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498 • December 2014

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Barstool Racer

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Please send your questions
or comments to the editor at
dnichols@easyriders.net

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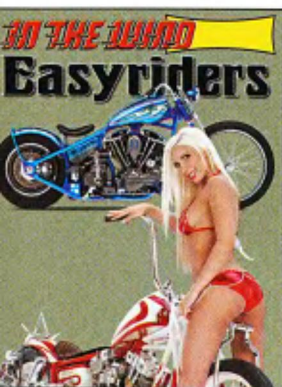
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ON THE COVER: Bill Steele's Bike of the Year Blue Baller shot by Michael Lichter. John Dodson's Gangster Chopper and Katerina shot by Don Rogers. Cover imaging by Jeff Biggs.

Taking It Easy

She Was Pissed!

A husband and wife decided to go jet skiing near a nude beach. The husband was caught by his wife giving a blow job to a DUDE at the nude beach. She was not at all happy with this discovery, and they had words (after some heavy drinking). While they went jet skiing, he threw her off the vehicle four separate times! When the final toss came around, she hit her head and refused to reboard. Her husband left her on a sandbar. When he got to shore, he called 911, and they found her bruised and battered body on the sandbar wearing only a life vest. After several days in the hospital, she died.

Body Piercing Gone Too Far?

A German body art enthusiast has portholes in each cheek that expose the insides of his mouth. With customized plugs, he can seal the portholes when soup is on the menu. The holes are 36mm wide, but he's actively aiming for 40mm.

If You Need an Ambulance...

A 60-year-old man with a blood clot was being taken to the hospital in an ambulance when the driver stopped to pick up two hitchhikers (one, a young woman in a "skimpy skirt") on the way town. The patient's toes started to blacken, but his blood flow was restored and he did not, thankfully, lose his leg. He said the two riders were friendly and wanted to chat about his condition, but he was not in the mood.

This Chick's Buggy!

A guy in China went out to eat. When he complained about finding a cockroach in his salad, the waitress told him he shouldn't worry about the bug in his salad because "it is very normal" to find cockroaches in restaurant food. So the guy told the waitress that if it wasn't such a big deal, she should eat the bug, which is exactly what she did.

More Art (?)

A Swiss performance artist created a painting while standing on two ladders, nude and

expelling "eggs" filled with paint and ink from her vagina! Each *PlopEgg* canvas made what she called a powerful statement about women, fertility, and creativity."

What Price Art?

A British artist put on a furniture-and-effects exhibit called *My Bed*, supposedly representing a failed romantic relationship, featuring mussed sheets, empty vodka bottles, and used condoms. A prominent collector bought the piece for the equivalent of about \$200,000. Almost 15 years later he sold *My Bed* at auction for the equivalent of \$4,330,000.

That's Persistence

Two men wanted to open a parking lot's automated cash machine. Wearing hoods, they tried to batter the secure machine open, and then tried to pull it away (but learned that it was rooted to an underground cable). The next plan involved getting in their Peugeot and ramming the machine, which did knock loose the money-dispensing part, but also shredded part of the car's body. The dispenser (with the equivalent of \$1,500 in coins) fit in the front seat only after some exhaustive pushing and cramming, but finally the men drove off with sparks flying as the weight of the coins made the crippled car scrape the pavement. Police arrived on the scene, and a brief chase ended when the car crashed into a wall. Final score: car totaled, money recovered, and one of the men sentenced to two years in prison.

Actual Newspaper Headline

"Starvation Can Lead To Health Hazards."

Pilot and Control Tower

While taxiing at Gatwick Airport (in Great Britain) the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727. An irate female ground controller lashed out at the US Air crew screaming:

"US Air 2771, where the hell are you going? I told you to turn right onto Charlie



taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D, but get it right."

Continuing her rage to the embarrassed crew, she shouted hysterically:

"God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move until I tell you to! You can expect progressive taxi instructions in about half an hour, and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?"

"Yes, ma'am," the humbled US Air crew responded.

Unorthodox Food Preparation

A Chinese noodle factory employed workers to walk back and forth atop piles of vermicelli noodles about to be packaged for shipment to stores. Some workers were even seen lounging or sleeping on the mountains of noodles. And a Chinese restaurant was closed for various violations, including the restaurant's habit of draining water from cabbage by putting it in cloth laundry bags, placing the bags between pieces of plywood in the parking lot, and driving over them with a van.

A Tidbit of Juicy Info

In places like India and in many parts of Asia, bathrooms provide a little cup of water but no toilet paper. Once you've done your business, it's customary to use your left hand to wash your butt of any left-over fecal matter and then wash your hand with the cup of water. This is why it's rude to shake hands or eat with your left hand in most of Asia and the Middle East.

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BIKE OF T



A lucky horseshoe follows Bill Steele wherever he goes.



THE YEAR

BILL STEELE'S BLUE BALLER

Ask anybody who knows Bill Steele and they'll shake their heads, grin, and say, yep, a lucky horseshoe follows him wherever he goes. But it goes way beyond luck that the bike seen here gained the ultimate accolade as Easyriders Bike of the Year.

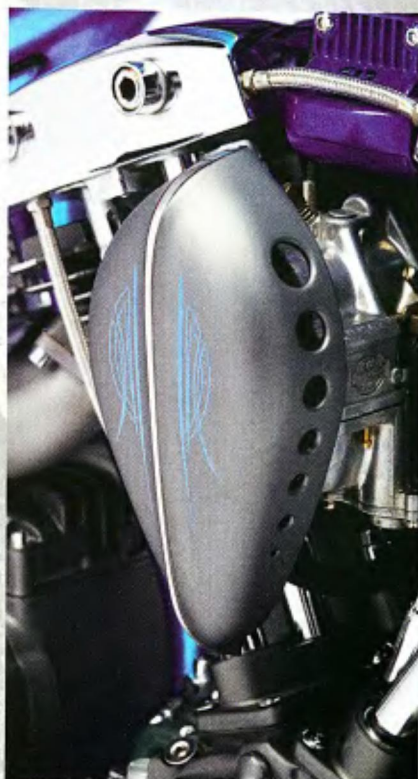


Bill comes from a family steeped in hot rods and custom cars, and opened his own business Steele Auto Body, in 1993. Always drawn to two-wheels, in 2000 Bill began designing and building one-off customs at Steele Kustoms (33 at last count) that went on to win a long list of prestigious awards including the World of Wheels and Autorama events as well as numerous Easyriders Bike Shows. In fact, "Blue Baller" marks an extraordinary accomplishment—a "three-peat" in that Bill's work has now been acknowledged three times as Easyriders Bike of the Year.

Explaining where the inspiration comes for his moto masterpieces, Bill tells us, "I see it all in my head before I even begin. I really like the idea of a cleaned up, sleeked out rigid frame sitting low to the ground and the pan-shovel style is a cool combination plus this one uses a 15-inch 1960-'70s drag-bike rear wheel for something different. I cut off the back of a Paughco frame and added my mods while the skinny springer, only about 6 inches wide, was something I found lying outside behind a shed when I went to take a leak at a buddy's house. It was really long, like 16 over stock, so I cut it up, now five inches under so I almost had enough to build two front ends out of it. If I hadn't

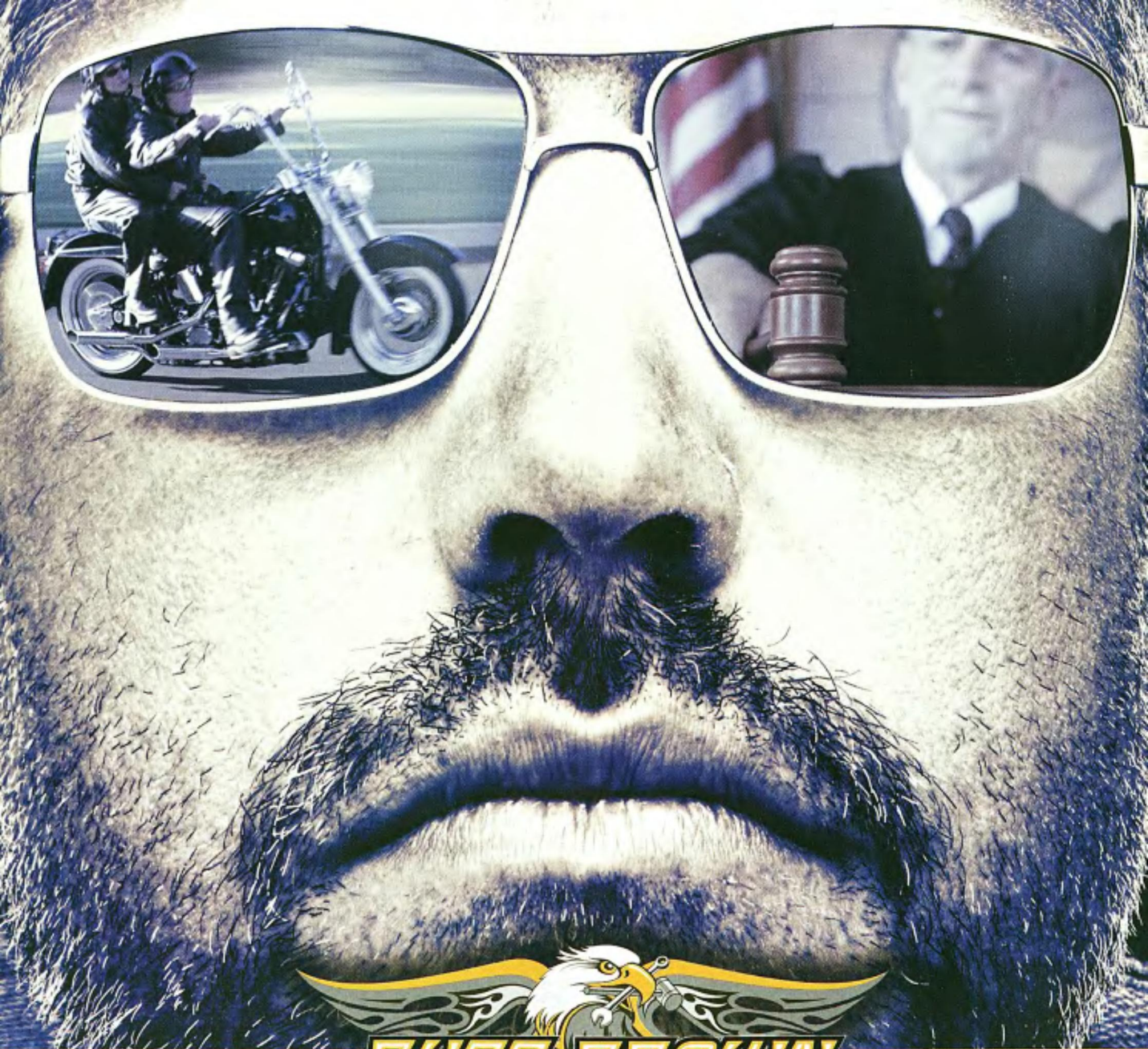
been drinking a beer, I wouldn't have got it, and I got it free."

The pan-shovel combo motor required a rebuild, handled by Bob Schear aka Bob the Machinist, and was then powdercoated chrome black by Jason at AMF producing a matt finish that shows great with the contrasting surfaces including the chrome rocker boxes and polished finning. "Besides wanting it to look cool, it also had to start every time I got near it," Bill says. "That's one of my pet peeves." While the bike has a vintage Sputhe tapered shaft 5-speed kick only tranny, Bill also wanted a starter button, so he got one of those bottom tranny starter adaptor plates originally made by Tech-Cycle for Indian Larry. There's literally a book full of custom features found throughout the bike, such as the fact that there are no controls on the cut-down panhead bars incorporating an internally cabled deadman's throttle.



I really like the idea of a cleaned up, sleeked out rigid frame sitting low to the ground.





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Owner: Bill Steele
City: Oakdale, Pennsylvania

GENERAL

Designer: Bill Steele, Steele Kustoms
Year/make: 2013 Steele Kustoms
Model: Blue Baller
Assembly: Steele Kustoms
Time: 6 months
Chroming: Bill's Chrome

ENGINE

Year: 1990ish
Model: pan-shovel
Rebuilder: Bob the Machinist
Displacement: 80 cu. in.
Cam: Crane
Ignition: Dyna
Pistons: Wiseco
Heads: S&S shovelhead
Lifters: Crane
Carb(s): S&S
Air cleaner: Goodson knock-off
Pipes: Steele Kustoms

TRANSMISSION

Make: Sputhe
Year: 1990s
Shifting: hand

PAINT

Painter: Bill Steele, Phil Williams
Type/color: PPG Ditzler/Silver Flake, Blue Candy
Graphics: Lucky Strike Designs

FRAME

Year: 2013
Builder: Paughco, Steele Kustoms
Type: rigid bobbed
Rake: 35 degrees
Shocks: none

ACCESSORIES

Bars: cut-down pan
Handlebar controls: nope
Fenders: old Ford
Headlight: RSD, painted
Taillight: 1937 Ford
Speedo: nope
Electrics: minimal
Gas tank: Steele Kustoms
Oil tank: Steele Kustoms
Oil system: S&S
Seat: Smith's seats
Pegs: machined, Bare Knuckle Choppers
Mirrors: bar end
Grips: panhead

FORKS

Type: springer
Extension: 4 inches under
Builder: unknown

WHEELS

Size: 21-inch front, 15-inch rear
Wheels: spool front, drag bike rear
Tires: Avon front, Firestone rear
Brakes: none up front, 1980s H-D rear
Photos: Michael Lichter

Contact: Bill Steele, Steele Kustoms
Facebook: Steele kustoms; Steele autobody
or Steelekustoms.com; 724-693-9097



Bill put the whole bike together in bare steel, checked it all out, tore it down, had his body guys prepare it and then painted the PPG Big Flake base color himself before turning it over to Lucky Strike Designs for the graphics. This is actually Bill's first bike with flames. "I usually keep it simple and monochromatic, but this time I wanted a big flake motorcycle....shade it, fade it...sort of a flashback to a 1970s custom."

Asked why he built such a demanding motorcycle, Bill replies, "When I'm riding this bike I'm totally aware of what I am doing, especially in the Pittsburgh area hills. You've got to plan ahead because you've got one foot on the clutch, one on the brake and no front brake and there's no return spring on the throttle. You're part of the bike and feel like you're on something unique."

