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BILTWELL: 2" Black Thunder Risers

COVINGTONS: Black Front Axle Caps

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DRAG SPECIALTIES: Black Fork Slider Covers, Round Black Horn Cover and Custom Black Covers

L.A. CHOPPERS: Rear Lowering Kit

MICHELIN: Commander 2 Tires

PERFORMANCE MACHINE: Vision Round Mirrors, 6 Piston Front Caliper, 4 Piston Rear Caliper, Grill LED Fuel Gauge and Grill Fuel Cap

PROGRESSIVE SUSPENSION: Front Lowering Kit

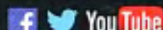
ROLAND SANDS DESIGN: Delmar Machine Ops Wheels, Delmar Chrome Front Rotor, Delmar Machine Ops Rear Pulley, Delmar Machine Ops Rear Rotor, Fork Brace, Rear Fender Kit, Boss Solo Seat, Slant 2-into-1 Exhaust, Machine Ops Nostalgia Cam Cover, Machine Ops Nostalgia Rocker Covers, Black Vintage Handlebars, Traction Grips, Slant Air Cleaner, Tracker Signals, Taillight Tag Bracket and Nostalgia Headlight



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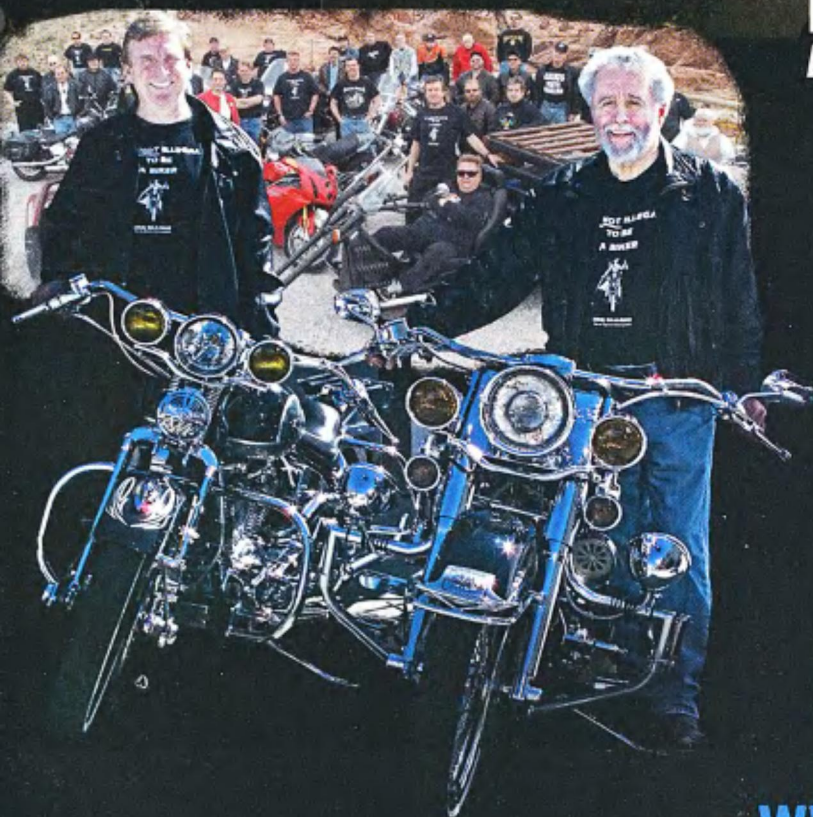
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Aargo Conley's Rigid Pan
Has Nine Lives



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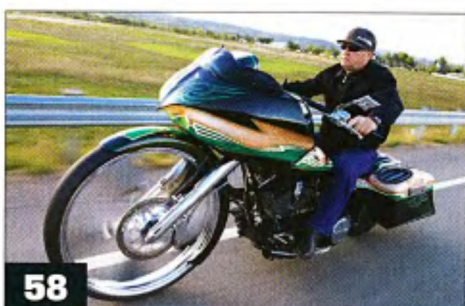
32nd Annual



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

Next month's issue goes on sale
September 2, 2014.



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OUR SWEEPSTAKES JAGGER LIVES! READY FOR THE ROAD

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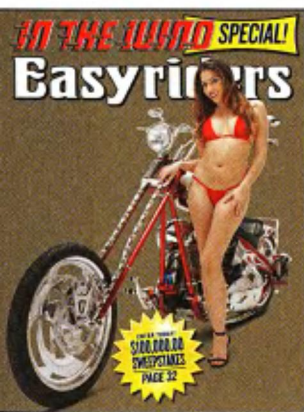
The Newest and Latest Parts
And Products for Your Bike



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READERS RIDES

Nevada City, California;
Blythewood, South Carolina



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ON THE COVER: Shayne Waldron's Denver's Chopper and classy Cassie shot by Jimmy Forrest.
Cover imaging by Jeff Biggs.

Taking It Easy

Work Release?

A former star soccer goalie in Brazil was serving 22 years in prison for the murder of his girlfriend whose body parts he fed to his dogs. He was granted work release, with the "work" assignment being to play soccer for a Brazilian pro team—a team that signed him to a contract and urged his release upon learning of the rehabilitation law.

Anything for Beauty

A runner-up for Miss Venezuela 2013 revealed that she had a patch of plastic mesh sewn onto her tongue to create so much pain when she ate that she was forced to stick to liquids.

Pastafarian

A man, a self-proclaimed "Pastafarian," likely became the first public officeholder of his kind in the U.S. After being sworn in, the adherent of the Church of the Flying Spaghetti Monster, took his seat on the town council, while wearing the traditional Pastafarian religious head covering: a colander.

Nice Try

A robber was charged with robbing a bank after appearing in the surveillance video by twice spilling his entire loot (\$20,650) on the bank's floor. After he finally gathered the bills and fled in a pickup truck, police punctured the tires, and when the robber tried to run, he slipped on the ice, slashing his head open.

It Pays to Sneak Off

A woman sued the owner of a night club because she fell from the bathroom window to the floor, knocking out her two front teeth. Even though she was trying to sneak through the window to avoid paying the \$3.50 cover charge, the jury said the night club had to pay her \$12,000 plus dental expenses.

Actual Newspaper Headlines

"Man Accused of Killing Lawyer
Receives a New Attorney"

"Starvation Can Lead to Health Hazards"

"Man with 8 DUIs Blames Drinking"

More Replies from Women

Here are replies women have written on child support forms in the section for "Father's Details":

"Tyrone Hairston is the father of child A. If you do catch up with him, can you axe him what he did with my AC/DC CDs? Child B who was also borned at the same time—well, I don't have a clue."

"So much about the night is a blur. The only thing that I remember for sure is Delia Smith did a program about eggs earlier in the evening. If I had stayed in and watched more TV rather than going to the party, mine might have remained unfertilized."

"From the dates it seems that my daughter was conceived at Disney World. Maybe it really is the Magic Kingdom."

The Epitome of Laziness

A photograph was posted on Facebook of a man's dog being lowered by rope from the second-story balcony of an apartment. According to the posting, it was time for the dog to make a call of nature, but it was raining, and he didn't want to go downstairs with the dog. He was charged with violating the city animal care ordinance.

Really?

This guy was arrested after his debit card was rejected as payment at Applebee's restaurant. Police were called when his backup form of payment was a "U.S. currency" bill in the denomination of \$1 trillion!

Falling From The Sky!

After several people contacted astronomy and weather websites to report seeing a glowing streak of light in the night sky above North America, NASA revealed that it was caused by a falling block of astronaut urine. The heavenly display was the result of the space shuttle Discovery dumping nearly two weeks' worth of astronaut waste.

Yes, It's True

Under its Subversive Activities Registration Act, South Carolina law requires groups that intend to overthrow the government to register their details with the authorities and pay \$5.

Leaving Nothing To Chance

A man in West Virginia has his funeral and cremation instructions tattooed on his arm. His recipe for cremation reads, "Cook @ 1700°-1800° for 2 to 3 hours."

Weird Critter Facts

The female praying mantis eats her partner after mating—and sometimes she doesn't even wait until copulation has finished before turning him into her next meal. Yet his drive to mate is so powerful that he carries on mating even while being eaten. Choosing from among tens of thousands of male drones, a virgin queen bee will take a mating flight with just a dozen; however, the males aren't exactly the lucky few because in the course of mating, their genitals explode and snap off inside the queen.

Money To Burn

One of the world's richest people is a big basketball fan and has basketball courts on at least two of his yachts and shoots hoops for relaxation on the open water. To retrieve his errant shots that go overboard, he hires a ball boy in a powerboat to trail the yachts.

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O.G. ALL THE WAY

Rob's 1970s Ironhead Sporty



When asked who ordered up the little Iron Sporty dressed in vibrant candy green, Kirk Taylor says, "That would be Rob Hengemihle, my friend, who also happens to be my PPG paint rep, and that color is from their Vibrance line." Speaking from his San Fran North Bay area shop, Custom Design Studios, Kirk adds, "He had this pile of parts he'd been collecting for several years and decided this is the bike he wanted to ride to the next Billet Proof, a cool rockabilly/lowbrow hot rod event coming up this September in Antioch. The plan was to keep the bike as original as possible, as in period-correct 1970s, and we went from there."

The old-school lineage of parts includes a 1974 vintage single-loop Wayne Engineering frame, which was chromed



according to the owner's wishes. However, the 40-year-old Harmon girder front end was left as it was, "patina rich" as they say, again to keep the '70s flavor as authentic as possible. While the iron-head Sporty motor is also from the same era, it was popped out of a completely stock bike Rob bought at some point. "I went over with a truck and he basically said, 'Here are all the pieces; now make them all fit,'" Kirk tells us.

According to Rob, the motor was from a bike that was last run some five years ago. Amazingly, it started on the first kick after some prep on the points and carb. The tranny shifted like a dream and even neutral was an easy find. This had to be one of the best ironhead Sportsters to come out of the factory.

"Oh, by the way, here's a couple split rocker cases I found on eBay, so let's stick those on...so we had to get a little creative, but really nothing major.

The plan was to keep the bike as original period-correct 1970s.



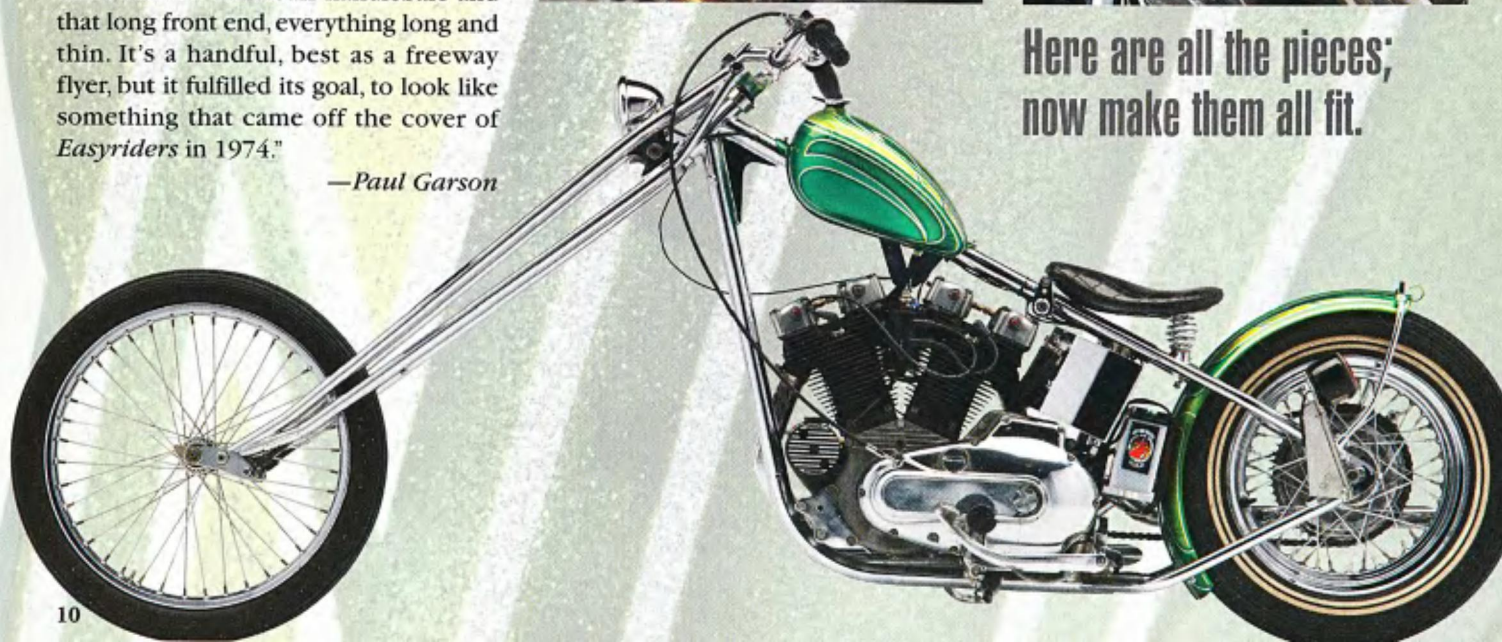
The pieces of the puzzles he had been procuring worked out pretty good," Rob says. That included the gas tank, in this case a veteran British Wassell unit that had been painted by top-shelf artist Marcos Garcia, one of Rob's good friends, who also sprayed the fender.

Kirk says the bike rides, "Flat out scary. The guys that rode these bikes in the '70s had the balls of ten men. It's got these narrow handcuff handlebars and that long front end, everything long and thin. It's a handful, best as a freeway flyer, but it fulfilled its goal, to look like something that came off the cover of *Easyriders* in 1974."

—Paul Garson



Here are all the pieces;
now make them all fit.





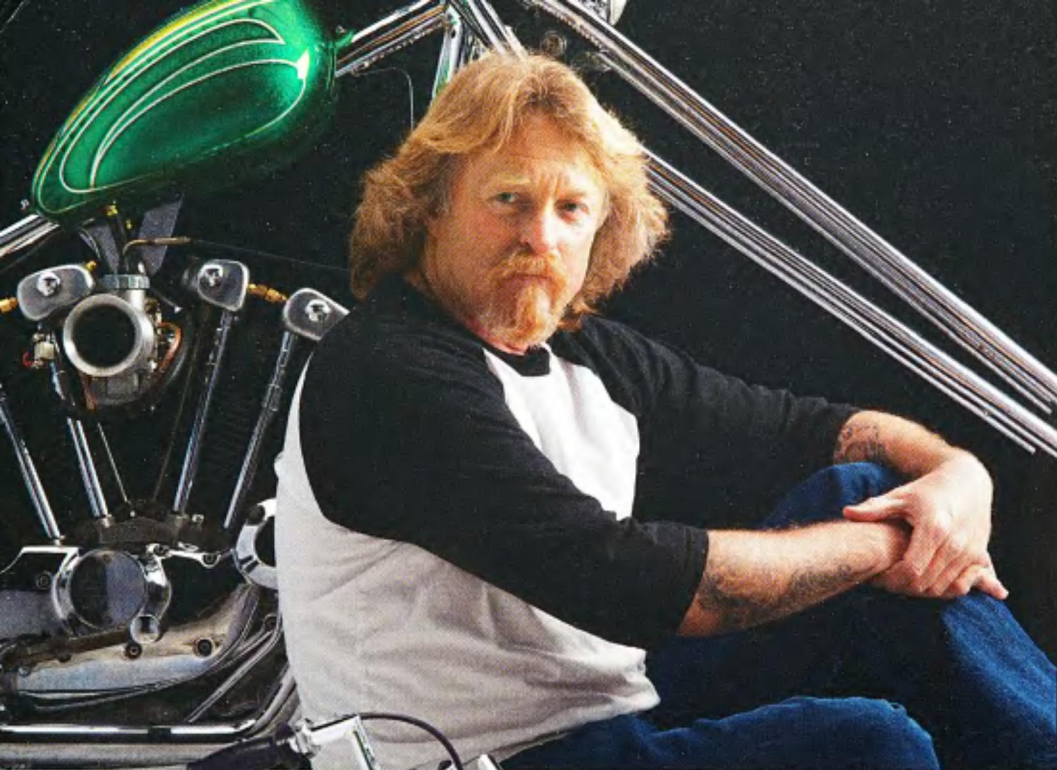
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Owner: Rob Hengemihle

City: Concord, California

GENERAL

Designer: Kirk Taylor, Custom Design Studios (C.D.S.)

Year/make: 1974 Harley-Davidson

Model: Sportster

Assembly: Mike and Don

Time: a few months

ENGINE

Year/make: 1972 Harley-Davidson

Displacement: 1000 cu.in.

Cam: P Grind

Ignition: points

Pistons: Harley-Davidson

Heads: split rocker boxes

Lifters: stock solids

Carb(s): Mikuni Pumper

Air cleaner: C.D.S. velocity stack

Pipes: Drag

TRANSMISSION

Year/make: 1974 Harley-Davidson

Modifications: why?

