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497 • November 2014

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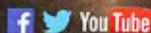
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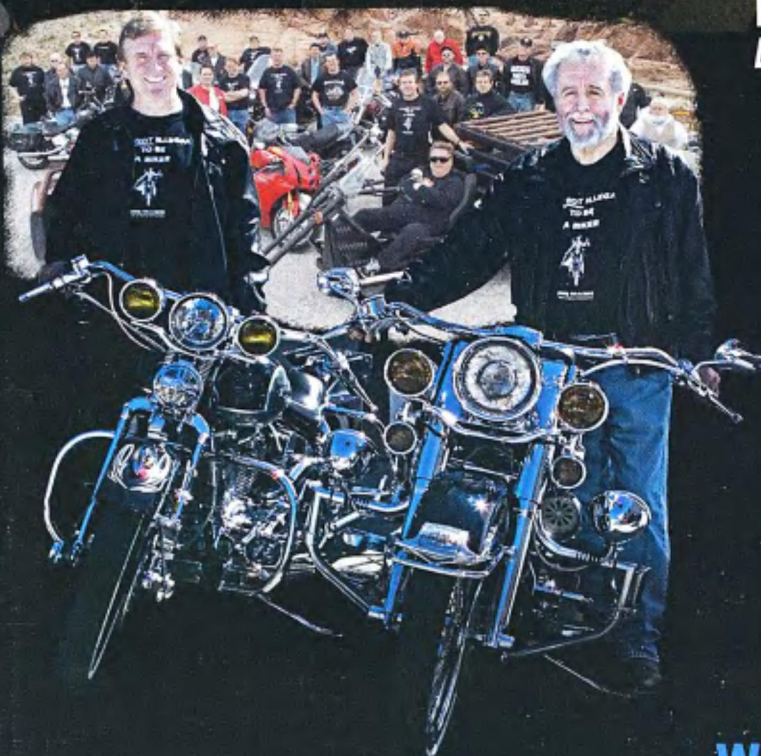
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Please send your questions
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dnichols@easyriders.net

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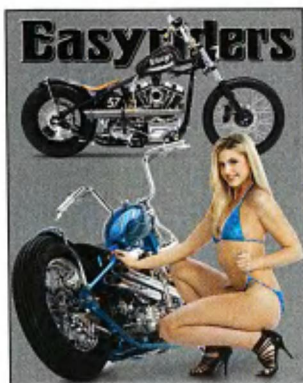
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ON THE COVER: Stacy McCleary's Pan shot by Michael Lichter. Fabulous Faith and Tommy Healy's Boosted Brad's Shovel shot by Don Rogers. Cover imaging by Jeff Biggs.

Taking It Easy

And The List Goes On

A judge was on trial for shoplifting two watches. She called her psychiatrist and asked him to testify that she was under stress at the time of the shoplifting incidents. The doctor said that she was unaware of her actions "from one minute to the next" for the following reasons: a recent auto accident, a traffic ticket, a new car purchase, overwork, husband's kidney stones, husband's asthma (and breathing machine that occupied their bedroom), menopausal hot flashes, an "ungodly" vaginal itch, a bad rash, fear of breast and anal cancer, fear of dental surgery, son's need for an asthma breathing machine, mother's and aunt's illnesses, need to organize her parents' 50th wedding anniversary, need to cook Thanksgiving dinner for 20 relatives, purchase of 200 gifts for Christmas and Chanukah, attempt to sell her house without a real estate agent, lawsuit against wallpaper cleaners, purchase of furniture that had to be returned, and a toilet in her house that was constantly running. But after all those hand-wringing excuses, she was convicted!

Strange But True

A man and his friend decided to go to a local Metallica concert. Having no tickets (but having had 18 beers between them), they thought it would be easy to hop over the nine-foot fence and sneak into the show. They pulled their pickup truck over to the fence and the plan was for one of them (who was 100 lbs. heavier than the other) to hop the fence and then assist his friend over. Unfortunately, there was a 30-foot drop on the other side of the fence.

Having heaved himself over, the dude found himself crashing through a tree. His fall was halted (and broken, along with his arm) by a large branch that

snagged him by his shorts. Dangling from the tree with a broken arm, he looked down and saw some bushes below him. Possibly figuring the bushes would break his fall, he pulled his pocket knife and proceeded to cut away his shorts to free himself from the tree.

Finally free, he crashed into holly bushes. The sharp leaves scratched his entire body and now, without the protection of his shorts, a holly branch had penetrated his rectum. To make matters worse, upon landing, his pocket knife penetrated his thigh.

The other guy, seeing his friend in considerable pain, threw him a rope and tried to pull him to safety by tying the rope to the pickup truck and slowly driving away. But in his drunken haste, he put the truck into reverse and crashed through the fence, landing on his friend and killing him. THE END!

Farm Robots

Robots are on dairy farms now. Cows line up without prodding to milk themselves by submitting to \$250,000 robots that have recently become the salvation of the industry. Except for migrant laborers watching choice jobs disappear, this advance seems to be a win-win as it is far more efficient for the farmer and more pleasant for the cow, which, constantly pregnant, usually prefers frequent milking. It seems the cows have learned the drill, moseying up to the precise spot to engage the robot's arms for washing and nipple-cupping.

A Hard-Luck Tortoise

A guy has a tortoise, Cedric, whose prolapsed penis (likely from a mating mishap) constantly drags on the ground, partially erect, and is seeking financial help to cover surgery for his hard-luck pal.

Amazing Minds at Work

A man was charged with murder for intentionally striking a state trooper with his pickup truck. He denied everything, telling reporters following his first court appearance that he was bewildered by the accusation: "I was (close to) the Connecticut border and all of a sudden I was in Binghamton, New York (about 140 miles from Connecticut), and this cop got killed. I don't know how it happened. It had to be a time warp."

A Test

This guy was arrested for frightening officials at a high school by skateboarding in front of the school in military dress, his face covered by a bandana, with an arrow strapped to his arm, and for concealing knives, a box-cutter, a slingshot and pepper spray. He said he was just "testing" the school's security system by "looking like an asshole!"

What A Mess!

The sailing events at the 2016 Summer Olympics will be held on Rio de Janeiro's Guanabara Bay. However, dire warnings have been issued about the filthy, squalid condition of the bay and the near impossibility of a timely clean-up. Here's some of the stuff floating around in the bay: car tires; mattresses; dog carcasses; a sofa; free-flowing untreated raw sewage; and four human corpses!

Better Food

A parolee who was fleeing from the law was spotted by the police who took chase. He led them on a 35-mile chase before coming to a stop in front of a jail and surrendering. He told the deputies that, "the food is better here" than in the lock-up where he had spent time.

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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

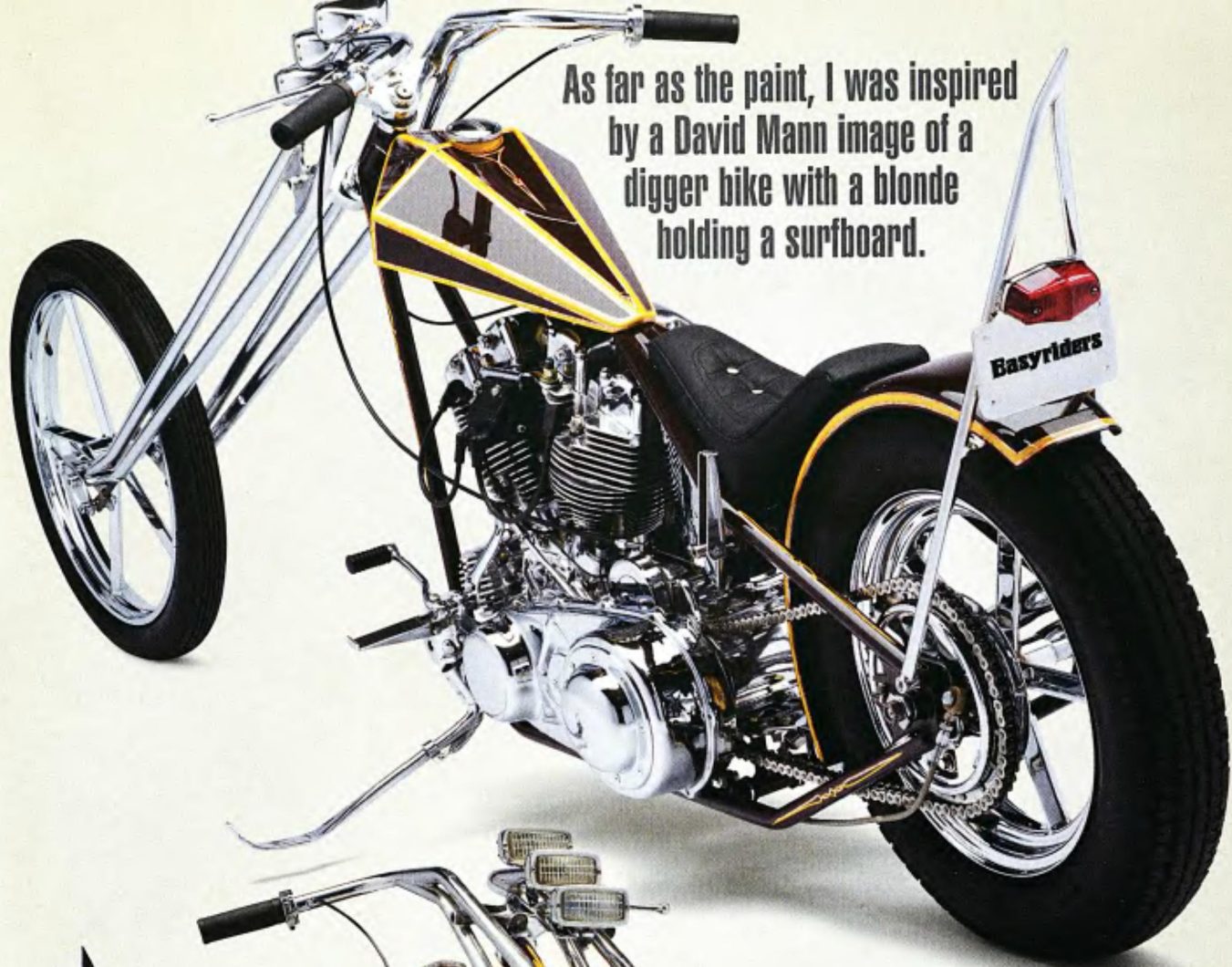
pipes, Prizm tanks and Invader wheels, not to mention a vintage 1948 pan/shovelhead powerplant.

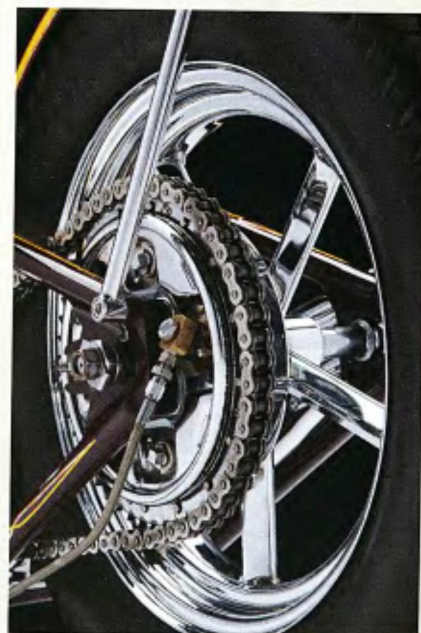
"I enjoy the history of those pioneers who handmade all that cool stuff back in the day, everybody with their own special flavor. After seeing the classic digger bikes in the magazines, I wanted to build this crazy long bike. It was basically all swap meet parts, the bike built from scratch. But I'm 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.





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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WORLD'S FASTEST INDIAN SETS NEW RECORD

Thirty-six years after the death of Burt Munro, the owner and rider of the 1920 Indian Scout that was immortalized in the 2005 film *World's Fastest Indian*, the bike has set a new world record, thanks to a miscalculation on the timing slip. In 1967, on the Bonneville Salt Flats, Burt broke the Class SA 1000 land speed record with a two way average of 184.087 miles per hour. However, it turns out that the AMA had incorrectly calculated the two way average (North—184.710 mph and South —183.463 mph) time as 183.586.

Burt's son John redid the math, discovered the error, and reported it to the American Motorcyclist Association, which has issued a new certificate.

John said, "It's nice to know Dad's still breaking records 36 years after his death. That doesn't happen very often. He would probably have said he had never been good at sums himself, but I'm sure he would have been quite pleased that error was picked up."

The original 1920 Indian Scout had a top speed of 55 miles per hour. While he was alive Burt honed his bike for 57 years to achieve the record.

Source: *The Southland Times*



SOME CANADIAN SIKHS NOT EXEMPT FROM HELMET LAW

A ruling from Ontario Premier Kathleen Wynne has denied the Sikh community the right to an exemption to the province's helmet law. The Sikh religion requires that men wear turbans as an article of their faith, and the ruling means that they will be denied the right to ride motorcycles in the province.

Wynne wrote the Canadian Sikh Association, saying that she had struggled with striking the right balance between public safety and religious accommodation, but, "After careful deliberation, we have determined that we will not grant this type of exemption as it would pose a road safety risk."

Manohar Singh Bal of the Canadian Sikh Association was extremely disappointed, saying that, to a Sikh, wearing a turban is part of their religion and dress code. They can't go out in public without wearing one. "It's part of their very being as a person," he said. "It's mind-boggling how they pick and choose where they want to accommodate Sikhs and where they don't want to accommodate Sikhs."

"While the Wynne Liberals are happy to pay lip service to civil rights, when the rubber meets the road, this so-called activist premier is quick to deny the Sikh community rights recognized elsewhere," said Jagmeet Singh, a Member of the Ontario Provincial Parliament.

British Columbia, Manitoba, and the United Kingdom have all enacted legislation that allows turban-wearing Sikhs the right to ride motorcycles.

Source: *The Canadian Press*





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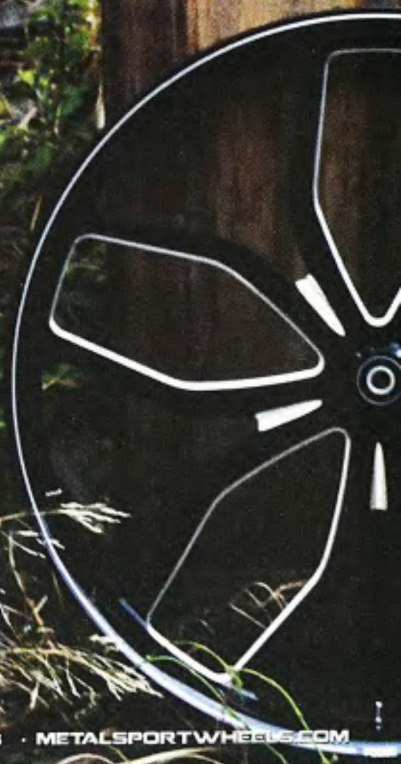
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INDIAN SCOUT REINTRODUCED AT STURGIS

The motorcycling world was treated to a great new unveiling on August 2, 2014, when Indian Motorcycle reintroduced the 2015 Indian Scout in Sturgis, amid fanfare. With the Wall Of Death as a backdrop, a box on stage was lifted to reveal the new motorcycle to a large crowd.

The new Scout weighs in at only 558 pounds and boasts a 69-cubic-inch, 100 hp, liquid-cooled V-twin engine, with 72 ft. lbs. pounds of torque. It features a 6-speed transmission and a lightweight aluminum frame. I got a chance to ride it though the Black Hills the very next day and was very impressed with the power and quick handling. We're doing a review on the bike in this issue, so check it out.

SAVE THE SALT

As Bonneville Salt Flats fans, we cheer the news that 2,000 tons of salt has been restored to the end of the access road to the racing icon. Though only a modest first step, it proves that targeted sections of the famed racetrack can be restored after decades of mining undermined the surface.

The Save the Salt Coalition, in coordination with the Southern California Timing Association (SCTA) and the U.S. Bureau of Land Management

(BLM), organized the project. Shelton Construction laid down the salt. It took place over several days in mid-June.

The Coalition is now gearing up to deposit a two-mile strip the width of the racetrack this summer, pending approval of the BLM. "The test project will confirm that we can repair areas where it's needed and help preserve and protect our national treasure—the Bonneville Salt Flats—for our future generations," said Ron Main with the Speed Demon (the world's fastest piston-driven vehicle) team.