Now here's the kicker... it seems Bill had stopped by the Easyriders Columbus Invitational Bike Show with two bikes on his way to the V-Twin Expo dealer show in Cincinnati. Long story short, it got so cold, he ended up leaving the Blue Baller in Columbus after the Easyriders Events staff offered his bike a space. "I had no display except a sign and I cleaned the floor and the back tire of the bike with a mop I found. That was it," Bill remembers. While in Cincy, he got a phone call. Yes, lucky horseshoe time again. His bike had won Easyriders Bike of the Year.

—Paul Garson



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CAPTAIN AMERICA ON THE AUCTION BLOCK



A motorcycle that is purported to be Peter Fonda's iconic ride from the film *Easy Rider* is for sale and is expected to fetch at least \$1 million for current owner Michael Eisenberg, who will donate a portion of the proceeds to the American Humane Society. The bike, previously owned by the National Motorcycle Museum in Anamosa, Iowa, had been purchased by the museum from actor Dan Haggerty. Haggerty worked on the film as a bike wrangler and had a bit part.

Controversy arises over just what percentage of this bike, if any, is the original Captain. According to Haggerty, this is the bike used in the crash at the end of the movie that was severely damaged during the scene. Haggerty says that he repaired the bike.

Jim Leonard, a noted authority on the *Easy Rider* bikes says that Haggerty previously sold a bike to Gordon Grainger that was furnished with an affidavit from Haggerty claiming it as the "one and only" wrecked bike from the movie.

Cliff Vaughn and Ben Hardy designed the original Captain America and Billy bikes, with input from Fonda. There were two Captain America bikes built for the movie, one was stolen from a Los Angeles warehouse, along with the two original "Billy bikes," shortly after the movie was made. Two additional, non-running Captains were also created when the movie was released to promote the film.

The auction is slated for October 18. The auctioneers are Profiles In History. Source: www.profilesinhistory.com

NEW MONEY AVAILABLE IN TULSA OKLAHOMA FOR MC TRAINING

The Tulsa Police Department has obtained \$25,000 in Grant money to expand motorcycle training for riders who already have a motorcycle license. The police believe that with better training more riders will avoid and survive accidents.

The supplemental training, which is 25 hours long, complements the basic course and automatically qualifies riders for their motorcycle endorsement.

Sergeant Paul Melchior, who is with the motorcycle unit of the Tulsa PD, says that the course contains "A lot of stuff that's safety oriented, just to help people become a better rider." According to Melchior, "It not a beginners' course, it's a safety course that we offer. And every rider that takes part must already have the M endorsement on their license and provide their own motorcycle." The grant money for the advanced course will pay for six free, full-day classes next year.

Source: www.newson6.com

QUOTE OF THE MONTH

*"It is easier to fool people
than to convince them
that they have been fooled."*

—MARK TWAIN

TENNESSEE TROOPERS TICKETING LEGAL HELMETS

The Tennessee helmet law allows helmets with some discrepancies from what is allowable under the federal DOT standard, including ventilation holes, deviations from the "continuous contour" requirement, and labeling requirements. However, some Tennessee troopers have been not only ticketing motorcyclists for helmets that are legal under Tennessee law, they are also detaining motorcyclists until they obtain new helmets before they are allowed to continue on their way.

A Clarksville motorcyclist charity group in Tennessee, Bikers Who Care, met with State Representative John Tidwell, who authored Tennessee's unique helmet law, to outline their concerns after members were unfairly detained and ticketed. Tidwell agreed to address the motorcyclists' cause and contacted Chief Dereck Stewart of the Tennessee state troopers to find out why the law was not being enforced correctly and why state troopers were imposing punishment upon motorcyclists rather than just writing citations.

Chief Stewart responded in a letter that, moving forward, all troopers would be retrained on the law and its appropriate enforcement. They would also be required to read a letter from the chief about the specifics of the law. Tidwell says, "I hope this will be the end of this issue, but I will keep in touch with the Bikers Who Care and other riders to make sure that bikers who follow the law aren't unfairly targeted."

Source: ClarksvilleOnline.com



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CALIFORNIA LANE SHARING UPDATE

A few months back we reported on the California Highway Patrol's publishing of Lane-Splitting Guidelines on its website, advising motorcyclists and motorists alike on the responsibilities of sharing the road. Subsequently, due to protests from one Kenneth Mandler, a former state employee who now teaches people how to obtain cushy state jobs, the CHP was forced to remove these guidelines. Mandler claimed that by publishing the guidelines the CHP was exceeding its authority and creating "underground legislation," that legalized something that wasn't illegal in the first place.

The guidelines were a compromise that helped shelve SB350, which would have placed restrictions on lane splitting, and reduced freedom, which the

CHP is rumored to have opposed behind the scenes.

The AMA issued a statement. "By forcing the California Highway Patrol to remove its guidelines, Mr. Mandler and the Office of Administrative Law are denying the public vital safety information," said Nick Haris, AMA Western states representative and a member of the California Motorcyclist Safety Program Advisory Committee, which helped write the guidelines.

"Lane splitting is still allowed, and motorcyclists are still using this long-recognized riding technique to relieve traffic congestion and improve safety," Haris said. "But now, neither riders nor motorists have a place to turn for authoritative guidelines on the practice."

The CHP is currently running television advertisements asking all road users sharing the road, and are grateful for that, but it looks like the guidelines, which have not only been removed from the website, but also from its pamphlets and even the motorcycle safety guide book, will not be returning while Mr. Mandler has his way.

Source: American Motorcyclist Association, BOLT of California

POLARIS CREATING AMERICAN JOBS

With sales of new Indian motorcycles surging and the introduction of the new Scout line, Polaris is creating new job opportunities at its plant in Spirit Lake, Iowa. The Spirit Lake facility produces both Indian and Victory motorcycles.

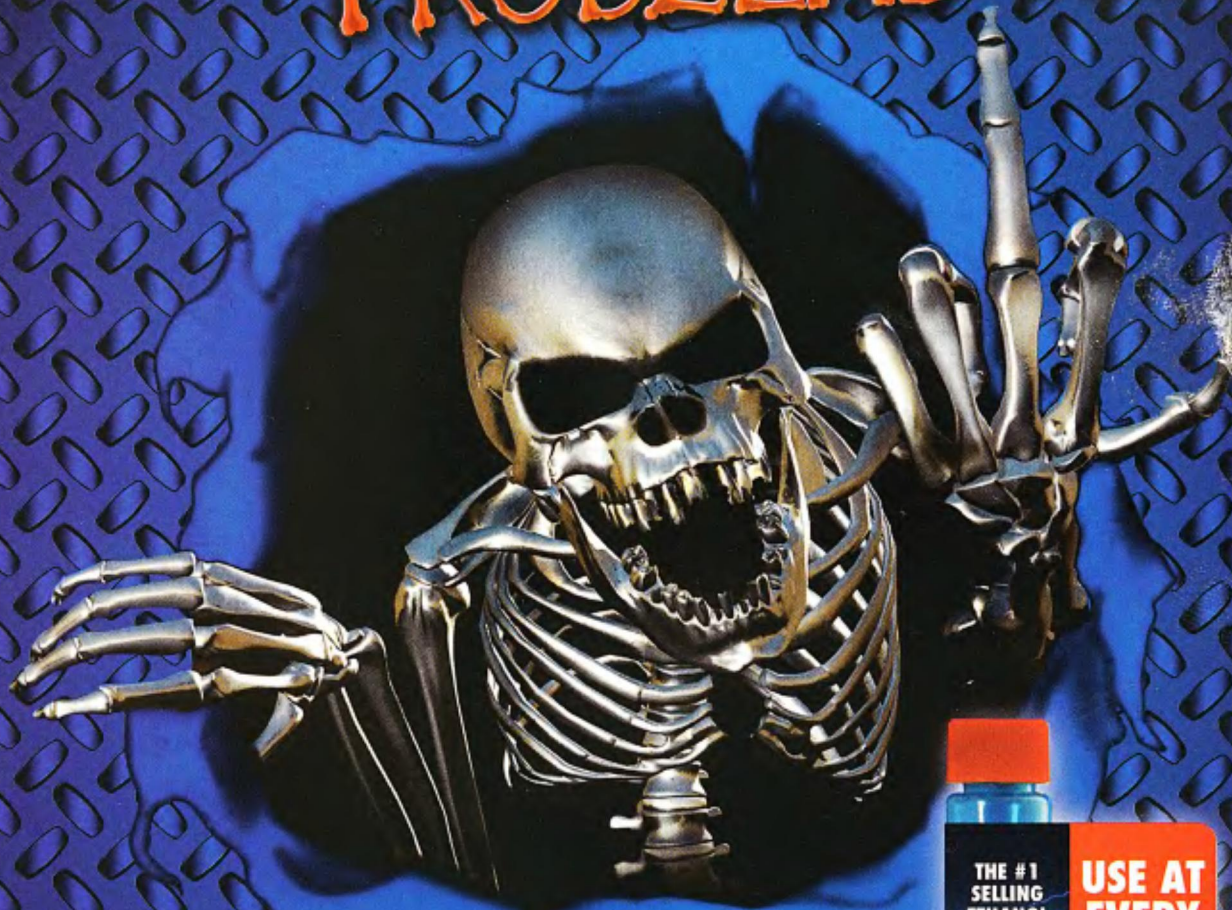
Brian Hines, director of operations at Polaris says, "One of the reasons that we've chosen to expand here in Iowa is the fact that we have a tremendous work force here. We have people that work hard and that have a great work ethic. They're people that are smart and flexible, and it's a real testament to that when you see what we've done with our plant."

The company is expected to hire up to 300 people to fill the need to build the new motorcycles. This is good news for the local economy. As John F. Kennedy once observed, "A rising tide lifts all boats," and those 300 jobs will in turn stimulate other businesses in the area. By the time the expansion is complete, the plant will employ more than 1,000 people.

The City of Spirit Lake has recently been able to add a splash park to their Memorial Park and is in the process of building a new city hall. Polaris has been located in Spirit Lake since 1994 and recently celebrated 20 years in the city.

Sources: Stouland News, Spencer Daily Reporter

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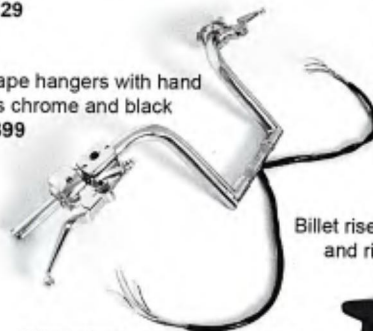
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Never Quit!

STANDING UP FOR THE LONE SURVIVOR



Ryan Sampson's Sporty-powered custom comes with a message. A Military Man currently on active duty somewhere in the world, Ryan phoned up Cole Rogers at 138 Cycle Fabrication in Lebanon, Ohio, and told him he had an assignment for him.

We only build one bike at a time, concentrating on getting everything right.



Ryan wanted to put together a tough little motorcycle built to spread the word about the Lone Survivor Foundation. The organization started with Marcus Luttrell's best-selling book *Lone Survivor*, which is a raw account of his survival and the deaths of his comrades-in-arms in Operation Redwing in Afghanistan. Marcus's "never quit" attitude is the inspiration for the Lone Survivor Foundation's mission to restore and renew hope for wounded service members and their families.

"And the day after I got that phone

call," Cole says, "I got an overnight package from Ryan with a couple of Challenge Coins in it, those things guys in the armed forces carry to symbolize brotherhood and camaraderie. Ryan wanted them on the bike somewhere." The day after that Ryan's dad showed up at 138's door with the bike that was going to start this whole project, a 2004 Sportster. The orders were clear: Cole could do whatever he wanted, with the exception of apehangers. In the end, all that remained of that XL were its engine and rear wheel.

Starting with a custom 138 frame built up from scratch, the front end's another 138 creation, one of Cole's knee-action/girder units with about three-inches of smooth, comfortable suspension travel. It rides great, Cole says, just like a new bike. Both tanks, gas and oil, are 138, with those Challenge Coins now mounted on either side of the oil tank, and the seat, pipes, fender, that low handlebar Ryan wanted, the controls and pretty much everything else on the bike is all 138-made, as well.





The Lone Survivor Foundation's mission to restore hope for wounded service members is broadcast and celebrated right here.

Owner: Ryan Sampson
City: Top Secret

GENERAL

Designer: Cole Rogers
Fabrication: 138 Cycle Fabrication
Year/make: 2004 Harley-Davidson
Model: Sportster
Assembly: 138 Cycle Fabrication
Time: 4 months
Chroming: Dayton Wire Wheel

ENGINE

Year/make: 2004 Harley-Davidson
Rebuilder: 138 Cycle Fabrication
Displacement: 1200 cc
Ignition: ThunderHeart
Cam: Andrews
Carb: CV
Air cleaner: 138 Cycle Fabrication
Pipes: 138 Cycle Fabrication

TRANSMISSION

Year/make: 2004 Harley-Davidson
Shifting: 5-speed

PAINT

Painter: Freddy Carmack
Type/color: PPG/black

FRAME

Year/make: 2013 138 Cycle Fabrication
Type: hardtail
Rake: 34 degrees
Stretch: 2 inches out
Shocks: none

ACCESSORIES

Bars: 138 Cycle Fabrication
Handlebar controls: 138 Cycle

FABRICATION

Fenders: 138 Cycle Fabrication
Headlight: Mid-USA
Taillight: Motorad Design
Pegs: 138 Cycle Fabrication
Foot controls: 138 Cycle Fabrication
Gas tank: 138 Cycle Fabrication
Oil tank: 138 Cycle Fabrication
Seat: 138 Cycle Fabrication
Grips: 138 Cycle Fabrication

FRONT END

Type: Girder
Builder: 138 Cycle Fabrication

WHEELS

Make: custom-laced front,
Harley-Davidson rear
Size: 21-inch front, 16-inch rear
Tires: Avon
Brakes: Harley-Davidson
Photos: Michael Farabaugh
Contact: 138 Cycle Fabrication
937-478-2558

www.138cyclefabrication.com
www.lonesurvivorfoundation.org



From start to finish, it took about 3-1/2 months to complete. "We only build one bike at a time," Cole says. "That way, we can really concentrate on it and make sure everything's right, everything done correctly."

Even the leather grips and hand-tooled seat covering were made at 138. For a finish the bike was left pretty much solid black, and everything that's shiny is either nickel-plated or brass. During all this the engine was taken apart for freshening up, a little overbore for the 1200cc barrels, some Andrews cams, a Thunder Heart ignition, and obviously a new air filter and that exhaust, both fabricated at 138 Cycle Fabrication.

