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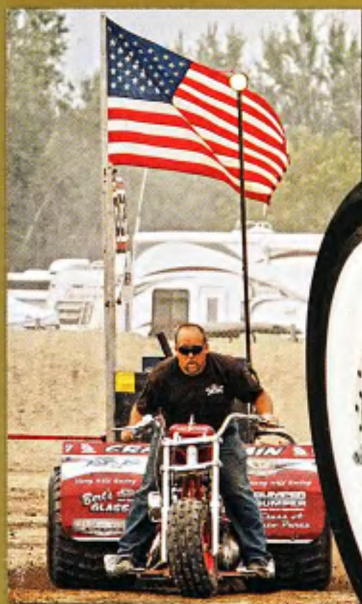
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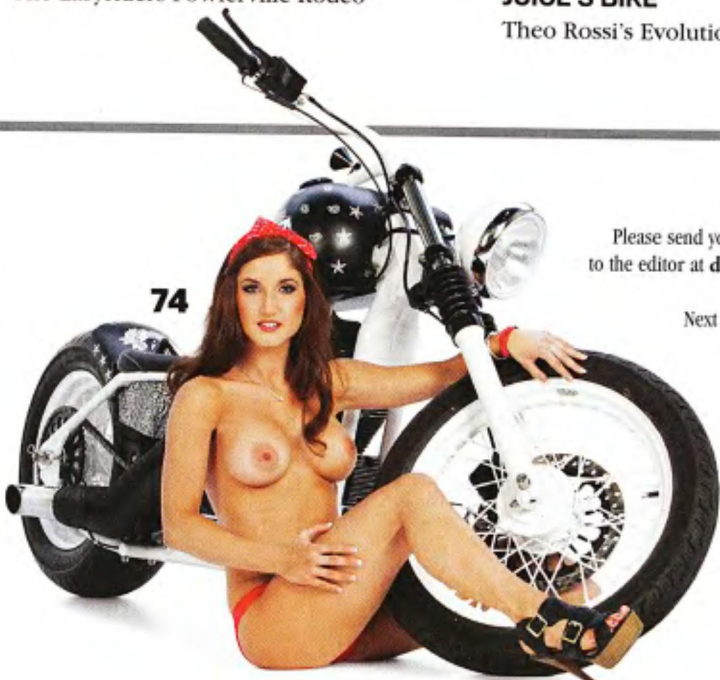


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Please send your questions or comments
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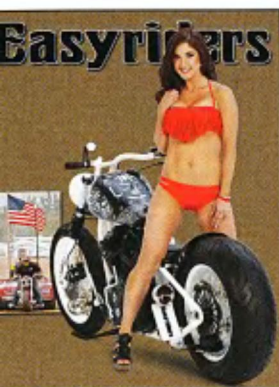
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Easyriders magazine ISSN 0046-0990 Number 499, January 2015, Vol. 45. **Easyriders**® is published monthly by Paisano Publications, LLC, with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, 818-889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, 818-889-8740, FAX 818-889-1252, Website: www.easyriders.com. Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional mailing offices. Copyright 2015 by Paisano Publications, LLC. All rights reserved. Nothing may be reproduced without prior written permission of the Publisher. Editorial Submission Guide-lines All submitted letters, articles, jokes, poems, photos and artwork ("Submissions") become the property of Paisano Publications, LLC ("Publisher"). The Publisher is under no obligation to keep or return any Submissions unless a SASE is provided at time of submission. The Publisher has the unrestricted right to print all or any portion of Submissions, to edit same, and to print, re-print, edit, alter or disregard all said materials at their sole discretion, in any medium now or hereafter used by Publisher in connection with its business operations. This includes, but is not limited to, magazines, books, calendars, catalogs, merchandise, advertisements, videos, television and Internet applications. No compensation is payable for letters usage but appropriate photo captions may be given (e.g. your name and city listed) at the discretion of the Publisher. All Submissions must be exclusive to the Publisher who will provide appropriate credit to the author, photographer or artist of published works, and will indicate if same has been excerpted from or materially changed from original content. Subscriptions: All correspondence regarding subscriptions and changes of address must be addressed to **Easyriders**® Subscription Department: P.O. Box 422425, Palm Coast, FL 32142-2425. One year: \$39.99; two years \$69.99 in the U.S. and its possessions. Postage: Canada please add \$30.00 and all other foreign add \$45.00 per year for postage (U.S. funds only). **POSTMASTER:** Send address changes to **Easyriders**®, P.O. Box 422425, Palm Coast, FL 32142-2425. Advertising: **Easyriders**®, P.O. Box 3000, Agoura Hills, CA 91376-3000. FAX: 818-889-4726. Printed in the USA. **The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S. Code 2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in 75.7 (a) (1-3) of the pertinent Regulations. Printed and produced in the U.S.A.**



ON THE COVER: Amazing Amanda on Zane and Sean Culleton's W.T. Customs Sportster shot by Don Rogers.
Cover imaging by Jeff Biggs.

Taking It Easy

Way Too Many Wasps

While visiting his mother, a guy went into the spare bedroom to get a little sleep. But he wasn't alone. He found the bed covered in 5,000 wasps! The swarm had moved in via an open window and had proceeded to build a three-foot-wide nest that engulfed the bed. Needless to say, he called the local pest control people to clean up the mess (the mattress and pillows had been chewed to pieces).

Love That Turban

An Indian holy man draws crowds wherever he goes with his 100-lb. turban. He spends six hours each day just putting it on. (It measures 2,115 feet when unwrapped.) He's been adding to his turban for 16 years, and it has grown so large that the only way he can get to his temple is by motorcycle. He says he doesn't consider it a burden and on the rare times he doesn't have his turban on, he gets the feeling of being incomplete.

Oops

A British pilot momentarily lost control of his passenger plane when his artificial arm fell off during landing. The plane touched down heavily and bounced, but no one on board was injured. The airline said the pilot had promised to attach his prosthetic limb more securely in the future, adding that it remained "proud to be an equal opportunities employer."

Too Many Piercings?

A man was denied entrance into United Arab Emirates to fulfill a performance. The officials gave no explanation, although one might assume they were turned off by his 453 body piercings (at least 50 stuck to his lips) and the implanted horns in his forehead.

No Noise

A man in Zimbabwe told a magistrate that he wanted to divorce his wife because, when they slept together, "she would not even make any sexual sounds" which, to

him, was unbearable. The magistrate took the case under advisement.

No Hands

A bicycle-equipment infraction was written against a man because his bike had no right-hand handlebar brake. However, since he had no right arm, he fought the ticket. He finally received an apology.

Some Notable Quotes

"The only reason he had a child is so that he can meet babysitters."

—David Letterman
speaking about Warren Beatty

"His ears made him look like a taxicab with both doors open."

—Producer Howard Hughes
speaking about Clark Gable

"Well at least he has finally found his true love. What a pity he can't marry himself."

—Frank Sinatra
speaking about Robert Redford

"Arnold Schwarzenegger looks like a condom full of walnuts."

—Clive James,
TV critic and journalist

"If I found her floating in my pool, I'd punish my dog."

—Joan Rivers
speaking about Yoko Ono

Strange Customs and Traditions

Until the 1950s, Tibetans disposed of their dead by taking the body up a hill, hacking it into little pieces, and feeding the remains to the birds.

Spitting and Blowing

It is a common practice in China for people to spit or blow their noses (without a handkerchief) on a street or sidewalk. This is not considered rude, whereas blowing one's nose in a handkerchief and returning it to one's pocket is considered vulgar.

More Quotes – On Marriage

"Women might be able to fake orgasms but men can fake whole relationships."

—Sharon Stone

"I married the first man I ever kissed. When I tell this to my children, they just about throw up."

—Barbara Bush

"I've sometimes thought of marrying, and then I've thought again."

—Noel Coward

"I'd marry again if I found a man who had 15 million and would sign over half of it to me before the marriage and guarantee he'd be dead within a year."

—Bette Davis

Interesting Facts

There are an average of 18,000,000 items for sale at any time on eBay.

A fizzy drinks manufacturer in the United States has issued an apology to its customers after failing to keep up with demand for its new product: turkey and gravy soda.

The company that manufactures the greatest number of women's dresses each year is Mattel.

Dimwit?

A woman called the police to complain that she was being harassed by a man who was following her. When the police arrived, they found that the "stalker" was just trying to retrieve his phone after the woman stole it from him while he was napping on a bus.

Too Many Infractions

A woman crashed into a fire station. When the police got to her, they found that she had not only been drinking but also had a python draped around her neck (which had just been stolen from a Petco store).

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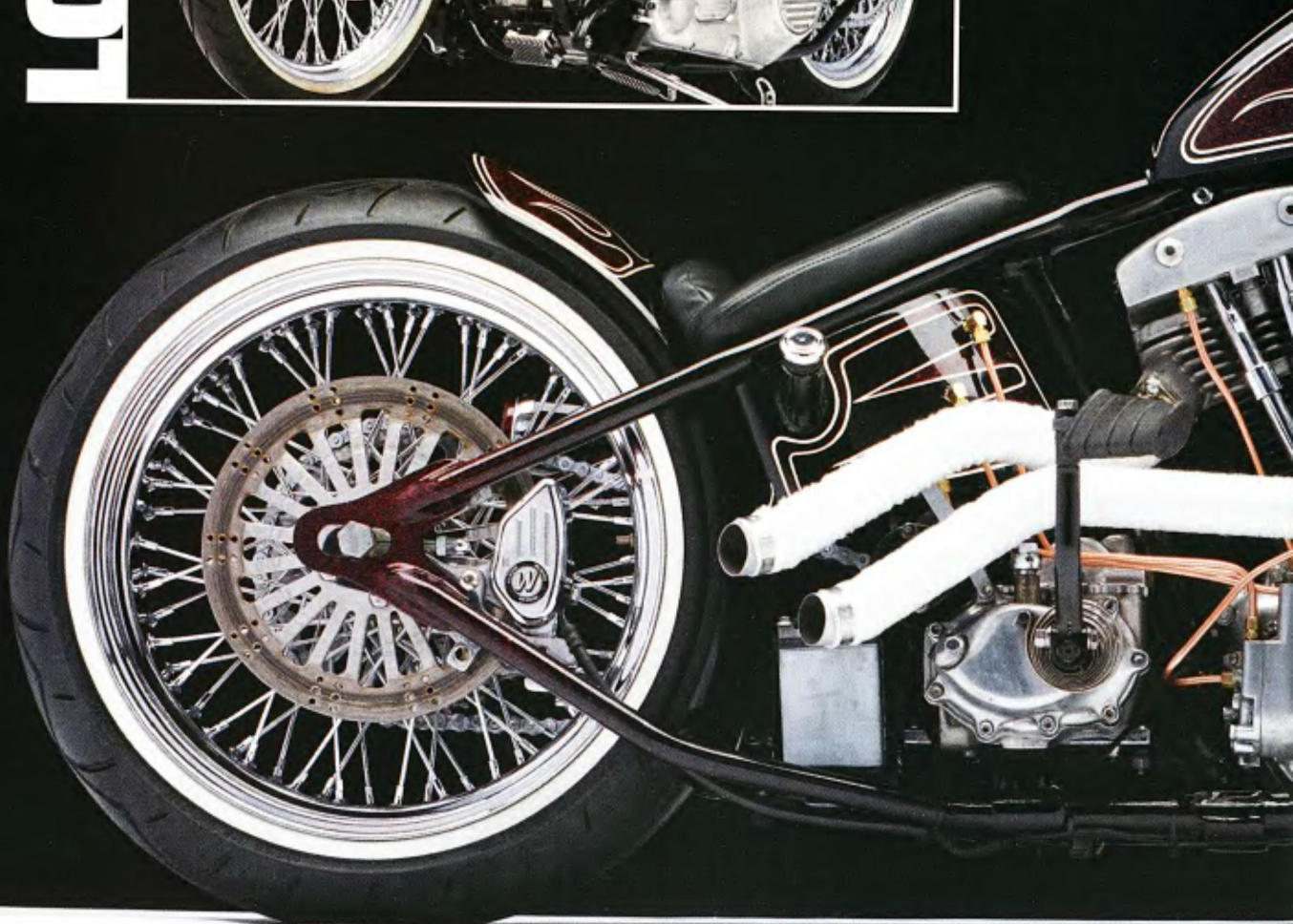
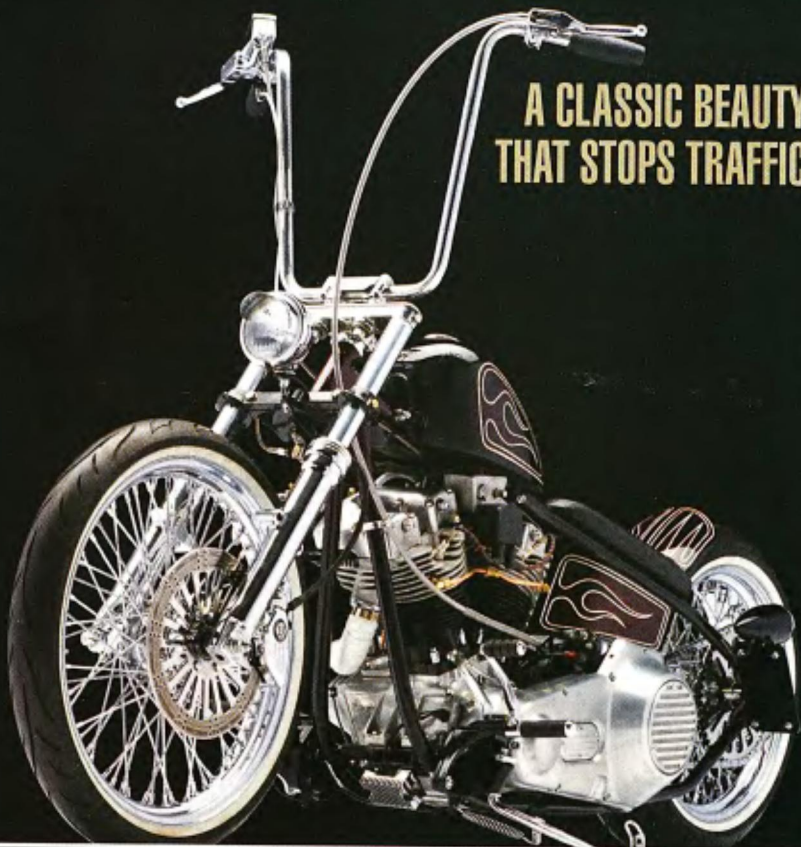
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LOOSE CANNON

**A CLASSIC BEAUTY
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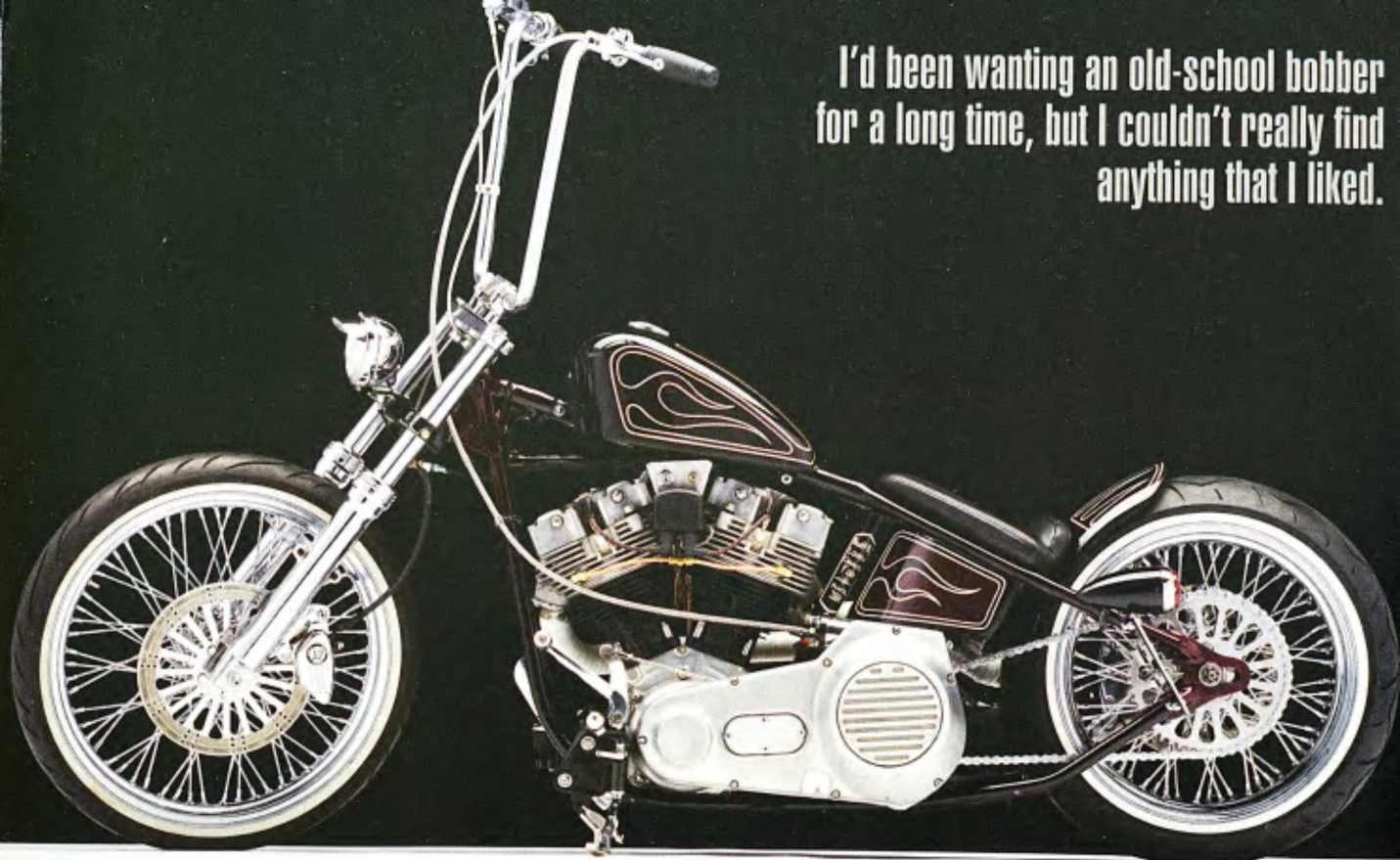
Sometimes you can try really hard and end up with nothing to show for it, and sometimes, when you're not trying at all, things start happening. Like this awesome bobber, for instance.



