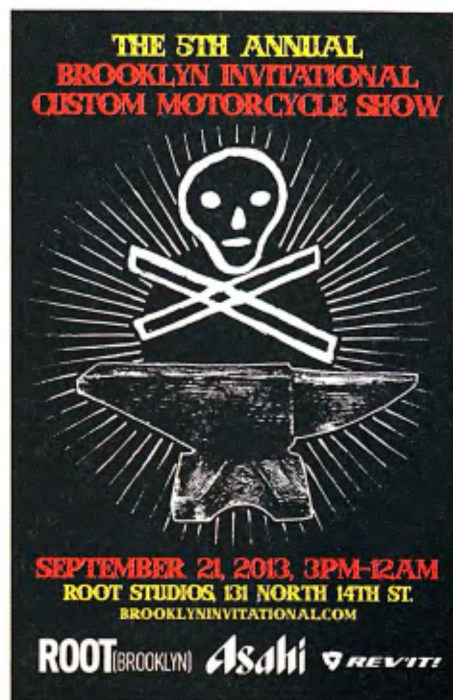
"The world surrounding custom motorcycles has evolved," John continues. "When I was a teenager getting into this stuff, I had no idea this was evolving in Japan and other places; all we had were magazines, books, and word of mouth. Then the Internet came around and you'd get to see what's going on all over the world."

This year Shige Suganuma and Makoto Sato of Mooneyes Japan flew in early Saturday morning to attend the show for the first time. The back streets of post-industrial Williamsburg were new to them but they found some coffee, were greeted by Keino and the crew and settled into the rhythm of the show. "I had been hearing a lot of good things about

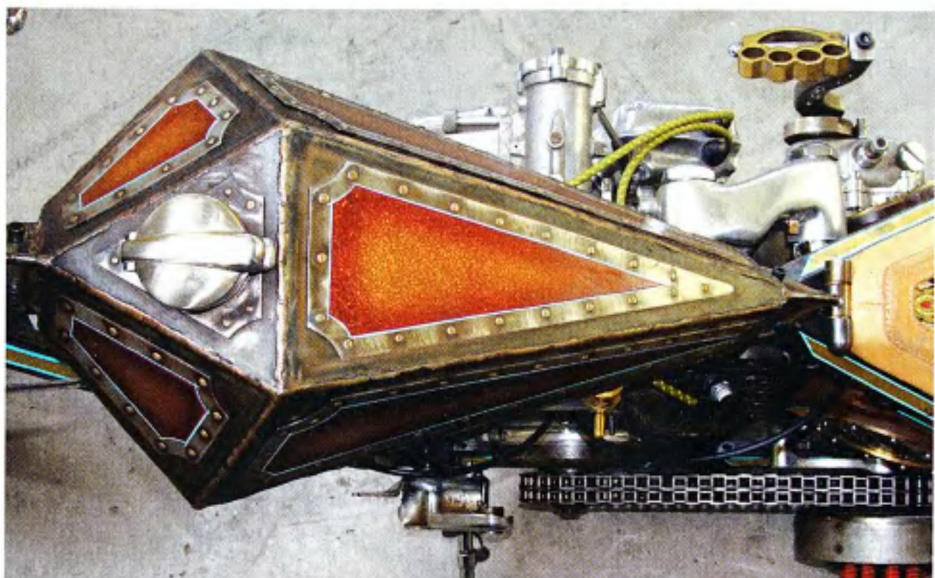


the Brooklyn Invitational," Shige said. "And that's why I really wanted to see it. Choppers, hot rods, and Kustom Culture are all merging together for the younger generation. Fifteen years ago things were a little different; choppers were choppers and cars were cars. There wasn't a lot of mix between these groups. For me, I guess, the key about this show is that it is by Invitation Only. Only selected builders are asked to bring their bikes to the show. That shows pride and honor."

Shige told us he sees the current cool trends in custom cars and bikes as fueled by the Internet and Kustom Culture



Photos: Mike McCabe



fashion scene. "You can see this trend with young people in many different countries," he says. "For instance, next week I will go to a big custom car and bike show in Indonesia. This is happening in Brazil, too. American cars and bikes are cool everywhere. Now it's a new generation of bikers: no fighting, no scary stuff, they are all just good friends."

Shige and Makoto watched as a very diverse mix of people walk past. "The bikes at this show are amazing, they attract people," Shige says. "I see a lot of passion from these builders. For me the important thing is these are not million dollar bikes. These are machines that are built to be ridden, not just for display. John, Keino, and Jeffrey have done a lot of work to bring all these people and bikes together. This show has a good attitude and is important. Everything here says good things about building and appreciating special machines."

The Brooklyn Invitational happens every September. Check out their blog at brooklyninvitationalbikeshow.blogspot.com/.

—Mike McCabe



Brent Mayfield's 1948/1959 Bobber



Bumblebee

For nearly half a century Brent Mayfield, an engineer by education, has been building outstanding motorcycles including the show-winner seen here. "Most of the bikes I've worked on have been knuckles, pans, and some flatheads from the 1930s through the '60s," says Brent, speaking from his Ohio workshop, a lathe humming in the background.

"I built this one from different collections of parts lying around and in the style of what I thought the late 1940s bobbers would look like, including the 3.5 gallon fat bobs and hand-shifter. In this case I used a police shifter, which has a ratchet lid but it's nice because you don't have the shifting gate on the tank. You pull it into gear and when you let go, it goes back to neutral position just like your foot shift would."

While the frame is basically a stock early wishbone H-D rigid, Brent massaged a '48 last year factory springer into place, then got it up and rolling on polished aluminum Akront rims laced with D&D stainless spokes. Into that frame he bolted a 1959, 1200cc FLH powerplant that benefited from an H cam and H pistons and opened up the breather valve so the crankcase breathes better. "It's a one kick bike and fires right up, feels strong and runs just great."





Brent Mayfield

I built this one from different collections of parts lying around and in the style of what I thought the late 1940s bobbers would look like.



Owner: Brent Mayfield
City: Centerville, Ohio
GENERAL
Designer: Brent Mayfield
Year/make: 1948/1959 Harley-Davidson
Model: FL

Assembly: owner
Time: 4 years on and off
Chroming: not much

ENGINE

Year/make: 1959 Harley-Davidson
Model: FLH
Rebuilder: owner
Displacement: 1200cc
Cam: stock FLH
Ignition: 12V
Pistons: FLH +.02
Heads: Harley-Davidson
Lifters: solid
Carb(s): Linkert M74
Air cleaner: round
Pipes: dual w/ fishtails

TRANSMISSION

Year/make: 1950/1959 Harley-Davidson
Modifications: none
Shifting: hand

PAINT

Painter: Kenny Anderson
Type/color: yellow, black

FRAME

Year/make: 1950-1954 Harley-Davidson
Rake: stock
Stretch: stock
Shocks: rigid

ACCESSORIES

Bars: Speedster
Handlebar controls: Harley-Davidson
Fender: bobbed
Headlight: Harley-Davidson
Taillight: tombstone

Speedo: Police Special

Electrics: 12V

Gas tank: 3.5 gal Fat Bobs

Oil tank: Harley-Davidson

Oil system: Harley-Davidson D

Seat: Solo

Pegs: stock floorboards

Mirrors: one

Grips: short

FORKS

Type: 1948 springer

Extension: stock

Builder: Harley-Davidson

WHEELS

Size: 19-inch front, 16-inch rear

Wheels: early Star

Tires: Avon

Brakes: Harley-Davidson drum

Photos: Michael Farabaugh

It's lighter and handles really well since a lot of the stock dresser stuff was taken off.



Chrome was kept at a medium, Brent opting for cadmium plating and bead-blasting. As far as colors, he'd done a lot of black and red, and black and silver bikes, but had a picture in his mind to do a yellow bike with black scallops pinstriped in silver. The bike's paint was sprayed on by Kenny Anderson, who told us that the yellow he used is a school bus color. With the black and yellow combo, the bobber was tagged "Bumblebee."

