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February 2015

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EASYRIDERS ISSUE NO.

# 500

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FEDERAL GOVERNMENT—**19**

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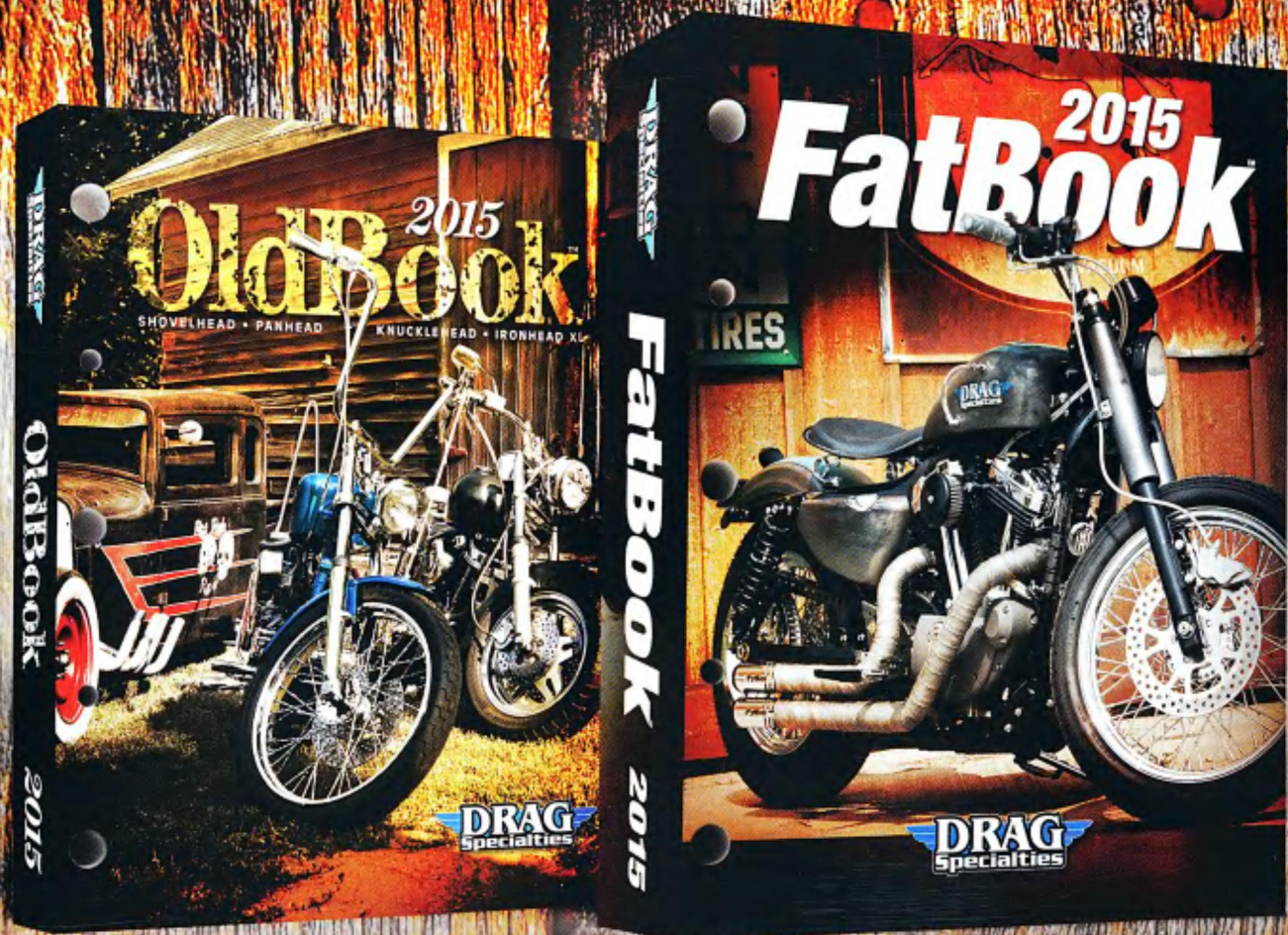
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# 2015 The Books

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KNUCKLE TO TWIN CAM, AND EVERYTHING IN-BETWEEN

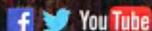


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# Easyriders®



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Next month's issue goes on sale January 20, 2015.







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**HELMET LAWS**

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**HARD CHARGER**  
John Shope's Dirty Bird Road King



**FEATURED BIKE**  
**STRAY DOG**  
A Boosted Brad War Eagle  
And Helmet Boobs



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**ON THE COVER:** Curry Crystal and her helmet boobs on a Boosted Brad's Softail, shot by Don Rogers.  
Cover imaging by Jeff Biggs.



# Taking It Easy

## Live?

A cable network disclosed that it had ordered a nine-episode adaptation of a British series, *Sex Box*, in which a couple enters a large opaque chamber on stage and has intercourse. The pair are clothed and seated before a panel of probably D-list celebrities and will respond to questions and comment on their feelings and techniques. The series will debut sometime in 2015.

## Not Too Bright?

A man was arrested for burglarizing an El Pollo Loco restaurant which was captured on surveillance video. The same day, the same guy got hungry and decided to spend some of his "loot" on a meal at the same restaurant. He was wearing the same distinctive hat and bright green shirt that he had worn when earlier burglarizing the place. Needless to say, he was arrested.

## Weird Deaths

An 18-year-old man fatally hit his head after receiving an electric shock on a lamppost he was leaning against as he was urinating at a street corner. A medical student suffered a fatal heart attack while leafing through a sex magazine as he attempted his fourth sperm donation in a week at a clinic. Then there's the 15-year-old boy who was driving a "skid loader" on a farm. He suffocated when the machine accidentally flipped him directly into a manure pit.

## Udderly Ridiculous

A woman had surgery to add another breast to keep the regular two company. She said she did it because she wanted to turn off guys that she never wanted to date again ever. She's starting a reality show and her name is Jasmine's Jugs. The surgery cost Ms. Jugs \$20,000! Plus consider the added cost of custom-made bras!

## Addictive Dining

A Chinese restaurant owner wanted to increase his clientele, which he felt had

fallen off. So what did he do? He added opium to his dishes! People really started coming back for more... and more... and more!

## Farout Facts

The U.S. Department of Agriculture says there are likely 1,000 cockroaches in your home for every one that you see.

There are 318,979,564,000 different ways to play the first four moves per side in a game of chess.

The Romans worshipped some very specific household gods. They had a goddess for Rome's sewer system (Cloacina) and another for thresholds and door hinges (Cardea). You just can't beat a divinely protected door hinge.

## Useless Research

The job of determining stress levels in whales! Yes, such research does exist. Here's what they (whoever they are) do: Whale hormones are accurately measured by researchers boarding a boat, sidling up to a whale and waiting until it blasts snot out of its blowhole. By catching enough of it (or wiping it off their raincoats), scientists can run the gunk through chemical tests. Wonder how much we taxpayers are forking out for such fascinating and useful information.

## ISIS Keeps Busy

A raid on an ISIS safe house in Syria turned up, among other items, a Dell laptop owned by Tunisian jihadist "Muhammed S.," containing, not unexpectedly, recipes for bubonic plague and ricin, and (less likely) a recipe for banana mousse and a variety of songs by Celine Dion.

## Having A Good Time

A woman wearing a purple nightgown was caught taking a stroll along a highway. So what? Well, she was leading her nude boyfriend by a leash, on all fours, hooded, with his ankles bound. Since this outing was consensual, Police are unsure whether to file charges or not.

## Quotes Worth Noting

"Suppose you were an idiot. And suppose you were a member of Congress. But then I repeat myself."

—Mark Twain

"A government which robs Peter to pay Paul can always depend on the support of Paul."

—George Bernard Shaw

"A liberal is someone who feels a great debt to his fellow man, which debt he proposes to pay off with your money."

—G. Gordon Liddy



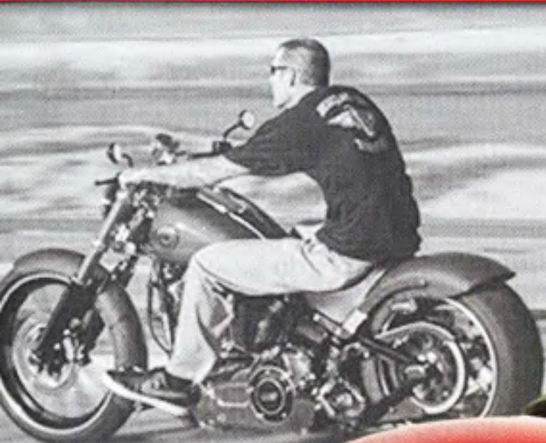


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# SPIKE

JOSH SOTO'S BEST OF SHOW SHOVEL





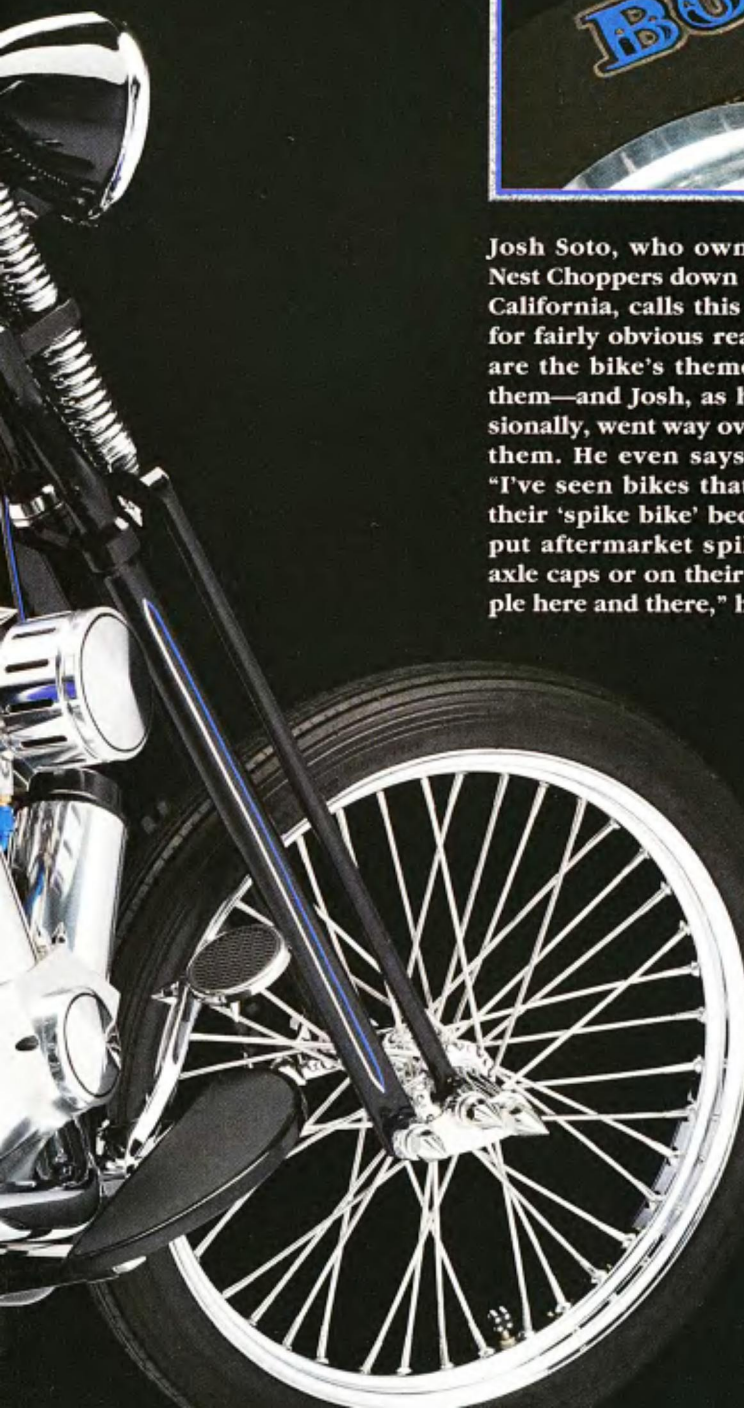
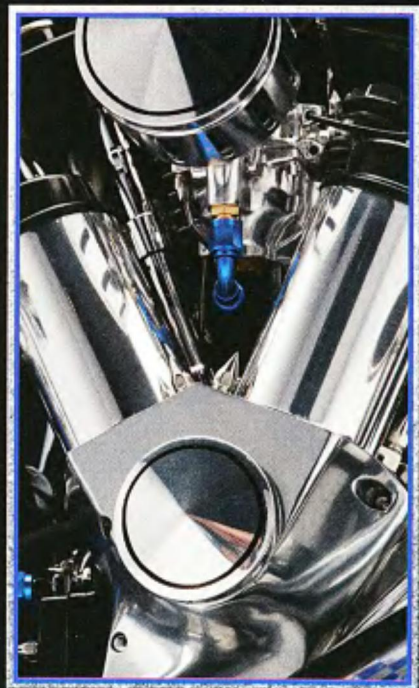
This sweet shovel earned Josh a Best of Show in the Judged Class at the Easyriders Sacramento Bike Show.



Josh Soto, who owns the Boar's Nest Choppers down in San Diego, California, calls this bike "Spike" for fairly obvious reasons. Spikes are the bike's theme—or one of them—and Josh, as he does occasionally, went way overboard with them. He even says so himself. "I've seen bikes that people call their 'spike bike' because they've put aftermarket spikes on their axle caps or on their grips, a couple here and there," he says, "but I

wanted this bike to be the real, one and only, true spike bike, so out of 303 or 304 stainless I machined every single bolt that holds this entire motorcycle together into a spike. The carburetor float bowl screws, the little screw on the headlamp and taillight, everywhere."

Josh says he's put more time into machining those spikes than most people put into building an entire motorcycle.







But it's this eye for detail that sets Josh apart from many other builders, mainly because you really have to take a very close look at the bike to discover the many intricacies that he infuses his bikes with, like this bike's basically stock shovelhead motor that appears to be set up with a magneto. "What it actually is," says Josh, "is aluminum tubing where I machined the top caps out of aluminum to look like the plastic caps from a magneto. I then mounted Dyna single-fire coils, one in each cylinder, with the Dyna 2000-I ignition module in there, so everyone who sees it thinks it's a magneto."

Using a Karata cam cover, Josh put a lot of hours into adapting the setup to house a regular ignition unit. He also ran a hotwire to the ignition through a sparkplug wire so no one could see it. "If they saw it, that would give it away," says Josh, "so where the sparkplug wire runs through the rocker box is where the hotwire splits off."

Less complicated but equally time-consuming are all the other details that Josh and his crew of four—all of whom had a lot of input—painstakingly added to this bike, like the metal trim stretching like a mini-Mohawk from the headlight across the gas tank and the rear fender to the taillight or the riser setup for the mini-apes with the aluminum grips, all of which Josh machined. The risers are made from tubes that Josh machined and then covered with chromed Chevy valve springs to match the Springer front end. "I have some flex when I ride the bike," he says, "and the cool thing is you can take the top spring off and raise or lower the handlebars."

Josh is thinking about marketing the idea, kind of like the air cleaner, which he made himself and already manufactures for all Harley models. But there is a lot more to this bike than meets the eye or has room on these pages, so you need to look for yourself. The judges at last year's Easyriders Bike Show in Sacramento did just that and found Spike worthy of winning Best of Show in the Judged Class. —Tripper



**I wanted this bike to be the real one and only, true spike bike.**







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**Owner:** Josh Soto  
**City:** Oceanside, California

**GENERAL**

**Fabrication:** Boar's Nest Choppers  
**Year/make:** 1977 Harley-Davidson  
**Model:** shovelhead  
**Time:** 12 months  
**Chroming:** West Coast Plating

**ENGINE**

**Year/make:** 1977 Harley-Davidson  
**Model:** shovelhead  
**Rebuilder:** Boar's Nest Choppers  
**Ignition:** Dyna 2000 I  
**Displacement:** 80 cu. in.  
**Balancing:** Boar's Nest Choppers  
**Pistons:** Wiseco  
**Heads:** Harley-Davidson  
**Cam:** Sifton  
**Lifters:** Sifton  
**Carb(s):** DS&S B

**Air Cleaner:** Boar's Nest Choppers  
**Pipes:** Boar's Nest Choppers

**TRANSMISSION**

**Year/make:** 1960s Harley-Davidson,  
4-speed

**Modifications:** Andrews gears  
**Shifting:** hand shift

**PAINT**

**Painter:** Zeak's Custom Paint,  
pinstriping by Pat Radical  
**Type/color:** House of Kolor/  
black, blue, silver

**FRAME**

**Year/make:** 2006 Santee  
**Type:** straight leg  
**Rake:** 38 degrees  
**Stretch:** 4 inches up  
**Modifications:** molded, modified

**ACCESSORIES**

**Bars:** Boar's Nest Choppers  
**Fender(s):** Boar's Nest Choppers  
**Headlight:** V-Twin modified  
**Taillight:** V-Twin modified  
**Pegs:** Boar's Nest Choppers  
**Electrics:** Boar's Nest Choppers  
**Gas tank:** V-Twin modified  
**Oil tank:** V-Twin modified  
**Oil system:** Boar's Nest Choppers  
**Primary cover:** BDL,  
Boar's Nest Choppers  
**Seat:** Vidal's  
**Mirrors:** Bob Drake  
**Grips:** Boar's Nest Choppers

**FORKS**

**Type:** Springer  
**Extension:** 4 inches over  
**Builder:** DNA

**WHEELS**

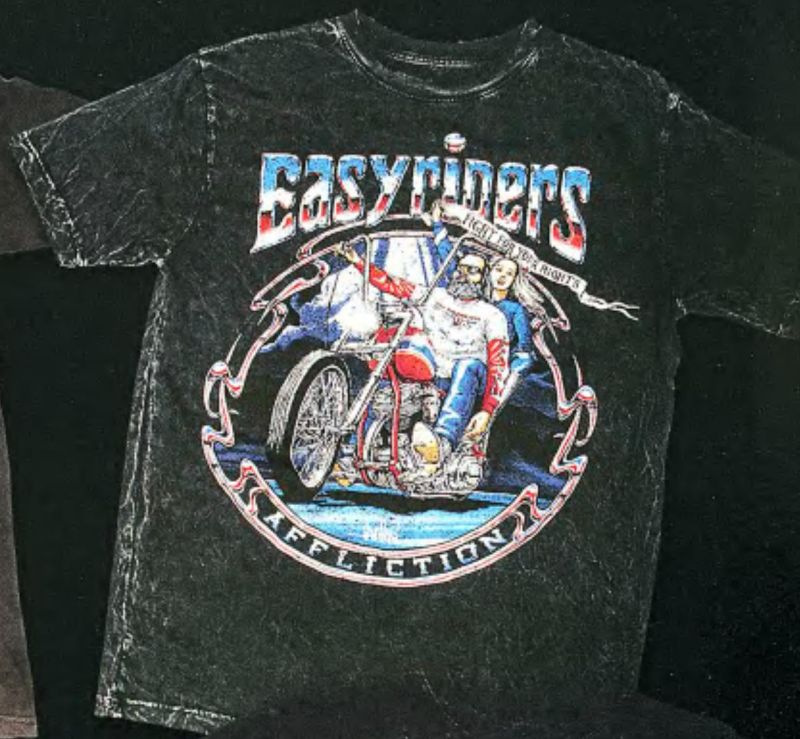
**Size:** 21-inch front, 16-inch rear  
**Hub:** star  
**Tires:** Avon  
**Brake:** Harley-Davidson drum

**Photos:** Michael Lichter

**Contact:** Josh's Boar's Nest Choppers  
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## NO HELMET LAW MODIFICATION

State Sen. Don Gustavson has sponsored or promoted bills modifying Nevada's helmet law for his entire career. With the Republicans wresting control of the Senate from the Democrats in the 2014 elections, it is likely that he will be appointed to the Senate Transportation Committee, thus ensuring that a measure would finally make it to the floor.

However, according to a news report from the *Reno News Journal*, Gustavson will not be sponsoring a bill in 2015. He vaguely references a single disgruntled supporter of his previous legislation that apparently sent e-mails to some of the other key members of the committee. He is quoted in the article that he would probably sponsor helmet law repeal legislation in the future, providing that the misguided letter writer stays out of the issue going forward. *Editor's Note: Nevada riders have suffered under their helmet law for 40 years; it's time to stop playing games and give them some relief.*

## ROOKIE COPS FIRED

Nine members of the graduating class for the Port Authorities of New York and New Jersey made it just hours into their careers before throwing it all away with a drunken melee in a Hoboken bar.