—Joe Kress

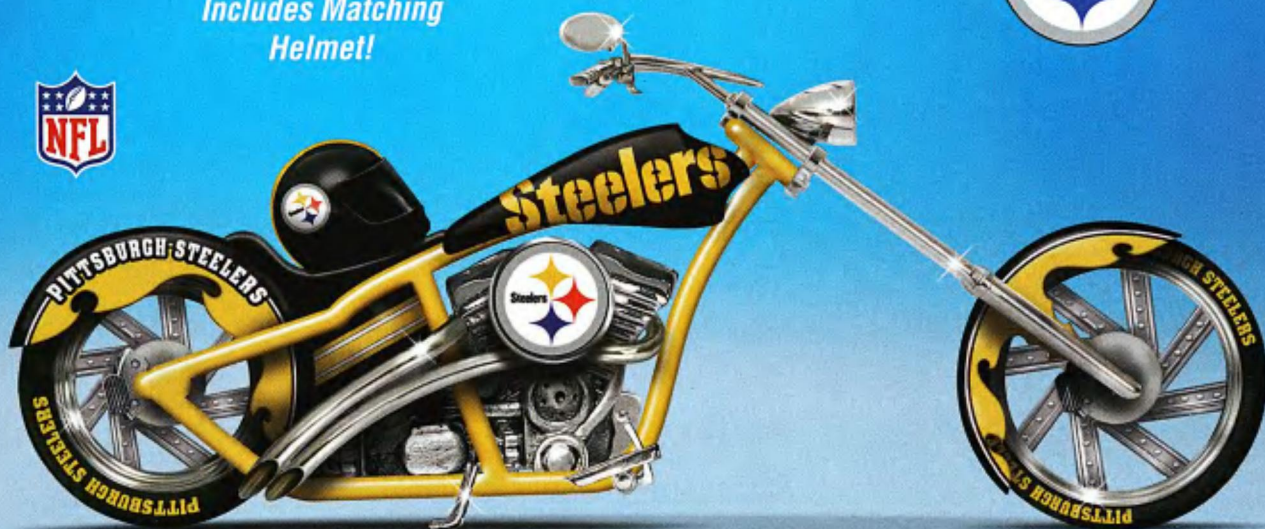
Ryan Sampson (far left), and bike builder Cole Rogers seated on bike.



Officially Licensed Steelers Sculptural Motorcycle



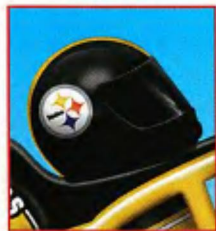
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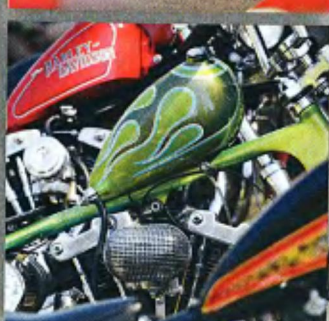
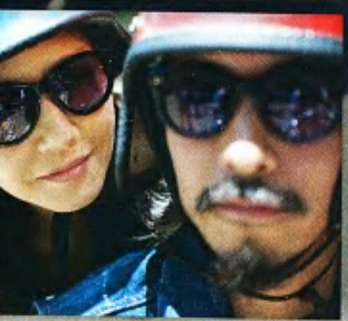
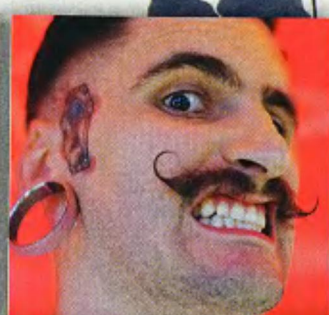
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Born Free 6

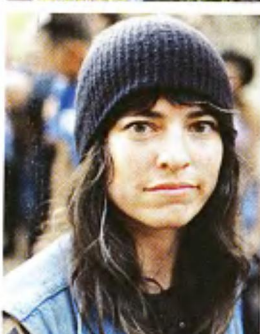
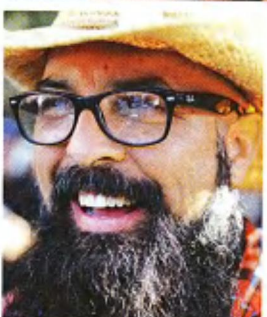
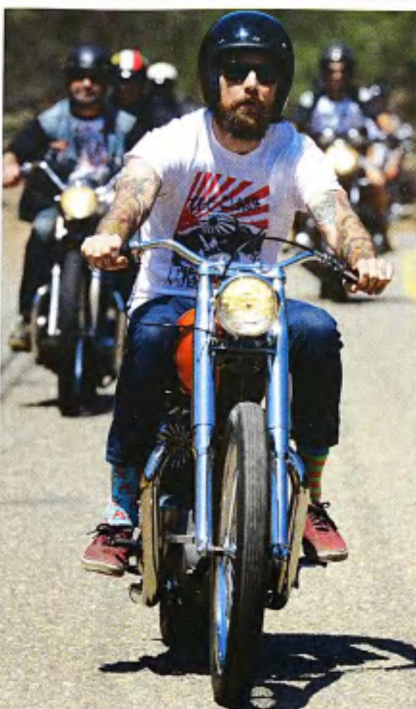
IT'S MORE THAN CHOPPERS



About fifteen years ago, I bought a 1965 Triumph. It was a clapped out mess that could barely make it from the beach to the valley without some sort of catastrophic event occurring. If and when I did make it to my local bike night, I hoped to see some inspiring choppers that other guys were building, and maybe actually meet someone with a little knowledge they'd be willing to share with me. Nine times out of ten, I stood around having a beer while feeling completely alienated from the current "scene." I was making very little money working on a fishing boat and the television chopper craze was nowhere near my budget or tastes.

Fast forward several years to the first Born Free event held at a local shop in Orange, California. I don't think I'll ever forget the feeling of going to that first show. Hundreds of amazing bikes all in one place! People were talking about what they were working on, where they were riding to, and so on. My mind was blown. And the show has just continued to grow and get better since then. Now, thousands of amazing bikes show up. Every year talented people build and ride bikes from all over the world, and the level of craftsmanship is nothing short of astonishing.

What makes this show so great is the amount of effort that is put into it all. Mike Davis and Grant Peterson work all year long to make sure the show stays the best. No corners are cut. The formula is simple: first, hand-pick talented builders to build a bike. The dedication that the invited builders put into their bikes for this show is epic. All of these guys have families, jobs, and shops to run while trying to make something special for Born Free. Then, invite all your pals and get everybody together for a great party. Oh yeah, and to top it all off, give away two fantastic motorcycles to someone in the crowd.



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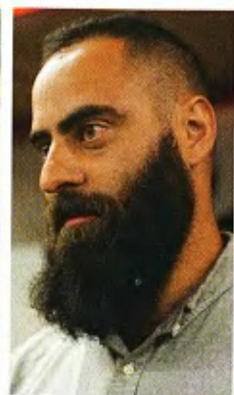
This whole chopper world is as much about the bikes as it is about the people. Some of the bigger bike shows seem to have lost sight of that over the years for one reason or another. I see friends from all over the world show up for Born Free and it's an opportunity to catch up, go for a ride, and drink some beers with so many pals. If you want to learn about the history of vintage choppers and motorcycles and meet people who are still carrying the torch that the old timers lit, come to the Born Free show. If you're obsessed with bikes like me, it's the best.

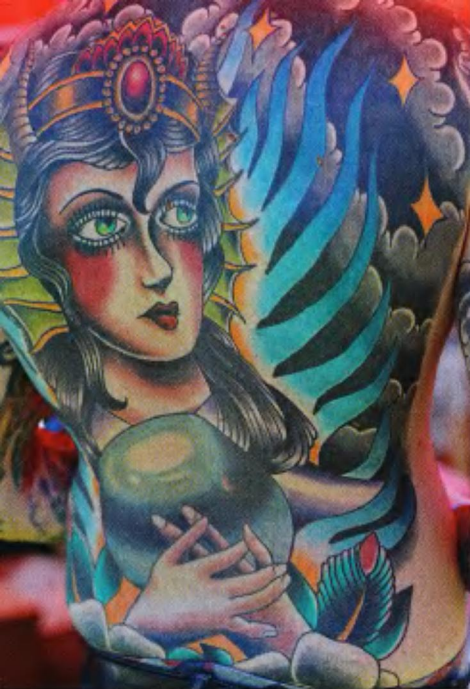
The weather was perfect this year and the two days really gave everyone a chance to check out all the bikes and vendors, and enjoy a few live bands. I'm now part of this show and will do what I can to make it a great time for you. We had well over 20,000 people attend this year over the two days.

This chopper world has become a little bigger, but we intend to keep Born Free the best venue for vintage choppers and motorcycles. Check out our website Bornfreeshow.com and our YouTube channel for tons of footage from the show...

...and watch out for the hot dog lady!

—Chris Huber
GM for Born Free



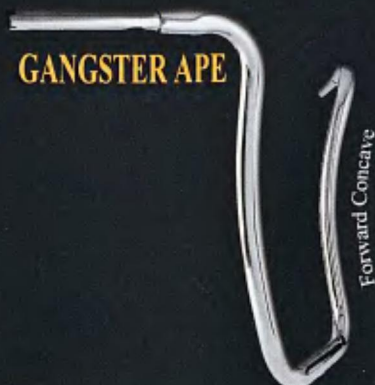


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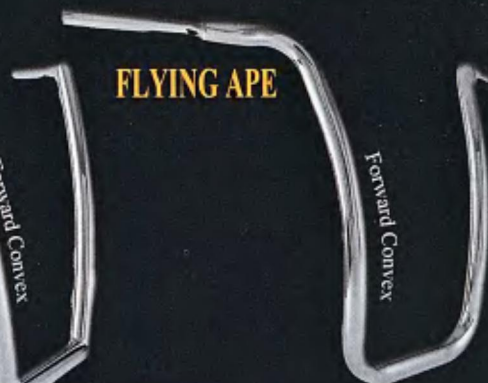
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HOLIDAY GIFT GUIDE



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Harley-Davidson



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LADIES CLASSIC '92 JACKET BY JOE ROCKET

Joe Rocket introduces the ladies Classic '92—a jacket that combines casual comfort with ride-friendly features built on a top stitched 1 to 1.2 mm drum dyed cowhide chassis. Backing the outer shell is a mesh lining that not only lets you slip the jacket on and off easily, it also reduces wear strain on your clothing from the interior finish of the leather. Plus, integrated into this lining are armor pockets at the shoulders, elbows, and back for the addition of optional armor. Comfort detailing includes an adjustable neoprene-lined mandarin collar and adjustment points at the waist and cuffs. The Classic '92 also includes a 1.5-inch internal storm flap backing the main zipper along with a removable full-sleeve quilted liner. Other detailing that will make the Classic '92 your riding and everyday casual favorite includes: 5 inside utility pockets, 4 outside pockets, and YKK zippers throughout, while subtle badging complete this instant classic. Available: Black: XSmall - 2Diva; Brown: XSmall - Xlarge.

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The Thunder Beach Rally

A Wet 'N' Wild Week In Panama City





While listening to the ominous forecasts for severe rain and flooding along Panama City, Florida's coastline, my ability to push the thoughts of a major rally flop from my head was easier said than done. Our ride to the beach didn't do much to ease my apprehension. Spending a long weekend in rain gear and riding waterlogged simply isn't fun.

Upon arrival, we checked in with the guys at the rally's production office to get a brief run down on the upcoming festivities. The frantic staff was buzzing answering nonstop calls from disgruntled vendors and venues seeking solutions to numerous problems the excessive rain was causing. We were immediately informed that many of the venues would be delayed in setting up. The fields at Frank Brown Park, a main venue for Thunder Beach, were literally underwater and plans were underway to move several semis, currently sitting in water up to their axles, to the drier parking lots nearby. Things weren't looking good for fun times at this 5-day rally in the sunshine state.

The following day was as expected. A thin and scattered crowd braved the wet conditions and ducked for cover wherever possible. Our rally exploration started with a visit to the only dry spot in Panama City, Panama City H-D's huge used bike tent sale. Maybe something with a fairing wouldn't be such a bad idea after all. We stalled under the provided dryness as long as we could. It was time to confront the elements again and head over to Club LaVela to catch a mind-blowing, Southern rockin Lynard Skynard tribute by the band Nuthin' Fancy. Then it was on to scrutinize the super fine talent at the second of three Miss Thunder Beach prelims. Yes, it's a tough job. After all the wet T-shirts we had seen since our arrival, it was somewhat ironic that the finale to our soggy day would be a wet-T contest. But, what the hell? No matter how many times you see them, there's always fun to be had when there are wet boobies involved and the contest at the Boardwalk did not disappoint.

We started day three with damp boots. However, the afternoon saw the clouds part and give way to some of that Florida sunshine we all craved. First on the agenda was to find a bikini-clad cutie to soap up the iron steed and wash away 2-1/2 days worth of mud and crud. Although, it was immediately apparent we weren't the only ones with that idea. At least the scenery was nice while we waited in the long line of dirty scooters. With welcomed sunshine and a clean ride, we hit the road to enjoy the now

opened venues that filled empty spaces between the hotels, bars and restaurants that dot this 27-mile stretch of beachfront that is Panama City Beach.

The new morning's bright skies on our final day gave us hope for a full day of riding without the need for rain gear. Many of the rally activities we came here to enjoy were still waiting. Frank Brown Park was now relocated above the water line and hosted over 70 vendors, the Circus Una all-female motorcycle high wire show and the Ives Brothers' Wall of Death. A must for anyone attending Thunder Beach is the Best of the Beach custom bike show. From restored antiques, to the most radical customs, this show at Pier Park had it all. If your flavor is more along the lines of a pan, knuckle or shovelhead, move down the beach to the lineup at Ms. Newby's old-school show. What would any bike rally be without...Girls, Girls, Girls: body painted, bikini sporting, Jell-O wrestling, mechanical bull riding, and on-the-bar dancing girls seemed to materialize with the arrival of the sun. What more could ya want?

—Don Rogers



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A412ER

While having a beer at his favorite saloon, the bro saw a mama that had owed him a dollar for several months.

"Where's the money you owe me, dammit?" He asked.

"I don't have it," the chick replied, "but if you sit down right there in that booth, I'll give you a blow-job."