If the pogo solo seat looks approximately 30% smaller than usual, it's because it apparently came off a tractor, the piece found in Brent's father's barn. The spring set around the pogo-post is an old trick, a valve spring from a panhead, so instead of the seat bottoming out, the spring

helps smooth out the bumps.

"It really rides good because the suspension, the front end and the seat, are the same as a stock knucklehead. It's lighter and handles really well since a lot of the stock dresser stuff was taken off."

You could say the Bumblebee set the bike world buzzing. It won Best Vintage Custom and Best Vintage People's Choice at Indiana Bike Week's ride-in bike shows. At the moment Brent is building a bike for the 2014 Cannonball Run, another mix and match bike he's calling Frankenstein. He's also joined the Texas-based Carson Classic Motors Cannonball team, while the owner/team organizer Mark Carson recently acquired "Bumblebee" for his collection.

—Paul Garson



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Quiet Bike

Early motorcycles were very loud, but Buster Keaton rode (sort of) one in his 1924 movie *Sherlock Jr.* Take a close look at this bike and see if you can figure out how they muffled the motor enough for the actors to be heard over the rumble. *Answer at bottom of page.**

Lab-Grown Vaginas

Doctors at Wake Forest Baptist Medical Center in North Carolina have grown vaginas for four young women in a lab. A few cells were biopsied from the women, all suffering from vaginal aplasia, and cultured to create a much larger batch of cells, which were then placed inside a biodegradable scaffold. Muscle cells were attached to the outside. Then the lab-grown vaginas were implanted in the women. They all reported normal levels of "desire, arousal, lubrication, orgasm, satisfaction." The question remains: what role will women play in a world in which vaginas can now be manufactured?

There Oughta NOT Be A Law

- Bicycles may not be ridden over 65 mph in Connecticut.
- Do not photograph rabbits January through April in Wyoming.
- In Tennessee you may gather and eat roadkill, but catching a fish with a lasso is prohibited.
- As we reported last month, Arizonans are restricted to two dildos per household, but now there is relief to the east: Texas allows six.

Rescue Saints

Remember when you were a kid, and you wanted a pet, and your parents went to the pound or an animal shelter and got you a stray dog or cat? In those days you were just a family looking for a cheap pet. Today you are a saint, or more specifically, a "rescue saint." Do you ever wonder about all the people who claim their new pooch is a "rescue dog?" It sounds like they ran into a burn-

ing building to save an animal, but it simply means a pound or shelter must euthanize the dogs or cats if no one will adopt them, so it makes people who do adopt the pets feel morally superior. Nothing has changed, but it's a brilliant marketing ploy, so effective that New York City now must import "rescue dogs" from Alabama, Tennessee, and Puerto Rico. Oregon ships in strays from Hawaii. It's a gimmick that has wide application. For example, please keep buying this magazine. Help support our "rescue editors."

Deadly Penis Pump

You're probably already aware that Medicare spent \$172 million on penis pumps from 2006 to 2011. But are you aware of the other kind of penis pump? A "pumping party" involves injecting non-surgical silicone, found in tire polish and Fix-A-Flat, into a person's butt or penis to make these body parts look bigger. Justin Street, a 22-year-old man, died recently from complications of penis pumping. We're not recommending Bondo either.

Peace in Whose Time?

Which era in human history was/is the least violent, by which we mean people killing people?

- a. Prehistoric hunter/gatherer societies
- b. The Golden Age of Greece (4th and 5th centuries B.C.)
- c. Europe during the renaissance
- d. The modern era since World War II

Answer: d. Since WWII rates of violent death have reached an all-time low. About a quarter of all hunters and gatherers were killed by other hunter/gatherers. Ancient Athens was always at war. The renaissance saw the Thirty Years War and the Hundred Years War.

20th Century's Worst Environmentalist

The prize must go to Thomas Midgley, a chemical engineer, who, in 1921, figured out that adding lead to gasoline would allow it to burn better. By the 1970s most Americans had elevated lead levels in their blood. Between 1930 and 1931, Midgley went on to invent Freon, which eats ozone molecules. He eventually contracted polio and built a system of ropes and pulleys to help him in and out of bed. Midgley, perhaps the most politically incorrect man of the century, strangled himself in the contraption and died suspended in midair.



Heinrich Himmler, Conservationist

On the other hand, Heinrich Himmler (left), the Nazi leader of the SS, loved animals, opposed hunting, and wanted to create a giant wildlife preserve and rid it of human beings so the animals could devolve back into their natural habit. His scientific advisors told him that such a preserve would need a piece of land the size of Poland. Conveniently, the Germans invaded Poland in 1939. The Poles, however, refused to leave.



War Hero

Tough-guy, Oscar-winning actor Lee Marvin (left) was awarded a medal in World War II for which action:

- a. Leading a group of twelve criminal soldiers on a suicide mission against the Germans
- b. Working with a Japanese soldier to survive when both were marooned on an uninhabited Pacific island
- c. Smuggling fables out of Russia
- d. Leading another group of unsavory commandos into Germany to save Hitler
- e. Getting shot in the butt

Answer: e. Marvin was awarded a purple heart for being shot in the butt with machine gun fire during the Battle of Saipan. a through d are roles he played in four movies, respectively: *The Dirty Dozen*, *Hell in the Pacific*, *Gorky Park*, and *The Dirty Dozen: Next Mission*.

Where Does Small Business Thrive?

In which area do small businesses have the best odds of survival? The least?

- a. New Jersey
- b. Nevada
- c. Arkansas
- d. Washington, D.C.
- e. South Dakota

Answer: e and d. South Dakota is No. 1 and D.C. is last, No. 51. Nevada is second best (No. 2). New Jersey is second worst (No. 50). Arkansas, rated 25th, is about in the middle.

Famous Last Words Dept.

"I wish I had drunk more champagne."

—John Maynard Keynes, economist

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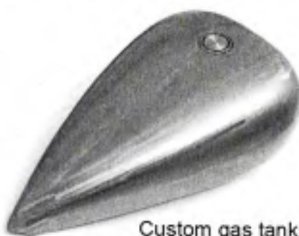


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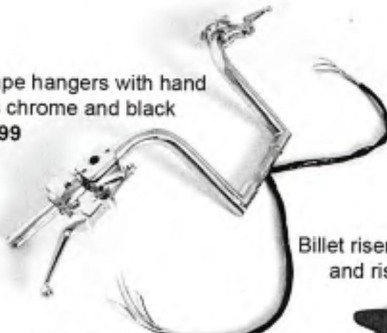


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FoxHunt

Meet This Month's Winner!

In this month's issue, meet dear Stephy from Lafayette, Indiana where corn is king and the buttery cob-jobs are on the house. Turn to her feature and see her quiver and undulate upon Scott Foxx's custom bobber.

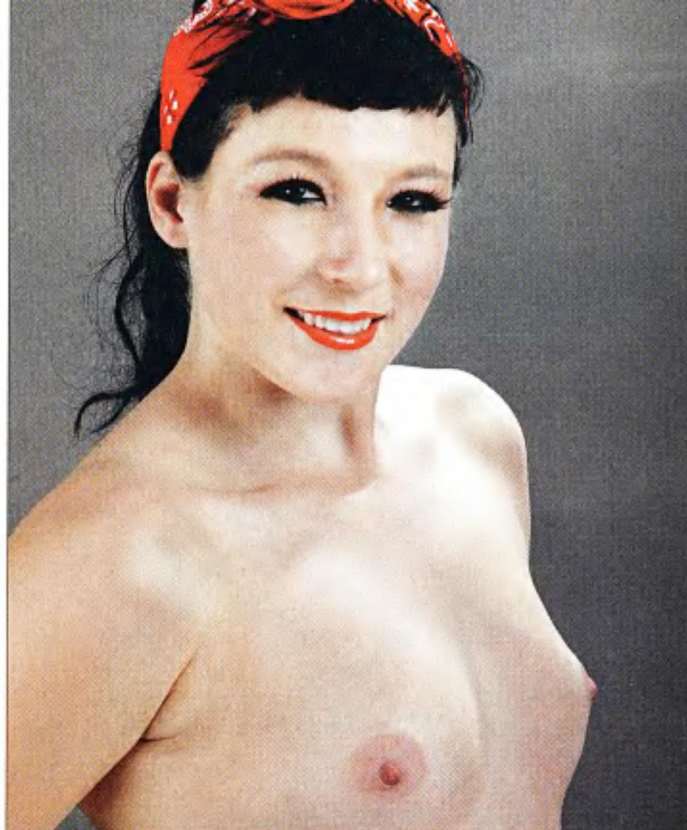
—Moosecock Montana





#0701 Heather—New York

"I knew I was hooked the first time I sat on a Harley and felt that V-twin engine between my legs. I felt so free with the wind in my face and the open road ahead of me."