The rowdy would be cops, many wearing their uniforms, jumped behind the bar, poured themselves drinks, and made lewd comments to and

CONTINUED ON PAGE 16



Photo: Michael Lichter

## STURGIS NUMBERS IN

The 2014 Sturgis Rally attracted fewer numbers than in 2013, but city officials and the Rally organizers say that revenues were up. City Manager Daniel Ainslie says Sturgis took in \$1.6 million from sponsorships, vendor fees, advertising and rent. It had expenses of about \$1 million, for a profit of about \$635,000. Adding in sales tax revenue, the total profit was \$1.13 million.

This was up from \$1.08 million profit in 2013, despite the attendance figures that are estimated to be down five percent from last year, and estimated at 442,200. Keep in mind that the figures are derived from a witches brew based on Mt. Rushmore traffic counts, vendor licenses and weighing the city's trash volume, so really, it's anybody's guess as to what the actual attendance was.

Source: Associated Press

## CALIFORNIA STUDIES LANE SPLITTING

Two studies were released in California on the practice of lane splitting. One is a crash study involving nearly 8,000 accidents while lane

splitting, and the other involving lane splitting habits among various groups.

California is the only U.S. state that doesn't explicitly outlaw the practice, which is a common practice in much of Europe and Asia. California is the number one state in the nation when it comes to motorcycle registrations, more than 800,000 in 2014.

The studies found that when motorcyclists split at "safe and prudent" speeds it is safer than sitting stopped in traffic, as they are less likely to be rear ended by other motorists. Lane splitting motorcyclists were also less likely to suffer head injuries (9.1% vs. 16.5%) torso injuries (18.6% vs. 27.3%) and fatal injury (1.4% vs. 3.1%) than other motorcyclists.

The "safe and prudent" line closely follows the California Highway Patrol guidelines posted on the CHP website in 2013, before they were removed after a citizen complaint, which we talked about in a previous issue.

The Wayne Allard of the American Motorcyclist Association says, "These findings bolster the position of motorcyclists and traffic-safety officials that responsible lane splitting is a safe and effective tactic for riders, particularly in heavily congested areas," and "The AMA endorses these practices and will assist groups and individuals working to bring legal lane splitting or filtering to their states."



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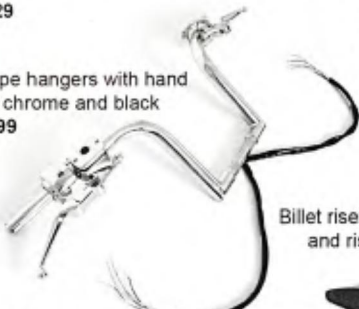
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CONTINUED FROM PAGE 14

grabbed female patrons of the bar, generally acting like ass clowns. The bouncers at the bar attempted to calm the scene down, but the newly minted cops reportedly pulled their badges and said they could do what they like now that they were sworn officers.

A lieutenant at the scene might have put a stop to it, had he not been passed out drunk at the time. He and three other sergeants present will keep their jobs, but will face disciplinary action.

Source: *www.newser.com*,  
bat tip to Rogue

## MARIJUANA LEGALIZED

Thanks to the November 2014 elections, the weed has been set free in two more states, Oregon and Alaska, as well as the District of Columbia. These join Colorado and Washington State as the latest to buck national marijuana laws and declare freedom from the federal government on the issue. Add these to the list of 23 states that now have medical marijuana laws, and you can hear the sound of freedom calling.

While the Obama administration has taken a hands-off approach to legalization among the states, it is not certain how that will play out in DC. Despite the measure passing by a two to one margin, some congressmen have publically stated their intent to block the will of the voters, due to the district's relationship with the federal government. With the Republicans now in the majority, it's a crapshoot where we go from here.

Source: *The Washington Post*

## THINK WE HAVE IT BAD?

In Australia, motorcycle clubs have been targeted by laws specifically denying club members the right of free association, declaring whole organizations "criminal" irrespective of the rights of the law abiding members caught in the middle. Civil libertarians, club members and the general public funded a lawsuit by the United Motorcycle Council all the way to the Queensland Supreme Court, asking for relief, to no avail.

The high court rejected the Council's

arguments, saying the maker of the suit, Hells Angels member and tattooist Stefan Kuczborski, lacked legal standing to challenge the laws, as he had not been personally charged with any offense under the laws.

The most controversial elements of the new legislation, laws banning more than two gang members from congregating, have led to dozens of arrests.

The ruling does leave the door open for future challenges, if a plaintiff is presented who had already been charged with offenses under the Act. The law is titled, the "Vicious Lawless Association Disestablishment Act," or VLAD. To date, more than a \$1 million (Aust.) has been spent on this failed legal challenge. Source: *The Australian*

## 90 POUNDS OF COCAINE SEIZED

Speaking of Republican drug warriors, it recently came to light that a freighter owned by soon-to-be Senate Majority Leader Mitch McConnell's wife's family was boarded by Columbian Coast Guard agents, where 40 kilogram bricks of cocaine were found hidden in the chain compartment of the *Ping May*. The Liberian-flagged ship, registered in the Marshall Islands, was laden with coal to be shipped to Europe. A Liberian "flag of convenience" allows ship owners to pay lower tonnage taxes than ships that fly the U.S. flag.

McConnell is one of the richest Senators, thanks to a gift from his wife Elaine Chao's family of between \$5 and 25 million (federal laws require reporting of financial gifts in ranges of amounts, rather than specific figures). His wife is the daughter of shipping magnate James Chao of Foremost Maritime Corporation, who owns the *Ping May*.

The senator is one of the country's staunchest defenders of the drug war, who in 1996, was the sole sponsor of the Enhanced Marijuana Penalties Act, a bill to increase the mandatory minimum sentencing for those caught with certain amounts of marijuana. A press release noted that his bill would make "penalties for selling marijuana comparable to those for selling heroin and cocaine."

Source: *www.tbefreethoughtproject.com*





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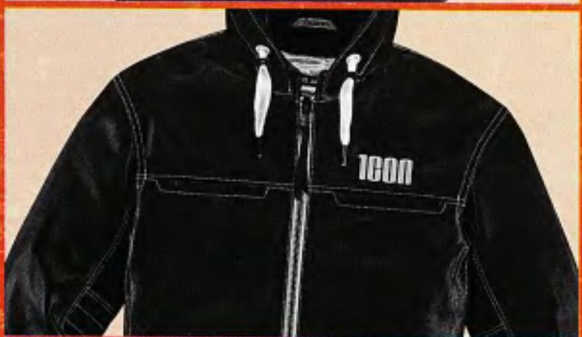


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South of Fort Collins and about 45 miles north of Denver, you'll find yourself in Loveland, Colorado, one of those "best places to live" cities. Loveland is known for its large population of artists and that would include Phat Rides, the custom shop owned by Randy Hocker and Mike Savage. Several of their custom bikes have taken awards, including "Phatillac" a radical ride built for a 2006 biker build-off. Currently the shop's projects range from antique

iron to brand-new Twin Cams.

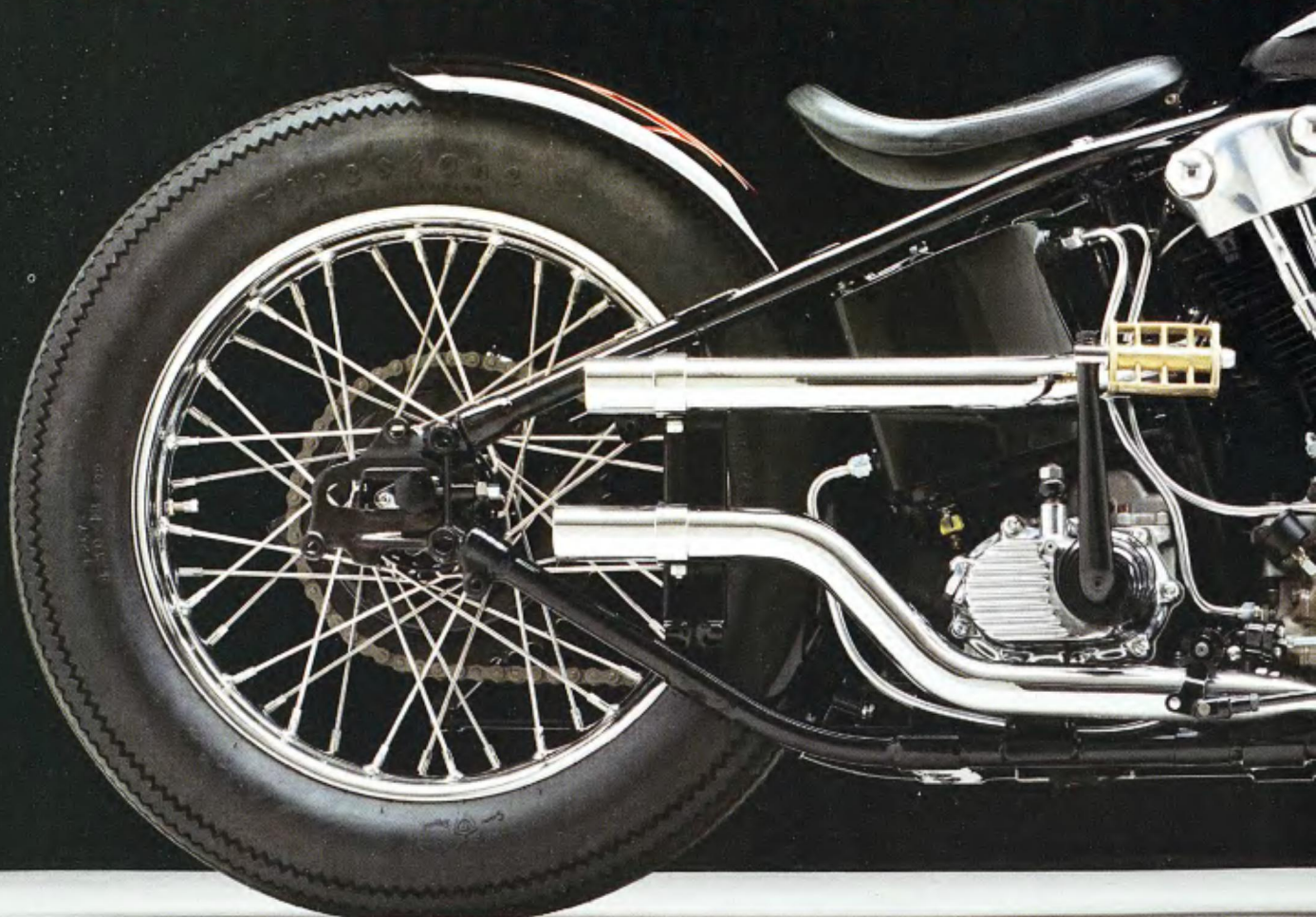
It happened that one of their regular customers, veteran rider and good friend, Jerry Schwindt, showed up one day with a hankering for a knucklehead, something he hadn't experienced before, although he had several other Harleys. Eventually, Jerry tracked down a potential donor bike on eBay. "We had built a couple of other bikes for Jerry previously, so he knew what direction he wanted

to go," Randy explains. "He wanted a bobber, basically everything stripped down."

After getting the bike to Phat Rides, a bunch of stuff was tossed and work focused on a major make-over based around the 74-inch knucklehead powertrain. Randy applied his talents for fabrication to the sheet metal and custom fittings, including reworking the hand-shift. Of course the bike is kick-only.

JERRY SCHWINDT'S PHAT RIDES '47 KNUCK

# COLORADO CLASSIC







This bike is light,  
nimble, well-balanced,  
and fun to  
putt around on.







Everything was kept super sanitary, including internal controls and wiring, one of Phat Rides signatures. As far as the color, Jerry was already a pretty big fan of black, so Motorsport Concepts sprayed it dark and deep. Asked for his riding impressions, Randy says, "It's light, nimble, well-balanced, fun to putt around on."

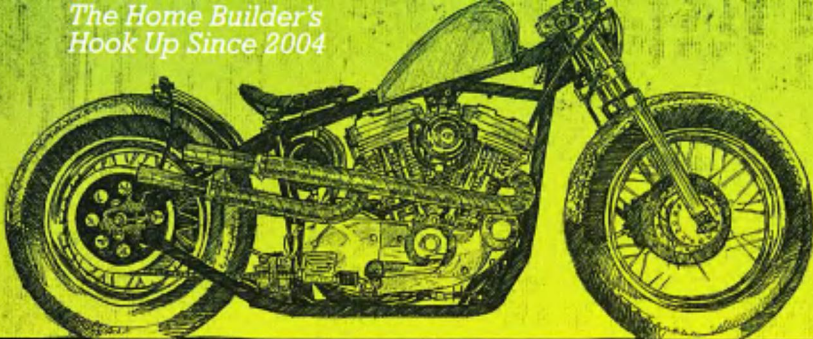
While Jerry is more interested in riding than showing it, Phat Rides has brought the bike to several Colorado events, where it has garnered rave reviews.

—Paul Garson





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**Owner:** Jerry Schwindt

**City:** Loveland, Colorado

#### **GENERAL**

**Designer:** owner, Phat Rides

**Year/make:** 1947 Harley-Davidson bobber

**Model:** knucklehead

**Assembly:** Tamiami Tyrants, Phat Rides

**Time:** 3 months

#### **ENGINE**

**Year/make:** 1947 Harley-Davidson

**Model:** knucklehead

**Builder:** Harley-Davidson

**Displacement:** 74 cu. in.

**Cam:** Harley-Davidson

**Ignition:** Harley-Davidson

**Pistons:** Harley-Davidson

**Heads:** Harley-Davidson

**Lifters:** Harley-Davidson

**Carb(s):** Linkert

**Air cleaner:** velocity stack

**Pipes:** straight

#### **TRANSMISSION**

**Year/make:** 1947 Harley-Davidson

**Shifting:** 4-speed hand

#### **PAINT**

**Painter:** Motorsports Concepts

**Type/color:** black

#### **FRAME**

**Year/make:** 1947 V-Twin Mfg.

**Type:** rigid

**Rake:** stock

#### **ACCESSORIES**

**Bars:** Phat Rides

**Handlebar controls:** Internal

**Fenders:** Phat Rides

**Headlight:** Ford spotlight

**Taillight:** Phat Rides, RSD

**Electrics:** Phat Rides

**Gas tank:** Harley-Davidson, Phat Rides

**Oil tank:** Harley-Davidson

**Oil system:** Harley-Davidson

**Seat:** single post solo

**Pegs:** Phat Rides

**Grips:** Jaybrake

#### **FORKS**

**Type:** Springer

**Extension:** none

**Builder:** repop

#### **WHEELS**

**Size:** 21-inch front, 18-inch rear

**Wheels:** wire

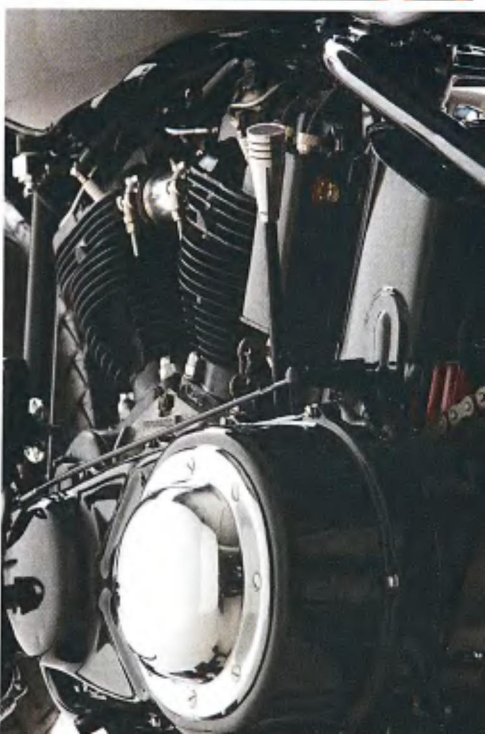
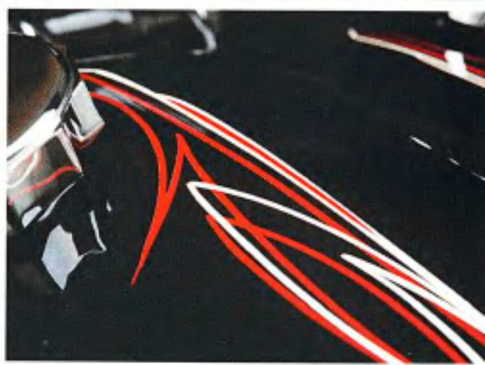
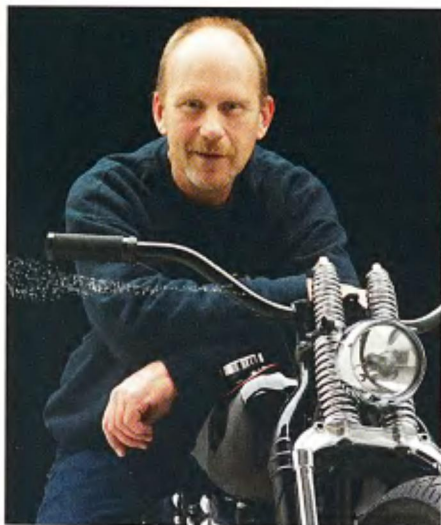
**Tires:** Metzeler front; Avon rear

**Brake:** H-D drum rear

**Photos:** Michael Lichter

**Contact:** Phat Rides

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# Passin' Gas

A dude walked into a bar and ordered twelve boilermakers. The bartender asked him what the occasion was—what was he celebrating?

"My first blowjob," the dude said as he pounded the first shot of booze.

"Well, hell, brother, that's an important event," said the bartender. "Let me set you up a free drink."

"No thanks," the dude said between gulps of beer. "If all this doesn't get the taste out of my mouth, nothing will."

*Will Senkinski*

*Hastings-on-Hudson, N.Y.*

A biker and his ol' lady were down on their luck, so he suggested that she sell

her tail for a while.

The next evening she came home and told her ol' man she had made twenty-five dollars and twenty-five cents. He asked her who the cheap fucker was that paid her a quarter, and she replied, "All of them!"

*Dennis Hollin*

*Harrison, Ohio*

Two bikers were traveling around the country when they both had the sudden urge to take a shit. They spotted an outdoor latrine that was a two-seater.

As they were finishing up, a nickel fell out of the one bro's pants pocket and down the shitter. Disgusted, he then took all his change and threw it down the hole.

"Whatdafuck did you do that for?" asked his bro incredulously.

The first bro replied, "Well you didn't think I was gonna go down there for just the nickel didja?"

*Danny Compagnari*

*Pendleton, Ind.*

A bro wired on booze and reds watched an elderly gent proposition young chicks with frequent success. After about a month of this, he finally asked the old fart how he did it.

"Simple!" said the old rogue. "I ask her, 'Tickle your ass with a feather?' If she agrees, I get some. If she gets hostile, I quickly say, 'Typical nasty weather' and she thinks she was hearing things."

"Heavy," commented the bro and decided to try this out for himself. Later, staggering up to the nearest broad at the bar, he blurted, "Stick a feather up your ass, baby?"

"Whaaat?!" hissed the doll.

"Aw shit," babbled the bro, "look at them fuckin' clouds!"

*Jiffy Jeff*

*Wenatchie, Wash.*

On a flight from L.A. to Hawaii, the pilot, after announcing flight schedules to the passengers, and unaware that the microphone switch was still on, turned to the co-pilot and said, "First I'm gonna go take a big shit, then I'm gonna fuck that new blond stewardess."

The shocked stewardess, rushing forward from the back of the plane to tell the pilot of the error, tripped and fell in the middle of the aisle. A little old lady looked down at her and said, "Take your time, honey. He's gotta take a shit first."