Robert Navarro



I'd been wanting an old-school bobber for a long time, but I couldn't really find anything that I liked.

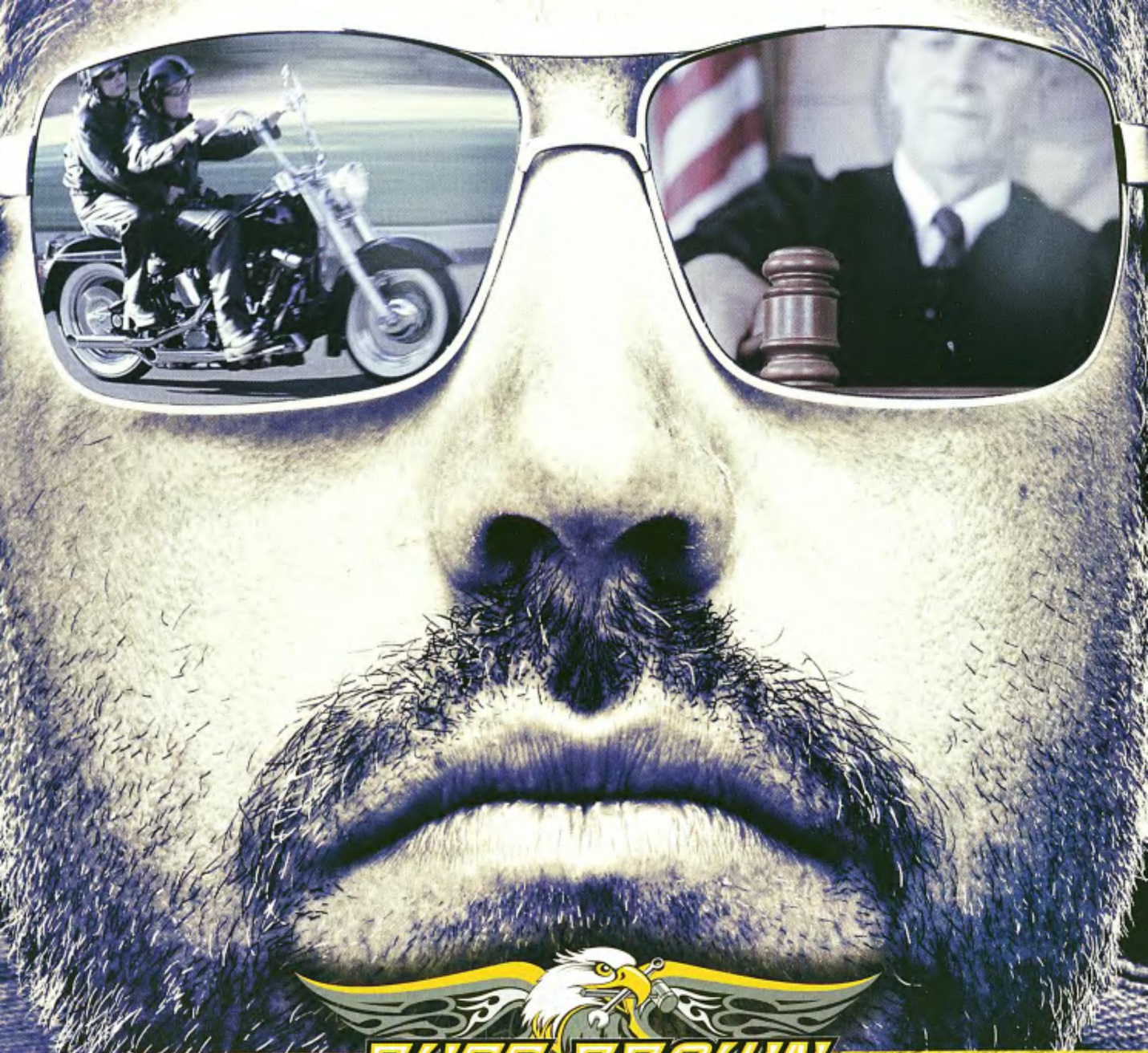


"I'd been wanting an old-school bobber for a long time," Robert Navarro says, "and I'd been actively looking for something on Craig's List and driving to a couple of guys' houses and stuff like that for about five years, but I couldn't really find anything that I liked."

Enter the Sacramento bar scene, of which Robert seems to be an ardent supporter. That's where he met and befriended Phil Cannon, owner of Loose Cannon Fabrication: both would find themselves hanging out at the same bars. "A month prior to the build we'd developed more of a friendship and found out in talking to each other about bikes that we had some of the same ideas in terms of style and tastes."

So when Robert told Phil about what he was looking for, the latter didn't need much of an explanation. One day, while the two were shooting some pool, Phil pulled out his phone and showed Robert pictures of a mock-up he'd done of the exact bike Robert had been dreaming about. "It had tall ape-hangers, a hardtail frame, and a Sporty tank, and the whole thing just sort of took off from there," Robert says.





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**The bobber took Best of Show in the Judged Class
at the Easyriders Bike Show in Sacramento.**



Phil happened to have a lot of the parts lying around his shop, like the shovelhead frame, the Wide Glide front end, and so on. Some parts were repurposed, like the taillight off of a 1937 Chevy or the headlight that was originally a marker light off a Heritage Softail. And beyond that, Phil fabbed a few things, like the oil tank, the seat pan, the rear fender, and sundry other items, all of which would eventually be put together by Phil and his buddy, Tommy Wernecke.

The build was begun in early October 2013, and by early January, the bike was ready for the 2014 Easyriders Bike Show in Sacramento, where it promptly took

Judged Class Best of Show. But Robert's been experiencing "difficulties" owning this bike: it's not his only bike. "I have two other bikes, an 1988 FXR and a 2014 Dyna Street Bob, and I'm trying to give them all equal time," he explains.

It's kind of like being a polygamist and, understandably, a tough situation, yet Robert somehow manages. "But," he cautions, "the hardtail bobber is the most fun to ride and it definitely gets the looks; I've actually had people at stop lights ask me if they could take my picture or ask me questions about the bike."

Let's hope the other two bikes won't get jealous.

—Tripper

Owner: Robert Navarro
City: Elk Grove, California

GENERAL

Fabrication: Tommy Wernecke
Year/make: 1975 Harley-Davidson
Model: shovelhead
Assembly: Tommy Wernecke
Time: 4 months
Chroming: polishing, Loose Cannon

ENGINE

Year/model: 1975 shovelhead
Ignition: Valcam electronic
Displacement: 93 cu. in.
Lower end: stock
Balancing: stock
Pistons: Harley-Davidson
Heads: S&S
Cam: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): Dell'orto
Air Cleaner: S&S Super E
Pipes: custom

TRANSMISSION

Year/make: 1975 Harley-Davidson
Shifting: 4-speed

PAINT

Painter: Ian Kim
Type/color: PPG/black

FRAME

Year/make: 1975 H-D/Loose Cannon/
Tommy Wernecke

Rake: 30 or so degrees

Stretch: none

Shocks: rigid

Modifications: swingarm to hardtail

ACCESSORIES

Bars: apes

Handlebar controls: a couple

Fender(s): custom

Headlight: Harley-Davidson bagger
side marker

Taillight: 1937 Chevy

Pegs: yes

Electrics: Harley-Davidson

Gas tank: Sportster

Oil tank: custom

Primary cover: yes

Seat: custom

Grips: Bill

FORKS

Type: Wide Glide

Extension: stock

Builder: Harley-Davidson

WHEELS

Size: 21-inch front, 18-inch rear

Hub: star front, hub rear

Tires: Avon Venom

Brake: Wilwood discs

Photos: Michael Lichter



EUROPEAN BIKERS TO FIGHT ISIS IN IRAQ

Two motorcycle clubs in Europe have publically announced that they are joining forces with Kurds fighting the Islamic State group in Syria and Iraq. The No Surrender motorcycle club in the Netherlands and Median Empire Motorcycle Club in Germany have both sent members to support anti-ISIS—ISIL forces abroad.

A Dutch prosecutor has given the legal go-ahead to members of the No Surrender motorcycle club to join forces with Iraqi Kurds to fight against the Islamic State group in Iraq.

A spokesperson for Germany's domestic intelligence service, Bundesamt für Verfassungsschutz (BfV) said that it would not be illegal for Germans to travel to Syria, but both countries say it would be illegal to join the outlawed PPK, which is fighting to establish an independent Kurdish state carved out of portions of Turkey, Iraq, Syria, and Iran, and which is listed as a terrorist group by NATO and the EU.

Both clubs say their members are closely tied to the Kurdish cause. It is said that about 400 Germans are fighting on the other side, for ISIS. Our supposed allies, the Turks, have so far refused to allow airstrikes against ISIS from their soil, not wanting to give aid to the Kurds, which reminds me of a distantly related quote from a book I read in my high school years, "Scorecard! Scorecard! Can't tell the cops from the pukes without a scorecard."

—James Simon Kunen,
The Strawberry Statement. Source:
AFP, www.tblocal.de

QUOTE OF THE MONTH

*"What we obtain too cheap,
we esteem too lightly;
it is dearness only
that gives everything its value."*

—THOMAS PAINE

WASHINGTON STATE MOTORCYCLISTS SUE CITY

In two separate incidents, the Washington Confederation of Clubs and motorcyclist Edward Goehring were detained by police after a meeting of the organization and cited for multiple traffic infractions. When the group and Goehring filed a request under the Public Records Act to receive documents, photos, and videos taken by the police they were denied access. The groups maintain that the police improperly used the stop to gather information about the motorcycle clubs present.

They filed suit against the city of Kennewick, where the incidents occurred, in order to access the records to determine their propriety. These plaintiffs prevailed, and between them were awarded \$45,000 in damages. The COC will receive \$12,400, and Goehring will get the remainder. The city, Goehring, and the motorcycle club still disagree about the status of some of the records and whether they can be released. Under the settlement all parties have agreed to have a third-party arbitrator review the records to decide which should be withheld or redacted and then released. As part of the agreement, Goehring and the motorcycle club will dismiss their lawsuits with prejudice, which means they can't be filed again.

Source: *Tri-City Herald*

JUDGE SAYS BLOWING UP HELLS ANGELS CLUB HOUSE FAIR GAME

The U.S. government will not face trespass and nuisance charges after federal agents blew up the Hells Angels clubhouse in El Cajon, California.

The building's owner, Maurice Peter Eunice, said that the cops could have simply asked him for a key, but instead decided to blow the hinges off the building. He accuses them of grandstanding for the media. Apparently none of the suspected members were even inside the building at the time. The sole occupant was a frightened 3-year old dog, Molly, which was left to run on the street after the explosions. *Note: The cops seem to have broken protocol on this; don't they routinely shoot the dogs during raids?*

Mr. Eunice sued the DEA, seeking damages for intentional infliction of emotional distress, negligence, trespass to land, private nuisance, and violation of his civil rights under California's Bane Act, claiming that it "acted out of malice to intimidate" him and to "show their authority" in front of cameras."

U.S. District Judge Gonzalo Curiel denied these charges, saying that since the arrest warrant was valid, there was no trespass, and since the El Cajon police SWAT team set off the bombs, the DEA was not responsible. He then closed the case.

Source: *Courthouse News Service*

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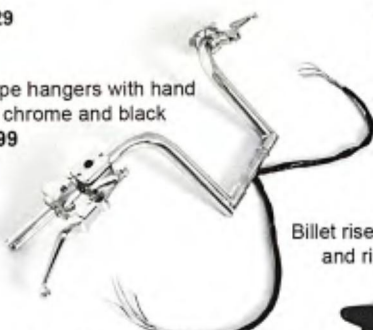
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Advertising

818-889-8740 • Fax 818-889-5214

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East Coast Director of Advertising: Joe Russo

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Advertising Production: Smash Studio, Inc.

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Newsstand Distribution

Curtis Circulation Company

730 River Rd., New Milford, NJ 07646

Newsstand Circulation

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PRISON FOR A SEAT BELT TICKET?

The New Jersey Supreme Court has ruled that under certain circumstances, failing to wear a seat belt, or presumably a helmet, could result in charges that could put a person in prison.

The case stems from a woman who was charged with vehicular homicide and recklessly causing a death while violating the seat belt law. Apparently she and a 16-year old passenger were "huffing" dust remover and carpet cleaner. She then drove off the road into a guardrail and a signpost, killing her passenger. Neither the driver nor passenger were wearing seatbelts, and the prosecutor seized upon this fact. Facing 5 to 10 years in prison, she plead guilty to a lesser third-degree offense, with a maximum penalty of five years.

The attorney for the defendant argued that the state's seat belt law did not fall into the category of violations that could be used as an element to proceed with such a criminal prosecution. He argued that the law was intended for fire and building codes, not less serious infractions. The state Supreme Court disagreed, allowing that an infraction of the state's seat-belt law,

usually a \$20 ticket, can indeed be used as one of the elements in a criminal law that could expose an offender to a prison term.

John Menzel, a New Jersey attorney notes that "This case now indicates that what would normally be considered a minor offense may now be elevated to a very serious crime," while pointing out that the charges would have to stem from recklessness on the part of the person violating the law and resulting death or injury. He suggests that the law could also be expanded to helmet law violations in similar circumstances, "It gives the state an alternate theory to criminalize conduct," Menzel said.

Source: Asbury Park Press

COP FACES JAIL FOR STEALING FROM DYING MOTORCYCLIST

A former Connecticut State Trooper, Aaron Huntsman, was sentenced to five years in jail for stealing a dying man's gold chain, crucifix, and \$4,000 in cash after a motorcycle wreck. The EMTs had given the trooper the valuable items for safekeeping while they tried to save the man, who later died. The dashboard camera of his cruiser showed him taking the items to his car.

The cop's attorney begged for leniency for the officer, noting that he had served 20 years in the military, and it was the officer's Post Traumatic Stress Disorder and addiction to alcohol and painkillers that forced him to steal.

The victim's mother was not moved by the cop's apology, saying, "The fact that he lied to me three times in the morgue makes me say of course it's not real." She said, "This officer, to extend a hand of crime when it should have been a hand of comfort is tormenting."

Source: WTNH News





"Yeab, trolls are little bitty creatures that live under bridges...if they actually existed."