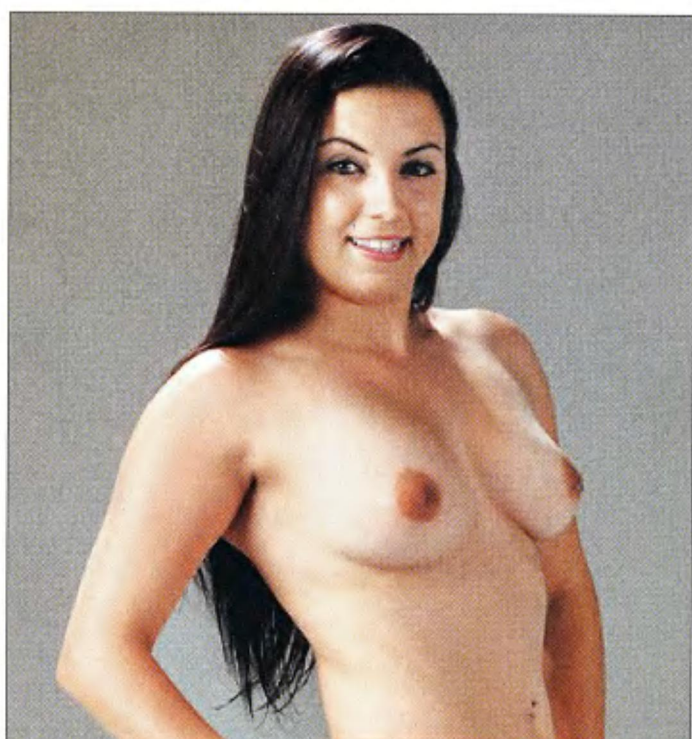
#0703 Kirsten—Arizona

"The wind in my hair, the vibration of the motor, I never felt so free."



#0702 Vivian—Georgia

"My first Harley ride made me so hot I had no choice but to attack the handsome man who gave me the ride!"



#0704 Melissa—Utah

"My first time on a Harley I couldn't believe all the sensations running through my body!"

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 ravening roustabouts. Meet sweet Sarah from Phoenix, Arizona, where the only two things hotter than the scorching desert summer Sun are Sarah's succulent honey melons. Come back next month or we'll shave your balls and pimp you off in Thailand!

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

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

Model's Name: _____

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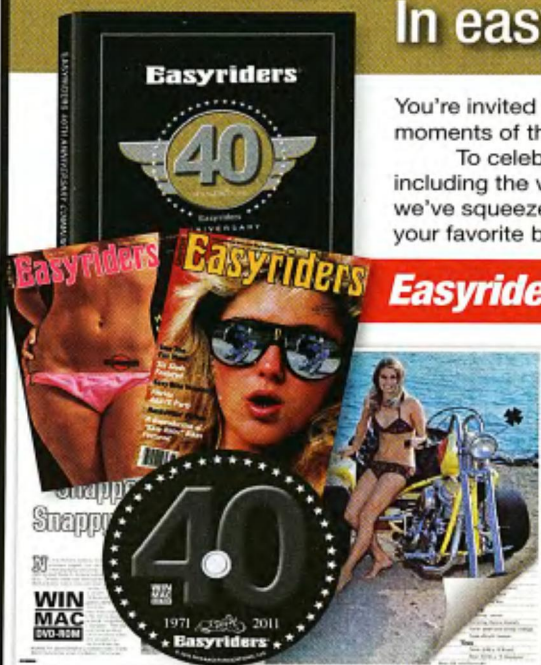
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Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.

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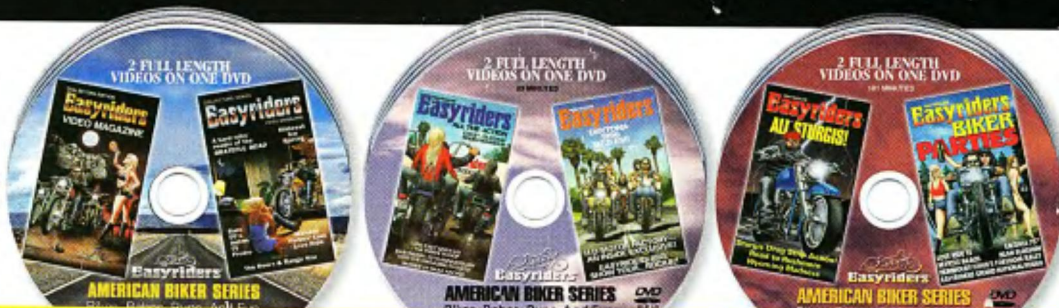
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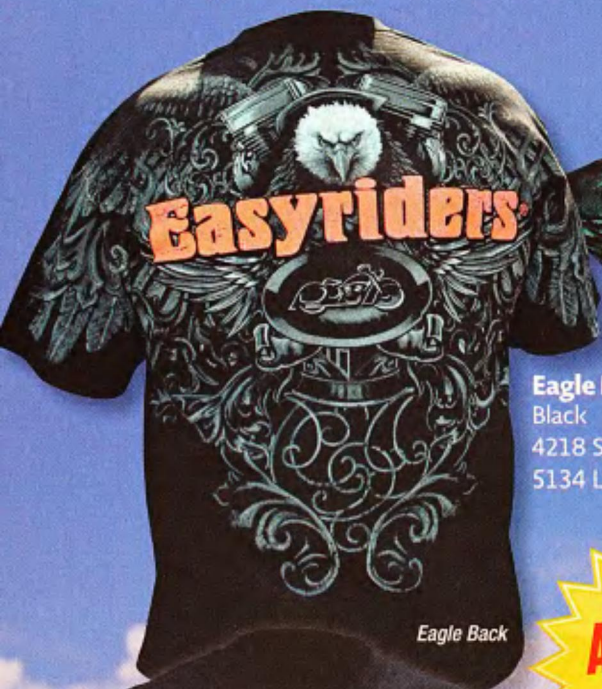
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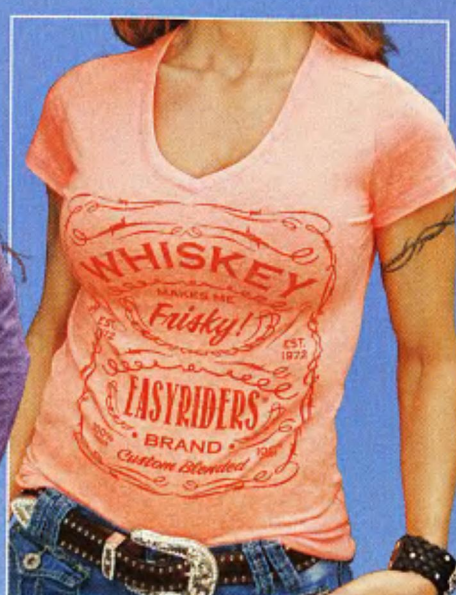


