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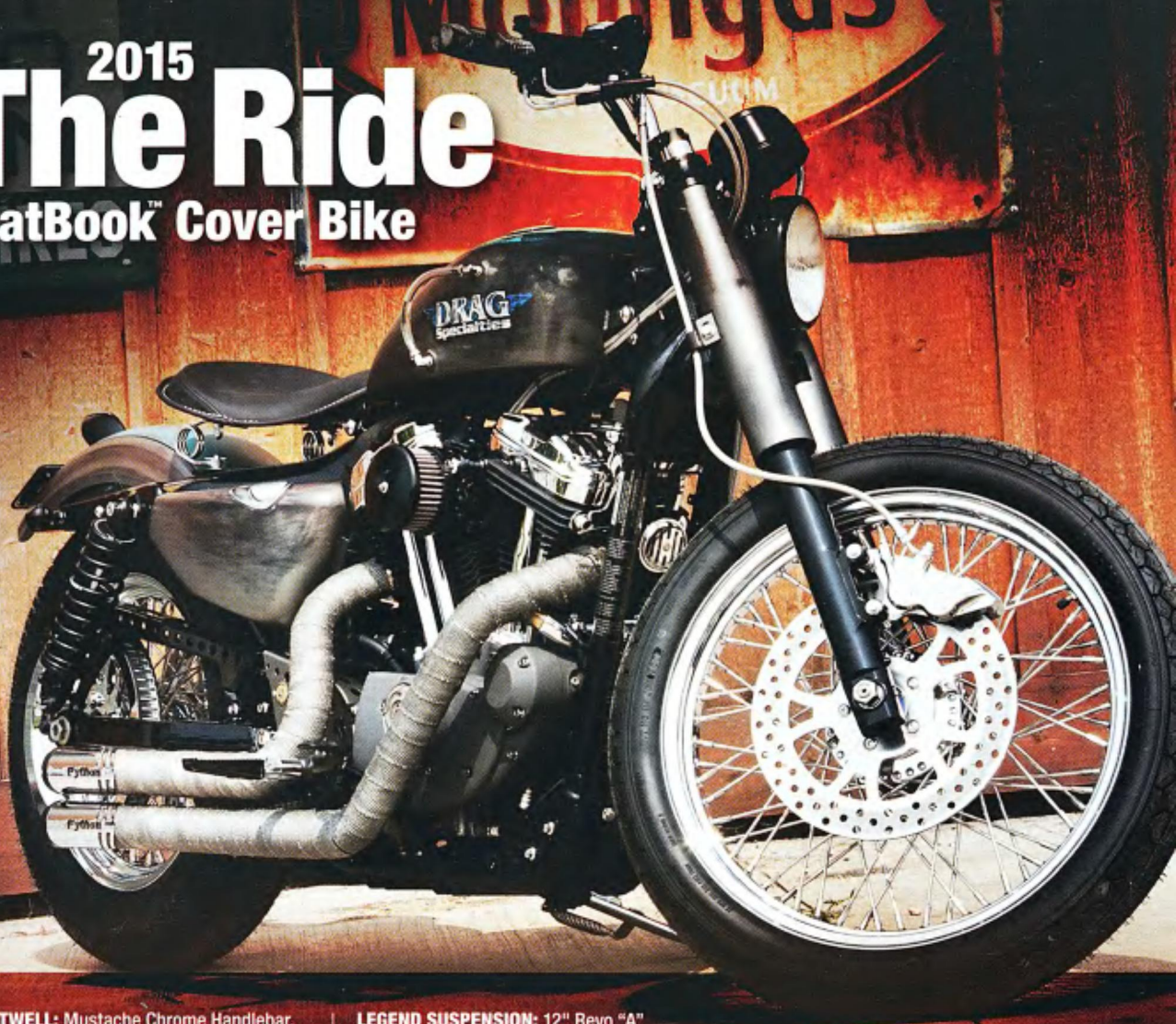
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We love hearing from you!
Please send your questions or comments
to the editor at dnichols@easyriders.net

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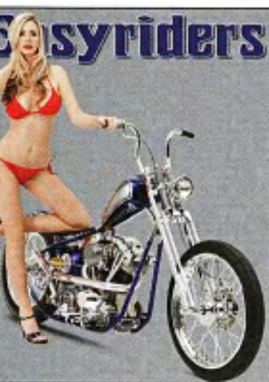
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ON THE COVER: Kurt Wohldman's 2012 Motorrad shovelhead and lovely Leanna shot by Don Rogers.
Cover imaging by Jeff Biggs.

Nosy Leech

A woman went on a backpacking trip in Asia, and when she returned, her nose was bothering her. It turned out to be a leech residing in her nasal cavity. It poked partway out several times, but she had sniffed it back up, assuming it was a nosebleed clot. When she finally saw a doctor, the peek-a-boo leech was grabbed with some tweezers, thus ending its nose hibernation.

Bicker, Bicker, Bicker

A woman called 911 fearing she was having a stroke as she was experiencing left-side numbness. A crew promptly arrived and administered oxygen. However, the two crew members began bickering while their passenger in the ambulance waited to be taken to the hospital. The woman became so frustrated that she eventually got out, walked to a Metro station, and took a train to the VA hospital.

Just Wanted A Thank You

A man in France was sentenced to prison for 10 months for harassing his ex-girlfriend with a total of 21,807 phone calls and texts over the 10 months following their split (an average of 73 a day). He insisted he just wanted her to thank him for the carpentry work he had done on her apartment.

Too Short?

Sometimes size matters. A court in Germany ordered a medical examination of the manhood of a man to help decide a criminal charge of exhibitionism. The man's wife had testified that his organ was "too short to hang out of his trousers" as claimed by the victim of the flashing. The judge asked a local health official to take an exact measurement.

Gotta Have That Shot

Police in France were contemplating charges against an anesthetist after a patient died from an improperly placed breathing tube. The anesthetist,

appearing inebriated, said that she requires vodka so that she doesn't "shake" when she works.

Over The Top

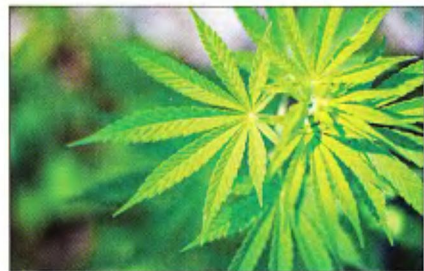
A preacher was making over-the-top statements about women. Among the most striking were those expressing certainty that women exist solely to support men. A man's penis "is not your (personal) penis," the preacher wrote. "Ultimately, God created you, and it is his penis. Knowing that his penis would need a home . . . God created a woman who makes a very nice home." He added, helpfully, "But though you may believe your hand is shaped like a home, it is not."

More Than One Way To Thaw

A restaurant in San Francisco was caught on video showing an employee banging large slabs of frozen meat on the sidewalk. The manager said it was an attempt to defrost them. A reporter, visiting the sidewalk area on the video, found it covered in "blackened gum, cigarette butts, and foot-tracked bacteria." The manager said the worker had been fired and the meat discarded.

A Give-Away Scent

Police intercepted a shipment of 30 pounds of marijuana that had been loosely packaged and shipped from California by U.S. mail. Having summoned the department's K-9 unit, the police chief told a TV station that the scent of the packages was so strong "the dog kind of looked at us (as if to say), 'Do you really need me for this?'"



An Unsuccessful Robbery

Having broken into a coffee house and stealing the store's ATM by dragging it behind their truck two men were arrested. With the help of a witness—and due to the gouge marks in the street running from the coffee house directly to the nearby residence of the men—police were able to nab the two.

Bat Bombs

A Pennsylvania dentist/inventor heard about the attack on Pearl Harbor. He knew exactly how to get back at the Japanese—bat bombs. He planned to destroy entire Japanese cities by strapping tiny incendiary devices to bats, reasoning that they would penetrate every nook and cranny. His crackpot scheme was not dismissed out of hand. Far from it. In fact, it was taken up with some enthusiasm by the president's advisors who said, "This man is not a nut." By 1943, the U.S. Army was conducting serious tests. Thousands of bats were captured with nets and placed in ice cube trays and cooled so that they would be in hibernation mode when shipped overseas. But the test didn't go exactly to plan. On one occasion a few of the bats were released accidentally and managed to destroy a hangar and a general's car, so more work was needed. The Marine Corps took over the program, but after 30 demonstrations and \$2 million spent, the project was cancelled as someone in high office decided that an atomic bomb might just be more effective.

Mobile Phone Theft A No No

In India, a group of student doctors cornered, beat, maimed, and eventually killed a man they suspected of rummaging through their belongings and stealing their mobile phones. Some of the enraged medical students slashed the man's genitals before leaving him to die.

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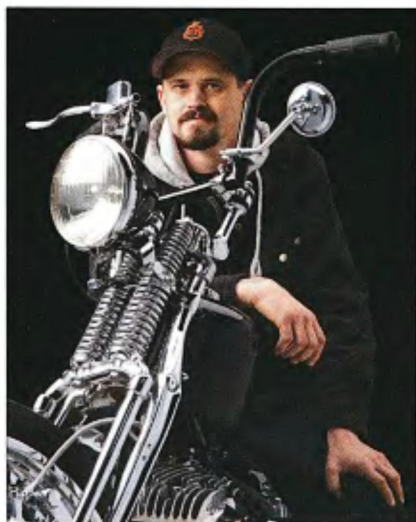


Flathead Fever

Just off the Feather River in Yuba City, California, you'll find a little family-owned bike shop called Old-Stf. The "old" refers to the kinds of bikes they prefer to build, while the "stf" tells you about their business ethics: they do things from start to finish.

The shop is owned and run by Rick and Mike Pilaczynski, a father and son team, and this little bobber with a 1957 45 G engine serving as its power plant is just the kind of cool stuff they like to butter their bread with.

Enter Gary Goodson (right), the owner of this beauty. Gary lives across the river from the shop and has two other 45s, one being an old Servi-Car that Mike and his crew had modified a



bit, so Gary decided to come back with an idea of having them build him a two-wheeler from scratch. As luck would have it, Mike just happened to have "a couple of those motors lying around," and the project was on.

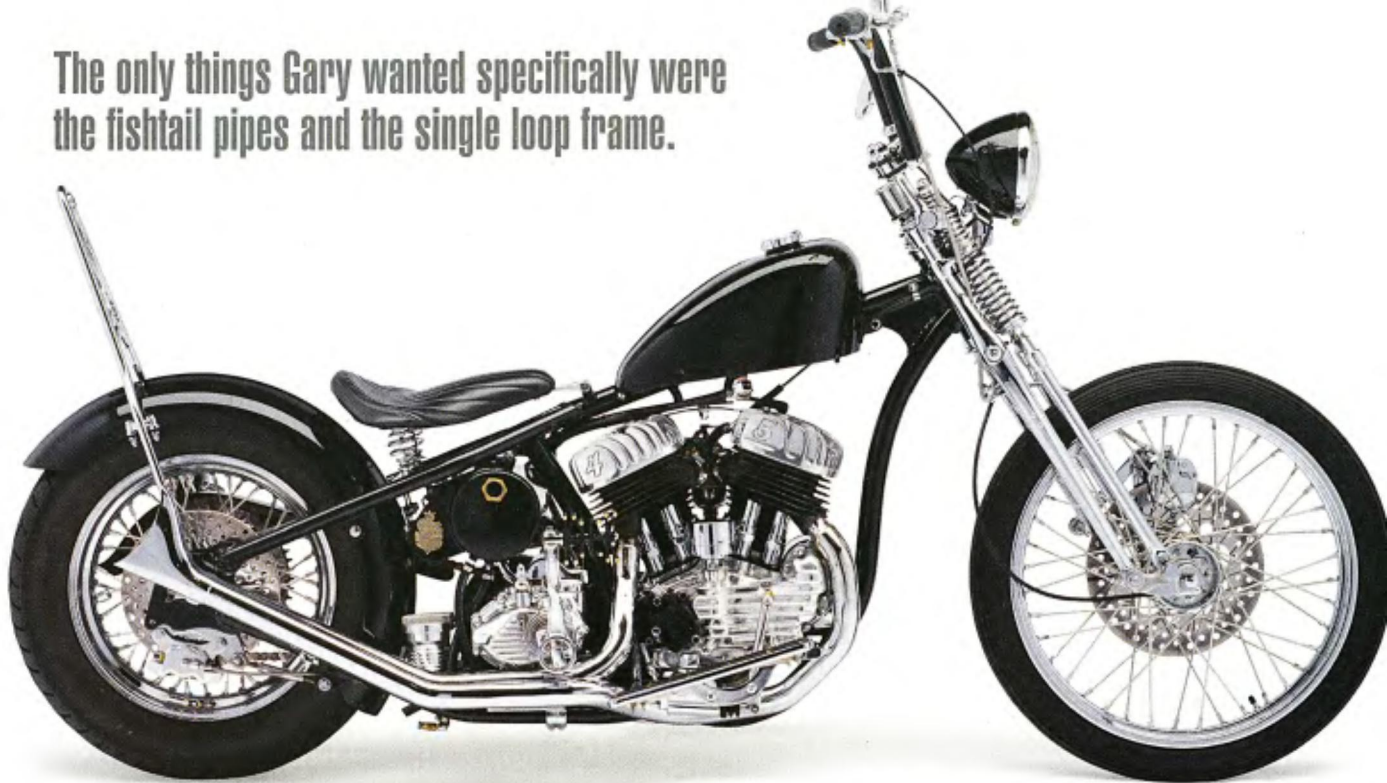
The only things Gary wanted specifically were the fishtail pipes and the single loop frame, but other than that, Mike was pretty much on his own, he says. "I bought the frame from Paugcho. I didn't have to do much to the frame other than change the top motor mount and rework a few minor things," he explains.

It was the same story with the pipes. Mike bought a set of Paugcho pipes and reworked them.

As luck would have it,
Mike just happened to
have "a couple of those
motors lying around".



