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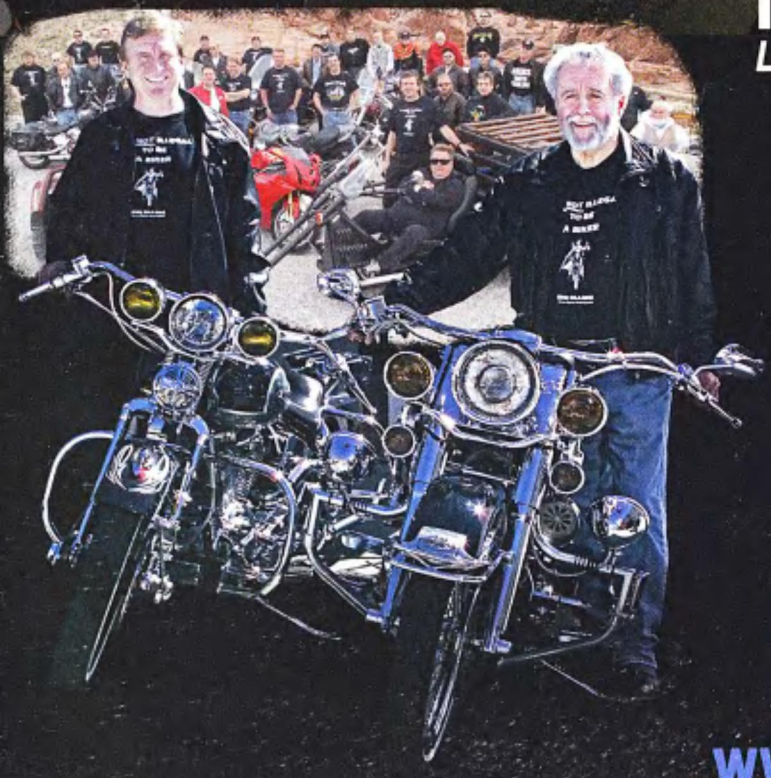
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OLD IRON ASS
Casey Smith's Penultimate Pan/Shovel



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EVENT
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FEATURED BIKE
METAL MAGIC
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TECH GARAGE
GIVING A NEW SLANT TO A SLIM
Installing Roland Sand's Slant Exhaust And Air Filter

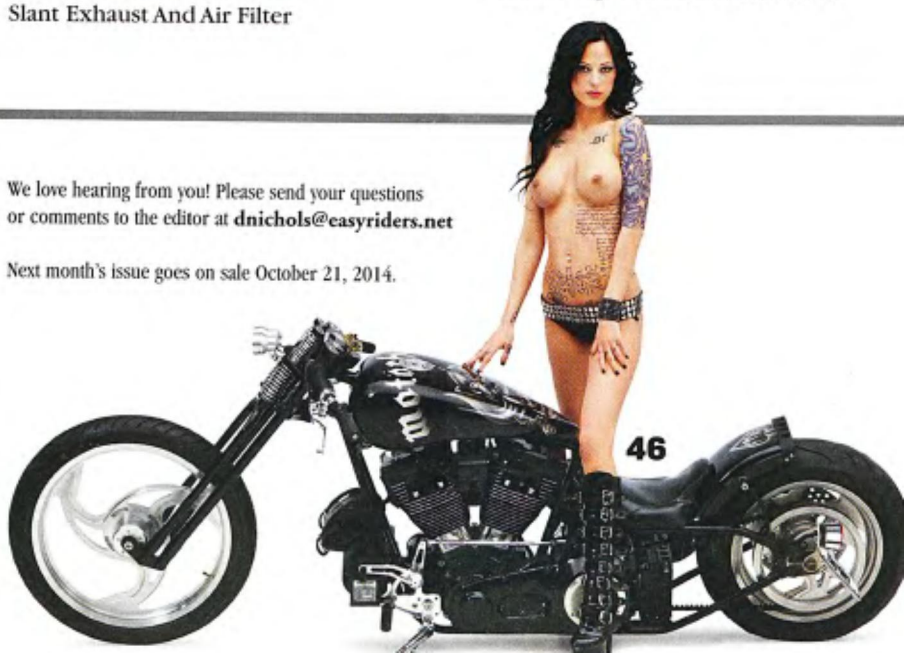


FEATURED BIKE
BIG RED
Scott Fitzgerald's Dialed In V-Rod

Takin' It Easy 6
EasyNews 14
In The Wind 38
Brain Farts 62
Fox Hunt Contest 64
Fiction, Singed 70
Fox Hunt Winner, Vivian Black 92
Advertisers' Index 98

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 October 21, 2014.



Contents



EVENT
ACONIA
merica's Oldest Rally Turns 91



FEATURED BIKE
RAT TECH
Jack Kowalchyk's
2006 Drop-Seat Evo



EVENT
MAMA TRIED
Milwaukee Grass Roots Bike Show



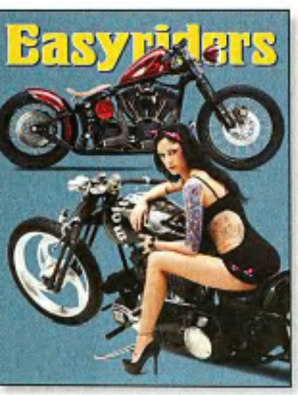
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And Products for Your Bike



FEATURED BIKE
EL FUEGO
Chris Garrison's White Trash
Twin Cam



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North Ridgeville, Ohio



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The Audit Bureau

ON THE COVER: White Trash Customs' Twin Cam shot by Don Rogers. Jack Kowalchyk's Drop-Seat Evo and awesome Ashley shot by Dino Petrocelli. Cover imaging by Jeff Biggs.

TakingItEasy

Honored Chickens

The People for the Ethical Treatment of Animals (PETA) have proposed erecting a 10-foot tombstone "monument" along a major thoroughfare in Georgia to honor the several chickens that were killed when a truck overturned. Had they survived, the chickens would have shortly been slaughtered.

Billing Codes

The news site MedPageToday.com is keeping tabs on the eventual unveiling of new, obscure, minutely detailed billing codes for doctors to report diagnoses and treatments to insurance companies. Among the latest are separate codes for injuries occurring from a "balloon collision" or during "knitting and crocheting" or for injuries during "gardening and landscaping." Distinct codes are required if an injury occurred at an opera house or if the patient walked into a lamppost (with separate codes for the first lamppost collision and for repeat collisions).

Hard Ice Cream

A South Wales ice cream maker "Lick Me I'm Delicious" announced that it has perfected an ice cream containing about 25mg of Viagra per scoop (not yet generally available).

What's In A Name?

A sandwich shop was recently opened in Sweden named "A Fucking Awesome Sandwich." It seems that Swedes think English curse words are cute and charming.

No Sexual Banter Here

A woman was fired as a cashier at a market after a customer reported her engaging in sexual banter at the register. Her boss said, "We cannot talk about adult situations in front of other customers." She went for unemployment compensation and her boss challenged her application; however, the items the market sells include Wake the Fuck Up Coffee, The Hottest Fucking Sauce, and the Hottest Fucking Nuts. The cashier was granted benefits, the judge having had little sympathy for the store's contradictory policy.

Triple Oops!

A man was hospitalized with gunshot wounds. He had been drinking beer and cleaning his three guns. It seems he accidentally shot himself with each one. He said the first shot didn't hurt, the second "stung a little," and the third "really hurt" at which time he decided to call for help.

This Covers It

A woman filed a lawsuit against the county for injuries from a fall in the icy, unplowed parking lot of the local high school. She claimed damage to nearly everything in her body: "all the bones, organs, muscles, tendons, tissues, nerves, veins, arteries, ligaments, discs, cartilages, and the joints of her body were fractured, broken, ruptured, punctured, compressed, dislocated, separated, bruised, confused, narrowed, lacerated, burned, cut, torn, wrenched, swollen, strained, sprained, inflamed, and infected."

You're A Redneck When...

You take your dog for a walk and you both use the same tree, you come back from the dump with more than you took, you have a complete set of salad bowls and they all say "Cool Whip" on the side, a tornado hits your neighborhood and does $100,000 worth of improvements, and you missed your 5th grade graduation because you were on jury duty.

Spiders Galore!

An estimated 30,000 spiders (led by members of the British Tarantula Society) gathered for the annual BTS exhibition with a Socotra Island blue baboon spider taking Best in Show. According to news reports, judges ignore spiders' personalities and make their selections by objectifying the body seeking "shiny coats, correct proportions, an active demeanor and proper stance" (which means that "all eight legs should be upright and perfectly poised"). A judge said that winning doesn't necessarily make a spider more valuable, but it's likely to enhance its keeper's reputation in the tarantula-training community.

The Dick Museum

Iceland has an Icelandic Phallological Museum that has 300 penises and penile parts from 93 different animals. An omission that is about to be remedied was its lack of an exhibition-worthy human penis. A New York man with an organ that measures 13 1/2 inches has accepted an invitation to donate (presumably not until he dies) his prized organ.

Some Presidential Quotes

"I never drink coffee at lunch. I find it keeps me awake for the afternoon."

—Ronald Reagan

"A conservative is a man who just sits and thinks; mostly sits."

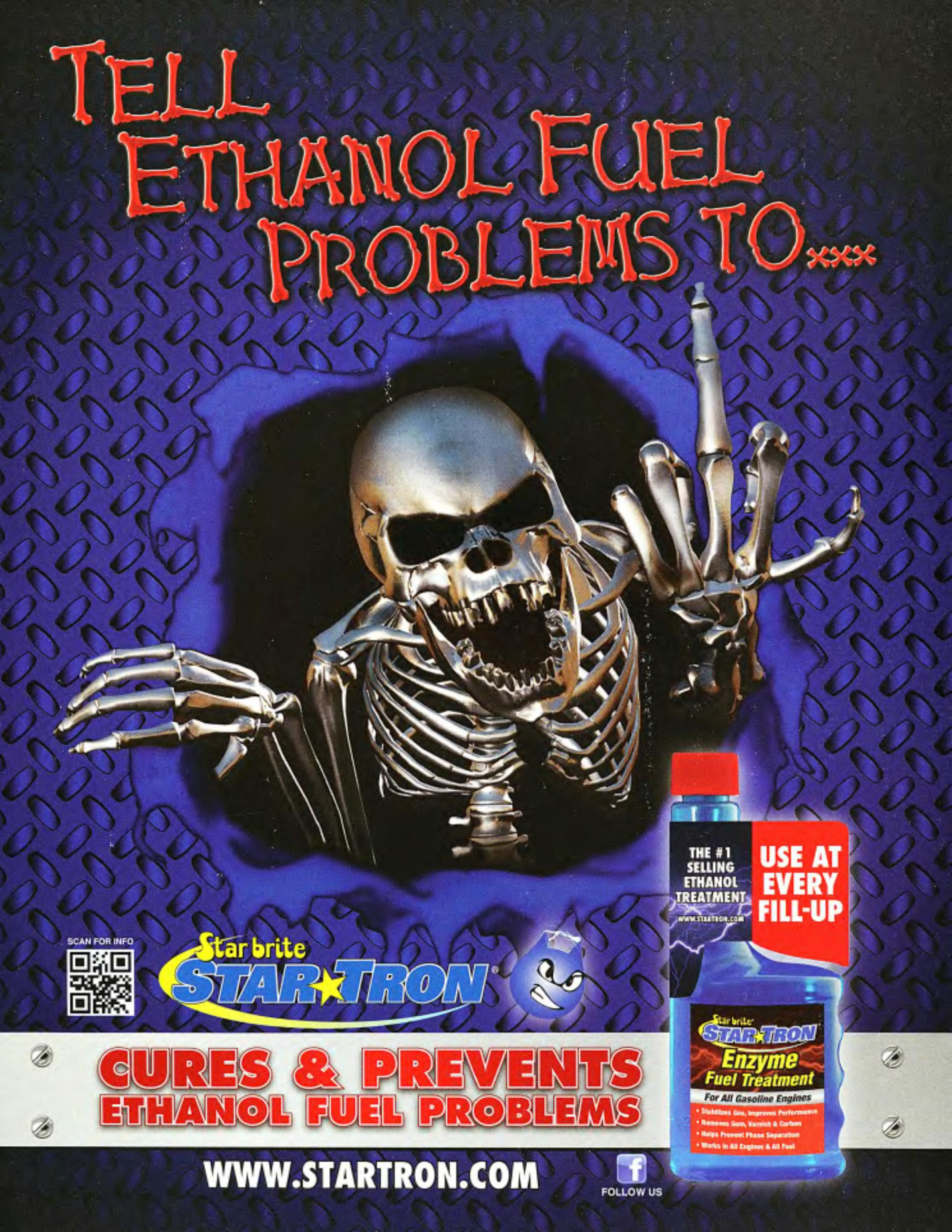
—Woodrow Wilson

"Look, when I was a kid, I inhaled frequently. That was the point."

—Barack Obama

"I have often wanted to drown my troubles, but I can't get my wife to go swimming."

—Jimmy Carter


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Casey Smith's Penultimate Pan/Shovel

Old Iron Ass

Backyard bike builder Casey Smith calls his chopper "Old Iron Ass." Anyone reading *Easyriders* from the 1970s recognizes that Casey's custom totally embodies the vibe of that Golden Age of choppers, especially when you factor in the iconic industry names of Harman frames and girders, Paughco pipes, Prizm tanks and Invader wheels, not to mention a vintage 1948 pan/shovelhead powerplant.

"I enjoy the history of those pioneers who handmade all that cool stuff back in the day, everybody with their own special flavor. After seeing the classic digger bikes in the magazines, I wanted to build this crazy long bike. It was basically all swap meet parts, the bike built from scratch. But I'm also really picky, probably because of my previous military experience, so everything had to be just right, all the lines matching up."

Casey works for the city of Roseville, California, building underground water systems so networks with skilled welders/fabricators who in turn led him to Bill Holland and his connection with the legendary John Harman. Today Bill is making the modern version of the Harman-Holland Internally Sprung girder front end at Executive Choppers in Roseville. "Bill taught me all about the original Harman girder and also about the Harman frames and what to look for," Casey tells us. "Then at a swap meet I found a 24-over Harman girder and traded some parts for it." Next he found a raked out, weird


As far as the paint, I was inspired by a David Mann image of a digger bike with a blonde holding a surfboard.
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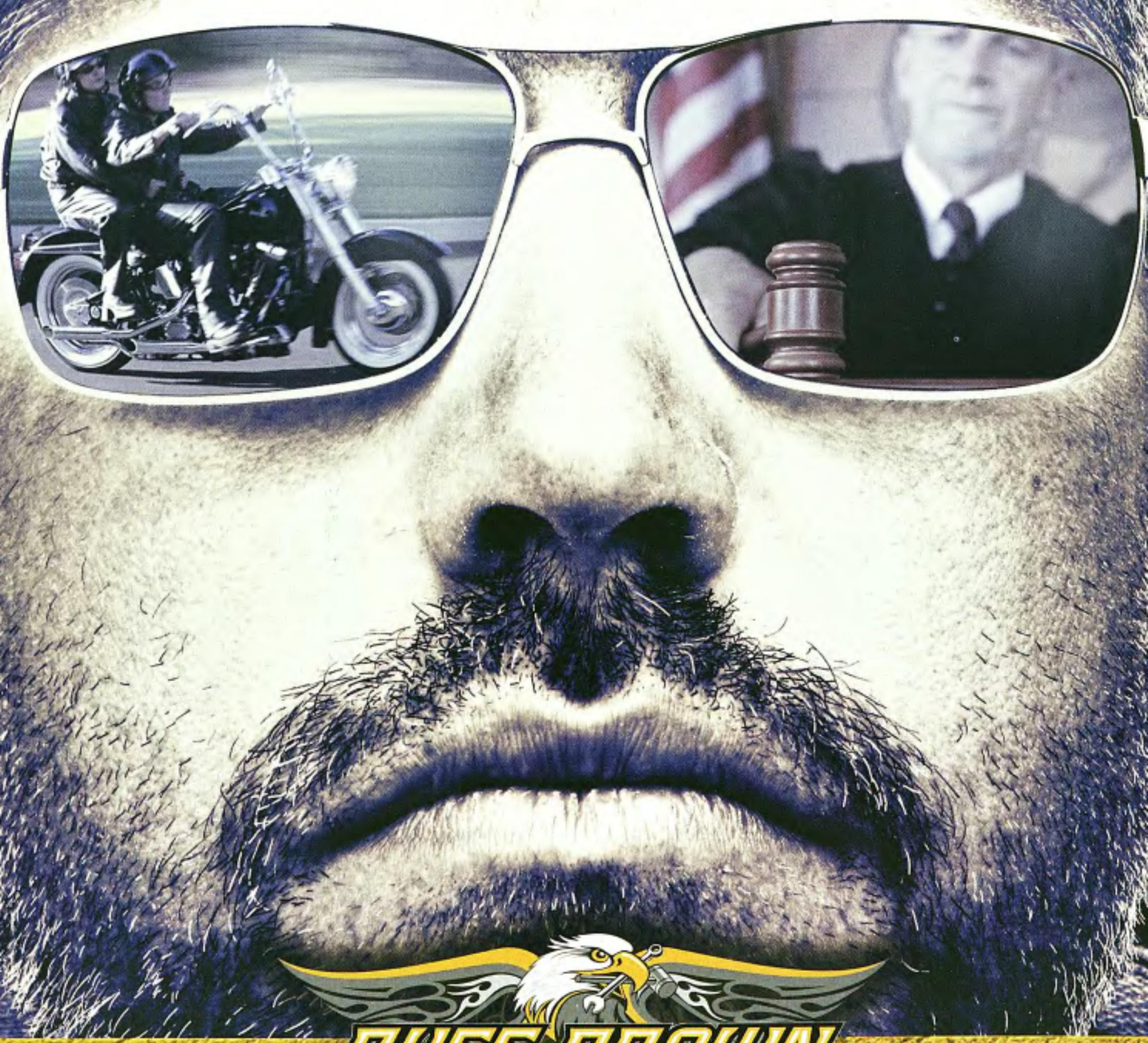




old Harman frame, and took it to Bill Holland. Says Casey, "We chopped the front half of the frame at Bill's shop and did a bunch of work so I was able to learn so much from him."