Source: Save the Salt Coalition

HELLS ANGELS TAKE OVER CODY, WYOMING

The notorious bike club recently held its national run in the historic Western town of Cody, and apparently the residents were shocked by what they saw. The local television station, WCWY13, reported that the owner of the Moose Creek Lodge, Christi Livingston, had told them: "They swept parking lots, took out their trash, helped me carry in stuff." He said that they also left "two giant flower bouquets, and they were as nice as to find out what flowers I liked."

The police chief, Perry Rockvam says that while the group was visiting they made sure that members were safe if they had been celebrating too much by forming their own tipsy-taxi service, shuttling members to their hotels and arranging transport for their motorcycles. A local food bank called The Cody Cupboard also reported that the Hells Angels had donated 719 pounds of food, including fruit, milk, meat, and buns to help the hungry.

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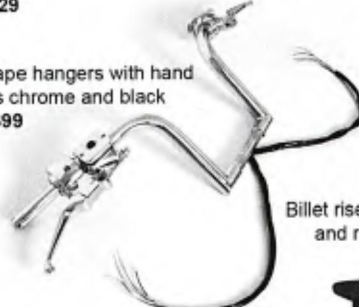
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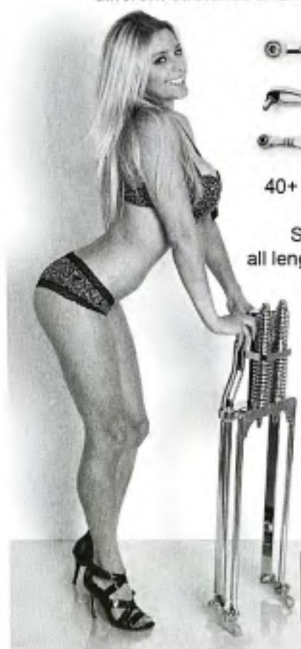
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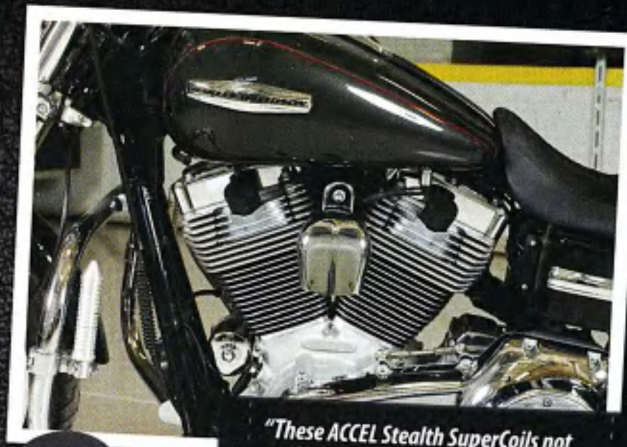
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- Thad K., Cleveland, OH



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"Sportsters," Pat Patterson is quick to point out, "are the Corvettes of the Harley world. They're the bikes the factory's always gone racing with. They didn't call 'em Sportsters for nothing!"

Led Sled Sporty



SHOW & TELL XL

A couple of times a year the Led Sled boys will raid their own parts department and build a bike for themselves.



Over the years, however, XLs have gotten a bum rap, at least with some street riders. The only real Harley is a big twin, they'd say. "Nonsense," claims Pat, and for more than a decade now he's debunked that myth with hot rod Harleys like this one, every one of them coming out of his Led Sled shop in Dayton, Ohio.

"Back when I started all this," Pat says, "you couldn't buy much for a Sportster. If you wanted anything special, you had to make it." Well, Pat and the Led Sled crew make it now, and with the current

upswing in Sportster popularity, especially among young riders, business is good. The Led Sled catalog and website feature lots of XL-specific parts, everything from hardtail kits and complete frame, to tanks, seats, fenders, custom intakes, front ends, kicker-conversions and plenty more—all manufactured in-house, right inside a converted 1950s-era gas station on the outskirts of town. A whole row of CNC stations helps accomplish all this, building all those frames, spinning the fenders, assembling engines, even painting and powdercoating whatever's made. "And it all just sort of evolved," Pat says. "But besides controlling the quality, doing most everything ourselves definitely streamlines the operation. We're never waiting on some other shop's schedule."



Of course it's never a problem for the Led Sled boys to reach up into those shelves and take down what they need to build a bike for themselves. They'll do exactly that a couple times a year, partly because it's fun and partly for business, to show off what's possible with a Sportster motor and a nice selection of Led Sled goodies.



Owner: Led Sled Customs

City: Dayton, Ohio

GENERAL

Designer: Led Sled Customs

Fabrication: Led Sled

Year/make: 2013 Custom Led Sled

Model: Sportster Powered

Assembly: Led Sled Customs

Time: 2 months

ENGINE

Year/make: 1992 Harley-Davidson XL

Rebuilder: Led Sled

Displacement: 1200cc

Ignition: Dyna

Cam: Andrews N-8

Carb: CV

Air cleaner: Led Sled Customs

Pipes: Led Sled Customs

Transmission

Year/make: 1992 Harley-Davidson XL

Shifting: stock 5-speed

PAINT

Painter: Led Sled Customs

Type/color: House of Kolor/black, silver flake

FRAME

Year/make: 2013 Led Sled Customs

Type: rigid

Rake: 40 degrees

Stretch: 2 inches

Shocks: none

ACCESSORIES

Bars: Led Sled Customs

Handlebar controls: throttle only

Fenders: Led Sled Customs

Headlight: Led Sled Customs

Taillight: Led Sled Customs

Pegs: Led Sled Customs

Foot controls: Led Sled Customs

Gas tank: Led Sled Customs

Oil tank: Led Sled Customs

Seat: Led Sled Customs

Grips: Led Sled Customs

FRONT END

Type: narrow glide, 2 inches under

Builder: Harley-Davidson,

Led Sled Customs

WHEELS

Make: laced front, solid rear

Size: 21-inch front, 16-inch rear

Tires: Avon

Brakes: Harley-Davidson, rear only

Photos: Michael Lichter

Contact: Pat Patterson

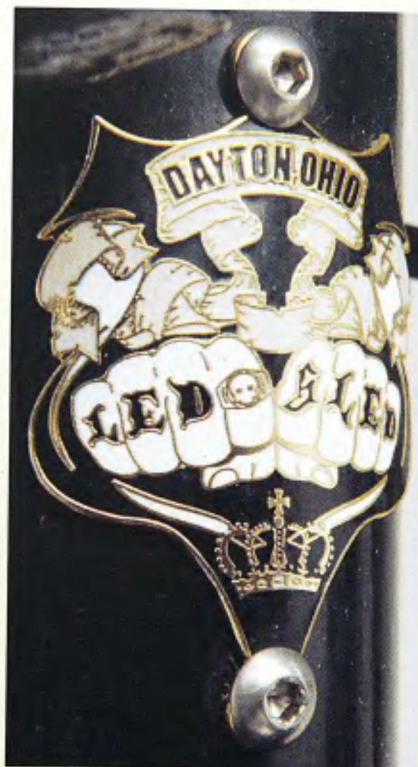
Led Sled Customs

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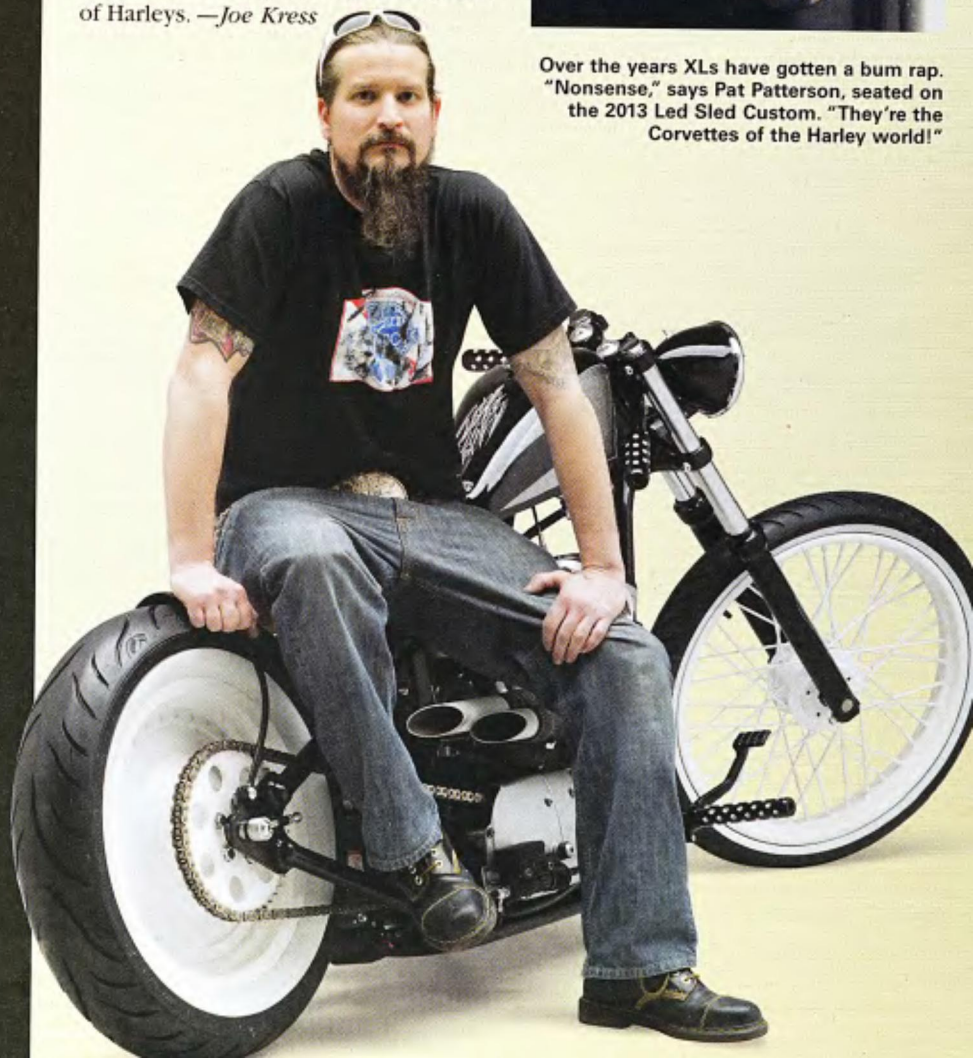
www.Ledsledcustoms.com

This bike started with a Led Sled rigid 2-inch-stretch frame and a smoothed hydraulic-style front end. A 1992 XL motor got the full treatment, everything from Andrews cams to Wiseco pistons to Dyna ignition and fully worked over Buell heads. The 5-speed tranny is hand shifted, the pipes black-wrapped. And the pegs, tanks (both gas and oil), the grips, the seat, all the lights, that abbreviated rear fender, the wheel hubs, handlebars, you name it, all that's Led Sled, right off the shelf.

"Guys will see something like this," Pat says, "a complete bike we've done, and it helps them zero-in on what they'd like to do themselves. They might not know exactly how many degrees of rake they want or how much stretch they want in the frame, but when they see it on a build it's easy to nail down those basics and then start working out the details." Details, more often than not, supplied by Led Sled and adding up to one lean, mean Sportster, the Corvette of Harleys. —Joe Kress



Over the years XLs have gotten a bum rap. "Nonsense," says Pat Patterson, seated on the 2013 Led Sled Custom. "They're the Corvettes of the Harley world!"



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Truly Unique

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The Stauer 1930s Dashtronic deftly blends the modern functionality of a 21-jewel automatic movement and 3-ATM water resistance with the distinctive, retro look of a jumping display (not an actual



True to Machine Art esthetics, the sleek brushed stainless steel case is clear on the back, allowing a peek at the inner workings.

jumping complication). The stainless steel 1 1/2" case is complemented with a black alligator-embossed leather band. The band is 9 1/2" long and will fit a 7-8 1/2" diameter wrist.

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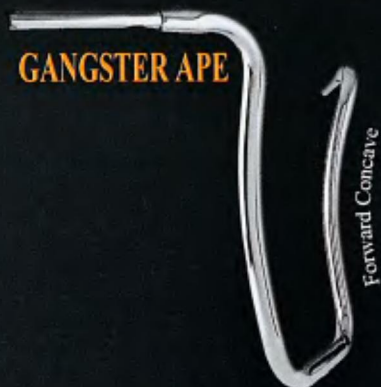


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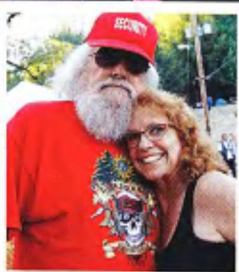
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This past June 13-15, dedicated riders rolled in from near and far, rumbled down to the pit, a natural amphitheater bordered by the river and sheer faced rock, to let it all hang out and to purge their souls of the daily humdrum and embrace the biker lifestyle. For three days there are pretty much no damned rules. As long as you respect your fellow road dogs, it's all good. Wanna get naked, go skinny-dipping, or dance around the place while flapping in the breeze? Go ahead, let it fly. The getting-back-to-nature funfest was augmented this year by a mesmerizingly beautiful full moon that rose over the stage as the Marshal Tucker Band played Fire on the Mountain. It literally took your breath away.

By the time the sun rose on Saturday's ride-in bike show, a bit of stunting she-nanigans and even more great bands, the Redwoods were rocking. Toss in some traditional motorcycle rodeo games like a keg roll, slow race and of course the wienie bite, topped off with



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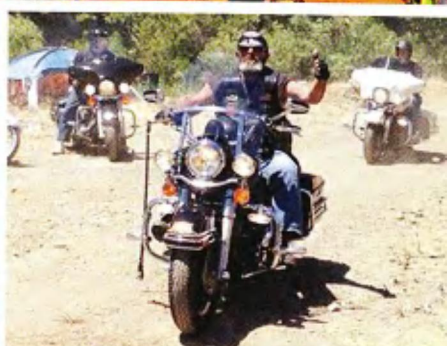
an on-stage wet T-shirt contest where everybody gets naked, and you've got a pretty cool experience. But then close it all down with the Fryed Brothers Band and friends like Beatnik and Randy Scoles playing well into the wee hours of Sunday morning before the sun comes up again and you've got yourself the kind of spiritual happening most folks only get to read about.

Sunday services sent riders off with a blessing and we found ourselves wondering what the rest of the world was doing to live a life less common. For us, we just marked our calendars for next year's romp in the Redwoods when the local Kiwanis will once again raise bucks for their kids as we embrace the wilder side of life.

We'll see you back in the Redwoods next June 12-14. For more info visit www.kiwanisrwr.com.

—Felicia Morgan

Photos: Felicia Morgan





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A Two-Wheeled Time Machine

THE 2015 INDIAN SCOUT

In 1854, German scientist Rudolf Clausius generated the second law of thermodynamics, which precludes man's ability to build a working time machine. This scientific fact seems to have been lost on the engineers at Indian Motorcycles as well as Doctor Who. Now, for the second time in as many years, Indian has created a motorcycle that most accurately harkens back to a perceived image of one from a previous era in the namesake's history. As proof of such a feat, we present the 2015 Indian Scout motorcycle.

The original Indian Scout was introduced in 1919 as a 1920 model, and, as a middleweight bike, it was a smaller and less expensive bike than the Chief models. Scouts were built in several varieties until 1949. The Scout Series 101, which was produced from 1928 until 1932, is the most revered of all the Scout models; over the decades since, it has built up a huge following. The 101s came



In appearance, the new Scout mimics the Scouts of old.

with a leaf spring fork and rigid frame. Their 45-inch V-twin flathead motor generated almost 20 horsepower.

The new 2015 Scout not only incorporates most of the features that one would expect on a 21st century bike, it also has a visual appearance that the

people we have spoken to believe to be a faithful rendition of the previous Scouts. The key word here is believe, for when an image of the new Scout is set next to any previous Scout photo, there's almost no common features, other than round wheels!

Ah, but enough of the past, the new Scout has the potential to be a great bike in its own right. It's a killer middleweight bike, 558 lbs. with superb handling and good rider comfort. The 69 cubic-inch motor pumps 100 horsepower through a 6-speed tranny to a toothed belt rear drive. The liquid cooled V-twin motor has four valves per cylinder that are actuated by overhead camshafts. The motor's fuel and ignition systems are controlled by a state of the art CAN Bus

computer. The Scout has a responsive power band that will put a bug-catching smile on any rider's face.

The Scout's frame is an aluminum modular design that uses adjustable low angle rear shocks. The cast aluminum 16-inch wheels mount 130 rubber up front and 180 in the back. The bike's lean angle is stated at 31°, which will make for good canyon carving. The hand and foot controls are as good as any we have used.

There are four solid paint colors available: Black, Red, Gray, and Denim Black. The seat is a medium brown that has a vintage appearance. To create a historic yet unique look, the fenders are semi-valanced.

