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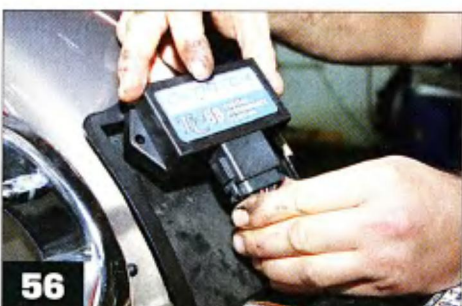
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or comments to the editor at dnichols@easyriders.net
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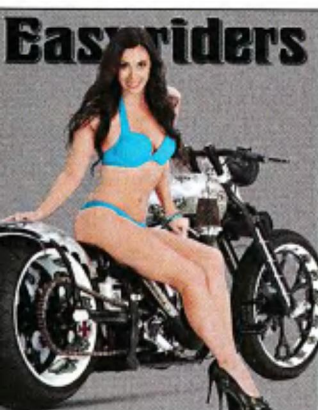
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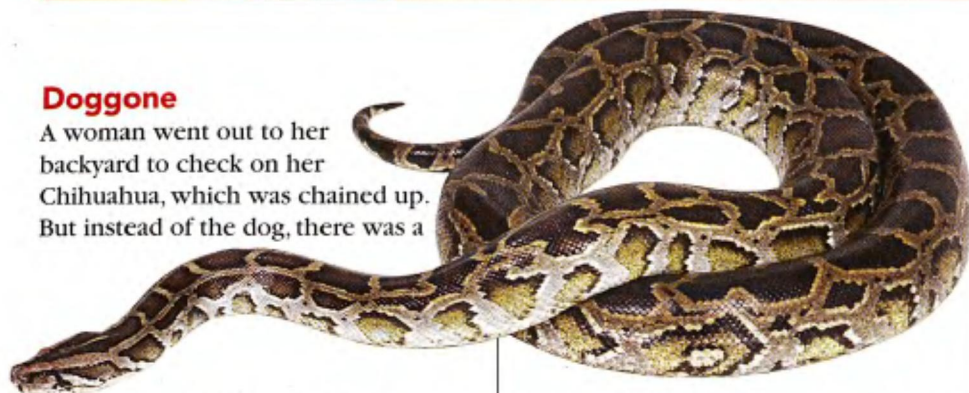


ON THE COVER: Beauteous Brennan on Daniel Hughes' Hood Rich Pro-Street Custom, shot by Don Rogers.
Cover imaging by Jeff Biggs.

Taking It Easy

Doggone

A woman went out to her backyard to check on her Chihuahua, which was chained up. But instead of the dog, there was a



huge python with the dog's chain hanging out of its mouth. Apparently, the python had eaten the dog for lunch (or was in the process). The woman called rescue workers to help the snake, fearing it might choke on her poor pooch. They said the python was doing fine and would be released into the wild after it had finished its lunch.

Second Thoughts

The IRS might have second thoughts about suing a man to recover a \$60,000 tax underpayment, since by the time he was finished with the IRS, the federal government had been ordered to write him (now age 66) checks totaling nearly 15 times that amount. Apparently he was on his way out of the IRS office after his first meeting in 2008 and tripped over a phone cord, falling against a filing cabinet which resulted in an injury so severe that he required a 17-day hospital stay, rehabilitation, and alleged long-term confinement to a wheelchair.

Women's Rationales

Actual written replies some women wrote on Child Support Agency forms:

"I am unsure as to the identity of the father of my child, as I was being sick out of a window when taken unexpectedly from behind. I can provide you with a list of names of men that I think were at the party if this helps."

"I don't know the identity of the father of my daughter. He drives a BMW that now has a hole made by my stiletto in one of the door panels. Perhaps you can

contact BMW dealerships in this area and see if he's had it replaced."

"I have never had sex with a man. I am still a Virginian. I am awaiting a letter from the Pope confirming that my son's conception was ejaculate and that he is the Saver risen again."

"I cannot tell you the name of Alleshia's dad, as he informs me that to do so would blow his cover and that would have cataclysmic implications for the economy. I am torn between doing right by you and right by the country. Please advise."

No More Xbox

A dad requested that his son shut off an Xbox gaming system. Apparently the son went ballistic, headed to the garage with a knife, and went to town on his dad's custom Harley-Davidson. Then he drove into the Harley so hard that it went "all the way into the wall of the garage."

Just Won't Give Up

A man had been released from prison after serving 15 years for robbing a Stride Rite shoe store. Apparently he had taken a bus from the prison directly to the same store so he could rob it again.

And Yet More "Art"

A British "artist" creates Jackson Pollock-style canvases by vomiting on them after ingesting colored soy milk. She says she fasts for two days prior to her public performances and, as the show starts, times her ingestions so that the

proper hues don't prematurely mix in her stomach.

Gun Safety

A man wanted to demonstrate gun safety to his girlfriend so pointed the gun, which he said was not loaded, to his head and fired. It turns out it was loaded, and he's now no longer above ground.

Those Ridiculous Russians!

Following an evening of heavy drinking, a former Russian schoolteacher was charged with fatally stabbing his host during a dispute over whether poetry or prose is the most important literary form. And yet another dispute: A woman was charged with stabbing her father in the chest during an argument over the position of the Big Dipper.



DRUNK-LOGIC

A woman had walked to a McDonald's for a late-night meal because she knew she was too drunk to drive. But the dining room was closed, and she was refused service at the drive-thru widow because she was on foot. So she went home, got her car, and returned to the drive-thru. On the way back, she was arrested.

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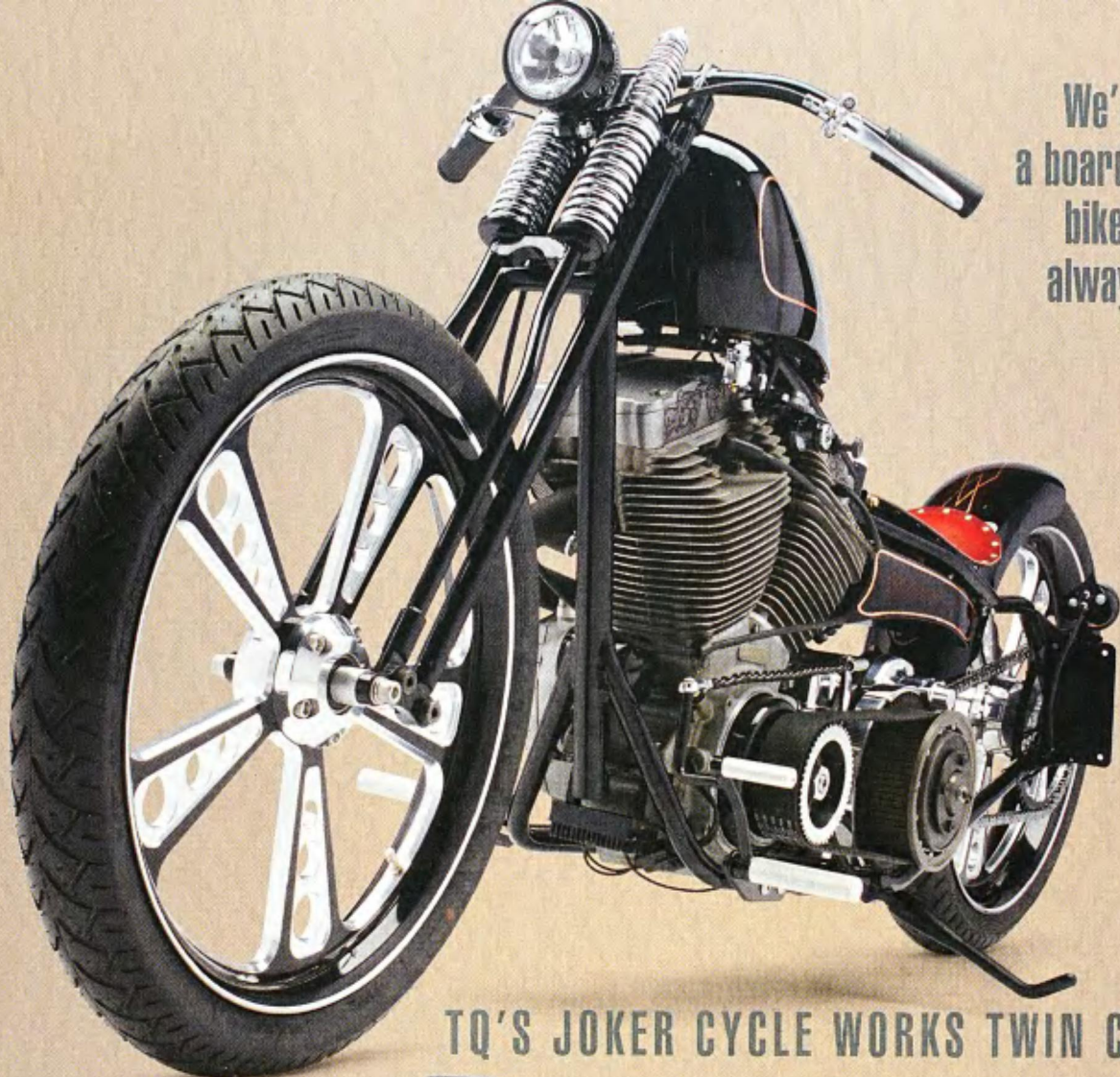
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TQ'S JOKER CYCLE WORKS TWIN CAM CUSTOM



Under Pressure

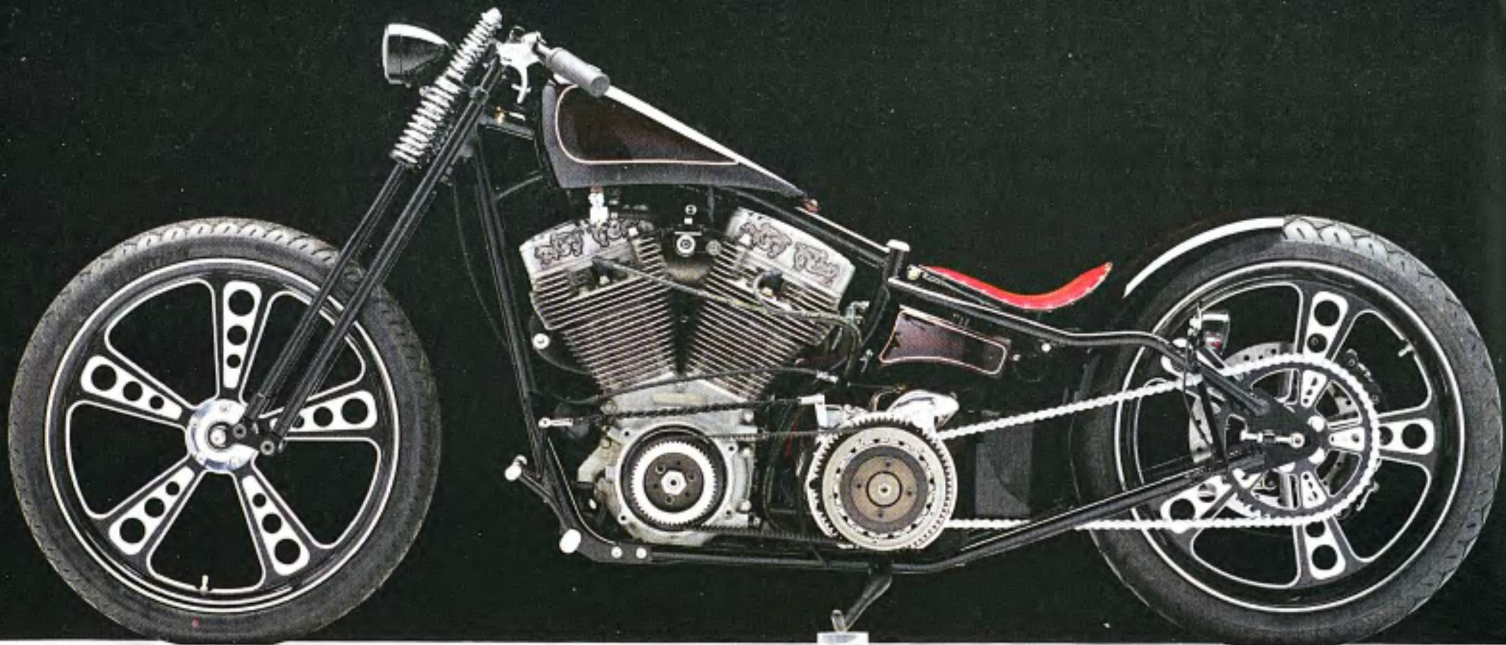
Here's a bike story with a real surprise ending. Tony Quillen aka TQ acquired a wadded up 2001 Super Glide and then dropped it off with Jeremy Valentine at Joker Cycle Works in Ft. Wayne, Indiana, saying, "I want you to build me a show bike. Here's an open check, but I need it done by the Columbus Easyriders Bike Show." The show was just around the corner, so that's how the bike got its name: "Under Pressure."

The best part of the deal was that Jeremy was given free rein to come up with whatever he wanted. "We had the

motor sitting on the bench and I looked at it and said, we're going to build a boardtracker-looking bike, something I've always wanted to do," Jeremy tells us. "It'll have a tight rake, a 2-inch drop-seat, so you sit way down and deep into it, and 21-inch wheels front and back."

For a power plant Jeremy went for a 2001 Twin Cam 88 motor matching it with a late-model 5-in-a-4-speed case tranny. While he could have gone the easy way using a Softail frame and adaptors, it wouldn't give the look he wanted, so he designed his own.





But he needed a special frame tool, so called up his friend Bob at Lakeside Custom Cycles in Ohio and was welcomed over, then spent a couple weekends cooking on their frame gig. While the finished product gives the bike a very light, mostly motor look, the frame is actually very stout as it employed 1/8-inch wall tubing for the backbone.

Details abound with this bike. Note the shape of the oil tank sitting under

the seat, definitely a departure from the usual round oil bag. Then there's the old-school scroll work, hand engraved by Jason at Courthouse Customs. The vintage look of the bike is aided by careful use of scouring pads to patina a lot of the bright work. As for the number 62, it's the birth year of the bike's owner Tony.

Under Pressure was completed in time for the Easyriders Columbus Bike

Show where it won Second Place Specialty Chopper. The kicker is that Tony had never seen the bike in its building stages or any pictures of it when completed. A few of his friends steered him toward several bikes where he saw Under Pressure for the very first time and was wowed by it.

Even more so when his friends announced that it was his bike. Call it total shock and awe. —Paul Garson

**Here's an open check,
but I need it done by the
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Bike Show.**





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Owner: Tony "TQ" Quillen (*right*)

City: Ft. Wayne, Indiana

GENERAL

Designer: Jeremy Valentine, Joker Cycle Works

Year/make: 2014 JCW

Model: Under Pressure

Assembly: Joker Cycle Works

Time: 4 months

ENGINE

Year/make: 2001 Harley-Davidson

Model: Twin Cam 88

Displacement: 88 cu. in.

Cam: Andrews

Ignition: Thunder Heart,

Drag Specialties

Heads: Ultima

Carb(s): Harley-Davidson

Air cleaner: Joker Cycle Works

Pipes: L.A. Choppers

TRANSMISSION

Year/make: 2014 Harley-Davidson

Shifting: foot

PAINT

Painter: Bowers Paint Studio

Type/color: PPG/vivid black, ruby stripes

Special paint: Nate Bowers

Engraving: Jason, Courthouse Customs

FRAME

Year/builder: 2014 Joker Cycle Works

Rake: 29 degrees

Stretch: none, 2-inch dropseat

Shocks: rigid

ACCESSORIES

Bars: Joker Cycle Works

Handlebar controls: Tedds

Fender: Led Sled

Headlight: Tedds

Taillight: Tedds

Electrics: Drag Specialties, Joker Cycle Works

Tank: Cole Foster, Joker Cycle Works

Oil tank: Joker Cycle Works

Oil system: Harley-Davidson, Joker Cycle Works

Seat: Sinister

Pegs: Joker Cycle Works

FORKS

Type: Springer

Extension: -6 inches

Builder: 138 Cycle Fab

WHEELS

Size: 21 inches

Wheels: Southern Motorcycle Works

Tires: Metzeler

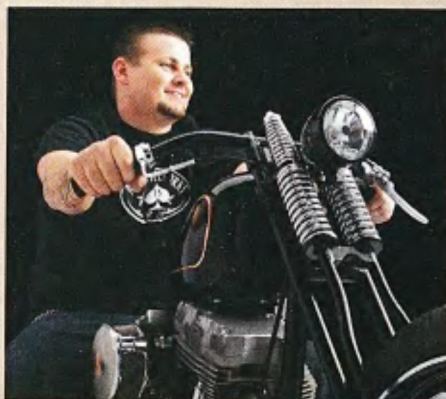
Brake: Lakeside rear

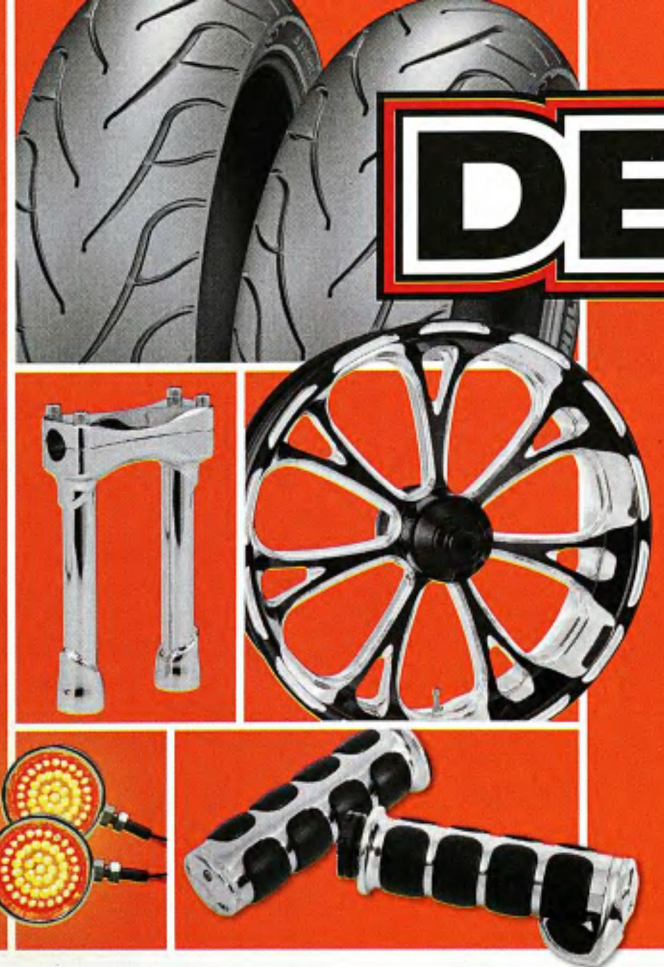
Photos: Michael Lichter

Contact: Jeremy Valentine

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MOTORCYCLE FATALITIES FALL

According to a report issued on May 6, 2014, by the Governors Highway Safety Association (GHSA), for the second time in five years the annual number of motorcyclists killed in accidents is expected to decrease. The report titled *Spotlight on Safety* by James Hedlund of Highway Safety North says that the numbers of motorcyclists killed in accidents in 2013 is 4,610, compared to 4,957 in 2012. As a note, in 2009, there were 4,469 from 2008.