David Mann Tapestry

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BOB RAGOZZINO'S PENNGROVE PAN



COPPER CHOPPER

At the moment you'll find this "copper" sculpture smack in the middle of Bob Ragozzino's dining room. That doesn't mean it's merely high-performance furniture, since Bob has racked up plenty of hardtail miles on his "dream machine" even to the point of carrying a 2-gallon extra fuel container to add miles to the period cool but thirsty Paughco gas tank.

"I've been riding since the 1950s when we had those little lawn mower powered Doodlebugs," say Bob. "I've had Harleys forever, but his one here is the one I always wanted when I was younger but never got around to building. Finally, I was tired of seeing theme bikes that looked like merry-go-rounds. I wanted the look and feel of a genuine 1960s chopper. Now I've got it and one man built the whole thing. That would be Dennis Stag and everybody knows him as Tasty and he's at Penn Grove Motorcycle Company in Penn Grove, near where I live.



Tasty and I are both the same age, 64, so he knew exactly what I wanted when I said build me an early 1960s chopper."

It seems Tasty has built his share of customs including one-offs back in the 1970s while in Marin County for the Doobie Bros., The Grateful Dead, Jefferson Airplane, among others. While Bob wanted the '60s look and spirit, he also wanted all brand-new components, the only exception being an original Harley front brake. The Paughco rigid frame took on a new S&S panhead, electric start, 93 cu. in. motor that makes its old-school tunes through '60s style Paughco pipes.

Actually, the first piece Bob picked up when just starting the build was the sissybar after walking into the shop and spotting it. The sissybar is also a big hit with Bob's girlfriend, Darla. As for all the white pieces...the seat, passenger pad, grips, and even pegs—they took a bit of hunting, but Bob lucked out when he found Plane Jane Rollers in Dayton, Ohio, who made up the Bates-style leather seat for 200 bucks.





This bike took First Place at the Easyriders Sacramento Bike Show.

Owner: Bob Ragozzino
City: Petaluma, California

GENERAL

Designer: owner/Penngrove
Motorcycle Co.

Year/make: 2011 Penngrove custom

Model: panhead chopper

Assembly: Dennis Stagaka Tasty/PMC

Time: 6 months

Chroming: Unique Chrome

ENGINE

Year/make: 2011 S&S

Model: panhead

Rebuilder: John Dodson

Displacement: 93 cu. in.

Carb(s): S&S

Air cleaner: S&S

Pipes: Paughco

TRANSMISSION

Year/make: 2011 Harley-Davidson

Shifting: 4-speed

PAINT

Painter: J.D. Tattoo

Type/color: copper, brown

FRAME

Year/make: 2011 Paughco/PMC

Type: rigid

Rake: stock

ACCESSORIES

Bars: Flanders

Handlebar controls: old school

Fenders: rear only

Headlight: yes

Taillight: yes

Speedo: mini

Electrics: PMC

Gas tank: Paughco

Oil tank: Paughco

Oil system: S&S

Seat: Plane Jane Rollers

Pegs: mid/white

Mirrors: round

Grips: white

FORKS

Type: Harley-Davidson

Extension: none, shaved

Builder: Harley-Davidson, PMC

WHEELS

Size: 21-inch front, 16-inch rear

Wheels: Dyna rear

Tires: Avon

Brakes: disc rear

Photos: Mike Chase

Contact: Penngrove Motorcycle
Company

707-793-7993

penngrovemotorcycleco.com



Bob was in a bit of a quandary when everything was ready for paint. "After months of talking it over, and changing my mind, I ended up saying to the painter, J.D. Tattoo, you know the colors I like, just do whatever you think right for the bike. And he nailed it."

Rob sums up by saying, "It's fun to ride because I built it lightweight, noth-

ing scrapes when you lean it over. It's all I had been dreaming of for all these years." Only entered twice into competition, Bob's California Copper Chopper won both times, Best of Show at Chili Bill's 7th Annual Memorial Run in Petaluma and First Place People's Choice at the Easyriders Sacramento Bike Show.

—Paul Garson



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A sweet young thing had just started associating with the local biker club. Her first night in the clubhouse, the prez came roaring up on his hog and rode right into the clubhouse. He dismounted, pissed in the fireplace, punched two prospects, downed two six-packs of beer, dragged five mamas into the bedroom and started jacking off.

The rattled chick asked the biker she was with, "Does he do this all the time?"

"Naw," he answered, "He usually drinks bourbon."

D.L. Allen

Charlotte, N.C.

A bro was dancing cheek to cheek with his chick when he noticed how good she smelled. "Mmmm you smell so good baby, what have you got on?" he asked.

"Chanel No. 5," she cooed. "Ya know, you smell pretty good too, Mongo. What have YOU got on?"

The surprised bro replied, "I've got a hard-on, but I didn't think you could smell it!"

Snake

New York, N.Y.

Do you believe in clubs for women?" the sexy young broad asked her biker companion.

He pondered the question for a moment. "Yes of course," the sensitive bro responded, "but only if kindness fails."

Willie Clark

Hamilton Mo.

Can you explain to me how this lipstick got on the front of your pants?" the suspicious ol' lady asked the drunken bro.

"Nope, I honestly can't," the puzzled dude replied. "I distinctly remember taking my pants OFF!"

M.D. Lawrence

Rome, N.Y.

The Biker Dictionary defines Relative Humidity as the sweat from your balls as it drips down your cousin's leg.

David Hurst

San Bernardino, Calif.

A thoroughly modern couple, who had recently gotten married were entertaining their biker neighbor in the den of their home. When the talk turned to sex, the biker said to the husband, "Since you claim to be so liberated, would you let me suck on your ol' lady's tits for a thousand bucks?"

Not wanting to be uncool, and sure needing the extra money, the couple agreed, and the wife removed her blouse and bra. Then the bro nestled his face in between her tits and remained there for several minutes until the husband got impatient to complete the deal. "Well, go ahead and suck them!" he urged.

"I'd love to," the bro said, "but I really can't afford it."

Steven Lockwood

Gila Bend, Ariz.

A bro came home late from work and drunk as a skunk. As soon as he came in the door his ol' lady started screaming at him.

"How much of your paycheck did you spend?" she yelled.

"Sixty-five dollars," the bro replied.

"Sixty-five dollars?" the harpy yelled, shaking her head, "Do you know how long sixty-five dollars would last me?"

"Well, you don't smoke, you don't drink, and you've got your own pussy," the dude speculated, "so I guess it would last you forever."

Mark Bell

Kansas City, Mo.

The biker kid knocked on his neighbor's door on Halloween dressed as a pirate.

"Well, what have we here?" asked the neighbor.

"I'm a pirate!" the rugrat retorted.

"I can see that," said the neighbor, but where are your buccaneers?"

The scooter kid looked perplexed. "Under my buckin' hat, ya buckin' idiot!" the kid answered.

Sam Griffin

Atlanta Ga.

While examining the young man's lip infection, the doctor asked, "Have you had any unusual experiences lately, like learning to smoke a pipe or trying a different shaving cream or eating a lot of oranges?"

"Well, there was one thing," the youngster replied. "Last week for my eighteenth birthday my dad took me to a whorehouse and paid a beautiful girl to sit on my face."

"That explains it!" exclaimed the sawbones, "Didn't your dad ever tell you not to lick a gift whore in the mouse?"

Paul Senyon

Darby, Conn.

Once there was a sea captain whose greatest dream was to marry a virgin. He searched far and wide over the seven seas but couldn't find one. He finally decided that he needed to grow his own, so he adopted an eight-year-old orphan girl and took her to sea to raise as his own.

Finally when she turned eighteen he married her. Following a shipboard ceremony, he took her down to his cabin, laid her gently down upon his bunk, and was considerably slathering his cock with Vaseline.

She looked up, puzzled and said, "Why don't you just spit on it like the rest of the crew?"

John Bearden

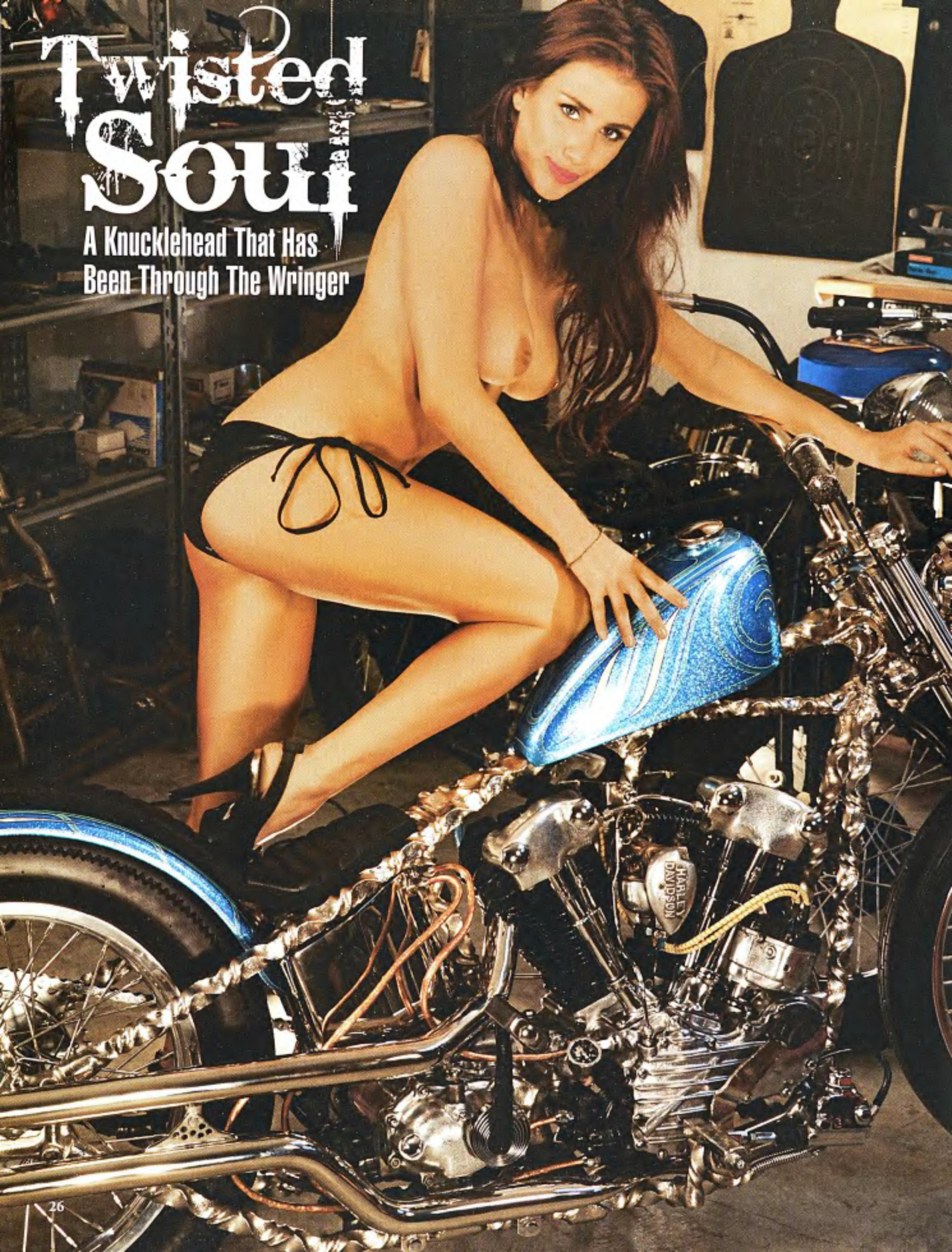
Santa Fe, N.M.



Yep, that's Sally alright!

Twisted Souls

A Knucklehead That Has
Been Through The Wringer





What kind of a twisted soul would do something like this to a bike? What sort of warped mind would take a perfectly good frame and twist it until it screams and distort it into something barely recognizable as an integral part of a motorcycle? An artist and artisan like Seth Slagiel, that's who.

The bike's frame is, of course, the most obvious and most intricate "modification" of this stunning and—in all other aspects—stunningly simple knucklehead that boasts little more than the bare essentials: a rebuilt stock motor mated with a stock transmission, a magneto, a jockey shifter, no front brake, and no P-pad, for instance.

And that's exactly how Quinton Gutierrez, the bike's owner, wanted to have it. In fact, Quinton had bought the bike in Texas several years ago, and once he had it back in California, he took it to his buddy Ron's shop in Sunland, where Ron promptly discovered a hairline crack in the cases. "But Ron welded it and polished it, and you can't tell anything," Quinton says.





This month's *Easyriders* girl is sizzlin' Zoe, a SoCal sweetie who was happy to pose with Quinton Gutierrez' nasty knuckle.

Seth will torch some square tubing, twist it, then harden and shape it into a frame right before your eyes.



Owner: Quinton Gutierrez
City: Downey, California

GENERAL

Fabrication: Seth Slagiel
Year/make: 1940 knucklehead
Model: Twisted #8
Assembly: Seth Slagiel
Time: 3 months
Chroming: Van Nuys Plating

ENGINE

Year/make: 1940 Harley-Davidson
Model: knucklehead
Rebuilder: Craft Kustom
Ignition: Mag
Displacement: 61 cu. in.
Lower end: stock
Cam: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): Linkert
Air Cleaner: eBay
Pipes: Seth Slagiel

TRANSMISSION

Year/make: 1940 Harley-Davidson
Shifting: by hand

PAINT

Painter: Robert E. Pradke
Type/color: House of Kolor/blue

FRAME

Year/make: 2013 Seth Slagiel
Type: twisted knuckle
Rake: 30 degrees
Stretch: none
Shocks: are for girls
Modifications: all of it twisted,
welded, blended and ball-peened

ACCESSORIES

Bars: Seth Slagiel
Handlebar controls: don't need 'em
Fender: Sportster
Headlight: old fog light off car
Taillight: Hummer
Speedo: don't wear them
Pegs: old British style
Electrics: Mag
Gas tank: split narrowed Sportster
Oil tank: Harley-Davidson horseshoe
Oil system: Harley-Davidson
Seat: leather tuck & roll
Grips: repop '60s style

FORKS

Type: K Model
Extension: none
Builder: Harley-Davidson

WHEELS

Size: 21-inch front, 18-inch rear
Hub: star front, hub rear
Tires: Speedster front, Coker rear
Brake: Harley repop rear
Photos: Peter Linney

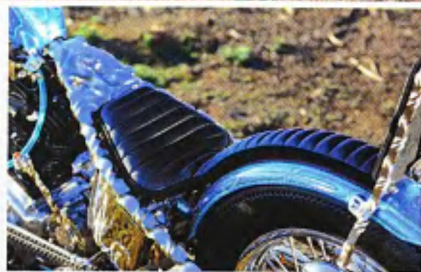


After that, the two of them then re-build the engine and, while they were at it, put some period-correct rocker boxes on it before putting the bike back together. Quinton then rode around on it like that for a couple of years.

Until, that is, one day Quinton's buddy Seth, the aforementioned artist-slash-ironworker with the twisted mind, said to him, "Hey, let's make a custom knuckle out of this; I'll build a custom frame for it."

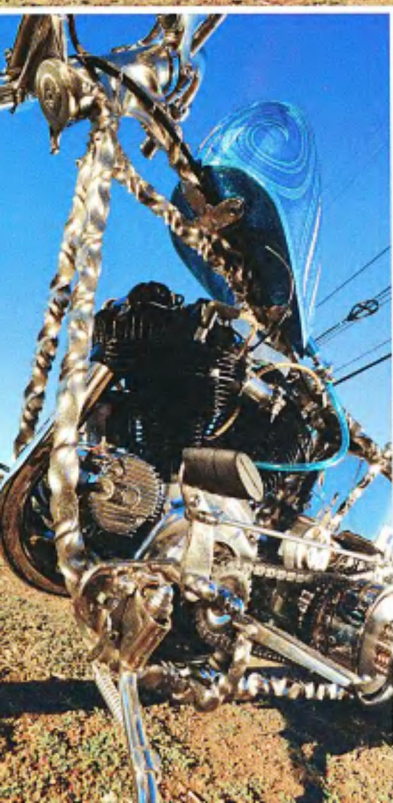
That's exactly what Seth, who has a shop called Craft Customs in Oxnard, California, did. In fact, the frame model this knucklehead wears is called "Twisted #8," so you know this isn't Seth's first frame. Anyway, Quinton says that Seth "will torch some square tubing, twist it, then harden and shape it into a frame right before your eyes, which is crazy if you think about it."