All in all, we really like the new Indian Scout.

—Wendell Christopher

Indian Motorcycles
indianmotorcycle.com



Although the motor is an overhead cam, liquid cooled unit, it is styled to appear like a pushrod type.



The shotgun exhaust system incorporates a cross-over port between its two head pipes.



The rear shocks tilt forward at an extreme angle.



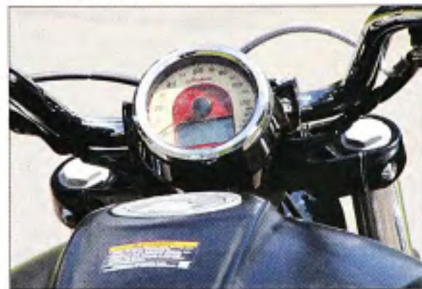
The bike's styling is very tight, the gas tank's lower edge



The 16-inch front wheel is fitted with a large diameter brake rotor and a multi-piston caliper.



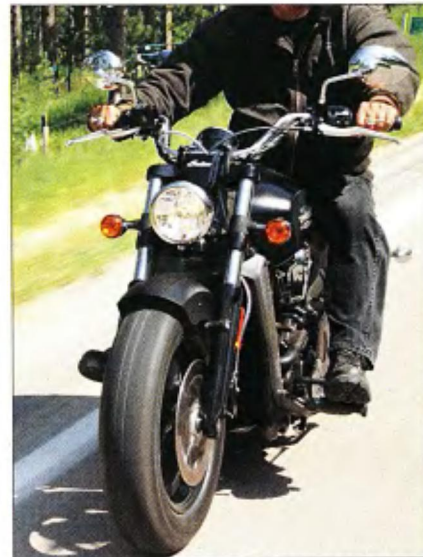
The handlebars are comfortable and their reach is somewhat adjustable.



All of the gauges and warning lights are located in a single speedo housing.



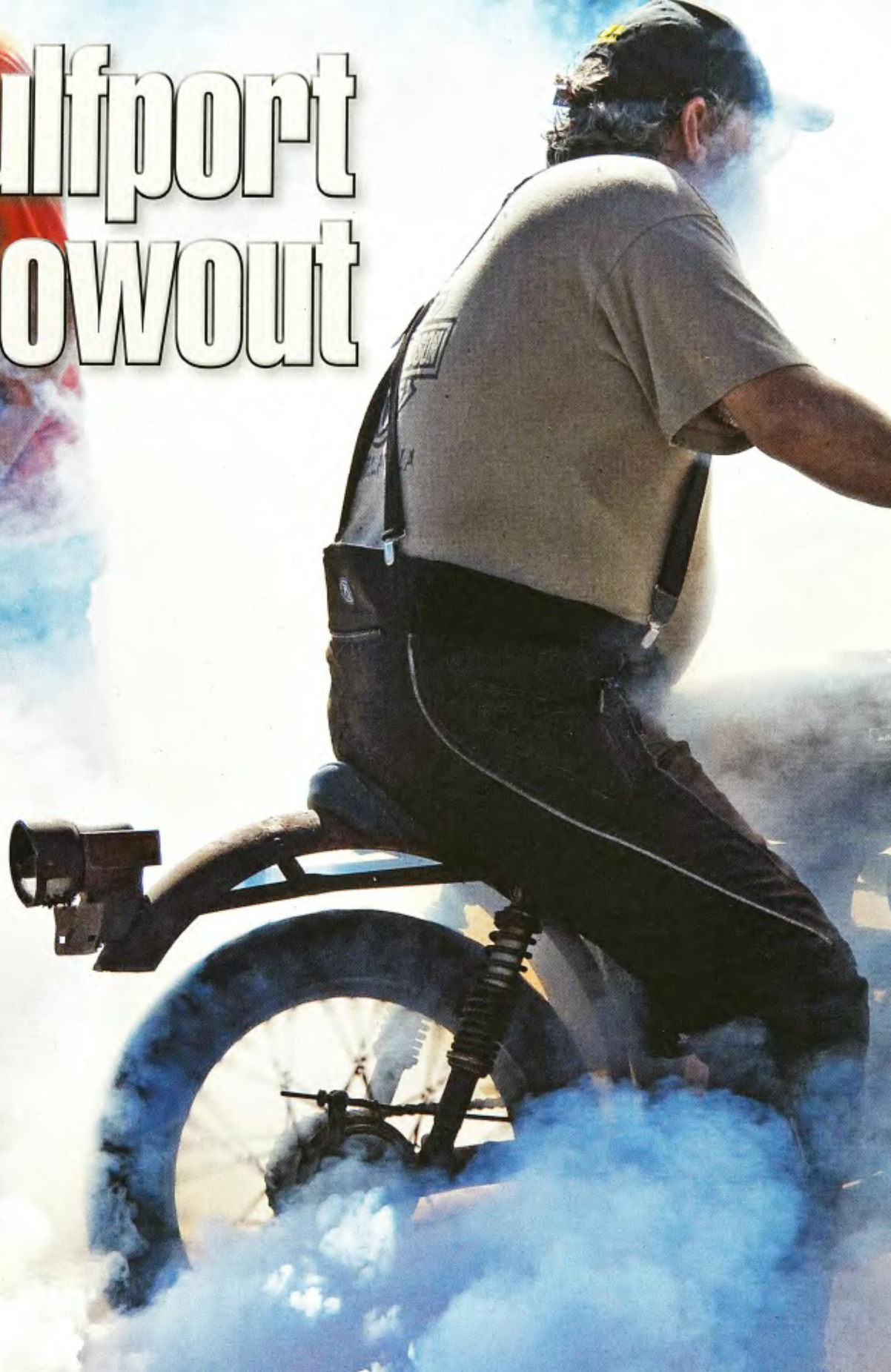
We found the seat to be comfortable in spite of its minimal size.



The rider's position is comfortable and the forks are very solid and responsive.

Length:	91 in
Wheelbase:	61.5 in
Seat Height:	25.3 in
Ground Clearance:	5.3 in
Weight:	558 lb
Fuel Capacity:	3.3 gal
Rake/Trail:	29°/4.7 in
Displacement:	69 ci
Motor Type:	60° V-twin
Bore/Stroke:	3.89 in / 2.89 in
Compression Ratio:	17:1
Fuel System:	EFI
Cooling System:	liquid
Oil Capacity:	5 qts
Primary Drive:	Gear Drive with Wet Clutch
Transmission:	6-Speed
Final Drive:	toothed belt
Brake System:	disc
Front Tire:	130/90B-16
Rear Tire:	150/60B-16

Gulfport Blowout



THE FUN IS BACK!

Upon our arrival to the 2014 Memorial Day weekend Blowout in Gulfport, Mississippi, more specifically the Gulfport Dragway, it was readily apparent that rally attendance was still struggling to recover from the long battle with the previous, self-righteous, local sheriff. After 30 years of successful community support, this dude placed a bullseye on the rally's back trying to make a name for himself among the area's elderly voters and bolstering a vague political run. Severe scrutiny and citations for nudity, excessive drinking or seemingly to anyone trying to have a little fun plagued the rally.



Sheriff "Billy-Bob" was bound and determined to wipe the Asgard MC's annual charity event completely off the map. Rumors about the "no-fun crack-down" spread quickly and attendance to this biker bash plummeted. Add to that mix a nasty little storm named Katrina and it's a wonder these guys are still standing. However, since all the proceeds from the Blowout have always been pumped back into the area's economy via distribution through several local charities, it didn't take long for the local voters to comprehend the loss of these donations.

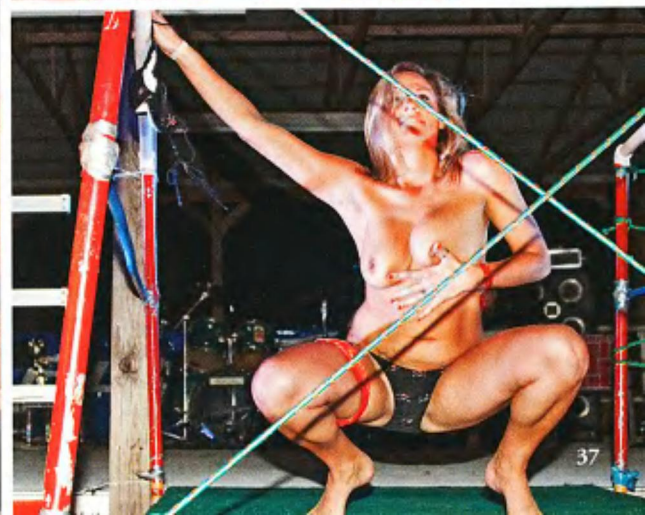
Realizing the error of their misguided votes, locals finally gave old law enforcement the friggin' boot and brought in

someone with a more open mind to what the motorcycle rally is all about. Giving back to the surrounding communities is a win-win. Area businesses, bars, restaurants and hotels are once again sporting "Welcome Bikers" signs on and inside their establishments. Unfortunately, news of the county's new sheriff and his amicable position on the rally isn't traveling quite as fast as did his predecessor's disagreeable behavior and attendance is still suffering the effects of a scarred reputation.

Those that have prematurely written off this four-day event and left Gulfport in the rearview need to look up and take notice. This rally is far from dead. With the Asgard's hands finally untied, the fun

has returned to Gulfport and it has all the potential to be a Blowout of epic proportion. In addition to contests, live music and the after hours debauchery we normally associate with campground rallies, the big draw to this bash is certainly the 1/4-mile drag strip around which this rally takes place. Time trials all weekend, 3 ET class finals on Sunday and the open, run what you bring, Street Wars competition for the non-pro. A cash purse is rewarded for those that are slightly more serious about their speed and trophies along with bragging rights for the regular Joe's. If anyone ever wanted to put an end to your rival's self claimed superiority by legally settling it on the street and possibly receive a





trophy to shut him/her up next time the subject comes up, this is your rally.

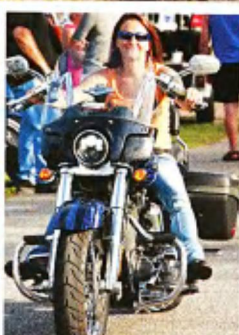
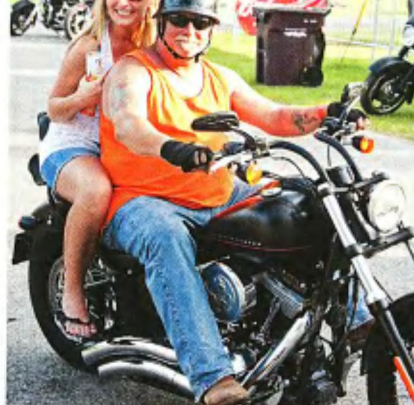
Since a showing of speed isn't everyone's bag, Gulfport has all the usual events on the motorcycle rodeo field; slow ride, keg toss, ring toss, and everyone's favorite, the wienie bite. For those that prefer more show than go, the rally hosts an eight class ride-in bike show contest with trophies for first, second, and third places in all classes.

Although the nightly contests such as Daisy Dukes, bikini, and wet T-shirts may still not promote nudity, it is without a doubt however, no longer discouraged. The crowd reactions determine the winners, so the contests have returned to their previous skintastic spirit. Bring on a few bands for live music and some vendors to sell you more of the stuff you have to have and you got all the fixin's for a serious biker party and a major rally comeback.

In case you haven't heard the news, The Blowout is back. Pass the word! For more info on the Gulfport Memorial Day Blowout and race requirements, contact the Asgard Motorcycle Club at www.AsgardMC.com or www.gulfport-memorialdayblowout.com

—Don Rogers

Photos: Don Rogers



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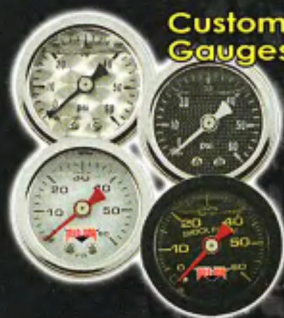
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Trying out a set of those new curb feelers at the 2014 Republic of Texas Rally.

— Les Holt, Austin, Texas.



Rebel riders remember.

— Steven Verburg, Stafford, Va.



Bowling ball boobage. — Rick Kline, Mohawk Co., N.Y.

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Someone musta stole their Fat Bobs at Daytona during Bike Week 2014.

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



Objects in the mirror may be totally monumental.

—Jim Klopfenstein, Mishawaka, Ind.



Happy girl.

—Dr. Lonnie Blum, Sparks, Okla.



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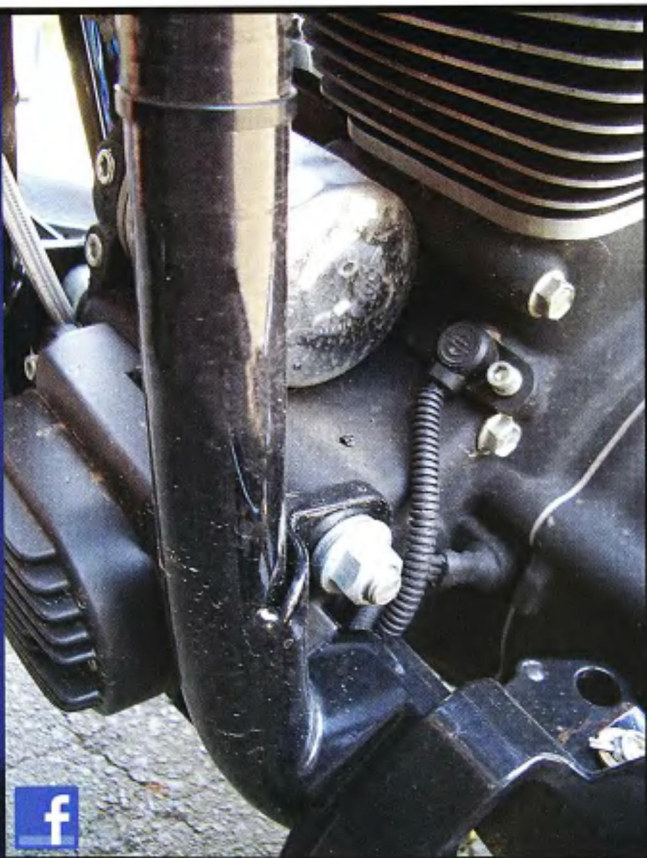
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What a woman looks like when pinching 110 mph.

—Felicia Morgan, *On the road, USA.*



Then: 1979. Martin, Michigan. Now: 2014, same 1977 shovel, same good friends.



—from Jim Klopfenstein, *Mishawaka, Ind.*

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



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Tommy Henley's Boosted Brad's Shovel

BEST OF SHOW



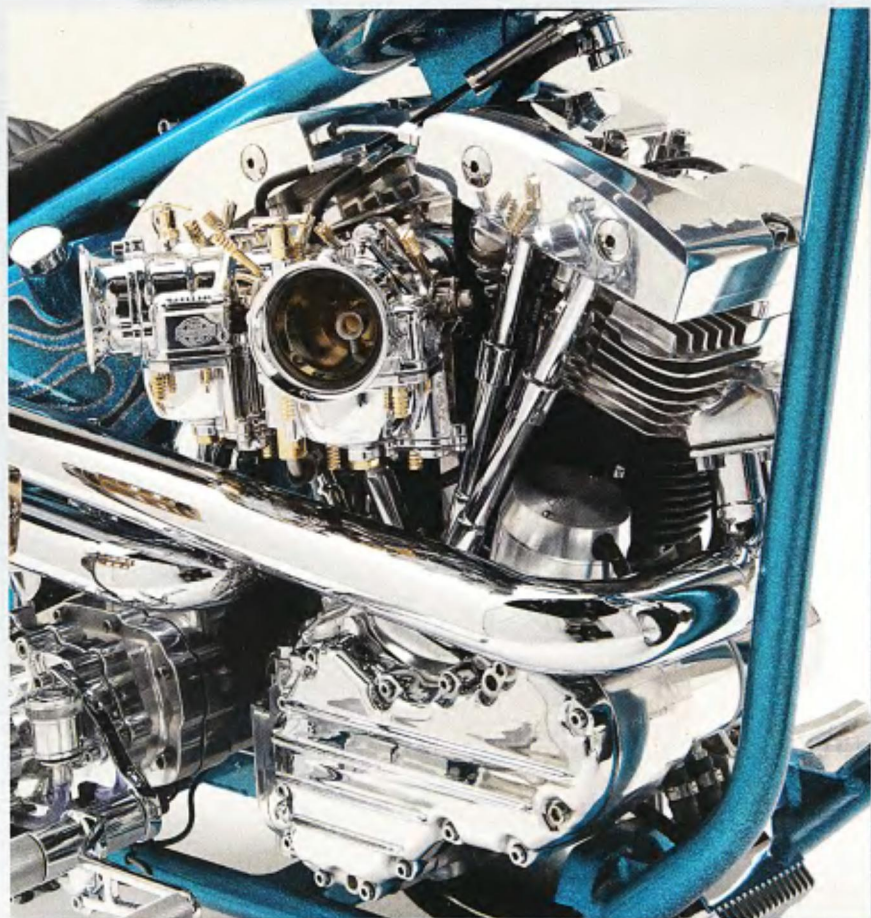
Back in the mid-'90s a college student known as Boosted Brad pieced together a turbo-charged Mustang that pumped out 520 rear wheel horsepower from a stock 302 block. When two wheels got his attention, Brad added a Chop Shop and as business grew he moved from his home garage to a 3,000 sq. ft. shop in Dyersburg, Tennessee. He went to work carving out show-winning choppers, and is now celebrating his 10th anniversary of building "clean and simple, go-fast bikes." So when Tommy Henley was recommended to the shop by a good friend, he gave Boosted Brad a call.