Shifting: backwards

PAINTING

Painter: Marcos Garcia

Color: Candy Green

Special paint: PPG Vibrance

FRAME

Year/make: 1974 Wayne Engineering

Rake: lots

Stretch: you bet

Shocks: hardtail

ACCESSORIES

Bars: z-bars

Handlebar controls: Barnett's

Fender: Ford tire cover

Headlight: small

Taillight: 1950s truck

Speedo: no

Electrics: C.D.S.

Gas tank: Wassell

Oil tank: Hex

Oil system: Harley-Davidson, C.S.S.

Seat: Bates

Pegs: two

Grips: Barnett's

FORKS

Type: Girder

Extension: lots

Builder: 1974 Harmon

WHEELS

Size: 21 inch front, 16 inch rear

Wheels: Spool

Tires: old Avon Speedmaster front, Goodyear rear

Brake: Harley-Davidson rear

Photos: Michael Lichter

Contact: Kirk Taylor

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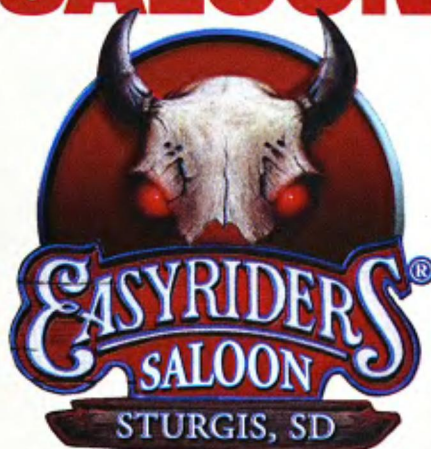
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BERLIN BANS HELLS ANGELS' SYMBOL

According to the Bild newspaper, Hells Angels in Berlin, Germany, could face fines, confiscation, and even prison for displaying the club's death's head symbol or club name in public. Police spokesperson Thomas Neuendorf told the paper, "The members of the Hells Angels were given a deadline of four weeks to implement the ban."

The ban comes after a court ruling by the Hanseatic Higher Regional Court in Hamburg on April 7. Germany has a law against wearing the insignia of banned organizations, which originally targeted Nazi paraphernalia. Reportedly, the authorities are now looking to extend the ban to other clubs as well.

Source: The Local

LOBBYING BAN CLEARS THE HOUSE

The House of Representatives has reaffirmed the ban on the National Highway Traffic Safety Administration (NHTSA) lobbying states to push helmet laws. HR 4745 originally had a provision, which would have permitted NHTSA to spend tax money to convince states to change their laws, but this was defeated by the Walberg-Sensenbrenner amendment by a vote of 229-192. The ban on lobbying by the agency has been in effect since 1995. The Senate version of the bill is still under consideration.

Source: American Motorcyclist Association

REPORTER SHIELD LAW PASSES HOUSE

Rep. Alan Grayson has managed to insert an amendment into an appropriations bill, which protects reporters and their sources, and managed to muster up a bipartisan coalition to get it passed in the House. The Grayson Amendment codifies into federal law the Shield Law, which is currently incorporated by 49 of the 50 states. Only Wyoming lacks protection for reporter information and sources.

Perhaps you have heard of reporter's privilege. This is the concept that protects reporters from having to reveal their sources. Since 1972 this has been a dead letter thanks to a 4-5 Supreme Court decision, *Branzburg v. Hayes*. Since then many journalists have been jailed for refusing to reveal their sources.

The Grayson Amendment withholds funding from courts that compel a journalist to reveal information that he regards as confidential. The purpose of the amendment is to bring federal law into conformance with that of the states. Even though the U.S. Constitution guarantees freedom of the press, federal law doesn't protect reporter's sources, rendering First Amendment protections worthless. *Source: Rep. Alan Grayson.*

Source: Rep. Alan Grayson

QUOTE OF THE MONTH

*"Our government is the potent,
the omnipresent teacher. For good or ill,
it teaches the whole people by its example."*

—JUSTICE LOUIS BRANDeis
DISSSENTING IN *OLMSTEAD V. UNITED STATES*



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EASYRIDERS NEEDS BIKER FILMMAKERS!

If you are reading the digital version of *Easyriders*, *V-Twin*, *ROAD IRON* and more to come, you must have noticed that we are dishing out increasing amounts of video to accompany our bike features and event coverage. What you probably don't know is that you can get in on the action.

Are you an aspiring biker filmmaker? We are now soliciting our readers' cool homemade videos for use in our magazines. These videos can be about anything, as long as they are fun to watch. Ideally, the videos will be short, 1-3 minutes tops, and we insist that you edit the video into a finished piece before we see it. This may set the bar a little higher, but we want the best for our readers, and this step insures a certain level of professionalism. There is a ton of free and low-cost editing software on the Internet, so don't be intimidated. Just go out and make movies.

Break out your GoPros, or shoot

video on your iPhone or any digital camera, as long as it is high-definition video. Edit it down into a short, funny, exciting segment, then upload it to a private Vimeo channel, and let us know where to view it and how we can download it. Detailed guidelines are posted on the Easyriders website.

We've been featuring the fun and crazy photos our readers have been sending us for the In The Wind section for decades. Our readers are the most creative people on the planet, and we want to hear from you.

Can you tell a great biker joke? We want it. Got an idea for a funny video short? Bring it on! Ladies, upload your sexy selfie video. Our readers want to see you strut your stuff. Just keep it fun, light and entertaining, and if we dig yer stuff enough to use it, we'll even pay you for it. For more info, contact Kit Maira at kmaira@easyriders.net.

—Kit Maira

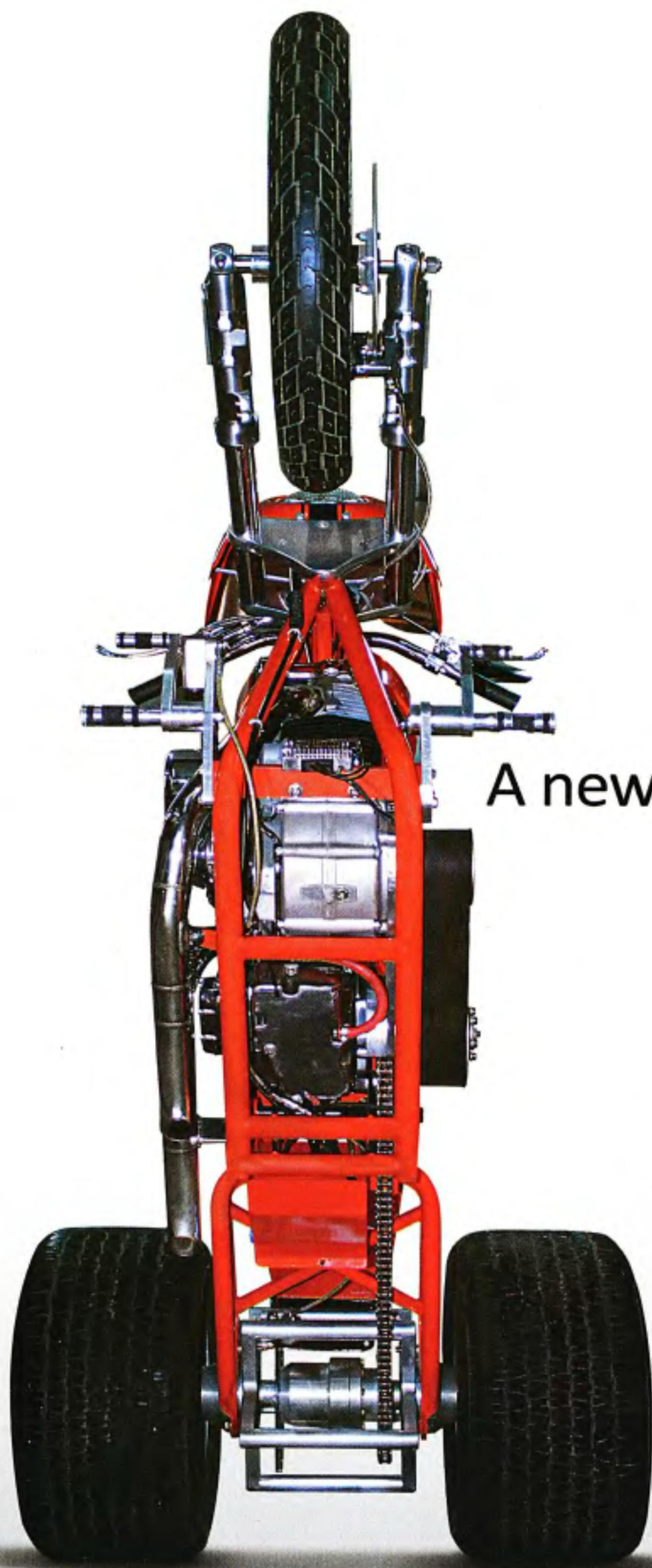
ONLINE DRUG SITE REDUCED VIOLENCE

The FBI has been crowing about taking down the Silk Road online drug site, but researchers have found that the site actually reduced drug related violence. According to University of Lausanne criminologist David Decary-Hetu and University of Manchester law professor Judith Aldridge, the layer of anonymity provided by the site took away face-to-face transactions between buyers and sellers, thus making confrontation impossible.

"Whereas violence [in the traditional drug trade] was commonly used to gain market share, protect turf, and resolve conflicts, the virtual location and anonymity that the cryptomarket provides reduces or eliminates the need—or even the ability—to resort to violence.... In the drugs cryptomarket era having good customer service and writing skills...may be more important than muscles and face-to-face connections."

Meanwhile, the Silk Road's alleged mastermind, Ross Ulbricht, who spectacularly had been accused of ordering hits against supposed enemies while running the site, has seen all those charges removed from his indictment in New York. It appears the charges didn't hold up to scrutiny.

Ulbricht denies all of the allegations against him, according to his attorney, Joshua Dratel, who says, "The evidence can't establish that he is who they say he is, or that he's done what they say he's done." His supporters and family have set up a support site to publicize the case and help with his legal expenses at www.freecross.org.



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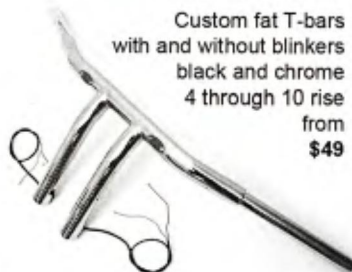
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Custom fat T-bars with and without blinkers black and chrome 4 through 10 rise from \$49

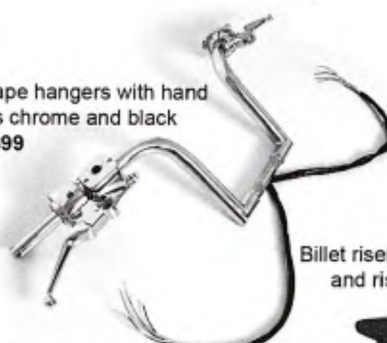


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RIDE ON

Aargo Conley's Rigid Pan Has Nine Lives

Aargo Conley writes that he has owned this bike for 45 years. It started out as a Los Angeles police motorcycle, first bought at auction in 1968 for \$135. Aargo purchased it from a friend in 1969. By then it was missing a lot of parts and wasn't running. It took until 1972 for Aargo to find enough parts to get it operational. Over the years he has customized and refined it, and it has taken many forms and colors.



Over the years Aargo has customized and refined this bike, and it has taken many forms and colors.



Aargo says that this is the bike he rides "all the time." He and this bike have enjoyed multitudinous adventures over all these years. In 1974, he mounted a set of five gallon fat bobs and rode two sets of tires off it, from Los Angeles, California, to Detroit, Michigan, and back, all over the course of six weeks. He says, "We took a lot of detours..."

Over the years it has changed from purple to silver to gold to black. It's worn a peanut tank, fat bobs, and this Sportster tank. In 1975, he changed over to belt drive. In 1978, when he went gold, he dubbed it the "Golden Rule." By 1985, it had become a rat until 1993, when it was rebuilt as a bobber. In 2009, he morphed it into bike we see today.

Aargo rebuilt the motor to 74 inches, with a few minor concessions to the gods of speed, courtesy of Andrews and S&S. Mostly though, the engine is built for reliability. This is the one bike that Aargo rides whenever he goes on a long run. The ancient mill rests in an early wishbone rigid frame. The chart says 1956, but the top motor mount is a dead giveaway that it is earlier, probably 1949-1952.



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Owner: Aargo Conley (pictured below)

City: Sandyhook, Kentucky

GENERAL

Fabrication: Aargo

Year/make: 1956 Harley-Davidson

Model: Police Special

Time: 3 months

Chroming: some

ENGINE

Year/make: 1958 Harley-Davidson cases

Displacement: 74 cubic inches

Ignition: points

Cam: Andrews J

Carb: S&S Super E

Air cleaner: velocity stack

Pipes: Midwest fishtails, Aargo

TRANSMISSION

Year/make: 1978 Harley case

Shifting: jockey

PAINTING

Painter: Aargo Conley

Color: black saffire

Type: RM acrylic lacquer

FRAME

Year/make: 1956 Harley-Davidson

Type: wishbone

Rake: stock

Stretch: stock

Shocks: none

ACCESSORIES

Bars: Crazy Z-bars from V-Twin Mfg.

Handlebar controls: internal throttle

Fenders: 1972 Super Glide

Headlight: V-Twin Mfg.

Taillight: V-Twin Mfg.

Pegs: early 1970s

Foot controls: V-Twin Mfg.

Gas tank: modified Sportster

Oil tank: Midwest horseshoe

Seat: Aargo and Harvey Ealm

Sissybar: yep

Mirrors: cheap-o

Grips: Aargo and Harvey Ealm

FRONT END

Type: adjust-a-glide

Builder: Harley-Davidson, Aargo

Stretch: 4 inches

WHEELS

Size: 21-inch front, 16-inch rear

Tires: Michelin

Brake: mechanical drum rear, Harley dual disc front

Photos: Michael Farabaugh





Aargo rebuilt the motor to 74 inches, with a few minor concessions to the gods of speed, courtesy of Andrews and S&S.



During the 2009 transformation Aargo decided a change from kickstart-only was in order and added a button start. However, he didn't want to go the easy way; instead of buying a kit, he wanted to do it himself. He swapped the tranny case for a 1978, topped it with a jockey shifter ratchet top cover, and fabricated an electric start bracket with main shaft bearing support cut from an old inner primary cover. He then paired that with a section of a late outer cover, and he had the basics of an electric foot. This of course necessitated a bigger battery, so swapping out the oil tank with a space for it became the next priority. Until now, that old pan was 6 volts, so he also had to swap out the generator for a 12-volt alternator.

This is chopper building at its best—start with a pile of parts, build your dream, and every couple of years tear it all apart and change it up. It is ritual of sorts, particularly in parts of the country where there are months separating the riding seasons from the building seasons. Ride on Aargo, ride on.

—Kit Maira



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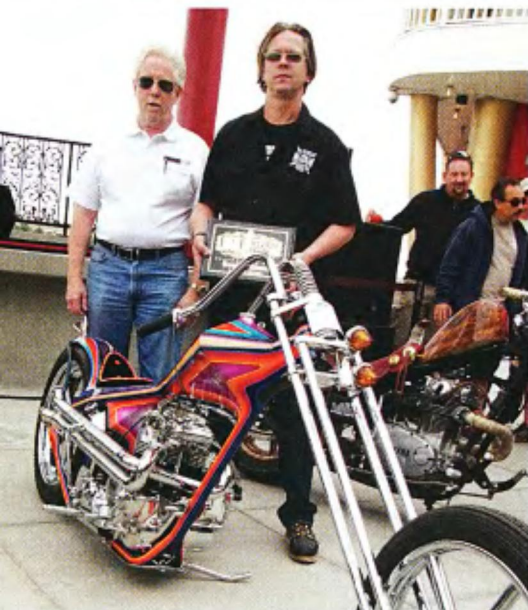


THE 32nd ANNUAL *Laughlin River Run*



The word desert conjures visions of heat rising off vast expanses of sand in shimmering rays of sunlight. However, springtime in the Mojave Desert is usually very mild. This spring didn't surprise us as on April 23 the temperature in Laughlin, Nevada, was 75 degrees. The significance of that date is that it was the opening day of the Laughlin River Run. As mild as the air was, the attendees and vendors were as hot as an afternoon in July.