Quinton, who admits to owning a



total of 17 bikes, doesn't get to ride this one very often since he spends most of his waking hours as a repo man. But he says that he keeps it in perfect running shape, like all his other show bikes. The knuckle is an award-winning bike, of course, having been bestowed several honors at several shows over its relatively brief existence as contender.

Like everyone who's anyone these days, Quinton's also working on a reality TV show. "But it's more of a comedy," he says, "no serious repo BS because that's too much drama." —Tripper



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ROLLING THUNDER

The 27th running of Rolling Thunder in Washington D.C. saw one of the largest turnouts of motorcycles and people ever for this event. The fact that the weather forecast for the Washington/Virginia area was for cool, dry weather, certainly helped. For those who may not be familiar with Rolling Thunder, it began as a bikers' ride for POWs and MIAs of Vietnam. When Ray Manzo first conceived this idea, he reached out to numerous veteran organizations. The only group to respond were bikers. That first Rolling Thunder or Ride to Remember, as it was also known in 1987, saw 3,000 bikers ride for their brothers. The number of bikers has increased to more than 300,000 this year. They ride for veterans of all wars, in particular those who served in Iraq and Afghanistan. They ride not only for POW/MIAs, but for the health care promised to returning WWII veterans by Congress. Those veterans and all veterans paid dearly with their blood and the blood of their buddies.

On Saturday, May 24, at the Mall by the WWII Memorial, there was a ceremony commemorating the 10th anniversary of

the WWII memorial. Senator Bob Dole, who is a combat injured WWII veteran, told the audience about the beginnings of the WWII Memorial. Some members of Congress said, "The Mall is getting quite full and who is going to fund this project?" Senator Dole responded with, "That land was paid for with the blood of WWII veterans, and the funding will be private!"

A little after noon, over 500 bikers from the Nam Knights motorcycle club gathered on the grass near the Vietnam Memorial for their annual dedication ceremony to those living on The Wall. To paraphrase the words on the plaque left at The Wall: "It is the soldier who gives us freedom of speech, it is the soldier who gives us freedom of the press, it is the soldier who gave all their tomorrows for our today."

Sunday morning the sky was deep blue and the temperature 58 degrees going to the high 70s by afternoon—perfect riding weather. By 9:00 a.m. in the Pentagon parking area there were already more than 75,000 bikes parked with thousands more snaking there way in. It was a sea of sparkling chrome,

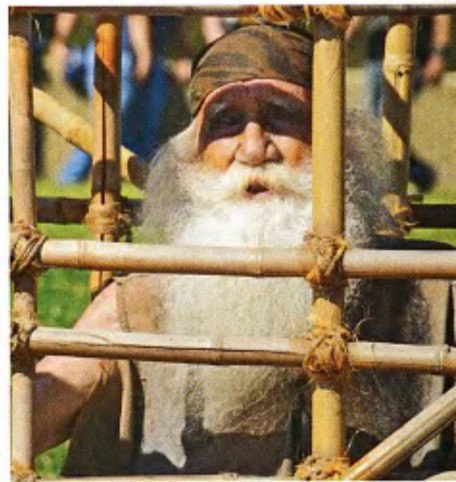
American flags, leather vests and people from as far away as Australia and as close as Arlington, Virginia. The one common thread among all gathered for Rolling Thunder was to not let this nation forget about the 83,000 MIA's from WWII, Korea, Vietnam, the Gulf War, Iraq, and Afghanistan.

At noon the ground rumbled as 300,000 motorcycles started to leave the Pentagon, over the Memorial Bridge onto 23d street and down Constitution Avenue on their way to The Wall. As the bikes turned onto 23d street, there standing at attention in his dress uniform, was Marine Sgt. Tim Chambers. Tim stood there for three and a half hours until the last biker rode by.

On a stage by the reflecting pools in front of the Lincoln Memorial, people from Rolling Thunder gave short speeches on the plight of veterans and what Rolling Thunder is trying to do to help veterans by lobbying members of Congress. One of those speakers was Artie Muller, the president of Rolling Thunder. Through Artie's and many other's efforts, Rolling Thunder has become the proud organization it is today. —Jay Hirsch



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H R CRIST • RICHARD G DRAKE • R
HAMMERSLA • JOHN R HARTKEMEY
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THE QUAIL MOTORCYCLE GATHERING 2014

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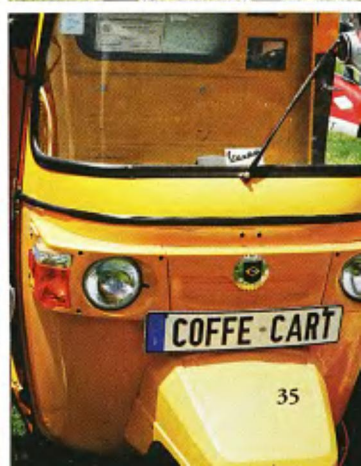
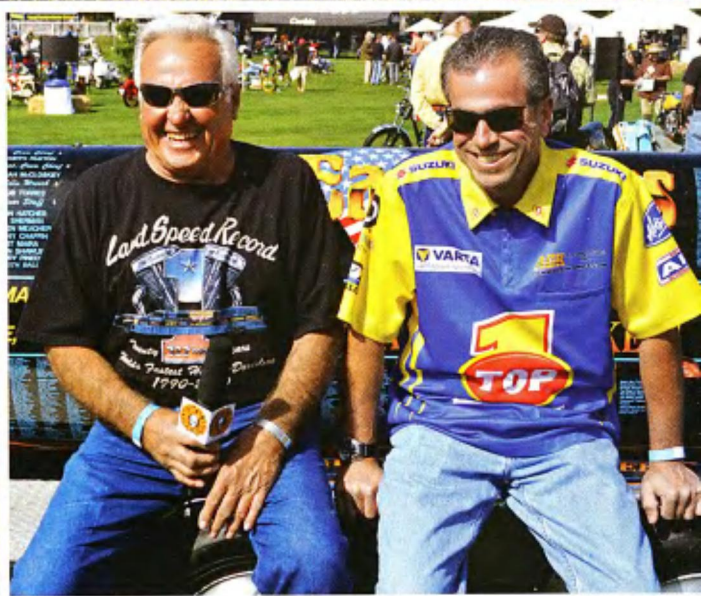
The Quail Lodge Motorcycle Gathering in California's Carmel Valley has to be one of the ritzier motorcycle events on the West Coast, if not in the entire USA. Specializing in antiques and vintage bikes, this event unfolds each year on a neatly manicured and maintained golf course that frequently drips with names like Rolex, Bentley, or Bugatti.

This year's Gathering, the sixth in as many years, was themed "100 years of Bonneville Salt Flats Speed Trials" and

featured some of the finest sports and racing bikes as well as some of the fastest streamliners to ever set wheel on those salt flats. In fact, *Easyriders'* very own streamliner, a world record holder for 16 years at 322.150 mph, was displayed right next to the current record holder, Ack Attack, a dual-1300cc-Hayabusa-powered streamliner nicknamed "World's Fastest Motorcycle" at 376.363 mph. Both drivers, the Ack Attack's Rocky Robinson and Easyriders stream-

liner pilot Dave Campos, were on hand and happy to answer any and all questions about their venerable behemoths.

But the streamliners were only a small part of the show. All in all, some 260 vintage bikes were present, with makes and models of all sorts and years. Among them was a 1948 Vincent Black Shadow that was ridden by Rollie Free clad only in his swimming trunks and a pair of oversized tennis shoes, and who lay horizontally across the bike in his effort to break



Harley-Davidson's long-held record. A small statue of Rollie and the Vincent standing next to the real bike commemorated that event.

But there were also a couple of very rare Winchesters—a 1909 and a 1910, each claiming to be the only known in existence—as well as a beautifully restored 1932 Vincent HRD Python Sport that, by the way, won Best of Show, a 1925 Brough Superior SS-100 that won the Spirit of the Quail award, a stunning 1916 Harley-Davidson 16T board track racer, and dozens of other gems from different eras and parts of the globe, like the 1918 BSA H or a decent number of old Beamers.

It was a vintage lover's dream come

true to see so many beautiful and nicely restored old-timers, and several times during the day crowds gathered when one or the other owner tried to start up his ancient steed. Not all were successful, but each time smoke poured forth from old exhaust pipes and a motor coughed and sputtered to life, enthusiastic applause accompanied the momentous occasion.

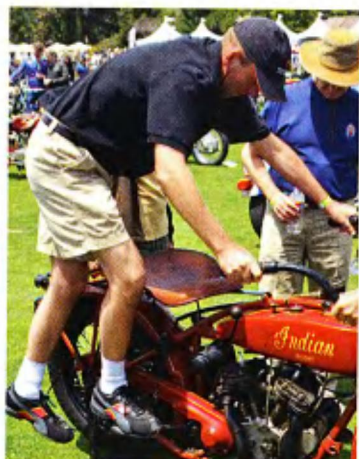
But not all bikes were vintage or old; some were very modern, futuristic even, like the Lightning LS-218, a 218 mph electric superbike that was unveiled in the afternoon. Actually, those who were there the night before were able to ride in or at least watch some of those old-timers and newer bikes start up and take part in the Quail Ride, a 100-mile

journey through the Monterey Peninsula. It's an event that's limited to 75 motorcycles and sells out each year.

At \$75 for the day, the price of admission was a bit steep perhaps, but it included a delicious barbecue and live music throughout the day. You could also witness and listen to Gordon McCall, the Quail Lodge's director of motor sports and the event's emcee, interview former four-time Grand Prix motorcycle racing world champion Eddie Lawson. And, last but not least, of course, there was the ritzy venue itself.

For more info on this year's Motorcycle Gathering, all the winners and next year's event dates, go to quailodge.com.

—Red Baron



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RAIN RIDE

Trig rolled out of bed to the sound of a hard rain pelting the tin roof of his homebuilt log cabin. He loved that sound. It meant a casual ride on his lowered, Twin Cam Road King. He had scrimped and saved for years and sold his prized old shovel to buy the machine and most of his riding crew could not figure out why Trig loved to take the custom bagger out in bad weather.

But Trig knew. He rode in fair weather or foul, but the rain pouring down around him as he cruised down the highway offered him an exhilaration that he just couldn't achieve in any other way, and lord knows, he had tried. Trig road hard and fast, he rode day and night, and he rode great distances. He had two Iron Butt medals to his credit and he hit Sturgis every year. He'd been to Laconia so often that the vendors and barkeeps at

that great old run were all on a first name basis with the man.

Nothing could compare to a simple rain ride for Trig. He didn't seek out high winds or hail or hurricane conditions; he wasn't a complete madman, just a bit eccentric when it came to a soul-nourishin' ride.

Trig watched The Weather Channel before hittin' the sack and he knew the rain would be in the area for the next few days so he was in no hurry. He strolled into the kitchen, hit the button on the coffee maker, and peered out the kitchen window to watch the steady rainfall. Water was already runnin' in rivulets down the gravel drive that led to the barn where the Road King sat waitin'.

After downin' a cup of strong black coffee, he poured the rest into his thermos, grabbed his rain gear, which was nothin' more than a waterproof

polyester black jacket, and headed out the door into the steady downpour. He strolled over to the barn, slid open the heavy door, and hit the lights.

Sheba sat glistening beneath the fluorescents. He didn't know why he gave the black Road King the name Sheba. It just jumped into his head from the very first time he saw her sittin' in the middle of the dealership floor. She had been Sheba ever since. "Hello girl. You already to get wet?" In Trig's mind the big bike just sighed. He popped open her right bag, which was the only one he ever used, reached in to pull out his rain gloves, goggles, and shorty helmet then tossed in his thermos and latched the bag.

After throwin' a long leg over the slammed bike he hit the button and she roared to life, bellowin' through a set of custom-made Shorty pipes. Trig dumped the clutch and rolled out into

the gentle downpour to begin feedin' his soul. The rain lightly pelted him and Sheba as he made his way out the drive and onto the hard pack stone road that led to the highway. The tail end of the bike slipped sideways on the wet stone and Trig rode it out, grinnin' the whole time. The visceral experience of ridin' in a cool rain was definitely his medicine.

He made his way out to the highway and accelerated up to an even 60 mph and the raindrops bit at his upper lip. He liked the stingin' sensation of the rain on his face. He had treated his goggles with two coats of Rain-x and it would be a while before he'd have to start wiping them every 30 seconds with the back of his glove. So he upped his speed to 70 and began to pass the slower movin' cages. A semi was throwing up great rooster tails of filthy water and road grime and Trig braced himself as he rode on through the waterfall the truck was spewin'. He found the whole experience thrilling.

As he finished the pass and signaled for the right lane he could feel Sheba become squirrely. Her rear tire was aquaplanin' a bit but Trig accelerated rather than slowin'. The big bike side slipped then found traction again and he leaned her slightly to the right and eased over in front of the semi. He was doin' 75 now and his face was becomin' numb to the pain of the drivin' rain. The water found its way past Trig's gloves and part way up his sleeves. His jeans were soaked through and he was feelin' the chill.

He noticed a headlight in his side view and looked left to see who was comin' up on him at speed in the downpour. It was a Beemer with full fairing and windshield, aboard which rode a completely rain-suited dude with a full-face helmet. Their eyes met for a moment and he could see a quizzical look cross the rider's face. The Beemer pilot just shook his head and rolled on up the interstate. Trig laughed to himself and thought *To each his own*.

He noticed the exit sign up ahead that would take him to the back roads for his return home. He leaned over and downshifted and let Sheba slow down for the stop sign. He hung a hard

right and headed down the twistin' road, enjoyin' the sweepin' turns and undulatin' two lane while being conservative in the hard leans as he reached his traction threshold. Havin' fun in the rain was one thing but dumpin' her hard for loss of grip was another thing entirely.

A turnout up ahead marked a "scenic overlook" and he knew there would be no tourists parked there in the pourin' rain so he prepared to pull in and down some of the coffee he had brought along to fight back the chill. Trig slowed to a crawl as he pulled into the turnout. He deftly maneuvered the bike between two huge puddles, then rolled to a stop at the far end of the parkin' area, kicked down the stand and dismounted. He popped open the saddlebag, removed his thermos and headed over to a log that bordered the lot. He sat down and poured himself a cup of coffee and was about to relax for a bit when he heard, "Hey man, you feel like sharin' that coffee?"

Trig turned to see an old, yellow-bearded dude, wearing a poncho made from a black garbage bag, shamblin' towards him. The dude was holdin' a well-used paper cup out in front of him. "Yeah brother, happy to." Trig poured a generous amount into the old fella's cup then topped off his own. "You live around here?" Trig asked the man.

"Yep, I have a tent just down the hill near the cliff edge," Yellow Beard grinned. "So far the cops haven't found it."

"Hard times these days?" asked Trig.

"Nope, just like to live life on my own terms," The dude confided. "Had me a 1948 pan back in the day. That's a nice ride you come in on. Ya' must hate to take it out in the rain."

"Nah, just the opposite, I enjoy my rain rides. When I hear the rain hittin' my roof I get all antsy for the road." Said Trig as he noticed a pint bottle of Jack stickin' out of the top of the old dude's oversized boot.

"Huh, imagine that. To each his own, I always say." Trig watched the old yellow-bearded dude swig the warm coffee reverently, as if he hadn't had a good cup in a while. When he finished,

Trig poured him some more. "Well, thank you son, I'm right grateful to you."

They sat on the log together and shot the shit for a while. After a bit, Trig began to say his goodbyes. The rain was lettin' up and he wanted to finish his ride while some drops still fell. "Hey, I've got a proposition for you," said the old dude. "I don't like to take things from folks without givin' somethin' back in return and I'd like to offer up a trade for that there thermos."

"You can have the thermos as my gift, brother, as a thank you for the hospitality and the conversation," said Trig sincerely.

"No brother, I'll give ya somethin' for it. It's my code, son," said the old dude. He reached under his trash bag poncho and came out with, of all things, two, tiny puppies. Trig was stunned at the sight of the small dogs.

"Brother, there's no way I can take puppies home on a bike in a rainstorm, and besides, I meant the thermos as a gift."

"Look man," said the old dude, "a family came by with these critters a week back and just tossed them out the car. I can take care of one but I sure can't take care of 'em both. You look like the kind of biker who'd take care of a pup. You can have your pick, though the brown one's kinda my favorite."