Wayne Allard, American Motorcyclist Association (AMA) vice president for government relations, noted the positive trend, but criticized the report as short on hard data regarding the factors contributing to the decline. The AMA is promoting the Motorcycle Crash Causation Study being conducted at the Oklahoma Transportation Center, with a final report due in 2015.

However, experts on motorcyclists' rights, including the Motorcycle Safety Foundation (MSF), have questioned the validity of that study and whether sample data used is too small to be relevant. Congress had only allocated \$2 million to the study, and matching funds were to make up the shortfall. The AMA, along with the Federal Highway Administration, and the National Highway Traffic Safety Administration are the sponsors, but the funding fell short when it was discovered that \$8.9 million would be needed to collect 900 samples, the number gathered in a 1981 Hurt study. Ultimately, the funds were raised would



only allow for 300 samples. The MSF found this insufficient to yield relevant data, which lead them to subsequently withdraw their sponsorship in 2009.

GROW AMERICA ACT

You have got to love an acronym. The Obama administration has released its wish list for a comprehensive transportation bill. Entitled the Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act or Grow America Act, is 350 pages in length and proposes a fix to all that ails the nation regarding transportation.

The Motorcycle Riders Foundation (MRF) discovered one mention of the word "helmet" in the entire bill, probably by doing a word search within the document. [We note that there are exactly two occurrences of the word "motorcycle."] That mention would amend Section 405(f) of title 23 of the United States Code, allowing the Transportation Secretary or designee to "...engage in activities with States and State legislators to consider proposal related to motorcycle helmet use laws." The MRF has issued a press release opposing this wording, calling it "a thinly veiled stab at a mandatory national helmet law."

SAVE THE PATCH

During the last couple of years there has been a lot of discussion on the Fed's ongoing persecution of the Mongols Motorcycle Club, and the government's attempts to usurp the club's trademarked logos and "collective membership marks."

There is now a legal fund established by the US Defenders to help the club pay for legal defense against the seemingly unlimited resources of the government forces aligned against them.

The backstory is the government has taken the position that it can seize the club's trademarks and prevent members from displaying them, claiming that the marks belonged to a former member who is now behind bars, and that any property bearing the logos can be seized. This has been shut down in court previously, so the prosecutors simply re-filed, with a slightly different argument. It is a bald attempt to ban the club and stifle free speech and free association.

If the government's lawsuit succeeds, all motorcycle clubs who have a bad egg or two on their roster can be prosecuted as a group and their trademarks may be seized. The government has adopted a tactic against motorcycle clubs right out of the Cold War: break them by forcing them to spend all their resources on legal fees until they can't fight anymore—the tactic the United States used against the old Soviet Union in the 1970s and 1980s.

If you would like to help, the US Defenders are asking club member and independents who support this fight to send a check for \$5 to:

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TERMINATOR, WITH A CONSCIENCE

The US Military is awarding a \$7.5 million grant to researchers to explore instilling a sense of right and wrong and morality into the “DNA” of their robots and drones. Semi-autonomous killer robots are already being deployed in several countries. The restraint that we have seen to date is not due to technical limitations; it is a matter of policy, so far. Theoretically the U.S. military requires human supervision of its robot weapons... for now.

The United Nations is pushing a moratorium on lethal autonomous robotics, until a legal framework has been established. As in, “we’re not against killer robots per se, we just want to make sure it is all legal-like.”

Will Isaac Asimov’s “Three Laws of Robotics” come into play?

1. A robot may not injure a human being or, through inaction, allow a human being to come to harm.

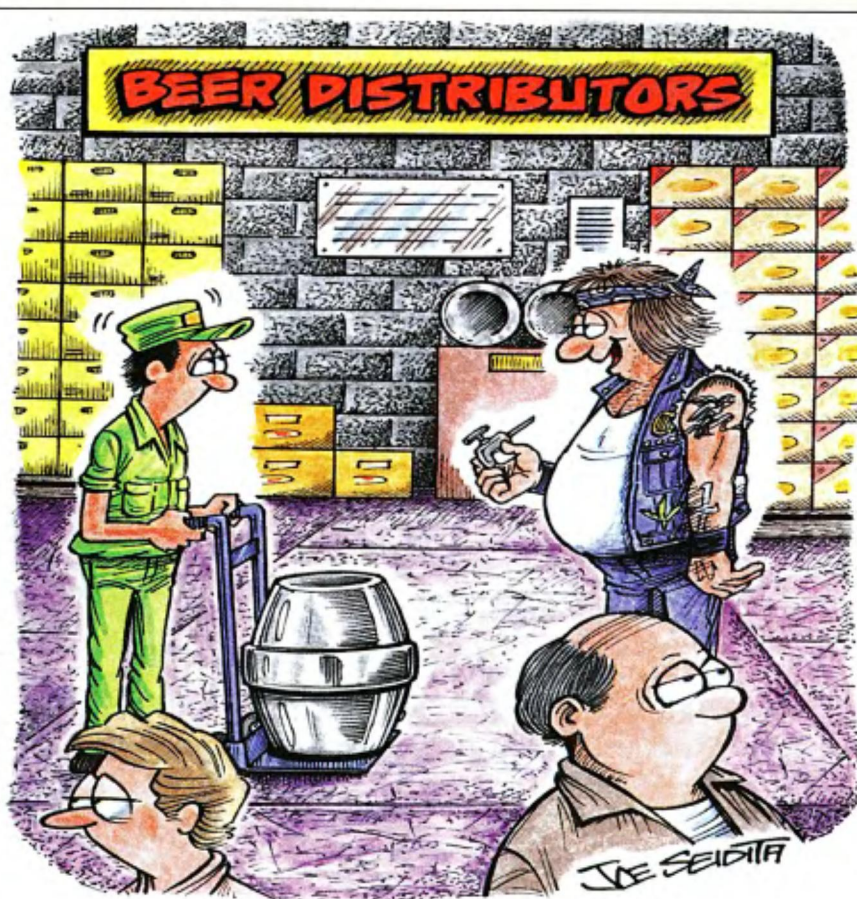
2. A robot must obey the orders given to it by human beings, except where such orders would conflict with the First Law.

3. A robot must protect its own existence as long as such protection does not conflict with the First or Second Law.

Seriously folks, these are governments we are talking about.

Physicist Stephen Hawking, writing in the Independent, has warned that Artificial Intelligence (AI) “would be biggest event in human history...It might also be the last, unless we learn how to avoid the risks.”

—Kit Maira



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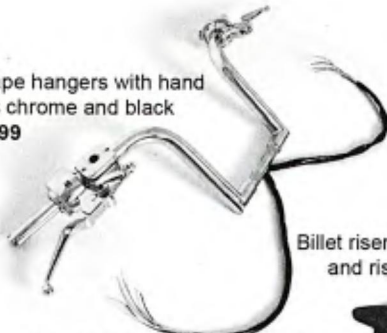


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HOLLYWOOD RUN

If you get the feeling that this panhead chopper might have rolled right out of a David Mann painting, you have a good eye, a good memory, and possibly a great collection of *Easyriders* magazines. Frank Pedersen, the guy who built this bike tells us, "That was the whole deal.

Years ago I was lucky enough to actually get an original David Mann painting, and a stack of old photographs and posters to go with it. In there was a poster of the very first biker painting David ever did, Hollywood Run, actually done for Ed "Big Daddy" Roth's *Choppers Magazine*.

When I looked over that poster and some photos of David's first motorcycle, a panhead chopper, I decided to build this one and try to get, as best as I could, into what David might have been thinking when he built his own bike and when he did that painting."



**Frank Pedersen Builds A
David Mann Classic**



"So this Candy Green classic," Frank says, "could be the bike that David really wanted for himself. He never owned it, but he sure did imagine it and paint it."

The project started about three years ago at Frank's MC Worx, in Olathe, Kansas. Frank has since relocated to Pleasanton, Kansas, about 60 miles south of Kansas City. A transplant from Fredrikstad, Norway, over the years Frank has worked on motorcycles, boats, muscle cars, drag cars, and even airplanes. His Frankenstein Trikes conversion kits predated the current popularity of the

three-wheelers. "But classic choppers," Frank says, "have always been my passion." A 1952 basket-case Harley served as the starting point for this one, giving up its engine and transmission to the cause.



"And honestly," Frank goes on, "this bike might be one of the simplest I've ever built. There was very little special fabrication required, although it did take a lot of thinking, looking, and research to choose and use all the right stuff." Work began with that '52 engine and transmission.

High bars, high pipes, panhead power, jockey shift, and foot clutch—this one's art roaring to life.



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Motorcycle awards referenced to publications Cycle World, Motorcycle.com, Motorcyclist, Motorcycle USA, RoadRUNNER Motorcycle Touring & Travel, Rider Magazine and Robb Report for the years 2011, 2012, and 2013.

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Owner: Frank Pedersen
City: Pleasanton, Kansas
GENERAL
Designer: David Mann
Fabrication: MC Worx
Year/make: 1952 Harley-Davidson
Model: FL

Assembly: MC Worx
Time: 6 months
Chroming: Performance Plating
ENGINE

Year/make: 1952 Harley-Davidson
Rebuilder: Jack Larson
Displacement: 74 cu. in.
Ignition: points type
Cam: Harley-Davidson
Carb: Bendix
Air cleaner: custom
Pipes: Tedd Cycle Fishtails

TRANSMISSION

Year/make: 1952 Harley-Davidson
Shifting: 4-speed, jockey

PAINT

Painter: Jonesy, Scott Thomas
Type/color: Matrix/Candy Green

FRAME

Year/make: 1952 style, Tedd Cycle
Type: 1952 FL rigid

Rake: stock

Stretch: none

Shocks: none

ACCESSORIES

Bars: 18-inch apes

Handlebar controls: Harley-Davidson,
Tedd Cycle

Fenders: 6-in. flat, Tedd Cycle

Headlight: Bates, Tedd Cycle

Taillight: Maltese Cross

Pegs: Tedd Cycle

Foot controls: Tedd Cycle

Gas tank: Mustang style, Tedd Cycle

Oil tank: Tedd Cycle

Seat: Bates

Grips: Harley-Davidson

FRONT END

Type: 1948 FL style

Builder: Tedd Cycle

WHEELS

Make: laced

Size: 21-inch front, 16-inch rear

Tires: Avon front, Goodyear rear

Brakes: Harley-Davidson drum

Photos: Michael Lichter

Contact: MC Worx

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www.choppersforever.com

Most everything else, from the frame on up, is a reproduction part and most of them came out of the warehouses of V-Twin Mfg. and Tedd Cycle. The frame is a 1952 repop, matching the year of that original H-D engine; the front end's a reproduction 1948 FL Springer. The wheels and drum brakes came from Tedd Cycle, as did those mile-high fishtail pipes, Mustang-style gas tank, headlight, and Maltese Cross taillight, among others. "We put it all together over one winter," Frank says, "working on it over weekends and evenings. And it was a lot of fun."

As cool-looking as this bike is, it really isn't a lot of fun to ride, according to Frank. The foot clutch is kind of grabby and unpredictable, the handlebars are



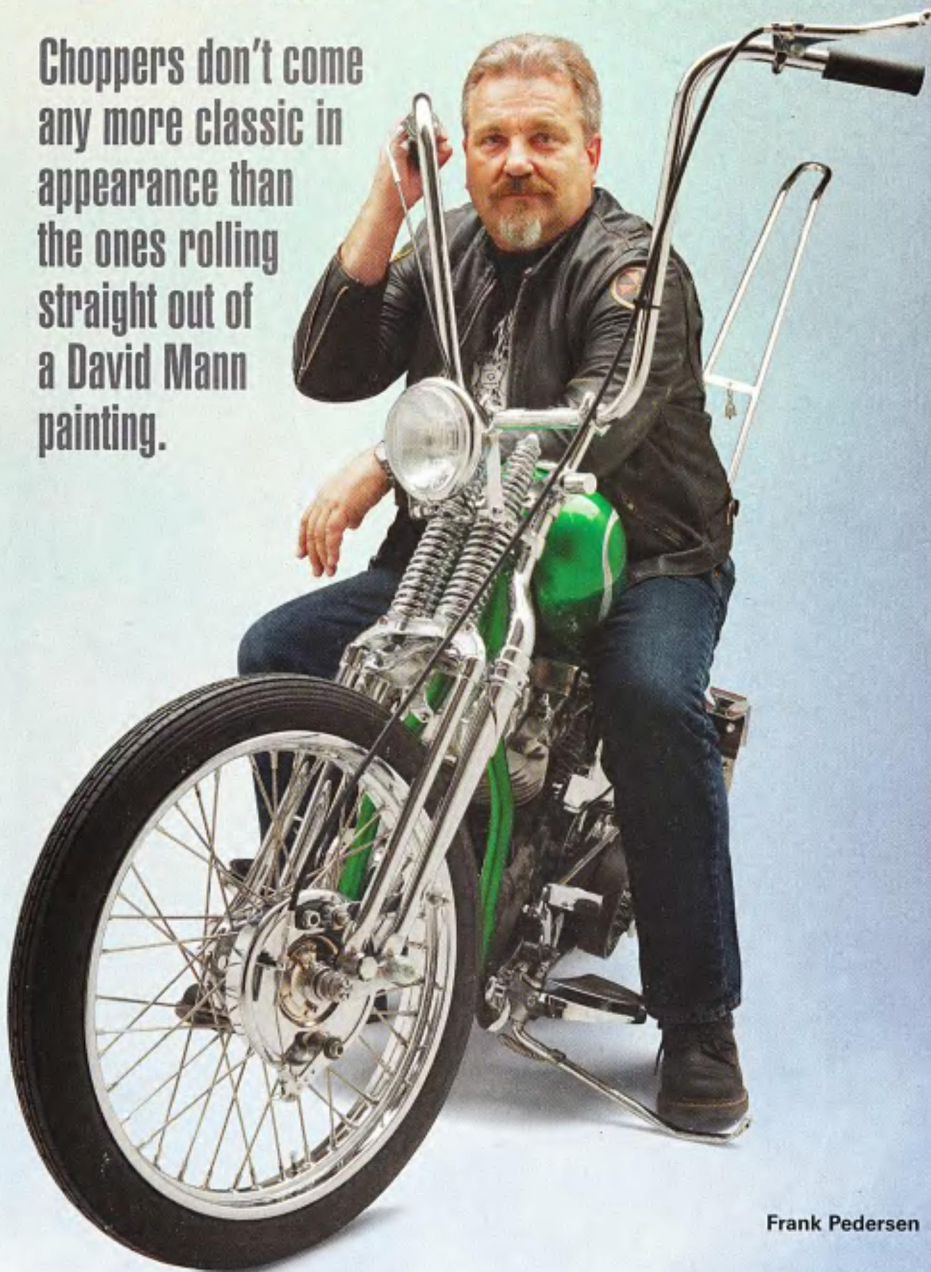
way too high and too far forward to be comfortable, you get the idea. "But it all had to be that way to look right," he explains, "to look like that bike in David's painting." In celebrating that painting, and the dreams and imagination of a master, it's spot-on perfect. Ergonomics be damned.

—Joe Kress





Choppers don't come any more classic in appearance than the ones rolling straight out of a David Mann painting.



Frank Pedersen

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David Mann Chopperfest 10



WHERE BIKES AND ART AND BIKERS MERGE

The David Mann tribute shindig called Chopperfest invaded the Ventura Fairgrounds last December for the tenth consecutive year, and, as always, bikers came from all over Southern California and beyond.



CHOPPER FEST

Pabst
Blue Ribbon
10th Anniversary

What'll You Have?