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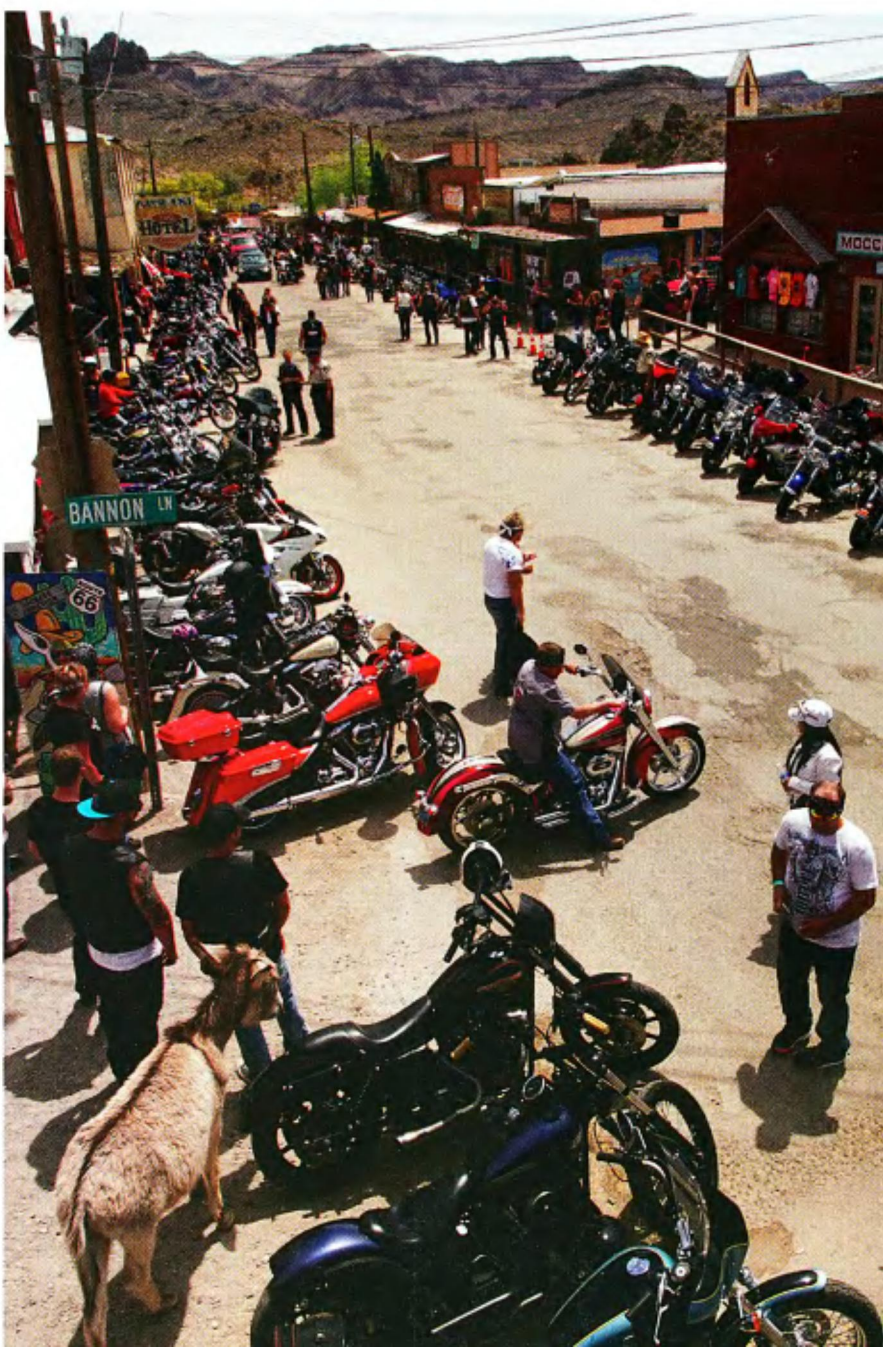
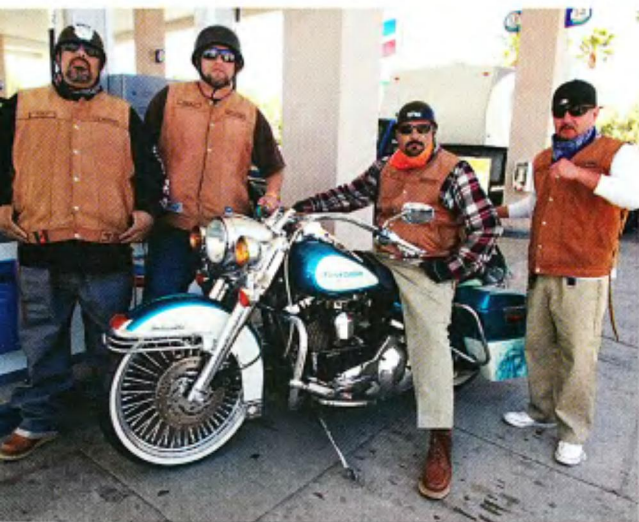


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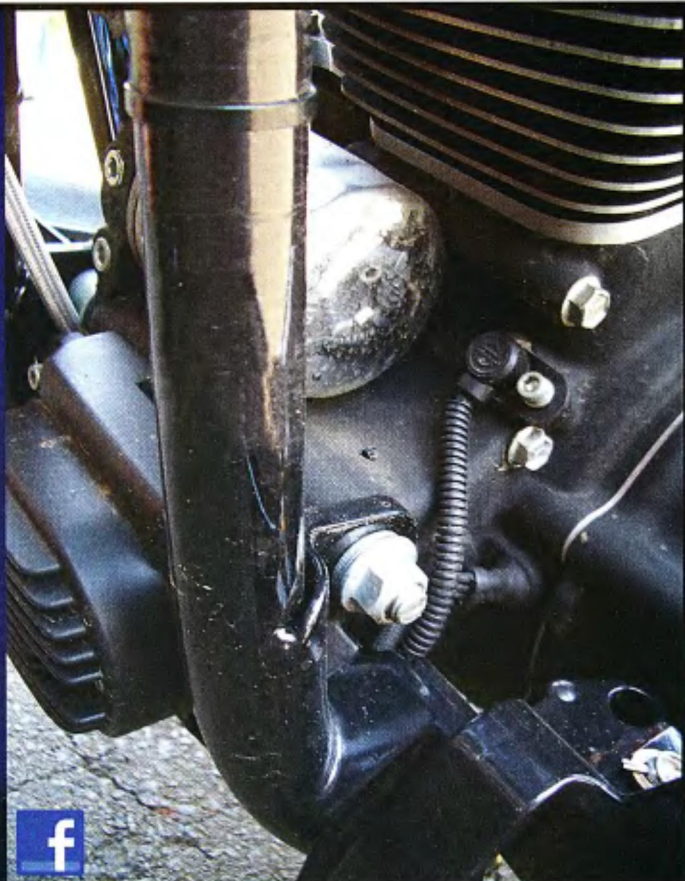
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The Laughlin River Run takes place in the blue-hair gambling capital of the world, a dust bowl beside the Colorado River: Laughlin, Nevada. For four days each April, motorcyclists chase the octogenarians out of town and take up gambling and other such nonsense. Unlike some bike runs, the Laughlin River Run is no cheap affair. Over the years, the run has morphed into a semi-spectator event. The people ride in, park their bikes, and spend the better part of the weekend walking between the ten casinos that are nestled on the left bank of the river. To attract bikers, the run had dozens of vendors. Everything from Indian, Victory, and Star motorcycles test-ride fleets to more T-shirt peddlers than anyone thought existed. Among all the shirt and food vendors, were lots of very cool parts. If you wanted to go riding, there were the towns of Oatman, Chloride, and Bullhead City, just over the river in Arizona.

If you were looking to cool your body down, all ten casinos offered air-conditioned comfort, complete with all the gaming and drinking one would expect of them. Also, being that Laughlin is in that fare-thee-well state of Nevada, nothing closes, ever. If you felt like a beer or a couple of quick hands of blackjack at 3 a.m., they were waiting for you. In the evenings the entertainment included Lynyrd Skynyrd, Los Lobos, and numerous other acts.

Once again, we had a hot time in a mild desert.

—Tom McCrea



Photos: Cary Brobeck



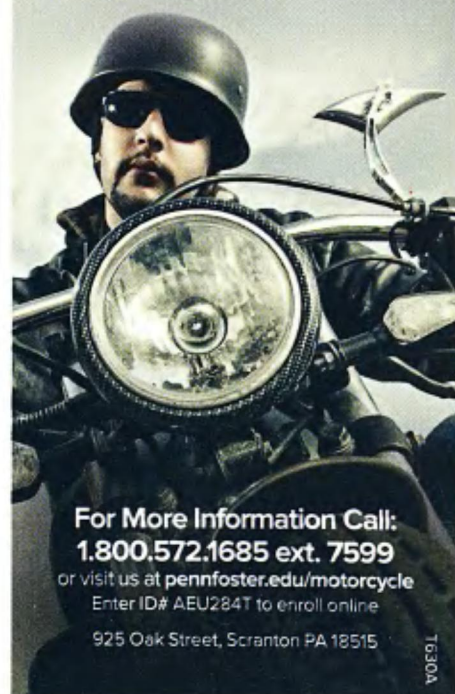
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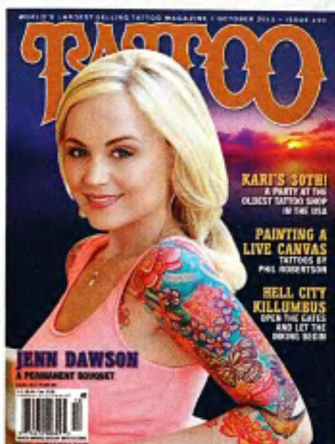
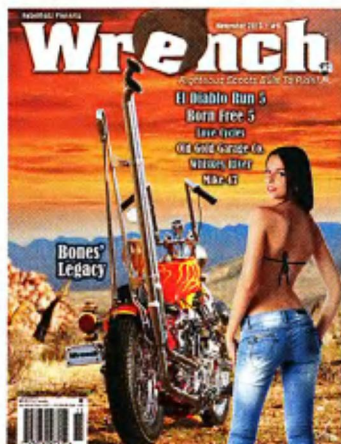
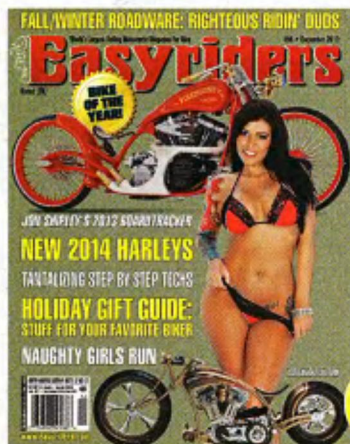
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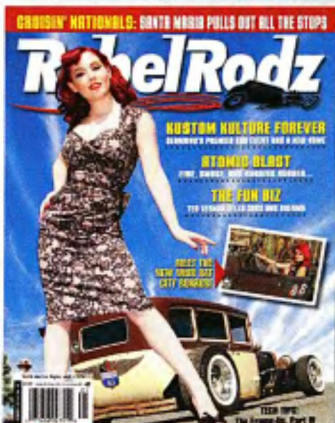
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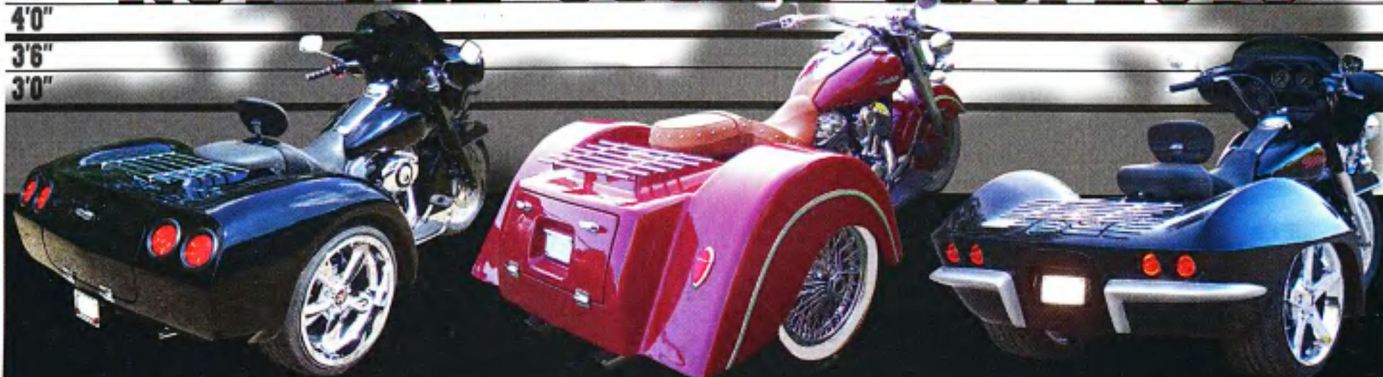
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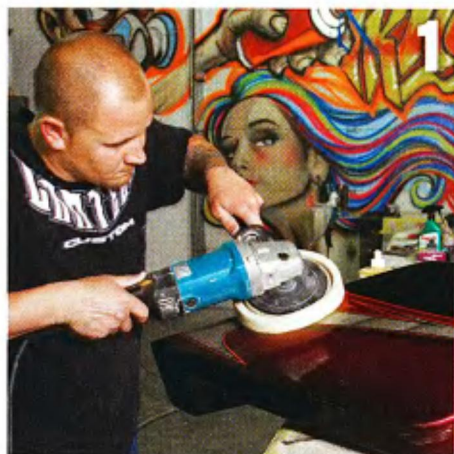
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CAMTECH DREAM BAGGER BUILD READY FOR THE ROAD!

Over the past few months, we've been showing you the progress on our *Easyriders* Sweepstakes Custom Bagger by the good folks at Camtech Custom Baggers. Cameron Jurow and his crew took a bone stock 2014 Harley-Davidson Street Glide from Cool Springs H-D, tore it down to the frame, added a neck extension to accommodate a 30-inch front wheel and then started fitting it with a badass barrage of Camtech parts and accessories.

New sheet metal was fitted, such as the Camtech side panels, stretched tank, and dash panels. 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 is a true showstopper from stem to stern.

Once the paint had time to cure, every piece was polished to perfection (photo 1). Then the final assembly began, starting with the side panels,



rear fender, and hard bags (photos 2 and 3). Next up was the cool stretched gas tank (photo 4), followed by the Camtech custom fairing, chin spoiler and front fender (photo 5).

The Camtech crew paused for a group shot (photo 6) before going in for the kill to get your new custom bagger roadworthy. But remember, you can't win this intrepid ride if you don't enter the *Easyriders* Sweepstakes, and this is your last chance! That's right, this is the LAST issue to feature our Sweepstakes ads, so ENTER TODAY!

This sweet Camtech Street Glide could be yours! —Dave Nichols





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TF-6050

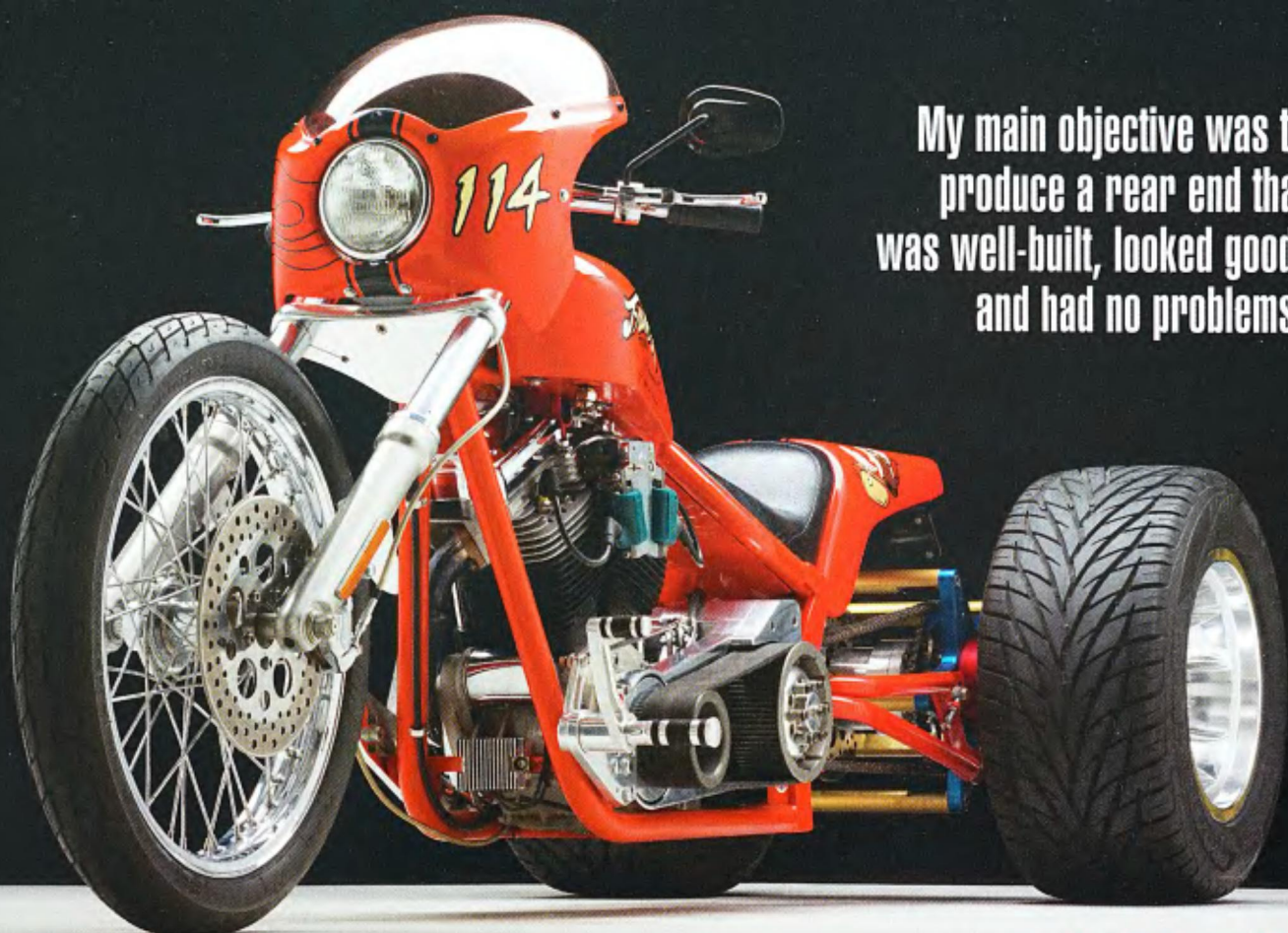
TRIFOLD MOTORCYCLE TRAILER RAMP





Frankenstein Trike

IT'S ALIVE!