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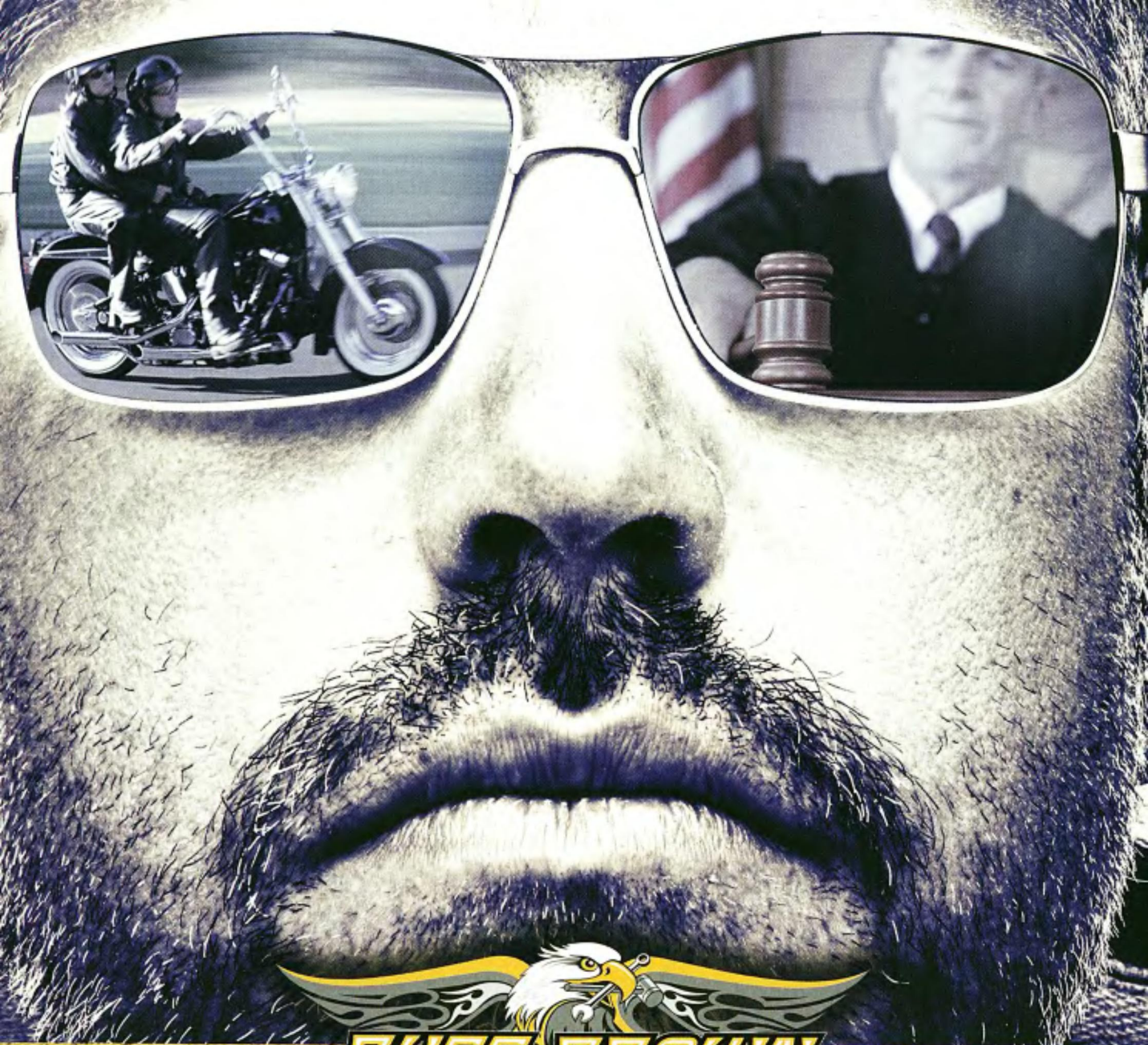
"The biggest problem was that Gary wanted floorboards, so I handmade all the mounts for the controls because the frame wasn't built for having all those controls on it," he adds.

Most everything Mike made is 5/8-inch round and from the same material so the whole bike would have a cohesive look to it. The brass tips on the foot controls are a particularly nice touch, as is the little speedo. "Gary wanted a speedometer on the bike, but I didn't like that idea too much, so I tried to hide it underneath the handlebars," Mike says.

Mike also modified the seat pan and built a bracket for the vintage taillight, and one more thing he just "happened to have lying around" was the air filter, which is a one-year-only off a 1935 Harley VLD big twin flathead.

What he didn't modify, he fabricated from scratch, like the sisseybar with the twisted rod down the middle. He also made the kicker arm with the twisted connecting rod. Some of the parts you see here, like the very cool looking kicker pedal, can be bought online at www.old-stf.com or from various distributors, like Paughco or Mid-USA. "We've got 24 part numbers right now," Mike says. "We still build bikes, too, but only one or two a year."

—Red Baron




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Owner: Gary Goodson
City: Yuba City, California

GENERAL

Fabrication: owner
Year/make: 1957 Harley-Davidson
Model: G
Assembly: OLD-STF
Time: 12 months
Chroming: Johnny Ray

ENGINE

Year/make: 1957 G
Rebuilder: Garry Copeland
Ignition: Distributor Auto
Displacement: 45 cu. in.
Lower end: Harley-Davidson
Balancing: Copeland
Pistons: Eastern
Heads: Harley-Davidson aluminum
Cam: WLRD
Lifters: Harley-Davidson
Carb(s): linkert
Air Cleaner: 1935 Harley-Davidson

Pipes: Old-Stf, Paughco

TRANSMISSION

Year: 1960s
Modifications: Gary Bang cover
Shifting: jockey

PAINT

Painter: Rudy's Body Shop
Type/color: PPG/black

FRAME

Year: who knows?
Builder: Paughco
Type: 45 4-speed
Rake: 30 degrees
Stretch: none
Shocks: none

ACCESSORIES

Bars: Old-Stf
Handlebar controls: Kustom Tech
Fender(s): Old-Stf
Headlight: Cycle Ray
Taillight: vintage, Old-Stf
Speedo: mini
Pegs: Old-Stf
Electrics: there
Gas tank: Old-Stf
Oil tank: Paughco
Primary cover: Old-Stf
Seat: Biltwell
Mirrors: 3-inchers
Grips: Avon

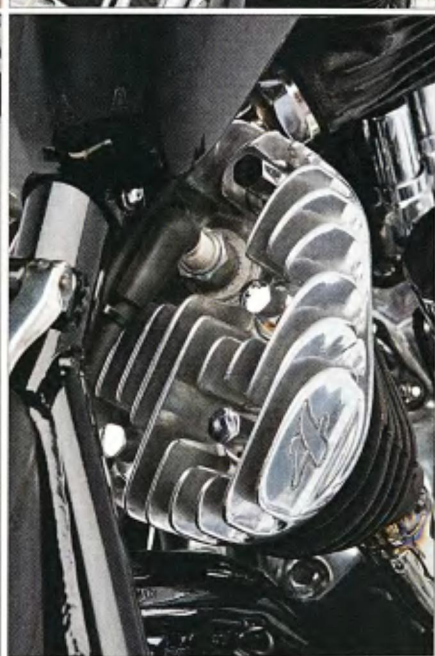
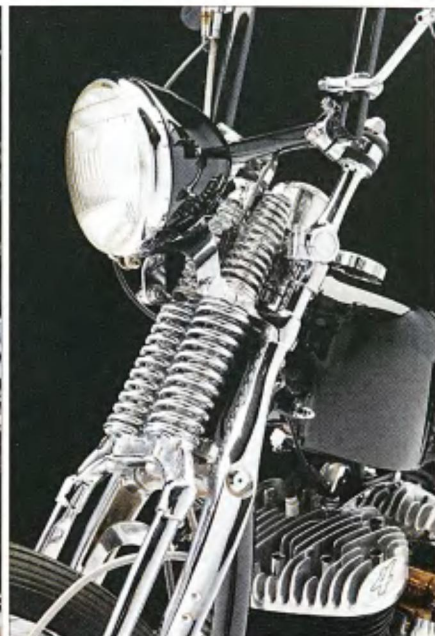
FORKS

Type: Springer
Extension: none
Builder: V-Twin

WHEELS

Size: 21-inch front, 16-inch rear
Hub: star front, flange rear
Tires: Avon front, Metzeler rear
Brake: disc

Photos: Michael Lichter





Dennis Kirk

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MISSOURI BIKERS YEAR FOR FREEDOM

Newly elected Representative Shane Roden recently filed a bill to amend the Missouri helmet law so that only minors and those with learner's permits will be required to wear a helmet.

Current Missouri law states that all riders have to wear a helmet or face a \$25 fine. While Roden is new to the legislature, the push to expand freedom to Missouri motorcyclists is not; several attempts have been made in recent years, but unfortunately none have made it to the Senate floor.

Missouri is one of 19 states that require helmets for all riders. Neighboring states, such as Oklahoma and Kansas allow riders over 18 the right to choose, and Arkansas motorcyclists over 21 are also afforded the measure of freedom. Perhaps 2015 will be the year that the Show Me State breathes free on this issue.

Source: The Associated Press

THOUGHTS ON LANE SHARING

Motorcycle Safety Consultant Steve Guderian has compiled a new white paper entitled Lane Sharing As A Motorcycle Rider Safety Practice; A Further Evaluation. The paper is a study compiled primarily from data collected in California (the only U.S. state that currently allows the practice of lane sharing.)

In the way of a resume, Guderian is a former motor officer and collision investigator with the Ontario, California, police department, who has also worked for NHTSA. Additionally, he has

served as a rider coach for the California Motorcycle Safety Program. Currently, he is a Transportation Safety Specialist working for the San Francisco Municipal Transportation Agency.

In his conclusion, Guderian compares safety data and finds that lane sharing works by helping riders avoid high-probability collision situations by placing him alongside cars rather than in the conflict zone directly behind the vehicle. He estimates that 98-178 motorcyclist lives could be saved annually if lane sharing were universally allowed throughout the United States.

Source: smarter-usa.org

DON'T SPEED IN THE TOLL LANES

We all know that Big Brother is watching, but you may not be aware of it while it is happening. If you use an EZ Pass toll transponder, the device may be tattling on you when speeding on the toll lanes. The operators don't have the power to give you a ticket, but several toll ways now monitor speeding with the device, and can and will suspend your pass for multiple speeding violations.

Cameras at the tollbooths record license tags, and warnings are sent to offending drivers. The rub is that while the authorities have the ability to collect tools using transponders from other states, they don't have the ability to access the account information of out-of-state drivers. Some states are slow to suspend EZ pass accounts for speeding because of the perception that out-of-state drivers get a pass, and the practice would target a state's own customers.

All told, 15 states have some sort of rule on breaking the speed limit in the convenience lanes. *Source: USA Today*

NEW LAW SUIT IN CALIFORNIA

It has been 19 years since the federal Judge agreed with motorcyclists that law enforcement officers had been writing helmet tickets without Probable Cause, violating riders' rights.

The 1995 Easyriders v. Hannigan federal lawsuit resulted in an injunction against writing helmet tickets unless the citing officer has a recall notice from the manufacturer or has test results proving non-compliance. This documentation must be in the citing officer's hand before he writes the ticket. It must be specific to that exact helmet manufacturer, size, and model number. The officer must have proof that the helmet wearer knew of the recall and/or knew of the de-certification due to failure during the testing process; proof that the rider knew the helmet was not legal.

Despite this clear ruling from the court, officers continue to write tickets in the state in violation of the injunction and Federal case law. This violates Constitution and the 4th and 14th Amendment protections of motorcycle riders.

To right this wrong, BOLT of California (Bikers Of Lesser Tolerance) filed a Class Action lawsuit in federal court on

July 4, 2014. The organization has determined how many tickets each police department in California wrote in the years 2012 and in 2013. It also knows that these tickets were written in violation of the injunction. The only obstacle standing in the way is funding. BOLT needs your help.

Please visit the BOLT of California website at boltofca.com, and read the documentation regarding the case, then push the donation button and kick down a few bucks. Freedom is not free, it depends on all of us to make it happen.

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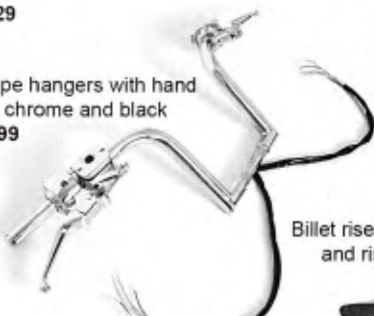
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COURT OKAYS BARRING HIGH IQS FOR COPS

Okay, this is an oldie, but a goodie. A man named Robert Jordan applied to be a police officer in New London, Connecticut. He took the exam and scored 33 points, which was the equivalent of scoring an IQ of 125. However, the New London police only interviewed candidates who scored between 20 to 27, because they reasoned that those who scored too high would get bored with police work and leave after being trained. The average score nationally for the test is 20 to 22, which equates to an IQ of 104, or just above the national average.

Jordan alleged that his rejection was the result of discrimination, and he took the agency to court saying his civil rights were violated. He lost. The U.S. District Court ruled that the city had shown a rational basis for the policy. He now works as a prison guard.

Source: ABC News

SPYING WITHOUT THAT MESSY LEGAL PROCESS

In what has been termed "The Constitution's Pearl Harbor," a provision (HR 4681 by Rep. Mike Rogers) has just been ramrodded through the Congress. In a nutshell, the bill statutorily authorizes what we already know has been done for a long time; spying on U.S. citizens without legal process. The Intelligence Authorization Act for Fiscal-Year 2015 was headed for an anonymous voice vote, but the ever-vigilant Rep. Justin Amash of Michigan insisted on the decency of a roll call vote, to at least put the rat bastards on record. In the end, 45 Republicans and 55 Democrats voted against the bill.

Previously, the Patriot Act at least



tried to create an illusion of oversight, albeit through secret courts that sided with the government 98.9 percent of the time, but apparently even that charade was too onerous for the Orcs from Mordor on the Potomac. Thus, this latest legislation rips through that pretense, allowing the acquisition, retention, and dissemination of U.S. persons' private communications, telephone records, electronic communications, or cloud data, under the authority of the Reagan era Executive Order 12333, which dealt with foreign intelligence gathering, not domestic. The EO in question was birthed before personal computers were even in use.

HR 4681 is now the law of the land, and the another few nails have been pounded into that "goddamn piece of paper" that we used to call a Constitution.

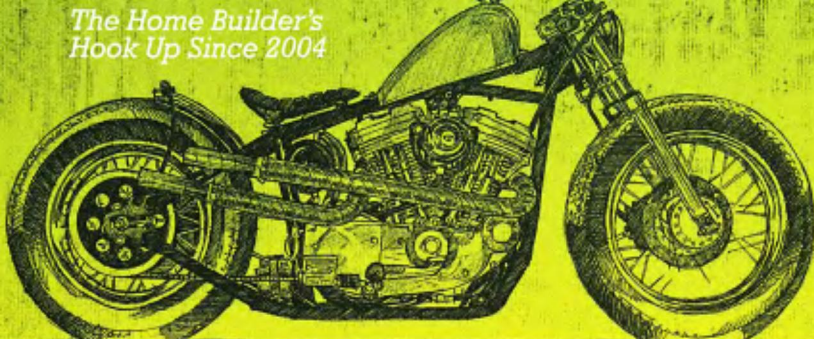
Source: antiwar.com

QUOTE OF THE MONTH

"America needs fewer laws, not more prisons."

—JAMES BOVARD

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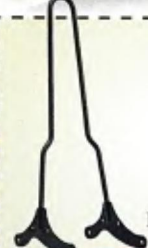
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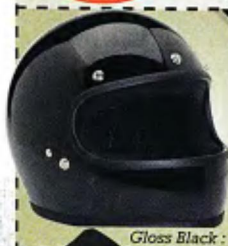
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Powerplant's Split Rocker Shovelhead

BLACK & METAL

I wasn't letting any
bondo onto this bike.
It's pretty much all
stainless.



They say opposites attract and often for the better. In this case it was two trendsetters in the industry, Roland Sands of Roland Sands Designs (RSD) and Powerplant Chopper's Yaniv Evan aka Neevo. Roland's known for

his highly defined and refined street racers, while Yaniv's style is more old-school retro with a well-earned reputation for hand-hammered, hardass hardtails.