*Robert B. Westerberger*

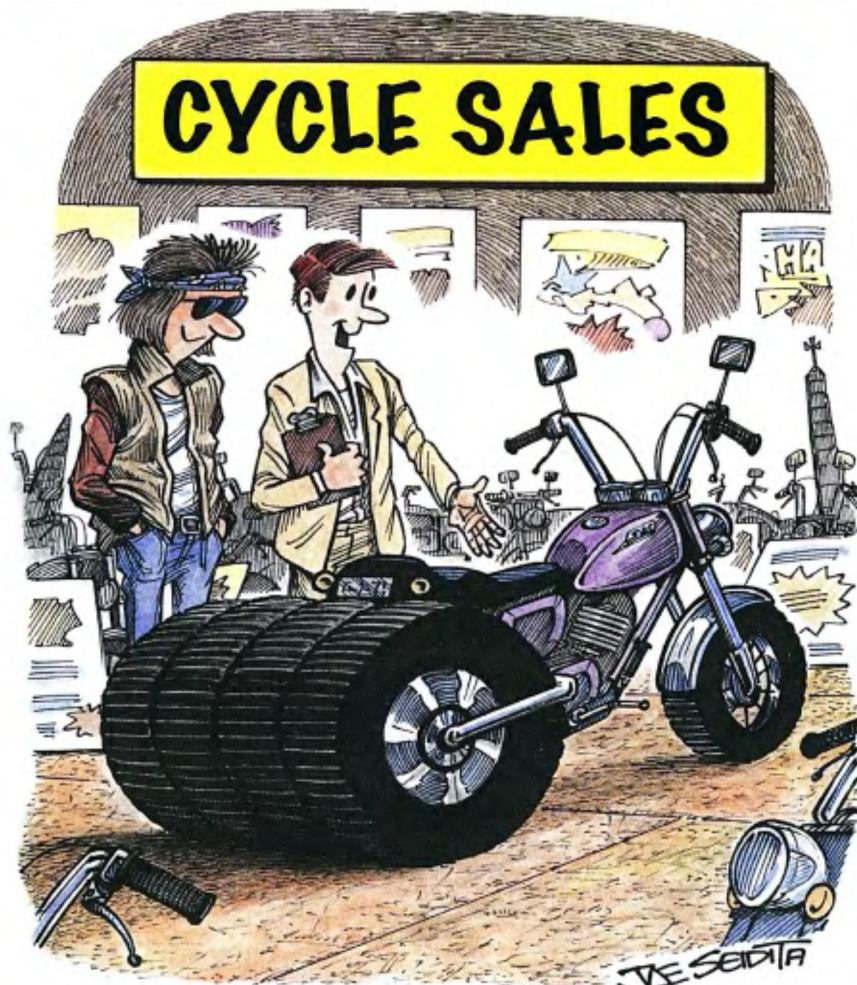
*Green Bay, Wisc.*

Because she wanted a baby, a mama made sure her dude balled her at least three times a day for a solid week. After the final hump she murmured sweetly in his ear, "What will we name the kid?"

Easing back and pulling the well-filled rubber from his crank, the biker held it up to her startled face and said, "If the little bastard gets out of here, we'll name him Houdini!"

*Rabbit*

*San Jose, Calif.*



"This baby's got four-wheel drive!"



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T.D. WARD'S ALL-AMERICAN ST. LOUIS BOBBER

# HOLY BOBBER







**T**his drop-seat bobber is T.D. Ward's idea of what's happening today in the custom bike world, like, for instance, the holes in the proprietary frame, the gussets, the pipes, and elsewhere on the bike. It's also "what the customer asked for," says T.D., who owns Rods & Rides in St. James, Missouri. And no worries: by walling those holes in the downtube, T.D. says he actually strengthened the frame.

What's also happenin' today, as per T.D., can be seen in the 26-inch front wheel, except those tend to be mostly on baggers and not, as in this case, on a bobber. But that's the type of forward thinking T.D. does, and seeing how he is one of the very few small motorcycle manufacturers who's not only weathered the Great Recession but is

thriving, it seems to be some pretty good thinking.

Equally progressive is the seat that puts the rider's rear a miniscule 18 inches above the ground. "I wanted holes in the seat, but I also wanted comfort," says T.D. "So we took another seat and basically pushed the foam from that through this one, so it looks like two seats are smashed together. Actually, they are bolted together."

That low seat height doesn't mean it's built for short people, though. T.D. explains that, "By lowering the seat we had to move the oil tank behind the transmission and move the seat about three inches back. That means you'd still have to have some fairly long legs to reach the controls. But it does give the bike a pretty mean stance."

Our *Easyriders* girl this month is awesome  
Amie Jo, who was proud to parade on  
T.D. Ward's St. Louis bobber.



Nearly everything on this bike  
comes from St. Louis.



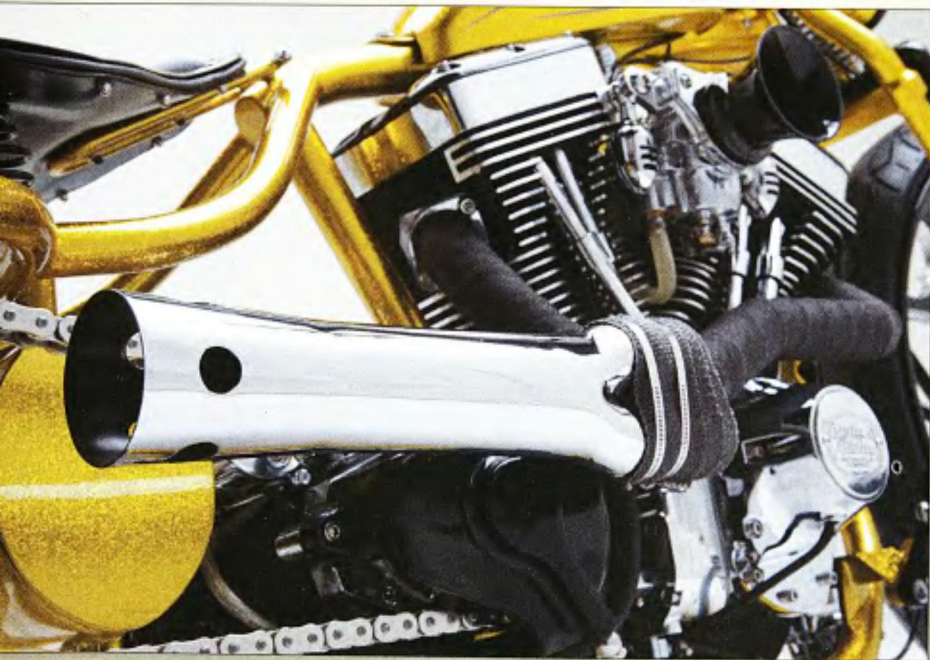
T.D. goes through considerable effort to make sure almost everything on the bike is not only American-made, but made right in St. Louis, even if it's something that T.D.'s company didn't make, and they make just about everything from the frame and the sheet metal to the pegs, wiring harness, and handlebars. The items that Rods & Rides doesn't make but that still come from the St. Louis area are, for example, the

Ultima engines, transmissions, and belt drives. Even all the steel that T.D. uses comes from Shapiro Steel, located you know where. Speaking of which, T.D. points out that he puts recessed stainless steel plates into the frame "so that when you have to adjust your chain or belt, it doesn't take the paint off the frame. It actually slides down that stainless steel track."

But there are some things even T.D.

can't control. "The only thing that's excluded might be a headlight bulb or something like that," he concedes, "but everything else comes from St. Louis." Another exception to that rule is the luscious Amie Jo Cherokee lending this bobber even more sex appeal. Amiejo hails from just north of Atlanta, Georgia, but T.D. won't mind. She's made in America, just like 99.9 percent of the bike.

—Tripper







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**Owner:** T.D. Ward  
**City:** St. Louis, Missouri  
**GENERAL**  
**Year/make:** 2015 Rods & Rides  
**Model:** 330 drop-seat bobber  
**Assembly:** Rods & Rides  
**Time:** 4 months  
**Chroming:** Arkansas Jim

#### ENGINE

**Year/make:** 2014 Ultima  
**Model:** Evo  
**Ignition:** Ultima  
**Displacement:** 127 cu. in.  
**Lower end:** Ultima  
**Balancing:** Ultima  
**Pistons:** Harley-Davidson  
**Heads:** Harley-Davidson  
**Cam:** Harley-Davidson  
**Lifters:** Harley-Davidson  
**Carb(s):** Ultima

**Air Cleaner:** Joker Machine

**Pipes:** Rods & Rides

#### TRANSMISSION

**Year/make:** 2014 Ultima  
**Modifications:** powdercoated

#### PAINT

**Painter:** Brad Bole

**Type/color:** House of Kolor/Pagan Gold, black

#### FRAME

**Year/make:** 2014 Rods & Rides

**Type:** drop-seat bobber

**Rake:** 35 degrees

**Stretch:** 1 inch

**Shocks:** none

**Modifications:** downtube holes

#### ACCESSORIES

**Bars:** Rods & Rides

**Handlebar controls:** Rods & Rides

**Fender(s):** Fat Katz

**Headlight:** Bates

**Taillight:** 1928 Ford LED

**Pegs:** Rods & Rides

**Gas tank:** Rods & Rides

**Oil tank:** Rods & Rides

**Oil system:** Ultima

**Primary cover:** none

**Seat:** Rods & Rides

**Grips:** Avon

#### FORKS

**Type:** Springer

**Extension:** 4 inches under

**Builder:** MidUSA

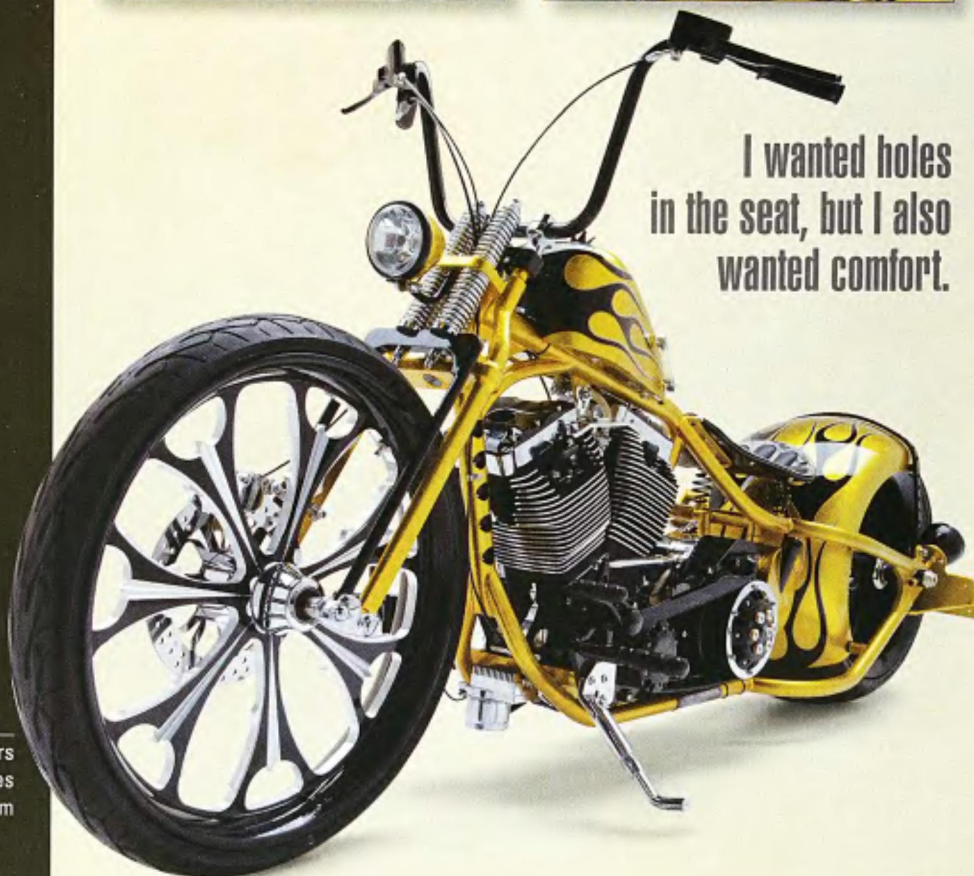
#### WHEELS

**Size:** 26-inch front, 17-inch rear

**Hub:** DNA

**Tires:** rubber

**Brake:** DNA



I wanted holes  
in the seat, but I also  
wanted comfort.

**Photos:** Don Rogers

**Contact:** Rods & Rides

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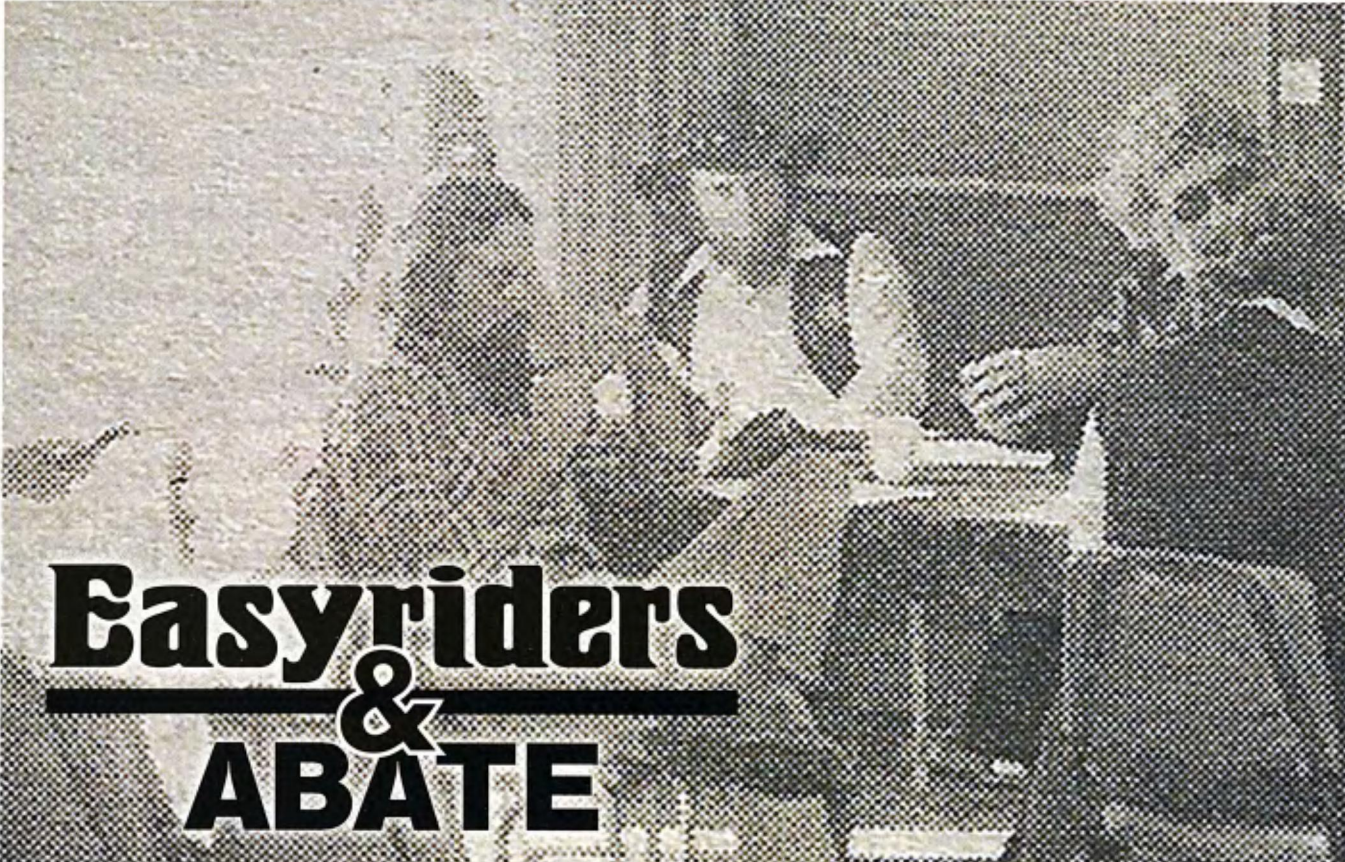
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# Easyriders & ABATE

Far side of table (left to right) Bruce "Fuzzy" Davy, John "Rogue" Herlihy, the late Lou Kimzey, the late Ron Roloff and Joe Teresi. Near side of table (left to right)

# KICKS THE GOV

**T**his magazine has always encouraged its readers to take protection when cruising the open road. So before you swing your leg over the saddle, make sure you're wearing a condom. You never know whom you're gonna meet.

Helmets are a different matter. We are firmly pro-choice. If you feel better in a helmet, by all means wear one. Surveys indicate that 50 percent of riders wear helmets even in states with no helmet law. Our theory is that these are bikers who crossed the border from a helmet-law state to a free state, and the sun melted the helmet and fused it to their heads.

But we digress. What we

want to do here is tell a story, one with a pretty happy ending. Okay, it's not over yet, but the end is in sight. In 1971, when *Easyriders* magazine was launched, there were 48 states with helmet laws and only 2, California and Illinois, where one could ride lidless. 48-2! Not the environment one wants for what would become the world's best-selling biker magazine. Today, 43 years later, the score is much better: 31-19, in our favor. Thirty-one states with no helmet law, 19 with. We're counting a state as having "no helmet law" if those 21 and older can ride free.

The story is complex, and we will simplify here, so we

ask the indulgence of all of those people—and there are thousands upon thousands—whose names and stories are left out of our little narrative. We appreciate your efforts and sacrifices just the same; you are the soldiers in the war against the oppressors. You know who you are. Those who believe in the motto: Let Those Who Ride Decide!

## The Big Bang... and Before

The Big Bang in this story happened in October 1971, with the publication of the third issue of *Easyriders*, which spawned ABATE, A Brotherhood Against



Totalitarian Enactments, the most important enactment of which was helmet laws. But you are probably asking, what happened *before* the Big Bang? In cosmology there is no answer, but here there is.

Once upon a time, specifically all of human history prior to 1966, there were no motorcycle helmet laws. Not one state had such a law. And none had demonstrated an



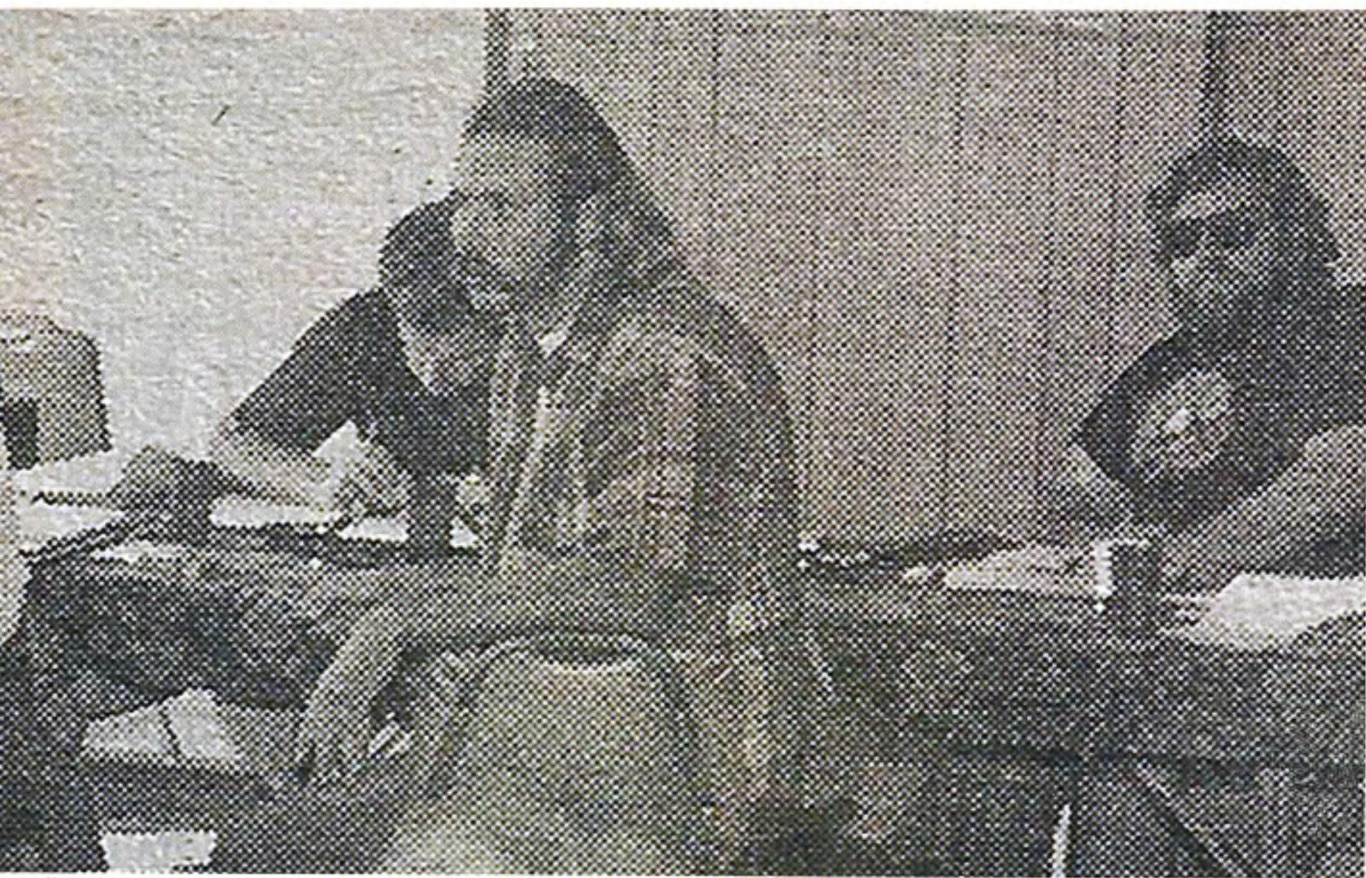


Photo Courtesy Of Bob Blitchin From FTW News

Russell "Padre" Davis, woman with her back to us is Wanda Hummel, and Keith "Bandit" Ball, attend an early ABATE meeting.