My main objective was to produce a rear end that was well-built, looked good, and had no problems.

Among the top movers and shakers of three-wheeled phenomena these days are partners Frank Pedersen and Steinar "Stein" Bergby aka Frankenstein Trikes. The company has more than 100 distributors, and its conversion kits for Harley bikes are sold internationally. A major motivator for interest in trikes is the fact that baby boomers by the thousands are getting older and want to keep their faces in the wind. For many, a trike is the answer, hence the dragstrip-inspired three-wheeler seen here.

Frank and his crew had been building long, two-wheeled choppers since 1995 from their shop Motorcycle Works (MCWORX). Then one day in 2006 while perusing the bike magazines of the mid-1970s, Frank noticed that following the crest of chopper building, trikes had come on strong, so he figured the natural next big step would be trikes again. "Build a better trike conversion and they will come" was the plan.

Speaking from his 40-acre spread and facility in Pleasanton, Kansas, about 60 miles south of Kansas City, Frank says, "My main objective was to produce a rear end that was well-built, looked good and had no problems.



Owner: Frank Pedersen and Steiner
Bergby, MCWORX

City: Pleasanton, Kansas

GENERAL

Designer: Frank Pedersen

Year/make: 2006 ASVE

Model: Drag Trike

Assembly: MCWORX

Time: 2 months

ENGINE

Year/make: 1999 Harley-Davidson,
S&S

Rebuilder: Jack Larson

Displacement: 114 cu. in.

Cam: Sifton

Ignition: Crane, Dyna

Pistons: Arias

Heads: Harley-Davidson, Jack Larson

Lifters: S&S

Carb(s): 48mm Mikuni

Pipes: Ultima, MCWORX

TRANSMISSION

Year/make: 2006 Harley-Davidson

Modifications: Roadmax

Shifting: foot, 6-speed

PAINTING

Painter: Bill Brown

Color: orange, black

Special paint: artwork by
Scott Thomas

FRAME

Year/make: 2006 Viking Unlimited

Rake: 40 degrees

Stretch: 1-inch up, 3 inches forward

Shocks: hardtail mod

ACCESSORIES

Bars: Drag style MCWORX

Handlebar controls: Jaybrake

Headlight: Bates style

Taillight: Midwest

Electrics: MCWORX

Gas tank: MCWORX

Oil tank: MCWORX

Oil system: Harley-Davidson, S&S

Seat: MCWORX, Mitch Bass

Pegs: Ultima

Mirrors: Harley-Davidson

Grips: Harley-Davidson

FORKS

Type: 49mm Wide Glide

Extension: stock Dyna

Builder: MCWORX, MCWORX

10-degree trees

WHEELS

Size: 21-inch front, 15-inch rear

Wheels: Akront front,
Halibrand rear

Tires: Metzeler front, Toyo rear

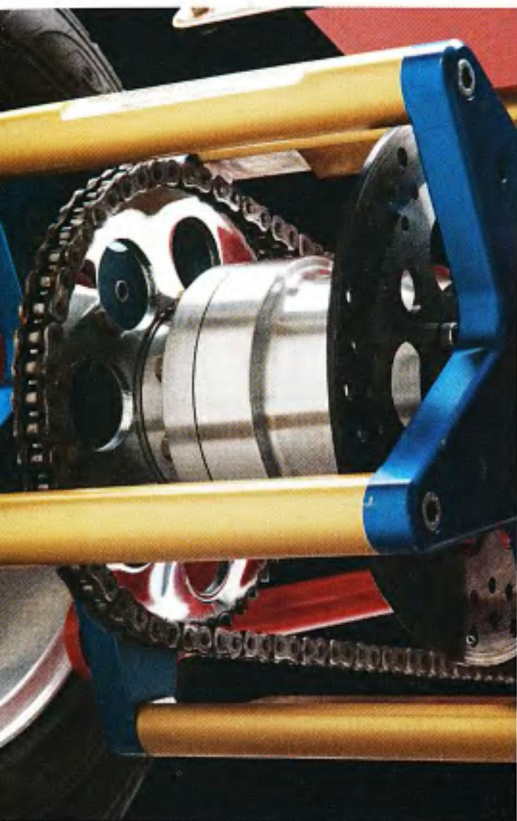
Brakes: HHI

Photos: Michael Lichter

Contact: Frankenstein Trikes
913-352-6788

www.frankensteintrikes.com





Then put it all together as a blend of dragster, low drop-seat chopper, a bit of XLCR café racer, and, of course, a healthy dose of trike. So it's a mix, a Frankenstein."

At first the whole idea was to put in a big motor and bolt on fat tires just to see if they could tear up the rear end, a design that relied on stout tried and true automotive components including Dana differentials and 9-inch street/strip Ford axles. In its first incarnation, Frankenstein took on a 127-inch motor that hooked up so well that it tore off all but two of the teeth from the transmission sprocket. The 30-inch rear end design was ready for about anything.

Frankenstein then became a test bed fitted with a variety of power trains and currently runs a 114-inch 5 1/4 stroker motor. "It's got tremendous torque and will smoke the tires," Franke tells us. "It's a whole lot of fun."

The original Frankenstein Trike now resides in the company's museum as a milestone machine, but the company now builds conversion kits that fit Softails, Dynas and Sportsters.

—Paul Garson

KATZ 2 DAY AUCTION

Friday & Saturday, Sept. 5&6, 2014
Starting at 9:00 a.m. Both Days

Two HUGE days of Harley-Davidson Collectibles, Antiques, Cycle, Golf Carts, Tools, Guns, Snowmobiles, & Much More!

Location: Approximately 1 mile southeast of downtown Goshen, IN on US 33 to CR 34 (stoplight at Goshen High School) then east 1 mile to the ELKHART COUNTY 4-H FAIRGROUNDS AT 17746-CR 34. (NOTE: Goshen is approximately 30 miles east of South Bend, Indiana)

The following will be sold Friday:

100 cases of Harley-Davidson beer; Harley-Davidson Barbie doll & Ken dolls; Harley Barbie motorcycle; Gil Joe Harley motorcycle; large amount of varied Harley Knives; Harley trucks, Harley motorcycles, Harley train sets (HO gauge); numerous amounts of Harley semi-trucks, Harley coffee cans, Harley oil cans, Harley beer mugs, Harley games, Harley puzzles, marble game and varied trains from the 60s & 70s; 1940 Marx electric train w/transformer and track; numerous amounts of Harley books; Harley Christmas decorations; Harley-Davidson belts; Harley advertising signs; approx. 500 Harley-Davidson ties & other ties; large amount of Harley & Freedom American Eagles; thousands of new Harley T-shirts, Harley clothes, men's leathers, vests, and much much more.

The Following Will Be Sold Saturday:

1981 Harley-Davidson low rider complete custom paint job, kick start 1340cc, 4 speed, 1 owner; 2008 14' US Carbo trailer, tandem axle, painted Harley design; original Bill Mack Freedom eagle, 30"x36" endorsed by Harley-Davidson, #100 of 250; Bill Mack lithograph Freedom; approx. 15 original Harley-Davidson snowmobiles, 2 in good condition, remainder in other various states of condition, approx. 400cc units; original Harley-Davidson snowmobile pup car; approx. 15 original Harley-Davidson golf carts, 4 wheel, all gas except one, in various states of condition; 2 original tanked bicycles by Harley-Davidson, one is #97 of 1000, black one no s/n one of 3000, both originals, extremely difficult to find; 1967 Honda Super Hawk 305 motorcycle, no title; 3 Snap-On tool boxes, 2 Harley-Davidson and 1 40 years of Corvette; Harley-Davidson double door curio cabinet, 36" w x approx. 7" tall, #28; skid of varied Harley-Davidson parts; large amounts of varied Harley-Davidson high end jewelry, buckles, men's rings, necklaces, diamond rings, gold rings, bracelets, watches, Black Hills gold, numerous Harley watches, etc.; 100th Anniversary Harley-Davidson bowie knives and many other anniversary large bowie knives; smaller Harley-Davidson pocket knives w/leather sheaths; large collection of motorcycle stamps;

Seeburg Piano • Barber Chair • Dentist Chair • Scales • Antiques • Boat Motors • Money and much much more.

Auction Note: Saturday's sale, nearly all items will be online on proxibid.com.

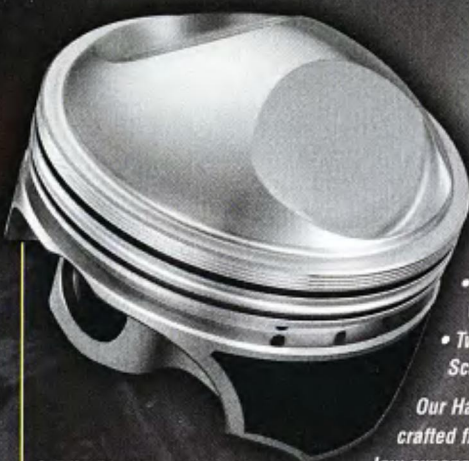
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Passin' Gas

Did you hear about the little boy who was born without eyelids? When they circumcised him, they took some of the foreskin and made two eyelids out of it.

He's a little cock-eyed, but otherwise fine.

*Stroker Joe
Hinesburg, Vt.*

Two middle-aged bikers were sitting in a bar, telling each other their most embarrassing moments. One bro admitted that he had been caught watching his parents fucking.

"That's not so bad," said his partner.

"Yeah, but this was only last night," he said.

*Jack Curtis
McAlester, Okla.*

Although the ol' lady tried to please her man, the poor woman failed regularly. Most often it was breakfast. If the eggs were scrambled, he wanted them poached. If they were poached, he wanted them scrambled. She couldn't win, it seemed.

One morning, she cleverly poached one and scrambled the other, put the plate in front of her ol' man, and waited for his approval.

Her ol' man took one glance at the plate. "You stupid bitch," he snorted. "You scrambled the wrong one."

*Cool Ed
TDC Texas*

An ugly old maid was Miss Schmidt, as ugly as two crocks of shit.

But her boyfriend was simple—he loved every pimple

And prized every wart on her tits.

*J.J.G.
California*

When a prostitute passed away, the rest of the girls were moping around the whorehouse, dejected.

"Gool ol' Blanche," lamented one. "She could handle twenty men a night, drink a fifth of whiskey, and still have the strength to roll five drunks at the end of her shift."

Hearing this, one of the hookers burst into tears. "Why is it," she sobbed, "that a girl has to die before anyone says somethin' nice about her?"

*Gretta
Kempton, Germany*

Pete," the dying biker wheezed, "I gotta confession to make to ya. It was me who ripped off your Harley two years ago and sold it, and it was me who fucked yer ol' lady that time..."

"That's all right, bro," replied Pete. "It was me that poisoned ya."

*Joseph Tatol
Avon Park, Florida*

Wanting to really impress the foxy lass who had reluctantly agreed to go for a spin, the biker burnt rubber at every light, took corners at 45 degrees, did figure-eights, spinouts and donuts—finally sliding to a stop in his front yard.

"Whew," she gasped after she caught her breath, "I'll bet you're hard on tires."

"Bet it don't," the biker said with a grin.

*Robert Rice
Sioux Falls, S.D.*

Abiker walked into the doctor's office for an appointment. "Would you like to tell me your problem?" the pretty receptionist

asked. "I'll need the information for the doctor."

"It's rather embarrassing," the bro stammered. "You see, I have a very large and almost constant hard-on."

"Well, the doctor is very busy today," the receptionist cooed, "but maybe I can squeeze you in."

*Snowman
Thompson, Utah*

Why does the crack of yer ass go up and down instead of across?

So when yer slidin' downhill, ya don't mumble.

*Shelly
Arlington, Nebr.*

Who will give the bride away?" asked the preacher.

"I could," came a voice from the back of the church, "but I'm keepin' my mouth shut."

*Dave Chance
Tebachapi, Calif.*

Abiker collapsed on the street, and a large crowd gathered.

"Give the poor man a drink of whiskey!" said an old woman.

"Give him some air!" said a man.

"Call an ambulance!" someone else suggested.

The babble continued until the biker suddenly sat up and said, "Will you all shut up and listen to the old lady?"

*Shelley B.
Hamilton, Mo.*

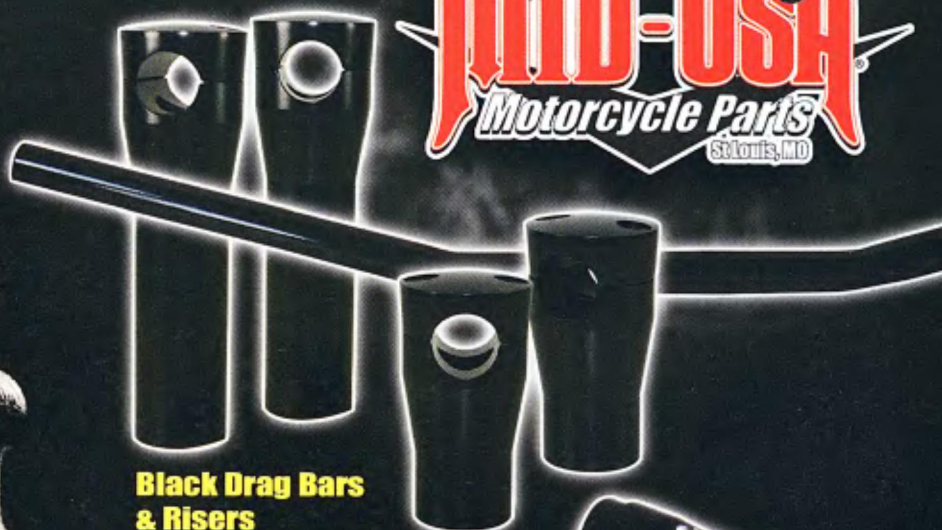
Doc, ya gotta help me!" said the bro to his physician. "I eat apples, and whole apples come out. I eat bananas, and bananas come out! What do I do?"

"Simple," said the doc. "Eat shit."

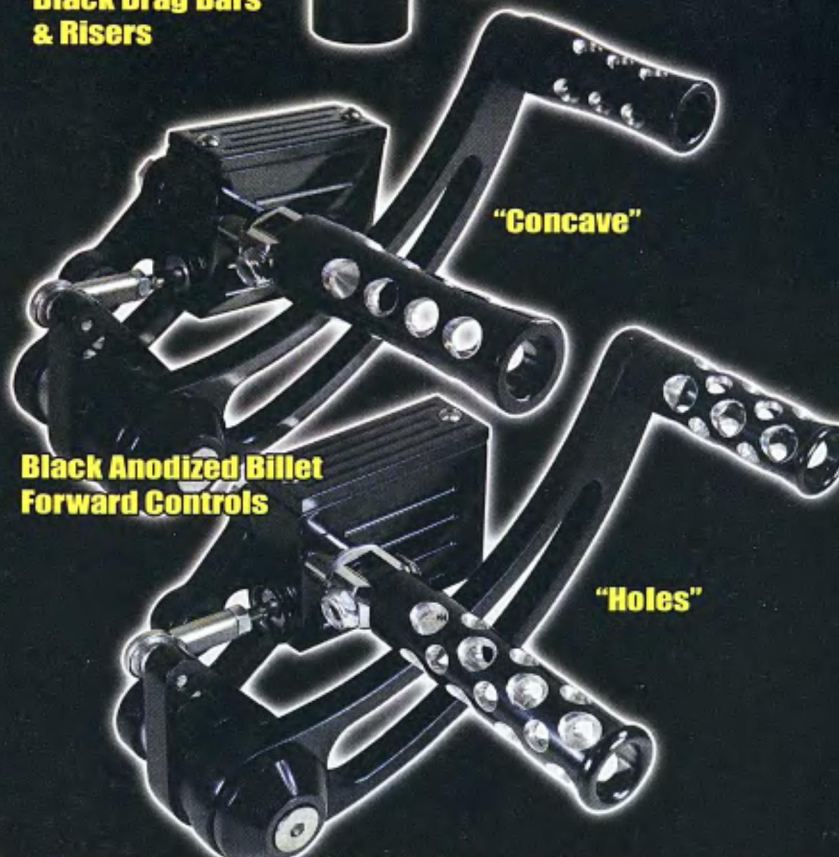
*Carl Campbell
Rochester, N.Y.*

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spare parts project

A Denver's Choppers Show-Winner



One of the benefits of having a custom bike shop for as long as Mondo Porras has owned Denver's Choppers is that you accumulate a whole bunch of parts and pieces over time. Your problem, if you can call it that, then becomes, what to do with all that "junk"? Lesser builders might toss what they can't use or sell it for scrap. The smart ones, like Mondo, simply end up building another masterpiece with them.