When she had finished, the dude zipped up, and prepared to leave. As he was going out the door he turned and said, "Remember, you still owe me seventy five cents."

*Vern Townsend
Forest Grove Ill.*

Greatly agitated, the biker's ol' lady carried her squalling ankle-biter into the drug store and asked, "What can I do? My baby swallowed one of his daddy's .357 magnum bullets!"

"Give it the contents of this bottle of castor oil," The druggist advised, "But don't point the little fucker at anybody!"

*Vernon Rowdy
Clint, Ark.*

The Army sergeant had his men fall in for an announcement. "Gonzalez," he shouted, "Step forward!" Private Gonzalez did as ordered.

"Gonzalez," he bellowed, "Your mother's dead, fall back into line!" Weeping loudly, the young recruit fell back into line.

Infuriated by this heartless display, The company commander ordered the sergeant back to NCO school to brush up on tact, humility, and compassion. He no sooner returned to camp, when another announcement was in order. "Don't worry sir," the sergeant assured his company commander, "I'll handle this tactfully." He then had the men fall in.

"All you fuckers with mothers, take

one step forward—Not you Murphy."

*John Blank
Ames, Iowa*

Coming home early from a club meeting one afternoon, the biker discovered his ol' lady naked in bed, breathing heavily, and clearly distracted. "Linda, what's the matter?" the bro asked.

"I think I'm having a heart attack," she gasped.

Quickly, the bro rushed downstairs and started dialing the doctor, when his son hurried in and exclaimed, "Daddy there's a naked man in the front closet!"

Going over to the closet the biker opened the door and found his best friend naked, cowering there. "Aw for Fuck's sake Frank, My wife's upstairs having a heart attack and you're down here scaring the kids!"

*Jim Coates
Fresno, Calif.*

"Darling," said the young wife one morning, "do you remember those trout you spent a week fishing for back in January?"

"Sure do," mumbled the husband as he read the morning paper.

"Well," she said, "One of them called and said you were going to be a father."

*Jim Crocker
Tallahassee, Fla.*

A lot of bikers wake up in the morning feeling like an eighteen-year-old, but where the fuck are you gonna find one that early in the morning?

*Ben Tucker
Evanston, Ill.*

Two stoned hippies were staggering along the railroad tracks when one exclaimed, "I sure wish we'd get to the bottom of this flight of stairs."

"The stairs aren't the worst of it," the other one grumbled, "these low handrails really get to me."

*Biker Billy
Salt Lake City, Utah*

"Hey Spike," the biker's ol' lady called to him, "Junior just called and said he's bringing a whole Boy Scout troop home for dinner."

"That son of mine is really changing," the old bro answered, "That's cool, how long are they gonna stay?"

"He didn't say for sure," the ol' lady answered, "He said it depends on how long it takes their parents to come up with the ransom."

*Sam Jensen
Billings, Mont.*

"For twenty years, my wife and I were happy," bawled the depressed dude at the bar.

"Then what happened, brother?" asked the concerned bartender.

"We met."

*Fred Wackerly
Madison, Wisc.*

When his best friend stopped over at his pad, the biker decided to run out and get some beers before kicking back. Before he left for the liquor store he instructed his wife to give the bro the best Southern hospitality.

When he returned from the store he found his bro laying on the kitchen floor and his ol' lady on top balling him furiously.

"Bitch, what the fuck are you doing?" the biker yelled.

"Just what you told me," the undulating broad said, "giving him the best Southern hospitality!"

"Well, god dammit, arch your back and get his balls offa that cold floor!"

*Robert Petty
Hutchinson, Kan.*

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Budget Blaster

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Joey Hensley and his Back Yard Baggers crew know the value of extracting the best bang for your buck, North Carolina style. This 2005 Ultra Classic was given the Back Year Baggers treatment at their new 6,500 sq. ft. facility in Winston-Salem.

Joey mentions that the bike's owner, Mitchell Anderson, is actually his in-house parts guy. "We call this bike the Budget Bagger because we built it from the get-go to sell and it sold almost right away," Joey says. "We were able build it at a fraction of the usual cost and still produce a show-winning, magazine-worthy custom bagger."

Even the paint scheme was computed into the curb appeal of the bike. "We painted it silver, black, and orange, so we could cater to the younger crowd because it has the flash and to the older crowd because it has the traditional Harley black and orange," Joey tells us.





Kendall Johnson freshened up the motor, focusing on the pistons and valves, so a performance upgrade was part of degree rake combined from the 35-degree Back Yard Baggers neck job and 12-degree trees, all of it nestled in a custom Back Yard frame then suspended via their own air ride system. The bags into which the sound system was installed as well as the front fender, front fairing, and the body kit came from Camtech. The custom saddle, fashioned from a 'gator, was crafted by Butch at Highrollers Cycle Seats.

At the 2013 Daytona Cabbage Patch bike show, the Budget Bagger proved Joey's strategy was spot on; the Ultra Classic was awarded First Place Radical Bagger. "I'd like to thank a couple of our guys that deserve credit for making this happen," Joey says. "That would be Matt Reifschneider and Charlie Ross plus the



painters Alex Made and Randy Disher at Dish Did It. All said and done, we sold that bike to a guy in Maryland and since it's been there it's won several bike shows there as well."

—Paul Garson





Joey Henley, owner of
Back Yard Baggers.



Owner: Mitchell Anderson
City: Winston-Salem, North Carolina

GENERAL

Designer: Joey Hensley,
Back Yard Baggers
Year/make: 2005 Harley-Davidson
Model: Ultra Classic
Assembly: Back Yard Baggers
Time: 2 months
Chroming: Harley-Davidson

ENGINE

Year/make: 2005 Harley-Davidson
Rebuilder: Kendall Johnson Customs
Displacement: 96 cu. in.
Carb(s): Mikuni
Air cleaner: Vance & Hines
Pipes: Vance & Hines

TRANSMISSION

Year/make: 2005 Harley-Davidson
Shifting: 5-speed foot

PAINT

Painter: Randy Disher—Dish Did It
Color: black, silver, and orange
Graphics: Randy

FRAME

Year/make: 2005 Back Yard Baggers
Rake: 47 degrees
Stretch: 1 1/2 inches
Shocks: BYB Air Ride

ACCESSORIES

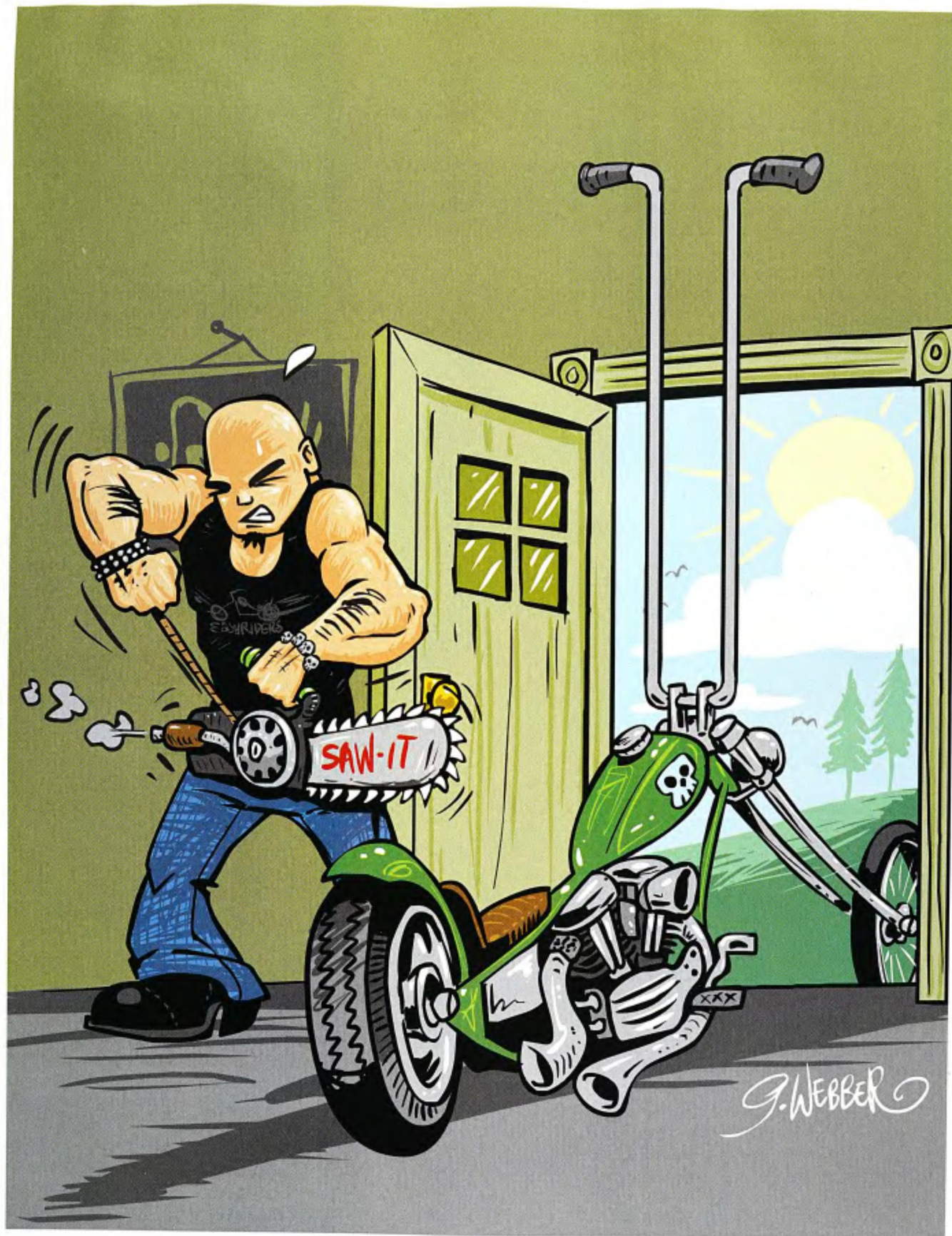
Bars: Camtech
Handlebar controls: Harley-Davidson
Fenders: Camtech
Headlight: Sinister
Taillight: Yaffe
Speedo: Dakota Digital
Electrics: Backyard Baggers
Gas tank: Camtech
Seat: Butch, High Rollers Custom
Cycled Seats
Pegs: SMT
Grips: SMT
Sound System: Alpine

FORKS

Type: Arlen Ness
Extension: none
Builder: Back Yard Baggers

WHEELS

Size: 30-inch front, 18-inch rear
Wheels: Metal Sport front, H-D rear
Tires: Vee Rubber Monster front,
Metzeler rear
Brakes: HHI front, H-D rear
Photos: Brad Patton
Contact: Back Yard Baggers
336-755-5010
www.backyardbaggers.net



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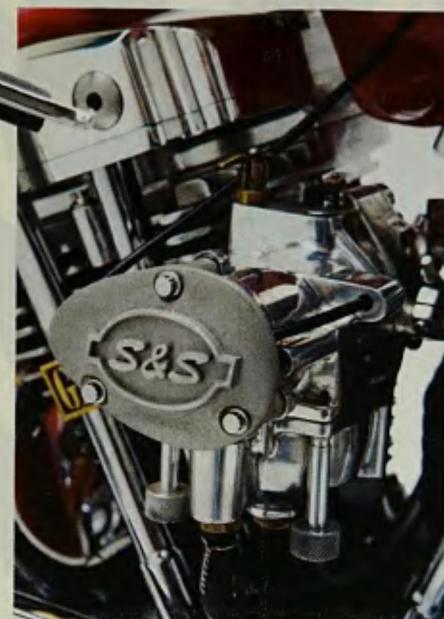
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CHERRY PIE

Gangster Choppers'
Best Of Show
Shockin' FXE



It rides great with those shocks. It's also got a very nice 93-inch S&S shovelhead motor.



While Richmond, Virginia-based Gangster Choppers has named some of its bikes such ominous monikers as "Doing Time," "The Hit," and "Blood Money," this time they came up with something different, tagging this one-off "Cherry Pie." But it was still a bit shocking.

Owner: Linh Nguyen
City: Aldie, Virginia

GENERAL

Designer: Gangster Choppers,
John Dodson and Ken Dodson
Year/make: 1981 Gangster Choppers
shovelhead
Model: FXE

Assembly: John Dodson

Time: 9 months

Chroming: Chromemasters

ENGINE

Year/make: 2013 S&S

Model: shovelhead

Rebuilder: John Dodson

Displacement: 93 cu. in.

Cam: S&S

Ignition: Dyna 2000

Pistons, Heads, Lifters: S&S

Carb(s): S&S "B"

Air cleaner: Chopper Dave

Pipes: John Dodson

TRANSMISSION

Year/make: 1981 Harley-Davidson

Shifting: Andrews gears

PAINT

Painter: Copperhead Graphics

Type/color: House of Kolor/
1955 Chevy red and white

FRAME

Year/make: 1981 Harley-Davidson

Type: swingarm

Rake: stock

Shocks: Harley-Davidson FLH

ACCESSORIES

Bars: Gangster Choppers

Handlebar controls: PM

Fenders: Gangster Choppers

Headlight: Unity spot lamp

Taillight: Gangster Choppers LED

Electrics: John Dodson

Gas tank, Oil tank: John Dodson

Oil system: S&S

Seat, Pegs, Grips: Gangster Choppers

FORKS

Type: leaf spring

Extension: none

Builder: Gangster Choppers

WHEELS

Size: 21-inch front, 16-inch rear

Wheels: H-D Sportster front,
H-D Dyna rear

Tires: Avon

Brakes: GMA rear

Photos: Don Rogers

Contact: Gangster Choppers
804-640-2467

www.gangsterchoppers.com



Says GC's honcho John Dodson, "When I built this bike, I was in this really mellow state in my head and was under no pressure because I was building it for myself. I was also tired of having only rigid bikes to run around on, so I retained the swingarm and the fully enclosed 1980s FLH dual shocks with their graceful, art nouveau look. It rides great with those shocks. It's also got a very nice 93-inch S&S shovelhead motor. For me, 93 is the magic number, and it will run all day at 80 mph."

The 1981 FLH frame was cleaned up but kept stock with no stretch or rake change. Overall John wanted to give the bike the classic 1950s look. But when he described his paint theme to Chad at Copperhead Graphics, the painter was surprised and thought it was going to be way understated. "The white is actually the shade that Chevrolet used all through the '50s on their base model cars and trucks, including the grilles, bumpers, headlight doors, and wheel rims," John tells us. "It's called Dover



White. And the red is 1955 Chevy Bel Air. That's the color I see in my head when I think red. I also went to the max on the chroming because back in the 1950s Detroit automakers spared no expense on chrome and stainless steel trim. Tons and tons of stuff was chromed and polished on this bike."