The pan/shovel motor was harvested from a basket case bike that at some point had been rebuilt with Truett & Osborn flywheels and all kinds of hypo goodies. But after the motor grenaded, Casey rebuilt everything. "I even found a set of original John Harman cylinder barrels to go with it," Casey says. "It all went to John Barry, my motor guy. I've learned so much from him after building four or five motors with him. I also did a little bit of the body work so that I could learn that aspect. As far as the paint, I was inspired by a David Mann image of a digger bike with a blonde holding a surfboard. My buddy Lefty then did all the variegated gold leaf work which is now my favorite part of the pinstriping."

Casey brought the bike just to display at the Sacramento Easyriders Bike Show, but it only took one look for photographer Michael Lichter to clue him into the fact that had entered, he would have won Best of Show. Casey says, "I'm just a backyard builder and ride the hell out of it, but I'm glad people appreciate it." *—Paul Garson*



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I wanted to build this crazy long bike.



Owner: Casey Smith
City: Rio Linda, California
GENERAL
Designer: Casey Smith, Bill Holland
Year/make: 1948 Harley-Davidson
Model: FL
Assembly: Casey Smith
Time: 1 1/2 years
Chroming: AAA Plating
ENGINE
Year/make: 1948 Harley-Davidson
Model: pan/shovel
Rebuilder: John Barry
Displacement: 86 cu. in.
Cam: Lumpy
Ignition: points
Pistons: S&S
Heads: shovelhead
Lifters: solid
Carb(s): S&S Super E
Air cleaner: velocity stack
Pipes: Paughco
TRANSMISSION
Year/make: 1948 Harley-Davidson
Modifications: polished
Shifting: foot
PAINT
Painter: The Dude and Lefty
Type/color: DuPont One Shot/brown, gold leaf
FRAME
Year/make: 1970s Harman
Rake: 53 degrees
Stretch: 4 inches
Shocks: rigid
ACCESSORIES
Bars: Harman
Handlebar controls: Harley-Davidson
Fender: from a trailer
Headlight: Harley-Davidson
Taillight: red
Electrics: Cycle Electric
Gas tank: Prizm
Oil tank: Bill Holland
Oil system: Harley-Davidson
Seat: Premier Upholstery
Pegs: Anderson
Grips: rubber
FORKS
Type: Harman Girder
Extension: 24 inches
WHEELS
Size: 21-inch front, 16-inch rear
Wheels: Invader
Tires: Avon
Brakes: Harley-Davidson drum rear
Photos: Michael Lichter



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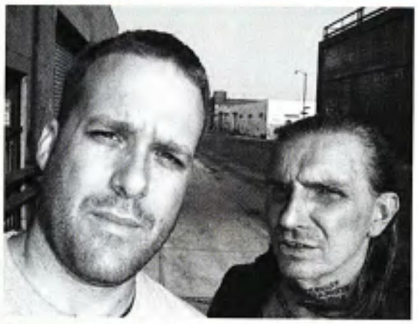
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INDIAN LARRY 10-YEAR ANNIVERSARY TRIBUTE



Iconic custom motorcycle builder, Indian Larry *(above right)*, will be honored with a one-of-a-kind exhibit at Hard Rock Cafe New York in Times Square from September 4 through September 19, to commemorate the 10th anniversary of his passing. The Indian Larry exhibit will feature Indian Larry bikes, memorabilia and never-before seen photos from Larry's career. And the party moves from Times Square to Brooklyn on September 20, with the 11th Annual Indian Larry Block Party on Union Avenue.

The exhibit will feature build-off winning bikes, Daddy O, Wild Child and Chain of Mystery, Larry's TV throne, biker build-off trophies and much more. Events will include a kick-off party on September 4, Times Square Bike Night on September 11, and a special unveiling of a new book featuring never-before-published photos of Larry's life on the road.

Source: www.indianlarry.com

MOTORCYCLING DISEASE

The government continues to treat motorcycling as if it is a disease. Case in point, the latest recommendation from the United States Centers for Disease Control and Prevention (CDC) favoring of universal helmet laws. The American Motorcyclist Association (AMA) asserts that the findings are based on faulty reasoning.

A task force associated with the CDC claimed that forcing everyone into a helmet would reduce the rate of motorcyclists killed in accidents. The CDC says that evidence shows that helmet laws reduce deaths, but failed to identify the fatal injuries incurred in each crash, and then determine whether a helmet would have prevented those deaths.

"Correlation does not imply causation," said Wayne Allard, AMA's vice president for government relations. "Helmet use alone is insufficient to ensure a motorcyclist's safety… Rider education and motorist awareness/distracted-driver programs—which are threatened when scarce funds are siphoned into helmet mandate enforcement—should be the focus of the safety community." *Source: American Motorcyclist Association*

BOLT DECLARES WAR AGAINST POLICE

On July 4, AKA "Independence Day," the motorcyclists rights group Bikers Of Lesser Tolerance (BOLT CA) filed a lawsuit in the United States District Court, Sacramento Division seeking a temporary restraining order, a preliminary injunction, injunctive relief, and damages against the Sacramento Sheriff and Rancho Cordova Police Departments, for the two PD's profiling of motorcyclists for their choice of headgear.

The lawsuit was filed to keep police from using "illegal helmets" as a reason to write a citation. The prayer is that the court will order them to never write helmet tickets again. BOLT also wants to be involved with rewriting their policy so they are not able to violate motorcyclists with impunity, and to stop conducting harassing "Pretextual Stops" or, as it is sometimes called, "profiling," using the helmet as an excuse.

The plan is to sue small jurisdictions first, and use the momentum to raise funds to go after other PDs. To this aim, BOLT needs monetary donations. If you wish to help, you use the link on the boltofCA.com website. BOLT wishes to thank the Sacramento Attorneys in this lawsuit, Gary W. Gorski, and Daniel M. Karalash, and the riders who took the challenge to be named plaintiffs in this lawsuit. *Source: www.boltofCA.com*

NO CELL PHONE PEEPING

In a unanimous decision the Supreme Court ruled that police cannot go through people's cell phones without a warrant. The argument the police gave was that searching through cell phone data was no different than asking someone to turn out their pockets, but the justices did not agree. Chief Justice John G. Roberts Jr. wrote, "The fact that technology now allows an individual to carry such information in his hand does not make the information any less worthy of the protection for which the Founders fought… Our answer to the question of what police must do before searching a cell phone seized incident to an arrest is accordingly simple—get a warrant."

Source: The Washington Times

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LIVEWIRE

After hearing all the hype about Harley's new all-electric bike, dubbed LiveWire *(above)*, like most aficionados of all things Harley, when the tour came to Santa Monica, California, we had to go check it out.

The LiveWire is very compact, smaller than a Sportster, and uses the standard control layout, brake, turn signals, run, start, except one big change; there is no clutch or gear shifter. An electric motor has constant torque throughout its range, which makes shifting unnecessary.

You flip the run switch on, wait for the digital screen to read 111 (Harley's little joke on 111 years of H-D), and press the start button. You then hear a quiet whirr, and with a twist of the throttle and the bike starts to move.

Once underway you find that to stop you barely have to touch the brakes, as the engine braking slows the bike quickly while it transfers that energy to charge the bike's battery. There are two modes, economy and power. We had a limited tryout period and didn't get a chance to try out the power mode, but economy suffices for street driving around town.

Right now the battery life leaves a lot to be desired, they tell us it gets 54 miles to the charge in economy mode, and 35 in power mode. We expect this to improve substantially by the time it makes it to market. The bike has a Level 2 connector and uses 220 volts power to charge.

The seat is a very compact solo. The rear suspension is of mono-shock design, and the front forks are the inverted type. It looks like Harley is positioning the bike outside of their normal box in the sport commuter category, but there are also typically Harley touches on the bike, such as the black paint scheme, with gray graphics and beautiful red script on the tank spelling out Harley-Davidson. It is a cool looking little bike, and when Harley works out the battery life bugaboo, if priced right, methinks that they should move a ton of them.

THE DOG ATE MY TAX RECEIPTS

A week after the IRS offered an incredibly dubious excuse for its failure to turn documents over to House investigators in the ongoing IRS scandal over targeted audits of political groups, Texas Rep. Steve Stockman has introduced, "The Dog Ate My Tax Receipts Act." This bill requires the IRS to accept "any of the following reasons when taxpayers can't meet their demands for documentation:

1.) The dog ate my tax receipts.
2.) Convenient, unexplained, miscellaneous computer malfunction
3.) Traded documents for five terrorists
4.) Burned for warmth while lost in the Yukon
5.) Left on table in Hillary's Book Room
6.) Received water damage in the trunk of Ted Kennedy's car
7.) Forgot in gun case sold to Mexican drug lords
8.) Forced to recycle by municipal Green Czar
9.) Was short on toilet paper while camping

At this point, what difference does it make?

Stockman says, "Taxpayers shouldn't be expected to follow laws the Obama administration refuses to follow themselves...Taxpayers should be allowed to offer the same flimsy, obviously made-up excuses the Obama administration uses." A bill number was not offered in the press release, so this writer assumes that the actual bill may be more in the form of a publicity stunt. But still funny!

Source: Rep. Steve Stockman

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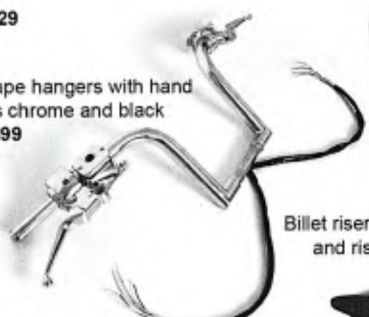




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Andria LaBarbara's Perewitz Pan

Flying Low

Andria LaBarbara is a lady who loves excitement. A passion for flying has put her at the pilot's controls of those commonly seen big Jet Blue airliners.





Airline pilot Andria LaBarbara wanted something different and she got it, cleared and ready for takeoff.

On her days off, she only has to swing open her garage door to find plenty of thrills in the form of motorcycles. There's a brace of hopped-up dirt bikes waiting in there, a pair of fully customized Street Glides with Stage IV 120-horsepower engines and now this one. Just for fun, for bopping around the streets of her Foxboro, Massachusetts, hometown, Andria's added a rigid panhead to the stable. She didn't have to go far to find it, either, or to find those other two Harleys. Dave Perewitz's shop is right in her neighborhood.

"She's quite a lady," Dave tells us. "Andria and her husband, Bob, have become friends more than customers, and when we finished this little chopper for her, Andrea's first ever experience with a hand-shift/foot-clutch, she took off on it like she'd been doing it forever. Just like a champ." A pro at handling jet aircraft, mastering some vintage Harley controls must have seemed like child's play to Andria.

"For a start I had a 1951 engine and transmission in the shop," Dave explains. That became the base for the build. "We try to use genuine Harley drivetrains whenever we can," he says.

"Aftermarket reproductions are okay, I guess, but the value of a bike just goes up when there's an original engine and transmission in the mounts."



As Dave showed that vintage powertrain to Andria and talked over the possibilities for it, they quickly settled on a rigid frame with a hand shift and foot clutch.

With a style settled on, Dave began ordering parts and getting things organized, then sent the vintage engine and trans down to his buddy "Boston Billy" in New Orleans for a look-see.

Billy rebuilt both into as-new condition and on their return to Massachusetts they went right into a Rolling Thunder frame that Dave had already set up with a Harley 39mm Narrow Glide front end. "I've come to like them for this style bike," Dave says. "We've done plenty of springers over the years but I think these just look better. And they certainly work better." As things went together with the handlebars, seat and controls, Andria dropped by the shop for a personalized fitting so everything could be placed and adjusted to her size. Dave and Jay Souza did most of this work, with Jay Crone taking over the paint chores. Andria requested a basic silverflake job, that was accented with some Keith Hanson applied purple scallops.

Andria LaBarbara wanted a slightly different thrill machine this time around and sge is clearly ready for takeoff.

—Joe Kress









"For a start I had a 1951 engine and transmission," Dave Perewitz says. "We try to use genuine Harley whenever we can."



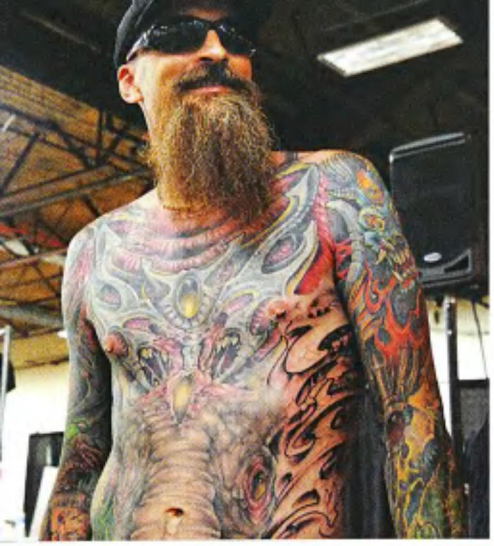
Owner: Andria LaBarbara
City: Foxboro, Massachusetts
GENERAL
Designer: Dave Perewitz
Fabrication: Dave Perewitz, Cycle Fab
Year/make: 1951 Harley-Davidson
Model: panhead chopper
Assembly: Dave Perewitz, Jay Souza
Time: 6 months
Chroming: Chrome Masters
ENGINE
Year/make: 1951 Harley-Davidson
Rebuilder: Boston Bill—New Orleans
Displacement: 74 cu. in.
Ignition: Mallory
Cam: Andrews
Carb: S&S
Air cleaner: Harley-Davidson
Pipes: Dave Perewitz, Jay Souza
TRANSMISSION
Year/make: 1951 Harley-Davidson
Shifting: 4-speed, hand shift
PAINT
Painter: Jay Crone, Keith Hanson
Type/color: PPG/silverflake with purple scallops
FRAME
Year/make: 2011 Rolling Thunder
Type: rigid
Rake: 32 degrees
Stretch: 2 inches
Shocks: none
ACCESSORIES
Bars: Burley Brand
Handlebar controls: Joker Machine
Fenders: Russ Wernimont Design
Headlight: Dave Perewitz
Taillight: Dave Perewitz
Pegs: floorboards
Foot controls: Dave Perewitz
Gas tank: Harley-Davidson Sportster
Oil tank: Rolling Thunder
Seat: Paughco
Grips: Jelly
FRONT END
Type: Harley-Davidson 39mm, shaved
Builder: Harley-Davidson
WHEELS
Make: custom
Size: 21-inch front, 16-inch rear
Tires: Avon
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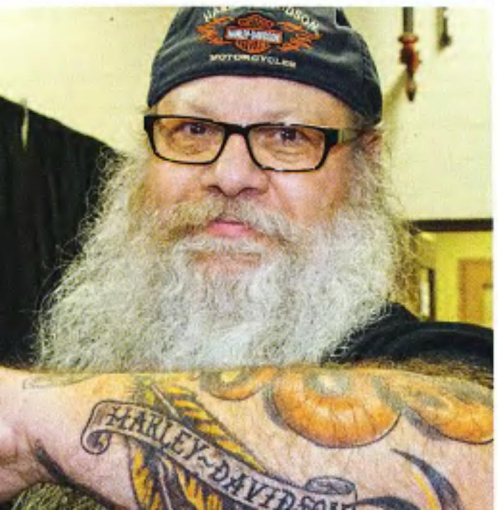


"Going to a tattoo convention is like going to an amusement park," says Alli Baker, a finalist on Season 2 of the Oxygen reality show *Best Ink*. "As soon as you get there, it's high energy and fast-paced. It's like an art circus." That pretty much captures how tattoo enthusiasts felt this past June 20-June 22 when Easyriders Events and *Tattoo* magazine brought the one, the only… Inxtravaganza (Ink-straa-vaa-gaan-zaa) to the AgriPlex at the Allentown Fairgrounds in Allentown, Pennsylvania.









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17600, 17601





17700



17800





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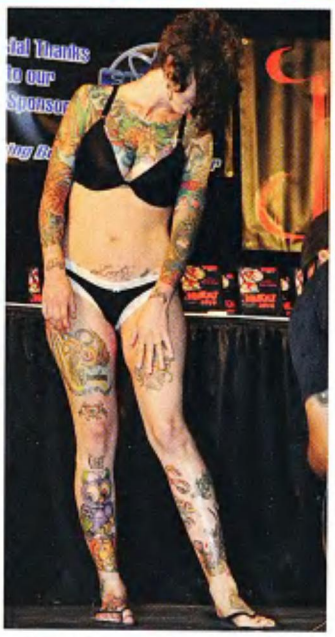

















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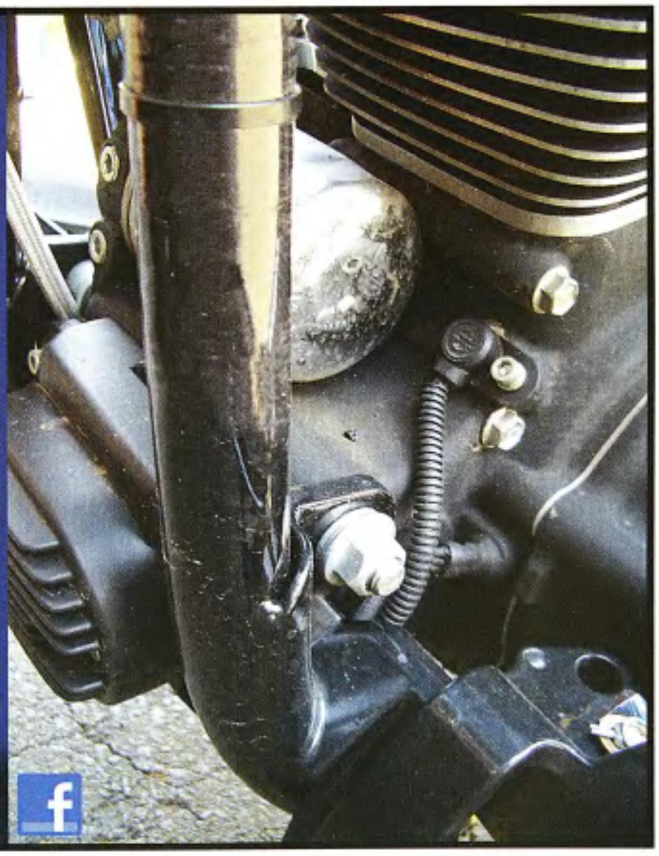
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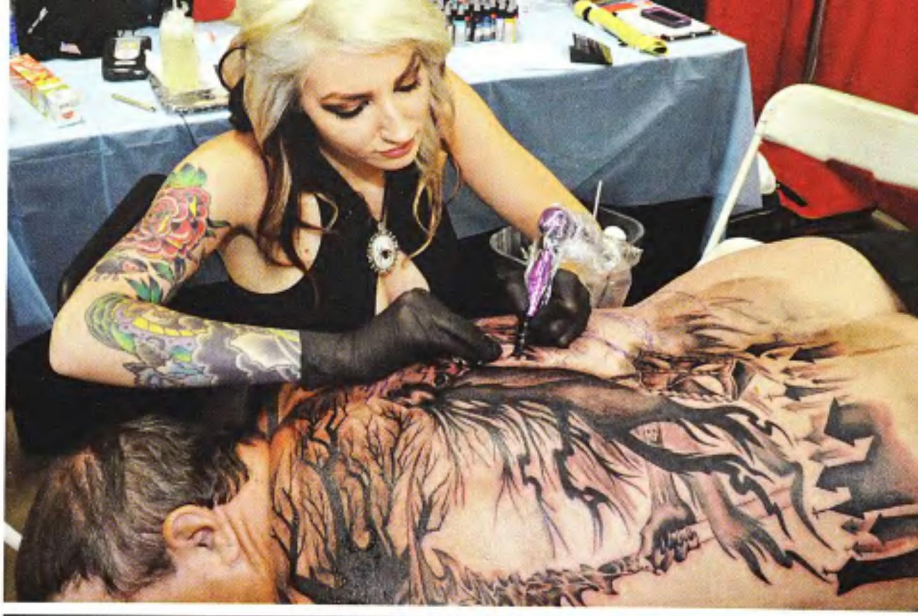


This ink slingin' carnival gave lucky event-goers the chance to get tattoos from Internationally renowned artists including the incomparable award-winning black-and-gray portraiture artist Marshall Bennett and color-aficionado Chris Thomas of *Tattoo Titans* fame. Celebrity tattooists from TV's *Best Ink*, *Ink Master*, *L.A. Ink*, and *Tattoo Titans* wowed the crowds and not a tattoo done in the AgriPlex that day wasn't worthy of being featured in these pages.