VENTURA, CA
DECEMBER 8, 2013

With the temps hovering around freezing in the early morning, you would have thought those wimpy SoCal riders might have preferred to stay home or at least show up in their heated cars. But you would have been oh so wrong. Obviously made of sterner stuff, bikers from all over came riding onto the parking lot in throngs, and soon enough the entrance to the show was swamped, with some 4,500 folks eventually making it through the gate.

Once you were in, a field of mainly home-built choppers, bobbers, and restored—or not—antiques presented itself on the green area right next to the main gate of the compound. Somewhere in the neighborhood of 200 bikes of many makes and models were on display. Beyond them, a long row of vendors lined up along the main drag and several swap meets were going on outdoors as well as inside San Miguel Hall, while the Sugartown Rollergirls battled it out in the Anacapa Hall right next door.

Strolling along the packed vendor row you could find just about anything, from used parts for your bike, to brand-new accessories, art, leather wares, and yes, food and beer, of course. In fact, despite the coldish temps, some of the beer vendors were doing brisk business as early as 9:00 a.m.

Art is another important aspect of Chopperfest, and that shouldn't come as a big surprise seeing how David Mann was most famous for his renderings of the biker lifestyle. For this event, and due to its popularity, the art show had moved to the much larger Santa Rosa Hall from where it was the year before, and it held an amazing assortment of art and artists like Tom Fritz,



Road King FLH
Street Glide #50

Deluxe
41 Magnum

Dyna #32

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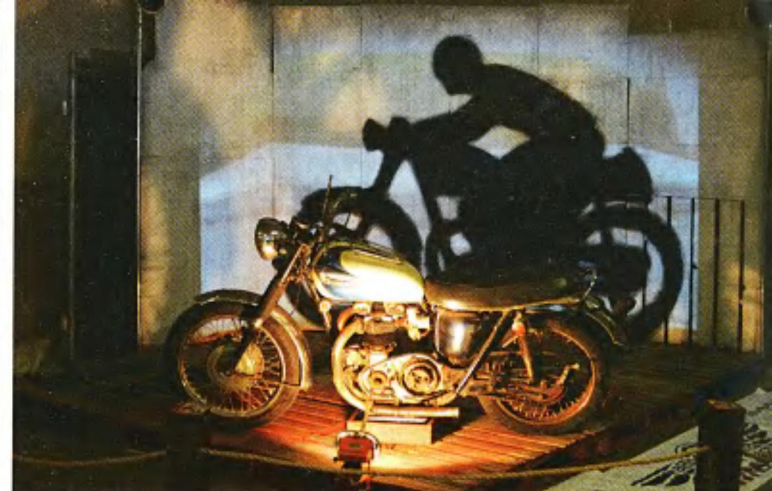
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Robbie Freeman, and George the Painter not only showing their finished art, but also doing some live painting. The artist Abe Hernandez had a screen set up in a corner showing a moving landscape, with a motorcycle set up in front of it and the shadow of a riding figure cast onto the screen, giving the viewer the impression of watching a motorcyclist ride along a country road.

Also present was Jacquie Mann, David Mann's widow, who was signing and selling David Mann posters and calendars.

As far as musical entertainment was concerned, the Bob Carrillo Blues Band played for most of the day, interrupted only by the occasional announcement, and besides doing some terrific original tunes, they also did a great job covering classic hits by the Doors, Lynyrd Skynyrd, the Stones, and others.

But as always, the bikes were the true stars of the event, and the many categories receiving trophies included "Shovelhead," "Sportster," "Modern Bobber," and "California Bobber," to name but a few. The award for Best in Show included a check for \$2,500 from Born Free that went to John Edwards for his beautiful 1959 FLH, while the David Mann Memorial Award went to Les Covington and his 1949 FL.

Chopperfest X was in all respects a great success, in no small thanks to its organizer Tory DuVarney and his outstanding crew. We're sure number XI is going to be equally outstanding. It's coming up on December 6, 2014, so mark your calendars. For more info go to:

chopperfestival.com

—Tripper





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CAMTECH DREAM BAGGER BUILD

Last month we showed you the stock 2014 Harley-Davidson Street Glide from Cool Springs H-D and all the custom parts that Cameron Jurow of Camtech Custom Baggers is using to create a one-off

killer custom just for you! This time around the Camtech crew has stripped the bike down to the bare bones and are adding the neck extension to accommodate a 30-inch front wheel (Photo 1).

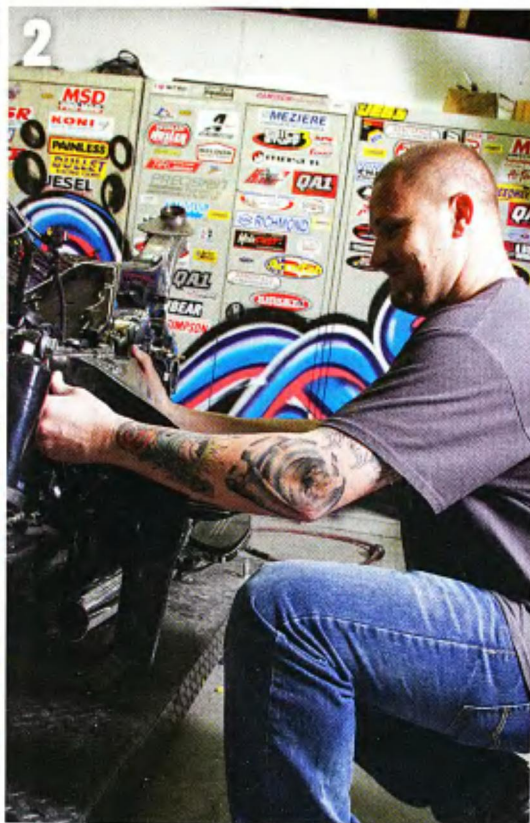
Next up, all the custom sheet metal was fitted such as these Camtech side panels (Photo 2), the stretched tank and dash panel (Photo 3). Other Camtech goodies include the rear fender and hard bags, the custom fairing, chin spoiler, and a whole lot more. Once the mock up was complete and every part fit like a glove, the Street Glide was once again stripped down so that all the parts and pieces could be custom painted. Camtech is known all over the world for its pristine custom paint jobs and your bike will be a true showstopper from stem to stern.

Stay tuned next time to see that gorgeous paint job as we prepare for final assembly, but don't forget, you can't win this world class custom Street Glide if you don't enter our Sweepstakes.

See the ad in this issue and enter today. Just do it!

—Dave Nichols

Photo: Brad Patton





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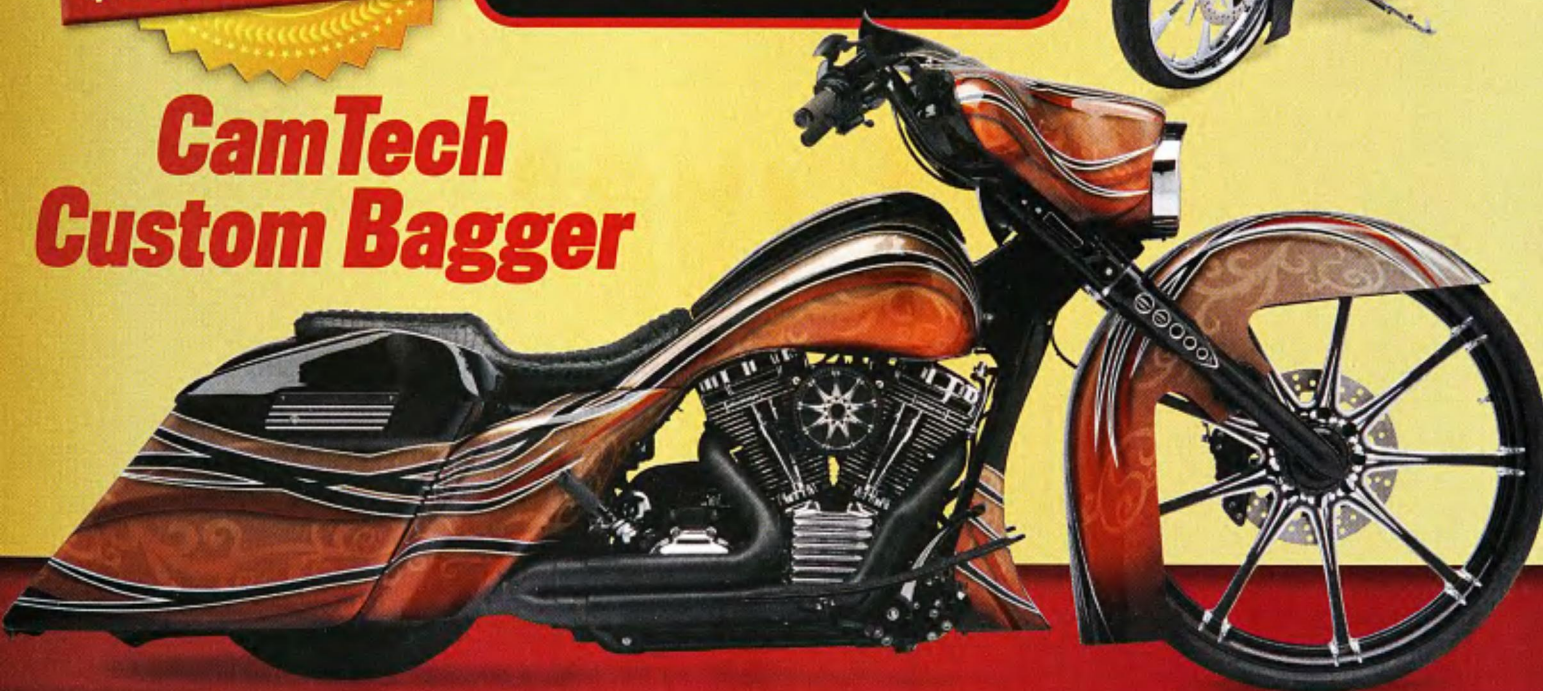
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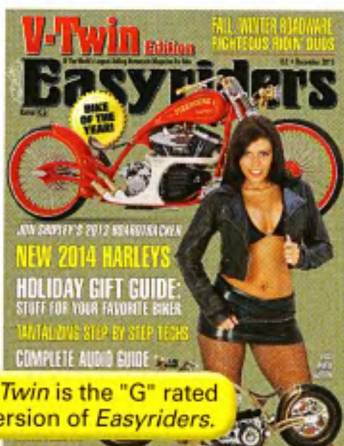
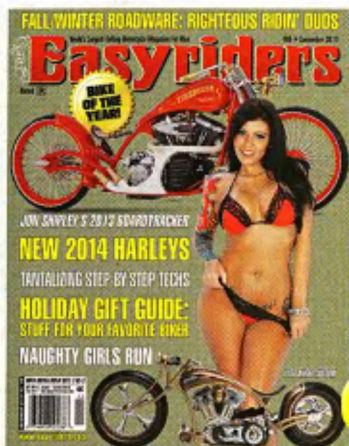
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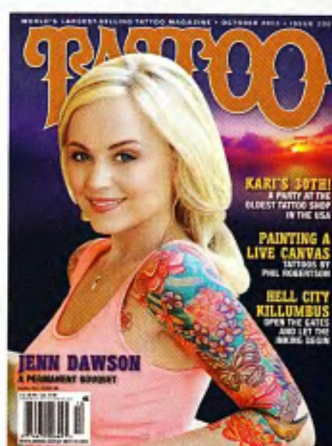
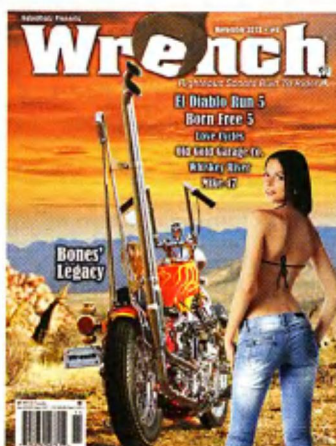
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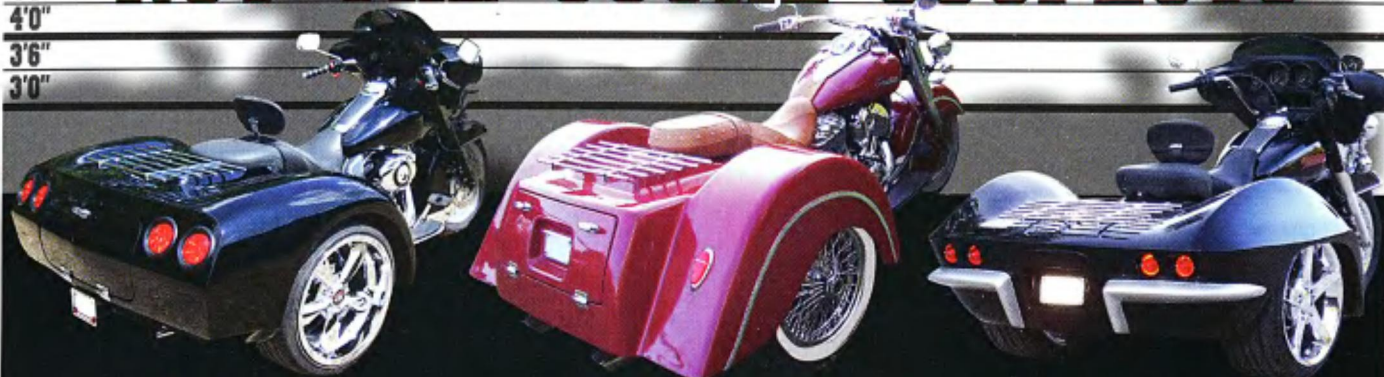
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TOP TEN COOLEST PARTS

From The 2014 V-Twin Expo

Every February the V-twin motorcycle aftermarket industry heads to Cincinnati for the annual V-Twin Expo, which attracts companies from all across the globe. These companies showcase their latest products, and since the V-Twin Expo is a dealer-only show, we are here to bring you our pick of the Top Ten Coolest Products from this year's Expo.

Our picks cover everything, from high-tech electronics, to license plate mounts, and each one deserves its place here. These parts were selected because they not only offer style, but also performance and functionality, all of which are a definite plus when it comes to fitting out your bike.

You can also check out videos on all these products and more in the digital edition of *Easyriders* online at: easyriders.com. —Bugle



2 Superchips Vigilante EZ tune re-flash device has its own screen; no outside device is needed to re-flash your bike, although you will need a PC with Internet capability to download the correct data for your bike. Superchips offers models of the Vigilante that fit Harley's EFI systems back to 2001.

superchips.com



1 Vance & Hines Fuelpak FP3 is the latest of its flash tuning devices for Harley's EFI (electronic fuel injection) systems. With the FP3 you no longer need a PC hook-up to set up the bike's system. The FP3 will interface with your iPhone, iPad, or Android device. The FP3 is available for Harley's CanBus-equipped bikes: 2011-up Softail, 2012-up Dyna, and 2014-up touring and Sportster models.

vanceandhines.com



3 Thinking outside the box is one of Arlen Ness' strong suits, and his new front wheel with integrated brake rotor is typical of this. This 21-inch wheel has a 17-inch rotor with a brake caliper that rides on the inside edge. As trick as it looks, the caliper bolts up the factory fork leg.

arlenness.com



4 Freedom Performance Exhaust's new 3 1/4-inch Racing slip-on mufflers feature cutting-edge styling and internal baffles that produce a deep mellow tone with improved performance. They are available with your choice of three styles of end caps.

freedomperformance.com



5 ASA Electronics has developed a handlebar-mounted speaker system that allows you to plug-in your iPod and roll down highway with tunes blasting. The system was complete with a bar mounted control pad. They also had a new Jensen head unit for baggers. asaelectronics.com



7 Top Down Products Roto-Plate seems like a rather simple device, yet it shows quality from any angle of view. They have both basic frames and frames that feature running, brake and turn signal lights. These are great looking axle-mounted frames. topdownproducts.com



9 Dakota Digital's multi-gauge package for Harley's 2014 baggers is quite exceptional, they come with either blue or red displays that will keep the rider totally informed of the operational conditions of their bike. dakotadigital.com



6 The guys at Performance Machine must never sleep; this year they had a whole new selection of contrast-cut accessories for your bike. Revel Contour wheels have an added dimension at their spoke to rim junction; this took some serious machining. performancemachine.com



8 Saddlemen's Lariat line of seats feature custom styling with distressed leather seating surfaces. They can be used solo or 2-up; there are also provisions for removable backrests. saddlemen.com



10 Fueling's new engine components included a master-slave plain bearing connecting rod and modular crankshaft. These are the types of engine components that can handle LOTS of horsepower. fuelingparts.com

Photos: Bugle

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IN THE WIND



The British are coming, the British are coming...to the Rolling Thunder rally.

— Felicia Morgan, Washington, D.C.



Riding relaxed and free at Daytona Bike Week 2014.

—Melissa Wahl, Merrit Island, Fla.



Thunder Rally rack. —Paul Shermer, Milledgeville, Ga.

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I am the god of hellfire and I bring you...fire! Taken at Arizona Bike Week 2014.

— Terry Bert, Frazier Park, Calif.



The Beer Brothers have hit the jackpot.

— Kenny Bickford, Rockland, Maine



Balcony babes.

— Rusty Childress, Mexico.



Running hard at RoarTo The Shore '13.

—Lou Camerota, New Castle, Del.



A rare Vincent sighting.

—Paul Garson, Los Angeles, Calif.



Campin' cutie. —Miserable George, Cocoa, Fla.