# ERNMENT'S ASS

inclination to get one. Enter the federal government. Traffic laws are usually the domain of states, but the feds found a loophole. They could control state traffic laws indirectly through a form of blackmail. The Highway Safety Act of 1966 required the Secretary of Transportation to set uniform safety standards, one of which, issued in 1967, required states to adopt universal helmet laws or lose a portion of their federal-aid highway construction funds.

The blackmail was effective. By 1967, 22 states enacted helmet laws, with 14 more following in 1968. By 1971, 48 states had adopted helmet use laws. In the late 1960s, a

biker named Charlie Simon in Massachusetts filed a civil suit over the helmet law that made it to the Supreme Court. The Supremes ruled that young men needed to wear helmets to stay healthy because they were needed in Vietnam. (Or something to that effect.) California Governor Ronald Reagan resisted helmet laws during this period, and California was eventually threatened with a lawsuit by the Department of Transportation (DOT) because of it. This is what *Easyriders* was up against. Working out of California, the staff was riding free, but few of our readers in the rest of the country were.

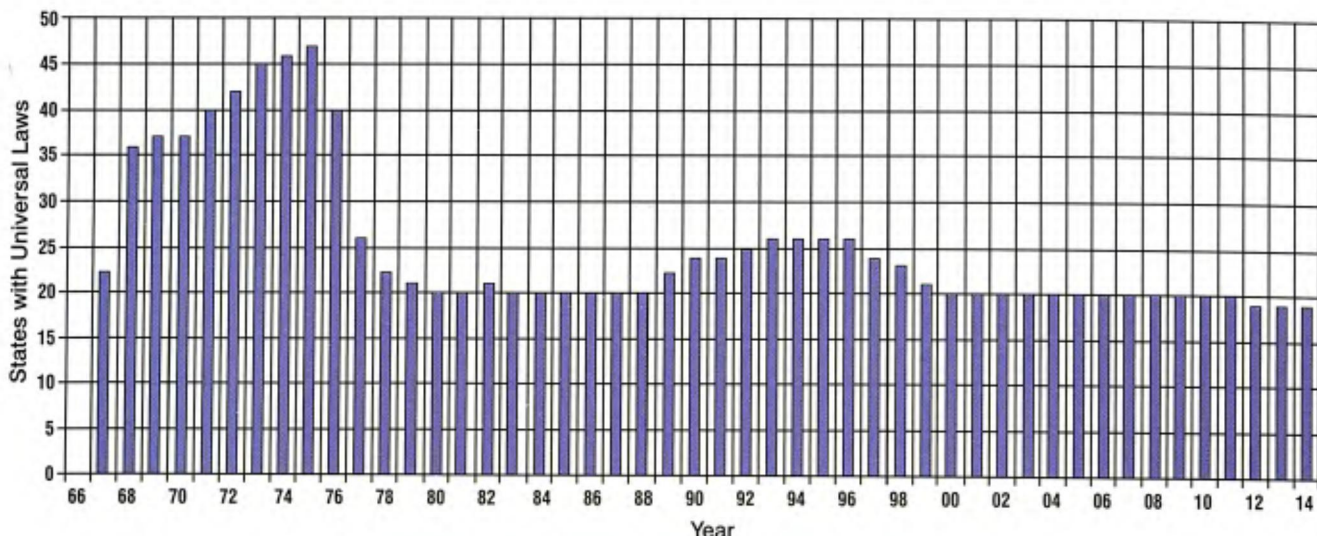
The late Lou Kimzey, the editor of *Easyriders*, and his founding partners Joe Teresi and Mil Blair, set out to change all that. In the aforementioned third issue of the magazine, Kimzey pleaded with bikers to unite to fight impending laws and restrictions by joining the National Custom Cycle Association. Because of a conflict with the acronym (NCAA), the name was changed to ABATE in February 1972.

Kimzey signed up chapter after chapter to ABATE: Kansas, Virginia, Maryland, Pennsylvania, South Carolina, New York.... They all got charters and more followed. Under Kimzey and *Easyriders'*

guidance, ABATE evolved from a centralized organization into a cooperative of local chapters working together but with separate identities.

Much of this work was accomplished by Keith Ball, a young Vietnam vet (three tours!) that Kimzey met while scouting for bikes to feature in the magazine. Kimzey made Ball the Manager of ABATE. He eventually found state coordinators for 28 separate chapters around the country. Beyond creating new chapters of ABATE, Ball conducted research on helmets, their true effectiveness and, mostly, their ineffectiveness. Poring over scientific studies, talking to





States with helmet laws peaked in 1975 but then the effects of ABATE's fight against mandatory helmet laws kicked in.

medical doctors and others, he helped compile a war chest of data that the various chapters could use to combat helmet laws and the imaginary benefits of wearing a helmet while riding a motorcycle. (Today Ball serves as the "owner, editor, and janitor," in his words, of Bikernet.com, a website for bikers in which he still advocates for the rights of motorcyclists.)

## The Dark Ages

The years from 1971 to 1975 were the Dark Ages, as 47 states, succumbing to the blackmail of the Highway Safety Act, had enacted universal (affecting all riders, regardless of age, training, or insurance coverage) helmet laws so as not to lose federal highway funds. Joe Teresi recalls that *Easyriders* and ABATE did not have too many allies at the time. Both AMAs favored helmet laws: the American Medical Association and the American Motorcycle Association. The medical AMA, Teresi could

understand. A biker wearing a helmet was more likely to get his neck broken because the shock wave travels downward, something that scientists who study helmet use have verified. Teresi said, "Doctors preferred having a good looking corpse" rather than treating a messy body that was still alive. In the funeral director business, the helmet controversy is known as the "closed casket vs. open casket" debate. Much of the public was unaware of the ineffectiveness—and even the dangers—of helmets.

The bigger disappointment was the American Motorcycle Association whose loyalty bikers might have expected. This AMA also sided with the helmet law forces, perhaps paving the way for helmet advertising in its magazine. Most other consumer motorcycle magazines also backed the helmet-law faction, and were often rewarded with ads. *Easyriders* refused all helmet advertising.

ABATE and *Easyriders* declared war on helmet laws. They protested with more than

rhetic. Bikers fought back with their favorite asset: their bikes. Investigative journalist Jacob Sullum, wrote in *Reason* magazine: "Legislators worry about provoking single-issue voters with long memories. The key to resisting motorcycle helmet laws was convincing legislators they would pay at the polls for trying to force helmets onto adults. The laws' opponents did so in ways both dramatic and mundane. They rode into state capitals, thousands at a time, to protest existing laws or forestall new

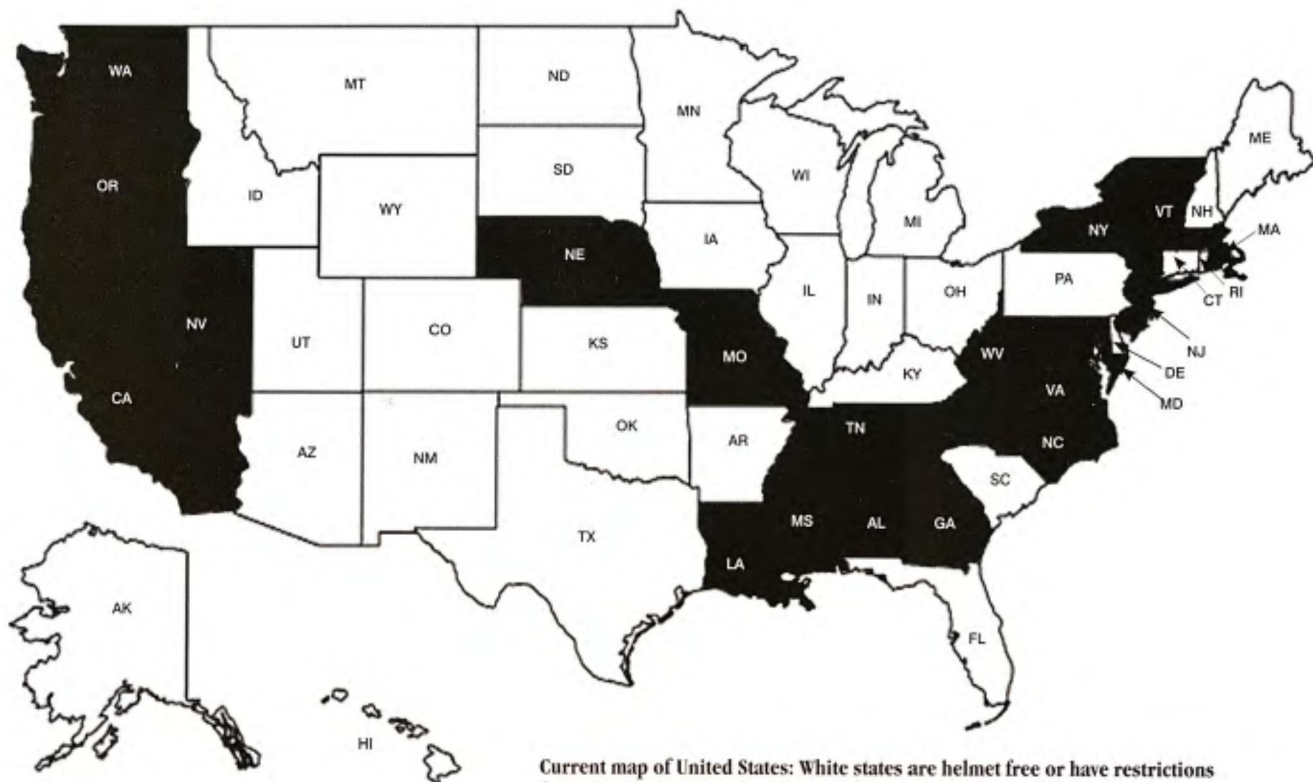
ones. They packed legislative hearing rooms. They met with legislators, wrote letters, and got involved in party politics. They campaigned for politicians who supported the right to ride without a helmet and against politicians who didn't." The federal government did not go unscathed. In June and again in September 1975, hundreds of bikers descended on Washington, DC, where they rode their chopped Harleys around the U.S. capitol to protest helmet laws.

U.S. HOUSE OF REPRESENTATIVES NS 3864 PARTICIPANTS, JULY 31, 1975

| NAME                     | ADDRESS              | CITY            | STATE | ZIP            | PHONE | ORGANIZATION        |
|--------------------------|----------------------|-----------------|-------|----------------|-------|---------------------|
| MARK WENDLER             | 915 S. HIGHLAND      | CHANDLER, AZ    | 85226 | (602) 951-2418 |       | COOL & ABATE 9/15   |
| Ed Swearing              | 215 N. Main          | Fairfax, VA     | 22030 | (703) 679-5017 |       | ABATE               |
| Sharon Pritchard         | 155 N. Main St.      | Worcester, MA   | 01093 | (617) 852-4929 |       | AMA & AB            |
| Joey Day                 | 5709 Avenue R        | Gainesville, TX | 76205 | (817) 452-5141 |       | AMA & AB            |
| Gary Harpster            | P.O. Box 31          | Indian Head, MD | 20638 | (301) 748-1151 |       | ABATE & AB          |
| James "Doc" Travis       | 11 650 Riverside Dr. | Channahon, IL   | 61601 | (815) 201-2001 |       | ABATE & AB          |
| Charles Williams         | 121 North St.        | Sanborn, ME     | 04085 | (207) 875-2191 |       | AMA of Maine        |
| Charles Williams         | 3709 Alameda         | Riverside, CA   | 92507 | (951) 975-1875 |       | ABATE OF CALIFORNIA |
| PHILIP KAIS              | Rt 1 Box 312         | Manchester, NH  | 03104 | (603) 877-2000 |       | AMA of New England  |
| Walt Barber              | 80 Rosemary Dr.      | Northampton, MA | 01062 | (413) 254-1132 |       | R.S. M.A.           |
| Dayle Harlowe            | 6651 Lydia           | Manassas, VA    | 20108 | (703) 254-1132 |       | AMA of VA           |
| Don Roush                | 2202 Hwy 51          | San Antonio, TX | 78205 | (512) 381-1132 |       | AMA of Texas        |
| Thomas M. (Bill) H.      | 11340 Broadway       | Baptist Church  |       |                |       | Baptist Church      |
| REV. JOHN HANLEY (Roush) | 11340 Broadway       | Baptist Church  |       |                |       | Baptist Church      |
| Bill Malone              | P.O. Box 1600        | Baptist Church  |       |                |       | Baptist Church      |

These fifteen brave freedom fighters took on the U.S. government in 1975, meeting with the House Committee on Public Works and Transportation to revise the Highway Safety Act.





Current map of United States: White states are helmet free or have restrictions for riders under 20 years of age. Black states still have helmet laws.

## Breakthrough

After four years of unrelentingly bad news, but not without constantly pounding against the wall, the biker nation saw breakthrough after breakthrough beginning in 1975-1976.

The wall that had to be breached was the helmet provision of the National Highway Safety Act. Rogue (aka John Herlihy) a founding member of ABATE, persuaded his Congressman, Stewart McKinney, to get the anti-helmet-law forces a hearing. Representatives of ABATE, the Modified Motorcycle Association, the American Motorcycle Association (which had now changed its tune), and other biker rights organizations were invited to hearings held in July 1975 by the House Committee on Public Works and Transportation to discuss revision to the Act. Bruce Davy

of ABATE's Virginia chapter attacked misleading statistics that supported the effectiveness of helmets, showing that helmets actually increase the likelihood of neck injuries. He also argued constitutional principles of personal freedom and antipaternalistic ethics. According to Rogue, it was the issue of choice that emerged as the central theme, similar to arguments for women's reproductive rights. McKinney, a biker, introduced a bill to remove the link between federal funding of highways and state helmet laws. It should be noted that on a sign-up sheet for the house hearing, Rogue signed in as the "Rev. John Herlihy (Rogue)" and wrote under the organization column, "Bikers Church."

On the West Coast, another biker's right advocate was doing his thing. The late Ron Roloff, founder of the Modified

Motorcycle Association of California, who had also attended the house hearing, persuaded liberal Senator Alan Cranston to talk his committee chairman, the arch-conservative Jesse Helms, into introducing a similar measure in the senate, which became known as the "Helms Angels Bill." The house and senate bills were combined into one and signed into law by president Gerald Ford in May 1976.

With no financial incentive to keep them, helmet laws were reversed in state after state. By 1978, 25 states had reversed their universal helmet laws or amended them to cover only riders below a specified age. Two more state helmet laws fell in 1979 and 1980, reducing the number of states with universal helmet laws to 19, about what we have today. From 1981 to 1988, there was relative

stability. In 1983, Wyoming repealed its universal law, and in 1982, Louisiana re-enacted the helmet law it had repealed in 1976. Thus the tally remained even.

## The Public Burden and the Altar Boy Defense

The history of helmet laws would not be complete without a mention of Joan Claybrook, who was head of the National Highway Traffic Safety Administration (NHTSA) from 1977 to 1981. She was a fierce advocate of helmet laws and a fiercer enemy of bikers, and though she had little effect on instituting helmet laws during her tenure at NHTSA, she invented a concept that turned out to have traction for years to come for those who don't like bikers for any number of





When the ABATE members weren't being inundated with rain (above) they were being hassled by the New Smyrna fuzz. Radar traps like this were up and working all week long.

reasons. That concept was the "public burden."

Claybrook portrayed injured motorcyclists as being wards to the state. The idea is the typical biker is an irresponsible, medically uninsured person fond of losing control of his bike and ramming himself head first, without a helmet, into brick walls. Taxpayer money is then required to repair said biker and rehabilitate him. Clearly, or so the implication of Claybrook's theory goes, the national debt could be eliminated if motorcyclists simply wore helmets. She also opposed rider-training programs because they required people to ride motorcycles, which are dangerous. We are not making this up.

## The Pendulum Swings Back... and then Forth

Years later, in 1989 two states, Oregon and Texas, re-enacted universal helmet laws, followed by Nebraska and Washington in 1990. Claybrook's agenda resurfaced shortly thereafter. The General Accounting Office (GAO) reported to Congress in July 1991 that helmets saved lives and thus "reduce society's burden of caring for injured

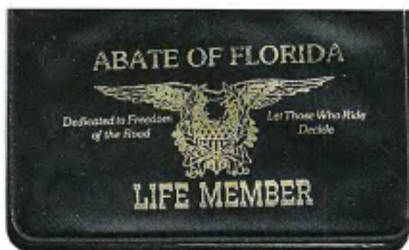
riders." It was 1966 all over again, as congress passed the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which provided special "incentive" grants to states to pass helmet laws. It also penalized states without a helmet law by transferring their federal highway funds to highway safety programs instead. Maryland caved in 1992, and the big shocker that year, California, a state with more than 10 percent of the nation's registered motorcycles at the time, enacted its first ever helmet law. Whether ISTEA was a factor in either state's decision remains unclear.

Then, in 1995, congress repealed the ISTEA provision that punished states without helmet laws with transfer of their highway funds. From 1996 to 2001, 5 states—Arkansas, Florida, Kentucky, Louisiana, and Texas—repealed their helmet laws. In 2004, Louisiana flip-flopped for the fifth time, reinstating its helmet law. In 2012, Michigan went no-helmet, offsetting Louisiana in the count. Since that date to the present, the tally has remained 31 states without helmet laws, 19 with.

## The Secret: the P-Factor

The helmet law fight isn't over by a long shot, as long as there are 19 states where you have to strap on a helmet. But 31 states without helmet laws is a good start, and represent a lot of progress in the past 43 years.

It's amazing that *Easyriders* and ABATE have been



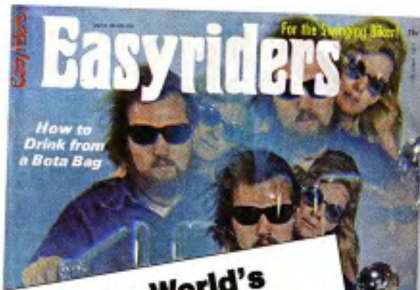
Rogue's early ABATE of Florida life membership card.

successful given that the public is headed in the opposite direction. In 1978 a Louis Harris poll found that 57 percent of Americans thought bikers should be free to ride without helmets. But a 2001 Harris survey found that 81 percent felt helmets should be required. Reporter Jacob Sullum points out that there are 25 times more registered cars in the United States than motorcycles, yet bikers have been more successful in combating helmet laws than drivers at resisting seat belts and other traffic safety paternalism. The key? He writes: "Going back to the 1971 founding of ABATE by the staff of *Easyriders* magazine, motorcyclists have been willing to invest the time, effort, and money required to fight helmet laws." He cites the P-factor, passion. "We're passionate

about our motorcycles," says New York Myke, of California ABATE and owner of San Diego Harley-Davidson. "This is something that's more of a way of life than a hobby or a sport. It really goes to the core of our being.... Riding a motorcycle is my celebration of freedom." As Joe Teresi put it, "You're not going to see thousands of Priuses circling the capitol building."

Bill Bish, long-time anti-helmet-law warrior of the National Coalition of Motorcyclists, says: "The kind of camaraderie that brought the first two motorcycle riders together to share a ride down a country lane is the same kind of camaraderie that formed our early motorcycle clubs and associations and, eventually, our motorcycle rights organizations."

Let those who ride decide.



## Join the World's Only Organization for Street Bikers!

You can take a giant step toward protecting your rights and personal freedom. You can stand up shout that you've had too many anti-bike laws. You can demand that the lawmakers stop the enactment of discrimination laws passed "for our own good" Each of us has this power through our individual right to vote. But each of our voices joined together in the ABATE organization, forms a unified loud cry that politicians can't ignore. We have the power to be heard. We have the weight and the strength behind us. Join us in our fight for freedom of the road, join us in making all legislators let those who ride decide. Join your brothers in ABATE. Join now!





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## COOL-LOOKING PROTECTION

### Installing A Skid Plate From The Speed Merchant

The Speed Merchant has developed a line of skid plates for energetic Harley riders. They are designed to protect the bike's voltage regulator, which Harley has mounted at the lower front of the frame, right in the path of anything that the front wheel might toss back. The skid plates are formed from thick aluminum; they have fitments for both Sportsters and Dyna models. The Dyna skid plates are offered in a natural aluminum finish or powdercoated in a semi-gloss black finish. For Dyna models, there are two versions: 1991-2005 and 2006-up.