Besides a killer variety of vendors to handle all your tattoo, piercing and apparel needs, there were daily tattoo contests, art fusion to wow the crowd with a silent action benefiting the Helping Heal Heroes Charity, and tattoo seminars with celebrity artists. Special thanks to our official ink sponsor, Fusion Ink and our show supplier, Razorblade Products. Be sure to keep your eyes peeled on our Paisano Publications for events near you featuring great ink slingin' action! We've got monster tattoo talent lined up for our 2014 Easyriders Rodeo Tour and 2015 Easyriders Bike Show Tour coming to a city near you!

—Miss. Leah H.

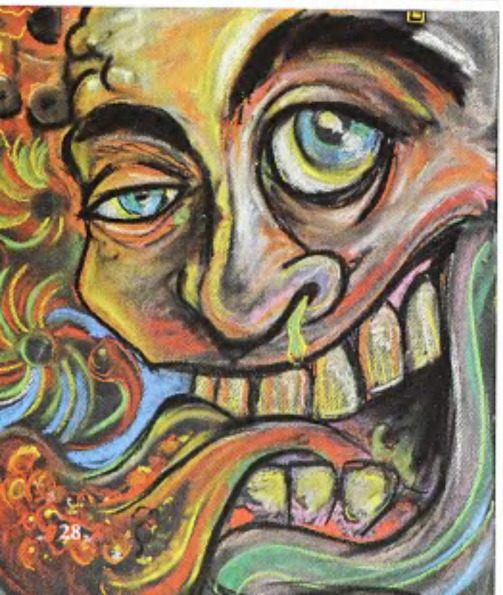
Photos: Billy Tinney

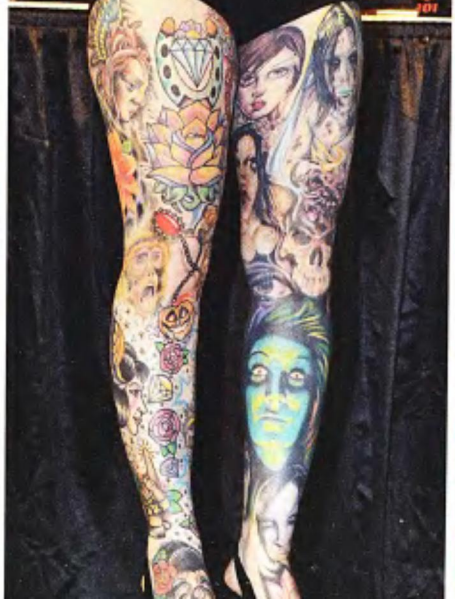








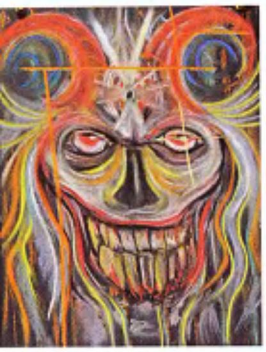






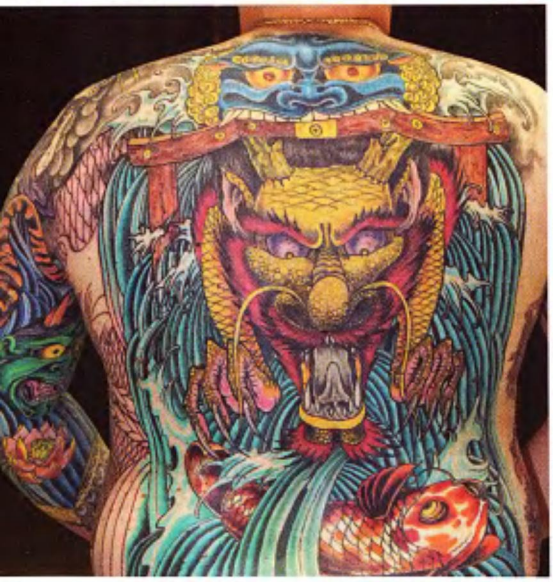


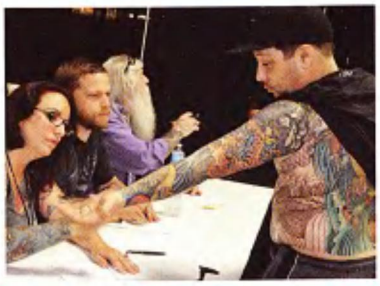














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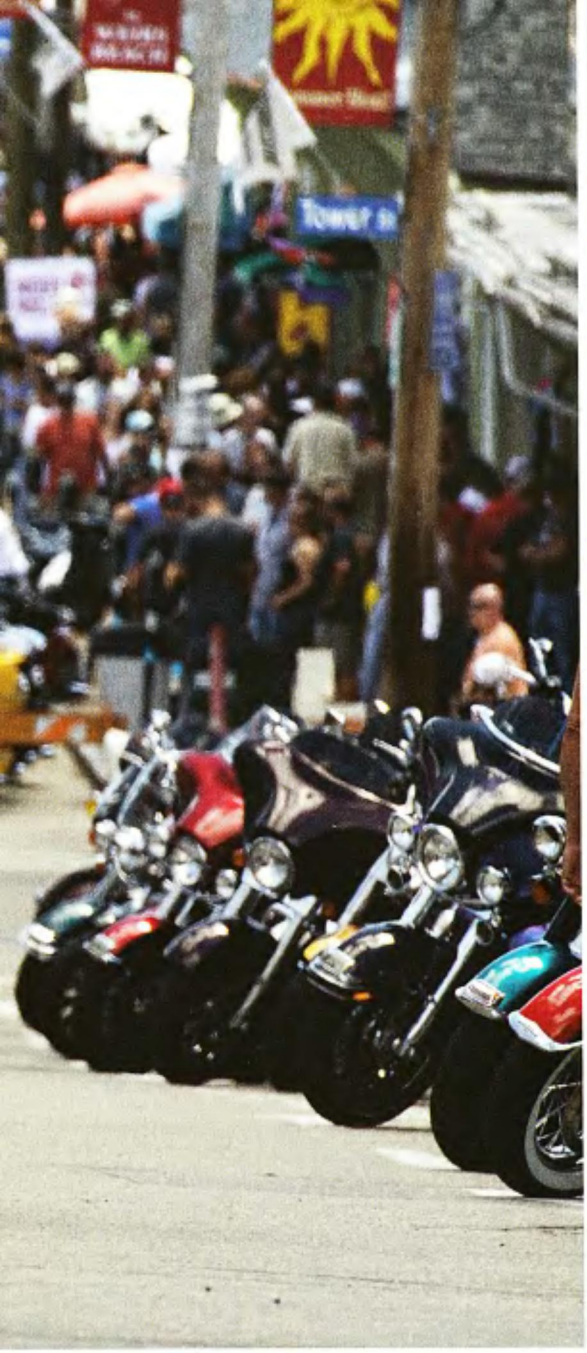

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LACONIA

AMERICA'S OLDEST RALLY TURNS 91

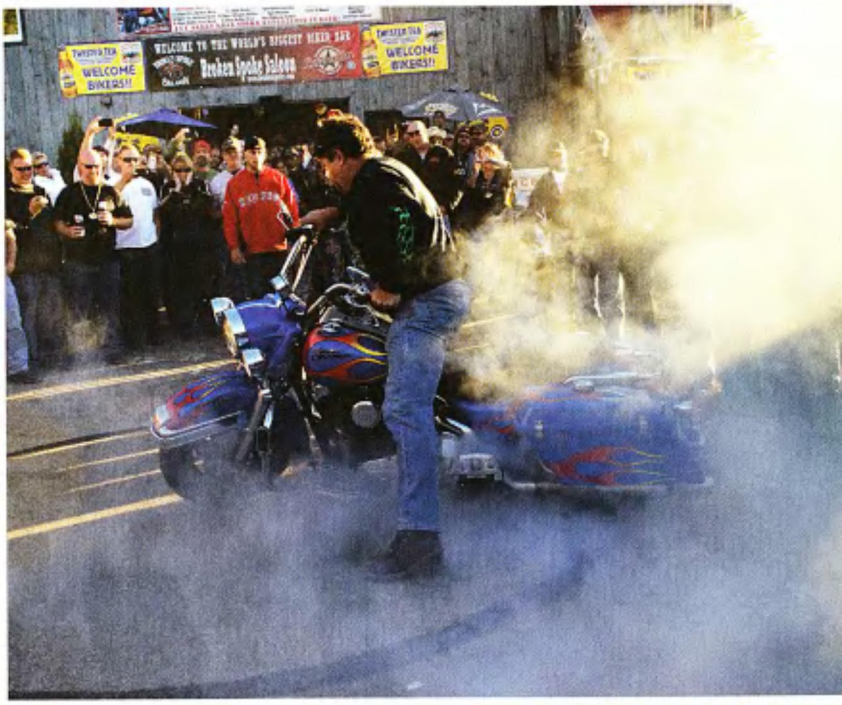
This past June 14-22, America's oldest motorcycle rally turned 91 years old and unlike last year's rainy run, this Laconia Bike Week was awash in sunshine and big biker smiles. Laconia Harley-Davidson, Seacoast Harley-Davidson, Heritage H-D, and the Harley Shop of Rochester pulled out all the stops to make bikers feel right at home for this week of ridin' and partyin'. The dealerships offered vendors, food, live music, and demo rides to whet bikers' appetites for fun.




LACONIA
NH
2014





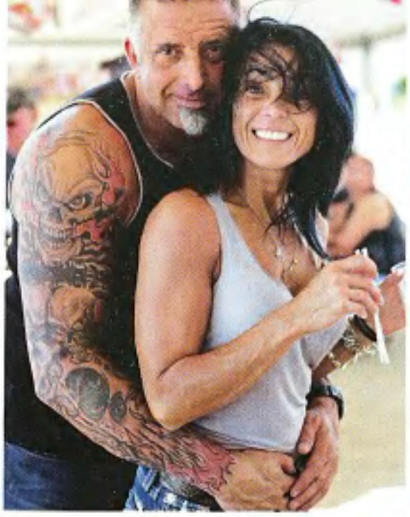

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WELCOME BIKERS!!


4


LACONIA
2014

Rally Headquarters was based at the Weirs Beach Boardwalk to get riders acclimated and Hillbilly's in North Conway offered scenic rides and live music. Speakin' of tunes, you could rock out at the NazBar & Grill on the water, hit Music at the Marketplace, or hang at the Broken Spoke Saloon for such biker shenanigans as oil wrestling, mechanical bull rides, and more. The Paradise Beach Club held crazy events all week, as did the Tower Hill Tavern.

If acting like a tourist was your thing, you could take a shuttle boat between Weirs Beach and Meredith to enjoy summer sun and wet 'n' wild lakeside hootenannies. Thousands of riders hit the Lobster Pound to watch a biker build-off, rode out to the New Hampshire Motor Speedway for the U.S. Legends International Racing, and enjoyed guided scenic rides in one of this country's most beautiful areas. It's no wonder this rally has been at it for 91 years. Visit http://easyridersregister.com/ to get your digital edition of Easyriders and check out the killer video of this year's Laconia action! *—Dave Nichols*













Photos: Michael Lichter



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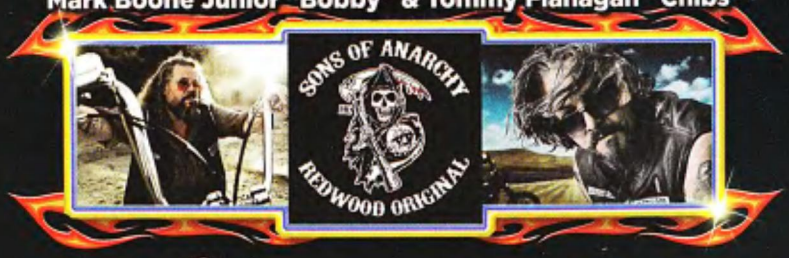




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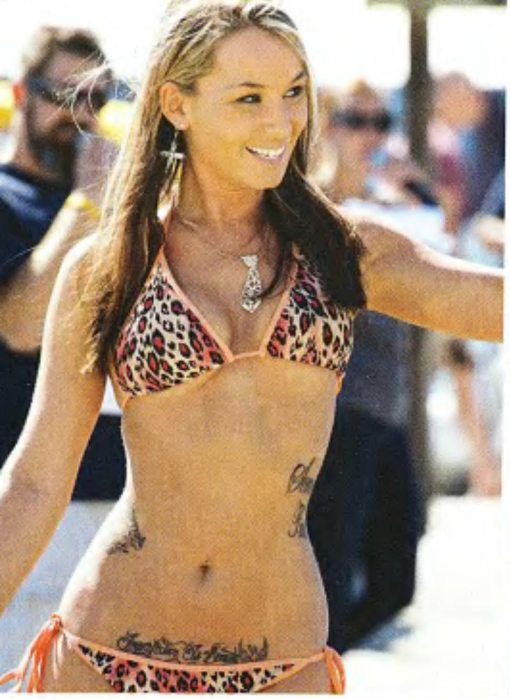
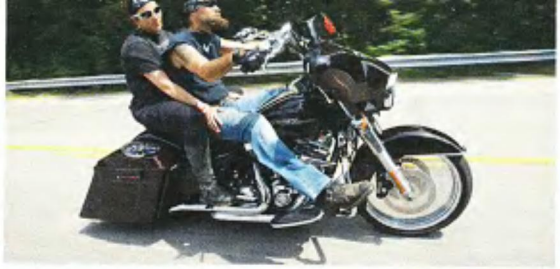
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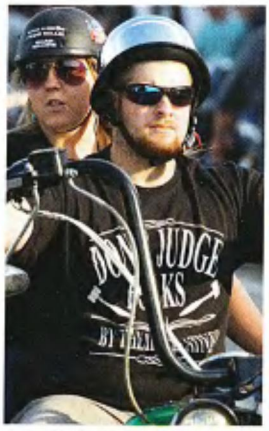
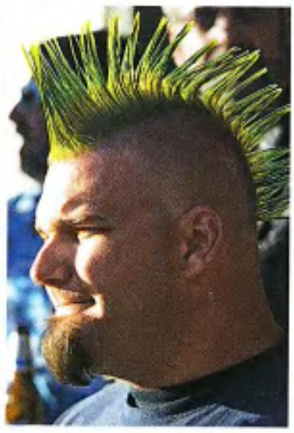
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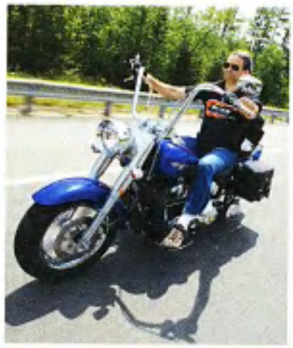
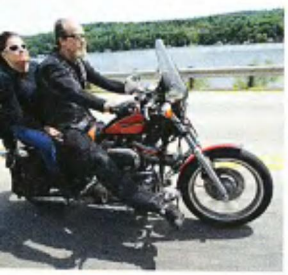
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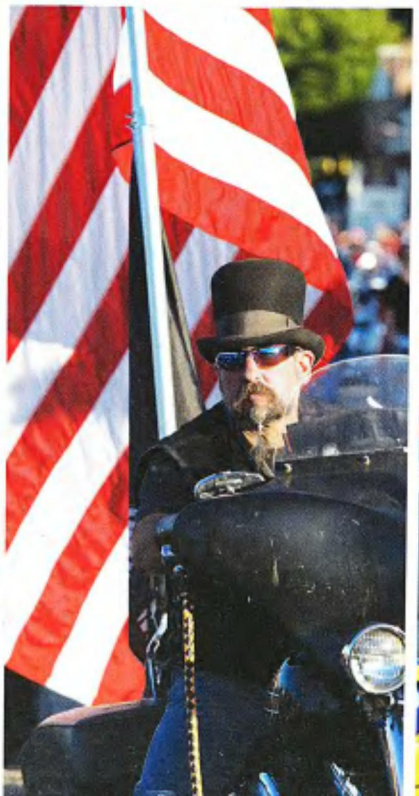
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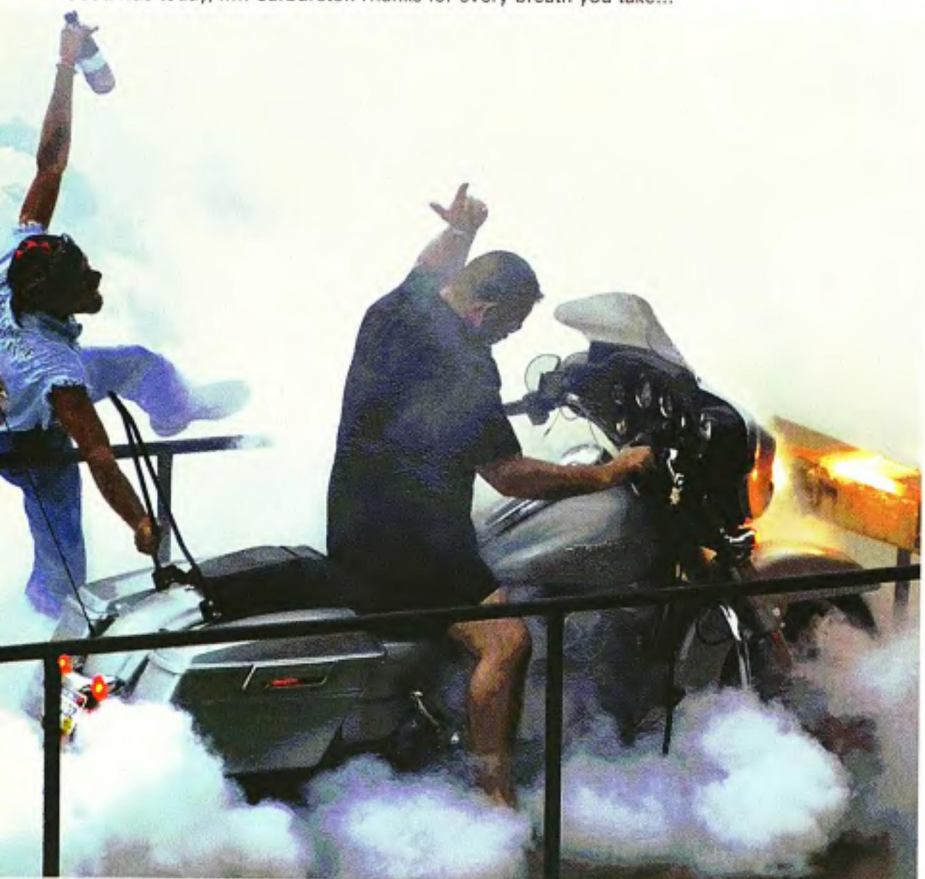
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Great guns—and tits!