The new co-op bike shop, located on

L.A.'s hip Melrose Avenue, is aptly named For the Love of Motorcycles. While Roland orchestrates his designs from his HQ in Los Alamitos, California, Yaniv continues to build bikes in his Powerplant workshop.

Yaniv's 1975 shovel designed in a unique mix of racer/chopper/bobber. Fabricated in the "raw," it's totally devoid of paint and left purposely naked, its polished bare metalwork thus highlighting its handcrafted artistry. A seamless blend of stainless steel, brass, aluminum, and copper, it's also a blend of a personal philosophy grounded in the passion of motorcycling.

"This bike's been on my mind for years," Yaniv says, "and it gave me gray hair as it went along because working that bare metal requires all kinds of plenishing to get right, so that it comes out like a mirror. With something that shiny any little ding stands out, but I wasn't letting any bondo onto this bike. It's pretty much all stainless." Such is Yaniv's metal mastery, that against the black background, the polished parts seem to float in space.

It's got a nice turning radius and was de-raked for nimble maneuvering.





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Owner: Yaniv Evan, Powerplant Choppers

City: Los Angeles, California

GENERAL

Designer: Yaniv Evan

Year/make: 1975 Harley-Davidson

Model: Shovelhead

Assembly: Powerplant Choppers

Time: one year

ENGINE

Year/make: 1975 split rocker shovel

Rebuilder: Matt the Monk

Displacement: 1340 cc.

Cam: S&S

Ignition: Dina S

Pistons: STD

Lower end: STD

Heads: Harley-Davidson

Lifters: S&S

Carb(s): dual throat

Air cleaner: Powerplant Velocity

Pipes: Powerplant

TRANSMISSION

Year/make: 1992 Harley-Davidson

Modifications: 5 in 4 case, polished and cut

Shifting: jockey

PAINTING

Painter: none

Type/color: no paint

FRAME

Year/make: 2014 Yaniv Evan, Powerplant

Type: single tube

Rake: de-raked 2 degrees

Stretch: shortened in rear

Shocks: hardtail

ACCESSORIES

Bars: Powerplant Hourglass Special

Handlebar controls: internal

Fenders: Powerplant

Headlight: modified swap meet

Taillight: 1930s

Electrics: Powerplant

Gas tank: highly modified Fat Bobs

Oil tank: Powerplant

Oil system: S&S

Seat: Powerplant pan/Mauricio upholstery

Pegs: Powerplant (brass)

Grips: 1950s modified

FORKS

Type: 1974 Harley-Davidson

Extension: stock

Builder: Harley-Davidson

WHEELS

Size: 21-inch front, 16-inch rear

Wheels: Stainless spool

Tires: Avon

Brake: modified Brembo rear



Motor upgrades were handed over to Yaniv's friend Matt the Monk who works out of his house in Arcadia, in this case piecing together STD and S&S components. "There's no rushing him and asking for a finish date, but I wanted a quality motor," Yaniv tells us. "You learn from people like him. That's probably why I'm where I'm at, from listening to and learning from the older guys regarding engine work, fabrication, and paint. You build it up in your brain and become a better builder, a better person in the process. It's also a good feeling when I can point out a better way to do something to a newer guy after I've done it and made my mistakes a few times before getting it right."

Asked how the bike turned out, Yaniv says, "Exactly what I wanted. That motor's quick. It's got a nice turning radius and was de-raked for nimble maneuvering. Everything's clean, no cables. Actually I'm kinda bummed because it just got sold. But it did go to a friend here in Hollywood so he'll be riding it around L.A."

—Paul Garson

Photos: Michael Lichter



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As a pilot for a major airline, Kurt doesn't depend on the profits his home-based custom bike building business makes—or doesn't make.



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Das Motorrad



He's in it entirely for the fun he gets out of it, and for the art, which is why this build took him about two years to finish. Nonetheless he's made it an actual business, a business he calls Motorrad, which is German for motorcycle, aptly enough.

Much on this motorrad is proprietary; that is, Kurt himself built a lot of parts, like the handlebars, the pipes, the front end, even the frame. "Everything except the brakes, tires, wheels, engine, and transmission," Kurt clarifies. "Everything else was made right in my garage."

He gave the frame a stock rake, for instance, but then stretched the down-tubes an inch and a half while keeping the backbone stock and frisco-mounting the gas tank to give the bike that "open and airy look" between the tank and the engine. "That gives it the chopper look without giving it the chopper dimensions," he says.



I made one pipe come out on one side
and one on the other, so it gives it
that old-school rat-rod-type exhaust.



This month's *Easyriders* girl is lovely Leanna—
a genuine blonde bombshell!

The pipes started out as 1-1/4-inch tubing that Kurt joined with some U-shaped bends and an old set of pipes from which he cut some needed sections. "Whatever I have lying around, I'm not opposed to using it," he says. "And I made one pipe come out on one side and one on the other, so it gives it that old-school rat-rod-type exhaust."

Kurt, who also happens to be a licensed aircraft mechanic, says he has an old lathe, an old mill, a TIG welder, and some hand tools in his garage, and that's

about as sophisticated as his shop gets. But for his springer front end, he had access to an old CNC machine, so he designed and cut out plates and built the front end using a set of Paughco springs. "I obviously didn't build the springs, or the rockers," he adds, almost sounding apologetic.

Kurt is also a big fan of kickstart-only and jockey shifts and says that pretty much all of his bikes are that way. And he's into keeping things simple. "When there's nothing left to throw away, you've got a nice bike," he says.





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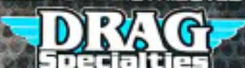
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Owner: Kurt Wohldmann
City: Scottsdale, Arizona

GENERAL

Fabrication: owner, Motorrad
Year/make: 2012 Motorrad
Model: Motorrad
Assembly: owner, Motorrad
Time: 2 years

Chroming: Concourse

ENGINE

Year/make: 2012 shovelhead
Rebuilder: owner, Motorrad
Ignition: points
Displacement: 93 cu. in.
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S
Air Cleaner: SU

Pipes: owner, Motorrad

TRANSMISSION

Year: unknown

Modifications: refurbished

Shifting: 4-speed ratchet top

PAINT

Painter: Miguel and Chad, CR Designs

Type/color: candy blue, silver

FRAME

Year: well...

Builder: owner, Motorrad

Type: rigid

Rake: 30 degrees

Stretch: 2 inches up, 1 inch out

Shocks: springs

ACCESSORIES

Bars: owner, Motorrad

Handlebar controls: none

Fender(s): owner, Motorrad

Headlight: used

Taillight: droopy dick

Speedo: nope

Pegs: owner, Motorrad

Electrics: owner, Motorrad

Gas tank: owner, Motorrad

Oil tank: owner, Motorrad

Oil system: S&S

Primary cover: none

Seat: Unique Upholstery

Grips: black rubber

FORKS

Type: springer

Extension: 2 inches

Builder: owner, Motorrad

WHEELS

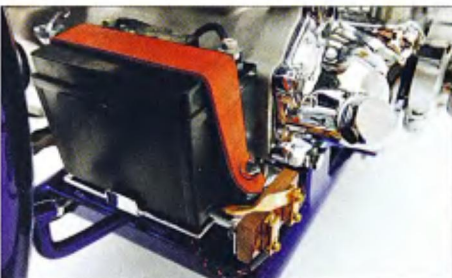
Size: 21-inch front, 19-inch rear

Hub: Harley-Davidson

Tires: Avon

Brake: juice drum rear,

SJP 8 1/4-inch front



He knows what he's talking about; bikes are in his DNA. "My whole family rides. My mom has one, my grandpa has one, and I've been to Sturgis with both of them, twice," he tells us.

The paint job was done by two different painters. Kurt took the frame and sheet metal to a good friend of his named Miguel, but it took a long time just to get the frame done. Kurt says he went to pick it up 9 months later and grabbed the unpainted sheet metal at the same time to deliver them to CR Designs where Chad quickly took care of them. "But hey, it's all good," Kurt says. "Both painters did an awesome job."

While he used to build maybe two bikes a year under the Motorrad label, Kurt says now that he's got kids, he basically just works for himself in the evenings and on weekends. He's already gathering parts for his next project.

—Tripper



Photos: Don Rogers

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Passin' Gas

A bro's ol' lady went to the doctor one day and came home with a jar. She told him that the doctor said she should come back the next day with a specimen, but that she didn't know what he meant.

"I don't know either," the bro told her. "Go next door and ask Mrs. Citizen."

About two hours later, the ol' lady came back with her hair all fucked up, one eye swollen and blackened, and mud all over her. "Where the hell were you and what the fuck happened?" the bro asked her.

"It's all your fault!" the broad hollered. "I asked her what a specimen was and she told me to go piss in a bottle. I told her to go shit in a barrel, and that's when the fight started!"

*Milty
Santa Cruz, Calif.*

A man in court for motorcycle theft was told by the judge that he could either have the case tried by the judge or a jury of his peers.

"What's peers?" asked the defendant suspiciously.

"They are your equals," the judge explained.

"They are men of your own class, your own kind."

"You better do it," said the prisoner. "I'd rather not be tried by a bunch of dirty, no-good, scum-sucking cycle thieves!"

*Hammerin' Hank
Mojave, Calif.*

What did the leper say to the whore?
"Keep the tip."

*Jack the Knife
Hibbing, Minn.*

There was the bro who couldn't see too well without his glasses. He wanted to go to a whorehouse but wandered into a shoe store by mistake.

"Well," said the lady behind the counter, "put it up here and we'll measure it." Weird place, he thought, but what the hell. So he whipped out his dong and plopped it on the counter.

"Hey! That's not a foot!" the woman bellowed.

"Look, lady," the biker shot back, "this is no time to quibble about a couple of inches!"

*Tom Kovach
Nevis, Minn.*



"I told you putting a trailer-bitch on your bike would lead to nothin' but grief."

A biker and a chick were in a motel bed, breathing hard after some vigorous humping. She noticed his wedding ring and said, "I bet you're here with me because your wife doesn't understand you, am I right?"

"Nope," he replied. "It's because she's butt ugly."

*Joshua Cane
Las Vegas, Nev.*

Two bros were sitting around the shithouse bar, passing the time. Bored, one said to the other, "Hey man, let's go over to the cathouse and get some action."

His married bro replied, "What the hell for? I got more action than I can handle at home."

"Fuckin' A," the other cackled, "Let's go over to your house!"

*Nails
Simi Valley, Calif.*

A scooter tramp made the acquaintance of a sweet young thing at a bar, and she accepted his invitation to go back to his pad. After a few drinks, the tramp suggested retiring to his swingin' boudoir and the chick was more than willing. Soon they were going at it hot and heavy. Right in the middle of it, he stopped dead and said, "Hey, you don't have herpes, do you?"

"Hell no!" the flustered broad sputtered. "Why would you ask a stupid question like that?"

"What a relief!" replied the tramp. "The last chick didn't tell me until it was too late!"

*Stop
Cape May, N.J.*

A biker chick came home to her ol' man and said, "Mongo I went to the doctor today, and he said I had the breasts of a sixteen year old!"

Mongo raised an eyebrow and asked, "Oh yeah? Well, what did he say about your asshole?"

The chick smiled sweetly and said, "Oh, he didn't ask about you."

*Frank DeVelez
Stockholm, N.J.*

Fungus Freddie was working at a gas station when the joint was robbed, so he rang up the cops. The cruiser pulled up immediately.

"You pigs won't believe it," yelled Freddie, but I was just robbed by a fucking elephant!"

"By a what?" the cop asked.

"By an elephant!" exclaimed Freddie. "No shit, a big fucking truck rolled up to the pumps, an elephant got out, swung his trunk, broke the glass, grabbed all the dough and split!"

"Hmm," mused the cop. "Well, an elephant from India has small ears and an elephant from Africa has big ears. What kind was it?"

"How the fuck should I know?" blurted Freddie. "He had a stocking pulled over his head!"

*John S. Unkuri
Bradford R.I.*

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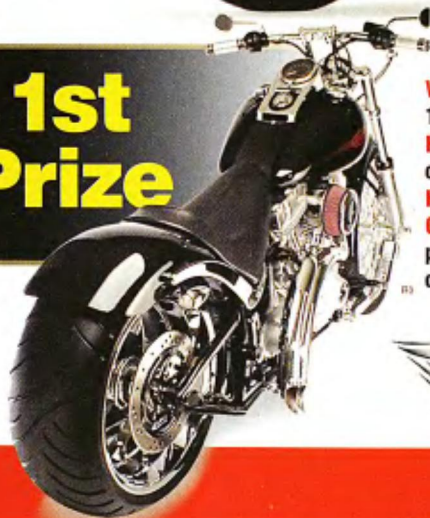
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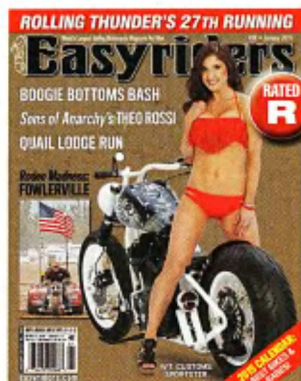


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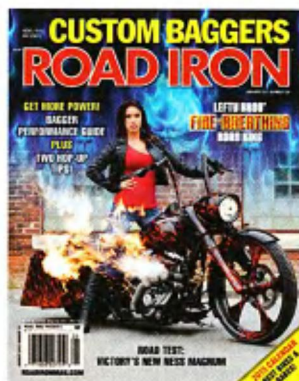
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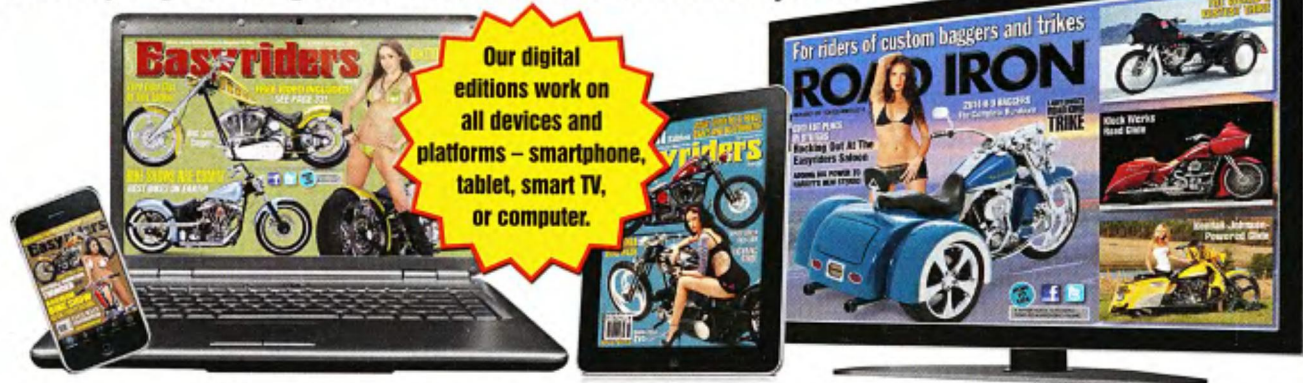


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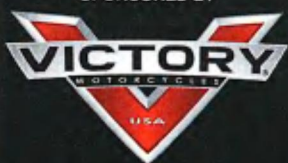
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prize, Paisano will offer the prize to up to two (2) alternates, selected in the same manner as the original winner. If the prize cannot be awarded after such efforts are undertaken, then Paisano shall have no further obligation to seek out alternates or to award the prize. THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.