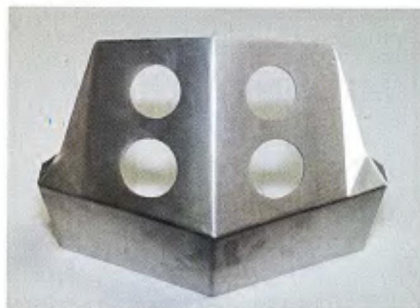
For our 2011 Wide Glide, we ordered a natural aluminum finished skid plate from the Speed Merchant website. It

arrived in less than a week. The part is very impressive; it is made from a single sheet of thick aluminum and has twelve surfaces all shaped with crisp angles, without a single die mark. It was very handsome, indeed.

Installing the skid plate took about an hour, and most of the work was accomplished using a 5/16-inch Allen wrench. It was a straight bolt-on job. As our bike is a California model, it had a gas tank purge canister mounted to the frame's lower front cross brace. We removed the canister and rerouted its intake line to under the gas tank, like Harley-Davidson does on its 49-state bikes. The finished install not only protects the bike's voltage regulator, it also looks great.

—Wendell Christopher

Speed Merchant  
818-639-2233  
[thespeedmerchant.net](http://thespeedmerchant.net)



2 To prevent the voltage regulator from overheating, the skid plate has four air holes on its front vertical surface.



3 We started the install by removing the two Allen bolts that mount the left side foot controls, which we folded up and out of the way. We then did the same on the right side foot controls.



4 The gas tank's California-only purge canister was in the same place where the skid plate was going.



5 We removed the canister and relocated its intake hose up under the gas tank and ran it back to the rear fender. We then removed the canister's mounting bracket.



1 Our 2011 Wide Glide with the Speed Merchant skid plate installed.

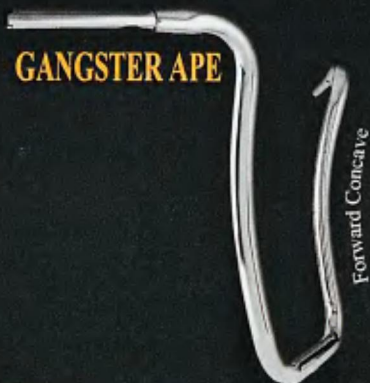


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**6** The skid plate was fitted over the forward controls' mounting lugs.



**7** The left-side control assembly was set over the skid plate, and its two mounting bolts were loosely threaded into the frame.



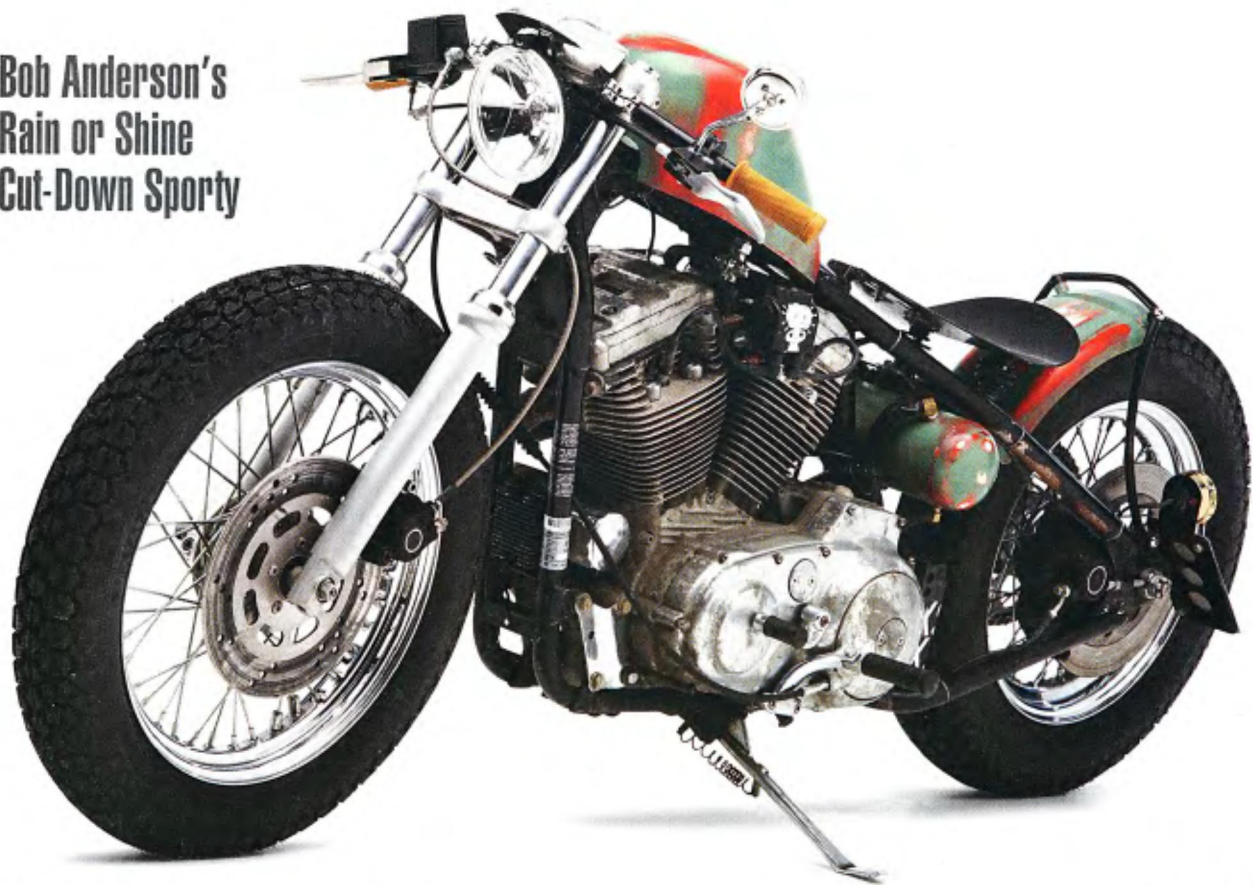
**8** The right side of the skid plate and forward controls were attached to the bike in the same manner.



**9** After the skid plate and forward controls were aligned, we removed each Allen bolt, put a couple of drops of red Loctite on them, and then tightened each to 36 ft. lbs. With that, the job was done.



**Bob Anderson's  
Rain or Shine  
Cut-Down Sporty**



The patina-paint is a rattle-can product, pure, simple, cheap and plenty cool.





# The Every Day Ride

"When I moved up here to Albany, I'd just sold my last Harley," Bob Anderson laments. It was the latest in a long list of bikes going back to the 1990s, including shovelheads, Sportsters, Road Kings, the works. "But you know how it is," he says. "Every spring you get that itch, and here I was with nothing in the garage."

Luckily Bob knew the right people, and even though funds were limited—struggling artists, by definition, do not have fat bank accounts—the missing motorcycle conundrum was quickly solved. A chopped-down/stripped-down 1993 Sportster quickly became Bob's prime means of transportation in Albany, New York, all year long.





"Unless there's ice on the road," he says, "I'm on the bike." And when the sun shines, apparently he's never off it, logging something north of 10,000 miles just last summer.

Bob didn't have to look far to get things rolling. A long-time buddy, Jeremy Baye, had recently opened up 1945 Speed & Custom in nearby Troy, a do-it-all shop specializing in no-frills hot rods and Harleys. "We kicked around some ideas" Bob says, "and came up with something a little different. Big knobby tires, low, flat bars, a Sportster chopped down to just about nothing and looking a little ratty."

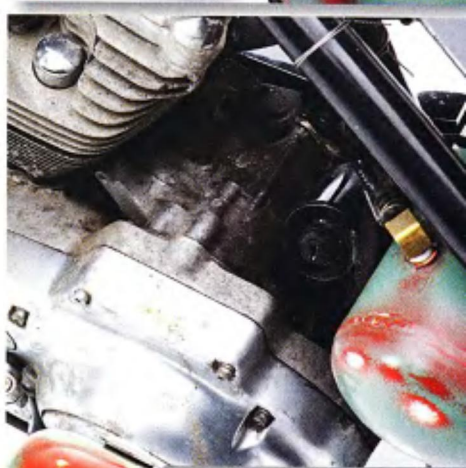
A candidate XL was found over in Vermont, a bike that had been sitting idle for years, but fired right up. "It was ugly as hell, though," Bob remembers, its torn-up king and queen seat, rusty handlebars, and weird gas tank doing nothing for the image. All that would be coming off, of course, and the title was clear and the price was right.

Back at the 1945 Speed & Custom, the first move was a hardtail conversion using a Road 6 Customs kit. "We've used them before," Jeremy explains. "They're easy to do and you end up with a pretty cool look and a nice ride." A set of RSD clip-ons became the low bars Bob wanted, set up with trimmed-down Harley hand controls. The pegs and mid-mount foot controls are Harley bits, too, replacements for the forward controls the

Sportster has on it. Big, fat tires went on CCI spoked rims, a Lowbrow gas tank was mounted and Jeremy bent- and welded-up a set of minimalist pipes.

Jeremy's shop, a funky old place that was once a car dealership, has a full-on, pro-quality spray booth. None of these tins saw it. The paint on this tank and fender is a rattle-can production, pure and simple. "We put a nice, thick coat of red-oxide epoxy primer down and then, with a couple cans of hardware-store spray paint lightly covered that," Jeremy explains.

Bob took over from there, using 1,000-grit sandpaper and rubbing compound to artistically work through those top coats for a convincing patina finish. "It all turned out pretty cool," he says, and he's right. When Bob rode the bucks-down, old-look Sporty to Brooklyn for one of the Indian Larry block parties, he was immediately waved straight into the prime parking exhibit area for cool customs. —Joe Kress





The whole bike went together as inexpensively as possible, put together on a struggling artist's meager bankroll.



**Owner:** Bob Anderson  
**City:** Albany, New York

#### GENERAL

**Designer:** Bob Anderson, Jeremy Baye  
**Fabrication:** 1945 Speed & Custom  
**Year/make:** 1993 Harley-Davidson  
**Model:** Sportster  
**Assembly:** 1945 Speed & Custom  
**Time:** 2 months  
**Chroming:** none

#### ENGINE

**Year:** 1993 Harley-Davidson  
**Rebuilder:** 1945 Speed & Custom  
**Displacement:** 1200cc  
**Ignition:** Dyna  
**Cam:** Harley-Davidson  
**Carb:** CV

**Air cleaner:** Dragtron  
**Pipes:** 1945 Speed & Custom

#### TRANSMISSION

**Year/make:** 1993 Harley-Davidson  
**Shifting:** 5-speed

#### PAINT

**Painter:** Bob Anderson  
**Color:** red-oxide primer, mint green  
**Type:** hardware-store spray cans

#### FRAME

**Year/make:** 1993 Harley-Davidson, modified  
**Type:** Road 6 Customs hardtail conversion  
**Rake:** stock  
**Stretch:** none  
**Shocks:** none

#### ACCESSORIES

**Bars:** RSD clip-ons  
**Handlebar controls:** Harley-Davidson  
**Fenders:** 1945 Speed & Custom  
**Headlight:** Hella Off-Road  
**Taillight:** Lowbrow Customs  
**Pegs:** Harley-Davidson  
**Foot controls:** Harley-Davidson  
**Gas tank:** Lowbrow Customs  
**Oil tank:** Road 6 Customs  
**Seat:** Lowbrow Customs  
**Grips:** Biltwell

#### FRONT END

**Type:** XL narrow glide, shaved  
**Builder:** 1945 Speed & Custom

#### WHEELS

**Make:** CCI  
**Size:** 19-inch front, 16-inch rear  
**Tires:** Firestone  
**Brakes:** Harley-Davidson

**Photos:** Dino Petrocelli  
**Contact:** 1945 Speed & Custom  
518-595-3724





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The SuperTrapp 2:1 SuperMeg is SuperTrapp's legendary, tunable disc-based exhaust with a respectable sound that riders choose when they want a bolt-on performance gain of 15% more horsepower. It works with OEM controls. This 2:1 includes 3-piece head pipe heat shields. The 2.5-inch collector allows maximum flow. The SuperTrapp 2:1 SuperMeg also feature a rebuildable core and packing. Twenty, 4-inch discs are included. They're available in chrome or black. SuperTrapp 2:1 SuperMegs fit 1985-2014 baggers. A SuperTrapp Imposter Pipe can be added to give the bike a True Dual look. SuperTrapp 2:1 SuperMegs are also available for Softails, Dynas, Sportsters, and customs.

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SuperTrapp.com



## TC BROS. CHOPPERS 1-INCH DIAMETER HANDLEBARS

TC Bros. Choppers introduces an all-new lineup of 1-inch diameter handlebars designed for Harley-Davidson motorcycles. Made in the United States from premium quality American steel, these bars are available in several unique shapes and styles to fit any rider's needs. TC Bros. bars are available "dimpled" for 1982-and-newer H-D hand controls, or smooth for pre-1982/custom applications. They come in either a durable satin black powdercoat finish or triple chrome-plating and have a fit and finish that you will be proud to display. Handlebars are in stock and are ready to ship quickly.

TCBros Choppers  
tcbros.com



## DRAG SPECIALTIES HYDRAULIC CLUTCH LINES

Outfit your bike with the best using Drag Specialties' Hydraulic Clutch Lines. These premium clutch lines are constructed from stainless steel, come clear or black vinyl-coated, and are fitted with chrome steel fittings for durability. Available in both stock and oversize lengths, you'll have the perfect amount of line for your bike. Drag Specialties Hydraulic Clutch lines are made in the United States and meet DOT specifications. They fit 2013-2014 CVO and 2014-2015 FLHT models with OEM hydraulic clutch.

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## ZIPPER PERFORMANCE ZIP KITS

No new bike responds to intake, exhaust, and tuner upgrades like a new Harley—you've got to let it breathe, and optimize the tune! That's why Zipper's Performance Products developed these Zip Kits for big twins and Sportsters. Included in a Zip Kit is a Zipper's Max-Flow performance air cleaner, performance exhaust of your choice and the cutting-edge ThunderMax with Auto-Tune EFI Controller. The ThunderMax gives you the flexibility of future performance upgrades with a simple download of a new map.

Zipper's Performance  
zipperperformance.com



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OH  
BY  
GOSHIE!

## IT'S CHILlicothe—THE RODEO, THAT IS

The Easyriders Motorcycle Rodeo's yearly trek to the Ross County Fairgrounds in Chillicothe, Ohio, was the place to be for many hardcore bikers and party enthusiasts this past Labor Day Weekend.



New rodeo emcee Steve Kuszek is a long time competitor who really knows the ins and outs of the rodeo. He has the gift of gab and did a top notch job on the track for our Grand Nationals.

Tuesday, early-bird gold rush campers sought the best campsite with 1,640 sites available. A lot of improvements have been made to the fairgrounds this year, throughout the entire 240 acres.

More than 45 vendors lined the midway, selling all the staples of fairground food, from corn dogs to ribs, and sexy members of the dance troupe The Purrfect Angelz were selling beer.

Nine tattoo artists kept busy in the air-conditioned building next to the stage. Sara Evens from nearby Circleville, Ohio, waited in line to get some time with Tommy Flanagan "Chibs" of the hit TV show *Sons of Anarchy*. Sara had Tommy autograph her upper arm, then went directly to the tattoo artists to have the autograph tattooed permanently. In 2012, Sara did the same with Charlie "Jax" Hunnam here in Chillicothe. In 2013, Sara met Ryan "Opie" Hurst at the Easyriders Columbus Bike show and got that autograph tattooed. Later, in 2013, did the same with Mark Boone's autograph. That's a real big fan!

On Friday and Saturday competitors displayed their sled pulling bikes, and

trikes on the midway. Lots of spectators took an interest, asking questions and posing for photos with the bikes.

From Thursday until Sunday there was live rock 'n' roll on the main stage. The Saturday night headliner Quiet Riot drew a large gathering to the midway, many dancing and having a hell of a time.

Both the trophy girl and wet T-shirt contests were held on stage two, a flat bed trailer behind the main stage. Friday night crowd made their choice and winner Kerri Ann collected a couple of hundred dollars. On Saturday night, 19 ladies danced on stage looking to become the Easyriders Rodeo Trophy Girl. The lucky girl was Catherine Kleinke from Seiotoville Ohio.

Out in the Zoo, which is known for pushing the limits 24/7, there were more than 50 kiddie pools occupied by some very entertaining adults. With good weather and little rain the zoo was even more popular.

The Christian Motorcycle Association runs the ride-in custom bike show. There was lots of custom iron to be checked out with many paint schemes to ogle. Clearly, some big money and time were spent building these bikes. Blake Stier from Fort Wayne, Indiana, took first place for his 2010 Harley Ultra.

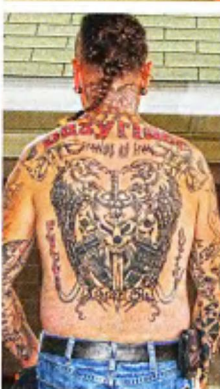
Sunday morning a memorial ride for

our friend and brother John Green was held. At 10:30 the ride traveled through the Zoo and midway before heading out through the Chillicothe countryside. The local police and Sheriff's Department provided the escort to insure a safe, non-stop ride.

On the main stage at noon, the scene was set for the tattoo contest. The three winners for best of show were Glen Goins from Athens, Ohio; Jimmy Williamson from Louisa, Kentucky; and Jim Mull from Montoursville, Pennsylvania.

On Sunday afternoon, it was rodeo time, the grandstands crowd stood as Catherine held the stars and stripes high while the National Anthem played. Before they were back in their seats, the roar of the gas trikes got their attention. Pam Albney took on Robert Tabor in the first round. The two have run against each other many times over the years. This was Pam's day against Robert and she then ran against Harold Tabor, the senior member of the Triple T team from Canton, Ohio. Harold's trike was unbeatable; his 200-foot full pull earned him the victory.

The father/son Tabor duo Robert and Jason have ruled the slow race, and this year's climax was no different. Jason was behind his dad by 8 feet when Robert

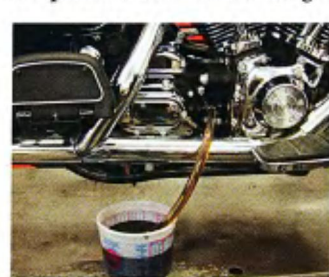




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Lets face it—the oil filter only gets the particles out of the oil. We must change the oil because it has been broken down, oxidized and discolored from high heat and chemicals in the combustion gasses. Mixing 24oz. of old oil with 96oz. of fresh oil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

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

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

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touched the line, getting first. The real story was the third place rider, Dave Harold Runals. Harold lost his left leg in a motorcycle accident while serving in the U.S. Army in Germany. He has a prosthetic leg but still rides all the time. The March 2014 issue of *Easyriders* shows Harold in the barrel race pivoting on his left leg. Since that photo appeared, Harold has become a hero at the V.A. Hospital in Cleveland, and he's a true inspiration to many wounded warriors.

In the solo sled pulls, Jim Hale from St. Louis, Michigan, outpulled Jason Tabor by 40 feet. After the lane swap, Jim stalled and Jason enjoyed a full pull and a shot at first place. Then Robert was up against Loran Whittaker from Alliance, Ohio. Robert prevailed, getting a shot at his son Jason in the final. Loran took on Jim Hale and after both runs Loran outdistanced Jim to get third, father and son running for the top spot. When the flag raised, Jason got a full pull, his dad managed a pull of 80 feet. Switching lanes, Robert was ahead by 60 feet, but it was not enough to beat Jason's 200-foot full pull.

Rookie gas trike sled puller Chrissy West, riding with teammate Bruce Veres, had the fastest time in the grueling tire ride. Scot Neuffer and his wife, Patti, were second, followed by Jim and Pam Albney in third and Robert Tabor and Nichole Nosel in fourth.

Barrel racers each got two tries around the barrels, which were set in a triangle.

Jason Tabor won with a time of 16.4 seconds. Robert Tabor and Jim Albney were second and third, respectively, while Jim Hale from St. Louis took fourth.

The potato hay stack event features six teams and four potatoes hidden in a pile of hay. They circle around the pile and when the horn blows, six women dive into the pile searching for a potato. Crista Emigh, Jason's teammate, was the first to grab one. The Albney's were second and the Neuffer's third. Chrissy West, riding with teammate Bruce Veres, took fourth.

The first round of fuel trikes saw Mark Rockafellow from Ionia, Michigan, take the lead from Jim Albney of Richmond, Virginia.

The subsequent round pitted Jason Tabor against Loran Whittaker and Jason prevailed. Jim Albney outpulled Loran Whittaker to collect third-place money. It was Jason verses Mark for the top prize. They came off the line even, and then Jason nailed it and marched straight down the track for a full pull. After changing lanes, Mark was spinning his tires at the line and ended with a pull of 40 feet. Jason threw dirt high and far and managed a pull of 80 feet. Once again Jason was on top of his game with another fuel trike victory.