—Les Holt, La Porte, Texas



Rockin' good times were had at the 2013 Rocky Point Rally, Puerto Peñasco, Mexico. —*Rusty Childress, Phoenix, Ariz.*

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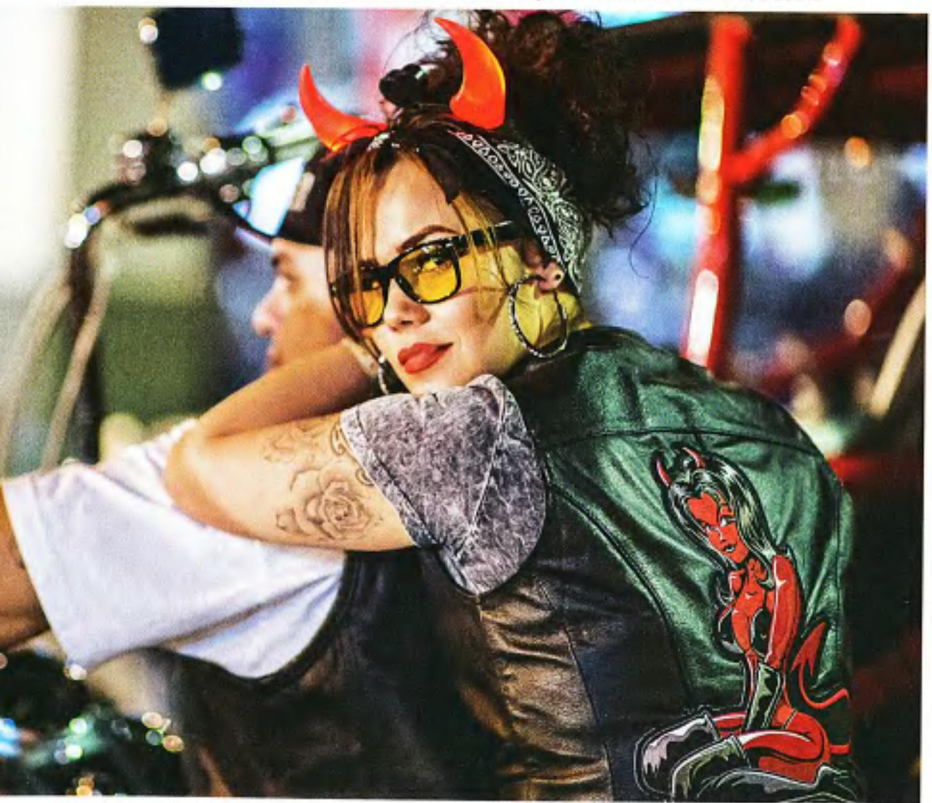
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Roses, ridin', and rigid romance on the streets of Daytona Beach at Bike Week 2014. —*Fred Stoll, Filmless Art, Union City, Tenn.*



Ya can't say she didn't warn ya, bro. —*Rusty Childress, Rocky Point, Sonora, Mexico.*



Peekaboo! —*Mark Sherman, Madera, Calif.*



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Time to ride.
—Felicia Morgan, On the road, USA

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Rolling cross-country on the annual Run For The Wall. —from *Goose Garrett, Goodland, Kan. Photo: Kevin Bottrell,* The Goodland Star-News.



Shorty Sporty smokes a Trumpet at the 2014 Laughlin River Run. —*Terry Bert, Frazier Park, Calif.*

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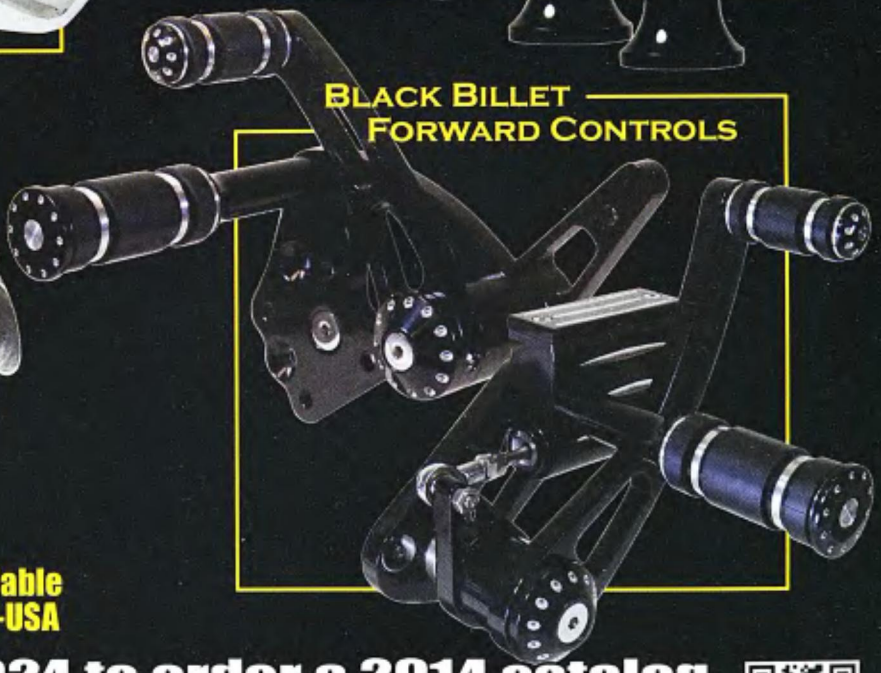
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RAT TECH

The exhaust pipe is like the bike... low, down and dirty.



Jack Kowalchyk's 2006 Evo



With 20 years behind the tattoo gun, Jack Kowalchyk of Albany, New York, knows how to leave an indelible impression that goes beyond skin deep. Seems to go with his bike builds as well. In this case, this Evo custom was built with what he calls "rat technology." When he rolled in for the photo shoot, it still had five years of accumulated Sturgis dust, but when it was hosed off during about ten hours of cleaning, a showbike came into view.

"This is the first drop-seat bike me and my buddy Mike Halachik built in a house garage back in 2006," Jack tells us. "He's a diesel mechanic and we just build our own toys for fun—choppers and rat rods. The only problem I had was getting the right paperwork, so I ended riding it around for a year with a bad plate until we got it straightened out."

As far as pieces of the puzzle, donor parts came from a 1995 Softail Jack had bought brand new and eventually ripped apart. Dan Carl rebuilt the motor for the new project while the bargain-priced tranny was snapped up at the JP Cycles tent sale at Sturgis. About the gnarly exhaust pipes, Jack says, "They were West Coast Choppers 'til I cut them in half." He adds, "I turned them up so that if the bike's been sitting in the rain, and people look over when I start it up, the water and black carbon shoots

Owner: Jack Kowalchyk (right)
City: Albany, New York
GENERAL
Designer: owner
Year/make: 2006 Drop-Seat Evo
Model: drop-seat custom
Assembly: Jack and Mike Halachik
Time: Endless
ENGINE
Year/make: 1995 Harley-Davidson Evo
Rebuilder: Dan Carl
Displacement: 80 cu. in.
Cam: Harley-Davidson
Ignition: Harley-Davidson
Pistons: Harley-Davidson
Heads: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): Harley-Davidson
Air cleaner: green
Pipes: West Coast Choppers
TRANSMISSION
Make: J&P tent sale special
Modifications: none
Shifting: 6-speed
PAINT
Painter: Nobody
Type/color: Imron/black
FRAME
Year/maker: 2006 Detroit Bros.
Rake: enough
Stretch: maybe
Shocks: none
ACCESSORIES
Bars: MiRic Chopped Kustoms (MCK)
Handlebar controls: junk pile
Fender: MCK
Headlight: Joker
Taillight: swap meet
Electrics: MCK
Gas tank: MCK
Oil tank: MCK
Oil system: Harley-Davidson
Seat: Bitchin' Seats
Pegs: MCK
Mirrors: junk pile
Grips: Joker
FORKS
Type: springer
Extension: stock
Builder: Redneck Engineering
WHEELS
Size: 21-inch front, 16-inch rear
Wheels: Sturgis
Tires: Avon
Brakes: PM rear
Photos: Dino Petrocelli







all over them. The pipe is like the bike... low, down and dirty, the way I like it."

As far as cosmetics, the tank graphics spell out "Motorhead," something Jack felt like throwing on after spraying the Imron biker black paint job. He also added detachable brass knuckles to the triple trees as well as embedded several 1800s vintage coins. "If I need a couple hundred bucks, I can pop them out and keep going."

While he recently opened his new 5-star rated custom ink shop called Make Your Mark Tattoo in Colonie, New York, Jack plans to re-accumulate those layers of South Dakota dust on his bike. While this drop-seat, long distance rider is a keeper, he says he will wrench you something that will drop your jaw. You might even get a tattoo out of the deal as well. *—Paul Garson*





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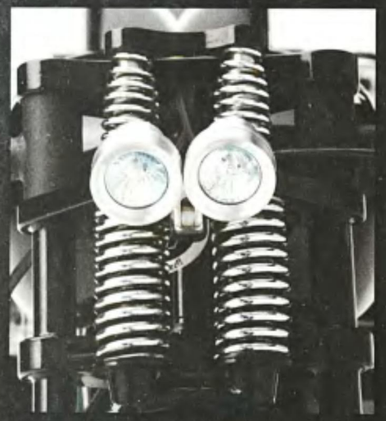
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This month's *Easyriders* girl is the lewd and tattooed Ashley, a personal friend of bike owner and inkslinger Jack Kowalchyk.

Mama Tried



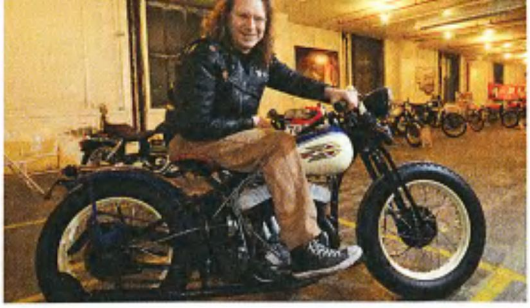


Mama tried to raise me better, but her pleading I denied, That leaves only me to blame 'cause Mama tried. . . . From the lyrics to "Mama Tried" by Merle Haggard, 1968

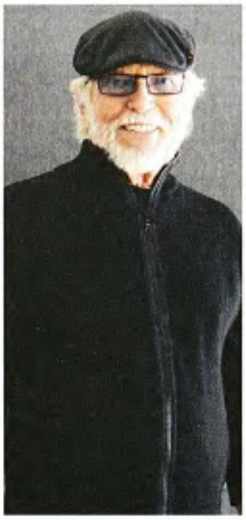
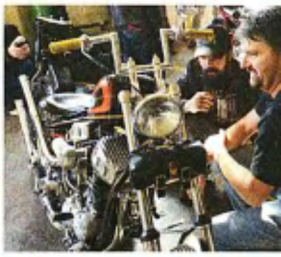
So let me get this straight, a couple of guys decide to stage a first ever grass roots bike show in Milwaukee in the middle of a very cold and snowy winter with just 8 weeks to organize it? Most would say, "That's not going to happen!," but with the likes of old-school bike builder Warren J Heir Jr. (Jr's Cycle Products) and race connected Rockerbox producer Scott Johnson behind it, anything is possible.

Scott approached Warren on several occasions about creating a grass roots show, but Warren always answered, "I fucking hate bike shows!" Then last December, realizing that they could control which bikes would be invited to create a very cool show reflecting their vision, Warren relented and work began on Mama Tried.

With the help of the bike-riding hotelier Tim Dixon, who signed on his Iron Horse Hotel as an early show sponsor, the entire third floor of the old candy factory located next to the hotel was made available. Invitations then went out to some California builders starting with Scott "T-Bone" Jones, followed by Denver Dan, Jeff Leighton, Will Thomas, and Bronsonville's Shawn Donahue and Scott Craig. Then came FTWCo's Jeff Wright and Brad Smith from Iowa,





Chicago's Bravetown CoOp with Brian Harlow, Josh Kurpius, Bobby the Leg and Bobby Goodtimes, Minnesota's Dave Polgreen, Pete Mason, Jordan Dickinson and Kevin "Teach" Bass, Detroit's Brad Richards and the Haints from Alabama with their off-the-charts energy. Everyone else just seemed to fall in place.

Mama Tried opened with a bang Saturday morning at 11 a.m. and buzzed all day with a line down the street until closing at 11 p.m. People into custom bikes and racers, curious locals, bike builders, and riders that crossed the country along with celebrities like Willie G. Davidson all showed up to see what these young chopper guys were up to. Ray Drae, director of H-D styling, was also there along with others from Harley-Davidson, as their youth outreach group adopted Mama Tried from the get-go when they became a golden "no-strings-attached" sponsor.

Seventy bikes were on display, despite wicked Midwest weather. The mix from highly polished Born Free invite bikes to greasy culture and racers right off the track was boggling. Paul Wideman (Bare Knuckle Choppers) hand fabricated every possible part on his spectacular new knucklehead and Ben "Bender" Boyle (Benderwerks) prepped his fat tire pan/shovel with 640 AMA-approved bolt cutter screws for Sundays spills and thrills on the ice. On the other end of the spectrum from the many race-flavored bikes was Ray Bott's stock 1971 shovel that he bought new and which Warren personally invited, because, as he said, "Growing up in a Harley shop, this bike and shovelheads in general resonate with me." The underlying theme was clear: these bikes are all ridden hard on the street, track, dirt or ice, and these bikes are COOL!

While Mama Tried was just a one-day show, with *Dice* magazine's pre party at the Harley Museum Friday night, the Iron Horse Hotel's packed bar right next door, Saturday nights after party at the Cactus Club, Sunday's ice racing on Lake Michigan and all the partying along the way, it was quite the weekend as I'm sure the more than 6,000 attendees that made it a homerun will agree. Bender summed it up saying, "The enthusiasm was there. I'm stoked and I'm still glowing from the overwhelming experience!" With participants who crossed the country to make the show feeling this good, who knows where Mama Tried will go next year, but according to Warren and Scott, wherever it does go, rest assured the vision and spirit will be the same.

Mark February 2015 for Volume 2, but check mamatriedshow.com for final dates and details as they are available. I'll be there again as I've already accepted an Iron Horse Hotel invitation to do an exhibition of my archive prints, so hopefully, I'll see you there.