"He came to us with an Accurate Engineering 106 motor and a Baker tranny, a frame and some pieces," Brad tells us. "But we just used the powertrain after he let us lose to build him a bike our way. We completely shaved all unnecessary mounts off a Paughco frame, molded the entire thing, added our Hollow Point mid-controls. All the wiring is hidden, all the hydraulic lines run inside the frame and bars and there's an Exile internal throttle." The emphasis was on creating a nimble, high power to weight ratio bike that pushes all the classic chopper design buttons but with modern reliability and stout brakes. A long list of handmade parts include the straight pipes, sissybar, fender struts, license bracket, dual rear caliper bracket, and seat pan plus they painted the bike in-house, a tasty kandy blue. One look at the bike and the immediate impulse is to jump on it and blast off.

While the bike has a kick starter it features electric start as well, something your leg will thank you for. But it fires right up thanks to the finely tuned dual S&S Super E carbs performance modified by Triple X Carburetors and which feed the 106 via a 2-into-1 single intake. Says Brad, "That front wheel will come up very easy...it's a wheelie machine and real fun to ride. It runs super smooth, probably one of the best riding rigids I've ever ridden what with the foot position and bars, and very comfortable."

Tommy's Boosted Brad's shovel went on to win Best of Show at the Nashville Easyriders Bike Show and then at the Columbus Invitational it took best in its class. The bike pushes all the right buttons and leaves a lasting impression that's clean, simple, timeless. —Paul Garson

**A bike that pushes
all the classic chopper
design buttons.**



Owner: Tommy Henley
City: Southaven, Mississippi

GENERAL

Designer: Boosted Brad's Chop Shop

Year/make: 2014 Boosted Brads

Model: 777 shovel

Assembly: Brian Davison

Time: 1 year

Chroming: Chromemasters

ENGINE

Year/model: 2013 shovelhead

Builder: Accurate Engineering

Displacement: 106 cu. in.

Cam: Accurate

Ignition: Mallory, Dyna

Pistons: Accurate

Heads: STD

Lifters: Accurate

Carb(s): Twin S&S Super E

Air cleaner: FMA

Pipes: Boosted Brad Straight Shots

TRANSMISSION

Year/make: 2013 Baker 6-in-a-4

Shifting: mid-controls

PAINT

Painter: Boosted Brad

Type/color: House of Kolor/Kandy Blue

Graphics: Boosted Brad

FRAME

Year/make: 2013 Paughco

Rake: 30 degrees

Stretch: none

Shocks: rigid

ACCESSORIES

Bars: Boosted Brad's 12-inch apes

Handlebar controls: Beringer

Fenders: Led Sled

Headlight: 4 1/2 inches

Taillight: Billet Tear

Electrics: Boosted Brad's

Gas tank: modified peanut, Boosted Brad's

Oil tank: horseshoe

Oil system: Accurate

Seat: James Carter

Pegs: Boosted Brad's

Grips: Boosted Brad's

FORKS

Type: springer

Extension: 4 inches under

Builder: 32 Choppers

WHEELS

Size: 21-inch front, 16-inch rear

Wheels: V-Twin Mfg. chrome wire

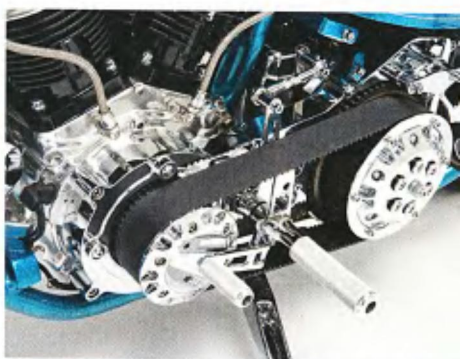
Tires: Avon Speedmaster front, Shinko rear

Brakes: Brembo, Boosted Brad's

Photos: Don Rogers

Contact: Boosted Brad's Chop Shop

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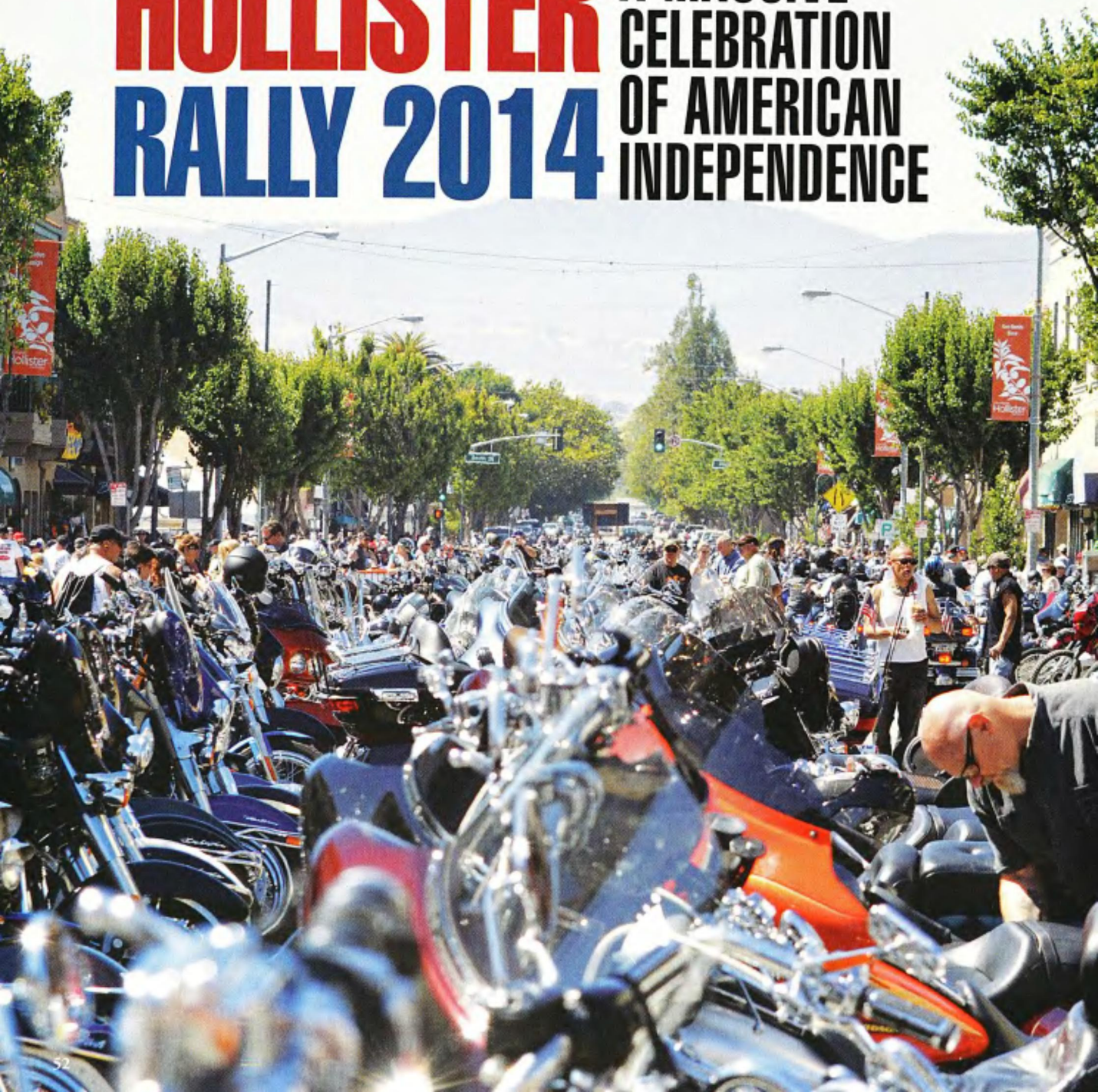
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This month's *Easyriders* girl is fabulous Faith, who was mighty proud to throw a leg over this Boosted Brad's shovel.





HOLLISTER A MASSIVE **RALLY 2014** CELEBRATION OF AMERICAN INDEPENDENCE





Spending your Independence Day weekend with thousands of your best friends squeezed into a small downtown area no bigger than 12 square blocks can be an intimate affair. Elbow to elbow, cheek to jowl, people poured onto the sidewalks of downtown Hollister's San Benito Avenue, accompanied by the mellifluous thunder of revving engines and throbbing pipes.

That was the scene during the Hollister Rally when an estimated 100,000-plus motorcycle fans converged downtown over the three-day weekend, coming from not only the nearby Bay Area,

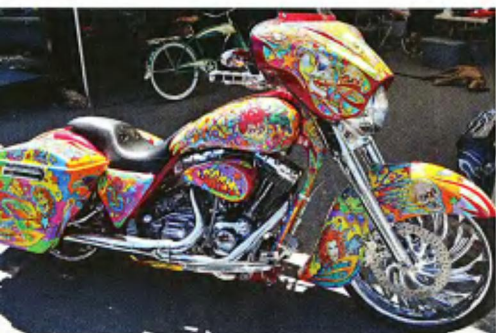
but also from Los Angeles, Portland, and as far away as Las Vegas, Seattle and beyond. It was no surprise that hotels and motels were filled up from Monterey to Morgan Hill.

What was surprising, however, was that once you were here, there was relatively little to do. Although there was no official program, a custom bike show and a café racer and vintage ride-in show had been announced on the rally's official website. Alas, neither one materialized. "We totally ran out of room," says Mark Creswell, owner and CEO of World-wide Dynamics, the official promoter of

the event. "We had so many vendors there that we used up all the available space."

Those eager for some custom bikes consequently had to make do with custom building vendors like Matt Hotch or Ron Simms who had brought some fine examples of their craft, or they simply had to look at the thousands of bikes along San Benito Ave. in the hopes of spotting a few customs.

If you brought your wallet, you could buy stuff from more than 160 vendors selling anything from jewelry, T-shirts and leatherware to motorcycle parts



and accessories as well as all kinds of food, including some delicious Indian dishes—the chicken tikka masala wrap, for example, was outta sight.

Good luck trying to get into Johnny's Bar & Grill, the self-anointed "Birthplace of the American Biker" where the Booze-fighters have gathered every year since 1947, the year of the infamous Hollister Riot. The place was packed all weekend long, as were most other places up and down the street.

But mostly the rally was "all about music, a music festival," according to Creswell. There were three concert beer gardens with more than 40 different bands playing all weekend long, some cover bands, some playing original music, but a lot of them were tribute

bands like Liquid Sky (Jimi Hendrix), Crüella (a female Mötley Crüe band), or a personal favorite, the all female Ramones tribute band called The Hormones.

If you felt a little "squeezed" downtown Hollister, you could also ride out toward the edge of town where a giant Victory/Indian/Honda dealership had set up shop and was giving demo rides and entertaining the masses with live music, good food and drinks. Or you could ride even farther out of town to where Corbin makes motorcycle seats and tour the factory or have your bike dyno-jetted. Or just hang around and check out bikes or stroll along yet another vendor row.

And then there is the riding itself, of

course. Hollister boasts some pretty scenic riding areas and roads leading either into the surrounding hills or out to the coast, all of it no more than an hour or two away.

It was clear that in its second year back after a five-year hiatus, the Hollister Rally was experiencing some growing pains, and Creswell says plans are being made to remedy the problem for next year by trying to expand into adjoining streets or other areas. "If we take more streets, we can put on the games again or have a bike show or bring in a stunt team, for example," he says. "We are going to make the event grow, so we are going to need more room."

For more info check out www.thehollisterally.com.

—Tripper

Photos: Kai Raacke



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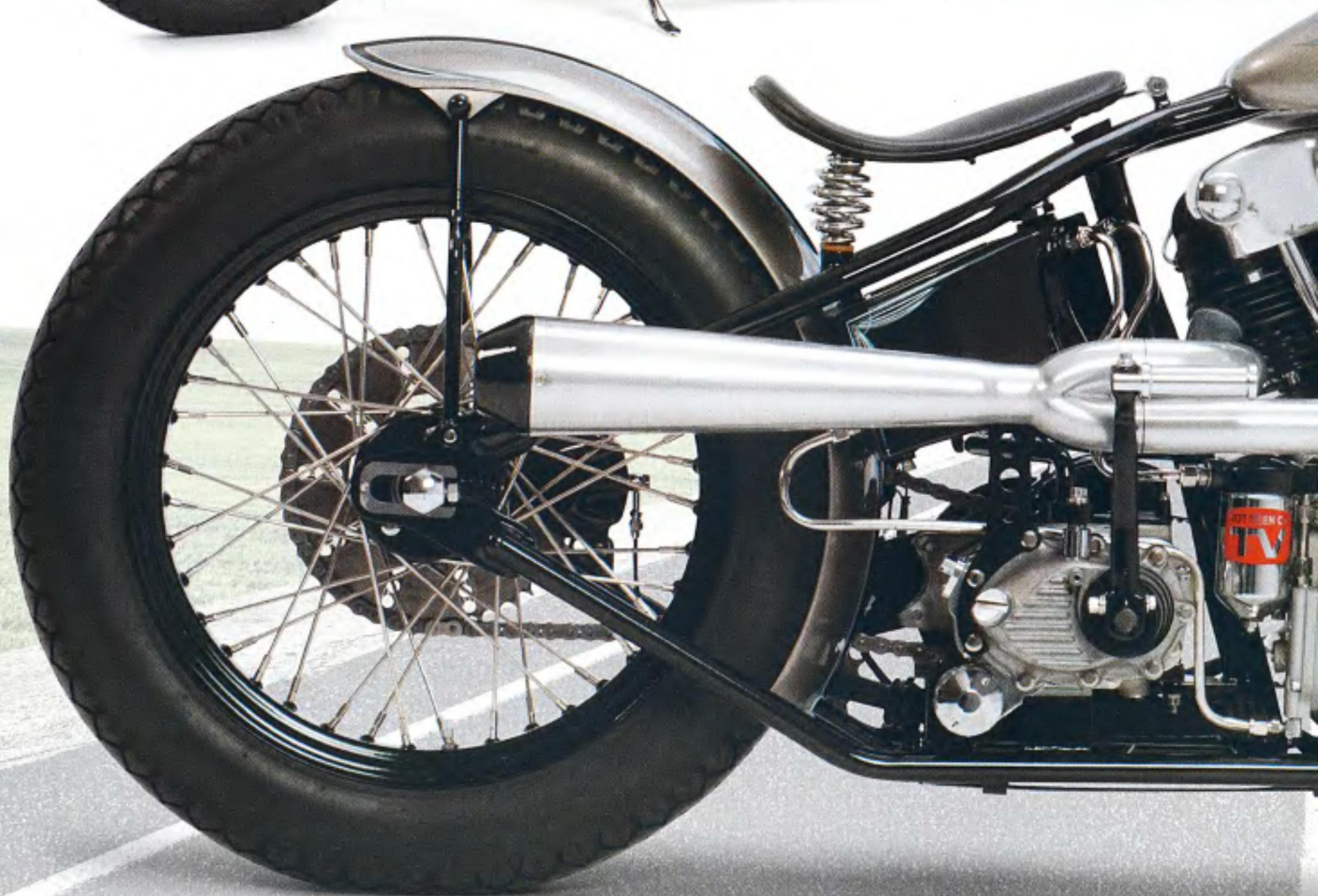
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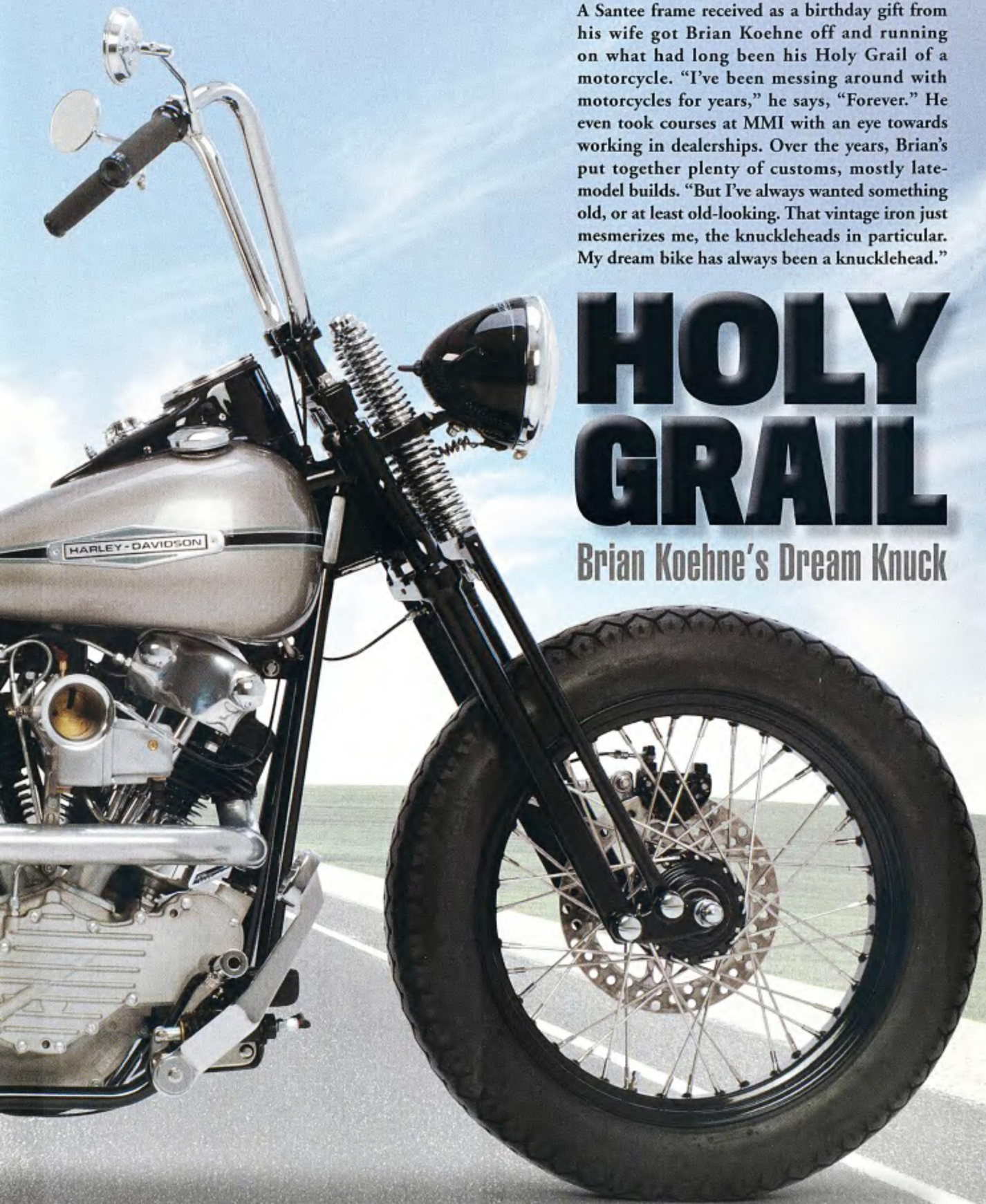
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I wanted a bike I could ride a lot
with no worries and a
reproduction engine gave me that.