Aaron Medley from Seville, Ohio, brought his daughter, Nina, and her boyfriend to Chillicothe, and Aaron entered the wienie bite with Nina. Her boyfriend got to watch her gobble down



almost 4 inches of mustard-lathered wienie; a first-place bite. Nice job Nina. Scot and Patti Neuffer took second place with a bite of 3 1/2 inches, and Jason and Crista, who always seem to be in the top three, got third. Robert and his teammate, Nichole Nosel from Akron, Ohio, were fourth.

Following live rock that afternoon by American Dog, the stage was lined with a who's who of folks that make these events happen. Hundreds of bikers filled the midway as Gary Freel took the microphone. Gary wanted everyone to know how much John Green had meant to all the people who knew him. John was a man's man who enjoyed life and was taken too soon. Hundreds of bikers raised their beers and joined Gary in a toast to John. We all miss you, John, R.I.P.

—Big Tom

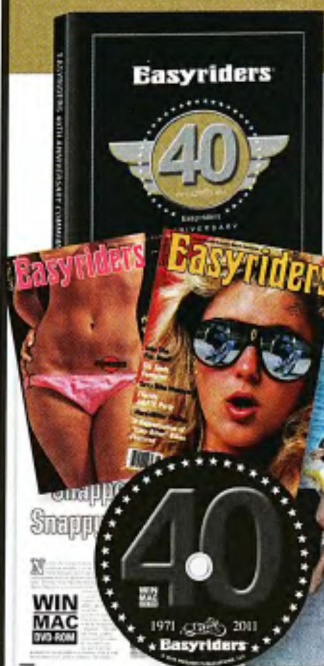
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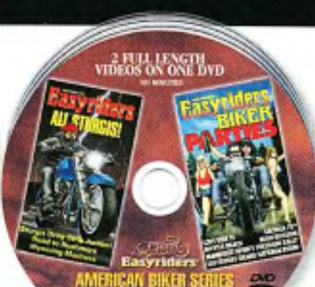
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## Flag Etiquette

You want to be patriotic, but do you want to get into a who-has-the-most-flags contest with your neighbor? Actually, most people abuse the flag by displaying too many. The basic rule is less is more. The United States Military Academy at West Point flies one flag, and one flag only, on all days, Veterans Day and Memorial Day included. The pickup truck with four flags is a sacrilege. Here are a few basic rules, according to federal statute:

- On a vehicle you are allowed one (1) decorative flag, positioned at the right rear fender. As with any American flag, remove it at night—or illuminate it—and remove it in the rain.

- Get the flag off your pickup bed. Don't let it touch the ground or go horizontal on any surface. There are exceptions: military caskets or if you're the captain of an aircraft carrier you would want to paint a large flag on the deck so your pilots can identify your ship.

- You lower a flag to half-mast, not raise it. That is, raise the flag to the top, then lower it half way.

- Don't print or impress a flag on cakes, soda cans, beer mugs or anything designed for temporary use or consumption. The flag cannot be used in an advertisement or associated with a product.

The rules are spelled out in the U.S. Code, Title 36, Chapter 10. Don't fret if you have broken any rules. It's not a federal case. Okay, it is a federal case, but there are no real penalties. Relax. Just correct your mistakes and go on.

## Wisdom from Athletes

"He treat us like mens. He let us wear earrings."

—Torrin Polk, University of Houston receiver, on his football coach.

"You guys line up alphabetically by height."

—Bill Peterson, Florida State football coach.

## There Oughta NOT Be a Law

- In Florida men can be fined for wearing a strapless gown in public.

- In Colorado you may not lend your vacuum cleaner to your neighbor.

- Texans may not sell their eyes. (Perhaps a redundant law given that federal law prohibits all citizens from selling any organ.)

- It is illegal to walk across the street on your hands in Connecticut.



## Fonda Bike vs. Hopper Bike

Peter Fonda was an experienced biker and the chopper he rides in *Easy Rider* is seriously stretched and raked with apehanger bars. Dennis Hopper was a less experienced rider; his bike was less radically chopped.

## Misheard Lyrics Dept.

I want to rock 'n' roll all night, and part of every day

From "Rock and Roll all Nite," Kiss

**Real lyric:** I want to rock and roll all night, and party every day.

## Clown Control to Mao Tse-Tung

From "Space Oddity," David Bowie

**Real lyric:**

Ground control to Major Tom.

## Famous/Infamous Last Words Dept.

"That was the best ice-cream soda I've ever tasted."

—Lou Costello, before his death in 1959.

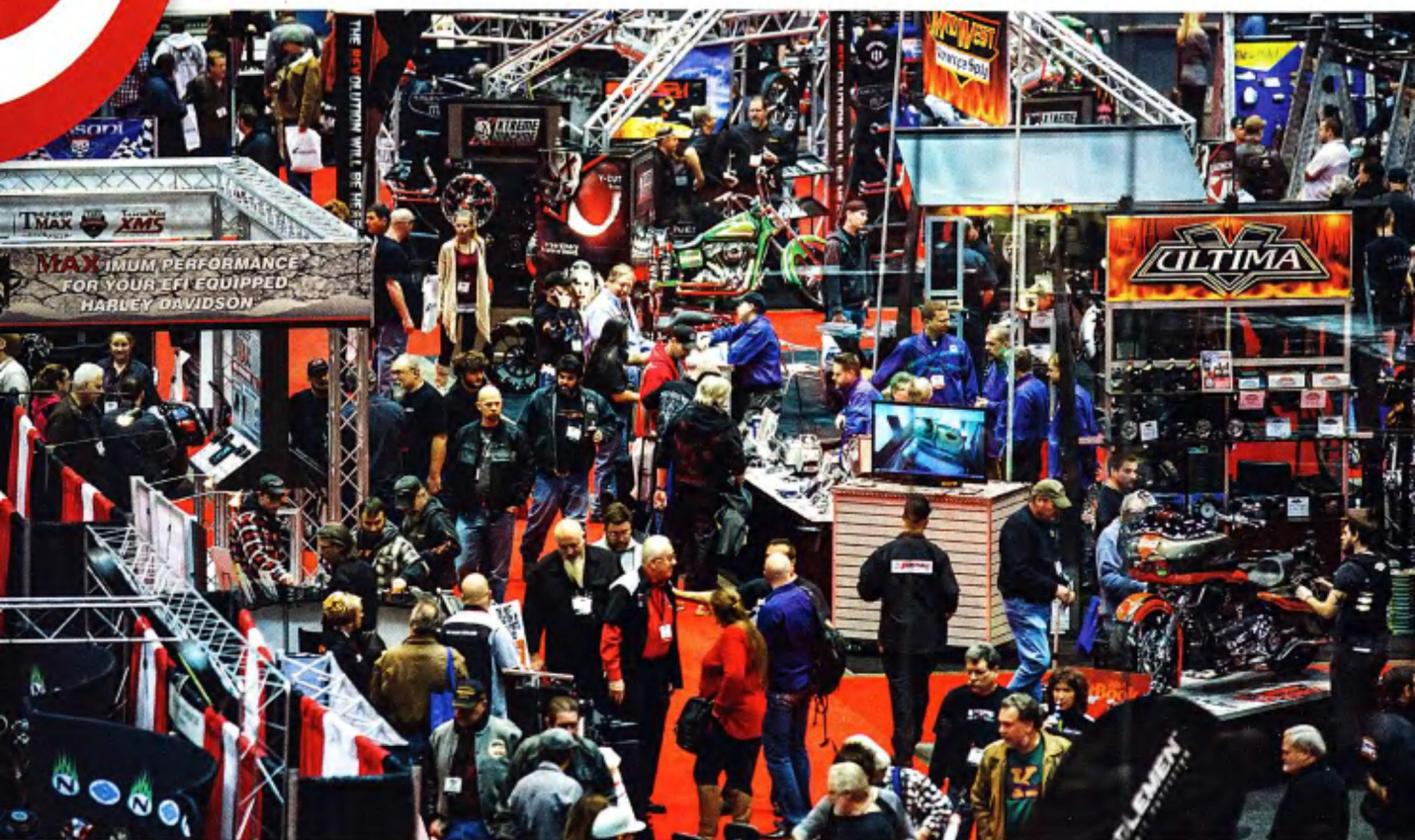


"Where's my stunt double when you need one?"

—Vince Gutierrez (left), executed in Texas in 2007.



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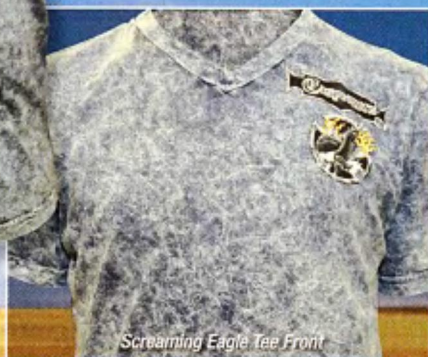


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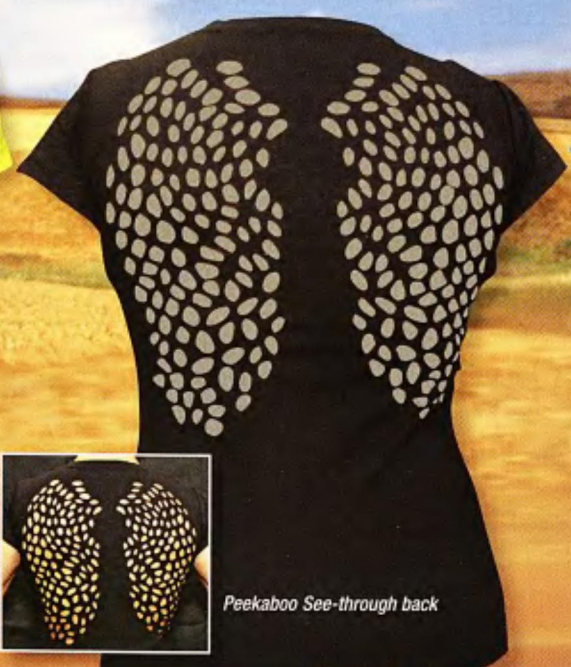
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*Peekaboo See-through back*



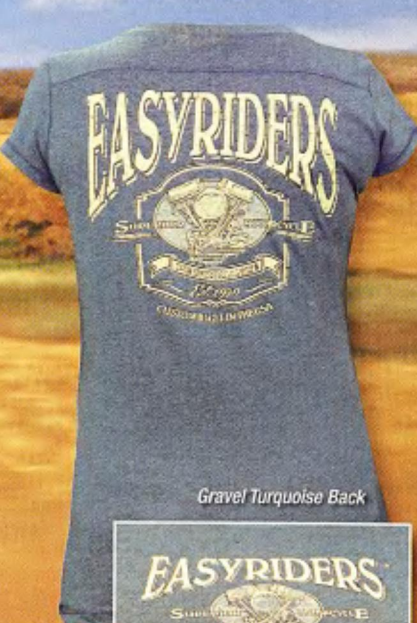
*Peekaboo Front Black*



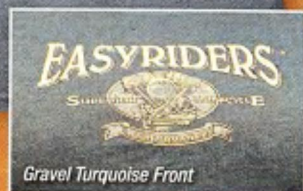
*Peekaboo Front Pink*

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## INSTALLING A SIDE-MOUNT LICENSE ASSEMBLY

### Roto-Plate Jr. From Top Down Products

Top Down Products produces some unique custom motorcycle parts, two of which are its Roto-Plate license plate mounting kits. The kits are the Roto-Plate, which includes a matching license frame that has license, running, and brake lights built in, and the Roto-Plate Jr., which mounts a standard 4x6 motorcycle license plate, without any

lights. It has an optional license frame that is fitted with LED lights to illuminate the license plate.

The Roto-Plate side-mount license plate assemblies allow you to rotate the license plate from the horizontal to a vertical mounting position, without using a wrench or removing any bolts. You simply grasp the license plate frame/mount and rotate the mounted plate on its axle bracket. The license plate mounting bracket has a permanently mounted spindle that is held in any one of six positions by a spring-loaded detent system.

We installed the Roto-Plate Jr. and its

optional lighted frame on our 2013 Softail Slim for a total cost of \$275. The Roto-Plate not only cleared our belt guard but also our swingarm bag. Installing the kit took about an hour. The one tool we had to dig for was a 1 3/4-inch socket that was needed to tighten the kit's axle nut. We initially oriented the plate in the horizontal position, but later rotated it to vertical. Either way, the completed installation looked very cool.

—Wendell Christopher

**Top Down Products**  
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**1** Our 2013 Softail Slim with the Roto-Plate Jr. installed and the license set in the vertical position.



**2** The Roto-Plate's parts are flawlessly machined and powdercoated. Everything bolted up perfectly.



**3** The kit's mounting bracket is secured to the Roto-Plate license mount with three stainless steel Allen screws, which have locking patches imbedded into their threads.

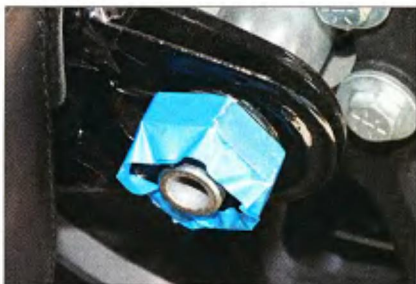


**4** The Roto-Plate mount will be fitted onto the left side of the rear axle. This requires removing the locking snap ring and axle nut.





**5** The kit's axle nut and bracket mounting adaptor; not powdercoating the mounting screws threads shows that the guys at Top Down have thought the assembly process through.



**6** To keep from scratching the axle nut, we wrapped it with masking tape.



**7** After the new axle nut was tightened, to 90 ft.-lbs., we installed the factory snap ring.



**8** The Roto-Plate adaptor is secured with four Allen screws.



**9** The Rotor-Plate mount is then attached with the included Allen bolt, which was torqued to 56 ft.-lbs.



**10** The center shaft of the Roto-Plate's hub is hollow for the license frame's wiring to run through. We spliced the license light's wires to the Slim's taillight wires.



**11** The Roto-Plate with the license in its horizontal orientation.



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Westville, IL, 217-267-7650  
Mean Street Customs  
Quincy, IL, 217-223-6326  
Ives Harley-Davidson  
Galesburg, IL, 309-342-3910  
Pony Kig Leathers  
Springfield, IL, 217-544-3774  
Poopys Inc.  
Savanna, IL, 815-273-2363  
Thriller Masters  
Chicago, IL, 773-247-5211

## INDIANA

Benson Motorcycles, Inc.  
Muncie, IN, 765-288-1817  
Rik's Sales & Service Inc.  
New Albany, IN, 812-944-1507  
Harley-Davidson Kokomo  
Kokomo, IN  
Harley Davidson of Plainfield  
Plainfield, IN  
Karl's Cycle  
Bremen, IN, 574-633-4427  
Rotten Choppers  
Jonesboro, IN, 765-517-1779

## KANSAS

Truett & Osborn Cycle  
Wichita, KS, 316-862-4781

## KENTUCKY

Angus Sicklebitters  
Sandy Hook, KY, 606-738-4445  
Dave's Custom Cycle  
Henderson, KY, 270-826-3191  
Old American MC Company  
Ashland, KY, 606-929-5574  
Wilson Cycle  
Elizabethtown, KY, 270-765-6304

## LOUISIANA

Performance Cycle  
West Monroe, LA, 318-387-7660  
Three-D Cycles  
Zachary, LA, 225-654-3410

## MASSACHUSETTS

Custom City Cycles  
Adams, MA, 413-743-4631

Midwaukee Iron  
Jamaica Plain, MA, 617-524-5452  
Motorcycle Medic  
Pittsfield, MA, 413-442-1616

## MARYLAND

Harvey's  
Towson, MD, 410-756-2567  
Victory of Southern Maryland  
Wheeler Plains, MD, 301-932-2383

## MICHIGAN

Becomes Biker Apparel  
Clarkston, MI, 248-623-6418  
C & S Sports Center  
Mt. Pleasant, MI, 989-772-5513  
C-C Cycle  
Muskegon, MI, 616-728-4153  
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Portage, MI, 269-321-0257  
Profile Performance Inc.  
Canton MI, 734-387-5880  
Syndicate Cycle  
Essenville, MI, 969-894-7912  
★ The Old Man Hog Shop  
Lincoln Park, MI, 313-955-1562  
Top End  
Burton, MI, 810-743-0100

## MINNESOTA

Bob's Cycle Supply  
St. Paul, MN, 651-482-0181  
Markato Harley-Davidson  
Markato, MN, 507-345-6977  
Outlier Customs  
Pipestone, MN, 507-825-2985

## MISSOURI

Archway International MC  
Pacific, MO, 314-385-3334  
Macs Custom V-Twin  
Wentzville, MO, 636-636-5275  
West 60 Cycle  
Neosho, MO, 417-451-8571

## MISSISSIPPI

Gemini Cycle Supply  
Horn Lake, MS, 662-280-0125

## MONTANA

Gold Rush Pawn  
Kalispell, MT, 406-257-7296

## NORTH CAROLINA

★ Easy Edges  
Mooresville, NC, 704-695-2501  
M & M Leather & Custom Cycle  
Fayetteville, NC, (910)467-6151  
★ Ron Ayers Motorsports  
Greenville, NC, 252-758-3084  
Tilly Harley-Davidson of Salisbury  
Salisbury, NC, 704-638-6044

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Butterfields Mc Parts  
Omaha, NE, 402-391-3768  
Frontier Harley-Davidson  
Lincoln, NE, 402-466-9100

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Harley-Davidson of Camden  
West Colls, NJ, 856-456-4141  
Harley-Davidson of Long Branch Inc.  
Long Branch, NJ, 732-229-8518  
Scorpion Choppers  
Freehold NJ, 732-252-9500

## NEW MEXICO

Thunderbolt Harley-Davidson  
Albuquerque, NM, 505-855-1600

## NEVADA

Las Vegas Harley-Davidson  
Las Vegas, NV, 702-876-2884

## NEW YORK

Caveman Cycles  
Brooklyn, NY, 718-597-9675  
Classic Motorcycle  
Albany, NY, 518-589-0763  
Harley-Davidson of Suffolk County  
Oakdale, NY, 631-244-9000  
Rolling Thunder Cycles  
Hempstead, NY, 516-489-0770

Southern Tier Harley-Davidson Inc.  
Binghamton, NY, 607-773-0094  
Tom McDermott Motorcycle Sales  
Fort Ann, NY, 516-746-9303

## OHIO

Bank News  
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Buckner's D&D Harley-Davidson  
Xenia, OH, 937-429-4011  
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Bayern, OH, 419-562-8931  
Dead End Cycles  
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Roper's Cycle Service  
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Upper Sandusky, OH, 419-294-4951

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BS Unlimited  
Oklahoma City, OK, 405-632-7956  
Joey's Custom Cycles  
Pryor, OK, 918-825-0219

## CANADA - ONTARIO

Rocks Harley-Davidson  
London, ON, 519-438-1450

## OREGON

Salem Harley-Davidson  
Salem, OR, 503-363-0634

## PENNSYLVANIA

Classic Harley-Davidson of Reading  
Leesport, PA, 610-916-7777  
Cycle Shop, Inc.  
Norristown, PA, 610-277-6220  
Harley-Davidson of Erie  
Erie, PA, (814)838-1356  
Motorcycle Outpost  
Cochranville, PA, 610-593-5939  
Scott Ulrich's Motorcycle Acc.  
Shomakersville, PA, 484-665-0161  
Sei Cycle  
Towndale, PA, 610-957-4647  
Winebrenner Motor Service  
Hanover, PA, 717-637-1150

## SOUTH CAROLINA

American Biker  
Ladson, SC, 843-573-0600  
Camtech Custom  
Summerville, SC, 843-552-0336  
Extreme Customs & Cycles  
Mauldin, SC, 843-953-7600  
Hartford Custom Cycles  
Aiken, SC, 803-644-4273

## TENNESSEE

Biker Rags  
Knoxville, TN, 865-693-5808  
Boosted Brads Chop Shop  
Dyersburg, TN, 731-287-7096  
Harley-Davidson of Murfreesboro  
Murfreesboro, TN, 615-849-0025

Super Cycle Inc.  
Memphis, TN, 901-725-9991  
WJ's Motorcycle Parts  
Johnson City, TN, 423-282-2515

## TEXAS

★ A Bikers Garage  
Ransome, TX, 817-491-5200  
Bill Allen Motorcycle Company  
Bryan, TX, 979-822-4294  
Dispersato Harley-Davidson  
McAllen, TX, 956-687-4646  
Grove Cycles  
Moody, TX, 254-534-0345  
Lubbock Custom MC  
Lubbock, TX, 806-745-7167  
Smitty's Cycles  
Mineral Wells, TX, 940-325-3253  
Stokers Dallas  
Dallas, TX, 214-357-0707  
The Biker Barn  
Windsor, TX, 903-365-2641  
Thunder Alley Cycles  
Joshua, TX, 817-295-0955  
Two Wheel World  
Arlington, TX, 817-261-0012  
Victoria Iron Works  
Victoria, TX, 361-585-1025

## UTAH

Hazzard County Choppers  
Ogden, UT, (801)605-3902

## VIRGINIA

Hunts Cycle Shack  
Gore, VA, 540-877-1860  
Precision Motorcycle  
Virginia Beach, VA, 757-248-6004

## WASHINGTON

Customs By Jim  
Spokane, WA, 509-532-0075  
Northwest Harley-Davidson  
Lacey, WA, 360-705-8515  
Skagit Harley-Davidson  
Burlington, WA, 360-757-1515  
Tacoma V-Twin  
Tacoma, WA, 253-472-2209

## WISCONSIN

Doc's Harley-Davidson of Shawano  
Bendall, WI, 715-756-0090  
West Bend Harley-Davidson  
West Bend, WI, 262-338-8761

## WYOMING

Flaming Gorge Harley-Davidson  
Green River, WY, 307-875-5896



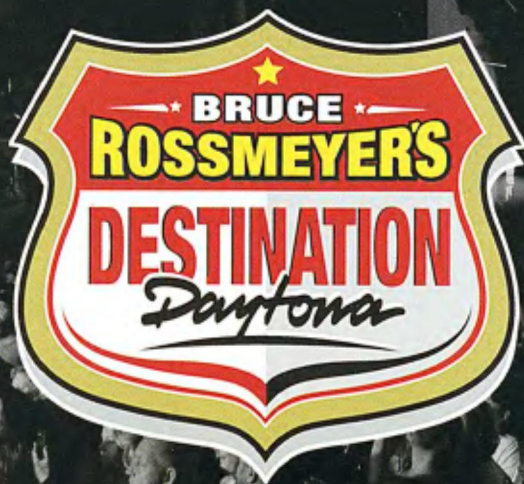
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# Biketoberfest 2014

Each year bikers from all over the globe descend on Daytona Beach, Florida, for March Bike Week. This has long been a way for bikers in the frozen northern states to run to the sun, and Daytona Bike Week marks the beginning of riding season. Similarly, Daytona Biketoberfest offers a way for riders to mark that last warm ride of autumn before winter winds howl and Harleys everywhere (except for in Florida and California) tend to be ridden less during those long winter months.