PRIZES AND APPROXIMATE RETAIL VALUE: Total approximate retail value of all prizes is \$100,000. You may win one of the following: 1 Grand Prize, 1 First Prize, 1 Second Prize, 1 Third Prize, 1 Fourth Prize, 1 Fifth Prize, 1 Sixth Prize, 1 Seventh Prize, 1 Eighth Prize, 2 Ninth Prizes, 100 Tenth Prizes, or 200 Eleventh Prizes. The motorcycles pictured may not be the specific ones awarded. - NO PURCHASE IS NECESSARY TO WIN.

PRIZE ACCEPTANCE: Prizes are not transferable and are not redeemable for cash. Should any of the prizes be unavailable, Paisano Publications reserves the right to replace that prize with an item of equal value with the choice of item being solely at the discretion of Paisano Publications. All prize winners, whose prize value is in excess of \$600, will receive a 1099 IRS tax form at year end. Winners will be required to execute an affidavit of eligibility, release, and indemnification and any prize transfer documentation required by Paisano Publications, LLC, and participating sponsors, and none will be returned. Winners grant Easyriders/Paisano Publications, LLC, and participating sponsors, and its agencies the right to use their names and likenesses for advertising and promotional purposes. ALL FEDERAL, STATE, LOCAL TAXES, IF ANY, AND SHIPPING, STORAGE, TRANSPORTATION, REGISTRATION, AND ANY OTHER FEES ASSOCIATED WITH THE PRIZES ARE THE RESPONSIBILITY OF THE WINNER.

WINNERS LIST: For a list of major prize winners, send a separate stamped, self-addressed business envelope to: Winners List, 2015 Magazine Annual \$100,000 Subscription Sweepstakes, Easyriders/Paisano Publications, LLC, 28210 Dorothy Drive, Agoura Hills, CA 91301.

NO PURCHASE NECESSARY TO WIN.

LIMIT - ONE ENTRY PER HOUSEHOLD

LUKE PETERSON'S HIGH STAKES ROAD GLIDE

ALL IN

My first ride was an absolute rush. It's my dream motorcycle.

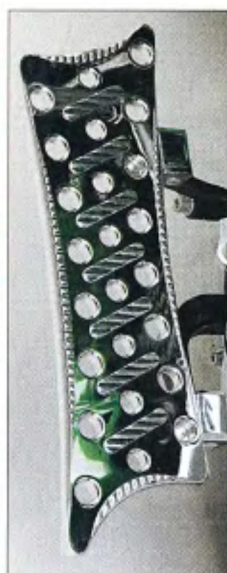
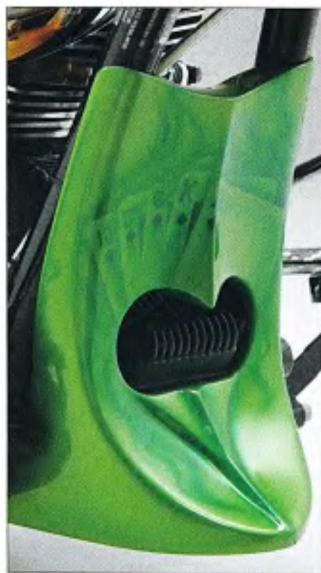


Luke Peterson works in the oil fields that are now pumping black gold in Wyoming, Colorado, and North Dakota. You could say he's struck it

rich with his 2009 Road Glide decked out with a winning poker hand of "Aces and Eights" and a pile of gold coins.

The story starts back in 1999 when Luke's father decided to buy himself a

new Harley, his first bike. Since Luke was already an experienced dirt rider, his dad asked him to pick up the Wide Glide and ride it home. "After getting on it, I was hooked," Luke remembers.







"Then my dad had a hard time ever finding it in the garage since I was always stealing off with it."

As far as the bike's artwork, the tie-in to Vegas begins with Luke meeting his wife-to-be in 2000. She had always wanted to visit Vegas, and while it wasn't on the top of his bucket list, he granted her wish. "The first time there I was also hooked...by all the entertainment, the interesting people you meet, and the gambling. We started making trips to Vegas and at first I played some roulette, then poker and now currently craps."

When it came time for Luke to ante up for this Road Glide, he went to Jamie Denholm of Jamie S Repair in Rapid City. After the pair collaborated on design ideas, the final artwork was entrusted to Ian Strachen at Dimension Custom Paint in Spearfish.

Then Luke and Jamie's focus went to the motor. The stocker came with a 96-inch motor, but Luke wanted more power so he had Performance Revolution transform the motor into a stump pulling 117-inch. "My first ride was an absolute rush," Luke says. "While it was only a test ride and a cold day in April, I couldn't get enough of it. I just wanted to ride it away for the day. It's my dream motorcycle."

—Paul Garson



Owner: Luke Peterson
City: Rapid City, South Dakota

GENERAL

Designer: Jamie Denholm,
Jamie S Repair
Year/make: 2009 Harley-Davidson
Model: Road Glide
Assembly: Jamie S Repair
Time: 90 days

ENGINE

Year/make: 2009 Harley-Davidson
Rebuilder: Chris Meyers
Displacement: 117 cu. in.
Cam: TMan 590
Ignition: ThunderMax
Pistons: Rev Performance
Heads: Rev Performance
Lifters: fueling
Carb(s): FI

Air cleaner: Roland Sands
Pipes: Dirty Bird Concepts

TRANSMISSION

Year/make: 2009 Harley-Davidson
Shifting: foot

PAINTING

Painter: Jamie Denholm,
Jamie S Repair
Type/color: PPG/Synergy Green
Artwork: Ian Strachen,
Dimension Custom Paint

FRAME

Year/make: 2009 Harley-Davidson
Builder: Harley-Davidson,
Jamie S Repair
Type: Road Glide
Rake: HHI, 6 degrees over stock

Stretch: none

Shocks: Arnott Air Ride

ACCESSORIES

Bars: L.A. Choppers 17 inches
Handlebar controls: Harley-Davidson
Fenders: Dirty Bird
Headlight: Harley-Davidson
Taillight: Dirty Bird
Speedo: Dakota Digital
Electrics: Harley-Davidson,
Jamie's Repairs
Gas tank: Dirty Bird
Oil tank: Harley-Davidson
Oil system: Harley-Davidson
Seat: Sturgis Leather
Pegs: forward controls
Grips: Dirty Bird

FORKS

Type: Harley-Davidson
Extension: stock

WHEELS

Size: 23-inch front, 16-inch rear
Wheels: Coastal Moto, Maverick
Tire: Vee Rubber front, Avon rear
Brakes: Harley-Davidson

Photos: Michael Lichter

Dream Ride

The parts hunt and build took the better part of 5 years—time well spent.



John Jessup's a patient guy. "I'd been collecting parts for this bike for years," says this Stockton, California, bike shop owner. His place, John Jessup's Dream Rides, is one of those general service Harley shops tending to everything from oil changes to performance engine work and even bike sales. Obviously knowl-

edgeable, in the whole H-D world John knew where to look and what to search for in this quest for a new bike for himself. Still, the parts hunt and the build of this café-style FXR took the better part of 5 years. "Of course," he explains, "I was always looking for the best deals, so I wouldn't have to spend a mint."

JOHN JESSUP'S FXLR



Time spent online with the rabid FXR fraternity, particularly the FXRs Of California, netted most of what John needed, gathered piece by piece along with plenty of tips, tricks, and encouragement. The frame is from 1988, but John's made some significant changes. For one, there's now a bagger swingarm on the bike from a 2006 FLH. It's bigger, beefier and a whole lot stronger. It also uses a hefty one-inch rear axle with cam adjusters and the pivot-ends are secured with spherical-type bearings rather than the old FXR bushings. The result is a bike that really

holds its line during hard cornering.

Up front, John chose a complete fork assembly from a 2005 FXD Dyna, mounting the newer four-piston front caliper along with it. "There's a lot of parts interchangeability throughout the Harley line," he says, "FLH to FXR to FXD." There are even some aftermarket parts here. The oil cooler, for instance, is cataloged for a bagger but it's right at home on the FXR. The rear shocks are from Works Performance with external reservoirs. "It's a serious little bike, and a real blast to ride," John says.

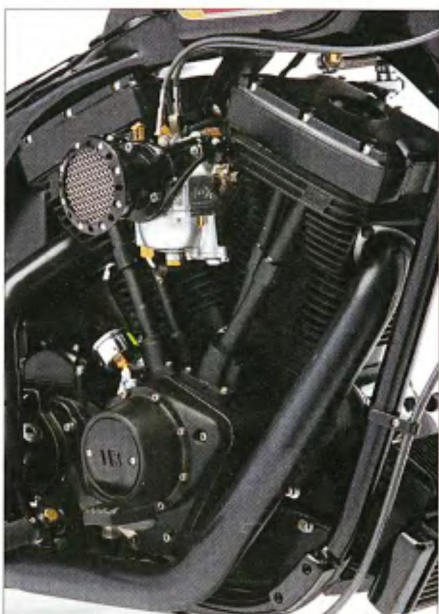
"It maneuvers almost like a dirt bike."

The café-correct fuel tank, seat and tail section were made by a buddy, Brian at TPJ Customs in nearby Lodi, California. "And yeah," John says, "I'll admit that with the minimal padding it's not something you'd want to take on a multi-state tour." The gas tank only holds two gallons, so that's a moot point anyway. But for around town running or really hitting the twisty roads, which is what this bike is all about, it's perfect. The 113-inch S&S Evo motor John assembled adds to the excitement.

—Joe Kress

There's plenty of parts interchangeability throughout the Harley line and this café-style FXR makes the most of it.





Owner: John Jessup
City: Stockton, California

GENERAL

Designer: John Jessup
Fabrication: John Jessup's
 Dream Rides, TPJ Customs
Year/make: 1988 Harley-Davidson
Model: FXLR
Assembly: John Jessup's
 Dream Rides
Time: 5 years
Chroming: none

ENGINE

Year/make: 2010 S&S Evo
Rebuilder: John Jessup
Displacement: 113 cu. in.
Ignition: Crane HI-4
Cam: S&S
Carb: S&S Super G
Air cleaner: RSD
Pipes: LSR Pro Stock

TRANSMISSION

Year/make: 1990 Harley-Davidson
Shifting: 5-speed

PAINTING

Painter: Steve Turnbaugh
Type/color: PPG/black sparkle, red

FRAME

Year/make: 1988 Harley-Davidson,
 modified
Type: FXR
Rake: stock
Stretch: none
Shocks: Works Performance

ACCESSORIES

Bars: Flanders
Handlebar controls: Harley-Davidson
Fenders: TPJ Customs
Headlight: Drag Specialties
Taillight: RSD
Speedo: Moto Gadgets
Pegs: Drag Specialties
Foot controls: Harley-Davidson
Gas tank: TPJ Customs
Oil tank: Harley-Davidson
Seat: TPJ Customs
Mirrors: Drag Specialties
Grips: dirt bike

FRONT END

Type: 2005 Harley-Davidson FXD,
 39mm
Builder: Harley-Davidson

WHEELS

Make: Roland Sands Design
Size: 19-inch front, 18-inch rear
Tires: Metzeler
Brakes: Harley-Davidson

Photos: Michael Lighter
Contact: John Jessup's Dream Rides
 209-467-4669



DRAG SPECIALTIES STAINLESS STEEL FRONT BRAKE LINES

Drag Specialties now has new front brake lines made from stainless steel that are perfect for that

upgrade of your OEM brake lines that you've always wanted to replace. They come with your choice of clear-coated stainless steel or black vinyl-coated braided lines, including the necessary chrome steel fittings. Check 'em out in the 2015 Drag Specialties Catalog; there's bound to be a selection to fit your preferences. These front brake lines meet DOT requirements, of course, and are made in the United States. They're available for 2014/15 FLHT, FLHR, and FLHX models without ABS.

Drag Specialties
dragspecialties.com



MUSTANG SEATS BACKREST PADS FOR FLS

Having focused solely on seats since 1980, Mustang Seats has learned a thing or two over the long haul, and the back pads for H-D Tour-Paks are just the latest example. The combination of ergonomic design and controlled density polyurethane foam makes these back pads something special. That's because the folks at Mustang custom tailor every pad and seat to meet Harley's level of fit and finish, and then they build in their own level of comfort. These pads are specifically designed for the 2014-2015 Chopped Tour-Paks, although Mustang also offers King Tour-Pak backrests to make sure they have the Harley touring segment covered.

Mustang Seats
mustangseats.com

WEATHERPROOF STRAPS FROM BIKER BOOT STRAPS

The leading supplier of premium bootstraps for bikers has introduced its fourth generation product, which it says are the world's first weatherproof boot straps. According to the company the all-new design includes nylon clips with sure-lock technology and durable rubber straps designed to keep your pants in place like



no other product on the market. The new materials are designed to perform in the harshest conditions, including wind, mud, rain, sleet, and more. Biker Boot Straps continues its commitment to enthusiasts everywhere to build and deliver the most durable products and using only the best materials available.

Biker Boot Straps
bikerbootstraps.com



AIM ASSIST AND SLIP CLUTCH FOR HARLEY-DAVIDSON

This is a new

Assist and Slip Clutch for 2013-and-later CVO models, 2013 and later Tri-Glide models, and 2015 and later Ultra Limited Low and Electra Glide Classic Low Models. They will directly fit into the 2015 Ultra Limited Low/Electra Glide Ultra Classic Low models with the new narrow primary cover and bolt into the Twin Cam Assist and Slip (A&S) clutch kit.

One of many advantages is that they're 30% easier to pull during low rpms. The kit will handle up to 105 ft-lbs of torque with the orange springs installed. And for high performance, the OEM 2013 and up CVO spring, the max torque capacity will be over 135 ft-lbs torque. The slider weights fit behind stock, 103 and 110 derby covers, with no modification needed.

AIM Corp.
aim-tamachi.com

PYTHON RAYZOR SLIP-O MUFFLERS

Complete the look and sound of your exhaust system with new 4-inch Rayzor Slip-On mufflers from Python. Innovative 2-inch fiberglass-wrapped perforated baffles provide free-flowing exhaust for improved performance and a smooth sound. These beautifully chromed mufflers are clad in unique 4-inch chrome or matte black heat shields and come with stainless, laser cut heat shield bands. Completing the look are the black contrast-machined billet end caps that can be rotated



to multiple positions for different looks.

They're made in the United States and are sold in pairs. They are available at Drag Specialties for 1995-2015 FLT, FLHT, FLHX, FLTR, FLHR, and H-D FL trike models (except 2015 FLRT).

Drag Specialties
dragspecialties.com



HOPPE STEREO HANDLEBAR CONTROL

Hoppe's handlebar control gives riders all of the control they need right at their fingertips including volume up/down, track/tuning up/down, mode select, and mute. It makes the perfect addition with the Jensen JHD40BT, HD1BT, or JHD1635BT. This unit is waterproof (IPX6). Comes with the mounting bracket to mount to your handlebars. It is made of diecast aluminum with high-quality chrome finish and comes with 36 inches of cable to reach any fairing or windshield mount system.