Trig could see the old dude was serious. He reached out for the little black and white dog and was amazed at out how light he felt. "Man he can't be more than two pounds." The pup began to lick Trig's hand as he tucked him into his jacket. The pup settled in immediately.

"Now little Brownie will have twice as much to eat," said old Yellow Beard as he took the thermos. "Take care brother and ride safe." The old dude spun 'round, stepped over the log, and headed down the embankment towards his tent.

Trig just shook his head, mounted Sheba and punched the button. He could feel the pup roll over in his jacket and settle in for the ride home. He had to admit, the warmth was a welcome change from the usual chill of a rain ride.

—Z. Jakl



"I've owned this bike since 1975," Jerry Rich is proud to say. He paid \$1,150 for the 1963 FLH back then, putting plenty of miles on that Harley over the years. Saddle time was split between it, a 1948 EL, and lately a 2008 Ultra. All three are in his Arcanum, Ohio, stable today. But a few years ago, shortly after retiring from his job as a production-machine builder for the automobile industry, Jerry cast a critical eye at the '63. It was high time, he decided, to give that trusty old friend the loving attention it deserved.

While the '48 had received plenty of wrench time over the years, going through all the custom phases of the times, Jerry had wisely kept all the original hardware and eventually returned the EL to mostly stock shape.



TIME MACHINE

JERRY RICH MAKES AN OLD FRIEND BETTER THAN NEW



He did it all himself. But the '63 would be different. "The '48 looks pretty cool, if I have to say so myself," Jerry explains, "but it looks like what it is a nicely cared for and mechanically sound original that no one would ever mistake for factory fresh. I wanted the FL to be brand-new. Better than new." And for that he turned the work over to a pro, Jeff Hill at Hill's Performance in the small town of Ney, Ohio.

A custom builder extraordinaire, Jeff is also an extremely knowledgeable restoration guy. "I had no qualms about turning the whole project over to Jeff," Jerry says. "I just told him to go through the whole bike. Do it all." Finding the correct parts for this meticulous restoration wouldn't be a problem.



Owner: Jerry Rich
City: Arcanum, Ohio

GENERAL

Year/make: 1963 Harley-Davidson

Model: FLH

Assembly: Jerry Rich

Time: 3 months

Chroming: Chrome Masters

ENGINE

Year: 1963 Harley-Davidson

Rebuilder: Jeff Hill

Displacement: 74 cu. in.

Ignition: Dual Point

Cam: Harley-Davidson

Carb: Linkert

Air cleaner: Harley-Davidson

Pipes: Harley-Davidson

TRANSMISSION

Year/make: 1963 Harley-Davidson

Shifting: 4-speed

PAINTING

Painter: Rex Hasch

Type/color: House of Kolor/blue, white

FRAME

Year/make: 1963 Harley-Davidson

Type: FLH

Rake: stock

Stretch: none

Shocks: Harley-Davidson

ACCESSORIES

Bar: Harley-Davidson

Handlebar controls: Harley-Davidson

Fenders: Harley-Davidson

Headlight: Harley-Davidson

Taillight: Harley-Davidson

Speedo: Harley-Davidson

Pegs: Harley-Davidson

Foot controls: Harley-Davidson

Gas tank: Harley-Davidson

Oil tank: Harley-Davidson

Seat: Harley-Davidson

Mirrors: Harley-Davidson

Grips: Harley-Davidson

FRONT END

Type: Hydraulic

Builder: Harley-Davidson

WHEELS

Make: Harley-Davidson

Size: 16-inch

Tires: Wide Whites

Brakes: Harley-Davidson, drum

Photos: Michael Farabaugh

Contact: Hill's Performance

419-658-2658

hillperformance.com

They were all there, already on the bike. Unlike that '48, Jerry hadn't changed a thing on this one over the years, aside from a few paint jobs. And speaking of paint, the bike is now wearing its original colors, the exact two-tone it left the factory with 51 years ago.

When Jerry had bought the bike back in 1975, it had already been painted once, and then years later Jerry himself repainted it black. But under the original taillight, which had never been removed during those repaints, the 1963 Harley-Davidson Hi-Fi Blue remained. New paint was mixed to an exact match.

Of course all the sheet metal sprayed with that OE Harley color is the original. The frame, engine, and transmission are also as manufactured, as are the wheels, handlebars, controls, and lights. Even that big Buddy Seat is the one the bike left the factory with, reupholstered this time around but still dressed with its original skirt around the bottom.

All this was completed just this past summer, and Jerry has yet to fire up and ride his brand-new '63. Amazing, right? At first Jeff Hill had asked to borrow it for a while and bring it around to shows so people could see that he did restorations, and then a local Harley-Davidson dealer wanted to display the bike in



their showroom to promote an upcoming bike fest. "When I finally got it back the bike was bone-dry, it had never been oiled or gassed up," Jerry says. And it looked so nice he rolled it right into his family room for a little display of his own. Hey, it's not like he's hurting for a ride. That '48 EL and the '08 Ultra are still out there in the garage. —Joe Kress





Finding parts for this
100-percent restoration
wasn't a problem.
They were already on
the bike.

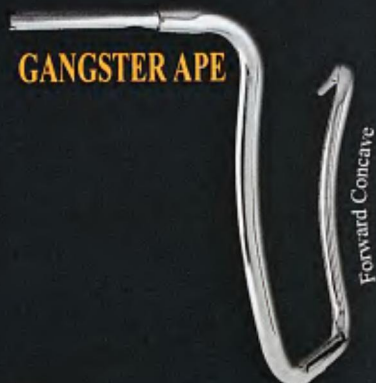


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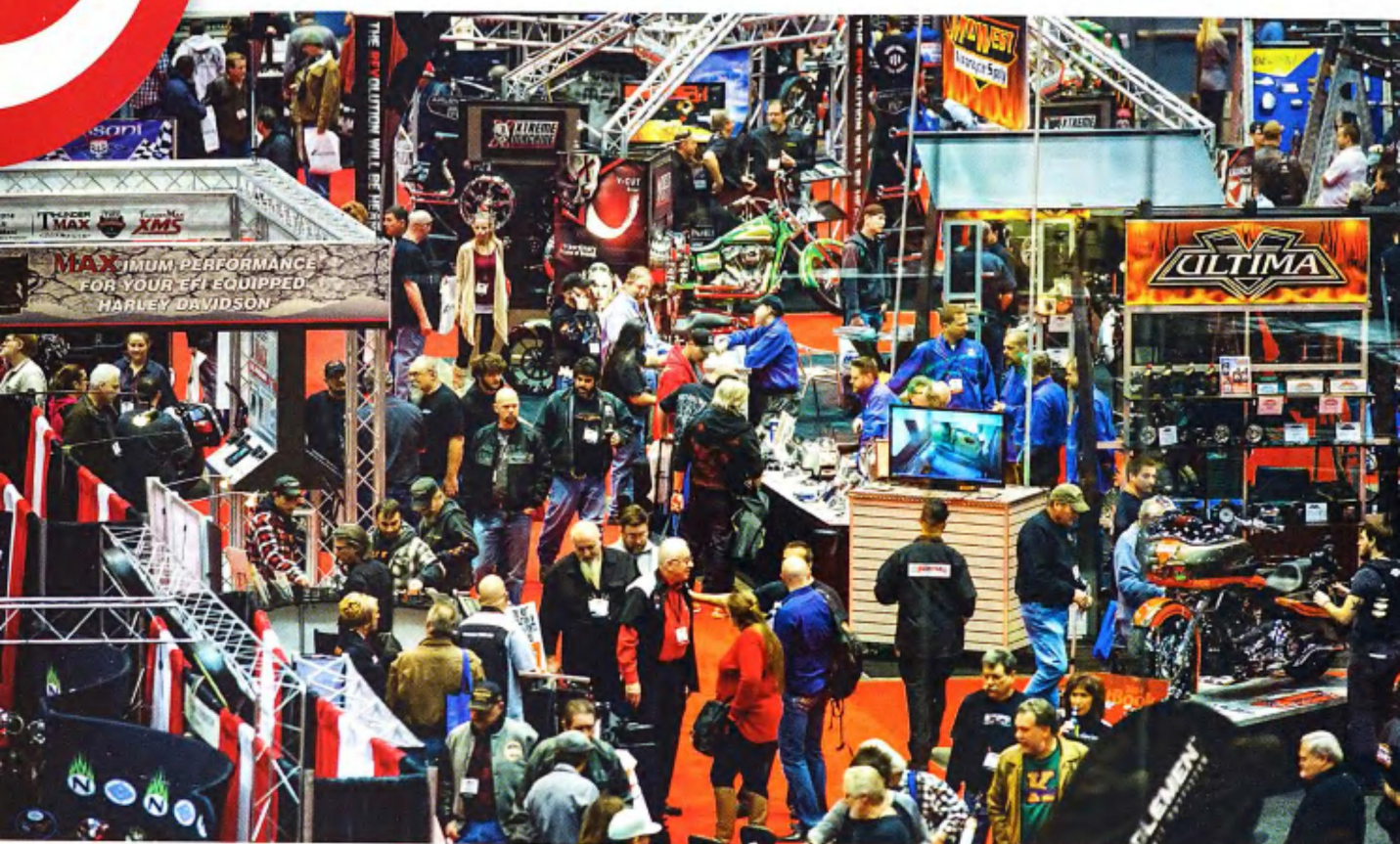


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Headwinds has a new 7-inch LED 12/15W high/lo headlamp for you.

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Headwinds
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headwinds.com



CV PERFORMANCE CHOKE RELOCATION BRACKET

CV Performance, specializing in tuning and improving Harley-Davidson CV carburetion for over 25 years, offers the Harley Choke Relocation Bracket to help Harley-Davidson owners have quick, easy access to their choke knob, while giving the carb and engine a clean, custom look.

The CV Performance Choke Bracket moves the CV Carburetor Choke knob from the stock location on your 1990-2006 Harley Davidson big twin or Sportster to the top of the carb. The all-new CVP Choke Bracket is made from durable polished stainless steel and includes all stainless steel mounting hardware to stand up to the elements. Uses your existing choke cable.

CVP Performance
cv-performance.com



SUPERTRAPP PHANTOM PIPE II

The Road Legends Phantom Pipe II is a curvy 2-into-1 and an updated version of the original Phantom Pipe for Softails and the Baffled FLH Phantom Pipe. It's available in a baffled, black ceramic version. It includes a 2-inch removable and rebuildable core that's tough sounding and even better performing. The 4-piece stylized chrome-plated heat shields come pre-installed. The Turned-Up Claw End Tip features a domino dot-engraved decorative billet end cap that makes a bold statement without the drag pipe sound arrival. The Phantom Pipe II features a 2-inch primary pipe and a 3.5-inch diameter collector. It is designed by master bike builder, Paul Yaffe, and manufactured by SuperTrapp Industries. The SuperTrapp Road Legends Phantom Pipe II fits 2007-2014 Softails as well as 2006-2013 Dynas with forward controls. For 2008-and-up Dyna models, the Phantom Pipe II fits when an aftermarket air housing is used.

SuperTrapp
SuperTrapp.com

DOWCO MOTORCYCLE COVER

Dowco's existing line of Guardian WeatherAll Plus motorcycle covers just got bigger and better. Added features include reflective elements for increased nighttime visibility, new Guardian graphics on the front of the cover, an access port added to the front wheel



area to allow for a cable lock to be passed through and a Guardian branded drawstring backpack is now included for easy storage. These features will complement other features such as a lifetime limited warranty; heavy duty construction using ClimaShield Plus, a heavy duty, waterproof, breathable, 300 Denier, solution-dyed polyester fabric with a DWR (Durable Water Repellent) top coat; and PU (Polyurethane) and MR (Mildew Resistant) undercoating; and much more.

Dowco Power Sports
dowcopowersports.com



WIRE PLUS SELF-DIAGNOSTIC WIRING SYSTEMS

Wire Plus manufactures a complete line of self-diagnostic wiring systems to fit any stock or custom bike. They're pre-assembled and designed for bikes with and without stock or aftermarket ignitions, electric, or kick start and can be used with or without turn signals and a variety of other options.

Some of the advantages that you get with Wire Plus include Solid State Breaker Technology (the breakers never have to be replaced) and a replaceable start relay that can be purchased at most auto parts stores. The power modules are waterproof and very compact in size with harnesses that are engineered to be smaller than any other on the market. There are seven different mid-frame wiring systems available to choose from.

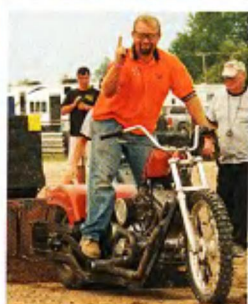
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IT'S RODEO TIME

THE EASYRIDERS FOWLerville RODEO

Bikers by the score made their way to Fowlerville, Michigan's Fairgrounds on Grand River this past August 15-17 for the Easyriders Motorcycle Rodeo! By Wednesday morning the place was packed with campers and motorhomes. Goldrush ticket holders were let in at noon clearing the lot for more campers. On Thursday afternoon anxious bikers were permitted to enter the grounds after purchasing their weekend wristbands and this good ol' party just got bigger by the hour.



The midway gates swung open at noon Friday and the aroma of sausages and onions, among other tasty fairground favorites, filtered throughout the midway. The Beer Garden was manned by sexy members of the Purrfect Angelz dance group who were happy to slip ya some suds, and over 40 vendors filled the fairgrounds with biker goodies of every kind. Live bands included 4 Warned, Rootbound, and Cowboy. After the live rock, Angie Martin from Florence, Kentucky, was awarded the dubious honor of being our Trophy Girl for the rodeo events.

Friday was qualifying day for the rodeo and out on the track race teams had to qualify in the tire ride and all three sled pulling events: solo; gas; and fuel trikes. The top four in each would make the finals. Tommy "Chibs" Flanagan from the hit TV series *Sons of Anarchy*

was on hand to meet and greet fans, take photos, and sign autographs.

On Saturday, a large crowd settled in to witness the dirt-slinging, tire-spinning action on the track. The roar of the Gas Trikes signaled the first event. Chrissy West qualified fourth in her first-ever attempt to pull the 6,000 pound weight transfer sled. Chrissy was up against Pam Albney in the first heat. Pam from Richmond, Virginia, showed the rookie how it's done with two full pulls. Pam waited and watched the second heat pitting Robert Tabor versus his dad, Harold. A great race as each had full pulls in each heat, Robert prevailed with the fastest times. Harold and the rookie ran for third place. Chrissy's trike went out of bounds in heat one, and broke down in the second, while Harold enjoyed two full pulls getting third-place money. Track conditions were near perfect, and

both Pam and Robert each enjoyed full pulls in both heats. The clincher was Pam had the fastest time, taking first place and the crowd went crazy when Pam rode by.

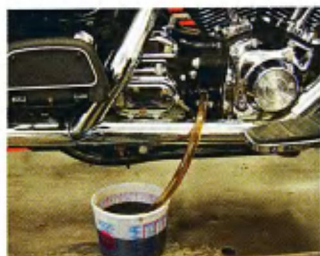
The father and son duo of Robert and Jason Tabor inched their way down the track at a snail's pace, showing the crowd how to slow race. Jason was behind his dad by two feet at the half-way mark, and when his dad reached the finish line, Jason was two bike lengths behind. That remarkable effort gave Jason a well-deserved first place. Two locals, Bruce Veres took third and Andy Passon came in fourth.

It was a hard battle in the finals of the tire ride, when Jim and Pam Albney beat out their good friends Scot and Patti Neuffer for first place. Jason Tabor's solo puller was on the mark as Jason had full pulls to reach the finals.

SIMPLE BUT CLEVER

Rogue Chopper's oil changer does the dirty work

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



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

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

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

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

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

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Next was Loran Whittaker a resident of Alliance, Ohio, versus Taylor, Michigan's, Tom Greenleaf. On the first run Loran was ahead about two bike lengths, and after switching lanes, Tom was slightly in front when he and his solo parted ways. Loran kept pulling to get third place. Tom and his bike were fine, and he got some cash for fourth.