—Michael Lichter

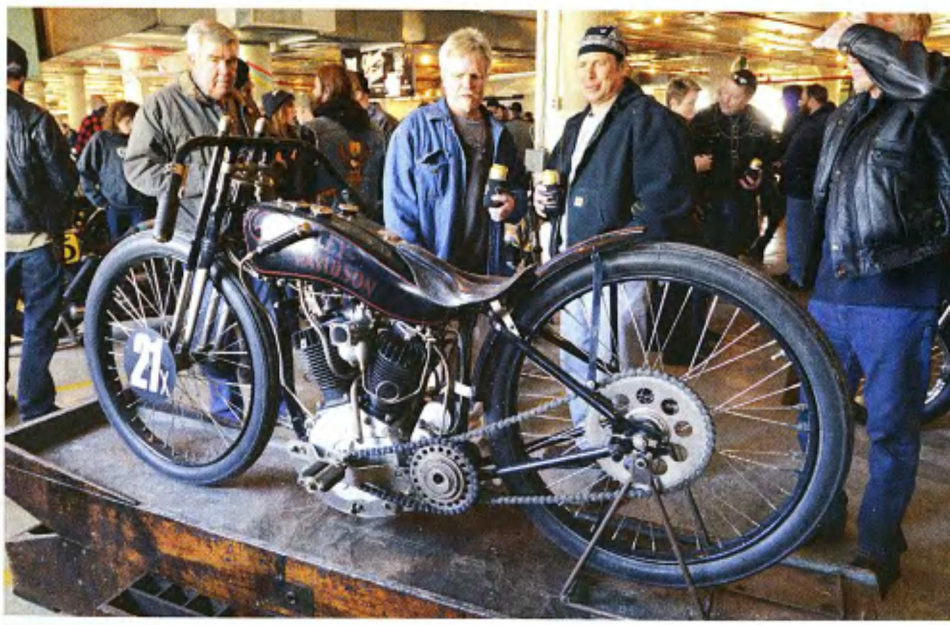
Warren J Heir Jr., (Jr's Cycle Products)
www.jrscycleproducts.blogspot.com
Instagram: @chprs4life

Mama Tried Show
www.mamatriedshow.com
Instagram: @mamatriedshow

Photos: Michael Lichter





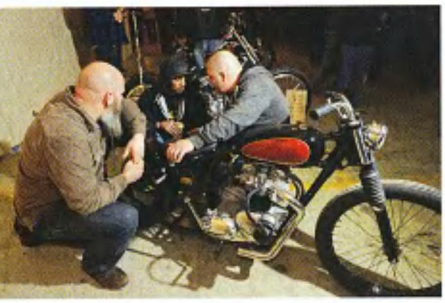




















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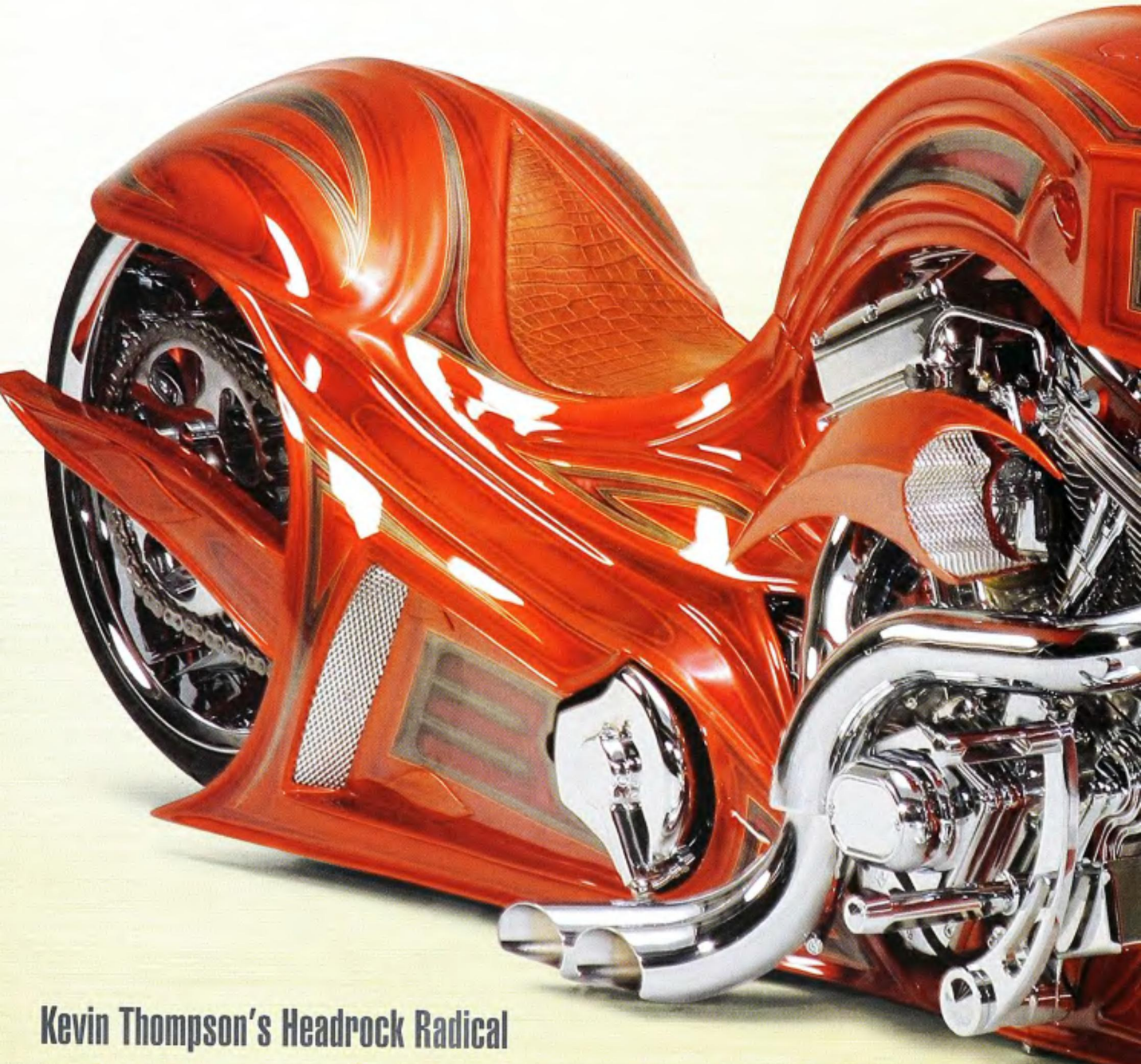
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Kevin Thompson's Headrock Radical

METAL MAGIC



"David Head's built some bikes for me before," Kevin Thompson begins, "but nothing like this! This time around I told him I wanted something no one else had, something really out of the ordinary." And since sheet metal magic is the specialty of the house at David Head's Headrock Radicals shop in Taylorsville, North Carolina, out of the ordinary is exactly what Kevin got, with every inch of it, every curve, swoop, and flair, completely handcrafted.





The project took about 8 months to complete and it all started with a bare-naked Independent Low Life frame. Working from that collection of stripped-down tubing, Kevin and Dave started bouncing ideas around. Everything was sketched out then mocked up in cardboard so that the guys could stand back to take a look before David turned it all into steel. "We tried all sorts of different things," Kevin says, "until we came up with what we liked." Starting with that basic Independent frame, Dave Head handcrafted it all, from the front fender to the gas tank, to that amazing seat/rear fender/side cover creation.

Included in all that is more than 70 feet of small-diameter tubing outlining the edges of just about every piece and panel. With air suspension front and rear, and a specially made 8-inch-under American Suspension front end, all that craftsmanship drops right down to the





ground where it can sit about 1/2 inch above the pavement on specially made frame pads.

As spectacular as Dave's sheet metal work is, the paint job, Kevin thinks, is equally breathtaking. Peter Weber in Statesville, North Carolina, used candy nectarine as a final touch, accenting the bike with scallops and painted panels everywhere. Obviously a show-stopper, the bike's taken Best Of Show awards in Panama City, Florida; it's been a winner at the Easyriders Bike Show in Charlotte, North Carolina; and taken trophies at a handful of smaller shows.

This art project on wheels has been complete for a little more than a year now, and in case you're wondering, Kevin, a heating and air conditioning contractor, does indeed ride it. "Just to showboat a little," he tells us. No kidding.

—Joe Kress

Owner: Kevin Thompson (right)
City: Inman, South Carolina
GENERAL
Designer: Kevin Thompson
Fabrication: David Head
Year/make: 2013 Independent
Model: Low Life
Assembly: David Head
Time: 1 year
Chroming: Carolina Custom Metal Finishing
ENGINE
Year/make: 2013 Ultima
Displacement: 127 cu. in.
Ignition: Ultima
Cam: Ultima
Carb: S&S
Air cleaner: David Head
Pipes: Eddie Trotta Thunder Cycle
TRANSMISSION
Year/make: 2013 Ultima
Shifting: 6-speed
PAINT
Painter: Peter Weber's Custom Paint
Type/color: Matrix/Candy Nectarine
FRAME
Year/make: 2013 Independent
Type: Low Life
Rake: 45 degrees
Stretch: 7 inches
Shocks: Legend Suspensions
ACCESSORIES
Bars: David Head
Handlebar controls: PM
Fenders: David Head
Headlight: Phantom
Taillight: Eddie Trotta Thunder Cycle
Speedo: Dakota Digital
Pegs: Accutronix
Foot controls: Accutronix
Gas tank: David Head
Oil tank: David Head
Seat: Pete's Seats
Grips: PM
FRONT END
Type: American Suspension, 8 inches over
Builder: American Suspension
WHEELS
Make: MetalSport
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First Motorcycle?

The debate continues over which vehicle was the first motorcycle. Many feel that honor belongs to the German 1895 Hildebrand & Wolfmüller, considered the oldest production motorcycle, auctioned off more than four years ago for $132,000. But also in the running is this 1869 Roper Steam Velocipede *(above)*, built by Sylvester Roper of Roxbury, Massachusetts. It has two equal sized wheels and a twist grip for acceleration and braking. But purists, who equate motorcycles with gas engines, will deny the vehicle motorcycle status because of its two-cylinder oscillating steam engine. Roper was inducted into the AMA Hall of Fame in 2002. Was this a valid motorcycle? We suggest that if a biker shows up for your poker run on a steam-driven Roper Velocipede, let him ride with you. Keep in mind, though, that he'll top out at 40 mph and can carry only enough coal to go 25 miles.

There Oughta NOT Be a Law

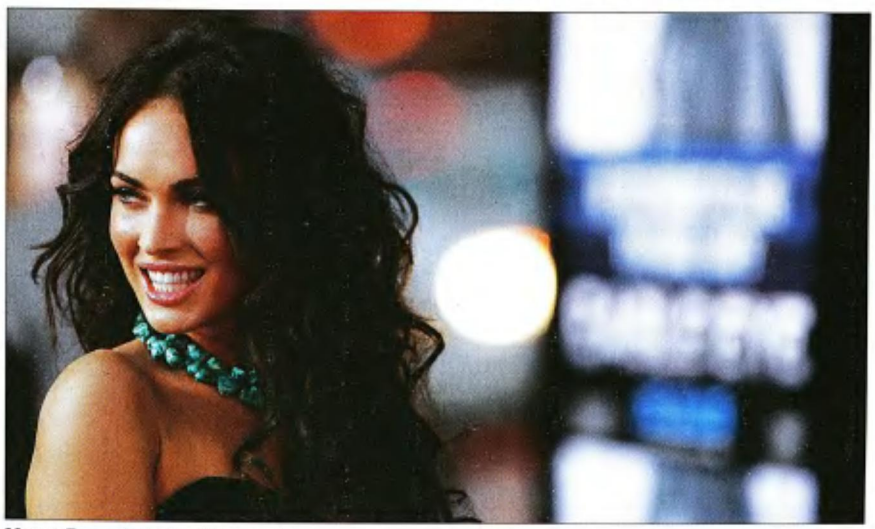
- Women may not wear housecoats while driving in California.
- Please, no sex with a porcupine in Florida.
- No kissing on a train in Wisconsin.
- In Utah, birds have the right of way on all highways.

Guess Who Hates Bisexuals

Any bro who has had, or plans to have, a threesome—and we're talking here about the good kind, not a devil's threesome—admires and respects bisexuals, particularly bisexual women, for their contributions to society. According to a recent study by the University of Pittsburgh Graduate School of Public Health, this attitude is not shared by mainstream American heterosexuals, who look down on bisexuals.

A more surprising finding is that there are two other subcategories of Americans who also don't care for bisexuals: gay men and lesbians. They weren't as negative as heterosexual folks, but negative nonetheless, some saying that bisexuality is not "a legitimate sexual orientation." In other words, bisexuals should stop straddling the fence and make a decision. The findings call into the question whether the LGBT (lesbian-gay-bisexual-transgender) alliance is a happy one.

Bisexuals sometimes find themselves in the same position as many Welsh, whose ethnic identity is often denied by their fellow British countrymen. We didn't interview any male bisexuals, because we don't know any, but we did talk to several female bisexuals at random. (Okay, not really at random; we chose cute ones.) They all bristled a bit under gay and lesbian rule, feeling they didn't fit in the LGBT fraternity/sorority except when using rainbow crosswalks. Said one striking redhead, "I have more girls in a month than a lesbian has in a lifetime. Lesbians date for a week, then move in with each other, adopt a cat, and proceed to have sex as tedious and unimaginative as any heterosexual couple." The revolt has begun.



Megan Fox, self-declared bisexual.

Misheard Lyrics Dept.

I see a Renoir and I want to paint it black.

From "Paint It Black," The Rolling Stones

Real lyric:
I see a red door and I want to paint it black.

She's giving me egg citations.

From "Good Vibrations," The Beach Boys

Real lyric:
She's giving me excitations.



Adolf Hitler, Faithful Husband

Eva Braun and Adolf Hitler were married on April 29, 1945. They committed suicide together the following day, April 30. Historians concur that Adolf was sexually faithful to Eva during the entire marriage. Then again, they lived in a bunker.

Government Pay

Weapons contractors rake in billions of dollars by manufacturing rifles that jam in combat or space-based laser weapons that will never be deployed because they can't kill a sparrow let alone destroy an ICBM. But what about the most successful defense contractors in history, the scientists in the Manhattan Project who built Little Boy and Fat Man, the two nuclear bombs that ended World War II with Japan? Imagine how much those guys made. You don't have to imagine because we know. The Bomb required scads of new technology, and every Los Alamos scientist had to assign his patent to the government for $1 apiece. On principle, one physicist, Robert R. Wilson, stunned the government patent attorney by demanding his sundry dollars. He was bargained down to 30 cents on many inventions, to 10 cents on others.

You Won't Get This One

Which state has the highest percentage of households with broadband Internet access?

a. Alaska
b. Washington
c. Utah
d. New Jersey
e. New Hampshire
f. New York
g. California

Answer: a. Alaska. Washington, Utah, New Jersey, and New Hampshire (b,c,d,e) rank 2nd through 5th. New York and California rank only 31st and 32nd.

Famous/Infamous Last Words

"Hurry back."

—Humphrey Bogart to wife Lauren Bacall as she left for the grocery store. She didn't make it.

"Viva Italia! Goodbye to all poor peoples everywhere! Pusha da button!"

—Giuseppe Zangara, assassin of Chicago Mayor Anton Cermak, executed in 1933, in Florida.

Real Men Don't Have Prostates

When you reach the age of 50, you are likely to have an important conversation with your doctor: when should you cut out your prostate gland? It's almost as routine as taking out a kid's tonsils used to be. (That turned out to be controversial, too.) In 1992, the late Gulf War hero General H. Norman Schwarzkopf was diagnosed with prostate cancer at the age of 59, and became a poster child for the virility of cutting out one's prostate.



He said ridding yourself of your prostate is like assuming a "kung-fu attack position." Other celebrities also had their prostates removed, and talked about the manliness of doing so, and soon droves of men were running to the OR to be similarly neutered (metaphorically speaking).

Today, the diagnostic tests, such as PSA, used to detect prostate cancer are in ill repute because they provide so many false positives. But as a medical economist pointed out to us, prostate clinics are big profit centers for hospitals now, with expensive equipment whose cost must be amortized over many years, so the herding of men to the scalpel must continue. The numbers don't add up. About 183,000 men are getting their prostates excised or zapped dead with radiation each year, but only 28,000 men die per year from prostate cancer. That means at least 155,000 men are treated needlessly in order to save the 28,000, who would normally live longer than most Americans because prostate cancer victims die at the mean age of 80.

We're not telling you not to treat your prostate if you get a bad diagnosis, but you might want to make the decision yourself rather than allowing your doctor to take full control. The side effects are much worse than advertised. There are the two "I's," impotence and incontinence. And you won't be riding your rigid anytime soon.

FoxHunt

Meet This Month's Winner!

In this month's mag, meet a sweet, juicy and slightly fuzzy peach named Vivian from Kennesaw, Georgia. Her hobbies include sports, podiatry, and nude taxidermy. See her deliver a full 12-point lube service to Chris Garrison's insane in the membrane Night Train without using her hands in this issue.

—Moosecock Montana





#1001 Amanda–Georgia

"I felt so free with the wind in my hair and the vibrations of the bike. Sure was handy to have a handsome biker to wrap my arms around!"



#1003 BreaAnn–Utah

"It was a nice massage between my legs—hello numbness! Fuck the toys in my dresser, I just need a Harley!"



#1002 Fellacia–Arizona

"On my first Harley ride the vibes got me so hot I started screaming. The driver asked if I needed a hospital and I told him no, but I could sure use a towel!"



#1004 Robin–Texas

"My first ride was when I was six on our neighbor's Harley. One short ride was all it took to know that I wanted a bike someday."

FoxHunt

Win $1,000!

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 dashing ding-dong daddies. Meet Jessica, a gorgeous little filly from Dalton, Massachusetts, where she was raised by a pack of timber wolves who could speak English—or was that just a cartoon I saw? In any case, come back next month or we'll get a big itchy rash on our butt and probably have to go get some kind of cream for it.