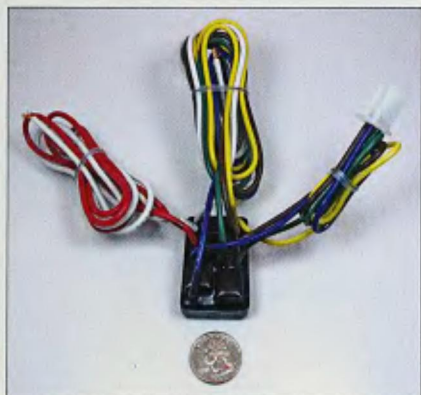
Hoppe Industries
hoppeindustries.com



ELECTRICAL CONNECTION NEW LIGHTING ISOLATORS FOR INDIAN AND HARLEY-DAVIDSON

Electrical Connection's new Lighting Isolator System easily and properly connect the lighting from your major motorcycle accessory (trailer, sidcar, trike, etc.) while removing the electrical load from the motorcycles factory wiring, fuses, relays, computers, and electronics. The Isolator system is a modular design including a separate sub-harness, modules, and the Isolator.

The system design allows flexibility to use a variety of trailer styles types by simply swapping out a four- or



five-wire sub harness. All Electrical Connection electronics are proudly made in the United States at the company's Tennessee factory.

Electrical Connection
electricalconnection.com



CUSTOM DYNAMIC LED INSERTS

Custom Dynamics has come out with a nifty addition to its ever-growing line of LED accessories, LED Fillerz. Fillerz are an ultra-bright, LED insert that snaps into the oval cut out in the saddle bag support rails on 2014-2015 Electra Glide Ultra Classic/Low, Ultra Limited/Low, and Road Kings.

Fillerz contain 131 super bright LEDs per side, are plug-and-play, and can function as running, brake, and turn. They are available with either a red or smoke lens and a choice of chrome or gloss black finish. They are backed by the Custom Dynamics lifetime warranty against LED failure and are the perfect addition to these popular models.

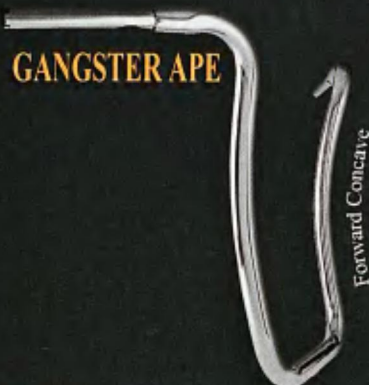
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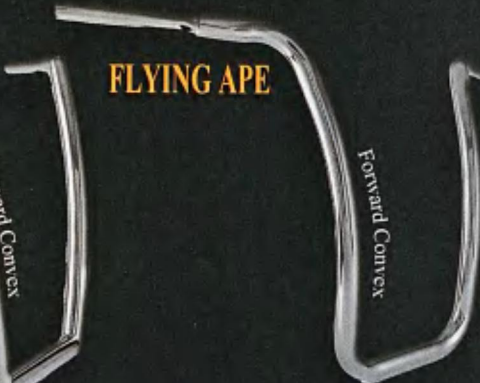
EVIL APE



PIST APE



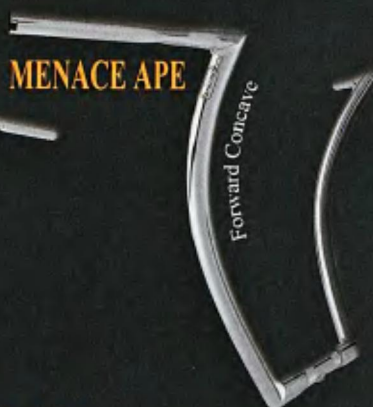
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LONG BEACH LAUNCH

KICKSTARTING THE EASYRIDERS BIKE SHOW TOUR

What better way to gear up for the stellar 2015 Easyriders Bike Show Tour than to pack the Long Beach Convention Center on January 10 for a day of bike and babe watchin'? While winter winds howled in the rest of the country, Long Beach, California, was a rainy 60 degrees as bikers rolled in to kick off the best custom bike show on the planet at a brand-new venue.

The completely revamped award categories included more than 40 trophies offering everything from Antique Class and Old School Choppers and Bobbers to Modified Stock, Radical Custom, Radical Bagger, and the coveted Paul Yaffe Bagger Nation Award. Top three People's Choice awards were added and our judges were the sharp-eyed editors of *Easyriders*, *V-Twin* and *ROAD IRON* magazines.

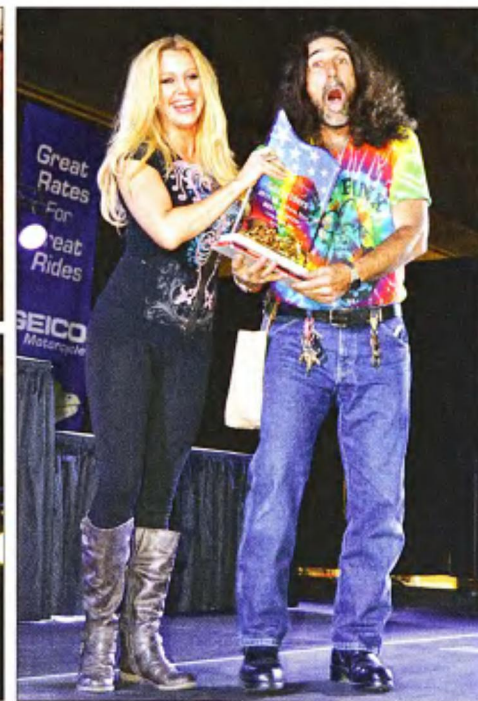
Celebrities were happy to shake hands, sign autographs, and take photos with adoring fans. Among them were Tommy "Chibs" Flanagan from the hit TV series *Sons of Anarchy*; the grand winner of the *Biker Battleground Phoenix* TV series, master bagger builder John Shope; and our hot new announcer for the bike show tour, Lisa Ligon!

Showgoers drooled over hundreds of amazing custom rides, enjoyed grub and

suds, hit up the vendors for biker doodads, and enjoyed the jigglin' gyrations of the Purrfect Angelz all-girl dance troupe.

When award time rolled around, announcer Lisa gave away prizes from our sponsors, and Paul Yaffe brought up special trophies for the Bagger Nation Award as well as a tribute trophy honoring the late and great John Green. This mix of welded up motorcycle parts was awarded to the builder of the custom bike we thought that John would have loved the most—a way cool 1948 yellow pan/shovel chopper built by Paul Ponkow of Bones Legacy out of Henderson, Nevada.

John Shope handed out the Radical Bagger awards including a First Place win to John Lisenby of San Clemente for his 2012 Matt Hotch Road King sporting a 32-inch Metalsport front wheel.

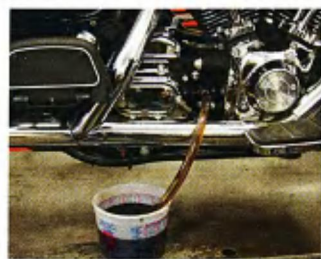


SIMPLE BUT CLEVER

Rogue Chopper's oil changer does the dirty work

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

We pretend like it's an insignificant amount or not even there. **Yet there is more than 24oz. left in the engine, that's 20% of the oiling system capacity!** Upon engine start up, this old oil mixes with the fresh oil and immediately starts the breakdown and discoloration.



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

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

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

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

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First Place Radical Custom went to Hog-killers of Hawaiian Gardens for its wild 1946 ULH chopper. The Bagger Nation Award went to Nolsky Perez from Rialto for his pristine Inland Empire Baggers 2012 Road Glide.

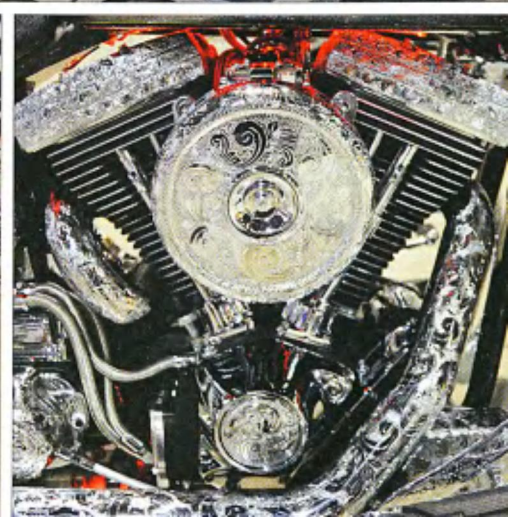
Best Paint went to motorcycle attorney Steve Shapiro for his tribute to our late roving editor, Rip Rose. Steve had Rip's 1990 FLH covered in amazing murals depicting Rip's life on two wheels, created by Randy of Rock 'N' Roll Paint.

The Editor's Choice trophy went to Greg Owen of Newhall for his stunning 1959 Triumph Bobber, and Best of Show was awarded to Elliot Galyn of Van Nuys for his 1992 Black Bike Sportster that brought back memories of classic 1970s choppers. Radioactive Bob, the bike's painter and mastermind, accepted the award. He was utterly blown away that he won the top trophy, saying, "Are you kidding me?"

I promised that we were not kidding and that he had indeed won Best of Show. "You've gotta be kidding me!" he then said. This went on for a good 10 minutes until we could get him properly sedated and hand him the impressive trophy as well as an invitation to bring his gorgeous chopper to the Invitational Bike Show in Columbus, Ohio. No, Bob, we aren't kidding you.

The next stop for this terrific tour is sizzlin' Sacramento. For more information visit easyridersevents.com.

—Dave Nichols



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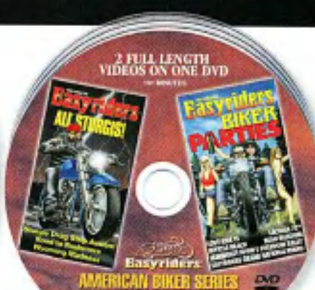
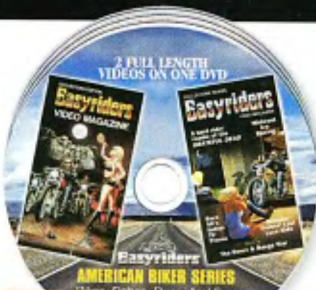
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Wisdom from Athletes

"I want all the kids to do what I do, to look up to me. I want all the kids to copulate me."

—Chicago Cubs outfielder Andre Dawson, on being a role model

"Nobody in football should be called a genius. A genius is a guy like Norman Einstein."

—Former pro quarterback Joe Theismann

"Coach, I don't know and I don't care."

—Utah Jazz player, answering his boss's question, "Son, what is it with you? Is it ignorance or apathy?"

"Always go to other people's funerals. Otherwise they won't go to yours."

—Yogi Berra (who else?)



Worst Biker Movie Ever?

There are so many bad biker movies, who can say which is the worst? *Harley Davidson and the Marlboro Man*, though, starring Mickey Rourke and Don Johnson, certainly must be included in the short list. It also features Tia Carrere, another sign you're watching a B-movie, as well as one of the lesser Baldwins (Daniel, we think, but who knows?). The 1991 movie cost a scant \$23 million to make but pulled in only \$7 million at the box office. Mickey Rourke, at least, demonstrated he was a

man of honor. He quit acting and returned to boxing afterwards, saying he had lost respect for himself.



Famous/Infamous Last Words Dept.

"You promised me that you would help me when I could no longer carry on. It is only torture now and it has no longer any sense."

—Sigmund Freud to his doctor, who then gave him several large doses of morphine.



"I'd rather be fishing."

—Jimmy L. Glass, executed in the electric chair in June, 1987, in Louisiana.

Is Semen Full of Gluten?

Could there be a bigger fad than avoiding the consumption of gluten? What about semen? Is fellatio as politically incorrect, nutrition-wise, as chomping on a baguette? The tiny percentage of people (fewer than 1 percent) with Celiac disease, an autoimmune disorder, can suffer intestinal damage if they ingest gluten, found in wheat, rye, and barley. Countless others have jumped on the anti-gluten bandwagon for whatever reasons. Have they considered that they may be gulping down gluten contained in bodily fluids? When a nursing mother, for example, eats gluten, some of it ends up in her breast milk. What about semen? A Harvard Medical School doctor says, "The testes tend to tightly regulate entry of proteins [gluten is a protein], and there is no reason to expect that there would be any benefit" for the body to have gluten in semen as there is for having extra protein in breast milk. This is all theoretical, but at the moment virile men appear to be gluten-free desserts. Not so much, lactating women.

There Oughta NOT Be a Law

- Unmarried women can be arrested in Florida for parachuting on a Sunday.
- Whistling underwater is prohibited in West Virginia.
- Sex toys are banned in Georgia.

Misheard Lyrics Dept.

Like a drifter I was born to wear cologne
From "Here I Go Again,"
Whitesnake

Real lyric:

Like a drifter I was born to walk alone.

Hey hey babe, when you walk that way/
Got a hunting trip, can't keep away
From "Black Dog,"
Led Zeppelin

Real lyric:

Watch honey drip, can't keep away.