A Santee frame received as a birthday gift from his wife got Brian Koehne off and running on what had long been his Holy Grail of a motorcycle. "I've been messing around with motorcycles for years," he says, "Forever." He even took courses at MMI with an eye towards working in dealerships. Over the years, Brian's put together plenty of customs, mostly late-model builds. "But I've always wanted something old, or at least old-looking. That vintage iron just mesmerizes me, the knuckleheads in particular. My dream bike has always been a knucklehead."

HOLY GRAIL

Brian Koehne's Dream Knuck



A DNA springer front end, a Christmas gift this time, moved things along, together with a pair of 18-inch DNA wheels Brian had a roller on his hands. "Of course I knew what engine was going in here—a knucklehead—but I thought I'd hold off on that for a while, buy it last. I knew that once I had the engine it would be full steam ahead, and quite frankly the budget wasn't ready!"

Not being able to contain himself when a sweet deal presented itself, Brian picked up that engine early, a brand-new 93-inch Flathead Power knucklehead reproduction. Mixing in a little new, engineering-wise, with the old, for a transmission he chose a Baker 6-into-4. "Both those pieces made perfect sense to me," he says. "I wanted this to be a bike I could ride a lot with no

worries. That's the reason I went the reproduction route with the engine. I wanted something equally reliable behind it and, that being the case, it just made sense to back it up with that Baker transmission." Every day rideability and safety is the explanation behind the bike's disc brakes, too.

Still, maintaining some of the old-school vibe, Brian's knuck is kickstart

only. Continuing the old-look with modern-reliable parts concept, the gas tanks are reproduction, and leak-free, 3 1/2-gallon Fat Bobs and like the rear fender they're painted a GM truck color, a subdued Pewter. "I didn't want some super flashy paint job," Brian says. "I wanted the motor to be the main focus of the bike." Still, that subtle color contrasting with all the black is plenty

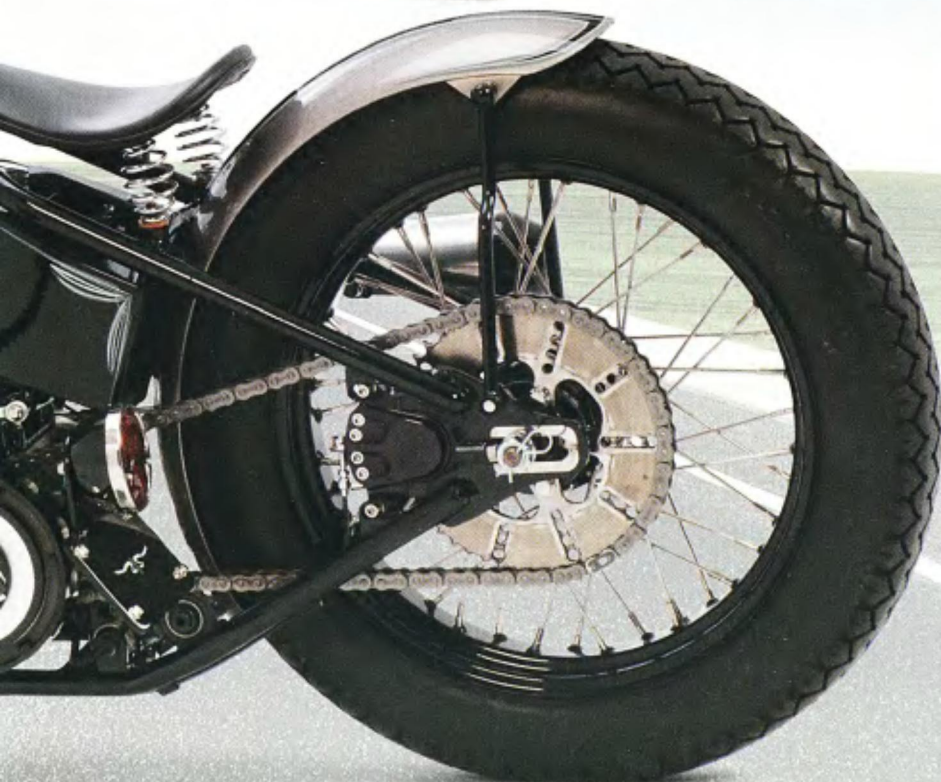
I've always wanted something old, or at least old-looking.



enough to catch your eye.

"This is the first rigid I've ever had," Brian says, "but with the springs under the seat the ride's not bad at all. Not something I want to take across country, I have an FLT for that, but for around town it's tough to beat. Light, narrow, and nimble, it's a blast to ride." Mesmerizing, you might say.

—Joe Kress



Owner: Brian Koehne (left)

City: Midlothian, Illinois

GENERAL

Designer: Brian Koehne

Fabrication: Brian Koehne

Year/make: 2010 knucklehead tribute

Model: bobber

Assembly: Brian Koehne

Time: 2 years

Chroming: Brown's Plating

ENGINE

Year: 2010 knucklehead

Rebuilder: Flathead Power (S&S)

Displacement: 93 cu. in.

Ignition: S&S

Cam: S&S

Carb: S&S

Air cleaner: none

Pipes: Brian Koehne

TRANSMISSION

Year/make: 2007 Baker

Shifting: 6-into-4

PAINT

Painter: Not Worthy!

Type/color: PPG/GM Pewter

FRAME

Year: 2008 Santee

Type: rigid

Rake: 30-degrees

Stretch: none

Shocks: none

ACCESSORIES

Bars: 12-inch apes

Handlebar controls: throttle only

Fenders: ribbed

Headlight: repop knucklehead-era

Harley-Davidson

Taillight: Model A Ford

Speedo: Harley-Davidson

Pegs: Harley-Davidson

Foot controls: Harley-Davidson

Gas tank: 3.5 gal. Fat Bobs

Oil tank: Paughco

Seat: West Eagle

Mirrors: small and round

Grips: Performance Machine

FRONT END

Type: springer 2 inches under

Builder: DNA

WHEELS

Make: DNA

Size: 18 inches

Tires: Avon

Brakes: Brembo front, George's

Garage rear

Photos: Michael Farabaugh

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Hair and Motorcycles

Bikers have long been trendsetters in hair-styles, but no biker took hairstyling into his own hands more than Gene Shacove (*at left, top*), the Triumph and Harley-riding Beverly Hills hairdresser who had as regular clients Lucille Ball,

Marlene Dietrich, Joey Heatherton, Jill St. John, and George Hamilton. Shacove, who became a hairdresser to meet girls, shifted the industry's focus from styling toward cutting, shaping loose cuts for St. John and Heatherton that launched the chic tousled look. He also customized Harley-Davidsons, his bikes appearing in our magazines. Shacove is best known as being the model for the movie *Shampoo*, in which he was portrayed by a womanizing, Triumph-riding Warren Beatty (*at left, bottom*). Shacove told this magazine that the movie's screenwriter, Robert Towne, came to live with him to get a taste of his lifestyle, but Towne left after only a couple of days, overwhelmed by the hedonism. In the movie, the hairdresser's girlfriend catches him having sex with one of his clients, and asks if there were others. "Let's face it," he says. "I slept with them all." Shacove died in 2001 at age 72.

There Oughta NOT Be a Law

You can be arrested in Texas for taking more than three sips of beer at a time while standing.

- You can be arrested in Texas for taking more than three sips of beer at a time while standing.
- No camel hunting in Arizona.
- You may carry an ice cream cone in your back pocket in Georgia, but not on Sundays.



What Does the Moon Smell Like?

When Apollo astronauts walked on the Moon, they carried Moon dust on their space suits and boots back into the lunar module. When they took off their helmets they smelled something resembling spent gunpowder or the wet ashes of a fireplace. It was Moon dust burning in the oxygen atmosphere of the spacecraft. (The Moon has no air so we don't know what its dust smells like there.)

Who Says Government Jobs Don't Pay?

Here are the five states/district with the highest annual personal incomes per capita:

1. Washington DC
2. Connecticut
3. New Jersey
4. Massachusetts
5. Maryland

And here are the five states with the lowest incomes:

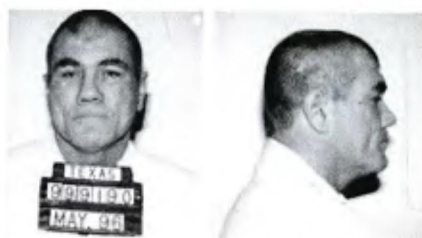
47. Kentucky
48. South Carolina
49. Idaho
50. Utah
51. Mississippi

Famous/Infamous Last Words Dept.

"Good, a woman who can fart is not dead."



—Comtesse de Vercellis, in 1728, dying of cancer, said this to Jean Jacques Rousseau, her servant, after breaking wind. Moments later she was dead. Rousseau would go on to become one of the great French philosophers.



"The only thing I want to say is that I appreciate the hospitality you guys have shown me, and the respect. And the last meal was really good. That is about it."

—James Collier, executed in Texas,

December 11, 2002



Misheard Lyrics Dept.

If you can't raise ten inches, then I'll have to let you be

Real lyric: If you can't raise my interest, then I'll have to let you be

From "Material Girl," Madonna



Silence like a casserole

Real lyric: Silence like a cancer grows
From "The Sounds of Silence," Simon and Garfunkel

Left: Art Garfunkel



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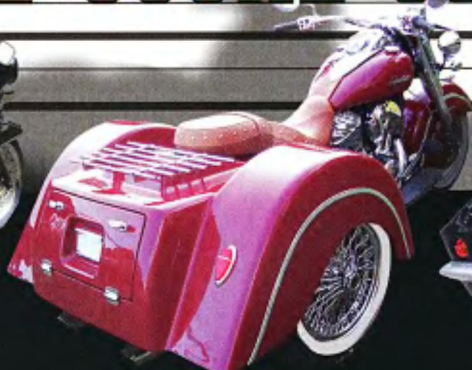
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Brackets

FoxHunt

Meet This Month's Winner!

In this month's issue, meet Jessica, a gorgeous little filly from Dalton, Massachusetts. Jessica was raised in the wild by a pack of friendly timber wolves who could speak Pig Latin—or, wait, was that just a cartoon I saw? Never mind, turn to her feature and see her chase Merlon Rogers' sweet tangerine bobber up and down the street.

—Moosecock Montana





#1101 Stacey-Utah

"Well, I grew up on motorcycles, so I was 11 when I had my first ride. By the way, I am the first, and youngest female president of the ABATE Weber chapter!"



#1103 Karen-Florida

"I was six years old and with my uncle Larry in a small town in Texas. He rode real fast up and down the ditch in front of my house. I've been addicted to bikes ever since!"



#1102 Crystal-Georgia

"My first time on a Harley I was in college attending a Harley rally, riding on the handlebars backwards topless—it was amazing!"



#1104 Jenn-Arizona

"My first ride on a Harley I was so scared that I peed my pants. I dried off eventually but they still call me Li' Squirty."

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 corpulent candy-men. Meet Miss Bittersweet Suicide, a tenacious little knob-gobbler from Bayonne, New Jersey, where she finds plenty of work as a shallow gravedigger. Come back next month or her associates may or may not visit you for a short, friendly chat out in the woods.

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: ()

Date of Birth: I am years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature:

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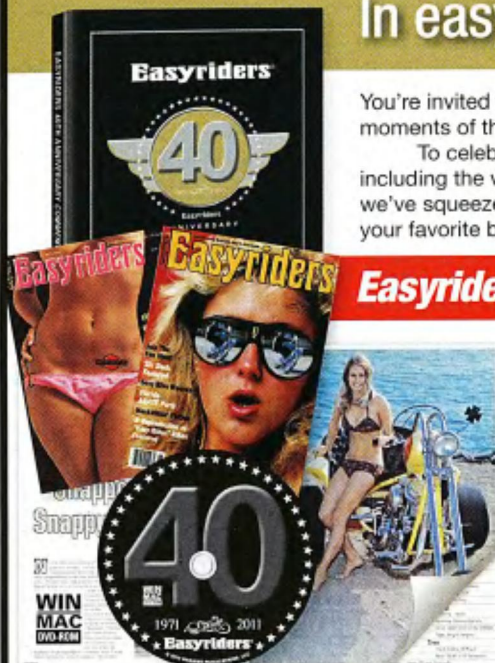
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Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.