Both kick and electric, the bike incorporates Gangster's own primary and starter motor setup. Very compact, it's also rider-friendly with everything situated ergonomically with regard to the placement of hands and feet. As for the distinctive leaf-spring front end, John says, "I think it looks nostalgic and it rides great, very similar to a springer. Since each bike we build is one-off, I'm able to specifically dial in the trail so it handles well, something you can't do with something off the shelf. It took a lot of sweat and time, but our guys got it done. I want to thank my dad, Ken Dodson, and also Zack Carroll for their help with this bike."

John took the bike to the Easyriders Charlotte Bike Show, which he has been attending for some 15 years, and carried home Best of Show in the Judged Class. Realizing he was looking at a world-class product, D.C. resident Linh Nguyen, who works for the U.S. government, took the bike home to Washington where Cherry Pie is getting plenty of votes as the tastiest slice of life on two wheels.

—Paul Garson



Take Control of Your BACK END

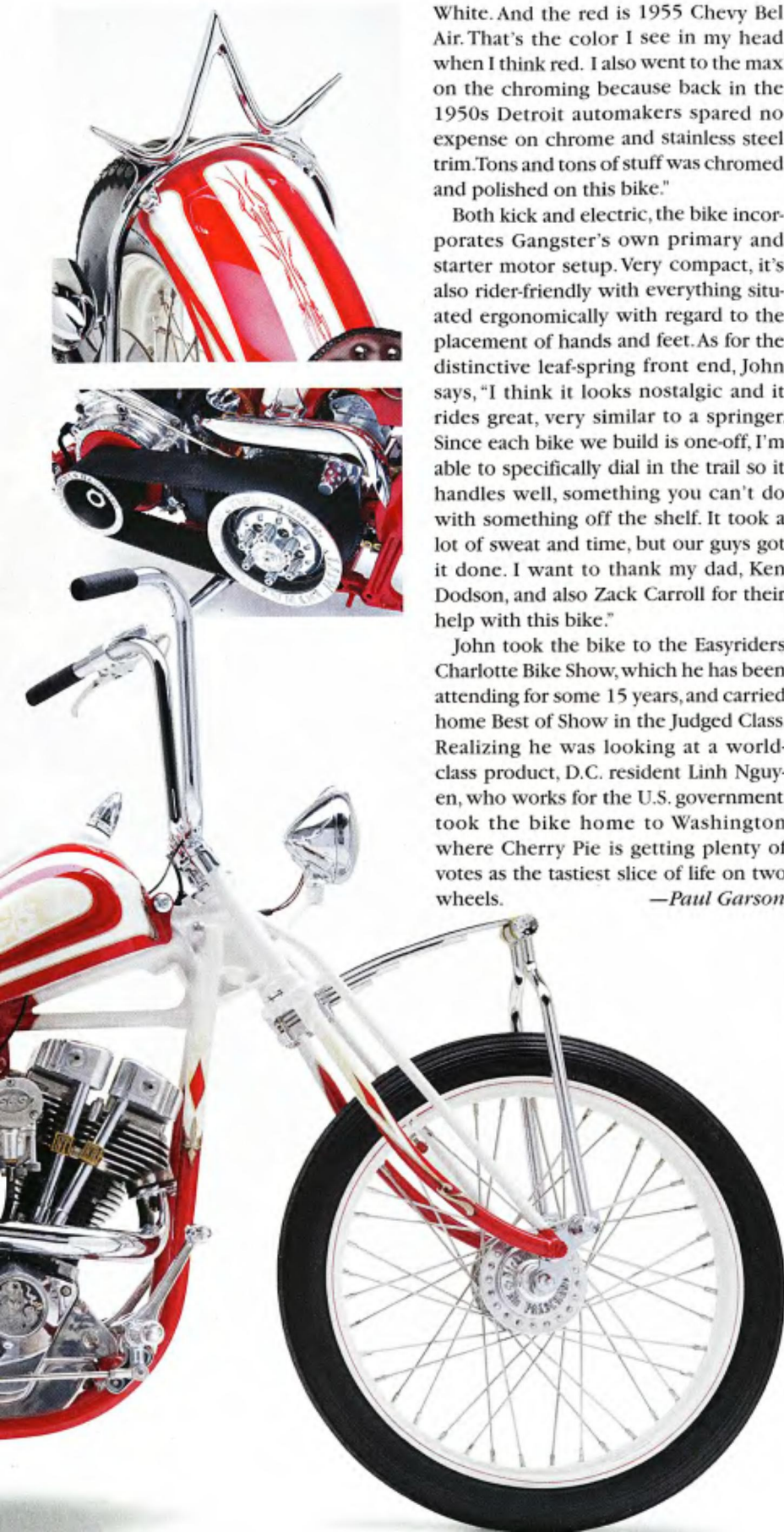


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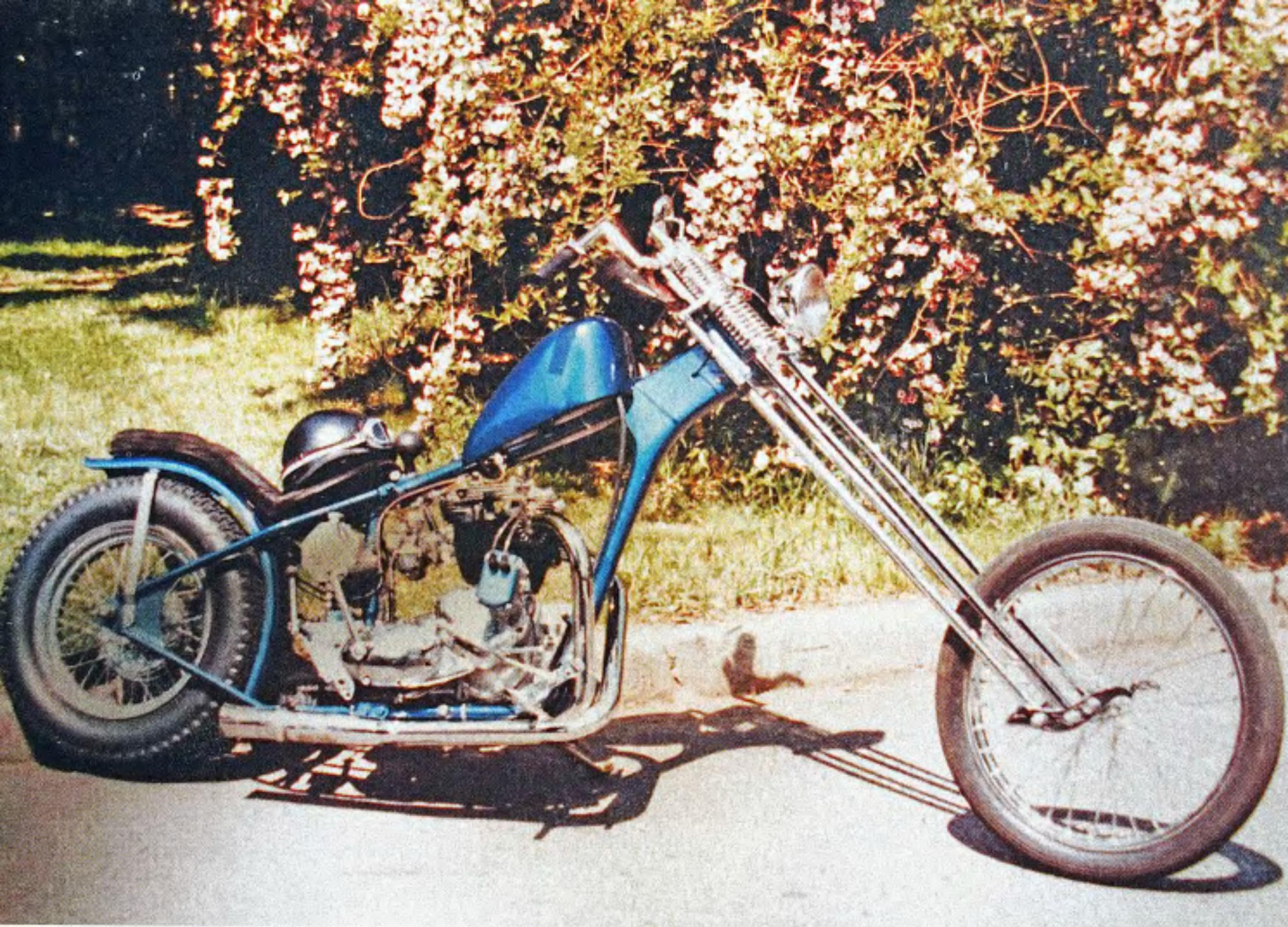
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Our *Easyriders* girl this month is killer Katerina who looks mighty fine draped around this Drool-inducin' Gangster Chopper.





NAKEMAN AND THE TRUMPET

Jesse spat a wad of tobacco towards the copperhead. He aimed to miss.

Twenty years ago he'd have hit the snake between the eyes with a wad then pulled his piece and shot it. Jesse had become a mellow man as of late. He was no longer into taking life just because he could. He crept up behind the wary snake and in one smooth motion, knelt and grabbed the three-footer behind the head. He walked into his barn still holding the writhing creature and picked up the old canvas bag he kept on his workbench just for snakes. He thrust the copperhead into the bag and deftly tied it closed.

He hung the bag from the sissybar of his 1979 shovel, and reached for the shorty helmet that was perched on the mirror of the bike. He threw a leg over then punched the button and listened to the lopey idle of the shovel before

popping the clutch and throwing up dirt and gravel as he rolled on out of his driveway. *Just one more excuse to head up to Copperhead Gorge* Jesse thought to himself. He kicked back and enjoyed the ride on up to the mountains while pushing the bike hard over on the myriad switchbacks and tight sweepers that led to the aptly named ridge.

It was a warm and sticky September day in the south and the shaded roads and cool breezes were a welcome relief from the dank, heavy air of the barn where he worked morning 'til night most days, wrenching on the Harleys the locals brought by for maintenance or modifications.

He soon came upon the narrow path that led up to the gorge, and ignoring the Federal Land Management sign, he steered the big machine on up the path, bouncing over large roots and slipping

and sliding in the muddy areas. He pulled to a stop at the top of the ridge, kicked down the jiffy stand, and dismounted while reaching for the snake bag.

He walked the remaining distance to Table Rock, gently swinging the bag as he went. When he found a large, low lying shrub he untied the knot in the bag, leaned over the shrub and shook the copperhead out of the bag. He kept the shrub between him and the snake for the sake of common sense. The beautiful brown and tan creature dropped the short distance to the ground, then wound its way into the deep woods.

"Mission accomplished," Jesse said aloud. He tucked the bag into the waistband of his jeans and strolled the final few steps to Table Rock while inhaling the aroma of late season honeysuckle and the heavy scent of pine. Jesse loved

it here in the backwoods. It was a place of reverence for him.

Table Rock was a large, flat surface of granite that jutted out from the ridge face for about 60 feet. It ended in a precipice that was located some 500 feet above the gorge. It was southern facing and bathed in the noonday sun just the way Jesse liked it. He walked to the precipice and sat down on the hard surface with his feet dangling over the edge. He had a perfect view of the lake below. He wadded up some tobacco and placed it in his cheek and chewed. After a while he spat over the edge. "Filthy habit" his ex-wife called it. *Mebbe so, but I ain't ready to give it up just yet* thought Jesse. Just as he became completely relaxed and happy, he heard the sound of a Harley coming from the highway.

It sounded like an Ironhead. Jesse could tell an old Sportster a mile away, he could tell a pan from a shovel or Evo as well. Most long time riders had the skill to differentiate one model from another with just a listen and Jesse was no exception. He listened as the bike made it's way toward the gorge, then began to move down the low road. *Headed for the lake fer a swim* he thought.

The uneven idle of the Sporty cut off and minutes later Jesse could see a slight blonde strolling towards the lake with a towel over her shoulder. She stopped at the water's edge and stripped down. She threw the towel and her clothing over a log and dove into the cold lake. After paddling around for a few moments she stood up in the shallows, threw her golden hair back with a sharp flick of her head, and stared right up to the ledge where Jesse was seated.

Jesse waved and the blonde coolly waved back, completely unflustered by the experience of standing naked in front of a stranger. As she waved, her prominent and glistening wet breasts swung to and fro in a rhythm Jesse found most pleasing. She then turned abruptly and dove beneath the water, giving Jesse a literal bird's eye view of her perfect round ass in the process.

Jesse rose from his perch and headed back to his shovel with a wide grin splitting his beard, he spat his chaw into the woods, started his bike, and headed up the path and out to the road for home.

Think I'll remember this afternoon for a while he thought to himself, still smiling. Guess it pays to be kind to animals, even the ones that can give ya a nasty bite.

Jesse came to a stop at the four-way near town and decided to continue to play hooky from the barn and all the work he had piled up there. He hung a right towards downtown and headed for the snobby little coffee joint where people paid five bucks to sip cold coffee with a straw. He pulled up in front and caught a few annoyed stares. He dismounted and headed inside to pay a buck and a quarter for a large black coffee, then walked outside and grabbed a table with an umbrella. He casually sipped his coffee while he kicked back in the shade and watched the people at the different tables fiddle with their phones and laptops.

Off in the distance he once again heard the sound of that Ironhead. He listened as it came closer and closer to the lot where he was parked. He watched as the pretty blonde rider pulled into the lot and maneuvered right up alongside his shovel and shut the old Sporty down. He noticed the bike had a kicker on it and his admiration grew for the little lady.

"Hey, I'm Terry," she yelled to Jesse. "Let me grab a dark brew and sit with ya for a few. Do ya mind?"

"Come ahead little lady, there's always room in the shade for the pretty ones," wisened Jesse. She smiled and rolled her eyes and five minutes later they were locked in a deep conversation about an old Triumph of all things.