So Mondo and his "apprentice," Shayne Waldron, looked around the shop one day and noticed all kinds of neat parts stashed away in the various corners. "We had this frame sitting around," says Mondo, "and we had a front end over there, and an extra motor over there, and so on."

But what really started the process, Mondo says, was a set of wheels he had spotted one day and liked a lot.



Owner: Denver's Choppers
City: Reno, Nevada
GENERAL
Fabrication: Shayne Waldron
Year/make: 2013 Denver's
Model: chopper
Assembly: Shayne
Time: 2 months
Chroming: Paughco
ENGINE
Year/make: 2013 Evo, Delkron
Rebuilder: Truett & Osborn
Ignition: Crane
Displacement: 113 cu. in.
Lower end: Truett & Osborn
Balancing: Truett & Osborn
Pistons: S&S
Heads: Zipper, dual plug
Cam: Jim's Machine
Lifters: Jim's Machine
Carb(s): Carl's Speed Shop
Air Cleaner: Carl's Speed Shop
Pipes: Vance & Hines
TRANSMISSION
Year/make: 2010 Sputhe 6-speed
Shifting: foot shift
PAINT
Painter: Denver's
Type/color: House of Kolor/
 Candy Red
FRAME
Year/make: 2010 Denver's
Type: rigid
Rake: 48 degrees
Stretch: 3 inches
Shocks: none
ACCESSORIES
Bars: Denver's
Handlebar controls: P.M.
Fender(s): Denver's
Headlight: Paughco
Taillight: Paughco
Pegs: Custom Chrome
Electrics: Denver's
Gas tank: Harley-Davidson Sportster
Oil tank: Denver's
Oil system: Jim's
Primary cover: Custom Chrome
Seat: Denver's
Mirrors: P.M.
Grips: P.M.
FORKS
Type: Denver's springer
Extension: 16 inches over stock
Builder: Mondo
WHEELS
Type: Jesse James
Size: 21-inch front, 18-inch rear
Tire: Metzeler
Brake: P.M.
Photos: Jimmy Forrest

"They were the wheels that were on Jesse James's very first cover bike from about 15 years ago," he explains. "They're one-offs Jesse had made for that bike at the time, and I called him up and told him I needed them."

Jesse obliged, and the build was on. It took Mondo and Wayne about 2 months to complete, stretched out over a year or two, and that's because they only worked on it when they had some free time and some extra change. That's right, they actually spent good money on some of the parts, like all the stuff that went into the bike's monster engine: the Truett & Osborn innards; the S&S pistons; the dual-plug Zipper heads; and so on, using only the best of the best for this engine. "That thing's got 150 horsepower," Mondo says emphatically. "It's a thumper."

Add to that the Sputhe 6-speed tranny, the carb from Carl's Speed Shop, and the Vance & Hines pipes, and you can see how the project turned into something very special very quickly. Yet it wasn't even built for any particular customer. "It was just something fun to do, and it turned out pretty well," agrees Wayne who actually did most of the assembly and created the cool "light up" mirrors and points cover.

It turned out so well, in fact, that Mondo and Wayne thought they ought to take it to the Easyriders Bike Show in Sacramento last January where they ended up winning Best of Show. Not too bad for a spare-time project.

—Tripper



That's a 150
horsepower motor.
It's a thumper.



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RETRO FIT KIT**
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We had this frame sitting around, and we had a front end over there, and an extra motor over there, and so on.





This month's *Easyriders* girl is cutie Cassie, who was more than happy to throw her long legs over this long bike.



Leesburg Bikefest

With each passing year, the Leesburg partnership raises the bar for bike rallies across the country. And with each passing year they surpass the organizers' goal of becoming one of the best and most biker-friendly rally in Florida. Some will argue it's the most welcoming in the country. However, that statement is the result of definitions and consequently stems from what one might seek at a biker's party. Leesburg

Bikefest is working hard to redefine the term biker rally. Eighteen years and a steadily growing attendance prove they are succeeding in their endeavor.

There is something for everyone at Bikefest and everyone is welcomed here. This is a big time family-friendly event and advertised as such. It's not an uncommon sight to see a big ol' burly biker dude and his tatted squeeze sitting next to the quintessential, bermuda

plaid-wearing family of four; all of them waiting in front of the same stage for the same act to perform.

Whether you like it or not, the larger and most popular bike rallies are changing. They aren't the binge drinking, nek-kid gaming spring breaks of the biker crowd any longer. Responsibility is taking over. It can be shoved down your throat as we are experiencing at many rallies across the country (you may fill in

your rally of choice here) or you can take this change in stride. But, responsible drinking, responsible driving, and "holy crap!" responsible behavior are rapidly becoming the norm at most of the public rallies. Even though it still takes a true act of ridiculousness to get the Po-Po's attention during Bikefest, Leesburg is at the top of riding and promoting the wave of new rally etiquette.

The upside is that nobody here seems to care. There's great back road, picturesque riding around the lakes of central Florida, plenty of vendors spread throughout the downtown and surrounding areas, lots of skin via several bikini contests, and a tattoo expo with several local and national ink slingers on hand and tons of musical entertainment. It goes without saying music is a big draw to Bikefest. With over 80 musical performances on eight stages, Leesburg Bikefest is a music extravaganza in which bikers are happily welcomed and encouraged to attend. Headliners round out each day of the 3-day event and countless local, regional and national acts take to the stages in between them. This year's headliners were rally favorites Jackyl, Uncle Kracker and... Vanilla Ice. What? Oh well don't forget, something for everyone.



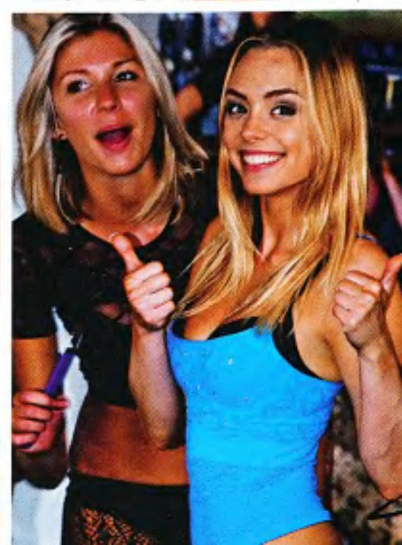
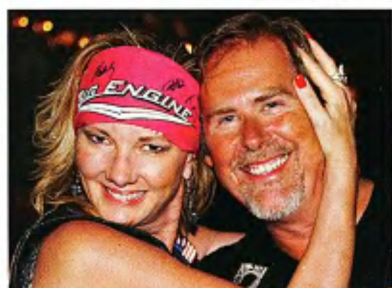
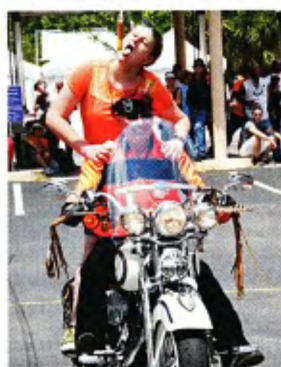
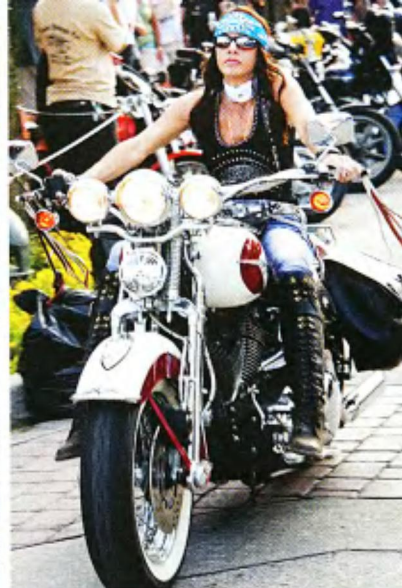
At Bikefest the world famous Rat's Hole Show is the party within the party. Not just a one-day contest here, it is an all weekend celebration hosted by the crazy antics of MC and crowd fav, Radical Randy. Live bands, tattoo contests, stunt riders, Ms. Rat Mate and of course their renowned custom bike contest were just the start to the festivities found around the Rat's Hole Party Zone.

If however, your definition of a Bike Rally is leaving the wife and kids at home and returning to your workweek with a memory full of wild behavior and/or a camera filled with "show us your tits" pics, then the official downtown venue of Bikefest is definitely not the place for you. Fear not, grasshopper. If T&A is what you seek, there are some unadvertised and unspoken places one will not find listed in the official events booklet. Places where one can partake in the raucous, not quite so family-friendly entertainment that you long to find. So if you're in that group, don't feel left out. It's here. A land of wet T-shirts is very close by. You just have to look a little harder to find it. Head east on Hwy 411 young man. There is a "hidden" campground where you will find what you seek.

Truly, something for everyone!

—Don Rogers

Photos: Don Rogers



SEPTEMBER 11-15, 2014

Catskill Mountain MOTORCYCLE FESTIVAL

Celebrity Bike Builders
Thursday Pre-Festival Party
Cash Prizes * Bike Show * Demo Rides
Rodeo Games
Spaghetti Wrestling * Vendor Expo
Pig Roast * Fireworks * Aerial Burnouts
Live Music * Tattoo Show
Bike Painting * Stunt Jumpers
Wall of Death * Antique Bike Museum



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Dan Henke*Cyclone Cycles*Dave Davies*Chaos Cycles*Old School Choppers*ApeShit Customs*Venom Choppers*Longwood Customs

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The ACCEL Stealth SuperCoil eliminates the need for ignition wires permanently by mounting the coil directly to the spark plug.

- Aluminum cover doubles as a heat sink pulling heat away from the head
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- Thad K., Cleveland, OH



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Most Orgasms Ever (in the lab)

The anthropologist Margaret Mead discovered societies in which the female orgasm was unknown. Fortunately, in America,

it's been heard of, though for many of us men, the female orgasm remains a cruel myth. Two scientists in California hooked up 751 subjects with sensors in their vaginas or anus, and after 10,000 hours of tedious testing, one woman produced 134 orgasms in a single hour. One assumes that out of the lab, free from prying eyes and wires in her privates, she could do better. The leading male subject came through with a paltry 16.

Misheard Lyrics Dept.

Blood on your face, big disk brakes.

From "We Will Rock You,"
Queen

Real lyric:

Blood on your face, big disgrace.

Marriage Advice

"If you put a penny in a jar every time you make love in the first year of marriage, and then you take a penny out of the jar every time you make love in the second year, know what you have? A jar full of pennies."

—Roger Sterling, fictional ad man

Does Suicide Void Your Life Insurance?

Usually not. Although it's a cliché plot element in TV shows, movies, plays, books. The suicide victim or his family goes to great lengths to make the suicide look like an accident so the insurance company will pay off. Willie Loman, for example, the protagonist of *Death of a Salesman*, crashes the family car to make his death look like an accident. Idiot. Now his widow has to take the bus. We spoke to three life in-

surance executives, and they all agreed: they have to pay the death benefit on suicides if 2 or more years have passed since the policy issue date. It's the law. That said, we advise you, our loyal reader, to reconsider. Whatever problems you face, they can probably be solved. Death is not reversible.

There Oughta NOT Be a Law

- In Arkansas you are not allowed to keep an alligator in your bathtub.
- Floridians may not fart after 6 p.m.
- You cannot, in Washington state, pretend that your parents are rich.
- In South Dakota it is illegal to lie down and fall asleep in a cheese factory.



King of the Bees

By far, the most prolific director of b-movies is Roger Corman (left), recently [editor: June] presented with the Legend Award at the New Media Film Festival. Now 88 years old, he has made nearly 400 films, mostly low-budget films, and his University of Corman launched Peter Fonda, Jack Nicholson, Dennis Hopper, Robert De Niro, Sylvester Stallone, Francis Ford Coppola, Ron Howard, Martin Scorsese, Jonathan Demme, and John Sayles. Most notably, he directed a string of biker movies, beginning with

Wild Angels in 1966, starring Peter Fonda (middle left), Nancy Sinatra, and Bruce Dern. Corman followed up with *Devil's Angels* (1967), *Naked Angels* (1969), *Angels Die Hard* (1970), and *Angels Hard as They Come* (1971). Notice a theme here? Only one of Corman's films ever lost money.

Bright Side of Polygamy?

Which state has the lowest percentage of babies born to unmarried mothers?

- Mississippi
- New Mexico
- Louisiana
- South Carolina
- Utah

Answer: e. Utah, only 18.8 percent. The other states listed are the four highest, ranging from 45.6 to 52.8 percent.



Famous/Infamous Last Words

"I've had a helluva lot of fun, and I've enjoyed every minute of it."

—Errol Flynn



"Pog mo thoin."

[Gaelic for Kiss my ass.]

—Robert Gleason, executed in Virginia on January 16, 2013

Abstinence, Abstinence, Abstinence

Unfortunately, for you men, that is the key to increasing the amount of your ejaculated seminal fluid. A man generates on average about 0.4 milliliters of semen for each day of abstinence. There are diminishing returns, so don't go



crazy. The average volume recorded was 3.2 ml, though one dude produced 11 ml. Stay horny, my friend.

Is Smoking Crazy?

There is good evidence that smoking cigarettes shortens life expectancy.

Anti-smoking commercials say each cigarette takes so many minutes off your life; thus if you smoke you are crazy. That would be true if there were no benefits to smoking. But is it? Zealots claim that smoking reduces your life expectancy from 4.5 to 10 years. Ten years is extreme, and applies only to people who have never smoked, who therefore don't have to give up cigarettes, and won't miss any pleasure from them. For smokers, however, the benefit of quitting is difficult to gauge, somewhere between 4.5 and, say, 7 years, depending how long you've been smoking and when you started. Being optimistic, let's say you will gain 7 years. Keep in mind that these will be 7 years of NOT smoking. That takes some of the glow off. Also, you will not get those extra 7 years added to your twenties, or thirties, or forties. You will

get those extra years when you're in your seventies and eighties, your shuffleboarding and Depends years. On the other side, here's what diligent smokers reap: The CDC (Centers for Disease Control) says that the average smoker goes through 500,000 cigarettes in a lifetime. It takes 5 minutes on average to smoke a cigarette, which translates to 2.5 million minutes of pleasure or 41,667 hours. Figuring a waking day at 16 hours (even the most dedicated should refrain from smoking while asleep), that comes to 2,604 days or 7.1 continuous years of smoking joy. What about the gleeful anticipation and afterglow of a cig? There's must be, at minimum, one minute before and after. That comes to 2.85 years, which added to the 7.1 years of smoking gives you ten years of feeling good. Smoking is dangerous, but not pointless.