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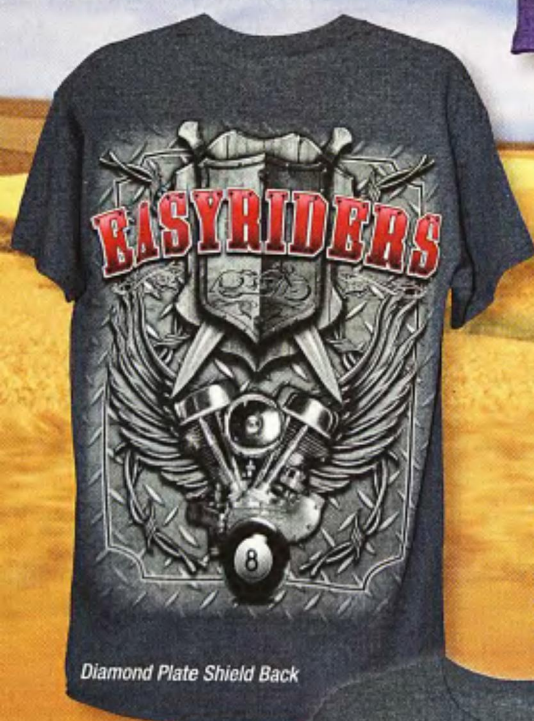
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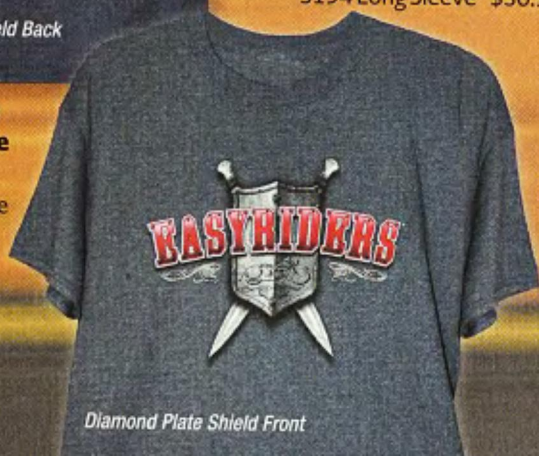
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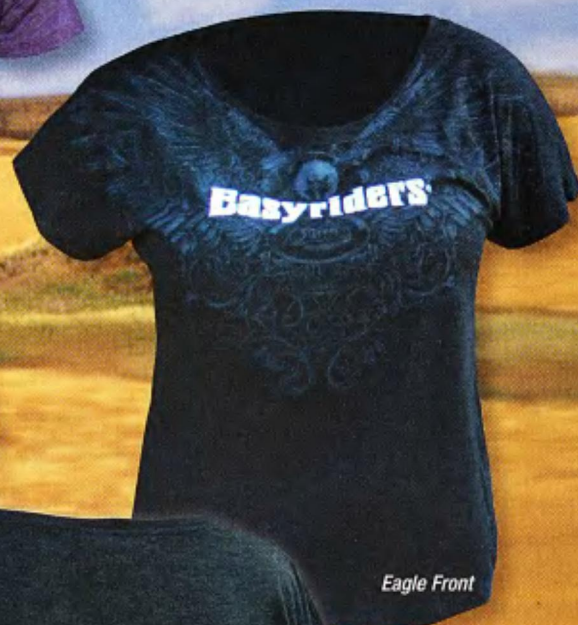
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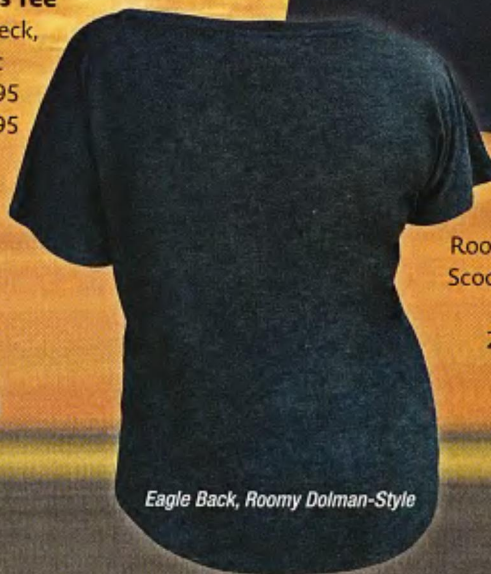
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Eagle Back, Roomy Dolman-Style

womens



Fast Freddy became addicted to speed the very time he rode his first two-wheeled creation, which was nothing more than a broken down Stingray bike with a Briggs and Stratton hanging off it. That rickety contraption had nearly killed him.

When other guys were moving to rice rockets to quell their need for speed, Freddy would remain forever loyal to the big Milwaukee fire breathers. He felt there was no substitute for a big inch V-twin and that was all he rode during his street racing career. Turbos and nitrous didn't hurt either.

As is the case in Harley circles, urban myths and legends abound, and one was the story of the so-called "Black Widow" who purportedly ran the fastest street twin in the whole northeast. The story goes that her all black, lowered bagger represented the cutting edge in V-twin drag racing tech, and nobody could touch her in the back

alleys or on the illegal drag strips in the region. According to legend, the rear fender of her scoot wore the phrase, "If you can beat me, you can eat me" written in neat pink pinstriping. Supposedly no one could touch her.

As the legend of the Black Widow grew, so did Fast Freddy's desire to beat her. So Freddy hunted. He searched every racing hangout, bar, and pub from Boston to Philly and down to Baltimore. Every time he walked into one of those dives he'd hear the story of how the Black Widow had just left town with a pile of cash after beating the best local racers. Freddy began to wonder if it was all bullshit. Then one night Freddy was cruising the dives right in his own hometown on his Turbo-charged Evo when he spotted a low, black, Twin Cam bagger out in front of Twiggy's Bar. The sleek Road Glide was nestled in among the array of suped-up hawks that were always parked out in

front on any given Thursday or race night. There were blown Sportys, turbo-equipped, strutted shovels sporting drag slicks and even a Morgan 3 with the new S&S 120-incher parked out front. Freddy rolled up next to the sinister bagger and shut his motor down. It was her—the Black Widow. He could feel it in his bones. "Finally," Fred thought to himself, "I can race this bitch and see if she's all that."

He backed into a space right next to the bagger and threw down his stand. Freddy grinned when he saw the pink pinstriped writing on the back fender declaring, "If you can beat me, you can eat me." So the legend had some truth to it. Once inside the bar, Freddy spotted her right away through the blue haze of cigar smoke. She wore skin-tight black leather and a red leather hourglass was sewn over her black heart. She sipped a shot of Jack Daniel's, no doubt provided by one of her

entourage of admirers. When she laughed at the punchline of a dirty joke, the sound was more cruel than mirthful. Freddy sauntered up to her table and noticed that she was older than he had suspected. Though every delightful curve of her tight body hugged her leathers, her fierce eyes suggested she was pushin' forty.

Freddy ignored the fawning ass kissers that surrounded her and stuck out his hand, "Hi, I'm Fast Freddy. You may have heard of me. I'm here to beat you, then eat you." There was some laughter and some low grumbling. Those who knew Fred knew he was as serious as a heart attack in church.

She took his hand and Freddy found himself mesmerized by those azure eyes. He wondered how many men had fallen into them, never to return. "No, I can't say I've ever heard of you, Fast Freddy." She released his hand. "I'm sure you'll be just another headlight in my mirror when we're all through. I assume you came to race." She said it all with an arrogant tone that really rubbed Freddy raw. "Yeah, I came to race." Fred sneered. "A thousand bucks up front. I have to see the dough before I'll even crank my bike." He offered up a grim smile. "But I'm not interested in what it says on your fender; I'm interested in cash, not gash. Be here tomorrow at midnight and be ready to race."

"You sound pretty sure of yourself," said the Widow. "You know how many cocky locals I've taken down in my time?" Now it was her turn to offer up an arrogant smile.

"Just be here tomorrow night." Fred's gaze narrowed.

"That's fine," she said. "But I pick the venue and we run from a slow roll." "That's cool with me," Fred said. "But I'll run up and back to check conditions and the road surface first."

"I'd expect no less. See you tomorrow night." Fred turned and felt pretty happy with himself but in the back of his mind he wondered if he had just landed in the middle of the Black Widow's sticky web.