The barrel race consists of circling three barrels, two to the left and one to the right. The winner, crowd favorite Jim Albney, circled the barrels fastest for first place. Jim Hale was second, and Jason Tabor took third. The real story was that Scot Neuffer's rear tire went flat while waiting in line for the first run. Scot said, "I'm here to race and have fun!" Scot rode around those barrels shooting rooster tails far and wide. It was good enough to get fourth place, flat and all.

In the Potato Haystack event, Pam Albney was first to exit the pile of hay with a solid grip on the first place tater. Yvette Montoya riding with Andy Passon emerged with a second place tater, while Nicole Nosel, Robert Tabor's teammate, found the third tater, and old friend Steve Malise and his bride, Dawn, got the fourth.

The final two events—top fuel trikes and the wienie bite—were crowd-pleas-

ers, bringing the fans to their feet. For the top fuel trike division, Jason Tabor again had full pulls each trip down the track, locking up first place. Mark Rockafellow ran against Mark Wilkin for second and third, respectively.

Then it was time for the wienie bite contest and the wienies were dutifully dipped in yellow mustard to insure all sides were lathered up well. Novice wienie biters with an anxious partner usually get a face full of mustard, it ends up everywhere; nose, eyes, and hair. Jason Tabor and Crista Emigh have mastered the art of wienie biting, Jason can stop and hold his position under the wienie, Crista does the rest, and the duo came in first.

We ended Saturday night with Low Life on stage, followed by rock legends Quiet Riot. The midway was packed with fans rocking out to the live rock 'n' roll. Meanwhile, ladies were signing up for the wet 'n' wild T-shirt contest. We have a limit of 20 girls and we filled our quota quickly. The crowd chose Leah Moore, a real hottie from Cement, Michigan, as the winner.

After the campers cleared out on Sunday, we called a wrap on another Fowlerville Fandango. Now it's on to Chillicothe for a party like no other!

—Big Tom Gordon



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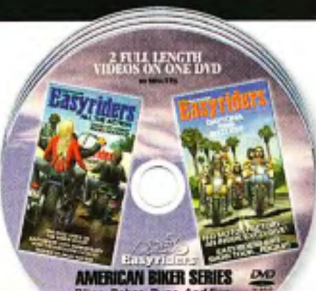
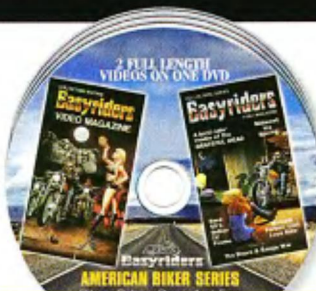
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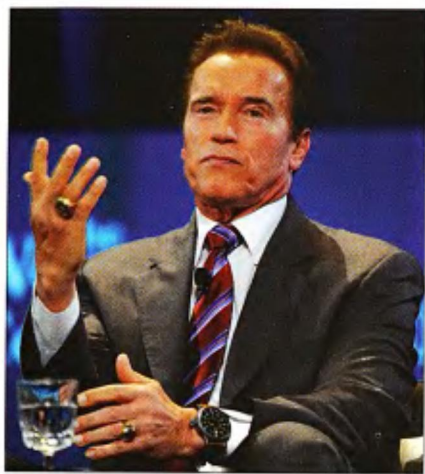
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Celebrity Wisdom

"I think gay marriage is something that should be between a man and a woman."

—Arnold Schwarzenegger

There Oughta NOT Be a Law

- California prohibits animals from mating publicly within 1,500 feet of a tavern, school, or place of worship.
- Boys may not throw stones in the District of Columbia.
- Sex with the lights on is prohibited in Virginia except after 2 a.m.
- In Florida you may not sing in public while wearing a swimsuit. There is no mention of singing while naked.



Captain America's Bike

The Captain America's chopper, ridden by Peter Fonda in *Easy Rider*, was so squirrely that at one point Jack Nicholson, who was riding bitch behind Fonda, squeezed his knees together so hard to balance himself that he broke one of Fonda's ribs.

Most Inventive States

Top five states according to number of patents issued:

- California
- Texas
- New York
- Washington
- Massachusetts

Most Sexually Satisfied Country

That would be Switzerland. More than a fifth of Swiss citizens consider their sex lives to be "excellent." Sex education starts in kindergarten, and the country holds liberal views on pornography and prostitution. Switzerland also has one of the lowest teenage birth rates in the world. The U.S. didn't even make the top twelve.



Heights and Depths

Highest point in the world:

Mt. Everest, at 29,029 feet above sea level. The border between China and Nepal runs across its summit.

Lowest point:

The Challenger Deep, 35,797 feet below sea level at the bottom of the Mariana Trench, 189 miles from Guam.

Deepest butt crack:

Jack Black.





Misheard Lyrics Dept.

Alex the Seal

From "Our Lips Are Sealed,"
The Go-Gos

Real lyric: Our lips are sealed.

My anus will fix it,
you're addicted to love

From "Addicted to Love,"
Robert Palmer

Real lyric: Might as well face it,
you're addicted to love.



Famous/Infamous Last Words Dept.

"How were the circus receipts in Madison Square Garden?"

—P.T. Barnum,
founder of "The Greatest Show on Earth," the Barnum & Bailey Circus,
who died of a stroke in 1891.

"How's this for a headline?
'French Fries.'"

—James French.
Executed in Oklahoma's electric chair
in 1966.



You Can't Keep a Dead Man Down

A controversy continues to rage over whether brain death, a legal form of death in all 50 states, is the same as traditional cardiopulmonary death. A brain-dead person's brain stem has stopped working but his heart continues to beat on its own and he can breathe via ventilator. In a little-known Minnesota study of 40 years ago, when researchers stroked the skin at the root of the penis of 18 male brain-dead patients, four responded with "gentle see-saw movements of the penis." The researchers felt this reaction was "an incomplete or abortive form of penile erection." Thirty million men in America have used erectile dysfunction drugs (Viagra, Levitra, Cialis), and 40 percent of them, or 12 million men, still get no effect. They would probably exult at a gentle see-saw movement. The bigger question remains: what provoked these scientists to stroke dead men's penises?

The Mystery of Blushing

Man is the only animal that blushes. "Or needs to," added Mark Twain. Blushing puzzles evolutionary biologists. Natural selection theoretically selects traits that are advantageous to or adaptive for a species, eliminating those that are not. But of what advantage is blushing? If you fart in a crowded elevator, why do you want to turn red in the face, an admission of guilt? One of the scientists most troubled was Charles Darwin, the author of the theory of natural selection. There is no convincing argument as to



Ch. Darwin

why humans should blush, he stated, especially considering blushing is found in no other species. There are some exceptional individuals within our species with a special talent for blushing. Many actors can blush on command. Most politicians, on the other hand, can go through life without blushing, no matter how embarrassing their actions. In both these cases, blushing is profoundly adaptive.



Christopher Columbus, Fibber

Christopher Columbus kept two sets of books, so to speak. He reports that on the day his three ships completely lost sight of land, many men wept for fear they would not see it again for a long time. In his own words: "I decided to reckon fewer leagues than we actually made. I did this that they might not think themselves so great a distance from Spain as they really were. For myself I will keep a confidential accurate reckoning."



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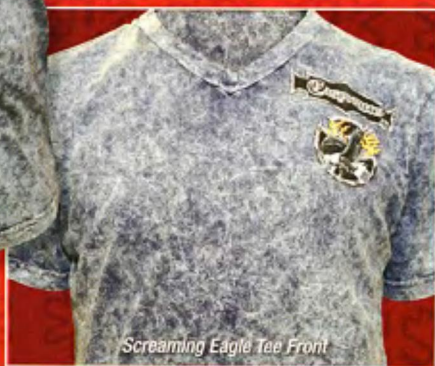


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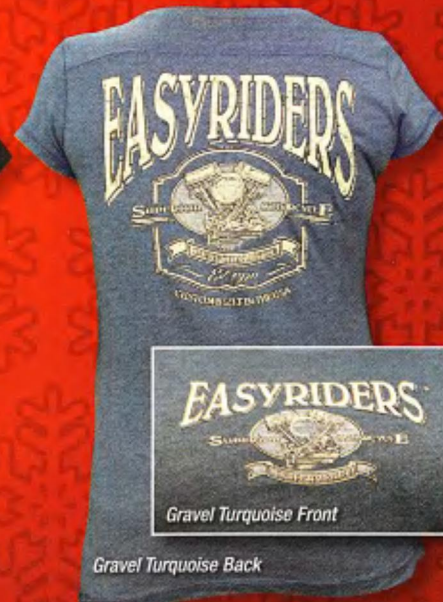
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womens



Left to right: Born Free Cycles head tech Mark Montague, Theo Rossi (seated) and owner Alex Lopez.

JUICE'S BIKE

THEO ROSSI'S EVOLUTION

Sons of Anarchy Exclusive!

Theo Rossi, who plays the character "Juice" on *Sons of Anarchy* says that this bike is a perfect representation of the last seven years of his personal evolution. When he first started working on the show he was a guest star, "the funny guy in the diaper, feeding crank to dogs, having a couple of lines here and there..." He says that was what the bike was, and as his character grew, so did the bike, in the capable hands of the guys at Born Free Cycles.

Before the popular FX TV series started, Theo had to stretch the truth a bit just to get the part of Juice. Kurt Sutter, the show's creator, asked Theo point blank at the end of the interview if he

had a motorcycle license. Theo said he did, though the truth was he had only taken the rider course and had a learner's permit. This led to trial by fire, as he had to ride every day once the show started. Now he says that he can't imagine being without a bike. He rides a Dyna Street Bob daily.

Theo says that in the first season the actors were lent bikes for a year. When that period was up, Theo decided that he wanted to get his own ride, something different than everybody else's. "I didn't realize what an absolute nightmare that would be." He had started building it with a number of different shops, until he ran into owner Alex



Lopez and the guys at Born Free Cycles, who had been working on the bikes on the show. The first step was admitting that he needed help, "I've got this bike and it's a disaster. Help!"

Theo says that working with Born Free Cycles was akin to working with SOA's creator, Kurt Sutter. After bringing them an idea, he was content to "see what they came up with," for the bike, just as he trusted the director's vision, telling him, "Whatever you write, I'm down. I'll act it out. It's your brainchild, you know."

The bike has been evolving over the years, much as his life has evolved. "This bike is a representation of me in my last seven years, which ultimately changed my life. The last seven years have changed everything. Monetarily, in my line of work, my production company, where I live, my life, everything.... It's changed, and this bike represents the change. That's why it is so important to me. I love this bike, and it's because I appreciate art. I appreciate what it has come from and what it is.... It's perfect; it's the perfect bike."

Let Born Free Cycles build you the bike of your dreams. Give them a call at 818-569-3737 or visit them online at bornfreecycles.com

—Kit Maiba



Photos: Jimmy Forrest



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WHITE KNIGHT

HERB LOPEZ'S DUPOR-BUILT ROAD GLIDE

Chicago is known as the Windy City and the winds were blowing in the right direction last March for Herb Lopez, whose bagger won both the Best Touring Bike award and Grand Champion/Best in Show at the 2014 Chicago World of Wheels.

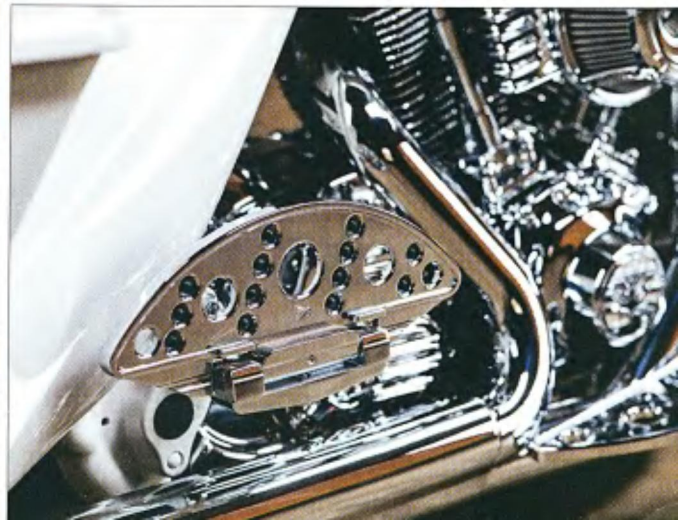


Aptly named the "White Knight" thanks to its paint scheme, it definitely was a bagger in shining armor since it also captured the third Grand Championship Award for DD Custom Cycle's Dave Dupor.

"The 2013 Road Glide came to me with six miles on it, right from the dealership," Dave tells us. "The owner Herb, a first time, new customer, came in and just said, 'I'm not in any rush; I just want it to be badass and what nobody else has. Surprise me. I trust your judgment... just paint it Porsche Carrera White.'"

Herb also wanted the bike to include one of Dave's center exhaust systems that exits through the rear fender, some motor work, and a mega sound system.

To handle the 30-inch SMT front wheel, Dave incorporated a Short Neck Kit, one of the first out of Misfit Baggers. "The simplicity of the welding and the way it fits to the frame is really nice," Dave says. "In order to get everything to flow right with the huge wheel—the fenders, the bags, the fairing—the Short Neck is a must." The first thing people ponder when they see this bike is, there's no way you can really ride that thing. So to prove the bike's total road-worthiness, Dave posted a YouTube video showing the radical bagger in action.



As far as the paint job,
I got that for my team, the
Chicago White Sox.





The White Knight also glides along on DD's front and rear Ultimate Air Ride system—suspension on demand as you're riding. Keeping things up to Dave's super-sanitary aesthetic, all lines and cables are internal as seen in DD's signature Ghost handlebars. Style-wise, the flow is created by Dave's drop-seat gas tank then echoed in the drop-seat side covers and molded bags, all enhanced by inverted scallops. Inside the bags is a nightclub's worth of JL audio equipment. The motor is a 103-incher that benefited

from a DD rebuild, then was totally chromed and diamond cut.

So what was Herb's initial response to his new bike? His first ride clocked 600 miles. "I believe it's the baddest bike in the Midwest right now," Herb boasts. "I get feedback wherever I ride and photos snapping all the time. This was my first bagger. At first I was a little nervous about riding with that 30-inch wheel, but when I got on it the first time, it was just as easy as riding something out of the factory. As far as the paint job, I got that for my team, the Chicago White Sox. When I get a chance I'll ride it over to watch a game."

—Paul Garson



Owner: Herb Lopez
City: Chicago, Illinois

GENERAL

Designer: Dave Dupor,
DD Custom Cycle
Year/make: 2013 Harley-Davidson
Model: FLHT Road Glide
Assembly: DD Custom
Time: 6 months

ENGINE

Year/make: 2013 Harley-Davidson
Displacement: 103 cu. in.
Cam: Andrews
Carb(s): Harley-Davidson FI
Air cleaner: RSD
Pipes: DD Custom GT-1
Audio: JL, video monitor

TRANSMISSION

Year/make: 2013 H-D
Shifting: 6-speed
Modifications: hydraulic clutch

PAINTING

Painter: Mike Ellul, MNK Custom Works

Type/color: PPG/
Porsche Carrera White

FRAME

Year/make: 2013 Harley-Davidson/DD
cut and raked
Type: Road Glide
Rake: 40 degrees
Stretch: 2 inches

Shocks: Ultimate Air front and rear

ACCESSORIES

Bars: DD Ghost bar, BR Custom
Handlebar controls: Harley-Davidson
hydraulic
Fenders: DD Custom all steel
Headlight: DD Custom GT-1
Taillight: Cycle Visions, Lid LEDs
Speedo: Harley-Davidson, Nu-Image
Electrics: Harley-Davidson, DD
Gas tank: DD

Oil tank: Harley-Davidson
Oil system: Harley-Davidson
Seat: DD vintage stitch
Pegs: Battistini floorboards

Mirrors: Yaffe
Grips: Battistini

FORKS

Type: Harley-Davidson, 41mm
Extension: stock

WHEELS

Size: 30-inch front, 17-inch rear
Wheels: SMT Simply Sinister
Tires: Vee Rubber front, Avon rear
Brake: HHI 13-inch rotor,
Brembo rear

Photos: Don Kates, Shooter's Images

Contact: DD Custom Cycle
847-356-8053
ddcustomcycle.com

Meet This Month's Winner!

In this month's mag, meet Amanda, a delicious and slightly squishy peach from Woodstock, Georgia. Turn your quivering sausage-fingers to her feature to see her writhe and undulate aboard Zane and Sean Culleton's lowdown 1988 W.T. Customs Sportster bandanna machine.