"Yeah, so my Grampa Joe really wanted my brother to have the bike. Old Joe rode it for years before he had his stroke. After that it was stored in his shed and saved for my brother, Tim. Tim became a lawyer and felt he was, and I quote, 'Too sophisticated to ride motorcycles and hang with hairbags like you, Gramps. Let me know when you want to sell your house and I'll make you a fair offer. Of course the first thing I'll throw in the trash is that filthy old motorcycle.' Old Joe was brokenhearted and soon after he had another stroke that left him unable to speak. He wrote out a will and left me the house and all his belongings then checked himself into Liberty Glen,

the old age home. He didn't want to be a burden to any of us. He wouldn't have it any other way."

"So why are you telling me all this," said Jesse warily.

"Well, I heard you were the best around when it comes to restoring and rebuilding, and I was wondering if you'd help me restore Old Joe's Triumph," Terry smiled. "I'm good with a wrench but I couldn't begin to tackle a whole rebuild. Will ya help me out?"

Jesse knew there was never a pretty girl in his life without some kind of catch involved but he was impressed by Terry's devotion to her granddad, and before he had time to change his mind he blurted out, "Sure it'll be fun to break out the old Whitworth tools again. We can work nights and weekends and have her done in no time."

"Great, I'll load the old girl up on my trailer and bring her by your place tonight." With that Terry stood up and headed for her bike. Jesse watched her fine ass wiggle away and thought to himself *This ought to be interestin'.*

Terry was true to her word. She brought the 1967 Tiger by, along with a hardtailed chopper frame, some new wheels, tires, pipes, and a freshly rebuilt Amal carburetor. They worked tirelessly together for over 2 months on the project and became very close in the process.

Jesse used some parts he had been saving at the back of the barn and just before Thanksgiving the Trumpet was done. She was chopped, stretched, and raked. Terry had laid down four coats of hand-rubbed Malibu Blue on her, and Jesse had to admit the bike was a beauty. They drew matchsticks to see who'd ride her first and Terry won. Jesse loved the way she looked on the chop as she raced past him on the highway.

He followed her out to Liberty Glen to show Old Joe the bike and Jesse was rewarded when he saw the look on Joe's face as he let his eyes roam over the Tiger. He seemed to sit taller in his wheelchair. The visit to the retirement home was just one of many for Terry and Jesse. On one such visit Joe slipped a crudely scribbled note to Jesse that said, "You did good son. Now help Terry take care of that old Tiger. You three belong together." Jesse had to agree.

—Z. Jaki



Barstool Sporty

GETTING YOUR BEER ON THE GO

The difference between a bar hopper and a bar stool racer is mainly that the bar hopper will take you from bar to bar, while the racer can be sort of a bar unto itself, a bar on four wheels, with cup holders and a barstool, for convenience and comfort.

Roy Smith in Medway, Ohio, built this fine example of a barstool racer together with his dad, Ron, about 3 years ago, and it all started, he says, "with the want/

desire/need to have that Harley purr/rumble on it."

Roy says he bought the racer in the fall of 2011, and it took until February 2012 to find a suitable Sportster engine to propel the racer with. Once he got going with the project, he also involved his dad who lives in Pennsylvania, and over four 1-week periods the two spent 12 hours a day in dad's shop.

"The original Rocket barstool racer

frame was heavily modified with one-by-two-inch C-channel steel framing added to the center section," Roy explains. "An additional set of carrier bearings at the rear axle and a Harley bar-and-shield rear bumper were added and all tied together to handle the additional horse power and stress."

The father-son team also changed the front chain sprocket to a 17-tooth and the rear to a 36-tooth unit, which slows the contraption down by about 50 percent, but it still has a top speed of 50 miles an hour, according to Roy. And the Sportster frame gooseneck was cut out to allow for mounting the front barstool as low as possible. "When it came to the gas tank, I wanted a keg-style tank, so the spun aluminum tank with the beer tap was as close as I could come," Roy says.

—Kai R.



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And they had to have something for the rear passenger to hold on to, so they fabricated an "Oh Shit!" bar from the Sportster's risers and added the required beer cup holder. There was plenty more that required a lot of thought and planning, like the suicide shift, the drag pipe exhaust, and the beer bottle opener, of course, just in case "some yahoo shows up at the party without twist-off bottles," as Roy puts it.

While many of the parts are genuine H-D parts, like the original brake pressure switch for the hydraulic brake, many others came from friends, bike shops, and swap meets, like the foot-pegs, sundry brackets, steering shaft stabilizers, horn cover, and so on. Once the racer was assembled, everything was torn down again for paint. "Putting together all the freshly powdercoated and polished items was pure fun for Dad and me," Roy says. "When we finished the build and stepped back to look at it, it surpassed anything I had originally conceived."

Since then, Roy's been taking his racer all over the place, with only one—sort of—negative experience. "At Sturgis last year, I only made it two blocks down Main Street before a motorcycle cop pulled me over," Roy explains. "He said, 'You got four wheels, you can't ride down this street.' I tried to argue, but he wouldn't budge, so we went riding down other streets." —Kai R.

Owner: Roy Smith

City: Medway, Ohio

GENERAL

Fabrication: Ron and Roy Smith

Year/make: 2012 Harley-Davidson

Model: Barstool racer

Assembly: Ron and Roy Smith

Time: 3 months, 800 hours

ENGINE

Year/make: 2012 Harley-Davidson

Model: 883 Sportster

Rebuilder: Ron and Roy

Displacement: 883 ccm

Lower end: stock

Balancing: stock

Pistons/Heads: stock

Cam: stock

Lifters: stock

Carb(s)/Air Cleaner: stock

Pipes: modified drag pipes

TRANSMISSION

Year: Harley-Davidson 5-speed

with suicide shift

Modifications: hand clutch

PAINT

Painter: Twist

Type/color: powdercoat/black

FRAME

Year: 2008

Builder: Ron and Roy

Type: special build

Rake: mostly 90 degrees

Shocks: your ass

Modifications: yes

ACCESSORIES

Bars: steering wheel

Handlebar controls: beer cans

Fender(s): none

Headlight: Biltrite 4 LED

Taillight: yes

Speedo: uh...

Pegs: Harley O-rings

Electrics: bare necessities

Gas tank: 1.6 gallon spun aluminum

with beer tap cap

Oil tank: yes

Oil system: sure

Primary cover: stock Sporty

Seat: barstools

Grips: Harley bar & shield

FORKS

Type: homemade

Extension: from steering heel to floor

Builder: Ron and Roy

WHEELS

Type: little round ones

Size: like, a couple of inches?

Tire: good ones

Brake: hydraulic 7-inch disc in rear

Photos: Michael Farabaugh

Special modifications:

Hot Licks flame throwers in pipes, passenger "Oh Shit!" bar, 300 remote-controlled LEDs, battery cover with Harley beer bottle opener, Harley beer cup holders, partial Harley bar & shield rear bumper with 2-inch receiver hitch.



Photos: Michael Farabaugh

SIMPLE BUT CLEVER

WE ALL KNOW changing the oil on our bikes is the most important routine maintenance we perform. So if you are going to change your oil, why not change all of it? We change our oil by draining and refilling the oil tank and changing the filter but we never get the oil out of the engine. We pretend like it's an insignificant amount or not even



there. **Yet there is more than 24oz. left in the engine, that's 20% of the oiling system capacity!** Upon engine start up, this old oil mixes with the fresh oil and immediately starts the breakdown and discoloration.

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

Rogue Chopper's oil changer does the dirty work

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

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

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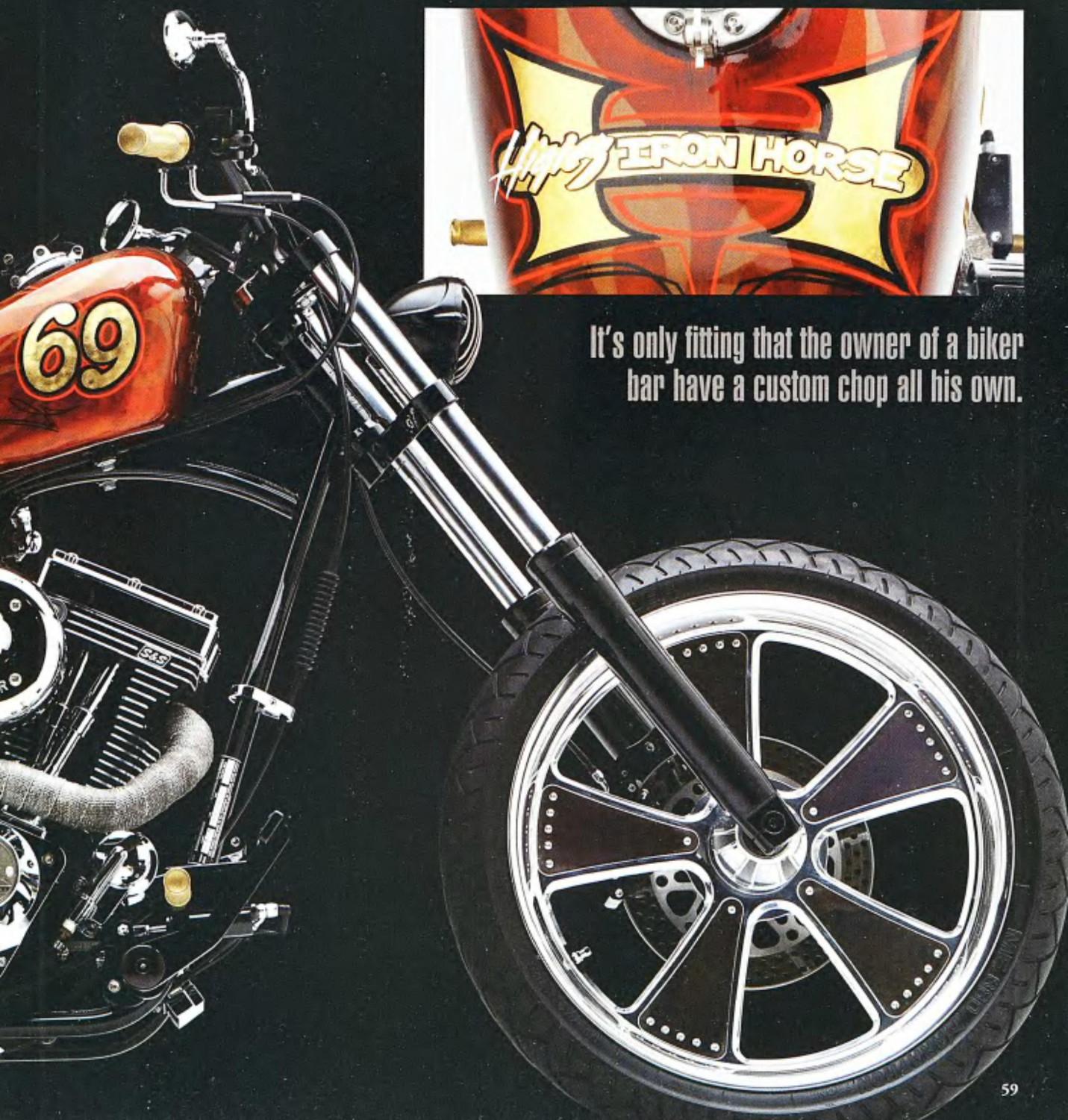


Ronald Bricco, above, needed a cool bike and he needed it fast. A rider for more than two decades, he'd started out with café racer style bikes before moving into the custom cruiser world. A few years ago, however, he opened up Higie's Iron Horse Saloon in Syracuse, New York. It's a biker-friendly watering hole and to properly fit in there Ronald's café bikes and cruisers needed reinforcements—in the form a no-foolin' custom chopper.



Set 'Em Up!

Ronald Bricco's Brass Balls Chop Job



It's only fitting that the owner of a biker bar have a custom chop all his own.

It was only fitting, after all, that the owner of this place have a custom bike of his own. So after about a year of looking around, weighing his options, and checking out various builders, Ronald settled on Dar Holdsworth and Darwin Motorcycles/Brass Balls Bobbers. Using the Brass Balls' online site over the course of a month or so, Ronald spec'ed out his new dream ride and, in collaboration with Dar himself, came up with a design he liked.

"It was a whole lot of fun," Ronald says, "that whole planning stage." Running down the available model-list Ronald zeroed in on the Brass Balls 69 Chopper, the bike that made its debut at the 2010 AMD World Championships of Custom Bike Building placing third in the production class. Designed as an answer to the choppers that were too long and clumsy, this compact, good-handling chop suited Ronald's needs perfectly. And with that basic decision made, Ronald then switched over to the available option list for the 69, using the dropdown menus to spec out the bike front to back. He chose the forks, the wheels, the frame dimensions, the engine, transmission, handlebars, lights—the works. He even had a friend in Syracuse help him work out a color scheme and some graphics. "I especially liked the idea that everything on the bike, excepting the Metzeler tires, would be completely made in the USA," he says. "Every nut and bolt."

Then the wait began. It turned out that Ronald wasn't the only one on that Brass Balls website working up a dream ride, so when he finally had his bike figured out on paper, or more precisely on a computer screen, that project went into the manufacturing lineup at Brass Balls' Oklahoma City assembly plant. "That was the worst part of all," Ronald says. "I could see the bike in my head, I could see it complete and in my hands. But I had to wait my turn to get it. I was like a kid anticipating his birthday party or Christmas morning!"

But that magical day did arrive. "And now that I have it," Ronald says, "I use this bike just about as much as I can." He isn't kidding. He's been down to Florida for Bike Week with it, and Biketoberfest a couple of times, and it's sure known around Syracuse. Especially parked right out in front of Higie's Iron Horse Saloon, right where it belongs.

—Joe Kress





"It was a whole lot of fun," Ronald Bricco says, "that whole planning stage. But then I had to wait for the real thing!"