Each month the best pictures our readers send us are printed here. We prefer digital photography but can also use in focus black-and-white and color prints. We're looking for photos that exemplify the biker lifestyle we love. If we use your photo you will receive a one year subscription to our *Easyriders* or *V-Twin DMAG* (digital magazine). We accept digital photos at: photos@easyriders.net. Please include your mailing address, email address and phone number with all digital submissions. For snail mail, please label all photos you send with your name and address. Photos will not be returned. Mail your Wind shots to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.



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I built it more for myself and didn't expect all the attention it's gotten. I took it to the Charlotte Easyriders Bike Show and it won Best of Show.

RUM RUNNER

Hood Rich Customs' Hard-Ass Pro-Street





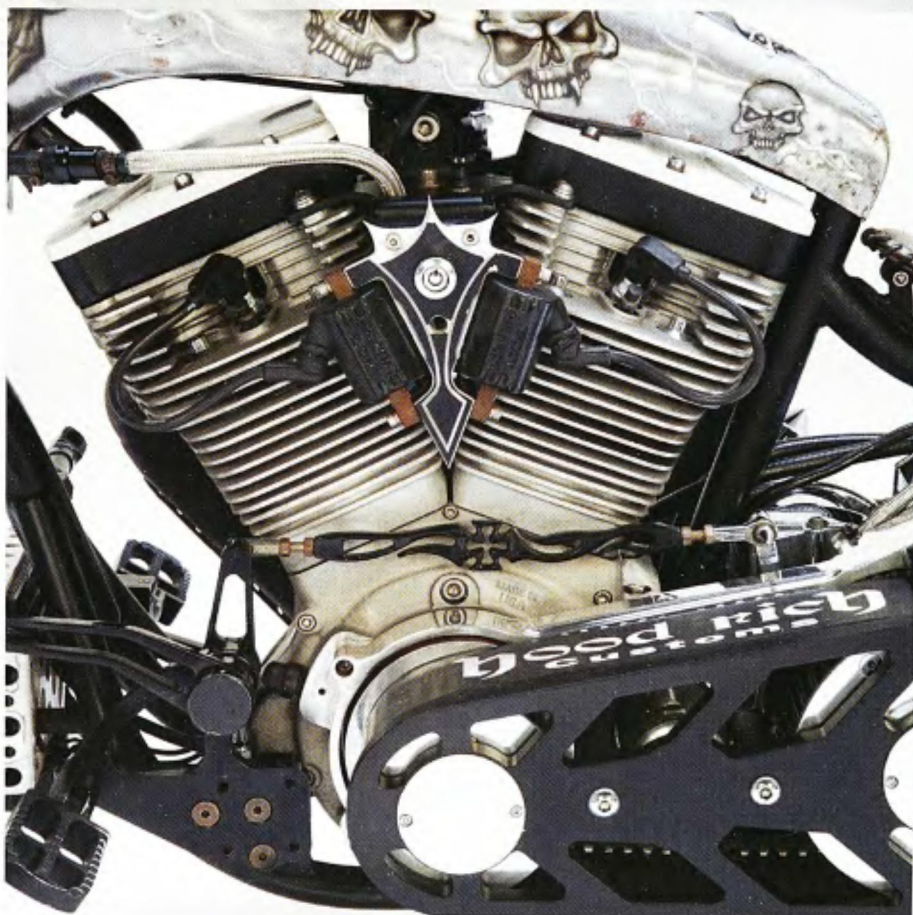
take an old-school approach and show off all the metal fabrication instead of using a lot of paint and bodywork."

Daniel handmade much of the bike himself down to breaking the welds on the frame sourced from Carolina Custom Products and then adding the chromemoly single downtube to mount the seat pan, then also stitched the saddle.

They say no man is an island, but if you got to live on one, you couldn't find a cooler spot than the Outer Banks of North Carolina and the town of Kill Devil Hills. The town's name comes from the old British word for demon rum, Kill Devil, barrels of which used to wash up on shore from shipwrecks. It's the perfect breeding ground for this hardass 120-inch pro-street created by Daniel Hughes at his Hood Rich Customs shop.

Daniel credits his father John R. with teaching him the welding skills and inspiring him with the work ethic that enabled him to build this show winner and his other custom bikes. "I just love bending metal, but when I first started, I didn't have all the expensive fancy tools and was welding up my own special sockets to take off clutch bolts and stuff. People would come over and see what I was doing with my homebuilt tools, and I'd say, we're like 'hood rich' and the name stuck for my shop."

When he debuted the bike seen here at the Charlotte Easyriders Bike Show, he brought along a tally board listing its components as well as the following statement: "With this build we wanted to



Owner: Daniel Hughes
City: Kill Devil Hills, North Carolina
GENERAL
Designer: Daniel Hughes
Year/make: 2010 Hood Rich Customs
Model: pro-street
Assembly: Hood Rich Customs
Time: 6 months
ENGINE
Year/make: 2009 Ultima
Displacement: 120 cu. in.
Cam: Ultima
Ignition: Twin Tec
Pistons/Heads/Lifters: Ultima
Carb(s): Mikuni
Air cleaner: Hood Rich Customs
Pipes: Hood Rich
TRANSMISSION
Year/make: 2010 Accessories Unlimited
Shifting: 6-speed RSD
PAINTING
Painter: Brad, Pure Power Custom Creations
Color: white, black, gray
Special paint: skulls
FRAME
Year/make: 2005 Carolina Customs, Hood Rich Customs
Rake: 38 degrees
Stretch: 2 inches up, 6 inches out
Shocks: Legends hidden-shock
ACCESSORIES
Bars: Hood Rich
Handlebar controls: Jaybrake
Fender: Hood Rich Customs
Headlight: Headwinds
Taillight: Headwinds
Speedo: Auto Meter
Electrics: Hood Rich Customs
Gas tank: Eddie Trotta, Hood Rich Customs
Oil tank: Hood Rich Customs
Oil system: Ultima
Primary: BDL Monster Belt Drive
Seat: Hood Rich Customs w/internal springs
Pegs: Joker Machine
Mirrors: Hood Rich Customs
Grips: Jaybrake
Sissybar: Hood Rich Customs
FORKS
Type: springer
Extension: stock
Builder: DNA
WHEELS
Size: 21-inch front, 18-inch rear
Wheels: 2004 Big Dog
Tires: Avon
Brakes: Jaybrake
Photos: Don Rogers
Contact: Hood Rich Customs
 252-207-2211
www.hoodrichcustoms.com



"I've always been a pro-street guy because I used to drag race, and I just wanted something really low to the ground so I added the dropseat." With the goal of spotlighting the metal work, Daniel added seven more inches to the already long Eddie Trotta gas tank, then polished it all out. Brad from Pure Power Custom triple clear coated it and then let go with his airbrush. There's 42 hours just painting the dozens of skulls screamin' around the wheel rims. There's also plenty of screaming from the tires as Daniel has dyno-ed his

Ultima 120 at 127 HP.

Other one-off mods included plumbing an internal spring system inside the chromemoly section of tubing found under the seat. He also hand bent the sissybar and attached it in such a way as to give the bike a hardtail look. "I built it more for myself and didn't expect all the attention it's gotten. I took it to the Charlotte Easyriders Bike Show and it won Best of Show. And now that bike's my daily rider. I've ridden it to the Outer Banks, to Florida, everywhere."

—Paul Garson



With this build we wanted
to take an old-school
approach and show off
all the metal fabrication
instead of using a
lot of paint and
bodywork.



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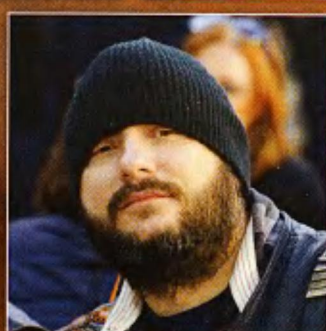
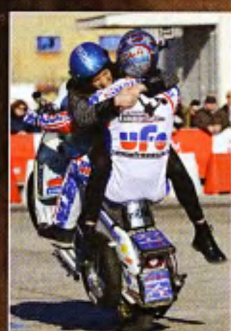
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This month's *Easyriders* girl is badass Brennan, who adds the right devilish touch to Daniel's Hood Rich custom.



What began as a small custom bike show in the town of Padua, Italy, in 1995, back when Italy had a very small custom scene, has since grown into a beast. With the move to Verona's large fairgrounds in 2009, along with a meteoric rise in popularity in custom biking, the show now has more than 500 custom bikes on display. Four out of seven large trade show buildings are dedicated just to customs, and then there are the grounds surrounding them.

I was astounded as I arrived at the annual Motor Bike Expo. We're talking bike

show on steroids with over 140,000 visitors! It was easily the largest bike show I've seen. The beautiful sunny weather didn't hurt as wet gray winter enveloped much of Europe. It was so nice, that many were outside with jackets open or just in sweatshirts as they watched Vespa scooter stunts, trials bike demonstrations, skid car racing, or just hung out to eat.

Verona, a UNESCO World Heritage Site in north Italy, has fewer than 300,000 citizens, but a large place in history. In Verona, they talk about things like the Conquest of the Valley of the Po that brought Roman control around 300 BC,

becoming a municipality in 59 BC or how Stilicho defeated Alaric and his Visigoths in 403. Despite its history, it is likely more known for Shakespeare's Romeo and Juliet and its still extant "balcony" or the Roman Amphitheater of 30 AD, the 450 foot long structure, which accommodates 25,000 people in rows of marble seats for performances to this day.

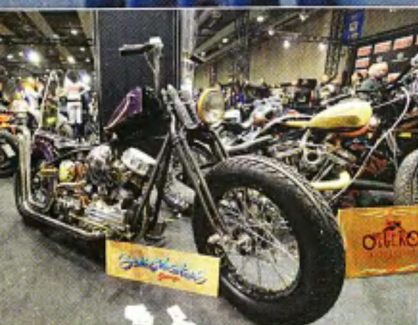
While I was struck by the city, I was floored by the food! Not only in the restaurants, but also at the fairgrounds, where chefs in tall white hats proudly cooked the freshest ingredients in little stalls. Food is important here, as you can

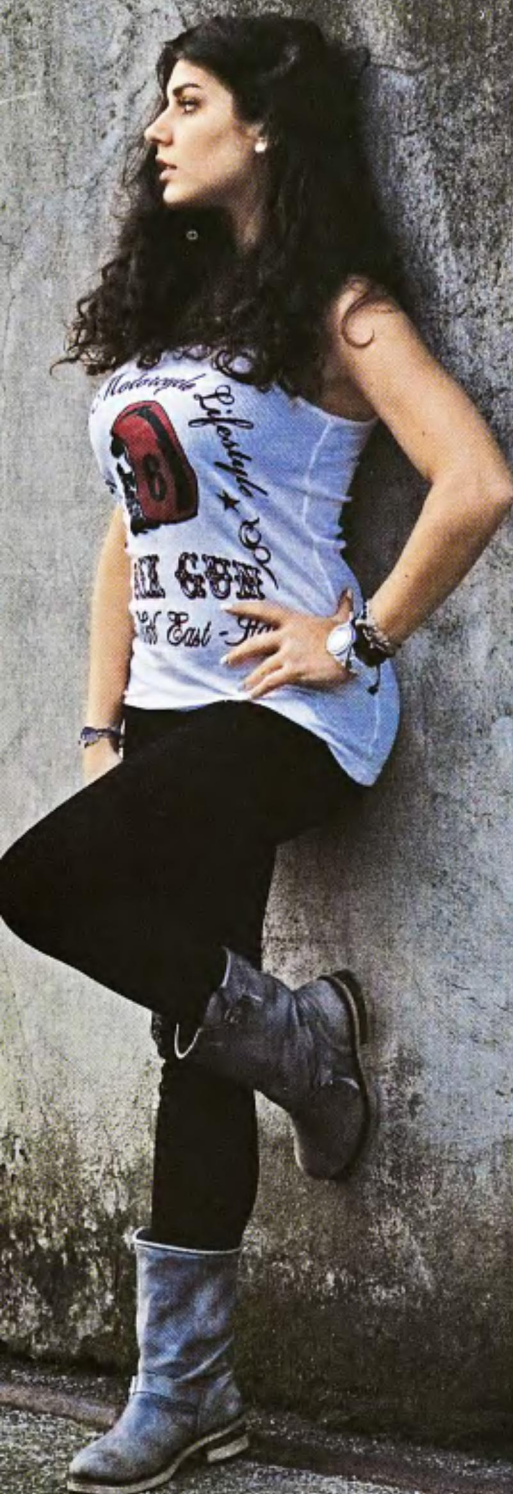


Verona Motor Bike Expo 2014



Photos: Michael Lichte





see by the way bikers took a break to sit down and enjoy it with a glass of beer or wine. And when they eat out, they eat late. We never got back before 1:00 a.m. despite the attempt to eat fewer than five courses.

Temporary theater lights lit bikes in LowRide Italy's Hall 4 show, the Hall 1 Cafe Racer show, and Custom Chrome's International Bike Show. There was something exciting going on everywhere you looked, more than could possibly be absorbed in three days, including engraving, pinstriping, leather tooling, and airbrushing demos. The vendor displays were something of interest themselves, as many were built on site to look like little boutiques offering helmets, jewelry, and handmade leather goods, much of which were unique products you won't see anywhere else. There were also big displays of new bikes from Harley, lots of product from the big distributors, and displays from the Ace Cafe London and the new Brough Superior in the Cafe Race building.

Despite a predominance of builders from Italy, they came from all over. Most I didn't recognize, but I did know Fred Kodlin (Germany), Danny Schneider (Switzerland), Laurent Dutruel (France), and David Borrás (Spain). Several came from further away like Cory and Zach Ness, Jody Perewitz, Kirk Taylor and Chris Richardson from the United States, Kenji Nagai from Japan, and Winston Wei from Taiwan.

After the dust settled late Sunday, Japan won top honors when Ken Nagai was awarded first place for his race-inspired Klassy 9 supercharged Harley in Custom Chrome's Freestyle and Modified Harley classes, and a Best of Show in LowRide Italy's bike show. It was a beastly finish at a beastly show! But don't think that after the awards, there was a mass exodus. Quite the contrary, as everyone was having such a good time, the place was packed until the event closed. That's the kind of enthusiasm I love, and why I'll be back for next January 13-15, 2015.

For more information please visit www.motorbikeexpo.it/inglese/

—Michael Lichter



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TechGarage

MAKING BIG SPARKS

Upgrading The Ignition System On A Twin Cam Harley

Harley's move in 2007 into the high-tech world of electronic fuel injection (EFI) made buying one of the prior years carbureted bikes a bargain. Whereas, only a couple of years ago a 2006 bike powered with a Twin Cam was going for 15K, you can now pick them up for as little as \$6,000. Another thing the early models have going for them is ease of upgrading. Instead of having to take a fuel-injected bike to the dealer for re-programming, these older bikes are fitted with a carburetor and an electronic ignition system. You can upgrade the carburetor for about

\$300 and install a super adjustable ignition system for about \$260.

For the ignition system upgrade, we followed along as a friend's bike was outfitted with an adjustable high-performance Dynatek ignition system. The ignition was installed on a 2004 Fat Boy, which had a 2-into-1 exhaust system, hopped up CV carburetor, and a high-flow air filter. The Dynatek TC88-3 module, which has 16 different advance curves and 8 rev-limiter settings, was a total plug-and-play installation.

Installing the Dynatek module required approximately 20 minutes and only a handful of tools. The technician then spent about a half hour adjusting the module's ignition curve for the best riding performance. Once finished, the bike ran better than ever,

it accelerated without hesitation or pinging. The owner thinks that the Dynatek ignition update was a great investment, and if the bike is further hopped up, the ignition module can easily be reprogrammed to handle it.

—Wendell Christopher

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800-928-3962



1 The Dynatek TC88-3 adjustable ignition module gives the rider a whole array of options for electrical output to the ignition coil.



2 The module's rear edge has two small dials; one sets the advance curve, the other the rev limit. The included instructions have a clear graph of the setting used for most performance levels. The Fat Boy wound up with the advance curve set at 38A and a 6,250-rpm rev limit.



3 The lower edge of the module has a 12-pin wire harness connector; it is the same as the one on the stock ignition module.



4 Our friend's 2004 Fat Boy had a performance exhaust and hopped-up carburetor, which the stock ignition system couldn't keep up with.



5 On the Fat Boy, the ignition module was located under the seat. Disconnecting the positive battery cable started the install.



6 To install the module, the wire harness connector was unplugged from the stock ignition module. The two Allen screws were removed and the stock module was off of the bike.