The next night saw Freddy in front of Twiggy's at exactly midnight. A few of

his brothers milled about in front of the place to offer support to him, but Fred wasn't interested in conversation. He was psyched for the race as he went over his Evo one last time. Ol' Twiggy watched him, counting the ten, one hundred dollar bills he was holding for the race. "Where the hell is that friggin' bitch?" Twiggy muttered.

"Right behind ya, smart ass." The Black Widow stepped out of the shadows and handed Twiggy her stake in the race before turning to Freddy. "I love to watch my prey fiddle with their bikes before a race." She did a model's strut over to her bike, threw a leg over and hit the starter button. The bike roared to life, shaking windows before settling into a loping idle. She zipped up her leather jacket as Freddy started his bike. It sounded like all the hounds of hell.

The Widow took off up the road amidst cheers and hollers and Fred was quick to follow her. "Grandstanding bitch," he thought to himself. He chased her as she wound through the city streets and on out to route 231 towards Acorn Drive. He figured that would be her destination. It offered a smooth flat stretch along the railroad tracks with industrial buildings on the opposite side and was dead empty on the weekends.

When they arrived on the quiet street she yelled over, "Go do your surface check. I'll wait right here. When you get back we'll roll off from here and drop the hammer when we get up to the hydrant. From there to the speed limit sign is 1,320 feet exactly. I'll be the first one there." She grinned at Fred as she stood straddling her idling bike. Fred did his usual pre-race perusal and found everything to be to his satisfaction. The street dead ended about two hundred yards from the finish, so there was just enough shut down area. And if that wasn't enough, the two abandoned cars that faced each other at the end of the road would shut them down permanently.

Fred headed back up the street and u-turned neatly to pull up right next to the Widow. She began to move out almost before Fred was ready. "Trying to

psych me out," he thought.

They quickly came up on the hydrant and all hell broke loose. Both their throttles were twisted wide open. The roar of both big inch bikes became a hellish shriek. The Widow threw second gear a micro second before Fred and her front end launched. She backed out of it a bit giving Fred the edge for the next four shifts. He passed the sign that read "Speed Limit 35" at over a hundred ten mph and the Widow passed it a split second later.

Fred was elated. He grabbed a handful of front brake and felt the front end of the bike dive hard. He checked over his right shoulder to see the Widow pulling to the curb, and after a few quick downshifts, he did the same and shut off his bike. She straddled her still idling Road Glide with her hands on her hips. Fred guessed she just couldn't believe she was finally and so soundly beaten.

Suddenly, with no warning whatsoever, the Widow grabbed her bars, kicked her bike into gear and smoked the rear tire fiercely. She roared past Fast Freddy missing him by mere inches and headed straight for the dead end. Freddy clenched as he thought sure she would wipe out horribly into the abandoned cars at the end of the street but she continued to gain speed and passed between the cars sitting grille to grille. There couldn't have been more than 30 inches between them and the Widow's bike threw off sparks as she squeezed through.

Freddy hurried to the scene and stood between the rusty grilles of the old hulks where he discovered one of her side mirrors in the dirt and a chunk of glossy black fiberglass from one of her hard saddlebags. Beyond the cars he could see a wide gap in the chain link fence where she must have sped off into the night. Fast Freddy just shook his head and grinned. "The chick can ride, I'll give her that."

He aimed his radical old hawg back towards the bar with a story to tell, another win to his credit, and a thousand dollars of the Widow's money waiting to be collected from Twiggy.

—Z. Jakl and Dave Nichols



Lifelong rider Dani Jurnak and her Softail "Stella."

LADY RIDER APPAREL SHE RIDES!

The largest emerging demographic for Harleys riders today are women and they're not just shouting "Hear me roar" through a set of straight pipes, they are embracing the "Live to Ride" ethic in everything they do. Take Dani Jurnak for example. The Pittsburgh, Pennsylvania, resident has been riding since she was six years old, and after spending years riding on the back of her husband's Harley, decided to get one of her own. Her love of riding her satin black Softail "Stella" led her to wonder why there wasn't more riding gear aimed specifically for women such as herself. She wanted to assemble a line of gear that not only functions but also makes a gal feel sexy. Lady Riding Apparel was the answer.

"I like to dress a little fancy," Dani tells us. "I found that I couldn't simply walk into a store and find stuff that suits me. I decided to go in search of clothing that appeals to women who ride." You'll find clothing with attitude on the Lady Rider Apparel site; everything from T-shirts, dresses and leatherware, to outerwear

corsets, swimwear, even intimate apparel. While Dani has taken great pains to put together one site where there is something for every lady rider, she has bigger goals in mind. "I want to start my own label for Lady Rider Apparel." And talking to Dani, we know it's just a matter of time before she realizes her dream.

When asked what she would like to



say to women who are thinking of throwing a leg over a rumbling motorcycle, Dani says, "Riding is empowering and very freeing. Try it and you will never look back."

For more info and to check out all the latest riding goodies for women visit www.ladyapparel.com.

—Dave Nichols



Photos: Lady Rider Apparel

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HOPPING UP AN EFI BIKE Installing Vance & Hines Intake, Exhaust, and Fuelpak

Vance & Hines has been in the V-twin performance business for several decades, and the company's air filters, exhaust systems, and electronic fuel injection modules have enhanced the performance of many a bike. Two of the product lines, air filters and exhaust systems, have a lot of components and styles to choose from. For your Harley's fuel injection system, there are three Fuelpak modules; the one you use depends on the EFI system the factory installed on your bike.

High-flow air filters from Vance & Hines all feature washable elements, smooth radiused inlets, and an internal engine breather system. The air filters are also straight bolt-on installs. Exhaust systems are Vance & Hines mainstay; for Softails alone, more than one hundred different parts are available. You can get everything from slip-ons to full systems. There is one thing that every one of those parts is made to a very high standard in the United States. The company's Fuelpak EFI modules were developed and manufactured at its California factory.

For our 2012 Softail Blackline's air filter, we ordered the Drak styled VO2 Air Intake in black (P/N 40001, \$260). To further complement the bike's looks, we selected a set of Big Shots Staggered, also finished in black (P/N 47933, \$705). For the EFI programming module, we chose a Fuelpak FP3 (P/N 66005, \$390).

The FP3 is Vance & Hines' latest Fuelpak; it works with all of Harley's models that are equipped with the CAN Bus EFI system, including 2011-up Softail; 2012-up Dyna models; 2014 baggers; and 2014 Sportsters. The FP3 has two features that make it stand out: auto-tune and it links via Bluetooth to your cell phone or other mobile device. The installer no longer needs to use a computer to install or update the bike's fuel management system. The FP3 has the ability to reflash the bike's EFI



1 Our test bike is a 2012 Softail Blackline. We equipped it with the Vance & Hines Big Shot Staggered exhaust system, VO2 Drak high-flow air filter, and FP3 EFI tuning module.



2 The Big Shot staggered duals are available in either a chrome or flat black finish.



3 The Drak air filter kit is complete, and everything is a direct bolt on. The Fuelpak FP3 is just a black box with a wiring connector attached.

computer to a baseline tune for almost any type of engine modifications. The FP3 module plugs into the bike's VCI, vehicle communication interface connector and binds to the bike's ECM. It is then activated by a Bluetooth cell phone or Wi-Fi-based tablet. The auto-tune feature works with the factory-installed 12mm O2 sensors. The reflash and auto-tune are not the only things the FP3 does; it also allows the rider and/or installer to view the motor's sensor data and read and clear ECM trouble codes.

We installed the air filter and exhaust system in about 3 hours. The FR3/ECM reflash operation took fifteen minutes and only required the module and an iPad. Once the install and reflash were

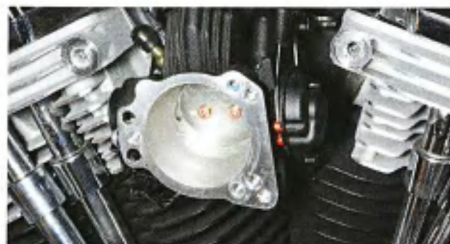
complete, we reviewed all of the motor's operating data; it was like being in an engine laboratory. This FP3 is a gearhead's delight. And now the bike runs great.