ONE FOR THE SHOW

LEE SCHERMERHORN'S STEEL CITY ROAD GLIDE

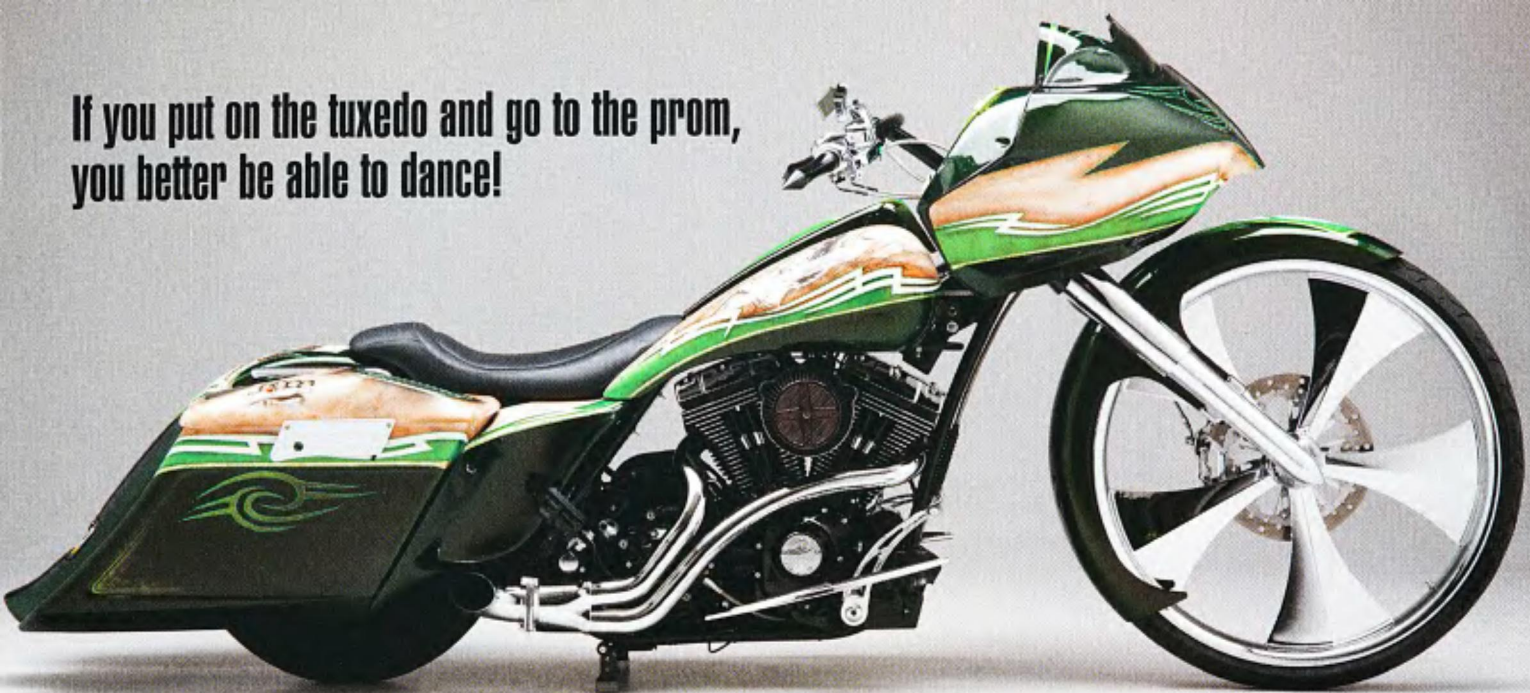
The "Most Radical Bagger" at Sturgis, this 2007 Road Glide bears little resemblance to the OE Harley it once was.





Back in 2010 Lee Schermerhorn (above) put together a little something to compete with in that baddest bagger get-together at Sturgis. He came home with Best In Show honors. Bitten by the bug, he's built a new bike every year since to bring up to the Black Hills, including this one, last year's entry and winner of the Most Radical award.

If you put on the tuxedo and go to the prom,
you better be able to dance!



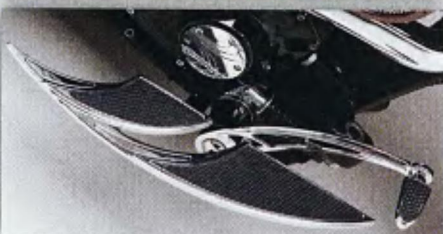
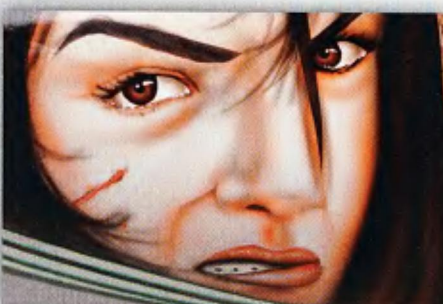
Lee's got the ideal place to do all this, along with plenty of help. Carl Zimmerman at Steel City Bike Works in Pueblo, Colorado, is Lee's secret weapon and, as it turns out, his tenant. Lee owns the building that Steel City works out of, "And I get to do my own builds right there," he says, right along with Carl and Steel City's number-one man Alex. "It's a nice setup," he goes on. "I can design the bikes, choose all the parts, work out the colors and graphics and so forth, and even tackle some of the basic fabrication. Then I call on

Carl and Alex for help with the completion. I guess you'd call me a motorcycle project manager."

The 2007 Road Glide Lee "managed" this time bears little resemblance to the Harley he began with. The radical look of this bike begins with the frame and what was done to fit in that big-diameter SMT front wheel. Instead of the common weld-on kits, the entire front of this Harley's frame was cut off and replaced. There's a new backbone along with new front down tubes, tubes

gently radiused out to meet the new neck. That work was completed at John Shope's Dirty Bird shop, Eddie over there handling the conversion.

The fairing is another unique piece of work. Parts of a fairing from Ballistic Cycles, specifically the peaked front section and the headlights, were grafted onto the stock Harley-Davidson Road Glide. The result is a stylized and oversize piece but, as Lee points out, it needs to be that big to stay in proportion with a 30-inch front wheel. The gas tank is still Harley-Davidson, now



wearing a Steel City fiberglass cover. The saddlebags, side covers and rear fender all came from Dirty Bird, all of it to Lee's design.

The paint job is more from the mind of the project manager. The base coat here is PPG Vibrance Tiger's Eye, the chosen color. It's a dark green that changes hue depending upon the light. It can appear gold, or green, or even black. On top of that are the graphics that Lee came up with, a multi-color blast of style incorporating a lighter green, shades of orange

and white with gold leaf accent. "Extreme Auto Body did the base, Tom Stack all the airbrush," Lee says. Amid all this the engine wasn't overlooked, either. Inside that V-twin there's a Who's Who of the performance industry go-fast goodies coming from S&S, Wiseco, Feuling, USA Engine Performance, and Zipper's. "All the bikes we put together for the shows gets a similar treatment," Lee says. "If you put on the tuxedo and go to the prom, you better be able to dance!"

—Joe Kress

Owner: Lee Schermerhorn
City: Pueblo, Colorado

GENERAL

Designer: Lee Schermerhorn
Fabrication: Steel City Bike Works
Year/make: 2007 Harley-Davidson
Model: Road Glide

Assembly: Steel City Bike Works
Time: 5 months

Chroming: Steel City Bike Works
ENGINE

Year: 2007 Harley-Davidson
Rebuilder: Steel City Bike Works
Displacement: 107 cu. in.
Ignition: ThunderMax
Cam: S&S 585
Carb: EFI

Air cleaner: LA Choppers

Pipes: Dirty Bird Concepts

TRANSMISSION

Year/make: 2007 Harley-Davidson
Shifting: 6-speed

PAINTING

Painter: Extreme Auto Body,
Tom Stacks

Type/color: PPG Vibrance/Tiger's Eye
FRAME

Year/make: 2007 Harley-Davidson,
modified

Type: FL

Rake: 49 degrees

Stretch: plus 2

Shocks: Arnott Air Suspension

ACCESSORIES

Bars: Dirty Bird Concepts

Handlebar controls: HHI

Fenders: Dirty Bird Concepts

Headlight: custom

Taillight: Dirty Bird Concepts

Speedo: Dakota Digital

Pegs/Floorboards: Carl Brouhard
Designs

Foot controls: Carl Brouhard Designs

Gas tank: Steel City Bike Works

Oil tank: Harley-Davidson

Seat: Steel City Bike Works,
AAA Upholstery

Mirrors: Wicked Image

Grips: Hammer Custom

FRONT END

Type: HHI

Builder: HHI, Steel City Bike Works

WHEELS

Make: SMT

Size: 30-inch front, 16-inch rear

Tires: Vee Rubber front, Dunlop rear

Brakes: HHI

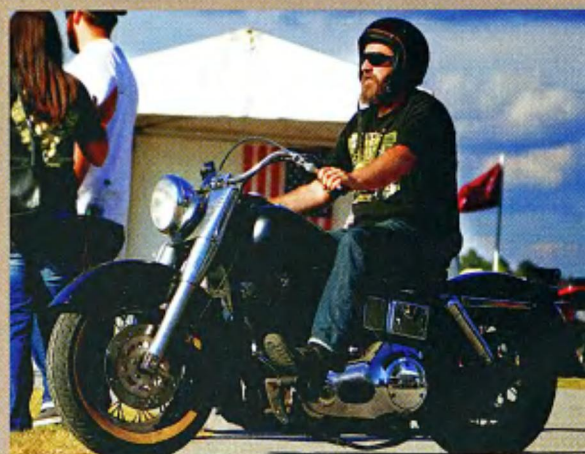
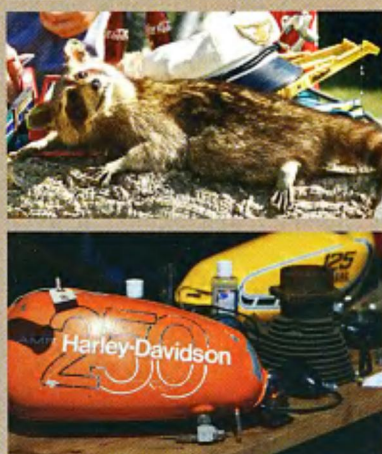
Photos: Michael Lichter

Contact: Steel City Bike Works
719-543-6824

www.steelcitybikeworks.com

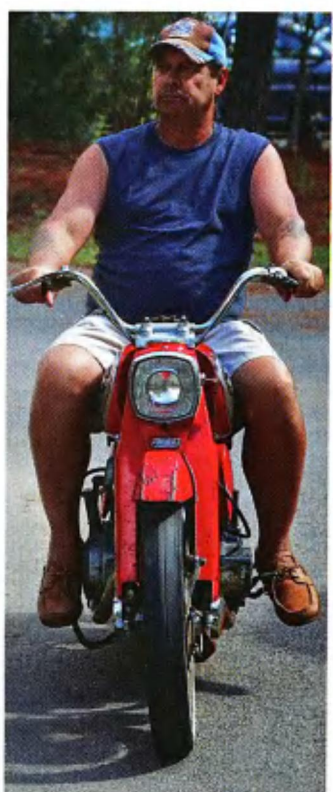
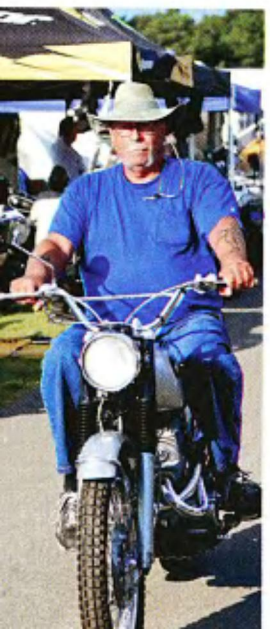


9th Annual Barber Vintage Festival



SWEET HOME ALABAMA

The Barber Vintage Festival's reputation precedes itself. The Motorsports Park is well known, the Racing Museum is pristine and the race track is phenomenal. But we didn't come to Barber for the museum; we came for the festival.



Bikes and cars were lined up for over a mile just to get to the start of the two-mile-long entrance. If you were not up and about by 8 a.m., you were shit out of luck. But I was lucky enough to be picked up by a man with a peg leg, a genuine smile, and a golf cart.

The best way to describe the Barber experience is to say that it was very diverse. There's a big swap meet filled with every part imaginable. The races were fast, loud, and filled with energy. The show bikes and vintage iron on display were gorgeous, the hand-painted helmets for charity were nothing short of amazing, but the swap meet was the place to be in my opinion. This side of Barber is charming. I observed and met an array of characters. I saw old friends and met some new ones. Barber isn't what one would call "hip" and that alone made the festival enjoyable.

Barber is about bikes and all kinds of all kinds of people, from the bearded hippy on the Honda Dream to the white-collar fella on his fully restored BMW dream bike. Likewise, from the 70-year-old man in his orthopedic sneakers on his moped, to the 5-year-old kid on his brand new dirt bike, if you could possibly dream it up, it was there to be witnessed.

Barber is not a scene, no one is cool, and no one cares what you ride. It was a pure appreciation of motorcycles and the individuals that adore them. All ages and all demographics were on hand with one thing in common—the love of two wheels.

Mark your calendars for the 10th Annual Barber Vintage Festival coming right up on October 10-12. For more information, visit www.barbervintagefestival.com.

—Deb Fitch



Photos: Deb Fitch

Meet This Month's Winner!

In this month's mag, Meet Nicolette from Henderson, Nevada, where the coyotes run free and all the bars have loose slots. Turn to her feature and see her give a ring-job to Ireland Bowens' rad Riff Raff custom.
—Moosecock Montana





#0901 Angela— Wisconsin

"I felt so free with the wind in my hair and the sun on my face. Now I own my own 2012 Street Glide, I love riding!"



#0903 Casey—Massachusetts

"I was wearing a miniskirt and had to straddle my man while we rode, exposing everything, but oh, the vibrations!"



#0902 Bittersweet—New Jersey

"My first Harley ride got me so hot I could hardly stand it!"



#0904 Erica—Arizona

"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 crapulent cogitators. Meet a sweet, juicy, and slightly fuzzy peach named Vivian from Kennesaw, Georgia. Come back next month or we'll get a trembling boo-boo lip and run into the bathroom.

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

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Model's Name: _____

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Home Phone: () _____ Cell Phone: () _____

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

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Photographer's Name: _____

Address: _____

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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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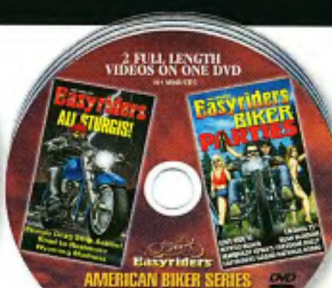
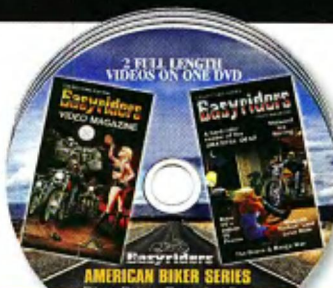
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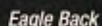
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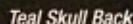


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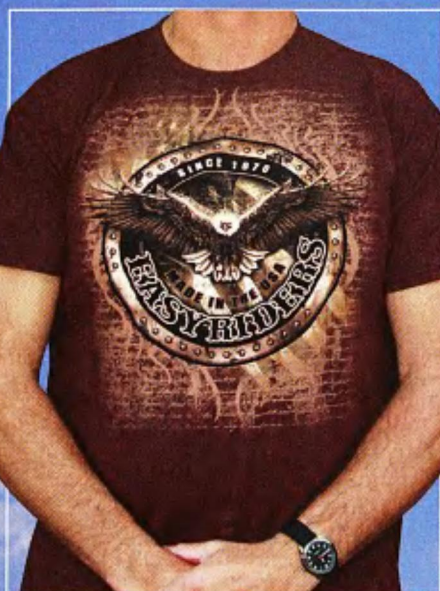
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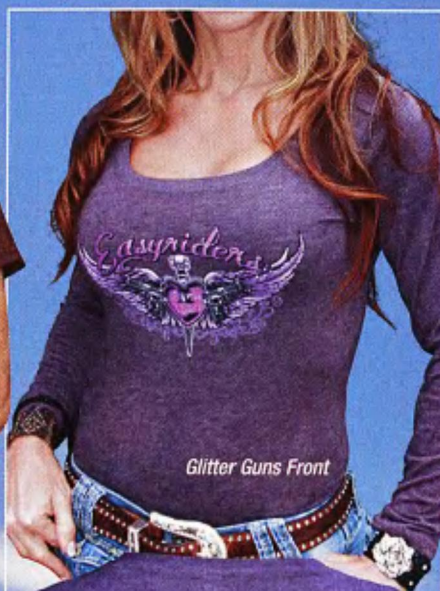
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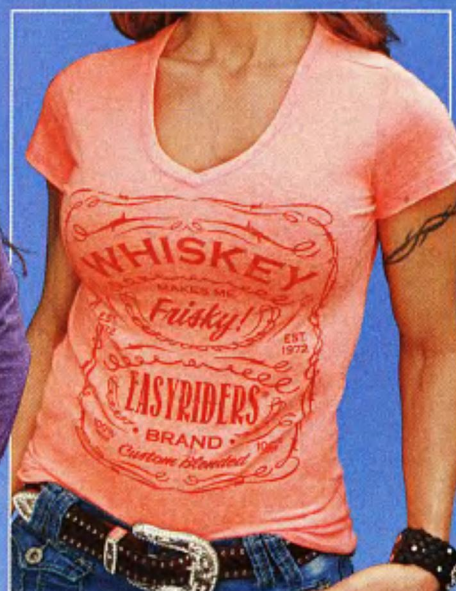
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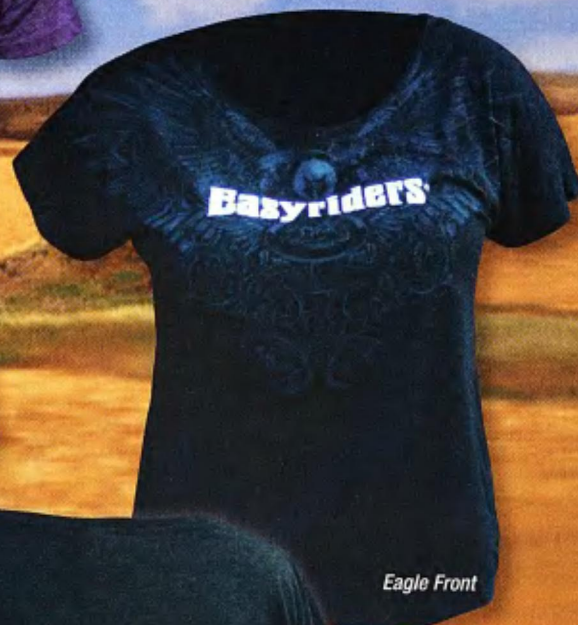
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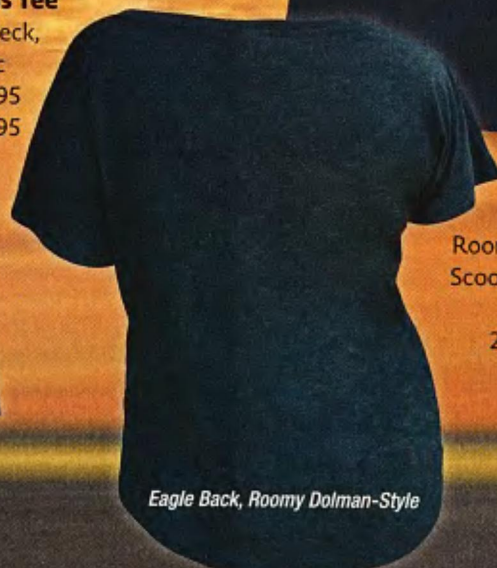
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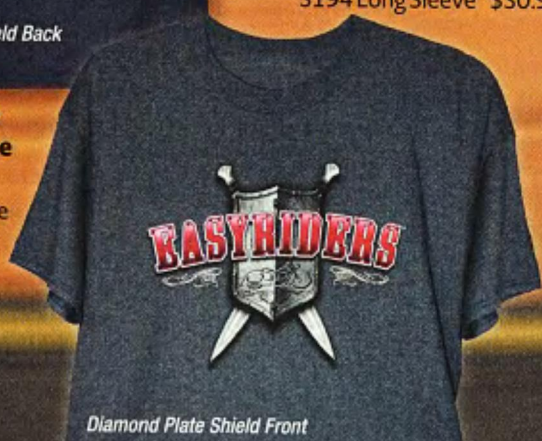