7 We set the stock ignition module and the Dynatek module were set side by side; they were the same physical size.



8 Installing the Dynatek module was just a matter of plugging in the bike's wire harness.



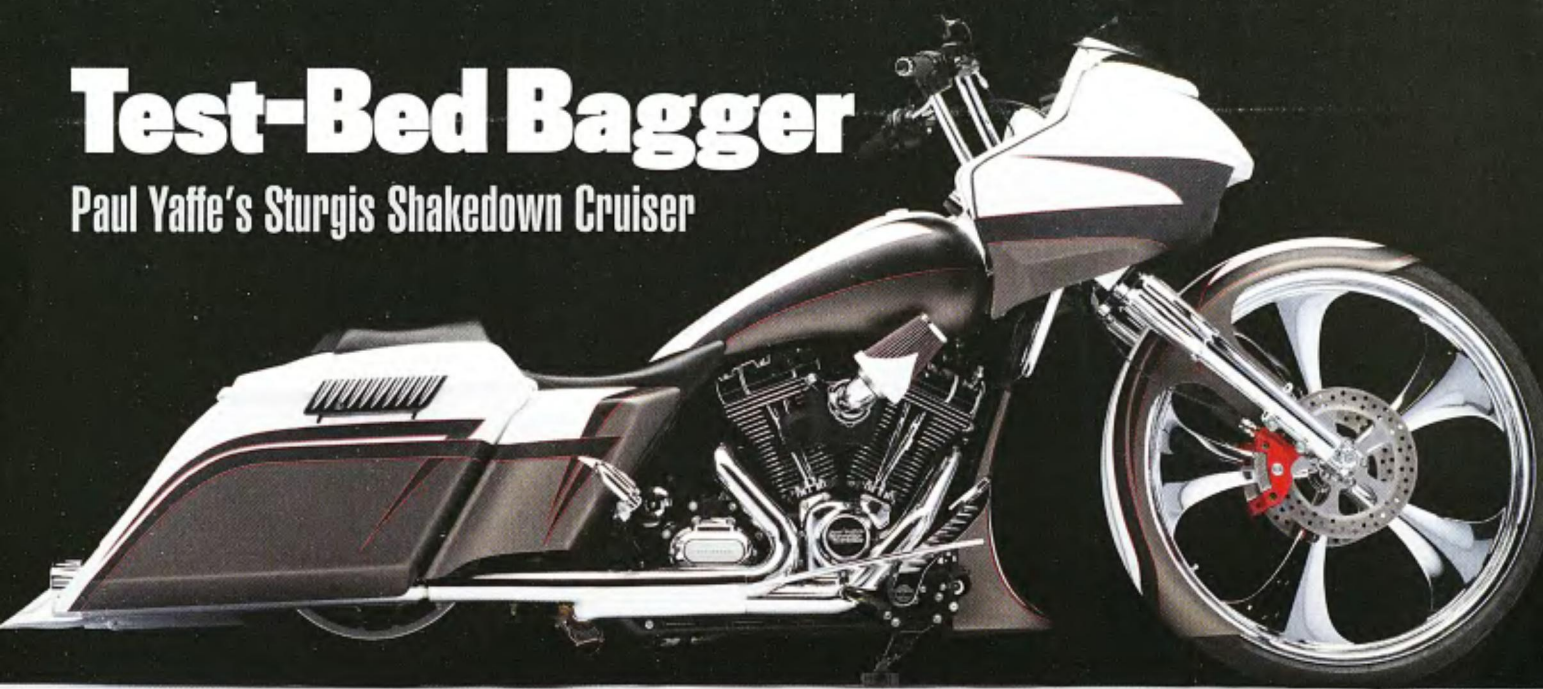
9 The new module mounted in the same spot as the factory unit, it even used the original mounting screws.



10 Because on the Fat Boy's ignition module mounts under the seat, it was really easy to get at to re-adjust it. Once the Dynatek module was dialed in, it didn't need further adjustments.

Test-Bed Bagger

Paul Yaffe's Sturgis Shakedown Cruiser



"I built this one for Sturgis last year," Paul Yaffe begins. "My daughter and I rode it up there from Phoenix, a 3,800 mile trip through Nevada, California, Oregon, Washington, Montana, Wyoming, Idaho, and of course South

Dakota." It was a heck of a shakedown run and a real on-the-road test for the new front end kit Bagger Nation had just worked up, a kit allowing the easy installation of a 30-inch front wheel on a bagger, while keeping the look

proportional and the handling and ride straight, stable, and safe.

Back in 2012, you might remember, Paul and the Bagger Nation crew built the Easyriders Sweepstakes Bike, a full-custom concept touring machine that

The new Bagger Nation kit raises the neck only an inch, while still allowing plenty of wheel travel.





had a big 30-inch front wheel but was proportional in appearance. It wasn't easy. "A 30-inch front wheel," Paul says, "can easily look out of place. We wanted to avoid that." So the sweepstakes bike started with a complete custom frame

with its neck area carefully designed and engineered to not raise it way up in the air to clear that big wheel, the common approach. Completing that motorcycle and happy with the result, both in handling and proportion, Paul and the

team decided to take that frame technology developed on the custom frame and see if they could translate it into a kit. The plan was to mount a 30-inch wheel on a stock Harley frame with the same overall look achieved on the



Owner: Paul Yaffe
City: Phoenix, Arizona

GENERAL

Designer: Paul Yaffe
Fabrication: The Bagger Nation Crew
Year/make: 2013 Harley-Davidson
Model: Road Glide
Assembly: The Bagger Nation Crew
Time: 8 months
Chroming: Concourse Plating

ENGINE

Year/make: 2013 Harley-Davidson
Rebuilder: The Bagger Nation Crew
Displacement: 106 cu. in., S&S kit
Ignition: ThunderMax
Cam: S&S
Carb: EFI

Air cleaner: Bagger Nation
Pipes: S&S

TRANSMISSION

Year/make: 2013 Harley-Davidson
Shifting: 6-speed

PAINT

Painter: Rolling Art
Type/color: PPG/white, black, gray
FRAME

Year/make: 2013 Harley-Davidson
Type: FL

Rake: plus 12 degrees

Stretch: plus 2 inches

Shocks: Bagger Nation

ACCESSORIES

Bars: Bagger Nation

Handlebar controls: Bagger Nation

Fenders: Bagger Nation

Headlight: Bagger Nation

Taillight: Bagger Nation

Speedo: Harley-Davidson, Bagger Nation

Pegs: Bagger Nation

Foot controls: Bagger Nation

Gas tank: Bagger Nation

Oil tank: Harley-Davidson

Seat: Guy Thieman

Mirrors: Bagger Nation

Grips: Bagger Nation

FRONT END

Type: Harley-Davidson, 4 inches over

Builder: Bagger Nation

WHEELS

Make: Bagger Nation

Size: 30-inch front, 16-inch rear

Tires: Vee Rubber front, Dunlop rear

Brakes: Brembo

Photos: Michael Lichter

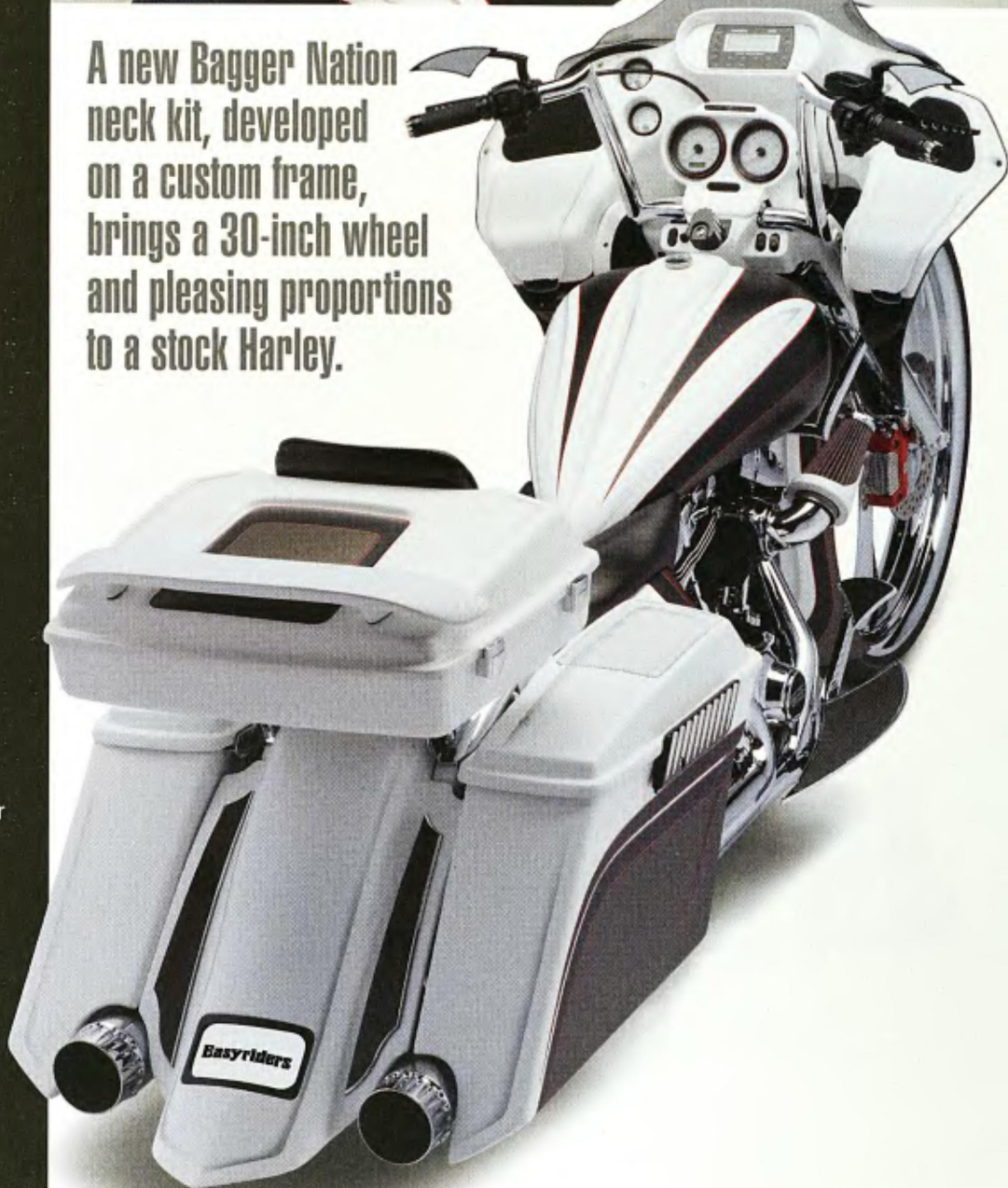
Contact: Bagger Nation

602-840-4205

www.baggernation.com



A new Bagger Nation neck kit, developed on a custom frame, brings a 30-inch wheel and pleasing proportions to a stock Harley.



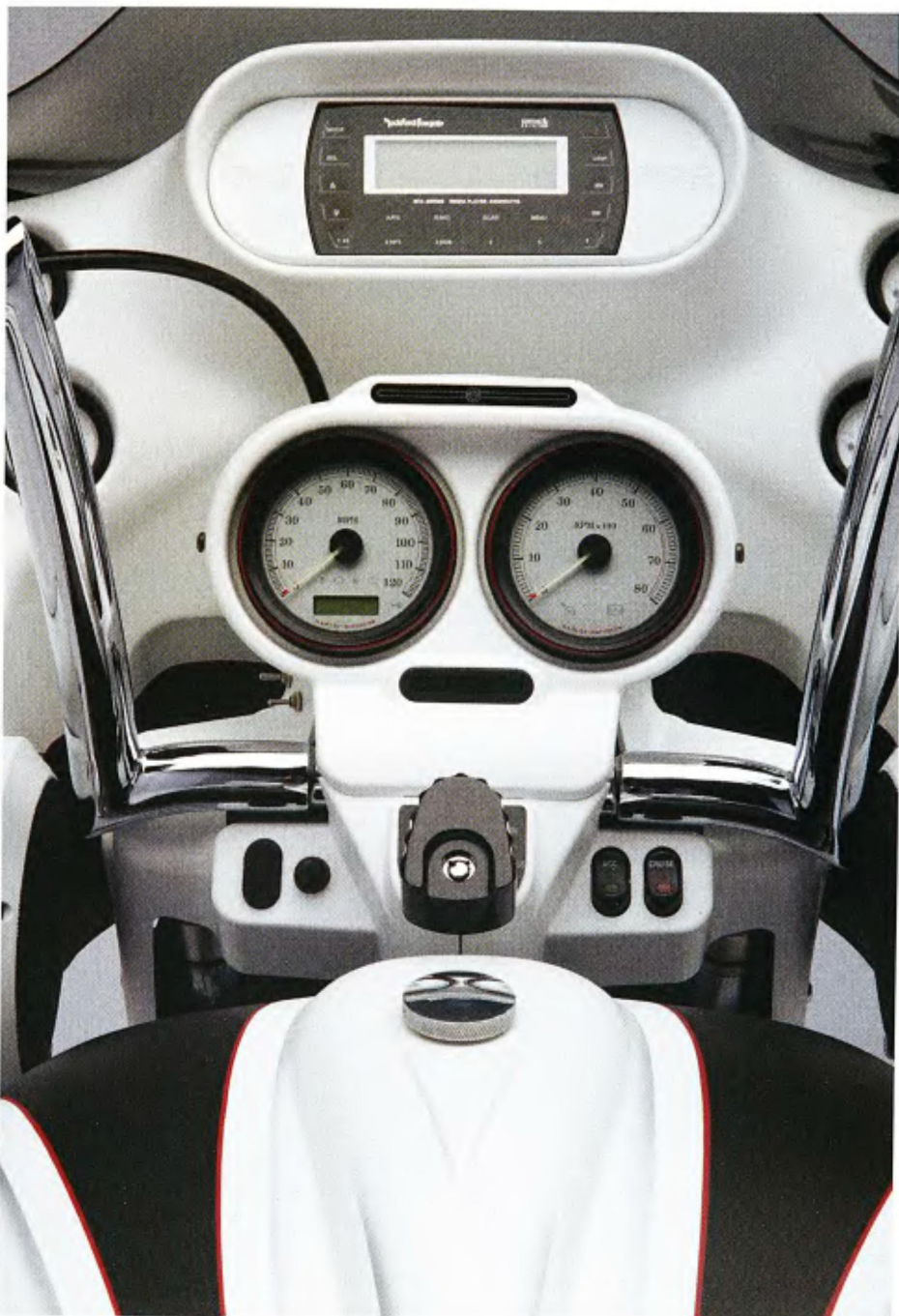


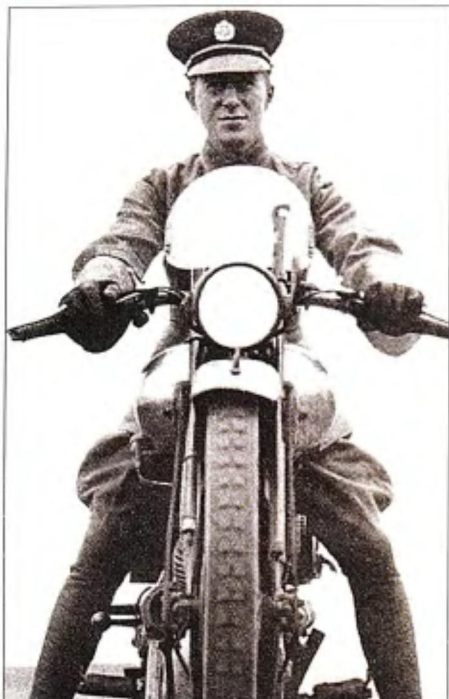
custom. That kit was developed on this bike and tested on that ride to Sturgis.

"What we came up with," Paul explains, "was a completely new neck that's easily installed and incorporates all that technology and geometry from the custom. The look is right and so is the ride and handling." Significantly, this Bagger Nation kit only raises the neck by about an inch, while still allowing plenty of wheel travel and keeping everything in proportion, appearance wise. The fairing, for instance, sits right where it belongs.

Pretty much everything else on this bike came right out of the Bagger Nation catalog. The gas tank is the Pointed Stretch version, the rear suspension is Bagger Nation Lay'd Out, the chin spoiler is Bagger Nation, as are the Swoop side covers, Super Stretch saddlebags and rear fender. The trunk is the Chop Chop model sporting a new Bagger Nation Whale Tail wing. The H-D fairing has been customized with wings of its own added on the sides so the look flows right from the fairing into the gas tank. The engine received an S&S Hot Setup 106 kit and topping it all is an outwardly simple tri-tone paint scheme, a perfect complement to the sleek, classy lines of the bike.

—Joe Kress





Birth Of The Motorcycle Helmet?

British World War I hero T.E. Lawrence (Lawrence of Arabia; *above left*) led the Arab revolt against the Ottoman Turks. He loved motorcycles, and owned seven Brough (pronounced bruff) Superior bikes, which he named Henry I through Henry VII. (*Lawrence is shown above right with the bike's inventor, George Brough.*) In 1935 while riding his Brough Superior SS100, Lawrence swerved to avoid hitting two boys on bicycles, went over his handlebars, and died from his injuries 6 days later. One of the doctors attending him, neurosurgeon Hugh Cairns, was thus inspired to conduct a study of biker head injuries that helped initiate the first helmet laws. We suspect Lawrence would be appalled.

Misheard Lyrics Dept.

You make me feel like a rash on a woman.

From "A Natural Woman,"
Aretha Franklin

Real lyric:

You make me feel like a natural woman.



There Oughta NOT Be a Law

- In Utah, it is illegal to fish from horseback.
- You may not house a donkey in a bathtub in Arizona.
- In Delaware, it is against the law to pawn a wooden leg.
- When in Alabama, you may not wear a fake mustache to church if it causes "unseemly" laughter.

Hazards of Bicycle Helmets

Bicyclists have not been good allies to bikers in the war against helmet laws, many adult cyclists wearing helmets even when not required to. Now a scientific study out of England illustrates that helmet wearing puts cyclists at greater risk. The biggest danger to bicyclists is from overtaking collisions: motorists passing cyclists too closely and hitting them. The UK scientists found that motorists drive much closer to helmet-wearing cyclists than bare-headed ones because they think helmeted riders are more sensible, pre-

dictable, and less vulnerable. Motorists, however, will give female cyclists more room. One short-haired male scientist tested out this hypothesis by donning a long feminine wig while riding. Motorists gave him a bigger safety cushion. Our advice to both cyclists and bikers: lose the helmet; buy falsies.