All Vance & Hines products are available from your local Drag Specialties dealer.

—Wendell Christopher

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562-921-7461
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4 Here is our starting point; the bike's air filter has been removed.



5 The Drak air filter's mounting plate is attached with the two engine breather bolts.



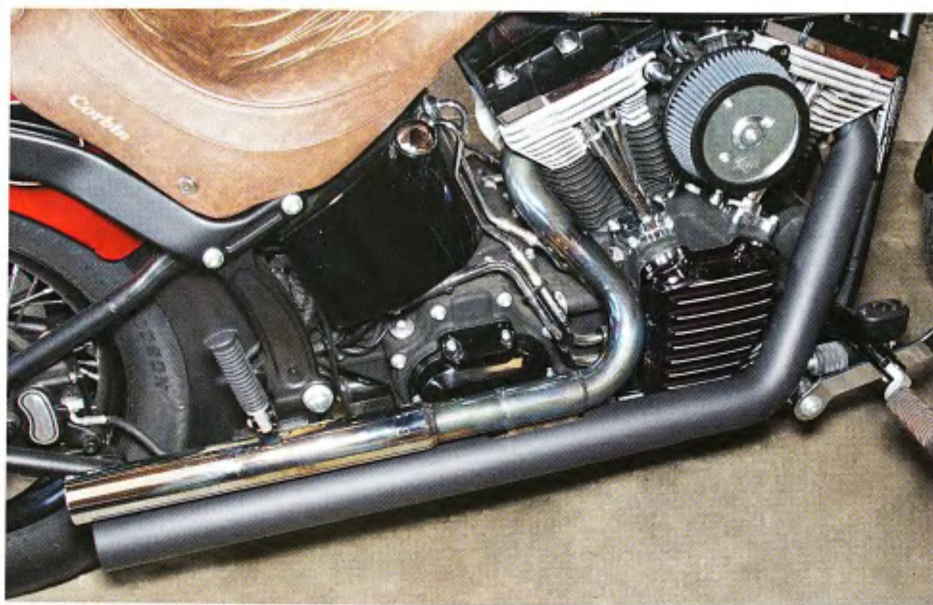
6 The air guide, breather hoses, and filtering element mount are installed.



7 The filtering element is bolted in place. With the exception of installing the air filter cover, the air filter installation is complete.



8 These Vance & Hines pipes have a secret. There is a chamber that connects the pipes. This gives them the low-rpm torque of a 2-into-1 system, yet the look of drag pipes.



9 The pipes' black heat shields will cover the crossover chamber.



10 The air filter's black cover finished off the mechanical installations.



11 The FP3 module is a little larger than a business card; it plugs into the bike's VCI connector, which, on a Softail, is under the seat.



12 The FP3 communicates with the technician or rider through a Bluetooth device; we used an iPad. Once the iPad connected to the FP3, it displayed four apps. We used the "map lookup" to find the data to reflash the bike's ECM. We loaded the new fuel-management map with a touch on the iPad's screen and had ourselves a great running Softail.

Tracey Fields' All-N-All Custom Road Glide

Lady In Red

Tracey Fields didn't get to keep his latest bike very long. But hey, the guy's in the business of building and selling motorcycles, so when this one found its new home just about 30 days after it was completed, and that was a good thing. However, in the short time Tracey held the keys, this Road Glide grabbed first, second, and third place awards at various shows.



We took things just a bit further than we had with some of the other baggers we'd recently completed.

"I've been drag racing motorcycles for 17 years," Tracey tells us. He's currently hitting the quarter-mile with a 265-horsepowered Top Gas bike. But during the workweek at All-N-All Customs, aka ANAC Baggers in Columbus, Ohio, the specialty of the house as of late has been big-wheel baggers. Of course, Tracey takes in plenty of performance work as well since ANAC is also a ProCharger dealer. But back to this bagger, Tracey says he began with a completely stock 2012 Road Glide, a bike picked up showing less than 500 miles on its odometer. "And right off the bat," he says, "we decided to take things just a little bit further than we had with

some of the others we'd recently completed."

The remake centered around a 30-inch front wheel, that was a given. "In fact," Tracey says, "as we were building this bike we were doing another 30-incher right beside it." Stripping off all the OE Harley tin, the saddlebags and rear fender were replaced with Arlen Ness parts and matched with Dirty Bird gas tank, side covers and front fender. The cool-looking chin spoiler came from Camtech. "To push the front end out where it needed to be for that big 30-inch Foose Nitrous II wheel," Tracey says, "we used a combination of the HHI neck kit and their triple trees."





Note that both wheels are by Chip Foose—a 17 on the rear even though you really can't see it. At ANAC, Tracey says, they'll match the wheels front to rear, just because. The floorboards, controls, grips, fork cans and saddlebag latches are from Battistinis. The Road Glide's engine was left stock—a Harley 103, albeit dressed to the nines with H-D rocker box covers and the full Sunburst Collection of bolt-on accessories, all of that going along with diamond-cut barrels and heads.

While lacking drag race power there's no shortage of electrical oomph here. A new inner fairing, after further modification by the guys at ANAC, now mounts a double handful of speakers along with a Pioneer Navigation Head. The bike's Rockford Fosgate amp is also powering more speakers mounted back in the Camtech saddlebag lids.

All that bright-red paint went on right there in-house at ANAC Baggers,

actually applied by Tracey's dad, Dave Fields. Although he's now retired, Dave had been an auto body/paint man all his working days and actually taught Tracey the ins and outs of a spray gun. When things get hectic around the shop, Tracey says, he'll call on his dad and point him toward the spray booth. This time the color was carried right through to the wheels before Don Keller, a freelance artist, came in to finish things up with some airbrush magic.

Everything you see here, from locating and buying the stock Harley to its final custom-color rubdown, was completed in just three months.

—Joe Kress



No shortage of electrical oomph here; with a big amp and speakers everywhere it's booming sounds galore.



Owner: Tracey Fields
City: Columbus, Ohio

GENERAL

Designer: ANAC Baggers
Fabrication: ANAC Baggers
Year/make: 2012 Harley-Davidson
Model: Road Glide
Assembly: ANAC Baggers
Time: 3 months

ENGINE

Year/make: 2012 Harley-Davidson
Twin Cam
Displacement: 103 cu. in.
Ignition: Harley-Davidson
Cam: Harley-Davidson
Carb: Harley-Davidson EFI
Air cleaner: Arlen Ness
Pipes: Klock Werks, RC Components

TRANSMISSION

Year/make: 2012 Harley-Davidson
Shifting: 6-speed

PAINT

Painter: ANAC Baggers
Color: Red
Type: Ultra 7000

FRAME

Year/make: 2012 Harley-Davidson,
modified
Type: FL
Rake: 47 degrees

Stretch: 2 inches
Shocks: Arnott Air Ride

ACCESSORIES

Bars: Dirty Bird
Handlebar controls: Harley-Davidson
Fenders: Dirty Bird
Headlight: Harley-Davidson Day Runner
Taillight: Arlen Ness
Speedo: Harley-Davidson
Pegs: Battistinis
Foot controls: Battistinis
Gas tank: Dirty Bird
Oil tank: Harley-Davidson
Seat: Dirty Bird
Mirrors: Arlen Ness
Grips: Battistinis

FRONT END

Type: Harley-Davidson, 2 inches over
Builder: Harley-Davidson,
ANAC Baggers

WHEELS

Make: Chip Foose Nitrous II
Size: 30-inch front, 17-inch rear
Tires: Vee Rubber front,
Metzeler rear

Brakes: HHI

Photos: Don Rogers
Contact: ANAC Baggers
614-745-1077

www.anacbaggers.com



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Enjoy a better music experience on your ride with Hogtunes' new speaker lid kit. Each kit includes high-impact ABS replacement saddlebag lids, 200 watt-2 ohm 6 x 9-inch motorcycle speakers, grilles, gaskets, striker plates, grommets, wire harness and required hardware.