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

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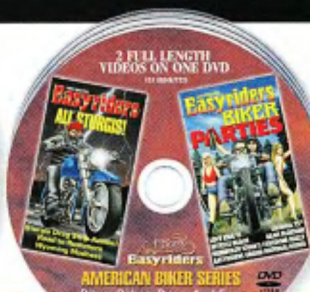
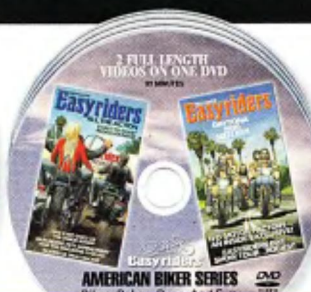
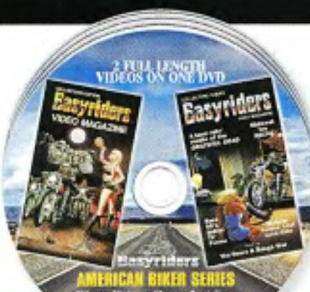
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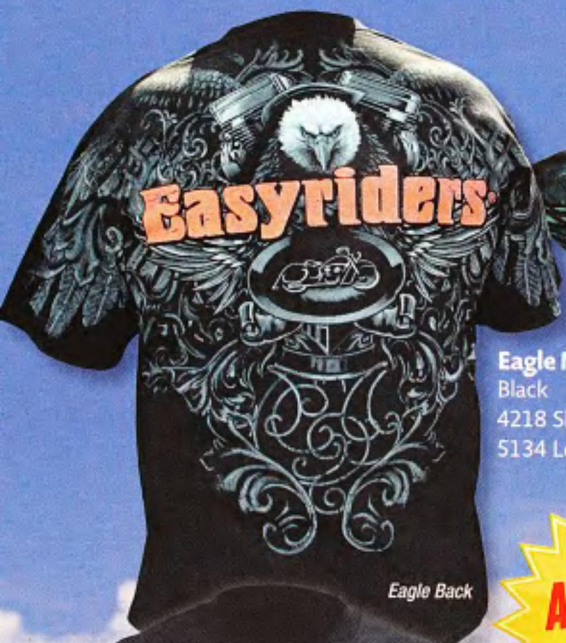
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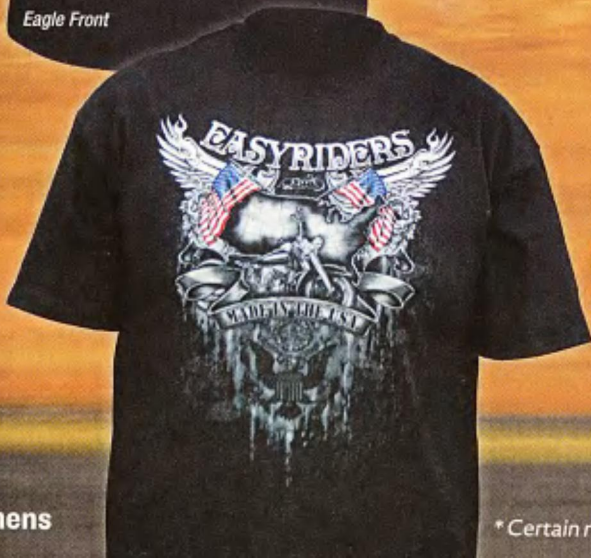


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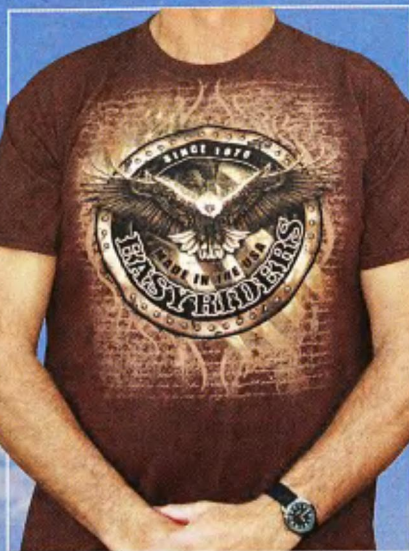
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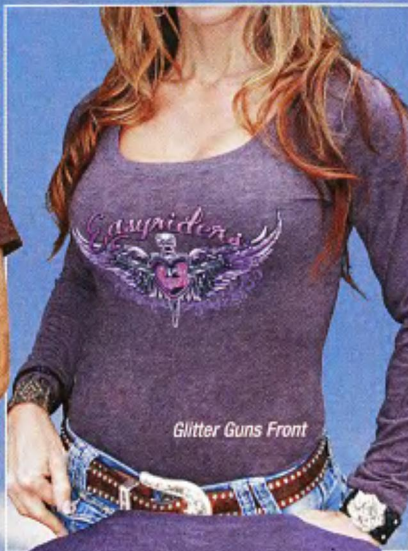
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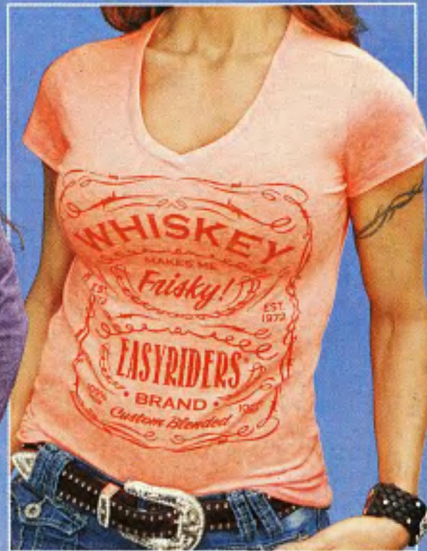
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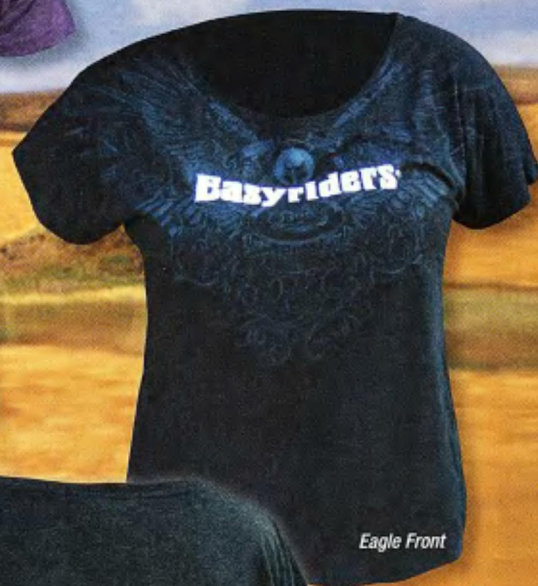
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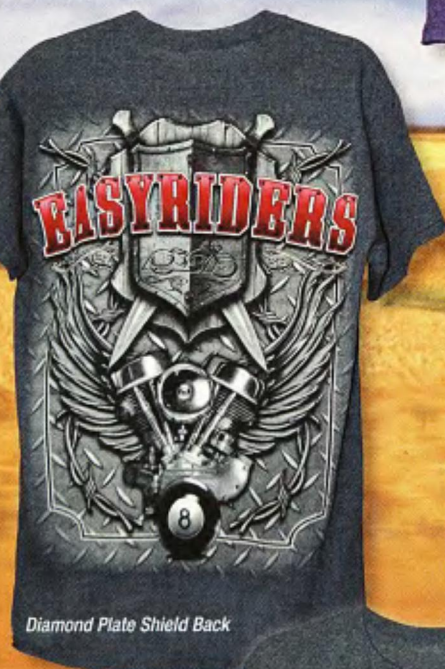


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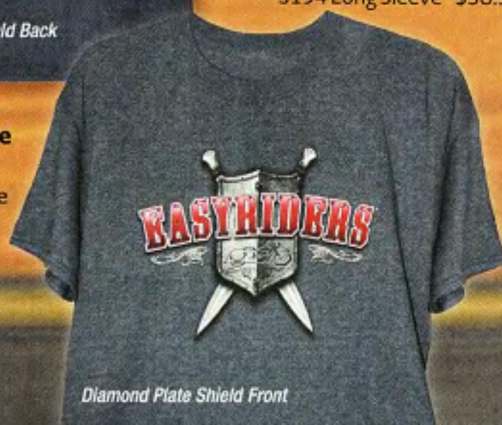
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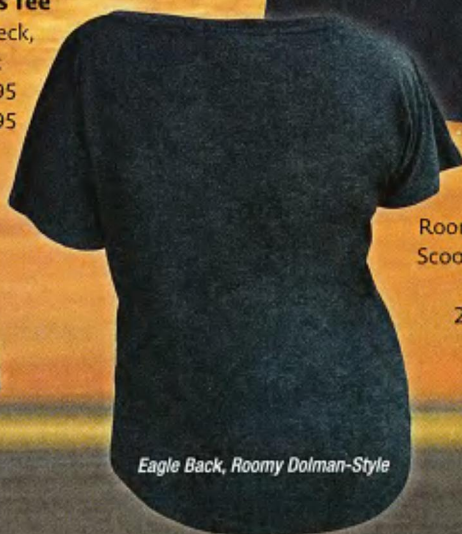


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Installing The S&S Power Tune Kit

S&S knows a thing or two about V-twin motorcycle performance. The company has been making internal motor parts, fuel, and exhaust systems for more than fifty years. For the performance electronics end of the engine management computer, S&S has teamed up with Superchips. This now enables S&S to generate custom electronic control module (ECM) and electronic fuel injection (EFI) programs on Superchips' new hand-held Vigilante ECM re-flash device.

The Vigilante device is completely self-contained; it doesn't require a personal computer or other device as an interface to re-flash the motorcycle's EFI control computer. You just plug the Vigilante into the bike's Delphi ECM diagnostic connector and follow the instructions that are in the little manual that comes with it. The job of re-flashing the bike's ECM takes fewer than ten minutes.

The Power-Tune Kit for our 2012 Harley-Davidson Softail consisted of a

set of new MR103CE Easy-Start Chain Drive Camshafts (P/N 330-0299, \$410); Premium Hydraulic Lifters (P/N 330-0175, \$290); Air Stream Air Filter (P/N 170-0056, \$270); Slash-Cut Slip-On Mufflers, (P/N 55-6045, \$390) and an S&S pre-programmed Vigilante flash-tune device (P/N 550-0482, \$300). The total cost of the parts was \$1,640, which got a lot more power in the rpm bands where most people ride their bikes.

The camshafts are a new grind, which was developed for Harley's 103-inch motors; the design goal was to preserve the motor's low rpm torque while adding more mid-range power. It has less overlap, with 35° between the exhaust closing and intake opening, but longer exhaust cycle—252°—than most performance street grinds. This does two things: it allows the cylinder to cool a bit and it doesn't build up excessive cylinder pressure at lower rpms. The cams valve lift is .585 inch for the intake and exhaust, which is compatible with the valve springs used in 2008-up Twin Cam motors.

Along with the camshafts, we installed a set of S&S Premium lifters; new lifters should be installed with every camshaft

change. One item that is missing is a set of adjustable pushrods, that is because S&S grinds the camshafts with the same base circle, 1.300 inch, as the stock camshafts. Reusing the stock pushrods might take a little longer, but it eliminates the need to use and then adjust a set of adjustable pushrods.

The air stream air filter and slip-on mufflers are bolt-on parts that were designed to work well with the camshaft and their additional airflow rates will enhance the motor's torque curve.

The finished bike looked good, and when we fired up the motor, we were pleasantly surprised with its sound; it was very deep. The bike had substantially more power throughout its normal rpm band and it didn't have an obnoxious high-pitched cracking sound. The boys at S&S are rightly proud of their performance kit. We like the way all of the parts work together.

—John Sullivan

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1 Here is our hopped-up Softail. The high-flow air filter and mufflers gave a boost in the torque, but the cams really kicked the power output upstairs.



2 Our Power-Tune Kit consisted of: S&S's new MR103 cams, Premium hydraulic lifters, custom programmed Vigilante re-flash device, air stream air filter, and Slash-Cut slip-on mufflers.



3 The starting point was a 2013 Softail Slim. It has Harley's 103-inch motor, which makes good power, but we wanted great power.



4 Installing a set of bolt-in cams requires going inside your motor, but not too deep. We removed the rocker covers, rocker arms, exhaust, air filter and cam covers.



5 The new cams were installed on the cam plate with their timing marks lined up and the cam plate was fitted back on the motor. The new lifters and the stock pushrods were installed.



6 The top end of the motor was put back together and the S&S air filter's back plate was installed.



7 The air filter element and inner cover were fitted to the back plate.



8 The stock exhaust head pipes were fitted to the cylinder heads.



9 Installing the S&S Slip-On Mufflers completed the mechanical assembly of the bike.



10 The Vigilante was plugged into the bike's Delphi ECM diagnostic connector; the handlebar run switch activated and we followed the prompts on the Vigilante's screen.



11 A few minutes later the Vigilante signaled us that the calibration re-flash was complete. We then rode the bike, which had a much sharper power curve; it felt like a real stump puller.

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"Regardless of what others do, if you do not make an effort, there will never be change."
—Pastor W. Storry/1984

A TRUE TWO-WHEELED TALE

MISCONCEPTIONS

People fear what they don't understand. This has been my experience in dealing with the masses since I was a small town country boy, raised in the hills of Lafayette, Tennessee. It was notably worse when I was born in 1940. I've ridden motorcycles, of one kind or another, from the time I left my tricycle behind. I had a Cushman scooter, a 125 Harley-Davidson Hummer, and an assortment of others including a 1948 knucklehead, a 650 BSA, a 750 Triumph, a 500 Norton, you get the idea.

At the time of this story, I was heading back to Tennessee from California. It was 1957 and I was 16. Though this was my first trip to the Golden State, it sure was not my last.

Also at the time of this story, I was making this trek from the saddle of a 1952 Harley panhead. It was painted robin's egg blue with gray flames. I did the custom paint work myself. In those days, most any custom work had to be done by the individual. It was nowhere near as convenient and easy as it has been for the last three or four decades.

In those days bikes certainly did not ride as smoothly as they do now. But I was full of piss and vinegar, an invincible youth, and had not one fear of a little rough riding as long as my face was in the wind. I was born with a wandering nature; a need to see what was around the next mountain.

Back in those days, Route 66 wasn't historical, it was the way to travel and see America. I was crossing the Arizona desert on said route when this memory was made and it has stuck with me to the present.

As I understand it, there are still several patches of desert out West where one can travel for miles without seeing any type of civilization. Back in 1957, there were many, many, more.

I had been riding on one such stretch of desert when, through the heat glimmers radiating from the asphalt, a red and white 1955 Buick, Roadmaster began to take shape, parked on the side of the road. Back in those days, cars did not have air-conditioning. The only relief would be when the car was moving with the windows down. Sitting parked, the heavy metal monsters would become equivalent to an oven or prison hot box.

I decided no one should be left to their fate in the sweltering rays of the merciless daylight hours an Arizona desert can dish out. So, I pulled over to see if I could be of any assistance.

It did not escape my attention that, the closer I got to the vehicle, the faster their windows rolled up. Even in

the already choking heat. Even though I had not made that first aggressive move nor uttered a single syllable.

Now I'll play devil's advocate. It was 1957. After traveling across the desert myself, I was no doubt a wild looking thing. I was hot, sweaty, wind-burned, and my thick, long, heavily greased DA's were wind-blown, I'm sure. I was riding a chopped Harley that anyone could hear roar from a great distance in that stretched out quiet desert. I had the air about me that pretty much screamed biker.

Thanks to films, tabloids, and newscasts, Joe Public firmly believed that all bikers were out to rape, pillage, and loot everyone they met. And so, all the squares first instinct was to panic.

After seeing me pass them initially and getting a good look, by the time I turned around and pulled in behind them, the car had been locked-down tight. Also, upon further investigation, I noticed the reason for them being stopped. They were stalled in the sand. The big, heavy Buick had lost traction in the loose sand and could only spin.

I walked to the driver side. I asked calmly and made the motion for him to roll down his window. The elderly woman of the couple waved 'No!' (They were in their late 60s, or early 70s.)

I could see that the heat was already taking its toll. This was not good. Anyone who knows the desert knows that it can drop young people, so elderly people are much more subject to the elements.

I needed them to trust me and I needed them to trust me fast. If they were going to survive this ordeal, we were going to have to get started right away. By rolling up their windows they were only making things that much worse on themselves.

I returned to my bike, retrieved my canteen of water, and went back to the rolled up window. They needed to hydrate. Dehydration would be the fastest killer for the old couple.

I waited and tried for a half an hour. I pecked on the window repeatedly and pointed at the canteen. Finally, I poured out a little in my hand to show them that it was really water. That seemed to do the trick.

The old man cracked the window just a bit to talk. I told them that if they didn't drink some water soon, the heat would get them. The poor old woman appeared to already be heading into a fainting state.

I explained that I was only there to help. Once that was established he rolled the window down further. He took the canteen and I added my bandana. He took these and washed his wife's face. Next, he

opened the heavy door and stepped from the vehicle. He shook my hand, and asked, "Will you help me get my wife out of the car?"

"Sure," I replied. This turned-out to be a lot easier said than done, for it felt like she weighed about 300 pounds.

Her husband held on to her while I went to my bike to retrieve my bedroll to spread out in the shade. The only shade around was that of a huge boulder. We lay the woman on the sleeping bag in order to make her rest. Her husband washed her face again with the water and bandana.

"Do you have a jack?" I asked him.