496

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

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

Model's Name:
Address:
City: State: Zip:
Home Phone: ( ) Cell Phone: ( )
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I will pose: ❑ Nude ❑ Topless only
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Photographer's Name:
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Photographer's Signature:

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

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

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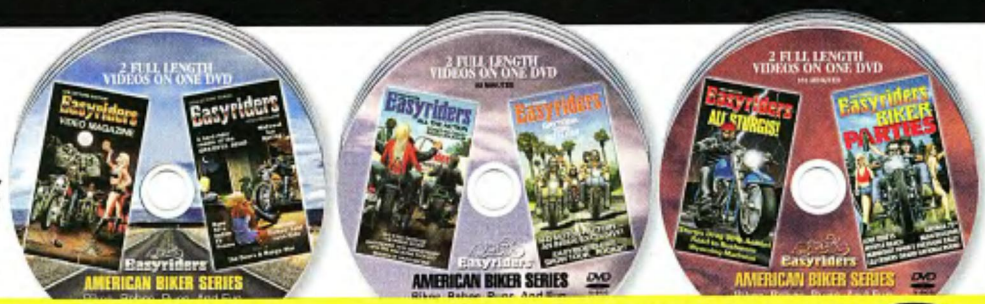
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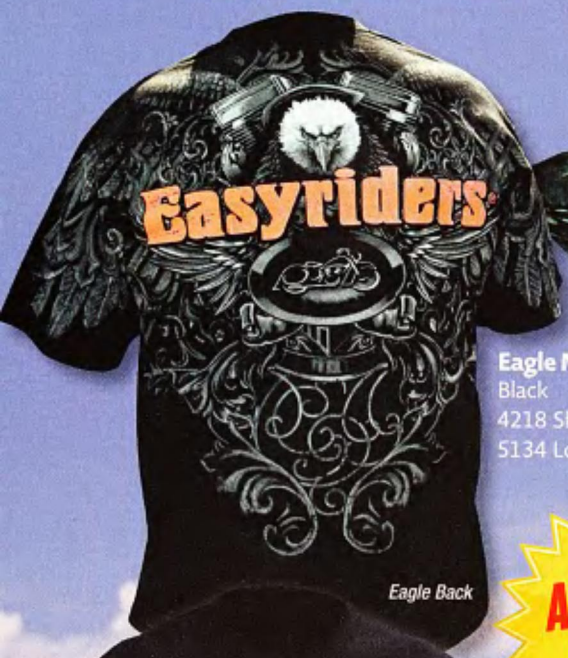
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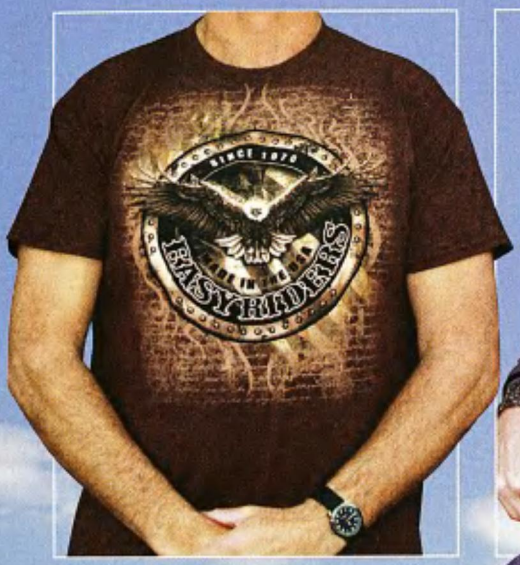
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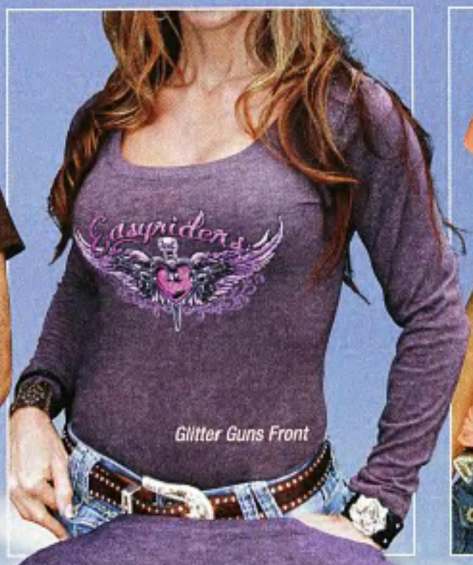
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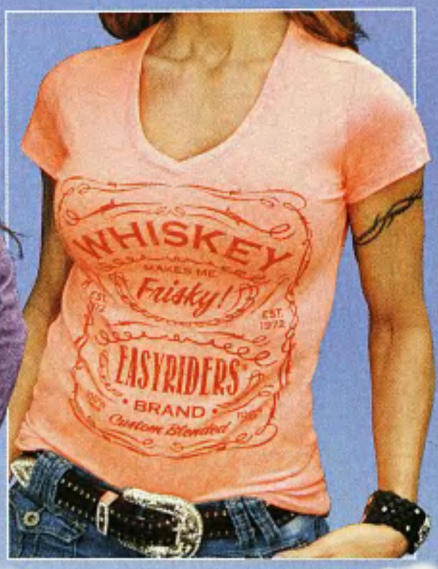
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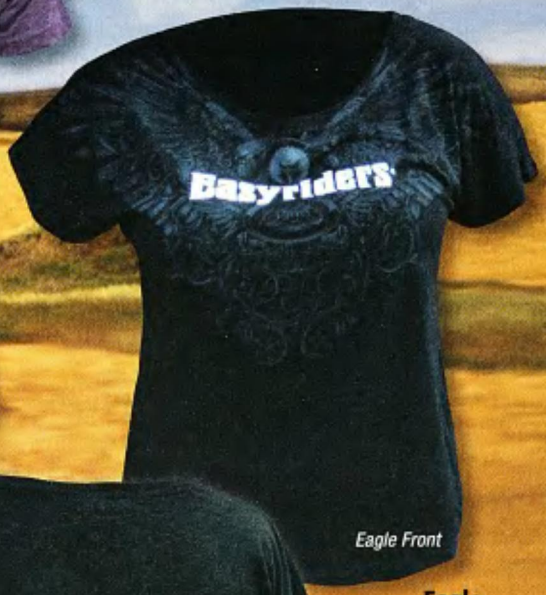


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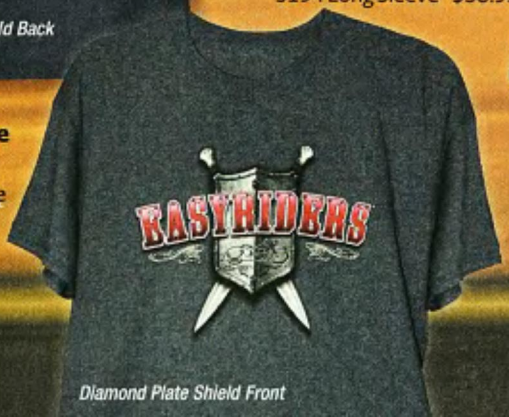


Diamond Plate Shield Back

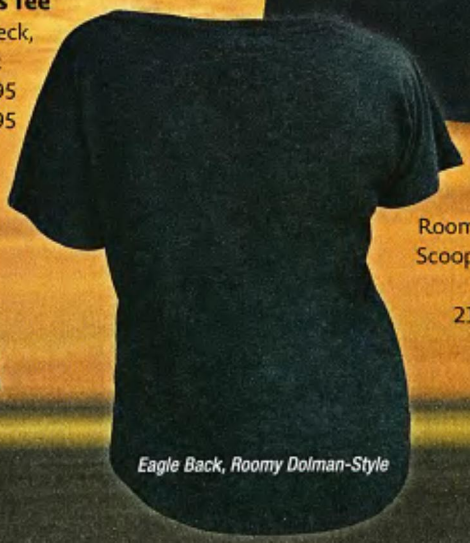


Eagle Front

Diamond Plate Shield Mens Tee
Heather Navy
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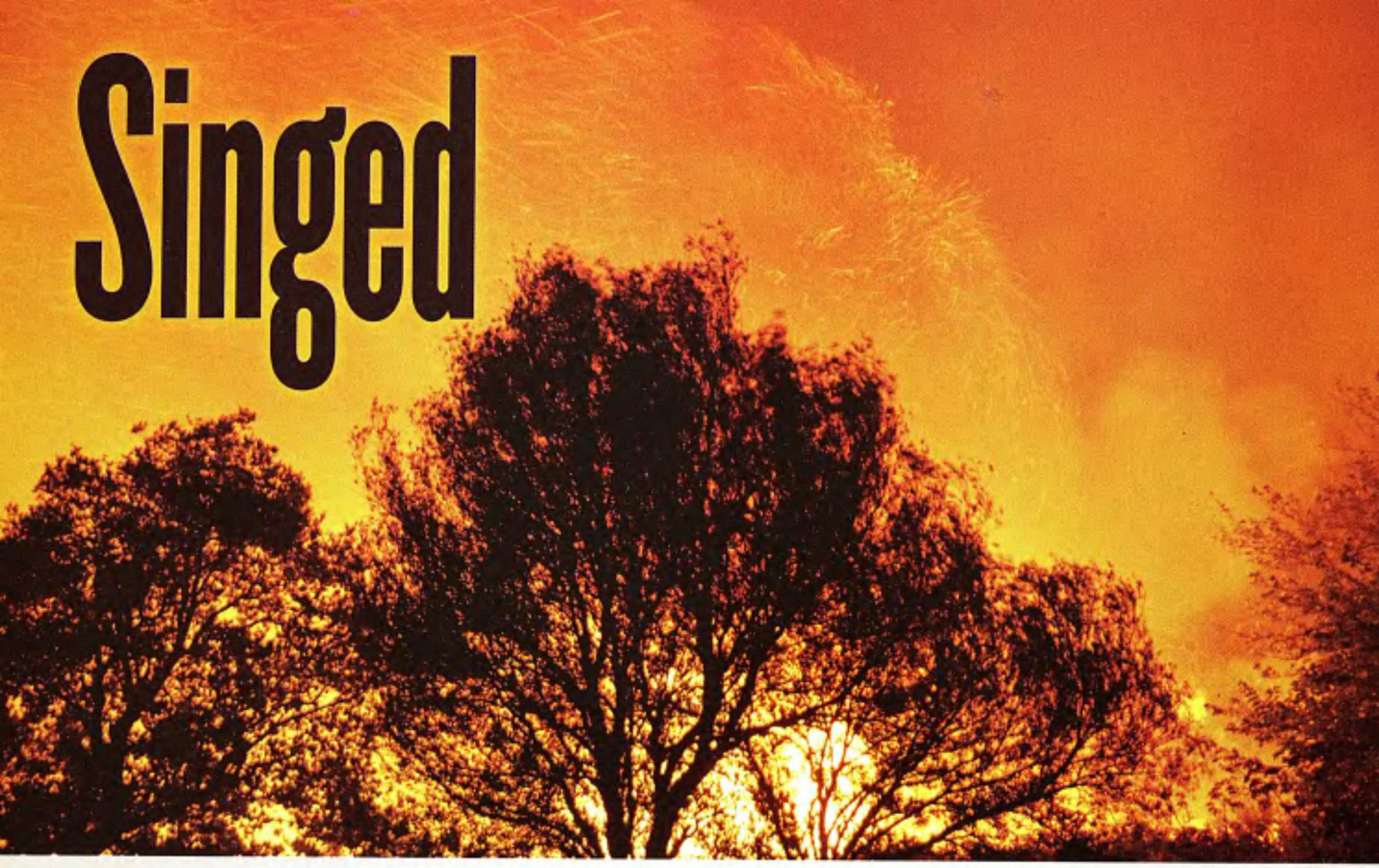
Diamond Plate Shield Front



Eagle Back, Roomy Dolman-Style

Eagle Womens Tee
Vintage Black
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2184 Short Sleeve
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Singed



Jake "the Madman" ran his Evo Bobber up through the gears and enjoyed the sound of the open drag pipes as they echoed off the cages he passed. He split lanes like a madman, looking for that open stretch of interstate where he could watch the broken white lines become a single blurred stripe on the road.

"You definitely earned your nickname." Layla screamed into his right ear to make sure Jake would hear her. "You ride like a man possessed."

"Damned right." He shouted back to her, then twisted the wick still tighter. He liked it better when pretty female passengers kept quiet when they were tucked in on the back of his putt. They were always askin' for rides and then chatterin' when they were all tucked in tight between his back and the tall sissybar. He didn't want distractions when he was cranked to 110mph out on the open highway, but some chicks just didn't get it.

"What happens if the engine blows at this speed?" another question shouted at the top of her lungs.

"A lot of things, all at once and, none of them good," he shouted back through his grin.

Layla stayed quiet for the rest of the ride. He dialed it back, took the next exit for the scenic route back to her place. He pulled up in front of her digs, where she dismounted, kissed him on the cheek, and said, "Next time take it a little slower, will ya?" Layla shook her head, strolled up the front walk and out of Jake's life like a hundred others before her.

Bikers all have different riding styles. Some need to test themselves to the extreme, some enjoy the sensation of just cruising along, at one with nature and the road while their machine growls beneath them.

Jake liked to test the limits. He split lanes, speeding most of the time and paying for it with fines and the occasional broken bone or two. He lived for the thrill until the day he decided to knife between two dawdling semis at 80mph. No biggy for Jake as he'd done it dozens of times before with the only price being an angry blast of a semi horn. On this particular occasion though, the odds shifted a bit. He was dead center of the semi's, his front wheel was shimmyin' a bit in the crack between the lanes but he was handlin' it. Suddenly, the intense buffeting wind between the rigs tore his KD's right off his face, the wind hit Jake's eyeballs and he was blind.

Jake's philosophy at this point was like most bikers faced with such a situation, "When in doubt, gas it!" And he did just that. He power downshifted to fourth, wound her up to a hundred, and on pure instinct passed the right hand semi, cut in front of it and headed for the shoulder while peering through tear-filled eyes and making a guess as to where that shoulder really was. He made it fine and hit the brakes. He slowed carefully, knowing full well that the shoulder was filled with nuts, bolts, and myriad other bits of crap that could put him down. Sure as shit a flattened hubcap caught under his rear tire and he was sliding sideways along the rough shoulder while his bike did a couple of end-o's and landed in the grass.

Jake's leathers and his gloves kept him relatively undamaged save for a badly bloodied knee. The visor snaps on his shorty helmet were worn off as well but

overall he was undamaged. His bike was a mess, bent forks, trashed primary, and for some reason his oil tank had split, but the real damage was to Jake's psyche.

Flash forward two weeks and Jake's bike was fully repaired, his knee scabbed over, and the highway called. Jake kicked over the Evo, which was now nicknamed "Rootbeer" (because that was the only paint he had in his garage), and he was back out on the road. But somethin' was different. He had no desire to crank down Main Street above the speed limit, split lanes, or for that matter take any risks. His outlook about riding had changed and he didn't mind. A casual putt gave him all that he needed. He was satisfied to lope along, listen to his pipes, and feel the sun on his face.

He decided to take a few weeks off from his shop and take a long leisurely road trip to enjoy his new-found attitude toward life and ridin'. He packed up his tent, sleepin' bag and a change of clothes, strapped them to his still twisted sissybar to head west into the forests. He'd ride new roads and camp along the way.

By the third day of the trip, Jake had completely adjusted to his new ridin' rhythm. He found he could enjoy the twist and turns of the back roads without tearin' up Rootbeer or riskin' tickets and bones. He pulled into a mom and pop store at the base of some heavily forested mountains, topped off with gas, bought some beer and hot dogs, and threw them into his new throw over bags. He chuckled to himself, 'Man a month ago and I wouldn't have been caught dead with bags on my bike'.

Rootbeer caught on the second kick and he aimed her up the mountain, lookin' for a quiet place to camp. About five miles up he spied a pine needle strewn fire cut and rolled the Evo onto the path. He slid and drifted on the slippery needle bed until he found a little pull off and rolled in and shut her down. In twenty minutes he had the tent up and his bag rolled out. Jake sipped a beer as he watched the sun drop behind the trees, smelled a campfire off in the distance, and suddenly he was damned happy he'd taken the trip. He crawled into his sleepin' bag and was snorin' within minutes.

Jake awoke, barely able to breathe. He coughed violently and his eyes burned fiercely. He unzipped his tent and stepped out with his sleepin' bag around his ankles. He tripped, fell on his back and looked up to see heavy wisps of smoke driftin' not ten feet above him.

"Shit." He said aloud. He kicked the bag from around his ankles stood up and peered through the trees and down the mountain. An orange wall of flame was headin' right toward him. The wind was in his face so he knew that the fire would be on him in minutes. He ran to Rootbeer, ripped open her saddlebags and pulled out two bandanas and his goggles. He pulled two beers from the bags and poured them over the bandanas, then tied them over his face and nose, he donned his goggles, pulled on his leathers, and kicked Rootbeer. He spun her around effortlessly on the pine needles and then rode her sideways along the firebreak and out onto the highway.

He stopped for a moment to check the situation and made his decision. The fire was heading up the mountain right towards him. Looking down the mountain through breaks in the smoke he could see the mom and pop store where he had stopped the night before. There were red and blue flashing lights down by the store. Between Jake and the lights were five miles of hell on earth. His only chance was to tear ass straight down the mountain right through the thick of it.

He heard a straining engine groan overhead and he glanced up just in time to see a twin-engine plane with its belly hanging open and tons of water spilling from its guts. The tail end of the plume of water hit Jake like a freight train and knocked him and Rootbeer sprawling. "Strike one," Jake said aloud. He was soaked to the bone and winded but the water had given him a clear shot for the first leg down the mountain. Rootbeer's motor was stone cold dead. She had sucked some water. Jake mounted her, kicked her up to fourth, and began the roll into hell. He planned on trying to start her on his way down.

Jake and Rootbeer picked up speed rapidly. All the years of wild riding paid off as Jake skillfully maneuvered the dead bike past burning branches and through huge clouds of thick smoke. He dared not pop her clutch until he reached dry pavement, so he just hung on and rode it out; no easy task without power on wet pavement. Jake felt pegs and exhaust pipes scraping with every turn as he picked up speed. Finally, seeing some dry pavement up ahead, through the haze of smoke, Jake popped the bobber into fifth gear and eased out the clutch so as not to lock her up. She coughed, sputtered, then caught and died. Her back wheel locked up and Jake rode her sideways for a bit and pulled her clutch back in. He straightened out, raced blindly through a patch of thick smoke then tried again. This time the old Evo caught and he had power.

Up ahead Jake could make out a burning fire vehicle with a downed tree lying right across it. His only chance was to hug the Evo's gas tank and duck beneath the still burning tree. He hung on for dear life, ducked, and sped under the tree with an inch to spare. He felt flames lick his face.

Jake looked up in time to notice rapid movement off to his left. Time slowed down for him as it does sometimes in life or death situations. A family of deer were crossing the road directly in front of him. He was amazed to see their fur actually smoking. Jake knew it was gonna be close for all of them. His "when in doubt gas it" philosophy went out the window, for if he twisted the wick he'd surely kill the fawn who trailed behind the buck and doe. He also knew if he locked it up he might go down hard and end his ride forever. He called on all his experience and locked it up hard, he felt the back end begin to come around and he steered into it. He kicked the ground hard with his left foot and kept steering just past the little fawn's white tail. He brushed by her, straightened out without high siding and twisted the wick tight.

A minute later and he was through it all. He shut down the bike, in front of mom and pop's, then turned to look back at the bright orange flames as they viciously turned the forest into wasteland, thinking to himself, that in riding, as in life, sometimes you hit the gas to survive and other times you have to lock up the brakes.

He knew in that moment, that the art of riding, like the art of living, is in knowing when to do both of those things.

—Z. Jakl

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"We're mostly searching for a cure for baldness."