Famous/Infamous Last Words

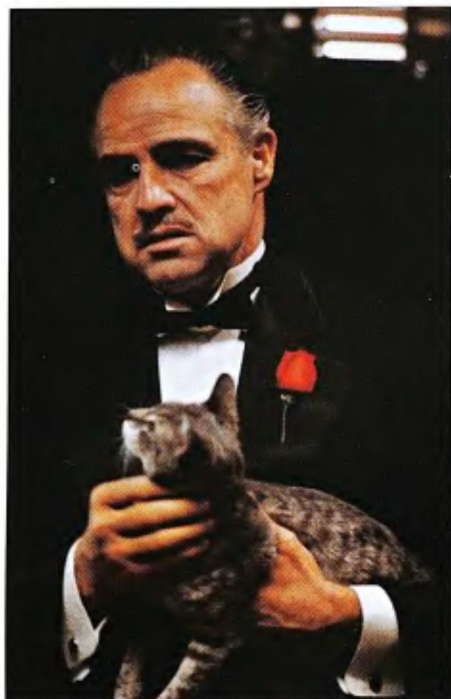
"You know, my fun days are over."

—James Dean



"Please tell the media, I did not get my Spaghetti-O's. I got spaghetti. I want the press to know."

—Thomas Grasso,
executed in Oklahoma on
March 20, 1995, complaining
about his last meal



Baddest Actor in The Godfather

In the opening scene of *The Godfather*, Marlon Brando (*above*), as Vito Corleone, is shown holding a cat while dispensing favors (beatings, decapitated horse heads, etc.) The cat was a stray Francis Ford Coppola, the director, found on the lot at Paramount. The tabby purred so loudly it muffled much of the dialogue, and Brando had to loop, or dub, some of his lines in later.



Concealed Carry

This magazine has always defended the right to bear arms, as well as the right to bare vaginas. But perhaps not simultaneously. In April, a 19-year-old Tennessee woman (*above*) was searched following an arrest for driving with a suspended license, and a female corrections officer discovered a 5-shot mini-revolver,

loaded, hidden in the prisoner's vagina. Dallas Archer was charged with "introducing contraband into a penal facility." The North American Arms 22LR revolver is only 4 inches long but persistently firm.

Fun Nazi Fact

Back in the 1940s, as today, fishermen were over-fishing the North Atlantic and the fish were disappearing. German U-boats helped restore marine life there by scaring fisherman back into port.

State Workers

Which state has the most state government employees proportionate to the number of residents?

- a. Illinois
- b. Hawaii
- c. Oregon
- d. Florida
- e. Alaska

Answer: b. Hawaii has the most state employees, one for every 21.6 residents. Illinois has the fewest, one per 100.3. Alaska has the second most (1:26.9), Florida the second fewest (1:97.9), and Oregon is about in the middle (1:63.3)

Which state pays its state government employees the most?

- a. California
- b. South Dakota
- c. New York
- d. Colorado
- e. Massachusetts

Answer: a. California wins by a landslide, paying its workers \$70,950 per year on average. New York, in second place, isn't even close, at \$60,619.

Tippi's Girls

Vietnamese make up 80 percent of California's licensed manicurists and 45 percent of manicurists in the nation as a whole. What element in the Vietnamese culture makes them good at grooming fingernails? Nothing really. It's a fluke. Tippi Hedren (*below*), star of Alfred Hitchcock's *The Birds*, was working as a relief coordinator with Vietnamese women in a refugee camp near Sacramento after the fall of Saigon. Several women admired her long, beautiful nails, so Hedren had her manicurist come to the camp to train the women in nail technology. The rest is history.



FoxHunt

Meet This Month's Winner!

In this month's mag, meet sweet Sarah from Phoenix, Arizona, where the only two things hotter than the scorching desert summer sun are Sarah's succulent honey melons. Turn to her feature in this issue and see her shimmy upon Richard Nolan's excellent 1958 panhead.

—Moosecock Montana





#0801 Erika-Nevada

"We rode all the way to the Vegas Strip and I felt like I was flying with the city lights."



#0803 Jessica-Massachusetts

"We rode through the mountains and the scenery was so beautiful. It was fantastic!"



#0802 Michelle-Arizona

"On my first Harley ride I was so scared at first, but I held on really tight. He didn't seem to mind!"



#0804 Melinda-Oregon

"The vibrations and power rumbled through my soul. As soon as we pulled out of Gold Lick, I knew I had found my destiny."

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 salty seadogs. Meet Nicolette from Henderson, Nevada, where the coyotes run free and all the bars have loose slots. Come back next month or you don’t get any fruity desert, mister big pants!

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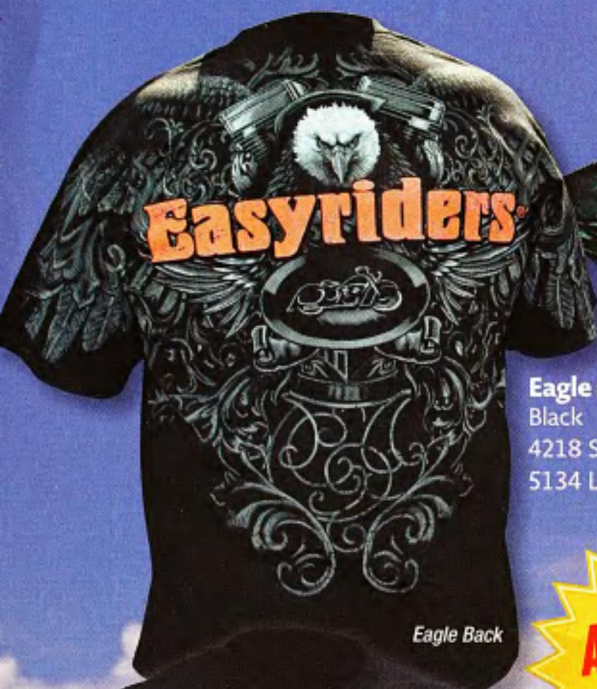
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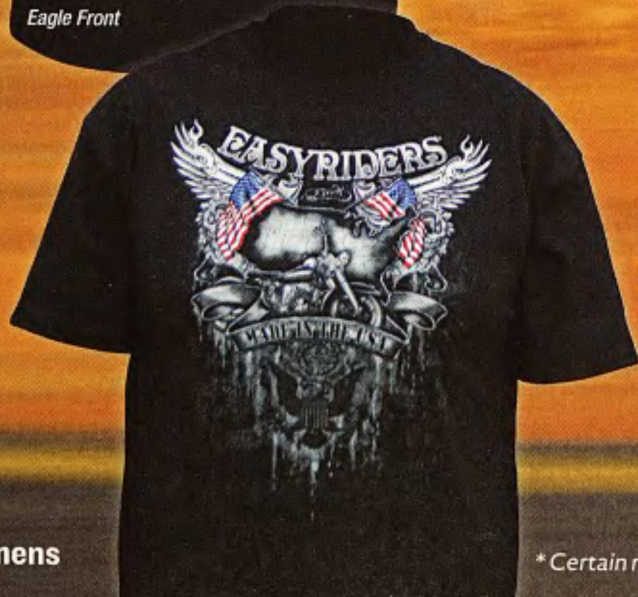
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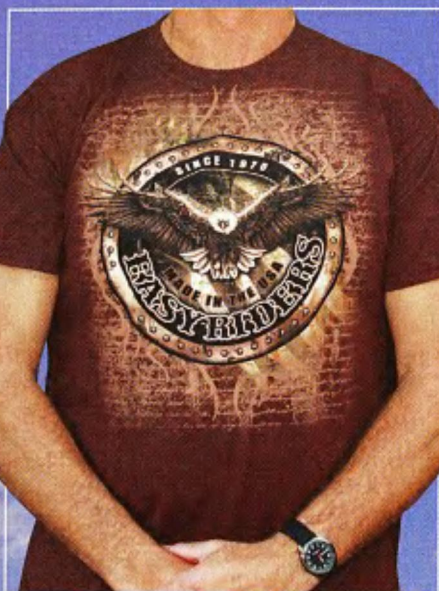
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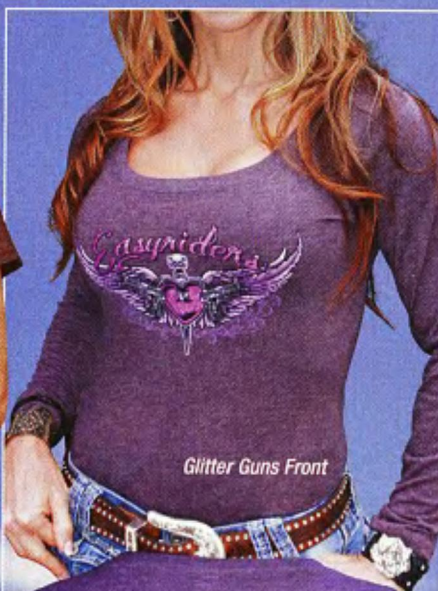
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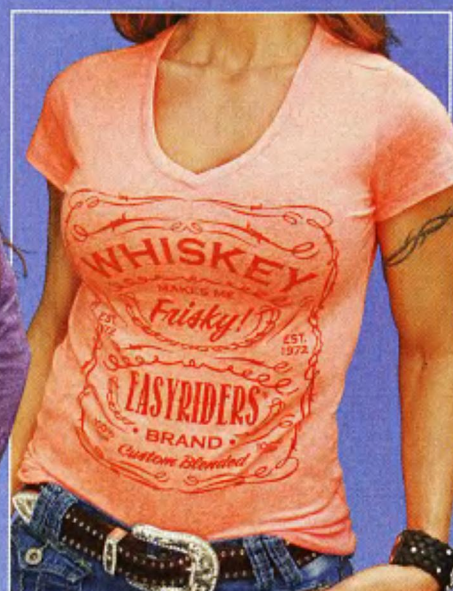
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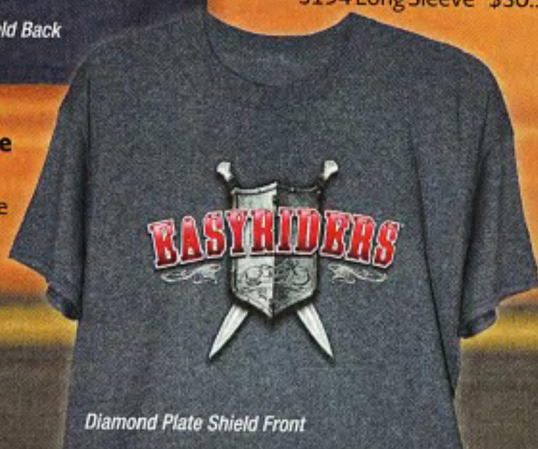
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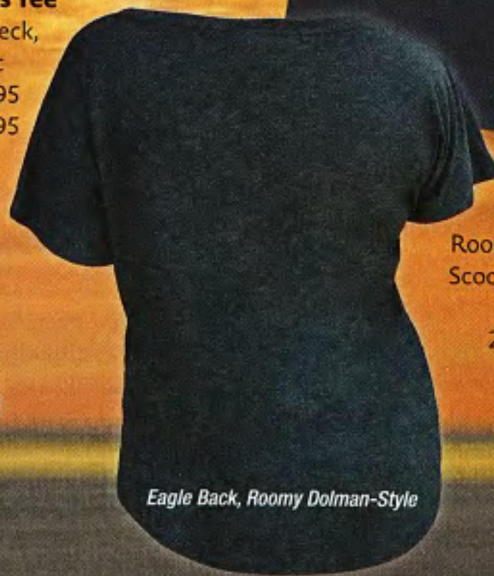
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Anniversary Toast

His bike sat leaning amongst the other Harley's out in front of Tara's, the local watering hole for the hardcore bikers that ran in the old Port town. The pub was 40 feet from the railroad tracks and the more conservative locals had said the place would fall down due to the vibrations from the trains pounding by. Of course Tara's had been standing there since 1919 and had survived all the trains whistling by as well as the temperance movement, the blue collar lunch crowd and the shady dealers and local politicians who frequented the old pub in the evenings, and as always, the bikers. All of them at one time or another would order Tara's fabled \$10 lobster.

The bikes out front were an assort-

ment of everything from bone stock Harleys to wild customs, with the occasional Indian or Triumph thrown in the mix. They all had one thing in common, though, they were ridden hard. Even the customs weren't just weekend warrior rides. Chipped paint and well worn tires told the tale.

He felt at home in Tara's. Cath's picture hung behind the bar and almost everyone there remembered her fondly, that was the reason he visited every year on their anniversary. The boys would raise a glass to Cath, as would he. Stories were told, tears were held back and finally there would be smiles all around as Cath was remembered with reverence and respect. He would thank all his good brothers and the strangers

as well and then walk out to his old Evo chop, kick her through once or twice until she coughed to life and point her towards North Country Road and the cemetery.

Tiny, the groundskeeper at the Northern Rest Cemetery had grown accustomed to his yearly visits. He watched as the big man sat on her tall tombstone, swinging his legs like a schoolboy at the playground. Sometimes he would creep close enough to hear the biker speaking softly to the girl whose stone he sat upon. The big man would sob quietly for a bit, then speak to his Cath and smile, finally he would say his goodbyes. He always left a note and a one hundred dollar bill under a rock on the top of Cath's tombstone. Tiny would



wait for the big man to leave. The sound of his loud machine would break the silence of the old cemetery and then gradually fade away as the lone rider left for parts unknown to Tiny.

That's when Tiny would walk over and lift the rock to read the note and tuck the bill in the front pocket of his biballs. The note would always read pretty much the same way. It said, "Another anniversary has come and gone. You've done a good job with her resting place. Take good care of her for me. See ya next year." It was signed, "Lucas."

By the time Tiny had finished reading the note, Lucas was well on his way, letting the memories, the pain and the tears fall behind him. He would ride to the bridges and beyond. Autumn came

on strong in the north so he'd head south. Some years he'd take a direct route south, other years he'd meander diagonally down through Dixie until he hit the I-10 and then he'd aim west perhaps to turn south again somewhere along the border where he'd let his mind wander as customs men plowed through his scant belongings looking for God knows what.

Other years he'd keep heading straight west until he could see the Pacific, then he'd turn north and wander day and night until the winter was past and he could travel deep into the Canadian wilderness before pointing the big Harley back east. He never felt as if he was running from his pain. He always felt as if he was riding toward something. Perhaps towards an answer, or her smile. As long as his wheels turned he felt as if she was never really gone. Every long haul biker knows what it feels like to be truly alone, some live for it, others dread it, but they all experience the empty gut feeling of being truly alone when they are out there on a quiet two lane at 3 a.m. with nothing but the echo of open pipes and the staccato rush of the broken white line to keep them company.

It was different for Lucas though. Sure the loneliness was there; a loneliness that tore deep into his gut and shredded him. But once in a great while, on a moonless night, on a barren stretch of two lane, he could swear he felt her back there on the p-pad. Her sharp little chin digging into his shoulder as she whispered to him, "I'm here baby. I'm always here." And Lucas would relax and let himself truly feel her presence, just as he always had for the decades they rode together. Always inseparable, always laughing, and riding through the world that seemed to belong only to them.

Every biker has his reason for riding. Most can't even explain their reasons. They toss around concepts such as "freedom" and "the lure of the open road" and that's certainly part of it, but every true hardcore rider knows that it is so much more than that. It's more than the shriek of the unrelenting wind, it's more than the raucous, rebellious, almost filthy sound that barks and roars from the pipes. Riding is about

more than the thrill and the ethereal feeling of flying through the darkness, leaning precariously close to the speeding pavement through every tight curve. We can't fully explain why we ride so we don't question it and we don't try to explain it to those who will never understand. We ride for as long and as hard as we can.

Lucas rode for all the above reasons plus one more very important one. It was for her. She told him in her final breaths that she would see him again if he kept riding. She said she would be with him, on the rides, forever. He believed her. And on those nights when he felt her back there and heard her soft voice, he knew what his reasons were for each ride. He knew what some never know. He knew why he sold the house and all their belongings, except for the pocket watch with her picture in it. He knew why he cashed in every insurance check and all of his retirement. He knew why his only address was an ancient post office box in the old port town where they once lived, and loved and rode.

Lucas knew that he would ride most every day and every night for the remainder of his days. Except for his leathers, a change of jeans, a one-man tent and a patched sleeping bag, he needed nothing but his Hog and the highway—the never-ending highway. When his wheels were turning, she was with him and that's all that mattered to him. Sure there were occasions where he'd have some downtime when his sled needed rebuilding or an early snow would hole him up in some cheap shit motel out there in Bumfuck U.S.A., but the very minute he was able, he was right back out on the open road.

As their anniversary drew closer, he'd aim his bike back towards the tiny Port Town. He'd pull up in front of Tara's where there would always be a parking space held for him. He'd kick down the stand and for a moment he'd listen to the bike cooling down. He'd walk into the old pub to say hello to her picture, then he and his waiting brothers would again raise a glass to her memory, and by so doing he would pay his respects in his own way to the most wonderful woman he had ever come to know.

—Z. Jakl

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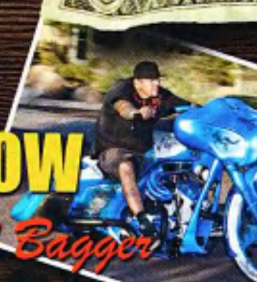
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PIPES WITH A SECRET

Cobra's Speedster Slashdown Exhaust

One of our latest rides is a 2013 Softail Slim, and it's a cool bike. Our only complaint is that the guys at the factory aren't consistent in their styling. The bike's motor has black cooling fins, chrome cam cover, black air filter, and chrome pipes. After looking at the bike for a couple of months, we figured a set of black pipes would give the bike a more balanced appearance. We went searching in the Dennis Kirk online catalog and found a set of Cobra Black Speedster Shorts that will add to the bike's styling and give it a sweeter sound. So we pushed the button and ordered them.