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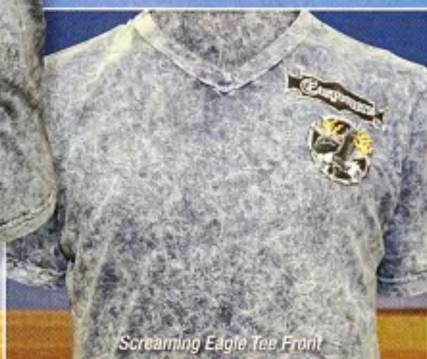


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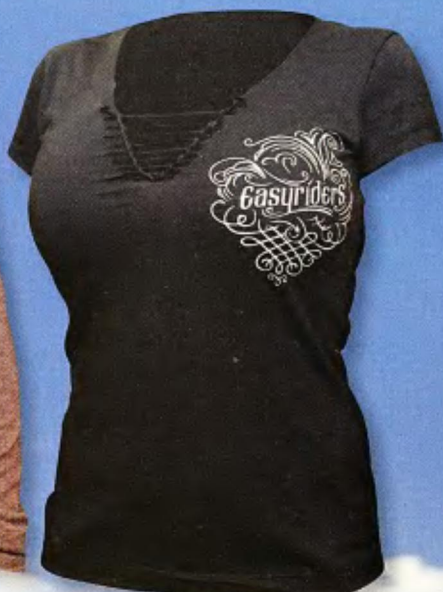
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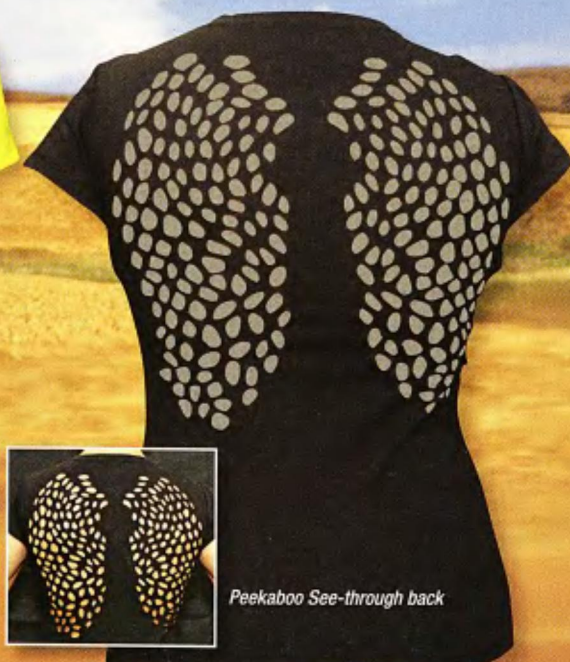
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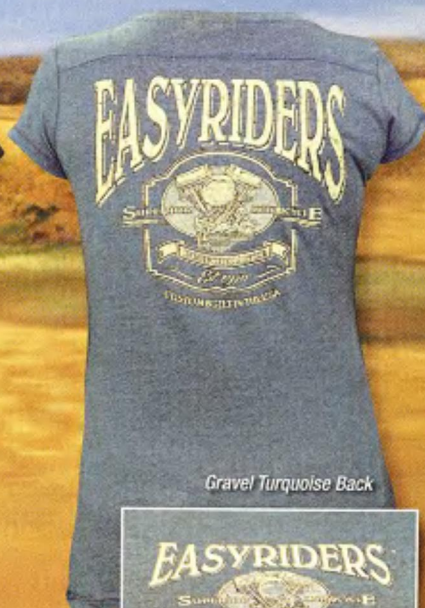
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ROUGH RIDER RALLY

A Gem Of A Party In The "Other" Las Vegas

Let's just put it right out there: the ninth annual Rough Rider Rally had to be one of the best motorcycle events around. Not because it had the biggest attendance—there probably weren't more than 10,000 party animals last Saturday, July 26, for the ninth annual event—or the finest bikes—most folks rode in on stock baggers or mild customs. The bands were good, the games were average rally staple, and the 28 vendors set up around the city plaza didn't really sell anything different than what you might find at any other rally. But this was Las Vegas, baby. The "original" one.

New Mexico's Las Vegas, some 70 miles northeast of Santa Fe, outdates Nevada's Sin City by a couple of generations and was once one of the largest cities in the American Southwest. Steeped in some of the wildest outlaw history—think Jesse James, Billy the Kid, Mysterious Dave, or Doc Holliday, just to name a few who spent time here—this town of about 15,000 has a unique charm that's attracted all sorts of adventurers over time, as well as movie makers.

Dozens of flicks have been shot in and around Las Vegas since the silent era, from those old Tom Mix oaters to *No Country For Old Men* and our all-time favorite, *Easy Rider*. The fictional jail where Captain America and Billy spent

the night—together with George (Jack Nicholson) whom they met there—for "parading without a permit" was right next door to the real E. Romero Hose & Fire Co. building that can be seen in the movie and still stands on Bridge Street in the downtown area.

Las Vegas is also the place Teddy Roosevelt picked to have a reunion of his Rough Riders in 1899, after they'd fought in Cuba during the Spanish War the year before. Those reunions continued annually for the next 70 years, and that's really what this rally ties into. "We picked the Rough Rider name because it builds on the local history," says Elmer Martinez, the town's City Manager and one of the rally organizers.

Elmer isn't the only "high-profile" volunteer who helps put together this event each year; there are others, like Phil, the fire chief, or Mike, the vice president of a local bank. In fact, the RRR committee, Elmer says, is made up of 17 volunteers, almost all of whom ride. The rally is free, no registration needed, according to Elmer who adds that any expenses occurred by the rally are usually recouped by the vendor fees.

A lot of the folks there congregated in or in front of the old Plaza Hotel or in the city park across the street, or they rode around the neighborhood which boasts lots of beautiful "Easy Rides" or scenic day trips, like the one to

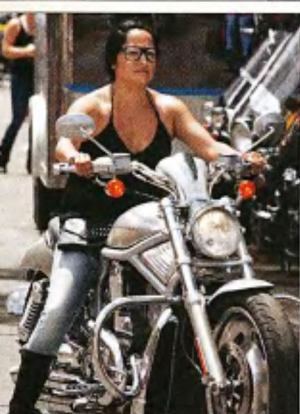
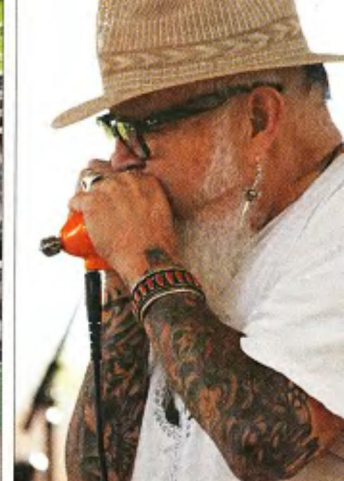
Montezuma Castle and the nearby hot springs, or out to Storrie Lake or Pendaries Village, just to name a few.

Staying in town was fun, too, though. You could hang out on the grass and listen to free music by Paul's Alibi, Iron Chiwawa, Sherri & the Ex's, or my personal favorite, the Albuquerque Blues Connection. You could also participate in biker games like the tricycle race, the slow race, the ever popular wienie bite, a bucking motorcycle contest or, if you had the nerve, play the back door man jumping out of a makeshift window in a contest called My Old Man's Coming.

Saturday morning saw a tattoo contest in the Plaza Hotel's ballroom while outside in the park a small bike show took place, but one of the main purposes for this rally was an all-day blood drive that took place on Thursday and Friday. And for \$40 a ticket you could also participate in a weekend-long raffle that ultimately saw a custom-painted 2014 H-D Fat Bob go to a lucky winner named Steve Franken.

This year's event will be the tenth anniversary rally, and even bigger crowds are expected. That may not compare to the crowds of Sturgis, Daytona or Laconia, but it's also one of the attractive aspects of this true gem of a motorcycle rally.

For more information, check out roughriderrally.com. —Kai R.



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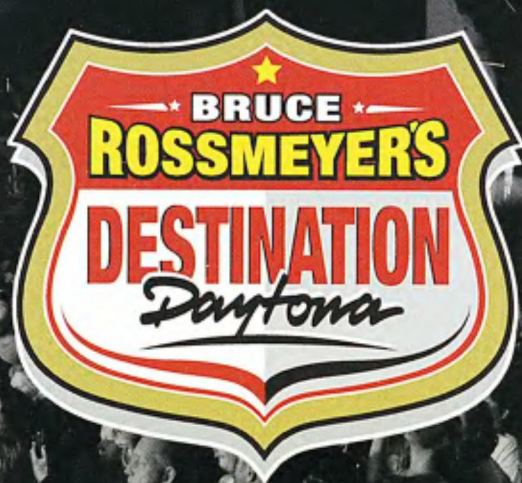


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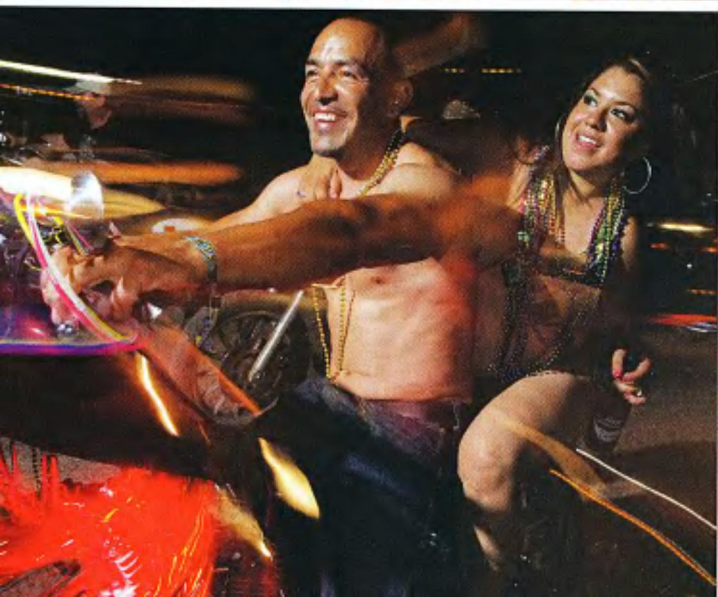
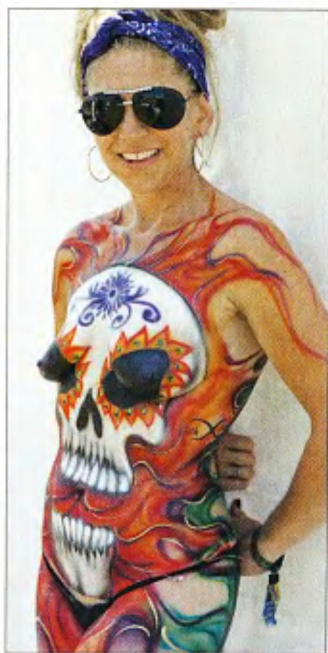
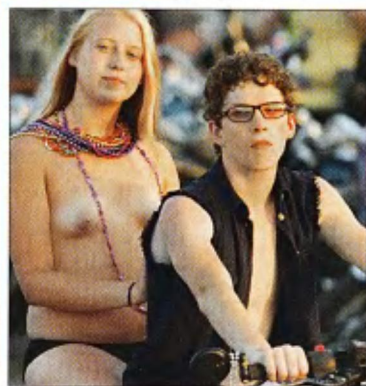
THE ROT RALLY



It has been called the largest motorcycle rally in the world (probably by the Austin Visitor's Bureau). This past June saw the 19th Annual Republic of Texas Rally in beautiful Austin, Texas. Many thousands of riders roar in to enjoy this event and there is every kind of biker buffoonery imaginable out at the Travis County Expo Center. Live music is one of the main draws and this year's headliner was Sammy Hagar.

Arlen and Zach Ness were on hand to shake hands and sign autographs and to unveil the Victory Gunner model. Event goers could take in Lathan McKay's collection of Evel Knievel motorcycle





and memorabilia, thrill to daredevil Doug Danger, join in a tribute to our military or just hang downtown for good food, drink and entertainment with good friends.

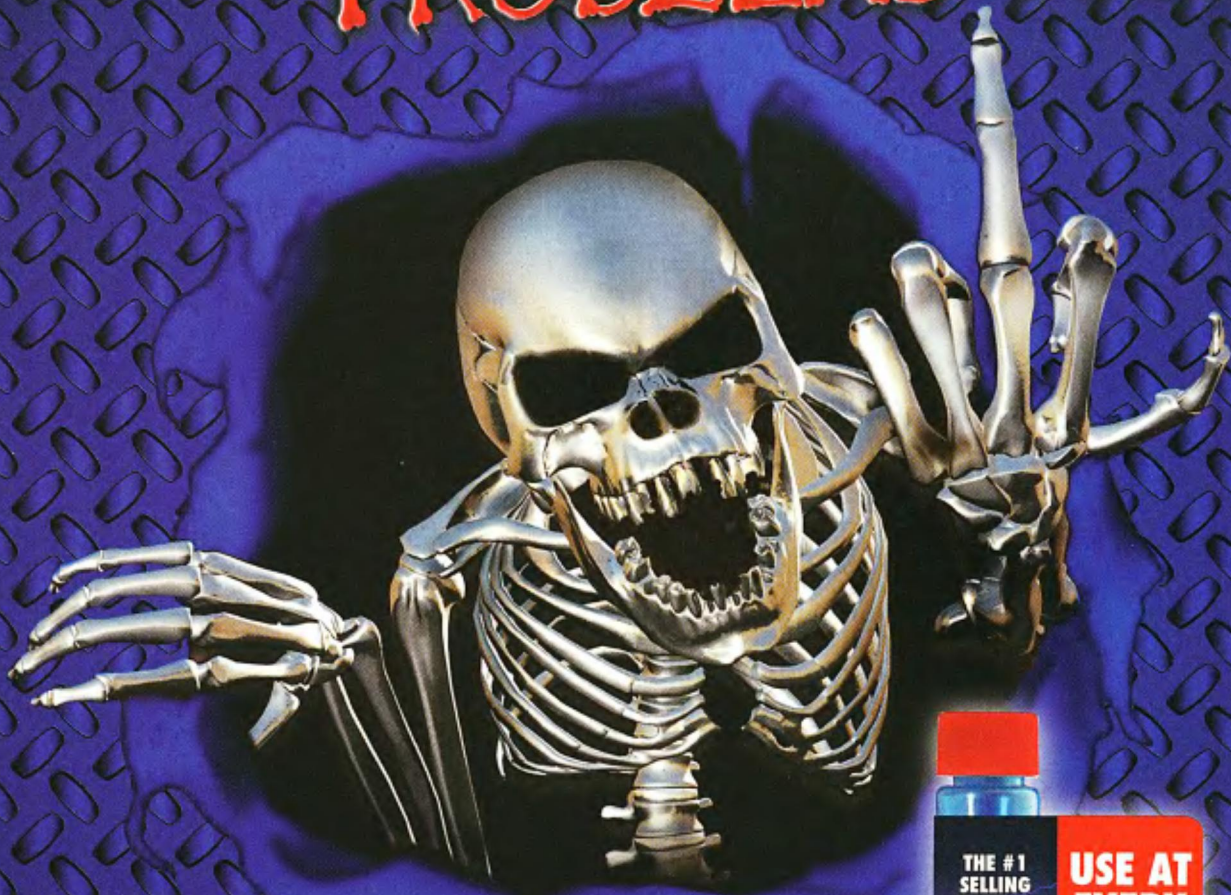
For more than ten years, the City of Austin has joined in the ROT Rally action by closing off 50 blocks of downtown Austin for a huge motorcycle parade and party on Congress Avenue the Friday night of Rally weekend.

The 20th Anniversary of the ROT Rally for 2015 will take place June 11-14 and is likely to be one helluva party! For more info visit rotrally.com.

—Dave Nichols



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Meet This Month's Winner!

In this month's rag, meet the amazing Patricia, a sporty and spurty little homewrecker from North Carolina, where she works as a fully licensed parrot hypnotist. Turn to her feature and offer her a cracker as she perches high upon Shane Barrier's fully licensed Dog Pound Buell.

—*Captain Moosecock*





#0401 Jennifer—California

"No windows to block my view, I felt a combination of freedom, fear and relaxation!"



#0403 Kania—Nevada

"My first ride on a Harley I was a little scared but soon the sun was on my face and the wind was through my brain and I felt at peace with the universe—and horny as hell!"



#0402 Jessy—California

"I felt free and intoxicated with life!"



#0404 Lauren—Arizona

"My first ride on a Harley I held on to that biker with all my might! He didn't seem to mind one bit."

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 eloquent gentlemen. Meet dear Emily, a busty little spinner from scorching Phoenix, Arizona, where she is known far and wide as "The Cactus Whisperer" for her ability to caress the desert veg, while avoiding pricks. Come back next month and she'll make your saguaro stand proud, pricks and all.