Matching the lids to your existing paint scheme will be a breeze as each lid disassembles easily for painting. Including it into your current sound system is easy, as the wire harness will plug into any current Hogtunes or other amplifier (amplifier required but not included with the kit).

Designed to work with 1998-2013 FLHT, FLHR, FLHX and FLTR models, the lids accept OEM or aftermarket latches. Suggested retail is \$589.95.

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to enhance exhaust scavenging. The proof is in the numbers—this system can produce gains of 5 to 7 horsepower on a 110-cid engine when compared to the original-equipment exhaust system. Extra oxygen sensor bungs permit the attachment of tuning equipment. This kit includes the head pipe, Nightstick mufflers with catalysts and a collector and crossover tube heat shield, and is 50-state legal. \$1,299.95

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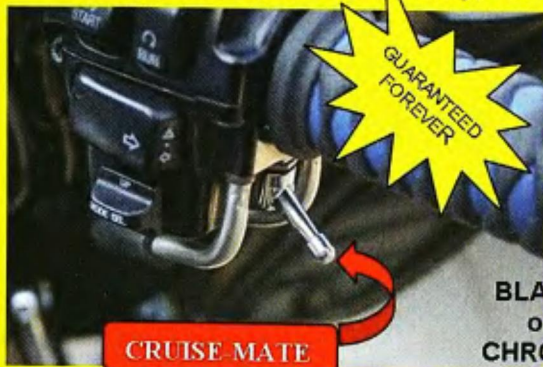


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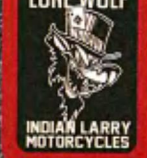
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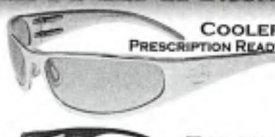
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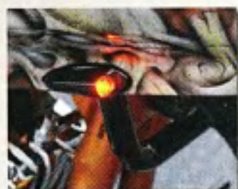
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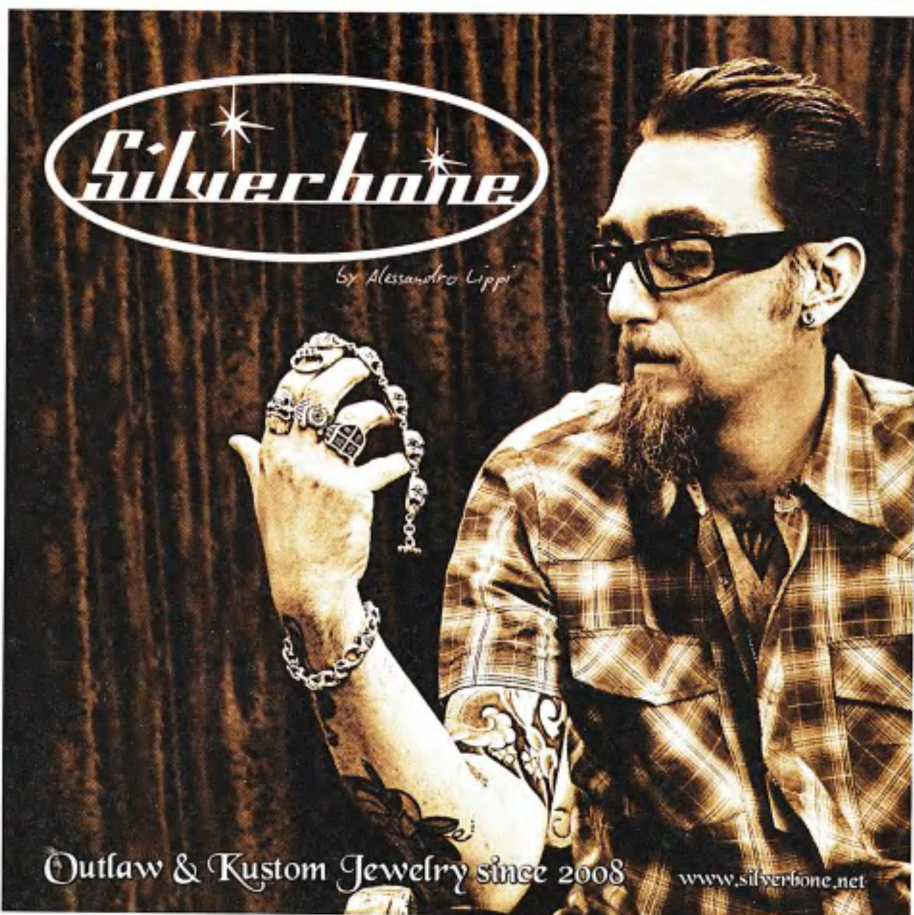


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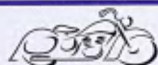
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1/12 pg	2 3/8 x 2 5/16

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1/6 pg hz	\$450	\$440	\$415
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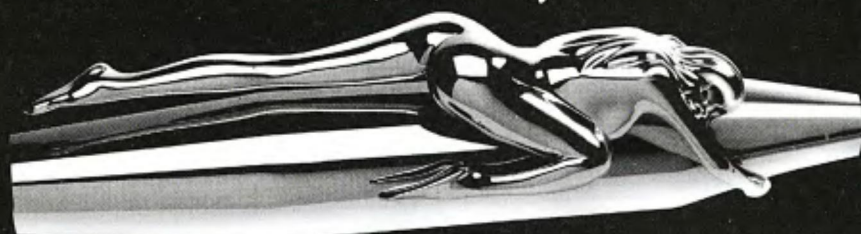
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SCOTT FOXX'S CAPONE'S BOBBER

Chicago Typewriter

Scott Foxx of Capone's Street Rod Motorcycles pulled the trigger on this red hot bobber with a natural nastiness that has us reaching for a way to cool back down. "It doesn't matter how many bikes you build, there are always gonna be problems," Scott tells us. "With this one, everything just seemed to flow pretty good." Scott gets his inspiration from some of his dreams.

Unlike the majority of us, he can actually remember what he was dreaming about well enough to incorporate it into his rolling artwork. One of Scott's customers said this bike is hotter than lead flying out of a Chicago Typewriter, and the name kinda stuck.

Everybody asks Scott who painted this bike, and he does not hesitate to hand out a card from his painter Brad Bole. Feeling the heat for these flames, Scott gave Brad his concept, picked out a color scheme and let him take it from there. Scott says, "Brad's work always comes out even better than my mental image of what I thought it might be."



One of Scott's
customers said this bike is
hotter than lead flying out
of a Chicago Typewriter, and
the name kinda stuck.



Owner: Scott Foxx
City: Shelbyville, Indiana
Fabrication: Scott Foxx, Capone's
Model: 2013 bobber
Assembly: Scott Foxx
Time: 1 month

ENGINE

Year/make: 2013 Ultima
Displacement: 107 cubic inches
Lower end: Ultima
Ignition: Ultima
Pistons: Ultima
Heads: Ultima
Cam: Ultima
Lifters: Ultima
Carburetor: S&S
Air Cleaner: S&S
Pipes: LAF

TRANSMISSION

Year/make: 2013 Kikker 6-speed
Paint: Brad Bole
Type/color: PPG/Candy Red
Special Paint: pinstriping by
Mike Ralston

FRAME

Year/make: 2013 Nevil Algie
Type: bobber
Rake: 35 degrees

Stretch: none

ACCESSORIES

Bars: Drag Specialties
Handlebar controls: DNA
Fender: Capone's
Headlight: Midwest Cycle
Taillight: Model A
Pegs: DNA
Electrics: Capone's
Gas tank: peanut
Oil tank: Capone's
Oil System: Ultima
Primary: Ultima
Seat: Rich Phillips
Grips: Schwinn

FRONT END

Type: spring tension
Extension: 4 inches under
Builder: DNA

WHEELS

Hub: DNA
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: DNA
Photos: Michael Farabaugh
Contact: Capone's Street Rod
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Speaking of smokin', this month,
the stain-resistant Stephy C is
your Fox Hunt winner.