We had no problem picking the Cobra pipes; we have used Cobra pipes before and were more than happy with the performance, sound output and build quality. The guys at Cobra know more than a few things about high-performance exhaust systems; they have been producing them for more than 25 years. Cobra systems are known for both their looks and ability to produce excellent power over a wide rpm range. Most of the systems have a hidden connector that joins the two pipes just ahead of the mufflers. This connector gives them a smoother power curve than if they were two completely separate pipes. In the looks department, we figured that the short length and black heat shields would complement the Slim's chopper style.

So the big brown truck stopped by and delivered our new pipes. When we unpacked the pipes, we noticed a couple of cool features: the 1 3/4-inch head pipes have flawlessly finished full-length heat shields and that the dual mufflers are made as a single piece. The hardware kit included a new bracket for mounting the system to the bike's frame and new clamps for the pipes and heat shields. The only parts that were re-used were the snap-rings, clamps for the cylinder head-to-pipe joint and the oxygen sensors.

Installing the pipes took us a little



1 Cobra's Black Speedster Shorts dual exhaust system really brings out the Slim's chopper styling.

more than 2 hours; the included instructions were very straightforward. The only semi-tricky part was getting to the front cylinder's oxygen sensor connector; it is located under a cover behind the charging system regulator. The connector for the rear cylinder's sensor is under the seat. Other than swapping the two oxygen sensors, installing the exhaust system involves working with a total of about a dozen nuts and bolts, five heat shield clamps and one muffler clamp.

The completed install more than equaled the bike's chopper style and was a great riding and listening experience: the overall performance of the bike was improved across the entire rpm band and the sound quality was much deeper than the factory pipes. The system's hidden exhaust gas connector gave it a power band that we usually only find in 2-into-1 systems. The Cobra Speedster exhaust system opened up the bike's 103-inch motor; we are very pleased with them.

—Bugle

Dennis Kirk
800-969-7501
www.denniskirk.com

Cobra Engineering
714-692-8180
www.cobrausa.com



2 The system features a one-piece dual muffler with a hidden connector, which greatly improves the motor's mid-range performance.



3 Each of the pipes' full-length heat shields is laser cut from a single bent tube.



4 The Slim is a great-looking bike, but the pipes it came with are way oversized, and chrome-plated.



5 The seat was removed to gain access to the connector for the bike's rear oxygen sensor; the connector for the front oxygen sensor was located behind the voltage regulator on the frame's front downtubes.



6 Removing the factory mufflers and head pipes required removing the right-side floorboard.



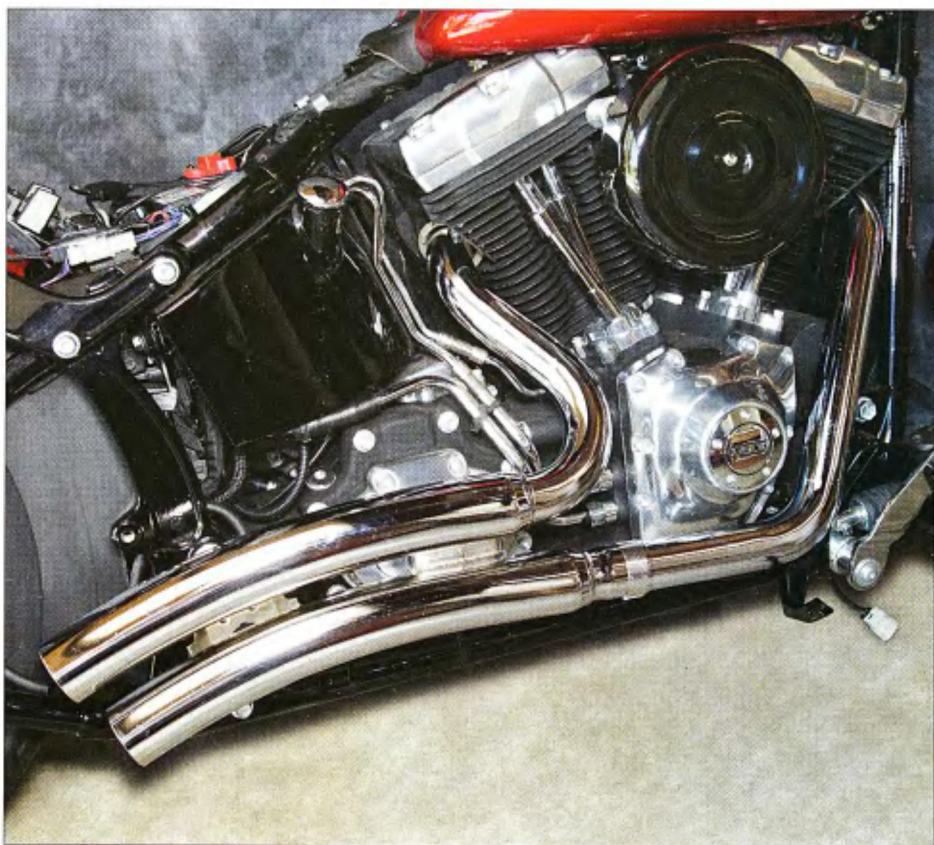
7 The Speedster exhaust included a new muffer-mounting bracket, muffer clamp, heat shield clamps, and several bolts.



8 The exhaust flange clamping plates, their snap rings and the oxygen sensors were transferred from the factory pipes to the new pipes. The threads on the oxygen sensors were given a light coating of anti-seize before being screwed into the new Cobra pipes.



9 The bike's cylinder head-to-exhaust pipe gaskets were like new; they were not replaced. The front head pipe was installed first.



10 The muffer assembly is part of the rear cylinder's head pipe. It is attached to the front head pipe with a heavy-duty clamp.

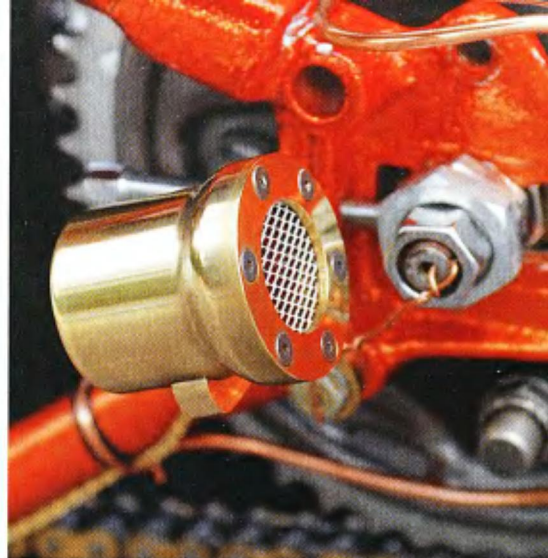


11 The front heat shield was fitted over the pipe and secured with the screw type clamps. Once the rear heat shield was on, the install was almost complete; we just had to fit the floorboard and seat.

BACK IN THE SADDLE

Mr. Bondesson's Budget Bobber

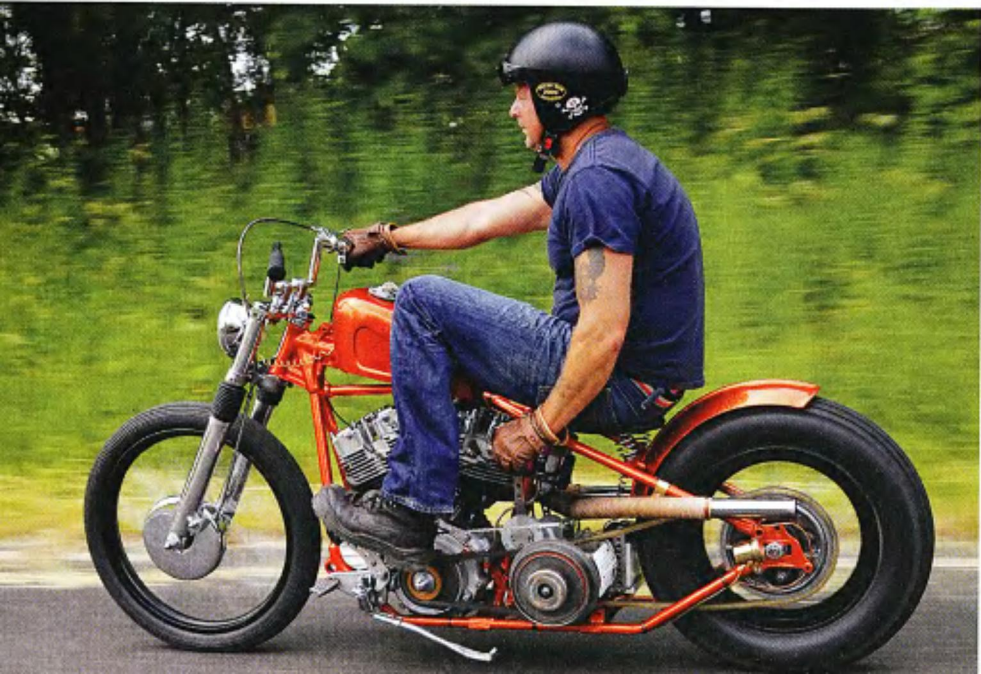




It's the same old story; a guy buys his first Harley at 19 and raises some serious hell with it. Then comes a period of family life. The kids get older and don't have to be monitored around the clock, and the guy wants to have some more of the biker life. In this case, the guy bought a 2007 Street Bob. But just riding and making some small modifications wasn't exciting enough. Peter Bondesson wanted to build his own unique bike.

We were at the Jokers Hot Rod Reunion in Tidaholm, Sweden, when we spotted this unusual machine. It seems the guy really wanted an early shovel, but instead built an oil tank in front of the engine to give the illusion of the old-style cam cover. We finally found the owner and he admitted we were right. "What else can you do when you've got a champagne taste and a beer budget?" Peter asked us. "I've been to every swap meet I could, buying and selling stuff to put this thing together at a reasonable cost. And it really did cost me very little in the end."

While in his 20s, Peter rode a panhead chopper for 5 years. Eventually he went through a period when he was pretty much the only Harley rider in his little town, Falköping, an hour east of Gothenburg. "The only biker I ever saw in the streets was my own reflection in the shop windows!" Peter recalls. "Let me tell you, it's a totally different story today. Then I got married, had three kids, and got into stuff like boats and camping trailers. But with the kids more or less grown up, the biker lifestyle beckoned again, so, in 2007, Peter bought the used Street Bob.



He wanted to turn the bike into something radical, but realized the modern bike's complicated electronics would make it too difficult. Better to start collecting parts for an older type of Harley instead.

"I admire the building style of Johnny Chop and Indian Larry," Peter says, "and decided to try to come up with something with those kinds of looks." The first swap meet bargains were an old Swedish-built rigid frame from the 1980s and a 1981 shovel motor. Peter cut the rocker boxes apart using a

hand-held metal saw and an angle grinder. The oil tank in front of the engine was made from a sawed-off piece of aluminum tube, and a buddy of his machined the ends. The whole setup resembles a pre-1970 generator case, at least with weak eyes and dimmed lights. "I've never seen anybody try that before. The tank only holds 2.2 liters, but I think that's enough."

Peter's father-in-law helped during the build. The 71-year-old ex-sailor has seen just about every country in the world and has four turning lathes in

his basement. He made the brass tail-light, helped out with the oil lines, and generally supported his son-in-law with the project. Using weird stuff that nobody else has can be a cheap and efficient way of standing out from the crowd. Check out the points cover, the fuel filter, and the complicated mechanics of the gas cap. "That's what I like the most," Peter says. "going through trash bins and finding old car junk and stuff that can be modified to fit."

—Charley Charles





Owner/builder: Peter Bondesson

City: Falköping, Sweden

GENERAL

Fabrication: owner

Year/make: 1981 Harley-Davidson

Model: shovel

Assembly: owner

Time: one winter

ENGINE

Year/make: 1981 Harley-Davidson

Model: shovelhead

Displacement: 80 cu. in.

Cam: N/A

Carb: S&S Super B

Exhaust: owner

Ignition: Points

TRANSMISSION

Primary drive: Chain

Clutch: Harley-Davidson

Gearbox: 4-speed

PAINT

Painter: The Southerner

Type/color: House of Kolor/tangerine

FRAME

Make: Frasse's Harley Parts, Sweden

Type: rigid

Rake: stock

Stretch: stock

Shocks: none

ACCESSORIES

Bars: Z-bars

Controls: minimal

Fender: Triumph

Headlight: Bates copy

Taillight: brass by father-in-law

Pegs: minimal

Electrics: also minimal

Gas tank: Sportster, modified

Oil tank: by owner, aluminum, in front of engine

Seat: swap meet

Foot controls: Harley-Davidson

FORKS

Make: Harley-Davidson

Extension: 1 1/2 inches under

WHEELS

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Hub: Harley-Davidson

Tires: Avon

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Accutronix has added LED turn signals to its line of products. These LED turn signals fit nicely between the saddlebag and fender on a custom FLH or on any flat surface. They are a great solution for adding rear lights to custom baggers. The LED unit is a 3-wire light and can be used as a running, turn, and/or brake light. You may need a load equalizer or turn signal controller, depending on your application. The LED unit has 10 LEDs and the billet housing is 8 3/8 x 1 1/2 inches. Machined from 6061-T6 billet aluminum, they are available in a chrome plated finish. Also available is the Night Series, brilliantly black anodized, then areas are machined again, yielding a contrast of a black anodized and raw aluminum finish. Sold in pairs. \$149.95

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The Perewitz Signature Solo seat fits the 2008-2014 FL touring line. At only 11



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The four Perewitz Signature Fastbacks are a full 12 inches wide up front, tapering to a sleek 7 inches at the back. Like all Mustang Tripper seats, the Perewitz Signature Series Seats are cut low to the ground, yet retain enough molded foam to be comfortable. That svelte rear section flows smoothly to the fender, yet has adequate padding for use as a passenger seat in a pinch.

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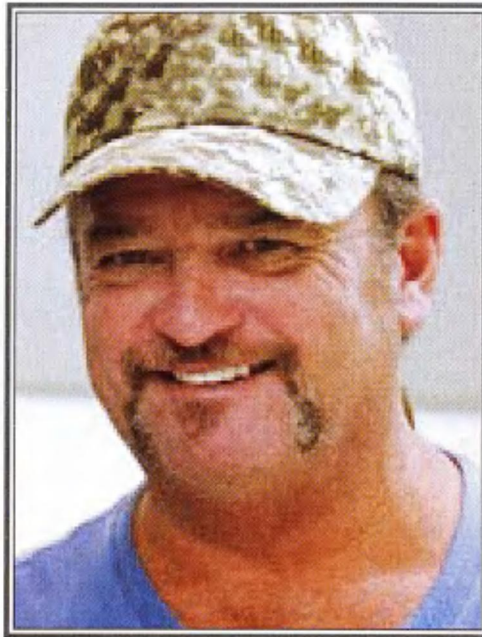
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John Green

1960-2014

If the smiling face of John Green looks familiar to you, it's because you have likely seen it at one of the hundreds of Easyriders Bike Shows or Motorcycle Rodeos since 1989. John started with *Easyriders* as a truck driver and worked his way up to president of the Events Division.

After a long and tough fight with cancer, our good friend died on May 14, 2014, with his family around him—his wife, Jené, mother, Katy, and brother, Todd.

I first met John in the early 1980s when I was looking to buy a fishing boat. He sold me one and a few years later sold me another! You know what they say about boats—the day you buy a boat is the happiest day of your life, until you sell it and that day becomes the happiest day of your life. Well, not with John; he knew how to keep his customers happy. That and the fact that he rode a Harley made us fast friends.

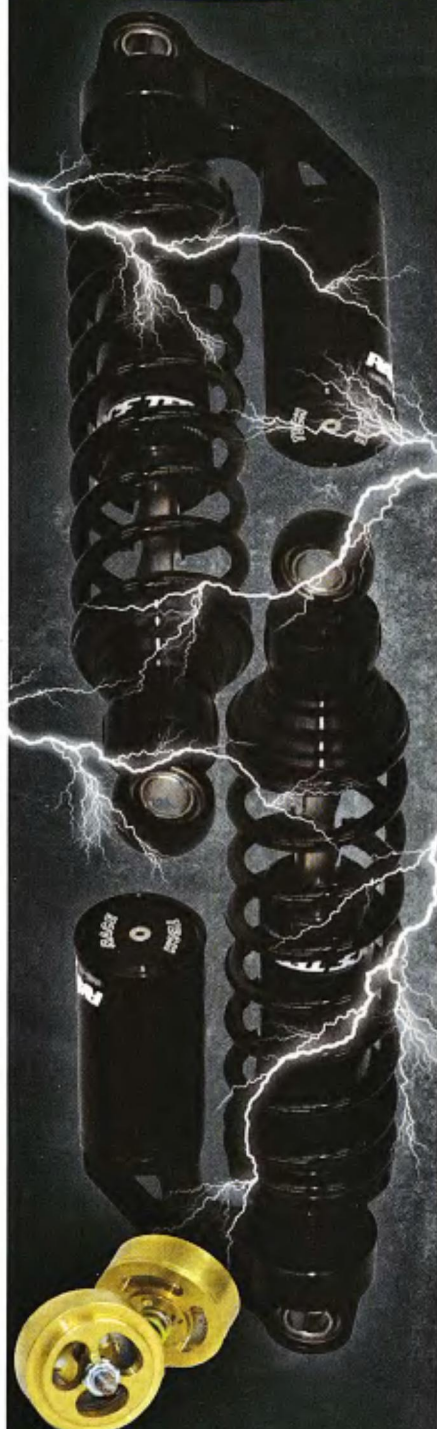
John came as my guest to the first ever Easyriders Rodeo in Ventura, California. He must have really liked it because not too long after that he asked me if I had something for him to do on the Rodeo circuit. The only job open at the time was driving a big rig. John said, "I can do that." A few weeks later he had his trucker's license and was on the road. Just as he had kept me happy with my boats, he was then keeping my customers happy.