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Date of Birth: I am years of age

I will pose: ☐ Nude ☐ Topless only

Model's Signature:

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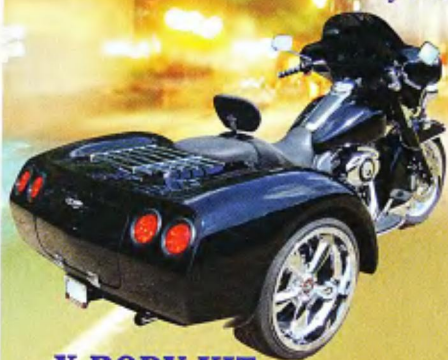
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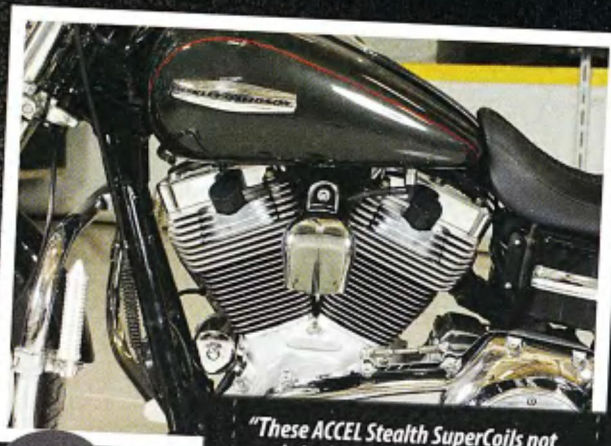
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- Thad K., Cleveland, OH

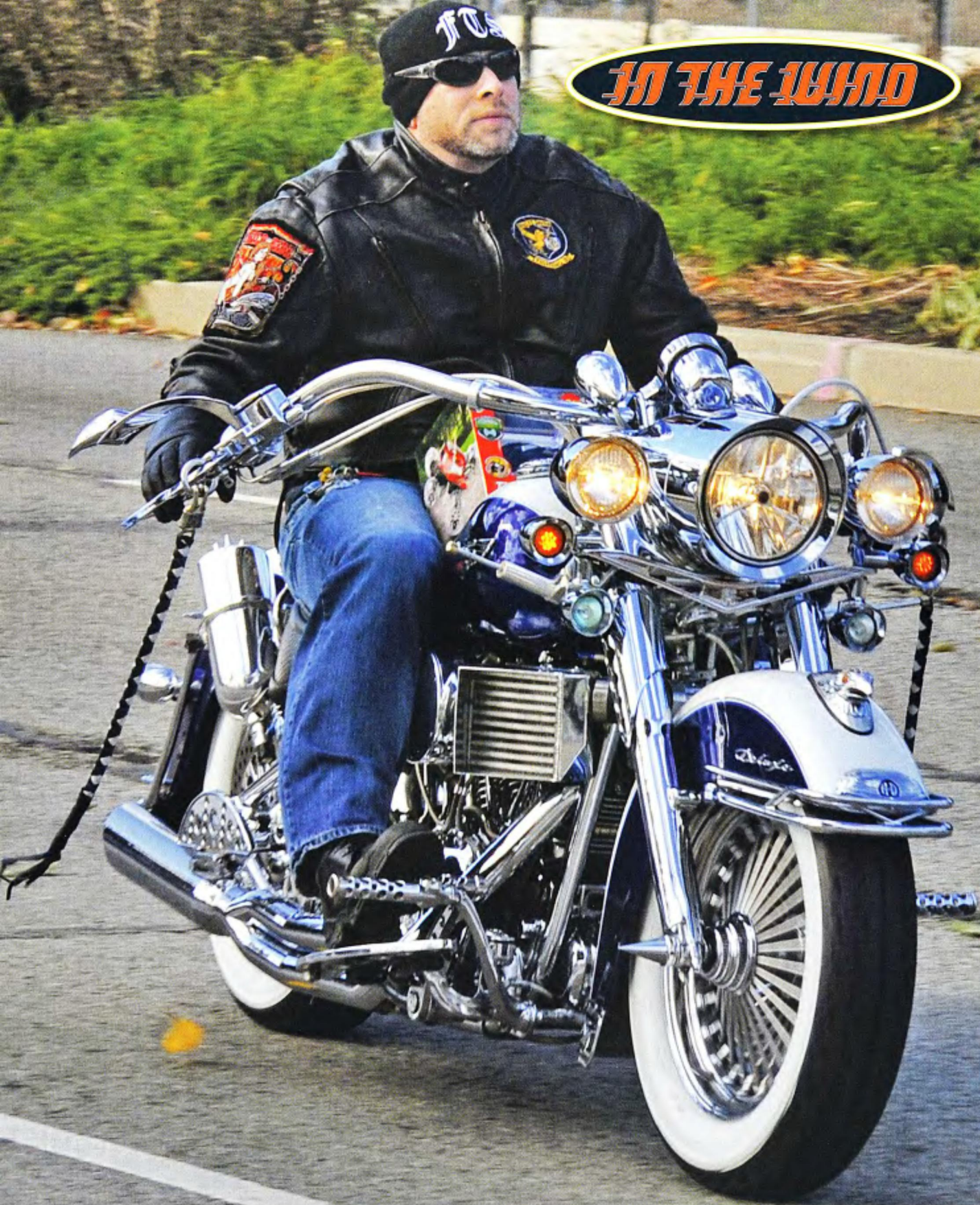


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IN THE WIND

This bro brought a crotch-full of toys on a bike full of bolt-ons to the 2014 Philly Toy Run.
68

—Lou Camerota, Philadelphia, Pa.



The Men of Fire MC are shown digging the open road while riding to Colorado Springs.

— Rich Hurtado, Backdraft Photography, Temecula, Calif.



Rendezvous stud. — Rick Kline, Mohawk Valley, N.Y.



Too much FTW for two hands.

— Terry Bert, Street Vibrations 2014, Reno, Nev.



Happy as hell at the Beowulf MC party in Packer/Badger/Biker country.

—Kurt Messner, Darlington, Wis.



Hard buck. —The Boy Scout, Columbus, Ohio.



Riding and partying, without a care in the world at Biker Palooza.

—Les Holt, La Porte, Texas

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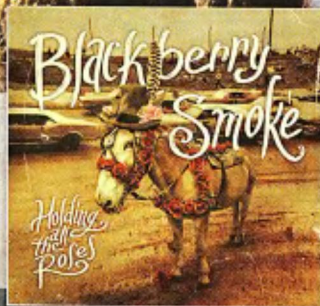
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SPREADING OUT THE LOAD

Installing Zipper's Red Shift Cam Chain Tensioners

Zipper's Performance knows a thing or two about V-twin motors. The company has been making performance-oriented internal motor parts for more than 30 years. Its performance parts run the gamut from cams and pushrods to full-on big inch stroker kits. Zipper's has also developed a substantial number of second-tier performance components; these are the ones that don't exactly make more power, but allow the parts that make the big power to work more efficiently and thus last longer.

One, or should we say two, of these types of components are its Red Shift

Dual Piston Hydraulic Cam Chain Tensioners (P/N 413-901, \$160) that fit 2006 Dyna models and all 2007-up Twin Cam motors. This new design is simple and effective, improving cam chain tensioner stability, hydraulic performance, and valve train control for a quieter, better running engine. The dual piston design eliminates chain instability and prevents the tensioner shoe from rocking. The tensioners' larger reservoir increases the oil flow to the tensioner shoe for improved hydraulic performance. The tensioners' housing is precision CNC machined from billet aluminum and the actual shoe is made from superior materials.

In comparing the Red Shift tensioners to the factory units, we noticed that when we compressed the Zipper's dual piston design it had a much smoother

side-to-side operation. We think that it will increase the cams' operation. It appears to be money well spent.

Installing the tensioners requires stripping the motor's cam chest, which is usually done when a set of cams are changed. We installed the Red Shift tensioners when we were adding a set of performance cams to a 2013 Softail Slim's 103-inch motor. For instructions, we used the 2013 Softail service manual. The job took us a full day. Installing the Red Shift tensioners didn't require any additional work because the stock tensioners were removed during the process of changing the cams.

—John Sullivan

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1 Zipper's Red Shift inner and outer cam chain tensioners are sold as a set. The housings are machined from billet aluminum and the shoes are injection-molded nylon.



2 The Red Shift tensioner on the left has two pistons that take the load, whereas the stock tensioner has only one piston.



3 Installing the set of tensioners requires going inside your motor, but not too deep. We removed the exhaust system, air filter rocker covers, rocker arms, pushrods, valve lifters, and cam cover.



4 The stock outer drive chain tensioner is mounted on the front side of the cam plate. It is secured with two Allen bolts.



7 The new inner tensioner was installed on the cam plate. Both tensioners are direct bolt-on parts; no modifications to the cam plate needed.



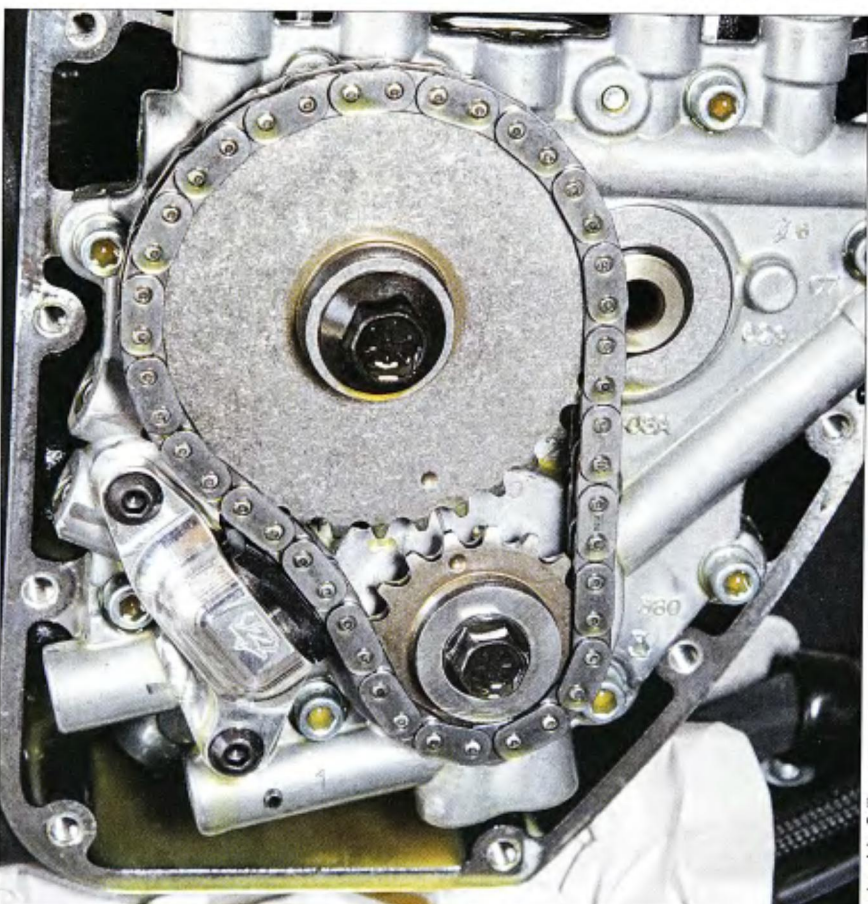
8 Before reassembling the motor, we carefully cleaned the cam chest and oil pump. We didn't remove the oil pump from the crankshaft.



5 The cam drive parts were removed as well as the cam plate and oil pump mounting bolts.



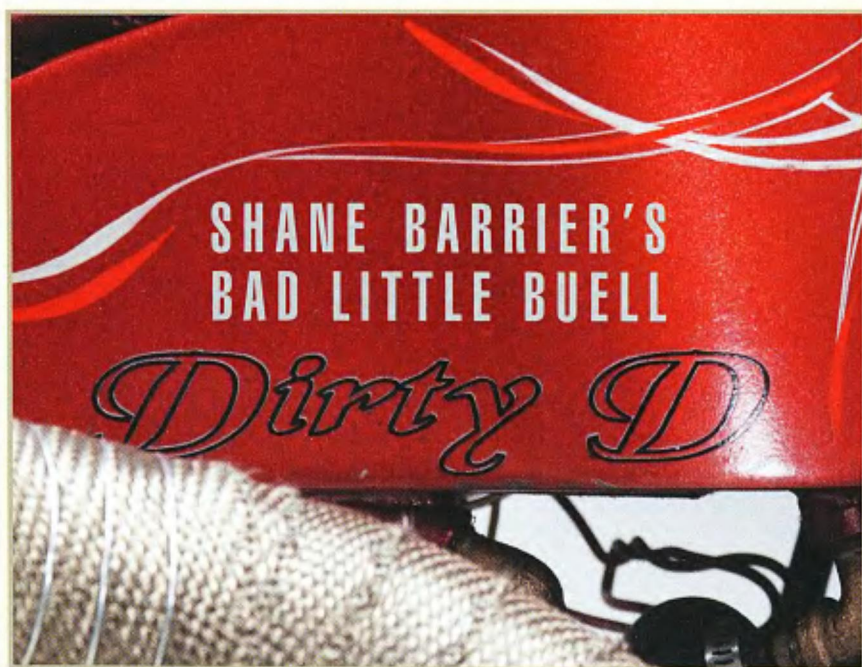
6 The cam plate was removed and flipped over; the inner drive chain tensioner is attached to the upper inside face of the cam plate.



9 The cam plate, outer cam drive chain and sprockets were installed with the new Red Shift cam chain tensioner. This tensioner not only spreads the load over two pistons, it also has almost no side-to-side movement on the tensioner shoe.

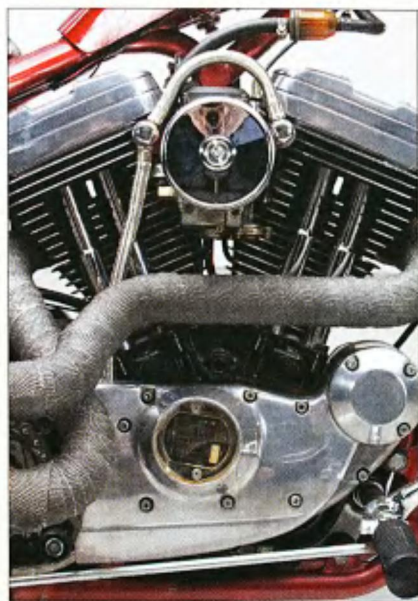
Photos: John Sullivan

Shane dedicates this project to his mother, Connie "D" Barrier, whose first bike was a rigid frame chopper.



At the age of 17, Shane Barrier built his first custom bike from a rolling chassis basket case by pounding, and pounding, and pounding until he finally had what he wanted. Someone who saw him sweating all those details said he, "Really pounded the dog out of it!"





No one believes Shane (above) when he reveals the paint job cost him \$32.67.



For your Fox Hunt winner this month, you selected the pristine Patricia J. Rabbit.