Owner: Ronald Bricco
City: Syracuse, New York

GENERAL

Designer: Ronald Bricco
Fabrication: Darwin Motorcycles/
Brass Balls Bobbers
Year/make: 2010 Darwin
Model: 69 chopper
Assembly: Darwin Motorcycles
Time: 6 months

ENGINE

Year/make: 2010 S&S
Displacement: 111 cu. in.
Ignition: S&S
Cam: S&S
Carb: S&S
Air cleaner: S&S

Pipes: Darwin Motorcycles

TRANSMISSION

Year/make: 2010 Baker
Shifting: 6-speed

PAINT

Painter: Brass Balls
Type/color: PPG/Caramel

FRAME

Year/make: 2010 Darwin Motorcycles
Type: rigid
Rake: 36 degrees
Stretch: 3 inches up; 1 inch out;
2 inches back

Shocks: none

ACCESSORIES

Bars: Darwin Motorcycles
Handlebar controls: Darwin Motorcycles
Fenders: Darwin Motorcycles
Headlight: Rapide
Taillight: Rapide LED
Speedo: Dakota Digital
Pegs: Brass Balls
Foot controls: Brass Balls
Gas tank: Darwin Motorcycles
Oil tank: Darwin Motorcycles
Seat: Darwin Motorcycles
Mirrors: Retro Radius
Grips: Brass Balls
FRONT END
Type: Wide Glide
Builder: Darwin Motorcycles

WHEELS

Make: Signature 5-spoke
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Wilwood 4-piston
Photos: Dino Petrocelli
Contact: Darwin Motorcycles/
Brass Balls Bobbers
405-270-0995 • brassballsbobbers.com



Men vs. Women, Tongue Category

Kiss bassist Gene Simmons defended Miley Cyrus's tongue-sticking-out performance at the VMAs, saying, "Whether you stick out your tongue or shake your tushy, all the other girls are doing the same thing. If they can do it, why can't Miley?" As for her tongue wagging per se, Simmons said: "It was okay. But that's a girl's version. It's like girls basketball. It's as good as girls can get at basketball. But you can't play with the guys."

There Oughta NOT Be a Law

- Do not mistreat rats in Denver. You can be arrested.
- It is illegal to put pennies in your ears in Hawaii. No mention of quarters.
- Women are prohibited from standing within 5 feet of a bar when drinking in Wyoming.
- Vermont requires its residents to take at least one bath per week, specifically on Saturday night.

Is Jell-O Alive?

The controversy began in 1974 when British neurologist Adrian Upton, working at an Ontario, Canada ICU, connected electroencephalography (EEG) leads to a dome of lime Jell-O. The gelatin dish registered brainwaves in the EEG similar to a normal human alpha rhythm, as when a patient is awake and resting with eyes closed, in some types of sleep, and in reversible coma. The Jell-O waves



were slower and of much lower amplitude, but still within normal human limits, if barely. Was the Jell-O suffering from hypoxia, encephalitis, or other medical conditions that reduce the amplitude of brainwaves? Not really. Upton was not trying to demonstrate that Jell-O is conscious, but that EEG devices pick up artifact signals from other sources in the ICU such as respirators, IV drips, or telephones. Human bodies do the same thing, and one has to account for such outside noise in making a diagnosis. In the Jell-O Museum in LeRoy, New York, a display recounts the Upton experiment, but without the artifact signal explanation.



Crick vs. Churchill, Brothel vs. Chapel

In 1960, Francis Crick, the Nobel Prize-winning scientist, who with James Watson discovered the double helix structure of DNA, accepted a fellowship at the newly founded Churchill College

within the University of Cambridge. What appealed to Crick, an atheist, was that the college offered degrees in all subjects except theology. But a rich donor funded a chapel on the grounds, and Crick was incensed.

Winston Churchill, trying to appease Crick, wrote a letter saying that the chapel would be built with private money, would be open to men of all faiths, that many men would "appreciate" a place to worship, and no student would be forced to use it.

Crick wrote back suggesting to Churchill that a brothel also be built, open to men of all backgrounds, that would be "appreciated" by many, and none would be forced to enter it against his will. He enclosed a check for 10 pounds to help fund it privately. The chapel was built. The brothel was not. Crick resigned.

Famous/Infamous Last Words

"What an artist the world is losing in me."

—Nero, Roman emperor, whose public and generals turned on him in A.D. 68, and, afraid of being executed "ancient style" (having his head thrust in a fork and then flogged to death with sticks), the 31-year-old committed suicide by stabbing himself in the throat with the help of his scribe.



"I'm good, let's roll. This is not going to defeat me."

—Brett Hartman, executed in Ohio, November 2012, for stabbing a woman 138 times.

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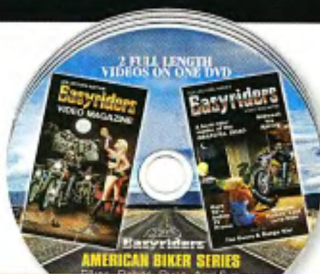
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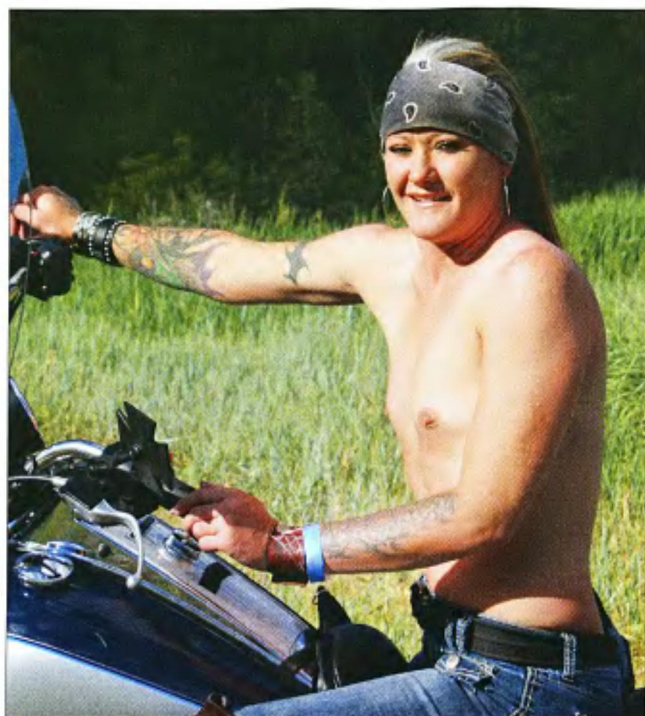
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Meet This Month's Winner!

In this month's mag, meet Miss. Bittersweet Suicide, a tenacious little knob-gobbler from Bayonne, New Jersey, where she finds plenty of work as a freelance shallow grave-digger. Turn to her feature and see her compare shovels with Nick Beaulieu's blue FTW rigid. —*Moosecock Montana*





#1201 Christine-Utah

"The first time I rode on a Harley I was one year old. Every time I ride, I feel like nothing in the world matters and time stands still!"



#1203 Kylie-Michigan

"A handsome man on a rigid bobber offered me a ride—my coochie has never been the same!"



#1202 Jennifer-New Mexico

"It was the total euphoria and freedom of having the wind in my hair, the bike vibrating under me, and the sky as my umbrella!"



#1204 Lindsey-California

"No words could truly describe the feeling of being free with nothing but the wind in your hair."

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 impertinent impresarios. Meet Amanda, a delicious and slightly squishy peach from Woodstock, Georgia. Come back next month or we'll sneak into your boudoir and shit in your Underalls. Again.

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

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Model's Name: _____

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

Date of Birth: _____ I am _____ years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature: _____

Photographer's Name: _____

Address: _____

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Daytime Phone: () _____ Evening Phone: () _____

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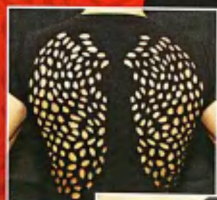
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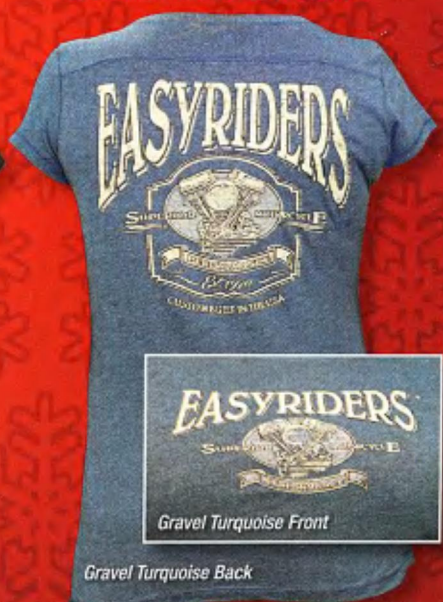
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Nick Beaulieu blew through his bag of custom tricks to create this all-over blue bobber. He told us, "A rear brake only, jockey shift, foot clutch, kick start shovelhead gets looks from people like no one knows how to ride it." Nick just loves the feeling of that one-kick-start whenever he fires this one up and rolls away.

Riding the rolling mountains of Route 1 along the rocky New England coastline and seeing the Atlantic ocean can make any day special. At the heart of this gorgeous machine called "Blew Ery-Thang" is his Windham, Maine, shop known as Forever Two Wheels, or as friends call it, FTW. Nick brings his skills as a Harley-Davidson technician, welder, machinist, and fabricator to the riding locals, but he really shines when buying old bikes, building them and rolling them back out. His advice to any who aspire to try a project of their own is, "Just do it. Scared money doesn't make money."



You never have to worry about losing it in a sea of stock baggers with heated grips, 30-inch wheels, and cartoon paint jobs.

NICK'S
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Nick can hear a bike from 300 yards away and is able to tell you it is a shovelhead. "You never have to worry about losing it in a sea of stock baggers with heated grips, 30-inch wheels, and cartoon paint jobs."

Among the secrets you won't easily see is Nick's super clean ghost mount for the rear dual Brembo brake setup, which slides along with the wheel during chain adjustment. He doesn't make drawings of a project prior to beginning the build and prefers his trial and error process. Nick says he probably made enough parts to almost build another one during this project. He welded a Rat

Hole oil filter bracket onto the frame, but also made his own mid-controls, clutch arm, shift rod, and mounted the coil under the gearbox.

Jeremy Cupp of L.C. Fabrications made a box for the anti-gravity battery, that powers the lights and points. KandyMan Kustom Paint sprayed on a superb coat including painted bars and lower fork legs. Powdercoated Invader wheels got silver pinstripping along the outer spoke edge, and the shift knob from an online auction tops it off nicely.

Take a closer look to see the quality work Forever Two Wheels is doing. Nick really enjoyed watching his idea



come together as he was bending and machining the stainless steel exhaust pipes. He says that hand-polishing them for an entire week was worth it.

This month you hand-polished the ballot to select the shiver-inducing Chanel as your Fox Hunt winner. She was more than happy to pose on Nick's one-of-a-kind shovel.

—Cheese

Nick says that hand-polishing the stainless steel exhaust pipes for a week was worth it!



Owner: Nick Beaulieu, right
City: Windham, Maine

GENERAL

Fabrication: Forever Two Wheels
Model: 2013 FTW Blue Ery-Thang
Assembly: FTW
Time: 7 months

ENGINE

Year/make: 1977 Harley-Davidson
Rebuilder: John Lafiria,
Nick Beaulieu
Displacement: 74 cubic inches
Lower end: Harley-Davidson
Ignition: Blue Streak points
Pistons, Heads, Cam, Lifters:
Harley-Davidson
Carburetor: S&S
Air Cleaner: S&S
Pipes: FTW Stainless

TRANSMISSION

Year/make: 1977 Harley-Davidson
Type: 4-speed

PAINT

Painter: KandyMan Kustom Paint
Type/color: House of Kolor/
Cobalt, Oriental blue

FRAME

Year/make: 2013 Acme Choppers
Type: rigid

Rake: stock

ACCESSORIES

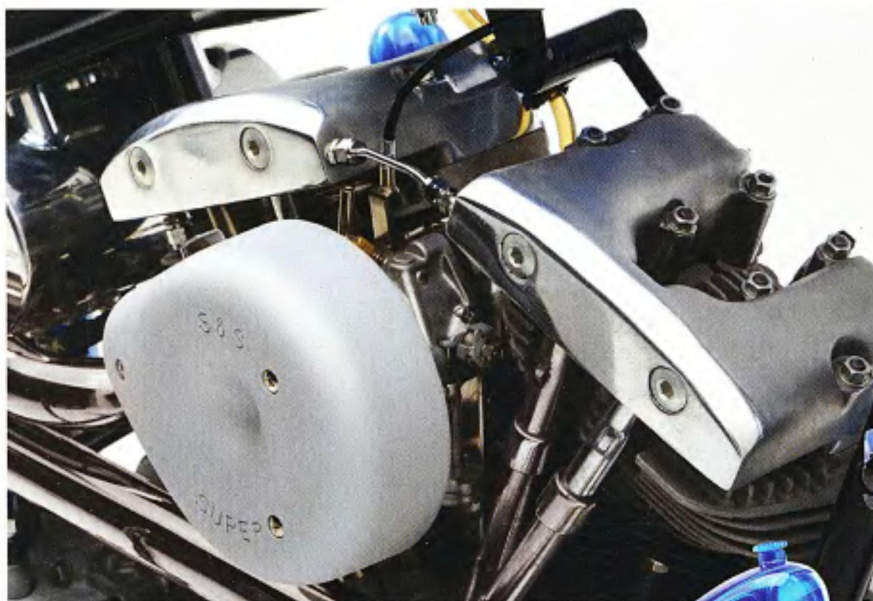
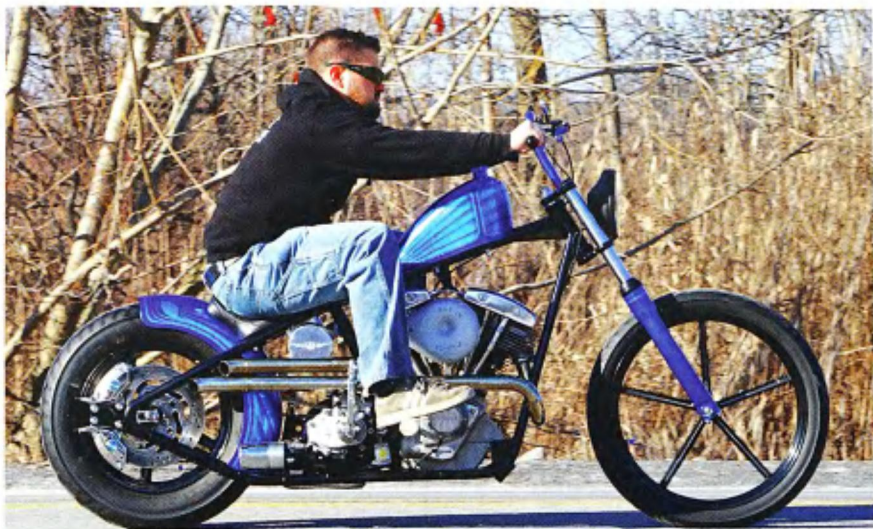
Bars: FTW
Handlebar controls: Speed Dealer
Fender: Bare Knuckle Choppers
Headlight: Hella Black Magic
Taillight: F*CK
Pegs: Harley-Davidson
Electrics: FTW
Gas tank: Throttle Addiction,
assembled by FTW/Acme gas cap
Oil tank: Acme Choppers
Oil System: Rat hole oil filter mount
Primary: Harley-Davidson
Seat: AutoTrim
Grips: Acme Choppers