—Moosecock Montana





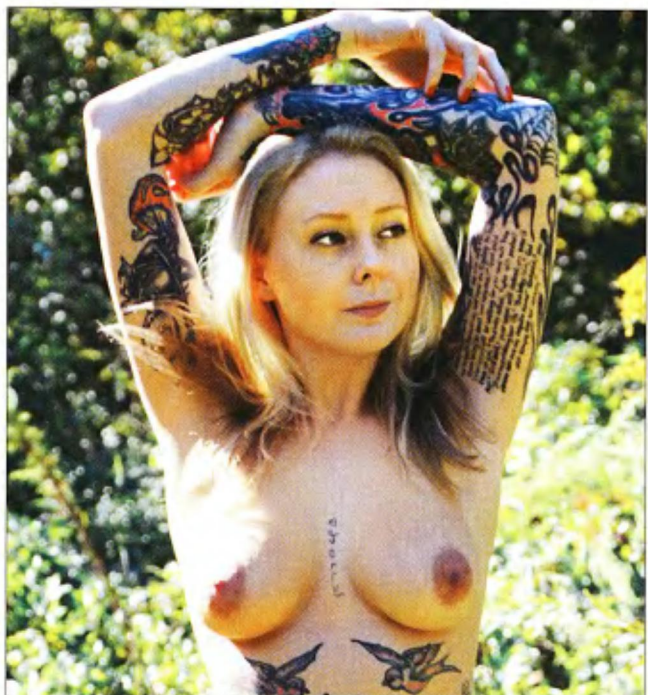
#0101 Alexsandra—North Carolina

"The first time I rode on a Harley it was an epiphany of color and sound that made my soul soar and my ribcage vibrate like a set of Dollar Store wind chimes!"



#0103 Ashley—Wisconsin

"My first ride on a Harley was on my dad's 1981 Electra Glide FLH. I remember being scared at first but as soon as we got out of the driveway I remember thinking, this is awesome!"



#0102 Amanda—North Carolina

"My first ride on a Harley was when I was eight, for Father's Day. I took my dad out to Denny's for breakfast on his bike."



#0104 Priscilla—Texas

"My first ride on a Harley I fucking creamed all over that bitch seat!"

After 40 glorious years of sharing “biker girls next door” with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That’s right ladies, **win \$1,000** by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to **www.easyriders.com** and clicking on Fox Hunt.

We’re looking for the best-looking, real-life, bike-lovin’ babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets \$300 for sending in the photo; the Fox Hunt Winner gets \$700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire \$1,000! We’ll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model’s driver license.
- A photograph of the model holding the signed release form and her driver license.

Please submit three to five color prints, color slides, or digital images (4x6 300 DPI minimum on a disc). No photos will be returned and all entries become the property

of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants’ reasons—in writing—for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to: *Easyriders*, Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt). The voting deadline is one month after the on sale date of this issue. We’ll announce the winner in a future issue of *Easyriders*.



Here’s next month’s Fox Hunt Winner as selected by you salty septugenarians. Meet Crystal Farmer, a blond bombshell with a tendency to explode in an orgy of violence and mayhem once a month. We love and fear her so much that she’ll be flaunting her curvature on the very cover of our incredibly damp 500th issue. Show up for that or we’ll unfriend you on Facebook and then friend you on steamingpoopbook!

FOX HUNT
P.O. Box 3000,
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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:

Photographer’s Name:

Address:

City: State: Zip:

Daytime Phone: () Evening Phone: ()

Photographer’s Signature:

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

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

5'0"
4'6"
4'0"
3'6"
3'0"

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"These ACCEL Stealth SuperCoils not only look cool but perform great!"

It's awesome to put something on your bike that does exactly what it's supposed to do – right away – and know that it's going to keep doing it. I'd recommend them to anyone!

– Thad K., Cleveland, OH

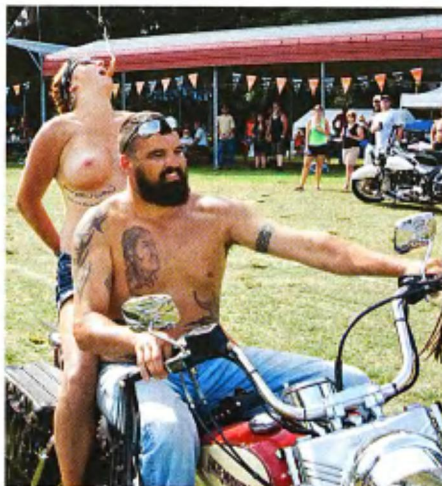


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RALLY BY THE RIVER

BOGGIE BOTTOMS SUMMER SPECTACULAR

Each year, the editor of this publication and I discuss which rallies I will attend during the upcoming year. This roving reporter job is a pretty cool one. I, along with a few others, get to travel around to various motorcycle rallies, meet new friends within our biker society, take photos of wild people doing even wilder things and then jot a few words down to describe those

escapades to you, the readers of this notorious mag. Not a bad gig as I hear quite often from the people I meet.

During my travels to various rallies, I'm frequently asked such questions as, How do you like Daytona these days? What's it like at Sturgis? Have you ever been to the ROT? It surprises many to hear that among my favorite rallies are some of the smaller campground rallies.

They are smaller in size and numbers for certain, but by no means are smaller in spirit. To anyone old enough to remember them, these rallies are reminiscent of the parties before small weekend runs turned into two week long, overcrowded, public, money-making extravaganzas. As a general rule campground rallies consist of plenty of hell-raisin' fun, copious amounts of drinking,



and plenty of nekkidness. If you've not yet experienced one of these campground rallies, you owe it to yourself to check one out. You won't regret it.

Last June marked my first visit to the Locust Fork River. My mission there was to cover Rally by the River. Many know this one better as Boogie Bottoms, a relatively new rally in the middle of nowhere Alabama. Boogie Bottoms is one of those old-school-style rallies. The owners of Boogie Bottoms, Marty and Melissa, as well as all the folks around here, take great pride to make everyone feel welcome. They offer Southern hospitality at its finest. Many of the Boogie Bottoms ralliers have been coming to this rally since the first one just four years ago. They are a seemingly overextended, albeit slightly off, family who is always eager to welcome newbies into their amusing circle of camaraderie.

During the bright hours, the festivities are centered on biker games and the field's surrounding vendors selling typical vendor stuff as well as some stuff that might make your momma blush with embarrassment. As it is at most rallies, the keg toss, slow ride, ring toss, ball grab, and wienie bite are among the field favorites. Here at Boogie Bottoms, however, there is a small twist. For the small price of a piece of clothing, players can buy a do-over. A second try at the current game's goal, which is fondly known as a "buy back." In most obvious situations it is a welcomed sight, but occasionally you'll hear, "Holy crap, my eyes!" or "Dude, would you please put your pants back on?" Know what I mean?

The long breaks between each game allow plenty of time to head to the river for a cooling dip or a trip down the camp's slip & slide to be submerged into

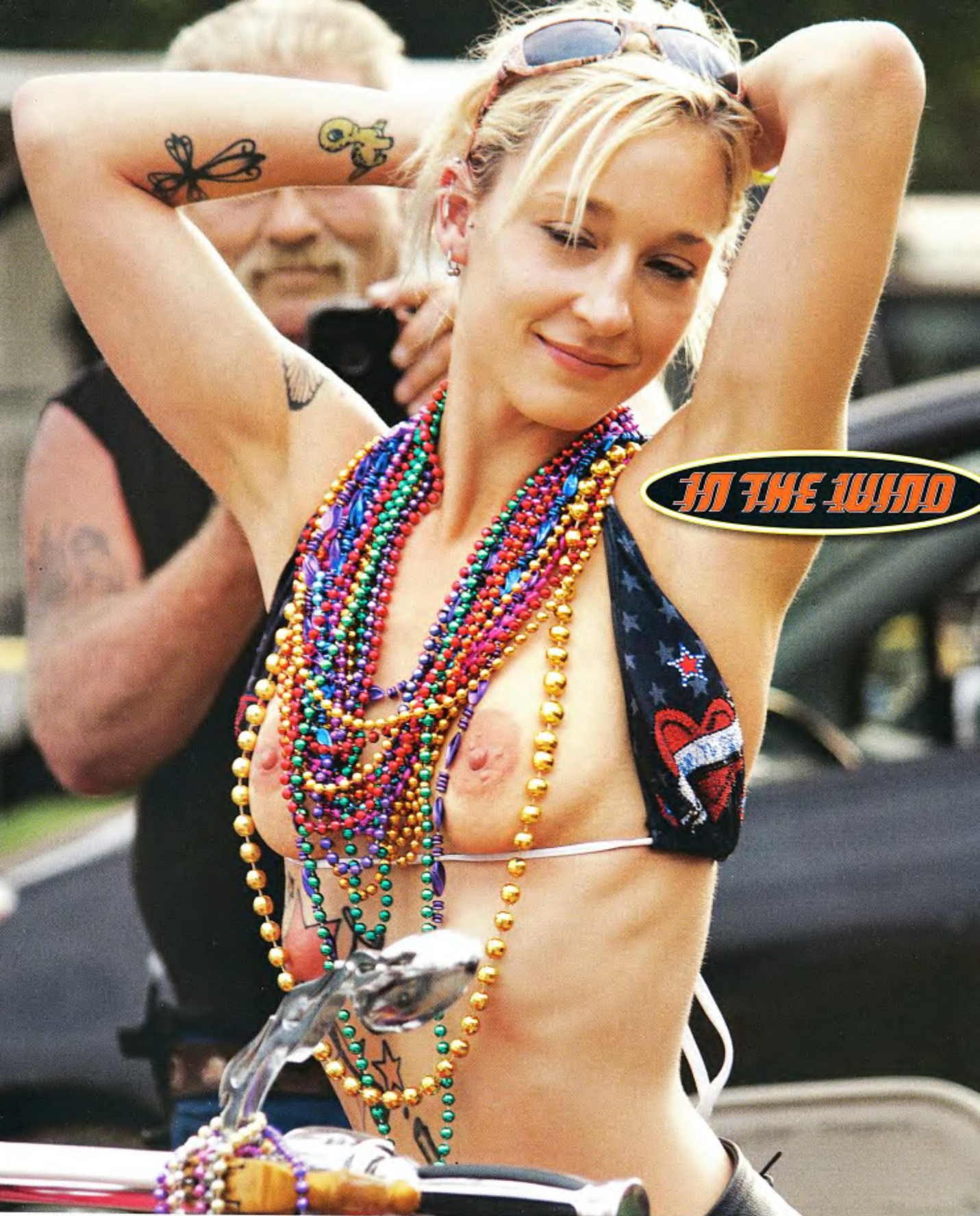
the pool at the slides end. As night falls, the party's focus moves from the games field and toward the stage for live musical entertainment and the evening's wet T-shirt contest.

Local bands belt out rock 'n' roll favorites each night and typically spend the majority of their set pulling dancing gals up from the crowd to share their stage. In the wee hours when the music fades, the campsites come to life. Numerous campsites are adorned with stripper poles and makeshift stages. The after dark party within the party begins and is the real reason you need to leave your kiddies at home for this one. Rally by the River at Boogie Bottoms is only for us big kids.

For more information on Boogie Bottoms spring, summer and fall rallies visit: www.rallybyriver.com

—Don Rogers

Photos: Don Rogers



Behind every good woman is an old dude with a cellphone camera.
70

— The Boy Scout, Columbus, Ohio.



Your waitress will be right with you at the Harley Rendezvous.

—Rick Kline, Indian Lookout Country Club, Mohawk Valley, N.Y.



Keepin' 'em flyin' to remember at Daytona Bike Week 2014.

—Fred Stoll, Union City, Tenn.



Laugh at what life deals you and you will never lose.

—Les Holt, 2014 Republic of Texas Rally, Austin, Texas.



The German invasion of 2014 has reached Amboy, California.

—Kai Raecke, Burbank, Calif.

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All the chicks dig a guy in a loincloth...until he rips a chili-dog fart.

—Paul Shermer, Apple's East Coast Motorcycle Rally, Little Orleans, Md.



Gaggin' for gold.—Rick Kline, Mohawk Valley, N.Y.



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BLACK BANDANA





This bike build began with a used up motor and a missing rear end, but at least the 1988 Sportster had a clear title. Zane and Sean Culleton of Buford, Georgia, actually did this righteous drop-seat rigid by dipping into some of the stuff laying around the shop at W.T. Customs, the fabrication branch of Southern Cycle. Zane and Sean combine 30 years of expertise in building dream rides, with a love for drop-seat customs.

Zane told us that this one has a low 20-inch seat height and says, "They look cool but also ride and handle amazingly well." What is his advice to anyone who would like to build custom bikes? "Don't be afraid to make the first cut. Think of what you really want to do and stick with it." After dropping the seat and mocking up a rigid rear end, they pushed out the neck, slicked down the backbone, and molded it all together. Very Clean.



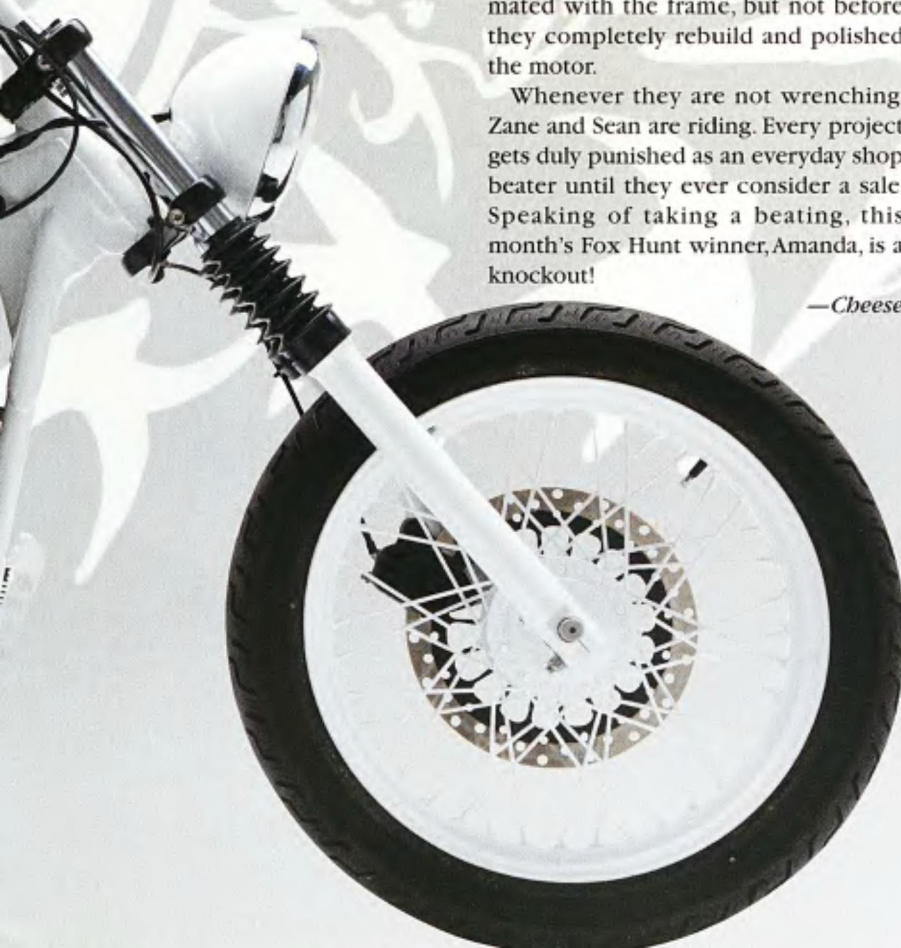




Before Chris Garrison of CG Customs tied on the black bandana and sugar skulls paint scheme, W.T. Customs culled this set of split tanks from a 1989 Softail. Zane and Sean got to work chewing, chopping, cutting, sectioning, and forming until the newly flared-out bottom perfectly met the seat line. The freshly fashioned tank was then mated with the frame, but not before they completely rebuild and polished the motor.

Whenever they are not wrenching, Zane and Sean are riding. Every project gets duly punished as an everyday shop beater until they ever consider a sale. Speaking of taking a beating, this month's Fox Hunt winner, Amanda, is a knockout!