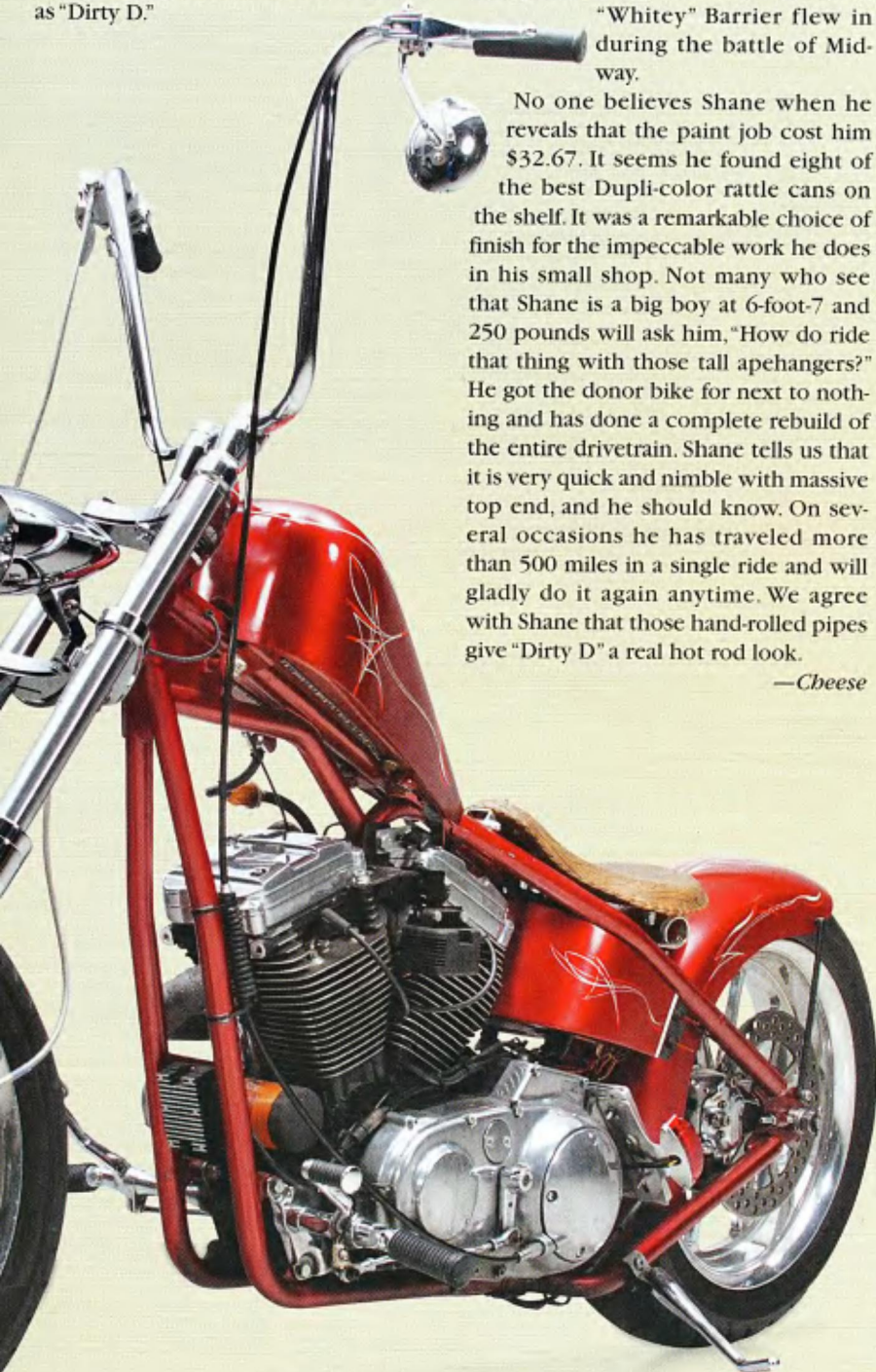
Hence, he named his custom shop The Dog Pound Customs.

That early machine is still rolling along, but there are other bones in the bowl—like this Buell. Due to the talents of Shane and Clifton “Pop” Barrier, what was originally a go-fast and drag-yer-knee American V-twin sport bike is now reborn as this bobber of a bike known as “Dirty D.”

Shane dedicates this project to his mother, Connie “D” Barrier, whose first bike was a rigid frame chopper, and he figures she would very much approve of this bike. Furthering the family theme of this build is the bomber girl pinup art on the tank, which is an actual picture of the nose art that was on “Bella Too!,” the plane his grandfather Norman “Whitey” Barrier flew in during the battle of Midway.

No one believes Shane when he reveals that the paint job cost him \$32.67. It seems he found eight of the best Dupli-color rattle cans on the shelf. It was a remarkable choice of finish for the impeccable work he does in his small shop. Not many who see that Shane is a big boy at 6-foot-7 and 250 pounds will ask him, “How do ride that thing with those tall apehangers?” He got the donor bike for next to nothing and has done a complete rebuild of the entire drivetrain. Shane tells us that it is very quick and nimble with massive top end, and he should know. On several occasions he has traveled more than 500 miles in a single ride and will gladly do it again anytime. We agree with Shane that those hand-rolled pipes give “Dirty D” a real hot rod look.

—Cheese



Owner: Shane Barrier
City: Hickory, North Carolina

GENERAL

Fabrication: The Dog Pound Customs
Model: 2009 Buell
Assembly: The Dog Pound Customs
Time: 3 months

ENGINE

Year/make: 1996 Buell
Displacement: 74 cubic inches
Lower end: Buell
Ignition: Accel
Pistons: flat top
Heads: Buell
Cam: 255E Screamin' Eagle
Lifters: Buell
Carburetor: Mikuni

Air Cleaner: The Dog Pound Customs
Pipes: The Dog Pound Customs

TRANSMISSION

Year/make: 2009 Buell 5-speed

PAINT

Painter: Shane and Clifton “Pop” Barrier
Type/color: rattle can/Candy Red
Special paint: Shane and Clifton “Pop” Barrier

FRAME

Year/make: 2009 Santee
Type: rigid
Rake: 36 1/2 degree
Stretch: 6 inches, up 2 inches out
Modifications: The Dog Pound Customs

ACCESSORIES

Bars: 16-inch apes on 4-inch risers
Handlebar controls: Performance Machine
Fender: The Dog Pound Customs
Headlight: 5-inch spotlight
Taillight: Frame mounted LED
Pegs: Harley-Davidson forward controls
Electrics: The Dog Pound Customs
Gas tank: stretched peanut
Oil tank: peanut
Oil System: Harley-Davidson
Primary: Harley-Davidson
Seat: LaRosa
Mirrors: dental
Grips: Stock
FRONT END
Type: narrow XL type
Extension: 7 inches over
Builder: Primo
WHEELS
Hub: Renegade
Size: 21-inch front, 16-inch rear
Tires: Avon
Brakes: Performance Machine

Photos: Brad Patton

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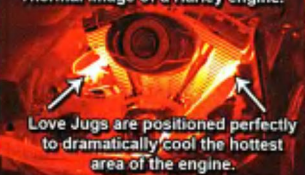
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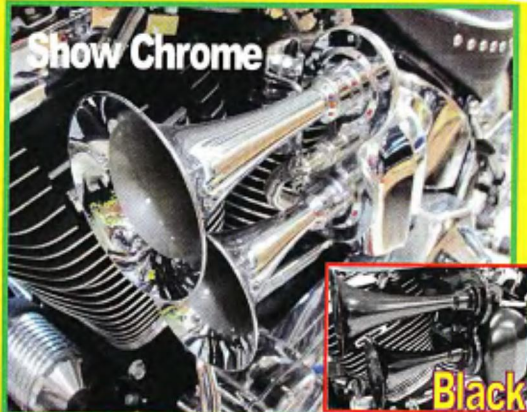


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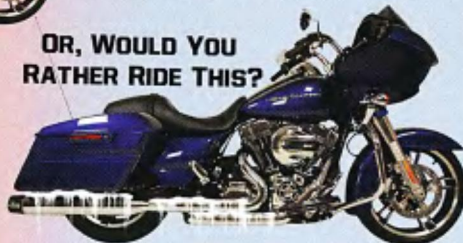
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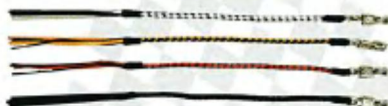
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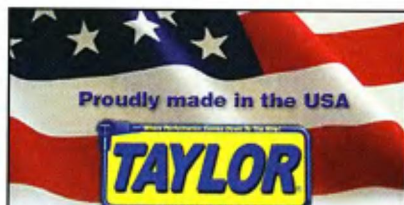


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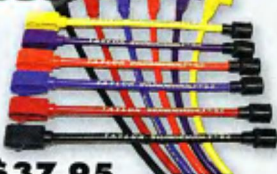
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ReadersRides

Merlon Rogers
Massena, New York
2009 Bobber

Called the Badass Bruiser, this bobber more or less represents the style Merlon and his dad, Brad, have been subscribing to for years when it comes to building custom bikes at their shop, B&M Performance Cycles. This is exactly the style you'll see coming out of their shop or being displayed on their website, bandmpreformancecycles.com. Nary a bagger to be seen there.

This fine pony features a 133-inch Ultima power plant mated with a 5-speed tranny, a Mikuni carb, and a Strader exhaust system. The whole assembly is held together by a Maximum Metalworks hardtail frame to which a B&M-modified pancake-style gas tank is attached. There are also some pegs from Mid-USA and a 1979 FLH front end topped by set of old-school handlebars.

The fender is from B'Cool Products



and was modified by B&M to fit the 16-inch rear wheel, and right above that you've got a very cool-looking sprung solo seat with a Maltese cross on top. The seat was made at the shop, cause that's how these guys roll. And once

the whole thing was put together and made sense, the shop's painter, Jeggers, did his thing, and voila, you've got yourself a badass bobber. And just from the looks of it you can tell, this thing's a bruiser. Right.
—Tripper



Gary Pankratz
Rochester, New York
1950 Panhead

Last time we saw Gary, we featured his 1941 knuckle famous for its "rain-drop dodgin' narrowness" in this rag. That was more than 30 years ago, in the December 1982 issue. So he figured maybe it's about time to have us show off another bike of his. It's the first complete bike he's done since the knuckle. Yup, some folks just like to take their time.

The engine and tranny are from his brother's bike that he rode in the 1970s, he says, and it's also got the clutch cover that he got from his brother. "He drilled it out when he was 17, so I had to use it," Gary says.

The gas tank is a real Sporty tank that has been completely modified, and the jockey shifter is solid brass and comes from an antique metal bander he found at work. The sissybar includes a belt buckle Gary had worn for about 10 years back in the day, and it happens to be the same buckle that was on the ol' knuckle, too. "The guy I sold that bike to showed up at my work 18 years later and gave it back to me," Gary explains. "He thought I'd want it back."



Photos: Owner

It's said that what goes around, comes around, even if it takes a while. This one definitely was a long time comin'. But who knows, maybe Gary will have another bike—maybe a shovelhead?—ready for us to show you, so stay tuned for an *Easyriders* issue that's probably going to be out right around the end of 2046. Good things just take a little while.

—Tripper

Bizarre Bike of the Month



Comin' At Ya



The mighty May issue of *Easyriders* (No. 503) will bring you a bounty of biker babes from the Iowa Freedom Rally in a feature we call the Girls of Summer. See a hot mess of sexy hoochie mamas as only *Easyriders* can shove them at ya! Ride with us to the Sacramento Bike Show to check out the latest and greatest killer custom bikes!

Custom bike features will include Kelley Hall's nasty XLCH, a Love Cycles knuck, Holy City's boardtracker, Jeff Hill's panhead, Sean Murray's Triumph, and a Wicked Bros dazzler!

You'll get a tasty blend of wild biker fiction, twisted humor, and hot and cold running boobies in the magnificent May issue of *Easyriders*!

On sale March 31



The sensational March issue of *V-Twin* (No. 169) 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 April 7

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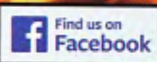
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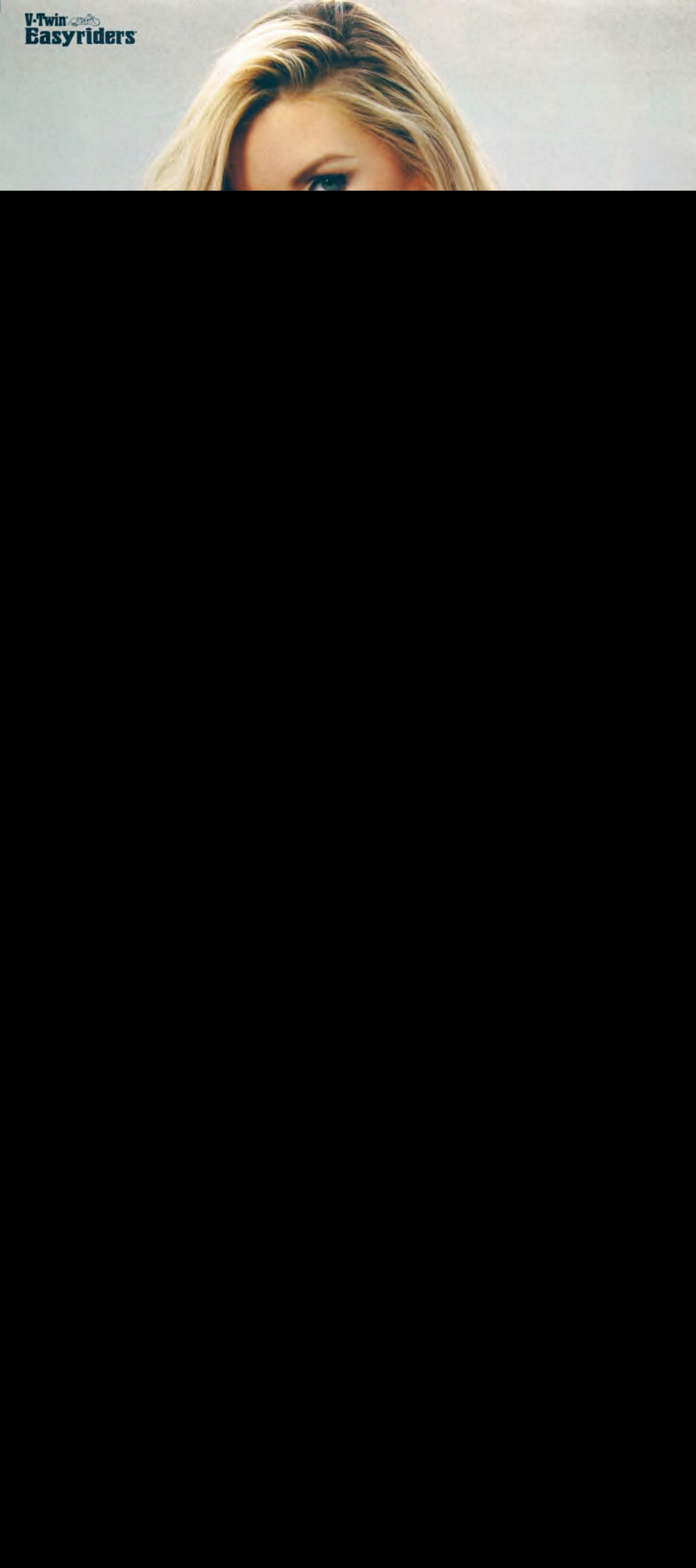
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