FRONT END

Type: conventional
Builder: Harley-Davidson,
modified by FTW

WHEELS

Hub: Invader
Size: 21-inch front, 16-inch rear
Tires: Metzeler
Brakes: dual Brembo rear,
Yamaha master cylinder
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These tents are extremely high quality, with specially developed printing technology to produce designs that are UV fade resistant, 100% waterproof, and fire retardant. Each product is made in England to the high specification of an expedition tent. You can find your Indian Motorcycle tent at your local dealer. **Indian Motorcycles**
www.indianmotorcycles.com

Harley-Davidson Sportster Hop-Up & Customizing Guide



SPORTSTER HOP-UP & CUSTOMIZING BOOK

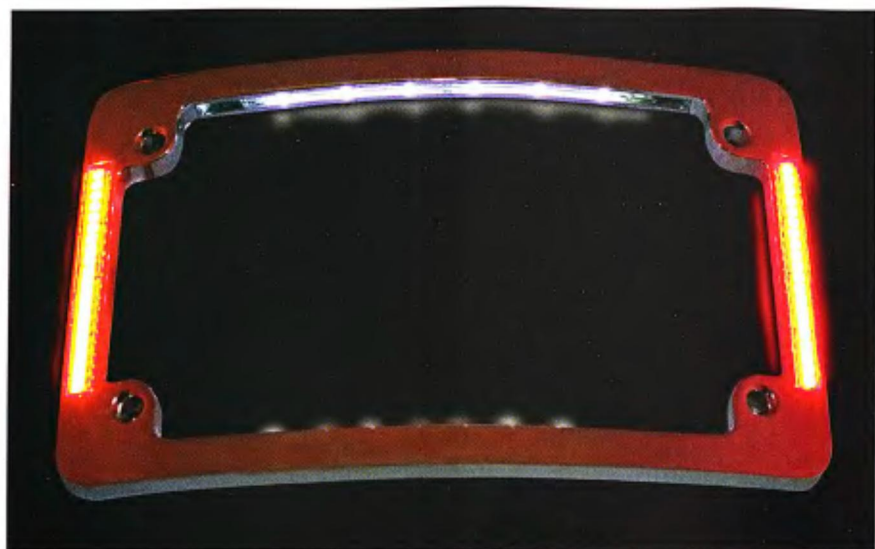
It seems there are no current guides to help Sportster owners hop up their Sportys. Wolfgang Publications decided

to confront that problem and come out with the *Harley-Davidson Sportster Hop-Up & Customizing Guide*, a nifty 150-page book that not only features several hands-on examples of engine hop-ups, but also includes two start-to-finish customizing sequences. The book starts with a chapter on planning your build: what is it you want to achieve? An old-school hardtail built from an Iron-head Sporty? The conversion of Evo into a café racer? Maybe you'll want to create a tracker or XR-style bike? No matter what you're looking to build, author Todd Zallaps guides you through every step of your endeavor.

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www.cartechbooks.com

CUSTOM DYNAMICS' TURN SIGNAL RECORDER

The 2014 Harley-Davidson touring models have turn and brake functions on the same rear wire, making it impossible to put any auxiliary, turn only lights on



the rear of the motorcycle. Custom Dynamics Turn Signal Decoder isolates the turn signal wires, making it possible to add lights to the rear for turn signal only. With easy to connect Posi-Taps, the Decoder makes it possible to use popular products such as dual color plasma rods, LED plate frames with amber turns. Works only with add-on LED turn signals. Fits: 2014 Street Glide; Street Glide Special; Electra Glide Ultra Classic; and Ultra Limited. The Decoder retails for \$74.95. Available at your local Drag Specialties dealer.

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Hammerhead Engineering
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Thermal Image of a Harley engine.



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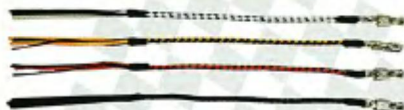
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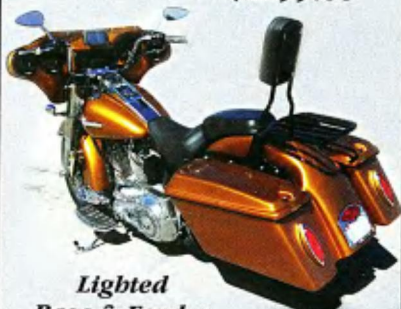
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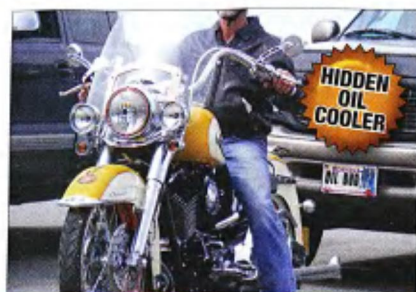


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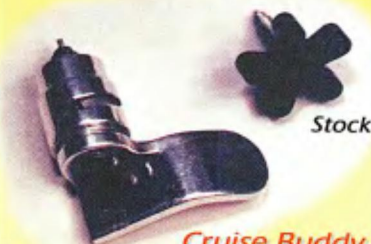
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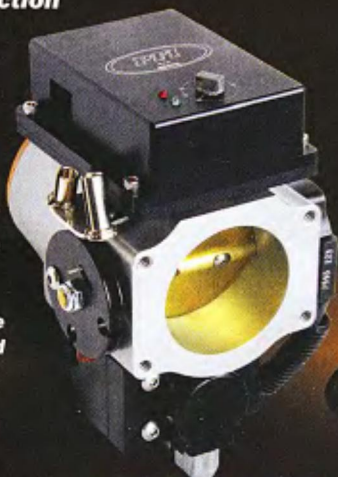
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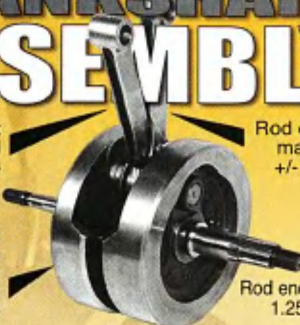
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ReadersRides

Jennifer Irons Manchester, New Hampshire 1981 Sportster

After losing her 2005 Dyna Street Bob in what Jennifer calls a "nasty breakup," she says she had to find something quickly because, as she puts it, "the only cure for a broken heart is the rumble of a Harley between my legs and the open road."

Yes, we could go there, but we won't—will we? Because a girl that rebounds with a bike instead of some other man is all right in our book. So there was Jennifer, looking far and wide, but unable to find something suitable until a longtime friend, Jason, and his wife, Dena, told her they were selling one of their recent rebuilds, that is—this here Sporty. Jason happens to own Northeast Chop Shop (NCS) in

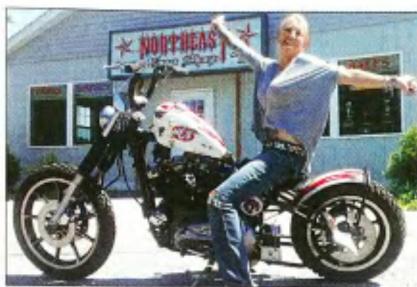
Windham, Maine, and once Jennifer saw photos of the bike, she just had to have it, rigid frame and all.

Looking at the bike, you can see why. The tank, seat, fender, and bars were custom-built by NCS, and there are some unique parts on it that date as far back as the 1920s, like the taillight, headlight, or exhaust. All in all it's a helluva nice build, and the two of them look great together.

"The bike won Best in Show at the S&S Editors Choice Show at the 2013 Daytona Bike Week, she says proudly, "and third place at the 2013 New York Ultimate Builder Show as well as at the 603 Car Show."

Just looking at the pair you can see how happy they are together. And with a bike like that, who needs a man anyway?

—Tripper



Photos: Dastardly Dave Dawson

Joe "Tick" Crosby
Plains, Pennsylvania
1994 Electra Glide Classic

They call him Tick. No, not because he's got a tic or because he looks like blood-sucking vermin. "It's because back in the nineties I loved this cartoon called *The Tick*," he says, "and my friends thought it was funny that a 30-something-year-old guy would love a kids' cartoon." Some 20 years later, Joe is still Tick, and his Electra Glide can testify to that.

It's a bike, by the way, that has been through the wringer when he got it, as Tick points out. She had been dropped several times, the Tour-Pak was busted up, the seat was unbearable, the front fender was beyond repair, and, to top it all off, Tick says, "it had 'Mommy' painted on the fairing in large, pink letters. Why would anyone do that?"

So once Tick had her, he took her to



Chris Mell Motorcycle Restorations in Reading, Pennsylvania, where they rejuvenated the poor thing and gave her a brand-new look. Tick also had the engine, tranny, and electrical work done by Schaeffer's H-D in nearby Orwigsburg.

In the process, the bike got a new dual radio and speakers, new tires, and a lot more chrome from J&P Cycles and Dennis Kirk. "All my dash lights are now blue LEDs, which really puts a new touch on the dash," Tick says. "And I especially love the Jack Daniel's parts, like the JD shifter pegs, the air cleaner cover, the front fender skirt, spotlight visors, and derby cover, all Jack Daniel's."

Oh yeah, and instead of "Mommy," the fairing now sports the likeness of *The Tick*, which just tickles Tick, but not pink. "Now she's as classy a ride as you can ask for," he says. "I named her Veronica or Ronnie, for both Veronica Lake and Ronnie Van Zandt."

—Tripper



Bizarre Bike of the Month



Comin' At Ya



The gyrating January issue of *Easyriders* (No. 499) takes you to all the lust, dust, mud, and blood of the Easyriders Motorcycle Rodeo in Fowlerville, Michigan. Also ride with us to the Quail Lodge Motorcycle Gathering in California and the Boogie Bottoms Rally in Alabama.

Custom bike features run the two-wheeled gamut from Robert Navarro's rigid shovel and Bob Ragozzino's Pengrove pan, to Herb Lopez's DD Road Glide and Zane and Sean Culleton's wild Sportster!

You'll also find wild and woolly biker fiction, twisted humor, and gorgeous scooter mama's that wanna bounce you on their knees. All this and more is a snort and a chortle away in the January 2015 issue of *Easyriders*!

On sale December 2



The sensational January issue of *V-Twin* (No. 165) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. It includes extra tech tips, and of course, no nudity.

On sale December 2



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

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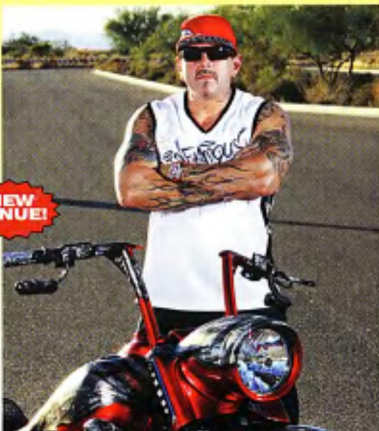
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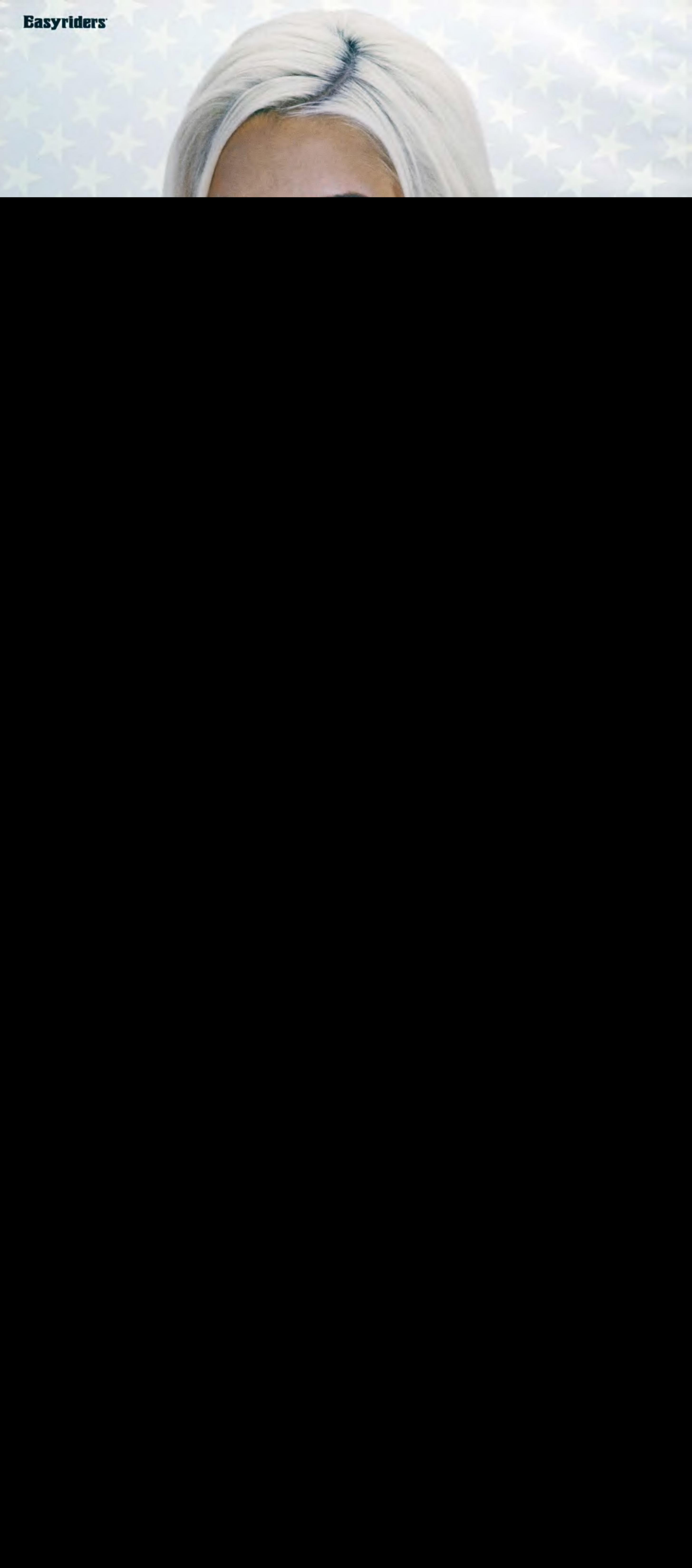
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