Eagle Front



Eagle Back, Roomy Dolman-Style

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womens

Cole racked the weights and sat up on the end of the bench. He wiped the sweat from his eyes and looked up at the clock on the old gym wall. It was gettin' late and he knew he had an important appointment to get to. He dreaded it. "Man up," he told himself. "It has to be done, like it or not."

He laid back down on the bench to finish one more set. He was pushin' 50 years old pretty hard and he congratulated himself for each complete rep. He had 245 on the bar and banged out six before racking it for the last time that afternoon. "Not bad for an aging biker," he smiled and the pulsing pain in his lower jaw reminded him not to smile again until after his appointment.

Cole rose up from the bench a bit wearily and wiped his face with the sweaty towel he had wrapped around his neck. He put the weights away like a considerate gym rat, and then headed for the front door. He waved to old George, the proprietor of the place, as he threw his towel in the collection bin. "Good luck at the dentist, Cole," said George with a smirk. Cole flipped him the bird and strolled out the door.

It had taken George two weeks to convince Cole that he had to go to the damned dentist whether he wanted to or not. He glanced up when he heard Cole's panhead start up and watched through the fly-specked window as the man tore out of the parking lot, headed for his appointment with pain.

It wasn't the pain that bothered Cole so much. He was more pissed about wasting his personal time layin' in a dentist's chair and pretendin' to be all nice and civil while the bitchy little dental assistant gave him shit. The last time he was there she actually told him he needed to shower more often and trim his beard back for the convenience of the doctor.

Cole approached the lot for the dental office and threw his hand out to signal his turn. He hung a hard left and bounced up the entry ramp into the parking lot feeling the frame of the panhead flex beneath him. He squeezed between a Lexus and an Accord with inches to spare and parked his chopper right up front along the curb of the office. He pulled off his pee pot helmet with the inverted DOT sticker glued to the back and hung it off the clutch lever, then strolled into the waiting room. Cole was a large, powerfully-built man and the receptionist always looked frightened when he loomed in front of her window. "Doctor Charles will be with you shortly, Mr. Foster. Please have a seat," she said with a bit of a quaver in her voice.

Cole strolled over and took a seat next to a nervous-lookin' woman and her milque-toast ol' man. The woman picked up her

purse from its restin' place by her feet and clutched it to her bosom as she must have been sure Cole would snatch it at any moment. Cole just laughed to himself; he was used to it.

The door to the dental inner sanctum opened and Nicole, the snotty dental assistant leaned out and said, "Come on in, Cole." Cole didn't like her one bit and he was prepared for the usual spate of wisecracks that would be comin' his way as Nikki, as she like to be called, pattered about with the X-ray bib and that fruity little paper thing she always clipped around his neck. She caught his beard with the clip and gave a cursory, "Sorry." But Cole ignored her. "I see you failed to take my advice about the beard and the shower," she said testily.

"Fact is, I just left the gym, Sweet Cheeks, and I'm still all nice and sweaty for ya." Nikki raised her eyebrows as Cole offered his best smile. She opened her mouth to make a snappy comeback when the dentist stepped in.

COLE'S TOOTHACHE

"How are you, Cole?" said Doc Charles in his usual jovial manner. "The X-rays show a little hook in the root of the tooth so it's gonna be some work to get you all fixed up, but we'll have you out and pain free in no time."

"Good, Doc," Cole winced. "The sooner the better." A little under an hour later, Cole was risin' from the chair with a numb jaw and a happier attitude, thanks to the nitrous oxide and the two shots of lanacaine.

"You have someone waiting to drive you home, correct?" the dentist asked.

"Sure Doc, no prob." Cole lied.

"Good, we wouldn't want you to pass out or suffer dizzy spells on that big bike of yours." With that, the Doc spun on his heel and left the room.

Cole was seein' spots from the damned overhead light that shone in his eyes for the last hour, but other than that, he was ready to pay his bill, kick over the panhead, and split for home where he planned to down a few beers and watch an old Clint Eastwood western 'til he fell out.

"You know I can't let you leave here on that bike. You need to call a cab," Nikki frowned. "Why'd you lie to the doctor?"

"Mind your business, Sweet Cheeks," Cole mumbled. "I don't need a nursemaid." He ignored her reply and headed out the door to settle up his enormous bill. He peeled greenbacks from a roll and handed the cash to the still frightened receptionist, grabbed his receipt, and split.

The sun was setting, turning the sky a vicious shade of orange, as Cole kicked over the panhead. He sat and listened to the huge flywheels churning in the 93-inch mill and was surprised by a wave of nausea. He briefly felt dizzy, let it pass, dumped the bike into gear and headed out of the lot. He took it slow and easy on the ride home. As he putted down his street he noticed a pair of headlights in his mirror that were a little too close for comfort. He pulled into his driveway, kicked down the stand, and turned to confront who ever it was in the vehicle that had pulled to a stop at his curb.

Before he had taken a step, the driver was out of the car and up the drive. It was Nikki, and Cole had to admit that with her crisp white lab coat off, she was quite a fox. Turns out that Nikki was a busty, hippy, dark-eyed little tough-ass and downright pretty standing there next to the lamppost.

"What the hell you doin' followin' me so close?" he said in a gruff tone.

"Makin' sure ya got home in one piece, big guy." She reached out and handed Cole a beer from the sixer she was holdin'.

"I told ya, I don't need no nursemaid, Sweet Cheeks," he popped the top on the beer and proceeded to empty it in a series of hearty gulps.

"I prefer Nikki," she grinned. "You looked a little wobbly when you left the office, so I followed you just to make sure you could handle your ride."

"Get on, I'll show you how I handle this ride...Nikki." He dropped the empty beer can, handed her his pee pot helmet and threw a leg over the still ticking bike. Cole kicked over the panhead and waited for Nikki to mount up. He let the big sled roll backwards down the steep drive and into the street.

For the next hour Cole did his best to shake up Sweet Cheeks. He split lanes up on the 312, once actually causing her knee to lightly brush a Camaro that was waiting at a light. He cranked the pan up to ninety and she never said a word. His respect grew for her by the minute. Finally, on the way back up his street he ducked a huge June bug and heard it go "Crack!" against her helmet and laughed when he heard, "OWWW!"

"Finally...a reaction," he thought with a grin. They spent the rest of the night beneath Cole's sheets. Cole and Nikki are comin' up on their 10th anniversary this year, thanks to a bad tooth and a good panhead. —Z. Jaki

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Cold As Ice!

Fresh From Riff Raff Customs

This motorcycle, owned by Ireland Bowens is the second Riff Raff Custom bike project for him. His previous Riff Raff bike had a nasty transport mishap. Scott Hultquist, the owner of the Riff Raff located in Danville, California, told us that he was able to salvage the motor, but there was little else left to work with from that wrecked bike. One day, Ireland saw another bike mocked-up on the Riff Raff lift and told Scott to base his build on that design since it had the look he was interested in.

The 113-cubic-inch S&S engine was entirely rebuilt, re-polished, re-purposed, and looks like a brand new piece of V-twin jewelry. Ireland gave Scott a lot of license to just go with it for this build, and now he has a pro-street hot rod with nice, clean lines—pure simplicity. “I like how everything looks sanitary,” Scott tells us. “If you can’t put it in your pockets, you shouldn’t try to take it with you.”



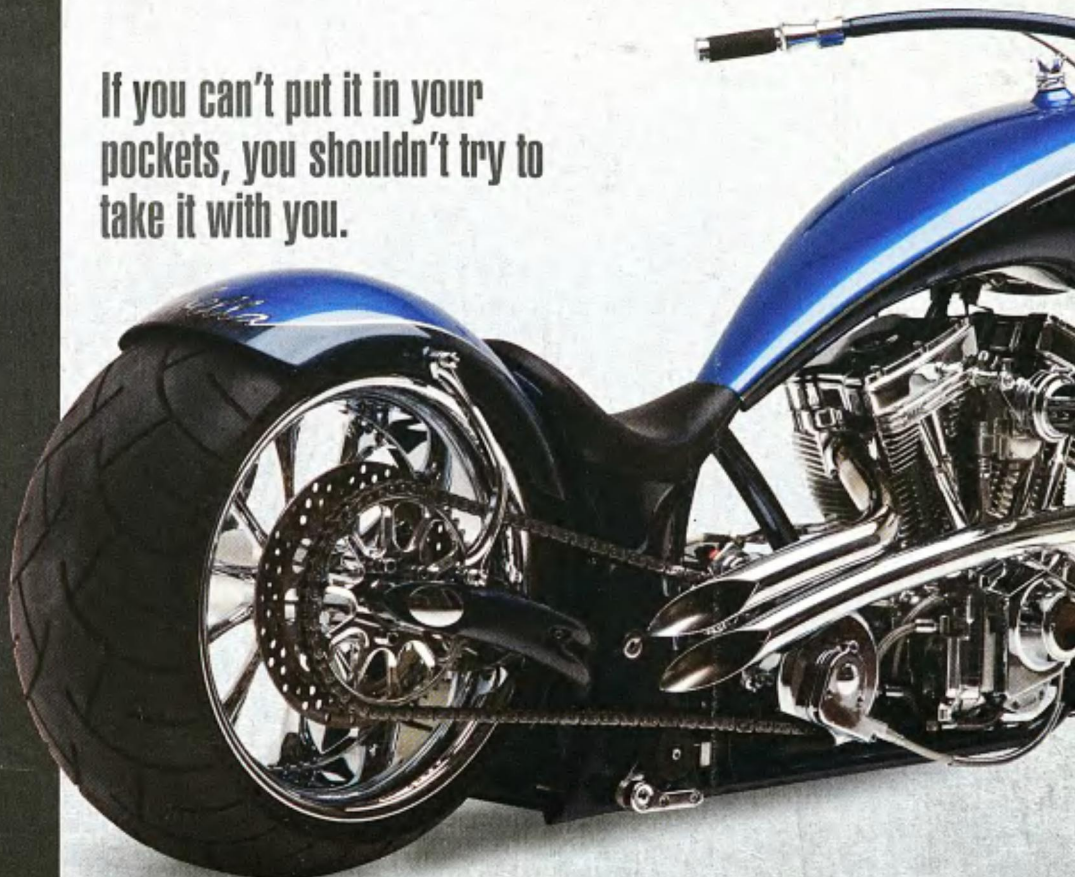
Scott told us that he was inspired for the graphics
by the whirling waters of swirling turds.



Owner: Ireland Bowens
City: Fremont, California
Fabrication: Riff Raff Customs
Model: 2013 Riff Raff Custom
Assembly: Riff Raff Customs
Time: 1 year
Chroming: West Coast Chrome
ENGINE
Year/make: 2013 S&S
Rebuilder: Riff Raff Customs
Displacement: 113 cubic inches
Lower end: S&S
Ignition: Dyna 2000
Pistons: S&S
Heads: S&S
Cam: Woods
Lifters: S&S
Carburetor: S&S Super "G"
Air Cleaner: Velocity stack
Pipes: Riff Raff Customs
TRANSMISSION
Year/make: 2013 Baker 6-speed
PAINT
Painting by: Riff Raff Customs
Type/color: PPG/Periwinkle and Gunmetal
Special paint: Silver leaf
FRAME
Year/make: 2013 Independent
Type: hidden-shock
Rake: 43 degrees
Stretch: 8 inches backbone
Modifications: boxed and molded
ACCESSORIES
Bars: Independent
Handlebar controls: Performance Machine
Fender: Riff Raff Customs
Headlight: Headwinds
Taillight: Independent
Pegs: Performance Machine
Electrics: Riff Raff Customs
Gas tank: Independent
Oil tank: Independent
Oil System: S&S
Primary: Independent, Belt Drives Limited
Seat: Corbin
Grips: Performance Machine
FRONT END
Type: 41mm
Extension: 4 inches over
Builder: Riff Raff Customs
WHEELS
Hub: Performance Machine
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: Performance Machine
Photos: Mike Chase
Contact: Riff Raff Customs
www.riffraffcustoms.com

If you can't put it in your pockets, you shouldn't try to take it with you.

One does not simply bolt stuff onto a frame like this one from Independent Chassis. Every part has to be re-engineered to work together properly even down to the chain tensioner. It seems few people notice the molding and boxed-in sheet metal work, but it really takes center stage now that Scott covered it with his pristine paint work. Scott told us that he was inspired for the graphics by the swirling waters of swirling turds. Talk about having your shit together!





The fender struts were machined entirely from scratch with crown styled Allen head bolts to match the Westbury crown fuel cap. One look at the seat tells us that Ireland dedicated this project to his daughter, Isabella. If you get the chance to ride the West Coast, Scott says a trip to Cambria is just the ticket.

With this new scooter, Ireland is sittin' pretty and rollin' tough! Speaking of rollin', this month's Fox Hunt winner is Nicholette Shea, who rolled around on Ireland's icy Riff Raff Custom until we just couldn't take it anymore.

—Cheese

PartsBox



S&S CYCLE BIG BORE KITS

S&S Cycle big bore kits fit 2007-2014 big twin (except 2014 twin-cooled models). They feature the largest bore (3.937 inches) that can be fit in a stock engine case. Cylinder and piston kits make going to the maximum bores size easy, no machining required. Stock engine height is maintained. The 11-fin cylinder design closely resembles then OEM shape and comes pre-finished, ready to install. They feature increased fin area for better heat dissipation. The centrifugal cast, gray iron liner features 40,000-psi tensile strength for superior wear and performance. The included CP Pistons provide exceptional wear, performance, and noise characteristics. Available options include wrinkle black or silver powdercoat that matches the stock engine finish. Kit contents: S&S cylinders with gaskets; piston set with rings; wristpins; and wristpin clips

S&S Cycle
866-244-2673
www.sscycle.com

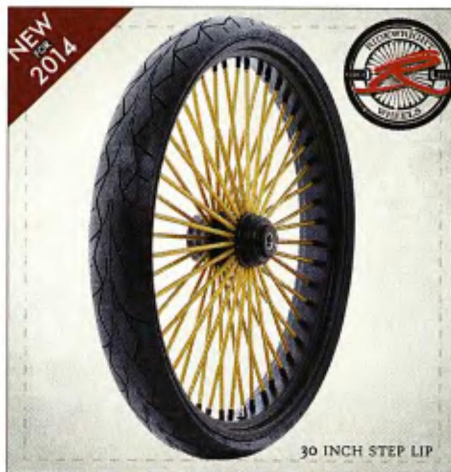


SUN RAY HEATED SEAT

The new Sun Ray seat from Harley-Davidson for 2014 touring models features dual controls. Flip a switch and chase the chill with the Sun Ray heated seat. Designed for 2014 Harley-Davidson touring and trike motorcycle models, this seat is perfect for cool-weather riding in

any season. The Sun Ray heated seat features dual-zone rider and passenger positions with separate high/low/off toggle heat controls for personal comfort selection. The one-piece seat with integrated heat pad and control system is simple to install, and the heating element is switched on and off with the ignition to avoid draining the battery. This seat's smooth styling complements any 2014 touring model, and it can be fitted with optional rider backrest kits. Installation requires the separate purchase of Electrical Harness Extension, P/N 69200722, \$23.95. Both the seat and passenger pillow are 15 inches wide.