Biktoberfest is held in October each year on the weekend following Columbus Day. The official Biktoberfest 2014 dates this year were October 16-19. This run has everything you love about March Bike Week but with fewer people which makes for shorter lines, better riding, and more fun.

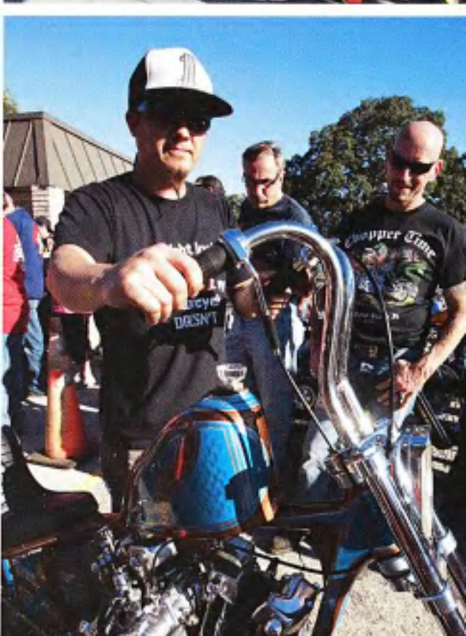
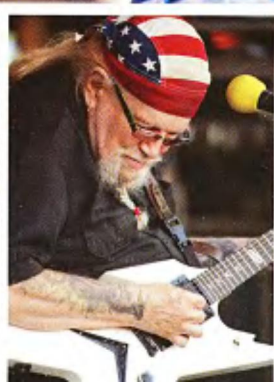
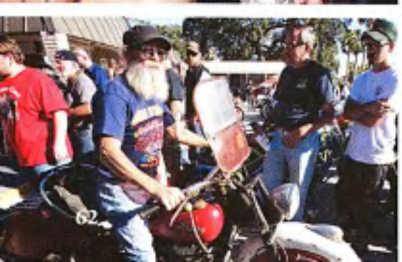
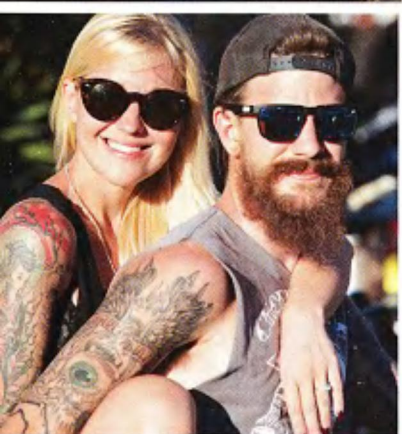
As always, there was great live music of every variety, motorcycle vendors galore, and incredible ride-in bike shows such as the one put on at Willie's Tropical Tattoo in Ormond Beach. Willie's Old School show is a blast and a must-see event in itself. Main Street and Beach Street are still great places for profilin', and Destination Daytona is like a biker-style Disneyland—a two-wheeled theme park of grand proportions.

Although we've ridden to Daytona for this last run before winter extravaganza many times over the years, our favorite places for Florida fun are still the Cabbage Patch out in Samsula, the Iron Horse Saloon in Ormond, as well as a salty ride on the beach, a frosty brew and maybe some succulent local seafood while gazing out at the awesome Atlantic Ocean.

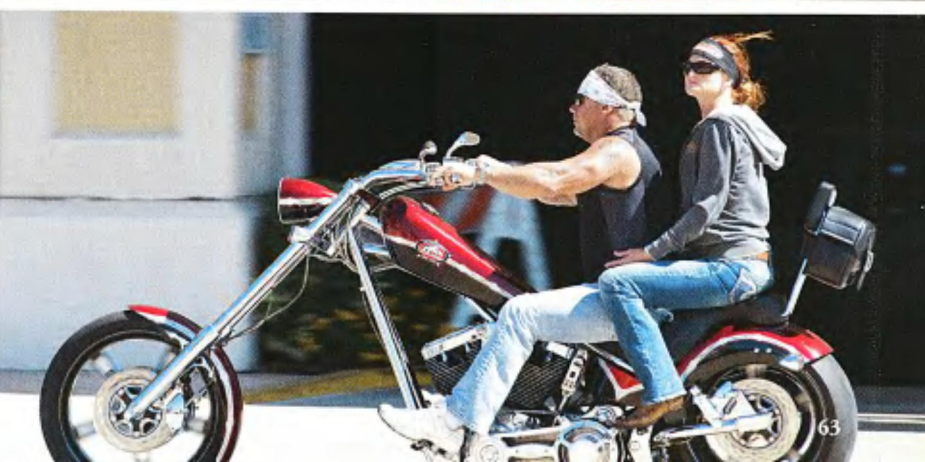
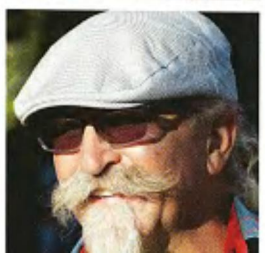
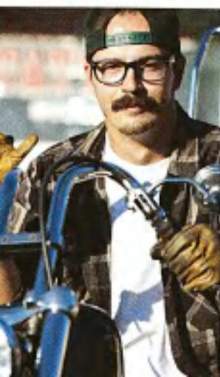
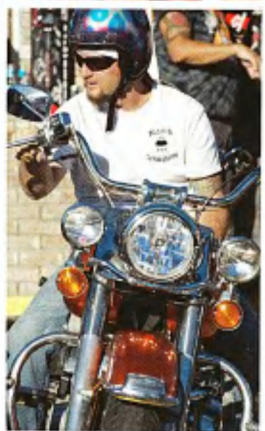
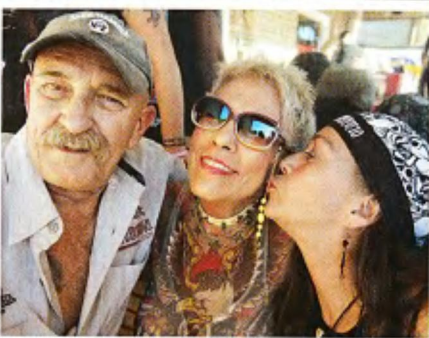
If you attended Biktoberfest this year, Michael Lichter's photos will bring back fond memories, and if you didn't, Don Rogers' kickass video in *Easyriders* Digital Edition will prime the pump to make sure you make it next October for the 24th running of this last riding hurrah before winter.

—Dave Nichols

Photos: Michael Lichter









# FoxHunt

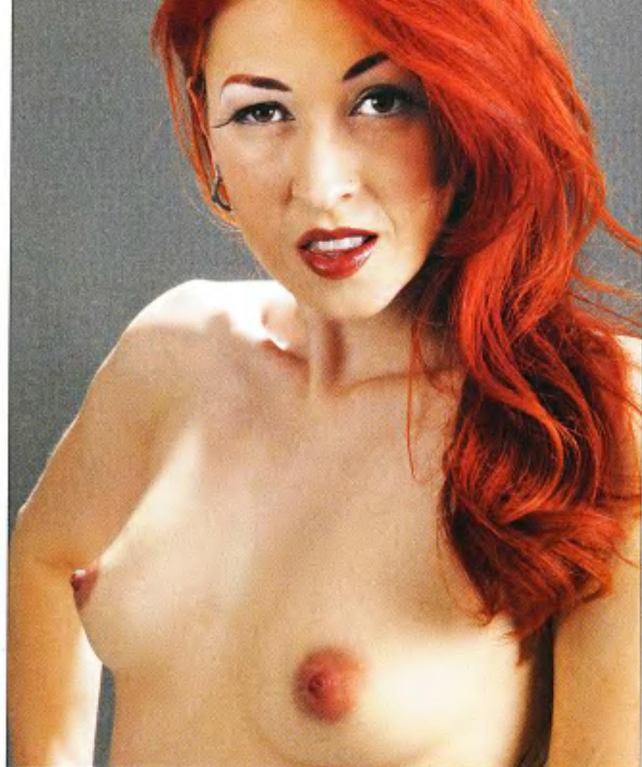
## Meet This Month's Winner!

In this month's issue, meet Crystal Farmer, a blond, damp bombshell with a tendency to explode in an orgy of violence and mayhem once a month. Turn to her feature and dig her as she flaunts her incredible curvature on Payam Noubakhsh's 2010 War Eagle.

—Captain Moosecock







#0201 Encina-Wyoming

*"My first ride on a Harley, the vibrations entered my body and shot out my crown chakra in a white light of intense sexual energy. I was also drunk as fuck, so there ya go."*



#0203 Emily-Arizona

*"My first ride on a Harley, the vibrations and feeling of power and the wind in my hair made me very happy and quite moist!"*



#0202 Dawn-Missouri

*"My first ride on a Harley was nothing short of terrifying, freeing, and exhilarating. In that very instant my life had changed, and I would forever be a Harley-Davidson rider!"*



#0204 Erika-Nevada

*"My first ride on a Harley, we rode all the way to the Vegas strip and I felt like I was flying with the city lights!"*



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 rascally rabbits. Meet dear Kylie, a tantalizing trollop from the wilds of Matteson, Illinois, where the purse nearly always matches the hat. Come back next issue and check her for ticks or we'll pour salt on your anal warts and watch you roll around like an epileptic break-dancer!

## FOX HUNT

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

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

Model's Name:

Address:

City: State: Zip:

Home Phone: ( ) Cell Phone: ( )

Date of Birth: I am years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature:

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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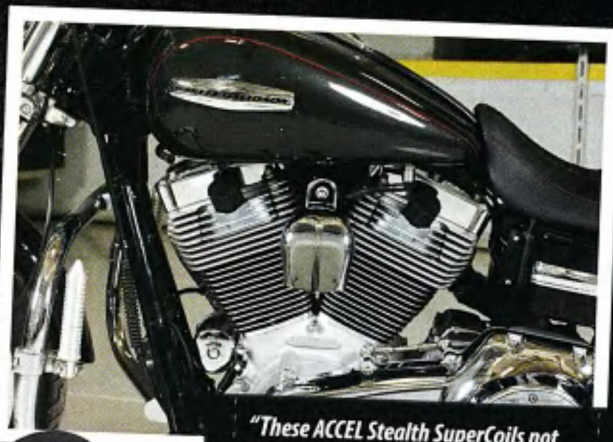
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– Thad K., Cleveland, OH

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JOHN SHOPE'S DIRTY BIRD ROAD KING

HARD CHARGER





John Shope, owner of the Phoenix-based Dirty Bird Concepts, is sitting on top of the world. Known for building fire-breathing custom baggers, he was recently named the winner of the *Biker Battleground* TV series and also won the Bagger Invitational in Sturgis.

John's bikes are known for their badass attitude, and this red Road King is certainly all that. A Canadian customer, David Rowe, commissioned this bike-build inspired by John's previous white "graffiti" bike.





"I said let me paint it Ferrari red and we'll do graffiti all over it, but instead of gang stuff, artwork that related to bikes and Dirty Bird...and then add all my new parts, put on a Pro-Charger and make it haul ass...so we did all that."

All the heavy-duty mods seen on the left side of the bike reflect the addition of the Pro-Charger system, including the primary, inter-cooler, and charger—about a 4-hour bolt-on process. With some other minor engine mods, it Dynoed out to a total of 140 horsepower, so John estimates the unit brought another 60 ponies to the game.

"Then the History Channel called me up and asked me if I had a bike for sale, so I called Dave and asked him if he wanted to sell the bike and he said to go for it," John tells us. "The History Channel took it all over the place and promoted it on the *Biker Battleground* show. Then they had a raffle and a guy, oddly enough here in Phoenix, won it, then he comes to my shop and says, 'Hey, do you want to buy the bike back?' And so it's here with me where it all started. And yeah, I'm going to sell it again...then we'll see what happens next."

Asked for a good reason someone should buy this bike, John Shope, in his usual style, says, "All's you gotta do is look at it. It's hard as nails, just a hardass bike that says I just don't care."

In addition to doing his TV series, John's also now the No. 1 ambassador for the 2015 Easyriders Bike Show Tour, attending all the shows from coast to coast and on hand to pose for pictures and sign autographs. He will be blasting your way soon. Just make sure you get out of his way.

—Paul Garson

With the Pro-Charger,  
this bagger puts out  
140 horsepower!







**Owner:** John Shope  
**City:** Phoenix, Arizona

#### **GENERAL**

**Designer:** John Shope's Dirty Bird Concepts

**Year/make:** 2009 Harley-Davidson

**Model:** Road King

**Assembly:** Dirty Bird

**Time:** 3 months

**Chroming:** Concourse Metal Finishing

#### **ENGINE**

**Year/make:** 2009 Harley-Davidson

**Builder:** Trask

**Displacement:** 107 cu. in.

**Cam:** Woods

**Ignition:** ThunderMax

**Pistons:** forged

**Heads:** Harley-Davidson, Trask

**Lifters:** Harley-Davidson

**Carb(s):** fuel injection

**Air cleaner:** Pro Charger

**Pipes:** Dirty Bird

#### **TRANSMISSION**

**Year/make:** 2009 Harley-Davidson

**Shifting:** foot

#### **PAINT**

**Painter:** Steel Vision

**Type/color:** Ferrari Red

#### **FRAME**

**Year/builder:** 2009 Harley-Davidson,  
Dirty Bird

**Type:** Road King

**Rake:** 33 degrees

**Stretch:** 2 inches

**Shocks:** Legends

#### **ACCESSORIES**

**Bars:** Dirty Bird

**Handlebar controls:** Harley-Davidson

**Fenders:** Dirty Bird

**Headlight:** Dirty Bird

**Taillight:** Dirty Bird

**Speedo:** Harley-Davidson,

Dakota Digital

**Electrics:** Harley-Davidson

**Gas tank:** Dirty Bird

**Oil tank:** Arlen Ness

**Oil system:** Harley-Davidson

**Seat:** Guy's Upholstery

**Pegs:** Dirty Bird

**Mirrors:** Eddie Trotta

**Grips:** Dirty Bird

#### **FRONT END**

**Type:** Harley-Davidson, Arlen Ness

**Extension:** none

**Builder:** Harley-Davidson

#### **WHEELS**

**Size:** 26-inch front, 16-inch rear

**Wheels:** RC Components

**Tires:** Vee Rubber front, Avon rear

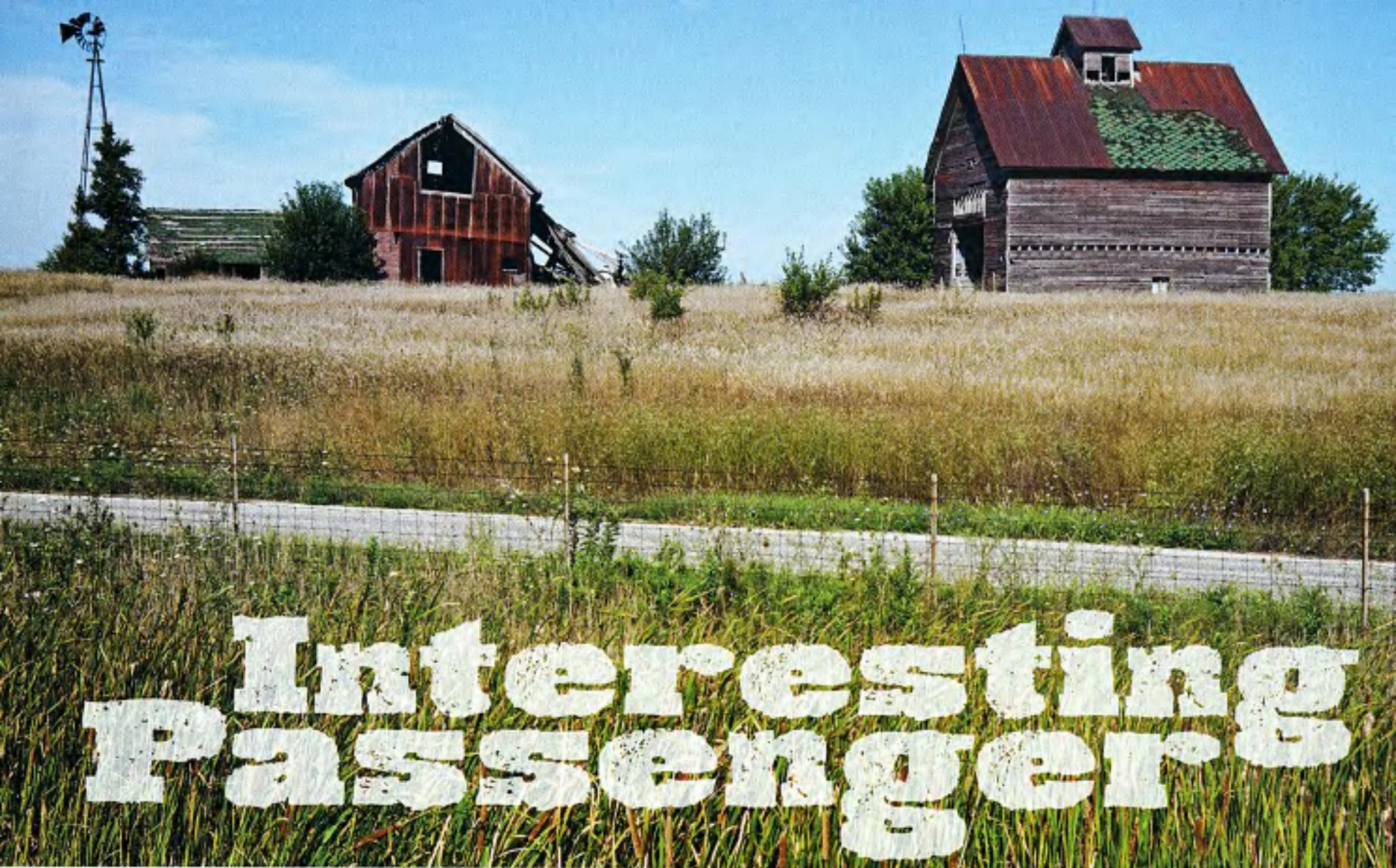
**Brakes:** RC Components

**Photos:** John Covington

**Contact:** Dirty Bird Concepts

623-465-5263 • dirtybirdconcepts.com





**H**eading west on some God-forsaken back road with busy Vera onboard wasn't quite my original plan, but ya know, it really wasn't half bad. She's not a complainer, and she seems content enough to just hang back there on the P-pad, leaned back on the tall sissybar, watching the countryside drift by. She swears she's had at least two orgasms due to the extreme vibration of the 80-inch shovelhead, and I have no reason to doubt her. She's nothing if not horny, and she can hold an intelligent conversation, so for the time being, all is well.