—Cheese



Owner: Zane and Sean Culleton

City: Buford, Georgia

GENERAL

Fabrication: W.T. Customs

Model: 1988 Harley-Davidson Sportster

Assembly: W.T. Customs

Time: 2 months

Powdercoat: Powdercoat Customs

ENGINE

Year/make: 1988 Harley-Davidson

Rebuilder: W.T. Customs

Displacement: 74 cubic inches

Lower end: Harley-Davidson

Ignition: Ultima

Pistons: Wiseco 9.5:1

Heads: Harley-Davidson

Cam: Crane

Lifters: Crane

Carburetor, Air Cleaner: S&S

Pipes: W.T. Customs

TRANSMISSION

Year/make: 1988 Harley-Davidson

PAINT

Painter: CG Customs

Type/color: PPG/satin black, white

Special paint: Chris Garrison

FRAME

Year/make: 1988 W.T. Customs

Type: rigid, drop-seat

Rake: 38 degrees

Stretch: 6 inches rear,

1 1/2 inches front

ACCESSORIES

Bars: W.T. Customs

Handlebar controls: GMA

Fender: W.T. Customs

Headlight: 7 inch

Taillight: 1932 Ford

Pegs: custom bicycle pedals

Electrics, Gas & Oil tank: W.T. Cycles

Oil System: Harley-Davidson

Primary: Harley-Davidson

Seat: Snellville Auto Trim

Mirrors: GMA

Grips: Avon

FRONT END

Type: 39mm XL shaved

Extension: stock

Builder: Harley-Davidson

WHEELS

Hub: Harley-Davidson, powdercoated

Size: 19-inch front, 16-inch rear

Tires: Dunlop front, Avon 200 rear

Brakes: Harley-Davidson

Photos: Don Rogers

Contact: WT Customs

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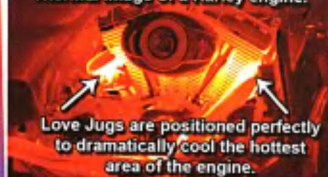
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Thermal Image of a Harley engine.



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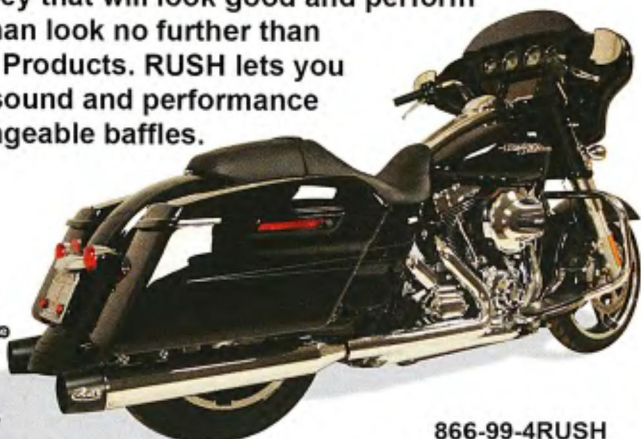


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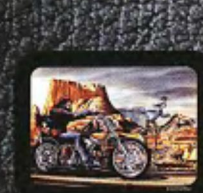
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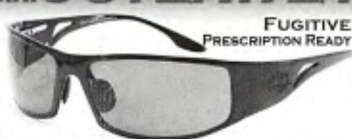
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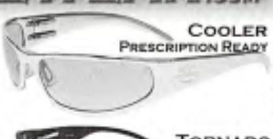
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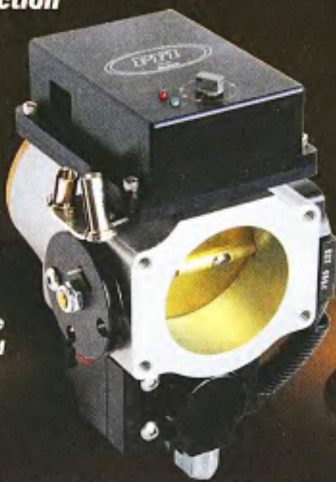
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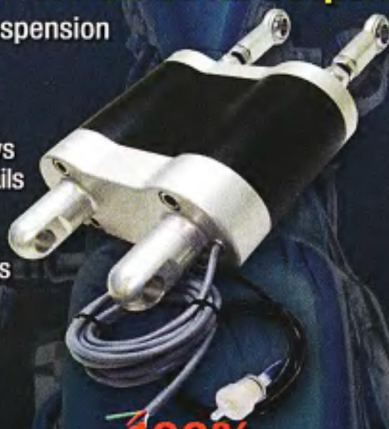
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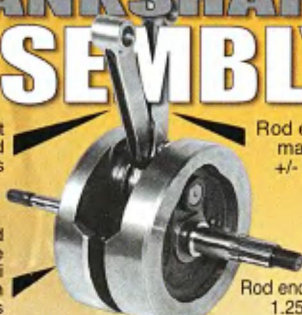
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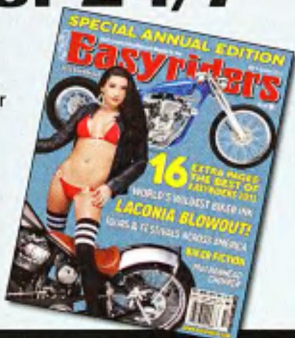
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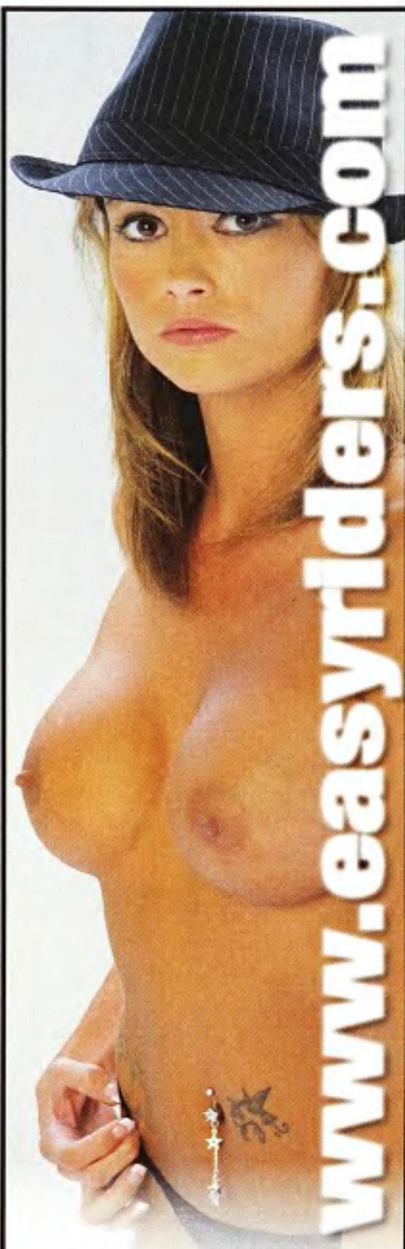
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Franklin, Tennessee
2005 FLSTSCI

Considering the wherewithal at his disposal, it's comforting to know that an owner of a Harley-Davidson dealership is not above buying a basket case and turning it into a truly awesome ride that looks like it should be in H-D's lineup next year.

This beautiful, steampunk-looking Softail belongs to Rich Gargano, who happens to own Cool Springs H-D in Franklin, Tennessee, not far from Nashville. Rich says he bought the basket case at an auction and figured it would make a "cool project for the guys to tackle during the slow months to keep them clocking some hours."

Damn, I should have known there was an ulterior motive. Oh well. Rich goes on to say that he had earmarked the project for "a fairly young, new technician by the name of Adam Thompson who's been doing a really great job, so I asked him if he'd be interested in giving the scoot a makeover. He was elated!" Of course he was. He knows where his bread's buttered.

Getting the parts was no problem, so Adam, with the full support of Rich's master techs and service writers and parts people put the brass engine components from Factory Custom Cycles (after they'd been dipped in muriatic acid and sandblasted), the BP Customs bars, the RSD wheels, headlight bracket, tracker exhaust, license plate bracket, and black ops levers and mated them with the Shadetree Customs rear fender and support brackets, Accel Supercoil kit, Progressive rear lowering kit, and floorboards that were made in-house. "Josh Lemon gave it the metal finish on the Lucky Sucker tank, Duane Ballard did an amazing job on the 'Unfinished Business' seat, and the oil tank was custom painted by Rick Sisk, while Leonard Plating did the brass plating on the springs and hardware," Rich says.

"Sure," you say, "it's easy when you have all those pros at your disposal." And you'd be right.

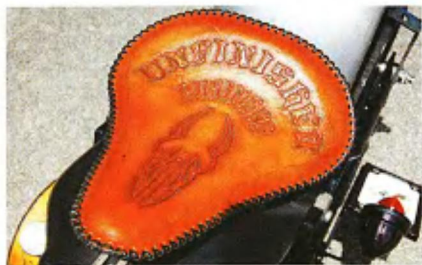
—Tripper



Comin' At Ya



Photos: Cool Springs H-D



STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

TITLE: EASYRIDERS; Publication No.: 0046-0990; Filing Date: October 1, 2014; Frequency: Monthly, 12 Per Annum; Annual Subscription Price: \$39.99; Mailing Address: 28210 Dorothy Drive, Agoura Hills, CA 91301; Owners: Paisano Publications, LLC, Joseph Teresi, Ellen Teresi, P.O. Box 3000, Agoura Hills, CA 91376-3000; Known Bondholders: None; Publisher: Joseph Teresi, P.O. Box 3000, Agoura Hills, CA 91376-3000; Editor: Dave Nichols, P.O. Box 3000, Agoura Hills, CA 91376-3000; Managing Editor: Dave Nichols, P.O. Box 3000, Agoura Hills, CA 91376-3000; Avg. No. Copies Per Issue During Preceding 12 Months / Actual No. Copies Of Single Issue Published Nearest To Filing Date November 2014 - 15A. Total Copies Printed: 81,737/80,063; 15B. Paid Circulation - Paid/Requested Outside-County Mail Subs: 33,196/35,302; Sales Through Dealers, Carriers, Street Vendors, Counter Sales & Other Non-Usps Paid Distribution: 13,593/13,268; 15C. Total Paid Circulation: 46,789/49,170; 15D. Free Distribution By Mail: 380/380; Free Distribution Outside The Mail: 905/655; 15E. Total Free Distribution: 1,285/1,035; 15F. Total Distribution: 48,074/50,205; 15G. Copies Not Distributed: 33,663/29,858; 15H. Total: 81,737/80,063; 15I. Percent Paid Circulation: 97%/98%; 16A. Paid Electronic Copies: 362/784; 16B. Total Paid Print & Electronic Copies: 47,151/49,954; 16C. Total Distribution & Paid Electronic Copies: 48,436/50,989; 16D. Percent Paid (Both Print & Electronic Copies): 97%/98%.

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NOTE: In addition to the above circulation a digital version of *EASYRIDERS* was delivered to 219,273 readers for a total average monthly circulation of 266,062.



The mind-blowing 500th issue of *Easyriders* exposes the gritty underbelly of Helmet Laws from their insidious beginnings! Find out how the madness started

and how *Easyriders* led the charge to keep you free and in the breeze!

We'll ride to the Florida Fall biker party known as Biketoberfest in Daytona, and take in the mighty *Easyriders* Grand National Rodeo in Chillicothe, Ohio! Get your fill of all the lust, dust, mud, and blood of this awesome annual event!

Custom bike features will include Josh Soto's classy Boar's Nest chopper, Jerry Schwindt's knuckle bobber, Bob Anderson's kickass Sportster, T.D. Ward's Rods & Rides masterpiece, David Rowe's Dirty Bird Road King, and a Boosted Brad's smokin' hot Softail!

PLUS twisted two-wheeled fiction, gut-bustin' humor, some mighty sweet naked babes, and another classic David Mann painting that is ripe for your garage. This issue is also an *In The Wind* Special including 32 pages of killer reader's photos from riders like you! All this and more is roarin' your way in the 500th issue of *Easyriders*!

On sale December 30



The sensational February issue of *V-Twin* (No. 166) 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 guides, and of course, no nudity.

On sale January 6



Wrench (No. 10) has coverage of Chris Richardson of LA Speed Shop doing his best Burt Reynolds on a bearskin rug impersonation. We'll probably throw in one or two of his super

clean bikes too. We'll also feature coverage of a little rally called Sturgis, ever hear of it? How about some choppering through Mexico for the Rosarito 10th Annual Toy Run? We'll have all this and some of the best builds and builders from coast to coast!

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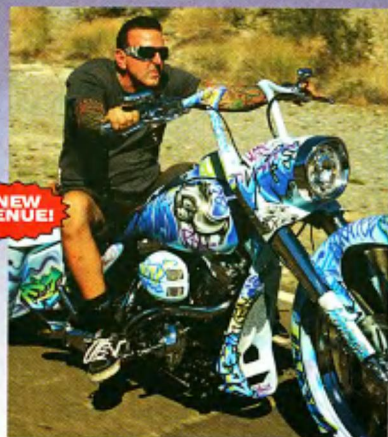
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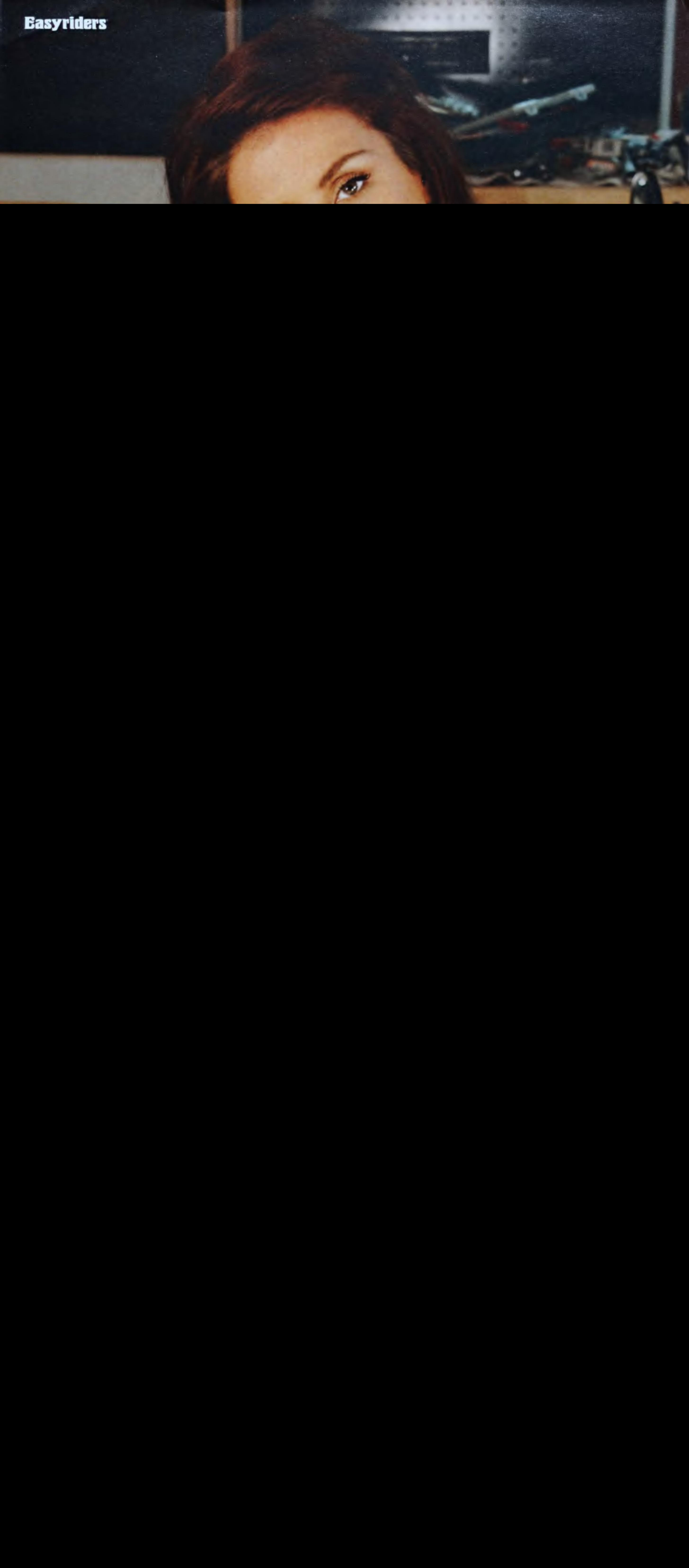


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