Harley-Davidson
www.harley-davidson.com



RIDEWRIGHT WHEELS 30-INCH OMEGA WHEEL

This new wheel from Ridewright Wheels features an incredibly light 6061-T6 aluminum hoop, 3-piece billet aluminum hub, yet only weighs 29 lbs., making it the lightest wheel on the market in this size. Omega Wheels are exceptional classic style lip steel wheels built to suit the most discriminating tastes. Available with 40, 50, 60, or 80 spokes with a variety of spoke styles, Omega Wheels can be designed exactly the way you want your wheel, no limitations. Choose the color of your new modular hubs, the styles and number of spokes, the spoke and rim finish as well as the color of nipples. Ridewright Wheels offers matching rotors and pulleys and can be ordered with a set of your favorite tires computer balanced and mounted.

Ridewright Wheels
714-632-8297
www.ridewrightwheels.com



NAMZ LED HEADLIGHT ADAPTOR HARNESS

If you need help completing your lighting project, NAMZ can help you out with its LED headlight adapter harnesses for most Harley-Davidson models. These harnesses work with OEM Daymaker LED headlights and are made in the United States. Get these headlight adapter harnesses for your 2004-2013 models, and you'll be set. Suggested retail starts at \$21.95.

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VANCE & HINES SHORTSHOTS STAGGERED BLACK FOR SOFTAILS

An unparalleled value, Shortshots Staggered deliver hot rod sound and performance wrapped in full-length heat shields at a price rivaling most slip-ons. They come standard with louvered-core baffles and can also be fitted with optional quiet baffles. These pipes feature full-coverage heat shields and signature Twin Slash End Treatment. For 2012-up models, Vance & Hines has designed a new flat-plane mounting panel for the 12mm oxygen sensors that are employed across the Softail model line, which positions the sensor deeper into the exhaust stream, providing enhanced data feedback to the ECM. Also available in matte black finish

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

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

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

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

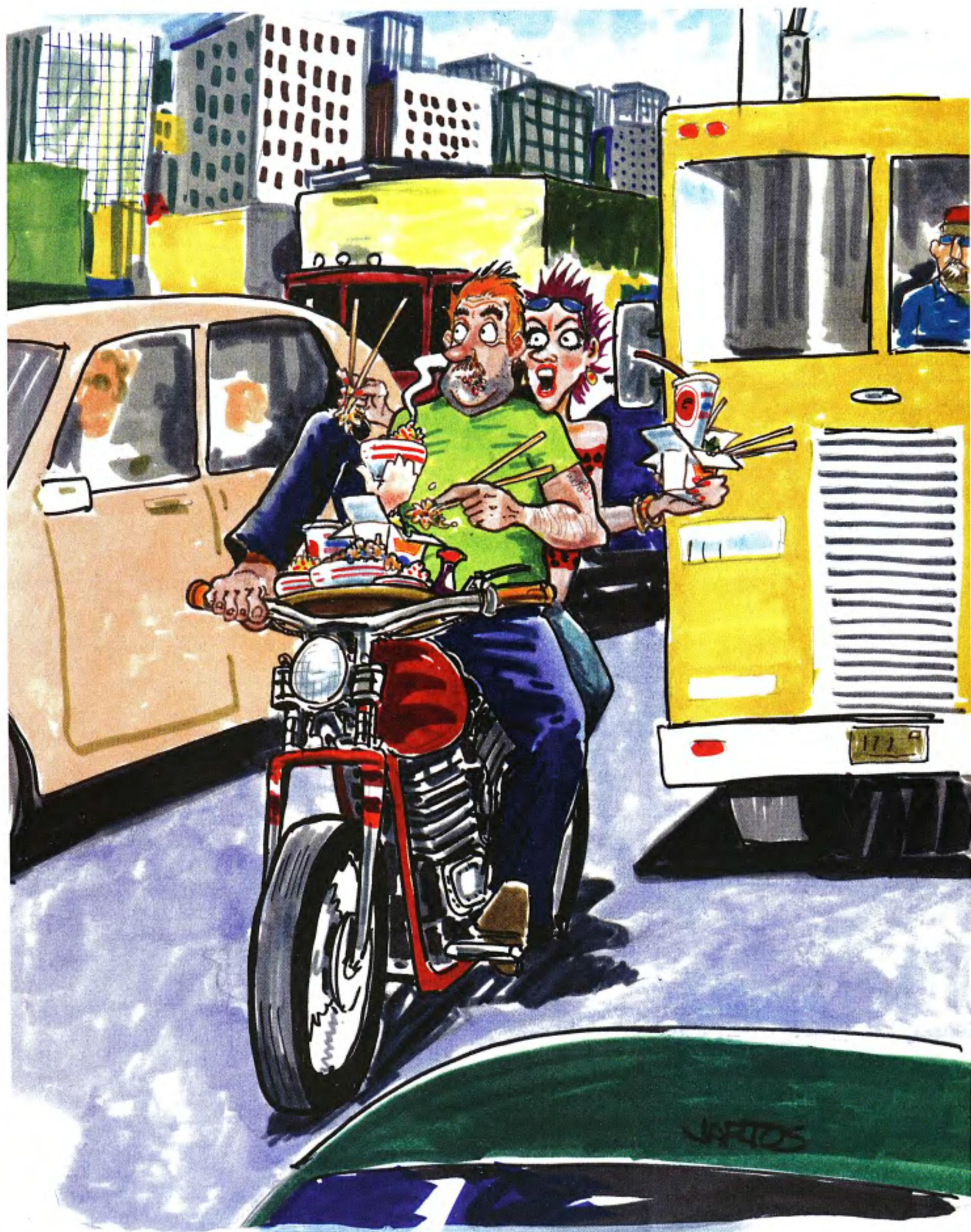
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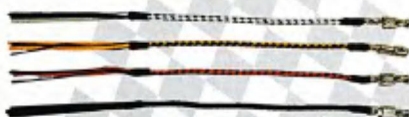
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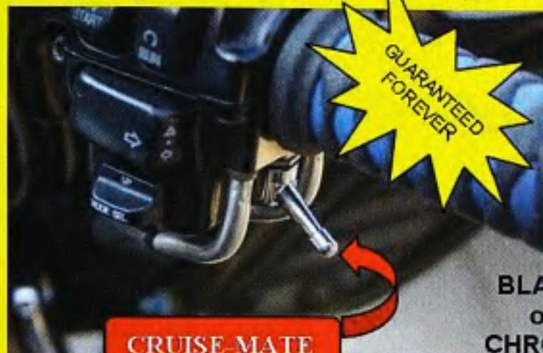
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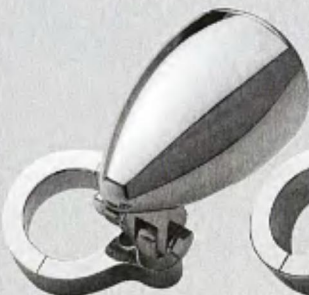


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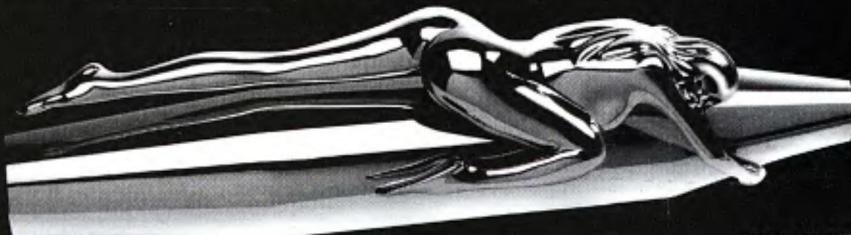


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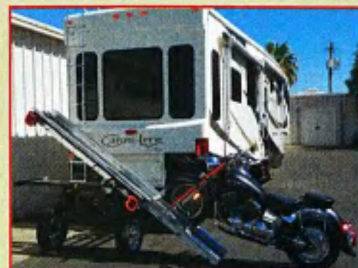
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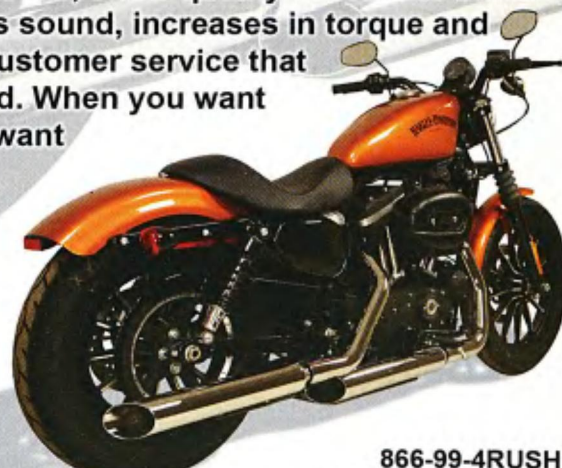


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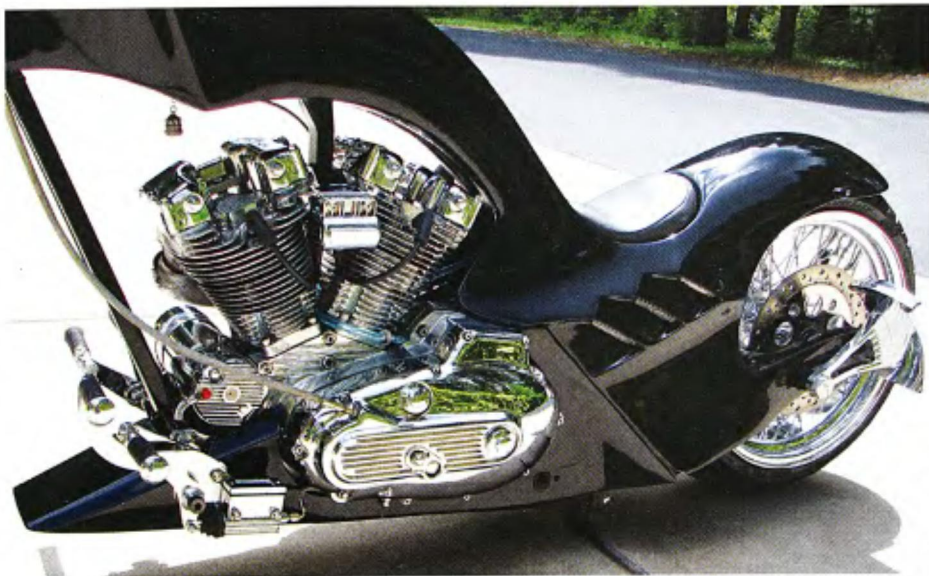
Nevada City, California

1978 Sportster

The main reason that it apparently took Ken two years to build this behemoth of a bike, which he calls Wicked Wayzz, is because he built it in his spare time, "which I never have any of," according to him. While we don't know what Ken does in his non-spare time, it's safe to say that his bike doesn't look much like the ironhead Sportster anymore that the factory originally sold it as.

That's because a lot of work has gone into the Sporty to make it larger than life. Well, larger than your garden variety Sportster, anyway. It all started with the frame and the front end, both heavily modified by the talented Ken at his shop, Walker's Choppers.

Sportster choppers are fairly rare, and by adding some proprietary pieces to this bike Ken made it even more unusual, like the homespun pipes, fenders, oil tank, and gas tank. Heck, even the seat is WC, and Ken says he even rebuilt



Photos: Janell Haley

the 1000-cc Sportster motor himself. He also custom-machined the transmission shifter and turned it into an RSD jockey shift. A particular highlight, he points out, is what's missing right there on the front wheel. "Check it out," he says, "no axle nuts!"

Among the few items not shaped by

Ken are the Custom Chrome grips, the Milwaukee Iron wheels, and the Avon tires. As would befit such an overgrown project, it was also purportedly painted by the proprietor. Sure, it's all black and stuff, but that's probably what makes it so wicked.

—Tripper



Comin' At Ya

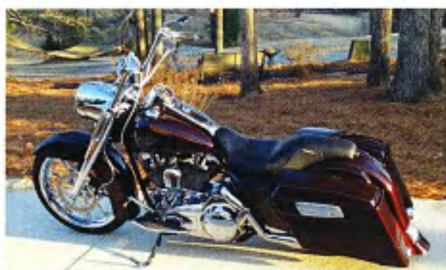


Photo: Owner

Glen Lott Blythewood, South Carolina 2007 Road King

These are the days of the bad, the wicked, and the insane, when they all mean something incredibly positive. It's in that same vein that you have to look at this bike, the Bigg Nasty. That's what Glen calls it, and as its owner he ought to know why.

"This bike has all the good stuff," he says and goes on to itemize everything that's gone into the Bigg Nasty: there's the big inch motor, for instance, with its nasty cam, and all motor work done by Boo Power Racing. But there's more, of course, going way beyond just the engine because you'll want some "aaah!" to go along all that "oomph!" right?

Consequently, there's the Rinehart exhaust system, the Paul Yaffe handlebars, the Performance Machine Hooligan wheels as well as the floorboards and shifter, plus the Hooligan air cleaner. To make sure Glen's rear end benefits from all that improvement, he gets to park it on a special seat from Ernie's Custom Cycle Seats and bounce around on an Arnott Air Ride suspension. And let's not forget all the stainless steel braided brake lines and braided clutch cable, the lock-up clutch set-up, and tons and tons of chrome.

The Bigg Nasty is a handful, according to Glen. "You better bring you're A game when you twist the shit out of the throttle," he says.

—Tripper

Bizarre Bike of the Month



The October issue of *Easyriders* (No. 496) is our "Collector's Edition" Annual, offering 24 extra pages featuring the very best of what *Easyriders* is known for, cool custom bikes, hot babes, killer event coverage, and side-splittin' humor. Ride with us to America's oldest rally and take in the wonder of Laconia Bike Week. We'll also whisk you away to an old-school event in the Northeast called Mama Tried.

Righteous bike features include Casey Smith's Hollard long bike, a Dave Perewitz panhead chop, Jack Kowalchuk's drop-seat Evo, Kevin Thompson's Low Life Custom, and Chris Garrison's WT Custom Softail. You'll find tech tips that'll get you home in a pinch, a bushel of bouncin' boobies to drool all over, a classic David Mann poster to hang in the garage, and a dollop of deranged yucks for your hard earned buck!

All this and more is just a twist of the grip away in the awesome October Annual edition of *Easyriders*!

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The sensational September issue of *V-Twin* (No. 162) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. It includes extra tech tips, and of course, no nudity.

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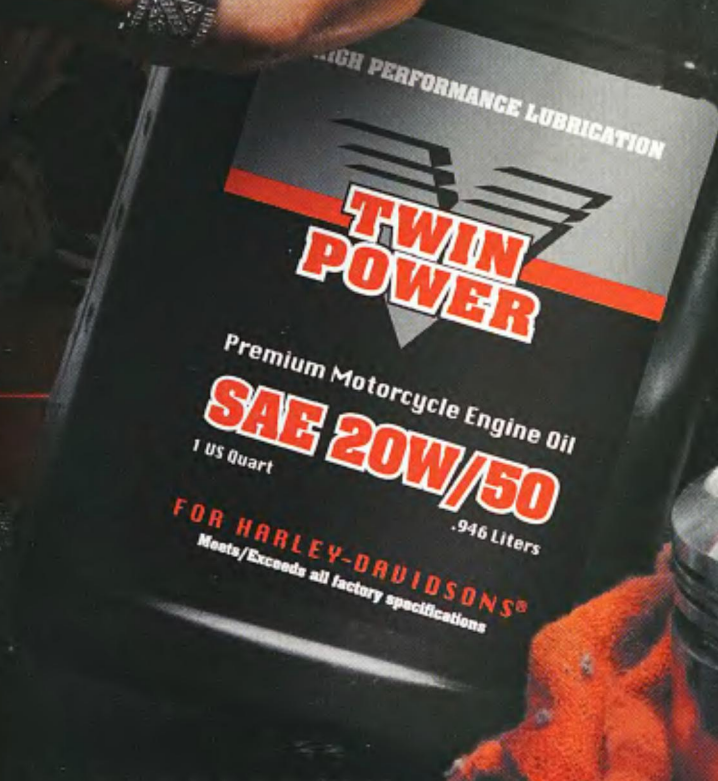
Wrench (No. 9) has coverage of the great rides and parties that happened over the summer, plus bikes features from garages and shops coast-to-coast. Hog Killers killed it on the Circus Bear shovelhead for the original Chopperazzi himself, JJ of Hopper. We'll be bringin' you the best choppers, rides and shops!

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