"It's in the trunk." He told me.

I took the jack and managed to lift the car until the stalled wheel was out of the sand. Once this was done, I used my foot to pack sand into the wallered-out rut and gathered gravel and small rocks to use for traction.

After I felt I'd done all I could for the situation, I let the jack back down. I needed to see if the heavy car would stay on top of the sand.

It held. I drove the car back onto the pavement. We gathered the old woman between us and put her in the vehicle. They both thanked me a lot.

The old lady even added, "Bless you, young man, for stopping and helping." Her husband tried to pay me some money, but I didn't accept.

I told them, "You're low on gas. There's a small desert town East and not far from here called Sun Valley. You can refuel there. Y'all need to get a canteen and water when traveling out here."

They followed me to the service station. I wanted to make sure they got there okay. They thanked me once more and said, "We're on our way to California! We're going to see our grandkids for the first time!" Finally, we exchanged names. They were Warner and Maggie Dalton from Kentucky.

Before I rode off the woman added, "I'll never judge a book by its cover again!"

I told them, "I'm headed home to Tennessee to see my mama. I was raised to always try to help people when and where I can. Always a good deed in return, comes home."

I enjoyed the rest of my trip home. Things like this always makes me feel good. It's the little moments like this that can change people's perspective of us. More from everyone would help. All bikers are not what the media makes us out to be.

—Jim Bandy AKA The Tennessee Wildman

A Much Better Mousetrap



HARLEY'S 2015 ROAD GLIDE

Arguably, the most talked about aspect of Harley's 2014 touring lineup was that the Road Glide model was missing. Last August, the factory used thousands of words heralding its Project Rushmore baggers, yet there was nary a syllable on the lack of a Road Glide. This year, the bagger news is all about the two new Road Glide models: Road Glide and Road Glide Special. After seeing the bikes, we think that the wait was worth it.

Originally introduced in 1979 as the Tour Glide, the bike had a bit of a slow start, but over the ensuing years it has built a huge following. Those first bikes came with a rigid mounted fairing that barely mounted a pair of gauges. As the design advanced, Harley included improvements, which culminated with the introduction of the 1998 Road Glide. That year, more than the name changed, the fairing now housed a stereo radio system along with four gauges. Other than changes to the radio system and to the fairing's actual mounting brackets, the next 16 years found Road Glide's shark-nosed fairing unchanged.

For 2015, the Road Glide not only incorporates most of the factory's project Rushmore improvements, it uses a totally new rigid fairing system. Located just below the windscreen are three adjustable air vents, which are designed to minimize the air buffeting over the rider's forehead. The windscreen itself also directs the airflow around the rider. These two improvements make for a much more comfortable ride. The inner fairing now houses a double height radio unit; the standard Road Glide has the Boom! Box 4.3 and the Road Glide Special uses the upgraded Boom! Box 6.5 GT audio system. The fairing now



The new handlebars are connected to the same 49mm forks that were introduced on the 2014 baggers.

incorporates a pair of LED headlamps that produce a much clearer white light.

As for the included Project Rushmore improvements, what we really appreciated was the redesigned saddlebag latches. They are such an improvement, that they alone are a great reason to upgrade to the new Road Glide.

The Road Glide's ABS brake option is new; it incorporates the same linking arrangement between the front and rear brakes that was introduced on the 2014 baggers. In previous years, the ABS brakes were not a linked system. What really stands out with this Road Glide is its handling, which is so effortless, yet stable and precise, that we can't compare it to our earlier models. The 49mm fork tubes and new triple trees have added total confidence to the bike's steering system.

With the revised 103-cubic inch motor, the bike has all the power that we needed for passing, two-up or solo. It is quiet and smooth, with a low rumble that recalls its ancient heritage. The transmission is quiet as well, and the shifting is very smooth. New for 2014 baggers, was the CAN Bus on-board computer technology, which controls the electronic fuel injection, the handlebar controls and the instrument display.

There are five solid paint colors available: Vivid Black, Amber Whiskey, Mysterious Red Sunglo, Superior Blue, and Black Denim. The Road Glide Special models feature the addition of hand-applied pinstriping.

All in all, we really like the Road Glide's new fairing and other improvements; we have no complaints with the bike at all.

—Bugle



The inner fairing now houses a double height stereo head unit. This is the Road Glide Special; it features the Boom! 6.5GT infotainment system.



The regular Road Glide features the Boom! 4.3 stereo unit, which is all the electronics that we find necessary on a motorcycle.



Out front is a pair of Harley's superb LED headlights.



Another addition to the inner fairing is the Jukebox media compartment, which has a USB interface into the infotainment system.

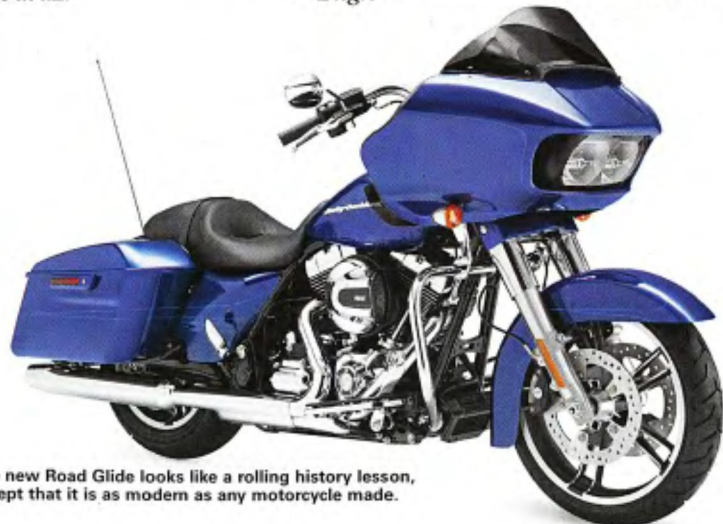


The Road Glide's trim shape is propelled by the 103-inch Twin Cam motor.



The new streamlined front fender highlights the 19-inch aluminum front wheel.

Length:	96.5 in
Wheelbase:	64 in
Seat Height:	26.1 in
Ground Clearance:	5.3 in
Weight:	813 lb
Fuel Capacity:	6 gal
Rake/Trail:	26.0°/6.7 in
Displacement:	103 ci
Motor Type:	45° V-twin
Bore/Stroke:	3.87 in X 4.374 in
Compression:	10:1
Fuel System:	EFI
Oil Capacity:	4 qts
Primary Drive:	Chain Drive with Compensator
Transmission:	6-Speed
Final Drive:	toothed belt
Brake System:	ABS Std.
Front/Rear Brakes:	32mm 4-Piston
Front Tire:	D408F 130/60B-19
Rear Wheel:	D407 180/65B-16



The new Road Glide looks like a rolling history lesson, except that it is as modern as any motorcycle made.

THE GLOWING DOLPHIN

Mr. Moore's Magnificent Pan



This wild, psychedelic chopper with its 40-over front end has been around for a while. Mika "Mr. Moore" Nieminen from Finland built it back in the late 1990s, but the timeless style looks as great today as it would have on the California biker scene of the 1970s.

Take the night ferry to Turku, Finland, and you will arrive around eight in the morning. Get on the main highway north and stay on it for 90

minutes, get off at exit 46 to Lempäälä and look for a big wooden house that used to be a school. The sign MR. MOORE CUSTOM CRAFT tells you what it's all about. This is the "dream factory" where Mika, his wife, Sarita and their crew turn dreams into reality. The business is thriving, both as an officially licensed Harley-Davidson service center and as a custom bike fabrication shop.



Mika has been working on this chopper for years. The Glowing Dolphin, as he calls it, can usually be seen on a pedestal in the Mr. Moore showroom. The bike has been standing as a centerpiece in the shop for more than a year. Mika kicks it over twice, turns on the ignition, kicks again and the panhead immediately roars to life. Applause from the rest of the crew, and his usual smile gets wider than ever.

You could call Mika and Sarita political refugees back in the 1990s. Riding a bike like this in Finland would have resulted in some very serious problems with the law. Would you believe 10,000 Euro fines? "It's not like it was entirely legal in Sweden either," Mika tells us, "but you could get away with it. That was the main reason why we moved there, to be able to ride real choppers."



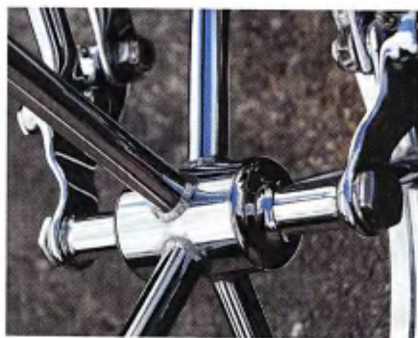
Mika "Mr. Moore" Nieminen

This is a machine with its roots in the flower power 1970s, long before flat black and skulls came into style.



Mika did almost all the work on this chopper himself, with a little bit of help from the older geezers at the Valmet tractor factory where he worked. He started out with an Electra Glide frame, cutting off everything except the engine and transmission mounts. The reason for this frame was that he wanted the softly rounded lines in front of the engine that you won't find on a stock Harley rigid frame. This guy knew exactly what he wanted right from the start—like those wheels. Mika had decided on Invader-type wheels with five spokes, but six-spoke wheels were the only ones he could find. Any compromise would be unthinkable, so he made his own with converted wire spoke rims and homemade 8mm spokes.

The seat was another thing that the builder had clear in his mind from the



start. The only problem was finding the right material. He finally found it—a dusty roll of purple flake vinyl at the back of a small custom shop in Florida. Mika even handled the seat upholstery himself, sewing until his fingers started bleeding.

The 40-over Harley springer forks, extended by “Mr. Moore” himself (one of

his shop's specialties), give the bike a super long wheelbase, but make no mistake, it handles great, even with Mrs. Nieminen riding pillion.

So, why is this chopper called Glowing Dolphin? Mika may be the sweetest, most easy-going guy you ever met, but you can't be totally sure when he's serious or when he's joking. “Well, think about it,” he says. Dolphins. I shouldn't have to explain.”

Yeah, I guess it makes sense. Glimmering, smooth, perfectly designed with harmonious lines. This is a machine with its roots in the flower power 1970s, long before flat black and skulls came into style. It is a bike so extreme it almost looks unreal—more like something from one of those early paintings by Easyriders artist David Mann.

—Charlie Charles



Owner: Mika "Mr. Moore" Nieminen
Builder: Mr. Moore Custom Craft,
 Tampere, Finland

ENGINE

Year/make: 1958 Harley-Davidson
Model: panhead
Assembly: Antero Laine
Displacement: 1200cc
Cam: FLH

Ignition: Points
Carb: Linkert, chromeplated
Air cleaner: Diamond
Rocker covers: Mr Moore
Exhaust: drag pipes

TRANSMISSION

Year/make: 1958 Harley-Davidson
Primary drive: 1 1/2-inch belt drive
Clutch: Harley-Davidson
Gearbox: 4-speed
Primary cover: Robban's Speed Shop

FRAME

Year/make: 1958 Harley-Davidson
Rake: 55 degrees
Stretch: 6 inches

FORKS

Make: Harley-Davidson, Mr. Moore
Extension: 40 inches over

PAINT

Paint: Maroon Glowble metalflake
Painter: Kari Karhunen, Mr Moore
Pinstriping: Blaster, Italy

ACCESSORIES

Bars: Mr. Moore
Hand controls: none
Gas tank: Mr Moore
Oil tank: Harley-Davidson
Seat: Mr Moore
Foot controls: Harley-Davidson
Headlight: Harley Springer spotlight
Taillight: 1959 Cadillac
Rear fender: 5-inch flat fender

WHEELS

Make: Mr. Moore
Size: 19-inch front, 16-inch rear
Brakes: Harley-Davidson rear
Tires: Avon Speedmaster
Photos: Siwer Ohlsson
Contact: Mr. Moore Custom Craft
www.mrmoorescustomcraft.com



PartsBox



NEW HARLEY FL REAR FENDER

This new rear fender gives 2014 Harley touring models a smooth-style rear fascia with brilliant integrated LED lighting, which hides the factory saddlebag mounts. Customize the tail of your

Harley-Davidson touring motorcycle with this rear fender system (P/N 59500246, \$999.95).

Originally featured on CVO touring models, this kit includes a fender and fascia to smoothly blend the shape of the rear fender into the saddlebags and hide the saddlebag mounting structure. Sold in a primer finish ready for color-matched or custom painting, this kit includes integrated LED brake lights, turn indicators and taillights, and all required mounting hardware. The kit fits all 2014 Harley-Davidson Touring model motorcycles, except CVO and Tri Glide Ultra.

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and high-quality finishing accounts for their good looks, while the caliper housing kits reuse the factory's internal parts, which is cost effective. Ness offers front caliper housing kits to fit most non-ABS equipped 2008-up baggers and caliper housing kits for both the front and rear calipers on 2008-up nonABS equipped Dyna and Softail models. The caliper housings are available in two finishes: highly polished chrome or black anodized with machined aluminum highlights.

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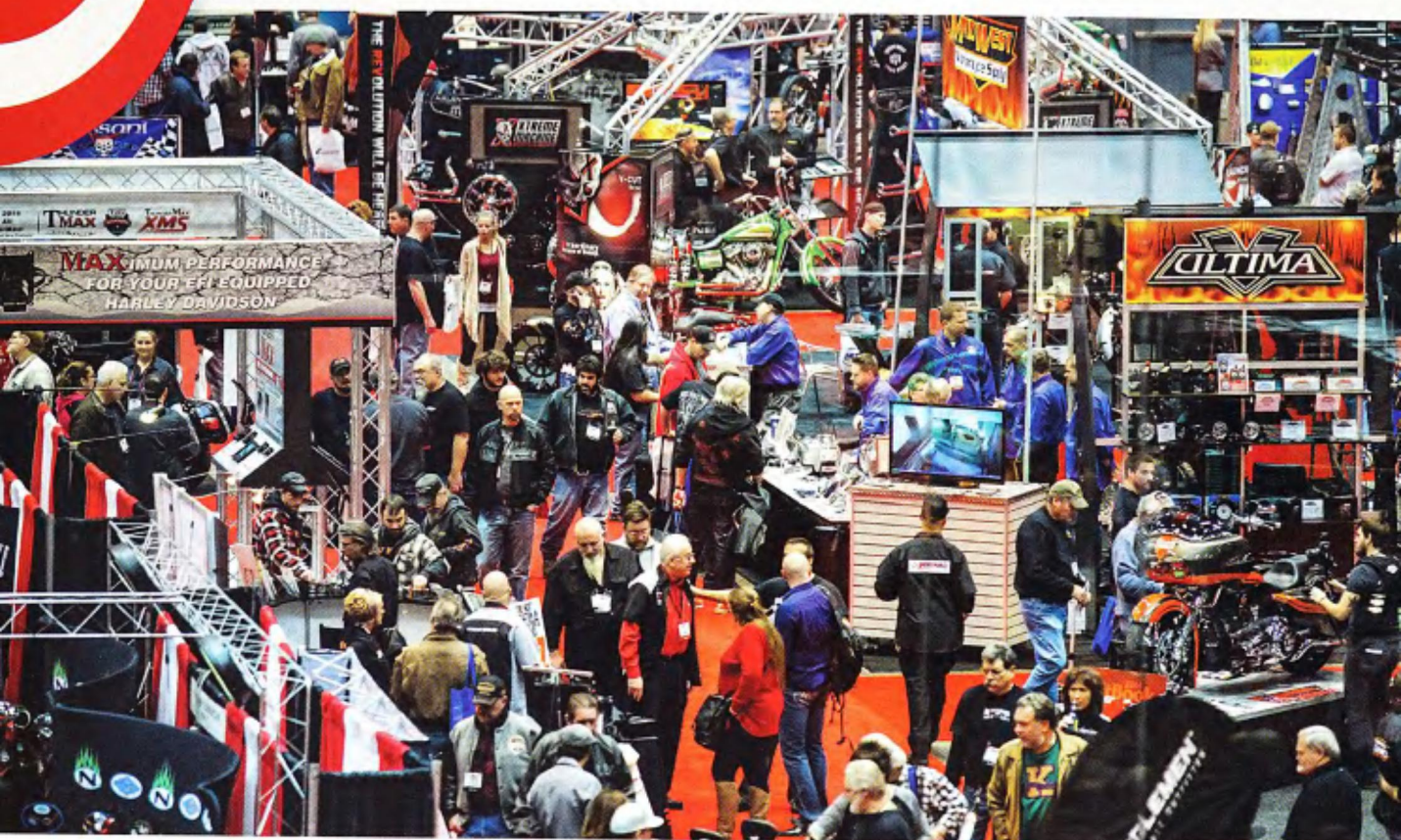
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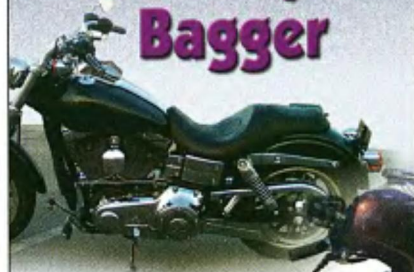
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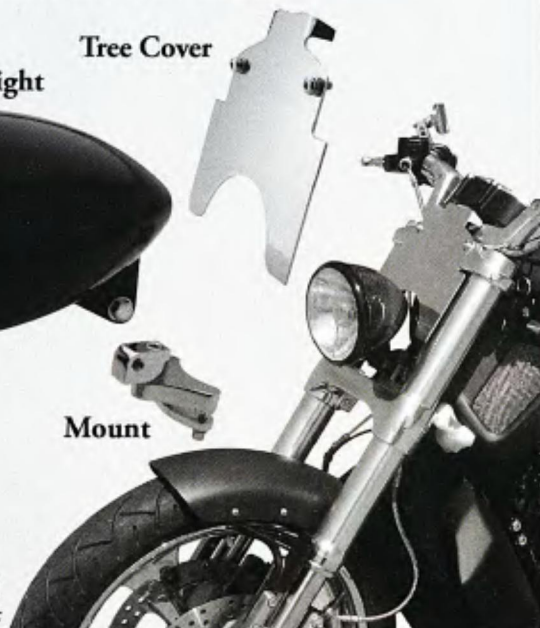
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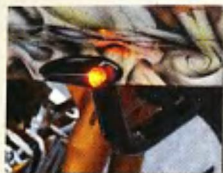
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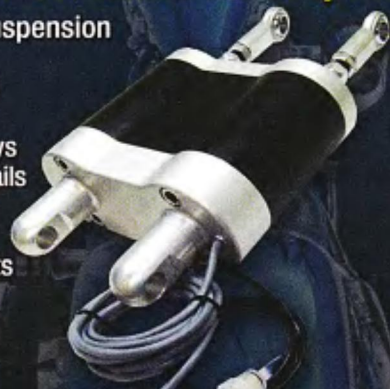
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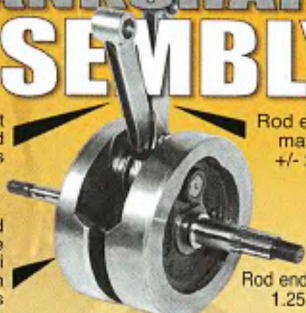
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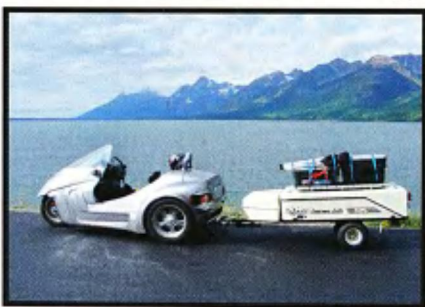
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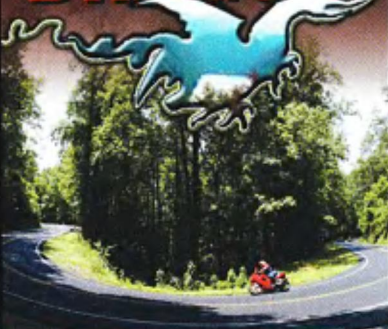
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The Ball Buster