I'm a thoughtful enough guy; I let another four pounds of air outta my rear Avon to give us both a little suspension. We needed it after cruising Interstates that are under perpetual construction for some reason or other. Ridin' over metal plates and uneven ground on a hardtail isn't as easy as it used to be. Never a gripe from Vera, though. She's not fat, but she isn't exactly a runway model either and it's kinda nice to have some weight back there, sort of gives me a little bounce on the hard bumps. Between the tire compression, frame

flex, and being able to lean back against Vera's huge boobs, the ride was pretty damned comfy actually. It's downright relaxin' to watch the world drift by while listening to the steady thump of my trusty Hawg.

Three months ago I was broke and my shovel was blowin' smoke like a diesel tug with a hard harbor push to contend with. I pulled off the highway lookin' for some work as a farm hand, mechanic, hay-tosser or whatever. I ended up with a bit of work and a place to stay. Vera was one of three farmer's daughters who cooked, fed the hired hands, and played cards into the wee hours, and we hit it off just fine. The owner of the spread, Tom Herly, more or less warned us boys that it was "hands off" when it came to the girls, and I swear I tried like hell to honor his wishes, but Vera made things pretty hard in that department—double entendre intended.

One warm evening I was drifting off in my cot while watching the midnight stars twinklin' through the shrunken barn slats. Suddenly, with no sound or any warning, I felt warm breath on my

ear, breath that smelled like rye whiskey. Vera's natural honey blond hair fell across my face as she nibbled my ear and whispered, "Follow me." She grabbed my hand with her sweaty paw, and then led me over to a corner of the barn where a tiny flashlight was standin' on end, struggling to light the scene.

That night I had my first literal roll in the hay—the first of many. I could say I felt like a dishonorable heel for breaking my promise to Tom, but truth be told, I didn't feel the least bit guilty. There wasn't any time for that. Between farm hand work all day, rebuilding my shovel 'til the wee hours as money allowed, and rolling in the hay, there was no time for guilt or remorse.

One evening as Vera and I lay in the hay pile, with the faint smell of horse shit and barn cat pee wafting around us, she hit me with it. "I have over eight thousand dollars in cash saved up," she said in a breathy whisper as she gently ran her foot along my inner thigh. I knew what was coming next. "I've always wanted to see the good old USA from the back of a Harley. I'm not gettin' any younger, or prettier, so I figure



maybe this is my one chance, if your amenable, Mick."

DAMN, it all comes with conditions. Every good thing in life seems to have a friggin' anchor attached, now, doesn't it? I mean she was a damned pretty anchor, skilled, eager, and super busty, but I'm a loner. I've always gone where I pleased, when I pleased, at least as long as my trusty shovel and the law said I could. This would throw a wrench into that lifestyle. Yet, I thought to myself, eight grand, pouty pink lips, blue eyes, and enormous jugs are a plus. I weighed my options right then and there. I decided to say "what the hell" and try it for a while. I could always buy the girl a bus ticket and send her packin' if things turned to shit. "If you're willin' to toss me a couple grand to finish up the bike, I'll pack ya behind me for a few. We'll play the whole thing by ear. That good for ya?"

"Hell yeah, and I'll make it worth your while." She kissed me quick and hard. So hard I swallowed her Tic Tac. Then she got up, grabbed her little flashlight, and split. I strolled on over to my cot and fell asleep to the screech of the barn owl that shared my temporary digs.

Over the next few weeks I worked in the fields, welded up broken equipment, and ate big, hearty meals. The other hands noticed my extra portions and grumbled in a mixture of Spanish and English while grinnin' at me and glancing over at Vera. She would stand over the stove wearing nothing but a well-worn housedress and, as she flipped flapjacks and poked sausages, her prominent, round ass, would move enticingly, with almost perfect rhythm beneath the thin fabric. Yeah, this all just might be a good idea after all.

With the money Vera pitched in and my sweat wages, I was able to order a pretty decent Paughco frame and nestled my rebuilt shovel in it. I sent my beat, hard shiftin' tranny off to Baker and got back a six into four that shifts like butter. I rattle canned the old bitch, put her together, and wrung her out on Kansas back roads 'til I'd worked the bugs out.

I pulled into the barn after the last shakedown run, on a drizzly Friday afternoon, and shut her down. Vera was standin' there in the middle of the barn

with a small carpet bag in her hand, wearin' some torn Daisy Dukes, a denim shirt tied up under her ample melons, and a pair of engineer boots. "Ya know that P-pad is all you'll be sittin' on for hundreds of miles a day," I warned her.

"That's just fine by me, Mick. As long as the wheels are rollin' all day and you make room for me in your sleepin' bag all night. I'll be the best damned passenger you ever had. I promise." I had heard that line before, a few times in the past, but I had to give this deal a chance. Besides, it gets lonely out there on the highway sometimes, and I was damned tired of shiverin' in my tent in the early mornin' hours.

I strapped my pack, her carpet bag, and my tent to the sissybar, kicked over my now tight and smoke-free old shovel, spun the bitch around in the barn mud, and stopped to let Vera mount up. She tucked in tight and perfect back there, and we headed down the muddy farm lane for the Interstates and back roads of the good ol' USA.

I aimed my 21-inch front wheel north and then west; we had a pile of cash, a good runnin' scooter, and Sturgis just happened to be on the way. I figured I'd introduce Vera to the world of bikers and mayhem the right way. As far as I'm concerned, there is no better way than Sturgis, especially since the old timers seem to be making their way back. I was sure they'd appreciate Vera in a wet T-shirt. I knew I certainly would.

But for the moment I was content to lay back in my rolling easy chair, holding the grip steady at eighty, while my left elbow rested on Vera's sexy knee. We headed straight west and watched the orange eyebrow of a sun begin to disappear below the horizon, casting its last few welcoming rays skyward, to turn the clouds purple and the sky pink.

"Isn't it beautiful?" came a breathy whisper in my right ear. I didn't know if she was talkin' about the sunset or about the whole damned biker lifestyle.

I just smiled and thought *It sure as hell is, honey, it sure as hell is.*

—Z. Jaki

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**A**rmy Ranger Payam Nourbakhsh is an American hero who takes his job of defending our freedom around the world very seriously. When he picked up this second-time-around version of his stunning bike formerly known as "Stray Dog" from Boosted Brad's, he thought it was perfect timing to blow off a little steam. After riding for more than 90 minutes, Payam stopped for gas and met some local law enforcement types who knew Boosted Brad's shop.

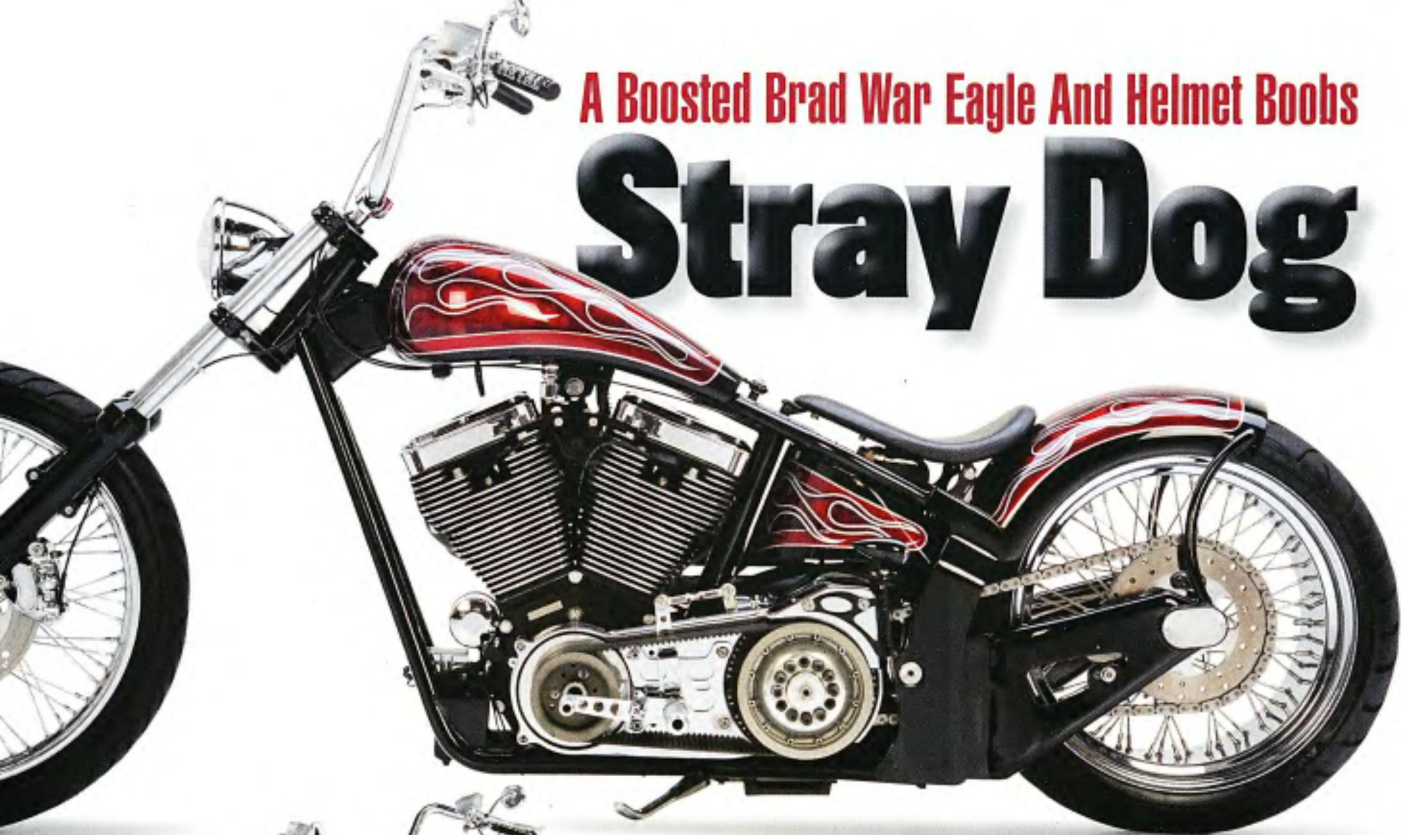
The square bore and stroke of the S&S 111-inch engine makes this scary ride silky smooth.





A Boosted Brad War Eagle And Helmet Boobs

# Stray Dog



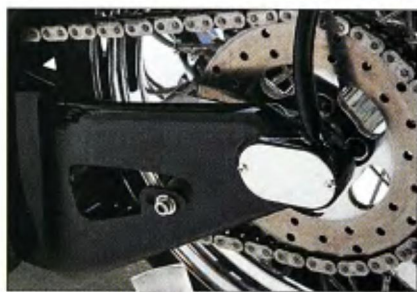


He convinced the constabulary to call the shop and untruthfully report the "bad news" that Payam had been chased at high speed, ditched the bike, and then made a run for it. They said he was holed up nearby in a wooded area. Everyone howled after Payam let them off the hook.

Originally an *Easyriders* Crafty Custom contest finalist, Payam bought Stray Dog a couple of years back. A cage turned left in from of him, and he brought it back to Boosted Brad's. "It was skinned up pretty good," Brad told us. However, from the looks of these results and the smile on Payam's face,

we would have to agree that this Stray Dog benefited by going back home.

When he brought in the busted bike, Payam was ready to take it to the next level. Boosted Brad's top tech Brian Davison began with a full tear down, and began shaving off tabs and smoothing everything. After Brad created the fabulously long tank, the decision was made that this version of Stray Dog would not only look better, it would ride, handle, and accelerate as if having learned more than a few new tricks. The addition of Legends Air ride, a wider and deeper seat pan, handmade custom fitted mid controls, and a 6-speed gearbox were essential. The square bore and stroke of the S&S 111-inch engine makes this scary ride silky smooth. Brad is especially proud of the pipes because







The statement here  
is clear:  
"Helmet Laws Suck!"

they make it look like it is doing 90 even while parked.

But there's another story to add to this bike feature. The big boss around here wanted to create a special cover for our 500th issue of *Easyriders* and asked expert photographer Don Rogers to shoot this month's Fox Hunt winner, the curvaceous Crystal, with some very unusual melon covers. Since this issue takes a look at the role *Easyriders* has played in every biker's right to ride helmet free, we had Don create the ultimate helmet bra, and being a very good sport, Crystal donned the beanie boob covers to perfection! The statement here is clear: "Helmet Laws Suck!"

—Cheese



**Owner:** Payam Nourbakhsh

**City:** Columbus, Georgia

#### GENERAL

**Fabrication:** Boosted Brad's

**Year/make:** 2010 War Eagle

**Assembly:** Brian of Boosted Brad's

**Time:** 18 months

**Chroming:** Chromemasters

#### ENGINE

**Year/make:** 2014 S&S

**Rebuilder:** Boosted Brad's

**Displacement:** 111 cubic inches

**Lower end:** S&S

**Ignition:** S&S

**Pistons:** S&S

**Heads:** S&S

**Cam:** S&S

**Lifters:** S&S

**Carburetor:** S&S

**Air Cleaner:** velocity stack

**Pipes:** Boosted Brad's

#### TRANSMISSION

**Year/make:** 2014 Boosted Brad's

**Paint:** Boosted Brad's

**Color/Type:** House of Kolor/  
black, Kandy Red

**Special paint:** Boosted Brad's

#### FRAME

**Year/make:** 2008 War Eagle

**Type:** hidden-shock

**Shocks:** Legend Air Ride

#### ACCESSORIES

**Bars:** 12-inch apes

**Handlebar controls:** Brembo

**Fender:** Boosted Brad's

**Headlight:** Arlen Ness

**Taillight:** Billet teardrop

**Pegs:** Boosted Brad's

**Electrics:** Brian of Boosted Brad's

**Gas tank:** Boosted Brad's

**Oil tank:** War Eagle

**Oil System:** S&S

**Primary:** BDL

**Seat:** James Carter

**Mirrors:** Boosted Brad's

**Grips:** Boosted Brad's Death Metal

#### FRONT END

**Type:** Wide Glide

**Builder:** Brian of Boosted Brad's

#### WHEELS

**Hub:** CCI

**Size:** 21-inch front, 18-inch rear

**Tires:** Avon

**Brakes:** Harley-Davidson front,  
Exile rear

**Photos:** Don Rogers  
**Contact:** Boosted Brad's  
boostedbrad.com



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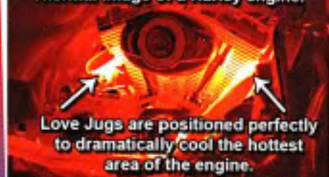
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Thermal Image of a Harley engine.



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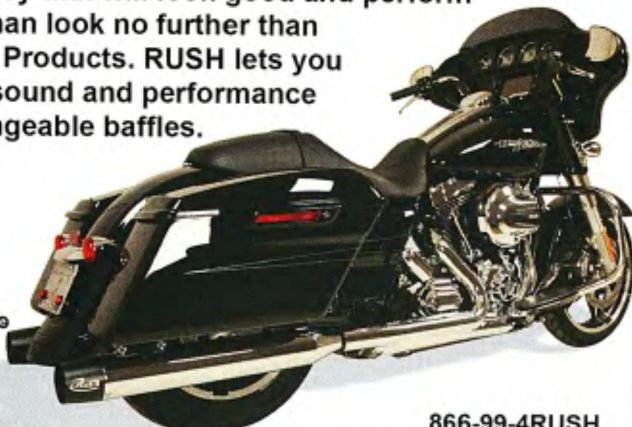


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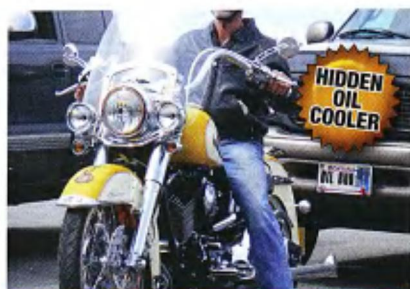
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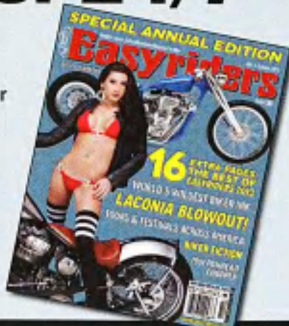
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# ReadersRides

## **Bob Klinger** **Philadelphia, Pennsylvania** **1953 Panhead**

Always having known he wanted a panhead, Bob says he started looking through Craigslist for one that might be for sale—and not a complete piece of crap. Which seemed to be a lot more difficult than one might think. “Some were phishing scams,” he says, “and others were way overpriced.”

Then he found this 1953 panhead, but it didn't look anything like this, of course; it looked more like it had come straight out of the 1970s. “With a period-correct purple-to-yellow fade paint job and molded frame with about a dozen cracks,

I couldn't tell if it was just the bondo that was cracked or the frame itself,” Bob says.

Because things are often worse than they appear, Bob spent untold hours taking the bike apart, throwing unusable parts away, and going to swap meets and the like to find replacement parts. “I knew the motor and transmission were in good shape,” he says, “but I had to order a new frame from J&P Cycles, for instance.”

Once the frame was painted, the decrepit front end had to be rebuilt, engine and tranny were installed, and the bike slowly took shape. It took Bob 2 years in total, but thanks to his wife Jeanne's patience, his daughter Cherie's support, his

son-in-law Chuck's advice, and his nephew Ken's help with the electrics, the final product is a beauty to behold and a testament to the fact that even Craigslist can't hold a good man down.

—Tripper





**Anthony Colvario**  
**Winthrop, Massachusetts**  
**1984 Wide Glide**

How often do you hear the phrase that something "is not your father's" Oldsmobile, root beer, or whatever, as if something your father once enjoyed ought to be frowned upon and maybe even tossed in the trash like yesterday's newspaper—if they still had newspapers these days.

Anthony, on the other hand, is proud to be riding "My Dad's old Wide Glide," an 1984 FXWG that's more or less bone stock. "He bought the bike brand new in late 1983 and rode it until he passed away in 2003 of cancer," says Tony who also sent us documented proof (not seen here) that even back then, a much younger Tony was already proud of just being able to sit on Dad's old bike.

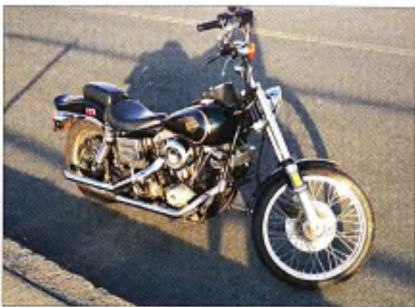
Nowadays he actually rides it and adds that he's kept the bike all original, doing so to honor his father. "The only changes that were made were the pipes, the kicker pedal, and the carb," he says. "Even the paint is all original."

Tony adds that his dad loved

Photos: Owner

*Easyriders*, so this seems like a befitting tribute to a man who had the foresight of bequeathing his son something he could be proud of calling "my dad's old." Most of us just inherit Dad's old DNA—and even that can be questionable at times.

—Tripper



# Comin' At Ya



**T**he amazing March issue of *Easyriders* (No. 501) takes you to all the two-wheeled gamblin' fun of Las Vegas BikeFest. Also,

ride with us to the June Bug Boogie for an old-fashioned biker hoedown.

Custom bike features will include every type of moto masterpiece, from our *Easyriders* Sweepstakes Camtech Bagger to Phillip Cannon's crazy Loose Cannon Custom. Check out T.D. Ward's Rods & Rides shovel, Yolo County Choppers' wild knuckle, and backyard builder Dave Lewis's long Evo chopper.

We'll visit Paul Stafford, an Oregon pin-striper and artist who still does it the old-school way, we'll bring you some tasty tech you can really use, and also unleash another crazy work of biker fiction by Z. Jakl. And did we mention we're adding 16 pages of Classic Hal Robinson drawings and cartoons to make this issue a collector's edition?

All this plus a bunch of bouncin' boobies, kickass humor, and rowdy good times are rippin' up the asphalt in the Mad March issue of *Easyriders*!

On sale January 20



**T**he sensational February issue of *V-Twin* (No. 167) 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 27



**W**rench (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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## Bizarre Bike of the Month





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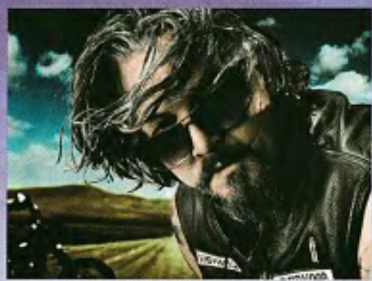
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