GIVING A NEW SLANT TO A SLIM

Installing Roland Sand's Slant Exhaust And Air Filter

Roland Sands is an elite designer who knows how to make good horsepower with cutting-edge style. He has an ace up his sleeve, his company Roland Sands Design (RSD) is a part of the Motorsport Aftermarket Group (MAG), which includes Vance & Hines. Having a relationship with both companies gives Roland access to one of the premier V-twin performance product manufacturing facilities in the United States.

We got our hands on two of Roland's latest products: the RSD Works Slant 2-into-1 exhaust system for Softails and his Slant Carbon Fiber Intake Kit. These parts combine raw-boned good looks with real performance potential.

For durability and good looks, the Slant exhaust system is fabricated from stainless steel and carbon fiber. To eliminate excess weight, the system features two abbreviated heat shields and a novel muffler attaching system. The headed tubes are 1 3/4 inches at the cylinder heads and stepped up to 2 inches at the muffler joint. To allow the pipes to fit most Softails, the head pipes are fitted with 12mm and 18mm O2 sensor bungs, for which they include plugs, to allow fitment on 2006-and-earlier models. All needed hardware and gaskets are included.



1 We equipped our Softail Slim with RSD's 2-into-1 Works Slant exhaust system and Slant Carbon Fiber Intake.

The Slant high-flow air filter is designed to do two things: allow the rider additional knee room and offer the motor an almost unlimited supply of clean incoming air. It features a smooth radiused inlet, an internal engine breather system, and a genuine K&N washable filtering element. Installing the air filter is a straight bolt-on procedure; the kit includes everything needed and only requires hand tools to accomplish it.

We installed both the exhaust system and air filter on our 2013 Softail Slim in approximately 3 hours. Everything went on just like it should; there were no fitment issues. We also updated the bike's EFI computer with a Vance & Hines Fuelpak FP3, which is another story, maybe for next month. The bike now has great looks and added performance.

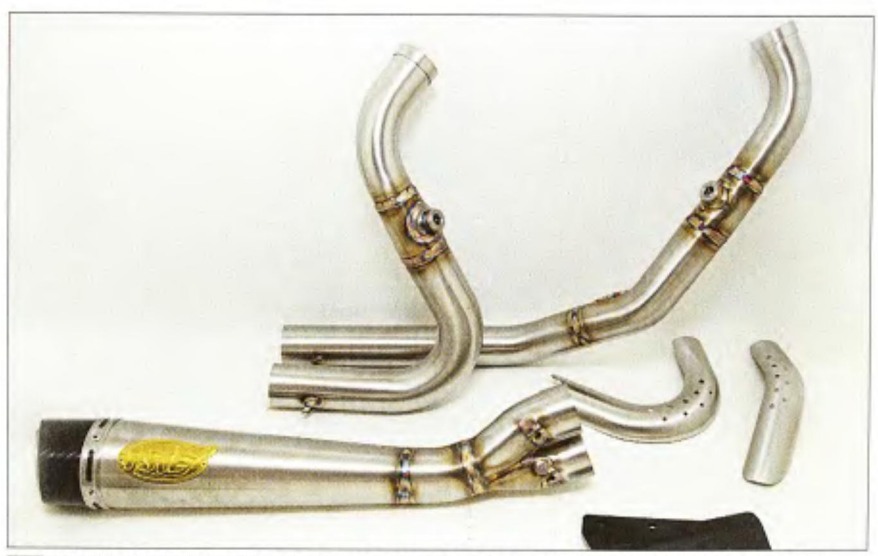
All Roland Sands Design products are available from your local Drag Specialties dealer. —*Wendell Christopher*

Roland Sands Design
562-493-5297
www.rolandsands.com

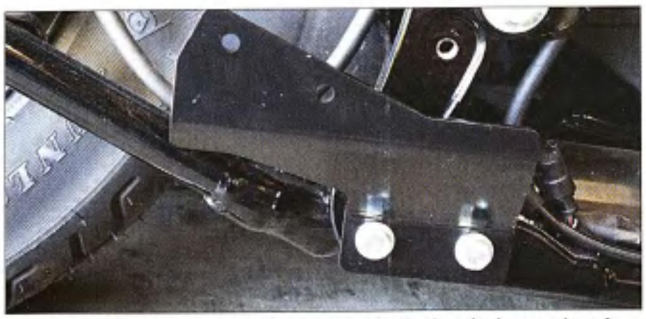
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2 First, we removed the bike's factory exhaust system and air filter. We had to remove the right floorboard to access the exhaust.



3 The RSD 2-into-1 Works Slant exhaust system has a pro-competition look to it. It is made from stainless steel. The 2-into-1 design gives the motor great low-rpm torque.



4 The exhaust system's mounting plate is bolted to the lower edge of the frame.



5 As our Slim is a 2014 model, its EFI system uses 12mm O2 sensors. We applied a dab of anti-seize lube to the threads of each O2 sensor before we screwed them in.



6 The two head pipes are bolted up the cylinder heads' exhaust ports, but the flange nuts are only hand tightened.



7 The muffler is fitted onto the head pipes and secured with the attaching springs. The muffler is then bolted to the muffler mount that we had attached to the frame and the cylinder head flange nuts tightened down.



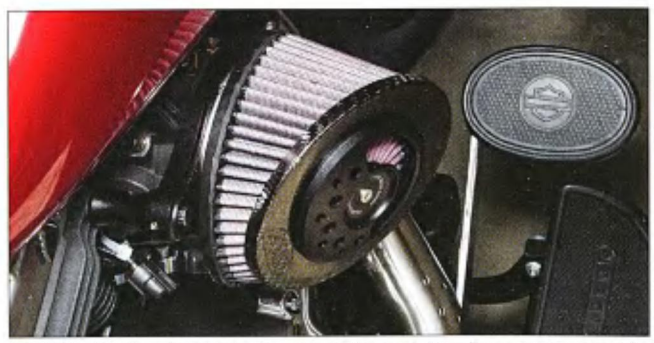
8 The Slant Carbon Fiber Intake Kit is complete, and everything bolts directly onto the bike. It replaces the factory air filter; there was nothing else needed.



9 The air filter's mounting plate is attached with the two hollow engine breather bolts, which are included. They are only screwed in hand tight.



10 The air guide and filtering element mount are installed with three Allen screws. The breather bolts and air guide screws are tightened down.



11 The filtering element is slipped over its mounting flange and secured in place with its screw-type clamp. With the exception of installing the air filter cover, the air filter is complete. This finished off the exhaust and air filter installations.

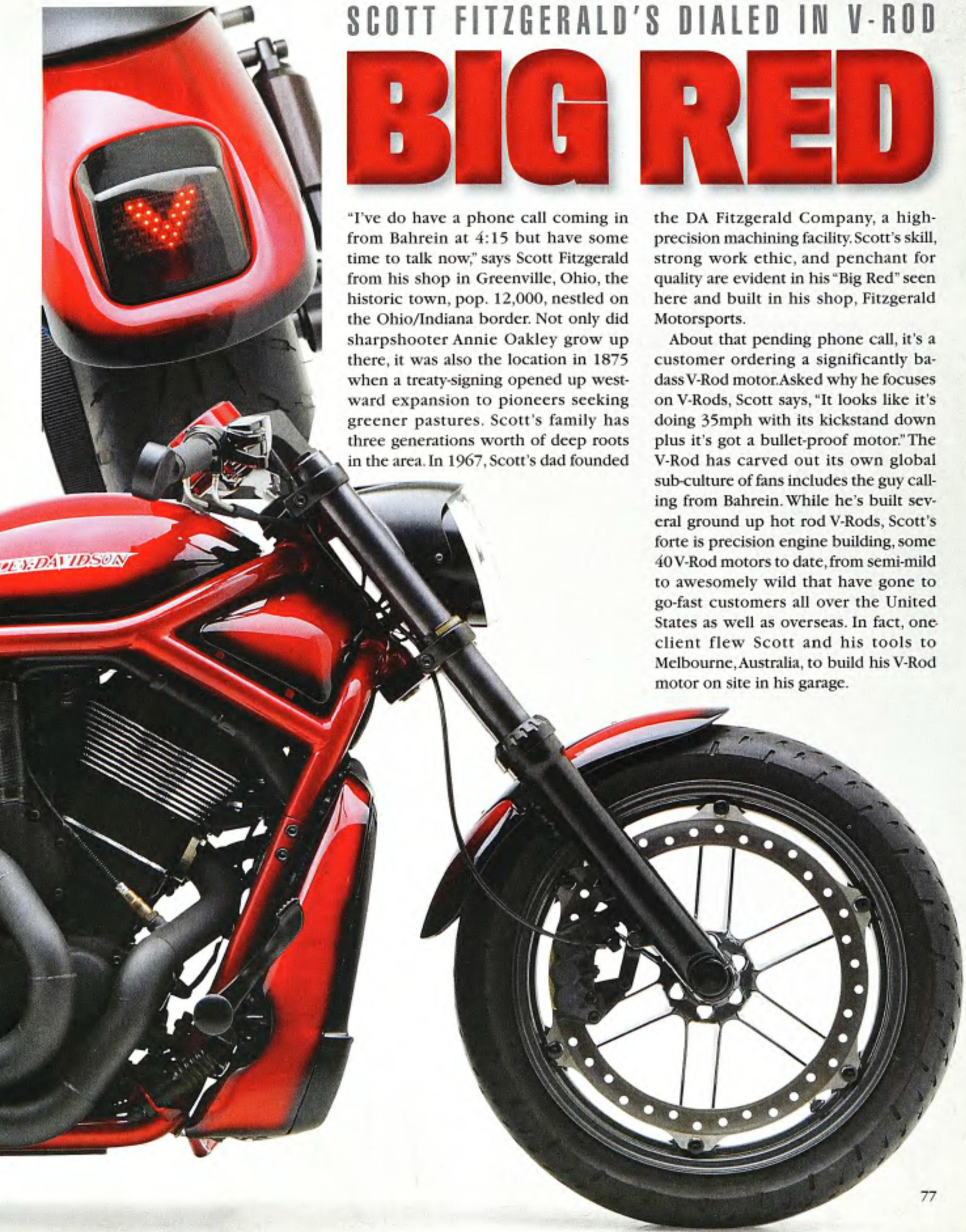
Photos: John Sullivan

"I wanted to be build a V-Rod that would have people asking, 'Hey, is that stock?'"



SCOTT FITZGERALD'S DIALED IN V-ROD

BIG RED

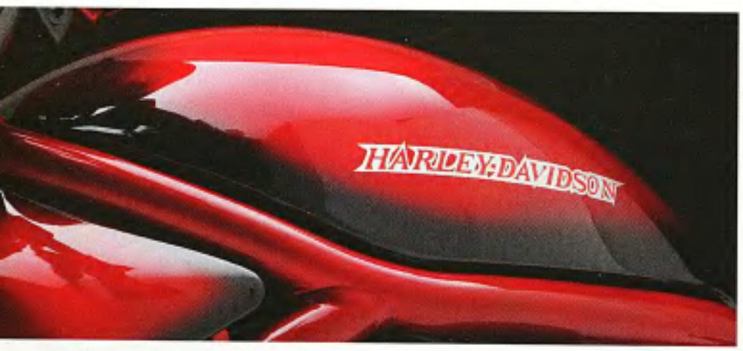


"I've do have a phone call coming in from Bahrein at 4:15 but have some time to talk now," says Scott Fitzgerald from his shop in Greenville, Ohio, the historic town, pop. 12,000, nestled on the Ohio/Indiana border. Not only did sharpshooter Annie Oakley grow up there, it was also the location in 1875 when a treaty-signing opened up westward expansion to pioneers seeking greener pastures. Scott's family has three generations worth of deep roots in the area. In 1967, Scott's dad founded the DA Fitzgerald Company, a high-precision machining facility. Scott's skill, strong work ethic, and penchant for quality are evident in his "Big Red" seen here and built in his shop, Fitzgerald Motorsports.

About that pending phone call, it's a customer ordering a significantly badass V-Rod motor. Asked why he focuses on V-Rods, Scott says, "It looks like it's doing 35mph with its kickstand down plus it's got a bullet-proof motor." The V-Rod has carved out its own global sub-culture of fans includes the guy calling from Bahrein. While he's built several ground up hot rod V-Rods, Scott's forte is precision engine building, some 40 V-Rod motors to date, from semi-mild to awesomely wild that have gone to go-fast customers all over the United States as well as overseas. In fact, one client flew Scott and his tools to Melbourne, Australia, to build his V-Rod motor on site in his garage.









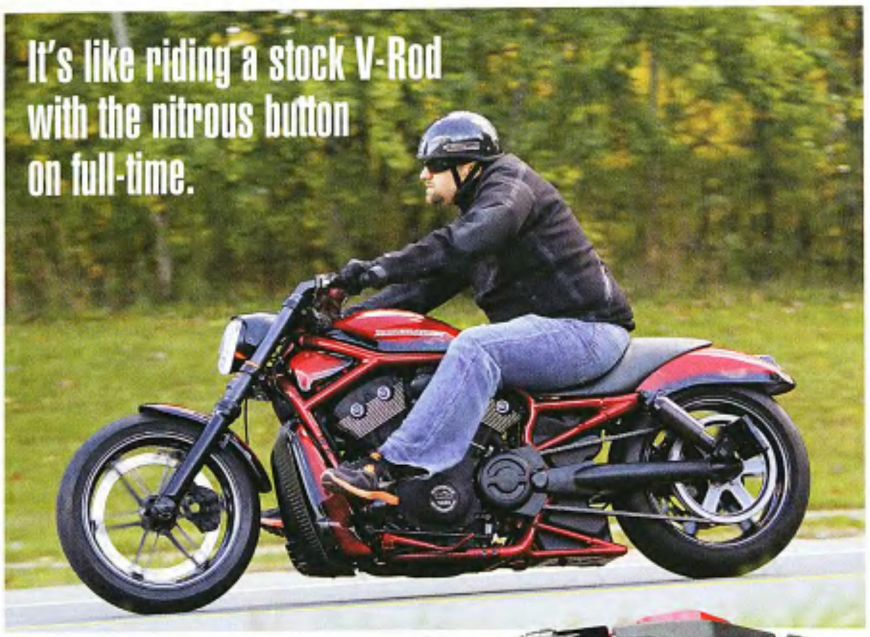
At the moment a customer in New Zealand is ponying up for Scott's flight to build a motor for him in Kiwiland. Have V-Rod expertize, will travel.

"Big Red" started out as a rolling chassis donated by a successfully dragraced V-Rod, the plan to make it sleek and power it up for the street. Weight trimming included switching to a set of 17-inch Buell aluminum spinners, lowering the bike, and adding Arnott Air Ride. "It's probably the lightest V-Rod I've ever ridden," says Scott. "It's pretty much like riding a stock V-Rod with the nitrous button on full-time." That power-to-eight performance increased thanks to Scott's motor rebuild, the 1350cc bored and stroked powerplant and benefiting from pinned main bearings, a Falicon crank, Dyer rods and H-D Stage II cams. The aggressive big bore exhaust was the prototype for FM's now hot-selling Ground Pounder exhaust.

In-house machining also included the oil pan, rear pulley, license plate holder and front brake caliper with special coatings applied to the forks and other components while the bike's color is appropriately called Fusion Grind Red.

Summing it up Scott says, "I wanted to be build a V-Rod that would have people asking, 'Hey, is that stock?' Nothing too glitzy or fancy but like more refined muscle...maybe the kind of V-Rod the folks at Harley should build."

—Paul Garson







Owner: Scott Fitzgerald
City: Greenville, Ohio
General
Designer: Fitzgerald Motorsports
Year/make: 2004 Harley-Davidson
Model: V-Rod VRSCA
Assembly: Fitzgerald Motorsports
Time: 2 years
Powdercoating: DCF Powdercoating/ Midwest Metal Finishing
ENGINE
Year/make: 2004 Harley-Davidson
Rebuilder: Fitzgerald Motorsports (FM)
Displacement: 1350 cc.
Cam: Harley-Davidson Stage II Cams
Pistons: 12:1 comp
Heads: Diamond Cut/FM Street-Strip
Carb(s): FM 58mm
Air cleaner: K&N
Pipes: FM/ Harley-Davidson Destroyer
TRANSMISSION
Year/make: 2004 Harley-Davidson
Modifications: FM 2nd gear straight cut
Shifting: foot
PAINT
Painter: Harley-Davidson Custom Color Shop
Color: Fusion Grind Red
FRAME
Year/make: 2004 Harley-Davidson
Rake: 38 degrees
Stretch: none
Shocks: Arnott Air Ride
ACCESSORIES
Bars: Rizoma/FM
Handlebar controls: HHI
Fender: Harley-Davidson
Taillight: Heavy Cycles
Speedo: Harley-Davidson
Electrics: Daytona Twin Tec
Gas tank: Harley-Davidson
Seat: Bitchin' Seats
Pegs: Harley-Davidson Diamond Collection
Mirrors: Joker Machine
Grips: HHI
FORKS
Type: Harley-Davidson, special coating
Extension: stock
Builder: Fitzgerald Motorsports
Wheels
Size: 17 inches
Wheels: Buell
Tires: Shinko
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PINGEL BLACK KICKSTAND FOR LOWERED H-D FLS

With the newer Harley-Davidson FL models and their taller seat heights, have you considered lowering the front and rear to get better handling and comfort with your bike? If you have, you need a kickstand that will work and keep your bike upright safely because the stock kickstand will not lean the bike to the left enough and it will want to fall over. Pingel has designed this kickstand for lowered bikes. This is for 2-inch lowered front and 1-inch lowered rear bikes. The kickstand is handcrafted in the United States, made of steel, TIG welded, and powdercoated in a black gloss finish. The kickstand is designed to mount to the stock mount and will accept the stock spring. They are designed specifically for 2007-2014 FL models and will also fit years back to 1984, but lean angles may vary. Easy to install in approximately 15 minutes with common hand tools. Made in the United States.

Pingel Enterprise
608-339-7999
www.pingelonline.com



BARNETT SCORPION SERIES 106 TOOTH RING GEAR AND STARTER CLUTCH PINION GEAR

The newest addition to their Scorpion Series of Harley-Davidson clutch components is this superior quality 106-tooth replacement ring gear and starter clutch pinion gear for 2006 Dyna's and 2007-2014 big twins. The ring gear is made from hardened 8620 steel, and then given a black oxide finish. Installation instructions are also included. The new starter clutch pinion gear features 20% larger gear and rollers than the factory replacement for added strength and durability. Ring gear and pinion gear are sold separately. Made in the United States.