MERLON ROGERS' B&M BOBBER

Father and son team Bradley and Merlon Rogers of B&M Performance Cycles in Massena, New York, are living the dream right there on the edge of the Adirondack Mountains. With all the curvy roads nearby, Bradley says, "Some days you just like to get your head clear, and nothing can bust out mental cobwebs like riding among this local scenery."

When building either a chopper or a bobber, you will face the varying opinions of a few rubber assholes who say it is not a proper chop or bob-job. B&M Performance Cycles built this one as a bit of both, specifically to bust the balls of

just that special kind of asshole. These guys build everything to be very clean and rideable. One priceless word of advice from B&M is to "always leave room for mistakes."

Bradley and Merlon start each build with a frame from their friends at Maximum Metalworks. They don't use putty on the frame so everyone can see the integrity of the welds. The crew at B&M earn some of their daily dough on maintenance and motor work, and can build your motor anyway you want it. They built this 96-inch Evo to ride and be ridden hard.





The strutless rear fender started life with a B'Cool shell, which Merlon really likes because he can make it into any kind of fender you want. The Cole Foster fuel tank was relocated to match the backbone for nice, flowing lines. Bradley made a seat pan and shop regular and upholstery guru Virgil Love covered that pan with ostrich.



Two days before a bike show in New Jersey, Merlon mentioned to his painter, Jeggers, that he wanted a cracked eight-ball on the bike's tank. "Jeggers does some truly amazing work," said Merlon. They installed the tank as it was being loaded for transport and the end result

was a bike they are truly proud of—a real Ball Buster.

And speaking of busted balls, take it easy on this month's Fox Hunt winner, the justifiably juicy Jessica, or else you're gonna need to get a towel.

—Cheese



Owner: Merlon Rogers (left)
City: Massena, New York
Fabrication: B&M Performance Cycles
Model: 2009 bobber
Assembly: B&M Performance Cycles
Time: 3 months
ENGINE
Year/make: 2009 S&S Super Sidewinder
Rebuilder: B&M Performance Cycles
Displacement: 96 cubic inches
Lower end: S&S
Ignition: Crane
Pistons: S&S
Heads: S&S
Cam: 561
Lifters: S&S
Carburetor: S&S Super "E"
Air Cleaner: S&S
Pipes: B&M Performance Cycles
TRANSMISSION
Year/make: 2009 Ultima 6-speed
Paint: Jeggers
Type/color: House of Kolor/Tangerine
Special paint: Jeggers
FRAME
Year/make: 2009 Maximum Metalworks
Type: hardtail
Rake: 34 degrees
Stretch: minus 2 inches (downtubes)
ACCESSORIES
Bars: Tedd's Cycle
Handlebar controls: Hawg Halters
Fender: B'Cool products /
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Headlight: Mid USA
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Primary: Ultima
Seat: Virgil Love
Mirrors: Tedd's Cycle
Grips: old school
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Type: FXR
Extension: stock
Builder: Harley-Davidson
WHEELS
Hub: Harley-Davidson
Size: 21-inch front, 17-inch rear
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Photos: Dino Petrocilli
Contact: B&M Performance Cycles
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ReadersRides

Matthew "Tumbleweed" Powell

Bedford, Texas

2000 Heritage Softail Classic

It's a cow! It's an ox! It's...a Harley-Davidson? Welcome to Tumbleweed's world where things are, well, a bit more bovine than in your average universe. "I've been a redneck and a cowboy all my life," says Tumbleweed, not as an excuse but as a reason for his bullish behavior.

When he got this bike, he wanted to be different. "Everybody's got skulls, flames, and naked girls on their bikes," he says, "but that's just not me, so I started by putting the longhorns on it that I got at a garage sale for 19 bucks. And then it just went from there."

The bike, which he calls Texas Tradition, was pearl white when Tumbleweed

bought it, but he designed the hide pattern and took it to a friend's along with a real hide and had him paint the sheet metal, making sure that the pearl white would turn into more of a yellowish white because, Tumbleweed knows, "after a bull's been out for a while, the white don't stay white, it turns yellow in different spots from the sun. And because he couldn't do it with an airbrush, he ended up hand painting the fenders and tanks."

Other intricate, cowboy insider details include the pegs-turned-stirrups that Tumbleweed says he initially put on as a joke. "But people loved 'em," he says. Then there's the dash that may look like wood but that Tumbleweed says is leather strip warm work that he made himself, much like he covered the bags and the seat with cowhide.



Much of it—and there's plenty more—was trial and error, but Tumbleweed persisted, and five years later he's reaping the rewards, like routinely getting stopped by the cops who want to take a closer look, or Willie Nelson seeing it and signing it. In fact, Matthew says that Willie was even interested in having Texas Tradition in one of his future videos. And that's no bull!

—Tripper



Bobby Bucy
Perryville, Missouri
2005 Fat Boy

Columbus had to wait to get Queen Isabella's okay before he could cruise the Atlantic to discover America, so it should come as no surprise that lesser men also have to get the nod from women for their projects. Not all, of course, but some, like Bobby Bucy, for example. "About three years ago I started dreaming about buying a good, used Harley, one that I could strip down and then fix up just to suit me," he says. "Last August, Audrey, my very lovely wife, told me that for my birthday we should go ahead and get it done. What a lady and what a birthday!"



Photos: Owner



Bobby then found this Fat Boy on Craig's List, bought it cheap, and let the fun begin. "I took parts off for two weeks and cleaned for a couple more," he says. "I took the stuff I took off to the swap meet, traded for some others and bought some more."

He bought a tank and back fender that he took to a local painter for body work and the White Pearl paint job. "My buddy Steve did the airbrushing, and after braiding a custom leather whip I also braided all the new cables," Bobby adds.

Brandon at V-Twin helped him put it all together, and when the day arrived, "To Me" (as in "Happy Birthday...") was ready to ride. "When I rolled up in the driveway, Audrey walked around it twice before saying 'it looks just like you.'"

—Tripper

Bizarre Bike of the Month



Looks like a bike C-3PO would ride.

Comin' At Ya



The dazzling December issue of *Easyriders* (No. 498) features our Holiday Gift Guide, packed with the latest products and riding goodies and, just in time for the holidays, we also bring you our Fall/Winter Roadware catalog. Plus, ride with us to the Panama City Run, check out a mind-blowin' Harley-powered Barstool Racer and check out the awesome rally known as Born Free.

Custom bike features will include our *Easyriders* Bike of the Year by Bill Steele, a smokin' hot Sporty by Cole Foster, a classic chopper by John Dodson, a sleek Darwin Bobber, a lavish Back Yard Bagger and more.

All this plus mounds of mistletoe-packed boobs, jingle bell-ringin' laughs and we'll shove somethin' up Santa just for you! It's all barrelin' your way like a reindeer in heat in the December Special "WIND" issue of *Easyriders*!

Includes a 32-page outsert of "classic Wind" reader's photos.

On sale November 4



The sensational November issue of *V-Twin* (No. 164) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. It includes extra tech tips, and of course, no nudity.

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

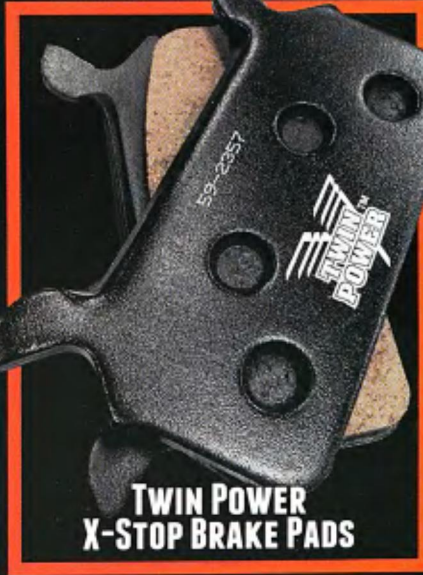
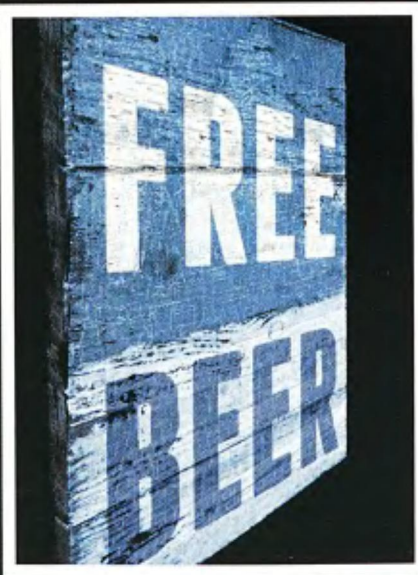
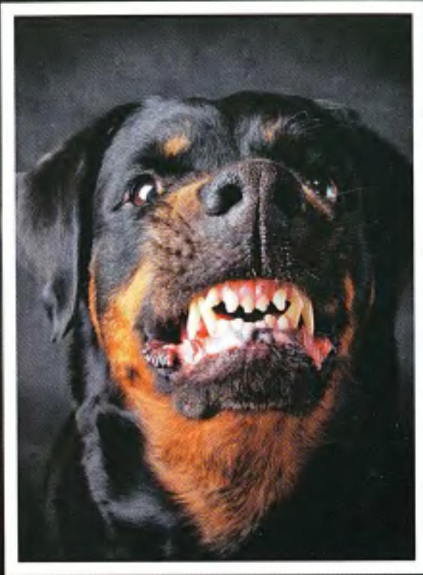
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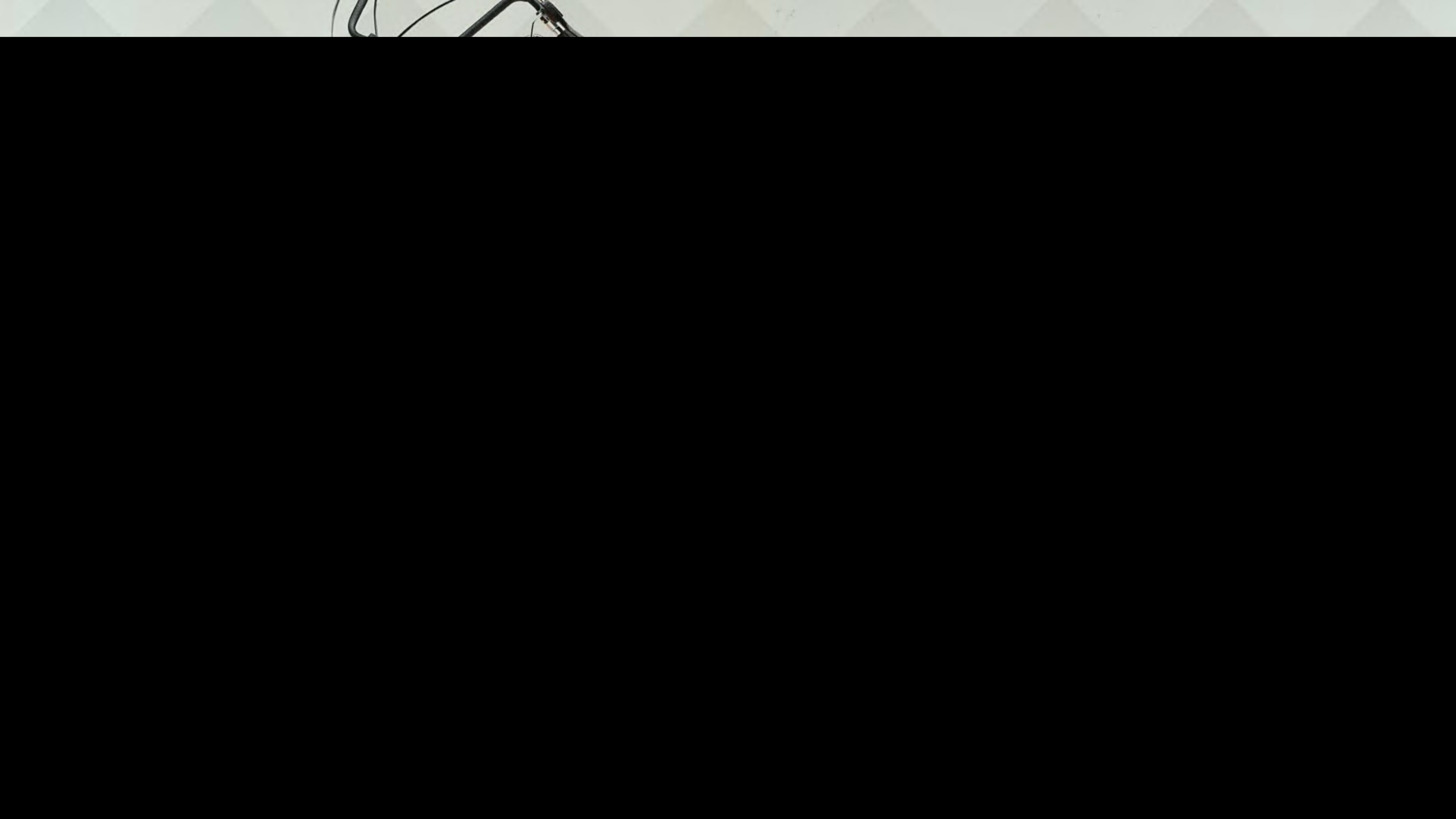
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