From the fair boards and town politics, to the local cops and private security, the drunks and "domestic disputes"—John handled it all—always wearing that smile. But the best thing he did was to put together a great events team that can carry on and keep the Easyriders Events alive.

I'm sure there will be many a beer raised in his memory at Fowlerville and Chillicothe this year, and one of them will be in my hand.

—Joe Teresi

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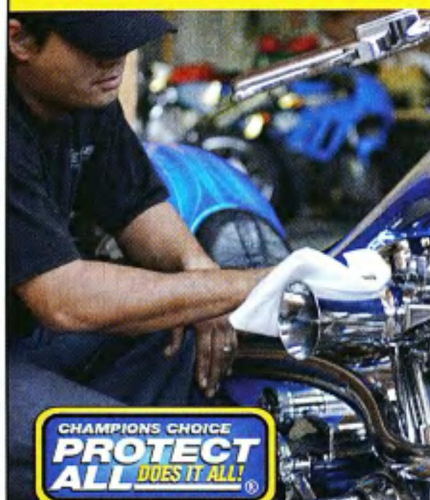
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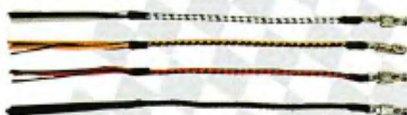
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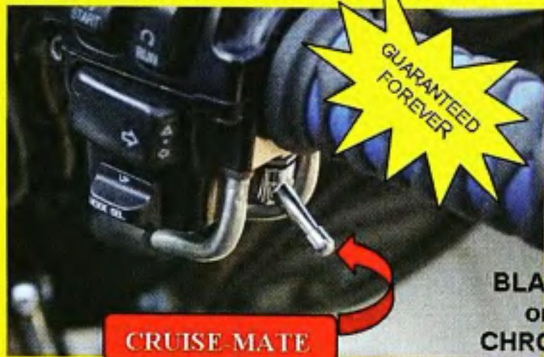
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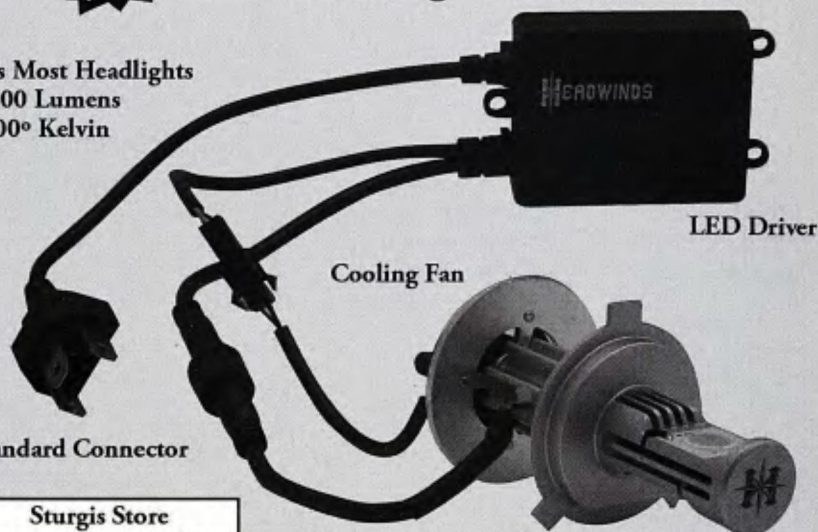
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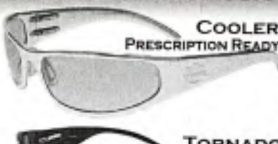
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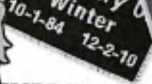
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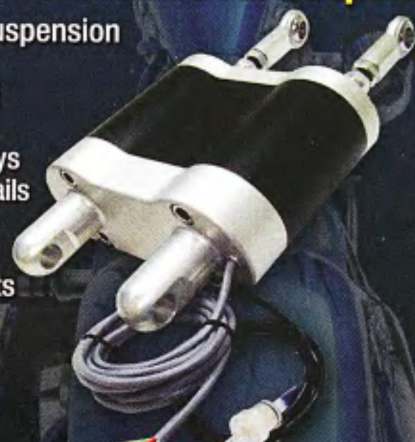
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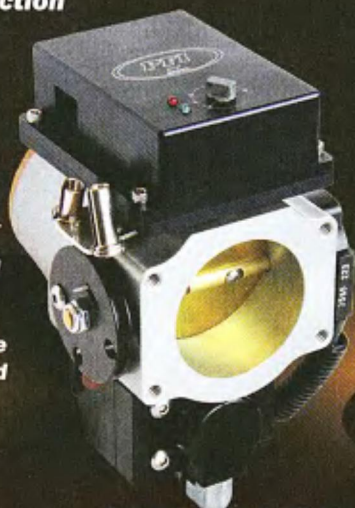
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On behalf of the entire Board of Directors of the Trail of Tears Remembrance Motorcycle Ride, I want to announce that we are at the End of the Trail for our annual charity motorcycle ride. I would like to take this opportunity to thank everyone for 20 great years and your support of our organization as we remembered those ancestors forcibly removed from their homeland in the east to what is now present day Oklahoma.

Because of you, our riders and our sponsors, over the 20 years we have provided thousands of dollars in scholarship funds to needy Native American children, placed Historical Markers in many areas along the Trail and in Oklahoma, marked new trails, and made donations to other educational projects. We have fulfilled our goals and mission of the organization and feel proud that we accomplished more than what could have been imagined when we first began this journey. It has been my honor to lead the ride every year.

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

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

Bill Cason, Ride Leader & Originator
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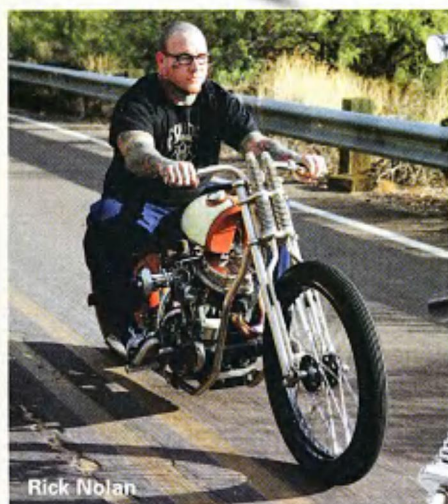


Rick Nolan puts quite a lot of work into the machines he wrenches on and rides. There is a lot of hand craftsmanship in his newest bike, which he calls Brushed Nickel Finish since anything not painted is brushed nickel.

Brushed Nickel

Rick Nolan's Torch Industries Panhead





Rick Nolan





Everyone at the Avondale, Arizona, shop known as Torch Industries played their part in this build. They all had brushes and Scotchbrite pads in their hands for two straight days to bring out the unglittery glow that reaches out to you from literally every angle.

The front end was a matter of trial and error, but the extra narrow view of it as you look down from the top is a big part of what makes it Rick's favorite part of the bike. There are 15 hours of work in the hand-bent, ball-milled center stand. We think it gives a bit of that old flat track racer stance when parked. The master cylinder was harvested from a CBR 1000 because it was just the right size to be unobtrusive and eliminates the need for a remote reservoir. Don't miss the specially designed Star spool hub, narrowed to run without a brake on the front wheel.

The one-off paint colors are custom

mixed PPG's high-performance Enviro base paint colors that were custom mixed and skillfully applied by Frank Rechlin and Eric Allen of Auto Renew.

Up next, Torch Industries is spending hard time on a mid 1960s panhead mated to an FXR gearbox and slung into a late model FXR frame. Rick's advice for anyone who would take on a ground-up custom build? "Surround yourself with talented people who can work together as a team." Especially guys like Torch Industries own Justin and Sosa, who pitched in to make Brushed Nickel Finish all that it is.

Rick loves to ride up the mountain curves through Wickenburg and whet his whistle at his favorite watering hole, Whiskey Row. Now let's all wet the whistle of this month's Foxhunt winner. You've chosen Sarah Smiles who can light up a room with more than her lips.

—Cbeese

Owner: Rick Nolan
City: Avondale, Arizona
GENERAL
Fabrication: Torch Industries
Year/make: 1958 Harley-Davidson
Model: custom
Assembly: Torch Industries
Time: 8 months
Chroming: Concours Metal Finishing
ENGINE
Year: 1958 Harley-Davidson panhead
Rebuilder: Ralph Dematteo of One Way Cycle Restorations
Ignition: Joe Hunt Magneto
Displacement: 74 cubic inches
Lower end: Harley-Davidson
Balancing: One Way Cycle Restorations
Pistons: Harley-Davidson
Heads: STD
Cam: Sifton Side-kick
Lifters: solid
Carb: S&S L-series
Air cleaner: S&S velocity stack
Pipes: Torch Industries
TRANSMISSION
Year/make: 1958 Harley-Davidson
PAINT
Painter: Eric Allen and Frank Rechlin of Auto Renew
Type/color: PPG Enviro base vanilla creme and caramel brown
Special Paint: Pinstriping by Ron
FRAME
Year make: 2013 Paughco
Type: rigid
Modifications: Torch Industries
ACCESSORIES
Bars: Torch Industries
Handlebar controls: Torch Industries
Fenders: Torch Industries
Pegs: Torch Industries
Electrics: Rick of Torch Industries
Gas tank: Justin Coleman of Torch Industries
Oil tank: Justin Coleman of Torch Industries
Oil system: hard lines by Torch Industries
Primary: Rivera Primo
Seat: Dan McGraw of Disturbed Cycle Saddles
Grips: Dan McGraw of Disturbed Cycle Saddles
FRONT END
Type: narrow spring tension
Extension: stock
Builder: Torch Industries
WHEELS
Hub: Star spool
Size: 21-inch front, 16-inch rear
Tire: Avon
Brake: rear only "juice can" drum
Photos: John Covington
Contact: Torch Industries
 623-842-BARS
 www.torchind.com

ReadersRides

Joe Nielsen
Omaha, Nebraska
1980 Shovelhead

I may be going out on a limb here claiming that the owner of this bike is a widely sought fugitive from the law. Or maybe sought after by his wife? Why would I claim such a thing? Because the missive that came with the photos of the bike says that Joe, or "the owner of this 1980 shovel," as it's stated in a more anonymous tone, "is known by many names." It then goes on to list them: Harley Joe, a.k.a Joe Mama, a.k.a Shovelhead Joe, a.k.a. In the Know Joe, etc. A man with that many aliases must have his reasons. I'm just sayin'...

Oh, but there's more. "If you need a part or some info on your ride, he is the man you need to see." I see. "Joe has been around for many, many years. He works at the local shop here in Omaha."

Well, maybe I was jumping the gun, but you really never know. Anyway, seems the bike is called Green and Gold, with "green for the money" and "gold for the honey," whatever that may mean. It also seems working at the local shop was how he was able to "snag" this ride. Get it? Snag?



Photos by Fountain Photo

"Not everyone appreciates a tank shift and a foot clutch," the missive goes on, "so Joe needed to step up for the dealership and make the trade. He jumped all over it."

Okay. Apparently he tired of jumping quickly because "it wasn't long before he had it stripped down to do this build."

Also apparently this bike has been to Sturgis the last 6 years "along with many other adventures."

I'm having a hard time with all this fugitive lingo, but it seems Joe will be in Sturgis again this year. So if you happen to run across him there, tell him that...

Well, best not say anything.
—Tripper





Brian Collier
Kansas City, Kansas
1978/88 Shovelhead

When Brian dragged this ol' shovel back from St. Louis to Kansas City, it was, he says, "a worn-out piece of crap." I have to assume he got the thing for a song and a dance, because why else would you go through all that trouble for a piece of crap?

But never mind all that, let's look at what Brian did with it once he had it. Or better, what his good friends did with it. One good friend, Paul Penner from Penner's Cycle Barn in nearby Desoto,

rebuilt the engine and tranny, splitting the cases in the process and putting them back together, and he polished the whole shebang.

Another friend, Reece Good from Ultra Craft Customs in nearby Wells-ville, did all of Brian's metal work and fabrication, including building the rear fender and the rear mount for the 1959 Cadillac taillight, relocating the kickstand to the rear, and straightening out the old frame.

The 1978 shovel engine has an S&S Super E carb, a Morris magneto, and an S&S oil pump. The 4-speed ratchet lid tranny is hooked up to a 3-inch Primo belt and jockey shift with a Baker hydraulic foot clutch. Also notice the upswept fishtail pipes, the Peterbilt glitter shifter knob, and the orange paint job done by Jerad at S&S Body Shop in also nearby Tonganoxie, all adding up to a very cool bike.

And there you have it. As Brian says, "Kick only, jockey shift, and apehangers, as far as I'm concerned, it just doesn't get any cooler!"

—Tripper

Bizarre Bike of the Month



R.I.P. - H.R. Giger, 1940-2014. The creator of the design for the Alien recently passed away.

Comin' At Ya



The September issue of *Easyriders* (No. 495) will take you to all the gamblin' fun of the Laughlin River Run in Nevada as well as the down south, down and dirty Boogie Bottom Rally.

Custom bikes will feature everything from Kirk Taylor's Sportster long bike and Arrgo Conley's classic panhead to a wild Denver's Chopper, a dazzling Steel City Road Glide, a too cool Riff Raff pro-street, and even a farout Frankenstein trike!

All this plus crazy cartoons, warped humor, sexy cycle sirens (we're talkin' near-naked girls here) some demented biker fiction and a whole bunch more is blazin' your way in the sizzlin' September *Easyriders*!

On sale August 5



The sensational September issue of *V-Twin* (No. 161) 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 August 5



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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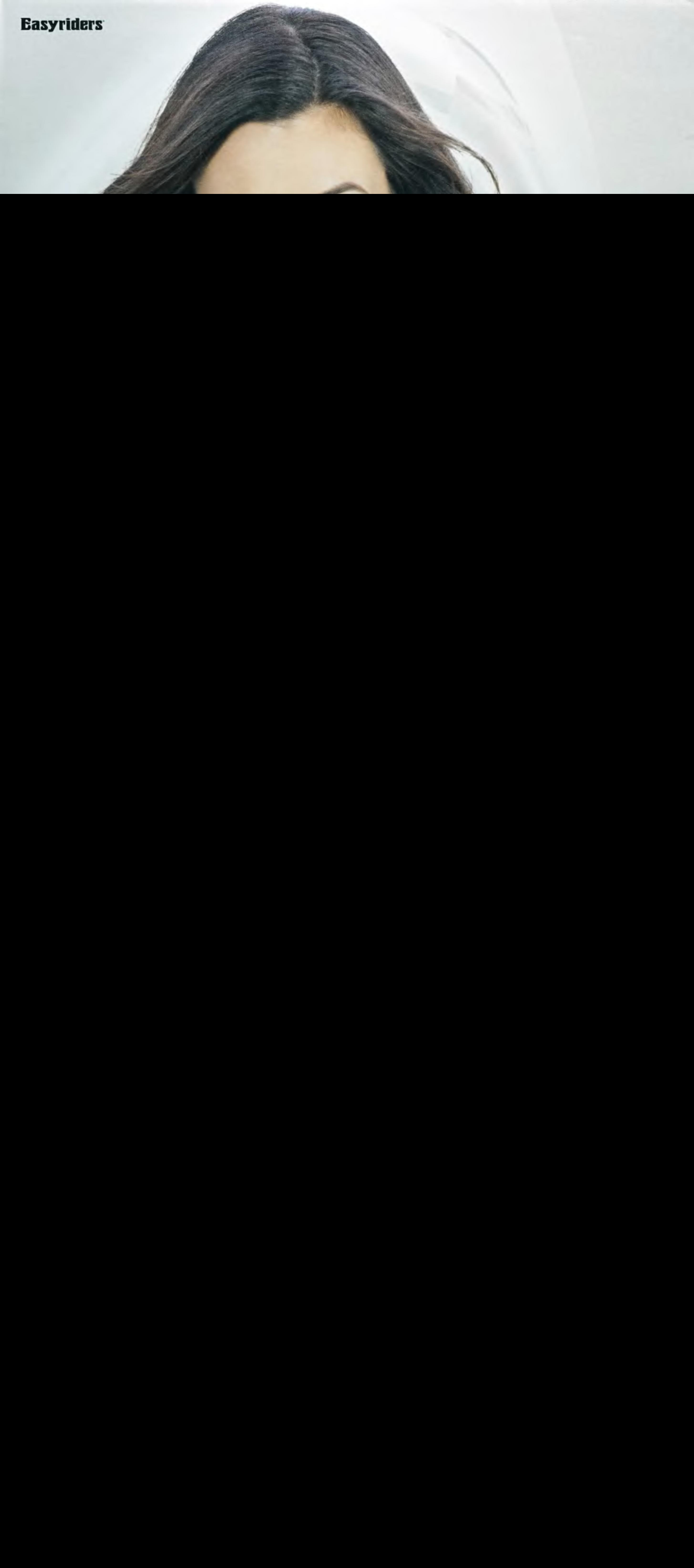
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