Winning best of show at
Indiana Bike Week was
only the beginning.



Winning best of show at the inaugural custom bike show of Indiana Bike Week was only the beginning. Scott and his crew are especially proud of how this is actually a fair representation of the kind of motorcycles Capone's builds every day.

We asked about the way a bike with a 4-inch under extension front end rides.

Scott told us, "The bobber with the short front end is one of the best riding bikes we do!" Many of the special things that make every part fit together properly come from the skills of Capone's machinist, Jerry Meek. Jerry and Scott reveal that the primary drive is accomplished by first eliminating the inner support plate. Exact placement of the

transmission is maintained by some specially machined oblong washers that perfectly fill in the slots in the base plate of the frame.

This particular machine seems to have been built for smokin' some very fine Avon rubber since it makes burn-outs almost too easy to do and too hard to resist.

—Cheese



ReadersRides

Delbert Soucier Jr.
Fayetteville, North Carolina
2013 Special Construction

Inasmuch as it is notoriously difficult for Buells to morph into something that's pleasing to the eye, the guys at Mutiny Cycle Works gave it their best and did a helluva job trying. If you ever see a stock 1991 Buell X2 Lightning—the bike this custom construction is based on—you'll know what I mean.

Delbert, one of the Mutineers, even brought the bike to our Easyriders Bike Show in Charlotte, North Carolina, last year where it wowed the crowd with the radical changes it had undergone at the hands of Delbert and his pals. Like the 2013 homegrown MCW "High Seas" mono shock frame with its 35-degree rake and equally homegrown girder. Also from the house of mutineers are the foot controls, the seat, the fenders struts, and what they call their "breather catch can."



The stock engine received an Andrews cam and a Dyna 2000 ignition, and a modified CV carb was hooked up, while the pipes are MCW 221s from Tim Bradham Cycles. Just because the judges didn't cut 'em any slack at Charlotte

doesn't mean this bike ain't cool as all get-out. Just look at its stance, its presence, its overall aggressive appearance. Just look at its triangular headlight. There really ought to be a mutiny.

—Tripper





L.E. "Grump Dog" Smith Semmes, Alabama 1957 Harley Trike

It's been barely a year since Grump Dog, or Mr. Dog to us, has availed himself of these pages to publicize a project of his. That's right, the August issue of 2013 featured Mr. Dog's 1979 ground-up bobber, which he's since traded for a new project, this lovely and beautifully built cop trike, which happens to be for sale as of this writing.

"I've just been redoing a lot of stuff on this one, Mr. Dog tells us. "It is a one-kick trike and even has its original Linkert carb," which, he adds, is "really cool!"

Mr. Dog points out that he is not one of those "mid-life crisis" bikers but has instead been riding for 54 years, "or since I was 14 years old." He mentions this because the trike, he says, does not have a lot of speed, which someone of the younger generation might look for. "What it does have is a shit load of class," he says emphatically.

It's fair to assume that Mr. Dog is hoping for a quick sale on this one because he's already got his next project on the lift, a 1972 shovelhead. So somebody better hurry up and buy it; we can't wait to see the shovelhead finished and displayed on these pages.

—Tripper

Bizarre Bike of the Month



Comin' At Ya



The August issue of *Easyriders* (No. 494) is our Daytona Special offering up 24 pages of hot coverage fresh from this year's run to the sun. Ride with us to the David Mann Chopperfest in Ventura, California.

Then it's off top the Bama Bike Fest for a down home good time.

Check out our list of the Top Ten Coolest Parts and Products from the V-Twin Expo, get tech you can really use and more than a mouthful of bouncing boobies and side-splittin' jokes!

Bike features will include Jeremy Valentine's lean Twin Cam, Frank Pederson's panhead chopper, Daniel Hughes' Hood Rich custom, a Bagger Nation Road Glide, a Swedish shovel and Richard Nolan's Torch Industries pan

All this and more will heat up your riding summer in the sultry August issue of *Easyriders*!

On sale July 1



The sensational August issue of *V-Twin* (No. 160) 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 July 1



In *The Wind*, No. 158, September 2014 rumbles to Daytona Beach, Florida, for Bike Week shenanigans, then rambles west to the David Mann Memorial Chopperfest in Cali. Then we'll feature some rad rides from our just-concluded 2014 *Easyriders* Bike Show Tour. Remember, if it's out there it's in here!

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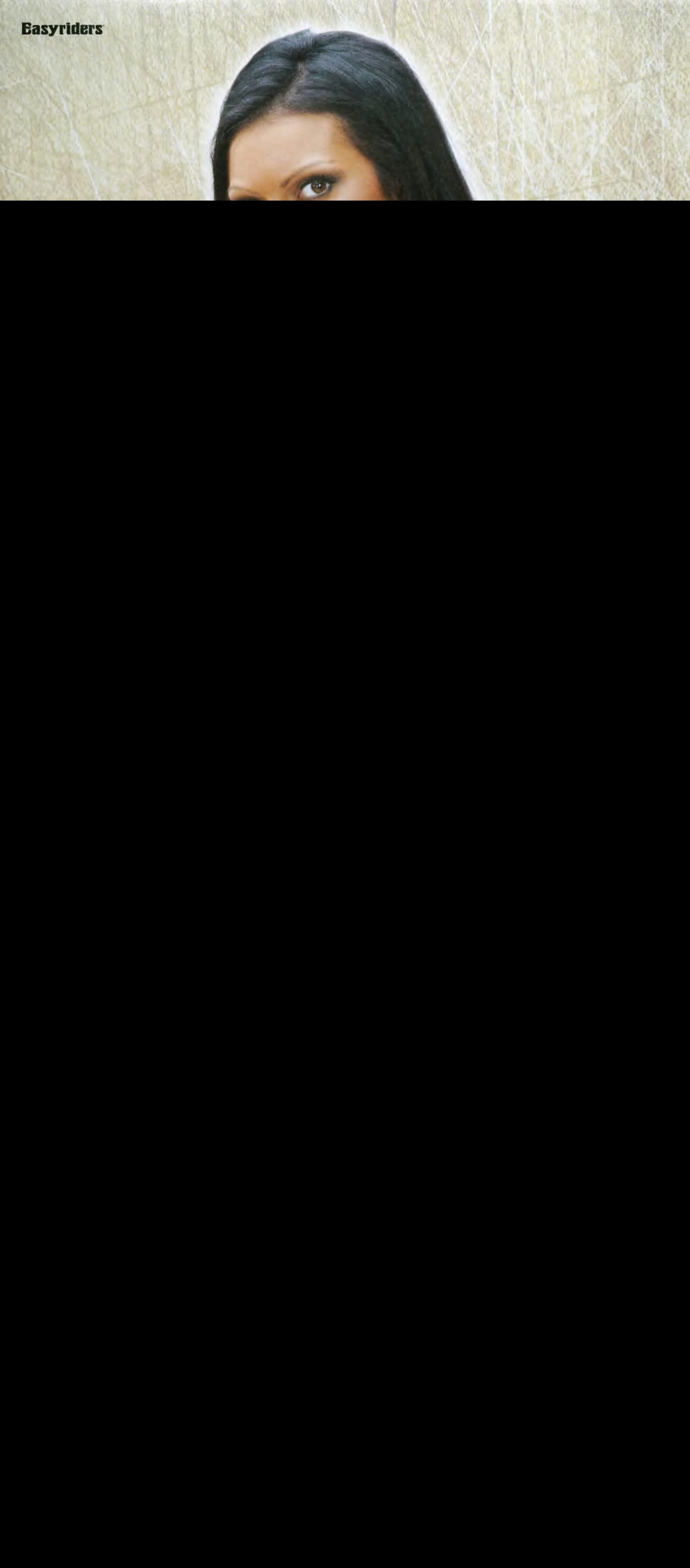
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