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This is one tough-looking, five-spoke roller. Each solid billet rim is machined so that spokes appear to be three uniquely layered blades, one on top of the other.



Warwick spokes generate a look that embodies movement, even standing still. As with all Renegade wheels, they are available in high luster chrome and phantom-cut and black powdercoat. Warwick wheels are offered in popular widths and diameters ranging from 16-30 inches. Pricing starts at $1,249.00. Give your scooter the full treatment with matching rotors, sprockets, pulleys, derby covers, and air cleaners.

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If you're looking for a unique addition to your bike, Drag Specialties can help with its new skull air cleaner insert. These die-cast inserts fit 1999-2014 Twin Cam models with original equipment oval air cleaner covers. The air cleaner inserts are available in three finishes to match nearly any style: chrome with a chrome skull and gloss-black eyes; chrome with a gloss-black skull and chrome eyes; and matte black with a chrome skull and gloss-black eyes. The suggested retail is $39.95.

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Rogue Chopper's oil changer does the dirty work

WE ALL KNOW changing the oil on our bikes is the most important routine maintenance we perform. So if you are going to change your oil, why not change all of it? We change our oil by draining and refilling the oil tank and changing the filter but we never get the oil out of the engine. We pretend like it's an insignificant amount or not even there. Yet there is more than 24oz. left in the engine, that's 20% of the oiling system capacity! Upon engine start up, this old oil mixes with the fresh oil and immediately starts the breakdown and discoloration.



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

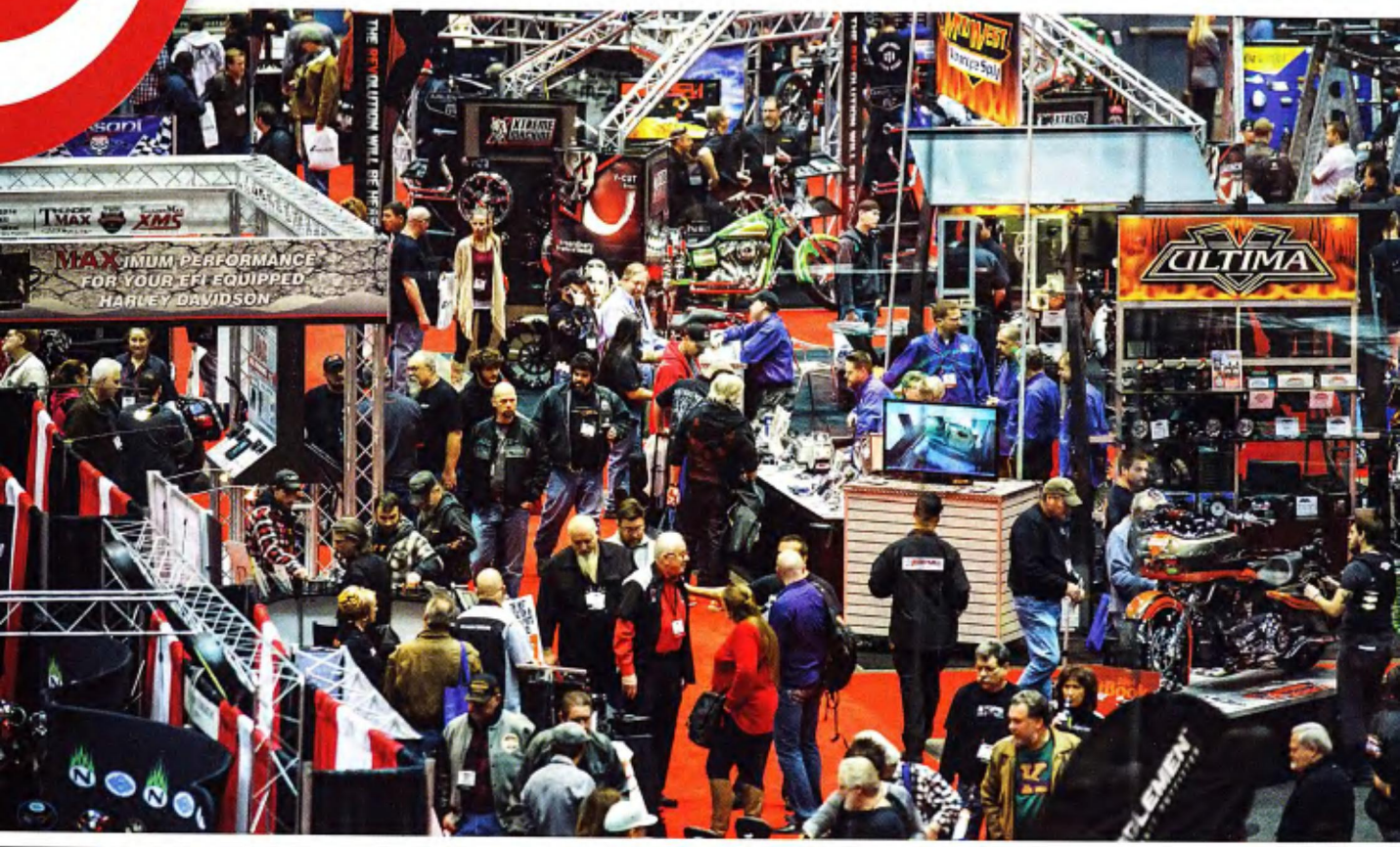
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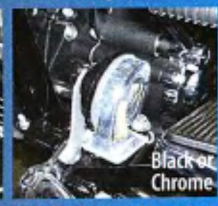
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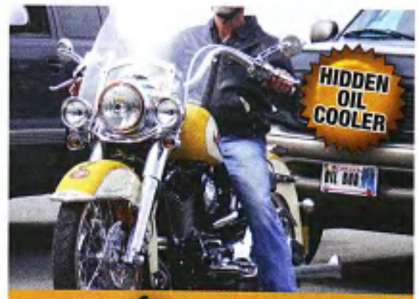
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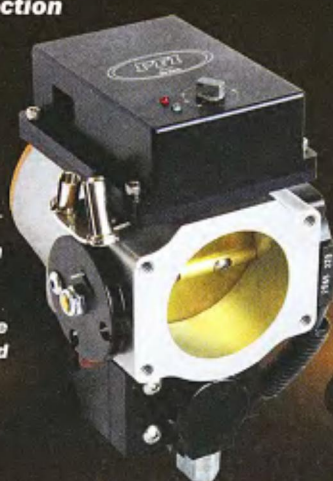
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1/3 pg square	4 3/4 x 4 3/4	1/6 pg horizontal	4 3/4 x 2 5/16
		1/12 pg	2 3/8 x 2 5/16

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1/3 pg v	$760	$745	$700
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1/6 pg v	$450	$440	$415
1/6 pg hz	$450	$440	$415
1/12 pg	$270	$265	$250

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1/3 pg sq	$1,010	$990	$935
1/6 pg v	$ 600	$590	$555
1/6 pg hz	$ 600	$590	$555

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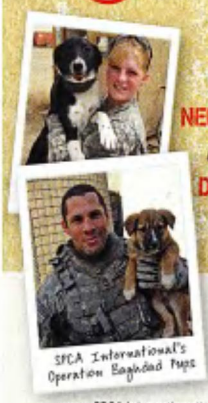
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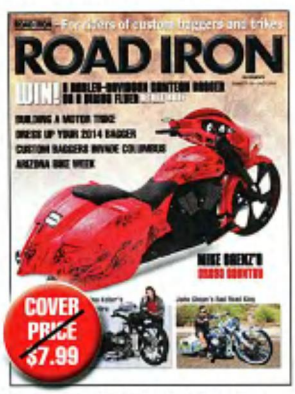


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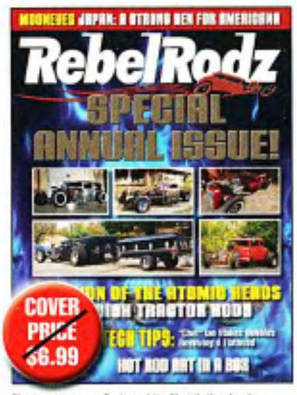
V-Twin Edition has all of the same great features you'll find in *Easyriders*, filled with custom bikes and awesome events... but without the nudity.



The monthly magazine for builders and owners of custom Harley-Davidson baggers and trikes is filled with the latest designs, parts, accessories & services for your bagger! Special features include touring articles and tech you can use.



Created for guys interested in old school bobbers and choppers, our quarterly magazine is filled with raw custom bike features, shop features, runs and rallies. Plus, retro-classics from the early days of *Easyriders*.



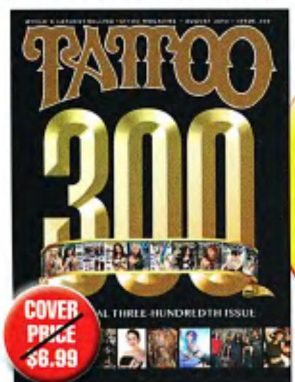
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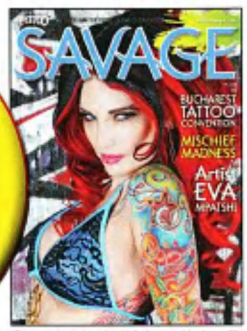
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Chris dedicates the project to his Grandfather "Paw-paw Ernie" who is a centurion, hence the "100 years" in script near the fuel cap.

El Fuego

CHRIS GARRISON'S WHITE TRASH TWIN CAM



Chris Garrison of CG Customs in Buford, Georgia, shoots some smokin' hot paint. A few years back, he bought a brand new Harley-Davidson Night Train and made plans to give it a unique paint scheme. But when the bike's starter took a dump, he did what any right-minded bike builder would do and cut the bike into as many pieces as possible.

It seems every candy job he paints is over a silver base, so he always wanted to paint his own bike candy red over a base of copper. He also committed to gold leaf instead of pinstriping. Gold leaf ain't cheap and it ain't clean, so it's understandable that Chris took 31 painstaking hours just to get the gold



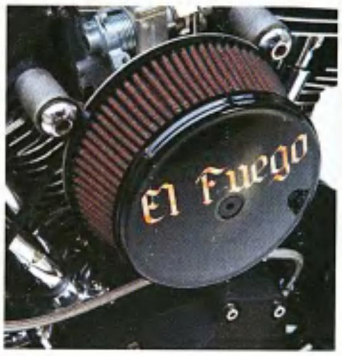


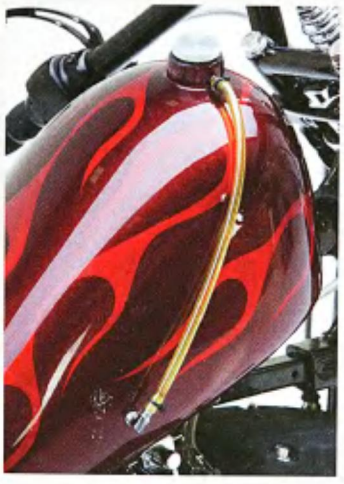
right. There is so much detail that you can only find the leaf work on the oil tank if you are on your knees.

Chris met brothers Zane and Sean Culleton of White Trash Customs in a bar back in 2007. Quickly discovering their talents, Chris put Zane into motion fabricating and Sean directing his technical expertise on this scoot. Chris likes the fuel cell best on the bike he calls El Fuego—not a mail-order-bride style bolt-on job. Zane cut the bottom out of this Sporty tank and relocated the tunnel to fit tightly onto the frame. Next Chris had Zane mercilessly beating the tank to sculpt it into something rounder and smoother, even now a whimpering and quivering incarnation of its previous self. He dedicates the project to his Grandfather "Paw-paw Ernie" who is a centurion, hence the "100 years" in script near the fuel cap.

To make this project happen, Chris traded his talents and time on some one-off graphics to a friend named Phil to have this Twin Cam motor completely rebuilt. He also bartered with the crew of Southern Cycle for the spring-heavy front end.













Chris loves to roll down the amazing countryside of I-87 East. Lots of farms and the occasional local family restaurant sounds like good times for sure. Chris tells us that he caught the fire of El Fuego, and it never gets old when someone sees the paint detail and catches some of the fire too.

Speaking of firing things up, this month you chose the vivacious Vivian Black as your Fox Hunt winner. She showed up in her birthday suit and wowed us with her rhinestone-encrusted kneepads!

—Cheese

Owner: Chris Garrison
City: Flowery Branch, Georgia
Fabrication: White Trash Customs
Year/make: 2003 Harley-Davidson
Assembly: White Trash Customs
Time: 3 months

ENGINE
Year/make: 2003 Harley-Davidson Twin Cam
Rebuilder: Phil
Displacement: 95 cubic inches
Lower end: Harley-Davidson
Ignition: Crane
Cam: Crane
Lifters: Crane
Carburetor: Mikuni 42mm
Air Cleaner: Big Sucker
Pipes: White Trash Customs

TRANSMISSION
Year/make: 2003 Harley-Davidson 5-speed
Paint: CG Customs
Type/color: PPG/copper flake, red candy
Special paint: gold leaf

FRAME
Year/make: 2003 Harley-Davidson
Type: Softail
Rake: 32 degrees

ACCESSORIES
Bars: White Trash Customs
Handlebar controls: modified
Fender: West Coast Choppers modified
Headlight: 6 3/4 inches
Taillight: Ebay special
Pegs: West Coast Choppers
Electrics: White Trash Customs
Gas tank: Modified Sporty by White Trash Customs
Oil tank: White Trash Customs
Oil System: Harley-Davidson
Primary: Harley-Davidson
Seat: Tim Quick
Mirrors: Oval
Grips: Avon

FRONT END
Type: heavy spring
Extension: 2 inches under
Builder: Paughco rebuilt by Southern Cycle

WHEELS
Hub: DNA
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: GMA front, Harley-Davidson rear
Photos: Don Rogers
Contact: CG Customs www.cgcustoms.net

Jesse Collier
San Diego, California
2013 Custom Harley-Davidson

The fleetingness of everything is easily demonstrated by this bike—because it doesn't exist anymore the way you see it here. After Jesse bought it back in 2008 as an 2007 Street Bob, he had his buddy Jim Robinson from Head Hoggers take it all apart while Jesse was deployed in the Navy. When he returned, the two of them put everything back together, but with some major modifications. Jim upped the engine to 107 cubic inches, according to Jesse. "It's also got a D&D exhaust, a Race Tech suspension, pre-loaders from Roland Sands, Forbidden front brakes, West Coast T-bars, and P.M. grips," he explains.

The number "6" is Jesse's favorite number, and more. "I tried to give the bike that old-school flat tracker look by putting that number on it," he says.

Two days before Christmas last year, though, Jesse and his bike got hit a block and a half from his house. The bike wasn't totaled, he says, but suffered pretty good damage. Not one to take it lying down, Jesse took the insurance money and is currently rebuilding the bike. "It's going to look like an old FXRT or P with big fairings and clam shell bags, with 2014 Low Rider wheels, and two of those big brakes up front," he says. "And I just got those new Two Brothers pipes that haven't even been released yet."



His buddy Jim lives in Alabama now, so Jesse is going to ship the bike, which is tuned for E85 fuel, to him for painting and more motor work, and then he's going to fly there to pick it up and ride it back home. Actually, by the time you read this, it might have happened already.

—Tripper



Photos: Kim Peterson





Photo: Owner

Ed Kubiez
North Ridgeville, Ohio
1970 Triumph Bonneville

A hot rodder at heart, Ed says he has "an extremely nice restomod 1966 Chevy II, but he also likes bikes and, more importantly for us, likes building bikes. Like this awesome Bonnie bobber. "This bobber crosses the hot rod-bike divide," he says. It may not be the Continental Divide, but it's a gap nonetheless.

What makes this such a unique ride? Just look at its hot rod aspects. There's the Hurst shifter that Ed modified to work onto Triumph collar. There's the 1941 Cadillac shifter arms modified to function as rear fender struts. And there's the 1950s truck taillight Ed placed as lid to an underlying LED fixture with its handmade copper cage.

"The bike is a matching number 1970 Triumph Bonneville," Ed says. "It has a 6-inch stretch with a 2-inch-drop bolt-on hardtail. The bike also has DNA 4-inch-under springer front end with Hurst handlebar controls and a one off exhaust with hot rod turndown end."

Granted, the Ferrari headlight wire cover may be a bit much for the purists among us, but how about the 1940s Ford OHV Deluxe emblem? "Triumph is also an OHV design," says Ed, and frankly, I believe him.

A couple more items, like the one-off two-into-one exhaust with hot-rod turndown, the '60 Airguide tach also contribute to the overall hot-rod look. And for the finishing touch, the Detroit theme with patina paint on the gas tanks makes it all look just right, doesn't it?

—Tripper

Bizarre Bike of the Month



Comin'AtYa



The November issue of *Easyriders* (No. 497) is our Sturgis Special that includes a 24-page outsert featuring all the wild and wooly doin's fresh from this year's Black Hills Motorcycle Rally. Ride with us to the flower power packed California Redwood Run and also take in the down home biker event known as the Gulfport Blowout. You may find your next ride in our Guide to all the new American Motorcycle models by Victory, Harley-Davidson, and Indian.

Custom bike features include Stacy McCleary's panhead, Pat Patterson's Sportster, Tom Henley's Boosted Brad shovelhead, Brad Koehne's knucklehead, Mika Nieminen's Swedish long bike, and Merlon Rogers' BTM bobber.

All this plus sick humor, bouncin' boobies and a true road tale that captures the spirit of Thanksgiving. You'll find everything except the turkey in the November issue of *Easyriders*!

On sale October 21



The sensational November issue of *V-Twin* (No. 163) 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 October 21



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! *On sale August 19*

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MOUNTAIN MASTER TRUCK EQUIPMENT 88
888-686-6278 ..... mountainmaster.net
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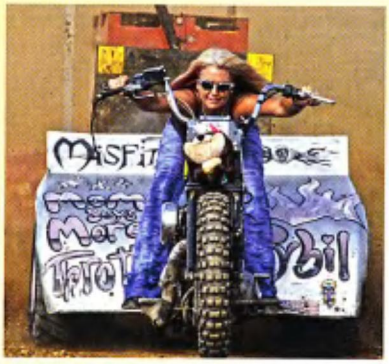


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